APPENDIX F

Existing Sign Inventory

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
1

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
2

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
3

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
4

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
5

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
6

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
7

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 FDOT SIGN STRUCTURE NUMBER
- 17 GUIDE SIGN LOCATION
- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION
- 17 WARNING SIGN

42

87S990

43

87A347

44

87A344

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
8

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
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- 17 — MOTORIST INFORMATION SIGN LOCATION
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FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
9

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
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- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
10

LEGEND:

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- 87S727 — FDOT SIGN STRUCTURE NUMBER
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- 17 — MOTORIST INFORMATION SIGN LOCATION
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FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
11

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 FDOT SIGN STRUCTURE NUMBER
- 17 GUIDE SIGN LOCATION
- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION
- 17 WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
12

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 FDOT SIGN STRUCTURE NUMBER
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- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION
- 17 WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
13

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
14

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87ST27 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
15

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
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- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
16

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
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- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
17

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
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FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
18

SW 86TH ST

SW 82ND AVE

SW 79TH AVE

SW 88TH STREET/
KENDALL DRIVE

94

600 605 610 615 620

108

109

SW 79TH AVE

SW 77TH AVE

0 40 200
Feet

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 FDOT SIGN STRUCTURE NUMBER
- 17 GUIDE SIGN LOCATION
- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION
- 17 WARNING SIGN

108

87A296

109

87S593

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FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 94/SW 88TH STREET/KENDALL DRIVE
EXISTING SIGN INVENTORY

SHEET NO.
19

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 94/SW 88TH STREET/KENDALL DRIVE EXISTING SIGN INVENTORY

SHEET NO.
20

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
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- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 986/SW 72ND STREET/SUNSET DRIVE EXISTING SIGN INVENTORY

SHEET NO.
21

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FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 986/SW 72ND STREET/SUNSET DRIVE
EXISTING SIGN INVENTORY

SHEET NO.
22

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SW 56 STREET/MILLER DRIVE
EXISTING SIGN INVENTORY

SHEET NO.
23

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SW 56TH STREET/MILLER DRIVE
EXISTING SIGN INVENTORY

SHEET NO.
24

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 874/DON SHULA EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
25

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87ST27 FDOT SIGN STRUCTURE NUMBER
- 17 GUIDE SIGN LOCATION
- 17 INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 MOTORIST INFORMATION SIGN LOCATION
- 17 WARNING SIGN

FDOT
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 976/SW 40TH STREET/BIRD ROAD EXISTING SIGN INVENTORY

SHEET NO.
26

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87ST27 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

147

87A287

148

N/A

149

N/A

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 976/SW 40TH STREET/BIRD ROAD
EXISTING SIGN INVENTORY

SHEET NO.
27

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SW 24TH STREET/CORAL WAY
EXISTING SIGN INVENTORY

SHEET NO.
28

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

156

N/A

157

N/A

158

87S994

159

87A304

160

87A305

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SW 24 STREET/CORAL WAY EXISTING SIGN INVENTORY

SHEET NO.
29

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 90/SW 8TH STREET/TAMIAMI TRAIL EXISTING SIGN INVENTORY

SHEET NO.
30

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 90/SW 8TH STREET/TAMIAMI TRAIL EXISTING SIGN INVENTORY

SHEET NO.
31

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 968/WEST FLAGLER STREET
EXISTING SIGN INVENTORY

SHEET NO.
32

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87ST27 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

177

87A192

178

N/A

179

N/A

180

N/A

181

87A207

182

87A283

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 968/WEST FLAGLER STREET EXISTING SIGN INVENTORY

SHEET NO.
33

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 836/DOLPHIN EXPRESSWAY
EXISTING SIGN INVENTORY

SHEET NO.
34

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 836/DOLPHIN EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
35A

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 836/DOLPHIN EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
35B

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2018

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 836/DOLPHIN EXPRESSWAY EXISTING SIGN INVENTORY

SHEET NO.
35C

LEGEND:

- EXISTING BASELINE OF CONSTRUCTION
- 87S727 — FDOT SIGN STRUCTURE NUMBER
- 17 — GUIDE SIGN LOCATION
- 17 — INTELLIGENT TRANSPORTATION SYSTEM SIGN LOCATION
- 17 — MOTORIST INFORMATION SIGN LOCATION
- 17 — WARNING SIGN

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
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APPENDIX G

Bridge Analysis Report

SR 826/PALMETTO EXPRESSWAY EXPRESS LANES

BRIDGE ANALYSIS REPORT

TABLE OF CONTENTS

1. Introduction 4
1.1. Project Description 4
1.2. Description of the Existing Facility 6
2. Design Criteria 8
2.1. General 8
2.2. Environmental Classification 11
2.3. Aesthetics 11
3. Alternative Analysis 12
3.1. Bridge Alternatives 12
3.1.1. Alternative 1 12
3.1.2. Alternative 2 20
3.1.3. Alternative 3 29
4. Structures Analysis 38
4.1. Bridge 870129- SR 826 SB over SW 98th St. SB 38
4.2. Bridge 870792 - SR 826 NB from EB SW 88th St. to NB SR 826 40
4.3. Bridge 870773 - SR 826 over SW 88th St. NB and SB 42
4.4. Bridge 1 SR 826 - SB off-ramp over SW 88th St. 44
4.5. Bridge 870953 - Kendall EB – SR 826 NE over Dadeland Mall Access 46
4.6. Bridge 2 -SW 77th Avenue NB and SB over Snapper Creek Canal 47
4.7. Bridge 3 - SR 826 SB to SR 94 over Snapper Creek Canal 48
4.8. Bridge 870286 - SR 826 NB/SB over Snapper Creek Canal 50
4.9. Bridge 870795 - WB Kendal -826 NB over Snapper Creek Canal 52
4.10. Bridge 870132 & 870287- SR 826 SB/NB over SW 72nd St./Sunset Drive 53
4.11. Bridge 870526 - SR 874 over SW 56th St./Miller Drive 56
4.12. Bridge 871013 - SR 826 NB/SB over SW 56th St./Miller Drive 58
4.13. Bridge 871017 - SR 826 SB over SR 874 and CSX RR 60
4.14. Bridge 871018 - SR 826 NB over SCL RR and SR 874 62
4.15. Bridge 4 - SR 826 Express Lanes SB over SR 874 and CSX RR 64
4.16. Bridge 5 - SR 826 Express Lanes NB over SR 874 and SCL RR 66

4.17. Bridge 6 - SR 826 Express Lanes NB/SB over SR 874 67
4.18. Bridge 871021 - SR 826 SB over SR 976/Bird Rd./SW 40th St. 72
4.19. Bridge 7 - Pedestrian Overpass over SR 826 73
4.20. Bridge 879010 - Pedestrian Overpass over SR 826 SB To/From SW 24th St. 75
4.21. Bridge 870760 and 870761- SR 826 SB over SR 972/SW 24th St. 77
4.22. Bridge 870764 - SR 826 NB to SR 972 over Coral Gables Canal 79
4.23. Bridge 8 - SR 826 SB/US 41 EB over US 41 /SR 90 81
4.24. Bridge 9 - SR 826 SB to US 41 WB over Tamiami Canal 82
4.25. Bridge 870112 and 870267 - SR 826 NB over US 41/SR90/SW 8th St. 83
4.26. Bridge 871047 and 871048 - SR 826 SB over SR 968/West Flagler Street 86
4.27. Bridge 871045 - SB SR 826 Off-ramp over NW 7th St. 89
4.28. Bridge 871062 - SR 826 SB over NW 7th St. (SR 836 WB exit to SR 826) 91
4.29. Bridge 871063 - SR 826 SB over NW 7th St. 93
4.30. Bridge 10 and 11 - SR 826 SB Express Lanes over NW 7th St. 94
4.31. Bridge 871064 - SR 826 NB over NW 7th St. 95
4.32. Bridges 12 and 13 – Flyovers from SR 826 to SR 836 97
4.33. Bridge 871038 and 871039 - SR 826 EB over NW 72 Ave 99
4.34. Culverts 102
4.35. Walls 102

5. Conclusions and Recommendations 103
5.1. Preliminary Engineer's Estimate 103
5.2. Recommendations 103

6. Conceptual Plans 106

1. Introduction

1.1. Project Description

The Florida Department of Transportation (FDOT) District Six is evaluating alternatives to improve SR 826 (Palmetto Expressway) from US 1 (SR 5) to SR 836 (Dolphin Expressway), approximately seven miles. Figure 1 illustrates the Project Location Map. The proposed corridor improvements will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project is in Miami-Dade County, Florida and is within unincorporated Miami-Dade County.

SR 826, between US 1 and SR 874, consists primarily of six travel lanes, three lanes in each direction. Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is classified as an Urban Other Freeway/Expressway.

There are ten interchanges within the project limits where eight of these interchanges provide connection to arterial/collector facilities. The remaining two are major system-to-system interchanges, SR 826 with SR 874 and SR 826 with SR 836. These system-to-system interchanges provide a connection between major expressways, which services and distributes traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County.

The purpose of the Bridge Analysis Report (BAR) is to examine different options to address the various structures needs associated with the recommended improvements. Presently, there are sixty-one structures along the corridor including two pedestrian overpasses, two canals across SR 826, and several culverts. While the BAR seeks to provide the necessary bridge infrastructure to accommodate the proposed improvements, it also addresses structures' functionality, durability, constructability, maintainability, aesthetics, and economy.

Figure 1- Project Location Map

1.2. Description of the Existing Facility

SR 826, between US 1 and SR 874, consists of five to six 12-foot wide general purpose lanes, three-lanes in the northbound direction and two to three-lanes in the southbound direction, with 12-foot wide auxiliary lanes at selected locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot general purpose lanes, six-lanes in each direction, 8-foot to 10.5-foot wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted below in Figures 2 and 3.

There are sixty-one (66) existing bridge superstructure along the corridor. These structures encompass a wide range of bridge types, i.e. concrete AASHTO bridges, steel plate girders structures (straight and curved), concrete segmental bridges, pedestrian overpasses, culverts, and retaining walls. The existing bridge substructures consist of typical end bents and multi-column intermediate piers. Multi-column intermediate pier consists of several column-frame systems supporting bridge superstructures. Existing foundations are made of mostly deep foundations, precast prestress and/or drilled shafts. Walls along the corridor are mechanically stabilized earth retaining systems.

Figure 2 – Existing Roadway Typical Section between US 1 and SR 874

Figure 3 – Existing Roadway Typical Section between SR 874 and SR 836

2. Design Criteria

2.1. General

This section includes the design data and criteria for the structure elements encompassing the existing and proposed structures required for the improvements of the SR 826 (Palmetto Expressway) from US 1 (SR 5) to SR 836 (Dolphin Expressway) project corridor.

A. Standards and Specifications

The following list of codes, standards, and specifications will be used during the design of the structures for this project:

- Florida Department of Transportation Standard Specifications for Road and Bridge Construction (2019 Edition).
- American Association of State Highway and Transportation Officials (AASHTO) "LRFD Bridge Design Specifications", 8th Edition
- Florida Department of Transportation, Florida Design Manual (FDM), January 2019.
- Florida Department of Transportation Structures Manual, January 2019.
- Florida Department of Transportation FY 2019-20 Standard Plans.
- MDX Enhancement Manual, 2003.

B. Design Method(s)

- Load and Resistance Factor Design (LRFD)

C. Design Loadings

- Dead Loads:

Concrete (Bridge elements)	150 pcf
Steel, Structural:	490 pcf
Stay-in-Place Forms (SIP):	20 psf
Traffic Railing Barrier (Index 521-427):	430 plf
Traffic Railing Barrier (Index 521-426):	645 plf

Concrete walls and deck 150 pcf

- Utilities (DW):
  No yet determined
- Future Wearing Surface (DW):
  Structure Bridges are considered a long bridge with an 8½ in. slab thickness.
  Design Loading: 15 psf (for short Bridges)
- Live Load (LL+IM):
  Design Loading: HL-93
  Permit Loading: FL-120
- Wind Loads (WL, WS): Per AASHTO LRFD 3.8 and SDG 2.4.
- Creep, Shrinkage and Thermal Effects (CR, SH, TU):
  The design mean temperature shall be 70° F.

  Thermal effects due to temperature rise and fall shall be calculated for the following temperature ranges:

  For concrete structures: Temperature Rise and/or Fall: 35° F
  For concrete deck on steel girder: Temperature Rise and/or Fall: 40° F

  Coefficient of thermal expansion:
  Concrete structure: 6.0x10-6 per °F
  Steel Structure: 6.5x10-6 per °F

  Shrinkage: Per AASHTO LRFD 5.4.3.

D. Material Properties

The existing bridges date from 1957 to approximately 2015. Specific material properties of these structures are shown in existing plans. For the proposed structures, the materials listed below shall be used in the design of the structure elements presented in this Bridge Analysis Report:

Concrete

Concrete shall be specified in accordance with the FDOT Standard Specifications for Road and Bridge Construction, 2019 Edition, and the FDOT SDG Section 1.4.3. The following concrete properties are specified:

Class	Minimum 28-day Compressive Strength (psi)	Location
II	f'_c = 3,400	Traffic Railing Barriers
II (Bridge Deck)	f'_c = 4,500	Bridge Deck and Approach Slabs
IV	f'_c = 5,500	CIP Substructure
V (Special)	f'_c = 6,000	Concrete Piling
VI	f'_c = 8,500	Prestressed Girders

Reinforcing Steel

Reinforcement shall be ASTM A615, Grade 60 ksi.

Structural Steel

Reinforcement shall be ASTM A709, Grade 50 ksi, unless otherwise noted. Stiffeners, internal and external cross frames, lateral bracing, and other ancillary items shall be Grade 50 ksi unless otherwise noted.

Prestressing Steel

Prestressed strands shall conform to ASTM A416, Grade 270, low relaxation strands.

E. Concrete Cover

Unless otherwise noted, the following concrete covers shall be used:

Superstructure:
- All Exterior and Interior surfaces 2”

Substructure:
- External surfaces cast against earth and surfaces in contact with water 4”
- External formed surfaces 3”
- Prestressed Piling 3”
- Top and side of Pedestals 2”
- Front face of wall, top of barriers & parapet 2”

2.2. Environmental Classification

The classification of the bridge environment was provided by HR Engineering in the report "Geotechnical Services Report. Bridge Structures – Preliminary, dated XX, 2019. Based on the test results and the FDOT SDG Section 1.3 the site has been classified as follows:

Substructure: Moderately Aggressive.

Superstructure: Moderately Aggressive

2.3. Aesthetics

This section summarizes the preliminary structures aesthetics criteria for bridges and walls along the project corridor. These recommendations are based on the FDM 121.9.3. The project has four significant sectors along the corridor: Bridge widenings along the corridor, SR 826/SR 836 Interchange (Section 5), a long Viaduct from the SR 826/SR 874 Interchange (Section 2) to north of the Pedestrian bridge (north of SW 40th Street), and Busway at US-1.

- Bridge Widenings along Corridor: Level 1 Aesthetics, proposed superstructure elements to match those existing, same girder type.
- SR 826/SR 836 Interchange (Section 5): Level 2 Aesthetics, proposed flyovers have significant visibility to users of SR 836 and SR 826; this proposed flyover will be built between existing second and fourth level flyovers. it will become a third level structure. Proposed flyover to match existing flyovers type superstructure, closed box.
- Viaduct from SR 826/SR 874 to North of SW 40th Street: Proposed flyover is a second level structure; however, it crosses over the pedestrian bridge north of NW 40th Street and over Bird Road, becoming a third level structure for approximately 6,500 ft; continuous concrete segmental and steel box girders structures types have been considered. At the SR 826/ SR 874 interchange, the proposed structures over SR 874/CSX RR will be similar to those existing, continuous steel plate girders with constant uniform web depth to clear the railroad tracks.
- Busway at US-1: Level 1 Aesthetics is proposed at this location.

3. Alternative Analysis

3.1. Bridge Alternatives

The objective of this BAR is to evaluate structure alternatives that will address existing and proposed improvements along SR 826. In order to keep up with the growing traffic demand within the study area, three build alternatives have been considered in this PD&E Study. All three alternatives propose to add express lanes along this segment of SR 826 with access points at selected locations to enter and to exit the express lanes system. The express lanes will be buffer-separated from the general use lanes with express lane markers.

3.1.1. Alternative 1

Alternative 1 proposes one express lane in each direction between SW 56th Street and SR 874 and two express lanes in each direction between SR 874 and SR 836. The express lanes system will begin and end one lane on SR 874 and one lane south of SW 56th Street. This alternative proposes four express lane access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median. In this alternative, there is a total of 27 structures improvements, existing and proposed, along the corridor as listed below:

- 10 new 2 level and 2/3 level bridges.
- 3 bridge replacements.
- 14 bridge widenings.
- 3 culverts.
- 6 bridge demolitions.

Figure 4 illustrates the Bridge layout of these structures along the corridor and Table 1 describes the Proposed Bridge Characteristics for this Alternative. The proposed widenings, new bridges, replacements, and bridge demolitions are color-coded facilitating their identification. Note that the proposed mainline alignment will require to replace the pedestrian bridge as the west foundation footprint overlaps with the proposed lanes. Likewise, the lane addition at the SR 826 southbound ramp at Coral Way overlaps with the existing pedestrian bridge foundation, thus requiring replacing this bridge.

The express lanes will be constructed along SR 826 with major widening to the outside, approximately 10-32 feet, with a new set of bridge overpasses crossing over SR 874. Alternative 1 is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor.

FIGURE 4

ALTERNATIVE 1

ALTERNATIVE 1

FIGURE 5

ALTERNATIVE 1

FIGURE 6

ALTERNATIVE 1

FIGURE 7

Table 1 - SR 826 from US-11/SR-5/Dixie Highway to SR-836 Dolphin Expressway – Proposed Bridge Charcteristics

			Geometrics		Alignment		Structural					
Bridge No.	**Bridge Location**	**Direction**	**Overall Bridge Length / Span Arrangement (ft)**	**Deck Width (ft)**	**Min. Vertical Clearance (ft)**	**Underneath Roadway Designation**	**#Spans**	**Max Span (ft)**	**Superstructure Type**	**Substructure Type**	**Bridge Category**	**Structure Type**
870526	SR 874 over SW 56th St./Miller Drive-- MDX bridge	EB to WB	56'+84'+84'+51' = 275'	134.42' Min / 138.08' Max	16.5'	SW 56th St./Miller Drive	4	84	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871013	SR 826 NB/SB over SW 56th St./Miller Drive	NB and SB	159.75'	164.67' Min / 168.25' Max	16.5'	SW 56th St./Miller Drive	1	159.75	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871017	SR 826 SB over SR 874 and CSX RR	SB	203.31'+266.99'+245.77' = 716.07'	58.67'	16.5'	SR 874 and CSX RR	3	266.99	Steel Plate Girder	Reinforced Concrete Column Piers	2	Widening
871018	SR 826 NB over SCL RR and SR 874	NB	190'+140' = 330'	58.67'	16.5'	SCL RR and SR 874	2	190	Steel Plate Girder	Reinforced Concrete Column Piers	2	Widening
1	SR 826 Express Lanes SB over SR 874 and CSX RR	SB	172.25'+200'+255.25' = 627.5'	34.67'	16.5'	SR over SR 874 and CSX RR	3	255.25	Steel Plate Girder	Reinforced Concrete Column Piers	2	New
2	SR 826 Express Lanes NB over SR 874 and SCL RR	NB	174.17'+200+206.33 = 580.5'	34.67'	16.5'	SR over SR 874 and SCL RR	3	206.33	Steel Plate Girder	Reinforced Concrete Column Piers	2	New
3	SR 826 Express Lanes NB/SB over SR 874 (3 Level)	NB and SB	Unit 1 = 225'+225'+225'+225'+160' = 1060' Unit 2 = 160'+225'+225'+225'+225'+225'+160' = 1445' Unit 3 = 160'+225'+225'+220'+230'+225'+185' = 1470' Unit 4 = 185'+225'+225'+225'+225'+225'+160' = 1470' Unit 5 = 160'+225'+225'+ 160' = 770' (Total = 6215')	68.67'	16.5'	SR 874	30	230	Concrete Segmental or Steel Box Girder	Reinforced Concrete Column Piers	2	New
871021	SR 826 SB over SR 976/Bird Rd./SW 40th St.	SB	160.42'	103.08' Min / 112.58' Max	16.5'	SR 676/Bird Rd./SW 40th St.	1	160.42	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
4	Pedestrian Overpass over SR 826	E/W	170'+161' = 331'	10.0'	16.5'	SR 826	2	170	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	New
879010	Pedestrian Overpass over SR 826 SB To/From SW 24th	E/W	144'	10.0'	16.5'	SR 826 SB To/From SW 24th St.	1	144	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Replacement
CVRT-2	Culvert by Coral Way Pedestrial Overpasss	NS	TBD	NA	NA	NA	NA		NA	Concrete	1	New
CVRT-3	Culvert Along East Side of SR 826 & N. of Coral Way	NS	TBD	NA	NA	NA	NA		NA	Concrete	1	New
870760	SR 826 SB over SR 972/SW 24th St.	SB	75'+75' = 150'	125.83' Min / 133.25' Max	16.5'	SR 972/SW 24th St.	2	75	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Widening
870761	SR 826 NB over SR 972/SW 24th St.	NB	75'+75' = 150'	119.17' Min / 122.58' Max	16.5'	SR 972/SW 24th St.	2	75	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Widening
870764	SR 826 NB to SR 972 over Coral Gables Canal	NB	27.45'+39'+31' = 97.45'	44.67' Min / 69.08' Max	16.5'	Coral Gables Canal	3	39	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
5	SR 826 SB/US 41 EB over US 41 /SR 90	SB	47.37'+55.72'+56.86'+56.75'+57.36'+56.28'+40.82' = 371.16'	29.67'	16.5'	US 41/SR 90	7	57.36	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	New

3.1.2. Alternative 2

Alternative 2 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836, one at-grade and one elevated in a long viaduct structure. The express lanes system will begin and end one lane on SR 874 and one lane north of US 1. This alternative proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median. The express lanes in this alternative will have a direct connection with the Miami-Dade Transit (MDT) US 1 South Miami-Dade Busway Corridor. In the northbound direction, buses will enter the express lanes facility just north of SW 98th Street through a proposed intersection connection with the South Miami-Dade Busway, under the southbound ramp from SR 826. Buses will continue north at-grade along the east side of the SR 826 southbound lanes. Just south of SW 88th Street the buses will continue north entering/merging with the SR 826 northbound lanes separated by express lane markers. Buses only will continue north until just north of SW 72nd Street where personal cars will be able to access the express lanes facility.

In the southbound direction, personal cars will exit the express lanes facility just north of SW 72nd Street. The express lane continues south, for buses only, at-grade along the east side of the SR 826 southbound lanes buffer separated, until reaching the proposed intersection with the Busway. Buses will have the option to travel northbound or southbound along the Busway.

