SR 826/PALMETTO EXPRESSWAY WIDENING
SYSTEMS INTERCHANGE MODIFICATION REPORT

VOLUME 1 OF 2

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

Project Study Limits:
From US 1/SR 5/Dixie Highway to NW 25th Street
Miami-Dade County, Florida

Prepared for:

FDOT DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FLORIDA 33172

DRAFT

January 2026

Note to Reviewers:

This SR 826 PD&E Study began in 2016.

SIMRs were previously submitted in ERC for review on 9/19 (Draft) and 12/19 (Final), with a Public Hearing on 11/19 proposing express lanes.

Opposition from local officials to express lanes required FDOT to revisit other corridor alternatives. Refinements to the preferred alternative were evaluated between 2022 and 2024. Therefore, a 2nd Draft SIMR was submitted on 7/24 for review.

Please note that when reviewing this submittal, keep in mind that this SIMR continues with the original existing conditions documentation and an older SIMR outline for consistency with the previous submittals.

Please focus on reviewing only the contents and new information.

Thanks,

System Interchange Modification Report(SIMR)

SR 826/Palmetto Expressway Widening PD&E Study

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

FPID Number: 432639-1-22-02

ETDM Number: 14308

Florida Department of Transportation

Determination of Safety, Operational and Engineering Acceptability

Acceptance of this document indicates successful completion of the review and determination of safety, operational and engineering acceptability of the Interchange Access Request. Approval of the access request is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department's Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered approval of the project location design concept described in the environmental document.

_____ Date_____

Raul E. Quintela, PE
FDOT District Six Project Manager
Requestor

_____ Date_____

Ken Jeffries, P.E.
FDOT District Six Transportation Planning Manager
Interchange Review Coordinator

_____ Date_____

Joshua Jester, P.E.
Systems Implementation Office – FDOT Central Office
Systems Management Administrator

_____ Date_____

Jennifer Marshall, P.E.
Chief Engineer of Production – FDOT Central Office

SYSTEMS IMPLEMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: 1/29/2026

FPID Number: 432639-1-22-02

Project Title: SR 826/Palmetto Expressway Widening Project Development and Environment Study

District: Six

Requestor: Raul Quintela, P.E Phone: 305-470-5271

District IRC: Ken Jeffries, P.E. Phone: 305-470-5445

Document Type: ☐ MLOU ☐ IJR ☐ IMR ☐ IOAR ☒ OTHER SIMR

Status of Document

DRAFT

Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA two policy requirements. Appropriate District level quality control reviews have been conducted and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

Requestor

Raul E. Quintela, P.E.
FDOT District Six Project Manager

Date

Interchange Review Coordinator

Ken Jeffries, P.E.
FDOT District Six
Transportation Planning Manager
Interchange Review Coordinator

Date

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with The Corradino Group, a Florida Corporation authorized to operate as an engineering business, P.E. #7665, by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Project: **SR 826/Palmetto Expressway Widening**
Project Development and Environment Study

ETDM Number: **14308**

Financial Project Identification Number: **432639-1-22-02**

Federal Aid Project Number: **D617-027**

County: **Miami-Dade**

FDOT Project Manager: **Raul E. Quintela, P.E.**

I acknowledge that the procedures and references used to develop the results contained in this report are standard for the professional practice of transportation engineering as applied through professional judgment and experience.

RYAN SOLIS-RIOS
LICENSE
No 63345
STATE OF FLORIDA
PROFESSIONAL ENGINEER

SIGNATURE: _____

Name: Ryan Solis-Rios, P.E., PTOE
Date: _____
P.E. No.: 63345
Consultant Firm: The Corradino Group

EXECUTIVE SUMMARY

INTRODUCTION

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) to NW 25th Street, a distance of approximately 8.4 miles (see **Figure ES-1**). The PD&E Study is proposing corridor improvements that will add highway and interchange lanes and interchange improvements. The project is located in Miami-Dade County, Florida and is contained within unincorporated Miami-Dade.

This Systems Interchange Modification Report (SIMR) was prepared in support of the SR 826 PD&E Study. The SIMR documents the results of the traffic analyses for the considered alternatives and provides an assessment of the proposed roadway improvements in accordance with the *FHWA's Policy on Access to The Interstate System*. The SIMR was prepared in accordance with the FDOT's policies and procedures and serves as part of the necessary documentation for receiving Location Design Concept Acceptance (LDCA) for the proposed project.



Figure ES.1 - Project Location Map

PURPOSE AND NEED FOR PROJECT

The overall goals and objectives of this PD&E Study are described below:

- Evaluate the implementation of potential mainline, interchange, arterial corridor, and intersection improvements that will improve safety, capacity, operations, expressway/interchange access, mobility, and emergency evacuation.
- Identify the appropriate expressway/interchange access improvements that, combined with Transportation Systems Management and Operations (TSM&O) improvements, will service the users of the area, and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current SR 826 projects and adjacent local projects.
- Prioritize the proposed improvements based on the area needs (short-term vs. long-term), logical segmentation, and funding.

The primary purpose and need for this project are to add lanes to the SR 826 corridor, 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.

METHODOLOGY

A Methodology Letter of Understanding (MLOU) was developed and approved by the FDOT District Six Interchange Review Committee (DIRC) and the FDOT Central Office in July 2018.

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. Therefore, the PD&E Study had to modify the approach between US 1 and SR 836 and evaluate other corridor improvements that are compatible with the project to the north.

The revised methodology applied for this SR 826 SIMR is documented in the MLOU dated April 2021. This revised MLOU documents the changes in the methodology as part of the SR 826 PD&E/SIMR Study. The intent of this PD&E/SIMR Study is to retain and preserve most of the previous work and avoid redoing tasks that have already been completed.

The MLOU was approved by FDOT District Six, FDOT Central Office Systems Implementation, and the Greater Miami Expressway Agency (GMX). The MLOU outlines the criteria, assumptions, processes, analyses, and documentation requirements for the project.

EXISTING CONDITIONS

SR 826 is a limited-access highway and a designated Strategic Intermodal System (SIS) facility, providing regional connectivity between US 1, SR 874, SR 836, I-75, and I-95. SR 826, between US 1 and SR 874 (Don Shula Expressway), consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is functionally classified as a Divided Urban Principal Arterial 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. The other two are major system-to-system interchanges (SR 826 with SR 874 and SR 826 with SR 836). These system-to-system interchanges provide a connection between major expressways, which service and distribute traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County.

Existing Annual Average Daily Volumes (AADT) vary between 140,000 and 257,000. Northbound is the peak direction of travel along SR 826 during the typical weekday AM peak period. Northbound traffic experiences relatively minor delays from US 1 to south of SR 874, and operating speeds are typically 50 MPH. Congestion increases considerably north of SR 874, and operating speeds drop to below 30 MPH. Congestion continues throughout northbound SR 826 from SR 874 to SR 836. Extensive queueing is typical at the major cross streets, such as Flagler Street, SW 8th Street, SW 24th Street, Bird Road, and Miller Drive. Long queues are also typical at the off-ramps on these major roadways. Traffic signal cycle failures frequently occur at these terminal intersections. Southbound is the peak direction of travel along SR 826 during the typical weekday PM peak period. Southbound

traffic experiences congestion from north of NW 25th Street to SR 836. South of SR 836, congestion is less, and operating speeds are approximately 30 mph. South of SW 72nd Street, speeds on southbound SR 826 drop significantly to below 30 mph.

NO-BUILD ALTERNATIVE

The No-Build Alternative proposes to keep the existing corridor into the future without corridor improvements. No traffic capacity, operation, or safety improvements would be implemented throughout the corridor. The effect associated with this alternative includes the acceptance of existing highly congested traffic conditions. Additionally, travel demand and truck traffic are expected to increase significantly over the next 20 years, given the continued growth anticipated in Miami-Dade County. Future AADT volumes are expected to range between 185,000 and 412,000. Traffic analysis results indicate that operations along SR 826 are expected to be at LOS E or F during the AM and PM peak periods. Average operating speeds are expected to range from approximately 10 to 40 mph at certain locations. The No-Build Alternative will not improve the system capacity and/or linkage needs within the study area. Long-term improvements are necessary to mitigate the existing traffic conditions and increase capacity to accommodate future travel demand. The No-Build Alternative will not reduce congestion on the system, nor will it provide the regional area interconnections needed to enhance mobility for this section of Miami-Dade County.

ALTERNATIVES CONSIDERED

The objective of this PD&E Study is to evaluate alternatives that will address existing and projected operating deficiencies along this section of SR 826. To keep up with the growing traffic demand within the study area, multiple alternatives have been considered, including a No-Build Alternative that maintains the existing roadway configuration and any other planned improvements along the corridor.

The PD&E Study evaluated adding lanes to the project area by considering the following alternatives:

- **Alternative 1 –** Add an additional Travel Lane in each direction between US 1 and SR 836.
- **Alternative 2 –** Add one Bus Lane/High Occupancy Vehicle (HOV) Lane in each direction between US 1 and SR 836.
- **Alternative 3 –** Add one Managed Lane in each direction between US 1 and SR 836.
- **Alternative 4 –** Add an additional Travel Lane in each direction between US 1 and SR 874 and add an Express Lane in each direction between SR 874 and SR 836.
- **Alternative 4A –** Add an additional Travel Lane in each direction between US 1 and SR 836 and add an Express Lane in each direction between SR 874 and SR 836.

All the alternatives propose adding additional lanes and auxiliary lanes along this segment of SR 826, with interchange, intersection, and crossing roadway improvements at select locations. These improvements will enhance connectivity and improve access in and out of SR 826, supporting the optimal operation of the SR 826 corridor.

Governor Ron DeSantis signed Senate Bill 1662 in June 2025, which stated that, effective July 1, 2025, the State of Florida will no longer support HOV lanes. Therefore, Alternative 2 was eliminated from this PD&E Study.

Alternative 1 – This alternative proposes adding an additional Travel Lane in each direction between US 1 and SR 836. The additional lane begins in the northbound direction, north of US 1, and ends just south of the SR 836 bridge overpass. At that point, the lane becomes the SR 826 northbound express lane ingress access point (see **Figure ES.2**). In the southbound direction, the new lane begins just south of the SR 836 bridge overpass and ends at US 1 as part of a three-lane southbound on-ramp.

The existing SR 826 southbound express lane designation will end (egress access point) after the two-lane off-ramp to Flagler Street and SW 8th Street. At this point, the tubular markers will end, and the new travel lane will begin. Alternative 1 also proposes interchange, intersection, and arterial improvements to support the optimal operations of the corridor.

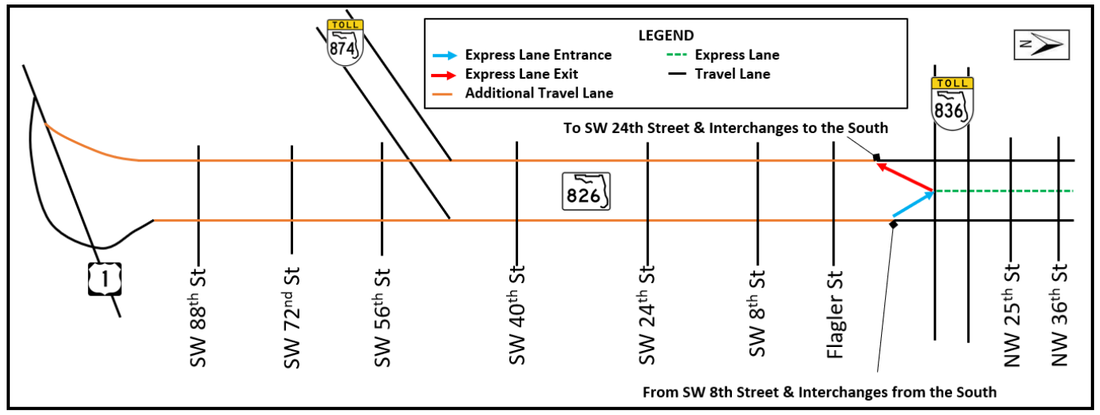


Figure ES.2 – Alternative 1 Schematic Line Diagram

Alternative 3 – This alternative proposes adding one managed lane in each direction between US 1 and SR 836. The managed lane begins in the northbound direction, north of US 1, and ends just south of the SR 836 bridge overpass. At that point, the lane becomes the SR 826 northbound express lane ingress access point (see **Figure ES.3**). In the southbound direction, the managed lane begins at NW 36th Street and ends the designation south of SW 88th Street. At this point, the lane becomes a travel lane merging with US 1 as part of a three-lane southbound on-ramp.

The existing SR 826 southbound express lane designation will end (egress access point) at NW 36th Street. At this point, the new managed lane will begin.

Alternative 3 includes four potential access points in each direction at select locations along the SR 826 corridor to enter and exit the managed lanes system. These access points maximize the potential users of the managed lanes by serving the highest commuter travel demand and longer trips, complement the multimodal transportation network, and have minimal impacts on the existing interchanges. The main objectives of the potential access point locations are to serve major home-to-work trip pairs and provide connections to multimodal facilities.

The managed lane facility will feature a new bridge structure along the median, crossing over the SR 874 corridor and extending north of Bird Road. This new bridge structure is necessary to connect the managed lane median-to-median over SR 874, thereby avoiding impacts to the commercial warehouses on the east side and Tropical Park on the west side. This alternative also proposes a SR 836 ramp flyover system-to-system connection at the northern end of the project, connecting the SR 826 northbound managed lane from the median with the SR 836 eastbound collector distributor roadway system. Alternative 3 also proposes interchange, intersection, and arterial improvements to support the optimal operation of the corridor.

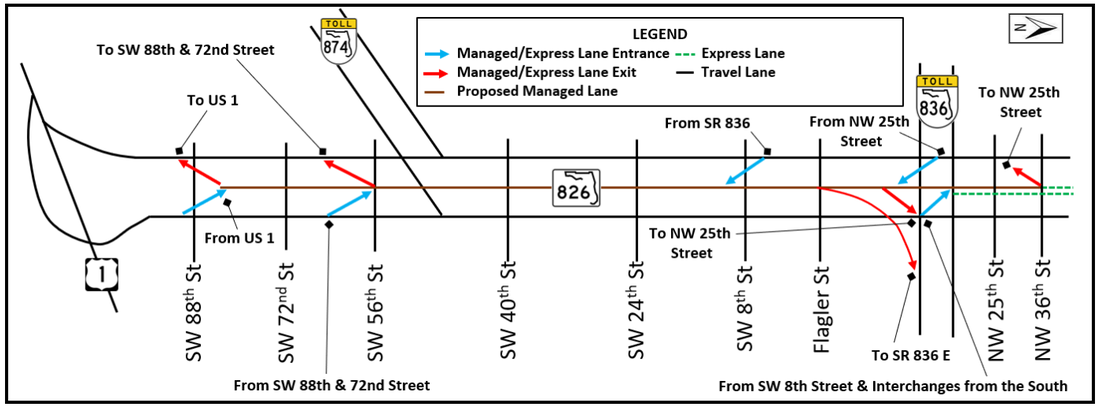


Figure ES.3 – Alternative 3 Schematic Line Diagram

Alternative 4 – This alternative proposes adding an additional Travel Lane in each direction between US 1 and SR 874. The additional lane begins in the northbound direction north of US 1 and ends at the Coral Way off-ramp as an auxiliary lane. In the southbound direction, the additional lane begins at the SR 874 off-ramp as a choice lane and ends at US 1 as part of a three-lane southbound on-ramp. Alternative 4 also proposes to add one Express Lane in each direction between SR 874 and SR 836. This alternative essentially extends the existing SR 826 express lanes system south to SR 874. The express lanes will end and begin at SR 874 (see **Figure ES.4**).

Alternative 4 includes three potential access point in the southbound direction and three in the northbound direction to enter and exit the express lanes system. These access points maximize the potential users of the express lanes by serving the highest commuter travel demand and longer trips, complement the multimodal transportation network, and have minimal impacts on the existing interchanges. The main objectives of the potential access point locations are to serve major home-to-work trip pairs and provide connections to multimodal facilities.

Alternative 4 also proposes interchange, intersection, and arterial improvements to support the optimal operation of the corridor, including a SR 836 ramp flyover system-to-system connection at the northern end of the project, which connects the SR 826 northbound express lane from the median with the SR 836 eastbound collector-distributor roadway system.

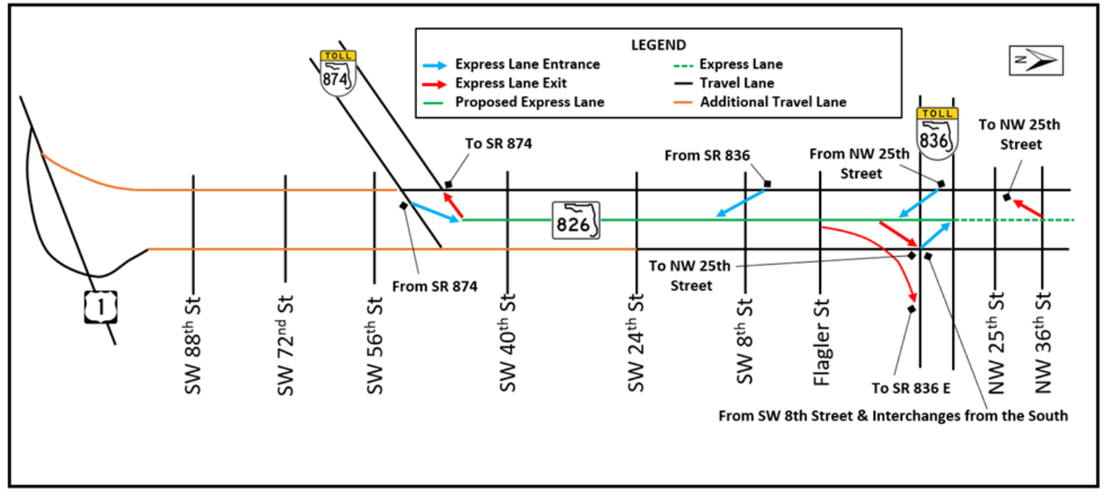


Figure ES.4 – Alternative 4 Schematic Line Diagram

Alternative 4A – This alternative proposes adding an additional Travel Lane in each direction between US 1 and SR 836. The additional lane begins in the northbound direction north of US 1 and ends just south of SR 836. In the southbound direction, the additional lane begins at the SR 836 southbound on-ramp and ends at US 1 as part of a three-lane southbound on-ramp. Alternative 4A also proposes to add one Express Lane in each direction between SR 874 and SR 836. This alternative essentially extends the existing SR 826 express lanes system south to SR 874. The express lanes will end and begin at SR 874 (see **Figure ES.5**).

Alternative 4 includes one potential access point in the southbound direction and three in the northbound direction to enter and exit the express lanes system. These access points maximize the potential users of the express lanes by serving the highest commuter travel demand and longer trips, complement the multimodal transportation network, and have minimal impacts on the existing interchanges. The main objectives of the potential access point locations are to serve major home-to-work trip pairs and provide connections to multimodal facilities.

Alternative 4 also proposes interchange, intersection, and arterial improvements to support the optimal operation of the corridor, including a SR 836 ramp flyover system-to-system connection at the northern end of the project, connecting the SR 826 northbound express lane from the median with the SR 836 eastbound collector distributor roadway system.

The only difference between Alternatives 4 and 4A is that Alternative 4A proposes an additional travel lane in each direction between SR 874 and SR 836.

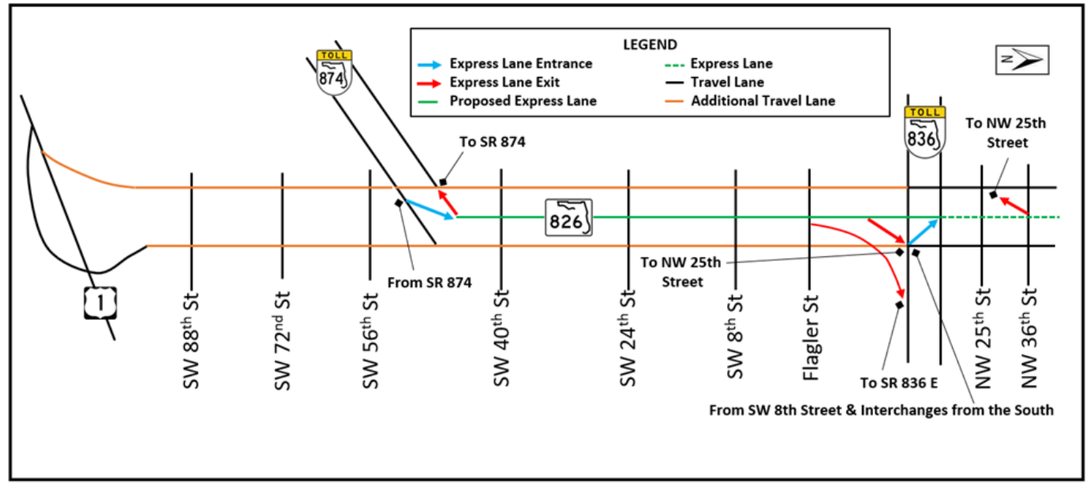


Figure ES.5 – Alternative 4A Schematic Line Diagram

The evaluation methodology used in this study involved a combination of both comparative qualitative and quantitative analyses to determine a preferred alternative, focusing on engineering, socio-economic, environmental, and project cost considerations. The key components of the alternatives analysis included mobility, safety, purpose and need, travel demand forecasting, future technology, geometrics, right-of-way impacts, and construction costs. The alternatives analysis was geared to determine which improvements were necessary to improve traffic operations, safety, multimodal, system linkage, regional connectivity, freight, interchange access, and emergency evacuation. Alternative 4A was selected as the preferred alternative based on the alternative alignment analysis and the evaluation results documented in the PD&E Study.

INTERSECTION AND INTERCHANGE IMPROVEMENTS

The preferred alternative is proposing interchange, intersection, and arterial improvements to support the optimal operations of the corridor. The preferred alternative proposes interchange improvements to ten out of the 11 interchanges. The improvements will vary from minor to major capacity enhancements (see **Appendix G**, Preferred Concept Plans).

Below is a summary of the overall interchange improvements:

- US 1
  - Southbound off-ramp widening to three lanes
- SW 88th Street
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - Replacement of the eastbound to northbound flyover ramp
- Sunset Drive
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - Replace SR 826 mainline bridge structures
- Miller Drive
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
- SR 874
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - A northbound express lane ingress point and a southbound express lane egress point will be added within the interchange.
- Bird Road
  - Redesign of the interchange configuration to an Elevated U-turn Interchange.
- Coral Way
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - Southbound off-ramp widening to two lanes
  - Southbound on-ramp widening to two lanes
- SW 8th Street
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - New westbound to northbound on-ramp realignment closer to the interchange
  - Redesign and realign the southbound off-ramps to tie to the new southbound collector distributor roadway system between SR 836 and SW 8th Street
  - Replacement of the mainline and ramp bridges
- Flagler Street
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - Redesign and realign the southbound off and on-ramps to tie to the new southbound collector distributor roadway system between SR 836 and SW 8th Street
- SR 836
  - Express lane ramp flyover system-to-system connecting SR 826 northbound to the SR 836 eastbound collector-distributor roadway system

COMPARISON OF NO-BUILD ALTERNATIVE AND PREFERRED ALTERNATIVE

A comparative assessment was conducted for the SR 826 Mainline No-Build Alternative and the preferred alternative for the opening year of 2035 and the design year of 2055. A detailed assessment of operating conditions was performed using CORSIM microsimulation models. CORSIM models were developed for the AM peak period (6:30 AM to 10:30 AM) and PM peak period (3:30 PM to 7:30 PM) in the design year 2055. The results from the microsimulation analyses indicate that the preferred alternative generates overall better operating conditions for all considered Measures of Effectiveness (MOEs) in both the AM and PM peak periods along SR 826.

In the preferred alternative, average operating speeds along northbound SR 826 travel lanes (AM peak, peak direction) increase by approximately 25 mph (from 28 mph to 53 mph) and throughput increases by approximately 4,400 vehicles (53.8% above No-Build). In the southbound direction along SR 826 (PM peak, peak direction), average operating speeds show an increase of approximately 18 mph (from 13 mph to 31 mph) and throughput increases by approximately 6,760 vehicles (93.1% above No-Build).

The networkwide MOEs indicate that the preferred alternative performs better in terms of total vehicle miles travelled (21.1%/32.0% increase in AM/PM peak); vehicle hours of delay (decrease by 15.6%/24.6% in AM/PM peak) and average operating speeds (increase by 26.3%/43.7% in AM/PM peak).

A comparative assessment was conducted on the cross-street intersections between the No-Build Alternative and the preferred alternative for the opening year of 2035 and the design year of 2055, based on HCM analytical procedures. The table below provides a summary of the comparative assessment of the HCM analyses.

HCM Intersection Analysis – No-Build vs. Preferred

Year	Alternative	SR 826 Terminals				Other Intersections			
		Total Intersections	LOS D or better	LOS E	LOS F	Total Intersections	LOS D or better	LOS E	LOS F
2035	No-Build	18	6	6	6	27	13	3	11
	Preferred	18	16	0	2	27	19	1	7
2055	No-Build	18	3	2	13	27	10	0	17
	Preferred	18	11	5	2	27	9	3	15

As shown in the table above, the assessment results indicate that the preferred alternative performs better than the No-Build Alternative except for the other intersections in 2055.

OTHER CONSIDERATIONS

An assessment was made of other relevant factors that could potentially impact the viability of the proposed project. These other considerations included environmental considerations, consistency with Master Plans/Local Government Comprehensive Plans/Development of Regional Impacts, project constructability, maintenance of traffic, safety, anticipated design exceptions and variations, and conceptual signing master plan. The assessment of these factors did not find any issues that would prohibit the implementation of the proposed improvements.

JUSTIFICATION FOR PROJECT

An assessment was made of the FHWA's Policy on Access to the Interstate System. The FHWA Policy defines the requirements that must be addressed to justify and document any proposed change in access to the freeway system. The results from this SIMR provided the necessary information to demonstrate compliance with the FHWA's requirements and justify the proposed modifications to SR 826. The following provides a summary of the responses to the FHWA's policy requirements (detailed responses are provided under **Section 10** of the SIMR):

Policy #1 – An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes; existing, new or modified ramps; and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, CFR, paragraphs 625.2(a), 655.603(d), and 771.111(f)). The crossroads and the local street network to at least the first major intersection on either side of the proposed change in access should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

Response to Policy Requirement # 1 – The operational analysis conducted for the SIMR confirmed that the proposed improvements to the SR 826 mainline and interchange modifications will not have any significant adverse impacts on safety and operations along SR 826. The proposed modifications will improve traffic operations and enhance safety. When compared with the No-Build Alternative, the preferred alternative significantly improves operations along SR 826. In the preferred alternative, average operating speeds along the northbound SR 826 travel lanes (AM peak, peak direction) are expected to increase by approximately 25 mph (from 28 mph to 53 mph), and throughput is projected to increase by approximately 4,400 vehicles (53.8% above the No-Build Alternative). In the southbound direction along SR 826 travel lanes (PM peak, peak direction), average operating speeds show an increase of approximately 18 mph (from 13 mph to 31 mph), and throughput increases by approximately 6,760 vehicles (93.1% above the No-Build Alternative). The proposed express lanes will operate at approximately 55 mph during the morning and afternoon peak periods. At the networkwide level, the preferred alternative performs better than the No-Build in terms of total vehicle miles travelled (21.1%/32.0% increase in AM/PM peak); vehicle hours of delay (decrease by 15.6 %/ 24.4% in AM/PM peak) and average operating speeds (increase by 26.3%/43.7% in AM/PM peak). Furthermore, the proposed express lanes along SR 826 will provide added operational benefits to support emergency response services, and improved travel time reliability for express lane users.

Data from historical crash records identified multiple high-crash segments and high-crash spots along SR 826. Traffic congestion along SR 826 is a contributing factor to many of the crashes experienced along the corridor. Under the No-Build Alternative, traffic congestion is expected to increase along SR 826 in future years, accompanied by a corresponding rise

in crash risk along the corridor. This potential for future increase in crash risk is largely alleviated by the improvements proposed in the preferred alternative. Additionally, the vertical clearance is deficient at several existing bridge structures along SR 826. This deficiency in vertical clearance is a probable causal factor for reported collisions with the understructure of the bridges at several cross streets. The proposed SR 826 improvements will increase the vertical clearance at select cross streets, thereby reducing the risk of crashes resulting from inadequate vertical clearance.

The SR 826 project will include the development of a comprehensive signing plan for the corridor. The signing plan will be fully coordinated with FHWA in advance of construction.

The preferred alternative will reduce long-term crashes related to heavy congestion and interchange access. It removes SR 874 traffic to and from the north from the SR 826 corridor between SR 874 and SR 836, which reduces SR 826 mainline weaving maneuvers, mainline and ramp speed differentials. The additional travel lane between SR 874 and SR 836 will reduce mainline lane-changing maneuvers and sideswipe crashes within the interchange limits. Alternative 4A offers more capacity compared to the other alternatives, accompanied by a corresponding reduction in congestion-related crashes. Separating long trips (especially from SR 874 and SR 836) from short trips by using the express lanes will alleviate traffic congestion approaching the interchanges and maximize throughput along the corridor.

Policy #2 – The proposed access connects to a public road and will accommodate all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where the proposed design does not provide all basic movements, the report should include a full-interchange option, along with a comparison of the operational and safety analyses to the partial interchange option. The report should also include the proposed mitigations to compensate for the missing movements, such as wayfinding signage, impacts on local intersections, and mitigation of driver expectations leading to wrong-way movements on ramps, among others. The report should describe whether the proposed design precludes the future provision of a full interchange.

Response to Policy Requirement # 2 – This SIMR is not proposing new interchanges along SR 826. All existing interchanges provide access to public roads only. The improvements proposed at the interchanges will maintain full access to SR 826, and all movements will be accommodated at all cross streets. The proposed access modifications will be designed to meet or exceed all applicable design standards, to the extent possible. Design variations and exceptions identified will be processed in accordance with FHWA and FDOT standards.

CONCEPTUAL FUNDING PLAN

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.

The Design, Right-of-Way, and Construction phases are listed in the FDOT Work Program under project number 432639-1. The project is anticipated to be funded with federal and state funds. FDOT plans to accelerate the project's construction by completing it in phases. A funding plan for the opening year will be developed based on the results, costs, and recommendations from the PD&E Study. Funding for future phases is currently being coordinated by the FDOT to ensure that the project aligns with the local government's comprehensive plans and that the required project funding is identified in the LRTP, TIP, STIP, and Work Program.

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COMPANION REFERENCE DOCUMENTS

1. Project Traffic Forecasting Memorandum, April 2022
2. Traffic Data Collection Report, December 2021
3. Crash Analysis Report, November 2021
4. Traffic Analysis Technical Memorandum, July 2019

1.0 PROJECT OVERVIEW

1.1 INTRODUCTION

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) 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 the addition of lanes and improvements to the interchange. 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.

SR 826, between US 1 and SR 874, consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is 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 FOR THE PROJECT

The overall goals and objectives of this PD&E Study are described below:

- Evaluate the implementation of potential mainline, interchange, arterial corridor, and intersection improvements that will improve safety, capacity, operations, expressway/interchange access, mobility, and emergency evacuation.



Figure 1.1 - Project Location Map

- Identify the appropriate expressway/interchange access improvements that, combined with Transportation Systems Management and Operations (TSM&O) improvements, will service the users of the area, and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current SR 826 projects and adjacent local projects.
- Prioritize the proposed improvements based on the area needs (short-term vs. long-term), logical segmentation, and funding.

The primary purpose and need for this project are to add lanes to the SR 826 corridor, 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. An extended discussion of the project's need is provided in **Section 4** of this SIMR.

1.3 Project Description

The PD&E Study is evaluating the following potential types of improvements:

- 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.

1.4 Project Location

The project location is depicted in **Figure 1.1**. The study area for this SR 826 SIMR incorporates the limits of the SR 826 PD&E Study from US 1 to NW 25th Street.

1.5 Related Projects within the Study Area

This SIMR is maintaining consistency with the following plans and projects:

- SR 826/SR 836 Interchange Improvements (Section Five) Project
- SR 826 Express Lanes Project (from SR 836 to I-75)
- SR 836/NW 87th Avenue Interchange Improvements Project (by GMX)
- SR 874/Sunset Drive Interchange PD&E Study (by GMX)
- Strategic Miami Area Rapid Transit (SMART) Plan (by Miami-Dade Department of Transportation and Public Works)
- All Bus Rapid Transit Projects within the Area of Influence (by Miami-Dade Department of Transportation and Public Works)
- Miami-Dade Traffic Planning Organization (TPO) Adopted Long Range Transportation Plan (LRTP)
- Miami-Dade County Comprehensive Plan
- Any approved Development of Regional Impact (DRI)s within the Area of Influence

Where the request is inconsistent with any plan, steps will be developed to bring the plan into consistency.

1.6 Applicant Information

The SR 826 SIMR has been prepared for the Florida Department of Transportation, District Six. For Information on the SR 826 PD&E Study and this SIMR, please contact the Department's Project Manager at the following address:

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2.0 METHODOLOGY

A Methodology Letter of Understanding (MLOU) was developed and approved by the FDOT District Six Interchange Review Committee (DIRC) and the FDOT Central Office in July 2018.

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. Therefore, the PD&E Study had to modify the approach between US 1 and SR 836 and evaluate other corridor improvements that are compatible with the project to the north.

The revised methodology applied for this SR 826 SIMR is documented in the MLOU dated April 2021. This revised MLOU documents the changes in the methodology as part of the SR 826 PD&E/SIMR Study. The intent of this PD&E/SIMR Study is to retain and preserve most of the previous work and avoid redoing tasks that have already been completed.

The MLOU was approved by FDOT District Six, FDOT Central Office Systems Implementation, and the GMX. The MLOU outlines the criteria, assumptions, processes, analyses, and documentation requirements for the project. The two approved MLOU's are included as **Appendix A**. The following section summarizes some of the more prominent issues covered under the MLOU.

