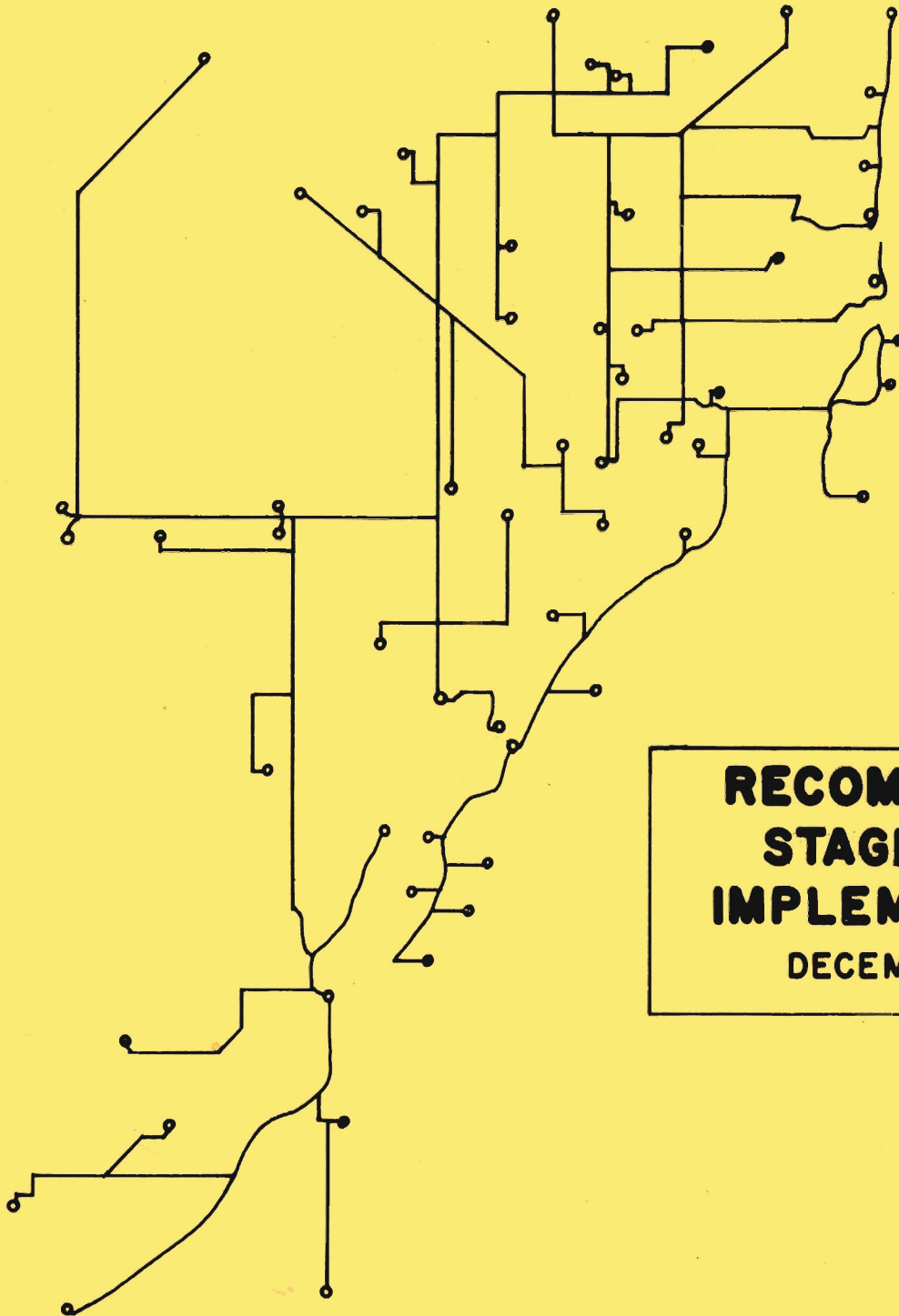


**2000 UP-DATE  
SUPPLEMENTAL REPORT**

**S-1**



**RECOMMENDED  
STAGING OF  
IMPLEMENTATION  
DECEMBER, 1978**

**METROPOLITAN PLANNING ORGANIZATION**

TRANSPORTATION PLAN FOR METROPOLITAN DADE COUNTY, FLORIDA  
LONG-RANGE ELEMENT - SUPPLEMENTAL REPORT

RECOMMENDED STAGING OF IMPLEMENTATION

prepared by the

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December, 1978

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## FOREWORD

A transportation planning effort undertaken in Dade County in the mid-1960's provided major long-range proposals for five transportation elements: highways, mass transit, seaports, airports, and terminals. The proposals were based, in part, on the area's 1985 General Land Use Master Plan adopted in 1965. In the mid-1970's a Comprehensive Development Master Plan was prepared as an update to the General Land Use Master Plan. The Comprehensive Development Master Plan, adopted by the Dade County Commission in March of 1975, sets forth comprehensive goals, policies, and guidelines for overall development, and it includes "Metropolitan Development Pattern" maps for the years 1985 and 2000.

Based on land use and other socio-economic forecasts associated with the Comprehensive Development Master Plan, travel demands were forecast to the year 2000. Over twenty transit and highway alternatives were developed, analyzed and evaluated on the bases of their cost-effectiveness to meet future travel needs, to support land use policies and economic objectives, to conserve energy, to preserve the natural environment, and to enhance the quality of community life. The best alternatives were selected and subjected to considerable public review and comment. The year 2000 transportation plan that emerged from this process consists of the following components:

- Major physical improvements to the area's highway and transit system,
- Traffic operations and bus operations improvements, and
- Strategies to reduce future peak period vehicular travel demands.

The fixed transit and highway facility components of the transportation plan, as well as the statement of a transportation goal and six objectives were adopted by the Dade County Commission and Metropolitan Planning Organization on July 19, 1978.

Funding and other constraints dictate that the adopted plan be implemented in phases to the year 2000. As a plan refinement step, this supplemental report presents the recommended staging of implementation of the fixed transit and major roadway improvements included in the adopted long-range transportation plan. This report is intended to be used as a guide for converting the long-range transportation plan into a useable reality for the traveling public.

## PLAN IMPLEMENTATION PROCESS

The adoption of a long-range transportation plan on July 19, 1978 by the Board of County Commissioners and the Metropolitan Planning Organization signifies long-range policy guidance and a major step toward providing a balanced, cost-effective ground transportation system to meet the travel needs of Dade's existing population, future residents, and visitors to the area. The plan which was adopted included a statement of transportation goal and objectives together with specific descriptions of fixed transit and major highway facilities for the year 2000 (See Figure 1). To achieve the ground transportation system adopted for the year 2000, Stage I of the rapid transit system must be built and operated, substantial extensions must be made to this first rapid transit stage, existing streets must be improved, and numerous existing arterials must be extended to areas undergoing land use intensification as envisioned in the "2000 Conceptual Development Pattern" map of the Comprehensive Development Master Plan.

