

Summary of Proposed Amendments to the Miami-Dade Year 2030 Transportation Plan

No.	Project Proposal (Limits)	Current Priority	Approved or Proposed Project Description	Nature of Proposed Modification	Origin of Request	Remarks	MPO Action
1	SW 8 th Street across SW 107 th Avenue Grade Separation	Not Listed in 2030 LRTP	Improve traffic flow and mobility at intersection of SW 8 th Street and SW 107 th Avenue by providing a “continuous flow intersection” or grade separation. Total traffic volume: 105,000 Main Road traffic (SW 8 Street) - 54,000	Include in Priority I *	MPO Grade Separation Study	MPO Grade Separation Study concludes that grade separation at this location will impact bus operations by providing 35 seconds more of green time to SW 10 th Avenue. Main Road ROW (SW 8 Street) - 150 feet Impact on local streets: affect one “T” intersection Land use impacts: none.	N/A
2	NW 36 th Street across NW 72 nd Avenue Grade Separation	2030 LRTP Priority IV	Improve traffic flow and mobility at intersection of NW 36 th Street and NW 72 nd Avenue by providing a “continuous flow intersection” or grade separation Total traffic volume: 94,500 Main Road traffic (NW 36 th Street) - 62,500	Include in Priority I	MPO Grade Separation Study	MPO Grade Separation Study finds that removal of the through traffic light on NW 36 th Street will provide a 1 minute 15 seconds of additional green time to the other movements in the intersection. This improvement would provide 33 minutes of additional green time to the other movements in the intersection. Main Road (NW 36 th Street) ROW: 150 feet. Land Use impacts: gas station on SW corner loses access to westbound traffic.	N/A
3	SW 8 th Street across SW 87 th Avenue Grade Separation	Not Listed in 2030 LRTP	Improve traffic flow and mobility at intersection of SW 8 th Street and SW 87 th Avenue by providing a “continuous flow intersection” or grade separation. Total traffic volume: 95,500 Main Road traffic (SW 8 Street) - 58,000 Main Road ROW (SW 8 Street) - 150 feet	Include in Priority I *	MPO Grade Separation Study	MPO Grade Separation Study concludes that grade separation at this location could benefit the 12 buses per hour that Route 8 operate through this intersection by providing a constant through movement if it is routed on the grade separation. Impact on local Street: affects 2 “T” intersections. Land Use impact: abandoned gas station on NE corner loses westbound access.	N/A

*** These projects are to be added to the Cost Feasible Plan and on the basis of new monies added to the program as a result of the State Growth Management Legislation recently approved.**

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4	US-1 across SW 27 th Avenue Grade Separation	Not Listed in 2030 LRTP	Improve traffic flow and mobility at intersection of US-1 (South Dixie Highway) and SW 27 th Avenue by providing a “continuous flow intersection” or grade separation. Total traffic volume: 130,000 Main Road traffic (US-1) - 101,500 Main Road ROW (US-1) - 100 feet	Include in Priority I *	MPO Grade Separation Study	MPO Grade Separation Study concludes that grade separation at this location would add 20 minutes per hour of additional flow to the 4,600 peak hour/peak direction vehicles operation as through traffic on US-1. Impact on local Street: affects 2 “T” intersections. Land Use impact: gas station on SW corner loses partial access.	N/A
5	North Kendall Drive across SW 127 th Avenue Grade Separation	Not Listed in 2030 LRTP	Improve traffic flow and mobility at intersection of SW 88 th Avenue and SW 127 th Avenue by providing a “continuous flow intersection” or grade separation. Total traffic volume: 103,500 Main Road traffic (SW 88 Avenue) - 84,500 Main Road ROW (SW 8 Street) - 150 feet	Include in Priority I *	MPO Grade Separation Study	MPO Grade Separation Study concludes that grade separation at this location would provide 32 minutes of additional through time for the 3,100 peak hour/peak direction through traffic on Kendall Drive. Impact on local Street: None. Land Use impact: Home Depot Center loses access to westbound traffic.	N/A
6	SW 117 th Avenue across SW 152 nd Street Grade Separation	Not Listed in 2030 LRTP	Improve traffic flow and mobility at intersection of SW 117 th Avenue and SW 152 nd Street by providing a “continuous flow intersection” or grade separation. Total traffic volume: 63,556 Main Road traffic (SW 152 nd Street) - 41,000	Include in Priority I *	MPO Grade Separation Study	Impact on local Street: need flyover over turnpike and SW 117 th Avenue. Land Use impact: none. Main Road ROW (SW 152 nd Street) - 130 feet at the Turnpike.	N/A

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