Appendix 21-1

AGREEMENT TO DELETE QUESTIONS

Updated: May 8, 2025

Project Name: City Park Development of Regional Impact

Project Location: Miami-Dade County (Unincorporated), Florida

Applicant/Developer: Krome Groves Land Trust

Section 380.06(7)(b), Florida Statutes (F.S.), stipulates that the regional planning agency "shall establish by rule a procedure by which a developer may enter into binding written agreements with the regional planning agency to eliminate questions from the application for development approval when those questions are found to be unnecessary for development-of-regional-impact review". To comply with this provision, the South Florida Regional Planning Council and the Applicant hereby agree that the Applicant shall submit sufficient information, as determined by the Council, in the application for development approval (ADA) for only those questions which are specified as being required in the following agreement:

	Required	Not Required
1. Applicant/Project Identification	X	
2. Applicant	X	
3. Authorized Agents	X	
4. Ownership/ Adjacent Property	X	
5. Legal Description	X	
6. Binding Letter /Preliminary Development Agreement	X	
7. Government of Jurisdiction	X	
8. Permitting Agencies and Permit Applications	X	
9. Maps:	X	
A. General Location	X	
B. Recent Aerial Photo	X	
C. Topography	X	
D. Existing Land Use	X	
E. Soils	X	
F. Vegetation Association	X	
G. Sampling Station Locations and Observed Significant Resources	X	
H. Master Development Plan	X	
I. Master Drainage	X	
J. Highway and Transportation Network	X	

	Required	Not Required
10. General Project Description		
Part I - Specific Project Description		
A. Summary	X	
B. Existing and Proposed Land Uses	X	
C. Previous and Existing Activities	X	
D. Primary and Secondary Market Area	X	
E. Description of Project Demand	X	
F. Project Costs Table (SFRPC requirement)	X	
G. Social and Economic Disparities (SFRPC required)	X	
Part II - Consistency with Comprehensive Plans		
A. Local Plan	X	
B. Regional Plan	X	
C. State Plan	X	
Part III - Demographic and Employment Information		
A. Demographic and Employment Tables (include North American Industry Classification System [NAICS])	X	
Part IV - Impact Summary		
A. Impact on Natural Resources	X	
B. Public Facility Capital Costs	X	
11. Revenue Generation Summary	X	
12. Vegetation and Wildlife		
A. Identification of Plant Species	X	
B. Discussion of Survey Methods	X	
C. State/Federal Listed Species	X	
D. Impact to Listed Species	X	
E. Mitigation for Impacted Species	X	
13. Wetlands		
A. Existing Conditions and Proposed Impacts	X	
B. Creation or Enhancement Plans	X	
14. Water		
A. Existing Hydrologic Conditions	X	
B. Existing Water Quality	X	
C. Mitigation Measures	X	

	Required	Not Required
15. Soils		
A. Description of Soils	X	
B. Site Alteration and Construction Methods	X	
C. Soil Erosion Control Measures	X	
D. Fill and Spoil Information	X	
16. Flood Plains		
A. Identification of Flood Prone Areas	X	
B. FIRM Zone Designations	X	
C. Flood Hazard Measures	X	
D. Off-Site Flooding Impacts	X	
17. Water Supply		
A. Potable/Non-Potable Water Demand	X	
B. Potable/Non-Potable Water Supply	X	
C. On-Site Wells	X	
D. Impact to Existing Wells and Aquifer	X	
E. Operation/Maintenance of Internal Water Supply	X	
F. Letter from Off-Site Supplier	X	
G. Conservation Measures	X	
H. Service Area Boundary	X	
18. Wastewater Management		
A. Projected Generation and Proposed Treatment	X	
B. Description of Pre-Treatment Techniques	X	
C. Letter from Off-Site Treatment Authority	X	
D. Septic Tank Identification		X
E. Service Area Boundary	X	
19. Stormwater Management		
A. Existing On-Site Drainage Patterns	X	
B. Proposed Drainage System	X	
C. On-Site Drainage Areas	X	
D. Run-Off Volume and Quality	X	
E. Identification of Operation/Maintenance Authority	X	

	Required	Not Required
20. Solid/Hazardous/Medical Waste		
A. Solid Waste Generation	X	
B. Waste Management		
1. Specification of Waste Generated	X	
2. Separation Measures	X	
3. Identification of Off-Site Disposal	X	
4. Applicable Regulations, Permits and Plans	X	
C. Documentation		
1. Letter from Developer	X	
2. Letter from Service Provider	X	
21. Transportation (Revised Transportation Methodology attached)		
A. Existing Conditions	X	
B. Projection of Vehicle Trips	X	
C. Estimation of Internal/External Split	X	
D. Total Peak Hour Directional Traffic	X	
E. Assignment of Trips Generated	X	
F. Recommended Improvements	X	
G. Site Access Plan	X	
H. Protection of Transportation Corridors	X	
I. Provisions for Alternative Modes of Transportation	X	
22. Air Impacts		
A. Site Preparation and Construction Measures to Minimize Impacts	X	
B. Structural/Operational Measures to Minimize Impacts	X	
C. Analysis of Impacted Intersections & Parking Facilities (Table 22-1)	X	
D. One-Hour/Eight-Hour Emissions	X	
E. Identification of Mitigation Measures	X	
23. Hurricane Preparedness		
A. Identification of Designated Areas		
1. Vulnerability Zone	X	
2. High Hazard Evacuation Area	X	
3. Special Preparedness District	X	
B. Identification of Evacuation Requirements		
1. Shelter Space Need and Availability	X	
2. Evacuation Route Capacity	X	
C. Identification of Mitigation	X	

	Required	Not Required
24. Housing		
A. Residential Development Characteristics	X	
B. Housing Availability /Employment Opportunities	X	
C. Provisions for Displacement/Relocation		X
25. Police and Fire Protection		
A. Dedication of Facility or Site	X	
B. Letter from Service Provider	X	
26. Recreation and Open Space		
A. Description of Facilities and Open Space	X	
B. Assessment of Impact to Public Access	X	
C. Identification of Maintenance Authority	X	
D. Description of Consistency with Local and Regional Policy	X	
E. Assessment of Impact to Recreation Trail Designation	X	
27. Education		
A. Estimation of Number of School Age Children	X	
B. Provision of Facilities or Sites	X	
C. Letter from the School Board	X	
28. Health Care		
A. Description of Facilities and Services	X	
B. Letter from Service Provider	X	
29. Energy		
A. Projection of Energy Demands	X	
B. Description of On-Site Electrical Generating Facility	X	
C. Letter from Off-Site Supplier	X	
D. Description of Energy Conservation Methods or Devices	X	
	X	
30. Historical and Archaeological Site		
A. Description of Sites	X	
B. Protection/Mitigation Measures	X	

	Required	Not Required
31. Airports		
A. Existing Conditions	X	
B. Copy of Layout Plan	X	
C. Copy of FAA Application		X
D. Identification of Flight Patterns	X	
E. Identification of Subsidiary Development		X
F. Description of Passenger Circulation System		X
32. Attractions and Recreation Facilities		
A. Projection of Attendance		
1. Daily High, Low and Average		X
2. Figure 32.1 - Monthly Distribution		X
3. Figure 32.2 - Daily Distribution		X
4. Figure 32.3 - Hourly Distribution		X
B. Identification of Alternative Transportation Systems		X
C. Identification of Transportation System Interface		X
33. Hospitals		
A. Specification of Proposed Facility		X
B. Identification of Related Facilities		X
C. Copy of Certificate of Need		X
34. Industrial Plants and Parks		
A. Identification of Types of Operations	X	
B. Identification of Support Industry	X	
C. Transportation Requirements	X	
D. Specification of Work Shifts	X	
35. Mining Operation		
A. Description of Operation		X
B. Water Use Requirements		X
C. Impact on Aquifer		X
D. Maintenance and Inspection Requirements		X
E. Description of On-Site Processing Operation		X
F. Identification of Radioactive Material		X
G. Reclamation Plan		X
H. Identification of Mineral Destination		X
I. Identification of Shipping Modes		X
J. Transportation Requirements		X

	Required	Not Required
36. Petroleum Storage Facilities		
A. Description of Existing Facilities		X
B. Description of Proposed Development		X
C. Identification of Transport Methods		X
D. Vapor Emission and Spillage Response		X
37. Port and Marina Facilities		
A. Existing Conditions		X
B. Conceptual Plan		X
C. Commodity and Passenger Statistics		X
D. Transportation System Expansion Requirements		X
E. Dredge and Fill Requirements		X
F. Oil Spill Clean-Up		X
G. Description of Subsidiary Development		X
H. Discussion of Increased Shipping Activity		X
38. Schools		
A. Description of Proposed Development and Program		X
B. Enrollment Impact Area		X
C. Identification of Design Population		X
39. Other (as specified below - Sea Level Rise)		X
40. Agriculture	X	

The Applicant shall employ the methodologies, data sources, assumptions, and techniques for analysis in its ADA as detailed in Appendix A. The Applicant shall include all supporting materials (data source, assumptions, calculations, etc.) with the ADA and any sufficiency updates. In addition, the ADA must be submitted within one (1)-year of the execution of this Agreement. If the ADA is not submitted within one (1)-year of execution of this Agreement, the Agreement is void and a new pre-application conference shall be required. The Applicant will coordinate with Miami-Dade County regarding the data and analysis guidelines for the concurrent Comprehensive Master Development Plan (CDMP) and zoning amendments, since those requirements may differ from the ADA's.

Prepared on this 14th day of May 2025.

By:

for Krome Groves Land Trust (Applicant)

Jeffrey Bercow

Print Name

Date: 05/14/2025

for the South Florida Regional Planning Council

Isabel Cosio Carballo, MPA, Executive Director

Print Name

Date: May 19, 2025

APPROVED AS TO LEGAL FORM

DATED: 5/16/2025

Appendix A

1. Questions 1 - 11

The Applicant shall provide the entirety of the information requested in Questions 1 - 11 as presented in FORM DEO-BCP-ADA-1 and required by Rule 73C-40.010, Florida Administrative Code (F.A.C.).

2. Question 12 (Vegetation and Wildlife)

The Applicant noted that the City Park site is currently comprised of farm fields and is not within the critical habitat of any listed species. The Applicant also noted the full site was walked and no listed flora or fauna was observed.

Applicant shall coordinate and consult with the Florida Fish and Wildlife Conservation Commission (FWC) regarding methodology and related assumptions and data sources to assess which, if any, listed species will be utilized for analysis. In addition, environmental studies regarding the presence of endangered species shall be required. Furthermore, the Applicant shall coordinate and consult with the Miami-Dade County Division of Environmental Resource Management (DERM) regarding methodology and related assumptions and data sources to assess which CDMP-listed species shall be utilized for analysis. In addition, environmental studies regarding the presence of CDMP-listed endangered species shall be required.

The GIS data for critical habitat areas is available for direct download from the Miami-Dade County Open Data Hub and the most recent version of the dataset was last updated August 28, 2019. Examples of additional data sources that shall be reviewed for further analysis of relevant spatial information include wood stork nesting colonies and core foraging areas and the spatial extent of the Florida Panther Focus Area, both of which are available for download from the Florida Geographic Data Library Metadata Explorer (FGDL), and were last updated on April 10, 2020, and December 12, 2015, respectively.

The proposed additional field evaluation of the study area shall be conducted to specifically evaluate the potential presence of both state and federally listed wildlife species and their habitats within the site. Wildlife observations shall include indirect indicators of wildlife utilization such as tracks, scat, calls or vocalizations, burrows, nests, and roosting sites. Specific attention shall be given to all nesting and roosting sites documented during the study period. All the locations of documented field occurrences of listed species, or their nests, burrows or roosts, and other indirect wildlife indicators shall be GPS recorded and documented on scaled aerial photographs and maps of the site. No trapping shall be proposed to be included as part of the field evaluation as site review and field observation are deemed suitable for the habitat areas and potentially include wildlife taxa anticipated to occur within the proposed project limits.

In addition to the field reconnaissance effort to evaluate overall wildlife utilization, more in-depth analyses will also be conducted to assess the potential impacts specifically to foraging habitat for the snail kite, wood stork, and the Florida bonneted bat (FBB). Potential impacts to wood stork foraging habitat shall be assessed in accordance with the Wood Stork Foraging Habitat Assessment Methodology, a functional assessment developed by USFWS for estimation of available biomass of wood stork forage per unit quantity of wetland habitat. The parameters considered for determination include vegetation density, wetland hydroperiod, prey size suitability, and competition with other wading birds. The differentiation of hydroperiod classes established by the USFWS methodology shall also be assessed via analysis of available hydrology and LiDAR data. Data sources include the DBHYDRO Data Portal (SFWMD), and the GIS LiDAR elevation dataset obtained from the Miami-Dade County Open Data Hub.

Potential impacts to snail kite habitat shall be assessed in accordance with the Snail Kite Survey Protocol. In accordance with the survey protocol, the adequacy of snail kite habitat shall be determined by the presence of appropriate foraging habitat as evidenced by coverage of hydrophilic vegetation (Panicum spp., Eleocharis spp., Rhynchospora spp.), nesting or perching substrate (Salix caroliniana, Melaleuca quiquenervia, Cladium jamaicense), appropriate water depth (0.2-1.3m) under nesting substrate, and adequate distance (>150m) between nesting substrate and upland areas. The analysis of water depth adequacy to utilize a similar methodology as the hydroperiod class assessment detailed above (i.e., DBHYDRO and LiDAR data).

The potential for impacts to roosting and foraging habitat for the FBB shall also be assessed during the field inspection. Being that portions of the onsite agricultural lands are comprised of tree farming activity, any trees documented to be of sufficient size and diameter shall be recorded and depicted on site maps as having the potential to provide roosting opportunities. An acoustic survey shall be conducted in accordance with USFWS guidelines for the adequate number of acoustic recordings in terms of calendar nights and locations throughout the site. The subsequent analysis of recorded calls shall allow for accurate determination of roosting or feeding activity within the site or the immediate vicinity to assess the presence or overall utilization of the site by FBB.

3. <u>Question 13 (Wetlands)</u>

The Applicant stated that the City Park site is classified as an “upland” in the National Wetland Inventory. The Applicant also stated the site was inspected on February 9, 2022, to confirm site conditions, and no wetlands were observed.

The Applicant shall coordinate and consult with Miami-Dade County to conduct a determination of wetlands to determine whether wetlands are present on the site. Applicant shall detail how its proposed project shall address the location of, and the potential impacts to, existing wetlands, or

demonstrate how impacts to wetlands on the site shall be avoided and/or mitigated. If areas located within the proposed project area contain state jurisdictional wetland areas, site inspections with SFWMD and Miami-Dade County staff shall be required for proposed projects for the identification or conclusions regarding the absence or presence of wetlands. Any environmental considerations, including elimination or reduction of wetland impacts and mitigation requirements shall need to be addressed as part of the Environmental Resource Permit (ERP) applications, in accordance with Rule 62-330.060(2), F.A.C. and Section 10.0 of the SFWMD's Environmental Resource Permit Applicant's Handbook Volume I.

The additional onsite evaluation shall be performed to confirm the presence of wetland areas pursuant to the applicable Florida wetland delineation protocol contained in §373.019, Florida Statutes (F.S.), the techniques included in 62-340, F.A.C. and by the US Army Corps of Engineers Wetland Delineation Manual (last updated 2018). The wetland evaluation and review shall be incorporated into the evaluation of vegetation within the study area. Initial techniques that shall be used to determine the potential extent of wetland areas onsite include the review of past wetland permits or jurisdictional determinations, and additional review of recent and historic aerial photographs of the site to determine the potential presence of natural areas. Additional field analysis shall be conducted to confirm the current onsite conditions concerning vegetation, surface hydrology, and soils. Measurements of the existing groundwater table elevation within onsite irrigation wells located throughout the site shall be compared to the ground surface elevation to determine the potential for site inundation or soil saturation. Observations of potential hydrologic indicators and coverage of hydrophilic vegetation shall be documented throughout the subject property. More extensive evaluation of site hydrology and soil profile shall be localized preliminarily identified areas with greater potential to exhibit wetland characteristics. All areas confirmed to contain all three of the required wetland parameters (two confirmed parameters for the state of Florida determination) shall be delineated on a scaled aerial photograph of the site and included in the overall habitat analysis.

The results of the survey shall then be provided in support of the proposed formal requests for Jurisdictional Determinations that shall be submitted to pertinent agencies including the USACE, the State of Florida (FDEP or SFWMD), and DERM. The formal determinations conducted by the agencies shall ultimately determine the presence of jurisdictional wetland areas onsite, thereby establishing the criteria for environmental considerations that may or may not be needed in accordance with Rule 62-330.060(2), F.A.C. and Section 10.0 of the SFWMD's Environmental Resource Permit Application's Handbook Volume I.

Although the site is anticipated to be devoid of wetland resources, any project-related impacts are proposed to be offset by a suitable mitigation plan that may incorporate the preservation of onsite natural areas or be transferred to an approved offsite mitigation area. If the additional field

analysis does result in the identification of areas that may be considered appropriate for onsite preservation, enhancement, or restoration, then the final mitigation plan shall incorporate an onsite component to maintain these natural areas as deemed practicable. Additionally, any documented listed plant and wildlife species within the study area shall be protected from impacts during the construction process. In conclusion, any long-term alterations to the project site resulting from the proposed development shall be offset through appropriate habitat and species mitigation.

4. <u>Question 14 (Water) and Question 17 (Water Supply)</u>

The Applicant indicated that the hydrology at its City Park site was evaluated using existing SFWMD groundwater well data. The Applicant chose South Florida Water Management District's Well S338_T as the most representative. Well S338_T data was used to calculate short and long hydroperiods to compare existing ground elevations.

The Applicant noted that the City Park site was inspected on February 9, 2022, to confirm site conditions and verify groundwater elevations.

The hydrologic conditions within the subject property and immediate vicinity were analyzed using available groundwater elevation data from the DBHYDRO data portal maintained by the SFWMD. As specified in Rule 62-340.550, F.A.C (Wetland Hydrology), reliable hydrologic records can be used to indicate whether inundation or saturation occurs during conditions that represent long-term hydrologic conditions. An additional assessment shall be conducted to analyze the available data to determine historical patterns of regular and periodic inundation at the site, if any. The groundwater elevation data within the site vicinity shall be evaluated for the available periods of record and additional well locations can also be assessed. The GIS analysis of available LiDAR data shall be conducted to create classifications of onsite topography according to the established hydroperiod elevation criteria for desired inundation and saturation conditions, as defined in 62-340.200, F.A.C. The availability of instantaneous time series data from the DBHYDRO data portal shall also be utilized to evaluate the concurrence of water table measurements within onsite irrigation wells with the recorded time series data. The comparison of data points shall allow for calibration of real-time vicinity data to onsite groundwater elevation measurements. The accuracy of the DBHYDRO groundwater data as representative of the onsite hydrology can therefore be determined.

Applicant shall demonstrate that there shall be adequate and available water supply to serve the proposed development area when they shall be available, and how future potable and non-potable water needs are being planned for or how they shall be implemented. The following issues also shall be addressed in the application:

a. The application shall demonstrate consistency with the Miami-Dade County Water Supply Facilities Work Plan. The application shall also demonstrate consistency with the soon-to-be-updated 2024 Lower East Coast Water Supply Plan.

b. A modification of Miami-Dade County's Water and Sewer Department Water Use Permit (#13-00017-W) was approved by the SFWMD on March 08, 2022. The application shall demonstrate consistency with that modified permit.

c. The proposed DRI application must include a commitment from the Miami-Dade Water and Sewer Department that they have, or will have, sufficient potable water available to serve the proposed development, that they will provide potable water to serve the proposed development, and when the water will be available.

d. The Applicant shall address whether potable and/or non-potable water will be used for landscape irrigation. The Applicant shall clarify if alternative water sources and/or non-potable water will be used instead of potable water to support the non-potable water needs of the proposed land uses. The analysis shall include the following:

    i. The proposed source(s) of water for landscape irrigation.

    ii. An explanation of how the proposed land uses would or would not use either on-site wells or reclaimed water for landscape irrigation in portions of the project that do not require potable water supply. If on-site wells are proposed for irrigation uses, a SFWMD Water Use Permit shall be required.

    iii. If potable water is to be used for landscape irrigation, the Applicant shall provide information to demonstrate how the use of potable water is consistent with provisions of the County's CDMP, including but not limited to Objectives CON-4 and ICE-4 and Policies CON-4A and ICE-4F, and shall protect water recharge areas and encourage the use of alternative water technologies to meet water demand.

e. Separate projections for potable and non-potable water use shall be provided. The water and sewer demand shall be based on Miami Dade County's "Schedule of Daily Rated Gallonage for Various Occupancy". The proposed demand for non-potable water uses shall be provided in accordance with current industry standards for similar development projects. The application shall also demonstrate consistency with the updated Miami-Dade County Work Plan.

f. The Applicant shall coordinate and consult with Miami-Dade to evaluate water and sewer infrastructure improvements required to serve the development. The water and sewer demand shall be based on Miami Dade County's "Schedule of Daily Rated Gallonage for Various Occupancy". The proposed demand shall be compared to the current permitted

public water and sanitary sewer treatment plant capacity as reported in the current FDEP permits for each facility serving the development. The application shall also demonstrate consistency with the updated Miami-Dade County Work Plan.

g. If the total project water demand is 1 MGD or greater, per Section 32-85 of the Miami-Dade County Code, the feasibility of an alternative water supply project shall be evaluated.

h. All future development shall be required to comply with water use efficiency techniques for indoor water use and with landscape standards in accordance with Sections 8-31, 32-84, 18- A, and 18-B of the Miami-Dade County Code, consistent with Policies WS-5E and WS-5F of the CDMP. Also, per Section 8A-381 (c) of the Miami-Dade County Code, effective January 1, 2009, all permit applications for new multifamily residential developments shall be required to include a sub-meter for each individual dwelling unit.

i. Changing a large area from agricultural use to commercial and residential uses is likely to affect water quality in the surrounding area. The Applicant shall utilize Harper Methodology, as developed with FDEP, and the "BMP Trains" software to determine the pre-development vs. post-development nutrient loading concentrations. This analysis shall determine the BMPs required so the stormwater runoff post-development pollutant loading shall be less than the existing loading in the existing condition.

j. Consult with Miami-Dade County to obtain the best available data on the most recent water supply planning and water and wastewater information and plans. The application shall also demonstrate consistency with the updated Miami-Dade County Work Plan.

k. Include a development table to evaluate public water and sanitary sewer treatment plant capacity. The water and sewer demand shall be based on Miami-Dade County's "Schedule of Daily Rated Gallonage for Various Occupancy" to develop the water and sewer demand. The proposed demand shall be compared to the current permitted public water and sanitary sewer treatment plant capacity as reported in the current FDEP permits for each facility serving the development.

l. The proposed project area does not currently have central water or sewer facilities to serve the area and potential proposed development. The proposed project shall include and identify needed provisions and additions to the Capital Improvements Element (CIE) and the Five-Year Capital Improvements Schedule (CIS) for the needed facilities. This includes both publicly and privately funded projects necessary to achieve and maintain the adopted level of service standards, even if the County is not responsible for the improvements. The following issues shall be addressed as applicable:

    i. Identification of needed facilities for central water and central sewer facilities.

ii. Include a projected schedule for the needed projects and indicate if the projects are currently funded or unfunded. If a project is unfunded, provide a level of priority for funding.

The Applicant shall coordinate with the Miami-Dade County Water and Sewer Department (MDWASD) to develop a proposed water and sewer spine infrastructure network. MDWASD and the Applicant shall coordinate to update the overall MDWASD water and sewer model to determine the required onsite and offsite improvements to support the project. After the MDWASD analysis is completed, the applicant shall prepare a capital improvement and funding plan for the required facilities.

The needed provisions and additions that are identified shall be included in the Capital Improvements Element (CIE) and the Five-Year Capital Improvements Schedule (CIS) and will require an amendment to the County's Comprehensive Development Master Plan. The application should also demonstrate consistency with the updated Miami-Dade County Work Plan.

5. Question 15 (Soils)

The Applicant shall indicate the soils characteristics of the subject property using the available GIS dataset of the soil survey provided by the United States Department of Agriculture, National Resource Conservation Service (NRCS). The GIS data for the NRCS soil survey is available for download from the FGDL Metadata Explorer and the most recent version of the dataset was last updated for the State of Florida on October 1, 2021. Confirmation of the soil type shall be performed via soil profile analysis to be conducted during the proposed additional site inspection.

6. Question 16 (Floodplains) and Question 19 (Stormwater Management)

The Applicant shall include the following:

a. The Conceptual Stormwater Management Plan shall be prepared in accordance with the latest versions of the Miami-Dade County Public Works Manual, the Miami-Dade County Water Control Plan, Chapters 24 and 11 C of the Code in effect at the time of the Stormwater Plan submittal or subsequent Stormwater Plan modification submittal, as well as the South Florida Water Management drainage regulations in effect at the time of the Stormwater Plan submittal or subsequent Stormwater Plan modification submittal. The Stormwater Plan shall describe how stormwater will be managed and shall include details for any proposed off-site stormwater conveyance.

b. If the proposed development within the Property includes the proposed use of the County's stormwater infrastructure (such as use of a County canal) as a conveyance element to off-site storage area(s), the Owners shall, at their expense, provide an

additional engineering report and stormwater plan (the "Off-site Stormwater Conveyance Plan") to DERM for review and approval. The Off-site Stormwater Conveyance Plan shall be signed and sealed by a professional engineer licensed in the State of Florida and shall provide engineering calculations and sufficient detail, including the required conveyance capacity (existing plus additional), to demonstrate that the development's proposed use of the County's infrastructure for stormwater conveyance does not result in negative impacts to the County's stormwater system and watershed areas, and does not result in reduction of the current Flood Quantity Level of Service (FQLOS) or Water Quality Level of Service (WQLOS). Upon approval of the Off-site Stormwater Conveyance Plan, the Owners shall, at their expense, undertake or cause the following to be undertaken: obtain all required permits, construct improvements, and provide additional dedication of canal right-of-way and canal maintenance easement acceptable to Miami-Dade County for all improvements to public stormwater infrastructure as may be required for the development's use of this infrastructure for offsite stormwater conveyance.

c. A comprehensive conceptual stormwater management plan, including a demonstration that adjacent agricultural properties shall not be impacted and drainage from the expanded Urban Development Boundary (UDB) area shall not cause water levels in adjacent areas to increase and thereby negatively impact drainage for areas further to the west. The Applicant must detail the data sources, methodologies, assumptions, and analyses that shall be used to conduct a comprehensive conceptual stormwater management plan.

The Applicant shall prepare a conceptual stormwater management plan for the overall development utilizing the following data sources, methodologies, and assumptions.

- Utilize Miami-Dade County’s Average October Water table and Miami-Dade County Flood Criteria Maps for design groundwater elevation and county flood criteria.
- Utilize SFWMD ERP Applicant’s handbook for total rainfall depth for key design storms.
- SCS Design Methodology to estimate total runoff volume generated by the development.
- Utilize Harper Methodology, as developed with FDEP, and the BMP Trains software to determine the pre-development vs. post-development nutrient loading concentrations.
- Assume a two-foot rise in groundwater elevations due to sea-level rise as currently proposed by Miami-Dade County in the Stormwater Management Program Master Plan Update (FY 2021) prepared by Miami-Dade County and GIT Consulting, LLC.

- Miami-Dade County Water Control Plan has a planned canal, C-1 Ext, to run east-west with an eventual connection to the primary Black Creek Canal West. Demonstrate how the proposed development shall be designed to not cause flooding impacts to adjacent properties; provide the necessary retention areas and or provide a new conveyance canal to direct excess stormwater runoff to the nearest primary canal.

d. The existing grade at the application site is approximately 6 to 7 feet NAVD88. While the site is far from the coast, it will be affected by sea level rise indirectly as rising water levels affect regional water management systems, groundwater levels, and water levels in the Everglades. While it is possible to reduce flooding risks by modifying the site and building designs, it is important to be clear that some existing flood mitigation requirements do not account for sea level rise. The existing requirements and standards based on the Federal Emergency Management Agency's Flood Insurance Rate Map do not include sea level rise. Therefore, complying with existing code requirements for finished floor elevations will not be sufficient to address flooding risks amplified by ongoing sea level rise over the lifetime of any proposed development. Additionally, elevating one area on fill to reduce flood risks may increase flooding risks for adjacent areas if the run-off is not carefully managed. Typically, a development would be required (or designed) to maintain a certain volume of stormwater on site. However, if there were a strong, wet storm exceeding the stormwater design level the additional water would run off site. If adjacent or downstream areas are at a lower elevation, they may experience increased flooding. The design will assume a two-foot rise in groundwater elevations due to sea-level rise as currently proposed by Miami-Dade County in the Stormwater Management Program Master Plan Update (FY2021) prepared by Miami-Dade County and GIT Consulting, LLC.

e. Fill requirements may raise the base level of the site, and the Applicant shall demonstrate that stormwater runoff shall not affect adjacent properties or rights-of-way/infrastructure and be retained onsite.

f. The minimum fill elevations shall be based on the proposed Miami-Dade County Flood Criteria (Miami-Dade County Flood Criteria Map dated 9/24/2021) and the current FEMA Flood maps at the time of development.

g. Stormwater was modeled by DERM with the project site as agriculture. The Applicant shall detail the data sources, methodologies, assumptions, and analyses used to assess the development program’s impacts to regional drainage. The Applicant shall utilize the stormwater model results completed by DERM as a baseline in the conceptual stormwater management system. The model shall be used to determine adjacent area flood elevations.

h. The Southern Everglades Study is coming. The Study shall provide an analysis of how to accommodate 342,000-acre feet of water through seepage management. The Applicant shall detail the data sources, methodologies, assumptions, and analyses that shall be used to assess whether its development program shall have adverse impacts to the Comprehensive Everglades Restoration Plan including the Southern Everglades Study.

The Applicant shall utilize information from the Integrated Delivery Schedule 2023 Update (https://www.saj.usace.army.mil/Missions/Environmental/Ecosystem-Restoration/Integrated-Delivery-Schedule/) to identify the components of the Southern Everglades Study component. A review of this information indicates the Southern Everglades Study components do not include any property near the City Park Site. The City Park project shall not impact the Southern Everglades Study and conversely, the Southern Everglades Study shall not impact the City Park project. The Applicant shall monitor the progress of the Southern Everglades Study.

7. Question 18 (Wastewater)

The Applicant shall answer Question 18 in the ADA form and, in addition, the Applicant shall coordinate with the Miami-Dade County Water and Sewer Department to develop a proposed water and sewer spine infrastructure network. The water and sewer demand shall be based on Miami-Dade County's "Schedule of Daily Rated Gallonage for Various Occupancy". The project shall evaluate the feasibility of greywater sources since the total project demand will be greater than 1 MGD, while identifying water use efficiency techniques in accordance with Miami-Dade County Code.

8. Question 20 (Solid Waste, Hazardous Waste, Medical Waste)

The Applicant shall answer Question 20 in the ADA form and shall coordinate and consult with Miami-Dade County to obtain the best available data.

9. Question 21 (Transportation)

A. GENERAL

The Applicant shall include the following items in its transportation analysis:

1. Existing year traffic counts (2023/2024) for the AM and PM peak hours, documenting the PM peak hour used as the DRI peak hour for analyses.
2. Existing year traffic conditions (2023/2024) of PM peak hour.
3. Build-out year traffic conditions (2036) without DRI of PM peak hour.
4. Build-out year traffic conditions (2036) with DRI of PM peak hour.

5. Study area defined by the five percent (5%) consumption rule.
6. Latest version of the adopted Southeast Regional Planning Model (SERPM).
7. 2026 Existing plus committed (E+C) network.
8. Select zone data sets for project traffic distribution/assignment.
9. Florida Department of Transportation (FDOT) Multimodal Transportation Site Impact Handbook 2024.
10. FDOT Multimodal Quality/Level of Service (MMQLOS) Handbook 2023.
11. FDOT Project Traffic Forecasting Handbook 2019.
12. FDOT Project Traffic Analysis Handbook 2021.
13. FDOT's Turns5/TMTool or other approved intersection turning movement forecasting application.
14. Synchro results based on the Highway Capacity Manual (HCM) methodology; the latest version of 12 shall be utilized unless otherwise justified.
15. ITE's Trip Generation Manual, 11th edition.
16. ITE's Trip Generation Handbook, 3rd edition.
17. If applicable, a Proportionate Share Calculation shall be provided for "project-related" off-site improvements based on a link-level study using directional, peak hour analysis for AM and PM.

B. TRANSPORTATION ASSESSMENT

1. The 954-acre City Park DRI project is adjacent to SR 997/Krome Avenue, about 4 miles west of Florida's Turnpike and SR 874/Don Shula Expressway and is southwest of Miami Executive Airport. SR 997/Krome Avenue, Florida's Turnpike, and SR 874/Don Shula Expressway are Strategic Intermodal System (SIS) facilities, while the Miami Executive Airport is a SIS General Aviation Reliever Airport. It is also noted that portions of SR 825/Lindgren Road and SW 120 Street immediately east of Miami Executive Airport are SIS connectors. Pursuant to Florida Statutes and Administrative Code, the Applicant shall evaluate affected SIS and transportation facilities of state importance to determine the impacts of the proposed development and if any improvements are needed to ensure the transportation system operates safely and efficiently.
2. The five percent (5%) consumption rule for the definition of the study area shall apply to a link-level study using directional, peak-hour analysis for PM. volumes on existing

highways adjacent to the site, including but not limited to SW 157th Avenue, SW 137th Avenue, SW 136th Street, SW 144th Street, SW 152nd Street, SW 120th Street, Krome Avenue, SR 874/Don Shula Expressway, and the Homestead Extension to Florida's Turnpike (HEFT).

3. All analyzed links shall be depicted on the map. Upon request of the agencies, all variables used in the road segment analysis shall be documented in responses to Question 21. These values include count station, historical Annual Average Daily Traffic (AADTs), K factors, truck (T) factors, level of service (LOS) standards service volumes, growth rates, and the maintaining agency.

4. Link-level study using directional, peak hour analysis for PM shall also be completed.

5. For facilities of state importance (e.g., SR 997/Krome Avenue, Florida's Turnpike, SR 874/Don Shula Expressway, and Strategic Intermodal System [SIS] connectors), the transportation impact analysis should include a link-level study using directional, peak hour analysis for PM traffic volume.

6. The LOS standards shall reference State or local policy, depending on the maintaining jurisdiction. Miami-Dade County comments: The LOS must be based on the County's LOS standards for both state and county roads.

7. Service volumes including peak hour, two-way service volumes a link-level study using directional, peak hour analysis for PM for roadways under study shall be compiled from FDOT MMQLOS Handbook and Miami-Dade County Concurrency Data.

8. Applicant shall coordinate with Miami-Dade County and FDOT to identify roadway context classifications prior to submitting the study. For non-state roadways, the service volume thresholds from the 2020 QLOS Handbook may be used, if the context classifications are not yet available.

9. It is understood that the Applicant is concurrently seeking approval from Miami-Dade County to expand the Urban Development Boundary to include the City Park DRI. As of right now, the development is outside of the Urban Development Boundary. The LOS thresholds should reflect urbanized conditions and adopted/target LOS for those facilities that are within the UDB expansion limits and within the Applicant's proposed UDB expansion via the companion CDMP Amendment application.

10. The Applicant shall confirm the viability of access points from SW 136th Street crossing the CSX tracks before starting the traffic impact analysis, as it would determine the actual site network to be evaluated.

11. The Applicant shall need approval for any proposed road closures.

12. SR 997/Krome Avenue is a controlled access facility in this area with a specific access management plan. Access connections to SR 997/Krome Avenue shall be evaluated, coordinated, and approved by FDOT.

13. The detailed site plan shall clearly show which roadways are public or private. The proposed typical section for section/half-section line roadways shall be approved by Miami-Dade County's Highway Division.

14. Intersection analysis shall be performed for PM peak hour (4-6 PM) corresponding to the peak hour volumes of the adjacent street.

15. The intersection LOS, delay, volume-to-capacity, and queue analysis shall be evaluated based on methodologies from the Highway Capacity Manual (HCM) using the Synchro software. The intersection operational analysis shall reflect PM peak-hour traffic conditions.

16. Interchange ramps shall be considered significant if the project contributes 200 or more PM peak hour trips. If the project significantly impacts ramps and/or intersections, the PM peak hour shall be evaluated to identify needed improvements caused by the project.

17. The Applicant shall not include capacity from the State Road 836 extension in its analysis.

18. The traffic study shall evaluate the need for dedicated left and/or right-turn lanes at the proposed project entrances.

19. For any new railroad crossing that is proposed, there is a requirement to shut down two existing railroad crossings.

20. At the railroad crossing locations, pavement markings, signings, and potential signal timing modifications shall be clearly indicated to safely accommodate the train based on its expected schedule.

C. DEVELOPMENT PROGRAM

1. If the application is approved, the Applicant may be required to conduct additional analysis of the project's impacts if full buildout does not occur by 2036.

D. EXISTING TRAFFIC CONDITIONS

1. The DRI traffic study shall analyze the existing roadway LOS, based on the latest available data which shall not be older than 2 years. Collection of AM and PM peak hour traffic counts may be necessary.

2. A list of proposed factors to be applied to each of the anticipated study area roadways shall be provided for review and approval. Such factors may include, but are not limited to, peak hour factor (PHF) and truck factor. The values of these factors should be consistent with the FDOT's Project Traffic Forecasting Handbook and other applicable state manuals.

3. Florida's Turnpike develops its own Standard K factors, and they are not the same as those reported via the Florida Traffic Online (FTO) website.

E. TRAVEL DEMAND MODELING

1. The Traffic Analysis Zone (TAZ) revisions; including boundaries, zonal data, and centroid connectors; shall be approved by the review agencies prior to the application for development approval (ADA) submittal. It is recommended that a meeting be reconvened with the developer and review agencies to facilitate the discussions on accesses/connections, prior to the ADA submittal.

2. The E+C network shall be updated within a 10-mile radius of City Park DRI to reflect committed improvements to Year 2026. The TAZ/MAZ input data shall be based on interpolated data from the latest adopted datasets for the analysis year.

3. All development's connections to the existing roadway network shall be reviewed and approved by the review agencies. Connections shall be in compliance with Miami-Dade County's Comprehensive Development Master Plan (CDMP)'s policies of providing roadway and neighborhood connectivity while maintaining the residential neighborhoods' quality of life.

4. Adjustments to the network to reasonably reflect the City Park Master Concept Plan (MCP) may include certain proposed roadways and connections to the external road network. Such adjustments are subject to review and approval by review agencies. The ADA submittal shall present the final Master Concept Plan with the proposed external access points.

F. FUTURE TRAFFIC WITHOUT DRI

Growth Rate Calculation

1. Historical traffic count data from stations located within three miles of the project's boundary may be utilized to determine the historical growth trends. Counts from the years 2020 and 2021 shall be excluded from the calculations. Based on this requirement,

historical count data from 2012 – 2024 (excluding years 2020 and 2021 and, if 2024 is available) will be used.

2. A minimum linear growth rate of 0.5% annually shall be used if the historical growth rate is less than 0.5%.

3. The historical annual growth in the area shall be applied to the existing traffic volumes to determine background traffic volumes for the buildout year.

4. Applicant shall use an areawide growth rate analysis based on previously submitted traffic count data, which will be resubmitted with the ADA. The areawide growth rate within two miles of the project shall be 0.7% per year, and outside of two miles of the project shall be 1.4% per year. For SR 997/Krome Avenue, the Applicant shall use the growth rates in Table 1:

Table 1

Roadway	From	To	Recommended Growth Rate
Krome Avenue	north of	104th St	1.94%
	104th St	184th St	1.35%
	184th St	south	1.35%

Committed Projects and Developments

1. A list of committed infrastructure improvements and committed development projects expected to be incorporated into the transportation analysis shall be provided for review and approval.

2. Committed roadway improvement is defined by those facilities that are funded for construction and listed in the first three years of the Miami-Dade Capital Improvement Plan and in the FDOT Work Program.

Future Background Traffic Conditions Intersection Analysis

1. Future intersection turning movement volumes shall be developed consistent with the methodologies utilized in FDOT's Project Traffic Forecasting Handbook.

2. Future year turning movement projections for background conditions shall be developed using TMTool/Turn5 with the existing turning movement volumes and the approved areawide growth rates, except for the separate growth rates for SR 997/Krome Avenue.

G. DEVELOPMENT TRAFFIC

The City Park DRI development traffic shall be determined using the hybrid manual-model approach. The trip generation shall be from the ITE's Trip Generation Manual, and the distributions shall be initiated from the travel demand forecasting model.

Trip Generation

1. The Institute of Transportation Engineers' Trip Generation Manual or its web application shall be used to determine trip generation.

2. The Trip Generation Handbook's internal capture percentages for the PM peak period shall be used to estimate the project's trip generation, consistent with accepted traffic impact analysis procedures.

3. Since SR 997/Krome Avenue is designated as a SIS facility and is well known for the volume of trucks using it, FDOT is requesting that the Applicant utilize a daily Truck factor of 13.7% and a peak hour Truck factor of 7.0% for SR 997/Krome Avenue in its DRI analyses. These values were developed and approved by FDOT for the SR 997/Krome Avenue PD&E Study from SW 136 Street to Okeechobee Road. They represent the Department's estimate of truck activity along this important freight corridor.

4. The intrazonal/mixed-use trip capture shall be estimated based on methodologies described in ITE's *Trip Generation Handbook*. While the limitations of the ITE Trip Generation Handbook are recognized, the analysis will begin with the recommended internalization percentages provided in the handbook, and justification shall be provided for the percentages for pairs where data is not available. Additionally, the 39.5% internalization between schools and residential communities is based on the current intensities outlined in the Applicant's June 27, 2024, submittal. If the residential and/or school intensities change, the internal capture rate between these two uses may need to be adjusted accordingly. All assumptions regarding internal capture rates shall be documented and subject to review and approval by review agencies.

5. Total pass-by trips generated by retail uses and internalization trips among all land shall be estimated based on average rates from the ITE's Trip Generation Handbook and the FDOT Transportation Site Impact Handbook. The pass-by trips shall be limited to 10% of the adjacent street traffic's volume.

6. Miami-Dade County shall only accept multimodal reduction based on Census data as outlined in the County's Traffic Impact Study Standard Methodology. Alternatively, the Applicant may use different mode share data related to commuters' transit and bike-ped usage and justify the data by committing to construct adequate transit and bike-ped

infrastructure in the traffic study, in the ADA, and in the DRI DO conditions, to support the multi-modal reduction rates for City Park's development program.

Trip Distribution/Assignment

1. Project traffic distributions will be established based on the most current TPO run of SERPM.
2. The select zone analysis shall be used to establish the City Park DRI's initial external trip distribution/assignment. The final project trip distribution/assignment is subject to review and approval by review agencies.
3. Vehicular trips may not be distributed to the proposed SR 836 South Extension/Kendall Parkway as the capacity of the SR 836 extension is not available for the use of any new development.
4. Internal circulation within the site shall be clearly justified and shown on a conceptual site plan.
5. The estimated net new trip generation shall be applied to the approved distribution percentages to determine the DRI trip assignments.

H. FUTURE TOTAL TRAFFIC CONDITIONS

1. Total future traffic with City Park DRI shall be the sum of background traffic volumes and the project trip assignment.
2. Florida's Turnpike Enterprise has developed forecast methodology and traffic volume trends forecasts for the Turnpike facilities. These projections shall be utilized in the analysis of the Turnpike facilities in the vicinity of the project.

Roadway	From	To	Recommended Minimum Growth Rate
Turnpike (SR 821)	Quail Roost Drive	Don Shula Expressway	2.0%

3. The segment analysis shall be submitted and reviewed to establish the roadways that are significantly impacted by the DRI. When the segment analysis is found sufficient, the list of intersections required to be analyzed shall be formulated at that time.

Future Total Traffic Conditions Intersection Analysis

1. Major intersections located along significantly impacted external roadways shall be considered for intersection analysis. The list of intersections to be included in the analysis shall be finalized following acceptance of the significantly impacted road network by the review agencies.

2. Project traffic PM peak hour intersection volumes shall be added to the future intersection turning movement volumes without the project based on approved trip distribution percentages. All documentation associated with the development of the intersection turn volumes shall be provided.

3. Intersection improvements shall be identified when an overall intersection or approach does not meet the adopted LOS standard and/or exceed volume-to-capacity ratios of 1.0; or as requested by the review agencies, individual turning movements that do not meet the adopted LOS standard and/or exceed volume-to-capacity ratios of 1.0.

I. COST ESTIMATE AND PROPORTIONATE SHARE CALCULATION

1. The Applicant shall identify funding for the infrastructure improvements to support the proposed multimodal reductions in trip generation.

2. The source and methodology for estimating project costs shall be clearly identified. A generous amount for contingency shall be included to account for the labor and materials shortage, resulting in an increase in cost estimates. Resilience measures shall also be taken into consideration.

3. For the separate but concurrent Miami-Dade County **C**MP amendment process, the proportionate share formula outlined in Section 163.3180 of the Florida Statutes is based on the peak hour two-way traffic volumes, using information from the County's concurrency database, FDOT's MMQLOS Handbook, and the most recently collected/available traffic data. An additional inflation rate factor, such as the "Consumer Price Index US City Average as published by the U.S. Bureau of Labor Statistics" (CPI), shall be considered.

II. <u>Question 22 (Air)</u>

Air quality testing shall occur after transportation planning and modeling is complete.

III. <u>Question 23 (Hurricane Preparedness)</u> The Applicant shall answer Question 20 in the ADA form, and to the extent necessary, use the SFRPC's regional evacuation studies, which are available as linked: https://portal.floridadisaster.org/preparedness/RES/Studies/SitePages/RES.aspx#SFRPC The Applicant will provide the SFRPC the appropriate data, since the

applicable evacuation models must be conducted by SFRPC representatives. If the TIME model cannot be run due to obsolescense or another reason, then the SFRPC may use an alternative model which is mutually acceptable to the SFRPC and the Applicant.

13. <u>Question 24 (Housing)</u>

City Park proposal is a wide range of non-residential uses, creating demand for housing among a broad spectrum of households potentially outside of the project site.

The Applicant noted its intent to (1) include the workforce housing required by Miami-Dade County as multi-family units and (2) contribute to Miami-Dade County's Affordable Housing Trust Fund in the manner contemplated by the Miami-Dade County Code. The Applicant also noted they will consider providing land for affordable housing, perhaps to an affordable housing developer, and were not able to answer if the workforce housing will be priced from 60% to 140% of the area median income.

The Applicant indicated they shall assess available housing supply with owner-occupied housing based upon data from the Miami-Dade County Property Appraiser and renter data based upon Costar. The Applicant also noted substandard housing shall be removed from the analysis.

The East Central Florida Regional Planning Council Housing Methodology: A Methodology for Assessing the Affordable Housing Impact of Developments of Regional Impact (June 1999) may be used; however, the following updates are required:

- The latest data from the American Community Survey regarding single- and multi-worker households by income level should be used replacing Table 2.
- The Florida Department of Commerce for Miami-Dade County NAICS employment and wage data should be used to ensure employment, wage, and salary estimates conform with the data for Miami-Dade County or the development's geographic subarea.
- Data from Miami-Dade Property Appraiser regarding ad valorem assessments as well as data specific to the development's geographic subarea of Miami-Dade County regarding property and casualty (including flood insurance, as applicable) and private mortgage data should be used to calculate the affordability of owner-occupied housing.
- The Applicant could forgo estimating available housing supply since data from the University of Florida's Shimberg Center for Housing Studies indicates Miami-Dade County has a housing supply deficit for very-low-, low-, and moderate-income residents. The Applicant shall estimate housing demand by calculating direct (on-site, permanent, non-construction employment by the North American Industry Classification System [NAICS]). It should be noted Miami-Dade County requirements

for CDMP amendments and zoning applications will specify how affordable demand is to be estimated, for those applications.

- The Pre-Application materials note "the housing supply area for the City Park DRI shall be based upon peak hour drive times from the development's core to surrounding employment centers." The housing supply area should be, per the ECFRPC Methodology, actual driving distance from the primary entrance of the development to the housing unit and projected actual driving distance and not as a straight radius from the center of the project or its boundaries".

14. <u>Question 25 (Police and Fire Protection)</u>

Applicant shall coordinate and consult with Miami-Dade County and any other appropriate providers to respond to this ADA Question.

15. <u>Question 26 (Recreation and Open Space)</u>

Applicant shall answer Question 26 of the ADA form and coordinate and consult with Miami-Dade County regarding data sources, methodology, assumptions, and analyses to respond to this question.

16. <u>Question 27 (Education)</u>

The proposed development must obtain a school concurrency determination certificate prior to obtaining a development order for the development. Thus, the Applicant shall provide Miami-Dade County with the information for the County to request a school concurrency analysis and a determination review from Miami-Dade County Public Schools (MDCPS). The information shall be consistent with the requirements of Amended and Restated Interlocal Agreement for Public School Facility Planning in Miami-Dade County. The Applicant shall provide mitigation consistent with the requirements of Amended and Restated Interlocal Agreement for Public School Facility Planning in Miami-Dade County for any adverse impacts for needed capacity.

The Applicant shall set aside three sites within the development for the construction of the needed school capacity. The Applicant shall offer the sites to Miami-Dade County Public Schools (MDCPS) filled to subgrade, fenced, and with the required infrastructure. Additionally, the location of the three sites shall comply with the County's Educational Element requirements. The Applicant was asked to consider hardening facilities for use as evacuation shelters. It was noted that how the Applicant proposes to address school-related traffic shall be discussed during the Air and Transportation Section of the Pre-Application Conference.

If the school sites are not developed as schools, the sites will be developed as park and recreation areas, and/or with components of the approved development program.

17. **<u>Question 29 (Energy)</u>**

In Miami-Dade County, buildings account for more than 40% of greenhouse gas emissions. Land Use Element Objective LU-IO of the Comprehensive Development Master Plan (CDMP) encourages development patterns that reduce greenhouse gas emissions by increasing energy conservation and sourcing a portion of energy from solar among other strategies. The subject application intends to add significant urban development to the proposed site which shall increase energy use, emissions, and the Urban Heat Island effect locally and throughout Miami-Dade County. Further, the reduction of building energy use in Miami-Dade County is a key approach of the County's Climate Action Strategy, and the use of ultra-low or net-zero energy buildings is a specific recommended action.

Applicant shall:

a. Address how the proposed development shall employ energy conservation as well as reduce its greenhouse gas emissions and Urban Heat Island effect. In addition, the Applicant's response should address consistency with Miami-Dade County's CDMP and Climate Action Strategy.

b. With regards to urban heat, the 2021 Miami-Dade Urban Tree Canopy Assessment clearly identifies important relationships between urban development and heat. These include a clear pattern of increasing urban heat with increasing development. For example, an up to 17 degrees Fahrenheit (degF) difference in temperature has been observed between the most and least developed areas of Miami-Dade County. Changes in temperature are most drastic with land use changes similar to this proposed development, i.e., conversion of habitat/wooded areas to any other class of land use and conversion of pervious surfaces to impervious (up to 6-7.5 deg F increase in surface temperature). The application shall address strategies around these issues related to high-performance building designs, energy efficiency, renewable energy, heat mitigation, or emission reduction.

c. Compared to high-density centers, suburban areas have larger homes and buildings, longer distances between services, fewer public transportation options, and features that lead to a more carbon-intensive lifestyle. Locating new development away from existing major transit corridors is also likely to increase the transportation emissions from cars and trucks. The Applicant shall address how these trips compare to existing traffic patterns, and model impacts to local air quality as required by the Air Quality Uniform Standard Rule, 73C-40.046, FAC.

d. Expanding development shall replace undeveloped land-use areas with many impervious surfaces and grey infrastructure which are likely to conduct and trap heat, further elevating issues of extreme urban heat and urban heat island effects in the area. As stated

in section LU-IOI of the CDMP, Miami-Dade County shall consider strategies to reduce the urban heat island effect which may include requirements for high albedo surfaces, porous pavement, tree canopy, and cool roofs. The Applicant should address how the development shall reduce the urban heat island effect.

e. The Applicant shall consider how the development would support EV fleets and EV personal vehicles.

18. <u>Question 30 (Historical and Archaeological Sites)</u>

It was noted the Applicant may need to conduct a general cultural resource study. The Applicant noted that they have contacted the Florida Department of State's Division of Historical Resources regarding the site.

Applicant shall coordinate and consult with the Florida Department of State's Division of Historical Resources to obtain a letter that the project site is not listed in the Florida Master Site File. In addition, the Applicant shall employ, if directed by the Division of Historical Resources, all data sources, methodology, assumptions, and analyses to respond to this question.

19. <u>Question 39 (Sea Level Rise – Additional Question)</u>

Applicant shall identify proposed public infrastructure on-site, and immediately adjacent, vulnerable to sea level rise over the 50-year planning horizon utilizing the Unified Sea Level Rise Projection Report (2019) developed by the Southeast Florida Regional Climate Change Compact, as incorporated in Chapters 24 and 11C, Miami-Dade County Code.

20. <u>Question 40 (Agriculture -- Additional Question)</u>

ADA Form Part 2 (Consistency with Comprehensive Plans), Section D states: "Describe how the proposed development shall meet goals and policies contained in the State Comprehensive Plan (Chapter 187, F.S.), including, but not limited to, the goals addressing the following issues: housing, water resources, natural systems and recreational lands, land use, public facilities, transportation, and **agriculture**. [Emphasis added]

The policies of the County's Comprehensive Development Master Plan (CDMP) have long supported agriculture as a viable economic use of suitable lands. Due to the importance of the agricultural industry to Miami-Dade County, the Applicant shall analyze, using "Evaluation of Agricultural Land Use Trends and Outlook in Miami-Dade County, Florida" (October 2023), whether its proposed development program shall adversely impact agricultural lands and production.

Applicant shall:

a. Detail how its proposed development will not infringe on equipment movement for agricultural properties within the area.

b. Provide methodologies, assumptions, data sources, and analyses used to analyze SERPM the implications of converting the project site from Agriculture to other uses.

c. Include a conceptual stormwater master plan that assesses existing, planned development and adjacent land uses including agricultural and other uses. Stormwater management was modeled by DERM with the project site as agriculture. The Applicant should address how the development program would enhance or degrade regional drainage.

The Applicant shall prepare a conceptual stormwater management plan for the overall development utilizing the following data sources, methodologies, and assumptions.

- Utilize Miami-Dade County's Average October Water Table and Miami-Dade County Flood Criteria Maps for design groundwater elevation and county flood criteria.
- Utilize SFWMD ERP Applicant's handbook for total rainfall depth for key design storms.
- SCS Design Methodology to estimate total runoff volume generated by the development.
- Utilize Harper Methodology, as developed with FDEP, and the BMP Trains software to determine the pre-development vs. post-development nutrient loading concentrations.
- Assume a 2-foot rise in groundwater elevations due to sea-level rise as currently proposed by Miami-Dade County in the Stormwater Management Program Master Plan Update (FY2021) prepared by Miami-Dade County and GIT Consulting, LLC.

ATTACHMENT 1

SOUTH FLORIDA WATER MANAGEMENT DISTRICT PERMITS

The types of permits that may be needed from South Florida Water Management District are listed below. Also included is a brief listing of projects that require permits, links to the SFWMD Website for more detailed information, and contact information.