A portion of the adopted arterial street network will be achieved through the subdivision process as developing areas of the County undergo land use change. Streets will be constructed by private developers and added to the existing network in these areas, and additional street rights-of-way will be dedicated for public use. To complement the improvements achieved through the subdivision process, a substantial investment of public funds will be required to complete the expressway and arterial street network adopted for the year 2000. Similarly, a substantial public investment will be required to complete the fixed transit facilities contained within the adopted plan.

Funding and other constraints dictate that the adopted plan be implemented in sequential steps and that individual construction projects be developed and performed. Prior to the award of a construction contract, necessary rights-of-way have been acquired; design plans, specifications, and estimates have been prepared; appropriate hearings have been held; and project authorization and funding have been secured. The duration of a major construction contract plus the time for these pre-construction activities generally takes five years.

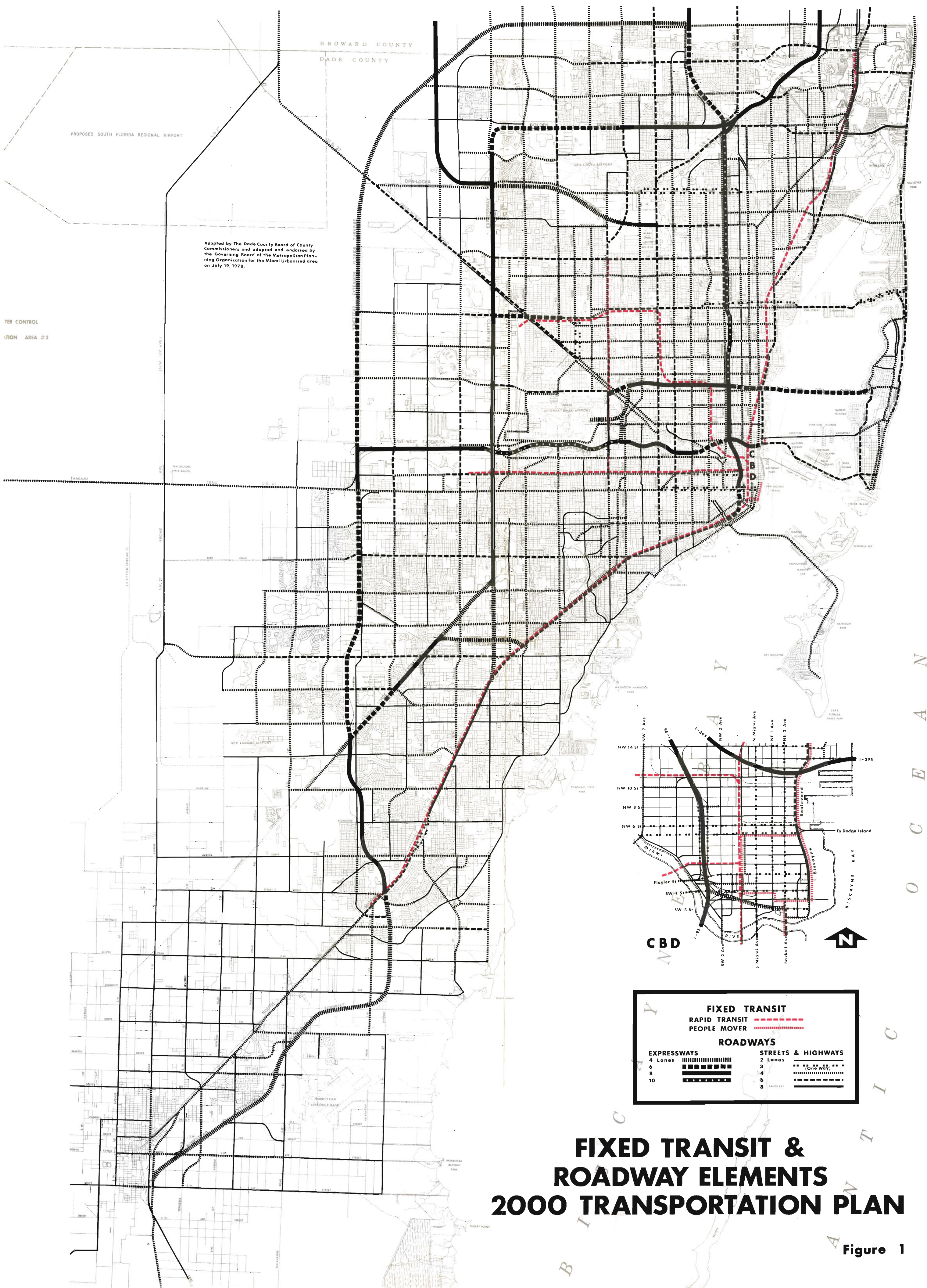
To assist in the management and coordination of numerous projects in various phases of development in a five year interval, the Metropolitan Planning Organization maintains an up-to-date Transportation Improvement Program document. The Transportation Improvement Program lists specific highway and transit and other transportation projects, source of project funding, project cost and the type of work to be undertaken for each project in each of the five years (such as preliminary engineering, right-of-way acquisition, and so on).

Proposed projects considered for inclusion in the Transportation Improvement Program come from two sources: (1) projects from the short-range transportation system management element<sup>1</sup> of the transportation plan and (2) projects developed as a result of refinements made to the long-range element of the transportation plan. Plan refinement steps include staging of the long-range plan, feasibility studies as required, corridor location studies, mode selection, and other refinements as may be found to be necessary. As one of several long-range plan refinement steps, this staging study examines the general sequence in which various physical components of the long-range plan should be introduced as a series of projects into the Transportation Improvement Program.

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<sup>1</sup> The transportation system management element addresses short-range measures required to make more efficient use of existing highway facilities and transit services through various operational and other traffic management techniques.







## STAGING OBJECTIVES

The objective of this staging plan is to identify specific series of projects from the long-range transportation plan for sequential implementation in a manner which optimizes certain parameters that describe the efficient provision of transportation services to the public from now to the year 2000. For instance, one of these parameters could be the minimization of travel disruption by provision of adequate alternative routes within travel corridors prior to reconstruction of an existing major facility. Another example would be the reduction in travel deficiencies in existing travel corridors prior to activating transit or highway projects in areas where travel congestion does not currently exist. To assist in the development of the recommended staging for plan implementation, parameters such as these were termed staging objectives.

Before the recommended staging plan was developed the following staging objectives were defined:

1. Correct existing travel deficiencies first.
2. Provide transit and highway facilities at the time travel demand for their use dictates.
3. Provide fixed transit and highway segments that are operationally feasible.
4. Enhance implementation of 1985 and 2000 land use development patterns of the Comprehensive Development Master Plan, particularly activity centers.
5. Do not disrupt existing project production schedules.
6. Minimize travel disruption during construction by providing alternate transit and/or highway facilities in high demand corridors prior to the reconstruction of existing major facilities.

