



District Six Miami-Dade Countywide Freight Improvement Plan

*Existing and Future Conditions
Data Collection Inventory*

FPID: 437957-1-12-01

July 2024



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Abbreviations List

Abbreviation	Complete Name/Phrase	Abbreviation	Complete Name/Phrase
AADT	Annual Average Daily Traffic	MAP-21	Moving Ahead for Progress in the 21st Century Act
BTS	Bureau of Transportation Statistics	MDO	Modal Development Office
CDMP	Comprehensive Development Master Plan	NHFN	National Highway Freight Network
CRFC	Critical Rural Freight Corridor	NHS	National Highway System
CUFC	Critical Urban Freight Corridor	NPRM	Notice of Proposed Rulemaking
FAF	Freight Analysis Framework	OD	Origin-Destination
FAST Act	Fixing America's Surface Transportation Act	PHFS	Primary Highway Freight System
FDOT	Florida Department of Transportation	PLEMO	Planning and Environmental Management Office
FHWA	Federal Highway Administration	RCI	Rail Crossing Inventory
FRA	Federal Railroad Administration	RCI	Roadway Characteristic Inventory
FRO	Freight and Rail Office	RER	Regulatory and Economic Resources
FTP	Florida Transportation Plan	RHCI	Rail Highway Crossing Inventory
FUNCLASS	Functional Classification	SERPM	Southeast Florida Regional Planning Model
GIS	Geographic Information Systems	SIS	Strategic Intermodal System
GPS	Global Positioning System	STAA	Surface Transportation Assistance Act
HPMS	Highway Performance Monitoring System	STRAHNET	Strategic Highway Network
IHS	Interstate Highway System	TAZ	Traffic Analysis Zone
LOS	Level-of-Service	TDA	Transportation Data and Analytics
LRS	Linear Reference System	TPO	Transportation Planning Organization
LUP	Land Use Plan	V/C	Volume/Capacity



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1.0 Introduction

The *Miami-Dade Countywide Freight Improvement Plan*, an initiative by the Florida Department of Transportation (FDOT) District Six, is intended to enhance freight and logistics capacity, improve economic competitiveness through a more efficient transportation network, and provide a prioritized project bank for future infrastructure improvements to achieve these ends.

The following *Existing and Future Conditions Data Collection Inventory Summary Memorandum* outlines the systematic approach to collecting and analyzing data on existing and anticipated freight transportation infrastructure and trends in District Six. Key elements of the inventory include the following data items:

- Functional Classification (FUNCLASS)
- Traffic characteristics
- Transportation Level-of-Service (LOS)
- National Highway Freight Network (NHFN)
- National Highway System (NHS)
- Rail network information
- Modal freight infrastructure
- Land use patterns
- Demographic details like population and employment data
- Travel patterns
- Statewide global positioning system (GPS) data
- Freight commodity information
- Programmed modal infrastructure projects

Each data item is documented and presented in geospatial format using geographic information systems (GIS) files and online services. This inventory provides a foundation for subsequent system-level analysis of the network's physical, operational, and performance components.

2.0 Existing and Future Conditions

The following section provides a detailed overview of each of the datasets collected for analysis in the existing conditions and network performance assessments of this Plan.

2.1 Traffic and Roadway Characteristics

Data from FDOT, Miami-Dade County, and the Miami-Dade Transportation Planning Organization (TPO) was collected and compiled for analysis of the mobility and capacity of the roadway network. The data includes information on functional classification, traffic, existing and future volume/capacity (V/C) ratio, general/truck distribution, and truck percentages.

FUNCTIONAL CLASSIFICATION

The FDOT Roadway Characteristic Inventory (RCI) database was utilized to obtain FUNCLASS data for both Miami-Dade and Monroe counties in District Six. **Table 1** presents the key attributes of the FUNCLASS GIS feature. **Table 2** lists the 14 categories of FUNCLASS type.



