

**MIAMI-DADE COUNTY
DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES
RESPONSE TO THE OBJECTIONS, RECOMMENDATIONS AND COMMENTS REPORT
MIAMI-DADE COUNTY PROPOSED COMPREHENSIVE PLAN AMENDMENT 13-4ER
BY THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY**

October 10, 2013

This report contains responses of the Department of Regulatory and Economic Resources (RER) to the objections contained in the referenced Objections, Recommendations and Comments (ORC) report issued by the Florida Department of Economic Opportunity (DEO) on August 23, 2013. There were five objections and seven comments issued in the ORC report.

In the following analysis, the DEO's Objections and corresponding Recommendations are presented, followed by a response from RER. DEO Comments are similarly addressed. The RER responses contained herein do not preclude the issuance of other future responses by RER. Moreover, the responses issued by RER are not necessarily those of the Local Planning Agency or the Board of County Commissioners, which may offer their own responses.

I) The Department raises the following Objections to the Amendments:

1.) Objection: Proposed New Urban Center

The following Florida Statutes pertain to the amendment:

- Section 163.3177(1)(f), F.S., states that "All mandatory and optional elements of the comprehensive plan and plan amendments shall be based upon relevant and appropriate data and an analysis by the local government ..."
- Section 163.3177(6)(a)l, F.S., requires that "Each future land use category must be defined in terms of uses included, and must include standards to be followed in the control and distribution of population densities and building and structure intensities. The proposed distribution, location, and extent of the various categories of land use shall be shown on a land use map or map series which shall be supplemented by goals, policies, and measurable objectives."
- Section 163.3177(6)(a)2, F.S., notes that "The future land use plan and plan amendments shall be based upon surveys, studies, and data regarding the area ..."
- Section 163.3177(6)(a)8, F.S., indicates that "Future land use map amendments shall be based upon the following analyses: a. An analysis of the availability of facilities and services; b. An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site; and c. An analysis of the minimum amount of land needed to achieve the goals and requirements of this section."

The amendment proposes a new urban center at the intersection of the Palmetto Expressway and Bird Road. The initial designation of an urban center is simply an expression of the County Commission's policy direction. A small area study will be completed in the future to determine the specific parcels that are candidates for higher densities and intensities. However, the County's Comprehensive Development Master

Plan (CDMP) text does not require FLUM amendments to be adopted to reflect the densities and intensities identified by the small area study. Without a requirement that FLUM amendments must be transmitted in response to the small area study, the proposed future land use for the site will not include the required range of density and/or intensity of uses.

Authority: Sections 163.3177(1)(f), and 163.3177(6)(a)l, 2, and 8, F.S

Recommendation: Revise the Land Use Element to clarify the process of designating an urban center. Specifically, after the urban center's densities and intensities are identified by the small area study, FLUM amendments and associated analysis must be transmitted pursuant to Section 163.3184(3), F.S.

RER Response:

The new community urban center proposed to be designated on the Comprehensive Development Master Plan (CDMP) Adopted 2015 and 2025 Land Use Plan (LUP) map at the Palmetto Expressway/SR-826 and Bird Road/SW 40 Street is withdrawn by the Department. The development program anticipated at this time is within the development levels permitted by the current land use designations. If the development program increases above these levels, the Department will file an amendment to the CDMP to designate an urban center on the LUP map, and this subsequent amendment will be accompanied by adequate data and analysis to support the designation.

2.) Objection: Proposed Urban Development Boundary (UDB) Expansion

The following Florida Statutes pertain to the amendment:

- Section 163.3177(1)(f), F.S., states that “All mandatory and optional elements of the comprehensive plan and plan amendments shall be based upon relevant and appropriate data and an analysis by the local government...”
- Section 163.3177(6)(a)2, F.S., notes that “The future land use plan and plan amendments shall be based upon surveys, studies, and data regarding the area...”
- Section 163.3177(6)(a)8, F.S., indicates that “Future land use map amendments shall be based upon the following analyses: a. An analysis of the availability of facilities and services; b. An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site; and c. An analysis of the minimum amount of land needed to achieve the goals and requirements of this section.”

Inadequate traffic analysis was provided for the Future Land Use Map amendment for the proposed 521 acre UDB expansion at the northwest quadrant of the Florida Turnpike and the Dolphin Expressway.

Authority: Sections 163.3177(1)(f), and 163.3177(6)(a)2 and 8, F.S.

Recommendation: The traffic analysis for the 521 acre UDB expansion should be revised as described below.

- a. Include the SR 836 corridor.

- b. Provide information regarding improvements to the local roadway network to improve access to the SR 821/SR 836 corridors.
- c. Correct the Existing Traffic Conditions table. It identifies SR 821/HEFT as operating at acceptable levels of service with 6 lanes. All of the segments included would not operate acceptably with 6 lanes. The HEFT currently has 8 lanes from SR 836 to NW 74th Street, and an auxiliary lane will be constructed from NW 74th to NW 106th Street. North of NW 106th Street, the HEFT is 6 lanes, and is currently exceeding capacity in the commuter peak hours.
- d. Provide documentation to support the existing traffic volumes presented for the HEFT. They are very low and are not consistent with Turnpike information regarding volumes on the segments reported.
- e. Provide sufficient information to determine whether all data used is two-way or directional. The short-term traffic analysis provided presents traffic volumes/capacity in an inconsistent manner. It appears that a two-way peak hour LOS D maximum service threshold for the HEFT is provided and a directional peak hour volume is included. For example, the HEFT between NW 12th and NW 41st Street interchanges currently carries 105,300 AADT, with peak hour directional volumes of approximately 5,800. The table's source for Peak Hour Capacity appears to be the 2009 FDOT Generalized Level of Service Tables (a new update is published). A 6 lane freeway LOS D two-way maximum service threshold is the 10,150 indicated. The directional LOS D maximum service threshold from the same tables would be 5,580.
- f. Include the two Turnpike improvements that are currently advancing or under construction, the auxiliary lanes mentioned above, and the interchange improvements at NW 12th Street. Also, a design-build project is being advanced to add capacity and express lanes to the HEFT south of SR 836. There are no planned improvements north of SR 836 and the improvements south of SR 836 will not accommodate the projected demands from currently approved development.
- g. Consider appropriate noise buffering, such as setbacks and landscaping, if future development occurs within the eastern portion of the property.

RER Response:

The traffic impact analysis (TIA) for the 521-acre UDB expansion will not be revised to account for impacts associated with the 521 gross acreage as only 308 net acres of the 521 gross acres of the application area can be developed. The two lakes within the area totaling approximately 224 acres cannot be filled and therefore cannot be developed. However, the traffic impact analysis for the 308 net acre expansion, which excludes the lakes, was revised to address the DEO's Objection No. 2 and the FDOT and the Florida Turnpike Enterprise technical comments. The revised TIA addressed the following:

- 1) The Existing Traffic Conditions table was revised to include the SR 836 Extension (Recommendation 2a).

- 2) Currently, NW 25 Street, NW 12 Street, NW 137 Avenue and NW 127 Avenue provide access to the SR 821/Homestead Extension of the Florida Turnpike (HEFT) and to the SR 836 Extension. New local roadways to provide access to the multiple parcels within the application area will be dedicated at platting, designed accordingly to County standards, and improved prior to construction of approved development. All these local roadways (50' R-O-W and minimum two lanes facilities) will also connect to the major section lines roadways (NW 25 Street, NW 12 Street, NW 137 Avenue, and NW 127 Avenue), which provide access to SR 821 and SR 836. (Recommendation 2b).
- 3) The Existing Traffic Conditions table was updated using the latest available traffic counts (2012 traffic counts for Miami-Dade County roadways and 2012 traffic counts for State roadways). The number of lanes was updated as well as the maximum service volumes for the adopted CDMP LOS standards using FDOT's ARTPLAN for County roadways and the 2012 FDOT Generalized Tables, updated on December 18, 2012, for State roadways. Documentation to support the existing traffic volumes and maximum service volumes presented for the HEFT, SR 836, and all roadways analyzed are attached to the revised traffic impact report. (Recommendations 2c, 2d and 2f).
- 4) Copies of the Miami-Dade Concurrency and Level of Service table and FDOT Concurrency and Level of Service tables generated by Miami-Dade County Department of Regulatory and Economic Resources are attached as Attachment 1 in the *Revised Traffic Impact Analysis for CDMP EAR-Based Amendment Application N. 1, Part C, Parcel 296* report. (Recommendation 2e).

A copy of the *Revised Traffic Impact Analysis for CDMP EAR-Based Amendment Application No. 1, Part C, Parcel 296* report addressing Recommendations 2a, 2b, 2c, 2d, 2e, and 2f is provided in the attached Appendix.

With regard to DEO's regarding appropriate noise buffering, Chapter 33, Zoning, of the Miami-Dade County Code, provides for setbacks, open area, greenbelts, etc., and Chapter 18A, Miami-Dade County Landscaping Ordinance, provides for landscaping requirements along setbacks, open areas, greenbelts, etc. to address noise, glare, etc. It is at the zoning and site planning approval phases that the County enforces these provisions and requires developers to address such issues as noise, glare, and setbacks. (Recommendation 2g).

3.) Objection: Prioritization of Capital Improvements

Section 163.3177(2), F.S., states that "Coordination of the several elements of the local comprehensive plan shall be a major objective of the planning process. The several elements of the comprehensive plan shall be consistent." Policies CIE-3D, CIE-5A, and TC-4C are internally inconsistent regarding the prioritization of capital improvements by geographic area, as summarized below.

Area that receives priority for infrastructure	CIE-3D	CIE-5A	TC-4C
Urban Centers	1 st	----	----
Urban Infill Area	----	----	1 st
Urban Development Boundary	----	1 st	2 nd
Urban Expansion Area	----	2 nd	3 rd

Authority: Section 163.3177(2), F.S.

Recommendation: Revise Policies CIE-3D and CIE-5A, as well as Transportation Policy TC-4C to establish consistency.

RER Response:

RER agrees with this objection and has revised the subject policies, namely CIE-3D, CIE-5A, TC-4C and LU-4C for internal consistency. The revised policies are included in the *“Final Recommendations October 2012 Cycle EAR-Based Applications To Amend The Comprehensive Development Master Plan”* report dated September 2013. Policies CIE-3D and CIE-5A can be found in Application 9 for the Capital Improvements Element; changes to Policy LU-2B can be found in Application 1 for the Land Use Element; and changes to policy TC-4C can be found in Application 2 for the Transportation Element.

4.) Objection: Coastal High Hazard Area (CHHA) Map

Section 163.3178(8)(c), F.S., states that “...local governments shall amend their future land use map and coastal management element to include the new definition of coastal high-hazard area and to depict the coastal high-hazard area on the future land use map.” Figure 13 in the Land Use Element is the only map that depicts the CHHA. The source indicates that it is from “Miami-Dade County, Office of Emergency Management, 2003”. However, the Florida Statewide Regional Evacuation Study, which was released in 2010, is the most recent data for the CHHA. The CHHA boundary in Figure 13 does not correspond to the Florida Statewide Regional Evacuation Study maps.

Authority: Section 163.3178(8)(c), F.S.

Recommendation: Replace Figure 13 with an updated CHHA map based on the Florida Statewide Regional Evacuation Study.

RER Response:

The Land Use Element Figure 13 has been updated accordingly and is included in the *“Final Recommendations October 2012 Cycle EAR-Based Applications To Amend The Comprehensive Development Master Plan”* report dated September 2013.

5.) Objection: Population Projections

Section 163.3177(1)(f), F.S., states that “All mandatory and optional elements of the comprehensive plan and plan amendments shall be based upon relevant and appropriate data and an analysis by the local government...” The methodology provided by the County in support of the population projections is professionally acceptable but does not include the most recent estimates of migration and immigration data from the Internal Revenue Service (IRS) and the American Community Survey (ACS). We understand that these data were not available when the projections were initially prepared but have since been published. The projections are therefore not based on the most current, relevant, and appropriate data and analysis.

Authority: Section 163.3177(1)(f), F.S.

Recommendation: Update the population projection methodology to include the most recent estimates of migration and immigration published by the IRS and the ACS. The methodology should explain how the historical data is used (particularly with respect to the time period used) and whether recent changes in the data indicate long term trends.

RER Response:

In response to the objection and recommendation issued by the Department of Economic Opportunity (DEO), the Department has updated the population projection and incorporated the most recent estimates of domestic migration and immigration that were released after the Department's projections were completed. (See attached table that is referenced in Figure 8 of the Land Use text). These estimates are highlighted in the attached table. What follows is an explanation of the methodology, including the basis for the assumptions and historical data used for this projection series, and the effect of incorporating the recent estimates of domestic migration and immigration into the projection series, and the effect of incorporating the recent estimates of domestic migration and immigration into the projection.

The projection methodology used is based on the component method. The component method uses data on births, deaths, and migration flows, domestic and international. The components of population change are estimated separately and then combined for total population change. Data on each of the components for the prior 20 years is used to project 20 years forward.

Long term and intermediate trends are analyzed and assumptions are made regarding what the trends will likely be in the future. Long terms trends, 20 years and more, provide the background for understanding what has happened in terms of total population and its components regarding the trajectory of growth. It offers insight into long term growth rates and context for understanding how trends are likely to influence the future. This is in distinction from short term movements in the data.

In developing the assumptions for this population projection series the average values over the past 20 years were used for domestic migration and immigration components. The slower population growth in the 2000-2009 period was due in large measure to the boom and bust phenomena in the housing market and the subsequent spillover into the economy, resulting in the steepest economic decline in over 70 years. If, for example, the Department had based its assumptions solely on the previous decade, projected population growth would be substantially lower. Further, the out-migration element of domestic migration was modulated downward (less negative) so that growth in out-migration would not lead to an unreasonably high figure for 2030. By doing so, this led to a 2030 population value that was reasonable and a population projection higher than it would otherwise be.

In addition, given what had occurred in the past decade an assumption was added that the population would grow slowly during the first five years (2010-2015). This was primarily based upon the expected weakness in the post-recession economy and the huge imbalances and uncertainty in the housing market. This, in turn, would tend to depress migration into the area. Therefore population growth would be slower during

this period. In particular, domestic in-migration and immigration would be negatively affected. This assumption shifted greater annual population growth to the subsequent years and had little impact on the ultimate population figure for 2030.

To understand the need to focus on the long term trends rather than short term movements in practical terms, examining the published data on immigration is insightful. Immigration is the component that tends to be the most volatile as, in the case of Miami-Dade, is influenced by instability and the foreign policies of many countries. While in the short term from 2009-2011 the immigration figures moved upward from 2009 to 2011 and there was an appearance of a trend, this is in fact deceiving. In the very next year, 2012¹, there was a reversal as immigration fell by over 5,000. (See table below) Further, the 2012 value was in line with the figures for the 2006-2008 period. Therefore, to base the assumptions regarding the future path of immigration over the next twenty years on the short term downward movement from 2009 to 2011 would not be prudent or statistically valid. This, in turn, might lead to a significantly over-estimated population projection.

Immigration
Miami-Dade County, 2002-2012²

<u>Year</u>	<u>Estimate</u>
2002	53,795
2003	38,829
2004	58,995
2005	30,730
2006	35,349
2007	35,446
2008	35,446
2009	29,474
2010	37,783
2011	43,706
2012	38,655

Source: American Community Survey, various years

Once the assumptions were developed, future trends were given numerical values through the use of end points for each of the components of the projection. A regression was run using data from 1990 to 2010 to project twenty years forward to 2030. In order, to substantiate that the results were reasonable a comparison to those

¹ This data was released in September 2013 as part of the American Community Survey (ACS) 1 Year Estimates for 2013. As such, it was not included in the projection series. If it were incorporated into the projection series it would have minimal impact.

² The ACS data is only available from 2002 forward.

produced by the Bureau of Business and Economic Research (BEER), the official projections for the state, was made. These are the figures that must be used, in the absence of a professionally accepted population projections at the local level. Comparing the years 2015, 2020, 2025 and 2030, the difference between the Department's and the BEER projections was always less than 1.1 percent. In 2015, BEER was 0.45 percent higher, while in 2030 the Department's projection of 3,014,151 was just 0.16 percent higher.

Finally, in regard changes in recent data over the past several years and their impact on long term trends, it is very important to understand that the long term assumptions used were based on the average over the past twenty years. This period included movement up and down with respect to the data values for both domestic migration and immigration. Therefore these more recent changes do not and should not affect the assumptions used to develop long term trends. However, if any of these short term movements in the components continue in the same direction in subsequent years, the revised projection series will reflect this in terms of the data and likely in assumptions regarding future growth, as well.

Miami-Dade County Population Projection, 2010-2030

				Natural Increase				
Year	Resident Population	Populatio n Change	Net Migration	(Birth - Death)	Resident Births	Resident Deaths	Net Immi- gration	Domestic Migration
2000	2,253,485	32,066	19,344	12,722	31,688	18,966	44,452	-25,108
2001	2,292,391	38,906	25,185	13,721	32,331	18,610	49,967	-24,782
2002	2,324,823	32,432	18,360	14,072	32,352	18,280	41,848	-23,488
2003	2,341,995	17,172	3,166	14,006	32,236	18,230	30,036	-26,870
2004	2,371,846	29,851	15,641	14,210	32,575	18,365	38,922	-23,281
2005	2,390,776	18,930	4,711	14,219	32,575	18,356	30,166	-25,455
2006	2,406,342	15,566	1,183	14,383	32,709	18,326	28,373	-27,190
2007	2,417,059	10,717	-5,014	15,731	33,876	18,145	30,024	-35,038
2008	2,437,608	20,549	4,384	16,165	34,124	17,959	29,956	-25,572
2009	2,460,348	22,740	7,370	15,370	33,315	17,945	26,036	-18,666
2010	2,496,435	36,087	21,862	14,225	32,090	17,865	30,364	-8,502
2011	2,523,965	27,530	14,203	13,327	31,339	18,012	35,447	-21,244
2012	2,544,626	20,661	7,664	12,997	31,130	18,133	28,667	-21,003
2013	2,565,685	21,059	7,949	13,110	32,765	19,655	29,063	-21,114
2014	2,586,290	20,605	7,817	12,788	32,998	20,210	29,292	-21,475
2015	2,607,198	20,908	7,769	13,139	33,418	20,279	29,355	-21,586
2016	2,631,355	24,157	11,152	13,005	33,354	20,349	33,099	-21,947
2017	2,654,925	23,570	10,686	12,884	33,326	20,442	32,994	-22,308
2018	2,680,330	25,405	12,650	12,755	33,285	20,530	35,069	-22,419
2019	2,705,145	24,815	12,185	12,630	33,260	20,630	34,965	-22,780
2020	2,731,543	26,398	13,899	12,499	33,222	20,723	37,040	-23,141
2021	2,756,845	25,302	12,933	12,369	33,196	20,827	36,935	-24,002
2022	2,783,973	27,128	14,898	12,230	33,151	20,921	39,011	-24,113
2023	2,810,749	26,776	14,682	12,094	33,120	21,026	38,906	-24,224
2024	2,837,167	26,418	14,466	11,952	33,079	21,127	38,801	-24,335
2025	2,865,402	28,235	16,431	11,804	33,027	21,223	40,877	-24,446
2026	2,893,274	27,872	16,215	11,657	32,988	21,331	40,772	-24,557
2027	2,922,958	29,684	18,179	11,505	32,939	21,434	42,847	-24,668
2028	2,952,275	29,317	17,964	11,353	32,902	21,549	42,743	-24,779
2029	2,983,398	31,123	19,928	11,195	32,854	21,659	44,818	-24,890
2030	3,014,151	30,753	19,713	11,040	32,819	21,779	44,713	-25,000

Decade	Ten-Year Annual Change, 1991 to 2030							
1991-2000		31,639	17,732	13,907	32,458	18,551	38,986	-21,253
2001-2010		24,295	9,685	14,610	32,818	18,208	33,569	-23,884
2011-2020		23,511	10,597	12,913	32,810	19,896	32,499	-21,902
2021-2030		28,261	16,541	11,720	33,008	21,288	41,042	-24,501

Source: U.S. Bureau of the Census, Decennial Census 1990-2010. Post-2010 figures, Miami-Dade County Department of Regulatory and Economic Resources, Research Section, 2013.

II) The following Technical Assistance Comments are offered to assist Miami-Dade County when processing future amendments to the Comprehensive Plan. They will not be used as a basis for a challenge.

1.) Comment: Urban Expansion Area Guidelines

The County's goals, objectives, and policies do not provide guidelines for the expansion, contraction, or designation of an Urban Expansion Area (UEA). In response, a new policy should be added to the Land Use Element which describes the guidelines that will be used to modify existing or designate new UEAs.

RER Response: The Department takes this comment under advisement, and may file an appropriate policy amendment to establish criteria for establishing new UEAs or modifying existing UEAs in a subsequent CDMP amendment Cycle.

2.) Comment: West Wellfield Protection Area

Policy LU-8G identifies the "West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street" as an area prohibited from being considered for expansion to the urban development boundary. The West Wellfield Protection Area extends southward to SW 72nd Street. If the intent of Policy LU-8G is to protect all of the West Wellfield Protection Area, the boundaries in Policy LU-8G should be amended accordingly.

RER Response:

In June 2013, the United States Geological Survey (USGS), on behalf of Miami-Dade County, published a new groundwater modeling study of the Northwest and West Wellfields titled '*Estimation of Capture Zones and Drawdown at the Northwest and West Well Fields, Miami Dade County, Florida, Using an Unconstrained Monte Carlo Analysis: Recent (2004) and Proposed Conditions*'. Changes to the West Wellfield Protection Area boundaries are anticipated as a result of this new study. Consequently, a reassessment of the West Wellfield protection policy contained in CDMP Policy LU-8G would be warranted once the results of the USGS groundwater modeling study have been fully analyzed and any necessary amendments to Policy LU-8G and other relevant policies will be proposed as appropriate.

