

# 2015

## Metro-Dade

# Transportation Plan

# Long Range Element



**December**  
**1995**

SUMMARY HIGHLIGHTS OF THE  
METRO-DADE TRANSPORTATION PLAN  
TO THE YEAR 2015

- ◆ Population and traffic forecasts projected for the period 1995 to 2015 point to significant increases in travel within the metropolitan area.
- ◆ The twenty-year transportation "Needs" proposals identify nearly one hundred major capacity improvements with a price tag of approximately \$6.1 billion. These improvements are defined to address adopted Comprehensive Development Master Plan (CDMP) transportation level of service standards. Operating and maintaining the transportation system during the plan period is estimated to cost an additional \$7.4 billion for a total estimated "Needs" plan cost of \$13.5 billion.
- ◆ An assessment of the ability of the urban area to build the proposed projects identifies a shortage of approximately half the needed capital funds over the plan period (\$3 billion), assuming that most revenues for capital improvements will be generated in the future at current levels.
- ◆ In addition, projected funds for the operation and maintenance of the transportation system during the plan period will not be sufficient to support the improvements identified in the "Needs" plan. A gap of approximately \$1.7 billion has also been identified in this regard.
- ◆ A cost feasible plan, estimated to cost \$8.8 billion has been developed to implement the projects identified as priorities in the plan. These priorities address service demands of major traffic generators and important economic centers in the county such as Miami International Airport and the Port of Miami. Also, the mobility needs of the many communities in the metropolitan area are addressed.
- ◆ Public transportation and ridesharing are emphasized in the projects listed. Identified transit needs call for provision of over 60 miles of exclusive right-of-way priority service along six major travel corridors. Also proposed are approximately 40 miles of High Occupancy Vehicle lanes (HOV) along major expressways. Incorporation of the latest electronics technology (Intelligent Transportation Systems) is also proposed for several major projects as another means of easing congested traffic conditions.
- ◆ Proposals for new highways are relatively insignificant when compared to other types of projects, reflecting the fact that the urban area has matured and that the necessary space to build new major highways is either no longer available or extremely costly. The Plan includes, however, many proposals to widen existing primary and arterial roads that carry heavy loads of traffic between urban suburbs and to and from city center.
- ◆ A new commitment to non-motorized modes of transportation (bicycling, pedestrians) and to projects that enhance the aesthetics of the urban landscape is proposed in the Plan through the reservation of one and one-half percent of all eligible surface transportation capital funds for these types of projects.
- ◆ In addition to proposed transportation infrastructure and capital needs, a variety of short-term strategies are identified to deal with urban travel congestion ranging from highway traffic design solutions to employer-based measures to promote use of carpooling and public transit. Also, the Plan is supported by a program of policy studies that will recommend courses of action to deal with the many funding, private sector involvement and project-related community issues that need to be resolved to allow the proposed Transportation Plan to be successfully implemented.

**MPO RESOLUTION # 59-95**

**RESOLUTION ADOPTING THE METRO-DADE TRANSPORTATION PLAN  
UPDATE TO THE YEAR 2015**

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization for the Miami Urbanized Area requires that the Metropolitan Planning Organization Governing Board provide a structure to evaluate the adequacy of the transportation planning and programming process, and take action to ensure that legal and procedural requirements are met, as more fully described in the Prospectus for Transportation Improvements for the Miami Urbanized Area, and

WHEREAS, the Metropolitan Planning Organization (MPO) has established the Transportation Planning Council (TPC) to advise it on actions needed to meet the requirements of the planning and programming process, and

WHEREAS, statutory regulations governing the MPO program require that the urban area long range transportation plan be the subject of a major update every three years, and

WHEREAS, the TPC, the Citizens Transportation Advisory Committee (CTAC), and the Transportation Aesthetics Review Committee (TARC) have reviewed the Year 2015 Metro-Dade Transportation Plan and recommend its adoption,

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Metro-Dade Transportation Plan Update to the Year 2015 as attached and made a part hereof is adopted as amended in Sections 2-7 of this resolution.

SECTION 2. That the addition of an aesthetic objective, as articulated through TARC Resolution No. 16-95 be added to the list of Objectives in said Plan, as follows: "Apply aesthetic principles to planning of transportation projects, utilizing a multidisciplinary collaborative team approach which humanizes these projects through the design process, and helps instill a sense of place and community pride."

SECTION 3. That the modification articulated through CTAC Resolution No. 48-95 be incorporated into said Plan, as follows: (a) \$10 million from Priority III, New and Replacement Buses and Bus Facilities, and (b) \$10 million from funded Priority IV, New and Replacement Buses be earmarked for the upgrade of transit-related facilities and/or amenities in the Kendall and Northeast Corridors.

**SECTION 4.** That the Project Description for both Krome Avenue projects (SW 8 Street to Okeechobee Road, and SW 8 Street to US-1) (Priority IV) be changed from "2 to 4 lanes" to "Control Access Management Plan" which includes funding for the purchase of the necessary access rights as recommended in the Plan upon its completion.

**SECTION 5.** That the I-395 (elevated) Reconstruction and Port Tunnel projects be advanced from Priority IV (Unfunded), and that the Port Tunnel project be placed in Priority III.

**SECTION 6.** That the following projects be deferred to Priority IV (Unfunded) in order to fund the I-395 Reconstruction (elevated) and the Port Tunnel:

- ♦ I-95 Downtown Distributor Ramps (previously Priority IV Funded)
- ♦ I-95 Multimodal Master Plan Improvements (previously Priority IV Funded)
- ♦ SR-836/I-395/I-95 Major Interchange Improvement (previously Priority II)
- ♦ NW 36/41 Express Street (previously Priority IV Funded)
- ♦ NW 74 Street: new 6-lane road from SR-826 to HEFT (previously Priority III).

**SECTION 7.** That with regard to the Port Tunnel and I-395 Reconstruction:

a. A workshop for Board Members should be held regarding the I-395 Reconstruction and the Port Tunnel.

b. That consideration of the Port Tunnel and I-395 Reconstruction should be returned to the Board for further evaluation within six months or when the preliminary engineering and design is completed.

c. That the Board be afforded the opportunity to approve the use of Surface Transportation Program funds for the construction of the Port Tunnel prior to expenditure of such funds.

The foregoing resolution was offered by Chairperson Arthur E. Teele, Jr., who moved its adoption. The motion was seconded by Board Member Robert Renick, and upon being put to vote, the vote was as follows:

Board Member George Berlin	- aye
Board Member James Burke	- absent
Board Member Miguel Diaz de la Portilla	- aye
Board Member Betty T. Ferguson	- aye
Board Member Maurice Ferre	- aye
Board Member Bruce Kaplan	- absent
Board Member Gwen Margolis	- aye
Board Member Natacha S. Millan	- aye
Board Member Dennis C. Moss	- aye
Board Member Alexander Penelas	- aye
Board Member Pedro Reboredo	- aye
Board Member Robert Renick	- aye
Board Member Katy Sorenson	- aye

Board Member Javier Souto - aye  
Board Member Raul Valdes-Fauli - aye  
Chairperson Arthur E. Teele, Jr. - aye

The Chairperson thereupon declared the resolution duly passed and approved this 7th day of December 1995.

**METROPOLITAN PLANNING ORGANIZATION  
FOR THE MIAMI URBANIZED AREA**

By: \_\_\_\_\_

José-Luis Mesa  
MPO Secretariat



**Metro-Dade Transportation Plan Update  
(to the Year 2015)  
November, 1995**

**Needs Plan and  
Recommended Cost Feasible Plan**

by Area of Analysis

Preparation of this document has been financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Florida Department of Transportation.



**METROPOLITAN  
PLANNING  
ORGANIZATION**

**GOVERNING BOARD**

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Gwen Margolis  
Dennis C. Moss  
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Raul Valdes-Fauli**

**James Burke  
Betty T. Ferguson  
Bruce Kaplan  
Natacha S. Millan  
Alexander Penelas  
Robert Renick  
Javier D. Souto**

**Non-Voting Membership: Florida Department  
of Transportation**

**Armando Vidal, P.E., County Manager  
J.A. Ojeda, Jr., Assistant County Manager  
José-Luís Mesa, MPO Director**

# Acknowledgements

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 Metro-Dade Transit Agency  
 Dade League of Cities  
 Dade County Aviation Department  
 Dade County Public Works Department  
 Tri-County Commuter Rail Authority  
 Dade County Seaport  
 FDOT, District VI  
 Florida Department of Environmental Protection  
 Dade County Planning Department  
 FDOT, District VI  
 Dade County Developmental Impact Committee  
 Dade County Department of Environmental Protection  
 Dade County School Board

### Non-Voting Members

Larry Anderson	Federal Highway Administration	Roger Krahl	Federal Transit Administration
Carolyn Dekle	South Florida Regional Planning Council	Jose- Luis Mesa	MPO Secretariat

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Mario Garcia	Metro-Dade Transit Agency	Bruce Coward	Dade County DERM
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Rene Rodriguez	FDOT, District VI	Walt Jagemann	Dade County Public Works Department

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Frank Baron	MPO Secretariat	Don Hinson	CTAC
Beth Beltran	Tri-County Commuter Rail Authority	Walt Jagemann	Dade County Public Works
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Rick Busch	Dade County Aviation Department	Michael Moore	Project Manager, MPO Secretariat
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Carl Filer	FDOT District VI Programs	Mark Woerner	Dade County Planning Department

The Metropolitan Planning Organization Acknowledges The Valuable Assistance of The CITIZENS' TRANSPORTATION ADVISORY COMMITTEE in Conducting the Public Review Process for the Year 2015 Transportation Plan Throughout the Various Neighborhoods of the County, and Advising Staff on the Many Complex Issues Involved in the Development and Preparation of the Plan.



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# METRO-DADE TRANSPORTATION PLAN TO THE YEAR 2015

## **Introduction**

The draft Metro-Dade Transportation Plan Update to the Year 2015 has been developed to guide transportation investments in the metropolitan area during the next twenty years. The Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit facilities and other means of transportation.

## **Plan Process**

The Year 2015 Transportation Plan can be considered a refinement and enhancement of the last major update of the Plan (The Year 2010 Plan), which was adopted in November, 1990. The current update effort was started in November, 1993. The resulting two-year study has consisted of a complete reassessment of the future capital and operational needs for the County's transit systems and roadway network. In particular, the intent, provisions, and considerations articulated in the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 served as direction through the Plan development process, resulting in a comprehensive, multimodal transportation plan for Dade County.

Plan development took many months of technical work and public involvement activities. The Plan was developed through the use of a detailed engineering model and other analytical tools, the results of which were evaluated by a Steering Committee made up of professionals representing state, regional and local agencies. This multidisciplinary perspective facilitated the development of the Plan using a multimodal approach and looked beyond strictly transportation considerations, as ISTEA intended. The citizenry was also represented on the Steering Committee, by members of the Citizens Transportation Advisory Committee.

The travel demand forecasting model considered:

- ▶ the current system of roadway and transit facilities;
- ▶ current population and employment;
- ▶ current traffic and transit ridership;
- ▶ future land use, population and employment; and
- ▶ future traffic and transit ridership.

The Steering Committee, before making their recommendation, considered the 15 planning factors required in federal ISTEA legislation:

- ▶ the results of the travel demand model;
- ▶ historic preservation, right-of-way constraints;
- ▶ air quality, environmentally-sensitive areas, and natural resources;
- ▶ the future financial capability of the metropolitan area and
- ▶ the concerns and desires of the community.

Additionally, the Steering Committee considered other pertinent efforts, either completed or ongoing in the County, and particular consideration of the airport and seaport as major activity centers. Pertinent work efforts and other factors referred to in this regard include:

- ▶ the Destination 2001: Metro-Miami Marketplace work efforts
- ▶ the East-West Multimodal Corridor and Miami Intermodal Center (MIC)
- ▶ the High Speed Rail, as a planned component of the MIC.

Also, in keeping with the intent of ISTEA, quality of life considerations and relationships between land use and transportation were taken into account during the decision-making process.

As part of the process of developing this Plan, a draft Needs Plan (detailed in this document) was first developed. This Plan depicts all of the transportation facility improvements that will be *needed* through the year 2015 to meet all of the metropolitan area's transportation requirements, to the extent possible.

Concurrently, a Financial Resources document was drafted. The Financial Resources report provides information on how much money is anticipated to be available to fund projects in the Needs Plan through the Year 2015.

Finally, a Cost Feasible Plan was developed. This Plan depicts those capital improvement projects in the Needs Plan that, according to the Financial Resources information, this metropolitan area can reasonably expect to build. Public informational meetings were held during early 1995 and input from the residents was recorded and addressed. In the months following, draft copies of the Plan were developed and available for comment prior to presentation to the Governing Board of the MPO.

# Plan Goal and Objectives

## Goal

Provide for a safe, efficient, economical, attractive and integrated multimodal transportation system that offers convenient, accessible and affordable mobility to all people and for all goods, conserves energy, and protects both the natural and social environment.

## Objectives

### MULTIMODAL TRANSPORTATION SYSTEM DEVELOPMENT

- Plan for the provision of transportation services and facilities to serve the needs of the population in the metropolitan areas, in accord with federal and state transportation planning process requirements.
- Develop an integrated multimodal transportation system that emphasizes people movement by facilitating the transfer between modes, and the connectivity of the transportation network within and outside the metropolitan area.
- Preserve rights-of-way in corridors anticipated to be heavily traveled in the future.
- Consider the effect of transportation policies on land use development for both the short and longer range.

