FDOT PROJECT WITH STATE HISTORIC HIGHWAY LAW INVOLVEMENT CHECKLIST

SUNSET DRIVE – FLORIDA LAW 83-365

FM Number: 432639-1-22-01

Contract Number: _____

Project Description: SR 826/Palmetto Expressway PD&E Study

Project Limits: SR 826 from US 1/SR 5/Dixie Highway to NW 25th Street

Project Manager: Raul Quintela

The information provided in this checklist is intended for general informational purposes only. All users are to review the pertinent chapter(s) and law(s), as needed.

Procedure

All items below should be checked.

☒ Coordination sent to DHR [concurrence/correspondence attached] Date: February 13, 2025

☒ EOR Memo filed in project file. Date: January 15, 2026

☒ Meeting held with the Director of Transportation Development or designee to coordinate the details of the project's improvements and FDOT's position that the project complies with this SHH law was confirmed [meeting agenda/notes attached] Date: _____

SHH Law Limits

Is the project within the following limits?

The limits of the Sunset Drive State Historic Highway lie between Cartagena Plaza and Southwest 56th Avenue and between Southwest 69th Avenue and Southwest 87th Avenue. The SHH Law applies to the paved surface of the road and the 300 feet on either side of the paved surface.

YES ☒ NO ☐

If NO is selected: No further action is necessary.
If YES is selected: Form shall be completed, and a location map shall be included in EOR Memo.

FDOT PROJECT WITH STATE HISTORIC HIGHWAY LAW INVOLVEMENT CHECKLIST

SUNSET DRIVE – FLORIDA LAW 83-365

SHH Law Restrictions

☐ There will not be any cutting or removal of any tree having a diameter at its thickest part in excess of 6 inches within 35 feet of either side of the paved surface of Sunset Drive or engagement in any activity which requires the removal without replacement of such a tree.

☐ There will not be any alteration to the physical dimensions or location of Sunset Drive except for the addition of primary or secondary roads intersecting the limits of Sunset Drive.

☐ There will not be any erection, demolition, or significant alteration to the appearance of any structure, including, but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Sunset Drive, with the following exceptions:

a) Bicycle paths and recreational facilities, the construction of which does not require the removal of any structure deemed worthy of preservation by the division. The division shall be consulted, and official approval obtained before any work is begun.
b) Erections, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of Sunset Drive and its surroundings. The division shall be consulted, and official approval obtained before any work is begun.

☐ There will not be any signs erected within 300 feet of either side of the paved surface of Sunset Drive, except the following:

a) Official road signs, including traffic control devices, erected by the Department of Transportation or by the city or county having jurisdiction over the portion of Sunset Drive involved;
b) Signs not visible from Sunset Drive;
c) Markers indicating points of historical interest erected or approved by the division;
d) Signs that do not exceed 6 square feet in area advertising the sale or lease of the property upon which they are located; or
e) Signs advertising only the name or nature of the business being conducted upon, or the products facilities, goods, or services being sold, supplied or distributed upon or from, the premises where the signs are located, if such signs do not exceed a total of 30 square feet in area for any one business.

If prohibited activities or improvements are being proposed, reevaluate these improvements to determine if they can be modified or removed so that ALL items can be checked above. If it is necessary to make improvements which appear to be in conflict with the restrictions contained in this SHH law, these specific improvements should be highlighted in the meeting with the Director of Transportation Development to determine FDOT's position regarding compliance with the SHH law.

SHH Law Public Involvement Requirements

There are no public involvement requirements under this law.

FDOT PROJECT WITH STATE HISTORIC HIGHWAY LAW INVOLVEMENT CHECKLIST

SUNSET DRIVE – FLORIDA LAW 83-365

Funding

No state funds may be expended on prohibited activities by any public body or agency.

Does the project involve state funds? YES ☒ NO ☐

If YES is selected, are any prohibited activities being proposed? YES ☒ NO ☐

If prohibited activities or improvements are being proposed, reevaluate these improvements to determine if they can be modified or removed so that NO can be checked above. If it is necessary to make improvements which appear to be in conflict with the restrictions contained in this SHH law, these specific improvements should be highlighted in the meeting with the Director of Transportation Development to determine FDOT's position regarding compliance with the SHH law.

If the project does not involve state funds, does it involve any non-state public funds? YES ☐ NO ☒

If prohibited activities or improvements are being proposed, reevaluate these improvements to determine if they can be modified or removed so that YES can be checked above. If it is necessary to make improvements which appear to be in conflict with the restrictions contained in this SHH law, these specific improvements should be highlighted in the meeting with the Director of Transportation Development to determine FDOT's position regarding compliance with the SHH law.

From: McManus, Alyssa M.
Sent on: Thursday, February 13, 2025 11:48:03 AM
To: Vogt, Victoria
CC: Streelman, Amy; Imberman, Max
Subject: RE: FDOT D6 - SR 826/Palmetto Expressway PD&E Study - Community Engagement Meeting (Sunset Drive/SW 72nd Street) Community Engagement Meeting

Hello,

I think we are all good. No further coordination needed unless there's a change to the project.

Thanks, and have a great day.

Alyssa McManus
| Historic Preservationist | Bureau of Historic Preservation | Division of Historical Resources | Florida Department of State | 500 South Bronough Street | Tallahassee, Florida 32399 | 850.245.6425 | 1.800.847.7278 | Fax: 850.245.6425
Alyssa.McManus@dos.fl.gov |

From: Vogt, Victoria <Victoria.Vogt@dot.state.fl.us>
Sent: Thursday, February 13, 2025 11:12 AM
To: McManus, Alyssa M. <Alyssa.McManus@dos.fl.gov>
Cc: Streelman, Amy <Amy_Streelman@janus-research.com>; Imberman, Max <Max.Imberman@dot.state.fl.us>
Subject: RE: FDOT D6 - SR 826/Palmetto Expressway PD&E Study - Community Engagement Meeting (Sunset Drive/SW 72nd Street) Community Engagement Meeting

---

Good Morning Alyssa,

Hope all has been well! I just wanted to loop back with you regarding the subject PD&E Study (432639-1) and its involvement with the Sunset Drive State Historic Highway law. As you are aware, FDOT held a Community Engagement Meeting to present the SHH law to the public on October 28, 2024. See the attached for a copy of the meeting minutes. No comments were received from the public regarding the proposed scope of work in relation to the SHH designation.

Due to this, as well as the SHPO concurrence received in June 2024, FDOT believes that no additional SHH coordination is needed for this project at this time.

Let me know if you have any questions or would like to discuss 😊

Best,

Victoria Vogt, M.S., FCCM
District Cultural Resources Coordinator/
Environmental Supervisor

Planning and Environmental Management Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building

1000 NW 111th Avenue, Room 6111
Miami, Florida 33172

Phone: (305) 470-5420; Fax: (305) 470-5205
E-mail: Victoria.Vogt@dot.state.fl.us

From: Vogt, Victoria
Sent: Wednesday, October 16, 2024 9:55 AM
To: McManus, Alyssa M. <Alyssa.McManus@dos.fl.gov>
Cc: Quintela,Raul <Raul.Quintela@dot.state.fl.us>; Solis-Rios, Ryan <rsolis-rios@corradino.com>
Subject: FDOT D6 - SR 826/Palmetto Expressway PD&E Study - Community Engagement Meeting (Sunset Drive/SW 72nd Street) Community Engagement Meeting

Hi Alyssa,

FDOT D6 is holding a Community Engagement Meeting regarding proposed improvements to SR 986/SW 72nd Street/Sunset Drive between SW 78th Court and SW 72nd Avenue in Miami-Dade County. These improvements were identified as part of the SR 826/Palmetto Expressway PD&E Study. The meeting will be held on Monday, October 28, 2024, from 6 p.m. to 8 p.m, as well as in-person at the St. Matthew the Apostle Episcopal Church located at 7410 Sunset Drive, Miami, FL 33143.

This meeting will present the proposed improvements along Sunset Drive, designated as a State Historic Highway, and receive feedback from the local residents within the study area.

I wanted to extend you and your colleagues and invitation to attend 😊

Best,

Victoria Vogt, M.S., FCCM
District Cultural Resources Coordinator/
Environmental Supervisor

Planning and Environmental Management Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111
Miami, Florida 33172

Phone: (305) 470-5420; Fax: (305) 470-5205
E-mail: Victoria.Vogt@dot.state.fl.us

STATE HISTORIC HIGHWAYS TECHNICAL MEMORANDUM

Florida Department of Transportation

District Six

SR 826/Palmetto Expressway PD&E Study

Limits of Project: From US 1/SR 5/Dixie Highway to NW 25th Street

Miami-Dade County, Florida

Financial Management Number: 432639-1-22-01

ETDM Number: 14308

Date: January 2026

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

FLORIDA DEPARTMENT OF TRANSPORTATION

SR 826/PALMETTO EXPRESSWAY PD&E STUDY

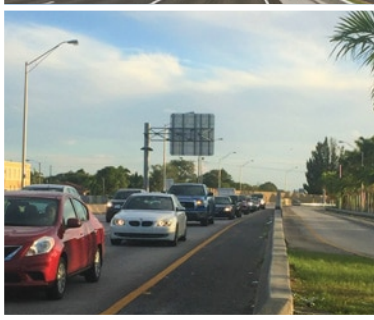
From US 1/SR 5/Dixie Highway to NW 25th Street

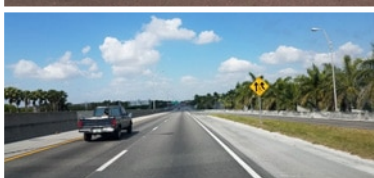
FPID No.: 432639-1-22-02 • FAP No. D617-027 • ETDM No.: 14308 • Miami-Dade County

STATE HISTORIC HIGHWAYS TECHNICAL MEMORANDUM

DRAFT

January 2026





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1.0 PROJECT OVERVIEW

1.1 Project Description and Location

The Florida Department of Transportation (FDOT) District Six is conducting a Project Development and Environment (PD&E) Study for SR 826/Palmetto Expressway from US 1/ SR 5/Dixie Highway to NW 25th Street, a distance of approximately 8.4 miles (see **Figure 1-1**). The objective of this PD&E Study is to evaluate corridor modifications to improve operations and interchange access. The study is also evaluating additional lanes and interchange improvements. The proposed improvements will address existing and future traffic needs, improve travel time reliability, enhance safety, and provide long-term mobility options along the corridor. The project is located in unincorporated Miami-Dade County, Florida.

This *State Historic Highways Technical Memorandum*, a companion document in this PD&E Study, has been developed, documenting the proposed project's compliance with Sunset Drive/SW 72nd Street/SR 968 State Historic Highway Law 83-365.

The PD&E Study evaluated the following potential types of improvements along the SR 826 corridor:

- Additional travel lanes and auxiliary lanes.
- Interchange improvements – modification of existing entrance and exit ramps serving the interchanges.
- Intersection improvements – widening and turn lane modifications along the cross streets to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

The PD&E Study began in 2017 with a project approach that involved adding Dynamically Priced Express Lanes only along this segment of the corridor. In 2020, the study was placed on hold to explore alternative corridor options for this section of SR 826. In January 2021, the study resumed to consider additional alternatives for adding more lanes along the corridor, including travel lanes, managed lanes, high occupancy vehicle (HOV) lanes, and express lanes.

Figure 1 - 1: Project Study Area

SR 826, between US 1 and SR 874, consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and NW 25th Street, 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 functionally classified as an Urban Other Freeway/Expressway and has a posted speed limit of 55 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are eleven existing interchanges within the project limits. Nine of the eleven interchanges provide connections to arterial/collector facilities. Two major system-to-system interchanges within the project limits are SR 826 with SR 874 and SR 826 with SR 836. These system-to-system interchanges provide a connection between major expressways, which service and distribute traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County. SR 874 and SR 836 are both tolled expressways maintained by the Greater Miami Expressway Agency (GMX).

1.2 Purpose and Need

The primary purpose and need for this project is to add lanes to the SR 826 corridor to meet future transportation demand, improve travel time reliability, and provide long-term mobility options. Secondary considerations for the purpose and need of this project include safety, system linkage, freight movement, and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below:

Capacity/Transportation Demand – The project traverses four of the six transportation planning areas (central, northwest, south, and west) identified within the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan (LRTP). The greatest population and employment growth between the years 2010 and 2040 is expected to occur within the south transportation planning area of Miami-Dade County. The population within this area is projected to increase by 49.6% while employment is projected to increase by 64.5%. The other three transportation planning areas are also expected to grow modestly over the same period. The population within the central area is projected to increase by 27.9% and employment is projected to increase by 32.5%. The population within the northwest area is projected to increase by 20% and employment is expected to rise by 41.9%. The population in the west area is projected to increase by 12.5% and employment is expected to rise by 42.5%. The

projected growth in the area will result in a significant increase in travel demand, further deteriorating the already congested SR 826 corridor.

Safety – According to the FDOT Crash Analysis Reporting System, there were a total of 3,714 crashes along the north segment of SR 826 (from SR 874 to NW 25th Street) during a five-year crash period, with 933 crashes in 2014; 921 crashes in 2015; 551 crashes in 2016; 668 crashes in 2017; and 641 crashes in 2018. Further review of these crashes by direction suggests that overall, 1,755 (47.3%) crashes occurred in the northbound direction and 1,794 (48.3%) crashes occurred in the southbound direction. There was a total of 1,015 crashes along the south segment of SR 826 (from US 1 to SR 874) during the same five-year crash period, with 215 crashes in 2014; 196 crashes in 2015; 213 crashes in 2016; 221 crashes in 2017; and 170 crashes in 2018. Further review of these crashes by direction suggests that overall, 313 (30.8%) crashes occurred in the northbound direction and 343 (33.8%) crashes occurred in the southbound direction.

Safety along the corridor will be enhanced with the construction of additional lanes. The additional lanes will alleviate the frequent stop-and-go traffic conditions, reducing rear-end and sideswipe type crashes. Adding mainline and interchange lanes will improve mobility and reduce congestion along the corridor. The additional lanes will also help the corridor to operate more efficiently during emergency evacuation events.

System Linkage – SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west transportation corridor, SR 836. The corridor provides system-level connections to S.R. 874, SR 924, I-75, Florida's Turnpike, and I-95. In addition, SR 826 is designated as a Strategic Intermodal System (SIS) facility. The section of SR 826 from U.S. 1 to SR 836 serves the major western Miami-Dade County growth areas along SW 8th Street, SW 40th Street, and the Dadeland South area. The corridor also provides access to Miami International Airport and the Dadeland Mall, located at SW 88th Street. The northern segment of SR 826, between SR 836 and I-75, opened in August 2019 with an express lanes system and other corridor improvements. When combining the northern segment improvements with the southern segment additional lane improvements, this SR 826 regional system will greatly improve operations, safety, connectivity, and peak-hour travel times.

Freight – SR 826 is an integral component of the regional freight network, carrying over 10,000 trucks a day, according to the 2018 Miami-Dade County Freight Plan Update. The plan identifies the construction of a separate, barrier-protected truck lane with manageable entry and exit points along SR 826 as a freight priority highway need for

Miami-Dade County. However, adding more lanes along SR 826 would create a more efficient roadway network, improving traffic flow and operations between the mainline and interchanges. Although this study does not specifically evaluate a truck lane, the enhanced traffic conditions resulting from the addition of mainline and interchange lanes along SR 826 would aid in the movement and delivery of freight.

Emergency Evacuation – In accordance with Miami-Dade's Comprehensive Development Master Plan, SR 826 is listed as a local evacuation route in Miami-Dade County. This corridor is crucial in facilitating traffic movement during emergency evacuation periods, as it connects to other major arterials and highways within the state's evacuation route network.

Project Status - The project is identified as funded in the Miami-Dade TPO's 2050 Long Range Transportation Plan (LRTP) for Construction as Priority II in Fiscal Year (FY) 2031-2035. Partial funding has been allocated for Design and Right-of-Way in the TPO's FY 2026-2030 Transportation Improvement Program (TIP). The same phases are identified as partially funded in the FDOT's FY 2026-2029 State Transportation Improvement Program (STIP). The project is also included within the FDOT FY 2025/2026 - FY 2029/2030 SIS First Five-Year Plan, where it is partially funded for Design and Right-of-Way. Additionally, the project is identified as partially funded for Construction in the FDOT FY 2035 - FY 2050 SIS Long Range Cost Feasible Plan.

1.3 State Historic Highways within the Project Study Area

The project study area was evaluated in accordance with the Archaeological and Historical Resources Chapter of the FDOT PD&E Manual. The PD&E Study area and portions of roads designated by the Florida Legislature as State Historic Highways are depicted on **Figure 1-2**.

The PD&E Study area is located within the boundaries of three State Historic Highways: Sunset Drive/SW 72nd Street between SW 69th Avenue and SW 87th Avenue; Calle Ocho/US 41/SW 8th Street/Tamiami Trail from Brickell Avenue to the Palmetto Expressway/SW 74th Avenue; and Killian Drive from SR 874 to US 1, as defined in Section 1 of Chapter 83-365 of the Laws of Florida (effective June 5, 1983; see **Appendix A**). However, of these designated corridors, only Sunset Drive lies within the footprint of the proposed project improvements.

It is important to note that this Historic Highway designation does not rely on National Register of Historic Places (NRHP) eligibility criteria or any other standard method for evaluating historic properties.

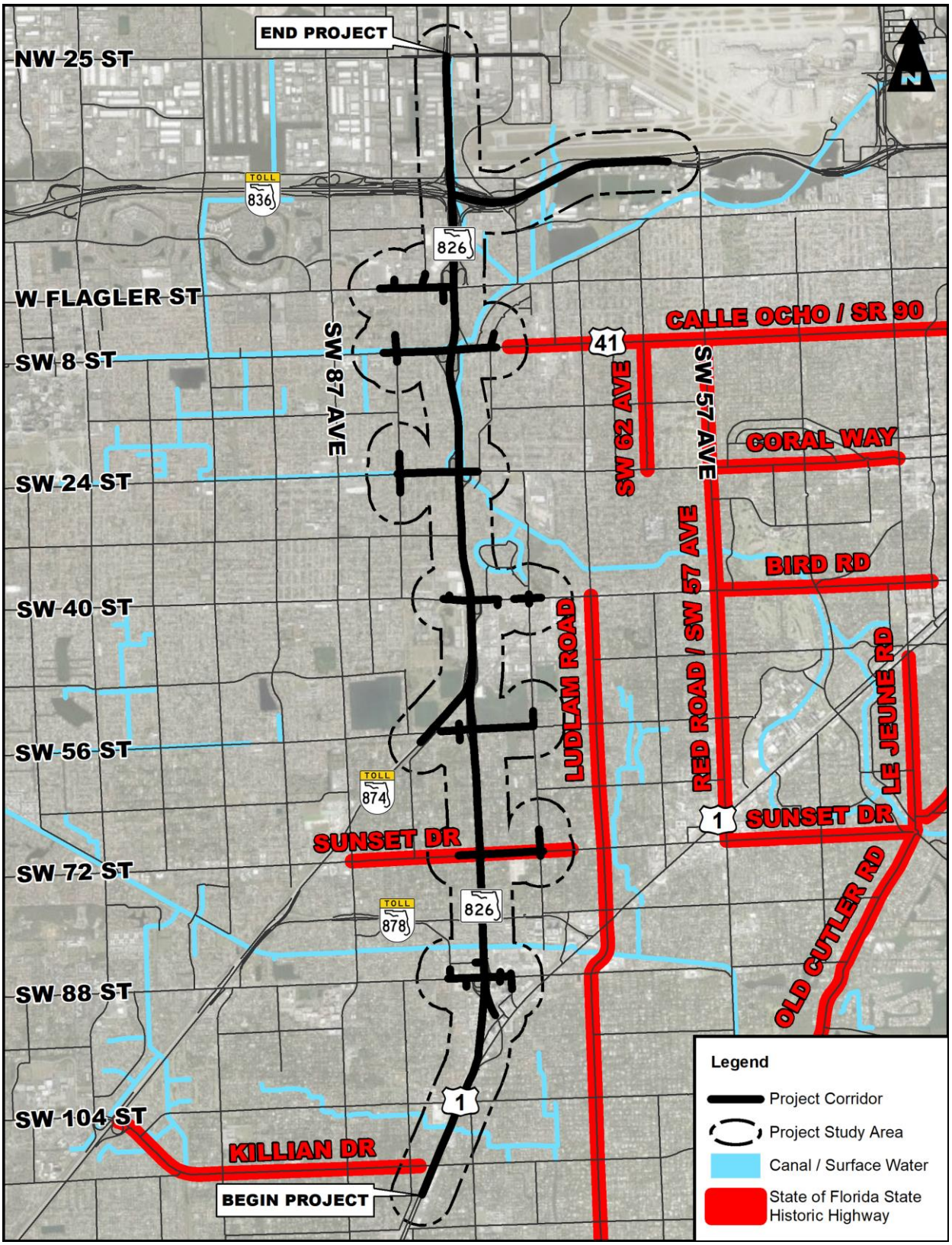


Figure 1 - 2: State Historic Highways Map

2.0 PROJECT IMPROVEMENTS TO ADDRESS THE PROJECT NEEDS

Alternatives evaluated along Sunset Drive during this PD&E Study included the No-Build Alternative and one Build Alternative. The Build Alternative was developed and evaluated based on the ability to meet the project's purpose and need. The existing conditions and proposed improvements are described in **Sections 2.1** and **2.2**.

2.1 Description of the Existing Facility

Sunset Drive, between SW 78th Court and SW 72nd Avenue, consists of four travel lanes (two lanes in each direction). The inside lanes are 11-foot wide and the outside lanes are 14-foot wide. The center median varies throughout the corridor with a 19-foot wide center median at select locations or an 11-foot wide left-turn lane with an eight-foot wide traffic separator (see **Figure 2-1**). Along the outside, the corridor has grassed swales that vary between eight and nine feet wide with a five-foot wide sidewalk. The total right-of-way width is approximately 100 feet.

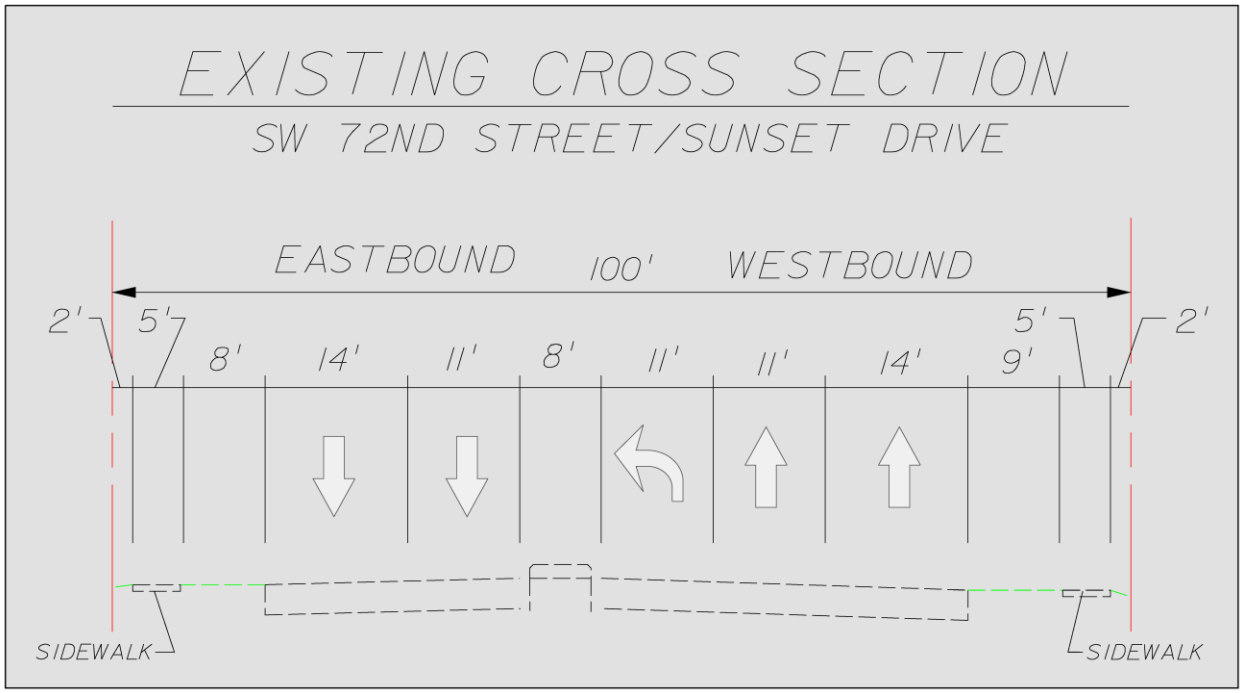


Figure 2 - 1: Existing Roadway Typical Section along Sunset Drive

2.2 Preferred Alternative

To keep up with the growing traffic demand within the study area, improvements were identified along SR 826, its interchanges, and crossing arterial roadways. Along Sunset Drive improvements are needed to safely add capacity in and out of the interchange to address the deteriorating operating conditions between SR 826 and Sunset Drive.

The preferred alternative along Sunset Drive proposes adding an additional eastbound travel lane and exclusive turn lanes at all signalized intersections within the study limits, which includes the interchange intersection ramp terminals. The additional eastbound travel lane is illustrated by the red arrow in **Figure 2-2**. The proposed improvements will require the replacement of the SR 826 bridges over Sunset Drive to accommodate the additional lanes. The corridor will consist of five 11-foot wide travel lanes (three lanes in the eastbound direction and two lanes in the westbound direction) with a 15-foot wide median. Left-turn lanes will be 11-feet wide with a four-foot wide traffic separator. Along the outside of both east and west travel directions, the corridor will have a seven-foot wide grassed swale and an eight-foot wide concrete shared-use path. **Figures 2-3** and **2-4** depict the proposed improvements along Sunset Drive.

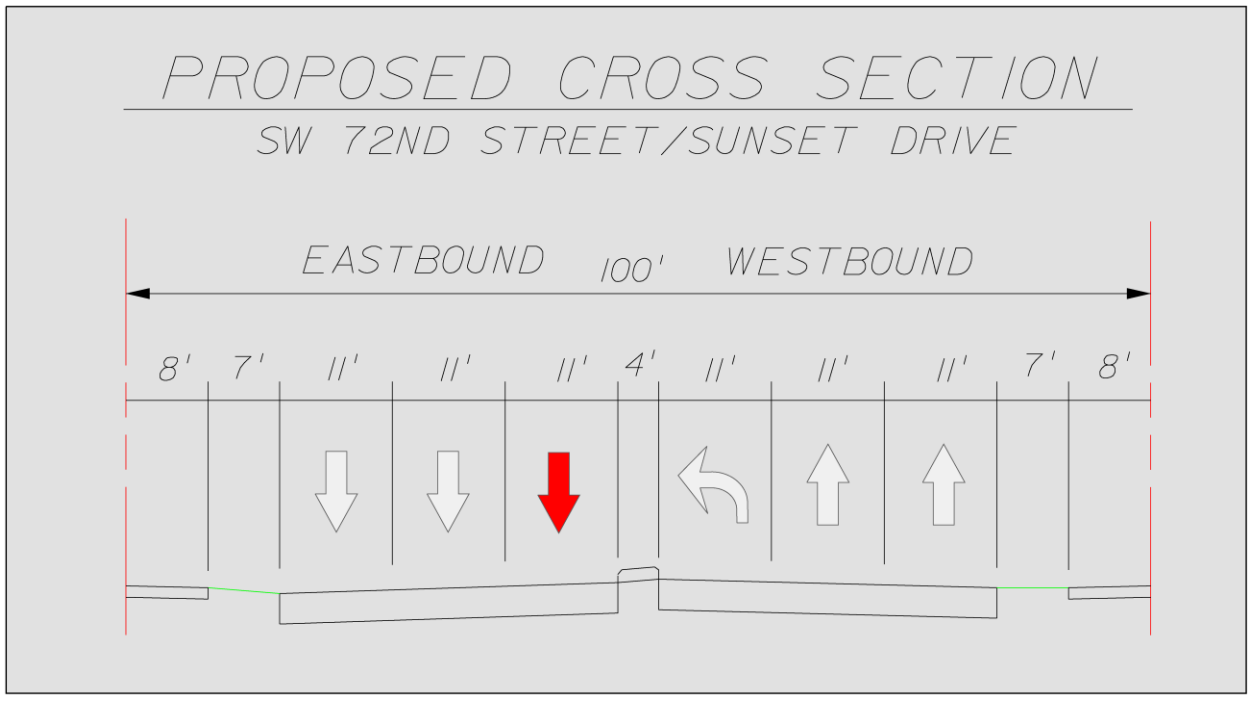


Figure 2 - 2: Proposed Roadway Typical Section along Sunset Drive

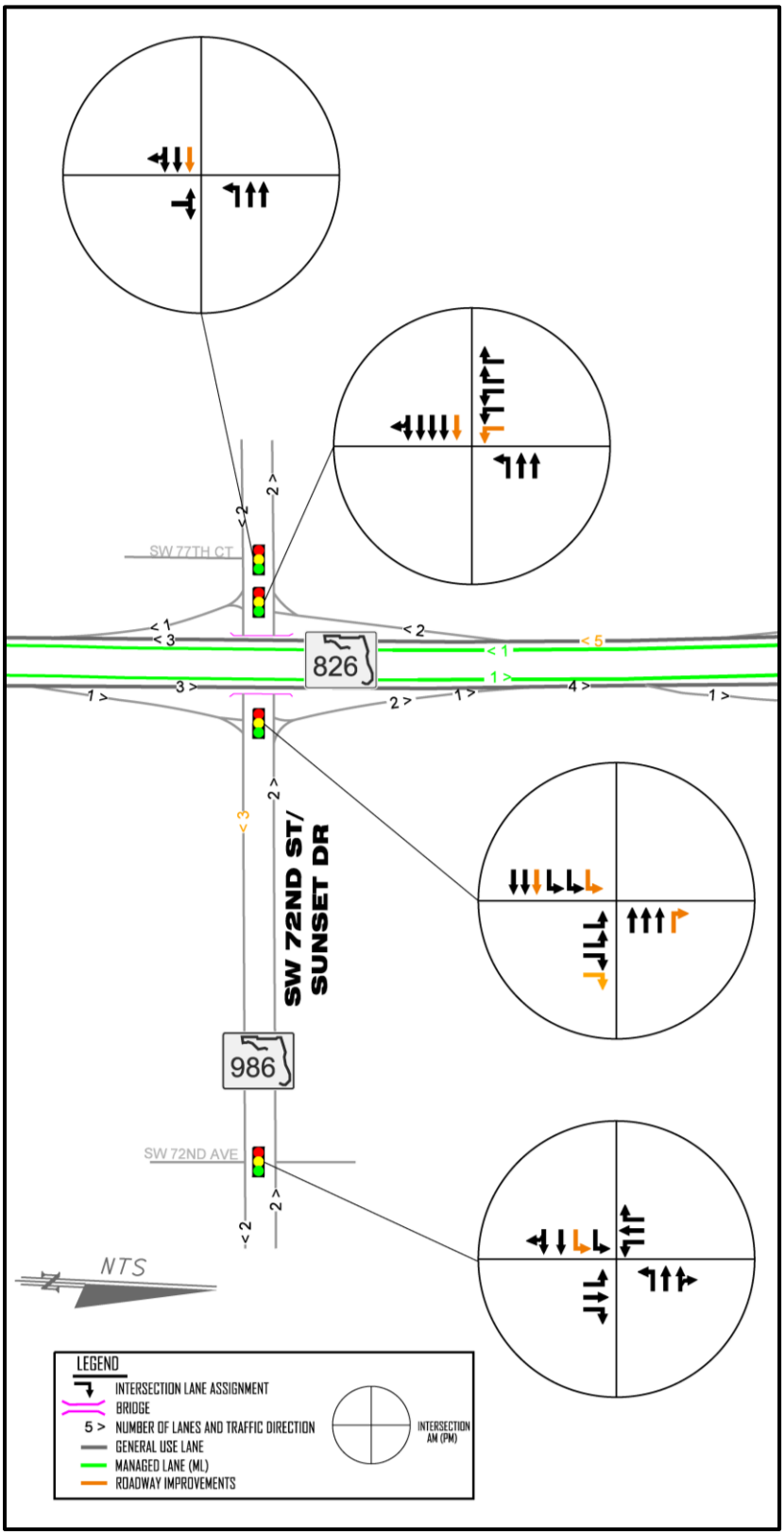


Figure 2 - 3: Proposed Sunset Drive Improvements – Schematic Line Diagram

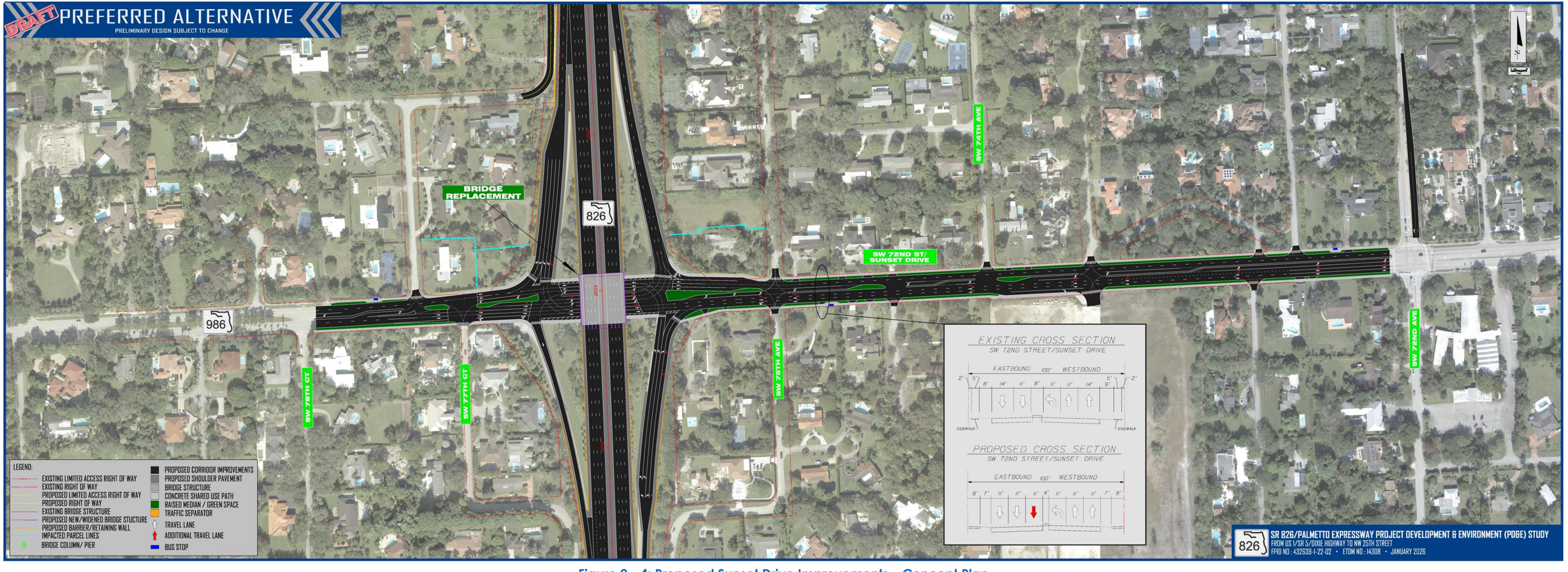


Figure 2 - 4: Proposed Sunset Drive Improvements – Concept Plan

3.0 STATUTORY COMPLIANCE

Based on an engineering review of the law, the improvements recommended to enhance safety in the study area are compliant with the applicable provisions of Chapter 83-365 for Sunset Drive.

The applicability of each section of Chapter 83-365 of the Laws of Florida to the proposed project is outlined below:

Section 1

Section 1 of Chapter 83-365 provides relevant definitions of terms used in the Chapter.

(1) "Sunset Drive" means those portions of Sunset Drive located between Cartegena Plaza and Southwest 56th Avenue and between Southwest 69th and Southwest 87th Avenue, otherwise known as Galloway Road, in Dade County.
(2) "Division" means the Division of Archives, History and Records Management of the Department of State.
(3) "Historic easement" means any easement, restriction covenant, or condition running with the land, designated to preserve, maintain, or enhance all or part of the existing state of places of historic, architectural, archaeological, or cultural significance.

Section 2

Section 2 of Chapter 83-365 states:

"Sunset Drive is hereby designated as a state historic highway. No state funds shall be expended by any public body or agency for any of the following purposes:

(1) To cut or remove any tree having a diameter at it thickest part in excess of 6 inches within 35 feet of either side of the paved surface of Sunset Drive, or to engage in an activity which requires the removal without replacement of such a tree;

The proposed project will avoid to the maximum extent practicable the cutting or removal of trees as described in Section 2, Part (1) above. However, it is anticipated that

some trees as described in Section 2, Part (1) above will be cut or removed by the proposed safety project.

