

WORK ORDER
#GPC II-15:



Arterial Grid Analysis Study

prepared by:



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Arterial Grid Analysis Study

Final Report

Prepared for:

Miami-Dade County
Metropolitan Planning Organization (MPO)



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March 2007
040829009

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Introduction

The objective of this study is to address arterial grid operations in Miami-Dade County and study potentially increasing the efficiency and capacity of the established grid system, principally along section line and half-section line roadways. This study is intended to determine whether improvements could be made to the grid system as a long-term traffic congestion relief measure, rather than stop-gap improvements that may slightly improve traffic flow in one corridor while potentially “shifting” the problem to a different corridor. In addition to the capacity improvements, the study will attempt to identify policy recommendations to support improving the efficiency of the arterial grid roadway system.

This report summarizes the study background, objectives, data collection, existing conditions analysis, future conditions analysis, project screening, and recommendations. In addition, the appendices of this report contain important study information including presentations given to the Study Advisory Committee (SAC) and geographic information systems (GIS) maps depicting level of service (LOS), laneage, right-of-way (ROW), and potential projects.

Background

The roadway network throughout much of Miami-Dade County is comprised of a grid system of arterial roadways, collectors, and local streets. This grid system creates many travel benefits such as several alternative travel paths for individual trip pairs, an easily-definable functional hierarchy centered around section and half-section line roadways, and a logical naming convention that can allow visitors to quickly become familiar with local roadways. However, this type of roadway arrangement also presents several challenges to transportation planners including limiting cut-through traffic on local streets, and difficulty when designing complex intersection geometries where diagonal roadways such as U.S. 1 cross the grid system.

In general, section line roadways in Miami-Dade County serve as the principal arterial roadway system. Section line roadways are spaced at one-mile intervals in both east-west and north-south directions. In Miami-Dade County, streets run east-west and are spaced every 1/16 of a mile. When traveling north-south through the County, one mile is approximately equal to the distance traveled between 16 streets. Examples of east-west section line streets include SW 8th Street, SW 24th Street, and SW 40th Street.

Avenues in Miami-Dade County run north-south and are spaced every 1/10 of a mile. When traveling east-west through the County, one mile is approximately equal to the distance traveled between 10 avenues. Examples of north-south section line avenues include NW 47th Avenue, NW 57th Avenue, and NW 67th Avenue.

Benefits of a Grid Roadway System

Numerous interconnected north-south and east-west roadways characterize a grid system of roadways. Such a grid road system provides enhanced connectivity and accessibility in comparison to a hierarchical road system, which was favored by roadway designers during the 1960s through the 1990s, according to *Roadway Connectivity: Creating More Connected Roadway and Pathway Networks*, by the Victoria Transport Policy Institute (December 2005).

A hierarchical road system concentrates traffic onto fewer roads by reducing connectivity of non-arterial roadways. Most local streets in a hierarchical road system are dead-end streets or cul-de-

sacs and often connect only to one or two other streets (typically a collector or another local street). Collectors in a hierarchical road system often lead only to one arterial roadway. As a result of the reduced connectivity of a hierarchical road system, the travel distance required to access destinations increases. Examples of hierarchical road systems can be found in many typical suburban residential areas.

Travel is more direct in a grid system, thus reducing the number of vehicle miles traveled (VMT). A grid road system emphasizes accessibility by accommodating more direct travel with traffic dispersed over more roadways. Local streets tend to be longer in grid systems than in hierarchical road systems. Furthermore, local streets in grid systems connect to several other local streets and collectors, which allows more direct travel. Collectors in grid systems tend to provide continuous travel paths and are often only distinguished from arterials by having fewer travel lanes, lower design speeds, and less connectivity to superarterials or expressways.

The non-local portion of the grid system in Miami-Dade County consists of section line and half-section line roadways. Local streets and/or half-section line roadways can often accommodate local or short-distance traffic. Long-distance trips are typically intended to utilize section line roads. In addition, increased travel alternatives facilitate faster emergency responses, evacuations, and better management of incidences such as traffic accidents through diversion of vehicles onto other roadways.

Relatively short blocks of land that result from inter-connected grid streets can better accommodate the development of town centers, as opposed to strip commercial developments found along arterial roads with longer blocks, as described in *Street Connectivity*, Community Planning Workshop, University of Oregon (June 2003). Therefore, grid road systems can encourage land use patterns that reduce the need for numerous commercial driveways along arterial roadways. Closely-spaced commercial driveways along arterials can lead to traffic congestion and safety concerns. Furthermore, arterial roadways with a plethora of commercial driveways actually are serving a local street function by providing such accessibility (arterial roadways are meant to serve more of a mobility function rather than providing a high degree of access). Since a grid system results in closely located intersections and lower vehicle speeds, it provides better opportunities for walking and bicycling to local destinations such as shops and schools.

Because a grid system of roadways is characterized by robust connectivity, travel distances are shorter and accessibility increases. Arterial roadways in a grid system are meant to accommodate the mobility needs of long-distance trips without having to succumb to excessive land use accessibility demands. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations. Another important benefit of a grid system allowing numerous route options is trip reliability, which refers to a roadway system's ability to accommodate variable and unexpected conditions such as road closures due to crashes, construction, and special events. Furthermore, connectivity tends to enhance other transportation goals including improving bicycling and walking conditions and access to transit such that these alternative modes may be faster for short trips.

Historical Development of a Grid Roadway System in Miami-Dade County

The grid roadway network predominant in much of Miami-Dade County results from land planning principles that were utilized throughout much of the nineteenth century and the first-half of the twentieth century. Early planners laid out tracts of land into sections and townships. This planning system has its roots in an early land surveying technique called the rectangular system of surveys (also known as the rectilinear system). Beginning in 1785, the rectangular system was used for land surveys in much of the United States and its territories, according to *Part 5 United States Public Land Survey System*, U.S. Department of the Interior (January 1997).

The rectangular system of surveys was based on demarcating territory into a system of squares called sections and townships. Townships are six sections (six miles) wide by six sections long; therefore, townships are 36 square miles and contain 36 sections. Range lines are township boundaries running north-south based on meridians (lines of longitude). Latitudinal township boundaries (township lines) run from east to west through corners established on meridian range lines.

Sections are the smallest primary division in this land demarcation system. Sections are one mile squares with roadways often laid out along the boundaries between sections. These roadways became known as section line roadways and often serve arterial roadway functions in modern urbanized areas. Establishing half-section and quarter-section corners through the rectangular system of surveys created subdivisions of sections.

Rectangular surveys were performed in most states and territories, including Florida, for lands that were part of the original public domain as a requirement before subdivision of land and ownership could occur through the Public Land Survey System (PLSS). As is the case throughout much of the Southeastern and Midwestern United States, the resulting system of range lines, townships, and sections was used to establish land divisions in the area that became Dade County, Florida. The grid roadway system in the County was established based on the demarcated sections. Section line roadways were built over time in right-of-way established along the boundary between sections. Half-section line roadways were similarly established through the center of the surveyed sections.

Areas of the County that were developed before 1960 tend to exhibit a more complete grid roadway system, due to planning principles that were adhered to at the time. These areas tend to be characterized by higher density land uses (e.g. Downtown Miami and South Beach). Despite higher densities, the well-defined grid roadway system in urban core areas is able to support these densities. However, areas of the County that were developed with lower densities (e.g. most of the western developed areas of Miami-Dade County) often exhibit worse traffic congestion levels. This paradox may partially be explained by two factors:

- The lack of a well-defined grid roadway system. Obstacles that interrupt the grid roadway system in many suburban areas of Miami-Dade County include land use barriers, expressways, and canals.
- The concentration of commercial land use along arterial roadways, rather than in mixed-use nodes that are supported by a grid roadway system. Many suburban residential areas are built as homogeneous pods without continuous roadways nor any commercial land uses, which demands that even short trips are channelized onto arterial section line roadways to access commercial destinations. Typical suburban land use patterns cause arterial roadways to serve an accessibility function for surrounding commercial land use.

Study Need

Despite the ostensible effectiveness of a grid system, traffic levels in Miami-Dade County have exceeded the carrying capacity of many segments of section and half-section roadways. This places pressure on other transportation network components such as the traffic signal system, non-arterial roadways, and buses operating in mixed traffic on surface roadways. The need exists to define problem areas along the arterial grid network, investigate potential causes of roadway

congestion, and evaluate solutions to providing additional efficiency and travel capacity in Miami-Dade County.

Study Objective

The objective of this study is to address arterial grid operations in Miami-Dade County and study potentially increasing the efficiency and capacity of the established grid system, principally along section line and half-section line roadways. This study is intended to determine whether improvements could be made to the grid system as a long-term traffic congestion relief measure, rather than stop-gap improvements that may slightly improve traffic flow in one corridor while potentially “shifting” the problem to a different corridor.

Study Methodology

The approach to the *Arterial Grid Analysis Study* is divided into the following major tasks:

- Coordination and Meetings
- Data Collection
- Existing Conditions Analysis
- Review Current Plans and Programs
- Future Conditions Analysis
- Project Screening
- Development of Recommendations

Review of Previous Work

The Miami-Dade County Metropolitan Planning Organization (MPO) conducted the *Superarterial Network Study*; the final report for this study was produced in October 1998. The purpose of the *Superarterial Network Study* was to examine ways of alleviating congestion by focusing on the development of a network of “super streets” based on the existing arterial system.

The superarterial network consists of 29 selected arterials specifically planned to increase vehicle throughput, alleviate congestion, provide improved connectivity to the regional expressway system, and offer alternate intra-county travel routes to the freeway system. The 29 selected arterials from the *Superarterial Network Study* are depicted in Appendix A. The 29 selected

arterials were identified through an evaluation process that consisted of selection criteria established for the study including access, transit routes, congestion levels, continuity over 4 miles, number of travel lanes (at least 4), candidates for one-way pairs, and potential for establishing currently non-existing links (incomplete networks). Historic roadways were noted specifically for exemption from the superarterial network.

According to information presented in the *Superarterial Network Study*, congestion usually occurs at isolated intersections, along street segments, and at approaches to commercial development and employment centers. Levels of congestion within the County were defined by presenting data from the *1995 Dade County Mobility Management Process: Congestion Management System*, which identified congested corridors and spots based on a relative congestion ratio (RCR) that included the existing volume-to-capacity ratio and the maximum volume-to-capacity ratio allowed by established County standards. A total of 240 miles of congested roadways and 36 specific congested locations were identified. Truck traffic and a high temporal commuter traffic pattern were identified as contributing to congestion in the County. Based on model validation reports reviewed, traffic volumes accounted for an approximate 26 percent reduction in speed along most major arterials, with an even higher percentage of speed reduction on largely suburban arterials providing access to outlying business districts such as strip shopping centers.

The following are the design parameters identified in the *Superarterial Network Study* that would ideally be used to upgrade existing facilities within the transportation network to superarterials.

- Design speeds of 40-50 miles per hour
- Route (facility) continuity for average trip length
- Grade separation at the most critical intersections and at railroad crossings
- Favored treatment for superarterial traffic over cross-traffic at signalized intersections
- Signalized at-grade intersections spaced at intervals of one to two miles
- Improved signal progression
- Median barrier-separated roadways
- Left turns only at selected intersections
- Partial access control
- Provisions for U-turns
- Auxiliary or collector-distributor right lane for speed change in entering or exiting traffic

- Exclusive lanes for high occupancy vehicles (HOV)
- Considerations for public transit
- Bus turnouts
- Pedestrian treatments

The *Superarterial Network Study* was divided into twelve transportation areas. A plan of action was developed for one of the twelve transportation areas that was intended to serve as a model for implementation of the superarterial concept. The central-west area of the County was chosen for its tremendous growth in prior years combined with it exhibiting some room for expansion of transportation facilities. A limited set of recommended strategies/techniques were developed along the following roadways; the identified strategies/techniques from the *Superarterial Network Study* are included in this report in Appendix A.

- SW/NW 137th Avenue (SW 88th Street to NW 10th Street)
- SW 117th Avenue (SW 88th Street to SW 8th Street)
- SW/NW 107th Avenue (SW 88th Street to NW 41st Street)
- SW 40th Street (SW 87th Avenue to SW 157th Avenue)
- SW 8th Street (SW 107th Avenue to SW 177th Avenue)

Coordination and Meetings

A Study Advisory Committee (SAC) consisting of select members from the following departments and divisions was formed to provide guidance for the study and to review the study deliverables for quality and content:

- Miami-Dade Metropolitan Planning Organization (MPO)
- Miami-Dade Public Works Design Division
- Miami-Dade Public Works Right-of-Way Division
- Miami-Dade Public Works Traffic Engineering Division
- Miami-Dade Department of Planning and Zoning
- Florida Department of Transportation (FDOT)

The SAC met three times during the course of the study. The first meeting of the SAC was held on Wednesday, May 24, 2006. A presentation was given by Kimley-Horn and Associates outlining the study objectives, data collection, existing conditions mapping, and next steps of the study. The presentation given at the first SAC meeting is included in Appendix B.

The second meeting of the SAC was held on Wednesday, August 23, 2006. A presentation was given by Kimley-Horn and Associates outlining the results of existing and future conditions analysis, initial project screening, preliminary recommendations, and policy considerations. In addition, the SAC was requested to review and comment on Technical Memorandum #1. The presentation given at the second SAC meeting is included in Appendix B.

The third meeting of the SAC was held on Thursday, December 7, 2006. The purpose of the meeting was to review the draft policy and project recommendations. Comments and suggestions from the SAC members were incorporated into the final report.

The study findings were presented to the Transportation Planning and Technical Advisory Committee (TPTAC) and the Transportation Planning Council (TPC). Comments and suggestions from the committee members were incorporated into the final report. The presentation is included in Appendix B.

Data Collection

The data collection task consisted of obtaining or collecting traffic counts, functional classification of roadways, laneage data, and right-of-way information. Traffic data were obtained from existing databases and additional counts were collected to fill in key gaps in the data to determine level of service (LOS) of section line and half-section line roadways. The traffic data collection steps of the study are listed below.

- Available roadway traffic data were retrieved from FDOT's *2005 Level of Service Inventory for District Six*, Miami-Dade County Public Works Department's annual traffic count program, and Miami-Dade County's Concurrency Database.
- Only data collected within the last four years were considered recent enough for use in this study. The data retrieved from the above sources were screened for accuracy and reliability.
- Gaps or deficiencies within the data were identified based on either a lack of recent data or the identification of questionable data from the reliability screening.
- Following the identification of gaps in the data, additional traffic counts were performed to provide data for roadways considered important for this study that had no identifiable data availability. The traffic count locations collected to fill in these gaps are listed in Table 1. The additional data also were screened for accuracy and reliability. The additional traffic counts performed for this study were collected during May 2006, before the end of the school year for Miami-Dade County Public Schools.

The functional classification data were obtained from the Florida Department of Transportation (FDOT). Bi-directional number of travel lanes for grid system roadways were obtained from FDOT databases for State roadways and from Miami-Dade County's Concurrency Database for County roadways. Available right-of-way for grid system roadways was obtained by examining geographic information system (GIS) files provided by Miami-Dade County Public Works Right-of-Way Division. Functional classification, number of travel lanes, and right-of-way data provided by the various sources were added to the GIS database being developed for the *Arterial Grid Analysis Study* for data analysis and mapping purposes. In addition, land use data were obtained from Miami-Dade County Department of Planning and Zoning. Land use data were used in later tasks to evaluate the surrounding land uses of potential capacity-enhancing projects.

Table 1. Locations of Additional Traffic Counts

Road	Between	
NW 191 Street	NW 27 Avenue	NW 57 Avenue
NW 175 Street	NW 22 Avenue	NW 57 Avenue
NE 159 Street	I-95	NE 22 Avenue
NW 111 Street	NW 22 Avenue	NE 2 Avenue
Gratigny Drive	LeJeune Road	W 4 Avenue
W 60 Street	W 4 Avenue	NW 87 Avenue
NW 22 Avenue	NW 54 Street	NW 103 Street
NW 22 Avenue	SW 8 Street	NW 36 Street
NW 17 Avenue	SW 8 Street	NW 36 Street
NW 37 Avenue	N River Drive	NW 79 Street
NW 37 Avenue	SW 8 Street	NW 25 Street
NW 62 Street	Royal Poinciana Boulevard	NW 37 Avenue
NW 14 Street	NW 22 Avenue	NW 42 Avenue
NW 7 Street	NW 17 Avenue	NW 37 Avenue
SW 32 Street	SW 117 Avenue	Palmetto Expressway
SW 92 Avenue	W Flagler Street	SW 72 Street
SW 102 Avenue	SW 8 Street	SW 72 Street
SW 88 Street	U.S. 1	SW 57 Avenue
SW 82 Avenue	SW 120 Street	SW 168 Street
SW 120 Street	U.S. 1	SW 57 Avenue

Existing Conditions Analysis

Existing traffic counts, laneage, and level of service (LOS) of State roadways were obtained from FDOT's *2005 Level of Service Inventory for District Six*. The data were screened for accuracy and consistency. An existing conditions level of service analysis for the non-State section line and half-section line corridor segments of the grid network was performed using traffic data obtained from the Miami-Dade County Public Works Department's annual traffic count program, Miami-Dade County's Concurrency Database, and additional traffic counts collected for this study. The methodologies outlined in FDOT's generalized level of service tables were utilized for the analysis. Results of the analysis were screened for reliability. The State and non-State roadway databases used in this study and level of service estimations are provided in Appendix C.

Several layers of data were required to calculate roadway level of service including traffic counts and laneage. Appendix D contains a map series that depicts the existing conditions analyzed in this study.

Traffic Count Availability

For analysis purposes, section line and half-section line roadways were divided into segments, based upon the availability of traffic counts. Existing State and County traffic counts were used in this study, as described in the Data Collection section of this report, although twenty new traffic counts were collected to fill in specific data gaps. Existing State and County traffic count locations are generally spaced in one-mile intervals, although longer intervals are found in some areas. Map Existing-1 in Appendix D presents the traffic count availability map, which shows roadway segments for which traffic count data were available for this study from existing State and County sources.

Annual Average Daily Traffic

Annual average daily traffic (AADT) volumes of state roadways were obtained from FDOT's *2005 Level of Service Inventory for District Six*. Daily traffic volumes of county roadways were obtained from the Miami-Dade County Public Works Department's annual traffic count program, Miami-Dade County's Concurrency Database, and additional traffic counts collected for this

study. Map Existing-2 in Appendix D presents a thematic map of AADT of state and county roadway segments.

Laneage

The bi-directional number of travel lanes was collected based upon FDOT GIS shapefiles and the Miami-Dade County Concurrency Database. The number of travel lanes on a roadway segment is a primary determinant of roadway capacity and is therefore vital for level of service analysis. Map Existing-3 in Appendix D presents the existing bi-directional number of travel lanes for study roadway segments.

Functional Classification

Functional classification for study roadways was collected based upon FDOT GIS shapefiles. Functional classification is used in this study to analyze roadway conditions along arterial and collector roadways. Map Existing-4 in Appendix D presents the functional classification of roadway segments. Map Existing-4 demonstrates that most half-section line roadways, and some section line roadways are classified as collectors. There is a need to analyze whether collector roadways may have the potential to relieve congestion on arterial roadways.

Right-of-Way

Existing right-of-way data for study roadways were obtained from Miami-Dade County Public Works Right-of-Way Division's GIS database. Right-of-way data are used in this study to determine the potential for roadway capacity improvements along specific roadway segments within the existing public right-of-way. Map Existing-5 in Appendix D presents the existing available right-of-way of study roadway segments.

Level of Service

The existing conditions level of service data were mapped using geographic information systems (GIS). Level of service was calculated using methodologies established by FDOT's *2002 Quality/Level of Service Handbook* for daily roadway volumes and capacities (generalized tables). Please refer to Appendix C for level of service of roadway segments. Separate mapping

for State and non-State roadway databases were combined into one map for this study. Map Existing-6 in Appendix D depicts the existing conditions level of service for section line and half-section line roadways for which data were available.

Level of service analysis was used to determine the percent of roadway segments that operate at LOS F. The analysis of data available for this study indicates that approximately 36 percent of study roadway segments currently operate at LOS F. When functional classification of roadway segments is considered, approximately 17 percent of the collector roadway segments operate at LOS F and approximately 42 percent of arterial roadway segments operate at LOS F. Therefore, a much lower percentage of collector roadways operate at LOS F than arterial roadways.

In general, the majority of the roadway segments that operate at LOS F are concentrated in the northwest, west, and central regions of the County. This result corresponds to the areas identified earlier in this report where the grid network is not well-defined.

Discontinuities

In addition to evaluating roadway level of service and right-of-way availability, the existing conditions maps were utilized to determine discontinuities in the existing grid roadway system. It is apparent that discontinuities of the grid system have resulted due to several types of barriers including land use (example – Miami International Airport), roadways (example – Palmetto Expressway), and canals and waterways (example – Cutler Drain). Other barriers to grid roadway continuity can be found where suburban neighborhoods designed with a hierarchical roadway system have been built without reserving right-of-way for section line or half-section line roadways.

Examples of discontinuous section line and half-section line roadways are listed below under the barriers that caused those discontinuities.

C-100 Canal (Cutler Drain)

- SW 136th Street (SW 112th Avenue to SW 112th Court)
- SW 112th Avenue (SW 138th Street to SW 136th Street)
- SW 107th Avenue (SW 142nd Lane to SW 140th Street)
- SW 144th Street (SW 104th Avenue to SW 105th Avenue)

- SW 102nd Avenue (SW 144th Street to SW 146th Street)
- SW 97th Avenue (SW 148th Street to SW 152nd Street)
- SW 92nd Avenue @ SW 160th Street
- SW 87th Avenue (SW 163rd Terrace to SW 164th Street)
- SW 82nd Avenue (SW 173rd Terrace to SW 174th Terrace)
- SW 77th Avenue (SW 173rd Street to SW 174th Street)

Note – U.S. 1 is the only north-south roadway that crosses the C-100 Canal between SW 117th Avenue and Old Cutler Road, which severely limits north-south mobility options in the area.

Palmetto Expressway (S.R. 826)

- SW 80th Street (SW 76th Avenue to SW 77th Avenue) ^(A)
- SW 64th Street (SW 76th Avenue to SW 79th Court) ^(B)
- SW 48th Street (SW 74th Court to SW 82nd Avenue) ^(C)
- SW 32nd Street (SW 76th Avenue to SW 77th Court)
- SW 16th Street (SW 76th Court to SW 77th Avenue)
- NW 66th Street (NW 77th Avenue to NW 77th Court)
- NW 98th Street/West 44th Place (West 20th Avenue to NW 77th Avenue)
- NW 130th Street/West 76th Street (West 20th Avenue to West 20th Avenue)
- NW 52nd Avenue (NW 167th Street to NW 167th Street)

Note – Most half-section line roadways are not continuous (do not provide connectivity) from one side of the Palmetto Expressway to the other side, especially south of SW 8th Street and in the Hialeah area. One recent example of a project that improved half-section line roadway connectivity is the construction of an underpass for West 60th Street/NW 114th Street under the Palmetto Expressway.

(A) – SW 80th Street is a local roadway in this area that parallels the Snapper Creek Expressway, which was built along the SW 80th Street section line

(B) – SW 64th Street is blocked by both the Palmetto Expressway and Miami Memorial Park Cemetery

(C) – SW 48th Street is blocked by both the Palmetto Expressway and Miami-Dade County Tropical Park

Miami International Airport

- NW 25th Street (NW 67th Avenue to NW 42nd Avenue)
- NW 67th Avenue (Flagler Street to NW 36th Street)
- NW 62nd Avenue (Blue Lagoon Drive to NW 36th Street)
- NW 57th Avenue (Perimeter Road/NW 12th Street to NW 36th Street/Curtiss Parkway)
- NW 52nd Avenue (Flagler Street to NW 36th Street/South Drive)
- NW 47th Avenue (NW 7th Street to NW 36th Street/East Drive)

Note – The roadway discontinuities associated with Miami International Airport are much longer than discontinuities associated with canals or roadways because of the size and shape of the airport.

Review of Current Plans and Programs

To identify planned roadway capacity improvements and new roadway extensions during the next 10 years, Miami-Dade County's 2006-2010 Transportation Improvement Program (TIP) and 2030 Long Range Transportation Plan (LRTP) were reviewed. Projects that are identified in the TIP have had funds programmed for a certain phase within the next five years.

Projects identified in the Cost Feasible Plan (CFP) of the LRTP are grouped into priority levels that correspond to different timeframes for implementation. The priorities are described as follows:

- Priority 1 – Projects are scheduled to be funded by 2009.
- Priority 2 – Projects are planned to be funded between 2010 and 2015.
- Priority 3 – Projects are planned to be funded between 2016 and 2020.
- Priority 4 – Projects are planned to be funded between 2021 and 2030.
- Priority 4 Unfunded – Projects that have been identified in the Needs Plan; however, revenues are not available to fund the project.

Projects that are grouped under Priority 1 and Priority 2 of the LRTP were reviewed to identify capacity improvements or new roadway connections that are identified for section line and half-section line roadways over the next 10 years. A 10-year planning horizon was identified for this study for analyzing future conditions and providing a reasonable timeframe for implementing recommendations.

Based on the TIP and LRTP, roadway capacity enhancements and new roadway connections that are planned for the next 10 years are shown on Map Future-1 in Appendix E.

Future Conditions Analysis

Future conditions along the arterial grid network were assessed by developing future (2015) traffic volumes for roadways in the arterial grid network consistent with the 10-year planning horizon for this study and the end of Priority II of the Long Range Transportation Plan (LRTP).

Traffic growth rates within the County were obtained from Miami-Dade County's 2030 LRTP. Traffic growth rates calculated in the LRTP are based on increases in demographic data such as population, households, employment, and automobile availability. The LRTP divides Miami-Dade County into six planning areas and 30-year traffic growth rates have been established for each of the planning areas. A map of the six planning areas is shown in Figure 1. As shown in Table 2, the established 30-year traffic growth rates were used to determine annual traffic growth rates. Then, 10-year traffic growth rates were calculated from the annual traffic growth rates.

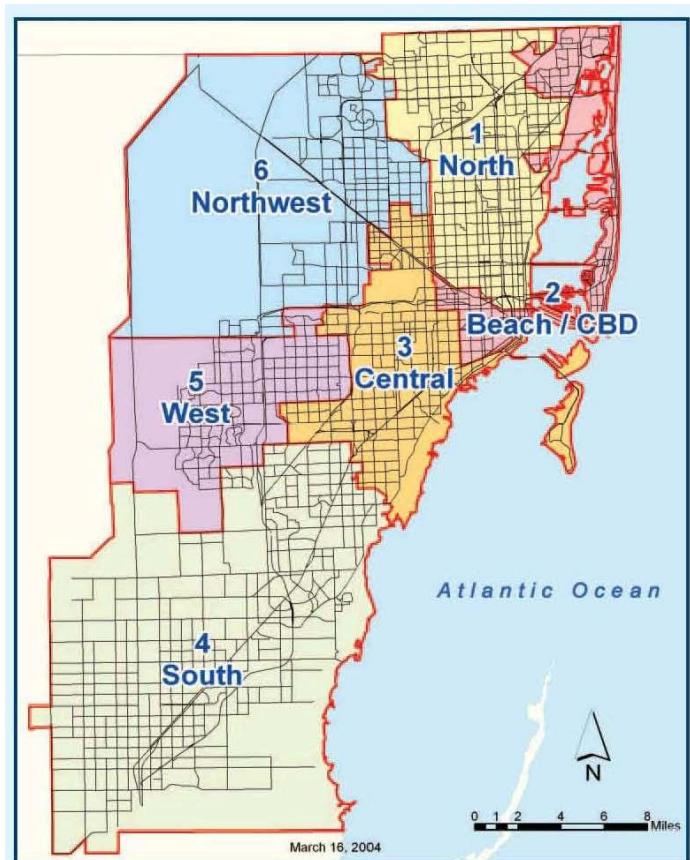


Figure 1. Six Planning Areas Established in the 2030 LRTP

Table 2. Miami-Dade County's Projected Traffic Growth Rate (2030 LRTP)

Planning Area	30-yr growth	Annual growth	10-year growth
North	32%	0.93%	10%
Northwest	45%	1.25%	13%
South	67%	1.72%	19%
Central	28%	0.83%	9%
West	37%	1.05%	11%
Beach/CBD ^(A)	32%	0.93%	10%

(A) – Central Business District

Ten-year traffic growth rates shown in Table 2 were applied to individual roadway segments in the study database according to the appropriate geographic planning area to estimate future traffic volumes. Some of the growth rates for specific roadway segments were cross-checked with traffic volume assignments from the 2015 Florida Standard Urban Transportation Model Structure (FSUTMS) travel demand model for Miami-Dade County that was developed as part of the 2030 LRTP. Based on the FSUTMS model cross-check, growth rates were modified for segments where future roadway expansion is planned and segments that are parallel to planned roadway expansions. Please refer to Appendix C for projected 2015 traffic volumes of roadway segments. The projected 2015 annual average daily traffic (AADT) is depicted on Map Future-2 in Appendix E.

Future capacity conditions were established by incorporating roadway expansions that were identified in the TIP and LRTP to be implemented within the next ten years. The planned 2015 number of travel lanes is depicted on Map Future-3 in Appendix E. A future conditions level of service (LOS) analysis for the arterial grid network was performed using a similar methodology as the existing conditions analysis. Please refer to Appendix C for projected 2015 level of service of roadway segments. A map showing estimated future level of service for the arterial grid system is shown on Map Future-4 in Appendix E.

The future (2015) conditions analysis indicates that approximately 41 percent of roadway segments of the arterial grid network are expected to operate at LOS F. In comparison to the existing conditions, the future conditions analysis indicates a five percent increase in the number of segments that are expected to operate at LOS F, even when accounting for planned roadway expansions. Therefore, the planned capacity improvements to the arterial roadway system over the next 10 years do not appear to fully address the anticipated rate of traffic growth on the arterial roadway system. This condition represents a common trend in urban transportation planning that roadway improvements are unable to fully satisfy travel demand growth. When functional classification of roadway segments is considered, approximately 19 percent of the collector roadway segments operate at LOS F and approximately 48 percent of arterial roadway segments operate at LOS F. Therefore, a much lower percentage of collector roadways operate at LOS F than arterial roadways.

