

| MPO ID  | Project Sponsor | Project Name   | Project description/scope of work  | Project Limits  | Weighted Mobility Score (Weight = 19.6) | Weighted Accessibility Score (Weight = 20.1) | Weighted Safety Score (Weight = 19.5) | Weighted Equity Score (Weight = 14.7) | Weighted Environmental Stewardship Score (Weight = 12.6) | Weighted Economic Vitality Score (Weight = 13.5) | Total Project Score |
|---------|-----------------|--|--|---|---|--|---------------------------------------|---------------------------------------|--|--|---------------------|
| ID# 740 | Broward County  | Hollywood/Pines Blvd. Rapid Bus                          | 10-15 min. limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing. | From Flamingo Rd. (Pembroke Pines) to Hollywood (Young Circle)    | 12.25                                   | 13.4   | 0                                     | 11.025                                | 0  | 4.5  | 41.18               |
| ID# 743 | Broward County  | University Dr. Rapid Bus                                 | 10-15 min. limited stop bus service, mixed traffic or semi-exclusive BAT lanes, level boarding stations, use of TSP & Queue Jump technologies, mobile ticketing. | From Coconut Creek (Sample Rd.) to Miami-Dade Co. (Golden Glades) | 12.25                                   | 10.05  | 0                                     | 11.025                                | 0  | 4.5  | 37.83               |
| ID# 817 | Broward MPO     | SR 845/Powerline Rd                                      | From 4 to 6 lanes (6LD)  | SR 845/Powerline Rd (Palm Beach County Line to SW 10th St)        | 4.9                                     | 6.7  | 9.75                                  | 7.35                                  | -2.52  | 6.75   | 32.93               |
| ID# 859 | Broward MPO     | Pines Bl/SR-820  | managed arterial with new interchange @ FL Turnpike  | Pines Bl (I-75 to I-95)   | 4.9                                     | 3.35   | 14.625                                | 1.8375                                | 2.52   | 4.5  | 31.73               |
| ID# 846 | Broward MPO     | South Florida Rail Corridor/ FEC Corridor Connection     | Rail Connection of South Florida to FEC Rail Corridors in Pompano  | SF Rail Corridor to FEC Corridor                                  | 9.8                                     | 10.05  | 0                                     | 3.675                                 | 2.52   | 4.5  | 30.55               |
| ID# 860 | Broward MPO     | Sample Rd/SR-834   | managed arterial with overpasses @ University Dr, @ Lyons Rd and @ Powerline Rd  | Sample Rd/SR-834 (University Dr to I-95)                          | 4.9                                     | 3.35   | 9.75                                  | 1.8375                                | 2.52   | 6.75   | 29.11               |
| ID# 755 | Broward MPO     | Center Turn Overpass                                     | Turn Overpass  | Turn Overpass   | 2.45                                    | 3.35   | 9.75                                  | 3.675                                 | 2.52   | 4.5  | 26.25               |
| ID# 864 | Broward MPO     | Broward Bl/SR-842  | managed arterial from University Dr to I-95 with Overpass (CTO) @ University Dr  | Broward Bl/SR-842 (University Dr/SR-817 to I-95)                  | 4.9                                     | 3.35   | 4.875                                 | 3.675                                 | 2.52   | 4.5  | 23.82               |
| ID# 819 | Broward MPO     | Oakes Rd   | New 4LD, including overpass at Florida's Turnpike  | Oakes Rd (State Rd 7/US 441 to Davie Rd)                          | 7.35                                    | 10.05  | 4.875                                 | 3.675                                 | -5.04  | 2.25   | 23.16               |
| ID# 829 | Broward MPO     | County Line Rd/HEFT Extention                            | Implementation of feasibility study for new road construction  | County Line Rd/HEFT Extention (I-95 to Florida's Turnpike)        | 4.9                                     | 6.7  | 4.875                                 | 1.8375                                | 0  | 4.5  | 22.81               |
| ID# 862 | Broward MPO     | Bryan Rd   | from 2 to 4 lanes  | Bryan Rd (Stirling Rd/SR-848 to Old Griffin Rd)                   | 4.9                                     | 6.7  | 4.875                                 | 3.675                                 | 0  | 2.25   | 22.40               |
| ID# 757 | Broward MPO     | Pines Blvd. @ Flamingo Rd. – Center Turn Overpass        |  | Pines Blvd. @ Flamingo Rd. – Center Turn Overpass                 | 2.45                                    | 3.35   | 4.875                                 | 3.675                                 | 2.52   | 4.5  | 21.37               |
| ID# 758 | Broward MPO     | Atlantic Blvd. @ Powerline Rd. – Center Turn Overpass    |  | Atlantic Blvd. @ Powerline Rd. – Center Turn Overpass             | 2.45                                    | 3.35   | 4.875                                 | 3.675                                 | 2.52   | 4.5  | 21.37               |
| ID# 759 | Broward MPO     | University Dr. @ Pines Blvd. – Center Turn Overpass      |  | University Dr. @ Pines Blvd. – Center Turn Overpass               | 2.45                                    | 3.35   | 4.875                                 | 3.675                                 | 2.52   | 4.5  | 21.37               |
| ID# 820 | Broward MPO     | SR 822/Sheridan St                                       | From 4 to 6 lanes (6LD)  | SR 822/Sheridan St (US 1 to Dixie Hwy)                            | 4.9                                     | 6.7  | 0                                     | 7.35                                  | -2.52  | 4.5  | 20.93               |
| ID# 763 | Broward MPO     | Copans Rd. @ CSX Railroad – Grade separation at RRX      |  | Copans Rd. @ CSX Railroad – Grade separation at RRX               | 2.45                                    | 3.35   | 9.75                                  | -1.8375                               | 2.52   | 4.5  | 20.73               |
| ID# 836 | Broward MPO     | South Florida Rail Corridor                              | Grade Separation   | South Florida Rail Corridor (@ Sample Rd/SR-834)                  | 2.45                                    | 0  | 9.75                                  | 0                                     | 2.52   | 4.5  | 19.22               |
| ID# 851 | Broward MPO     | FEC Rail Corridor  | Grade Separation   | fec Rail Corrdor (@ Sample Rd/SR-834)                             | 2.45                                    | 0  | 9.75                                  | 0                                     | 2.52   | 4.5  | 19.22               |
| ID# 852 | Broward MPO     | FEC Rail Corridor  | Grade Separation   | 870)  | 2.45                                    | 0  | 9.75                                  | 0                                     | 2.52   | 4.5  | 19.22               |
| ID# 849 | Broward MPO     | McNab Rd/Cypress Creek Rd/NW 62nd                        | managed arterial with new interchanges @ Sawgrass Xwy and I-95   | McNab Rd/Cypress Creek Rd (Sawgrass Xwy to I-95)                  | 4.9                                     | 3.35   | 4.875                                 | 1.8375                                | -2.52  | 6.75   | 19.19               |