In August 2019, a tree inventory of existing trees was conducted along the portion of Sunset Drive within the project area. The tree survey identified 195 trees that meet the criteria in Section 2, Part (1) above (i.e., greater than 6 inches diameter at its thickest part and located within 35 feet of either side of the paved surface of Sunset Drive). The results are tabulated in **Appendix B** and depicted over recent aerial photography in **Figure 3-1**. Of those trees identified, it is estimated that approximately 40 trees will be impacted by the proposed safety project (trees identified within the limits of the existing roadway ROW as shown in **Figure 3-1**).

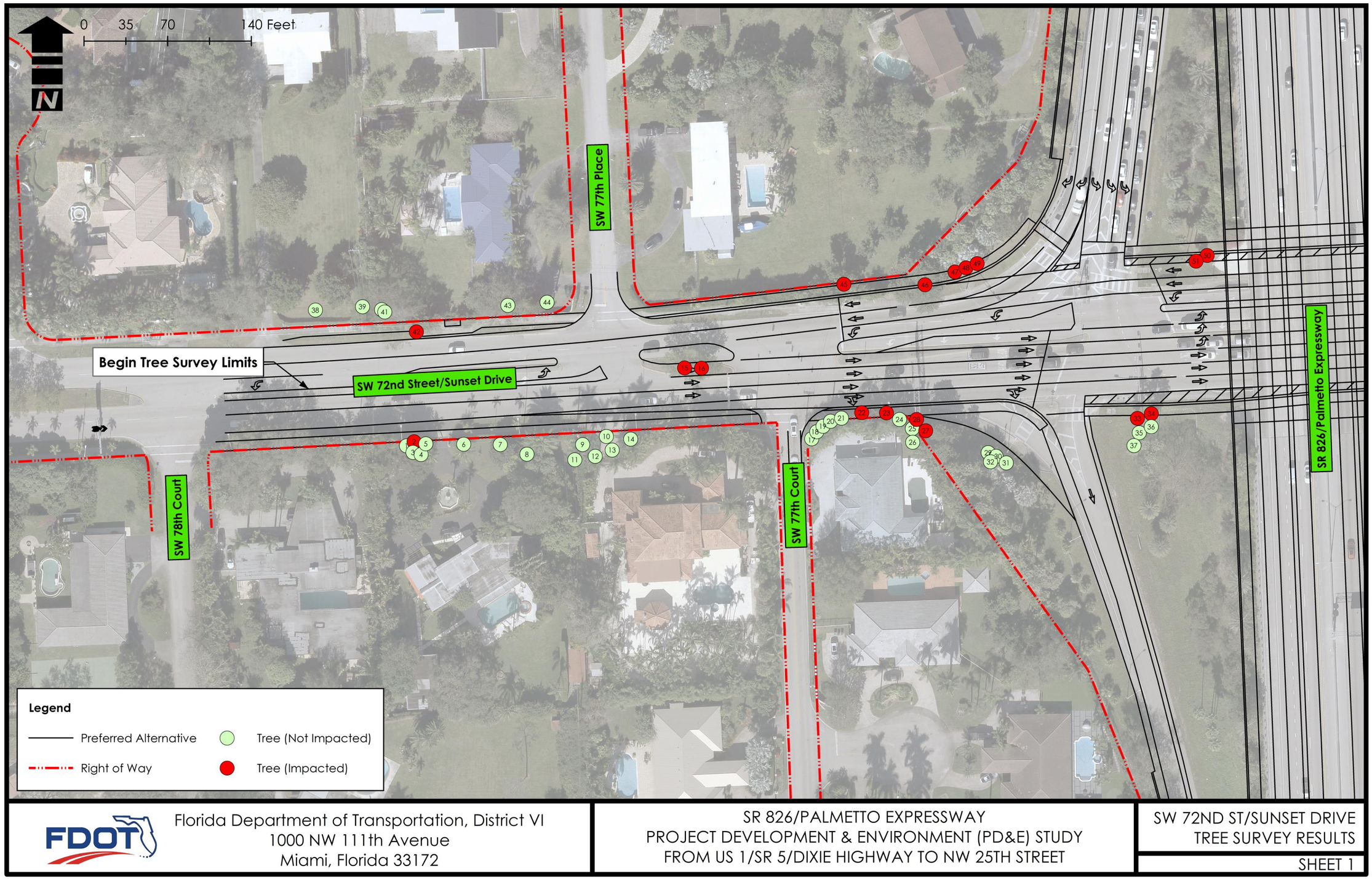
Any trees removed as part of the project will be replaced and/or relocated with a similar species of comparable size within the limits of the designated historic highway segment of Sunset Drive. During the PD&E phase of the project, FDOT coordinated with the Florida Division of Historical Resources (FDHR) of the Florida Department of State regarding impacts to trees as described in Section 2, Part (1) above. The final tree disposition plan will be developed during final Design phase of the project.

Section 2 continues:

> *(2) To alter the physical dimensions or location of Sunset Drive, except for the addition of primary or secondary roads intersecting the limits of Sunset Drive:*
>
> *(3) To erect, demolish, or significantly alter the appearance of any structure, including, but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Sunset Drive, with the following exceptions:*
>
> > *(a) Bicycle paths and recreational facilities, the construction of which does not require the removal of any structure deemed worthy of preservation by the [Division of Archives, History and Records Management of the Department of State]. The division shall be consulted and official approval of the division obtained before any work is begun.*
> >
> > *(b) Erections, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of Sunset Drive and its surroundings. The division shall be consulted and official approval of the division obtained before any work is begun.*

The proposed safety improvements along Sunset Drive involve modifications to physical dimensions, as described in Section 2, Parts (2) and (3) above. These improvements are necessary to enhance vehicular safety within the project limits and are consistent with the intent to preserve the overall physical dimensions and alignment of Sunset Drive, as well as the appearance of adjacent structures.

FDOT consulted with FDHR in October 2024, and in February 2025, was advised by FDHR that no additional coordination would be required unless there was a change to the project.

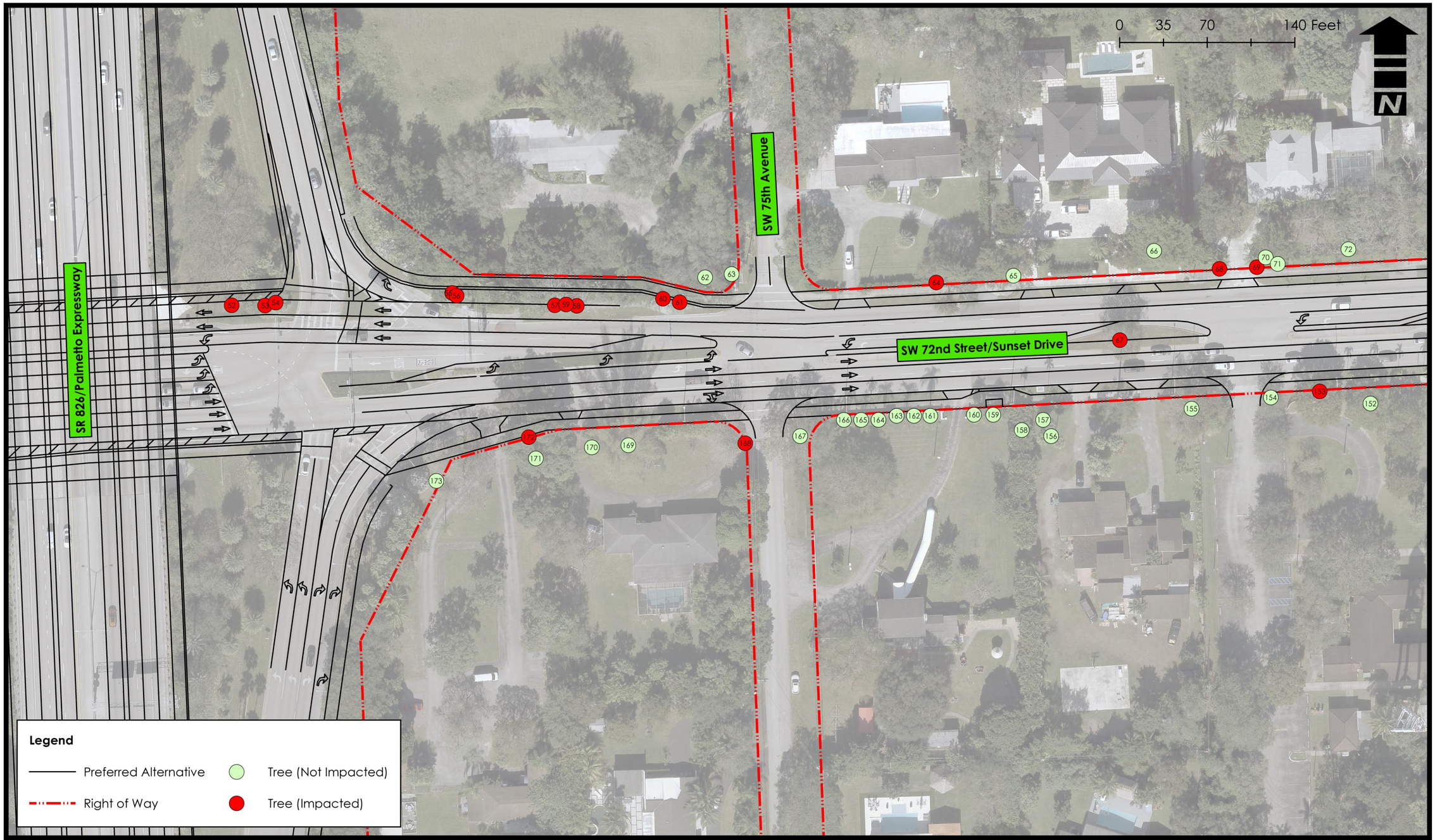


Florida Department of Transportation, District VI
1000 NW 111th Avenue
Miami, Florida 33172

SR 826/PALMETTO EXPRESSWAY
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
FROM US 1/SR 5/DIXIE HIGHWAY TO NW 25TH STREET

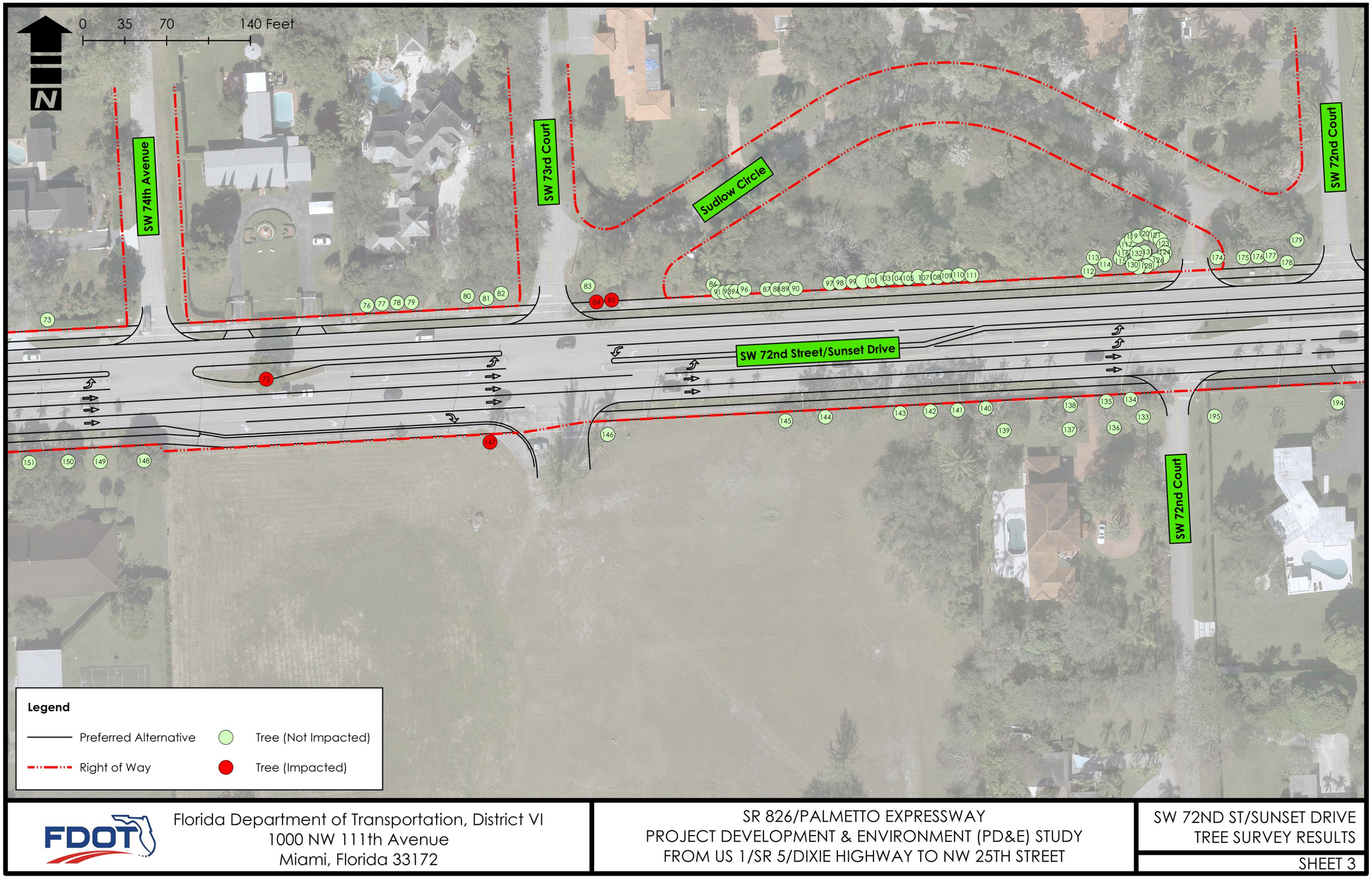
SW 72ND ST/SUNSET DRIVE
TREE SURVEY RESULTS
SHEET 1

Figure 3 - 1: Tree Survey Results (1 of 4)



Florida Department of Transportation, District VI 1000 NW 111th Avenue Miami, Florida 33172	SR 826/PALMETTO EXPRESSWAY PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY FROM US 1/SR 5/DIXIE HIGHWAY TO NW 25TH STREET	SW 72ND ST/SUNSET DRIVE TREE SURVEY RESULTS SHEET 2

Figure 3 – 1: Tree Survey Results (2 of 4)



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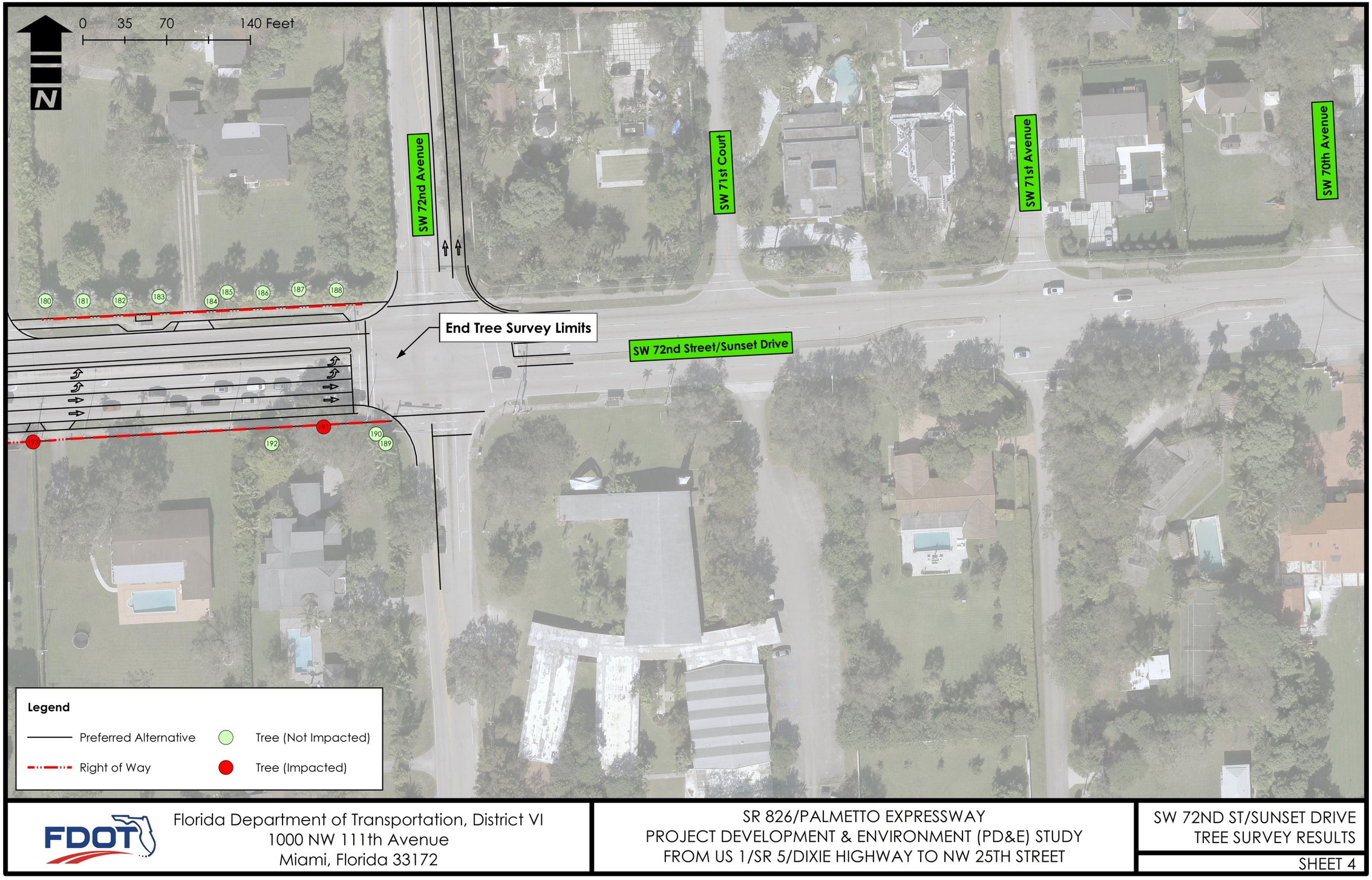
SR 826/PALMETTO EXPRESSWAY
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
FROM US 1/SR 5/DIXIE HIGHWAY TO NW 25TH STREET

SW 72ND ST/SUNSET DRIVE
TREE SURVEY RESULTS

SHEET 3

Figure 3 – 1: Tree Survey Results (3 of 4)



Florida Department of Transportation, District VI
1000 NW 111th Avenue
Miami, Florida 33172

SR 826/PALMETTO EXPRESSWAY
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
FROM US 1/SR 5/DIXIE HIGHWAY TO NW 25TH STREET

SW 72ND ST/SUNSET DRIVE
TREE SURVEY RESULTS
SHEET 4

Figure 3 – 1: Tree Survey Results (4 of 4)

Section 2 also states:

> *"Nothing in this section shall be construed to prevent the ordinary maintenance and repair of Sunset Drive or structures adjacent thereto, provided the physical dimensions and location of Sunset Drive and the appearance of any such structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency having jurisdiction over the portion of Sunset Drive involved. However, the preservation of Sunset Drive shall take priority over considerations of traffic management, and the public safety shall not be construed to require alterations in Sunset Drive when alternative means of promoting safety, including more restrictive traffic regulations, are available."*

To support the undertaking of the proposed public safety project, FDOT conducted an analysis of data obtained from FDOT's Crash Analysis Reporting System (CARS). Relevant sections of the Crash Analysis Report (CAR) (November 2021) are provided as **Appendix C**. Key findings from the CAR for the Sunset Drive portion of the project are detailed below. FDOT has determined that no alternative means of promoting safety, including more restrictive traffic regulations, are available.

- A total of 649 crashes occurred at the SR 986/SW 72nd Street/Sunset Drive interchange, with 113 crashes in 2014; 115 crashes in 2015; 122 crashes in 2016; 174 crashes in 2017; and 125 crashes in 2018. Out of 649 total interchange crashes, 138 occurred on SR 826; 254 occurred on the ramps; and 257 occurred on SR 986/SW 72nd Street/Sunset Drive. Of the total crashes, 498 (76.7%) were "Property Damage Only" and 151 (23.3%) were "Injury". There were no fatal crashes identified for the study period at this interchange. One hundred and sixty-one (24.8%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 28%. Wet roadway surface conditions were reported for 88 (13.6%) crashes, which is slightly higher than the Districtwide average of 12%.
- The leading crash types include Rear-end with 369 (56.9%) and Angle with 89 (13.7%). Rear-end and Angle-type crashes are typical of highly congested roadways and signalized intersections.
- During the crash analysis years, this interchange serviced between 101,300 to 116,900 vehicles daily.

- The leading crash types along the study segment were Rear-end with 101 crashes (39.3%), Angle with 73 crashes (28.4%), and left-turn with 43 crashes

(16.7%). Based on the confidence level analysis, the total number of crashes for this location is considered abnormally high for years 2014-2018 (except 2015), when compared to other corridors with similar functional classification - urban, 4-5 lanes, 2-way divided with a raised separator.

Section 3

Section 3 of Chapter 83-365 states:

> *"No signs may be erected within 300 feet of either side of the paved surface of Sunset Drive, except the following:*
>
> *(1) Official road signs, including traffic control devices, erected by the Department of Transportation or by the city or county having jurisdiction over the portion of Sunset Drive involved;*

The proposed signage will be consistent with exceptions listed in Part (1) above. All new and/or updated signs proposed by the project are official roadway signs and have been located in accordance with the FHWA's *Manual on Uniform Traffic Control Devices for Streets and Highways* and FDOT standards. Preliminary proposed locations for roadway signs are shown in **Figure 3-2**.

Section 3 continues:

> *(2) Signs not visible from Sunset Drive;*
>
> *(3) Markers indicating points of interest erected or approved by the division.*
>
> *(4) Signs that do not exceed 6 square feet in area advertising the sale or lease of the property upon which they are located; or*
>
> *(5) Signs advertising only the name or nature of the business being conducted upon, or the products, facilities, goods, or services being sold, supplied, or distributed upon or from, the premises where the signs are located, if such signs do not exceed a total of 30 square feet in area for any one business."*

The proposed project will not include signs as described in Parts (2) and (3). The proposed project will not include signs that advertise the sale or lease of property or that advertise a business, as described in Parts (4) and (5) of *Section 3*.

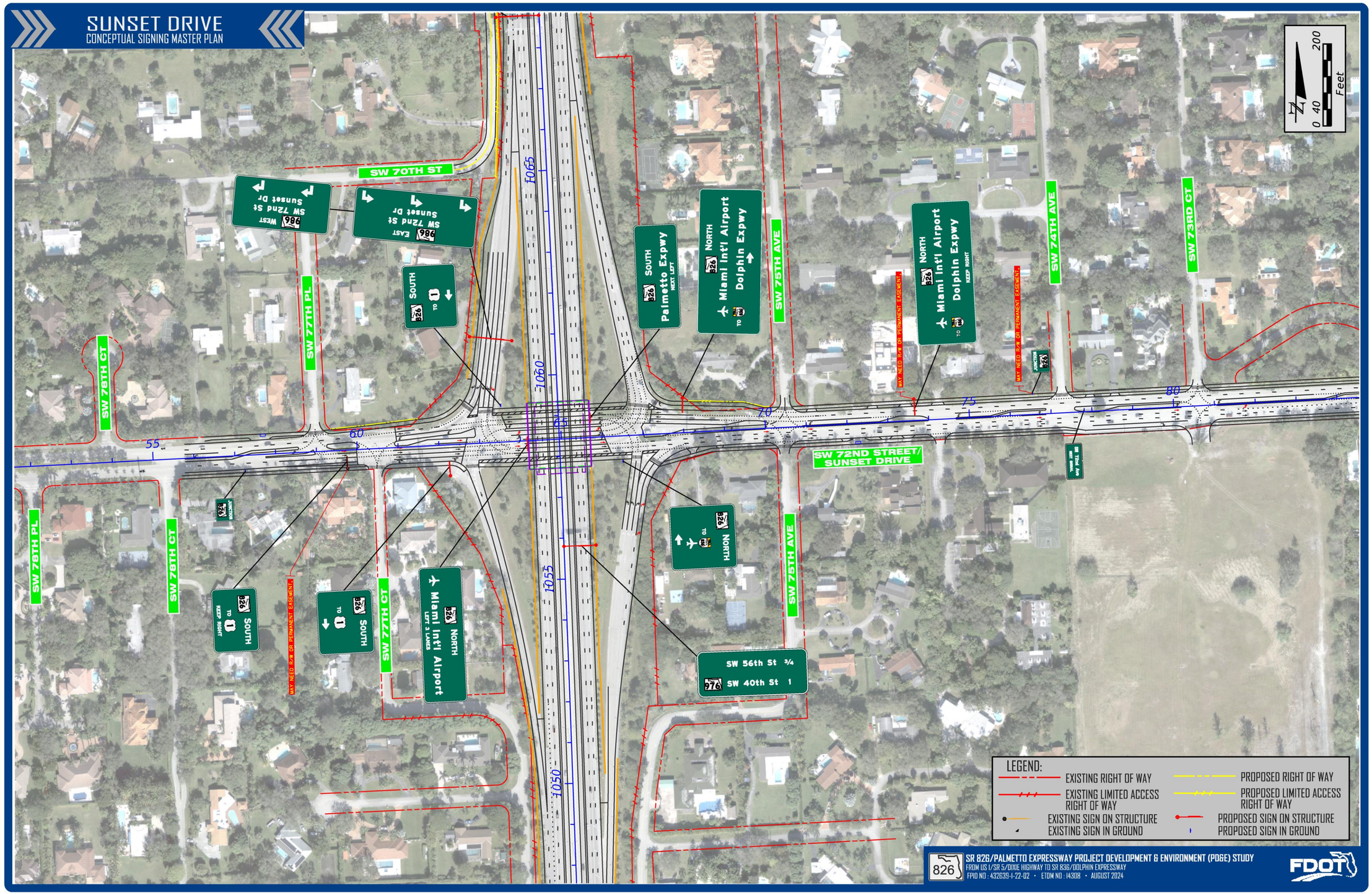


Figure 3 - 2: Conceptual Master Signing Plan for Sunset Drive

Section 4

Section 4 of Chapter 83-365 states:

> *The division is authorized to obtain, by purchase, gift, or devise, historic easements in property situated along Sunset Drive, whenever and to whatever extent that the division may determine appropriate, for the preservation of Sunset Drive or of any structure of historic significance along Sunset Drive. To be considered worthy of protection by the division, property or the protected part thereof need not be of great historic, architectural, archeological, or cultural significance when considered by itself, provided that it makes a significant contribution to the area considered as a whole. Any restriction placed on the use of the property situated along Sunset Drive pursuant to this section shall be reported by the division to the tax assessor of Dade County and shall be taken into consideration when the property is assessed for tax purposes.*

As part of the proposed project, no restrictions will be placed on properties situated along Sunset Drive.

Section 5

Section 5 of Chapter 83-365 states:

> *The division shall provide for the erection of suitable markers on and along Sunset Drive.*

The erection of suitable markers on and along Sunset Drive are not currently planned as part of the proposed project.

Section 6

This section is administrative in nature (states that the act shall take effect upon becoming law) and is not applicable to the scope of the proposed project.

4.0 PUBLIC INVOLVEMENT

An in-person Community Engagement Meeting was held on Monday, October 28, 2024, at 6:00 p.m. at the St. Matthew the Apostle Episcopal Church at 7410 Sunset Drive, Miami, FL 33143. The purpose of this meeting was to solicit input from the community on the improvements being proposed for Sunset Drive, as well as the PD&E Study process in general. Numerous exhibits and project information were provided for public review. Please refer to **Appendix D** for a copy of the meeting minutes.

A duly noticed and advertised public hearing will be conducted for the PD&E Study in March 2026. The public hearing will be advertised and held consistently with federal and state requirements.

5.0 CONCLUSION

In conclusion, under the provisions of Chapter 83-365, FDOT has determined that these public safety improvements are necessary for public health and safety. Licensed Professional Engineers have determined that there are no other alternative means of promoting safety such as signage, pavement marking, or more restrictive traffic regulations, which will adequately address these needs.

Appendix A: Chapter 83-365 of the Laws of Florida

Broward Regional Service Center in Broward County, for which materials and work the department agreed to pay Edward L. Nezelek, Inc., the sum of $3,688,500, and

WHEREAS, Edward L. Nezelek, Inc., satisfactorily completed all of said work and furnished all of said materials and received payment in the sum of $3,688,500 pursuant to said contract, and

WHEREAS, Edward L. Nezelek, Inc., filed claims with the department for certain additional moneys to which it claimed entitlement as a result of additional work and services performed for the department pursuant to said contract, and

WHEREAS, following their filing for said additional moneys with the appropriate state administrative agency, said claims were compromised by a consent order and agreement between Edward L. Nezelek, Inc., and the department, dated March 2, 1982, and

WHEREAS, said consent order and agreement of March 2, 1982, provided that the department was in agreement that Edward L. Nezelek, Inc., should receive an additional sum of $75,000 for said additional work and services performed pursuant to said contract, and

WHEREAS, an additional appropriation of funds by the state is necessary in order for Edward L. Nezelek, Inc., to receive said additional compensation of $75,000, NOW, THEREFORE,

Be It Enacted by the Legislature of the State of Florida:

Section 1. The facts stated in the preamble to this act are found and declared to be true.

Section 2. The sum of $75,000 is appropriated from the General Revenue Fund to be paid to Edward L. Nezelek, Inc., as relief for additional services performed and materials furnished to the department in connection with a construction contract and pursuant to a consent order and agreement.

Section 3. The Comptroller is directed to draw his warrant in favor of Edward L. Nezelek, Inc., in the sum of $75,000 from the General Revenue Fund, and the State Treasurer is directed to pay the same out of such funds in the State Treasury not otherwise appropriated.

Section 4. This act shall take effect July 1, 1983.

Became a law without the Governor's approval.

Filed in Office Secretary of State June 14, 1983.

CHAPTER 83-365

House Bill No. 563

An act relating to historic preservation; designating Sunset Drive as a historic highway; providing definitions; prohibiting the use of state funds for certain physical changes on or near Sunset Drive; requiring the approval of the Division of Archives, History and Records

Management of the Department of State for other specified changes; limiting the erection of signs; authorizing the division to erect markers and to obtain historic easements in property along the road; providing an effective date.

WHEREAS, in 1894, John Burtashaw and members of his family settle along Cutler Trail in the vicinity of what later became Larkins, and

WHEREAS, a one-room school was built and opened in 1896 at th corner of what is now Sunset Drive and Erwin Road, and the pathway t the school along the section line through the pine woods was th beginning of Sunset Drive, and

WHEREAS, early in 1904, Wilson A. Larkins, son-in-law of Joh Burtashaw, purchased an 80-acre tract of land 5 miles west and nort of Larkins, which settlement now bore his name, and in order to reac the farming tract, travel by wagon occurred along the section line from Larkins to a point just east of what is now Galloway Road ar then turned northwest, and

WHEREAS, when the railroad to Homestead was completed in 190 mail was dropped off at the point where Larkins Road crossed th railroad tracks, and

WHEREAS, by 1907, there was a community effort to improve the ro in that settlers gathered rocks and deposited them along the roadbe county convicts then smashed the stones with sledgehammers, and roc were quarried along the roadway to build both road and homes, and

WHEREAS, also by 1907, a portion of Larkins Road from Coco Plu Circle at Old Cutler Road to Larkins Station was oiled and, in 191 the oiled surface was extended west of the rail station to what now Ludlam Road, and

WHEREAS, there were, by 1923, widely spaced residences among th avocado groves along the road now called Sunset Drive, and several these native stone and Dade County pine structures still exist as f west as 80th Avenue, and

WHEREAS, it is the finding of the Legislature that Sunset Dri should be preserved in order that present and future residents Florida may enjoy its benefits, NOW, THEREFORE,

Be It Enacted by the Legislature of the State of Florida:

Section 1. Definitions.--As used in this act:

(1) "Sunset Drive" means those portions of Sunset Drive locat between Cartegena Plaza and Southwest 56th Avenue and betwe Southwest 69th Avenue and Southwest 87th Avenue, otherwise known Galloway Road, in Dade County.

(2) "Division" means the Division of Archives, History a Records Management of the Department of State.

(3) "Historic easement" means any easement, restrictio covenant, or condition running with the land, designated to preserv maintain, or enhance all or part of the existing state of places historic, architectural, archeological, or cultural significance.

Section 2. Sunset Drive is hereby designated as a state historic highway. No state funds shall be expended by any public body or agency for any of the following purposes:

(1) To cut or remove any tree having a diameter at its thickest part in excess of 6 inches within 35 feet of either side of the paved surface of Sunset Drive, or to engage in an activity which requires the removal without replacement of such a tree;

(2) To alter the physical dimensions or location of Sunset Drive except for the addition of primary or secondary roads intersecting the limits of Sunset Drive;

(3) To erect, demolish, or significantly alter the appearance of any structure, including, but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Sunset Drive, with the following exceptions:

(a) Bicycle paths and recreational facilities, the construction of which does not require the removal of any structure deemed worthy of preservation by the division. The division shall be consulted and official approval obtained before any work is begun.

(b) Erections, demolitions, alterations, and restorations undertaken for the purpose of preserving or enhancing the historic or scenic value of Sunset Drive and its surroundings. The division shall be consulted and official approval obtained before any work is begun.

Nothing in this section shall be construed to prevent the ordinary maintenance and repair of Sunset Drive or structures adjacent thereto, provided the physical dimensions and location of Sunset Drive and the appearance of any such structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency having jurisdiction over the portion of Sunset Drive involved. However, the preservation of Sunset Drive shall take priority over considerations of traffic management, and the public safety shall not be construed to require alterations in Sunset Drive when alternative means of promoting safety, including more restrictive traffic regulations, are available.

Section 3. No signs may be erected within 300 feet of either side of the paved surface of Sunset Drive, except the following:

(1) Official road signs, including traffic control devices, erected by the Department of Transportation or by the city or county having jurisdiction over the portion of Sunset Drive involved;

(2) Signs not visible from Sunset Drive;

(3) Markers indicating points of historical interest erected or approved by the division;

(4) Signs that do not exceed 6 square feet in area advertising the sale or lease of the property upon which they are located; or

(5) Signs advertising only the name or nature of the business being conducted upon, or the products, facilities, goods, or services being sold, supplied, or distributed upon or from, the premises where

the signs are located, if such signs do not exceed a total of 30 square feet in area for any one business.

The provisions of this section shall not supersede a more restrictive law, ordinance, or regulation already in effect or taking effect after the enactment of this act.

Section 4. The division is authorized to obtain, by purchase, gift, or devise, historic easements in property situated along Sunset Drive, whenever and to whatever extent that the division may determine appropriate, for the preservation of Sunset Drive or of any structure of historic significance along Sunset Drive. To be considered worthy of protection by the division, property or the protected part thereof need not be of great historic, architectural, archeological, or cultural significance when considered by itself, provided that it makes a significant contribution to the area considered as a whole. Any restriction placed on the use of property situated along Sunset Drive pursuant to this section shall be reported by the division to the tax assessor of Dade County and shall be taken into consideration when the property is assessed for tax purposes.

Section 5. The division shall provide for the erection of suitable markers on and along Sunset Drive.

Section 6. This act shall take effect upon becoming a law.

Approved by the Governor June 13, 1983.

Filed in Office Secretary of State June 14, 1983.

CHAPTER 83-366

House Bill No. 825

An act relating to the naming of state buildings; authorizing and directing the Board of Regents of the Division of Universities of the Department of Education to name the expanded business building at Florida State University the "Charles A. Rovetta Building"; and to name the athletic administration and fieldhouse building at Florida State University the "Coyle E. Moore Athletic Center"; providing an effective date.