Project Screening

This section of the report presents the identification and screening of potential improvements to the grid road system. A list of potential projects was developed based on the analysis of existing and future conditions for enhancing the efficiency of the arterial grid network. Potential projects were screened using conceptual evaluation criteria such as traffic capacity, ability to relieve parallel facilities, land use compatibility, right-of-way availability, functional classification, and continuity of the grid system. Results of the project screening are displayed in a map depicting potential projects.

In addition, the connectivity of roadways at the Broward County line was studied. The potential for new connections of roadways between Broward and Miami-Dade Counties was assessed.

Initial Screening of Potential Projects

The following three types of projects were defined during the initial screening process:

- Type I projects are defined as roadway segments that are expected to operate at LOS E or F in 2015 and have sufficient right-of-way “available” to widen the road within minimum right-of-way requirements. Table 3 defines the minimum right-of-way requirements for four-lane or six-lane roadways as applicable to county and state roadways. Type I projects were identified as county arterial, county collector, and state roadways.
- Type II projects are defined as missing links that are adjacent to/parallel to LOS E or F facilities. The discontinuities listed in the existing conditions analysis and further research of aerial photography of Miami-Dade County formed the basis for the identification of missing links that match the criteria.
- Type III projects are defined as roadway segments that are expected to operate at LOS D in 2015 with right-of-way “available” to widen the road and are adjacent to/parallel to LOS E or F facilities. Please refer to Table 3 for minimum right-of-way requirements applicable to county and state roadways. Type III projects were identified as county arterials, county collectors, and state roadways.

Table 3. Minimum Right-of-Way Requirements

Facility Type	4 Lanes (feet)	6 Lanes (feet)
County Arterial / Collector / Local Roadways	80	100
State Roadways	100	130

Type I Projects – County Arterial

The initial screening results for Type I projects on county arterial roadways are presented in Table 4. The “Potential” column indicates the laneage after improvement. Table 4 presents roadway sections as they are segmented in the FDOT GIS shapefile. As shown in Table 4, the continuity of the select segment was tested as defined below:

- If the segment is one mile or greater in length, and
- If the potential improvement would result in a consistent number of lanes for the roadway segment in comparison to the number of lanes on either side of the improvement. For example, if the potential improvement is 6 lanes, but the number of lanes on either side of the select segment is 4 lanes, such segments would be assigned a “no” under continuity.

Segments that fail either of the two continuity tests will not be carried forward in the screening process.

Table 4. Type I Projects – County Arterial Roadways

Road	From	To	Potential	Continuity
NW 12 Street	NW 79 Avenue	NW 87 Avenue	6L	No
SW 24 Street	SW 87 Avenue	SW 97 Avenue	6L	Yes
SW 24 Street	SW 97 Avenue	SW 107 Avenue	6L	Yes
SW 24 Street	SW 107 Avenue	SW 117 Avenue	6L	Yes
SW 56 Street	SW 57 Avenue	SW 67 Avenue	4L	Yes
SW 56 Street	SW 87 Avenue	SW 97 Avenue	6L	Yes
SW 56 Street	SW 97 Avenue	SW 107 Avenue	6L	Yes
SW 56 Street	SW 127 Avenue	SW 137 Avenue	6L	Yes
SW 56 Street	SW 137 Avenue	SW 147 Avenue	6L	Yes
SW 117 Avenue	SW 40 Street	SW 72 Street	6L	Yes
SW 117 Avenue	SW 72 Street	SW 88 Street	6L	Yes
SW 117 Avenue	SW 88 Street	SW 104 Street	6L	Yes
SW 137 Avenue	SW 56 Street	SW 72 Street	6L	Yes
SW 184 Street	SW 87 Avenue	US 1	4L	No

Type I Projects – County Collector

The initial screening results for Type I projects on county collector roadways are presented in Table 5. The “Potential” column indicates the laneage after improvement. Table 5 presents roadway sections as they are segmented in the FDOT GIS shapefile. The continuity test was applied to select segments as described under “Type I Projects – County Arterial.”

Table 5. Type I Projects – County Collector Roadways

Road	From	To	Potential	Continuity
NW 138 Street (W 84 Street)	Palmetto Expressway	NW 87 Avenue	4L	No
NW 58 Street	NW 87 Avenue	NW 97 Avenue	6L	No
SW 42 Street	SW 137 Avenue	SW 147 Avenue	6L	No
SW 104 Street	SW 147 Avenue	SW 157 Avenue	6L	No
SW 117 Avenue	SW 152 Street	SW 184 Street	6L	Yes
SW 117 Avenue	Quail Roost Dr	US 1	4L	Yes
SW 136 Street	US 1	SW 97 Avenue	6L	No
SW 152 Street	SW 137 Avenue	SW 147 Avenue	6L	No

Type I Projects – State Roadways

The initial screening results for Type I projects on state roadways are presented in Table 6. The “Potential” column indicates the laneage after improvement. Table 6 presents roadway sections as they are segmented in the FDOT GIS shapefile. The continuity test was applied to select segments as described under “Type I Projects – County Arterial.”

Table 6. Type I Projects – State Roadways

Road	From	To	Potential	Continuity
SR 5/US1/Dixie Hwy	Monroe County Line	Card Sound Rd	4L	Yes
SR 7 / 7 Avenue SB	SR 7 NB	Park and Ride Entrance	4L	No
SR 9	SR 817 / 27 Avenue	Golden Glades Interchange	6L	No

Type II Projects – Missing Links

The initial screening results for Type II projects are presented in Table 7.

Table 7. Type II Projects – Missing Links

Road	From	To	Potential
SW 102 Avenue	Bridge over Cutler Drain		2L
SW 87 Avenue	SW 163 Terrace	SW 164 Street	2L
SW 77 Avenue	Two canal bridges: (1) between 159 Terrace & 160 Terrace; (2) between 173 Street & 174 Street		2L
SW 136 Street	Harrison Street	SW 112 Avenue	2L
SW 16 Street	Overpass across Palmetto Expressway (SW 71 Avenue to SW 82 Avenue)		2L
SW 47 Street/ SW 48 Street	Overpass across HEFT (SW 112 Avenue to SW 122 Avenue)		2L

In addition, a grid roadway network is in place outside of the urban development boundary (UDB) in the southwest part of the County. However, in the northwest part of the County, the grid network is mostly limited to within the UDB.

Type III Projects – County Arterial

The initial screening results for Type III projects on county arterial roadways are presented in Table 8. The “Potential” column indicates the laneage after improvement. Table 8 presents roadway sections as they are segmented in the FDOT GIS shapefile. The continuity test was applied to select segments as described under “Type I Projects – County Arterial.”

Table 8. Type III Projects – County Arterial Roadways

Road	From	To	Potential	Continuity
Hialeah Gardens Blvd	Okeechobee Road	NW 138 Street	6L	Yes
NW 106 Street	HEFT	NW 116 Way	6L	Yes
NW 199 Street (Honey Hill Dr)	NW 27 Avenue	NW 37 Avenue	6L	No
NW 17 Street	Weatherford Blvd	NW 72 Avenue	4L	No
SW 107 Avenue (Marlin Rd)	SW 186 Street	US 1	6L	No
SW 117 Avenue	SW 136 Street	SW 152 Street	6L	Yes

Type III Projects – County Collector

The initial screening results for Type III projects on county collector roadways are presented in Table 9. The “Potential” column indicates the laneage after improvement. Table 9 presents roadway sections as they are segmented in the FDOT GIS shapefile. The continuity test was applied to select segments as described under “Type I Projects – County Arterial.”

Table 9. Type III Projects – County Collector Roadways

Road	From	To	Potential	Continuity
NE 19 Avenue	NE 171 Street	NE 185 Street	6L	No
NW 116 Way	Okeechobee Road	NW 106 Street	6L	Yes
NW 170 Street	NW 77 Avenue	NW 87 Avenue	4L	No
NW 58 Street	NW 107 Avenue	NW 117 Avenue	6L	No
NW 25 Street	NW 107 Avenue	NW 117 Avenue	6L	No
SW 42 Street	SW 147 Avenue	SW 157 Avenue	6L	No
SW 88 Street	US 1	SW 57 Avenue	4L	No
SW 127 Avenue	NW 12 Street	SW 8 Street	6L	No
SW 147 Avenue	SW 152 Street	SW 184 Street	4L	No
N River Dr	NW 12 Avenue	NW 17 Avenue	4L	No

Type III Projects – State Roadways

The initial screening results for Type III projects on state roadways are presented in Table 10. The “Potential” column indicates the laneage after improvement. Table 10 presents roadway sections as they are segmented in the FDOT GIS shapefile. All three segments identified in Table 10 are located on expressways. This study did not consider expressways for improvements. Separate planning analysis is required to plan expressway widening projects. Therefore, continuity analysis was not performed for the segments listed in Table 10.

Table 10. Type III Projects – State Roadways

Road	From	To	Potential
SR 821 / HEFT	SW 288 Street	SW 112 Avenue	6L
SR 821 / HEFT	SW 112 Avenue	Caribbean Blvd	6L
SR 878 / Snapper Creek Expwy	SR 973 / SW 87 Avenue	SW 72 Avenue	6L

Broward County Connectivity

The objective of this analysis is to investigate the level of connectivity of section line roadways at the Broward County Line and determine the potential for future connections. Table 11 lists streets that match-up with each other between the two counties. Table 11 shows existing laneage, future laneage, and available right-of-way of roadways on either side of the county line.

Broward County has recently amended their Trafficways Plan to remove the SW 172nd Avenue connection into Miami-Dade County. Currently, there are no identified trafficways into Miami-Dade County from Broward County between U.S. 27 and I-75. East of I-75, the only potential connection appears to be NW 87th Avenue, which lines up with SW 148th Avenue in Broward County. However, right-of-way encroachment has occurred within the theoretical NW 87th Avenue right-of-way in Miami-Dade County south of the HEFT. In Broward County, SW 148th Avenue currently ends in a residential neighborhood. Furthermore, SW 148th Avenue is not identified on Broward County's Trafficways map. The jog in the alignment of the Snake Creek Canal (C-9 Canal) would further complicate plans to connect NW 87th Avenue and SW 148th Avenue.

As demonstrated in Table 11, there is no potential future connector between Miami-Dade and Broward County without modifications to residential land uses and theoretical rights-of-way.

Table 11. Comparison of Matching Roadways at Broward County Line (Except Expressways)

Miami-Dade Road Name	Broward Road Name	Existing Lanes		2030 Lanes		ROW		Notes	
		Dade ⁽¹⁾	Broward ⁽²⁾	Dade ⁽³⁾	Broward ⁽⁴⁾	Dade ⁽⁵⁾	Broward ⁽⁶⁾	Dade	Broward
US 1	US 1	6	6	6	6	120	120		
W Dixie Hwy	Dixie Hwy	2	4	2	4	55	54		
NE 2 Ave	SW 56 Ave	2	2	2	2	65	80		
NW 2 Ave (SR 7)	SW 60 Ave (SR 7)	6	4	6	6	100	120		
NW 17 Ave	SW 68 Ave	0	0	0	0	0	0	NW 17 Ave ends at Snake Creek Canal	SW 68 Ave does not connect to County Line Road
NW 27 Ave (SR 817)	University Dr (SR 817)	6	6	6	6	110	200		
NW 37 Ave (Douglas Rd)	SW 89 Ave (Douglas Rd)	4	4	4	4	70	110		
NW 47 Ave	Palm Ave	2	2	2	2	100	110		Palm Ave - 2 lanes existing up to Miramar Pkwy; 4 lanes north
NW 57 Ave	Red Road	6	6	6	6	120	200		
NW 67 Ave	Old Flamingo Road	6	2	6	4	110	110		Flamingo Road - 2 lanes existing up to HEFT
NW 77 Ave	SW 136 Ave	0	0	0	0	0	0	NW 77 Ave not an arterial north of Palmetto	SW 136 Ave ends north of HEFT
NW 87 Ave	SW 148 Ave	0	0	0	0	0	0	NW 87 Ave ends south of HEFT in Dade County	SW 148 Ave ends in a residential neighborhood
NW 97 Ave	SW 160 Ave	0	0	0	0	0	0	NW 97 Ave not planned to extend north of HEFT	SW 160 Ave ends in a residential neighborhood
NW 107 Ave	SW 172 Ave	unpaved	2	unpaved	4	0	80	NW 107 Ave does not extend to county line	Portion of SW 172 Ave recently removed from Trafficways Plan
NW 117 Ave	SW 184 Ave	unpaved	0	unpaved	0	0	0	NW 117 Ave not planned to extend north of HEFT	SW 184 Ave ends in a residential neighborhood
NW 127 Ave	SW 196 Ave	0	unpaved	0	unpaved		0	NW 127 Ave is industrial access	SW 196 Ave curves to the east & connects to Miramar Pkwy; to be widened to 4L
NW 137 Ave	SW 208 Ave	0	unpaved	0	unpaved	0		NW 137 Ave is blocked by Opa-Locka West Airport	
US 27	US 27	4	4	6	4	325	325		

Notes:

(1) Per FDOT Laneage Shapefile.

(2) Per Broward County Highway Functional Classifications

(3) Per Miami-Dade MPO 2030 LRTP, TIP, and FDOT Work Program.

(4) Per Broward County Year 2030 Cost Feasible Highway Plan

(5) Per Miami-Dade County GIS Database.

(6) Per Broward County Trafficways Map (March 24, 2005). The given ROW could be higher than the actual ROW available currently.

Conceptual Level Impact Analysis

The conceptual level impact analysis was performed for projects that satisfied the continuity criteria presented in the initial screening analysis. The purpose of the conceptual level impact analysis is to determine:

- Conceptual cost of implementing improvements
- Adjacent land use
- Environmental impacts

In addition, the conceptual level impact analysis was used to determine if projects should be removed from consideration based on the above parameters.

Conceptual cost was estimated based upon cost estimates provided in FDOT's "*2004 Transportation Costs*." In order to convert the 2004 construction costs to the current year, the cost estimates published in the FDOT publication were multiplied by a factor of 1.30.

Adjacent land use along identified roadway segments was determined from County land use maps and digital aerial photography.

Environmental impacts considered include wetlands, environmentally sensitive areas, and other reservations in the vicinity of improvements.

During the conceptual level impact analysis, adjacent roadway segments were combined into one project. Tables 12 through 14 present a summary of the impact analysis for Type I projects.

Table 15 presents a summary of the impact analysis for Type II projects. Table 16 presents a summary of the impact analysis for Type III projects. The only project that is likely to cause significant environmental impacts is U.S. 1 roadway widening from Monroe County Line to Card Sound Road. Appendix F presents a map of identified Type I, Type II, and Type III projects, for which conceptual level impact analysis was performed.

Based on the results of the conceptual level impact analysis, the U.S. 1 widening from the Monroe County Line to Card Sound Road was removed from further consideration due to significant environmental concerns.

Table 12. Conceptual Level Impact Analysis for Type I Projects – County Arterials

Road	From	To	Length (miles)	Project Cost (2006 \$)		Land Use	Environmental
				Segment	Total		
SW 24 Street	SW 87 Avenue	SW 97 Avenue	1.0	4,537,390	14,065,909	Residential (no direct access); Mixed use commercial	Not significant
	SW 97 Avenue	SW 107 Avenue	1.0	4,537,390		Residential (no direct access); Mixed use commercial	Not significant
	SW 107 Avenue	SW 117 Avenue	1.1	4,991,129		Residential; Parks	Not significant
SW 56 Street	SW 57 Avenue	SW 67 Avenue	1.0	4,013,620	4,013,620	Residential (with direct access)	Not significant
SW 56 Street	SW 87 Avenue	SW 97 Avenue	1.0	4,537,390	9,074,780	Residential (with direct access); Mixed use commercial; Institutional	Not significant
	SW 97 Avenue	SW 107 Avenue	1.0	4,537,390		Residential (with direct access); Mixed use commercial; Institutional	Not significant
SW 56 Street	SW 127 Avenue	SW 137 Avenue	1.0	4,537,390	9,074,780	Residential (mostly no direct access); Mixed use commercial	Not significant
	SW 137 Avenue	SW 147 Avenue	1.0	4,537,390		Residential (no direct access); Mixed use commercial	Not significant
SW 117 Avenue	SW 40 Street	SW 72 Street	2.2	9,982,258	19,510,777	Residential (with direct access); Water; Mixed use commercial	Not significant
	SW 72 Street	SW 88 Street	1.1	4,991,129		Residential (no direct access); Mixed use commercial; Institutional; Office	Not significant
	SW 88 Street	SW 104 Street	1.0	4,537,390		Residential (mostly no direct access); Mixed use commercial	Not significant
SW 137 Avenue	SW 56 Street	SW 72 Street	1.0	4,537,390	4,537,390	Residential (mostly no direct access); Mixed use commercial	Not significant
SW 184 Street	SW 87 Avenue	US 1	1.4	5,619,068	5,619,068	Residential (mostly no direct access); Mixed use commercial	Not significant

Table 13. Conceptual Level Impact Analysis for Type I Projects – County Collectors

Road	From	To	Length (miles)	Project Cost (2006 \$)		Land Use	Environmental
				Segment	Total		
SW 117 Avenue	SW 152 Street	SW 184 Street	2.1	9,528,519	15,147,587	Residential (with direct access); Vacant/Institutional; Industrial	Not significant
	Quail Roost Drive	US 1	1.4	5,619,068		Residential (with direct access); Recreational; Mixed use commercial;	Not significant

Table 14. Conceptual Level Impact Analysis for Type I Projects – State Roadways

Road	From	To	Length (miles)	Project Cost (2006 \$)		Land Use	Environmental
				Segment	Total		
US 1	Monroe County Line	Card Sound Road	13.9	55,789,318	55,789,318	Vacant Land (Protected & Unprotected)	Significant

Table 15. Conceptual Level Impact Analysis for Type II Projects – Missing Links

Road	From	To	Length (miles)	Project Cost (2006 \$)	Land Use	Environmental
SW 102 Avenue	Bridge over Cutler Drain		0.1	3,088,800	Residential (no direct access); Institutional; Vacant	Not significant
SW 87 Avenue	SW 163 Terrace	SW 164 Street	0.1	3,088,800	Residential (no direct access)	Not significant
SW 77 Avenue	Two canal bridges: (1) between 159 Terrace & 160 Terrace; (2) between 173 Street & 174 Street		0.2	6,177,600	Residential (direct access); Parks	Not significant
SW 136 Street	Harrison Street	SW 112 Avenue	0.1	3,088,800	Residential (direct access)	Not significant
SW 16 Street	Overpass across Palmetto Expressway from SW 71 Avenue to SW 82 Avenue		1.0	TBD	Roadways, Canal, Residential (direct access)	Not significant
SW 47/48 Street	Overpass across HEFT from SW 112 Avenue to SW 122 Avenue		1.0	TBD	Roadways, Canal, Residential (direct access)	Not significant

Table 16. Conceptual Level Impact Analysis for Type III Projects – Arterial Roadways

Road	From	To	Length (miles)	Project Cost (2006 \$)	Land Use	Environmental
Hialeah Gardens Blvd	Okeechobee Road	NW 138 Street	1.4	6,352,346	Agricultural; Residential (no direct access); Vacant Land (Unprotected & Government owned); Mixed use commercial	Not significant
NW 106 Street	HEFT	NW 116 Way	1.1	4,991,129	Vacant Land (Unprotected); Industrial; Communication, Utilities, Terminals, Plants	Not significant
SW 117 Avenue	SW 136 Street	SW 152 Street	1.0	4,537,390	Residential (no direct access); Cemetery; Institutional; Mixed use commercial	Not significant

Table 17. Conceptual Level Impact Analysis for Type III Projects – Collector Roadways

Road	From	To	Length (miles)	Project Cost (2006 \$)	Land Use	Environmental
NW 116 Way	Okeechobee Road	NW 106 Street	1.1	4,991,129	Vacant Land (Unprotected); Industrial; Institutional	Not significant

Recommendations

Based on the results of the project screening and input from the Study Advisory Committee (SAC), a list of recommendations for improving the efficiency of the arterial grid system was developed. These recommendations can be broadly categorized into two groups:

- Project recommendations include capacity modifications to existing roadways and constructing “missing links” to enhance continuity.
- Policy recommendations include the development of policies related to capacity needs along the arterial grid roadway network.

Project Recommendations

The Priority III, Priority IV, and Priority IV Unfunded projects in the 2030 LRTP were reviewed to determine if the projects listed in Tables 12-17 are identified in the LRTP. Table 18 presents the projects that are identified in the LRTP and a summary of the findings is presented below:

- SW 24th Street improvement (4 to 6 lanes) from SW 87th Avenue to SW 107th Avenue is identified as a Priority III project.
- SW 24th Street improvement (4 to 6 lanes) from SW 107th Avenue to SW 117th Avenue is identified as a Priority IV project.
- SW 16th Street overpass across Palmetto Expressway is identified as a Priority IV project.
- SW 47th/48th Street overpass across HEFT is identified as a Priority IV project.

Table 18. Potential Projects Identified in LRTP

Road	From	To	Potential	LRTP Priority
SW 24 Street	SW 87 Avenue	SW 107 Avenue	6L	Priority III
SW 24 Street	SW 107 Avenue	SW 117 Avenue	6L	Priority IV
SW 16 Street	SW 71 Avenue	SW 82 Avenue	Overpass across Palmetto Expwy	Priority IV
SW 47/48 Street	SW 112 Avenue	SW 122 Avenue	Overpass across HEFT	Priority IV

During the next update of the LRTP, these projects should be examined for the possibility of moving them up in the funding phases, based on their projected mobility benefits to the arterial grid network as established in this study.

A summary of potential capacity improvements identified in this study that are not identified in the LRTP is presented in Table 19. The capacity projects (Type I and Type III) are a minimum of one mile in length and are recommended to relieve congestion of the subject roadways or of the adjacent / parallel facilities. The “missing links” projects (Type II) include new roadway connections and bridges that would provide alternative travel routes to relieve congestion of the adjacent / parallel facilities.

Table 19. Arterial Grid Analysis Study – Recommended Capacity Projects

Road	From	To	Potential
SW 56 Street	SW 57 Avenue	SW 67 Avenue	4L
SW 56 Street	SW 87 Avenue	SW 107 Avenue	6L
SW 56 Street	SW 127 Avenue	SW 147 Avenue	6L
SW 117 Avenue	SW 40 Street	SW 104 Street	6L
SW 117 Avenue	SW 136 Street	SW 184 Street	6L
SW 117 Avenue	Quail Roost Dr	US 1	4L
SW 137 Avenue	SW 56 Street	SW 72 Street	6L
NW 106 Street	HEFT	NW 116 Way	6L
NW 116 Way	NW 106 Street	US 27	6L
Hialeah Gardens Blvd	US 27	NW 138 Street	6L
SW 136 Street	Harrison Street	SW 112 Avenue	Bridge
SW 102 Avenue	Over Cutler Drain		Bridge
SW 87 Avenue	SW 163 Terrace	SW 164 Street	Bridge
SW 77 Avenue	SW 159 Terrace	SW 160 Terrace	Bridge
SW 77 Avenue	SW 173 Street	SW 174 Street	Bridge

Policy Recommendations

The need for policy changes with regard to maintaining and improving the grid roadway network is identified due to the following reasons:

- In comparison to the existing conditions, the future (2015) conditions analysis indicates a five percent increase in the number of segments that are expected to operate at LOS F, even when accounting for planned roadway expansions. Therefore, the planned capacity improvements to the arterial roadway system over the next 10 years do not appear to fully address the anticipated rate of traffic growth on the arterial roadway system.

- At several locations, developments have encroached the right-of-way of section line and half-section line roadways. As described in the Broward County Connectivity section of the report, such right-of-way encroachment makes roadway connectivity improvements extremely difficult.
- The available right-of-way on many roadways appears to be insufficient for future improvements. In addition, right-of-way requirements of current roadway design standards are greater in comparison to the requirements of design standards in the past.
- Identified roadway improvements may offer congestion relief in certain areas of the County. However, policy recommendations offer the chance to make a broader countywide impact.

To meet challenges presented by rapid urbanization and stringent roadway design standards, the following policy recommendations are made:

- Maintain both section line and half-section line right-of-way along existing roadways and theoretical roadways.
 - Public right-of-way along section line and half-section line roadways should not be vacated unless the landowner is required to construct a roadway to serve as a continuous section line or half-section line roadway. Measures should be taken to prevent encroachment of roadway right-of-way by developers and landowners.
- In light of stringent roadway design standards, the County should adopt the following minimum right-of-way standards to provide 4- or 6-lane roadway capacity while allowing adequate space for other transportation mobility features such as bike lanes, sidewalks, and bus stops.
 - Maintain at least 130 feet of ROW along section lines in rural and suburban areas. This ROW is based upon the FDOT typical section for a 6-lane divided arterial with bike lanes and a design speed of 45 mph or less.
 - Maintain at least 86 feet of ROW along section lines in urban centers where the roadway is not planned to have more than four through lanes. This ROW is based upon Miami-Dade County Standard Road Detail R.4.5 for 4-lane divided arterials.
 - Maintain at least 80 feet of ROW along half-section lines. This ROW is based upon Miami-Dade County Standard Road Detail R.4.4 for 4-lane divided arterials and collectors.

- Right-of-way standards identified above should be applied both within and outside of the existing urban development boundary (UDB).
- Improve connectivity and capacity of collector roadways to relieve failing parallel arterials.
- Encourage mixed-use nodes supported by a grid roadway system to relieve arterials from their commercial accessibility function. Mixed-use nodes should be encouraged for new development and for urban infill re-development.



Summary and Conclusion

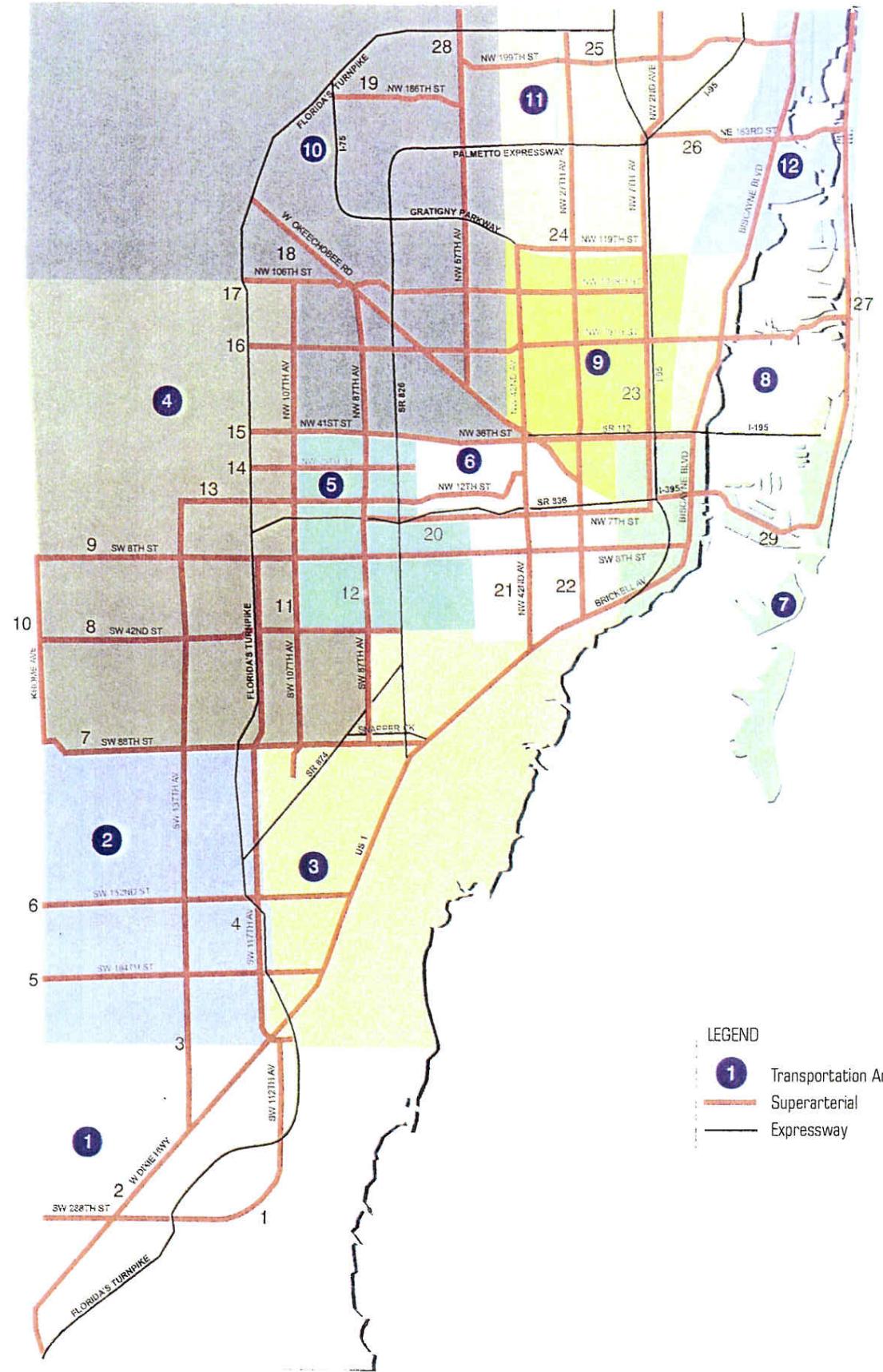
This study evaluated existing and future (2015) arterial grid operations in Miami-Dade County to identify deficiencies and ways to increase the efficiency and capacity of the grid system, principally along section line and half-section line roadways. This study focused on identifying both capacity improvements and policy recommendations to relieve congestion in the long-term, rather than stop-gap improvements that may slightly improve traffic flow in one corridor while potentially “shifting” the problem to a different corridor.

The analysis indicates that the programmed improvements within the next 10 years are insufficient to address the projected congestion increase on the arterial grid roadway system. By 2015, approximately 41 percent of the roadway segments on the arterial grid are expected to operate at LOS F, which is a five percent increase in comparison to the existing conditions. The majority of the congested roadways are located in the central and western parts of the county in areas that have been developed with lower densities than the urban core. Despite higher densities in the urban core area, the well-defined grid roadway system is able to support these densities. Areas of the County that were developed with lower densities (e.g. most of the western developed areas of Miami-Dade County) often exhibit worse traffic congestion levels because of critical gaps in the grid roadway network and the concentration of commercial land use almost exclusively along arterial roadways.