In this alternative, there is a total of 43 structures improvements, existing and proposed, along the corridor as listed below:

- 13 new 2 level and 2/3 level bridges.
- 8 bridge replacements.
- 18 bridge widenings.
- 4 culverts.
- 9 bridge demolitions.

Figure 5 shows the Bridge layout of these structures along the corridor and Table 2 describes the Proposed Bridge Characteristics for this Alternative. The proposed widenings, new bridges, replacements, and bridge demolitions are color-coded

Table 1 - SR 826 from US-11/SR-5/Dixie Highway to SR-836 Dolphin Expressway – Proposed Bridge Charcteristics

		Geometrics				Alignment		Structural				
Bridge No.	Bridge Location	Direction	Overal Bridge Length / Span Arrangement (ft)	Deck Width (ft)	Min. Vertical Clearance (ft)	Underneath Roadway Designation	#Spans	Max Span (ft)	Superstructure Type	Substructure Type	Bridge Category	Structure Type
6	SR 826 SB to US 41 WB over Tamiami Canal	SB to WB	51.5'+50'+50'+50'+50'+50'+51.5' = 353'	29.67'	16.5'	Tamiami Canal	7	51.5	Flat Slab Concrete	Reinforced Concrete/Piles	2	New
870112	SR 826 SB over US 41/SR90/SW 8th St.	SB	160'+160' = 320'	123.75' Min / 117.67' Max	16.5'	US 41/SR 90/SW 8th St.	7	160'	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Replacement
870267	SR 826 NB over US 41/SR90/SW 8th St.	NB	160'+160' = 320'	105.31' Min / 110.31' Max	16.5'	US 41/SR 90/SW 8th St.	7	160'	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Replacement
871047	SR 826 SB over SR 968/West Flagler St.	SB	170.36'	149.67' Min / 154.42' Max	16.5'	SR 968/West Flagler St.	1	170.36	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871048	SR 826 NB over SR 968/West Flagler St.	NB	170.36'	145.92' Min / 153.67' Max	16.5'	SR 968/West Flagler St.	1	170.36	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
CVRT-4	Culvert along East Side of SR 826 from SW 8th St South	NS	TBD	NA	NA	NA	NA		NA	Concrete	1	New
871045	SB SR 826 Off-ramp over NW 7th St.	SB	123.24'	22.58' Min / Max 24.25'	16.5'	NW 7th St.	1	123.4	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871062	SR 826 SB over NW 7th St. (SR 836 WB exit to SR 826)	SB	123.07'	9.0' Min / 12.5' Max	16.5'	NW 7th St. (SR 836 WB exit to SR 826)	1	123.07	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871063	SR 826 SB over NW 7th St.	SB	123.01'	91.0' Min/ Max 91.25'	16.5'	NW 7th St.	1	123.01	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
7	SR 826 SB Express Lanes over NW 7th St.	SB	123'	29.67'	16.5'	NW 7th St.	1	123	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	New
8	SR 826 NB Express Lanes over NW 7th St.	NB	123'	29.67'	16.5'	NW 7th St.	1	123	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	New
871064	SR 826 NB over NW 7th St.	NB	123'	90.67'	16.5'	NW 7th St.	1	123	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
9	Flyover SR 826 to SR 836 from SR 836 WB to SR 826 SB (3 Level) – (Aesthetic Level 2)	WB	160'+230'+150'+150'+144'+188'+302' = 1324'	33.67'	16.5'	SR 836/SR 826	7	302	Concrete Segmental or Steel Box Girder	Reinforced Concrete Column Piers	2	New
10	Flyover SR 826 and SR 836 from SR 826 NB to SR 836 EB (3 Level) – (Aesthetic Level 2)	NB	175'+245'+220'+230'+230'+160' = 1260'	33.67'	16.5'	SR 836/SR 827	6	245	Concrete Segmental or Steel Box Girder	Reinforced Concrete Column Piers	2	New

Note: EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound

facilitating their identification. Similar to Alternative 1, the proposed mainline alignment will require to replace the pedestrian bridge as the west foundation footprint overlaps with the proposed lanes. Similarly, the lane addition at the SR 826 southbound ramp at Coral Way overlaps with the existing pedestrian bridge foundation, thus requiring replacing this bridge.

The Alternative 2 roadway typical section between US 1 and SR 874 will consist primarily of six 12-foot wide general use lanes (three lanes in each direction) with 12-foot wide auxiliary lanes at selected locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with express lane markers, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of ten 11-foot to 12-foot wide general use lanes (five lanes in the northbound direction and five lanes in the southbound direction) with 11-foot 12-foot wide auxiliary lanes at selected locations, four 11-foot to 12-foot wide express lanes (two lanes in each direction), 10-foot to 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 2-foot to 4-foot wide buffer with express lane markers, and outside barrier walls.

The two express lanes along this section of SR 826 will be implemented by converting the existing inside lane (undesignated HOV lane) to an express lane and by adding a second express lane through widening. The express lanes will be constructed along SR 826 with major widening to the outside, approximately 10-36 feet, with a new set of bridge overpasses crossing over SR 874.

As discussed in the main body of the PER and the Build Evaluation Matrix, this alternative is selected (preferred alternative) for the project. Section 4 of this BAR discusses in detail each of the structures being improved and those proposed.

FIGURE 8
ALTERNATIVE 2

ALTERNATIVE 2

FIGURE 9

ALTERNATIVE 2

FIGURE 10

ALTERNATIVE 2

FIGURE 11

ALTERNATIVE 2

FIGURE 12

Table 2 - SR 826 from US-11/SR-5/Dixie Highway to SR-836 Dolphin Expressway – Proposed Bridge Charcteristics												
Location			Geometrics		Alignment		Structural					
Bridge No.	Bridge Location	Direction	Overall Bridge Length / Span Arrangement (ft)	Deck Width (ft)	Min. Vertical Clearance (ft)	Underneath Roadway Designation	#Spans	Max Span (ft)	Superstructure Type	Substructure Type	Bridge Category	Structure Type
CVRT-1	Culvert expansion at C-100A Canal	EW	TBD	NA	NA	NA	NA		NA	Concrete	1	Widening
870129	SR 826 SB over SW 98th St. SB	SB	94.6'+110.4'+121.8'+173.25'+123.86'+126.11' = 750.02'	58.67'	16.5'	SW 98th St.	6	173.25	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	2	Replacement
870792	SR 826 NB from EB SW 88th St. to NB SR 826	NB from EB to NB	152'+216'+160'+160'+162.25'+127' = 977.25'	29.67' Min / 33.67' Max	16.5'	EB SW 88th St. to NB SR.826	6	216	Steel Plate Girder	Reinforced Concrete Column Piers	2	Replacement
870773	SR 826 over SW 88th St. NB and SB	NB and SB	92.5'+72.75'+54.25' = 219.5'	150.67'	16.5'	SW 88th St.	3	92.5	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Widening
1	SR 826 SB off-ramp over SW 88th St.	SB	92.5'+72.75'+108.25' = 273.5'	29.67'	16.5'	SW 88th St.	3	108.25	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	New
870953	Kendall EB – SR 826 NE over Dadeland Mall Access	EB	104.67'	43.33' Min / 47.17' Max	16.5'	Dadeland Mall Access	1	104.67	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
2	SW 77th Ave.NB and SB over Snapper Creek Canal	NB and SB	38.0'+34.0'+38.5' = 110.5'	38.67'	NA	Snapper Creek Canal	3	38.5	Prestress Concrete, FIBs	Concrete Pile Bents	1	New
3	SR 826 SB to SR 94 over Snapper Creek Canal	SB	36.93'+43.95'+52.88"+42' = 175.76'	42.67'	NA	Snapper Creek Canal	4	52.88	Prestress Concrete, FIBs	Concrete Pile Bents	1	New
870286	SR 826 NB/SB over Snapper Creek Canal	NB and SB	44.25'+43.83'+44'+43.88' = 175.96'	162.67'	NA	Snapper Creek Canal	4	44.25	Prestress Concrete, FIBs	Concrete Pile Bents	1	Widening
870795	WB Kendal -826 NB over Snapper Creek Canal	NB	44.25'+43.83'+44'+43.88' = 175.96'	29.67'	NA	Snapper Creek Canal	4	44.25	Prestress Concrete, FIBs	Concrete Pile Bents	1	Replacement
870132	SR 826 SB over SW 72nd St./Sunset Drive	SB	162.5'	176.67'	16.5'	Sw 72nd St./Sunset Drive	1	168.4	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Replacement
870287	SR 826 NB over SW 72nd St./ Sunset Drive	NB	162.5'		16.5'	Sw 72nd St./Sunset Drive	1	168.4	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Replacement
870526	SR 874 over SW 56th St./Miller Drive-- MDX bridge	EB to WB	56'+84'+84'+51' = 275'	134.42' Min / 138.08' Max	16.5'	SW 56th St./Miller Drive	4	84	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871013	SR 826 NB/SB over SW 56th St./Miller Drive	NB and SB	159.75'	164.67' Min / 168.25' Max	16.5'	SW 56th St./Miller Drive	1	159.75	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871017	SR 826 SB over SR 874 and CSX RR	SB	203.31'+266.99'+245.77' = 716.07'	58.67'	16.5'	SR 874 and CSX RR	3	266.99	Steel Plate Girder	Reinforced Concrete Column Piers	2	Widening
871018	SR 826 NB over SCL RR and SR 874	NB	190'+140' = 330'	58.67'	16.5'	SCL RR and SR 874	2	190	Steel Plate Girder	Reinforced Concrete Column Piers	2	Widening
4	SR 826 Express Lanes SB over SR 874 and CSX RR	SB	172.25'+200'+255.25' = 627.5'	34.67'	16.5'	SR over SR 874 and CSX RR	3	255.25	Steel Plate Girder	Reinforced Concrete Column Piers	2	New
5	SR 826 Express Lanes NB over SR 874 and SCL RR	NB	174.17'+200+206.33 = 580.5'	34.67'	16.5'	SR over SR 874 and SCL RR	3	206.33	Steel Plate Girder	Reinforced Concrete Column Piers	2	New
6	SR 826 Express Lanes NB/SB over SR 874 (3 Level)	NB and SB	Unit 1 = 225'+225'+225'+225'+160' = 1060' Unit 2 = 160'+225'+225'+225'+225'+225'+160' = 1445' Unit 3 = 160'+225'+225'+220'+230'+225'+185' = 1470' Unit 4 = 185'+225'+225'+225'+225'+225'+160' = 1470' Unit 5 = 160'+225'+225'+160' = 770' (Total = 6215')	68.67'	16.5'	SR 874	30	230	Concrete Segmental or Steel Box Girder	Reinforced Concrete Column Piers	2	New
871021	SR 826 SB over SR 976/Bird Rd./SW 40th St.	SB	160.42'	103.08' Min / 112.58' Max	16.5'	SR 676/Bird Rd./SW 40th St.	1	160.42	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
7	Pedestrian Overpass over SR 826	E/W	170'+161' = 331'	10.0'	16.5'	SR 826	2	170	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	New
879010	Pedestrian Overpass over SR 826 SB To/From SW 24th	E/W	144'	10.0'	16.5'	SR 826 SB To/From SW 24th St.	1	144	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Replacement
CVRT-2	Culvert by Coral Way Pedestrial Overpasss	NS	TBD	NA	NA	NA	NA		NA	Concrete	1	New

Table 2 - SR 826 from US-11/SR-5/Dixie Highway to SR-836 Dolphin Expressway – Proposed Bridge Charcteristics												
Location			Geometrics		Alignment		Structural					
Bridge No.	Bridge Location	Direction	Overall Bridge Length / Span Arrangement (ft)	Deck Width (ft)	Min. Vertical Clearance (ft)	Underneath Roadway Designation	#Spans	Max Span (ft)	Superstructure Type	Substructure Type	Bridge Category	Structure Type
CVRT-3	Culvert Along East Side of SR 826 & N. of Coral Way	NS	TBD	NA	NA	NA	NA		NA	Concrete	1	New
870760	SR 826 SB over SR 972/SW 24th St.	SB	75'+75' = 150'	125.83' Min / 133.25' Max	16.5'	SR 972/SW 24th St.	2	75	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Widening
870761	SR 826 NB over SR 972/SW 24th St.	NB	75'+75' = 150'	119.17' Min / 122.58' Max	16.5'	SR 972/SW 24th St.	2	75	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Widening
870764	SR 826 NB to SR 972 over Coral Gables Canal	NB	27.45'+39'+31' = 97.45'	44.67' Min / 69.08' Max	16.5'	Coral Gables Canal	3	39	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
8	SR 826 SB/US 41 EB over US 41 /SR 90	SB	47.37'+55.72'+56.86'+56.75'+57.36'+56.28'+40.82' = 371.16'	29.67'	16.5'	US 41/SR 90	7	57.36	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	New
9	SR 826 SB to US 41 WB over Tamiami Canal	SB to WB	51.5'+50'+50'+50'+50'+50'+51.5' = 353'	29.67'	16.5'	Tamiami Canal	7	51.5	Flat Slab Concrete	Reinforced Concrete/Piles	2	New
870112	SR 826 SB over US 41/SR90/SW 8th St.	SB	160.00'+160.00' = 320.00'	123.75' Min / 117.67' Max	16.5'	US 41/SR 90/SW 8th St.	7	160	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Replacement
870267	SR 826 NB over US 41/SR90/SW 8th St.	NB	160.00'+160.00' = 320.00'	105.31' Min / 110.31' Max	16.5'	US 41/SR 90/SW 8th St.	7	160	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Replacement
871047	SR 826 SB over SR 968/West Flagler St.	SB	170.36'	149.67' Min / 154.42' Max	16.5'	SR 968/West Flager St.	1	170.36	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871048	SR 826 NB over SR 968/West Flagler St.	NB	170.36'	145.92' Min / 153.67' Max	16.5'	SR 968/West Flager St.	1	170.36	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
CVRT-4	Culvert along East Side of SR 826 from SW 8th St South	NS	TBD	NA	NA	NA	NA		NA	Concrete	1	New
871045	SB SR 826 Off-ramp over NW 7th St.	SB	123.24'	22.58' Min / Max 24.25'	16.5'	NW 7th St.	1	123.4	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871062	SR 826 SB over NW 7th St. (SR 836 WB exit to SR 826)	SB	123.07'	9.0' Min / 12.5' Max	16.5'	NW 7th St. (SR 836 WB exit to SR 826)	1	123.07	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
871063	SR 826 SB over NW 7th St.	SB	123.01'	91.0' Min/ Max 91.25'	16.5'	NW 7th St.	1	123.01	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
10	SR 826 SB Express Lanes over NW 7th St.	SB	123'	29.67'	16.5'	NW 7th St.	1	123	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	New
11	SR 826 NB Express Lanes over NW 7th St.	NB	123'	29.67'	16.5'	NW 7th St.	1	123	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	New
871064	SR 826 NB over NW 7th St.	NB	123'	90.67'	16.5'	NW 7th St.	1	123	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
12	Flyover SR 826 to SR 836 from SR 836 WB to SR 826 SB (3 Level) -- (Aesthetic Level 2)	WB	160'+230'+150'+150'+144'+188'+302' = 1324'	33.67'	16.5'	SR 836/SR 826	7	302	Concrete Segmental or Steel Box Girder	Reinforced Concrete Column Piers	2	New
13	Flyover SR 826 and SR 836 from SR 826 NB to SR 836 EB (3 Level) -- (Aesthetic Level 2)	NB	175'+245'+220'+230'+230'+160' = 1260'	33.67'	16.5'	SR 836/SR 827	6	245	Concrete Segmental or Steel Box Girder	Reinforced Concrete Column Piers	2	New
871039	SR 826 EB over NW 72 Ave (partial removal of 871038)	EB	111.5'+111.5' = 223'	9.33'	16.5'	NW 72 Ave	2	111.5	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Widening

Note: EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound

3.1.3. Alternative 3

Alternative 3 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836, one at-grade and one elevated in a long viaduct structure. The elevated express lanes will be located along the median and the at-grade express lanes will be located between the median and the general use lanes separated by a buffer with express lane markers, with four express lanes access points. In this alternative the elevated express lanes will only service traffic between SR 874 and SR 836 to and from the east. The objective of the elevated express lanes concept is to completely bypass the SR 826 corridor between SR 874 and SR 836, which is the main origin and destination pattern of the area. The SR 836 connection will be a ramp flyover system-to-system connecting SR 874 northbound to SR 836 eastbound and SR 836 westbound to SR 874 southbound median-to-median. The express lanes in this alternative will have a direct connection with the MDT US 1 South Miami-Dade Busway Corridor. In the northbound direction, buses will enter the express lanes facility just north of SW 104th Street. The ramp will bridge over US 1 and will touch down on the inside of the SR 826 northbound ramp from US 1 northbound separated by a 4-foot wide buffer with express lane markers. Buses only will continue north until just north of SW 72nd Street where personal cars will be able to access the express lanes facility.

The SR 826 northbound ramp from US 1 will be widened to accommodate the additional lane and buffer. In the southbound direction, personal cars will exit the express lanes facility just north of SW 72nd Street. The express lane will continue south separated by a buffer with express lane markers (buses only) along the west side of northbound SR 826. The ramp will bridge over the railroad line turning southwest and touching down between the railroad line and the Busway just north of SW 98th Street. Buses will then merge with the southbound Busway just south of SW 98th Street. In this alternative, there is a total of 45 structures improvements, existing and proposed, along the corridor as listed below:

- 14 new 2 level and 2/3 level bridges.
- 9 bridge replacements.
- 17 bridge widenings.
- 4 culverts.

- 8 bridge demolitions.

Figure 6 illustrates the Bridge layout of these structures along the corridor and Table 3 describes the Proposed Bridge Characteristics for this Alternative. The proposed widenings, new bridges, replacements, and bridge demolitions are color-coded facilitating their identification. Unlike the previous alternates, the pedestrian bridges, north of 40th Street does not require replacement as the alignment of SR 826 SB is maintained. However, the pedestrian overpass at Coral Way will require replacement as the existing foundation will be in conflict road proposed alignment at this location. As discussed on the PER Build Alternative Matrix, this option is not pursued.

SUMMARY OF STRUCTURES	
ITEM	QUANTITY
PROPOSED NEW BRIDGES (2 LEVEL)	14
PROPOSED NEW BRIDGES (2/3 LEVEL)	
PROPOSED NEW BRIDGES (3/4 LEVEL)	
PROPOSED BRIDGE REPLACEMENTS	9
PROPOSED BRIDGE DEMOLITIONS	8
PROPOSED BRIDGE WIDENINGS	17
PROPOSED CULVERT WIDENINGS	1
PROPOSED NEW CULVERTS	3
EXISTING BRIDGES TO REMAIN	25

* CATEGORY 2 STRUCTURES

ALTERNATIVE 3

FIGURE 13

ALTERNATIVE 3

FIGURE 14

ALTERNATIVE 3

FIGURE 15

ALTERNATIVE 3

FIGURE 16

ALTERNATIVE 3

FIGURE 17

Table 3 - SR 826 from US-11/SR-5/Dixie Highway to SR-836 Dolphin Expressway – Proposed Bridge Charcteristics

Location			Geometrics		Alignment		Structural						
Bridge No.	Bridge Location	Direction	Overall Bridge Length / Span Arrangement (ft)	Deck Width (ft)	Min. Vertical Clearance (ft)	Underneath Roadway Designation	#Spans	Max Span (ft)	Superstructure Type	Substructure Type	Bridge Category	Structure Type
CVRT-1	Culvert expansion at C-100A Canal	EW	TBD	NA	NA	NA	NA		NA	Concrete	1	Widening
1	NB Busway to NB SR 826	NB	200'+286' = 486'	29.67'	16.5'	US 1	2	286	Steel Plate Girder	Reinforced Concrete Column Piers	2	New
870129	SR 826 SB over SW 98th St. SB	SB	94.6'+110.4'+121.8'+173.25'+123.86'+126.11' = 750.02'	58.67'	16.5'	SW 98th St.	6	173.25	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	2	Replacement
870128	NB Ramp to SR 826 over SW 98th Street	NB	51.17'+91'+48.58'=220.75'	84.33' Min / 87.92' Max	16.5'	SW 98th Street	3	91	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Widening
870284	NB Ramp to SR 826 over US-1 and Busway	NB	58.08'+71'+71'+43'+71'+70.92'+70.83'+71.08'+73.92'+67.83'+71.08' = 739.74	70.83' Min / 71.08' Max	16.5'	US-1 & SW 98th Street	11	73.92	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	2	Widening
2	SB Ramp from SR 826 to Busway	SB	160'+225'+160'=545'	29.67'	16.5'	Busway	3	225	Steel Plate Girder	Reinforced Concrete Column Piers	2	New
870792	SR 826 NB from EB SW 88th St. to NB SR 826	NB from EB to NB	152'+216'+160'+ 160'+162.25'+127' = 977.25'	29.67' Min / 33.67' Max	16.5'	EB SW 88th St. to NB SR.826	6	216	Steel Plate Girder	Reinforced Concrete Column Piers	2	Replacement
870773	SR 826 over SW 88th St. NB and SB	NB & SB	92.5'+72.75'+54.25' = 219.5'	150.67'	16.5'	SW 88th St,	3	92.5	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	Widening
3	SR 826 SB off-ramp over SW 88th St.	SB	92.5'+72.75'+108.25' = 273.5'	29.67'	16.5'	SW 88th St,	3	108.25	Prestress Concrete, FIBs	Reinforced Concrete Column Piers	1	New
870953	Kendall EB – SR 826 NE over Dadeland Mall Access	EB	104.67'	43.33' Min / 47.17' Max	16.5'	Dadeland Mall Access	1	104.67	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
4	SW 77th Ave NB and SB over Snapper Creek Canal	NB & SB	38.0'+34.0'+38.5' = 110.5'	38.67'	NA	Snapper Creek Canal	3	38.5	Prestress Concrete, FIBs	Concrete Pile Bents	1	New
5	SR 826 SB to SR 94 over Snapper Creek Canal	SB	36.93'+43.95'+52.88'+42' = 175.76'	42.67'	NA	Snapper Creek Canal	4	52.88	Prestress Concrete, FIBs	Concrete Pile Bents	1	New
870286	SR 826 NB/SB over Snapper Creek Canal	NB and SB	44.25'+43.83'+44'+43.88' = 175.96'	162.67'	NA	Snapper Creek Canal	4	44.25	Prestress Concrete, FIBs	Concrete Pile Bents	1	Widening
870795	WB Kendal -826 NB over Snapper Creek Canal	NB	44.25'+43.83'+44'+43.88' = 175.96'	29.67'	NA	Snapper Creek Canal	4	44.25	Prestress Concrete, FIBs	Concrete Pile Bents	1	Replacement
870132	SR 826 SB over SW 72nd St./Sunset Drive	SB	162.5'	176.67'	16.5'	Sw 72nd St./Sunset Drive	1	168.4	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Replacement
870287	SR 826 NB over SW 72nd St./ Sunset Drive	NB	162.5'		16.5'	Sw 72nd St./Sunset Drive	1	168.4	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Replacement
870526	SR 874 over SW 56th St./Miller Drive– MDX bridge	EB to WB	56'+84'+84'+51' = 275'	134.42' Min / 138.08' Max	16.5'	SW 56th St./Miller Drive	4	84	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Replacement
6	SR 874 SB over Miller Dr (SW 56th Street)	SB	56'+84'+84'+51' = 275'	58.67'	16.5'	Miller Dr./SW 56 Street	4	84	Prestress Concrete, FIBs	Reinforced Concrete/Piles	2	New
7	Viadut from SR 836 to SR 874	SB/NB	Unit 1 = 160'+225'+225'+160' = 770' Unit 2 = 160'+225'+225'+225'+225'+188' = 1473' Unit 3 = 135'+210'+230'+225'+170' = 970' Unit 4 = 170'+225'+225'+225'+225'+160' = 1455' Unit 5 = 160'+225'+225'+225'+225'+225'+160' = 1445' Unit 6 = 160'+225'+225'+225'+225'+160' = 1220' Unit 7 = 160'+225'+225'+225'+225'+225'+160' = 1445' Unit 8 = 160'+225'+225'+225'+225'+225'+160' = 1445' Unit 9 = 160'+225'+225'+225'+230'+195' = 1485' Unit 10 = 195'+230'+225'+225'+225'+225'+170' = 1495' Unit 11 = 170'+225'+225'+225'+225'+225'+160' = 1455' Unit 12 = 160'+225'+225'+225'+225'+225'+160' = 1445' Unit 13 = 160'+225'+225'+230'+230'+230'+194.5' = 1494.5 Unit 14 = 194.5'+230'+225'+225'+225'+225'+160' = 1484.5 Unit 15 = 160'+225'+225'+225'+225'+225'+225'+175' = 1685' Unit 16 = 175'+225'+225'+225'+225'+225'+235'+190' = 1500' Total = 22,267'	68.67' Min / Max 72.67'	16.5	SR 826	107	235	Concrete Segmental	Reinforced Concrete Column Piers	2	New
871013	SR 826 NB/SB over SW 56th St./Miller Drive	NB and SB	159.75'	164.67' Min / 168.25' Max	16.5'	SW 56th St./Miller Drive	1	159.75	Prestress Concrete, FIBs	Reinforced Concrete/Piles	1	Widening
8	SR 826 Express Lanes SB over SR 874 and CSX RR	SB	172.25'+200'+255.25' = 627.5'	34.67'	16.5'	SR over SR 874 and CSX RR	3	255.25	Steel Plate Girder	Reinforced Concrete Column Piers	2	New