| ID# 762 | Broward MPO     | Hillsboro Blvd. @ CSX Railroad – Grade separation at RRX |  | Hillsboro Blvd. @ CSX Railroad – Grade separation at RRX          | 2.45                                    | 3.35   | 4.875                                 | 0                                     | 2.52   | 4.5  | 17.70               |
| ID# 835 | Broward MPO     | South Florida Rail Corridor                              | Grade Separation   | South Florida Rail Corridor (@ Hillsboro Bl/SR-810)               | 2.45                                    | 3.35   | 4.875                                 | 0                                     | 2.52   | 4.5  | 17.70               |

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|---------|-------------|--|---|---|------|------|-------|---------|-------|------|-------|
| ID# 843 | Broward MPO | South Florida Rail Corridor                        | Grade Separation  | South Florida Rail Corridor (@ Hollywood Bl/SR-820)     | 2.45 | 0    | 9.75  | -1.8375 | 2.52  | 4.5  | 17.38 |
| ID# 863 | Broward MPO | South Florida Rail Corridor                        | Grade Separation  | South Florida Rail Corridor (@ Powerline Rd/SR-845)     | 2.45 | 0    | 9.75  | 0       | 2.52  | 2.25 | 16.97 |
| ID# 826 | Broward MPO | Blount Rd  | From 2 to 4 lanes (4LD)   | Blount Rd (Copans Rd to Hammondville Rd)                | 4.9  | 3.35 | 4.875 | 3.675   | -2.52 | 2.25 | 16.53 |
| ID# 828 | Broward MPO | Ravenswood Rd                                      | From 2 to 4 lanes (4LD)   | Ravenswood Rd (SW 42nd St to Griffin Rd)                | 4.9  | 3.35 | 4.875 | 3.675   | -2.52 | 2.25 | 16.53 |
| ID# 832 | Broward MPO | Wiles Rd   | From 4 to 6 lanes (6LD)   | Wiles Rd (Florida's Turnpike to Powerline Rd)           | 4.9  | 3.35 | 4.875 | 3.675   | -2.52 | 2.25 | 16.53 |
| ID# 848 | Broward MPO | McNab Rd   | new grade separated 2-lane roadway over FEC Rail Corridor connecting McNab Rd from Dixie Hwy to SW 7th Ave) | McNab Rd (Dixie Hwy to SW 7th Ave)                      | 2.45 | 3.35 | 4.875 | 0       | 2.52  | 2.25 | 15.45 |
| ID# 756 | Broward MPO | SR7/US-441 @ Atlantic Blvd. - Center Turn Overpass |   | SR7/US-441 @ Atlantic Blvd. - Center Turn Overpass      | 2.45 | 3.35 | 4.875 | 0       | 0     | 4.5  | 15.18 |
| ID# 856 | Broward MPO | US 1   | Grade Separation  | US 1 (@ Hollywood Bl/SR 820)                            | 2.45 | 0    | 9.75  | -1.8375 | 2.52  | 2.25 | 15.13 |
| ID# 839 | Broward MPO | South Florida Rail Corridor                        | Grade Separation  | South Florida Rail Corridor (@ NW 62nd/Cypress Creek)   | 2.45 | 0    | 4.875 | 0       | 2.52  | 4.5  | 14.35 |
| ID# 823 | Broward MPO | SW 184th Av  | From 2 to 4 lanes (4LD)   | SW 184th Av (Pembroke Rd to Miramar Pkwy)               | 4.9  | 3.35 | 4.875 | 3.675   | -2.52 | 0    | 14.28 |
| ID# 825 | Broward MPO | SW 196th Av  | From 2 to 4 lanes (4LD) The road is not built in Miramar  | SW 196th Av (Pines Blvd to Miramar Pkwy)                | 4.9  | 3.35 | 4.875 | 3.675   | -2.52 | 0    | 14.28 |
| ID# 865 | Broward MPO | Hiatus Rd  | new 4-lane roadway connecting Stirling Rd to Griffin Rd   | Hiatus Rd (Stirling Rd to Griffin Rd)                   | 4.9  | 3.35 | 4.875 | 0       | 0     | 0    | 13.13 |
| ID# 830 | Broward MPO | SR 84  | Grade separation  | SR 84 ( to FEC rail crossing)                           | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 833 | Broward MPO | SR 84  | Construct tunnel under FEC RR   | SR 84 ( to FEC rail crossing)                           | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 838 | Broward MPO | South Florida Rail Corridor                        | Grade Separation  | South Florida Rail Corridor (@ Atlantic Bl/SR-814)      | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 840 | Broward MPO | South Florida Rail Corridor                        | Grade Separation  | South Florida Rail Corridor (@ Commercial Bl/SR-870)    | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 841 | Broward MPO | South Florida Rail Corridor                        | Grade Separation  | South Florida Rail Corridor (@ Oakland Park Bl/SR-816)  | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 842 | Broward MPO | South Florida Rail Corridor                        | Grade Separation  | South Florida Rail Corridor (@ Stirling Rd/SR-848)      | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 845 | Broward MPO | South Florida Rail Corridor                        | Grade Separation  | South Florida Rail Corridor (@ Hallandale Beach/SR-858) | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 854 | Broward MPO | FEC Rail Corridor                                  | Grade Separation  | FEC Rail Corridor (@ SR-84)                             | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 855 | Broward MPO | FEC Rail Corridor                                  | Grade Separation  | FEC Rail Corridor (@ Griffin Rd/SR-818)                 | 2.45 | 0    | 4.875 | 0       | 2.52  | 2.25 | 12.10 |
| ID# 821 | Broward MPO | Bass Creek Rd                                      | From 2 to 4 lanes   | Bass Creek Rd (SW 148th Av to SW 172nd Av)              | 4.9  | 3.35 | 4.875 | 3.675   | -5.04 | 0    | 11.76 |
| ID# 822 | Broward MPO | Bass Creek Rd                                      | New 4 lanes - 2 lanes exist from SW 184th Ave to SW 179 Way   | Bass Creek Rd (SW 172nd Av to SW 184th Av)              | 4.9  | 3.35 | 4.875 | 3.675   | -5.04 | 0    | 11.76 |
| ID# 824 | Broward MPO | SW 184th Av  | From 4 to 6 lanes (6LD)   | SW 184th Av (Sheridan St to Pembroke Rd )               | 4.9  | 3.35 | 4.875 | 0       | -2.52 | 0    | 10.61 |

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|---------|-----------------------|--|---|--|------|------|-------|---------|-------|------|-------|
| ID# 827 | Broward MPO           | Hiatus Rd  | From 2 to 4 lanes (4LD)   | Hiatus Rd (Stirling Rd to Sheridan Rd)                       | 4.9  | 3.35 | 4.875 | 0       | -2.52 | 0    | 10.61 |
| ID# 866 | Broward MPO           | Stirling Rd  | new 4 lane roadway to fill in gap on Stirling from SW 193rd Way to SW 166st Ave   | Sirling Rd (SW 193rd Way to SW 166st Ave)                    | 4.9  | 3.35 | 0     | 0       | 0     | 2.25 | 10.50 |
| ID# 850 | Broward MPO           | FEC Rail Corridor  | Grade Separation  | FEC Rail Corridor (@ SE 10th St)                             | 2.45 | 0    | 4.875 | -1.8375 | 2.52  | 2.25 | 10.26 |
| ID# 844 | Broward MPO           | South Florida Rail Corridor                                | Grade Separation  | South Florida Rail Corridor (@ Pembroke Rd/SR-824)           | 2.45 | 0    | 4.875 | 0       | 2.52  | 0    | 9.85  |
| ID# 847 | Broward MPO           | South Florida Rail Corridor                                | Grade Separation  | South Florida Rail Corridor (@ McNab Rd)                     | 2.45 | 0    | 4.875 | 0       | 2.52  | 0    | 9.85  |
| ID# 760 | Broward MPO           | Hammondville Rd. @ Turnpike Entrance – On-Ramp to Turnpike | Reconstruct intersection with grade separation and widen Blount Rd. to 4 lanes  | Hammondville Rd./Blount Rd./Turnpike Interchange             | 4.9  | 0    | 4.875 | 0       | -2.52 | 2.25 | 9.51  |
| ID# 831 | Broward MPO           | US 27 Rail Corridor  | New Freight Rail along US 27 Corridor   | Beach/Broward County Line to Miami-Dade/Broward County Line) | 0    | 3.35 | 0     | 0       | 2.52  | 2.25 | 8.12  |
| ID# 858 | Broward MPO           | Pines Bl/SR-820  | Overpass  | Pines Bl/SR-820 (@ Palm Ave)                                 | 2.45 | 0    | 4.875 | -1.8375 | 2.52  | 0    | 8.01  |