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Table 1: Key Attributes for Functional Classification

Attribute	Description
ROADWAY	A unique 8-character identification number
FUNCLASS	Functional classification (described in Table 2)
DISTRICT	FDOT District Number
COUNTYDOT	Two-character Florida Department of Transportation County Identifier
COUNTY	The county that contains the roadway
MNG_DIST	The district that manages the roadway
BEGIN_POST	Denotes the lowest milepoint for the record
END_POST	Denotes the highest milepoint for the record

Table 2: Functional Classification Descriptions

Rural Codes	Urban Codes	Functional Classification Descriptions
01	11	Principal Arterial—Interstate
02	12	Principal Arterial—Freeways & Expressways
04	14	Principal Arterial—Other
06	16	Minor Arterial
07	17	Major Collector
08	18	Minor Collector
09	19	Local

ANNUAL AVERAGE DAILY TRAFFIC

The FDOT RCI database was utilized to gather the Annual Average Daily Traffic (AADT) data for Miami-Dade and Monroe counties within District Six. It shows the location of traffic breaks, identified AADT data, average D factor, K factor, and T factor¹ for year 2022.

Table 3 summarizes the key attributes of the AADT data.

Table 3. AADT Attributes

Attribute	Description
YEAR	The calendar year for which the record applies (2022).
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the same year.
KFTCR	The proportion of AADT occurring in an hour. In this case, the proportion occurs in the 30th-highest hour.
K100FCTR	K factor for highest 100 Hour
DFCTR	Total traffic in peak direction as % of two-way traffic
TFCTR	The truck and bus factor is the proportion of trucks for 24 hours.

¹ **D factor** indicates the directionality of traffic flow, showing the proportion of daily traffic moving in the peak direction during peak hours. **K factor** represents the percentage of daily traffic occurring during the peak hour, highlighting traffic concentration and peak flow rates. **T factor** refers to the percentage of total traffic volume comprised of trucks, indicating the impact of heavy vehicles on traffic.



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TRUCK TRAFFIC VOLUME

The FDOT RCI database was utilized to obtain truck volume data for Miami-Dade and Monroe counties in District Six. The data shows the location of traffic breaks,² identified AADT data, average D factor, K factor, and T factor for the year 2022. **Table 4** shows the key attributes of the Truck Traffic data.

Table 4. Truck Volume Attributes

Attribute	Description
AADT	The total volume of traffic on a highway segment for one year, divided by the number of days in the year.
TruckAADT	Truck annual average daily traffic is calculated as follows: $AADT \left(\frac{\text{Truck Factor (i.e., TFCTR)}}{100} \right)$

TRANSPORTATION LEVEL-OF-SERVICE

LOS is a quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F the worst. The FDOT Planning and Environmental Management Office (PLEMO) provides existing and future LOS GIS data for the SHS and future year LOS for SIS Corridors and SIS Connectors in District Six. The existing LOS is based on the 2021 traffic data, while the future LOS is assessed using the 2045 AADT projection. **Table 5** shows the key attributes of the LOS data.

Table 5. LOS Attributes

Attribute	Description
LOSAT	Area type
AREATYPE	Area type description
LOSFT	Facility type
FACILITYTYPE	Facility type description
LOSCL	Class type
CLASSTYPE	Class type description
LOSLN	Number of lanes for LOS analysis
LOSAF	Adjust factor
LOSAADT	Annual average daily traffic
LOS	LOS for the current condition
LOSSTD	FDOT LOS Standards

² A **traffic break** is defined as a continuous section of highway that is relatively uniform in terms of traffic volume, vehicle classification, and general physical characteristics, such as the number of lanes. These sections typically begin and end at major intersections or interchanges. – [FDOT; Project Traffic Forecasting Handbook, 2014](#)



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2.2 Network Data

The following section provides an overview of the data collected for various federal and state transportation and freight networks essential for freight movement in District Six. This assessment includes data and features for the NHFN, the NHS, the National Network, and the Strategic Intermodal System (SIS) Highway Facilities. Each of these networks plays a vital role in facilitating the efficient transportation of goods across District Six.