### TRAFFIC FLOW/MOBILITY

- Preserve existing highway and transit facilities by improving efficiency and safety.
- Achieve the operating level-of-service standards adopted in the Comprehensive Development Master Plan and in the Florida Intrastate Highway System Plan.
- Plan for maximum utilization of existing transportation capacity, relieve congestion and prevent congestion from occurring where it does not yet occur.

### SOCIAL

- Plan and develop a transportation system that preserves the social integrity of urban communities.

### ENVIRONMENTAL

- Plan for a transportation system that gives due consideration to air quality and environmentally sensitive areas, and conserves energy and natural resources and that is consistent with applicable federal, state and local energy conservation program goals and objectives.
- Plan for transportation projects that enhance the quality of the environment.
- Apply aesthetics principles to planning of transportation projects including a multi-disciplinary approach which leverages projects and helps install a sense of community pride.

### ECONOMIC

- Define a sound funding base utilizing public and private sources that will assure operation and maintenance of existing facilities and services and timely implementation of new projects and services.
- Provide for and enhance the efficient movement of freight.

## Areas of Analysis

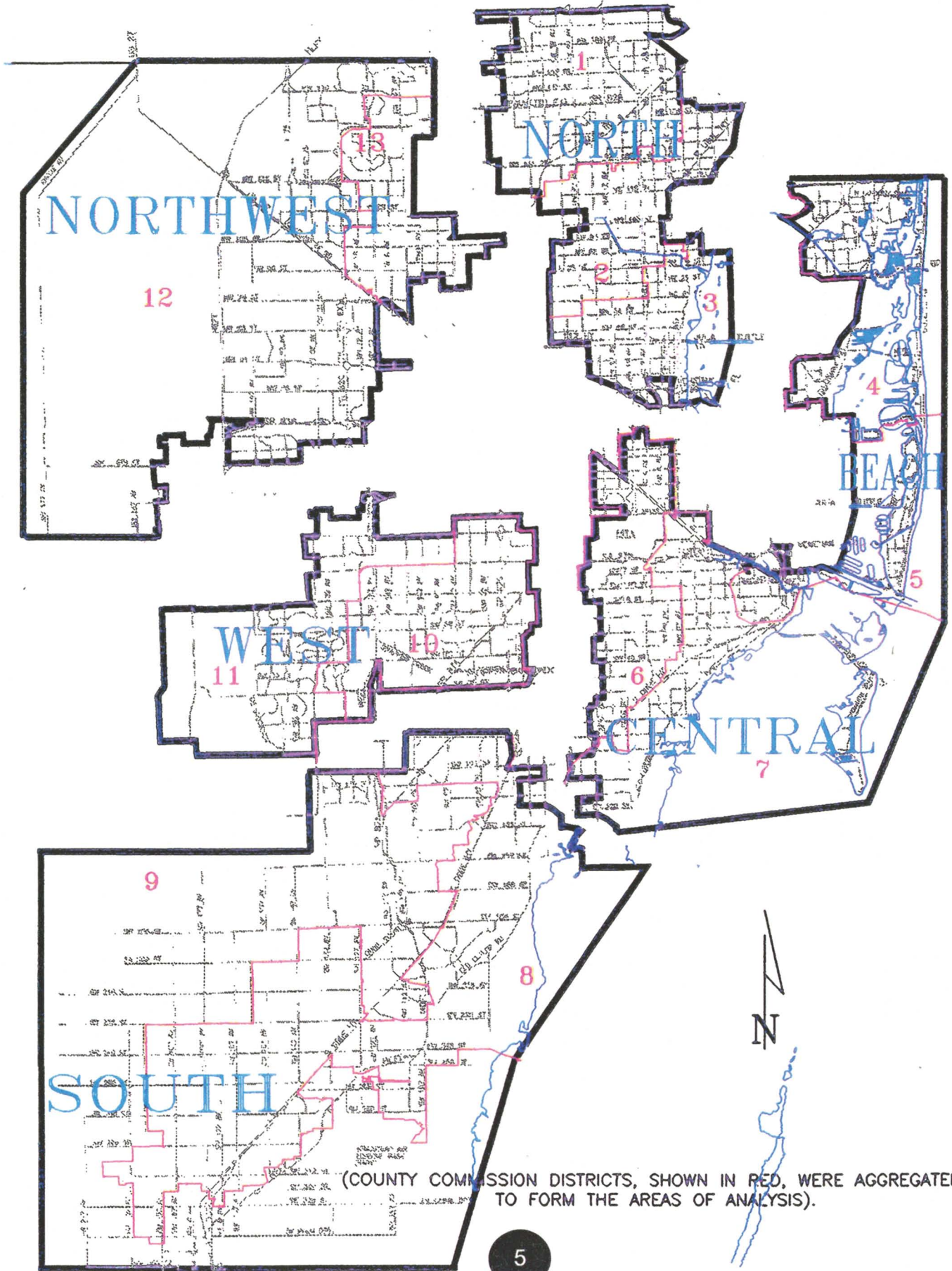
For the preparation of the Transportation Plan Update, the County was subdivided into six Areas of Analysis. Each analysis area contains a number of smaller units called Traffic Analysis Zones (TAZs). Traffic information and socio-economic data for TAZs were collected and projected using computer-based techniques. For the community meetings held in May and June of 1995, population, employment and travel characteristics data was aggregated into these areas of analysis and presented to citizens so they could easily focus on the projected socioeconomic growth and travel demand in their area.

For presentation purposes in this document, capital improvements planned for the transportation system, within each Priority category, have been grouped into the areas of analysis, as follows:

- North
- Northwest
- West
- Central/Beach
- South

A map presenting these areas is shown on the following page.

# YEAR 2015 TRANSPORTATION PLAN AREAS OF ANALYSIS



(COUNTY COMMISSION DISTRICTS, SHOWN IN RED, WERE AGGREGATED TO FORM THE AREAS OF ANALYSIS).

## **The Recommended Needs Plan**

The Recommended Needs Plan was developed to depict all the capital and operational transportation improvements that would be needed through the year 2015. The Needs Plan was developed to show needs only, regardless of project costs.

The map on the following page depicts the Recommended Needs Plan projects. The list of projects shown is in addition to those improvements already approved in the County's five-year Transportation Improvement Program (TIP). The list on the page following the map, describes the proposed projects. Only a portion of the Recommended Needs Plan projects will be constructed by the year 2015 under current revenue estimates, additional resources would be needed to implement the Needs Plan in its entirety.

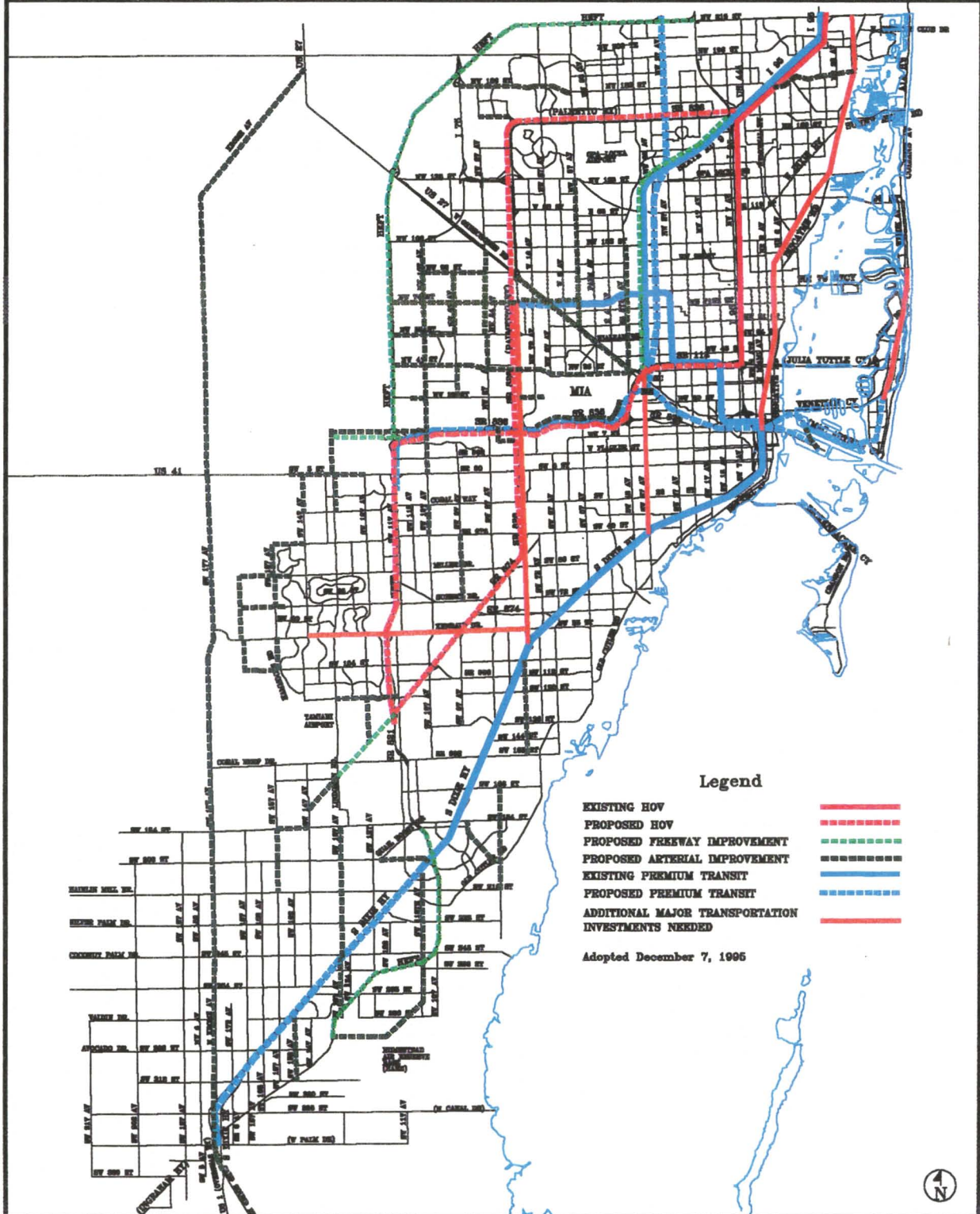
## **The Recommended Cost Feasible Plan**

A requirement of the MPO's Transportation Plan, as directed by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, is that the Plan be financially-constrained. To comply with this mandate, a Financial Resources report was produced. The Financial Resources technical memorandum assessed the financial resources which may be available to Dade County for funding transportation improvements during the Plan period. This assessment of resources served as a guide, or "budget" by which projects could be afforded.

A description of the Priority Categories used to assign priorities to the project listed in the Plan is provided on Page 9, followed by the list of transportation improvement projects by priority category and area of analysis.

*Metro-Dade Transportation Plan: Long Range Element to the Year 2015*

RECOMMENDED NEEDS PLAN



Legend

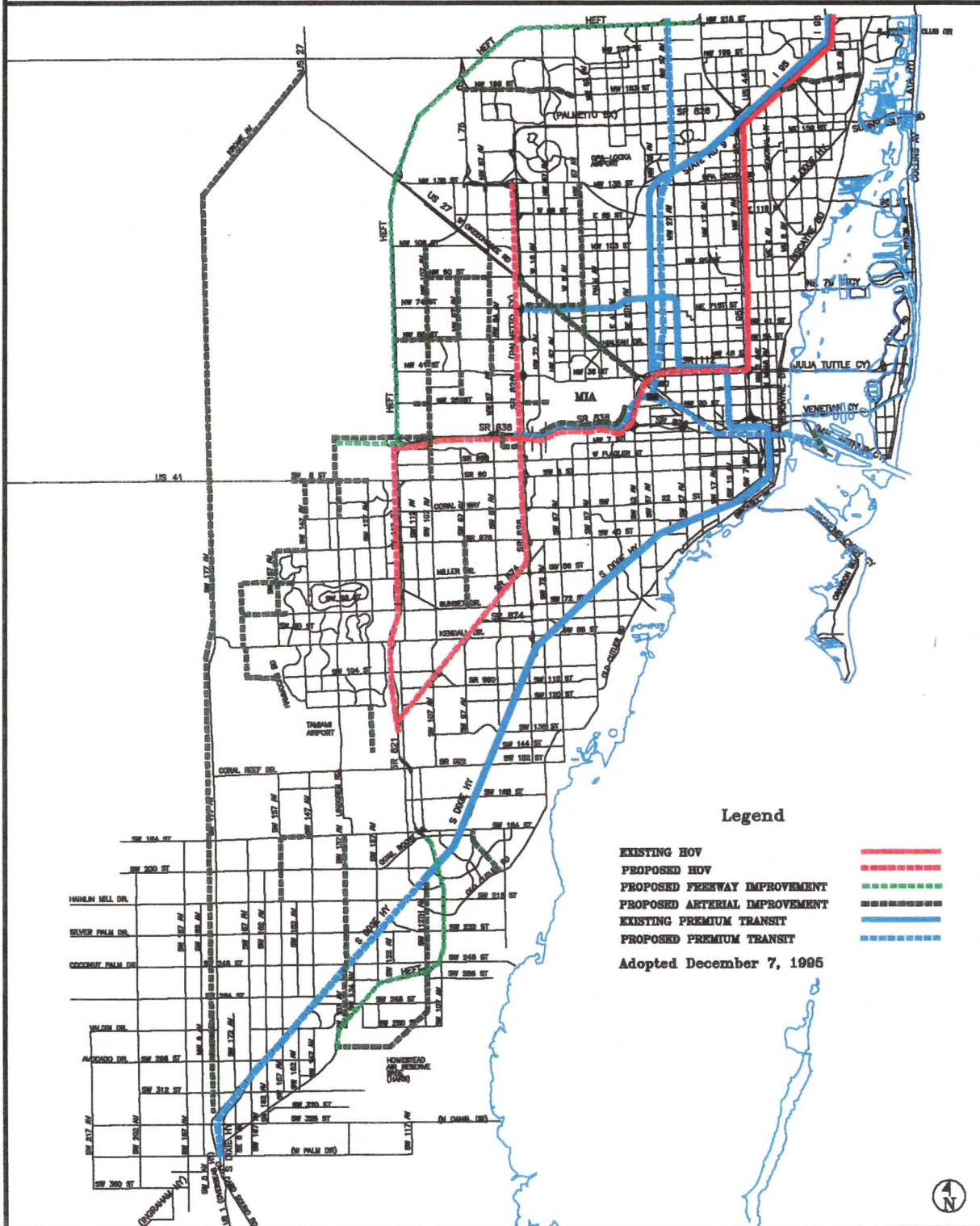
- EXISTING HOV ———
- PROPOSED HOV - - - - -
- PROPOSED FREEWAY IMPROVEMENT - - - - -
- PROPOSED ARTERIAL IMPROVEMENT - - - - -
- EXISTING PREMIUM TRANSIT —————
- PROPOSED PREMIUM TRANSIT - - - - -
- ADDITIONAL MAJOR TRANSPORTATION INVESTMENTS NEEDED —————