| ID# 818 | Broward MPO           | Sheridan St  | From 4 to 6 lanes (6LD)   | Sheridan St (Douglas Rd to SW 148th Av)                      | 4.9  | 3.35 | 0     | 0       | -2.52 | 2.25 | 7.98  |
| ID# 861 | Broward MPO           | Coconut Creek Pkwy/Hammondville Rd                         | Overpass for east bound and westbound through movements only  | Coconut Creek Pkwy/Hammondville Rd (@ NW 31st Ave)           | 2.45 | 0    | 0     | 0       | 0     | 4.5  | 6.95  |
| ID# 853 | Broward MPO           | FEC Rail Corridor  | New Bridge over the New River   | FEC Rail Corridor (@ New River)                              | 2.45 | 3.35 | 0     | -1.8375 | -2.52 | 2.25 | 3.69  |
| ID# 834 | Broward MPO           | SW 42nd St   |   | SW 42nd St (Ravenswood Rd to                                 | 0    | 0    | 0     | 0       | 0     | 0    | 0.00  |
| ID# 147 | City of Coral Springs | Intersection Improvements                                  | Atlantic Blvd / West Mall Dr, Atlantic Blvd / East Mall Dr) and elongated N/S left turn lanes at Sample Rd / Coral Hills Dr.  |  | 2.45 | 3.35 | 4.875 | 5.5125  | 2.52  | 6.75 | 25.46 |
| ID# 161 | City of Coral Springs | Downtown DRI Improvements                                  | Roadway improvements to ease traffic flow due to increased downtown development.  |  | 4.9  | 3.35 | 4.875 | 3.675   | 0     | 4.5  | 21.30 |
| ID# 144 | City of Coral Springs | Adaptive Signal Control                                    | Ridge Dr, Sample Rd, Coral Springs Dr, Royal Palm Blvd, Atlantic Blvd, SR7, University Dr and Wiles Road  |  | 2.45 | 3.35 | 0     | 3.675   | 2.52  | 2.25 | 14.25 |
| ID# 149 | City of Coral Springs | Fiber Optic Cable  | Wiles Rd - Coral Springs Dr to SR7<br>Coral Springs Dr - Wiles Rd to C-14 Canal   |  | 2.45 | 3.35 | 0     | 3.675   | 0     | 4.5  | 13.98 |
| ID# 128 | City of Coral Springs | Alleyway Improvements                                      | Reconstruction of alleys and improving drainage facilities on City owned alleys off Sample (University Dr. to Coral Springs Dr.), Wiles (NW 126 Ave. to Coral Springs Dr., Riverside Dr. to NW 74 Ave., and University Drive (NW 31 Ct. to Shadow Wood Blvd.) |  | 0    | 0    | 9.75  | 0       | 0     | 2.25 | 12.00 |
| ID# 130 | City of Coral Springs | Guardrail retrofit program                                 | and length standards.   |  | 0    | 0    | 4.875 | 1.8375  | 0     | 2.25 | 8.96  |
| ID# 137 | City of Coral Springs | Mast Arm Upgrades  | Replace existing span wire traffic signal poles with mast arm structures at 8 intersections. Construct new mast arm traffic signals at 3 intersections and emergency past arm signals at 3 fire stations.   |  | 0    | 0    | 4.875 | 1.8375  | 0     | 2.25 | 8.96  |
| ID# 129 | City of Coral Springs | Bus Shelter Repair and Replacement                         | Replace 71 aging Tolar bus shelters throughout City with Landscape Forms "Kaleidoscope" bus shelters (County approved).   |  | 0    | 3.35 | 0     | 0       | 0     | 2.25 | 5.60  |
| ID# 36  | City of Dania Beach   | SR 5 / US-1  | US-1  | From Aventura Mall to Downtown Fort Lauderdale Terminal      | 0    | 6.7  | 9.75  | -1.8375 | 0     | 4.5  | 19.11 |
| ID# 34  | City of Dania Beach   | West Dania Beach Blvd Corridor Improvements                | •Roadway improvements<br>•Intersection Improvements on local roads  | From US-1 to Bryan Road                                      | 4.9  | 3.35 | 4.875 | -1.8375 | -2.52 | 6.75 | 15.52 |
| ID# 37  | City of Dania Beach   | Griffin Road (including US-1 Bridge)                       | oSignalization and Geometric Improvements<br>oLane capacity and transition  | Intersection of US-1 and Old Griffin                         | 4.9  | 6.7  | 4.875 | -1.8375 | 0     | 0    | 14.64 |
| ID# 33  | City of Dania Beach   | Bryan Road Extension                                       | New Bryan Road Extension with R.O.W. and roadway improvement to connect Stirling Road to Sheridan Street  | From Stirling Road to Sheridan Street                        | 4.9  | 3.35 | 4.875 | 0       | -2.52 | 0    | 10.61 |

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|---------|-------------------------|---|--|---|------|-------|-------|---------|-------|------|-------|
| ID# 32  | City of Dania Beach     | Griffin Road Corridor Improvements                                  | <ul style="list-style-type: none"> <li>Road Widening</li> <li>Intersection Improvements at Griffin Road and DCOTA</li> <li>Elevated slip ramp to I-95 northbound</li> <li>Potential right of way acquisition</li> </ul>        |   | 2.45 | 0     | 4.875 | 0       | -2.52 | 2.25 | 7.06  |
| ID# 38  | City of Dania Beach     | South Broward I-95 Interchange                                      | <ul style="list-style-type: none"> <li>I-95 interchange expansion and improvements at Griffin Road, Stirling Road and Sheridan Street</li> <li>Project will be coordinated with Hollywood, Fort Lauderdale and FDOT</li> </ul> | From Stirling Rd to I-95; From Griffin Rd to I-95; From Sheridan St to I-95 | 2.45 | 0     | 4.875 | -1.8375 | -5.04 | 2.25 | 2.70  |
| ID# 106 | City of Deerfield Beach | SE 10th Street  | Traffic light improvements, increase in capacity, sidewalk, bike lane  | 95 to Federal   | 7.35 | 3.35  | 4.875 | 3.675   | 2.52  | 0    | 21.77 |
| ID# 148 | City of Deerfield Beach | SR A1A  | Road improvements/traffic congestion   | SE 2nd Street   | 7.35 | 6.7   | 4.875 | 1.8375  | 0     | 0    | 20.76 |
| ID# 85  | City of Deerfield Beach | SW 11th Way   | 2 to 4 Lanes FAU Research Parkway  | NE 48th to SE 10th  | 4.9  | 0     | 4.875 | 1.8375  | 0     | 2.25 | 13.86 |
| ID# 712 | City of Deerfield Beach | Replacement/Modification of the Hillsboro Blvd Inter-Coastal Bridge | Replacement/Modification of the Hillsboro Blvd Inter-Coastal Bridge  | Hillsboro Blvd Bridge at Inter-Coastal                                      | 2.45 | 0     | 4.875 | 1.8375  | 0     | 4.5  | 13.66 |
| ID# 118 | City of Deerfield Beach | Century Village Entrance/Exit                                       | improve traffic conditions, turning lanes  |   | 2.45 | 0     | 0     | 1.8375  | 2.52  | 2.25 | 9.06  |
| ID# 116 | City of Deerfield Beach | Green Rd  | Install wall along S. homes, create new drive lane   | Powerline to Military   | 4.9  | 0     | 4.875 | 0       | -2.52 | 0    | 7.26  |
| ID# 107 | City of Fort Lauderdale | Andrews & 3rd Avenues Mobility Improvements                         | one-way oriented, shared use path, transit only lane, lighting, stormwater, transit and crosswalks.  | SE 17th Street to Sunrise Blvd  | 7.35 | 10.05 | 19.5  | 5.5125  | 0     | 4.5  | 46.91 |
| ID# 64  | Lauderdale              | Tri-rail Coastal Link   | To provide Tri-rail Coast Link rail service along the FEC including stations.  | Hallendale Beach to Fort Lauderdale   | 9.8  | 13.4  | 0     | 11.025  | 0     | 4.5  | 38.73 |
| ID# 83  | City of Fort Lauderdale | Broward Blvd & I95 Interchange                                      | feature, transit, pedestrian, bicycle and vehicle improvements to support multimodal connections to the Tri-rail station.  |   | 2.45 | 3.35  | 4.875 | 1.8375  | 2.52  | 6.75 | 21.78 |
| ID# 63  | City of Fort Lauderdale | FEC Tunnel Under New River  | To construct a tunnel for the Florida East Coast Railway under the New River between Davie Blvd and Sunrise Blvd.  | Davie Blvd to Sunrise Blvd  | 2.45 | 6.7   | 4.875 | 1.8375  | 2.52  | 2.25 | 20.63 |