2.1 Area of Influence

The area of influence along SR 826 extends from US 1 to south of NW 36th Street. The area of influence along SR 836 extends from east of NW 87th Avenue to west of NW 57th Avenue. **Figure 2.1** depicts the area of influence along SR 826 and crossing roadways.

There are 11 interchanges within the area of influence along SR 826. These interchanges are listed below.

1. US 1
2. SW 88th Street (Kendall Drive)
3. SW 72nd Street (Sunset Drive)
4. SW 56th Street (Miller Drive)
5. SR 874 (Don Shula Expressway)
6. SW 40th Street (Bird Rd)
7. SW 24th Street (Coral Way)
8. SW 8th Street (Tamiami Trail)
9. Flagler Street
10. SR 836
11. NW 25th Street

There are 45 intersections within the area of influence along the crossing roadways (27 arterial intersections and 18 terminal ramp intersections). These intersections are listed below.

1. US 1/Killian Drive
2. US 1/SW 104th Street
3. SW 98th Street/SW 77th Avenue
4. SW 98th Street/US 1 Busway
5. SW 98th Street/US 1
6. SW 88th Street/SW 79th Avenue
7. SW 88th Street/SW 77th Avenue
8. SW 88th Street/Southbound Ramp Terminal
9. SW 88th Street/Northbound Ramp Terminal
10. SW 88th Street/SW 73rd Place
11. SW 88th Street/Dadeland Boulevard
12. SW 72nd Street/SW 77th Court
13. SW 72nd Street/Southbound Ramp Terminal
14. SW 72nd Street/Northbound Ramp Terminal
15. SW 72nd Street/SW 72nd Avenue
16. SW 56th Street/SW 77th Court
17. SW 56th Street/Southbound Ramp Terminal
18. SW 56th Street/Northbound Ramp Terminal
19. SW 56th Street/SW 72nd Avenue
20. SW 40th Street/SW 79th Avenue
21. SW 40th Street/SW 7800 Block
22. SW 40th Street/Southbound Ramp Terminal
23. SW 40th Street/Northbound Ramp Terminal

24. SW 40th Street/SW 72nd Avenue
25. SW 40th Street/SW 74th Avenue
26. SW 24th Street/SW 82nd Avenue
27. SW 24th Street/SW 79th Avenue
28. SW 24th Street/Southbound Ramp Terminal
29. SW 24th Street/Northbound Ramp Terminal
30. SW 24th Street/SW 74th Avenue
31. SW 24th Street/SW 75th Avenue
32. SW 8th Street/SW 82nd Avenue
33. SW 8th Street/Southbound Ramp Terminal
34. SW 8th Street/Northbound Ramp Terminal
35. SW 8th Street/SW 74th Avenue
36. Flagler Street/NW 82nd Avenue
37. Flagler Street/NW 79th Avenue
38. Flagler Street/Southbound Ramp Terminal
39. Flagler Street/Northbound Ramp Terminal
40. Flagler Street/NW 74th Avenue
41. Flagler Street/NW 72nd Avenue
42. NW 25th Street/Southbound Ramp Terminal
43. NW 25th Street/Northbound Ramp Terminal
44. SR 836/Milam Dairy Road/Eastbound Ramp Terminal
45. SR 836/Milam Dairy Road/Westbound Ramp Terminal



Figure 2.1 - Area of Influence Map

2.2 Analysis Years

A. Traffic Forecasting

The forecasting years proposed for the project are as follows:

- Base year: 2017
- Horizon year: 2045

B. Traffic Operational Analysis

The 2017 and 2045 base and horizon years were used to produce the opening year and design year traffic. The design year for this project is 2055, which was completed by extrapolation. The opening year for this project is 2035, which was completed by interpolation. The analysis years for this project are summarized below:

- Existing year: 2017
- Opening year: 2035
- Design year: 2055

2.3 Travel Demand Forecasting

A. Selected Travel Demand Model(s)

The Southeast Florida Regional Planning Model (SERPM) Versions 7.071 and 8.504 were used for this study. SERPM 7.071 was the official model for the FDOT District Six region when the study began, with a 2010 base year and 2040 horizon year. In November 2020, the Miami-Dade Transportation Planning Organization (TPO) adopted SERPM 8.504 as the official model, with a 2015 base year and 2045 horizon year. The SR 826 PD&E/SIMR Study completed a detailed subarea model calibration using SERPM7.071 as part of the previous efforts. To be consistent with the forecasting procedures of the earlier analysis, the same platform was used in this study. However, since the TPO has adopted new 2045 projections, rather than migrating to the new model platform, the study utilized the newly adopted Traffic Analysis Zones (TAZ) data for the SR 826 PD&E/SIMR Study. The forecast year 2045 TAZ data and networks were updated to match the adopted SERPM 8.504 data.

The SERPM 7.071 model is an activity-based time-of-day model capable of forecasting traffic into future years across various highway and transit scenarios. The model has 5-time period assignments:

1. Early AM Period (10:00 PM – 5:59 AM)
2. AM-Peak Period (6:00 AM – 8:59 AM)
3. Midday Period (9:00 AM – 2:59 PM)
4. PM-Peak Period (3:00 PM – 6:59 PM)
5. Evening Period (7:00 PM – 9:59 PM)

The results of the time-of-day assignments were combined to forecast the daily traffic. The SERPM model was validated to the year 2010 Annual Average Daily Traffic (AADT). Therefore, no adjustment factors were necessary to forecast the AADT volumes.

B. Project Traffic Forecast Development Methodology

The future year traffic volumes were developed using time-of-day assignments. Since this study includes an alternative to evaluate managed lanes and express lanes already exist north of SR 836, time-of-day information is critical. Research has shown that peak-to-daily ratios of managed and express lanes are different from general use freeway lanes. Most of the managed and express lanes' utilization is expected to happen during peak periods. Therefore, the project team used the three-hour AM peak period and four-hour PM peak period volumes to forecast the one-hour AM and one-hour PM peak-hour directional volumes. This peak-hour volume, characterized by the highest demand during the peak period, was selected for the design traffic development. Separate peak-hour volumes for general use and managed/express lanes were developed. Origin-destination matrices were developed for the three-hour AM peak period and the four-hour PM peak period. These were sliced to develop an AM peak-hour matrix and a PM peak-hour matrix. The AADT volumes were forecasted by summing all the time periods. The model horizon year is 2045. Therefore, for the design year forecast development, the 2045 forecasts were extrapolated to forecast the 2055 design year volumes.

2045 SERPM No-Build and Build scenarios were developed as part of the future forecasts' development process. The 2045 No-Build scenario was first developed by using the 2045 Cost Feasible LRTP network as baseline. Any LRTP improvements within the project corridor classified as Priority II or Priority III have been removed from the No-Build scenario. The No-Build scenario development was closely coordinated with FDOT to only include the existing and committed projects on the SR 826 corridor. The list of removed projects was closely

coordinated with the Department and documented in the *Project Traffic Forecasting Memorandum,* dated April 2022. The AADT volume forecasts were compared with independently developed historical trend line forecasts and compound growth rate-based forecasts. The population and employment forecasts for the 2-mile corridor subarea were used to develop the compound growth rates, following a desktop review of the subarea's socioeconomic data.

The AM and PM peak-hour volumes were determined by using diurnal factors. Diurnal factors convert the 3-hour AM period volumes to 1-hour AM peak-hour volumes and the 4-hour PM period volumes to the 1-hour PM peak-hour volumes. The diurnal factors were developed from existing traffic patterns by reviewing the time-of-day profiles of the mainline and cross streets of SR 826. Since the traffic volumes of the cross streets near SR 826 are primarily driven by the mainline volumes of SR 826, major emphasis was given to the SR 826 traffic profile. The cross street diurnal factors were used to identify any outliers from the SR 826 mainline diurnal factors, and necessary adjustments were made.

The forecasting approach required extensive subarea validation to match the AM and PM volumes to the traffic counts. A 2017 model scenario was developed for this effort. The detailed 2017 subarea validation approach is described in **Section C** (next page). The approach primarily focused on post-processing the 2017 model origin-destination matrix to improve the model-assigned volumes. The CUBE Analyst origin-destination matrix estimation software was used for this effort. The average trip length and the trip length frequency distribution of the estimated 2017 subarea origin-destination were verified against the Bluetooth origin-destination survey. The subarea matrix consisted of internal-internal flows for all traffic analysis zones within the subarea, as well as external-internal, internal-external, and external-external flows. This matrix was developed using the CUBE Subarea extraction process, which automatically renumbered the matrix zones and extracted the flows from the regional SERPM origin-destination matrix into the subarea SERPM origin-destination matrix. Any trips that cross the subarea boundary only once were tabulated into external-internal or internal-external flows. Any trips that cross the subarea boundary twice were tabulated into external-external flows.

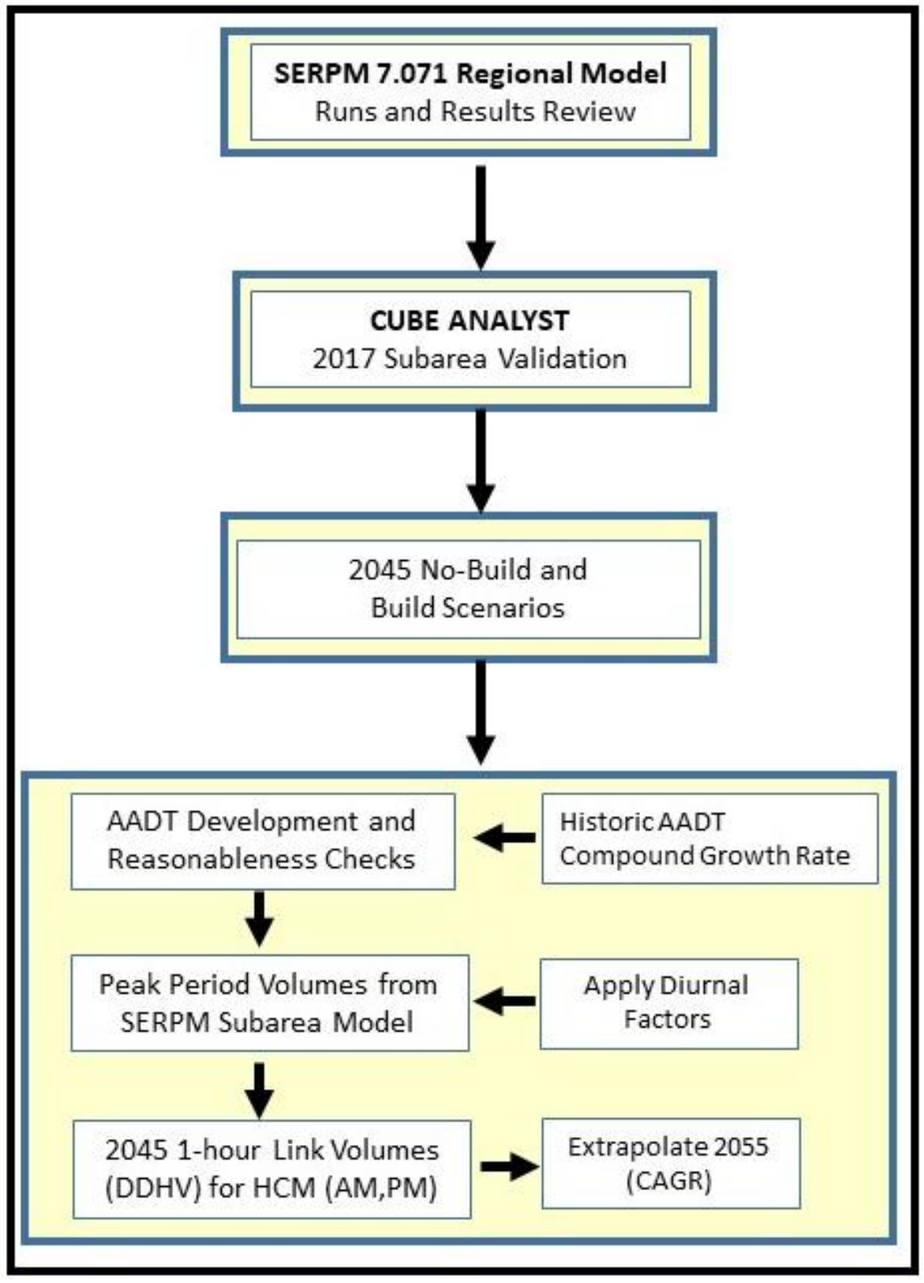
Once satisfactory validation results were achieved at the subarea level, the 2017 subarea origin-destination data were used as a starting point for future year forecasting efforts. The growth matrix between the 2017 SERPM origin-destination and the 2045 SERPM origin-destination was developed by subtraction. The growth was added to the 2017 CUBE Analyst origin-destination at the subarea level.

The model subarea validation ensured reasonable origin-destination flows and sufficient agreement between the volumes and counts. The future year total demand on the corridor was verified against historical and socioeconomic growth trends. Once sufficient confidence was achieved, the split between general use lane and managed/express lane loads was verified. Since there are no managed/express lanes in the base year, a comparison of base year volumes to counts could not be performed. However, future year managed/express lane volumes in highly congested corridors, such as SR 826, are expected to reach capacity. The future loads were verified against the expected peak period and daily volumes.

Traffic volumes on SR 836 and SR 874 mainline and ramps, as well as the origin-destination analysis, were validated and calibrated using toll transaction data for the existing, No-Build, and Build scenarios.

The 2055 design traffic volumes were developed by extrapolating from the 2045 balanced volumes. Opening year 2035 design traffic was developed by interpolation between the years 2017 and 2045 volumes.

Figure 2.2 depicts the Travel Demand Forecasting Methodology Flowchart.



Note: CAGR – Compound Annual Growth Rate

Figure 2.2 - Travel Demand Forecasting Methodology Flowchart

C. Validation Methodology

Several modifications were made to the travel demand model to refine the subarea forecasts for the SR 826 corridor. A 2-mile radius subarea was defined as part of this task. The subarea development process ensured major competing roadways were included in the analysis. To this effect, the subarea was extended westward to the Homestead Extension of the Florida Turnpike (HEFT) and eastward to Red Road/SW 57th Avenue. The northern limits of the SR 826 subarea were extended up to the I-75/SR 826/SR 924 Interchange. North of NW 36th Street, only the SR 826, SR 924, and I-75 mainlines were included in the subarea to balance the subarea size. The validation included the SR 826, SR 924, and I-75 mainlines north of NW 36th Street. The SR 826, SR 924, and I-75 mainline segments were included in the subarea to ensure the major movements of mainline and express lane volumes coming from the north were captured. A 2017 SERPM model scenario was developed using 2017 networks and socioeconomic data. The 2017 socioeconomic data was developed by interpolating between the 2010 and 2040 socioeconomic data sets. The data was cross-checked against the 2015 SERPM 8 data that has been under development by the Miami-Dade TPO. The 2017 networks were developed through a desktop review of the 2010 network, updating it to reflect 2017 conditions. Prior to this PD&E Study, the Department conducted a planning study on this corridor, in which a 2015 base scenario was modeled. The network changes adopted in the 2015 planning study networks were transferred to the 2017 SERPM network development. As part of the planning study, a subarea extraction process and a CUBE Analyst origin-destination estimation process were also implemented. However, this setup was based on the earlier version of the SERPM 7 model. The subarea application was transferred to the latest version of the SERPM 7 model as part of this study.

Time-of-day traffic counts were coded into the 2017 network for the 2-mile radius study area. Within the corridor limits, the 2017 traffic count data from the PD&E Study was coded into the network. Outside the corridor, but within the 2-mile radius limits, the traffic counts from 2016 were obtained and coded into the network. A SR 826 corridor growth rate was developed between the 2016 and 2017 traffic counts. The growth rate was applied to the 2016 subarea traffic counts to develop the 2017 traffic counts for the subarea validation.

Various model network attributes, within the subarea, were reviewed and corrected. These included facility types, the number of lanes, area types, posted speed limits, tolls for tolled lanes, geometric connections, turn penalties, centroid locations, and connections. All the subarea network changes were propagated to the future years.

An iterative validation using the CUBE Analyst origin-destination estimation process was conducted as part of this task. The process needs the SERPM 2017 subarea origin-destination matrix and the time-of-day traffic counts. The origin-destination estimation process was conducted separately for each of the 5-time periods. The resulting origin-destination matrix was assigned back to the highway network to verify a satisfactory output of results. Root Mean Square Error (RMSE) and Volume-to-count ratio targets were used to evaluate the model validation outputs in accordance with the FSUTMS CUBE Framework Phase 2. In addition to the subarea RMSE and volume-to-count ratio measures, the Screenline/Cutline measures were used to evaluate the model validation. The average trip lengths and trip length frequency distributions of the origin-destination matrix were compared against the Bluetooth Survey to ensure a reasonable match.

D. Adjustment Procedures

The model results were post-processed using the *FDOT Handbook* and *NCHRP 765* recommendations. The project team developed a corridor prototype spreadsheet with separate workbooks for AM peak-hour, PM peak-hour, and AADT volumes. The volumes and traffic counts for the 2017 conditions were verified. If the differences between volumes and counts exceeded a threshold percentage, the link volumes were post-processed to account for these differences. A 10% threshold percentage for freeways and a 15% threshold percentage for all other facility types were used. If negative growths were observed at any location, the subarea compound growth rates developed from the population and employment forecasts were applied at those locations. The volumes were balanced and smoothed as needed. The growth rates of the forecasted volumes were compared against the growth trends. Any outlier links were post-processed.

The turning movement forecast was developed from the subarea origin-destination assignments. This way, the subarea origin-destination matrices and the turning movements ensured to be consistent. The future year turns were forecasted to ensure sufficient growth between base and future year turns from the subarea traffic assignment model. If by any chance any negative/unreasonable turns were forecasted in the model at select locations, adjustments were performed to the turning movement forecasts to comply with the subarea growth rates.

2.4 Traffic Factors

The corridor design traffic was based on diurnal factors, as opposed to using the traditional K and D factors. The diurnal factors, which represent the peak period to peak-hour conversion factors, were determined based on the collected traffic data. The diurnal factors were compared against the values used in the previous planning study. The corridor traffic count profile by hour was examined during peak periods, as well as the diurnal factors, for the various SR 826 mainline stations by direction. An average of the factors was considered in the development of the design traffic. The variation in diurnal factors in an urban area is not significant from one station to the other. However, the factors for SR 836, SR 874, and SR 836 were separately examined.

The project team developed unbalanced forecasts using the K and D factors to compare them with the diurnal factors approach. If significant (more than 10%) differences were observed along the SR 826 mainline segments, additional reasons for the differences were examined. The process also included the possibility of revising the diurnal factors as appropriate.

The traffic factor tables from the *FDOT Project Traffic Forecasting Handbook* provide a summary of K_{std} and acceptable ranges for D_{30}. The K_{std} factor is the proportion of AADT volumes that occur during the peak hour of the design year, depending on the area type and facility type. The D_{30} factor is the proportion of traffic in the 30th highest hour of the year traveling in the peak period direction. **Table 2.1** and **Table 2.2** show the FDOT K_{std} and D_{30} target thresholds.

Table 2.1 - FDOT Standard K Factors[1]

Area Type	Facility Type	K_{std}
Large Urban Areas with Core Freeways	Freeways	8.0-9.0
	Arterials	9.0
Other Urbanized Areas	Freeways	9.0
	Arterials	9.0

[1]Adopted from the 2019 FDOT Project Traffic Forecasting Handbook, Table 2.1 - FDOT Standard K Factors.

Table 2.2 - FDOT Recommended D_{30} Factor Ranges[1]

Road Type	Low D_{30}	Medium D_{30}	High D_{30}	Standard Deviation
Urban Freeways	50.4	55.8	61.2	4.11
Urban Arterials	50.8	57.9	67.1	4.60

[1]Adopted from the 2019 FDOT Project Traffic Forecasting Handbook, Table 2.2 - Recommended D-Factors (D) for Traffic Forecasting.

The T_{24} factor is the adjusted annual 24-hour percentage of truck traffic. The T_{24} factor was obtained from the classification counts and compared to the factors obtained from the FDOT permanent count stations to assess reasonableness of the data. The Design Hour Truck (DHT) factor is the percentage of truck traffic during the peak-hour in the design year and can be estimated as half of the T_{24} factor. The DHT at the ramp terminals and intersections was determined from the turning movement counts. The Peak Hour Factor (PHF) for the existing year was based on field-collected traffic counts (turning movement counts and mechanical counts) from the FDOT count stations. PHF for future years was set at 0.95. The PHF is applied to the traffic counts to convert hourly flow to peak 15-minute flow rate for capacity analysis.

The K and D factors were calculated based on the collected traffic data and forecasted traffic volumes from the PD&E Study and were compared to the ranges specified in the *FDOT Project Traffic Forecasting Handbook*.

2.5 Operational Analyses

A. Existing Area Type/Traffic Conditions

Area Type	Conditions	
	Under Saturated	Saturated
Rural	☐	☐
Urban Area/Transitioning Area	☐	☒

B. Existing Area Type/Traffic Conditions

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS/ HCM	7/ 6th Edition	☐	☐	☐	☐	☐	☐
Synchro	10	☐	☐	☐	☐	☒	☒
SimTraffic		☐	☐	☐	☐	☐	☐
CORSIM	6.3	☒	☒	☒	☒	☒	☒
VISSIM		☐	☐	☐	☐	☐	☐
Other		☐	☐	☐	☐	☐	☐

Detailed operational analyses were conducted for all analysis years, covering both AM and PM peak hours. The following operational analyses were conducted utilizing the design traffic forecasts:

- Freeway Analysis
- Freeway Weaving Analysis
- Ramp Merge and Diverge Analysis
- Queuing Analysis
- Intersection Analysis
- Managed/Express Lanes Analysis

The HCM 6th Edition Module in Synchro 10 was used for the intersection level of service and queue length analyses. The reasonableness of the Synchro results was verified and documented in accordance with the calibration methodology described below in **Section C**. In addition, Synchro results were compared with CORSIM results at locations where both models are applied. CORSIM models were developed for the 2017 existing year for model calibration and for the 2035 and 2055 opening and design years to compare the No-Build Alternative against the preferred alternative. CORSIM models were also developed for the four build alternatives in the design year to support the selection of the preferred alternative for the SR 826 mainline.

C. Calibration Methodology

Synchro:

Synchro models were calibrated in accordance with the guidelines provided in the *FDOT's Traffic Analysis Handbook*. The calibration process also included the following steps:

- Lost time adjustment factor was adjusted to replicate field observed queue lengths.
- To calculate reasonable queuing in the model, all link terminals were extended at least 1,000 feet from the last node.
- 95th percentile queue lengths that were tagged with "#" or "m" were examined for the extent of queuing problems.

The calibration process was supported by observations and data gathered during field reviews, including typical queue lengths, delays, operating speeds, right turns on red, signal timings, and pedestrian/bicycle activity.

CORSIM:
The simulation calibration incorporated the guidance and criteria from the FDOT's *Traffic Analysis Handbook*. Traffic volume data, travel time data, and field observations were utilized in calibrating the CORSIM models. CORSIM models were developed for the 2017 existing year for model calibration and for the 2035 and 2055 opening and design years to compare the No-Build Alternative against the preferred alternative. CORSIM models were also developed for the four build alternatives in the design year to support the selection of the preferred alternative for the SR 826 mainline. Four-hour AM and PM peak periods analysis was conducted using 15-minute flow rates.

Several calibration measures were used to ensure that the models accurately replicate existing year field conditions. The calibration process consisted of measuring and comparing volume, speed, travel times, queues, and visual audits. The freeway mainline volumes were calibrated using criteria specified in the *FDOT's Traffic Analysis Handbook*. Individual link flow targets used are listed below:

- Within 15% of field traffic flows for more than 85% of cases where flows range from 700 veh/hr to 2,700 veh/hr.
- Within 100 veh/hr for more than 85% of cases where flows are less than 700 veh/hr.
- Within 400 veh/hr for more than 85% of cases where flows are greater than 2,700 veh/hr.
- Sum of all link flows within 5% of sum of all link counts.

The target of the GEH statistic was less than five for more than 85% of the links. In addition, the GEH statistics for sum of all link flows were less than four for sum of all link counts. Travel time targets were within 15% (or 1 minute if higher) of the field measured travel times for more than 85% of cases. Travel speed profiles were compared with the travel time runs using the simulation output to ensure that the simulation provided similar trends and identified areas of congestion.

Visual audits of the simulation were performed to the analyst's satisfaction to observe speed-flow relationships for individual links. In addition to average travel speeds, individual link speeds and speed flow diagrams were used to evaluate the performance of the freeway segments. The calibration used speed and travel time data along SR 826 and SR 836, as available.

The major bottlenecks and queues within the study area were calibrated to replicate the capacity and congestion based on field data. Visual audits of the simulation were performed to the analyst's satisfaction to observe speed-flow relationships for individual links and to ensure acceptable queuing at intersections and other bottlenecks in the network. In addition to average travel speeds, individual link speeds and speed-flow diagrams were used to evaluate the network's performance.

The existing conditions analysis had a simulation duration (4 hours AM and 4 hours PM) that allowed congestion to build and dissipate, and minimize the potential for unmet demand. The 4th hour of the AM peak period was developed based on traffic flow profiles from the continuous machine counts. The flow profiles from the continuous machine counts were used to compute factors that were applied to the peak-hour link and intersection turning movement volumes. Volume inputs were provided in 15-minute increments, estimated based on traffic flow profiles derived from continuous machine counts. To determine the minimum required number of simulation runs, statistical tests were performed using a 95% confidence level and an allowable error of 10%. Ten runs were performed for each scenario. All future year Build and No-Build models were created from the calibrated 2017 existing year model.

D. Selection of Measures of Effectiveness (MOE)

Both qualitative and quantitative measures of performance or effectiveness (MOEs) were used to differentiate between the alternatives. MOEs were assessed from CORSIM models for the AM and PM peak periods (4 hours each) as well as the AM and PM peak hours. The CORSIM MOEs included the following:

- Freeway: Simulated volume vs. Demand volume, Throughput, Operating speed, and density
- Interchange Terminal Intersections: Simulated volume vs. Demand volume on the approach links, and queue lengths on the off-ramps
- Network-wide: Total travel time, Total delay time, Vehicle-miles of travel, Average speed, and Latent demand

The CORSIM analysis compared MOEs for the No-Build Alternative and Build Alternatives. CORSIM MOEs were assessed for a simulation period covering a total of 4 hours in the AM period and 4 hours in the PM period for each alternative scenario.

The simulation periods included the following:

- AM Period: model initialization period + highest 4-hour AM peak period (in 15-minute intervals based on forecasted AM peak-hour and existing traffic flow profiles)
- PM Period: model initialization period + highest 4-hour PM peak period (in 15-minute intervals based on forecasted PM peak-hour and existing traffic flow profiles)

The MOEs that were assessed from the HCS/Synchro analysis included the following:

- Intersection Analysis (Synchro): Total Delay, LOS, 95th percentile queue length, and available storage

The Synchro reported intersection delay, 95th percentile queue length, and volume over capacity ratio for every movement at every intersection.

2.6 Level of Service Standards

FDOT recommends a target Level of Service (LOS) D for roadways in urban areas. LOS E was considered at capacity, and LOS F was considered overcapacity.

3.0 EXISTING CONDITIONS

3.1 EXISTING LAND USE

The SR 826 project is located in the northern portion of Miami-Dade County, which is part of the Southeast Florida Region of Palm Beach, Broward, and Miami-Dade Counties. No natural upland areas exist along the project corridor.

A total of 14 land use classifications were identified within the project study area. **Table 3.1** lists the acreage and percentage of each land use type within the project study area. An aerial map depicting the generalized Florida Land Use, Cover and Forms Classification System (FLUCFCS) boundaries of existing land uses within the study limits is included as **Figure 3.1**.

Table 3.1 – Existing Land Use/Vegetative Cover within the Project Study Area

FLUCFCS Classification	FLUCFCS Description	Acres	Percent
110	Residential, Low Density (Less Than Two Dwelling Units Per Acre)	186.51	3.51%
120	Residential, Medium Density (Two-Five Dwelling Units Per Acre)	1,947.03	36.66%
130	Residential, High Density (Six Or More Dwelling Units Per Acre)	329.23	6.20%
140	Commercial and Services	1,137.13	21.41%
150	Industrial	102.80	1.94%
170	Institutional	102.88	1.94%
180	Recreational	138.38	2.61%
190	Open Land	34.56	0.65%
410	Upland Coniferous Forests	3.67	0.07%
510	Streams and Waterways	65.96	1.24%
530	Reservoirs	8.01	0.15%
610	Wetland Hardwood Forests	269.38	5.07%
740	Disturbed Land	55.65	1.05%
810	Transportation	930.48	17.52%
Total Land Use/Vegetative Cover		5,311.68	100.00%

[1] FDOT, FLUCFCS (Third edition), 1999.

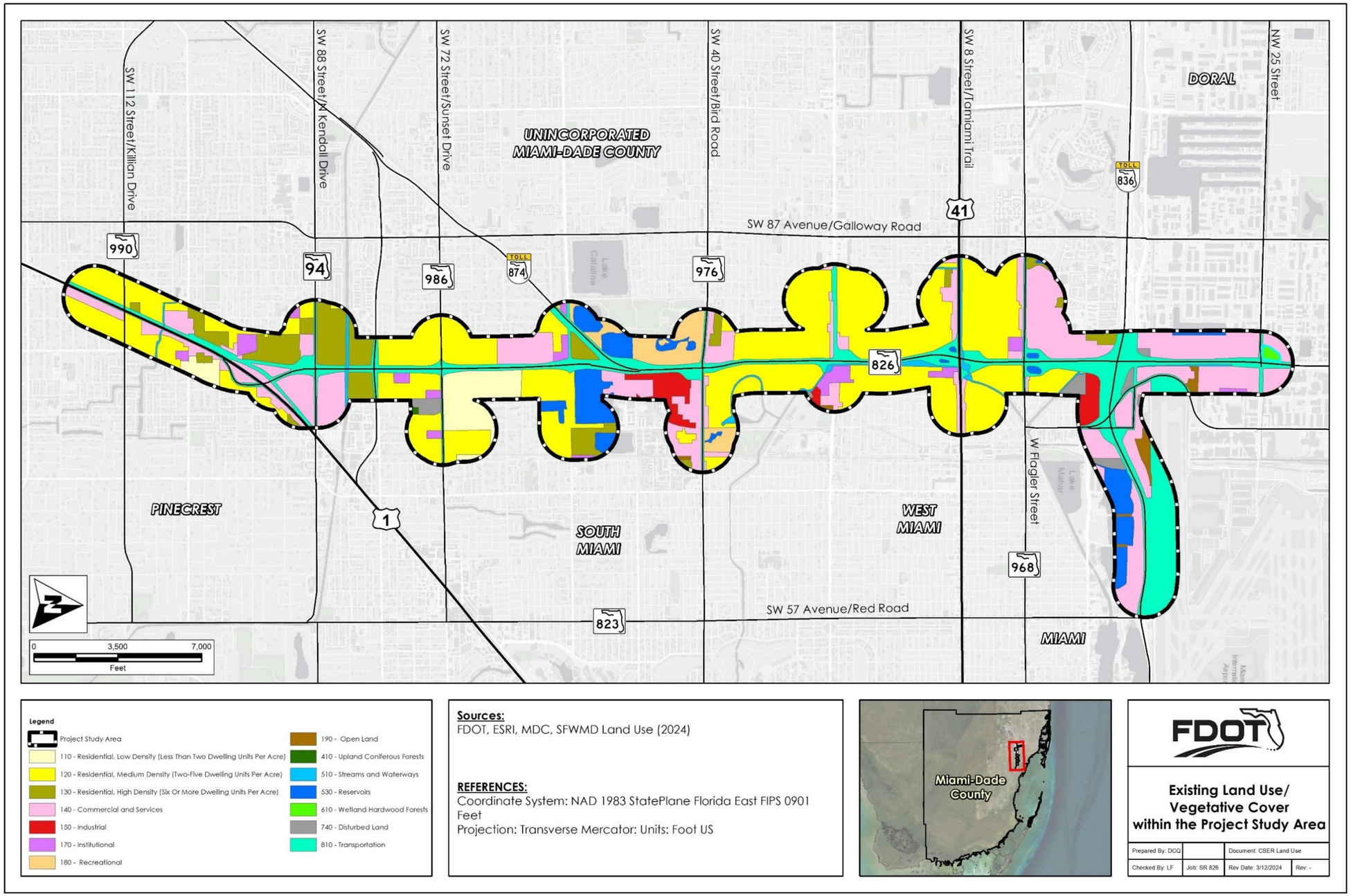


Figure 3.1 - Existing Land Use

3.2 Existing Roadway Network

SR 826

SR 826, between US 1 and SR 874, consists of five to six 12-foot wide travel lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836, the corridor consists primarily of twelve 11-foot to 14-foot wide travel lanes (six lanes in each direction), 8-foot to 10.5-foot wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in **Figure 3.2** and **Figure 3.3**. There are no typical section changes from committed projects within the study area.