WHEREAS, Charles A. Rovetta has devoted much of his adult life to the cause of higher education in this nation and this state, and

WHEREAS, for 20 years he served Florida State University as Dean of the College of Business and was instrumental in developing the reputation which the college bears today, and

WHEREAS, in addition to his academic duties, Dean Rovetta unselfishly gave of his time to the community of Tallahassee and the State of Florida in civic, religious, and social endeavors, and

WHEREAS, Florida State University, this state, and higher education have greatly benefited from the leadership and concern demonstrated by Dean Charles A. Rovetta, and

Appendix B: Tree Survey Results

Tree ID Number	Scientific Name	Common Name	Canopy Diameter (Ft)	Height (Ft)	Canopy Area (Sq. Ft)	Diameter Breast Height (DBH)
1	*Tabebuia heterophylla*	White cedar	13	25	132.7	13
2	*Swietenia mahagoni*	West Indian mahogany	30	28	706.5	2, 7, 3 *
3	*Syagrus romanzoffiana*	Queen palm	20	22	314.0	8
4	*Swietenia mahagoni*	West Indian mahogany	33	30	854.9	14, 12
5	*Cocos nucifera*	Coconut palm	16	27	201.0	8
6	*Cocos nucifera*	Coconut palm	24	22	452.2	7
7	*Psidium guajava*	Guava	18	18	254.3	3, 3, 3, 3, 3, 2 *
8	*Phoenix canariensis*	Canary Island date palm	22	15	379.9	18
9	*Phoenix canariensis*	Canary Island date palm	22	18	379.9	25
10	*Phoenix canariensis*	Canary Island date palm	26	20	530.7	25
11	*Roystonea regia*	Royal palm	15	33	176.6	23
12	*Roystonea regia*	Royal palm	17	35	226.9	22
13	*Roystonea regia*	Royal palm	15	40	176.6	26
14	*Roystonea regia*	Royal palm	15	42	176.6	21
15	*Terminalia buceras*	Black olive	27	20	572.3	11
16	*Terminalia buceras*	Black olive	26	25	530.7	10
17	*Syagrus romanzoffiana*	Queen palm	16	24	201.0	9
18	*Syagrus romanzoffiana*	Queen palm	14	20	153.9	9
19	*Syagrus romanzoffiana*	Queen palm	16	21	201.0	11
20	*Syagrus romanzoffiana*	Queen palm	18	30	254.3	11
21	*Syagrus romanzoffiana*	Queen palm	16	22	201.0	11
22	*Syagrus romanzoffiana*	Queen palm	22	31	379.9	14
23	*Syagrus romanzoffiana*	Queen palm	16	25	201.0	13
24	*Syagrus romanzoffiana*	Queen palm	18	33	254.3	14
25	*Syagrus romanzoffiana*	Queen palm	18	34	254.3	15
26	*Syagrus romanzoffiana*	Queen palm	18	25	254.3	12
27	*Coccoloba uvifera*	Seagrape	42	38	1,384.7	9, 9, 5, 15, 14
28	*Albizia lebbeck*	Woman's tongue	20	36	314.0	15
29	*Hyophorbe lagenicaulis*	Bottle palm	12	6	113.0	12
30	*Hyophorbe lagenicaulis*	Bottle palm	12	6	113.0	14
31	*Hyophorbe lagenicaulis*	Bottle palm	12	6	113.0	14
32	*Bismarckia nobilis*	Bismarck palm	19	17	283.4	17
33	*Washingtonia robusta*	Washington fan palm	13	48	132.7	11
34	*Washingtonia robusta*	Washington fan palm	13	47	132.7	13
35	*Washingtonia robusta*	Washington fan palm	13	48	132.7	12
36	*Washingtonia robusta*	Washington fan palm	13	48	132.7	12
37	*Washingtonia robusta*	Washington fan palm	14	45	153.9	13
38	*Delonix regia*	Royal poinciana	50	38	1,962.5	16, 20, 15
39	*Melaleuca viminalis*	Bottlebrush	15	20	176.6	11, 12
40	*Delonix regia*	Royal poinciana	10	20	78.5	9
41	*Delonix regia*	Royal poinciana	12	20	113.0	9
42	*Adonidia merrillii*	Manila palm	12	12	113.0	6, 4 *
43	*Quercus virginiana*	Live oak	35	30	961.6	24, 16
44	*Araucaria heterophylla*	Norfolk Island pine	18	30	254.3	13, 4, 3, 3 *
45	*Persea americana*	Avocado	22	45	379.9	12, 16, 4 *
46	*Coccoloba uvifera*	Seagrape	50	40	1,962.5	4, 4, 4, 4, 4, 4, 6, 6, 6, 6, 6, 6 *
47	*Hyophorbe lagenicaulis*	Bottle palm	7	7	38.5	12
48	*Hyophorbe lagenicaulis*	Bottle palm	7	9	38.5	15
49	*Hyophorbe lagenicaulis*	Bottle palm	7	6	38.5	11
50	*Sabal palmetto*	Cabbage palm	14	23	153.9	14
51	*Washingtonia robusta*	Washington fan palm	14	43	153.9	12
52	*Bursera simaruba*	Gumbo limbo	30	30	706.5	10
53	*Washingtonia robusta*	Washington fan palm	12	38	113.0	11

Tree ID Number	Scientific Name	Common Name	Canopy Diameter (Ft)	Height (Ft)	Canopy Area (Sq. Ft)	Diameter Breast Height (DBH)
54	*Washingtonia robusta*	Washington fan palm	10	45	78.5	12
55	*Tabebuia aurea*	Caribbean trumpet-tree	30	30	706.5	13
56	*Sabal palmetto*	Cabbage palm	16	23	201.0	18
57	*Albizia lebbeck*	Woman's tongue	50	48	1,962.5	30
58	*Albizia lebbeck*	Woman's tongue	35	40	961.6	11
59	*Sabal palmetto*	Cabbage palm	14	23	153.9	26
60	*Bursera simaruba*	Gumbo limbo	26	35	530.7	12
61	*Albizia lebbeck*	Woman's tongue	30	35	706.5	20
62	*Quercus virginiana*	Live oak	35	40	961.6	21
63	*Quercus virginiana*	Live oak	28	35	615.4	25
64	*Ficus* sp.	Ficus	40	35	1,256.0	60
65	*Swietenia mahagoni*	West Indian mahogany	40	38	1,256.0	28
66	*Swietenia mahagoni*	West Indian mahogany	65	45	3,316.6	40
67	*Terminalia buceras*	Black olive	40	45	1,256.0	18
68	*Cocos nucifera*	Coconut palm	7	38	38.5	9
69	*Cocos nucifera*	Coconut palm	6	39	28.3	7
70	*Conocarpus erectus*	Buttonwood	30	50	706.5	20
71	*Syagrus romanzoffiana*	Queen palm	18	30	254.3	18
72	*Delonix regia*	Royal poinciana	35	50	961.6	25
73	*Quercus virginiana*	Live oak	60	45	2,826.0	33
75	*Terminalia buceras*	Black olive	40	35	1,256.0	18
76	*Quercus virginiana*	Live oak	32	30	803.8	16
77	*Quercus virginiana*	Live oak	33	30	854.9	18
78	*Quercus virginiana*	Live oak	34	30	907.5	17
79	*Quercus virginiana*	Live oak	31	25	754.4	13
80	*Quercus virginiana*	Live oak	33	30	854.9	11
81	*Quercus virginiana*	Live oak	32	30	803.8	11
82	*Quercus virginiana*	Live oak	33	30	854.9	11
83	*Quercus virginiana*	Live oak	36	40	1,017.4	19
84	*Quercus virginiana*	Live oak	35	30	961.6	14, 8
85	*Quercus virginiana*	Live oak	34	30	907.5	19
86	*Quercus virginiana*	Live oak	30	28	706.5	11
87	*Caryota urens*	Fishtail palm	9	35	63.6	5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5 *
88	*Caryota urens*	Fishtail palm	9	30	63.6	4, 4, 4, 4, 4, 4, 4, 4, 4 *
89	*Caryota urens*	Fishtail palm	9	26	63.6	4, 4, 4, 4, 4, 4 *
90	*Caryota urens*	Fishtail palm	9	28	63.6	4, 4, 4, 4 *
91	*Caryota urens*	Fishtail palm	9	26	63.6	4, 4, 4, 4, 4, 4 *
92	*Caryota urens*	Fishtail palm	9	26	63.6	8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8, 8
93	*Caryota urens*	Fishtail palm	9	28	63.6	3, 3, 3, 3, 3, 3 *
94	*Caryota urens*	Fishtail palm	9	27	63.6	4, 4, 4, 4, 4 *
96	*Caryota urens*	Fishtail palm	9	20	63.6	4, 4, 4, 4, 4, 4, 4, 4, 4, 4 *
97	*Sabal palmetto*	Cabbage palm	12	9	113.0	9
98	*Sabal palmetto*	Cabbage palm	12	14	113.0	13
99	*Sabal palmetto*	Cabbage palm	24	23	452.2	15
100	*Sabal palmetto*	Cabbage palm	24	24	452.2	10
101	*Sabal palmetto*	Cabbage palm	24	26	452.2	16
102	*Sabal palmetto*	Cabbage palm	20	24	314.0	15
103	*Sabal palmetto*	Cabbage palm	20	22	314.0	12
104	*Sabal palmetto*	Cabbage palm	20	25	314.0	11
105	*Sabal palmetto*	Cabbage palm	18	24	254.3	15
106	*Sabal palmetto*	Cabbage palm	18	24	254.3	14
107	*Sabal palmetto*	Cabbage palm	18	22	254.3	13
108	*Sabal palmetto*	Cabbage palm	18	22	254.3	14
109	*Sabal palmetto*	Cabbage palm	18	20	254.3	13

Tree ID Number	Scientific Name	Common Name	Canopy Diameter (Ft)	Height (Ft)	Canopy Area (Sq. Ft)	Diameter Breast Height (DBH)
110	*Sabal palmetto*	Cabbage palm	21	20	346.2	16
111	*Sabal palmetto*	Cabbage palm	22	21	379.9	15
112	*Sabal palmetto*	Cabbage palm	18	13	254.3	15
113	*Roystonea regia*	Royal palm	30	40	706.5	19
114	*Ficus* sp.	Ficus	25	30	490.6	20
115	*Sabal palmetto*	Cabbage palm	10	9	78.5	11
116	*Sabal palmetto*	Cabbage palm	14	15	153.9	15
117	*Sabal palmetto*	Cabbage palm	14	16	153.9	16
118	*Sabal palmetto*	Cabbage palm	14	22	153.9	15
119	*Sabal palmetto*	Cabbage palm	14	21	153.9	16
120	*Sabal palmetto*	Cabbage palm	14	33	153.9	14
121	*Sabal palmetto*	Cabbage palm	14	19	153.9	9
122	*Sabal palmetto*	Cabbage palm	14	16	153.9	10
123	*Sabal palmetto*	Cabbage palm	14	18	153.9	11
124	*Sabal palmetto*	Cabbage palm	14	23	153.9	11
125	*Sabal palmetto*	Cabbage palm	14	25	153.9	9
126	*Sabal palmetto*	Cabbage palm	14	29	153.9	8
127	*Sabal palmetto*	Cabbage palm	14	31	153.9	13
128	*Sabal palmetto*	Cabbage palm	14	34	153.9	11
129	*Sabal palmetto*	Cabbage palm	14	33	153.9	16
130	*Sabal palmetto*	Cabbage palm	14	20	153.9	12
131	*Roystonea regia*	Royal palm	30	35	706.5	22
132	*Bursera simaruba*	Gumbo limbo	30	28	706.5	19
133	*Zizyphus mauritiana*	Indian jujube	24	43	452.2	3, 4, 7, 6, 10 *
134	*Juniperus virginiana*	Red cedar	18	35	254.3	8, 9, 5, 5 *
135	*Juniperus virginiana*	Red cedar	20	35	314.0	6, 6, 3, 3, 3 *
136	*Quercus virginiana*	Live oak	28	34	615.4	12, 10, 11
137	*Mangifera indica*	Mango	22	23	379.9	11
138	*Araucaria heterophylla*	Norfolk Island pine	22	50	379.9	18
139	*Mangifera indica*	Mango	65	40	3,316.6	18, 26
140	*Syagrus romanzoffiana*	Queen palm	24	28	452.2	11
141	*Delonix regia*	Royal poinciana	27	26	572.3	11
142	*Delonix regia*	Royal poinciana	24	30	452.2	16
143	*Delonix regia*	Royal poinciana	30	28	706.5	17
144	*Delonix regia*	Royal poinciana	50	30	1,962.5	29
145	*Mangifera indica*	Mango	28	35	615.4	21, 21, 22, 22
146	*Roystonea regia*	Royal palm	16	29	201.0	12
147	*Roystonea regia*	Royal palm	19	30	283.4	12
148	*Swietenia mahagoni*	West Indian mahogany	35	38	961.6	14
149	*Swietenia mahagoni*	West Indian mahogany	40	30	1,256.0	15
150	*Swietenia mahagoni*	West Indian mahogany	26	30	530.7	16
151	*Swietenia mahagoni*	West Indian mahogany	26	38	530.7	15
152	*Swietenia mahagoni*	West Indian mahogany	28	34	615.4	17
153	*Swietenia mahagoni*	West Indian mahogany	40	37	1,256.0	25
154	*Quercus virginiana*	Live oak	24	25	452.2	9
155	*Bursera simaruba*	Gumbo limbo	52	36	2,122.6	27
156	*Sabal palmetto*	Cabbage palm	8	25	50.2	10
157	*Sabal palmetto*	Cabbage palm	7	26	38.5	9
158	*Sabal palmetto*	Cabbage palm	6	19	28.3	9
159	*Syagrus romanzoffiana*	Queen palm	14	18	153.9	9
160	*Syagrus romanzoffiana*	Queen palm	13	20	132.7	10
161	*Syagrus romanzoffiana*	Queen palm	16	32	201.0	13
162	*Syagrus romanzoffiana*	Queen palm	16	19	201.0	10
163	*Syagrus romanzoffiana*	Queen palm	17	25	226.9	10

Tree ID Number	Scientific Name	Common Name	Canopy Diameter (Ft)	Height (Ft)	Canopy Area (Sq. Ft)	Diameter Breast Height (DBH)
164	*Syagrus romanzoffiana*	Queen palm	16	16	201.0	11
165	*Syagrus romanzoffiana*	Queen palm	18	18	254.3	12
166	*Syagrus romanzoffiana*	Queen palm	18	20	254.3	12
167	*Quercus virginiana*	Live oak	70	45	3,846.5	20, 16
168	*Terminalia catappa*	West Indian almond	36	43	1,017.4	26
169	*Casuarina equisetifolia*	Australian pine	40	60	1,256.0	37
170	*Mangifera indica*	Mango	24	34	452.2	24
171	*Ficus* sp.	Ficus	28	45	615.4	30
172	*Quercus virginiana*	Live oak	32	25	803.8	24
173	*Tabebuia heterophylla*	White cedar	24	30	452.2	10, 9
174	*Terminalia buceras*	Black olive	26	35	530.7	20
175	*Sabal palmetto*	Cabbage palm	14	24	153.9	13
176	*Sabal palmetto*	Cabbage palm	15	22	176.6	14
177	*Sabal palmetto*	Cabbage palm	16	28	201.0	15
178	*Sabal palmetto*	Cabbage palm	20	21	314.0	14
179	*Sabal palmetto*	Cabbage palm	19	27	283.4	16
180	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
181	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
182	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
183	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
184	*Bursera simaruba*	Gumbo limbo	22	26	379.9	14
185	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
186	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
187	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
188	*Bismarckia nobilis*	Bismarck palm	12	30	113.0	Unknown Due To Fencing
189	*Adonidia merrillii*	Manila palm	14	16	153.9	8, 6, 5
190	*Adonidia merrillii*	Manila palm	14	16	153.9	6, 4, 2 *
191	*Quercus virginiana*	Live oak	45	40	1,589.6	26
192	*Manilkara zapota*	Sapodilla	45	35	1,589.6	14, 25
193	*Syagrus romanzoffiana*	Queen palm	16	16	201.0	11
194	*Syagrus romanzoffiana*	Queen palm	15	22	176.6	11
195	*Sabal palmetto*	Cabbage palm	9	9	63.6	14
				Total Canopy Area (Sq. Ft)	94,218.1	* Note: multiple trunks originate from the same root system

Appendix C: Crash Analysis Report

CRASH ANALYSIS REPORT

SR 826/Palmetto Expressway Express Lanes
Project Development and Environment (PD&E) Study

FDOT Financial Project Identification Number: 432639-1-22-02
Efficient Transportation and Decision Making (ETDM) Number: 14308

Project Study Limits:
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
Miami-Dade County, Florida

Prepared for:

FDOT District Six
1000 NW 111th Avenue
Miami, Florida 33172

Prepared by:
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JUNE 2019

FINAL

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1.0 INTRODUCTION

The Florida Department of Transportation, District Six (FDOT) has recently started a Project Development and Environmental Study (PD&E) for SR 826 (Palmetto Expressway) from US 1/SR 5 to SR 836 (Dolphin Expressway), a distance of approximately seven miles (see ***Figure 1-1***). The PD&E Study is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project is located in Miami-Dade County, Florida and is contained within unincorporated Miami-Dade.

The PD&E Study will evaluate the following potential types of improvements:

- Implementation of dynamically priced express lanes.
- Access and ramp connections to and from the express lanes (ingress and egress access points).
- Interchange improvements – Modification of existing entrance and exit ramps serving the interchanges within the project limits.
- Intersection improvements – Widening and turn lane modifications along the cross streets to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

SR 826 is one of the most traveled transportation corridors in Miami-Dade County. This multilane expressway extends south-north from US 1 to the Golden Glades Interchange for a distance of approximately 25 miles. SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west corridor, SR 836. SR 826 also provides system-level connections to I-95, I-75, SR 924 (Gratigny Parkway) and SR 874 (Don Shula Expressway). SR 826 is part of the Strategic Intermodal System (SIS) and National Highway System (NHS). SR 826 is listed as a local evacuation route in Miami-Dade County.

Within the study area, SR 826 is identified as Section 87260000 on the State Highway System. This segment of SR 826 is functionally classified as an Urban Other Freeway/Expressway and has a posted speed limit of 55 miles per hour. The

access management classification for this corridor is Class 1, Area Type 2, Freeway in an existing urbanized area with limited access.

Figure 1-1 – Project Location Map

1.1 AREA OF INFLUENCE

There are eleven existing interchanges within the area of influence (see ***Figure 1-2***). Nine of the eleven interchanges provide connection to arterial/collector facilities. Two major system-to-system interchanges within the project limits are 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. There are 43 intersections in the area of influence including 27 arterial intersections and 16 ramp terminal (interchange) intersections.

Figure 1-2 – Area of Influence

2.0 FREEWAY CRASH ANALYSIS

Crash data on SR 826 from US 1 to NW 25th Street and on SR 836 from SR 973/NW 87th Avenue to SR 969/Milam Dairy Road/NW 72 Avenue was obtained from the FDOT's Crash Analysis Reporting System. The crash data from the latest five-year period included crashes reported between January 1, 2011 and December 31, 2015. Trends, patterns and comparison of crash rates are presented for both SR 826 and SR 836 separately below and focuses on crashes that occurred on the mainlines only. Crashes that occurred within ramp junctions, interchanges and corresponding influence areas including arterials will be presented separately in later sections of this report.

SR 826 (Section 87260000) has varying typical sections and year 2015 Annual Average Daily Traffic (AADT) within the study limits. The southern segment of SR 826 from US 1 (Mile Post 0.000) to north of SR 874 (MP 3.690) consists primarily of six travel lanes (three lanes in each direction) and has a 2015 AADT range of between 49,500 and 122,500 vehicles per day (vpd) based on the FDOT Florida Traffic Online (FTI) reports for Portable Traffic Monitoring Sites (PTMS) within the south segment for stations 87-0562, 87-0563, 87-0564, and 87-0565. In contrast, the northern segment of SR 826 from north of SR 874 (3.700) to north of NW 25 Street (MP 8.586) consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction) and has a 2015 AADT range of between 159,000 and 194,500 vpd based on the FDOT FTI reports for PTMS within the north segment for stations 87-0566, 87-0567, 87-0568, and 87-0569. Consequently, the study corridor limits were divided in two segments for the analysis of crash data; the south segment and the north segment.

2.1 SR 826 FROM US-1 TO NORTH OF SR 874 – SOUTH SEGMENT

The south segment of SR 826 from US 1 (MP 0.00) to north of SR 874 (MP 3.690) spans a total length of 3.69 miles, or approximately 43% of the entire study corridor, and traverses the SR 5/US 1 Interchange (MP 0.000), SR 94/SW 88 Street/N. Kendall Drive interchange (MP 0.858), SR 986/SW 72 Street/Sunset Drive Interchange (MP 1.864), SW 56 Street/Miller Drive (MP 2.884), and SR 874 Interchange (MP 3.199) from south to north, respectively.

A crash summary was developed for this segment to categorize the relevant crashes by type, severity, lighting conditions, surface conditions and time of day including month of the year, day of the week and hour of the day to identify crash patterns or clusters and determine probable causes. ***Table 2-1*** summarizes the crash statistics for the south segment of SR 826.

Overall, there were a total of 492 crashes along the south segment of SR 826 during the five-year crash period with 120 crashes in 2011, 90 crashes in 2012, 89 crashes in 2013, 88 crashes in 2014, and 105 crashes in 2015 that occurred on the south segment SR 826. Further review of these crashes by direction suggests that overall, 208 (42.3%) crashes occurred in the northbound direction, 280 (56.9%) crashes occurred in the southbound direction, and 4 (0.8%) crashes were unknown. The following summarizes the crashes by direction occurring each year:

- 120 crashes with 51 (42.5%) northbound and 69 (57.5%) southbound in 2011,
- 90 crashes with 40 (44.4%) northbound, 48 (53.3%) southbound and 2 (2.2%) unknowns in 2012,
- 89 crashes with 36 (40.4%) northbound, 51 (57.3%) southbound and 2 (2.2%) unknowns in 2013,
- 88 crashes with 37 (42.0%) northbound and 51 (58.0%) southbound in 2014, and
- 105 crashes with 44 (41.9%) northbound and 61 (58.1%) southbound in 2015.

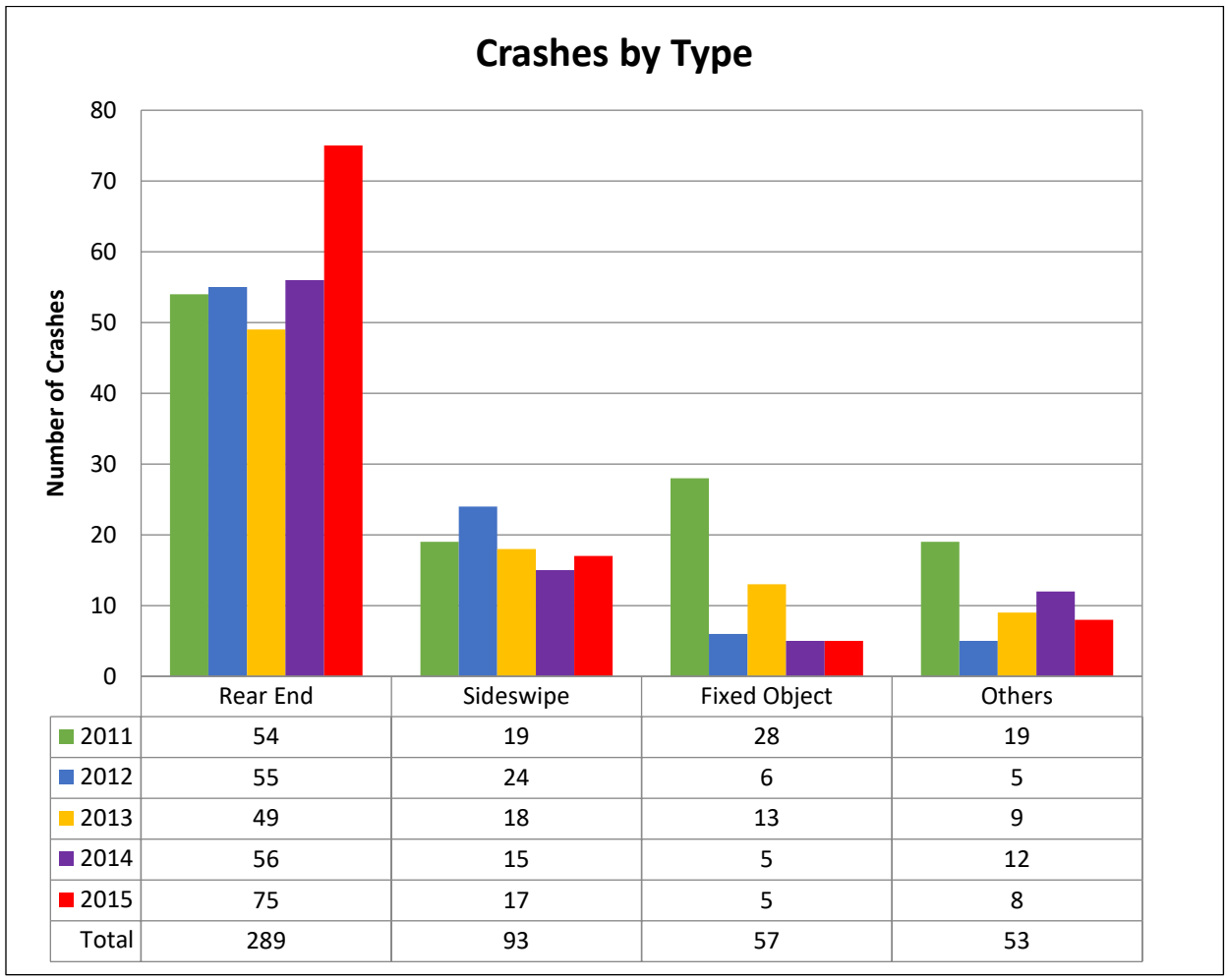
A detailed crash analysis of these crashes is provided in the following sections and is referenced in ***Appendix A***.

Table 2-1 – SR 826 Summary of Crashes – South Segment

SR 826/Palmetto Expressway from US 1/South Dixie Highway to SR 874		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	54	55	49	56	75	289	58	58.7%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	19	24	18	15	17	93	19	18.9%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	1	0	0	1	0	2	0	0.4%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	28	6	13	5	5	57	11	11.6%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	1	0	0	2	0	3	1	0.6%
	Other	17	5	9	9	8	48	10	9.8%
	Total Crashes	**120**	**90**	**89**	**88**	**105**	**492**	**98**	**100.0%**
SEVERITY	PDO Crashes	69	47	56	59	58	289	58	58.7%
	Fatal Crashes	1	1	1	0	0	3	1	0.6%
	Injury Crashes	50	42	32	29	47	200	40	40.7%
LIGHTING CONDITIONS	Daylight	76	50	66	53	66	311	62	63.2%
	Dusk	2	7	4	5	1	19	4	3.9%
	Dawn	0	1	1	0	2	4	1	0.8%
	Dark	42	30	18	30	34	154	31	31.3%
	Unknown	0	2	0	0	2	4	1	0.8%
SURFACE CONDITIONS	Dry	94	67	59	61	80	361	72	73.4%
	Wet	26	22	30	27	25	130	26	26.4%
	Others	0	1	0	0	0	1	0	0.2%
MONTH OF YEAR	January	11	7	3	1	6	28	6	5.7%
	February	14	8	9	1	8	40	8	8.1%
	March	13	8	6	10	11	48	10	9.8%
	April	9	7	5	5	8	34	7	6.9%
	May	9	6	8	10	12	45	9	9.1%
	June	5	9	7	6	12	39	8	7.9%
	July	8	1	7	3	1	20	4	4.1%
	August	13	11	6	15	12	57	11	11.6%
	September	16	13	13	11	6	59	12	12.0%
	October	3	9	9	9	16	46	9	9.3%
	November	9	7	10	8	9	43	9	8.7%
	December	10	4	6	9	4	33	7	6.7%
DAY OF WEEK	Sunday	12	12	18	16	15	73	15	14.8%
	Monday	22	16	12	20	12	82	16	16.7%
	Tuesday	14	7	20	16	15	72	14	14.6%
	Wednesday	22	12	11	12	10	67	13	13.6%
	Thursday	15	14	9	8	18	64	13	13.0%
	Friday	17	14	12	7	20	70	14	14.2%
	Saturday	18	15	7	9	15	64	13	13.0%
HOUR OF DAY	12:00 AM - 06:00 AM	17	13	5	10	18	63	13	12.8%
	06:00 AM - 09:00 AM	19	11	18	16	22	86	17	17.5%
	09:00 AM - 11:00 AM	9	8	7	5	10	39	8	7.9%
	11:00 AM - 01:00 PM	9	7	8	2	9	35	7	7.1%
	01:00 PM - 03:00 PM	11	5	2	9	11	38	8	7.7%
	03:00 PM - 06:00 PM	23	17	28	17	15	100	20	20.3%
	06:00 PM - 08:00 PM	16	13	12	13	9	63	13	12.8%
	08:00 PM - 11:59 PM	16	16	9	16	11	68	14	13.8%

2.1.1 Crash Distribution by Crash Type

An analysis of crash distribution by crash types was performed to identify the predominant crash patterns along the south segment of the corridor. ***Figure 2-1*** shows the crash distribution summary by crash type for the south segment of SR 826.



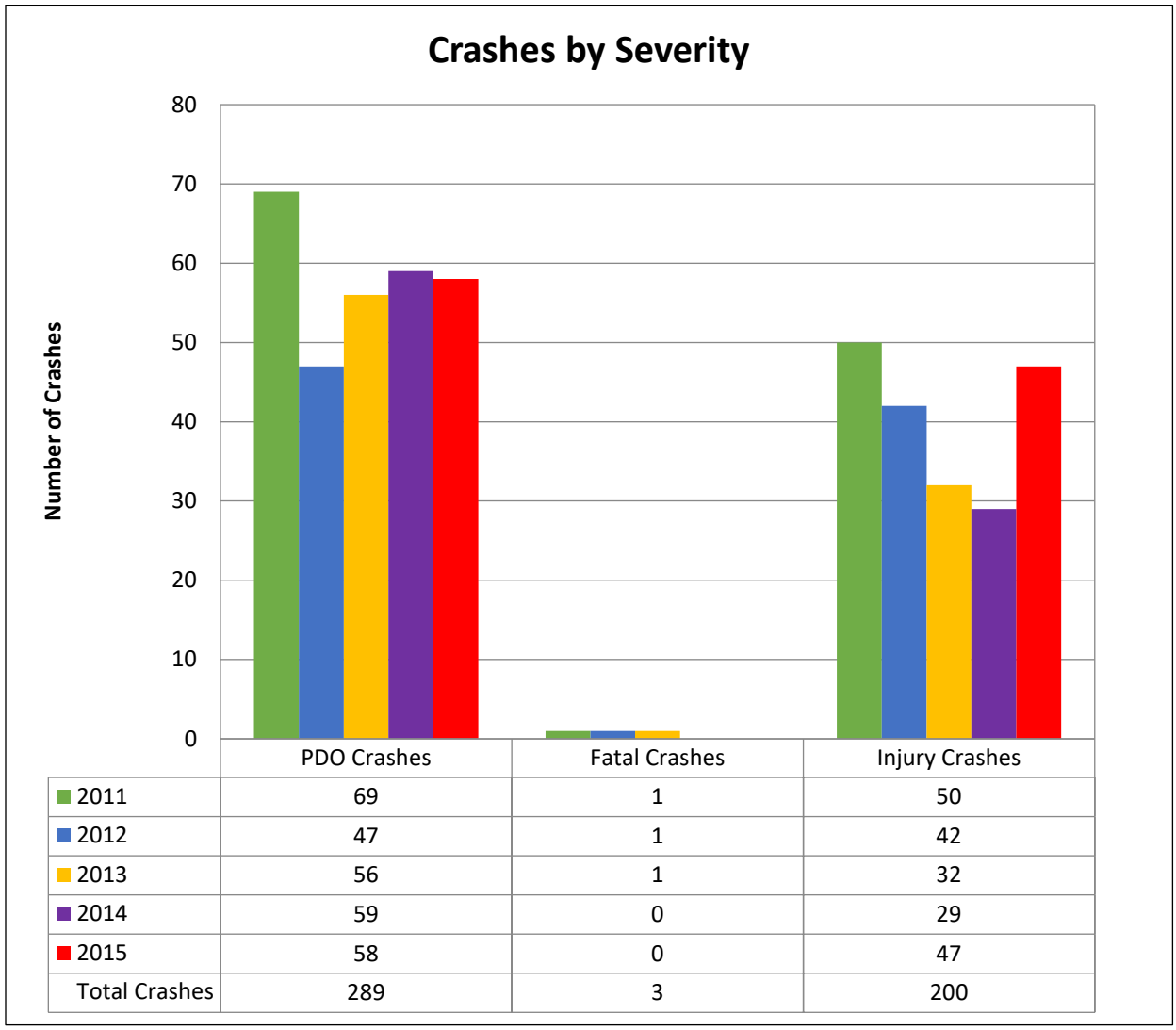
	Rear End	Sideswipe	Fixed Object	Others
2011	54	19	28	19
2012	55	24	6	5
2013	49	18	13	9
2014	56	15	5	12
2015	75	17	5	8
Total	289	93	57	53

Figure 2-1 – SR 826 Crash Distribution by Crash Type – South Segment

As shown in ***Figure 2-1***, the leading crash types include Rear-end with 289 (58.7%) crashes, Sideswipe with 93 (18.9%) crashes and Fixed-Object with 57 (11.6%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions.

2.1.2 Crash Trends by Severity

An analysis of crash frequency by severity was performed to determine the overall trends along the south segment of the corridor. ***Figure 2-2*** shows the crashes by severity summary for the south segment of SR 826.



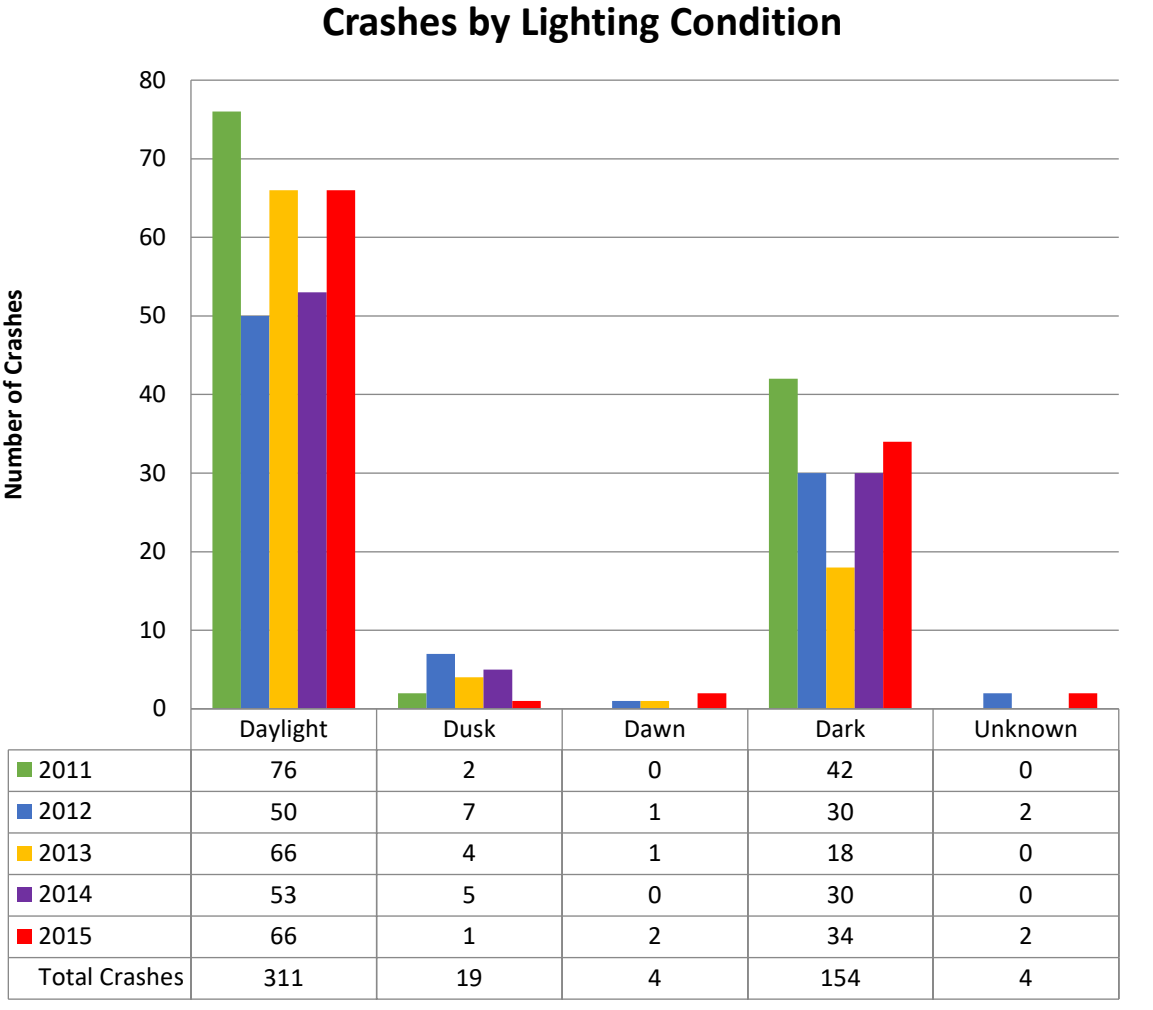
	PDO Crashes	Fatal Crashes	Injury Crashes
2011	69	1	50
2012	47	1	42
2013	56	1	32
2014	59	0	29
2015	58	0	47
Total Crashes	289	3	200

Figure 2-2 – SR 826 Crashes by Severity – South Segment

As shown in ***Figure 2-2***, there were 289 (58.7%) "Property Damage Only Crashes" and 200 (40.7 %) "Injury Crashes". Furthermore, there were 3 (0.6%) "Fatal Crashes" reported in the referenced five-year analysis period.

