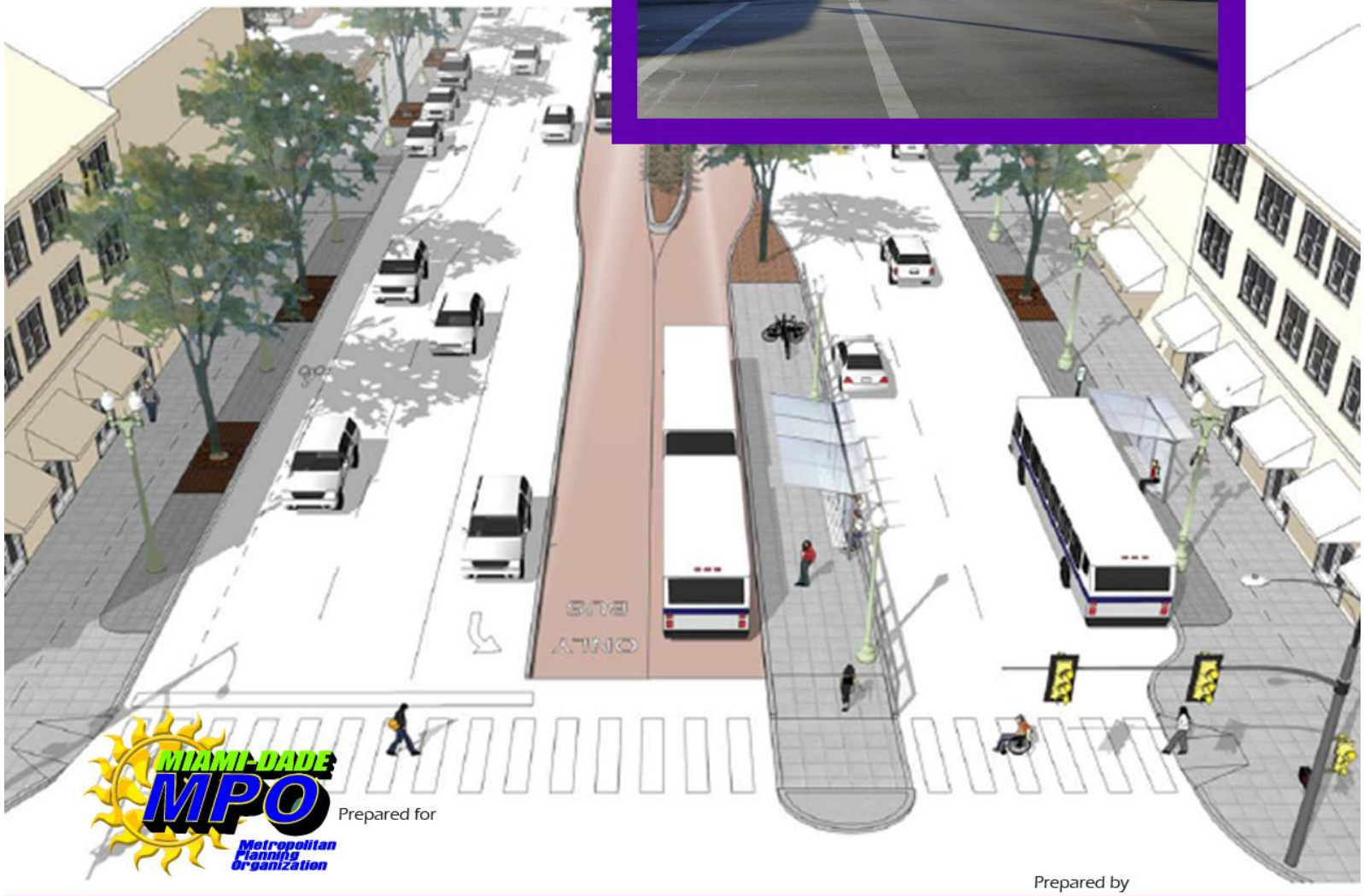
APPENDICES

ARTERIAL GRID ANALYSIS

PHASE II WORK ORDER

GPC V-05





Prepared for

MIAMI-DADE MPO Metropolitan Planning Organization

Prepared by

Kimley-Horn and Associates, Inc.

January 2014

TZ260141.12

Arterial Grid Analysis – Phase II

Appendices

Prepared for:

Miami-Dade County Metropolitan Planning Organization

Prepared by:

Kimley-Horn
and Associates, Inc.

Work Order # GPC V-05
First Submittal: November 2013
Final Submittal: January 2014

Appendix A
Arterial Grid Network –Historical Development and Benefits

Miami-Dade County Arterial Grid Roadway System

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.

Appendix B
Study Advisory Committee
Meeting Presentations and Input

SAC Meeting # 1 Presentation

ARTERIAL GRID ANALYSIS

PHASE II WORK ORDER

GPC V-05



Transportation Planning Technical Advisory Committee
July 3, 2013

MIAMI-DADE MPO Metropolitan Planning Organization

Kimley-Horn and Associates, Inc.

Presentation Outline

- Arterial Grid Network – Background
- Key Findings from Phase I Study
- Goals of Phase II Study
- Traffic Count Database
- GIS Map Series
- Level of Service Analysis
- Priority Corridors and Improvement Strategies
- Next Steps

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Why is a Grid Network Important?

- Transportation benefits
- Broader community benefits

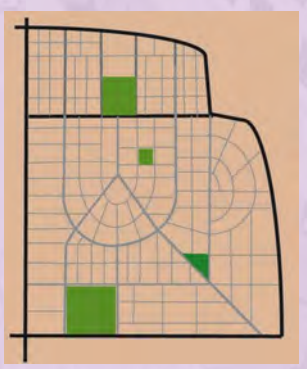


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The Grid: Transportation Benefits

- Choice
  - People can choose shorter routes
  - More people choose to walk, bike, or access public transit for trips
  - Up to 50 percent reduction in Vehicle Miles Traveled (VMT)
    - Source: Marshall and Garrick, *The Spatial Distribution of VMT Based upon Street Network Distributions*, TRB, January 2011.



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The Grid: Transportation Benefits

- Safety
  - Grid street networks exhibit lower rates of severe injuries and fatalities
    - Sources
      - Marshall and Garrick, *Does the Street Network Design Affect Traffic Safety*, Accident Analysis and Prevention 43[3].
      - Dumbaugh and Rae, *Safe Urban Form: Revisiting the Relationship between Community Design and Traffic Safety*. APA Journal 75[3].

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The Grid: Transportation Benefits

- Redundancy
  - Grid networks provide a redundancy of routes
    - Quicker congestion recovery
    - Fewer bottlenecks
    - Faster emergency response
      - Source: Congress for the New Urbanism, *Report on Emergency Response and Street Design*.

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The Grid: Broad Community Benefits

- Economic Activity
  - A sustainable grid street network fosters economic and social activity
    - Highest commercial property values
      - Brickell, South Beach, Gables, Coconut Grove, etc.
    - Social equity through better options for all modes of travel

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The Grid: Broad Community Benefits

- Healthy Communities
  - A sustainable grid street network enhances active transportation and vitality
    - Reduced risk of diseases impacted by sedentary lifestyles
      - Source: Bell and Cohen, *How Transportation Policies and Plans Influence Health*, 2009.
    - Higher levels of social capital
      - Source: Leyden, *Social Capital and the Built Environment: The Importance of Walkable Neighborhoods*, 2003.



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The Grid: Broad Community Benefits

- Smart Growth
  - A sustainable grid street network addresses transit-supportive land uses
    - Supports compact development
    - Encourages the revitalization of city and town centers
    - Preserves ecological habitats



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Historical Development of Grid System

- Pre World War II
  - Based on land planning and surveying principles from the 1800s and early 1900s
  - Section line and half-section line roads



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Hierarchical System

- Hierarchical system favored between 1960s and 1990s
  - Focused on moving cars
  - Concentrates traffic onto fewer roadways by reducing connectivity of non-arterials
  - Modern areas of the County including many western suburban residential areas developed in this manner

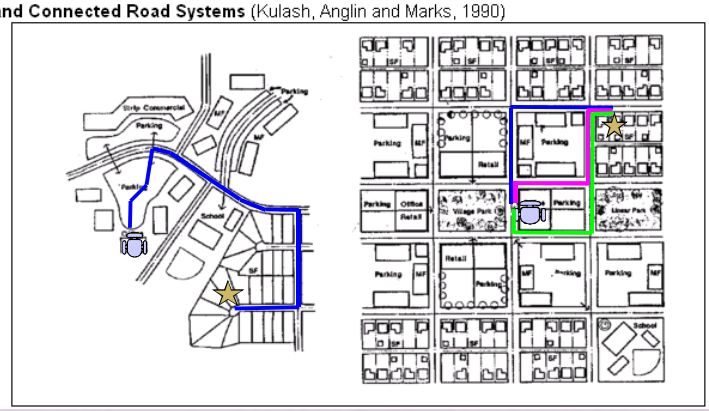


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Grid vs. Hierarchical System

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



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Key Findings from Phase I

- 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 from Phase I

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



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Key Findings from Phase I

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

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Study Goals – Phase II

- To update arterial road network conditions information
- To assess level of service of roadway network
- To evaluate ways to improve the efficiency of the network
- To support the development of 2040 Long Range Transportation Plan Update

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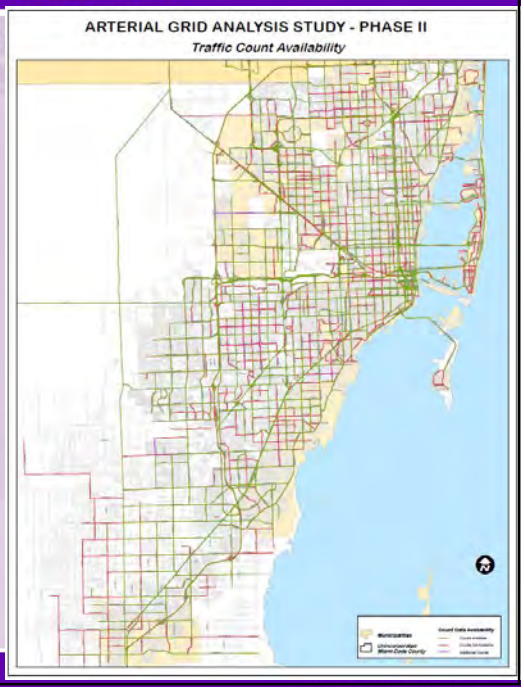
Traffic Count Database

- FDOT and Miami-Dade County data
- Supplemented with additional counts
- Base year is 2011
- Traffic data coverage (see map)
- Recommendations
  - Collect traffic data for all key arterials and collectors
  - Consider developing a centralized traffic count database

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Traffic Count Availability



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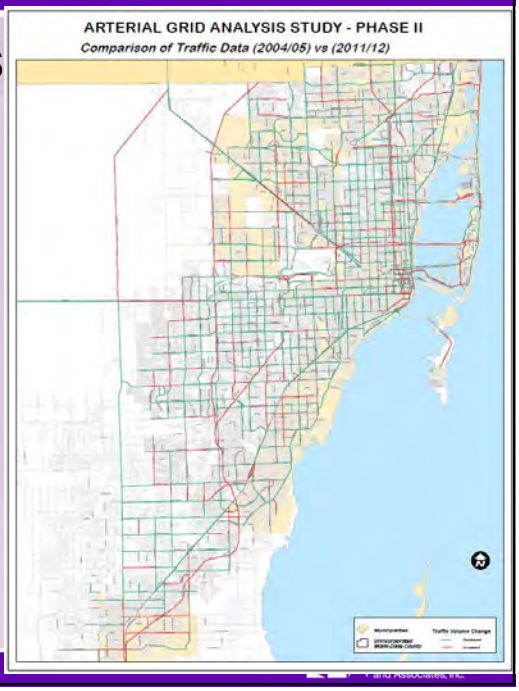
Traffic Data Trends

- Comparison with Phase 1 data (map)
- Key results:
  - An overall decreasing trend of traffic volume between 2004/05 and 2011
    - Traffic volume decreased in 68% of roadway segments compared
    - Net change of Average Daily Traffic at 1040 roadway segments is (-)1.94 million vehicles

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Traffic Data Trends



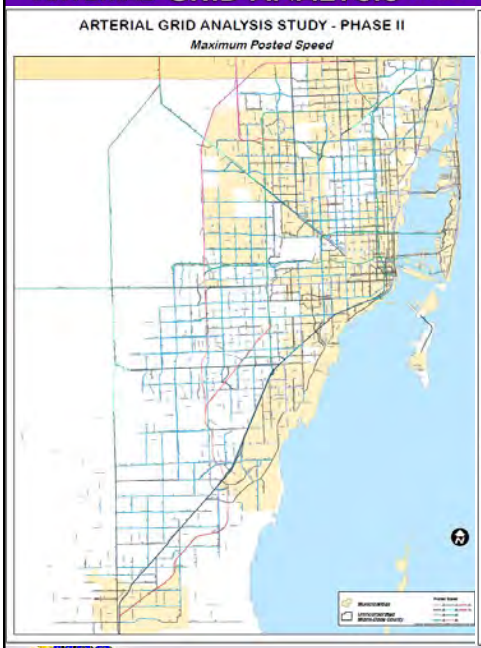
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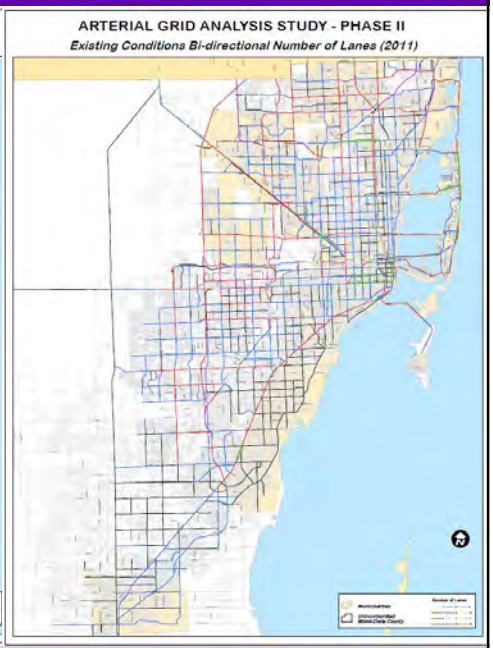
GIS Map Series

- Posted Speed Limit
- Laneage
- Right of Way (approximate)
- Level of Service

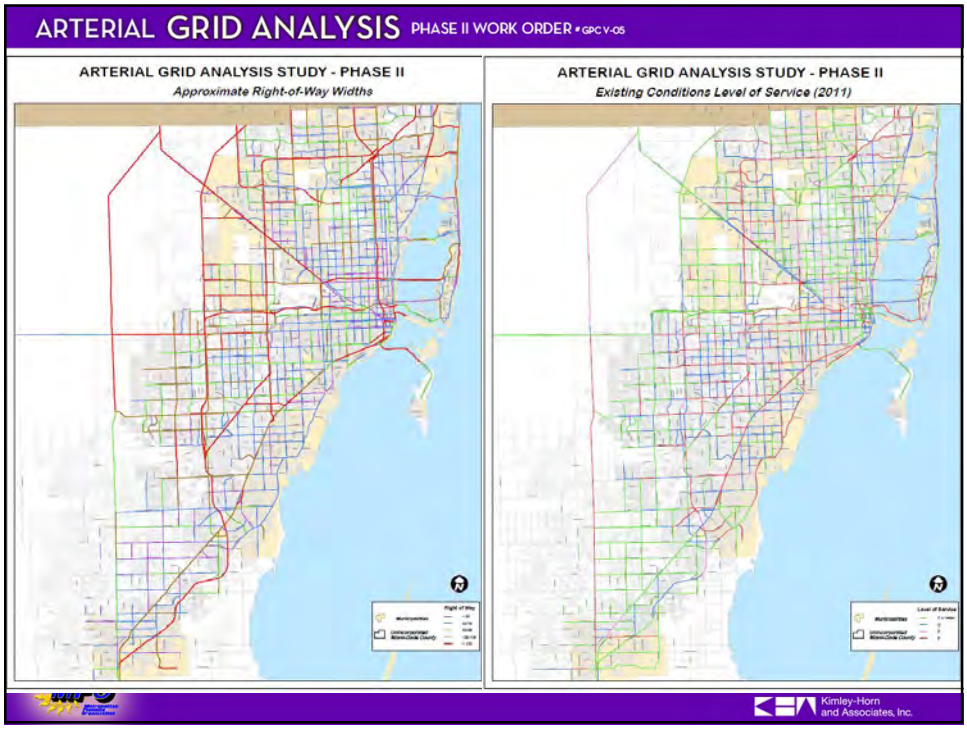
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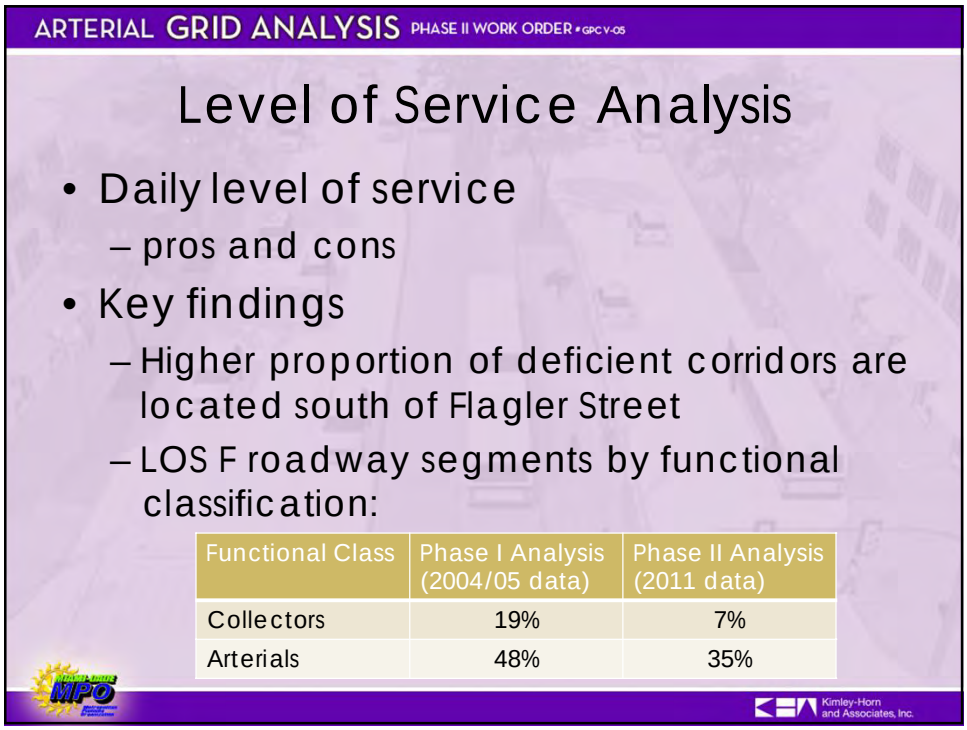
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ARTERIAL GRID ANALYSIS STUDY - PHASE II
Approximate Right-of-Way Widths
ARTERIAL GRID ANALYSIS STUDY - PHASE II
Existing Conditions Level of Service (2011)
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Level of Service Analysis
• Daily level of service
– pros and cons
• Key findings
– Higher proportion of deficient corridors are located south of Flagler Street
– LOS F roadway segments by functional classification:
Functional Class | Phase I Analysis (2004/05 data) | Phase II Analysis (2011 data)
Collectors | 19% | 7%
Arterials | 48% | 35%
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Level of Service

North/South County Distribution	C or better	D	E	F	Total
	Centerline miles				
North of Flagler St	317	143	38	110	608
South of Flagler St	253	148	33	136	570
Total	570	291	71	246	1,178

North/South County Distribution	C or better	D	E	F	Total
	Centerline miles (percentage)				
North of Flagler St	52%	24%	6%	18%	100%
South of Flagler St	44%	26%	6%	24%	100%
Total	48%	25%	6%	21%	100%

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2035 LRTP Projects

- Deficient corridors and CFP projects (map)
- Key results:
  - Programmed improvements do not meet current mobility demand
  - Need for comprehensive and innovative strategies

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2035 CFP Improvements



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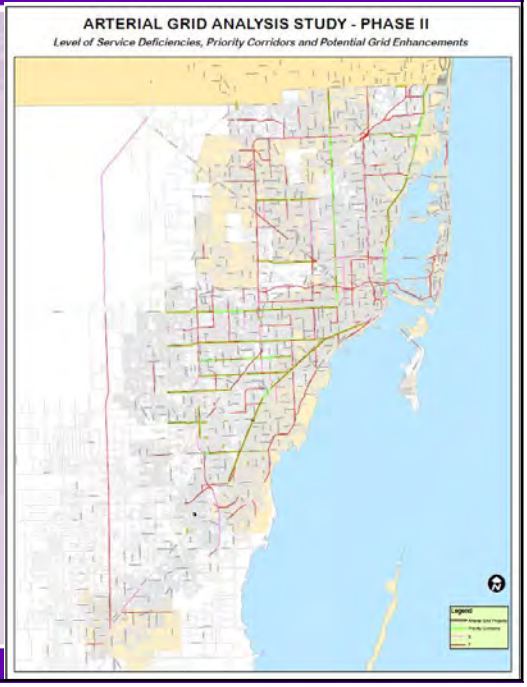
Potential Improvement Strategies

- Location/segment specific
- Systems approach
- Grid network connectivity
- Multimodal improvements
- Land use planning
- Policy decisions

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Priority Corridors



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Priority Corridors

East-West Corridors

(South of Flagler Street)

- SW 8 Street
- SW 40 Street
- SW 56 Street
- SW 72 Street
- SW 88 Street
- SW 120 Street
- SW 152 Street

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Priority Corridors

SW 8 Street/Tamiami Trail

- Segment: SW 137 Avenue to SW 27 Avenue
- Jurisdiction: State road
- Functional classification: Principal arterial - other
- Length: 11 miles (8.5 miles at LOS F)
- Lanes: 4/6
- AADT (2011): 36,000/68,000

Planned improvements:

- Congestion management (SR 826 to I-95)

Potential improvements:

- Transportation system management
- E-W grade separation at SW 87 Avenue (prior MPO study recommendation; PD&E study in 2015)
- E-W grade separation at SW 107 Avenue (prior MPO study recommendation)
- E-W grade separation at SW 137 Avenue (prior MPO study recommendation)
- Improve parallel corridors (SW 16 Street overpass across Palmetto Expressway)

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Priority Corridors

SW 40 Street/Bird Road

- Segment: SW 137 Avenue to US 1
- Jurisdiction: County road west of HEFT; State road between HEFT and US 1
- Functional Classification: Principal arterial - other
- Length: 10.5 miles
- Lanes: 4/6
- AADT (2011): 38,000/64,000

Planned improvements:

- Intersection improvements at Granada Boulevard

Potential improvements:

- Transportation system management
- Rapid bus transit
- Grade separation at SW 107 Avenue (prior MPO study recommendation)
- Evaluate feasibility of widening to 6L between HEFT and SW 137 Avenue (prior MPO study recommendation)
- Evaluate intersection improvements at SW 67 Avenue (E-W dual left turns)
- Transit
- Improve parallel corridors (SW 48 Street overpass across HEFT, SW 56 Street)

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Priority Corridors

SW 56 Street/Miller Drive

- Segment: SW 117 Avenue/HEFT to SW 57 Avenue
- Jurisdiction: County road
- Functional Classification: Minor arterial
- Length: 6 miles
- Lanes: 2/4
- AADT (2011): 15,000/36,000

Planned improvements:

- Congestion management

Potential improvements:

- Evaluate feasibility of widening to 6L between SW 57 Avenue and SW 67 Avenue
- Evaluate feasibility of widening to 6L between SW 87 Avenue and SW 107 Avenue
- Evaluate the feasibility of a full or partial interchange at HEFT (could help to relieve SW 40 Street)

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Priority Corridors

SW 72 Street/Sunset Drive

- Segment: SW 117 Avenue/HEFT to US 1
- Jurisdiction: County road
- Functional Classification: Minor arterial
- Length: 5.8 miles
- Lanes: 4
- AADT (2011): 42,500

Planned improvements:

- Widen to 6L between SW 117 Avenue and SW 157 Avenue

Potential improvements:

- Transportation system management
- Evaluate the feasibility of a WB-NB and SB-WB only interchange at SR 874
- Indirect left turns at SW 107 Avenue (prior MPO study recommendation)
- Evaluate the feasibility of a full or partial interchange at HEFT (to relieve SW 88 Street)

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Priority Corridors

SW 88 Street/Kendall Drive

- Segment: SW 137 Avenue to US 1
- Jurisdiction: State road
- Functional Classification: Principal arterial - other
- Length: 6.7 miles
- Lanes: 6
- AADT (2011): 59,500/84,500

Planned improvements:

- Premium transit
- Multimodal terminal at HEFT
- Intersection improvements from SW 127 Avenue to SW 122 Avenue

Potential improvements:

- Transportation system management
- E-W grade separation at SW 127 Avenue and/or SW 137 Avenue (prior MPO study recommendation)
- Improve parallel corridors (SW 72 Street)

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Priority Corridors

SW 120 Street/Montgomery Drive

- Segment: SW 137 Avenue to SW 117 Avenue/HEFT
- Jurisdiction: County road
- Functional Classification: Minor arterial
- Length: 2 miles
- Lanes: 4
- AADT (2011): 36,900

Planned improvements:

- None

Potential improvements:

- Widen to 6L between SW 137 Avenue and SW 117 Avenue (included in the 2030 LRTP)

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Priority Corridors

SW 152 Street/Coral Reef Drive

- Segment: SW 117 Avenue/HEFT to Old Cutler Road
- Jurisdiction: County road east of US 1; State road between HEFT and US 1
- Functional Classification: Minor arterial
- Length: 4.2 miles
- Lanes: 2/4
- AADT (2011): 13,500/38,000

Planned improvements:

- Congestion management (East of US 1)
- SW 136 Street Ramp Connector to SR 874 (may help to relieve SW 152 Street)

Potential improvements:

- Widen to 6 lanes between SW 117 Avenue and US 1 (prior MPO study recommendation)
- BRT along SW 152 Street between Dadeland South and SW 107/137 Avenue (prior MPO study recommendation)

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Priority Corridors

East-West Corridors

(North of Flagler Street)

- NE 163/167 Street
- NW 103 Street/E/W 49 Street
- NW 36 Street

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Priority Corridors

NE 163/167 Street

- Segment: I-95 to US 1
- Jurisdiction: State road
- Functional Classification: Principal arterial - other
- Length: 3.3 miles
- Lanes: 6
- AADT (2011): 60,500

Planned improvements:

- None

Potential improvements:

- Transportation system management
- N-S grade separation at US 1 (prior MPO study recommendation)
- Intermodal center (transit hub) at US 1
- Access management

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Priority Corridors

NW 103 Street/E/W 49 Street

- Segment: SR 826 to E 10 Avenue
- Jurisdiction: State road
- Functional classification: Principal arterial - other
- Length: 4.5 miles
- Lanes: 4/6
- AADT (2011): 38,500/54,500

Planned improvements:

- None

Potential improvements:

- Transportation system management

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Priority Corridors

NW 36 Street

- Segment: SR 826 to SR 25\US 27
- Jurisdiction: State road
- Functional Classification: Principal arterial - other
- Length: 4 miles
- Lanes: 6
- AADT (2011): 66,000

Planned improvements:

- Congestion management

Potential improvements:

- Transportation system management
- E-W grade separation at NW 72 Avenue (prior MPO study recommendation)

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Priority Corridors

North-South Corridors

(South of Flagler Street)

- US 1/South Dixie Highway
- SW 117 Avenue

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Priority Corridors

US 1/South Dixie Highway

- Segment: I-95 to SW 88 Street
- Jurisdiction: State road
- Functional Classification: Principal arterial - other
- Length: 7.4 miles
- Lanes: 6
- AADT (2011): 89,500

Planned improvements:

- Congestion management
- Corridor improvements and managed lanes (planning)

Potential improvements:

- Grade separate US 1 at SW 27 Avenue (prior MPO study recommendation)

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ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Priority Corridors

US 1/South Dixie Highway

- Segment: SW 88 Street to SW 184 Street
- Jurisdiction: State road
- Functional Classification: Principal arterial - other
- Length: 6.0 miles
- Lanes: 6
- AADT (2011): 76,000

Planned improvements:

- Bus way signal priority and managed lanes (planning)

Potential improvements:

- TBD

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Priority Corridors

SW 117 Avenue

- Segment: SW 104 Street to SW 136 Street
- Jurisdiction: County road
- Functional Classification: Minor arterial
- Length: 2 miles
- Lanes: 4
- AADT (2011): 39,300

Planned improvements:

- None

Potential improvements:

- Continuous flow (turbo) lanes at SW 128 Street (southbound)
- Continuous flow (turbo) lanes at SW 134 Street (southbound)
- Continuous flow (turbo) lanes at SW 136 Street (southbound)

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Priority Corridors

North-South Corridors

(North of Flagler Street)

- US 1/Biscayne Boulevard
- NW 27 Avenue

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ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Priority Corridors

US 1/Biscayne Boulevard

- Segment: Flagler Street to Broward County Line
- Jurisdiction: State road
- Functional Classification: Principal arterial - other
- Length:
- Lanes: 4/6/8
- AADT (2011): 37,500/56,000/76,500

Planned improvements:

- FEC corridor transit (planning)
- Intersection improvements in Aventura

Potential improvements:

- N-S grade separation at NE 163 Street (prior MPO study recommendation)
- Intermodal center (transit hub) at NE 163 Street (prior MPO study recommendation)

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ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Priority Corridors

NW 27 Avenue

- Segment: Flagler Street to Broward County Line
- Jurisdiction: State road
- Functional Classification: Principal arterial - other
- Length: 13.5 miles
- Lanes: 4/6
- AADT (2011): 34,500/56,000

Planned improvements:

- None

Potential improvements:

- Premium transit
- Transportation system management

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Arterial Grid Densification

Discontinuities at Expressways

- SW 16 Street - construct overpass across Palmetto Expressway (included in 2030 LRTP)
- SW 47/48 Street - construct overpass across HEFT (included in 2030 LRTP)
- SW 120 Street – construct underpass across SR 874

Discontinuities at Canals

- SW 77 Avenue - SW 159 Terrace to SW 160 Terrace
- SW 77 Avenue - SW 173 Street to SW 174 Street
- SW 87 Avenue - SW 163 Terrace to SW 164 Street
- SW 102 Avenue – bridge over C-100 Canal
- SW 136 Street - Harrison Street to SW 112 Avenue
- SW 122 Avenue – SW 212 Street (Black Creek Canal)

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ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Arterial Grid Densification

Missing Links

- NE 215 Street – extend between NE 14 Avenue and I-95
- SW 120 Street – extend between SW 99 Court and SW 99 Avenue
- SW 120 Street – connect to US 1/South Dixie Highway
- SW 127 Avenue – extend between SW 226 Street and W Dixie Hwy

Connectivity at Broward County Line

- NW 87 Avenue - connect to SW 148 Avenue in Broward County

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Next Steps

- Schedule
  - TPTAC in September
  - Draft report in September
  - Additional MPO committee presentations in October
  - Final report in October

SAC Meeting # 2 Presentation

ARTERIAL GRID ANALYSIS

PHASE II WORK ORDER

GPC V-05



Transportation Planning Technical Advisory Committee
October 23, 2013

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Presentation Outline

- Study Goals
- Systemwide level of service (LOS) analysis
- Priority corridors
- Improvement strategies
- Next steps

ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Study Goals

- *To update arterial road network conditions information*
- *To assess level of service of roadway network*

→ *Presented to TPTAC in July 2013*

- To identify priority corridors based on LOS analysis
- To identify capacity and network connectivity improvements

→ *Today's presentation*

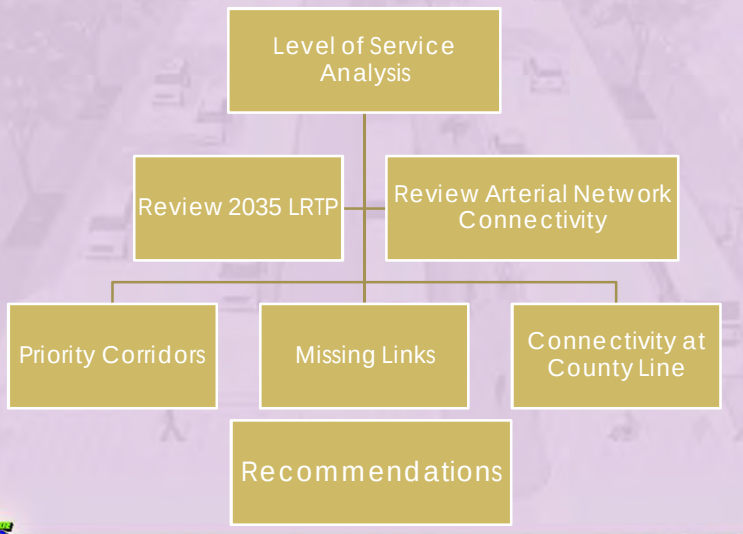
- *Present recommendations to TPC/LRTP Steering Committee*

→ *Next step*

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Recommendation Development Process



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Level of Service Analysis

- 2011/12 daily traffic data (see map)
- Observation #1
  - A higher proportion of deficient corridors are located south of Flagler Street

LOS Summary by Centerline Miles

North/South County Distribution	C or better	D	E	F	Total
North of Flagler St	317	143	38	110	608
South of Flagler St	253	148	33	136	570
Total	570	291	71	246	1,178

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Level of Service Analysis

LOS Summary by % Centerline Miles

North/South County Distribution	C or better	D	E	F	Total
North of Flagler St	52%	24%	6%	18%	100%
South of Flagler St	44%	26%	6%	24%	100%
Total	48%	25%	6%	21%	100%

Observation #2

- Fewer deficient corridors compared to 2004/05

LOS F Roadway Segments by Functional Classification

Functional Class	% LOS F Segments (2004/05 data)	% LOS F Segments (2011/12 data)
Collectors	17%	7%
Arterials	42%	35%

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2035 LRTP Projects

- Observations:
  - Programmed improvements do not fully address current demand (see map)
  - Additional improvements are needed to address LOS deficiencies south of Flagler Street

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Priority Corridors

- Considered arterial roadways (not freeways)
- LOS E and F segments with no major CFP projects in the 2035 LRTP (see maps)

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Priority Corridors

East-West Oriented Corridors

Corridor	Segment	Improvement Strategies
SW 8 Street	SW 137 Ave to SW 27 Ave	Arterial grade separation, congestion management, premium transit
SW 40 Street	SW 137 Avenue to US 1	Widening, arterial grade separation, congestion management
SW 56 Street	SW 117 Ave to SW 87 Ave	Widening, interchange, congestion management
SW 72 Street	SW 117 Ave to US 1	Interchange, congestion management
SW 88 Street	SW 137 Ave to US 1	Arterial grade separation, congestion management, park and ride facilities
SW 120 Street	SW 137 Ave to SW 117 Ave	Widening, congestion management
SW 152 Street	SW 117 Ave to US 1	Widening, premium transit
NE 163 Street	I-95 to US 1	Arterial grade separation, congestion management, transit hub
NW 103 Street	SR 826 to E 10 Avenue	Congestion management
NW 36 Street	SR 826 to SR 25	Arterial grade separation, congestion management

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Priority Corridors

North-South Oriented Corridors

Corridor	Segment	Improvement Strategies
US 1/S Dixie Hwy	I-95 to SW 88 Street	Arterial grade separation, congestion management
US 1/S Dixie Hwy	SW 104 Street to SW 184 Street	Transit signal priority, managed lanes
SW 117 Ave	SW 104 St to SW 136 St	Continuous flow lanes at select T-intersections
US 1/Biscayne Blvd	Flagler St to Broward CL	Arterial grade separation, premium transit, transit hub
NW 27 Avenue	Flagler St to Broward CL	Premium transit, congestion management

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Improvement Strategies

- Improvements within Priority Corridors
  - Roadway widening
  - Arterial grade separation
  - Interchanges at expressways
  - Intersection improvements
- Grid Network Connectivity/Missing Links
  - At expressways
  - At canals
  - Other discontinuities
  - At Broward County Line

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Priority Corridor Projects Arterial Roadway Widening

Road	From	To	Improvement
SW 42 Street	HEFT	SW 137 Avenue	Widen to 6 lanes
SW 56 Street	SW 87 Avenue	SW 107 Avenue	Widen to 6 lanes
SW 120 Street	SW 117 Avenue	SW 137 Avenue	Widen to 6 lanes
SW 152 Street	SW 117 Avenue	US 1	Widen to 6 lanes

Impact of Recommendations
- Would add 8.5 centerline miles (17 lane miles).
- Capacity of each widened segment would increase by 20,000 vehicles per day (at LOS D).