Adopted December 7, 1995





*Metro-Dade Transportation Plan: Long Range Element to the Year 2015*  
**RECOMMENDED COST FEASIBLE PLAN**  
 (Projects shown are in addition to the 5-year TIP)



## YEAR 2015 TRANSPORTATION PLAN

### DEFINITION OF PRIORITY CATEGORIES

- **PRIORITY 1 --** Priority projects to be constructed and opened to service by the Year 2000 or shortly thereafter. Includes those projects needed to respond to the most pressing and current urban travel problems. Funds for most of these improvements are already programmed in the MPO's Transportation Improvement Program.
  - **PRIORITY 2 --** Improvements where project development efforts should commence before 2000, with construction of the project to take place between 2000 and 2005.
  - **PRIORITY 3 --** Improvements to be completed between the Years 2005 and 2010. Project development activities would need to commence before the Year 2005.
  - **PRIORITY 4 --** Improvements to be made in the latter part of the Plan horizon and completed by the Year 2015.
- 
- Dates mentioned are for illustration purposes. Actual dates of construction are subject to availability of adequate funding and other relevant considerations and may be advanced or postponed due to these considerations. The construction sequence of projects will nevertheless follow the indicated priority scheme.

# **Metro-Dade Transportation Plan to the Year 2015**

## **Project Listings by Priority\*\***

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\*\* Needs Plan includes Cost Feasible plus Unfunded Needs Projects

## **Metro-Dade Transportation Plan to the Year 2015**

### **Priority I Projects (Years 1995 to 2000)**

(Refer to Appendix II in back of this booklet for Priority I projects. The listing is based on items indicated in the current and approved Transportation Improvement Program. Some of the projects listed in the TIP had project development activities commence prior to this Plan Update. Inclusion in the TIP does not necessarily indicate Priority I status. Refer to the following section for current Priority Status.)

## Metro-Dade Transportation Plan to the Year 2015

**Priority II Projects  
(Years 2000 to 2005)**

	<b>Project*</b>	<b>Description</b>
<b>North</b>		
N◆	New & Replacement buses (Also in Priorities III, IV) <sup>5</sup>	
N◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities III, IV) <sup>2</sup>	premium transit
N◆	SR112: I-95 to Okeechobee Rd. (6113862) <sup>6</sup>	add one HOV lane (each direction)
N◆	North Corridor Transit <sup>3</sup>	premium transit
N◆	Bicycle/Pedestrian/Greenways (Also in Priorities III, IV) <sup>1</sup>	
N◆	Golden Glades Multimodal Terminal <sup>7</sup>	
N◆	I-95 Intelligent Corridor System <sup>7</sup>	
N◆	I-195 Intelligent Corridor System <sup>7</sup>	
N◆	NW 57 Ave: Okeechobee Rd. to NW 138 St. (6114118) <sup>6</sup>	4 to 6 lanes
<b>Northwest</b>		
NW◆	NW 87 Ave: NW 36 St. to NW 58 St.	4 to 6 lanes
NW◆	New & Replacement buses (Also in Priorities III, IV) <sup>5</sup>	
NW◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities III, IV) <sup>2</sup>	premium transit
NW◆	NW 57 Ave: Okeechobee Rd. to NW 138 St. (6114118) <sup>6</sup>	4 to 6 lanes
NW◆	Bicycle/Pedestrian/Greenways (Also in Priorities III, IV) <sup>14</sup>	
NW◆	NW 74 St: NW 57 Ave. to SR826 (6114162) <sup>6</sup>	4 to 6 lanes
NW◆	SR826: SR874 to I-75 (Also in Priority III and IV) <sup>5</sup>	add one HOV lane (each direction)
NW◆	SW 8 St: SW 127 Ave to SW 152 Ave (6113881) <sup>6</sup>	4 to 6 lanes
NW◆	NW 12 St: NW 110 Ave. to NW 107 Ave.	new 4 lanes
NW◆	NW 25 St: NW 79 Ave to NW 67 Ave (6123194) (study limits are NW 87 to 67 Aves)	4 to 6 lanes (+ interchange improvements)
NW◆	NW 97 Ave: NW 25 St. to NW 41 St.	2 to 4 lanes

\* Refer to page 20 for notes.

## Metro-Dade Transportation Plan to the Year 2015

**Priority II Projects  
(Years 2000 to 2005)**

West		
W◆	New & Replacement buses (Also in Priorities III, IV) <sup>5</sup>	
W◆	SR826: SR874 to I-75 (Also in Priority III and IV) <sup>5</sup>	add one HOV lane (each direction)
W◆	SW 8 St: SW 127 Ave to SW 152 Ave (6113881) <sup>6</sup>	4 to 6 lanes
W◆	Bicycle/Pedestrian/Greenways (Also in Priorities III, IV) <sup>1</sup>	
Central/Beach		
C/B◆	New & Replacement buses (Also in Priorities III, IV) <sup>5</sup>	
C/B◆	NW 57 Ave: Okeechobee Rd. to NW 138 St. (6114118) <sup>6</sup>	4 to 6 lanes
C/B◆	SR 836/I395/I95 Major Interchange Improvement	
C/B◆	I-195 Intelligent Corridor System <sup>7</sup>	
C/B◆	Bicycle/Pedestrian/Greenways (Also in Priorities III, IV) <sup>1</sup>	
C/B◆	Perimeter Rd: NW 20 St to NW 72 Ave	2 to 4 lanes
C/B◆	I-95 Intelligent Corridor System <sup>7</sup>	
C/B◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities III, IV) <sup>2</sup>	premium transit
C/B◆	NW 74 St: NW 57 Ave. to SR826 (6114162) <sup>6</sup>	4 to 6 lanes
C/B◆	MIC (Also in Priority III) <sup>4</sup>	Miami Intermodal Center
C/B◆	Interconnector: SR 836 to SR112 (Also in Priority III) <sup>4</sup>	new 4 lane & 2 HOV lanes
C/B◆	I-395 Reconstruction (I-95 to MacArthur) <sup>7</sup>	
South		
S◆	New & Replacement buses (Also in Priorities III, IV) <sup>5</sup>	
S◆	South Dixie busway	premium transit
S◆	Bicycle/Pedestrian/Greenways (Also in Priorities III, IV) <sup>1</sup>	

**Metro-Dade Transportation Plan to the Year 2015**

**Priority III Projects  
(Years 2005 to 2010)**

	<b>Project</b>	<b>Description</b>
<b>North</b>		
N◆	New & Replacement buses (Also in Priorities II, IV) <sup>5</sup> and bus facilities	
N◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities II, IV) <sup>2</sup>	premium transit
N◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, IV) <sup>1</sup>	
<b>Northwest</b>		
NW◆	NW 25 St: NW 107 Ave. to NW 112 Ave.	2 to 4 lanes
NW◆	New & Replacement buses (Also in Priorities II, IV) <sup>5</sup> and bus facilities	
NW◆	SR826: SR874 to I-75 (Also in Priority II and IV) <sup>5</sup>	Add one HOV lane (each direction)
NW◆	NW 87 Ave: NW 58 St. to Okeechobee Rd.	new 4 lane
NW◆	NW 97 Ave: NW 58 St. to NW 90 St.	2 to 4 lanes and new 4 lane
NW◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities II, IV) <sup>2</sup>	premium transit
NW◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, IV) <sup>1</sup>	
NW◆	SW 137 Ave: NW 12 St to SW 8 St.	2 to 6 lanes
NW◆	NW 12 St: NW 122 Ave. to NW 137 Ave.	2 to 4 lanes and new 4 lane
NW◆	NW 12 St: NW 110 Ave. to NW 122 Ave.	2 to 4 lanes
NW◆	SR836 Corridor: SR826 to HEFT <sup>2</sup>	add one HOV lane (each direction)
<b>West</b>		
W◆	SR826: SR874 to I-75 (Also in Priority II and IV) <sup>5</sup>	Add one HOV lane (each direction)
W◆	New & Replacement buses (Also in Priorities II, IV) <sup>5</sup> and bus facilities	

\* Refer to page 20 for notes.

**Metro-Dade Transportation Plan to the Year 2015**

**Priority III Projects  
(Years 2005 to 2010)**

W◆	SR874: HEFT to SR826 (6113823) <sup>6</sup>	4 & 6 lanes to 8 lanes (make 3 + 1 HOV each direction)
W◆	SW 137 Ave: SW 8 St. to SW 26 St.	4 to 6 lanes
W◆	SW 137 Ave: NW 12 St to SW 8 St.	2 to 6 lanes
W◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, IV) <sup>1</sup>	
<b>Central/Beach</b>		
C/B◆	MIC (Also in Priority II) <sup>4</sup>	Miami Intermodal Center
C/B◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities II, IV) <sup>2</sup>	premium transit
C/B◆	I-395 Intelligent Corridor System <sup>7</sup>	
C/B◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, IV) <sup>1</sup>	
C/B◆	Interconnector: SR 836 to SR112 (Also in Priority II) <sup>4</sup>	new 4 lane & 2 HOV lanes
C/B◆	SR836 Corridor: SR826 to LeJeune <sup>2</sup>	add one HOV lane (each direction)
C/B◆	New & Replacement buses (Also in Priorities II, IV) <sup>5</sup> and bus facilities	
C/B◆	Port Tunnel	
<b>South</b>		
S◆	SW 137 Ave: US 1 to HEFT	2 to 4 lanes
S◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, IV) <sup>1</sup>	
S◆	SW 112 Ave: Homestead Air Reserve Base to HEFT along SW 112 Ave.	widen to 6 lanes throughout
S◆	New & Replacement buses (Also in Priorities II, IV) <sup>5</sup> and bus facilities	



**Metro-Dade Transportation Plan to the Year 2015**

**Priority IV Projects  
(Years 2010 to 2015)**

	<b>Project</b>	<b>Description</b>
<b>North</b>		
N◆	New & Replacement buses (Also in Priorities II, III) <sup>5</sup> and bus facilities	
N◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities II, III) <sup>2</sup>	premium transit
N◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, III) <sup>1</sup>	
N◆	I-95 Multimodal Master Plan Improvements <sup>7</sup>	
N◆	I-95 Downtown Distributor Ramps <sup>7</sup>	
<b>Northwest</b>		
NW◆	New & Replacement buses (Also in Priorities II, III) <sup>5</sup> and bus facilities	
NW◆	Krome Ave: SW 8 St to Okeechobee	2 to 4 lanes
NW◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, III) <sup>1</sup>	
NW◆	SR826: SR874 to I-75 (Also in Priority II and III) <sup>5</sup>	Add one HOV lane (each direction)
NW◆	I-75 Intelligent Corridor System <sup>7</sup>	
NW◆	NW 183 St: I-75 to NW 57 Ave	4 to 6 lanes
NW◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities II, III) <sup>2</sup>	premium transit
NW◆	NW 58 St: NW 97 Ave. to NW 117 Ave.	2 to 4 lanes
NW◆	NW/SW 107 Ave: NW 41 St. to SW 8 St. (6113948)	4 to 6 lanes
NW◆	NW 107 Ave: NW 106 St. to NW 41 St.	widen to 4 lanes
NW◆	SR836: HEFT to NW 137 Ave. (6113860)	new 6 lane expressway extension

\* Refer to page 20 for notes.