NATIONAL HIGHWAY FREIGHT NETWORK

The NHFN, established under the *Fixing America’s Surface Transportation (FAST) Act*, replaces the Primary Freight Network and National Freight Network defined in the *Moving Ahead for Progress in the 21st Century Act (MAP-21)*. This network, crucial for directing Federal resources and policies for highway freight transportation, is accessible on the FDOT ArcGIS Online platform. The NHFN consists of several subsystems: the Primary Highway Freight System (PHFS), Other Interstate portions not on the PHFS (non-PHFS), Critical Rural Freight Corridors (CRFCs), and Critical Urban Freight Corridors (CUFCs). In District Six, the NHFN includes approximately 72.3 centerline miles.

NATIONAL HIGHWAY SYSTEM

The FDOT RCI database was utilized to obtain NHS data for District Six. The NHS consists of roadways important to the nation’s economy, defense, and mobility and includes the following roadway subsystems. **Table 6** summarizes the description of the key attribute (*COLOR_CODE*) in GIS data.

- Interstate
- Other Principal Arterials
- Strategic Highway Network (STRAHNET)
- Major STRAHNET Connectors

Intermodal Connectors Table 6. Color Code Description

COLOR_Code	Description
1	Interstate
2	STRAHNET Route
3	STRAHNET Connector
4	Unbuilt
5	Principal Arterials
6	Intermodal Connector
7	MAP-21 Principal Arterials



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NATIONAL NETWORK

The FDOT RCI database was utilized to obtain data for the National Network³ within District Six. Federal width and length limits apply to trucks on the National Network. According to 23 CFR 658, the routes must accommodate trucks, including truck tractor semi-trailers and 28-foot twin trailers. The National Network incorporates the Interstate Highway System (IHS) and additional routes as specified in 23 CFR 658, Appendix A.⁴

Data for these designated routes support various departments and offices, including the Work Program, Office of Maintenance, Roadway Design Office, the Highway Performance Monitoring System (HPMS), the FDOT Freight and Rail Office (FRO), and Systems Implementation. Any changes to these route designations must be communicated to the Transportation Data and Analytics (TDA) Office’s Multimodal Data System Coordinator.⁵

STRATEGIC INTERMODAL SYSTEM HIGHWAY FACILITIES

The FDOT SIS file was utilized to gather the data for the highway facilities of the SIS. The SIS is Florida’s high-priority network of transportation facilities necessary to the State’s economy and mobility. It is the State’s highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), its long-range transportation vision and policy plan. **Table 7** lists all SIS facility types (SISFACTP) and descriptions (SISTYPE_DE) for SIS Highway facilities in District Six.

Table 7. SIS Highway Facilities Categories

SISFACTP	SISTYPE_DE
11	SIS Corridor
21	SIS Connector
31	SIS Link
51	SIS Managed/Express/Reversible Lane

2.3 Transportation Links

This section examines the transportation network in District Six, which includes roadways, railroads, waterways, and pipelines. Data from the FDOT RCI database and FDOT ArcGIS Online provide essential information and spatial representations of these components.

³ **National Network Definition/Background:** Established under the *Surface Transportation Assistance Act (STAA)* of 1982 to define routes where specific federal vehicle dimensions apply.

⁴ **Composition of the National Network:** Includes the composite of individual state highway networks authorized for STAA vehicles. It covers the IHS (with some exceptions and deletions) and parts of the Federal-aid Primary System as of June 1, 1991, as detailed by the Federal Highway Administration (FHWA).

⁵ **Data Monitoring and Changes:** Additions and deletions to the National Network may require a Federal Register, Notice of Proposed Rulemaking (NPRM). Route alignments or transfers (e.g., from SR-397 to CR-397) require notification to the TDA's Multimodal Data System Coordinator.



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ROADWAYS

The FDOT RCI database was utilized to obtain the Route Road Basemap data for District Six. It is a weekly snapshot of the official FDOT linear reference system (LRS). It provides a spatial representation of roadways in RCI.

RAILROADS

The FDOT ArcGIS Online platform provides basic information for SIS and the Modal Development Office (MDO) railroads, including facility, rail line, begin/end milepoint, and facility type for SIS rails and facilities, at-grade crossings, tracks, and mainlines for MDO rails.