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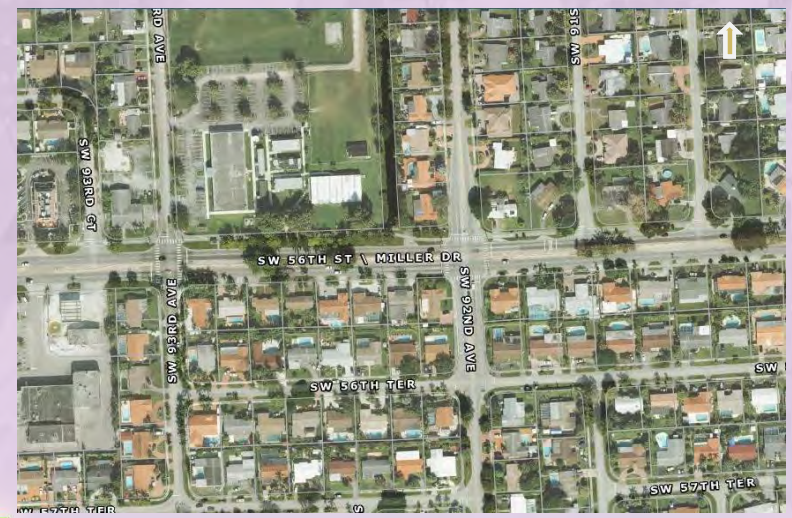
Arterial Roadway Widening Sample Project – SW 56 Street

Improvement Concept	Widen SW 56 Street from 4L to 6L between SW 87 Avenue and SW 107 Avenue
ADT (2011)	35,400 – 36,300
LOS	LOS F
Laneage	4 lanes
ROW	100-120 feet
Potential Issues	Impacts on adjacent developments; multiuse path on the north side
2035 LRTP Status	2035 LRTP includes congestion management improvements
Prior Studies	None
Next Steps	Include in the 2040 LRTP Needs Assessment Coordinate with Miami-Dade County
Location	Unincorporated Miami-Dade County
Jurisdiction	Miami-Dade County

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Arterial Roadway Widening Sample Project – SW 56 Street



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Priority Corridor Projects
Arterial Grade Separation

Street 1	Street 2	Improvement
SW 8 Street	SW 107 Avenue	Grade separate E-W through lanes
SW 8 Street	SW 137 Avenue	Grade separate E-W through lanes
SW 40 Street	SW 107 Avenue	Grade separate E-W through lanes
SW 88 Street	SW 137 Avenue	Grade separate E-W through lanes
US 1	SW 27 Avenue	Grade separate US 1through lanes
US 1	NE 163 Street	Grade separate N-S through lanes
NW 36 Street	NW 72 Avenue	Grade separate E-W through lanes

Impact of Recommendations

- The proposed grade separations would benefit approximately 550,000 vehicles per day through reduced conflicts and delay. (550,000 is the total ADT at the above seven intersections).

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Arterial Grade Separation
Sample Project – SW 8 St at SW 107 Ave

Improvement Concept	Partial grade separation of SW 8 Street/Tamiami Trail and SW 107 Avenue. Grade separate E-W through lanes while maintaining other movements at grade.
ADT (2011)	SW 8 Street (58,500); SW 107 Avenue (38,500-52,000)
LOS	SW 8 Street west of SW 107 Avenue (LOS F); SW 107 Avenue (LOS F)
Laneage	SW 8 Street - 7 lanes west of SW 107 Avenue; 8 lanes east of SW 107 Avenue SW 107 Avenue - 4 lanes north of SW 8 Street; 6 lanes south of SW 8 Street
ROW	SW 8 Street (118-130 feet); SW 107 Avenue (66-105 feet)
Potential Issues	Potential impacts on local access Canal on the north side of SW 8 Street Nearby signals: SW 109 Avenue (1,320 feet); SW 4 Street (1,120 feet); and SW 12 Street (1,280 feet)
2035 LRTP Status	2035 LRTP includes widening of SW 107 Avenue as 6L between Flagler Street and SW 8 Street (construction 2026-2035)
Prior Studies	Recommended in the MPO's Grade Separation Study (2005)
Next Steps	Conduct further analysis through MPO's SW 8 Street Corridor Study Include in the 2040 LRTP Needs Assessment
Location	Sweetwater and unincorporated Miami-Dade County
Jurisdiction	FDOT

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Arterial Grade Separation
Sample Project – SW 8 St at SW 107 Ave



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Priority Corridor Projects
Expressway Interchanges

Expressway	Arterial	Improvement
Homestead Extension of Florida's Turnpike (HEFT)	SW 56 Street or SW 72 Street	Partial interchange
SR 874	SW 72 Street	Partial interchange

Impact of Recommendations

- Potential redistribution of traffic on SW 40 Street, SW 56 Street, SW 72 Street, and SW 88 Street between SR 826 and HEFT.
- Relieve interchanges at HEFT and SW 40 Street, HEFT and SW 88 Street, SR 874 and SW 88 Street, and SW 72 Street and SR 826.

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Expressway Interchanges
Sample Project - SW 72 Street and SR 874

Improvement Concept	Construct a partial interchange at SW 72 Street and SR 874. Provide connections to and from north SR 874 to SW 72 Street
ADT (2011)	SW 72 Street (40,500)
LOS	SW 72 Street (LOS F)
Laneage	SW 72 Street – 4 lanes
ROW	SW 72 Street (70 feet)
Potential Issues	Requires an exception for interchange spacing (standard is 2 miles) Spacing between SR 878 and SW 72 Street is 0.6 miles Spacing between SW 72 Street and SW 826 Street is 1.8 miles
2035 LRTP Status	Not included
Prior Studies	None
Next Steps	Include in the 2040 LRTP Needs Assessment Coordinate with MDX
Location	Unincorporated Miami-Dade County
Jurisdiction	FDOT and MDX

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Expressway Interchanges
Sample Project - SW 72 Street and SR 874



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Priority Corridor Projects Intersection Improvements

Street 1	Street 2	Improvement
SW 72 Street	SW 107 Avenue	Indirect left turns
SW 117 Avenue	SW 128 Street, SW 134 Street, and SW 136 Street	Continuous flow (turbo) lanes – southbound SW 117 Avenue

Impact of Recommendations

- Overall reduction of peak period delay at SW 72 Street and SW 107 Avenue

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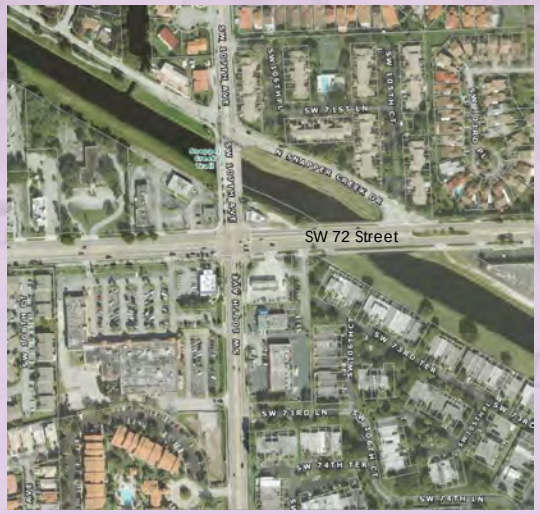
Intersection Improvements Sample Project – SW 72 St at SW 107 Ave

Improvement Concept	Replace existing left-turn lanes and phasing with indirect left turns utilizing adjacent streets and intersections to reduce peak period congestion
ADT (2011)	SW 72 Street (42,500); SW 107 Avenue (35,500)
LOS	LOS F – both streets
Laneage	4 lanes – both streets
ROW	SW 72 Street (80-120 feet); SW 107 Avenue (60-100 feet)
Potential Issues	Increase in delay at adjacent intersections; indirect left-turn routes cross the future Snapper Creek Multiuse Trail
2035 LRTP Status	Not included
Prior Studies	Recommended in the MPO's Indirect Left Turns Study (2008)
Next Steps	Include in the 2040 LRTP Needs Assessment Coordinate with Miami-Dade County
Location	Unincorporated Miami-Dade County
Jurisdiction	Miami-Dade County

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Intersection Improvements
Sample Project – SW 72 St at SW 107 Ave



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Missing Links at Expressways

Road	Improvement
SW 16 Street	Connect SW 16 Street across Palmetto Expressway
SW 47 Terrace	Connect SW 47 Terrace across HEFT
SW 120 Street	Construct an underpass at SR 874

Impact of Recommendations

- SW 16 Street to serve as a secondary E-W street and relieve SW 8 Street
- SW 47 Terrace/SW 48 Street to serve as a secondary E-W street and relieve SW 40 Street
- Establish SW 120 Street as a continuous section-line road in south Miami-Dade County by completing missing segments

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Missing Links at Expressways
Sample Project – SW 120 St at SR 874

Improvement Concept	Connect SW 120 Street across SR 874 by constructing an underpass
ADT (2011)	n/a
LOS	n/a
Laneage	2 lanes - proposed
ROW	n/a
Potential Issues	Cost Railroad crossing
2035 LRTP Status	Not included
Prior Studies	None
Next Steps	Include in the 2040 LRTP Needs Assessment Coordinate with Miami-Dade County
Location	Unincorporated Miami-Dade County
Jurisdiction	Miami-Dade County

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Missing Links at Expressways
Sample Project – SW 120 St at SR 874



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Missing Links at Canals

Road	From	To	Improvement
SW 77 Avenue	SW 159 Terrace	SW 160 Terrace	Bridge over C-100A feeder canal
SW 77 Avenue	SW 173 Street	SW 174 Street	Bridge over C-100 canal
SW 87 Avenue	SW 163 Terrace	SW 164 Street	Bridge over C-100 canal
SW 102 Avenue	SW 145 Street	SW 146 Street	Bridge over C-100 canal
SW 122 Avenue	SW 210 Street	SW 212 Street	Bridge over Black Creek canal
SW 120 Street	SW 99 Court	SW 99 Avenue	Bridge over C-100C canal
SW 136 Street	Harrison Street	SW 112 Avenue	Bridge over C-100 canal

Impact of Recommendations

- Improve continuity of the section-line and half section-line street network in South Miami-Dade County

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Missing Links at Canals

Sample Project – SW 122 Ave at Black Creek Canal

Improvement Concept	Connect SW 122 Avenue across Black Creek Canal by constructing a bridge
ADT (2011)	n/a
LOS	n/a
Laneage	2 lanes - proposed
ROW	n/a
Potential Issues	Crosses Black Creek Multiuse Trail
2035 LRTP Status	Not included
Prior Studies	None
Next Steps	Include in the 2040 LRTP Needs Assessment Coordinate with Miami-Dade County
Location	Unincorporated Miami-Dade County
Jurisdiction	Miami-Dade County

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Missing Links at Canals

Sample Project – SW 122 Ave at Black Creek Canal



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Other Missing Links

Road	From	To	Improvement
NE 215 Street	NE 14 Avenue	I-95	Construct NE 215 Street as 2L
NW 90 Street	NW 87 Avenue	NW 97 Avenue	Construct NW 90 Street as 2L
SW 120 Street	SW 82 Road	US 1	Construct SW 120 Street as 2L
SW 127 Avenue	South of SW 224 Street	W Dixie Highway	Construct SW 127 Avenue as 2L

Impact of Recommendations

- Improve continuity of County Line Road
- Connect NW 90 Street to NW 87 Avenue
- Improve continuity of section-line street network in South Miami-Dade County

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Other Missing Links
Sample Project – NW 90 Street

Improvement Concept	Construct the missing segment of NW 90 Street between NW 87 Avenue and NW 97 Avenue
ADT (2011)	n/a
LOS	n/a
Laneage	2 lanes - proposed
ROW	n/a
Potential Issues	TBD
2035 LRTP Status	Construction of NW 90 Street between NW 97 Avenue and NW 107 Avenue is included as a private sector project
Prior Studies	None
Next Steps	Include in the 2040 LRTP Needs Assessment Coordinate with Miami-Dade County
Location	Medley
Jurisdiction	Miami-Dade County

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Other Missing Links
Sample Project – NW 90 Street



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Missing Links at Broward County Line

Miami-Dade County Road	Broward County Road	Notes
NW 87 Avenue	SW 148 Avenue	Significant challenges due to encroachment of houses into ROW, canals, HEFT, and alignment of SW 148 Avenue in Broward County

Impact of Recommendations

- Provide an arterial street connection to Broward County between US 27 and NW 67 Avenue (approx. 7.5 miles between US 27 and NW 67 Avenue)

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Missing Links at Broward County Line
NW 87 Avenue

Improvement Concept	Construct NW 87 Avenue between NW 197 Terrace (in Miami-Dade County) and SW 148 Avenue (in Broward County)
ADT (2011)	n/a
LOS	n/a
Laneage	2 lanes - proposed
ROW	n/a
Potential Issues	Houses encroach into NW 87 Avenue right-of-way Requires connection across HEFT and canals SW 148 Avenue in Broward County terminates within a residential neighborhood
2035 LRTP Status	Not included
Prior Studies	None
Next Steps	Include in the 2040 LRTP Needs Assessment Coordinate with Broward County MPO and Miami-Dade County
Location	Unincorporated Miami-Dade County
Jurisdiction	Miami-Dade County

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Missing Links at Broward County Line

NW 87 Avenue


FLORIDA TPKE EXT
821
NW 87TH AVE
NW 87TH PL
NW 87TH AVE
NW 87TH AVE
NW 87TH AVE

ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Next Steps

- TPTAC to provide additional comments by Nov. 1
- Draft report in November
- TPC/LRTP Steering Committee presentation
- Final report in December

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Transportation Planning Council (TPC) Presentation

ARTERIAL GRID ANALYSIS

PHASE II WORK ORDER

GPC V-05





Transportation Planning Council
January 13, 2014

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Study Purpose

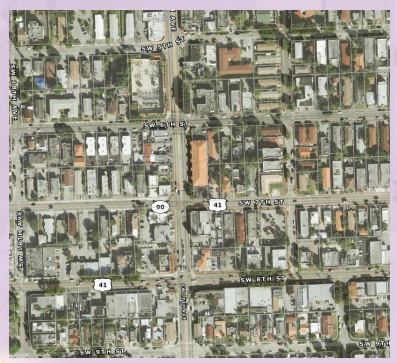
- Update the Arterial Grid Analysis – Phase I study results (2006)
- Evaluate the operation of arterial grid roadway system in Miami-Dade County
  - Develop a consolidated database of traffic counts and estimate level of service
  - Develop roadway characteristics maps
  - Identify ways to improve capacity and efficiency of roadway network

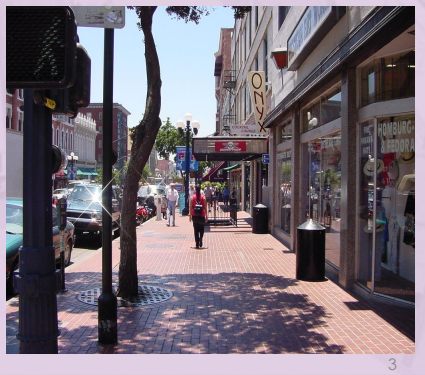
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Grid Road System - Benefits

- Choice
- Redundancy
- Safety
- Economic activity
- Smart growth
- Healthy communities





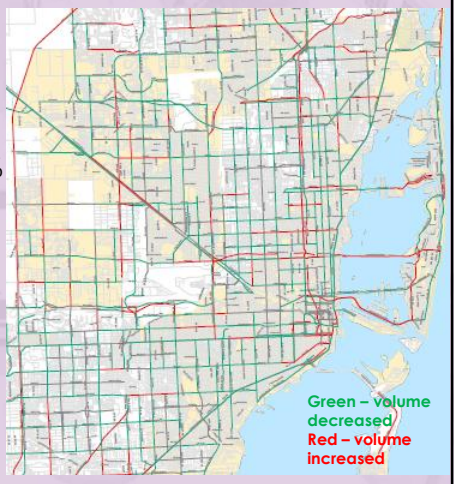
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ARTERIAL GRID ANALYSIS PHASE II WORK ORDER #GPC V-05

Key Findings

- A decreasing trend of traffic volume between 2004/05 and 2011/12
  - Traffic volume decreased in 68% of roadway segments evaluated
  - Net change of Average Daily Traffic at 1040 roadway segments is (-)1.94 million vehicles
- Consistent with national trends



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ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Key Findings

- Level of service deficiencies
  - 35% of arterial segments and 7% of collector segments operate at LOS F
  - Fewer deficient corridors compared to 2004/05
  - Connectivity improvements to collector roadways may help relieve adjacent failing arterials

LOS F Roadway Segments by Functional Classification

Functional Class	% LOS F Segments (2004/05 data)	% LOS F Segments (2011/12 data)
Collectors	17%	7%
Arterials	42%	35%

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ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Key Findings

- Level of service deficiencies
  - A higher proportion of deficient corridors are located south of Flagler Street

LOS Summary by % Centerline Miles

North/South County Distribution	C or better	D	E	F	Total
North of Flagler St	52%	24%	6%	18%	100%
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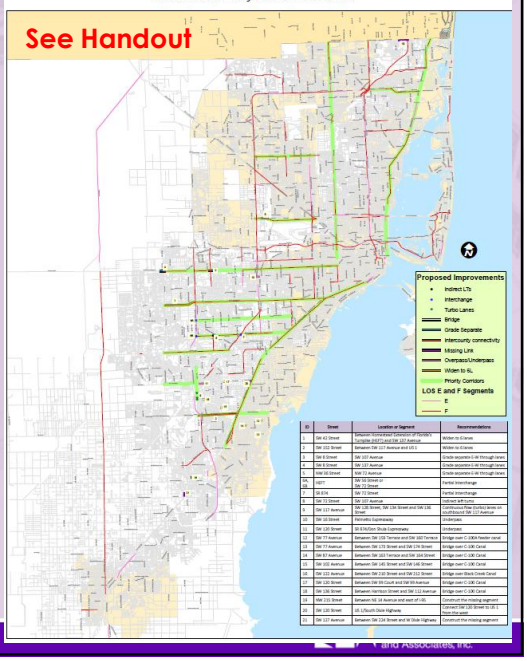
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Improvement Strategies

- Improvements within Priority Corridors (Type 1 projects)
  - Roadway widening
  - Arterial grade separation
  - Interchanges at expressways
  - Intersection improvements
- Grid Network Connectivity (Type 2 projects)
  - At expressways
  - At canals
  - Other locations

Arterial Grid Study Recommendations

See Handout



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ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Priority Corridor (Type 1) Projects

Road	From	To	Improvement	Category
SW 42 Street	HEFT	SW 137 Avenue	Widen to 6 lanes	Widening
SW 152 Street	SW 117 Avenue	US 1	Widen to 6 lanes	Widening
SW 8 Street	SW 107 Avenue		Grade separate E-W through lanes	Arterial grade separation
SW 8 Street	SW 137 Avenue		Grade separate E-W through lanes	Arterial grade separation
NW 36 Street	NW 72 Avenue		Grade separate E-W through lanes	Arterial grade separation
SW 56 Street or SW 72 Street	Homestead Extension of Florida's Turnpike		Partial interchange	Interchanges
SW 72 Street	SR 874 (Don Shula Expressway)		Partial interchange	Interchanges
SW 72 Street	SW 107 Avenue		Indirect left turns	Intersection improvements
SW 117 Avenue	SW 128 Street, SW 134 Street, and SW 136 Street		Continuous flow (turbo) lanes – southbound SW 117 Avenue	Intersection improvements

8

Priority Corridor (Type 1) Projects
Benefits of Recommendations

Widening
- Would add 4.5 centerline miles (9 lane miles).
- Capacity of each widened segment would increase by 20,000 vehicles per day (at LOS D).

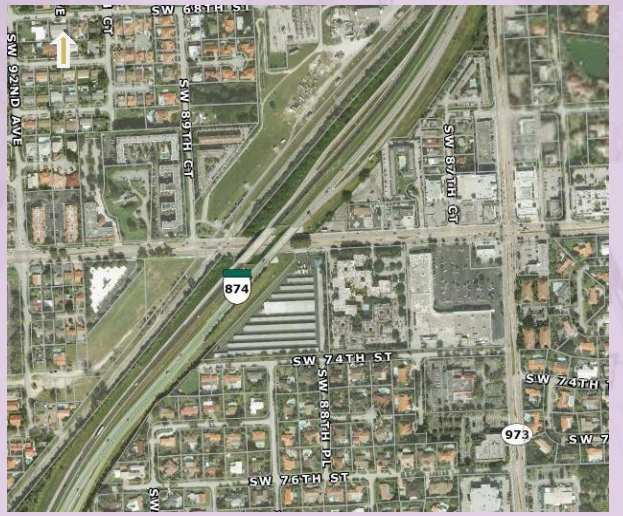
Arterial Grade Separation
- Would benefit approximately 315,000 vehicles per day through reduced conflicts and delay. (315,000 is the total ADT at the above three intersections).

Interchanges
- Potential redistribution of traffic from SW 40 Street and SW 88 Street between SR 826 and HEFT.
- Relieve interchanges at HEFT and SW 40 Street, HEFT and SW 88 Street, SR 874 and SW 88 Street, and SW 72 Street and SR 826.

Intersection Improvements
- Reduction of overall peak period delay

ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Example – Type 1 Project
Partial Interchange - SW 72 Street and SR 874



Kimley-Horn and Associates, Inc.

ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Arterial Grid Network (Type 2) Projects

Road	From	To	Improvement	Category
SW 77 Avenue	SW 159 Terrace	SW 160 Terrace	Bridge over C-100A feeder canal	Missing link at canal
SW 77 Avenue	SW 173 Street	SW 174 Street	Bridge over C-100 canal	Missing link at canal
SW 87 Avenue	SW 163 Terrace	SW 164 Street	Bridge over C-100 canal	Missing link at canal
SW 102 Avenue	SW 145 Street	SW 146 Street	Bridge over C-100 canal	Missing link at canal
SW 122 Avenue	SW 210 Street	SW 212 Street	Bridge over Black Creek canal	Missing link at canal
SW 120 Street	SW 99 Court	SW 99 Avenue	Bridge over C-100C canal	Missing link at canal
SW 136 Street	Harrison Street	SW 112 Avenue	Bridge over C-100 canal	Missing link at canal
NE 215 Street	NE 14 Avenue	I-95	Construct 2 lane facility	Other missing links
SW 120 Street	SW 82 Road	US 1	Construct 2 lane facility	Other missing links
SW 127 Avenue	South of SW 224 Street	W Dixie Highway	Construct 2 lane facility	Other missing links
SW 16 Street	SR 826 (Palmetto Expressway)		Connect SW 16 Street	Missing link at expressway
SW 120 Street	SR 874 (Don Shula Expressway)		Connect SW 120 Street	Missing link at expressway

Kimley-Horn and Associates, Inc.

ARTERIAL GRID ANALYSIS PHASE II WORK ORDER # GPC V-05

Arterial Grid Network (Type 2) Projects Benefits of Recommendations

Missing Links at Canals

- Improve continuity of the section-line and half section-line street network in South Miami-Dade County

Missing Links at Expressways

- SW 16 Street to serve as a secondary E-W street and relieve SW 8 Street
- Establish SW 120 Street as a continuous section-line road in south Miami-Dade County by completing missing segments

Other Missing Links

- Improve continuity of County Line Road
- Improve continuity of section-line street network in South Miami-Dade County

All Projects

- Provide opportunities for multimodal connections

Kimley-Horn and Associates, Inc.

Example – Type 2 Project
Missing Link - SW 120 Street at US 1



Next Steps

- Finalize the report
- Consider incorporating the recommended improvements into the planning and prioritization processes

Stakeholder Input

Wijesundera, Ravi

From: Somoza, Napoleon (RER) <NVS@miamidade.gov>
Sent: Thursday, November 07, 2013 12:07 PM
To: Fernandez, Wilson A. (MPO)
Cc: Woerner, Mark (RER); Wijesundera, Ravi; Robertson, Stewart
Subject: Arterial Grid Analysis

Importance: High

Hello Wilson,

We reviewed the Arterial Grid Analysis Study information provided at the October 23rd meeting and offer the following comments:

ARTERIAL ROADWAY WIDENING

1. **SW 42 Street between the HEFT and SW 137 Avenue**. This roadway segment is currently a 4-lane divided facility operating at LOS F and projected to operate at LOS D and F in 2035. Proposed recommendation: widen from 4 to 6 lanes. SW 42 Street from SR 826 to the HEFT is currently a 6-lane facility and from the HEFT to SW 157 Avenue is a 4-lane facility. RER Planning staff supports the recommendation to include the subject capacity improvement in the 2040 LRTP Needs Assessment.
2. **SW 56 Street between SW 87 Avenue and SW 107 Avenue**. This roadway segment is currently a 4-lane divided facility operating at LOS C (2012) and projected to operate at LOS D (adopted LOS standard) and E (max. design capacity) in 2035. Proposed recommendation: widen from 4 to 6 lanes. Miller Drive from SW 57 Avenue to SW 67 Avenue is two lanes and from SW 67 Avenue to SW 162 Avenue is four lanes. Currently, this roadway segment is operating at LOS C (2012) and is projected to operate at LOS D (adopted standard) and LOS E (design capacity) in 2035, RER Planning staff does not support this recommendation because it cause bottle necks on the east and west of this segment, but suggests that other congestion management alternatives be considered to address the projected traffic congestion along this segment..
3. **SW 120 Street between SW 137 Avenue and SW 117 Avenue.** SW 120 Street between SW 157 Avenue and SW 117 Avenue is currently 4-lane divided. The roadway segment from SW 137 Avenue to SW 117 Avenue is currently operating at LOS D (adopted LOS standard) and is projected to operate at LOS D, E and F in 2035. Proposed recommendation: widen from 4 to 6 lanes. RER Planning staff understands the need to increase the capacity of the roadway segment; however, staff has some concerns regarding this recommendation for the following reasons: the proposed improvement will require additional R-0-W, the areas surrounding the roadway segment are built out; and the fiscal and social costs to acquire the additional R-O-W needed to widen the roadway have been determined by PWWM Department to be prohibited. RER Planning staff recommends that alternative congestion management improvements be considered to address the projected congestion.
4. **SW 152 Street between SW 117 Avenue and US 1.** This roadway segment is currently 4-lane divided operating at LOS D (2012) and projected to operate at LOS D, E and F in 2035. Proposed recommendation: widen from 4 to 6 lanes. RER Planning staff supports the recommendation to include capacity improvement project in the 2040 LRTP Needs Assessment.

ARTERIAL GRADE SEPARATION

5. **SW 8 Street at SW 107 Avenue**. Proposed recommendation: Conduct further analysis through MPO's SW 8 Street Corridor Study. RER Planning staff supports the proposed recommendation.
6. **SW 8 Street at SW 137 Avenue**. Proposed recommendation: Include in 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.

7. **SW 40 Street at SW 107 Avenue**. Proposed recommendation: Include in 2040 LRTP Needs Assessment. Commissioner Javier Souto requested our department to prepare the *Bird Road Corridor Charrette Study* (2010), which covers the area along Bird Road between SR 821/HEFT and SR 26/Palmetto. The subject intersection is recommended for more intense, pedestrian-friendly urban redevelopment. RER staff is concerned with the impacts that the proposed grade separation project may have on the planned redevelopment of the intersection and recommends that other congestion management improvements be considered to address congestion at this intersection.
8. **SW 88 Street at SW 137 Avenue.** Proposed recommendation: Include in the 2040 LRTP Needs Assessment. Commissioner Juan Zapata has requested RER to prepare the *West Kendall Corridor Charrette Study* for Kendall Drive from east of SW 137 Avenue to SW 177 Avenue/Krome Avenue. RER staff is in the process of preparing the study which is scheduled to be finished in April/May 2014. Also, this intersection is designated on the County's Adopted 2020 and 2030 Land Use Plan map "Community Urban Center". Urban centers are areas intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, pedestrian friendly environment, and high quality urban design. For these reasons RER staff does not support the proposed recommendation and recommends that other congestion management improvements be considered..
9. **US 1/South Dixie Highway at SW 27 Avenue.** Proposed recommendation: Include in the 2040 LRTP Needs Assessment. This intersection is designated on the County's Adopted 2020 and 2030 Land Use Plan map "Community Urban Center". Urban centers are areas intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, pedestrian friendly environment, and high quality urban design. Also, Metrorail Coconut Grove Station is located at the NW corner of the intersection of US 1 and SW 27 Avenue. For these reasons RER staff does not support the proposed recommendation and rather recommends that other congestion management improvement alternatives be considered.
10. **US 1/Biscayne Boulevard at NE 163 Street.** Proposed recommendation: Include in the 2040 LRTP Needs Assessment. This intersection is designated on the County's Adopted 2020 and 2030 Land Use Plan map "Community Urban Center". Urban centers are areas intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, pedestrian friendly environment, and high quality urban design. Also, this intersection is the location of a planned Enhanced Bus Service stop. For these reasons RER staff does not support the proposed recommendation but rather recommends that other congestion management improvement alternatives be considered.
11. **NW 36 Street at NW 72 Avenue.** Proposed recommendation: Include in 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.

EXPRESSWAY INTERCHANGES

12. **HEFT at SW 56 Street or SW 72 Street.** Proposed recommendation: Full or partial interchange at any of these intersections and include project in 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.
13. **SR 874 at SW 72 Street.** Proposed recommendation: Partial interchange to provide connection to and from north SR 874 and include project in 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.

INTERSECTION IMPROVEMENTS

14. **SW 72 Street at SW 107 Avenue.** Proposed recommendation: Replace existing left-turn lanes with indirect left turn utilizing adjacent street and intersections to reduce peak period congestion, and include in the 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.

15. **SW 117 Avenue Continuous Flow (Turbo) Lanes.** Proposed recommendation: Provide continuous flow (turbo) lanes on southbound SW 117 Avenue at SW 128 Street, SW 134 Street and SW 136 Street and include proposed project in the 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.

MISSING LINKS

16. **SW 16 Street at Palmetto Expressway.** Proposed recommendation: Connect SW 16 Street across the Palmetto Expressway by constructing an underpass and include proposed project in the 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.
17. **SW 47 Terrace at HEFT.** Proposed recommendation: Connect SW 47 Terrace across the HEFT to relieve SW 40 Street. RER Planning staff does not support this proposal for the following reasons: SW 47 Terrace is not a continuous corridor such as SW 16 Street; the subject corridor is SW 47 Street west of the HEFT, SW 47 Terrace east of the HEFT and SW 48 Street east of SW 107 Avenue; SW 47 Street between SW 127 Avenue and SW 118 Avenue is located in Horse Country, and area designated Agriculture on the Adopted 2020 and 2030 Land Use Plan map and extending from SW 40 Street to SW 72 Street and from SW 127 Avenue to the HEFT. The Horse County Community will certainly oppose this proposed improvement. For these reasons, RER staff does not support this recommendation.
18. **SW 120 Street at SR 874.** Proposed recommendation: Connect SW 120 Street across SR 874 with an underpass and include proposed project in the 2040 LRTP Needs Assessment RER Planning staff supports the proposed recommendation.
19. **SW 77 Avenue between SW 159 Terrace and SW 160 Terrace.** Proposed recommendation: Construct a bridge over C-100A feeder canal and connect SW 77 Avenue between SW 159 Terrace and SW 160 Terrace and include project in the 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.
20. **SW 77 Avenue between SW 173 Street and SW 174 Street.** Proposed recommendation: Construct a bridge over C-100 Canal and connect SW 77 Avenue between SW 173 Street and SW 174 Street and include project in the 2040 LRTP Needs Assessment. RER Planning staff supports proposed recommendation.
21. **SW 87 Avenue between SW 163 Terrace and SW 164 Street.** Proposed recommendation: Construct a bridge over C-100 Canal and connect SW 87 Avenue between SW 163 Terrace and SW 164 Street and include project in the 2040 LRTP Needs Assessment. RER Planning staff supports proposed recommendation.
22. **SW 102 Avenue between SW 145 Street and SW 146 Street.** Proposed recommendation: Construct a bridge over C-100 Canal and connect SW 102 Avenue between SW 145 Street and SW 146 Street and include in the 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.
23. **SW 122 Avenue between SW 210 Street and SW 212 Street.** Proposed recommendation: Construct a bridge over Black Creek Canal and connect SW 122 Avenue between SW 210 Street and SW 212 Street and include project in the 2040 LRTP Needs Assessment. RER Planning staff supports proposed recommendation.
24. **SW 120 Street between SW 99 Court and SW 99 Avenue.** Proposed recommendation: Construct a bridge over C-100 canal and connect SW 120 Street between SW 99 Court and SW 99 Avenue and include project in the 2040 LRTP Needs Assessment. RER Planning staff supports proposed recommendation.
25. **SW 136 Street between Harrison Street and SW 112 Avenue.** Proposed recommendation: Construct a bridge over C-100 Canal and connect SW 136 Street between Harrison Street and SW 122 Avenue and include project in the 2040 LRTP Needs Assessment. RER Planning staff supports the proposed recommendation.
26. **NE 215 Street between NE 14 Avenue and east of I-95.** Proposed recommendation: Construct the missing segment of NW 215 Street between NE 14 Avenue and east of I-95 and include project in the 2040 LRTP Needs Assessment. RER Planning staff supports proposed recommendation.

27. **NW 90 Street between NW 97 Avenue and NW 87 Avenue**. Proposed recommendation: Construct NW 90 Street between NW 87 Avenue and NW 97 Avenue and include project in the 2040 LRTP Needs Assessment. RER Planning staff does not support this recommendation for the following reasons: Theoretical NW 90 Street run east-west from NW 144 Avenue to approximately theoretical NW 83 Avenue; most the adjacent area are vacant or partially developed; and all roadway improvements to NW 90 Street have been constructed by the developers. Let the developers continue to improve NW 90 Street as they continue to develop the surrounding areas along theoretical NW 90 Street.
28. **SW 120 Street at US 1**. Proposed recommendation: Connect SW 120 Street to US 1 from the west and built a two-lane road between SW 82 Avenue and US 1 and include project in 2040 LRTP Needs Assessment. RER Planning staff supports proposed recommendation.
29. **SW 127 Avenue between SW 224 Street and W Dixie Highway (Old Dixie Highway)**. Proposed recommendation: Construct SW 127 Avenue between SW 224 Street and Old Dixie Highway and include project in the 2040 LRTP Needs Assessment. RER Planning staff supports proposed recommendation.
30. **NW 87 Avenue between NW 197 Terrace (Miami-Dade County) and SW 148 Avenue (Broward County).** Proposed recommendation: Construct NW 87 Avenue between NW 197 Terrace and SW 148 Avenue and include project in the 2040 LRTP Needs Assessment. RER Planning staff does not support this recommendation for the following reasons: Theoretical NW 87 Avenue dead ends at NW 197 Terrace; The R-O-W of theoretical NW 87 Avenue north of NW 197 Avenue to the canal south of the HEFT and the HEFT has been closed, and vacated by the Board of County Commissioners via Resolution R-8-99 passed and adopted on January 1, 1999. Moreover, the subject R-O-W was reversed to the abutting property owners.