## Metro-Dade Transportation Plan to the Year 2015

### Priority IV Projects (Years 2010 to 2015)

West		
W◆	Krome Ave: SW 8 St. to US1 (6113791) <sup>6</sup>	2 lanes with access rights protection
W◆	New & Replacement buses (Also in Priorities II, III) <sup>5</sup> and bus facilities	
W◆	SR826: SR874 to I-75 (Also in priority II and III) <sup>5</sup>	Add one HOV lane (each direction)
W◆	SW 97 Ave: SW 72 St to SW 40 St	2 to 4 lanes
W◆	NW/SW 107 Ave: NW 41 St. to SW 8 St. (6113948)	4 to 6 lanes
W◆	SW 127 Ave: SW 120 St to SW 144 St	new 4 lanes
W◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, III) <sup>1</sup>	
Central/Beach		
C/B◆	SR836 Corridor: Seaport to Palmetto (Also in Priorities II, III) <sup>2</sup>	premium transit
C/B◆	I-95 Downtown Distributor Ramps <sup>7</sup>	
C/B◆	New & Replacement buses (Also in Priorities II, III) <sup>5</sup> and bus facilities	
C/B◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, III) <sup>1</sup>	
C/B◆	NW 183 St: NE 6 Ave to US 1 (6114260) <sup>6</sup>	4 to 6 lanes
C/B◆	I-95 Multimodal Master Plan Improvements <sup>7</sup>	
C/B◆	Okeechobee Rd: SR112 to SR826	widen to 6 lanes
South		
S◆	Krome Ave: SW 8 St. to US1 (6113791) <sup>6</sup>	2 lanes with access rights protection
S◆	SW 184 St: SW 157 Ave to SW 147 Ave	2 to 4 lanes
S◆	SW 112 Ave: US 1 to Moody Dr.	4 to 6 lanes
S◆	Franjo Rd: SW 184 St to Old Cutler	2 to 4 lanes
S◆	Bicycle/Pedestrian/Greenways (Also in Priorities II, III) <sup>1</sup>	
S◆	SW 137 Ave: SW 184 St to US1	widen to 4 lanes
S◆	New & Replacement buses (Also in Priorities II, III) <sup>5</sup> and bus facilities	

\* Refer to page 20 for notes.

**Metro-Dade Transportation Plan to the Year 2015**

**Priority IV Projects  
(Years 2010 to 2015)**

**Unfunded Element of Needs Plan (Priority IV)**

<b>North</b>		
N◆	SR 836/I395/I95 Major Interchange Improvement	
N◆	US 1: Downtown to Broward County Line	premium transit <sup>8</sup>
N◆	SR826: NW 158 St. to GGI (6113880) <sup>6</sup>	add one HOV lane (each direction)
N◆	LeJeune Rd: SR112 to NW 103 St.	5 to 6 lanes
N◆	Central Parkway	New 6-lane parkway (assumed public sector costs for interchanges)
N◆	SR826	Intelligent Corridor System (ICS)
N◆	SR112	Intelligent Corridor System (ICS)
<b>Northwest</b>		
NW◆	SR836	Intelligent Corridor System (ICS)
NW◆	SR836 Corridor: Palmetto to FIU	premium transit
NW◆	SR826	Intelligent Corridor System (ICS)
NW◆	SR826: NW 158 St. to GGI (6113880) <sup>6</sup>	add one HOV lane (each direction)
NW◆	SR826: Dadeland to NW 74 St	premium transit <sup>8</sup>
NW◆	NW 170 St: NW 77 Ave. to NW 87 Ave.	2 to 4 lanes
NW◆	NW 74 St: SR826 to HEFT	new 6-lane road
NW◆	NW 36/41 St: NW 42 Ave. to HEFT	Express Street (grade separations, ITS, etc.)
<b>West</b>		
W◆	SW 77 Ave: SW 104 St. to SW 152 St.	2 to 4 lanes
W◆	Kendall Corridor: Dadeland North to SW 147 Ave	premium transit <sup>8</sup>
W◆	SR 985/SW 107 Ave: SW 40 St to SW 24 St (6113770) <sup>6</sup>	4 to 6 lanes
W◆	SW 120 St: SW 137 Ave to SW 117 Ave	4 to 6 lanes
W◆	SR874: HEFT to SW 137 Ave	new 6-lane expressway extension with arterial step-down to SW 147 Ave
W◆	SR836 Corridor: Palmetto to FIU	premium transit

\* Refer to page 20 for notes.

## Metro-Dade Transportation Plan to the Year 2015

### Priority IV Projects (Years 2010 to 2015)

#### Unfunded Element of Needs Plan (Priority IV)

W◆	SW 157 Ave: SW 88 St. to SW 104 St.	2 to 4 lanes
W◆	SR826: Dadeland to NW 74 St	premium transit <sup>8</sup>
W◆	SR874	Intelligent Corridor System (ICS)
W◆	SR826	Intelligent Corridor System (ICS)
<b>Central/Beach</b>		
C/B◆	SR836 Corridor: Downtown to Miami Beach	premium transit <sup>8</sup>
C/B◆	LeJeune Rd: SR112 to NW 103 St.	5 to 6 lanes
C/B◆	SW 42/37 Ave: MIC to Douglas Rd. Sta.	premium transit <sup>8</sup>
C/B◆	SR836	Intelligent Corridor System (ICS)
C/B◆	US 1: Downtown to Broward County Line	premium transit <sup>8</sup>
<b>South</b>		
S◆	SW 152 Ave: US1 to SW 312 St.	2 to 4 lanes
S◆	SW 87 Ave: SW 168 St. to SW 216 St.	2 to 4 lanes
S◆	SW 200 St: US1 to Quail Roost Dr.	2 to 4 lanes

## **Metro-Dade Transportation Plan to the Year 2015**

### **Notes:**

<sup>1</sup>The Bicycle/Pedestrian/Greenways funds are estimated to consist of 1.5% of projected non-interstate highway revenues to the plan period. One-third of these funds are programmed in each of the three priority categories (II-IV) in which the Long Range Plan projects are grouped.

<sup>2</sup>The various components of the East/West (SR836) projects are programmed such that the total amount programmed represents the "LRTP funds" requested by the East/West Project Team. Additional revenues from private and other sources are a part of the East-West Project Financial Plan.

<sup>3</sup>The "Cost to the Long Range Plan" for the North Corridor represents 30% of the total project costs. The remaining 70% is assumed to be provided via Section 3 Federal Discretionary funding.

<sup>4</sup>The Interconnector and the Miami Intermodal Center (MIC) are being studied by a project team that published a July 1995 Draft Environmental Impact Statement (DEIS). The MIC Team has requested the equivalent of \$300 million (1995 dollars) from "LRTP funds".

<sup>5</sup>One third of the new and replacement buses that are anticipated to be needed are programmed in each of priorities II through IV. Also, for the project on SR826, adding HOV from SR874 to I-75, one-half of the funds are programmed in Priority II and one-half in Priority III.

<sup>6</sup>The "Cost to the Long Range Plan" for these projects is shown less the amounts already programmed in the current TIP.

<sup>7</sup>The interstate project costs are equal to the Interstate funds available through the year 2015 as calculated by FDOT - Central Office. To derive Year 2015 Interstate funding, 75% of the Central Office Year 2020 projections were utilized. Central Office had reported these funds in 1993 dollars. For the purpose of this report, these were inflated to 1995 dollars. Thus, both Interstate capital costs and Interstate funding are approximately equal to \$240.7 million.

<sup>8</sup>The highest level of urban transit technology was assumed to develop cost estimates. Future studies will determine the most feasible technology and its cost.

# Long Range Transportation Plan Update (to the Year 2015)

## Projects on the Turnpike System

*(in Dade County, on the Homestead Extension of Florida's Turnpike (HEFT); listed from north to south)*

- HEFT: I-75 to Florida Turnpike (mainline)      widen from 4 to 6 lanes
- HEFT: NW 41 Street to I-75      widen from 4 to 6 lanes
- HEFT: at NW 74 Street      construct interchange
- HEFT: SR-836 to NW 41 Street      widen from 4 to 6 lanes
- HEFT: SR-836 to SR-874      add one HOV lane each direction
- HEFT: Quail Roost Drive to Biscayne Drive      widen from 4 to 6 lanes

### Notes:

1. These projects are listed from north to south for descriptive purposes only. This order does not suggest an implementation schedule. The Turnpike District is continuing a Master Plan and other long range planning efforts to phase projects, including those listed above, on the Turnpike system.
2. These projects are assumed to be funded by the Turnpike, for purposes of developing the Cost Feasible Plan. Costs for these projects have not been subtracted from Dade County's Long Range Transportation Plan revenue stream. While further assessment will be done on this list of projects, they are considered to be needed and funded Priority II projects in this Plan.
3. The Turnpike District has reviewed, and concurs with, this list of project proposals. The Turnpike District has provided additional clarification that these projects will include, wherever possible, the addition of electronic toll traffic management (ETTM) and other high-tech components as Intelligent Transportation System (ITS) elements.

## *Roadway Projects Assumed to be Funded by Developer/Private Sector*

(These projects are assumed to be completed using private sector funds, which are not a part of the Cost Feasible Plan revenue stream)

- NW 7 Street: NW 77 Ave. to NW 82 Ave.      new 4 lane road
- SW 42 Street: SW 147 Ave. to SW 157 Ave.      new 2 lane road
- SW 56 Street: SW 152 Ave. to SW 157 Ave.      new 4 lane road
- SW 56 Street: SW 157 Ave. to SW 167 Ave.      new 2 lane road
- SW 72 Street: SW 154 Ave. to SW 167 Ave.      new 2 lane road
- NW 82 Avenue: NW 7 St. to NW 12 St.      new 4 lane road
- NW 90 Street: NW 107 Ave. to NW 87 Ave.      new 2 lane road
- SW 104 Street: SW 152 Ave. to SW 167 Ave.      widen from 2 to 4 lanes and new 4 lane road  
(new 4 lane from SW 157 to 162 Aves.)
- SW 147 Avenue: SW 8 St. to SW 26 St.      new 4 lane road
- SW 157 Avenue: SW 42 St. to SW 56 St.      new 2 lane road
- SW 157 Avenue: SW 56 St. to SW 72 St.      new 4 lane road
- SW 157 Avenue: SW 184 St. to SW 216 St.      new 2 lane road
- SW 167 Avenue: SW 56 St. to SW 88 St.      new 2 lane road
- SW 167 Avenue: SW 88 St. to SW 104 St.      new 2 lane road
- Central Parkway      6 lane parkway

## **Transportation Demand Management Strategies**

In addition to the transportation capital and operational improvements proposed in the Year 2015 Plan, other strategies that increase the efficiency of the existing system and do not need major capital expenditures, are a part of this Transportation Plan.

Examples of these include:

- Consideration of contra-flow traffic designs in planning urban roads
- Implementation of parking policies that control capacity and locations of parking facilities and which provide preferential parking for high-occupancy vehicles
- Use of available technology to improve traffic flow by deploying Intelligent Transportation System features such as electronic toll collection, variable message signs and multimedia information systems
- Improving traffic signal timing through commuter corridors
- Establishment of exclusive rights-of-way for high occupancy and public transportation vehicles

From the private sector, strategies include:

- Employer-instituted staggered or flexible working hours to ease traffic congestion during peak hours
- Employer-subsidized transit passes to encourage use of public transportation
- Employer-encouraged vanpooling and carpooling, including preferential parking spaces for participants

These are some examples of the many strategies that are being considered. Efforts of this nature are a part of the overall metropolitan transportation planning program conducted by the MPO on an on-going basis. Projects will be implemented through the annual update of the Metro-Dade Transportation Improvement Program.



## **Other Program Areas**

A number of other work efforts "round out" the Transportation Plan and otherwise reinforce the multimodal approach being used in the Miami Urbanized Area. Studies underway which will help plan for a fully intermodal transportation system include:

- Countywide Parking Policy Study
- Implementation of Transportation Management Associations
- Development of the Dade County Congestion Management System
- Freight Movement Study for Dade County
- Private Sector Public Transportation Service Study
- Transportation Program Financial Assessment Study
- Comprehensive Bicycle/Pedestrian Planning Programs
- Northeast Dade Transit Improvement Study

**Metro-Dade Transportation Plan  
(to the Year 2015)**

**Appendices**

**Metro-Dade Transportation Plan  
(to the Year 2015)**

**Appendix I**

**Air Quality Conformity  
Determination Report**

## AIR QUALITY CONFORMITY DETERMINATION

### 2015 Metro-Dade Transportation Plan - Long Range Element

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This report documents the conformity determination for the proposed Year 2015 Metro-Dade Transportation Plan - Long Range Element (LRTP) in fulfillment of the requirements of the 1990 Federal Clean Air Act Amendments. This Conformity Determination Report documents that implementation of the projects listed in the Metro-Dade County 2015 LRTP will contribute to emissions reductions compared to the emissions from the 1990 Base Year network in the analysis years of 1997, 2000, 2005 and 2015.

Furthermore, this report documents that the 2015 LRTP is in conformance with the emissions budgets contained in the State Implementation Plan (SIP) and the requirements of the Clean Air Act Amendment (CAAA). To illustrate this conformity determination, a brief synopsis of results are presented for the Emission Budget Test and the Conformity of the Year 2015 Long Range Transportation Plan.

The Long Range Plan Update to the Year 2015 is tentatively scheduled for adoption at the November 9, 1995 Metropolitan Planning Organization (MPO) Governing Board Meeting. The contents of the Plan meet the requirements of 51.404 of the transportation conformity regulation. The Plan is consistent with the Intermodal Surface Transportation Efficiency Act (ISTEA) in that the "Fifteen Factors" are incorporated into the Goals and Objectives of the LRTP, and hence the Evaluation criteria, that were used in the project selection process.

The Plan is also consistent with 23 CFR Part 450, Subpart C in that is financially constrained. The financial resources component of the Plan indicates that \$3.125 billion can reasonably be expected to be available to fund it; while the implementation of the Plan is projected to cost \$3.113 billion.