7. Reduce the amount of reconstruction activity to be done during the service life of a facility.
8. Distribute similar forms of improvements uniformly over time.

The first of the staging objectives above expresses the concept that the limited amount of public funds available for transportation should be invested in those areas where needs are already evident. This objective is closely associated with the second. The second itemized statement above deals in a broader sense than the first for those situations in which all deficiencies may have been corrected and no additional demand is anticipated. In these situations, following the second objective, no additional investments should be made. In essence, it would be unwise to provide transportation facilities if the demand for their use was non-existent or not anticipated in the near future. Viewed from another perspective, the second statement means that the supply of transportation facilities and services should keep pace with travel demands.

The third objective on the operation of highway or transit segments is also closely tied to the second objective. If, for instance, certain segments of a fixed transit line were constructed but did not allow a connection to a rail car maintenance area, then the segment could not be operated or opened for use. In this case there would be no return on investment through provision of service to the traveler.

Transportation facilities and services make land accessible. Differing levels of accessibility may make different parcels of land develop at different times and/or to differing degrees of intensity. Accessibility is one of many factors considered by the private sector in making land purchases and in proposing changes to existing land uses. The fourth staging objective was developed on this basis to ensure that

public investment in ground transportation can be orientated in certain ways and in certain geographic areas that will enhance the potential for land use changes to follow a logical and reasonably orderly sequence to achieve the 1985 and 2000 development patterns associated with the Comprehensive Development Master Plan.

At the current time numerous projects are in various stages of development and a five year listing is contained in the Transportation Improvement Program. An average of five or more years will have elapsed from project conception to the opening for actual use. If a staging plan were developed which placed many of the projects now in the Transportation Improvement Program toward the later part of the century, a serious void would exist in the near future in terms of providing improved facilities. New projects could be developed, but could not be implemented fast enough to fill this void. By following the fifth objective serious voids related to production will not occur.

The sixth and seventh objectives are closely related. In both objectives, transportation user disruption is meant to be diminished through the way in which different projects are staged (rather than solely through the proper maintenance of traffic during a construction project). By following the sixth objective, major reconstruction of a heavily traveled route would follow the stage of implementation recommended for nearby fixed transit and/or highway facilities. (Where the recommended stages of implementation are identical for projects serving the same travel demand corridor, the intent of the sixth objective can be achieved by carefully sequencing projects within the Transportation Improvement Program).

The seventh objective has additional ramifications. The various components of a roadway or a fixed transit facility have service lives just as any capital item such as an automobile or the structure of a house has a service life. If



one component of a roadway fails, such as the level of capacity provided, there may be other components which still have considerable life remaining. Unfortunately, when a major capacity improvement to a roadway is made, there are few items which have any salvage value, such as curbs and gutters. They are destroyed and replaced. This is not true for all components (right-of-way for instance), but it is true for many, depending on the extent of the reconstruction. This seventh objective, then, is directed at achieving full use of the public investment made.

The eighth objective is intended to alleviate surges in eventual replacement demands. As a general rule, such surges are expensive due to the normal supply/demand/price relationship as well as the additional expenses required to rapidly expand and then contract the number of administrative and other personnel required to complete projects. Granted, there may be economies of scale involved in the replacement of certain components in one year and other components in the next. However, the eighth objective is meant to apply in those situations where economies of scale provide less savings than the additional expenses incurred due to supply/demand relationships form private suppliers of transportation products (such as road contractors, bus manufactures, and so on).

## THE RECOMMENDED STAGING PLAN

The adopted fixed transit and highway facility improvements of the long-range transportation plan contain sufficient specificity to permit elements to be prioritized and staged for implementation in a manner which accommodates land use development and travel demand changes to the year 2000. The eight staging objectives enabled staff from the Florida Department of Transportation's Fort Lauderdale and Tallahassee offices and Dade County's Office of Transportation Administration, Public Works, Traffic and Transportation, and Planning Departments to develop a recommended staging of implementation of individual components within the adopted plan. In developing the recommended staging plan close attention was given to the 1985 and 2000 Development Patterns of the Comprehensive Development Master Plan, the short-range Transportation Improvement Program, and travel demand assignments on individual segments of the fixed transit facilities and highways of the adopted transportation plan. The recommended staging plan is meant to be used as a guide for the inclusion of new projects in the annually-updated Transportation Improvement Program.

Unresolved funding for the entire plan, flexibility of the plan itself, and other known variables that can alter plan implementation make it impractical to design a year-by-year staging sequence to the year 2000. A staging plan with annual elements to the year 2000 would be ephemeral. Year-by-year sequencing of plan implementation activities can be appropriately accommodated within the Transportation Improvement Program.

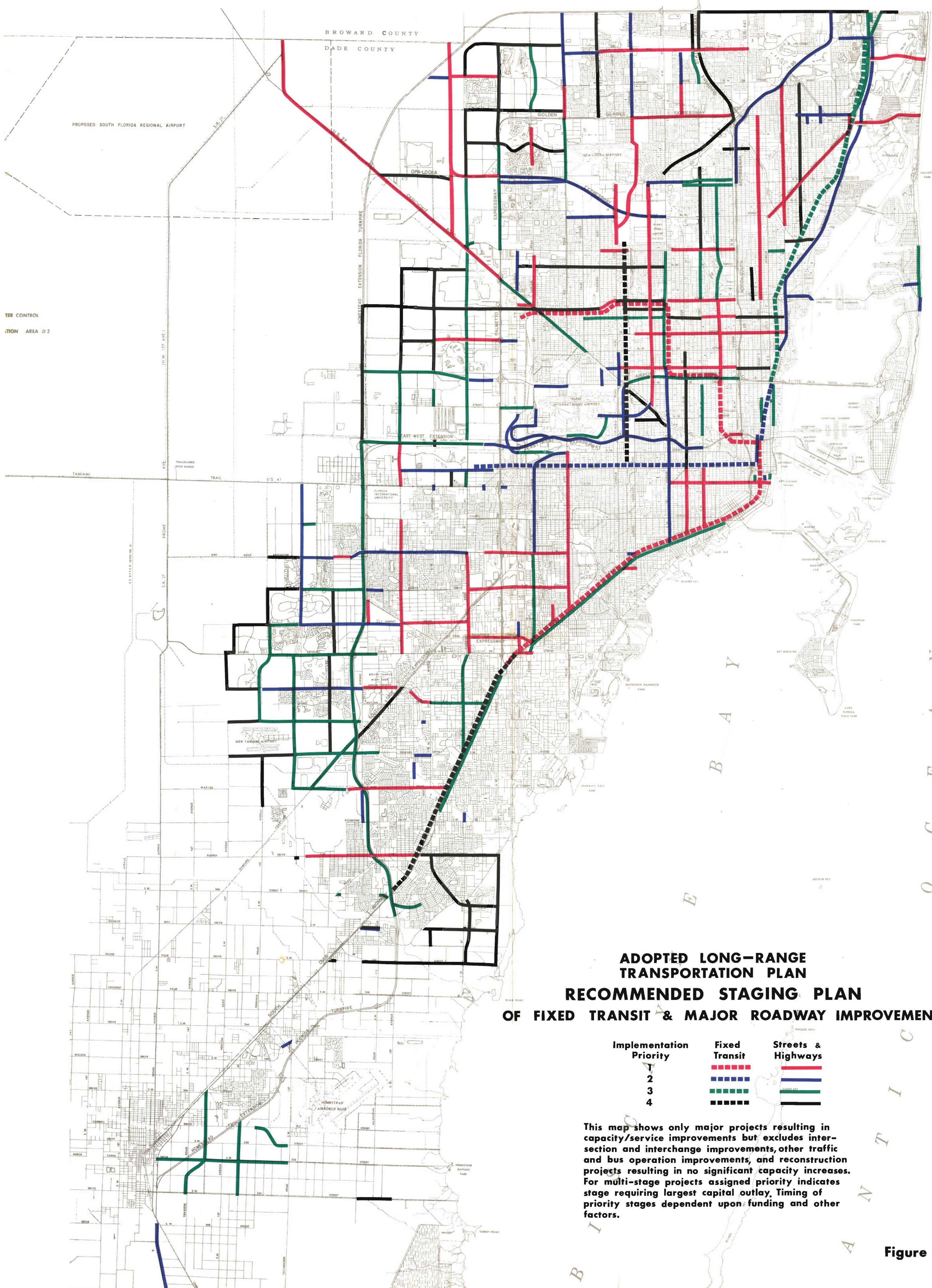
As mentioned, funding is a very important consideration in the development of a staged plan. In development of the recommended four-phase improvement schedule shown in Figure 2, it was assumed that the future problems to arise by attempting to fund transportation improvements from existing revenue