WATERWAYS

The FDOT ArcGIS Online platform provides basic information for SIS waterways, including facility and facility type.

PIPELINES

To be obtained.

2.4 Rail Network Information

The following section presents a detailed overview of the rail network data collected in the Miami-Dade County study area, which includes GIS rail crossing data from the FDOT Rail Crossing Inventory (RCI) and the Florida Rail Highway Crossing Inventory (RHCI).

RAIL CROSSING INVENTORY DATA

The FDOT RCI database was utilized to obtain the Rail Crossing data for District Six. This data shows the location and crossing IDs of existing at-grade crossings of railroads and roadways.

RAIL HIGHWAY CROSSING INVENTORY DATA

The FDOT FRO maintains the Florida RHCI database, which was utilized to obtain Rail Crossing data in cooperation with the Federal Railroad Administration (FRA) and Florida's Railroads. Crossing data was collected for all crossings in District Six, including public and private, at-grade and grade-separated crossings. The attributes of the rail crossings are categorized into eight sections:

- General data
- Railroad data
- Road data
- Signs data
- Signals data
- Gates data
- Vicinity data
- Photos



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2.5 Modal Freight Infrastructure Elements

The FDOT ArcGIS Online platform provides data on freight infrastructure, which includes transportation links like roads, railroads, waterways, and pipelines, as well as freight facilities such as seaports, airports, intermodal facilities, and truck parking.

This section guides where to obtain data on key infrastructure elements supporting Miami-Dade County's freight and logistics network.

SEAPORTS

The FDOT ArcGIS Online platform provides basic information for each seaport, including the SIS name and designation.

AIRPORTS

The FDOT ArcGIS Online platform provides basic information for each airport, including SIS name and designation.

INTERMODAL FACILITIES

The FDOT ArcGIS Online platform provides basic information for the Intermodal Facilities, including SIS name, designation, and status.

INTERMODAL LOGISTICS CENTERS, DISTRIBUTION, AND FREIGHT ACTIVITY CENTERS

The FDOT ArcGIS Online platform provides basic information for the freight-intensive areas, including wages, employment, and SIS hub type.

ROCK MINING CENTERS

To be obtained.

TRUCK PARKING

The FDOT Statewide Truck GPS Data Analysis (2019) study provided data on existing and new truck parking locations. It presents basic information on the existing/new truck parking locations in District Six. **Table 8** and **Table 9** summarize the key attributes of the Truck Existing Parking data and Truck New Parking data, respectively.



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Table 8. FDOT Truck Parking Existing Locations Attributes

Attribute	Description
Location_Name	A name or identifier for the truck parking location, providing a recognizable and distinct title
Address	The detailed address of the District Six truck parking existing locations
Type	Type of the truck parking facility (public or private)
Parking_Spaces	The number of parking spaces available for trucks at the facility
Hours_of_Operation	The operating hours of the truck parking facility, indicating when trucks are allowed to park or access services
Amenities	Additional features or services available at the truck parking location
Route	Information about the best route or directions to reach the truck parking facility
Cost_of_Parking	The fee or cost associated with parking at the truck facility, if applicable
Parking_Hours_Limit	The maximum duration that trucks are allowed to park at the location
Parking_Restrictions	Any specific rules or restrictions related to truck parking at the facility, such as weight restrictions, clearance heights, or other regulations
Prepaid_parking	Whether truck parking needs to be prepaid or payment is made on-site
Location_Website	The website where additional information about the truck parking facility, including FDOT regulations, can be found. This could be a link to the FDOT website or a specific page related to the District Six truck parking locations.

Table 9. FDOT Truck Parking New Locations Attributes

Attribute	Description
New	Whether the truck parking location is new
Comment	The name of the new parking location

2.6 Land Use and Demographic Information

This section provides an overview of the datasets collected that will be used to analyze current and future land use, population, and employment trends and forecasts to gain insight into future growth within the South Florida region.