| ID# 65  | Lauderdale              | Convention Center Bypass Road                                       | of SR84 to the Beach and Port without impacting SE 17th Street.  | US1 & SR84 to Eisenhower Blvd   | 9.8  | 3.35  | 4.875 | -1.8375 | 2.52  | 0    | 18.71 |
| ID# 81  | City of Fort Lauderdale | Cypress Creek Rd and I95 Interchange                                | close to I95, including a new flyover for eastbound Cypress Creek to southbound I95. Include multimodal accommodations.  |   | 2.45 | 3.35  | 4.875 | 1.8375  | 2.52  | 2.25 | 17.28 |
| ID# 82  | City of Fort Lauderdale | US1 / I595 Ramp Improvements  | Widen the number of lanes for the southbound on-ramp to improve traffic flow on US1.   |   | 2.45 | 3.35  | 0     | 1.8375  | 2.52  | 4.5  | 14.66 |
| ID# 68  | City of Fort Lauderdale | ITS Projects  | Smart signal upgrades to improve vehicle movements along the major arterials within the City of Fort Lauderdale.   |   | 2.45 | 3.35  | 0     | 3.675   | 2.52  | 2.25 | 14.25 |
| ID# 69  | City of Fort Lauderdale | Traffic Signal Upgrades   | Upgrade the traffic signals to the latest active arterial management technology.   |   | 2.45 | 3.35  | 0     | 3.675   | 2.52  | 2.25 | 14.25 |
| ID# 78  | City of Fort Lauderdale | Oakland Park Blvd Bridge Ringroad Improvements                      | accommodations. Move the bridge wall back to allow for shared use path under bridge to separate the bikes/peds from vehicles.  | NE 33rd Ave to NE 33rd Ave  | 0    | 3.35  | 4.875 | 1.8375  | 2.52  | 0    | 12.58 |
| ID# 102 | City of Fort Lauderdale | Andrews Ave Connector   | Improve the vehicle connection between downtown Fort Lauderdale and I595 on Andrews Ave by improving the roadway allocation including re-striping, street signs, directional signs, and signal improvements                    | SR84 to I595  | 2.45 | 3.35  | 4.875 | 1.8375  | 0     | 0    | 12.51 |
| ID# 66  | City of Fort Lauderdale | FLL Transportation Transfer Station                                 | To develop an intermodal transfer station connecting airport travelers to FEC and potential future transit/rail connections to port and downtown.  |   | 0    | 3.35  | 4.875 | 1.8375  | 0     | 0    | 10.06 |
| ID# 75  | City of Fort Lauderdale | SE 17th St & Eisenhower Intersection Improvements                   | Causeway with the intersection of Eisenhower Road through the reconstruction of the intersection.  |   | 0    | 3.35  | 4.875 | 1.8375  | 0     | 0    | 10.06 |
| ID# 67  | Lauderdale              | Upgrades  | crossing at the CSX and Commercial Blvd to improve the safety for vehicles.  |   | 0    | 0     | 4.875 | 1.8375  | 0     | 2.25 | 8.96  |
| ID# 95  | Lauderdale              | SW 12th Ave Swing Bridge  | more reliably.   | River   | 2.45 | 3.35  | 0     | 0       | 0     | 0    | 5.80  |

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|---------|--------------------------|---|---|---|-------|-------|--------|---------|-------|------|-------|
| ID# 71  | City of Fort Lauderdale  | I95 & Sistrunk Blvd Interchange                                     | Construct an interchange of I95 at Sistrunk Blvd.   |   | 0     | 3.35  | -4.875 | 1.8375  | 0     | 4.5  | 4.81  |
| ID# 3   | City of Hallandale Beach | Hallandale Beach & NE 14th Ave Dual Turn Lanes                      | Implement a double left-turn lane from eastbound Hallandale Beach Boulevard to northbound NE 14th Avenue.   | Hallandale Beach & NE 14th Ave Dual Turn Lanes  | 2.45  | 3.35  | 9.75   | 0       | 2.52  | 4.5  | 22.57 |
| ID# 169 | City of Hallandale Beach | SE 2nd Street/ Hibiscus Street/ Church Street Extension Project     | provide a two lane bi-directional new facility with bike lanes, 7' wide sidewalks, pedestrian scale lighting, and curb/gutter drainage.   | US-1 to Church Street   | 4.9   | 6.7   | 4.875  | 5.5125  | -2.52 | 2.25 | 21.72 |
| ID# 168 | City of Hallandale Beach | SE 9th Street FEC Rail Crossing Realignment                         | Provide a new FEC rail crossing at SE 9th St, with bike lanes/sharrows, on-street parking, 7' wide sidewalks, curb and gutter drainage, and pedestrian crossings including upgrades to meet all ADA standards.                                | Dixie Highway to US1  | 4.9   | 6.7   | 4.875  | 0       | 2.52  | 2.25 | 21.25 |
| ID# 4   | City of Hallandale Beach | Hallandale Beach Boulevard Bypass                                   | FEC rail lines. Install an express left turn bypass on westbound Hallandale Beach Blvd to southbound US1.   | Hallandale Beach Blvd from Dixie Highway to NE 8th Ave  | 2.45  | 3.35  | 9.75   | -1.8375 | 0     | 6.75 | 20.46 |
| ID# 170 | City of Hallandale Beach | South Old Dixie Highway 2-way Conversion Project                    | Conversion of Dixie Highway from 4-lanes in one-way to 4 lanes in two-ways. Includes restriping, new signage, installation of traffic control devices, mini-medians, 7' wide sidewalks, ADA upgrades, and 12' wide shared use path along FEC. | Pembroke Road to SW 11th Street   | -2.45 | 3.35  | 4.875  | 1.8375  | 0     | 2.25 | 9.86  |
| ID# 171 | City of Hallandale Beach | 6.Community Bus Fleet Trolley Modernization                         | Purchase six modern trolley replacement vehicles for the existing community bus fleet.  |   | 0     | 0     | 0      | 0       | 0     | 2.25 | 2.25  |
| ID# 702 | City of Hollywood        | Tyler Street, Harrison St and                                       | Circle, replacing the signalized intersection with roundabouts, add bike lanes,   | From Polk Street to Van Buren Street  | 4.9   | 10.05 | 4.875  | 0       | 2.52  | 2.25 | 24.60 |
| ID# 703 | City of Hollywood        | Hollywood Blvd Elevated Automated Guideway                          | Mass transit connection of Downtown RAC and State Road 441 TOC, areas of existing density and growth, high use of transit, connecting to job centers along Hollywood Blvd   | From State Road 441 to Young Circle   | 4.9   | 10.05 | 0      | -1.8375 | 2.52  | 4.5  | 20.13 |
| ID# 704 | City of Hollywood        | Hollywood Blvd Raised Intersection over I-95                        | Removal of east-west traffic conflicts, including traffic entering or existing I-95, with SRTA and Amtrak trains by raising east west roadway over I-95, similar to Commercial or Sunrise Blvd to the north                                   | Hollywood Blvd at I-95  | 2.45  | 3.35  | 4.875  | -1.8375 | 2.52  | 2.25 | 13.61 |
| ID# 707 | City of Hollywood        | Adaptive Signal Control Hollywood Blvd                              | TBD, evaluation of congestion and impacts needed, operation and congestion to be improved with Adaptive Signal Control  | From 58th Avenue to 64th Avenue   | 2.45  | 0     | 0      | 3.675   | 0     | 2.25 | 8.38  |
| ID# 706 | City of Hollywood        | Adaptive Signal Control Hollywood Blvd                              | TBD, evaluation of congestion and impacts needed, operation and congestion to be improved with Adaptive Signal Control  | From 26th Avenue to Park Road   | 2.45  | 0     | 0      | 0       | 0     | 2.25 | 4.70  |
| ID# 705 | City of Hollywood        | Sheridan Street Intercoastal Elevated Bridge                        | Installation of Elevated Bridge at Sheridan Street over the Intercoastal.   | Sheridan Street over the Intercoastal   | 2.45  | 0     | 0      | 0       | -2.52 | 0    | -0.07 |