sources will not be fully resolved within the next five or six years. However, it was assumed that additional revenue sources will be found, gradually effectuated, and available for project implementation in increasing amounts after 1986. Although potential revenue sources to supplement the existing funding for transportation improvements of the adopted plan have been identified, viable and balanced additional revenue sources are not yet available for complete funding of the plan's public capital and operating expenses. Additional detailed study, public discussion and deliberation will be required before additional funding sources are acted upon and become available to assist in plan implementation. Thus, in reviewing the recommended four-phase sequence for plan implementation shown in Figure 2, it should not be assumed that the stages are of equal duration.

The adopted year 2000 transportation plan is not meant to be inflexible to change over the years. Various proposals within the plan likely will be changed over the next 22 years. Through a continuous monitoring process the Metropolitan Planning Organization intends to endorse, refine or modify the current plan on an annual basis to keep the plan up-to-date and in line with priority shifts that may be necessary from time to time. Thus, the recommended four-phase staging plan of Figure 2 may need to be modified in the future.

The recommended staging plan of Figure 2 is only one of many refinements to be made to the adopted transportation plan. Feasibility studies, corridor location and design activities, and other refinements will be made as required in the future. The extensions to the Stage I rapid transit system shown in Figures 1 and 2, for example, must go through at least one more set of detailed planning analyses before specific transit modes are decided. Only after these decisions are reached can the preliminary engineering, final design and other implementation activities be started.





TER CONTROL  
ITION AREA #3

**ADOPTED LONG-RANGE  
TRANSPORTATION PLAN  
RECOMMENDED STAGING PLAN  
OF FIXED TRANSIT & MAJOR ROADWAY IMPROVEMENTS**

Implementation Priority	Fixed Transit	Streets & Highways
1	Red dashed line	Red solid line
2	Blue dashed line	Blue solid line
3	Green dashed line	Green solid line
4	Black dashed line	Black solid line

This map shows only major projects resulting in capacity/service improvements but excludes intersection and interchange improvements, other traffic and bus operation improvements, and reconstruction projects resulting in no significant capacity increases. For multi-stage projects assigned priority indicates stage requiring largest capital outlay. Timing of priority stages dependent upon funding and other factors.

Figure 2



The magnitude of the four general phases of implementation recommended to accomplish provision of major highway and fixed transit improvements within the year 2000 plan is summarized in Table 1. As the table indicates, a disproportionate level of expressway construction is recommended to occur during the earlier phases in comparison to that proposed during the later phases. On the other hand, arterial street capacity improvements and the extent of fixed transit improvements beyond Phase 1 are fairly uniform.

Table 1

SUMMARY OF STAGING ELEMENTS

PROGRAM PRIORITY	COMPONENT OF ADOPTED PLAN					
	FIXED TRANSIT		HIGHWAYS			
	Line Miles	Percent of Capital Cost	EXPRESSWAYS		ARTERIALS	
Lane Miles			Percent of Capital Cost	Lane Miles	Percent of Capital Cost	
1	20.6	41.8	59.2	30	234.4	31
2	11.3	23.9	57.0	48	189.6	24
3	11.0	14.5	59.2	16	245.0	24
4	15.1	19.8	19.0	6	273.5	21
Total	58.0	100%	194.4	100%	942.5	100%

It must be pointed out, that for clarification purposes, only major segments of roadway and fixed transit facilities where major capacity/service improvements are proposed have been illustrated in Figure 2. Due to difficulties in graphically illustrating and accurately forecasting long-range capacity/service improve-

ments for street intersection and expressway interchange modifications and bus operational improvements, the recommended staging plan of Figure 2 excludes such improvements (although the costs for these improvements at a system-wide level have been included as part of the transportation plan). Also excluded from Figure 2 are projects which represent a reconstruction of an existing arterial where no substantial capacity improvement is made, but where structural or other changes will be required to maintain the current capacity level.

Figure 2 depicts the recommended stage where major costs will be incurred in providing greater levels of roadway capacity and service and greater transit service and capacity by the year 2000. It does not necessarily represent the general timing of the actual capacity/service improvement in those situations where intermediate stages of improvement are envisioned for a specific project. For instance, if an existing four-lane roadway in relatively poor structural condition is envisioned to be totally reconstructed in the next five years as a four-lane divided facility with improved drainage and with ample median width to allow the later addition of two lanes at relatively low cost to transform the facility to six lanes, then the recommended staging for this roadway in Figure 2 is shown in the Priority #1 stage; however, the capacity improvement made in transforming the facility from four to six lanes may not occur until a much later stage. Table 2 has been prepared to more accurately described these situations and to more accurately describe the project limits and types of improvements recommended to be undertaken in each of the four sequential time frames.

In addition to staging, other refinements to the long-range plan will be required in order to convert individual proposals within the plan into specific projects. Nonetheless, the recommended staging plan provides a guide for incorporating new projects into the annually-updated Transportation Improvement Program for implementation. The recommended staging plan described



here represents a first step toward converting the long-range transportation plan into a useable reality for the traveling public.