Thank you for the opportunity to review the Arterial Grid Analysis Study. Should you or any members of the consultant firm have any questions regarding these comments, please feel free to contact me at the number below or address below.

Napoleon V. Somoza, Supervisor
Metropolitan Planning Section – Long Range Planning
Miami-Dade County Department of Regulatory and Economic Resources
111 NW 1st Street, Suite 1220
Miami, FL 33128-1972
(305) 375-2835 ext. 8754
nvs@miamidade.gov

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Appendix C
Arterial Grid Databases

State Roadway Database

ID_	FACILITY	ROADWAY	BEGIN_POST	END_POST	LN_11	LOS_STD	MaxServiceVolume	AADT_2010	AADT_2011	DailyLOS11
1	94 / N Kendall Dr	87001000	0	1.627	4	d	36700	14200	13400	B
2	94 / N Kendall Dr	87001000	1.627	2.436	4	d	33200	29000	32000	D
3	94 / N Kendall Dr	87001000	2.436	2.582	4	d	33200	46000	47000	F
4	94 / N Kendall Dr	87001000	2.582	3.962	6	d	50300	46000	47000	D
6	94 / N Kendall Dr	87001000	3.962	4.846	6	d	50300	68500	74000	F
7	94 / N Kendall Dr	87001000	4.846	4.954	7	d	58800	68500	74000	F
8	94 / N Kendall Dr	87001000	4.954	5.434	8	d	59500	76000	84500	F
9	94 / N Kendall Dr	87001000	5.434	5.543	7	d	51600	76000	84500	F
10	94 / N Kendall Dr	87001000	5.543	5.951	6	d	43700	76000	84500	F
11	94 / N Kendall Dr	87001000	5.951	7.122	6	d	50300	62500	62000	F
12	94 / N Kendall Dr	87001000	7.122	8.129	6	d	50300	72937	76000	F
13	94 / N Kendall Dr	87001000	8.129	9.138	6	d	50300	48089	49276	D
14	94 / N Kendall Dr	87001000	9.138	10.297	6	d	50300	52457	59500	F
15	94 / N Kendall Dr	87001000	10.297	10.7	7	d	51600	34000	37000	D
16	823 / Red Rd	87002000	0	1.263	4	d	33200	25000	18900	C
17	823 / Red Rd	87002000	1.263	2.54	4	d	33200	38000	37500	F
18	823 / Red Rd	87002000	2.54	3.543	4	d	33200	29000	31500	D
19	823 / Red Rd	87002000	3.543	4.401	4	d	33200	44500	43000	F
20	823 / Red Rd	87002000	4.401	4.738	6	d	43700	45000	49000	F
22	823 / Red Rd	87002000	4.738	6.56	6	d	50300	46000	45000	D
23	823 / Red Rd	87002000	6.56	7.534	6	d	50300	58000	57000	F
24	823 / Red Rd	87002000	7.534	8.506	6	d	55300	48500	47500	C
25	823 / Red Rd	87002000	8.506	9.699	6	d	55300	39500	41000	B
26	112 / Airport Expwy	87003000	0	0.107	4	d	73600	22670	21500	B
26.5	112 / Airport Expwy	87003000	0.107	0.96	4	d	73600	22670	21500	B
27	112 / Airport Expwy	87003000	0.96	1.145	4	d	73600	90500	91000	F
28	112 / Airport Expwy	87003000	1.145	1.154	6	d	110300	90500	91000	D
29	112 / Airport Expwy	87003000	1.154	2.285	6	d	110300	98076	109500	D
30	112 / Airport Expwy	87003000	2.285	2.431	6	d	110300	78500	113500	E
31	112 / Airport Expwy	87003000	2.431	2.943	6	d	110300	78500	113500	E
32	112 / Airport Expwy	87003000	2.943	3.325	6	d	110300	78500	113500	E
33	112 / Airport Expwy	87003000	3.325	3.452	8	d	146500	78500	113500	C
34	112 / Airport Expwy	87003000	3.452	3.499	8	d	146500	78500	113500	C
35	112 / Airport Expwy	87003000	3.499	4.132	8	d	166500	95000	110000	C
36	112 / Airport Expwy	87004000	0	0.484	4	d	73600	95000	110000	F
38	112 / I-195	87004000	0.484	0.569	4	d	73600	95000	110000	F
39	112 / I-195	87004000	0.569	0.793	3	d	55250	95000	110000	F
40	112 / I-195	87004000	0.793	1.565	6	d	110300	124000	116000	E
41	112 / I-195	87004000	1.565	4.423	6	d	110300	100623	109000	D
42	112 / I-195	87004000	4.423	4.794	5	d	91950	101403	101165	F
43	112 / I-195	87004000	4.794	4.91	4	d	73600	101403	101165	F
44	874/Don Shula Expwy	87005000	0	1.545	6	d	110300	76000	80000	C

ID_	FACILITY	ROADWAY	BEGIN_POST	END_POST	LN_11	LOS_STD	MaxServiceVolume	AADT_2010	AADT_2011	DailyLOS11
45	874/Don Shula Expwy	87005000	1.545	2.181	4	d	73600	76000	80000	F
46	874/Don Shula Expwy	87005000	2.181	2.366	6	d	110300	76000	80000	C
47	874/Don Shula Expwy	87005000	2.366	2.397	6	d	110300	76000	80000	C
48	874/Don Shula Expwy	87005000	2.397	3.703	7	d	148400	129000	123000	C
49	874/Don Shula Expwy	87005000	3.703	4.337	5	d	111950	129000	123000	F
50	874/Don Shula Expwy	87005000	4.337	6.949	4	d	73600	97500	82500	F
50.5	874/Don Shula Expwy	87005000	6.949	7.034	4	d	73600	97500	82500	F
51	970 / Downtown Distributor EB	87006000	0	0.25	2	d	17325	27500	30000	F
52	970 / Downtown Distributor EB	87006000	0.25	0.424	3	d	26600	27500	30000	F
53	970 / Downtown Distributor EB	87006000	0.424	0.563	4	d	36700	27500	30000	C
54	916/ NE/NW 135th St	87008000	0	0.295	2	d	15960	15300	11900	D
55	916/ NE/NW 135th St	87008000	0.295	0.513	2	d	15200	15300	11900	D
56	916/ NE/NW 135th St	87008000	0.513	0.762	2	d	15960	15300	11900	D
57	916/ NE/NW 135th St	87008000	0.762	1.198	2	d	15200	15300	11900	D
58	916/ NE/NW 135th St	87008000	1.198	2.045	2	d	15960	15300	11900	D
59	916/ NE/NW 135th St	87008000	2.045	3.598	4	d	36700	41500	30000	C
60	916/ NE/NW 135th St	87008000	3.598	4.888	4	d	33200	23000	24000	C
62	916/ NE/NW 135th St EB	87008000	4.888	5.102	5	d	50580	27000	27000	C
63	916/ NE/NW 135th St EB	87008000	5.102	7.187	3	d	30180	16500	14500	C
64	916/ NE/NW 135th St EB	87008000	7.187	7.614	2	d	19920	16500	16500	C
65	916/ NE/NW 135th St	87008000	7.614	8.637	4	d	33200	51000	43000	F
66	916/ NE/NW 135th St	87008000	8.637	9.136	4	d	28200	26500	26000	D
67	916/ NE/NW 135th St	87008000	9.136	10.253	4	d	33200	25179	25179	D
68	916/Opa-Locka Blvd WB	87008001	0	2.779	3	d	30180	13000	12500	C
69	5/US1/Dixie Hwy	87010000	0	2.169	2	c	8505	16100	15200	E
71	5/US1/Dixie Hwy	87010000	2.169	3.171	3	b	14630	16100	15200	C
72	5/US1/Dixie Hwy	87010000	3.171	8.158	2	c	8100	16100	15200	E
73	5/US1/Dixie Hwy	87010000	8.158	9.066	4	b	24985	16100	15200	B
74	5/US1/Dixie Hwy	87010000	9.066	13.738	2	c	8100	16100	15200	E
75	5/US1/Dixie Hwy	87010000	13.738	13.826	3	b	15400	16100	15200	B
76	5/US1/Dixie Hwy	87010000	13.826	13.947	4	b	26300	16100	15200	B
77	847 / 47th Ave	87012000	0	0.928	2	d	15200	24000	26500	F
79	847 / 47th Ave	87012000	0.928	0.992	2	d	15960	24000	26500	F
80	847 / 47th Ave	87012000	0.992	1.054	2	d	17325	15900	15900	C
81	847 / 47th Ave	87012000	1.054	1.479	2	d	16500	15900	15900	D
82	847 / 47th Ave	87012000	1.479	1.662	2	d	17325	15900	15900	C
83	847 / 47th Ave	87012000	1.662	1.82	2	d	16500	15900	15900	D
84	847 / 47th Ave	87012000	1.82	2.144	2	d	17325	15900	15900	C
85	989 / Allapattah Rd	87015000	0	0.409	4	d	36700	20300	20200	B
86	989 / Allapattah Rd	87015000	0.409	1.407	4	d	34865	20300	20200	B
87	989 / Allapattah Rd	87015000	1.407	2.075	4	d	34865	32500	30500	C
88	989 / Allapattah Rd	87015000	2.075	2.163	4	d	36700	32500	30500	C

ID_	FACILITY	ROADWAY	BEGIN_POST	END_POST	LN_11	LOS_STD	MaxServiceVolume	AADT_2010	AADT_2011	DailyLOS11
89	989 / Allapattah Rd	87015000	2.163	2.544	4	d	33200	32500	30500	D
90	989 / Allapattah Rd	87015000	2.544	2.747	4	d	31540	32500	30500	D
91	989 / Allapattah Rd	87015000	2.747	3.032	4	d	28200	32500	30500	E
92	112 / Arthur Godfrey Rd	87016000	0	0.758	4	d	28200	38500	44000	F
94	112 / Arthur Godfrey Rd	87016000	0.758	0.814	2	d	11900	38500	44000	F
95	913/ SE 26 Rd	87017000	0	0.145	4	d	35700	15500	36000	E
96	913/ SE 26 Rd	87017000	0.145	0.222	7	d	51600	36500	36000	D
97	913/ SE 26 Rd	87017000	0.222	0.373	9	d	67400	36500	36000	D
98	852 / NW 215th St	87018000	0	0.927	4	d	36700	31000	29500	C
99	852 / NW 215th St	87018000	0.927	2.285	4	d	36700	30000	31000	C
100	852 / NW 215th St	87018000	2.285	2.534	4	d	36700	29673	28000	B
101	817 / 27th Ave	87019000	0.178	1.716	6	d	50300	40000	38500	C
102	817 / 27th Ave	87019000	1.716	2.74	6	d	50300	49000	52000	E
103	817 / 27th Ave	87019000	2.74	4.866	6	d	50300	53000	56000	F
104	5/US1/Dixie Hwy	87020000	0	0.836	4	b	23300	23000	27500	D
105	5/US1/Dixie Hwy	87020000	0.836	0.862	5	d	46000	23000	27500	B
106	5/US1/Dixie Hwy	87020000	0.862	1.036	5	d	46000	27500	26000	B
107	5/US1/Dixie Hwy	87020000	1.036	1.15	4	d	36700	27500	26000	B
108	5/US1/Dixie Hwy	87020000	1.15	3.093	4	d	36700	27500	26000	B
110	5/US1/Dixie Hwy	87020000	3.093	5.027	4	d	33200	32500	33500	E
111	5/US1/Dixie Hwy	87020000	5.027	8.4	4	d	36700	32000	29500	C
112	5/US1/Dixie Hwy	87020000	8.4	12.014	4	d	36700	40000	29000	B
113	5/US1/Dixie Hwy	87020000	12.014	14.139	6	d	50300	48500	48000	D
116	5/US1/Dixie Hwy NB	87020000	14.139	15.265	3	d	30180	39000	32000	F
117	5/US1/Dixie Hwy	87020000	15.265	17.373	6	d	50300	70500	70500	F
118	5/US1/Dixie Hwy	87020000	17.373	19.057	6	d	50300	73500	76000	F
119	5/US1/Dixie Hwy	87020000	19.057	20.042	6	d	50300	91500	92000	F
120	5/US1/Dixie Highway SB	87020001	0	1.08	3	d	30180	32000	32500	F
121	878/Snapper Creek Expwy	87021000	0	0.683	4	d	73600	44000	37500	B
122	878/Snapper Creek Expwy	87021000	0.683	2.219	4	d	73600	42499	40000	B
123	878/Snapper Creek Expwy	87021000	2.219	2.658	4	d	73600	25500	24500	B
125	878/Snapper Creek Expwy Rmp WB	87021011	0	0.331	3	d	57840	37500	31000	C
126	878/Snapper Creek Expwy Rmp WB	87021011	0.331	0.46	2	d	38580	37500	37500	D
127	860/Miami Gardens Dr	87026000	0	1.022	6	d	55300	30500	29500	B
128	860/Miami Gardens Dr	87026000	1.022	3.019	6	d	50300	33500	34000	C
129	860/Miami Gardens Dr	87026000	3.019	4.393	6	d	50300	36500	33000	C
130	860/Miami Gardens Dr	87026000	4.393	5.529	6	d	50300	33000	32000	C
131	860/Miami Gardens Dr	87026000	5.529	6.584	6	d	50300	46000	45500	D
132	860/Miami Gardens Dr	87026000	6.584	8.716	4	d	33200	50500	48500	F
134	860/Miami Gardens Dr	87026000	8.716	8.865	4	d	33200	52000	48500	F
135	860/Miami Gardens Dr	87026000	8.865	9.311	5	d	41750	52000	48500	F
136	860/Miami Gardens Dr	87026005	0	0.364	2	d	17325	42000	38000	F

ID_	FACILITY	ROADWAY	BEGIN_POST	END_POST	LN_11	LOS_STD	MaxServiceVolume	AADT_2010	AADT_2011	DailyLOS11
137	860/Miami Gardens Dr	87026005	0.364	0.414	4	d	36700	42000	38000	F
138	860/Miami Gardens Dr	87026005	0.414	0.584	5	d	46000	42000	38000	C
139	860/Miami Gardens Dr	87026005	0.584	2.399	4	d	36700	41000	46500	F
140	860/Miami Gardens Dr	87026005	2.399	3.524	4	d	36700	46500	37000	F
144	860/Miami Gardens Dr	87026005	3.524	3.664	6	d	55300	46500	37000	B
145	969 / NW 72nd Ave	87027000	0	0.479	6	d	50300	31500	28500	C
146	969 / NW 72nd Ave	87027000	0.479	0.617	2	d	16920	15500	28500	F
147	969 / NW 72nd Ave	87027000	0.617	0.857	4	d	28200	36500	38500	F
148	969 / NW 12th Street	87027000	0.857	1.183	6	d	50300	36500	38500	C
149	969 / NW 72nd Ave	87027000	1.183	2.411	6	d	43700	40500	31000	D
150	969 / NW 72nd Ave	87027000	2.411	3.259	6	d	50300	38585	32000	C
151	969 / NW 72nd Ave	87027000	3.259	4.423	6	d	55300	33000	33500	B
152	969 / NW 72nd Ave	87027000	4.423	5.406	6	d	55300	29000	24500	B
154	969 / Milam Dairy Rd Flyover	87027001	0	0.101	5	d	46000	23500	23500	B
155	969 / Milam Dairy Rd Flyover	87027001	0.101	0.523	6	d	55300	23500	23500	B
156	969 / Frontage Rd / NW 7th St	87027002	0	0.188	3	d	41087.5	7300	7750	B
157	5/US1/Dixie Hwy	87030000	0	0.84	6	d	50300	54500	50000	D
158	5/US1/Dixie Hwy	87030000	0.84	1.312	6	d	43700	58000	64000	F
159	5/US1/Dixie Hwy	87030000	1.312	1.442	6	d	50300	86500	87500	F
160	5/US1/Dixie Hwy	87030000	1.442	1.628	7	d	58800	86500	87500	F
161	5/US1/Dixie Hwy	87030000	1.628	2.751	6	d	50300	86500	87500	F
162	5/US1/Dixie Hwy	87030000	2.751	4.744	6	d	50300	82700	79500	F
163	5/US1/Dixie Hwy	87030000	4.744	5.674	6	d	50300	87000	86500	F
164	5/US1/Dixie Hwy	87030000	5.674	6.534	6	d	50300	97000	89500	F
165	5/US1/Dixie Hwy	87030000	6.534	8.293	6	d	55300	96500	89000	F
166	5/US1/Dixie Hwy	87030000	8.293	8.43	5	d	46000	96500	23000	B
167	5/US1/Dixie Hwy	87030000	8.43	8.467	3	d	20050	96500	23000	E
168	5/US1/Dixie Hwy	87030000	8.467	8.619	3	d	20050	24500	23000	E
169	5/US1/Dixie Hwy	87030000	8.619	8.825	4	d	33200	27000	27000	D
170	5/US1/Dixie Hwy	87030000	8.825	9.926	4	d	33200	28737	27000	D
171	5/US1/Dixie Hwy	87030000	9.926	10.238	4	d	28200	33000	28000	D
172	5/US1/Dixie Hwy	87030000	10.238	10.366	5	d	35950	36500	36500	E
173	5/US1/Dixie Hwy	87030000	10.366	10.578	6	d	43700	36500	36500	D
175	5/US1/Dixie Hwy NB	87030000	10.578	10.854	3	d	26220	18000	17000	D
176	5/US1/Dixie Hwy	87030000	10.854	11.314	8	d	59500	35000	36000	D
177	5/US1/Dixie Hwy	87030000	11.314	11.341	6	d	43700	35000	36000	D
178	5/US1/Dixie Hwy	87030000	11.341	11.722	6	d	43700	43000	44000	E
180	5/US1/Dixie Hwy	87030000	11.722	11.771	6	d	43700	43000	44000	E
181	5/US1/Dixie Hwy	87030000	11.771	11.879	5	d	35950	45000	39500	E
182	5/US1/Dixie Hwy	87030000	11.879	13.223	4	d	28200	32000	26500	D
183	5/US1/Dixie Hwy	87030000	13.223	13.512	4	d	28200	29000	28500	E
184	5/US1/Dixie Hwy	87030000	13.512	13.635	4	d	33200	35500	28500	D

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185	5/US1/Dixie Hwy	87030000	13.635	13.864	5	d	41750	37500	30500	C
186	5/US1/Dixie Hwy	87030000	13.864	14.322	4	d	33200	37500	30500	D
187	5/US1/Dixie Hwy	87030000	14.322	16.14	4	d	33200	38830	37500	F
188	5/US1/Dixie Hwy	87030000	16.14	16.706	4	d	28200	41747	44000	F
189	5/US1/Dixie Hwy	87030000	16.706	18.298	4	d	33200	46500	46500	F
190	5/US1/Dixie Hwy	87030000	18.298	19.261	4	d	33200	41500	38500	F
191	5/US1/Dixie Hwy	87030000	19.261	19.392	5	d	41750	41500	38500	D
192	5/US1/Dixie Hwy	87030000	19.392	19.553	5	d	41750	48000	38500	D
193	5/US1/Dixie Hwy	87030000	19.553	21.225	6	d	50300	60000	52000	E
194	5/US1/Dixie Hwy	87030000	21.225	22.003	8	d	67300	60000	61500	D
195	5/US1/Dixie Hwy	87030000	22.003	23.53	8	d	67300	61000	65000	D
196	5/US1/Dixie Hwy	87030000	23.53	24.077	8	d	59500	70500	76500	F
197	5/US1/Dixie Hwy	87030000	24.077	24.649	7	d	51600	70500	76500	F
198	5/US1/Dixie Hwy	87030000	24.649	24.96	7	d	58800	54500	56000	D
199	5/US1/Dixie Hwy	87030000	24.96	25.464	6	d	50300	54500	56000	F
200	5/US1/Biscayne Blvd SB	87030001	0	0.088	5	d	45180	22500	28000	D
201	5/US1/Biscayne Blvd SB	87030001	0.088	0.166	3	d	26220	22500	28000	E
202	5/US1/Biscayne Blvd SB	87030001	0.166	0.196	2	d	16920	22500	28000	F
203	5/US1/Biscayne Blvd SB	87030001	0.196	0.286	3	d	26220	22500	28000	E
204	915 / NE 6th Ave	87034000	0	0.44	4	d	31540	8100	8500	C
205	915 / NE 6th Ave	87034000	0.44	0.58	4	d	33200	8100	8500	C
206	915 / NE 6th Ave	87034000	0.58	0.94	4	d	31540	8100	8500	C
207	915 / NE 6th Ave	87034000	0.94	1.293	4	d	31540	17900	18200	C
208	915 / NE 6th Ave	87034000	1.293	2.343	4	d	33200	17900	18200	C
209	915 / NE 6th Ave	87034000	2.343	2.975	4	d	33200	17100	16300	C
210	915 / NE 6th Ave	87034000	2.975	5.867	4	d	33200	25749	25186	D
211	907 / Alton Rd	87037000	0	0.088	3	d	21052.5	39000	39500	F
212	907 / Alton Rd	87037000	0.088	1.307	4	d	28200	39000	39500	F
213	907 / Alton Rd	87037000	1.307	2.571	4	d	33200	46000	47000	F
214	907 / Alton Rd	87037000	2.571	2.751	3	d	24200	46000	47000	F
215	907 / Alton Rd	87037000	2.751	5.659	4	d	33200	31500	29500	D
217	907A / Alton Rd	87037001	0	0.078	2	d	19920	4100	6500	C
218	907A / Alton Rd	87037001	0.078	0.181	4	d	31540	6300	6500	C
220	907A / Alton Rd	87037001	0.181	0.345	4	d	33200	6300	6500	C
221	907A / Alton Rd	87037001	0.345	0.408	1	d	9120	4100	6500	D
222	932/ NW/NE 103rd St	87038000	0	1.156	4	d	28200	18400	18100	D
223	932/ NW/NE 103rd St	87038000	1.156	3.009	6	d	43700	48500	54500	F
225	932/ NW/NE 103rd St	87038000	3.009	3.15	5	d	35950	48500	54500	F
226	932/ NW/NE 103rd St	87038000	3.15	3.403	5	d	41750	43500	41500	D
227	932/ NW/NE 103rd St	87038000	3.403	3.636	4	d	33200	43500	41500	F
228	932/ NW/NE 103rd St	87038000	3.636	4.647	4	d	33200	40500	38500	F
229	932/ NW/NE 103rd St	87038000	4.647	5.291	4	d	36700	41000	40000	F

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230	932/ NW/NE 103rd St	87038000	5.291	6.159	6	d	55300	41000	40000	B
231	932/ NW/NE 103rd St	87038000	6.159	8.199	6	d	50300	28507	25500	C
232	932/ NW/NE 103rd St	87038000	8.199	8.45	4	d	28200	24500	23500	D
233	932/ NW/NE 103rd St	87038000	8.45	8.955	4	d	26790	24500	23500	D
234	932/ NW/NE 103rd St	87038000	8.955	9.209	3	d	19047.5	8500	7500	C
235	932/ NW/NE 103rd St	87038000	9.209	9.7	2	d	15200	8500	7500	C
236	992 / Coral Reef Dr	87039000	0	0.096	4	d	33200	35000	32000	D
237	992 / Coral Reef Dr	87039000	0.096	0.384	5	d	41750	35000	32000	C
238	992 / Coral Reef Dr	87039000	0.384	2.462	4	d	33200	38000	38000	F
239	976 / Bird Rd	87044000	0	1.153	6	d	43700	52500	54000	F
240	976 / Bird Rd	87044000	1.153	3.144	6	d	50300	56747	57000	F
241	976 / Bird Rd	87044000	3.144	4.223	6	d	43700	74500	64000	F
242	976 / Bird Rd	87044000	4.223	6.219	6	d	50300	55066	62500	F
243	976 / Bird Rd	87044000	6.219	7.021	4	d	33200	43000	42500	F
244	976 / Bird Rd	87044000	7.021	7.74	4	d	33200	40500	38000	F
245	976 / Bird Rd	87044000	7.74	7.959	5	d	35950	37000	36500	E
246	976 / Bird Rd	87044000	7.959	8.466	4	d	28200	37000	36500	F
247	990 / Killian Dr	87046000	0	1.258	4	d	33200	30000	30000	D
249	990 / Killian Dr	87046000	1.258	2.2	2	d	16500	16100	17400	F
251	990 / Killian Dr	87046000	2.2	2.267	2	d	17325	16100	17400	F
252	990 / Killian Dr	87046000	2.267	2.38	2	d	15960	10300	10800	C
253	990 / Killian Dr	87046000	2.38	3.002	2	d	15200	10300	10800	D
254	973 / Galloway Rd	87047000	0	0.11	4	d	26790	14200	12500	D
255	973 / Galloway Rd	87047000	0.11	0.364	4	d	28200	14200	12500	C
257	973 / Galloway Rd	87047000	0.364	0.525	2	d	16500	14200	12500	C
258	973 / Galloway Rd	87047000	0.525	0.734	2	d	17325	14200	12500	C
259	973 / Galloway Rd	87047000	0.734	0.872	2	d	16500	14200	12500	C
260	973 / Galloway Rd	87047000	0.872	1.004	2	d	17325	14200	12500	C
261	973 / Galloway Rd	87047000	1.004	1.294	2	d	16500	14200	12500	C
262	973 / Galloway Rd	87047000	1.294	1.493	2	d	17325	17101	12500	C
263	973 / Galloway Rd	87047000	1.493	2.433	2	d	16500	19400	17800	F
264	973 / Galloway Rd	87047000	2.433	2.92	2	d	17325	19400	17800	F
265	973 / Galloway Rd	87047000	2.92	3.911	4	d	33200	29805	31000	D
266	973 / Galloway Rd	87047000	3.911	4.907	4	d	33200	30000	30500	D
267	973 / Galloway Rd	87047000	4.907	6.033	4	d	36700	28500	28500	B
268	973 / Galloway Rd	87047000	6.033	7.023	4	d	33200	32500	31500	D
269	973 / Galloway Rd	87047000	7.023	8.005	4	d	33200	35000	34000	E
270	973 / Galloway Rd	87047000	8.005	8.535	4	d	36700	41500	36000	D
271	973 / Galloway Rd	87047000	8.535	9.505	6	d	43700	66000	66500	F
272	924 / NW 119th St	87052000	0	0.127	7	d	58800	43000	41500	C
273	924 / NW 119th St	87052000	0.127	2.021	6	d	50300	39423	37500	C
274	924 / NW 119th St	87052000	2.021	2.124	4	d	28200	16800	15400	D

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275	924 / NW 119th St	87052000	2.124	3.112	4	d	28200	16800	15400	D
277	968 / Flagler St	87053000	0	0.733	6	d	50300	55500	48500	D
278	968 / Flagler St	87053000	0.733	1.09	6	d	43700	59500	47000	E
279	968 / Flagler St	87053000	1.09	1.498	6	d	43700	54951	53000	F
280	968 / Flagler St	87053000	1.498	3.018	4	d	33200	45000	43500	F
281	968 / Flagler St	87053000	3.018	4.533	4	d	33200	40500	42000	F
282	968 / Flagler St	87053000	4.533	4.551	4	d	36700	40500	42000	F
283	968 / Flagler St	87053000	4.551	5.064	4	d	36700	39000	35000	C
284	968 / Flagler St	87053000	5.064	6.31	4	d	36700	37531	32500	C
284	968 / Flagler St	87053000	5.064	6.31	4	d	36700	37531	32500	C
286	968 / Flagler St WB	87053003	0	1.27	3	d	30000		19500	D
287	968 / Flagler St WB	87053004	0	0.421	3	d	30000		5800	C
288	968 / Flagler St WB	87053000	7.618	8.211	4	d	28200	19600	18400	D
289	968 / Flagler St WB	87053000	8.211	8.259	4	d	26790	19600	18400	D
290	968 / SW 1st St EB	87053001	0	0.24	3	d	30180	22000	21000	C
292	968 / SW 1st St EB	87053001	0.24	0.753	4	d	40380	22000	21000	C
293	968 / SW 1st St EB	87053001	0.753	0.793	3	d	30180	19400	21000	C
294	968 / SW 1st St EB	87053001	0.793	1.726	3	d	26220	14000	12000	D
295	968 / SW 1st St EB	87053001	1.726	2.038	3	d	33180	11000	8400	B
296	968 / SW 1st St EB	87053001	2.038	2.262	4	d	44280	11000	8400	B
297	968 / SW 1st St EB	87053001	2.262	2.351	3	d	33180	11000	8400	B
298	972 / Coral Way	87054000	0.508	1.021	5	d	41750	43694	41500	D
299	972 / Coral Way	87054000	1.021	1.532	4	d	33200	44000	41500	F
300	972 / Coral Way	87054000	1.532	2.549	4	d	36700	36500	36500	D
301	972 / Coral Way	87054000	2.549	3.024	4	d	33200	39500	35500	F
302	972 / Coral Way	87054000	3.024	4.19	4	d	33200	22500	21000	C
303	972 / Coral Way	87054000	4.19	4.217	4	d	31540	22500	21000	C
304	972 / Coral Way	87054000	4.217	4.672	4	d	26790	20100	19900	D
305	986 / Sunset Dr	87055000	0.905	2.018	4	d	33200	40000	40000	F
306	986 / Sunset Dr	87055000	2.018	3.836	4	d	33200	41500	42500	F
307	986 / Sunset Dr	87055000	3.836	4.018	5	d	41750	41500	42500	E
308	986 / Sunset Dr	87055000	4.018	4.08	5	d	46000	37000	40500	C
309	986 / Sunset Dr	87055000	4.08	5.055	4	d	36700	37000	40500	F
311	986 / Sunset Dr	87055000	5.055	5.066	4	d	33200	37000	40500	F
312	986 / Sunset Dr	87055000	5.066	5.549	4	d	33200	39500	39000	F
313	986 / Sunset Dr	87055000	5.549	5.8	4	d	33200	25000	39000	F
315	A1A / MacArthur Cswy	87060000	0	0.827	6	d	55300	87000	90500	F
316	A1A / MacArthur Cswy	87060000	0.827	3.192	6	d	55300	82214	90500	F
317	A1A / 5th St	87060000	3.192	3.67	6	d	43700	35000	35000	D
318	A1A / Collins Ave	87060000	3.67	4.535	2	d	11900	12900	13600	E
319	A1A / Collins Ave	87060000	4.535	4.584	4	d	26790	12900	13600	D
320	A1A / Collins Ave	87060000	4.584	5.649	4	d	26790	25000	26500	D

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321	A1A / Collins Ave NB	87060000	5.649	6.669	3	d	26220	10500	12500	D
322	A1A / Collins Ave NB	87060000	6.669	6.713	6	d	43700	36500	38500	D
323	A1A / Collins Ave	87060000	6.713	7.214	6	d	43700	36500	38500	D
324	A1A / Collins Ave	87060000	7.214	8.439	5	d	46000	32748	38500	C
325	A1A / Collins Ave NB	87060000	8.439	8.955	3	d	30180	15000	17000	C
327	A1A / Collins Ave NB	87060000	8.955	9.452	3	d	26220	15000	17000	D
328	A1A / Collins Ave NB	87060000	9.452	11.68	3	d	26220	22500	22000	D
330	A1A / Collins Ave NB	87060000	11.68	11.724	6	d	43700	44000	45500	E
331	A1A / Collins Ave	87060000	11.724	12.366	6	d	50300	44000	45500	D
332	A1A / Collins Ave	87060000	12.366	14.047	4	d	36700	44000	45500	F
333	A1A / Collins Ave	87060000	14.047	16.133	6	d	50300	47918	48500	D
334	A1A / Collins Ave	87060000	16.133	16.231	5	d	41750	49500	52500	F
335	A1A / Collins Ave	87060000	16.231	16.285	4	d	33200	31657	52500	F
336	A1A / Ocean Blvd	87060000	16.285	17.717	4	d	36700	26000	28000	B
337	A1A / Harding Ave SB	87060001	0	2.498	3	d	26220	24000	23500	D
338	A1A / Harding Ave	87060001	2.498	2.59	5	d	35950	36500	38500	E
339	A1A / Harding Ave	87060001	2.59	3.014	6	d	43700	36500	38500	D
340	A1A / Harding Ave	87060001	3.014	3.231	3	d	26220	24000	23500	D
341	A1A / Indian Creek Dr	87060002	0	0.198	4	d	28200	38500	44000	F
342	A1A / Indian Creek Dr SB	87060002	0.198	1.034	2	d	19920	12000	10500	C
343	SR 886/ Port Blvd	87061000	0	0.5	6	d	50300	13200	15300	C
344	SR 886/ Port Blvd	87061000	0.5	0.826	6	d	50300	13200	15300	C
345	959 / SW 57th Ave	87062000	0.217	0.349	4	d	28200	22000	24500	D
346	959 / SW 57th Ave	87062000	0.349	0.447	3	d	20050	22000	24500	F
347	959 / SW 57th Ave	87062000	0.447	0.503	2	d	12495	22000	24500	F
348	959 / SW 57th Ave	87062000	0.503	0.567	2	d	17325	17600	16700	D
349	959 / SW 57th Ave	87062000	0.567	0.917	2	d	16500	17600	16700	F
350	959 / SW 57th Ave	87062000	0.917	1.087	2	d	17325	17600	16700	D
351	959 / SW 57th Ave	87062000	1.087	1.447	2	d	16500	17600	16700	F
352	959 / SW 57th Ave	87062000	1.447	1.597	2	d	17325	17600	16700	D
353	959 / SW 57th Ave	87062000	1.597	1.957	2	d	16500	17600	16700	F
354	959 / SW 57th Ave	87062000	1.957	2.038	2	d	17325	17600	16700	D
355	959 / SW 57th Ave	87062000	2.038	2.107	2	d	15960	15700	12900	D
356	959 / SW 57th Ave	87062000	2.107	2.707	2	d	15200	15700	12900	D
357	959 / SW 57th Ave	87062000	2.707	2.837	2	d	15960	15700	12900	D
358	959 / SW 57th Ave	87062000	2.837	2.977	2	d	15200	15700	12900	D
359	959 / SW 57th Ave	87062000	2.977	3.013	2	d	15960	15700	12900	D
360	959 / SW 57th Ave	87062000	3.013	3.024	2	d	17325	15700	12900	C
361	959 / SW 57th Ave	87062000	3.024	3.087	2	d	17325	20100	21000	F
362	959 / SW 57th Ave	87062000	3.087	3.497	2	d	16500	20100	21000	F
363	959 / SW 57th Ave	87062000	3.497	3.667	2	d	17325	20100	21000	F
364	959 / SW 57th Ave	87062000	3.667	4.027	3	d	26600	20100	21000	C