Opportunities for capacity improvements are limited due to inadequate right-of-way for widening in the majority of the congested roadway segments, encroachment of the roadway right-of-way, and stringent roadway design standards. This report identifies several roadway segments for capacity improvements and new connections to improve the efficiency of the grid system. The majority of the recommended capacity improvements are located along SW 24th Street, SW 56th Street, and SW 117th Avenue. In addition to the capacity improvements, policy recommendations are made to support and develop continued efforts to increase the efficiency of the arterial grid system. These policy recommendations include maintaining at least 80 feet of right-of-way along half-section line roads and 130 feet along section line roads; improving capacity and connectivity of collector roads; and encouraging mixed-use development around nodes supported by a connected grid roadway system to relieve arterials from their commercial accessibility function.

Appendix A

Review of Previous Work – *Superarterial Network Study*



PREPARED FOR:
MIAMI-DADE COUNTY
METROPOLITAN PLANNING ORGANIZATION

BY:
PARSONS BRINCKERHOFF QUADE & DOUGLAS

SUPERARTERIAL NETWORK STUDY TRANSPORTATION AREAS

Figure 4.2

Table 6.2
SW 137th Avenue (From SW 88th Street to NW 10th Street)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problem	Recommended Actions
1.	SW 137th Avenue @ Kendall Drive	• Insufficient capacity for southbound to westbound RT during the PM peak period	• Signs on SW 137th Ave. encouraging the use of SW 84th St. and SW 142nd Ave. as an alternate route, and access to the shopping center through SW 84th St. (1)		• Same as corrective strategy/technique
		• Crossing of two major arterials	• Grade Separation (Urban interchange) with Kendall Drive over SW 137 th Avenue (2)	• Right-of-way, costs, social and economic impacts	• Coordinate with Major Improvement Study
		• Insufficient capacity on SW 137 th Avenue during the peak periods	• Provide new lanes on SW 137 th Avenue from Kendall Drive to Bird Road (3)	• Right-of-way	• Same as corrective strategy/technique
		• Drainage problems on SW 137th Avenue north of Kendall Dr.	• Provide adequate drainage (4)		
2.	SW 137th Avenue @ Miller Drive	• Insufficient capacity on Miller Drive causing delays on 137th Ave. during peak hours.	• Provide additional through lanes on Miller Drive (5)	• Right-of-way	• Detailed analysis based on actual traffic counts needs to be performed.
		• Drainage problems on SW 137th Ave.	• Provide adequate drainage (6)		• Same as corrective strategy/technique

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Table 6.2 (Continued)
SW 137th Avenue (From SW 88th Street to NW 10th Street)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problem	Recommended Actions
3.	SW 137th Avenue @ Miller Drive	• Insufficient capacity southbound to eastbound LT during the PM peak period	• Increase length of storage bay (7)		• Detailed geometry analysis needs to be performed.
4.	SW 137th Avenue @ Bird Road	• Delays due to crossing of two major arterials with heavy flow during the peak periods	• Increase number of through lanes on Bird Road (8)	• Right-of-way • Environmental problems due to the canal on the south side of Bird Road	• Detailed geometry, traffic counts, and signal timing and phasing analyses need to be performed.
		• Friction due to numerous access points north of Bird Road on southbound SW 137th Ave.	• Driveway consolidation (parking lots are already connected) (9)	• Opposition from business owners	• Same as corrective strategy/technique
5.	SW 137th Avenue between Coral and SW 8th Street	• Drainage problems	• Provide adequate drainage (10)		• Same as corrective strategy/technique
6.	SW 137th Avenue @ SW 8th Street	• Delays on SW 137th Ave. due to heavy volumes on SW 8th St. Heavy northbound to eastbound and westbound to southbound delays during the AM and PM peak periods, respectively	• Widen 8th Street west of SW 127th Avenue (11) • Increase length of storage bay for westbound to southbound left turn (12) • Connect SW 6th Street to SW 137th Avenue to provide alternate route to SW 8th Street (13)	• Community opposition	• Same as corrective strategy/technique

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations
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Table 6.2 (Continued)
SW 137th Avenue (From SW 88th Street to NW 10th Street)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problem	Recommended Actions
7.	SW 137th Avenue @ 8th Street		<ul style="list-style-type: none"> Grade separation (14) (Interim improvement : provide overlap phasing for the north-south movements) 	<ul style="list-style-type: none"> Right-of-way Opposition from business owners 	
		<ul style="list-style-type: none"> High percentage of trucks and school buses. Bridge is not wide enough to accommodate heavy vehicles 	<ul style="list-style-type: none"> Widen bridge on SW 137th Avenue north of SW 8th Street (15) 	<ul style="list-style-type: none"> Environmental problems 	<ul style="list-style-type: none"> Detailed geometry analysis needs to be performed
		<ul style="list-style-type: none"> Insufficient capacity on SW 137th Avenue during peak periods 	<ul style="list-style-type: none"> Provide additional lanes on SW 137th Avenue from Coral Way to SW 8th Street (16) 	<ul style="list-style-type: none"> Right-of-way 	<ul style="list-style-type: none"> Detailed analysis needs to be performed
		<ul style="list-style-type: none"> Delays due to toll plaza on Turnpike's ramp 	<ul style="list-style-type: none"> Improve toll collection through the installation of AVI (Automatic Vehicle Identification) (17) 		<ul style="list-style-type: none"> Coordinate with the Turnpike authorities

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Table 6.3
SW 117th Avenue (From SW 88th Street to SW 8th Street)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problem	Recommended Actions
1.	SW 117 th Ave. @ Kendall	<ul style="list-style-type: none"> Delays due to crossings of two major arterials 	<ul style="list-style-type: none"> Improvements to Kendall Drive to be coordinated with the proposed Major Improvement Study (18) 		<ul style="list-style-type: none"> Same as corrective strategy/technique
2.	SW 117 th Avenue @ 7700 Block	<ul style="list-style-type: none"> Traffic signals spaced too close together. 	<ul style="list-style-type: none"> Signal timing coordination (19) 		<ul style="list-style-type: none"> Same as corrective strategy/technique
3.	SW 117 th Avenue @ Sunset Drive	<ul style="list-style-type: none"> Insufficient capacity on Sunset Drive causing delays on 117th Ave. during peak hours. 	<ul style="list-style-type: none"> Provide additional through lanes on Sunset Drive (20) 	<ul style="list-style-type: none"> Right-of-way, costs, and community impacts. 	<ul style="list-style-type: none"> Detailed analysis based on actual traffic counts and available right-of-way needs to be performed.
4.	SW 117 th Avenue @ Miller Drive	<ul style="list-style-type: none"> Insufficient capacity on Miller Drive 	<ul style="list-style-type: none"> Provide additional lanes on Miller Drive (21) 	<ul style="list-style-type: none"> Right-of-way, costs, and community impacts. 	<ul style="list-style-type: none"> Detailed analysis based on actual traffic counts and available right-of-way needs to be performed.

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Table 6.3 (Continued)
SW 117th Avenue (From SW 88th Street to SW 8th Street)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problem	Recommended Actions
5.	SW 117 th Avenue from Turnpike northbound off-ramp to SW 8 th Street	<ul style="list-style-type: none"> • Delays due to exiting traffic from Turnpike northbound-off ramp • Delays due to friction caused by improper lane usage indicator signs • Delays due to crossing of two major arterials at Bird Road with heavy flow during the peak periods. • Delays due to Turnpike northbound on-ramp and mainline Toll Plaza • Insufficient capacity on SW 117th Avenue 	<ul style="list-style-type: none"> • Relocate ramp further south (22) • Improve signage on SW 117th Avenue south of SW 40th Street (23) • Widen Bird Road west of SW 117th Avenue (24) • Incorporate Turnpike improvements • Provide Automatic Vehicle Identification on future ramps (26) • Provide additional lanes on SW 117th Avenue (27) 	<ul style="list-style-type: none"> • Cost • Environmental problems • Community opposition <ul style="list-style-type: none"> • Right-of-way • Environmental problems due to the canal on the south side of Bird Road • Costs • Community impacts <ul style="list-style-type: none"> • Community opposition • Turnpike opposition due to potential loss of revenue 	<ul style="list-style-type: none"> • Detailed analysis to quantify number of vehicles bypassing Toll Plaza • Coordinate with proposed improvements at Toll Plaza

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Table 6.4
NW/SW 107th Avenue (From SW 88th Street to NW 41st Street)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problem	Recommended Actions
1.	SW 107 th Avenue @ Sunset Drive	<ul style="list-style-type: none"> Insufficient capacity on Sunset Drive east and west of SW 107th Avenue 	<ul style="list-style-type: none"> Provide exclusive right turn lanes eastbound and westbound (28) 	<ul style="list-style-type: none"> Eastbound right turn lane maybe accommodated by moving existing bus stop further west Westbound right turn would require right-of-way acquisition 	<ul style="list-style-type: none"> Detailed analysis based on actual traffic counts needs to be performed Coordination with MDTA for bus stop relocation
2.	SW 107 th Avenue @ Miller Drive	<ul style="list-style-type: none"> Moderate delay on Miller Drive east and west of SW 107th Avenue 	<ul style="list-style-type: none"> Provide exclusive eastbound to southbound and westbound to northbound right turn lanes (29) 	<ul style="list-style-type: none"> Additional right-of-way may be required 	<ul style="list-style-type: none"> Detailed analysis based on actual traffic counts needs to be performed
3.	SW 107 th Avenue @ Bird Road	<ul style="list-style-type: none"> Delay due to crossing of two major arterials with heavy flow during peak periods 	<ul style="list-style-type: none"> Provide grade separation (30) 	<ul style="list-style-type: none"> Right-of-way Opposition from business owners 	<ul style="list-style-type: none"> Detailed geometry analysis needs to be performed
4.	SW 107 th Avenue @ Coral Way	<ul style="list-style-type: none"> Heavy Eastbound to northbound left turn movement in the morning peak period 	<ul style="list-style-type: none"> Additional storage capacity for the left turn movement (31) 		<ul style="list-style-type: none"> Detailed analysis based on current counts and signal timings needs to be performed
5.	SW 107 th Avenue between SW 8 th Street and Flagler Street	<ul style="list-style-type: none"> Conflicting Turning Movements 	<ul style="list-style-type: none"> Prohibit left turns except at Flagler, 8th St., and 4th Street during peak hours (32) 		<ul style="list-style-type: none"> Detailed traffic and geometry analysis needs to be performed.

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Table 6.4 (Continued)
NW/SW 107th Avenue (From SW 88th Street to NW 41st Street)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problem	Recommended Actions
7.	NW 107 th Avenue between Flagler Street and SR 836	<ul style="list-style-type: none"> • Insufficient capacity • Conflicting turning movements 	<ul style="list-style-type: none"> • Add new lanes on SW 107th Avenue (42) • Improve intersection at NW 7th Street and NW 107th Avenue to accommodate rerouted traffic (increase storage length, improve signal timing) (43) • Provide dual lefts from freeway eastbound off-ramp (44) 	<ul style="list-style-type: none"> • Coordination with proposed PD&E study. 	<ul style="list-style-type: none"> • Detailed traffic and right-of-way analyses need to be performed
8.	NW 107 th Avenue between SR 836 and NW 25 th Street	<ul style="list-style-type: none"> • Insufficient capacity • Truck percentage for the area is 15% 	<ul style="list-style-type: none"> • Add new lanes on NW 107th Avenue (45) • Prohibit trucks during peak hours (46) 	<ul style="list-style-type: none"> • Right-of-way • Opposition from business owners and truck operators. 	<ul style="list-style-type: none"> • Coordinate with Beacon TradePost Center being developed in the area.
9.	NW 107 th Avenue from NW 25 th Street to NW 41 st Street	<ul style="list-style-type: none"> • Insufficient capacity 	<ul style="list-style-type: none"> • Increase number of lanes on NW 107th Avenue (47) 	<ul style="list-style-type: none"> • Right-of-way would need to be acquired 	<ul style="list-style-type: none"> • Coordinate with Public Works in order to obtain necessary right-of-way from future developments.
10	NW 107 th Avenue @ NW 41 st Street	<ul style="list-style-type: none"> • Crossing of two major arterials 	<ul style="list-style-type: none"> • Provide grade separation (48) 	<ul style="list-style-type: none"> • Right-of-way • Cost • Community impacts 	<ul style="list-style-type: none"> • Detailed geometry analysis needs to be performed
11	NW 107 th Avenue north of NW 41 st Street	<ul style="list-style-type: none"> • Lack of continuity 	<ul style="list-style-type: none"> • Provide connectivity to NW 103rd Street (49) • Use design criteria for Superarterial on new segments (50) 	<ul style="list-style-type: none"> • Right of way would need to be acquired to add new segments 	<ul style="list-style-type: none"> • Coordinate with Public Works in order to obtain necessary right-of-way from future developments. • Detailed study needs to be conducted to measure impacts to surrounding roadways

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations.

Table 6.5

**SW 40th Street (Bird Road) (From SW 87th Avenue to SW 157th Avenue)
Recommended Strategies for Traffic Flow Improvements**

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problem	Recommended Actions
1.	SW 40th from SW 87 th Avenue to SW 102 nd Avenue	<ul style="list-style-type: none"> • Delays due to crossing of SW 40th Street by SW 87th Avenue 	<ul style="list-style-type: none"> • Provide alternate route to SR 826 (51) • Provide continuity on crossing arterials every 1/2 mile (52) • Provide adequate capacity on crossing arterials to offer alternate routes to SR 826 (34) 	<ul style="list-style-type: none"> • Community opposition 	<ul style="list-style-type: none"> • Studies are needed to evaluate which arterials can be extended north of Bird Road and prioritize their construction
2.	SW 40 th Street @ SW 107 th Avenue	<ul style="list-style-type: none"> • Delay due to crossing of two major arterials with heavy flow during the peak periods 	<ul style="list-style-type: none"> • Provide grade separation (30) 	<ul style="list-style-type: none"> • Right of way • Opposition from business owners • Cost 	<ul style="list-style-type: none"> • Detailed geometry and constructability analyses need to be performed, and impacts need to be evaluated
3.	SW 40th from SW 117th Avenue to SW 147th Avenue	<ul style="list-style-type: none"> • Insufficient capacity 	<ul style="list-style-type: none"> • Widen Bird Road from SW 147th Avenue to SW 117th Avenue (54) 	<ul style="list-style-type: none"> • Right-of-way and environmental problems 	<ul style="list-style-type: none"> • Same as corrective strategy/technique

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Table 6.6
SW 8th Street (From SW 107th Avenue to SW 177th Avenue)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problems	Recommended Actions
1.	SW 8th Street @ SW 107th Avenue	<ul style="list-style-type: none"> Delays due to crossing of two major arterials with heavy flow during peak periods 	<ul style="list-style-type: none"> Widen SW 107th Avenue north of SW 8th Street (35) Widen bridge over Tamiami Canal (36) 	<ul style="list-style-type: none"> Right-of-way Community opposition 	
2.	SW 8th Street from Turnpike to SW 137th Avenue	<ul style="list-style-type: none"> Access to shopping centers 	<ul style="list-style-type: none"> Consolidate access to shopping centers (55) 	<ul style="list-style-type: none"> Community and business opposition 	<ul style="list-style-type: none"> Detailed study is recommended to measure the impacts of access management. Coordinate with business owners and show potential benefit to traffic circulation and safety
		<ul style="list-style-type: none"> Insufficient storage for access to Florida Turnpike 	<ul style="list-style-type: none"> Reduce queue by increasing number of tollbooths and/or provide AVI at tollbooths (56) 		<ul style="list-style-type: none"> Coordinate with the Turnpike on AVI implementation
		<ul style="list-style-type: none"> Inadequate capacity for westbound vehicles making a left turn at SW 122nd Avenue during the PM peak period 	<ul style="list-style-type: none"> Increase length of westbound to southbound left turn storage bay (57) 		<ul style="list-style-type: none"> Same as corrective action

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Table 6.6 (Continued)
SW 8th Street (From SW 107th Avenue to SW 177th Avenue)
Recommended Strategies for Traffic Flow Improvements

	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problems	Recommended Actions
3.	SW 8th Street @ SW 127th Avenue	<ul style="list-style-type: none"> Conflicts due to absence of drop warning signs 	<ul style="list-style-type: none"> Provide sign on SW 8th Street westbound indicating right lane drop at the intersection (58) 		<ul style="list-style-type: none"> Same as Corrective strategy/technique
4.	SW 8th Street @ SW 132nd Avenue	<ul style="list-style-type: none"> Delays on cross streets due to heavy volume on SW 8th Street 	<ul style="list-style-type: none"> Provide enforcement to prevent traffic from blocking intersections along SW 8th Street (59) 		
		<ul style="list-style-type: none"> Inadequate capacity for traffic wanting to access two major schools on SW 6th Street between SW 129th and SW 127th Avenue during the AM peak period 	<ul style="list-style-type: none"> Widen bridge at SW 132nd Avenue north of SW 8th Street (60) Connect SW 6th Street to SW 137th Avenue to provide additional access to schools and residences (13) 	<ul style="list-style-type: none"> Implementation Cost Opposition from residential community 	<ul style="list-style-type: none"> Detailed studies are recommended to measure environmental and social impacts, as well as traffic improvements
		<ul style="list-style-type: none"> Inadequate capacity for northbound to eastbound right turn lane during the AM peak period 	<ul style="list-style-type: none"> Relocate bus stop from near SW 8th Street to mid-block on SW 132nd Avenue (61) Extend E/W LT bays (62) 		<ul style="list-style-type: none"> Same as corrective action

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Table 6.6 (Continued)
SW 8th Street (From SW 107th Avenue to SW 177th Avenue)
Recommended Strategies for Traffic Flow Improvements

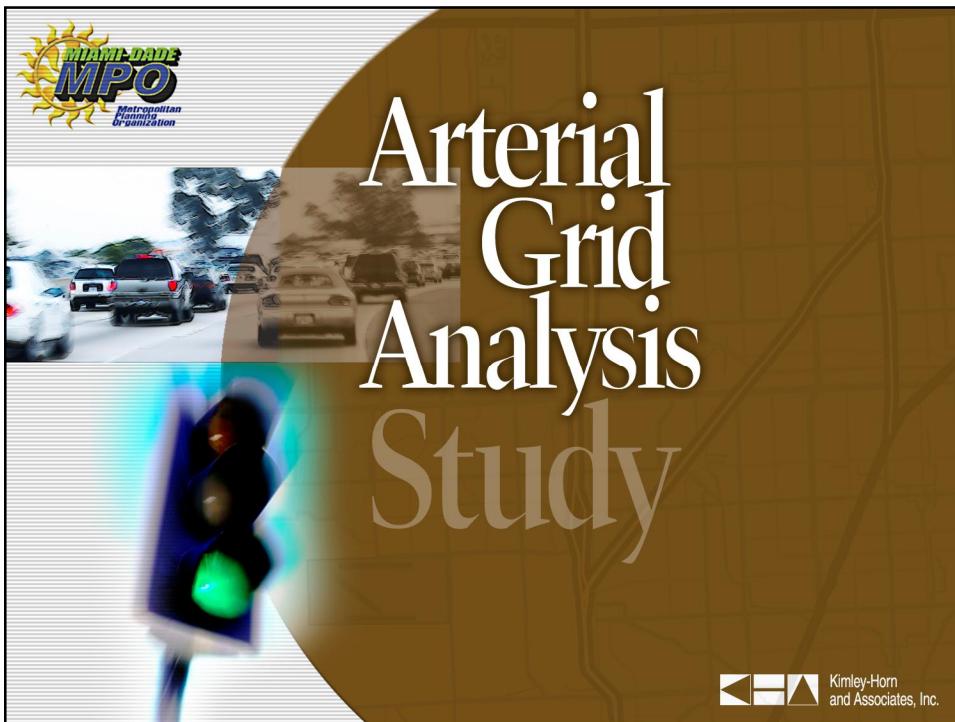
	Problem Location	Transportation Deficiency	Corrective Strategy/Technique	Potential Implementation Problems	Recommended Actions
4.	SW 8th Street at SW 137th Avenue	• Delays on cross street due to heavy volumes on SW 8th Street. Heavy northbound to eastbound and westbound to southbound delays during the AM and PM peak periods, respectively	<ul style="list-style-type: none"> • Widen 8th Street west of SW 127th Avenue (11) • Increase storage of westbound to southbound left turn (12) • Connect SW 6th Street to SW 137th Avenue (13) • Access management • Grade separation (14) (<u>interim improvement:</u> provide overlap phasing for the NB to westbound movement) 	<ul style="list-style-type: none"> • Community opposition • Opposition from business owners 	<ul style="list-style-type: none"> • Same as corrective action
		• High percentage of trucks and school buses. Bridge is not wide enough to accommodate heavy vehicles.	<ul style="list-style-type: none"> • Widen bridge on SW 137th Avenue (15) 	<ul style="list-style-type: none"> • Environmental problems 	<ul style="list-style-type: none"> • Detailed geometry analysis needs to be performed
		• Delays due to Toll Plaza	<ul style="list-style-type: none"> • Improve toll collection through the installation on AVI (Automatic Vehicle Identification) (63) 		

Note: These recommendations were based on field observations only. Detailed analyses are required before final recommendations

Appendix B

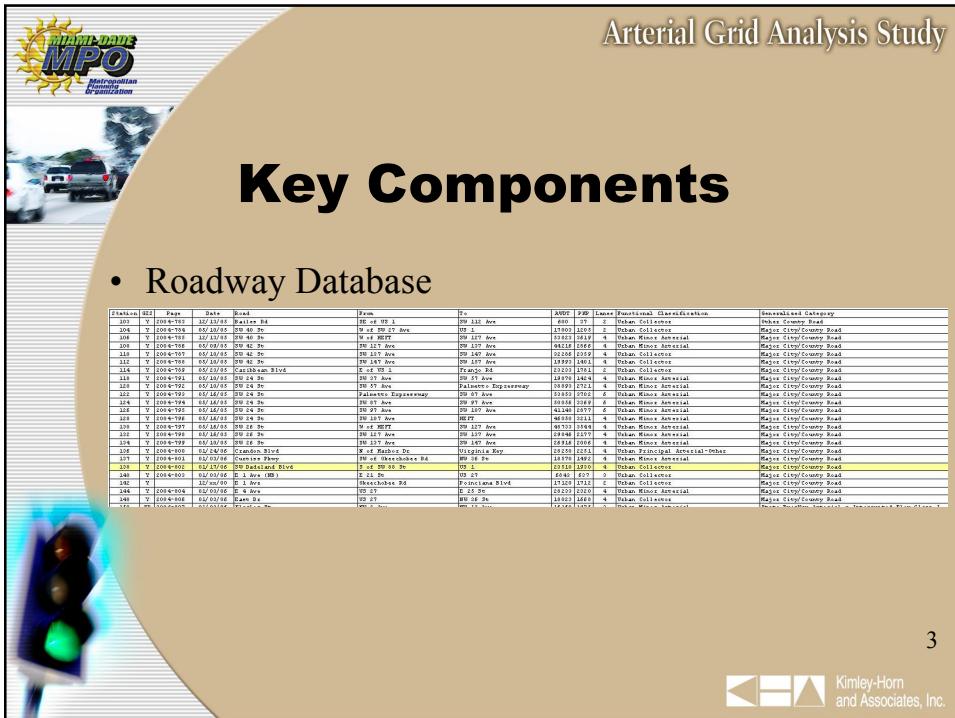
Study Advisory Committee (SAC) Meeting Presentations

Transportation Planning Council (TPC) Presentation

This slide is a continuation of the previous one, sharing the same header and footer elements. It features the Miami-Dade MPO logo in the top left and a faint background image of a traffic light and a road. The title "Arterial Grid Analysis Study" is at the top right. The main content is titled "Study Purpose" in large, bold, black font. Below it is a bulleted list of study objectives:

- To study arterial grid operations in Miami-Dade County
 - Historical Development of Grid System
 - Existing Conditions
 - Future Conditions
- To evaluate ways to increase the efficiency and capacity of the network

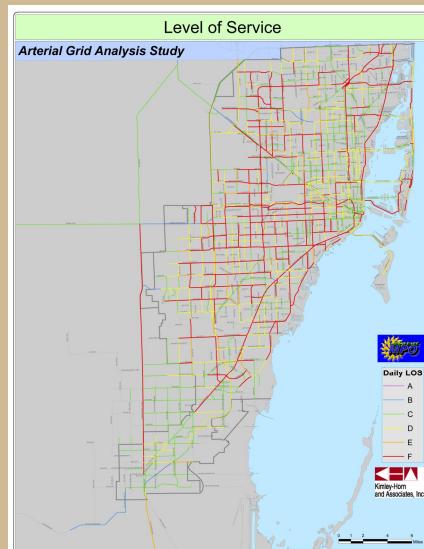
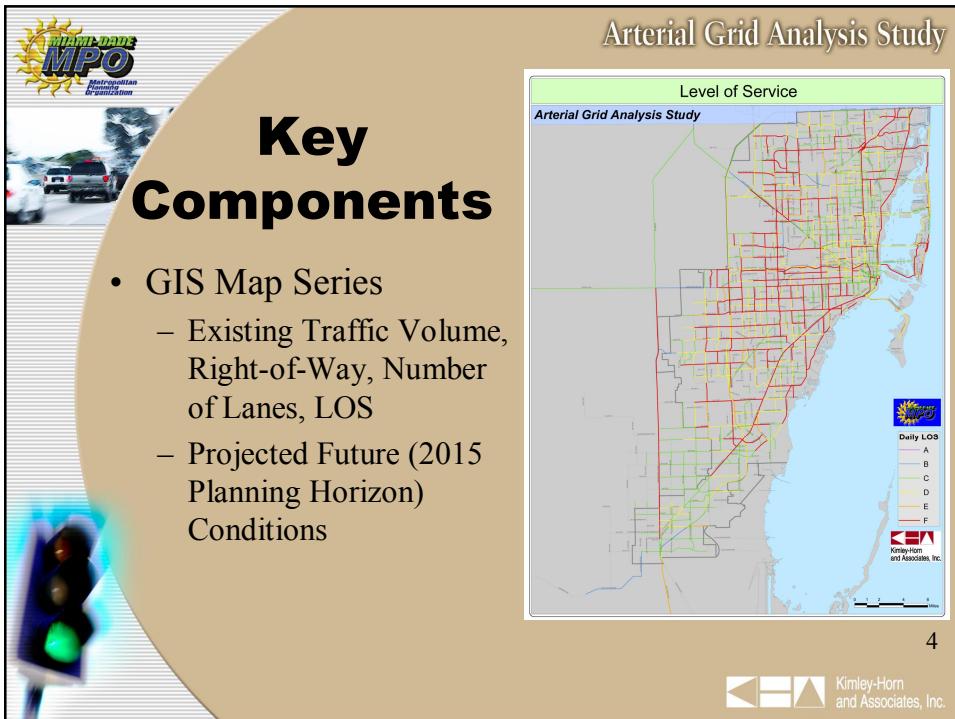
The slide number "2" is located in the bottom right corner of the slide area.