Table 2

LISTING OF STAGED IMPROVEMENTS

FIXED TRANSIT IMPLEMENTATION

<u>CORRIDOR</u>	<u>FROM - TO</u>	<u>LINE MILES</u>
PROGRAM PRIORITY #1		
South Dixie Hwy.	Dadeland Blvd. - Miami River	9.3
N-S Downtown	Miami River - N.W. 11th Street	1.1
N.W. 11 Street	F.E.C. Tracks - Dolphin Expwy.	0.9
N-S Civic Center	Dolphin Expwy. - Airport Expwy.	1.8
Airport Expwy.	N.W. 12 Avenue - N.W. 27 Ave.	1.4
N.W. 27 Avenue	Airport Expwy. - N.W. 79 Street	2.2
N.W. 74/79 Street	N.W. 27 Avenue - Okeechobee Road	3.9
	Total	<u>20.6</u>
PROGRAM PRIORITY #2		
Flagler Street	W. 84 Avenue - Downtown Gov't Center	8.6
Fla. East Coast R.R.	Downtown Gov't Center - N.E. 33 Street	2.7
	Total	<u>11.3</u>
PROGRAM PRIORITY #3		
Fla. East Coast R.R.	N.E. 33 Street - N.E. 196 Street	11.0
	Total	<u>11.0</u>
PROGRAM PRIORITY #4		
South Dixie Hwy.	S.W. 211 Street -	8.3
LeJeune/Douglas	W. Flagler Street - N.W. 106 Street	6.8
	Total	<u>15.1</u>

Table 2 Cont. -

LISTING OF STAGED IMPROVEMENTSHIGHWAY IMPLEMENTATION

## PROGRAM PRIORITY #1

FACILITY	FROM - TO	CENTER LINE MILES	NEW LANE MILES
<u>EXPRESSWAYS:</u>			
① I-75	S.R. 826 - Broward County Line	5.1	40.8
x ② Snapper Creek Exwy	S.W. 87th Avenue - S. Dixie Highway	1.8	7.2
③ S.R. 826	N.W. 37th Avenue - Golden Glades Int.	3.3	11.2
	EXPRESSWAY TOTAL	10.2	59.2
<u>ARTERIALS:</u>			
⑤ N.E. 6th Avenue	Biscayne Canal - Miami Gardens Drive	4.5	9.0
x ⑥ S.W. 7th Street	S.W. 27th Avenue - S. Dixie Highway	3.0	3.0
⑦ N.W. 12th Avenue	S.R. 112 - N.W. 79th Street	2.5	5.0
⑧ N.W. 14th Street	N.W. 10th Avenue - I-95	0.4	0.8
⑨ S.W. 17th Avenue	S. Dixie Highway - W. Flagler Street	1.9	3.8
⑩ S.W. 22nd Avenue	S. Dixie Highway - W. Flagler Street	2.0	4.0
⑪ N.W. 22nd Avenue	S.R. 826 - Miami Gardens Drive	1.0	2.0
⑫ N.W. 32nd Avenue	N.W. North River Drive - N.W. 135th St.	4.0	8.0
⑬ S.W. 40th Street	S.W. 82nd Avenue - S.W. 57th Avenue	2.5	3.4
⑭ S.W. 42nd Street	S.W. 127th Avenue - S.W. 122nd Avenue	0.5	1.0
⑮ N.W. 42nd Avenue	N.W. 108th Street - N.W. 135th Street	1.7	4.4
⑯ N.W. 42nd/37th Ave.	N.W. 114th Street - S.R. 826	3.5	14.0
⑰ N.W. 46th Street	N.W. 42nd Avenue - N.W. 7th Avenue	3.5	7.0
⑱ S.W. 56th Street	S.W. 87th Avenue - S.W. 57th Avenue	3.0	5.0
⑲ S.W. 57th Avenue	S. Dixie Highway - N.W. 7th Street	4.7	9.4
⑳ N.W. 57th Avenue	S.R. 826 - Miami Gardens Drive	1.0	2.0
㉑ N.W. 58th Street	N.W. 97th Avenue - S.R. 826	2.0	4.0
㉒ N. 62nd Street	N.W. 37th Avenue - Biscayne Boulevard	4.5	1.4
㉓ S.W. 62nd Avenue	S. Dixie Highway - S.W. 64th Street	0.8	1.6
㉔ N.W. 67th Avenue	N.W. 74th Street - N.W. 100th Street and bridge over Miami Canal	1.7	3.6
㉕ N.W. 67th Avenue	N.W. 142nd Street - Kingsmoor Way	1.4	2.8
㉖ N.W. 71st Street	N.W. 17th Avenue - N.W. 7th Avenue	1.0	2.0
㉗ S.W. 72nd Street	S.W. 107th Avenue - S.W. 87th Avenue	2.0	3.2
㉘ S.W. 72nd Avenue	S.W. 88th Street - S.W. 80th Street	0.5	0.7
㉙ N.W. 74/79 St. Conn.	N.W. 47th Avenue - N.W. 42nd Avenue	0.6	2.4
㉚ N.W. 79th Street	N.W. 27th Avenue - N.W. 7th Avenue	2.0	2.5
㉛ S.W. 87th Avenue	S.W. 88th Street - S.W. 40th Street	3.0	6.0
㉜ S.W. 88th Street	S. Dixie Highway - S.W. 67th Avenue	0.4	0.8
㉝ N.W. 92nd Avenue	Okeechobee Road - I-75	1.8	7.2
㉞ N.W. 103rd Street	N.W. 47th Avenue - SCL Overpass	1.0	0.0
㉟ N.W. 103rd Street	N.W. 26th Avenue - N.W. 7th Avenue	2.0	4.0
㊱ S.W. 107th Avenue	S.W. 88th Street - S.W. 24th Street	4.0	9.0
㊲ W. 107th Avenue	S.W. 8th Street - S.R. 836	1.3	2.6

Table 2 cont. -

Program Priority #1 - cont. -

FACILITY		FROM - TO	CENTER- LINE MILES	NEW LANE MILES
(Arterials - cont. -)				
36	S.W. 117th Avenue	S.W. 72nd Street - Snapper Creek Drive	0.7	1.4
37	S.W. 152nd Street	S.W. 122nd Avenue - S. Dixie Highway	3.0	6.0
38	S.W. 184th Street	S.W. 134th Avenue - S. Dixie Highway	3.3	6.6
39	N.W. 186th Street	I-75 - N.W. 77th Avenue	1.5	4.0
40	N.W. 199th Street	N.W. 47th Avenue - N.W. 2nd Avenue	4.5	12.2
42	Grand Avenue	S. Dixie Highway - S.W. 37th Avenue	0.5	1.0
43	Killian Parkway	S.W. 117th Avenue - S.W. 97th Avenue	1.8	7.2
45	N. Miami Avenue	N. 79th Street - N. 167th Street	5.6	11.2
47	Okeechobee Road	S.R. 826 - Broward County Line	10.0	31.0
48	S.R. 852 (192 Street Causeway)	Biscayne Boulevard - A1A	1.7	10.2
49	Sunny Isles Boulevard	Biscayne Boulevard - A1A	2.0	8.0
51	West Dixie Highway	N.W. 119th Street - N.E. 167 Street	4.6	0.0
ARTERIAL STREET TOTAL			108.9	234.4