- **Environmental Resource Permits**
  This type of permit is or may be needed for:
  > Dredging and filling in wetlands or surface waters
  > Constructing flood protection facilities
  > Providing storm water containment and treatment
  > Site grading
  > Other activities affecting state waters

  Website Link: Environmental Resource Permits | South Florida Water Management District (sfwmd.gov)
  Contacts:
  > Wetlands and State Lands: Barb Conmy - bconmy@sfwmd.gov - (561) 682-6937
  > Surface Water/Engineering & Variances and Above Ground Impoundments: Dustin Wood - duwood@sfwmd.gov - (561) 682-2624

- **Consumptive Water Use Permits**
  A consumptive water use permit allows the holder to use water for:
  > public supply (drinking water)
  > agricultural and nursery plant irrigation
  > golf course irrigation
  > commercial use
  > dewatering/mining activities
  > power

  Website link: Consumptive Water Use Permits | South Florida Water Management District (sfwmd.gov)
  Contact: Nicholas Vitani – nvitani@sfwmd.gov - (561) 682-2133

- **Well Construction Permits**
  A Well Construction Permit is needed for:
  > New wells
  > Repair or modification of an existing well
  > Abandonment of a well
  > Test wells
  > Monitor wells
  > Test holes that will be converted to a water use well

  Website link: https://www.sfwmd.gov/doing-business-with-us/permits/well-construction
  Contact: wells@sfwmd.gov or (561) 682-6930

- **Right of Way (ROW) Permits**
  A ROW Permit is a revocable license that authorizes the use of the District's right of way.
  Website link: Right of Way Occupancy Permits (ROW Permits)| South Florida Water Management District (sfwmd.gov)
  Contact: ROW Field Representatives 8-3-22.docx (sfwmd.gov)

Appendix 21-2

FDOT Traffic Stations

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
3	SR 90/US-41/TAMIAMI TRL	200' W SR 997/KROME AV	2	1510	567	943	0	943	0	0	C	C	C
4	SR 997/KROME AV	2200' S OF SW 12 ST	4	3420	2955	465	1	464	0	0	C	C	C
5	SR 90/US-41/SW 8 ST	200' E SW 74 AV	A 4	5370	3379	1991	28	1963	0	0	C	E+50	C
7	SR 25/US-27/OKEECHOBEE RD	200' NW SR 821/HEFT	A 4	3420	2281	1139	74	1065	0	0	C	C	C
8	SR 5/US-1	100' S SILVER PALM DR/SW 232 ST	A 4	4296	2593	1703	806	897	0	0	C	EE	C
9	SR 5/US-1	200' N MIAMI-DADE/MONROE CO LINE	2	1510	1853	-343	0	-343	1	0	F	C	E+15
10	SR 94/KENDALL DR	380' E SR 997/KROME AV	A 4	3580	2073	1507	30	1477	0	0	C	D	C
12	SR 907/ALTON RD	200' N OF 20 ST (MIAMI BEACH)	A 4	3504	3242	262	0	262	0	1	F	E+20	E+11
14	SR 5/US-1	1600' S SW 120 ST	A 6	6468	3776	2692	20	2672	0	0	C	EE	C
15	SR 5/US-1	600' S NE 191 ST	A 6	8085	5267	2818	69	2749	0	0	D	E+50	D
19	NW 42 AVE/LEJEUNE RD	S/O NW 103 ST TO NW 79 ST	A 6	3580	2801	779	0	779	0	0	C	E	C
20	SR 9/SW/NW 27 AV	500' S NW 79 ST/SR 934	A 4	4380	2167	2213	198	2015	0	0	D	E+50	D
21	SR 7/NW 2 AV	200' S MIAMI GARDENS DR/NW 183 ST	A 6	5390	3677	1713	59	1654	0	0	C	HE	C
22	SR 9/SW/NW 27 AV	100' N NW 138 ST/YORK ST	A 6	6885	3790	3095	130	2965	0	0	D	E+50	D
23	SR 9/SW/NW 27 AV	100' N NW 103 ST	A 6	8085	2626	5459	227	5232	0	0	C	E+50	C
24	SR 953/LEJEUNE RD	200' S CORAL WAY/SR 972	A 4	4296	2241	2055	0	2055	0	0	C	E+20	C
25	SR 953/LEJEUNE RD	200' S SW 8 ST/SR 90	A 4	4296	2768	1528	8	1520	0	0	C	E+20	C
27	SR 953/LEJEUNE RD	250' S NW 3 ST	A 6	6468	3498	2970	365	2605	0	0	C	E+20	C
28	SR 953/LEJEUNE RD	200' N NW 25 ST	A 8	9090	5900	3190	664	2526	0	0	D	E+50	E+8
30	SR 953/LEJEUNE RD	100' N NW 37 AVE. CONNECTOR	A 6	8085	1308	6777	8	6769	0	0	C	E+50	C
32	SR 847/NW 47 AV	300' S MIAMI-DADE/BROWARD CO LINE	A 2	1600	1181	419	0	419	0	0	C	HE	C
33	S. DIXIE HWY (US 1/SR 5)	N/O SW 152 ST/CORAL REEF TO SW 136 ST	A 6	6468	4817	1651	0	1651	0	0	C	EE	C
34	SR 959/RED RD/SW 57 AV	200' N SW 66TH STREET	A 2	1410	2037	-627	17	-644	1	0	F	E	E+45
35	SR 959/RED RD/SW 57 AV	200' S CORAL WAY/SW 24 ST	A 2	1410	975	435	3	432	0	0	D	E	D
36	SR 959/RED RD/SW 57 AV	200' N OF SR 90/US 41/SW 8	A 4	3580	1639	1941	0	1941	0	0	C	E	C
37	SR 959/RED RD/SW 57 AV	200' S SW 8 ST/SR 90	A 2	1130	1423	-293	4	-297	1	0	F	E	E+26
38	SR 823/RED RD	700' N NW 142 ST	A 6	5390	3477	1913	1	1912	0	0	C	E	C
39	SR 969/MILAM DAIRY RD	180' N NW 68 ST	A 4	4500	2364	2136	21	2115	0	0	D	E	D
40	SR 997/KROME AV	550' S SW 282 STREET	A 4	3420	2279	1141	52	1089	0	0	C	C	C
41	SR 973/GALLOWAY RD	130' S SW 45 ST	A 4	3580	1736	1844	13	1831	0	0	C	SUMA	C
42	SR 973/GALLOWAY RD	200' S SW 24 ST/CORAL WAY/PTMS	A 4	3580	1947	1633	8	1625	0	0	C	SUMA	C
43	SR 997/KROME AV	800' S AVOCADO DR/SW 296 ST	4	3580	1773	1807	216	1591	0	0	C	D	C
44	SR 973/GALLOWAY RD	200' S FLAGLER ST/SR 968	A 4	3580	2519	1061	44	1017	0	0	C	SUMA	C
45	SR 985/SW 107 AV	200' S OF SW 80 ST.	A 4	3580	2209	1371	9	1362	0	0	C	SUMA	C
46	SR 985/SW 107 AV	100' S OF SW 58 ST.	A 4	3580	1849	1731	12	1719	0	0	C	SUMA	C
47	SR 985/SW 107 AV	70' N SW 44 ST	A 4	3580	1986	1594	1	1593	0	0	C	SUMA	C
50	SR 989/ALLAPATTAH DR/SW112AVE	1000' N HEFT/SR 821	A 4	3580	2553	1027	600	427	0	0	C	SUMA	C
52	SR 997/KROME AV	2400' SW SR 25/US-27	2	3420	2182	1238	1	1237	0	0	C	C	C
54	SR 994/QUAIL ROOST DR	550' N OF SW 193 STREET	A 4	3580	1823	1757	107	1650	0	0	C	SUMA	C
56	SR 992/CORAL REEF DR/SW152ST	411' W SW 112 AV	A 4	4296	2649	1647	202	1445	0	0	C	EE	C
58	SR 990/KILLIAN DR	200' E SW 92 AV	2	1330	1008	322	42	280	0	0	D	D	D
60	SR 94/KENDALL DR	500' E SW 134 CT	8	8652	4827	3825	3	3822	0	0	C	EE	C
62	SR 94/KENDALL DR	1000' E SW 127 AV	A 8	8652	5981	2671	21	2650	0	0	C	EE	C
64	SR 94/KENDALL DR/SW 88 ST	200' E SW 103 AV	A 6	6468	3880	2588	124	2464	0	0	C	EE	C
66	SR 94/KENDALL DR	200' W SR 973/SW 87 AV	A 6	6468	2958	3510	192	3318	0	0	C	EE	C

68	SR 986/SUNSET DR	200' E SW 107 AV	A 4	4296	2499	1797	61	1736	0	0	C	EE	C
70	SW 72 ST/SUNSET DR	US-1 TO SW 67TH AVE	A 4	2920	1869	1051	0	1051	0	0	D	E	D
72	SR 976/BIRD RD	600' E FLA TPK/SR 821	A 6	5390	3149	2241	19	2222	0	0	C	HE	C
74	SR 976/BIRD RD	200' W SW 100 AV	A 6	5390	3361	2029	34	1995	0	0	C	HE	C
76	SR 976/BIRD RD	200' W SW 93AV	A 6	5390	3377	2013	18	1995	0	0	C	HE	C
78	SR 976/BIRD RD	200' E OF SW 7800 BLOCK	A 6	5390	4820	570	20	550	0	0	C	HE	C
80	SR 976/BIRD RD	400' W OF SW 57 AVE.	A 6	6468	3311	3157	85	3072	0	0	C	E+20	C
82	SR 976/BIRD RD	200' E SW 42 AV	A 4	3504	2781	723	0	723	0	0	D	E+20	D
84	SR 9336/PALM DR	200' W OF SW 2 AVE.	A 4	3648	1797	1851	69	1782	0	0	D	EE	D
86	SR 972/SE 13 ST	200' W SR 5/US-1	A 4	4296	1464	2832	3	2829	0	0	C	E+20	C
88	SR 90/US-41/SW 8 ST	200' E SW 137 AV	A 6	6468	3091	3377	104	3273	0	0	C	EE	C
89	SR-90/ SW 8 ST/TAMIAMI TRAIL/US 41. 1000' W SW 137		6	6468	5032	1436	258	1178	0	0	C	EE	D
90	SR 90/US-41/SW 8 ST	500' E SW 109 AV	A 6	5390	3751	1639	0	1639	0	0	C	D	C
92	SR 90/US-41/SW 8 ST	200' E GALLOWAY RD/SW 87 AV	A 6	6468	4573	1895	15	1880	0	0	C	EE	C
94	SR 968/FLAGLER ST	60' E OFNW 46 AVE	A 4	5370	2688	2682	0	2682	0	0	C	E+50	C
99	SR 968/FLAGLER ST/WB	200' E NW/SW 7 AV	3	4131	1403	2728	0	2728	0	0	D	E+50	D
102	SR 948/NW 36 ST	200' E/O LEJEUNE RD/NW 42 AV	A 6	8085	3226	4859	1	4858	0	0	C	E+50	C
103	NE 82ST/ONE-WAY-PAIR WB. 750' E NE 7 AVE.		2	2577	1078	1499	0	1499	0	0	C	E+20	C
104	SR 934/NE 79 ST/ONE WAY PAIR EB	200' W NE 4 CT	4	4320	2301	2019	0	2019	0	0	D	E+20	D
105	SR 934/NE 82 ST/ONE-WAY PAIR WB	200' W NE 3 PL	2	2577	1453	1124	8	1116	0	0	C	E+20	C
107	SR 25/US-27/NW 36 ST	200' W NW 37 AV	A 4	4380	1863	2517	52	2465	0	0	D	E+50	D
109	SR 25/US-27/OKEECHOBEE RD	1000' NW NW 103 ST	A 6	5390	2991	2399	103	2296	0	0	C	D	C
110	SR 5/US-1	100' S SR 826/PALMETTO EXPWY	A 6	6468	5210	1258	60	1198	0	0	C	EE	D
112	SR 932/NW 103 ST	200' W E 8 AV(HIALEAH)	A 4	3580	2930	650	0	650	0	0	C	E	C
118	SR 90/US-41/SW 8 ST	200' E RED RD/SW 57 AV	A 4	4380	2403	1977	11	1966	0	0	D	E+50	D
121	SR 932/NW 103 ST	200' W NW 7 AV	A 4	4500	2202	2298	82	2216	0	0	D	E	D
122	SR 924/GRATIGNY DR	200' E OF NW 11 AVE.	A 6	5390	2960	2430	0	2430	0	0	C	E	C
124	163 ST/SUNNY ISLES BLVD-MB	W/O COLLINS AVE TO NE 35 AVE	A 8	7272	3571	3701	0	3701	0	0	D	E+20	D
126	SR 922/NE 125 ST	150' E NE 6 AV	A 4	3648	1827	1821	81	1740	0	0	D	E+20	D
127	SR 5/US-1	400' E OF SW 57 AVE.	A 6	8085	4460	3625	0	3625	0	0	C	E+50	C
128	SR 7/US-441/SW/NW 7 AV	120' N NW 123 ST	A 6	8085	2018	6067	0	6067	0	0	C	E+50	C
131	SR 997/KROME AV	200' S SE 8 ST (FLA CITY)	2	1692	1138	554	83	471	0	0	D	EE	D
132	SR 922/NE 96 ST. 89' W OF ABOTT AVE		A 4	2920	2068	852	0	852	0	0	D	E	D
136	SR 916/NW 138 ST	200' E W 12 AV (HIALEAH)	A 2	1130	1752	-622	0	-622	1	0	F	E	E+55
138	SR 916/NW 135 ST	200' W LEJEUNE RD	A 4	3580	2182	1398	140	1258	0	0	C	E	C
140	SR 916/NW 135 ST/ONE-WAY PAIR EB	200' W NW 7 AV	3	1610	1386	224	1	223	0	0	A	E	A
141	SR 916/NW 138 ST/ONE-WAY PAIR WB	200' W NW 7 AV	A 3	1610	1139	471	21	450	0	0	A	E	A
142	SR 934/NW/NE 79 ST	350' WEST OF PELICAN HARBOUR D	A 6	3504	3166	338	0	338	0	1	F	E+20	E+8
144	SR 916/NE 135 ST	240' W OF W DIXIE HWY/SR 909	A 4	3580	1699	1881	19	1862	0	0	C	E	C
146	SR 860/MIAMI GARDEN DR	200' E OF NW 14 AV/W OF FL	A 6	5400	3012	2388	0	2388	0	0	D	EE	D
148	SR 860/MIAMI GARDENS DR	275' W OF NW 10 CT/E FLA	A 6	5400	2482	2918	22	2896	0	0	D	EE	D
150	SR 860/MIAMI GARDENS DR	200' E W DIXIE HWY	A 4	4296	2947	1349	125	1224	0	0	C	EE	C
151	SR 9336/INGRAHAM HWY	300' E EVERGLADES PARK ENT	2	1510	245	1265	45	1220	0	0	C	C	C
152	SR 856/NE 192 ST	200' E SR 5/US-1	A 6	6468	2956	3512	16	3496	0	0	C	E+20	C
158	SR 852/COUNTY LINE RD	400' W SR 7/NW 2 AV	A 4	3580	2207	1373	64	1309	0	0	C	SUMA	C
164	SR 5/US-1	200' S DAVIS ST/SW 80 ST	A 6	8085	4659	3426	98	3328	0	0	C	E+50	C
166	NE 6 AVE (SR 915)	N/O NE 167 ST TO NE 135 ST	A 4	4296	1746	2550	0	2550	0	0	C	E+20	C
168	SR 915/NE 6 AV	200' S NE 170 ST	A 4	4296	1725	2571	53	2518	0	0	C	E+20	C
183	SR 5/US-1	800' N OF NE 172 ST	A 6	10815	4438	6377	106	6271	0	0	C	E+50	C
235	SR 7/US-441/SW/NW 7 AV	130' S NW 98 ST	A 4	4560	1992	2568	139	2429	0	0	D	E+50	D

266	SW 8 ST/TAMIAMI TRAIL	E/O SW 147 AVE, FROM SW 147 AVE TO SW 137 AVE	A6	4680	3866	814	48	766	0	0	D	D	D
268	SR 5/US-1	200' S MIAMI-DADE/BROWARD CO LINE	A6	6468	3831	2637	26	2611	0	0	C	E+20	C
269	SR A1A/COLLINS AV	300' N NE 172 ST	A6	5400	4802	598	0	598	0	0	F	E+20	E+6
323	NW 27 AVE (SR 9)	S/O NW 36 ST TO SR 836	A6	6468	3222	3246	0	3246	0	0	C	E+20	C
324	SR 823/RED RD	400' N OF 23 ST	A4	3580	2661	919	0	919	0	0	C	E	C
332	SR 5/US-1	200' S CORAL REEF DR/SW 152 ST	A6	6468	4438	2030	71	1959	0	0	C	EE	C
346	SR 5/US-1	100' N ALLAPATTAH RD/SW 112 AV	A6	6468	3450	3018	310	2708	0	0	C	EE	C
360	SR 823/RED RD	200' S SR 916/NW 138 ST	A4	3580	3965	-385	0	-385	1	0	F	E	E+10
361	SR 997/KROME AV	311' S SW 214 ST	A4	3420	2363	1057	24	1033	0	0	C	C	C
365	SR 7/US-441/NW 2 AV	200' N IVES DAIRY RD/NW 199 ST	A6	5390	4035	1355	0	1355	0	0	C	SUMA	C
366	SR 826/NE 167 ST	200' E N MIAMI AV	A6	5508	3443	2065	19	2046	0	0	D	E+20	D
377	SR 90/SW 8 ST	200' E KROME AV/SR 997	4	3420	2099	1321	37	1284	0	0	C	C	C
405	SR 826/PALMETTO EXPWY	1100' E NW 57 AV/SR 823	8	13390	9176	4214	7	4207	0	0	C	D	C
417	SR 9/NW 27 AV	200' N SR 112/AIRPORT EXPWY	A4	4380	2498	1882	37	1845	0	0	D	E+50	D
431	SR 9/SW/NW 27 AV	100' S NW 103 ST	A4	4380	2373	2007	253	1754	0	0	D	E+50	D
436	SR 7/US-441/SW/NW 7 AV	220' N NW 148 ST	A6	8085	1725	6360	95	6265	0	0	C	E+50	C
518	SR 997/KROME AV	400' NW SR 5/US-1	A2	1330	468	862	16	846	0	0	C	D	C
521	SR 5/US-1	200' S GRAND AV(CORAL GABLES)	3	6468	4670	1798	0	1798	0	0	C	E+20	C
522	SR 5/US-1	200' S NE 6 AV/SR 915	A4	4560	3145	1415	121	1294	0	0	F	E+50	E+7
524	SR 5/US-1	450' S NE 123 ST/SR 922	A4	4560	2538	2022	130	1892	0	0	D	E+50	D
527	SR 90/US-41/SW 8 ST	200' W RED RD/SW 57 AV	A4	5370	2647	2723	18	2705	0	0	C	E+50	C
528	SR 25/US-27/OKEECHOBEE RD	200' SE SR 826	A6	5080	3778	1302	0	1302	0	0	A	E	A
531	SR 909/W DIXIE HWY	200' N NE 151 ST	A4	3580	1369	2211	27	2184	0	0	C	E	C
533	SR 934/N BAY CSWY	450' EAST OF ADVENTURE AVE	A6	5400	2821	2579	0	2579	0	0	D	E+20	D
534	SR 934/NW 74 ST CONNECTOR	600' E NW 72 AV	6	8085	3661	4424	0	4424	0	0	C	E+50	C
537	SR 934/NW 79 ST/E 21 ST	500' E SR 953/LEJEUNE RD	A4	5370	1531	3839	308	3531	0	0	C	E+50	C
538	SR 934/NW 79 ST	400' W NW 27 AV	A4	5370	2341	3029	384	2645	0	0	C	E+50	C
540	SR A1A/COLLINS AV	200' S END BRIDG/NCL BAL HARB	A6	5400	3455	1945	0	1945	0	0	D	E+20	D
541	SR 944/HIALEAH DR	465' N NW 35 AV	A4	3648	1803	1845	51	1794	0	0	D	E+20	D
542	NW 54 ST/HIALEAH DR	W/O NW 17 AVE BET NW 27 AVE-NW 7 AVE	A4	3504	1919	1585	0	1585	0	0	D	E+20	D
543	SR 5/US-1	2500' S PALM DR(FLA CITY)	A4	4296	2207	2089	11	2078	0	0	C	EE	C
544	SR 5/US-1	850' N LUCY ST/SW 328 ST(HOMESTEAD)	A4	4296	2290	2006	80	1926	0	0	C	EE	C
545	SR 5/US-1	100' N SW 308 ST	A4	4296	2680	1616	29	1587	0	0	C	EE	C
547	SR-934/NW 79 ST. 400' W NW 7 AVE.		4	4296	1594	2702	100	2602	0	0	C	E+20	C
552	SR 9/SW/NW 27 AV	200' S SR 836/DOLPHIN EXPWY	A6	4296	3182	1114	1	1113	0	0	C	E+20	C
553	SR 826/PALMETTO EXPWY	600' N OKEECHOBEE RD	10	16840	12964	3876	0	3876	0	0	C	D	C
554	SR 826/PALMETTO EXPWY	1100' W NW 57 AV/SR 823	6	10060	9231	829	0	829	0	1	D	D	D
556	SR 826/NE 163 ST	1700' E SR 5/US-1	A8	8652	4074	4578	1	4577	0	0	C	E+20	C
559	SR 817/NW 27 AV	100' N SR 826/NW 167 ST	A6	6468	3081	3387	0	3387	0	0	C	EE	C
560	SR 817/NW 27 AV	100' S NW 151 ST	A6	8085	2850	5235	85	5150	0	0	C	E+50	C
562	SR 826/PALMETTO EXPWY	100' S SR 94/KENDALL DR	4	6700	3993	2707	0	2707	0	0	B	D	B
563	SR 826/PALMETTO EXPWY	800' N N KENDALL DR	6	13320	7626	5694	0	5694	0	0	C	EE	C
564	SR 826/PALMETTO EXPWY	1000' N SW 72 ST	4	8628	8772	-144	0	-144	1	0	F	EE	E+22
565	SR 826/PALMETTO EXPWY	500' N SW 56 ST	8	13620	8096	5524	0	5524	0	0	C	D	C
566	SR 826/PALMETTO EXPWY	200' N SW 40 ST/SR 976	12	20930	14773	6157	0	6157	0	0	C	D	C
567	SR 826/PALMETTO EXPWY	1100' N SW 24 ST	12	20930	16391	4539	0	4539	0	0	D	D	D
568	SR 826/PALMETTO EXPWY	200' N SW 8 ST/SR 90	10	17040	15459	1581	0	1581	0	1	D	D	D
569	SR 826/PALMETTO EXPWY	1000' N FLAGLER ST	10	18930	11095	7835	0	7835	0	0	C	E	C
570	SR-826/PALMETTO EXPWY 1000' N NOF NW 12TH ST		10	18930	18661	269	0	269	1	0	E	E	E
571	SR 826/PALMETTO EXPWY	1000' N NW 36 ST	10	16840	16444	396	0	396	1	0	D	D	D
572	SR 826/PALMETTO EXPWY	1000' N NW 58 ST	10	16840	16098	742	0	742	1	0	D	D	D
573	SR 826/PALMETTO EXPWY	1000' N NW 74 ST	10	16840	15063	1777	0	1777	0	0	D	D	D
574	SR 826/PALMETTO EXPWY	1000' N NW 103 ST	8	13390	14410	-1020	0	-1020	1	0	E	D	E
575	SR 826/PALMETTO EXPWY	1200' N NW 122 ST	8	13390	13644	-254	15	-269	1	0	E	D	E
576	SR 826/PALMETTO EXPWY	1000' N NW 138 ST	6	10060	11876	-1816	0	-1816	1	0	F	D	E+6
577	SR 826/PALMETTO EXPWY	1000' E NW 47 AV	6	10060	8389	1671	10	1661	0	0	D	D	D
578	SR 826/PALMETTO EXPWY	1500' W NW 27 AV	6	10060	8569	1491	8	1483	0	0	D	D	D

579	SR 826/PALMETTO EXPWY	1000' E NW 27 AV	8	13390	8628	4762	0	4762	0	0	C	D	C
582	SR 997/KROME AV	800' N SR 90/US-41	4	3420	2621	799	0	799	0	0	C	C	C
585	US 27/OKEECHOBEE RD. 1000' SE KROME AVE.		4	3420	1615	1805	1	1804	0	0	C	C	C
589	SR 90/US-41/SW 8 ST	200' W SW 87 AV	A8	8652	3733	4919	31	4888	0	0	C	EE	C
592	SR 94/KENDALL DR	200' E SW 110 AV	A6	6468	3545	2923	41	2882	0	0	C	EE	C
632	SR 847/NW 47 AV	300' N MIAMI GARDENS DR	A2	1600	2424	-824	0	-824	1	0	F	SUMA	E+51
682	SR 997/KROME AV	850' N SW 100 STREET	4	3420	2831	589	66	523	0	0	C	C	C
683	SR 94/KENDALL DR	200' W DADELAND BLVD	A6	8085	3222	4863	62	4801	0	0	C	E+50	C
684	SR 94/KENDALL DR	200' E SW 79 AV	A6	6468	3615	2853	134	2719	0	0	C	EE	C
1008	W. DIXIE HWY (SR 909)	S/O NE 125 ST BET NE 119 ST-NE 10 AVE	A4	3580	964	2616	0	2616	0	0	C	E	C
1009	SR 915/NE 6 AV	400' N SR 5/US-1	A4	3504	829	2675	8	2667	0	0	C	E+20	C
1010	SR 915/NE 6 AV	200' S NE 111 ST	A4	3504	1820	1684	4	1680	0	0	D	E+20	D
1018	SR 907/ALTON RD	200' S W 51 ST(MIAMI BEACH)	A4	2920	2889	31	0	31	1	0	D	E	D
1023	SR 922/NE/NW 125 ST	200' W N BAY SHORE DR	A4	3040	2049	991	0	991	0	0	D	E	D
1024	SR 922/NE/NW 125 ST	200' W NE 4 AV	A4	2920	2105	815	2	813	0	0	D	E	D
1025	SR 916/NW 135 ST	200' W N MIAMI AV	A4	3580	2600	980	39	941	0	0	C	E	C
1026	SR 916/OPA-LOCKA BLVD/NW 135-138ST	200'W SR 5/US-1	A4	3580	2196	1384	10	1374	0	0	C	E	C
1033	SR 968/EB SW 1 ST	200' E MIAMI RIVER BRIDG	3	3717	845	2872	0	2872	0	0	C	E+50	C
1034	SR 968/FLAGLER ST/WB	200' E MIAMI RIVER BRIDG	3	3717	1789	1928	0	1928	0	0	D	E+50	D
1035	SR 972/SW 3 AV	200' NE SW 18 RD	4	4296	1486	2810	19	2791	0	0	C	E+20	C
1038	SR 972/CORAL WAY	200' W OF SW 29 AVE	4	3648	2440	1208	0	1208	0	0	D	E+20	D
1048	SR 976/BIRD RD	200' W SW 42 AV	A4	4068	2708	1360	0	1360	0	0	A	E+20	A
1049	SR 976/BIRD RD	200' E SW 57 AV	A4	4296	2799	1497	2	1495	0	0	C	E+20	C
1050	SR 976/BIRD RD	80? EAST OF SW 73 CT	A6	6468	3904	2564	134	2430	0	0	C	E+20	C
1053	SR 953/LEJEUNE RD	760' N PONCE DE LEON BLVD	A4	4296	1528	2768	0	2768	0	0	C	E+20	C
1067	SR 986/SUNSET DR	200' E SR 826	A4	3580	2855	725	80	645	0	0	C	E	C
1068	SR 986/SUNSET DR	200' W SR 826	A4	4296	2716	1580	42	1538	0	0	C	EE	C
1070	SR 986/SUNSET DR	200' WEST OF SR 985/SW 113 PL	A4	4296	2510	1786	4	1782	0	0	C	EE	C
1074	SR 973/GALLOWAY RD	200' N SW 12 ST	A4	3580	1860	1720	14	1706	0	0	C	SUMA	C
1075	SR 973/GALLOWAY RD	200' S SW 56 ST/MILLER DR	A4	3580	1917	1663	4	1659	0	0	C	SUMA	C
1076	SR 973/GALLOWAY RD	200' N SW 85 ST	A4	3580	2048	1532	0	1532	0	0	C	SUMA	C
1077	SR 973/GALLOWAY RD	200' N SW 132 ST	A2	1600	1146	454	56	398	0	0	C	SUMA	C
1078	SW 87 AVE 200' N OF SW 94 ST		2	1600	1488	112	89	23	1	0	C	SUMA	D
1079	SW 87TH AVE.	100' S OF SW 78TH ST.	4	3580	2153	1427	163	1264	0	0	C	SUMA	C
1080	SR 94/KENDALL DR	720' W SW 142 AV	A6	6468	3943	2525	134	2391	0	0	C	EE	C
1089	SR 990/KILLIAN DR	400' E OF SW 95 AVE.	A2	1330	1049	281	76	205	0	0	D	D	D
1090	SR 985/SW 107 AV	200'S TAMIAMI TRL/SW 8 ST	A6	5390	3486	1904	3	1901	0	0	C	HE	C
1091	SR 985/SW 107 AV	200' N BIRD RD/SW 40 ST/SR 976	A4	3580	2899	681	64	617	0	0	C	SUMA	C
1092	SR 985/SW 107 AV	200' S SW 93 ST	A4	3580	2246	1334	16	1318	0	0	C	D	C
1093	SR 990/KILLIAN DR	600' E SW 87 AVE	A2	1410	817	593	26	567	0	0	D	SUMA	D
1095	SR 989/ALLAPATTAH DR	200' N SW 216 ST	A4	3580	2632	948	-33	981	0	0	C	SUMA	C
1106	SR 992/CORAL REEF DR	1050' E SW 99 COURT	A4	4296	2274	2022	113	1909	0	0	C	EE	C
1114	SR 994/QUAIL ROOST DR	200' W US-1 ON SW 186 ST	A4	3580	1425	2155	120	2035	0	0	C	SUMA	C
1116	SR 994/QUAIL ROOST DR	200' W SW 127 AV	2	1600	1512	88	51	37	1	0	D	SUMA	D
1117	SR 994/QUAIL ROOST DR	200' E KROME AV/SR 997	2	1600	725	875	61	814	0	0	C	D	C
1139	SR 968/FLAGLER ST	100' E SW/NW 68 AV	A4	5370	3093	2277	0	2277	0	0	C	E+50	C
1140	SR 968/FLAGLER ST	400' W SW/NW 72 AV	A6	8085	3970	4115	4	4111	0	0	C	E+50	C
1141	SR 968/FLAGLER ST	400' E OF SW/NW 79TH AVE	A6	6468	3347	3121	6	3115	0	0	C	EE	C
1142	SR 968/FLAGLER ST	200' E NW 87 AV	6	6468	3197	3271	86	3185	0	0	C	EE	C
1146	SR 933/SW/NW 12 AV	200' N NW 21 ST	4	4560	1625	2935	0	2935	0	0	D	E+50	D
1167	SR 817/NW 27 AV	1000' S DADE/BROWARD COUNTY LINE	A6	6468	3150	3318	0	3318	0	0	C	EE	C
1172	SR 948/NW 36 ST	843' EAST OF NW 62 AVENUE	A6	8085	4822	3263	8	3255	0	0	C	E+50	C
1173	SR 948/NW 36 ST	200' E SR 826	A6	8085	3707	4378	43	4335	0	0	C	E+50	C
1179	SR 953/LEJEUNE RD	100' S OF E 11 PLACE (HIALEAH)	A6	5370	2782	2588	1	2587	0	0	C	E+50	C

1180	SR 953/LEJEUNE RD	200' S E 23 ST(HIALEAH)	A 6	5370	2590	2780	8	2772	0	0	C	E+50	C
1181	SR 953/LEJEUNE RD	1100' N OF NW 119 ST	A 6	8085	1712	6373	35	6338	0	0	C	E+50	C
1189	SR 959/RED RD/SW 57 AV	550' S OF BLUE LAGOON DR	A 6	8085	2750	5335	65	5270	0	0	C	E+50	C
1190	SR 823/RED RD	195' S NW 175 ST	A 6	6468	3431	3037	11	3026	0	0	C	EE	C
1201	SR 969/MILAM DAIRY RD	400' N FLAGLER ST	A 6	5390	2011	3379	25	3354	0	0	C	E	C
1202	SR 969/MILAM DAIRY RD	200' N NW 12 ST	A 6	5390	3554	1836	24	1812	0	0	C	E	C
1204	SR 969/MILAM DAIRY RD	216' S NW 35 TERR	A 6	5390	2344	3046	31	3015	0	0	C	E	C
1205	SR 969/MILAM DAIRY RD	50' N NW 47 ST	A 6	5390	2845	2545	137	2408	0	0	C	E	C
1206	SR 969/MILAM DAIRY RD	480' S NW 11 STREET (3 LANE	6	5390	3461	1929	4	1925	0	0	C	E	C
1211	SR 973/GALLOWAY RD	200' N NW 8 ST	A 6	5390	3269	2121	34	2087	0	0	C	SUMA	C
1214	SR 932/NW 103 ST	200' E NW 27 AV	A 6	4500	2317	2183	40	2143	0	0	D	E	D
1215	SR 932/NW 103 ST	200' E E 8 AV(HIALEAH)	A 6	4500	2820	1680	81	1599	0	0	D	E	D
1216	SR 932/NW 103 ST	400' E OF W 16 AVE(HIALEAH)	A 6	6468	2908	3560	0	3560	0	0	C	E+20	C
1217	SR 932/NW 103 ST	1400' E OF W 28 AVE.	A 4	3580	1107	2473	0	2473	0	0	C	SUMA	C
1218	SR 985/NW 107 AV	200' N NW 7 ST	A 6	5390	4124	1266	15	1251	0	0	C	SUMA	C
1219	SR 924/GRATIGNY DR	200' W NW 1 AV	A 4	2920	1362	1558	0	1558	0	0	D	E	D
1220	SR 924/GRATIGNY DR	400' E OF NW 24 AVE.	A 6	4500	2847	1653	456	1197	0	0	D	E	D
1221	NW 136 ST/OPALOCKA BLVD	E/O NW 27 AVE TO NW 17 AVE (ONE WAT WEST)	A 3	1610	1067	543	0	543	0	0	A	E	A
1222	NW 135 ST (SR 916)	E/O NW 27 AVE TO NW 17 AVE (ONE WAY EAST)	A 3	1610	1157	453	125	328	0	0	A	E	A
1223	SR 916/OPA-LOCKA BLVD	200' W SR 9/NW 27 AV	A 4	3580	1576	2004	164	1840	0	0	C	E	C
1224	SR 916/NW 135 ST	200' E LEJEUNE RD	4	3580	1734	1846	0	1846	0	0	C	E	C
1229	SR 860/MIAMI GARDENS DR	200' E NE 8 AV	A 4	4296	3271	1025	14	1011	0	0	C	EE	C
1230	SR 860/NW 183 ST/MIAMI GARDENS DR	250' W NE 2 AV	A 4	6468	2686	3782	43	3739	0	0	C	EE	C
1232	SR 860/MIAMI GARDENS DR	200' E NW 28 PL	A 6	6096	2506	3590	0	3590	0	0	B	EE	B
1233	SR 860/MIAMI GARDENS DR	400' E NW 55 AV	A 6	6468	2216	4252	0	4252	0	0	C	EE	C
2002	SR 878/SNAPPER CRK EXPWY	500' W SR 5/US-1	4	4296	1779	2517	1	2516	0	0	C	EE	C
2023	SR 112/AIRPORT EXPWY	200' E NW 17 AV	6	10815	8035	2780	0	2780	0	0	F	E+50	E+11
2036	SR 9A/I-95	500' N BRIDGE 870432 - SB CABINET MP	10	28395	11216	17179	0	17179	0	0	C	E+50	C
2041	SR 9A/I-95	1300' S NW 95 ST	10	28395	12404	15991	0	15991	0	0	C	E+50	C
2050	SR 112/AIRPORT EXPWY	200' W NW 17 AV	6	16650	7605	9045	0	9045	0	0	C	E+50	C
2055	SR 112/AIRPORT EXPWY	1500' E NW 27 AV	6	16650	7588	9062	15	9047	0	0	C	E+50	C
2060	AIRPORT EXPWY (SR 112)	W/O NW 27 AVE TO LEJEUNE RD	6	16650	6759	9891	0	9891	0	0	C	E+50	C
2065	SR 112/AIRPORT EXPWY	200' W NW 32 AV BRIDG	6	16650	7004	9646	0	9646	0	0	C	E+50	C
2080	SR 932/NW 103 ST	200' E I-95	A 4	3580	1941	1639	10	1629	0	0	C	E	C
2085	SR 9A/I-95	200' N NW 103 ST/SR 932	10	28395	13910	14485	0	14485	0	0	C	E+50	C
2095	SR 9A/I-95	200' S SR 112	10	28395	11699	16696	0	16696	0	0	C	E+50	C
2100	SR 9A/I-95	200' N NW 125 ST	10	28395	13449	14946	0	14946	0	0	C	E+50	C
2113	SR 826/PALMETTO EXPWY	200' W FLA TPK ENT	4	8628	3297	5331	0	5331	0	0	B	EE	B
2114	SR 826/PALMETTO EXPWY	1500' E NW 12 AV	8	18012	10121	7891	0	7891	0	0	C	EE	C
2134	SR 9A/I-95	200' S NW 151 ST	8	22515	11741	10774	0	10774	0	0	D	E+50	D
2137	SR 9A/I-95	200' N GOLDEN GLADES INTERCHANGE	8	18012	9469	8543	0	8543	0	0	C	EE	C
2162	SR 9A/I-95	200' N SR 5/US-1	4	10785	4501	6284	0	6284	0	0	C	E+50	C
2188	SR 836/DOLPHIN EXPWY	200' E SR 826/PALMETTO EXPWY	8	13390	9672	3718	2	3716	0	0	C	D	C
2193	SR 836/DOLPHIN EXPWY	900' W RED RD/NW 57 AV	8	15010	14301	709	10	699	1	0	E	E	E
2198	SR 836/DOLPHIN EXPWY	900' E RED RD/NW 57 AV	8	13390	13645	-255	205	-460	1	0	E	D	E
2207	SR 836/DOLPHIN EXPWY	1500' E LEJEUNE RD	6	10060	11665	-1605	205	-1810	1	0	F	D	E+6
2208	SR 836/DOLPHIN EXPWY	400' W NW 12 AV	8	13390	8904	4486	0	4486	0	0	C	D	C
2210	SR 836/DOLPHIN EXPWY	300' W NW 27 AV	6	10060	13098	-3038	121	-3159	1	0	F	D	E+19
2232	SR 836/DOLPHIN EXPWY	800' E NW 27 AV	6	10060	11996	-1936	0	-1936	1	0	F	D	E+8
2240	SR 836/DOLPHIN EXPWY	200' W BRIDG NW 10 AV	6	10060	9788	272	0	272	1	0	D	D	D
2242	SR 836/DOLPHIN EXPWY	300' W NW 107 AV	6	10060	8881	1179	266	913	0	1	D	D	D
2243	SR 836/DOLPHIN EXPWY	300' E NW 107 AV	8	15010	11526	3484	0	3484	0	0	D	E	D
2244	SR 836/DOLPHIN EXPWY	1600' E NW 87 AV	6	10060	5528	4532	0	4532	0	0	B	D	B
2246	FLA TNPK. (HEFT/SR 821)	S/O SW 88 ST/KENDALL DR TO SR 874	6	10060	2842	7218	0	7218	0	0	B	D	B
2248	FLA TNPK. (HEFT/SR 821)	N/O OKEECHOBEE RD TO CCOUNTY LINE RD	6	10060	3238	6822	1935	4887	0	0	B	D	B
2250	FLA TNPK. (HEFT/SR 821)	N/O SW 8 ST TO SR 836	6	10060	7197	2863	0	2863	0	0	C	D	C
2252	FLA TNPK. (HEFT/SR 821)	N/O KENDALL DR TO SW 40 ST/BIRD RD	6	10060	4750	5310	0	5310	0	0	B	D	B
2254	FLA TNPK. (HEFT/SR 821)	N/O SW 168 ST BET QUAIL ROOST-CORAL REEF	8	13390	6298	7092	0	7092	0	0	B	D	B
2256	FLA TNPK. (HEFT/SR 821)	S/O SW 186 ST BET SW 216 ST TO QUAIL ROOST DR	4	6700	3779	2921	0	2921	0	0	B	D	B

2258	FLA TNPK. (HEFT/SR 821)	N/O SW 137 AVE TO SW 216 ST	6	10220	2302	7918	0	7918	0	0	B	D	B
2260	FLA TNPK. (HEFT/SR 821)	N/O SW 312 ST TO SW 137 AVE	4	6800	1799	5001	0	5001	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
2264	FLA TNPK. (HEFT/SR 821)	E/O SW 112 AVE BET SW 137 AVE-SW 216 ST	6	10220	1871	8349	0	8349	0	0	B	D	B
2266	FLA TNPK. (HEFT/SR 821)	S/O DON SHULA EXPWY/SR 874 TO SW 152 ST	10	16840	7700	9140	0	9140	0	0	B	D	B
2270	FLA TNPK. (HEFT/SR 821)	N/O BIRD RD/SW 40 ST TO SW 8 ST	6	10060	5074	4986	0	4986	0	0	B	D	B
2272	FLA TNPK. (HEFT/SR 821)	S/O OKEECHOBEE RD TO SR 836	6	10060	3238	6822	17	6805	0	0	B	D	B
2274	SR 874/S DADE EXPWY	2500' N TOLL/S KILLIAN PKWY	4	6700	6959	-259	0	-259	1	0	E	D	E
2276	SR 874/S DADE EXPWY	300' N KILLAN PKWY	8	18012	7188	10824	0	10824	0	0	B	EE	B
2278	SR 874/S DADE EXPWY	300' NE SW 87 AV	4	6700	7621	-921	0	-921	1	0	F	D	E+5
2485	SR 9A/I-95	200' S IVES DAIRY RD/SR 852	8	18012	10774	7238	-15	7253	0	0	C	EE	C
2487	SR 9A/I-95	200' S MIAMI-DADE/BROWARD CO LINE	10	16840	14168	2672	0	2672	0	0	D	D	D
2500	SR 93/I-75	1000' W PALMETTO EXPWY/SR 826	8	13390	10849	2541	2524	17	1	0	C	D	D
2501	SR 93/I-75	200' S MIAMI GARDENS DR/SR 860	8	13390	11917	1473	822	651	1	0	D	D	D
2502	I-75 (SR 93)	S/O HEFT/SR 821 TO BROWARD CO. LINE	8	13390	9321	4069	0	4069	0	0	C	D	C
2503	SR 93/I-75	200' N FLA TPK/HEFT/SR 821	8	13390	9582	3808	684	3124	0	0	C	D	C
2505	I-95/SR 9A	200' S NW 6 ST	8	13390	12767	623	0	623	1	0	D	D	D
2506	I-395/SR 836	100' E NW 2 AV	8	13620	10613	3007	1	3006	0	0	C	D	C
2509	SW 137TH AVENUE 500 FT NORTH OF SW 8TH STREET		6	6468	4241	2227	286	1941	0	0	C	E+20	C
2514	SR 823/NW 57 AV	550' N SR 860/NW 183 ST	A6	5390	3308	2082	0	2082	0	0	C	D	C
2515	SR 823/NW 57 AV	200' S MIAMI-DADE/BROWARD CO LINE	A6	5080	4183	897	0	897	0	0	B	D	B
2516	SR 860/MIAMI GARDENS DR	200' W SR 823/RED RD	A4	4296	2591	1705	11	1694	0	0	C	EE	C
2517	SR 860/MIAMI GARDENS DR	200' W NW 67 AV	A4	4296	2853	1443	94	1349	0	0	C	EE	C
2518	SR 860/MIAMI GARDENS DR	800' W OF NW 87 AV	A4	3580	3825	-245	1436	-1681	1	0	F	E	E+46
2519	SR 825/SW 137 AV	200' S SW 104 ST	A6	5390	2572	2818	164	2654	0	0	C	E	C
2520	SR 825/SW 137 AV	200' S SR 94/N KENDALL DR	A6	5390	2541	2849	330	2519	0	0	C	E	C
2521	SR 5/US-1	380' N SW 272 ST	4	4296	2797	1499	1016	483	0	0	C	EE	E+6
2523	SR 5/US-1	200' N SR 922/NE 123 ST	6	6885	3459	3426	0	3426	0	0	D	E+50	D
2529	SR 94/KENDALL DR	200' W SW 157 AV	A6	4296	2689	1607	707	900	0	0	C	EE	C
2532	SR 5/US-1	200' S SR 94/KENDALL DR/SW 88 ST	6	8085	2683	5402	0	5402	0	0	C	E+50	C
2537	SR 25/US-27/OKEECHOBEE RD	1600' SE OF NW 95 ST.	6	5390	3492	1898	0	1898	0	0	C	D	C
2543	SR 9/NW 27 AVE	200' N OF NW 54 ST	A	4380	2104	2276	49	2227	0	0	D	E+50	D
2549	SR 972/SW 22 ST	100 FT WEST OF SW 17 AV	4	3648	2811	837	0	837	0	0	D	E+20	D
2552	SR959/SW57AVE/RED ROAD	200'S OF BIRD ROAD/SR 976	2		1165		0						
2555	SR909/WEST DIXIE HWY	50' S OF NE 140 ST	4	3580	1770	1810	5	1805	0	0	C	E	C
2556	SR5/BISCAYNE BLVD.	200' N OF NE 104 ST	4	4560	3768	792	46	746	0	0	F	E+50	E+25
2557	SR997/KROME AVE/SW177AVE	924' N OF SR94/KENDALL DR	4	3420	2667	753	0	753	0	0	C	C	C
2559	SW 88 ST/KENDALL DR		A4	3580	1321	2259	0	2259	0	0	C	SUMA	C
2561	SR90/SW8ST/TAMIAMI TRAIL	0.25M WEST OF SW122AVE	A6	5390	3955	1435	5	1430	0	0	C	SUMA	C
2562	SR5/US1 S DIXIE HWY ONE WAY SB 300' S OF SW 174 ST		6	3542	2123	1419	160	1259	0	0	C	EE	C
2563	SR5/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174 ST		6	3542	1943	1599	175	1424	0	0	C	EE	C
2580	SR 985/SW 107 AVE	200' S OF FLAGLER ST	A4	3580	2509	1071	24	1047	0	0	C	HE	C
3030	NE 5 ST	150'E OF NE 2 AVE.	3	4131	690	3441	0	3441	0	0	C	E+50	C
3060	NE 2 AVE	200'N OF NE 9 ST.	3	3717	1142	2575	0	2575	0	0	D	E+50	D
5003	SR 7/US-441/NW 7 AV	100' N OF NW 6 ST.	4	4560	1585	2975	0	2975	0	0	D	E+50	D
5005	SR 7/US-441/NW 7 AV	200' S OF NW 21 ST.	4	4560	1876	2684	0	2684	0	0	D	E+50	D
5006	SR 7/US-441/NW 2 AV	200' N MIAMI GARDENS DR/SR860	A6	6468	4045	2423	0	2423	0	0	C	EE	C
5012	SR 933/NW 12 AV	200' N FLAGLER ST/SR 968	4	4560	2076	2484	0	2484	0	0	D	E+50	D
5014	SR 7/SW/NW 7 AV	150' S NW 116 TER	A6	8085	2014	6071	43	6028	0	0	C	E+50	C
5017	SR 997/KROME AV	200' S NE/NW 8 ST (HOMESTEAD)	2	1410	1426	-16	50	-66	1	0	F	E	E+4
5042	BRICKELL AVE	200' S SE 8 ST/SR 90/TAMIAMI TRL	4	4560	592	3968	0	3968	0	0	C	E+50	C
5047	SR 5/US-1	100' S FLAGLER ST	6	8085	2798	5287	18	5269	0	0	C	E+50	C
5049	SR 5/US-1	50' S OF NE 9 ST	6	8085	2600	5485	0	5485	0	0	C	E+50	C
5053	SR 5/US-1	100' N NE 13 ST	4	4560	2489	2071	0	2071	0	0	D	E+50	D
5058	SR 5/US-1	200' N NE 29 ST	4	4560	2354	2206	0	2206	0	0	D	E+50	D
5065	SR 5/US-1	120' N NE 71 ST	A4	4380	2682	1698	0	1698	0	0	D	E+50	D

5079	NW 36 ST (US 27/SR 25)	W/O NW 7 AVE TO NW 17 AVE	A 2	1695	1177	518	0	518	0	0	D	E+50	D
5080	SR 25/US-27/NW 36 ST	200' E NW 27 AV	A 4	4380	1591	2789	286	2503	0	0	D	E+50	D
5083	SR 25/US-27/NW 36 ST	200' W NW 12 AV	A 2	1695	1198	497	22	475	0	0	D	E+50	D
5087	NW 36 ST (US 27/SR 25)	W/O NW 27 AVE TO NW 42 AVE/LEJEUNE RD	A 4	4380	1702	2678	0	2678	0	0	D	E+50	D
5090	SR 90/US-41/SW 8 ST/ONE-WAY EB	200' W SR 5/US-1	3	2754	895	1859	0	1859	0	0	C	E	C
5091	SR 90/US-41/SW 7 ST/ONE-WAY WB	200' W SR 5/US-1	3	2754	821	1933	0	1933	0	0	C	E	C
5095	SR 90/US-41/SW 8 ST/ONE-WAY EB	200' W OF SW 7 AV	3	3717	1387	2330	0	2330	0	0	D	E+50	D
5096	SR 90/US-41/SW 7 ST/ONE-WAY WB	200' E SW 7 AV	3	3717	1737	1980	0	1980	0	0	D	E+50	D
5120	SR 9/SW/NW 27 AV	80' N SW 23 TERRACE	4	5370	1814	3556	0	3556	0	0	C	E+50	C
5125	SR 9/SW/NW 27 AV	100' S SW 8 ST/SR 90	4	4296	2455	1841	0	1841	0	0	C	E+20	C
5144	SR 7/US-441/SW/NW 7 AV	500' N OF NW 62 ST.	A 4	4380	1998	2382	7	2375	0	0	D	E+50	D
5200	SR 5/US-1	200' S SW 27 AV/SR 9	6	8085	4898	3187	0	3187	0	0	C	E+50	C
5201	SR 5/US-1	200' N SW 27 AV/SR 9	6	8085	5410	2675	0	2675	0	0	F	E+50	E+1
5222	NE 163 ST (SR 826)	W/O US 1 TO NE 19 AVE	A 6	5400	3459	1941	0	1941	0	0	D	E+20	D
5225	SR 826/NE 163 ST	100' E OF NE 20 AVE	A 6	5400	3107	2293	12	2281	0	0	D	E+20	D
5229	SR 826/NE 167 ST	200' W NE 10 AV	A 6	6750	3512	3238	20	3218	0	0	D	E+50	D
5252	SR 25/US-27/OKEECHOBEE RD	200' SE W 12 AV(HIALEAH	6	5390	4377	1013	0	1013	0	0	C	D	C
5265	SR 944/HIALEAH DR	200' W SE 8 AV(HIALEAH)	A 4	2920	1626	1294	10	1284	0	0	D	E	D
5348	SR 944/NW 54 ST	330' E NW 19 AV	A 4	3648	1720	1928	43	1885	0	0	D	E+20	D
5371	SR 823/RED RD	300' N W 29 ST(HIALEAH)	A 4	4296	2769	1527	0	1527	0	0	C	E+20	C
5372	SR 823/RED RD	100' N SR 932/W 49 ST(HIALEAH)	A 4	3580	3131	449	0	449	0	0	C	E	C
7041	W 68TH ST/NW 122ND ST 200 FT EAST OF W 26TH DRIVE		4	2920	1256	1664	0	1664	0	0	C	D	C
7064	SW 137TH AVE 0.25 MILE NORTH OF SW 328TH ST		4	3222	709	2513	0	2513	0	0	C	D	C
7076	NW 122 ST- 300 FET EAST OF NW 92 AVE		4	2920	1103	1817	0	1817	0	0	C	D	C

EE = 120% of LOS E, Extraordinary Transit between Infill Area and Urban Development Boundary
HE = LOS E, 20 Minutes Headway between Infill Area and Urban Development Boundary
E+50 = 150% of LOS E, Extraordinary Transit in Infill Area
E+20 = 120% of LOS E, 20 Minutes Transit Headway in Infill Area
SUMA = State Urban Minor Arterial between Infill Area and Urban Development Boundary
CL = Road Classification and No. Lanes; A = Arterial C = Collector; - = Negative Number

Home Concurrency Data LOSPlan Data Admin

Miami-Dade County Traffic Stations

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	5%	10%	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS
9103	SW 232 ST/SILVER PALM DR	E/O US 1 BET US 1-SW 117 AVE	2	1197	404	793	53	740	0	0	C	D	C
9104	BIRD AVE (SW 30 St)	W/O SW 27 AVE	2	1522	324	1198	0	1198	0	0	C	E+20	C
9106	SW 40 ST/BIRD RD (SR 976)	W/O HEFT/SR 821 TO SW 127 AVE	4	3222	3251	-29	5	-34	1	0	F	HE	E+1
9108	BIRD DR EXT/SW 42 ST	W/O SW 127 AVE TO SW 137 AVE	4	3222	2379	843	2	841	0	0	C	D	C
9110	BIRD DR EXT/SW 42 ST	W/O SW 137 AVE TO SW 147 AVE	4	3222	2102	1120	90	1030	0	0	C	D	C
9112	BIRD DR EXT/SW 42 ST	W/O SW 147 AVE TO SW 157 AVE	4	3222	1745	1477	96	1381	0	0	C	D	C
9114	CARIBBEAN BLVD	E/O HEFT TO FRANJO ROAD	2	1269	2834	-1565	3	-1568	1	0	F	HE	E+123
9116	COLLINS AVE	S/O 95 ST (One-way NB)	3	4131	2682	1449	0	1449	0	0	D	E+50	D
9118	SW 24 ST/CORAL WAY	W/O SEGOVIA	2	1269	1462	-193	2	-195	1	0	F	E	E+15
9120	SW 24 ST/CORAL WAY	E/O SW 67 Ave to SW 57 Ave	4	3866	2371	1495	73	1422	0	0	C	E+20	C
9121	SW 24 ST/CORAL WAY	W/O SW 73 AVE BET SW 67 AVE-SR 826	6	5821	3134	2687	78	2609	0	0	C	E+20	C
9122	SW 24 ST/CORAL WAY	W/O SR 826 TO SW 87 AVE	6	5821	3348	2473	0	2473	0	0	C	EE	C
9124	CORAL WAY/SW 24 ST	W/O SW 87 AVE FROM SW 87 AVE TO SW 97 AVE	4	3866	2986	880	53	827	0	0	C	EE	C
9126	CORAL WAY/SW 24 ST	W/O SW 97 AVE TO SW 107 AVE	4	3866	2458	1408	27	1381	0	0	C	EE	C
9128	CORAL WAY/SW 24 ST	W/O SW 107 AVE BET SW 107-SW 117 AVE	4	3866	2745	1121	6	1115	0	0	C	EE	C
9130	SW 26 ST/CORAL WAY	W/O HEFT/SR 821 BET SW 117 AVE-SW 127 AVE	4	3866	3009	857	3	854	0	0	C	EE	C
9132	SW 26 ST/CORAL WAY	W/O SW 127 AVE TO SW 137 AVE	4	3866	2360	1506	13	1493	0	0	C	EE	C
9134	CORAL WAY/SW 26 ST	W/O SW 137 AVE TO SW 147 AVE	4	3866	1942	1924	262	1662	0	0	C	EE	C
9135	CORAL WAY/ SW 26 ST	W/O SW 147 AVE TO SW 157 AVE	4	3222	1784	1438	17	1421	0	0	C	D	C
9136	CRANDON BLVD-KEY BISCAYNE	N/O HARBOR DR TO BEAR CUT	4	4296	2630	1666	0	1666	0	0	C	E+20	C
9137	CURTISS PKWY	SW/O OKEECHOBEE RD 1 WAY SW FROM OKEE RD TO NW 36 ST	2	3283	1922	1361	0	1361	0	0	D	E+20	D
9138	SOUTH DADELAND BLVD	S/O SW 88 ST TO US-1	4	4104	973	3131	0	3131	0	0	C	E+50	C
9140	E 1 AVE (ONE WAY N'B)	S/O 21 ST/HIALEAH TO OKEECHOBEE RD	2	1269	330	939	0	939	0	0	C	E	C
9142	NW 47 AVE	N/O NW 167 ST TO NW 183 ST	4	3222	1957	1265	0	1265	0	0	C	D	C
9144	NW 47 AVE/E 4 AVE HLH.	S/O 21 ST BET OKEECHOBEE RD-E 25 ST	4	3283	1662	1621	0	1621	0	0	D	E+20	D
9146	EAST DIXIE HWY	S/O NE 215 ST	2	1269	1449	-180	0	-180	1	0	F	E	E+14
9148	EAST DR	S/O OKEECHOBEE RD TO POINCIANA BLVD	4	1269	1205	64	0	64	0	0	E	E	E
9150	FLAGLER ST	E/O NW 8 AVE	4	3717	1495	2222	31	2191	0	0	D	E+50	D
9152	FLAGLER ST	W/O NW 57 AVE/RED RD	4	5370	2386	2984	0	2984	0	0	C	E+50	C
9154	W FLAGLER ST	W/O NW/SW 87 AVE TO NW 97 AVE	6	6468	3799	2669	24	2645	0	0	C	EE	C
9156	W FLAGLER ST	W/O NW/SW 97 AVE TO NW 107 AVE	6	6468	3802	2666	106	2560	0	0	C	EE	C
9158	FLAGLER ST	W/0 107 AVE FROM NW 107 AVE TO NW 114 AVE	6	6468	3019	3449	13	3436	0	0	C	EE	C
9160	FLAGLER ST	W/O HEFT FROM NW 114 AVE TO NW 118 AVE	4	3866	2294	1572	-2	1574	0	0	C	EE	C
9162	NW 87 AVE/GALLOWAY RD	N/O NW 12 ST TO NW 25 ST	6	5390	4168	1222	0	1222	0	0	C	D	C
9164	NW 87 AVE/GALLOWAY RD	N/O NW 25 ST TO NW 36 ST EXT	6	5390	3217	2173	0	2173	0	0	C	E	C
9166	NW 87 AVE/GALLOWAY RD	N/O NW 36 ST TO NW 58 ST	4	3580	3073	507	13	494	0	0	C	D	C
9172	GALLOWAY RD/SW 87 AVE	S/O KENDALL DR/SW 88 ST TO SW 112 ST	2	1600	972	628	0	628	0	0	C	SUMA	C
9174	GALLOWAY RD/SW 87 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 232 ST	2	1692	870	822	0	822	0	0	D	EE	D
9176	GRANADA BLVD	S/O SW 8 ST TO CORAL WAY	2	1269	656	613	0	613	0	0	D	E	D
9178	HAMMOCKS BLVD	S/O SW 88 ST TO SW 104 ST	4	2628	493	2135	23	2112	0	0	C	D	C
9180	HARDING AVE	S/O 95 St (One-way SB)	3	4131	1981	2150	0	2150	0	0	D	E+50	D
9184	HIGHLAND LAKES BLVD	S/O NE 203 ST TO NE 186 ST	2	1269	2721	-1452	37	-1489	1	0	F	E	E+117
9186	HIGHLAND LAKES BLVD	S/O NE 215 ST TO NE 203 ST	2	1269	78	1191	2	1189	0	0	C	E	C
9194	INGRAHAM HWY (SR 936)	E/O LE JEUNE RD BET MCFARLAND-SW 42 AVE	2	1269	1229	40	0	40	1	0	E	E	E
9196	IVES DAIRY RD/NE 203 ST	W/O NE 22 AVE FROM I-95 TO BISCAYNE BLVD	6	7276	4025	3251	162	3089	0	0	C	E+50	C
9198	IVES DAIRY RD	W/O I95 FROM I95 TO SAN SIMEON WAY/NE 6 AVE	6	4851	3663	1188	56	1132	0	0	C	D	C
9200	IVES DAIRY RD/NE 203 ST	E/O N MIAMI AVE/NW 2 AVE TO SAN SIMEON WAY	6	4851	3076	1775	245	1530	0	0	C	D	C
9202	KENDALL DR/SW 88 ST	W/O OLD CUTLER RD TO SW 57 AVE	2	1269	532	737	2	735	0	0	C	E	C
9204	KENDALL DR/SW 88 ST	W/O HEFT to SW 127 AVE	6	6468	5469	999	0	999	0	0	F	EE	E+1
9206	SW 88 ST / KENDALL DR	W/O SW 137 AVE	6	5390	3580	1810	0	1810	0	0	C	D	C
9208	KROME AVE/SW 177 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 216 ST	4	3420	3274	146	53	93	1	0	C	C	C
9210	KROME AVE/SW 177 AVE	S/O SW 216 ST FROM 216 ST TO SW 248 ST	4	3420	1346	2074	38	2036	0	0	C	C	C