3.) Comment: Mass Transit Headways

Policy MT-1A in the Mass Transit Sub-element increases headways from 30 to 60 minutes. This change contradicts other policies which encourage transit use. In response, instead of increasing headways uniformly Countywide, the County should examine whether headways might vary based on routes, destinations, or ridership levels, thereby achieving greater consistency with other policies which advocate transit.

RER Response:

The County has taken this recommendation under advisement and has recommended that the Mass Transit LOS remain at 30-minute headways. Policy MT-1A of the Mass Transit Subelement and the text of the Capital Improvements Element were revised to

reflect the current 30-minute headways. These changes are in the “*Final Recommendations October 2012 Cycle EAR-Based Applications To Amend The Comprehensive Development Master Plan*” report dated September 2013.

4.) Comment: Figures 3 through 11 in Aviation Sub-Element

Figures 3 through 11 in the Aviation Sub-element are not clear and do not adequately depict important features such as the Runway Protection Zones. In response, Figures 3 through 11 should be revised to include a new map subset focused on each individual Runway Protection Zone, the areas it is impacting, and the underlying FLUE designations for the impacted area.

RER Response:

RER will take this comment under advisement. The Miami-Dade Aviation Department staff has indicated they will consider filing an amendment to the Comprehensive Development Master Plan (CDMP) in the upcoming November 2013 filing cycle and will revise the Aviation Subelement figures at that time.

5.) Comment: Planned Aviation Facilities Improvements Table in Aviation Sub-Element

The Planned Aviation Facilities Improvements table in the Aviation Subelement does not include the corrective measures identified through Florida Department of Transportation (FDOT) inspections. In response, the Planned Aviation Facilities Improvements table should be amended to include all projects identified through FDOT inspections.

RER Response:

The Miami-Dade Aviation Department (MDAD) indicated that they are in compliance with all State and federal regulations, and that MDAD will continue to mitigate or correct any deficiencies identified during the Federal Aviation Administration (FAA) Part 139 certification and FDOT public-use airport licensing inspections in the course of existing certification and licensing processes.

6.) Comment: Coastal Management Policy CM-9A(iii)

Policy CM-9A(iii) states the following:

“Maintain, or reduce where possible, densities and intensities of new urban development and redevelopment within Hurricane Evacuation Zone A to that of surrounding existing development and zoning. All new residential units in Hurricane Evacuation Zone A, whether year round or seasonal, shall be counted in density and intensity unless certified by recorded covenant that the units will not be occupied during hurricane season.”

The County’s plan primarily defines Zone A as the barrier islands, which are part of the Coastal High Hazard Area (CHHA). CM-9A(iii) appears to allow new residential development in the CHHA if a covenant prevents them from being occupied during hurricane season. Such development will require additional public infrastructure, such

as roads, water lines, and sewer lines. Therefore, this policy is not consistent with Section 163.3178(1), F.S., which requires local governments to limit public expenditures in areas that are subject to destruction by natural disaster. Policy CM-9A(iii) is existing text which is not being amended. Also, the limitation on public expenditures in the CHHA was in the 2005 Florida Statutes. It is not a new requirement. Therefore, this is offered as a comment, and not an objection. In response, the County should amend Policy CM-9A(iii) to remove the inconsistency.

RER Response:

RER concurs with DEO's comment and recommends deletion of the second sentence in policy CM-9A(iii). This change can be found in the "*Final Recommendations October 2012 Cycle EAR-Based Applications To Amend The Comprehensive Development Master Plan*" report dated September 2013. The sentence in question was formulated when the barrier islands still contained some unincorporated areas such as Sunny Isles Beach. The County currently has little privately owned land within the CHHA—the majority of these coastal lands are designated as "Environmentally Protected Parks" or "Parks and Recreation" in the CDMP Land Use Plan map.

7.) Comment: Endangered, Threatened, Rare, and Special Concern Fauna

The list of Endangered, Threatened, Rare, and Special Concern Fauna in Miami-Dade County includes definitions and terminology that the Florida Fish and Wildlife Conservation Commission (FWCC) no longer uses for species that are protected under Rule 68A-27, Florida Administrative Code. In response, the County should amend the list of Endangered, Threatened, Rare, and Special Concern Fauna consistent with the FWCC's letter of July 23, 2013, as provided in the enclosed agency comments.

RER Response:

RER concurs with DEO's comment. Appendix B of the Conservation, Aquifer Recharge and Drainage element is revised to reflect the Florida Fish and Wildlife Conservation Commission's new definitions and terminology and can be found in the "*Final Recommendations October 2012 Cycle EAR-Based Applications To Amend The Comprehensive Development Master Plan*" report dated September 2013.

APPENDIX
REVISED TRAFFIC IMPACT ANALYSIS
FOR CDMP EAR-BASED AMENDMENT
APPLICATION No. 1, PART C, PARCEL 296
October 2013

Introduction and Site Location

Application No. 1, Part C (Parcel 296) of the "Staff Applications October 2012 Cycle EAR-Based Applications To Amend the Comprehensive Development Master Plan" seeks to amend the Adopted 2015 and 2025 Land Use Plan map to re-designate approximately 521 gross acres of land, including two lakes, from "Open Land" to "Restricted Industrial and Office" and inclusion within the Urban Development Boundary. It should be pointed out that the application area includes two lakes and subdivisions already platted with dedicated rights-of-way. Of the 521 gross acres only 308 net acres may be developed because the two lakes within the application area cannot be filled. The small lake is part of the Beacon Lakes Development of Regional Impact (DRI) and cannot be filled because it is to be used exclusively for water retention; and only 35 acres out of the 184.34-acre lake will be filled (see aerial photograph).

The 521 gross-acre application is bordered on the north by NW 25 Street; on the east by the SR 821/Homestead Extension of Florida's Turnpike (HEFT); on the south by NW 12 Street; and on the west by NW 132 Avenue. Access to the application area is via NW 25 Street on the north, NW 12 Street on the south, NW 127 Avenue on the east, and NW 137 Avenue on the west. The Dolphin Expressway and the Dolphin Expressway Extension provide connectivity to SR 826/Palmetto Expressway, Miami International Airport, I-95, PortMiami, and other areas of the County; and SR 821/HEFT provides access to I-75, SR 91/Florida's Turnpike, and to Broward County.

East-west arterials and expressways within the study area include: NW 106 Street, NW 74 Street, NW 58 Street, NW 41/36 Street, NW 25 Street, NW 12 Street, SR 836/Dolphin Expressway and Dolphin Expressway Extension, SR 986/Flagler Street, SR 90/SW 8 Street, SW 24/26 Street, and SW 40/42 Street. North-south arterials and expressways include: NW/SW 177 Avenue, SW 157 Avenue, SW 147 Avenue, NW/SW 137 Avenue, NW/SW 127 Avenue, SR 821/HEFT, SW 117 Avenue, NW/SW 107 Avenue, NW/SW 97 Avenue, NW/SW 87 Avenue, and SR 826/Palmetto Expressway.

Proposed Development Program

Two potential development scenarios were analyzed for traffic impacts, one for the current "Open Land" designation and another for the requested "Restricted Industrial and Office" land use designation. The scenario under the current "Open Land" designation assumes the application area developed with 61 single-family detached houses at a density of one dwelling unit per five acres (1 DU/5 acres). The scenario under the requested "Restricted Industrial and Office" land use designation assumes the application area (308 net acres), which excludes the two lakes and dedicated rights-of-way, developed with approximately 6,708,240 sq. ft. of warehouses.

CDMP Amendment Transportation Analysis

The Department of Regulatory and Economic Resources in cooperation with the Department of Public Works and Waste Management and the Metropolitan Planning Organization performed a short-term (concurrency) and a long-term (Year 2025) traffic impact analyses, respectively, to assess the impact that the application would have on the roadways adjacent to the application area and on the surrounding roadway network.



PARCEL GENERAL LOCATION



PARCEL 296 - AERIAL PHOTO

DEPARTMENT OF REGULATORY
AND ECONOMIC RESOURCES

This CDMP Amendment transportation Analysis examines the adequacy of the transportation infrastructure to handle the impacts resulting from the proposed changes to the CDMP. The transportation analysis incorporates the following:

- Transportation improvements from the adopted 2014 Transportation Improvements Program (TIP) for the short-term analysis;
- Planned transportation improvements from the adopted 2035 Long Range Transportation Plan (LRTP) for the long-term analysis; and
- Existing transit service in the study area.

Study Area

A four-mile radius study area (area of influence) was selected to determine the application's traffic impact on the roadway network within the study area. The study area is bound by NW 58th Street on the north, NW/SW 87th Street on the east, SW 26/24 Street on the south, and SR 997/SW 177th Avenue on the west.

Traffic conditions are evaluated by the level of service (LOS), which is represented by one of the letters "A" through "F," with "A" generally representing the most favorable driving conditions and "F" representing the least favorable.

Adopted LOS Standards and Maximum Service of Volumes

The level of service standards for roadways adopted in Policy TC-1B of the County's Comprehensive Development Master Plan Traffic Circulation Subelement were used in determining the maximum service volumes for the County and State traffic count stations. Maximum service volumes for County count stations were obtained using FDOT's ARTPLAN and for State count stations were obtained using Table 4, Two-way Peak Hour Volumes for Florida's Urbanized Areas, of the Generalized Tables from FDOT's 2013 Quality/LOS Handbook last updated 12/18/2012.

Existing Conditions

Table 1, "Existing Peak Hour Period Traffic Conditions Two-way Peak Hour Period Level of Service (LOS)" below lists the current operating condition of the major roadways within the study area which are currently monitored. This information was compiled using the Miami-Dade County Traffic Concurrency Level of Service Tables generated by the Miami-Dade County Department of Regulatory and Economic Resources. Copies of the Traffic Concurrency Levels of Service Tables are contained in Attachment 1.

Most of the roadway segments analyzed are currently operating at acceptable levels of service. However, the following roadway segments are operating within the limits of their adopted LOS standards: SW 177 Avenue between Okeechobee Road and SW 8 Street and from SW 8 Street to SW 88 Street; SW 127 Avenue between NW 12 Street and SW 8 Street, from SW 8 Street to SW 24 Street and between SW 24 Street and SW 42 Street; the HEFT between SR 836 and SW 8 Street and from SW 8 Street to SW 40 Street; SW 117 Avenue between SW 24 Street and SW 40 Street; SW 107 Avenue between SR 836 and SW 8 Street and from SW 8 Street and SW 40 Street; SW 97 Avenue between SW 8 Street and SW 24 Street and from SW 24 Street to SW 40 Street; NW/SW 87 Avenue between NW 36 Street and NW 25 Street, from NW 25 Street to SR 836 and from SW 8 Street to SW 24 Street; and NW 41/36 Street between the HEFT and NW 107 Avenue, from NW 107 Avenue to NW 97 Avenue, and from NW 87 Avenue to SR 826. The rest of the roadways analyzed are operating at their adopted LOS standard or better.

Table 1
Existing Peak Hour Period Traffic Conditions
Two-way Peak Hour Period Level of Service (LOS)

Count Station	Roadway Segment	(1) Functional Classification	(2) Existing Lanes	(3) Adopted LOS Std.	(4) ARTPLAN/FDOT Two-way Pk. Hr. MSV	(5) K Hr. Period Volume	(6) Existing LOS
SR 997/SW 177 Ave./Krome Ave.							
FDOT-582	PM 2,75 to SW 8 Street	SPA	2 UD	C	1510	1044	C (2012)
FDOT-4	SW 8 Street to SW 88 Street	SPA	2 UD	C	1510	1364	C (2012)
SW 147 Avenue							
MDC-9826	SW 26 Street to SW 42 Street	CC	4 DV	D	3792	1696	C (2012)
SW 137 Avenue							
MDC-9798	NW 12 Street to NW 6 Street	CMA	6 DV	D	4520	3678	C (2012)
MDC-9798	NW 6 Street to SW 8 Street	CMA	6 DV	D	4520	3678	C (2012)
MDC-9800	SW 8 Street to SW 26 Street	CMA	4 DV	D	3504	2728	D (2012)
SW 127 Avenue							
MDC-9770	NW 25 Street to NW 12 Street	CC	4 DV	D	2540	1420	C (2012)
MDC-9770	NW 12 Street to SW 8 Street	CC	4 DV	D	2540	1877	D (2012)
MDC-9772	SW 8 Street to SW 26 Street	CC	4 DV	D	2010	1627	D (2012)
SR 821/HEFT							
FDOT-2269	NW 74 Street to NW 41 Street	SPA	8 LA	D	13390	8772	C (2012)
FDOT-267	NW 41 Street to NW 12 Street	SPA	8 LA	D	13390	10851	C (2012)
FDOT-2526	NW 12 Street to SR 836	SPA	8 LA	D	13390	8428	C (2012)
FDOT-2250	SR 836 to SW 8 Street	SPA	10 LA	D	16840	12900	C (2012)
FDOT-2270	SW 8 Street to SW 40 Street	SPA	6 LA	D	10060	11524	D (2012)
SW 117 Avenue							
MDC-9743	SW 8 Street to SW 24 Street	CMA	2 UD	D	1560	738	C (2012)
NW/SW 107 Ave./SR 985							
MDC-9313	NW 58 St. to NW 41 Street	CMA	4 DV	D	3000	1986	C (2012)
MDC-9512	NW 41 St. to NW 25 Street	CMA	4 DV	D	3380	1492	C (2012)
MDC-9510	NW 25 Street to NW 12 Street	CMA	6 DV	D	4880	2395	C (2012)
MDC-9510	NW 12 Street to SR 836	SMA	6 DV	D	4880	2395	C (2012)
FDOT-1218	SR 836 to Flagler Street	SMA	6 DV	E	5390	4237	D (2012)
FDOT-2580	Flagler Street to SW 8 Street	SMA	4 DV	E	3580	2716	C (2012)
FDOT-1090	SW 8 Street to SW 24 Street	SMA	6 DV	E	3590	3878	C (2012)
NW/SW 97 Avenue							
MDC-9495	NW 52 Street to NW 41 Street	CC	4 DV	D	4090	1621	C (2012)
MDC-9495	NW 41 Street to NW 25 Street	CC	4 DV	D	4090	1621	C (2012)
MDC-9494	NW 25 Street to NW 12 Street	CC	4 DV	D	3080	1986	B (2012)
MDC-9493	NW 12 Street to W Flagler Street	CC	4 DV	D	3080	1784	C (2012)
MDC-9493	W Flagler Street to SW 8 Street	CC	4 DV	D	3080	2089	B (2012)
MDC-9698	SW 8 Street to SW 24 Street	CC	2 DV	D	2130	1152	D (2012)
NW 87 Avenue							
MDC-9166	NW 58 Street to NW 36 Street	CMA	4 DV	D	3222	1521	C (2012)
MDC-9164	NW 36 Street to NW 25 Street	CMA	6 DV	D	3520	2885	D (2012)
MDC-9162	NW 25 Street to SR 836	CMA	6 DV	D	4100	3113	D (2012)
FDOT-1211	SR 836 to W Flagler Street	SMA	6 DV	E	5390	4216	(2012)
FDOT-44	W Flagler Street to SW 8 Street	SMA	4 DV	E	3580	2744	C (2012)
FDOT-1074	SW 8 Street to SW 24 Street	SMA	4 DV	E	3580	2418	D (2012)
NW 58 Street							
MDC-9457	NW 117 Ave. to NW 107 Avenue	CC	4 DV	D	2920	610	B (2012)
MDC-9456	NW 107 Ave. to NW 97 Avenue	CC	4 DV	D	3350	1759	C (2012)
MDC-9454	NW 97 Ave. to NW 87 Avenue	CC	4 DV	D	3220	1771	B (2012)
NW 41/36 Street							
MDC-9442	HEFT to NW 107 Avenue	CPA	6 DV	D	4460	2844	D (2012)
MDC-9440	NW 107 Ave. to NW 97 Ave.	CPA	6 DV	D	4460	3415	D (2012)
MDC-9434	NW 97 Ave. To NW 87 Ave.	CPA	6 DV	D	4460	3283	D (2012)
NW 25 Street							
MDC-9408	NW 117 Ave. to NW 107 Ave.	CMA	4 DV	D	3040	1729	B (2012)

Table 1
Existing Peak Hour Period Traffic Conditions
Two-way Peak Hour Period Level of Service (LOS)

Count Station	Roadway Segment	(1) Functional Classification	(2) Existing Lanes	(3) Adopted LOS Std.	(4) ARTPLAN/FDOT Two-way Pk. Hr. MSV	(5) K Hr. Period Volume	(6) Existing LOS
MDC-9406	NW 107 Ave. to NW 97 Ave.	CMA	4 DV	D	3260	1570	C (2012)
MDC-9404	NW 97 Ave. to NW 87 Ave.	CMA	4 DV	D	3970	1215	B (2012)
NW 12 Street							
FDOT-8244	NW 137 Ave. to NW 127 Ave.	CMA	4 DV	D	3222	1148	C (2012)
FDOT-8245	NW 127 Ave. to HEFT.	CMA	4 DV	D	3222	2096	C (2012)
MDC-9364	HEFT to NW 112 Ave.	CMA	6 DV	D	5490	2259	B (2012)
MDC-9362	NW 107 Ave. to NW 97 Ave.	CMA	4 DV	D	2980	1713	C (2012)
MDC-9362	NW 97 Ave. to NW 87 Ave.	CMA	4 DV	D	2890	1713	C (2012)
SR 836/Dolphin Expressway							
F-2238/2239	NW 137 Ave. to HEFT	SPA	4 LA	D	6700	2011	B 9(2012)
FDOT-2242	HEFT to NW 107 Avenue	SPA	8 LA	D	13390	6945	B (2012)
FDOT-2243	NW 107 Ave. to NW 87 Avenue	SPA	8 LA	D	13390	7978	B (2012)
SR 968/Flagler Street							
MDC-9160	SW 118 Ave. to W 114 Ave.	CMA	4 DV	E+20%	3222	1878	C (2012)
MDC-9158	W 114 Ave. to W 107 Ave.	CMA	6 DV	E+20%	6300	1842	C (2012)
MDC-9156	W 107 Ave. to W 97 Ave.	CMA	6 DV	E+20%	5821	2530	C (2012)
MDC-9154	W 97 Ave. W 87 Ave.	CMA	6 DV	E+20%	5916	3230	E (2012)
SR 90/SW 8 Street/Tamiami Trail							
FDOT-377	W 177 Ave. to SW 147 Ave.	SPA	4 DV	C	3420	1338	C (2012)
FDOT-266	SW 147 Ave. to SW 137 Ave.	SPA	6 DV	E	5390	3866	C (2012)
FDOT-88	SW 137 Ave. to SW 127 Ave.	SPA	6 DV	E	5390	3941	C (2012)
FDOT-2561	SW 127 Ave. to SW 122 Ave.	SPA	6 DV	E	5390	5002	C (2012)
FDOT-2561	SW 122 Ave. to HEFT	SPA	8 DV	E	8652	5002	C (2012)
FDOT-90	HEFT to SW 107 Ave.	SPA	6 DV	E+20%	6468	3826	C (2012)
FDOT-589	SW 107 Ave. to SW 97 Ave.	SPA	8 DV	E+20%	8652	6207	C (2012)
FDOT-589	SW 97 Ave. to SW 87 Ave.	SPA	8 DV	E+20%	8652	6207	C (2012)
SW 26/24 Street/Coral Way							
MDC-9134	SW 147 Ave. to SW 137 Ave.	CMA	4 DV	E+20%	2388	1770	E (2012)
MDC-9132	SW 137 Ave. to SW 127 Ave.	CMA	4 DV	E+20%	4080	2652	D (2012)
MDC-9130	SW 127 Ave. to SW 117 Ave.	CMA	4 DV	E+20%	3672	3057	E (2012)
MDC-9128	SW 117 Ave. to SW 107 Ave.	CMA	4 DV	E+20%	4356	2936	D (2012)
MDC-9126	SW 107 Ave. to SW 97 Ave.	CMA	4 DV	E+20%	6372	2771	B (2012)
MDC-9124	SW 97 Ave. to SW 87 Ave.	CMA	4 DV	E+20%	4344	3111	D (2012)
SW 42/40 Street/Bird Road/SR 976							
MDC-9112	SW 157 Ave. to SW 147 Ave.	CMA	4 DV	D	3130	1794	B (2012)
MDC-9110	SW 147 Ave. to SW 137 Ave.	CMA	4 DV	D	2340	2369	E (2012)
MDC-9108	SW 137 Ave. to SW 127 Ave.	CMA	4 DV	D	4020	2320	C (2012)
MDC-9106	SW 127 Ave. to HEFT	CMA	4 DV	E	4270	3423	C (2012)
FDOT-72	HEFT to SW 107 Avenue	SPA	6 DV	E	5390	3548	C (2012)
FDOT-74	SW 107 Ave. to SW 97 Ave.	SPA	6 DV	E	5390	4511	C (2012)
FDOT-76	SW 97 Ave. to SW 87 Avenue	SPA	6 DV	E	5390	4926	C (2012)

Source: *Miami-Dade County Concurrency Levels of Service Tables for Miami-Dade County Roadways* (July 2, 2013) and *Florida Department of Transportation Roadways* (July 18, 2013); Miami-Dade County Department of Regulatory and Economic Resources, Miami-Dade County Public Works and Waste Management Department, and Florida Department of Transportation.