- 4 I-95 HOV
- 6 SW 7th St 8th St - Birchard
- 41 Du Pont Plaza
- 44 Le Jeune Rd. 21st - 36th
- 46 Miami Ave. Bridge
- x 50 Variation Causeway
- 52 NW 95th St NW 27-7th Ave
- 53 NW 36th St. NW 67-77 Ave
- 54 SW 136th St Over canal
- 55 SW 248th St SW 112 Ave - US 1
- 56 Julia Tuttle Causeway Sander Rd S.
- 57 N. Bay Rd @ 174th St.
- 58 W. Flamingo W 42 - W 22 Ave
- 59 W. Flamingo W 42 - W 72 Ave

Table 2 Cont. -

LISTING OF STAGED IMPROVEMENTSHIGHWAY IMPLEMENTATION  
PROGRAM PRIORITY #2

FACILITY	FROM-TO	CENTER- LINE MILES	NEW LANE MILE
<u>EXPRESSWAYS:</u>			
(60) Gragny Parkway	S.R. 826 - N.W. 27th Avenue	5.5	22.0
(61) Interstate-95	N.W. 135th Street - Broward County Line	5.5	11.0
(62) S.R. 836	N.W. 82nd Avenue - N.W. 17th Avenue	6.5	18.0
X S.R. 836/SR 112 Conn.	S.R. 836 - S.R. 112	1.5	6.0
	EXPRESSWAY TOTAL	19.0	57.0
<u>ARTERIALS:</u>			
(63) N.W. 1st Avenue	S.W. 1st Street - N.W. 14th Street	1.0	4.0
(64) S.W. 8th Street	S.R. 826 - Tamiami Canal Road	0.2	0.4
(65) N.E. 12th Avenue	N.E. 163rd Street - N.E. 167th Street	0.3	0.6
(66) N.E. 15th Avenue	N.E. 163rd Street - N.E. 171st Street	0.5	1.0
(68) N.W. 22nd Avenue	N.W. 183rd Street - N.W. 200th Street	1.0	2.0
(69) S.W. 27th Avenue	S. Dixie Highway - N.W. 46th Street	5.0	10.0
(70) NW 32/37 Avenue	NW 21 St. - NW N River Dr. & bridge	0.8	3.2
(72) N.W. 36th Street	N.W. 67th Avenue - N.W. 57th Avenue	1.0	2.0
(73) N.W. 36 Street Ext.	N.W. 87th Avenue - N.W. 79th Avenue	0.8	3.2
(74) N.W. 37th Avenue	S.R. 826 - Broward County Line	3.0	6.0
(75) S.W. 40th Street	Ponce de Leon - S. Dixie Highway	0.4	0.8
(76) S.W. 40th Street	S.W. 122nd Avenue - S.W. 87th Avenue	3.6	7.2
(77) S.W. 42nd Street	S.W. 137th Avenue - S.W. 127th Avenue	1.0	2.0
(78) N.W. 42nd Avenue	N.W. 36th Street - N.W. 54th Street	1.0	2.0
(79) N.W. 46th Street	Okeechobee Road - N.W. 42nd Avenue	0.3	0.6
(80) N.W. 47th Avenue	N.W. 36th Street - Royal Poinciana	0.5	1.0
(81) S.W. 56th Street	H.E.F.T. - S.W. 112th Court (Bridge)	0.6	1.7
(82) N.W. 57th Avenue	N.W. 183rd Street - Broward County Line	2.0	8.0
(83) N.W. 58th Street	N.W. 77th Avenue - N.W. 72nd Avenue	0.5	1.0
(84) 67 Ave/Tamiami Canal Road	S.W. 40th Street - N.W. 57th Avenue	4.0	8.0
(85) 71st/72nd Street	Rue Versailles - A1A and bridge	0.7	2.1
(86) N.W. 72nd Ave. (Reloc.)	N.W. 7th Street - N.W. 22nd Street	1.5	0.0
(87) S.W. 72nd Avenue	S.W. 80th Street - S.W. 72nd Street	0.5	1.0
(88) N.W. 72nd Avenue	Okeechobee Road - N.W. 103rd Street	1.3	5.5
(89) S.W. 72nd Street	S.W. 137th Avenue - S.W. 107th Avenue	3.0	6.0
(90) S.W. 72nd Street	S.W. 62nd Avenue - S. Dixie Highway	0.3	0.6
(91) N.E. 81st Street	Biscayne Boulevard - Biscayne Bay	0.7	0.7
(92) S.W. 82nd Avenue	Bridge over Tamiami Canal	0.1	0.5
(93) S.W. 87th Avenue	S.W. 168th Street - SW 163 Ter. & bridge	0.5	1.0
(94) N.W. 97th Avenue	Bridge over Tamiami Canal	0.1	0.2
(95) S.W. 102nd Avenue	S.W. 146th Street - S.W. 140th Street	0.3	0.6
(96) S.W. 104th Street	S.W. 147th Avenue - S.W. 117th Avenue	3.0	8.0
(97) S.W. 117th Avenue	S.W. 168th Street - S.W. 152nd Street	1.0	2.0
(98) N.W. 119th Street	N.W. 57th Avenue - N.W. 42nd Avenue	1.5	3.0
(99) S.W. 120th Street	Bridge at S.W. 99th Court	0.1	0.2
(100) S.W. 136th Street	S.W. 102nd Avenue - S.W. 97th Avenue	0.5	1.0
(101) S.W. 137th Avenue	S.W. 72nd Street - S.W. 8th Street	4.2	10.0