| ID# 57  | City of Lauderhill       | U.S. 441/SR 7 Project   | Depressed roadway; Removal of existing overpass and installation of Center Turn overpass at the 441 and Sunrise Blvd intersection; Right-of-Way Acquisition, PEDSTED measures;  | Sunrise Blvd to NW 26 Street  | 2.45  | 6.7   | 4.875  | -3.675  | 2.52  | 6.75 | 19.62 |
| ID# 17  | City of Lighthouse Point | Citywide Bridge Replacements  | Replace 5 off-system bridges with improvements to pedestrian and bicycle usage where warranted.   | 5 individual off-system bridges throughout City: NE 28th St, NE 29th St, NE 31st Ct, NE 24th Ave, NE 48th St. | 2.45  | 3.35  | 4.875  | 0       | 0     | 0    | 10.68 |
| ID# 150 | City of Margate          | Intersection  | Scope of work includes building center turn over pass and adding dedicated right turn lanes to west bound and southbound lanes.   |   | 2.45  | 0     | 4.875  | 0       | 2.52  | 2.25 | 12.10 |
| ID# 153 | City of Margate          | Royal Palm Boulevard and SR. 7 intersection improvements.           | of Royal Palm Boulevard at the intersection of Royal Palm Boulevard and State Road 7.   |   | 2.45  | 3.35  | 0      | 0       | 0     | 2.25 | 8.05  |
| ID# 152 | City of Margate          | Royal Palm Boulevard and Rock Island Road Intersection improvements | Scope of work includes adding dedicated west to north right turn lane, shifting through lane alignment, and adding additional west to south left turn lane at the intersection of Royal Palm Boulevard and Rock Island Road.                  |   | 2.45  | 0     | 0      | 0       | 2.52  | 2.25 | 7.22  |
| ID# 162 | City of Margate          | SW 11th Street Improvements 1                                       | Installation of a roundabout  |   | 0     | 0     | 4.875  | 1.8375  | 0     | 0    | 6.71  |
| ID# 163 | City of Margate          | SW 11th Street Improvements 2                                       | Installation of a roundabout  |   | 0     | 0     | 4.875  | 1.8375  | 0     | 0    | 6.71  |
| ID# 159 | City of Margate          | NW 66th Avenue Improvements 1                                       | Installation of a roundabout.   |   | 0     | 0     | 4.875  | 0       | 0     | 0    | 4.88  |
| ID# 160 | City of Margate          | NW 66th Avenue Improvements 2                                       | Installation of a roundabout  |   | 0     | 0     | 4.875  | 0       | 0     | 0    | 4.88  |
| ID# 164 | City of Margate          | SW 7th Street Improvements  | Installation of a roundabout  |   | 0     | 0     | 4.875  | 0       | 0     | 0    | 4.88  |
| ID# 40  | City of Miramar          | Pembroke Road   | lighting, landscaping, hardscape and irrigation systems.  | Avenue, widen from 2 lanes to 4 lanes with median, bicycle lanes, sidewalks,                                  | 4.9   | 3.35  | 9.75   | 1.8375  | -2.52 | 2.25 | 19.57 |
| ID# 41  | City of Miramar          | SW 148th Avenue   | lighting, landscaping, hardscape and irrigation systems.  | From Bass Creek Road to Miramar Parkway   | 4.9   | 3.35  | 9.75   | 0       | -2.52 | 2.25 | 17.73 |
| ID# 47  | City of Miramar          | Miramar Boulevard   | Widen from 2 lanes to 4 lanes.  | From Flamingo Road to Hiatus Road   | 4.9   | 3.35  | 9.75   | 0       | -2.52 | 2.25 | 17.73 |
| ID# 42  | City of Miramar          | SW 184th Avenue   | lighting, landscaping, hardscape and irrigation systems.  | From Miramar Parkway to Pembroke Road   | 4.9   | 3.35  | 4.875  | 0       | -2.52 | 2.25 | 12.86 |

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|----------------|--------------------------|---|--|--|------|------|-------|---------|-------|------|--------------|
| <b>ID# 44</b>  | City of Miramar          | County Line Road  | Widening from 2 lanes to 4 lanes with median, bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.   | Flamingo Road to Red Road  | 4.9  | 3.35 | 4.875 | 1.8375  | -2.52 | 0    | <b>12.44</b> |
| <b>ID# 45</b>  | City of Miramar          | Miramar Boulevard   | Widening from 4 lanes to 6 lanes with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.   | From Palm Avenue to Douglas Road   | 4.9  | 3.35 | 4.875 | 0       | -2.52 | 0    | <b>10.61</b> |
| <b>ID# 46</b>  | City of Miramar          | SW 184th Avenue   | Widening from 2 lanes to 4 lanes with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.   | From Bass Creek Road to Miramar Parkway  | 4.9  | 3.35 | 4.875 | 0       | -2.52 | 0    | <b>10.61</b> |
| <b>ID# 48</b>  | City of Miramar          | Bass Creek Road   | sidewalks, lighting, landscaping, hardscape and irrigation systems   | From SW 148th Avenue to Florida Turnpike   | 4.9  | 3.35 | 4.875 | 0       | -2.52 | 0    | <b>10.61</b> |
| <b>ID# 43</b>  | City of Miramar          | Bass Creek Road   | Widen from 2 lanes to 4 lanes with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.  | From SW 148th Avenue to SW 172nd Avenue  | 4.9  | 3.35 | 4.875 | 0       | -5.04 | 2.25 | <b>10.34</b> |
| <b>ID# 50</b>  | City of Miramar          | Bass Creek Road   | bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation  | Avenue   | 4.9  | 3.35 | 4.875 | 0       | -5.04 | 0    | <b>8.09</b>  |
| <b>ID# 122</b> | City of Miramar          | Miramar bus shelters  | Construction of new bus shelters at various locations throughout the city.   |  | 0    | 6.7  | 0     | 0       | 0     | 0    | <b>6.70</b>  |
| <b>ID# 39</b>  | City of Miramar          | Pembroke Road   | construct new four lanes from SW 196 Ave to US 27 with bicycle lanes, sidewalks, lighting, landscaping, hardscape and irrigation systems.  | Widening from 2 lanes to 4 lanes and construct new four lanes from SW 196 Ave to US 27 with bicycle lanes, | 2.45 | 3.35 | 4.875 | -1.8375 | -2.52 | 0    | <b>6.32</b>  |
| <b>ID# 123</b> | City of Miramar          | Country Club Ranches roadway improvements                             | public rights of way   | various locations (see attached map)   | 0    | 0    | 4.875 | 0       | 0     | 0    | <b>4.88</b>  |
| <b>ID# 146</b> | City of North Lauderdale | Sw 63rd Terrace and Bailey Road signalized intersection               | To add a signalized 4 way intersection per FDOT standard to ensure a safe crossing for pedestrian and vehicles, this will help with emergency access to the residential area also. |  | 0    | 6.7  | 4.875 | 0       | 0     | 0    | <b>11.58</b> |
| <b>ID# 141</b> | City of North Lauderdale | McNab Road right turn lane westbound on to northbound Rock Island Rd. | Road widening on McNab Road to include 11 to 12 foot wide turn lane per FDOT standards on the westbound approach to northbound Rock Island Road.                                   |  | 2.45 | 0    | 4.875 | 0       | 2.52  | 0    | <b>9.85</b>  |
| <b>ID# 145</b> | City of North Lauderdale | Bailey Road turn lane at Rock Island Road                             | To add an 11 to 12 foot wide right hand turn lane per FDOT standard on Bailey from the westbound approach on to north bound Rock Island Road.                                      |  | 2.45 | 0    | 4.875 | 0       | 2.52  | 0    | <b>9.85</b>  |

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|---------|------------------------|--|---|--|-------|-------|-------|---------|-------|------|-------|
| ID# 651 | City of Oakland Park   | Oakland Park Boulevard I-95 Congestion   | Corridor improvements include signal synchronization, improved turning movements and pedestrian facilities, to name a few elements, needed to help alleviate traffic congestion within this segment of Oakland Park Boulevard.  | NW 21st Avenue to Andrews Avenue on Oakland Park Boulevard                                     | 4.9   | 6.7   | 4.875 | 3.675   | 2.52  | 2.25 | 24.92 |