- Notes:
- (1) Functional Classification based on Figure 3 of the County's Adopted CDMP Traffic Circulation Subelement.
 - (2) Existing lane geometry of roadways including those currently under construction; DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access, UC= Under Construction; SPA= State Principal Arterial, SMA=State Minor Arterial, CC=County Collector, CMA=County Minor Arterial, LA=Limited Access.
 - (3) County's Adopted LOS standards consistent with Policy TC-1B of the CDMP Traffic Circulation Subelement.
 - (4) Two-way peak hour maximum service volumes (MSV). For County roadways, MSVs were generated using FDOT's ARTPLAN and are consistent with the County's Adopted LOS standards. For State roadways, MSVs are based on FDOT's Generalized Peak Hour Two-Way volumes table (Table 4), last updated December 18, 2012, and consistent with the County's Adopted LOS standards.
 - (5) Peak Hour Period volume is the average of the two highest consecutive hours of traffic volumes during a weekday.
 - (6) Existing Peak Hour period level of service; () identifies the year traffic count was taken or the LOS traffic analysis revised.

Trip Generation

Table 2, "Estimated PM Peak-Hour Trip Generation", below, identifies the number of PM peak-hour trips estimated to be generated by the proposed amendment. Trip generation was estimated using the rates and equations from the Institute of Transportation Engineers' (ITE) Trip Generation, 7th Edition. Two potential development scenarios were analyzed for traffic impacts, one for the current "Open Land" designation and another for the requested "Restricted Industrial and Office" land use designation. The scenario under the current "Open Land" designation assumes the application area developed with 61 single-family detached houses at a density of one dwelling unit per five acres (1 DU/5 acres). The scenario under the requested "Restricted Industrial and Office" land use designation assumes the application area (308 net acres), which excludes the two lakes and dedicated rights-of-way, developed with approximately 6,708,240 sq. ft. of warehouses.

The trip generation analysis for the uses proposed estimates daily, AM and PM peak hour trip impacts using the rates and formulas for ITE LUC 210 for the single-family detached housing and ITE LUC 150 for warehousing uses, respectively. A summary of the trip generation analyses are provided in the table below. The 61 single-family dwelling units are estimated to generate approximately 65 PM peak hour vehicle trips and the 6,708,240 sq. ft. of warehousing are estimated to generate approximately 2,147 PM peak hour vehicles trips, or 2,082 more PM peak hour vehicle trips than the potential development that may occur under the current "Open Land" CDMP land use designation.

Table 2
Estimated PM Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations

Application Number	Assumed Use for Current CDMP Designations/ Development Program ¹ / Estimated PM Peak Hour Trips	Assumed Use For Requested CDMP Designation/ Development Program ² / Estimated PM Peak Hour Trips	Trip Difference Between Current and Requested CDMP Land Use Designations
Parcel 296 (308 Acres)	"Open Land" Residential (1 DU/5 acre) 61 Single-family Units	"Restricted Industrial and Office" 6,708,240 sq. ft. of warehousing	
	65 PM Peak Hour Trips	2,147 PM Peak Hour Trips	+2,082

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Department of Regulatory and Economic Resources and Miami-Dade County Public Works and Waste Management Department, March 2013.

Notes: ¹ Scenario 1 assumes the lakes filled and the application site developed with single-family detached houses at a density of one dwelling unit per five acres (1 DU/5 acres) under the current "Open Land" land use designation. Under the requested "Restricted Industrial and Office" land use designation, the application area is assumed to be developed with warehouses.

² Scenario 2 assumes one lake partially filled (35 acres out of the 184.34 acre-lake have been already approved for filling) and the application area developed with single-family houses at a density of one single-family house per five acres (1 DU/5 acres) under the current "Open Land" designation. Under the requested "Restricted Industrial and Office" land use designation, the application area is assumed to be developed with warehouses.

Programmed Transportation Improvements

The MPO's adopted 2014 Transportation Improvement Program (TIP) lists the following roadway capacity improvement projects for construction in fiscal years 2014-2018 in the vicinity of the application area (see Table 3 below).

Table 3
Programmed Roadway Capacity Improvements
Fiscal Years 2012/2013-2016/2017

Roadway	From	To	Type of Improvement	Year
NW 177 Ave.	PM 2.754	SW 8 Street	Widen 2 to 4 lanes	2017-2018
SW 177 Ave.	SW 8 Street	SW 88 Street	Widen 2 to 4 lanes	2014-2015
SW 147 Avenue	SW 18 Street	SW 22 Terrace	New 2 lanes	2013/2014
	SW 10 Street	SW 18 Street	Widening to 4 lanes	
SW 137 Avenue	SW 8 Street	SW 26 Street	Widen 4 to 6 lanes	2013-2015
NW 97 Avenue	NW 74 Street	NW 58 Street	New 4 lanes	2014-2015
NW 25 St. Viaduct	NW 82 Avenue	SR 826	New road construction	2012/2013
NW 74 Street	NW 87 Avenue	SR 826	Widen 4 to 6 lanes	2013-2014
SR 826/SR 836 interchange	SW 8 Street	SW 25 Street	Interchange/Add lanes	Under Const.
	NW 87 Ave.	NW 57 Ave.		
SW 107 Avenue	W Flagler Street	SW 5 Street	Add lanes 4 to 6 lanes	2015/16-2016/17
SW 107 Avenue	SW 4 Street	SW 12 Street	Add lanes – 4 to 6 lanes	2013/14-2015/16
SR 821/HEFT	SW 40 Street	SR 836	Add lanes – 8 to 10 lanes	Under Const.
SR 821/HEFT	SW 40 Street	SW 88 Street	Add lanes – 6 to 10 lanes	2013-2014
SR 821/HEFT	@ SW 40 Street		Interchange improvement	2013-2014
SW 42 Street	SW 162 Street	SW 157 Ave.	Widen 2 to 4 lanes	2014-2016

Source: 2014 Transportation Improvement Program, Miami-Dade County Metropolitan Planning Organization, May 23, 2013.

Traffic Count Data

Updated traffic counts for roadways were obtained from both the County and State and reflect peak hour period traffic volumes from the year 2012.

Project Assignment

The project traffic assignment to the surrounding roadway network was established using the Cardinal Distribution for Zone 832. The Application area is located in TAZ 836. The cardinal distribution for TAZ 836 for the year 2016 was obtained through the interpolation of the Year 2005 and Year 2035 cardinal directions from the *Miami-Dade 2035 Long Range Transportation Plan Directional Trip Distribution Report (October 29, 2009)*. See Table 4 below.

Table 4
TAZ 832 Cardinal Distribution For Year 2016

Cardinal Direction	2005 Cardinal Distribution	2035 Cardinal Distribution	2016 Cardinal Distribution	Two-Way PM Peak Hour Trips (2,147)
NNE	7.4%	10.56%	8.56%	184
ENE	15.45%	26.00%	19.32%	415
ESE	18.18%	14.64%	16.65%	358
SSE	21.56%	20.48%	21.16%	454
SSW	35.32%	24.82%	31.47%	676
WSW	0.91%	1.06%	1.00%	21
WNW	0.26%	2.26%	1.00%	21
NWN	0.91%	0.16%	0.64%	14

Source: Miami-Dade 2035 Long Range Transportation Plan Directional Trips Distribution Report, October 2009.

The assignment and distribution of the 2,147 PM peak hour trips are provided in the "Short-Term Traffic Impact Analysis on Roadways Serving the Application Area" table below.

Short-term Traffic Impact Analysis

An evaluation of PM peak-period short-term traffic impact analysis (Concurrency Analysis) was performed by Miami-Dade County Department of Regulatory and Economic Resources with the assistance from the Public Works and Waste Management Department. The traffic impact analysis, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements, and the additional trips that would be generated by the amendment application, does not project any significant changes in the operating level of service conditions of the roadways analyzed, including the roadway segment of NW/SW 127 Avenue between NW 12 Street and SW 8 Street which is projected to continue to operate at LOS D –the adopted LOS standard for the subject roadway segment. See Table 5, "Short-term Traffic Impact Analysis on Roadways Serving the Application Area", below.

The concurrency analysis presented in table below identifies the total traffic at each of the directly accessed and secondary traffic count stations and the levels of service after the addition of the total traffic estimated to be generated by the amendment application. Based on these findings, it is determined that adequate roadway capacity exists to handle the additional trip demand that would be generated by the amendment application.

Table 5
Short-Term Traffic Impact Analysis on Roadways Serving the Application Area

Sta. Num.	Location/Link	Existing No. Lanes	Adopted LOS Std.	(1)		Two-Way Peak Period Volume	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Cardinal Direction	Amendment Peak Hour Trips (2147)	Total Trips With Amend.	Conc. LOS with Amend.
				Two-Way Pk. Hour Capacity	Two-Way Peak Period Volume			(3)					
9798	NW/SW 137 Ave., N/O SW 8 Street	6 DV	D	4520	3678	C	C	265	C	WSW (1.00%)	21	3964	C
9770	NW 127 Ave., NW 12 St. to SW 8 Street	4 DV	D	2540	1877	D	D	161	D	SSW (15.74%)	338	2376	D
F-8244	NW 12 St., W/O NW 127 Avenue	4 DV	D	3222	1148	C	C	0	C	SSW (15.74%)	338	1486	C
9408	NW 25 St., W/O NW 107 Avenue	4 DV	D	3040	1729	B	B	294	B	ENE (19.32%)	415	2438	C
F-8245	NW 12 St., W/O HEFT.	4 DV	D	3222	2096	C	C	24	C	ESE (16.65%)	358	2478	C
F-2526	HEFT, N/O NW 12 Street Bridge	8 LA	D	13390	8428	C	C	0	C	NNE, WNW & NNW (10.20%)	220	8648	C
F-2250	HEFT, N/O SW 8 Street	10 LA	D	16840	12,900	C	C	0	C	SSE (21.16%)	454	13354	C

Notes:

- 1) Maximum Service Volumes for Miami-Dade County traffic count stations obtained from Miami-Dade Public Works and Waste Management (PWWM) Department Concurrency Database, July 18, 2013; Maximum Service Volumes for State stations obtained from Table 4 of the Generalized Tables of the 2012 FDOT Quality/LOS Handbook last updated 12/18/2012.
- 2) Source for Two-Way Peak Period Volumes are: Miami-Dade County PWWM Department Spreadsheet dated July 18, 2013 unless otherwise noted. Peak Hour Period for HEFT count stations 2526 and 2250 were calculated as follows: AADT*K factor of 8.6%. Peak Period Volumes (the average of two highest consecutive hours of traffic volume during a weekday) are 2012 traffic volumes. Source for approved Development Order (D.O.) trips: Miami-Dade County PWWM Department's Concurrency spreadsheet dated July 18, 2013.

Future (Year 2035) Conditions

The Year 2035 Long-term Planning horizon analysis evaluates the adequacy of the planned 2035 roadway network within the Study Area to handle the impacts of the Amendment application and to meet the adopted LOS standards applicable to the roadways through the year 2025. The analysis includes an evaluation of the 2035 roadway network without the amendment application and an evaluation of the future roadway network with the amendment application.

The study area (area of impact), which includes all major arterials and collectors within the study area, extends on the north to NW 58th Street, on the east to NW/SW 87th Avenue, on the south to SW 26/24 Avenue, and on the west to SW 177th Avenue.

The 2035 roadway network incorporates all future transportation improvements listed and funded in the Adopted 2014 Transportation Improvements Program (TIP) and the projects listed and funded in the Priorities I, II, III, and IV list of projects of the Cost Feasible Plan of the Adopted 2035 Long Range Transportation Plan (LRTP). The analysis includes segments of NW 58 Street, NW 41/36 Street, NW 25 Street, NW 12 Street, SR 836 Extension and Dolphin Expressway, SW 8 Street, and SW 26/24 Street; and NW/SW 177 Avenue, SW 157 Avenue, SW 147 Avenue, NW/SW 137 Avenue, NW/SW 127 Avenue, the Homestead Extension of Florida's Turnpike (HEFT), SW 117 Avenue, NW/SW 107 Avenue, NW/SW 97 Avenue, and NW/SW 87 Avenue.

The Metropolitan Planning Organization's (MPO) adopted 2035 long Range Transportation Plan (LRTP) Cost Feasible Plan lists the following roadway capacity improvement projects for construction through the year 2035 which are located within the study area. See Table 6, "Planned Roadway Capacity Improvements" table, below.

Table 6
Planned Roadway Capacity Improvements
Fiscal Years 2013/2014 through 2034/2035

Roadway	From	To	Type of Improvement	Priority
SR 836/Dolphin Expressway	NW 137 Avenue	I-95	Toll system conversion to open road tolling	I
SR 874/Don Shula Expressway	SW 88 Street	SR 826	Modification of SR 874 mainline roadway	I
SW 147 Avenue	SW 10 Street	SW 22 Terrace	Widen from 2 to 4 lanes	I
NW 25 Street	NW 89 Court	SR 826	Widen from 4 to 6 lanes	II
NW 25 Street Viaduct	SR 826	NW 87 Court	Construction of viaduct	II
NW 87 Avenue	NW 36 Street	NW 58 Street	Widen from 4 to 6 lanes	II
NW 107 Avenue	NW 25 Street	NW 41 Street	Widen from 4 to 6 lanes	II

Source: Miami-Dade 2035 Long Range Transportation Plan, Metropolitan Planning Organization for the Miami Urbanized Area, October 2009.

Notes: Priority I – Project improvements to be funded by 2014; Priority II – Project improvements planned to be funded between 2015 and 2020; Priority III – Project improvements planned to be funded between 2021 and 2025; and Priority IV – Project improvements planned to be funded between 2026 and 2035.

The future (2035) traffic analysis was performed by Gannett Fleming Inc., a consultant for the Miami-Dade County Metropolitan Planning Organization (MPO). The transportation analysis evaluates the conditions of the major roadways adjacent to the application site and within the study area (impact area) to determine the adequacy of the roadway network to handle the amendment application's traffic impact and to meet the adopted LOS standards applicable to

the roadways through the year 2035. The transportation consultant performed the assessment using the Cost Feasible Plan of the 2035 LRTP and the Southeast Florida Regional Planning (SERPM) Model to forecast demand on the future transportation system to the year 2035. The analysis consisted of providing daily volumes, capacity and volume-to-capacity ratios for the future (2035) roadway network without the proposed Amendment application (Base Scenario) and with the proposed Amendment application (Amendment Scenario). The results of the analyses are summarized in Table 7, Future Traffic Conditions for Year 2035, below. A copy of the plots showing the traffic volumes, capacities and V/C ratios are provided in Attachment 2.

It should be pointed out that the same development scenario that was used in the Short-Term Traffic Impact Analysis (Concurrency Analysis) was also used in the future (2035) traffic condition analysis. This development scenario assumes the application site developed with 6,708,240 sq. ft. of warehousing space.

The volume to capacity (v/c) ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway level of service. The correlation between roadway LOS and the v/c ratio is as follows:

- v/c ratio less than or equal to 0.70 is equivalent to LOS B or better;
- v/c ratio between 0.71 and 0.80 is equivalent to LOS C;
- v/c ratio between 0.81 and 0.90 is equivalent to LOS D;
- v/c ratio between 0.91 and 1.00 is equivalent to LOS E;
- v/c ratio of more than 1.00 is equivalent to LOS F.

Table 7 below lists the projected levels of service of all major roadways within the study area analyzed without the amendment application (Base Year) and with the impacts of the amendment application (Amendment Scenario).

Table 7
Future Traffic Conditions for Year 2035 Without and With the Amendment

Roadway Segments	Adopted CDMP LOS Std ¹	No. of Lanes	Base Scenario Without Amendment Application		Amendment Scenario With Amendment Application	
			V/C Ratio ²	Projected LOS	V/C Ratio ²	Projected LOS
SR 977/Krome (177) Ave.						
PM 2.75 to SW 8 St.	C	4 DV	0.46-1.02	B/F	0.45-1.00	B/F
SW 8 St. to SW 88 St.	C	4 DV	0.70-0.72	B/C	0.69-0.70	B
SW 157 Avenue						
SW 8 St. to SW 26 St.	D	4 DV	0.95	E	0.95	E
SW 147 Avenue						
SW 8 St. to SW 24 St.	D	4 DV	0.82-0.83	D	0.87-0.89	D
NW/SW 137 Avenue						
NW 25 St. to NW 17 St.	D	2 UD	0.62	B	0.73	C
NW 17 St. to NW 12 St.	D	4 DV	0.39-0.65	B	0.65-0.92	B/E
NW 12 St. to NW 6 St.	D	6 DV	1.04-1.40	F	1.08-1.42	F
NW 6 St. to SW 8 St.	D	6 DV	1.12-1.19	F	1.13-1.20	F
SW 8 St. to SW 18 St.	D	6 DV	0.81-0.82	D	0.79-0.81	C/D
SW 18 St. to SW 26 St.	D	6 DV	0.92-0.94	E	0.91-0.94	E
NW/SW 127 Avenue						
NW 25 St. to NW 17 St.	D	4 DV	0.87-1.01	D/F	0.89-1.15	D/F
NW 17 St. to NW 12 St.	D	4 DV	0.93	E	1.11	F
NW 12 St. to NW 6 St.	D	4 DV	1.15-1.18	F	1.23-1.24	F
NW 6 St. to SW 8 St.	D	4 DV	1.11	F	1.16	F
SW 8 St. to SW 18 St.	D	4 DV	1.05-1.11	F	1.04-1.09	F
SW 18 St. to SW 26 St.	D	4 DV	0.67-0.78	B/C	0.67-0.78	B/C

Table 7
Future Traffic Conditions for Year 2035 Without and With the Amendment

Roadway Segments	Adopted CDMP LOS Std ¹	No. of Lanes	Base Scenario Without Amendment Application		Amendment Scenario With Amendment Application	
			V/C Ratio ²	Projected LOS	V/C Ratio ²	Projected LOS
HEFT						
NW 74 St. to NW 41 St.	D	8 LA	0.66-0.75	B/C	0.66-0.74	B/C
NW 41 St. to NW 12 St.	D	8 LA	0.70-0.95	B/E	0.70-0.95	B/E
NW 12 St. to SR 836	D	8 LA	0.74-0.90	C/D	0.75-0.90	C/D
SR 836 to SW 8 St.	D	10 LA	0.80-0.97	C/E	0.81-0.96	D/E
SW 8 St. to SW 88 St.	D	10 LA	0.91-0.97	E	0.91-0.98	E
SW 117 Avenue						
NW 41 St. to NW 25 St.	D	2 UD	0.66	B	0.64	B
NW 25 St. to NW 12 St.	D	2 UD	0.63	B	0.68	B
NW 7 St. to W Flagler St.	D	2 UD	1.06	F	1.05	F
SW 8 St. to SW 24 St.	D	2 UD	1.15-1.26	F	1.14-1.26	F
NW/SW 107 Avenue						
NW 58 St. to NW 41 St.	D	4 DV	0.95-1.22	E/F	0.95-1.20	E/F
NW 41 St. to NW 25 St.	D	4 DV	0.80-1.18	C/F	0.80-1.17	C/F
NW 25 St. to NW 12 St.	D	6 DV	1.00-1.20	E/F	0.98-1.21	E/F
NW 12 St. to SR 836	E	6 DV	1.28	F	1.30	F
SR 836 to NW 7 Street	E	6 DV	1.24-1.42	F	1.24-1.41	F
NW 7 Street to Flagler St.	E	6 DV	0.95-0.98	E	0.95-0.98	E
Flagler St. to SW 8 St.	E	6 DV	0.99-1.00	E	0.98-1.00	E
SW 8 St. to SW 24 St.	E	6 DV	0.90-1.08	D/F	0.91-1.08	E/F
NW/SW 97 Avenue						
NW 58 St. to NW 41 St.	D	4 DV	0.96-1.20	E/F	0.96-1.18	E/F
NW 41 St. to NW 25 St.	D	4 DV	1.06-1.22	F	1.06-1.22	F
NW 25 St. to NW 12 St.	D	4 DV	1.25-2.32	F	1.25-2.31	F
NW 12 St. to Fontainebleau Blvd.	D	4 DV	1.73	F	1.73	F
Fontainebleau Blvd. to Flagler St.	D	4 DV	0.98-0.99	E	0.98-0.99	E
Flagler St. to SW 8 St.	D	4 DV	0.94-1.00	E	0.93-1.00	E
SW 8 St. to SW 24 St.	D	2 DV	1.01-1.08	F	1.00-1.05	E/F
NW/SW 87 Avenue						
NW 58 St. to NW 36 St.	D	6 DV	0.79-0.94	C/E	0.80-0.94	C/E
NW 36 St. to NW 25 St.	D	6 DV	0.96-1.06	E/F	0.96-1.05	E/F
NW 25 St. to NW 12 St.	D	6 DV	1.08-1.45	F	1.09-1.45	F
NW 12 Street to SR 836	E	6 DV	1.26	F	1.25	F
SR 836 to Park Blvd.	E	6 DV	1.17-1.19	F	1.16-1.18	F
Park Blvd. to W Flagler St.	E	6 DV	0.63	B	0.63	B
Flagler St. to SW 8 St.	E	4 DV	1.16-1.31	F	1.15-1.30	F
SW 8 St. to SW 24 St.	E	4 DV	0.93-1.02	E/F	0.93-1.03	E/F
NW 58 Street						
HEFT to NW 107 Ave.	D	4 DV	0.39-0.84	B/D	0.38-0.85	B/D
NW 107 Ave. to NW 97 Ave.	D	4 DV	0.98-1.09	E/F	0.97-1.07	E/F
NW 97 Ave. to NW 87 Ave.	D	4 DV	1.19-1.31	F	1.18-1.30	F
NW 36/41 Street						
NW 127 Ave. to HEFT	D	2 UD	1.23-1.61	F	1.23-1.59	F
HEFT to NW 107 Ave.	D	6 DV	0.76-0.93	C/E	0.76-0.93	C/E
NW 107 Ave. to NW 97 Ave.	D	6 DV	0.65-0.80	B/C	0.65-0.80	B/C
NW 97 Ave. to NW 87 Ave.	D	6 DV	0.84-1.24	D/F	0.84-1.24	D/F
NW 25 Street						
NW 137 Ave. to NW 127 Ave.	D	2 UD	0.62-1.14	B/F	0.73-1.29	C/F
NW 127 Ave. to NW 117 Ave.	D	4 DV	1.20-1.32	F	1.21-1.29	F
NW 117 Ave. to NW 107 Ave.	D	4 DV	1.01-1.46	F	1.02-1.47	F
NW 107 Ave. to NW 97 Ave.	D	4 DV	0.99-1.02	E/F	0.99-1.01	E/F
NW 97 Ave. to NW 87 Ave.	D	4 DV	0.89-1.28	D/F	0.89-1.28	D/F
NW 12 Street						
NW 137 Ave. to NW 127 Ave.	D	4 DV	0.42-1.07	B/F	0.40-1.11	B/F
NW 127 Avenue to HEFT	D	4 DV	1.37-1.61	F	1.38-1.74	F
HEFT to NW 107 Ave.	D	6 DV	1.07-1.11	F	1.08-1.12	F
NW 107 Ave. to NW 97 Ave.	D	4 DV	1.13-1.39	F	1.15-1.41	F
NW 97 Ave. to NW 87 Ave.	D	4 DV	1.00-1.41	E/F	1.00-1.41	E/F
SR 836/Dolphin Expressway						
NW 137 Avenue to HEFT	D	4 LA	0.35-0.49	B	0.34-0.51	B