Table 2 cont. -

Program Priority #2 - cont. -

FACILITY	FROM-TO	CENTER- LINE MILES	NEW LANE MILES
(Arterials - cont. -)			
(102) N.W. 138th Street	S.R. 826 - N.W. 57th Avenue	2.0	4.0
(103) N.E. 167th Street	NE 9 Ave. - W. Dixie Hwy. - and bridge	1.6	3.2
(104) N.W. 186th Street	H.E.F.T. - I-75	0.5	2.0
(105) N.W. 199th Street	N.W. 57th Avenue - N.W. 2nd Avenue	5.5	11.0
(106) N.E. 203rd Street	Highland Lake Boulevard - U.S. 1	1.0	4.0
(107) S.W. 216th Street	S. Dixie Highway - S.W. 112th Avenue	0.6	1.2
(108) S.W. 273rd Street	S.W. 140th Avenue - S.W. 137th Avenue	0.4	1.6
(109) Biscayne Boulevard	N.E. 54th Street - N.E. 135th Street	5.0	10.0
(110) Biscayne Boulevard	N.E. 135th Street - N.E. 151st Street	1.0	4.0
(111) Biscayne Boulevard	N.E. 151st Street - N.E. 203rd Street	3.7	16.8
(114) Collins Avenue	63rd Street - 67th Street	0.5	1.5
(115) Miami Avenue	Bridge over Miami River	0.6	3.6
(116) Opa-Locka Boulevard	N.W. 32nd Avenue - N.W. 22nd Avenue	1.0	2.0
(117) Perimeter Road	M.I.A.D. Area	2.0	4.0
(118) S. Dixie Highway	Card Sound Road south	3.0	6.0
(120) Terminal Drive	N.W. 37th Avenue - M.I.A.	0.8	1.6
(12) W. Flagler Street	W. 107th Avenue - W. 79th Avenue	2.8	5.6
ARTERIAL STREET TOTAL		78.8	189.6

- (107) SW 2nd Ave. Miami River Br.
- (70) 30th St. NW 7 - 27 Ave
- (112) Buckhead Ave Miami River Br.
- (113) Buckhead Tunnel
- X (119) Ketchikan

Table 2 Cont.

Table 2

LISTING OF STAGED IMPROVEMENTS

Program

HIGHWAY IMPLEMENTATION  
PROGRAM PRIORITY #3

F/

(Arterial)

FACILITY	FROM-TO	
<u>EXPRESSWAYS:</u>		
H.E.F.T.	Caribbean Boulevard - S.R. 874	(102) N.W. 138
H.E.F.T.	S.R. 874 - S.W. 88th Street	(103) N.E. 167
H.E.F.T.	S.W. 88th Street - S.R. 836	(104) N.W. 186
S.R. 112	S.R. 836/112 Connector - I-95	(105) N.W. 199
S.R. 826	N.W. 103rd Street - N.W. 158th S	(106) N.E. 203
S.R. 836	H.E.F.T. - N.W. 82nd Avenue	(107) S.W. 216
	EXPRESSWAY	(108) S.W. 273
		(109) Biscayne
		(110) Biscayne
		(111) Biscayne
		(112) Collins
		(113) Miami Av
		(116) Opa-Lock
		(117) Perimete
		(118) S. Dixie
		(120) Terminal
		(121) W. Flagl
<u>ARTERIALS:</u>		
S.W. 2nd Avenue	Bridge over Miami River	
N.W. 7th Street	N.W. 72nd Avenue - Tamiami Cana	
N.W. 12th Avenue	N.W. 81st Street - Opa-Locka Bo	
N.W. 17th Avenue	N.W. 14th Street - N.W. 36th St	
N.W. 17th Avenue	N.W. 79th Street - N.W. 103rd S	
N.W. 17th Avenue	Miami Gardens Drive - N.W. 200+	
S.W. 24th Street	S.W. 137th Avenue - S.W. 132nd	
N.W. 25th Street	S.R. 826 - N.W. 67th Avenue and change with S.R. 826	
N.W. 27th Avenue	N.W. 46th Street - N.W. 103rd	(67) 54
N.E. 29th Street	N.E. 2nd Avenue - Biscayne Bou	(70) 31
NW 41 St. Extension	H.E.F.T. - NW 87 Ave & interch H.E.F.T.	(112) B
S.W. 56th Street	S.W. 137th Avenue - H.E.F.T.	(113) B
N.W. 57th Avenue	Gratigny Parkway - S.W. 826	(119) X
S.W. 67th Avenue	S.W. 88th Street - S.W. 40th	
N.W. 67th Avenue	N.W. 170th Street - Broward C	
N.W. 71st Street	N.W. 52nd Avenue - N.W. 27th	
S.W. 72nd Street	S.W. 147th Avenue - S.W. 137t	
S.W. 87th Avenue	S.W. 136th Street - S.W. 88th	
S.W. 87th Avenue	S.W. 8th Street - West Flagle	
N.W. 87th Avenue	N.W. 12th Street - I-75	
S.W. 88th Street	S.W. 147th Avenue - S.W. 114+	
N.W. 97th Avenue	N.W. 25th Street - N.W. 33rd	
N.E. 103rd Street	N.E. 2nd Avenue - N.E. 6th A	
N.W. 106th Street	Okeechobee Road - N.W. 86th	
N.W. 107th Avenue	S.R. 836 - N.W. 41st Street	
S.W. 112th Street	S.W. 97th Avenue - S. Dixie	
S.W. 120th Street	SW 147 Ave.-SW 117 Ave. & in with H.E.F.T.	
S.W. 136th Street	S.W. 137th Avenue - S.W. 112	
S.W. 137th Avenue	S.W. 152nd Street - S.W. 88+	
S.W. 147th Avenue	S.W. 120th Street - S.W. 72+	
S.W. 152nd Avenue	S.W. 344th Street - H.E.F.T	

Table 2 cont. -

Program Priority #3 - cont. -

FACILITY	FROM-TO	CENTER- LINE MILES	NEW LANE MILES
(Arterials - cont. -)			
S.W. 152nd Street	S.W. 137th Avenue - S.W. 122nd Avenue	1.5	3.0
S.W. 162/167th Avenue	S.W. 344th Street - S. Dixie Highway	3.3	7.0
S.W. 200th Street	S.W. 112th Avenue - S. Dixie Highway	0.4	0.8
S.W. 200th Street	At S.W. 124th Avenue	0.2	0.4
S.W. 312/320th Street	S.W. 142nd Avenue - S.W. 137th Avenue	0.8	1.6
S.W. 328th Street	S. Dixie Highway - S.W. 137th Avenue	4.0	8.0
Biscayne Boulevard	N.E. 17th Street - N.E. 36th Street	1.3	2.6
Biscayne Boulevard	N.E. 203rd Street - Broward County Line	0.7	1.4
Brickell Avenue	Bridge over Miami River	0.6	1.2
Caribbean Boulevard	H.E.F.T. - Gulfstream Road	0.7	1.4
Collins Avenue	67th Street - 87th Terrace	1.3	3.9
N. Miami Avenue	N. 17th Street - N. 29th Street	0.7	0.7
Okeechobee Road	S.R. 826 - N.W. 54th Street	3.2	6.4
Opa-Locka/135th Street	N.W. 22nd Avenue - N.W. 7th Avenue	1.5	3.0
Perimeter Road	N.W. 57th Avenue - Terminal Drive	1.5	3.0
SCL Boulevard	H.E.F.T. - S.W. 152nd Street	2.0	8.0
S. Dixie Highway	S.W. 160th Street - S.W. 77th Avenue	4.0	8.0
S. Dixie Highway	Snapper Creek Expressway - I-95	6.9	13.8
W. Dixie Highway	N.E. 167th Street - Broward County Line	3.4	6.8
E. Dixie Highway	N.E. 210th Street - Broward County Line	0.3	0.6
ARTERIAL STREET TOTAL		102.7	245.0