Key Components

- Roadway Database

3



4



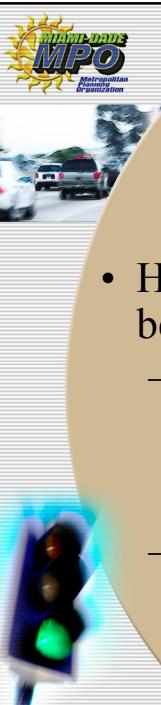


Key Findings

- Historical development of grid system
 - Based on land planning and surveying principles utilized in 1800s and early 1900s
 - Section line and half-section line roads
- Grid roadway systems
 - Connectivity and accessibility

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Key Findings

- Hierarchical system of roadways favored between 1960 and 1990's
 - Concentrates traffic onto fewer roadways by reducing connectivity of non-arterials
 - Local streets are often dead-end or cul-de-sacs
 - Collectors usually lead to only one arterial
 - Modern areas of the County including many western suburban residential areas developed in this manner

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Arterial Grid Analysis Study

Hierarchical and Connected Road Systems (Kulash, Anglin and Marks, 1990)

7

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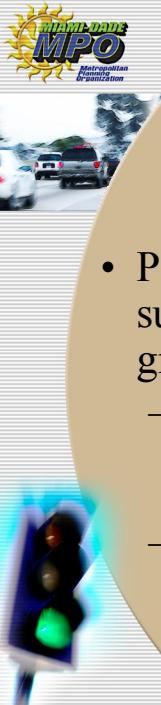
Arterial Grid Analysis Study

Key Findings

- Grid vs. Hierarchical – The Paradox
 - Well-defined grid roadway system in urban core areas is able to handle **higher** density with less congestion
 - Modern areas of the County developed with **lower** density tend to exhibit worse traffic congestion
 - Lack of a well-defined grid roadway system
 - Concentration of commercial land use along arterial roadways

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Key Findings

- Planned capacity improvements are not sufficient to keep pace with expected traffic growth
 - Future (2015) analysis indicates a 5 percent growth in LOS F roadway segments, even after accounting for LRTP Priority I and II projects
 - “We can’t build our way out of congestion”

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Key Findings

- Functional classification analysis
 - Arterials
 - 48 percent of arterials operate at LOS F
 - Collectors
 - 19 percent of collectors operate at LOS F
- Connectivity improvements to collector roadways may help relieve adjacent failing arterials

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Recommendations

- Project recommendations include capacity modifications to existing roadways and constructing missing links to enhance connectivity
 - Screening process
 - LOS E or F
 - “Available” right-of-way to expand within roadway design standards

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Project Recommendations

Table ES-1. Potential Arterial Grid Projects Identified in LRTP Priority III or IV

Road	From	To	Potential	Project Type	LRTP Priority
SW 24 Street	SW 87 Avenue	SW 107 Avenue	6L	Type I	Priority III
SW 24 Street	SW 107 Avenue	SW 117 Avenue	6L	Type I	Priority IV
SW 16 Street	SW 71 Avenue	SW 82 Avenue	Overpass across Palmetto Expwy	Type II	Priority IV
SW 47/48 Street	SW 112 Avenue	SW 122 Avenue	Overpass across HEFT	Type II	Priority IV

Table ES-2. Arterial Grid Analysis Study – Recommended Capacity Projects

Road	From	To	Potential	Project Type
SW 56 Street	SW 57 Avenue	SW 67 Avenue	4L	Type I
SW 56 Street	SW 87 Avenue	SW 107 Avenue	6L	Type I
SW 56 Street	SW 127 Avenue	SW 147 Avenue	6L	Type I
SW 117 Avenue	SW 40 Street	SW 104 Street	6L	Type I
SW 117 Avenue	SW 136 Street	SW 184 Street	6L	Type I / III
SW 117 Avenue	Quail Roost Dr	US 1	4L	Type I
SW 137 Avenue	SW 56 Street	SW 72 Street	6L	Type I
SW 157 Avenue	SW 104 Street	SW 112 Street	4L	Type II
SW 157 Avenue	SW 136 Street	SW 162 Street	4L	Type II
NW 106 Street	HEFT	NW 116 Way	6L	Type III
NW 116 Way	NW 106 Street	US 27	6L	Type III
Hialeah Gardens Blvd	US 27	NW 138 Street	6L	Type III
SW 102 Avenue	Over Cutler Drain		Bridge	Type II
SW 77 Avenue	SW 159 Terrace	SW 160 Terrace	Bridge	Type II
SW 77 Avenue	SW 173 Street	SW 174 Street	Bridge	Type II

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Policy Recommendations

- Maintain both section line and half-section line right-of-way along existing roadways and theoretical roadways
- Maintain at least 130 feet of ROW along section lines in rural and suburban areas.
- Maintain at least 86 feet of ROW along section lines in urban centers where the roadway is not planned to have more than four through lanes.
- Maintain at least 80 feet of ROW along half-section lines.
- Right-of-way standards identified above should be applied both within and outside of the existing urban development boundary (UDB).
- Improve connectivity and capacity of collector roadways to relieve failing parallel arterials.
- Encourage mixed-use nodes supported by a grid roadway system to relieve arterials from their commercial accessibility function

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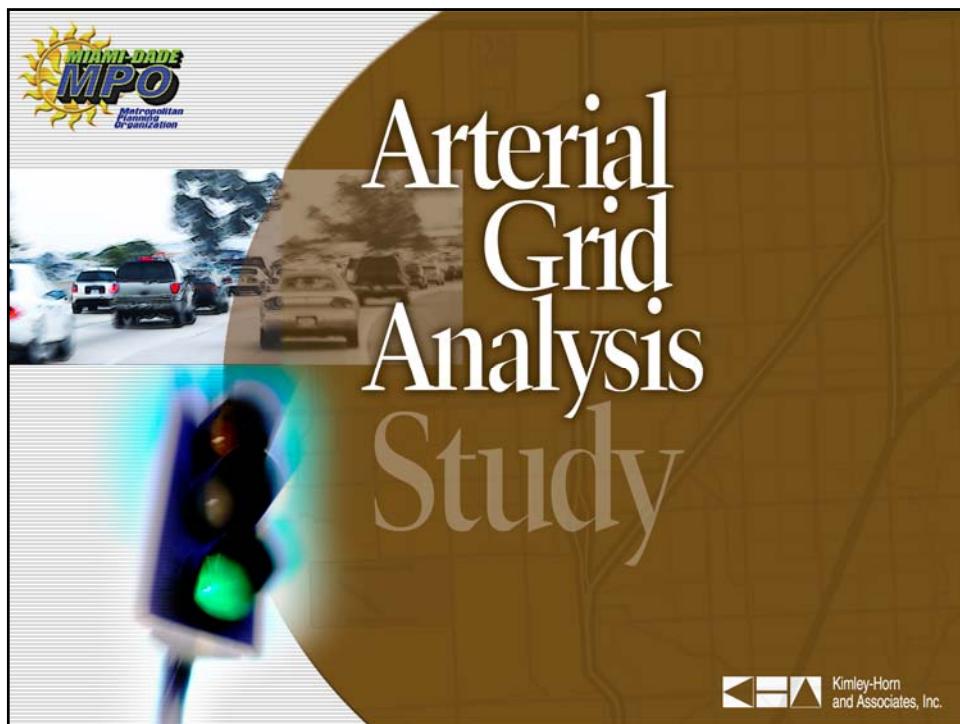
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Do you have any questions or comments?

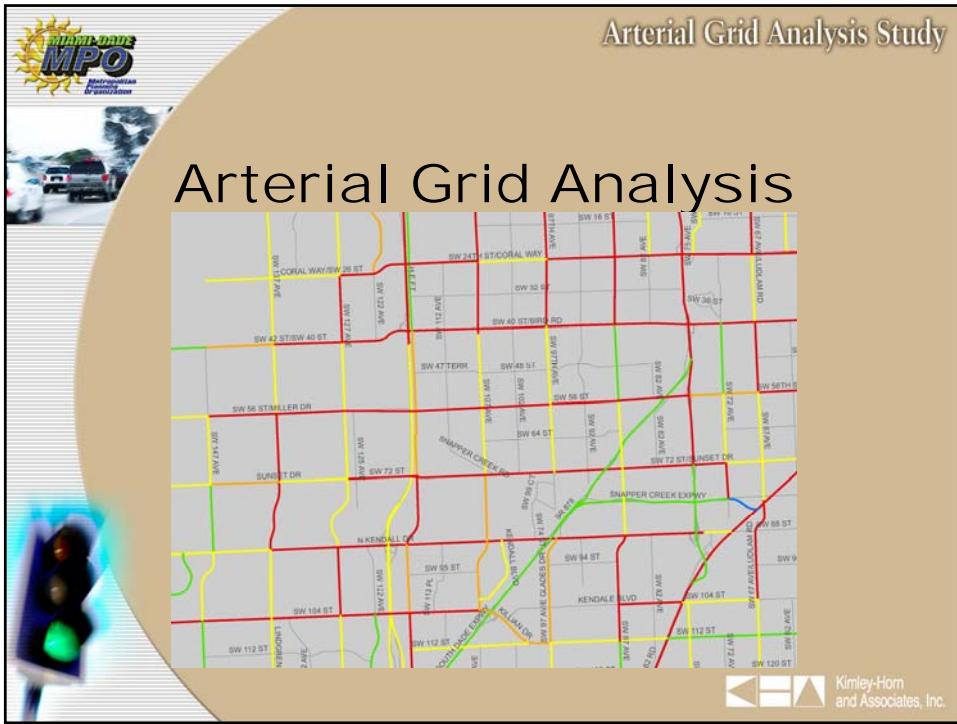
14

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Meeting # 1 Presentation



This slide is a continuation of the previous one, sharing the same header "Arterial Grid Analysis Study" and Miami-Dade MPO logo. It focuses on the "Study Purpose" with the text "Arterial Grid Analysis Study Purpose" centered. Below this, a bulleted list outlines the objectives: "To study arterial grid operations in Miami-Dade County" and "To evaluate ways to increase the efficiency and capacity of the network". The slide design is identical to the first, with the arterial grid map in the background and the Kimley-Horn logo in the bottom right.





Arterial Grid Analysis Study

Key Components

- Traffic Data
- Roadway Functional Classification
- Typical Sections
- Right-of-Way
- Land Use Data



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Arterial Grid Analysis Study

Key Study Issues

- County-wide Mapping
- Traffic Congestion
- “Missing Links”
- Right-of-Way Availability
- Land Use Compatibility
- Roadway Widening Constraints



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Study Advisory Committee

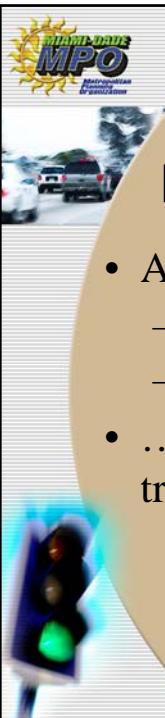
- Meet periodically (3 times) throughout the study
- Provide technical guidance
- Review study documentation



Background Research

- Historical development of grid system
 - Based on section, township, range
 - Sectionline and half-sectionline roads
- Grid roadway systems
 - Connectivity and accessibility





Background Research

- As connectivity increases...
 - Travel distance decreases (VMT)
 - Route options increase (mobility)
- ...thereby allowing a more accessible transportation system



Data Collection

- Traffic Data
 - Sources
 - FDOT District 6 Level of Service Inventory
 - MDPWD Traffic Engineering's annual traffic count program
 - Miami-Dade County's Concurrency Management Tables
 - Information
 - Traffic volumes (AADT), number of travel lanes, roadway segmentation





Arterial Grid Analysis Study

Data Collection

- Land Use Data
 - Sources
 - Miami-Dade County Planning & Zoning
 - Information
 - Existing and Future Land Use Map



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Arterial Grid Analysis Study

Data Collection

- Roadway Data
 - Sources
 - FDOT District 6 Functional Classification Atlas
 - Miami-Dade County Public Works Department
 - Information
 - Functional Classification
 - Existing Right-of-Way
 - Standard Roadway Details



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The slide features a background image of a street scene with cars and a traffic light. In the top left corner, there is a logo for the Miami-Dade Metropolitan Planning Organization (MPO). The logo includes a stylized sun icon and the text "MIAMI-DADE MPO" and "Metropolitan Planning Organization".

Roadway Typical Sections

- Two-lane roads
 - At least **50-foot** right-of-way (for public roads)
- Four-lane roads
 - At least **74-foot** right-of-way (undivided arterial/collectors)
 - At least **80-foot** right-of-way (divided arterial/collectors)
- Six-lane roads
 - At least **100-foot** right-of-way (divided arterials/collectors)

Source: Miami-Dade Public Works Department, Standard Details



Arterial Grid Analysis Study

Existing Conditions Analysis

- Roadway and Traffic Analysis
 - Number of Travel Lanes Map
 - Functional Classification Map
 - Right-of-Way Map
 - Level of Service (LOS) Map
- Land Use Analysis
 - Future Land Use Map



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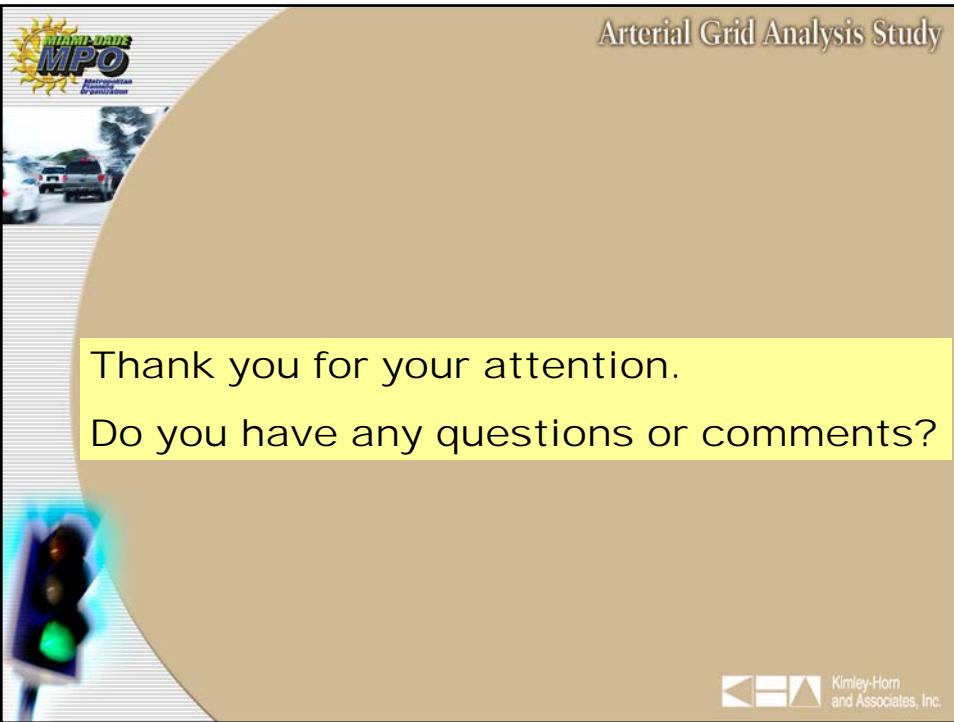
Arterial Grid Analysis Study

Next Steps

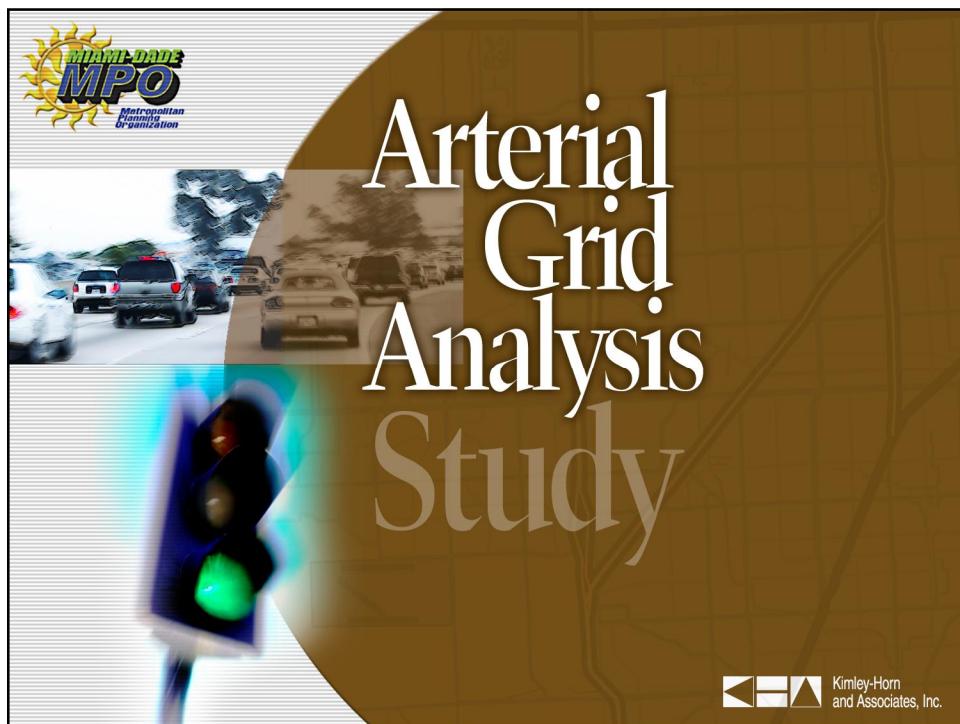
- Refine Existing Conditions Analysis
- Future Conditions Analysis
 - Five-Year Traffic Projections
 - Modify Database and Mapping to Include TIP Projects
- List of Potential Projects
- Project Screening
- Development of Recommendations



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Meeting # 2 Presentation

This slide is titled "Arterial Grid Analysis Study" at the top right. It features the Miami-Dade MPO logo in the top left and a blurred image of a traffic scene with a green light in the bottom left. The central focus is a large, bold section header "Arterial Grid Analysis Study Purpose". Below this, a bulleted list outlines the study's objectives:

- To study arterial grid operations in Miami-Dade County
- To evaluate ways to increase the efficiency and capacity of the network

In the bottom right corner, there is a small logo for Kimley-Horn and Associates, Inc., consisting of three white shapes on a black square, followed by the company name. The number "2" is also present in the bottom right corner of the slide area.



Overview

- Study Advisory Committee Meeting #1
 - Study Introduction
 - Data Collection
 - Existing Conditions Analysis
- **Study Advisory Committee Meeting #2**
 - Future Conditions Analysis
 - Initial Project Screening and Preliminary Recommendations
- Study Advisory Committee Meeting #3
 - Project Evaluation
 - Development of Final Recommendations

3

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Tech Memo #1

- First report deliverable
- Includes
 - Background Research
 - Data Collection
 - Existing Conditions Analysis
 - Future Conditions Analysis

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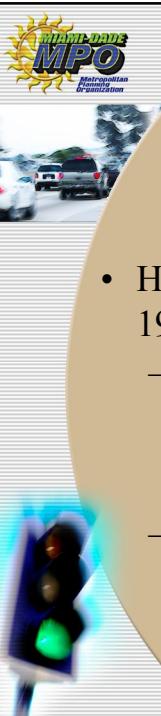
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Tech Memo #1 Summary

- Grid roadway systems favored through 1960
 - Rectangular system of surveys led to the predominant land planning principles of the time
 - Section, township, and range lines
 - Areas of the County developed before 1960 exhibit a more complete grid system

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Tech Memo #1 Summary

- Hierarchical system of roadways favored between 1960 and 1990's
 - Concentrates traffic onto fewer roadways by reducing connectivity of non-arterials
 - Local streets are often dead-end or cul-de-sacs
 - Collectors usually lead to only one arterial
 - Modern areas of the County including many western suburban residential areas developed in this manner

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Tech Memo #1 Summary

- Grid vs. Hierarchical – The Paradox
 - Well-defined grid roadway system in urban core areas is able to handle higher density with less congestion
 - Modern areas of the County developed with lower density exhibit worse traffic congestion
 - Lack of a well-defined grid roadway system
 - Concentration of commercial land use along arterial roadways

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Future Conditions Analysis

- Ten-year planning horizon
- Added projects from Priorities 1 and 2 of the 2030 LRTP to roadway segment database
- Developed 2015 anticipated daily traffic volume for each roadway segment
 - Applied 10-year traffic growth rates from LRTP
 - FSUTMS model adjustments for segments with capacity changes

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Future Conditions Analysis

- Future conditions (2015) results
 - 41 percent of roadway segments operate at LOS F
 - Up from 36 percent in the existing conditions analysis
 - 5 percent increase, even when accounting for planned roadway expansions
- Planned capacity improvements do not appear to fully address the rate of traffic growth

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Initial Project Screening

- Based on 2015 Future Conditions Analysis
- Three types of screening
 - Type 1 – LOS E or F roadways with “available” ROW
 - Type 2 – “Missing Links” adjacent to LOS E or F facilities
 - Type 3 – LOS D roadways with “available” ROW adjacent to LOS E or F facilities

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Roadway Typical Sections

- Four-lane roads
 - At least **80-foot** right-of-way (County divided arterial/collectors)
 - At least **100-foot** right-of-way (State divided arterials/collectors)
- Six-lane roads
 - At least **100-foot** right-of-way (County divided arterials/collectors)
 - At least **130-foot** right-of-way (State divided arterials/collectors)

Source: *Miami-Dade Public Works Department, Standard Details*
Florida Department of Transportation

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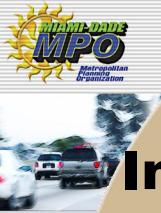


Initial Project Screening

- Type 1 Potential Projects (County Arterials)
 - SW 24th Street – HEFT to SW 87th Avenue
 - SW 56th Street – SW 147th Avenue to SW 127th Avenue
 - SW 107th Avenue to SW 87th Avenue
 - SW 67th Avenue to SW 57th Avenue
 - SW 117th Avenue – SW 104th Street to SW 40th Street
 - SW 137th Avenue – SW 72nd Street to SW 56th Street
 - SW 184th Street – U.S. 1 to SW 87th Avenue

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Initial Project Screening

- Type 1 Potential Projects (County Collectors)
 - SW 117th Avenue – U.S. 1 to SW 184th Street
 - NW 29th Street – NW 17th Avenue to I-95

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Initial Project Screening

- Type 1 Potential Projects (State Arterials)
 - U.S. 1 – Monroe County Line to Card Sound Road

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Initial Project Screening

- Type 2 Potential Projects
 - SW 157th Avenue – SW 152nd Street to SW 136th Street
 - SW 112th Street to SW 104th Street
 - SW 147th Avenue – SW 152nd Street to SW 120th Street
 - SW 102nd Avenue – bridge over Cutler Drain
 - SW 77th Avenue – two canal bridges
 - SW 16th Street – Palmetto Expressway underpass

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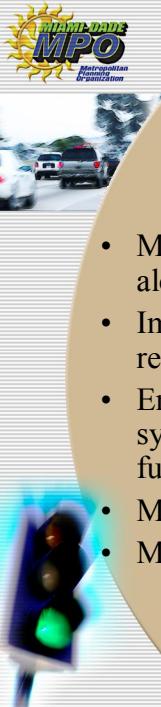


Initial Project Screening

- Type 3 Potential Projects (County Arterials)
 - SW 117th Avenue – SW 152nd Street to SW 136th Street
- Type 3 Potential Projects (County Collectors)
 - SW 147th Avenue – SW 184th Street to SW 152nd Street

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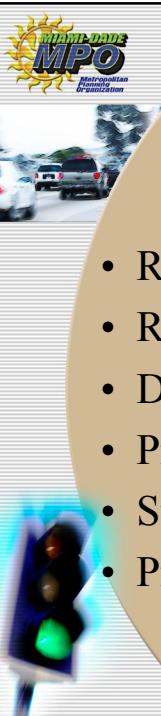


Policy Considerations

- Maintain both sectionline and half-sectionline right-of-way along theoretical roadways
- Improve connectivity and capacity of collector roadways to relieve failing parallel arterials
- Encourage mixed-use nodes supported by a grid roadway system to relieve arterials from commercial accessibility function
- Maintain at least 130 feet of ROW along sectionlines
- Maintain at least 80 feet of ROW along half-sectionlines

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Next Steps

- Refine Future Conditions Analysis
- Refine List of Potential Projects
- Develop Policy Recommendations
- Produce Draft Final Report
- Study Advisory Committee (SAC) #3
- Produce Final Report

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Appendix C

Arterial Grid Databases

State Roadway Database

ID	ROAD NAME	FROM	TO	EXISTING AADT	EXISTING LANES	EXISTING LOS	2015 AADT	2015 LANES	2015 LOS	ROW	FUNCTIONAL CLASSIFICATION
1219	A1A / 5th St	Alton Rd	Collins Ave	41500	6	D	49650	6	E	60	Urban Principal Arterial-Other
1220	A1A / Collins Ave	Collins Ave	15th St	17400	2	F	19140	2	F	60	Urban Principal Arterial-Other
1221	A1A / Collins Ave	15th St	26th St	30500	4	E	33550	4	F	60	Urban Principal Arterial-Other
1223	A1A / Collins Ave	44th St	4800 Block	45000	4	F	49500	4	F	125	Urban Principal Arterial-Other
1224	A1A / Collins Ave	4800 Block	Indian Creek Dr	45000	6	C	49500	6	C	125	Urban Principal Arterial-Other
1228	A1A / Collins Ave	96th St	N of Bal Cross Dr	47500	6	D	52250	6	F	125	Urban Principal Arterial-Other
1229	A1A / Collins Ave	N of Bal Cross Dr	158th St / Bayview Dr	47500	4	F	52250	4	F	100	Urban Principal Arterial-Other
1230	A1A / Collins Ave	158th St / Bayview Dr	192nd St EB / SR 856	48000	6	D	52800	6	F	100	Urban Principal Arterial-Other
1222	A1A / Collins Ave NB	26th St	44th St	45000	3	F	49500	3	F	50	Urban Principal Arterial-Other
1225	A1A / Collins Ave NB	Indian Creek Dr	65th St	17000	3	C	18700	3	C	60	Urban Principal Arterial-Other
1226	A1A / Collins Ave NB	65th St	73rd St	17000	2	D	18700	2	F	60	Urban Principal Arterial-Other
1227	A1A / Collins Ave NB	73rd St	96th St	24000	3	D	26400	3	D	55	Urban Principal Arterial-Other
1235	A1A / Harding Ave	Indian Creek Dr	SR A1A	27500	6	D	30250	6	D	85	Urban Principal Arterial-Other
1234	A1A / Harding Ave SB	96th St	Indian Creek Dr	27500	3	E	30250	3	F	50	Urban Principal Arterial-Other
1232	A1A / Indian Creek Dr	44th St	SR 112 / 41st St	25500	4	D	28050	4	D	100	Urban Principal Arterial-Other
1233	A1A / Indian Creek Dr SB	SR 112 / 41 St	26th St	25500	2	F	28050	2	F	50	Urban Principal Arterial-Other
1218	A1A / MacArthur Cswy	Biscayne Blvd / US 1	Alton Rd	76000	6	F	83600	6	F	90	Urban Principal Arterial-Other
1231	A1A / Ocean Blvd	192nd St EB / SR 856	Broward Co	25000	4	B	27500	4	B	65	Urban Principal Arterial-Other
2000	A1A / S Roosevelt Blvd	Bertha Street	Fairlado Circle	11200	4	B	12320	4	B	0	Urban Principal Arterial-Other
2001	A1A / S Roosevelt Blvd	Fairlado Circle	Flagler Ave	13100	4	B	14410	4	B	0	Urban Principal Arterial-Other
2002	A1A / S Roosevelt Blvd	Flagler Ave	North of Roosevelt Blvd	21500	4	C	23650	4	C	0	Urban Principal Arterial-Other
1000	I-75	SR 826	HEFT	120000	8	D	135600	8	D	475	Urban Principal Arterial-Interstate
1001	I-75	HEFT	Broward Co	146500	8	E	165545	8	F	500	Urban Principal Arterial-Interstate
1003	I-95	US 1	SR 90	101500	4	F	111650	4	F	150	Urban Principal Arterial-Interstate
1004	I-95	SR 90	SR 836	152500	6	F	167750	6	F	160	Urban Principal Arterial-Interstate
1005	I-95	SR 836	SR 112	213000	12	D	234300	12	E	185	Urban Principal Arterial-Interstate
1006	I-95	SR 112	NW 62nd St	249000	10	F	273900	10	F	215	Urban Principal Arterial-Interstate
1007	I-95	NW 62nd St	NW 79th St	267000	10	F	293700	10	F	215	Urban Principal Arterial-Interstate
1008	I-95	NW 79th St	NW 95th St	291000	10	F	320100	10	F	230	Urban Principal Arterial-Interstate
1009	I-95	NW 95th St	NW 103rd St	266000	10	F	292600	10	F	240	Urban Principal Arterial-Interstate
1010	I-95	NW 103rd St	NW 119th St	241000	10	F	265100	10	F	200	Urban Principal Arterial-Interstate
1011	I-95	NW 119th St	NW 135th St	243000	10	F	267300	10	F	250	Urban Principal Arterial-Interstate
1012	I-95	NW 135th St	Begin Flyovers (at Golden Glades Interchange)	258000	10	F	283800	10	F	225	Urban Principal Arterial-Interstate
1013	I-95	Begin Flyovers (at Golden Glades Interchange)	Miami Gardens Dr	209000	8	F	229900	8	F	250	Urban Principal Arterial-Interstate
1014	I-95	Miami Gardens Dr	Ives Dairy Rd	199000	8	F	218900	8	F	290	Urban Principal Arterial-Interstate
1015	I-95	Ives Dairy Rd	Broward Co	224000	8	F	246400	8	F	325	Urban Principal Arterial-Interstate
2036	NW 72 Ave	NW 74 St	US 27	0	0		35300	4	F	0	
1017	SR 112 / Airport Expwy	Le Jeune Rd	NW 27th Ave	97500	6	D	107250	6	E	160	Principal Arterial-Freeways and Expressways
1018	SR 112 / Airport Expwy	NW 27th Ave	NW 22nd Ave	89500	6	D	98450	6	D	220	Principal Arterial-Freeways and Expressways
1019	SR 112 / Airport Expwy	NW 22nd Ave	NW 17th Ave	69000	6	C	75900	6	C	250	Principal Arterial-Freeways and Expressways
1020	SR 112 / Airport Expwy	NW 17th Ave	NW 12th Ave	97000	6	D	106700	6	E	250	Principal Arterial-Freeways and Expressways
1021	SR 112 / Airport Expwy	NW 12th Ave	I-95	97000	6	D	106700	6	E	245	Principal Arterial-Freeways and Expressways
1022	SR 112 / Airport Expwy	NW 12th Ave	I-95	99000	6	D	108900	6	E	245	Principal Arterial-Freeways and Expressways
1026	SR 112 / Arthur Godfrey Rd	Alton Rd	Indian Creek Dr	34500	4	F	37950	4	F	80	Urban Principal Arterial-Other
1027	SR 112 / Arthur Godfrey Rd	Indian Creek Dr	Collins Ave NB	34500	2	F	37950	2	F	50	Urban Principal Arterial-Other
1023	SR 112 / I-95	I-95	N Miami Ave	94995	6	D	104495	6	E	155	Urban Principal Arterial-Interstate
1024	SR 112 / I-95	N Miami Ave	Biscayne Blvd	94995	6	D	104495	6	E	90	Urban Principal Arterial-Interstate
1025	SR 112 / I-95	Biscayne Blvd	Alton Rd	88000	6	D	96800	6	D	125	Urban Principal Arterial-Interstate
1184	SR 25 / NW/NE 36th St	NW 17th Ave	North Miami Ave	19100	2	F	21010	2	F	65	Urban Minor Arterial
1185	SR 25 / NW/NE 36th St	North Miami Ave	US 1	17200	4	D	18920	4	D	70	Urban Minor Arterial
1174	SR 25 / Okeechobee Rd	Broward Co	Krome Ave	23000	4	B	25990	4	B	350	Rural Principal Arterial-Other
1175	SR 25 / Okeechobee Rd	Krome Ave	SR 821 / HEFT	29500	4	C	33335	4	C	280	Rural Principal Arterial-Other
1176	SR 25 / Okeechobee Rd	SR 821 / HEFT	NW 116th Way / Hialeah Gardens Blvd	26000	6	B	29380	6	B	230	Urban Principal Arterial-Other
1177	SR 25 / Okeechobee Rd	NW 116th Way / Hialeah Gardens Blvd	SR 932 / NW 103rd St	46000	6	C	51980	6	C	200	Urban Principal Arterial-Other
1178	SR 25 / Okeechobee Rd	SR 932 / NW 103rd St	SR 826 / Palmetto Expwy	39500	6	C	44635	6	D	270	Urban Principal Arterial-Other
1179	SR 25 / Okeechobee Rd	SR 826 / Palmetto Expwy	W 12th Ave	55500	4	F	79750	6	F	200	Urban Principal Arterial-Other
1180	SR 25 / Okeechobee Rd	W 12th Ave	Palm Ave	23000	6	C	29450	6	C	180	Urban Principal Arterial-Other
1181	SR 25 / Okeechobee Rd	Palm Ave	SR 953 / Le Jeune Rd	36500	6	C	39785	6	C	190	Urban Principal Arterial-Other
1182	SR 25 / Okeechobee Rd	SR 953 / Le Jeune Rd	NW 27th Ave	26500	4	D	29150	4	D	55	Urban Minor Arterial
1183	SR 25 / Okeechobee Rd	NW 27th Ave	NW 17th Ave	25000	4	C	27500	4	D	55	Urban Minor Arterial
1139	SR 5/US1/Biscayne Blvd SB	SE 2nd St	SE 4th St	20000	3	D	22000	3	D	55	Urban Principal Arterial-Other
1137	SR 5/US1/Dixie Highway SB	SW 168th St	SW 183rd St	32500	3	F	38675	3	F	70	Urban Principal Arterial-Other
1104	SR 5/US1/Dixie Hwy	Monroe Co	Card Sound Rd	20500	2	E	24395	2	E	150	Rural Principal Arterial-Other
1105	SR 5/US1/Dixie Hwy	Card Sound Rd	HEFT (SW 344th St)	26500	4	D	31535	4	C	110	Urban Principal Arterial-Other
1106	SR 5/US1/Dixie Hwy	HEFT (SW 344th St)	SW 312th St / Campbell Dr	30000	4	C	35699	4	D	110	Urban Principal Arterial-Other
1107	SR 5/US1/Dixie Hwy	SW 312th St / Campbell Dr	SW 288th St / Biscayne Dr	32500	4	D	38675	4	F	110	Urban Principal Arterial-Other
1108	SR 5/US1/Dixie Hwy	SW 288th St / Biscayne Dr	SW 248th Ave / Coconut Palm Dr	31500	4	C	37485	4	F	110	Urban Principal Arterial-Other
1109	SR 5/US1/Dixie Hwy	SW 248th Ave / Coconut Palm Dr	SW 12th Ave	41500	4	F	49385	4	F	100	Urban Principal Arterial-Other
1110	SR 5/US1/Dixie Hwy	SW 12th Ave	SW 183rd St	52500	6	F	55125	6	F	110	Urban Principal Arterial-Other
1112	SR 5/US1/Dixie Hwy	SW 168th St (Begin Sec 87020001)	SW 136th St	74000	6	F	79200	6	F	110	Urban Principal Arterial-Other
1113	SR 5/US1/Dixie Hwy	SW 136th St	SW 112th St / Killian Dr	67000	6	F	73700	6	F	110	Urban Principal Arterial-Other
1114	SR 5/US1/Dixie Hwy	SW 112th St / Killian Dr	SW 98th St (Johnson St)	95000	6	F	103550	6	F	110	Urban Principal Arterial-Other
1115	SR 5/US1/Dixie Hwy	SW 98th St (Johnson St)	SW 88th St	68500	6	F	74665	6	F	110	Urban Principal Arterial-Other
1116	SR 5/US1/Dixie Hwy	SW 88th St	SR 878	62500	6	F	68125	6	F	110	Urban Principal Arterial-Other
1117	SR 5/US1/Dixie Hwy	SR 878	SW 57th Ave (Red Rd)	99000	6	F	107910	6	F	160	Urban Principal Arterial-Other
1118	SR 5/US1/Dixie Hwy	SW 57th Ave (Red Rd)	SW 42nd Ave / Le Jeune Rd	86343	6	F	94114	6	F	100	Urban Principal Arterial-Other
1119	SR 5/US1/Dixie Hwy	SW 42nd Ave / Le Jeune Rd	SW 40th St (Bird Rd)	93500	6	F	101915	6	F	85	Urban Principal Arterial-Other
1120	SR 5/US1/Dixie Hwy	SW 40th St (Bird Rd)	SW 27th Ave	103000	6	F	112270	6	F	135	Urban Principal Arterial-Other
1121	SR 5/US1/Dixie Hwy	SW 27th Ave	I-95	109000	4	F	119900	4	F	150	Urban Principal Arterial-Other
1122	SR 5/US1/Dixie Hwy	I-95	S Miami Ave	22400	2	F	24640	2	F	50	Urban Principal Arterial-Other
1123	SR 5/US1/Dixie Hwy	S Miami Ave	SE 13th St (Coral Way)	28500	4	D	31350	4	D	95	Urban Principal Arterial-Other
1124	SR 5/US1/Dixie Hwy	SE 13th St (Coral Way)	SE 2nd Ave	34000	4	F	37400	4	F	95	Urban Principal Arterial-Other
1126	SR 5/US1/Dixie Hwy	SE 2nd St	Port Blvd	36000	8	D	39600	8	D	50	Urban Principal Arterial-Other
1127	SR 5/US1/Dixie Hwy	Port Blvd	NE 13th St	45000	6	E	49500	6	F	100	Urban Principal Arterial-Other
1128	SR 5/US1/Dixie Hwy	NE 13th St	NE 36th St	43000	4	F	47300	4	F	95	Urban Principal Arterial-Other