2.1.3 Crash Distribution by Lighting Conditions

An analysis of lighting conditions was performed to determine if inadequate lighting may have contributed to significant crashes along the south segment of the corridor. ***Figure 2-3*** shows the lighting conditions summary for the south segment of SR 826.



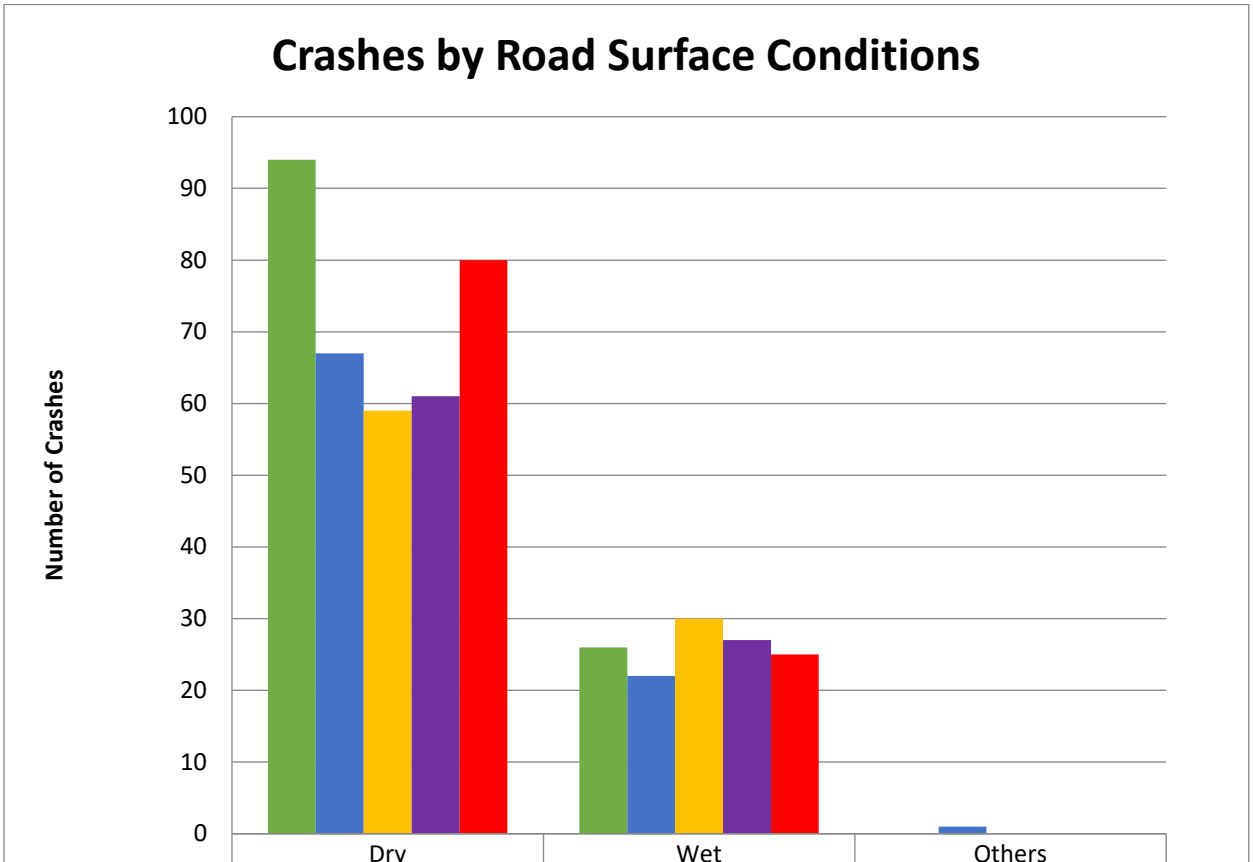
	Daylight	Dusk	Dawn	Dark	Unknown
2011	76	2	0	42	0
2012	50	7	1	30	2
2013	66	4	1	18	0
2014	53	5	0	30	0
2015	66	1	2	34	2
Total Crashes	311	19	4	154	4

Figure 2-3 – SR 826 Crash Distribution by Lighting Conditions – South Segment

As shown in ***Figure 2-3***, most of the crashes occurred during daylight conditions. Of the total 492 crashes that occurred along the south segment, 117 (36.0%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%. A review of the existing conditions indicates that roadway lighting is present along the center median barrier throughout the study corridor limits.

2.1.4 Crash Distribution by Road Surface Conditions

An analysis of the road surface conditions was performed to determine if inadequate road surface conditions has contributed to crashes along the south segment of the corridor. ***Figure 2-4*** shows the road surface conditions summary for the south segment of SR 826.



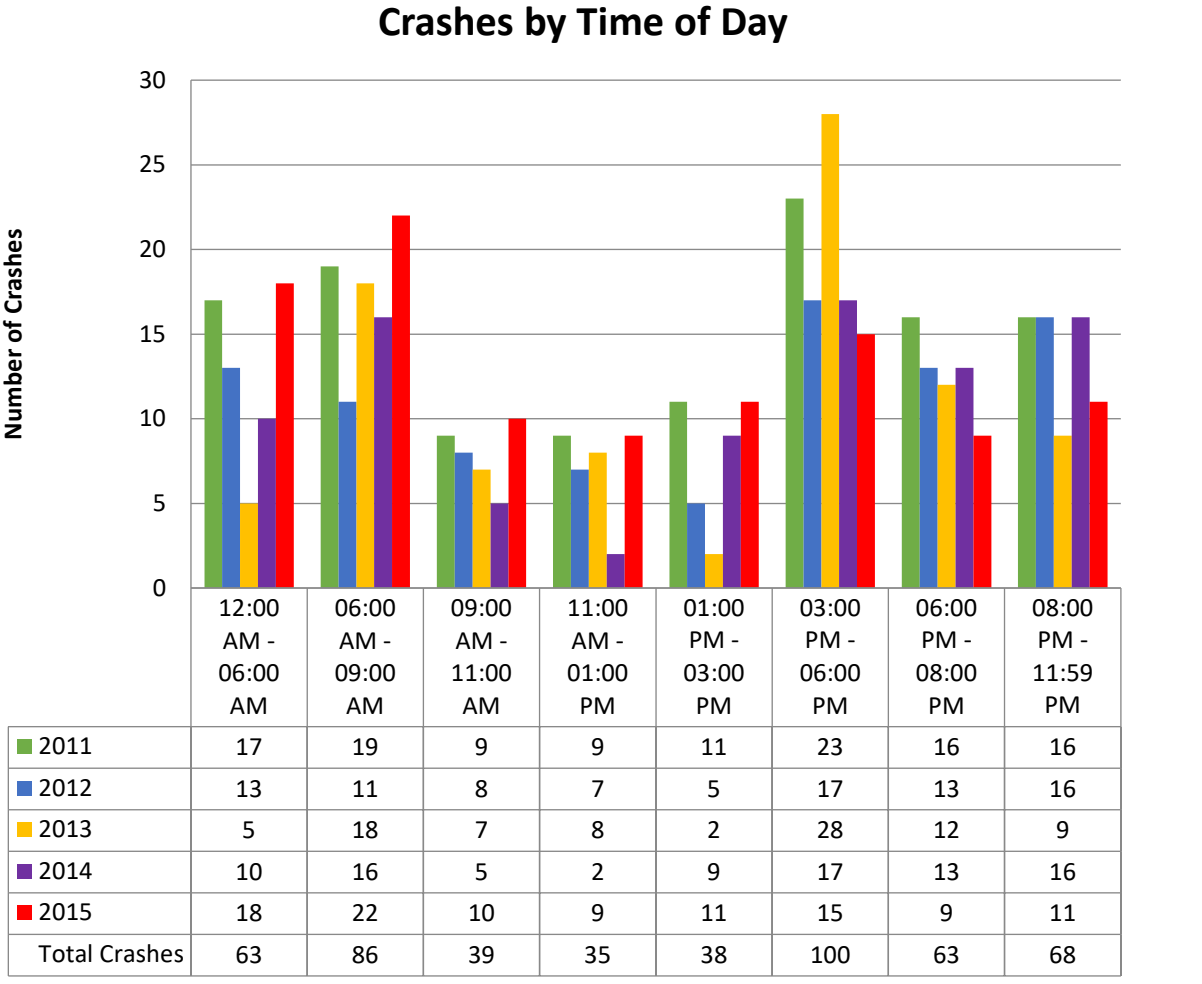
	Dry	Wet	Others
2011	94	26	0
2012	67	22	1
2013	59	30	0
2014	61	27	0
2015	80	25	0
Total Crashes	361	130	1

Figure 2-4 – SR 826 Crash Distribution by Road Surface Conditions – South Segment

As illustrated in ***Figure 2-4***, 130 (26.4%) of the total crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Most crashes however, about 73%, occurred during dry surface conditions.

2.1.5 Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if the hourly variations were having a substantial effect on the crash occurrences along the south segment of the corridor. ***Figure 2-5*** shows the crash distribution summary by time of day for the south segment of SR 826.



	12:00 AM - 06:00 AM	06:00 AM - 09:00 AM	09:00 AM - 11:00 AM	11:00 AM - 01:00 PM	01:00 PM - 03:00 PM	03:00 PM - 06:00 PM	06:00 PM - 08:00 PM	08:00 PM - 11:59 PM
2011	17	19	9	9	11	23	16	16
2012	13	11	8	7	5	17	13	16
2013	5	18	7	8	2	28	12	9
2014	10	16	5	2	9	17	13	16
2015	18	22	10	9	11	15	9	11
Total Crashes	63	86	39	35	38	100	63	68

Figure 2-5 – SR 826 Crash Distribution by Time of Day – South Segment

As shown in ***Figure 2-5***, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (17.5%) and from 3:00 PM to 6:00 PM (20.3%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

2.1.6 Crash Distribution by Contributing Causes

An analysis of the contributing causes was conducted to identify the leading contributing causes for crashes along the south segment of the corridor. ***Table 2-2*** summarizes the contributing causes for crashes occurring on the south segment of SR 826.

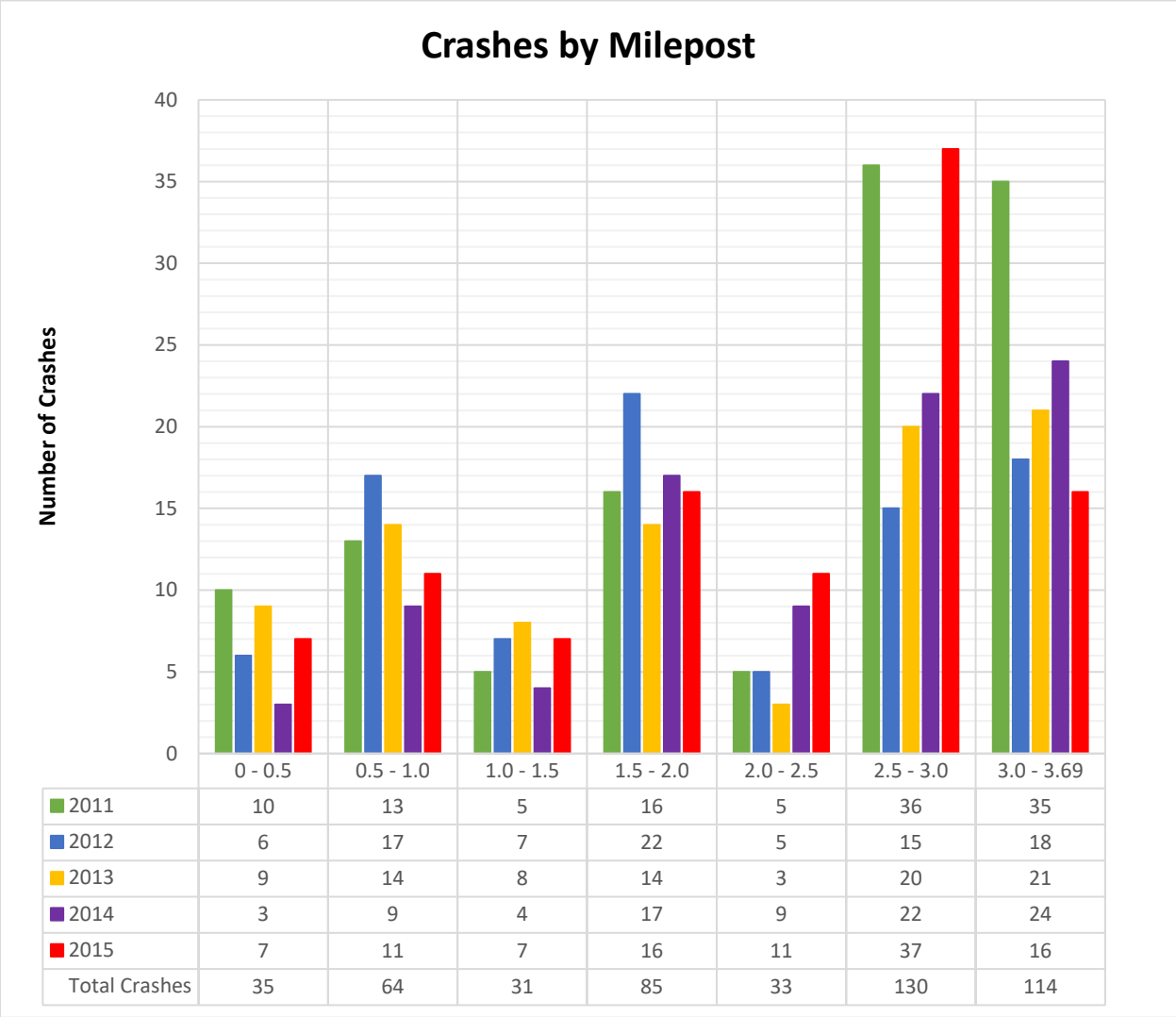
Table 2-2 – SR 826 Crash Distribution by Contributing Causes – South Segment

Contributing Cause	**Total**	**%**
Careless or Negligent Manner	221	45%
Failed To Keep In Proper Lane	20	4%
Failed to Yield Right-Of-Way	19	4%
Drove too Fast for Conditions	13	3%
Followed too Closely	10	2%
Improper Passing	8	2%
Improper Turn	5	1%
Over-Correcting/Over-Steering	4	1%
Swerved Or Avoided	4	1%
Ran Off Roadway	2	0%
Improper Backing	0	0%
Ran Red Light	0	0%
Ran Stop Sign	0	0%
Exceed Posted Speed	0	0%
Wrong Side or Wrong Way	0	0%
Disregarded Other Traffic Sign	0	0%
Disregarded other Road Markings	0	0%
Erratic, Reckless or Aggressive	0	0%
No Contributing Action	82	17%
Other Contributing Action	104	21%
Total	**492**	**100%**

As indicated in ***Table 2-2***, approximately 53% of the recorded crashes that occurred in the south segment of SR 826 is attributed to driver behaviors. These contributing causes include driving in a "Careless or Negligent Manner" with 221 (45%) crashes, "Failed To Keep In Proper Lane" with 20 (4%) crashes, and "Failed To Yield Right-Of-Way" with 19 (4%) crashes. Note, 82 (17%) crashes have "No Contributing Action" and 104 (21%) crashes have "Other Contributing Action" identified for the contributing cause of the crash.

2.1.7 Crash Distribution by Milepost

Total crashes were plotted by milepost to determine any sections along the south segment of the study corridor that experienced a high number of crashes. ***Figure 2-6*** summarizes the crash distribution by milepost between MP 0.000 and 3.690 along the south segment of SR 826.



	0 - 0.5	0.5 - 1.0	1.0 - 1.5	1.5 - 2.0	2.0 - 2.5	2.5 - 3.0	3.0 - 3.69
2011	10	13	5	16	5	36	35
2012	6	17	7	22	5	15	18
2013	9	14	8	14	3	20	21
2014	3	9	4	17	9	22	24
2015	7	11	7	16	11	37	16
Total Crashes	35	64	31	85	33	130	114

Figure 2-6 – SR 826 Crash Distribution by Milepost – South Segment

As shown in ***Figure 2-6***, most crashes occurred between MP 2.5 – 3.0 with 130 (26%) crashes, MP 3.0 – 3.69 with 114 (23%) crashes, and MP 1.5 – 2.0 with 85 (17%) crashes. These milepost ranges identified correspond with the SR 826 interchanges at SR 874 (south side), SR 874 (north side), and SR 986/SW 72nd Drive, respectively. Details of the prevalent crash patterns at these interchanges are discussed in ***Section 3.0*** of this report.

2.1.8 Average Crash Rates Review

The total number of crashes in the south segment of the study corridor has varied between 2011 and 2015 with an average of 98 crashes per year. The Average Daily Traffic (ADT) has increased from 79,057 vpd in 2011 to 93,675 vpd in 2015. Crash rates in million vehicle miles traveled were calculated to determine if variations in total crashes was due to an increase in ADT or influenced by driver and/or roadway conditions. Throughout the south segment, the functional classification of the corridor is consistent. Therefore, one crash rate was calculated for the corridor segment for each year of analysis. ***Table 2-3*** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 2-3 – SR 836 Actual Crash Rate vs. Average Crash Rate – South Segment

Year	2011	2012	2013	2014	2015
Number of Crashes	120	90	89	88	105
Average Daily Traffic (ADT)	79,057	78,429	95,239	92,422	93,675
Actual Crash Rate (ACR)	1.127	0.852	0.694	0.707	0.832
District Six Average Crash Rate (A)	1.799	1.875	1.899	2.017	2.312
Average Vehicle Exposure (M)	106.478	105.632	128.273	124.479	126.166
Statewide Average Crash Rate	1.380	1.867	1.793	1.927	2.090

As indicated in ***Table 2-3***, the actual crash rate for the south segment of SR 826 is below the average crash rate for other corridors with similar functional classification (urban – other limited access) in District Six for all years between 2011 and 2015, which may be attributed to the increase in ADT. Similarly, the actual crash rate for the south segment of SR 826 is below the statewide average crash rate in all years 2011 through 2015.

2.1.9 High Crash List Review

The FDOT's High Crash Lists for spots (ramp junctions) and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along the south segment of the study corridor. ***Table 2-4*** provides a summary list of the spots (ramp junctions) and segments along the south segment of SR 826 identified in the 2011-2015 FDOT High Crash Lists (HCL).

Table 2-4 – SR 836 High Crash List Review – South Segment

High Crash List (HCL) Check				
Location	**Spot (Ramp Junction)**	**Description**	**Segment**	**Description**
SR 826 South Segment	2011-2015 HCL at MP 1.981 2011-2015 HCL at MP 2.800	SB SR 826 Off-Ramp to WB SR 986 SB SR 826 Off-Ramp to SW 56 St	2011-2015 HCL from MP 0.000 to MP 0.300	US 1 to S Dadeland Blvd

Note: Study limits include SR 826/Palmetto Expressway (Roadway ID # 87260000), from milepost 0.000 to 3.690.

As indicated in ***Table 2-4***, spots (ramp junctions) identified in the 2011-2015 FDOT HCL include MP 1.981 and MP 2.800 which is associated with the SR 826 southbound off-ramps to SR 986/Sunset Drive and SW 56 Street/Miller Drive, respectively. The segment identified in the 2011-2015 FDOT HCL spans between MP 0.000 and 0.300 which is associated with the section of SR 826 between SR 5/US 1 and S Dadeland Boulevard.

2.2 SR 826 from North of SR 874 to NW 25 Street – North Segment

The north segment of SR 826 from north of SR 874 (MP 3.700) to north of NW 25 Street (MP 8.586) spans a total length of 4.896 miles, or approximately 57% of the entire study corridor, and traverses the SR 976/SW 40 Street/Bird Road interchange (MP 3.921), SW 24 St/Coral Way Interchange (MP 4.985), SR 90/SW 8 Street Interchange (MP 5.982), SR 968/W Flagler Street Interchange (MP 6.488), SR 836 Interchange (MP 7.223), and NW 25 Street Interchange (MP 8.374) from south to north, respectively.

A crash summary was developed for this segment to categorize the relevant crashes by type, severity, lighting conditions, surface conditions and time of day including month of the year, day of the week and hour of the day to identify crash patterns or clusters and determine probable causes. ***Table 2-5*** summarizes the crash statistics for the north segment of SR 826.

Overall, there were a total of 4,063 crashes along the north segment of SR 826 during the five-year crash period with 834 crashes in 2011, 778 crashes in 2012, 759 crashes in 2013, 859 crashes in 2014, and 833 crashes in 2015 that occurred on the north segment SR 826. Further review of these crashes by direction suggests that overall, 2,207 (54.3%) crashes occurred in the northbound direction, 1,848 (45.5%) crashes occurred in the southbound direction, and 8 (0.2%) crashes were unknown. The following summarizes the crashes by direction occurring each year:

- 834 crashes with 453 (54.3%) northbound, 378 (45.3%) southbound and 3 (0.4%) unknowns in 2011,
- 778 crashes with 408 (52.4%) northbound, 368 (47.3%) southbound and 2 (0.3%) unknowns in 2012,
- 759 crashes with 433 (57.0%) northbound, 324 (42.7%) southbound and 2 (0.3%) unknowns in 2013,
- 859 crashes with 460 (53.6%) northbound, 398 (46.3%) southbound and 1 (0.1%) unknown in 2014, and
- 833 crashes with 453 (54.4%) northbound and 380 (45.6%) southbound in 2015.

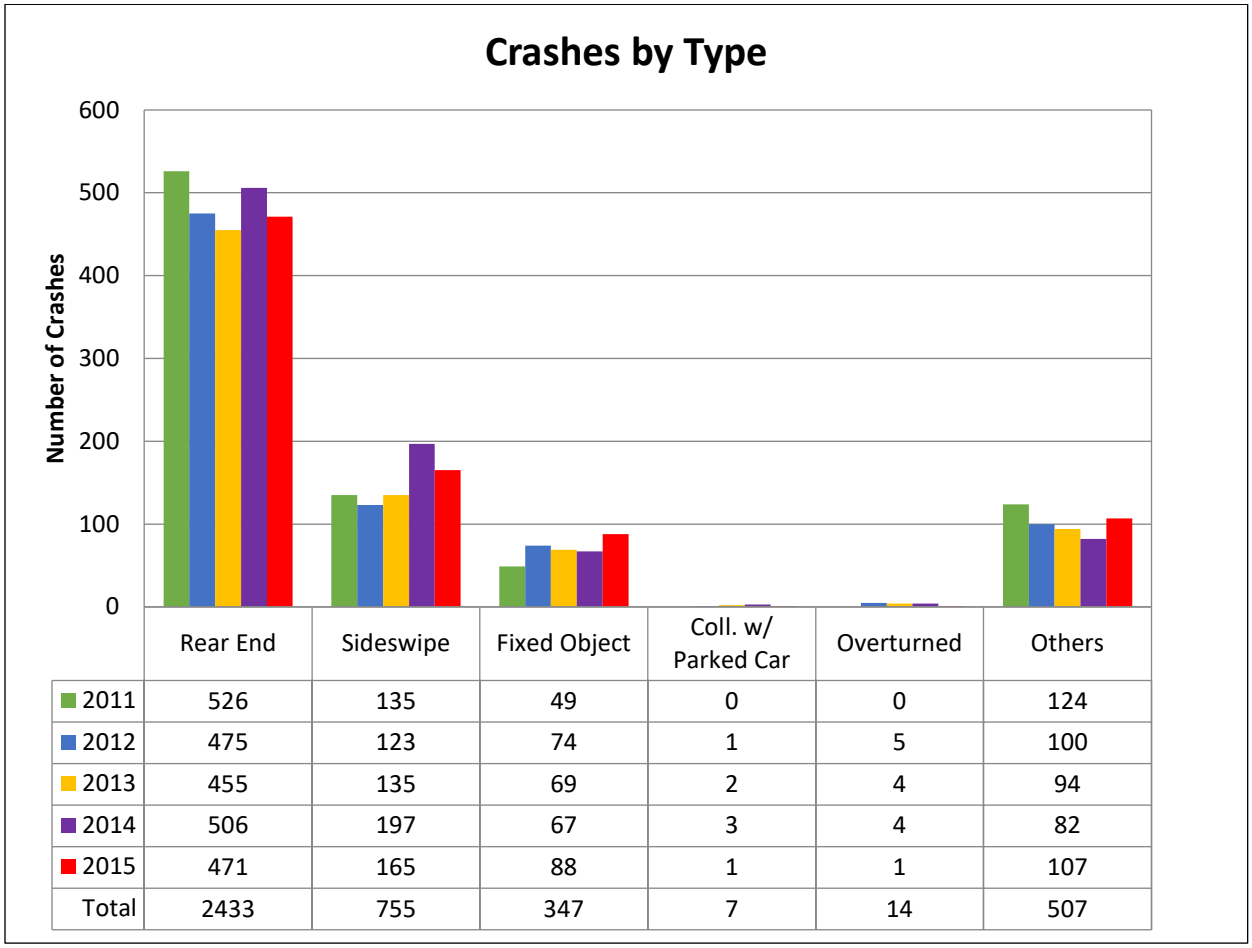
A detailed crash analysis of these crashes is provided in the following sections and is referenced in ***Appendix A***.

Table 2-5 – SR 826 Summary of Crashes – North Segment

SR 826/Palmetto Expressway from SR 874 to NW 25 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	526	475	455	506	471	2433	487	59.9%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	135	123	135	197	165	755	151	18.6%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	1	2	3	1	3	10	2	0.2%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	49	74	69	67	88	347	69	8.5%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	5	4	4	1	4	18	4	0.4%
	Other	118	100	93	87	102	500	100	12.3%
	Total Crashes	**834**	**778**	**759**	**859**	**833**	**4063**	**813**	**100.0%**
SEVERITY	PDO Crashes	503	517	566	622	614	2822	564	69.5%
	Fatal Crashes	0	2	0	0	4	6	1	0.1%
	Injury Crashes	331	259	193	237	215	1235	247	30.4%
LIGHTING CONDITIONS	Daylight	584	532	505	601	579	2801	560	68.9%
	Dusk	24	27	28	26	23	128	26	3.2%
	Dawn	8	14	16	14	24	76	15	1.9%
	Dark	218	203	208	211	207	1047	209	25.8%
	Unknown	0	2	2	7	0	11	2	0.3%
SURFACE CONDITIONS	Dry	662	601	575	695	676	3209	642	79.0%
	Wet	171	175	183	163	157	849	170	20.9%
	Others	1	2	1	1	0	5	1	0.1%
MONTH OF YEAR	January	79	65	49	50	44	287	57	7.1%
	February	68	71	53	56	78	326	65	8.0%
	March	73	63	54	71	73	334	67	8.2%
	April	65	57	76	47	64	309	62	7.6%
	May	55	51	65	70	72	313	63	7.7%
	June	74	63	53	91	73	354	71	8.7%
	July	57	66	80	80	51	334	67	8.2%
	August	54	75	57	60	85	331	66	8.1%
	September	68	62	71	74	94	369	74	9.1%
	October	68	95	67	101	71	402	80	9.9%
	November	87	60	65	77	75	364	73	9.0%
	December	86	50	69	82	53	340	68	8.4%
DAY OF WEEK	Sunday	107	104	124	104	132	571	114	14.1%
	Monday	141	129	105	147	136	658	132	16.2%
	Tuesday	135	98	107	124	123	587	117	14.4%
	Wednesday	115	126	121	137	127	626	125	15.4%
	Thursday	157	149	132	158	133	729	146	17.9%
	Friday	106	94	96	122	110	528	106	13.0%
	Saturday	73	78	74	67	72	364	73	9.0%
HOUR OF DAY	12:00 AM - 06:00 AM	59	70	55	69	78	331	66	8.1%
	06:00 AM - 09:00 AM	124	132	141	140	159	696	139	17.1%
	09:00 AM - 11:00 AM	76	88	73	106	87	430	86	10.6%
	11:00 AM - 01:00 PM	87	79	66	89	75	396	79	9.7%
	01:00 PM - 03:00 PM	108	99	82	98	101	488	98	12.0%
	03:00 PM - 06:00 PM	174	128	138	145	154	739	148	18.2%
	06:00 PM - 08:00 PM	104	78	108	123	87	500	100	12.3%
	08:00 PM - 11:59 PM	102	104	96	89	92	483	97	11.9%

2.2.1 Crash Distribution by Crash Type

An analysis of crash distribution by crash types was performed to identify the predominant crash patterns along the north segment of the corridor. ***Figure 2-7*** shows the crash distribution summary by crash type for the north segment of SR 826.



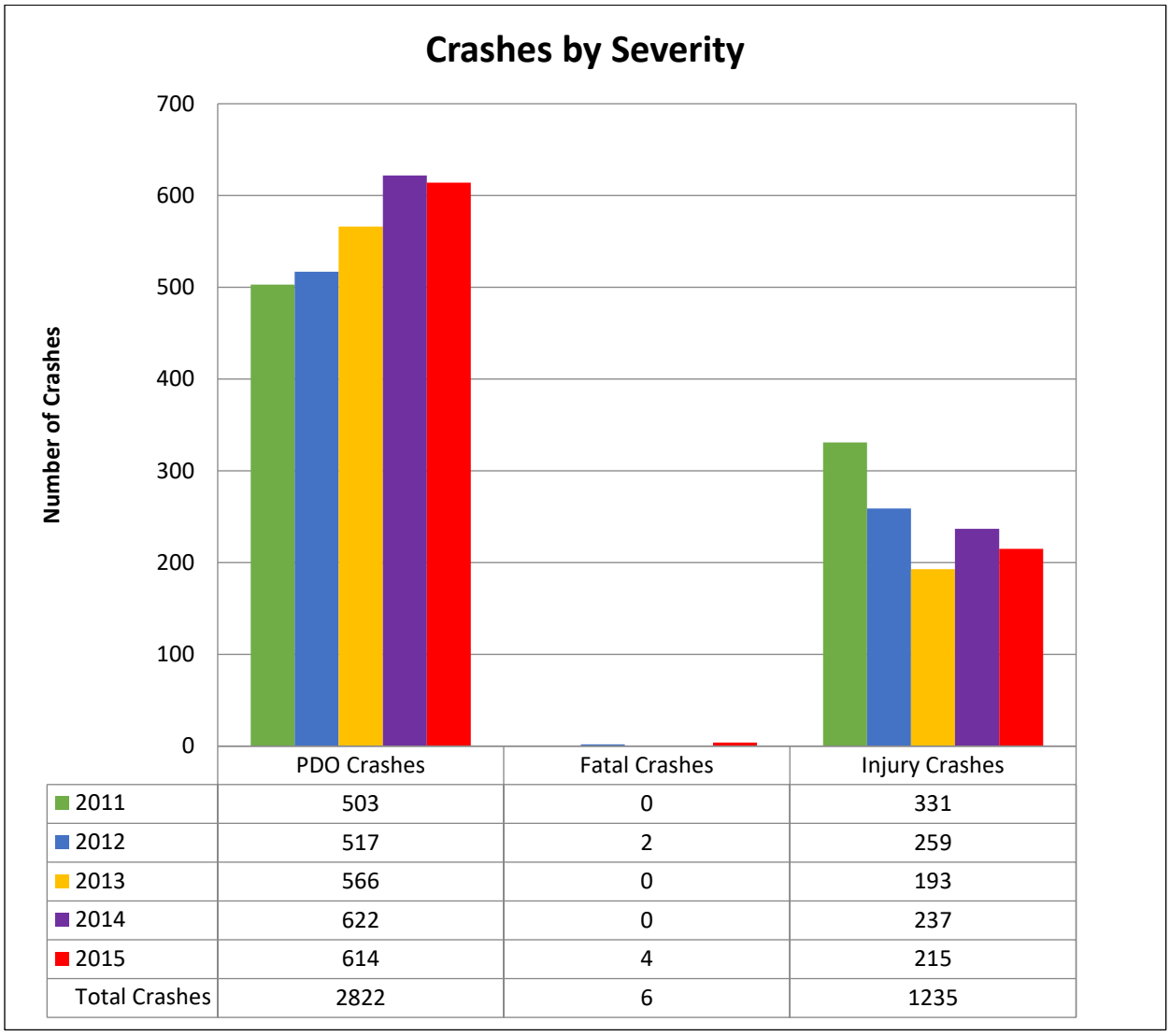
	Rear End	Sideswipe	Fixed Object	Coll. w/ Parked Car	Overturned	Others
2011	526	135	49	0	0	124
2012	475	123	74	1	5	100
2013	455	135	69	2	4	94
2014	506	197	67	3	4	82
2015	471	165	88	1	1	107
Total	2433	755	347	7	14	507

Figure 2-7 – SR 826 Crash Distribution by Crash Type – North Segment

As shown in ***Figure 2-7***, the leading crash types include Rear-end with 2,433 (59.9%) crashes, Sideswipe with 755 (18.6%) crashes and Other with 500 (12.3%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions.

2.2.2 Crash Trends by Severity

An analysis of crash frequency by severity was performed to determine the overall trends along the north segment of the corridor. ***Figure 2-8*** shows the crashes by severity summary for the north segment of SR 826.



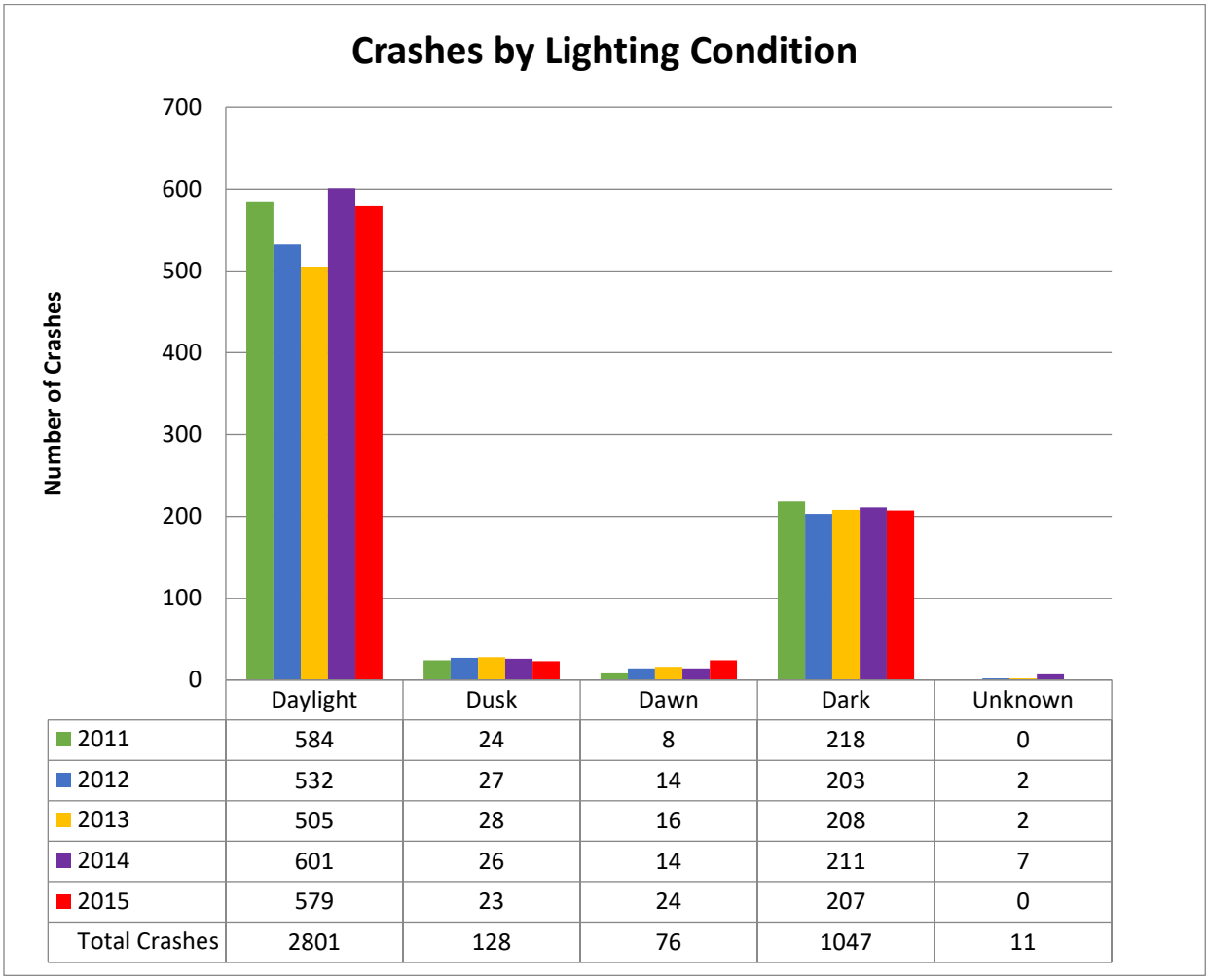
	PDO Crashes	Fatal Crashes	Injury Crashes
2011	503	0	331
2012	517	2	259
2013	566	0	193
2014	622	0	237
2015	614	4	215
Total Crashes	2822	6	1235

Figure 2-8 – SR 826 Crashes by Severity – North Segment

As shown in ***Figure 2-8***, there were 2,822 (69.5%) "Property Damage Only Crashes" and 1,235 (30.4 %) "Injury Crashes". Furthermore, there were 6 (0.1%) "Fatal Crashes" reported in the referenced five-year analysis period.