9212	KROME AVE/SW 177 AVE	N/O SW 288 ST TO SW 248 ST	4	3580	2227	1353	77	1276	0	0	C	D	C
9214	NW 42 AVE/LE JEUNE	S/O E 21 ST TO E 1 ST	4	4296	2393	1903	3	1900	0	0	C	E+20	C
9216	LE JEUNE-DOUGLAS CONNECTOR	N/O NW 119 ST FROM NW 42 AVE TO NW 135 ST	4	3222	1892	1330	209	1121	0	0	C	E	C
9220	NW 74 ST	SW/O OKEECHOBEE RD TO NW 72 AVE	4	1903	710	1193	0	1193	0	0	D	E+50	D
9222	NW 67 AVE/LUDLAM RD	S/O NW 103 ST TO NW 122 ST	4	4833	2589	2244	0	2244	0	0	C	E+50	C
9224	LUDLAM RD/NW 67 AVE	S/O NW 122 ST FROM NW 103 ST TO NW 122 ST	4	4833	1946	2887	0	2887	0	0	C	E+50	C
9226	LUDLAM RD/NW 67 AVE	S/O NW 138 ST FROM NW 122 ST TO NW 138 ST	4	4833	2309	2524	0	2524	0	0	C	E+50	C
9228	NW 67 AVE/LUDLAM RD	S/O PALMETTO EXPWY/SR 826 TO NW 138 ST	4	4833	3257	1576	53	1523	0	0	F	E+50	E+2
9230	LUDLAM RD/NW 67 AVE	N/O SR 826 FROM NW 167 ST TO NW 170 ST	6	5821	4567	1254	69	1185	0	0	C	EE	C
9232	LUDLAM RD/NW 67 AVE	N/O NW 186 ST FROM NW 186 ST TO NW 202 ST	6	4851	2853	1998	8	1990	0	0	C	D	C
9236	LUDLAM RD/SW 67 AVE	S/O FLAGLER ST TAMIAMI CANAL RD TO SW 8 ST	4	2736	964	1772	31	1741	0	0	C	E	C
9238	LUDLAM RD/SW 67 AVE	S/O SW 8 ST TO SW 24 ST	4	3283	1617	1666	46	1620	0	0	D	E+20	D
9240	LUDLAM RD/SW 67 AVE	S/O CORAL WAY/SW 24 ST TO SW 40 ST	4	3283	1548	1735	92	1643	0	0	D	E+20	D
9242	LUDLAM RD/SW 67 AVE	S/O BIRD RD/SW 40 ST SW 40 ST TO SW 56 ST	2	1522	1178	344	34	310	0	0	D	E+20	E
9243	LUDLAM RD/SW 67 AVE	N/O SW 72 ST SW 56 ST TO US 1	2	1269	698	571	92	479	0	0	D	E	D
9244	LUDLAM RD/SW 67 AVE	S/O KENDALL DR/SW 88 ST BET US1-SW 104 ST	2	1269	1130	139	37	102	0	1	D	E	D
9246	LUDLAM RD/SW 67 AVE	S/O SW 112 ST FROM SW 104 ST TO SW 136 ST	2	1269	1215	54	2	52	1	0	E	E	E
9248	MARLIN ROAD	N/O US1 TO SW 186 ST	2	2736	1621	1115	5	1110	0	0	D	E	D
9249	MEMORIAL HWY	N/O NE 135 ST TO NW 167 ST	2	1522	673	849	84	765	0	0	D	E+20	D
9250	NW 183 ST/MIAMI GARDENS DR	W/O NW 37 AVE FROM NW 27 AVE TO NW 47 AVE	6	6468	2044	4424	0	4424	0	0	C	EE	C
9254	NW 186 ST/ MIAMI GARDENS DR	E/O NW 79 AVE	4	4296	2617	1679	43	1636	0	0	C	EE	C
9256	MIAMI LAKES DRIVE WEST	W/O RED RD/NW 57 AVE TO NW 67 AVE	4	3283	1442	1841	0	1841	0	0	D	E+20	D
9258	NW 154 ST	E/O SR 826 FROM NW 67 AVE TO SR 826	4	2736	2797	-61	0	-61	1	0	F	E	E+2
9260	MILLER DR/SW 56 ST	W/O RED RD/SW 57 AVE TO SW 67 AVE	2	1269	1204	65	35	30	1	0	E	E	E
9261	MILLER DR/SW 56 ST	W/O SW 69 AVE BET SW 67 AVE - SR 826	4	3222	2274	948	15	933	0	0	C	E	C
9262	MILLER DR/SW 56 ST	W/O SR 826 TO SW 87 AVE	4	3222	2732	490	21	469	0	0	C	D	C
9264	SW 56 ST/MILLER DR	W/O S.W. 87 AVE TO SW 97 AVE	4	3222	2434	788	1	787	0	0	C	D	C
9266	SW 56 ST/MILLER DR	W/O SW SW 97 AVE TO SW 107 AVE	4	3222	2293	929	56	873	0	0	C	D	C
9268	MILLER DR/SW 56 ST	W/O SW 107 AVE TO SW 117 AVE	4	3222	2135	1087	4	1083	0	0	C	D	C
9270	SW 56 ST/MILLER DR	W/O HEFT/SR 821 SW 117 AVE TO SW 127 AVE	4	3222	2619	603	19	584	0	0	C	D	C
9272	SW 56 ST/MILLER DR	W/O SW 127 AVE TO SW 137 AVE	4	3222	2373	849	4	845	0	0	C	D	C
9274	SW 56 ST/MILLER DR	W/O SW 137 AVE TO SW 147 AVE	4	3222	2131	1091	0	1091	0	0	C	D	C
9275	SW 56 ST	W/O SW 147 AVE TO SW 152 AVE	4	3222	1993	1229	5	1224	0	0	C	E	C
9276	NE 2 AVE	S/O NE 20 ST	4	3283	1523	1760	0	1760	0	0	D	E+20	D
9278	NE 2 AVE	S/O NE 79 ST TO NE 36 ST	4	4104	1025	3079	0	3079	0	0	C	E+50	C
9280	NE 2 AVE	N/O NE 96 ST FROM NE 86 ST TO NE 103 ST	4	1522	1494	28	6	22	1	0	F	E+20	E+18
9282	NE 2 AVE	S/O NE 117 ST	4	3283	1972	1311	15	1296	0	0	D	E+20	D
9284	NE 2 AVE	S/O NE 215 ST TO NE 199 ST	2	1197	880	317	28	289	0	0	D	D	D
9286	NE 6 AVE/ SR 915	S/O NE 125 ST	4	3648	1359	2289	0	2289	0	0	D	E+20	D
9290	NE 10 AVE	S/O NE 125 ST TO PALMETTO EXPWY/SR 826	2	1522	480	1042	0	1042	0	0	C	E+20	C
9292	NE 12 AVE	S/O NE 215 ST FROM NE 215 TO IVES DAIRY ROAD	2	1197	752	445	159	286	0	0	D	D	D
9294	NE 16 AVE	S/O NE 123 ST	2	1522	1396	126	0	126	0	1	F	E+20	E+10
9296	NE 19 AVE	N/O NE 175 ST FROM NE 163 ST TO NE 185 ST	4	4104	2011	2093	58	2035	0	0	D	E+50	D
9297	NE 26 AVE	S/O NE 26 AVE	2	1269	812	457	0	457	0	0	D	E	D
9298	NE 79 St. (SR 934)	W/O US-1 FROM BISCAYNE BLVD TO NW 7 AVE	4	4413	1821	2592	0	2592	0	0	D	E+20	D
9300	NE 82 ST/SR 934 (1WAY WB)	W/O BISCAYNE BLVD TO I-95	2	1152	929	223	0	223	0	0	D	E+20	D
9304	NE 192 ST CAUSEWAY	W/O COLLINS AVE TO US-1	6	6468	1742	4726	0	4726	0	0	C	E+20	C
9308	NORTH MIAMI AVE	S/O NE/NE 20 ST	2	1522	1567	-45	0	-45	1	0	F	E+20	E+23
9310	NORTH MIAMI AVE	S/O NE/NW 79 ST TO NW 36 ST	4	3866	2077	1789	2	1787	0	0	C	E+20	C
9312	NORTH MIAMI AVE	N/O NW 95 ST FROM NW 79 ST TO NW 103 ST	4	3866	1632	2234	10	2224	0	0	C	E+20	C
9314	NORTH MIAMI AVE	S/O NW 119 ST FROM NW 103 ST TO NW 125 ST	2	1522	851	671	0	671	0	0	D	E+20	D
9316	NORTH MIAMI AVE	N/O NE 159 ST BET BISC. RIVER DR-NE 167 ST	2	1522	599	923	29	894	0	0	D	E+20	D
9318	NW 1 AVE	S/O NW 20 ST TO NW 13 ST	2	1522	301	1221	0	1221	0	0	C	E+20	C
9322	NW 2 AVE	S/O NW 79 ST TO NW 36 ST	2	1903	1144	759	1	758	0	0	D	E+50	D
9324	NW 2 AVE	S/O NW 119 ST FROM NW 87 ST TO NW 135 ST	2	1522	389	1133	18	1115	0	0	C	E+20	C
9326	NW 2 AVE	S/O NW 167 ST FROM NW 167 ST TO NW 151 ST	4	3283	2158	1125	90	1035	0	0	D	E+20	D
9328	NW 2 AVE	S/O NW 215 ST TO NW 199 ST	6	4851	4595	256	0	256	0	0	C	D	C
9336	NW 7 AvE (US 441/SR 7)	S/O NW 20 ST FROM S RIVER DR TO NW 36 ST	4	4560	820	3740	0	3740	0	0	C	E+50	C
9338	NW 7 AVE (US 441/SR 7)	S/O NW 79 ST TO NW 62 ST	4	4560	791	3769	12	3757	0	0	C	E+50	C
9342	NW 7 ST	W/O NW 27 AVE TO NW 37 AVE	4	4833	2279	2554	0	2554	0	0	C	E+50	C

9348	NW 7 ST	W/O NW 60 AVE FROM NW 57 AVE TO NW 67 AVE	4	4833	1726	3107	23	3084	0	0	C	E+50	C
9350	NW 10 ST (ONE-WAY EB)	E/O NW 7 AVE	2	1969	235	1734	0	1734	0	0	C	E+20	C
9354	NW 12 AVE	S/O NW 79 ST	4	4104	1846	2258	90	2168	0	0	D	E+50	D
9356	NW 12 AVE	S/O NW 119 ST TO NW 103 ST	2	1522	424	1098	9	1089	0	0	C	E+20	C
9357	NW 12/13 AVE	S/O PALMETTO EXPWY/SR 826 TO NW 155 ST	4	4104	1159	2945	0	2945	0	0	C	E+50	C
9358	NW 12 ST	W/O PALMETTO EXPWY BET NW 72 AVE-NW 87 AVE	4	3222	2649	573	-2	575	0	0	C	D	C
9362	NW 12 ST	E/O SW 107 AVE TO SW 87 AVE	4	3222	2905	317	0	317	0	1	C	E	C
9363	NW 12 ST	W/O NW 127 AVE, FROM NW 127 AVE TO NW 137 AVE	4	3222	2295	927	167	760	0	0	C	D	C
9364	NW 12 ST	E/O NW 112 AVE TO NW 107 AVE	6	4851	2807	2044	0	2044	0	0	C	D	C
9365	NW 12 ST	W/O NW 117 AVE TO NW 127 AVE	4	3866	3540	326	216	110	1	0	F	E+20	E+16
9368	NW 17 AVE	S/O NW 54 ST TO NW 36 ST	4	3283	1656	1627	11	1616	0	0	D	E+20	D
9370	NW 17 AVE	S/O NW 79 ST TO NW 54 ST	4	3283	1813	1470	87	1383	0	0	D	E+20	D
9372	NW 17 AVE	N/O NW 95 ST FROM NW 95 ST TO NW 119 ST	4	3866	1715	2151	242	1909	0	0	C	E+20	C
9374	NW 17 AVE	N/O NW 119 ST FROM NW 119 ST TO NW 135 ST	4	3866	1773	2093	0	2093	0	0	C	E+20	C
9376	NW 17 AVE	S/O NW 119 ST TO NW 103 ST	4	3866	1538	2328	93	2235	0	0	C	E+20	C
9378	NW 17 ST	W/O I-95	2	1269	295	974	0	974	0	0	C	E	C
9380	NW 17 ST	W/O NW 27 AVE TO NW 37 AVE	2	1269	1573	-304	149	-453	1	0	F	E	E+35
9381	NW 17 ST	E/O NW 70 AVE BET WEATHERFORD BL-NW 72 AVE	2	1269	424	845	0	845	0	0	C	E	C
9382	NW 20 ST	W/O OF I-95	4	0	1730	-1730	0	-1730			D		D
9384	NW 20 ST	E/O NW 12 AVE FROM NW 10 AVE TO NW 22 AVE	4	3283	2150	1133	1	1132	0	0	D	E+20	D
9386	NW 20 St.	W/O NW 22 AVE TO NW 27 AVE	4	3283	2284	999	170	829	0	0	D	E+20	D
9390	NW 22 AVE	S/O NW 54 ST	6	0	2655	-2655	22	-2677			D		D
9394	NW 22 AVE	S/O NW 119 ST FROM NW 103 TO NW 143 ST	4	4833	2002	2831	162	2669	0	0	C	E+50	C
9396	NW 22 AVE	S/O SR 826 FROM NW 143 ST TO SR 826	4	4104	2041	2063	0	2063	0	0	D	E+50	D
9400	NW 25 ST	E/O SR 826 TO NW 72 AVE	6	4851	2215	2636	-1	2637	0	0	C	E	C
9402	NW 25 ST	W/O SR 826 TO NW 87 AVE	6	4851	4056	795	0	795	0	0	C	D	C
9404	NW 25 ST	W/O NW 87 AVE TO NW 97 AVE	4	3222	2737	485	0	485	0	0	C	D	C
9406	NW 25 ST	W/O NW 97 AVE TO NW 107 AVE	4	3222	2646	576	0	576	0	0	C	D	C
9408	NW 25 ST	W/O 107 AVE TO NW 117 AVE	4	3222	2512	710	108	602	0	0	C	D	C
9412	SR 9/SW/NW 27 AVENUE	S/O NW 119 STREET	6	8085	2918	5167	149	5018	0	0	C	E+50	C
9418	NW 28 ST	W/O NW 27 AVE TO NW N RIVER DR	2	1269	653	616	15	601	0	0	D	E	D
9422	NW 32 AVE	N/O NW 36 ST TO NW 62 ST	4	4833	1767	3066	66	3000	0	0	C	E+50	C
9424	NW 32 AVE	S/O NW 79 ST FROM NW 62 ST TO NW 103 ST	4	4833	2556	2277	344	1933	0	0	C	E+50	C
9426	NW 32 AVE	S/O NW 119 ST TO NW 103 ST	4	4833	2331	2502	65	2437	0	0	C	E+50	C
9430	NW 36 St. (SR 948)	E/O CURTISS PKWY TO NW 72 AVE	6	5390	4734	656	0	656	0	0	C	E	C
9432	NW 41 ST/NW 36 ST EXTENS	W/O SR 826 TO NW 87 AVE	6	5390	3682	1708	14	1694	0	0	C	D	C
9434	NW 36 ST EXT	W/O 87 AVE TO NW 97 AVE	6	5821	3444	2377	0	2377	0	0	C	EE	C
9436	NW 37 AVE	S/O SR 826 TO NW 135 ST	4	3866	1871	1995	30	1965	0	0	C	E+20	C
9438	NW 37 AVE	S/O HEFT FROM SR 826 TO NW 215 ST	4	2628	2140	488	0	488	0	0	D	D	D
9440	NW 36 STREET EXTENSION	W/O NW 97 AVE TO NW 107 AVE	6	4851	3710	1141	0	1141	0	0	C	D	C
9442	NW 41 STREET	W/O NW 107 AVE TO HEFT	6	4851	2769	2082	0	2082	0	0	C	D	C
9444	NW 46 ST	W/O I-95 FROM NE 2 AVE TO NW 27 AVE	2	1903	623	1280	0	1280	0	0	D	E+50	D
9446	NW 46 ST	W/O NW 27 AVE	2	1269	654	615	36	579	0	0	D	E	D
9448	NW 54 ST	W/O I-95 FROM NW 27 AVE TO I-95	4	4296	960	3336	0	3336	0	0	C	E+20	C
9451	NW 58 ST	W/O NW 72 AVE TO PALMETTO EXPWY/SR 826	6	3222	1484	1738	48	1690	0	0	C	E	C
9452	NW 58 ST	E/O NW 84 AVE FROM SR 826 TO NW 87 AVE	4	3222	2636	586	47	539	0	0	C	D	C
9454	NW 58 ST	W/O NW 87 AVE TO NW 97 AVE	4	3222	2523	699	1	698	0	0	C	D	C
9456	NW 58 ST	W/O NW 97 AVE TO NW 102 AVE	4	2628	2318	310	0	310	0	0	D	D	D
9457	NW 58 ST	W/O NW 107 AVE TO NW 117 AVE	4	2628	1651	977	0	977	0	0	D	D	D
9458	NW 62 AVE	S/O NW 74 ST CONNECTOR TO OKEECHOBEE RD	4	4104	1249	2855	0	2855	0	0	D	E+50	D
9460	NW 62 AVE	S/O NW 138 ST TO NW 122 ST	2	1903	1373	530	0	530	0	0	F	E+50	E+8
9462	NW 62 ST	W/O I-95 FROM NW 2 AVE TO NW 7 AVE	4	3283	1864	1419	7	1412	0	0	D	E+20	D
9464	NW 62 ST	W/O NW 12 AVE FROM NW 7 AVE TO NW 17 AVE	4	3283	1451	1832	36	1796	0	0	D	E+20	D
9466	NW 62 ST	E/O NW 27 AVE TO NW 17 AVE	4	3283	1644	1639	29	1610	0	0	D	E+20	D
9468	NW 62 ST	W/O NW 27 AVE TO NW 37 AVE	4	3866	1411	2455	68	2387	0	0	C	E+20	C
9470	NW 71 ST	W/O I-95 FROM N MIAMI AVE TO NW 12 AVE	2	1522	878	644	18	626	0	0	D	E+20	D
9472	NW 71 ST	W/O NW 27 AVE TO NW 42 AVE	2	1522	495	1027	165	862	0	0	C	E+20	D
9474	NW 72 AVE/W 16 AVE	S/O NW 103 ST TO OKEECHOBEE RD	4	4833	2628	2205	0	2205	0	0	C	E+50	C
9476	NW 72 AVE	S/O NW 138 ST TO NW 114 ST	2	4833	527	4306	0	4306	0	0	C	E+50	C
9478	NW 74 ST CONNECTOR	W/O NW 67 AVE FRO NW 62 AVE TO SR 826	6	8085	3674	4411	0	4411	0	0	C	E+50	C
9480	NW 25 Street	W/O HEFT TO NW 127 AVE	4	2628	2119	509	137	372	0	0	D	D	D
9481	NW 74 ST	W/O NW 77 CT PALMETTO EXPWY TO NW 87 AVE	4	5390	3743	1647	17	1630	0	0	C	D	C
9482	NW 79 AVE	N/O NW 36 ST EXT TO NW 58 ST	4	3222	1888	1334	0	1334	0	0	C	D	C
9484	NW 79 AVE	S/O NW 36 ST EXT TO NW 25 ST	4	3222	1234	1988	0	1988	0	0	C	D	C

9486	NW 79 ST (SR 934)	W/O I-95 NW 7 AVE TO NW 13 CT	4	4296	684	3612	11	3601	0	0	C	E+20	C
9488	NW 81 ST (ONE-WAY WB) (SR 934)	W/O I-95	2	2188	1018	1170	2	1168	0	0	D	E+20	D
9489	GALLOWAY RD/NW 87 AVE	S/O NW 154 ST TO NW 122 ST	4	3222	2131	1091	748	343	0	0	C	D	C
9490	GALLOWAY RD NW 87 AVE	S/O 186 ST FROM NW 170 ST TO NW 186 ST	4	2628	2362	266	1061	-795	1	0	D	D	E+25
9491	NW 95 ST	W/O I-95	4	3222	2046	1176	19	1157	0	0	C	E	C
9492	NW 95 ST	W/O 27 AVE TO NW 36 AVE	2	1269	543	726	43	683	0	0	C	E	C
9493	NW 97 AVE	S/O NW 12 ST	4	3222	2838	384	32	352	0	0	C	D	C
9494	NW 97 AVE	S/O NW 25 ST TO NW 12 ST	4	3222	2603	619	119	500	0	0	C	D	C
9495	NW 97 AVE	S/O NW 41 ST TO NW 25 ST	4	3222	2353	869	0	869	0	0	C	D	C
9500	W 49 ST/SR 932	W/O W 4 AVE TO SR 826	6	5390	1251	4139	0	4139	0	0	C	E	C
9502	NW 103 ST	W/O SR 826 TO NW 87 AVE	4	3580	2906	674	0	674	0	0	C	HE	C
9506	NW 106 ST	E/O HEFT TO NW 107 AVE	6	3222	1953	1269	13	1256	0	0	C	D	C
9508	NW 107 Av. (SR 985)	N/O DOLPHIN EXPWY/SR 836 TO NW 12 ST	6	5390	4667	723	0	723	0	0	C	D	C
9510	NW 107 AVE	N/O NW 12 ST TO NW 25 ST	6	5390	3462	1928	0	1928	0	0	C	D	C
9512	NW 107 AVE	N/O NW 25 ST TO NW 41 ST	4	3580	2718	862	0	862	0	0	C	D	C
9513	NW 107 AVE	N/O NW 41 ST TO NW 58 ST	4	3580	2236	1344	0	1344	0	0	C	D	C
9517	NW 119 ST/GRATIGNY RD	W/O NW 27 AVE NW 27 AVE TO NW 37 AVE	8	7210	3533	3677	180	3497	0	0	C	E	C
9518	NW 119 ST	W/O NW 57 AVE TO NW 67 AVE	2	1269	820	449	0	449	0	0	D	E	D
9520	NW 122 ST	W/O NW 57 AVE TO SR 826	4	3222	1607	1615	0	1615	0	0	C	E	C
9522	NW 122 ST	W/O SR 826 TO NW 87 AVE	4	2628	2993	-365	0	-365	1	0	F	D	E+9
9526	NW 135 ST (ONE-WAY EB)	W/O I-95 TO NW 17 AVE	3	1933	1112	821	0	821	0	0	C	E	C
9528	NW 138 ST (SR 916)	E/O NW 57 AVE TO NW 42 AVE	4	3580	2118	1462	14	1448	0	0	C	E	C
9530	NW 138 ST	W/O 57 AVE TO SR 826	2	3040	2304	736	0	736	0	0	D	E	D
9532	NW 138 ST	W/O SR 826 TO NW 87 AVE	2	1330	1927	-597	10	-607	1	0	F	D	E+37
9534	NW 138 ST	S/W OF OKEECHOBEE RD TO NW 107 AVE	4	2628	1345	1283	1084	199	0	1	D	D	D
9542	NW 151 ST	W/O NW 27 AVE TO NW 37 AVE	4	2736	1206	1530	92	1438	0	0	D	E	D
9544	NW 154 ST	E/O NW 79 AVE SR 826 TO NW 84 AVE	4	2628	4100	-1472	0	-1472	1	0	F	D	E+49
9546	NW 154 ST	W/O NW 87 AVE TO NW 92 AVE	2	1197	545	652	297	355	0	0	C	D	D
9548	NW 167 ST	E/O NW 2 AVE TO NE 6 AVE	6	6885	3848	3037	0	3037	0	0	D	E+50	D
9550	NW 169 ST	E/O NW 77 CT TO NW 67 AVE	4	2628	1303	1325	4	1321	0	0	D	D	D
9552	NW 170 ST	E/O NW 87 AVE TO NW 77 AVE	2	1197	1229	-32	338	-370	1	0	E	D	E+23
9554	NW 199 ST/HONEY HILL DR	E/O HEFT FROM FLA TURNPIKE TO NW 2 AVE	4	2628	2469	159	0	159	0	1	D	D	D
9556	NW 199 ST/HONEY HILL DR	E/O NW 27 AVE TO FLA TURNPIKE	6	4851	2556	2295	0	2295	0	0	C	D	C
9558	NW 199 ST/HONEY HILL DR	W/O NW 27 AVE TO NW 37 AVE	4	3222	1746	1476	0	1476	0	0	C	E	C
9560	NW 199 ST/HONEY HILL DR	W/O NW 37 AVE TO NW 57 AVE	4	3222	1540	1682	0	1682	0	0	C	D	C
9561	NW 199 ST/HONEY HILL DR	W/O NW 47 AVE	4	3222	1574	1648	0	1648	0	0	C	D	C
9562	NW 202 ST	W/O NW 57 AVE TO 67 AVE	2	1440	994	446	0	446	0	0	C	D	C
9574	OKEECHOBEE RD (US 27)	NW/O NW 57 Ave	6	5390	4443	947	0	947	0	0	C	D	C
9576	OKEECHOBEE RD (US 27)	SE/O NW 74 ST FROM NW 62 AVE TO NW 67 AVE	0	5390	4559	831	0	831	0	0	C	E	C
9582	OLD CUTLER RD	SW/O SW 72 ST TO SW 88 ST	2	1269	1720	-451	1	-452	1	0	F	E	E+35
9584	OLD CUTLER RD	SW/O SW 88 ST TO SW 57 AVE	2	1269	1424	-155	0	-155	1	0	F	E	E+12
9586	OLD CUTLER RD	SW/O SW 136 ST TO SW 152 ST	2	1440	1404	36	0	36	1	0	D	E	D
9588	OLD CUTLER RD	SW/O SW 152 ST TO SW 168 ST	2	1440	1419	21	0	21	1	0	D	E	D
9590	OLD CUTLER RD	S/O SW 168 ST TO SW 184 ST	2	1440	1473	-33	0	-33	1	0	F	E	E+2
9592	OLD CUTLER RD	SW/O SW 184 ST TO FRANJO ROAD	2	1440	1210	230	0	230	0	0	C	D	C
9594	OLD CUTLER RD	SW/O FRANJO RD TO SW 216 ST	2	1197	1461	-264	48	-312	1	0	F	D	E+18
9596	OPA LOCKA BLVD (1-WAY WB)	W/O I-95 TO NW 17 AVE	3	3234	1297	1937	22	1915	0	0	C	E	C
9598	NW 52 AVE/PALM AVE-1WAY SB	S/O E/W 21 ST (HIALEAH) TO OKEECHOBEE RD	2	1269	916	353	0	353	0	0	D	E	D
9600	NW 52 AVE	S/O NW 103 ST - NW 74 ST TO NW 119 ST	4	2736	2083	653	0	653	0	0	D	E	D
9618	PERIMETER ROAD	E/O NW 57 AVE BET NW 47 AVE TO NW 72 AVE	2	1440	1534	-94	0	-94	1	0	F	E	E+6
9622	PONCE DE LEON BLVD	S/O SW 8 ST TO ALHAMBRA CIRCLE	4	3283	938	2345	0	2345	0	0	C	E+20	C
9624	PONCE DE LEON BLVD	N/O SW 40 ST TO ALMERIA AVE	4	3283	1079	2204	0	2204	0	0	C	E+20	C
9628	NW 57 AVE	S/O NW 74 ST CONN TO OKEECHOBEE ROAD	4	3580	2662	918	0	918	0	0	C	E	C
9629	NW 57 AVE/RED RD (SR 823)	N/O NW 183 ST TO NW 215 ST/COUNTY LINE	6	5390	3459	1931	0	1931	0	0	C	D	C
9630	NW 57 AVE	S/O NW 215 ST TO NW 186 ST	6	5390	3181	2209	0	2209	0	0	C	D	C
9634	SW 57 AVE	N/O SW 72 ST TO SOUTH DIXIE HWY	4	4104	1075	3029	5	3024	0	0	C	E+50	C
9636	SW 57 AVE	S/O SW 88 ST TO SW 116 ST	2	1269	1159	110	1	109	0	1	D	E	D
9638	SW 57 AVE	S/O SW 120 ST FROM SW 116 TO SW 128 ST	2	1269	1306	-37	3	-40	1	0	F	E	E+3
9640	RICKENBACKER CSWY	W/O VIRGINIA KEY	4	5821	3135	2686	30	2656	0	0	C	E+20	C
9642	SAN SIMEON WAY/ NE 6 AVE	S/O NW 215 TO IVES DAIRY RD	4	3283	1034	2249	234	2015	0	0	C	EE	D
9650	SOUTH BAYSHORE DRIVE	NE/O SW 17 AVE ALATKA AVE TO AVIATION AVE	2	1903	1908	-5	0	-5	1	0	F	E+50	E+50
9652	SOUTH BAYSHORE DRIVE	SW/O SW 27 AVE BET AVIATION-MCFARLAND AVE	4	3283	1784	1499	0	1499	0	0	D	E+20	D
9654	SOUTH MIAMI AVE	SW/O SW 15 RD	2	1269	1038	231	0	231	0	0	D	E	D

9656	SW 72 ST	W/O CARTAGENA CIR. COCOPLUM PLAZA TO 57 AV	2	1269	753	516	26	490	0	0	D	E	D
9658	SW 72ND ST	W/O SW 87TH AVE	4	3580	2632	948	29	919	0	0	C	D	C
9659	SW 72 ST	E/O SW 127 AVE TO SW 117 AVE	4	4296	2714	1582	5	1577	0	0	C	EE	C
9660	SW 72 ST	W/O SW 127 AVE TO SW 137 AVE	4	4296	2191	2105	0	2105	0	0	C	EE	C
9662	SW 72 ST/SUNSET DR	W/O SW 137 AVE TO SW 147 AVE	4	4296	1552	2744	0	2744	0	0	C	EE	C
9664	SW 72 ST/SUNSET DR	W/O SW 147 AVE TO SW 152 AVE	4	4296	1783	2513	115	2398	0	0	C	EE	C
9665	SW 72 ST/SUNSET DR	W/O SW 157 AVE TO SW 162 AVE	4	4296	1145	3151	57	3094	0	0	C	EE	C
9666	SW 1 ST ONE WAY EAST	E/O SW 8 AVE	3	2700	623	2077	0	2077	0	0	C	D	C
9672	SW 22 AVE	S/O SW 8 ST	4	3222	1606	1616	0	1616	0	0	C	E	C
9674	SW 27 AVE	S/O US 1 TO SOUTH BAYSHORE DR	2	1269	1277	-8	0	-8	1	0	F	E	E+1
9676	SW 32 AVE	S/O SW 8 ST TO SW 24 ST	2	1522	726	796	0	796	0	0	D	E+20	D
9678	SW 37 AVE	S/O SW 8 ST TO US-1	4	3866	243	3623	160	3463	0	0	C	E+20	C
9680	SW 37 AVE	S/O US 1 TO INGRAHAM HWY	2	2736	899	1837	0	1837	0	0	C	E	C
9682	SW 62 AVE	S/O SW 8 ST TO SW 24 ST	2	1269	1647	-378	4	-382	1	0	F	E	E+30
9684	SW 72 AVE	S/O BIRD DR/SW 40 ST TO SW 56 ST	4	3866	1737	2129	71	2058	0	0	C	E+20	C
9686	SW 72 AVE	S/O SW 56 ST TO SW 72 ST	2	1903	776	1127	6	1121	0	0	D	E+50	D
9688	SW 72 AVE	S/O SW 72 ST TO SW 80 ST	1	1903	1188	715	63	652	0	0	D	E+50	E
9690	SW 74 AVE	S/O SW 8 ST TO SW 16 ST	2	1903	554	1349	17	1332	0	0	C	E+50	C
9692	SW 77 AVE	S/O SW 136 ST FROM SW 104 TO SW 152 ST	2	1269	1153	116	0	116	0	1	D	E	D
9694	SW 82 AVE	S/O SW 8 ST	2	1197	816	381	0	381	0	0	D	D	D
9696	SW 85 AVE	SE/O OLD CUTLER RD TO SW 212 ST	4	3283	410	2873	0	2873	0	0	C	EE	C
9698	SW 97 AVE	S/O SW 8 ST TO SW 40 ST	2	1269	1692	-423	53	-476	1	0	F	E	E+37
9699	SW 97 AVE	S/O SW 24 ST TO SW 40 ST	2	1269	1777	-508	7	-515	1	0	F	E	E+40
9700	SW 97 AVE	S/O SW 40 ST TO SW 56 ST	2	1197	965	232	5	227	0	0	D	D	D
9702	SW 97 AVE	S/O SW 56 ST TO SW 72 ST	2	1197	864	333	23	310	0	0	D	D	D
9704	SW 97 AVE	S/O SW 88 ST TO SW 112 ST	2	1197	928	269	62	207	0	0	D	D	D
9706	SW 97 AVE	N/O SW 136 ST TO SW 112 ST	2	1197	849	348	19	329	0	0	D	D	D
9708	SW 97 AVE	S/O SW 184 ST BET US 1-OLD CUTLER RD	2	1197	1298	-101	8	-109	1	0	F	D	E+2
9710	SW 102 AVE	S/O SW 136 ST TO SW 144 ST	2	1197	114	1083	0	1083	0	0	C	D	C
9712	SW 104 ST	E/O SW 77 AVE BET SW 67 AVE-US1	2	1269	854	415	0	415	0	0	D	E	D
9714	SW 104 ST	W/O US1 TO SW 87 AVE	2	1197	1212	-15	2	-17	1	0	E	D	E
9716	SW 104 ST	W/O SW 107 AVE TO SW 117 AVE	6	5821	3817	2004	6	1998	0	0	C	EE	C
9718	SW 104 ST	W/O HEFT SW 117 AVE TO SW 127 AVE	6	5821	4123	1698	4	1694	0	0	C	EE	C
9720	SW 104 ST	W/O SW 127 AVE TO SW 137 AVE	6	5821	3179	2642	56	2586	0	0	C	EE	C
9722	SW 104 ST	W/O SW 137 AVE TO SW 147 AVE	4	3866	2487	1379	74	1305	0	0	C	EE	C
9724	SW 104 ST	W/O SW 147 AVE TO SW 157 AVE	4	3866	2141	1725	10	1715	0	0	C	EE	C
9726	SW 107 AVE	S/O SW 88 ST TO SW 104 ST	4	2736	1655	1081	9	1072	0	0	D	SUMA	D
9728	SW 107 AVE	S/O SW 160 ST BET SW 152-186 STS	2	1197	740	457	257	200	0	0	D	D	D
9730	SW 107 AVE	S/O SW 184 ST	4	2736	1353	1383	48	1335	0	0	D	E	D
9736	SW 112 AVE/ALLAPATTAH DR	N/O SW 232 ST FROM US-1 TO HEFT	4	3580	2099	1481	663	818	0	0	C	D	C
9738	SW 112 AVE/ALLAPATTAH DR	N/O SW 268 ST TO HEFT	4	3420	1394	2026	76	1950	0	0	C	C	C
9740	SW 112 ST	E/O US 1 TO SW 57 AVE	2	1330	606	724	6	718	0	0	C	D	C
9742	SW 112 ST	E/O SW 112 AVE BET SW 99 -117 AVES	2	1197	1021	176	0	176	0	0	D	D	D
9743	SW 117 AVE	S/O TAMIAMI TRAIL TO CORAL WAY	2	1197	1032	165	0	165	0	0	D	D	D
9744	SW 117 AVE	S/O SW 56 ST BET SW 40 ST-SW 72 ST	4	3222	2303	919	1	918	0	0	C	D	C
9746	SW 117 AVE	S/O SW 72 ST TO SW 88 ST	4	3222	2552	670	58	612	0	0	C	D	C
9748	SW 117 AVE	S/O SW 88 ST TO SW 104 ST	4	3222	1902	1320	45	1275	0	0	C	D	C
9750	SW 117 AVE	S/O SW 112 ST BET SW 103 ST-SW 136 ST	4	3222	2090	1132	5	1127	0	0	C	D	C
9752	SW 117 AVE	S/O SW 136 ST TO SW 152 ST	4	3222	1833	1389	154	1235	0	0	C	D	C
9754	SW 117 AVE	S/O SW 152 ST TO SW 184 ST	2	3222	1754	1468	42	1426	0	0	C	D	C
9756	SW 117 AVE	S/O SW 184 ST TO QUAIL ROOST DR	2	1197	1019	178	6	172	0	0	D	D	D
9758	SW 117 AVE	NW/O US 1 TO QUAIL ROOST DR	2	1197	1362	-165	33	-198	1	0	F	D	E+9
9760	SW 120 ST	W/O SW 122 AVE BET SW 117 AVE-SW 137 AVE	4	3222	2252	970	279	691	0	0	C	D	C
9762	SW 120 ST	W/O SW 137 AVE TO SW 157 AVE	4	3222	2226	996	80	916	0	0	C	D	C
9763	SW 120 ST	W/O SW 147 Ave	4	3222	1360	1862	29	1833	0	0	C	D	C
9764	SW 122 AVE	N/O SW 8 ST BET NW 6 - SW 8 STREETS	4	1197	1741	-544	7	-551	1	0	F	D	E+37
9766	SW 122 AVE	S/O SW 8 ST TO SW 24 ST	4	2736	2061	675	2	673	0	0	D	E	D
9768	SW 122 AVE	S/O SW 104 ST TO SW 123 ST	4	2628	943	1685	11	1674	0	0	C	D	C
9770	SW 127 AVE	N/O SW 8 ST FROM NW 6 ST TO SW 7 ST	4	2628	1024	1604	42	1562	0	0	C	D	C
9772	SW 127 AVE	S/O SW 8 ST TO SW 26 ST	4	2736	1258	1478	0	1478	0	0	D	E	D
9774	SW 127 AVE	S/O SW 26 ST TO SW 42 ST	2	1197	709	488	0	488	0	0	D	D	D
9776	SW 127 AVE	S/O BIRD DR/SW 42 ST TO 56 ST	4	3222	1435	1787	0	1787	0	0	C	D	C
9778	SW 127 AVE	S/O MILLER DR/SW 56 ST TO 72 ST	4	3222	1695	1527	2	1525	0	0	C	D	C
9780	SW 127 AVE	S/O SUNSET DR /SW 72 ST TO SW 88 ST	4	2628	1629	999	2	997	0	0	D	D	D
9782	SW 127 AVE	S/O SW 88 ST TO SW 104 ST	4	3222	1471	1751	0	1751	0	0	C	D	C
9784	SW 127 AVE	S/O SW 104 ST TO SW 120 ST	4	3222	1101	2121	111	2010	0	0	C	D	C
9788	SW 127 AVE	S/O SW 184 ST TO SW 200 ST	2	1440	775	665	204	461	0	0	C	D	C
9790	SW 127 AVE	S/O SW 216 ST TO SW 232 ST	2	1197	376	821	217	604	0	0	C	D	C

9791	SW 132 AVE	N/O SW 8 ST TO NW 6 ST	2	1197	785	412	5	407	0	0	D	D	D
9792	SW 136 ST	E/O SW 67 AVE TO SW 128 ST	2	1269	1180	89	0	89	0	1	D	E	D
9794	SW 136 ST/HOWARD DR	E/O US1 TO SW 67 AVE	2	1197	994	203	0	203	0	0	D	D	D
9796	SW 136 ST	W/O US1 TO SW 97 AVE	4	2628	1354	1274	6	1268	0	0	D	D	D
9798	SW 137 AVE	N/O TAMIAMI TRAIL/SW 8 ST TO NW 6 ST	6	5390	3567	1823	85	1738	0	0	C	D	C
9800	SW 137 AVE	S/O SW 8 ST TO SW 26 ST	4	3648	2407	1241	17	1224	0	0	D	EE	D
9802	SW 137 AVE	S/O SW 26 ST TO SW 42 ST	6	5390	2519	2871	17	2854	0	0	C	D	C
9804	SW 137 AVE	S/O 42 ST TO SW 56 ST	6	6468	2304	4164	0	4164	0	0	C	EE	C
9806	SW 137 AVE/LINDGREN RD	S/O SW 56 ST/MILLER RD TO SW 72 ST	4	3580	2177	1403	0	1403	0	0	C	D	C
9808	SW 137 AVE/LINDGREN RD	S/O SW 72 ST TO SW 88 ST	4	3580	2031	1549	0	1549	0	0	C	D	C
9810	SW 137 AVE	S/O SW 88 ST TO SW 104 ST	6	5390	2569	2821	0	2821	0	0	C	D	C
9812	SW 137 AVE	S/O SW 104 ST TO SW 120 ST	6	5390	2774	2616	43	2573	0	0	C	D	C
9814	SW 137 AVE	S/O SW 120 ST TO SW 136 ST	6	5390	3836	1554	411	1143	0	0	C	D	C
9816	SW 137 AVE	S/O SW 136 ST TO SW 152 ST	6	4851	3013	1838	312	1526	0	0	C	D	C
9818	SW 137 AVE	S/O 152 ST TO SW 184 ST	6	4851	3166	1685	205	1480	0	0	C	D	C
9820	SW 137 AVE	S/O SW 184 ST TO SW 200 ST	2	1440	1344	96	0	96	0	1	C	D	C
9822	SW 137 AVE/TALLAHASSEE RD	S/O US 1 TO HEFT	4	3866	1092	2774	598	2176	0	0	C	EE	C
9824	SW 137 AVE/TALLAHASSEE RD	N/O SW 288 ST TO SW 268 ST	4	3222	2698	524	214	310	0	1	C	D	C
9825	SW 147 AVE	S/O SW 24 ST to SW 42 ST/BIRD RD	4	3222	1681	1541	81	1460	0	0	C	D	C
9826	SW 147 AVE	S/O BIRD DR EXT/SW 42 ST TO SW 56 ST	4	3222	1812	1410	163	1247	0	0	C	E	C
9827	SW 147 AVE	S/O SW 56 ST TO SW 72 ST	4	3222	1658	1564	0	1564	0	0	C	D	C
9828	SW 147 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	3222	1740	1482	31	1451	0	0	C	D	C
9830	SW 147 AVE	S/O KENDALL DR/SW 88 ST TO SW 104 ST	4	3222	1661	1561	46	1515	0	0	C	D	C
9832	SW 147 AVE	S/O SW 104 ST TO SW 120 ST	4	3222	1415	1807	83	1724	0	0	C	D	C
9834	SW 147 AVE	S/O SW 152 ST TO SW 184 ST	2	1470	844	626	141	485	0	0	B	D	B
9836	SW 147 AVE	S/O SW 184 ST TO SW 200 ST	2	1359	1214	145	43	102	0	1	C	C	C
9838	SW 147 AVE/NARANJA RD	S/O SW 200 ST TO SW 216 ST	2	1359	845	514	6	508	0	0	C	C	C
9840	SW 147 AVE/NARANJA RD	S/O SW 216 ST TO SW 232 ST	2	1359	685	674	0	674	0	0	C	C	C
9842	SW 147 AVE/NARANJA RD	S/O SW 232 ST TO SW 264 ST	2	1359	610	749	98	651	0	0	C	C	C
9844	SW 152 AVE	S/O KENDAL DR SW/SW 88 ST TO SW 96 ST	4	2628	806	1822	16	1806	0	0	C	D	C
9846	SW 152 AVE/KINGMAN RD	N/O 288 ST BET SW 280 ST-HEFT	2	1197	850	347	100	247	0	0	D	D	D
9848	SW 152 ST/CORAL REEF	E/O US-1 TO OLD CUTLER RD	2	1197	968	229	0	229	0	0	D	D	D
9850	SW 152 ST/CORAL REEF	W/O SW 117 AVE TO SW 124 AVE	6	6468	4113	2355	689	1666	0	0	C	EE	C
9851	SW 157 AVE	S/O SW 8 ST TO SW 26 ST	2	1197	757	440	15	425	0	0	D	D	D
9852	SW 152 ST/CORAL REEF	W/O SW 127 AVE BET SW 124-137 AVE	6	5390	3530	1860	1394	466	0	1	C	D	C
9853	SW 157 AVE	S/O SW 26 ST TO SW 42 ST	2	1197	716	481	0	481	0	0	D	D	D
9854	SW 152 ST/CORAL REEF	W/O SW 137 AVE TO SW 142 AVE	4	3866	1885	1981	32	1949	0	0	C	EE	C
9855	SW 157 AVE	S/O SW 42 ST TO SW 56 ST	4	3222	1174	2048	0	2048	0	0	C	D	C
9856	SW 157 AVE	N/O KENDALL DR/SW 88 ST TO SW 72 ST	4	3283	1585	1698	60	1638	0	0	D	EE	D
9857	SW 157 AVE	S/O KENDAL DR, FROM KENDALL DR TO SW 112 ST	4	2628	1465	1163	98	1065	0	0	D	D	D
9858	SW 157 AVE/NEWTON RD	S/O SW 216 ST TO SW 272 ST	2	1359	207	1152	1	1151	0	0	C	C	C
9859	SW 157 AVE	S/O SW 152 ST TO SW 184 ST	4	3222	1862	1360	152	1208	0	0	C	D	C
9860	SW 157 AVE/NEWTON RD	S/O SW 272 ST TO US-1	2	1440	483	957	132	825	0	0	C	D	C
9862	SW 167 AVE/TENNESSEE RD	S/O SW 216 ST TO SW 232 ST	2	1359	436	923	5	918	0	0	C	C	C
9864	SW 167 AVE/TENNESSEE RD	N/O 288 ST FROM SW 270 ST TO SW 304 ST	2	1197	469	728	123	605	0	0	C	D	C
9865	SW 168 ST/RICHMOND DR	E/O SW 82 AVE BET SW 87 AVE-OLD CUTLER RD	2	1197	709	488	0	488	0	0	D	D	D
9866	SW 168 ST/RICHMOND DR	W/O SW 87 AVE TO US 1	2	1522	735	787	3	784	0	0	D	EE	D
9868	SW 168 ST/RICHMOND DR	W/O US 1 TO SW 117 AVE	2	1440	789	651	417	234	0	0	C	D	C
9869	SW 182 AVE/NW 6 AVE	S/O SW 344 ST	2	1197	500	697	89	608	0	0	C	D	C
9870	SW 184 ST/EUREKA DR	W/O OLD CUTLER RD TO SW 87 AVE	2	1440	446	994	0	994	0	0	C	D	C
9872	SW 184 ST/EUREKA DR	E/O US-1 TO SW 87 AVE	2	3222	1492	1730	37	1693	0	0	C	D	C
9874	SW 184 ST/EUREKA DR	W/O USI TO TURNPIKE	4	3222	1572	1650	316	1334	0	0	C	D	C
9876	SW 184 ST/EUREKA DR	W/O SW 117 AVE TO SW 137 AVE	4	3222	2477	745	49	696	0	0	C	D	C
9878	SW 184 ST/EUREKA DR	W/O 137 AVE TO SW 147 AVE	4	3222	1929	1293	88	1205	0	0	C	D	C
9879	SW 184 ST	W/O SW 147 AVE FROM SW 147 AVE TO SW 157 AVE	2	1440	1456	-16	103	-119	1	0	F	D	E+8
9880	SW 184 ST/EUREKA DR	E/O SW 177 AVE TO SW 157 AVE	2	1359	1332	27	31	-4	1	0	C	C	D
9882	SW 186 ST	E/O SW 107 AVE FROM US1 TO HEFT	4	3222	1266	1956	17	1939	0	0	C	D	C
9884	SW 187 AVE	S/O SW 216 ST TO SW 232	2	1359	437	922	10	912	0	0	C	C	C
9886	SW 187 AVE	S/O SW 280 ST FROM SW 270 ST TO SW 320 ST	2	1359	432	927	186	741	0	0	C	C	C
9888	SW 197 AVE	N/O SW 288 ST FROM SW 264 TO SW 328 ST	2	1440	324	1116	212	904	0	0	C	D	C
9890	SW 200 ST	NW/O US1 TO QUAIL ROOST DR	2	1197	1152	45	92	-47	1	0	D	D	E
9892	SW 200 ST	W/O SW 137 AVE TO SW 157 AVE	2	1510	780	730	31	699	0	0	C	C	C
9894	SW 211 ST	E/O SW 112 AVE FROM US-1 TO HEFT	6	3283	1632	1651	4	1647	0	0	D	EE	D

9896	SW 216 ST/HAINLIN MILL DR	E/O HEFT BET SW 112 AVE-OLD CUTLER RD	4	2628	2470	158	13	145	0	0	D	D	D
9898	SW 216 ST/HAINLIN MILL DR	W/O US 1 TO SW 134 AVE	2	1440	761	679	489	190	0	0	C	D	C
9900	SW 216 ST/HAINLIN MILL DR	W/O SW 134 AVE FROM UDB TO SW 157 AVE	2	1359	777	582	145	437	0	0	C	C	C
9902	SW 216 ST/HAINLIN MILL DR	E/O KROME AVE/SW 177 AVE TO SW 147 AVE	2	1359	575	784	17	767	0	0	C	C	C
9904	SW 220 ST/OLD CUTLER RD	E/O US 1 TO SW 216 ST	2	1197	394	803	56	747	0	0	C	D	C
9908	SW 232 ST	W/O US1 TO UDB	2	1440	832	608	488	120	0	1	C	D	C
9910	SW 232 ST/SILVER PALM DR	W/O SW 137 AVE TO SW 147 AVE	2	1359	621	738	155	583	0	0	C	C	C
9912	SW 232 ST/SILVER PALM DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	550	809	31	778	0	0	C	C	C
9914	SW 248 ST	E/O SW 127 AVE TO SW 112 AVE/ALLAPATTAH RD	2	1440	665	775	356	419	0	0	C	E	C
9916	SW 248 ST/COCONUT PALM DR	W/O US 1 TO SW 147 AVE	2	1440	553	887	155	732	0	0	C	E	C
9918	SW 248 ST/COCONUT PALM DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	433	926	35	891	0	0	C	C	C
9919	SW 264 ST	W/O SW 147 AVE	2	1440	451	989	240	749	0	0	C	E	C
9920	SW 264 ST/BAUER DR	E/O KROME AVE/SW 177 AVE TO SW 157 AVE	2	1359	498	861	7	854	0	0	C	C	C
9922	SW 268 ST/MOODY DR	W/O SW 127 AVE BET 112-137 AVE	4	3222	1263	1959	424	1535	0	0	C	D	C
9924	SW 268 ST/MOODY DR	W/O SW 142 AVE FROM SW 137 AVE TO US1	4	3222	723	2499	436	2063	0	0	C	E	C
9926	SW 280 ST/WALDRIN DR	E/O US 1 TO SW 142 AVE	4	2628	585	2043	572	1471	0	0	C	D	C
9928	SW 288 ST/BISCAYNE DR	W/O SW 137 AVE BET HEFT-SW 132 AVE	4	2628	1957	671	379	292	0	0	D	D	D
9930	SW 288 ST/BISCAYNE DR	W/O SW 147 AVE FROM US-1 TO HEFT	4	3222	1757	1465	69	1396	0	0	C	D	C
9932	SW 288 ST/BISCAYNE DR	W/O US-1 TO SW 177 AVE	2	1440	884	556	256	300	0	0	C	D	C
9934	SW 296 ST/AVOCADO DR	E/O US 1 TO SW 147 AVE	2	1440	1024	416	67	349	0	0	C	D	C
9936	SW 296 ST/AVOCADO DR	W/O US 1 TO SW 177 AVE	2	1440	729	711	388	323	0	0	C	D	C
9938	SW 296 ST/AVOCADO DR	E/O SW 197 AVE TO SW 177 AVE	2	1440	250	1190	20	1170	0	0	C	D	C
9940	SW 304 ST/KINGS HWY	E/O US 1 TO SW 152 AVE	2	1197	589	608	48	560	0	0	C	D	D
9942	SW 304 ST/KINGS HWY	W/O US 1 TO SW 177 AVE	2	1197	947	250	96	154	0	0	D	D	D
9944	SW 312 ST/CAMPBELL DR	E/O HEFT TO SW 147 AVE	4	3222	2345	877	28	849	0	0	C	D	C
9946	SW 312 ST/CAMPBELL DR	E/O SW 167 AVE FROM US-1 TO HEFT	4	3222	2188	1034	23	1011	0	0	C	D	C
9948	SW 312 ST/CAMPBELL DR	W/O US-1 FROM SW 172 AVE TO SW 177 AVE	4	2736	1917	819	166	653	0	0	D	E	D
9950	SW 320 ST	E/O US 1 TO SW 192 AVE	2	1197	574	623	0	623	0	0	C	D	C
9952	SW 328 ST	W/O SW 137 AVE TO HEFT	2	1440	510	930	0	930	0	0	C	D	C
9954	SW 328 ST	E/O SW 6 AVENUE	2	1522	677	845	351	494	0	0	D	EE	D
9956	SW 344 ST/PALM DR	W/O SW 137 AVE TO SW 147 AVE	4	1440	299	1141	12	1129	0	0	C	D	C
9957	SW 344 ST/PALM DR	W/O SW 182 AVE	2	1410	1329	81	412	-331	1	0	D	E	E+23
9958	SW 8 ST/TAMIAMI TRAIL	W/O SW 37 AVE TO SW 42 AVE	4	4560	2188	2372	8	2364	0	0	D	E+50	D
9962	SW 8 ST/TAMIAMI TRAIL	W/O SW 97 AVE	8	8652	3964	4688	16	4672	0	0	C	EE	C
9966	US 1/SOUTH DIXIE HWY	S/O KENDALL DR/SW 88 ST TO SW 104 ST	6	8085	3207	4878	66	4812	0	0	C	E+50	C
9968	US 1/SOUTH DIXIE HWY	SW/O SW 136 ST TO SW 152 ST	6	6468	3528	2940	0	2940	0	0	C	EE	C
9970	US 1/SOUTH DIXIE HWY	SW/O SW 186 ST TO CARIBBEAN BLVD/SW 200 ST	6	6468	3224	3244	80	3164	0	0	C	EE	C
9971	US 1/SOUTH DIXIE HWY	S/O SW 248 ST TO SW 268 ST	4	4296	1955	2341	1243	1098	0	0	C	EE	C
9972	US 1/SOUTH DIXIE HWY	NE/O SW 288 ST TO SW 268 ST	4	4296	2130	2166	408	1758	0	0	C	EE	C
9974	Venetian CSWY	W/O Biscayne Island	2	1269	1013	256	0	256	0	0	D	E	D
9976	W 29 ST	W/O NW 57 AVE BET W 4 AVE-OKEECHOBEE RD	4	2736	1479	1257	0	1257	0	0	D	E	D
9978	W 37 ST/NW 90 ST	W/O NW 57 AVE FROM W 4 AVE TO W 16 AVE	2	1269	736	533	0	533	0	0	D	E	D
9980	WEST DIXIE HWY	S/O NE 192 ST FROM NE 203 ST TO NE 183 ST	2	1903	1444	459	727	-268	1	0	F	E+50	E+71
9982	WEST DIXIE HWY	S/O NE 215 ST/COUNTY LINE TO NE 203 ST	2	1522	747	775	20	755	0	0	D	E+20	D
9984	NW 97 Ave	N/O NW 138 St	4	2628	2201	427	2157	-1730	1	0	D	D	E+59

EE = 120% of LOS E, Extraordinary Transit between Infill Area and Urban Development Boundary
HE = LOS E, 20 Minutes Headway between Infill Area and Urban Development Boundary
E+50 = 150% of LOS E, Extraordinary Transit in Infill Area
E+20 = 120% of LOS E, 20 Minutes Transit Headway in Infill Area
SUMA = State Urban Minor Arterial between Infill Area and Urban Development Boundary
CL = Road Classification and No. Lanes; A = Arterial C = Collector; - = Negative Number

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8223 - SW 147TH AVE, 200' SOUTH OF SW 256TH STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	9700 E	N 4500	S 5200	9.50	52.70	9.40
2023	9900 S	N 4600	S 5300	9.50	63.10	5.90
2022	9400 F	N 4400	S 5000	9.50	56.50	6.30
2021	9200 C	N 4300	S 4900	9.50	55.00	6.90
2020	6800 T	N 3300	S 3500	9.50	56.00	7.10
2019	7600 S	N 3700	S 3900	9.50	56.00	7.40
2018	7800 F	N 3800	S 4000	9.50	54.30	6.90
2017	8700 C	N 4200	S 4500	9.50	57.70	6.10
2016	5500 T	N 2600	S 2900	9.50	56.10	5.30
2015	5500 S	N 2600	S 2900	9.50	57.40	12.50
2014	5500 F	N 2600	S 2900	9.50	59.30	16.40
2013	5500 C	N 2600	S 2900	9.50	58.90	16.20
2012	5200 F	0	0	9.50	59.70	16.00
2011	5200 C	N 0	S 0	9.50	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
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8249 - SW 120TH ST, 200' WEST OF SW 122ND AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	31000 F	E 15500	W 15500	9.00	52.70	16.80
2023	31000 C	E 15500	W 15500	9.00	63.10	8.00
2022	27500 T	E 14500	W 13000	9.00	56.50	11.80
2021	26500 S	E 14000	W 12500	9.00	55.00	17.50
2020	27500 F	E 14500	W 13000	9.00	56.00	10.40
2019	30500 C	E 16000	W 14500	9.00	56.00	11.00
2018	31500 S	E 15500	W 16000	9.00	54.30	12.10
2017	35500 F	E 17500	W 18000	9.00	55.70	12.60
2016	36500 C	E 18000	W 18500	9.00	56.10	13.50
2015	32500 T	E 16500	W 16000	9.00	57.40	13.70
2014	32500 S	E 16500	W 16000	9.00	59.30	17.40
2013	32500 F	E 16500	W 16000	9.00	58.90	16.20
2012	32500 C	E 16500	W 16000	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
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8572 - SW 136 STREET, 200' EAST OFSW 147 AVE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	17400 F	E 9600	W 7800	9.00	52.70	4.60
2023	17600 C	E 9700	W 7900	9.00	63.10	4.30
2022	10400 T	E 5200	W 5200	9.00	56.50	2.50
2021	10200 S	E 5100	W 5100	9.00	55.00	4.70
2020	10800 F	E 5400	W 5400	9.00	56.00	3.50
2019	12200 C	E 6100	W 6100	9.00	56.00	3.30
2018	10200 T	E 5600	W 4600	9.00	54.30	3.00
2017	11500 S	E 6300	W 5200	9.00	56.10	3.30
2016	11700 F	E 6400	W 5300	9.00	56.10	2.50
2015	11900 C	E 6500	W 5400	9.00	57.40	6.60
2014	12000 S	E 6200	W 5800	9.00	59.30	3.90
2013	12000 F	E 6200	W 5800	9.00	58.90	16.20
2012	12000 C	E 6200	W 5800	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
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8679 - SW 162 AVENUE / SW 157 AVENUE 1000' SOUTH OF SW 120 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	20300 S	N 9800	S 10500	9.00	52.70	4.60
2023	20400 F	N 9900	S 10500	9.00	63.10	4.30
2022	19400 C	N 9400	S 10000	9.00	56.50	2.50
2021	13600 T	N 6800	S 6800	9.00	55.00	4.70
2020	14300 S	N 7200	S 7100	9.00	56.00	3.50
2019	16100 F	N 8100	S 8000	9.00	56.00	3.30
2018	16300 C	N 8200	S 8100	9.00	54.30	3.00
2017	15100 T	N 7000	S 8100	9.00	59.30	3.30
2016	15300 S	N 7100	S 8200	9.00	56.10	2.50
2015	15500 F	N 7200	S 8300	9.00	57.40	6.60
2014	15700 C	N 7300	S 8400	9.00	59.30	3.90