ID	ROAD NAME	FROM	TO	EXISTING_AADT	EXISTING_LANES	EXISTING_LOS	2015_AADT	2015_LANES	2015_LOS	ROW	FUNCTIONAL CLASSIFICATION
1129	SR 5/US1/Dixie Hwy	NE 36th St	NE 79th St	49000	4	F	53900	4	F	65	Urban Principal Arterial-Other
1130	SR 5/US1/Dixie Hwy	NE 79th St	SR 915 / NE 6th Ave	51000	4	F	56100	4	F	65	Urban Principal Arterial-Other
1131	SR 5/US1/Dixie Hwy	SR 915 / NE 6th Ave	NE 123rd St	52000	4	F	57200	4	F	65	Urban Principal Arterial-Other
1132	SR 5/US1/Dixie Hwy	NE 123rd St	NE 151st St	53300	6	F	58630	6	F	65	Urban Principal Arterial-Other
1133	SR 5/US1/Dixie Hwy	NE 151st St	NE 168th St / Miami Gardens Drive	72500	8	F	79750	8	F	120	Urban Principal Arterial-Other
1134	SR 5/US1/Dixie Hwy	NE 186th St	NE 203rd St	81000	6	F	89100	6	F	110	Urban Principal Arterial-Other
1135	SR 5/US1/Dixie Hwy	NE 203 St	NE 215th St / Dade-Broward County Line	59000	6	F	64900	6	F	120	Urban Principal Arterial-Other
1111	SR 5/US1/Dixie Hwy NB	SW 183rd St / End Sec 87020001	SW 168th St (Begin Sec 87020001)	29500	3	D	32450	3	F	175	Urban Principal Arterial-Other
1125	SR 5/US1/Dixie Hwy NB	SE 2nd Ave	SE 2nd St	23500	2	F	25850	2	F	70	Urban Principal Arterial-Other
1151	SR 7 / 2nd Ave	Golden Glades Interchange	NW 171st St (End Sec 87140001)	38500	1	F	42350	1	F	225	Urban Principal Arterial-Other
1152	SR 7 / 2nd Ave	NW 171st St (End Sec 87140001)	NW 177th St	63000	4	F	69300	4	F	115	Urban Principal Arterial-Other
1153	SR 7 / 2nd Ave	NW 177th St	NW 199th St	69000	6	F	75900	6	F	110	Urban Principal Arterial-Other
1154	SR 7 / 2nd Ave	NW 199th St	SW 215th St	69500	6	F	76450	6	F	100	Urban Principal Arterial-Other
1143	SR 7 / 7th Ave	NW So River Dr	NW 20th St	17000	4	D	18700	4	D	65	Urban Minor Arterial
1144	SR 7 / 7th Ave	NW 20th St	NW 36th St	30500	4	D	33550	4	E	65	Urban Minor Arterial
1145	SR 7 / 7th Ave	NW 36th St	NW 54th St	19100	4	B	21010	4	B	55	Urban Minor Arterial
1146	SR 7 / 7th Ave	NW 54th St	NW 79th St	23500	4	D	25850	4	D	65	Urban Minor Arterial
1147	SR 7 / 7th Ave	NW 79th St	NW 103rd St	38500	6	C	42350	6	D	95	Urban Minor Arterial
1148	SR 7 / 7th Ave	NW 103rd St	NW 119th St	20500	6	C	22550	6	C	90	Urban Minor Arterial
1149	SR 7 / 7th Ave	NW 119th St	NW 135th St	35000	6	C	38500	6	C	100	Urban Minor Arterial
1150	SR 7 / 7th Ave	NW 135th St	Golden Glades Interchange	27000	6	C	29700	6	C	105	Urban Minor Arterial
1155	SR 7 / 7th Ave SB	SR 7 NB	Park and Ride Entrance	23000	2	F	25300	2	F	225	Urban Minor Arterial
1141	SR 7 / 8th Ave	SW 8th St	Flagler St	7400	2	D	8140	2	D	50	Urban Minor Arterial
1142	SR 7 / 8th Ave	Flagler St	NW So River Dr	10100	2	C	11110	2	C	50	Urban Minor Arterial
1170	SR 817 / 27th Ave	SR 9	NW 167th St (SR 826)	45500	6	D	50050	6	E	90	Urban Principal Arterial-Other
1171	SR 817 / 27th Ave	NW 167th St (SR 826)	NW 183rd St	59500	6	F	65450	6	F	100	Urban Principal Arterial-Other
1172	SR 817 / 27th Ave	NW 183rd St	NW 215th St	47000	6	D	51700	6	E	100	Urban Principal Arterial-Other
1029	SR 821 / FL Turnpike	US 1	SW 312th St	28000	4	B	33320	4	B	290	Principal Arterial-Freeways and Expressways
1030	SR 821 / FL Turnpike	SW 312th St	SW 288th St	40400	4	C	48076	4	C	300	Principal Arterial-Freeways and Expressways
1031	SR 821 / FL Turnpike	SW 288th St	SW 112th Ave	53500	4	D	63665	4	D	250	Principal Arterial-Freeways and Expressways
1032	SR 821 / FL Turnpike	SW 112th Ave	Caribbean Blvd	54800	4	D	65212	4	D	270	Principal Arterial-Freeways and Expressways
1033	SR 821 / FL Turnpike	Caribbean Blvd	Quail Roost Dr	93200	6	D	122100	6	F	320	Principal Arterial-Freeways and Expressways
1034	SR 821 / FL Turnpike	Quail Roost Dr	SW 152nd St	119200	6	E	157350	12	C	290	Principal Arterial-Freeways and Expressways
1035	SR 821 / FL Turnpike	SW 152nd St	SR 874	149400	8	E	191250	12	D	330	Principal Arterial-Freeways and Expressways
1036	SR 821 / FL Turnpike	SR 874	SW 88th St	86000	6	D	135000	8	D	290	Principal Arterial-Freeways and Expressways
1038	SR 821 / FL Turnpike	SW 88th St	Bird Rd	105700	6	D	149050	6	F	290	Principal Arterial-Freeways and Expressways
1039	SR 821 / FL Turnpike	Bird Rd	SW 8th St	131100	6	F	167800	6	F	300	Principal Arterial-Freeways and Expressways
1040	SR 821 / FL Turnpike	SW 8th St	SR 836	163600	6	F	202850	6	F	560	Principal Arterial-Freeways and Expressways
1041	SR 821 / FL Turnpike	SR 836	NW 41st St	90500	6	D	102265	6	D	350	Principal Arterial-Freeways and Expressways
1042	SR 821 / FL Turnpike	NW 41st St	Okeechobee Rd	82600	6	D	93338	6	D	290	Principal Arterial-Freeways and Expressways
1043	SR 821 / FL Turnpike	Okeechobee Rd	I-75	77900	6	C	88027	6	D	480	Rural Principal Arterial-Other
1044	SR 821 / FL Turnpike	I-75	Broward Co	40500	4	C	45765	4	C	480	Principal Arterial-Freeways and Expressways
1237	SR 823 / Red Rd	Okeechobee Rd	W 29th St	26500	4	D	32600	6	C	70	Urban Principal Arterial-Other
1238	SR 823 / Red Rd	W 29th St	W 49th St (NW 103rd St)	38500	4	F	50820	6	E	70	Urban Principal Arterial-Other
1239	SR 823 / Red Rd	W 49 St (NW 103rd St)	W 65th St / Gratigny Dr	34000	4	E	47950	6	D	90	Urban Principal Arterial-Other
1240	SR 823 / Red Rd	W 65th St / Gratigny Dr	W 78th Rd	37000	4	F	48850	6	D	100	Urban Principal Arterial-Other
1241	SR 823 / Red Rd	W 78th Rd	W 84th St	54500	6	F	61585	6	F	100	Urban Principal Arterial-Other
1242	SR 823 / Red Rd	W 84th St	SR 826	59500	6	F	67235	6	F	100	Urban Principal Arterial-Other
1243	SR 823 / Red Rd	SR 826	NW 183rd St	63000	6	F	71190	6	F	100	Urban Principal Arterial-Other
1244	SR 823 / Red Rd	NW 183rd St	NW 199th St	48000	6	D	54240	6	F	150	Urban Principal Arterial-Other
1245	SR 823 / Red Rd	NW 199th St	Broward County	42000	6	B	47460	6	C	190	Urban Principal Arterial-Other
1247	SR 825 / SW 137th Ave	SW 128th St	SW 104th St	46500	6	C	51615	6	C	120	Urban Principal Arterial-Other
1248	SR 825 / SW 137th Ave	SW 104th St	SW 88th St / Kendall Dr	45000	6	D	49950	6	E	100	Urban Principal Arterial-Other
1048	SR 826 / Palmetto Expwy	US 1	Kendall Dr	42000	4	C	76000	4	E	330	Principal Arterial-Freeways and Expressways
1049	SR 826 / Palmetto Expwy	Kendall Dr	SW 72nd St / Sunset Dr	66500	6	C	93750	6	D	190	Principal Arterial-Freeways and Expressways
1050	SR 826 / Palmetto Expwy	SW 72nd St / Sunset Dr	SW 56th St / Miller Dr	109500	4	F	152200	6	F	190	Principal Arterial-Freeways and Expressways
1051	SR 826 / Palmetto Expwy	SW 56th St / Miller Dr	Bird Rd	112500	4	F	152000	6	F	350	Principal Arterial-Freeways and Expressways
1052	SR 826 / Palmetto Expwy	Bird Rd	SW 24th St / Coral Way	197000	8	F	250000	10	F	160	Principal Arterial-Freeways and Expressways
1053	SR 826 / Palmetto Expwy	SW 24th St / Coral Way	SW 8th St	200000	8	F	252000	10	F	200	Principal Arterial-Freeways and Expressways
1054	SR 826 / Palmetto Expwy	SW 8th St	W Flagler St	216000	8	F	246000	10	F	330	Principal Arterial-Freeways and Expressways
1055	SR 826 / Palmetto Expwy	W Flagler St	SR 836	237000	8	F	272500	8	F	240	Principal Arterial-Freeways and Expressways
1056	SR 826 / Palmetto Expwy	SR 836	NW 25th St	205000	8	F	215250	8	F	190	Principal Arterial-Freeways and Expressways
1057	SR 826 / Palmetto Expwy	NW 25th St	NW 36th St	227000	8	F	256510	10	F	210	Principal Arterial-Freeways and Expressways
1058	SR 826 / Palmetto Expwy	NW 36th St	NW 58th St	213000	8	F	240690	10	F	230	Principal Arterial-Freeways and Expressways
1059	SR 826 / Palmetto Expwy	NW 58th St	NW 74th St	181000	8	F	204530	10	F	190	Principal Arterial-Freeways and Expressways
1060	SR 826 / Palmetto Expwy	NW 74th St	Okeechobee Rd	206000	8	F	232780	10	F	260	Principal Arterial-Freeways and Expressways
1061	SR 826 / Palmetto Expwy	Okeechobee Rd	NW 103rd St	197000	8	F	238400	10	F	250	Principal Arterial-Freeways and Expressways
1062	SR 826 / Palmetto Expwy	NW 103rd St	NW 122nd St	201500	8	F	254000	8	F	250	Principal Arterial-Freeways and Expressways
1063	SR 826 / Palmetto Expwy	NW 122nd St	I-75	147000	8	E	176400	8	F	180	Principal Arterial-Freeways and Expressways
1064	SR 826 / Palmetto Expwy	I-75	NW 154th St	138500	6	F	156505	6	F	180	Principal Arterial-Freeways and Expressways
1065	SR 826 / Palmetto Expwy	NW 154th St	NW 67th Ave	159000	6	F	179670	6	F	160	Principal Arterial-Freeways and Expressways
1066	SR 826 / Palmetto Expwy	NW 67th St	NW 57th Ave	142500	6	F	161025	6	F	180	Principal Arterial-Freeways and Expressways
1067	SR 826 / Palmetto Expwy	NW 57th Ave	NW 47th Ave	149000	6	F	163900	6	F	180	Principal Arterial-Freeways and Expressways
1068	SR 826 / Palmetto Expwy	NW 47th Ave	NW 37th Ave	150500	6	F	165550	6	F	180	Principal Arterial-Freeways and Expressways
1069	SR 826 / Palmetto Expwy	NW 37th Ave	NW 27th Ave	153000	6	F	168300	6	F	180	Principal Arterial-Freeways and Expressways
1070	SR 826 / Palmetto Expwy	NW 27th Ave	NW 17th Ave	144500	8	E	158950	8	F	180	Principal Arterial-Freeways and Expressways
1071	SR 826 / Palmetto Expwy	NW 17th Ave	Golden Glades Interchange	173500	8	F	190850	8	F	180	Principal Arterial-Freeways and Expressways
1072	SR 826 / Palmetto Expwy	Golden Glades Interchange	NE 6th Ave	63000	6	F	69300	6	F	100	Principal Arterial-Freeways and Expressways
1073	SR 826 / Palmetto Expwy	NE 6th Ave	US 1	52000	6	F	57200	6	F	100	Principal Arterial-Freeways and Expressways
1074	SR 826 / Palmetto Expwy	US 1	Collins Ave	67500	8	F	74250	8	F	160	Principal Arterial-Freeways and Expressways
1076	SR 836 / Dolphin Expwy	HEFT	NW 107th Ave	95000	6	D	129200	6	F	560	Principal Arterial-Freeways and Expressways
1077	SR 836 / Dolphin Expwy	NW 107th Ave	NW 87th Ave	135305	6	F	170500	10	D	580	Principal Arterial-Freeways and Expressways
1078	SR 836 / Dolphin Expwy	NW 87th Ave	SR 826	113500	6	E	166850	10	D	580	Principal Arterial-Freeways and Expressways
1079	SR 836 / Dolphin Expwy	SR 826	SR 969 / NW 72nd Ave / Milam Dairy Rd	203000	8	F	298400	10	F	240	Principal Arterial-Freeways and Expressways
1080	SR 836 / Dolphin Expwy	SR 969 / NW 72nd Ave / Milam Dairy Rd	NW 57th Ave	197000	6	F	303380	10	F	220	Principal Arterial-Freeways and Expressways

ID	ROAD NAME	FROM	TO	EXISTING AADT	EXISTING LANES	EXISTING LOS	2015 AADT	2015 LANES	2015 LOS	ROW	FUNCTIONAL CLASSIFICATION
1081	SR 836 / Dolphin Expwy	NW 57th Ave	SR 952 / LeJeune Rd	207000	6	F	323000	6	F	160	Principal Arterial-Freeways and Expressways
1082	SR 836 / Dolphin Expwy	SR 952 / LeJeune Rd	NW 37th Ave	155000	6	F	168950	6	F	210	Principal Arterial-Freeways and Expressways
1083	SR 836 / Dolphin Expwy	NW 37th Ave	NW 27th Ave	183500	6	F	201850	6	F	180	Principal Arterial-Freeways and Expressways
1084	SR 836 / Dolphin Expwy	NW 27th Ave	NW 17th Ave	161000	8	E	194800	8	F	200	Principal Arterial-Freeways and Expressways
1085	SR 836 / Dolphin Expwy	NW 17th Ave	I-95 (SR 9A)	136500	6	F	150150	8	E	110	Principal Arterial-Freeways and Expressways
1086	SR 836 / I-395	I-95 (SR 9A)	US 1	103500	6	D	105570	6	D	190	Urban Principal Arterial-Interstate
1087	SR 836 Extension	107 Ave	137 Ave	0	0		31500	4	B	0	
1250	SR 847 / 47th Ave	NW 183rd St / Miami Gardens Dr	NW 199th St / Honey hill Dr	20300	2	F	22330	2	F	100	Urban Minor Arterial
1251	SR 847 / 47th Ave	NW 199th St / Honey hill Dr	Broward Co	15700	2	D	17270	2	F	100	Urban Minor Arterial
1253	SR 852 / NW 215th St	NW 27th Ave	Turnpike South	30000	4	C	33000	4	C	60	Urban Minor Arterial
1254	SR 852 / NW 215th St	Turnpike South	NW 2nd Ave / US 441	34500	4	C	37950	4	F	55	Urban Minor Arterial
1256	SR 856 / Wm. Lehman Cswy	US 1 / Biscayne Blvd	SR A1A / Collins / Ocean Blvd	35000	6	B	38500	6	B	160	Principal Arterial-Freeways and Expressways
1258	SR 860/Miami Gardens Dr	NW 57th Ave / Red Rd	NW 47th Ave	29500	6	B	32450	6	B	90	Urban Minor Arterial
1259	SR 860/Miami Gardens Dr	NW 47th Ave	NW 27th Ave	26500	6	C	29150	6	C	90	Urban Minor Arterial
1260	SR 860/Miami Gardens Dr	NW 27th Ave	Turnpike South	36500	4	F	40150	6	C	90	Urban Minor Arterial
1261	SR 860/Miami Gardens Dr	Turnpike South	NW 2nd Ave / US 441	38000	6	C	41800	6	D	100	Urban Minor Arterial
1262	SR 860/Miami Gardens Dr	NW 2nd Ave / US 441	NE 6th Ave (SR 915)	46000	6	D	50600	6	E	100	Urban Minor Arterial
1263	SR 860/Miami Gardens Dr	NE 6th Ave (SR 915)	NE 22nd Ave	48000	4	F	52800	6	F	100	Urban Minor Arterial
1264	SR 860/Miami Gardens Dr	NE 22nd Ave	US 1	37500	4	F	41250	6	D	100	Urban Minor Arterial
1265	SR 860/Miami Gardens Dr	I-75	NW 87th Ave	39000	4	F	44070	4	F	100	Urban Minor Arterial
1266	SR 860/Miami Gardens Dr	NW 87th Ave	Bob-O-Link Dr	41500	4	F	46895	4	F	80	Urban Minor Arterial
1267	SR 860/Miami Gardens Dr	Bob-O-Link Dr	NW 57th Ave / Red Rd	45000	6	C	50850	6	C	90	Urban Minor Arterial
1088	SR 874/Don Shula Expwy	HEFT	SR 990 / Killian Pkwy	71000	6	C	77390	6	C	290	Principal Arterial-Freeways and Expressways
1089	SR 874/Don Shula Expwy	SR 990 / Killian Pkwy	SR 878 / Snapper Creek Pkwy	111000	8	C	120990	8	D	300	Principal Arterial-Freeways and Expressways
1090	SR 874/Don Shula Expwy	SR 878 / Snapper Creek Pkwy	SR 826 / Palmetto Expwy	48000	4	C	52320	4	C	240	Principal Arterial-Freeways and Expressways
1092	SR 878/Snapper Creek Expwy	SR 874 / S Dade Expwy	SR 973 / SW 87th Ave	47500	4	C	51775	4	C	240	Principal Arterial-Freeways and Expressways
1093	SR 878/Snapper Creek Expwy	SR 973 / SW 87th Ave	SW 72nd Ave	52000	4	C	56680	4	D	190	Principal Arterial-Freeways and Expressways
1094	SR 878/Snapper Creek Expwy	SW 72nd St	US 1	31000	4	B	33790	4	B	125	Principal Arterial-Freeways and Expressways
1095	SR 878/Snapper Creek Expwy Rmp WB	Ramp 87021003	SR 874 (Ramp 87021001)	41000	3	C	44690	3	C	125	Principal Arterial-Freeways and Expressways
1269	SR 886/ Port Blvd	Biscayne Blvd	North America Way	24000	6	C	26400	6	C	130	Urban Minor Arterial
1168	SR 9	SR 817 / 27th Ave	Golden Glades Interchange	33500	4	C	36850	4	F	200	Urban Principal Arterial-Other
1157	SR 9 / 27th Ave	US 1	SW 22nd St	29000	4	D	31900	4	D	100	Urban Principal Arterial-Other
1158	SR 9 / 27th Ave	SW 22nd St	SW 8th St	41000	4	F	45100	4	F	80	Urban Principal Arterial-Other
1159	SR 9 / 27th Ave	SW 8th St	W Flagler St	50000	6	F	55000	6	F	80	Urban Principal Arterial-Other
1160	SR 9 / 27th Ave	W Flagler St	NW 7th St	57000	6	F	62700	6	F	80	Urban Principal Arterial-Other
1161	SR 9 / 27th Ave	NW 7th St	NW 14th St	65000	6	F	71500	6	F	80	Urban Principal Arterial-Other
1162	SR 9 / 27th Ave	NW 14th St	NW 36th St	44000	6	D	48400	6	D	90	Urban Principal Arterial-Other
1163	SR 9 / 27th Ave	NW 36th St	NW 54th St	34500	4	F	37950	4	F	95	Urban Principal Arterial-Other
1164	SR 9 / 27th Ave	NW 54th St	NW 79th St	37500	4	F	41250	4	F	100	Urban Principal Arterial-Other
1165	SR 9 / 27th Ave	NW 79th St	NW 103rd St	37500	4	F	41250	4	F	95	Urban Principal Arterial-Other
1166	SR 9 / 27th Ave	NW 103rd St	NW 135th St	51500	6	E	56650	6	F	95	Urban Principal Arterial-Other
1167	SR 9 / 27th Ave	NW 135th St	SR 817 / 27th Ave	56000	6	F	61600	6	F	100	Urban Principal Arterial-Other
1203	SR 90/US41/SW 7th St WB	US 1	SW 4th Ave	11500	3	C	12650	3	D	50	Urban Principal Arterial-Other
1204	SR 90/US41/SW 7th St WB	SW 4th Ave	SR 933/SW 12th Ave	19500	3	C	21450	3	C	50	Urban Principal Arterial-Other
1205	SR 90/US41/SW 7th St WB	SR 93/SW 12th Ave	SR 90 / SW 8th St	18000	3	C	19800	3	C	50	Urban Principal Arterial-Other
1187	SR 90/US41/SW 8th St	County Line	Krome Ave	6000	2	C	6660	2	C	60	Rural Principal Arterial-Other
1188	SR 90/US41/SW 8th St	Krome Ave	SW 147th Ave	16200	4	B	17982	4	B	150	Rural Principal Arterial-Other
1189	SR 90/US41/SW 8th St	SW 147th Ave	SW 137th Ave	28505	6	B	31641	6	B	150	Urban Principal Arterial-Other
1190	SR 90/US41/SW 8th St	SW 137th Ave	SW 127th Ave	42500	6	B	47175	6	C	120	Urban Principal Arterial-Other
1191	SR 90/US41/SW 8th St	SW 127th Ave	SR 821	60000	6	F	66600	6	F	150	Urban Principal Arterial-Other
1192	SR 90/US41/SW 8th St	SR 821	SW 107th Ave	69000	6	F	76590	6	F	110	Urban Principal Arterial-Other
1193	SR 90/US41/SW 8th St	SW 107th Ave	SW 87th Ave / Galloway Rd	63000	8	C	69930	8	F	120	Urban Principal Arterial-Other
1194	SR 90/US41/SW 8th St	SW 87th Ave / Galloway Rd	SR 826	55500	6	F	61605	6	F	110	Urban Principal Arterial-Other
1195	SR 90/US41/SW 8th St	SR 826	SW 57th Ave / Red Road	48000	4	F	52320	4	F	70	Urban Principal Arterial-Other
1196	SR 90/US41/SW 8th St	SW 57th Ave / Red Road	SW 42nd Ave / Le Jeune Rd	46500	4	F	50685	4	F	70	Urban Principal Arterial-Other
1197	SR 90/US41/SW 8th St	SW 42nd Ave / Le Jeune Rd	SW 37th Ave	40000	4	F	43600	4	F	70	Urban Principal Arterial-Other
1198	SR 90/US41/SW 8th St	SW 37th Ave	Beacon Blvd (SR 90)	34000	4	F	37060	4	F	65	Urban Principal Arterial-Other
1199	SR 90/US41/SW 8th St EB	Beacon Blvd (SR 90)	SR 93/SW 12th Ave	24000	3	C	26400	3	D	65	Urban Principal Arterial-Other
1200	SR 90/US41/SW 8th St EB	SR 93/SW 12th Ave	SW 4th Ave	22500	3	C	24750	3	D	65	Urban Principal Arterial-Other
2021	SR 90/US41/SW 8th St EB	SW 4th Ave	US 1	11000	3	C	12100	3	D	60	Urban Principal Arterial-Other
1271	SR 907 / Alton Rd	5th St	Dade Blvd	39000	4	F	42900	4	F	100	Urban Minor Arterial
1272	SR 907 / Alton Rd	Dade Blvd	112 (I-195)	46500	4	F	51150	4	F	60	Urban Minor Arterial
1273	SR 907 / Alton Rd	112 (I-195)	Collins Ave	31500	4	D	34650	4	F	100	Urban Minor Arterial
1274	SR 907A / Alton Rd	W 34th St / Meridian Ave	Alton Rd	6100	4	C	6710	4	C	60	Urban Minor Arterial
1276	SR 909 / W Dixie Hwy	NE 119 St / NE 118 Terr	Beginning of Inactive Section	24000	4	B	26400	4	B	70	Urban Minor Arterial
1277	SR 909 / W Dixie Hwy	SR 915 / NE 6 Ave	Turn lane from NE 18th Ave	24000	4	C	26400	4	D	70	Urban Minor Arterial
1278	SR 909 / W Dixie Hwy	Turn lane from NE 18th Ave	NE 163rd St	18700	4	C	20570	4	C	70	Urban Minor Arterial
1046	SR 9 / FL Turnpike	Golden Glades Interchange	Broward Co	62100	6	C	68310	6	C	290	Principal Arterial-Freeways and Expressways
1280	SR 913/ SE 26 Rd	SW 1st Ave	Toll Plaza (Key Biscayne Entrance)	36500	6	D	40150	6	D	90	Urban Principal Arterial-Other
1282	SR 915 / NE 6th Ave	US 1	SR 932 / NE 103rd St	10200	4	C	11220	4	C	55	Urban Minor Arterial
1283	SR 915 / NE 6th Ave	SR 932 / NE 103rd St	SR 922 / NE 125th St	14200	4	C	15620	4	C	65	Urban Minor Arterial
1284	SR 915 / NE 6th Ave	SR 922 / NE 125th St	NE 135th St	21000	4	C	23100	4	C	65	Urban Minor Arterial
1285	SR 915 / NE 6th Ave	NE 135th St	Miami Gardens Dr	25500	4	D	28050	4	D	75	Urban Minor Arterial
1287	SR 916 / NE/NW 135th St	SR 826 / Palmetto Expwy	W 4th Ave / Red Rd	18600	2	F	21018	2	F	65	Urban Minor Arterial
1288	SR 916 / NE/NW 135th St	W 4th Ave / Red Rd	NW 42nd Ave / LeJeune Rd	35000	4	D	38500	4	F	65	Urban Minor Arterial
1289	SR 916 / NE/NW 135th St	NW 42nd Ave / LeJeune Rd	Sinbad Ave	28500	4	D	31350	4	D	75	Urban Minor Arterial
1291	SR 916 / NE/NW 135th St	NW 27th Ave	NW 2nd Ave	18500	3	C	20350	3	C	60	Urban Minor Arterial
1292	SR 916 / NE/NW 135th St	NW 2nd Ave	NE 6 Ave	47500	4	F	52250	4	F	70	Urban Minor Arterial
1293	SR 916 / NE/NW 135th St	NE 6th Ave	W Dixie Hwy	31500	4	F	34650	4	F	75	Urban Minor Arterial
1294	SR 916 / NE/NW 135th St	W Dixie Hwy	US 1	21000	4	C	23100	4	C	60	Urban Minor Arterial
1295	SR 916 / NE/NW 135th St EB	Sinbad Ave	NW 27th Ave	24000	4	C	26400	4	D	80	Urban Minor Arterial
1296	SR 916/Opa-Locka Blvd WB	NW 2nd Ave	NW 27th Ave	12500	3	C	13750	3	C	60	Urban Minor Arterial
1301	SR 922 / NE 123rd St	Broadview Dr	Collins Ave	26500	4	D	29150	4	E	55	Urban Minor Arterial
1297	SR 922 / NE 125th St	NW 7th Ave	North Miami Ave	33500	4	F	36850	4	F	60	Urban Minor Arterial
1298	SR 922 / NE 125th St	North Miami Ave	NE 6th Ave	39000	4	F	42900	4	F	60	Urban Minor Arterial