2.2.3 Crash Distribution by Lighting Conditions

An analysis of lighting conditions was performed to determine if inadequate lighting may have contributed to significant crashes along the north segment of the corridor. ***Figure 2-9*** shows the lighting conditions summary for the north segment of SR 826.



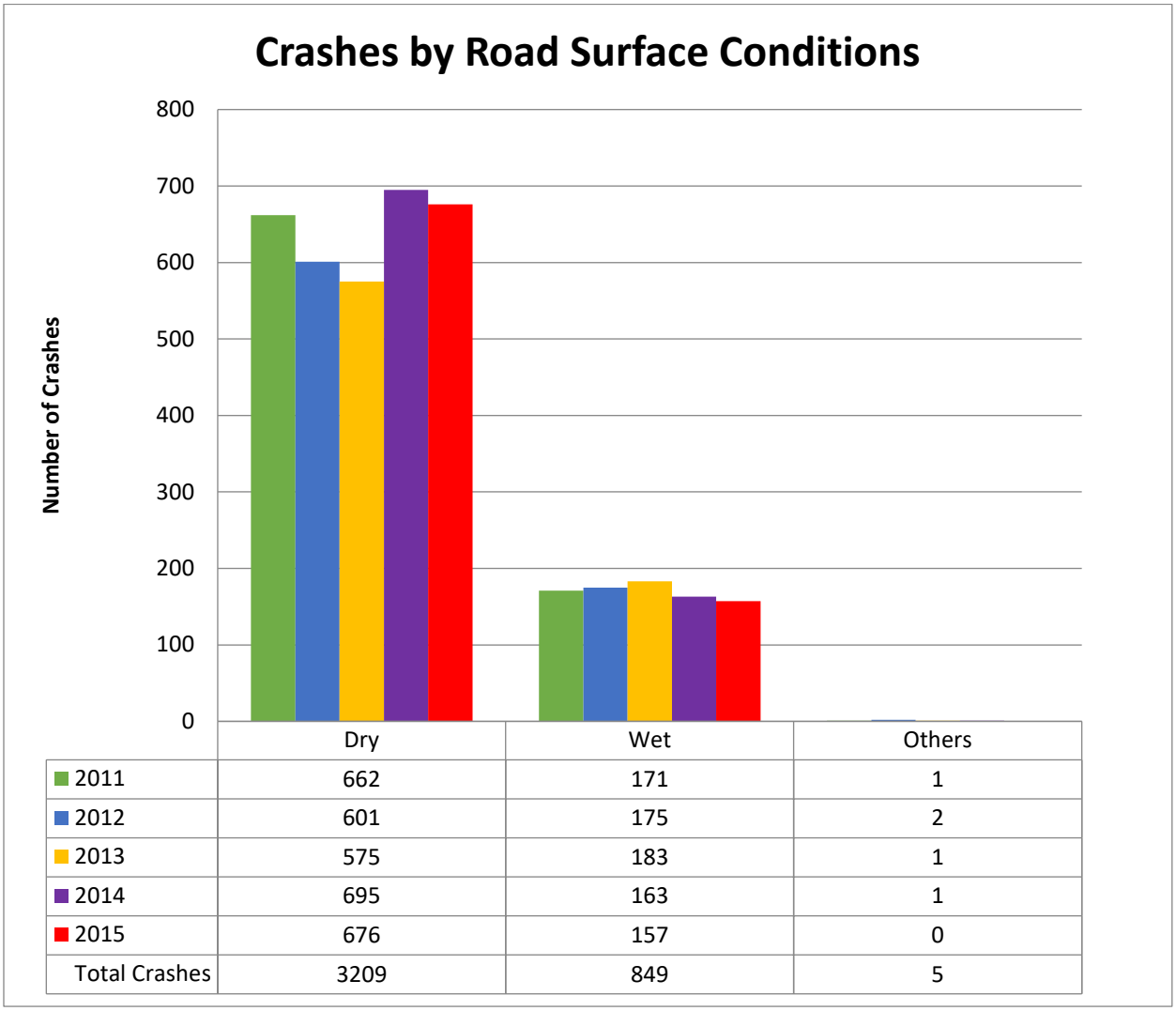
	Daylight	Dusk	Dawn	Dark	Unknown
2011	584	24	8	218	0
2012	532	27	14	203	2
2013	505	28	16	208	2
2014	601	26	14	211	7
2015	579	23	24	207	0
Total Crashes	2801	128	76	1047	11

Figure 2-9 – SR 826 Crash Distribution by Lighting Conditions – North Segment

As shown in ***Figure 2-9***, most of the crashes occurred during daylight conditions. Of the total 4,063 crashes that occurred along the north segment, 1,251 (30.8%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%. A review of the existing conditions indicates that roadway lighting is present along the center median barrier throughout the study corridor limits.

2.2.4 Crash Distribution by Road Surface Conditions

An analysis of the road surface conditions was performed to determine if inadequate road surface conditions has contributed to crashes along the north segment of the corridor. ***Figure 2-10*** shows the road surface conditions summary for the north segment of SR 826.



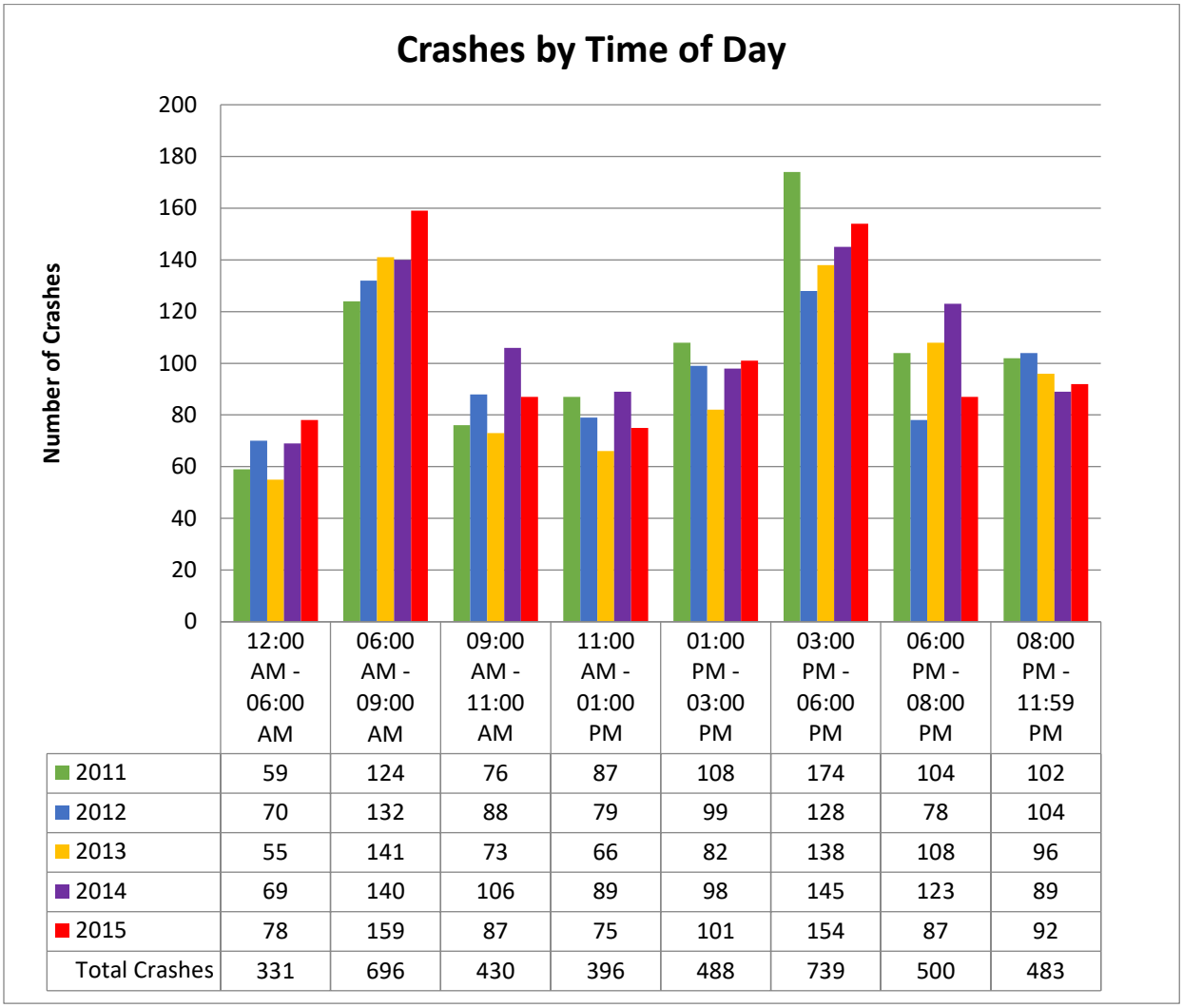
	Dry	Wet	Others
2011	662	171	1
2012	601	175	2
2013	575	183	1
2014	695	163	1
2015	676	157	0
Total Crashes	3209	849	5

Figure 2-10 – SR 826 Crash Distribution by Road Surface Conditions – North Segment

As illustrated in ***Figure 2-10***, 849 (20.9%) of the total crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Most crashes however, about 79%, occurred during dry surface conditions.

2.2.5 Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if the hourly variations were having a substantial effect on the crash occurrences along the north segment of the corridor. ***Figure 2-11*** shows the crash distribution summary by time of day for the north segment of SR 826.



	12:00 AM - 06:00 AM	06:00 AM - 09:00 AM	09:00 AM - 11:00 AM	11:00 AM - 01:00 PM	01:00 PM - 03:00 PM	03:00 PM - 06:00 PM	06:00 PM - 08:00 PM	08:00 PM - 11:59 PM
2011	59	124	76	87	108	174	104	102
2012	70	132	88	79	99	128	78	104
2013	55	141	73	66	82	138	108	96
2014	69	140	106	89	98	145	123	89
2015	78	159	87	75	101	154	87	92
Total Crashes	331	696	430	396	488	739	500	483

Figure 2-11 – SR 826 Crash Distribution by Time of Day – North Segment

As shown in ***Figure 2-11***, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (17.1%) and from 3:00 PM to 6:00 PM (18.2%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

2.2.6 Crash Distribution by Contributing Causes

An analysis of the contributing causes was conducted to identify the leading contributing causes for crashes along the north segment of the corridor. ***Table 2-6*** summarizes the contributing causes for crashes occurring on the north segment of SR 826.

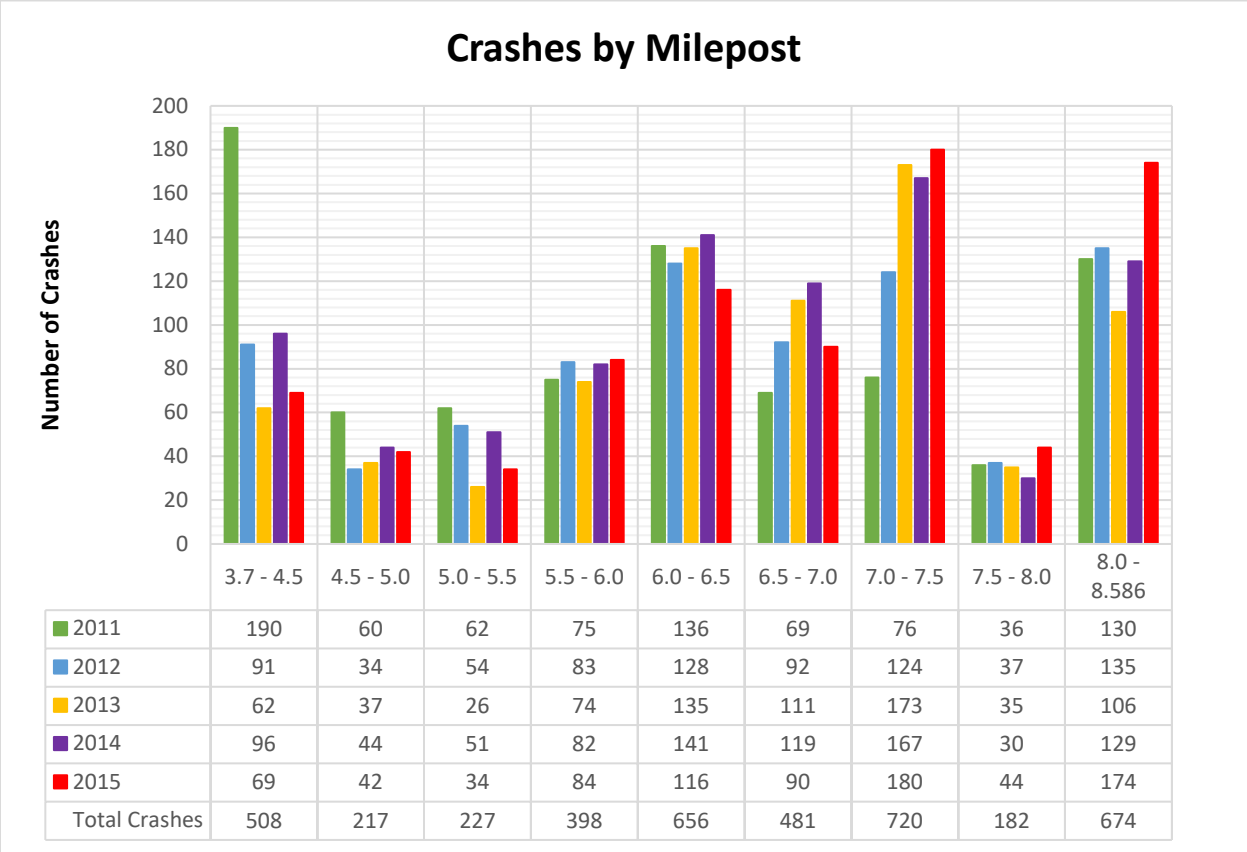
Table 2-6 – SR 826 Crash Distribution by Contributing Causes – North Segment

Contributing Cause	**Total**	**%**
Careless or Negligent Manner	2,287	56%
Failed To Keep In Proper Lane	201	5%
Failed to Yield Right-Of-Way	167	4%
Improper Passing	75	2%
Followed too Closely	69	2%
Swerved Or Avoided	28	1%
Improper Turn	20	0%
Drove too Fast for Conditions	19	0%
Over-Correcting/Over-Steering	6	0%
Wrong Side or Wrong Way	5	0%
Erratic, Reckless or Aggressive	3	0%
Improper Backing	2	0%
Ran Off Roadway	2	0%
Exceed Posted Speed	1	0%
Disregarded Other Traffic Sign	1	0%
Disregarded other Road Markings	1	0%
Ran Red Light	0	0%
Ran Stop Sign	0	0%
No Contributing Action	500	12%
Other Contributing Action	676	17%
Total	**4,063**	**100%**

As indicated in ***Table 2-6***, approximately 65% of the recorded crashes that occurred in the north segment of SR 826 is attributed to driver behaviors. These contributing causes include driving in a "Careless or Negligent Manner" with 2,287 (56%) crashes, "Failed To Keep In Proper Lane" with 201 (5%) crashes, and "Failed To Yield Right-Of-Way" with 167 (4%) crashes. Note, 500 (12%) crashes have "No Contributing Action" and 676 (17%) crashes have "Other Contributing Action" identified for the contributing cause of the crash.

2.2.7 Crash Distribution by Milepost

Total crashes were plotted by milepost to determine any sections along the north segment of the study corridor that experienced a high number of crashes. ***Figure 2-12*** summarizes the crash distribution by milepost between MP 3.700 and 8.586 along the north segment of SR 826.



	3.7 - 4.5	4.5 - 5.0	5.0 - 5.5	5.5 - 6.0	6.0 - 6.5	6.5 - 7.0	7.0 - 7.5	7.5 - 8.0	8.0 - 8.586
2011	190	60	62	75	136	69	76	36	130
2012	91	34	54	83	128	92	124	37	135
2013	62	37	26	74	135	111	173	35	106
2014	96	44	51	82	141	119	167	30	129
2015	69	42	34	84	116	90	180	44	174
Total Crashes	508	217	227	398	656	481	720	182	674

Figure 2-12 – SR 826 Crash Distribution by Milepost – North Segment

As shown in ***Figure 2-12***, most crashes occurred between MP 7.0 – 7.5 with 720 (18%) crashes, MP 8.0 – 8.586 with 674 (17%) crashes, and MP 6.0 – 6.5 with 656 (16%) crashes. These milepost ranges identified correspond with the SR 826 interchanges at SR 836, NW 25 Street and SR 90/SW 8 Street (north side), respectively. It's important to note that within the referenced years (2011-2015), the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. Further review of the crash data revealed that 544 (13.4%) crashes reported were attributed to work zone related activities, perhaps including the maintenance of traffic (MOT) for this project. Details of the prevalent crash patterns at these interchanges are discussed in ***Section 3.0*** of this report.

2.2.8 Average Crash Rates Review

The total number of crashes in the north segment of the study corridor has varied slightly between 2011 and 2015 with an average of 813 crashes per year. The Average Daily Traffic (ADT) has varied slightly from 193,929 vpd in 2011 to 194,157 vpd in 2015. Crash rates in million vehicle miles traveled were calculated to determine if variations in total crashes was due to an increase in ADT or influenced by driver and/or roadway conditions. Throughout the north segment, the functional classification of the corridor is consistent. Therefore, one crash rate was calculated for the corridor segment for each year of analysis. ***Table 2-7*** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 2-7 – SR 836 Actual Crash Rate vs. Average Crash Rate – North Segment

Year	2011	2012	2013	2014	2015
Number of Crashes	834	778	759	859	833
Average Daily Traffic (ADT)	193,929	183,574	200,131	197,036	194,157
Actual Crash Rate (ACR)	2.411	2.376	2.127	2.445	2.406
District Six Average Crash Rate (A)	1.799	1.875	1.899	2.017	2.312
Average Vehicle Exposure (M)	345.851	327.384	356.912	351.392	346.258
Statewide Average Crash Rate	1.380	1.867	1.793	1.927	2.090

As indicated in ***Table 2-7***, the actual crash rate for the north segment of SR 826 is above the average crash rate for other corridors with similar functional classification (urban – other limited access) in District Six for all years between 2011 and 2015, which may be attributed to the other causes besides an increase in ADT, such as driver and/or roadway conditions. Similarly, the actual crash rate for the north segment of SR 826 is above the statewide average crash rate for all years 2011 through 2015. It's important to note that within the referenced years (2011-2015), the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. The maintenance of traffic (MOT) of this project may have been attributed to approximately 13% of the total crashes identified along this segment of SR 826.

2.2.9 High Crash List Review

The FDOT's High Crash Lists for spots (ramp junction) and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along the north segment of the study corridor. ***Table 2-8*** provides a summary list of the spots (ramp junctions) and segments along the north segment of SR 826 identified in the 2011-2015 FDOT High Crash Lists.

Table 2-8 – SR 826 High Crash List Review – North Segment

High Crash List (HCL) Check				
Location	**Spot (Ramp Junction)**	**Description**	**Segment**	**Description**
SR 826 North Segment	2011-2015 HCL at MP 3.828/3.831	NB SR 826 On-Ramp from WB SR 976	2011-2015 HCL from MP 3.700 to MP 4.100	N and S of SR 976 interchange
	2011-2015 HCL at MP 4.252	SB SR 826 Off-Ramp to WB SR 976	2011-2015 HCL from MP 4.900 to MP 5.100	N and S of SW 24 Street interchange
	2011-2015 HCL at MP 4.923/4.926	NB SR 826 On-Ramp from SW 24 St	2011-2015 HCL from MP 5.800 to MP 6.800	S of SR 90 to S of SR 836
	2011-2015 HCL at MP 6.040	200 ft S of NB SR 826 On-Ramp from EB SR 90	2011-2015 HCL from MP 7.100 to MP 7.600	N and S of SR 836 interchange
	2011-2015 HCL at MP 6.072	260 ft S of SB SR 826 Off-Ramp to WB SR 90	2011-2015 HCL from MP 8.200 to MP 8.700	N and S of NW 25 St interchange
	2011-2015 HCL at MP 6.080	NB SR 826 On-Ramp from EB SR 90		
	2011-2015 HCL at MP 6.132	SB SR 826 Off-Ramp to WB SR 90		
	2011-2015 HCL at MP 6.615/6.620	1,100 ft S of NB SR 826 Off-Ramp to EB SR 836		
	2011-2015 HCL at MP 7.184	SR 826 Mainline under SR 836 Overpass		
	2011-2015 HCL at MP 8.531	SB SR 826 Off-Ramp to NW 25 St		

Note: Study limits include SR 826/Palmetto Expressway (Roadway ID # 87260000), from milepost 3.700 to 8.586.

As indicated in ***Table 2-8***, the major spots (ramp junctions) and segments identified in the 2011-2015 FDOT HCL include mileposts associated with the interchanges of SR 826 with SR 976/SW 40 Street/Bird Road, SR 90/SW 8th Street, SR 836 and NW 25th Street. It's important to note that within the referenced years (2011-2015), the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. Further review of the crash data revealed that 544 (13.4%) crashes reported were attributed to work zone related activities, perhaps including the maintenance of traffic (MOT) for this project.

2.3 SR 836/Dolphin Expressway

A crash summary was developed for SR 836 from SR 973/NW 87th Avenue (MP 2.788) to SR 969/Milam Dairy Road/NW 72 Avenue (MP 5.000) to categorize the relevant crashes by type, severity, lighting conditions, surface conditions and time of day including month of the year, day of the week and hour of the day to identify crash patterns or clusters and determine probable causes. ***Table 2-9*** summarizes the crash statistics for SR 836.

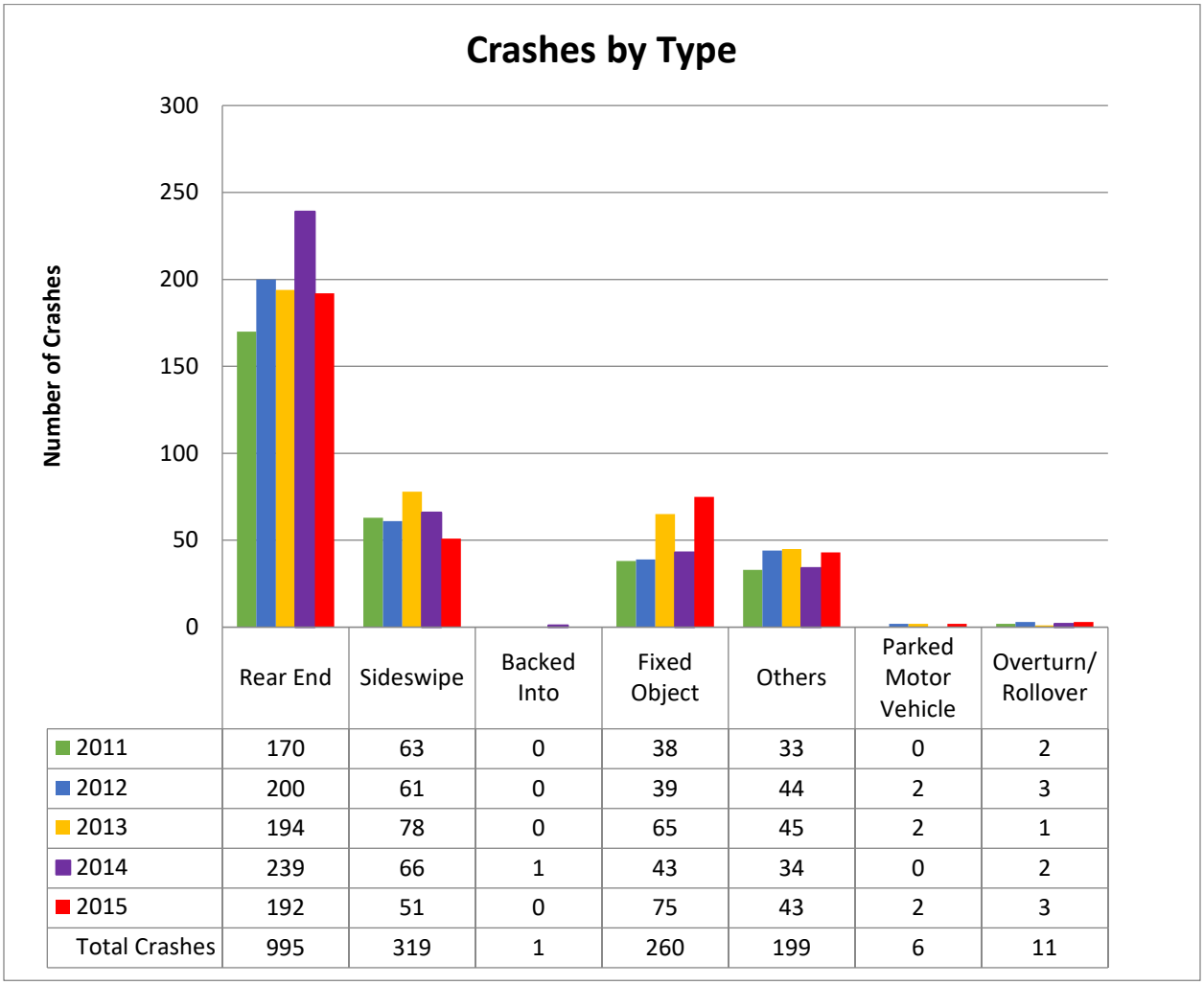
SR 836 is identified as Section 87200000 on the State Highway System. Overall, there were a total of 1,792 crashes during the five-year study period with 306 crashes in 2011, 349 crashes in 2012, 385 crashes in 2013, 386 crashes in 2014 and 366 crashes in 2015 that occurred on SR 836 within the study limits. A detailed crash analysis of these crashes is provided in the following sections and is referenced in ***Appendix B***.

Table 2-9 – SR 836 Summary of Crashes

SR 836/Dolphin Expressway from NW 87 Ave to NW 72 Ave		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	170	200	194	239	192	995	199.00	55.5%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	0	0	0	0	0	0	0.00	0.0%
	Left Turn	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	63	61	78	66	51	319	63.80	17.8%
	Backed Into	0	0	0	1	0	1	0.20	0.1%
	Coll. w/ Parked Car	0	2	2	0	2	6	1.20	0.3%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	38	39	65	43	75	260	52.00	14.5%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	2	3	1	2	3	11	2.20	0.6%
	Other	33	44	45	35	43	200	40.00	11.2%
	Total Crashes	**306**	**349**	**385**	**386**	**366**	**1792**	**358.40**	**100.0%**
SEVERITY	PDO Crashes	180	230	266	294	243	1213	242.60	67.7%
	Fatal Crashes	0	1	1	0	2	4	0.80	0.2%
	Injury Crashes	126	118	118	92	121	575	115.00	32.1%
LIGHTING CONDITIONS	Daylight	209	233	250	264	242	1198	239.60	66.9%
	Dusk	4	13	10	15	16	58	11.60	3.2%
	Dawn	1	4	9	4	9	27	5.40	1.5%
	Dark	92	95	114	101	98	500	100.00	27.9%
	Unknown	0	4	2	2	1	9	1.80	0.5%
SURFACE CONDITIONS	Dry	245	255	293	317	297	1407	281.40	78.5%
	Wet	61	94	91	69	68	383	76.60	21.4%
	Others	0	0	1	0	1	2	0.40	0.1%
MONTH OF YEAR	January	26	25	25	25	39	140	28.00	7.8%
	February	21	25	37	43	32	158	31.60	8.8%
	March	30	28	35	28	32	153	30.60	8.5%
	April	35	27	29	33	27	151	30.20	8.4%
	May	13	24	24	34	30	125	25.00	7.0%
	June	20	22	30	27	34	133	26.60	7.4%
	July	31	29	42	33	33	168	33.60	9.4%
	August	21	33	30	32	29	145	29.00	8.1%
	September	21	31	42	37	40	171	34.20	9.5%
	October	27	49	27	37	24	164	32.80	9.2%
	November	29	26	38	29	25	147	29.40	8.2%
	December	32	30	26	28	21	137	27.40	7.6%
DAY OF WEEK	Sunday	41	36	41	49	52	219	43.80	12.2%
	Monday	46	39	67	48	49	249	49.80	13.9%
	Tuesday	37	53	58	55	61	264	52.80	14.7%
	Wednesday	50	46	54	72	44	266	53.20	14.8%
	Thursday	53	71	49	62	67	302	60.40	16.9%
	Friday	44	65	49	60	63	281	56.20	15.7%
	Saturday	35	39	67	40	30	211	42.20	11.8%
HOUR OF DAY	12:00 AM - 06:00 AM	46	57	67	38	43	251	50.20	14.0%
	06:00 AM - 09:00 AM	47	90	86	81	74	378	75.60	21.1%
	09:00 AM - 11:00 AM	24	44	45	51	36	200	40.00	11.2%
	11:00 AM - 01:00 PM	41	26	30	44	44	185	37.00	10.3%
	01:00 PM - 03:00 PM	37	29	30	33	34	163	32.60	9.1%
	03:00 PM - 06:00 PM	60	44	52	48	53	257	51.40	14.3%
	06:00 PM - 09:00 PM	16	23	33	34	44	150	30.00	8.4%
	09:00 PM - 11:59 PM	35	36	42	57	38	208	41.60	11.6%

2.3.1 Crash Distribution by Crash Type

An analysis of crash distribution by crash types was performed to identify the predominant crash patterns along the corridor. ***Figure 2-13*** shows the crash distribution summary by crash type for SR 836.



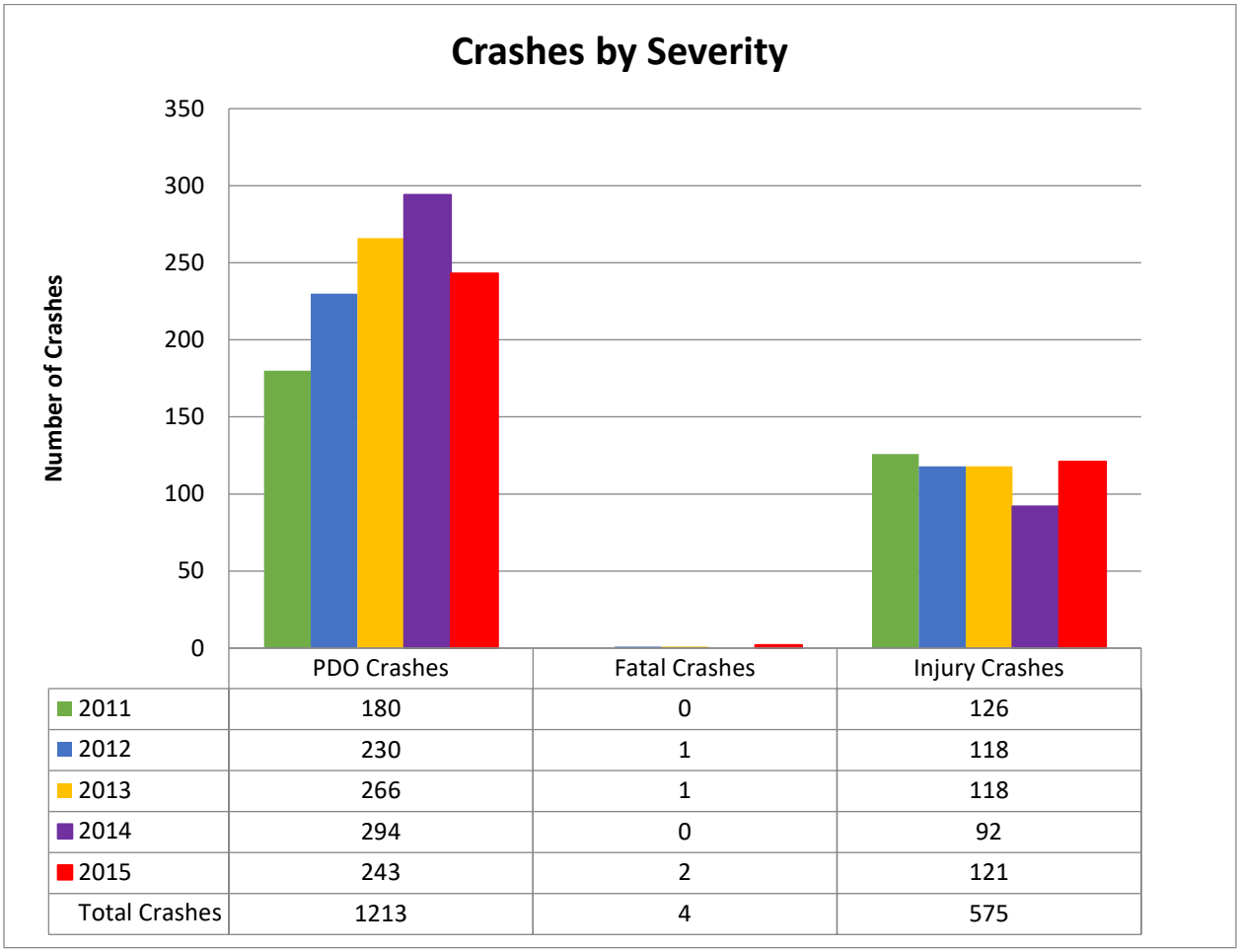
	Rear End	Sideswipe	Backed Into	Fixed Object	Others	Parked Motor Vehicle	Overturn/ Rollover
2011	170	63	0	38	33	0	2
2012	200	61	0	39	44	2	3
2013	194	78	0	65	45	2	1
2014	239	66	1	43	34	0	2
2015	192	51	0	75	43	2	3
Total Crashes	995	319	1	260	199	6	11

Figure 2-13 – SR 836 Crash Distribution by Crash Type

As shown in ***Figure 2-13***, the leading crash types include Rear-end with 995 (55.5%) crashes, Sideswipe with 319 (17.8%) crashes and Fixed-object with 260 (14.5%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 836.

2.3.2 Crash Trends by Severity

An analysis of crash frequency by severity was performed to determine the overall trends within the study limits. ***Figure 2-14*** shows the crashes by severity summary for SR 836 from SR 973/NW 87th Avenue to SR 969/Milam Dairy Road/NW 72 Avenue.