Table 3 - SR 826 from US-11/SR-5/Dixie Highway to SR-836 Dolphin Expressway – Proposed Bridge Characteristics

Location				Alignment		Geometrics		Structural				
Bridge No.	Bridge Location	Direction	Overall Bridge Length / Span Arrangement (ft)	Deck Width (ft)	Min. Vertical Clearance (ft)	Underneath Roadway Designation	#Spans	Max Span (ft)	Superstructure Type	Substructure Type	Bridge Category	Structure Type
9	SR 826 Express Lane NB over SR 874 and SCL RR	NB	174.17+209+206.33 = 589.5'	34.6'	16.5'	SR over SR 874 and SCL RR	3	206.33	Steel Plate Girder	Reinforced Concrete Column Piers	2	New
10	SR 826 Express Lanes NB/SB over SR 874 (3 Level)	NB and SB	Unit 1 = 225+225+225+160' = 1060' Unit 2 = 160'+225+225+225+225+160' = 1445' Unit 3 = 160'+225+225+225+225+185' = 1470' Unit 4 = 185+225+225+225+225+160' = 1470' Unit 5 = 160+225+225+225+160' = 1175' Total = 6215'	68.6'	16.5'	SR over SR 874 and CSX RR	30	210	Concrete Segmental	Reinforced Concrete Column Piers	2	New
871017	SR 826 SB over SR 874 and CSX RR	SB	203.31+266.99+246.77 = 716.07'	58.6'	16.5'	SR 874 and CSX RR	3	266.99	Steel Plate Girder	Reinforced Concrete Column Piers	2	Widening
871016	SR 826 NB over SCL RR and SR 874	NB	190'+140' = 330'	58.6'	16.5'	SCL RR and SR 874	2	190	Steel Plate Girder	Reinforced Concrete Column Piers	2	Widening
871021	SR 826 SB over SR 976/Bird Rd./SW 40th St.	SB	160.42'	103.08' Min / 112.58' Max	16.5'	SR 976/Bird Rd./SW 40th St.	1	160.42	Prestress Concrete, FBs	Reinforced Concrete/Piles	1	Widening
879010	Pedestrian Overpass over SR 826SB To/From SW 24th	EW	144'		16.5'	SR 826 SB To/From SW 24th St.	1	144	Prestress Concrete, FBs	Reinforced Concrete Column Piers	1	Replacement
CVRT-2	Culvert by Coral Way Pedestrian Overpass	NS	TBD		NA	NA	NA		NA	Concrete	1	New
CVRT-3	Culvert Along East Side of SR 826 & N. of Coral Way	NS	TBD		NA	NA	NA		NA	Concrete	1	New
870760	SR 826 SB over SR 972/SW 24th St.	SB	75+75' = 150'	125.83' Min / 133.25' Max	16.5'	SR 972/SW 24th St.	2	75	Prestress Concrete, FBs	Reinforced Concrete Column Piers	1	Widening
870761	SR 826 NB over SR 972/SW 24th St.	NB	75+75' = 150'	119.17' Min / 122.58' Max	16.5'	SR 972/SW 24th St.	2	75	Prestress Concrete, FBs	Reinforced Concrete Column Piers	1	Widening
870764	SR 826 NB to SR 972 over Coral Gables Canal	NB	27.45+39+31' = 97.45'	44.67' Min / 69.08' Max	16.5'	Coral Gables Canal	3	39	Prestress Concrete, FBs	Reinforced Concrete/Piles	1	Widening
11	SR 826 SB/US 41 EB over US 41 / SR 90	SB	47.37+55.72+56.86+56.72+57.36+56.28+40.82' = 371.16'	29.67'	16.5'	US 41/SR 90	7	57.36	Prestress Concrete, FBs	Reinforced Concrete Column Piers	1	New
12	SR 826 SB to US 41 WB over Tamiami Canal	SB to WB	51.5+50+50+50+50+51.5' = 353'	29.67'	16.5'	Tamiami Canal	7	51.5	Flat Slab Concrete	Reinforced Concrete/Piles	2	New
870112	SR 826 SB over US 41/SR90/SW 8th St.	SB	160'+160' = 320'	123.75' Min / 117.67' Max	16.5'	US 41/SR 90/SW 8th St.	7	160'	Prestress Concrete, FBs	Reinforced Concrete Column Piers	1	Replacement
870287	SR 826 NB over US 41/SR90/SW 8th St.	NB	160'+160' = 320'	105.31' Min / 110.31' Max	16.5'	US 41/SR 90/SW 8th St.	7	160'	Prestress Concrete, FBs	Reinforced Concrete Column Piers	1	Replacement
871047	SR 826 SB over SR 968/West Flagler St.	SB	170.36'	146.67' Min / 154.42' Max	16.5'	SR 968/West Flagler St.	1	170.36	Prestress Concrete, FBs	Reinforced Concrete/Piles	1	Widening
871048	SR 826 NB over SR 968 West Flagler St.	NB	170.36'	145.92' Min / 153.67' Max	16.5'	SR 968 West Flagler St.	1	170.36	Prestress Concrete, FBs	Reinforced Concrete/Piles	1	Widening
CVRT-4	Culvert along East Side of SR 826 from SW 8th St South	NS	TBD	NA	NA	NA	NA		NA	Concrete	1	New
871045	SB SR 826 Off-ramp over NW 7th St.	SB	123.24'	22.58' Min / Max 24.25'	16.5'	NW 7th St.	1	123.4	Prestress Concrete, FBs	Reinforced Concrete/Piles	1	Widening
871062	SR 826 SB over NW 7th St (SR 836 WB exit to SR 826)	SB	123.07'	9.0' Min / 12.5' Max	16.5'	NW 7th St. (SR 836 WB exit to SR 826)	1	123.07	Prestress Concrete, FBs	Reinforced Concrete/Piles	1	Widening
871063	SR 826 SB over NW 7th St.	SB	123.01'	91.0' Min Max 91.25'	16.5'	NW 7th St.	1	123.01	Prestress Concrete, FBs	Reinforced Concrete/Piles	1	Widening
871064	SR 826 NB over NW 7th St.	NB	123'	90.67'	16.5'	NW 7th St.	1	123	Prestress Concrete, FBs	Reinforced Concrete/Piles	1	Widening
13	Flyover SR 826 and SR 836 from SR 826 NB to SR 836 EB (3 Level) – (Aesthetic Level 2)	NB	175'+245'+220'+230'+230'+160' = 1260'	33.67'	16.5'	SR 836/SR 826	6	245	Concrete Segmental	Reinforced Concrete Column Piers	2	New
14	Flyover SR 826 to SR 836 from SR 836 WB to SR 826 SB (3 Level) – (Aesthetic Level 2)	WB	160'+230+150'+150'+144'+188'+302' = 1324'	33.67'	16.5'	SR 836/SR 826	7	302	Concrete Segmental	Reinforced Concrete Column Piers	2	New

Note: EB - Eastbound; WB - Westbound; NB - Northbound; SB - Southbound

4. Structures Analysis

For the preferred alternate, Alternative 2, there are forty-three (43) structures within the project limits; thirteen (13) new bridges, eight (8) bridge replacements, eighteen (18) bridge widenings and four (4) bridge culverts. A replacement is a new bridge that is being built in the same footprint of the existing. Detail description of each of the structure is presented below and Appendix A shows the Bridge Concept Plans.

4.1. Bridge 870129- SR 826 SB over SW 98th St. SB

Existing Condition

Bridge 870129 carries SR-826 southbound traffic over SW 98th St. The existing bridge is composed of ten spans, for a total bridge length of 703.04 ft. The overall width of the bridge is 36.1 ft uniformly along the bridge. The bridge consists of two 12.5 ft traffic lanes and two (2) 4 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

Figure 18 - Bridge 870129

The existing superstructure is composed of simply supported AASHTO Type III Beams. The existing bridge substructure consists of typical end bents, hammerhead piers, and straddle bents (piers 5 and 6). All pier columns are

supported on isolated footings with 18" square prestressed concrete pile foundations. The end bents are made up of 3 ft by 3 ft cap and are similarly supported on 18" square prestressed concrete pile foundations. Both end bents use the concrete slope protection as the soil retaining system. There are no utilities being currently supported by the existing bridge. The existing minimum vertical clearance is 22.57 ft and occurs in Span 4 along Johnson Drive. The bridge was built in 1961 with a barrier retrofit performed in 1996.

Proposed Condition

The existing southbound bridge will be replaced with a new bridge as shown in the proposed typical section below, Figure 19, consisting of three (3) 12 ft general purpose lanes, 10 ft shoulders on both sides and 1.33 ft standard traffic railing barriers, summing to a 58.67 ft wide bridge structure.

The superstructure for the proposed bridge will consist of Florida I-Beams (FIB) with an 8½" thick concrete deck. The girders will be supported on composite neoprene bearing pads. The bridge will be built in phases, since the proposed bridge location overlaps the existing bridge location, due to the proximity of the right-of-way line.

The proposed new bridge will be supported on a combination of hammerhead piers and straddle bents, as needed at each support location. Post-tensioned concrete straddle bents will be required over the Busway Facility. Minimum vertical clearance of 16.5 ft will be kept at the straddle bents.

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing pier shapes. The existing end bents will be widened matching the existing structure and supported on additional prestressed concrete piles for both the northbound and southbound structures. An independent hammerhead style pier is proposed at the intermediate pier locations for both bridge structures supported on a pile type foundation. The new columns will require design for Vehicle Collision Forces in accordance with the AASHTO LRFD design specifications.

Figure 19 - Proposed Bridge Typical Section

4.2. Bridge 870792 - SR 826 NB from EB SW 88th St. to NB SR 826

Existing Condition

Bridge 870792 carries traffic from eastbound Kendall Drive to northbound SR-826. The existing ramp bridge consists of nine spans; 91.5 ft, 108.5 ft,108.5 ft, 91.5 ft, 85.38 ft, 94 ft, 94 ft, 72.98 ft, and 54.43 ft, having a total bridge length of 801.27 ft. The overall bridge width is 31.7 ft and it is constant along the bridge. The bridge structure was built in 1997.

The bridge consists of two traffic lanes that varies from 12 ft to 11 ft. The right shoulder is 6 ft wide and the left shoulder is 9 ft. Starting on Span 7, there is an acceleration lane with a maximum width of 11 ft. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of continuous steel plate girders. The existing bridge substructure consists of typical end bents and hammerhead piers. All pier columns are supported on footers using 18" square prestressed concrete pile foundations. The end bents are made up of 3 ft by 3 ft cap and are similarly supported on 18" square prestressed concrete pile foundations. The end bents use the concrete slope protection as the soil retaining system. There are no utilities

being currently supported by the existing bridge. The existing minimum vertical clearance is 16.75 ft and occurs in Span 1 and SR-826 SB. Figure 9 illustrates the existing bridge.

Figure 20 - Bridge 870792

Proposed Condition

The proposed replacement ramp is a six-span single-lane bridge over SR 826, carrying traffic from eastbound Kendall Drive to northbound SR-826. The structure has an overall length of 977.25 ft. The structure is on a curve alignment, with normal ends, carrying 1– 15 ft lane with variable width inside shoulder, starting from 10 ft at begin bridge transitioning to 6 ft at end bridge. The outside shoulder is 6 ft. This makes the bridge width variable, from 33.67 ft to 29.67 ft. The bridge super-elevation transitions from 2% to a maximum cross-slope of 7% approximately. The bridge superstructure is proposed as a curved steel plate girder structure with a web depth of 6 ft, acting compositely with an 8.5" concrete deck. The minimum vertical clearance over SR 826 and SW 88th Street is 16.5 ft. The bridge substructure is made of reinforced concrete hammerhead piers founded on precast prestressed concrete piles. The bridge approaches considered MSE walls, similar to those existing. The Figure 21 shows the bridge typical section and the proposed intermediate pier section.

Figure 21 - Proposed Bridge Typical Section

Construction of this structure requires closing traffic on the ramp, so the existing bridge can be demolished, and the new curved structure can be built. Proposed piers are located strategically avoiding the location of the existing foundations. Traffic to the SW 88th Street EB to SR 826 NB ramp can be rerouted during construction of the new bridge, to the intersection where traffic from SW 88th Street WB to SR 826 NB is located- east of SR 826. This intersection will need to be temporarily reconfigured and properly signalized to accommodate traffic from both SW 88th Street WB and EB to the ramp towards SR 826 NB.

4.3. Bridge 870773 - SR 826 over SW 88th St. NB and SB

Existing Condition

Bridge 870773 carries SR-826 southbound and northbound traffic over SR-94 (Kendall Dr.). The existing bridge consists of three spans; 92.5 ft, 72.75 ft and 54.25 ft, with a total bridge length of 219.5 ft. The overall width of the bridge is 94.1 ft. uniformly along the bridge.

The bridge carries two-way traffic separated by a 2 ft median barrier with an opaque visual barrier. Each side of the existing roadway section consists of two (2) 12 ft traffic lanes, 10.13 ft inside shoulder and 10 ft outside shoulder. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge. A median barrier

with an Opaque Visual Barrier separates northbound and southbound traffic. The existing minimum vertical clearance is 16.83 ft and occurs in Span 1, along eastbound N. Kendal Drive. The bridge was built in 1997 with no subsequent widenings.

Figure 22 - Bridge 870773

The existing superstructure is composed of AASHTO Type II Beams. The existing bridge substructure consists of typical end bents and multi-column framed piers, each consisting of three columns. All pier columns are 5 ft by 3 ft and are supported on isolated footings with 18" square prestressed concrete pile foundations. The end bents are made up of 3 ft by 3 ft cap and are similarly supported on 18" square prestressed concrete pile foundations. Both end bents use the wrap around MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Proposed Condition

The existing mainline bridge will be widened as shown in the proposed typical section below. he northbound direction of the bridge accommodates a 10 ft outside shoulder, three (3) 12 ft general purpose lanes, a 2 ft buffer, a 12 ft express lane, and a 12 ft interior shoulder. The southbound direction of the bridge structure accommodates a 10 ft outside shoulder, three (3) 12 ft general purpose lanes, a 4 ft buffer, a 12 ft express lane, and a 12 ft interior shoulder. The bridge is bordered with standard 1.33 ft wide traffic railing barriers and each direction of

traffic is separated by a standard 2 ft wide median barrier. The total bridge width sums to 150.67 ft.

The superstructure options for the proposed widening are limited to Florida I-Beams (FIB) per Structures Design Guidelines (SDG) requirements. The proposed widening anticipates multi-lines of FIB-36 girders. The bridge will be built in phases, since the proposed bridge location overlaps the adjacent existing bridges No. 870793 and 870792. Such bridge structures must be removed and relocated prior to the widening of the bridge.

Figure 23 - Proposed Bridge Typical Section

The proposed bridge would be supported on hammerhead piers, to match the existing substructure. The widened structure will meet the 16.5 ft minimum vertical clearance criteria.

The proposed substructure elements (column and pier cap) at the intermediate piers will match the existing structural shape and size. The existing end bents will be widened matching the existing and supported on additional prestressed concrete piles for both the northbound and southbound structures. An independent hammerhead style pier is proposed at the intermediate pier locations on both sides of the bridge and supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the LRFD Specifications.

4.4. Bridge 1 SR 826 - SB off-ramp over SW 88th St.

Proposed Condition

The existing ramp bridge, Bridge No. 870793, conflicts with the widening of the mainline Bridge No. 870773, thus necessitating the relocation of its alignment. The new location of the ramp bridge would follow a similar alignment parallel to the

existing ramp bridge alignment. The proposed ramp bridge would accommodate one (1) 15 ft lane with 6 ft outside and inside shoulders, for a total bridge width of 29.67 ft. The ramp bridge will be bordered with standard 1.33 ft wide traffic railing barriers.

Figure 24 - Proposed Bridge Typical Section

The superstructure options for the proposed widening are limited to Florida I-Beams (FIB) per Structures Design Guidelines (SDG) requirements. The superstructure then, will consist of FIB concrete girders with 8½" concrete deck. A possible option would consider sliding the superstructure of existing bridge onto a new substructure system adjacent to the existing bridge. This option would require an in-depth evaluation of the existing superstructure as for its condition, age and expected remaining life.

The proposed bridge will be supported mostly on hammerhead piers that align with the existing bridge piers. The proposed substructure elements (column and pier cap) at the intermediate piers will match the existing pier shapes and sizes. The existing end bents will be aligned with the existing bridge end bents, since the bridge length is anticipated to be the same as the existing bridge. An independent hammerhead style pier will be proposed at the intermediate pier locations for the bridge structure supported on pile type foundation.

4.5. Bridge 870953 - Kendall EB – SR 826 NE over Dadeland Mall Access

Existing Condition

Bridge 870953 is a Kendall Drive westbound to SR-826 northbound Ramp that crosses the Dadeland Mall Access Road. The existing bridge consists of a single span, 104.61 ft in length. The overall width of the bridge is 30.1 ft. uniformly along the bridge. The existing minimum vertical clearance is 16.71 ft. The bridge was built in 1998 with no subsequent widenings. The bridge carries northbound traffic and consists of a single 15 ft traffic lane and two (2) 6 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

Figure 25 - Bridge 870953

The existing superstructure is composed of AASHTO Type IV Beams. The existing bridge substructure consists of typical end bents which are made up of 3 ft by 3 ft cap and are supported on 18" square prestressed concrete pile foundations. Both end bents use the wrap around MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Proposed Condition

The existing bridge, as shown in the figure below, is being evaluated to be widened to the east side with splayed FIB concrete girders while placing new single slope traffic railing barriers along the proposed westernmost gutter line on the existing bridge deck. The remaining portion of the west side of the bridge,

which would be abandoned from use, would be filled with polystyrene to top of the existing barrier and capped with a concrete slab between the existing exterior traffic railing barrier and the proposed west single slope traffic railing barrier. The bridge widening, and realignment, will accommodate (2) 12 ft lanes with a 6 ft inside shoulder and a variable width outside shoulder between 7.25 ft to 8.25 ft. The outside, and the proposed traffic railing barrier along the west gutter line, would consist of the 1.33 ft wide, single slope standard FDOT barrier. The existing barrier along the west side of the existing bridge will remain in place to support the cap slab over the abandoned area of the existing bridge.

Figure 26 - Proposed Bridge Typical Section

The superstructure options for the proposed widening are limited to FIBs per SDG requirements. The superstructure then, will consist of an 8" thick deck, to match the existing deck, over FIB concrete girders splayed to accommodate the realignment of the ramp over the existing ramp bridge deck. The end bents will be supported on prestressed concrete piles and will be aligned with the existing ends of the bridge.

4.6. Bridge 2 -SW 77th Avenue NB and SB over Snapper Creek Canal

Proposed Condition

Bridge No. 874257 requires a relocation since it conflicts with the widening of the mainline Bridge No. 870286 and the relocation of ramp Bridge 870794. The new location of the bridge will be parallel to the existing bridge alignment. The existing bridge will be replaced with a new bridge, for which the proposed typical section is shown below. The proposed bridge will accommodate two (2) 11 ft lanes with

a 6 ft inside shoulder and an 8 ft outside shoulder with 1.33 ft wide single slope barrier on both sides of the bridge. The total width of the proposed bridge will be 38.67 ft. The proposed bridge will be supported on pile bents that align with the existing pile bents.

Figure 27 - Proposed Bridge Typical Section

The superstructure then, will consist of and 8½" thick concrete deck over FIB concrete girders supported on composite neoprene bearing pads. A possible option would consider sliding the superstructure of existing bridge onto a new substructure system adjacent to the existing bridge. This option would require an in-depth evaluation of the existing superstructure as for its condition, age and expected remaining life, as well as the feasibility of implementing such technology at the bridge location.

Pile bents and end bents will match the existing bents in type and size, as well as their orientation, to maintain the current flow of water within the canal. The proposed new pile bents will also need to be coordinated with the bridge hydraulic report for scour effects as well as the existing pile bent dimensions.