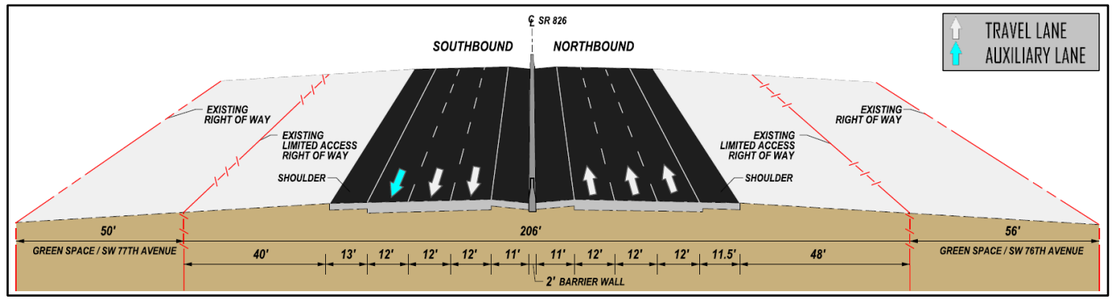


Figure 3.2 - Existing Roadway Typical Section between US 1 and SR 874

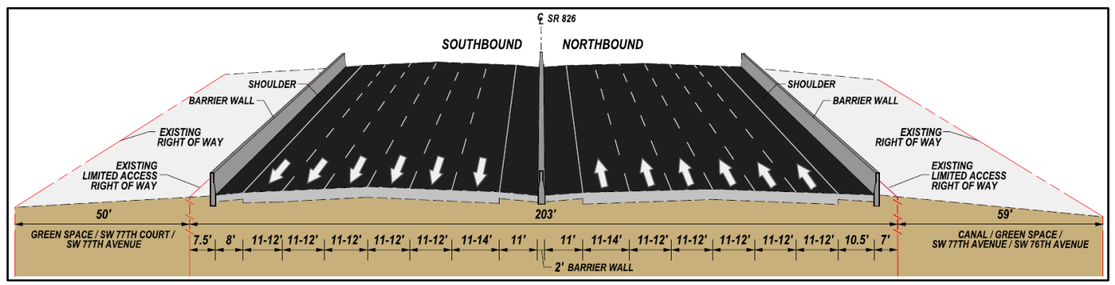


Figure 3.3 - Existing Roadway Typical Section between SR 874 and SR 836

Arterial Corridors

There are 11 existing full interchanges within the project limits. **Figure 3.4** depicts the existing lane geometry and configuration.

US 1 – This corridor consists of six lanes, three lanes in each direction, with a posted speed of 45 mph and three signalized intersections. US 1 is functionally classified as a Divided Principal Arterial.

SW 88th Street (Kendall Drive) – This corridor consists of six lanes, three lanes in each direction, with a posted speed of 45 mph, five signalized intersections, and a diamond plus one loop with a flyover interchange. Kendall Drive is functionally classified as a Divided Principal Arterial.

SW 72nd Street (Sunset Drive) – This corridor consists of four lanes, two lanes in each direction, with a posted speed of 40 mph, four signalized intersections, and a diamond interchange. Sunset Drive is functionally classified as a Minor Arterial.

SW 56th Street (Miller Drive) – This corridor consists of four lanes, two lanes in each direction, with a posted speed of 40 mph, four signalized intersections, and a diamond interchange. Miller Drive is functionally classified as a Minor Arterial.

SR 874 – This corridor consists of six lanes, three lanes in each direction, with a posted speed of 60 mph and a system-to-system interchange. SR 874 is functionally classified as a Divided Urban Principal Arterial Expressway.

SW 40th Street (Bird Rd) – This corridor consists of eight lanes west of SR 826, four lanes in each direction, and six lanes east of SR 826, three lanes in each direction. The corridor has a posted speed of 40 mph with six signalized intersections and a diamond plus one loop interchange. Bird Road is functionally classified as a Divided Principal Arterial.

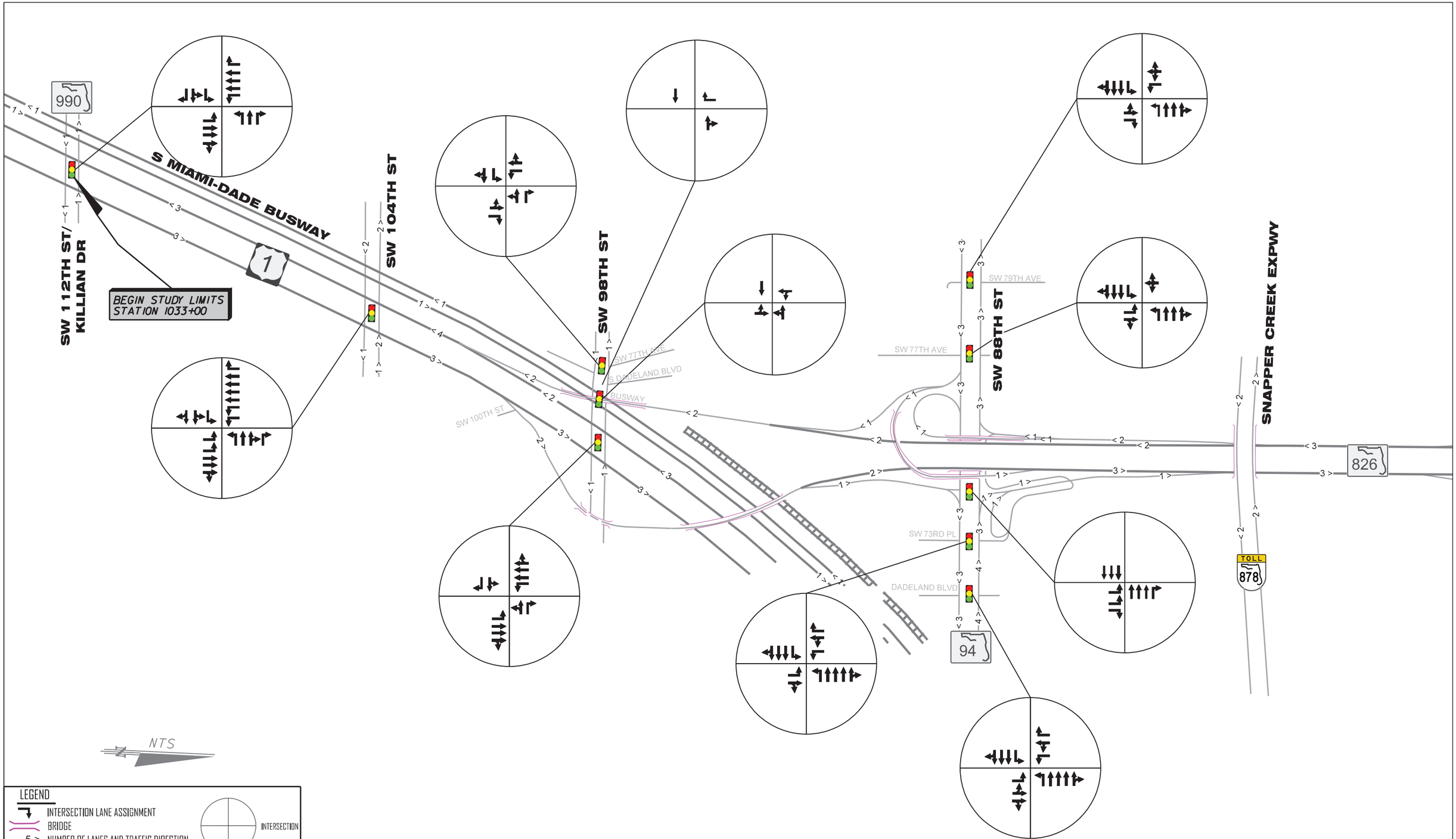
SW 24th Street (Coral Way) – This corridor consists of six lanes, three lanes in each direction, with a posted speed of 40 mph, six signalized intersections, and a partial clover leaf type A two quadrants interchange. Coral Way is functionally classified as a Minor Arterial.

SW 8th Street (Tamiami Trail) – This corridor consists of six lanes west of SR 826, three lanes in each direction, and four lanes east of SR 826, two lanes in each direction. The corridor has a posted speed of 40 mph with four signalized intersections and a partial cloverleaf type AB four quadrants interchange. SW 8th Street is functionally classified as a Divided Principal Arterial.

Flagler Street – This corridor consists of six lanes, three lanes in each direction, with a posted speed of 40 mph, six signalized intersections, and a partial cloverleaf type AB two quadrants interchange. Flagler Street is functionally classified as a Minor Arterial.

SR 836 – This corridor consists of six to eight lanes, three to four lanes in each direction, with a posted speed of 55 mph, and a system-to-system interchange. SR 836 is functionally classified as a Divided Urban Principal Arterial Expressway.

NW 25th Street – This corridor consists of six lanes, three lanes in each direction, with a posted speed of 40 mph, and two signalized intersections. NW 25th Street is functionally classified as a Divided Principal Arterial.



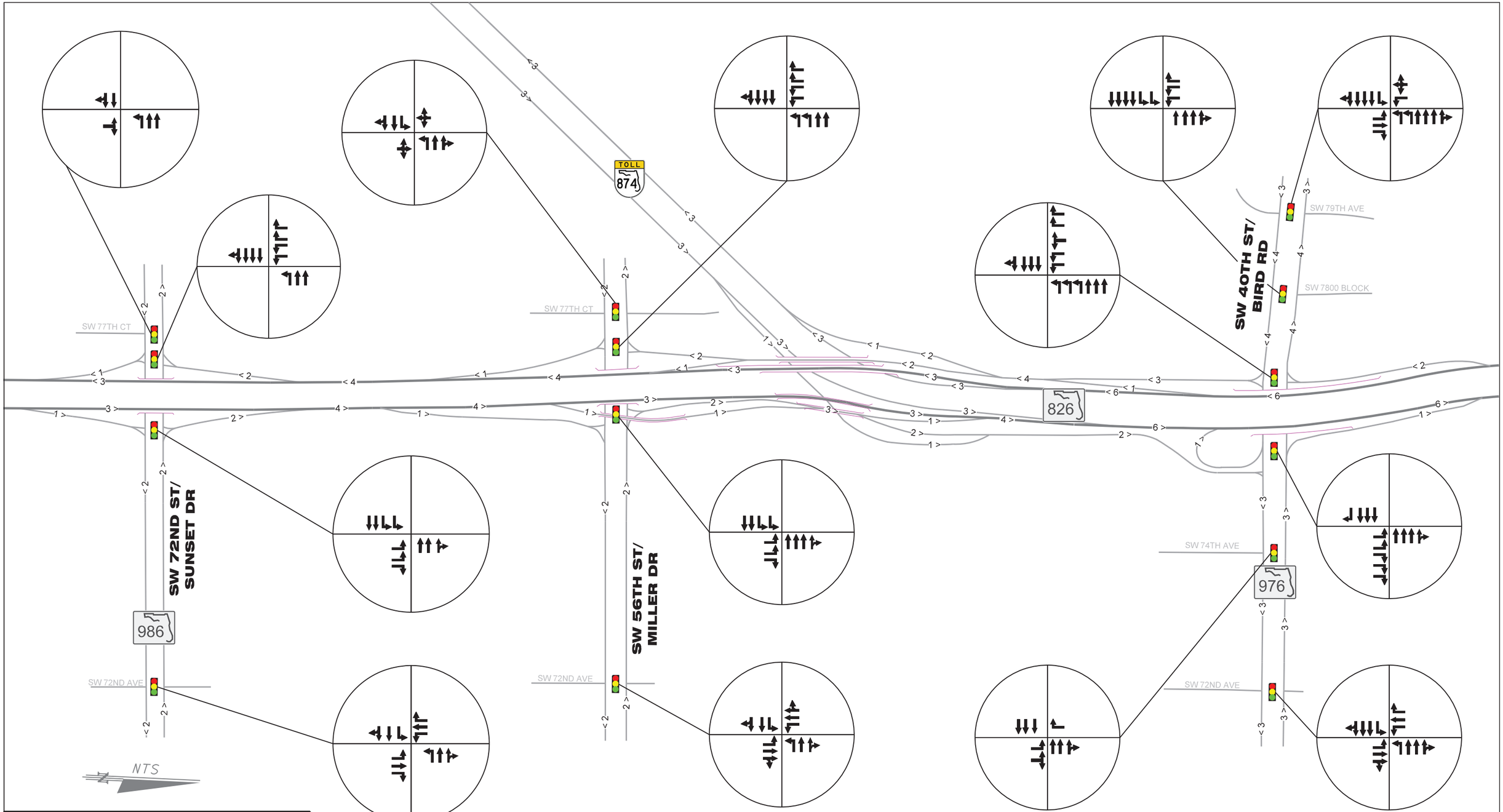
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2017 EXISTING CONDITIONS
LANE GEOMETRY AND CONFIGURATION

FIGURE 3.4



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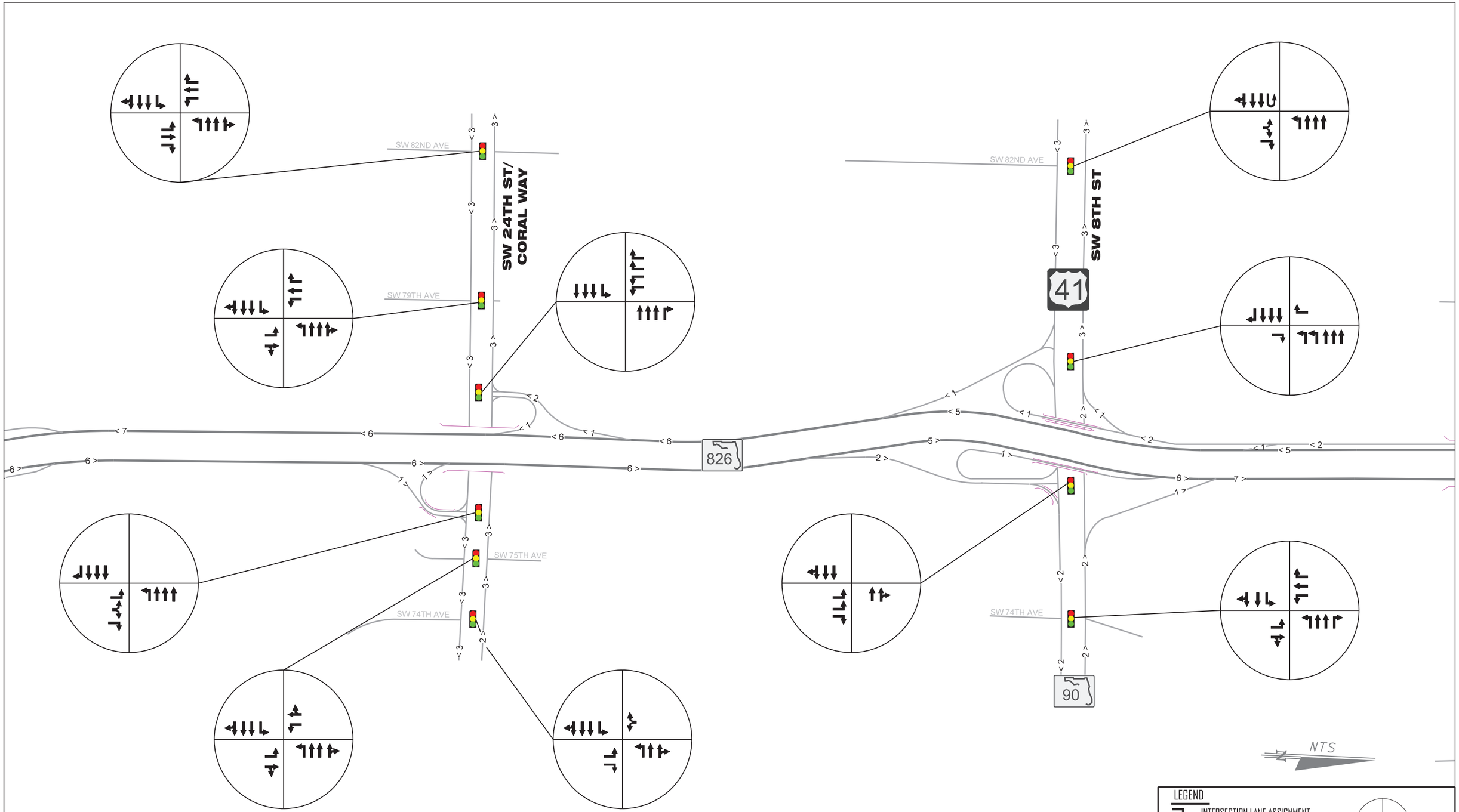
826

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ETDM No.: 14308

2017 EXISTING CONDITIONS
LANE GEOMETRY AND CONFIGURATION

FIGURE 3.4



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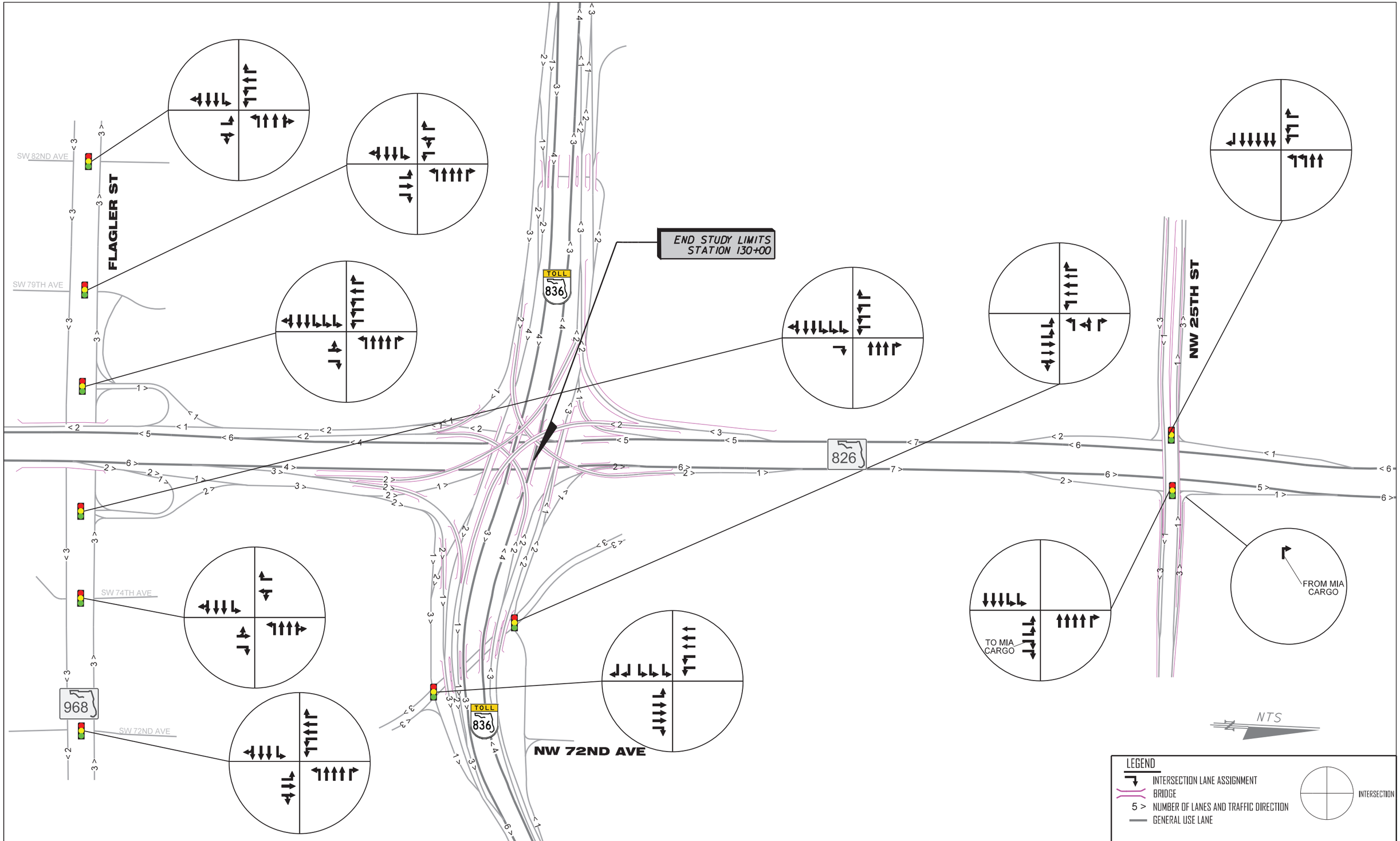
826

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2017 EXISTING CONDITIONS
LANE GEOMETRY AND CONFIGURATION

FIGURE 3.4



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2017 EXISTING CONDITIONS
LANE GEOMETRY AND CONFIGURATION

FIGURE 3.4

3.3 Existing Traffic Volumes

The traffic data collection efforts are documented in the *Traffic Data Collection Report*, dated December 2021. The purpose of this report is to present the traffic data collection and the 2017 base year traffic volumes in support of the PD&E Study. The tasks performed as part of this evaluation include the collection of existing traffic volumes, the collection of existing geometric field conditions, the development of 2017 AADT volumes, the development of 2017 peak-hour volumes, and the development of traffic factors.

The traffic data collection effort consisted of seventy-seven (77) 72-hour directional Automatic Traffic Recorder (ATR) hose-counts, twenty-eight (28) 3-hour AM/4-hour PM intersection Turning Movement Counts (TMC), and an Origin and Destination 3-day Bluetooth Survey. The ATR counts included arterials, interchange ramps, and freeways within the project study limits.

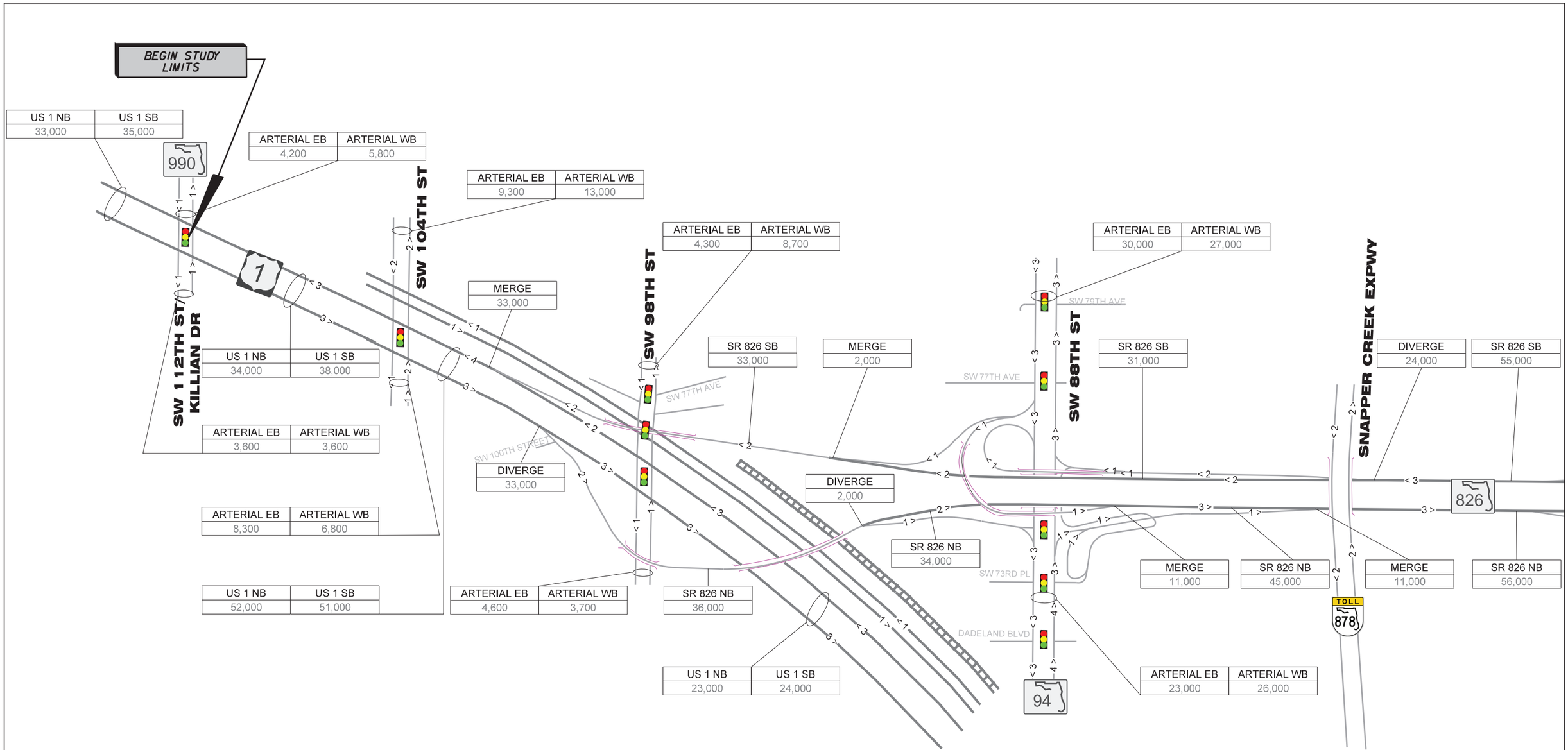
AADT volumes were developed for the entire study area by following the process below:

- 2017 Average Daily Traffic (ADT) volumes were computed by calculating the arithmetic mean of the 72-hour traffic counts.
- The computed ADT volumes were converted to AADT by applying the applicable FDOT seasonal adjustment factors and axle correction factors from the FDOT 2016 Florida Transportation Information (FTI).
- 2017 AADT volumes for the study were generated by balancing, rounding, and smoothing the estimates that were developed from the steps above.
- The generated AADT volumes were checked against the new traffic counts, FTI 2016 traffic counts, and FTI 2017 routine traffic counts for reasonableness.

Figure 3.5 shows the 2017 AADT volumes for the study area.

Traffic data collected for the study area was examined to identify the common AM and PM peak hours. The common peak hours identified were from 8:00-9:00 AM and from 5:00-6:00 PM. The peak-hour volumes were first established for the mainlines and ramps by balancing the calculated volumes similar to the AADT volumes. The volumes developed at the ramp terminal intersection approaches from this procedure were compared against the intersection TMCs. The difference between the two values was insignificant. Therefore, the TMCs were used as control values in the subsequent development of the intersection turning movement volumes. The peak-hour volumes developed for the study area were checked against the new traffic counts, FTI 2016 traffic counts, and FTI 2017 routine traffic counts for reasonableness.

Figure 3.6 shows the 2017 peak-hour volumes for the study area. **Figure 3.7** shows the 2017 turning movement volumes for the study area. In reviewing the estimated 2017 traffic volumes for the project, GMX noted that the estimated traffic volumes along the SR 836 mainline were substantially lower than traffic counts recorded from their toll transactions on a typical weekday. GMX further noted that the SR 836 mainline was under construction at the time of the 2017 data collection effort, and this likely impacted traffic volumes on the facility. Therefore, it was determined that counts collected post construction in 2019 or 2020 (prior to COVID – 19 restrictions) would provide a better representation of traffic demand using the SR 836 facility for informational purposes.



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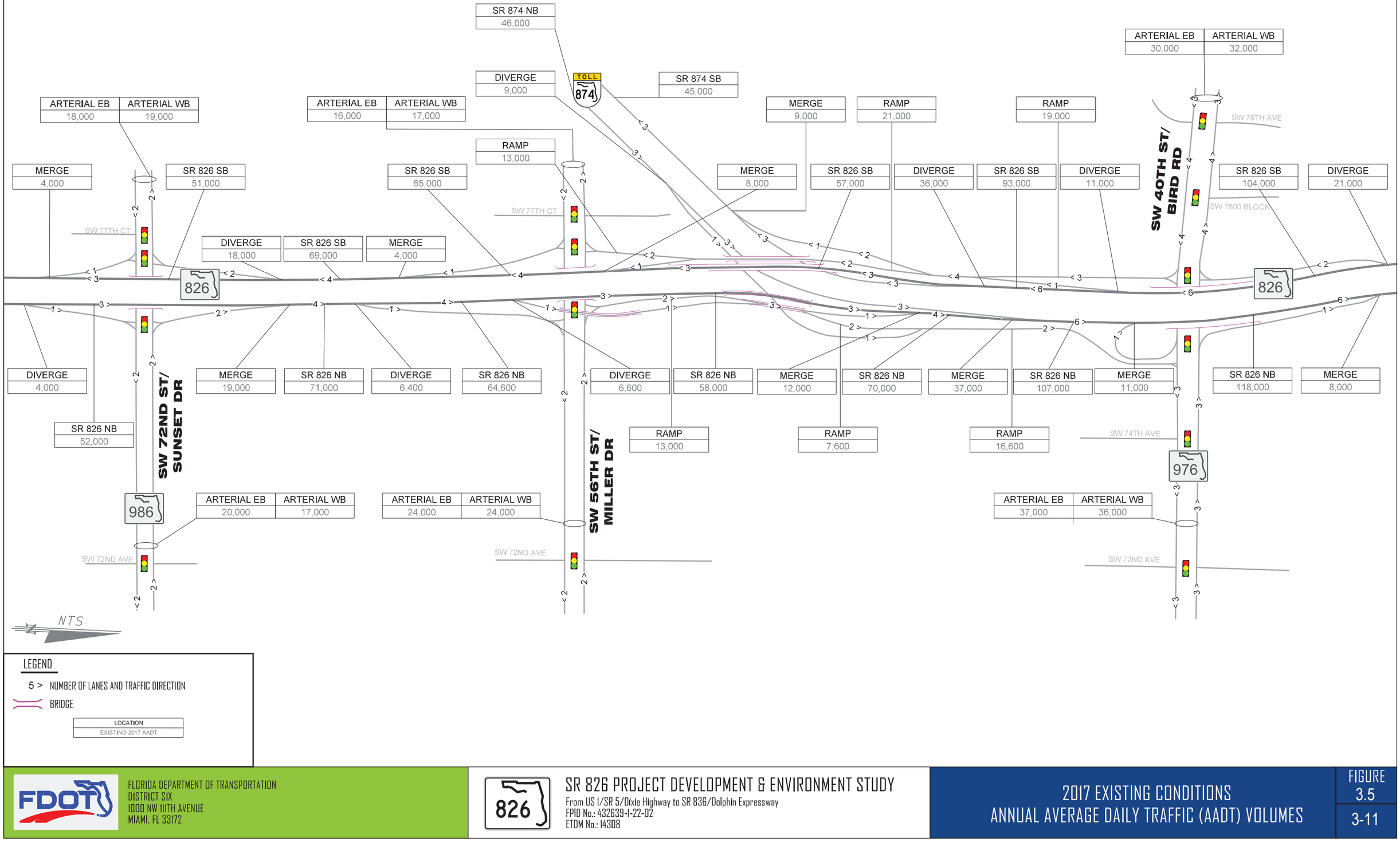
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2017 EXISTING CONDITIONS
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5



LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 AADT

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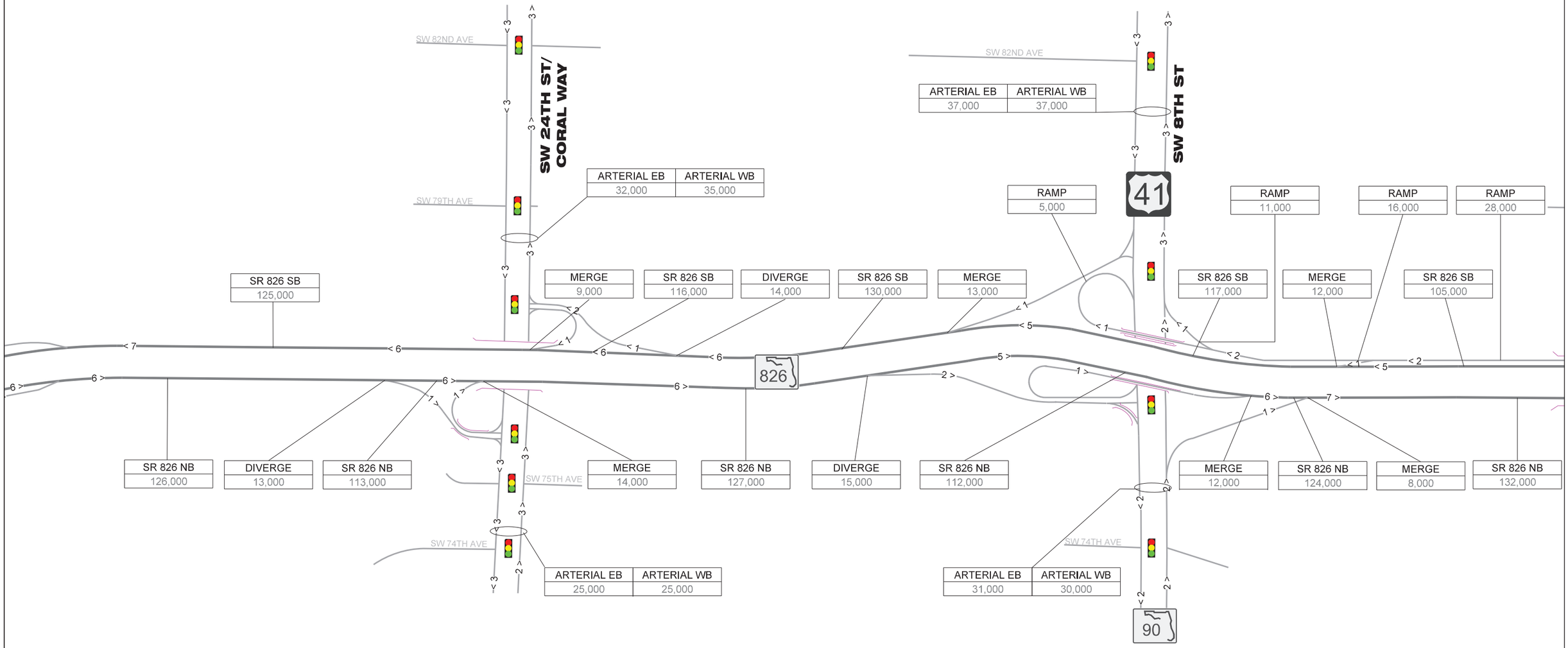
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2017 EXISTING CONDITIONS
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5



NTS

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 AADT

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2017 EXISTING CONDITIONS
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 AADT

NTS

SW 82ND AVE

FLAGLER ST

ARTERIAL EB	ARTERIAL WB
28,000	28,000

SW 79TH AVE

RAMP	RAMP	RAMP	DIVERGE	SR 826 SB	DIVERGE
13,000	29,000	8,000	21,000	95,000	3,000

RAMP
12,000

RAMP	MERGE	SR 826 SB
16,000	31,000	74,000

SR 826 SB	DIVERGE	SR 826 SB	MERGE
98,000	34,000	132,000	17,000

826

ARTERIAL EB	ARTERIAL WB
29,000	28,000

END STUDY LIMITS

NW 25TH ST

SR 826 SB	DIVERGE
115,000	15,000

DIVERGE	SR 826 NB	DIVERGE	SR 826 NB
24,000	108,000	36,000	72,000

MILAM DAIRY RD

MERGE	SR 826 NB	MERGE	SR 826 NB	DIVERGE
25,000	108,000	21,000	129,000	19,000

SR 826 NB	MERGE
110,000	13,000

SW 74TH AVE

RAMP	RAMP	RAMP
8,000	12,000	28,000

MERGE	SR 826 NB
11,000	83,000

ARTERIAL EB	ARTERIAL WB
27,000	27,000

968

SW 72ND AVE

NW 72ND AVE

TOLL

836

ARTERIAL EB	ARTERIAL WB
20,000	19,000

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2017 EXISTING CONDITIONS ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 AADT