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
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8715 - HAMMOCKS BLVD, 400 FEET NORTH OS SW 112TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	13300 S	N 6300	S 7000	9.00	52.70	4.60
2023	13500 F	N 6400	S 7100	9.00	63.10	4.30
2022	12900 C	N 6100	S 6800	9.00	56.50	2.50
2021	10000 T	N 5100	S 4900	9.00	55.00	4.70
2020	10500 S	N 5400	S 5100	9.00	56.00	3.50
2019	11800 F	N 6100	S 5700	9.00	56.00	3.30
2018	12000 C	N 6200	S 5800	9.00	54.30	3.00
2017	10000 T	N 5100	S 4900	9.00	59.30	3.30
2016	10200 S	N 5200	S 5000	9.00	56.10	2.50
2015	10400 F	N 5300	S 5100	9.00	57.40	6.60
2014	10600 C	N 5400	S 5200	9.00	59.30	3.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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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
2024 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8771 - SW 136 STREET 250' EAST OF SW 132 AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	10300 C	E 5600	W 4700	9.00	52.70	5.60

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

COUNTY: 87
STATION: 8771
DESCRIPTION: SW 136 STREET 250FT EAST OF SW 132 AVENUE
START DATE: 11/05/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	7	7	3	3	20	3	6	7	4	20	40
0100	6	8	4	3	21	6	13	4	1	24	45
0200	2	0	4	4	10	1	2	2	1	6	16
0300	1	0	3	7	11	3	5	3	3	14	25
0400	2	5	13	13	33	2	4	1	6	13	46
0500	16	40	40	68	164	7	2	10	3	22	186
0600	85	95	127	139	446	11	28	30	23	92	538
0700	158	159	161	138	616	34	49	35	44	162	778
0800	129	125	144	114	512	43	48	66	61	218	730
0900	107	115	114	87	423	69	58	54	49	230	653
1000	95	85	80	80	340	62	43	59	59	223	563
1100	65	73	68	78	284	64	67	48	78	257	541
1200	86	79	90	77	332	62	70	64	65	261	593
1300	82	83	95	81	341	90	76	74	88	328	669
1400	85	88	95	82	350	99	98	106	111	414	764
1500	59	67	86	68	280	101	108	102	87	398	678
1600	92	68	103	88	351	112	127	108	113	460	811
1700	97	106	98	78	379	108	99	109	95	411	790
1800	81	61	73	56	271	106	107	112	107	432	703
1900	46	44	43	44	177	101	96	95	85	377	554
2000	52	34	35	24	145	77	50	49	40	216	361
2100	33	24	23	20	100	43	39	24	18	124	224
2200	18	18	18	13	67	31	16	31	20	98	165
2300	18	9	9	6	42	12	12	4	6	34	76
24-HOUR TOTALS:					5715					4834	10549

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	617	830	254	700	778
P.M.	1630	394	1600	460	1630	822
DAILY	645	617	1600	460	1630	822

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 0501 - TPK ML SR 821 S OF QUAIL ROOST DR, MM 13.234

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	181000 C	N 90500	S 90500	8.00	51.70	7.30
2023	176000 C	N 88000	S 88000	8.00	52.60	5.70
2022	172000 C	N 86000	S 86000	8.00	52.50	5.80
2021	144000 C	N 72000	S 72000	8.00	55.50	5.90
2020	131700 C	N 65850	S 65850	8.00	52.40	8.00
2019	145000 C	N 72500	S 72500	8.00	52.30	6.80
2018	140000 C	N 70000	S 70000	9.00	53.00	7.50
2017	136000 C	N 68000	S 68000	9.00	54.00	7.00
2016	137000 C	N 68500	S 68500	8.50	54.40	7.70
2015	133000 C	N 66500	S 66500	8.50	55.60	7.30
2014	127000 C	N 63500	S 63500	8.50	56.30	7.40
2013	119000 C	N 59500	S 59500	8.50	56.80	7.60
2012	118000 C	N 59000	S 59000	8.50	57.60	6.30
2011	115000 E	N 57500	S 57500	8.50	57.30	5.90
2010	113000 C	N 56500	S 56500	10.77	58.94	5.70
2009	112300 C	N 56150	S 56150	10.76	59.03	6.20

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
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2246 - TPK ML SR 821 S OF SW 88TH ST/ N KENDALL DR/SR-94

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	139200 C	N 69600	S 69600	9.00	56.30	7.30
2023	136100 C	N 68050	S 68050	9.00	56.50	5.70
2022	126900 C	N 63450	S 63450	9.00	56.30	5.80
2021	105900 C	N 52950	S 52950	9.00	59.60	5.90
2020	96300 C	N 48150	S 48150	9.00	55.60	8.00
2019	108400 C	N 54200	S 54200	9.00	54.60	6.80
2018	107400 C	N 53700	S 53700	9.00	54.40	7.50
2017	109900 C	N 54950	S 54950	9.00	54.80	7.00
2016	109900 C	N 54950	S 54950	8.50	55.50	7.70
2015	106700 C	N 53350	S 53350	8.50	55.60	7.30
2014	106000 C	N 53000	S 53000	8.50	56.30	7.40
2013	98000 C	N 49000	S 49000	8.50	56.80	7.60
2012	100000 E	N 50000	S 50000	8.50	57.60	6.30
2011	101000 E	N 50500	S 50500	8.50	57.30	5.90
2010	97100 C	N 48550	S 48550	10.77	58.94	5.70
2009	93000 C	N 46500	S 46500	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2254 - TPK ML SR 821 S OF RICHMOND DR/SW 168 ST UNDERPASS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	210200 C	N 105100	S 105100	8.00	56.30	7.30
2023	200000 C	N 100000	S 100000	8.00	56.50	5.70
2022	191100 C	N 95550	S 95550	8.00	56.30	5.80
2021	173000 C	N 86500	S 86500	8.00	59.60	5.90
2020	158400 C	N 79200	S 79200	8.00	55.60	8.00
2019	170100 C	N 85050	S 85050	8.00	54.60	6.80
2018	166400 C	N 83200	S 83200	9.00	54.40	7.50
2017	164200 C	N 82100	S 82100	9.00	54.80	7.00
2016	159500 C	N 79750	S 79750	8.50	55.50	7.70
2015	152000 C	N 76000	S 76000	8.50	55.60	7.30
2014	150000 C	N 75000	S 75000	8.50	56.30	7.40
2013	138000 C	N 69000	S 69000	8.50	56.80	7.60
2012	139000 E	N 69500	S 69500	8.50	57.60	6.30
2011	138000 E	N 69000	S 69000	8.50	57.30	5.90
2010	136500 C	N 68250	S 68250	10.77	58.94	5.70
2009	137300 C	N 68650	S 68650	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2266 - TPK ML SR 821 S OF MM 17

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	240500 C	N 120250	S 120250	9.00	56.30	7.30
2023	230000 C	N 115000	S 115000	9.00	56.50	5.70
2022	220400 C	N 110200	S 110200	9.00	56.30	5.80
2021	202500 C	N 101250	S 101250	9.00	59.60	5.90
2020	186400 C	N 93200	S 93200	9.00	55.60	8.00
2019	200900 C	N 100450	S 100450	9.00	54.60	6.80
2018	197400 C	N 98700	S 98700	9.00	54.40	7.50
2017	197400 C	N 98700	S 98700	9.00	54.80	7.00
2016	191600 C	N 95800	S 95800	8.50	55.50	7.70
2015	183200 C	N 91600	S 91600	8.50	55.60	7.30
2014	179000 C	N 89500	S 89500	8.50	56.30	7.40
2013	165000 C	N 82500	S 82500	8.50	56.80	7.60
2012	166000 E	N 83000	S 83000	8.50	57.60	6.30
2011	164000 E	N 82000	S 82000	8.50	57.30	5.90
2010	163000 C	N 81500	S 81500	10.77	58.94	5.70
2009	163500 C	N 81750	S 81750	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2290 - TPK ML SR 821 N OF SR-874/SCLRR BRIDGE #870407

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	131400 C	N 65700	S 65700	9.00	56.30	7.30
2023	130700 C	N 65350	S 65350	9.00	56.50	5.70
2022	121900 C	N 60950	S 60950	9.00	56.30	5.80
2021	98900 C	N 49450	S 49450	9.00	59.60	5.90
2020	88400 C	N 44200	S 44200	9.00	55.60	8.00
2019	99000 C	N 49500	S 49500	9.00	54.60	6.80
2018	97500 C	N 48750	S 48750	9.00	54.40	7.50
2017	98900 C	N 49450	S 49450	9.00	54.80	7.00
2016	99000 C	N 49500	S 49500	8.50	55.50	7.70
2015	95800 C	N 47900	S 47900	8.50	55.60	7.30
2014	95000 C	N 47500	S 47500	8.50	56.30	7.40
2013	89000 C	N 44500	S 44500	8.50	56.80	7.60
2012	90000 E	N 45000	S 45000	8.50	57.60	6.30
2011	92000 E	N 46000	S 46000	8.50	57.30	5.90
2010	90300 C	N 45150	S 45150	10.77	58.94	5.70
2009	86000 C	N 43000	S 43000	10.76	59.03	6.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Core Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Urbanized)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Transitioning)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

(Rural)

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

Limited Access

Freeway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

Traffic Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Planning Analysis Hour Factor (K)	0.085	0.090	0.098	0.105
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.95	0.95	0.92	0.88
Base Free Flow Speed (mph)	70	75	75	75
Heavy Vehicle Percent (%)	4%	4%	9%	12%
Speed Adjustment Factor (SAF)	0.975	0.975	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968	0.968	0.968

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	** 3000
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	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	** 1250
2 Lane	*	1,700	1,850	** 2000
3 Lane	*	2,620	2,730	** 2840

	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	**

Adjustment Factors

The peak hour directional service volumes should be adjust 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

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

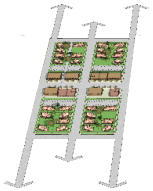
	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

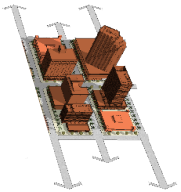
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust 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

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

Signal Characteristics

	C2T	C4		C5		C6	
Cycle Length	90	170		150		120	
Major Street Through g/c	0.47	0.52 (1,2,3 lanes)	0.47 (4 lanes)	0.55 (1,2,3 lanes)	0.48 (4 lanes)	0.52 (1,2,3 lanes)	0.46 (4 lanes)
Yellow Change Interval	4.4	4.8		4		3.7	
Red Change Interval	2	2		2		2	

Appendix 21-3

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - PRIVATE SECTOR IMPROVEMENTS

Construction in Lieu of Road Impact Fee District 5

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Length (miles)	Type of Work / Remarks	LRTP Ref	Project Cost ($000s)	Prior Years Funding ($000s)	Constr. Year	Compl (Y/N)	Zoning Applicant Name / Zoning Application No.	Commission Res. or Covenant Ord. Pg. #
PS0000017	SW 137 Avenue		1.0	Widen from 4 to 6 lanes	07-54	**$100**			N	Gunhild Milner, et al	OR Book 19518. pg. 1218
17	SW 72 Street	SW 88 Street		Prior to issuance of first C.O.						Kendall Town Center	

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Roadway

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PW0001076	SW 127 AVENUE		Bike Lane	Widen from 2 to 4 lanes					Funding (in $000s)				
	SW 136 STREET	SW 128 STREET	0.5						Proposed		Tentative 3-Year Program		
0001076	Widen from 2 to 4 lanes.												
	Under design		Additional funding from CIGP.		07-50	**$5,998**	**$699**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	5	7	0	0	0
								CST	207	2,659	2,421	0	0

PW0000148	SW 152 AVENUE			Widen from 2 to 3 lanes					Funding (in $000s)				
	SW 312 STREET	US 1	2.0						Proposed		Tentative 3-Year Program		
148	Widen from 2 to 3 lanes.												
	Under design				07-50	**$16,129**	**$1,269**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	50	60	0	0	0
								ROW	15	0	0	0	0
								CST	0	9,009	5,690	36	0

BOND - Capital Asset Acquisition Special Obligation Bonds

B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds

CIGP - County Incentive Grant Program

LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering

CST Construction

CEI Construction Engineering Inspection

COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
NON-MOTORIZED COMPONENT

Responsible Agency: Miami-Dade Dept. of Transportation and Public Works

TPO Project No	Facility/Project Name		Bicycle Accom.	Type of Work		Project Cost ($000s)	Prior Years Cost ($000s)	MIAMI-DADE COUNTY
Agency Project No	From /Location	To /Location	Length (miles)	Cross-Ref.TIP Book Page No.	LRTP Ref			
PW0001070	NW 25 STREET		Other	Widen from 4 to 6 lanes		**$64,767**	**$11,091**	Proposed Funding (in $000s)
0001070	NW 117 AVENUE	NW 87 AVENUE	1.0	PL 2.7-2 -105	07-142			2025 - 2026: 3,772 / 2026 - 2027: 4,128 / 2027 - 2028: 0 / 2028 - 2029: 953 / 2029 - 2030: 7,300
PW0001076	SW 127 AVENUE		Bike Lane	Widen from 2 to 4 lanes		**$5,998**	**$699**	Proposed Funding (in $000s)
0001076	SW 136 STREET	SW 128 STREET	0.5	PL 2.7-2 -143	07-50			2025 - 2026: 212 / 2026 - 2027: 2,666 / 2027 - 2028: 2,421 / 2028 - 2029: 0 / 2029 - 2030: 0
PW0001083	SW 42 STREET		Other	Widen from 2 to 4 lanes		**$7,097**	**$6,020**	Proposed Funding (in $000s)
0001083	SW 162 AVENUE	SW 157 AVENUE	0.5	PL 2.7-2 -106	07-46			2025 - 2026: 0 / 2026 - 2027: 0 / 2027 - 2028: 1,077 / 2028 - 2029: 0 / 2029 - 2030: 0
PW0001106	FRANJO ROAD		Other	Widen from 2 to 3 lanes		**$8,891**	**$6,522**	Proposed Funding (in $000s)
0001106	OLD CUTLER ROAD	SW 184 STREET	1.6	PL 2.7-2 -138	06-09			2025 - 2026: 0 / 2026 - 2027: 2,369 / 2027 - 2028: 0 / 2028 - 2029: 0 / 2029 - 2030: 0
PW000114	ADA Hotline Projects							Proposed Funding (in $000s)
114			0.0	PL 2.7-1 -4	06-09			2025 - 2026: 500 / 2026 - 2027: 500 / 2027 - 2028: 500 / 2028 - 2029: 0 / 2029 - 2030: 0

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Roadway

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PW0001076	SW 127 AVENUE		Bike Lane	Widen from 2 to 4 lanes					Funding (in $000s)				
	SW 136 STREET	SW 128 STREET	0.5						Proposed		Tentative 3-Year Program		
0001076	Widen from 2 to 4 lanes.												
	Under design		Additional funding from CIGP.		07-50	**$5,998**	**$699**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	5	7	0	0	0
								CST	207	2,659	2,421	0	0

PW0000148	SW 152 AVENUE			Widen from 2 to 3 lanes					Funding (in $000s)				
	SW 312 STREET	US 1	2.0						Proposed		Tentative 3-Year Program		
148	Widen from 2 to 3 lanes.												
	Under design				07-50	**$16,129**	**$1,269**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	50	60	0	0	0
								ROW	15	0	0	0	0
								CST	0	9,009	5,690	36	0

BOND - Capital Asset Acquisition Special Obligation Bonds

B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds

CIGP - County Incentive Grant Program

LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering

CST Construction

CEI Construction Engineering Inspection

COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Roadway

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)
	From /Location	To /Location	Length (miles)				
Agency Project No.	Detailed Project Description				LRTP Ref		
	Status		Remarks				

PW000992	SW 117 AVENUE			Road reconstruction/traffic operational improvement				Funding (in $000s)				
	US-1	SW 184 STREET	1.9					Proposed		Tentative 3-Year Program		
000992	Road reconstruction/Traffic operational improvements.											
	Under design				07-46	**$21,637**	**$5,354**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	200	10	10	5	0
								ROW	0	1,292	20	0	0
								CST	60	2,703	6,376	4,681	920
								ADM	6	0	0	0	0

PW0001149	SW 127 AVENUE			Add 2 lanes/new 4 lanes				Funding (in $000s)				
	SW 144 STREET	SW 136 STREET	0.5					Proposed		Tentative 3-Year Program		
0001149	Add 2 lanes/New 4 lanes.											
	Under design				07-50	**$7,418**	**$1,801**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	2	3	0	0	0
								CST	0	60	3,528	2,024	0

BOND - Capital Asset Acquisition Special Obligation Bonds
B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds
CIGP - County Incentive Grant Program
LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering
CST Construction
CEI Construction Engineering Inspection
COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Bike/Ped

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work	Project Cost ($000s)	Prior Years' Funding ($000s)	MIAMI-DADE COUNTY
	From /Location	To /Location	Length (miles)				
Agency Project No.	Detailed Project Description			LRTP Ref			
	Status		Remarks				

PWMIFEBP0016	SW 142 Avenue			Bicycle capacity improvement				Funding (in $000s)				
	SW 168 Street	SW 160 Street	0.1					Proposed		Tentative 3-Year Program		
MIFEBP0016												
				06-09	**$240**	**$240**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
							PE	0	0	0	0	0
							CST	0	0	0	0	0

PWMIFEBP0017	SW 137 Avenue and SW 138 Avenue			Traffic signal				Funding (in $000s)				
			0.1					Proposed		Tentative 3-Year Program		
MIFEBP0017												
			New traffic signal with pedestrian features. Matching Grant Fund ($210,000).	06-09	**$1,048**	**$0**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
							PE/CST	210	0	0	0	0

BOND - Capital Asset Acquisition Special Obligation Bonds
B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds
CIGP - County Incentive Grant Program
LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering
CST Construction
CEI Construction Engineering Inspection
COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
NON-MOTORIZED COMPONENT

Responsible Agency: Miami-Dade Dept. of Transportation and Public Works

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)	MIAMI-DADE COUNTY
PWMIFEBP 0008	SW 67 Avenue over C-2 Canal (Ludlam Utility Bridge)			Pedestrian bridge		**$250**	**$0**	
MIFEBP0008			0.0	PL 2.7-2 -131				

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
250	0	0	0	0

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)
PWMIFEBP 0014	Ludlam Bikepath			Bikepath		**$227,728**	**$14,400**
MIFEBP0014	Dadeland North	NW 7 Street	6.0	PL 2.7-2 -123	06-09		

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
0	0	0	0	0

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)
PWMIFEBP 0015	SW 147 Avenue			Bicycle protection devices		**$200**	**$0**
MIFEBP0015	SW 182 Street	SW 154 Street	2.0	PL 2.7-2 -123	06-09		

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
40	0	0	0	0

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)
PWMIFEBP 0016	SW 142 Avenue			Bicycle capacity improvement		**$240**	**$240**
MIFEBP0016	SW 168 Street	SW 160 Street	0.1	PL 2.7-2 -124	06-09		

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
0	0	0	0	0

TPO Project No / Agency Project No	Facility/Project Name / From /Location	To /Location	Bicycle Accom. / Length (miles)	Type of Work / Cross-Ref.TIP Book Page No.	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)
PWMIFEBP 0019	SW 160 Street			Bicycle capacity improvement		**$540**	**$540**
MIFEBP0019	SW 157 Avenue	SW 147 Court	1.0	PL 2.7-2 -125	06-09		

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
0	0	0	0	0

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Bike/Ped

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PWMIFEBP 0018	SW 137 Avenue and SW 59 Street			Intersection improvement					Funding (in $000s)			
			0.0						Proposed		Tentative 3-Year Program	
MIFEBP0018												
			Matching grand funds. High emphasis crosswalk and pedestrian signage. Federal Grant ($52,400).		06-09	**$66**	**$0**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE/CST	14	0	0	0	0

PWMIFEBP 0019	SW 160 Street			Bicycle capacity improvement					Funding (in $000s)			
	SW 157 Avenue	SW 147 Court	1.0						Proposed		Tentative 3-Year Program	
MIFEBP0019												
					06-09	**$540**	**$540**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								PE	0	0	0	0	0
								CST	0	0	0	0	0

BOND - Capital Asset Acquisition Special Obligation Bonds
B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds
CIGP - County Incentive Grant Program
LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering
CST Construction
CEI Construction Engineering Inspection
COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
NON-MOTORIZED COMPONENT

Responsible Agency: Miami-Dade Dept. of Transportation and Public Works

TPO Project No	Facility/Project Name		Bicycle Accom.	Type of Work		Project Cost ($000s)	Prior Years Cost ($000s)	MIAMI-DADE COUNTY				
Agency Project No	From /Location	To /Location	Length (miles)	Cross-Ref.TIP Book Page No.	LRTP Ref			Proposed Funding (in $000s)				
								2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
PWMIFEBP0020	SW 72 Street			Bicycle protection devices		$750	$0					
MIFEBP0020	SW 147 Avenue	SW 127 Avenue	2.0	PL 2.7-2 -126	06-09			150	0	0	0	0
PWMIFEBP0021	Continuing Program Projects			Bike/Ped projects			$0	Proposed Funding (in $000s)				
MIFEBP0021			0.0	PL 2.7-2 -126	06-09			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								289	41	441	2,241	2,241
PWMIFEBP0023	SW 160 Street		Bike Lane	Bicycle capacity improvement		$265	$265	Proposed Funding (in $000s)				
MIFEBP0023	SW 147 Court	SW 137 Avenue	1.0	PL 2.7-2 -127	06-09			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								0	0	0	0	0
PWMIFERDWY0001	SW 112 Avenue at US-1			Pedestrian bridge		$1,500	$1,500	Proposed Funding (in $000s)				
MIFERDWY0001			0.0	PL 2.7-2 -133				2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								0	0	0	0	0
PWMIFETA0012	Underline			Transit/pedestrian/bicycle improvement		$117,862	$10,419	Proposed Funding (in $000s)				
MIFETA0012	Dadeland South	Miami River	9.6	PL 2.7-2 -168	06-09			2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
								0	0	0	0	0

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Bike/Ped

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work	Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)				
Agency Project No.	Detailed Project Description			LRTP Ref			
	Status		Remarks				

PWMIFEBP0023	SW 160 Street		Bike Lane	Bicycle capacity improvement	$265	$265	Activity /Phase	Funding (in $000s)				
	SW 147 Court	SW 137 Avenue	1.0					Proposed		Tentative 3-Year Program		
MIFEBP0023								2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
				06-09			PE	0	0	0	0	0
							CST	0	0	0	0	0

PWMIFEBP0001	Ludlam Streetscape			New Sidewalk	$500	$500	Activity /Phase	Funding (in $000s)				
	C-2 Canal	US-1	0.0					Proposed		Tentative 3-Year Program		
MIFEBP0001								2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
							PE/CST	0	0	0	0	0

BOND - Capital Asset Acquisition Special Obligation Bonds
B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds
CIGP - County Incentive Grant Program
LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering
CST Construction
CEI Construction Engineering Inspection
COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS (DTPW) - MOBILITY IMPACT FEE (MIF)

Mobility Impact Fee Zone: ZONE E

MIF Funding Bucket: MIF Roadway

Municipalities: Unincorporated Miami-Dade County, Coral Gables, Cutler Bay, Florida City, Homestead, Miami, Palmetto Bay, Pinecrest, South Miami

TPO Project No.	Facility/Project Name		Bicycle Accom	Type of Work		Project Cost ($000s)	Prior Years' Funding ($000s)	
	From /Location	To /Location	Length (miles)					
Agency Project No.	Detailed Project Description				LRTP Ref			
	Status		Remarks					

PWMIFERDWY0007	SW 88 Street at SW 150 Avenue		Intersection improvement					Funding (in $000s)					
		0.0						Proposed		Tentative 3-Year Program			
MIFERDWY0007	Installation of a left turn green arrow / signal phase for both approaches and constructing a northbound left turn lane of the intersection of SW 88th Street (SR 94) and SW 150th Avenue.			**$660**	**$660**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
						CST	0	0	0	0	0

PWMIFERDWY0008	SW 152 Avenue at SW 320 Street (Mowry Drive)		Traffic signal					Funding (in $000s)					
		0.0						Proposed		Tentative 3-Year Program			
MIFERDWY0008				**$900**	**$900**	Activity /Phase	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
						CST	0	0	0	0	0

BOND - Capital Asset Acquisition Special Obligation Bonds
B.R. - Repayment of Capital Asset Acquisition Special Obligation Bonds
CIGP - County Incentive Grant Program
LRTP - Subject to Long Range Plan Amendment

PE Preliminary Engineering
CST Construction
CEI Construction Engineering Inspection
COMB Combined Funding in Prior Years

Totals reflect expenditures based on latest budgetary information of anticipated revenues, and may differ from actual amounts received.

TURNPIKE

TPO Project No:	TP4060961
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	4.927
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 14.5-19.4) NORTH OF EUREKA - INCLUDING MANAGED LANES SOUTH OF KILLIAN PARKWAY**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		173,679	0	0	0	0	0	0	173,679
DESIGN/BUILD	Total	**173,679**	**0**	**0**	**0**	**0**	**0**	**0**	**173,679**
		2,871	0	0	0	0	0	0	2,871
PROJECT DEVELOPMENT AND ENVIRONMENTAL	Total	**2,871**	**0**	**0**	**0**	**0**	**0**	**0**	**2,871**
		20,501	0	0	0	0	0	0	20,501
PRELIMINARY ENGINEERING	Total	**20,501**	**0**	**0**	**0**	**0**	**0**	**0**	**20,501**
		3	0	0	0	0	0	0	3
RIGHT OF WAY	Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
		2,512	0	0	0	0	0	0	2,512
RAILROAD & UTILITIES	Total	**2,512**	**0**	**0**	**0**	**0**	**0**	**0**	**2,512**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: $199,566

Item Number: 406096 **Item TOTAL ALL Years ALL Phases All Segments: $223,223**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4150511
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	2.473
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 19.4-21.87) INCLUDING MANAGED LANES FROM SOUTH OF KILLIAN PKWY NORTH OF SW 72 ST**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		90,381	0	0	0	0	0	0	90,381
DESIGN/BUILD	Total	**90,381**	**0**	**0**	**0**	**0**	**0**	**0**	**90,381**
		47	0	0	0	0	0	0	47
ENVIRONMENTAL	Total	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
		3,347	0	0	0	0	0	0	3,347
PROJECT DEVELOPMENT AND ENVIRONMENTAL	Total	**3,347**	**0**	**0**	**0**	**0**	**0**	**0**	**3,347**
		11	0	0	0	0	0	0	11
		9,765	0	0	0	0	0	0	9,765
PRELIMINARY ENGINEERING	Total	**9,776**	**0**	**0**	**0**	**0**	**0**	**0**	**9,776**
		0	0	0	0	0	0	0	0
RIGHT OF WAY	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: $103,551

Item Number: 415051 **Item TOTAL ALL Years ALL Phases All Segments: $267,963**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4150514
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	3.063
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 23.8-26)(6 LANES TO 10 INCLUDING MANAGED LANES)** **BIRD RD** **SR 836**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		153,395	0	0	0	0	0	0	153,395
DESIGN/BUILD	**Total**	**153,395**	**0**	**0**	**0**	**0**	**0**	**0**	**153,395**
		9	0	0	0	0	0	0	9
		8,056	0	0	0	0	0	0	8,056
PRELIMINARY ENGINEERING	**Total**	**8,065**	**0**	**0**	**0**	**0**	**0**	**0**	**8,065**
		143	0	0	0	0	0	0	143
		107	0	0	0	0	0	0	107
RAILROAD & UTILITIES	**Total**	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**250**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: **$161,710**

Item Number: **415051** **Item TOTAL ALL Years ALL Phases All Segments:** **$267,963**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4150519
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	1.000
District:	6

Project Description: **LANDSCAPING FOR SW 8 ST / HEFT INTERCHANGE**

Type of Work: **LANDSCAPING**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		0	0	0	0	0	0	0	0
PRELIMINARY ENGINEERING	**Total**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: $0

Item Number: 415051 **Item TOTAL ALL Years ALL Phases All Segments: $267,963**

TPO Project No:	TP4154881
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	2.706
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 11.8-14.5) SW 216 ST N OF EUREKA DR INCUDES EXPRESS LANES**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
	PKBD	50,049	0	0	0	0	0	0	50,049
	PKYI	1,740	0	0	0	0	0	0	1,740
CONSTRUCTION	**Total**	**51,789**	**0**	**0**	**0**	**0**	**0**	**0**	**51,789**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4154881
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	2.706
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 11.8-14.5) SW 216 ST N OF EUREKA DR INCUDES EXPRESS LANES**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
	PKYI	4,408	0	0	0	0	0	0	4,408
PRELIMINARY ENGINEERING	**Total**	**4,408**	**0**	**0**	**0**	**0**	**0**	**0**	**4,408**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: $56,197

Item Number: 415488 **Item TOTAL ALL Years ALL Phases All Segments: $56,480**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

TURNPIKE

TPO Project No:	TP4271461
LRTP Ref.:	07-38
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	1.864
District:	6

Project Description: **HEFT (SR 821) WIDENING - (MP 21.873-23.8) (6 TO 10) - INCLUDING EXPRESS LANES** **NORTH OF SW 72 STREET** **BIRD RD**

Type of Work: **ADD LANES & RECONSTRUCT**

PHASE :	Funding Source	Proposed Funding (in $000s) <2026	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030	>2030	All Years
		69,856	0	0	0	0	0	0	69,856
DESIGN/BUILD	**Total**	**69,856**	**0**	**0**	**0**	**0**	**0**	**0**	**69,856**
		103	0	0	0	0	0	0	103
MISCELLANEOUS GRANT	**Total**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**103**
		197	0	0	0	0	0	0	197
PROJECT DEVELOPMENT AND ENVIRONMENTAL	**Total**	**197**	**0**	**0**	**0**	**0**	**0**	**0**	**197**
		5,713	0	0	0	0	0	0	5,713
PRELIMINARY ENGINEERING	**Total**	**5,713**	**0**	**0**	**0**	**0**	**0**	**0**	**5,713**
		17	0	0	0	0	0	0	17
RIGHT OF WAY	**Total**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
		449	0	0	0	0	0	0	449
RAILROAD & UTILITIES	**Total**	**449**	**0**	**0**	**0**	**0**	**0**	**0**	**449**

RESPONSIBLE AGENCY: **Turnpike Enterprise**

Item Segment TOTAL ALL Years ALL Phases: **$76,335**

Item Number: **427146** **Item TOTAL ALL Years ALL Phases All Segments:** **$76,430**

***Project is not funded in LRTP and will require a LRTP amendment.

***Project was funded in a previous TIP.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
GREATER MIAMI EXPRESSWAY AGENCY

TPO Project No	Facility/Project Name	Length (miles)	Type of Work	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)	
Agency Project No	From /Location — To /Location		Status	See Footnote			
	Remarks /Comments						

									Proposed Funding (in $000s)				
XA11212	SR 112 (AIRPORT EXPRESSWAY)	0.0	Interchange Improvements	07-42	**$35,324**	**$232**	Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
11212	AT NW 37 AVENUE						ROW	GMX	1,609	6,538	4,828	0	0
	Operational Improvement, safety enhancement		In planning				PDE	GMX	1,113	1,380	761	0	0
							DSB	GMX	0	0	1,043	12,494	5,327

									Proposed Funding (in $000s)				
XA11214-000	SR 112 Corridor Modernization	4.1	PD&E		**$5,564**	**$0**	Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
11214-000	Entrance to Miami International Airport — I-95						PDE	GMX	929	2,097	1,840	698	0
	LRTP Amendment Required												

									Proposed Funding (in $000s)				
XA83611	SR 836 (DOLPHIN EXPRESSWAY) / I-95	2.0	Double-decking, Widening and Operational Improvements	07-42	**$279,110**	**$213,365**	Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
83611	SR 836 NW 17 AVENUE AT I-95						ROW	GMX	701	0	0	0	0
	Project on LRTP - Page 6-12		Design Build underway				DSB	GMX	16,288	16,288	14,536	13,088	4,843

									Proposed Funding (in $000s)				
XA83618	KENDALL PARKWAY - SR 836 / DOLPHIN EXPRESSWAY SOUTHWEST EXTENSION	14.3	Expressway Extension	07-42	**$2,800,000**	**$53,221**	Activity /Phase	Funding Source	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
83618	SW 136 STREET — TERMINUS AT NW 137 AVENUE / NW 12 STREET						ROW	GMX	39,016	0	0	0	0
	CDMP amendment was adopted pursuant to Ordinance No. 18-109 but is currently under challenge pursuant to s. 163.3184, F.S. The adopted amendment restricts use of roadway for concurrency management or any measure of capacity for future development.		Environmental work underway										

Notes:

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
NON-MOTORIZED COMPONENT

Responsible Agency: Greater Miami Expressway Agency

TPO Project No	Facility/Project Name		Bicycle Accom.	Type of Work		Project Cost ($000s)	Prior Years Cost ($000s)	
Agency Project No	From /Location	To /Location	Length (miles)	Cross-Ref.TIP Book Page No.	LRTP Ref			
XA83618	KENDALL PARKWAY - SR 836 / DOLPHIN EXPRESSWAY SOUTHWEST EXTENSION		Other	Expressway Extension		$2,800,000	$53,221	
83618	SW 136 STREET	TERMINUS AT NW 137 AVENUE / NW 12 STREET	14.3	PL 2.3 -1	07-42			

Proposed Funding (in $000s)				
2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
53,008	1,139	0	0	0

Yearly Totals	53,008	1,139	0	0	0
5 Year TIP Total					*$54,147*

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
GREATER MIAMI EXPRESSWAY AGENCY

TPO Project No	Facility/Project Name	Length (miles)	Type of Work	LRTP Ref	Project Cost ($000s)	Prior Years Cost ($000s)						
Agency Project No	From /Location / To /Location		Status	See Footnote								
	Remarks /Comments											
							PDE	GMX	13,992	1,139	0	0	0
XA83618-007	SR 836 - EB & WB WIDENING	4.0	Roadway Widening		**$52,457**	**$882**	Activity /Phase	Funding Source	Proposed Funding (in $000s)				
83618-007	HEFT / 97 AVENUE		Final design						2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
							PD	GMX	2,283	2,489	226	0	0
							PDE	GMX	30	0	0	0	0
							CST	GMX	0	0	15,139	26,186	5,223
XA83618-009	SW 137 AVENUE - WIDENING	2.0	Roadway Widening		**$14,775**	**$1,303**	Activity /Phase	Funding Source	Proposed Funding (in $000s)				
83618-009	SW 8 STREET / SW 26 STREET		Final design complete						2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
	LRTP Amendment Required						PD	GMX	15	0	0	0	0
							CST	GMX	4,367	7,552	1,537	0	0
XA83635-000	SR 836 Improvements from West of SR 826 to East of SR 924/Le Jeune Road	3.7	PD&E		**$4,690**	**$0**	Activity /Phase	Funding Source	Proposed Funding (in $000s)				
83635-000	West of SR 826 / East of SR 923/Le Jeune Road		In planning						2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
	LRTP Amendment Required						PDE	GMR	1,569	2,570	551	0	0

Notes:

Figure 4-15. Cost Feasible DTPW Freight Projects

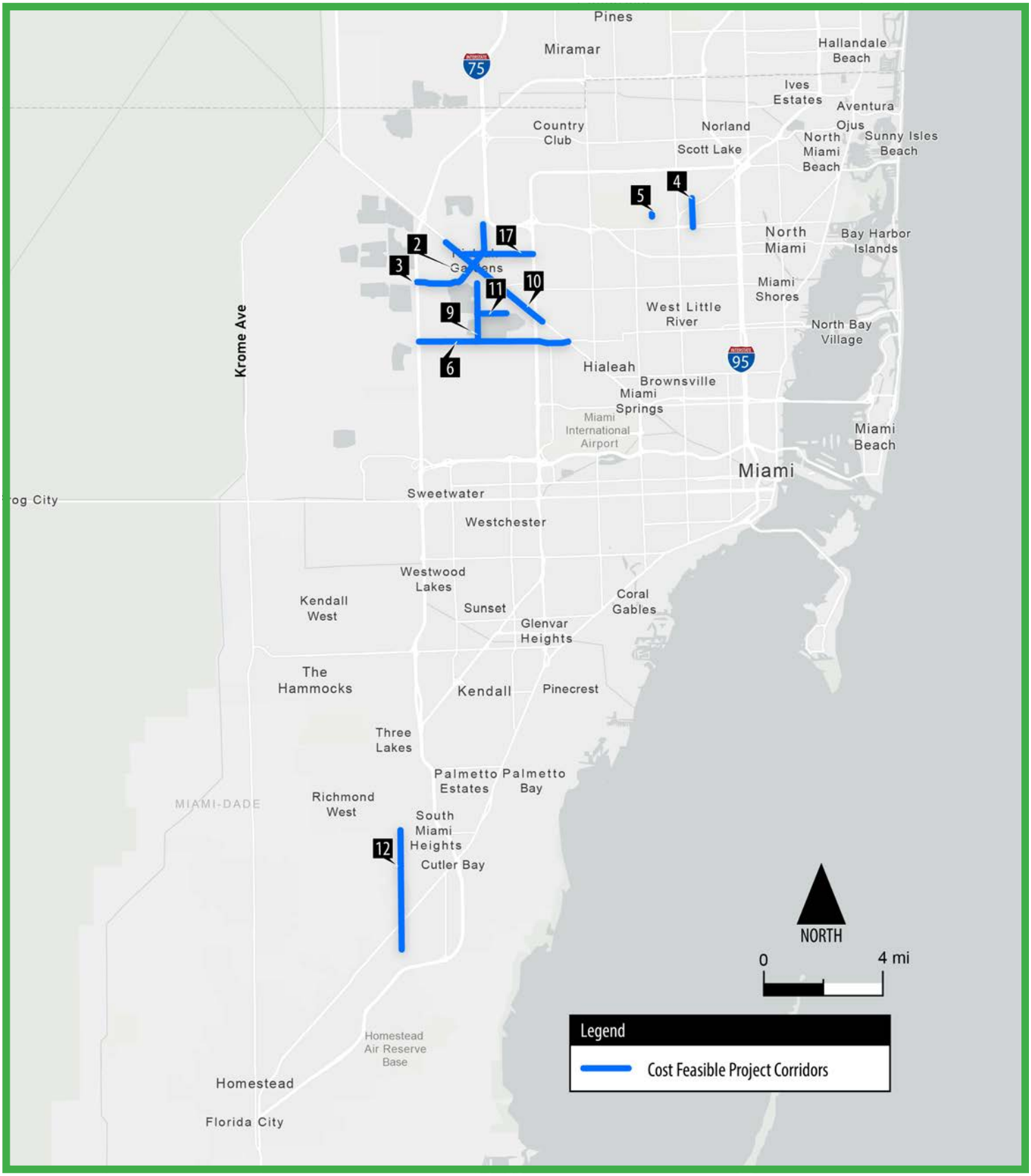


Table 4-17. DTPW Freight Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	DTPW	Crossing Surface Condition Assessment	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.250	
2	DTPW	NW 106 Street / NW 116 Way / Hialeah Gardens Boulevard	SR 821 / HEFT	I-75 / NW 138 Street	Operational Improvements	$1.800	
3	DTPW	NW 106 Street / NW 116 Way / Hialeah Gardens Boulevard	SR 821 / HEFT	US 27 / Okeechobee Road	TSM&O	$8.800	
4	DTPW	NW 22 Avenue	SR-916/NW 135 Street	NW 151 Street	Traffic Study	$0.500	
5	DTPW	SR-916 / Douglas Road	South of NW 142 Street	North of NW 142 Street	Widening (Add one lane in each Direction)	$10.000	
6	DTPW	SR-934 / NW 74 Street	SR-821/HEFT	US-27/Okeechobee Road	Operational Improvements	$1.630	
Priority II (2031-2035)							
7*	DTPW	Miami Dade County Rail Delay Study	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.100	
8*	DTPW	Miami-Dade County Rail Grade Separation Study (County Roads)	Countywide	County Owned at Grade Rail Crossings	Planning Study	$0.100	
9	DTPW	NW 97 Avenue	North of NW 74 Street	NW 106 Street	PD&E Study	$3.500	
Priority III (2036-2040)							
10	DTPW	NW South River Drive	NW 107 Avenue	NW 74 Avenue	Traffic Study	$0.400	
Priority IV (2041-2050)							
11	DTPW	NW 90 Street	NW 87 Avenue	NW 97 Avenue	PD&E Study	$3.000	
12	DTPW	SW 127 Avenue	SW 244 Street	SW 184 Street	Capacity Improvement	$26.800	

** Project not shown on map.*

Figure 4-13. Cost Feasible DTPW Roadway Projects

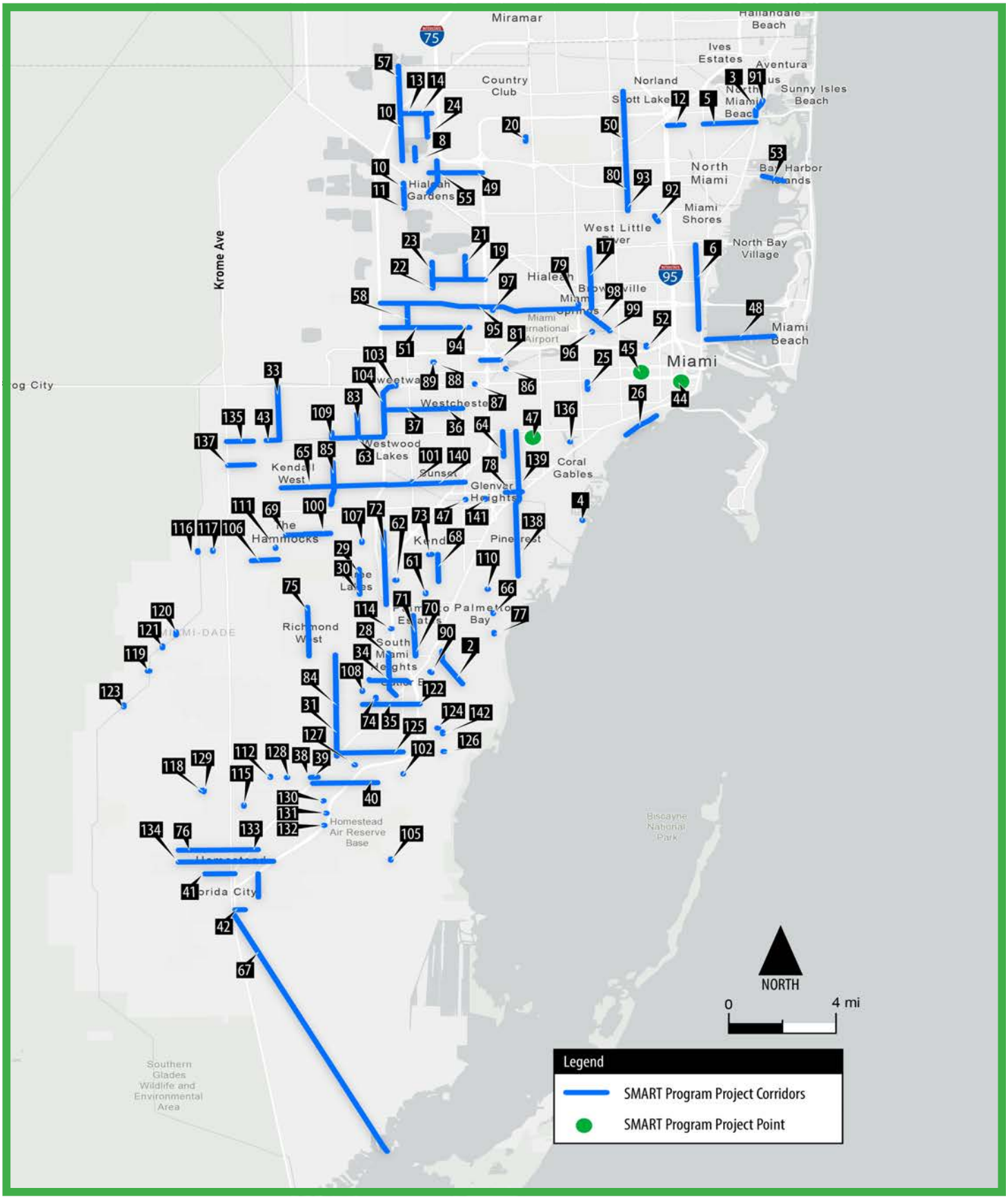


Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
15**	DTPW	NW 170 Street	NW 97 Avenue	NW 95 Avenue	New 2 lanes	$2.500	$2.500
16	DTPW	NW 25 Street	NW 97 Avenue	NW 87 Avenue	Widen from 4 to 6 lanes	$17.988	$17.988
17	DTPW	NW 37 Avenue	NW 36 Street	NW 79 Street	Widen from 2 to 5 lanes	$0.000*	$0.000*
18	DTPW	NW 37 Avenue	North River Drive	NW 79 Street	Widen from 2 to 5 lanes	$11.480	$11.480
19	DTPW	NW 58 Street	NW 97 Avenue	SR 826	Road Reconstruction	$0.000*	$0.000*
20	DTPW	NW 59 Avenue	NW 151 Street	C-8 Canal	New 2 lanes	$0.000*	$0.000*
21	DTPW	NW 84 Avenue	NW 58 Street	NW 74 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
22	DTPW	NW 97 Avenue	NW 52 Street	NW 58 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
23	DTPW	NW 97 Avenue	NW 58 Street	NW 70 Street	Widen from 2 to 4 lanes	$0.000*	$0.000*
24	DTPW	NW 97 Avenue	NW 154 Street	NW 170 Street	New 2 lanes	$0.000*	$0.000*
25	DTPW	Ponce de Leon Boulevard	Salamanca Avenue	Antiquera Avenue	4 to 4 lanes with left-turn bays	$0.000*	$0.000*
26	DTPW	South Bayshore Drive	Darwin Street	Mercy Way	Road improvements	$0.000*	$0.000*
27	DTPW	SW 107 Avenue	Quail Roost Drive	SW 160 Street	Add 2 lanes and reconstruct	$0.000*	$0.000*
28	DTPW	SW 117 Avenue	US 1	SW 184 Street	Road reconstruction/Traffic operations improvements	$15.834	$15.834
29	DTPW	SW 127 Avenue	SW 144 Street	SW 136 Street	Add 2 lanes and reconstruct	$4.798	$4.798

** Received TIP projects that are listed $0 cost in the latest 2025-2029 TIP.*

*** Project not shown on map*

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
30	DTPW	SW 127 Avenue	SW 136 Street	SW 128 Street	Roadway improvements	$4.400	$4.400
31	DTPW	SW 137 Avenue	US 1	SW 200 Street	Completion as 2 continuous lanes	$0.000*	$0.000*
32	DTPW	SW 152 Avenue	SW 312 Street	US 1	Widen from 2 to 3 lanes	$9.548	$9.548
33	DTPW	SW 157 Avenue	SW 42 Street	SW 8 Street	Additional 2 lanes	$3.700	$3.700
34	DTPW	SW 200 Street	Quail Roost Drive	US 1	Widen from 2 to 4 lanes	$13.502	$13.502
35	DTPW	SW 216 Street	SW 127 Avenue	HEFT	Drainage Improvements	$0.000*	$0.000*
36	DTPW	SW 24 Street	SW 107 Avenue (SR 985)	SW 87 Avenue (not included)	Add 2 lanes and reconstruct	$0.000*	$0.000*
37	DTPW	SW 24 Street	SW 117 Avenue	SW 107 Avenue (SR 985)	Add 2 lanes and reconstruct	$10.860	$10.860
38	DTPW	SW 264 Street	US 1	SW 147 Avenue	New 2 lane road with center turn lane	$0.000*	$0.000*
39	DTPW	SW 268 Street	US 1	SW 139 Avenue	Roadway Improvements	$7.825	$7.825
40	DTPW	SW 268 Street / SW 264 Street	SW 139 Avenue	SW 119 Avenue	Roadway Improvements	$14.021	$14.021
41	DTPW	SW 328 Street	SW 187 Avenue	US 1	Water main installation	$0.000*	$0.000*
42	DTPW	SW 344 Street	US 1	SW 172 Street	Widen to 4 lanes	$0.000*	$0.000*
43**	DTPW	SW 4 Avenue and SW 15 Road			Traffic circle	$1.798	$1.798

** Received TIP projects that are listed $0 cost in the latest 2025-2029 TIP.*

*** Project not shown on map.*

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority II (2031-2035) continued							
59*	DTPW	NW 199 Street	NW 57 Avenue	I-95	NW 199 Street - PD&E Study	$5.000	
60*	DTPW	SR-916 / Douglas Road	NW 135 Street	NW 157 Street	SR-916/Douglas Road - Widening (Add one lane in each Direction)	$1.000	
61	DTPW	SW 102 Avenue	SW 145 Street	SW 146 Street	Bridge over C-100 canal	$7.345	
62	DTPW	SW 136 Street (Howard Drive)	Harrison Street	SW 112 Avenue	Bridge over C-100 canal	$5.214	
63	DTPW	SW 42 Street	SR 821 (HEFT)	SW 137 Avenue	Widen to 6 lanes	$17.087	
64	DTPW	SW 72 Avenue (Milam Dairy Road)	SW 56 Street (Miller Drive)	SW 40 Street (Bird Road/SR 976)	Widen to 4 lanes	$13.201	
65	DTPW	SW 72 Street (Sunset Drive)	SW 157 Avenue	SW 117 Avenue	Add 2 lanes and reconstruct	$50.192	
66	DTPW	SW 77 Avenue	SW 159 Terrace	SW 160 Terrace	Bridge over C-100A feeder canal	$5.020	
Priority III (2036-2040)							
67	DTPW	Card Sound Road	Miami-Dade / Monroe County Line	US 1	PD&E	$2.000	
68	DTPW	NW 97 Avenue	NW 122 Street	NW 138 Street	Widen to 4 lanes	$20.681	
69	DTPW	SW 104 Street (Killian Pkwy)	SW 147 Avenue	SW 137 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	$16.131	
70	DTPW	SW 107 Avenue	Quail Roost Drive	SW 160 Street	The project consists of roadway improvements which include, reconstructing and widening from a 2-lane to a 4-lane divided road, sidewalks, curb and gutters, continuous storm drainage system, pavement markings and signage, signalization, lighting, and landscaping.	$9.496	
71	DTPW	SW 107 Avenue (SR 985)	SR 994 (Qual Roost Drive)	SW 160 Street	Add 2 lanes and reconstruct	$19.367	
72	DTPW	SW 117 Avenue	SW 152 Street (Coral Reef Drive)	SW 104 Street (Killian Parkway)	Widen to 6 lanes	$94.885	

** Project not shown on map.*

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority III (2036-2040) continued							
73	DTPW	SW 120 Street	SW 99 Court	SW 99 Avenue	Bridge over C-100C canal	$6.135	
74	DTPW	SW 122 Avenue	SW 210 Street	SW 212 Street	Bridge over Black Creek canal	$1.948	
75	DTPW	SW 147 Avenue	SW 184 Street (Eureka Drive)	SW 152 Street (Coral Reef Drive)	Add 2 lanes and reconstruct	$22.371	
76	DTPW	SW 312 Street (Campbell Drive)	SW 197 Avenue	SW 187 Avenue / NW 14 Avenue	Add 2 lanes and reconstruct	$56.133	
77	DTPW	SW 77 Avenue	SW 173 Street	SW 174 Street	Bridge over C-100A feeder canal	$6.029	
78	DTPW	SW 80 Street	SW 72 Avenue (Milam Dairy Road)	US 1 (South Dixie Highway / SR 5)	Add 2 lanes and center turn lane and reconstruct	$13.305	
79	DTPW	US 27/ Okeechobee Road (SR 25)	NW 42 Avenue (LeJeune Road)		Improve access at intersection; Iron Triangle	$0.499	
Priority IV (2041-2050)							
80	DTPW	NW 22 Avenue	NW 103 Street	NW 119 Street	Widen to 6 lanes	$19.347	
81	DTPW	NW 7 Street (Luis Sabines Way)	NW 79 Avenue	NW 72 Avenue (Milam Dairy Road)	Widen from 2 to 4 lanes & Reconstruct (Const. new 4-lane roadway under SR 826)	$12.155	
82	DTPW	SW 104 Street (Killian Pkwy)	Hammocks Boulevard	SW 147 Avenue	Add 2 lanes and reconstruct; widen 4 to 6 lanes	$11.496	
83	DTPW	SW 127 Avenue	SW 42 Street	Coral Way (SR 972)	Widen to 4 lanes	$21.590	
84	DTPW	SW 137 Avenue	US 1 (South Dixie Highway / SR 5)	SW 184 Street (Eureka Drive)	Add 2 lanes and reconstruct	$17.869	
85	DTPW	SW 137 Avenue	SW 84 Street	SW 56 Street (Miller Drive)	Widen to 6 lanes	$35.461	
Additional Projects							
A1*	DTPW	NW 82 Avenue	NW 192 Street	NW 197 Terrace	Mill and Resurface and Reconstruct	$0.295	
A2*	DTPW	NW 87 Avenue	NW 192 Street	NW 197 Terrace	Mill and Resurface and Reconstruct	$0.285	
A3*	DTPW	NW South River Drive	NW 107 Avenue	NW 74 Avenue	Roadway and Operational Improvements	$8.072	

** Project not shown on map.*

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
86	DTPW	Bridge 874226 - Timber Pedestrian Bridge			Bridge Repair/Replacements	$2.640
87	DTPW	Bridge 874401 - Timber Pedestrian Bridge			Bridge Repair/Replacements	$2.640
88	DTPW	Fontainebleau EB & WB over Golf Cart Path	East of NW 97 Avenue		Bridge Repair/Replacements	$0.372
89	DTPW	Fontainebleau EB over Golf Cart Path	East of NW 97 Avenue		Bridge Repair/Replacements	$5.689
90	DTPW	Marlin Road	Bel Aire Canal C-1-N		Bridge Repair/Replacements	$5.490
91	DTPW	NE 22 Avenue			Bridge Repair/Replacements	$1.156
92	DTPW	NW 12 Avenue	NW 95 Street	NW 99 Street	Roadway Improvements	$2.571
93	DTPW	NW 22nd Ave. over Little River Canal (C7)	North of NW 103 Street		Bridge Repair/Replacements	$11.433
94	DTPW	NW 25 Street Bridge and Canal Culvert	SW 84 Avenue	SW 82 Avenue	Bridge Repair/Replacements	$4.890
95	DTPW	NW 36 Street/NW 41 Street (SR 948/Doral Boulevard)	SR 821 (HEFT)	NW 42 Avenue (LeJeune Road)	Redesign NW 36 Street/NW 41 Street as a super arterial express street	$175.880
96	DTPW	NW 37 Avenue	Tamiami Canal		Bridge Repair/Replacements	$11.426
97	DTPW	NW 74 Avenue	Dressel Dairy Canal		Bridge Replacement (#874756)	$5.410
98	DTPW	NW South River Drive	NW 32 Avenue	NW 38 Avenue	Roadway Improvements	$10.692
99	DTPW	NW South River Drive over FEC Canal	East of NW 74 Street		Bridge Repair/Replacements	$5.500
100	DTPW	SW 104 Street	SW 147 Avenue	SW 137 Avenue	Widen from 4 to 6 lanes	$6.500

Table 4-16. DTPW Roadway Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded continued						
101	DTPW	SW 107 Avenue over Canal C-102	North of SW 268 Street		Bridge Repair/Replacements	$5.900
102	DTPW	SW 112 Avenue			Bridge Repair/Replacements	$0.625
103	DTPW	SW 112 Avenue	Flagler Street	SW 8 Street	City of Sweetwater: SW 112 Avenue Widening & New Bridge Crossing C-4 Canal to SW 8 Street	$12.000
104	DTPW	SW 117 Avenue	SW 40 Street	SW 8 Street	Widen from 2 to 4 lanes	$14.250
105	DTPW	SW 117 Avenue over Canal C-103	North of SW 320 Street		Bridge Repair/Replacement	$4.870
106	DTPW	SW 120 Street	Kendall Parkway	SW 157 Avenue	New 4 lane roadway	$30.680
107	DTPW	SW 124 Avenue over Canal C-102-N	S of SW 232 Street		Bridge Repair/Replacements	$5.357
108	DTPW	SW 127 Avenue	Canal C-103		Bridge Repair/Replacements	$5.732
109	DTPW	SW 137 Avenue	SW 8 Street	SW 40 Street	Widen from 2 to 6 lanes	$7.540
110	DTPW	SW 144 Street	Canal 100-A (#874421)		Bridge replacement	$6.590
111	DTPW	SW 157 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	$5.345
112	DTPW	SW 162 Avenue over Canal C-103-N	North of 264 Street		Bridge Repair/Replacements	$5.360
113	DTPW	SW 167 Avenue	SW 344 Street (Palm Drive/SR 9336)	SW 328 Street	Widen to 4 lanes	$6.660
114	DTPW	SW 168 Street over Canal L-31 N	E of SW 197 Avenue		Bridge Repair/Replacements	$5.622
115	DTPW	SW 172 Avenue over Canal C-103	North of SW 288 Street		Bridge Repair/Replacements	$5.400