4.7. Bridge 3 - SR 826 SB to SR 94 over Snapper Creek Canal

Proposed Condition

Bridge No. 870794 requires a relocation since it conflicts with the widening of the mainline Bridge No. 870286. The new location of the bridge will be parallel to the

existing bridge alignment. The existing bridge will be replaced with a new bridge, for which the proposed typical section is shown below. The proposed bridge would accommodate two (2) 12 ft lanes with a 6 ft inside shoulder and a 10 ft outside shoulder with 1.33 ft wide single slope traffic railing barrier on both sides of the bridge, adding up to a 42.67 ft wide bridge structure.

Figure 28 - Proposed Bridge Typical Section

The proposed bridge will maintain the existing bridge span arrangement, with four (4) - 44 ft spans, for a total length of 176 ft. The proposed bridge will be supported on pile bents that align with the existing pile bent locations.

The superstructure then, will consist of and 8½" thick concrete deck over FIB concrete girders. A possible option could consider sliding the superstructure of existing bridge onto a new substructure system adjacent to the existing bridge. This option would require an in-depth evaluation of the existing superstructure as for its condition, age and expected remaining life, as well as the feasibility of implementing such technology at the bridge location.

Pile bents and end bents will match the existing bents in type and size, as well as their orientation to maintain the current flow of water within the canal. The proposed new pile bents will also need to be coordinated with the bridge hydraulic report for scour effects as well as the existing pile bent dimensions.

4.8. Bridge 870286 - SR 826 NB/SB over Snapper Creek Canal

Existing Condition

Bridge 870286 carries SR-826 northbound and southbound traffic over Snapper Creek Canal. The existing bridge consists of four spans; 44.24 ft, 43.85 ft, 44.27 ft and 43.69 ft, with a total bridge length of 176.05 ft. The overall width of the bridge is 106.08 ft uniformly along the bridge. The existing minimum vertical clearance is 5.5 ft and occurs in Span 3, above Normal High Water (N.H.W.). The bridge was built in 1961 and a widening designed in 1995. This structure was originally built as two separate bridges: Bridge 870131 (SB) and 870286 (NB).

Figure 29 - Bridge 870286

The bridge carries two-way traffic separated by two modified traffic railing barriers (1.33 ft width each) with an opaque visual barrier mounted on the south bound direction barrier. Each side of the existing roadway section consists of two (2) 12 ft traffic lanes, 10.13 ft inside shoulder and 10 ft outside shoulder. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge. A median barrier with an Opaque Visual Barrier separates northbound and southbound traffic.

The existing superstructure is composed of AASHTO Type II Beams in spans 1 & 2, and AASHTO Type IV Beams (exterior) and AASHTO Type II Beams (interior) in Span 3. The existing bridge substructure consists of typical end bents and pile bents. All pile bents consist of a 3.5 ft by 3.5 ft pile cap and are supported on 18" square prestressed concrete piles. The end bents are made up of 3 ft by 3 ft cap and

are similarly supported on 18" square prestressed concrete piles. Both end bents use Sand Cement Rip-Rap as the soil retaining system. There are no utilities being currently supported by the existing bridge.

Proposed Condition

The existing mainline bridge will be widened as shown in the proposed typical section below. The northbound direction of the bridge accommodates a 10 ft outside shoulder, four (4) 12 ft general purpose lanes, a 2 ft buffer, a 12 ft express lane, and an 11.5 ft interior shoulder. The southbound direction of the bridge structure accommodates a 10 ft outside shoulder, three (3) 12 ft general purpose lanes, a 4 ft buffer, a 12 ft express lane, and an 11.5 ft interior shoulder. The bridge is bordered with standard 1.33 ft wide Traffic railing barriers and each direction of traffic is separated by a standard 2 ft wide median barrier. The total bridge width sums to 163.67 ft.

Figure 30 - Proposed Bridge Typical Section

The superstructure for the proposed widening will require multiple lines of modified AASHTO Type II Concrete girders, to maintain the existing minimum vertical clearance over the Snapper Creek Canal. The bridge will be built in phases, since the proposed bridge location overlaps the adjacent existing bridges No. 870794 and 870795. Such bridge structures must be removed and relocated prior to the widening of the bridge.

The proposed bridge would be supported on pile bents, to closely match the existing substructure type and alignment. The widened structure will meet the existing minimum vertical clearance criteria.

Pile bents and end bents will match the existing bents in type and size, as well as their orientation to maintain the current flow of water within the canal. The proposed new pile bents will also need to be coordinated with the bridge hydraulic report for scour effects as well as the existing pile bent dimensions.

4.9. Bridge 870795 - WB Kendal -826 NB over Snapper Creek Canal

Existing Condition

Bridge 870795 is located along a ramp which carries traffic from westbound Kendall to northbound SR-826. It also serves as a crossing over the Snapper Creek Canal. The existing bridge consists of four spans, 44 ft each, for a total bridge length of 176 ft. The overall width of the bridge is 30.1 ft uniformly along the bridge. The existing minimum vertical clearance is 4.92 ft and occurs in Span 4, above Design High Water (D.H.W.). Bridge was built in 1997 with no subsequent widenings. The bridge carries northbound traffic and consists of a single 15 ft traffic lane and two (2) 6 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of AASHTO Type II Beams in all spans. The existing bridge substructure consists of typical end bents and pile bents. All pile bents and end bents consist of a 3 ft by 2.5 ft pile cap and are supported on 18" square prestressed concrete piles. The south end bent uses both MSE wall and Sand Cement Rip-Rap as the soil retaining system, while the north end bent uses only the Sand Cement Rip-Rap. There is a 4" fiberglass conduit attached to the east side barrier.

Figure 31 - Bridge 870795

Proposed Condition

Bridge No. 870795 requires a relocation since it conflicts with the widening of the mainline Bridge No. 870286. The new location of the bridge will be parallel to the existing bridge alignment. The existing bridge will be replaced with a new bridge for which a proposed typical section is shown below. The proposed bridge would accommodate a 15 ft lane with 6 ft shoulders and 1.33 ft single slope traffic railing barriers on both sides of the bridge summing to a 29.67 ft wide bridge structure.

Figure 32 - Proposed Bridge Typical Section

The proposed bridge will maintain the existing bridge span arrangement, with four (4) - 44 ft spans, for a total length of 176 ft. The proposed bridge will be supported on pile bents that align with the existing pile bent locations.

The superstructure will consist of a concrete deck over multiple lines of FIB concrete girders. Pile bents and end bents will match the orientation of the existing bents to maintain the current flow of water within the canal. The proposed new pile bents will also need to be coordinated with the bridge hydraulic report for scour effects as well as the existing pile bent dimensions. The new bridge will line up the new piles with the existing piles, which are currently at a 25 degrees skew angle.

4.10. Bridge 870132 & 870287- SR 826 SB/NB over SW 72nd St./Sunset Drive

Existing Condition

Bridge 870132 carries SR-826 southbound traffic over SW 72nd St. (Sunset Dr.) and is a parallel structure to Bridge 870287. The existing bridge consists of three spans;

38.5 ft, 90 ft and 38.5 ft, with a total bridge length of 167 ft. The overall width of the bridge is 59 ft uniformly along the bridge. The existing minimum vertical clearance is 15.21 ft and occurs in Span 2, along Sunset Drive. The bridge was built in 1997 with no subsequent widenings. The bridge was originally built in 1961 with a widening constructed in 1997.

Existing roadway section consists of three (3) 12 ft traffic lanes, 10.13 ft inside shoulder and 10 ft outside shoulder. The 32" F-Shape Traffic Railing Barrier is used on the west side of bridge, and a modified 1.33 ft Traffic Railing Barrier on the east side of bridge.

The existing superstructure is composed of AASHTO Type II, AASHTO Type IV, and Modified AASHTO Type IV (4.17 ft depth) beams. The existing bridge substructure consists of typical end bents and multi-column framed piers, with an additional single column pier for inside and outside widenings. All pier columns are rectangular in cross section with a variable width and depth and are supported on isolated footings with 18" square prestressed concrete pile foundations. The end bents are made up of 3 ft by 3 ft cap and are similarly supported on 18" square prestressed concrete pile foundations. Both end bents use the concrete slope protection as the soil retaining system. There are no utilities being currently supported by the existing bridge.

Figure 33 - Bridge 870132

Bridge 870287 carries SR-826 northbound traffic over SW 72nd St. (Sunset Dr.) and is a parallel structure to Bridge 870132. The existing bridge consists of three spans;

38.5 ft, 90 ft and 38.5 ft, with a total bridge length of 167 ft. The overall width of the bridge is 59 ft uniformly along the bridge. The existing minimum vertical clearance is 15.21 ft and occurs in Span 2, along eastbound Sunset Drive. This is below the minimum of 16 ft required by the Federal Highway Administration (FHWA). The bridge was originally built in 1961 with a widening constructed in 1997.

Existing roadway section consists of three (3) 12 ft traffic lanes, 10.13 ft inside shoulder and 10 ft outside shoulder. The 32" F-Shape Traffic Railing Barrier is used on the east side of bridge, and a modified 1.33 ft Traffic Railing Barrier on the west side of bridge.

The existing superstructure is composed of AASHTO Type II, AASHTO Type IV, and Modified AASHTO Type IV (4.17 ft depth) beams. The existing bridge substructure consists of typical end bents and multi-column framed piers, with an additional single column pier for inside and outside widenings. All pier columns are rectangular in cross section with a variable width and depth and are supported on isolated footings with 18" square prestressed concrete pile foundations. The end bents are made up of 3 ft by 3 ft cap and are similarly supported on 18" square prestressed concrete pile foundations. Both end bents use the concrete slope protection as the soil retaining system. There are no utilities being currently supported by the existing bridge.

Figure 34 – Bridge 870287

Proposed Condition

Bridges 870132 and 870287 will be replaced with a newly proposed bridge as shown in the proposed bridge typical section in the figure below. In the southbound direction the proposed bridge will accommodate a 10 ft outside shoulder, three (3) 12 ft lanes, followed by a 14 ft lane, a 2 ft buffer, a 12 ft express lane and a 12 ft inside shoulder. In the northbound direction, the bridge accommodates a 10 ft outside shoulder, three (3) 12 ft lanes, followed by a 14 ft lane, a 2 ft buffer, a 12 ft express lane, and a 12 ft inside shoulder. Each direction is separated by a 2 ft median barrier and bordered along the exterior side of the bridge with 1.33 ft standard single slope barriers. The total bridge width will be 176.67 ft.

Figure 35 - Proposed Bridge Typical Section

The new bridge will need to be built in phases to maintain traffic during construction. The new single span bridge will be 162.5 ft long, located ahead of the existing bridge structure.

The superstructure will consist of a concrete deck on multiple lines of FIB beams bearing on neoprene bearing pads. The substructure will consist of concrete end bents supported on precast, prestressed concrete piles.

4.11. Bridge 870526 - SR 874 over SW 56th St./Miller Drive

Existing Condition

Bridge 870526 carries SR-874 northbound traffic over 56th St. (Miller Drive). The existing bridge consists of four spans; 56 ft, 84 ft, 84 ft and 51 ft, with a total bridge length of 275 ft. The overall width of the bridge is 117.08 ft uniformly along the bridge. The existing minimum vertical clearance is 16.25 ft and occurs in Span 2,

along westbound Miller Drive. The bridge was built in 1975 and widened in 2013. This structure was originally built as two separate bridges, Bridge 870526 (SB) and 870527 (NB), but in 2013 were converted into one structure.

The bridge carries two-way traffic separated by a 2 ft median barrier with an opaque visual barrier. Each side of the existing roadway section consists of three (3) 12 ft traffic lanes and two (2)10 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge, with an addition of the sound barrier supported on the east barrier.

The existing superstructure is composed of AASHTO Type II, Type III and FIB-36 Beams. The existing bridge substructure consists of typical end bents, which are made up 3 ft by 2.5 ft cap and are supported on 18" square prestressed concrete piles. All pier columns are supported on isolated footings with 18" square prestressed concrete pile foundations. Both end bents use the concrete slope protection as the soil retaining system. There are no utilities being currently supported by the existing bridge.

Proposed Condition

As shown in the proposed typical section below, the final condition for the southbound traffic on bridge consists of four (4) 12 ft lanes and two (2) 10 ft wide shoulders. The proposed improvements on southbound traffic will require an outside bridge widening of 14.83 ft.

The proposed condition for the northbound traffic on bridge structure consists of an inside shoulder varying in width, three (3) 12 ft lanes and a 10 ft wide outside shoulder. The proposed improvements on southbound traffic will required outside bridge widening varying in width from 9.04 ft at begin bridge to 16.71 ft at end

Figure 36 - Proposed Bridge Typical Section

bridge. The proposed overall bridge width will vary from approximately 134.42 ft to 138.08 ft.

The superstructure options for the proposed widening are limited to FIB to match the existing. Two (2) lines of FIB-36, equally spaced, will be required to accommodate the proposed widening on the structure side carrying southbound traffic. One (1) FIB-36 with variable spacing will be required to accommodate the proposed widening on the northbound structure. Proposed exterior FIB-36 will not encroach into the existing minimum vertical clearance controlled by AASHTO Type III beams built with the original structure.

The existing end bents will be widened on both sides, matching the existing, and will be supported on additional prestressed concrete piles. The shape and size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing. Proposed intermediate piers for the bridge widening will be supported on a pile type foundation. The new columns will require to be designed for a Vehicular Collision Force in accordance with AASHTO Specifications.

4.12. Bridge 871013 - SR 826 NB/SB over SW 56th St./Miller Drive

Existing Condition

Bridge 871013 carries SR-826 southbound and northbound traffic over SW 56h St. (Miller Dr.). The existing bridge consists of a single span with a length of 159.75 ft. The overall width of the bridge is 127.15 ft uniformly along the bridge. The existing minimum vertical clearance is 17.17 ft and occurs along baseline survey of Miller Drive. The bridge was built in 2011 with no subsequent widenings.

The bridge carries two-way traffic separated by a 2 ft median barrier. The northbound side consists of three (3) 11.81 ft lanes with two (2) 9.84 ft shoulders. The southbound side consists of four (4) 11.81 ft lanes with two (2) 9.84 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of Florida-I 78 Beams. The existing bridge substructure consists of typical end bents which are made up of 4.5 ft by 3 ft cap and are supported on 24" square prestressed concrete pile foundations. Both end bents use the wrap around MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 37 - Bridge 871013

Proposed Condition

As shown in the proposed typical section below, the final condition for the southbound traffic on bridge structure consists of a 12 ft wide inside shoulder, one (1) 12 ft express lane, a 4 ft wide buffer, three (3) 12 ft general purpose lanes, a gore area with variable width, and an on-ramp having a 15 ft lane with an outside shoulder varying in width from 7 ft to 6 ft. The proposed improvements on southbound side will require a bridge widening on the west side of the structure that varies from 21.92 ft at begin bridge to 25.92 ft at end bridge.

The proposed condition for the northbound traffic on bridge consists of a 12 ft wide inside shoulder, one (1) 12 ft express lane, three (3) 12 ft general purpose lanes with a 4 ft buffer between the express and the general use lanes and a 10 ft wide outside shoulder. The proposed improvements on northbound traffic will require a bridge widening on the east side of 21.67 ft. Proposed structure will require reconstruction of the median barrier. The proposed overall bridge width varies from approximately 164.58 ft (south end bent) to 168.58 ft (north end bent).

The superstructure options for the proposed widening are limited to FIB beams, matching the existing structure. Three (3) lines of FIB-72 equally spaced will be required to accommodate the proposed widening on the west side of the structure, and two (2) lines of FIB-72 at equal spacing will be required on the proposed east side widening. The existing minimum vertical clearance will be

maintained, since the proposed FIB-72 are 9" shallower that the existing FIB-78 and the proposed exterior beams will not encroach into the existing vertical clearance. The existing end bents will be widened on both sides, matching existing, and will be supported on additional prestressed concrete piles. Existing MSE wall will be widened on both sides, wrapping around the proposed end bents widening.

Figure 38 - Proposed Bridge Typical Section

4.13. Bridge 871017 - SR 826 SB over SR 874 and CSX RR

Existing Condition

Bridge 871017 carries SR-826 southbound traffic over SR-874 and C.S.X. Railroad. The existing bridge consists of three spans; 203.31 ft, 267 ft and 245.77 ft, with a total bridge length of 716.07 ft. The overall width of the bridge is 58.13 ft uniformly along the bridge. The existing minimum vertical clearance is 16.5 ft and occurs in Span 2, along northbound SR 874. The minimum vertical clearance over C.S.X. Railroad is 23.75 ft occurring in Span 1. The bridge was built in 2011 with no subsequent widenings. Existing roadway section consists of three (3) 11.81 ft lanes and two (2) 9.84 ft shoulders. The 32" F-Shape Barrier is used on the bridge.

The existing superstructure is composed of 7 ft deep continuous steel plate girders. The existing bridge substructure consists of typical end bents and multi-column framed piers. All pier columns are rectangular in cross section and are supported on isolated footings with 24" square prestressed concrete pile foundations. Both end bents similarly are supported on 24" square prestressed concrete piles and use the wrap around MSE wall retaining wall system.

Figure 39 - Bridge 871017

Proposed Condition

The existing mainline southbound bridge will be widened along the west side of the bridge as shown (left side) in the proposed typical section below. The east side of the existing bridge will be reconstructed to accommodate the ultimate bridge configuration (see right side of the proposed bridge section below). The bridge will accommodate a 10 ft outside shoulder, three (3) 12 ft lanes, 10 ft inside shoulder, and 1.33 ft standard single slope traffic raining barriers on both sides of the bridge. The total bridge width will be 58.67 ft. The site conditions include the C.S.X. railroad corridor on the south end and the dual direction of SR-874 which presents a challenge for access and staging areas for the construction activities.

Figure 40 - Proposed Bridge Typical Section

The bridge widening is needed due to the conflict between the existing bridge and the proposed express lane bridge structure, being proposed between the southbound and northbound SR826 bridge structure, at this crossing. The proposed bridge widening requires the removal of three bays on the east side of the existing bridge, to reconstruct to the ultimate condition (see right side of bridge section above). The bridge widening will occur along the west side of the existing bridge where a hammerhead pier will be built in line with the existing bridge piers to support two lines of steel I-Girders. The cut line for the existing bridge will be required along the existing steel girder.

The existing bridge superstructure consists of an 8 ½" concrete deck over six (6) steel plate I-girders with 7 ft deep webs. The removal and reconstruction portion of the bridge will take place on the low side of the bridge section, while the bridge widening is to be performed along the high side of the bridge section.

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing structural shape and will be aligned with the existing piers. The existing piers are built with skew angles ranging between 45 and 66 degrees. The existing end bents will be widened, matching the existing, and supported on additional prestressed concrete piles for the widened side of the bridge. An independent hammerhead style pier will be proposed at the intermediate pier locations, supported on a pile type foundation. The new columns will require design for Vehicle Collision Forces in accordance with the design specifications.

4.14. Bridge 871018 - SR 826 NB over SCL RR and SR 874

Existing Condition

Bridge 871018 carries SR-826 northbound traffic over SR-874 and C.S.X. Railroad. The existing bridge consists of two spans; 190 ft and 140 ft, with a total bridge length of 330 ft. The overall width of the bridge is 58.21 ft uniformly along the bridge. The existing minimum vertical clearance is 22.38 ft and occurs in Span 2, along northbound SR 874. The minimum vertical clearance over C.S.X. Railroad is 23.75 ft occurring in Span 1. The bridge was originally built in 2011 with no subsequent widenings. Existing roadway section consists of three (3) 11.81 ft traffic lanes and two (2) 9.84 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of 5.92 ft deep continuous steel plate girders. The existing bridge substructure consists of typical end bents and a multi-column framed pier.

Figure 41 - Bridge 871018

All pier columns are rectangular in cross section and are supported on isolated footings with 24" square prestressed concrete pile foundations. Both end bents similarly are supported on 24" square prestressed concrete piles and use the wrap around MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Proposed Condition

The existing mainline northbound bridge will be widened as shown in the proposed typical section below. The bridge will accommodate a 10 ft outside shoulder, three (3) 12 ft lanes, 10 ft inside shoulder, and 1.33 ft standard single slope traffic raining barriers on both sides of the bridge. The total bridge width will be 58.67 ft. The site conditions include the C.S.X. railroad corridor on the south end and a single lane off-ramp from SR-874 to SW 40th Street (Bird Road), which present a challenge for access and staging areas for the construction activities.

The bridge widening is needed due to the conflict between the existing bridge and the proposed Express Lanes bridge structure, being proposed between the southbound and northbound SR-826 bridge structure at this crossing. The proposed bridge widening requires the removal of a portion of the existing bridge on the west side to reconstruct to the ultimate condition. The bridge widening

occurs along the east side of the existing bridge, to compensate for the portion of structure removed from the west side of the bridge. Single column piers will be built in line with the existing bridge piers to support a single line of a steel I-Girder. The cut line for the existing bridge will be required along the existing steel girder. The removal and reconstruction portion of the bridge will take place on the high side of the bridge section while the bridge widening is to be performed along the low side of the bridge section.

Figure 42 - Proposed Bridge Typical Section

The size of the proposed substructure elements (column and pier cap) at the intermediate piers will match the existing structural shape and aligned with the existing piers. The existing piers were built with skew angles ranging between 45 and 66 degrees. The existing end bents will be widened, matching the existing structure, and supported on additional prestressed concrete piles at the widened side of the bridge. An independent hammerhead style pier will be proposed at the intermediate pier locations supported on a pile foundation. The new columns will require design for Vehicle Collision Forces in accordance with the LRFD specification.

4.15. Bridge 4 - SR 826 Express Lanes SB over SR 874 and CSX RR

Existing Condition

Because the new structure, Bridge 4, will be built in between Bridges 871017 and 871018, Bridge 871017 will be partially demolished to accommodate Bridge 4. To compensate for the lane being eliminated, Bridge 871017 will be widened on the

opposite side (west). Section 4.13 covers the existing conditions for the proposed structure.

Proposed Condition

The proposed Bridge 4 is a three-span single-lane bridge over SR 874 and CSX railroad, carrying the Express Lanes SB traffic. The bridge has an overall length of 627.5 ft and is in a slight curve alignment, with skewed ends. The deck carries 1–12 ft lane with constant width shoulders of 10 ft. The bridge super-elevation is a constant 2%. As Bridges 4 and 5 will be in between and at about the same elevation as four existing adjacent steel structures (Bridges 871016, 871017, 871018 and 871020), these proposed bridges will be of the same type, continuous steel plate girder structure acting compositely with an 8½" concrete deck. The proposed bridges will be at the same elevation and its south support (begin bridge) in line with the neighboring structures. At that location, the express lanes & general use lanes meet going south.