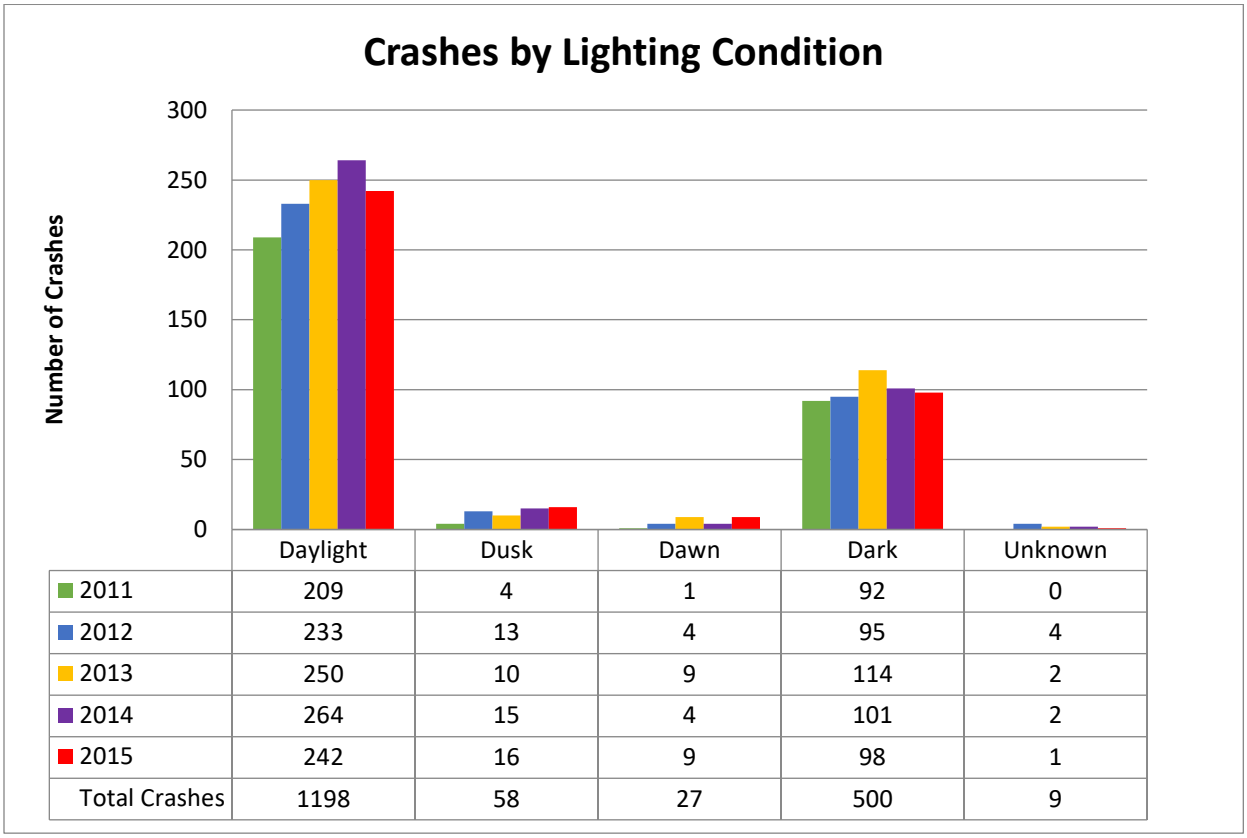
	PDO Crashes	Fatal Crashes	Injury Crashes
2011	180	0	126
2012	230	1	118
2013	266	1	118
2014	294	0	92
2015	243	2	121
Total Crashes	1213	4	575

Figure 2-14 – SR 836 Crashes by Severity

As shown in ***Figure 2-14***, there were 1,213 (67.7%) "Property Damage Only Crashes", 575 (32.1%) "Injury Crashes" and 4 (0.2%) "Fatal Crashes" that occurred within the five-year analysis period.

2.3.3 Crash Distribution by Lighting Conditions

An analysis of lighting conditions was performed to determine if inadequate lighting may have contributed to significant crashes along the corridor. ***Figure 2-15*** shows the lighting conditions summary for SR 836.



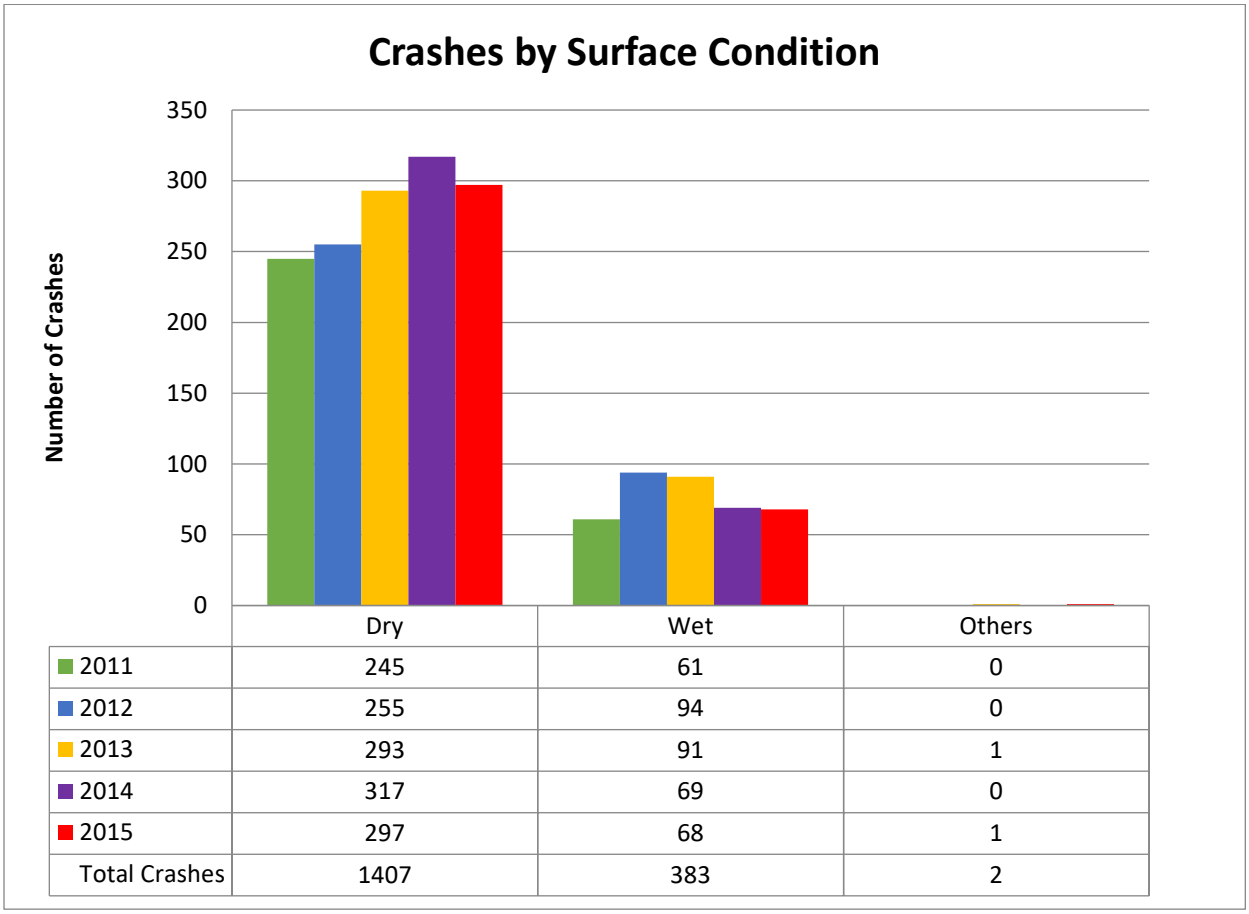
	Daylight	Dusk	Dawn	Dark	Unknown
2011	209	4	1	92	0
2012	233	13	4	95	4
2013	250	10	9	114	2
2014	264	15	4	101	2
2015	242	16	9	98	1
Total Crashes	1198	58	27	500	9

Figure 2-15 – SR 836 Crash Distribution by Lighting Conditions

As shown in ***Figure 2-15***, most of the crashes occurred during daylight conditions. Of the total 1,792 crashes that occurred within the study limits, 585 (32.6%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%. A review of the existing conditions indicates that roadway lighting is present through the study corridor.

2.3.4 Crash Distribution by Road Surface Conditions

An analysis of the road surface conditions was performed to determine if inadequate road surface conditions has contributed to crashes along the corridor. ***Figure 2-16*** shows the road surface conditions summary for SR 836.



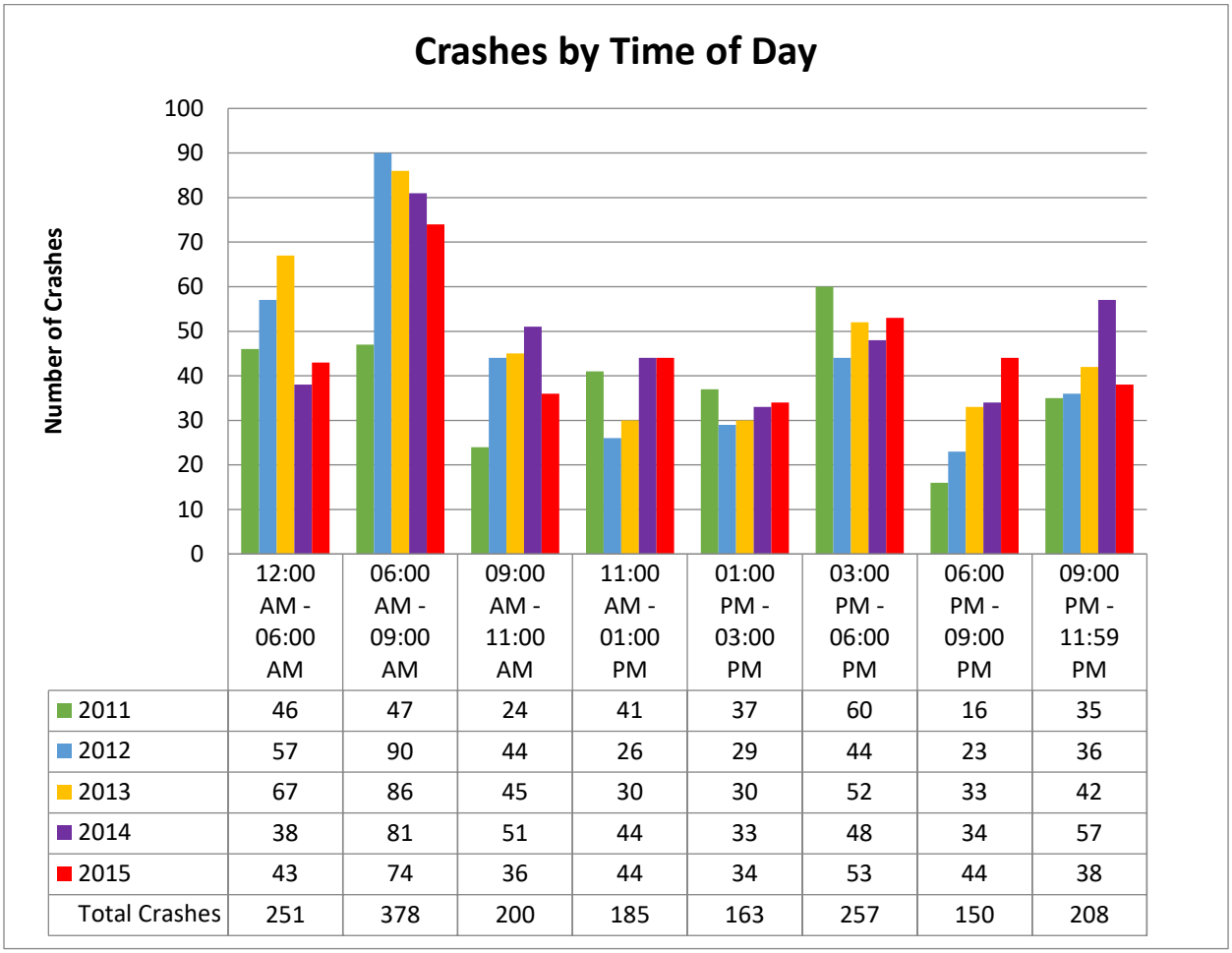
	Dry	Wet	Others
2011	245	61	0
2012	255	94	0
2013	293	91	1
2014	317	69	0
2015	297	68	1
Total Crashes	1407	383	2

Figure 2-16 – SR 836 Crash Distribution by Road Surface Conditions

As shown in ***Figure 2-16***, 383 (21.4%) of the crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. However, most crashes, about 78.5%, occurred during dry surface conditions.

2.3.5 Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if the hourly variations were having a substantial effect on the crash occurrences along the study corridor. ***Figure 2-17*** shows the crash distribution summary by time of day for SR 836.



	12:00 AM - 06:00 AM	06:00 AM - 09:00 AM	09:00 AM - 11:00 AM	11:00 AM - 01:00 PM	01:00 PM - 03:00 PM	03:00 PM - 06:00 PM	06:00 PM - 09:00 PM	09:00 PM - 11:59 PM
2011	46	47	24	41	37	60	16	35
2012	57	90	44	26	29	44	23	36
2013	67	86	45	30	30	52	33	42
2014	38	81	51	44	33	48	34	57
2015	43	74	36	44	34	53	44	38
Total Crashes	251	378	200	185	163	257	150	208

Figure 2-17 – SR 836 Crash Distribution by Time of Day

As shown in ***Figure 2-17***, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (21.1%) and from 3:00 PM to 6:00 PM (14.3%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

2.3.6 Crash Distribution by Contributing Causes

An analysis of the contributing causes was conducted to identify the leading contributing causes for crashes on SR 836. ***Table 2-10*** summarizes the contributing causes for the study corridor.

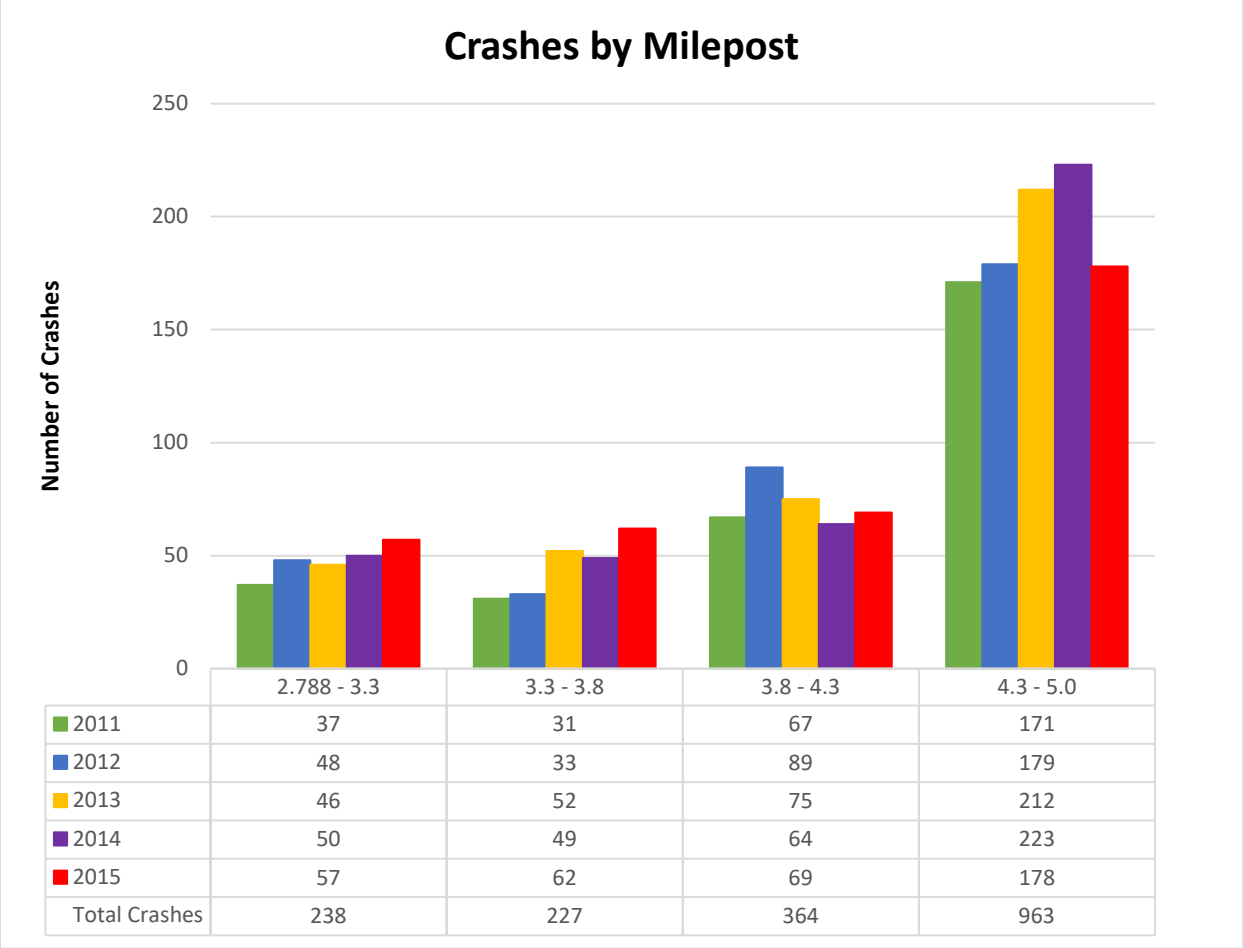
Table 2-10 – SR 836 Crash Distribution by Contributing Causes

Contributing Cause	Total	%
Careless or Negligent Manner	996	56%
Failed to Keep in Proper Lane	96	5%
Failed to Yield Right-Of-Way	67	4%
Improper Passing	38	2%
Drove too Fast for Conditions	22	1%
Followed too Closely	13	1%
Swerved or Avoided	13	1%
Improper Turn	10	1%
Over-Correcting/Over-Steering	4	0%
Erratic, Reckless or Aggressive	4	0%
Ran Off Roadway	3	0%
Improper Backing	2	0%
Exceed Posted Speed	2	0%
Wrong Side or Wrong Way	1	0%
Ran Red Light	0	0%
Ran Stop Sign	0	0%
Disregarded Other Traffic Sign	0	0%
Disregarded Other Road Markings	0	0%
No Contributing Action	214	12%
Other Contributing Action	307	17%
Total	**1,792**	**100%**

As indicated in **Table 2-10**, most of the contributing causes identified are driver related. The three leading contributing causes include “Careless or Negligent Manner” (56%), “Other Contributing Action” (17%) and “No Contributing Action” (12%).

2.3.7 Crash Distribution by Milepost

Total crashes were plotted by milepost to determine any segments of SR 836 experiencing a high number of crashes. The results are shown in ***Figure 2-18***.



	2.788 - 3.3	3.3 - 3.8	3.8 - 4.3	4.3 - 5.0
2011	37	31	67	171
2012	48	33	89	179
2013	46	52	75	212
2014	50	49	64	223
2015	57	62	69	178
Total Crashes	238	227	364	963

Figure 2-18 – SR 836 Crash Distribution by Milepost

As shown in ***Figure 2-18***, most crashes (54%) occurred between milepost range 4.3 – 5.0. This milepost range identified includes SR 836 from east of SR 826 to east of SR 969/Milam Dairy Road/NW 72 Avenue. Details for the prevalent crash patterns at these interchanges are discussed in ***Section 3.0*** of this report.

2.3.8 Average Crash Rates Review

The total number of crashes within the study limits has remained relatively constant from 2011 through 2015 with an average of 358 crashes per year. The AADT within the study limits has varied from 137,000 in 2011 to 138,500 in 2015. Crash rates in million vehicle miles traveled were calculated to determine if the increase in total crashes was due to an increase in AADT or influenced by driver and/or roadway conditions. Throughout the study limits, the functional classification of the corridor is consistent. Therefore, one crash was calculated for the entire corridor segment within the study limits. ***Table 2-11*** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 2-11 – SR 836 Actual Crash Rate vs. Average Crash Rate

Year	2011	2012	2013	2014	2015
Number of Crashes	306	349	385	386	366
Average Daily Traffic (ADT)	137,113	133,292	133,962	136,851	138,477
Actual Crash Rate (ACR)	2.764	3.243	3.560	3.494	3.274
District Six Average Crash Rate (A)	1.435	1.673	1.884	1.834	1.629
Average Vehicle Exposure (M)	110.702	107.617	108.158	110.491	111.804
Statewide Average Crash Rates	0.529	0.609	0.766	0.764	0.780

As indicated in ***Table 2-11***, the actual crash rate for SR 836 is greater than the average crash rate for other corridors with similar functional classification (urban toll roads) in District Six for years 2011 through 2015. Furthermore, the actual crash rate for SR 836 is also greater in all five-years when compared to the statewide average crash rates.

2.3.9 High Crash List Review

The FDOT's High Crash Lists for spots (ramp junctions) and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along SR 836. ***Table 2-12*** provides a summary list of the spots (ramp junctions) and segments along SR 836 identified in the 2011-2015 FDOT High Crash Lists.

Table 2-12 – SR 836 High Crash List Review

High Crash List (HCL) Check			
Spot (Ramp Junction)	**Description**	**Segment**	**Description**
2011-2015 HCL at MP 3.500	On-Ramp to SR 836 EB from SR 973		
2011-2015 HCL at MP 4.179	Off-Ramp from SR 836 WB to SR 826 SB		
2011-2015 HCL at MP 4.259	On-Ramp from SR 836 WB to SR 826 NB		
2011-2015 HCL at MP 4.296	Off-Ramp from SR 836 EB to SR 826 NB		
2011-2015 HCL at MP 4.816	Off-Ramp from SR 836 EB to SR 969	2011-2015 HCL from MP 3.100 to MP 3.600	From Off-Ramp SR 836 to On-Ramp SR 836 EB
2011-2015 HCL at MP 4.840	On-Ramp to SR 836 WB from SR 969	2011-2015 HCL from MP 4.000 to MP 5.300	From EB Off-Ramp SR 836 to Off-Ramp SR 836 WB
2011-2015 HCL at MP 4.880	On-Ramp to SR 836 WB from S of SR 969		
2011-2015 HCL at MP 4.920	On-Ramp to SR 836 EB from SR 969		
2011-2015 HCL at MP 4.923	On-Ramp to SR 836 EB from SR 969		

Note: Study limits include SR 836/Dolphin Expressway (Roadway ID # 87200000), from milepost 2.788 to 5.000.

As indicated in ***Table 2-12***, most of SR 836 within the study limits was identified in the 2011-2015 FDOT High Crash List. The major interchanges included are SR 973/NW 87th Avenue, SR 826, and SR 969/Milam Dairy Road/NW 72 Avenue. Like SR 826, the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 836 from NW 87th Avenue to NW 57th Avenue. A review of the crash data revealed that 381 (21.26%) crashes reported were attributed to work zone related activities, perhaps including the maintenance of traffic (MOT) for this project.

3.0 INTERCHANGE CRASH ANALYSIS

The area of influence includes 11 interchanges with SR 826 including NW 25th Street, SR 836/Dolphin Expressway, SR 968/Flagler Street, SR 90/SW 8th Street, SW 24th Street/Coral Way, SR 976/SW 40th Street/Bird Road, SR 874/Don Shula Expressway, SW 56th Street/Miller Drive, SR 986/SW 72nd Street/Sunset Drive, SR 94/SW 88th Street and SR 5/US 1. The following sections summarize the crash history between January 1, 2011 through December 31, 2015 that occurred within the interchange influence area including the section of mainline between ramps and the section of the arterial influenced by the ramp intersections. Crash data for each of the 11 interchanges is provided in ***Appendix C.***

3.1 NW 25TH STREET INTERCHANGE

NW 25th Street is a four-lane divided arterial that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-1*** shows the influence area selected for the interchange and ***Table 3-1*** summarizes the crash data within the influence area. Of the total 1,171 crashes reported, 960 (82%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 211 (18%) from Signal-4 Analytics.

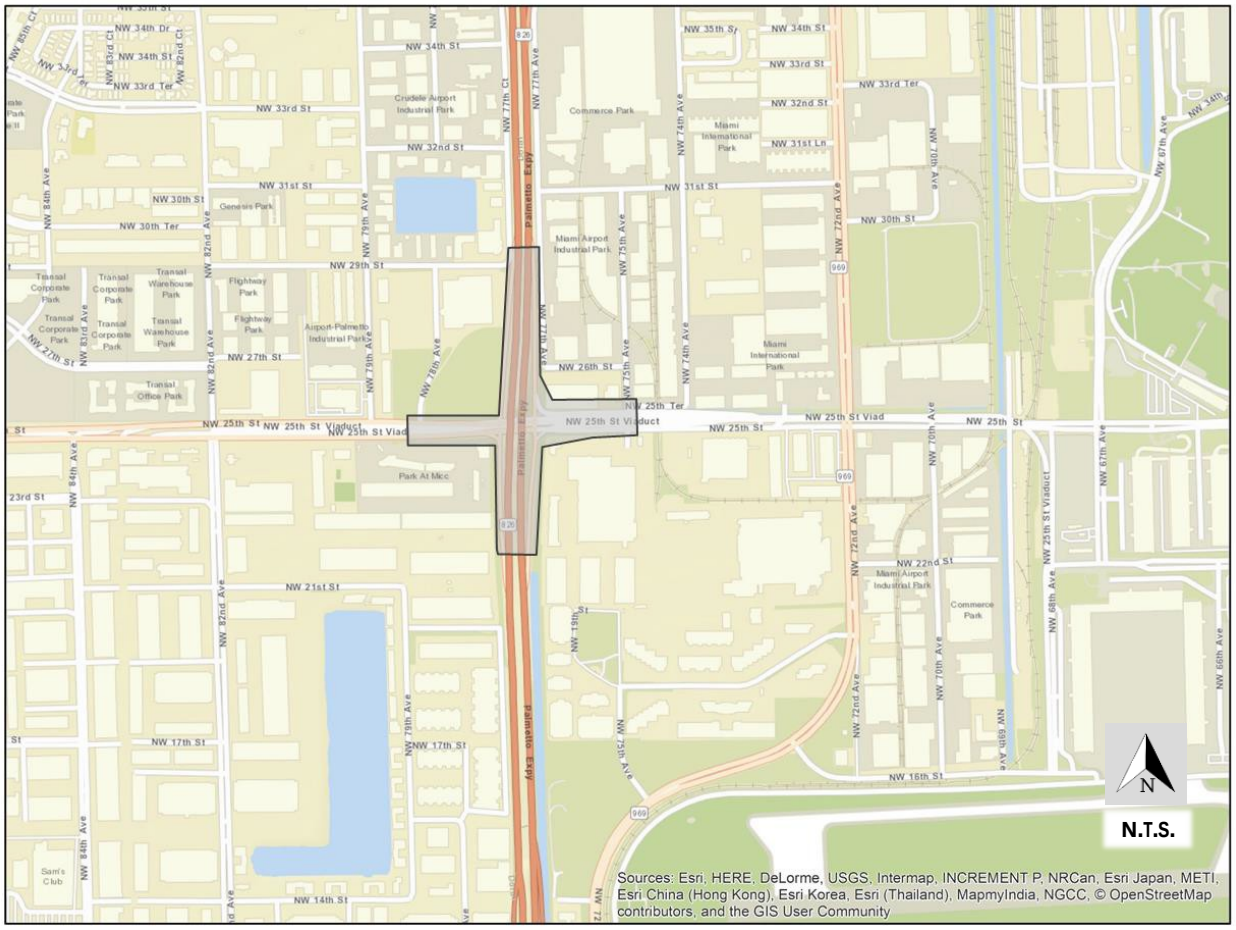


Figure 3-1 – NW 25th Street Interchange Influence Area

A total of 1,171 crashes occurred at the NW 25th Street interchange, with 189 crashes in 2011, 190 crashes in 2012, 201 crashes in 2013, 291 crashes in 2014 and 300 crashes in 2015. Of the total crashes, 886 (75.7%) were "Property Damage Only" and 285 (24.3%) were "Injury". No fatalities were reported. Three hundred and eight (26.3%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface

conditions were reported for 195 (16.7%) crashes, which is slightly above the Districtwide average of 16%.

Table 3-1 – NW 25th Street Interchange Crash Summary

SR 826/Palmetto Expressway AT SW 25 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	131	111	94	152	186	674	134.80	57.6%
	Head On	0	1	2	0	0	3	0.60	0.3%
	Angle	12	8	24	22	18	84	16.80	7.2%
	Left Turn	4	6	5	4	2	21	4.20	1.8%
	Right Turn	1	0	1	3	2	7	1.40	0.6%
	Sideswipe	26	41	47	81	61	256	51.20	21.9%
	Backed Into	0	0	1	1	1	3	0.60	0.3%
	Coll. w/ Parked Car	0	2	0	0	0	2	0.40	0.2%
	Coll. w/ Pedestrian	1	0	0	1	0	2	0.40	0.2%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	4	10	6	8	10	38	7.60	3.2%
	Ran Off Road	1	0	2	0	0	3	0.60	0.3%
	Overturned	0	0	1	2	1	4	0.80	0.3%
	Other	9	11	18	17	19	74	14.80	6.3%
	Total Crashes	**189**	**190**	**201**	**291**	**300**	**1171**	**234.20**	**100.0%**
SEVERITY	PDO Crashes	116	123	161	239	247	886	177.20	75.7%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	73	67	40	52	53	285	57.00	24.3%
LIGHTING CONDITIONS	Daylight	144	146	141	207	221	859	171.80	73.4%
	Dusk	8	7	11	13	11	50	10.00	4.3%
	Dawn	1	2	1	6	4	14	2.80	1.2%
	Dark	36	34	45	65	64	244	48.80	20.8%
	Unknown	0	1	3	0	0	4	0.80	0.3%
SURFACE CONDITIONS	Dry	154	145	163	243	267	972	194.40	83.0%
	Wet	35	44	35	48	33	195	39.00	16.7%
	Others	0	1	3	0	0	4	0.80	0.3%
HOUR OF DAY	12:00 AM - 06:00 AM	9	7	14	18	20	68	13.60	5.8%
	06:00 AM - 09:00 AM	14	22	25	40	34	135	27.00	11.5%
	09:00 AM - 11:00 AM	18	18	23	26	23	108	21.60	9.2%
	11:00 AM - 01:00 PM	19	26	25	38	28	136	27.20	11.6%
	01:00 PM - 03:00 PM	35	34	24	35	46	174	34.80	14.9%
	03:00 PM - 06:00 PM	48	44	42	59	80	273	54.60	23.3%
	06:00 PM - 11:59 PM	46	39	48	75	69	277	55.40	23.7%

The leading crash types include Rear-end with 674 (57.6%) and Sideswipe with 256 (21.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. It should be noted that the NW 25th Street viaduct project (FM#251185-1-52-01) from NW 89th Court to SR 826 was under construction during the referenced five-year period, with the heaviest construction occurring between 2014 and 2015.

3.2 SR 836/Dolphin Expressway Interchange

SR 836/Dolphin Expressway is an eight-lane divided expressway (tolled facility) that connects to SR 826 forming a system-to-system interchange between the two expressways. ***Figure 3-2*** shows the influence area selected for the interchange and ***Table 3-2*** summarizes the crash data within the influence area.

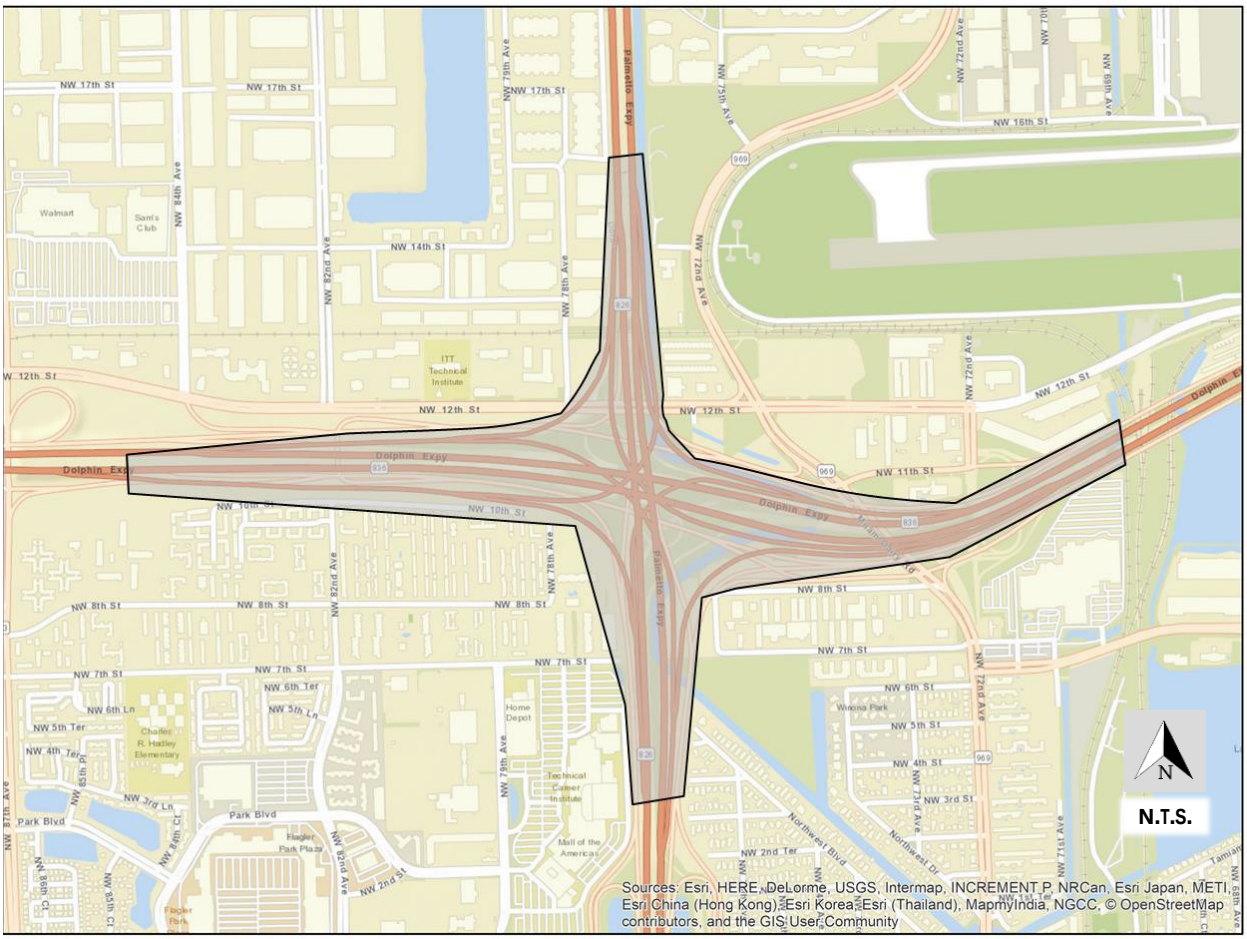


Figure 3-2 – SR 836/Dolphin Expressway Interchange Influence Area

A total of 2,048 crashes occurred at the SR 836 interchange, with 340 crashes in 2011, 387 crashes in 2012, 419 crashes in 2013, 473 crashes in 2014 and 429 crashes in 2015. Of the total crashes, 1,403 (68.5%) were "Property Damage Only" and 641 (31.3%) were "Injury". There were 4 (0.2%) fatalities reported. Six hundred and ninety-five (33.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 29%. Wet

roadway surface conditions were reported for 407 (19.9%) crashes, which is greater than the Districtwide average of 16%.

Table 3-2 – SR 836/Dolphin Expressway Interchange Crash Summary

SR 826/Palmetto At SR 836/Dolphin Expressway		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	196	204	214	284	236	1134	226.80	55.4%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	0	0	0	0	0	0	0.00	0.0%
	Left Turn	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	66	73	80	78	66	363	72.60	17.7%
	Backed Into	0	0	0	1	0	1	0.20	0.0%
	Coll. w/ Parked Car	0	0	3	0	0	3	0.60	0.1%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	40	54	72	62	85	313	62.60	15.3%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	2	5	1	5	3	16	3.20	0.8%
	Other	36	51	49	43	39	218	43.60	10.6%
	Total Crashes	**340**	**387**	**419**	**473**	**429**	**2048**	**409.60**	**100.0%**
SEVERITY	PDO Crashes	205	249	299	356	294	1403	280.60	68.5%
	Fatal Crashes	0	1	1	0	2	4	0.80	0.2%
	Injury Crashes	135	137	119	117	133	641	128.20	31.3%
LIGHTING CONDITIONS	Daylight	229	256	270	312	276	1343	268.60	65.6%
	Dusk	6	14	9	19	20	68	13.60	3.3%
	Dawn	1	3	10	5	12	31	6.20	1.5%
	Dark	104	109	127	135	121	596	119.20	29.1%
	Unknown	0	5	3	2	0	10	2.00	0.5%
SURFACE CONDITIONS	Dry	278	285	321	397	355	1636	327.20	79.9%
	Wet	62	101	97	75	72	407	81.40	19.9%
	Others	0	1	1	1	2	5	1.00	0.2%
HOUR OF DAY	12:00 AM - 06:00 AM	48	59	67	52	53	279	55.80	13.6%
	06:00 AM - 09:00 AM	44	89	85	88	67	373	74.60	18.2%
	09:00 AM - 11:00 AM	31	44	50	52	46	223	44.60	10.9%
	11:00 AM - 01:00 PM	43	33	35	57	53	221	44.20	10.8%
	01:00 PM - 03:00 PM	48	38	38	42	46	212	42.40	10.4%
	03:00 PM - 06:00 PM	64	52	52	63	60	291	58.20	14.2%
	06:00 PM - 11:59 PM	62	72	92	119	104	449	89.80	21.9%

The leading crash types include Rear-end with 1,134 (55.4%), Sideswipe with 363 (17.7%) and Fixed-object with 313 (15.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 836.

3.3 SR 968/Flagler Street Interchange

SR 968/Flagler Street is a six-lane divided roadway that intersects SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-3*** shows the influence area selected for the interchange and ***Table 3-3*** summarizes the crash data within the influence area.