NTS

NW 36TH ST

NW 58TH ST

SR 826 SB	MERGE
130,000	10,000

SR 826 NB	DIVERGE
123,000	21,000

948

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2017 EXISTING CONDITIONS ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5

NW 87TH AVE

NW 72ND AVE

NW 57TH AVE

MILAM DAIRY RD

826

TOLL 836

SR 836 WB 47,000

RAMP 25,600

MERGE 11,000

RAMP 10,000

RAMP 22,600

SR 836 WB 36,000

RAMP 16,000

RAMP 24,000

RAMP 23,000

RAMP 26,000

RAMP 17,000

RAMP 17,000

RAMP 6,000

RAMP 19,000

RAMP 16,000

SR 836 WB 93,000

DIVERGE 17,000

SR 836 WB 76,000

DIVERGE 40,000

SR 836 EB 65,000

DIVERGE 22,000

SR 836 EB 43,000

DIVERGE 15,000

SR 836 EB 28,000

RAMP 16,000

RAMP 38,000

RAMP 22,000

RAMP 31,000

RAMP 21,000

RAMP 7,000

RAMP 21,000

RAMP 10,000

RAMP 17,000

RAMP 22,300

RAMP 3,700

RAMP 29,000

RAMP 18,300

MERGE 22,000

SR 836 EB 74,000

SR 836 EB 96,000

MERGE 46,000

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 AADT

NTS

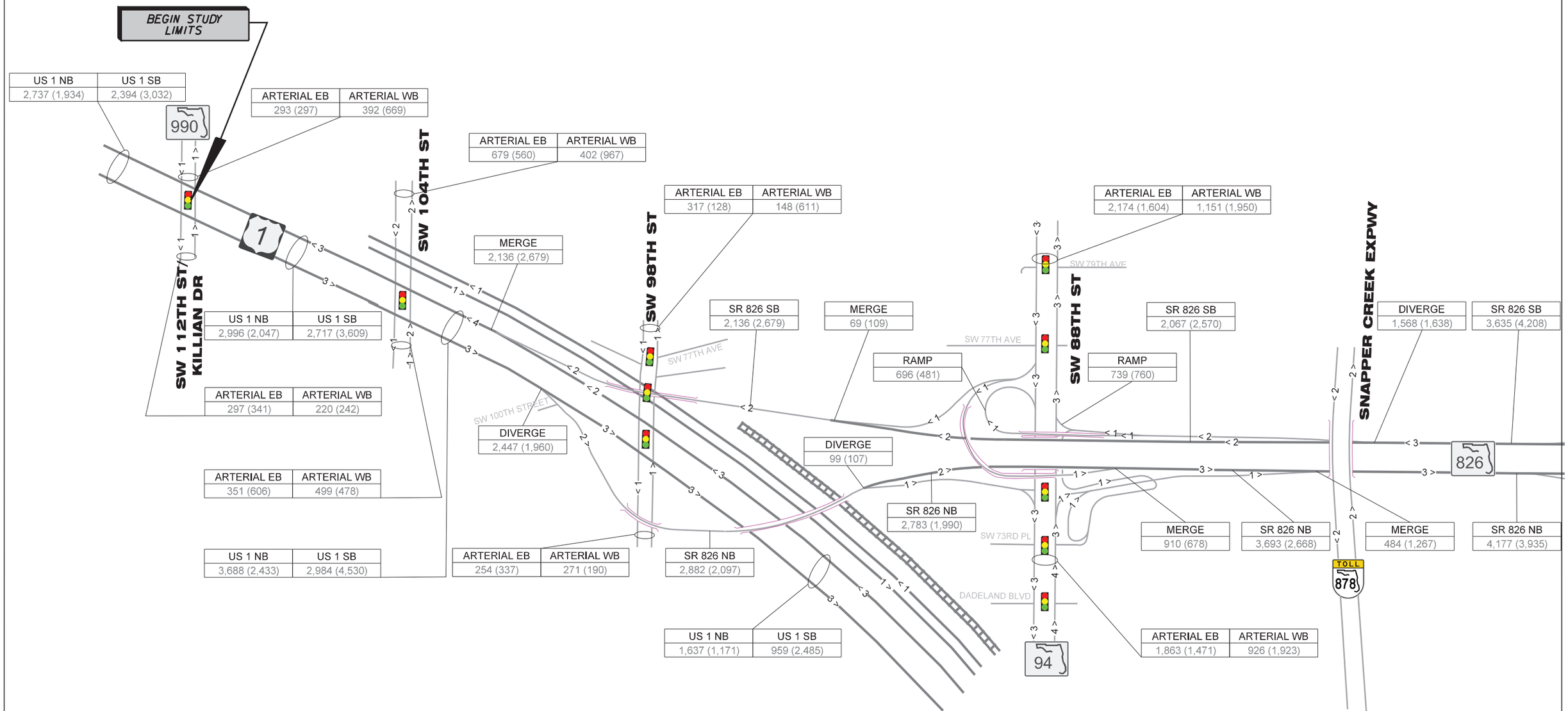
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2017 EXISTING CONDITIONS ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5



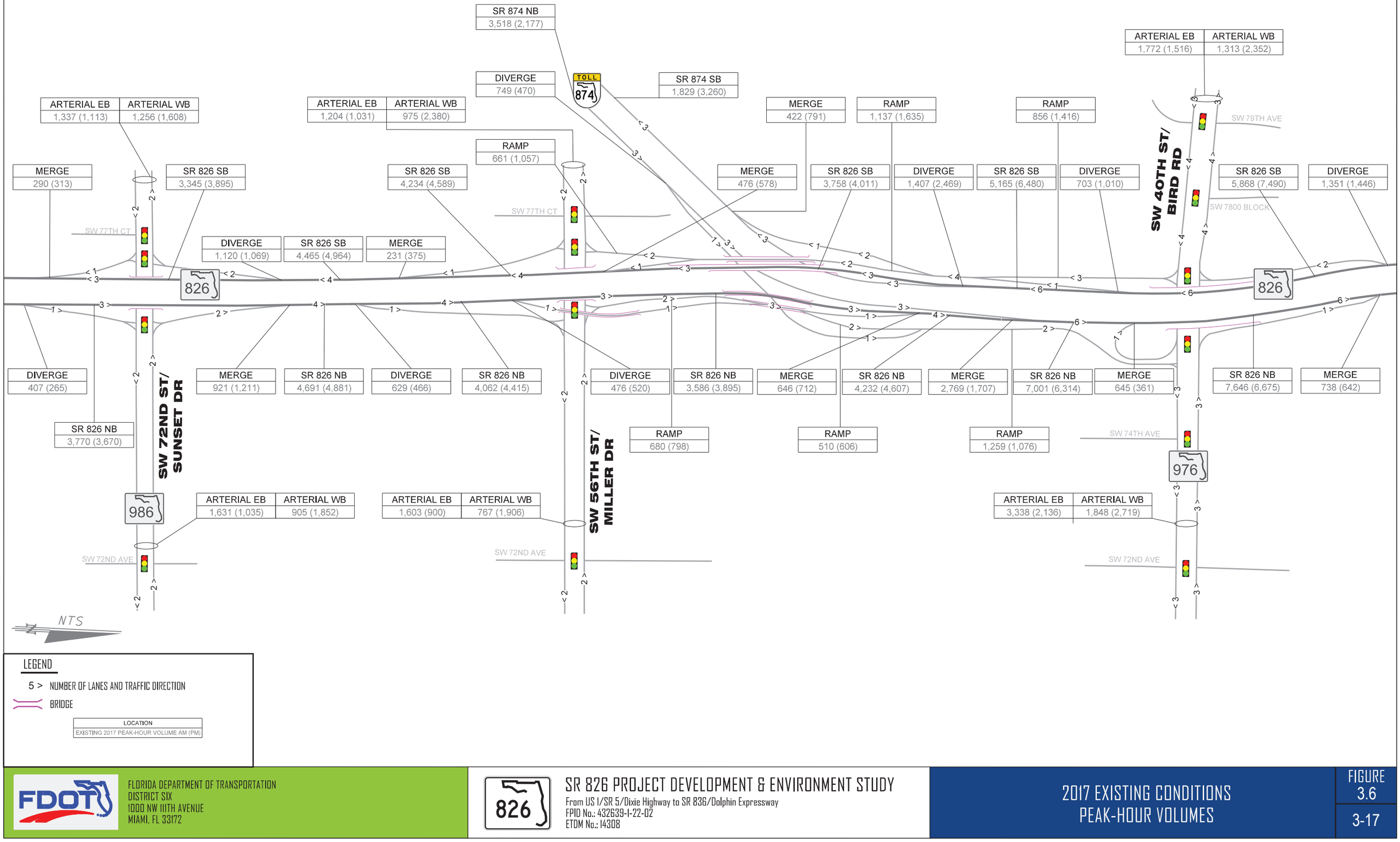
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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6



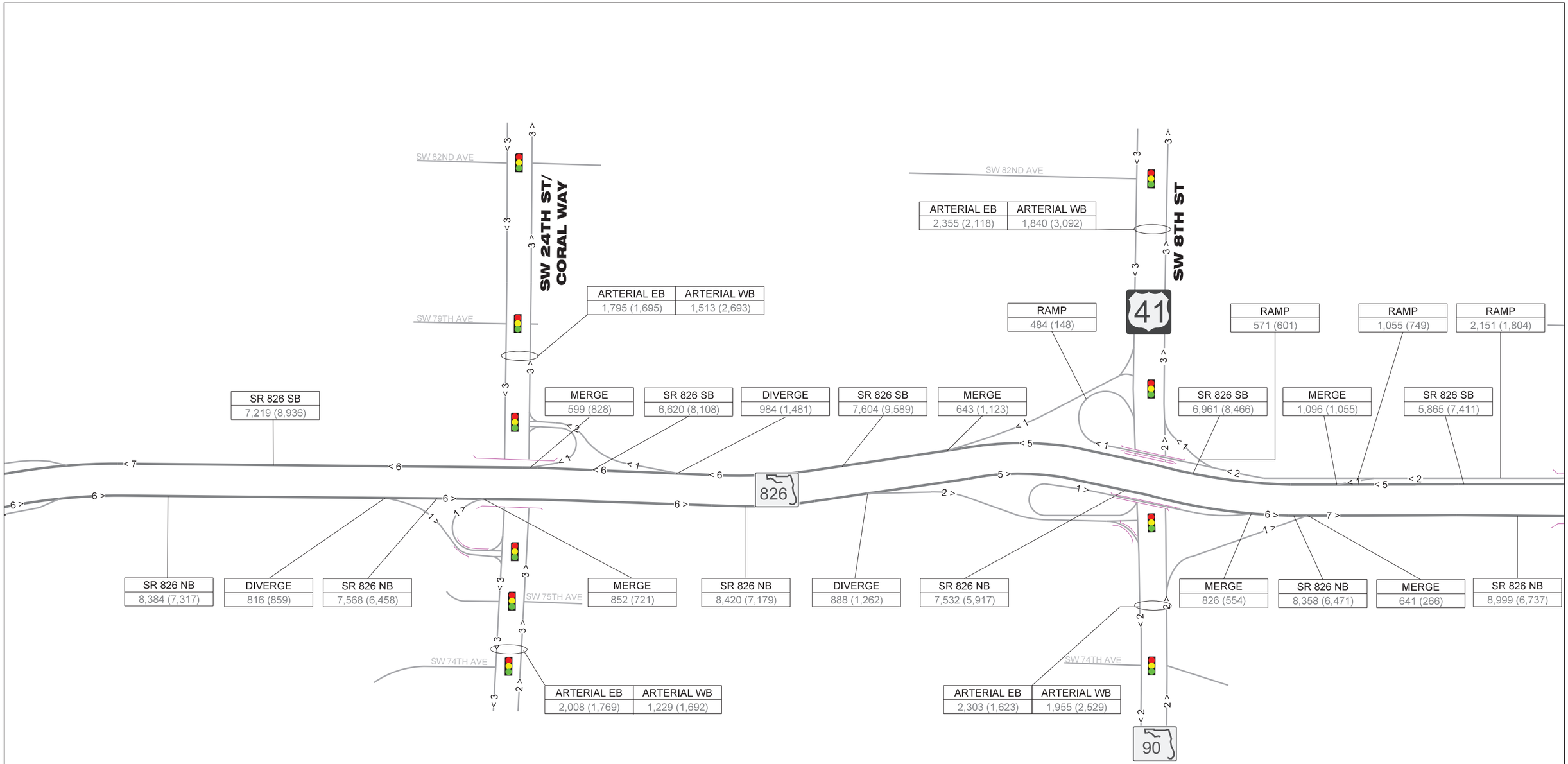
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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6



NTS

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 PEAK-HOUR VOLUME AM (PM)

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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 PEAK-HOUR VOLUME AM (PM)

NTS

SW 82ND AVE

FLAGLER ST

SW 79TH AVE

ARTERIAL EB	ARTERIAL WB
1,946 (1,484)	1,241 (2,158)

RAMP	RAMP	RAMP	RAMP
379 (256)	849 (843)	2,188 (1,574)	436 (471)

RAMP
812 (1,073)

RAMP	MERGE	SR 826 SB
1,339 (731)	2,306 (1,832)	3,559 (5,579)

DIVERGE	SR 826 SB	DIVERGE
1,752 (1,103)	5,311 (6,682)	481 (90)

SR 826 SB	DIVERGE	SR 826 SB	MERGE
5,792 (6,772)	2,720 (1,671)	8,512 (8,443)	493 (1,891)

ARTERIAL EB	ARTERIAL WB
1,478 (1,968)	2,223 (1,073)

END STUDY LIMITS

NW 25TH ST

SR 826 SB	DIVERGE
8,019 (6,552)	1,553 (340)

DIVERGE	SR 826 NB	DIVERGE	SR 826 NB
1,701 (1,414)	7,298 (5,323)	2,128 (2,442)	5,170 (2,881)

SW 74TH AVE

RAMP	RAMP	RAMP
614 (697)	880 (632)	1,967 (1,349)

ARTERIAL EB	ARTERIAL WB
2,206 (1,816)	1,445 (2,234)

968

SW 72ND AVE

MILAM DAIRY RD

MERGE	SR 826 NB
848 (515)	6,018 (3,396)

MERGE	SR 826 NB	MERGE	SR 826 NB	DIVERGE
1,893 (1,520)	7,911 (4,916)	2,086 (1,302)	9,997 (6,218)	2,075 (993)

SR 826 NB	MERGE
7,922 (5,225)	554 (660)

ARTERIAL EB	ARTERIAL WB
2,563 (1,287)	727 (1,514)

NW 72ND AVE

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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6

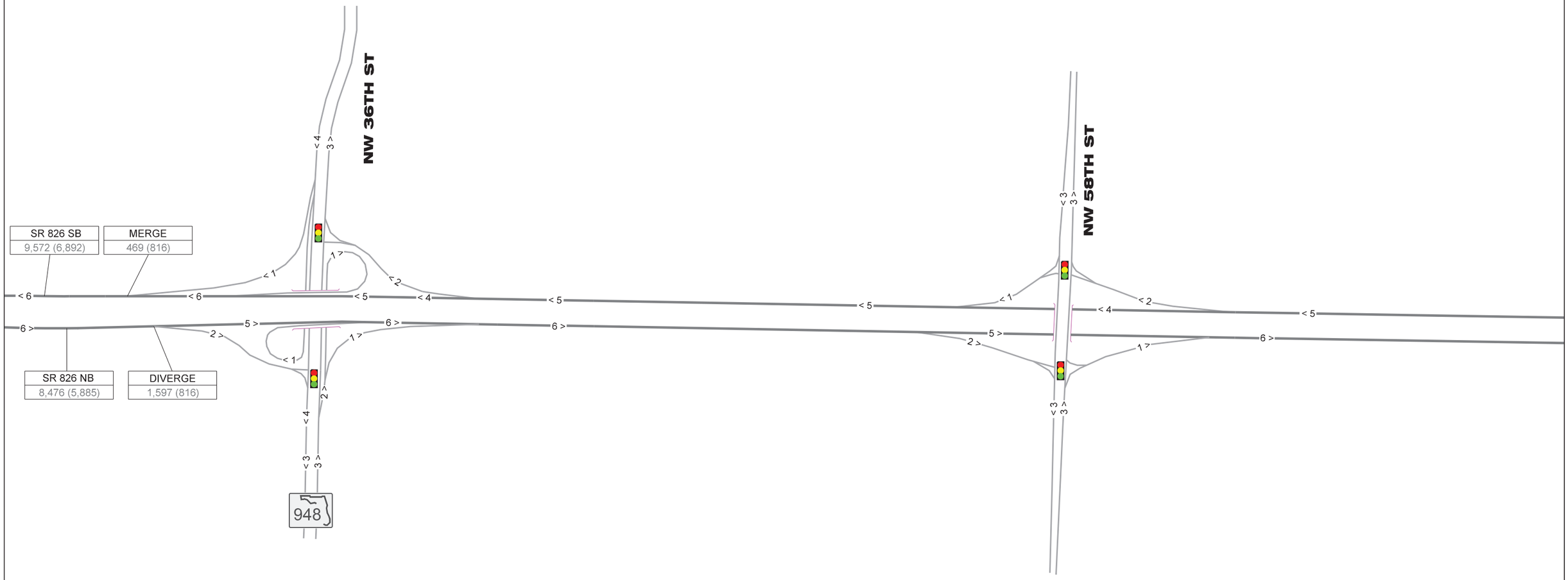
LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 PEAK-HOUR VOLUME AM (PM)

NTS



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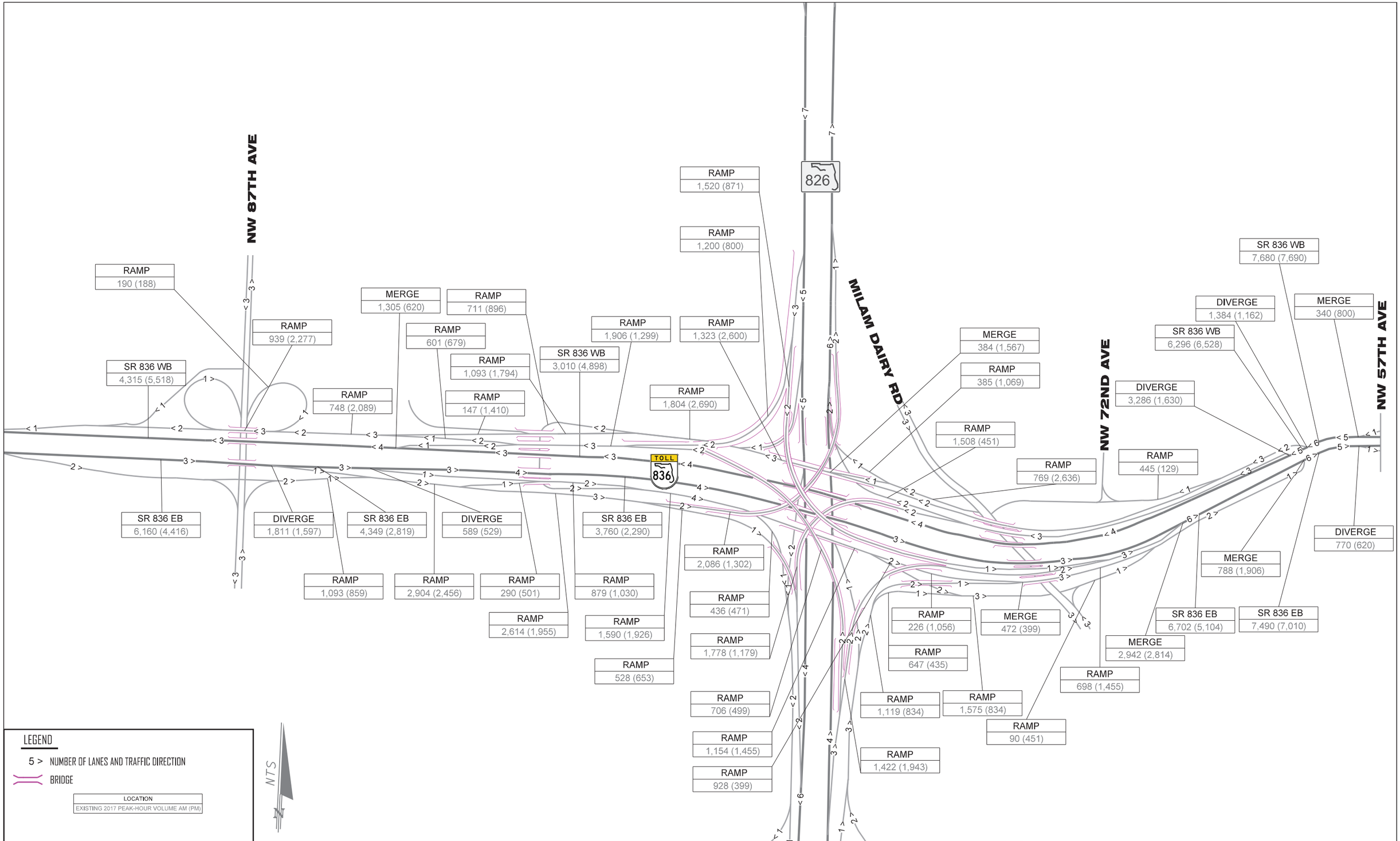
826

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2017 EXISTING CONDITIONS
PEAK-HOUR VOLUMES

FIGURE 3.6



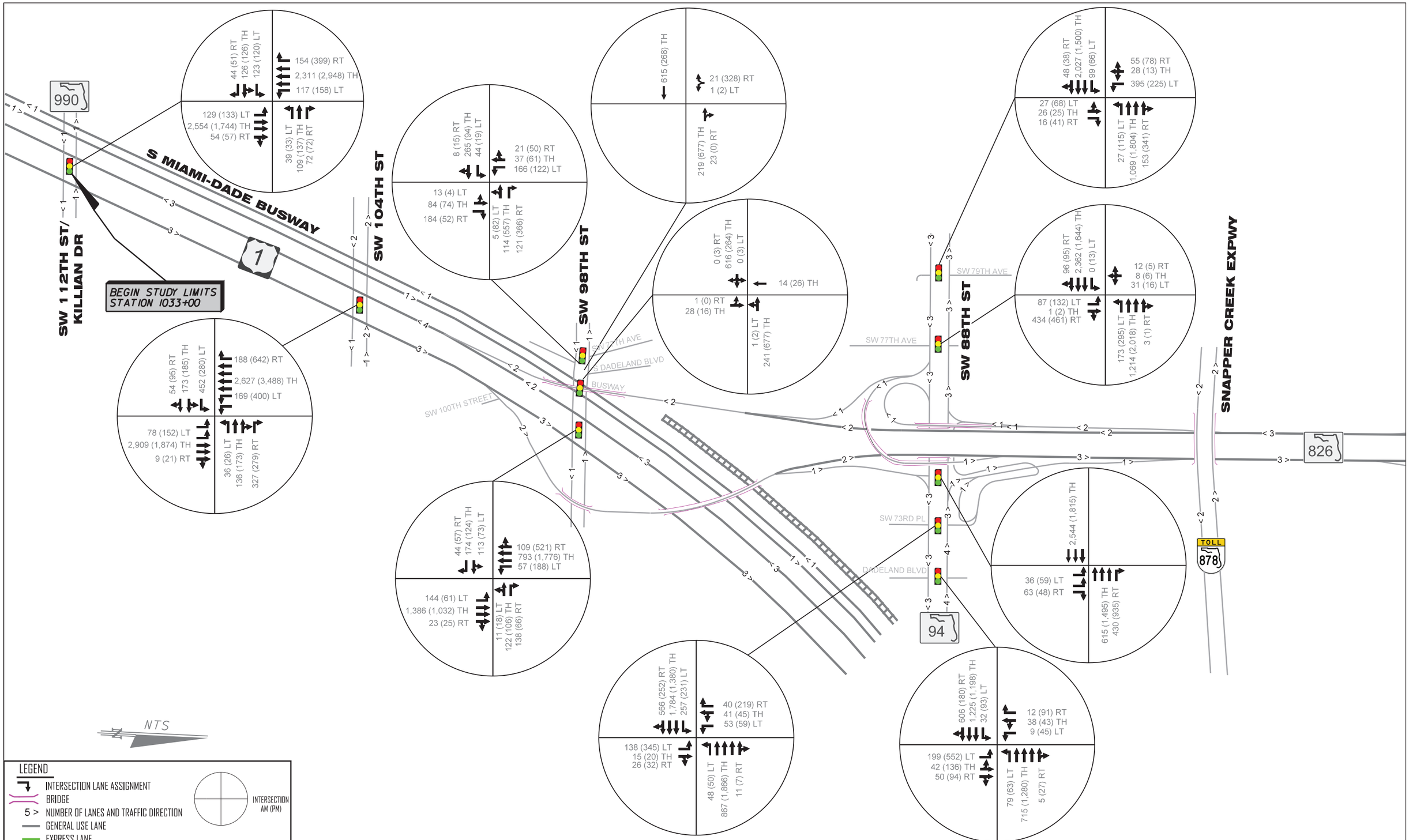
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2019 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6



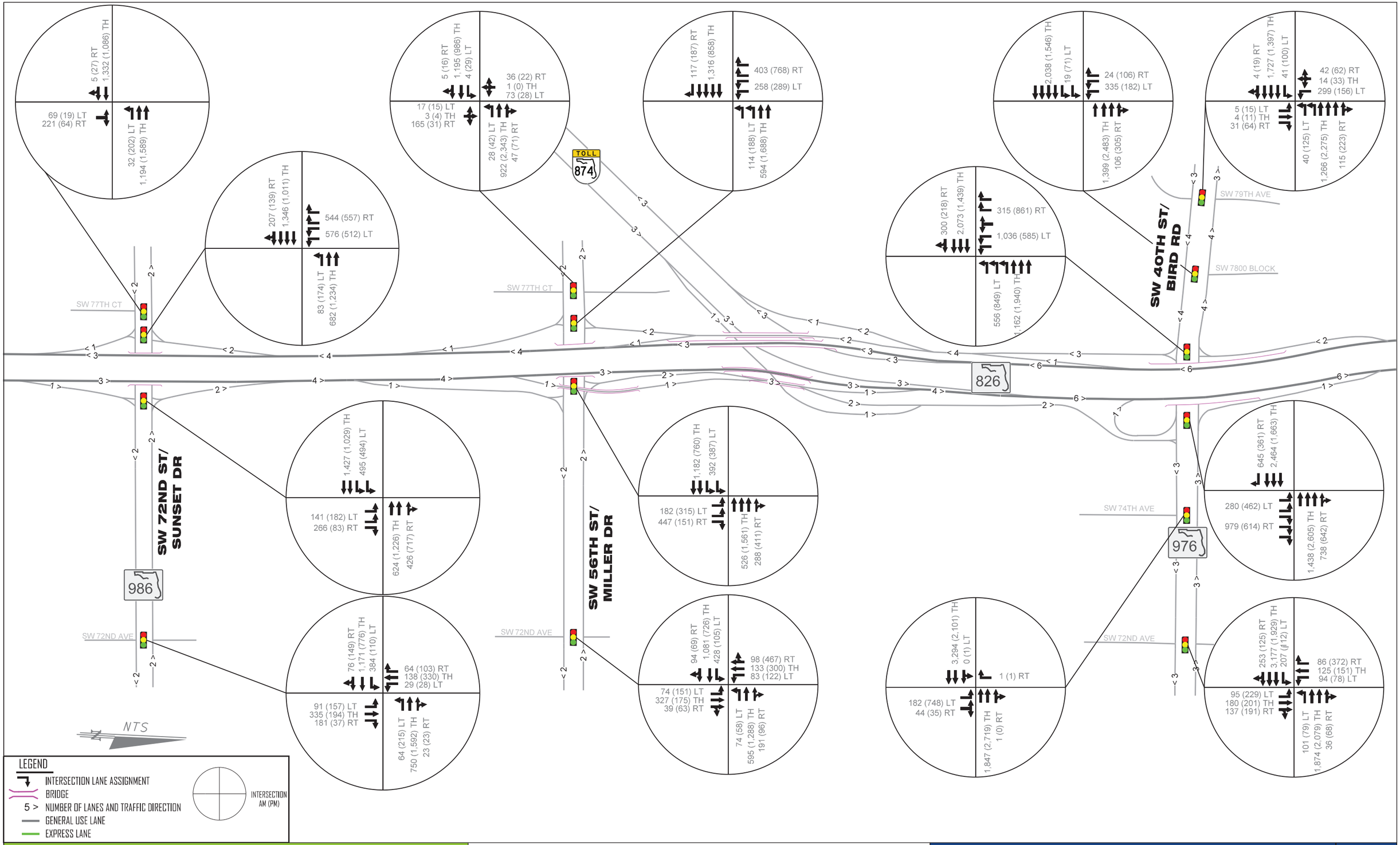
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2017 EXISTING CONDITIONS INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 3.7



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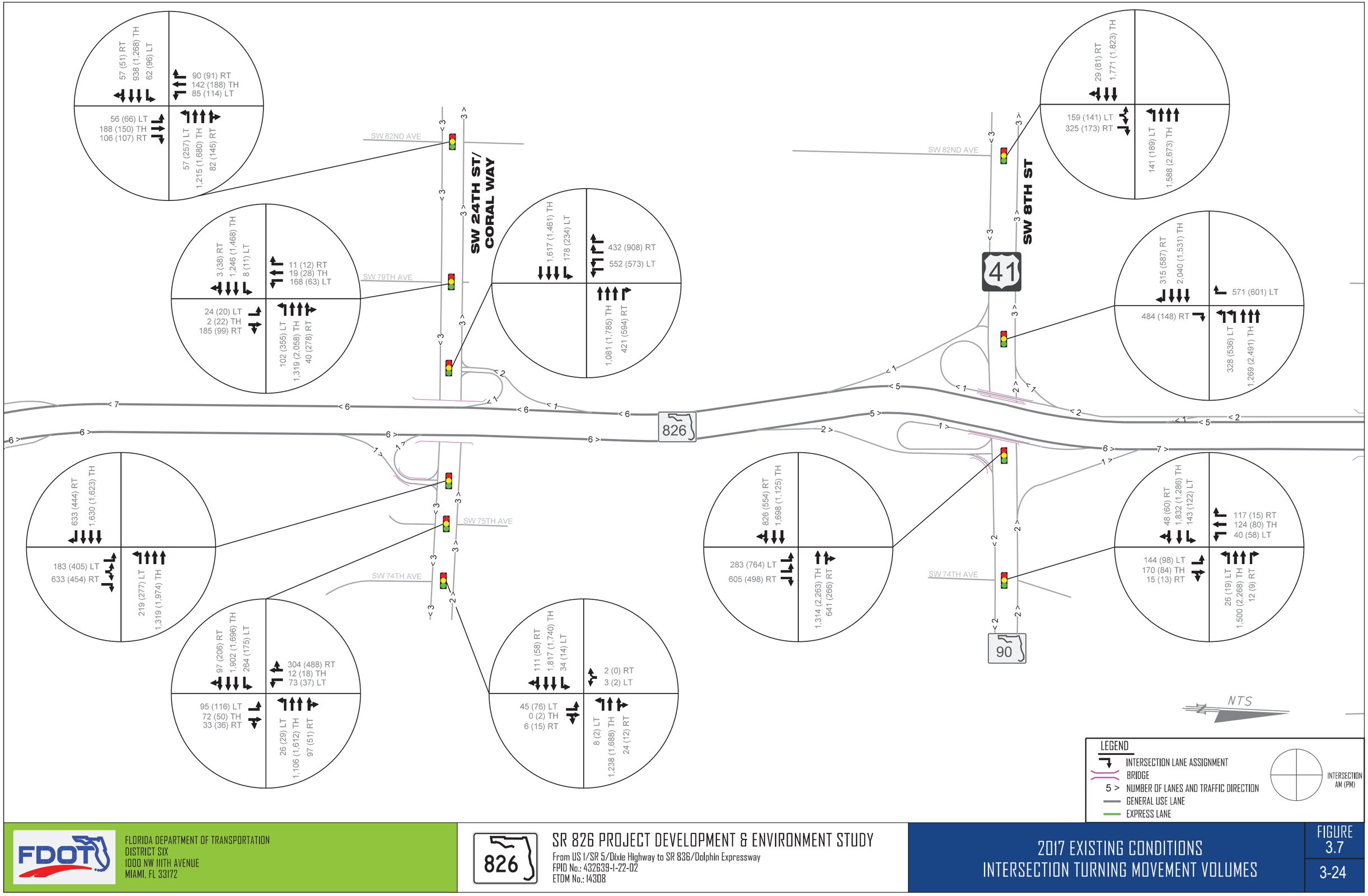
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2017 EXISTING CONDITIONS INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 3.7



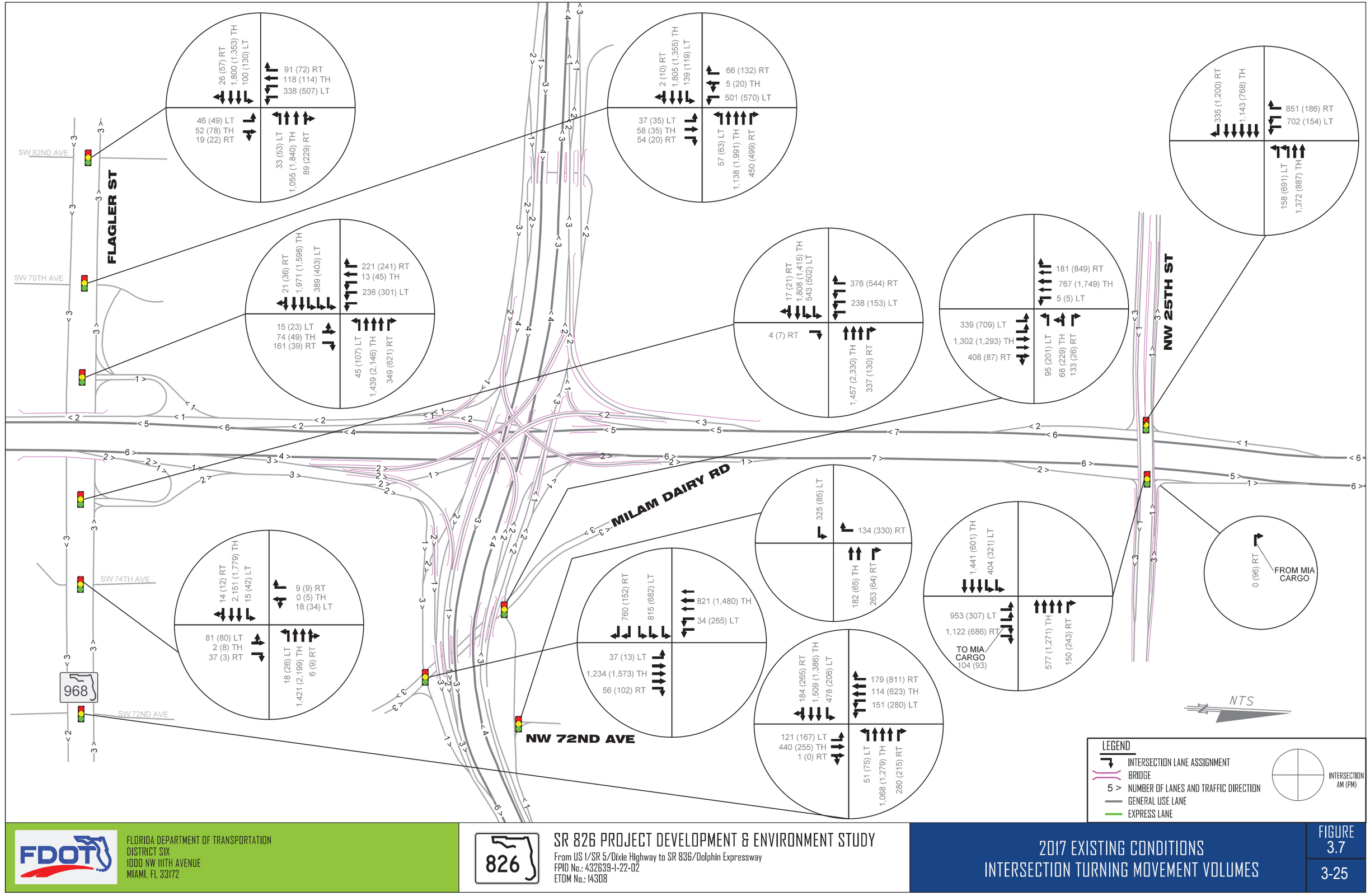
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2017 EXISTING CONDITIONS INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 3.7



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2017 EXISTING CONDITIONS INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 3.7

3.4 Existing Traffic Operations

Freeway Analysis – Due to the geometric complexities of the study corridor and oversaturated conditions within some segments, the discrete Highway Capacity Manual (HCM) procedures are inadequate for accurately assessing the operational performance of the SR 826 study corridor. Therefore, microsimulation analyses were conducted to provide a more comprehensive assessment of traffic operations along the SR 826 freeway segments. The microsimulation analyses were performed using CORSIM models. Microsimulation analyses were performed for Existing Year Conditions (Base Year Model, 2017) and future year No-Build and Build conditions (discussed in subsequent sections of the SIMR). The development of the Existing Conditions CORSIM models and findings from the microsimulation analyses are discussed in this section.