Table 7
Future Traffic Conditions for Year 2035 Without and With the Amendment

Roadway Segments	Adopted CDMP LOS Std ¹	No. of Lanes	Base Scenario Without Amendment Application		Amendment Scenario With Amendment Application	
			V/C Ratio ²	Projected LOS	V/C Ratio ²	Projected LOS
HEFT to NW 107 Ave.	D	8 LA	0.74-0.78	C	0.73-0.78	C
Flagler Street						
W 118 Ave. to W 115 Ave.	D	4 DV	0.60-0.90	B/D	0.62-0.90	B/D
W 115 Ave. to W 107 Ave.	E+20%	6 DV	0.73-0.99	C/E	0.75-1.01	C/E+1%
W 107 Ave. to W 97 Ave.	E+20%	6 DV	0.54-0.91	B/E	0.54-0.92	B/E
W 97 Ave. to SW 87 Ave.	E+20%	6 DV	0.87-1.09	D/E+9%	0.89-1.09	D/E+9%
NW 107 Ave. to NW 87 Ave.	D	8 LA	0.74-0.78	C	0.73-0.78	C
SW 8 Street/Tamiami Trail						
SW 177 Ave. to SW 157 Ave.	C	4 DV	0.52-0.54	B	0.53-0.56	B
SW 157 Ave. to SW 147 Ave.	D	4 DV	0.36-0.37	B	0.37-0.38	B
SW 147 Ave. to SW 137 Ave.	E	6 DV	0.75-1.11	C/F	0.78-1.11	C/F
SW 137 Ave. to SW 127 Ave.	E	6 DV	0.85-1.01	D/F	0.86-1.02	D/F
SW 127 Ave. to SW 122 Ave.	E	6 DV	1.01-1.02	F	1.01-1.02	F
SW 122 Ave. to HEFT	E	8 DV	1.02-1.22	F	1.01-1.24	F
HEFT to SW 107 Ave.	E+20%	6 DV	0.59-1.02	B/E+2%	0.58-1.01	B/E+1%
SW 107 Ave. to SW 97 Ave.	E+20%	8 DV	0.65-0.84	B/D	0.66-0.84	B/D
SW 97 Ave. to SW 87 Ave.	E+20%	8 DV	0.82-0.86	D	0.83-0.85	D
SW 26/24 Street Coral Way						
SW 157 Ave. to SW 147 Ave.	D		0.19-0.35	B	0.18-0.35	B
SW 147 Ave. to SW 137 Ave.	E+20%	4 DV	0.63-1.01	B/E+1%	0.59-0.99	B/E
SW 137 Ave. to SW 127 Ave.	E+20%	4 DV	0.82-1.08	D/E+8%	0.82-1.07	D/E+7%
SW 127 Ave. to SW 117 Ave.	E+20%	4 DV	0.92-1.11	E/E+11%	0.91-1.10	D/E+10%
SW 117 Ave. to SW 122 Ave.	E+20%	4 DV	0.74-0.99	C/E	0.73-0.99	C/E
SW 122 Ave. to SW 117 Ave.	E+20%	4 DV	1.40-1.54	E+40%/E+54%	1.40-1.54	E+40%/E+54%
SW 107 Ave. to SW 97 Ave.	E+20%	4 DV	0.71-0.78	C	0.70-0.77	C
SW 97 Ave. to SW 87 Ave.	E+20%	4 DV	0.89-0.97	D/E	0.88-0.96	D/E

Source: Compiled by Miami-Dade County Department of Regulatory and Economic Resources (September 2013); Metropolitan Planning Organization and Gannett Fleming, Inc., April 2013.

Notes: ¹ Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.

² Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The V/C model output is expressed using daily volumes.

The future traffic conditions analysis shows that numerous roadway segments adjacent to the application area and throughout the study area are projected to operate either at their adopted LOS standards or in violation of the LOS standards without the application's traffic impact. The trips that will be generated by the application will impact all roadways. It should be pointed out that the proposed CDMP amendment application would not significantly impact all the roadways projected to fail their adopted LOS standards because the application's traffic impact is less than 5% of the adopted maximum service volumes. However, five roadway segments—NW 12 Street from NW 132 Avenue to the HEFT, SW 8 Street from NW 142 Avenue to NW 137 Avenue, NW 107 Avenue from NW 25 Street to NW 12 Street, NW/SW 127 Avenue from NW 12 Street to SW 8 Street, and NW/SW 137 Avenue from NW 12 Street to SW 8 Street—which are projected to operate in violation of their adopted LOS standards will be further impacted by the application's impacts. See the "2035 Volume to Capacity (V/C) Ratios" table below.

However, it should be recognized that this overall application area will be developed incrementally over the next 20-30 years and the level of service standards will have to be met as individual parcels apply for development approvals.

Significance Determination Analysis

A Significance Determination Analysis was performed to identify roadway segments where the new Amendment Application trips would consume 5.0% or more of the adopted LOS maximum service volumes of the future roadway network.

For this exercise, the bidirectional daily volumes of the higher V/C ratios were used for both the Base Scenario and Amendment Scenario. The two-way roadway capacities were obtained from Table 1 of the Florida Department of Transportation's 2013 Quality/Level of Service Handbook Generalized tables updated December 18, 2012.

The lane geometry for Year 2035 roadway network reflects all projects that are currently under construction, projects programmed and funded for construction in the 2014 Transportation Improvement Program (TIP), and projects planned and funded for construction in the 2035 Long Range Transportation Plan (LRTP).

The Adopted levels of service are those LOS standards adopted in the Miami-Dade County CDMP Traffic Circulation Subelement.

The projected 2035 Daily Volumes were obtained from the plots generated by Gannett Fleming Inc. using the 2035 LRTP Cost Feasible Plan and the SERTP Model for the Base Scenario (without the Amendment Application) and for the Amendment Scenario (with the Amendment Application). The higher of the two volumes for the roadway segment for the Base Scenario and Amendment Scenario was used to in the significance determination analysis.

Bidirectional Daily Capacities were obtained from the 2012 FDOT's 2013 Quality/LOS Handbook Generalized Tables updated 12/18/2012.

Table 8 below provides a summary of the significance determination. The significance determination analysis identified those roadway segments where Amendment traffic was found to exceed 5.0% of the maximum service volume at the adopted LOS standards. Five roadway segments were found to exceed 5.0% of the maximum service volume at the adopted LOS standard:

- NW 137 Avenue between NW 17 Street and NW 12 Street;
- NW 127 Avenue between NW 25 Street and NW 17 Street;
- NW 127 Avenue between NW 12 Street and NW 6 Street;
- NW 25 Street between NW 137 Avenue and NW 127 Avenue; and
- NW 12 Street between NW 137 Avenue and NW 127 Avenue.

One way of mitigating the impacts on these segments is to recommend the widening of these roadway segments to provide for additional capacity. However, the County is not the developer of this area but rather numerous private property owners who own properties within the application area. Another way of addressing this issue is to limit the development of the area to a specific threshold to reduce the impact on the roadways found to exceed the 5.0% maximum service volumes. Table 9 below provides a summary of significance determination analyses with reduced development thresholds in order to determine the maximum development that may be allowed so that no roadway segment will exceed 5.0% of the maximum service volumes at the adopted LOS standards. The 2035 Daily Bidirectional volumes were proportionally adjusted to reflect the reduction in the maximum potential development.

Table 8
Significance Determination (≥5.0%)

Roadway Segments	(1) Year 2035 Lanes	(2) Adopted CDMP LOS Std.	Base Scenario (Without Amendment Application)			Amendment Scenario (With Amendment Application)			Difference in Bidirectional Daily Volumes	(5) Bidirectional Daily Capacity (MSV)	Percentage Difference	≥ 5% Of MSV Yes / No	
			(3) 2035 V/C Ratios		Projected LOS	(3) 2035 V/C Ratios ²		Projected LOS					(4) 2035 Daily Bidirectional Volume
			(4) 2035 Daily Bidirectional Volume	(4) 2035 Daily Bidirectional Volume									
NW/SW 137 Avenue													
NW 17 St. to NW 12 Street	4 DV	D	0.39-0.65	0.65 - 0.92	B/E	19,686 - 27,705	+6,029	39,800	+15.2% - 14.5%	Yes			
NW 12 St. to NW 6 St.	6 DV	D	1.04-1.40	1.08 - 1.42	F	56,496 - 74,342	+1,962	59,900	+3.3% - +2.3%	No			
NW 6 St. to SW 8 Street	6 DV	D	1.12-1.19	1.13 - 1.20	F	68,852 - 70,932	+221 - +424	59,900	+0.4% - +0.7%	No			
NW/SW 127 Avenue													
NW 25 St. to NW 17 Street	4 DV	D	0.87-1.01	0.89 - 1.15	D/F	30,147 - 35,963	+3,181 - +855	39,800	+8.0% - +2.2%	Yes			
NW 17 St. to NW 12 Street	4 DV	D	0.93	1.11	F	32,531	+860	39,800	+2.2%	No			
NW 12 St. to NW 6 Street	4 DV	D	1.15-1.18	1.23 - 1.24	F	37,056 - 37,498	+3170 - +3525	39,800	+8.0% - +8.9%	Yes			
NW 6 St. to SW 8 Street	4 DV	D	1.11	1.16	F	31,671	+1766	39,800	+4.4%	No			
HEFT													
NS 41 St. to NW 12 St.	8 LA	D	0.70-0.95	0.70 - 0.95	B/E	157,054-168,827	+485 - +134	154,300	+0.3 - +0.1%	No			
NW 12 St. to SR 836	8 LA	D	0.74-0.90	0.75 - 0.90	C/D	135,932	+1439	154,300	+0.9%	No			
SR 836 to SW 8 Street	10 LA	D	0.80-0.97	0.81 - 0.96	D/E	203,645-207,606	+2976 - +1631	194,500	+1.5% - +0.8%	No			
SW 8 Street to SW 88 Street	10 LA	D	0.91-0.97	0.91 - 0.98	E	216,422-223,613	+392 - +846	194,500	+0.20% - +0.4%	No			
NW/SW 107 Avenue													
NW 25 St. to NW 12 St.	6 DV	D	1.00 - 1.20	0.98-1.21	E/F	63,995-78,466	-1,383 - +600	59,900	-2.3% - +1.0%	No			
NW 12 St. to SR 836	6 DV	E	1.28	1.30	F	83,381	+1,200	59,900	+2.0%	No			
NW 25 Street													
NW 137 Ave. to NW 127 Ave.	2 UD	D	0.62-1.14	0.73 - 1.29	C/F	10,147-17,968	+1,472 - +2,118	17,700	+8.3% - +12.0%	Yes			
NW 127 Ave. to NW 117 Ave.	4 DV	D	1.20-1.32	1.21 - 1.29	F	36,546-45,994	+204 - +1,117	39,800	+3.7% - +2.8%	No			
NW 117 Ave. to NW 107 Ave.	4 DV	D	1.01-1.46	1.02 - 1.47	F	30,667-44,362	+70 - +393	39,800	+0.2% - +1.0%	No			
NW 12 Street													
NW 137 Ave. to NW 127 Ave.	4 DV	D	0.42-1.07	0.40 - 1.11	B/F	12,108-37,417	-265 - -3,926	39,800	-0.7% - +9.9%	Yes			
NW 127 Ave. to HEFT	4 DV	D	1.37-1.61	1.38 - 1.74	F	49,620-56,610	+1,649 - +527	39,800	+4.1% - +1.3%	No			
HEFT to NW 107 Avenue	6 DV	D	1.07-1.11	1.08 - 1.12	F	48,587-50,094	+529 - +434	59,900	+0.9% - +0.7%	No			
NW 107 Ave. to NW 97 Ave.	4 DV	D	1.13-1.39	1.15 - 1.41	F	34,270-41,951	+930 - +719	39,800	+2.3% - +1.8%	No			
SW 8 Street/Tamiami Trail													
SW 147 Ave. to SW 137 Ave.	6 DV	E	0.75-1.11	0.78 - 1.11	C/F	48,628-72,513	+1,808 - +449	59,900	+3.0% - +0.8%	No			
SW 137 Ave. to SW 127 Ave.	6 DV	E	0.85-1.01	0.86 - 1.02	D/F	55,729-66,221	+272 - +473	59,900	+0.5% - +0.8%	No			
SW 127 Ave. to SW 122 Ave.	6 DV	E	1.01-1.02	1.01 1.02	F	66,636-67,160	+662 - +683	59,900	+1.1% - +1.1%	No			
SW 122 Ave. to HEFT	8 DV	E	1.02-1.22	1.01 1.24	F	65,859-80,583	-725 - +1,274	80,100	-0.9% - +1.6%	No			

Source: 2035 Volumes, Capacity and V/C Ratios generated by Gannett Fleming Inc. using the 2025 LRTP Cost Feasible Plan and the SERPM multimodal travel demand model, April 2013.

Information compiled by Miami-Dade County Department of Regulatory and Economic Resources, September 2013.

- 1) Lane geometry for Year 2035 reflects projects under construction, projects funded for construction in the 2014 Transportation Improvement Program (TIP), and projects planned and funded for construction in the 2035 Long Range Transportation Plan (LRTP).
- 2) Adopted LOS standard in the Miami-Dade County CDMP Traffic Circulation Subelement.
- 3) Volume-to-Capacity ratios obtained from the plots provided by Gannett Fleming Inc. and generated by the SERTP Model for the Base scenario were adjusted for the Amendment Scenario to reflect adjusted the Daily Bidirectional Volumes for the reduced maximum potential developments.
- 4) Projected 2035 Daily Volumes obtained from the plots provided by Gannett Fleming Inc. and generated by the SERTP Model using the 2035 LRTP Cost Feasible Plan for the Base scenario (Without the Amendment Application) and for the Amendment Scenario (with the Amendment Application).
- 5) Bidirectional Daily Capacities which are based on the Adopted LOS standards were obtained from the 2012 FDOT Quality/LOS Handbook Generalized Tables updated 12/18/2012.

Table 9

Significance Determination (>5.0%) With Reduce Development

Roadway Segments	(1) Year 2035 Lanes	(2) Adopted CDMP LOS Std.	Base Scenario		Amendment Scenario			Difference in Bidirectional Daily Volumes	(7) Bidirectional Daily Capacity (MSV)	Percentage Difference	> 5% Of MSV Yes / No	
			(3) 2035 V/C Ratios.	Without Amendment Projected LOS	(4) 2035 Daily Bidirectional Volume	(5) 2035 V/C Ratios ²	Projected LOS					(6) 2035 Daily Bidirectional Volume
Maximum Potential Development Reduced to 6,000,000 sq. ft. of Warehousing use												
NW/SW 137 Avenue												
NW 17 St. to NW 12 Street	4 DV	D	0.39-0.65	B	13,657 - 22,582	0.50 - 0.71	B/C	17,608 - 24,780	+3,951 - +2,198	39,800	+9.9% - 5.5%	Yes
NW/SW 127 Avenue												
NW 25 St. to NW 17 Street	4 DV	D	0.87-1.01	D/F	26,966 - 35,108	0.77 - 0.92	C/E	26,964 - 32,166	-2 - -2,942	39,800	+0.0% - -7.4%	No
NW 12 St. to NW 6 Street	4 DV	D	1.15-1.18	F	37,056 - 37,498	1.03 - 1.05	F	35,979 - 36,692	-1,077 - -1,106	39,800	-2.7% - -2.8%	No
NW 25 Street												
NW 137 Ave. to NW 127 Ave.	2 UD	D	0.62-1.14	B/F	8,675 - 15,850	0.65 - 1.15	B/F	9,075 - 16,071	+400 - +221	17,700	+2.3% - +1.3%	No
NW 12 Street												
NW 137 Ave. to NW 127 Ave.	4 DV	D	0.42-1.07	B/F	12,373 - 33,491	0.31 - 0.97	B/E	10,830 - 33,466	-1,543 - -25	39,800	-3.9% - -0.1%	No
Maximum Potential Development Reduced to 5,500,000 sq. ft. of Warehousing use												
NW/SW 137 Avenue												
NW 17 St. to NW 12 Street	4 DV	D	0.39-0.65	B	13,657 - 22,582	0.46 - 0.65	B	16,143 - 22,718	+2,486 - +136	39,800	+6.32% - -0.3%	Yes
NW/SW 127 Avenue												
NW 25 St. to NW 17 Street	4 DV	D	0.87-1.01	D/F	26,966 - 35,108	0.71 - 0.85	C/D	24,721 - 29,490	-2,245 - -5,618	39,800	-5.6% - -14.1%	No
NW 12 St. to NW 6 Street	4 DV	D	1.15-1.18	F	37,056 - 37,498	0.95 - 0.97	E	32,985 - 33,639	-4,071 - -3,859	39,800	-10.2% - -9.7%	No
NW 25 Street												
NW 137 Ave. to NW 127 Ave.	2 UD	D	0.62-1.14	B/F	8,675 - 15,850	0.60 - 1.06	B/F	8,321 - 14,734	-354 - -1,116	17,700	-2.0% - -6.3%	No
NW 12 Street												
NW 137 Ave. to NW 127 Ave.	4 DV	D	0.42-1.07	B/F	12,373 - 33,491	0.29 - 0.88	B/D	9,929 - 30,682	-2,444 - -2,809	39,800	-6.1% - +7.1%	No

Source: 2035 Volumes, Capacity and V/C Ratios generated by Gannett Fleming Inc. using the 2025 LRTP Cost Feasible Plan and the SERPM multimodal travel demand model, April 2013.

Information compiled by Miami-Dade County Department of Regulatory and Economic Resources, September 2013.

- (1) Lane geometry for Year 2035 reflects projects under construction, projects funded for construction in the 2014 Transportation Improvement Program (TIP), and projects planned and funded for construction in the 2035 Long Range Transportation Plan (LRTP).
- (2) Adopted LOS standard in the Miami-Dade County CDMP Traffic Circulation Subelement.
- (3) Volume-to-Capacity ratios obtained from the plots provided by Gannett Fleming Inc. and generated by the SERTP Model for the Base Scenario and Amendment Scenario.
- (4) Projected 2035 Daily Volumes obtained from the plots provided by Gannett Fleming Inc. and generated by the SERTP Model using the 2035 LRTP Cost Feasible Plan for the Base scenario (Without the Amendment Application).
- (5) Volume-to-Capacity ratios obtained from the plots provided by Gannett Fleming Inc. and generated by the SEFRT Model using the 2035 Cost Feasible Plan for the Amendment Scenario (with the Amendment Application) were revised to reflect Daily Bidirectional Volumes adjusted based on reduced maximum potential developments.
- (6) 2035 Daily Bidirectional Volumes were proportionally adjusted to reflect reduced maximum potential development programs using 0.89 (6,000,000/6,708,240), 0.82 (5,500,000/6,700,000), and 0.75 (5,000,000/6,708,250) factors.
- (7) Bidirectional Daily Capacities are based on the Adopted LOS standards and obtained from the 2012 FDOT Quality/LOS Handbook Generalized Tables updated 12/18/2012.

Table 9 Cont.