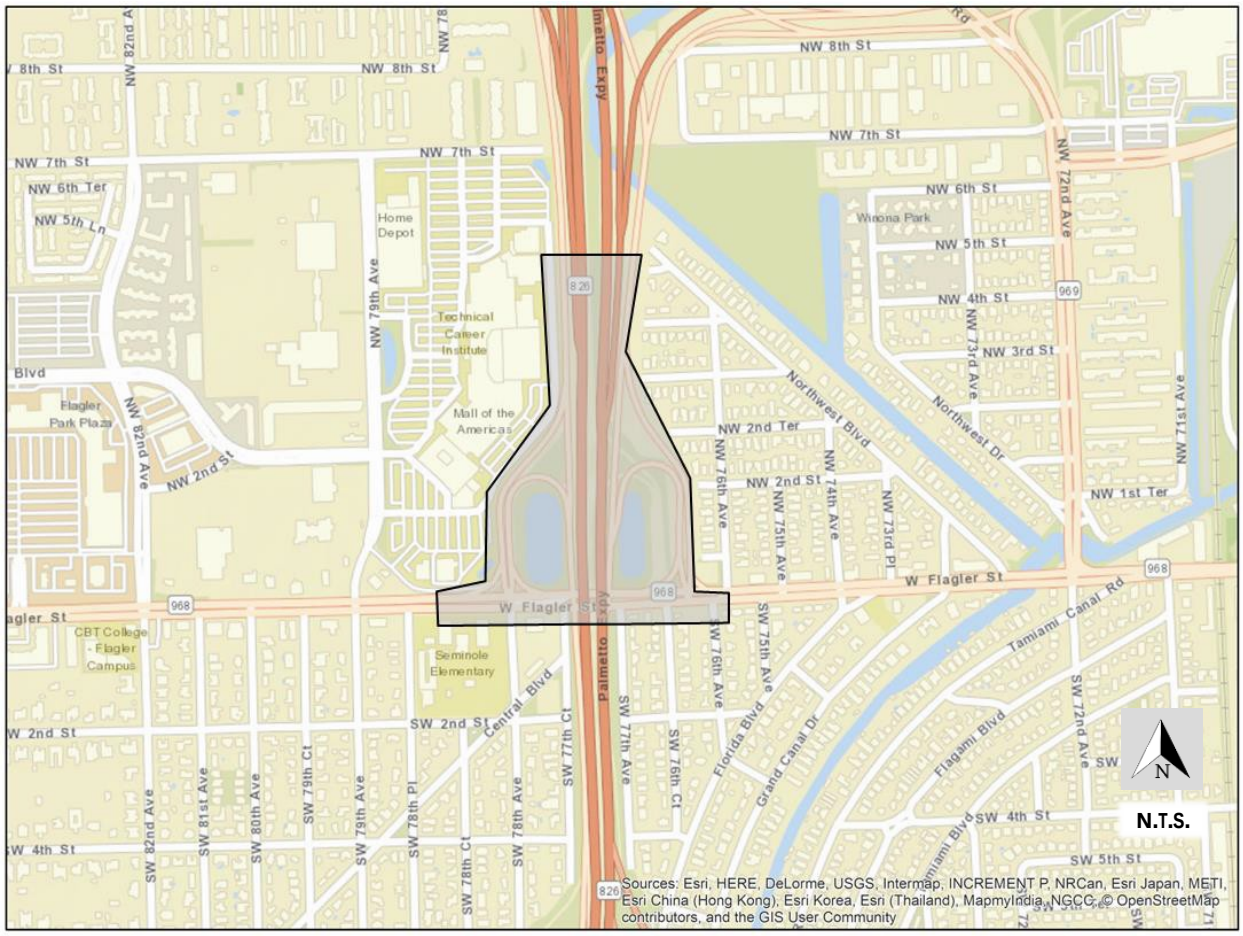


Figure 3-3 – SR 968/Flagler Street Interchange Influence Area

A total of 1,069 crashes occurred at the SR 968/Flagler Street interchange, with 181 crashes in 2011, 205 crashes in 2012, 209 crashes in 2013, 250 crashes in 2014 and 224 crashes in 2015. Of the total crashes, 757 (70.8%) were "Property Damage Only" and 312 (29.2%) were "Injury". There were no fatalities reported in the five-year period referenced. Three hundred and thirty-four (31.2%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 29%. Wet roadway surface conditions were reported for 178 (16.7%) crashes, which is slightly above the Districtwide average of 16%.

Table 3-3 – SR 968/Flagler Street Interchange Crash Summary

SR 826/Palmetto At SR 968/W Flagler Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	110	128	119	156	126	639	127.80	59.8%
	Head On	0	0	0	1	0	1	0.20	0.1%
	Angle	14	12	14	16	20	76	15.20	7.1%
	Left Turn	4	7	4	6	10	31	6.20	2.9%
	Right Turn	0	0	0	1	1	2	0.40	0.2%
	Sideswipe	28	31	35	50	31	175	35.00	16.4%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	1	0	0	1	0.20	0.1%
	Coll. w/ Pedestrian	0	1	0	0	0	1	0.20	0.1%
	Coll. w/ Bicycle	0	0	1	0	0	1	0.20	0.1%
	Fixed Object	12	13	23	8	23	79	15.80	7.4%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	1	0	1	2	0.40	0.2%
	Other	13	13	11	12	12	61	12.20	5.7%
	Total Crashes	**181**	**205**	**209**	**250**	**224**	**1069**	**213.80**	**100.0%**
SEVERITY	PDO Crashes	111	144	155	185	162	757	151.40	70.8%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	70	61	54	65	62	312	62.40	29.2%
LIGHTING CONDITIONS	Daylight	128	130	137	178	158	731	146.20	68.4%
	Dusk	2	11	3	9	8	33	6.60	3.1%
	Dawn	0	4	3	2	4	13	2.60	1.2%
	Dark	51	59	64	60	54	288	57.60	26.9%
	Unknown	0	1	2	1	0	4	0.80	0.4%
SURFACE CONDITIONS	Dry	155	164	159	212	200	890	178.00	83.3%
	Wet	26	40	50	38	24	178	35.60	16.7%
	Others	0	1	0	0	0	1	0.20	0.1%
HOUR OF DAY	12:00 AM - 06:00 AM	15	18	21	24	20	98	19.60	9.2%
	06:00 AM - 09:00 AM	21	37	27	27	27	139	27.80	13.0%
	09:00 AM - 11:00 AM	30	31	24	26	32	143	28.60	13.4%
	11:00 AM - 01:00 PM	24	15	26	30	23	118	23.60	11.0%
	01:00 PM - 03:00 PM	21	19	23	42	31	136	27.20	12.7%
	03:00 PM - 06:00 PM	29	27	35	44	40	175	35.00	16.4%
	06:00 PM - 11:59 PM	41	58	53	57	51	260	52.00	24.3%

The leading crash types include Rear-end with 639 (59.8%) and Sideswipe with 175 (16.4%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.4 SR 90/SW 8TH STREET INTERCHANGE

SR 90/SW 8th Street is a six-lane divided roadway west of SR 826 and a four-lane divided roadway east of SR 826. SR 90 intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-4*** shows the influence area selected for the interchange and ***Table 3-4*** summarizes the crash data within the influence area.

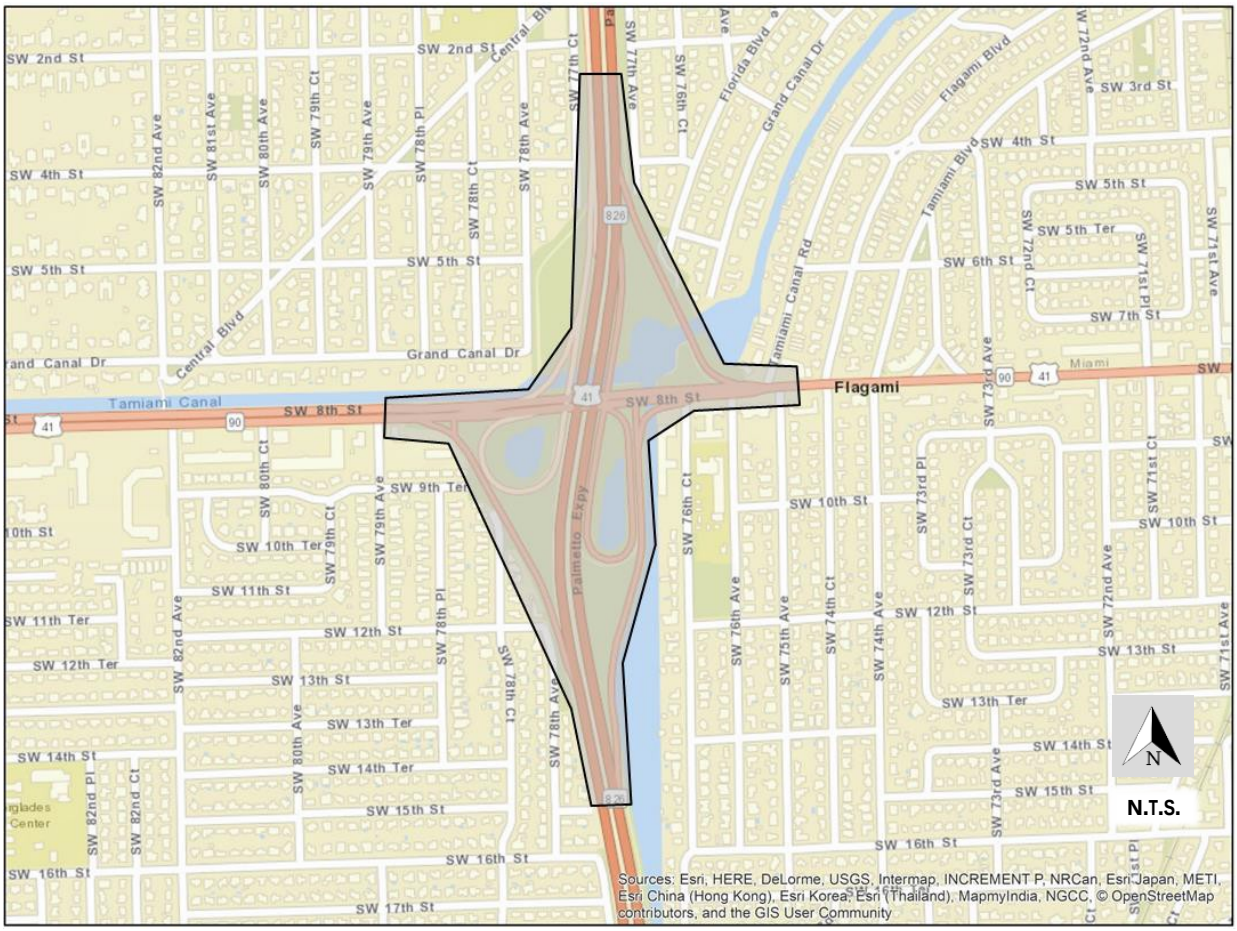


Figure 3-4 – SR 90/SW 8th Street Interchange Influence Area

A total of 1,284 crashes occurred at the SR 90/SW 8th Street interchange, with 241 crashes in 2011, 270 crashes in 2012, 237 crashes in 2013, 254 crashes in 2014 and 282 crashes in 2015. Of the total crashes, 887 (69.1%) were "Property Damage Only" and 396 (30.8%) were "injury". There was one (0.1%) fatality reported in the referenced five-year period. Three hundred and forty-eight (27.1%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 271 (21.1%) crashes, which is above the Districtwide average of 16%.

Table 3-4 – SR 90/SW 8th Street Interchange Crash Summary

SR 826/Palmetto At SR 90/SW 8 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	123	171	122	137	126	679	135.80	52.9%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	22	17	23	18	36	116	23.20	9.0%
	Left Turn	4	8	4	8	12	36	7.20	2.8%
	Right Turn	1	0	2	2	3	8	1.60	0.6%
	Sideswipe	40	30	35	48	49	202	40.40	15.7%
	Backed Into	1	0	1	1	1	4	0.80	0.3%
	Coll. w/ Parked Car	0	0	1	0	1	2	0.40	0.2%
	Coll. w/ Pedestrian	2	0	0	2	0	4	0.80	0.3%
	Coll. w/ Bicycle	1	0	0	2	1	4	0.80	0.3%
	Fixed Object	26	27	29	24	28	134	26.80	10.4%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	1	2	2	1	3	9	1.80	0.7%
	Other	20	15	18	11	22	86	17.20	6.7%
	Total Crashes	**241**	**270**	**237**	**254**	**282**	**1284**	**256.80**	**100.0%**
SEVERITY	PDO Crashes	144	182	169	189	203	887	177.40	69.1%
	Fatal Crashes	0	0	0	0	1	1	0.20	0.1%
	Injury Crashes	97	88	68	65	78	396	79.20	30.8%
LIGHTING CONDITIONS	Daylight	169	196	178	178	210	931	186.20	72.5%
	Dusk	7	6	8	11	5	37	7.40	2.9%
	Dawn	7	1	6	4	4	22	4.40	1.7%
	Dark	57	67	45	57	63	289	57.80	22.5%
	Unknown	1	0	0	4	0	5	1.00	0.4%
SURFACE CONDITIONS	Dry	192	211	182	206	221	1012	202.40	78.8%
	Wet	49	59	55	47	61	271	54.20	21.1%
	Others	0	0	0	1	0	1	0.20	0.1%
HOUR OF DAY	12:00 AM - 06:00 AM	12	21	13	18	29	93	18.60	7.2%
	06:00 AM - 09:00 AM	37	34	46	43	50	210	42.00	16.4%
	09:00 AM - 11:00 AM	27	34	29	43	30	163	32.60	12.7%
	11:00 AM - 01:00 PM	29	35	24	22	36	146	29.20	11.4%
	01:00 PM - 03:00 PM	32	38	31	27	34	162	32.40	12.6%
	03:00 PM - 06:00 PM	48	46	43	40	54	231	46.20	18.0%
	06:00 PM - 11:59 PM	56	62	51	61	49	279	55.80	21.7%

The leading crash types include Rear-end with 679 (52.9%) and Sideswipe with 202 (15.7%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.5 SW 24TH STREET/CORAL WAY INTERCHANGE

SW 24th Street/Coral Way is a six-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-5*** shows the influence area selected for the interchange and ***Table 3-5*** summarizes the crash data within the influence area. Of the total 1,280 crashes reported, 587 (46%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 693 (54%) from Signal-4 Analytics.

Figure 3-5 – SW 24th Street/Coral Way Interchange Influence Area

A total of 1,280 crashes occurred at the SW 24th Street/Coral Way interchange, with 189 crashes in 2011, 194 crashes in 2012, 225 crashes in 2013, 367 crashes in 2014 and 305 crashes in 2015. Of the total crashes, 998 (78.0%) were "Property Damage Only" and 280 (21.9%) were "Injury". There were two (0.2%) fatalities reported in the referenced five-year period. 290 (22.7%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway

surface conditions were reported for 219 (17.1%) crashes, which is above the Districtwide average of 16%.

Table 3-5 – SW 24th Street/Coral Way Interchange Crash Summary

SR 826/Palmetto At SW 24 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	95	88	82	169	138	572	114.40	44.7%
	Head On	0	27	42	1	0	70	14.00	5.5%
	Angle	17	16	19	29	26	107	21.40	8.4%
	Left Turn	13	7	15	39	33	107	21.40	8.4%
	Right Turn	2	0	3	6	5	16	3.20	1.3%
	Sideswipe	28	17	19	62	59	185	37.00	14.5%
	Backed Into	0	0	1	0	3	4	0.80	0.3%
	Coll. w/ Parked Car	0	4	1	5	1	11	2.20	0.9%
	Coll. w/ Pedestrian	2	3	1	0	2	8	1.60	0.6%
	Coll. w/ Bicycle	1	1	1	0	0	3	0.60	0.2%
	Fixed Object	11	12	12	18	17	70	14.00	5.5%
	Ran Off Road	3	0	1	2	5	11	2.20	0.9%
	Overturned	2	2	0	2	0	6	1.20	0.5%
	Other	15	17	28	34	16	110	22.00	8.6%
	Total Crashes	**189**	**194**	**225**	**367**	**305**	**1280**	**256.00**	**100.0%**
SEVERITY	PDO Crashes	116	143	182	305	252	998	199.60	78.0%
	Fatal Crashes	1	1	0	0	0	2	0.40	0.2%
	Injury Crashes	72	50	43	62	53	280	56.00	21.9%
LIGHTING CONDITIONS	Daylight	138	110	117	295	234	894	178.80	69.8%
	Dusk	2	3	3	7	3	18	3.60	1.4%
	Dawn	0	3	2	4	4	13	2.60	1.0%
	Dark	49	40	50	59	61	259	51.80	20.2%
	Unknown	0	38	53	2	3	96	19.20	7.5%
SURFACE CONDITIONS	Dry	148	125	133	296	268	970	194.00	75.8%
	Wet	40	32	40	70	37	219	43.80	17.1%
	Others	1	37	52	1	0	91	18.20	7.1%
HOUR OF DAY	12:00 AM - 06:00 AM	17	11	15	13	12	68	13.60	5.3%
	06:00 AM - 09:00 AM	36	34	32	72	43	217	43.40	17.0%
	09:00 AM - 11:00 AM	16	26	27	56	36	161	32.20	12.6%
	11:00 AM - 01:00 PM	19	18	24	45	44	150	30.00	11.7%
	01:00 PM - 03:00 PM	30	13	27	49	34	153	30.60	12.0%
	03:00 PM - 06:00 PM	35	35	43	65	71	249	49.80	19.5%
	06:00 PM - 11:59 PM	36	57	57	67	65	282	56.40	22.0%

The leading crash types include Rear-end with 572 (44.7%) and Sideswipe with 185 (14.5%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.6 SR 976/SW 40TH STREET/BIRD ROAD INTERCHANGE

SR 976/SW 40th Street/Bird Road is an eight-lane divided roadway immediately west of SR 826 and a six-lane divided roadway east of SR 826. SR 976 intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-6*** shows the influence area selected for the interchange and ***Table 3-6*** summarizes the crash data within the influence area.

Figure 3-6 – SR 976/SW 40th Street/Bird Road Interchange Influence Area

A total of 1,131 crashes occurred at the SR 976/SW 40th Street/Bird Road interchange, with 264 crashes in 2011, 200 crashes in 2012, 204 crashes in 2013, 258 crashes in 2014 and 205 crashes in 2015. Of the total crashes, 806 (71.3%) were "Property Damage Only" and 321 (28.4%) were "Injury". There were 4 (0.4%) fatalities reported in the referenced five-year period. 327 (28.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the

Districtwide average of 29%. Wet roadway surface conditions were reported for 201 (17.8%) crashes, which is above the Districtwide average of 16%.

Table 3-6 – SR 976/SW 40th Street/Bird Road Interchange Crash Summary

SR 826/Palmetto At SR 976/Bird Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	159	117	122	143	126	667	133.40	59.0%
	Head On	0	0	0	1	0	1	0.20	0.1%
	Angle	12	10	18	22	17	79	15.80	7.0%
	Left Turn	13	5	4	7	4	33	6.60	2.9%
	Right Turn	0	5	4	1	6	16	3.20	1.4%
	Sideswipe	37	32	29	43	27	168	33.60	14.9%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	1	0	0	0	0	1	0.20	0.1%
	Coll. w/ Pedestrian	1	0	0	1	0	2	0.40	0.2%
	Coll. w/ Bicycle	0	0	0	1	0	1	0.20	0.1%
	Fixed Object	16	17	14	23	10	80	16.00	7.1%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	2	0	2	3	2	9	1.80	0.8%
	Other	23	14	11	13	13	74	14.80	6.5%
	Total Crashes	**264**	**200**	**204**	**258**	**205**	**1131**	**226.20**	**100.0%**
SEVERITY	PDO Crashes	165	142	156	198	145	806	161.20	71.3%
	Fatal Crashes	0	1	0	0	3	4	0.80	0.4%
	Injury Crashes	99	57	48	60	57	321	64.20	28.4%
LIGHTING CONDITIONS	Daylight	176	142	147	192	142	799	159.80	70.6%
	Dusk	9	6	8	13	13	49	9.80	4.3%
	Dawn	5	2	4	3	1	15	3.00	1.3%
	Dark	73	49	45	48	48	263	52.60	23.3%
	Unknown	1	1	0	2	1	5	1.00	0.4%
SURFACE CONDITIONS	Dry	223	165	173	205	164	930	186.00	82.2%
	Wet	41	35	31	53	41	201	40.20	17.8%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	12	19	14	14	13	72	14.40	6.4%
	06:00 AM - 09:00 AM	35	27	36	40	35	173	34.60	15.3%
	09:00 AM - 11:00 AM	26	17	21	26	24	114	22.80	10.1%
	11:00 AM - 01:00 PM	30	24	21	28	24	127	25.40	11.2%
	01:00 PM - 03:00 PM	21	25	20	26	23	115	23.00	10.2%
	03:00 PM - 06:00 PM	56	41	46	54	38	235	47.00	20.8%
	06:00 PM - 11:59 PM	84	47	46	70	48	295	59.00	26.1%

The leading crash types include Rear-end with 667 (59.0%) and Sideswipe with 168 (14.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.7 SR 874/Don Shula Expressway Interchange

SR 874/Don Shula Expressway is a six-lane divided expressway that connects to SR 826 forming a system-to-system interchange between the two expressways. ***Figure 3 - 7*** shows the influence area selected for the interchange and ***Table 3-7*** summarizes the crash data within the influence area.

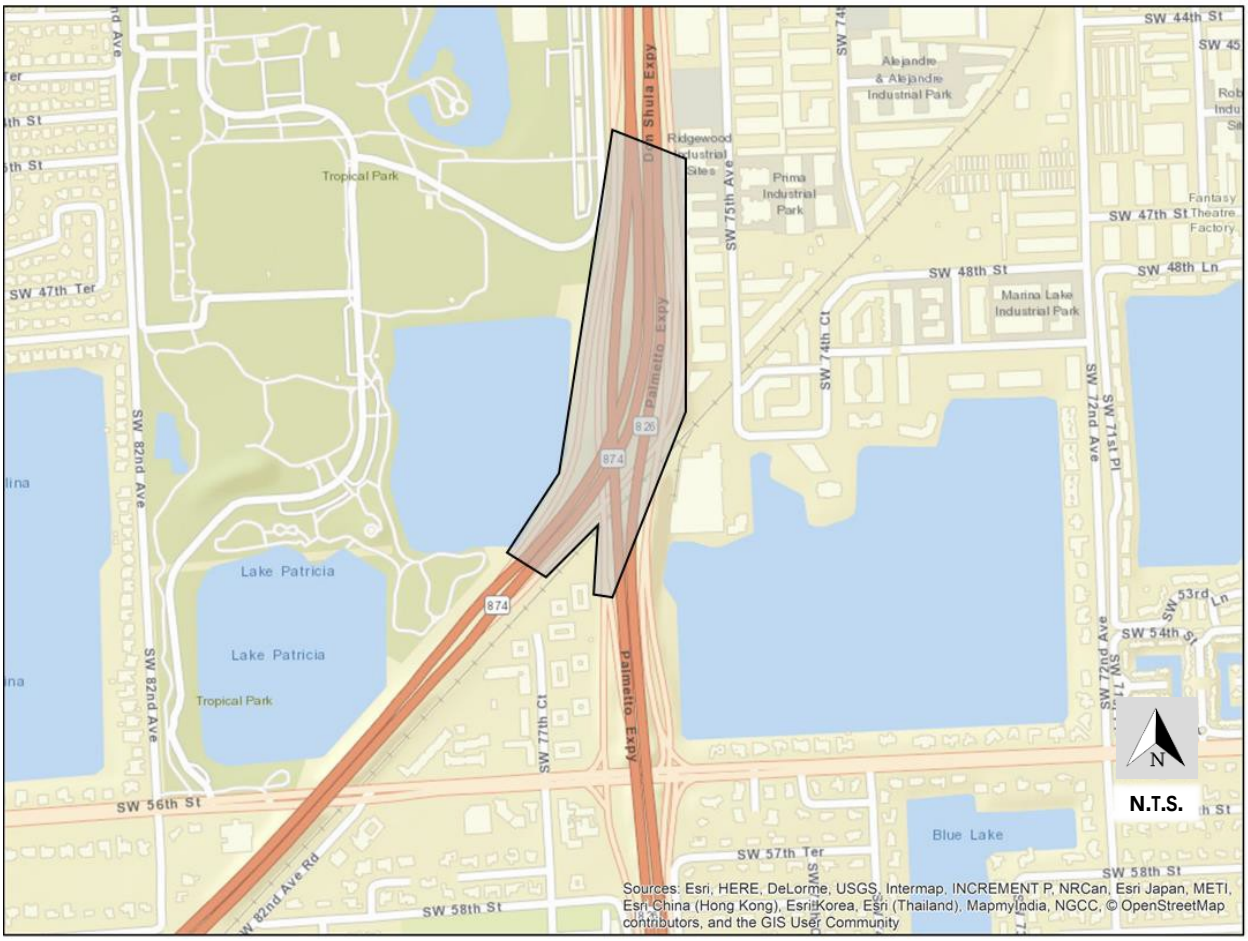


Figure 3-7 – SR 874/Don Shula Expressway Interchange Influence Area

A total of 85 crashes occurred at the SR 874/Don Shula Expressway interchange, with 26 crashes in 2011, 17 crashes in 2012, 13 crashes in 2013, 18 crashes in 2014 and 11 crashes in 2015. Of the total crashes, 45 (52.9%) were "Property Damage Only" and 40 (47.1%) were "Injury". There were no fatalities reported. 37 (43.5%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 29%. Wet roadway surface conditions were reported for 26 (30.6%) crashes, which is greater than the Districtwide average of 16%.

Table 3-7 – SR 874/Don Shula Expressway Interchange Crash Summary

SR 826/Palmetto Expressway AT SR 986/SW 72 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	13	8	3	11	2	37	7.40	43.5%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	1	1	1	0	0	3	0.60	3.5%
	Left Turn	0	0	0	0	0	0	0.00	0.0%
	Right Turn	0	0	0	0	0	0	0.00	0.0%
	Sideswipe	3	1	3	2	2	11	2.20	12.9%
	Backed Into	0	0	1	0	0	1	0.20	1.2%
	Coll. w/ Parked Car	1	1	0	0	1	3	0.60	3.5%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	6	5	5	3	6	25	5.00	29.4%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	0	0	0	0.00	0.0%
	Other	2	1	0	2	0	5	1.00	5.9%
	Total Crashes	**26**	**17**	**13**	**18**	**11**	**85**	**17.00**	**100.0%**
SEVERITY	PDO Crashes	13	8	7	12	5	45	9.00	52.9%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	13	9	6	6	6	40	8.00	47.1%
LIGHTING CONDITIONS	Daylight	15	8	8	10	7	48	9.60	56.5%
	Dusk	0	3	1	1	0	5	1.00	5.9%
	Dawn	2	0	0	0	1	3	0.60	3.5%
	Dark	9	6	4	7	3	29	5.80	34.1%
	Unknown	0	0	0	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	19	9	10	12	9	59	11.80	69.4%
	Wet	7	8	3	6	2	26	5.20	30.6%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	3	3	1	5	3	15	3.00	17.6%
	06:00 AM - 09:00 AM	7	0	3	3	2	15	3.00	17.6%
	09:00 AM - 11:00 AM	1	1	1	2	1	6	1.20	7.1%
	11:00 AM - 01:00 PM	1	0	1	0	1	3	0.60	3.5%
	01:00 PM - 03:00 PM	3	1	0	0	2	6	1.20	7.1%
	03:00 PM - 06:00 PM	4	6	3	4	1	18	3.60	21.2%
	06:00 PM - 11:59 PM	7	6	4	4	1	22	4.40	25.9%

The leading crash types include Rear-end with 37 (43.5%), Fixed-object with 25 (29.4%) and Sideswipe with 11 (12.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 874.

3.8 SW 56TH STREET/MILLER DRIVE INTERCHANGE

SW 56th Street/Miller Drive is a four-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-8*** shows the influence area selected for the interchange and ***Table 3-8*** summarizes the crash data within the influence area. Of the total 464 crashes reported, 259 (56%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 205 (44%) from Signal-4 Analytics.

Figure 3-8 – SW 56th Street/Miller Drive Interchange Influence Area

A total of 464 crashes occurred at the SW 56th Street/Miller Drive interchange, with 92 crashes in 2011, 65 crashes in 2012, 95 crashes in 2013, 104 crashes in 2014 and 108 crashes in 2015. Of the total crashes, 338 (72.8%) were "Property Damage Only" and 126 (27.2%) were "Injury". There were no fatalities reported in the referenced five-year period. One hundred and seventeen (25.2%) crashes

occurred during dark/dawn/dusk lighting conditions, which is below the Districtwide average of 29%. Wet roadway surface conditions were reported for 70 (15.1%) crashes, which is below the Districtwide average of 16%.

Table 3-8 – SW 56th Street/Miller Drive Interchange Crash Summary

SR 826/Palmetto Expressway AT SW 56 Street/Miller Drive		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	44	32	43	54	55	228	45.60	49.1%
	Head On	1	10	8	0	1	20	4.00	4.3%
	Angle	6	1	8	9	9	33	6.60	7.1%
	Left Turn	2	3	6	5	1	17	3.40	3.7%
	Right Turn	1	0	0	1	0	2	0.40	0.4%
	Sideswipe	15	7	10	15	18	65	13.00	14.0%
	Backed Into	0	0	0	1	1	2	0.40	0.4%
	Coll. w/ Parked Car	0	0	0	0	2	2	0.40	0.4%
	Coll. w/ Pedestrian	1	0	1	1	0	3	0.60	0.6%
	Coll. w/ Bicycle	0	0	0	0	0	0	0.00	0.0%
	Fixed Object	13	6	7	6	13	45	9.00	9.7%
	Ran Off Road	0	1	1	1	2	5	1.00	1.1%
	Overturned	1	0	2	0	0	3	0.60	0.6%
	Other	8	5	9	11	6	39	7.80	8.4%
	Total Crashes	**92**	**65**	**95**	**104**	**108**	**464**	**92.80**	**100.0%**
SEVERITY	PDO Crashes	58	43	78	84	75	338	67.60	72.8%
	Fatal Crashes	0	0	0	0	0	0	0.00	0.0%
	Injury Crashes	34	22	17	20	33	126	25.20	27.2%
LIGHTING CONDITIONS	Daylight	62	43	66	76	79	326	65.20	70.3%
	Dusk	1	1	0	5	2	9	1.80	1.9%
	Dawn	0	0	0	0	1	1	0.20	0.2%
	Dark	29	12	17	23	26	107	21.40	23.1%
	Unknown	0	9	12	0	0	21	4.20	4.5%
SURFACE CONDITIONS	Dry	75	52	68	83	95	373	74.60	80.4%
	Wet	17	4	15	21	13	70	14.00	15.1%
	Others	0	9	12	0	0	21	4.20	4.5%
HOUR OF DAY	12:00 AM - 06:00 AM	13	7	7	10	8	45	9.00	9.7%
	06:00 AM - 09:00 AM	15	8	15	18	22	78	15.60	16.8%
	09:00 AM - 11:00 AM	10	7	14	9	18	58	11.60	12.5%
	11:00 AM - 01:00 PM	9	6	10	11	10	46	9.20	9.9%
	01:00 PM - 03:00 PM	11	6	8	7	11	43	8.60	9.3%
	03:00 PM - 06:00 PM	15	16	22	26	14	93	18.60	20.0%
	06:00 PM - 11:59 PM	19	15	19	23	25	101	20.20	21.8%

The leading crash types include Rear-end with 228 (49.1%) and Sideswipe with 65 (14.0%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

3.9 SR 986/SW 72ND STREET/SUNSET DRIVE INTERCHANGE

SR 986/SW 72nd Street/Sunset Drive is a four-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-9*** shows the influence area selected for the interchange and ***Table 3-9*** summarizes the crash data within the influence area.

Figure 3-9 – SR 986/SW 72nd Street/Sunset Drive Interchange Influence Area

A total of 459 crashes occurred at the SR 986/SW 72nd Street/Sunset Drive interchange, with 69 crashes in 2011, 78 crashes in 2012, 82 crashes in 2013, 114 crashes in 2014 and 116 crashes in 2015. Of the total crashes, 325 (70.8%) were "Property Damage Only" and 133 (29.0%) were "Injury". There was one (0.2%) fatality reported in the referenced five-year period. One hundred and thirty (28.3%) crashes occurred during dark/dawn/dusk lighting conditions, which is

lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 63 (13.7%) crashes, which is lower than the Districtwide average of 16%.

Table 3-9 – SR 986/SW 72nd Street/Sunset Drive Interchange Crash Summary

SR 826/Palmetto Expressway AT SR 986/SW 72 Street		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	46	43	45	72	69	275	55.00	59.9%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	4	7	11	17	21	60	12.00	13.1%
	Left Turn	1	2	4	10	4	21	4.20	4.6%
	Right Turn	0	1	0	0	1	2	0.40	0.4%
	Sideswipe	6	7	10	6	11	40	8.00	8.7%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Pedestrian	0	1	0	0	1	2	0.40	0.4%
	Coll. w/ Bicycle	0	0	1	0	0	1	0.20	0.2%
	Fixed Object	5	7	5	6	5	28	5.60	6.1%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	1	0	0	1	0.20	0.2%
	Other	7	10	5	3	4	29	5.80	6.3%
	Total Crashes	**69**	**78**	**82**	**114**	**116**	**459**	**91.80**	**100.0%**
SEVERITY	PDO Crashes	39	42	64	85	95	325	65.00	70.8%
	Fatal Crashes	0	1	0	0	0	1	0.20	0.2%
	Injury Crashes	30	35	18	29	21	133	26.60	29.0%
LIGHTING CONDITIONS	Daylight	45	45	66	86	85	327	65.40	71.2%
	Dusk	4	3	3	4	3	17	3.40	3.7%
	Dawn	1	1	0	0	1	3	0.60	0.7%
	Dark	19	28	13	24	26	110	22.00	24.0%
	Unknown	0	1	0	0	1	2	0.40	0.4%
SURFACE CONDITIONS	Dry	61	67	70	100	98	396	79.20	86.3%
	Wet	8	11	12	14	18	63	12.60	13.7%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	3	11	4	5	8	31	6.20	6.8%
	06:00 AM - 09:00 AM	7	5	9	14	14	49	9.80	10.7%
	09:00 AM - 11:00 AM	7	5	7	11	14	44	8.80	9.6%
	11:00 AM - 01:00 PM	5	11	7	18	14	55	11.00	12.0%
	01:00 PM - 03:00 PM	7	9	8	14	10	48	9.60	10.5%
	03:00 PM - 06:00 PM	15	17	30	22	24	108	21.60	23.5%
	06:00 PM - 11:59 PM	25	20	17	30	32	124	24.80	27.0%

The leading crash types include Rear-end with 275 (59.9%) and Angle with 60 (13.1%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized intersections.

3.10 SR 94/SW 88TH STREET/KENDALL DRIVE INTERCHANGE

SR 94/SW 88th Street/Kendall Drive is a six-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. ***Figure 3-10*** shows the influence area selected for the interchange and ***Table 3-10*** summarizes the crash data within the influence area.