On April 25, 1995, the U.S. Environmental Protection Agency (USEPA) redesignated the Southeast Florida Airshed (Made up of Dade, Broward and Palm Beach Counties) from moderate non-attainment for the pollutant ozone to attainment status. The Florida Department of Environmental Protection (FDEP) submitted the redesignation request and maintenance plan for the SE Florida Airshed on November 8, 1993, as an amendment to the SIP. *On November 6, 1996 the Florida Department of Environmental Resources (FDER) will hold a public hearing to introduce a technical amendment to the SIP for revised emissions budgets for the SE Florida Airshed.* These adjusted emissions budgets are the caps used here to demonstrate conformity of the 2015 LRP with the requirements of the CAAA.

#### Conformity of the Year 2015 Long Range Plan

Emissions resulting from the implementation of the year 2015 Long Range Transportation Plan were compared to the emission budgets established by the redesignation request maintenance plan. Implementation of the 2015 LRTP will result in emissions which fall below the emissions budget set for the analysis years of 1997, 2005 and 2015.

**Air Quality Conformity for Long Range Plan to the Year 2015**  
(tons per day)

Ozone Precursor	1990	1997		2000		2005		2015	
	Baseline	Action	Budget	Action	Budget	Action	Budget	Action	Budget
VOC	156.60	81.89	148.77	76.84	148.77	78.37	148.77	81.42	148.77
NOx	117.70	99.11	111.82	94.04	111.82	99.68	111.82	110.96	111.82

To establish conformity, the Metropolitan Planning Organization (MPO) has followed the Florida Department of Transportation Directive No. 525-010-014-e "District Review of Conformity Determinations by Metropolitan Planning Organizations in Nonattainment and Maintenance Areas" of October 19, 1995. This directive supplements USEPA's transportation conformity regulation (40 CFR Part 51) and was prepared by the FDOT Office of Policy Planning. The FDOT Directive addresses the transportation and air quality planning methodology to be employed by the State's urban areas using the Florida Standard Urban Transportation Model Structure (FSUTMS) and the Mobile Emissions Series Models to assess the status of air quality compliance efforts.

**Metro-Dade Transportation Plan  
(to the Year 2015)**

**Appendix II**

**Adopted 1996 TIP Projects  
(Priority I Projects)**

**Approved 1996  
Transportation Improvement Program Projects  
(over \$500,000)**

<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
54	6112815	SW 8 ST/ SR90/ US-41	FROM SR 826/ PALMETTO EXPY TO SW 57 AVE	P.D.&E. STUDY
54	6113187	SW 8 ST/ SR90/ US-41	FROM SW 57 AVE TO SW 42 AVE	P.D.&E. STUDY
54	6113188	SW 8 ST/ SR90/ US-41	FROM SW 42 AVE TO SW 27 AVE	P.D.&E. STUDY
54	6113212	PALMETTO EXPY/ AUX LN	FROM N OF SUNSET DR SW 72 TO SW 32 ST	MULTI-LANE RECONSTRUCTION(8 LANES)
54	6113289	SR 826/ PALMETTO EXPY	FROM 2000FT S. OF NW 25 ST TO 2000FT OF NW 25 ST	INTERCHANGE (MAJOR)
54	6113290	SR 826/ PLAMETTO EXPY	SO OF NW 103 ST TO SOUTH OF NW 122 ST	MULTI-LANE RECONSTRUCTION (8 LANES)
55	6113371	SR 5/ US-1/ BISC. BLVD.	FROM NE 163 ST TO MIAMI GARDENS DRIVE	MULTI-LANE RECONSTRUCTION (8 LANES)
55	6113372	SR 5/ US-1/ BISC. BLVD.	FROM SR 860/MIAMI GARDENS DR TO SR 856/ WM LEHMAN CSWY	MULTI-LANE RECONSTRUCTION (8 LANES)
55	6113533	SR 5/ US-1	FROM N OF CO. LINE, MP 0.076 TO S OF STR S-18 RD, MP6	MULTI-LANE NEW CONSTRUCTION (4 LANES)
55	6113666	SR 25/ NW 36 ST	FROM NORTH RIVER DRIVE TO NW 17 AVE	MULTI-LANE NEW CONSTRUCTION (5 LANES)
56	6113712	SR 874/ DON SHULA EXPY	FROM SW 137 AVE TO SR 821/ H.E.F.T.	MULTI-LANE NEW CONSTRUCTION ( 6 LANES)
56	6113758	SR 826	FROM SW 2 ST TO S OF NW 25 ST (INCL SR 836 INTERCHANGE)	MULTI-LANE RECONSTRUCTION (10 LANES)
56	6113770	SR 985/ SW 107 AVE	FROM SW 40 ST TO SW 24 ST	P.D.&E. STUDY
56	6113791	SR 997/ KROME AVE	FROM US-1 (FLORIDA CITY) TO SR 90/ TAMIAMI TRAIL	CORRIDOR IMPROVEMENT
56	6113792	SR 997/ KROME AVE	FROM SR 90/ TAMIAMI TRAIL TO US-27/ OKEECHOBEE RD	CORRIDOR IMPROVEMENT
57	6113823	SR 874/ SO. DADE EXPY	FROM SW 112 ST TO SR 826/ PALMETTO EXPY	ADD THRU LANES (6 LANES)

**Approved 1996  
Transportation Improvement Program Projects  
(over \$500,000)**

<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
57	6113825	SR 826/ PALMETTO EXPY	FROM SW 32 ST TO SW 16 ST	MULTI-LANE RECONSTRUCTION (10 LANES)
57	6113826	SR 826/ PALMETTO EXPY	FROM SW 16 ST TO SW 2 ST	MULTI-LANE RECONSTRUCTION (10 LANES)
57	6113827	SR 826/ PALMETTO EXPY	FROM NORTH OF NW 25 ST TO NW 47 ST	MULTI-LANE RECONSTRUCTION (10 LANES)
57	6113828	SR 826/ PALMETTO EXPY	FROM NW 47 ST TO NW 62 ST	MULTI-LANE RECONSTRUCTION (10 LANES)
58	6113829	SR 826/ PALMETTO EXPY	FROM NW 62 ST TO N OF FEC RAILROAD	MULTI-LANE RECONSTRUCTION (10 LANES)
58	6113830	SR 826/ PALMETTO EXPY	FROM N. OF FEC. RAILROAD TO S. OF NW 103 ST	MULTI-LANE RECONSTRUCTION (10 LANES)
58	6113862	SR 112/ AIRPORT EXPY.	FROM OKEECHOBEE ROAD TO SR 9A/ I-95	P.D.& E. STUDY (8 LANES)
58	6113863	SR 5/ US-1	FROM SW 344 ST TO SW 112 AVE	PRELIMINARY ENGINEERING (6 LANES)
58	6113864	SR A1A/ COLLINS AVE	FROM 5 ST/ US-41 TO 26 ST	PRELIMINARY ENGINEERING (6 LANES)
59	6113880	SR 826/ PALMETTO EXPY	FROM NW 154 ST TO GOLDEN GLADES	PRELIMINARY ENGINEERING (8 LANES)
59	6113881	SR 90/ SW 8 ST/ US-41	FROM SW 127 AVE TO 152 AVE	P.D.&E. STUDY
59	6113888	CITY OF MIAMI BEACH	FROM SR A1A CONNECTOR TO BETWEEN 42 AND 43 ST	MULTI-LANE RECONSTRUCTION
60	6113948	NW/SW 107 AVE	FROM SR 836 TO SW 8 ST	MULTI-LANE RECONSTRUCTION
60	6113949	SR 847/ NW 47 AVE	FROM NW 183 ST TO BROWARD COUNTY LINE	ADD LANES & RECONSTRUCTION (4 LANES)
60	6113959	US-1/ SO. DIXIE HWY	FROM FLORIDA CITY TO S. DADELAND METRORAIL STATION	CORRIDOR IMPROVEMENT
61	6114016	SR 25/ OKEECHOBEE RD.	FROM SR 826/ PALMETTO EXPY TO SR 112/ AIRPORT EXPY	MAJOR FEDERAL (EIS) (6 LANES)
61	6114017	US-1/ SR 5/ BISCAYNE BLVD.	FROM SR 856/ NE 192 ST TO NE 209 ST.	MULTI-LANE RECONSTRUCTION (8 LANES)
62	6114033	SR 5/ US-1	FROM S OF STR S-18, MP 6. TO CARD SND RD, MP.13.78	NEW ROAD CONSTRUCTION - 2 LANES (4 LANES)



**Approved 1996  
Transportation Improvement Program Projects  
(over \$500,000)**

<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
63	6114064	SR 860/ MIAMI GARDENS DR	FROM NW 57 AVE TO NW 2 AVE	MULTI-LANE RECONSTRUCTION
64	6114088	SR 907/ ALTON ROAD	FROM 8 ST TO MICHIGAN AVE	MULTI-LANE RECONSTRUCTION
65	6114094	MULTI-MODAL CORRIDOR	FROM FLA. INTERNAT'L UNIVERSITY TO PORT OF MIAMI	P.D.& E. STUDY
65	6114114	MIAMI INTERMODAL	CENTER	P.D. & E. STUDY
65	6114117	SR A1A/ INDIAN CREEK	FROM 59 ST TO 62 ABBOTT AVE	REPLACE GRADE SEPARATION-CONC.
65	6114118	SR 823/ NW 57 AVE	FROM SR 25/ OKEECHOBEE RD TO NW 138 ST	P.D.& E. STUDY (6 LANES)
66	6114153	SR 916/ 138 ST	FROM NW 67 AVE TO 57 AVE	ADD LANES & RECONSTRUCT
66	6114162	SR 934/ NW 74 ST	FROM SR 823 TO SR 826/ PALMETTO EXPY	P.D.& E. STUDY
66	6114164	SR 9A/ I-95	FROM SR 836/ DOLPHIN EXPY TO SR 90/ SW 8 ST	P.D.& E. STUDY
68	6114260	SR 860/ MIAMI GARDENS DR.	FROM SR 9A/ I-95 TO SR 5/BISCAYNE BLVD.	P.D. & E. STUDY
68	6114264	SR 836 /DOLPHIN EXPY	LE JEUNE RD INTERCHANGE (NB TO WB RAMP)	HWY-TRAFFIC OPS IMPROVEMENT
68	6114265	SR 836 /DOLPHIN EXPY	LE JEUNE RD INTERCHANGE (EB TO NB RAMP)	HWY-TRAFFIC OPS IMPROVEMENT
68	6114266	SR 836 /DOLPHIN EXPY	LE JEUNE RD INTERCHANGE (EB RAMP)	HWY-TRAFFIC OPS IMPROVEMENT
69	6114267	SR 836 /DOLPHIN EXPY	LE JEUNE RD INTERCHANGE (WB EXIT RMP TO LE)	HWY-TRAFFIC OPS IMPROVEMENT
69	6114268	SR 836 /DOLPHIN EXPY	NW 27 AVE INTERCHANGE	HWY-TRAFFIC OPS IMPROVEMENT
69	6114269	SR 836 /DOLPHIN EXPY	NW 87 AVE INTERCHANGE	HWY-TRAFFIC OPS IMPROVEMENT
69	6114272	SR A1A /MACARTHUR CSWY	EAST BRIDGE #870077	HWY-TRAFFIC OPS IMPROVEMENT
70	6114274	SR 985 /SW 107 AVE	FROM SW 70 ST TO SW 80 TR (INDIAN HAMMCKS PRK)	BIKE PATH

**Approved 1996  
Transportation Improvement Program Projects  
(over \$500,000)**

<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
70	6123165	PORT OF MIAMI TUNNEL	FROM PORT OF MIAMI TO SR 836/ I-395	MISCELLANEOUS STRUCTURE
71	6123194	NW 25 ST	FROM SR 826/ PALMETTO EXPY TO AIRPORT	MISC. RECONSTRUCTION
73	6123249	SW 137 AVE	FROM SR 821/ HEFT TO SW 336 ST	ADD LANES & RECONSTRUCTION (4 LANES)
73	6123258	VA GARDENS MIAMI SPRING BIKEWAY SYSTEM	LUDLAM CANAL PATH	BIKE PATH
73	6123259	CITY OF MIAMI BEACH BICYCLE NETWORK		BIKE PATH
73	6123260	CITY OF MIAMI BEACH	DADE BLVD. BIKE/ PED IMPROVEMENTS	BIKE PATH
74	6123274	BISCAYNE- EVERGLADES	GREENWAYS TRAIL	
75	6141828	I-95/ SR 9A	FROM US-1/ SR 9A TO BROWARD COUNTY LINE	CORRIDOR IMPROVEMENT
75	6141902	I-395/ SR 836/ I-95	FROM NW 17 AVE TO MACARTHUR CSWY BR.	CORRIDOR IMPROVEMENT
75	6141908	I-195	FROM NW 2 AVE TO SR 5/ BISCAYNE BLVD.	WIDEN BRIDGE
109	6151882	HEFT	FROM TAMiami TO TOLL PLAZA	RELOCATION, RECONSTRUCTION, AND EXPANSION
109	6151891	HEFT	FROM QUAIL ROOST TO SR-874	ADD AUXILIARY LANES
112	6114199	SR 5/ US-1	FROM CARD SOUND ROAD TO SW 304 ST	MULTI-LANE RECONSTRUCTION
112	6113684	SR 826/ PALMETTO EXWY	FROM US-1/ SO. DIXIE HWAY TO N OF SW 72 ST SUNSET	ADD 2 LANES TO EXISTING 4 LANES
112	6113371	SR 5/ US1/ BISCAYNE BLVD	FROM NE 163 ST TO MIAMI GARDENS DRIVE	MULTI-LANE RECONSTRUCTION (8 LANES)
113	6114236	SR 836 /DOLPHIN EXPY	FROM NW 57 AVE TO NW 45 AVE	HIGHWAY-TRAFFIC OPS IMPROVEMENT
193	6123258	CITIES OF MIAMI SPRINGS /VIRGINIA GARDENS	ALONG LUDLAM CANAL	BIKE PATH
117	662279	NW 7 ST	FROM NW 60 COURT TO NW 57 AVE	WIDEN TO 5 LANES
117	662214	NW 12 ST	FROM NW 97 AVE TO NW 87 AVE	ADD 2 LANES AND 4 LANES RAILROAD CROSSING