Significance Determination (>5.0%) With Reduce Development												
Roadway Segments	(1) Year 2035 Lanes	Base Scenario			Amendment Scenario				(7) Bidirectional Daily Capacity (MSV)	Percentage Difference	> 5% Of MSV Yes / No	
		(2) Adopted CDMP LOS Std.	(3) 2035 V/C Ratios.	Without Amendment		(5) 2035 V/C Ratios ²	Projected LOS	(6) 2035 Daily Bidirectional Volume				
				Projected LOS	(4) 2035 Daily Bidirectional Volume							
Maximum Potential Development Reduced to 5,000,000 sq. ft. of Warehousing use												
NW/SW 137 Avenue												
NW 17 St. to NW 12 Street	4 DV	D	0.39-0.65	B	13,657 - 22,582	0.46 - 0.60	B	14,765 - 20,779	+1,108 - 1,803	39,800	+2.8% - -4.5%	No
NW/SW 127 Avenue												
NW 25 St. to NW 17 Street	4 DV	D	0.87-1.01	D/F	26,966 - 35,108	0.65 - 0.77	B/C	22,610 - 26,972	-2,245 - -5,618	39,800	-5.6% - -14.1%	No
NW 12 St. to NW 6 Street	4 DV	D	1.15-1.18	F	37,056 - 37,498	0.87 -0.88	D	30,170 - 30,767	-4,071 - -3,859	39,800	-10.2% - -9.7%	No
NW 25 Street												
NW 137 Ave. to NW 127 Ave.	2 UD	D	0.62-1.14	B/F	8,675 - 15,850	0.55 - 0.96	B/E	7,610 - 13,476	-354 - -1,116	17,700	-2.0% - -6.3%	No
NW 12 Street												
NW 137 Ave. to NW 127 Ave.	4 DV	D	0.42-1.07	B/F	12,373 - 33,491	0.26 - 0.81	B/D	9,081 - 28,063	-2,444 - -2,809	39,800	-6.1% - +7.1%	No

Source: 2035 Volumes, Capacity and V/C Ratios generated by Gannett Fleming Inc. using the 2025 LRTP Cost Feasible Plan and the SERPM multimodal travel demand model, April 2013.
Information compiled by Miami-Dade County Department of Regulatory and Economic Resources, September 2013.

- (1) Lane geometry for Year 2035 reflects projects under construction, projects funded for construction in the 2014 Transportation Improvement Program (TIP), and projects planned and funded for construction in the 2035 Long Range Transportation Plan (LRTP).
- (2) Adopted LOS standard in the Miami-Dade County CDMP Traffic Circulation Subelement.
- (3) Volume-to-Capacity ratios obtained from the plots provided by Gannett Fleming Inc. and generated by the SERTP Model for the Base Scenario and Amendment Scenario.
- (4) Projected 2035 Daily Volumes obtained from the plots provided by Gannett Fleming Inc. and generated by the SERTP Model using the 2035 LRTP Cost Feasible Plan for the Base scenario (Without the Amendment Application).
- (5) Volume-to-Capacity ratios obtained from the plots provided by Gannett Fleming Inc. and generated by the SEFRT Model using the 2035 Cost Feasible Plan for the Amendment Scenario (with the Amendment Application) were revised to reflect Daily Bidirectional Volumes adjusted based on reduced maximum potential developments.
- (6) 2035 Daily Bidirectional Volumes were proportionally adjusted to reflect reduced maximum potential development programs using 0.89 (6,000,000/6,708,240), 0.82 (5,500,000/6,700,000), and 0.75 (5,000,000/6,708,250) factors.
- (7) Bidirectional Daily Capacities are based on the Adopted LOS standards and obtained from the 2012 FDOT Quality/LOS Handbook Generalized Tables updated 12/18/2012.

Application Impacts

Table 2, "Estimated PM Peak Hour Trip Generation by Current and Requested CDMP Land Use Designations", above identifies the estimated number of PM peak hour trips to be generated by the two development scenarios analyzed. Under the requested "Restricted Industrial and Office", the 308-acre net application area is assumed to be developed with 6,708,230 sq. ft. of warehouses. This area includes the 35 acres of larger lake has already been approved for filling.

The trip generation analysis indicates that if the application area were developed with 6,708,240 sq. ft. of warehouses (Amendment Scenario) under the requested "Restricted Industrial and Office" use, this scenario would generate approximately 2,147 PM peak hour vehicle trips, 2,082 more trips than the 65 single-family houses that may be developed under the current "Open Land" land use designation.

The Short-term (Year 2016) analysis presented in Table 5 above identifies the total traffic each of the first directly accessed and secondary traffic count stations that will be impacted by the vehicle trips that would be generated by the subject application. The analysis shows that all roadways adjacent to and surrounding the application area are found to operate at acceptable levels of service during the PM peak hour period, accounting for existing traffic, previously approved committed development traffic, plus the application's traffic. Based upon these findings, it is determined that adequate transportation infrastructure exists to handle the additional traffic impact that would be generated by the amendment application. However, it should be pointed out that the properties within the amendment application area are owned by multiple property owners and, therefore, it is reasonable to assume that all the properties will not be developed within the next three years but rather within a longer period.

Therefore, a long-term traffic impact analysis was performed to evaluate the adequacy of the future roadway infrastructure to handle the traffic impacts of the amendment area and to meet the adopted LOS standards through the year 2035. The Year 2035 roadway infrastructure incorporates all roadways currently under construction, the funded transportation improvements listed in the adopted 2014 TIP, and the planned Priority I, II, III and IV roadways improvements funded in the Cost Feasible Plan of the adopted 2035 LRTP. The Year 2035 level of service analysis shows that some segments within the study area are projected to operate at LOS E and F in violation of adopted LOS standards. Therefore, a significance determination analysis was performed to identify those roadway segments where Amendment traffic was found to exceed 5.0% of the maximum service volume at the adopted LOS standards. Five roadway segments were found to exceed 5.0% of the maximum service volume at the adopted LOS standard:

- NW 137 Avenue between NW 17 Street and NW 12 Street (currently 4-lane divided);
- NW 127 Avenue between NW 25 Street and NW 17 Street (currently 4-lane divided);
- NW 127 Avenue between NW 12 Street and NW 6 Street (currently 4-lane divided);
- NW 25 Street between NW 137 Avenue and NW 127 Avenue (currently 2-lane undivided); and
- NW 12 Street between NW 137 Avenue and NW 127 Avenue (currently 4-lane divided).

One way of mitigating the impacts on these segments is to recommend the widening of these roadway segments to provide for additional capacity. However, the County is not the developer of this area but rather numerous private property owners who own properties within the application area. Another way of addressing this issue is to limit the development of the area to

a specific threshold to reduce the impact on the roadways found to exceed the 5.0% maximum service volumes. Table 9 above provides a summary of significance determination analyses with reduced development thresholds in order to determine the maximum development that may be allowed so that no roadway segment will exceed 5.0% of the maximum service volumes at the adopted LOS standards. The 2035 Daily Bidirectional volumes were proportionally adjusted to reflect the reduction in the maximum potential development. Based on the analysis, it was determined that the maximum potential development that may allow in the area subject of this application should be 5,000,000 sq. ft. of industrial uses.

Consistent with the forgoing, the application area should be subject to intensity restrictions as expressed by FAR. Therefore, the maximum allowed intensity in the application area, which is bounded by NW 25 Street on the north, the Homestead Extension of the Florida Turnpike (HEFT) on the east, NW 12 Street on the south, and NW 132 Avenue on the west, should be limited to a FAR of 0.40.

Moreover, it is recognized that this overall application area will be developed incrementally over the next 20-30 years and the level of service standards will have to be met as individual parcels apply for development approvals. At that time of development the individual properties may be restricted to less than the maximum allowable under the proposed "Restricted Industrial and Office" category and 0.40 FAR through the zoning and site planning review process to ensure that all public facility level of service standards, particularly for roadways, are not violated.

It should be pointed out that Application area is not currently served by mass transit; however, Miami-Dade Transit and the City of Doral Trolley service provide local and regional transit service within ¼ mile of the Amendment area. The opportunity exists for transit service to be extended to the Amendment area once the area is developed and the need exists to provide alternative to the automobile for all employees working in the area.