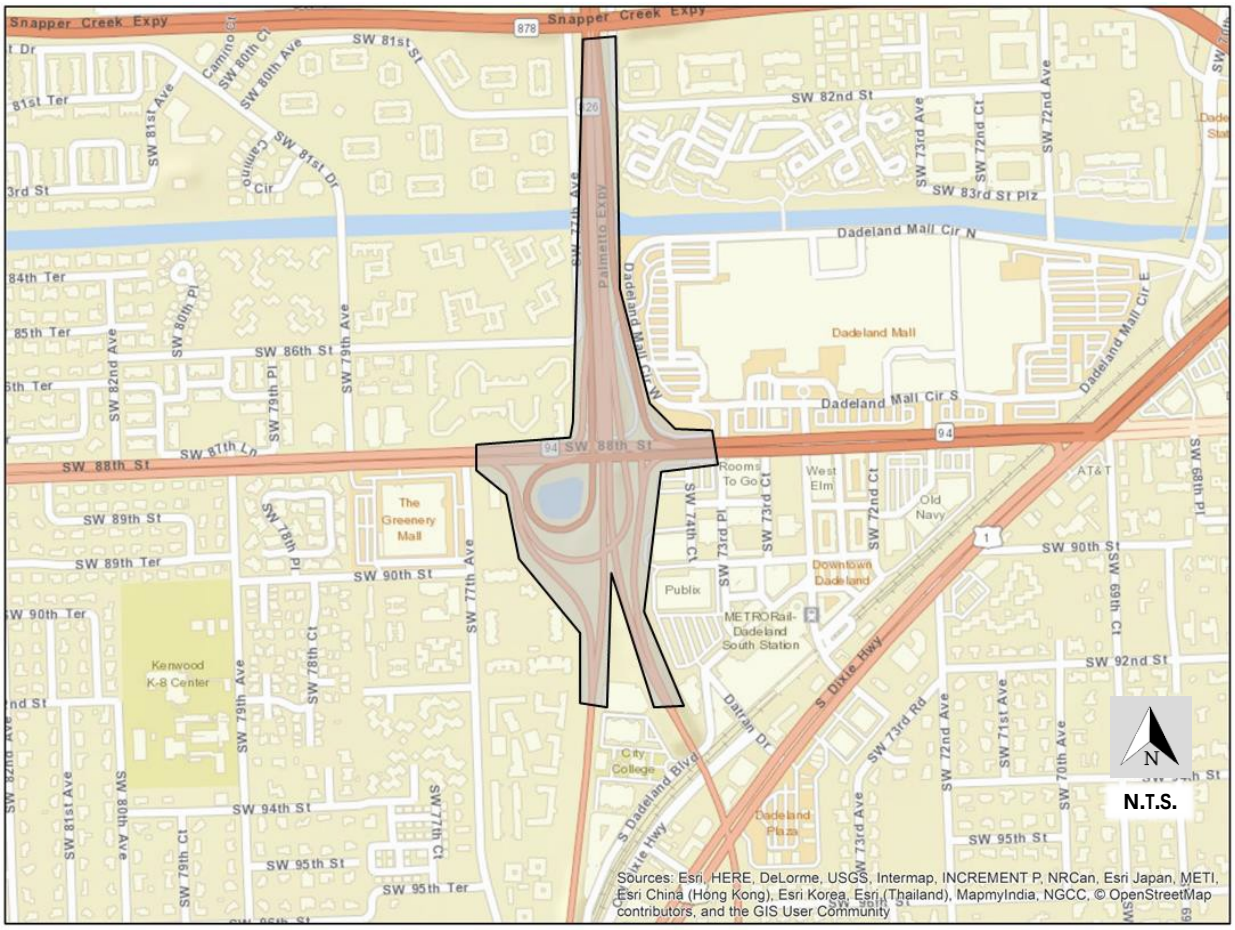


Figure 3-10 – SR 94/SW 88th Street/Kendall Drive Interchange Influence Area

A total of 572 crashes occurred at the SR 94/SW 88th Street/Kendall Drive interchange, with 83 crashes in 2011, 104 crashes in 2012, 136 crashes in 2013, 122 crashes in 2014 and 127 crashes in 2015. Of the total crashes, 372 (65.0%) were "Property Damage Only" and 198 (34.6%) were "Injury". There were two (0.3%) fatalities reported in the referenced five-year period. One hundred and thirty-four (23.4%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions

were reported for 113 (19.8%) crashes, which is greater than the Districtwide average of 16%.

Table 3-10 – SR 94/SW 88th Street/Kendall Drive Interchange Crash Summary

SR 826/Palmetto Expwy At Kendall Drive Interchange		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	26	41	63	61	53	244	48.80	42.7%
	Head On	0	0	0	1	0	1	0.20	0.2%
	Angle	17	15	10	13	21	76	15.20	13.3%
	Left Turn	8	13	12	8	12	53	10.60	9.3%
	Right Turn	0	1	0	1	0	2	0.40	0.3%
	Sideswipe	5	8	21	17	14	65	13.00	11.4%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	0	1	0	1	0.20	0.2%
	Coll. w/ Pedestrian	4	0	2	2	0	8	1.60	1.4%
	Coll. w/ Bicycle	0	3	1	2	1	7	1.40	1.2%
	Fixed Object	13	10	18	9	16	66	13.20	11.5%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	1	0	0	0	1	0.20	0.2%
	Other	10	12	9	7	10	48	9.60	8.4%
	Total Crashes	**83**	**104**	**136**	**122**	**127**	**572**	**114.40**	**100.0%**
SEVERITY	PDO Crashes	44	62	88	92	86	372	74.40	65.0%
	Fatal Crashes	0	0	0	1	1	2	0.40	0.3%
	Injury Crashes	39	42	48	29	40	198	39.60	34.6%
LIGHTING CONDITIONS	Daylight	65	78	108	96	87	434	86.80	75.9%
	Dusk	2	4	6	4	1	17	3.40	3.0%
	Dawn	0	1	2	1	1	5	1.00	0.9%
	Dark	15	20	20	21	36	112	22.40	19.6%
	Unknown	1	1	0	0	2	4	0.80	0.7%
SURFACE CONDITIONS	Dry	66	81	108	104	100	459	91.80	80.2%
	Wet	17	23	28	18	27	113	22.60	19.8%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	7	6	5	6	10	34	6.80	5.9%
	06:00 AM - 09:00 AM	8	16	14	12	12	62	12.40	10.8%
	09:00 AM - 11:00 AM	13	12	11	15	11	62	12.40	10.8%
	11:00 AM - 01:00 PM	7	10	26	10	12	65	13.00	11.4%
	01:00 PM - 03:00 PM	10	11	18	16	15	70	14.00	12.2%
	03:00 PM - 06:00 PM	17	23	33	35	34	142	28.40	24.8%
	06:00 PM - 11:59 PM	21	26	29	28	33	137	27.40	24.0%

The leading crash types include Rear-end with 244 (42.7%) and Angle with 76 (13.3%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized intersections.

3.11 SR 5/US 1/South Dixie Highway Interchange

SR 5/US 1/South Dixie Highway is a six-lane divided roadway that intersects with SR 826 at the southernmost limit. ***Figure 3-11*** shows the influence area selected for the interchange and ***Table 3-11*** summarizes the crash data within the influence area.

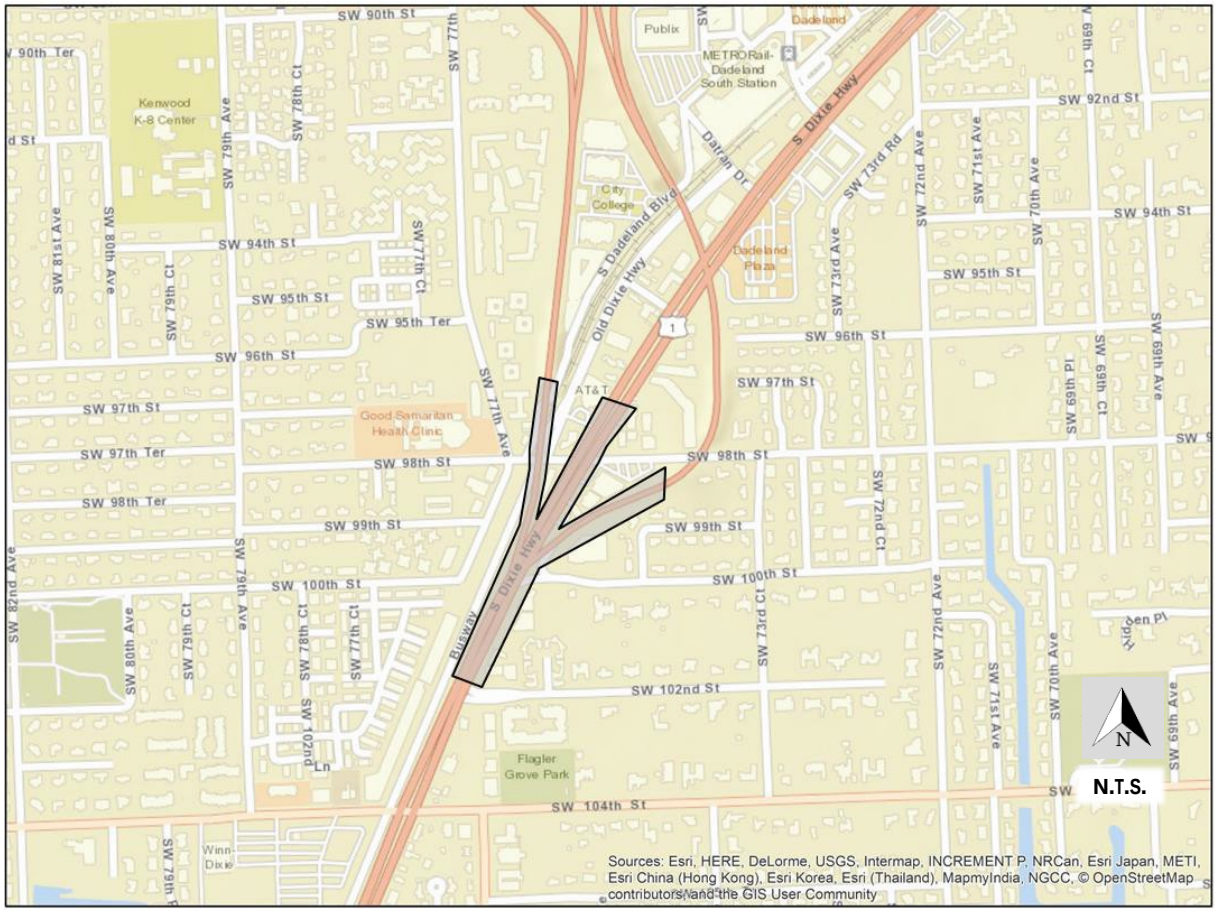


Figure 3-11 – SR 5/US 1/South Dixie Highway Interchange Influence Area

A total of 94 crashes occurred at the SR 5/US 1/South Dixie Highway interchange, with 21 crashes in 2011, 13 crashes in 2012, 17 crashes in 2013, 19 crashes in 2014 and 24 crashes in 2015. Of the total crashes, 67 (71.30%) were "Property Damage Only" and 26 (27.7%) were "Injury". There was one (1.1%) fatality reported in the referenced five-year period. Twenty-nine (30.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is above than the Districtwide average of 29%. Wet roadway surface conditions were reported for 18 (19.1%) crashes, which is greater than the Districtwide average of 16%.

Table 3-11 – SR 5/US 1/South Dixie Highway Interchange Crash Summary

SR 826 AT SR 5/US 1/South Dixie Highway		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	7	6	5	5	9	32	6.40	34.0%
	Head On	0	0	0	0	0	0	0.00	0.0%
	Angle	0	2	1	5	3	11	2.20	11.7%
	Left Turn	0	0	1	0	0	1	0.20	1.1%
	Right Turn	0	1	0	0	0	1	0.20	1.1%
	Sideswipe	4	1	5	4	7	21	4.20	22.3%
	Backed Into	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0.00	0.0%
	Coll. w/ Bicycle	0	0	0	0	1	1	0.20	1.1%
	Fixed Object	6	1	3	1	3	14	2.80	14.9%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	0	0	0	0.00	0.0%
	Other	4	2	2	4	1	13	2.60	13.8%
	Total Crashes	**21**	**13**	**17**	**19**	**24**	**94**	**18.80**	**100.0%**
SEVERITY	PDO Crashes	15	9	11	15	17	67	13.40	71.3%
	Fatal Crashes	1	0	0	0	0	1	0.20	1.1%
	Injury Crashes	5	4	6	4	7	26	5.20	27.7%
LIGHTING CONDITIONS	Daylight	11	7	14	16	17	65	13.00	69.1%
	Dusk	0	1	0	0	0	1	0.20	1.1%
	Dawn	0	1	0	0	1	2	0.40	2.1%
	Dark	10	4	3	3	6	26	5.20	27.7%
	Unknown	0	0	0	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	19	9	12	16	20	76	15.20	80.9%
	Wet	2	4	5	3	4	18	3.60	19.1%
	Others	0	0	0	0	0	0	0.00	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	3	2	0	0	2	7	1.40	7.4%
	06:00 AM - 09:00 AM	2	3	2	3	6	16	3.20	17.0%
	09:00 AM - 11:00 AM	2	1	2	2	2	9	1.80	9.6%
	11:00 AM - 01:00 PM	4	0	3	4	5	16	3.20	17.0%
	01:00 PM - 03:00 PM	0	1	2	3	3	9	1.80	9.6%
	03:00 PM - 06:00 PM	2	2	3	3	2	12	2.40	12.8%
	06:00 PM - 11:59 PM	8	4	5	4	4	25	5.00	26.6%

The leading crash types include Rear-end with 32 (34.0%) and Sideswipe with 21 (22.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and signalized intersections.

4.0 ARTERIAL AND INTERSECTION CRASH ANALYSIS

The area of influence includes ten arterials that can be separated into state roads (on-system) and local roads (off-system). The on-system and off-system crash data, for a five-year period (January 2011 to December 2015) was summarized, and reviewed for the following ten locations:

1. NW 25th Street Interchange signalized intersections (*off-system*)
2. SR 968/Flagler Street from SW 82nd Avenue to SW 72nd Avenue
3. SR 90/SW 8th Street from SW 82nd Avenue to SW 74th Avenue
4. SW 24th Street/Coral Way from SW 82nd Avenue to SW 74th Avenue (*off-system*)
5. SR 976/Bird Road from SW 79th Avenue to SW 72nd Avenue
6. SW 56th Street/Miller Drive from SW 77th Court to SW 72nd Avenue (*off-system*)
7. SR 986/Sunset Drive from SW 77th Court to SW 72nd Avenue
8. SR 94/Kendall Drive from SW 79th Avenue to SW Dadeland Boulevard
9. SW 98th Street from SW 77th Avenue to SW 73rd Court (*off-system*)
10. SR 5/US 1 from SW 112th Street to SW 98th Street

The crash data was obtained from the Department's Crash Analysis Reporting System (CARS) and Signal4 Analytics System. The crash data was reviewed to remove any duplicated or irrelevant crashes – for example, any crash that was coded off the road in a parking lot, etc. ***Table 4-1*** summarizes the crash statistics for all on-system and off-system roadway segments. ***Table 4-1*** also compares the actual crash rates for all on-system roadways to the statewide and District Six average crash rates for the year 2015 only. No actual crash rates were calculated for off-system roadway segments.

The following section summarizes the finding for each arterial within the defined area of influence. Crash data for each of the ten arterials is provided in ***Appendix D.***

Table 4-1 – Arterial Crash Summary

Arterial Segments		On-System Roadways												Off-System Roadways							
		SR 5/US 1 From SW 112 St To SW 98 St		SR 94/Kendall Dr From SW 79 Av To SW Dadeland Blvd		SR 986/Sunset Dr From SW 77 Ct To SW 72 Av		SR 976/Bird Rd From SW 79 Av To SW 72 Av		SR 90/SW 8 St From SW 74 Av To SW 82 Av		SR 968/Flagler St From SW 72 Av To SW 82 Av		SW 98 St From SW 77 Av To SW 73 Ct		SW 56 St/Miller Dr From SW 77 Ct To SW 72 Av		SW 24 St/Coral Way From SW 82 Av To SW 74 Avenue		NW 25 St At SR 826 Interchange	
		Crash Frequency (2011-2015)												Crash Frequency (2011-2015)							
		5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%	5-Years	%
CRASH TYPE	Rear End	499	57.8%	210	42.3%	129	50.2%	397	45.6%	369	49.1%	561	51.3%	15	35.7%	99	48.3%	284	41.0%	106	50.2%
	Head On	0	0.0%	1	0.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3	7.1%	20	9.8%	70	10.1%	3	1.4%
	Angle	101	11.7%	92	18.5%	69	26.8%	160	18.4%	120	16.0%	152	13.9%	2	4.8%	14	6.8%	44	6.3%	4	1.9%
	Left Turn	29	3.4%	74	14.9%	20	7.8%	83	9.5%	68	9.0%	87	8.0%	4	9.5%	17	8.3%	98	14.1%	10	4.7%
	Right Turn	3	0.3%	2	0.4%	3	1.2%	23	2.6%	14	1.9%	42	3.8%	3	7.1%	2	1.0%	13	1.9%	3	1.4%
	Sideswipe	129	14.9%	60	12.1%	16	6.2%	135	15.5%	99	13.2%	159	14.5%	4	9.5%	21	10.2%	91	13.1%	62	29.4%
	Backed Into	8	0.9%	0	0.0%	0	0.0%	3	0.3%	6	0.8%	4	0.4%	3	7.1%	2	1.0%	0	0.0%	3	1.4%
	Coll. w/ Parked Car	2	0.2%	1	0.2%	0	0.0%	2	0.2%	3	0.4%	4	0.4%	2	4.8%	2	1.0%	0	0.0%	0	0.0%
	Coll. w/ Pedestrian	4	0.5%	11	2.2%	0	0.0%	3	0.3%	4	0.5%	13	1.2%	1	2.4%	1	0.5%	6	0.9%	0	0.0%
	Coll. w/ Bicycle	2	0.2%	6	1.2%	0	0.0%	3	0.3%	3	0.4%	5	0.5%	0	0.0%	0	0.0%	2	0.3%	0	0.0%
	Fixed Object	19	2.2%	4	0.8%	4	1.6%	11	1.3%	24	3.2%	14	1.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Ran Off Road	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	12	1.7%	0	0.0%
	Overturned	1	0.1%	0	0.0%	0	0.0%	0	0.0%	3	0.4%	0	0.0%	0	0.0%	1	0.5%	3	0.4%	1	0.5%
	Other	66	7.6%	35	7.1%	16	6.2%	51	5.9%	39	5.2%	53	4.8%	5	11.9%	26	12.7%	70	10.1%	19	9.0%
	Total Crashes	**863**	**100%**	**496**	**100%**	**257**	**100%**	**871**	**100%**	**752**	**100%**	**1094**	**100%**	**42**	**100%**	**205**	**100%**	**693**	**100%**	**211**	**100%**
SEVERITY	PDO Crashes	667	77.3%	320	64.5%	186	72.4%	625	71.8%	546	72.6%	806	73.7%	38	90.5%	166	81.0%	568	82.0%	195	92.4%
	Fatal Crashes	2	0.2%	2	0.4%	1	0.4%	2	0.2%	1	0.1%	4	0.4%	0	0.0%	0	0.0%	1	0.1%	0	0.0%
	Injury Crashes	194	22.5%	174	35.1%	70	27.2%	244	28.0%	205	27.3%	284	26.0%	4	9.5%	39	19.0%	124	17.9%	16	7.6%
LIGHTING CONDITIONS	Daylight	655	75.9%	386	77.8%	188	73.2%	623	71.5%	570	75.8%	808	73.9%	37	88.1%	147	71.7%	487	70.3%	174	82.5%
	Night	206	23.9%	108	21.8%	69	26.8%	241	27.7%	179	23.8%	282	25.8%	3	7.1%	42	20.5%	115	16.6%	35	16.6%
	Unknown	2	0.2%	2	0.4%	0	0.0%	7	0.8%	3	0.4%	4	0.4%	2	4.8%	16	7.8%	91	13.1%	2	0.9%
SURFACE CONDITIONS	Dry	733	84.9%	428	86.3%	220	85.6%	760	87.3%	632	84.0%	949	86.7%	36	85.7%	166	81.0%	542	78.2%	176	83.4%
	Wet	130	15.1%	68	13.7%	36	14.0%	110	12.6%	120	16.0%	145	13.3%	3	7.1%	18	8.8%	61	8.8%	31	14.7%
	Others	0	0.0%	0	0.0%	1	0.4%	1	0.1%	0	0.0%	0	0.0%	3	7.1%	21	10.2%	90	13.0%	4	1.9%
Year(s) Crashes were Abnormally High *		---		2012-2013		---		2011-2012		2011		2011		---	---	---	---	---	---	---	---

Functional Classification	URBAN 6+LN 2WY DIVD RASD	URBAN 6+LN 2WY DIVD RASD	URBAN 4-5LN 2WY DIVD RASD	URBAN 6+LN 2WY DIVD RASD	URBAN 4-5LN 2WY DIVD RASD	URBAN 6+LN 2WY DIVD RASD	---			
Actual Crash Rates (2015)	6.245	9.390	9.149	7.599	10.702	14.331	---	---	---	---
District 6 Average Crash Rates (2015)	15.947	15.947	12.876	15.947	12.876	15.947	---	---	---	---
Statewide Average Crash Rates (2015)	4.8672	4.8672	3.754	4.8672	3.754	4.8672	---	---	---	---

Notes:

Leading Type of Crashes

Greater than Districtwide Rates

* The Year(s) Crashes were Abnormally High were determined using the Departments' CARS data provided in the crash statistics for each arterial segment and then verified with the Departments' 2015 High Crash List (HCL)

4.1 NW 25TH STREET at SR 826 INTERCHANGE

The three leading crash types along the study segment were Rear-end with 106 crashes (50.2%), Sideswipe with 62 crashes (29.4%), and "Other" with 19 crashes (9%). There were no fatal crashes reported. No actual crash rate was calculated for this off-system roadway segment.

4.2 SR 968/FLAGLER STREET from SW 82ND AVENUE to SW 72ND AVENUE

The three leading crash types along the study segment were Rear-end with 561 crashes (51.3%), Sideswipe crashes with 159 (14.5%), and Angle with 152 crashes (13.9%). Four fatal crashes (Pedestrian, Left-turn and Rear-end type) were reported. Furthermore, two distinct crash clusters were identified. The first one was noted at the intersection with W 79th Avenue, approximately at MP 0.733, and the second one, at the intersection with W 72nd Avenue, approximately at MP 1.498. At the intersection of W 79th Avenue the leading type of crashes were Rear-end and Sideswipe crashes, with 74, and 29 crashes respectively. Most Rear-end crashes are almost evenly distributed between the eastbound and westbound direction, combining a total of 85% of these types of crashes. On the other hand, Sideswipe crashes mainly occur in the westbound direction with a total of 59% of these types of crashes. At the intersection of W 72nd Avenue, the leading type of crashes were Rear-end with a total of 82 crashes. Most Rear-end crashes are almost evenly distributed between the eastbound and westbound direction. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 6+ lanes, 2-way divided with a raised separator.

4.3 SR 90/SW 8TH STREET from SW 82ND AVENUE to SW 74TH AVENUE

The three leading crash types along the study segment were Rear-end with 369 crashes (49.1%), Angle with 120 crashes (16%), and Sideswipe with 99 crashes (13.2%). One fatal crash (Left-turn type) was reported. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 4-5 lanes, 2-way divided with a raised separator.

4.4 SW 24TH STREET/CORAL WAY from SW 82ND AVENUE to SW 74TH AVENUE

The three leading crash types along the study segment were Rear-end with 284 crashes (41%), Left-turn with 98 crashes (14%), and Sideswipe with 91 crashes (13%). One fatal crash (Pedestrian type) was reported. No actual crash rate was calculated for this off-system roadway segment.

4.5 SR 976/BIRD ROAD from SW 79TH AVENUE to SW 72ND AVENUE

The three leading crash types along the study segment were Rear-end with 397 crashes (45.6%), Angle with 160 crashes (18.4%), and Sideswipe with 135 crashes (15.5%). Two fatal crashes (Angle and Right-turn type) were reported. In a further analysis of the crash data at this location, it was noted that at the intersection with SR 826 ramp terminals, approximately at MP 4.170, there is a high concentration of Rear-end, Sideswipe, and Left-turn crashes with 75, 32 and 30 crashes, respectively. In the analysis at the intersection, most Rear-end crashes occurred in the westbound direction representing 57% of all these types of crashes. Sideswipe crashes are almost evenly distributed between the eastbound and westbound direction, combining a total of 97% of these types of crashes. Left-turn crashes appear to be associated to westbound Left-turn and the eastbound through directions and represent 97% of these types of crashes. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 6+ lanes, 2-way divided with a raised separator.

4.6 SW 56TH STREET/MILLER DRIVE from SW 77TH COURT to SW 72ND AVENUE

The three leading crash types along the study segment were Rear-end with 99 crashes (48%), “Other” with 26 crashes (12.7%), and Sideswipe with 21 crashes (10%). There were not fatal crashes reported. No actual crash rate was calculated for this off-system roadway segment.

4.7 SR 986/SUNSET DRIVE from SW 77TH COURT to SW 72ND AVENUE

The three leading crash types along the study segment were Rear-end with 129 crashes (50.2%), Angle with 69 crashes (26.8%), and Left-turn with 20 crashes (7.8%). One fatal crash (Angle type) was reported. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the

statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 4-5 lanes, 2-way divided with a raised separator.

4.8 SR 94/Kendall Drive from SW 79th Avenue to SW Dadeland Boulevard

The three leading crash types along the study segment were Rear-end with 210 crashes (42.3%), Angle with 92 crashes (18.5%), and Left-turn with 74 crashes (14.9%). Two fatal crashes (Pedestrian and Left-turn type) were reported. In a further analysis of the crash data at this location, two distinct crash clusters were identified. The first one was noted on the stretch between SW 77th Court and the adjacent southbound SR 826 on-ramp, approximately at MP 10.028, and the second one, at the intersection with Dadeland Boulevard, approximately at MP 10.390. Most of the crashes at the two cluster locations identified consist of Rear-end, Sideswipe, and Left-turn crashes with a total of 180, combining a total of about 70% at these two intersections. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 6+ lanes, 2-way divided with a raised separator.

4.9 SW 98th Street from SW 77th Avenue to SW 73rd Court

The three leading crash types along the study segment were Rear-end with 15 crashes (36%), "Other" with 5 crashes (12%), and Sideswipe and Left-turn with 4 crashes each (10%). There were no fatal crashes reported. No actual crash rate was calculated for this off-system roadway segment.

4.10 SR 5/US 1 from SW 112th Street to SW 98th Street

The three leading crash types along the study segment were Rear-end with 499 crashes (57.8%), Sideswipe with 129 crashes (14.9%), and Angle with 101 crashes (11.7%). Two fatal crashes (Fixed-object type) were reported. In a further analysis of the crash data at this location, it was noted that at the intersection of SR 5/US1 and SW 104th Street, approximately at MP 19.628, there is a high concentration of Rear-end and Sideswipe crashes. In the analysis at the intersection, most Rear-end crashes occurred along the northbound direction representing 43% of all these types of crashes. On the other hand, Sideswipe crashes are mainly distributed between the northbound and southbound direction, almost evenly,

representing 72% of these types of crashes. The actual crash rate for this segment is lower than the District Six average crash rate and higher than the statewide average crash rate for the year 2015 when compared to other corridors with similar functional classification - urban, 6+ lanes, 2-way divided with a raised separator.

5.0 SUMMARY OF FINDINGS

SR 826/Palmetto Expressway:

- Crash data on SR 826 from US 1 (Mile Post 0.000) to NW 25th Street (MP 8.586) was obtained from the FDOT CARS between January 1, 2011 and December 31, 2015. Overall, there were a total of 4,555 crashes during the five-year study period with 954 crashes in 2011, 868 crashes in 2012, 848 crashes in 2013, 947 crashes in 2014 and 938 crashes in 2015 that occurred on SR 826 within the study limits. There were 3,111 (68.3%) "Property Damage Only Crashes", 1,435 (31.5 %) "Injury Crashes" and 9 (0.2%) "Fatal Crashes".

- The actual crash rate for SR 826 within the study limits is greater than the average crash rate for other corridors with similar functional classification (urban – other limited access) in District Six for years 2011 and 2012. For years 2013 through 2015. However, the actual crash rate is lower than the Districtwide average crash rate, which may be attributed to the increase in AADT during those years. When compared to the statewide average crash rates, the actual crash rate for SR 826 is greater in years 2011, 2012 and 2014. Average crash rates are lower in years 2013 and 2015 compared to statewide averages.

- The time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (17.2%) and from 3:00 PM to 6:00 PM (18.4%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

- The leading crash types include Rear-end with 2,618 (57.5%) crashes, Sideswipe with 849 (18.6%) crashes and Fixed-object with 482 (10.6%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826. The three leading contributing causes include "Careless

or Negligent Manner" (55%), "Other Contributing Action" (17%), and "No Contributing Action" (13%).

- About 22% of the crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Of the total 4,555 crashes that occurred within the study limits of SR 826, 1,428 (31%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%.

- Most crashes occurred between milepost ranges 6.0 – 6.5 (14%), 7.0 – 7.5 (16%), and 8.0 – 8.5 (15%). These milepost ranges identified correspond with SR 826 interchanges at SR 90/SW 8th Street, SR 836/Dolphin Expressway and NW 25th Street, respectively.

- The FDOT's High Crash Lists for spots and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along SR 826 within the study limits. The major intersections (spots) and segments of SR 826 identified are between SR 976/Bird Road and NW 25th Street. This segment includes the SR 826 interchanges of SR 976/Bird Road, SW 24th Street/Coral Way, SR 90/SW 8th Street, SR 968/Flagler Street, SR 836/Dolphin Expressway, and NW 25th Street. It's important to note that within the referenced years (2011-2015), the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. The MOT of this project may have attributed to the abnormally high number of crashes identified along this segment of SR 826.

SR 836/Dolphin Expressway:

- Crash data on SR 836 from SR 973/NW 87th Avenue (MP 2.788) to SR 969/Milam Dairy Road (MP 5.000) was obtained from the FDOT CARS between January 1, 2011 and December 31, 2015. Overall, there were a total of 1,792 crashes during the five-year study period with 306 crashes in 2011, 349 crashes in 2012, 385 crashes in 2013, 386 crashes in 2014 and 366 crashes in 2015 that occurred on SR 836 within the study limits. There were 1,213 (67.7%) "Property Damage Only Crashes", 575 (32.1%) "Injury Crashes" and 4 (0.2%) "Fatal Crashes".

- The actual crash rate for SR 836 within the study limits is greater than the average crash rate for other corridors with similar functional classification (urban toll roads) in District Six for years 2011 through 2015. Furthermore, the

actual crash rate for SR 836 is also greater in all five-years when compared to the statewide average crash rates.

- The time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (21.1%) and from 3:00 PM to 6:00 PM (14.3%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

- The leading crash types include Rear-end with 995 (55.5%) crashes, Sideswipe with 319 (17.8%) crashes and Fixed-object with 260 (14.5%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 836. The three leading contributing causes include "Careless or Negligent Manner" (56%), "Other Contributing Action" (17%) and "No Contributing Action" (12%).

- About 21% of the crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Of the total 1,792 crashes that occurred within the study limits of SR 836, 585 (32.6%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%.

- Most crashes occurred between milepost range 4.3 – 4.8 (54%). This milepost range identified includes the northern part of SR 826 and the SR 836 interchange at SR 969/Milam Dairy Road.

- The FDOT's High Crash Lists for spots and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along SR 836 within the study limits. Most of SR 836 within the study limits was identified in the 2011-2015 FDOT High Crash List. The major interchanges included SR 973/NW 87th Avenue, SR 826, and SR 969/Milam Dairy Road. Like SR 826, the FDOT project (FM#249581-1-52-01) was under construction adding lanes along SR 836 from NW 87th Avenue to NW 57th Avenue. The MOT of this project may have attributed to the abnormally high number of crashes identified along this segment of SR 836.

Interchanges:

- The area of influence includes 11 interchanges with SR 826. Crash data was obtained from the FDOT CARS for the five-year period between January 1, 2011 and December 31, 2015.
- A total of 1,171 crashes occurred at the NW 25th Street interchange. The leading crash types include Rear-end with 674 (57.6%) and Sideswipe with 256 (21.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. It should be noted that the NW 25th Street viaduct project (FM#251185-1-52-01) from NW 89th Court to SR 826 was under construction during the referenced five-year period, with the heaviest construction occurring between 2014 and 2015.
- A total of 2,048 crashes occurred at the SR 836 interchange. The leading crash types include Rear-end with 1,134 (55.4%), Sideswipe with 363 (17.7%) and Fixed-object with 313 (15.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 836.
- A total of 1,069 crashes occurred at the SR 968/Flagler Street interchange. The leading crash types include Rear-end with 639 (59.8%) and Sideswipe with 175 (16.4%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.
- A total of 1,284 crashes occurred at the SR 90/SW 8th Street interchange. The leading crash types include Rear-end with 679 (52.9%) and Sideswipe with 202 (15.7%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.
- A total of 1,280 crashes occurred at the SW 24th Street/Coral Way interchange. The leading crash types include Rear-end with 572 (44.7%) and Sideswipe with 185 (14.5%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.
- A total of 1,131 crashes occurred at the SR 976/SW 40th Street/Bird Road interchange. The leading crash types include Rear-end with 667 (59.0%) and Sideswipe with 168 (14.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

- A total of 85 crashes occurred at the SR 874/Don Shula Expressway interchange. The leading crash types include Rear-end with 37 (43.5%), Fixed-object with 25 (29.4%) and Sideswipe with 11 (12.9%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 836.

- A total of 464 crashes occurred at the SW 56th Street/Miller Drive interchange. The leading crash types include Rear-end with 228 (49.1%) and Sideswipe with 65 (14.0%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges.

- A total of 459 crashes occurred at the SR 986/SW 72nd Street/Sunset Drive interchange. The leading crash types include Rear-end with 275 (59.9%) and Angle with 60 (13.1%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized intersections.

- A total of 572 crashes occurred at the SR 94/SW 88th Street/Kendall Drive interchange. The leading crash types include Rear-end with 244 (42.7%) and Angle with 76 (13.3%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized intersections.

- A total of 94 crashes occurred at the SR 5/US 1/South Dixie Highway interchange. The leading crash types include Rear-end with 32 (34.0%) and Sideswipe with 21 (22.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and signalized intersections.

Arterials:

- The area of influence includes ten arterials that can be separated into state roads (on-system) and local roads (off-system). The crash data was obtained from the FDOT CARS and Signal4 Analytics System for a five-year period between January 1, 2011 and December 31, 2015.

- Overall, the three-leading type of crashes at the study arterials include Rear-end, Sideswipe and Angle crashes. These crash types are typical of highly congested roadways with signalized intersections.

- Confidence Level Analysis indicates that the following locations are considered to have an abnormally high number of crashes in one of more years:
    - SR 94/Kendall Drive from SW 79th Avenue to SW Dadeland Boulevard

  - SR 976/Bird Road from SW 79th Avenue to SW 72nd Avenue
  - SR 90/SW 8th Street from SW 82nd Avenue to SW 74th Avenue
  - SR 968/Flagler Street from SW 82nd Avenue to SW 72nd Avenue

- There are no locations showing nighttime crashes abnormally high or above the FDOT Districtwide average of 29% for all the state roadways.
- Overall, only SR 90/SW 8th Street from SW 82nd Avenue to SW 74th Avenue indicates that under wet pavement conditions crashes are abnormally high as the FDOT Districtwide average of 16% for all the state roadways.
- The actual crash rates for all on-system roadways were compared to the District Six and statewide average crash rates for the year 2015 only. No actual crash rate was calculated for the off-system roadways. Based on this review, it was determined that the actual crash rate was lower than the District Six average but greater than the statewide average for all on-system roadways.

Appendix D: Summary of Community Engagement Meeting and Public Hearing

Note: Appendix will be updated after the public hearing is held. Copies of transcripts, comments cards, and meeting hearing advertisements will follow the summary.

SR 826/Palmetto Expressway
from SR 5/US 1/S Dixie Highway to NW 25 Street PD&E Study
FPID: 432639-1-22-02
Community Engagement Meeting
October 28, 2024 (In-person)

The purpose of this memorandum is to provide a summary of the Community Engagement Meeting held for the SR 826/Palmetto Expressway from SR 5/US 1/S Dixie Highway to NW 25 Street PD&E Study with a focus on proposed improvements at the intersection of Sunset Drive (within limits of the designated State Historic Highway).

In-Person Meeting Date & Location: The in-person Community Engagement Meeting was held on Monday, October 28, 2024, at 6:00 p.m. at the St. Matthew the Apostle Episcopal Church at 7410 Sunset Drive, Miami, FL 33143.

Direct Electronic/Printed Notifications: Notifications were distributed by mail and email to approximately 196 individuals.

Attendance: 36 people attended the meeting. The breakdown is in the table below.

	In-Person Attendance
Public	20
FDOT Staff	7
Prime Consultant	6
Other Consultants	3
	36

Public Comments: 3 verbal comments were received during the meeting. The following three comments/questions were asked:

1. How many segments are there for construction for the SR 826 corridor improvements, and what is the order?
2. The most consistent accidents happen at the interchange with the southbound to westbound movements. Adding more lanes will not address this issue.
3. Is there funding for the project, and what is the timeline?

Comment Method Used	**Comments Total**
Verbal	3
Written	0
	3

SR 826/Palmetto Expressway
from SR 5/US 1/S Dixie Highway to NW 25 Street PD&E Study
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St. Matthew the Apostle Episcopal Church Pictures:

SR 826/Palmetto Expressway
from SR 5/US 1/S Dixie Highway to NW 25 Street PD&E Study
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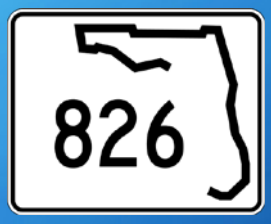

www.SouthFLRoads.com/826expresssouth