ID	ROAD NAME	FROM	TO	EXISTING AADT	EXISTING LANES	EXISTING LOS	2015 AADT	2015 LANES	2015 LOS	ROW	FUNCTIONAL CLASSIFICATION
1299	SR 922 / NE 125th St	NE 6th Ave	Biscayne Blvd	36500	4	F	40150	4	F	65	Urban Minor Arterial
1300	SR 922 / NE 125th St	Biscayne Blvd	Bay Shore Dr	22000	4	C	24200	4	C	75	Urban Minor Arterial
1097	SR 924 / Gratigny Pkwy	SR 826	NW 57th Ave	63000	6	C	71190	6	C	110	Principal Arterial-Freeways and Expressways
1098	SR 924 / Gratigny Pkwy	NW 57th Ave	NW 42/37 Ave Connector	40000	6	B	44000	6	B	130	Principal Arterial-Freeways and Expressways
1099	SR 924 / Gratigny Pkwy	NW 42/37 Ave Connector	NW 32 Ave	41000	6	B	45100	6	B	100	Principal Arterial-Freeways and Expressways
1101	SR 924 / NW 119th St	SR 9 / NW 27 Ave	SR 7 / NW 7th Ave	43500	6	D	47850	6	D	90	Urban Principal Arterial-Other
1102	SR 924 / NW 119th St	SR 7 / NW 7th Ave	SR 909 / W Dixie Hwy	25000	4	D	27500	4	D	100	Urban Principal Arterial-Other
1100	SR 925 / Gratigny Pkwy	NW 32 Ave	SR 9 / NW 27 Ave	41000	8	D	45100	8	D	120	Principal Arterial-Freeways and Expressways
1303	SR 932 / NW/NE 103rd St	Okeechobee Rd	SR 826	19500	4	D	22035	4	D	65	Urban Minor Arterial
1304	SR 932 / NW/NE 103rd St	SR 826	NW 57th Ave / Red Rd	45500	6	E	51415	6	F	95	Urban Principal Arterial-Other
1305	SR 932 / NW/NE 103rd St	NW 57th Ave / Red Rd	Palm Ave	49500	4	F	55935	4	F	85	Urban Principal Arterial-Other
1306	SR 932 / NW/NE 103rd St	Palm Ave	SR 953 / Le Jeune Rd	42000	4	F	47460	4	F	75	Urban Principal Arterial-Other
1307	SR 932 / NW/NE 103rd St	SR 953 / Le Jeune Rd	NW 27th Ave	43500	4	F	47850	4	F	85	Urban Principal Arterial-Other
1308	SR 932 / NW/NE 103rd St	NW 27th Ave	NW 7th Ave	30500	6	C	33550	6	C	95	Urban Principal Arterial-Other
1309	SR 932 / NW/NE 103rd St	NW 7th Ave	NE 2nd Ave	27500	4	D	30250	4	E	85	Urban Principal Arterial-Other
1310	SR 932 / NW/NE 103rd St	NE 2nd Ave	NE 6th Ave	8100	2	C	8910	2	C	60	Urban Minor Arterial
1312	SR 933 / NW 12th Ave	SW 22nd St / Coral Way	SW 13th St	9300	2	C	10230	2	C	80	Urban Minor Arterial
1313	SR 933 / NW 12th Ave	SW 13th St	West Flagler St	15300	4	D	16830	4	D	80	Urban Minor Arterial
1314	SR 933 / NW 12th Ave	West Flagler St	NW 14th St	26000	4	D	28600	4	D	65	Urban Minor Arterial
1315	SR 933 / NW 12th Ave	NW 14th St	SR 112	22500	4	D	24750	4	D	50	Urban Minor Arterial
1317	SR 9336 / Ingraham Hwy	Everglades National Park	SW 344th St / Palm Dr	2400	2	B	2856	2	B	60	Urban Minor Arterial
1318	SR 9336 / Ingraham Hwy	SW 344th St / Palm Dr	NW 6th Ave / Caves Ave	13600	2	C	16184	2	D	90	Urban Minor Arterial
1319	SR 9336 / Ingraham Hwy	NW 6th Ave / Caves Ave	US 1 / S Dixie Hwy	21000	4	C	24990	4	C	90	Urban Minor Arterial
1324	SR 934 / E 25 St	E 4th Ave / Flamingo Way	E 25th St / Widener Blvd	30000	4	D	33900	4	E	95	Urban Minor Arterial
1325	SR 934 / E 25 St	E 25th St / Widener Blvd	LeJeune Rd / SR 953	26000	4	C	29380	4	D	100	Urban Minor Arterial
1323	SR 934 / E 4 Ave	W 4th Ave	E 4th Ave / Flamingo Way	37500	4	F	42375	4	F	70	Urban Minor Arterial
1321	SR 934 / Hialeah Expy	SR 826 / Palmetto Expy	NW 72nd Ave	34000	4	F	44540	6	D	115	Urban Minor Arterial
1342	SR 934 / Normandy Dr WB	Bay Dr (E)	Bay Dr (W)	17000	3	C	18700	3	C	75	Urban Principal Arterial-Other
1335	SR 934 / NW 71st St	Bay Dr (E of Rue Vendome)	Indian Creek Dr	21000	4	D	23100	4	D	95	Urban Principal Arterial-Other
1336	SR 934 / NW 71st St	Indian Creek Dr	Collins Ave	21000	2	F	23100	2	F	65	Urban Principal Arterial-Other
1334	SR 934 / NW 71st St EB	Bay Dr (W)	Bay Dr (E of Rue Vendome)	17500	3	C	19250	3	C	75	Urban Principal Arterial-Other
1326	SR 934 / NW 79th St	LeJeune Rd / SR 953	W 12th Ave / NW 37th Ave	26000	4	C	28600	4	D	100	Urban Minor Arterial
1327	SR 934 / NW 79th St	W 12th Ave	NW 27th Ave	25000	4	D	27500	4	D	100	Urban Minor Arterial
1328	SR 934 / NW 79th St	NW 27th Ave	NW 13 Ct	47500	6	D	52250	6	F	100	Urban Minor Arterial
1329	SR 934 / NW 79th St	NW 13 Ct	NW 7th Ave	40000	4	F	44000	4	F	75	Urban Minor Arterial
1331	SR 934 / NW 79th St	US 1 / Biscayne Blvd	N Bayshore Dr	26500	4	D	29150	4	D	65	Urban Principal Arterial-Other
1332	SR 934 / NW 79th St-Cswy	N Bayshore Dr	Adventure Ave	48000	6	D	52800	6	F	100	Urban Principal Arterial-Other
1330	SR 934 / NW 79th St EB	NW 7th Ave	US 1 / Biscayne Blvd	26500	3	D	29150	3	E	60	Urban Principal Arterial-Other
1333	SR 934 / NW 79th St EB	Adventure Ave	Bay Dr	34500	6	D	37950	6	D	95	Urban Principal Arterial-Other
1322	SR 934 / W 21 St	NW 72nd Ave	W 4th Ave	43500	4	F	55245	6	F	100	Urban Minor Arterial
1338	SR 934 / NE/NW 82nd St WB	Bayshore Ct (SR 934/NW 79th)	US 1 / Biscayne Blvd	16000	2	D	17600	2	F	55	Urban Principal Arterial-Other
1339	SR 934 / NE/NW 82nd St WB	US 1 / Biscayne Blvd	I-95	16000	2	D	17600	2	F	60	Urban Principal Arterial-Other
1340	SR 934 / NE/NW 82nd St WB	I-95	NW 13th Ct	16000	2	D	17600	2	F	60	Urban Minor Arterial
1207	SR 94 / N Kendall Dr	SW 177th Ave	SW 162nd Ave	15100	4	B	16761	6	B	110	Urban Principal Arterial-Other
1208	SR 94 / N Kendall Dr	SW 162nd Ave	SW 152nd Ave	29500	4	D	32745	6	C	105	Urban Principal Arterial-Other
1209	SR 94 / N Kendall Dr	SW 152nd Ave	SW 137th Ave	46500	6	D	51615	6	E	100	Urban Principal Arterial-Other
1210	SR 94 / N Kendall Dr	SW 137th Ave	SW 127th Ave	82000	6	F	91020	6	F	105	Urban Principal Arterial-Other
1211	SR 94 / N Kendall Dr	SW 127th Ave	SW 117th Ave	89000	8	F	105910	8	F	120	Urban Principal Arterial-Other
1212	SR 94 / N Kendall Dr	SW 117th Ave	SW 107th Ave	68500	6	F	76035	6	F	100	Urban Principal Arterial-Other
1213	SR 94 / N Kendall Dr	SW 107th Ave	SW 97th Ave	71500	6	F	85085	6	F	110	Urban Principal Arterial-Other
1214	SR 94 / N Kendall Dr	SW 97th Ave	SW 87th Ave / Galloway Rd	55000	6	F	65450	6	F	90	Urban Principal Arterial-Other
1215	SR 94 / N Kendall Dr	SW 87th Ave / Galloway Rd	7500 Block / Mall Entrance	54500	6	F	64855	6	F	110	Urban Principal Arterial-Other
1216	SR 94 / N Kendall Dr	7500 Block	US 1	42500	6	D	46325	6	E	110	Urban Minor Arterial
1346	SR 944 / NE/NW 54th St	NW 27th Ave	NW 7th Ave	19400	4	C	21340	4	C	65	Urban Minor Arterial
1347	SR 944 / NE/NW 54th St	NW 7th Ave	US 1 / Biscayne Blvd	11900	4	D	13090	4	D	65	Urban Minor Arterial
1344	SR 944/NW 54th St	Okeechobee Rd	E 8th Ave	21100	4	D	23843	4	D	65	Urban Minor Arterial
1345	SR 944/NW 54th St	E 8th Ave	NW 27th Ave	23000	4	C	25300	4	C	65	Urban Minor Arterial
1349	SR 948 / NW 36th St	SR 826 / Palmetto Expy	NW 72nd Ave / Milam Dairy Rd	73500	6	F	83055	6	F	150	Urban Principal Arterial-Other
1350	SR 948 / NW 36th St	NW 72nd Ave / Milam Dairy Rd	NW 57th Ave / Red Rd	66500	6	F	72485	6	F	100	Urban Principal Arterial-Other
1351	SR 948 / NW 36th St	NW 57th Ave / Red Rd	Okeechobee Rd	49500	6	F	53955	6	F	100	Urban Principal Arterial-Other
1353	SR 953 / LeJeune Rd	US 1 / S Dixie Hwy	SR 976 / SW 40th Ave / Bird Rd	28000	4	D	30520	4	E	70	Urban Principal Arterial-Other
1354	SR 953 / LeJeune Rd	SR 976 / SW 40th Ave / Bird Rd	Miracle Mile	41000	4	F	44690	4	F	65	Urban Principal Arterial-Other
1355	SR 953 / LeJeune Rd	Miracle Mile	Tamiami Trail	48000	4	F	52320	4	F	70	Urban Principal Arterial-Other
1356	SR 953 / LeJeune Rd	W Flagler St	W Flagler St	48000	6	C	52320	6	D	85	Urban Principal Arterial-Other
1357	SR 953 / LeJeune Rd	W Flagler St	NW 7th St	57000	6	F	62130	6	F	90	Urban Principal Arterial-Other
1358	SR 953 / LeJeune Rd	NW 7th St	SR 836	57000	6	F	62130	6	F	100	Urban Principal Arterial-Other
1359	SR 953 / LeJeune Rd	SR 836	SR 112	87500	4	F	95375	4	F	100	Urban Principal Arterial-Other
1360	SR 953 / LeJeune Rd	SR 112	NW 36th St	76000	6	F	82840	6	F	100	Urban Principal Arterial-Other
1361	SR 953 / LeJeune Rd	NW 36th St	South of Okeechobee Rd	44000	4	F	47960	4	F	65	Urban Principal Arterial-Other
1362	SR 953 / LeJeune Rd	South of Okeechobee Rd	NW 54th St	41500	4	F	45650	4	F	65	Urban Principal Arterial-Other
1363	SR 953 / LeJeune Rd	NW 54th St	E 25th St	34000	4	E	37400	4	F	75	Urban Principal Arterial-Other
1364	SR 953 / LeJeune Rd	E 25th St	E 49th St	39000	4	F	44070	4	F	100	Urban Principal Arterial-Other
1365	SR 953 / LeJeune Rd	E 49th St	NW 42 / 37th Ave Connector	46000	6	E	51980	6	F	100	Urban Principal Arterial-Other
1366	SR 953 / LeJeune Rd	NW 42 / 37th Ave Connector	NW 135th St	20700	6	B	23391	6	B	100	Urban Principal Arterial-Other
1368	SR 959 / SW 57th Ave	US 1	SW 64th St / Brescia Ave	20400	4	D	22236	4	D	75	Urban Minor Arterial
1369	SR 959 / SW 57th Ave	SW 64th St / Brescia Ave	SW 40th St / Bird Rd	19900	2	F	21691	2	F	65	Urban Minor Arterial
1370	SR 959 / SW 57th Ave	SW 40th St / Bird Rd	SW 24th St / Coral Way	17500	2	F	19075	2	F	65	Urban Minor Arterial
1371	SR 959 / SW 57th Ave	SW 24th St / Coral Way	SW 8th St	21600	2	F	23544	2	F	55	Urban Minor Arterial
1372	SR 959 / SW 57th Ave	SW 8th St	NW 7th St	31000	4	D	33790	4	E	60	Urban Minor Arterial
1373	SR 959 / SW 57th Ave	NW 7th St	Perimeter Rd	37500	6	D	40875	6	D	90	Urban Minor Arterial
1375	SR 968 / Flagler St	SW 87th Ave / Galloway Rd	SW / NW 79th Ave	54500	6	F	55250	6	F	105	Urban Minor Arterial
1376	SR 968 / Flagler St	SW / NW 79th Ave	Ramp to SR 826 (450' E of 826)	69500	6	F	70900	6	F	105	Urban Minor Arterial
1377	SR 968 / Flagler St	Ramp to SR 826 (450' E of 826)	SW / NW 72nd Ave	55500	6	F	49400	6	F	90	Urban Minor Arterial
1378	SR 968 / Flagler St	SW / NW 72nd Ave	SW / NW 57th Ave	52000	4	F	56680	4	F	70	Urban Minor Arterial
1379	SR 968 / Flagler St	SW / NW 57th Ave	NW 42nd Ave / Le Jeune Rd	42000	4	F	41160	4	F	65	Urban Minor Arterial

ID	ROAD NAME	FROM	TO	EXISTING AADT	EXISTING LANES	EXISTING LOS	2015 AADT	2015 LANES	2015 LOS	ROW	FUNCTIONAL CLASSIFICATION
1380	SR 968 / Flagler St	NW 42nd Ave / Le Jeune Rd	NW 24th Ave	39000	4	F	40170	4	F	70	Urban Minor Arterial
1381	SR 968 / Flagler St WB	NW 24th Ave	Beacon Blvd	20500	2	E	22550	2	F	65	Urban Minor Arterial
1382	SR 968 / Flagler St WB	Beacon Blvd	NW 12th Ave	20500	3	C	22550	3	C	70	Urban Minor Arterial
1383	SR 968 / Flagler St WB	NW 12th Ave	SW / NW 2nd Ave	13300	3	D	14630	3	D	70	Urban Minor Arterial
1384	SR 968 / Flagler St WB	SW / NW 2nd Ave	US 1 / Biscayne Blvd	4600	2	C	5060	2	C	60	Urban Collector
1386	SR 968 / SW 1st St EB	Flagler St	SW 17th Ave	23000	3	C	25300	3	D	50	Urban Minor Arterial
1387	SR 968 / SW 1st St EB	SW 17th Ave	SW 8th Ave	14000	3	D	15400	3	D	65	Urban Minor Arterial
1388	SR 968 / SW 1st St EB	SW 8th Ave	SW 2nd Ave	9500	3	B	10450	3	B	70	Urban Minor Arterial
1389	SR 968 / SW 1st St EB	SW 2nd Ave	US 1 / Biscayne Blvd	9300	3	C	10230	3	C	70	Urban Collector
1391	SR 968 / NW / NE 1st St WB	US 1	NW 3rd Ct	4600	2	C	5060	2	C	50	Urban Collector
1400	SR 969 / Frontage Rd / NW 7th St	NW 72nd Ave	NW 72nd Ave (Radisson Hotel)	8200	3	A	8938	3	A	0	Urban Minor Arterial
1399	SR 969 / Miami Dairy Rd Flyover	NW 7th Ave	NW 12th Ave	23500	6	B	25850	6	B	130	Urban Minor Arterial
1395	SR 969 / NW 12th Street	NW 12th St	SR 969 / NW 72nd Ave	38500	6	C	41965	6	D	100	Urban Minor Arterial
1393	SR 969 / NW 72nd Ave	Flagler St	NW 7th St	30500	6	C	26840	6	C	105	Urban Minor Arterial
1394	SR 969 / NW 72nd Ave	NW 7th Ave	NW 12th St	38500	4	F	39270	4	F	100	Urban Minor Arterial
1396	SR 969 / NW 72nd Ave	SR 969 / NW 72nd Ave	NW 25th St	34000	6	D	34680	6	D	95	Urban Minor Arterial
1397	SR 969 / NW 72nd Ave	NW 25th St	NW 36th St	35500	6	C	35855	6	C	90	Urban Minor Arterial
1398	SR 969 / NW 72nd Ave	NW 36th St	NW 74th Ave	40500	6	B	40900	6	C	100	Urban Minor Arterial
1402	SR 970 / Downtown Distributor EB	I-95	SE 2nd Ave	34000	2	F	37400	2	F	160	Principal Arterial-Twoways and Expressways
1404	SR 972 / Coral Way	SW 37th Ave	SW 27th Ave	45500	4	F	49595	4	F	95	Urban Minor Arterial
1405	SR 972 / Coral Way	SW 27th Ave	SW 17th Ave	40500	4	F	44550	4	F	95	Urban Minor Arterial
1406	SR 972 / Coral Way	SW 17th Ave	SW 12th Ave	33500	4	E	36850	4	F	75	Urban Minor Arterial
1407	SR 972 / Coral Way	SW 12th Ave	SW 3rd Ave	20000	4	C	22000	4	C	120	Urban Minor Arterial
1408	SR 972 / Coral Way	SW 3rd Ave	US 1 / Brickell Ave	19700	4	D	21670	4	D	70	Urban Minor Arterial
1410	SR 973 / Galloway Rd	US 1 / S Dixie Hwy	SW 128th St	12500	4	D	13125	4	D	55	Urban Minor Arterial
1411	SR 973 / Galloway Rd	SW 128th St	SW 88th / Kendall Dr	12500	2	C	13375	2	C	65	Urban Minor Arterial
1412	SR 973 / Galloway Rd	SW 88th / Kendall Dr	SW 72nd St	30000	4	D	33000	4	E	75	Urban Minor Arterial
1413	SR 973 / Galloway Rd	SW 72nd St	SW 56th St	32000	4	D	31360	4	D	75	Urban Minor Arterial
1414	SR 973 / Galloway Rd	SW 56th St	SW 40th St / Bird Road	33000	4	C	29050	4	D	75	Urban Minor Arterial
1415	SR 973 / Galloway Rd	SW 40th St / Bird Road	SW 24th St / Coral Way	38000	4	F	37620	4	F	80	Urban Minor Arterial
1416	SR 973 / Galloway Rd	SW 24th St / Coral Way	SW 8th St	44000	4	F	44000	4	F	80	Urban Minor Arterial
1417	SR 973 / Galloway Rd	SW 8th St	Flagler St	39000	4	F	44850	4	F	80	Urban Minor Arterial
1418	SR 973 / Galloway Rd	Flagler St	SR 836(S)	63500	6	F	78100	6	F	110	Urban Minor Arterial
1420	SR 976 / Bird Rd	SR 821 (W) / HEFT	SW 107th Ave	65500	6	F	72705	6	F	90	Urban Principal Arterial-Other
1421	SR 976 / Bird Rd	SW 107th Ave	SW 87th Ave	59000	6	F	65490	6	F	90	Urban Principal Arterial-Other
1422	SR 976 / Bird Rd	SW 87th Ave	SR 826	68500	6	F	76035	6	F	95	Urban Principal Arterial-Other
1423	SR 976 / Bird Rd	SR 826	SW 57th Ave	59000	6	F	64310	6	F	90	Urban Principal Arterial-Other
1424	SR 976 / Bird Rd	SW 57th Ave	Granada Blvd/University Dr	49000	4	F	53410	4	F	80	Urban Principal Arterial-Other
1425	SR 976 / Bird Rd	Granada Blvd/University Dr.	LeJeune Rd	43500	4	F	47415	4	F	90	Urban Principal Arterial-Other
1426	SR 976 / Bird Rd	LeJeune Rd	US 1 / S Dade Hwy	42500	4	F	46325	4	F	65	Urban Principal Arterial-Other
1428	SR 985 / 107th Ave	SW 104th St / Killian Pkwy	SW 88th St	27500	4	D	32725	4	E	75	Urban Minor Arterial
1429	SR 985 / 107th Ave	SW 88th St	SW 72nd St	34500	4	E	38295	4	F	80	Urban Minor Arterial
1430	SR 985 / 107th Ave	SW 72nd St	SW 40th St	28000	4	D	31080	4	D	70	Urban Minor Arterial
1431	SR 985 / 107th Ave	SW 40th St	SW 24th St / Coral Way	36000	4	F	39960	4	F	70	Urban Minor Arterial
1432	SR 985 / 107th Ave	Coral Way	SW 8th St	54500	6	F	60495	6	F	120	Urban Minor Arterial
1433	SR 985 / 107th Ave	SW 8th St	West Flagler St	43000	4	F	48590	4	F	70	Urban Minor Arterial
1434	SR 985 / 107th Ave	West Flagler St	SR 836 / Dolphin Expy	65000	6	F	73450	6	F	90	Urban Minor Arterial
1436	SR 986 / Sunset Dr	SR 821 / HEFT	SW 107th Ave	40500	4	F	44955	4	F	110	Urban Minor Arterial
1437	SR 986 / Sunset Dr	SW 107th Ave	SW 87th Ave	50000	4	F	54500	4	F	90	Urban Minor Arterial
1438	SR 986 / Sunset Dr	SW 87th Ave	SR 826	49500	4	F	53955	4	F	95	Urban Minor Arterial
1439	SR 986 / Sunset Dr	SR 826	SW 72nd Ave	40500	4	F	44145	4	F	90	Urban Minor Arterial
1440	SR 986 / Sunset Dr	SW 72nd Ave	US 1	31000	4	D	33790	4	E	90	Urban Minor Arterial
1442	SR 989 / Allapattah Rd	SR 821 / HEFT	SW 220 St / Old Cutler Rd	21500	4	B	25585	4	B	95	Urban Minor Arterial
1443	SR 989 / Allapattah Rd	SW 220 St / Old Cutler Rd	SW 211 St	24500	4	C	29155	4	D	95	Urban Minor Arterial
1444	SR 989 / Allapattah Rd	SW 211 St	US 1 / S Dixie Hwy	24500	4	D	29155	4	E	105	Urban Minor Arterial
1446	SR 990 / Killian Dr	E of SW 107th Ave / W of SR 874	SW 97th Ave	34500	4	E	37605	4	F	70	Urban Minor Arterial
1447	SR 990 / Killian Dr	SW 97th Ave	SW 87th Ave	16200	2	D	17658	2	F	70	Urban Minor Arterial
1448	SR 990 / Killian Dr	SW 87th Ave	US 1 / S Dixie Hwy	13500	2	D	14715	2	D	70	Urban Minor Arterial
1450	SR 992 / Coral Reef Dr	SR 821 / HEFT	102 Ave / Fairway Heights Blvd	41000	4	F	48790	4	F	100	Urban Principal Arterial-Other
1451	SR 992 / Coral Reef Dr	102 Ave / Fairway Heights Blvd	US 1 / S Dixie Hwy	43500	4	F	51765	4	F	100	Urban Principal Arterial-Other
1453	SR 994 / Quail Roost Dr	SW 177 Ave / Krome Ave	SW 137th St	8600	2	C	15910	2	D	85	Rural Minor Arterial
1454	SR 994 / Quail Roost Dr	SW 137th St	W of SW 127th Ave	17900	2	D	24700	2	E	80	Urban Minor Arterial
1455	SR 994 / Quail Roost Dr	W of SW 127th Ave	SR 821 / HEFT	25500	4	C	33660	4	E	65	Urban Minor Arterial
1456	SR 994 / Quail Roost Dr	SR 821	US 1 / S Dixie Hwy	23500	4	D	29400	4	E	60	Urban Minor Arterial
1458	SR 997 / Krome Ave	US 1 / S Dixie Hwy	344 St / Palm Dr	5100	2	C	10100	2	C	85	Urban Principal Arterial-Other
1459	SR 997 / Krome Ave	344 St / Palm Dr	Lucy St (SW 328th St)	10200	2	C	15000	2	D	75	Urban Principal Arterial-Other
1460	SR 997 / Krome Ave	Lucy St (SW 328th St)	NW 8th St / SW 312th St / Campbell	18600	2	F	27350	2	F	55	Urban Principal Arterial-Other
1461	SR 997 / Krome Ave	NW 8th St / SW 312th St / Campbell	SW 296th St / Avocado Dr	16900	2	F	23150	2	F	85	Urban Principal Arterial-Other
1462	SR 997 / Krome Ave	SW 296th St / Avocado Dr	SW 232 St / Silver Palm Dr	18400	2	F	23370	2	F	80	Rural Principal Arterial-Other
1463	SR 997 / Krome Ave	SW 232 St / Silver Palm Dr	SW 184 St / Eureka Dr	19600	2	F	22350	2	F	100	Rural Principal Arterial-Other
1464	SR 997 / Krome Ave	SW 184 St / Eureka Dr	SW 88th St / Kendall Dr	18100	2	F	28050	4	B	80	Rural Principal Arterial-Other
1465	SR 997 / Krome Ave	SW 88th St / Kendall Dr	Sw 8th St / Tamiami Trail	20500	2	F	31750	4	C	0	Rural Principal Arterial-Other
1466	SR 997 / Krome Ave	Sw 8th St / Tamiami Trail	US 27 / Okeechobee Rd	10400	2	C	14150	4	B	200	Rural Principal Arterial-Other