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ATTACHMENT 1

MIAMI-DADE COUNTY CONCURRENCY LEVEL OF SERVICE TABLES

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STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
3	SW 8 ST/TAMIAMI TRAIL	W/O KROME AVE TO COLLIER CO LINE	2	1510	419	1091	0	1091	C	C	C	July 18, 2013
4	SW 177 AVE/KROME AVE	S/O SW 8 ST/SR 90 TO KENDALL DR	2	1510	1364	146	0	146	C	C	C	July 18, 2013
5	SW 8 ST/TAMIAMI TRAIL	E/O SW 74 AVE TO PALMETTO EXPWY	A 4	4380	3146	1234	10	1224	F	E+50	E+8%	July 18, 2013
7	OKEECHOBEE RD (US 27)	NW/O HEFT/SR 821 TO KROME AVE	A 4	3420	2203	1217	0	1217	C	C	C	July 18, 2013
8	S. DIXIE HWY (US 1/SR 5)	S/O SW 232 ST SW 304 ST TO SW 112 AVE	A 4	4296	2092	2204	210	1994	C	EE	C	July 18, 2013
9	S. DIXIE HWY (US 1/SR 5)	N/O MONROE CO LINE BET MP 13.658-MP 13.928	2	1510	1360	150	0	150	C	C	C	July 18, 2013
10	SW 88 ST/KENDALL DR	E/O SW 177 AVE TO SW 167 AVE	A 4	3580	1295	2285	0	2285	C	D	C	July 18, 2013
12	ALTON RD (SR 907)	N/O 20 ST (MIAMI BEACH) FROM 5 ST TO 41 ST	A 4	3504	3477	27	0	27	F	E+20	E+19%	July 18, 2013
14	S. DIXIE HWY (US 1/SR 5)	S/O SW 112 ST TO SW 136 ST	A 6	6468	4914	1554	2	1552	C	EE	C	July 18, 2013
15	BISCAYNE BLVD (US 1/SR 5)	S/O NE 192 ST/LEHMAN CSWY TO NE 186 ST	A 6	8085	6162	1923	0	1923	F	E+50	E+14%	July 18, 2013
19	NW 42	S/O NW 103 ST TO	A	3580	2801	779	0	779	C	E	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
	AVE/LEJEUNE RD	NW 79 ST	6									2013
20	NW 27 Ave. (SR 9)	S/O NW 79 ST TO NW 54 ST	A 4	4380	2983	1397	2	1395	F	E+50	E+2%	July 18, 2013
21	NW 2 AVE (US 441/SR 7)	S/O NW 183 ST TO NW 174 ST	A 6	6468	3874	2594	0	2594	C	EE	C	July 18, 2013
22	NW 27 AVE (SR 9)	N/O NW 138 ST TO SR 9	A 6	4380	3287	1093	7	1086	F	E+50	E+13%	July 18, 2013
39	NW 72 AVE/MILAM DAIRY RD	S/O NW 74 ST TO NW 58 ST	A 4	4500	4185	315	4	311	D	E	D	July 18, 2013
40	SW 177 AVE/SR 997	S/O SW 232 ST, FROM SW 232 ST TO SW 248 ST	A 2	1070	1473	-274	0	-285		C	F	#####
41	SW 87 AVE/GALLOWAY RD	S/O SW 40 ST TO SW 56 ST	A 4	3580	2158	1422	0	1422	C	SUMA	C	July 18, 2013
42	SW 87 AVE/GALLOWAY RD	S/O SW 24 ST/CORAL WAY TO SW 40 ST	A 4	3580	2102	1478	0	1478	C	SUMA	C	July 18, 2013
44	SW 87 AVE/GALLOWAY RD	S/O FLAGLER ST TO SW 8 ST (TAMIAMI TRAIL)	A 4	3580	2744	836	0	836	C	SUMA	C	July 18, 2013
45	SW 107 AVE (SR 985)	SW 88 ST/SR 94 TO SW 72 ST	A 4	3580	2186	1394	0	1394	C	SUMA	C	July 18, 2013
46	SW 107 AVE (SR 985)	SW 72 ST TO SW 56 ST	A 4	3580	2020	1560	0	1560	C	SUMA	C	July 18, 2013
47	SW 107 AVE (SR 985)	SW 40 ST TO SW 56 ST	A 4	3580	2149	1431	0	1431	C	SUMA	C	July 18, 2013
50	SW 112 AVE/ALLAPATTAH	N/O HEFT/SR 821 TO SW 248 ST	A 4	3580	1348	2232	192	2040	C	SUMA	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
	DR											
52	SW 177 AVE/SR 997	SW/O OKEECHOBEE RD TO SW 8 ST	2	1510	756	754	0	754	C	C	C	July 18, 2013
54	SW 186 ST/SR 994	W/O HEFT/SR 821 TO SW 127 AVE	A 4	3580	2974	606	63	543	C	SUMA	C	July 18, 2013
56	SW 152 ST/CORAL REEF	E/O SW 107 AVE TO HEFT	A 4	4296	2581	1715	0	1715	C	EE	C	July 18, 2013
62	SW 88 ST/KENDALL DR	E/O SW 127 AVE TO SW 117 AVE	A 8	8652	6560	2092	0	2092	C	EE	C	July 18, 2013
64	SW 88 ST/KENDALL DR	E/O SW 103 AVE BET SW 97 AVE- SW 107 AVE	A 6	6468	4722	1746	0	1746	C	EE	C	July 18, 2013
66	SW 88 ST/KENDALL DR	W/O SW 87 AVE TO SW 97 AVE	A 6	6468	3681	2787	0	2787	C	EE	C	July 18, 2013
68	SW 72 ST/SUNSET DR (SR 986)	E/O SW 107 AVE TO SW 87 AVE	A 4	4296	2934	1362	0	1362	C	EE	C	July 18, 2013
70	SW 72 ST/SUNSET DR	US-1 TO SW 67TH AVE	A 4	2920	1869	1051	0	1051	D	E	D	July 18, 2013
72	SW 40 ST/BIRD RD (SR 976)	E/O HEFT TO SW 107 AVE	A 6	5390	3548	1842	0	1842	C	HE	C	July 18, 2013
74	SW 40 ST/BIRD RD (SR 976)	E/O SW 107 AVE TO SW 97 AVE	A 6	5390	4511	879	0	879	C	HE	C	July 18, 2013
76	SW 40 ST/BIRD RD (SR 976)	W/O SW 87 AVE TO SW 97 AVE	A 6	5390	4926	464	0	464	C	HE	C	July 18, 2013
78	SW 40 ST/BIRD RD (SR 976)	E/O SW 78 CT TO SR 826 (WEST RAMP)	A 6	5390	4949	441	0	441	C	HE	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
80	SW 40 ST/BIRD RD (SR 976)	W/O SW 57 AVE/RED RD TO SW 67 AVE	A 6	6468	3365	3103	44	3059	C	E+20	C	July 18, 2013
82	SW 40 ST/BIRD RD (SR 976)	E/O SW 42 AVE BET US 1-PONCE DE LEON BLVD	A 4	3504	3936	-432	0	-432	F	E+20	F	July 18, 2013
84	SW 344 ST (SR 936)	FROM SW 182 AVE TO US 1	A 4	1600	1658	-58	0	-58	F	D	F	July 18, 2013
86	SE 13 ST/CORAL WAY-SR 972	W/O BRICKELL AVE TO SW 3 AVE	A 4	4296	1236	3060	0	3060	C	E+20	C	July 18, 2013
88	SW 8 ST/TAMIAMI TRAIL	E/O SW 137 AVE TO SW 127 AVE	A 6	5390	3941	1449	11	1438	C	D	C	July 18, 2013
90	SW 8 ST/TAMIAMI TRAIL	E/O SW 109 AVE FROM SW 107 AVE TO HEFT	A 6	6468	3826	2642	0	2642	C	EE	C	July 18, 2013
151	INGRAHAM HWY (SR 936)	E/O EVERGLADES NAT PARK TO SW 192 AVE	2	1600	166	1434	0	1434	C	D	C	July 18, 2013
152	NE 192 ST CSWY/LEHMAN CSWY	E/O BISCAYNE BLVD TO SR A1A	A 6	6468	2208	4260	0	4260	C	E+20	C	July 18, 2013
158	NW 215 ST (SR 852)	W/O NW 2 AVE TO NW 27 AVE	A 4	3580	2042	1538	0	1538	C	SUMA	C	July 18, 2013
164	S. DIXIE HWY (US 1/SR 5)	S/O SW 80 ST FROM SW 67 AVE TO SW 98 ST	A 6	8085	6466	1619	0	1619	F	E+50	E+20%	July 18, 2013
166	NE 6 AVE (SR 915)	N/O NE 167 ST TO NE 135 ST	A 4	4296	1746	2550	0	2550	C	E+20	C	July 18, 2013
168	NE 6 AVE (SR 915)	S/O NE 170 ST	A	4296	1838	2458	0	2458	C	E+20	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		BET NE 167 ST-NE 181 ST	4									2013
183	US 1/SOUTH DIXIE HWY	S/O NE 183 ST BET NE 163 ST-NE 186 ST	A 6	10815	5150	5665	0	5665	C	E+50	C	July 18, 2013
235	NW 7 AVE (US 441/SR 7)	N/O NW 95 ST BET NW 79 ST-NW 103 ST	A 4	6750	2434	4316	6	4310	D	E+50	D	July 18, 2013
266	SW 8 ST/TAMIAMI TRAIL	E/O SW 147 AVE, FROM SW 147 AVE TO SW 137 AVE	A 6	4680	3866	814	233	772	D	D	D	#####
268	BISCAYNE BLVD (US 1/SR 5)	S/O BROWARD CO. LINE TO NE 192 ST	A 6	6468	3858	2610	0	2610	C	E+20	C	July 18, 2013
269	COLLINS AVE (SR A1A)	N/O 172 ST BET BAYVIEW DR- LEHMAN CSWY	A 6	5400	5194	206	12	194	F	E+20	E+16%	July 18, 2013
323	NW 27 AVE (SR 9)	S/O NW 36 ST TO SR 836	A 6	6468	3222	3246	11	3235	C	E+20	C	July 18, 2013
324	NW 57 AVE/RED RD (SR 823)	N/O W 21 ST(HIALEAH) OKEECHOBEE RD-NW 79 S	A 4	3580	1841	1739	0	1739	C	E	C	July 18, 2013
332	S. DIXIE HWY (US1/SR 5)	S/O SW 152 ST/CORAL REEF TO SW 168 ST	A 6	6468	6250	218	0	218	F	EE	E+16%	July 18, 2013
346	S. DIXIE HWY (US 1/SR 5)	N/O SW 112 AVE/ALLAPATTAH	A 6	6468	3240	3228	61	3167	C	EE	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		TO SW 186 ST										
360	NW 57 AVE/RED RD (SR 823)	S/O NW 138 ST TO NW 103 ST	A 4	3580	4053	-473	0	-473	F	E	F	July 18, 2013
361	SW 177 AVE/SR 997	N/O SW 232 ST TO SW 216 ST	A 2	1510	1475	35	0	35	C	C	C	July 18, 2013
365	NW 2 AVE (US 441/SR 7)	N/O NW 199 ST TO COUNTY LINE	A 6	5390	3830	1560	0	1560	C	SUMA	C	July 18, 2013
366	NE 167 ST (SR 826)	E/O N. MIAMI AVE BET NE 2 AVE-NE 6 AVE	A 6	6750	4370	2380	0	2380	D	E+50	D	July 18, 2013
377	SW 8 ST/MIAMI TRAIL	E/O KROME AVE, FROM KROME AVE TO SW 147 AVE	4	1510	1336	174	0	174	C	C	C	July 18, 2013
405	PALMETTO EXPWY (SR 826)	E/O NW 57 AVE/RED RD TO NW 47 AVE	6	5390	9252	-3862	0	-3862	F	D	F	July 18, 2013
417	NW 27 AVE (SR 9)	N/O SR 112 BET NW 36 ST-NW 54 ST	A 4	4380	2690	1690	25	1665	D	E+50	D	July 18, 2013
431	NW 27 AVE (SR 9)	S/O NW 103 ST TO NW 79 ST	A 4	4380	3120	1260	0	1260	F	E+50	E+7%	July 18, 2013
436	NW 7 AVE (US 441/SR 7)	N/O NW 147 ST FROM NW 135 ST TO I-95	A 6	8085	2051	6034	4	6030	C	E+50	C	July 18, 2013
518	SW 177 AVE/KROME AVE	N/O US-1 (FLA CITY) TO SW 295 ST	A 2	1330	755	575	0	575	D	D	D	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
569	PALMETTO EXPWY (SR 826)	N/O FLAGLER ST TO SR 836	8	13390	12950	440	0	440	D	D	D	July 18, 2013
570	PALMETTO EXPWY (SR 826)	N/O NW 12 ST FROM SR 836 TO NW 36 ST	8	13390	13753	-363	0	-363	E	D	F	July 18, 2013
571	PALMETTO EXPWY (SR 826)	N/O NW 36 ST TO NW 58 ST	10	16840	12558	4282	0	4282	C	D	C	July 18, 2013
572	PALMETTO EXPWY (SR 826)	N/O NW 58 ST TO NW 74 ST	10	16840	16078	762	0	762	D	D	D	July 18, 2013
573	PALMETTO EXPWY (SR 826)	N/O NW 74 ST TO OKEECHOBEE RD	10	16840	13760	3080	4	3076	C	D	C	July 18, 2013
574	PALMETTO EXPWY (SR 826)	N/O NW 103 ST TO NW 122 ST	8	13390	14465	-1075	0	-1075	E	D	F	July 18, 2013
575	PALMETTO EXPWY (SR 826)	N/O NW 122 ST TO NW 138 ST	8	13390	12673	717	0	717	D	D	D	July 18, 2013
576	PALMETTO EXPWY (SR 826)	N/O NW 138 ST TO NW 67 AVE	6	10060	9827	233	0	233	D	D	D	July 18, 2013
577	PALMETTO EXPWY (SR 826)	E/O NW 47 AVE TO NW 37 AVE	6	10060	10562	-502	0	-502	E	D	F	July 18, 2013
578	PALMETTO EXPWY (SR 826)	W/O NW 27 AVE TO NW 37 AVE	6	10060	9356	704	0	704	D	D	D	July 18, 2013
579	PALMETTO EXPWY (SR 826)	E/O NW 27 AVE TO NW 17 AVE	8	13390	9504	3886	0	3886	C	D	C	July 18, 2013
582	SW 177 AVE/KROME AVE	N/O SW 8 ST TO OKEECHOBEE RD	2	1510	1044	466	0	466	C	C	C	July 18, 2013
589	SW 8 ST/TAMIAMI TRAIL	W/O SW 87 AVE/GALLOWAY RD TO SW 107 AVE	A 8	8652	6207	2445	0	2445	C	EE	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
592	SW 88 ST/KENDALL DR	E/O SW 110 AVE BET SW 117 AVE- SW 107 AVE	A 6	6468	4353	2115	0	2115	C	EE	C	July 18, 2013
1049	SW 40 ST/BIRD RD	E/O SW 42 AVE BET SW 57 AVE- PONCE DE LEON	A 4	4296	2707	1589	2	1587	C	E+20	C	July 18, 2013
1050	SW 40 ST/BIRD RD (SR 976)	E/O SW 74 AVE FROM SR 826 TO SW 67 AVE	A 6	6468	4420	2048	33	2015	C	E+20	C	July 18, 2013
1053	SW 42 AVE/LEJUNE RD	N/O PONCE DE LEON FROM SW 40 ST TO US-1 (SR 826)	A 4	4296	1816	2480	0	2480	C	E+20	C	July 18, 2013
1067	SW 72 ST/SUNSET DR	PALMETTO EXPWY TO SW 67 AVE	A 4	3580	3480	100	0	100	D	E	D	July 18, 2013
1068	SW 72 ST/SUNSET DR	W/O PALMETTO EXPWY TO SW 87 AVE	A 4	4296	2888	1408	11	1397	C	EE	C	July 18, 2013
1070	SW 72 ST/SUNSET DR	W/O SW 107 AVE TO SW 117 AVE	A 4	4296	2634	1662	0	1662	C	EE	C	July 18, 2013
1074	SW 87 AVE/GALLOWAY RD	N/O SW 12 ST BET SW 8 ST (TAMiami TRAIL)-CORAL WAY	A 4	3580	2418	1162	0	1162	C	SUMA	C	July 18, 2013
1075	SW 87 AVE/GALLOWAY RD	S/O SW 56 ST/MILLER DR TO SW 72 ST	A 4	3580	1937	1643	0	1643	C	SUMA	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
1076	SW 87 AVE/GALLOWAY RD	N/O SW 85 ST BET SW 88 ST-SW 72 ST	A 4	3580	2319	1261	0	1261	C	SUMA	C	July 18, 2013
1077	SW 87 AVE/GALLOWAY RD	N/O SW 132 ST BET US 1-SW 112 ST	A 2	1600	1244	356	2	354	C	SUMA	C	July 18, 2013
1080	SW 88 ST/KENDALL DR	SW 147 AVE TO SW 152 AVE	A 6	6468	3502	2966	62	2904	C	EE	C	July 18, 2013
1089	SW 112 ST	E/O SR 874 BET SW 107 AVE-SW 95 AVE	A 4	3580	2870	710	0	710	C	D	C	July 18, 2013
1090	SW 107 AVE (SR 985)	S/O SW 8 ST TO SW 24 ST	A 6	5390	3878	1512	8	1504	C	HE	C	July 18, 2013
1091	SW 107 AVE (SR 985)	N/O SW 40 S/BIRD RD TO SW 24 ST	A 4	3580	2257	1323	16	1307	C	SUMA	C	July 18, 2013
1179	NW 42 AVE/LEJEUNE RD	S/O E. 11 PL(HIALEAH) BET NW 36 ST-NW 79 S	A 6	5370	2710	2660	25	2635	C	E+50	C	July 18, 2013
1180	NW 42 AVE/LEJEUNE RD	S/O E 23 ST(HIALEAH) BET NW 36 ST-NW 79 ST	A 6	5370	2807	2563	13	2550	C	E+50	C	July 18, 2013
1181	NW 42 AVE/LEJEUNE RD	N/O NW 119 ST BET NW 103 ST-NW 135 ST	A 6	8085	1707	6378	37	6341	C	E+50	C	July 18, 2013
1189	NW 57 AVE/RED RD (SR 959)	N/O NW 7 ST TO SR 836	A 6	8085	2893	5192	190	5002	C	E+50	C	July 18, 2013
1190	NW 57 AVE/RED RD (SR 823)	S/O NW 173 DR BET SR 826-MIAM	A 6	6468	4894	1574	36	1538	C	EE	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		GARDENS DR										
1201	NW 72 AVE/MILAM DAIRY RD	N/O W FLAGLER ST TO NW 12 ST	A 6	5390	3524	1866	15	1851	C	E	C	July 18, 2013
1202	NW 72 AVE/MILAM DAIRY RD	N/O NW 12 ST TO NW 25 ST	A 6	5390	2870	2520	19	2501	C	E	C	July 18, 2013
1204	NW 72 AVE/MILAM DAIRY RD	S/O NW 36 ST TO NW 25 ST	A 6	5390	2707	2683	0	2683	C	E	C	July 18, 2013
1205	NW 72 AVE/MILAM DAIRY RD	S/O NW 41 ST FROM NW 39 ST TO NW 58 ST	A 6	5390	3013	2377	11	2366	C	E	C	July 18, 2013
1211	SW 87 AVE/GALLOWAY RD	N/O NW 8 ST BET FLAGLER-SR 836	A 6	5390	4216	1174	273	901	C	SUMMA	C	July 18, 2013
1214	NW 103 ST (SR 932)	E/O NW 27 AVE TO I-95	A 6	4500	2029	2471	274	2197	C	E	D	July 18, 2013
1215	NW 103 ST (SR 932)	E/O NW 42 AVE TO NW 27 AVE	A 6	4500	2597	1903	0	1903	D	E	D	July 18, 2013
1216	NW 103 ST (SR 932)	W/O W 16 AVE (HIALEAH) BET SR 826-W 4 AVE	A 6	6468	2747	3721	0	3721	C	E+20	C	July 18, 2013
1217	NW 103 ST (SR 932)	E/O NW 87 AVE BET OKEECHOBEE RD-SR 826	A 4	3580	1469	2111	0	2111	C	SUMMA	C	July 18, 2013
1218	NW 107 AVE (SR 985)	N/O NW 7 ST FROM FLAGLER ST TO SR 836	A 6	5390	4237	1153	74	1079	C	SUMMA	C	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
1219	NW 119 ST/GRATIGNY DR	W/O NW 1 AVE FROM I-95 TO W DIXIE HWY	A 4	2920	1480	1440	0	1440	D	E	D	July 18, 2013
1220	NW 119 ST/GRATIGNY DR	E/O NW 27 AVE TO NW 17 AVE	A 6	4500	3524	976	64	912	D	E	D	July 18, 2013
1221	NW 136 ST/OPALOCKA BLVD	E/O NW 27 AVE TO NW 17 AVE (ONE WAY WEST)	A 3	1610	1067	543	4	539	A	E	A	July 18, 2013
1222	NW 135 ST (SR 916)	E/O NW 27 AVE TO NW 17 AVE (ONE WAY EAST)	A 3	1610	1157	453	62	391	A	E	A	July 18, 2013
1223	NW 135 ST (SR 916)	W/O NW 27 AVE TO NW 42 AVE	A 4	3580	1576	2004	43	1961	C	E	C	July 18, 2013
1229	NW 183 ST/MIAMI GARDENS DR	E/O NE 8 AVE BET NE 6 AVE-NE 10 AVE	A 4	4296	4412	-116	4	-120	F	EE	F	July 18, 2013
1230	NW 183 ST/MIAMI GARDENS DR	W/O NE 2 AVE TO NE 6 AVE	A 4	6468	3177	3291	0	3291	C	EE	C	July 18, 2013
1232	NW 183 ST/MIAMI GARDENS DR	W/O NW 27 AVE FROM NW 27 AVE TO NW 37 AVE	A 6	6096	2437	3910	0	3263		EE	B	#####
1233	NW 183 ST/MIAMI GARDENS DR	E/O NW 57 AVE/RED RD TO NW 37 AVE	A 6	6468	2316	4152	14	4138	C	EE	C	July 18, 2013
2002	SNAPPER CREEK EXPWY/SR 878	W/O US-1 TO DON SHULA EXPWY/SR 874	4	4296	2947	1349	0	1349	C	EE	C	July 18, 2013
2023	AIRPORT EXPWY (SR 112)	E/O NW 17 AVE BET NW 27 AVE-	6	10815	7573	3242	0	3242	F	E+50	E+5%	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		NW 11 AVE										
2188	DOLPHIN EXPWY (SR 836)	E/O PALMETTO EXPWY TO NW 72 AVE	8	13390	12799	591	2	589	D	D	D	July 18, 2013
2193	DOLPHIN EXPWY (SR 836)	W/O NW 57 AVE TO NW 72 AVE	8	13390	10444	2946	0	2946	C	D	C	July 18, 2013
2198	DOLPHIN EXPWY (SR 836)	E/O NW 57 AVE TO NW 42 AVE	8	13390	12202	1188	0	1188	D	D	D	July 18, 2013
2207	DOLPHIN EXPWY (SR 836)	E/O NW 42 AVE TO NW 37 AVE	6	10060	11008	-948	0	-948	E	D	F	July 18, 2013
2208	DOLPHIN EXPWY (SR 836)	E/O TOLL- W/O NW 12 AVE TO NW 17 AVE	8	13390	8158	5232	0	5232	B	D	B	July 18, 2013
2210	DOLPHIN EXPWY (SR 836)	W/O NW 27 AVE TO NW 37 AVE	6	10060	11142	-1082	0	-1082	F	D	F	July 18, 2013
2232	DOLPHIN EXPWY (SR 836)	E/O NW 27 AVE TO NW 17 AVE	6	10060	9754	306	0	306	D	D	D	July 18, 2013
2240	DOLPHIN EXPWY (SR 836)	W/O BRIDGE NW 10 AVE BET NW 12 AVE-195	6	10060	8277	1783	0	1783	C	D	C	July 18, 2013
2242	DOLPHIN EXPWY (SR 836)	W/O NW 107 AVE TO HEFT	6	10060	6845	3215	0	3215	C	D	C	July 18, 2013
2243	DOLPHIN EXPWY (SR 836)	E/O NW 107 AVE TO NW 87 AVE	6	10060	7978	2082	0	2082	C	D	C	July 18, 2013
2244	DOLPHIN EXPWY (SR 836)	E/O NW 87 AVE TO SR 826	6	10060	8149	1911	0	1911	C	D	C	July 18, 2013
2246	FLA TNPk. (HEFT/SR 821)	S/O SW 88 ST/KENDALL DR	6	10060	2842	7218	27	7191	B	D	B	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		TO SR 874										
2248	FLA TNPK. (HEFT/SR 821)	N/O OKEECHOBEE RD TO CCOUNTY LINE RD	6	10060	3238	6822	0	6822	B	D	B	July 18, 2013
2250	FLA TNPK. (HEFT/SR 821)	N/O SW 8 ST TO SR 836	6	10060	7197	2863	0	2863	C	D	C	July 18, 2013
2252	FLA TNPK. (HEFT/SR 821)	N/O KENDALL DR TO SW 40 ST/BIRD RD	6	10060	4750	5310	0	5310	B	D	B	July 18, 2013
2254	FLA TNPK. (HEFT/SR 821)	N/O SW 168 ST BET QUAIL ROOST-CORAL REEF	8	13390	6298	7092	2	7090	B	D	B	July 18, 2013
2256	FLA TNPK. (HEFT/SR 821)	S/O SW 186 ST BET SW 216 ST TO QUAIL ROOST DR	4	6700	3779	2921	2	2919	B	D	B	July 18, 2013
2258	FLA TNPK. (HEFT/SR 821)	N/O SW 137 AVE TO SW 216 ST	4	6700	2302	4398	208	4190	B	D	B	July 18, 2013
2260	FLA TNPK. (HEFT/SR 821)	N/O SW 312 ST TO SW 137 AVE	4	6700	1799	4901	0	4901	B	D	B	July 18, 2013
2262	FLA TNPK. (HEFT/SR 821)	N/O SW 320 ST BET US 1-SW 312 ST	4	6700	1022	5678	2	5676	B	D	B	July 18, 2013
2264	FLA TNPK. (HEFT/SR 821)	E/O SW 112 AVE BET SW 137 AVE- SW 216 ST	4	6700	1871	4829	618	4211	B	D	B	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
2266	FLA TNPK. (HEFT/SR 821)	S/O DON SHULA EXPWY/SR 874 TO SW 152 ST	10	16840	7700	9140	0	9140	B	D	B	July 18, 2013
2270	FLA TNPK. (HEFT/SR 821)	N/O BIRD RD/SW 40 ST TO SW 8 ST	6	10060	5074	4986	0	4986	B	D	B	July 18, 2013
2272	FLA TNPK. (HEFT/SR 821)	S/O OKEECHOBEE RD TO SR 836	6	10060	3238	6822	113	6709	B	D	B	July 18, 2013
2274	DON SHULA EXPWY (SR 874)	S/O KILLIAN PKWY BET SW 112 ST- HEFT	4	6700	5679	1021	6	1015	D	D	D	July 18, 2013
2276	DON SHULA EXPWY (SR 874)	N/O KILLIAN PKWY BET SW 112 ST- SR 878	8	18012	7866	10146	0	10146	B	EE	B	July 18, 2013
2278	DON SHULA EXPWY (SR 874)	NE/O SW 87 AVE BET SR 826-SR 878	4	6700	5515	1185	0	1185	C	D	C	July 18, 2013
2529	SW 88 ST/KENDALL DR	W/O SW 167 AVE SW 152 AVE TO SW 167 AVE	A 6	4296	2188	2108	404	1704	C	EE	C	July 18, 2013
2543	NW 27 AVE	N/O NW 54 ST TO NW 79 ST	A	4380	2359	2021	20	2001	D	E+50	D	July 18, 2013
2561	SW 8 ST/TAMIAMI TRAIL	W/O SW 122 AVE FROM SW 127 AVE TO HEFT	A 6	5390	5002	388	0	388	C	SUMMA	C	July 18, 2013
2562	S. DIXIE HWY (US1/SR 5)	S/O SW 168 ST, FROM SW 168 ST TO SW 184 ST(ONEWAY)	6	3542	2533	1009	0	1009	D	EE	D	July 18, 2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
2563	S. DIXIE HWY (US1/SR 5)	N/O SW 184 ST, FROM SW 184 ST TO SW 168 ST(ONEWAY)	6	3542	2493	1049	0	1049	D	EE	D	July 18, 2013
2580	SW 107 AVE	S/O FLAGLER ST TO SW 8 ST (TAMiami TRAIL)	A 4	3580	2716	864	24	840	C	HE	C	July 18, 2013
5005	NW 7 AVE (US 441/SR 7)	N/O NW 20 ST BET NW 20 ST-NW 36 ST	A 4	4380	1822	2558	0	2558	D	E+50	D	July 18, 2013
5006	NW 2 AVE (US 441/SR 7)	N/O NW 183 ST TO NW 199 ST	A 6	6468	4328	2140	0	2140	C	EE	C	July 18, 2013
5014	NW 7 AVE (US 441/SR 7)	S/O NW 119 ST TO NW 103 ST	A 6	8085	2724	5361	9	5352	C	E+50	C	July 18, 2013
5065	BISCAYNE BLVD (US 1/SR 5)	N/O NE 71 ST BET NW 54 ST-NE 79 ST	A 4	4380	3123	1257	0	1257	F	E+50	E+7%	July 18, 2013
5079	NW 36 ST (US 27/SR 25)	W/O NW 7 AVE TO NW 17 AVE	A 2	1695	1177	518	0	518	D	E+50	D	July 18, 2013
5080	NW 36 ST (US 27/SR 25)	E/O NW 27 AVE TO NW 17 AVE	A 4	4380	1583	2797	0	2797	D	E+50	D	July 18, 2013
5083	NW 36 ST (US 27/SR 25)	W/O NW 12 AVE BET NW 17 AVE-NW 7 AVE	A 2	1695	1355	340	3	337	F	E+50	E+20%	July 18, 2013
9103	SW 232 ST / SILVER PALM DR	E/O US 1 BET US 1 - SW 117 AVE	2	2780	151	2629	111	2518	C	D	C	7/2/2013 11:23
9106	SW 40 ST/BIRD RD	W/O HEFT/SR 821 TO SW 127 AVE	4	4270	3627	643	4	639	C	HE	C	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9108	BIRD DR EXT/SW 42 ST	W/O SW 127 AVE TO SW 137 AVE	4	4020	2665	1365	500	855	C	D	C	7/2/2013 11:23
9110	BIRD DR EXT/SW 42 ST	W/O SW 137 AVE TO SW 147 AVE	4	2340	2012	328	28	300	D	D	D	7/2/2013 11:23
9112	BIRD DR EXT/SW 42 ST	W/O SW 147 AVE TO SW 157 AVE	4	3130	1719	1411	27	1384	B	D	B	7/2/2013 11:23
9114	CARIBBEAN BLVD	E/O HEFT TO FRANJO ROAD	2	1370	1392	-22	0	-22	F	HE	F	7/2/2013 11:23
9120	SW 24 ST/CORAL WAY	E/O SW 67 AVE BET SW 57 AVE-SR 826	4	5100	2397	2703	6	2697	C	E+50	C	7/2/2013 11:23
9122	SW 24 ST/CORAL WAY	W/O SR 826 TO SW 87 AVE	6	7416	7415	1	0	1	F	EE	E+20%	7/2/2013 11:23
9124	CORAL WAY/SW 24 ST	W/O SW 87 AVE FROM SW 87 AVE TO SW 97 AVE	4	4344	3111	1233	0	1233	D	EE	D	7/2/2013 11:23
9126	CORAL WAY/SW 24 ST	W/O SW 97 AVE TO SW 107 AVE	4	6372	2720	3652	49	3603	B	EE	B	7/2/2013 11:23
9128	CORAL WAY/SW 24 ST	W/O SW 107 AVE BET SW 107-SW 117 AVE	4	4356	2803	1553	11	1542	D	EE	D	7/2/2013 11:23
9130	SW 26 ST/CORAL WAY	W/O HEFT/SR 821 BET SW 117 AVE-SW 127 AVE	4	3672	3185	487	0	487	F	EE	E+4%	7/2/2013 11:23
9132	SW 26 ST/CORAL WAY	W/O SW 127 AVE TO SW 137 AVE	4	4080	2557	1523	2	1521	D	EE	D	7/2/2013 11:23
9134	CORAL WAY/SW 26 ST	W/O SW 137 AVE TO SW 147 AVE	4	2388	2088	300	81	219	F	EE	E+9%	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9136	CRANDON BLVD- KEY BISCAINE	N/O HARBOR DR TO BEAR CUT	4	7764	4378	3386	0	3386	C	E+20	C	7/2/2013 11:23
9137	CURTISS PKWY	SW/O OKEECHOBEE RD 1 WAY SW FROM OKEE RD TO NW 36 ST	2	3912	910	3002	0	3002	D	E+20	D	7/2/2013 11:23
9138	SOUTH DADELAND BLVD	S/O SW 88 ST TO US-1	4	3285	788	2497	25	2472	E	E+50	E	7/2/2013 11:23
9140	E 1 AVE	S/O 21 ST/HIALEAH TO OKEECHOBEE RD	2	1190	251	939	0	939	C	E	C	7/2/2013 11:23
9144	NW 47 AVE/E 4 AVE HLH.	S/O 21 ST BET OKEECHOBEE RD-E 25 ST	4	2904	1478	1426	0	1426	C	E+20	C	7/2/2013 11:23
9148	EAST DR	S/O OKEECHOBEE RD TO POINCIANA BLVD	4	3090	701	2389	0	2389	C	E	C	7/2/2013 11:23
9154	W FLAGLER ST	W/O NW/SW 87 AVE TO NW 97 AVE	6	5916	2971	2945	142	2803	D	EE	D	7/2/2013 11:23
9156	W FLAGLER ST	W/O NW/SW 97 AVE TO NW 107 AVE	6	6300	2530	3770	94	3676	D	EE	D	7/2/2013 11:23
9158	FLAGLER ST	W/O 107 AVE FROM NW 107 AVE TO NW 114 AVE	6	6300	1842	4458	69	4389	C	EE	C	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9160	FLAGLER ST	W/O HEFT FROM NW 114 AVE TO NW 118 AVE	6	3156	1878	1278	13	1265	D	EE	D	7/2/2013 11:23
9162	NW 87 AVE/GALLOWAY RD	N/O NW 12 ST TO NW 25 ST	6	4100	3113	987	0	987	D	D	D	7/2/2013 11:23
9164	NW 87 AVE/GALLOWAY RD	N/O NW 25 ST TO NW 36 ST EXT	6	3520	2885	635	0	635	D	E	D	7/2/2013 11:23
9166	NW 87 AVE/GALLOWAY RD	N/O NW 36 ST TO NW 58 ST	4	1230	1447	-217	0	-217	E	D	F	7/2/2013 11:23
9172	GALLOWAY RD/SW 87 AVE	S/O KENDALL DR/SW 88 ST TO SW 112 ST	2	1670	1432	238	2	236	D	SUMA	D	7/2/2013 11:23
9174	GALLOWAY RD/SW 87 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 232 ST	2	1176	717	459	0	459	C	EE	C	7/2/2013 11:23
9178	HAMMOCKS BLVD	S/O SW 88 ST TO SW 104 ST	4	2250	581	1669	325	1344	D	D	D	7/2/2013 11:23
9194	INGRAHAM HWY (SR 936)	E/O LE JEUNE RD BET MCFARLAND-SW 42 AVE	2	1220	1127	93	200	-107	E	E	F	7/2/2013 11:23
9196	IVES DAIRY RD/NE 203 ST	W/O NE 22 AVE FROM I-95 TO BISCAYNE BLVD	6	7170	4259	2911	25	2886	C	E+50	C	7/2/2013 11:23
9200	IVES DAIRY RD/NE 203 ST	E/O N MIAMI AVE/NW 2 AVE TO SAN SIMEON WAY	6	5530	2904	2626	24	2602	B	D	B	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9202	KENDALL DR/SW 88 ST	W/O OLD CUTLER RD TO SW 57 AVE	2	3310	554	2756	4	2752	D	E	D	7/2/2013 11:23
9206	SW 88 ST / KENDALL DR	W/O SW 137 AVE TO SW 147 AVE	6	4990	4079	911	0	911	D	D	D	7/2/2013 11:23
9208	KROME AVE/SW 177 AVE	S/O SW 184 ST FROM SW 184 ST TO SW 216 ST	2	1930	1471	459	0	459	B	C	B	7/2/2013 11:23
9212	KROME AVE/SW 177 AVE	N/O SW 288 ST TO SW 248 ST	2	1450	1247	203	0	203	C	C	C	7/2/2013 11:23
9220	NW 74 ST (UNDER CONSTRUCTION)	SW/O OKEECHOBEE RD TO NW 72 AVE (UNDER CONSTRUCTION)	4	1665	717	948	0	948	E	E+50	E	7/2/2013 11:23
9318	NW 1 AVE	S/O NW 20 ST TO NW 13 ST	2	1980	119	1861	0	1861	D	E+20	D	7/2/2013 11:23
9322	NW 2 AVE	S/O NW 79 ST TO NW 36 ST	2	1530	367	1163	4	1159	C	E+50	C	7/2/2013 11:23
9324	NW 2 AVE	S/O NW 119 ST FROM NW 87 ST TO NW 135 ST	2	840	362	478	18	460	D	E+50	D	7/2/2013 11:23
9326	NW 2 AVE	S/O NW 167 ST FROM NW 167 ST TO N MIAMI AVE	4	2085	1122	963	10	953	D	E+50	D	7/2/2013 11:23
9328	NW 2 AVE	S/O NW 215 ST TO NW 199 ST	6	4580	3608	972	0	972	D	D	D	7/2/2013 11:23
9336	NW 7 Ave. (US 441/SR 7)	S/O NW 20 ST FROM S RIVER DR TO NW 20 ST	4	4290	1012	3278	0	3278	A	E+50	A	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9338	NW 7 AVE (US 441/SR 7)	S/O NW 79 ST TO NW 62 ST	4	3360	1366	1994	8	1986	D	E+50	D	7/2/2013 11:23
9342	NW 7 ST	W/O NW 27 AVE TO NW 37 AVE	4	5025	1391	3634	52	3562	C	E+50	C	7/2/2013 11:23
9348	NW 7 ST	W/O NW 60 AVE FROM NW 57 AVE TO NW 67 AVE	4	5100	1741	3359	18	3341	C	E+50	C	7/2/2013 11:23
9356	NW 12 AVE	S/O NW 119 ST TO NW 103 ST	2	4080	311	3769	4	3765	B	E+20	B	7/2/2013 11:23
9357	NW 12/13 AVE	S/O PALMETTO EXPWY/SR 826 TO NW 155 ST	4	5100	786	4314	0	4314	C	E+50	C	7/2/2013 11:23
9358	NW 12 ST	W/O PALMETTO EXPWY BET NW 72 AVE-NW 87 AVE	4	4080	2069	2011	0	2011	C	D	C	7/2/2013 11:23
9362	NW 12 ST	E/O NW 107 AVE TO NW 87 AVE	4	2890	2015	343	0	337	C	E	C	9/3/2009 11:35
9364	NW 12 ST	E/O NW 112 AVE TO NW 117 AVE	6	5490	2592	2898	0	2898	C	D	C	7/2/2013 11:23
9365	NW 12 ST	W/O NW 117 AVE TO NW 127 AVE	4	5040	2634	2406	24	2382	B	D	B	7/2/2013 11:23
9368	NW 17 AVE	S/O NW 54 ST TO NW 36 ST	4	3132	1101	2031	22	2009	D	E+20	D	7/2/2013 11:23
9370	NW 17 AVE	S/O NW 79 ST TO NW 54 ST	4	4128	1399	2729	84	2645	C	E+20	C	7/2/2013 11:23
9372	NW 17 AVE	N/O NW 95 ST FROM NW 95 ST TO NW 103 ST	4	3504	1252	2252	8	2244	C	E+20	C	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9374	NW 17 AVE	N/O NW 119 ST FROM NW 119 ST TO NW 135 ST	4	2844	1070	1774	2	1772	C	E+20	C	7/2/2013 11:23
9376	NW 17 AVE	S/O NW 119 ST TO NW 103 ST	4	5004	1384	3620	2	3618	B	E+20	B	7/2/2013 11:23
9380	NW 17 ST	W/O NW 27 AVE TO NW 37 AVE	2	1540	1093	447	8	439	D	E	D	7/2/2013 11:23
9381	NW 17 ST	E/O NW 70 AVE BET WEATHERFORD BL-NW 72 AVE	2	1220	598	622	0	622	E	E	E	7/2/2013 11:23
9384	NW 20 ST	E/O NW 12 AVE FROM NW 10 AVE TO NW 22 AVE	4	4152	1012	3140	0	3140	C	E+20	C	7/2/2013 11:23
9386	NW 20 ST	W/O NW 22 AVE TO NW 27 AVE	4	3396	1308	2088	21	2067	D	E+20	D	7/2/2013 11:23
9394	NW 22 AVE	S/O NW 119 ST FROM NW 103 TO NW 143 ST	4	3690	1862	1828	2	1826	D	E+50	D	7/2/2013 11:23
9396	NW 22 AVE	S/O SR 826 FROM NW 143 ST TO SR 826	4	4005	1511	2494	2	2492	D	E+50	D	7/2/2013 11:23
9400	NW 25 ST	E/O SR 826 TO NW 72 AVE	6	6680	1248	5432	0	5432	C	E	C	7/2/2013 11:23
9402	NW 25 ST	W/O SR 826 TO NW 87 AVE	6	4770	1268	3502	0	3502	C	D	C	7/2/2013 11:23
9404	NW 25 ST	W/O NW 87 AVE TO NW 97 AVE	4	3970	2562	1408	0	1408	C	D	C	7/2/2013 11:23
9406	NW 25 ST	W/O NW 97 AVE	4	3260	2229	1031	0	1031	C	D	C	7/2/2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		TO NW 107 AVE										11:23
9408	NW 25 ST	W/O 107 AVE TO NW 117 AVE	4	3040	1729	1311	294	1017	B	D	B	7/2/2013 11:23
9418	NW 28 ST	W/O NW 27 AVE TO NW N RIVER DR	2	770	430	340	3	337	C	E	C	7/2/2013 11:23
9422	NW 32 AVE	N/O NW 36 ST TO NW 62 ST	4	4545	1311	3234	347	2887	C	E+50	D	7/2/2013 11:23
9424	NW 32 AVE	S/O NW 79 ST FROM NW 62 ST TO NW 103 ST	4	5475	1060	4415	198	4217	B	E+50	B	7/2/2013 11:23
9426	NW 32 AVE	S/O NW 119 ST TO NW 103 ST	4	4920	2013	2907	155	2752	C	E+50	D	7/2/2013 11:23
9430	NW 36 St. (SR 948)	E/O CURTISS PKWY TO NW 72 AVE	6	5570	3805	1765	23	1742	D	E	D	7/2/2013 11:23
9432	NW 41 ST/NW 36 ST EXTENS	W/O SR 826 TO NW 87 AVE	6	3950	2329	1621	0	1621	D	D	D	7/2/2013 11:23
9434	NW 36 ST EXT	W/O 87 AVE TO NW 97 AVE	6	5712	2249	3463	0	3463	D	EE	D	7/2/2013 11:23
9436	NW 37 AVE	S/O SR 826 TO NW 135 ST	4	2532	2184	348	29	319	F	E+20	E+5%	7/2/2013 11:23
9396	NW 22 AVE	S/O SR 826 FROM NW 143 ST TO SR 826	4	4005	1511	2494	2	2492	D	E+50	D	7/2/2013 11:23
9400	NW 25 ST	E/O SR 826 TO NW 72 AVE	6	6680	1248	5432	0	5432	C	E	C	7/2/2013 11:23
9402	NW 25 ST	W/O SR 826 TO NW 87 AVE	6	4770	1268	3502	0	3502	C	D	C	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9404	NW 25 ST	W/O NW 87 AVE TO NW 97 AVE	4	3970	2562	1408	0	1408	C	D	C	7/2/2013 11:23
9406	NW 25 ST	W/O NW 97 AVE TO NW 107 AVE	4	3260	2229	1031	0	1031	C	D	C	7/2/2013 11:23
9408	NW 25 ST	W/O 107 AVE TO NW 117 AVE	4	3040	1729	1311	294	1017	B	D	B	7/2/2013 11:23
9418	NW 28 ST	W/O NW 27 AVE TO NW N RIVER DR	2	770	430	340	3	337	C	E	C	7/2/2013 11:23
9422	NW 32 AVE	N/O NW 36 ST TO NW 62 ST	4	4545	1311	3234	347	2887	C	E+50	D	7/2/2013 11:23
9424	NW 32 AVE	S/O NW 79 ST FROM NW 62 ST TO NW 103 ST	4	5475	1060	4415	198	4217	B	E+50	B	7/2/2013 11:23
9426	NW 32 AVE	S/O NW 119 ST TO NW 103 ST	4	4920	2013	2907	155	2752	C	E+50	D	7/2/2013 11:23
9430	NW 36 St. (SR 948)	E/O CURTISS PKWY TO NW 72 AVE	6	5570	3805	1765	23	1742	D	E	D	7/2/2013 11:23
9432	NW 41 ST/NW 36 ST EXTENS	W/O SR 826 TO NW 87 AVE	6	3950	2329	1621	0	1621	D	D	D	7/2/2013 11:23
9434	NW 36 ST EXT	W/O 87 AVE TO NW 97 AVE	6	5712	2249	3463	0	3463	D	EE	D	7/2/2013 11:23
9436	NW 37 AVE	S/O SR 826 TO NW 135 ST	4	2532	2184	348	29	319	F	E+20	E+5%	7/2/2013 11:23
438	NW 37 AVE	S/O HEFT FROM SR 826 TO NW 215 ST	4	3620	2148	1472	0	1472	B	D	B	7/2/2013 11:23
9440	NW 36 STREET	W/O NW 97 AVE	6	4460	3415	1045	0	1045	D	D	D	7/2/2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
	EXTENSION	TO NW 107 AVE										11:23
9442	NW 41 STREET	W/O NW 107 AVE TO HEFT	6	4460	2844	1616	0	1616	D	D	D	7/12/2013 11:23
9444	NW 46 ST	W/O I-95 FROM NE 2 AVE TO NW 27 AVE	2	510	447	63	2	61	F	E+50	E+32%	7/12/2013 11:23
9451	NW 58 ST	W/O NW 72 AVE TO PALMETTO EXPWY/SR 826	6	3400	1639	1761	2	1759	D	E	D	7/12/2013 11:23
9452	NW 58 ST	E/O NW 84 AVE FROM SR 826 TO NW 87 AVE	4	3060	1351	1709	4	1705	C	D	C	7/12/2013 11:23
9454	NW 58 ST	W/O NW 87 AVE TO NW 97 AVE	4	3220	2084	1136	3	1133	B	D	B	7/12/2013 11:23
9456	NW 58 ST	W/O NW 97 AVE TO NW 102 AVE	4	3350	1691	1659	0	1659	C	D	C	7/12/2013 11:23
9457	NW 58 ST	W/O NW 107 AVE TO NW 117 AVE	4	2920	1607	1313	0	1313	C	D	C	7/12/2013 11:23
9458	NW 67 AVE	S/O NW 74 ST CONNECTOR TO OKEECHOBEE RD	4	1890	1406	484	0	484	F	E+50	E+12%	7/12/2013 11:23
9460	NW 62 AVE	S/O NW 138 ST TO NW 122 ST	2	2550	999	1551	0	1551	C	E+50	C	7/12/2013 11:23
9462	NW 62 ST	W/O I-95 FROM NW 2 AVE TO NW 7 AVE	4	2520	1166	1354	0	1354	D	E+20	D	7/12/2013 11:23
9464	NW 62 ST	W/O NW 12 AVE FROM NW 7 AVE TO NW 17 AVE	4	4476	1287	3189	74	3115	C	E+20	C	7/12/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9466	NW 62 ST	E/O NW 27 AVE TO NW 17 AVE	4	3696	822	2874	21	2853	C	E+20	C	7/2/2013 11:23
9468	NW 62 ST	W/O NW 27 AVE TO NW 37 AVE	4	4212	840	3372	10	3362	C	E+20	C	7/2/2013 11:23
9470	NW 71 ST	W/O I-95 FROM N MIAMI AVE TO NW 12 AVE	2	984	593	391	0	391	E	E+20	E	7/2/2013 11:23
9472	NW 71 ST	W/O NW 27 AVE TO NW 42 AVE	2	924	249	675	8	667	D	E+20	D	7/2/2013 11:23
9474	NW 72 AVE/W 16 AVE	S/O NW 103 ST TO OKEECHOBEE RD	4	5430	2090	3340	0	3340	D	E+50	D	7/2/2013 11:23
9476	NW 72 AVE	S/O NW 138 ST TO NW 114 ST	2	1740	665	1075	0	1075	E	E+50	E	7/2/2013 11:23
9478	NW 74 ST CONNECTOR	W/O NW 67 AVE FRO NW 62 AVE TO SR 826	6	5970	3278	2692	8	2684	E	E+50	E	7/2/2013 11:23
9481	NW 74 ST	W/O NW 77 CT PALMETTO EXPWY TO NW 87 AVE	4	4470	2366	2104	5	2099	B	D	B	7/2/2013 11:23
9482	NW 79 AVE	N/O NW 36 ST EXT TO NW 58 ST	4	2170	1105	1065	0	1065	D	D	D	7/2/2013 11:23
9484	NW 79 AVE	S/O NW 36 ST EXT TO NW 25 ST	4	2860	956	1904	0	1904	C	D	C	7/2/2013 11:23
9486	NW 79 ST	W/O I-95 NW 7 AVE TO NW 13 CT	4	2544	1371	1173	12	1161	D	E+20	D	7/2/2013 11:23
9488	NW 81 ST (ONE-WAY WB)	W/O I-95 FROM NW 7 AVE TO NW 13 CT	4	1920	680	1240	0	1240	C	E+20	C	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9492	NW 95 ST	W/O 27 AVE TO NW 36 AVE	2	610	315	295	168	127	D	E	D	7/2/2013 11:23
9494	NW 97 AVE	S/O NW 25 ST TO NW 12 ST	4	3080	1986	1094	119	975	B	D	B	7/2/2013 11:23
9495	NW 97 AVE	S/O NW 41 ST TO NW 25 ST	4	4090	1784	2220	0	2220	NULL	D	C	9/3/2009 11:35
9500	W 49 ST/SR 932	W/O W 4 AVE TO SR 826	6	3200	2767	433	0	433	E	E	E	7/2/2013 11:23
9502	NW 103 ST	W/O SR 826 TO NW 87 AVE	4	2060	3148	-1088	0	-1088	F	HE	F	7/2/2013 11:23
9506	NW 106 ST	E/O HEFT TO NW 107 AVE	6	3640	1952	1688	3	1685	B	D	B	7/2/2013 11:23
9510	NW 107 AVE	N/O NW 12 ST TO NW 25 ST	6	4880	2855	2025	0	2025	C	D	C	7/2/2013 11:23
9512	NW 107 AVE	N/O NW 25 ST TO NW 41 ST	4	3380	2424	956	0	956	D	D	D	7/2/2013 11:23
9513	NW 107 AVE	N/O NW 41 ST TO NW 58 ST	4	3000	1972	1028	0	1028	C	D	C	7/2/2013 11:23
9517	NW 119 ST/GRATIGNY RD	W/O NW 27 AVE NW 27 AVE TO NW 37 AVE	8	7120	3286	3834	69	3765	C	E	C	7/2/2013 11:23
9518	NW 119 ST	W/O NW 57 AVE TO NW 67 AVE	2	4680	609	4071	0	4071	B	E	B	7/2/2013 11:23
9520	NW 122 ST	W/O NW 57 AVE TO SR 826	4	2400	1756	644	0	644	D	E	D	7/2/2013 11:23
9526	NW 135 ST (ONE-WAY EB)	W/O I-95 TO NW 17 AVE	3	5120	662	4458	5	4453	A	E	A	7/2/2013 11:23
9528	NW 138 ST (SR 916)	E/O NW 57 AVE TO NW 42 AVE	4	3680	290	3390	0	3390	B	E	B	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9532	NW 138 ST	W/O SR 826 TO NW 87 AVE	2	1820	1429	391	0	391	C	D	C	7/2/2013 11:23
9534	NW 138 ST	S/W OF OKEECHOBEE RD TO NW 107 AVE	4	3620	477	3143	0	3143	B	D	B	7/2/2013 11:23
9542	NW 151 ST	W/O NW 27 AVE TO NW 37 AVE	4	1500	774	726	2	724	C	E	C	7/2/2013 11:23
9678	SW 37 AVE	S/O SW 8 ST TO US-1	4	1920	712	1208	0	1208	E	E+20	E	7/2/2013 11:23
9680	SW 37 AVE	S/O US 1 TO INGRAHAM HWY	2	1400	639	761	0	761	C	E	C	7/2/2013 11:23
9684	SW 72 AVE	S/O BIRD DR/SW 40 ST TO SW 56 ST	4	3345	1269	2076	4	2072	D	E+50	D	7/2/2013 11:23
9686	SW 72 AVE	S/O SW 56 ST TO SW 72 ST	2	2190	864	1326	5	1321	C	E+50	C	7/2/2013 11:23
9688	SW 72 AVE	S/O SW 72 ST TO SW 80 ST	2	1845	1150	695	2	693	D	E+50	D	7/2/2013 11:23
9690	SW 74 AVE	S/O SW 8 ST TO SW 16 ST	2	1755	499	1256	0	1256	C	E+50	C	7/2/2013 11:23
9692	SW 77 AVE	S/O SW 136 ST FROM SW 104 TO SW 152 ST	2	1210	1080	130	0	130	D	E	D	7/2/2013 11:23
9694	SW 82 AVE	SW 8 ST TO SW 24 ST	2	1070	787	283	0	283	C	D	C	7/2/2013 11:23
9696	SW 85 AVE	SE/O OLD CUTLER RD TO SW 212 ST	4	3408	1085	2323	0	2323	C	EE	C	7/2/2013 11:23
9698	SW 97 AVE	S/O SW 8 ST TO	2	2130	1152	978	53	925	D	D	D	7/2/2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		SW 24 ST										11:23
9699	SW 97 AVE	S/O SW 24 ST TO SW 40 ST	2	1960	1341	619	10	609	D	D	D	7/2/2013 11:23
9700	SW 97 AVE	S/O SW 40 ST TO SW 56 ST	2	1750	1002	748	2	746	C	D	C	7/2/2013 11:23
9702	SW 97 AVE	W/O SW 56 ST TO SW 72 ST	2	1630	894	736	0	736	C	D	C	7/2/2013 11:23
9704	SW 97 AVE	S/O SW 88 ST TO SW 112 ST	2	2100	1030	1070	0	1070	D	D	D	7/2/2013 11:23
9743	SW 117 AVE	S/O TAMAMI TRAIL TO CORAL WAY	2	1560	706	854	0	854	C	D	C	7/2/2013 11:23
9744	SW 117 AVE	S/O SW 56 ST BET SW 40 ST-SW 72 ST	4	3900	1944	1956	5	1951	C	D	C	7/2/2013 11:23
9746	SW 117 AVE	S/O SW 72 ST TO SW 88 ST	4	3200	2600	600	0	600	D	D	D	7/2/2013 11:23
9748	SW 117 AVE	S/O SW 88 ST TO SW 104 ST	4	3630	1307	2323	0	2323	C	D	C	7/2/2013 11:23
9750	SW 117 AVE	S/O SW 112 ST BET SW 103 ST-SW 136 ST	4	3490	2890	600	2	598	C	D	C	7/2/2013 11:23
9752	SW 117 AVE	S/O SW 136 ST TO SW 152 ST	4	2910	2133	777	2	775	C	D	C	7/2/2013 11:23
9754	SW 117 AVE	S/O SW 152 ST TO SW 184 ST	2	3620	1451	2169	0	2169	C	D	C	7/2/2013 11:23
9756	SW 117 AVE	S/O SW 184 ST TO QUAIL ROOST DR	2	1260	1028	232	0	232	D	D	D	7/2/2013 11:23
9758	SW 117 AVE	NW/O US 1 TO	2	1370	760	610	32	578	D	D	D	7/2/2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		QUAIL ROOST DR										11:23
9760	SW 120 ST	W/O SW 122 AVE BET SW 117 AVE- SW 137 AVE	4	3870	2528	1342	1	1341	D	D	D	7/2/2013 11:23
9762	SW 120 ST	W/O SW 137 AVE TO SW 147 AVE	4	3340	2039	1301	695	606	C	D	C	7/2/2013 11:23
9764	SW 122 AVE	N/O SW 8 ST BET NW 6 - SW 8 STREETS	4	1180	768	412	2	410	D	D	D	7/2/2013 11:23
9766	SW 122 AVE	S/O SW 8 ST TO SW 24 ST	4	2736	1939	797	0	797	E	EE	E	7/2/2013 11:23
9768	SW 122 AVE	S/O SW 104 ST TO SW 128 ST	4	2940	1148	1792	3	1789	C	D	C	7/2/2013 11:23
9770	SW 127 AVE	N/O SW 8 ST FROM NW 6 ST TO SW 7 ST	4	2540	1877	663	161	502	D	D	D	7/2/2013 11:23
9772	SW 127 AVE	S/O SW 8 ST TO SW 26 ST	4	2010	1549	461	0	461	D	D	D	7/2/2013 11:23
9774	SW 127 AVE	S/O SW 26 ST TO SW 42 ST	2	1240	1019	221	0	221	D	D	D	7/2/2013 11:23
9776	SW 127 AVE	S/O BIRD DR/SW 42 ST TO 56 ST	4	2500	1309	1191	0	1191	D	D	D	7/2/2013 11:23
9778	SW 127 AVE	S/O MILLER DR/SW 56 ST TO 72 ST	4	2520	1526	994	0	994	C	D	C	7/2/2013 11:23
9780	SW 127 AVE	S/O SUNSET DR /SW 72 ST TO SW 88 ST	4	2450	1537	913	0	913	D	D	D	7/2/2013 11:23
9782	SW 127 AVE	S/O SW 88 STR	4	3270	1599	1671	0	1671	D	D	D	7/2/2013