EXISTING AND FUTURE LAND USE

Miami-Dade County’s Open Data Hub was utilized to obtain the existing and future land use data. The Regulatory and Economic Resources (RER) Department’s Planning Division research section produces the existing land use dataset. Existing Land Use⁶ is the source of all current land use data updates that could be traced back to 1994, and it is updated weekly based on the most recent aerial photography, property

⁶ **Existing Land Use** refers to the way land areas are currently being used, which is influenced by a combination of observable activities and regulatory frameworks. These frameworks include zoning regulations, building codes, and setback requirements, and they determine what types of land uses, structural standards, and spatial organization are allowed. The classification covers various categories such as residential, commercial, industrial, and recreational.



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appraisal data, thematic layers, development, and environmental information.⁷ **Table 10** shows the key attributes of the existing land use data.

Table 10. Miami-Dade Existing Land Use Attributes

Attribute	Description
LU	Land Use Code
DESCR	Description of Land Use Code

The Land Use Plan (LUP) map is an essential component of the Comprehensive Development Master Plan (CDMP) in Miami-Dade County, which governs all development-related actions taken or authorized by the county. While the LUP is not a zoning map, it illustrates the land use policies adopted in comprehensive plans by municipal governments. Each map category may have multiple land uses, zoning districts, and housing types. It’s worth noting that the LUP map does not supersede the local land use authority of incorporated municipal governments authorized under the Miami-Dade County Charter, with some limited exceptions mentioned in the Statement of Legislative Intent. **Table 11** shows the key attributes for the future land use data.

Table 11. Miami-Dade Existing Land Use Attributes

Attribute	Description
DESCRIPTIO	Description of future land use
SOURCE	Data source for the geometry of land use designation

LAND USE CONTEXT CLASSIFICATIONS

The FDOT Open Data Hub was used to obtain preliminary Context Classification data. It provides spatial information regarding preliminary context classification on selected Florida roadways. Context classification denotes the criteria for roadway design elements for safer streets that promote safety, economic development, and quality of life. All non-limited access state highways will be evaluated and assigned a preliminary context classification. **Table 12** lists the types of context classification.

Table 12. Context Classification

Code	Context Classification
C1	Natural
C2	Rural
C2T	Rural Town
C3R	Suburban Residential
C3C	Suburban Commercial
C4	Urban General
C5	Urban Center
C6	Urban Core

⁷ [Miami-Dade County; Open Data Hub, Land Use](#)



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POPULATION AND EMPLOYMENT DATA AND FORECASTS

The Southeast Florida Regional Planning Model (SERPM, v8.533) provides data at the Traffic Analysis Zone (TAZ) level, which includes population, household, and employment characteristics, among others. The model has demographic information for the base year 2015 and the horizon year 2045. **Table 13** shows the key attributes of the TAZ data.

Table 13. SERPM TAZ Attributes

Attribute	Description
POP_15	Population in 2015
POP_45	Population in 2045
EMP_15	Employment in 2015
EMP_45	Employment in 2045
HH_15	Household Size in 2015
HH_45	Household Size in 2045

2.7 Available Information on Travel Patterns

The following section provides an overview of available information on current and future travel patterns derived from the SERPM Model, proposed Statewide GPS Data, focusing on Freight Origin-Destination (OD) Trips, and freight commodity flow information.

SOUTHEAST FLORIDA REGIONAL PLANNING MODEL

To understand travel patterns, the loaded networks for the base year 2015 and the future year 2045 were gathered from the SERPM Model, v8.533. The loaded networks contain truck traffic volumes by direction for multiple periods in a day. **Table 14** summarizes the key attributes of the truck-related traffic.

Table 14. Key Attributes for SERPM Model Loaded Network

Attribute	Description
AM_TRK	AM Truck volume
PM_TRK	PM Truck volume
OF_TRK	Offpeak Truck volume
DAY_V_1	Daily directional vehicles
EA_V_1	Early-period directional vehicles
AM_V_1	AM period directional vehicles
MD_V_1	Midday period directional vehicles
PM_V_1	PM period directional vehicles
EV_V_1	Evening period directional vehicles
DAY_TRK	Daily Truck Volume



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FREIGHT ORIGIN-DESTINATION TRIPS GPS DATA

Freight OD Trip data were retrieved from Replica.⁸ The information represents each unique freight OD trip that starts and ends in Miami-Dade or Monroe County for a typical Thursday in spring 2023. The smallest geographical area for these trips is the Census Block Group. **Table 15** presents the key attributes of the Replica freight trip data.