**Approved 1996  
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<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
117	662250	NW 17 AVE	FROM NW 79 ST TO NW 103 ST	WIDEN TO 5 LANES
117	610023	NW 17 AVE	FROM NW 103 ST TO NW 119 ST	WIDEN TO 5 LANES
118	662320	SW 24 ST/ CORAL WAY	FROM SW 87 AVE TO SW 77 AVE	ADD 1 LANE EB & WB, WIDEN BRIDGE
118		SW 24 ST	FROM SW 107 AVE TO SW 87 AVE	4 TO 6 LANES
118		SW 24 ST	FROM SW 117 AVE TO SW 107 AVE	PE, 4 TO 6 LANES
118		NW 42 AVE	FROM NW 156 ST TO NW 167 ST	RECONSTRUCT 2 LANE DIVIDED ROADWAY
118		NW 62 ST	FROM OKEECHOBEE ROAD TO NW 37 AVE	R/W RECONSTRUCT 4 LANES
119		SW 67 AVE	FROM SW 40 ST TO SW 56 ST	INTERSECTION IMPROVEMENTS AND DRAINAGE
119	662347	NW 72 AVE	FROM NW 74 AVE TO OKEECHOBEE ROAD	R/W 4 LANES AND BRIDGE
119	662358	NW 95 ST	FROM NW 27 AVE TO NW 7 AVE	RECONSTRUCT 4 LANES, ADD TURN LANE
119		SW 97 AVE	FROM SW 72 ST TO SW 40 ST	PE, 2 TO 4 LANES
119		SW 107 AVE	FROM QUAILROOST DRIVE TO SW 160 ST	PE, R/W, 2 TO 4 LANES
119	662410	SW 117 AVE	FROM SW 152 ST TO SW 184 ST	PE, R/W, 2 TO 4 LANES
120	662360	SW 127 AVE	FROM SW 120 ST TO SW 88 ST	R/W, WIDEN TO 5 LANES
120	662211	SW 127 AVE	FROM SW 42 ST TO SW 26 ST	WIDEN TO 5 LANES
120	662283	SW 152 ST	FROM SW 137 AVE TO ZOO ENTRANCE	2 TO 6 LANES, DIVIDED
120	662257	SW 184 ST	FROM US-1 TO FRANJO ROAD	WIDEN TO 5 LANES
120	662257	FRANJO ROAD	FROM SW 184 ST TO US-1	PE, WIDEN TO 3 LANES
120	662311	MIAMI LAKES DRIVE	FROM SR 826 TO NW 57 AVE	2 TO 4 LANES (DIVIDED)
121	662285	MIAMI AVE	FROM N 103 ST TO N 167 ST	PE, 2 TO 5 LANES
127	671104	NW 36/ 41 ST	FROM NW 87 AVE TO NW 77 AVE	4 TO 6 LANES

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<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
127	671105	SW 107 AVE	OVER TAMIAMI CANAL	WIDEN BRIDGE/ ADD TURN LANES
127	610023	SW 72 AVE	FROM SW 40 ST TO SW 48 ST	WIDEN TO 4 LANES
127	610023	SW 72 AVE	FROM SW 48 ST TO SE 56 ST	WIDEN TO 3 LANES
128		SW 109 AVE	FROM TAMIAMI CANAL TO W FLAGLER ST	WIDEN TO 3 LANES
129		SW 117 AVE	FROM SW 40 ST TO SW 8 ST	2 TO 4 LANES
129		NW 97 AVE	BRIDGE OVER SR 836	CONSTRUCT 4-LANE BRIDGE AND APPROACHES
130	671265	SW 40 ST	FROM US-1 TO SW 27 AVE	WIDEN TO 3 LANES AND RESURFACE
130	671204	NW 20 ST	FROM NW 2 AVE TO NE 2 AVE	WIDEN EXISTING 4 LANES AND RESURFACE
130		NE 10 AVE	FROM NE 79 ST TO NE 81 ST	WIDEN 2 TO 4 LANES
130		NE 10 AVE	FROM NE 81 ST TO NE 87 ST	WIDEN TO 3 LANES
131	671203	NW 14 ST	FROM NW 10 AVE TO I-95	WIDEN AND RESURFACE
131	671267	NW 17 AVE	FROM NW 103 ST TO NW 119 ST	2 TO 4 LANES WITH STRIPED MEDIAN
131		SW 47 AVE	FROM SW 8 ST TO FLAGLER ST	WIDEN TO 3 LANES AND RESURFACE
131		TAMIAMI CANAL DR AND TAMIAMI BLVD	FROM SW 8 ST TO FLAGLER ST	WIDEN TO 3 LANES AND RESURFACE
132		E 2 AVE	FROM NE 5 ST TO NE 79 ST	PAVING, WIDENING, DRAINAGE, AND STRIPING
132		W 2 AVE	FROM NW 6 ST TO NW 22 ST	PAVING, WIDENING, DRAINAGE, AND STRIPING
132		W 2 AVE	FROM NW 36 ST TO NW 54 ST	PAVING, WIDENING, DRAINAGE, AND STRIPING
132		W 2 AVE	FROM NW 61 ST TO NW 79 ST	PAVING, WIDENING, DRAINAGE, AND STRIPING
132		MIAMI AVENUE	FROM N 6 ST TO N 36 ST	PAVING, WIDENING, DRAINAGE, AND STRIPING
132		NE 107 ST	FROM BISCAIYNE BLVD TO NE 6 AVE	PAVING, WIDENING, DRAINAGE, AND STRIPING
132		NW 62 ST	FROM NW 37 AVE TO BISCAIYNE BLVD.	PAVING, WIDENING, DRAINAGE, AND STRIPING

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Transportation Improvement Program Projects  
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<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
133	671308	NW 17 AVE	FROM NW 119 ST TO OPA LOCKA BLVD.	WIDEN TO 5 LANES
134	671311	NW 87 AVE	FROM NW 138 ST TO NW 154 ST	BRIDGE OVER I-75 AND APPROACHES
134	671310	NW 87 AVE	FROM NW 154 ST TO NW 186 ST	2 TO 4 LANES
134		GRIFFING BOULEVARD	FROM NW 125 ST TO BISCAYNE BLVD	RESURFACING, WIDENING AND DRAINAGE
134		GRIFFING BOULEVARD	FROM NW 125 ST TO NW 167 ST	RESURFACING, WIDENING AND DRAINAGE
135		NE 12 AVE	FROM NE 151 ST TO NE 167 ST	WIDEN TO 3 LANES
135	371306	NE 15 AVE	FROM NE 159 ST TO MIAMI GARDENS DR	WIDEN TO 3 LANES
135		MIAMI GARDENS DR CONNECTOR	FROM US-1 TO WILLIAM LEHMAN CAUSEWAY	NEW 4-LANE
135	671022	NE 123 ST	FROM WEST DIXIE HIGHWAY TO NE 6 AVE	WIDEN TO 4 LANES AND CLOSURE OF WEST DIXIE HIGHWAY
137	671404	NW 12 ST	FROM NW 127 AVE TO NW 122 AVE	CONSTRUCT 2 LANES
137	671401	SW 26 ST	FROM SW 147 AVE TO SW 137 AVE	CONSTRUCT 2 TO 4 LANES
137	671403	NW 41 ST	FROM NW 142 AVE TO NW 117 AVE	RESURFACE AND RESTRIPE
137	671402	SW 127 AVE	FROM SW 42 ST TO SW 26 ST	CONSTRUCT 2 TO 4 LANES WITH STRIPED MEDIAN
137	671401	SW 147 AVE	FROM SW 26 ST TO SW 34 ST	CONSTRUCT 2 LANES
139	671508	SW 104 ST	FROM HAMMOCKS BLVD S (SW 154 AVE) TO SW 137 AVE	4 TO 6 LANES
139	671503	SW 127 AVE	FROM SW 88 ST TO SW 42 ST	2 TO 4 LANES WITH STRIPED MEDIAN
139	671509	SW 137 AVE	FROM SW 88 ST TO SW 42 ST	4 TO 6 LANES
139	671510	SW 137 AVE	FROM SW 184 ST TO SW 152 ST	2 TO 6 LANES
139	662274	SW 117 AVE	FROM SW 152 ST TO SW 104 ST	2 TO 4 LANES
140		SW 152 ST	FROM ZOO ENTRANCE TO HEFT	4 TO 6 LANES

**Approved 1996  
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<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
140	671511	SW 147 AVE	FROM SW 184 ST TO SW 152 ST	ADD 2 LANES AND RESURFACE
140		SW 184 AVE	FROM SW 147 AVE TO SW 120 AVE	2 TO 4 LANES
140		SW 142 AVE	FROM SW 104 ST TO SW 120 ST	2 TO 4 LANES
142	671601	SW 312 ST	FROM SW 187 AVE TO SW 177 AVE	WIDEN TO 3 LANES
142		SW 312 ST	FROM SW 187 AVE TO SW 177 AVE	WIDEN TO 5 LANES
142		SW 320 ST	FROM SW 187 AVE TO US-1	WIDEN TO 3 LANES
143	671305	SW 328 ST	FROM US-1 TO SW 162 AVE	WIDEN TO 3 LANES
143		SW 328 ST	FROM SW 162 AVE TO SW 152 AVE	WIDEN TO 3 LANES
143	671603	SW 182 AVE	FROM SW 344 ST TO SW 312 ST	WIDEN TO 3 LANES
143		SW 137 AVE	FROM SW 344 ST TO SW 336 ST	2 TO 4 LANES
145	671701	SW 42 AVE BRIDGE	OVER CORAL GABLES CANAL	ADD RIGHT TURN LANE AND BICYCLE LANE
149	671901	NW 87 AVE	FROM NW 122 ST TO NW 138 ST	2 TO 5 LANES
149	671916	NW 62 AVE	FROM NW 91 ST TO NW 105 ST	2 TO 5 LANES
149	671909	NW 62 AVE	FROM NW 105 ST TO NW 138 ST	2 TO 5 LANES
149	671907	NW 72 AVE	FROM OKEECHOBEE ROAD TO NW 106 ST	ADD TURN LANE AND RESURFACE
149		NW 72 AVE	FROM NW 106 ST TO NW 122 ST	ADD TURN LANE, RESURFACE, DRAINAGE, AND WIDEN TO 5 LANES
149		NW 72 AVE	FROM NW 122 ST TO NW 138 ST	WIDEN TO 5 LANES
150	671914	W 60 ST	FROM W 28 AVE TO W 12 AVE	WIDEN TO 4 LANES WITH PALMETTO EXPRESSWAY CROSSING
150	671915	NW 138 ST	FROM NW 97 AVE TO NW 107 AVE	2 TO 5 LANES
150	671915	NW 107 AVE	FROM OKEECHOBEE ROAD TO NW 138 ST	2 TO 5 LANES
150		NW 122 ST	FROM NW 87 AVE TO OKEECHOBEE ROAD	2 TO 5 LANES

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<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
156	671401	SW 26 ST	FROM SW 147 AVE TO SW 137 AVE	NEW 4 LANES
156	671401	SW 147 AVE	FROM SW 34 ST TO SW 26 ST	NEW 2 LANES
156	671503	SW 127 AVE	FROM SW 88 ST TO SW 42 ST	2 TO 5 LANES
156		W 127 AVE	FROM SW 8 ST TO NW 12 ST	2 TO 4 LANES
156	610022	SW 80 ST	FROM SW 72 AVE TO US-1	2 TO 5 LANES
156	310040	SW 97 AVE	FROM SW 40 ST TO SW 8 ST	2 TO 5 LANES
156	610021	SW 122 AVE	FROM SW 42 ST TO SW 26 ST	2 TO 4 LANES
156		NW 37 AVE	FROM SR 826 TO COUNTY LINE ROAD	2 TO 5 LANES
157	662281	NW 47 AVE	FROM SR 826 TO NW 183 ST	2 TO 5 LANES
157		NW 72 AVE	FROM NW 105 ST TO NW 138 ST	2 TO 5 LANES
157		NW 87 AVE	FROM NW 138 ST TO NW 154 ST	2 TO 4 LANES AND BRIDGE CROSSING I-75
157		NW 122 ST	FROM NW 97 AVE TO NW 87 AVE	2 TO 5 LANES
157		NW 7 ST	FROM NW 60 COURT TO NW 57 AVE	WIDEN TO 5 LANES
157		NW 17 AVE	FROM NW 79 ST TO NW 103 ST	WIDEN TO 5 LANES
158		SW 152 ST	FROM SW 137 AVE TO ZOO ENTRANCE	WIDEN TO 6 LANES
158		MIAMI LAKES DR	FROM SR 826 TO NW 57 AVE	WIDEN TO 4 LANES
158		SW 344 ST	FROM SW 152 AVE TO SW 132 AVE	ADD 2 LANES AND RECONSTRUCT 2 LANES
158		SW 344 ST	FROM SW 172 AVE TO SW 167 AVE	ADD 2 LANES AND RECONSTRUCT 2 LANES
158		NW 97 AVE	OVER SR 836	CONSTRUCT 4 LANE BRIDGE AND APPROACHES
158		SOUTHDADE GREENWAYS NETWORK - EVERGLADES TRAIL		BIKEWAYS
159		SOUTHDADE GREENWAYS NETWORK - CARD SOUND ROAD		BIKEWAYS