Bridge 4 will have a web depth of 7 ft, like the adjacent structure to the west, Bridge 871017, in order to provide the required 23.5 ft minimum vertical clearance to the CSX RR tracks. The proposed steel bridge will keep the same superstructure features as its adjacent structure, such as pier locations and skew angles. The bridge substructure is made of reinforced concrete frame piers in the same line of Bridge 871017 existing piers, matching the column size and MDX aesthetics reveals of the structures along SR 874 and CSX corridor. The approaches to the bridge are proposed to be MSE walls, matching the features of existing. The Figure 43 shows the proposed bridge typical section.

Figure 43 - Bridge 4 Proposed Typical Section

Construction of this structure requires first to complete the partial demolitions and widening of Bridge 871017. Building the substructure will be very challenging because of the proximity to the railroad right-of-way (ROW) and the potential interference with the foundations of Bridge 871017. Material delivery including girder erection can be done from the SR 874 Ramp to Bird Rd. and the existing adjacent bridges.

A second alternative is the use of steel box girder bridges; however, given that the four existing bridges over SR 874 and CSX RR are plate girders, there is no merit in increasing the level of aesthetics of these proposed structures.

4.16. Bridge 5 - SR 826 Express Lanes NB over SR 874 and SCL RR

Existing Condition

Because the new structure will be built in between Bridges 871017 and 871018, Bridge 871018 will be partially demolished since its footprint overlaps with Bridge 5. To compensate for the bridge being removed on the west side, Bridge 871018 will be widened on the opposite side (east). Section 4.15 covers the existing conditions for the proposed structure.

Proposed Condition

The proposed, Bridge 5, is similar and parallel to Bridge 4. It is a three-span single-lane bridge over SR 874 and CSX railroad, carrying the Express Lanes NB traffic. The bridge has an overall length of 580.5 ft and is in a slight curve alignment, with skewed ends. The deck carries 1– 12 ft lane with constant width shoulders of 10 ft. The bridge super-elevation is a constant 2%. The issues with this bridge are the same as those of Bridge 4, so the bridge solutions are the same. Bridge 5 is proposed as a continuous steel plate girder structure acting compositely with an 8½" concrete deck. Bridge 5 as well as Bridge 4, meet at the same elevation at the south end bent (begin bridge).

Bridge 5 will have a web depth of 6.92 ft, similar to Bridge 871018 (adjacent structure to the east), to provide the required 23.5 ft minimum vertical clearance to the CSX RR tracks. The proposed steel bridge will keep the same superstructure features as its adjacent structure, such as end bent location and skew angle. Like Bridge 4, the substructure is composed of reinforced concrete frame piers in the same support line with Bridge 871018 existing piers, matching the column size and MDX aesthetics reveals of the structures along SR 874 and CSX corridor. The

approaches to the bridge are considered MSE walls, matching existing. The Figure 44 shows the bridge typical section.

Figure 44 - Bridge 5 Proposed Typical Section

The construction aspects of this bridge are the same as those of Bridge 4, covered on Section 4.14 of this document.

4.17. Bridge 6 - SR 826 Express Lanes NB/SB over SR 874

Proposed Condition

The proposed viaduct is a 6,215 ft long two-lane structure along SR 826, it carries the NB and SB Express Lanes from SR 874, staring at the ends of Bridges 4 and 5, to north of Bird Road, where it continues for approximately 1,000 ft on an MSE wall system before it connects at-grade. The structure is on a curve alignment, with normal ends, carrying 1– 12 ft lane with 10 ft inside and outside shoulders in both the NB and SB directions. The 30-span structure is divided into 5 bridge units, whose lengths are 1060 ft (Unit 1, 5 spans), 1445 ft (Unit 2, 7 spans), 1470 ft (Units 3 and 4, each with 7 spans) and 770 ft (Unit 5, 4 spans). The bridge superstructure is a crowned section with a 2% cross-slope in each direction. Figure 45 illustrates the bridge typical section.

The viaduct is placed in the middle of SR 826 where a space of 12 ft along the corridor has been left to fit the viaduct piers; the viaduct location makes it a highly visible structure. The viaduct crosses over Bird Road, requiring a span of 230 ft to clear the intersection, it also crosses over the Pedestrian Overpass north of SW 40th Street. At these intersections the viaduct becomes a third level structure. In order

to minimize maintenance of traffic impacts along SR 826, we propose a minimum span of 225 ft except at the ends of a unit as a continuous structure will need a shorter end span.

Figure 45 - Bridge 6 Typical Section, Segmental Option

The structural system depends upon the spans being considered, for the minimum span mentioned above, the cost-effective systems for this viaduct are steel plate girders, steel box girders, concrete U-Beams and segmental structures. As this is a highly visible bridge, Level 2 aesthetics may be applicable; continuous post-tensioned curve U-Beams have no history in South Florida, therefore, they will not be considered. Hence, the only suitable systems common in South Florida are steel box girders and precast concrete segmental structures.

The segmental alternate is postulated as a single cell, 11 ft deep, 68.67 ft wide post-tensioned (longitudinally and transversely) concrete box built using the balanced cantilever method. The box webs are sloped 1:1.5 to reduce the bottom slab width to match with the substructure top of column width. The trapezoidal box with a narrow bottom flange and the flare column are very beneficial to satisfy vertical clearance requirements. The bridge substructure is

proposed of reinforced concrete single flare pier-columns with a column with of 12 ft. The foundation considers the use of concrete footers supported on precast prestressed concrete piles. The approaches to the bridge are proposed as MSE walls. The Figure 45 shows the bridge typical section and the proposed intermediate pier section.

The superstructure segmental bridge may be erected using an overhead gantry since using ground mounted crane erection is quite complicated due to the heavily travelled SR 826 adjacent roads. This viaduct is a linear construction making it suitable for an overhead erection. Segments can be trucked to the construction area and either bring them in through the partially constructed structure or pick up by the gantry from the ground level. The segmental balanced cantilever erection consists of first installing and securing a pier table and then proceeding in a balanced cantilever fashion the segmental erection.

Figure 46 - Bridge 6 Typical Section, Steel Box Option

A second alternative is the use of steel box girder bridges. These boxes act compositely with an 8½" concrete deck. Span lengths of this structure will require a web depth of 9 ft. Using structural steel, the proposed steel typical section will require three boxes for this flyover ramp. The trapezoidal steel boxes have their webs sloped at a 1:4 as required by the Bridge Specifications. These boxes are identical and rotated as needed to follow the concrete deck as they readily accommodate deck super-elevation. Figure 46 shows the superstructure bridge typical section. The substructure of this alternate is made of 12 ft wide columns and hammerhead caps relatively wide to support the three steel boxes. Note that vertical clearance requirements will be controlled by the cap of the hammerhead piers.

The long viaduct begins where Bridges 4 and 5 ends. Their common support is a straddle-pier with a straddle-cap span of approximately 83 ft. The straddle is needed to accommodate the different lanes at-grade at the intersection of SR 874 and SR 826. The straddle-cap is anticipated as a post-tensioned member with a depth of approximately 9 ft. Since Bridges 4, 5 and 6 have different depths, seat elevations at the straddle-cap will vary. Figure 47 illustrates the straddle-pier at the beginning of the viaduct.

Figure 47 - Straddle Structure at Transition Pier (Begin Bridge 6)

The first three piers of Unit 1 (Spans 1 through 3) of Bridge 6 require eccentric pier-caps (C-Pier) as the roadway space for the pier-columns is offset approximately 6 ft with respect to the viaduct centerline of box. This condition will require to post-tensioned the pier-cap and possibly the column itself. Figure 48 depicts the C-pier type structure.

Figure 48 - Bridge 6 Cantilever Pier at Three Interior Spans

At the intersection with Bird Road, Bridge 6 is a third level structure; Figure 49 is a section at this location where the at-grade and elevated Express Lanes can be visualized. Also, note the median opening in the center of SR 826 where the viaduct piers are located.

Figure 49 - Bridge 6 Section at Bird Road Intersecion

Likewise, at the location of the proposed Pedestrian Overpass, approximately 1,800 ft north of Bird Road, the viaduct clears the structure of this pedestrian bridge. Figure 50 illustrates this condition.

Figure 50 - Bridge 6 Section at Location of Proposed Pedestrian Bridge 7

4.18. Bridge 871021 - SR 826 SB over SR 976/Bird Rd./SW 40th St.

Existing Condition

Bridge 871021 carries SR-826 southbound traffic over SR-976 (Bird Road). The existing bridge consists of a single span with a length of 160.42 ft. The overall width of the bridge is 95.61 ft uniformly along the bridge. The existing minimum vertical clearance is 16.58 ft and occurs along Bird Road. The bridge was built in 2011 with no subsequent widenings. The bridge consists of five (5) 11.81 ft lanes with two (2) 9.84 ft shoulders, 11.81 ft designated HOV Lane and a 1.97 ft gore. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge. The east side barrier includes a mounted Opaque Visual Barrier.

The existing superstructure is composed of Florida-I 78 Beams. The existing bridge substructure consists of typical end bents which are supported on 24" square prestressed concrete pile foundations. Both end bents use the standard MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 51 - Bridge 871021

Proposed Condition

As shown in the proposed typical section below, the final condition for the bridge consists of one (1) 12 ft express lane, four (4) 12 ft general purpose lanes with a 4 ft buffer between the express lane and the general purpose lanes, a traffic lane varying in width from 19.5 ft to 12 ft and shoulders of 10 ft and 12 ft, respectively,

in width. The proposed improvements will require an outside bridge widening, varying in width, from approximately 19.46 ft to 10.71 ft. In addition, the proposed traffic railings, shielding the proposed pier columns for the elevated structure, carrying additional express lanes, will be extended over the existing bridges (871021 and 871022) and the gap between the existing and new installed barriers will be filled with light weight material and covered with a concrete slab. The proposed bridge width will vary from approximately 112.08 ft to 103.33 ft.

Figure 52 - Proposed Bridge Typical Section

The superstructure options for the proposed widening are limited to FIBs, to match existing. Two (2) lines of FIB-72 will be required to accommodate the proposed southbound bridge widening. The existing minimum vertical clearance will be maintained, since the proposed FIB-72 are 9" shallower than the existing FIB-78, and the proposed exterior beam will not encroach into the existing vertical clearance.

The existing end bents will be widened to match existing and will be supported on additional prestressed concrete piles. Existing MSE wall on the west side will be widened and will wrap around the proposed end bents widening.

4.19. Bridge 7 - Pedestrian Overpass over SR 826

Existing Condition

Bridge 879023 is an existing pedestrian overpass over SR 826, approximately 1,650 ft north of Bird Road, is a 286.8 ft long structure. This bridge carries pedestrians in the east/west direction over SR 826. This bridge structure was built as part of Palmetto Section 2 improvements program in 2010. The existing bridge consists of a two-span bridge with spans of 161.1ft and 125.7 ft, and 10 ft wide deck, uniform along the bridge. A center pier is located at the center of SR 826. The existing superstructure comprises two AASHTO prestressed concrete girder acting compositely with an 8" concrete deck.

The substructure consists of a typical wall pier and spread footers at both ends of the bridge. These shallow foundations rest on competent fill, which are part of the switchback ramps encapsulated in MSE walls. All substructure members at the center pier are supported on footers using 18" square prestressed concrete piles. The existing minimum vertical clearance is 16.67 ft and occurs at SR 826 NB location. The bridge including the ramps are enclosed with a chain link fence. Figure 53 depicts the pedestrian structure.

Figure 53 - Bridge 879023, Pedestrian Overpass at SR 826

Proposed Condition

Since the preferred concept adds lanes on both SR 826 directions, the proposed shoulder on the westbound direction overlaps with the footprint of the existing west switchback ramp, as a result the existing bridge will be replaced. The nature of the switchback ramps precludes the replacement of the bridge in the same footprint; additionally, the need to maintain pedestrian traffic on the bridge, at all times, further complicates replacement at the same location. Hence, the proposed bridge is relocated approximately 150 ft north of existing; this new location allows the construction of the proposed pedestrian bridge behind the traffic railing barrier at the west shoulder and the available ROW west of SR 826.

Furthermore, the construction of the proposed bridge will not affect the operation and pedestrian circulation of the existing structure. The at-grade entrance/exit

east and west of the proposed overpass will remain the same as the existing, thus, use of the new facility will be seamless to the users.

This proposed structure uses the same functional and structural features of the existing facility. The overpass will be 331 ft long, with spans of 170 ft and 161 ft, and a 10 ft wide concrete deck. The deck will be supported by two FIBs similar to the existing facility. The substructure will use the same concept as existing with switchback ramps supported on fill bounded by MSE walls. The bridge will be enclosed with a chain link fence. Typical section of the proposed facility is shown in Figure 54.

Figure 54 - Pedestrian Overpass, North of Bird Road, Typical Section

4.20. Bridge 879010 - Pedestrian Overpass over SR 826 SB To/From SW 24th St.

Existing Condition

Bridge 879010 is a pedestrian structure which carries pedestrian traffic in the east/west direction over SR-826 southbound to/from SW 24th Street, Coral Way.

The existing bridge consists of a single span with a pedestrian width of 8 feet, and a bridge spanning 144 ft. The main span uses two AASHTO Type VI beams acting compositely with an 8" inch concrete deck. The existing vertical clearance over SR 826 SB about 16.5 ft. The bridge including ramps has a chain link fence enclosure.

Figure 55 – Bridge 879010, Pedestrian Overpass at Coral Way

The main span is supported on a reinforced concrete frame structure. The switchback approach ramps east and west of the main span, are flat slab structures supported on framed piers.

Proposed Condition

This structure is a replacement of an existing bridge approximately in the same footprint. The superstructure will be a 150 ft long span single span using two FIB beams. The approach structures will be similar to existing, flat slab concrete ramps. The challenge will be the interference with the existing foundation. Figure 56 shows the proposed typical section.

Figure 56– Pedestrian Overpass at Coral Way

4.21. Bridge 870760 and 870761- SR 826 SB over SR 972/SW 24th St.

Existing Condition

Bridge 870760 carries SR-826 southbound traffic over SR-972 (SW 24th St.). The existing bridge consists of two spans, each 75 ft long, with a total bridge length of 150 ft. The overall width of the bridge is 109 ft uniformly along the bridge. The existing minimum vertical clearance is 16.5 ft and occurs in Span 2, along westbound SW 24th St. The bridge was built in 2008 with no subsequent widenings. The bridge consists of six (6) 12 ft traffic lanes, one (1) 14 ft lane, 10 ft outside shoulder and 10.13 ft inside shoulder. The 32" F Barrier is used on the west side of the bridge, while a modified F-shape Barrier is used on the east side.

The existing superstructure is composed of AASHTO Type III Beams in both spans. The existing bridge substructure consists of typical end bents and multi-column framed piers All pier columns are 3 ft in diameter and are supported on 42" diameter drilled shafts. Both end bents are supported on 36" diameter drilled shafts and use wrap around MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 57 - Bridge 870760

Bridge 870761 carries SR-826 northbound traffic over SR-972 (SW 24th St.). The existing bridge consists of two spans, each 75 ft long, with a total bridge length of 150 ft. The overall width of the bridge is 109 ft uniformly along the bridge. The existing minimum vertical clearance is 16.5 ft and occurs in Span 2, along westbound SW 24th St. The bridge was built in 2008 with no subsequent widenings.

The bridge consists of six (6) 12 ft traffic lanes, one (1) 14 ft lane, 10 ft outside shoulder and 10.13 ft inside shoulder. The 32" F-Shape Traffic Railing Barrier is used on the east side of the bridge, while a modified F-shape Barrier with a mounted Opaque Visual Barrier is used on the west side.

The existing superstructure is composed of AASHTO Type III Beams in both spans. The existing bridge substructure consists of typical end bents and multi-column framed piers All pier columns are 3 ft in diameter and are supported on 42" diameter drilled shafts. Both end bents are supported on 36" diameter drilled shafts and use wrap around MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 58 - Bridge 870761

Proposed Condition

As shown in the typical section below, the proposed condition for the northbound and southbound traffic on bridge structure consists of a 12 ft wide inside shoulder, two (2) 12 ft express lanes separated by a gore area with variable width, a 4 ft wide buffer, five (5) 12 ft general purpose lanes, a 12 ft lane for the on-ramp traffic and an outside shoulder of 10 ft in width. The proposed improvements will require an outside bridge widening that varies from approximately 27.5 ft at begin bridge to 19.92 ft at end bridge for the southbound bridge and varies from approximately 13.33 ft to 16.92 ft for the northbound bridge. In addition, reconstruction of the median barrier will be required. The proposed out to out bridge width varies from approximately 252.67 ft at begin bridge to 248.67 ft at end bridge.

Figure 59 - Proposed Bridge Typical Section

The superstructure options for the proposed widening are limited to FIB beams per SDG Section 7.6. Three (3) lines of FIB-36 equally spaced will be required to accommodate the proposed widening on the southbound bridge and two (2) lines of FIB-36 will be required to accommodate the proposed widening on the northbound bridge. The existing minimum vertical clearance will be maintained since the proposed FIB-36 are 9" shallower that the existing AASHTO Type III beams and consequently the proposed exterior beam will not encroach the existing minimum vertical clearance.

The size of the proposed substructure elements (column and pier cap) at the intermediate pier will match the existing. The existing end bents will be lengthened and supported by drilled shafts matching the existing for both the northbound and southbound structures. An independent hammerhead pier will be provided at the intermediate pier location for both bridge structures, supported on a single drilled shaft foundation to match the existing. The new columns will require to be designed for a Vehicular Collision Force per the design specifications.

4.22. Bridge 870764 - SR 826 NB to SR 972 over Coral Gables Canal

Existing Condition

Bridge 870764 carries SR-826 northbound traffic over Coral Gables Canal. The existing bridge consists of three spans: 30 ft, 37.5 ft and 30 ft, with a total bridge length of 97.5 ft. The bridge has a variable width. The existing minimum vertical clearance is 5.67 ft and occurs in Span 2 above Normal High Water (N. H. W.). The bridge was built in 2007 with no subsequent widenings. The bridge consists of a single (1) 15 ft traffic lane, a 5.71 ft shoulder and a 6 ft shoulder. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of continuous, variable width 1.5 ft cast in place concrete flat slab. The existing bridge substructure consists of typical end bents and intermediate bents. All intermediate bents consist of a 4.17 ft by 2.5 ft cap and are supported on 42" drilled shafts. The end bents are made up of 4.83 ft by 2.5 ft cap and are supported on 36" drilled shafts. There are no utilities being currently supported by the existing bridge.

Figure 60 - Bridge 870764

Proposed Condition

The existing ramp bridge will be widened as shown in the proposed typical section below. The bridge will accommodate a 6 ft outside shoulder, two (2) 12 ft lanes varying to four (4) 12 ft lanes, a 10 ft outside shoulder and standard 1.33 ft wide traffic railing barriers along both sides of the bridge. The total bridge width will vary between 46.92 ft to 69.17 ft. The widened structure will meet the minimum vertical clearance criteria required over the Coral Gable Canal, since the bridge is being widened to the high side of the bridge cross slope. The existing vertical clearance is 5.8 ft above the Normal High Water, as shown on the original plans.

The superstructure for the proposed widening will require to match the existing 18" thick cast-in-place concrete slab. The traffic railing barrier along the widened portion of the bridge will consist of the standard FDOT 1.33 ft wide single slope traffic railing barrier.

The intermediate drilled shaft bents will extend along its current alignment to maintain the current flow of water within the canal. The end bents will match the existing end bents in type and size, as well as their orientation. The proposed new

drilled shaft bents will also need to be coordinated with the bridge hydraulic report for scour effects.

Figure 61 - Proposed Bridge Typical Section

4.23. Bridge 8 - SR 826 SB/US 41 EB over US 41 /SR 90

Proposed Condition

Since the footprint of the proposed structure partially encroaches into the footprint of the existing bridge 870781, it will be required to demolish Bridge 870781 and construct new Bridge 9 prior to construction of the proposed Bridge 8. Once the proposed bridge is built, adjacent existing Bridge 870782 will be demolished to allow for construction of widening for the main line Bridge 870112.

The proposed Bridge 8 is a seven-span single-lane bridge ramp over US 41/SR 90 and Tamiami Canal, carrying the SR 826 SB exit ramp to US 41/SR 90 EB traffic. The bridge has an overall length of 368.5 ft with straight alignment and skewed ends. The deck carries one (1) 15 ft lane with constant width shoulders of 6 ft and the total bridge width is 29.67 ft. The bridge super-elevation is a constant 2%. The bridge superstructure consists of four (4) equally spaced FIB-36. The vertical clearance over US 41/SR 90 will be a minimum of 16.5 ft. The bridge substructure is made of pile bents to match existing adjacent bridges. The proposed pile bents adjacent to US 41/ SR 90 must be shielded per the requirements in the SDG Section 2.6. Concrete slope pavement will be used at the bridge ends. The Figure 62 shows the bridge typical section and the proposed intermediate pile bent.

Figure 62 - Proposed Bridge Typical Section

4.24. Bridge 9 - SR 826 SB to US 41 WB over Tamiami Canal

Proposed Condition

The proposed Bridge 9 will be a seven-span, single-lane bridge ramp over Tamiami Canal, carrying the SR 826 SB exit ramp to US 41/SR 90 WB traffic. The bridge will have an overall length of approximately 342 ft along curved alignment with skewed ends. The deck carries one (1) 15 ft lane with constant width shoulders of 6 ft and the bridge width is 29.67 ft.

The bridge superstructure options for the proposed structure are prestressed concrete beams and cast-in-place flat slab. The vertical clearance over the canal will be 2 ft minimum over the Design High Water elevation and 6 ft minimum over the Normal High-Water elevation as well as a 25 ft minimum horizontal clearance between substructure elements will be maintained within the canal limits. The bridge substructure is made of pile bents and will be placed in skew to follow the channel direction of flow as much as possible to minimize the impact to the existing channel section and consequently reduce scour on the proposed pile bents. Concrete slope pavement will be used at the north end of the bridge structure and a bulkhead wall will be provided at the south bridge end landing on US-41/SR 90 WB traffic. The Figure 63 shows the bridge typical section and the proposed intermediate pile bent.

Figure 63 - Proposed Bridge Typical Section

4.25. Bridge 870112 and 870267 - SR 826 NB over US 41/SR90/SW 8th St.

Existing Condition

Bridge 870112 carries SR-826 southbound traffic over US 41 (SR-90) / SW 8th St. The existing bridge consists of seven spans: two end spans at 40.52 ft and five interior spans at 56.5 ft, with a total bridge length of 365.54 ft. The overall width of the bridge is 85 ft uniformly along the bridge. The existing minimum vertical clearance is 16.5 ft and occurs in Span 3, along SR-90. The bridge was originally built in 1960 with two widenings, the latest constructed in 2007.

Existing roadway section consists of four (4) 12 ft traffic lanes, one (1) 14 ft lane and two (2) 10 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on the west side of bridge, and a 2.58 ft Median Traffic Railing Barrier shared with Bridge No. 870267 on the east side of bridge.