ID_	FACILITY	ROADWAY	BEGIN_POST	END_POST	LN_11	LOS_STD	MaxServiceVolume	AADT_2010	AADT_2011	DailyLOS11
365	959 / SW 57th Ave	87062000	4.027	4.072	4	d	36700	20100	21000	B
366	959 / SW 57th Ave	87062000	4.072	5.064	4	d	33200	25500	24000	C
367	959 / SW 57th Ave	87062000	5.064	5.475	6	d	43700	38500	40000	D
368	959 / SW 57th Ave	87062000	5.475	5.598	4	d	28200	38500	40000	F
369	922 / NE 125th St	87066000	0	0.759	4	d	26790	35000	35500	F
370	922 / NE 125th St	87066000	0.759	1.52	4	d	31540	34334	36000	F
371	922 / NE 125th St	87066000	1.52	1.897	4	d	26790	36000	33500	F
372	922 / NE 125th St	87066000	1.897	2.961	4	d	28200	36000	33500	F
373	922 / NE 125th St	87066000	2.961	3.741	4	d	33200	18000	20100	C
374	922 / NE 123rd St	87066000	4.546	5.435	4	d	28200	25500	25500	D
375	922 / NE 123rd St	87066000	5.435	5.548	4	d	26790	25500	25500	D
376	997 / Krome Ave	87070000	0	0.584	2	c	10290	13300	13600	D
377	997 / Krome Ave	87070000	0.584	13.8	2	c	9800	13300	13600	E
378	997 / Krome Ave	87070000	13.8	13.95	3	c	17377	12236	12400	C
379	997 / Krome Ave	87070000	13.95	14.275	3	b	16550	11900	12400	C
380	985 / 107th Ave	87072000	0	0.163	3	d	24200	34000	33000	F
381	985 / 107th Ave	87072000	0.163	1.05	4	d	33200	34000	33000	D
382	985 / 107th Ave	87072000	1.05	2.022	4	d	33200	33000	35500	F
383	985 / 107th Ave	87072000	2.022	4.17	4	d	33200	28600	30500	D
384	985 / 107th Ave	87072000	4.17	5.161	4	d	33200	35500	33000	D
385	985 / 107th Ave	87072000	5.161	6.17	6	d	43700	56000	52000	F
386	985 / 107th Ave	87072000	6.17	6.663	4	d	33200	40500	38500	F
387	985 / 107th Ave	87072000	6.663	7.604	6	d	50300	55000	57500	F
390	I-75	87075000	0	0.037	6	d	110300	127000	115500	E
391	I-75	87075000	0.037	0.133	6	d	110300	127000	115500	E
392	I-75	87075000	0.133	0.349	5	d	91950	127000	115500	F
394	I-75	87075000	0.349	0.543	6	d	110300	127000	115500	E
395	I-75	87075000	0.543	4.894	8	d	146500	110004	110000	C
396	I-75	87075000	4.894	4.968	8	d	146500	148000	148500	E
397	I-75	87075000	4.968	5.442	8	d	146500	148000	148500	E
398	934 / NW 79th St	87080000	0	0.639	4	d	31540	27000	28200	D
399	934 / NW 79th St Cswy	87080000	0.639	0.676	4	d	33200	27000	28200	D
400	934 / NW 79th St Cswy	87080000	0.676	1.909	6	d	50300	39500	39500	D
402	934 / NW 79th St EB	87080000	1.909	2.678	6	d	43700	35500	38000	D
403	934 / NW 71st St EB	87080000	2.678	3.72	3	d	30180	16500	18500	C
405	934 / NW 71st St	87080000	3.72	3.907	6	d	41515	13800	12000	C
406	934 / NW 71st St	87080000	3.907	4.175	2	d	11900	13800	12000	E
407	934/ NE/NW 82nd St WB	87080001	0	0.649	2	d	19920	10000	13000	C
408	934/ NE/NW 82nd St WB	87080001	0.649	0.761	3	d	30180	10000	13000	C
409	934/ NE/NW 82nd St WB	87080001	0.761	0.854	3	d	30180	11763	13000	C
410	934/ NE/NW 82nd St WB	87080001	0.854	1.53	2	d	19920	14000	17500	D
411	934/ NE/NW 82nd St WB	87080001	1.53	1.664	4	d	40380	14000	17500	C

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412	934/ NE/NW 82nd St WB	87080001	1.664	2.065	2	d	19920	14000	17500	D
413	934/ NE/NW 82nd St WB	87080001	2.065	2.201	3	d	30180	14000	17500	C
414	934/ NE/NW 82nd St WB	87080001	2.201	2.266	3	d	30180	10492	8800	C
415	934/ NE/NW 82nd St WB	87080001	2.266	3.079	2	d	19920	10000	8800	C
417	934 / Normandy Dr WB	87080347	0	1.042	3	d	30180	18000	18000	C
418	934 / Hialeah Expwy	87080900	31.09	31.16	6	d	43700	44000	47500	E
419	934 / Hialeah Expwy	87080900	31.16	31.672	6	d	43700	44000	47500	E
420	934 / W 21 St	87080900	31.672	33.191	6	d	55300	40657	40500	B
421	934 / E 21 St	87080900	33.191	34.192	4	d	33200	30085	29000	D
422	934 / 4 Ave	87080900	34.192	34.209	4	d	31540	28000	27000	D
423	934 / 4 Ave	87080900	34.209	34.424	4	d	31540	24949	16500	C
424	934 / E 25 St	87080900	34.424	34.435	4	d	31540	24000	16500	C
425	934 / E 25 St	87080900	34.435	34.941	4	d	33200	26986	26500	D
427	934 / E 25 St	87080900	34.941	35.427	4	d	33200	23500	21000	C
428	934 / NW 79th St	87080900	35.427	35.444	4	d	28200	23706	21000	D
429	934 / NW 79th St	87080900	35.444	36.311	4	d	28200	27000	26500	D
430	934 / NW 79th St	87080900	36.311	36.445	6	d	43700	27000	26500	D
431	934 / NW 79th St	87080900	36.445	36.464	6	d	50300	27000	26500	C
432	934 / NW 79th St	87080900	36.464	37.801	6	d	50300	41000	39500	D
433	934 / NW 79th St	87080900	37.801	37.83	6	d	50300	26600	29000	C
434	934 / NW 79th St	87080900	37.83	38.069	5	d	41750	26600	29000	C
435	934 / NW 79th St	87080900	38.069	38.475	4	d	33200	26600	29000	D
436	934 / NW 79th St EB	87080900	38.475	38.493	4	d	28200	26600	29000	E
437	934 / NW 79th St EB	87080900	38.493	38.557	4	d	28200	22500	23000	D
438	934 / NW 79th St EB	87080900	38.557	40.027	4	d	26790	22500	23000	D
439	933 / NW 12th Ave	87085000	0	0.659	2	d	17325	7400	7700	B
440	933 / NW 12th Ave	87085000	0.659	1.005	4	d	26790	7400	7700	C
441	933 / NW 12th Ave	87085000	1.005	1.53	4	d	26790	15200	15600	D
442	933 / NW 12th Ave	87085000	1.53	2.255	5	d	34152.5	21500	25000	D
443	933 / NW 12th Ave	87085000	2.255	2.699	5	d	35950	21500	25000	D
445	933 / NW 12th Ave	87085000	2.699	3.014	6	d	43700	21500	21500	D
446	933 / NW 12th Ave	87085000	3.014	4.245	4	d	28200	21500	21500	D
447	25 / Okeechobee Rd	87090000	0	0.406	4	d	64300	19200	17300	B
448	25 / Okeechobee Rd	87090000	0.406	0.444	4	d	36700	19200	17300	B
449	25 / Okeechobee Rd	87090000	0.444	5.166	4	d	36700	20180	15300	B
450	25 / Okeechobee Rd	87090000	5.166	5.334	4	d	36700	33000	24000	B
451	25 / Okeechobee Rd	87090000	5.334	7.487	6	d	55300	33000	24000	B
452	25 / Okeechobee Rd	87090000	7.487	8.804	6	d	55300	43277	31974	B
453	25 / Okeechobee Rd	87090000	8.804	10.207	6	d	50300	59993	44000	D
454	25 / Okeechobee Rd	87090000	10.207	10.223	6	d	50300	55500	57500	F
455	25 / Okeechobee Rd	87090000	10.223	10.308	6	d	50300	55500	57500	F
456	25 / Okeechobee Rd	87090000	10.308	11.548	6	d	50300	55500	57500	F

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459	25 / Okeechobee Rd	87090000	11.548	12.871	6	d	50300	56974	59500	F
460	25 / Okeechobee Rd	87090000	12.871	14.732	6	d	50300	44126	50000	D
461	25 / Okeechobee Rd	87090000	14.732	14.902	5	d	41750	44000	50000	F
462	25 / Okeechobee Rd	87090000	14.902	15.255	4	d	33200	44000	50000	F
463	25 / Okeechobee Rd	87090000	15.255	16.492	4	d	31540	22743	25500	D
464	25 / Okeechobee Rd	87090000	16.492	17.312	4	d	31540	21020	21500	C
465	25 / Okeechobee Rd	87090000	17.312	17.514	3	d	24200	21000	21500	D
466	25 / NW/NE 36th St	87090000	17.514	18.536	2	d	15960	18600	21500	F
467	25 / NW/NE 36th St	87090000	18.536	18.809	4	d	31540	23500	21500	C
468	25 / NW/NE 36th St	87090000	18.809	19.317	2	d	15960	23500	21500	F
469	25 / NW/NE 36th St	87090000	19.317	19.674	4	d	28200	23500	21500	D
470	25 / NW/NE 36th St	87090000	19.674	19.882	2	d	12495	23500	21500	F
471	994 / Quail Roost Dr	87091000	0	4.075	2	c	9800	9400	8000	C
472	994 / Quail Roost Dr	87091000	4.075	4.961	2	d	22200	16400	16000	D
474	994 / Quail Roost Dr	87091000	4.961	6.976	4	d	33200	42500	40000	F
475	994 / Quail Roost Dr	87091000	6.976	6.99	4	d	33200	18100	17200	C
477	994 / Quail Roost Dr	87091000	6.99	8.058	4	d	28200	18100	17200	D
478	90/US41/SW 8th St	87110000	0	4.034	2	d	16500	5700	5500	B
479	90/US41/SW 8th St	87110000	4.034	4.363	2	d	17325	5700	5500	B
480	90/US41/SW 8th St	87110000	4.363	7.763	2	d	16500	5700	5500	B
481	90/US41/SW 8th St	87110000	7.763	8.07	2	d	17325	5700	5500	B
482	90/US41/SW 8th St	87110000	8.07	24.633	2	d	16500	5700	5500	B
483	90/US41/SW 8th St	87110000	24.633	24.769	2	d	17325	5700	5500	B
484	90/US41/SW 8th St	87110000	24.769	25.489	2	d	16500	5700	5500	B
485	90/US41/SW 8th St	87110000	25.489	25.715	3	d	26600	5700	5500	B
486	90/US41/SW 8th St	87120000	0	2.825	4	d	36700	17600	17300	B
487	90/US41/SW 8th St	87120000	2.825	3.017	5	d	46000	17600	17300	B
488	90/US41/SW 8th St	87120000	3.017	4.01	6	d	55300	51949	50560	C
489	997 / Krome Ave	87150000	6.58	6.72	2	c	9800	15100	16800	F
490	997 / Krome Ave	87150000	6.72	6.976	2	c	10290	15100	16800	F
491	90/US41/SW 8th St	87120000	4.01	5.028	6	d	55300	52500	57000	F
492	997 / Krome Ave	87150000	6.976	7.737	2	c	9800	15100	16800	F
493	997 / Krome Ave	87150000	7.737	7.879	2	c	10290	15100	16800	F
494	90/US41/SW 8th St	87120000	5.028	5.523	6	d	50300	60000	59500	F
495	90/US41/SW 8th St	87120000	5.523	5.991	8	d	67300	60000	59500	D
496	90/US41/SW 8th St	87120000	5.991	6.558	6	d	43700	62000	58500	F
498	90/US41/SW 8th St	87120000	6.558	7.045	7	d	51600	62000	58500	F
499	90/US41/SW 8th St	87120000	7.045	7.059	8	d	59500	63500	58000	D
500	90/US41/SW 8th St	87120000	7.059	9.056	8	d	73800	63500	58000	B
501	90/US41/SW 8th St	87120000	9.056	9.864	6	d	55300	57000	68000	F
503	90/US41/SW 8th St	87120000	9.864	10.028	4	d	36700	56659	68000	F
504	90/US41/SW 8th St	87120000	10.028	12.062	4	d	33200	45827	45500	F

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505	90/US41/SW 8th St	87120000	12.062	12.072	4	d	33200	42500	39500	F
506	90/US41/SW 8th St	87120000	12.072	12.082	4	d	33200	44500	41000	F
507	90/US41/SW 8th St	87120000	12.082	13.197	4	d	36700	44500	41000	F
508	90/US41/SW 8th St	87120000	13.197	13.375	4	d	34865	44500	41000	F
509	90/US41/SW 8th St	87120000	13.375	13.607	4	d	36700	44500	41000	F
510	90/US41/SW 8th St	87120000	13.607	13.62	4	d	36700	34000	36000	D
511	90/US41/SW 8th St	87120000	13.62	14.132	4	d	28200	34000	36000	F
513	90/US41/SW 8th St	87120000	14.132	14.402	4	d	33200	35637	36000	F
514	90/US41/SW 8th St	87120000	14.402	14.626	4	d	31540	36000	36000	F
515	90/US41/SW 8th St	87120000	14.626	15.177	4	d	33200	36000	36000	F
517	90/US41/SW 8th St	87120000	15.177	15.195	3	d	30180	21500	19500	C
518	90/US41/SW 8th St EB	87120000	15.195	16.657	3	d	30180	24624	20500	C
519	90/US41/SW 8th St EB	87120000	16.657	17.095	3	d	30180	21500	21000	C
520	90/US41/SW 8th St EB	87120000	17.095	17.525	3	d	30180	26126	23000	C
521	90/US41/SW 8th St EB	87120000	17.525	17.551	3	d	26220	30500	23000	D
522	90/US41/SW 8th St EB	87120000	17.551	18.147	3	d	26220	11000	12500	D
523	90/US41/SW 7th St WB	87120001	0	0.625	3	d	26220	12000	13000	D
524	90/US41/SW 7th St WB	87120001	0.625	0.646	3	d	26220	15000	17000	D
525	90/US41/SW 7th St WB	87120001	0.646	1.066	3	d	30180	15000	17000	C
527	90/US41/SW 7th St WB	87120001	1.066	1.504	3	d	30180	17500	17000	C
528	90/US41/SW 7th St WB	87120001	1.504	2.774	3	d	30180	18000	15000	C
529	90/US41/SW 7th St WB	87120001	2.774	2.915	2	d	19920	18000	15000	C
530	90/US41/SW 7th St WB	87120001	2.915	2.933	4	d	33200	26300	20400	C
531	825 / SW 137th Ave	87133000	0	1.547	6	d	55300	45000	39000	B
532	825 / SW 137th Ave	87133000	1.547	2.544	6	d	50300	41500	40000	D
533	7 / 7th Ave	87140000	0	0.464	2	d	11900	7000	7100	D
534	7 / 7th Ave	87140000	0.464	0.532	2	d	12495	7000	7100	D
535	7 / 7th Ave	87140000	0.532	0.6	2	d	15960	5900	5400	C
536	7 / 7th Ave	87140000	0.6	0.8	2	d	15200	5900	5400	C
537	7 / 7th Ave	87140000	0.8	0.803	2	d	11900	5900	5400	D
538	7 / 7th Ave	87140000	0.803	0.909	4	d	26790	5900	5400	C
539	7 / 7th Ave	87140000	0.909	2.054	4	d	28200	12900	14500	D
540	7 / 7th Ave	87140000	2.054	3.075	4	d	33200	23000	21400	C
541	7 / 7th Ave	87140000	3.075	3.46	4	d	34865	21100	20500	B
542	7 / 7th Ave	87140000	3.46	4.126	4	d	36700	21100	20500	B
543	7 / 7th Ave	87140000	4.126	5.649	4	d	28200	23488	27000	D
544	7 / 7th Ave	87140000	5.649	7.171	6	d	50300	32761	33000	C
545	7 / 7th Ave	87140000	7.171	8.171	6	d	50300	38000	37500	C
546	7 / 7th Ave	87140000	8.171	9.172	6	d	50300	30500	30500	C
547	7 / 7th Ave	87140000	9.172	10.488	6	d	50300	28000	24500	C
548	7 / 7th Ave	87140000	10.488	10.634	5	d	41750	28000	24500	C
549	7 / 7th Ave	87140000	10.634	10.812	4	d	33200	28000	24500	C

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551	7 / 7th Ave	87140000	10.812	11.018	1	d	7140	22500	24000	F
552	7 / 7th Ave	87140000	11.018	11.32	2	d	16920	22500	24000	F
553	7 / 7th Ave	87140000	11.32	11.585	1	d	7140	22500	24000	F
554	7 / 7th Ave	87140000	11.585	11.738	1	d	7140	22500	24000	F
555	7 / 7th Ave	87140000	11.738	11.883	2	d	16920	22500	24000	F
557	7 / 7th Ave	87140000	11.883	12.044	4	d	28200	57000	55500	F
559	7 / 7th Ave	87140000	12.044	12.221	5	d	35950	57000	55500	F
560	7 / 7th Ave	87140000	12.221	12.604	6	d	50300	57000	55500	F
561	7 / 7th Ave	87140000	12.604	13.598	6	d	50300	53000	56000	F
562	7 / 7th Ave	87140000	13.598	14.68	6	d	50300	58000	57000	F
564	7 / 7th Ave SB	87140001	0	0.162	2	d	22020	24500	23000	F
565	7 / 7th Ave SB	87140001	0.162	0.245	1	d	9900	24500	23000	F
566	7 / 7th Ave SB	87140001	0.245	0.253	2	d	22020	24500	23000	F
567	7 / 7th Ave SB	87140001	0.253	0.748	2	d	22020	24500	23000	F
568	7 / 7th Ave SB	87140001	0.748	0.965	1	d	9900	24500	23000	F
569	997 / Krome Ave	87150000	0	0.793	2	d	16500	8600	8200	B
570	997 / Krome Ave	87150000	0.793	1.754	2	d	16500	12900	13000	C
571	997 / Krome Ave	87150000	1.754	1.81	2	d	17325	12900	13000	C
572	997 / Krome Ave	87150000	1.81	1.857	2	d	12495	21000	20600	F
573	997 / Krome Ave	87150000	1.857	2.171	2	d	11900	21000	20600	F
574	997 / Krome Ave	87150000	2.171	2.813	2	d	12495	21000	20600	F
575	997 / Krome Ave	87150000	2.813	3.693	2	c	14805	18600	18800	F
576	997 / Krome Ave	87150000	3.693	3.827	2	c	14100	18600	18800	F
577	997 / Krome Ave	87150000	3.827	4.247	2	c	9800	15100	16800	F
578	997 / Krome Ave	87150000	4.247	4.446	2	c	10290	15100	16800	F
579	997 / Krome Ave	87150000	4.446	4.715	2	c	9800	15100	16800	F
580	997 / Krome Ave	87150000	4.715	4.951	2	c	10290	15100	16800	F
581	997 / Krome Ave	87150000	4.951	5.137	2	c	9800	15100	16800	F
582	997 / Krome Ave	87150000	5.137	5.547	2	c	10290	15100	16800	F
583	997 / Krome Ave	87150000	5.547	5.707	2	c	9800	15100	16800	F
584	997 / Krome Ave	87150000	5.707	5.962	2	c	10290	15100	16800	F
585	997 / Krome Ave	87150000	5.962	6.15	2	c	9800	15100	16800	F
586	997 / Krome Ave	87150000	6.15	6.58	2	c	10290	15100	16800	F
587	997 / Krome Ave	87150000	7.879	7.99	2	c	10290	18600	18800	F
588	997 / Krome Ave	87150000	7.99	8.75	2	c	9800	18600	18800	F
589	997 / Krome Ave	87150000	8.75	8.993	2	c	10290	18600	18800	F
590	997 / Krome Ave	87150000	8.993	9.737	2	c	9800	18600	18800	F
591	997 / Krome Ave	87150000	9.737	10.001	2	c	10290	18600	18800	F
592	997 / Krome Ave	87150000	10.001	10.733	2	c	9800	18600	18800	F
593	997 / Krome Ave	87150000	10.733	10.896	2	c	10290	18600	18800	F
594	997 / Krome Ave	87150000	10.896	11.001	2	c	10290	17000	14900	F
595	997 / Krome Ave	87150000	11.001	17.31	2	c	9800	17000	14900	F

ID_	FACILITY	ROADWAY	BEGIN_POST	END_POST	LN_11	LOS_STD	MaxServiceVolume	AADT_2010	AADT_2011	DailyLOS11
596	997 / Krome Ave	87150000	17.31	17.431	2	c	10290	17000	14900	F
597	997 / Krome Ave	87150000	17.431	17.615	2	c	10290	16800	15200	F
598	997 / Krome Ave	87150000	17.615	18.65	2	c	9800	16800	15200	F
599	997 / Krome Ave	87150000	18.65	18.937	2	c	10290	14500	15500	F
600	997 / Krome Ave	87150000	18.937	22.43	2	c	9800	14500	15500	F
601	9336 / Ingraham Hwy	87160000	0	7.058	2	c	15100	1750	1800	B
602	9336 / Ingraham Hwy	87160000	7.058	8.089	2	d	16500	21500	21500	F
603	9336 / Ingraham Hwy	87160000	8.089	8.598	4	d	33200	21500	21500	C
605	9336 / Ingraham Hwy	87160000	8.598	8.745	6	d	50300	22500	24000	C
607	826 / Palmetto Expwy	87170000	0	0.373	4	d	33200	63500	50500	F
608	826 / Palmetto Expwy	87170000	0.373	1.477	6	d	50300	63500	50500	E
610	826 / Palmetto Expwy	87170000	1.477	3.065	6	d	50300	59000	60500	F
611	826 / Palmetto Expwy	87170000	3.065	3.695	6	d	50300	52500	55000	F
612	826 / Palmetto Expwy	87170000	3.695	4.824	8	d	67300	55000	63500	D
613	826 / Palmetto Expwy	87170000	4.824	4.935	7	d	58800	55000	63500	F
614	826 / Palmetto Expwy	87170000	4.935	5.727	4	d	40380	24500	28500	C
616	826 / Ocean Beach Blvd/Sunny Isles Blvd.	87170001	0	0.325	2	d	22020	17000	12000	B
617	909 / W Dixie Hwy	87190000	0	0.359	4	d	36700	23000	21500	B
618	909 / W Dixie Hwy	87190000	0.359	0.449	3	d	26600	23000	21500	C
619	909 / W Dixie Hwy	87190000	0.449	0.513	2	d	17325	23000	21500	F
620	909 / W Dixie Hwy	87190000	0.597	2.794	4	d	33200	23000	21500	C
621	909 / W Dixie Hwy	87190000	2.794	3.767	4	d	33200	17100	15200	C
622	836 / Dolphin Expwy	87200000	0	0.374	6	d	110300	77000	74500	C
623	836 / Dolphin Expwy	87200000	0.374	0.828	7	d	128400	77000	74500	B
625	836 / Dolphin Expwy	87200000	0.828	1.25	9	d	165250	77000	74500	B
626	836 / Dolphin Expwy	87200000	1.25	3.26	8	d	146500	107943	115779	C
627	836 / Dolphin Expwy	87200000	3.26	4.238	6	d	110300	96000	102500	D
628	836 / Dolphin Expwy	87200000	4.238	4.68	6	d	130300	166000	213000	F
629	836 / Dolphin Expwy	87200000	4.68	4.771	7	d	148400	168500	198000	F
630	836 / Dolphin Expwy	87200000	4.771	6.33	7	d	128400	168500	198000	F
631	836 / Dolphin Expwy	87200000	6.33	7.912	7	d	128400	160000	197000	F
632	836 / Dolphin Expwy	87200000	7.912	8.429	6	d	110300	161500	179500	F
633	836 / Dolphin Expwy	87200000	8.429	9.454	6	d	130300	169000	156500	F
634	836 / Dolphin Expwy	87200000	9.454	10.59	7	d	128400	161000	150500	F
635	836 / Dolphin Expwy	87200000	10.59	11.021	6	d	110300	117000	135000	F
636	836 / Dolphin Expwy	87200000	11.021	11.358	6	d	130300	118312	135000	E
637	836 / Dolphin Expwy	87200000	11.358	11.756	5	d	111950	134000	187000	F
638	836 / I-395	87200000	11.756	11.784	4	d	93600	134000	187000	F
639	836 / I-395	87200000	11.784	13.048	4	d	93600	124500	129000	F
640	836 Extension - EB	87201000	0	0.03	1	d	22140	8900	10500	B
641	837 Extension - EB	87201000	0.03	0.21	2	d	44160	8900	10500	B
642	838 Extension - EB	87201000	0.21	0.806	1	d	22140	8900	10500	B

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643	839 Extension - EB	87201000	0.806	1.454	3	d	66180	8900	10500	B
644	840 Extension - EB	87201000	1.454	2.378	2	d	44160	8900	10500	B
645	841 Extension - EB	87201000	2.378	2.747	3	d	66180	8900	10500	B
646	842 Extension - EB	87201000	2.747	3.156	2	d	44160	8900	10500	B
647	842 Extension - WB	87202000	0	3.362	2	d	44160	10500	13000	B
648	843 Extension - WB	87202000	3.362	4.077	3	d	66180	10500	13000	B
649	844 Extension - WB	87202000	4.077	4.199	2	d	44160	10500	13000	B
650	845 Extension - WB	87202000	4.199	4.22	1	d	22140	10500	13000	B
651	856 / Wm. Lehman Cswy	87210000	0	1.533	6	d	55300	33500	36500	B
652	856 / Wm. Lehman Cswy	87210000	1.533	1.704	4	d	36700	33500	36500	D
653	948 / NW 36th St	87220000	0	0.638	6	d	55300	61000	74000	F
655	948 / NW 36th St	87220000	0.638	2.165	6	d	50300	73000	66000	F
656	948 / NW 36th St	87220000	2.165	3.705	6	d	43700	56500	53000	F
657	948 / NW 36th St	87220000	3.705	3.814	5	d	35950	56500	53000	F
658	948 / NW 36th St	87220000	3.814	3.998	3	d	20050	56500	53000	F
659	9 / 27th Ave	87240000	0	0.715	4	d	33200	24000	27000	D
660	9 / 27th Ave	87240000	0.715	1.739	4	d	36700	34500	37500	F
661	9 / 27th Ave	87240000	1.739	2.231	6	d	43700	34000	34000	D
662	9 / 27th Ave	87240000	2.231	2.722	6	d	50300	52500	46000	D
663	9 / 27th Ave	87240000	2.722	3.744	6	d	50300	58962	54500	F
664	9 / 27th Ave	87240000	3.744	4.765	6	d	50300	52500	52500	E
665	9 / 27th Ave	87240000	4.765	4.908	6	d	43700	34000	34000	D
666	9 / 27th Ave	87240000	4.908	5.019	5	d	35950	34000	34000	D
667	9 / 27th Ave	87240000	5.019	5.787	4	d	28200	35355	32500	F
668	9 / 27th Ave	87240000	5.787	7.311	4	d	33200	35500	34500	E
669	9 / 27th Ave	87240000	7.311	7.633	5	d	41750	36500	34500	D
670	9 / 27th Ave	87240000	7.633	8.834	4	d	33200	36500	34500	E
671	9 / 27th Ave	87240000	8.834	8.848	6	d	50300	41000	41000	D
672	9 / 27th Ave	87240000	8.848	10.843	6	d	50300	49712	42500	D
673	9 / 27th Ave	87240000	10.843	11.113	6	d	43700	51500	59500	F
674	9 / 27th Ave	87240000	11.113	11.345	2	d	16920	25500	59500	F
675	9 / 27th Ave	87240000	11.345	13.69	4	d	36700	24643	22301	B
676	944/NW 54th St	87250000	0	0.06	4	d	28200	17900	18600	D
677	944/NW 54th St	87250000	0.06	0.436	4	d	26790	17900	18600	D
678	944/NW 54th St	87250000	0.436	0.943	4	d	28200	19800	18000	D
679	944/NW 54th St	87250000	0.943	2.464	4	d	33200	19600	19600	C
680	944/ NE/NW 54th St	87250000	2.464	2.585	4	d	33200	24000	22000	C
681	944/ NE/NW 54th St	87250000	2.585	2.842	4	d	31540	24000	22000	C
682	944/ NE/NW 54th St	87250000	2.842	3.6	4	d	33200	24000	22000	C
683	944/ NE/NW 54th St	87250000	3.6	3.88	4	d	31540	24000	22000	C
684	944/ NE/NW 54th St	87250000	3.88	4.409	4	d	33200	24000	22000	C
685	944/ NE/NW 54th St	87250000	4.409	4.497	4	d	31540	24000	22000	C

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686	944/ NE/NW 54th St	87250000	4.497	5.822	4	d	26790	15400	13500	D
687	826 / Palmetto Expwy	87260000	0	0.859	4	d	73600	19631	12500	B
688	826 / Palmetto Expwy	87260000	0.859	1.154	4	d	93600	68500	83500	D
690	826 / Palmetto Expwy	87260000	1.154	1.848	5	d	91950	68500	83500	D
693	826 / Palmetto Expwy	87260000	1.848	1.865	5	d	91950	68500	83500	D
694	826 / Palmetto Expwy	87260000	1.865	1.879	5	d	91950	77000	98000	E
695	826 / Palmetto Expwy	87260000	1.879	2.866	4	d	93600	77000	98000	E
696	826 / Palmetto Expwy	87260000	2.866	2.884	4	d	73600	77000	98000	F
697	826 / Palmetto Expwy	87260000	2.884	3.426	4	d	73600	90500	108000	F
698	826 / Palmetto Expwy	87260000	3.426	3.772	6	d	130300	90500	108000	C
701	826 / Palmetto Expwy	87260000	3.772	3.913	8	d	146500	90500	108000	C
702	826 / Palmetto Expwy	87260000	3.913	3.936	8	d	146500	90500	108000	C
703	826 / Palmetto Expwy	87260000	3.936	4.986	9	d	165250	165000	180500	E
704	826 / Palmetto Expwy	87260000	4.986	5.202	11	d	211300	176500	195500	D
705	826 / Palmetto Expwy	87260000	5.202	5.538	12	d	238600	176500	195500	C
706	826 / Palmetto Expwy	87260000	5.538	5.978	10	d	184000	176443	195500	E
707	826 / Palmetto Expwy	87260000	5.978	6.46	9	d	165250	175500	170500	E
708	826 / Palmetto Expwy	87260000	6.46	6.963	8	d	166500	174605	207000	F
709	826 / Palmetto Expwy	87260000	6.963	7.184	7	d	128400	174500	207000	F
710	826 / Palmetto Expwy	87260000	7.184	7.213	8	d	146500	174500	207000	F
711	826 / Palmetto Expwy	87260000	7.213	7.224	8	d	146500	174500	207000	F
712	826 / Palmetto Expwy	87260000	7.224	7.277	7	d	148400	174500	207000	F
713	826 / Palmetto Expwy	87260000	7.277	7.737	7	d	148400	219000	217000	F
714	826 / Palmetto Expwy	87260000	7.737	8.545	8	d	146500	219000	217000	F
718	826 / Palmetto Expwy	87260000	8.545	9.17	10	d	204000	219000	240000	F
719	826 / Palmetto Expwy	87260000	9.17	9.227	10	d	184000	219000	240000	F
720	826 / Palmetto Expwy	87260000	9.227	9.313	10	d	184000	200000	230000	F
721	826 / Palmetto Expwy	87260000	9.313	10.182	10	d	204000	200000	230000	F
722	826 / Palmetto Expwy	87260000	10.182	10.39	10	d	184000	200000	230000	F
724	826 / Palmetto Expwy	87260000	10.39	11.331	10	d	204000	254000	247000	F
725	826 / Palmetto Expwy	87260000	11.331	11.395	10	d	184000	254000	247000	F
726	826 / Palmetto Expwy	87260000	11.395	12.21	10	d	204000	210000	244000	F
727	826 / Palmetto Expwy	87260000	12.21	12.311	10	d	184000	210000	244000	F
728	826 / Palmetto Expwy	87260000	12.311	13.022	10	d	204000	209000	239000	F
729	826 / Palmetto Expwy	87260000	13.022	13.114	8	d	146500	209000	239000	F
730	826 / Palmetto Expwy	87260000	13.114	13.193	8	d	146500	209000	239000	F
731	826 / Palmetto Expwy	87260000	13.193	14.3	8	d	166500	204000	200000	F
732	826 / Palmetto Expwy	87260000	14.3	14.381	8	d	146500	204000	200000	F
733	826 / Palmetto Expwy	87260000	14.381	14.471	8	d	146500	197500	194000	F
734	826 / Palmetto Expwy	87260000	14.471	14.939	8	d	166500	197500	194000	F
738	826 / Palmetto Expwy	87260000	14.939	15.064	7	d	148400	197500	194000	F
739	826 / Palmetto Expwy	87260000	15.064	15.38	6	d	110300	197500	194000	F

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741	826 / Palmetto Expwy	87260000	15.38	15.433	6	d	110300	138000	142000	F
742	826 / Palmetto Expwy	87260000	15.433	16.31	6	d	110300	138000	142000	F
743	826 / Palmetto Expwy	87260000	16.31	16.4	6	d	110300	138000	142000	F
744	826 / Palmetto Expwy	87260000	16.4	17.905	6	d	110300	138485	143500	F
745	826 / Palmetto Expwy	87260000	17.905	18.003	6	d	110300	136407	134764	F
746	826 / Palmetto Expwy	87260000	18.003	18.905	6	d	130300	136372	134764	E
747	826 / Palmetto Expwy	87260000	18.905	19.012	6	d	110300	136000	138000	F
748	826 / Palmetto Expwy	87260000	19.012	19.933	6	d	110300	142000	147500	F
749	826 / Palmetto Expwy	87260000	19.933	20.043	6	d	110300	142000	147500	F
750	826 / Palmetto Expwy	87260000	20.043	20.932	6	d	110300	138500	139500	F
751	826 / Palmetto Expwy	87260000	20.932	21.047	6	d	110300	138500	139500	F
752	826 / Palmetto Expwy	87260000	21.047	21.929	6	d	110300	149500	142000	F
753	826 / Palmetto Expwy	87260000	21.929	22.05	6	d	110300	149500	142000	F
754	826 / Palmetto Expwy	87260000	22.05	22.22	6	d	110300	153000	149500	F
755	826 / Palmetto Expwy	87260000	22.22	23.06	8	d	146500	153000	149500	E
758	826 / Palmetto Expwy	87260000	23.06	23.86	8	d	146500	153395	137000	D
759	826 / Palmetto Expwy	87260000	23.86	23.981	8	d	146500	164000	152500	E
761	826 / Palmetto Expwy	87260000	23.981	24.186	6	d	110300	164000	152500	F
764	826 / Palmetto Expwy	87260000	24.186	24.248	5	d	91950	45000	44000	B
766	826 / Palmetto Expwy	87260000	24.248	24.283	5	d	91950	45000	44000	B
767	826 / Palmetto Expwy	87260000	24.283	24.405	3	d	55250	45000	44000	C
768	826 / Palmetto Expwy	87260000	24.405	24.708	4	d	73600	45000	44000	C
770	I-95	87270000	0	0.723	4	d	73600	71876	77500	E
771	I-95	87270000	0.723	1.604	6	d	110300	80500	77500	C
774	I-95	87270000	1.604	1.645	6	d	130300	165500	168500	F
775	I-95	87270000	1.645	2	7	d	128400	165500	168500	F
776	I-95	87270000	2	2.24	6	d	110300	165500	168500	F
777	I-95	87270000	2.24	2.262	7	d	128400	165500	168500	F
778	I-95	87270000	2.262	2.83	7	d	148400	165500	168500	F
779	I-95	87270000	2.83	2.989	7	d	128400	165500	168500	F
780	I-95	87270000	2.989	3.221	6	d	110300	165500	168500	F
781	I-95	87270000	3.221	3.234	6	d	110300	208000	225000	F
782	I-95	87270000	3.234	3.54	7	d	148400	208000	225000	F
783	I-95	87270000	3.54	4.4	10	d	204000	208000	225000	E
786	I-95	87270000	4.4	5.228	10	d	184000	210341	225000	F
787	I-95	87270000	5.228	5.96	12	d	258600	246000	259000	E
790	I-95	87270000	5.96	6.04	12	d	238600	246000	259000	F
791	I-95	87270000	6.04	6.233	12	d	250530	246000	259000	E
792	I-95	87270000	6.233	6.645	12	d	250530	247350	259000	E
794	I-95	87270000	6.645	7.267	12	d	250530	248000	254000	E
798	I-95	87270000	7.267	7.286	12	d	250530	248000	254000	E
799	I-95	87270000	7.286	8.289	12	d	250530	254325	271000	F