| ID# 650 | City of Oakland Park   | Dixie Highway Corridor   | bustling culinary district. The project aims to incorporate new multimodal connections for bicyclists and pedestrians, with safe routes connecting  | Oakland Park Boulevard to Prospect Road on Dixie Highway                                       | 2.45  | 10.05 | 4.875 | 1.8375  | 0     | 4.5  | 23.71 |
| ID# 652 | City of Oakland Park   | Micro-transit/Circulator   | the future Coastal Link Railway. to create the connectivity to existing and future mass transit options. This was identified in the City's Transit Mobility   |  | 7.35  | 10.05 | 0     | 0       | 2.52  | 2.25 | 22.17 |
| ID# 658 | City of Oakland Park   | CSX crossing   | Project to consider grade separation or other improvements at railway crossing.   |  | 2.45  | 3.35  | 4.875 | -3.675  | 2.52  | 2.25 | 11.77 |
| ID# 656 | City of Oakland Park   | Central Parking Structure for Downtown and Coastal Link Station                            | In support of the proposed Coastal Link, the City requests funding for the construction of a multi-level parking structure for the City's downtown Transit and future railway station.  |  | 0     | 6.7   | 0     | 0       | 0     | 2.25 | 8.95  |
| ID# 655 | City of Oakland Park   | Mast Arm Conversion  | There are 20 locations throughout the City that are non-mast arm intersections which need to be converted.  |  | 0     | 0     | 4.875 | 0       | 0     | 2.25 | 7.13  |
| ID# 2   | City of Parkland       | University Dr 4-Laning   | Widening University Dr from 2-Lanes to 4-lanes with bike lanes and sidewalks  | Old Club Road to Loxahatchee Road  | 9.8   | 3.35  | 4.875 | 0       | -2.52 | 2.25 | 17.76 |
| ID# 1   | City of Parkland       | W Hillsboro Blvd Extension   | New 4 lane divided roadway with bike lanes and 8 foot sidewalks   | connect at the existing 4 lane Hillsboro Blvd  | 2.45  | 3.35  | 4.875 | -1.8375 | -5.04 | 0    | 3.80  |
| ID# 661 | City of Pembroke Pines | Widening Sheridan (196th to US 27)   | Widening Sheridan 196th to US 27 (From two lanes to four lanes includes sidewalk on one side)   | 196th Ave to US 27   | 4.9   | 3.35  | 4.875 | 3.675   | -2.52 | 2.25 | 16.53 |
| ID# 659 | City of Pembroke Pines | Widening Pines Blvd (186th Ave - US 27)  | Widening Pines Blvd From 186th Ave To US 27 (From four lanes to six lanes)  | West of 186th Ave to US 27   | 4.9   | 0     | 4.875 | 3.675   | -2.52 | 2.25 | 13.18 |
| ID# 662 | Pines                  | US 27)   | one side)   | 196th Ave to US 27   | 4.9   | 3.35  | 4.875 | 0       | -2.52 | 2.25 | 12.86 |
| ID# 663 | City of Pembroke Pines | Widening Sheridan St. (Flamingo to NW 172 Ave)   | Widening Sheridan St. Flamingo to NW172 Ave (From four lanes to six lanes)  | Flamingo Rd to NW 172nd Ave  | 4.9   | 3.35  | 4.875 | 0       | -2.52 | 2.25 | 12.86 |
| ID# 666 | City of Pembroke Pines | EB right turn lane to shared thru-right lane at Grand Palms Drive                          | On Pines Blvd convert exclusive EB right turn lane to shared thru-right lane at Grand Palms Drive - 4200 ft   | Dykes to SW 145th Ave  | 2.45  | 0     | 4.875 | 0       | 0     | 2.25 | 9.58  |
| ID# 664 | City of Pembroke Pines | City Wide Signal Conversion to Mast Arms   | Signal Conversion From Wires To Mast Arms (paving and crosswalk improvements)   |  | 0     | 0     | 4.875 | 1.8375  | 0     | 2.25 | 8.96  |
| ID# 660 | City of Pembroke Pines | Completing Pembroke Rd from SW 186 to US 27 Completing the Broward County Trafficways Plan | Constructing full 110 foot ROW road with sidewalks, bike lanes and median from SW 186th to US 27 and Miramar Parkway from current end to Pembroke Rd.   | SW 186th Ave to US 27  | 2.45  | 3.35  | 4.875 | 0       | -2.52 | 0    | 8.16  |
| ID# 665 | City of Pembroke Pines | Construction Of SW 208th Ave   | Construction Of 208th Ave from Pines Blvd To Pembroke Road (Two Lane Road)  | Pines Blvd to Pembroke Road  | 2.45  | 3.35  | 4.875 | 0       | -2.52 | 0    | 8.16  |
| ID# 667 | City of Pembroke Pines | Add ramps from Pembroke Rd to I-75 Express Lanes   | Add ramps from Pembroke Rd to I-75 Express Lanes  | I-75 north and southbound at Pembroke Rd   | 4.9   | 0     | 0     | 1.8375  | 0     | 0    | 6.74  |
| ID# 717 | City of Plantation     | I-595 Access Improvements  | Improvements to the I-595 access to/from University Drive, Pine Island Road, Nob Hill Road, Hiatus Road and Flamingo Road.  | I-595 to/from University Drive, Pine Island Road, Nob Hill Road, Hiatus Road and Flamingo Road | 2.45  | 3.35  | 4.875 | 0       | 0     | 2.25 | 12.93 |
| ID# 713 | City of Plantation     | Plantation Midtown N-S Spine Road Extension  | District. The City completed two (2) roadway re-construction projects to convert American Expressway (AMXPWY) and 84th Avenue to 2-lane divided   | Midtown  | 4.9   | 6.7   | 4.875 | -1.8375 | -5.04 | 2.25 | 11.85 |
| ID# 716 | City of Plantation     | Transit Hub  | Establish a transit hub, taking advantage of the local density in Midtown and the central inflow of traffic from outside the City.  | Midtown  | 0     | 6.7   | 4.875 | 0       | 0     | 0    | 11.58 |
| ID# 715 | City of Plantation     | Bus Stop Improvements  | improvements within C-12 Canal ROW for the two (2) existing EB Sunrise Blvd. BCT stops currently set against a guardrail. Coordinate with BCT to determine if additional stops are needed for EB Sunrise Blvd. for a 1.2 mile segment from NW 56th Avenue east to SR7. If yes, secure SFWMD approval to construct additional bus stop improvements within C-12 canal ROW. | Various  | 0     | 3.35  | 0     | 0       | 0     | 0    | 3.35  |
| ID# 53  | City of Pompano Beach  | NW 2nd & 3rd Avenues & NW 4th Street Roadway Improvement Project                           | Streetscape improvements servicing the Hammondville Gateway mixed-use housing project; including the provision of on-street parking and shade trees. NW 4th St. will be connected from NW 2nd to 3rd Avenues to improve traffic flow.   | NW 4th Street between NW 2nd & 3rd Ave.  | 4.9   | 3.35  | 4.875 | 0       | 0     | 0    | 13.13 |
| ID# 52  | City of Pompano Beach  | NE 1st Street Roadway Improvement Project  | perpendicular to increase capacity; traffic calming; retrofitting landscape medians; narrowing lanes; improve lighting; & drainage.   | between NE 26th & NE 28th Avenues  | -2.45 | 3.35  | 9.75  | 0       | 0     | 2.25 | 12.90 |

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|---------|------------------|--|--|--|-------|-------|--------|---------|-------|------|-------|
| ID# 22  | City of Sunrise  | Autonomous vehicle circulator  | Local transit facility   |  | 4.9   | 6.7   | 4.875  | 5.5125  | 0     | 4.5  | 26.49 |
| ID# 21  | City of Sunrise  | Mass Transit Circulator  | Local Shuttle  |  | 4.9   | 6.7   | 0      | 5.5125  | 0     | 4.5  | 21.61 |
| ID# 24  | City of Sunrise  | Bus Stop Improvements  | City-wide Furniture, Lighting and Wayfinding   |  | 0     | 3.35  | 9.75   | 1.8375  | 0     | 2.25 | 17.19 |
| ID# 30  | City of Sunrise  | Oakland Park Boulevard - Multimodal Transportation Improvements          | Multi-use path, large transit shelter, etc. on Oakland Park Boulevard from University Drive to NW 81 Avenue  | From University Drive to NW 81st Ave   | 0     | 3.35  | 9.75   | 0       | 0     | 2.25 | 15.35 |
| ID# 20  | City of Sunrise  | Multimodal Transit Facility  | Transit Hub  |  | 0     | 10.05 | 0      | 0       | 0     | 4.5  | 14.55 |