Figure 64 - Bridge 870112

The existing superstructure is composed of AASHTO Type II and Modified AASHTO Type II (2.71 ft deep) beams. The existing bridge substructure consists of typical end bents and pile bents. All pile bents consist of a 3.67 ft by 3.5 ft pile cap and are supported on 24" square prestressed concrete piles. The end bents are made up of 3 ft by 3 ft cap and are supported on 18" square prestressed concrete piles. Both end bents use Concrete Slope Pavement as the soil retaining system. There are no utilities being currently supported by the existing bridge.

Bridge 870267 carries SR-826 northbound traffic over US 41 (SR-90) / SW 8th St. The existing bridge consists of seven spans: two end spans at 40.52 ft and five interior spans at 56.5 ft, with a total bridge length of 365.54 ft. The overall width of the bridge is 85 ft uniformly along the bridge. The existing minimum vertical clearance is 16.5 ft and occurs in Span 3, along SR-90. The bridge was originally built in 1957 with three widenings, in 1968, 1975, and the latest constructed in 2004.

Figure 65 - Bridge 870267

Existing roadway section consists of four (4) 12 ft traffic lanes, one (1) 14 ft lane and two (2) 10 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on the west side of bridge, and a 2.58 ft Median Traffic Railing Barrier (shared with Bridge 870112 on the east side of bridge.

The existing superstructure is composed of AASHTO Type II and Modified AASHTO Type II (2.71 ft deep) beams. The existing bridge substructure consists of typical end bents and pile bents. All pile bents consist of a 3.67 ft by 3.5 ft pile cap and are supported on 24" square prestressed concrete piles. The end bents are made

up of 3 ft by 3 ft cap and are supported on 18" square prestressed concrete piles. Both end bents use Concrete Slope Pavement as the soil retaining system. There are no utilities being currently supported by the existing bridge.

Proposed Condition

Bridges 870112 and 870267 will need to be replaced to accommodate a distinct roadway geometry, including a super-elevation transition, which traverses the bridges due to the reverse curve along the roadway alignment.

As shown in Figure 66 below, the proposed condition for the southbound bridge will accommodate an inside shoulder varying in width between 11.35 ft and 10.26 ft, two (2) 11.58 ft average width Express Lanes, in addition to the four (4) 11.63 ft general purpose lanes with a 3.21 ft average width buffer between the express lanes and the general-purpose lanes. The structure also accommodates two (2) 12 ft lanes for an on-ramp and a 10 ft wide outside shoulder. The total bridge width for the SR826 southbound over SW 8th Street (US41) would vary between approximately 233.17 ft and 223.75 ft.

The proposed condition for the northbound bridge, Figure 66, consists of a 10.79 ft average width inside shoulder, two (2) 11.58 ft average width Express Lanes in addition to the four (4) 11.58 ft average width general-purpose lanes with a 3.17 ft buffer between the express lanes and the general-purpose lanes. The structure also accommodates a 12 ft lane for the on-ramp and a 10 ft wide outside shoulder.

Both bridges will carry a standard single slope traffic railing barrier along the inside and outside bridge copings with a 1" gap between both bridges. The proposed overall bridge width varies from approximately 233.17 ft at the south end bent to 223.75 ft at the north end bent.

Figure 66 - Proposed Bridge Typical Section

The single superstructure option for the proposed widening are Florida I-Beams. Multi-lines of proposed beams will be required to accommodate the proposed sequence of construction of the northbound and southbound bridges. The construction of the two bridges will need to be coordinated with the traffic control plans to ensure a reasonable transition between the roadway and bridge work.

With the use of Florida I-Beams, a new span arrangement can be designed to accommodate a 2-span structure. This superstructure system will require to raise the vertical profile. This may also need to use of MSE walls at the ends of the bridge. Piles in the existing pile bents could be used for the new substructure system, provided that their load carrying capacity can be determined.

4.26. Bridge 871047 and 871048 - SR 826 SB over SR 968/West Flagler Street

Existing Condition

Bridge 871047 carries SR-826 southbound traffic over SR-968 (Flagler St.). The existing bridge consists of a single span, with a total bridge length of 170.36 ft. The overall width of the bridge varies in between 125.17 ft on the south end bent to 133.33 ft on the north end bent. The existing minimum vertical clearance is 16.83 ft and occurs along eastbound W. Flagler Street. The bridge was built in 2014 with no subsequent widenings.

The bridge accommodates two (2) 12 ft incoming ramp lanes with a 16 ft wide outside shoulder, a variable gore width, four (4) 12 ft general purpose lanes, a 2 ft wide buffer, a 12 ft lane, and a 10 ft wide outside shoulder. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of Florida I-78 Beams. The existing bridge substructure consists of typical end bents, supported on 24" square prestressed concrete piles. Both end bents are made up of 4 ft by 3 ft cap with a standard MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 67 - Bridge 871047

Bridge 871048 carries SR-826 northbound traffic over SR-968 (Flagler St.). The existing bridge consists of a single span, with a total bridge length of 170.36 ft. The overall width of the bridge varies between 119.10 ft on the south end bent to 129.08 ft on the north end bent. The existing minimum vertical clearance is 16.63 ft and occurs along eastbound W. Flagler Street. It was built in 2013 with no subsequent widenings.

The bridge accommodates two (2) 12 ft exiting ramp lanes with a 10 ft wide outside shoulder, a variable gore width, four (4) 12 ft general purpose lanes, a 2 ft wide buffer, a 12 ft lane, and a 10 ft wide inside shoulder. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of Florida I-78 Beams. The existing bridge substructure consists of typical end bents, supported on 24" square prestressed concrete piles. Both end bents are made up of 4 ft by 3 ft cap with a standard MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 68 - Bridge 871048

Proposed Condition

As shown in the proposed typical section below, the final condition for the southbound traffic on bridge structure consists of two (2) 12 ft express lanes, a gore area with variable width, five (5) 12 ft general purpose lanes and 10 ft wide inside and outside shoulders. In addition, the bridge carries an off/on ramp having three (3) 12 ft lanes, an 8 ft wide inside shoulder and an outside shoulder 10 ft in width. The proposed improvements on southbound bridge will require an outside widening that varies from 27.42 ft at begin bridge to 23.83 ft at end bridge and the reconstruction of the median barrier.

The proposed condition for the northbound traffic on bridge consists of a 10 ft wide inside shoulder, two (2) 12 ft express lanes, five (5) 12 ft general purpose lanes with a 2 ft buffer between the express and the general purpose lanes, a gore with variable width, an on-ramp carrying two (2) lanes and a 10 ft wide outside shoulder. The proposed improvements on northbound bridge will require an outside widening varying from 30.33 ft at begin bridge to 28.17 ft at end bridge as well as reconstruction of the median barrier.

Figure 69 - Proposed Bridge Typical Section

The proposed overall bridge width varies from approximately 296.17 ft at the south end bent to 310.25 ft at the north end bent. The superstructure options for the proposed widening are limited to Florida I-Beams (FIB) to match the existing structure. Three (3) lines of equally spaced FIB-72 will be required to accommodate the proposed widening on the southbound bridge and four (4) lines of equally spaced FIB-72 will be required to accommodate the proposed widening on the northbound bridge. The existing minimum vertical clearance will be maintained since proposed FIB-72 are 9" shallower that the existing FIB-78 and the proposed exterior beams will not encroach into the existing vertical clearance.

The existing end bents will be widened, matching existing, and will be supported on additional prestressed concrete piles for both the northbound and southbound structure. Existing MSE wall will be widened at the begin bridge wrapping around the proposed end bent widening and will be reconstructed at the end bridge to accommodate the proposed bridge widening.

4.27. Bridge 871045 - SB SR 826 Off-ramp over NW 7th St.

Existing Condition

Bridge 871045 is a southbound SR-826 Connector from eastbound SR 836 to Flagler Street, and carries traffic over NW 7th St. The existing bridge consists of a single span with a length of 123.24 ft. The overall width of the bridge is 43.08 ft uniformly along the bridge. The existing minimum vertical clearance is 17.08 ft and occurs along NW 7th St. The bridge was built in 2015 with no subsequent widenings.

The bridge carries southbound traffic and consists of two (2) 12 ft traffic lanes and a 10 ft and a 6 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of Florida-I 45 Beams. The existing bridge substructure consists of typical end bents which are supported on 24" square prestressed concrete pile foundations. Both end bents use the wrap around MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 70 - Bridge 871045

Proposed Condition

As shown in the typical section below, the proposed condition for the bridge structure consists of three (3) 12 ft lanes and shoulders of 8 ft and 10 ft in width. The proposed bridge width will be 56.67 ft. The proposed modifications on bridge structure will require an outside widening varying in width from approximately 27.33 ft to 25.75 ft and partial demolition on the existing bridge of about 8.5 ft in width. Installation of proposed inside traffic railing on the existing deck will be required for the proposed structure.

Figure 71 - Proposed Bridge Typical Section

The superstructure options for the proposed widening are limited to FIB beams to match existing. Four (4) lines of equally spaced FIB-45 will be required to

accommodate the proposed bridge widening. The proposed widening will reduce the existing minimum vertical clearance over future NW 7th St. shown in existing bridge plans but will still meet the 16.5 ft minimum vertical clearance criteria. On the bridge side requiring partial removal of the existing superstructure, the deck slab will be cut flush with the outside edge of the 1st interior existing beam top flange and removed along with the existing exterior beam. Partial removal of the existing bridge structure is required to allow for construction of the proposed widening for bridge 871062.

The existing end bents will be widened towards the outside, matching existing and will be supported with additional prestressed concrete piles. Partial removal on the inside of the existing end bents will be required to allow for lengthening of the existing end bents of bridge 871062.

4.28. Bridge 871062 - SR 826 SB over NW 7th St. (SR 836 WB exit to SR 826)

Existing Condition

Bridge 871062 is a southbound SR-826 On-Ramp which carries traffic over NW 7th St. The existing bridge consists of a single span with a length of 123.07 ft. The width of the bridge varies between 55.40 ft at south end to 57.01 ft at north end. The existing minimum vertical clearance is 18.5 ft and occurs along NW 7th St. The bridge was built in 2013 with no subsequent widenings. The bridge consists of two (2) 12 ft traffic lanes, a variable width lane, and a 10 ft and a 6 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of Bridge 874063.

Figure 72 - Bridge 871062

The existing superstructure is composed of Florida-I 45 Beams. The existing bridge substructure consists of typical end bents which are supported on 24" square prestressed concrete pile foundations. Both end bents use the standard MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Proposed Condition

As shown in the typical section below, the proposed condition for the bridge structure consists of three (3) 12 ft lanes, a 10 ft wide outside shoulder and an inside shoulder that varies in width from 10 ft to 10.5 ft. The proposed bridge width varies from 58.67 ft to 59.17 ft. The proposed modifications on bridge structure will require an outside widening varying in width from approximately 15.42 ft to 11.92 ft. In addition, partial demolition and reconstruction on the inside of the existing bridge will be required to allow for installation of the proposed traffic railing and construction of the proposed widening for bridge 871063.

The superstructure options for the proposed bridge widening and reconstruction are limited to FIB beams to match existing. Two (2) lines of FIB-45 equally spaced will be required to accommodate the proposed bridge widening and one FIB-45 will be provided on the opposite side of the structure to be reconstructed.

Figure 73 - Proposed Bridge Typical Section

The proposed widening will reduce the existing minimum vertical clearance over future NW 7th St. shown in existing bridge plans but will still meet the 16.5 ft minimum vertical clearance.

On the bridge side requiring partial removal and reconstruction of the existing superstructure, the existing deck slab will be saw cut along the center line of the

2nd interior existing beam and the deck will be removed from the cut line to the existing bridge coping including the two outermost existing beams. Existing deck reinforcement will be salvaged and used within the limits of the reconstructed deck slab.

The existing end bents will be widened towards the outside, matching the existing. End bent widenings will be supported on new concrete piles and on the existing piles left in place from the partial removal of the existing end bents for bridge 871045. Partial removal on the inside of the existing end bents will be required to allow for lengthening of the existing end bents for bridge 871063.

4.29. Bridge 871063 - SR 826 SB over NW 7th St.

Existing Condition

Bridge 871063 carries SR-826 southbound traffic over NW 7th St. The existing bridge consists of a single span with a length of 123.01 ft. The overall width of the bridge is 73.08 ft. The existing minimum vertical clearance is 16.58 ft and occurs along NW 7th St. The bridge was built in 2014 with no subsequent widenings.

The bridge consists of four (4) 12 ft traffic lanes, a 2 ft buffer, and two (2) 10 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge. The existing superstructure is composed of Florida-I 45 Beams. The existing bridge substructure consists of typical end bents which are supported on 24" square prestressed concrete pile foundations. Both end bents use the standard MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 74 - Bridge 871063

Proposed Condition

As shown in the proposed typical section below, the final condition for the bridge consists of a 10 ft wide inside shoulder, a 11 ft and a 13 ft Express Lanes separated by a 1 ft wide buffer, four (4) 11 ft general use lanes and an outside shoulder varying in width from 9.83 ft to 9.63 ft. The proposed bridge width varies from 91.5 ft to 91.29 ft. The proposed improvements will require a widening of 15.75 ft on he west side and an east side widening varying in width from 8.67 ft to 8.46 ft.

Figure 75 - Proposed Bridge Typical Section

The superstructure options for the proposed widening are limited to FIB beams to match existing. Two (2) lines of FIB-45 will be required to accommodate the proposed widening on the west side and one FIB-45 will be provided on the east side widening.

To maintain 16.5 ft minimum vertical clearance over future NW 7th St., It will be required to jack-up the existing bridge for about 3" prior to widening or lower the future NW 7th St. under the bridge structure for the same amount. The existing end bents will be widened matching existing and will be supported on additional prestressed concrete piles and on existing piles within the region where the existing end bents for adjacent bridge 871062 are partially removed.

4.30. Bridge 10 and 11 - SR 826 SB Express Lanes over NW 7th St.

Proposed Condition

Bridges 10 and 11 are two similar proposed parallel bridges over NW 7th Street, currently an unpaved road. The proposed structures will be built between Bridges 871063 (west) and 871064 (east). Hence, Sections 4.31, 4.32, and 4.33 (above) covered the existing conditions for the proposed structure.

The purpose of these structures is to provide the connection between the Southbound and Northbound Express Lanes coming from Bridges 12 and 13, third level flyovers traversing the SR 826/SR 836 interchange. These structures are single-lane bridges, 123 ft long and 29.67 ft wide. The typical section shows a single 15ft wide lane with 6 ft shoulders.

Bridges 10 and 11 are proposed as simply-supported structures with the bridge ends in line with the ends of the parallel existing structures. The superstructure comprises FIB 45 girders acting compositely with an 8½" concrete deck. The substructure consists of reinforced concrete end bents supported on precast prestressed concrete piles. MSE walls will be in front of the end bents, aligned with the existing walls of the adjacent bridges. Since the parallel structures meet the minimum vertical clearance requirements, there is no clearance concern on these bridges as they are on the high side. Figure 76 illustrates the structure typical sections.

Figure 76 – Bridge 10 and 11 Typical Sections

The main challenge of these structures is access for bridge construction. Bringing material along the unpaved NW 7th Street is feasible; however, erection of girders may be done by placing one cranes behind each end bent.

4.31. Bridge 871064 - SR 826 NB over NW 7th St.

Existing Condition

Bridge 871064 carries SR-826 northbound traffic over NW 7th St. The existing bridge consists of a single span with a length of 123 ft. The overall width of the bridge is 73.08 ft. The existing minimum vertical clearance is 16.5 ft and occurs along NW

7th St. The bridge was built in 2014 with no subsequent widenings. The bridge consists of four (4) 12 ft traffic lanes, a 2 ft buffer, and two (2) 10 ft shoulders. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

The existing superstructure is composed of Florida-I 45 Beams. The existing bridge substructure consists of typical end bents which are supported on 24" square prestressed concrete pile foundations. Both end bents use the standard MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Figure 77 - Bridge 871064

Proposed Condition

As shown in the proposed typical section below, the final condition for the bridge consists of 10 ft wide shoulders, a 11 ft and a 12 ft Express Lanes separated by a 1 ft wide buffer and four (4) 11 ft general purpose lanes. The proposed bridge width is 90 ft. The proposed improvements will require bridge widenings of approximately 9.83 ft and 13.75 ft, respectively on each side.

The superstructure options for the proposed widening are limited to FIB beams to match existing. Two (2) lines of FIB-45 will be required to accommodate the proposed widening on the east side while one FIB-45 will be provided on the west side widening.

To maintain 16.5 ft min. vertical clearance over future NW 7th St., it will be required to jack-up the existing bridge for about 3" prior to widening or lower the future NW 7th St. under the bridge structure for the same amount. The existing end bents will be widened matching the existing and supported on additional piles.

Figure 78 - Proposed Bridge Typical Section

4.32. Bridges 12 and 13 – Flyovers from SR 826 to SR 836

Existing Condition

The SR 826 and SR 836 Interchange (Section 5) is a fully directional interchange with 46 bridge structures that was completed in 2015. The facility provides direct connector ramps and collector-distributor ramps improving geometric and operational features. The interchange has four high-level segmental bridge ramps (Bridge 9, 11, 15 and 19) that traverse the core of the interchange. During the interchange design, an enveloped was left to accommodate future express lanes, which is what we are analyzing in this study.

Proposed Condition

The proposed Bridges 12 and 13 traverse the interchange from SR 826 to SR 836 carrying the NB and SB Express Lanes, between a second and a third level segmental bridge, making these bridges highly visible third level flyovers. Because of the structure's visibility within the interchange and considering the existing structures, the superstructure types are proposed as closed boxes with the same features of the existing high-level flyovers. Hence, the proposed bridges are considered as segmental structures or steel box girders.

The proposed structures are both curved single lane flyovers, with 1-15 ft lane with 10 ft and 6 ft inside and outside shoulders, respectively. The feasibility of using one flyover structure instead of two flyovers was examined in detail; determining that geometric constrains, vertical clearance, preclude this possibility. Figure 79 shows how the single lane flyovers were accommodated between two existing segmental structures.

Figure 79 – Bridge 12 & 13 Between a 2nd and 3rd Level Flyovers

Bridge 12 is 1,324 ft long and has 7 spans (maximum span is 302 ft) whereas Bridge 13 is 1,260 ft long with 6 spans (maximum span is 245 ft). The boxes are 33.67 ft wide and 11 ft deep (constant depth). The single-column pier is similar to those existing including the capital on top of the column, so it will blend seamlessly with the existing long span flyovers. Figure 80 shows the bridges typical section.

Figure 80 – Bridge 12 and 13 Typical Section

Construction of these flyovers is particularly challenged as an overhead gantry truss will not fit within the geometrical vertical constrains of the surrounding structures. Thus, selective work zone locations will need to be identified and secured so cranes can be positioned for the erection. Delivery of the superstructure pieces can be done through the adjacent roadways within the interchange. Temporary closures of the road will be needed as well.

4.33. Bridge 871038 and 871039 - SR 826 EB over NW 72 Ave

Existing Condition

Bridge 871038 carries westbound SR-836 traffic over Milam Dairy Road. The existing bridge consists of two spans: 118 ft and 126.83 ft, with a total bridge length of 244.83 ft. The width of the bridge varies between 109.02 ft at east end to 114.78 ft at west end. The existing minimum vertical clearance is 19.06 ft and occurs along Milam Dairy Rd. The bridge was built in 2014 with no subsequent widenings. The bridge consists of five (5) 12 ft traffic lanes, a 15 ft lane, 10 ft- and 6 ft- shoulders, a 4 ft buffer and a two variable width gores. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge.

Figure 81- Bridge 871038

The existing superstructure is composed of Florida-I 63 Beams. The existing bridge substructure consists of typical end bents and a multi-column framed pier. Both end bents and the pier are supported on 24" square prestressed concrete pile

foundations. Both end bents use the standard MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Bridge 871039 carries eastbound SR-836 traffic over Milam Dairy Road. The existing bridge consists of two spans: 120 ft and 105.58 ft, with a total bridge length of 225.58 ft. The width of the bridge varies between 104.23 ft at east end to 113.47 ft at west end.
The bridge consists of five (5) 12 ft traffic lanes, a 15 ft lane, two (2) 10 ft shoulders, a 4 ft buffer and a variable width gore. The 32" F-Shape Traffic Railing Barrier is used on both sides of the bridge. The existing minimum vertical clearance is 17.13 ft and occurs along Milam Dairy Rd. The bridge was built in 2014 with no subsequent widenings.

The existing superstructure is composed of Florida-I 45 Beams. The existing bridge substructure consists of typical end bents and a multi-column framed pier. Both end bents and the pier are supported on 24" square prestressed concrete pile foundations. Both end bents use the standard MSE wall retaining wall system. There are no utilities being currently supported by the existing bridge.

Proposed Condition

The proposed cross section for Bridge 871039 is shown in Figure 82 below. The existing bridge will be widened along the north side of the structure to provide a bridge section with a 1.33 ft wide traffic railing barrier, planned bus lanes that vary in width between 31.07 ft and 33.77 ft, followed by a 15 ft express lane, a gore that varies between 18.25 ft and 5.17 ft, three (3) general purpose lanes totaling in width between 40.33 ft and 39.60 ft, a shoulder that also varies between 16.95 ft to 18.5 ft and the existing 1.54 ft traffic railing barrier that is to remain. The total bridge width will vary between 124.48 ft to 114.92 ft.

Figure 82 - Proposed Bridge Typical Section

The superstructure for the existing bridge, will be widened with two lines of FIB45 concrete beams. The existing railing barrier along the widened portion of the bridge will be replaced with a 1.33 ft wide FDOT single slope traffic railing barrier. The existing minimum vertical clearance of 17.13 ft allows for the widening toward the proposed low side of the bridge, without violating 16.5 ft minimum vertical clearance criteria.

The widening of the bridge will require the widening of the existing end bents along with the reconfiguration and lowering of the end bents for Bridge 871038. An independent intermediate pier will be required to support the additional superstructure concrete beams for the widened portion of the bridge. Such piers will need to match the existing pier in shape and aesthetic theme. A hammerhead pier shape is an example of an appropriate solution.

Figure 83 - Proposed Bridge Typical Section

The work described above will require the removal of a portion of Bridge No. 871038, which is immediately adjacent to Bridge No. 871039 (See Figure 83 above). The overall layout of Bridge 871038 would remain the same, except for the reduction of the existing inside shoulder width which would be striped to accommodate a 6 ft shoulder, a 15 ft Express Lane, and a variable width gore area. The removal of a portion of this bridge will also impact the existing end bents, in that such portion of the bridge end bents would need to be removed and rehabilitated to conform to the new bridge width. The existing pier could remain the same, except that the concrete pedestals may need to be replaced to conform to the new beam locations, should they be located within the vicinity of the existing pedestals.

The existing MSE walls could also be impacted by the work being implemented at the end bents and the possible impacts on the MSE wall straps by the installation of new piles, if needed.