Table 2 Cont. -  
LISTING OF STAGED IMPROVEMENTS

HIGHWAY IMPLEMENTATION  
PROGRAM PRIORITY #4

FACILITY	FROM-TO	CENTER- LINE MILES	NEW LANE MILES
<u>EXPRESSWAYS:</u>			
H.E.F.T.	S.R. 836 - N.W. 74th Street	4.0	8.0
S.R. 874	H.E.F.T. - Killian Parkway	2.0	4.0
Sunshine Parkway	Golden Glades - Broward County Line	<u>3.5</u>	<u>7.0</u>
	EXPRESSWAY TOTAL	9.5	19.0
<u>ARTERIALS:</u>			
N.W. 2nd Avenue	N.W. 79th Street - N.W. 95th Street	1.0	4.0
N.E. 10th Avenue	N.E. 107th Street - Miami Gardens Drive	4.5	9.0
N.W. 17th Avenue	N.W. 103rd Street - N.W. 140th Street	2.2	4.4
N.W. 17th Avenue	N.W. 200th Street - Broward County Line	1.0	4.0
N.W. 21st Street	N.W. 37th Avenue - N.W. South River Drive	0.5	1.0
N.W. 22nd Avenue	W. Flagler Street - N.W. 54th Street	3.5	7.0
N.W. 42/37th Avenue	N.W. 114th Street - S.R. 826	3.5	7.0
S.W. 40th Street	S.W. 147th Avenue - S.W. 137th Avenue	1.0	2.0
N. 46th Street	N.W. 7th Avenue - N.E. 2nd Avenue	1.2	2.4
N.W. 47th Avenue	S.R. 826 - Broward County Line	3.0	6.0
S.W. 56th Street	S.W. 147th Avenue - S.W. 137th Avenue	1.0	2.0
N.W. 57th Avenue	S.R. 826 - Miami Gardens Drive	1.0	2.0
N.W. 58th Street	N.W. 107th Avenue - N.W. 97th Avenue	1.0	4.0
N.W. 71st Street	N.W. 27th Avenue - N.W. 17th Avenue	1.0	3.5
N. 71st Street	N.W. 7th Avenue - Biscayne Boulevard	1.5	3.0
S.W. 72nd Street	S.W. 157th Avenue - S.W. 147th Avenue	1.0	2.0
N.W. 74th Street	H.E.F.T. - S.R. 826	4.0	18.0
N.W. 74th Street	S.R. 826 - N.W. 47th Avenue	3.0	6.0
S.W. 77th Avenue	S.W. 232nd Street - Old Cutler Road	3.3	13.2
N.W. 77th Avenue	N.W. 158th Street - N.W. 199th Street	3.0	8.0
N.W. 79th Street	N.W. 42nd Avenue - N.W. 27th Avenue	1.5	3.0
S.W. 87th Avenue	S.W. 232nd Street - Old Cutler Road	1.8	4.6
N.W. 87th Avenue	I-75 - N.W. 170th Street	2.0	4.0
N.W. 87th Avenue	Miami Gardens Drive - N.W. 199th Street	1.0	2.0
N.W. 90th Street	N.W. 107th Avenue - N.W. 87th Avenue	2.0	4.0
S.W. 92nd Avenue	S.W. 8th Street - W. Flagler Street	0.5	1.0
N.W. 95th Street	N.W. 72nd Avenue - N.W. 27th Avenue	4.5	13.0
S.W. 97th Avenue	S.W. 224th Street - S.W. 216th Street	0.5	1.0
N.W. 97th Avenue	Overpass at S.R. 836	0.3	0.6
N.W. 97th Avenue	N.W. 41st Street - N.W. 90th Street	3.0	6.0
N.E. 103rd Street	N.W. 47th Avenue - SCL overpass	1.0	2.0
S.W. 104th Street	S.W. 157th Avenue - S.W. 147th Avenue	1.0	4.0
N.W. 107th Avenue	N.W. 41st Street - N.W. 90th Street	3.0	10.0
N.E. 107th Street	N.E. 6th Avenue - Biscayne Boulevard	1.0	
S.W. 120th Street	S.W. 157th Avenue - S.W. 147th Avenue	1.0	
S.W. 127th Avenue	S.W. 136th Street - S.W. 56th Street	5.0	
S.W. 136th Street	S.W. 157th Avenue - S.W. 137th Avenue	2.0	
N.W. 138th Street	I-75 - Okeechobee Road	2.0	
S.W. 147th Avenue	S.W. 160th Street - S.W. 136th Street	1.5	

Table 2 cont. -

Program Priority #4

FACILITY	FROM-TO	CENTER- LINE MILES	NEW LANE MILES
(Arterials - cont. -)			
S.W. 147th Avenue	S.W. 72nd Street - S.W. 56th Street	1.0	4.0
N.W. 151st Street	N.W. 10th Avenue - N.W. 2nd Avenue	0.7	1.4
N.W. 154th Street	N.W. 87th Avenue - N.W. 57th Avenue	3.2	6.4
S.W. 157th Avenue	S.W. 104th Street - S.W. 72nd Street	2.0	4.0
S.W. 184th Street	S.W. 137th Avenue - S.W. 134th Avenue	0.2	0.4
S.W. 184th Street	S. Dixie Highway - Old Cutler Road	2.4	4.8
N.W. 199th Street	N.W. 87th Avenue - N.W. 77th Avenue	1.0	2.0
N.W. 199th Street	N.W. 77th Avenue - N.W. 57th Avenue	2.0	8.0
S.W. 209th Street	S.W. 87th Avenue - S.W. 77th Avenue	1.0	4.0
S.W. 216th Street	Old Cutler Road - S.W. 77th Avenue	2.6	13.4
S.W. 232nd Street	S. Dixie Highway - S.W. 125th Avenue	0.2	0.4
S.W. 232nd Street	S.W. 117th Avenue - S.W. 77th Avenue	4.0	8.0
S.W. 344th Street	S.W. 117th Avenue - S.W. 107th Avenue	0.7	1.4
Franjo Rd./97 Avenue	S.W. 184th Street - S.W. 87th Avenue	2.1	4.8
NW South River Drive	N.W. 36th Street - N.W. 27th Avenue	2.0	4.0
S.R. 9	Golden Glades - N.W. 27th Avenue	2.5	5.0
County Line Road	S.R. 5 Easterly	0.5	2.0
County Line Road	N.W. 2 Avenue - W. Dixie Highway	3.7	8.6
	ARTERIAL TOTAL	<u>107.6</u>	<u>273.5</u>