ID_	FACILITY	ROADWAY	BEGIN_POST	END_POST	LN_11	LOS_STD	MaxServiceVolume	AADT_2010	AADT_2011	DailyLOS11
800	I-95	87270000	8.289	8.61	12	d	270530	256000	271000	E
803	I-95	87270000	8.61	8.668	12	d	250530	256000	271000	F
804	I-95	87270000	8.668	8.796	12	d	250530	257016	271000	F
805	I-95	87270000	8.796	9.803	12	d	250530	260723	268000	F
806	I-95	87270000	9.803	10.59	12	d	250530	252000	263000	E
807	I-95	87270000	10.59	10.809	12	d	250530	252877	263000	E
808	I-95	87270000	10.809	11.938	12	d	250530	258000	275000	F
810	I-95	87270000	11.938	12.109	11	d	221865	258000	275000	F
812	I-95	87270000	12.109	12.18	8	d	153825	258000	275000	F
813	I-95	87270000	12.18	12.38	6	d	115815	258000	275000	F
814	I-95	87270000	12.38	13.666	6	d	115815	160000	235000	F
815	I-95	87270000	13.666	14.404	8	d	153825	160000	235000	F
817	I-95	87270000	14.404	14.41	8	d	153825	206000	201500	F
819	I-95	87270000	14.41	16.574	8	d	153825	207750	222000	F
820	I-95	87270000	16.574	16.783	8	d	153825	229000	234000	F
821	I-95	87270000	16.783	16.9	8	d	146500	229000	234000	F
822	I-95	87270000	16.9	17.26	8	d	166500	229000	234000	F
823	953 / LeJeune Rd	87281000	0	0.569	4	d	28200	25500	24500	D
824	953 / LeJeune Rd	87281000	0.569	1.575	4	d	33200	44500	35500	F
825	953 / LeJeune Rd	87281000	1.575	2.617	4	d	33200	39000	43000	F
826	953 / LeJeune Rd	87281000	2.617	3.117	6	d	55300	47500	50500	C
827	953 / LeJeune Rd	87281000	3.117	3.177	6	d	55300	56000	50000	C
828	953 / LeJeune Rd	87281000	3.177	3.601	6	d	50300	56000	50000	D
829	953 / LeJeune Rd	87281000	3.601	4.041	6	d	50300	64000	65500	F
830	953 / LeJeune Rd	87281000	4.041	4.048	6	d	50300	64000	65500	F
831	953 / LeJeune Rd	87281000	4.048	4.1	6	d	50300	47000	48000	D
833	953 / LeJeune Rd	87281000	4.1	4.3	5	d	41750	47000	48000	F
834	953 / LeJeune Rd	87281000	4.3	4.817	6	d	50300	47585	48000	D
835	953 / LeJeune Rd	87281000	4.817	4.9	6	d	43700	74500	84500	F
836	953 / LeJeune Rd	87281000	4.9	5.387	7	d	51600	74500	84500	F
837	953 / LeJeune Rd	87281000	5.387	5.568	5	d	35950	74500	84500	F
838	953 / LeJeune Rd	87281000	5.387	5.658	5	d	35950	74500	84500	F
841	953 / LeJeune Rd	87281000	5.658	5.824	7	d	51600	62000	62000	F
845	953 / LeJeune Rd	87281000	5.824	5.847	5	d	35950	62000	41000	F
846	953 / LeJeune Rd	87281000	5.847	5.914	5	d	41750	38000	41000	D
847	953 / LeJeune Rd	87281000	5.914	6.679	4	d	33200	38000	41000	F
848	953 / LeJeune Rd	87281000	6.679	8.196	4	d	33200	34500	34000	E
849	953 / LeJeune Rd	87281000	8.196	9.124	4	d	33200	35500	34500	E
850	953 / LeJeune Rd	87281000	9.124	9.214	5	d	41750	35500	34500	D
851	953 / LeJeune Rd	87281000	9.214	9.344	6	d	50300	35500	34500	C
852	953 / LeJeune Rd	87281000	9.344	9.598	4	d	33200	35500	34500	E
853	953 / LeJeune Rd	87281000	9.598	9.722	5	d	41750	35500	34500	D

ID_	FACILITY	ROADWAY	BEGIN_POST	END_POST	LN_11	LOS_STD	MaxServiceVolume	AADT_2010	AADT_2011	DailyLOS11
854	953 / LeJeune Rd	87281000	9.722	10.319	6	d	43700	17500	16400	C
855	953 / LeJeune Rd	87281000	10.319	10.492	5	d	35950	17500	16400	D
856	953 / LeJeune Rd	87281000	10.492	11.553	6	d	55300	18825	16400	B
857	953 / LeJeune Rd	87281000	11.553	11.735	5	d	46000	19200	16400	B
858	924 / Gratigny Pkwy	87300000	0	2.016	6	d	110300	59500	58000	B
859	924 / Gratigny Pkwy	87300000	2.016	4.097	6	d	110300	33000	38500	B
860	924 / Gratigny Pkwy	87300000	4.097	4.657	6	d	110300	37000	38500	B
861	924 / Gratigny Pkwy	87300000	4.657	4.851	7	d	128400	37000	38500	B
862	924 / Gratigny Pkwy	87300000	4.851	5.378	8	d	146500	37000	38500	B
964	826 / Ocean Beach Blvd/Sunny Isles Blvd.	87170001	0.325	0.813	4	d	44280	17000	12000	B
965	90 / Beacom Blvd.	87120001	2.933	2.998	4	d	33200	26300	20400	C
966	NW 37 Avenue	87000002	0	0.27	4	d	36700	15200	10900	B
967	NW 25 Street	87000042	0.009	0.441	6	d	55300	23500	25500	B
968	NW 25 Street	87000042	0.441	0.912	4	d	36700	23500	25500	B
969	NW 25 Street	87000048	0	0.51	2	d	16500	10100	10000	C
970	NW 27 Street	87000060	0	0.08	2	d	16500	1400	1250	B
971	NE 6 Street	87000163	0	0.195	3	d	33180	12500	13500	B
972	NE 1 Avenue	87000171	0.552	0.934	3	d	33180	18000	16000	B
976	NW 74 Street	87000635	0	0.243	4	d	36700	13400	11300	B
977	NW 69 Avenue	87000636	0	0.06	2	d	16500	3500	3400	B
978	NE 5 Street	87084500	0.899	1.1	4	d	44280	8037	9900	B
980	NE 2 Avenue	87190500	2.802	3.194	3	d	33180	15000	19000	B
1029	SR 821 / FL Turnpike	87471000	0	2.908	4	d	73600	34800	35000	B
1030	SR 821 / FL Turnpike	87471000	2.908	5.015	4	d	73600	51300	53000	C
1031	SR 821 / FL Turnpike	87471000	5.015	9.151	4	d	73600	69100	72000	D
1032	SR 821 / FL Turnpike	87471000	9.151	12.779	4	d	73600	72700	75000	E
1033	SR 821 / FL Turnpike	87471000	12.779	13.637	6	d	110300	113000	115000	E
1034	SR 821 / FL Turnpike	87471000	13.637	15.891	6	d	105800	136500	138000	F
1035	SR 821 / FL Turnpike	87471000	15.891	17.541	8	d	146500	163000	164000	E
1036	SR 821 / FL Turnpike	87471000	17.541	20.71	6	d	110300	97100	101000	D
1038	SR 821 / FL Turnpike	87471000	20.71	23.441	6	d	110300	114800	120000	E
1039	SR 821 / FL Turnpike	87471000	23.441	25.67	6	d	110300	129300	133000	F
1040	SR 821 / FL Turnpike	87471000	25.67	27.1	6	d	110300	146200	148000	F
1041	SR 821 / FL Turnpike	87471000	27.1	29.716	6	d	110300	95500	93000	D
1042	SR 821 / FL Turnpike	87471000	29.716	35.693	6	d	110300	85700	89000	C
1043	SR 821 / FL Turnpike	87471000	35.693	39.623	6	d	110300	80300	83000	C
1044	SR 821 / FL Turnpike	87471000	39.623	40.15	4	d	73600	42200	45000	C
1046	SR 91 / FL Turnpike	87470000	0	3.6	6	d	110300	73300	74000	C
1226	SR 817	87019001	0	0.178	6	d	50300	40000	43000	D
1234	SR 825/137 Avenue	87134000	0	1.47	6	d	50300	42000	43000	D
1245	SR 9	87240101	0	0.098	2	d	22020	12000	11000	B
3000		87000094	0	2.931	6	d	50300		37500	C

Non-State Roadway Database

Road	From_	To_	AADT_11	PHP	Lanes	Fun_Class	PostedSpeed	AADT_LOS	PHP_LOS
SW 42 ST/BIRD DR EXT	SW 127 Ave	SW 137 Ave	39895	2665	4	Urban Minor Arterial	40	F	C
SW 24 ST/CORAL WAY	SW 107 Ave	HEFT	38082	2803	4	Urban Minor Arterial	40	F	C
NW 67 AVE/LUDLAM RD	NW 138 St	Palmetto Expressway	36281	2426	4	Urban Minor Arterial	40	F	C
SW 117 AVE	SW 104 St	SW 136 St	39348	2890	4	Urban Minor Arterial	40	F	C
SW 152 ST/CORAL REEF DR	SW 137 Ave	SW 147 Ave	35911	2668	4	Urban Collector	40	F	C
SW 312 ST/CAMPBELL DR	HEFT	US 1	36714	2807	4	Urban Minor Arterial	40	F	C
NE 203 ST/IVES DAIRY RD	Biscayne Blvd	I-95	65548	4259	6	Urban Minor Arterial	40	F	C
SW 56 ST/MILLER DR	SW 57 Ave (Red Road)	SW 67 Ave	14942	1167	2	Urban Minor Arterial	35	F	D
SW 27 AVE	US 1	S Bayshore Dr	14159	871	2	Urban Minor Arterial	30	F	D
SW 85 AVE	Old Cutler Rd	SW 212 St	15809	1085	2	Urban Collector	30	F	D
SW 97 AVE	SW 8 St	SW 24 St	15864	1152	2	Urban Collector	35	F	D
SW 117 AVE	SW 184 St	Quail Roost Dr	15562	1028	2	Urban Collector	30	F	D
SW 136 ST	E of SW 67 Ave	SW 128 St	15368	1101	2	Urban Minor Arterial	35	F	D
SW 26 ST/CORAL WAY	W of HEFT	SW 127 Ave	43241	3185	4	Urban Minor Arterial	40	F	D
NW 154 ST	Palmetto Expressway	NW 67 Ave	33502	2515	4	Urban Collector	35	F	D
NW 7 ST	NW 37 Ave	NW 42 Ave	39157	2559	4	Urban Minor Arterial	30	F	D
SW 120 ST	SW 117 Ave	SW 137 Ave	36833	2528	4	Urban Minor Arterial	35	F	D
SW 24 ST/CORAL WAY	SW 57 Ave	SW 67 Ave	35016	2397	4	Urban Minor Arterial	30	F	D
SW 24 ST/CORAL WAY	SW 67 Ave	Palmetto Expressway	34452	2329	4	Urban Minor Arterial	30	F	D
W 68 St (NW 122 St)	Palmetto Expressway	NW 87 Ave	35466	2406	4	Urban Collector	35	F	D
SW 42 AV/LEJEUNE RD	S of US 1	Ingraham Hwy	15763	1205	2	Urban Minor Arterial	35	F	E
SOUTH BAYSHORE DRIVE	Altaka Ave	Aviation Ave	17804	1239	2	Urban Minor Arterial	30	F	E
SW 104 St	US 1	SW 87 Ave	14533	1218	2	Urban Collector	35	F	E
SW 56 ST/MILLER DR	SW 87 Ave	SW 97 Ave	35394	2647	4	Urban Minor Arterial	30	F	E
SW 56 ST/MILLER DR	SW 97 Ave	SW 107 Ave	36249	2738	4	Urban Minor Arterial	35	F	E
CARIBBEAN BLVD	E of US 1	Franjo Rd	18685	1392	2	Urban Collector	30	F	F
HIGHLAND LAKES BLVD	NE 215 St	NE 203 St	17046	1309	2	Urban Collector	30	F	F
NW 114 AVE	NW 41 St	NW 58 St	16062	1297	2	Urban Collector	35	F	F
NW 138 ST	Palmetto Expressway	NW 87 Ave	17586	1429	2	Urban Collector	30	F	F
OLD CUTLER RD	SW 72 St	SW 88 St	18158	1486	2	Urban Minor Arterial	30	F	F
OLD CUTLER RD	SW 88 St	SW 57 Ave	15595	1304	2	Urban Minor Arterial	30	F	F
OLD CUTLER RD	SW 136 St	SW 152 St	17294	1349	2	Urban Minor Arterial	30	F	F
OLD CUTLER RD	SW 152 St	SW 168 St	17582	1291	2	Urban Minor Arterial	30	F	F
OLD CUTLER RD	SW 168 St	SW 184 St	18308	1456	2	Urban Minor Arterial	30	F	F
OLD CUTLER RD	Franjo Rd	SW 216 St	22023	1619	2	Urban Minor Arterial	30	F	F
SW 97 AVE	SW 24 St	SW 40 St	16730	1341	2	Urban Collector	35	F	F
SW 312 ST/CAMPBELL DR	SW 147 Ave	HEFT	21314	1643	2	Urban Collector	40	F	F
SW 57 Ave	SW 88 St	SW 116 St	16663	1324	2	Urban Minor Arterial	30	F	F
SW 57 Ave	SW 116 St	SW 128 St	23516	2123	2	Urban Minor Arterial	40	F	F
NW 122 St/W 68 Street	NW 87 Ave	Hialeah Gdns Blvd.	17700	1770	2	Urban Collector	30	F	F
SW 57 Ave	SW 72 St	SW 88 St	16500	1650	2	Urban Minor Arterial	30	F	F
SW 147 Ave	SW 56 St	SW 88 St	22500	2250	2	Urban Collector	30	F	F
NW 17 AVE	SW 8 Street	NW 36 Street	18852	1364	2	Urban Minor Arterial	35	F	F
SW 40 ST/BIRD RD	W of HEFT	SW 127 Ave	52208	3627	4	Urban Minor Arterial	40	F	F
NW 154 ST	Palmetto Expressway	NW 84 Ave	51145	3824	4	Urban Collector	40	F	F
SW 184 ST/EUREKA DR	US 1	SW 117 Ave	34549	2813	4	Urban Minor Arterial	35	F	F
SW 72 St	SW 69 Ave	US 1	39000	3900	4	Urban Minor Arterial	40	F	F
SR 985/NW 107 AVE	Dolphin Expressway	NW 12 St	64657	4923	6	Urban Minor Arterial	40	F	F
SW 72 AVE	SW 72 St	SW 80 St	13561	1150	2	Urban Collector	30	E	D
SW 152 ST/CORAL REEF DR	US 1	Old Culter Rd	13544	1051	2	Urban Minor Arterial	35	E	D
SW 67 Ave (Ludlam Rd)	US 1	SW 104 St	13613	1109	2	Urban Collector	35	E	D
NW 72 AVE/W 16 AVE	US 27	W 49 St/NW 103 St	30332	2090	4	Urban Minor Arterial	30	E	D
NW 22 AVE	SW 8 Street	NW 36 Street	29086	2655	4	Urban Minor Arterial	35	E	E
SW 88 ST/KENDALL DR	SW 57 Ave	Old Culter Rd	7183	554	2	Urban Collector	35	D	C
NW SOUTH RIVER DR	NW of Palmetto Expressway	Hialeah Gdns Blvd.	6988	553	2	Urban Collector	30	D	C
SW 74 AVE	SW 8 St	SW 16 St	7387	499	2	Urban Collector	30	D	C
SW 200 ST	US 1	Quail Roost Dr	6727	533	2	Urban Collector	30	D	C
VENETIAN CSWY	Biscayne Blvd	Alton Rd	7089	575	2	Urban Minor Arterial	30	D	C
W 37 ST/NW 90 ST	W 4 Ave	W 16 Ave	7215	549	2	Urban Collector	30	D	C
SW 152 ST	SW 147 Avenue	SW 162 Avenue	14055	1279	2	Urban Local	40	D	C
NW 67 AVE/LUDLAM RD	Tamiami Canal Rd	SW 8 St	14314	960	4	Urban Minor Arterial	35	D	C
NW 67 AVE/LUDLAM RD	SW 8 St	SW 24 St	14798	946	4	Urban Minor Arterial	35	D	C
SW 56 ST/MILLER DR	Palmetto Expressway	SW 87 Ave	34226	2768	4	Urban Minor Arterial	40	D	C
NE 2 AVE	NE 14 St	NE 36 St	13766	919	4	Urban Collector	30	D	C
NW 2 AVE	N Biscayne River Dr	NW 167 St	14499	1122	4	Urban Collector	35	D	C
NW 20 ST	NW 10 Ave	NW 22 Ave	15761	1012	4	Urban Minor Arterial	35	D	C
NW 32 AVE	NW 62 St	NW 103 St	14188	1060	4	Urban Minor Arterial	30	D	C
NW 79 AVE	NW 36 St EXT	NW 58 St	16018	1105	4	Urban Collector	35	D	C
PALMETTO EXPWY FRONTAGE RD/NW 167 St	NW 47 Ave	NW 67 Ave	14569	1058	4	Urban Collector	35	D	C
PONCE DE LEON BLVD	SW 40 St	Almeria Ave	15348	1167	4	Urban Collector	35	D	C
SW 104 ST	SW 137 Ave	SW 147 Ave	34186	2487	4	Urban Collector	40	D	C

Road	From_	To_	AADT_11	PHP	Lanes	Fun_Class	PostedSpeed	AADT_LOS	PHP_LOS
SW 117 AVE	SW 72 St	SW 88 St	34114	2600	4	Urban Minor Arterial	40	D	C
SW 122 AVE	SW 104 St	SW 120 St	13293	1148	4	Urban Collector	30	D	C
SW 137 AVE	SW 8 St	SW 26 St	35730	2728	4	Urban Minor Arterial	40	D	C
SW 137 AVE	SW 56 St	SW 72 St	35580	2401	4	Urban Minor Arterial	40	D	C
SW 344 ST/PALM DR	SW 192 Ave	SW 217 Ave	13405	1002	4	Urban Collector	30	D	C
NW 25 St	NW 87 Ave	NW 97 Ave	35446	2562	4	Urban Minor Arterial	40	D	C
SW 72 St (Sunset Dr)	SW 117 Ave	SW 127 Ave	35533	2612	4	Urban Minor Arterial	40	D	C
NW 67 Ave (Ludlam Rd)	Palmetto Expressway	NW 186 St	53830	4116	6	Urban Minor Arterial	40	D	C
SW 104 St	SW 117 Ave	SW 127 Ave	52969	4234	6	Urban Minor Arterial	40	D	C
SW 152 St	SW 117 Ave	SW 124 Ave	53740	3860	6	Urban Principal Arterial-Other	40	D	C
SW 152 St	SW 124 Ave	SW 137 Ave	53450	3774	6	Urban Principal Arterial-Other	40	D	C
SW 30 ST/BIRD AVE	W of SW 27 Ave	US 1	11866	865	2	Urban Collector	30	D	D
NE 2 AVE	NE 199 St	NE 215 St	7106	642	2	Urban Collector	30	D	D
NE 16 AVE	NE 125 St	US 1	10033	755	2	Urban Collector	30	D	D
NORTH MIAMI AVE	NW 103 St	NW 125 St	7806	690	2	Urban Minor Arterial	30	D	D
NW 17 ST	NW 27 Ave	NW 37 Ave	12409	1093	2	Urban Collector	30	D	D
NW 17 ST	Weatherford Blvd	NW 72 Ave	7980	598	2	Urban Minor Arterial	30	D	D
NW 21 ST	S River Dr	NW 42 Ave	10932	766	2	Urban Minor Arterial	30	D	D
NW 29 ST	I-95	NW 17 Ave	10338	833	2	Urban Collector	30	D	D
NW 62 AVE	NW 122 St	NW 138 St	11259	999	2	Urban Collector	30	D	D
NW 71 ST	N Miami Ave	NW 12 Ave	7606	593	2	Urban Collector	30	D	D
NW 72 AVE	NW 103 St	NW 138 St	8277	665	2	Urban Collector	30	D	D
NW 87 AVE (GALLOWAY RD)	NW 170 St	NW 186 St	12869	983	2	Urban Minor Arterial	30	D	D
NW 138 ST	NW 87 Ave	NW 107 Ave	10445	946	2	Urban Collector	30	D	D
NW 170 ST	NW 77 Ave	NW 87 Ave	10096	788	2	Urban Collector	30	D	D
NW SOUTH RIVER DR	NW of NW 17 St	NW 42 Ave	6960	617	2	Urban Collector	30	D	D
SOUTH MIAMI AVE	SW of 15 Rd	Rickenbacker Cwy	10708	897	2	Urban Minor Arterial	30	D	D
SW 72 ST/SUNSET DR	Old Cutler Rd	US 1	12391	966	2	Urban Minor Arterial	35	D	D
SW 32 AVE	SW 8 St	SW 24 St	10971	844	2	Urban Collector	30	D	D
SW 37 AVE	US 1	Ingraham Hwy	9446	639	2	Urban Collector	30	D	D
SW 62 AVE	SW 8 St	SW 24 St	8133	699	2	Urban Collector	30	D	D
SW 72 AVE	SW 56 St	SW 72 St	10511	864	2	Urban Collector	30	D	D
SW 77 AVE	SW 104 St	SW 152 St	11273	1080	2	Urban Collector	30	D	D
SW 82 AVE	SW 8 St	SW 24 St	8984	787	2	Urban Collector	35	D	D
SW 97 AVE	SW 56 St	SW 72 St	10948	894	2	Urban Collector	35	D	D
SW 97 AVE	SW 112 St	SW 136 St	7978	608	2	Urban Collector	35	D	D
SW 112 ST	US 1	SW 57 Ave	7958	653	2	Urban Minor Arterial	35	D	D
SW 112 ST	SW 99 Ave	SW 117 Ave	12575	1096	2	Urban Minor Arterial	35	D	D
SW 117 AVE	SW 8 St	SW 40 St	9003	706	2	Urban Minor Arterial	30	D	D
SW 117 AVE	Quail Roost Dr	US 1	10674	760	2	Urban Collector	35	D	D
SW 122 AVE	NW 6 St	SW 8 St	8482	768	2	Urban Collector	30	D	D
SW 127 AVE	SW 26 St	SW 42 St	12527	1019	2	Urban Collector	30	D	D
SW 136 ST	SW 67 Ave	US 1	12812	1047	2	Urban Collector	35	D	D
SW 137 AVE/TALLAHASSEE RD	US 1	SW 272 St	8423	606	2	Urban Collector	30	D	D
SW 152 AVE	SW 88 St	SW 96 St	8989	727	2	Urban Collector	30	D	D
SW 152 AVE/KINGMAN RD	US 1	SW 312 St	7283	596	2	Urban Collector	30	D	D
SW 168 ST/RICHMOND DR	SW 87 Ave	US 1	7269	659	2	Urban Collector	35	D	D
SW 168 ST/RICHMOND DR	US 1	SW 117 Ave	9932	770	2	Urban Collector	35	D	D
SW 304 ST/KINGS HWY	US 1	SW 177 Ave	10434	830	2	Urban Collector	30	D	D
WEST DIXIE HWY	NE 203 St	NE 185 St	7681	673	2	Urban Minor Arterial	30	D	D
SW 184 St (Eureka Dr)	SW 137 Ave	SW 147 Ave	11499	1072	2	Urban Collector	25	D	D
SW 104 St	SW 57 Ave	US 1	13260	1037	2	Urban Collector	35	D	D
SW 67 Ave (Ludlam Rd)	SW 104 St	SW 136 St	12118	1047	2	Urban Collector	35	D	D
SW 67 Ave (Ludlam Rd)	SW 56 St	US 1	9808	716	2	Urban Minor Arterial	35	D	D
NW 2 AVE	W Flagler St	NW 14 St	7200	720	2	Urban Minor Arterial	30	D	D
W DIXIE HWY	NE 163 ST	NE 186 ST	11244	958	2	Urban Minor Arterial	45	D	D
NE 159 ST	I-95	NE 22 Ave	12182	979	2	Urban Local	35	D	D
N ROYAL POINCIANA	Palmetto Expy.	Curtiss Pkwy.	7026	616	2	Urban Collector	30	D	D
SW 16 ST	SW 107 Avenue	SW 82 Avenue	8819	819	2	Urban Collector	35	D	D
SW 16 ST	SW 74 Avenue	SW 57 Avenue	6799	717	2	Urban Collector	30	D	D
SW 32 ST	SW 117 Avenue	W of Palmetto Expwy	9030	867	2	Urban Collector	35	D	D
SW 48 ST	SW 117 Avenue	SW 82 Avenue	7329	843	2	Urban Collector	30	D	D
SW 48 ST	SW 67 Avenue	US 1	6345	863	2	Urban Collector	30	D	D
SW 80 ST	US 1	Old Cutler Road	10124	1052	2	Urban Collector	30	D	D
SW 92 AVE	W Flagler Street	SW 72 Street	10409	1001	2	Urban Collector	35	D	D
SW 102 AVE	SW 8 Street	SW 72 Street	8477	781	2	Urban Collector	35	D	D
SW 88 ST	US 1	SW 57 Avenue	10112	994	2	Urban Collector	30	D	D
SW 82 AVE	SW 120 Street	SW 168 Street	11031	1024	2	Urban Collector	30	D	D
NE 2 Ave (SB)	SE 2 St	NE 5 St	19000	1900	3	Urban Collector	30	D	D
NE 1 Ave (NB)	SE 4 St	NE 6 St	16000	1600	3	Urban Collector	30	D	D
SW 42 ST/BIRD DR EXT	SW 147 Ave	SW 157 Ave	22724	1719	4	Urban Collector	35	D	D

Road	From_	To_	AADT_11	PHP	Lanes	Fun_Class	PostedSpeed	AADT_LOS	PHP_LOS
NW 67 AVE/LUDLAM RD	SW 24 St	SW 40 St	23515	1768	4	Urban Minor Arterial	35	D	D
MARLIN ROAD	NW of US 1	SW 186 St\Quail Roost Dr	20756	1609	4	Urban Collector	30	D	D
MIAMI LAKES DRIVE WEST	NW 57 Ave	NW 67 Ave	18403	1514	4	Urban Collector	35	D	D
NE 2 AVE	NE 103 St	NE 119 St	18312	1438	4	Urban Collector	30	D	D
NORTH MIAMI AVE	NE 36 St	NE/NW 79 St	20023	1647	4	Urban Minor Arterial	30	D	D
NORTH MIAMI AVE	NE/NW 79 St	NW 103 St	14734	1392	4	Urban Minor Arterial	30	D	D
NW 7 ST	NW 27 Ave	NW 37 Ave	21271	1391	4	Urban Minor Arterial	30	D	D
NW 7 ST	NW 57 Ave	NW 72 Ave	19436	1741	4	Urban Minor Arterial	30	D	D
NW 20 ST	NW 22 Ave	NW 27 Ave	19431	1308	4	Urban Minor Arterial	35	D	D
NW 22 AVE	NW 143 St	Palmetto Expressway	15959	1511	4	Urban Minor Arterial	30	D	D
NW 37 AVE	Palmetto Expressway	NW 215 St	24904	2148	4	Urban Minor Arterial	35	D	D
NW 62 AVE	US 27	NW 74 St Connector	16388	1406	4	Urban Collector	30	D	D
NW 169 ST	NW 77 Ct	NW 67 Ave	14537	1472	4	Urban Collector	35	D	D
PONCE DE LEON BLVD	SW 8 St	Alhambra Circle	16662	1442	4	Urban Collector	35	D	D
SW 17 AVE	SW 8 St	SW 22 St	19448	1467	4	Urban Minor Arterial	30	D	D
SW 72 AVE	SW 40 St	SW 56 St	16338	1269	4	Urban Collector	35	D	D
SW 117 AVE	SW 88 St	SW 104 St	15798	1307	4	Urban Minor Arterial	40	D	D
SW 120 ST	SW 137 Ave	SW 147 Ave	26572	2039	4	Urban Collector	35	D	D
SW 122 AVE	SW 8 St	SW 24 St	23937	1939	4	Urban Collector	30	D	D
SW 127 AVE	NW 12 St	SW 8 St	17556	1877	4	Urban Collector	35	D	D
SW 127 AVE	SW 8 St	SW 26 St	16760	1549	4	Urban Collector	35	D	D
SW 127 AVE	SW 72 St	SW 88 St	19645	1537	4	Urban Collector	35	D	D
SW 136 ST	US 1	SW 97 Ave	19198	1689	4	Urban Collector	35	D	D
SW 312 ST/CAMPBELL DR	US 1	SW 177 Ave	23507	1760	4	Urban Minor Arterial	30	D	D
SW 24 ST/CORAL WAY	SW 37 Ave	SW 57 Ave	17941	1329	4	Urban Minor Arterial	30	D	D
SW 57 Ave	US 1	SW 72 St	21546	1651	4	Urban Minor Arterial	30	D	D
SW 216 St (Hainlin Mill Dr)	Old Cutler Rd	SW 112 Ave	28731	2107	4	Urban Minor Arterial	35	D	D
NW 37 AVE	NW 7 St	NW 21 St	16200	1620	4	Urban Minor Arterial	30	D	D
W 60 ST	W 4 Avenue	NW 87 Avenue	26174	2190	4	Urban Collector	30	D	D
NW 7 ST	NW 27 Avenue	NW 12 Avenue	27204	1915	4	Urban Minor Arterial	35	D	D
SW 157 AVE	SW 136 Street	SW 152 Street	19496	2162	4	Urban Collector	35	D	D
NW 2 AVE	SW 15 Rd	W Flagler St	13200	1320	2	Urban Minor Arterial	30	D	F
SW 232 ST/SILVER PALM DR	SE of US 1	SW 117 Ave	1253	151	2	Urban Collector	30	C	C
SW 87 AVE/GALLOWAY RD	SW 184 St	SW 232 St	8036	717	2	Urban Collector	40	C	C
GRANADA BLVD	SW 8 St	SW 40 St	6198	515	2	Urban Collector/Urban Minor Arterial	30	C	C
NW 67 AVE/LUDLAM RD	SW 136 St	SW 152 St	4476	511	2	Urban Collector	35	C	C
MEMORIAL HWY	NE 135 St	NW 2 Ave	5969	460	2	Urban Collector	30	C	C
NE 10 AVE	NE 134 St	NE 121 St	3222	280	2	Urban Collector	30	C	C
NE 26 AVE	NE 215 St	Ives Dairy Rd	4969	451	2	Urban Collector	30	C	C
NORTH MIAMI AVE	Biscayne River Dr	NE 167 St	5609	471	2	Urban Minor Arterial	30	C	C
NW 1 AVE	NW 13 St	NW 20 St	1400	119	2	Urban Collector	30	C	C
NW 2 AVE	NW 36 St	NW 79 St	4844	367	2	Urban Collector	30	C	C
NW 2 AVE	NW 87 St	NW 135 St	3975	362	2	Urban Collector	30	C	C
NW 10 ST	NW 7 Ave	Biscayne Blvd	931	72	2	Urban Collector	30	C	C
NW 11 ST	NW 7 Ave	Biscayne Blvd	1636	148	2	Urban Collector	30	C	C
NW 12 AVE	NW 103 St	NW 119 St	3916	311	2	Urban Collector	30	C	C
NW 14 ST	NW 7 Ave	Biscayne Blvd	5619	441	2	Urban Collector	30	C	C
NW 17 ST	NW 3 Ave	NW 10 Ave	2758	221	2	Urban Collector	30	C	C
NW 28 ST	NW 27 Ave	NW N River Dr	5309	430	2	Urban Collector	30	C	C
NW 46 ST	NE 2 Ave	NW 27 Ave	5552	447	2	Urban Collector	30	C	C
NW 46 ST	NW 27 Ave	NW 37 Ave	5945	519	2	Urban Collector	30	C	C
NW 71 ST	NW 27 Ave	NW 42 Ave	3162	249	2	Urban Collector	30	C	C
NW 95 ST	NW 27 Ave	NW 36 Ave	3815	315	2	Urban Collector	30	C	C
NW 105 WAY	US 27	NW 106 St	3054	260	2	Urban Local	30	C	C
NW 125 ST	NW 7 Ave	NW 17 Ave	4949	348	2	Urban Collector	30	C	C
NW 138 ST	US 27	W of HEFT	6340	477	2	Urban Collector	30	C	C
NW 143 ST	W of I-95	NW 17 Ave	4325	340	2	Urban Local	35	C	C
NW 151 ST	NW 7 Ave	NW 12 Ave	3044	230	2	Urban Collector	30	C	C
NW 154 ST	NW 87 Ave	NW 92 Ave	2573	210	2	Urban Collector	30	C	C
NW NORTH RIVER DR	NW 2 Ave	SW 7 Ave	4466	368	2	Urban Collector	30	C	C
OLD CUTLER RD	SW 184 St	Franjo Rd	5858	476	2	Urban Minor Arterial	30	C	C
SW 44 AVE/SEGOVIA ST	SW 8 St	SW 22 St	1223	127	2	Urban Collector	30	C	C
SW 97 AVE	SW 88 St	SW 112 St	13555	1030	2	Urban Collector	40	C	C
SW 97 AVE\Franjo Rd	US 1	Old Culter Rd	13640	1071	2	Urban Collector	40	C	C
SW 102 AVE	SW 136 St	SW 144 St	1342	109	2	Urban Collector	40	C	C
SW 127 AVE	SW 184 St	SW 200 St	7765	583	2	Urban Collector	40	C	C
SW 127 AVE	SW 200 St	SW 216 St	1974	154	2	Urban Collector	40	C	C
SW 132 AVE	NW 6 St	SW 8 St	7613	686	2	Urban Collector	40	C	C
SW 137 AVE	SW 184 St	SW 200 St	9686	788	2	Urban Minor Arterial	40	C	C
SW 147 AVE	SW 152 St	SW 184 St	9489	705	2	Urban Local	40	C	C
SW 147 AVE	SW 184 St	SW 200 St	8488	708	2	Rural Major Collector	40	C	C