Figure 4-19. Cost Feasible FDOT Roadway Projects (Non-SIS)

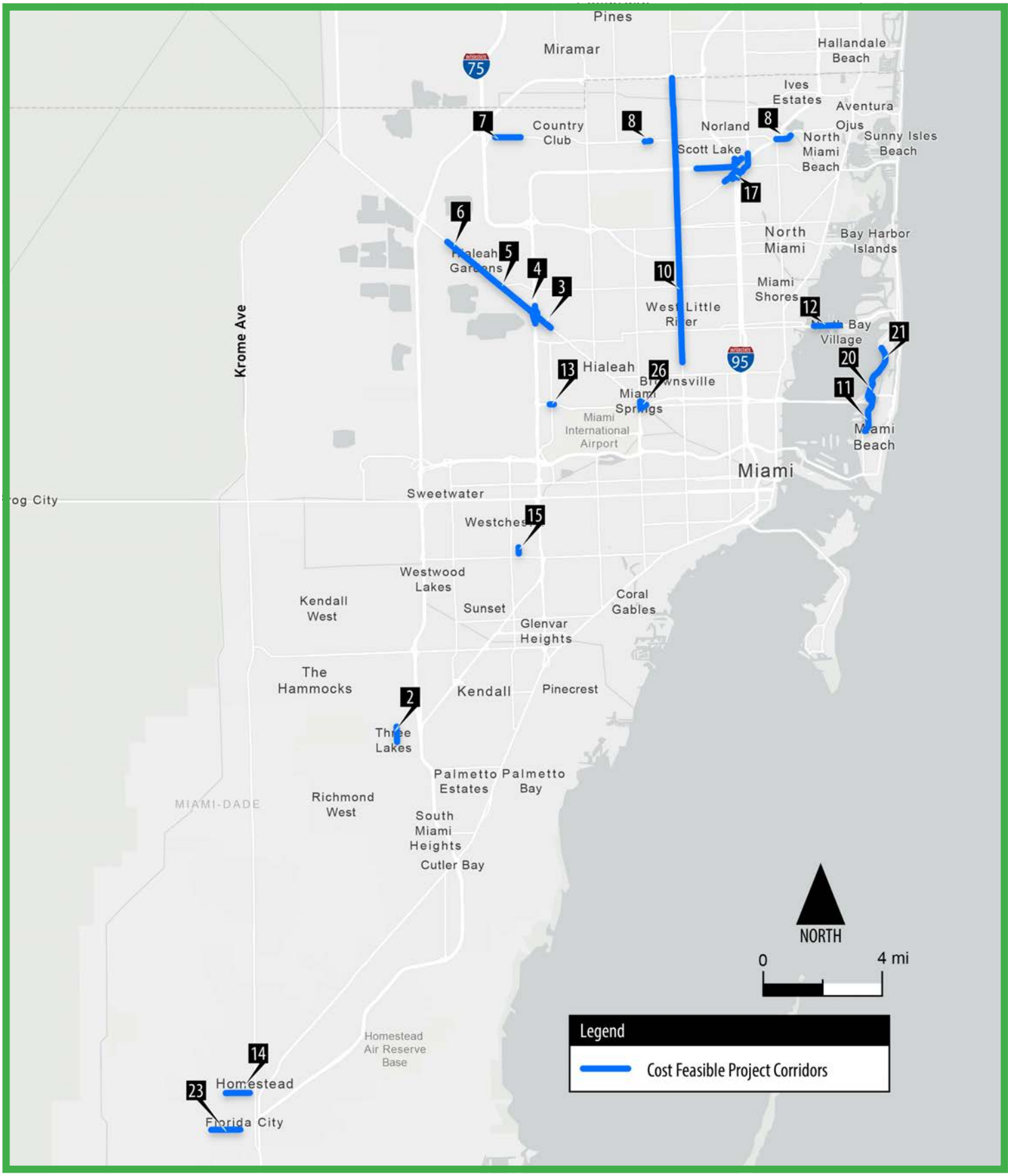


Table 4-19. FDOT Roadway Projects (non-SIS)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	FDOT	Golden Glades Interchange Improvements - Spur			Add Lanes & Reconstruct	$6.899	$6.899
2	FDOT	Miami-Dade County - SW 127 Avenue	SW 136 Street	SW 128 Street	Widen/Resurface Existing Lanes	$5.198	$5.198
3	FDOT	SR 25 / Okeechobee Road & SR 826 / Palmetto Expressway Interchange			Interchange Ramp (New)	$23.778	$23.778
4	FDOT	SR 25 / Okeechobee Road	East of NW 87 Avenue	NW 79 Avenue (Concrete)	Add Lanes & Reconstruct	$7.749	$7.749
5	FDOT	SR 25 / Okeechobee Road	East of NW 116 Way	East of NW 87 Avenue (Concrete)	Add Lanes & Rehabilitate Pavement	$363.388	$363.388
6	FDOT	SR 25 / Okeechobee Road	East of NW 107 Avenue	East of NW 116 Way (Concrete)	Add Lanes & Rehabilitate Pavement	$4.751	$4.751
7	FDOT	SR 860 / Miami Gardens Drive / NW 186 Street	East of I-75 / SR 93	NW 79 Place	Add Lanes & Rehabilitate Pavement	$25.147	$25.147
8	FDOT	SR 860 / Miami Gardens Drive / NW 186 Street	NE 6 Avenue	US 1 NE 10 Avenue & NW 37 Avenue	Safety Project	$2.447	$2.447
9*	FDOT	SR 9 / NW 27 Avenue	NW 62 Street	NW 215 ST / Unity Station	PD&E/EMO Study	$3.500	$3.500
10	FDOT	SR 9 / NW 27 Avenue	NW 62 Street	NW 215 Street - Drainage	Drainage Improvement	$46.853	$46.853
11	FDOT	SR 907 / Alton Road	Michigan Avenue	South of Ed Sullivan Drive / 43 Street	Flexible Pavement Reconstruct.	$68.916	$68.916
12	FDOT	SR 934 / NE 79 Street	Pelican Harbor Drive	Adventure Avenue	Evaluate bridge replacement alternatives to address the structural deficiencies of four existing bridges (two bridge pairs) along SR 934/NE 79 Street (John F. Kennedy Causeway). The western bridge pair, comprised of Bridge Identification (ID) Numbers 870083 (westbound) and 870549 (eastbound), is located just west of North Bay Island/Harbor Island. The eastern bridge pair, comprised of Bridge ID Numbers 870084 (westbound) and 870550 (eastbound), is located between North Bay Island/Harbor Island and Treasure Island. Additional project goal is to maintain emergency evacuation capabilities.	$60.521	$60.521
13	FDOT	SR 969 / NW 72 Avenue	at SR 948 / NW 36 Street		Intersection Improvement	$0.502	$0.502
14	FDOT	SW 4 Street IMPROVEMENTS			Widen/ Resurface Existing Lanes	$2.005	$2.005

** Project not shown on map*

Figure 4-23. Cost Feasible Greater Miami Expressway Agency (GMX) Projects

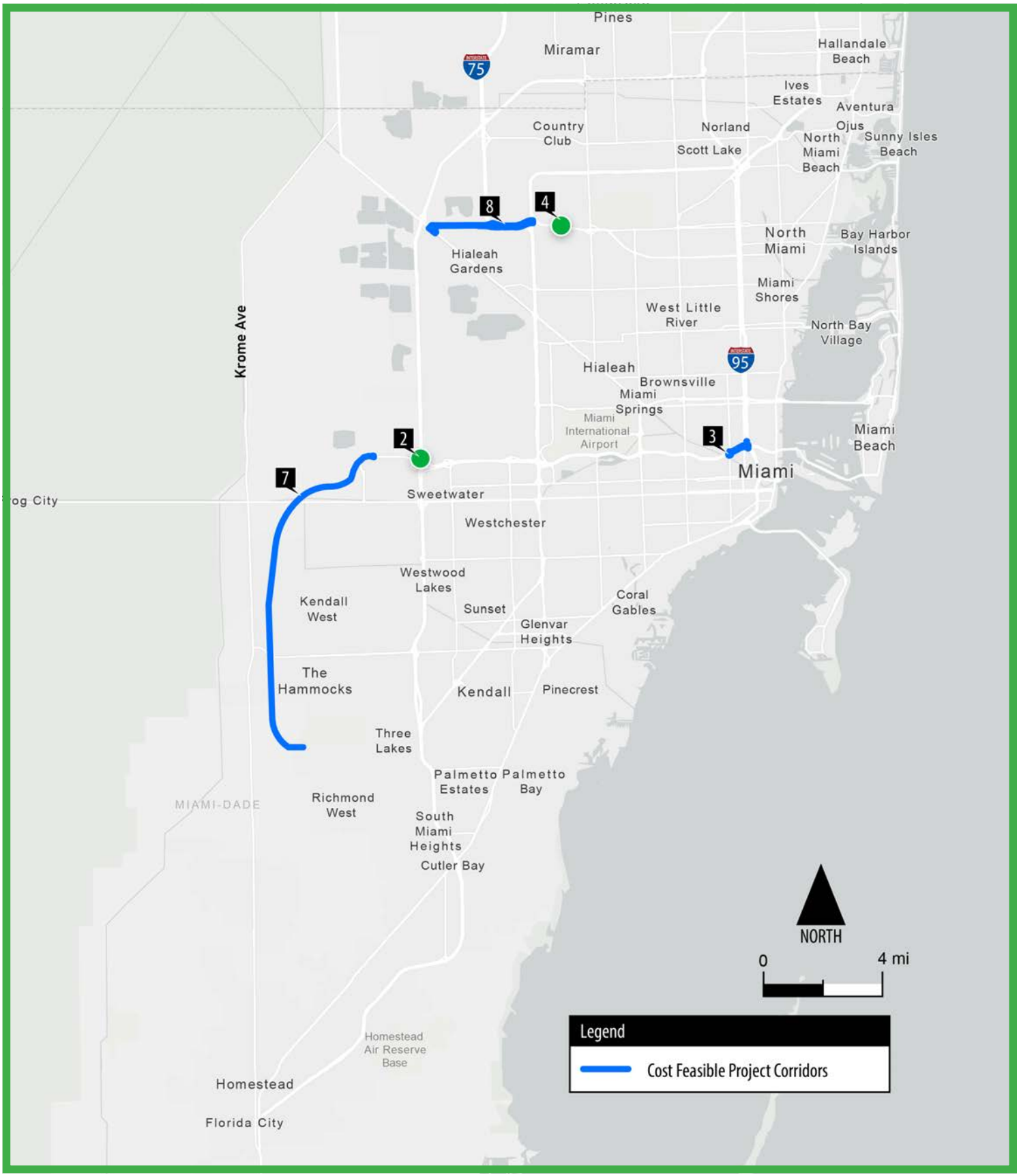


Table 4-21. Greater Miami Expressway Agency (GMX) Projects

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030)							
1*	GMX	SR 112 (Airport Expressway)	SR 112 at NW 37 Avenue		New SR 112/ NW 37 Avenue ramp connections	$25.856	$25.856
2	GMX	SR 836 (Dolphin Expressway)	SR 836 (Dolphin Expressway) at HEFT		New SR 836/ HEFT Ramp Connections	$0.900	$0.900
3	GMX	SR 836 (Dolphin Expressway) / I-95	SR 836 NW 17 Avenue at I-95		SR 836/ I-95 Interchange Improvements and capacity improvements	$70.394	$70.394
4	GMX	SR 924 (Gratigny Parkway) Partial Interchange at NW 67 Avenue	SR 924 at NW 67 Avenue		SR 924 Interchange at 67 Ave	$66.522	$66.522
5*	GMX	SR-874 (Don Shula Expressway)	SR-874 (Don Shula) at SW 128 Street		Ramp Connector	$0.865	$0.865
6*	GMX	SR-874 (Don Shula Expressway)/ SW 72 Street Interchange	SW 874 at SW 72 Street		SR 874/SW 72 Street Interchange	$27.390	$27.390
7	GMX	Kendall Parkway / SR 836 (Dolphin) SW Extension	SR 836 (Dolphin) terminus at NW 137 Ave/NW 12 Street	SW 136 Street	Planning and right-of-way acquisition for new multimodal corridor from the terminus of SR 836 to SW 56 Street. Final design and construction of SR 836 mainline from 97 Avenue to 107 Avenue and widening of 137 Avenue from SW 8 Street to SW 26 Street per work program.	$1,781.762	$120.238
Partially Funded							
8	GMX	SR 924 Gratigny Parkway West Extension	NW 97 Avenue	SR 821 (HEFT)	New Extension of SR 924 Gratigny Parkway West to HEFT, including access ramps to: west to SR 924, and I-75 north. Partial construction per work program.	$158.471	$0.440

** Project not shown on map*

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Table 4-21. Greater Miami Expressway Agency (GMX) Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$
Unfunded						
9*	GMX	SR 112 (Airport Expressway) West Extension to HEFT	SR 112 termini at NW 42 Avenue	HEFT	New Extension of SR 112 west to HEFT	$1,012.000
10*	GMX	SR 924 Gratigny Parkway East Extension	NW 32 Avenue	I-95	New Extension of SR 924 Gratigny Parkway East to I-95	$719.500

** Project not shown on map*

Appendix 21-4

Scenario - 3

Scenario Name: Proposed - August 2025 PM Peak Period

User Group:

Dev. phase: 1

No. of Years to Project Traffic : 0

Analyst Note:

Warning: The time periods among the land uses do not appear to match.

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
210(2) - Single-Family Detached Housing	General	Dwelling Units	1029	Weekday, Peak Hour of Adjacent Street	Best Fit (LOG)	560	329	889
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	Ln(T) =0.94Ln(X) + 0.27	63%	37%	
220(2) - Multifamily Housing (Low-Rise) - Not	General	Dwelling Units	4532	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	1241	729	1970
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	T = 0.43(X) + 20.55	63%	37%	
710(2) - General Office Building	General	1000 Sq. Ft. GFA	500	Weekday, Peak Hour of Adjacent Street	Best Fit (LOG)	107	524	631
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	Ln(T) =0.83Ln(X) + 1.29	17%	83%	
150(2) - Warehousing	General	1000 Sq. Ft. GFA	892.484	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	37	96	133
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	T = 0.12(X) + 26.48	28%	72%	
820(2) - Shopping Center (>150k)	General	1000 Sq. Ft. GLA	749.153	Weekday, Peak Hour of Adjacent Street	Best Fit (LOG)	1155	1251	2406
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	Ln(T) =0.72Ln(X) + 3.02	48%	52%	
411(2) - Public Park	General	Acres	56	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	14	12	26
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	T = 0.06(X) + 22.60	55%	45%	
520(2) - Elementary School	General	Students	1011	Weekday, Peak Hour of Adjacent Street	Average	74	87	161
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	0.16	46%	54%	
522(2) - Middle School/Junior High School	General	Students	1222	Weekday, Peak Hour of Adjacent Street	Average	88	95	183
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	0.15	48%	52%	
525(2) - High School	General	Students	1630	Weekday, Peak Hour of Adjacent Street	Average	110	119	229
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	0.14	48%	52%	
221(2) - Multifamily Housing (Mid-Rise) - Not	General	Dwelling Units	2239	Weekday, Peak Hour of Adjacent Street	Best Fit (LIN)	533	341	874
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Traffic, One Hour Between 4 and 6 p.m.	T = 0.39(X) + 0.34	61%	39%	

Commuting Characteristics by Sex

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	ZCTA5 33196					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	27,066	±1,390	15,067	±972	11,999	±882
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	86.5%	±2.0	86.5%	±3.0	86.5%	±2.5
Drove alone	77.6%	±2.5	79.2%	±3.3	75.5%	±3.5
Carpooled	8.9%	±1.9	7.2%	±1.6	11.0%	±2.8
In 2-person carpool	6.0%	±1.6	4.9%	±1.4	7.5%	±2.5
In 3-person carpool	2.0%	±0.7	1.6%	±0.9	2.6%	±0.8
In 4-or-more person carpool	0.8%	±0.5	0.8%	±0.6	0.9%	±0.6
Workers per car, truck, or van	1.06	±0.01	1.05	±0.01	1.08	±0.02
Public transportation (excluding taxicab)	1.6%	±0.8	1.5%	±1.2	1.8%	±1.0
Walked	0.6%	±0.5	0.3%	±0.4	1.0%	±0.7
Bicycle	0.0%	±0.2	0.0%	±0.3	0.0%	±0.4
Taxicab, motorcycle, or other means	1.5%	±1.2	2.2%	±2.0	0.5%	±0.6
Worked from home	9.8%	±1.7	9.6%	±2.4	10.1%	±1.9
PLACE OF WORK						
Workers 16 years and over who did not work from ho	24,407	±1,363	13,623	±958	10,784	±825
VEHICLES AVAILABLE						
Workers 16 years and over in households	27,058	±1,389	15,059	±971	11,999	±882
PERCENT ALLOCATED						

Table Notes

Commuting Characteristics by Sex

Survey/Program: American Community Survey

Year: 2023

Estimates: 5-Year

Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of ea decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, citi and towns and estimates of housing units and the group quarters population for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of erro The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistical significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possib data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas fro the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowes interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

***

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no samplin error and the margin of error may be treated as zero.

PM Peak Hour Trip Generation and Internalization

City Park 21135

	Residential In	Residential Out	Retail In	Retail Out	Office In	Office Out	Industrial Warehousing In	Industrial Warehousing Out	Public Park In	Public Park Out	Schools In	Schools Out	Total	%	
Land Use	Land Uses 210, 220. 221		Land Uses 820		Land Use 710		Land Use 150		Land Use 411		Land Uses 520, 522, 525				
Size	7,800 DU		828,000 Gross SF		143,585 SF		670,000 SF		56 Acres		3,863 Students				
	2,334	1,399	1,155	1,251	107	524	37	96	14	12	272	301	7,502		ITE Trips
	-117	-70	-58	-63	-5	-26	-2	-5	-1	-1	-14	-15	-377	5.0%	Ped & Transit w Proj
	-229	-137											-366	9.8%	Work from home
	1,988	1,192	1,097	1,188	102	498	35	91	13	11	258	286	6,759		

UNBALANCED INTERNALIZATION

Land Use Pair	Origin (Out) %	Origin (Out) Trips	Internal Trips	Destination (In) %	Destination (In) Trips
Residential → Retail	42%	501	110	10%	110
Retail → Residential	26%	309	309	46%	914
Residential → Office	4%	48	48	57%	58
Office → Residential	2%	10	10	4%	80
Residential → Industrial Warehousing	0%	0	0	0%	0
Industrial Warehousing → Residential	0%	0	0	0%	0
Residential → Public Park	0%	0	0	0%	0
Public Park → Residential	0%	0	0	0%	0
Residential → Schools	39.5%	471	102	39.5%	102
Schools → Residential	39.5%	113	113	39.5%	785
Retail → Office	2%	24	24	31%	32
Office → Retail	20%	100	88	8%	88
Retail → Industrial Warehousing	0%	0	0	0%	0
Industrial Warehousing → Retail	0%	0	0	0%	0
Retail → Public Park	0%	0	0	0%	0
Public Park → Retail	0%	0	0	0%	0
Retail → Schools	0%	0	0	0%	0
Schools → Retail	0%	0	0	0%	0
Office → Industrial Warehousing	0%	0	0	0%	0
Industrial Warehousing → Office	0%	0	0	0%	0
Office → Public Park	0%	0	0	0%	0
Public Park → Office	0%	0	0	0%	0
Office → Schools	0%	0	0	0%	0
Schools → Office	0%	0	0	0%	0
Industrial Warehousing → Public Park	0%	0	0	0%	0
Public Park → Industrial Warehousing	0%	0	0	0%	0
Industrial Warehousing → Schools	0%	0	0	0%	0
Schools → Industrial Warehousing	0%	0	0	0%	0
Public Park → Schools	0%	0	0	0%	0
Schools → Public Park	0%	0	0	0%	0

	Residential In	Residential Out	Retail In	Retail Out	Office In	Office Out	Industrial Warehousing In	Industrial Warehousing Out	Public Park In	Public Park Out	Schools In	Schools Out	Total	
	1,988	1,192	1,097	1,188	102	498	35	91	13	11	258	286	6,759	Vehicle Trips

BALANCED INTERNALIZATION

Land Use Pair	Origin (Out)	Destination (In)
Residential → Retail	-110	-110
Retail → Residential	-309	-309
Residential → Office	-48	-48
Office → Residential	-10	-10
Residential → Industrial Warehousing	0	0
Industrial Warehousing → Residential	0	0
Residential → Public Park	0	0
Public Park → Residential	0	0
Residential → Schools	-102	-102
Schools → Residential	-113	-113
Retail → Office	-24	-24
Office → Retail	-88	-88
Retail → Industrial Warehousing	0	0
Industrial Warehousing → Retail	0	0
Retail → Public Park	0	0
Public Park → Retail	0	0
Retail → Schools	0	0
Schools → Retail	0	0
Office → Industrial Warehousing	0	0
Industrial Warehousing → Office	0	0
Office → Public Park	0	0
Public Park → Office	0	0
Office → Schools	0	0
Schools → Office	0	0
Industrial Warehousing → Public Park	0	0
Public Park → Industrial Warehousing	0	0
Industrial Warehousing → Schools	0	0
Schools → Industrial Warehousing	0	0
Public Park → Schools	0	0
Schools → Public Park	0	0

	Residential In	Residential Out	Retail In	Retail Out	Office In	Office Out	Industrial Warehousing In	Industrial Warehousing Out	Public Park In	Public Park Out	Schools In	Schools Out	Total Sum		
Internal	-432	-260	-198	-333	-72	-98	0	0	0	0	-102	-113	-1,608	Internal	
External Trips	1,556	932	899	855	30	400	35	91	13	11	156	173	5,151	External Trips	
% Internal		21.8%		23.2%		28.3%		0.0%		0.0%		39.5%		20.6%	% Internal ITE capture
														3.2%	% Internal (schools)

Pass-by

	Residential In	Residential Out	Retail In	Retail Out	Office In	Office Out	Industrial Warehousing In	Industrial Warehousing Out	Public Park In	Public Park Out	Schools In	Schools Out	Total	%	
			-167	-167									-334	19%	% Retail (Retail)
					0	0							0.0	0%	% Passby
							0	0					0	0%	% Passby
									0	0			0	0%	% Passby
	0	0	-167	-167	0	0	0	0	0	0	0	0	-334		Total Pass-by
	1,556	932	732	688	30	400	35	91	13	11	156	173	4,817		**Net New External Trips**

*Internalization from ITE *Trip Generation Handbook* , 3rd Edition

*Assumed a 39.5% School-Residential internal capture rate

2022 Census Data, Miami-Dade County, Florida

Table S1101: Households and Families			
Households with own children of the householder under 18	253,430	25.8%	of HH with children under 18
Total households	983,509		
Table B14002: Sex by School Enrollment by Level of School by Type of School for the Population 3 Years and Over			
0-3 year olds	100,706		*from Zero to 5 yo of 143,322-(nursery+pre-K)*
Nursery + pre-K	42,616		
Public K-12	326,135	61.0%	
Private K-12	65,205	12.2%	
Total	534,662		
From City Park DRI (dated 6/27/2024)			
Elementary	2,294		
Middle	2,552		Notes:
High	3,162		if these change, the % would be different
Total School Trips	8,008		
Total School Trips - multimodal reduction (assume 3%)	7,768		
Single Family	1,084		
Multifamily	6,716		
Total DU	7,800		
Total DU with at least one child under 18	2,010		
Total DU with children going to K-12 **public** school	1,226		
assume 2 trips per HH to and from school	2,452		
assume 25% of DUs have kids in different schools	3,065		
	39.5%		Max School-Residential Internalization %

Appendix 21-5

AADT & FDOT Historic Growth Documentation

Since 1978

Exhibit 1
Linear and Exponential Growth Rate Calculation Summary

Station*	Location	Linear	Exponential
870682	SR 977/KROME AVE, 850' N SW 100 STREET	Rate = 11.99% R^2 = 86.47%	Rate = 7.11% R^2 = 88.66%
871080	SR 94/KENDALL DR, 200' W SW 147 AV	Rate = -1.33% R^2 = 32.62%	Rate = -1.49% R^2 = 32.24%
871117	SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997	Rate = 4.48% R^2 = 83.93%	Rate = 3.56% R^2 = 85.14%
878336	SW 137TH AVE, 200' SOUTH OF SW 184TH STREET	Rate = 5.21% R^2 = 76.90%	Rate = 4.01% R^2 = 76.67%
877011	SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST	Rate = 2.11% R^2 = 61.77%	Rate = 1.89% R^2 = 62.27%
878543	SW 112TH ST, 200' EAST OF SW 134TH AVENUE	Rate = 0.72% R^2 = 11.46%	Rate = 0.69% R^2 = 9.82%
878222	SW 120TH ST, 200' WEST OF SW 137TH AVE	Rate = 1.69% R^2 = 79.97%	Rate = 1.59% R^2 = 78.74%
872519	SR 825/SW 137 AV, 200' S SW 104 ST	Rate = -0.67% R^2 = 11.86%	Rate = -0.76% R^2 = 13.75%
878220	SW 104TH ST, 200' WEST OF SW 137TH AVENUE	Rate = 1.11% R^2 = 25.76%	Rate = 1.02% R^2 = 23.72%
872520	SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR	Rate = -1.19% R^2 = 34.17%	Rate = -1.25% R^2 = 33.67%
878251	SW 147TH AVE, 200' SOUTH OF KENDALL DR	Rate = 1.45% R^2 = 31.19%	Rate = 1.40% R^2 = 32.41%
878215	HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR	Rate = -0.38% R^2 = 5.63%	Rate = -0.39% R^2 = 6.01%
872529	SR 94/KENDALL DR, 200' W SW 157 AV	Rate = 0.36% R^2 = 2.47%	Rate = 0.38% R^2 = 2.79%
878544	SW 132 AVE, 350 FT N OF SW 112TH ST	Rate = -0.77% R^2 = 7.36%	Rate = -1.04% R^2 = 10.20%
878572	SW 136 STREET, 200' EAST OF SW 147 AVE	Rate = 1.88% R^2 = 13.68%	Rate = 1.28% R^2 = 9.44%
878242	SW 160TH ST, 200' WEST OF SW 147TH AVENUE	Rate = 2.39% R^2 = 44.64%	Rate = 1.71% R^2 = 41.43%
878216	SW 104TH ST, 200' WEST OF SW 147TH AVENUE	Rate = -0.37% R^2 = 13.28%	Rate = -0.35% R^2 = 12.58%
878250	SW 147TH AVE, 200' SOUTH OF SW 104TH STREET	Rate = 0.37% R^2 = 2.23%	Rate = 0.41% R^2 = 2.54%
	Average:	**1.76%**	**1.22%**
*Based on data for years 2012 - 2023 (Ten Years - excluding the years 2020 and 2021).		**1.49%**	

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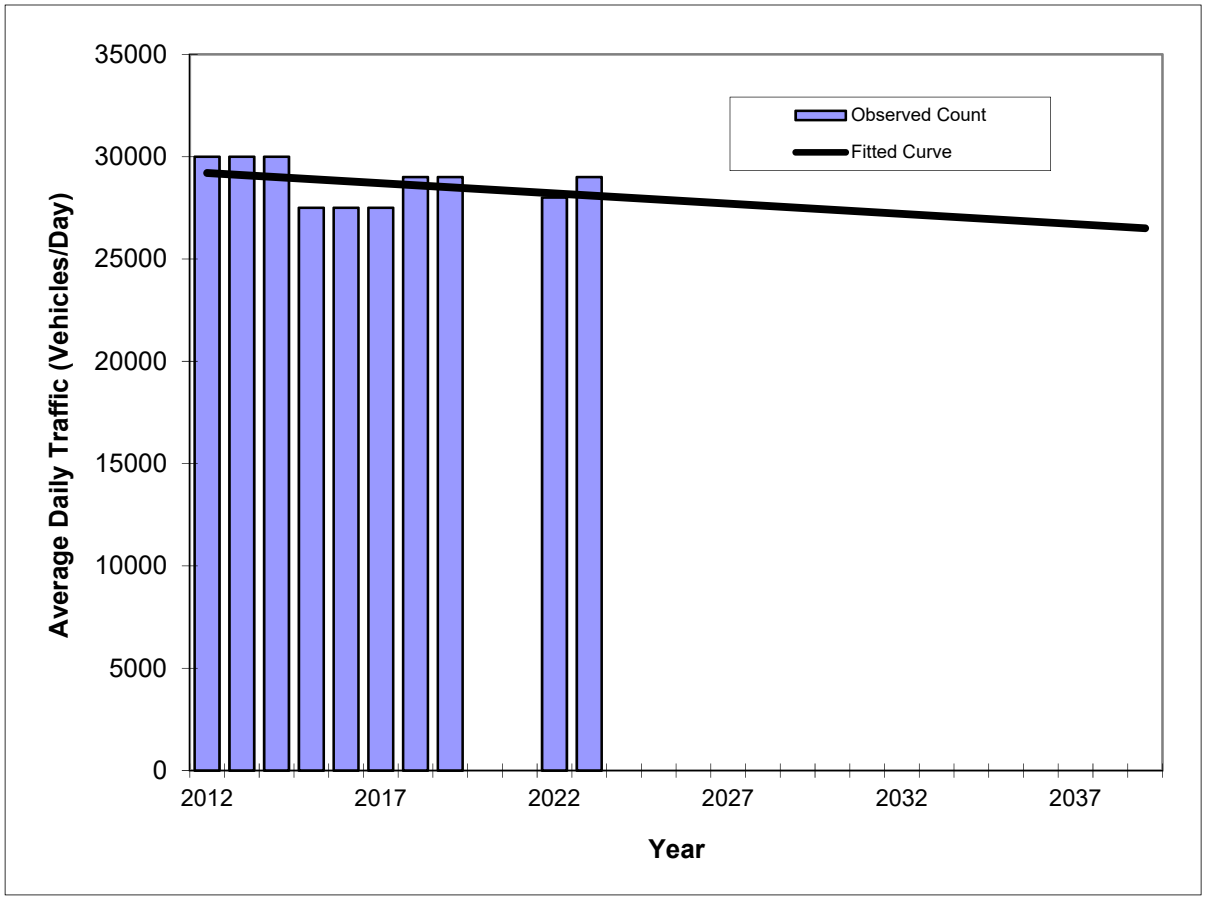
Traffic Trends - V03.a

SW 104TH ST, 200' WEST OF SW 147TH AVENUE -- 87000470

FIN#	**1234**
Location	**9**

County:	Miami-Dade (87)
Station #:	878216
Highway:	SW 104TH ST, 200' WEST OF SW 147TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	30000	29200
2013	30000	29100
2014	30000	29000
2015	27500	28900
2016	27500	28800
2017	27500	28700
2018	29000	28600
2019	29000	28500
2020		
2021		
2022	28000	28200
2023	29000	28100
2036 Opening Year Trend		
2036	N/A	26800
2046 Mid-Year Trend		
2046	N/A	25900
2056 Design Year Trend		
2056	N/A	25000
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	12.58%
Compounded Annual Historic Growth Rate:	-0.35%
Compounded Growth Rate (2023 to Design Year):	-0.35%
Printed:	2-Aug-24

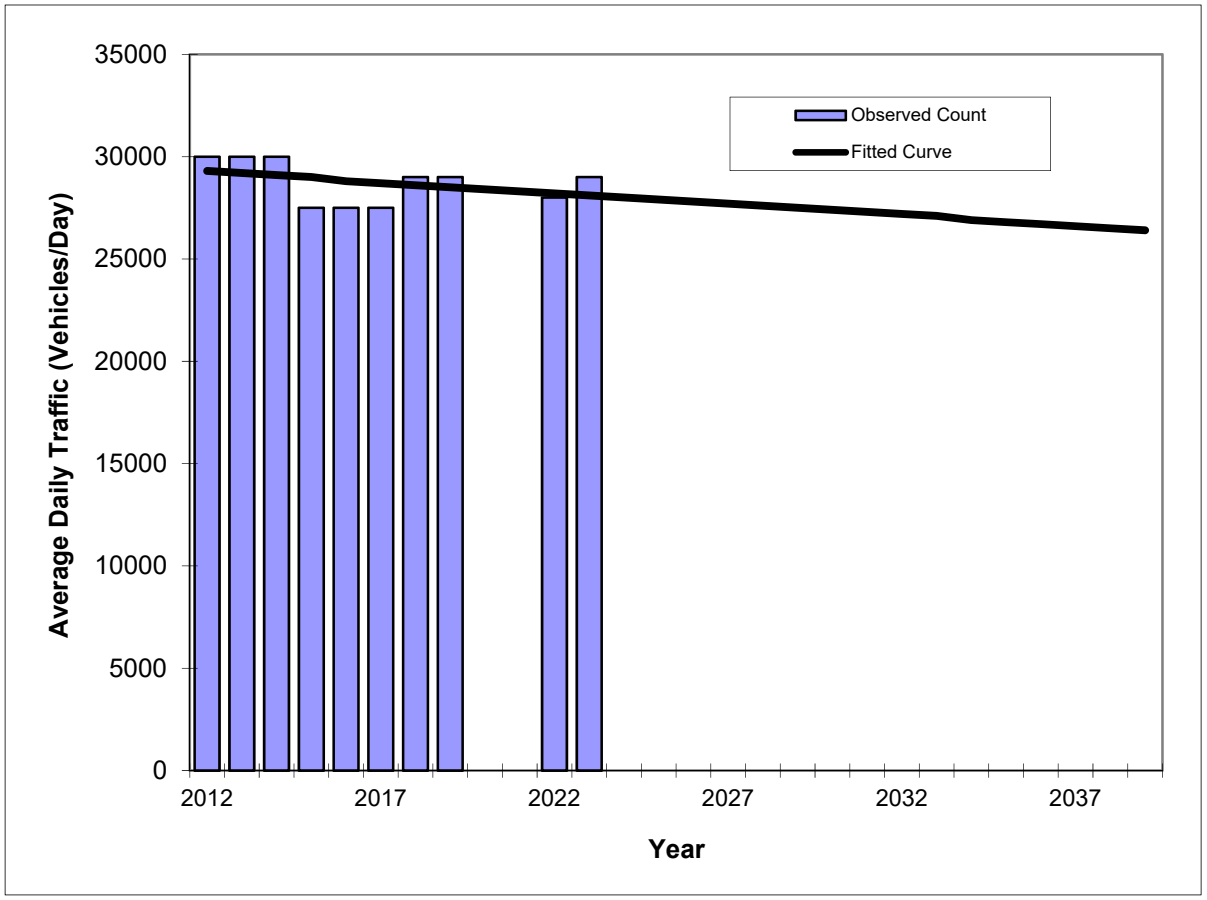
Exponential Growth Option

Traffic Trends - V03.a

SW 104TH ST, 200' WEST OF SW 147TH AVENUE -- 87000470

FIN#	**1234**
Location	**9**

County:	Miami-Dade (87)
Station #:	878216
Highway:	SW 104TH ST, 200' WEST OF SW 147TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	30000	29300
2013	30000	29200
2014	30000	29100
2015	27500	29000
2016	27500	28800
2017	27500	28700
2018	29000	28600
2019	29000	28500
2020		
2021		
2022	28000	28200
2023	29000	28100
2036 Opening Year Trend		
2036	N/A	26700
2046 Mid-Year Trend		
2046	N/A	25700
2056 Design Year Trend		
2056	N/A	24600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-105
Trend R-squared:	13.28%
Trend Annual Historic Growth Rate:	-0.37%
Trend Growth Rate (2023 to Design Year):	-0.38%
Printed:	2-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8216 - SW 104TH ST, 200' WEST OF SW 147TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	29000 F	E 14500	W 14500	9.00	63.10	8.00
2022	28000 C	E 14000	W 14000	9.00	56.50	11.80
2021	25000 T	E 12500	W 12500	9.00	55.00	17.50
2020	26000 S	E 13000	W 13000	9.00	56.00	10.40
2019	29000 F	E 14500	W 14500	9.00	56.00	11.00
2018	29000 C	E 14500	W 14500	9.00	54.30	12.10
2017	27500 S	E 14000	W 13500	9.00	59.30	12.60
2016	27500 F	E 14000	W 13500	9.00	56.10	13.50
2015	27500 C	E 14000	W 13500	9.00	57.40	13.70
2014	30000 S	E 15000	W 15000	9.00	59.30	17.40
2013	30000 F	E 15000	W 15000	9.00	58.90	16.20
2012	30000 C	E 15000	W 15000	9.00	59.70	16.00

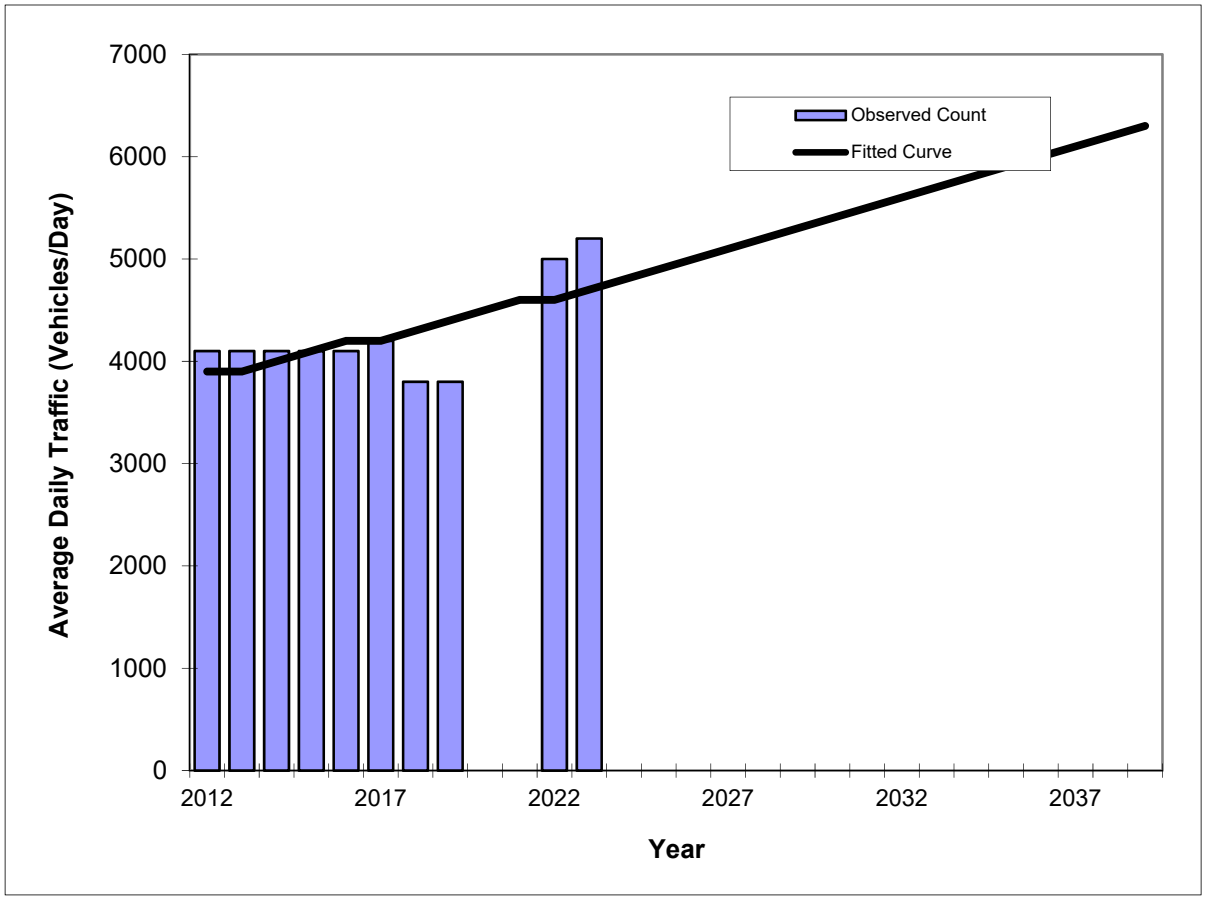
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 160TH ST, 200' WEST OF SW 147TH AVENUE -- 87000546

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	878242
Highway:	SW 160TH ST, 200' WEST OF SW 147TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	4100	3900
2013	4100	3900
2014	4100	4000
2015	4100	4100
2016	4100	4200
2017	4200	4200
2018	3800	4300
2019	3800	4400
2020		
2021		
2022	5000	4600
2023	5200	4700
2036 Opening Year Trend		
2036	N/A	6000
2046 Mid-Year Trend		
2046	N/A	7200
2056 Design Year Trend		
2056	N/A	8700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	41.43%
Compounded Annual Historic Growth Rate:	1.71%
Compounded Growth Rate (2023 to Design Year):	1.88%
Printed:	2-Aug-24

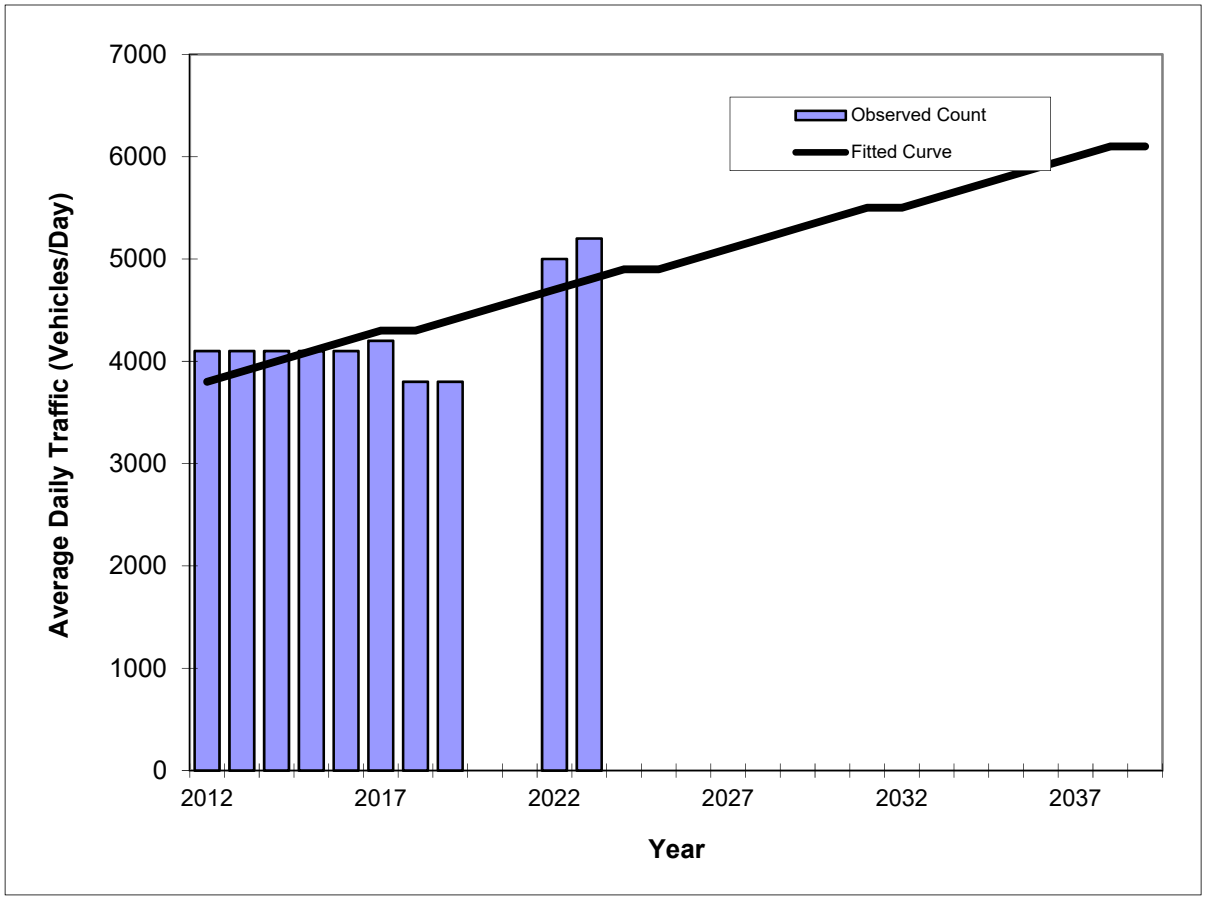
Exponential Growth Option

Traffic Trends - V03.a

SW 160TH ST, 200' WEST OF SW 147TH AVENUE -- 87000546

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	878242
Highway:	SW 160TH ST, 200' WEST OF SW 147TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	4100	3800
2013	4100	3900
2014	4100	4000
2015	4100	4100
2016	4100	4200
2017	4200	4300
2018	3800	4300
2019	3800	4400
2020		
2021		
2022	5000	4700
2023	5200	4800
2036 Opening Year Trend		
2036	N/A	5900
2046 Mid-Year Trend		
2046	N/A	6700
2056 Design Year Trend		
2056	N/A	7600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	86
Trend R-squared:	44.64%
Trend Annual Historic Growth Rate:	2.39%
Trend Growth Rate (2023 to Design Year):	1.77%
Printed:	2-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8242 - SW 160TH ST, 200' WEST OF SW 147TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5200 S	E 2600	W 2600	9.00	63.10	3.70
2022	5000 F	E 2500	W 2500	9.00	56.50	3.80
2021	4800 C	E 2400	W 2400	9.00	55.00	2.40
2020	3400 T	E 1700	W 1700	9.00	56.00	3.10
2019	3800 S	E 1900	W 1900	9.00	56.00	3.50
2018	3800 F	E 1900	W 1900	9.00	54.30	3.10
2017	4200 C	E 2100	W 2100	9.00	59.30	3.40
2016	4100 T	E 1800	W 2300	9.00	56.10	3.00
2015	4100 S	E 1800	W 2300	9.00	57.40	3.40
2014	4100 F	E 1800	W 2300	9.00	59.30	4.40
2013	4100 C	E 1800	W 2300	9.00	58.90	16.20
2012	4100 F	0	0	9.00	59.70	16.00
2011	4100 C	E 0	W 0	9.00	58.20	14.70

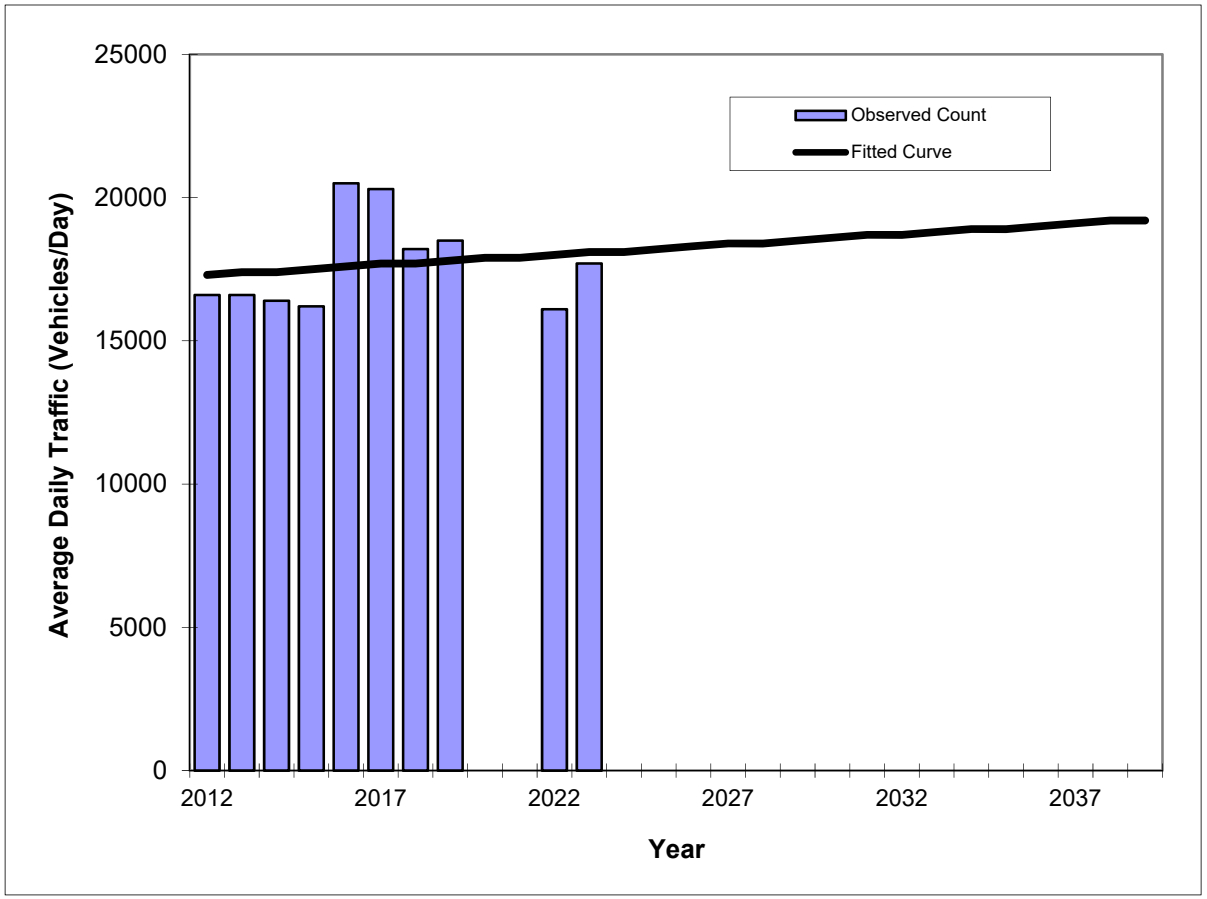
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 147TH AVE, 200' SOUTH OF SW 104TH STREET -- 87000625

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	878250
Highway:	SW 147TH AVE, 200' SOUTH OF SW 104TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	17300
2013	16600	17400
2014	16400	17400
2015	16200	17500
2016	20500	17600
2017	20300	17700
2018	18200	17700
2019	18500	17800
2020		
2021		
2022	16100	18000
2023	17700	18100
2036 Opening Year Trend		
2036	N/A	19000
2046 Mid-Year Trend		
2046	N/A	19800
2056 Design Year Trend		
2056	N/A	20600
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.54%
Compounded Annual Historic Growth Rate:	0.41%
Compounded Growth Rate (2023 to Design Year):	0.39%
Printed:	2-Aug-24

Exponential Growth Option

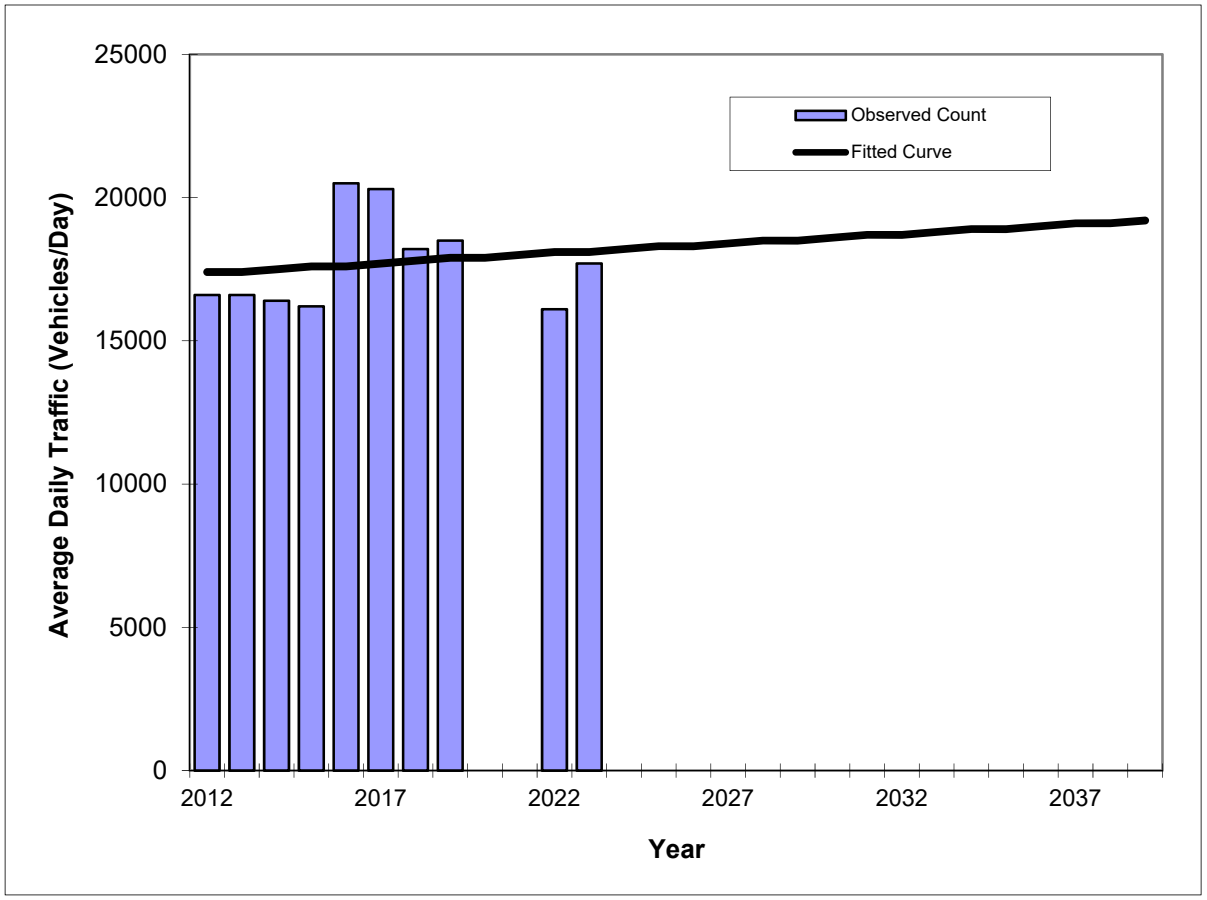
***Axle-Adjusted**

Traffic Trends - V03.a

SW 147TH AVE, 200' SOUTH OF SW 104TH STREET -- 87000625

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	878250
Highway:	SW 147TH AVE, 200' SOUTH OF SW 104TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	17400
2013	16600	17400
2014	16400	17500
2015	16200	17600
2016	20500	17600
2017	20300	17700
2018	18200	17800
2019	18500	17900
2020		
2021		
2022	16100	18100
2023	17700	18100
2036 Opening Year Trend		
2036	N/A	19000
2046 Mid-Year Trend		
2046	N/A	19700
2056 Design Year Trend		
2056	N/A	20300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	67
Trend R-squared:	2.23%
Trend Annual Historic Growth Rate:	0.37%
Trend Growth Rate (2023 to Design Year):	0.37%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8250 - SW 147TH AVE, 200' SOUTH OF SW 104TH STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17700 C	N 9900	S 7800	9.00	63.10	8.00
2022	16100 T	N 8000	S 8100	9.00	56.50	11.80
2021	15700 S	N 7800	S 7900	9.00	55.00	17.50
2020	16500 F	N 8200	S 8300	9.00	56.00	10.40
2019	18500 C	N 9200	S 9300	9.00	56.00	11.00
2018	18200 S	N 8800	S 9400	9.00	54.30	12.10
2017	20300 F	N 9800	S 10500	9.00	59.30	12.60
2016	20500 C	N 10000	S 10500	9.00	56.10	13.50
2015	16200 T	N 8000	S 8200	9.00	57.40	13.70
2014	16400 S	N 8100	S 8300	9.00	59.30	17.40
2013	16600 F	N 8200	S 8400	9.00	58.90	16.20
2012	16600 C	N 8200	S 8400	9.00	59.70	16.00

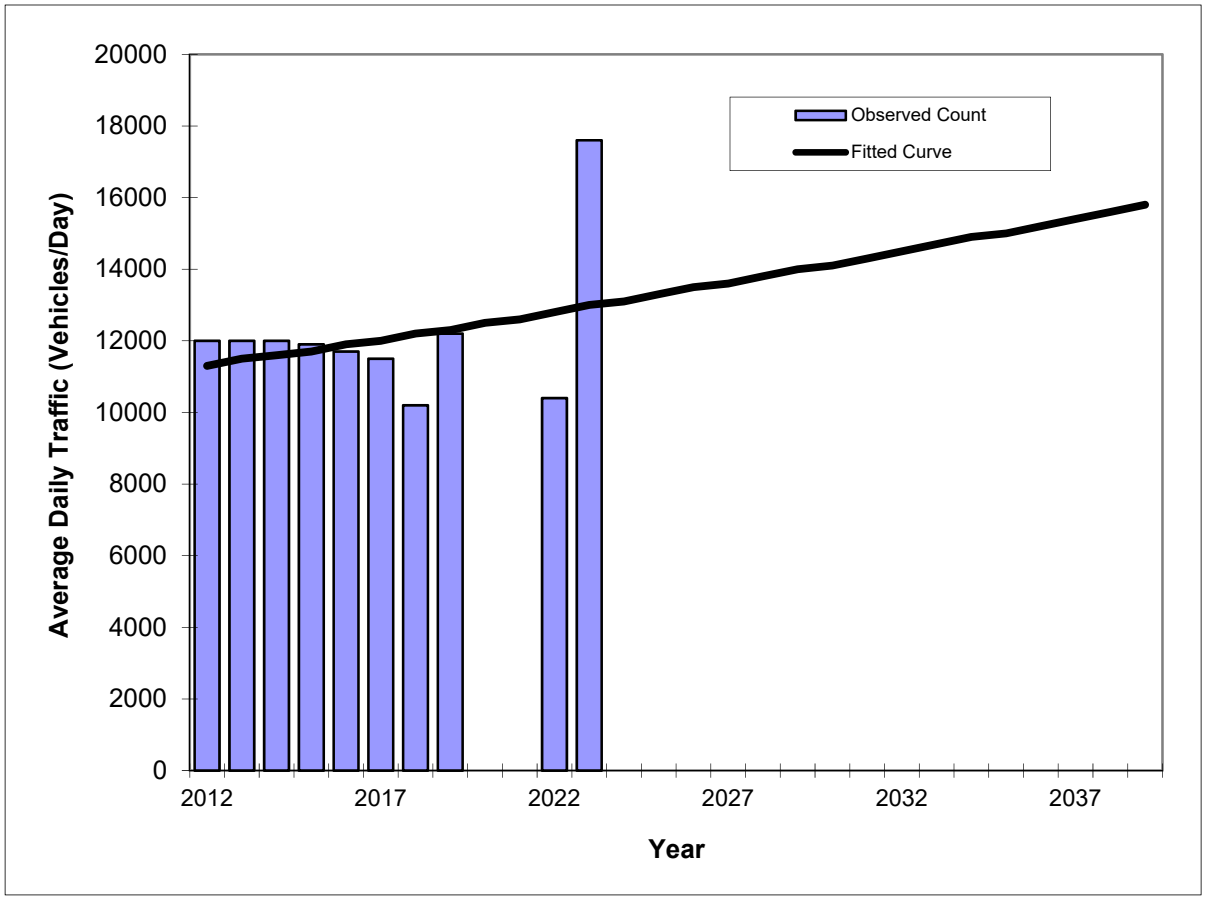
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 136 STREET, 200' EAST OFSW 147 AVE -- 87000541