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<b>1996 TIP Pg. No.</b>	<b>WPI</b>	<b>FACILITY</b>	<b>LIMITS</b>	<b>IMPROVEMENT</b>
159		FLAGLER ST	FROM BISCAVNE BLVD TO NW 2 AVE	CONVERT FROM ONE-WAY TO TWO-WAY
182		North Corridor- Fixed Guideway Extension	From Martin Luther King Station to Broward County	Elevated extension of existing Metrorail System
182		East-West Corridor and Multimodal Facility	From Airport to Seaport; from Airport to FIU; from Airport to Miami Beach	Fixed Guideway System
183		Palmetto Extension of Metrorail	Okeechobee Station to Palmetto	Extension of existing Metrorail
184		Replacement of Buses and Purchases of Articulated Buses		Per Fleet Replacement Plan
190		Tri-County Commuter Rail	Station Improvements	
193		Dade Blvd.	Bike Lane	City of Miami Beach Bicycle Network
193	Metromover - Bayside	Promenade		Pedestrian Promenade
194	South Dade Greenways			
	Phase I	Bike Path		
	Phase II	Bike Path		



**Metro-Dade Transportation Plan  
(to the Year 2015)**

**Appendix III**

**Public Participation Activities**

## Public Participation Activities

Public involvement in the development of the Long Range Element of the Year 2015 Transportation Plan was ensured in ways:

The Citizens Transportation Advisory Committee (CTAC) of the MPO was involved from the kick-off of the Plan Update project. Members of the CTAC were invited to the monthly meetings of the Plan Steering Committee. Moreover, the Chairman of the CTAC was appointed as a voting member of the Steering Committee, and was an active participant in the development of the draft Plan. Additionally, the CTAC was kept informed of the status of the Plan and issues related to the Plan and its development over the two years was a routine information item on the CTAC subcommittee and full committee monthly agendas.

Interaction with the media ensured more exposure of the Plan and its development with the general public. Notices on the development of the Plan and of public informational meetings as well as the public hearing for the adoption of the Plan were published in three local newspapers, in English and Spanish, as appropriate. In addition, interviews were conducted by one news radio station, one local television station, and one local newspaper.

Public informational materials were professionally prepared and distributed to neighborhood associations, other agencies and transportation planning committees, as well as the CTAC. During May and June of 1995, public informational meetings were conducted to solicit input on the draft Plan from the general public. Presentation boards, promotional brochures and descriptive information booklets were prepared and distributed so that citizens may browse and follow along with the information as it was presented. Forms were available for citizens to register their comments on the draft Plan, and citizens were encouraged to take the materials and forms home and mail or fax their comments to the MPO. CTAC members actually hosted the community meetings, which were conducted at various locations throughout the county. After the advertised, regularly-scheduled community meetings were concluded, the MPO responded to some special requests from homeowner associations, etc. by conducting customized presentations for their area.

**Dade County MPO**

**Project Schedule for the  
PUBLIC INVOLVEMENT ACTIVITIES  
associated with the Year 2015 Transportation Plan**

**Date:** November 21, 1995

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
		<b>COMMITTEES</b>						
1	various	CTAC (33 members)			X		X	
2	various	BPAC (22 members)			X		X	
3	various	TARC (9 members)			X		X	
4	various	TPTAC (13 members)			X		X	
5	various	TPC (18 members)			X		X	
6	various	MPO (13 members)			X		X	
		<b>CITIES</b>						
1	3-10-94 and various subsequent dates	City of North Bay Village			X			
2	"	Town of Medley			X			
3	"	City of Sweetwater			X			
4	"	Indian Creek Village			X			
5	"	City of South Miami			X			
6	"	City of Miami Springs			X			

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
7	"	City of Miami			X			
8	"	City of North Miami			X			
9	"	Village of El Portal			X			
10	"	City of Homestead			X			
11	"	Village of Biscayne Park			X			
12	"	Village of Key Biscayne			X			
13	"	City of Miami Beach			X			
14	"	Village of Virginia Gardens			X			
15	"	City of Hialeah Gardens			X			
16	"	Village of Miami Shores			X			
17	"	City of Opa-Locka			X			
18	"	City of Hialeah			X			
		<b>CITIES</b>						
19	3-10-94 and various subsequent dates	City of North Miami Beach			X			
20	"	Town of Golden Beach			X			
21	"	Town of Surfside			X			
22	"	City of West Miami			X			
23	"	Bal Harbour Village			X			

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
24	"	Town of Bay Harbour Islands			X			
25	"	City of Coral Gables			X			
26	"	City of Florida City			X			
		<b>COUNTY AGENCIES</b>						
1	various	various		review by county agencies conducted in TPTAC forum				
		<b>STATE AGENCIES</b>						
		<b>FDOT:</b>						
1	various	various		review by FDOT offices conducted in TPTAC forum	X			
		<b>FEDERAL ENTITIES</b>						
		<b>FHWA:</b>						
1	3-23-95	Victoria Bernreuter			X		X	
2	various							

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
		<b>FTA:</b>						
	various	various			X		X	
		<b>MPOs</b>						
1	various	Broward			X			X
2								
		<b>ORGANIZATIONS</b>						
1	various	Greater Miami Cham. of Comm.			X			X
2		Dade Federation of Women			X			
3		NMB Cham. of Comm.			X			
4		Kendall Fed. of Homeowners			X			
5		Redland Citizens Assoc.			X			
6		West Dade Fed. of Homeowners			X			
7	4-4-95	MDTA Paratransit Operations			X			
8	"	MDTA Transit Mobility Planning			X			
9	"	Dade Co. Board of Education			X			
10	"	CHARLEE of Dade Co., Inc.			X			
11	"	Assoc. for Retarded Citizens			X			
12	"	Mount Sinai Medical Center			X			
13	"	Community Council for Jewish Elderly			X			
14	"	Easter Seal Society of Dade			X			
15	"	Action Community Center			X			
16	"	MACtown, Inc.			X			
17	"	North Shore Medical Center			X			
18	"	Federation Gardens			X			
19	"	Sunrise Community, Inc.			X			
20	"	Little Havana Activities & Nutrition Centers of Dade Co.			X			

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
21	"	Metro-Dade Department of Human Resources			X			
22	"	Southwest Social Services Program			X			
23	"	James E. Scott Community Association, Inc.			X			
24	"	Miami Jewish Home and Hospital for the Aged			X			
25	"	Goodwill Industries of South Florida, Inc.			X			
26	"	Lutheran Services for the Elderly, Inc.			X			
27	"	North Miami Foundation for Senior Citizens Services, Inc.			X			
28	"	Villa Maria Nursing Center			X			
29	"	Concept House, Inc.			X			
30	"	The Village South, Inc.			X			
31	"	National Parkinson Foundation			X			
32	"	Hope Center, Inc.			X			
34	"	The Haven Center, Inc.			X			
35	"	Mangowood Estates Citizens Assoc.			X			
		<b>GENERAL PUBLIC</b>						
1	3-24-95	Veronica Byrd					Mailed	
2	6-8-95	Ramon Maury					Faxed, Mailed	
3	3-22-95	JoAnn Quarrier					Mailed	
4	5-23-95	Luisa Yanez, reporter Sun Sentinel					Mailed, Tele. Interview	
5	5-25-95	Miami Herald					Mailed, Tele. Interview	
6	5-25-95	WIOD					Radio Interview	
7	4-23-95	Miami Herald, Neighbors					Advertisement	
8	5-16-95	Community Meeting - NW		Presentation				
9	5-17-95	Community Meeting - Beach		Presentation				
10	5-18-95	Community Meeting - North		Presentation				

#	Date Out	Sent to:	Comm. In:	Remarks:	Mailed	Faxed	Presented	Picked Up
11	5-22-95	Community Meeting - Central		Presentation				
12	5-23-95	Community Meeting - SW		Presentation				
13	5-25-95	Community Meeting - West		Presentation				
14	6-10-95	Special Meeting - KFHA		Presentation				
15	6-8-95	Special Meeting - Miami Shores		Presentation				



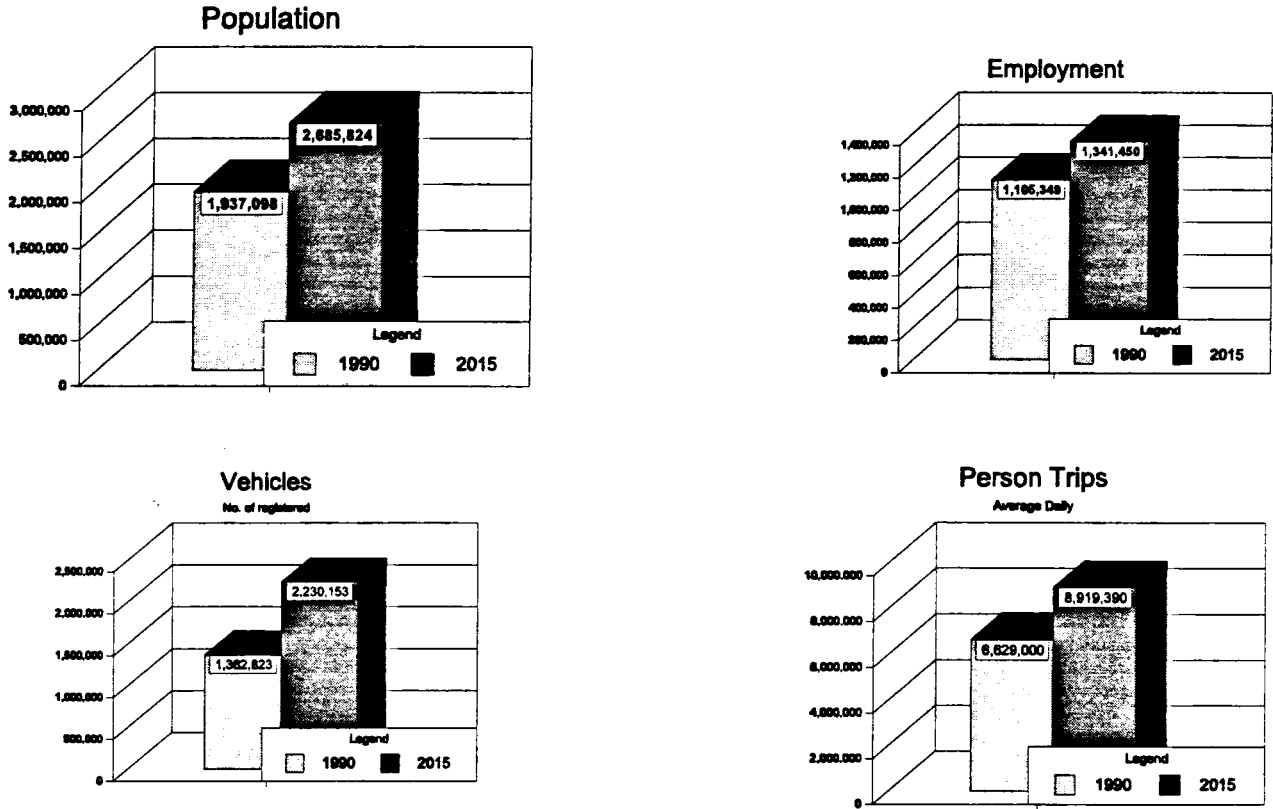
**Metro-Dade Transportation Plan  
(to the Year 2015)**

**Appendix IV**

**Plan Background Information**

Figure 1

## Projected Growth



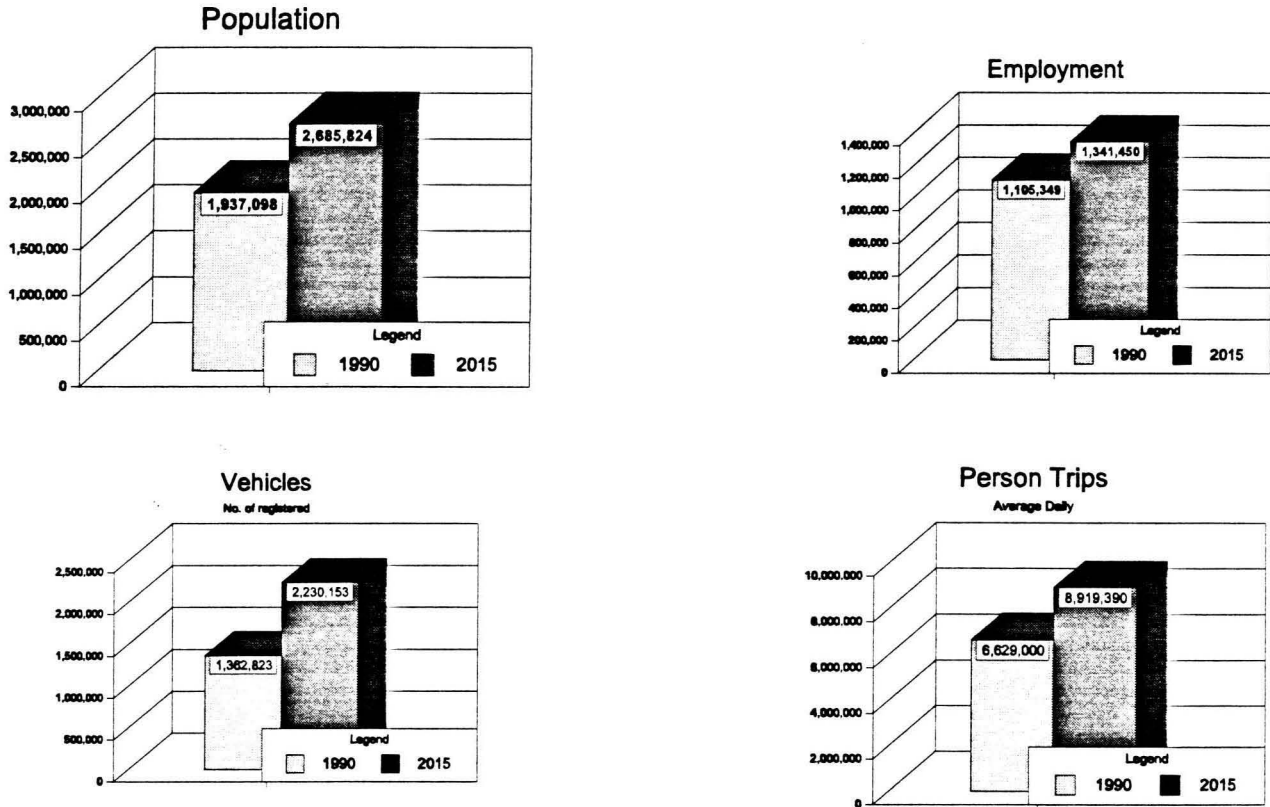
## Background Conditions and Forecasts

Figure 1 illustrates the increases in population, employment, number of registered vehicles and average number of daily person-trips expected to occur in the County between the study base-year of 1990 and the Plan forecast year of 2015. All future socio-economic trends and urban travel levels reflect land-use growth forecasts established for the County's Comprehensive Development Master Plan (CDMP).