Non-State Roadway Database

STATION	ROAD	FROM	TO	EXISTING_AWDT	EXISTING_LANES	EXISTING_LOS	2015_AWDT	2015_LANES	2015_LOS	ROW	FUNCTIONAL CLASSIFICATION
798	SW 137 Ave	NW 12 St	SW 8 St	5000	2	C	36100	6	D	54	N/A
517	NW 119 St	NW 27 Ave	NW 37 Ave	44500	4	F	48950	4	F	120	Principal Arterial-Expressway
518	NW 119 St	NW 57 Ave	NW 67 Ave	9450	2	D	10679	2	D	48	Principal Arterial-Expressway
858	SW 157 Ave	SW 216 St	SW 272 St	1403	2	C	1670	2	C	40	Rural Local
862	SW 167 Ave (Tennessee Rd)	SW 216 St	SW 232 St	2326	2	C	2768	2	C	42	Rural Local
880	SW 184 St (Eureka Dr)	SW 157 Ave	SW 177 Ave	9933	4	C	11820	4	C	60	Rural Local
884	SW 187 Ave	SW 216 St	SW 232 St	2940	2	C	3499	2	C	64	Rural Local
886	SW 187 Ave	SW 280 St	SW 288 St	3580	2	C	4260	2	C	44	Rural Local
888	SW 197 Ave	SW 280 St	SW 288 St	1936	2	C	2304	2	C	72	Rural Local
910	SW 232 St (Silver Palm Dr)	Tablot Rd	SW 157 Ave	5040	2	C	5998	2	C	48	Rural Local
912	SW 232 St (Silver Palm Dr)	SW 157 Ave	SW 177 Ave	4050	2	C	4820	2	C	48	Rural Local
918	SW 248 St (Coconut Palm Dr)	SW 157 Ave	SW 177 Ave	4643	2	C	5525	2	C	70	Rural Local
920	SW 264 St (Bauer Dr)	SW 157 Ave	SW 177 Ave	3176	4	C	3779	4	C	65	Rural Local
836	SW 147 Ave	SW 184 St	SW 200 St	7826	2	C	9313	2	D	46	Rural Major Collector
838	SW 147 Ave	SW 200 St	SW 216 St	8393	2	C	9988	2	D	42	Rural Major Collector
840	SW 147 Ave	SW 216 St	SW 232 St	7703	2	C	9167	2	D	75	Rural Major Collector
842	SW 147 Ave	SW 232 St	SW 264 St	8630	2	C	10270	2	D	48	Rural Major Collector
900	SW 216 St	SW 134 Ave	SW 147 Ave	6060	2	C	7211	2	C	52	Rural Major Collector
902	SW 216 St	SW 147 Ave	Krome Ave/SW 177 Ave	4953	2	C	5894	2	C	52	Rural Major Collector
916	SW 248 St (Coconut Palm Dr)	US 1	SW 157 Ave	6666	2	C	7933	2	C	80	Rural Major Collector
892	SW 200 St (Quail Roost Dr)	SW 137 Ave	SW 157 Ave	12800	2	D	15232	2	E	30	Rural Minor Arterial
208	SW 177 Ave (Krome Ave)	SW 184 St	SW 216 St	19440	2	F	23134	2	F	44	Rural Principal Arterial-Other
210	SW 177 Ave (Krome Ave)	SW 216 St	SW 248 St	20413	2	F	24291	2	F	44	Rural Principal Arterial-Other
212	SW 177 Ave (Krome Ave)	SW 248 St	SW 288 St	23420	2	F	27870	2	F	40	Rural Principal Arterial-Other
103	Bailes Rd	SE of US 1	SW 112 Ave	600	2	C	714	2	C	24	Urban Collector
104	SW 40 St	W of SW 27 Ave	US 1	17003	2	F	18533	2	F	60	Urban Collector
110	SW 42 St	SW 137 Ave	SW 147 Ave	32286	4	E	35837	4	F	170	Urban Collector
112	SW 42 St	SW 147 Ave	SW 157 Ave	19993	4	C	22192	4	D	165	Urban Collector
114	Caribbean Blvd	E of US 1	Franjo Rd	23233	2	F	27647	2	F	75	Urban Collector
138	SW Dadeland Blvd	S of SW 88 St	US 1	23510	4	D	25626	4	D	60	Urban Collector
140	E 1 Ave (NB)	E 21 St	US 27	6843	3	C	7733	3	C	45	Urban Collector
142	E 1 Ave	Okeechobee Rd	Poinciana Blvd	17120	2	F	19346	2	F	70	Urban Collector
148	East Dr	US 27	NW 36 St	18023	4	C	19825	4	C	85	Urban Collector
158	Flagler St	NW 107 Ave	NW 114 Ave	39283	6	D	44390	6	D	100	Urban Collector
160	Flagler St	NW 114 Ave	HEFT	25133	6	C	33500	6	D	95	Urban Collector
174	SW 87 Ave	SW 184 St	SW 232 St	8053	2	C	9583	4	C	62	Urban Collector
176	Granada Blvd	SW 8 St	SW 40 St	7226	2	C	7876	2	C	90	Urban Collector
178	Hammocks Blvd	SW 88 St	SW 104 St	10050	4	C	11156	4	C	110	Urban Collector
184	Highland Lake Blvd	County Line	Ives Dairy Rd	21663	2	F	23829	2	F	50	Urban Collector
202	SW 88 St (Kendall Dr)	SW 57 Ave	Old Culter Rd	8116	2	C	8846	2	C	60	Urban Collector
244	SW 67 Ave (Ludlam Rd)	US 1	SW 104 St	16480	2	F	17963	2	F	65	Urban Collector
246	SW 67 Ave (Ludlam Rd)	SW 104 St	SW 136 St	13036	2	D	14209	2	D	65	Urban Collector
247	SW 67 Ave (Ludlam Rd)	SW 136 St	SW 152 St	20020	2	F	21822	2	F	75	Urban Collector
249	Memorial Hwy	NE 135 St	NW 2 Ave	3563	2	C	3919	2	C	50	Urban Collector
256	Miami Lakes Dr	NW 57 Ave	NW 67 Ave	19696	4	C	22256	4	D	70	Urban Collector
258	NW 154 St (Miami Lakes Dr)	Palmetto Expressway	NW 67 Ave	51783	4	F	58515	4	F	90	Urban Collector
275	SW 56 St	SW 147 Ave	SW 157 Ave	27713	2	D	41850	4	F	90	Urban Collector
276	NE 2 Ave	NE 14 St	NE 36 St	19696	4	C	21666	4	D	52	Urban Collector
278	NE 2 Ave	NE 36 St	NE 79 St	23203	4	D	25523	4	D	60	Urban Collector
280	NE 2 Ave	NE 86 St	NE 103 St	19330	4	C	21263	4	C	85	Urban Collector
282	NE 2 Ave	NE 103 St	NE 119 St	22943	4	D	25237	4	D	85	Urban Collector
290	NE 10 Ave	NE 125 St	SR 826	4540	4	C	4994	4	C	55	Urban Collector
292	NE 12 Ave	Ives Dairy Rd	NE 215 St	6460	2	D	7106	2	D	42	Urban Collector
294	NE 16 Ave	NE 125 St	US 1	14893	2	E	16382	2	F	55	Urban Collector
296	NE 19 Ave	NE 171 St	NE 185 St	20536	4	C	22590	4	D	120	Urban Collector
297	NE 26 Ave	NE 215 St	Ives Dairy Rd	4806	2	D	5287	2	D	75	Urban Collector
306	N Biscayne River Dr	NW 6 Ave	NW 2 Ave	630	2	C	693	2	C	55	Urban Collector
318	NW 1 Ave	NW 13 St	NW 20 St	1516	2	C	1668	2	C	45	Urban Collector
322	NW 2 Ave	NW 36 St	NW 79 St	8240	2	C	9064	2	C	55	Urban Collector
324	NW 2 Ave	NW 87 St	NW 135 St	6996	2	C	7696	2	C	65	Urban Collector
326	NW 2 Ave	N Biscayne River Dr	NW 167 St	22103	4	D	24313	4	D	65	Urban Collector
332	NW 5 St (EB)	NW 7 Ave	Biscayne Blvd	4543	2	C	4997	2	C	68	Urban Collector
334	NW 6 St (WB)	NW 7 Ave	Biscayne Blvd	3403	2	C	3743	2	C	48	Urban Collector
350	NW 10 St (EB)	NW 7 Ave	Biscayne Blvd	2103	2	C	2313	2	C	48	Urban Collector
354	NW 12 Ave	NW 62 St	NW 79 St	13990	4	C	15389	4	C	75	Urban Collector
356	NW 12 Ave	NW 103 St	NW 119 St	5336	2	C	5870	2	C	64	Urban Collector
357	NW 12/13 Ave	Palmetto Expressway	SR 9/NW 155 St	13506	4	C	14857	4	C	64	Urban Collector
366	NE/NW 14 St	NW 7 Ave	Biscayne Blvd	5986	2	C	6585	2	C	70	Urban Collector
372	NW 17 Ave	NW 79 St	NW 103 St	18676	4	C	20544	4	C	68	Urban Collector
374	NW 17 Ave	NW 119 St	NW 135 St	13983	2	D	15381	5	C	84	Urban Collector

STATION	ROAD	FROM	TO	EXISTING_AWDT	EXISTING_LANES	EXISTING_LOS	2015_AWDT	2015_LANES	2015_LOS	ROW	FUNCTIONAL CLASSIFICATION
376	NW 17 Ave	NW 103 St	NW 119 St	21253	4	C	23378	4	D	68	Urban Collector
378	NW 17 St	NW 3 Ave	NW 10 Ave	3856	2	C	4242	2	C	40	Urban Collector
380	NW 17 St	NW 27 Ave	NW 37 Ave	15323	2	E	16855	2	F	52	Urban Collector
408	NW 25 St	NW 107 Ave	NW 117 Ave	16630	4	C	23100	4	D	135	Urban Collector
418	NW 28 St	NW 27 Ave	NW N River Dr	7710	2	C	8481	2	C	64	Urban Collector
420	NW 29 St	I-95	NW 17 Ave	14526	2	D	15979	2	F	80	Urban Collector
444	NW 46 St	NE 2 Ave	NW 27 Ave	6823	2	D	7505	2	D	52	Urban Collector
446	NW 46 St	NW 27 Ave	NW 37 Ave	7550	2	D	8305	2	D	50	Urban Collector
454	NW 58 St	NW 87 Ave	NW 97 Ave	43193	4	F	48808	4	F	105	Urban Collector
456	NW 58 St	NW 97 Ave	NW 107 Ave	17710	4	C	20012	4	C	92	Urban Collector
457	NW 58 St	NW 107 Ave	NW 117 Ave	20876	4	C	23590	4	D	125	Urban Collector
458	NW 62 Ave	US 27	NW 74 St Connector	17036	4	C	19251	4	C	64	Urban Collector
460	NW 62 Ave	NW 122 St	NW 138 St	25676	2	F	31580	3	F	60	Urban Collector
470	NW 71 St	N Miami Ave	NW 12 Ave	7393	2	D	8132	2	D	48	Urban Collector
472	NW 71 St	NW 27 Ave	NW 42 Ave	5140	2	D	5654	2	D	62	Urban Collector
476	W 16 Ave/NW 72 Ave	NW 103 St	NW 138 St	7973	2	C	9009	2	C	42	Urban Collector
482	NW 79 Ave	NW 36 St EXT	NW 58 St	22230	4	D	25120	4	D	66	Urban Collector
484	NW 79 Ave	NW 36 St EXT	NW 25 St	17786	4	C	20098	4	C	68	Urban Collector
494	NW 97 Ave	NW 41 St	NW 58 St	16776	4	C	26850	4	D	72	Urban Collector
495	NW 97 Ave	NW 25 St	NW 41 St	15410	2	E	25120	4	D	32	Urban Collector
515	NW 114 Ave	NW 41 St	NW 58 St	19083	2	F	21564	2	F	72	Urban Collector
522	W 68 St (NW 122 St)	Palmetto Expressway	NW 87 Ave	45830	4	F	51788	4	F	115	Urban Collector
524	NW 125 St	NW 7 Ave	NW 17 Ave	25453	4	D	27998	4	D	60	Urban Collector
532	W 84 St (NW 138 St)	Palmetto Expressway	NW 87 Ave	28813	2	F	32559	2	F	96	Urban Collector
533	NW 138 St	NW 87 Ave	NW 107 Ave	16326	2	F	21710	4	D	54	Urban Collector
534	NW 138 St	US 27	W of HEFT	7093	2	C	8015	2	C	48	Urban Collector
540	NW 151 St	NW 7 Ave	NW 12 Ave	3386	2	C	3725	2	C	64	Urban Collector
542	NW 151 St	NW 27 Ave	NW 37 Ave	11726	4	C	12899	4	C	80	Urban Collector
544	NW 154 St	Palmetto Expressway	NW 84 Ave	53826	4	F	60823	4	F	96	Urban Collector
546	NW 154 St	NW 87 Ave	NW 92 Ave	3943	2	C	4456	2	C	48	Urban Collector
550	NW 169 St	NW 67 Ct	NW 67 Ave	10080	4	C	11390	4	C	95	Urban Collector
552	NW 170 St	NW 77 Ave	NW 87 Ave	9586	2	D	10832	2	D	145	Urban Collector
564	North River Dr	NW 2 Ave	SW 7 Ave	5703	2	C	6273	2	C	48	Urban Collector
568	South River Dr	NW of NW 17 St	NW 42 Ave	11506	2	D	12657	2	D	56	Urban Collector
570	South River Dr	NW of Palmetto Expressway	Hialeah Gdns Blvd.	20296	2	F	22934	2	F	56	Urban Collector
620	Ponce de Leon Blvd	W of SW 37 Ave	SW 8 St	9400	4	C	10246	4	C	96	Urban Collector
622	Ponce de Leon Blvd	SW 8 St	Alhambra Circle	18566	4	C	20237	4	C	100	Urban Collector
624	Ponce de Leon Blvd	SW 40 St	Almeria Ave	19550	4	C	21310	4	C	96	Urban Collector
642	San Simeon Way	NE 215 St	Ives Dairy Rd	8946	4	C	9841	4	C	78	Urban Collector
664	SW 72 St (Sunset Dr)	SW 147 Ave	SW 152 Ave	29930	4	D	39200	6	D	100	Urban Collector
665	SW 72 St (Sunset Dr)	SW 157 Ave	SW 162 Ave	15216	4	C	20240	4	C	65	Urban Collector
666	SW 1 St (EB)	SW 8 Ave	SW 2 Ave	9156	2	C	10072	2	D	65	Urban Collector
676	SW 32 Ave	SW 8 St	SW 24 St	11850	2	D	12917	2	D	64	Urban Collector
680	SW 37 Ave	US 1	Ingraham Hwy	14646	2	E	15964	2	F	58	Urban Collector
681	SW 44 Ave	SW 8 St	SW 22 St	2123	2	C	2314	2	C	48	Urban Collector
682	SW 62 Ave	SW 8 St	SW 24 St	10660	2	D	11619	2	D	48	Urban Collector
684	SW 72 Ave	SW 40 St	SW 56 St	21020	4	C	22912	4	D	64	Urban Collector
686	SW 72 Ave	SW 56 St	SW 72 St	11180	2	D	12186	2	D	60	Urban Collector
688	SW 72 Ave	SW 72 St	SW 80 St	15943	2	F	17378	2	F	72	Urban Collector
690	SW 74 Ave	SW 8 St	SW 16 St	10576	2	D	11528	2	D	50	Urban Collector
692	SW 77 Ave	SW 104 St	SW 152 St	10163	2	D	12094	2	D	56	Urban Collector
694	SW 82 Ave	SW 8 St	SW 24 St	12150	2	D	13487	2	D	52	Urban Collector
696	SW 85 Ave	Old Cutler Rd	SW 212 St	6973	2	C	8298	2	C	115	Urban Collector
698	SW 97 Ave	SW 8 St	SW 24 St	22243	2	F	24690	3	F	60	Urban Collector
699	SW 97 Ave	SW 24 St	SW 40 St	17066	2	F	18943	3	F	68	Urban Collector
700	SW 97 Ave	SW 40 St	SW 56 St	13616	2	D	15114	3	E	68	Urban Collector
702	SW 97 Ave	SW 56 St	SW 72 St	11240	2	D	12810	3	D	65	Urban Collector
704	SW 97 Ave	SW 88 St	SW 112 St	15130	2	E	18005	2	F	70	Urban Collector
706	SW 97 Ave	SW 112 St	SW 136 St	11933	2	D	14200	2	D	68	Urban Collector
708	SW 97 Ave	US 1	Old Cutler Rd	15130	2	E	18005	2	F	56	Urban Collector
710	SW 102 Ave	SW 136 St	SW 144 St	1760	2	C	2094	2	C	62	Urban Collector
712	SW 104 St	SW 67 Ave	US 1	11123	2	D	12124	2	D	64	Urban Collector
714	SW 104 St	US 1	SW 87 Ave	19800	2	F	23562	2	F	68	Urban Collector
722	SW 104 St	SW 137 Ave	SW 147 Ave	41943	4	F	46557	6	D	100	Urban Collector
724	SW 104 St	SW 147 Ave	SW 157 Ave	40003	4	F	44403	4	F	110	Urban Collector
728	SW 107 Ave	SW 152 St	SW 186 St	8403	2	C	10000	2	D	72	Urban Collector
732	Marlin Rd	Old Cutler Rd	SW 186 St	8877	4	C	10564	4	C	88	Urban Collector
754	SW 117 Ave	SW 152 St	SW 184 St	23893	2	F	31800	4	E	115	Urban Collector
756	SW 117 Ave	SW 184 St	Quail Roost Dr	17846	2	F	21237	2	F	55	Urban Collector
758	SW 117 Ave	Quail Roost Dr	US 1	20876	2	F	24842	2	F	96	Urban Collector

STATION	ROAD	FROM	TO	EXISTING_AWDT	EXISTING_LANES	EXISTING_LOS	2015_AWDT	2015_LANES	2015_LOS	ROW	FUNCTIONAL CLASSIFICATION
762	SW 120 St	SW 137 Ave	SW 147 Ave	27133	4	D	28220	4	D	72	Urban Collector
764	SW 122 Ave	NW 6 St	SW 8 St	17740	4	C	20046	4	C	100	Urban Collector
766	SW 122 Ave	SW 8 St	SW 24 St	32540	4	E	36119	4	F	82	Urban Collector
768	SW 122 Ave	SW 104 St	SW 120 St	16636	4	C	19797	4	C	72	Urban Collector
770	SW 127 Ave	NW 12 St	SW 8 St	19083	2	F	28650	4	D	100	Urban Collector
772	SW 127 Ave	SW 8 St	SW 26 St	24633	4	D	27343	4	D	88	Urban Collector
774	SW 127 Ave	SW 26 St	SW 42 St	16530	2	F	18348	2	F	72	Urban Collector
776	SW 127 Ave	SW 42 St	SW 56 St	28813	4	D	31982	4	E	72	Urban Collector
778	SW 127 Ave	SW 56 St	SW 72 St	25716	4	D	28545	4	D	75	Urban Collector
780	SW 127 Ave	SW 72 St	SW 88 St	26570	4	D	29493	4	D	82	Urban Collector
782	SW 127 Ave	SW 88 St	SW 104 St	21423	2	F	32350	4	E	48	Urban Collector
784	SW 127 Ave	SW 104 St	SW 120 St	11443	2	D	21500	4	D	55	Urban Collector
788	SW 127 Ave	SW 184 St	SW 200 St	6986	2	C	8313	2	C	55	Urban Collector
790	SW 127 Ave	SW 200 St	SW 216 St	2340	2	C	2785	2	C	60	Urban Collector
791	SW 132 Ave	NW 6 St	SW 8 St	21296	2	F	24064	2	F	70	Urban Collector
794	SW 136 St	SW 67 Ave	US 1	16220	2	F	19302	2	F	75	Urban Collector
796	SW 136 St	US 1	SW 97 Ave	27483	4	D	32705	4	E	100	Urban Collector
822	SW 137 Ave (Tallahassee Rd)	US 1	HEFT	3283	2	C	5850	4	C	36	Urban Collector
824	SW 137 Ave (Tallahassee Rd)	HEFT	SW 288 St	17776	4	C	30200	4	D	70	Urban Collector
827	SW 147 Ave	SW 56 St	SW 72 St	28290	4	D	31402	4	E	82	Urban Collector
828	SW 147 Ave	SW 72 St	SW 88 St	17120	4	C	19003	4	C	95	Urban Collector
830	SW 147 Ave	SW 88 St	SW 104 St	26683	4	D	29618	4	D	95	Urban Collector
832	SW 147 Ave	SW 104 St	SW 120 St	18610	4	C	20657	4	C	90	Urban Collector
844	SW 152 Ave	SW 88 St	SW 96 St	10846	2	D	12039	2	D	70	Urban Collector
846	SW 152 Ave	US 1	SW 312 St	8143	2	C	9690	4	C	70	Urban Collector
854	SW 152 St	SW 137 Ave	SW 147 Ave	50220	4	F	59762	4	F	115	Urban Collector
860	SW 157 Ave (Newton Rd)	SW 272 St	US 1	3163	2	C	3764	2	C	36	Urban Collector
864	SW 167 Ave (Tennessee Rd)	SW 272 St	SW 288 St	6386	2	D	7599	2	D	68	Urban Collector
865	SW 168 St (Richmond Dr)	Old Cutler Rd	SW 87 Ave	8333	2	D	9916	2	D	75	Urban Collector
866	SW 168 St (Richmond Dr)	SW 87 Ave	US 1	8133	2	D	9678	2	D	75	Urban Collector
868	SW 168 St	US 1	SW 117 Ave	10523	2	D	12522	2	D	44	Urban Collector
878	SW 184 St (Eureka Dr)	SW 137 Ave	SW 147 Ave	16816	2	F	20011	4	C	64	Urban Collector
879	SW 184 St (Eureka Dr)	SW 147 Ave	SW 157 Ave	11613	2	C	13819	2	D	64	Urban Collector
890	SW 200 St (Caribbean Blvd)	US 1	Quail Roost Dr	19416	2	F	23105	2	F	60	Urban Collector
894	SW 211 St	US 1	HEFT	23356	6	C	27794	6	C	110	Urban Collector
898	SW 216 St (Hainlin Mill Dr)	US 1	SW 134 Ave	9280	2	D	11043	2	D	40	Urban Collector
904	SW 220 St (Old Cutler Rd)	US 1	SW 216 St	4306	2	C	5124	2	D	48	Urban Collector
906	SW 232 St (Silver Palm Dr)	SW 117 Ave	US 1	4600	2	C	5474	2	C	40	Urban Collector
908	SW 232 St	US 1	Talbot Rd	5393	2	C	6418	2	C	48	Urban Collector
914	SW 248 St	SW 127 Ave	US 1	10263	2	D	12213	2	D	75	Urban Collector
919	SW 264 St (Bauer Dr)	US 1	SW 157 Ave	3453	2	C	4109	2	C	75	Urban Collector
922	SW 268 St (Moody Dr)	SW 112 Ave	SW 137 Ave	11530	2	D	13721	2	D	75	Urban Collector
924	SW 268 St (Moody Dr)	SW 137 Ave	US 1	13966	4	C	16620	4	C	68	Urban Collector
926	SW 280 St/Waldin Dr	US 1	SW 137 Ave	6030	4	C	7176	4	C	68	Urban Collector
932	SW 288 St (Biscayne Dr)	US 1	SW 177 Ave	10853	2	D	12915	2	D	68	Urban Collector
934	SW 296 St (Avocado Dr)	SW 152 Ave	US 1	11783	2	D	14022	2	D	72	Urban Collector
936	SW 296 St (Avocado Dr)	US 1	SW 177 Ave	7866	2	C	9361	2	D	46	Urban Collector
938	SW 296 St (Avocado Dr)	SW 177 Ave	SW 197 Ave	1830	2	C	2178	2	C	36	Urban Collector
940	SW 304 St (Kings Hwy)	SW 152 Ave	US 1	6613	2	C	7869	2	C	66	Urban Collector
942	SW 304 St (Kings Hwy)	US 1	SW 177 Ave	14146	2	D	16834	2	F	62	Urban Collector
944	SW 312 St (Campbell Dr)	SW 147 Ave	HEFT	14753	4	E	17556	4	C	63	Urban Collector
950	SW 320 St	US 1	SW 192 Ave	8043	2	C	9571	3	D	55	Urban Collector
954	SW 328 St	SW 167 Ave	US 1	7530	2	C	16870	4	C	64	Urban Collector
956	SW 344 St (Palm Dr)	SW 137 Ave	SW 152 Ave	7596	4	C	9039	4	C	124	Urban Collector
976	W 29 St	W 4 Ave	US 27	31856	4	E	35997	4	F	55	Urban Collector
978	W 37 St	W 4 Ave	W 16 Ave	8713	2	C	9846	2	D	56	Urban Collector
982	W Dixie Hwy	County Line	NE 203 St	6273	2	C	6900	2	C	52	Urban Collector
983	SW 62 Ave	SW 40 Street	US 1	6700	2	C	7303	2	C	65	Urban Collector
984	SW 48 St/Blue Rd	SW 67 Ave	SW 42 Ave	6850	2	C	7467	2	C	65	Urban Collector
985	NW 82 Ave	NW 186 St	NW 162 St	15800	2	F	17854	2	F	65	Urban Collector
986	NW 82 Ave	NW 162 St	NW 154 St	20100	4	C	22713	4	D	70	Urban Collector
988	SW 80 St	US 1	Old Cutler Rd	10580	2	D	11532	2	D	55	Urban Collector
989	SW 152 Ave	SW 312 St	SW 328 St	5280	4	C	6283	4	C	100	Urban Collector
990	SW 152 Ave	SW 328 St	SW 344 St	5765	4	C	6860	4	C	110	Urban Collector
991	SW 167 Ave	SW 288 St	Old Dixie Hwy	5160	2	C	6140	2	C	75	Urban Collector
992	SW 167 Ave	US 1	SW 312 St	5590	2	C	6652	2	C	75	Urban Collector
993	SW 167 Ave	SW 312 St	SW 320 St	4850	2	C	5772	2	C	65	Urban Collector
996	W Flagler St	SW 72 St	12000	2	D	13320	2	D	60	Urban Collector	
997	N River Dr	NW 7 Ave	NW 12 Ave	240	2	C	264	2	C	50	Urban Collector
998	N River Dr	NW 12 Ave	NW 17 Ave	10480	2	D	11528	2	D	80	Urban Collector

STATION	ROAD	FROM	TO	EXISTING_AWDT	EXISTING_LANES	EXISTING_LOS	2015_AWDT	2015_LANES	2015_LOS	ROW	FUNCTIONAL CLASSIFICATION
999	N River Dr	NW 17 Ave	NW 22 Ave	9310	2	D	10241	2	D	60	Urban Collector
1000	N River Dr	NW 22 Ave	NW 27 Ave	7210	2	C	7931	2	C	50	Urban Collector
1002	S River Dr	NW 8 Ave	SW 7 St	2200	2	C	2420	2	C	50	Urban Collector
1010	NW 14 St	NW 22 Ave	NW 42 Ave	5515	2	C	6067	2	C	65	Urban Collector
1013	NW 37 Ave	N River Dr	NW 79 St	5800	2	C	6380	5	C	70	Urban Collector
1014	SW 32 St	SW 117 Ave	Palmetto Expwy	10370	2	D	11511	2	D	70	Urban Collector
1015	SW 82 Ave	SW 120 St	SW 168 St	12160	2	D	14470	2	D	70	Urban Collector
1016	SW 120 St	US 1	SW 57 Ave	6795	2	C	7407	2	C	70	Urban Collector
1017	SW 88 St	US 1	SW 57 Ave	11710	2	D	12764	2	D	85	Urban Collector
1018	SW 102 Ave	SW 8 St	SW 72 St	9975	2	D	11072	2	D	65	Urban Collector
1019	NW 191 St	NW 57 Ave	NW 27 Ave	6500	2	C	7150	2	C	75	Urban Collector
1020	NW 175 St	NW 57 Ave	NW 22 Ave	4100	2	C	4510	2	C	75	Urban Collector
1021	NE 159 St	I-95	NE 22 Ave	14585	2	D	16044	2	F	70	Urban Collector
1022	NE 111 St	NW 22 Ave	NE 2 Ave	5165	2	C	5682	2	C	75	Urban Collector
1025	W 60 St	NW 87 Ave	W 4 Ave	25730	4	F	29075	4	D	70	Urban Collector
1026	SW 82 Ave	Flagler St	NW 8 St	10000	4	C	16700	4	C	80	Urban Collector
1027	SW 82 Ave	SW 8 St	Flagler St	0	0		7300	2	C	0	Urban Collector
1028	NW 82 Ave	NW 8 St	NW 12 St	0	0		30200	4	D	0	Urban Collector
1029	SW 97 Ave	Fountainbleau Blvd	NW 12 St	0	0		48900	4	F	0	Urban Collector
504	NW 105 Way	US 27	NW 106 St	4030	2	C	4554	2	C	75	Urban Local
514	NW 116 Way	US 27	NW 106 St	21986	4	D	24844	4	D	110	Urban Local
536	NW 143 St	W of I-95	NW 17 Ave	5133	2	D	5646	2	D	72	Urban Local
834	SW 147 Ave	SW 152 St	SW 184 St	9636	2	D	11467	2	D	75	Urban Local
952	SW 328 St	SW 137 Ave	SW 167 Ave	3320	2	C	14375	4	C	52	Urban Local
106	SW 40 St	W of HEFT	SW 127 Ave	53823	4	F	59744	4	F	90	Urban Minor Arterial
108	SW 42 St	SW 127 Ave	SW 137 Ave	44216	4	F	49080	4	F	155	Urban Minor Arterial
118	SW 24 St	SW 37 Ave	SW 57 Ave	19870	4	C	21658	4	D	75	Urban Minor Arterial
120	SW 24 St	SW 57 Ave	Palmetto Expressway	38893	4	F	42393	4	F	70	Urban Minor Arterial
122	SW 24 St	Palmetto Expressway	SW 87 Ave	53853	4	F	59777	6	F	95	Urban Minor Arterial
124	SW 24 St	SW 87 Ave	SW 97 Ave	50056	4	F	55562	4	F	105	Urban Minor Arterial
126	SW 24 St	SW 97 Ave	SW 107 Ave	41140	4	D	45665	4	F	105	Urban Minor Arterial
128	SW 24 St	SW 107 Ave	HEFT	46050	4	F	51116	4	F	105	Urban Minor Arterial
130	SW 26 St	W of HEFT	SW 127 Ave	48733	4	F	54094	4	F	90	Urban Minor Arterial
132	SW 26 St	SW 127 Ave	SW 137 Ave	29846	4	D	33129	4	F	90	Urban Minor Arterial
134	SW 26 St	SW 137 Ave	SW 147 Ave	26916	4	D	29877	4	D	90	Urban Minor Arterial
137	Curtiss Pkwy	SW of Okeechobee Rd	NW 36 St	18570	4	C	20427	4	C	75	Urban Minor Arterial
144	E 4 Ave	US 27	E 25 St	28233	4	D	31903	4	E	50	Urban Minor Arterial
150	Flagler St	NW 2 Ave	NW 12 Ave	16160	3	D	17776	3	D	70	Urban Minor Arterial
152	Flagler St	NW 57 Ave	NW 67 Ave	51640	4	F	56288	4	F	70	Urban Minor Arterial
154	Flagler St	NW 87 Ave	NW 97 Ave	75113	6	F	81873	6	F	100	Urban Minor Arterial
156	Flagler St	NW 97 Ave	NW 107 Ave	37646	6	D	41034	6	D	90	Urban Minor Arterial
162	NW 87 Ave	NW 12 St	NW 25 St	56526	6	F	59350	6	F	100	Urban Minor Arterial
164	NW 87 Ave	NW 25 St	NW 36 St EXT	47700	6	E	50560	6	F	110	Urban Minor Arterial
166	NW 87 Ave	NW 36 St EXT	NW 58 St	37686	4	F	56150	6	F	90	Urban Minor Arterial
168	NW 87 Ave	NW 122 St	NW 158 St	18100	4	C	30250	4	D	75	Urban Minor Arterial
170	NW 87 Ave	NW 170 St	NW 183 St	8520	2	C	10400	4	C	52	Urban Minor Arterial
172	SW 87 Ave	SW 88 St	SW 112 St	21750	2	F	25883	2	F	72	Urban Minor Arterial
194	Ingraham Hwy	SW 42 Ave	SW 37 Ave	20036	2	F	21839	2	F	55	Urban Minor Arterial
196	Ives Dairy Rd	Biscayne Blvd	I-95	66150	6	F	72765	6	F	115	Urban Minor Arterial
198	Ives Dairy Rd	W of I-95	San Simeon Way	65026	6	F	71529	6	F	90	Urban Minor Arterial
200	Ives Dairy Rd	San Simeon Way	NW 2 Ave	38630	6	D	42493	6	D	95	Urban Minor Arterial
216	NW LeJuene - Douglas Connecto	NW 42 Ave	NW 135 St	24503	4	D	27688	4	D	95	Urban Minor Arterial
218	SW 42 Ave	S of US 1	Ingraham Hwy	19553	2	F	21313	2	F	65	Urban Minor Arterial
220	NW 74 St	US 27	Palmetto Expressway	14230	4	C	16080	4	C	70	Urban Minor Arterial
222	W 12 Ave/NW 67 Ave/Ludlam Rd	US 27	W 49 St	45673	4	F	46130	4	F	60	Urban Minor Arterial
224	W 12 Ave/NW 67 Ave/Ludlam Rd	W 49 St	W 68 St	31420	4	E	35505	4	F	65	Urban Minor Arterial
226	W 12 Ave/NW 67 Ave/Ludlam Rd	W 68 St	W 84 St/NW 138 St	27173	4	D	27000	4	D	65	Urban Minor Arterial
228	NW 67 Ave (Ludlam Rd)	NW 138 St	Palmetto Expressway	40306	4	F	45546	4	F	65	Urban Minor Arterial
230	NW 67 Ave (Ludlam Rd)	Palmetto Expressway	NW 186 St	65693	8	F	74233	8	F	100	Urban Minor Arterial
232	NW 67 Ave (Ludlam Rd)	NW 186 St	NW 202 St	39170	6	D	44262	6	D	95	Urban Minor Arterial
236	SW 67 Ave (Ludlam Rd)	Tamiami Canal Rd	SW 8 St	23530	4	D	25648	4	D	55	Urban Minor Arterial
238	SW 67 Ave (Ludlam Rd)	SW 8 St	SW 24 St	36186	4	F	39443	4	F	70	Urban Minor Arterial
240	SW 67 Ave (Ludlam Rd)	SW 24 St	SW 40 St	30010	4	D	32711	4	E	70	Urban Minor Arterial
242	SW 67 Ave (Ludlam Rd)	SW 40 St	SW 56 St	21586	2	F	23529	2	F	55	Urban Minor Arterial
243	SW 67 Ave (Ludlam Rd)	SW 56 St	US 1	10983	2	D	11971	2	D	55	Urban Minor Arterial
260	SW 56 St	SW 57 Ave (Red Road)	SW 67 Ave	19940	2	F	21735	2	F	85	Urban Minor Arterial
261	SW 56 St	SW 67 Ave	Palmetto Expressway	32816	4	E	35769	4	F	65	Urban Minor Arterial
262	SW 56 St	Palmetto Expressway	SW 87 Ave	46030	4	F	51093	4	F	80	Urban Minor Arterial
264	SW 56 St	SW 87 Ave	SW 97 Ave	41356	4	F	45905	4	F	100	Urban Minor Arterial
266	SW 56 St	SW 97 Ave	SW 107 Ave	40166	4	F	44584	4	F	110	Urban Minor Arterial