The Existing Year CORSIM models were developed and calibrated such that the simulated results accurately replicate the traffic operating conditions in the existing year (2017) and provide the basis for development of future year models. Models were developed and calibrated in accordance with guidelines from FDOT's *2021 Traffic Analysis Handbook*. All models were developed to cover a total of four hours during the AM peak period (6:30 AM to 10:30 AM) and four hours during the PM peak period (3:30 PM to 7:30 PM). Analyses were conducted using 15-minute time intervals. Traffic volumes for the 15-minute time intervals were estimated based on the traffic flow profiles observed from traffic counts collected for the project. Fifteen-minute traffic volume distribution factors were developed from traffic data gathered along SR 826 mainline. These distribution factors were applied to the peak hour volumes to generate 15-minute input volumes for the CORSIM models (details included under **Appendix B** - CORSIM Model Manual). The development of the 2017 Existing Year CORSIM models involved the following steps:

1. **Defining CORSIM Model Study Limits** – The CORSIM model limits for the 2017 Existing year Base Model were defined to include the freeway segments, interchanges and terminal intersections along SR 826 extending from US 1 to NW 36th Street. The 2017 Base Model also includes the freeway segments of SR 836 from NW 87th Avenue to NW 57th Avenue.

2. **Data Collection and Preparation** – Data used for the model development was consistent with the data collected and analyzed for the PD&E Study. Traffic data used is documented in the related PD&E study reports – *Traffic Data Collection Report* and *Project Traffic Forecasting Memorandum*. This data included traffic volumes and network geometry for 2017 existing year conditions, 2055 No-Build Alternative and 2055 Build Alternatives. Traffic volume databases were developed in fifteen-minute increments to cover the AM peak period (4 hours) and PM peak period (4 hours). Origin-Destination assignments were estimated proportionately based on traffic assignments at the ramps.

3. **2017 Base Model Network Development** – Development of the 2017 Base Model involved preparing link node diagrams, building 2017 freeway network, building 2017 arterial network (limited to the terminal intersection) and combining arterial and freeway models with multi-time periods. The following traffic characteristics were assumed in the model development:
   . Free Flow Speed: Free flow speeds on freeway segments (general use lanes and express lanes) were estimated at 60 mph based on measured data. Free flow speeds on arterials were estimated based on posted speed limits. These free flow speeds were maintained throughout all models except where adjustments were necessary for calibration.
   a. Truck Factors: Assumed truck factors were 3% for SR 826 and 2% for arterials – estimated in accordance with the *Project Traffic Forecasting Memorandum.*

4. **Error Checking** – Error checking involved conducting a series of quality control checks to correct any fatal errors in the models and ensure accuracy of lane configuration, traffic volume data, signal timing data and other network data.

5. **Calibration of Year 2017 Model** – Calibration process involved modifying default model parameters such that the model outputs reasonably replicate 2017 Existing Year conditions. Speed profiles and volume comparisons (demand vs. simulated) were used as the primary calibration tools for this exercise. Operating speeds generated by the model along SR 826 were compared against speed measurements along the corridor. HERE based speed data for SR 826 was gathered from Regional Integrated Transportation Information System (RITIS) sources. Demand vs. simulated volumes were compared using the GEH statistic. The calibration process involved examining both global parameters and link specific local parameters within the model. Model generated volumes, speeds and other MOEs were estimated based on the average of 10 simulation runs. Adjustments were made to model calibration parameters consistent with guidelines contained in the FDOT's *2021 Traffic Analysis Handbook*.

Adjustments were made to the following model calibration parameters:

a. Discharge headways were reduced from 1.8 to 1.6 at the following intersections in the AM peak models:
   - US 1 at SW 104th Street
   - US 1 at SW 112th Street
b. Car following factors were increased from 100 to values ranging from 185 to 295 along select links within the following segments on SR 826:
   - AM Peak Model: Northbound SR 826 between SW 8th Street on-ramp and eastbound SR 836 on-ramp
   - PM Peak Models: Southbound SR 826 between NW 72nd Avenue off-ramp and Bird Road off-ramp
   - PM Peak Model: Southbound SR 826 from SW 88th Street on-ramp to US 1 (termination of the SR 826 freeway segment)
c. Free flow speeds were changed from 60 mph to 50 mph at the following locations in the models:
   - Northbound SR 82 from SW 8th Street to SR 836 EB on-ramp - AM peak model
   - Southbound SR 826 from SW 88th Street on-ramp to US 1 (termination of SR 826 freeway segment) – PM peak model

Specific links affected are identified by node numbers in the accompanying CORSIM Model Manual (see **Appendix B**).

Detailed results from the 2017 Existing Year CORSIM Modal are documented in the accompanying CORSIM Model Manual. The results indicate that the model was successfully calibrated to existing year conditions.

The lane schematics in **Figures 3.8 and 3.9** contain summaries of the results from the CORSIM analyses for existing year conditions. The summaries depict operating conditions 2017 AM peak hour and the PM peak hour. The results are based on the average of 10 simulation runs for each alternative. The lane schematics include color coded graphics depicting the range of average speeds along segments of SR 826. The lane schematics also include approximate LOS conditions in accordance with HCM 6th Edition thresholds. HCM and CORSIM do not apply the same methodologies for computing measures of effectiveness (MOEs) (density, delays), which are the basis for determining LOS conditions. Therefore, the LOS estimates reported in the CORSIM lane schematics are not directly comparable to the LOS standards in accordance with HCM 6th Edition. The lane schematics also include a comparison of demand volume vs. CORSIM simulated volume along the links. Locations where the simulated volumes fall below 90% of the demand volumes are highlighted in red. These conditions likely result from congestion within the subject link or at downstream locations. In addition, upstream bottlenecks may meter the traffic flow arriving at downstream locations. Thereby causing simulated volumes to fall below demand volumes.

The CORSIM results for the existing conditions indicate that in 2017 several segments of SR 826 experienced some congestion with substandard traffic operating conditions (LOS E or F) in the AM and/or PM peak periods. Average operating speeds along the SR 826 travel lanes in the peak hour, peak direction are approximately 40 mph (northbound, AM peak) and 40 mph (southbound, PM peak). The following segments of SR 826 experienced substandard operating conditions in 2017 under the existing conditions:

- **Northbound SR 826 from SW 56th Street On-Ramp to SW 40th Street Westbound On-ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are at LOS E/F conditions during the AM peak period. Average operating speeds range from approximately 15 to 30 mph along this segment during the AM peak period.
- **Northbound SR 826 from SW 24th Street On-Ramp to Flagler Street/NW 72nd Avenue Off-ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are at LOS E or F conditions during AM peak period. Average operating speeds range from approximately 25 to 35 mph during the AM peak.
- **Southbound SR 826 from NW 25th Street to SR 836 Eastbound/Westbound Off-Ramp (PM Peak) –** The results indicate that traffic operations along this segment of SR 826 are at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 20 to 25 mph during the PM peak.
- **Southbound SR 826 from north of SW 88th Street Off-Ramp to SW 88th Street On-Ramp (PM Peak) –** The results indicate that traffic operations throughout this segment of SR 826 are at LOS F conditions during the PM peak period. Average operating speeds are expected to range from approximately 10 to 15 mph along this segment during the PM peak period.

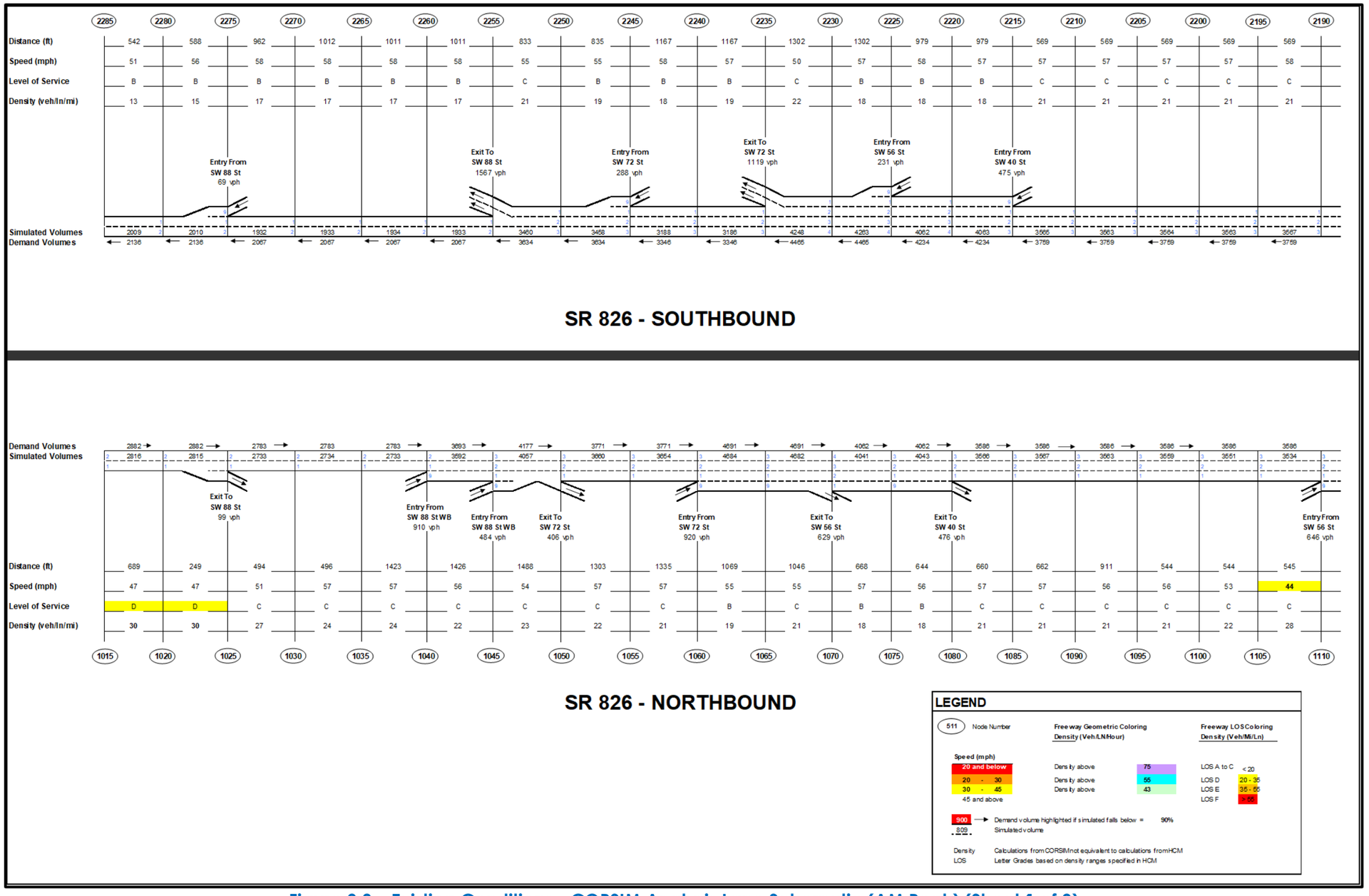


Figure 3.8 – Existing Conditions - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

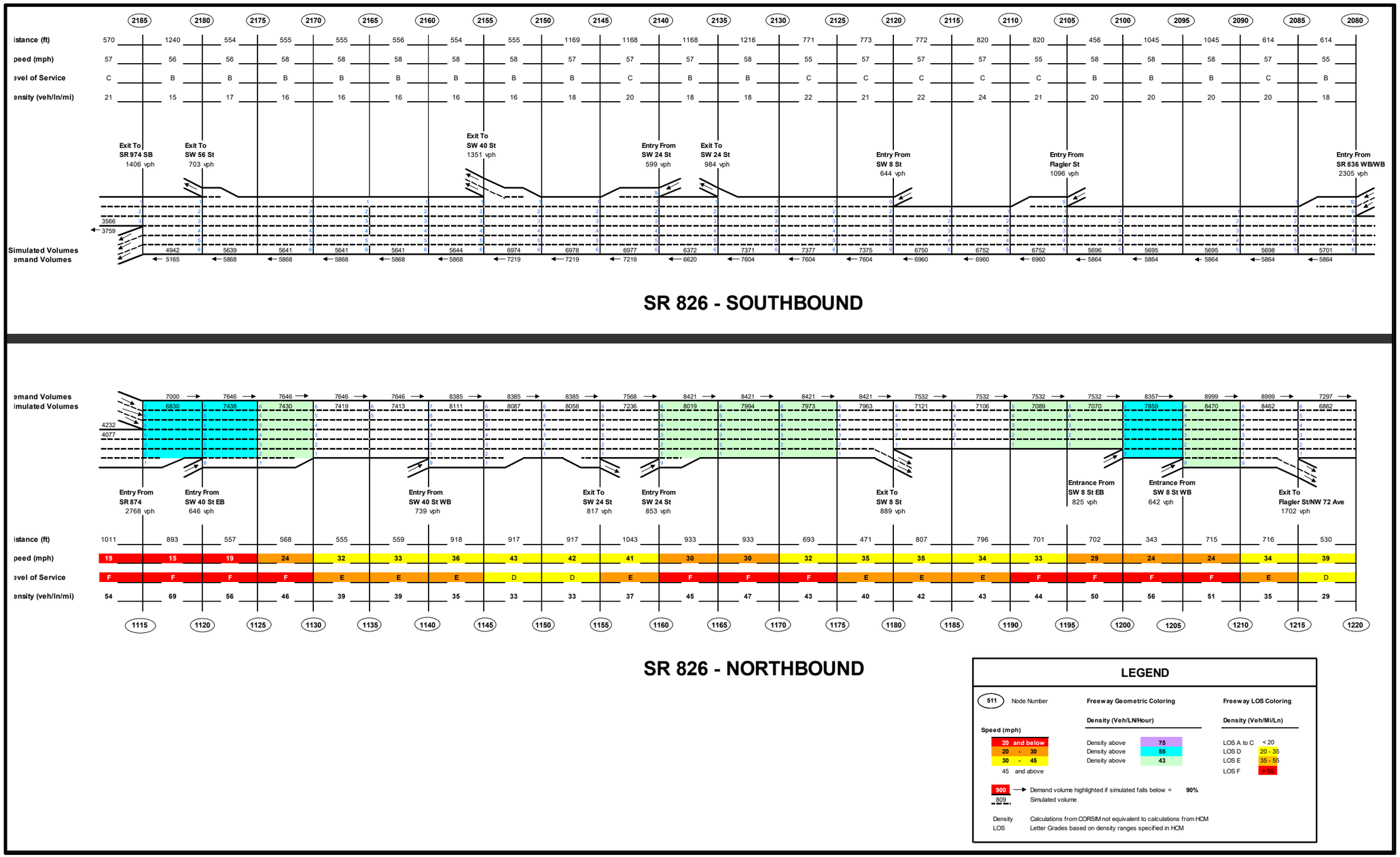
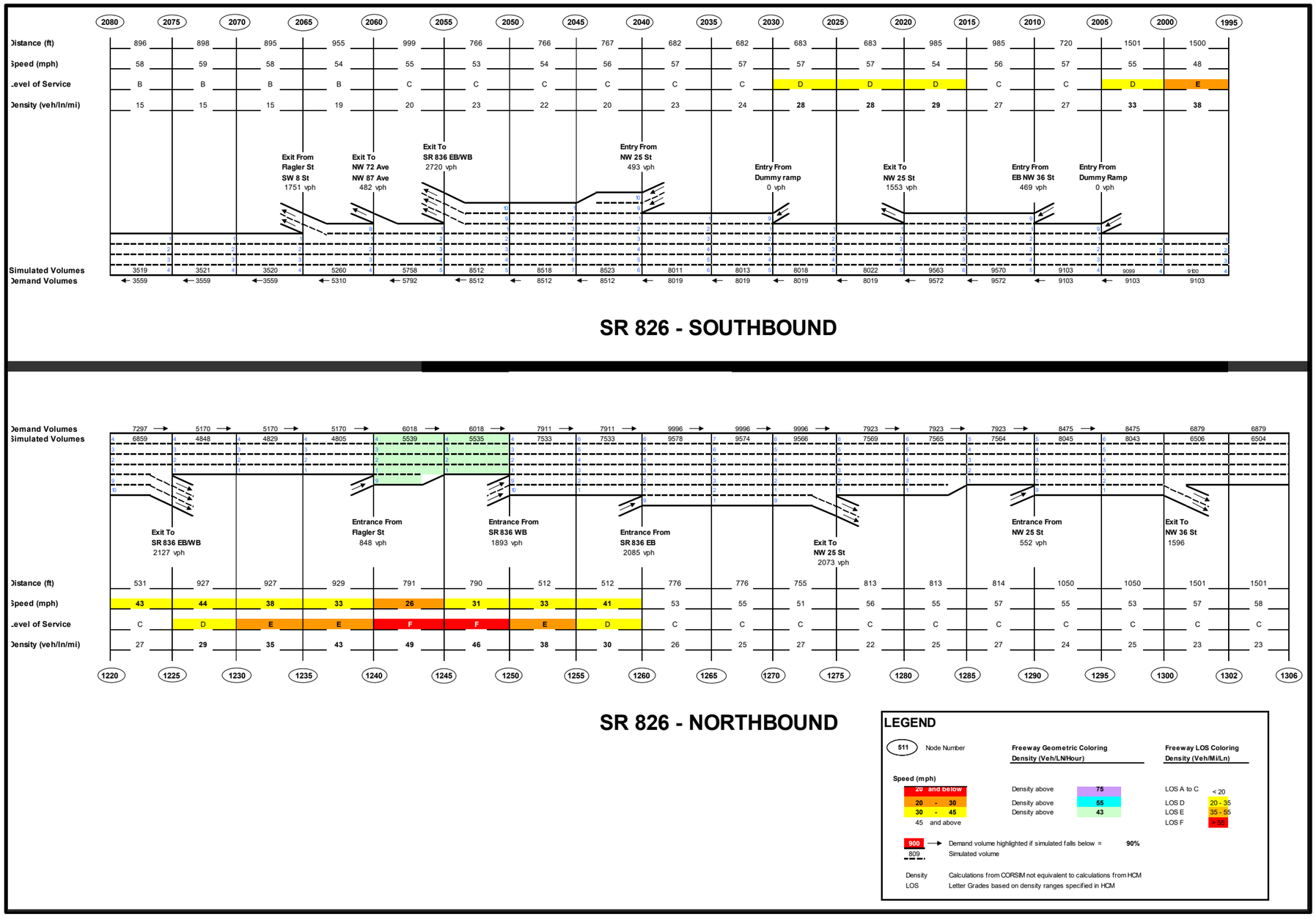


Figure 3.8 – Existing Conditions - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Freeway LOS Coloring
Density (Veh/Mi/Ln)

Speed (mph)

20 and below	Density above	75	LOS A to C < 20
20 - 30	Density above	55	LOS D 20 - 35
30 - 45	Density above	43	LOS E 35 - 55
45 and above			LOS F > 55

900 → Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM
LOS Letter Grades based on density ranges specified in HCM

Figure 3.8 – Existing Conditions - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)

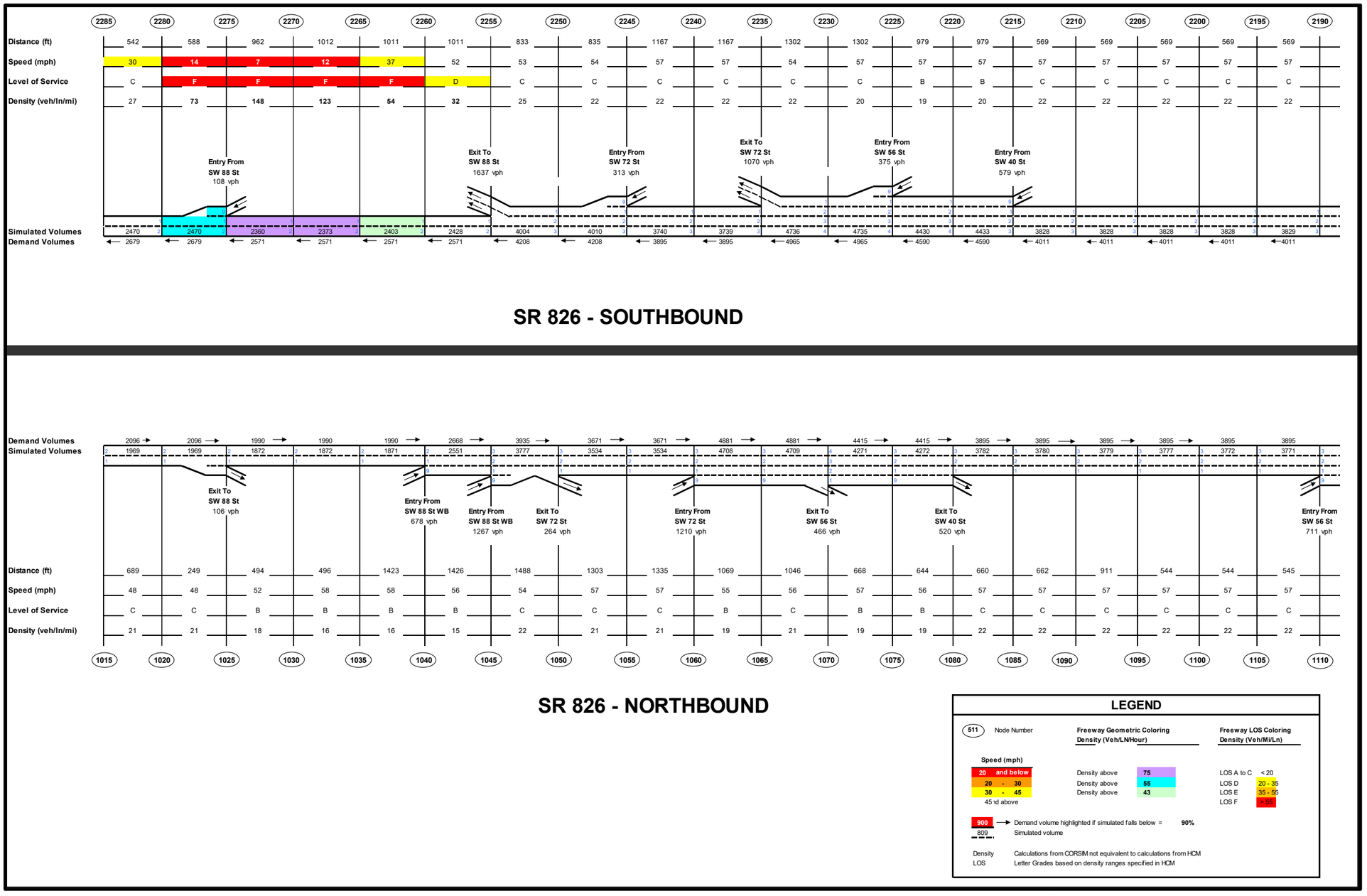


Figure 3.9 – Existing Conditions - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

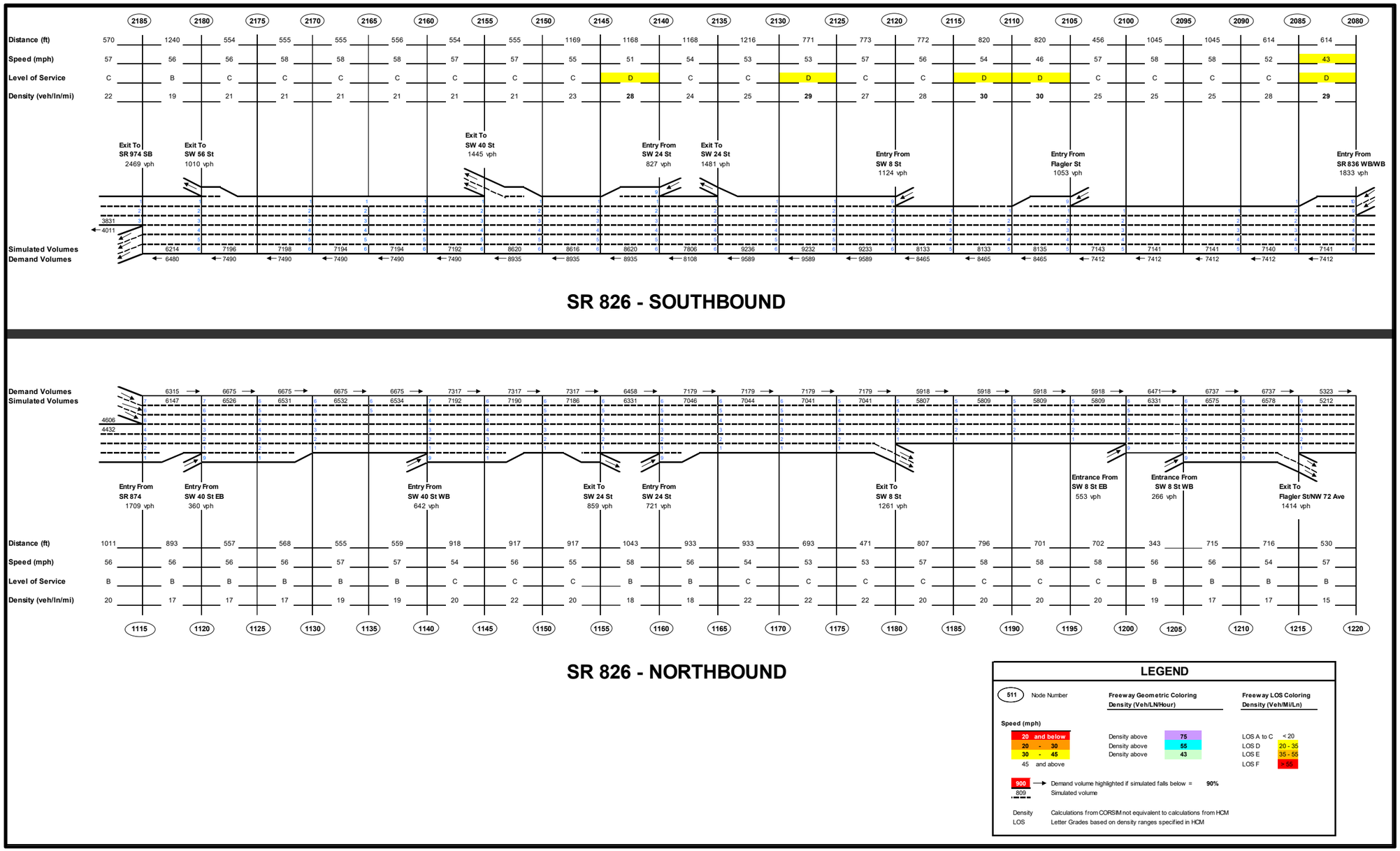


Figure 3.9 – Existing Conditions - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

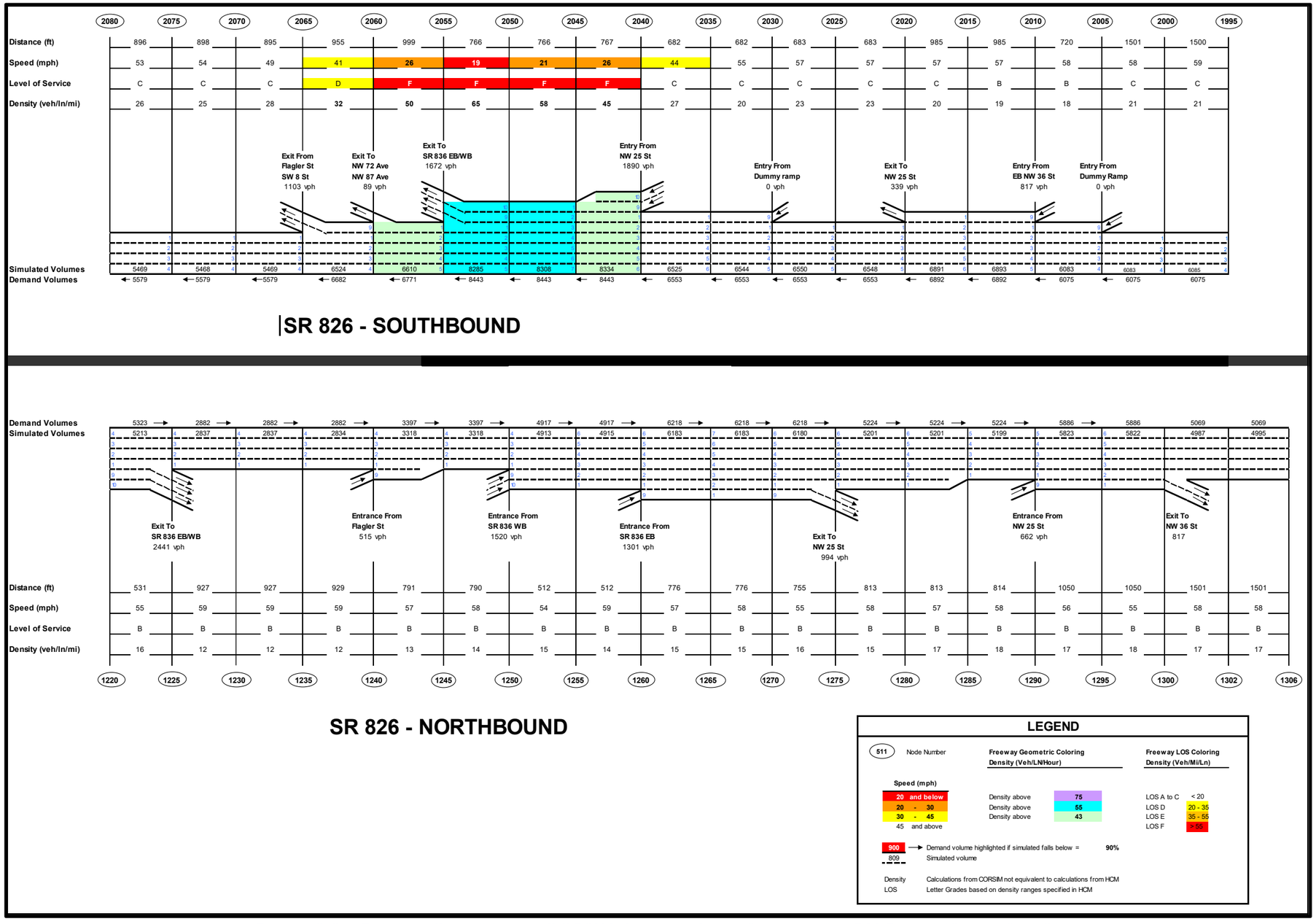


Figure 3.9 – Existing Conditions - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

Figures 3.10 and 3.11 depict the CORSIM microsimulation results for operating conditions along SR 836 in the existing year (2017). Under existing year conditions average operating speeds along SR 836 in the AM peak are approximately 31 mph (eastbound) and 43 mph (westbound). In the PM peak, average operating speeds are approximately 42 mph (eastbound) and 38 mph (westbound). The analyses indicate that the following segments of SR 836 experience substandard operating conditions (LOS E or F) with average operating speeds below 45 mph during the AM and/or PM peak periods:

- Eastbound SR 836 from west of NW 87th Avenue Off-ramp to NW 72nd Avenue Off-Ramp (AM Peak)
- Eastbound SR 836 from west of NW 57th Avenue Off-Ramp and continuing east (AM Peak)
- Westbound from east of NW 57th Avenue On-Ramp to east of NW 72nd Avenue Off-Ramp to (AM Peak)
- Westbound SR 836 between NW 57th Avenue On-Ramp and NW 72nd Avenue Off-Ramp (PM Peak)
- Westbound SR 836 from east of SR 826 On-Ramp to west on NW 87th Avenue On-ramp (PM Peak)

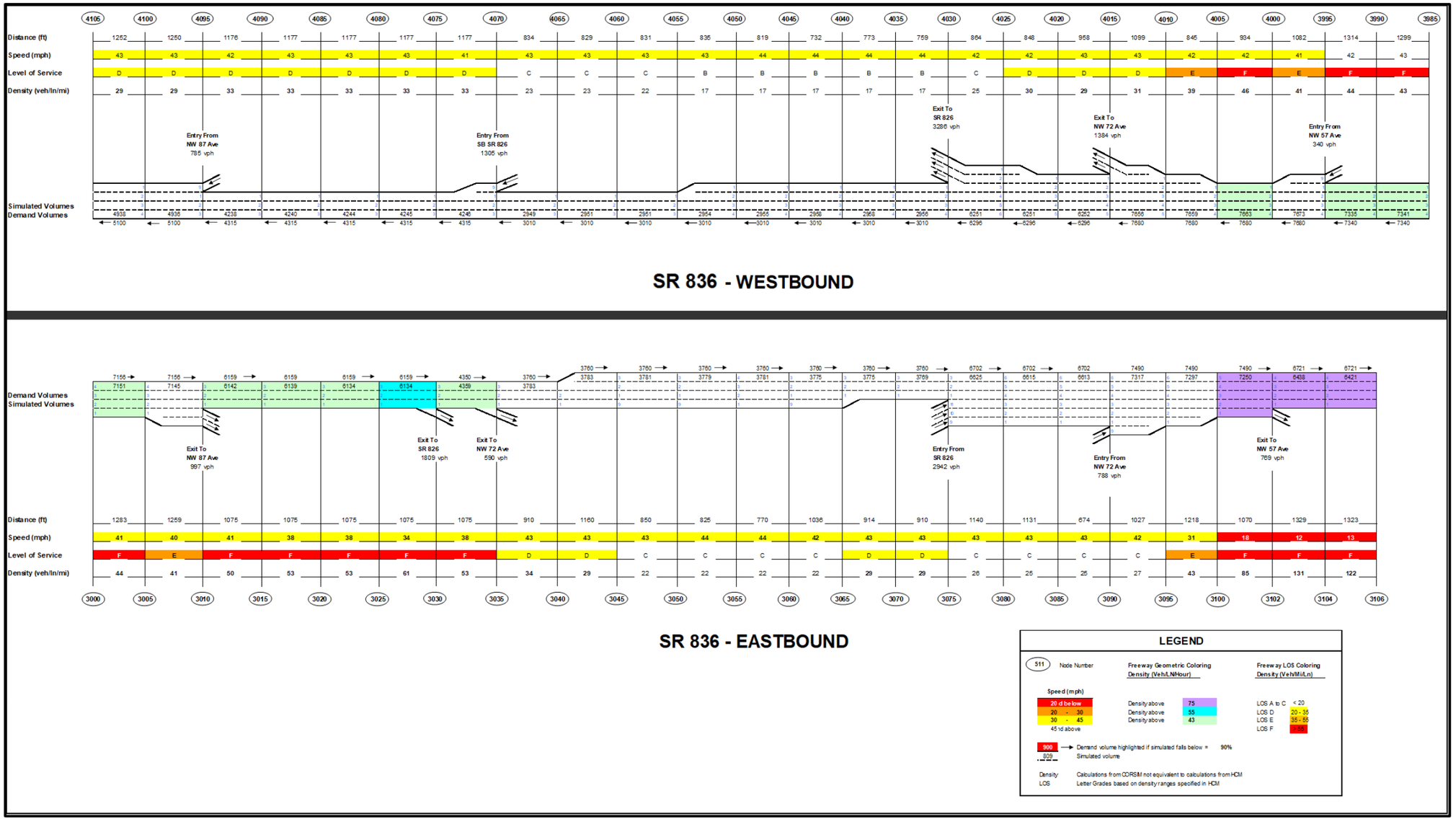


Figure 3.10 – SR 836 – 2017 Existing Conditions CORSIM Analysis Lane Schematic (AM Peak)

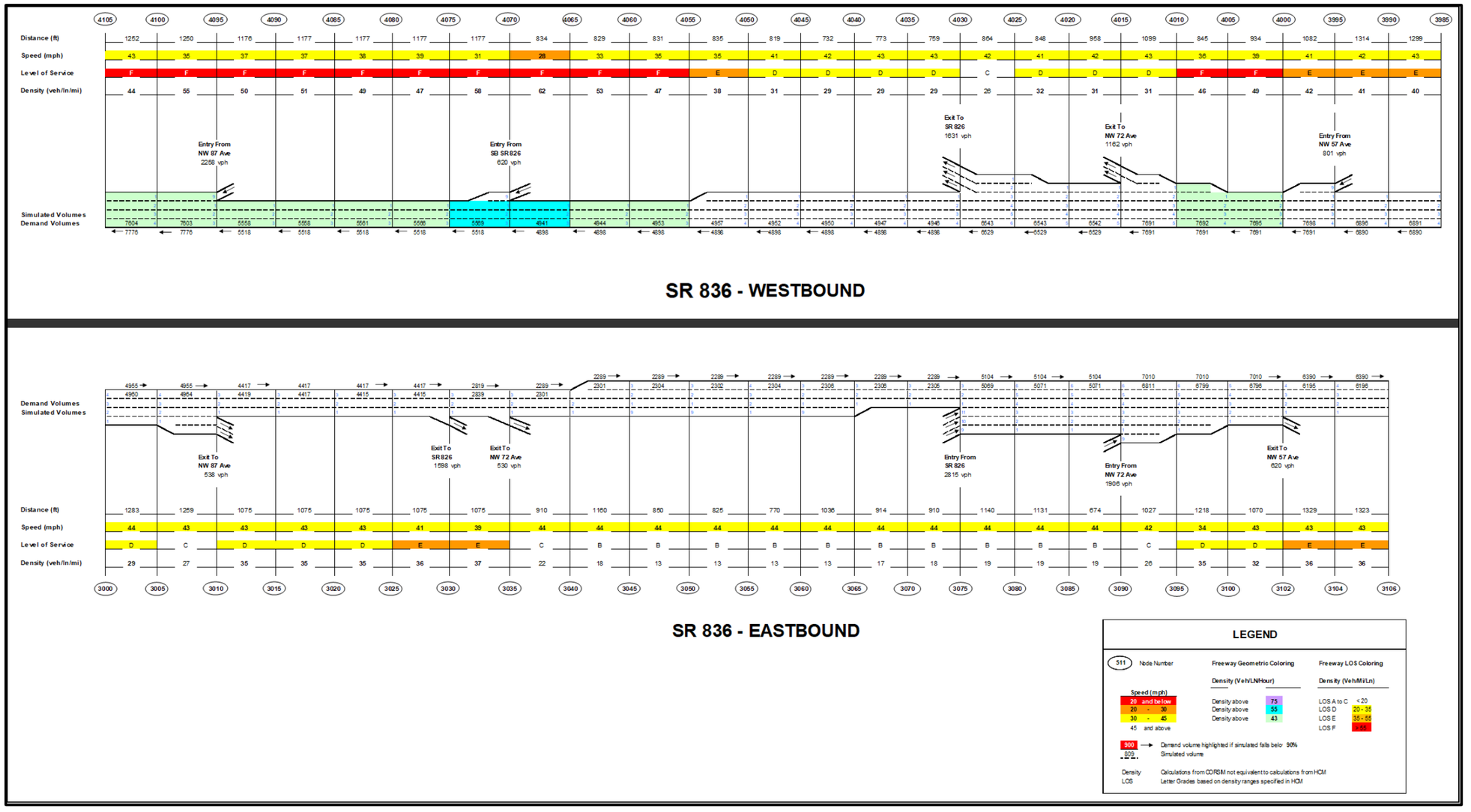


Figure 3.11 – SR 836 – 2017 Existing Conditions CORSIM Analysis Lane Schematic (PM Peak)

INTERSECTION ANALYSIS – Intersection analysis for ramp terminals and adjacent intersections was performed at all interchanges within the area of influence using existing turning movement volumes, existing lane geometry, signal timing, and other relevant information obtained from Miami-Dade County and field reviews. The data was input to the Synchro software to determine the LOS and delay using the HCM methodology. A summary of the results is presented in **Table 3.2**. Output Synchro reports can be found in **Appendix C**.

Table 3.2 - 2017 Existing Intersection LOS and Delay Results

Arterial	Intersection	AM		PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)
SR 5/ US 1	SR 990/ SW 112th Street/ Killian Drive**	**E**	62.3	D	46.7
	SW 104th Street**	D	48.8	**E**	60.7
	SW 98th Street**	D	49	**E**	61.4
SW 98th Street	SW 77th Avenue**	C	26.9	B	17.1
	Busway**	B	11.1	C	21.9
SR 94/ SW 88th Street/ Kendall Drive	SW 79th Avenue**	C	28.4	C	23.8
	SW 77th Avenue*	D	41.3	D	44.7
	SR 826 Southbound On/Off Ramp	Free Flow Conditions			
	SR 826 Northbound On/Off Ramp*	A	3.3	A	2.6
	SW 73rd Place**	C	20.1	D	35.5
	Dadeland Boulevard**	B	13.2	C	26.8
SR 986/ SW 72nd Street/ Sunset Drive	SW 77th Court (HCM 6th)	C	22.8	A	7.1
	SR 826 Southbound On/Off Ramp*	D	41.1	D	42.3
	SR 826 Northbound On/Off Ramp*	C	24.5	C	24.8
	SW 72nd Avenue*	D	39.7	D	43.2
SW 56th Street/ Miller Drive	SW 77th Ct*	B	10.5	A	3.5
	SR 826 Southbound Off Ramp**	C	34.4	**F**	87.9
	SR 826 Northbound On/Off Ramp**	**E**	75.1	D	36.4
	SW 72nd Ave*	**E**	68.7	**E**	65
SW 40th Street / Bird Road	SW 79th Avenue**	C	29.9	C	30.8
	SW 7800 Block*	B	10.3	B	11.5
	Southbound Ramp Terminal**	**E**	76	**E**	58.6
	Northbound Ramp Terminal*	D	53.4	B	17.3
	SW 74th Avenue**	A	7	C	29.1
	SW 72nd Avenue*	C	30	D	41.1
SW 24th Street / Coral Way	SW 82nd Avenue*	**E**	55.6	**E**	62.6
	SW 79th Avenue*	D	36.1	C	30.4
	Southbound Ramp Terminal (AM** and PM*)	C	26	C	21.8
	Northbound Ramp Terminal**	**E**	60.8	D	48.7
	SW 75th Avenue (AM** and PM*)	C	27.1	**E**	70.1
	SW 74th Avenue (AM** and PM*)	A	4.6	A	4.2
SW 8th Street	SW 82nd Avenue**	C	30.7	C	20.6
	Southbound Ramp Terminal**	A	7.8	B	13.7
	Northbound Ramp Terminal**	C	30.5	D	48.4
	SW 74th Avenue*	C	32.6	C	30.8

Table 3.2 - 2017 Existing Intersection LOS and Delay Results (Continued)

Arterial	Intersection	AM		PM	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)
Flagler Street	SW 82nd Avenue**	C	32.4	C	33.8
	SW 79th Avenue**	D	44.5	C	28.1
	Southbound Ramp Terminal*	D	36.7	C	30.3
	Northbound Ramp Terminal*	B	11.5	C	20.8
	SW 74th Avenue*	A	7.7	B	14.9
	NW 72nd Avenue*	D	54.3	F	107.6
NW 25th Street	Southbound Ramp Terminal*	C	28.9	C	23.5
	Northbound Ramp Terminal*	D	51.7	C	25.1
SR 836/Milam Dairy Road	Eastbound Ramp Terminal*	C	29.6	C	32.4
	Westbound Ramp Terminal*	F	111.0	F	208.1

NOTES:

* Results reported from Synchro 10 HCM6th Edition report.

** Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.

As shown in **Table 3.2**, the existing intersection operational results indicate of the 45 intersections 42 are operating at capacity or better.

3.5 Existing Transit Operations

Miami-Dade County provides a mass transit system that includes Metrobus, Metrorail, Metromover and Special Transportation Service (STS). The following is a summary of the transit services available in the project area (see **Appendix D** for details).

Metrobus
Currently, no Metrobus routes serve the SR 826 corridor within the study limits. The following Metrobus Routes serve major arterials that intersect the SR 826 corridor. See **Figure 3.12**.

Metrorail
The Metrorail system is a 25-mile dual track that runs from Kendall through South Miami, Coral Gables, and downtown Miami. Dadeland South is the closest Metrorail station, located at 9090 South Dixie Highway. This Metrorail station provides a park-and-ride facility with 1,274 parking spaces and connects to the following Metrobus routes: 31 Busway Local, 34 Express, 38 Busway MAX, 52, 73, 252 Coral Reef MAX, 287 Saga Bay MAX, and 500 Midnight Owl.

Special Transportation Service (STS)
Special Transportation Service is a shared-ride public transportation service of Miami-Dade County. It offers door-to-door transportation service for eligible residents with physical or mental disabilities that prevent them from using accessible public transportation independently. The service operates 24 hours a day, 7 days a week and can be used throughout Miami-Dade County. For more information, visit www.miamidade.gov/transit.

- US 1/Busway Route Number: 31, 34, 38, 52, 73, 87, 88, 104, 136, 204, 252, 272, 287, 288 and 500
- Kendall Drive/SW 88 Street Route Number: 87, 88, and 104
- Snapper Creek Expressway Route Number: 204, 272 and 288
- Sunset Drive/SW 72 Street Route Number: 72
- Miller Drive/SW 56 Street Route Number: 56
- Bird Road/SW 40 Street Route Number: 40 and 82
- Coral Way/SW 24 Street Route Number: 24 and 82
- SW 8 Street Route Number: 8 and 82
- Flagler Street Route Number: 7, 11, 51
- SW 25 Street Route Number: 238 and 95

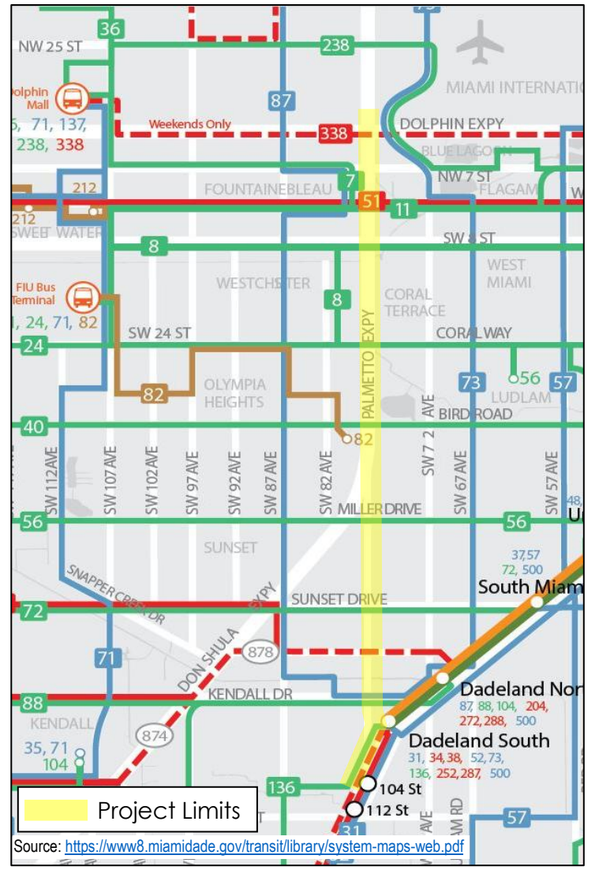


Figure 3.12 - Metrobus System

Park-and-Ride Facilities
The following park-and-ride facilities are located within the vicinity of the study limits.

- Dadeland South Metrorail Station
  - Station Address: 9090 South Dixie Highway
  - Connecting Metrobus Service: 31 Busway Local, 34 Express, 38 Busway MAX, 52, 73, 252 Coral Reef MAX, 287 Saga Bay MAX, 500 Midnight Owl
  - Parking Spaces: Spaces: 1,274
  - Utilization Rate: 88% (FDOT 2018 Park & Ride Facility Inspections and Performance Evaluations Report)

- Dadeland North Metrorail Station
  - Station Address: 8310 South Dixie Highway
  - Connecting Metrobus Service: 87, 88, 104, 204 Killian KAT, 272 Sunset KAT, 288 / 288A Kendall Cruiser, 500 Midnight Owl
  - Parking Spaces: Spaces: 2,032
  - Utilization Rate: 11% (FDOT 2018 Park & Ride Facility Inspections and Performance Evaluations Report)

Planned improvements and new park-and-ride facilities are currently included in the Miami-Dade 2045 Long Range Transportation Plan (see **Table 3.3**).

Table 3.3 - 2045 LRTP Park-and-Ride Projects

Project	Location	Description	Plan Period*
South Dade Transitway Park-and-Ride at SW 104 Street (104 Street Station) SMART Terminal	South Dade Transitway and SW 104 Street	Lease parking with 100 parking spaces	I
South Dade Transitway Park-and-Ride at Dadeland North	Dadeland North Metrorail Station and Hwy US-1	Expand park-and-ride and construct a new parking garage with ground-floor retail and office space.	II
South Dade-Transitway-Park-and-Ride/ Terminal at Dadeland South	Dadeland South Metrorail Station and Hwy US-1	Expand park-and-ride and construct a new parking garage with ground-floor retail and office space.	II
Mall of the Americas Station SMART Terminal	From W Flagler St and NW 77 Ave to W Flagler St and NW 77 Ave	Construct park-and-ride/ transit terminal with 300 surface parking spaces and 4 bus bays	IV
Kendall/SR-826 Station SMART Terminal	Kendall Dr & SR 826	SMART Terminal	Unfunded
Tropical Station SMART Terminal	SW 40 St at SR 826/ Palmetto Expwy	SMART Terminal	Unfunded

Note: * I (2020-2025), II (2025-2030), III (2031-2035), IV (2036-2045)

Potential new park-and-ride lot locations are currently under evaluation along Flagler Street and Kendall Drive near the SR 826/Palmetto Expressway as part of the PD&E studies for the East-West and Kendall Corridors included in the SMART Plan.

SR 836 includes uninterrupted Express Transit/Technology Lanes (XT Lane) along the inside shoulders where the GMX operates peak-hour express transit service (XTS). The service runs during peak hours in the peak direction. The XTS has a flexible schedule and headway to respond to demand. The GMX XTS is anchored at the Dolphin Park and Ride Station (Dolphin Station), which is located at the northeast corner of the NW 12th Street and NW 121st Avenue intersection, on the west side of Miami-Dade County. The XTS will travel between the Dolphin Station and a location in Downtown Miami near the Overtown Transit Village with no intermediate stops. GMX will explore additional routes along SR 836 to and from the Dolphin Station, as well as potentially other GMX facilities (to be established), as ridership information and preferences are gathered. The GMX XTS will run along the available inside shoulder Express Technology Lane (XT Lane).

3.6 Corridor Crash Analysis

The crash analysis efforts are documented in the Crash Analysis Report, dated November 2021, a companion document to this PD&E Study. The purpose of this report is to summarize the crash analysis along SR 826 from US 1 to NW 36th Street. Crash data on SR 826 from US 1 to NW 36th Street 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, 2014, and December 31, 2018. Trends, patterns, and comparisons of crash rates are presented below and focus on crashes that occurred on the mainline, within ramp junctions, and interchanges.

SR 826 (Section 87260000) has varying typical sections and 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 an AADT range of between 61,000 and 139,000 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 (3.690) to NW 36th Street (MP 9.200) consists primarily of ten travel lanes (five lanes in each direction) and two Express Toll Lanes (ETL) lanes (one in each direction) and has an AADT range of between 195,500 and 249,000 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 SR 826 study corridor limits were divided into

two segments for the analysis of crash data: the south segment (from US 1 to north of SR 874) and the north segment (from north of SR 874 to NW 36th Street).

3.6.1 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 40% of the entire SR 826 study corridor, and traverses the SR 5/US 1 Interchange (MP 0.000), SR 94/SW 88th Street/N. Kendall Drive interchange (MP 0.858), SR 986/SW 72nd Street/Sunset Drive Interchange (MP 1.864), SW 56th Street/Miller Drive (MP 2.884), and SR 874 Interchange (MP 3.199).

A crash summary was developed for the south segment of SR 826 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 3.4** summarizes the crash statistics for the south segment.

Overall, there were a total of 1,015 crashes along the south segment of SR 826 during the 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, 343 (33.8%) crashes occurred in the southbound direction, 34 (3.4%) crashes occurred in the westbound direction, 22 (2.2%) crashes occurred in the eastbound direction, and 303 (29.9%) crashes were unknown. Since SR 826 runs north and south, crashes documented in the eastbound and westbound directions most likely occurred while entering/exiting between interchange systems such as from/to SR 826 and to/from SR 874. The following summarizes the crashes by direction occurring during each year:

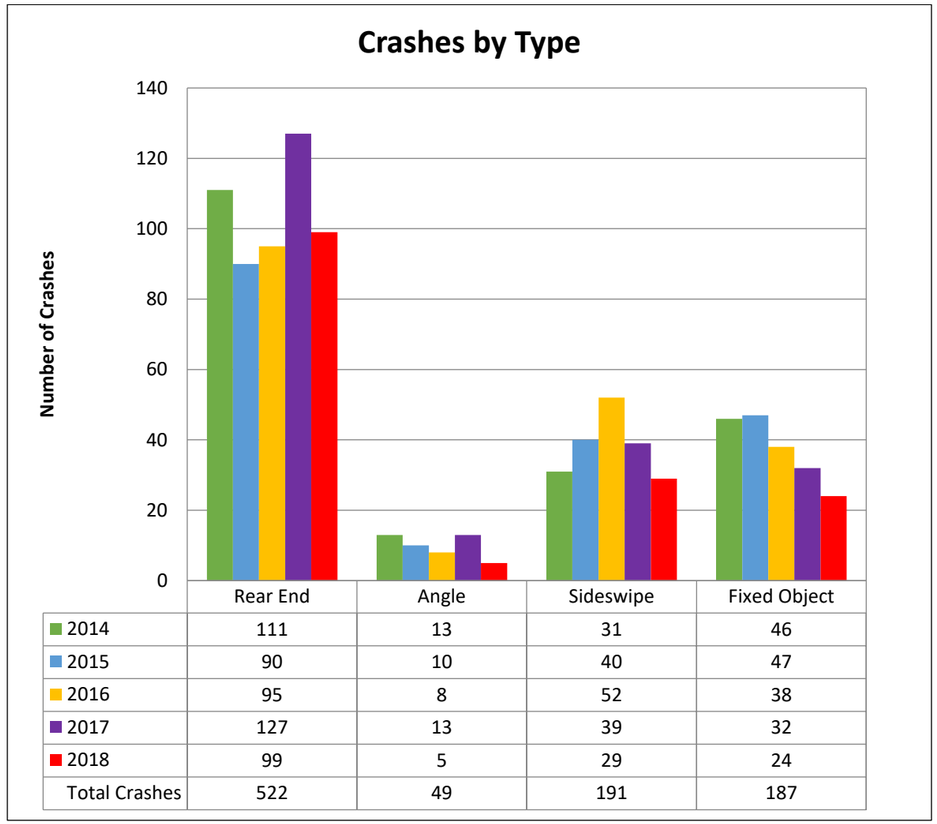
- **2014:** 215 crashes with 43 (20%) northbound, 52 (24.2%) southbound, 6 (2.8%) eastbound, 6 (2.8%) westbound and 108 (50.2%) unknowns in 2014,
- **2015:** 196 crashes with 42 (21.4%) northbound, 72 (36.7%) southbound, 10 (5.1%) eastbound, 5 (2.6%) westbound and 67 (34.2%) unknowns in 2015,
- **2016:** 213 crashes with 79 (37.1%) northbound, 82 (38.5%) southbound, 3 (1.4%) eastbound, 7(3.3%) westbound and 42 (19.7%) unknowns in 2016,
- **2017:** 221 crashes with 66 (29.9%) northbound, 82 (37.1%) southbound, 1 (0.5%) eastbound, 7 (3.2%) westbound and 65 (29.4%) unknowns in 2017
- **2018:** 170 crashes with 67 (39.4%) northbound, 71 (41.8%) southbound, 2 (1.2%) eastbound, 9 (5.3%) westbound and 21 (12.4%) unknowns in 2018

Table 3.4 - SR 826 Summary of Crashes – South Segment

SR 826/Palmetto Expressway from US 1/South Dixie Highway to SR 874		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	111	90	95	127	99	522	104	51.4%
	Head On	0	0	3	2	0	5	1	0.5%
	Angle	13	10	8	13	5	49	10	4.8%
	Left Turn	2	0	1	4	0	7	1	0.7%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	31	40	52	39	29	191	38	18.8%
	Backed Into	0	0	0	0	1	1	0	0.1%
	Coll. w/ Parked Car	0	0	0	0	2	2	0	0.2%
	Coll. w/ Pedestrian	0	0	0	0	1	1	0	0.1%
	Coll. w/ Bicycle	1	1	0	0	0	2	0	0.2%
	Fixed Object	46	47	38	32	24	187	37	18.4%
	Ran Off Road	0	1	0	0	0	1	0	0.1%
	Overturned	1	2	4	1	2	10	2	1.0%
	Other	10	5	12	3	7	37	7	3.6%
	Total Crashes	**215**	**196**	**213**	**221**	**170**	**1015**	**203**	**100.0%**
SEVERITY	PDO Crashes	154	130	144	160	122	710	142	70.0%
	Fatal Crashes	0	0	0	1	1	2	0	0.2%
	Injury Crashes	61	66	69	60	47	303	61	29.9%
LIGHTING CONDITIONS	Daylight	141	126	140	154	118	679	136	66.9%
	Dusk	12	4	8	4	8	36	7	3.5%
	Dawn	0	4	6	5	2	17	3	1.7%
	Dark	60	59	58	58	42	277	55	27.3%
	Unknown	2	3	1	0	0	6	1	0.6%
SURFACE CONDITIONS	Dry	150	152	178	177	141	798	160	78.6%
	Wet	64	43	35	44	29	215	43	21.2%
	Others	1	1	0	0	0	2	0	0.2%
MONTH OF YEAR	January	9	18	25	25	13	90	18	8.9%
	February	17	14	27	15	7	80	16	7.9%
	March	20	17	19	4	17	77	15	7.6%
	April	14	11	12	12	13	62	12	6.1%
	May	9	12	13	13	20	67	13	6.6%
	June	9	12	11	13	8	53	11	5.2%
	July	34	28	16	33	14	125	25	12.3%
	August	20	7	15	13	21	76	15	7.5%
	September	19	30	17	16	10	92	18	9.1%
	October	17	16	17	19	9	78	16	7.7%
	November	31	11	18	32	15	107	21	10.5%
	December	16	20	23	26	23	108	22	10.6%
DAY OF WEEK	Sunday	39	30	30	38	27	164	33	16.2%
	Monday	38	22	36	31	30	157	31	15.5%
	Tuesday	40	29	28	24	34	155	31	15.3%
	Wednesday	30	22	39	34	25	150	30	14.8%
	Thursday	25	33	46	47	25	176	35	17.3%
	Friday	22	32	20	33	17	124	25	12.2%
	Saturday	21	28	14	14	12	89	18	8.8%
HOUR OF DAY	12:00 AM - 06:00 AM	21	31	20	24	13	109	22	10.7%
	06:00 AM - 09:00 AM	34	34	35	35	27	165	33	16.3%
	09:00 AM - 11:00 AM	16	22	13	24	13	88	18	8.7%
	11:00 AM - 01:00 PM	23	17	20	16	18	94	19	9.3%
	01:00 PM - 03:00 PM	20	21	22	21	21	105	21	10.3%
	03:00 PM - 06:00 PM	38	30	46	51	30	195	39	19.2%
	06:00 PM - 08:00 PM	35	21	28	34	30	148	30	14.6%
	08:00 PM - 11:59 PM	28	20	29	16	18	111	22	10.9%

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 3.13** shows the crash distribution summary by crash type for the south segment of SR 826.



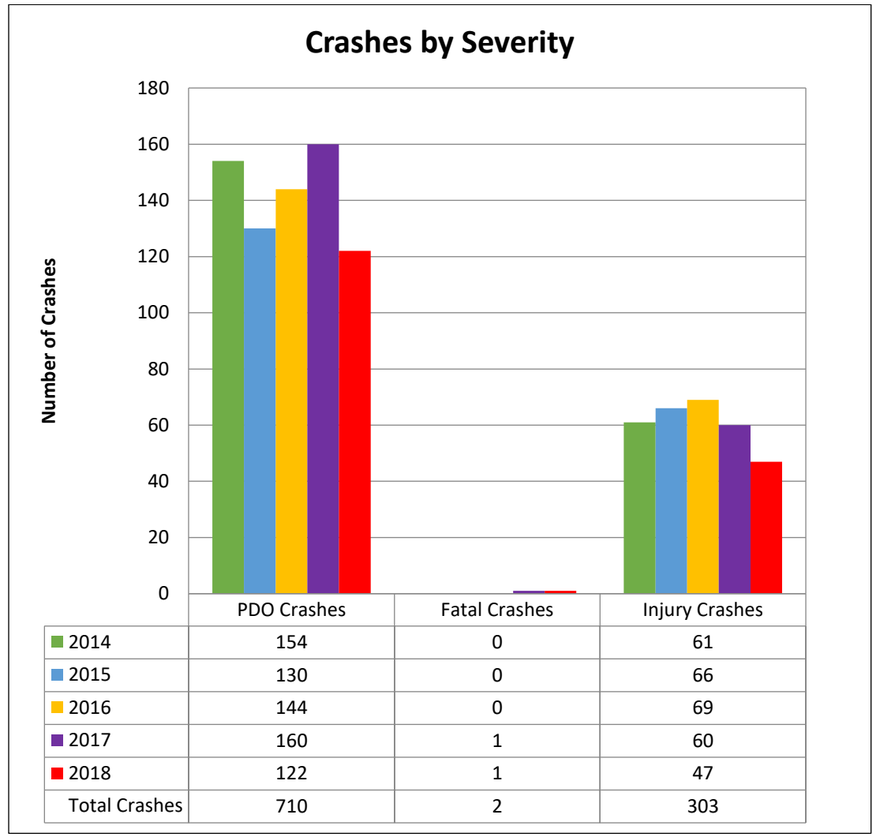
	Rear End	Angle	Sideswipe	Fixed Object
2014	111	13	31	46
2015	90	10	40	47
2016	95	8	52	38
2017	127	13	39	32
2018	99	5	29	24
Total Crashes	522	49	191	187

Figure 3.13 - SR 826 Crash Distribution by Crash Type – South Segment

As shown in **Figure 3.13**, the leading crash types include Rear-end with 522 (51.4%) crashes, Sideswipe with 191 (18.8%) crashes, and Fixed-Object with 187 (18.4%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions, such as SR 826.

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 3.14** shows the crashes by severity summary for the south segment of SR 826.



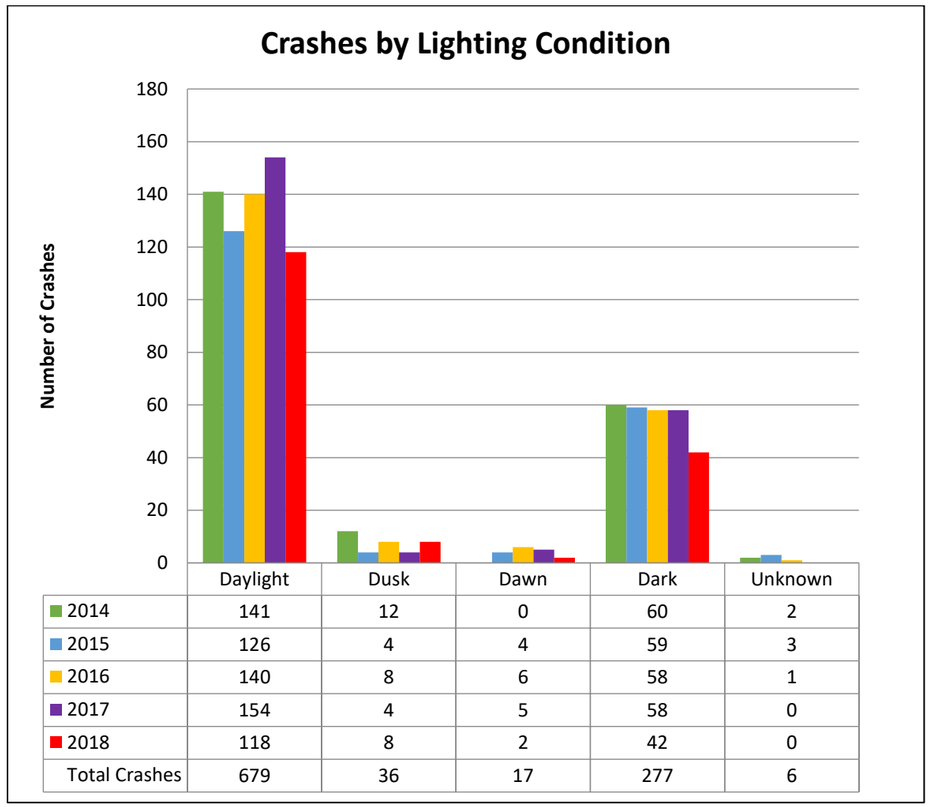
	PDO Crashes	Fatal Crashes	Injury Crashes
2014	154	0	61
2015	130	0	66
2016	144	0	69
2017	160	1	60
2018	122	1	47
Total Crashes	710	2	303

Figure 3.14 - SR 826 Crashes by Severity – South Segment

As shown in **Figure 3.14**, there were 710 (70%) "Property Damage Only Crashes" and 303 (29.9 %) "Injury Crashes". Furthermore, there were 2 (0.2%) "Fatal Crashes" reported in the referenced five-year analysis period. One of these crashes was a sideswipe collision, and the other a head-on (wrong-way) collision. Both crashes occurred near SR 874, at approximately 5:00 AM during a weekday in 2015.