4.34. Culverts

The project has identified four (4) culverts that would need to be added or extended to accommodate the proposed project improvements. The following list includes the culverts so far identified as part of the project.

- CVRT-1 Culvert expansion at C-100A Canal
- CVRT-2 Bridge Culvert by Coral Way Pedestrian Overpass
- CVRT-3 Bridge Culvert Along East Side of SR 826 & N. of Coral Way
- CVRT-4 Bridge Culvert along East Side of SR 826 from SW 8th St South.

At the time of the preparation of this report, the proposed solution for the culverts listed above was pending several pertinent information, therefore no additional information can be provided within this report.

4.35. Walls

Retaining earth support systems to retain earth at bridge ends in the structures within the project corridor, are slope systems or mechanically stabilized earth (MSE) walls. Sixteen of the twenty widenings use MSE wall at the ends whereas four use slopes. Considering the constrained conditions of the proposed widenings, we anticipate that all widenings will need wall extensions in the front and on their sides. For the proposed structures, we anticipate that all new bridges except Bridges 4, 5, 10, and 11, will use MSE walls at their ends, front and sides. Bridges 4, 5, 6, and 11 have their ends adjacent to existing bridges and walls, so it is very likely that they will existing walls will be partially extended to retain earth.

The six replacement bridges, these will have the new walls at the bridge ends, front and side as these new bridges are typically wider that existing so reconstruction the existing walls may not be feasible.

As to aesthetics, the proposed walls will match the theme and features of the existing walls along the project corridor.

5. Conclusions and Recommendations

5.1. Preliminary Engineer's Estimate

Probable cost estimates have been collected from the Florida Department of Transportation construction cost database. Multiple phase construction and complexity has been accounted for by an increase in 20% bridge cost. Also, in our estimate, we have added a 30% contingency considering the nature of the design level.

The main source of cost estimates information is from the FDOT Structures Design Guidelines, Section 9, BDR Cost Estimating, 2019. The probable cost per structure is listed in the Table below.

5.2. Recommendations

As discussed in this document, the preferred concept for implementation is Alternate 2. This alternate is the most competitive of the three options analyzed. The total probable cost of the bridge structures associated with this alternate is $259,775,326.

COST ESTIMATE - Alternative 2

Bridge ID No.	Bridge Location	Structure Length (ft)	Bridge Area (Sqft)	Construction Unit Cost	Removal Area (Sqft)	Removal Unit Cost	Bridge Type	Total Cost
870129	SR 826 SB over SW 98th St. SB (2 Level)	750.02	41,423.97	$145	24183.58	$60	PCB	$7,457,491
870792	SR 826 NB from EB SW 88th St. to NB SR 826 (2 Level)	977.25	31,701.84	$170	25753.08	$60	SPG	$6,934,498
870773	SR 826 over SW 88th St. NB and SB (2 Level)	219.50	13,417.07	$180	1542.80	$160	PCB	$2,661,921
1	SR 826 SB off-ramp over SW 88th St. (2 Level)	273.50	7,528.73	$145	8238.37	$60	PCB	$1,585,968
870953	Kendall EB – SR 826 NE over Dadeland Mall Access (2 Level)	104.67	2,084.06	$180	316.06	$160	PCB	$425,699
2	SW 77th Ave. NB and SB over Snapper Creek Canal (2 Level)	110.50	4,346.60	$145	3752.78	$60	PCB	$855,424
3	SR 826 SB to SR 94 over Snapper Creek Canal (2 Level)	175.76	7,581.22	$145	7574.28	$60	PCB	$1,553,734
870286	SR 826 NB/SB over Snapper Creek Canal (2 Level)	175.96	10,710.62	$180	718.14	$160	PCB	$2,042,814
870795	WB Kendal - 826 NB over Snapper Creek Canal (2 Level)	175.96	5,230.45	$145	5374.72	$60	PCB	$1,080,899
870132	SR 826 SB over SW 72nd St./Sunset Drive (2 Level)	168.40	28,796.67	$180	9853.00	$60	PCB	$5,774,581
870287	SR 826 NB over SW 72nd St./ Sunset Drive (2 Level)	168.40		$180	9853.00	$60	PCB	$591,180
870526	SR 874 over SW 56th St./Miller Drive (2 Level)	275.00	7,566.35	$180	1799.05	$160	PCB	$1,649,791
871013	SR 826 NB/SB over SW 56th St./Miller Drive (2 Level)	159.75	6,894.41	$180	972.06	$160	PCB	$1,396,524
871017	SR 826 SB over SR 874 and CSX RR (2 Level)	716.07	32,200.87	$205	23851.86	$160	SPG	$10,417,475
871018	SR 826 NB over SCL RR and SR 874 (2 Level)	330.00	5,488.56	$205	5678.64	$160	SPG	$2,033,737
4	SR 826 Express Lanes SB over SR 874 and CSX RR (2 Level)	796.25	21,755.43	$170			SPG	$3,698,422
5	SR 826 Express Lanes NB over SR 874 and SCL RR (2 Level)	748.50	20,125.94	$170			SPG	$3,421,409
6	SR 826 Express Lanes NB/SB over SR 874 (3 Level)	6215.00	427,008.43	$216			SBG or SEG	$92,233,821
871021	SR 826 SB over SR 976/Bird Rd./SW 40th St. (2 Level)	160.42	2,457.09	$180	470.29	$160	PCB	$517,523
7	Pedestrian Overpass over SR 826 (2 Level)	331.00	10,712.21	$145	11467.91	$60	PCB	$2,241,345
879010	Pedestrian Overpass over SR 826 SB To/From SW 24th St.	144.00	6,375.21	$145	6671.02	$60	PCB	$1,324,667
870760	SR 826 SB over SR 972/SW 24th St. (2 Level)	150.00	3,574.95	$180	456.30	$160	PCB	$716,499
870761	SR 826 NB over SR 972/SW 24th St. (2 Level)	150.00	2,250.00	$180	456.30	$160	PCB	$478,008
870764	SR 826 NB to SR 972 over Coral Gables Canal (2 Level)	97.45	2,437.50	$195	195.00	$160	Flat Slab Concrete	$506,513
8	SR 826 SB/US 41 EB over US 41 /SR 90 (2 Level)	371.16	11,133.96	$145			PCB	$1,614,424
9	SR 826 SB to US 41 WB over Tamiami Canal (2 Level)	353.00	8,627.57	$160	7464.00	$60	Flat Slab Concrete	$1,828,251

COST ESTIMATE - Alternative 2								
Bridge ID No.	**Bridge Location**	**Structure Length (ft)**	**Bridge Area (Sqft)**	**Construction Unit Cost**	**Removal Area (Sqft)**	**Removal Unit Cost**	**Bridge Type**	**Total Cost**
870112	SR 826 SB over US 41/SR90/SW 8th St. (2 Level)	320.00	38,692.00	$180	42355.25	$60	PCB	$9,505,875
870267	SR 826 NB over US 41/SR90/SW 8th St. (2 Level)	320.00	34,549.00	$180	42355.25	$60	PCB	$8,760,135
871000	SR.826 NB off-ramp over Coral Gables Canal	119.04			4004.76	$60	Flat Slab Concrete	$240,286
870066	US41/SR90/SW 8th St. over Coral Gables Canal	92.00			8717.48	$60	Flat Slab Concrete	$523,049
871047	SR 826 SB over SR 968/West Flagler St. (2 Level)	170.36	4,771.20	$180	511.20	$160	PCB	$940,608
871048	SR 826 NB over SR 968/West Flagler St. (2 Level)	170.36	3,186.48	$180	511.20	$160	PCB	$655,358
871045	SB SR 826 Off-ramp over NW 7th St. (Level 2)	123.24	3,100.57	$180	1421.97	$160	PCB	$785,619
871062	SR 826 SB over NW 7th St. (SR 836 WB exit to SR 826) (Level 2)	123.07	2,962.77	$180	2274.52	$160	PCB	$897,222
871063	SR 826 SB over NW 7th St. (Level 2)	123.01	3,004.50	$180	738.60	$160	PCB	$658,986
10	SR 826 SB Express Lanes over NW 7th St. (Level 2)	123.00	3,650.29	$145			PCB	$529,292
11	SR 826 NB Express Lanes over NW 7th St. (Level 2)	123.00	3,649.40	$145			PCB	$529,163
871064	SR 826 NB over NW 7th St. (Level 2)	123.00	2,908.95	$180	738.00	$160	PCB	$641,691
12	Flyover SR 826 to SR 836 from SR 836 WB to SR 826 SB (3 Level)	1324.00	44,596.79	$216			SBG or SEG	$9,632,907
13	Flyover SR 826 and SR 836 from SR 826 NB to SR 836 EB (3 Level)	1260.00	42,504.73	$216			SBG or SEG	$9,181,022
871038	WB SR.836 Over Milam Dairy Road	244.83	822.14	$180	3025.61	$160	PCB	$632,083
871039	EB SR.836 Over Milam Dairy Road	225.58	3,035.86	$180	780.06	$160	PCB	$671,263
PCB: Prestressed Concrete Beam; SPG: Steel Plate Girder; SBG: Steel Box Girder; SEG: Segmental; Cost of Culverts not included.							**Total:**	**$259,775,326**

Notes:

1. Cost Estimate for Bridges 870129, 870792, 870795, 870132, 870287, 879010, 870112, & 870267 includes the cost for its complete demolition for bridge replacement. Demolition cost of existing Bridges 870782 and 870780 are included in the cost for Bridges 870112 and 870267, respectively.

2. Cost Estimate for new Bridges 1, 2, 3, 7 and 9 includes the cost for the complete demolition of existing Bridges 870793, 874257, 870794, 979023 and 870781, respectively.

3. Cost estimate for Bridges 871000 and 870066 are for demolition costs only.

4. Cost estimate for Bridges 870773, 870953, 870286, 870526, 871013, 871017, 871018, 871021, 870760, 870761, 870764, 871047, 871048, 871045, 871062, 871063, 871064, 871038, and 871039 includes the cost for partial demolition of existing bridge for its widening.

5. For bridges requiring multiple construction phases or complex construction (Bridges 6, 12 & 13), unit costs have been increased by 20%.

6. Total Probable Cost includes 30% contingency.

6. Conceptual Plans

This section presents the Conceptual Plans for the structures. These plans show the plan view of all structures along the project corridor. The layouts of the bridges are shown from south to north.

NOT FOR CONSTRUCTION
PRELIMINARY AND SUBJECT TO CHANGE

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

bpa AECOM

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN
PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY
REF. DWG. NO.
SHEET NO. 1

ssagrera 10/11/2019 11:12:30 AM P:_design projects\17 17 01 SR 826 Palmetto PD&E\43263912202\struct\Alternative 2\B0Plan\Elev00_Alt2_Bridge_Span_Layout.DGN

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

bpa AECOM

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN
PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY
REF. DWG. NO.
SHEET NO. 2

ssagrera 10/11/2019 11:12:33 AM P:_design projects\17 17 01 SR 826 Palmetto PD&E\43263912202\struct\Alternative 2\B0Plan\Elev00_Alt2_Bridge_Span_Layout.DGN

ALTERNATIVE 2

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN

PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY

REF. DWG. NO.

SHEET NO. 3

ssagrera 10/11/2019 11:12:34 AM P:_design projects\17 17 01 SR 826 Palmetto PD&E\43263912202\struct\Alternative 2\BDPlan\Iev00_Alt2_Bridge_Span_Layout.DGN

ALTERNATIVE 2

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN

PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY

REF. DWG. NO.

SHEET NO. 4

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ALTERNATIVE 2

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN

PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY

REF. DWG. NO.

SHEET NO. 5

ssagrera 10/11/2019 11:12:36 AM P:_design projects\17 17 01 SR 826 Palmetto PD&E\43263912202\struct\Alternative 2\B0PlanElev00_Alt2_Bridge_Span_Layout.DGN

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ALTERNATIVE 2

REVISIONS					
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN

PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY

REF. DWG. NO.

SHEET NO. 6

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN

PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY

REF. DWG. NO.

SHEET NO. 7

ssagrera 10/11/2019 11:12:40 AM P:_design projects\17 17 01 SR 826 Palmetto PD&E\43263912202\struct\Alternative 2\BDP\Plan\Elev00_Alt2_Bridge_Span_Layout.DGN

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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN

PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY

REF. DWG. NO.

SHEET NO. 8

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ALTERNATIVE 2

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN

PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY

REF. DWG. NO.

SHEET NO. 9

ssagrera 10/11/2019 11:12:45 AM P:_design projects\17 17 01 SR 826 Palmetto PD&E\43263912202\struct\Alternative 2\BDPlanElev00_Alt2_Bridge_Span_Layout.DGN

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PRELIMINARY AND SUBJECT TO CHANGE

ALTERNATIVE 2

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

bpa AECOM

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 826	MIAMI-DADE	432639-1-22-02

SHEET TITLE: PLAN

PROJECT NAME: PALMETTO EXPRESSWAY PD&E STUDY

REF. DWG. NO.

SHEET NO. 10

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APPENDIX H

Alternatives Concept Plans

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

SHEET NO.
1

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

SHEET NO.
2

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

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3

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DISTRICT SIX
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

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4

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SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
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5

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SR 826/PALMETTO EXPRESSWAY
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6

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From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

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7

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
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8

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

SHEET NO.
9

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FLORIDA DEPARTMENT OF TRANSPORTATION
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
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SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
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10

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
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11

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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SR 826/PALMETTO EXPRESSWAY CONCEPT PLANS ALTERNATIVE 1

SHEET NO.
12

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ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

SHEET NO.
13

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ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY CONCEPT PLANS ALTERNATIVE 1

SHEET NO.
14

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

SHEET NO.
15

FLORIDA DEPARTMENT OF TRANSPORTATION
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1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

SHEET NO.
16

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

SHEET NO.
17

FLORIDA DEPARTMENT OF TRANSPORTATION
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1000 NW 111TH AVENUE
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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 1

SHEET NO.
18

FLORIDA DEPARTMENT OF TRANSPORTATION
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1000 NW 111TH AVENUE
MIAMI, FL 333172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 88TH STREET
ALTERNATIVE 1

SHEET NO.
19

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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 88TH STREET
ALTERNATIVE 1

SHEET NO.
20

FDOT

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1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 72ND STREET
ALTERNATIVE 1

SHEET NO.
21

FLORIDA DEPARTMENT OF TRANSPORTATION
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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 72ND STREET
ALTERNATIVE 1

SHEET NO.
22

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 56TH STREET
ALTERNATIVE 1

SHEET NO.
23

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 56TH STREET
ALTERNATIVE 1

SHEET NO.
24

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 874
ALTERNATIVE 1

SHEET NO.
25

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 874
ALTERNATIVE 1

SHEET NO.
26

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 40TH STREET
ALTERNATIVE 1

SHEET NO.
27

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 40TH STREET
ALTERNATIVE I

SHEET NO.
28

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 24TH STREET
ALTERNATIVE 1

SHEET NO.
29

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 24TH STREET
ALTERNATIVE 1

SHEET NO.
30

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 8TH STREET
ALTERNATIVE 1

SHEET NO.
31

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 8TH STREET
ALTERNATIVE 1

SHEET NO.
32

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
FLAGLER STREET
ALTERNATIVE 1

SHEET NO.
33

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
FLAGLER STREET
ALTERNATIVE 1

SHEET NO.
34

NW 12TH ST

MILAM DAIRY RD

SW 72ND AVE

POTENTIAL ACCESS POINT
SOUTHBOUND INGRESS
FLYOVER

POTENTIAL ACCESS POINT
NORTHBOUND EGRESS
FLYOVER

TOLL 836

335 340 345 350 355

0 40 200 Feet

LEGEND:

- EXISTING LIMITED ACCESS RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PROPOSED LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- IMPACTED PARCEL LINES
- EXISTING BRIDGE STRUCTURE
- PROPOSED NEW/WIDENED BRIDGE STUCTURE
- PROPOSED BARRIER/RETAINING WALL
- SIDEWALK
- BASELINE
- PROPOSED CORRIDOR IMPROVEMENTS
- PROPOSED SHOULDER PAVEMENT
- BRIDGE STRUCTURE MODIFICATIONS
- MEDIAN / GREEN SPACE
- PROPOSED BRIDGE PIER
- EXISTING LANE
- ADDITIONAL LANE
- IMPACTED PARCEL NUMBER

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 836
ALTERNATIVE 1

SHEET NO.
35

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
1

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
2

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
3

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
4

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
5

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
6

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
7

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
8

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
9

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
10

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
11

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY CONCEPT PLANS ALTERNATIVE 2

SHEET NO.
12

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY CONCEPT PLANS ALTERNATIVE 2

SHEET NO.
13

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
14

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
15

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
16

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
17

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 2

SHEET NO.
18

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 88TH STREET
ALTERNATIVE 2

SHEET NO.
19

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 88TH STREET
ALTERNATIVE 2

SHEET NO.
20

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 72ND STREET
ALTERNATIVE 2

SHEET NO.
21

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 72ND STREET
ALTERNATIVE 2

SHEET NO.
22

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 56TH STREET
ALTERNATIVE 2

SHEET NO.
23

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 56TH STREET
ALTERNATIVE 2

SHEET NO.
24

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 874
ALTERNATIVE 2

SHEET NO.
25

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 874
ALTERNATIVE 2

SHEET NO.
26

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 40TH STREET
ALTERNATIVE 2

SHEET NO.
27

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 40TH STREET
ALTERNATIVE 2

SHEET NO.
28

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 24TH STREET
ALTERNATIVE 2

SHEET NO.
29

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 24TH STREET
ALTERNATIVE 2

SHEET NO.
30

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 8TH STREET
ALTERNATIVE 2

SHEET NO.
31

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 8TH STREET
ALTERNATIVE 2

SHEET NO.
32

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
FLAGLER STREET
ALTERNATIVE 2

SHEET NO.
33

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
FLAGLER STREET
ALTERNATIVE 2

SHEET NO.
34

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 836
ALTERNATIVE 2

SHEET NO.
35

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
1

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY CONCEPT PLANS

ALTERNATIVE 3

SHEET NO.
2

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
3

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
4

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
5

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
6

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
7

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
8

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
9

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
10

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
11

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY CONCEPT PLANS ALTERNATIVE 3

SHEET NO.
12

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
13

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
14

FDOT

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
15

LEGEND:

- EXISTING LIMITED ACCESS RIGHT OF WAY
- EXISTING RIGHT OF WAY
- PROPOSED LIMITED ACCESS RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- IMPACTED PARCEL LINES
- EXISTING BRIDGE STRUCTURE
- PROPOSED NEW/WIDENED BRIDGE STUCTURE
- PROPOSED BARRIER/RETAINING WALL
- SIDEWALK
- BASELINE
- PROPOSED CORRIDOR IMPROVEMENTS
- PROPOSED SHOULDER PAVEMENT
- BRIDGE STRUCTURE MODIFICATIONS
- MEDIAN / GREEN SPACE
- PROPOSED BRIDGE PIER
- EXISTING LANE
- ADDITIONAL LANE
- IMPACTED PARCEL NUMBER

FLORIDA DEPARTMENT OF TRANSPORTATION
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From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
16

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
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FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
17

FLORIDA DEPARTMENT OF TRANSPORTATION
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
CONCEPT PLANS
ALTERNATIVE 3

SHEET NO.
18

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 88TH STREET
ALTERNATIVE 3

SHEET NO.
19

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 88TH STREET
ALTERNATIVE 3

SHEET NO.
20

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 72ND STREET
ALTERNATIVE 3

SHEET NO.
21

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 72ND STREET
ALTERNATIVE 3

SHEET NO.
22

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 56TH STREET
ALTERNATIVE 3

SHEET NO.
23

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 56TH STREET
ALTERNATIVE 3

SHEET NO.
24

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 874
ALTERNATIVE 3

SHEET NO.
25

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 874
ALTERNATIVE 3

SHEET NO.
26

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 40TH STREET
ALTERNATIVE 3

SHEET NO.
27

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DISTRICT SIX
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 40TH STREET
ALTERNATIVE 3

SHEET NO.
28

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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MIAMI, FL 33172

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 24TH STREET
ALTERNATIVE 3

SHEET NO.
29

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 24TH STREET
ALTERNATIVE 3

SHEET NO.
30

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 8TH STREET
ALTERNATIVE 3

SHEET NO.
31

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SW 8TH STREET
ALTERNATIVE 3

SHEET NO.
32

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
FLAGLER STREET
ALTERNATIVE 3

SHEET NO.
33

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
FLAGLER STREET
ALTERNATIVE 3

SHEET NO.
34

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

SR 826/PALMETTO EXPRESSWAY
SR 836
ALTERNATIVE 3

SHEET NO.
35

APPENDIX I

Public Information Records

826

SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02 • ETDM No.: 14308

FDOT

ELECTED OFFICIALS/AGENCIES KICK-OFF MEETING

WEST DADE REGIONAL LIBRARY, AUDITORIUM 1
9445 Coral Way, Miami, Florida 33165
December 5, 2017 • 2:30 PM - 4:30 PM

SIGN-IN SHEET

Name (PLEASE PRINT)	Agency	Address	Phone Number	E-mail Address	Elected Official?
Monica Cejas	DTPW	701 NW 1st CT, Suite 1500	786-469-5290	mcejas@miamidadc.gov	NO
Diego Rivadeneira	FDOT	1000 NW 111th Ave	305-470-5161	diego.rivadeneira@dot.state.fl.us	NO
Kevin Brown	HNTB/MDX GEC	8700 West Flagler Street	305-222-1443	kebrown@hntb.com	No
DAT HUYNH	FDOT	1000 NW 111 Ave	305-470-5201	DAT.HUYNH@DOT.	No
Mayra Díaz	MDX	3790 NW 21 St 33142	3-6373277	mdiaz2@mdxway.com	No
Vinod Sundanasamy	MDC/Planning			vinod.sundanasamy@miamidade.gov	

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SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

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Julio Bouclé, P.E.	JB	AECOM 7650 Corporate Center Drive, Suite 400 Miami, Florida 33126	(305) 514-2419	julio.boucle@aecom.com
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Keith Stannard		AECOM 7650 Corporate Center Drive, Suite 400 Miami, Florida 33126	(305) 262-7466	keith.stannard@aecom.com
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Javier Bustamante	JB	Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172		javier.bustamante@dot.state.fl.us
Gabriel Delgado, P.E.		Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172	(305) 470-5260	gabriel.delgado@dot.state.fl.us
Ivette Funtanellas		Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172		ivette.funtanellas@dot.state.fl.us
Daniel Iglesias		Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172		daniel.iglesias@dot.state.fl.us
Shannon Kelley	SK	Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172	(305) 470-5138	shannon.kelly@dot.state.fl.us