Road	From_	To_	AADT_11	PHP	Lanes	Fun_Class	PostedSpeed	AADT_LOS	PHP_LOS
SW 147 AVE/NARANJA RD	SW 200 St	SW 216 St	7661	646	2	Rural Major Collector	40	C	C
SW 147 AVE/NARANJA RD	SW 216 St	SW 232 St	6625	587	2	Rural Major Collector	40	C	C
SW 147 AVE/NARANJA RD	SW 232 St	SW 264 St	5876	515	2	Rural Major Collector	40	C	C
SW 157 AVE	SW 216 St	SW 272 St	1162	128	2	Rural Local	40	C	C
SW 157 AVE	SW 152 St	SW 184 St	10567	965	2	Urban Collector	40	C	C
SW 157 AVE	SW 272 St	US 1	2365	231	2	Urban Collector	40	C	C
SW 167 AVE/TENNESSEE RD	SW 216 St	SW 232 St	2458	244	2	Rural Local	40	C	C
SW 167 AVE/TENNESSEE RD	SW 272 St	SW 288 St	4735	420	2	Urban Collector	40	C	C
SW 168 ST/RICHMOND DR	Old Cutler Rd	SW 87 Ave	5748	442	2	Urban Collector	35	C	C
SW 182 AVE/NW 6 AVE	SW 344 ST (PALM DR)	SW 7 St	3894	329	2	Urban Collector	30	C	C
SW 187 AVE	SW 216 St	SW 232 St	2953	325	2	Rural Local	40	C	C
SW 187 AVE	SW 280 St	SW 288 St	3284	330	2	Rural Local	40	C	C
SW 197 AVE	SW 280 St	SW 288 St	1418	156	2	Rural Local	30	C	C
SW 200 ST	SW 137 Ave	SW 157 Ave	10697	790	2	Rural Minor Arterial	45	C	C
SW 216 ST/HAINLIN MILL DR	SW 127 Ave	SW 147 Ave	5128	419	2	Rural Major Collector	40	C	C
SW 216 ST/HAINLIN MILL DR	SW 147 Ave	Krome Ave/SW 177 Ave	3872	334	2	Rural Major Collector	40	C	C
SW 220 ST/OLD CUTLER RD	US 1	SW 216 St	3771	302	2	Urban Collector	30	C	C
SW 232 ST/SILVER PALM DR	US 1	SW 134 Ave	3502	313	2	Urban Collector	30	C	C
SW 232 ST/SILVER PALM DR	SW 134 Ave	SW 157 Ave	3617	332	2	Rural Local	40	C	C
SW 232 ST/SILVER PALM DR	SW 157 Ave	SW 177 Ave	3492	309	2	Rural Local	40	C	C
SW 248 ST/COCONUT PALM DR	SW 127 Ave	US 1	7740	714	2	Urban Collector	40	C	C
SW 248 ST/COCONUT PALM DR	US 1	SW 157 Ave	5235	442	2	Rural Major Collector	40	C	C
SW 248 ST/COCONUT PALM DR	SW 157 Ave	SW 177 Ave	3815	325	2	Rural Local	40	C	C
SW 264 ST/BAUER DR	US 1	SW 157 Ave	3353	310	2	Urban Collector	30	C	C
SW 268 ST/MOODY DR	SW 112 Ave	SW 137 Ave	10484	767	2	Urban Collector	40	C	C
SW 296 ST/AVOCADO DR	SW 152 Ave	US 1	5117	412	2	Urban Collector	40	C	C
SW 296 ST/AVOCADO DR	US 1	SW 177 Ave	4800	426	2	Urban Collector	40	C	C
SW 296 ST/AVOCADO DR	SW 177 Ave	SW 197 Ave	1782	149	2	Urban Collector	40	C	C
SW 304 ST/KINGS HWY	SW 152 Ave	US 1	6443	508	2	Urban Collector	30	C	C
SW 320 ST	US 1	SW 192 Ave	6242	515	2	Urban Collector	30	C	C
SW 328 ST	SW 137 Ave	SW 167 Ave	3735	335	2	Urban Local	40	C	C
SW 328 ST	SW 167 Ave	US 1	9669	783	2	Urban Collector	40	C	C
WEST DIXIE HWY	County Line	NE 203 St	5837	491	2	Urban Collector	30	C	C
SW 216 St (Hainlin Mill Dr)	US 1	SW 137 Ave	8459	602	2	Urban Collector	40	C	C
SW 288 St (Biscayne Dr)	US 1	SW 177 Ave	9051	653	2	Urban Collector	40	C	C
NE 151 St	NE 10 Ave	W Dixie Hwy	1900	190	2	Urban Collector	30	C	C
NW 67 Ave\Ludlam Dr	Royal Poinciana Blvd	NW 38 St	3100	310	2	Urban Collector	30	C	C
NE\NW 1 St	SR 5/US-1	NW 3 CT	4600	460	2	Urban Collector	30	C	C
NE/NW 6 St (WB)	N Miami Ave	NW 7 Ave	3900	390	2	Urban Collector	30	C	C
NE\NW 10 St	NE 2 Ave	NW 7 Ave	4900	490	2	Urban Collector	30	C	C
Granada Blvd	SW 40 St	US 1	4300	430	2	Urban Collector	30	C	C
Granada Blvd	US 1	SW 72 St	4300	430	2	Urban Collector	30	C	C
Caribbean Blvd	Franjo Rd	SW 184 St	4600	460	2	Urban Collector	30	C	C
SW 62 Ave	SW 104 St	SW 136 St	1850	200	2	Urban Collector	30	C	C
NW 191 ST	NW 27 Avenue	NW 57 Avenue	5096	416	2	Urban Collector	30	C	C
NW 175 ST	NW 22 AVE	NW 57 AVE	2946	273	2	Urban Collector	25	C	C
NW 37 AVE	N River Drive	NW 79 Street	5053	530	2	Urban Collector	25	C	C
SW 120 ST	SW 57 Avenue	US 1	5513	532	2	Urban Collector	35	C	C
E 1 AVE	E 21 St	US 27	3459	251	3	Urban Collector	35	C	C
OPA LOCKA BLVD (ONE-WAY WB)	NW 7 Ave	NW 22 Ave	8792	681	3	Urban Minor Arterial	40	C	C
NE/NW 5 St (EB)	SR 5/US-1	NW 7 Ave/N River Dr	9900	990	3	Urban Collector	30	C	C
N MIAMI AVE	NE 14 ST	NE 20 ST	6348	917	3	Urban Minor Arterial	30	C	C
SW 42 ST/BIRD DR EXT	SW 137 Ave	SW 147 Ave	26363	2012	4	Urban Collector	40	C	C
SW 26 ST/CORAL WAY	SW 127 Ave	SW 137 Ave	33771	2557	4	Urban Minor Arterial	40	C	C
SW 26 ST/CORAL WAY	SW 137 Ave	SW 147 Ave	27703	2088	4	Urban Minor Arterial	40	C	C
CRANDON BLVD	N of Harbor Dr	Virginia Key	30259	2249	4	Urban Minor Arterial	45	C	C
CURTISS PKWY	SW of Okeechobee Rd	NW 36 St	11556	910	4	Urban Minor Arterial	30	C	C
E 4 AVE/NW 47 AVE	US 27	E 25 St	20109	1478	4	Urban Minor Arterial	40	C	C
EAST DR	US 27	Poinciana Blvd	8608	701	4	Urban Collector	30	C	C
W FLAGLER ST	NW 114 Ave	HEFT	21602	1878	4	Urban Collector	40	C	C
HAMMOCKS BLVD	SW 88 St	SW 104 St	6837	581	4	Urban Collector	35	C	C
LE JEUNE-DOUGLAS CONNECTOR	NW 42 Ave	NW 135 St	25019	1926	4	Urban Minor Arterial	45	C	C
NW 74 ST	US 27	Palmetto Expressway	8733	717	4	Urban Minor Arterial	45	C	C
NW 67 AVE/LUDLAM RD	US 27	W 49 St	22284	1644	4	Urban Minor Arterial	40	C	C
NW 67 AVE/LUDLAM RD	W 49 St	W 68 St	24433	1871	4	Urban Minor Arterial	40	C	C
NW 67 AVE/LUDLAM RD	W 68 St	W 84 St/NW 138 St	25532	1915	4	Urban Minor Arterial	40	C	C
SW 56 ST/MILLER DR	SW 67 Ave	Palmetto Expressway	29309	2405	4	Urban Minor Arterial	40	C	C
SW 56 ST/MILLER DR	SW 107 Ave	SW 117 Ave	33684	2504	4	Urban Minor Arterial	40	C	C
SW 56 ST/MILLER DR	SW 117 Ave	SW 127 Ave	33764	2495	4	Urban Minor Arterial	40	C	C
SW 56 ST/MILLER DR	SW 127 Ave	SW 137 Ave	32711	2391	4	Urban Minor Arterial	40	C	C
SW 56 ST/MILLER DR	SW 137 Ave	SW 147 Ave	30385	2131	4	Urban Minor Arterial	40	C	C

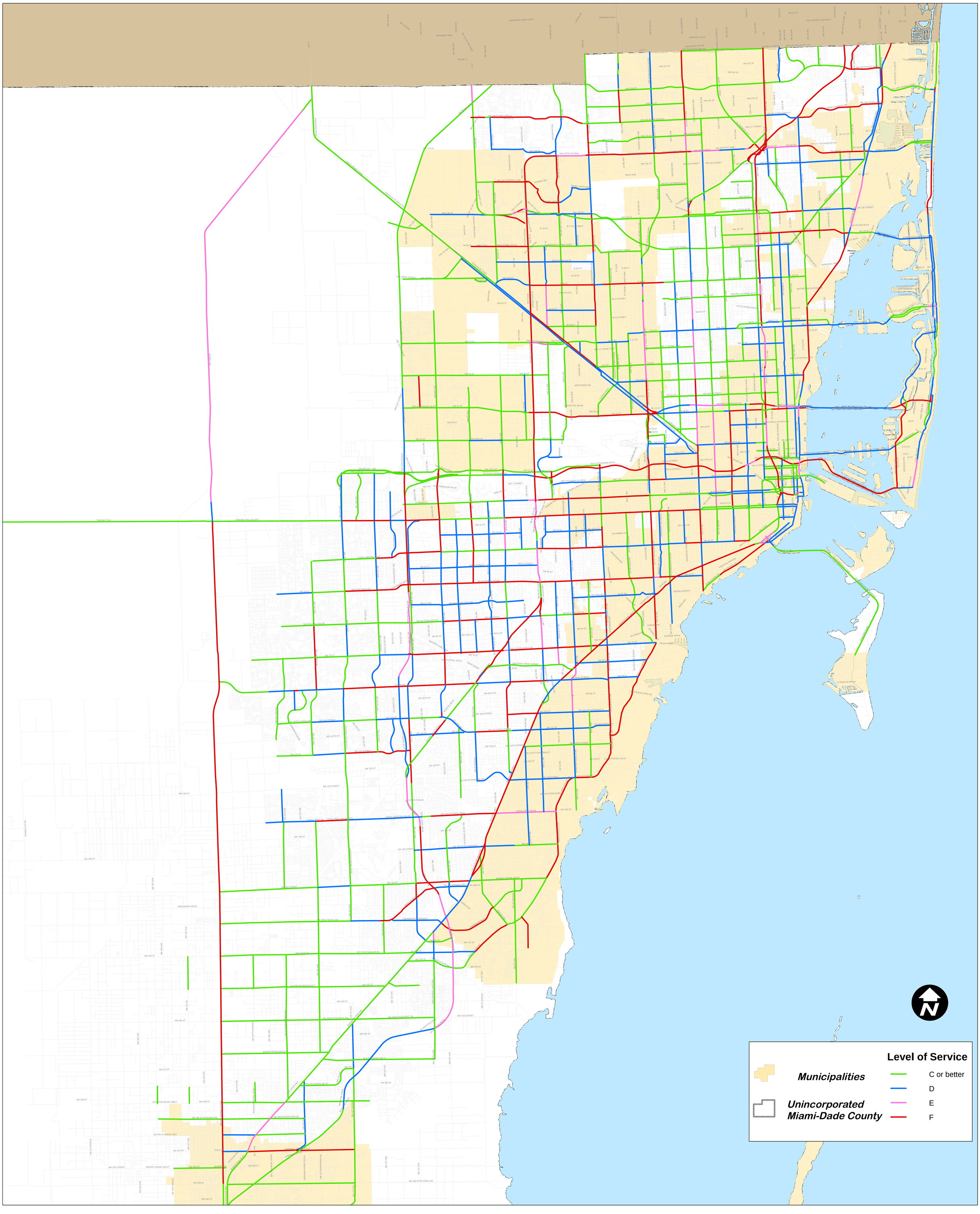
Road	From_	To_	AADT_11	PHP	Lanes	Fun_Class	PostedSpeed	AADT_LOS	PHP_LOS
SW 56 ST/MILLER DR	SW 147 Ave	SW 157 Ave	26278	1884	4	Urban Collector	40	C	C
NE 2 AVE	NE 36 St	NE 79 St	11806	942	4	Urban Collector	35	C	C
NE 2 AVE	NE 86 St	NE 103 St	11092	909	4	Urban Collector	30	C	C
NE 19 AVE	NE 163 St	NE 183 St	9675	587	4	Urban Collector	30	C	C
NORTH MIAMI AVE	NW 20 St	NE 36 St	8938	842	4	Urban Minor Arterial	30	C	C
NW 7 ST	NW 42 Ave	NW 57 Ave	19051	1186	4	Urban Minor Arterial	40	C	C
NW 12 AVE	NW 62 St	NW 79 St	10460	931	4	Urban Collector	30	C	C
NW 12/13 AVE	Palmetto Expressway	SR 9/NW 155 St	9008	786	4	Urban Collector	30	C	C
NW 12 ST	NW 72 Ave	NW 87 Ave	25326	2069	4	Urban Minor Arterial	40	C	C
NW 12 ST	NW 87 Ave	NW 107 Ave	25844	2015	4	Urban Minor Arterial	45	C	C
NW 12 ST	NW 127 Ave	NW 137 Ave	19843	1620	4	Urban Minor Arterial	45	C	C
NW 12 ST	HEFT	NW 127 Ave	30087	2634	4	Urban Minor Arterial	45	C	C
NW 17 AVE	NW 36 St	NW 54 St	14228	1101	4	Urban Minor Arterial	40	C	C
NW 17 AVE	NW 54 St	NW 79 St	18345	1399	4	Urban Minor Arterial	40	C	C
NW 17 AVE	NW 79 St	NW 103 St	13797	1252	4	Urban Collector	40	C	C
NW 17 AVE	NW 119 St	NW 135 St	12430	1070	4	Urban Collector	40	C	C
NW 17 AVE	NW 103 St	NW 119 St	15972	1384	4	Urban Collector	40	C	C
NW 20 ST	I-95	NW 10 Ave	10386	970	4	Urban Minor Arterial	35	C	C
NW 22 AVE	NW 36 St	NW 54 St	20113	1784	4	Urban Minor Arterial	40	C	C
NW 22 AVE	NW 103 St	NW 143 St	20436	1862	4	Urban Minor Arterial	40	C	C
NW 22 AVE	N of Palmetto Expressway	NW 183 St	13415	1270	4	Urban Minor Arterial	40	C	C
NW 25 ST	NW 97 Ave	NW 107 Ave	29894	2229	4	Urban Minor Arterial	40	C	C
NW 25 ST	NW 107 Ave	NW 117 Ave	21898	1729	4	Urban Collector	40	C	C
NW 32 AVE	NW 36 St	NW 62 St	15327	1311	4	Urban Minor Arterial	40	C	C
NW 32 AVE	NW 103 St	NW 135 St	24376	2013	4	Urban Minor Arterial	40	C	C
NW 58 ST	NW 72 Ave	Palmetto Expressway	21862	1639	4	Urban Minor Arterial	40	C	C
NW 58 ST	Palmetto Expressway	NW 87 Ave	19197	1351	4	Urban Minor Arterial	40	C	C
NW 58 ST	NW 87 Ave	NW 97 Ave	26817	2084	4	Urban Collector	40	C	C
NW 58 ST	NW 97 Ave	NW 107 Ave	21215	1691	4	Urban Collector	40	C	C
NW 58 ST	NW 107 Ave	NW 117 Ave	17761	1607	4	Urban Collector	40	C	C
NW 62 ST	NW 2 Ave	NW 7 Ave	17872	1166	4	Urban Minor Arterial	40	C	C
NW 62 ST	NW 7 Ave	NW 17 Ave	17662	1287	4	Urban Minor Arterial	40	C	C
NW 62 ST	NW 17 Ave	NW 27 Ave	9384	822	4	Urban Minor Arterial	40	C	C
NW 62 ST	NW 27 Ave	NW 37 Ave	11528	840	4	Urban Minor Arterial	40	C	C
NW 74 ST	Palmetto Expressway	NW 87 Ave	28908	2366	4	Urban Minor Arterial	40	C	C
NW 79 AVE	NW 36 St EXT	NW 25 St	11538	956	4	Urban Collector	35	C	C
NW 95 ST	I-95	NW 17 Ave	20352	1366	4	Urban Collector	40	C	C
NW 97 AVE	Flagler St	NW 12 St	17814	1756	4	Urban Collector	40	C	C
NW 97 AVE	NW 12 St	NW 25 St	23461	1986	4	Urban Collector	40	C	C
NW 97 AVE	NW 25 St	NW 41 St	20380	1784	4	Urban Collector	40	C	C
NW 106 ST	HEFT	NW 107 Ave	17024	1952	4	Urban Principal Arterial-Other	40	C	C
NW 107 AVE	NW 41 St	NW 58 St	26989	1972	4	Urban Minor Arterial	40	C	C
NW 116 WAY	US 27	NW 106 St	17952	1734	4	Urban Local	40	C	C
NW 151 ST	NW 27 Ave	NW 37 Ave	8935	774	4	Urban Collector	35	C	C
NW 199 ST/HONEY HILL DR	NW 2 Ave	Turnpike	23730	1944	4	Urban Minor Arterial	45	C	C
NW 199 ST/HONEY HILL DR	NW 27 Ave	NW 37 Ave	19987	1576	4	Urban Minor Arterial	45	C	C
NW 199 ST/HONEY HILL DR	NW 37 Ave	NW 57 Ave	17817	1518	4	Urban Minor Arterial	45	C	C

Appendix D
Existing Conditions Map Series

Map 1 –
Level of Service

ARTERIAL GRID ANALYSIS STUDY - PHASE II

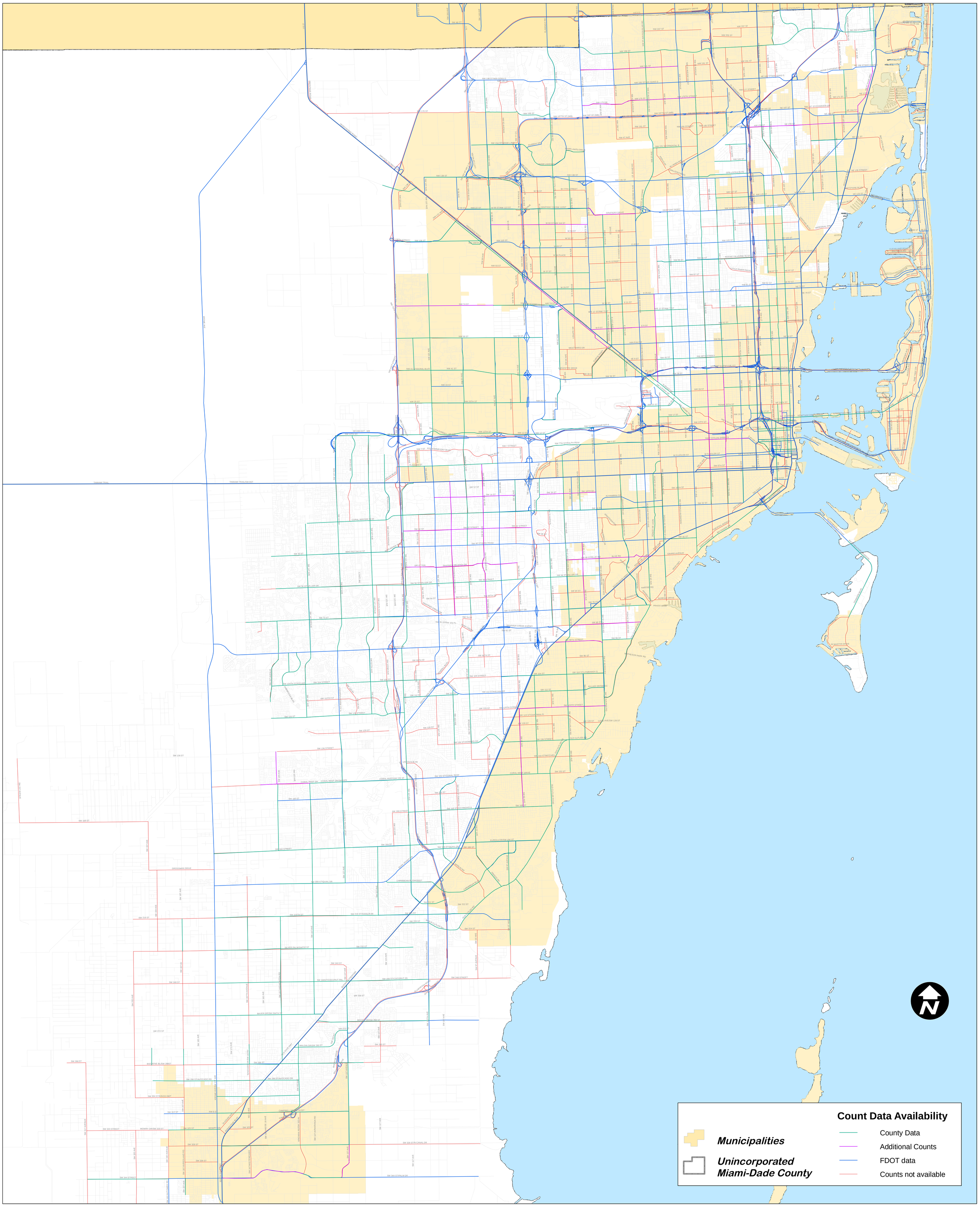
Existing Conditions Level of Service (2011/12)



Map 2 –
Traffic Count Data Availability

ARTERIAL GRID ANALYSIS STUDY - PHASE II

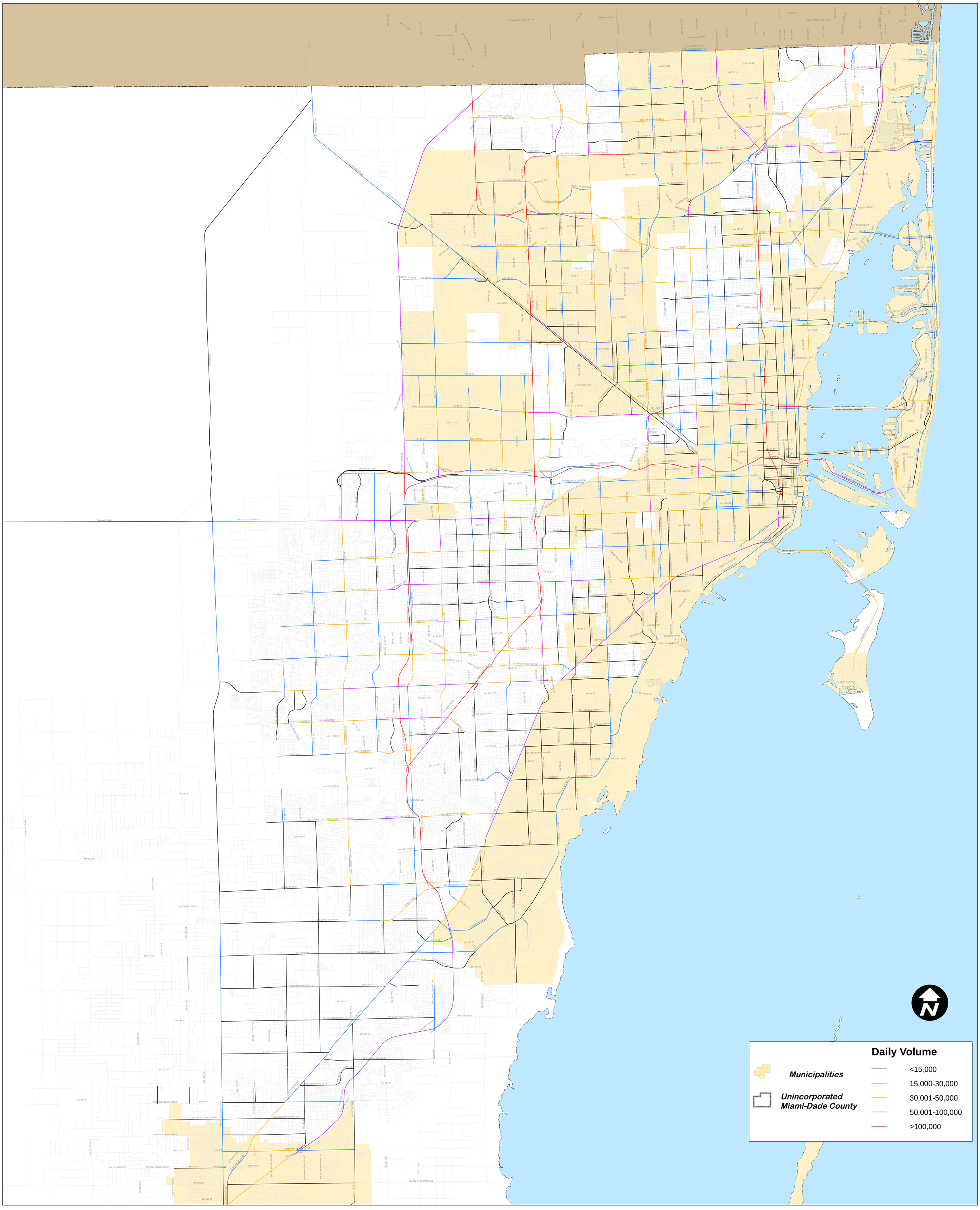
Traffic Count Availability



Map 3 –
Average Daily Traffic

ARTERIAL GRID ANALYSIS STUDY - PHASE II

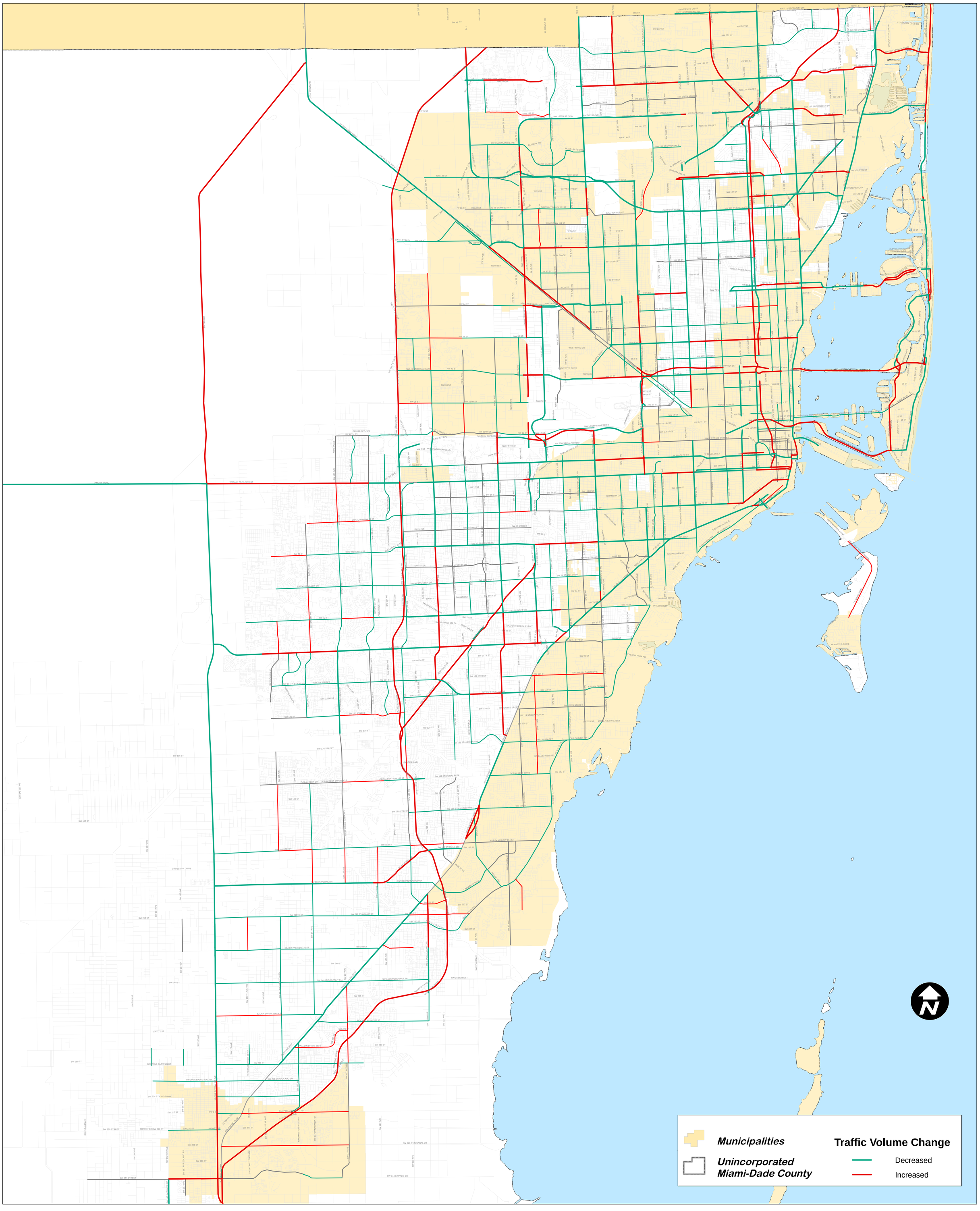
Daily Traffic Volume (2011/12)



Map 4 –
Traffic Volume Comparison

ARTERIAL GRID ANALYSIS STUDY - PHASE II

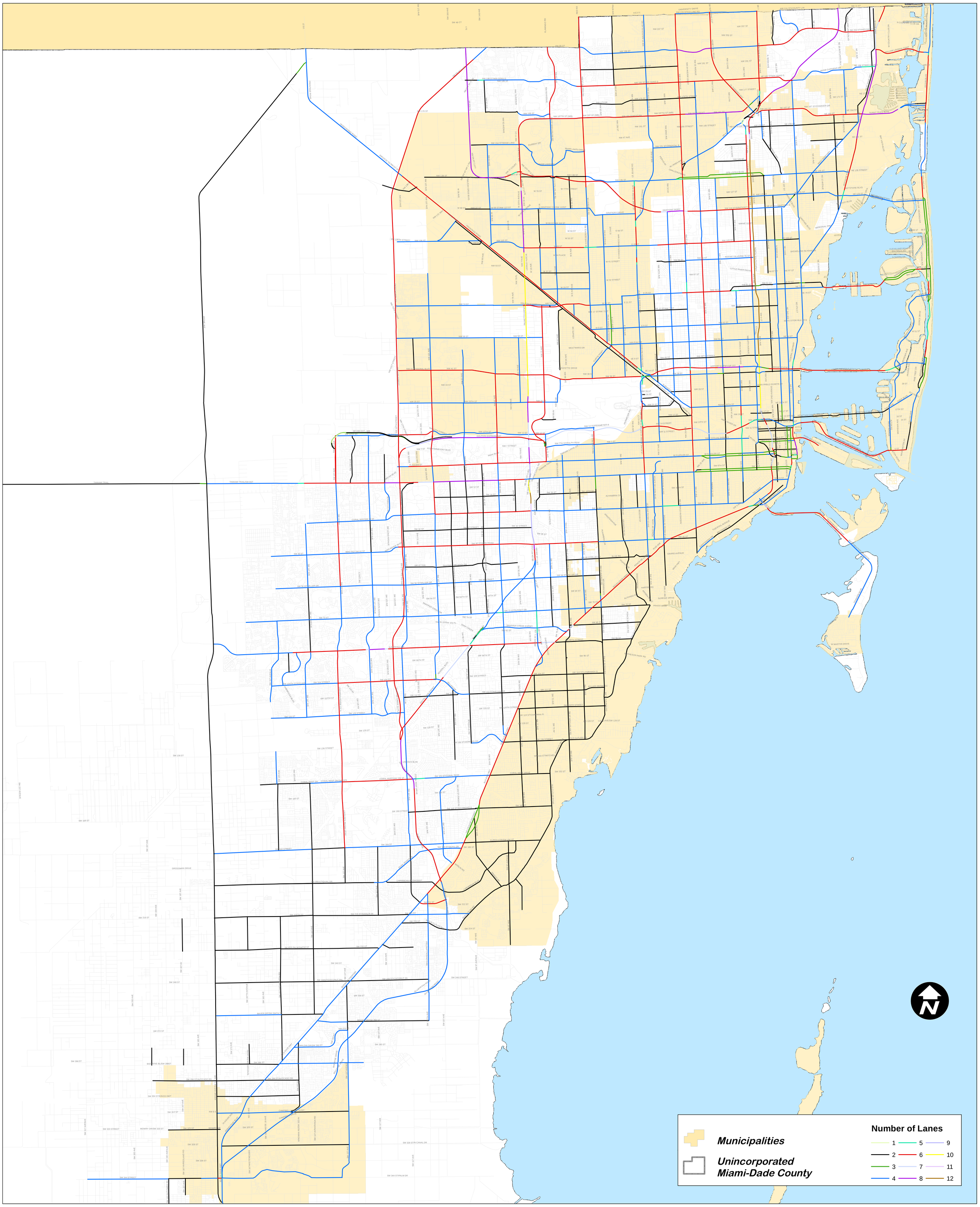
Comparison of Traffic Data (2004/05) vs (2011/12)



Map 5 –
Bi-directional Number of Lanes

ARTERIAL GRID ANALYSIS STUDY - PHASE II

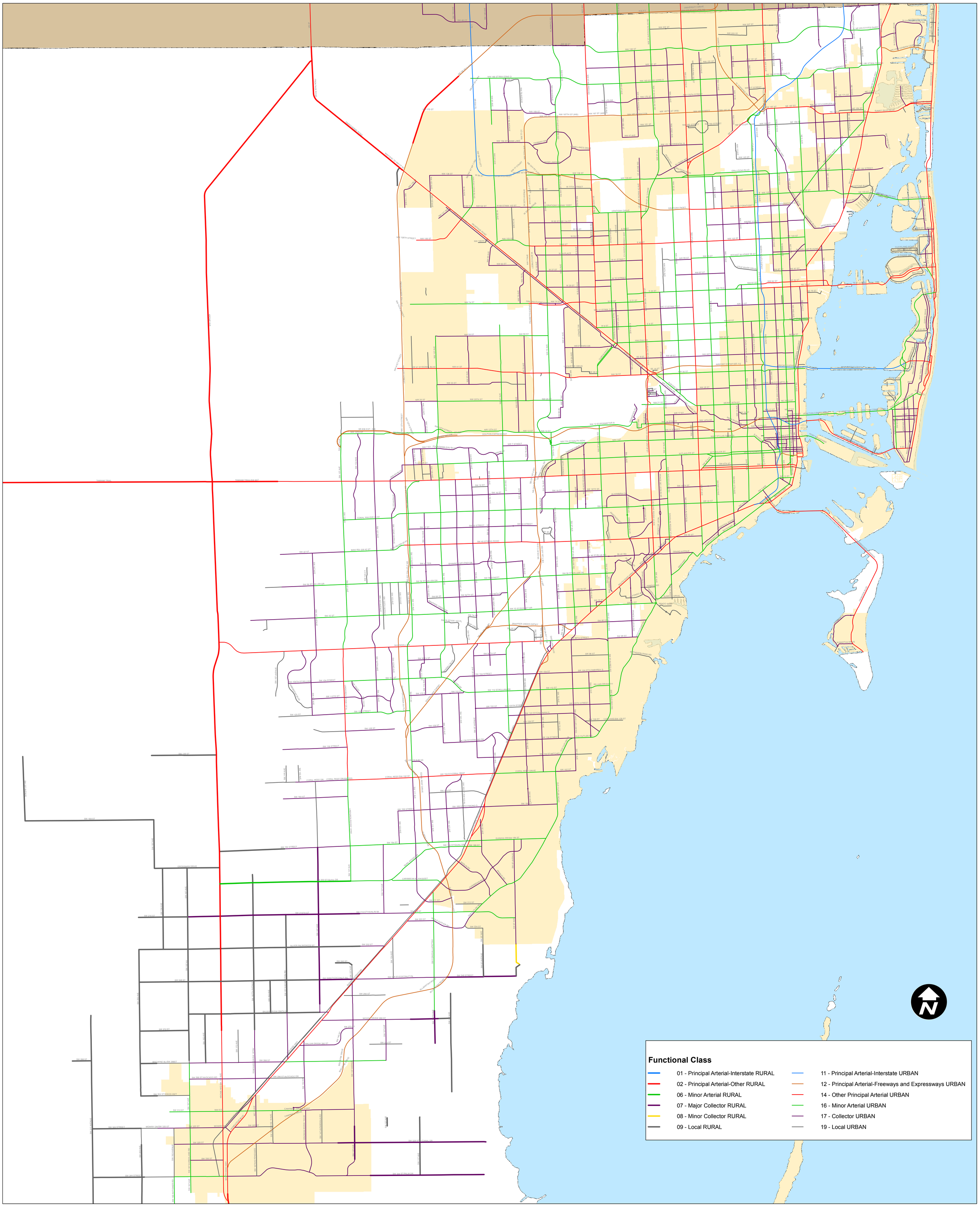
Existing Conditions Bi-directional Number of Lanes (2011)