STATION	ROAD	FROM	TO	EXISTING_AWDT	EXISTING_LANES	EXISTING_LOS	2015_AWDT	2015_LANES	2015_LOS	ROW	FUNCTIONAL CLASSIFICATION
268	SW 56 St	SW 107 Ave	SW 117 Ave	38316	4	F	42531	4	F	95	Urban Minor Arterial
270	SW 56 St	SW 117 Ave	SW 127 Ave	44400	4	F	49284	4	F	85	Urban Minor Arterial
272	SW 56 St	SW 127 Ave	SW 137 Ave	41350	4	F	41760	4	F	105	Urban Minor Arterial
274	SW 56 St	SW 137 Ave	SW 147 Ave	37453	4	F	56550	4	F	100	Urban Minor Arterial
308	N Miami Ave	NW 20 St	NE 36 St	9316	4	C	10248	4	C	65	Urban Minor Arterial
310	N Miami Ave	NE 36 St	NE/NW 79 St	26250	4	D	28875	4	D	52	Urban Minor Arterial
312	N Miami Ave	NE/NW 79 St	NW 103 St	20553	4	C	22608	4	D	68	Urban Minor Arterial
314	N Miami Ave	NW 103 St	NW 125 St	16290	2	F	17919	2	F	76	Urban Minor Arterial
316	N Miami Ave	Biscayne River Dr	NE 167 St	8040	2	C	8844	2	C	62	Urban Minor Arterial
340	NW 7 St	NW 12 Ave	NW 17 Ave	35026	4	F	38529	4	F	75	Urban Minor Arterial
344	NW 7 St	NW 37 Ave	NW 42 Ave	32983	4	F	35951	4	F	75	Urban Minor Arterial
346	NW 7 St	NW 42 Ave	NW 57 Ave	36406	4	F	39683	4	F	64	Urban Minor Arterial
348	NW 7 St	NW 57 Ave	NW 72 Ave	34210	4	F	37289	4	F	92	Urban Minor Arterial
358	NW 12 St	NW 72 Ave	NW 79 Ave	34520	4	F	39008	4	F	95	Urban Minor Arterial
360	NW 12 St	NW 79 Ave	NW 87 Ave	35083	4	F	39644	4	F	100	Urban Minor Arterial
362	NW 12 St	NW 87 Ave	NW 107 Ave	25950	4	D	29324	4	D	76	Urban Minor Arterial
364	NW 12 St	NW 107 Ave	HEFT	35580	6	D	40205	6	D	110	Urban Minor Arterial
365	NW 12 St	HEFT	NW 127 Ave	40730	4	F	46025	4	F	80	Urban Minor Arterial
368	NW 17 Ave	NW 36 St	NW 54 St	31270	4	E	34397	4	F	80	Urban Minor Arterial
370	NW 17 Ave	NW 54 St	NW 79 St	25746	4	D	28321	4	D	64	Urban Minor Arterial
381	NW 17 St	Weatherford Blvd	NW 72 Ave	11360	2	D	12837	2	D	100	Urban Minor Arterial
382	NW 20 St	I-95	NW 10 Ave	18276	4	C	20104	4	C	68	Urban Minor Arterial
384	NW 20 St	NW 10 Ave	NW 22 Ave	26380	4	D	29018	4	D	65	Urban Minor Arterial
386	NW 20 St	NW 22 Ave	NW 27 Ave	35850	4	F	39435	4	F	68	Urban Minor Arterial
388	NW 21 St	S River Dr	NW 42 Ave	26506	4	D	28892	4	D	70	Urban Minor Arterial
390	NW 22 Ave	NW 36 St	NW 54 St	23450	4	D	25795	4	D	68	Urban Minor Arterial
394	NW 22 Ave	NW 103 St	NW 143 St	27063	4	D	29769	4	D	98	Urban Minor Arterial
396	NW 22 Ave	NW 143 St	Palmetto Expressway	19670	4	C	21637	4	D	95	Urban Minor Arterial
398	NW 22 Ave	N of Palmetto Expressway	NW 183 St	13353	4	C	14688	4	C	100	Urban Minor Arterial
400	NW 25 St	NW 72 Ave	Palmetto Expressway	52673	4	F	66900	4	F	88	Urban Minor Arterial
402	NW 25 St	Palmetto Expressway	NW 87 Ave	57000	4	F	74670	6	F	135	Urban Minor Arterial
404	NW 25 St	NW 87 Ave	NW 97 Ave	37323	4	F	42175	4	F	145	Urban Minor Arterial
406	NW 25 St	NW 97 Ave	NW 107 Ave	32496	4	E	42900	4	F	145	Urban Minor Arterial
422	NW 32 Ave	NW 36 St	NW 62 St	21233	4	C	23356	4	D	65	Urban Minor Arterial
424	NW 32 Ave	NW 62 St	NW 103 St	30246	4	D	33271	4	F	65	Urban Minor Arterial
426	NW 32 Ave	NW 103 St	NW 119 St	26253	4	D	28878	4	D	82	Urban Minor Arterial
436	NW 37 Ave	NW 135 St	Palmetto Expressway	31933	4	E	35126	4	F	72	Urban Minor Arterial
438	NW 37 Ave	Palmetto Expressway	NW 215 St	25813	4	D	28394	4	D	72	Urban Minor Arterial
451	NW 58 St	NW 72 Ave	Palmetto Expressway	32756	4	E	37014	4	F	75	Urban Minor Arterial
452	NW 58 St	Palmetto Expressway	NW 87 Ave	63460	4	F	71710	4	F	75	Urban Minor Arterial
462	NW 62 St	NW 2 Ave	NW 7 Ave	26183	4	D	28801	4	D	64	Urban Minor Arterial
464	NW 62 St	NW 7 Ave	NW 17 Ave	20020	4	C	22022	4	D	64	Urban Minor Arterial
466	NW 62 St	NW 17 Ave	NW 27 Ave	15510	4	C	17061	4	C	68	Urban Minor Arterial
468	NW 62 St	NW 27 Ave	NW 37 Ave	13996	4	C	15396	4	C	75	Urban Minor Arterial
474	W 16 Ave/NW 72 Ave/Palm Ave	US 27	W 49 St/NW 103 St	40736	4	F	46032	4	F	50	Urban Minor Arterial
478	NW 74 St Connector	NW 67 Ave	Palm Ave	39816	4	F	44992	4	F	75	Urban Minor Arterial
481	NW 74 St	Palmetto Expressway	NW 87 Ave	39113	4	F	63350	6	F	75	Urban Minor Arterial
489	NW 87 Ave	NW of 183 St	Broward CL	25863	4	D	29225	4	D	80	Urban Minor Arterial
490	NW 95 St	W of I-95	NW 27 Ave	13460	4	C	14806	4	C	60	Urban Minor Arterial
492	NW 95 St	NW 27 Ave	NW 36 Ave	3830	2	C	4213	2	C	54	Urban Minor Arterial
508	NW 107 Ave	Dolphin Expressway	NW 12 St	53783	6	F	60775	6	F	125	Urban Minor Arterial
510	NW 107 Ave	NW 12 St	NW 25 St	51080	6	F	57720	6	F	120	Urban Minor Arterial
512	NW 107 Ave	NW 25 St	NW 41 St	40266	4	D	45501	4	F	90	Urban Minor Arterial
513	NW 107 Ave	NW 41 St	NW 58 St	26433	4	D	29869	4	D	84	Urban Minor Arterial
520	NW 122 St	NW 57 Ave	Palmetto Expressway	27500	4	D	31075	4	D	180	Urban Minor Arterial
526	NW 135 St (EB)	W of I-95	NW 17 Ave	22163	3	D	24379	3	D	62	Urban Minor Arterial
554	NW 199 St (Honey Hill Dr)	NW 2 Ave	Turnpike	28656	4	D	31522	4	E	68	Urban Minor Arterial
556	NW 199 St (Honey Hill Dr)	Turnpike	NW 27 Ave	31736	8	C	34910	8	D	115	Urban Minor Arterial
558	NW 199 St (Honey Hill Dr)	NW 27 Ave	NW 37 Ave	26136	4	D	28750	4	D	100	Urban Minor Arterial
560	NW 199 St (Honey Hill Dr)	NW 37 Ave	NW 57 Ave	24400	4	D	26840	4	D	85	Urban Minor Arterial
562	NW 202 St	NW 57 Ave	NW 67 Ave	11826	2	D	13363	2	D	40	Urban Minor Arterial
566	North River Dr	NW 27 Ave	NW 36 St	30293	4	D	33322	4	F	68	Urban Minor Arterial
582	Old Cutler Rd	SW 72 St	SW 88 St	30246	2	F	32968	2	F	78	Urban Minor Arterial
584	Old Cutler Rd	SW 88 St	SW 57 Ave	20580	2	F	22432	2	F	60	Urban Minor Arterial
586	Old Cutler Rd	SW 136 St	SW 152 St	20713	2	F	24648	2	F	72	Urban Minor Arterial
588	Old Cutler Rd	SW 152 St	SW 168 St	23230	2	F	27644	2	F	72	Urban Minor Arterial
590	Old Cutler Rd	SW 168 St	SW 184 St	19760	2	F	23514	2	F	75	Urban Minor Arterial
592	Old Cutler Rd	SW 184 St	Franjo Rd	13463	2	D	16021	2	F	68	Urban Minor Arterial
594	Old Cutler Rd	Franjo Rd	SW 216 St	22126	2	F	26330	2	F	75	Urban Minor Arterial
596	Opa Locka Blvd (WB)	NW 7 Ave	NW 22 Ave	20673	3	D	22740	3	D	92	Urban Minor Arterial

STATION	ROAD	FROM	TO	EXISTING_AWDT	EXISTING_LANES	EXISTING_LOS	2015_AWDT	2015_LANES	2015_LOS	ROW	FUNCTIONAL CLASSIFICATION
598	NW 52 Ave (Palm Ave)	US 27	E 21 St	12640	4	C	14283	4	C	48	Urban Minor Arterial
600	NW 52 Ave (Palm Ave)	E 21 St	NW 119 St	28713	4	D	32446	4	E	60	Urban Minor Arterial
618	Perimeter Rd (MIA INT Airport)	NW 47 Ave	NW 72 Ave	24016	4	D	26177	4	D	62	Urban Minor Arterial
650	S Bayshore Dr	Altaka Ave	Aviation Ave	32173	2	F	35390	2	F	60	Urban Minor Arterial
652	S Bayshore Dr	Aviation Ave	McFarland Ave	22110	4	D	24321	4	D	90	Urban Minor Arterial
654	South Miami Ave	SW of 15 Rd	Rickenbacker Cwy	6820	2	C	7502	2	C	120	Urban Minor Arterial
656	SW 72 St (Sunset Dr)	Old Cutler Rd	US 1	12710	2	D	13854	2	D	52	Urban Minor Arterial
658	SW 72 St (Sunset Dr)	SW 87 Ave	SW 107 Ave	45763	4	F	49882	4	F	85	Urban Minor Arterial
659	SW 72 St (Sunset Dr)	SW 117 Ave	SW 127 Ave	40430	4	F	54120	6	F	100	Urban Minor Arterial
660	SW 72 St (Sunset Dr)	SW 127 Ave	SW 137 Ave	30130	4	D	40675	6	D	100	Urban Minor Arterial
662	SW 72 St (Sunset Dr)	SW 137 Ave	SW 147 Ave	31413	4	E	44920	6	D	100	Urban Minor Arterial
668	SW 12 Ave	SW 8 St	SW 22 St	14870	4	C	16357	4	C	85	Urban Minor Arterial
670	SW 17 Ave	SW 8 St	SW 22 St	21290	4	C	23419	4	D	70	Urban Minor Arterial
672	SW 22 Ave	SW 8 St	SW 22 St	20633	2	F	22696	2	F	66	Urban Minor Arterial
674	SW 27 Ave	US 1	S Bayshore Dr	25980	2	F	28578	3	F	92	Urban Minor Arterial
678	SW 37 Ave (Douglas Rd)	SW 8 St	US 1	35016	4	F	38167	4	F	64	Urban Minor Arterial
716	SW 104 St	SW 107 Ave	SW 117 Ave	74463	6	F	88611	6	F	100	Urban Minor Arterial
718	SW 104 St	SW 117 Ave	SW 127 Ave	61313	6	F	68057	6	F	115	Urban Minor Arterial
720	SW 104 St	SW 127 Ave	SW 137 Ave	57440	6	F	63758	6	F	110	Urban Minor Arterial
726	SW 107 Ave	SW 88 St	SW 104 St	31320	4	E	37271	4	F	80	Urban Minor Arterial
736	SW 112 Ave (Allapattah Dr)	US 1	HEFT	19746	4	C	23498	4	D	95	Urban Minor Arterial
738	SW 112 Ave (Allapattah Dr)	SW 268 St	SW 268 St	15996	4	C	19035	4	C	100	Urban Minor Arterial
740	SW 112 St	US 1	SW 57 Ave	9056	2	C	9871	2	D	66	Urban Minor Arterial
742	SW 112 St	SW 99 Ave	SW 117 Ave	14255	2	D	16963	2	F	70	Urban Minor Arterial
743	SW 117 Ave	SW 8 St	SW 40 St	13426	2	C	23900	4	D	100	Urban Minor Arterial
744	SW 117 Ave	SW 40 St	SW 72 St	32043	4	E	35568	4	F	110	Urban Minor Arterial
746	SW 117 Ave	SW 72 St	SW 88 St	47116	4	F	52299	4	F	115	Urban Minor Arterial
748	SW 117 Ave	SW 88 St	SW 104 St	31870	4	E	37925	4	F	105	Urban Minor Arterial
750	SW 117 Ave	SW 104 St	SW 136 St	43710	4	F	52015	4	F	90	Urban Minor Arterial
752	SW 117 Ave	SW 136 St	SW 152 St	24496	4	D	29150	4	D	105	Urban Minor Arterial
760	SW 120 St	SW 117 Ave	SW 137 Ave	30466	4	D	42340	6	D	64	Urban Minor Arterial
792	SW 136 St/Old Cutler	E of SW 67 Ave	Old Cutler Rd	19990	2	F	21789	2	F	72	Urban Minor Arterial
800	SW 137 Ave	SW 8 St	SW 26 St	28006	4	D	34450	6	D	110	Urban Minor Arterial
802	SW 137 Ave	SW 26 St	SW 42 St	40646	6	D	50000	6	F	110	Urban Minor Arterial
804	SW 137 Ave	SW 42 St	SW 56 St	38576	6	D	47450	6	E	108	Urban Minor Arterial
806	SW 137 Ave	SW 56 St	SW 72 St	42240	4	F	51960	4	F	105	Urban Minor Arterial
808	SW 137 Ave	SW 72 St	SW 88 St	33090	4	F	44340	6	E	100	Urban Minor Arterial
818	SW 137 Ave	SW 152 St	SW 184 St	48790	6	E	74160	6	F	115	Urban Minor Arterial
820	SW 137 Ave	SW 184 St	SW 200 St	9506	2	D	12450	4	C	58	Urban Minor Arterial
848	SW 152 St	US 1	Old Cutler Rd	14043	2	D	16711	2	F	70	Urban Minor Arterial
856	SW 157 Ave	SW 72 St	SW 88 St	19703	4	C	21870	4	D	90	Urban Minor Arterial
870	SW 184 St (Eureka Dr)	Old Cutler Rd	SW 87 Ave	5113	2	C	6084	2	C	72	Urban Minor Arterial
872	SW 184 St (Eureka Dr)	SW 87 Ave	US 1	25440	2	F	30274	2	F	80	Urban Minor Arterial
874	SW 184 St (Eureka Dr)	US 1	SW 117 Ave	27003	4	D	32134	4	E	60	Urban Minor Arterial
876	SW 184 St (Eureka Dr)	SW 117 Ave	SW 137 Ave	29510	2	D	38950	4	F	64	Urban Minor Arterial
882	SW 186 St	HEFT	US 1	25690	4	D	30571	4	D	58	Urban Minor Arterial
896	SW 216 St (Hainlin Mill Dr)	Old Cutler Rd	US 1	20943	4	C	24922	4	D	64	Urban Minor Arterial
928	SW 288 St (Biscayne Dr)	SW 132 Ave	HEFT	19120	4	C	22753	4	D	68	Urban Minor Arterial
930	SW 288 St (Biscayne Dr)	HEFT	US 1	17530	4	C	20861	4	C	100	Urban Minor Arterial
946	SW 312 St (Campbell Dr)	HEFT	US 1	28300	4	D	33677	4	F	74	Urban Minor Arterial
948	SW 312 St (Campbell Dr)	US 1	SW 177 Ave	24093	4	D	28671	4	D	54	Urban Minor Arterial
974	Venetian Cswy	Biscayne Blvd	Alton Rd	8260	2	C	9086	2	C	42	Urban Minor Arterial
980	W Dixie Hwy	NE 203 St	NE 185 St	11123	2	D	12235	2	D	60	Urban Minor Arterial
987	SW 57 Ave	SW 72 St	Old Cutler Rd	18040	2	F	19664	2	F	75	Urban Minor Arterial
994	SW 57 Ave	US 1	SW 72 Ave	24520	4	D	26727	4	D	80	Urban Minor Arterial
1001	S River Dr	NW 12 Ave	NW 8 Ave	4650	2	C	5115	2	C	55	Urban Minor Arterial
1003	SW 2 Ave	SW 7 St	SW 2 St	11700	2	D	12870	2	D	60	Urban Minor Arterial
1004	NW 17 Ave	N River Dr	SW 8 St	38745	4	F	42620	4	F	80	Urban Minor Arterial
1005	Miami Ave	SW 7 St	SW 2 St	10320	4	C	11352	4	C	65	Urban Minor Arterial
1006	NW 22 Ave	N River Dr	SW 8 St	30610	4	D	33671	4	F	70	Urban Minor Arterial
1007	NW 17 Ave	NW 36 St	N River Dr	18235	2	F	20059	2	F	70	Urban Minor Arterial
1008	NW 22 Ave	N River Dr	NW 36 St	28000	4	D	30800	4	D	70	Urban Minor Arterial
1009	NW 22 Ave	NW 54 St	NW 103 St	26985	6	C	29684	6	C	100	Urban Minor Arterial
1011	NW 7 St	NW 17 Ave	NW 37 Ave	28240	4	D	31064	4	D	80	Urban Minor Arterial
1012	NW 37 Ave	SW 8 St	NW 25 St	30670	4	D	33430	4	F	65	Urban Minor Arterial
1023	Gratigny Dr	LeJeune Road	W 4 Ave	27260	4	D	30804	4	D	80	Urban Minor Arterial
1024	NW 62 St	Royal Poinciana Blvd	NW 37 Ave	17410	4	C	19151	4	C	75	Urban Minor Arterial
1030	NW 137 Ave	SW 200 St	US 1	0	0		21200	2	F	0	Urban Minor Arterial
1031	NW 107 Ave	NW 58 St	NW 106 St	0	0		27100	4	D	0	Urban Minor Arterial
1032	NW 87 Ave	Okeechobee Rd	NW 122 St	0	4		30600	4	D	80	Urban Minor Arterial

STATION	ROAD	FROM	TO	EXISTING_AWDT	EXISTING_LANES	EXISTING_LOS	2015_AWDT	2015_LANES	2015_LOS	ROW	FUNCTIONAL CLASSIFICATION
1033	Hialeah Gdns Blvd	Okeechobee Rd	NW 138 St	0	4		26300	4	D	100	Urban Minor Arterial
1034	NW 87 Ave	NW 58 St	Okeechobee Rd	0	0		23000	4	D	0	Urban Minor Arterial
1035	NW 74 St	NW 87 Ave	HEFT	0	0		20000	6	C	0	Urban Minor Arterial
136	Crandon Blvd	N of Harbor Dr	Virginia Key	28250	4	D	31075	4	D	85	Urban Principal Arterial-Other
328	NW 2 Ave	NW 199 St	NW 215 St	58913	6	F	64804	6	F	100	Urban Principal Arterial-Other
432	NW 41 St/NW 36 St EXT	Palmetto Expressway	NW 87 Ave	54120	6	F	61156	6	F	98	Urban Principal Arterial-Other
434	NW 36 St	NW 87 Ave	NW 97 Ave	57060	6	F	64478	6	F	110	Urban Principal Arterial-Other
440	NW 41 St/NW 36 St EXT	NW 97 Ave	NW 107 Ave	51006	6	F	57637	6	F	115	Urban Principal Arterial-Other
442	NW 41 St	NW 107 Ave	HEFT	45256	6	D	51139	6	F	125	Urban Principal Arterial-Other
506	NW 106 St	HEFT	NW 107 Ave	22730	4	D	23640	4	D	125	Urban Principal Arterial-Other
516	NW 119 St	W of I-95	NW 27 Ave	35296	6	D	38826	6	D	92	Urban Principal Arterial-Other
640	Rickenbacker Cswy	Toll Plaza	W of Virginia Key	48336	6	E	52686	6	F	290	Urban Principal Arterial-Other
810	SW 137 Ave	SW 88 St	SW 104 St	46286	6	D	55100	6	F	105	Urban Principal Arterial-Other
812	SW 137 Ave	SW 104 St	SW 128 St	44630	6	C	49539	6	E	115	Urban Principal Arterial-Other
816	SW 137 Ave	SW 128 St	SW 152 St	63046	6	F	68100	6	F	120	Urban Principal Arterial-Other
850	SW 152 St	SW 117 Ave	SW 124 Ave	66516	6	F	79154	6	F	115	Urban Principal Arterial-Other
852	SW 152 St	SW 124 Ave	SW 137 Ave	49726	6	F	59174	6	F	105	Urban Principal Arterial-Other
730	SW 107 Ave (Marlin Rd)	SW 186 St	US 1	19336	4	C	23010	4	D	100	
1036	NW 87 Ave	N of NW 154 St	NW 170 St	0	4		12700	0	C	0	
1037	NW 97 Ave	NW 138 St	NW 154 St	0	0		5900	4	C	0	
1038	NW 97 Ave	NW 154 St	NW 170 St	0	0		8200	2	C	0	
1039	NW 90 St	NW 87 Ave	NW 107 Ave	0	0		8000	2	C	0	
1040	NW 97 Ave	NW 74 St	NW 90 St	0	0		13500	4	C	0	
1041	NW 107 Ave	NW 138 St	NW 170 St	0	0		8100	2	C	0	
1042	NW 154 St	I-75	NW 97 Ave	0	0		16700	2	F	0	
1043	NW 154 St	NW 97 Ave	NW 107 Ave	0	0		8000	2	C	0	
1044	NW 122 Ave	NW 25 St	NW 41 St	0	0		13000	2	D	0	
1045	NW 25 St	NW 117 Ave	NW 127 Ave	0	0		32200	4	E	0	
1046	NW 127 Ave	NW 12 St	NW 25 St	0	0		28000	4	D	0	
1047	NW 20 St	NW 127 Ave	NW 137 Ave	0	0		2800	4	C	0	
1048	NW 137 Ave	SR 836	NW 20 St	0	0		2800	4	C	0	
1049	SW 142 Ave	SW 8 St	SW 26 St	0	0		4050	2	C	0	
1050	SW 42 St	SW 157 Ave	SW 162 Ave	0	0		2600	2	C	0	
1051	SW 56 St	SW 157 Ave	SW 167 Ave	0	0		5300	2	C	0	
1052	SW 167 Ave	SW 56 St	SW 88 St	0	0		5650	2	C	0	
1053	SW 162 Ave	SW 88 St	SW 96 St	0	0		13800	4	C	0	
1054	SW 96 St	SW 157 Ave	SW 162 Ave	0	0		14700	4	C	0	
1055	SW 97 Ave	SW 8 St	Fountainbleau Blvd	0	0		42500	4	F	0	
1056	SW 97 Ave	NW 12 St	NW 25 St	0	0		19800	4	C	0	
1057	SW 82 Ave	SW 24 St	SW 40 St	0	0		11650	2	D	0	
1058	SW 82 Ave	SW 40 St	SW 48 St	0	0		3850	2	C	0	
1059	SW 82 Ave	SW 48 St	SW 56 St	0	0		3850	2	C	0	
1060	NW 82 Ave	NW 12 St	NW 25 St	0	0		14600	4	C	0	
1061	SW 120 St	SW 137 Ave	SW 147 Ave	0	0		2350	2	C	0	
1062	SW 157 Ave	SW 152 St	SW 184 St	0	0		11600	4	C	0	
1063	SW 157 Ave	SW 120 St	SW 136 St	0	0		21800	4	D	0	
1064	SW 160 St	SW 137 Ave	SW 147 Ave	0	0		10800	4	C	0	
1065	SW 344 St	US 1	SW 167 Ave	0	0		12000	4	C	0	
1066	SW 344 St	SW 167 Ave	SW 152 Ave	0	0		7050	4	C	0	
1067	SW 157 Ave	SW 104 St	SW 120 St	0	0		21800	4	D	0	


Appendix D

Existing Conditions Map Series

Map Existing-1 – Traffic Count Data Availability

Traffic Count Data Availability Map


Arterial Grid Analysis Study



Map Existing-2 –
Annual Average Daily Traffic

Annual Average Daily Volume (2005)


Arterial Grid Analysis Study



Map Existing-3 –
Bi-directional Number of Lanes

Bi-directional Number of Lanes


Arterial Grid Analysis Study



Map Existing-4 –
FDOT Functional Classification

FDOT Functional Classification


Arterial Grid Analysis Study



Map Existing-5 – Right-Of-Way Widths

Right-Of-Way Widths


Arterial Grid Analysis Study



Existing-6 – Level of Service

Level of Service (2005)

Arterial Grid Analysis Study



Appendix E


Future Conditions Map Series

Map Future-1 –
Future (2015) Roadway Improvements

Future (2015) Roadway Improvements

Arterial Grid Analysis Study


Based on TIP, LRTP, and FDOT Work Program



Map Future-2 –
Future (2015) Annual Average Daily Traffic

Projected (2015) Annual Average Daily Traffic


Arterial Grid Analysis Study



Map Future-3 –
Future (2015) Bi-directional Number of
Lanes

Future (2015) Bi-directional Number of Lanes

Arterial Grid Analysis Study




**Map Future-4 –
Projected (2015) Level of Service**

Projected (2015) Level of Service

Arterial Grid Analysis Study

**Including Traffic Growth and
Planned Improvements**



Appendix F

Potential Projects

Projected (2015) LOS and Potential Projects

Arterial Grid Analysis Study