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
		TO SW 104 ST										11:23
9784	SW 127 AVE	S/O SW 104 ST TO SW 120 ST	4	2670	1572	1098	0	1098	D	D	D	7/2/2013 11:23
9788	SW 127 AVE	S/O SW 184 ST TO SW 200 ST	2	1170	583	587	21	566	B	D	B	7/2/2013 11:23
9790	SW 127 AVE	S/O SW 216 ST TO SW 232 ST	2	750	154	596	9	587	C	D	C	7/2/2013 11:23
9791	SW 132 AVE	N/O SW 8 ST TO NW 6 ST	2	1350	686	664	244	420	D	D	D	7/2/2013 11:23
9792	SW 136 ST	E/O SW 67 AVE TO SW 128 ST	2	1210	1101	109	0	109	D	E	D	7/2/2013 11:23
9794	SW 136 ST/HOWARD DR	E/O US1 TO SW 67 AVE	2	1480	1047	433	0	433	C	D	C	7/2/2013 11:23
9796	SW 136 ST	W/O US1 TO SW 97 AVE	4	3680	1689	1991	3	1988	D	D	D	7/2/2013 11:23
9798	SW 137 AVE	N/O TAMiami TRAIL/SW 8 ST TO NW 6 ST	6	4520	3678	842	265	577	C	D	C	7/2/2013 11:23
9800	SW 137 AVE	S/O SW 8 ST TO SW 26 ST	4	3504	2728	776	15	761	D	EE	D	7/2/2013 11:23
9802	SW 137 AVE	S/O SW 26 ST TO SW 42 ST	6	4520	2974	1546	17	1529	C	D	C	7/2/2013 11:23
9804	SW 137 AVE	S/O 42 ST TO SW 56 ST	6	4080	2573	1507	0	1507	D	EE	D	7/2/2013 11:23
9806	SW 137 AVE/LINDGREN RD	S/O SW 56 ST/MILLER RD TO SW 72 ST	4	4210	2401	1809	0	1809	D	D	D	7/2/2013 11:23
9808	SW 137 AVE/LINDGREN RD	S/O SW 72 ST TO SW 88 ST	4	3220	2075	1145	3	1142	D	D	D	7/2/2013 11:23