Table 15. Replica Freight Trips OD Attributes

Attribute	Description
activity_id	A randomly assigned unique identifier defined for each trip.
Origin_bgrp	The US Census Bureau-assigned GEOID of the block group from which the trip originated.
Origin_cty	The name of the county from which the trip originated.
Destination_bgrp	US Census Bureau-assigned GEOID of the block group in which the trip ended.
Destination_cty	The name of the county in which the trip ended.
Primary_mode	Primary transportation mode used for the trip. This attribute is used as a filter, in which only those categorized as 'commercial (freight)' are retained.
Trip_purpose	The destination activity assigned to a synthetic person.
Trip_start_time	The date and 24-hour time of the trip start are reported as yyyy-mm-dd hh:mm:ss timezone.
Trip_end_time	The date and 24-hour time of the trip end are reported as yyyy-mm-dd hh:mm:ss timezone.
Trip_duration_minutes	Duration of trip in minutes, calculated as: $Trip_end_time - Trip_start_time$
Trip_distance_miles	Distance in miles measured along the trip route.
Vehicle_type	The vehicle type assigned to the vehicle of the trip. (MEDIUM_COMMERCIAL)

FREIGHT COMMODITY INFORMATION

The Freight Analysis Framework (FAF) data, available through the US Bureau of Transportation Statistics (BTS), provides estimates for tonnage and value by regions of origin and destination, commodity type, and mode of transportation. FDOT Central Office further disaggregated the data to the statewide TAZ level for 2020 and 2050. Commodity groups were consolidated into 14 categories. **Table 16** shows two sample key attributes included in the FAF shapefile: 2020 and 2050 tonnages for Freight Commodity Category 1 (FCC1) - Agricultural Products. **Table 17** provides descriptions of the 14 commodity categories.

⁸ **Replica** is a data platform that offers detailed insights into the movement of goods, aiding in the understanding of freight flows and logistics patterns. It supports infrastructure planning, policy-making, and economic analysis by providing granular data on freight movements across different transportation modes. To learn more, please visit <https://www.replicahq.com/applications>



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Table 16. FAF Data Attributes

Attribute	Description
FCC1_2020	Agricultural products tonnage for the year 2020 (this applies similarly to other categories)
FCC1_2050	Agricultural products tonnage for the year 2050 (this applies similarly to other categories)

Table 17. FCC Categories

FCC Code	Description
1	Agricultural products
2	Minerals
3	Coal
4	Food
5	Nondurable manufacturing
6	Lumber
7	Chemicals
8	Paper
9	Petroleum products
10	Other durable manufacturing
11	Clay and stone
12	Waste
13	Miscellaneous freight
14	Unknown

2.8 Programmed Freight Modal Infrastructure Projects

The FDOT Office of Work Program and Budget provides the dataset for the adopted FDOT five-year work program. It consists of the FDOT Adopted Work Program (2024-2028) highway and modal projects, including essential information related to engineering. **Table 18** shows the key attributes of the FDOT work program data.

Table 18. FDOT Five-Year Work Program Attributes

Attribute	Description
PROJECT_TYPE	The type or nature of the project
PHASE_NAME	The specific phase or stage of development of the roadway project
AMOUNT	The financial value allocated to the project indicating the budget or funding associated with the respective roadway.
CATEGORY	Type of the roadway
PHASE_YEAR	the calendar year associated with the particular phase of the project



3.0 Conclusion

The comprehensive data collection outlined in this memorandum is foundational in enhancing the freight and logistics capacity within Miami-Dade County. By meticulously gathering and analyzing data on various transportation infrastructure elements, including roadways, rail networks, and modal freight facilities, this document aims to provide a robust framework for future infrastructure improvements. The insights gained from this data will enable informed decision-making, ensuring that infrastructure projects are prioritized effectively to address current and future freight transportation needs.