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SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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Name (PLEASE PRINT)	Initials	Company Address	Phone Number	E-mail Address
Maria I. Perdomo, P.E.	M.P.	Florida Department of Transportation – District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6251, Miami, FL 33172	(305) 640-7186	maria.perdomo@dot.state.fl.us
Camila Perez	CP	Florida Department of Transportation – District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6251, Miami, FL 33172	(305) 470-5342	camila.perez@dot.state.fl.us
Diego Rivadeneira		Florida Department of Transportation – District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6251, Miami, FL 33172		diego.rivadeneira@dot.state.fl.us
Javier Rodriguez		Florida Department of Transportation – District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6251, Miami, FL 33172		javier.rodriguez2@dot.state.fl.us
Alicia Gonzalez		Media Relations Group, LLC 18001 Old Cutler Road, Suite 459 Palmetto Bay, FL 33157	(305) 254-8598	agonzalez@mrgmiami.com
Paulette Ridgard Summers		Media Relations Group, LLC 18001 Old Cutler Road, Suite 459 Palmetto Bay, FL 33157	(305) 254-8598	psummers@mrgmiami.com
Jaime C. Lopez, P.E.		RS&H, Inc. 6303 Blue Lagoon Drive, Suite 325 Miami, FL 33126	(305) 428-3200	jaime.lopez@rsandh.com
Winston Harris, P.E., PTOE		RS&H, Inc. 3125 W Commercial Boulevard, Suite 130 Fort Lauderdale, FL 33309	(954) 236-7369	winston.harris@rsandh.com
Mike Ciscar, P.E.		The Corradino Group, Inc. 4055 NW 97 Avenue, Doral, FL 33178	(305) 594-0735	mciscar@corradino.com

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Jeff Coffin, P.E.		The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	jcoffin@corradino.com
Barbie Rodriguez		The Corradino Group, Inc. 4055 NW 97 Avenue, Doral, FL 33178	(305) 594-0735	brodriguez@corradino.com
Lukas Simons	LS	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	lsimons@corradino.com
Ryan Solis-Rios, P.E.	RSR	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	rsolis-rios@corradino.com
Vanessa Spatafora, P.E.		The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	vspatafora@corradino.com
Srinivas (Srin) Varanasi		The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	svaranasi@corradino.com
Kate Wruszak	KW	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	kwruszak@corradino.com
HONG BENITEZ	HB	FDOT	305/470-529	hongbenitez@
JIM MYKYTKA	JM	RS+H, Inc.	813/205-3285	jim.mykytka@rsandh.com

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SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02 • ETDM No.: 14308

PUBLIC KICK-OFF MEETING

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December 5, 2017 • 5:30 PM - 7:30 PM

TEAM SIGN-IN SHEET

Name (PLEASE PRINT)	Initials	Company Address	Phone Number	E-mail Address
Julio Bouclé, P.E.	JB	AECOM 7650 Corporate Center Drive, Suite 400 Miami, Florida 33126	(305) 514-2419	julio.boucle@aecom.com
Laura Cherney	LJC	AECOM 7650 Corporate Center Drive, Suite 400 Miami, Florida 33126	(305) 262-7466	laura.cherney@aecom.com
Keith Stannard		AECOM 7650 Corporate Center Drive, Suite 400 Miami, Florida 33126	(305) 262-7466	keith.stannard@aecom.com
Tish Burgher	Tish	Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172	(305) 470-5277	tish.burgher@dot.state.fl.us
Javier Bustamante	JB	Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172		javier.bustamante@dot.state.fl.us
Gabriel Delgado, P.E.		Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172	(305) 470-5260	gabriel.delgado@dot.state.fl.us
Ivette Funtanellas	IF	Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172		ivette.funtanellas@dot.state.fl.us
Daniel Iglesias		Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172		daniel.iglesias@dot.state.fl.us
Shannon Kelley	SK	Florida Department of Transportation - District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6236, Miami, FL 33172	(305) 470-5138	shannon.kelly@dot.state.fl.us

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SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02 • ETDM No.: 14308

PUBLIC KICK-OFF MEETING

WEST DADE REGIONAL LIBRARY, AUDITORIUM 1
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December 5, 2017 • 5:30 PM - 7:30 PM

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Maria I. Perdomo, P.E.	MP	Florida Department of Transportation – District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6251, Miami, FL 33172	(305) 640-7186	maria.perdomo@dot.state.fl.us
Camila Perez	CP	Florida Department of Transportation – District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6251, Miami, FL 33172	(305) 470-5342	camila.perez@dot.state.fl.us
Diego Rivadeneira		Florida Department of Transportation – District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6251, Miami, FL 33172		diego.rivadeneira@dot.state.fl.us
Javier Rodriguez		Florida Department of Transportation – District 6 Adam Leigh Cann Building 1000 NW 111 Avenue, Room 6251, Miami, FL 33172		javier.rodriguez2@dot.state.fl.us
Alicia Gonzalez		Media Relations Group, LLC 18001 Old Cutler Road, Suite 459 Palmetto Bay, FL 33157	(305) 254-8598	agonzalez@mrgmiami.com
Paulette Ridgard Summers		Media Relations Group, LLC 18001 Old Cutler Road, Suite 459 Palmetto Bay, FL 33157	(305) 254-8598	psummers@mrgmiami.com
Jaime C. Lopez, P.E.		RS&H, Inc. 6303 Blue Lagoon Drive, Suite 325 Miami, FL 33126	(305) 428-3200	jaime.lopez@rsandh.com
Winston Harris, P.E., PTOE		RS&H, Inc. 3125 W Commercial Boulevard, Suite 130 Fort Lauderdale, FL 33309	(954) 236-7369	winston.harris@rsandh.com
Mike Ciscar, P.E.		The Corradino Group, Inc. 4055 NW 97 Avenue, Doral, FL 33178	(305) 594-0735	mciscar@corradino.com

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SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02 • ETDM No.: 14308

PUBLIC KICK-OFF MEETING

WEST DADE REGIONAL LIBRARY, AUDITORIUM 1
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December 5, 2017 • 5:30 PM - 7:30 PM

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Jeff Coffin, P.E.	JC	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	jcoffin@corradino.com
Barbie Rodriguez		The Corradino Group, Inc. 4055 NW 97 Avenue, Doral, FL 33178	(305) 594-0735	brodriguez@corradino.com
Lukas Simons	LS	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	lsimons@corradino.com
Ryan Solis-Rios, P.E.		The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	rsolis-rios@corradino.com
Vanessa Spatafora, P.E.		The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	vspatafora@corradino.com
Srinivas (Srin) Varanasi		The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	svaranasi@corradino.com
Kate Wruszak	KW	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203 Fort Lauderdale, FL 33309	(954) 777-0044	kwruszak@corradino.com
Jim Myers, AICP	JM	RS&H, Inc.	813-289-5550	Jim.Myers@rsandh.com
Kevin Wathen	KW	FDOT D6	305-470-5484	Kevin.Wathen@dot.state.fl.us

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SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02 • ETDM No.: 14308

PUBLIC KICK-OFF MEETING

West Dade Regional Library, Auditorium 1 • 9445 Coral Way, Miami, Florida 33165
Tuesday, December 5, 2017 • 5:30 p.m. to 7:30 p.m.

COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: MARINA CONAS DEL VALLE

Address/Dirección: 2725 SW 77 CT MIAMI, FL 33155

Phone/Teléfono: 305-546-5462

Email/Correo Electrónico: ANDREASRONO@HOTMAIL.COM

Comment/Comentarios: CONCERNS: NOISE LEVEL (BAD NOW)
DURING CONSTRUCTION, STRUCTURAL DAMAGE POSSIBILITY

For more information please contact/Para más información, por favor comuníquese con:

Maria I. Perdomo, P.E., FDOT Project Manager
Florida Department of Transportation - District Six
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6251 • Miami, Florida 33172
Email: Maria.Perdomo@dot.state.fl.us
www.fdotmiamidade.com/826expresssouth

SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02 • ETDM No.: 14308

PUBLIC KICK-OFF MEETING

West Dade Regional Library, Auditorium 1 • 9445 Coral Way, Miami, Florida 33165
Tuesday, December 5, 2017 • 5:30 p.m. to 7:30 p.m.

COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: Aldith Fernandez

Address/Dirección: 3020 SW 76 Ave, 33155

Phone/Teléfono: (786) 547-9093

Email/Correo Electrónico: aldith3@msn.com

Comment/Comentarios:
Please let me know of all public meetings and any new information about the project.
thanks.

For more information please contact/Para más información, por favor comuníquese con:

Maria I. Perdomo, P.E., FDOT Project Manager
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COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: SANDRA GÓMEZ

Address/Dirección: 2910 SW 76TH AVE Miami 33155

Phone/Teléfono: 305-333-3043 cell

Email/Correo Electrónico: scgomez40@gmail.com

Comment/Comentarios:
Please keep me in prim of any new meetings or news about the proyect.

For more information please contact/Para más información, por favor comuníquese con:

Maria I. Perdomo, P.E., FDOT Project Manager
Florida Department of Transportation - District Six
Adam Leigh Cann Building
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West Dade Regional Library, Auditorium 1 • 9445 Coral Way, Miami, Florida 33165
Tuesday, December 5, 2017 • 5:30 p.m. to 7:30 p.m.

COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: STUART GRANT

Address/Dirección: 6991 SW 66TH ST

Phone/Teléfono: 305.389.2691

Email/Correo Electrónico: stuartmgrant@gmail.com

Comment/Comentarios:

RAISE BRIDGES OVER SNAPPER CREEK TO ALLOW BIKE & PEDESTRIAN TRAIL UNDERNEATH THAT WILL CONNECT TO DADELAND NORTH METRORAIL. TO ALLOW A "SNAPPER CREEK TRAIL"

For more information please contact/Para más información, por favor comuníquese con:

Maria I. Perdomo, P.E., FDOT Project Manager
Florida Department of Transportation - District Six
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FDOT

ALTERNATIVES PUBLIC WORKSHOP

WEST DADE REGIONAL LIBRARY, AUDITORIUM 1
9445 Coral Way, Miami, Florida 33165
March 7, 2019 • 5:30 PM - 7:30 PM

ELECTED OFFICIALS AND AGENCIES SIGN-IN SHEET

Name (PLEASE PRINT)	Agency	Address	Phone Number	E-mail Address	Elected Official?
Hayza Díaz	HDX	3290 NW 21st St Miami FL 33142	(3) 637 3277	hdiaz@hdxmy.com	

Note: This is public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02 • ETDM No.: 14308

ALTERNATIVES PUBLIC WORKSHOP

WEST DADE REGIONAL LIBRARY, AUDITORIUM 1
9445 Coral Way, Miami, Florida 33165
March 7, 2019 • 5:30 PM - 7:30 PM

TEAM SIGN-IN SHEET

Name	Initials	Company Address	Company Address	Company Address
Julio Bouclé, P.E.	JB	AECOM 7650 Corporate Center Drive, Suite 400, Miami, FL 33126	(305) 514-2419	julio.boucle@aecom.com
Laura Cherney		AECOM 7650 Corporate Center Drive, Suite 400, Miami, FL 33126	(305) 262-7466	laura.cherney@aecom.com
Saul Perez		AECOM 7650 Corporate Center Drive, Suite 400, Miami, FL 33126	(305) 262-7466	saul.perez@aecom.com
Keith Stannard	KS	AECOM 7650 Corporate Center Drive, Suite 400, Miami, FL 33126	(305) 262-7466	keith.stannard@aecom.com
Luis M. Vargas, PhD, P.E.		Bolton Perez & Associates 7205 Corporate Center Drive #201, Miami, FL 33126	(305) 392-3190	lvargas@BPAMiami.com
Tish Burgher		Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5277	tish.burgher@dot.state.fl.us
Javier Bustamante		Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5470	javier.bustamante@dot.state.fl.us
Alejandro G. Casals		Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5473	alejandro.casals@dot.state.fl.us
Harold A. Desdunes, P.E.		Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5442	harold.desdunes@dot.state.fl.us
Mario Dominguez, P.E.		Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5482	mario.dominguez@dot.state.fl.us

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March 7, 2019 • 5:30 PM - 7:30 PM

TEAM SIGN-IN SHEET

Name	Initials	Company Address	Company Address	Company Address
Enmanuel R. Espinal	EE	Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 640-7433	enmanuel.espinal@dot.state.fl.us
Ivette Funtanellas, P.E.	[illegible]	Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5260	ivette.funtanellas@dot.state.fl.us
Daniel Iglesias, P.E.		Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5266	daniel.iglesias@dot.state.fl.us
Shannon L. Kelley	SK	Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5138	shannon.kelley@dot.state.fl.us
Maria I. Perdomo, P.E.	[illegible]	Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 640-7186	maria.perdomo@dot.state.fl.us
Diego L. Rivadeneira	[illegible]	Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5161	diego.rivadeneira@dot.state.fl.us
Cynthia Turcios	[illegible]	Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5349	cynthia.turcios@dot.state.fl.us
Kevin J. Warthen	KW	Florida Department of Transportation, District Six Adam Leigh Cann Building 1000 NW 111 Avenue, Miami, FL 33172	(305) 470-5245	kevin.warthen@dot.state.fl.us
Alicia Gonzalez		Media Relations Group, LLC 14707 South Dixie Highway, Suite 404, Miami, FL 33176	(305) 254-8598	agonzalez@mrgmiami.com
Paulette Ridgard Summers	PRS	Media Relations Group, LLC 14707 South Dixie Highway, Suite 404, Miami, FL 33176	(305) 254-8598	psummers@mrgmiami.com

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TEAM SIGN-IN SHEET

Name	Initials	Company Address	Phone Number	E-mail Address
Winston Harris, P.E., PTOE		RS&H, Inc. 3125 W Commercial Blvd, Suite 130, Fort Lauderdale, FL 33309	(954) 236-7369	winston.harris@rsandh.com
Jaime C. Lopez, P.E.	JCL	RS&H, Inc. - 6303 Blue Lagoon Drive, Suite 325, Miami, FL 33126	(305) 428-3200	jaime.lopez@rsandh.com
Aylin Costa, P.E.	AC	RS&H, Inc.	954 236 7398	aylin.costa@rsandh.com
Lisa Dykstra	LD	RS&H, Inc. 3125 W. Commercial Blvd, Suite 130 Ft. Lauderdale	954-273-7377	lisa.dykstra@rsandh.com
Jim Mykytka	JM	RS&H, Inc. Tampa, FL 33607 1715 N. Westshore Blvd Suite 600	(813) 636-2624	jim.mykytka@rsandh.com
Mike Ciscar, P.E.	MC	The Corradino Group, Inc. - 4055 NW 97 Avenue, Doral, FL 33178	(305) 594-0735	mciscar@corradino.com
Jeff Coffin, P.E.	JC	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203, Fort Lauderdale, FL 33309	(954) 777-0044	jcoffin@corradino.com
Aditya Katragadda	AK.	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203, Fort Lauderdale, FL 33309	(954) 777-0044	akatragadda@corradino.com
Rose Rinker	RR	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203, Fort Lauderdale, FL 33309	(954) 777-0044	rrinker@corradino.com
Barbie Rodriguez	BR	The Corradino Group, Inc. - 4055 NW 97 Avenue, Doral, FL 33178	(305) 594-0735	brodriguez@corradino.com
Ryan Solis-Rios, P.E.	RSR	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203, Fort Lauderdale, FL 33309	(954) 777-0044	rsolis-rios@corradino.com
Lukas Simons	LS	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203, Fort Lauderdale, FL 33309	(954) 777-0044	lsimons@corradino.com
Srinivas (Srin) Varanasi	SV	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203, Fort Lauderdale, FL 33309	(954) 777-0044	svaranasi@corradino.com
Cecilia Villoria	CVV	The Corradino Group, Inc. - 4055 NW 97 Avenue, Doral, FL 33178	(305) 594-0735	cvilloria@corradino.com
Kate Wruszak	KW	The Corradino Group, Inc. 5200 NW 33rd Avenue, Suite 203, Fort Lauderdale, FL 33309	(954) 777-0044	kwruszak@corradino.com

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SR 826/PALMETTO EXPRESSWAY EXPRESS LANES PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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ALTERNATIVES PUBLIC WORKSHOP

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9445 Coral Way, Miami, Florida 33165
March 7, 2019 • 5:30 PM - 7:30 PM

TEAM SIGN-IN SHEET

Name (PLEASE PRINT)	Initials	Company Address	Phone Number	E-mail Address
Antonio Fuentes	AF	RS&H Inc	435-512-3598	antonio.fuentes@rsandh.com
DAMON QUESENBERRY	DQ	7650 Corporate Center Drive AECOM	305 514 2465	damon.quesenberry@aecom.com
Diego Rivadeneira	DR	FDOT D-6 R/W	305-470-5161	diego.Rivadeneira@dot.state.fl.us
Christian Rodriguez	CR	FWC	305-747-4040	christian.Rodriguez@MYFWC.com
HONG BENITEZ	HB	FDOT	3/470-5219	hong.benitez@dot.state.fl.us
Dania Hernandez	DH	FDOT	3/470-5164	dania.hernandez@dot.state.fl.us
Yves Jean-Louis	YJ	FDOT D6	470 5295	Yves.Jean-Louis@dot.state.fl.us
BAOYING WANG	BW	FDOT	470 5211	baoying.wang@dot...
STEVEN JAMES		FDOT	3470 5221	STEVEN.JAMES@DOT.STATE.FL.US
PATSY MASTERS	PM	Aecom	305-338-7441	PATSY.MASTERS@AECOM.COM

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ALTERNATIVES PUBLIC WORKSHOP

West Dade Regional Library, Auditorium 1 • 9445 Coral Way, Miami, Florida 33165
Thursday, March 7, 2019 • 5:30 p.m. to 7:30 p.m.

COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: Conrad S. Cangahuala

Address/Dirección: 3250 S.W. 130TH AVENUE, Miami, FL 33175

Phone/Teléfono: 305 228-9515

Email/Correo Electrónico: conradnitza@bellsouth.net

Comment/Comentarios:

The project is definitely needed.

Looking at all the alternatives, Alternative No. 2 seems to be the best choice.

Alternative No. 1 does not enough. Alternative No 3. impacts to many homeowners and noise. The cost of alternative No 3. I do not believe would be available.

To do nothing is no option. Express lanes are needed.

For more information please contact/Para más información, por favor comuníquese con:

Maria I. Perdomo, P.E., FDOT Project Manager
Florida Department of Transportation - District Six
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6251 • Miami, Florida 33172
Email: Maria.Perdomo@dot.state.fl.us
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COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: Tony Fernandez

Address/Dirección: 7425 SW 79 CT

Phone/Teléfono: 305 710 0334

Email/Correo Electrónico: tonyfel@gmail.com

Comment/Comentarios:

How can you REPORT TRAFFIC LIGHTS, SUCH AS THE ONES ON SUNSET DR ACCESSING 826, THAT DO NOT REACT TO ACTUAL TRAFFIC NEEDS? IF YOU ARE EASTBOUND ON SUNSET WAITING TO ENTER 836 W, THE LIGHTS DO NOT CHANGE EVEN IF THERE IS NO WESTBOUND SUNSET TRAFFIC.

For more information please contact/Para más información, por favor comuníquese con:

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Florida Department of Transportation - District Six
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COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: Marco Osorio

Address/Dirección: 7865 SW 26 ST

Phone/Teléfono: 305 523 9201

Email/Correo Electrónico: marcoandreosorio@gmail.com

Comment/Comentarios:

The previous project on the Palmetto and Coral Way Provided sound barriers south of Coral Way Ramp & North of Coral Way Ramp and did not Provide noise barriers at the ramps and bridge overpass. Will the department provide soundwalls at the elevated Section of roadway & bridge area?

For more information please contact/Para más información, por favor comuníquese con:

Maria I. Perdomo, P.E., FDOT Project Manager
Florida Department of Transportation - District Six
Adam Leigh Cann Building
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COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: Carlos E. Carrillo

Address/Dirección: 8069 NW 8th St. Miami, FL 33126

Phone/Teléfono: (786) 9420727

Email/Correo Electrónico: Calindulce@Hotmail.Com.

Comment/Comentarios:

Es muy importante que se le comunique al publico sobre estas magistrales obras la cual engrandecen nuestra ciudad.
estamos hablando un crecimiento del 42.5% 2010 - al - 2040. estoy optimista y se que esto va a ayudar con el Trafico Urbano en nuestra ciudad y al desarrollo.

For more information please contact/Para más información, por favor comuníquese con:

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COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: John Cunningham

Address/Dirección: 8325 SW 157th St

Phone/Teléfono: [redacted]

Email/Correo Electrónico: 786-570-4901

Comment/Comentarios:

All 3 alternatives will only lead to more traffic. Please focus on getting cars off the road by providing alternatives such as light rail. That would actually reduce traffic. No highway expansion or express lane project has ever reduced traffic.

For more information please contact/Para más información, por favor comuníquese con:

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COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: CESAR QUINTANA

Address/Dirección: 7360 SW 97 ST. MIAMI - FL. 33156

Phone/Teléfono: 786-281-1435

Email/Correo Electrónico: CESAR.QUINTANA@LENNAR.COM.

Comment/Comentarios:

I LIVE DIRECTLY ADJACENT TO NORTH BOUND ON RAMP FROM US1 TO 826 - I LIKE ALTERNATIVE #2 WITH A "SOUND BARRIER FOR OUR PROPERTIES. ALSO, THE BRIDGE OVER SW 98ST HAS CAUSED DOZENS OF ACCIDENTS FOR VEHICLES & MOTORCYCLES GETING ON EXPRESWAY. NEED TO WARN DRIVERS BETTER. ANY RAIN SETS OFF SMALL TO MAJOR ACCIDENTS.

For more information please contact/Para más información, por favor comuníquese con:

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COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: TONY FERNANDEZ

Address/Dirección: 5500 SW 72 AVE

Phone/Teléfono: 305 7100334

Email/Correo Electrónico: TONYFER@GMAIL.COM

Comment/Comentarios:

I would APPRECIATE FEEDBACK AND INFORMATION IN REGARDS TO HOW MILLER LAKE WATER QUALITY DIMINISHED FROM START OF PALMETTO/MILLER DR RAMPS IN 2010 TO PRESENT-

THANK YOU

For more information please contact/Para más información, por favor comuníquese con:

Maria I. Perdomo, P.E., FDOT Project Manager
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COMMENT SHEET/HOJA DE COMENTARIOS

Name/Nombre: C. Schwendel

Address/Dirección:

Phone/Teléfono:

Email/Correo Electrónico: Cmsofan@aol.com

Comment/Comentarios:

please do not construct scenarios where people wanting to exit have to share lanes with people wanting to enter. for example, to exit Palmetto Southbound to Miller Drive, you have to merge with traffic entering from Bird Road who want to enter the Palmetto southbound. The worst area is the airport (836) eastbound + westbound exits to Palmetto southbound.

For more information please contact/Para más información, por favor comuníquese con:

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