| ID# 26  | City of Sunrise  | on Sawgrass Expressway (SR 869)  | Interchange improvements at Pat Salerno Drive to and from the north at Sawgrass Expressway (SR 869)  |  | 2.45  | 0     | 4.875  | -1.8375 | 2.52  | 0    | 8.01  |
| ID# 27  | City of Sunrise  | Flyover from Southbound NW 136 Avenue to Eastbound I-595                 | Interchange - flyover for NW 136 Avenue at SR 84/I-595   |  | 2.45  | 0     | 0      | 0       | 0     | 2.25 | 4.70  |
| ID# 113 | City of Tamarac  | University Drive Rapid Bus/BRT service north-south                       | Provide Rapid Bus/BRT service north-south along University Drive to connect, if necessary with other Municipalities along University Drive.  |  | 12.25 | 10.05 | 0      | 5.5125  | 2.52  | 2.25 | 32.58 |
| ID# 90  | City of Tamarac  | Commercial Boulevard Passenger Rail Transit                              | Proposed rail transit along Commercial Boulevard from the Sawgrass Expressway to Federal Highway. The rail might need to be elevated.  | From Sawgrass (western end of the City) on Commercial Boulevard East to Federal Highway.   | 12.25 | 10.05 | -4.875 | 5.5125  | 2.52  | 4.5  | 29.96 |
| ID# 93  | City of Tamarac  | State Road 7 Flyover/ Interchange (North - South)                        | The scope includes the construction of elevated ramps to move traffic from north to south over State Road 7 to alleviate congestion on State Road 7.   | From North of State Road 7 to moving traffic south bound   | 2.45  | 3.35  | 14.625 | 1.8375  | 2.52  | 4.5  | 29.28 |
| ID# 111 | City of Tamarac  | Tamarac Community Center Mobility Hub                                    | Installation of Community Mobility Hub at the Tamarac Community center to support Rapid Bus/BRT service east-west along Commercial Boulevard.  |  | 0     | 10.05 | 9.75   | 0       | -2.52 | 4.5  | 21.78 |
| ID# 108 | City of Tamarac  | Rock Island Road widening south bound from McNab to Commercial Boulevard | The scope of the project would include widening from 4 to 6 lanes and buffered bike lanes on Rock Island Road from McNab Road South bound to Commercial Boulevard  | The project would begin within the City's corporate limits on Rock Island Road beginning from McNab Road South bound to Commercial Boulevard | 4.9   | 6.7   | 4.875  | 1.8375  | 0     | 0    | 18.31 |
| ID# 120 | City of Tamarac  | Commercial Boulevard Traffic Lights Synchronization                      | Commercial Boulevard Traffic lights synchronization  |  | 2.45  | 0     | 0      | 0       | 0     | 0    | 2.45  |
| ID# 121 | City of Tamarac  | Sawgrass Expressway Park and Ride Facility                               | Park and Ride Lot off Sawgrass Expressway  |  | 2.45  | 0     | 0      | 0       | 0     | 0    | 2.45  |
| ID# 86  | City of Weston   | Indian Trace Street Lighting Improvements                                | This is the Indian Trace Development District Lighting Improvements project. This project includes the installation of over 1400 new street light poles that meet the current lighting standards.  |  | 0     | 0     | 4.875  | 1.8375  | 0     | 2.25 | 8.96  |
| ID# 97  | City of Weston   | Citywide Traffic Signal Mast Arm Upgrades                                | This project will include the upgrade of the existing mast arm assemblies for the traffic signals Citywide in the City of Weston. The mast arm assemblies for 37 signalized intersections are being upgraded to meet the new wind load requirements (170 mph). |  | 0     | 0     | 4.875  | 0       | 0     | 0    | 4.88  |
| ID# 7   | City of WestPark | Countyline Road Extension  | to I-95. The project will create enhance the current public infrastructure and provide connectivity directly onto I-95.  | From SW 32nd Avenue to I-95  | 4.9   | 3.35  | -4.875 | 3.675   | -2.52 | 2.25 | 6.78  |
| ID# 781 | FDOT             | Griffin Rd   | Interim reconfiguration of north approach to intersection. Supported by City of Dania Beach.   | Old Griffin Rd   | 2.45  | 6.7   | 9.75   | 3.675   | 2.52  | 4.5  | 29.60 |
| ID# 778 | FDOT             | US 1/I-595 Westbound On-Ramp   | 1/I-595 westbound on ramp to help reduce queuing on US 1.  | From 17th Street to I-595  | 7.35  | 0     | 4.875  | 3.675   | 2.52  | 4.5  | 22.92 |
| ID# 796 | FDOT             | US-1/SR-5  | Plan. Portions of the project limits are not on the current ATMS network, will expand and close the loop of the current ATMS network when completed. This  | From Miami-Dade County Line to Broward Blvd  | 2.45  | 3.35  | 0      | 3.675   | 2.52  | 4.5  | 16.50 |
| ID# 797 | FDOT             | Atlantic Blvd  | Plan. Location is not on the current ATMS network, will expand the current ATMS network to the northern end of the County where no Active Arterial   | From US 441/SR 7 to A1A  | 2.45  | 3.35  | 0      | 3.675   | 2.52  | 4.5  | 16.50 |



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|---------|------|--|--|--|------|------|-------|--------|------|------|-------|
| ID# 798 | FDOT | Sunrise Blvd                                   | Identified as the #9 prioritized segment of the FDOT District 4 TSM&O Master Plan. Location will expand the current ATMS network to create a new redundant path for the existing communications network.   | From US-441/SR-7 to University Dr                      | 2.45 | 3.35 | 0     | 3.675  | 2.52 | 4.5  | 16.50 |
| ID# 799 | FDOT | Davie Blvd                                     | Plan. Location will expand the current ATMS network to create a new redundant path for the existing communications network. Project scope would include work associated with the moveable bridge and railroad crossing to  | From US-441/SR-7 to US-1                               | 2.45 | 3.35 | 0     | 3.675  | 2.52 | 4.5  | 16.50 |
| ID# 794 | FDOT | SR A1A/<br>Hillsboro Boulevard<br>Intersection | Add lanes in NB direction and improve traffic signal operation at intersection to address congested conditions. Project initiated by Town of Hillsboro Beach.  | SR A1A/<br>Hillsboro Boulevard<br>Intersection         | 4.9  | 0    | 4.875 | 3.675  | 2.52 | 0    | 15.97 |
| ID# 764 | FDOT | Pines Blvd at I-75                             | To provide PnR for upcoming I-75 express bus service   | From Pines Blvd to I-75                                | 4.9  | 6.7  | 0     | 0      | 2.52 | 0    | 14.12 |
| ID# 766 | FDOT | Royal Palm Blvd                                | To provide PnR for forthcoming I-75 express bus service  | Royal Palm Blvd at I-75                                | 4.9  | 6.7  | 0     | 0      | 2.52 | 0    | 14.12 |
| ID# 767 | FDOT | Miramar Parkway                                | To provide PnR for I-95 express bus service  | At FPL (SW 119th Ave)                                  | 4.9  | 6.7  | 0     | 0      | 2.52 | 0    | 14.12 |
| ID# 807 | FDOT | I-95   | Capacity improvements/interchanges - \$58,300,000 ROW and \$97,560,585 CON phases  | From S. of Commercial Blvd to N. of Cypress Creek Road | 4.9  | 3.35 | 4.875 | 0      | 0    | 0    | 13.13 |
| ID# 779 | FDOT | US 441/Oakes Rd Intersection                   | Oakes Rd to US 441/I-595/SR 84 with wide lanes and additional storage space for queuing to accommodate heavy trucks exiting the I-595 Truck Stop.  | From Oakes Road to I-595/SR 84                         | 2.45 | 0    | 4.875 | 0      | 2.52 | 2.25 | 12.10 |
| ID# 765 | FDOT | Miramar Regional Park                          | To provide continuing I-95 express bus service   | Miramar Regional Park                                  | 2.45 | 6.7  | 0     | 0      | 2.52 | 0    | 11.67 |