Map 6 –
Functional Classification

ARTERIAL GRID ANALYSIS STUDY - PHASE II

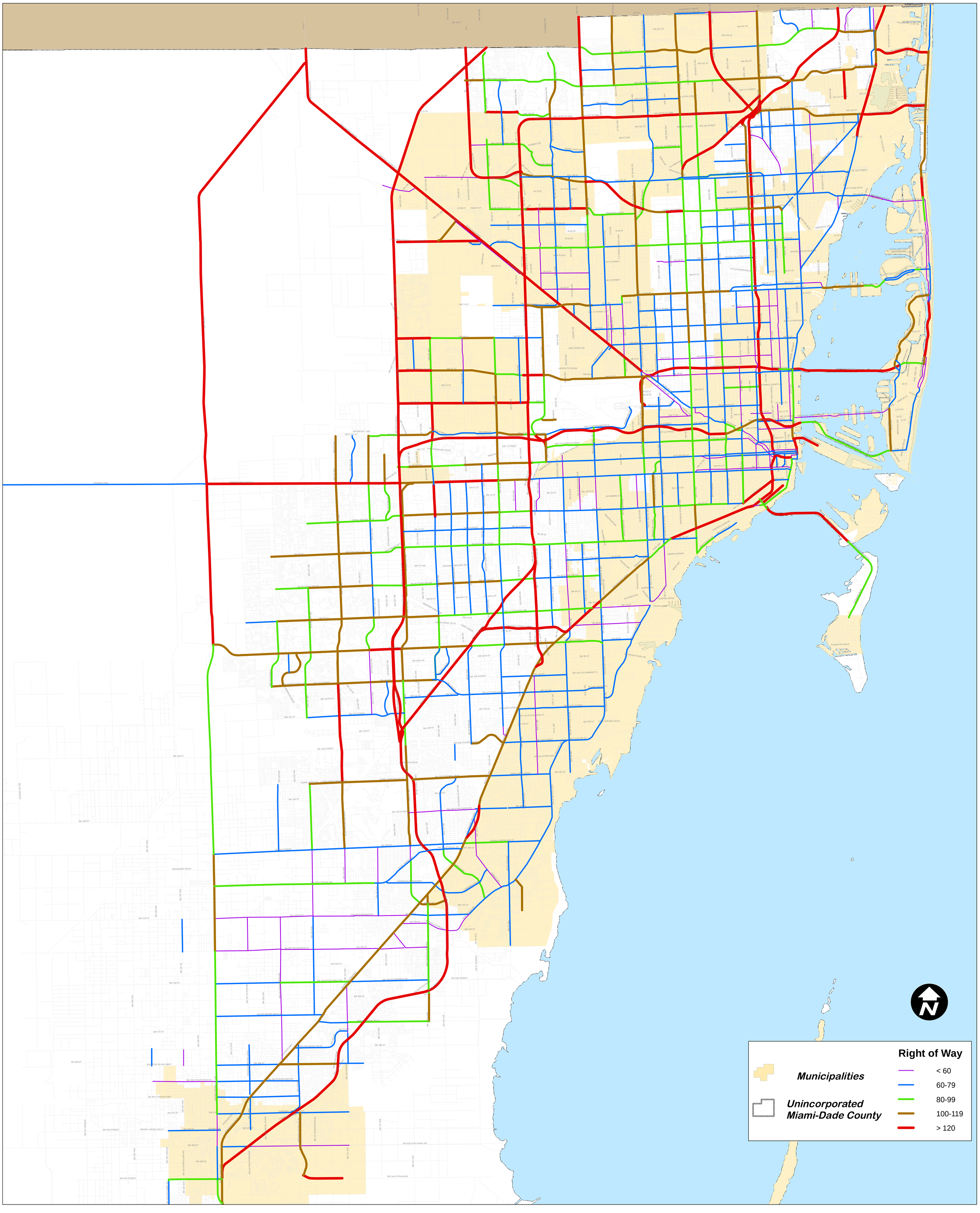
Functional Classification



Map 7 –
Right-Of-Way Widths

ARTERIAL GRID ANALYSIS STUDY - PHASE II

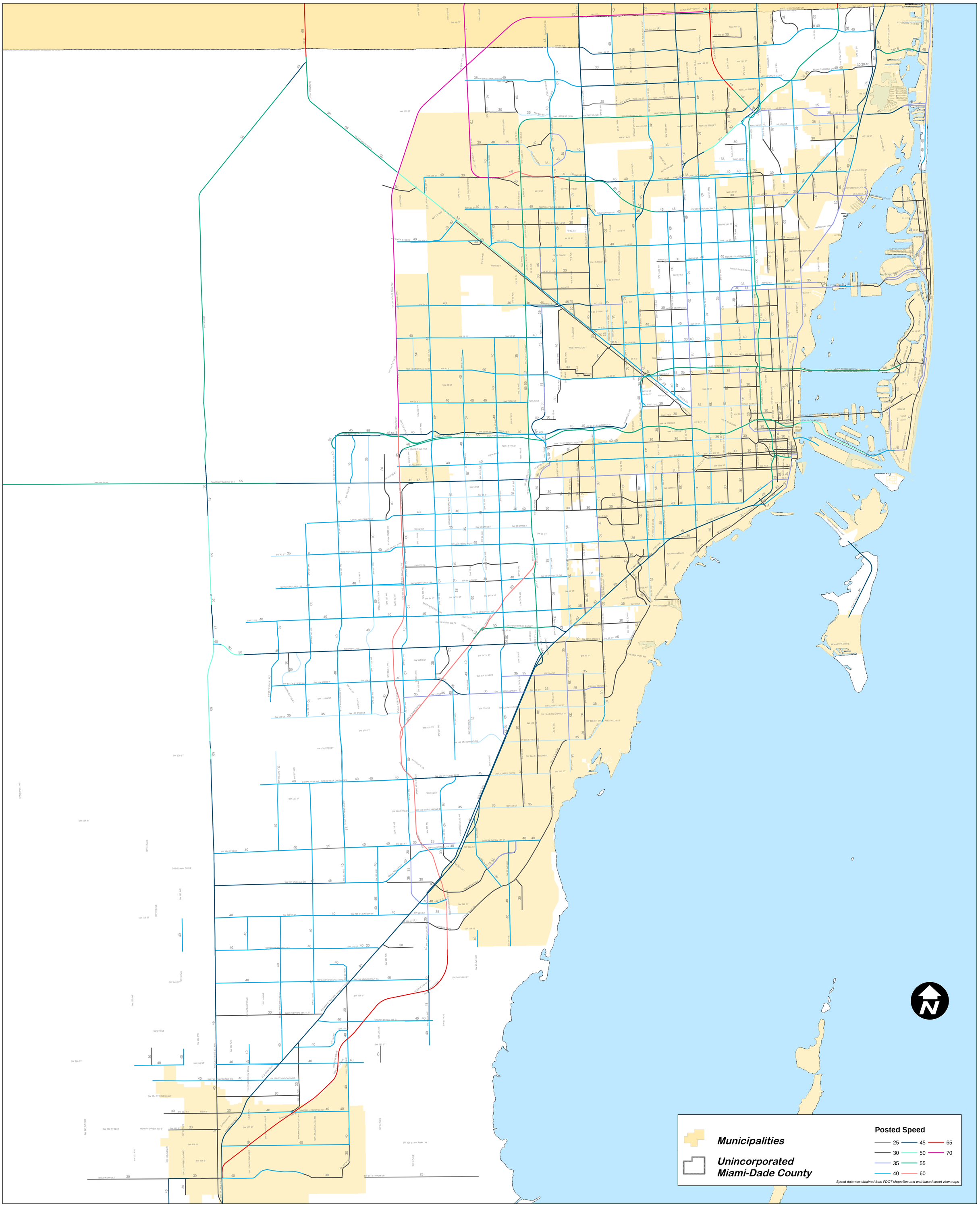
Approximate Right-of-Way Widths



Map 8 –
Speed Limit

ARTERIAL GRID ANALYSIS STUDY - PHASE II

Maximum Posted Speed



Appendix E
Miami-Dade County Traffic Count Program Assessment

Kimley-Horn and Associates, Inc.

Suite 109
5200 NW 33 Avenue
Fort Lauderdale, Florida
33309

Memorandum

To: Mr. Wilson Fernandez
Miami-Dade MPO

From: Ravi Wijesundera, P.E.
Kimley-Horn and Associates, Inc.

Date: August 27, 2013

Re: Traffic Counts in Miami-Dade County

Kimley-Horn and Associates, Inc. (KHA) was retained by the Miami-Dade MPO to perform an assessment of traffic count data collected in Miami-Dade County. The main tasks of the assignment are listed below.

- Perform a comparative analysis of traffic data collected in Miami-Dade, Broward, and Palm Beach counties.
- Review traffic count data used for validation of SERPM model in Miami-Dade County.
- Assess if additional traffic counts are needed (in Miami-Dade County) for validating SERPM.

The following sections summarize data analysis and recommendations.

Comparison of Traffic Counts in Miami-Dade, Broward and Palm Beach Counties

Roadway Centerline Mileage

	State Roads (miles)	Approx. Off-System (w/o local roads) (miles)	Approx. Local Roads (miles)	Total Centerline Miles
Miami-Dade	581	844	5,900	7,325
Broward	456	671	3,950	5,077
Palm Beach	477	751	2,650	3,878

Source: Florida Highway Mileage Reports (FDOT)

Miami-Dade County has the highest number of centerline miles of State roads, off-system roads (without local roads), and local roads.

TEL 954 535 5100

Roadway Mileage by Classification

	Interstates and Freeways (miles)	Other Principal Arterials (miles)	Minor Arterials (miles)	Collectors (miles)	Locals (miles)
Miami-Dade	140	296	431	560	5,900
Broward	138	277	302	410	3,950
Palm Beach	90	300	296	541	2,650

Source: Florida Highway Mileage Reports (FDOT)

Miami-Dade and Broward counties have the highest number of interstate/ freeway centerline miles.

Traffic Counts

The traffic count information was provided by FDOT District Six. According to Neil Lyn, Statistics Project Manager of District Six, FDOT began collecting traffic counts on off-system roads in Miami-Dade County in 2011 to supplement the data collected by Miami-Dade County. When contacted, Kara Schwartz of FDOT District Four indicated that beginning 2011, FDOT has been collecting traffic data on county roads at a six-year cycle since Broward County no longer collects traffic data due to fiscal constraints. She also confirmed that there had been no changes to the counts on FDOT facilities between 2010 and 2012. The table below provides a comparison of 2010 and 2012 traffic count statistics for Miami-Dade County.

	State Roads*	Ramps	Off-System	Total Counts
Miami-Dade - 2010	507	383	380	1,270
Miami-Dade - 2012	503	391	559	1,453

* Includes annual and HPMS counts.
Source: FDOT District Six and Miami-Dade County

The following table compares traffic counts collected in Miami-Dade, Broward, and Palm Beach counties in 2012.

	State Roads*	Ramps	Off-System	Total Counts
Miami-Dade	503	391	559	1,453
Broward	475	224	636	1,412
Palm Beach	361	112	713	1,109

* Includes annual and HPMS counts.
Source: FDOT District Six

While Miami-Dade County has the highest number of count locations, approximately 27 percent of those counts are on ramps. When ramp counts are not included, Broward County has a higher number of counts than Miami-Dade County. Miami-Dade County also has the highest number of traffic counts on State roadways, whereas Broward and Palm Beach Counties have more off-system counts. Maps depicting Miami-Dade County traffic count locations are

included in Appendix A. According to FDOT, routine counts are collected annually and Highway Performance Monitoring Program (HPMS), ramp, and off-system counts are collected on certain cycles.

Counts by Centerline Mile

	State Roads (without ramp counts)	State Roads (with ramp counts)	Off System (w/o local roads)	State and Off System Roads (without ramp counts)	State and Off System Roads (with ramp counts)
Miami-Dade	0.87	1.54	0.66	0.75	1.02
Broward	1.04	1.53	0.95	0.99	1.25
Palm Beach	0.76	1.01	0.95	0.87	0.90

Note: Estimated from above FDOT data sources.

To compare traffic counts in the three counties, count data was normalized by centerline miles. The most significant difference in counts per centerline mile (count density) is on off-system roads. Miami-Dade County has 30 percent fewer counts per centerline mile on off-system roads. In addition, Miami-Dade County has a lower count density on State roads than Broward County (when ramp counts are not considered). However, traffic count density on State roads is comparable between Broward and Miami-Dade counties when ramp counts are included. Overall, Miami-Dade County exhibits approximately 18 percent fewer counts per centerline mile than Broward County considering all types.

Traffic Counts for SERPM Validation

The Systems Planning Office of FDOT District Four was contacted to obtain information on traffic counts and screenlines utilized for validating SERPM 7.0, which is currently under development. In general, District Four does not anticipate major changes to the screenlines previously established for validating SERPM 6.5. The SERPM 6.5 model validation results are documented in Chapter 10 of *Model Data, Calibration and Validation Technical Report*. To assess the traffic count data utilization for validating SERPM, we reviewed SERPM 6.5 documentation and preliminary SERPM 7.0 validation information. We also held conversations with staff from BCC Engineering, which assists District Four Systems Planning Office with the SERPM 7.0 model development efforts.

SERPM 6.5 Validation - Overview

Select statistics from SERPM 6.5 (base year 2005, 24-hour version) validation are provided in the table below.

	Number of Links	System Miles	Average Link Volume	VMT per Capita	VHT Per Capita	Model Volume/Count
Miami-Dade	7,992	1,809	22,590	18.58	0.69	0.98
Broward	4,638	1,338	25,994	21.24	0.60	1.01
Palm Beach	5,239	1,489	19,708	23.75	0.65	1.00

Source: SERPM 6.5 Model Data, Calibration and Validation Technical Report (FDOT District Four)

Average link volume in Broward County is about 13 percent higher than in Miami-Dade County. Miami-Dade County has the shortest average per capita trip length. However, Miami-Dade County has the highest per capita travel time, highlighting congested roadway conditions.

SERPM 6.5 - Screenline Data

Screenlines and cutlines established for SERPM 6.5 model validation are included in Appendix B. For the Miami-Dade County portion of SERPM model, validation is based on screenlines, whereas screenlines, cutlines, and corridors have been used for validating the model in Broward and Palm Beach counties. Miami-Dade County has more screenlines than Broward and Palm Beach counties.

A county-level assessment of screenlines, cutlines, and corridors is provided below. Overall, model volume-to-count (V/C) ratios of screenlines, cutlines, and corridors fall within acceptable tolerances. However, Miami-Dade County screenlines are conspicuous with a relatively low percentage of count data availability.

	#	Percent links with counts (average)	Percent links with counts (range)	Model Volume to Count Ratio (average)	Volume to Count Ratio (range)
	Screenlines				
Miami-Dade	12	62%	51%-77%	1.03	0.92-1.18
Broward	6	86%	80%-100%	1.02	0.92-1.14
Palm Beach	6	92%	71%-100%	1.03	0.92-1.14
Inter-county	2	94%	88%-100%	1.10	1.07-1.13
	Cutlines				
Broward	3	95%	82%-100%	0.98	0.85-1.15
Palm Beach	9	96%	80%-100%	1.05	0.83-1.40
	Corridors				
Broward	5	93%	56%-100%	0.98	0.86-1.10
Palm Beach	2	48%	36%-52%	1.02	0.95-1.09

Note: Summarized from SERPM 6.5 Model Data, Calibration and Validation Technical Report (FDOT District Four)

In absence of information about traffic counts included in each screenline, we could not evaluate the significance of traffic count data gaps in SERPM 6.5. However, 'percent links with counts' for screenlines that run across areas with

congested roadways (level of service E or F) was reviewed (e.g., central and south Miami-Dade County). Based on the review, the following screenlines were identified for having a relatively low percent of links with traffic counts:

Screenline ID	Orientation & Alignment	Number of Links	Links with Counts	Percent links with counts	Model Volume to Count Ratio
42	N/S – east of Turnpike Extension	39	20	51%	0.98
46	N/S – west of SR 9/27 Avenue	45	24	53%	1.05
47	E/W – south of Dolphin Expressway	36	17	47%	1.06

Source: SERPM 6.5 Model Data, Calibration and Validation Technical Report (FDOT District Four)

SERPM 7.0 – Preliminary Screenline Data

As previously mentioned, SERPM 7.0 (base year 2010) is under development. According to Neil Lyn, the SERPM model development team was recently asked to look into the possibility of incorporating off-system road traffic counts for the validation of SERPM 7.0. A GIS shapefile of screenline information was obtained from FDOT District Four. Appendix C includes two maps created to illustrate screenlines. Please note that the information presented in Appendix C does not include off-system traffic counts, since the incorporation of off-system data is ongoing.

To improve clarity, north-south and east-west screenlines were mapped separately. For each screenline, roadway links with and without traffic counts were identified.

Based on the review of screenline data, the following recommendations are made:

- Consider including US 1/South Dixie Highway and US 27/Okeechobee Road as 'corridors' for validation. These roads are unique due to their orientation and are used for north-south and east-west travel.
- Consider including traffic counts on the following roads for Screenline 28 (E/W Broward-Miami Dade County Line)
    - SR 7/US 441
    - SR 27/University Drive
    - SR 823/Red Road
    - NW 67 Avenue/Flamingo Road
- Consider including traffic counts on the following roads for Screenline 42 (N/S east of Homestead Extension of Florida's Turnpike)
    - NW 74 Street
    - SW 184 Street
    - SW 216 Street

- Consider including traffic counts on the following roads for Screenline 43 (E/W south of I-75/Gratigny Parkway)
    - SR 823/Red Road
- Consider including traffic counts on the following roads for Screenline 44 (N/S east of Palmetto Expressway)
    - NW 122 Street/Gratigny Drive
    - SW 24 Street
- Consider including traffic counts on the following roads for Screenline 45 (E/W south of SR 934)
    - SR 7/US 441
    - NW 87 Avenue
    - NW 107 Avenue
- Consider including traffic counts on the following roads for Screenline 46 (N/S west of SR 9/NW/SW 27 Avenue)
    - NW 183 Street/Miami Gardens Drive
    - SR 90/US 41/SW 8 Street
    - SW 22 Street
- Consider including traffic counts on the following roads for Screenline 47 (E/W south of SR 836/Dolphin Expressway)
    - NW 97 Avenue
    - NW 127 Avenue
    - NW 137 Avenue
- Consider including traffic counts on the following roads for Screenline 49 (E/W south of SR 986/SW 72 Street)
    - Old Cutler Road
    - NW 137 Avenue
- Consider including traffic counts on the following roads for Screenline 50 (N/S west of I-95)
    - SR 924/NW 119 Street/Gratigny Drive
    - SR 932/NW 103 Street
    - SR 934/NW 79/81 Street
    - SR 944/NW 54 Street
- Consider including traffic counts on the following roads for Screenline 51 (E/W north of SR 992/SW 152 Street)
    - SR 997/Krome Avenue
- Consider including traffic counts on the following roads for Screenline 52 (N/S along Intra-coastal crossings)
    - SR 856/NE 192 Street/William Lehman Causeway
- Consider including traffic counts on the following roads for Screenline 53 (E/W between SW 200 Street and SW 216 Street)
    - Old Cutler Road
    - SR 989/S Allapattah Road

To implement the above recommendations, additional traffic counts and/or existing off-system traffic counts will be needed.

Summary

- Miami-Dade County has the largest roadway network (centerline miles) in comparison to Broward and Palm Beach counties.
- In 2011, FDOT began collecting traffic counts on off-system roads to supplement the data collected by Miami-Dade County.
- When off-system traffic counts are normalized by centerline miles (without local roads), Miami-Dade County has the lowest traffic count density of the three counties. Miami-Dade County has 30 percent fewer counts per centerline mile on off-system roads.
- When State road traffic counts (excluding ramp counts) are normalized by centerline miles, Miami-Dade County has the lowest traffic count density of the three counties.
- When total traffic counts are normalized by centerline miles (without local roads), Broward County has the highest traffic counts per centerline mile, followed by Miami-Dade and Palm Beach counties, respectively. When all counts are considered, Miami-Dade County exhibits approximately 18 percent fewer counts per centerline mile than Broward County.
- While Miami-Dade County has the highest number of traffic count locations, ramp traffic counts constitute 27 percent of total counts. When ramp counts are not included, Broward County has a higher number of counts than Miami-Dade County.
- A review of traffic counts utilized on SERPM 6.5 screenlines shows Miami-Dade County screenlines having the lowest 'percent links with counts.'
- Our review of preliminary SERPM 7.0 screenline information resulted in the identification of roadway links that should be considered for model validation. To include those roadway links, additional traffic counts and/or existing off-system traffic counts will be needed. These recommendations are preliminary and should be discussed with FDOT District Four and Six staff.

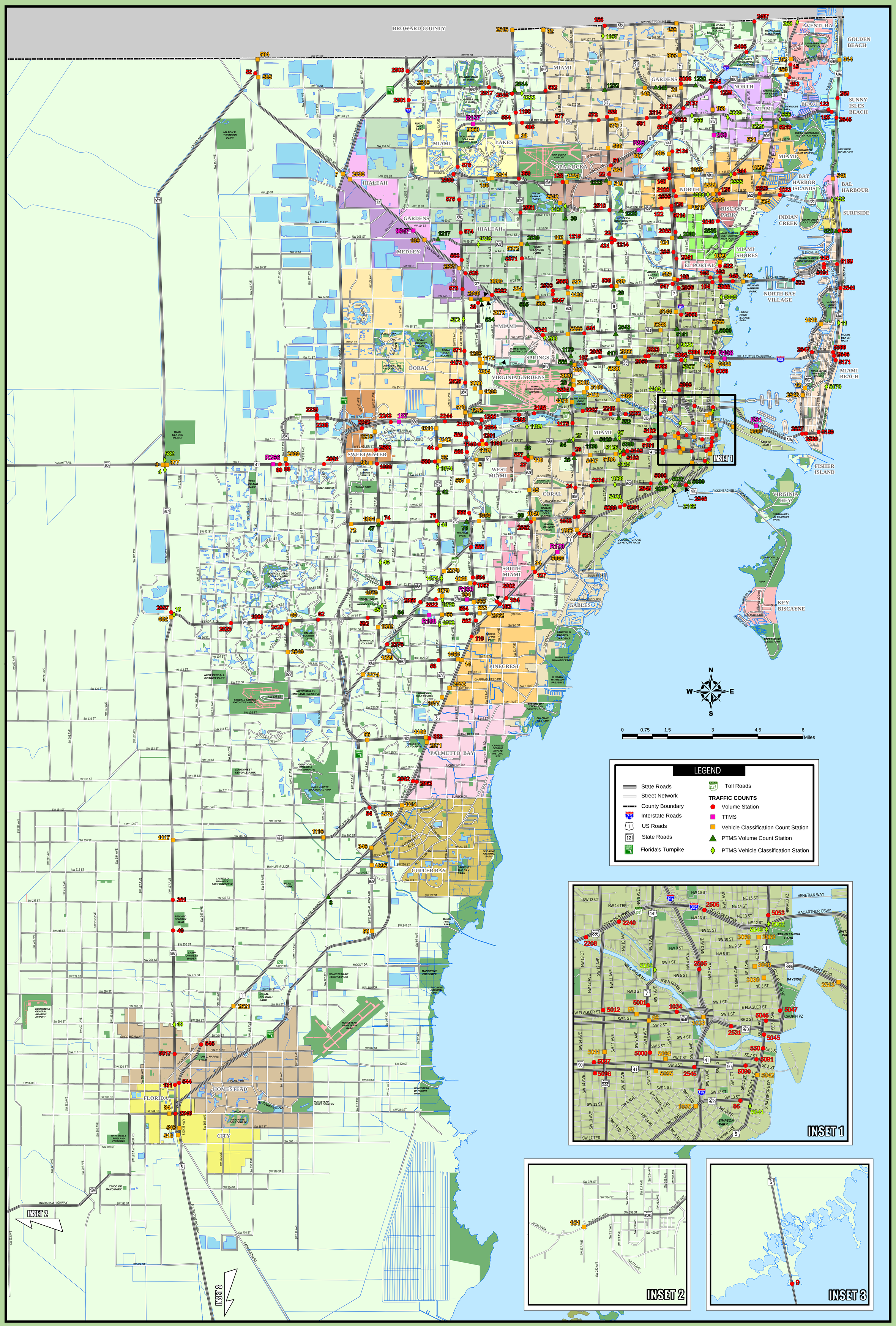
Should you have any questions regarding the analysis or recommendations as outlined above, please contact me at (954) 535-5100 or ravi.wijesundera@kimley-horn.com.

Attachments

APPENDIX A
Miami-Dade County
Traffic Count Locations

(Note: Maps are 24”x36”)

MIAMI DADE ROUTINE TRAFFIC COUNT STATIONS

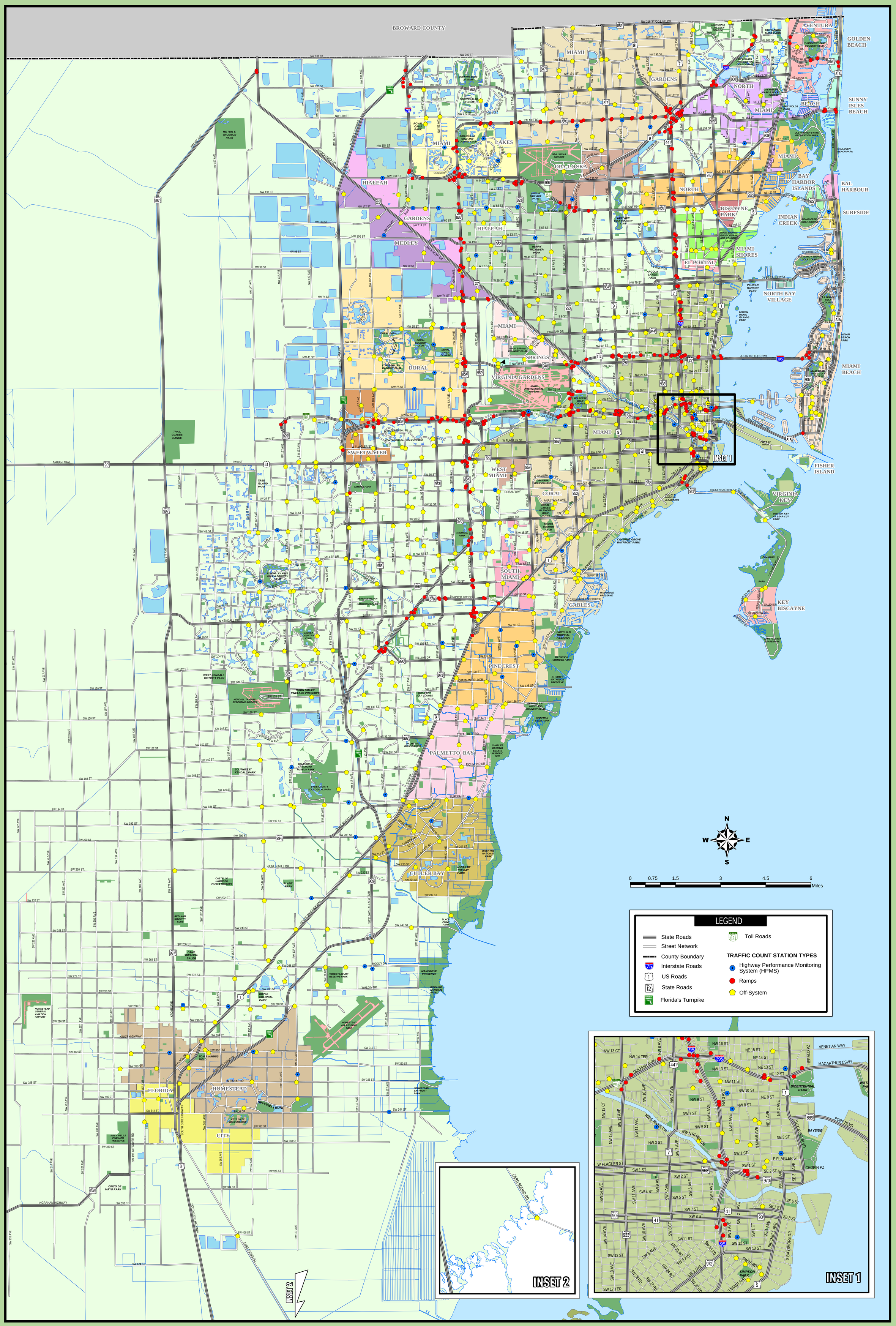


JULY 2013

INTERMODAL SYSTEMS DEVELOPMENT OFFICE

FDOT DISTRICT SIX

HPMS, RAMP AND OFF-SYSTEM TRAFFIC COUNT STATIONS



JULY 2013

INTERMODAL SYSTEMS DEVELOPMENT OFFICE

FDOT DISTRICT SIX

APPENDIX B
SERPM 6.5 Validation Results

Figure 10-4: **Screenline Locations**
Southeast Regional Planning Model 6.5

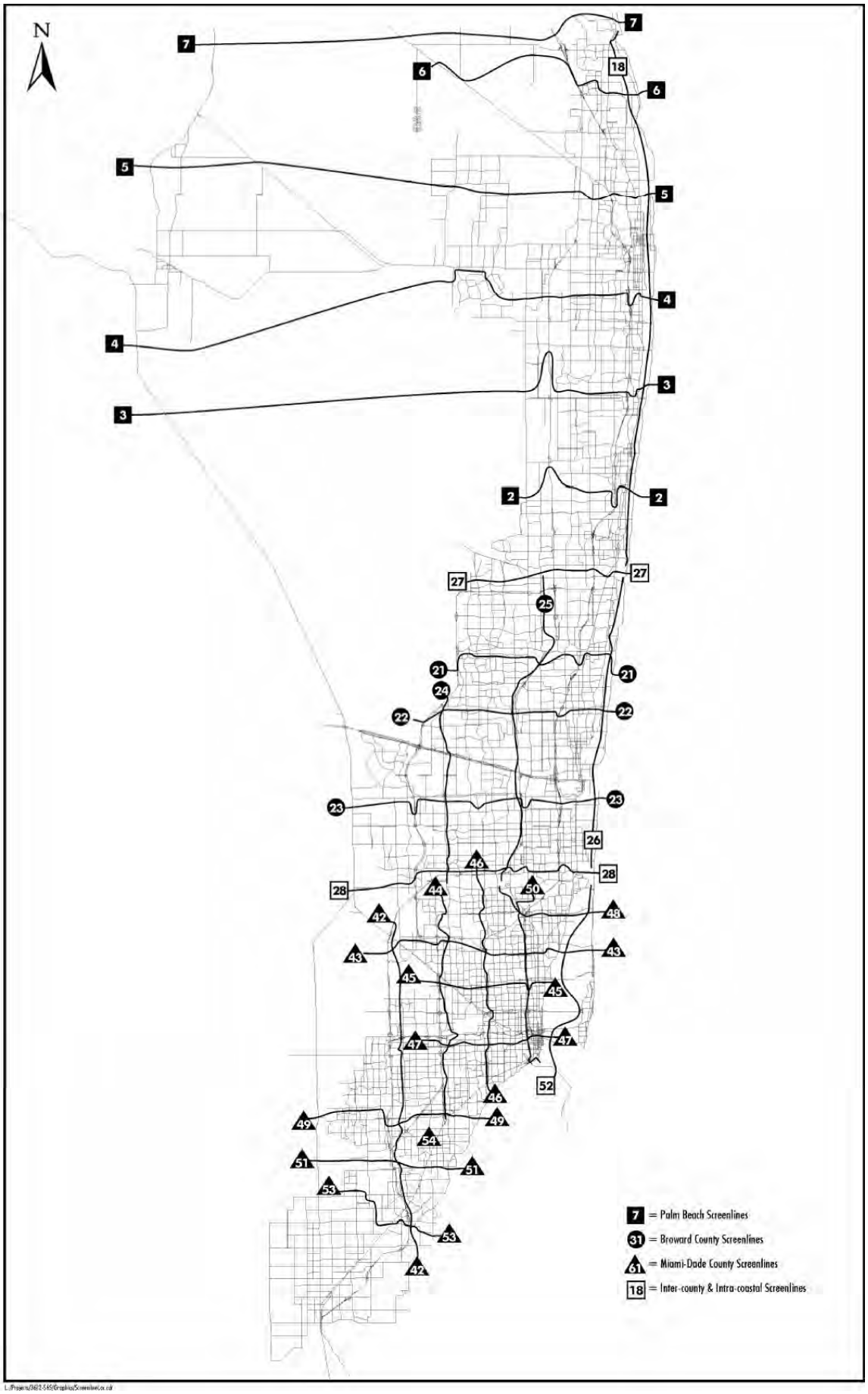


Figure 10-5: **Cutline Locations**
Southeast Regional Planning Model 6.5

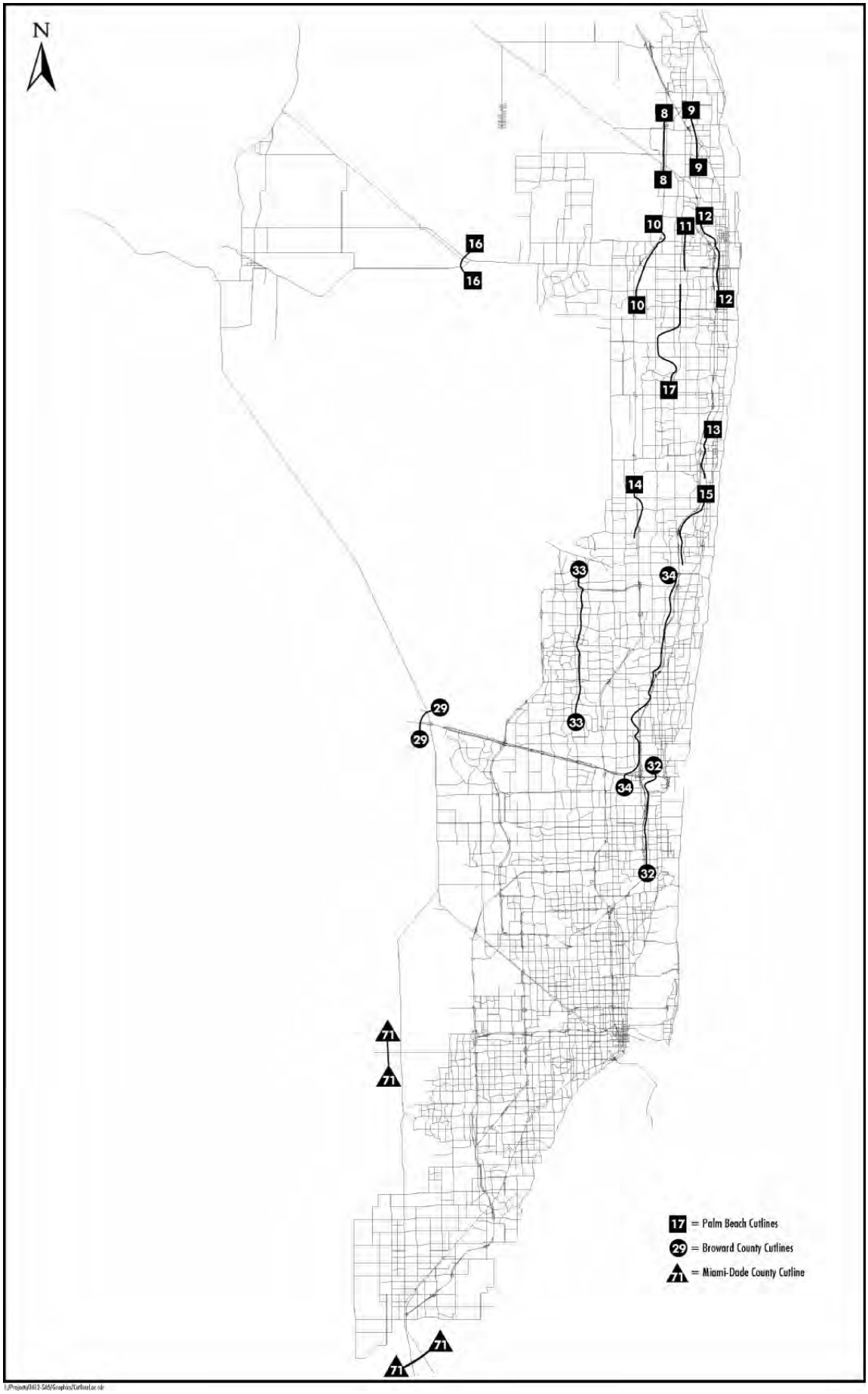


Table 10-9: **Volume/Count Ratios of Screenlines, Cutlines and Selected Corridors**
Southeast Regional Planning Model 6.5