FIN#	**1234**
Location	**5**

County:	Miami-Dade (87)
Station #:	878572
Highway:	SW 136 STREET, 200' EAST OFSW 147 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	12000	11300
2013	12000	11500
2014	12000	11600
2015	11900	11700
2016	11700	11900
2017	11500	12000
2018	10200	12200
2019	12200	12300
2020		
2021		
2022	10400	12800
2023	17600	13000
2036 Opening Year Trend		
2036	N/A	15200
2046 Mid-Year Trend		
2046	N/A	17200
2056 Design Year Trend		
2056	N/A	19500
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	9.44%
Compounded Annual Historic Growth Rate:	1.28%
Compounded Growth Rate (2023 to Design Year):	1.24%
Printed:	2-Aug-24

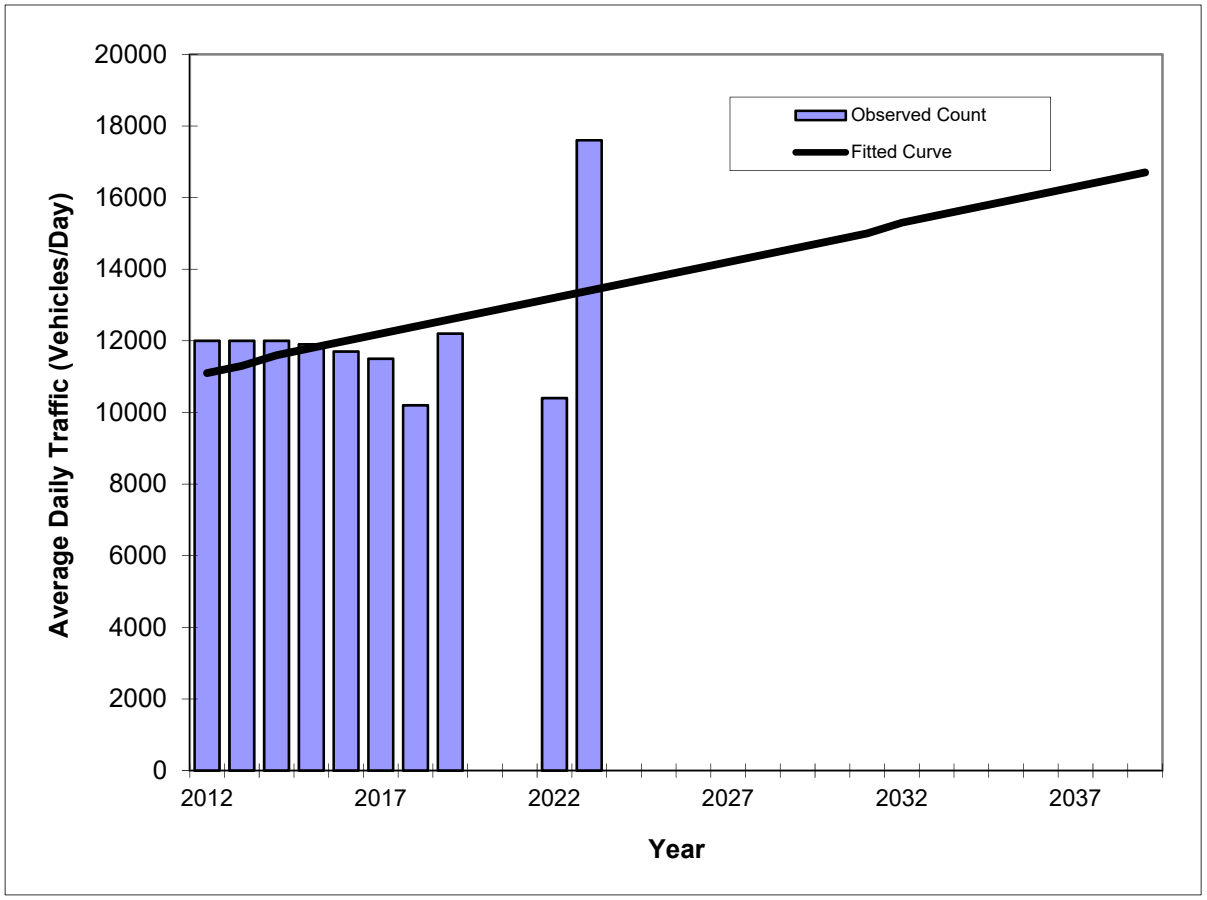
Exponential Growth Option

Traffic Trends - V03.a

SW 136 STREET, 200' EAST OFSW 147 AVE -- 87000541

FIN#	**1234**
Location	**5**

County:	Miami-Dade (87)
Station #:	878572
Highway:	SW 136 STREET, 200' EAST OFSW 147 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	12000	11100
2013	12000	11300
2014	12000	11600
2015	11900	11800
2016	11700	12000
2017	11500	12200
2018	10200	12400
2019	12200	12600
2020		
2021		
2022	10400	13200
2023	17600	13400
2036 Opening Year Trend		
2036	N/A	16100
2046 Mid-Year Trend		
2046	N/A	18100
2056 Design Year Trend		
2056	N/A	20200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	206
Trend R-squared:	13.68%
Trend Annual Historic Growth Rate:	1.88%
Trend Growth Rate (2023 to Design Year):	1.54%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8572 - SW 136 STREET, 200' EAST OFSW 147 AVE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17600 C	E 9700	W 7900	9.00	63.10	4.30
2022	10400 T	E 5200	W 5200	9.00	56.50	2.50
2021	10200 S	E 5100	W 5100	9.00	55.00	4.70
2020	10800 F	E 5400	W 5400	9.00	56.00	3.50
2019	12200 C	E 6100	W 6100	9.00	56.00	3.30
2018	10200 T	E 5600	W 4600	9.00	54.30	3.00
2017	11500 S	E 6300	W 5200	9.00	56.10	3.30
2016	11700 F	E 6400	W 5300	9.00	56.10	2.50
2015	11900 C	E 6500	W 5400	9.00	57.40	6.60
2014	12000 S	E 6200	W 5800	9.00	59.30	3.90
2013	12000 F	E 6200	W 5800	9.00	58.90	16.20
2012	12000 C	E 6200	W 5800	9.00	59.70	16.00

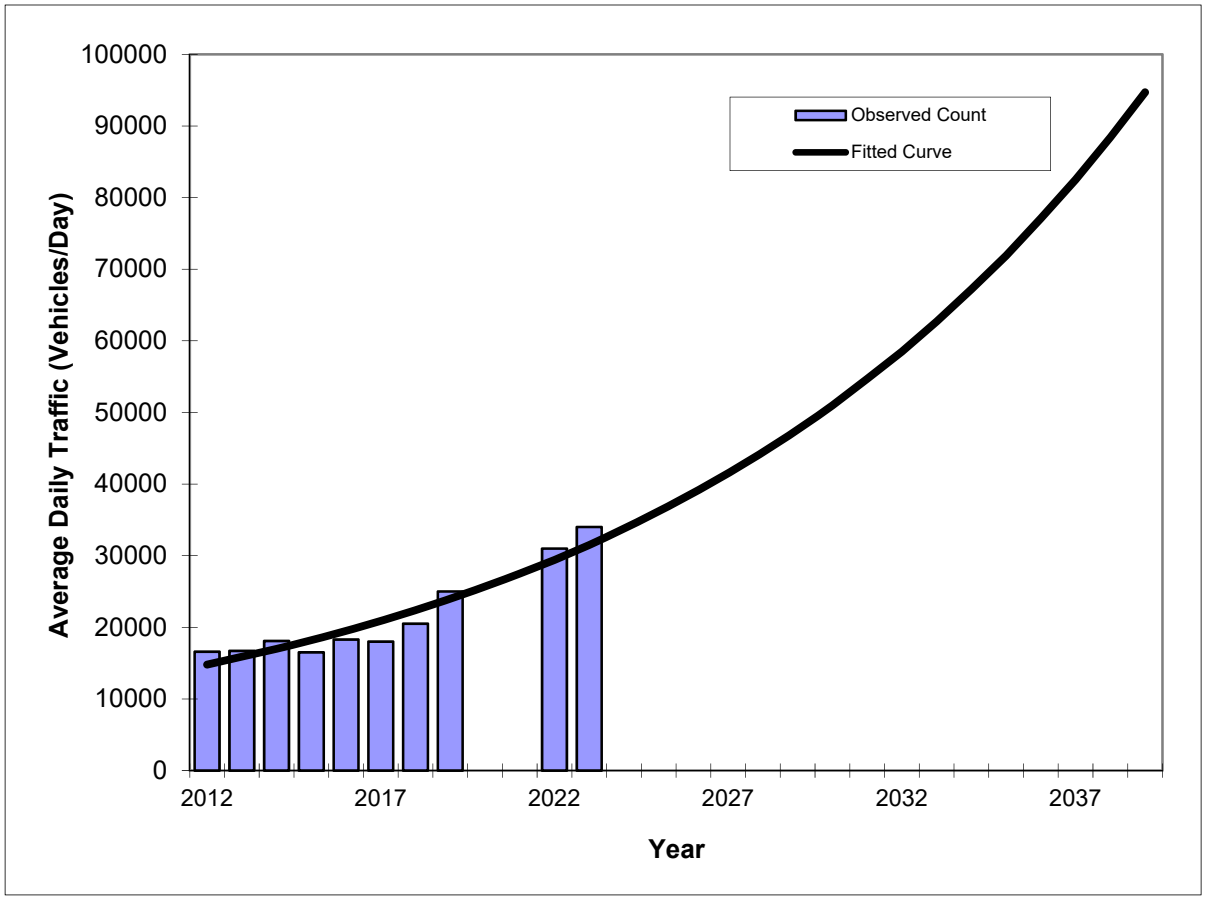
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 977/KROME AVE, 850' N SW 100 STREET -- 87150000

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0682
Highway:	SR 977/KROME AVE, 850' N SW 100 STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	14800
2013	16700	15900
2014	18100	17000
2015	16500	18200
2016	18300	19500
2017	18000	20900
2018	20500	22400
2019	25000	24000
2020		
2021		
2022	31000	29400
2023	34000	31500
2036 Opening Year Trend		
2036	N/A	77100
2046 Mid-Year Trend		
2046	N/A	153200
2056 Design Year Trend		
2056	N/A	304600
TRANPLAN Forecasts/Trends		

Trend R-squared:	88.66%
Compounded Annual Historic Growth Rate:	7.11%
Compounded Growth Rate (2023 to Design Year):	7.12%
Printed:	2-Aug-24

Exponential Growth Option

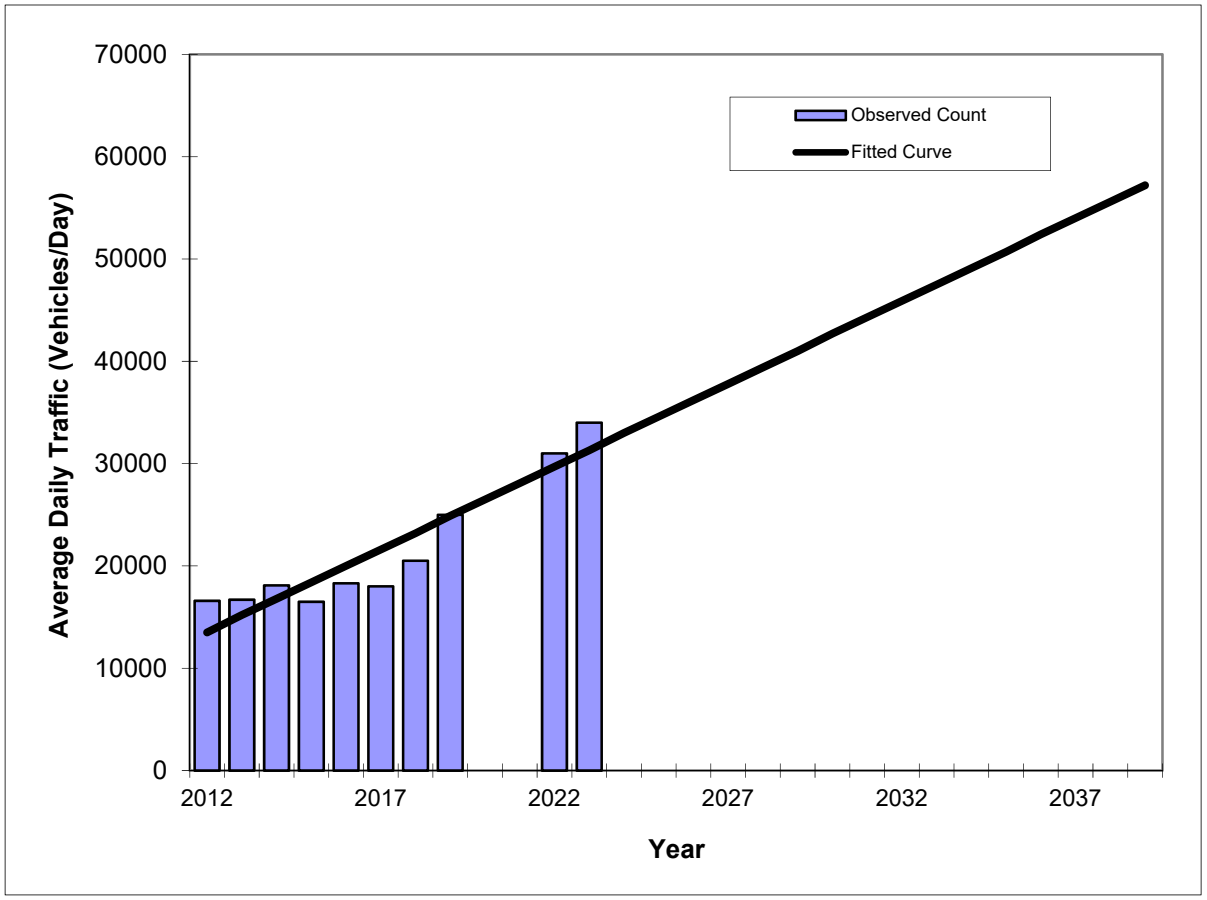
***Axle-Adjusted**

Traffic Trends - V03.a

SR 977/KROME AVE, 850' N SW 100 STREET -- 87150000

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0682
Highway:	SR 977/KROME AVE, 850' N SW 100 STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	16600	13500
2013	16700	15200
2014	18100	16800
2015	16500	18400
2016	18300	20000
2017	18000	21600
2018	20500	23200
2019	25000	24900
2020		
2021		
2022	31000	29700
2023	34000	31300
2036 Opening Year Trend		
2036	N/A	52400
2046 Mid-Year Trend		
2046	N/A	68500
2056 Design Year Trend		
2056	N/A	84700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,618
Trend R-squared:	86.47%
Trend Annual Historic Growth Rate:	11.99%
Trend Growth Rate (2023 to Design Year):	5.17%
Printed:	2-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0682 - SR 997/KROME AV,850' N SW 100 STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	34000 C	N 17000	S 17000	9.50	63.10	11.20
2022	31000 C	N 15500	S 15500	9.50	56.50	14.00
2021	29500 C	N 14500	S 15000	9.50	55.00	14.70
2020	22500 C	N 12000	S 10500	9.50	56.00	16.30
2019	25000 C	N 13000	S 12000	9.50	56.00	12.80
2018	20500 C	N 10500	S 10000	9.50	54.30	19.80
2017	18000 C	N 9000	S 9000	9.50	58.00	9.10
2016	18300 C	N 9100	S 9200	9.50	56.10	10.30
2015	16500 C	N 8500	S 8000	9.50	57.40	10.00
2014	18100 C	N 9200	S 8900	9.50	59.30	12.30
2013	16700 C	N 8400	S 8300	9.50	58.90	14.00
2012	16600 C	N 8600	S 8000	9.50	59.70	12.00
2011	14900 C	N 7200	S 7700	9.50	58.20	14.60
2010	17000 C	N 8400	S 8600	7.87	58.27	14.60
2009	17900 C	N 9000	S 8900	7.98	59.96	13.60
2008	17000 C	N 8600	S 8400	8.07	66.31	18.60

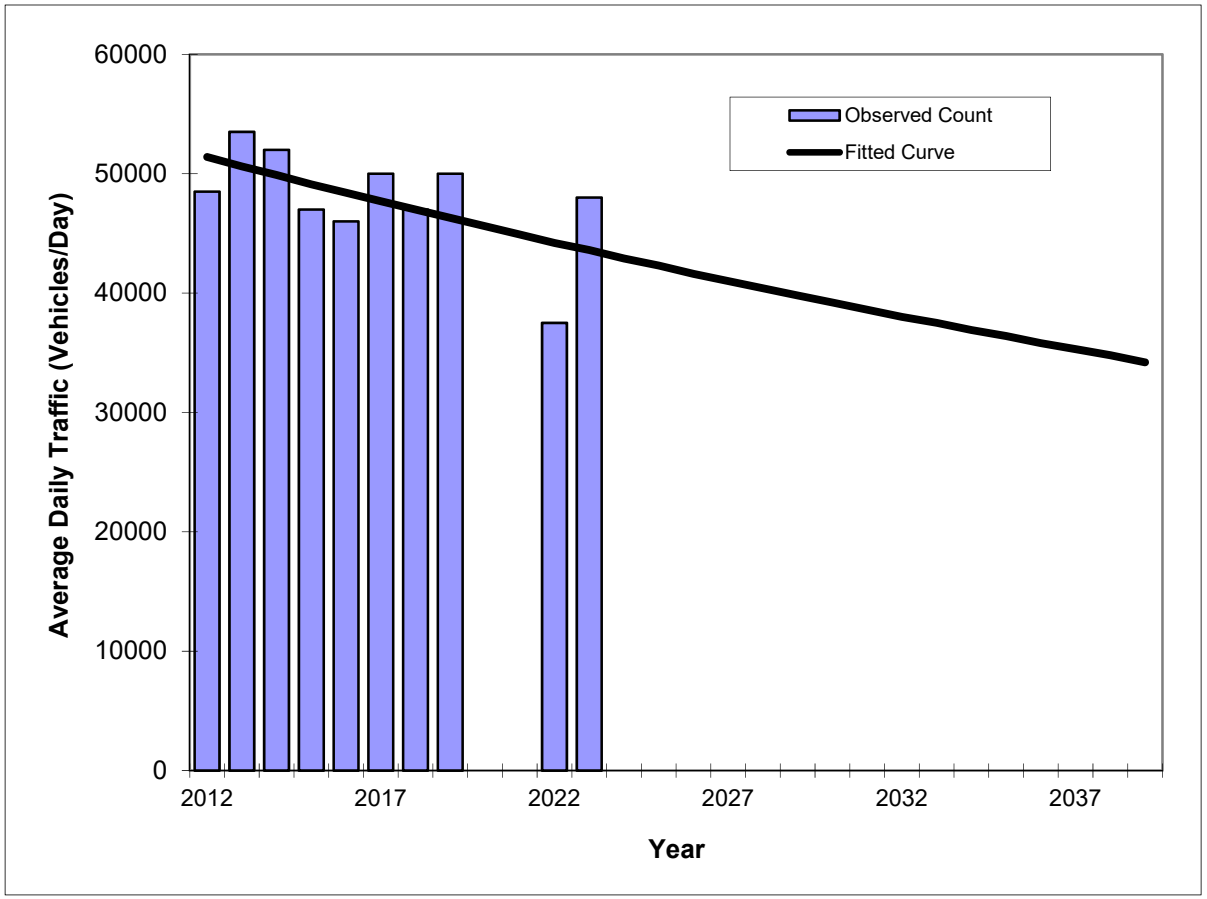
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 94/KENDALL DR, 200' W SW 147 AV -- 87001000

FIN#	1234
Location	16

County:	Miami-Dade (87)
Station #:	1080
Highway:	SR 94/KENDALL DR, 200' W SW 147 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2012	48500	51400
2013	53500	50600
2014	52000	49900
2015	47000	49100
2016	46000	48400
2017	50000	47700
2018	47000	47000
2019	50000	46300
2020		
2021		
2022	37500	44200
2023	48000	43600
2036 Opening Year Trend		
2036	N/A	35800
2046 Mid-Year Trend		
2046	N/A	30800
2056 Design Year Trend		
2056	N/A	26500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	32.24%
Compounded Annual Historic Growth Rate:	-1.49%
Compounded Growth Rate (2023 to Design Year):	-1.50%
Printed:	2-Aug-24

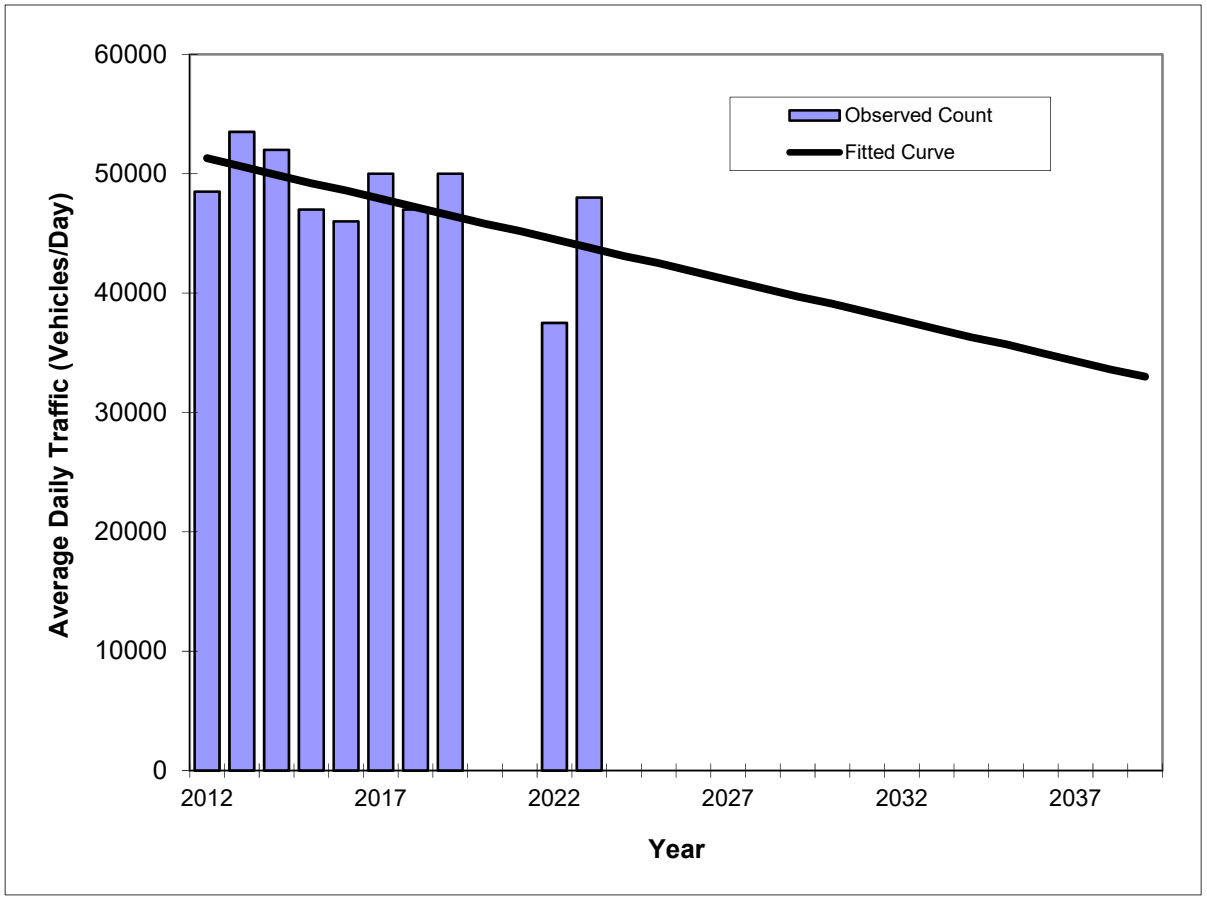
Exponential Growth Option

Traffic Trends - V03.a

SR 94/KENDALL DR, 200' W SW 147 AV -- 87001000

FIN#	**1234**
Location	**16**

County:	Miami-Dade (87)
Station #:	1080
Highway:	SR 94/KENDALL DR, 200' W SW 147 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2012	48500	51300
2013	53500	50600
2014	52000	49900
2015	47000	49200
2016	46000	48600
2017	50000	47900
2018	47000	47200
2019	50000	46500
2020		
2021		
2022	37500	44500
2023	48000	43800
2036 Opening Year Trend		
2036	N/A	35000
2046 Mid-Year Trend		
2046	N/A	28200
2056 Design Year Trend		
2056	N/A	21400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	-679
Trend R-squared:	32.62%
Trend Annual Historic Growth Rate:	-1.33%
Trend Growth Rate (2023 to Design Year):	-1.55%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1080 - SR 94/KENDALL DR, 200' W SW 147 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	48000 C	E 24500	W 23500	9.00	63.10	3.30
2022	37500 C	E 21500	W 16000	9.00	56.50	4.80
2021	38000 F	E 18500	W 19500	9.00	55.00	4.90
2020	40000 C	E 19500	W 20500	9.00	56.00	3.90
2019	50000 C	E 25000	W 25000	9.00	56.00	4.10
2018	47000 C	E 24000	W 23000	9.00	54.30	7.10
2017	50000 C	E 24000	W 26000	9.00	54.00	5.40
2016	46000 C	E 22500	W 23500	9.00	56.10	3.90
2015	47000 C	E 23500	W 23500	9.00	57.40	4.00
2014	52000 C	E 22500	W 29500	9.00	59.30	5.30
2013	53500 C	E 23500	W 30000	9.00	58.90	3.70
2012	48500 C	E 25000	W 23500	9.00	59.70	3.50
2011	47000 C	E 23000	W 24000	9.00	58.20	4.00
2010	46000 C	E 22000	W 24000	7.87	58.27	4.00
2009	48000 C	E 24000	W 24000	7.98	59.96	4.00
2008	48500 C	E 24000	W 24500	8.07	66.31	4.60

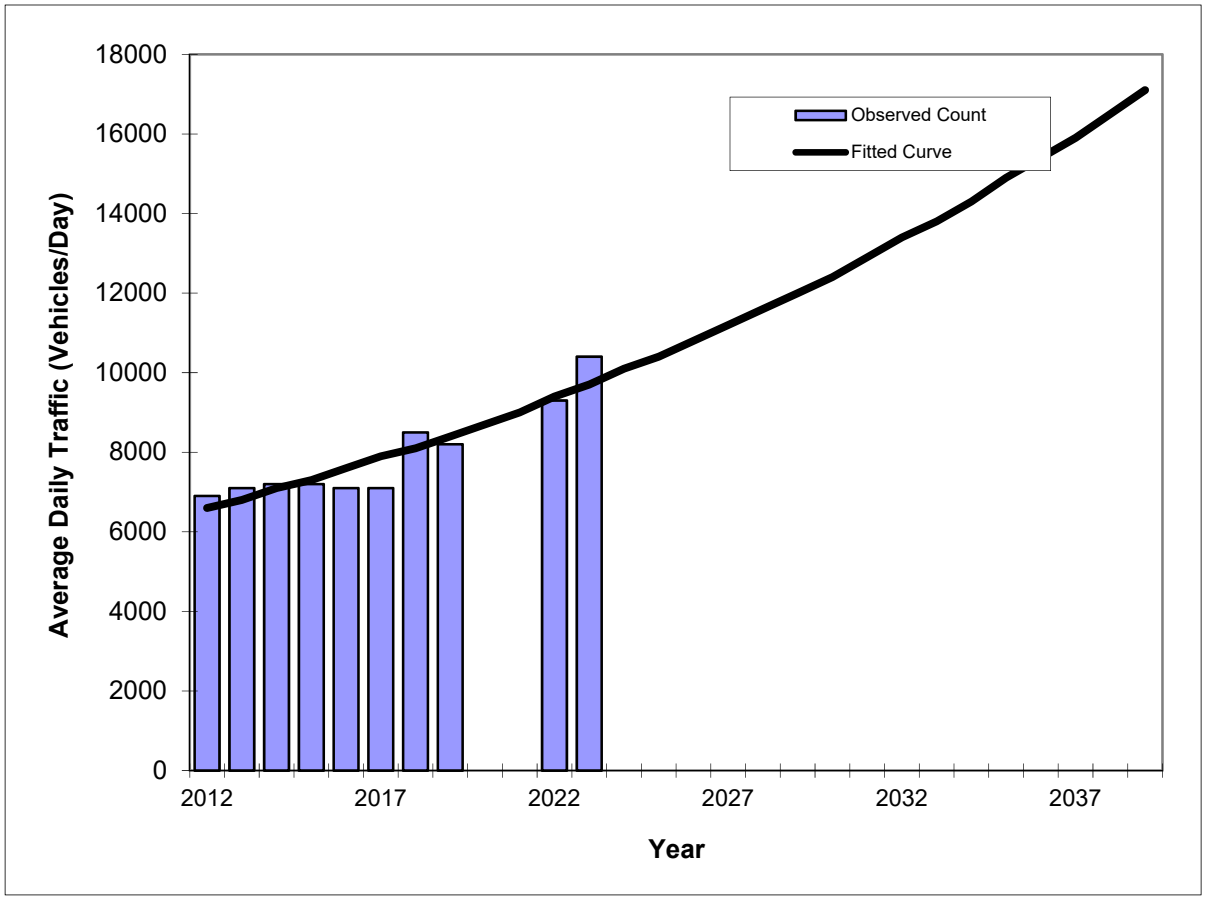
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997 -- 87091000

FIN#	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	871117
Highway:	SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	6600
2013	7100	6800
2014	7200	7100
2015	7200	7300
2016	7100	7600
2017	7100	7900
2018	8500	8100
2019	8200	8400
2020		
2021		
2022	9300	9400
2023	10400	9700
2036 Opening Year Trend		
2036	N/A	15400
2046 Mid-Year Trend		
2046	N/A	21900
2056 Design Year Trend		
2056	N/A	31200
TRANPLAN Forecasts/Trends		

Trend R-squared:	85.14%
Compounded Annual Historic Growth Rate:	3.56%
Compounded Growth Rate (2023 to Design Year):	3.60%
Printed:	2-Aug-24

Exponential Growth Option

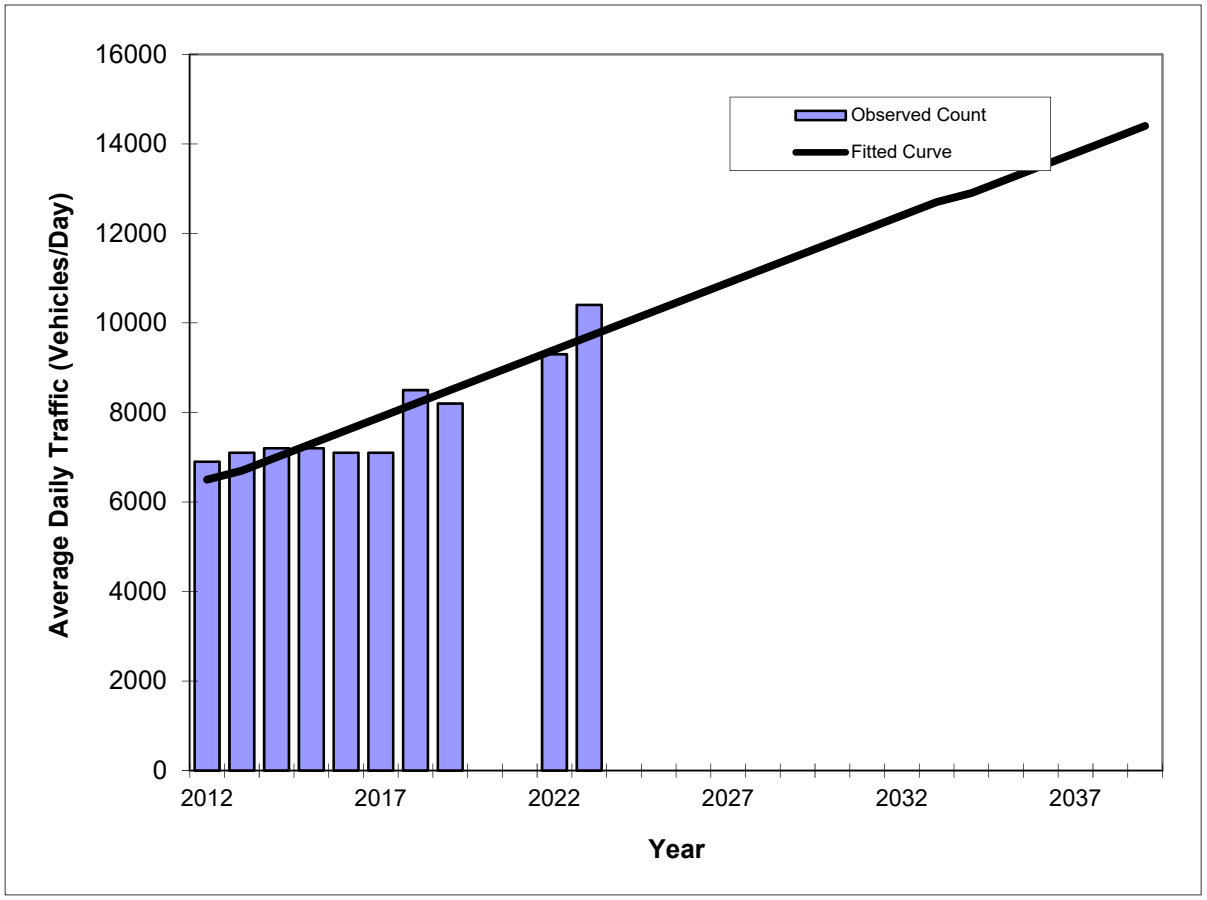
***Axle-Adjusted**

Traffic Trends - V03.a

SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997 -- 87091000

FIN#	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	871117
Highway:	SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	6500
2013	7100	6700
2014	7200	7000
2015	7200	7300
2016	7100	7600
2017	7100	7900
2018	8500	8200
2019	8200	8500
2020		
2021		
2022	9300	9400
2023	10400	9700
2036 Opening Year Trend		
2036	N/A	13500
2046 Mid-Year Trend		
2046	N/A	16500
2056 Design Year Trend		
2056	N/A	19400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	295
Trend R-squared:	83.93%
Trend Annual Historic Growth Rate:	4.48%
Trend Growth Rate (2023 to Design Year):	3.03%
Printed:	2-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1117 - SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10400 C	E 5100	W 5300	9.00	63.10	12.70
2022	9300 C	E 4700	W 4600	9.00	56.50	15.30
2021	8000 C	E 4000	W 4000	9.00	55.00	13.10
2020	6000 C	E 2900	W 3100	9.00	56.00	16.50
2019	8200 C	E 4100	W 4100	9.00	56.00	14.80
2018	8500 C	E 4300	W 4200	9.00	54.30	13.30
2017	7100 C	E 3500	W 3600	9.00	59.30	9.80
2016	7100 C	E 3500	W 3600	9.50	56.10	8.70
2015	7200 C	E 3600	W 3600	9.50	57.40	10.30
2014	7200 C	E 3600	W 3600	9.50	59.30	12.10
2013	7100 C	E 3600	W 3500	9.50	58.90	11.30
2012	6900 C	E 3600	W 3300	9.50	59.70	10.20
2011	8000 C	E 4000	W 4000	9.50	58.20	7.40
2010	9400 C	E 4700	W 4700	7.87	58.27	7.40
2009	6900 C	E 3400	W 3500	7.98	59.96	11.50
2008	8500 C	E 4300	W 4200	8.07	66.31	11.00

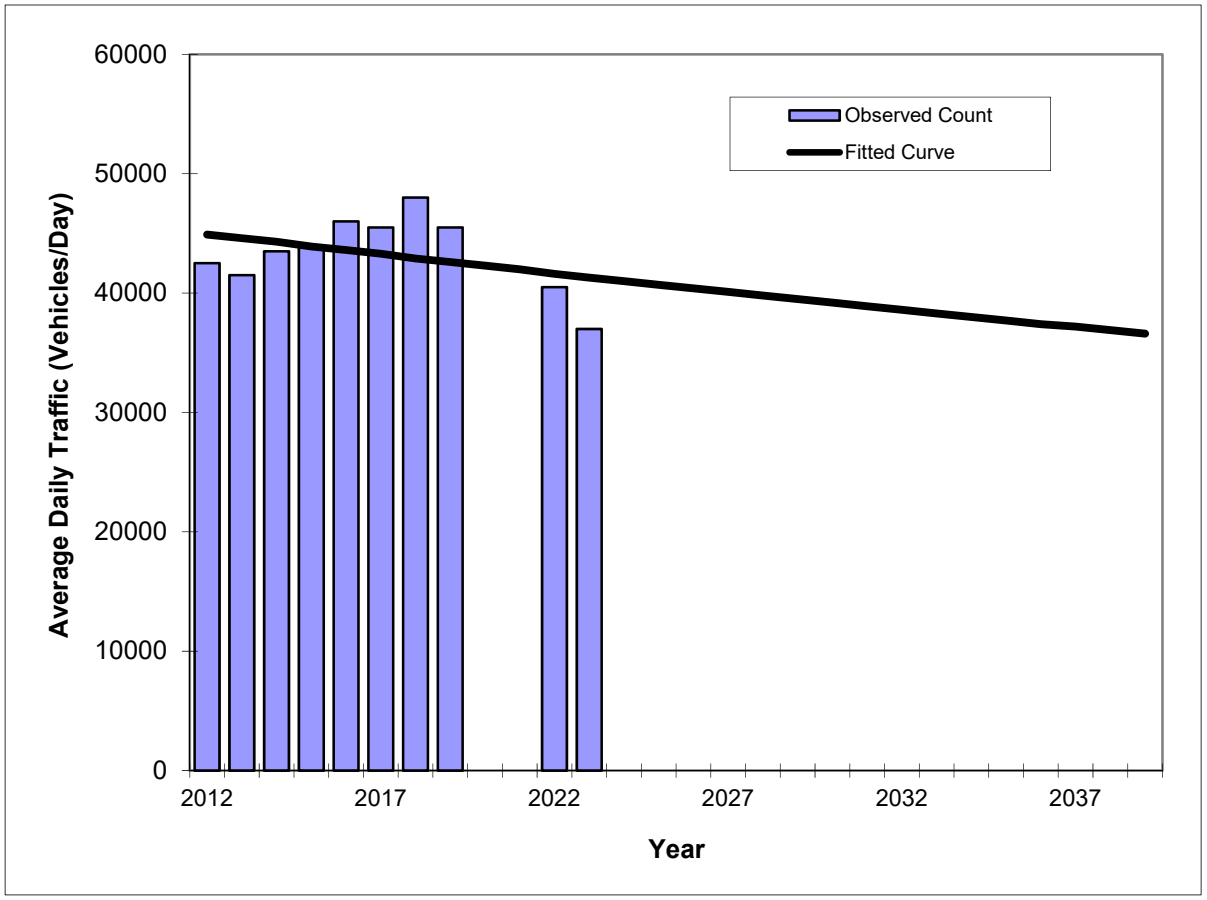
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 825/SW 137 AV, 200' S SW 104 ST -- 87133000

FIN#	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	2519
Highway:	SR 825/SW 137 AV, 200' S SW 104 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	42500	44900
2013	41500	44600
2014	43500	44300
2015	44000	43900
2016	46000	43600
2017	45500	43300
2018	48000	42900
2019	45500	42600
2020		
2021		
2022	40500	41600
2023	37000	41300
2036 Opening Year Trend		
2036	N/A	37400
2046 Mid-Year Trend		
2046	N/A	34700
2056 Design Year Trend		
2056	N/A	32200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	13.75%
Compounded Annual Historic Growth Rate:	-0.76%
Compounded Growth Rate (2023 to Design Year):	-0.75%
Printed:	2-Aug-24

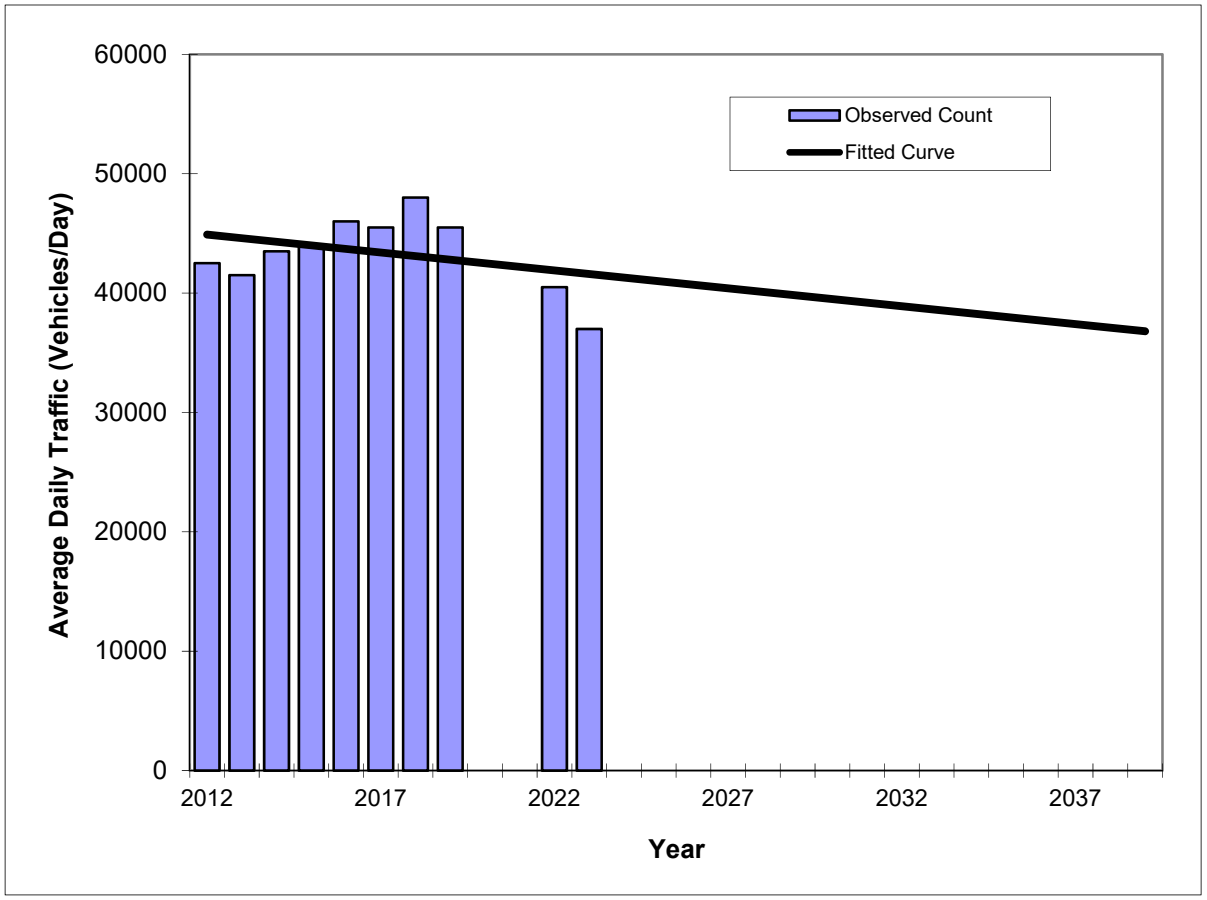
Exponential Growth Option

Traffic Trends - V03.a

SR 825/SW 137 AV, 200' S SW 104 ST -- 87133000

FIN#	**1234**
Location	**3**

County:	Miami-Dade (87)
Station #:	2519
Highway:	SR 825/SW 137 AV, 200' S SW 104 ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	42500	44900
2013	41500	44600
2014	43500	44300
2015	44000	44000
2016	46000	43700
2017	45500	43400
2018	48000	43100
2019	45500	42800
2020		
2021		
2022	40500	41900
2023	37000	41600
2036 Opening Year Trend		
2036	N/A	37700
2046 Mid-Year Trend		
2046	N/A	34700
2056 Design Year Trend		
2056	N/A	31700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-299
Trend R-squared:	11.86%
Trend Annual Historic Growth Rate:	-0.67%
Trend Growth Rate (2023 to Design Year):	-0.72%
Printed:	2-Aug-24

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2519 - SR 825/SW 137 AV, 200' S SW 104 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	37000 C	N 19000	S 18000	9.00	63.10	4.60
2022	40500 C	N 19500	S 21000	9.00	56.50	2.50
2021	35000 C	N 17500	S 17500	9.00	55.00	3.80
2020	34500 C	N 17000	S 17500	9.00	56.00	2.50
2019	45500 C	N 22000	S 23500	9.00	56.00	3.00
2018	48000 C	N 24000	S 24000	9.00	54.30	2.20
2017	45500 C	N 23000	S 22500	9.00	54.00	2.90
2016	46000 C	N 24000	S 22000	9.00	56.10	2.60
2015	44000 C	N 22000	S 22000	9.00	57.40	3.30
2014	43500 C	N 21500	S 22000	9.00	59.30	2.80
2013	41500 C	N 22000	S 19500	9.00	58.90	3.20
2012	42500 C	N 21500	S 21000	9.00	59.70	3.20
2011	39000 C	N 20000	S 19000	9.00	58.20	3.80
2010	45000 C	N 23000	S 22000	7.87	58.27	3.80
2009	48000 C	N 24000	S 24000	7.98	59.96	3.70
2008	40000 C	N 19500	S 20500	8.07	66.31	3.50

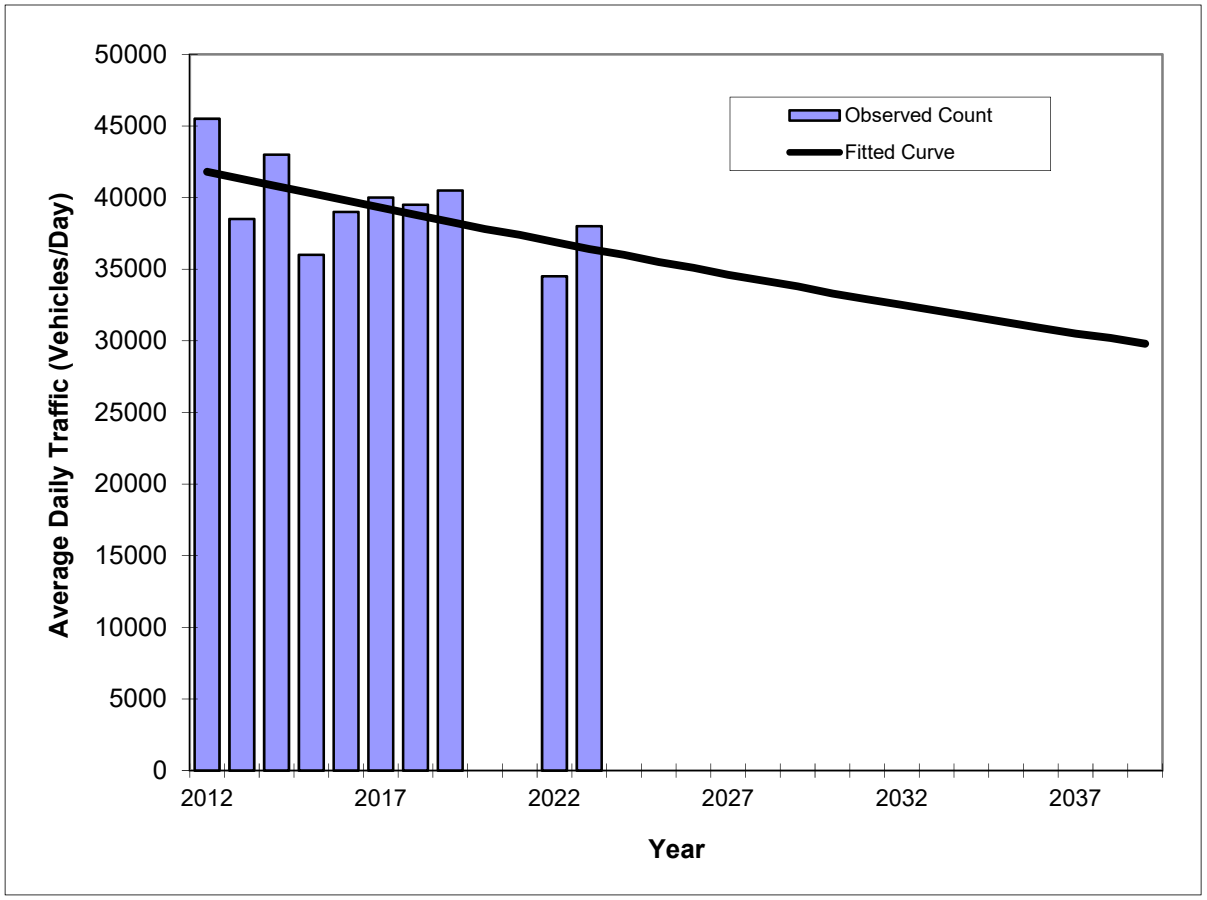
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR -- 87133000

FIN#	1234
Location	4

County:	Miami-Dade (87)
Station #:	2520
Highway:	SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	45500	41800
2013	38500	41300
2014	43000	40800
2015	36000	40300
2016	39000	39800
2017	40000	39300
2018	39500	38800
2019	40500	38300
2020		
2021		
2022	34500	36900
2023	38000	36400
2036 Opening Year Trend		
2036	N/A	30900
2046 Mid-Year Trend		
2046	N/A	27300
2056 Design Year Trend		
2056	N/A	24000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	33.67%
Compounded Annual Historic Growth Rate:	-1.25%
Compounded Growth Rate (2023 to Design Year):	-1.25%
Printed:	2-Aug-24

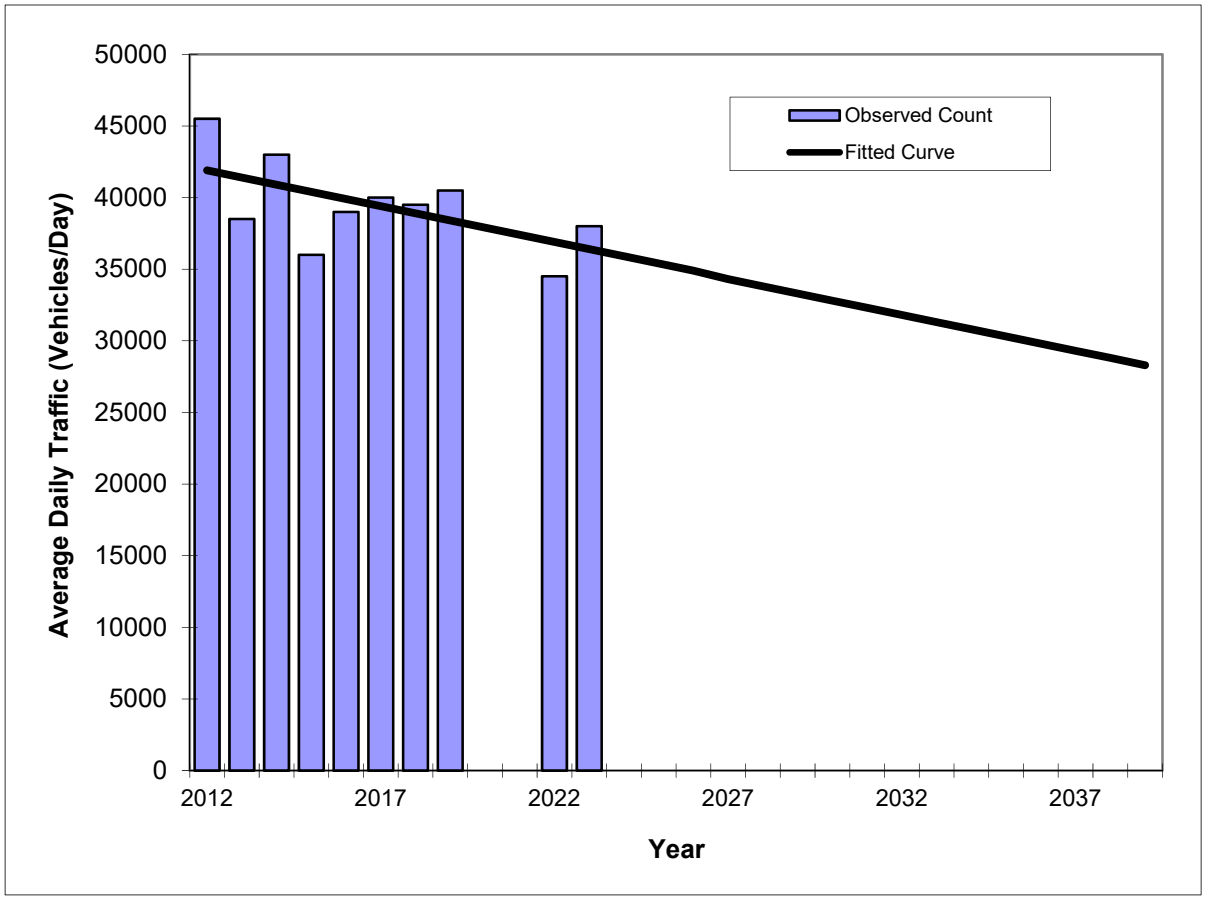
Exponential Growth Option

Traffic Trends - V03.a

SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR -- 87133000

FIN#	**1234**
Location	**4**

County:	Miami-Dade (87)
Station #:	2520
Highway:	SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	45500	41900
2013	38500	41400
2014	43000	40900
2015	36000	40400
2016	39000	39900
2017	40000	39400
2018	39500	38900
2019	40500	38400
2020		
2021		
2022	34500	36900
2023	38000	36400
2036 Opening Year Trend		
2036	N/A	29800
2046 Mid-Year Trend		
2046	N/A	24800
2056 Design Year Trend		
2056	N/A	19700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	-505
Trend R-squared:	34.17%
Trend Annual Historic Growth Rate:	-1.19%
Trend Growth Rate (2023 to Design Year):	-1.39%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2520 - SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	38000 C	N 19000	S 19000	9.00	63.10	4.00
2022	34500 C	N 16000	S 18500	9.00	56.50	3.20
2021	40000 C	N 21000	S 19000	9.00	55.00	2.50
2020	37000 C	N 19000	S 18000	9.00	56.00	3.50
2019	40500 C	N 22500	S 18000	9.00	56.00	2.30
2018	39500 C	N 20500	S 19000	9.00	54.30	2.20
2017	40000 C	N 21500	S 18500	9.00	54.00	3.60
2016	39000 C	N 20000	S 19000	9.00	56.10	2.70
2015	36000 C	N 17000	S 19000	9.00	57.40	2.80
2014	43000 C	N 23500	S 19500	9.00	59.30	3.80
2013	38500 C	N 21000	S 17500	9.00	58.90	3.10
2012	45500 C	N 22500	S 23000	9.00	59.70	2.40
2011	40000 C	N 20500	S 19500	9.00	58.20	3.30
2010	41500 C	N 22000	S 19500	7.87	58.27	3.00
2009	45000 C	N 23000	S 22000	7.98	59.96	2.70
2008	39000 C	N 20000	S 19000	8.07	66.31	3.40

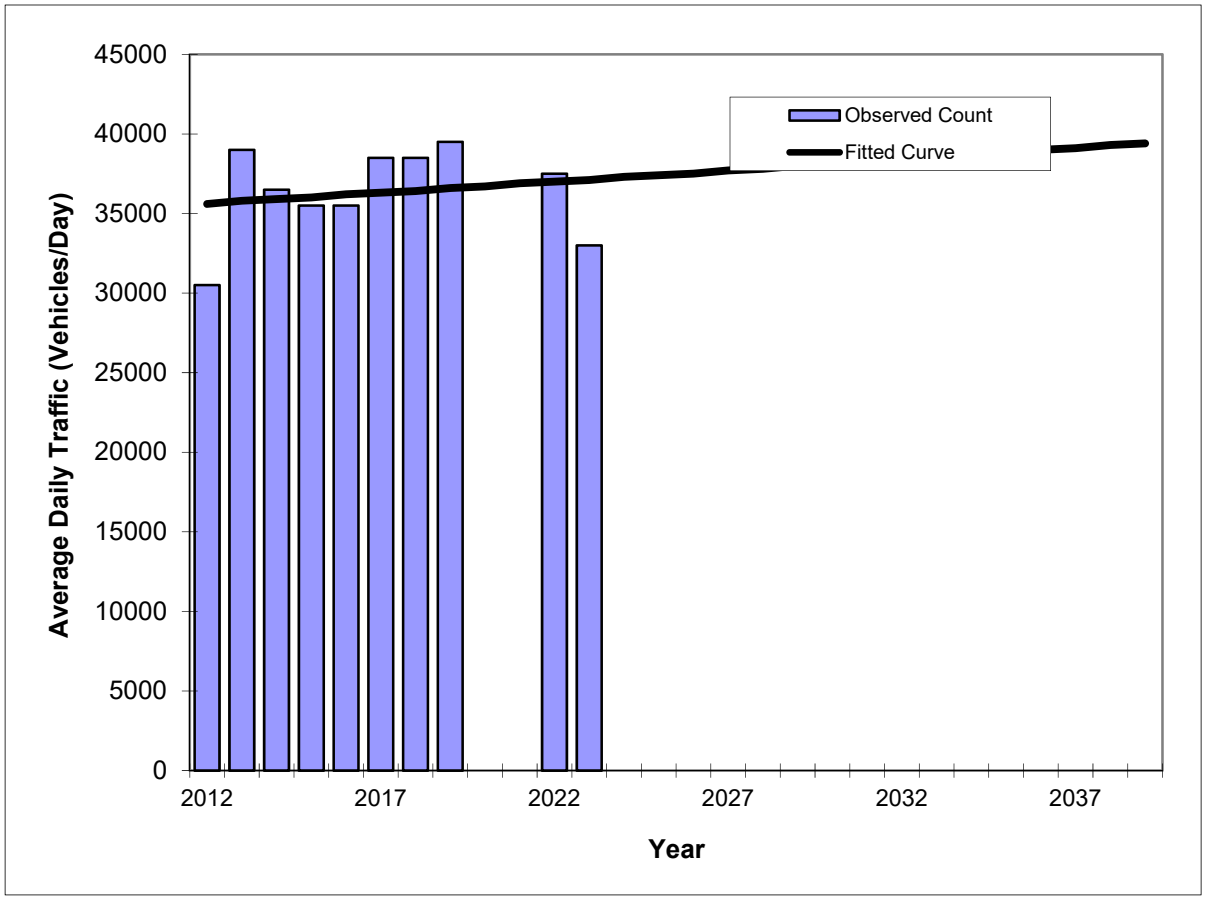
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 94/KENDALL DR, 200' W SW 157 AV -- 87001000