The population of the County is expected to increase by 39% during the study period, while the number of registered automobiles will increase by 63% and employment is projected to grow by 21%. Based on these trends, urban trips taken by residents and others in the County is predicted to increase by 35% and the number of daily vehicle miles traveled in the urban area will grow by 36%. These trends and forecasts point to mounting pressure on the transportation system to handle increasing loads of traffic and personal travel.

Figure 1

## Projected Growth



## Background Conditions and Forecasts

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## **Financial Considerations**

A major task was undertaken to assess the fiscal implications of the Long Range Element. The twenty-year proposals identify over one hundred major capacity improvements with a price tag of approximately \$6.1 billion. An assessment of the ability of the urban area to build the proposed projects identifies a shortage of approximately half the needed capital funds over the Plan period (\$3 billion), assuming that most revenues for capital improvements will be generated in the future at current levels. Operating and maintaining the transportation system during the Plan period is estimated to cost an additional \$7.4 billion for a total estimated "Needs" Plan cost of \$13.5 billion. In addition, projected funds for the operations and maintenance of the transportation system during the Plan period will not be sufficient to support the improvements identified in the "Needs" Plan. A gap of approximately \$1.7 billion has also been identified in this regard.

A cost feasible plan, estimated to cost \$8.8 billion has been developed to implement the projects identified as priorities in the Plan. These priorities address service demands of major traffic generators and important economic centers in the County such as the Miami International Airport and the Port of Miami. Also, the mobility needs of the many communities in the metropolitan area are addressed.

Transportation funding in Florida is arrived at through a system of taxes and fees at Federal, State and local levels. Distribution of these funds is driven mainly by federal and state statutory formulas, with the exception of some discretionary federal grant programs.

Most highway funding comes from gasoline taxes, motor fees, and other automobile-related "user-fees". Major sources of existing and potential highway funding sources include: Federal Gas Tax, State Motor Fuel Tax, Local Option Gas Tax, Voter Gas Tax, Motor Vehicle Fees, Impact Fees and Tolls.

Transit funding is derived from a host of Federal, State and local programs. For rail and bus projects, funding is mostly sought through Federal and State grants. Transit operating costs are supported largely through local revenue sources.

Major sources of existing and potential transit funding include: FTA Section 3, FTA Section 9, State participation and local funds.

A cost feasibility assessment of the proposed projects identifies revenue shortfalls in all areas, assuming that revenue will be generated in the future at current levels. For highways, in addition to an overall shortage, a deficit of over \$900 million is predicted during the outer years of the Plan period following the implementation of Projects in the higher priority categories.

In the case of transit, the proposed Needs Plan can be partially funded. Since the last major update of the Transportation Plan, segments of three major transit corridors have progressed through preliminary planning stages and have capital monies identified in the Cost Feasible Plan. In addition to the amount of Federal and State funds that may be allocated for these rapid transit improvements, substantial local funds will need to be raised, as well, to support the operations and maintenance of these projects. In the case of many airport and seaport-related ground

transportation improvements, as well as the East-West Multimodal Corridor Improvements and the Miami Intermodal Center, contributions from airport and seaport revenue streams are being proposed.

A new commitment to non-motorized modes of transportation (bicycling, pedestrian) and to projects that enhance the aesthetics of the urban landscape is proposed in the Plan through the reservation of one and one-half percent of all eligible surface transportation capital funds for these types of projects.

Full funding for this Transportation Plan will have to originate from a blend of existing and new revenue sources. Funding sources in place today may not necessarily be available in the future.

**Background Summary on  
Operations and Maintenance Costs and  
Revenues:  
Transit and Highway**

## **Operations and Maintenance**

Slightly over 40% of all estimated highway-related costs within the twenty-year Plan period correspond to non-capacity improvements, such as maintenance and safety and other operations-related work. These activities are performed on the existing system to maintain it in good condition. A significant portion of the future travel demand will continue to be served by existing facilities.

The following two tables summarize the operations and maintenance costs and revenue totals for the transit system and highway network.

Highway maintenance costs include ordinary/routine maintenance work such as patching, landscape maintenance, traffic signs and signals maintenance, and bridge maintenance. Highway operations and safety costs include exceptional work such as resurfacing, traffic control devices, safety lighting and signals, guardrails and pavement markings. For the most part, it can be said that highway-related operations and maintenance costs can be covered by anticipated revenues for those purposes.

For the transit system, the same cannot be said. Although the Plan is capital-cost-feasible, the operations and maintenance costs for the transit system will require increases in existing sources and implementation of new, innovative sources. Examples of such sources are being included in the East-West Multimodal Corridor financing strategy. These potential new sources include: toll surcharges, airport-seaport contributions, highway congestion pricing, and private sector participation.

**METRO-DADE LONG RANGE TRANSPORTATION PLAN UPDATE  
YEARS 2001-2015**

**TRANSIT OPERATING AND MAINTENANCE COST AND REVENUE SUMMARY  
(MILLIONS OF 1995 DOLLARS)**

	Needs Plan	Cost Feasible Plan
<b>COSTS</b>		
<i>Existing System</i>	\$3,135	\$3,135
<i>Expansion</i>	2,548	1,034
<b>TOTAL</b>	<b>5,683</b>	<b>4,169</b>
<b>REVENUES</b>		
Farebox Revenue		
<i>Existing System</i>	915	915
<i>Expansion</i>	1,271	531
Federal Section 9 Operating	0	0
State	133	133
Local	1,597	1,597
Other Sources	200	200
<b>TOTAL</b>	<b>4,116</b>	<b>3,376</b>
<b>COSTS - REVENUES</b>	<b>(1,567)</b>	<b>(793)</b>



**METRO-DADE LONG RANGE TRANSPORTATION PLAN UPDATE  
YEARS 2001-2015**

**HIGHWAY OPERATING AND MAINTENANCE  
COST AND REVENUE SUMMARY**

**COSTS**

(Millions of 1995 Dollars)

	<b><u>Needs Plan</u></b>		<b><u>Cost Feasible Plan</u></b>	
	<b><u>STATE</u></b>	<b><u>LOCAL</u></b>	<b><u>STATE</u></b>	<b><u>LOCAL</u></b>
Existing System	\$ 735	\$ 688	\$ 735	\$ 668
Expansion	\$ 155	\$ 312	\$ 118	\$ 226
<b>TOTAL COSTS</b>	<b><u>\$ 890</u></b>	<b><u>\$ 980</u></b>	<b><u>\$ 853</u></b>	<b><u>\$ 894</u></b>

**REVENUES**

	<b><u>Needs Plan</u></b>		<b><u>Cost Feasible Plan</u></b>	
	<b><u>STATE</u></b>	<b><u>LOCAL</u></b>	<b><u>STATE</u></b>	<b><u>LOCAL</u></b>
(for) Existing System	\$ 735	\$ 688	\$ 735	\$ 668
(for) Expansion	\$ 155	\$ 312	\$ 118	\$ 226
<b>TOTAL REVENUES</b>	<b><u>\$ 890</u></b>	<b><u>\$ 980</u></b>	<b><u>\$ 853</u></b>	<b><u>\$ 894</u></b>

**Required Consideration of  
Federal Planning Factors  
and How They are Reflected in this Plan**

## ISTEA 15 FACTORS

1. The preservation of existing transportation facilities and, where practical, ways to meet transportation more efficiently;
2. The consistency of transportation planning with applicable federal, state, and local energy conservation programs, goals, and objectives;
3. The need to relieve congestion and prevent congestion from occurring where it does not yet occur;
4. The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with provisions of all applicable short-term and long-term landuse and development plans;
5. The programming of expenditures on transportation enhancements activities as required by federal law;
6. The effects of all transportation projects to be undertaken within the metropolitan area, without regard to whether such project are publicly funded;
7. Any international border crossing and access to ports, airports, intermodal transportation facilities; major freight distribution routes, national parks, recreation areas, monuments and historic sites and military installations;
8. The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area;
9. The transportation needs identified through use of the management systems required under the Act;
10. The preservation of rights-of-way for construction of future transportation projects, including the identification of unused rights-of-way which may be needed for future transportation corridors and identification of those corridors for which action is most needed to prevent destruction or loss;
11. Any available methods to enhance the efficient movement of freight;
12. The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement;
13. The overall social, economic, energy, and environmental effects of transportation decisions;
14. Methods to expand and enhance transit services and to increase the use of such services; and;
15. Capital investments that would result in increased security in transit systems.

## **Cross Reference of Plan Objectives with ISTEPA Planning Factors**

### **MULTIMODAL TRANSPORTATION SYSTEM DEVELOPMENT**

- #1. Plan for the provision of transportation services and facilities to serve the needs of the population in the metropolitan planning areas, in accord with federal and state transportation planning process requirements.
- #2. Develop an integrated multimodal transportation system that emphasizes people movement by facilitating the transfer between modes, and the connectivity of the transportation network within and outside the metropolitan area.
- #3. Preserve rights-of-way in corridors anticipated to be heavily traveled in the future.
- #4. Consider the effect of transportation policies on land use development for both the short and longer range.

### **TRAFFIC FLOW/MOBILITY**

- #5. Preserve existing highway and transit facilities by improving efficiency and safety.
- #6. Achieve the operating level-of-service standards adopted in the Comprehensive Development Master Plan and in the Florida Intrastate Highway System Plan.
- #7. Plan for maximum utilization of existing transportation capacity, relieve congestion and prevent congestion from occurring where it does not yet occur.

### **SOCIAL**

- #8. Plan and develop a transportation system that preserves the social integrity of urban communities.

### **ENVIRONMENTAL**

- #9. Plan for a transportation system that gives due consideration to air quality and environmentally sensitive areas, and conserves energy and natural resources and that is consistent with applicable federal, state and local energy conservation program goals and objectives.
- #10. Plan for transportation projects that enhance the quality of the environment.

### **ECONOMIC**

- #11. Define a sound funding base utilizing public and private sources that will assure operation and maintenance of existing facilities and services and timely implementation of new projects and services.
- #12. Provide for and enhance the efficient movement of freight.

**TABLE 1**  
**2015 Metro-Dade Transportation Plan**  
**Cross Reference of Plan Objectives with ISTE A Planning Factors**

<i>Plan Objectives</i>	<b>ISTEA PLANNING FACTORS</b>														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	X	X		X		X		X		X			X		
2			X	X	X	X	X	X	X	X				X	X
3	X	X		X		X				X					
4				X									X		
5		X					X			X		X		X	X
6	X	X	X						X						
7			X						X					X	X
8	X	X	X												
9		X		X					X			X			
10	X	X	X	X		X							X		
11		X		X	X					X		X		X	
12							X				X				

**Metro-Dade Transportation Plan  
(to the Year 2015)**

**Appendix V**

**Plan Documentation**

**YEAR 2015**

**METRO-DADE TRANSPORTATION PLAN**

**P L A N                    D O C U M E N T A T I O N**

**Technical Reports:**

1. Data Compilation and Review
2. Model Validation
3. Plan Development and Adoption
4. Air Quality Conformity Determination Report

**Technical Memoranda:**

1. Financial Resources Study
2. Development of External Trips
3. Trip Generation Model
4. Trip Distribution Model
5. Validation of Mode Choice and Auto Occupancy Model
6. Validation of the Traffic Assignment Model
7. Model Validation Process
8. Countywide and Individual Summaries
9. Metro-Dade Transportation Plan Update (to the Year 2015)
10. Metro-Dade Transportation Plan Update (to the Year 2015):  
Adoption Document

**METROPOLITAN            PLANNING            ORGANIZATION**