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 3.15** shows the lighting conditions summary for the south segment of SR 826.



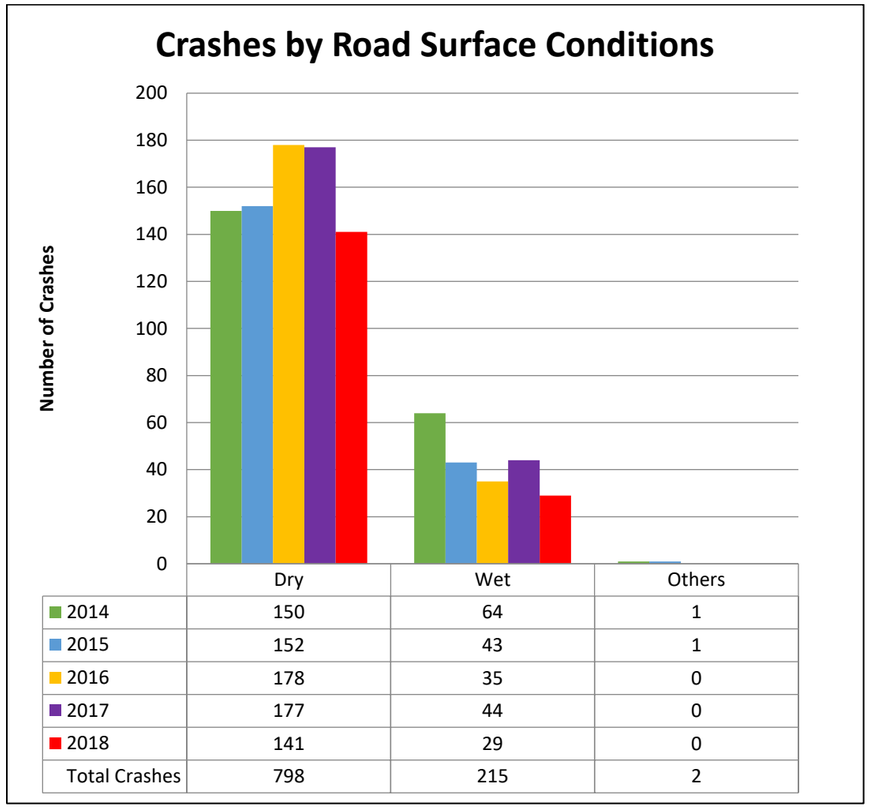
	Daylight	Dusk	Dawn	Dark	Unknown
2014	141	12	0	60	2
2015	126	4	4	59	3
2016	140	8	6	58	1
2017	154	4	5	58	0
2018	118	8	2	42	0
Total Crashes	679	36	17	277	6

Figure 3.15 -SR 826 Crash Distribution by Lighting Conditions – South Segment

As shown in **Figure 3.15**, most of the crashes occurred during daylight conditions. Of the total 1,015 crashes that occurred along the south segment, 330 (32.5%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 28%. Nevertheless, a review of the existing conditions indicates that roadway lighting is present along the center median barrier throughout the study corridor limits.

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 3.16** shows the road surface conditions summary for the south segment of SR 826.



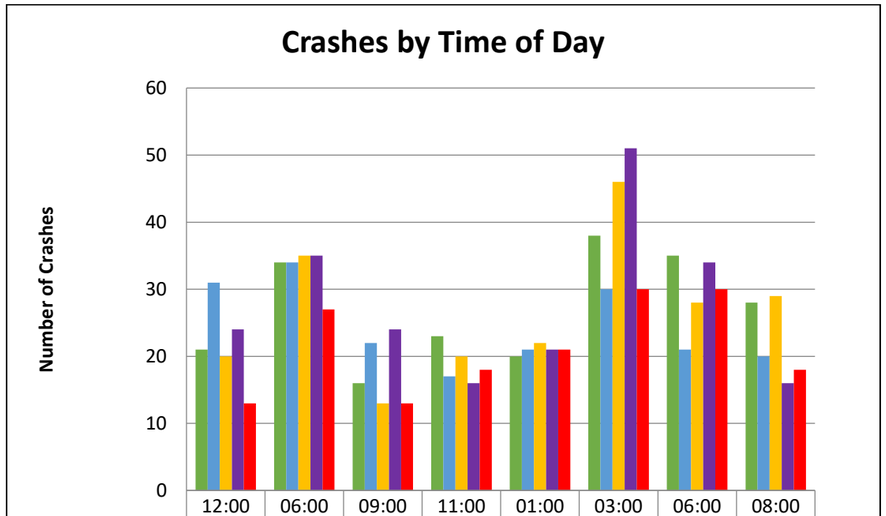
	Dry	Wet	Others
2014	150	64	1
2015	152	43	1
2016	178	35	0
2017	177	44	0
2018	141	29	0
Total Crashes	798	215	2

Figure 3.16 - SR 826 Crash Distribution by Road Surface Conditions – South Segment

As illustrated in **Figure 3.16**, 215 (21.2%) of the total crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 12%. Most crashes, however, occurred during dry surface conditions, accounting for approximately 79%.

Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if hourly variations had a substantial effect on crash occurrences along the south segment of the corridor. **Figure 3.17** 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
2014	21	34	16	23	20	38	35	28
2015	31	34	22	17	21	30	21	20
2016	20	35	13	20	22	46	28	29
2017	24	35	24	16	21	51	34	16
2018	13	27	13	18	21	30	30	18
Total Crashes	109	165	88	94	105	195	148	111

Figure 3.17 - SR 826 Crash Distribution by Time of Day – South Segment

As shown in **Figure 3.17**, the time periods with the greatest percentage of crashes occur from 6:00 AM to 9:00 AM (16.3%) and from 3:00 PM to 6:00 PM (19.2%). These periods correlate with the typical AM and PM peaks, during which congestion is worst, and indicate that most crashes are attributable to traffic congestion rather than roadway design features.

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 3.5** summarizes the contributing causes for crashes occurring on the south segment of SR 826.

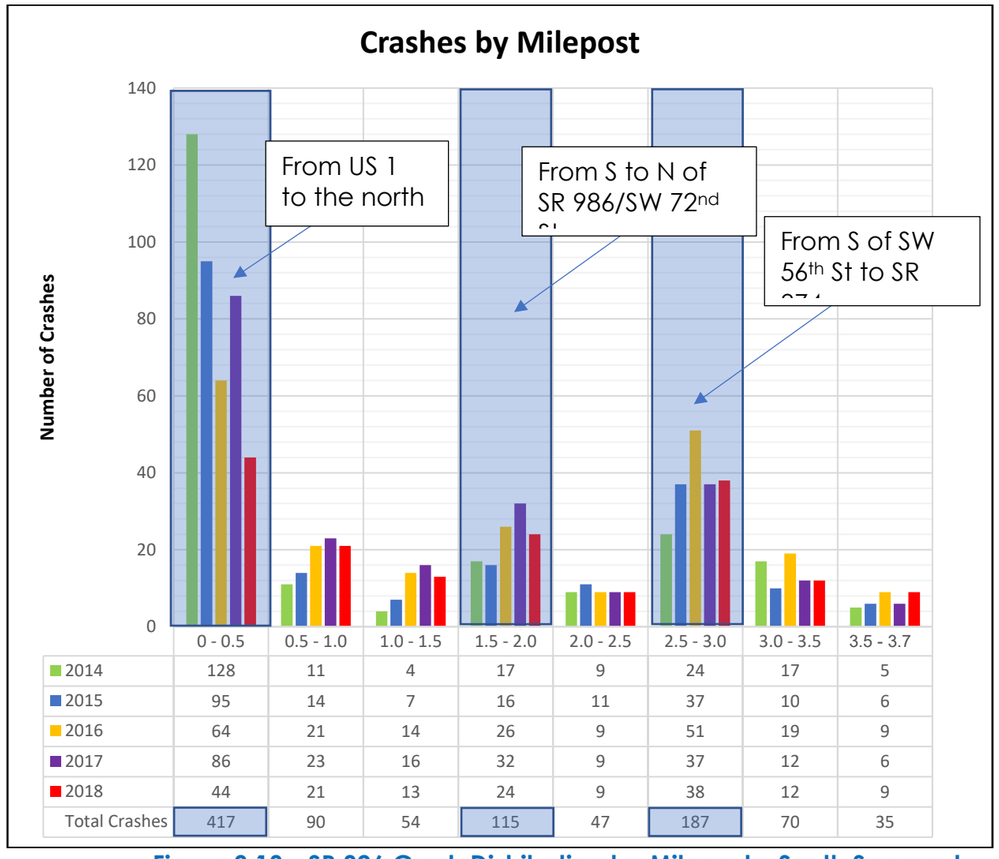
Table 3.5 - SR 826 Crash Distribution by Contributing Causes – South Segment

Contributing Cause	Total	%
Careless or Negligent Manner	589	58%
Failed To Keep In Proper Lane	58	6%
Failed to Yield Right-Of-Way	37	4%
Drove too Fast for Conditions	18	2%
Followed too Closely	16	2%
Improper Passing	16	2%
Swerved Or Avoided	7	1%
Improper Turn	6	1%
Ran Red Light	3	0%
Ran Off Roadway	3	0%
Over-Correcting/Over-Steering	3	0%
Wrong Side or Wrong Way	2	0%
Improper Backing	1	0%
Ran Stop Sign	0	0%
Exceed Posted Speed	0	0%
Disregarded Other Traffic Sign	0	0%
Disregarded other Road Markings	0	0%
Erratic, Reckless or Aggressive	0	0%
No Contributing Action	77	8%
Other Contributing Action	179	18%
Total	1015	100%

As indicated in **Table 3.5**, approximately 58% (589 crashes) of the recorded collisions that occurred in the south segment of SR 826 are attributed to "Careless or Negligent Driving Behavior." This is followed by "Other Contributing Action" with 18% (179 crashes), "Failed To Keep In Proper Lane" with 6% (58 crashes), and "Failed to Yield Right-Of-Way" with 4% (37 crashes).

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 3.18** 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 - 3.5	3.5 - 3.7
2014	128	11	4	17	9	24	17	5
2015	95	14	7	16	11	37	10	6
2016	64	21	14	26	9	51	19	9
2017	86	23	16	32	9	37	12	6
2018	44	21	13	24	9	38	12	9
Total Crashes	417	90	54	115	47	187	70	35

Figure 3.18 - SR 826 Crash Distribution by Milepost – South Segment

As shown in **Figure 3.18**, in order of magnitude, most crashes occurred between MP 0.0 – 0.5 with 417 (41%) crashes, MP 2.5 – 3.0 with 187 (18%) crashes, and MP 1.5 – 2.0 with 115 (11%) crashes. These milepost ranges identified correspond with the US 1 interchange, from south of SW 56th Street to SR 874, and north and south of SR 986/SW 72nd Drive, respectively.

Average Crash Rates Review

The total number of crashes in the south segment of the study corridor has varied between 2014 and 2018 with an average of 203 crashes per year. Based on the FDOT CAR data output, the Average Daily Traffic (ADT) has increased from 92,422 vpd in 2014 to 109,815 vpd in 2018. Crash rates per million vehicle miles traveled were calculated to determine whether variations in total crashes were due to increases in ADT or influenced by driver and/or roadway conditions. Throughout the south segment, the corridor's functional classification is consistent. Therefore, one crash rate was calculated for each year of analysis for the corridor segment. **Table 3.6** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 3.6 - SR 836 Actual Crash Rate vs. Average Crash Rate – South Segment

Year	2014	2015	2016	2017	2018
Number of Crashes	215	196	213	221	170
Average Daily Traffic (ADT)	92,422	93,675	104,063	101,923	109,815
Actual Crash Rate (ACR)	0.693	0.623	0.610	0.646	0.461
District 6 Average Crash Rate (A)	2.017	2.312	2.161	2.129	1.995
Average Vehicle Exposure (M)	310.353	314.561	349.444	342.257	368.759
Critical Crash Rate (CCR)	2.281	2.593	2.418	2.387	2.236
Safety Ratio	0.304	0.240	0.252	0.271	0.206
Statistical Significance	-16.406	-19.681	-19.710	-18.785	-20.841
Confidence Level	50.00%	50.00%	50.00%	50.00%	50.00%

As indicated in **Table 3.6**, the actual crash rate for the south segment of SR 826 is lower than the critical crash rate for other roadways with similar functional classification (urban – other limited access) in District Six for all analysis years from 2014 to 2018. The Highway Safety Improvement Program considers urban segments with a confidence level of 99.95% to have an abnormally high number of crashes. The south segment, with a confidence level of 50%, is not considered to have an abnormally high number of crashes for the analysis years when compared to other roadways of similar characteristics.

High Crash List Review

FDOT's 2014-2018 High Crash Lists (HCL) for spots and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along the south segment of SR 826. Based on the HCL, there were no spots or segments identified for the south segment.

3.6.2 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 3.690) to SR 948/NW 36th Street (MP 9.200) spans a total length of 5.51 miles, or approximately 60% of the entire study corridor, and traverses the SR 976/SW 40th Street/Bird Road interchange (MP 3.921), SW 24th Street/Coral Way Interchange (MP 4.985), SR 90/SW 8th Street Interchange (MP 5.982), SR 968/W Flagler Street Interchange (MP 6.488), SR 836 Interchange (MP 7.223), NW 25th Street Interchange (MP 8.374), and SR 948/NW 36th Street (MP 9.200).

A crash summary was developed for the north segment of SR 826 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 3.7** summarizes the crash statistics for the north segment.

Table 3.7 - SR 826 Summary of Crashes – North Segment

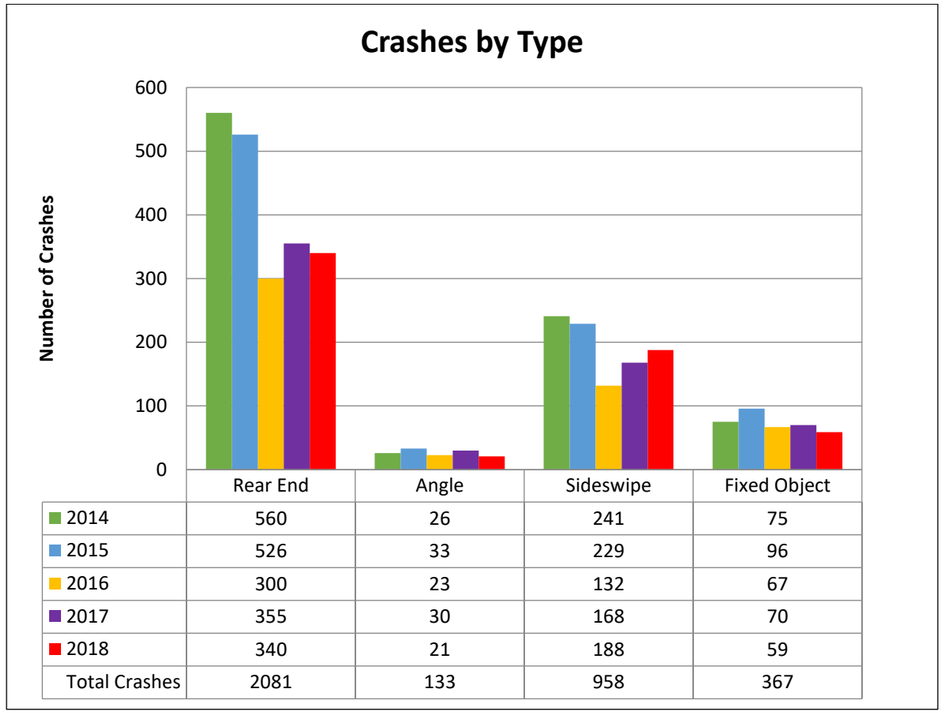
SR 826/Palmetto Expressway from SR 874 to NW 36 Street		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	560	526	300	355	340	2081	416	56.0%
	Head On	2	4	3	1	2	12	2	0.3%
	Angle	26	33	23	30	21	133	27	3.6%
	Left Turn	0	0	0	2	1	3	1	0.1%
	Right Turn	0	0	0	1	0	1	0	0.0%
	Sideswipe	241	229	132	168	188	958	192	25.8%
	Backed Into	0	2	0	1	0	3	1	0.1%
	Coll. w/ Parked Car	3	4	1	4	4	16	3	0.4%
	Coll. w/ Pedestrian	2	1	2	1	0	6	1	0.2%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	75	96	67	70	59	367	73	9.9%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	1	4	2	2	3	12	2	0.3%
	Other	23	22	21	33	23	122	24	3.3%
	Total Crashes	**933**	**921**	**551**	**668**	**641**	**3714**	**743**	**100.0%**
SEVERITY	PDO Crashes	680	679	354	490	470	2673	535	72.0%
	Fatal Crashes	0	4	2	0	1	7	1	0.2%
	Injury Crashes	253	238	195	178	170	1034	207	27.8%
LIGHTING CONDITIONS	Daylight	659	645	352	438	402	2496	499	67.2%
	Dusk	27	27	24	14	20	112	22	3.0%
	Dawn	15	25	10	17	27	94	19	2.5%
	Dark	225	224	163	199	192	1003	201	27.0%
	Unknown	7	0	2	0	0	9	2	0.2%
SURFACE CONDITIONS	Dry	755	753	436	534	533	3011	602	81.1%
	Wet	177	168	114	133	107	699	140	18.8%
	Others	1	0	1	1	1	4	1	0.1%
MONTH OF YEAR	January	51	51	51	53	59	265	53	7.1%
	February	60	84	35	51	45	275	55	7.4%
	March	76	78	43	63	49	309	62	8.3%
	April	54	77	36	61	50	278	56	7.5%
	May	76	75	37	48	62	298	60	8.0%
	June	94	84	43	50	49	320	64	8.6%
	July	87	57	32	64	42	282	56	7.6%
	August	72	93	57	47	63	332	66	8.9%
	September	83	102	57	50	62	354	71	9.5%
	October	111	77	46	72	60	366	73	9.9%
	November	81	83	60	62	51	337	67	9.1%
	December	88	60	54	47	49	298	60	8.0%
DAY OF WEEK	Sunday	123	151	71	97	97	539	108	14.5%
	Monday	164	147	90	96	98	595	119	16.0%
	Tuesday	135	137	90	115	100	577	115	15.5%
	Wednesday	144	146	97	110	90	587	117	15.8%
	Thursday	171	147	93	111	92	614	123	16.5%
	Friday	129	117	60	76	97	479	96	12.9%
	Saturday	67	76	50	63	67	323	65	8.7%
HOUR OF DAY	12:00 AM - 06:00 AM	70	84	56	51	71	332	66	8.9%
	06:00 AM - 09:00 AM	146	171	89	136	125	667	133	18.0%
	09:00 AM - 11:00 AM	118	100	39	55	52	364	73	9.8%
	11:00 AM - 01:00 PM	93	83	38	67	46	327	65	8.8%
	01:00 PM - 03:00 PM	108	112	42	39	54	355	71	9.6%
	03:00 PM - 06:00 PM	164	172	126	126	128	716	143	19.3%
	06:00 PM - 08:00 PM	139	101	86	110	84	520	104	14.0%
	08:00 PM - 11:59 PM	95	98	75	84	81	433	87	11.7%

Overall, there were a total of 3,714 crashes along the north segment of SR 826 during the 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, 1,794 (48.3%) crashes occurred in the southbound direction, 1 (0.03%) crash occurred in the westbound direction and 164 (4.4%) crashes were unknown. Since SR 826 runs north and south, crashes documented in the eastbound and westbound directions most likely occurred while entering/exiting between interchange systems such as from/to SR 826 and to/from SR 874. The following summarizes the crashes by direction occurring during each year:

- **2014:** 933 crashes with 408 (43.7%) northbound, 482 (51.7%) southbound and 43 (4.6%) unknowns in 2014,
- **2015:** 921 crashes with 421 (45.7%) northbound, 449 (48.8%) southbound, 1 (0.1%) westbound and 50 (5.4%) unknowns in 2015,
- **2016:** 551 crashes with 251 (45.6%) northbound, 261 (47.4%) southbound and 39 (7.1%) unknowns in 2016,
- **2017:** 668 crashes with 359 (53.7%) northbound, 288 (43.1%) southbound and 21 (3.2%) unknown in 2017, and
- **2018:** 641 crashes with 316 (49.3%) northbound and 314 (49%) southbound and 11 unknown in 2015.

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 3.19** shows the crash distribution summary by crash type for the north segment of SR 826.



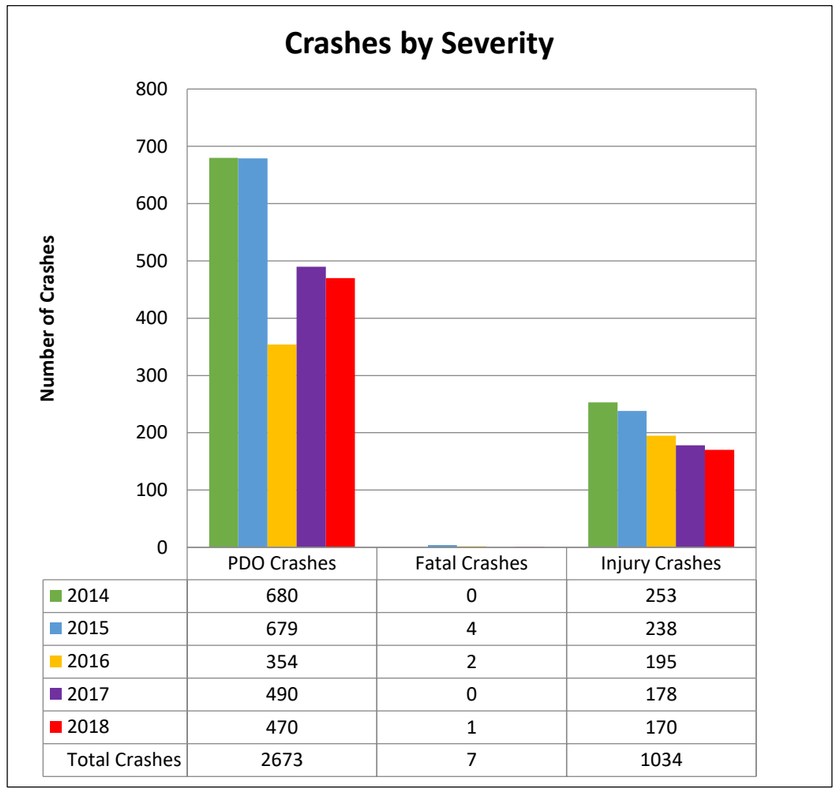
	Rear End	Angle	Sideswipe	Fixed Object
2014	560	26	241	75
2015	526	33	229	96
2016	300	23	132	67
2017	355	30	168	70
2018	340	21	188	59
Total Crashes	2081	133	958	367

Figure 3.19 - SR 826 Crash Distribution by Crash Type – North Segment

As shown in **Figure 3.19**, the leading crash types include Rear-end with 2,081 (56%) crashes, Sideswipe with 958 (25.8%) crashes, and Fixed Object with 367 (9.9%) crashes. Rear-end and Sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions, such as SR 826.

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 3.20** shows the crashes by severity summary for the north segment of SR 826.



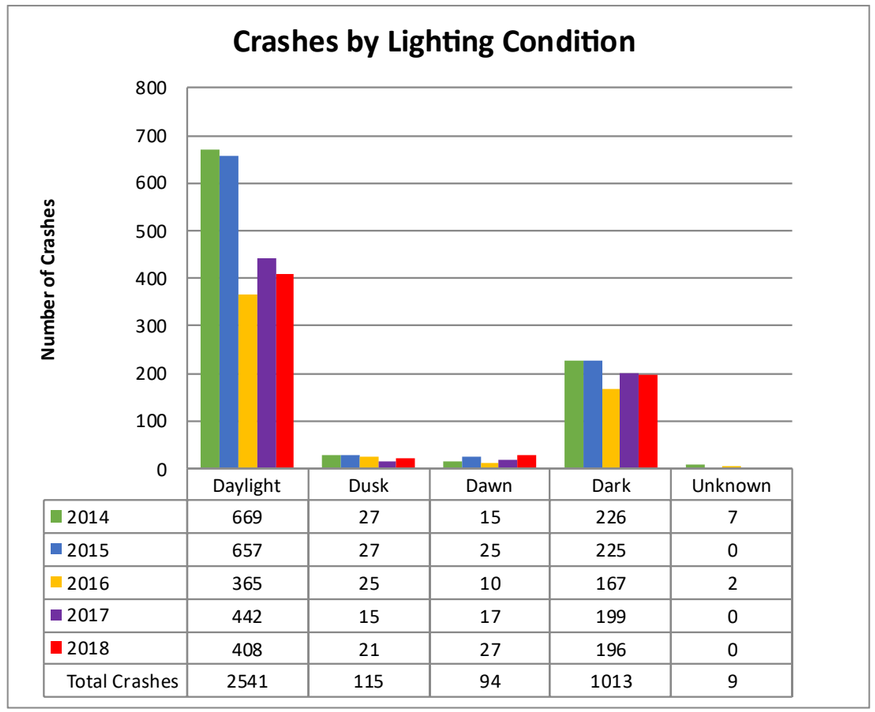
	PDO Crashes	Fatal Crashes	Injury Crashes
2014	680	0	253
2015	679	4	238
2016	354	2	195
2017	490	0	178
2018	470	1	170
Total Crashes	2673	7	1034

Figure 3.20 - SR 826 Crashes by Severity – North Segment

As shown in **Figure 3.20**, there were 2,673 (72%) "Property Damage Only Crashes" and 1,034 (27.8%) "Injury Crashes". Furthermore, there were 7 (0.2%) "Fatal Crashes" reported in the referenced five-year analysis period. Two fatal crashes were against parked vehicles that occurred on Thursday, December 2015 at 5:30 AM, south of SR 90/SW 8th Street, and on Sunday, July 2018 at 2:41 PM, south of SR 976/SW 40th Street. Another fatal crash was an angle collision that occurred on Sunday, November 2015 at 7:35 AM, at SR 836. Three other fatal crashes were fixed object collisions that occurred on Monday, January 2016 at 10:17 AM, south of SW 24th Street, on Saturday, January 2016 at 12:45 AM, at SR 90/SW 8th Street, and on Saturday, September 2018 at 10:00 PM, at SR 836. Lastly, one fatal crash was a rear-end collision that occurred on Sunday, January 2017 at 5:10 AM, south of SR 976/SW 40th Street. Three of the seven fatal crashes occurred during the early morning hours at 12:45 AM or 5:30 AM.

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 3.21** shows the lighting conditions summary for the north segment of SR 826.



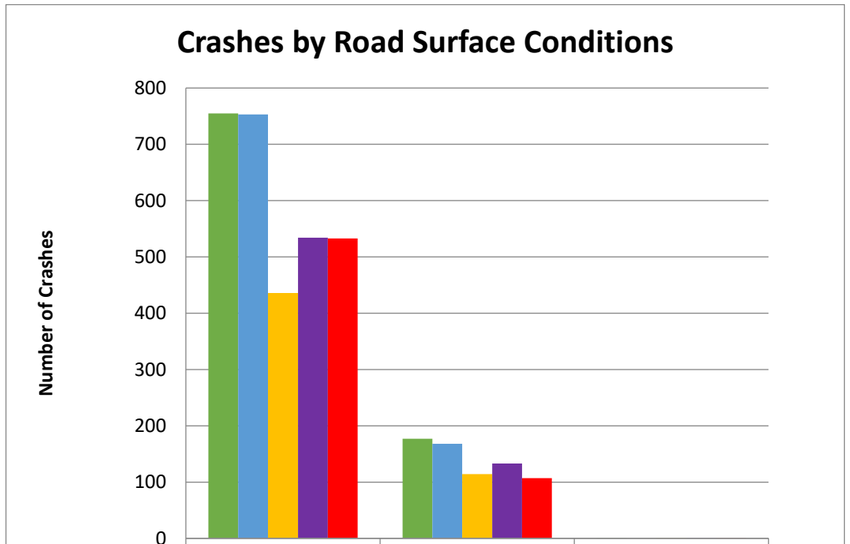
	Daylight	Dusk	Dawn	Dark	Unknown
2014	669	27	15	226	7
2015	657	27	25	225	0
2016	365	25	10	167	2
2017	442	15	17	199	0
2018	408	21	27	196	0
Total Crashes	2541	115	94	1013	9

Figure 3.21 - SR 826 Crash Distribution by Lighting Conditions – North Segment

As shown in **Figure 3.21**, most of the crashes occurred during daylight conditions. Of the total 3,714 crashes that occurred along the north segment, 1,209 (32.6%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 28%. Nevertheless, a review of the existing conditions indicates that roadway lighting is present along the center median barrier throughout the study corridor limits.

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 3.22** shows the road surface conditions summary for the north segment of SR 826.



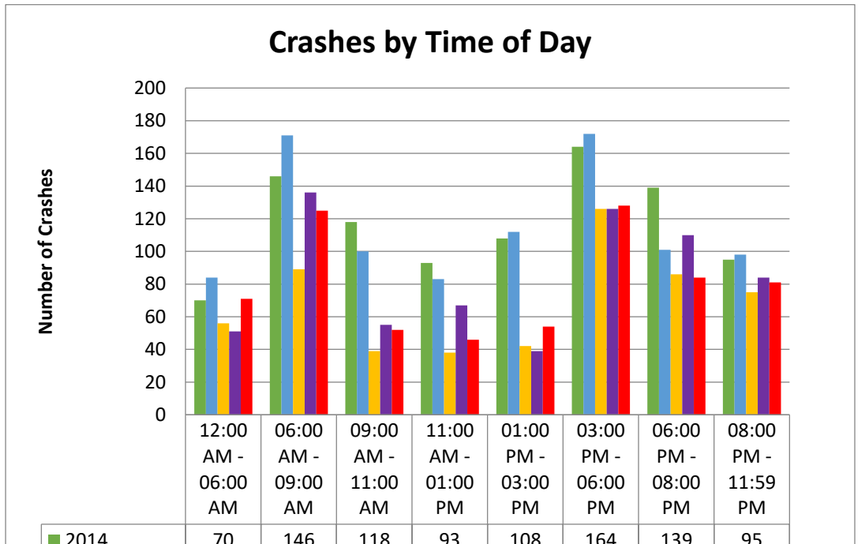
	Dry	Wet	Others
2014	755	177	1
2015	753	168	0
2016	436	114	1
2017	534	133	1
2018	533	107	1
Total Crashes	3011	699	4

Figure 3.22 - SR 826 Crash Distribution by Road Surface Conditions – North Segment

As illustrated in **Figure 3.122**, 699 (18.8%) of the total crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 12%. Most crashes, however, occurred during dry surface conditions, accounting for about 81%.

Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if hourly variations had a substantial effect on crash occurrences along the north segment of the corridor. **Figure 3.23** 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
2014	70	146	118	93	108	164	139	95
2015	84	171	100	83	112	172	101	98
2016	56	89	39	38	42	126	86	75
2017	51	136	55	67	39	126	110	84
2018	71	125	52	46	54	128	84	81
Total Crashes	332	667	364	327	355	716	520	433

Figure 3.23 - SR 826 Crash Distribution by Time of Day – North Segment

As shown in **Figure 3.23**, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (18%) and from 3:00 PM to 6:00 PM (19.3%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day, and indicate that most of the crashes can be attributed to traffic congestion rather than roadway design features.

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 3.8** summarizes the contributing causes of crashes occurring on the north segment of SR 826.

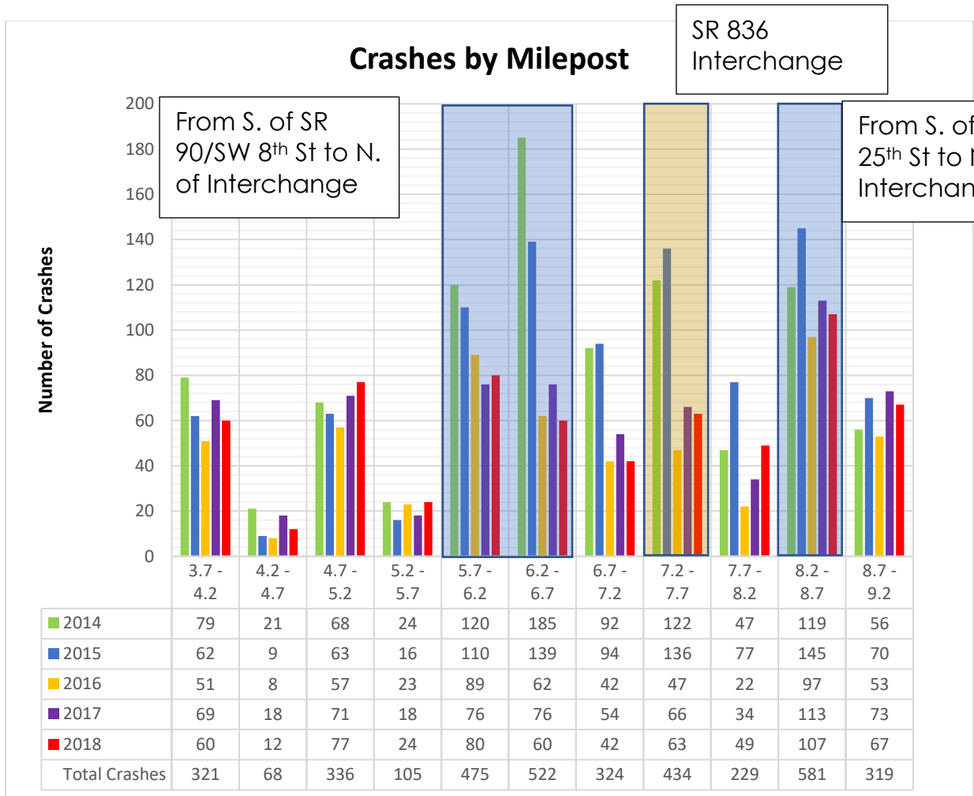
Table 3.8 - SR 826 Crash Distribution by Contributing Causes – North Segment

Contributing Cause	Total	%
Careless or Negligent Manner	2,071	56%
Failed To Keep In Proper Lane	219	6%
Failed to Yield Right-Of-Way	172	5%
Improper Passing	88	2%
Followed too Closely	53	1%
Drove too Fast for Conditions	39	1%
Swerved Or Avoided	27	1%
Improper Turn	26	1%
Over-Correcting/Over-Steering	13	0%
Improper Backing	7	0%
Ran Off Roadway	5	0%
Wrong Side or Wrong Way	3	0%
Erratic, Reckless or Aggressive	2	0%
Ran Red Light	1	0%
Disregarded Other Traffic Sign	1	0%
Ran Stop Sign	0	0%
Exceed Posted Speed	0	0%
Disregarded other Road Markings	0	0%
No Contributing Action	314	8%
Other Contributing Action	673	18%
Total	**3,714**	**100%**

As indicated in **Table 3.8**, approximately 56% (2,071 crashes) of the recorded collisions that occurred in the north segment of SR 826 is attributed to "Careless or Negligent Driving Behavior." This is followed by "Other Contributing Action" with 18% (673 crashes), "Failed To Keep In Proper Lane" with 6% (219 crashes), and "Failed To Yield Right-Of-Way" with 5% (172 crashes).