FIN#	**1234**
Location	**5**

County:	Miami-Dade (87)
Station #:	2529
Highway:	SR 94/KENDALL DR, 200' W SW 157 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2012	30500	35600
2013	39000	35800
2014	36500	35900
2015	35500	36000
2016	35500	36200
2017	38500	36300
2018	38500	36400
2019	39500	36600
2020		
2021		
2022	37500	37000
2023	33000	37100
2036 Opening Year Trend		
2036	N/A	39000
2046 Mid-Year Trend		
2046	N/A	40500
2056 Design Year Trend		
2056	N/A	42000
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	2.79%
Compounded Annual Historic Growth Rate:	0.38%
Compounded Growth Rate (2023 to Design Year):	0.38%
Printed:	2-Aug-24

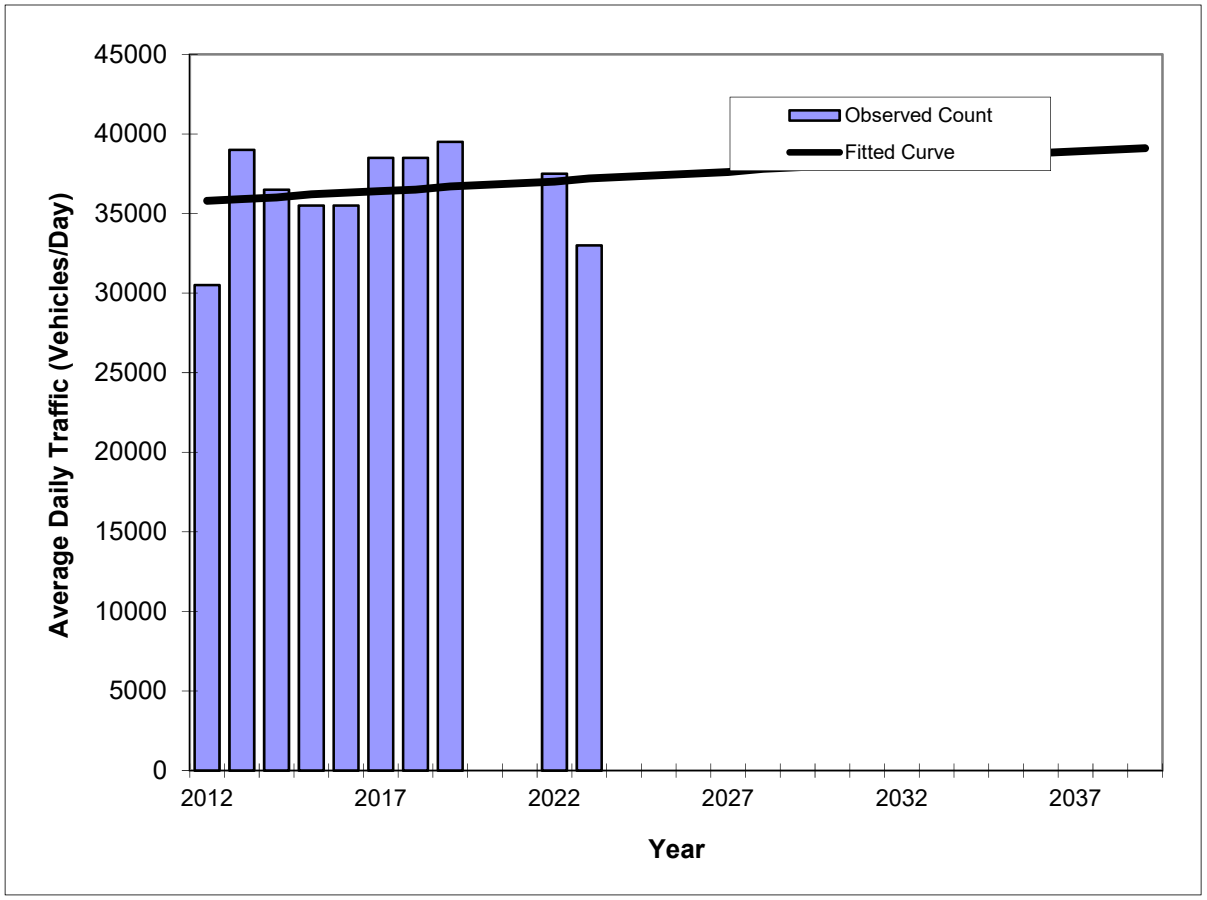
Exponential Growth Option

Traffic Trends - V03.a

SR 94/KENDALL DR, 200' W SW 157 AV -- 87001000

FIN#	**1234**
Location	**5**

County:	Miami-Dade (87)
Station #:	2529
Highway:	SR 94/KENDALL DR, 200' W SW 157 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2012	30500	35800
2013	39000	35900
2014	36500	36000
2015	35500	36200
2016	35500	36300
2017	38500	36400
2018	38500	36500
2019	39500	36700
2020		
2021		
2022	37500	37000
2023	33000	37200
2036 Opening Year Trend		
2036	N/A	38800
2046 Mid-Year Trend		
2046	N/A	40000
2056 Design Year Trend		
2056	N/A	41200
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

**** Annual Trend Increase:**	123
Trend R-squared:	2.47%
Trend Annual Historic Growth Rate:	0.36%
Trend Growth Rate (2023 to Design Year):	0.33%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2529 - SR 94/KENDALL DR, 200' W SW 157 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	33000 C	E 16500	W 16500	9.00	63.10	4.80
2022	37500 C	E 18500	W 19000	9.00	56.50	4.80
2021	29000 F	E 14500	W 14500	9.00	55.00	4.90
2020	31000 C	E 15500	W 15500	9.00	56.00	3.90
2019	39500 C	E 20500	W 19000	9.00	56.00	4.10
2018	38500 C	E 19000	W 19500	9.00	54.30	7.10
2017	38500 C	E 19500	W 19000	9.00	54.00	5.40
2016	35500 C	E 17500	W 18000	9.00	56.10	3.90
2015	35500 C	E 17500	W 18000	9.00	57.40	4.00
2014	36500 C	E 21500	W 15000	9.00	59.30	5.30
2013	39000 C	E 19500	W 19500	9.00	58.90	3.70
2012	30500 C	E 15000	W 15500	9.00	59.70	3.50
2011	32000 C	E 16500	W 15500	9.00	58.20	4.00
2010	29000 C	E 14000	W 15000	7.87	58.27	4.00
2009	25500 C	E 13000	W 12500	7.98	59.96	4.00
2008	27500 C	E 14000	W 13500	8.07	66.31	4.60

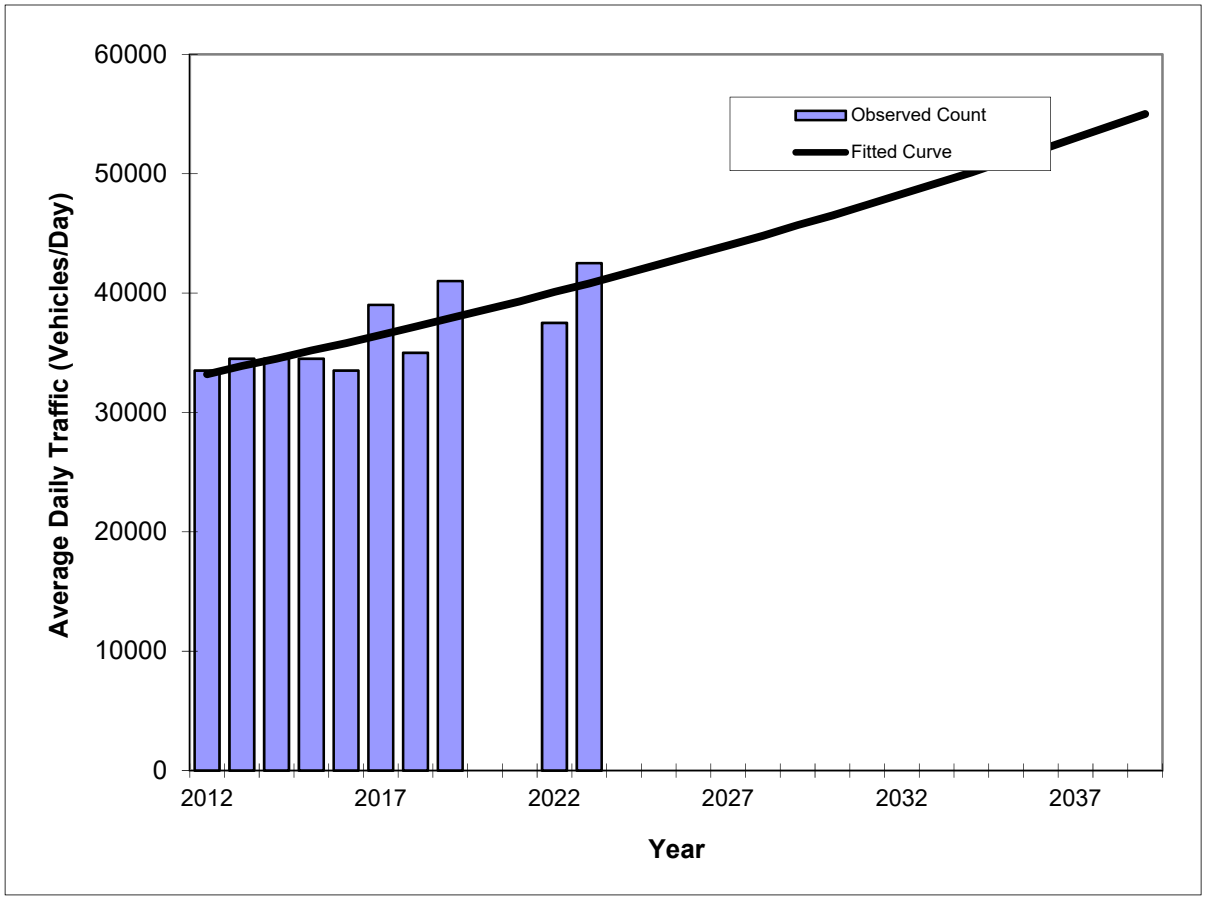
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST -- 87000087

FIN#	**1234**
Location	**6**

County:	Miami-Dade (87)
Station #:	7011
Highway:	SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	33500	33200
2013	34500	33900
2014	34500	34500
2015	34500	35200
2016	33500	35800
2017	39000	36500
2018	35000	37200
2019	41000	37900
2020		
2021		
2022	37500	40100
2023	42500	40800
2036 Opening Year Trend		
2036	N/A	52000
2046 Mid-Year Trend		
2046	N/A	62700
2056 Design Year Trend		
2056	N/A	75600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	62.27%
Compounded Annual Historic Growth Rate:	1.89%
Compounded Growth Rate (2023 to Design Year):	1.89%
Printed:	2-Aug-24

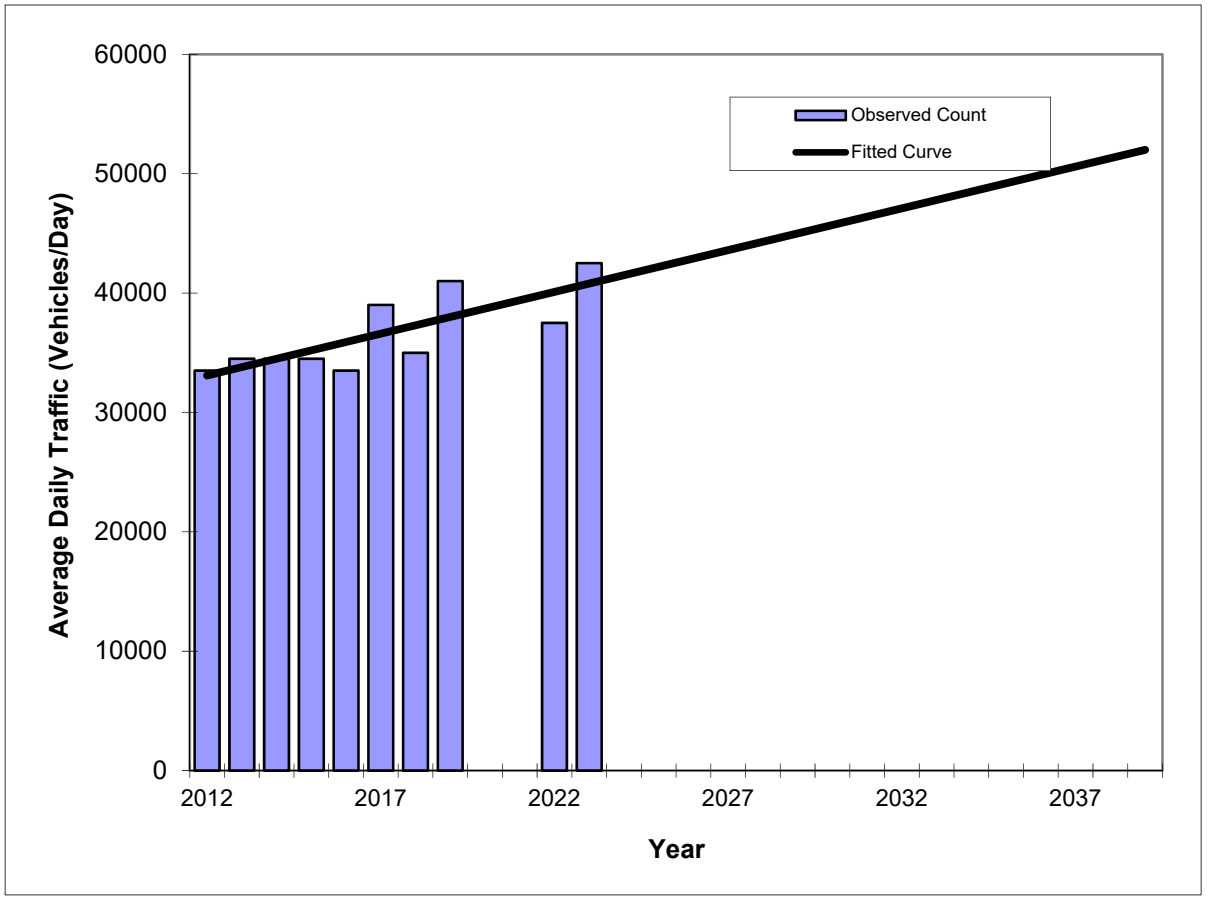
Exponential Growth Option

Traffic Trends - V03.a

SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST -- 87000087

FIN#	**1234**
Location	**6**

County:	Miami-Dade (87)
Station #:	7011
Highway:	SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	33500	33100
2013	34500	33800
2014	34500	34500
2015	34500	35200
2016	33500	35900
2017	39000	36600
2018	35000	37300
2019	41000	38000
2020		
2021		
2022	37500	40100
2023	42500	40800
2036 Opening Year Trend		
2036	N/A	49900
2046 Mid-Year Trend		
2046	N/A	56900
2056 Design Year Trend		
2056	N/A	63900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	699
Trend R-squared:	61.77%
Trend Annual Historic Growth Rate:	2.11%
Trend Growth Rate (2023 to Design Year):	1.72%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7011 - SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	42500 C	N 21500	S 21000	9.00	63.10	4.30
2022	37500 F	N 18000	S 19500	9.00	56.50	2.10
2021	36500 C	N 17500	S 19000	9.00	55.00	2.10
2020	36500 F	N 18000	S 18500	9.00	56.00	3.80
2019	41000 C	N 20000	S 21000	9.00	56.00	3.80
2018	35000 F	N 18500	S 16500	9.00	54.30	4.40
2017	39000 C	N 20500	S 18500	9.00	55.70	4.40
2016	33500 F	N 17500	S 16000	9.00	56.10	5.80
2015	34500 C	N 18000	S 16500	9.00	57.40	5.80
2014	34500 F	N 17500	S 17000	9.00	59.30	7.20
2013	34500 C	N 17500	S 17000	9.00	58.90	7.20
2012	33500 F	N 17000	S 16500	9.00	59.70	11.10
2011	33500 C	N 17000	S 16500	9.00	58.20	11.50
2010	32000 F	N 15500	S 16500	7.87	58.27	12.30
2009	32000 C	N 15500	S 16500	7.98	59.96	13.60

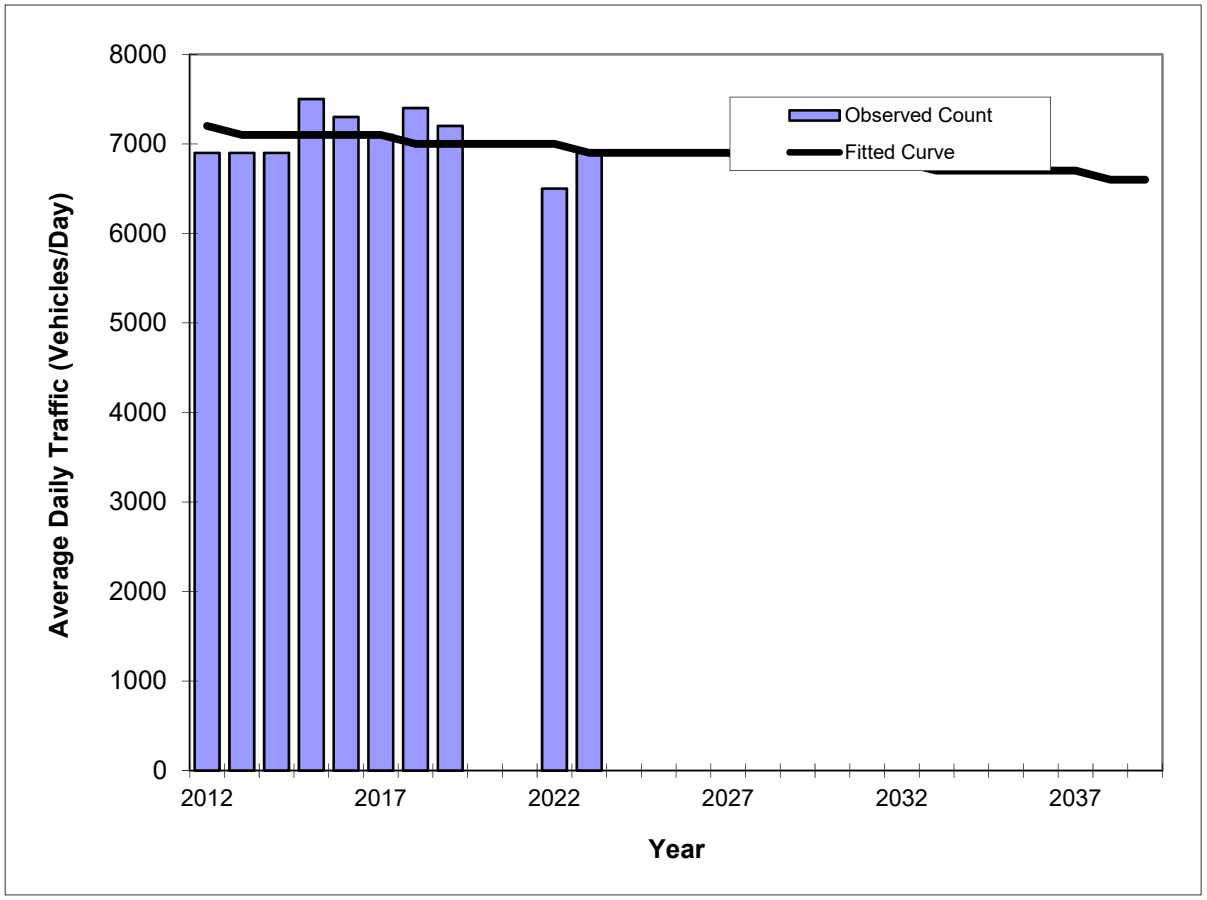
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR -- 87000469

FIN#	**1234**
Location	**9**

County:	Miami-Dade (87)
Station #:	878215
Highway:	HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	7200
2013	6900	7100
2014	6900	7100
2015	7500	7100
2016	7300	7100
2017	7100	7100
2018	7400	7000
2019	7200	7000
2020		
2021		
2022	6500	7000
2023	6900	6900
2036 Opening Year Trend		
2036	N/A	6700
2046 Mid-Year Trend		
2046	N/A	6500
2056 Design Year Trend		
2056	N/A	6300
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	6.01%
Compounded Annual Historic Growth Rate:	-0.39%
Compounded Growth Rate (2023 to Design Year):	-0.28%
Printed:	2-Aug-24

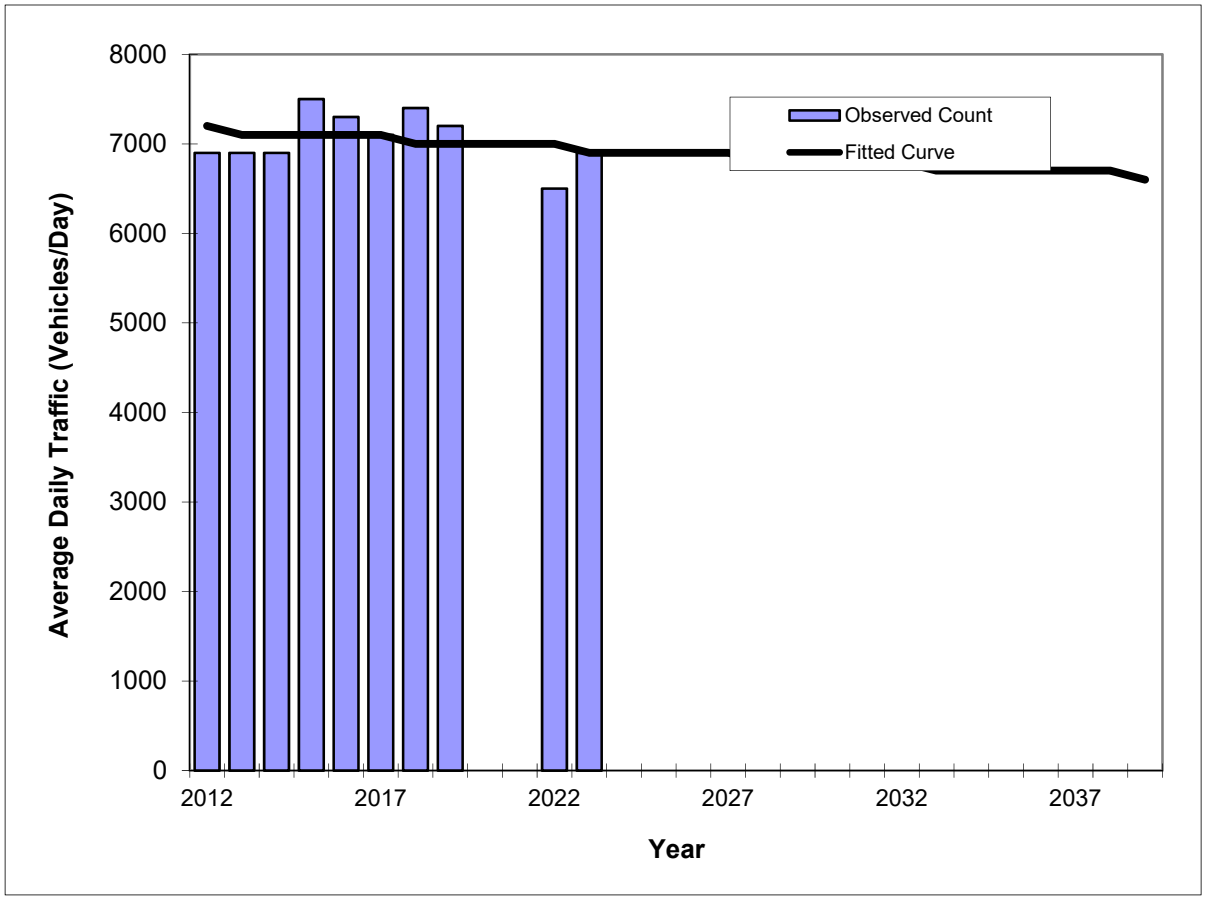
Exponential Growth Option

Traffic Trends - V03.a

HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR -- 87000469

FIN#	**1234**
Location	**9**

County:	Miami-Dade (87)
Station #:	878215
Highway:	HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	6900	7200
2013	6900	7100
2014	6900	7100
2015	7500	7100
2016	7300	7100
2017	7100	7100
2018	7400	7000
2019	7200	7000
2020		
2021		
2022	6500	7000
2023	6900	6900
2036 Opening Year Trend		
2036	N/A	6700
2046 Mid-Year Trend		
2046	N/A	6500
2056 Design Year Trend		
2056	N/A	6300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-19
Trend R-squared:	5.63%
Trend Annual Historic Growth Rate:	-0.38%
Trend Growth Rate (2023 to Design Year):	-0.26%
Printed:	2-Aug-24
Straight Line Growth Option	

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8215 - HAMMOCKS BLVD, 200' SOUTH OF KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6900 F	N 3700	S 3200	9.00	63.10	8.00
2022	6500 C	N 3500	S 3000	9.00	56.50	11.80
2021	6100 T	N 3300	S 2800	9.00	55.00	17.50
2020	6400 S	N 3500	S 2900	9.00	56.00	10.40
2019	7200 F	N 3900	S 3300	9.00	56.00	11.00
2018	7400 C	N 4000	S 3400	9.00	54.30	12.10
2017	7100 S	N 3800	S 3300	9.00	59.30	12.60
2016	7300 F	N 3900	S 3400	9.00	56.10	13.50
2015	7500 C	N 4000	S 3500	9.00	57.40	13.70
2014	6900 S	N 3700	S 3200	9.00	59.30	17.40
2013	6900 F	N 3700	S 3200	9.00	58.90	16.20
2012	6900 C	N 3700	S 3200	9.00	59.70	16.00

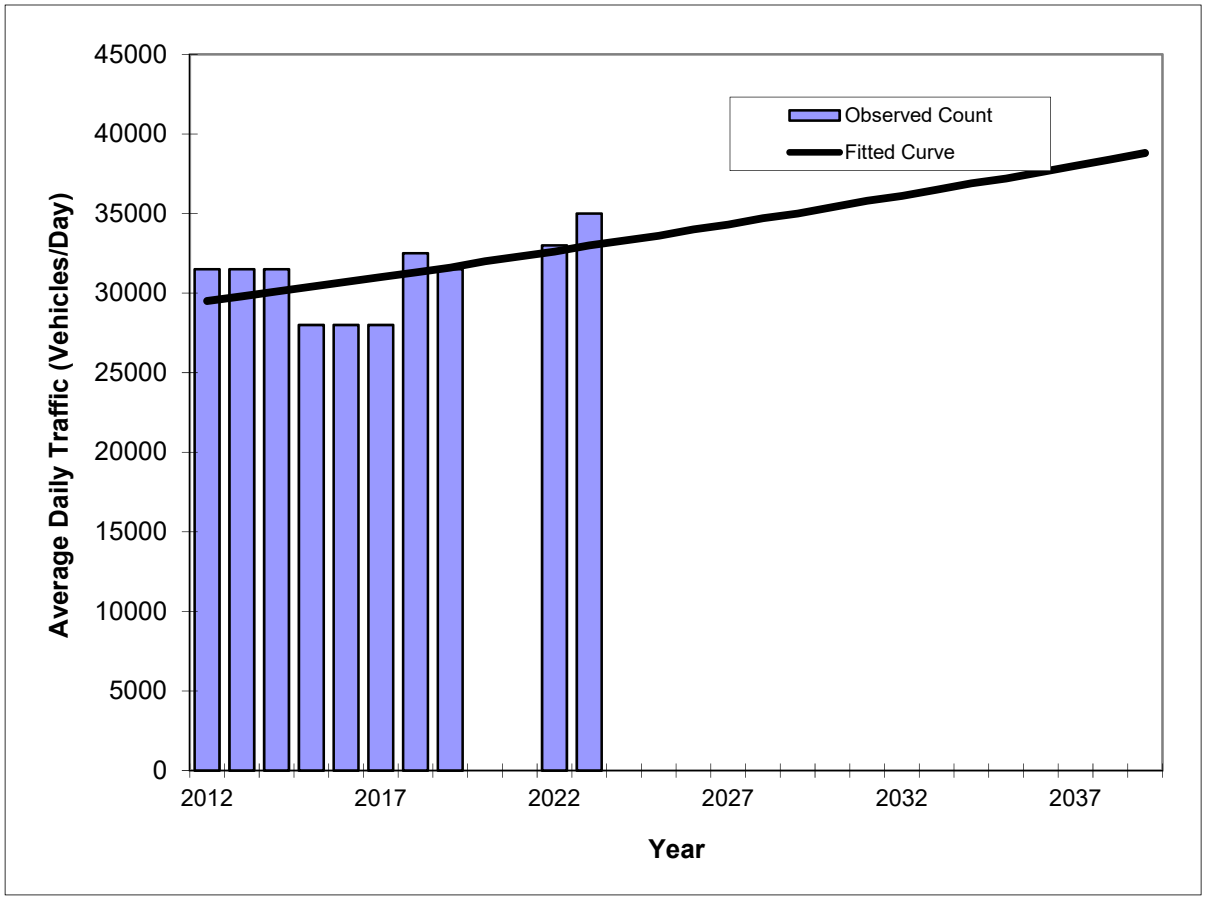
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 104TH ST, 200' WEST OF SW 137TH AVENUE -- 87000477

FIN#	**1234**
Location	**10**

County:	Miami-Dade (87)
Station #:	8220
Highway:	SW 104TH ST, 200' WEST OF SW 137TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	31500	29500
2013	31500	29800
2014	31500	30100
2015	28000	30400
2016	28000	30700
2017	28000	31000
2018	32500	31300
2019	31500	31600
2020		
2021		
2022	33000	32600
2023	35000	33000
2036 Opening Year Trend		
2036	N/A	37600
2046 Mid-Year Trend		
2046	N/A	41700
2056 Design Year Trend		
2056	N/A	46100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	23.72%
Compounded Annual Historic Growth Rate:	1.02%
Compounded Growth Rate (2023 to Design Year):	1.02%
Printed:	2-Aug-24

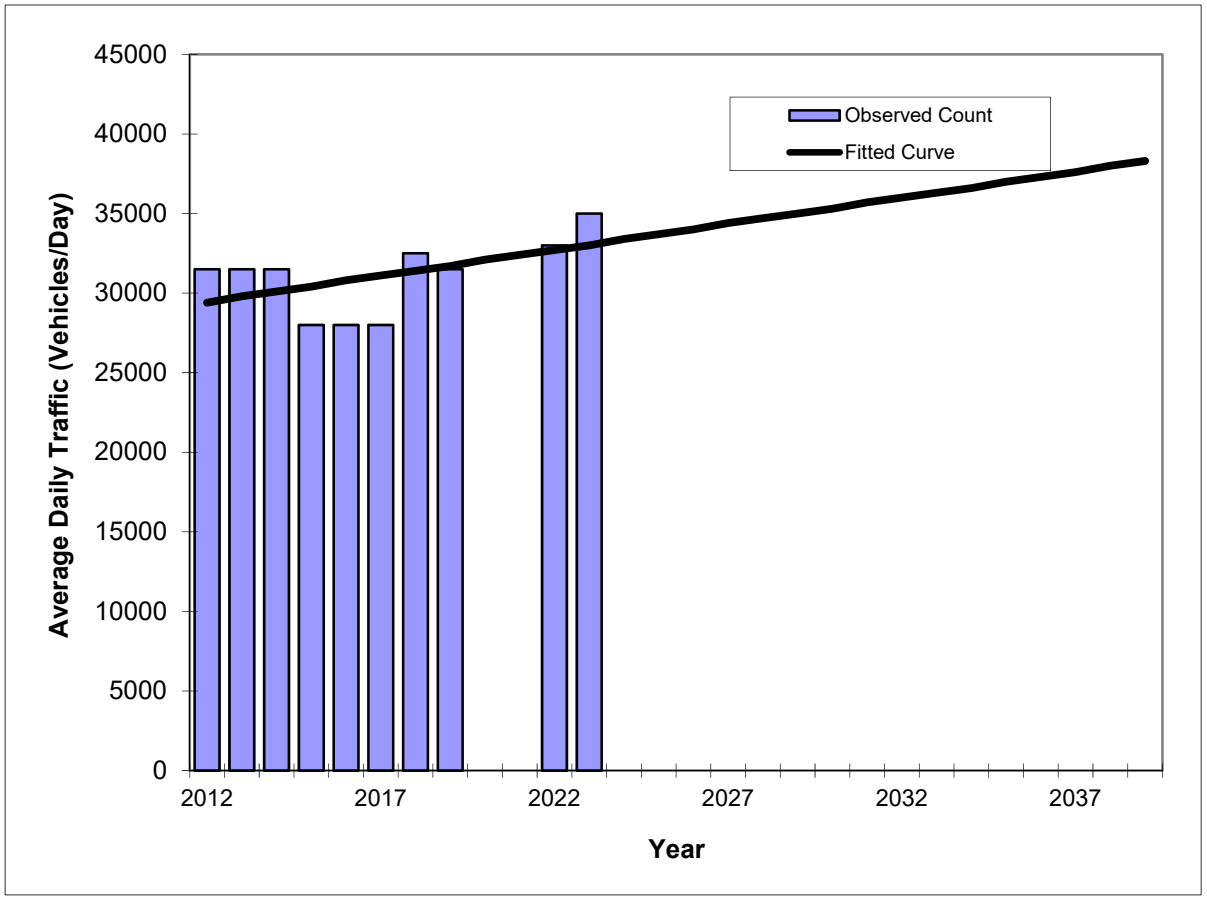
Exponential Growth Option

Traffic Trends - V03.a

SW 104TH ST, 200' WEST OF SW 137TH AVENUE -- 87000477

FIN#	**1234**
Location	**10**

County:	Miami-Dade (87)
Station #:	8220
Highway:	SW 104TH ST, 200' WEST OF SW 137TH AVENUE



**** Annual Trend Increase:**	327
Trend R-squared:	25.76%
Trend Annual Historic Growth Rate:	1.11%
Trend Growth Rate (2023 to Design Year):	0.99%
Printed:	2-Aug-24
Straight Line Growth Option	

Year	Traffic (ADT/AADT) Count*	Trend**
2012	31500	29400
2013	31500	29800
2014	31500	30100
2015	28000	30400
2016	28000	30800
2017	28000	31100
2018	32500	31400
2019	31500	31700
2020		
2021		
2022	33000	32700
2023	35000	33000
2036 Opening Year Trend		
2036	N/A	37300
2046 Mid-Year Trend		
2046	N/A	40600
2056 Design Year Trend		
2056	N/A	43800
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8220 - SW 104TH ST, 200' WEST OF SW 137TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	35000 F	E 17500	W 17500	9.00	63.10	8.00
2022	33000 C	E 16500	W 16500	9.00	56.50	11.80
2021	27500 T	E 13500	W 14000	9.00	55.00	17.50
2020	28500 S	E 14000	W 14500	9.00	56.00	10.40
2019	31500 F	E 15500	W 16000	9.00	56.00	11.00
2018	32500 C	E 16000	W 16500	9.00	54.30	12.10
2017	28000 S	E 15000	W 13000	9.00	55.70	12.60
2016	28000 F	E 15000	W 13000	9.00	56.10	13.50
2015	28000 C	E 15000	W 13000	9.00	57.40	13.70
2014	31500 S	E 16000	W 15500	9.00	59.30	17.40
2013	31500 F	E 16000	W 15500	9.00	58.90	16.20
2012	31500 C	E 16000	W 15500	9.00	59.70	16.00

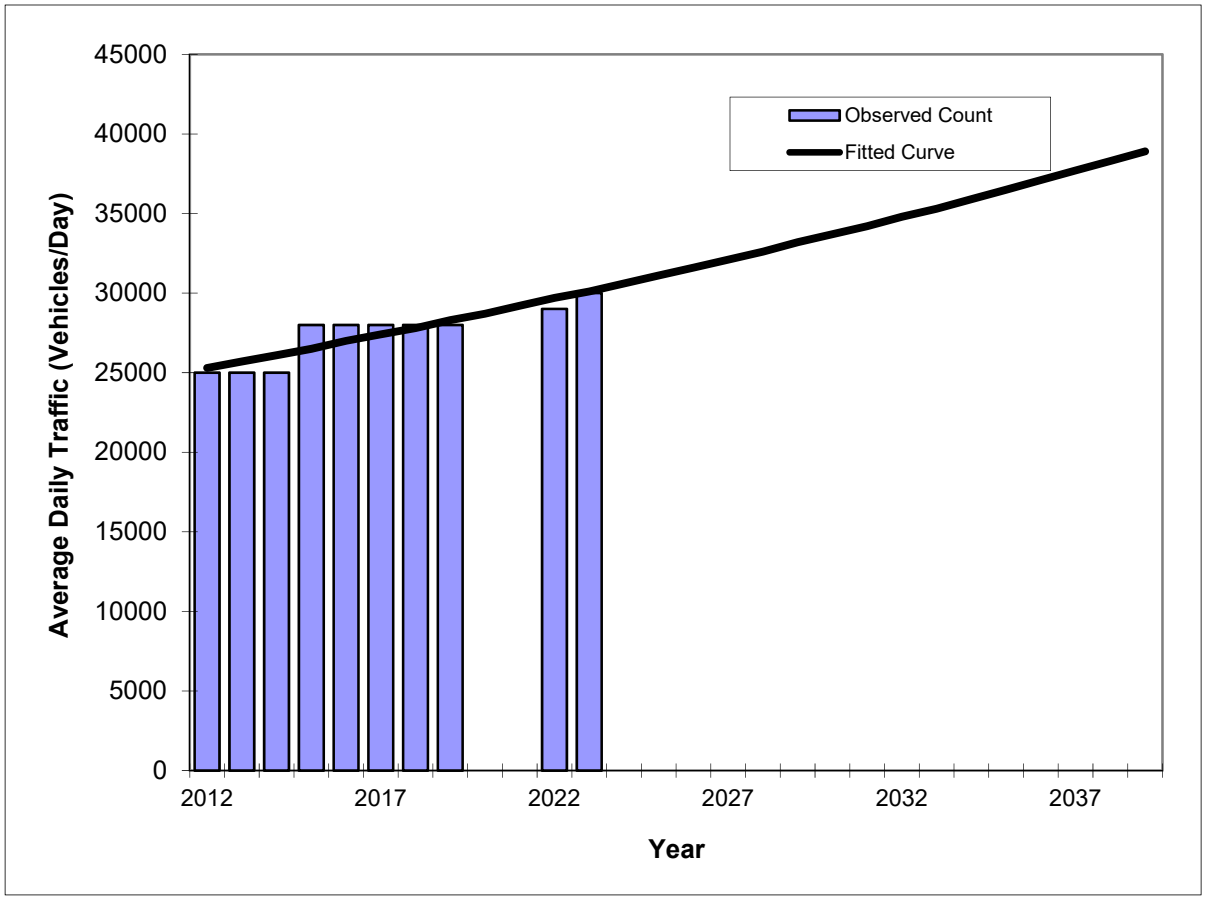
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 120TH ST, 200' WEST OF SW 137TH AVE -- 87000492

FIN#	**1234**
Location	**11**

County:	Miami-Dade (87)
Station #:	8222
Highway:	SW 120TH ST, 200' WEST OF SW 137TH AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	25000	25300
2013	25000	25700
2014	25000	26100
2015	28000	26500
2016	28000	27000
2017	28000	27400
2018	28000	27800
2019	28000	28300
2020		
2021		
2022	29000	29700
2023	30000	30100
2036 Opening Year Trend		
2036	N/A	37100
2046 Mid-Year Trend		
2046	N/A	43500
2056 Design Year Trend		
2056	N/A	51000
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	78.74%
Compounded Annual Historic Growth Rate:	1.59%
Compounded Growth Rate (2023 to Design Year):	1.61%
Printed:	2-Aug-24

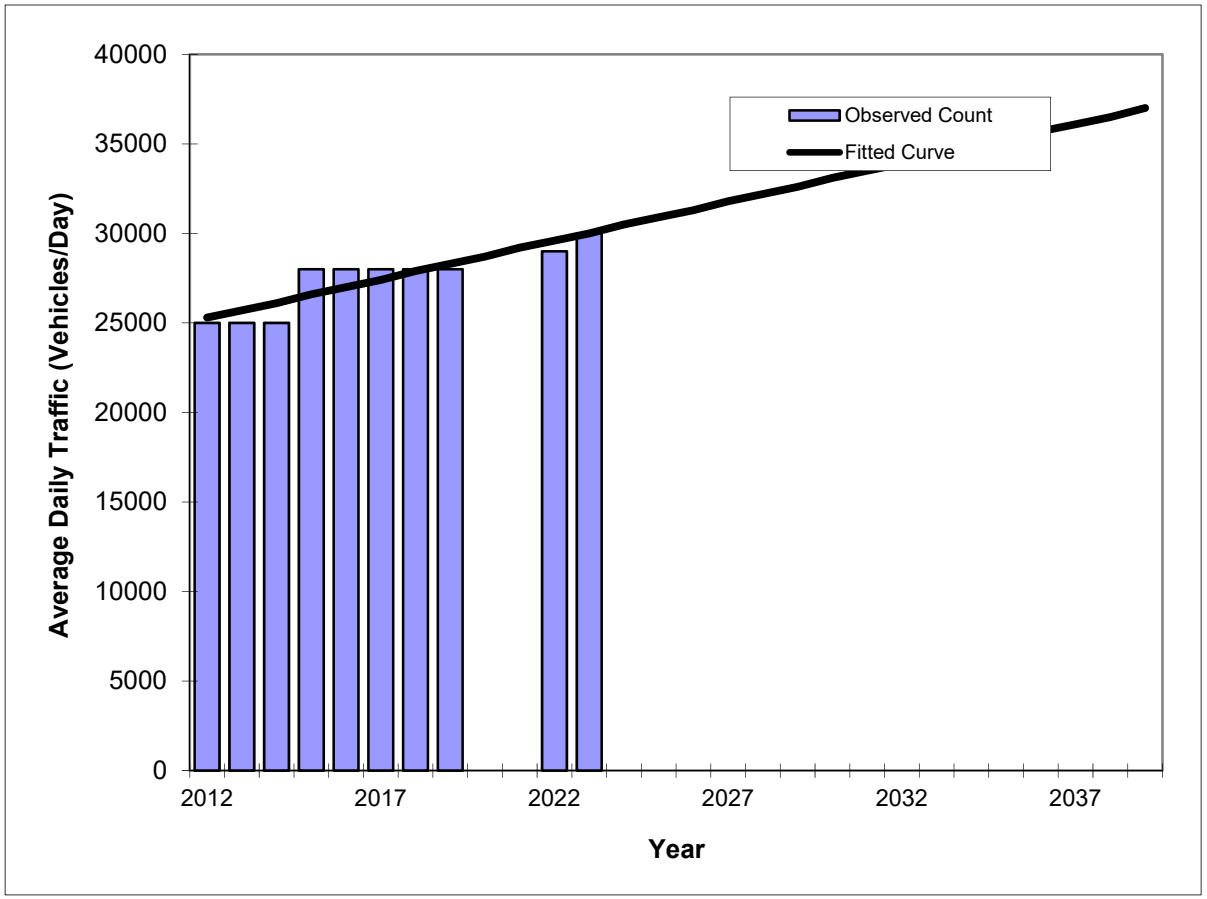
Exponential Growth Option

Traffic Trends - V03.a

SW 120TH ST, 200' WEST OF SW 137TH AVE -- 87000492

FIN#	**1234**
Location	**11**

County:	Miami-Dade (87)
Station #:	8222
Highway:	SW 120TH ST, 200' WEST OF SW 137TH AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	25000	25300
2013	25000	25700
2014	25000	26100
2015	28000	26600
2016	28000	27000
2017	28000	27400
2018	28000	27900
2019	28000	28300
2020		
2021		
2022	29000	29600
2023	30000	30000
2036 Opening Year Trend		
2036	N/A	35700
2046 Mid-Year Trend		
2046	N/A	40000
2056 Design Year Trend		
2056	N/A	44300
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

**** Annual Trend Increase:**	433
Trend R-squared:	79.97%
Trend Annual Historic Growth Rate:	1.69%
Trend Growth Rate (2023 to Design Year):	1.44%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8222 - SW 120TH ST, 200' WEST OF SW 137TH AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	30000 F	E 15000	W 15000	9.00	63.10	8.00
2022	29000 C	E 14500	W 14500	9.00	56.50	11.80
2021	24000 T	E 12500	W 11500	9.00	55.00	17.50
2020	25000 S	E 13000	W 12000	9.00	56.00	10.40
2019	28000 F	E 14500	W 13500	9.00	56.00	11.00
2018	28000 C	E 14500	W 13500	9.00	54.30	12.10
2017	28000 S	E 14500	W 13500	9.00	59.30	12.60
2016	28000 F	E 14500	W 13500	9.00	56.10	13.50
2015	28000 C	E 14500	W 13500	9.00	57.40	13.70
2014	25000 S	E 13000	W 12000	9.00	59.30	17.40
2013	25000 F	E 13000	W 12000	9.00	58.90	16.20
2012	25000 C	E 13000	W 12000	9.00	59.70	16.00

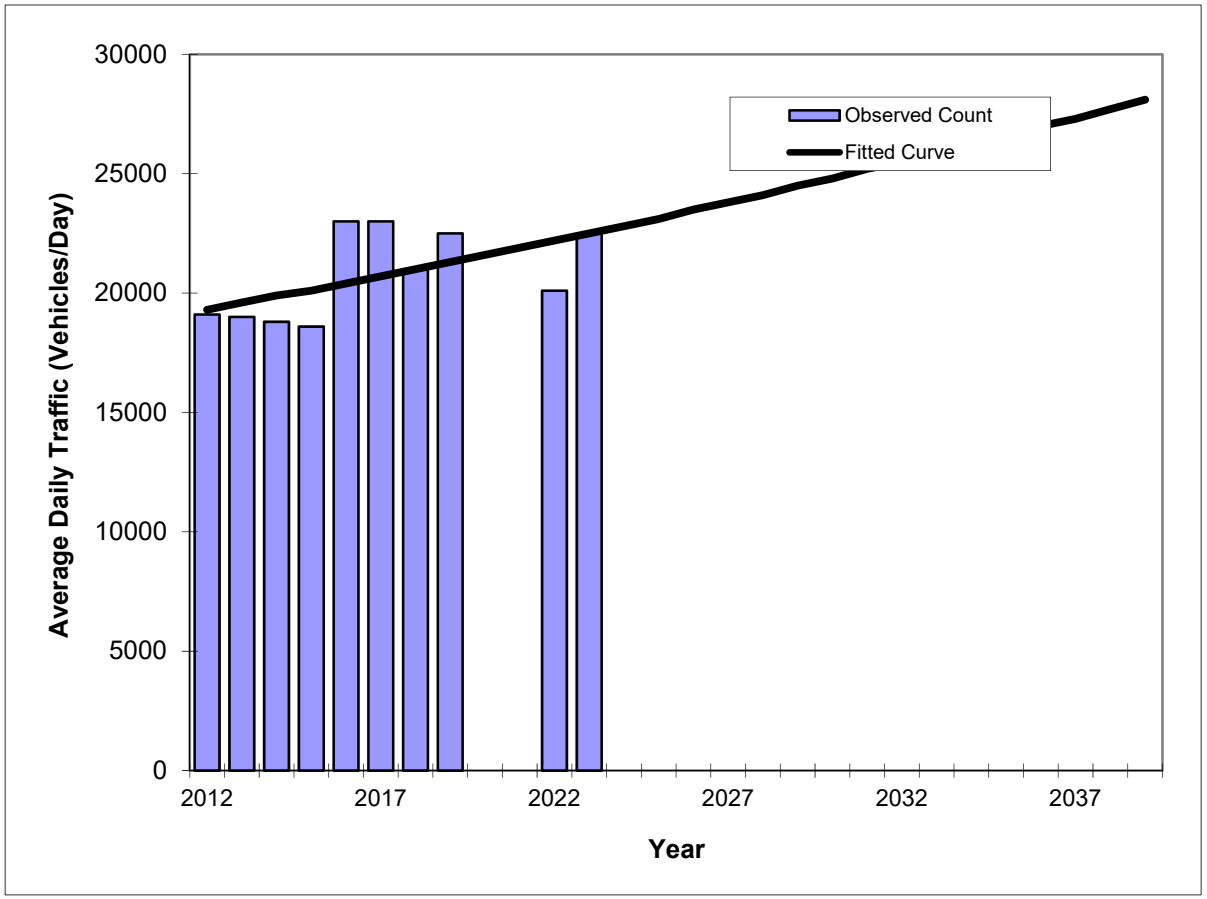
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 147TH AVE, 200' SOUTH OF KENDALL DR -- 87000625

FIN#	**1234**
Location	**12**

County:	Miami-Dade (87)
Station #:	8251
Highway:	SW 147TH AVE, 200' SOUTH OF KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	19100	19300
2013	19000	19600
2014	18800	19900
2015	18600	20100
2016	23000	20400
2017	23000	20700
2018	21000	21000
2019	22500	21300
2020		
2021		
2022	20100	22200
2023	22500	22500
2036 Opening Year Trend		
2036	N/A	27000
2046 Mid-Year Trend		
2046	N/A	31000
2056 Design Year Trend		
2056	N/A	35600
TRANPLAN Forecasts/Trends		

Trend R-squared:	32.41%
Compounded Annual Historic Growth Rate:	1.40%
Compounded Growth Rate (2023 to Design Year):	1.40%
Printed:	2-Aug-24

Exponential Growth Option

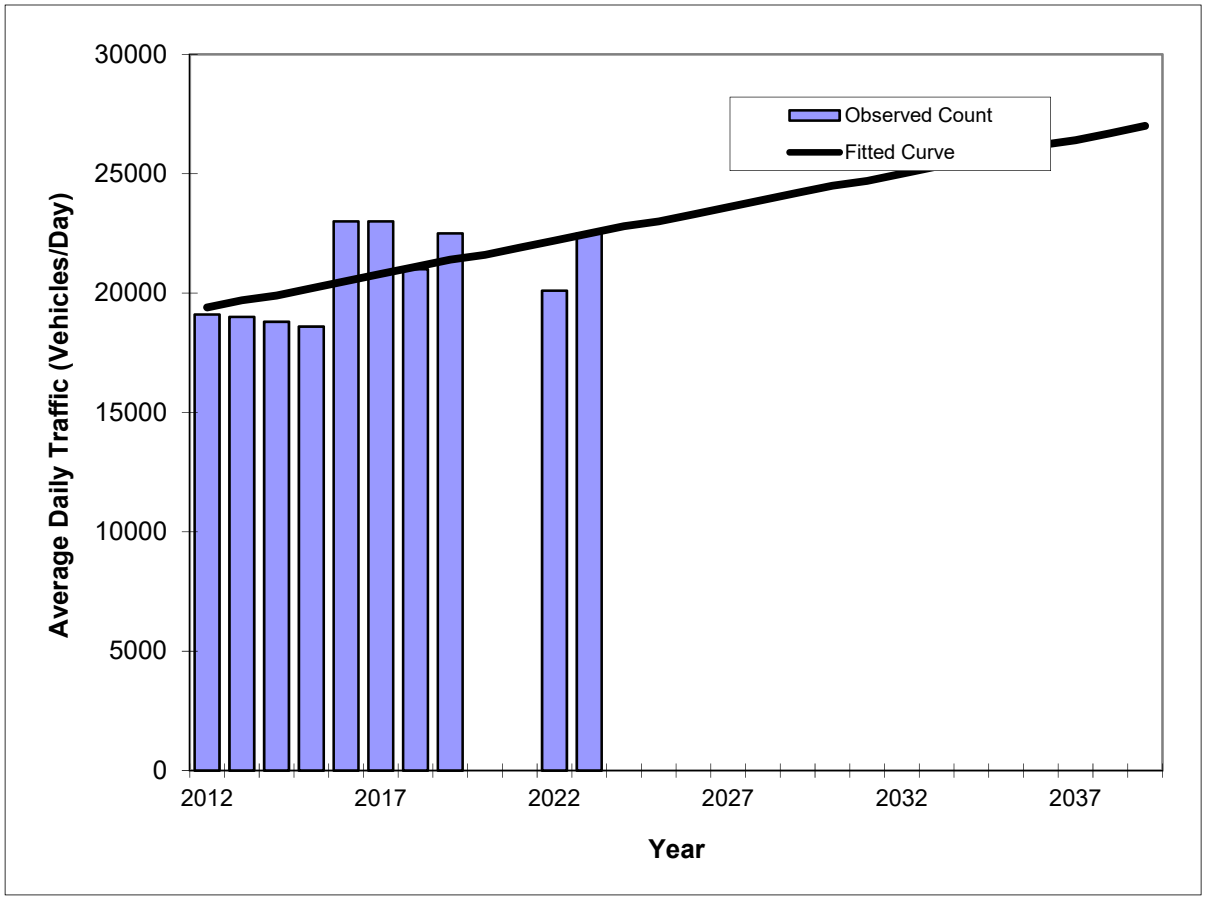
***Axle-Adjusted**

Traffic Trends - V03.a

SW 147TH AVE, 200' SOUTH OF KENDALL DR -- 87000625

FIN#	**1234**
Location	**12**

County:	Miami-Dade (87)
Station #:	8251
Highway:	SW 147TH AVE, 200' SOUTH OF KENDALL DR



Year	Traffic (ADT/AADT) Count*	Trend**
2012	19100	19400
2013	19000	19700
2014	18800	19900
2015	18600	20200
2016	23000	20500
2017	23000	20800
2018	21000	21100
2019	22500	21400
2020		
2021		
2022	20100	22200
2023	22500	22500
2036 Opening Year Trend		
2036	N/A	26200
2046 Mid-Year Trend		
2046	N/A	29000
2056 Design Year Trend		
2056	N/A	31800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	283
Trend R-squared:	31.19%
Trend Annual Historic Growth Rate:	1.45%
Trend Growth Rate (2023 to Design Year):	1.25%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8251 - SW 147TH AVE, 200' SOUTH OF KENDALL DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	22500 C	N 12000	S 10500	9.00	63.10	8.00
2022	20100 T	N 10500	S 9600	9.00	56.50	11.80
2021	19300 S	N 10000	S 9300	9.00	55.00	17.50
2020	20300 F	N 10500	S 9800	9.00	56.00	10.40
2019	22500 C	N 11500	S 11000	9.00	56.00	11.00
2018	21000 S	N 10500	S 10500	9.00	54.30	12.10
2017	23000 F	N 11500	S 11500	9.00	59.30	12.60
2016	23000 C	N 11500	S 11500	9.00	56.10	13.50
2015	18600 T	N 9000	S 9600	9.00	57.40	13.70
2014	18800 S	N 9100	S 9700	9.00	59.30	17.40
2013	19000 F	N 9200	S 9800	9.00	58.90	16.20
2012	19100 C	N 9200	S 9900	9.00	59.70	16.00

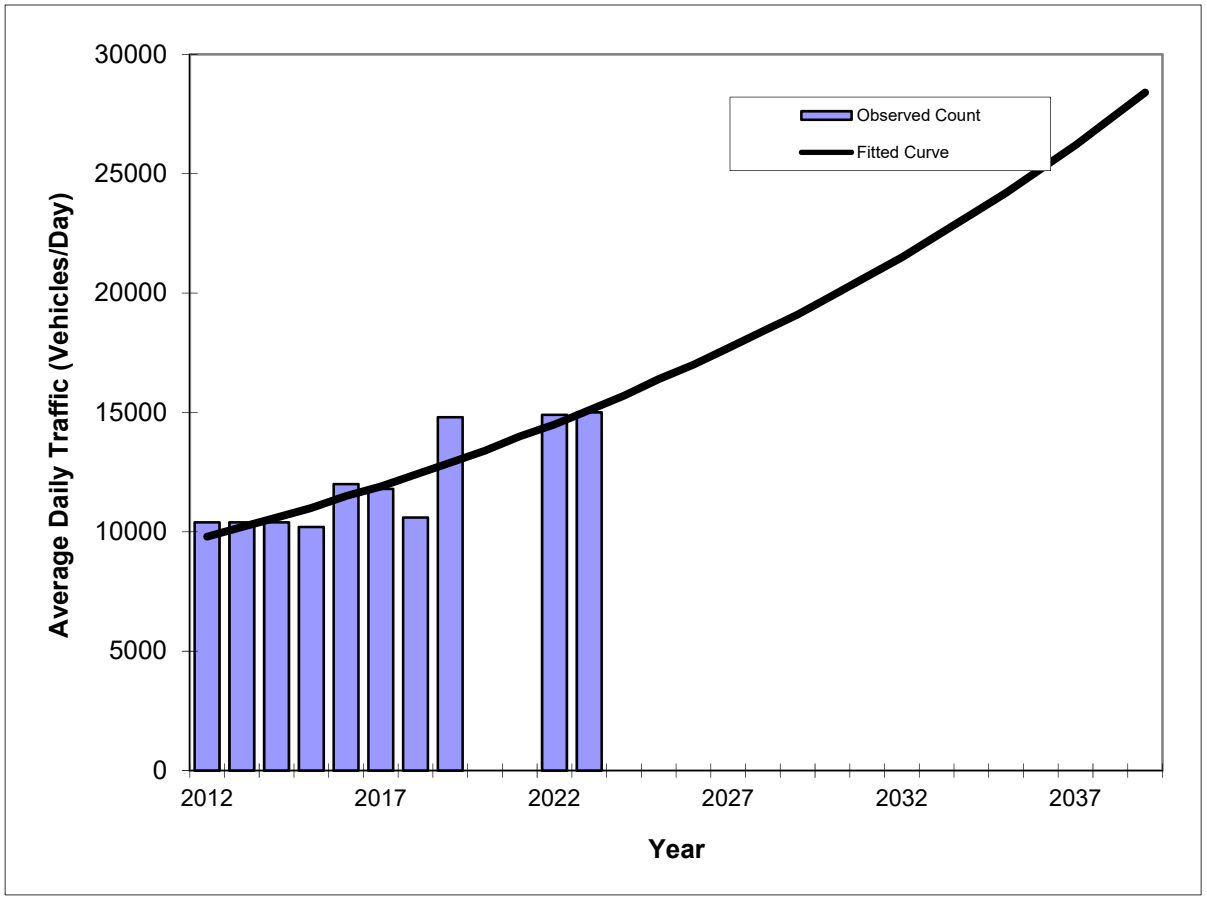
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 137TH AVE, 200' SOUTH OF SW 184TH STREET -- 87103000