SL, CL & Corridor Number	Screenline(SL), Cutline(CL) & Corrodor Name	Number of Links	No. of Links with Counts	Pct of Links with Counts	Total Count	24-Hour Model			Time-Of-Day Model		
						Total Volume	Volume / Count Ratio (V/C)	SERPM65 (2005) Percent Deviation	Total Volume	Volume / Count Ratio (V/C)	SERPM65 (2005) Percent Deviation
Screenlines (SL)											
2	PB: EW Southern SL North of Clintmore Rd	15	15	100%	450,762	512,609	1.14	**14**	517,575	1.15	**15**
3	PB: EW SL along North of Boynton Beach Blvd	21	15	71%	402,208	434,493	1.08	8	434,275	1.08	8
4	PB: EW Middle SL along South of Forest Hill	25	23	92%	608,886	619,552	1.02	2	620,896	1.02	2
5	PB: EW Northern SL along N of 45th Street	17	16	94%	433,098	417,214	0.96	4	420,757	0.97	3
6	PB: EW Northern SL along N of Donald Ross	14	14	100%	261,378	274,831	1.05	5	273,281	1.05	5
21	BO: EW Northern SL along Pompano Canal	25	20	80%	686,698	734,281	1.07	7	740,767	1.08	8
22	BO: EW Middle SL along Oakland Park Blvd	29	25	86%	950,792	916,118	0.96	4	937,840	0.99	1
23	BO: EW Southern SL along River Canal	25	23	92%	807,498	921,495	1.14	**14**	935,528	1.16	**16**
24	BO: NS Western SL between I-75 and Turnpike	23	19	83%	603,100	554,887	0.92	8	561,463	0.93	7
25	BO: NS Middle SL along Turnpike	32	26	81%	1,047,300	1,111,494	1.06	6	1,126,238	1.08	8
42	MD: NS SL east of TPK	39	20	51%	776,582	759,017	0.98	2	717,089	0.92	8
43	MD: EW SL south of I-75/Gratigney (SR 924)	41	31	76%	886,058	911,475	1.03	3	899,157	1.01	1
44	MD: NS SL east of Palmeto Expwy (SR 826)	34	24	71%	1,133,904	1,039,076	0.92	8	1,005,363	0.89	11
45	MD: EW Sl south of SR 934	32	24	75%	859,740	949,945	1.10	**10**	950,451	1.11	**11**
46	MD: NS SL west of SR 9/27th Avenue	45	24	53%	915,842	960,520	1.05	5	930,320	1.02	2
47	MD: EW SL south of Dolphin Expwy (SR 836)	36	17	47%	920,300	974,464	1.06	6	982,882	1.07	7
48	MD: EW CL along TPK ext and SR 826	19	12	63%	516,290	494,953	0.96	4	499,665	0.97	3
49	MD: EW SL south of SR 986 (72nd St) and Snapper Expwy	26	20	77%	511,332	490,319	0.96	4	492,859	0.96	4
50	MD: NS SL west of I-95	62	35	56%	853,692	927,733	1.09	9	943,341	1.11	**11**
51	MD: EW SL north of 152nd St (SR 992)	11	6	55%	301,008	296,548	0.99	1	291,530	0.97	3
53	MD: EW SL between 200th and 216th St	15	10	67%	217,146	217,910	1.00	0	219,180	1.01	1
18	PB: NS SL along Intra-Coastal Crossings	19	19	100%	310,140	286,848	0.92	8	286,448	0.92	8
26	BO: NS Eastern SL along Intra-Coastal Crossings	12	12	100%	286,522	276,434	0.96	4	280,754	0.98	2
52	MD: NS Eastern SL along Intra-Coastal Crossings	12	8	67%	330,398	390,566	1.18	**18**	376,310	1.14	**14**
Inter-County Screenlines											
27	EW SL Palm Beach/Broward County Line	17	15	88%	489,142	552,267	1.13	**13**	559,434	1.14	**14**
28	EW SL Broward/Miami-Dade County Line	24	24	100%	874,930	935,340	1.07	7	949,664	1.09	9

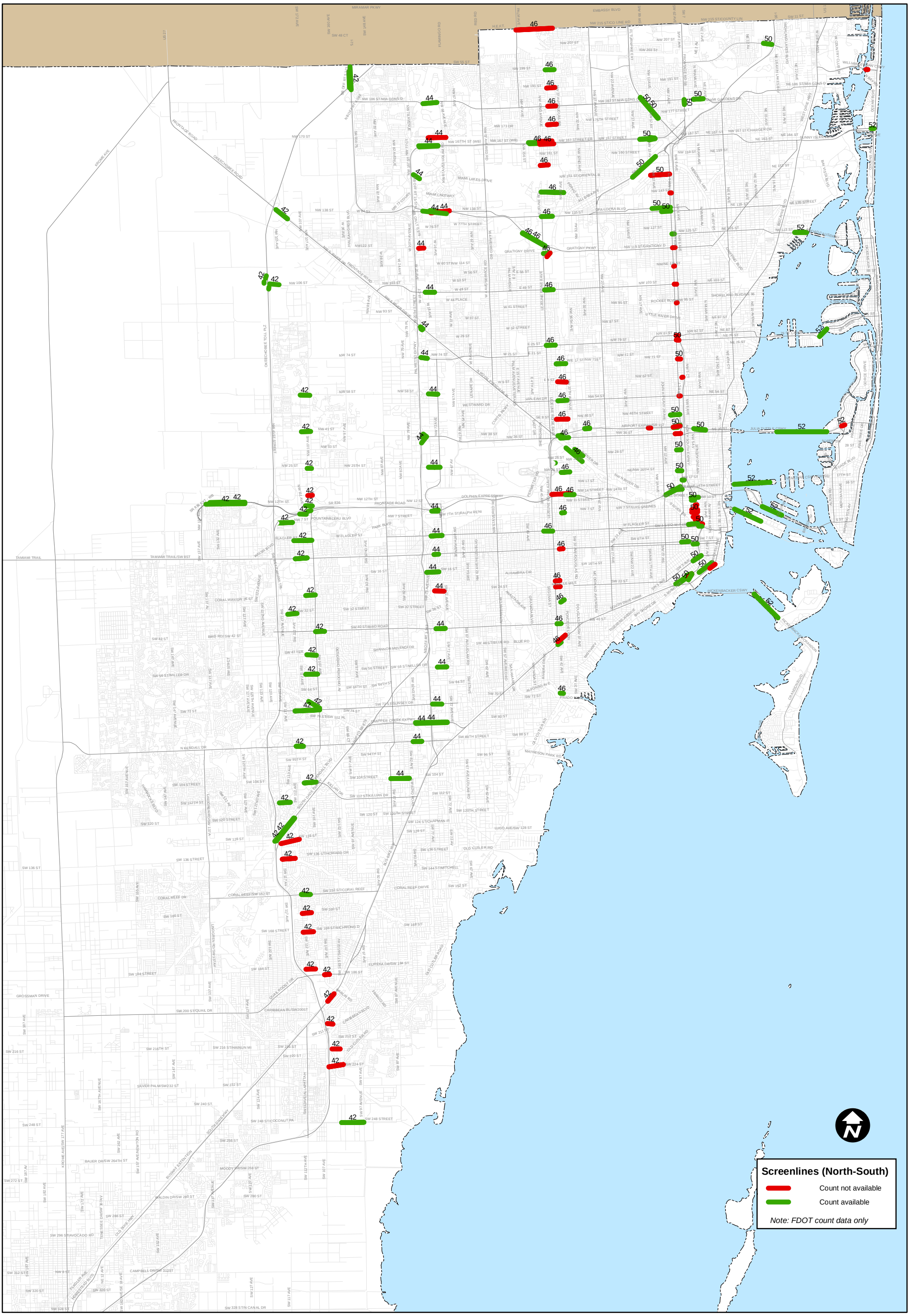
Table 10-9 (Continued)

SL, CL & Corridor Number	Screenline(SL), Cutline(CL) & Corrodor Name	Number of Links	No. of Links with Counts	Pct of Links with Counts	Total Count	24-Hour Model			Time-Of-Day Model		
						Total Volume	Volume / Count Ratio (V/C)	SERPM65 (2005) Percent Deviation	Total Volume	Volume / Count Ratio (V/C)	SERPM65 (2005) Percent Deviation
Cutlines (CL)											
8	PB: NS CL - West of Turnpike from PGA to Beeline	3	3	100%	70,008	98,311	1.40	**40**	97,638	1.39	**39**
9	PB: NS CL - East of I-95 from PGA to Northlake	5	4	80%	158,926	131,444	0.83	17	131,766	0.83	17
10	PB: NS CL along Turnpike from SR 704 to SR 822	4	4	100%	171,700	184,810	1.08	8	179,160	1.04	4
11	PB: NS CL - East of SR 809 from SR 704 to Gun Club	5	5	100%	160,242	166,938	1.04	4	164,567	1.03	3
12	PB: NS CL- East of I-95 from PB Lakes to Summitt	9	8	89%	257,340	259,066	1.01	1	261,507	1.02	2
13	PB: NS CL along I-95 from Lake IDA to Linton	4	4	100%	111,646	133,102	1.19	19	133,008	1.19	19
14	PB: NS CL along Turnpike from Clintmore to SR 806	3	3	100%	95,704	95,377	1.00	0	87,797	0.92	8
15	PB: NS CL along I-95 from SR 794 to SW 18th Street	7	7	100%	212,012	222,987	1.05	5	226,440	1.07	7
17	PB: NS CL by Heaven Hill from Summitt to Gateway	10	10	100%	238,482	207,212	0.87	13	201,922	0.85	15
32	BO: NS I-95 CL from Miami-Dade to I-595	11	9	82%	300,508	345,749	1.15	**15**	342,030	1.14	**14**
33	BO: NS Western CL along SR 897 from Palm Beach to SR 816	20	19	95%	487,000	413,509	0.85	**15**	406,043	0.83	**17**
34	BO: NS I-95 CL from Palm Beach to I-595	24	24	100%	1,009,300	959,116	0.95	5	965,305	0.96	4
Corridors											
59	BO: I-595 links not in any other SL or CL	10	10	100%	812,784	698,399	0.86	**14**	713,636	0.88	**12**
75	BO: I-75 links not specified in any other SL or CL	10	10	100%	526,500	577,493	1.10	10	539,797	1.03	3
86	BO: Sawgrass (SR 869) links not in any other SL or CL	14	14	100%	418,700	418,243	1.00	0	409,735	0.98	2
91	BO: TPK (SR 91) links not in any other SL or CL	18	10	56%	510,330	502,106	0.98	2	496,620	0.97	3
96	PB: TPK Links not in any other SL or CL	28	10	36%	319,100	304,626	0.95	5	312,529	0.98	2
95	PB/BO: I-95 links not specified in any other SL or CL	152	106	70%	6,471,418	6,522,631	1.01	1	6,797,637	1.05	5
	PB Corridor 95 Links	96	50	52%	2,920,384	3,176,885	1.09	9	3,325,048	1.14	**14**
	BO Corridor 95 Links	56	56	100%	3,551,034	3,345,746	0.94	6	3,472,589	0.98	2
External Stations											
7	PB: EW External SL at Martin County Line	11	11	100%	163,292	167,070	1.02	2	165,380	1.01	1
29	BO: Western External CL at Collier County Line	2	2	100%	23,672	23,530	0.99	1	23,285	0.98	2
71	MD: Three Miami-Dade External Stations	3	3	100%	36,598	36,598	1.00	0	36,353	0.99	1
All Other Count Locations											
99	All other Count locations (All Three Counties)				67,998,008	67,522,576	0.99	1	67,774,240	1.00	0
	All other Count locations - Palm Beach County				18,188,540	17,872,280	0.98	2	17,869,962	0.98	2
	All other Count locations - Broward County				22,417,884	23,051,044	1.03	3	23,291,720	1.04	4
	All other Count locations - Miami-Dade County				27,391,572	26,599,320	0.97	3	26,612,564	0.97	3

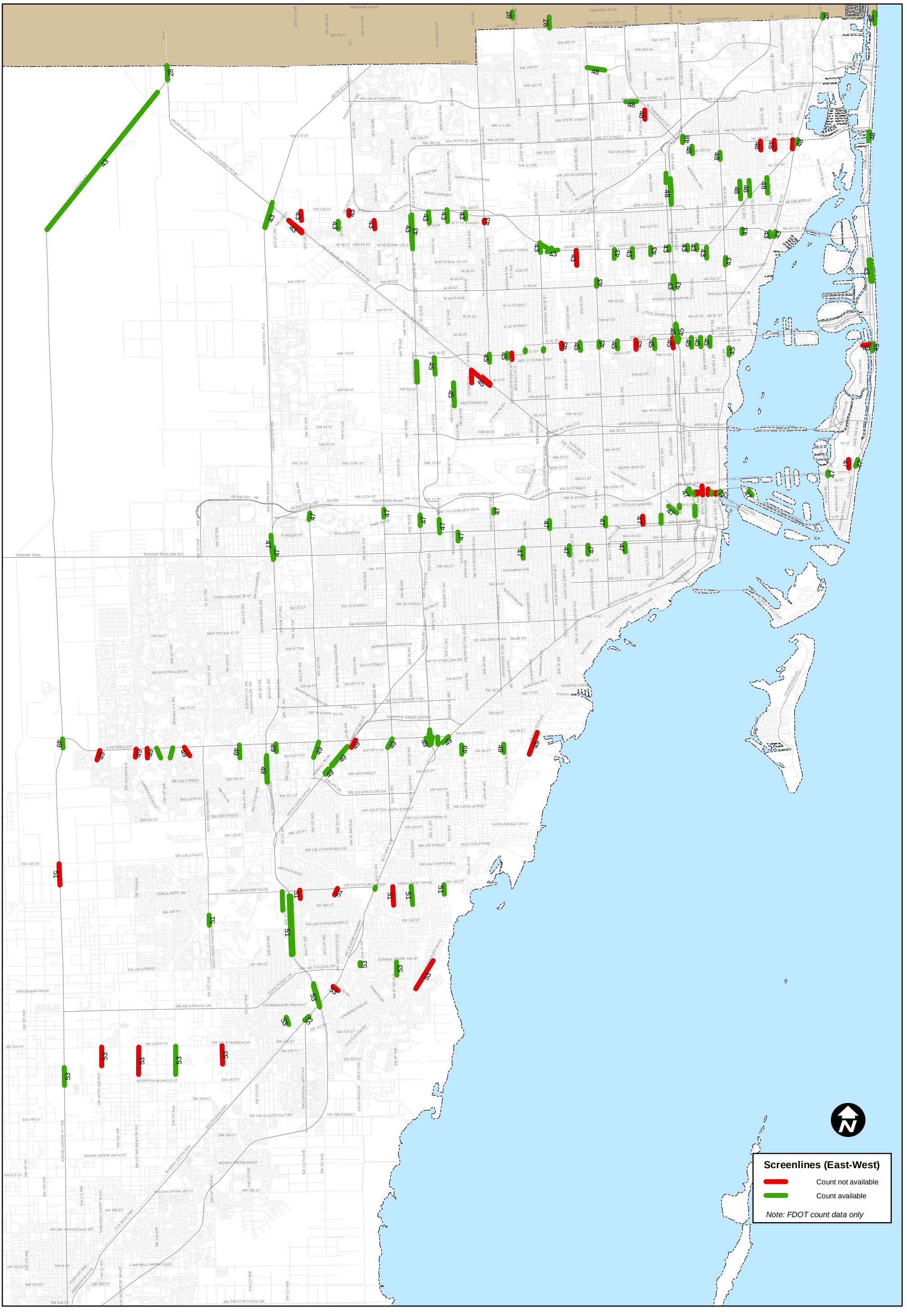
(*) Reference: Figure A-9, NCHRP 255 (for Counts <=300,000)

APPENDIX C
SERPM 7.0 Screenlines and Count Data Locations

North-South Screenline Count Locations (SERPM 2010)



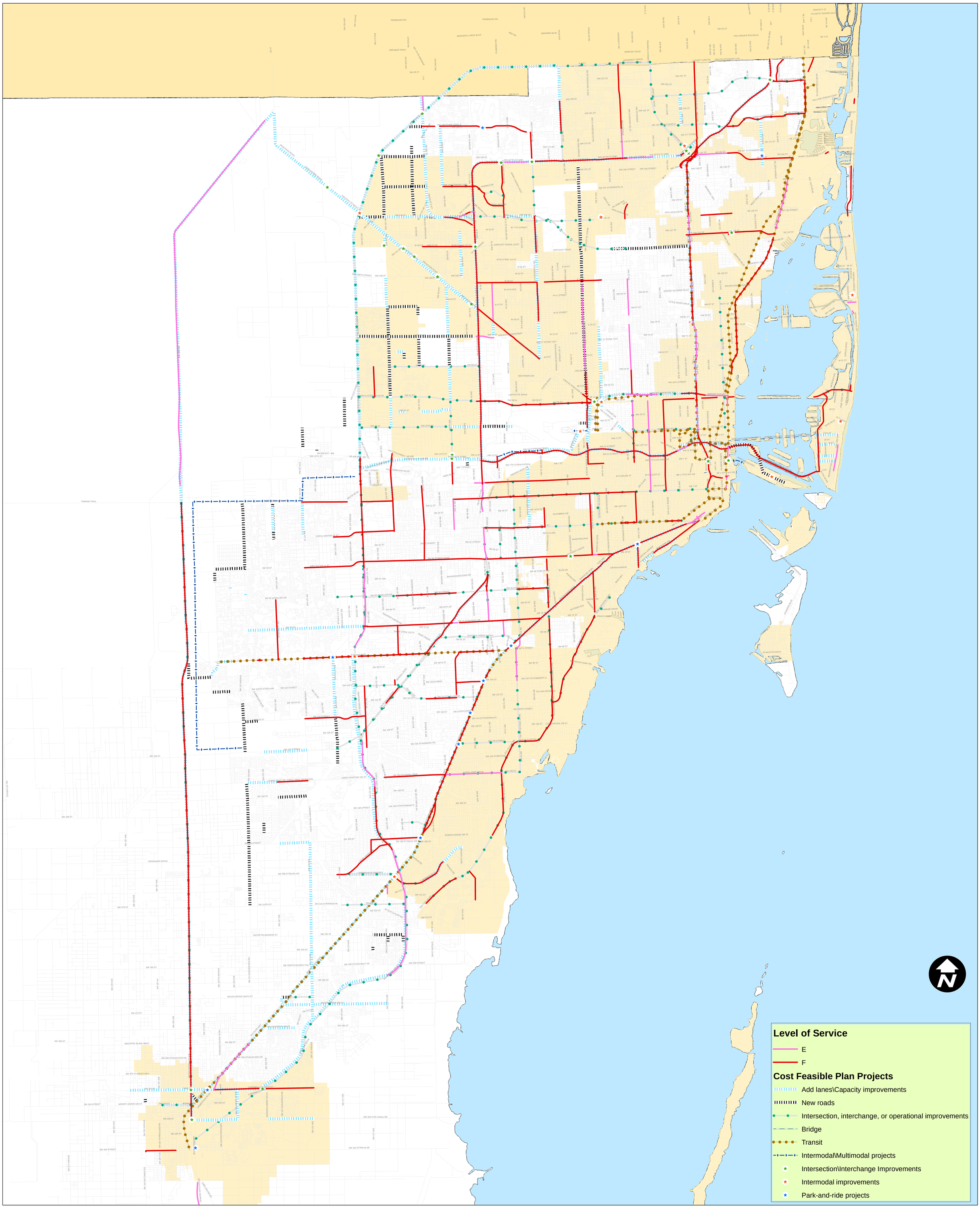
East-West Screenline Count Locations (SERPM 2010)



Appendix F
2035 LRTP Cost Feasible Projects

ARTERIAL GRID ANALYSIS STUDY - PHASE II

Level of Service Deficiencies and 2035 Cost Feasible Plan Projects

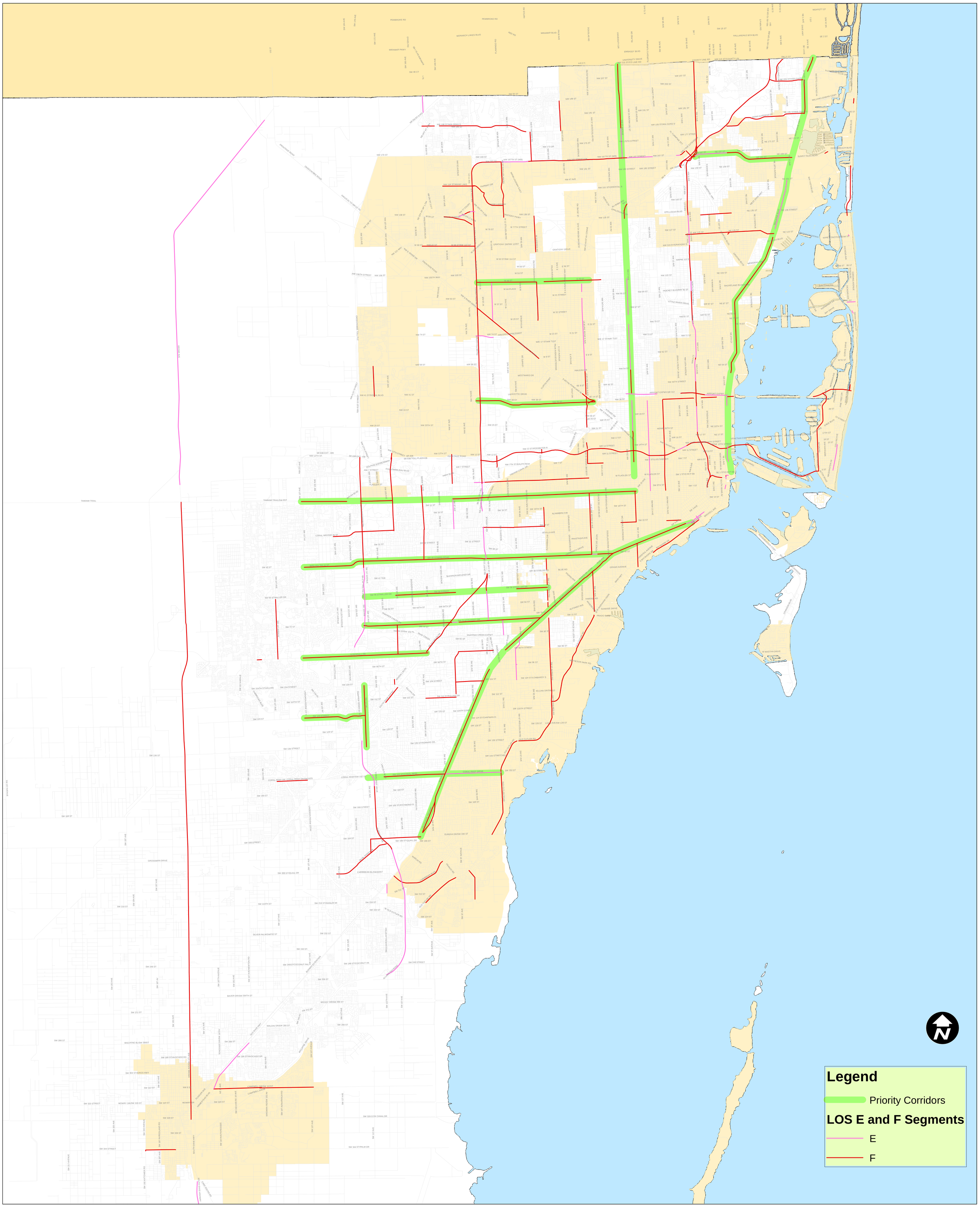


Appendix G
Priority Corridors and Recommendations

Map 1 –
Priority Corridors

ARTERIAL GRID ANALYSIS STUDY - PHASE II

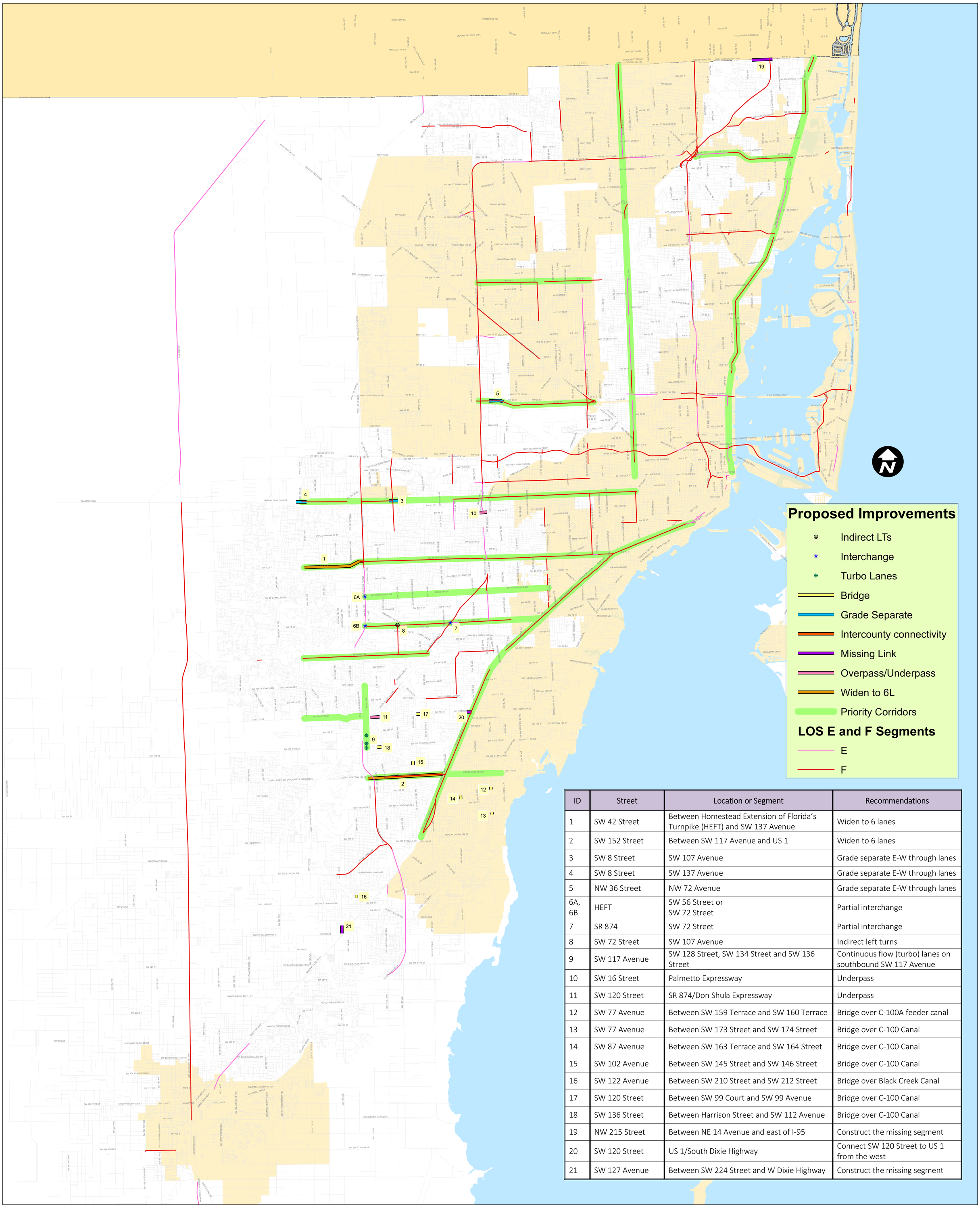
LOS Deficiencies and Priority Corridors



Map 2 –
Recommended Improvements

ARTERIAL GRID ANALYSIS STUDY - PHASE II

Arterial Grid Study Recommendations



ID	Street	Location or Segment	Recommendations
1	SW 42 Street	Between Homestead Extension of Florida's Turnpike (HEFT) and SW 137 Avenue	Widen to 6 lanes
2	SW 152 Street	Between SW 117 Avenue and US 1	Widen to 6 lanes
3	SW 8 Street	SW 107 Avenue	Grade separate E-W through lanes
4	SW 8 Street	SW 137 Avenue	Grade separate E-W through lanes
5	NW 36 Street	NW 72 Avenue	Grade separate E-W through lanes
6A, 6B	HEFT	SW 56 Street or SW 72 Street	Partial interchange
7	SR 874	SW 72 Street	Partial interchange
8	SW 72 Street	SW 107 Avenue	Indirect left turns
9	SW 117 Avenue	SW 128 Street, SW 134 Street and SW 136 Street	Continuous flow (turbo) lanes on southbound SW 117 Avenue
10	SW 16 Street	Palmetto Expressway	Underpass
11	SW 120 Street	SR 874/Don Shula Expressway	Underpass
12	SW 77 Avenue	Between SW 159 Terrace and SW 160 Terrace	Bridge over C-100A feeder canal
13	SW 77 Avenue	Between SW 173 Street and SW 174 Street	Bridge over C-100 Canal
14	SW 87 Avenue	Between SW 163 Terrace and SW 164 Street	Bridge over C-100 Canal
15	SW 102 Avenue	Between SW 145 Street and SW 146 Street	Bridge over C-100 Canal
16	SW 122 Avenue	Between SW 210 Street and SW 212 Street	Bridge over Black Creek Canal
17	SW 120 Street	Between SW 99 Court and SW 99 Avenue	Bridge over C-100 Canal
18	SW 136 Street	Between Harrison Street and SW 112 Avenue	Bridge over C-100 Canal
19	NW 215 Street	Between NE 14 Avenue and east of I-95	Construct the missing segment
20	SW 120 Street	US 1/South Dixie Highway	Connect SW 120 Street to US 1 from the west
21	SW 127 Avenue	Between SW 224 Street and W Dixie Highway	Construct the missing segment

Appendix H
Literature Review Summary

Literature Review Summary

Improvements Recommended in Prior Studies

Grade Separation Study

(The Corradino Group, 2005)

The following locations are located on roadways with existing LOS E or F:

- SW 8 Street at SW 107 Avenue (grade separation on SW 8 Street)
- SW 8 Street at SW 87 Avenue (grade separation on SW 8 Street)
- SW 27 Avenue at South Dixie Highway (grade separation on South Dixie Highway)
- SW 88 Street at SW 127 Avenue (grade separation on SW 88 Street)
- NW 36 Street at NW 72 Avenue (grade separation on NW 36 Street)

Superarterial Network Study

(Parsons Brinkerhoff Quade & Douglas, 1998)

The following locations are located on roadways with existing LOS E or F:

- SW 88 Street at SW 137 Avenue (grade separation on SW 88 Street)
- SW 8 Street at SW 137 Avenue (grade separate – direction not identified, all or some E-W could be grade separated; bridge on the north side of intersection make N-S grade separation difficult)
- Widen SW 72 Street in the near SW 117 Avenue
- Widen SW 40 Street west of SW 117 Avenue (segment between US 1 and SW 137 Avenue is LOS F)
- SW 40 Street at SW 107 Avenue (grade separate – direction not identified, E-W appears to be logical given the higher volume; all or some E-W could be grade separated)

SW 152 Street Corridor Transportation Study

(Gannett Fleming, 2008)

- Widen SW 152 Street to 6 lanes between SW 117 Avenue and US 1
- SW 136 Street Ramp Connector to SR 874
- Improve connections to SW 177 Avenue (from SW 152 Street, SW 136 Street, and SW 184 Street)
- BRT along SW 152 Street between Dadeland South and SW 107/137 Avenue

Indirect left turns

(David Plummer & Associates, 2008)

The following locations are located on roadways with existing LOS E or F:

- SW 72 Street at SW 107 Avenue
- NW 27 Avenue at NW 20 Street\N River Drive

Adding Turbo Lanes to T-Intersection Study

(David Plummer & Associates, 2010)

The following locations are located on roadways with existing LOS E or F:

- SW 117 Avenue at SW 128 Street (southbound)
- SW 117 Avenue at SW 134 Street (southbound)
- SW 117 Avenue at SW 136 Street (southbound)
- Ives Dairy Road at NE 800 Block (southwestbound)
- Ives Dairy Road at NE 195 Street (southwestbound)
- NW 12 Street at NW 84 Avenue (eastbound)
- NW 12 Street at NW 78 Avenue (eastbound)
- NW 25 Street at NW 84 Avenue (westbound)
- SW 24 Street at SW 11900 Block (eastbound)

Implementation Plan for Northeast Corridor Traffic Study

(Kimley-Horn, 2010)

- Miami Gardens Drive at West Dixie Highway (Restripe northbound approach)
- NW 167 Street at NW 2 Avenue (Restripe northbound approach)
- Biscayne Boulevard at NE 163 Street (Grade separate north-south lanes)
- Biscayne Boulevard at NE 135 Street (Restripe eastbound approach)
- West Dixie Highway between NE 163 Street and County Line Road (Widen from 2L to 4L)
- NE 135 Street Reversible Lane between NE 16 Avenue and US 1 (Feasibility study)
- Intermodal Center (transit hub) at Biscayne Boulevard and NE 163 Street
- Intermodal Center (transit hub) at NE 125 Street and FEC Railroad

Central Dade Transport Zone

(Kimley-Horn, 2008)

- Grade separation of one westbound through lane on NW 12 Street at NW 87 Avenue
- Connect northbound NW 117 Avenue to Turnpike at NW 41 Street