| ID# 768 | FDOT | Sheridan Street Tri-Rail Station               | multimodal facility that will service park-and-ride users of Tri-Rail, 95 Express buses, and intercity bus services that operate at the facility. The structure will accommodate increased parking demand resulting from increasing Tri-Rail, 95 Express, and intercity transit services. The Sheridan Station is in the process of converting surface parking into mixed-use development including commercial and retail uses that supplement existing higher density residential development at the site. The viability of this development necessitates | Sheridan Street Tri-Rail Station                       | 2.45 | 6.7  | 0     | 0      | 2.52 | 0    | 11.67 |
| ID# 806 | FDOT | I-95   | for I-95/Broward Blvd interchange; all phases: \$1,918,613 PD&E, \$3,837,226 PE, \$2,000,000 ROW, \$38,564,121 CON   | From N. of Broward Blvd to Sunrise Blvd                | 2.45 | 3.35 | 4.875 | 0      | 0    | 0    | 10.68 |
| ID# 808 | FDOT | I-95   | Interchange modification (Broward County I-95 Interchange Master Plan concept), \$8,300,000 ROW and \$33,759,296 CON phases  | at Oakland Park Blvd                                   | 2.45 | 3.35 | 4.875 | 0      | 0    | 0    | 10.68 |
| ID# 795 | FDOT | US-1/SR-5                                      | TSM&O Master Plan. The other portion of the project is currently funded for design through Central Office in FY 2022. Location is not on the current ATMS network, will expand and close the loop of the current ATMS network when completed.  | From Oakland Park Blvd to Commercial Blvd              | 2.45 | 3.35 | 0     | 1.8375 | 2.52 | 0    | 10.16 |
| ID# 805 | FDOT | I-95   | identified through PD&E study for I-95/ Broward Blvd interchange and addition of two direct connections from I-595 WB to NB and SB I-95 express lanes; all phases: \$5,000,000 PD&E, \$12,000,000 PE, \$27,500,000 ROW, \$276,755,996  | From SR-84 to S. of Broward Blvd                       | 4.9  | 0    | 4.875 | 0      | 0    | 0    | 9.78  |
| ID# 780 | FDOT | SR 84  | Add capacity for WB to SB left turn to address SR 84 WB delays approaching I-595 off-ramp  | Weston Rd  | 2.45 | 0    | 4.875 | 0      | 0    | 2.25 | 9.58  |
| ID# 782 | FDOT | US-441   | Identified as the # 3 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.   | From SR-736/DAVIE BLVD/13TH ST to RIVERLAND DR         | 0    | 0    | 0     | 0      | 0    | 0    | 0.00  |
| ID# 783 | FDOT | US-1/SR-5                                      | Assessment study. Project concept to be defined.   | CREEK RD/62ND ST                                       | 0    | 0    | 0     | 0      | 0    | 0    | 0.00  |
| ID# 784 | FDOT | E SAMPLE RD                                    | Identified as the # 3 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.   | From 3RD AVE to SR-811/DIXIE HWY                       | 0    | 0    | 0     | 0      | 0    | 0    | 0.00  |
| ID# 785 | FDOT | W ATLANTIC BLVD                                | Identified as the # 4 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.   | From NW 31st Ave to SR-845/POWERLINE RD                | 0    | 0    | 0     | 0      | 0    | 0    | 0.00  |
| ID# 786 | FDOT | US-1   | Identified as the # 5 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.   | From SR-A1A/17TH ST to SR-84/24TH ST                   | 0    | 0    | 0     | 0      | 0    | 0    | 0.00  |
| ID# 787 | FDOT | S UNIVERSITY DR                                | Identified as the # 6 prioritized segment of the Broward Congestion Assessment study. Project concept to be defined.   | From SR-858/MIRAMAR PKY to SR-821/FLORIDA'S TPKE       | 0    | 0    | 0     | 0      | 0    | 0    | 0.00  |
| ID# 788 | FDOT | N UNIVERSITY DR                                | Assessment study. Project concept to be defined.   | BENGAL BLVD/44TH ST                                    | 0    | 0    | 0     | 0      | 0    | 0    | 0.00  |



|                |                           |   |  |  |      |      |        |         |       |      |              |
|----------------|---------------------------|---|--|--|------|------|--------|---------|-------|------|--------------|
| <b>ID# 133</b> | Town of Davie             | Pine Island Road  | sidewalks, add bike lanes and pedestrian lighting and a new traffic signal at Forest Ridge Blvd.   | project would begin at the existing 6 lanes and increase from 4 to 6 lanes   | 4.9  | 3.35 | 9.75   | 0       | 0     | 2.25 | <b>20.25</b> |
| <b>ID# 127</b> | Town of Davie             | University Drive Regional Enhancements  | The project would involve building a flyover or tunnel so that University Drive would not have an at grade intersection with State Road 84/ I-595  | project would create a flyover so that University Drive traffic would not stop   | 2.45 | 0    | 9.75   | -1.8375 | 0     | 6.75 | <b>17.11</b> |
| <b>ID# 135</b> | Town of Davie             | Lane  | continuous flow through the SR 84/Davie Road Intersection.   |  | 4.9  | 3.35 | -4.875 | 0       | 2.52  | 2.25 | <b>8.15</b>  |
| <b>ID# 753</b> | Beach                     | Intersection  | McMahon Associates to alleviate the congestion at A1A and Hillsboro Blvd,  | SR A1A and Hillsboro Blvd Intersection   | 2.45 | 3.35 | 4.875  | 5.5125  | 2.52  | 4.5  | <b>23.21</b> |
| <b>ID# 754</b> | Town of Hillsboro Beach   | Fiber Optics at intersections along Hillsboro Beach between A1A and I-95        | Transportation Dept presented 1-cent sales tax information related to transportation projects. During the discussion, it was discussed that installing fiber optics to the intersections along Hillsboro Blvd would provide for better management of the intersections and enhanced traffic flow. It was further | Between A1A and I-95   | 2.45 | 0    | 0      | 1.8375  | 2.52  | 4.5  | <b>11.31</b> |
| <b>ID# 59</b>  | Town of Southwest Ranches | SW 184th Avenue   | This project consists of constructing a new two-lane roadway from Griffin Road south to Sheridan Street (approximately two miles) to provide connectivity from the City of Weston to the City of Pembroke Pines.   | Bonaventure Boulevard in the City of Weston at Griffin Road and south to SW 184th Avenue at Sheridan Street in the City of Pembroke Pines.             | 2.45 | 3.35 | 4.875  | 0       | 0     | 0    | <b>10.68</b> |
| <b>ID# 60</b>  | Town of Southwest Ranches | Griffin Road Widening/Bike Lanes & Lighting from Bonaventure Boulevard to US 27 | 27 to Bonaventure Boulevard to connect to the existing 4 lane roadway. The project consists of constructing new bike lanes on Griffin Road from US 27 to Bonaventure Boulevard to connect to the existing bike lanes on Griffin Road and Bonaventure Boulevard. The Town desires to install solar lighting along | end at Bonaventure Boulevard where it will connect to the existing four lane roadway. The project will begin at US 27 and end at Bonaventure Boulevard | 4.9  | 0    | 4.875  | 0       | -2.52 | 2.25 | <b>9.51</b>  |
| <b>ID# 79</b>  | Ranches                   | Avenue to Bonaventure   | Canal from SW 163rd Avenue to Bonaventure Boulevard.   | guardrail at SW 163rd Avenue and end   | 0    | 3.35 | 4.875  | 0       | 0     | 0    | <b>8.23</b>  |
| <b>ID# 61</b>  | Town of Southwest Ranches | Weston Road Bridge Widening   | This project consists of widening the Weston Road bridge, just north of Griffin Road. Traffic counts are available.  | The project is on Weston Road, just north of Griffin Road.   | 2.45 | 0    | 0      | 0       | 0     | 0    | <b>2.45</b>  |

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