FIN#	1234
Location	13

County:	Miami-Dade (87)
Station #:	8336
Highway:	SW 137TH AVE, 200' SOUTH OF SW 184TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	10400	9800
2013	10400	10200
2014	10400	10600
2015	10200	11000
2016	12000	11500
2017	11800	11900
2018	10600	12400
2019	14800	12900
2020		
2021		
2022	14900	14500
2023	15000	15100
2036 Opening Year Trend		
2036	N/A	25200
2046 Mid-Year Trend		
2046	N/A	37300
2056 Design Year Trend		
2056	N/A	55300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	76.67%
Compounded Annual Historic Growth Rate:	4.01%
Compounded Growth Rate (2023 to Design Year):	4.01%
Printed:	2-Aug-24

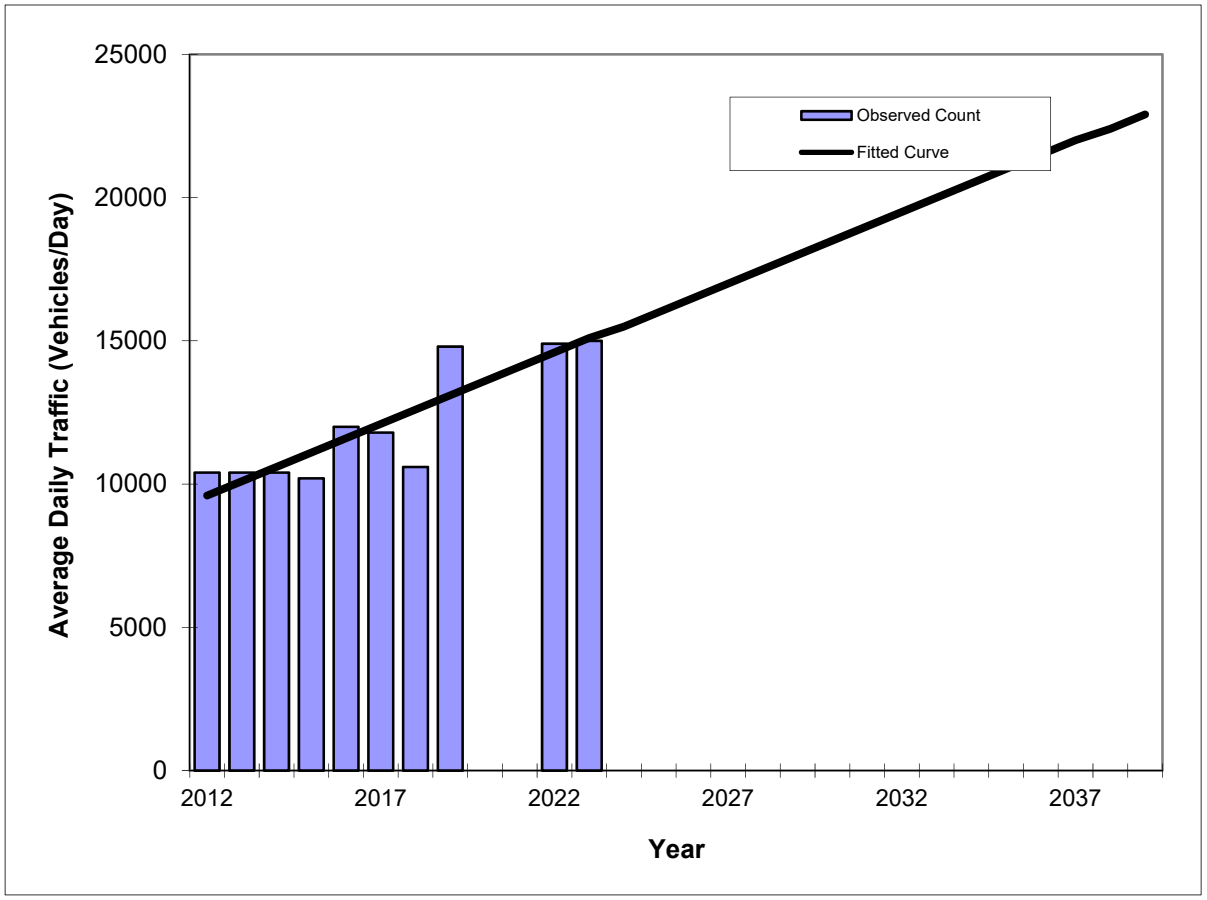
Exponential Growth Option

Traffic Trends - V03.a

SW 137TH AVE, 200' SOUTH OF SW 184TH STREET -- 87103000

FIN#	**1234**
Location	**13**

County:	Miami-Dade (87)
Station #:	8336
Highway:	SW 137TH AVE, 200' SOUTH OF SW 184TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2012	10400	9600
2013	10400	10100
2014	10400	10600
2015	10200	11100
2016	12000	11600
2017	11800	12100
2018	10600	12600
2019	14800	13100
2020		
2021		
2022	14900	14600
2023	15000	15100
2036 Opening Year Trend		
2036	N/A	21500
2046 Mid-Year Trend		
2046	N/A	26400
2056 Design Year Trend		
2056	N/A	31300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	493
Trend R-squared:	76.90%
Trend Annual Historic Growth Rate:	5.21%
Trend Growth Rate (2023 to Design Year):	3.25%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8336 - SW 137TH AVE, 200' SOUTH OF SW 184TH STREET

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	15000 C	N	7600	S	7400	9.00	63.10	6.20
2022	14900 F	N	7400	S	7500	9.00	56.50	3.90
2021	14500 C	N	7200	S	7300	9.00	55.00	3.90
2020	13200 F	N	6800	S	6400	9.00	56.00	13.40
2019	14800 C	N	7600	S	7200	9.00	56.00	13.40
2018	10600 S	N	5200	S	5400	9.00	54.30	12.10
2017	11800 F	N	5800	S	6000	9.00	55.70	12.60
2016	12000 C	N	5900	S	6100	9.00	56.10	13.50
2015	10200 T	N	5100	S	5100	9.00	57.40	13.70
2014	10400 S	N	5200	S	5200	9.00	59.30	17.40
2013	10400 F	N	5200	S	5200	9.00	58.90	16.20
2012	10400 C	N	5200	S	5200	9.00	59.70	16.00

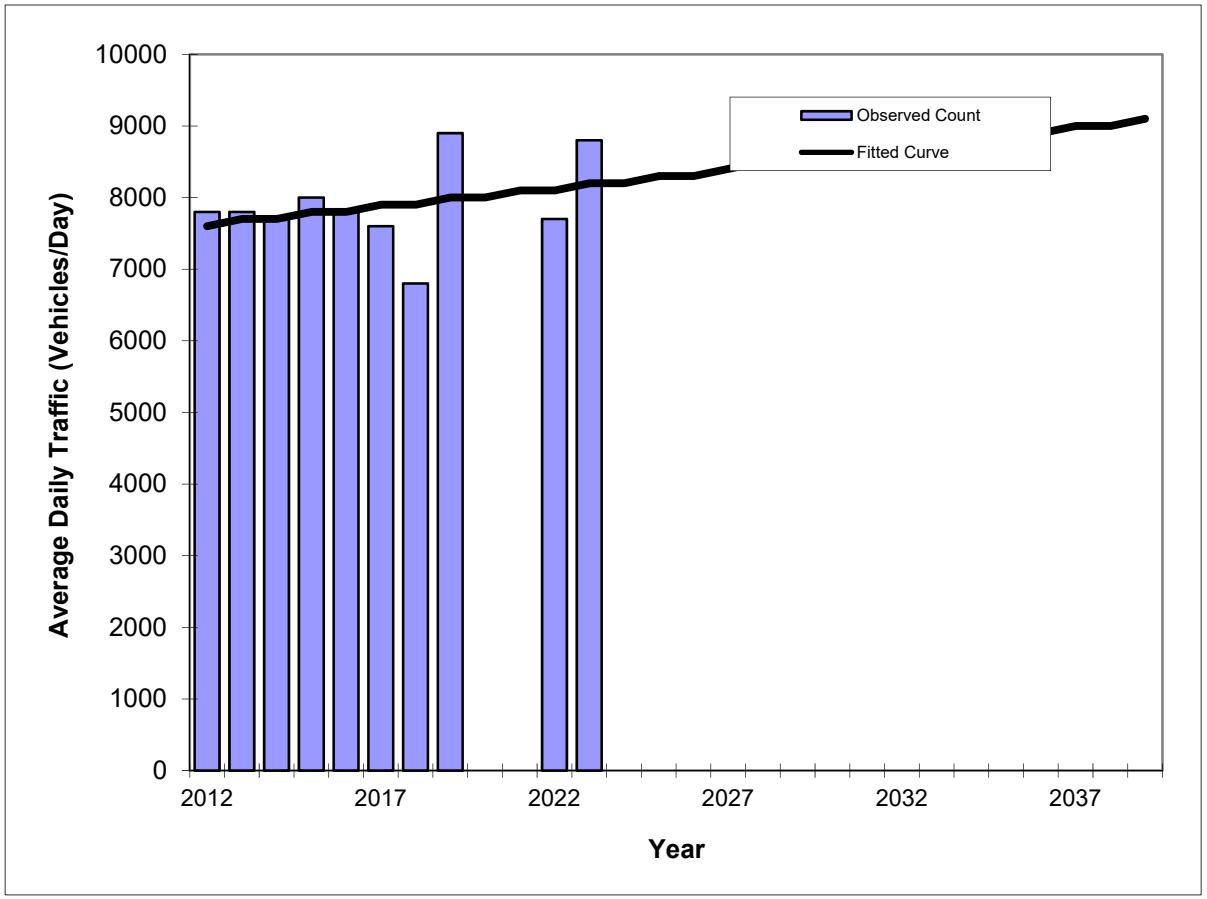
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 112TH ST, 200' EAST OFSW 134TH AVENUE -- 87000485

FIN#	**1234**
Location	**14**

County:	Miami-Dade (87)
Station #:	8543
Highway:	SW 112TH ST, 200' EAST OFSW 134TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	7800	7600
2013	7800	7700
2014	7700	7700
2015	8000	7800
2016	7800	7800
2017	7600	7900
2018	6800	7900
2019	8900	8000
2020		
2021		
2022	7700	8100
2023	8800	8200
2036 Opening Year Trend		
2036	N/A	8900
2046 Mid-Year Trend		
2046	N/A	9500
2056 Design Year Trend		
2056	N/A	10100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	9.82%
Compounded Annual Historic Growth Rate:	0.69%
Compounded Growth Rate (2023 to Design Year):	0.63%
Printed:	2-Aug-24

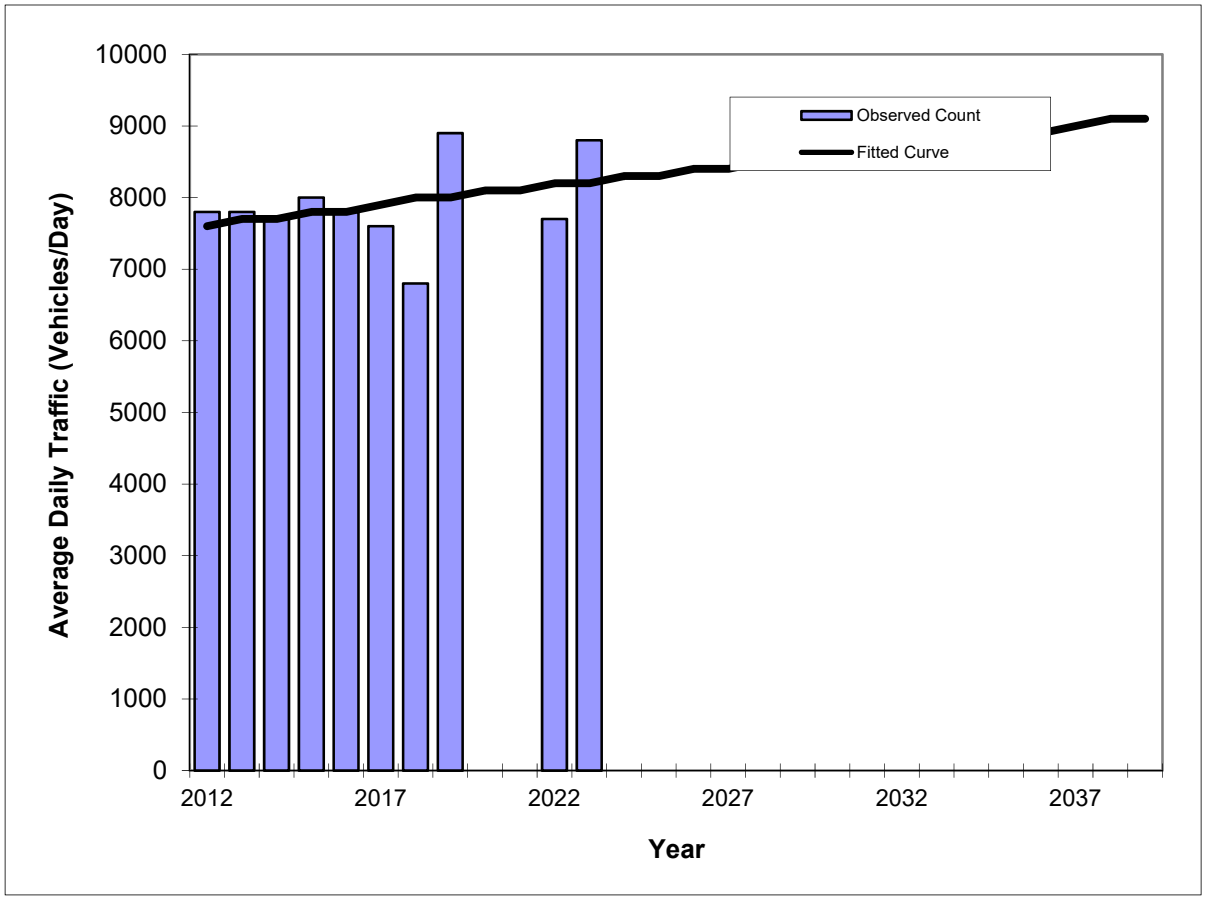
Exponential Growth Option

Traffic Trends - V03.a

SW 112TH ST, 200' EAST OFSW 134TH AVENUE -- 87000485

FIN#	**1234**
Location	**14**

County:	Miami-Dade (87)
Station #:	8543
Highway:	SW 112TH ST, 200' EAST OFSW 134TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	7800	7600
2013	7800	7700
2014	7700	7700
2015	8000	7800
2016	7800	7800
2017	7600	7900
2018	6800	8000
2019	8900	8000
2020		
2021		
2022	7700	8200
2023	8800	8200
2036 Opening Year Trend		
2036	N/A	8900
2046 Mid-Year Trend		
2046	N/A	9500
2056 Design Year Trend		
2056	N/A	10100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	55
Trend R-squared:	11.46%
Trend Annual Historic Growth Rate:	0.72%
Trend Growth Rate (2023 to Design Year):	0.70%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8543 - SW 112TH ST, 200' EAST OFSW 134TH AVENUE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8800 C	E 4600	W 4200	9.00	63.10	4.30
2022	7700 T	E 3900	W 3800	9.00	56.50	2.50
2021	7500 S	E 3800	W 3700	9.00	55.00	4.70
2020	7900 F	E 4000	W 3900	9.00	56.00	3.50
2019	8900 C	E 4500	W 4400	9.00	56.00	3.30
2018	6800 T	E 4000	W 2800	9.00	54.30	3.00
2017	7600 S	E 4500	W 3100	9.00	59.30	3.30
2016	7800 F	E 4600	W 3200	9.00	56.10	2.50
2015	8000 C	E 4700	W 3300	9.00	57.40	6.60
2014	7700 S			9.00	59.30	3.90
2013	7800 F	0	0	9.00	58.90	16.20
2012	7800 C	E 0	W 0	9.00	59.70	16.00

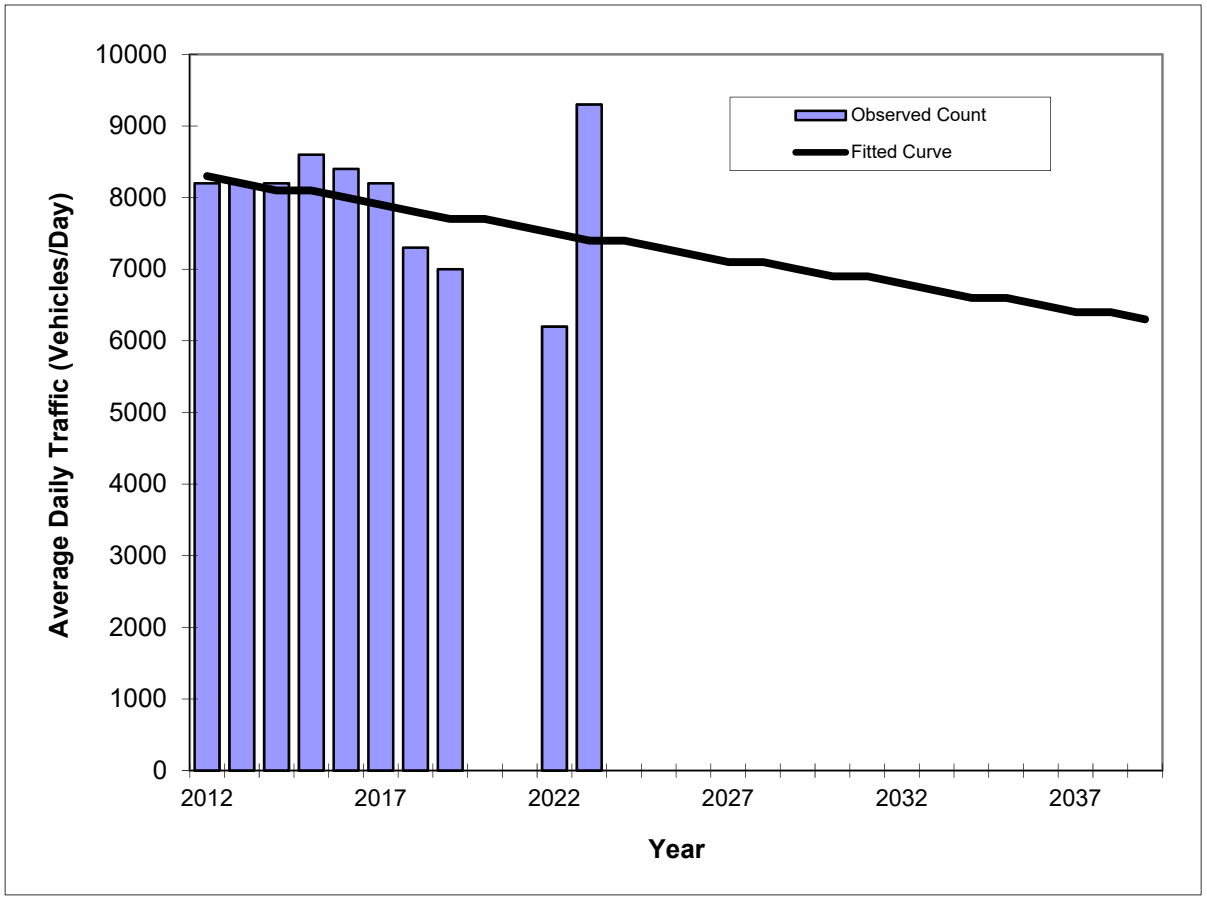
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW 132 AVE, 350 FT N OF SW 112TH ST -- 87000487

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	878544
Highway:	SW 132 AVE, 350 FT N OF SW 112TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	8200	8300
2013	8200	8200
2014	8200	8100
2015	8600	8100
2016	8400	8000
2017	8200	7900
2018	7300	7800
2019	7000	7700
2020		
2021		
2022	6200	7500
2023	9300	7400
2036 Opening Year Trend		
2036	N/A	6500
2046 Mid-Year Trend		
2046	N/A	5900
2056 Design Year Trend		
2056	N/A	5300
TRANPLAN Forecasts/Trends		

Trend R-squared:	10.20%
Compounded Annual Historic Growth Rate:	-1.04%
Compounded Growth Rate (2023 to Design Year):	-1.01%
Printed:	2-Aug-24

Exponential Growth Option

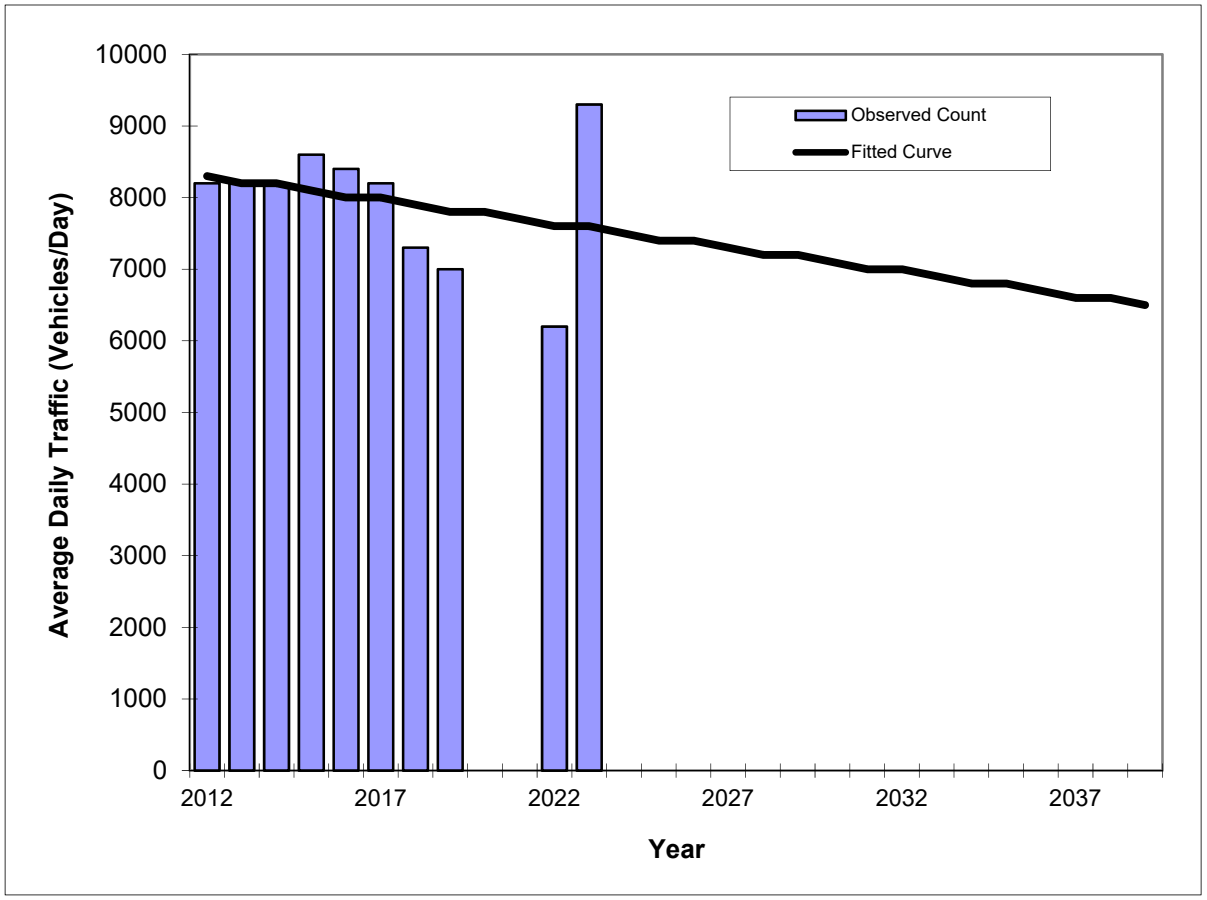
***Axle-Adjusted**

Traffic Trends - V03.a

SW 132 AVE, 350 FT N OF SW 112TH ST -- 87000487

FIN#	**1234**
Location	**2**

County:	Miami-Dade (87)
Station #:	878544
Highway:	SW 132 AVE, 350 FT N OF SW 112TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	8200	8300
2013	8200	8200
2014	8200	8200
2015	8600	8100
2016	8400	8000
2017	8200	8000
2018	7300	7900
2019	7000	7800
2020		
2021		
2022	6200	7600
2023	9300	7600
2036 Opening Year Trend		
2036	N/A	6700
2046 Mid-Year Trend		
2046	N/A	6000
2056 Design Year Trend		
2056	N/A	5400
TRANPLAN Forecasts/Trends		

***Axle-Adjusted**

**** Annual Trend Increase:**	-66
Trend R-squared:	7.36%
Trend Annual Historic Growth Rate:	-0.77%
Trend Growth Rate (2023 to Design Year):	-0.88%
Printed:	2-Aug-24

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

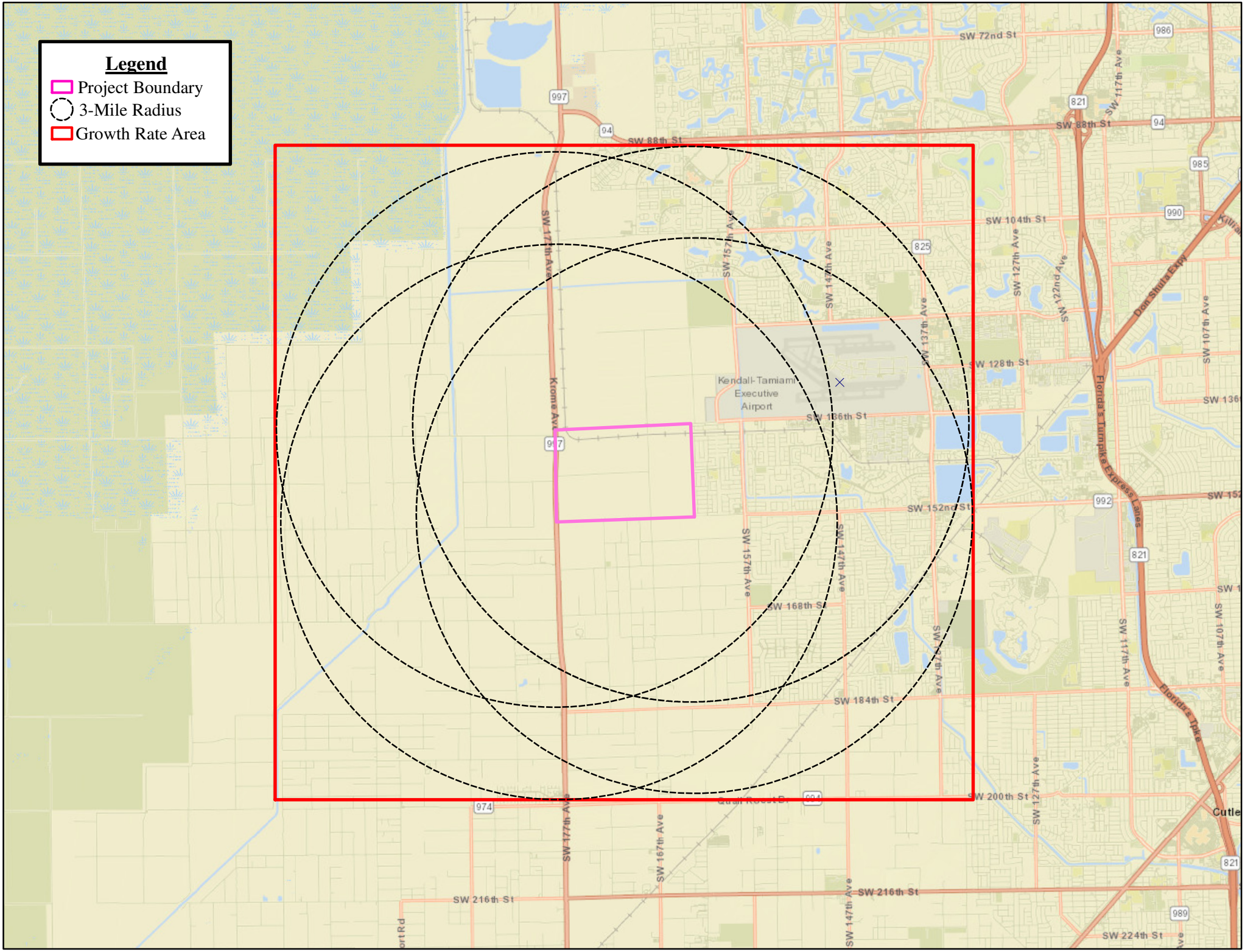
COUNTY: 87 - MIAMI-DADE

SITE: 8544 - SW 132 AVE, 350 FT N OF SW 112TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	9300 C	N 4900	S 4400	9.00	63.10	4.30
2022	6200 T	N 2600	S 3600	9.00	56.50	2.50
2021	6000 S	N 2500	S 3500	9.00	55.00	4.70
2020	6300 F	N 2600	S 3700	9.00	56.00	3.50
2019	7000 C	N 2900	S 4100	9.00	56.00	3.30
2018	7300 T	N 4000	S 3300	9.00	54.30	3.00
2017	8200 S	N 4500	S 3700	9.00	59.30	3.30
2016	8400 F	N 4600	S 3800	9.00	56.10	2.50
2015	8600 C	N 4700	S 3900	9.00	57.40	6.60
2014	8200 S	N 4400	S 3800	9.00	59.30	3.90
2013	8200 F	N 4400	S 3800	9.00	58.90	16.20
2012	8200 C	N 4400	S 3800	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

SERPM Documentation


Legend
Project Boundary
3-Mile Radius
Growth Rate Area
SW 72nd St
SW 88th St
SW 104th St
SW 128th St
SW 136th St
SW 152nd St
SW 168th St
SW 184th St
SW 200th St
SW 216th St
SW 224th St
Kendall-Tamiami Executive Airport
Krome Ave
SW 177th Ave
SW 157th Ave
SW 147th Ave
SW 137th Ave
SW 127th Ave
SW 122nd Ave
SW 117th Ave
SW 107th Ave
SW 167th Ave
Don Shula Expy
Florida's Turnpike Express Lanes
Florida's Tpke
997
94
821
986
985
990
825
992
974
994
Cutle

Legend
XX (Red) = Growth Rate as Percent Per Year
XX (Blue) = 2015 Two-way Daily Traffic
XX (Black) = 2045 Two-way Daily Traffic

City Park DRI
Growth Rates
21135

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate	Average Area-wide Growth Rate
A/B	B/A	2015	2045		
28996	31957	35,256	49,415	1.34%	1.21%
28996	32851	33,677	48,194	1.44%	
29177	30931	3,015	9,631	7.31%	
29177	34458	6,276	13,335	3.75%	
30146	32157	35,383	49,513	1.33%	
30146	32816	35,383	49,513	1.33%	
30147	32853	29,761	42,701	1.45%	
30147	32854	33,677	46,942	1.31%	
30148	32850	15,018	14,510	-0.11%	
30148	32853	22,065	22,614	0.08%	
30149	32905	4,702	3,533	-0.83%	
30149	34480	4,864	3,667	-0.82%	
30150	32850	10,612	10,456	-0.05%	
30150	33714	10,551	10,304	-0.08%	
30151	32719	14,225	25,702	2.69%	
30151	32765	14,225	25,702	2.69%	
30220	33764	23,409	26,002	0.37%	
30220	35302	23,409	26,002	0.37%	
30286	32621	4,909	6,883	1.34%	
30286	33832	4,909	6,883	1.34%	
30287	32620	23,679	37,703	1.97%	
30287	32621	32,151	48,974	1.74%	
30288	32534	23,820	23,367	-0.06%	
30288	32542	21,284	22,017	0.11%	
30929	32775	47,388	62,524	1.06%	
30929	32776	46,685	60,334	0.97%	
30931	33743	3,015	9,244	6.89%	
31937	32062	14,207	16,622	0.57%	
31937	33737	14,062	16,121	0.49%	
31937	34883	150	1,467	29.27%	
31957	32167	35,256	49,415	1.34%	
31967	32813	13,960	25,600	2.78%	
31967	32843	13,960	25,600	2.78%	
31997	32062	14,207	16,622	0.57%	
31997	32846	11,308	13,405	0.62%	
32087	32849	14,504	23,085	1.97%	
32087	33850	14,504	23,085	1.97%	
32157	32731	15,451	16,582	0.24%	
32157	33553	39,726	55,657	1.34%	
32167	32816	35,256	49,415	1.34%	
32523	33707	11,479	18,448	2.02%	
32528	34808	24,777	27,382	0.35%	
32529	33835	5,412	6,491	0.66%	

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate
A/B	B/A	2015	2045	
32530	33833	14,290	20,971	1.56%
32533	33836	21,148	17,818	-0.52%
32540	32623	33,536	45,044	1.14%
32542	33831	27,733	29,718	0.24%
32542	33832	4,909	6,883	1.34%
32542	33837	1,932	1,300	-1.09%
32611	33709	14,702	26,069	2.58%
32611	33736	14,676	25,953	2.56%
32612	32617	11,131	8,641	-0.75%
32612	33835	3,733	4,573	0.75%
32612	34028	13,918	12,030	-0.45%
32614	33764	22,921	26,347	0.50%
32614	34021	27,573	27,808	0.03%
32614	34031	19,865	26,320	1.08%
32614	34458	6,172	12,768	3.56%
32615	32616	15,875	20,345	0.94%
32615	34027	12,794	11,915	-0.23%
32615	34029	7,148	9,585	1.14%
32615	34031	23,990	28,712	0.66%
32616	34972	18,367	23,605	0.95%
32617	32622	11,077	8,450	-0.79%
32619	32627	2,800	2,288	-0.61%
32619	33834	22,643	26,493	0.57%
32619	33836	19,902	16,551	-0.56%
32619	34973	21,847	28,982	1.09%
32620	32666	17,209	17,981	0.15%
32620	34972	18,158	23,173	0.92%
32620	34973	16,432	24,334	1.60%
32621	33760	29,582	43,935	1.62%
32621	34989	4,412	3,522	-0.67%
32622	33833	12,719	19,113	1.68%
32622	33834	22,044	25,588	0.54%
32623	32624	50,282	59,303	0.60%
32623	33831	31,187	33,375	0.23%
32624	32625	55,980	61,375	0.32%
32624	33760	32,418	46,054	1.40%
32624	33761	42,294	52,061	0.77%
32625	32626	55,519	60,384	0.29%
32626	32629	55,618	60,258	0.28%
32627	33838	1,932	1,300	-1.09%
32661	32719	14,225	25,702	2.69%
32661	33736	14,676	25,953	2.56%
32666	33763	12,667	12,613	-0.01%
32667	34026	7,148	9,341	1.02%

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate
A/B	B/A	2015	2045	
32667	34035	6,839	10,927	1.99%
32667	34036	5,431	7,050	0.99%
32670	33761	41,507	51,107	0.77%
32670	33762	40,507	49,934	0.78%
32671	32673	28,857	39,034	1.18%
32671	33762	40,453	51,228	0.89%
32671	33820	46,476	54,182	0.55%
32671	34993	21,593	27,952	0.98%
32672	34033	6,839	10,927	1.99%
32672	34035	6,839	10,927	1.99%
32673	33843	38,311	46,812	0.74%
32677	32766	3,000	2,764	-0.26%
32677	34993	16,837	21,805	0.98%
32677	36366	18,657	23,234	0.82%
32721	32723	12,832	16,833	1.04%
32721	32757	8,882	14,070	1.95%
32723	32724	12,763	16,925	1.09%
32724	32726	24,780	37,726	1.74%
32725	33819	49,374	61,617	0.83%
32725	33820	47,090	54,182	0.50%
32725	34817	11,481	20,916	2.74%
32726	33022	8,490	16,810	3.27%
32726	33819	52,957	66,753	0.87%
32726	33823	48,286	64,105	1.09%
32730	32731	14,757	15,925	0.26%
32730	33847	8,969	10,890	0.71%
32757	32766	28,218	27,580	-0.08%
32757	59024	21,047	35,228	2.25%
32765	32813	13,965	25,564	2.77%
32766	34022	25,219	24,816	-0.05%
32769	33739	11,308	12,760	0.43%
32769	33740	15,778	18,751	0.63%
32769	59024	21,047	31,089	1.59%
32770	32773	11,742	11,998	0.07%
32770	34876	11,793	12,154	0.10%
32773	33848	23,360	23,677	0.05%
32773	34276	14,515	17,775	0.75%
32774	32776	27,126	29,144	0.25%
32774	33848	23,985	24,270	0.04%
32775	33823	47,388	62,524	1.06%
32776	33553	47,420	62,049	1.03%
32776	59026	41,207	47,112	0.48%
32778	33924	45,888	49,730	0.28%
32778	59026	41,207	49,730	0.69%

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate
A/B	B/A	2015	2045	
32814	33737	14,034	16,072	0.48%
32814	33740	15,579	18,751	0.68%
32814	34881	7,090	10,989	1.83%
32843	32844	13,662	25,263	2.83%
32844	33533	14,246	28,901	3.43%
32844	33712	11,592	13,169	0.45%
32844	34916	10,192	8,398	-0.59%
32845	32848	12,492	13,754	0.34%
32845	33712	12,544	13,783	0.33%
32846	32848	11,308	13,405	0.62%
32848	33714	8,080	7,669	-0.17%
32849	32850	12,750	20,933	2.14%
32850	32905	17,358	19,475	0.41%
32851	32854	33,677	46,942	1.31%
32853	34480	10,741	27,180	5.10%
32853	36367	35,131	39,100	0.38%
32855	32856	36,763	40,043	0.30%
32855	36367	36,763	40,043	0.30%
32900	33533	14,246	28,901	3.43%
32905	32906	19,058	18,855	-0.04%
33552	33713	3,671	6,406	2.48%
33552	33738	15,007	24,012	2.00%
33552	33849	17,339	24,666	1.41%
33707	33708	6,359	11,055	2.46%
33708	33743	6,359	11,055	2.46%
33713	34877	4,168	6,748	2.06%
33738	33847	15,069	24,503	2.09%
33739	34876	12,342	13,407	0.29%
33763	34032	11,945	11,319	-0.17%
33765	34809	11,216	9,645	-0.47%
33765	35302	20,137	22,235	0.35%
33837	33838	1,932	1,300	-1.09%
33847	34276	12,316	15,729	0.92%
33847	34882	9,546	12,801	1.14%
33849	33850	15,636	23,226	1.62%
34019	34025	2,779	3,833	1.26%
34019	34036	4,356	6,119	1.35%
34021	34022	28,042	28,300	0.03%
34022	34023	1,929	2,651	1.25%
34023	34024	1,929	2,651	1.25%
34024	34025	1,929	2,651	1.25%
34026	34030	7,148	9,341	1.02%
34027	34028	12,794	11,915	-0.23%
34029	34030	7,148	9,585	1.14%

SERPM Node Pairs Within 3-Miles		SERPM AADT Volumes By Year		SERPM Derived 2015-2045 Growth Rate
A/B	B/A	2015	2045	
34032	34034	6,839	10,927	1.99%
34032	36366	17,674	20,608	0.55%
34033	34034	6,839	10,927	1.99%
34480	34481	8,850	27,628	7.07%
34481	34482	8,613	26,659	6.98%
34808	34809	11,216	9,645	-0.47%
34817	34818	13,403	28,802	3.83%
34876	34878	4,616	4,734	0.09%
34877	34880	5,223	4,204	-0.65%
34877	34883	2,777	4,091	1.58%
34878	34879	3,254	3,221	-0.03%
34879	34880	5,236	4,392	-0.54%
34879	34881	8,221	12,131	1.59%
34879	34882	8,653	12,032	1.30%
34916	34922	8,837	6,859	-0.75%
34916	34969	1,099	1,474	1.14%
34917	34918	1,099	1,474	1.14%
34917	34969	1,099	1,474	1.14%
34989	34990	5,576	5,088	-0.29%
34990	34991	5,576	5,088	-0.29%
34991	34993	5,264	6,859	1.01%
35299	35300	3,272	3,767	0.50%
35300	35301	3,272	3,767	0.50%
35301	35302	3,272	3,767	0.50%

Appendix 21-6

SERVICE FREQUENCIES

FRECUENCIAS DE SERVICIO / FREKANS SÈVIS YO

	FROM DESDE / DE	TO HASTA / A	EVERY CADA / CHAK
WEEKDAY DIAS LABORABLES LASEMÈN	6:00 a.m.	9:00 a.m.	30 min
	9:00 a.m.	4:00 p.m.	40 min
	4:00 p.m.	8:00 p.m.	30 min
SATURDAY SÁBADO SAMDI	5:30 a.m.	8:00 p.m.	45 min
SUNDAY DOMINGO DIMANCH	6:00 a.m.	8:00 p.m.	40 min

Frequencies are approximate and may vary depending on traffic and road conditions / Frecuencias son aproximadas, pues dependen del trafico y otras condiciones de las vias / Asosye yo apwoksimatif epi yo ka varye selon kondisyon sikilasyon sou wout yo

Language Assistance: Miami-Dade Transit (MDT) is committed to providing information about its transit services to passengers with limited English as part of its non-discrimination program. MDT publishes route information in Spanish and Haitian Creole and offers assistance in both languages at our Call Center at 3-1-1 or 305- 468-5900. For more information, call MDT's Office of Civil Rights & Labor Relations at 786-469-5486.

Miami-Dade County provides equal access and equal opportunity in employment and does not discriminate on the basis of disability in its programs or services. Auxiliary aids and services for communication are available with five days' advance notice. For material in alternate format (audiotape, Braille or computer disk), a signlanguage interpreter or other accommodations, please contact: Miami-Dade Transit, Office of Civil Rights and Labor Relations, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Attention: ADA Coordinator. Telephone: 786-469-5225, Fax: 786-469-5589. E-mail: DTPW-ADA@miamidade.gov.

Español: El Departamento de Transporte Público de Miami-Dade (MDT, su sigla en inglés) está dedicado a proveer información sobre sus servicios a los pasajeros que no hablan inglés. MDT publica información sobre sus rutas de autobús en español y creole haitiano y ofrece asistencia en ambos idiomas en nuestro Centro de Llamadas en el 3-1-1 o 305-468-5900. Para más informacion, llame la Oficina de Derechos Humanos y Relaciones Laborales de MDT al 786-469-5486.

El Condado de Miami-Dade ofrece igualdad de acceso y de oportunidades en el empleo y no practica la discriminación por discapacidad, en sus programas o servicios. Los dispositivos y servicios de ayuda auditiva para la comunicación están disponibles previa solicitud, con cinco días de anticipación. Para obtener materiales en formato alternativo (cinta de audio, Braille o disco de computadora), para solicitar un intérprete del lenguaje de las señas u otros servicios similares sírvase llamar a: Transporte de Miami-Dade, Oficina de Derechos Civiles y Relaciones Laborales, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atención: ADA Coordinator. Teléfono: 786-469-5225, Fax: 786-469-5589. Correo electrónico: DTPW-ADA@miamidade.gov.

Kreyòl Ayisyen: Miami-Dade Transit (MDT) angaje li a bay pasaje ak konesans limite an Anglè yo tout enfòmasyon sou sèvis transpò piblik nan lang pa yo. MDT pibliye enfòmasyon sou trajè otobis yo an Espanyòl ak an Kreyòl Ayisyen epi li bay asistans nan toude lang yo nan Sant Repons nou an 3-1-1 oswa 305-468-5900. Pou plis enfòmasyon, rele Biwo Dwa Sivik ak Relasyon Travay MDT la nan 786-469-5486.

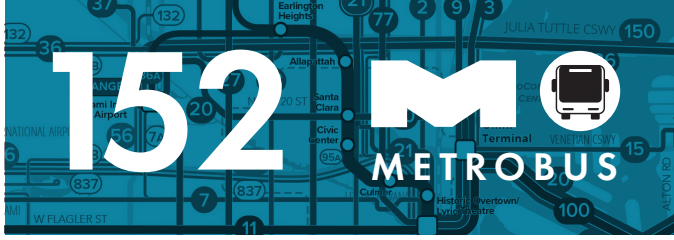
Konte Miami-Dade bay aksè ak opòtinite egal ego nan anplwa epi li pa fè diskriminasyon baze sou enfi mite nan pwogram li yo ak sèvis li yo. Aparèy ak sèvis kominikasyon pou moun ki pa tande/wè byen yo disponib ak yon preyavi senk jou. Pou jwenn dokiman nan lòt fòma (tep odyo, Bray oswa disk konpit), sèvis yon entèprèt ki pale lang siy oswa lòt akomodasyon, tanpri kontakte: Miami-Dade Transit, Biwo Dwa Civil ak Relasyon Travay, 701 NW 1st Court, Suite 1700, Miami, FL 33136. Atansyon: ADA Coordinator. Telefòn: 786-469-5225, Faks: 786-469-5589. Imel: DTPW-ADA@miamidade.gov.

miamidade.gov/transportation

Information • Información • Enfòmasyon

311 (305.468.5900) TTY/Florida Relay: **711**

@GoMiamiDade **GO Miami-Dade Transit**



APRIL 2024 ABRIL 2024 | AVRIL 2024

- Local service seven days a week.
- Travels from Country Walk to the TransitWay SW 152 Street Park & Ride lot along SW 152 St (Coral Reef Dr).
- Stops include the Park & Ride at Coral Reef Dr and the Florida Turnpike.
- Stops at ZooMiami on weekends during zoo hours.

P

- Servicio local los siete días de la semana.
- Va desde Country Walk hasta el estacionamiento Park & Ride de TransitWay en SW 152 Street, pasando por SW 152 St (Coral Reef Dr).
- Con paradas en el estacionamiento Park & Ride de Coral Reef Dr y Florida Turnpike.
- Con paradas en ZooMiami los fines de semana durante el horario de apertura del zoológico.

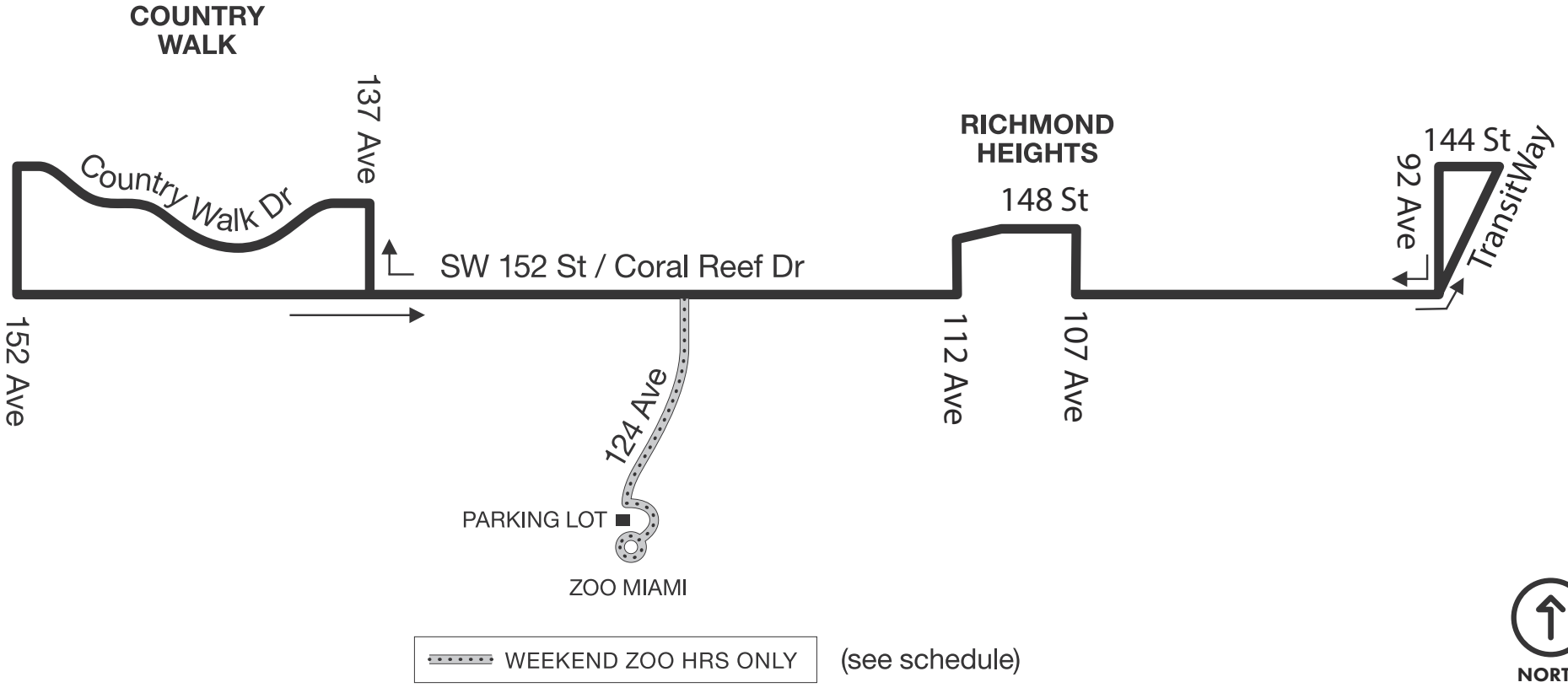
- Sèvis lokal sèt jou psou sèt.
- Vwayaje soti nan Country Walk rive nan TransitWay SW 152 Street Park & Ride sou SW 152 St (Coral Reef Dr).
- Arè yo ge ladan Park & Ride nan Coral Reef Dr ak Florida Turnpike.
- Arè nan ZooMiami nan wikenn pandan lè pak zowolojik la ouvè.

MORE INFORMATION
MÁS INFORMACIÓN | PLIS ENFÒMASYON

MIAMI-DADE COUNTY

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

152


COUNTRY WALK
137 Ave
Country Walk Dr
SW 152 St / Coral Reef Dr
RICHMOND HEIGHTS
148 St
144 St
92 Ave
TransitWay
152 Ave
124 Ave
112 Ave
107 Ave
PARKING LOT
ZOO MIAMI
WEEKEND ZOO HRS ONLY
(see schedule)
NORTH

11/2023

Metrobus Routes Schedule

Miami-Dade METROBUS

152 (Eastbound) WEEKDAY				
SW 152 AV & SW 152 ST	**SW 152 ST & SW 137 AV**	**ZOO MIAMI MAIN ENTRANCE**	**SW 152 ST & SW 117 AV**	**TRANSITWAY & 152 ST**
05:29AM	05:35AM	-	05:43AM	05:55AM
05:48AM	05:54AM	-	06:07AM	06:25AM
06:15AM	06:23AM	-	06:36AM	06:54AM
06:50AM	06:58AM	-	07:07AM	07:24AM
07:19AM	07:27AM	-	07:36AM	07:53AM
07:51AM	07:59AM	-	08:08AM	08:23AM
08:20AM	08:28AM	-	08:37AM	08:52AM
09:01AM	09:09AM	-	09:18AM	09:32AM
09:41AM	09:49AM	-	09:58AM	10:12AM
10:21AM	10:29AM	-	10:38AM	10:52AM
11:01AM	11:09AM	-	11:18AM	11:32AM

11:42AM	11:50AM	-	11:59AM	12:13PM
12:22PM	12:30PM	-	12:39PM	12:53PM
01:02PM	01:09PM	-	01:18PM	01:33PM
01:43PM	01:50PM	-	01:59PM	02:14PM
02:20PM	02:27PM	-	02:36PM	02:50PM
03:02PM	03:09PM	-	03:19PM	03:32PM
03:32PM	03:39PM	-	03:49PM	04:02PM
04:01PM	04:08PM	-	04:18PM	04:31PM
04:31PM	04:38PM	-	04:48PM	05:01PM
05:01PM	05:08PM	-	05:18PM	05:31PM
05:33PM	05:40PM	-	05:50PM	06:03PM
06:05PM	06:12PM	-	06:20PM	06:33PM
06:34PM	06:41PM	-	06:49PM	07:02PM
07:06PM	07:13PM	-	07:20PM	07:32PM
07:38PM	07:45PM	-	07:52PM	08:04PM
08:09PM	08:16PM	-	08:23PM	08:35PM

Back to previous page

MIAMI-DADE COUNTY

METROBUS SYSTEM

SISTEMA DEL METROBÚS • SISTÈM METROBUS

JULY 2025 • JULIO 2025 • JIYÈ 2025

Metrobus routes • Rutas de Metrobús • Wout Metrobus

During weekdays at midday, the bus comes every...
Los días laborables durante el horario del mediodía, el autobús pasa cada...
Pandan lasemèn, nan mitan jounen, otobis la vini chak....

- **10 minutes or less** • minutos o menos • *minit oswa mwens*
- **15 minutes** • minutos • minit
- **20 minutes** • minutos • minit
- **30 minutes** • minutos • minit
- **60 minutes** • minutos • minit
- **Peak-Only or Limited Service**
  Servicio limitado o solamente en horas pico
  Èdepwent sèlman oswa sèvis limite

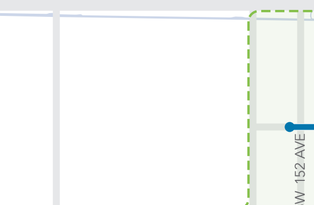
Other transit services

Otros servicios de transporte público • Lòt sèvis transpò piblik

- **MetroConnect Zone**
  Zona de servicio de MetroConnect
  Zòn MetroConnect
- **Metrorail and Station**
  Metrorail y estación
  Metrorail ak estasyon
- **Metromover and Station**
  Metromover y estación
  Metromover ak estasyon
- **South Dade TransitWay Stations**
  Estaciones de transporte rápido de South Dade TransitWay
  Estasyon TransitWay South Dade
- **Tri-Rail**
- **Brightline**

This is a general reference map. Consult individual route maps for details.
Use este mapa como referencia general. Para más detalles, consulte el mapa específico de cada ruta.
Sa se yon kat referans jeneral. Konsilte kat jewografik wout an patikilye pou plis detay.

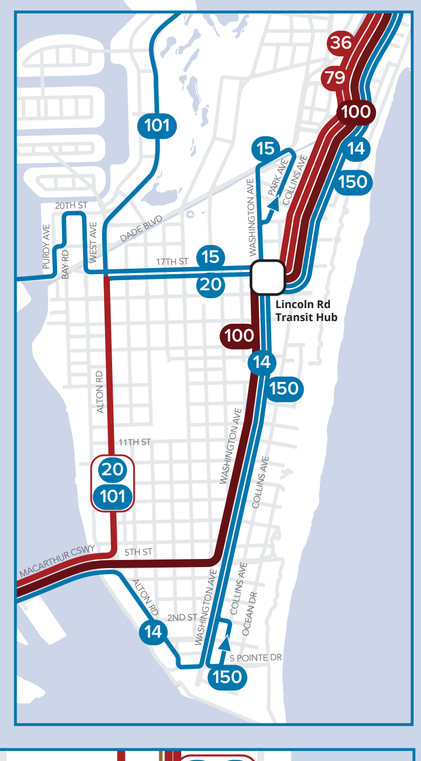
Some routes combine to provide higher frequency on a single route.
Algunas rutas se unen para proveer servicio más frecuente en una sola ruta.
Genyen kèk wout ki konbine pou ofri plis frekans sou yon sèl wout.



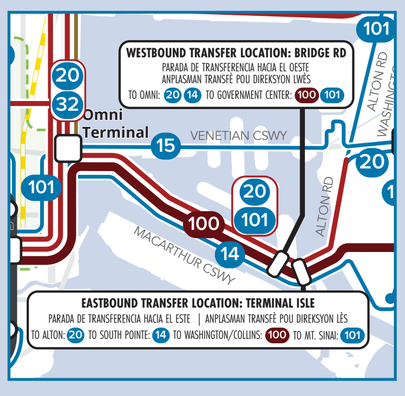
Route branches
Rutas ramales
Anbranchman pakou

Combined on a single route
Combinado en una sola ruta
Konbine sou yon sèl wout

MIAMI BEACH

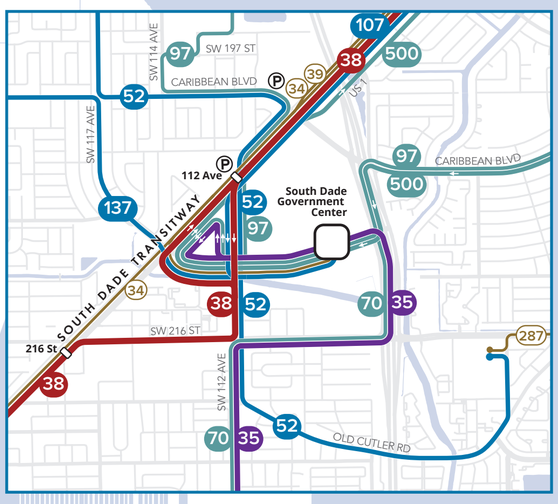


DOWNTOWN ↔ MIAMI BEACH



DOWNTOWN MIAMI

CUTLER BAY



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