STATION	ROADWAY	LOCATION	CL	MAX LOS	PHP	START	DOS TRIPS	AVAILABLE TRIPS	EXISTING LOS	ADOPTED LOS	CONCURRENCY LOS	UPDATED
9814	SW 137 AVE	S/O SW 120 ST TO SW 136 ST	6	7000	3690	3310	211	3099	C	E	C	7/2/2013 11:23
9816	SW 137 AVE	S/O SW 136 ST TO SW 152 ST	6	5780	3393	2387	438	1949	C	E	C	7/2/2013 11:23
9818	SW 137 AVE	S/O 152 ST TO SW 184 ST	6	4560	2927	1633	215	1418	C	D	C	7/2/2013 11:23
9820	SW 137 AVE	S/O SW 184 ST TO SW 200 ST	2	1530	788	742	29	713	C	D	C	7/2/2013 11:23
9822	SW 137 AVE/TALLAHASSEE RD	S/O US 1 TO HEFT	2	940	606	334	55	279	C	D	C	7/2/2013 11:23
9824	SW 137 AVE/TALLAHASSEE RD	N/O SW 288 ST TO SW 268 ST	4	3460	1715	1745	68	1677	B	D	B	7/2/2013 11:23
9826	SW 147 AVE	S/O BIRD DR EXT/SW 42 ST TO SW 56 ST	4	3792	1677	2115	75	2040	C	EE	C	7/2/2013 11:23
9827	SW 147 AVE	S/O SW 56 ST TO SW 72 ST	4	2900	1385	1515	0	1515	C	D	C	7/2/2013 11:23

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ATTACHMENT 2

2035 COST FEASIBLE LRTP VOLUMES, CAPACITY AND VOLUME-TO- CAPACITY RATIOS (BIDIRECTIONAL)

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2035 Cost Feasible LRTP



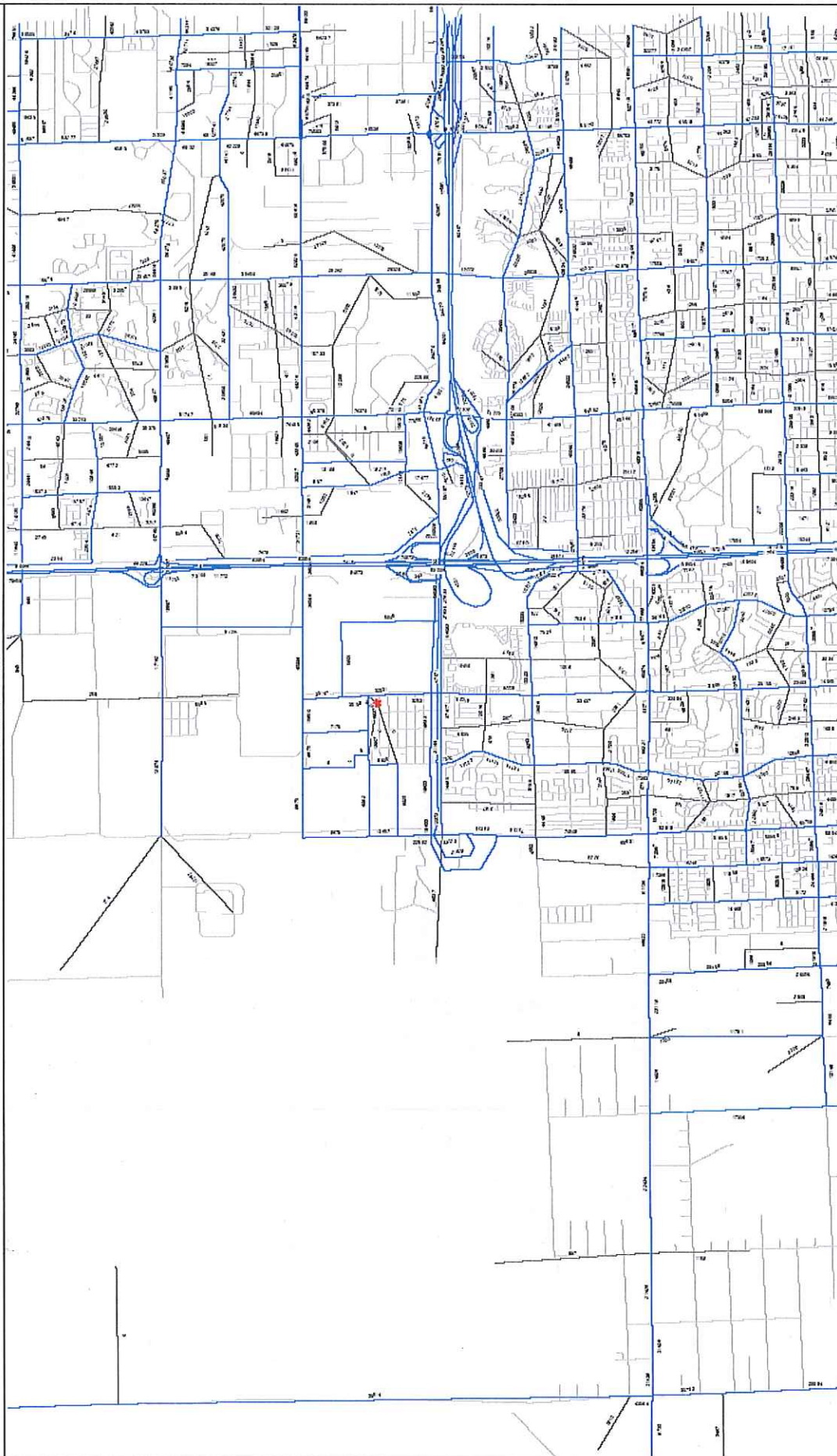
2035 Cost Feasible LRTP
 2035 Capacity (Bidirectional)
 Hole in the Donut



ELLIS

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2035 Cost Feasible LRTP
2035 Volume (Bidirectional)
Hole in the Donut - Base

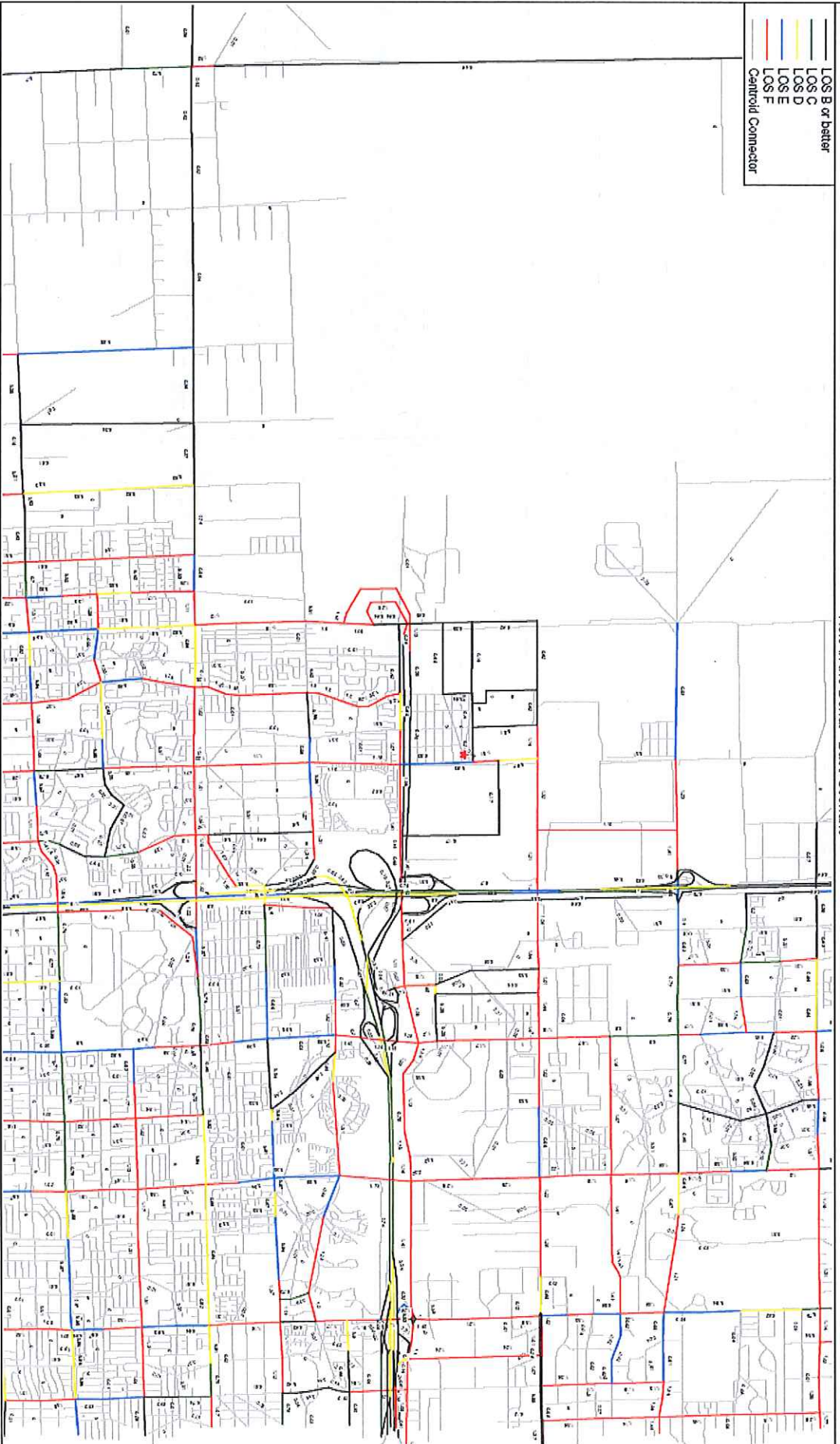


globe

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2035 Cost Feasible LRTP
 2035 Volume to Capacity Ratio (Bidirectional)
 Hole in the Donut - Base Scenario

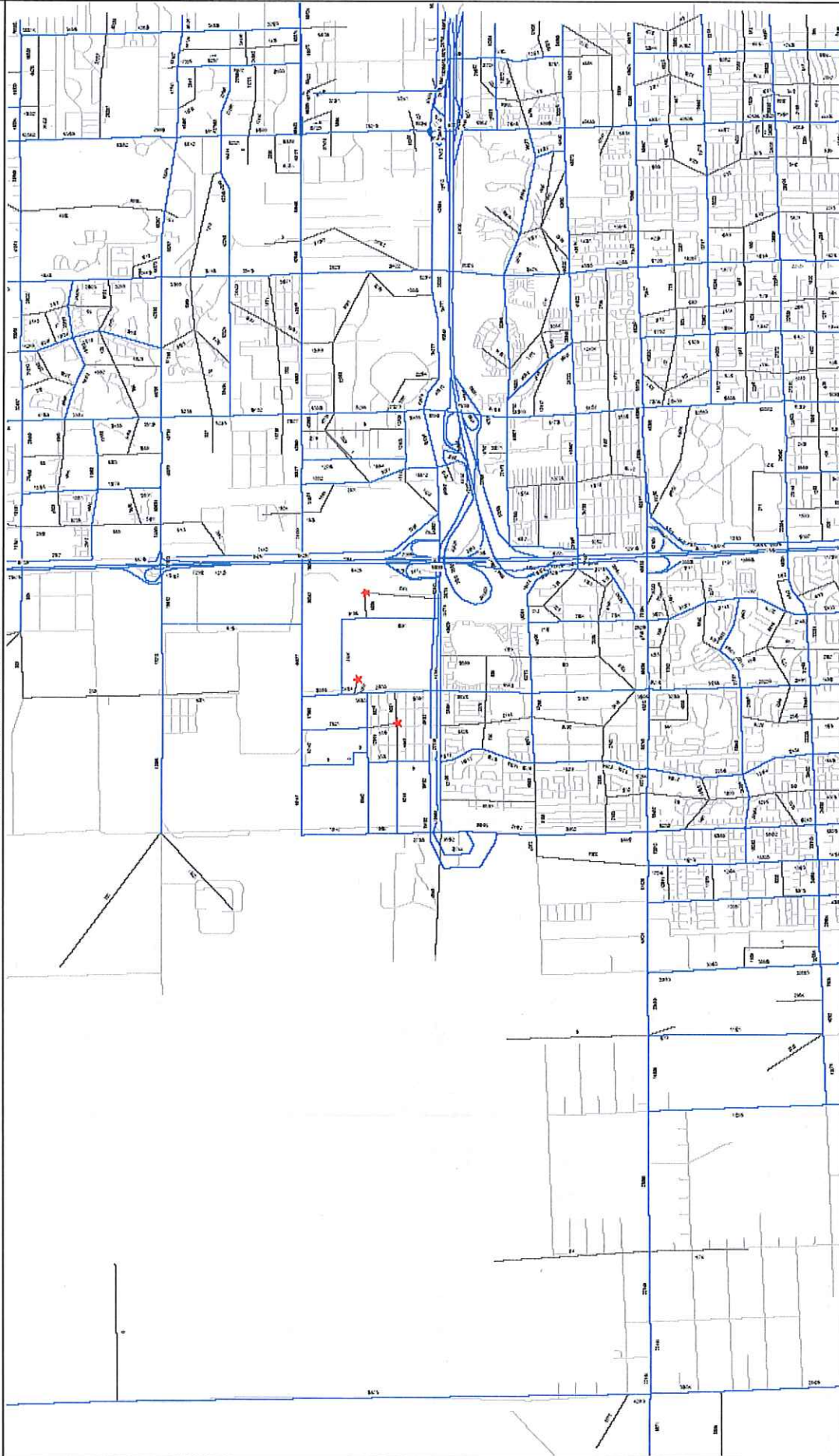
- LOS B or better
- LOS C
- LOS D
- LOS E
- LOS F
- Centroid Connector



Cell 13

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2035 Cost Feasible LRTP
2035 Volume (Bidirectional)
Hole in the Donut - Scenario 2

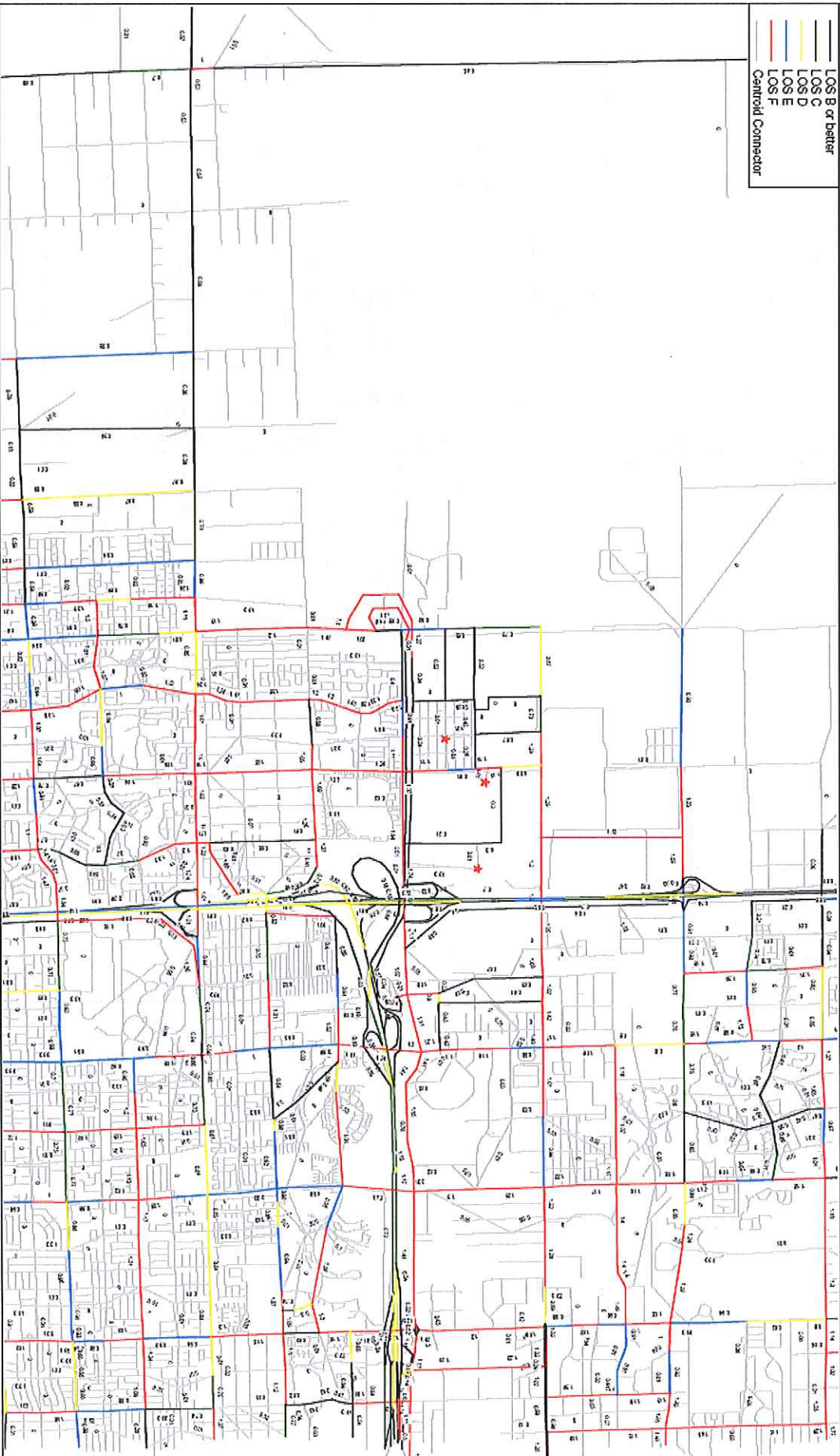


edue

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2035 Cost Feasible LRTP
 2035 Volume to Capacity Ratio (Bidirectional)
 Hole in the Donut - Scenario 2

- LOS B or better
- LOS C
- LOS D
- LOS E
- LOS F
- Controlled Connector



0 100 200 300 400 500 600 700 800 900 1000

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