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 3.24** summarizes the crash distribution by milepost between MP 3.700 and 8.586 along the north segment of SR 826.



	3.7 - 4.2	4.2 - 4.7	4.7 - 5.2	5.2 - 5.7	5.7 - 6.2	6.2 - 6.7	6.7 - 7.2	7.2 - 7.7	7.7 - 8.2	8.2 - 8.7	8.7 - 9.2
2014	79	21	68	24	120	185	92	122	47	119	56
2015	62	9	63	16	110	139	94	136	77	145	70
2016	51	8	57	23	89	62	42	47	22	97	53
2017	69	18	71	18	76	76	54	66	34	113	73
2018	60	12	77	24	80	60	42	63	49	107	67
Total Crashes	321	68	336	105	475	522	324	434	229	581	319

Figure 3.24 - SR 826 Crash Distribution by Milepost – North Segment

As shown in **Figure 3.24**, in order of magnitude, most crashes occurred between MP 5.7 – 6.2 with 997 (27%) crashes, MP 8.2 – 8.7 with 581 (16%) crashes, and MP 7.2 – 7.7 with 434 (12%) crashes. These milepost ranges identified correspond with the SR 90/SW 8th Street, NW 25th Street, and SR 836 interchanges, respectively.

Average Crash Rates Review

The total number of crashes in the north segment of the study corridor has varied slightly between 2014 and 2018 with an average of 743 crashes per year. Based on the FDOT CAR data output, the Average Daily Traffic (ADT) has varied slightly from 201,002 vpd in 2014 to 223,928 vpd in 2018. Crash rates in million vehicle miles traveled were calculated to determine if variations in total crashes were 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 3.9** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 3.9 - SR 826 Actual Crash Rate vs. Average Crash Rate – North Segment

Year	2014	2015	2016	2017	2018
Number of Crashes	944	934	569	673	652
Average Daily Traffic (ADT)	201,002	198,992	219,811	219,226	223,928
Actual Crash Rate (ACR)	1.399	1.398	0.771	0.914	0.867
District 6 Average Crash Rate (A)	2.017	2.312	2.161	2.129	1.995
Average Vehicle Exposure (M)	674.965	668.215	738.125	736.161	751.950
Critical Crash Rate (CCR)	2.196	2.505	2.338	2.305	2.164
Safety Ratio	0.637	0.558	0.330	0.397	0.401
Statistical Significance	-11.299	-15.530	-25.679	-22.571	-21.891
Confidence Level	50.00%	50.00%	50.00%	50.00%	50.00%

As indicated in **Table 3.9**, the actual crash rate for the north segment of SR 826 is lower than the critical crash rate for other roadways with similar functional classification (urban – other limited access) in District Six for all analysis years from 2014 to 2018. The Highway Safety Improvement Program considers urban segments with a confidence level of 99.95% to have an abnormally high number of crashes. The north segment, with a confidence level of 50%, is not considered to have an abnormally high number of crashes for the analysis years when compared to other roadways of similar characteristics.

High Crash List Review

FDOT's 2014-2018 High Crash Lists (HCL) for spots and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along the north segment of SR 826. Based on the HCL, **Table 3.10** provides a summary list of the spots (ramp junctions) and segments along the north segment of SR 826.

Table 3.10 - SR 826 High Crash List Review – North Segment

Location	Spot (Ramp Junction)	Description	Segment	Description
SR 826 North Segment	MP 3.828	NB SR 826 On-Ramp from WB SR 976		
	MP 4.923/4.926	NB SR 826 On-Ramp from SW 24 St	MP 3.800 to MP 4.000	N and S of SR 976 interchange
	MP 6.080/6.083	NB SR 826 On-Ramp from EB SR 90	MP 5.900 to MP 6.700	S of SR 90 to S of SR 836
	MP 6.562	NB SR 826 Off-Ramp to EB SR 968 and SR 969	MP 7.100 to MP 7.500	N and S of SR 836 interchange
	MP 7.184	SR 826 Mainline under SR 836 Overpass	MP 8.200 to MP 8.600	N and S of NW 25 St interchange
	MP 7.235	SR 826 Off-Ramp to SR 968 and SR 90		

Note: Study limits include SR 826/Palmetto Expressway (Roadway ID # 87260000), from milepost 3.690 to 9.200.

As indicated in **Table 3.10**, the high crash spots and segments listed above are associated with some of the on or off ramps at the interchanges of SR 976/SW 40th Street, SW 24th Street, SR 90/SW 8th Street, SR 968/W Flagler Street, SR 969/NW 72nd Avenue, and SR 836.

3.6.3 Interchange Crash Analysis

The area of influence of SR 826 includes 11 interchanges (from north to south) (the top five crash locations are highlighted in bold):

1. **NW 25th Street (914 crashes, 11.3%)**
2. **SR 836/Dolphin Expressway (1,967 crashes, 24.3%)**
3. **SR 968/Flagler Street (836 crashes, 10.3%)**
4. **SR 90/SW 8th Street (1,087 crashes, 13.5%)**
5. SW 24th Street/Coral Way (611 crashes, 7.6%)
6. **SR 976/SW 40th Street/Bird Road (1,028 crashes, 12.7%)**
7. SR 874/Don Shula Expressway (58 crashes, less than 1%)
8. SW 56th Street/Miller Drive (286 crashes, 3.5%)
9. SR 986/SW 72nd Street/Sunset Drive (649 crashes, 8.0%)
10. SR 94/SW 88th Street (546 crashes, 6.8%)
11. SR 5/US 1 (98 crashes, 1.2%)

The interchange at SR 969/NW 72nd Avenue/Milan Dairy Road is included within the area of influence along SR 836/Dolphin Expressway. The following sections summarize the crash history between January 1, 2014 through December 31, 2018 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.

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 3.25** shows the influence area selected for the interchange and **Table 3.11** summarizes the crash data within the influence area. The influence area includes crashes along SR 826 from MP 8.000 to MP 8.586 and along NW 25 Street from NW 78 Avenue to NW 75 Avenue. Of the total 914 crashes reported, 699 (76%) crashes were retrieved from the FDOT Crash Analysis Reporting Online and 215 (24%) from Signal-4 Analytics (statewide interactive, web-based geospatial crash analysis tool).

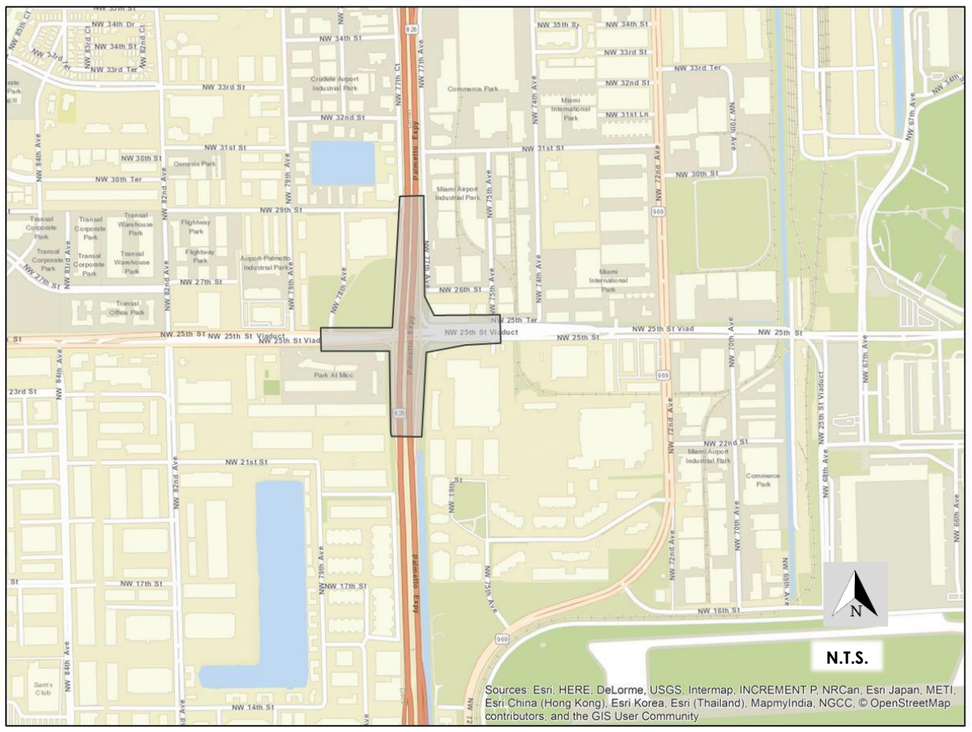


Figure 3.25 - NW 25th Street Interchange Influence Area

A total of 914 crashes occurred at the NW 25th Street interchange, with 232 crashes in 2014, 242 crashes in 2015, 135 crashes in 2016, 147 crashes in 2017 and 158 crashes in 2018. Out of 914 total interchange crashes, 645 occurred on SR 826, 54 occurred on the ramps, and 215 occurred on NW 25 Street. Of the total crashes, 714 (78.1%) were "Property Damage Only" and 200 (21.9%) were "Injury". There were no fatal crashes identified for the study period at this interchange. Two hundred and seventy-eight (30.4%) crashes occurred during dark/dawn/dusk lighting conditions, which is higher than the Districtwide average of 28%. Wet roadway surface conditions were reported for 127 (13.9%) crashes, which is slightly above the Districtwide average of 12%.

Table 3.11 - NW 25th Street Interchange Crash Summary

SR 826/Palmetto Expressway at NW 25 Street from NW 78 Avenue to NW 75 Avenue		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	127	157	71	83	79	517	103	56.6%
	Head On	9	3	2	1	3	18	4	2.0%
	Angle	7	6	10	7	3	33	7	3.6%
	Left Turn	0	0	0	1	0	1	0	0.1%
	Right Turn	0	1	0	0	0	1	0	0.1%
	Sideswipe	63	45	32	33	32	205	41	22.4%
	Backed Into	1	0	0	0	2	3	1	0.3%
	Coll. w/ Parked Car	0	1	1	0	1	3	1	0.3%
	Coll. w/ Pedestrian	1	0	0	0	0	1	0	0.1%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	8	7	3	6	9	33	7	3.6%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	1	2	0	0	0	3	1	0.3%
	Other	15	20	16	16	29	96	19	10.5%
	Total Crashes	**232**	**242**	**135**	**147**	**158**	**914**	**183**	**100.0%**
SEVERITY	PDO Crashes	178	196	101	111	128	714	143	78.1%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	54	46	34	36	30	200	40	21.9%
LIGHTING CONDITIONS	Daylight	157	176	96	106	101	636	127	69.6%
	Dusk	17	16	8	8	11	60	12	6.6%
	Dawn	6	4	2	5	5	22	4	2.4%
	Dark	52	46	29	28	41	196	39	21.4%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	195	215	114	128	135	787	157	86.1%
	Wet	37	27	21	19	23	127	25	13.9%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	18	14	12	9	23	76	15	8.3%
	06:00 AM - 09:00 AM	28	30	14	23	17	112	22	12.3%
	09:00 AM - 11:00 AM	21	20	16	15	12	84	17	9.2%
	11:00 AM - 01:00 PM	30	27	6	16	10	89	18	9.7%
	01:00 PM - 03:00 PM	32	34	10	11	18	105	21	11.5%
	03:00 PM - 06:00 PM	38	62	43	36	44	223	45	24.4%
	06:00 PM - 08:00 PM	42	31	19	24	17	133	27	14.6%
	08:00 PM - 11:59 PM	23	24	15	13	17	92	18	10.1%

The leading crash types include Rear-end with 517 (56.6%) and Sideswipe with 205 (22.4%). 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. During the crash analysis years, this interchange serviced between 86,000 to 101,000 vehicles daily.

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 3.26** shows the influence area selected for the interchange and **Table 3.12** summarizes the crash data within the influence area.

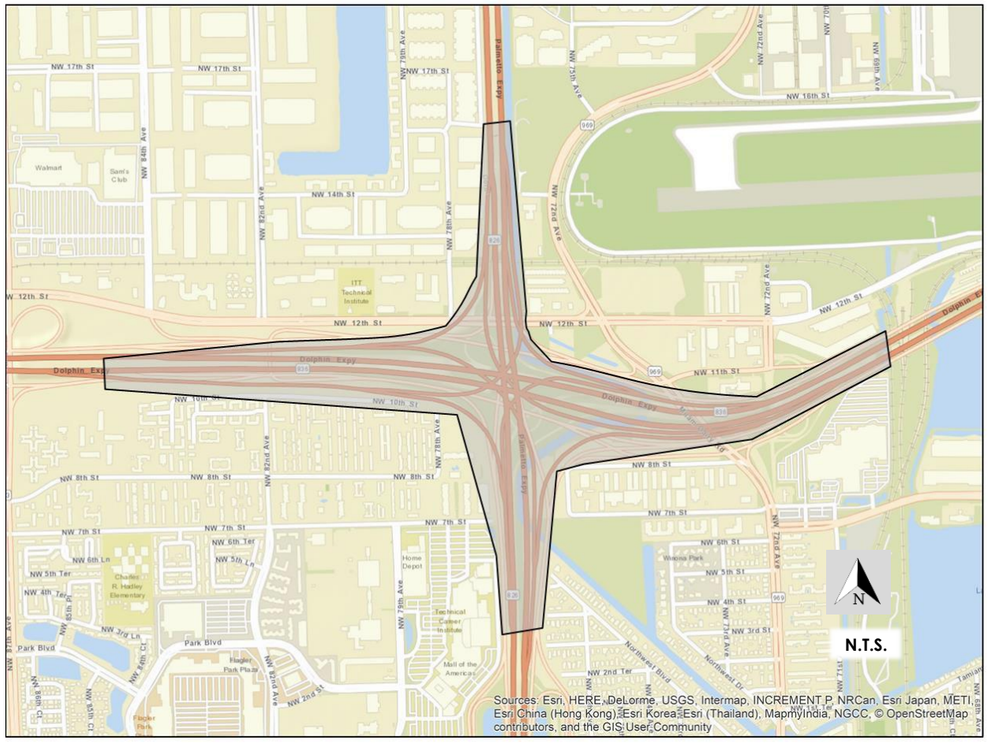


Figure 3.26 - SR 836/Dolphin Expressway Interchange Influence Area

A total of 1,967 crashes occurred at the SR 836 interchange, with 601 crashes in 2014, 600 crashes in 2015, 263 crashes in 2016, 272 crashes in 2017 and 231 crashes in 2018. Out of 1,967 total interchange crashes, 667 occurred on SR 826, 65 occurred on the SR 826 ramps, 1,043 occurred on SR 836, and 191 occurred on the SR 836 ramps. Of the total crashes, 1,439 (73.2%) were "Property Damage Only" and 524 (26.6%) were "Injury". There were 4 (0.2%) fatalities reported. Six hundred and sixty-three (33.7%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 28%. Wet roadway surface conditions were reported for 311 (15.8%) crashes, which is greater than the Districtwide average of 12%.

Table 3.12 - SR 836/Dolphin Expressway Interchange Crash Summary

SR 826/Palmetto Expressway at SR 836/Dolphin Expressway		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	375	331	155	124	110	1095	219	55.7%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	20	15	7	12	11	65	13	3.3%
	Left Turn	0	0	0	1	0	1	0	0.1%
	Right Turn	0	0	1	0	0	1	0	0.1%
	Sideswipe	107	102	39	59	64	371	74	18.9%
	Backed Into	1	0	0	0	0	1	0	0.1%
	Coll. w/ Parked Car	1	1	0	2	0	4	1	0.2%
	Coll. w/ Pedestrian	0	0	2	1	0	3	1	0.2%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	63	104	37	39	19	262	52	13.3%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	5	4	2	0	2	13	3	0.7%
	Other	29	43	20	34	25	151	30	7.7%
	Total Crashes	**601**	**600**	**263**	**272**	**231**	**1967**	**393**	**100.0%**
SEVERITY	PDO Crashes	452	429	173	211	174	1439	288	73.2%
	Fatal Crashes	0	3	0	0	1	4	1	0.2%
	Injury Crashes	149	168	90	61	56	524	105	26.6%
LIGHTING CONDITIONS	Daylight	405	385	170	187	151	1298	260	66.0%
	Dusk	24	25	15	8	9	81	16	4.1%
	Dawn	7	22	2	4	7	42	8	2.1%
	Dark	161	167	75	73	64	540	108	27.5%
	Unknown	4	1	1	0	0	6	1	0.3%
SURFACE CONDITIONS	Dry	510	492	217	232	199	1650	330	83.9%
	Wet	90	106	46	39	30	311	62	15.8%
	Others	1	2	0	1	2	6	1	0.3%
HOUR OF DAY	12:00 AM - 06:00 AM	62	69	26	27	23	207	41	10.5%
	06:00 AM - 09:00 AM	103	102	36	44	35	320	64	16.3%
	09:00 AM - 11:00 AM	66	57	21	24	26	194	39	9.9%
	11:00 AM - 01:00 PM	77	68	24	24	24	217	43	11.0%
	01:00 PM - 03:00 PM	60	64	18	20	20	182	36	9.3%
	03:00 PM - 06:00 PM	85	87	63	62	48	345	69	17.5%
	06:00 PM - 08:00 PM	69	78	42	43	30	262	52	13.3%
	08:00 PM - 11:59 PM	79	75	33	28	25	240	48	12.2%

The leading crash types include Rear-end with 1,095 (55.7%), Sideswipe with 371 (18.9%) and Fixed-object with 262 (13.3%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. During the crash analysis years, this interchange serviced between 193,700 to 235,700 vehicles daily. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 836.

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 3.27** shows the influence area selected for the interchange and **Table 3.13** summarizes the crash data within the influence area.

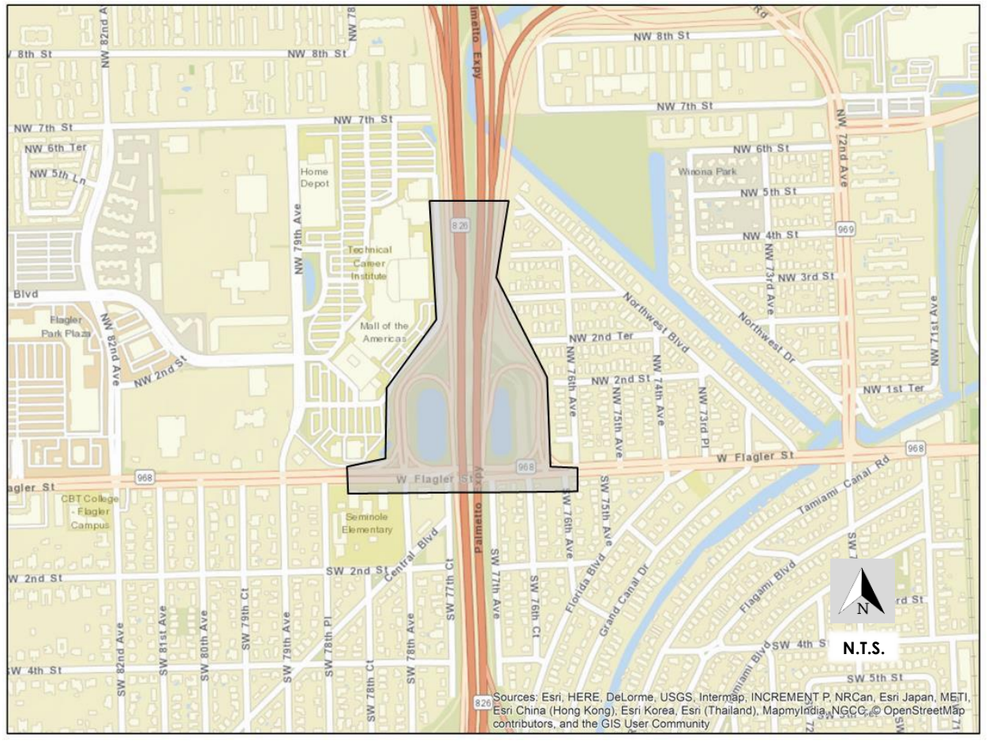


Figure 3.27 - SR 968/Flagler Street Interchange Influence Area

A total of 836 crashes occurred at the SR 968/Flagler Street interchange, with 250 crashes in 2014, 225 crashes in 2015, 138 crashes in 2016, 116 crashes in 2017 and 107 crashes in 2018. Out of 836 total interchange crashes, 420 occurred on SR 826, 112 occurred on the ramps, and 304 occurred on SR 968/Flagler Street. Of the total crashes, 605 (72.4%) were "Property Damage Only" and 231 (27.6%) were "Injury". There were no fatal crashes identified for the study period at this interchange. Two hundred and fifty-nine (31%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 28%. Wet roadway surface conditions were reported for 116 (13.9%) crashes, which is slightly above the Districtwide average of 12%.

Table 3.13 - SR 968/Flagler Street Interchange Crash Summary

SR 826/Palmetto Expressway at SR 968/Flagler Street		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	156	127	64	58	59	464	93	55.5%
	Head On	1	0	0	1	0	2	0	0.2%
	Angle	16	20	8	3	10	57	11	6.8%
	Left Turn	6	10	7	4	2	29	6	3.5%
	Right Turn	1	1	0	3	0	5	1	0.6%
	Sideswipe	50	31	29	32	23	165	33	19.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	2	0	1	3	1	0.4%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	1	0	1	0	0.1%
	Fixed Object	8	23	15	7	8	61	12	7.3%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	0	1	2	2	2	7	1	0.8%
	Other	12	12	11	5	2	42	8	5.0%
	Total Crashes	**250**	**225**	**138**	**116**	**107**	**836**	**167**	**100.0%**
SEVERITY	PDO Crashes	185	162	93	85	80	605	121	72.4%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	65	63	45	31	27	231	46	27.6%
LIGHTING CONDITIONS	Daylight	178	159	90	79	70	576	115	68.9%
	Dusk	9	8	8	2	5	32	6	3.8%
	Dawn	2	4	2	4	3	15	3	1.8%
	Dark	60	54	38	31	29	212	42	25.4%
	Unknown	1	0	0	0	0	1	0	0.1%
SURFACE CONDITIONS	Dry	212	201	115	100	92	720	144	86.1%
	Wet	38	24	23	16	15	116	23	13.9%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	24	20	12	8	12	76	15	9.1%
	06:00 AM - 09:00 AM	27	27	16	19	16	105	21	12.6%
	09:00 AM - 11:00 AM	26	32	12	13	8	91	18	10.9%
	11:00 AM - 01:00 PM	30	24	18	8	15	95	19	11.4%
	01:00 PM - 03:00 PM	42	31	17	11	9	110	22	13.2%
	03:00 PM - 06:00 PM	44	40	29	26	22	161	32	19.3%
	06:00 PM - 08:00 PM	26	27	17	20	15	105	21	12.6%
	08:00 PM - 11:59 PM	31	24	17	11	10	93	19	11.1%

The leading crash types include Rear-end with 464 (55.5%) and Sideswipe with 165 (19.7%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. During the crash analysis years, this interchange serviced between 183,300 to 246,400 vehicles daily.

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 3.28** shows the influence area selected for the interchange and **Table 3.14** summarizes the crash data within the influence area.

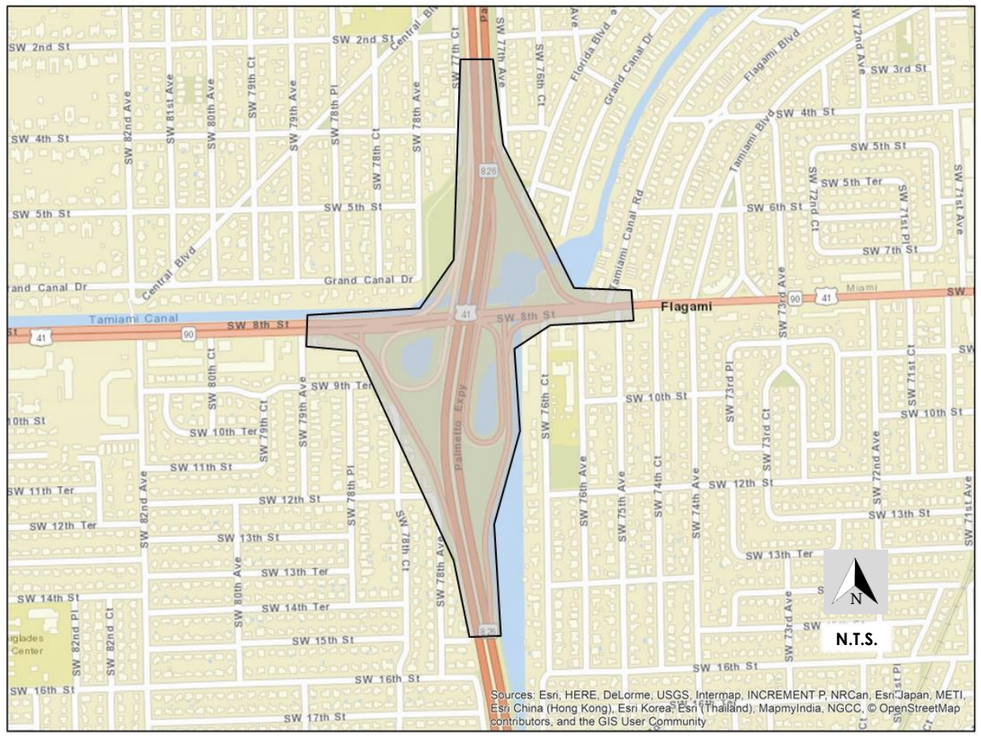


Figure 3.28 - SR 90/SW 8th Street Interchange Influence Area

A total of 1,087 crashes occurred at the SR 90/SW 8th Street interchange, with 242 crashes in 2014, 276 crashes in 2015, 220 crashes in 2016, 185 crashes in 2017 and 164 crashes in 2018. Out of 1,087 total interchange crashes, 541 occurred on SR 826, 123 occurred on the ramps, and 423 occurred on SR 90/SW 8th Street. Of the total crashes, 781 (71.8%) were "Property Damage Only" and 303 (27.9%) were "injury". There were 3 (0.3%) fatal crashes reported in the referenced five-year period. Three hundred and forty-six (31.8%) crashes occurred during dark/dawn/dusk lighting conditions, which is higher than the Districtwide average of 28%. Wet roadway surface conditions were reported for 222 (20.4%) crashes, which is higher the Districtwide average of 12%.

Table 3.14 - SR 90/SW 8th Street Interchange Crash Summary

SR 826/Palmetto Expressway at SR 90/ SW 8 Street		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	132	124	106	82	83	527	105	48.5%
	Head On	0	0	1	0	0	1	0	0.1%
	Angle	15	31	25	27	9	107	21	9.8%
	Left Turn	8	12	11	8	4	43	9	4.0%
	Right Turn	1	3	1	1	0	6	1	0.6%
	Sideswipe	47	49	32	31	35	194	39	17.8%
	Backed Into	1	1	2	0	1	5	1	0.5%
	Coll. w/ Parked Car	0	1	0	0	1	2	0	0.2%
	Coll. w/ Pedestrian	2	0	3	1	0	6	1	0.6%
	Coll. w/ Bicycle	1	1	0	0	0	2	0	0.2%
	Fixed Object	20	25	23	12	14	94	19	8.6%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	1	3	1	2	0	7	1	0.6%
	Other	14	26	15	21	17	93	19	8.6%
	Total Crashes	**242**	**276**	**220**	**185**	**164**	**1087**	**217**	**100.0%**
SEVERITY	PDO Crashes	181	198	146	132	124	781	156	71.8%
	Fatal Crashes	0	1	2	0	0	3	1	0.3%
	Injury Crashes	61	77	72	53	40	303	61	27.9%
LIGHTING CONDITIONS	Daylight	167	206	131	128	105	737	147	67.8%
	Dusk	11	5	8	2	8	34	7	3.1%
	Dawn	4	4	3	1	3	15	3	1.4%
	Dark	56	61	78	54	48	297	59	27.3%
	Unknown	4	0	0	0	0	4	1	0.4%
SURFACE CONDITIONS	Dry	197	216	168	150	133	864	173	79.5%
	Wet	44	60	52	35	31	222	44	20.4%
	Others	1	0	0	0	0	1	0	0.1%
HOUR OF DAY	12:00 AM - 06:00 AM	17	29	27	13	17	103	21	9.5%
	06:00 AM - 09:00 AM	41	47	26	36	24	174	35	16.0%
	09:00 AM - 11:00 AM	41	29	14	14	17	115	23	10.6%
	11:00 AM - 01:00 PM	18	36	25	18	14	111	22	10.2%
	01:00 PM - 03:00 PM	27	34	20	21	13	115	23	10.6%
	03:00 PM - 06:00 PM	38	54	38	33	37	200	40	18.4%
	06:00 PM - 08:00 PM	30	19	29	23	23	124	25	11.4%
	08:00 PM - 11:59 PM	30	28	41	27	19	145	29	13.3%

The leading crash types include Rear-end with 527 (48.5%) and Sideswipe with 194 (17.8%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. During the crash analysis years, this interchange served between 175,900 and 217,700 vehicles daily.

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 3.29** shows the influence area selected for the interchange, and **Table 3.15** summarizes the crash data within the influence area. Of the total 611 crashes reported, 382 (63%) were retrieved from the FDOT Crash Analysis Reporting System, and 229 (37%) from Signal-4 Analytics (a statewide interactive, web-based geospatial crash analysis tool).



Figure 3.29 - SW 24th Street/Coral Way Interchange Influence Area

A total of 611 crashes occurred at the SW 24th Street/Coral Way interchange, with 161 crashes in 2014, 106 crashes in 2015, 95 crashes in 2016, 122 crashes in 2017, and 127 crashes in 2018. Out of 611 total interchange crashes, 346 occurred on SR 826, 36 occurred on the ramps, and 229 occurred on SW 24th Street/Coral Way. Of the total crashes, 470 (76.9%) were "Property Damage Only" and 141 (23.1%) were "Injury". There were no fatal crashes identified for the study period at this interchange. One hundred and forty-six (23.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 28%. Wet roadway surface conditions were reported for 124 (20.3%) crashes, which is higher than the Districtwide average of 12%.

Table 3.15 - SW 24th Street/Coral Way Interchange Crash Summary

SR 826/Palmetto Expressway at SW 24 Street		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	65	49	51	54	59	278	56	45.5%
	Head On	0	0	0	2	1	3	1	0.5%
	Angle	35	17	10	13	16	91	18	14.9%
	Left Turn	1	0	1	0	1	3	1	0.5%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	36	24	22	33	29	144	29	23.6%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	1	1	2	0	0.3%
	Coll. w/ Pedestrian	0	1	0	0	0	1	0	0.2%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	8	10	6	5	8	37	7	6.1%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	0	0	0	1	0	1	0	0.2%
	Other	16	5	5	13	12	51	10	8.3%
	Total Crashes	**161**	**106**	**95**	**122**	**127**	**611**	**122**	**100.0%**
SEVERITY	PDO Crashes	130	80	66	94	100	470	94	76.9%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	31	26	29	28	27	141	28	23.1%
LIGHTING CONDITIONS	Daylight	127	82	73	90	92	464	93	75.9%
	Dusk	17	7	6	8	7	45	9	7.4%
	Dawn	1	2	0	2	1	6	1	1.0%
	Dark	16	14	16	22	27	95	19	15.5%
	Unknown	0	1	0	0	0	1	0	0.2%
SURFACE CONDITIONS	Dry	122	89	69	96	111	487	97	79.7%
	Wet	39	17	26	26	16	124	25	20.3%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	7	4	8	6	10	35	7	5.7%
	06:00 AM - 09:00 AM	36	20	30	23	35	144	29	23.6%
	09:00 AM - 11:00 AM	27	14	13	18	15	87	17	14.2%
	11:00 AM - 01:00 PM	16	9	6	13	8	52	10	8.5%
	01:00 PM - 03:00 PM	14	13	7	13	18	65	13	10.6%
	03:00 PM - 06:00 PM	24	25	15	22	15	101	20	16.5%
	06:00 PM - 08:00 PM	19	8	5	16	9	57	11	9.3%
	08:00 PM - 11:59 PM	18	13	11	11	17	70	14	11.5%

The leading crash types include Rear-end with 278 (45.5%) and Sideswipe with 144 (23.6%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. During the crash analysis years, this interchange served between 172,700 and 228,800 vehicles daily.

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 3.30** shows the influence area selected for the interchange, and **Table 3.16** summarizes the crash data within the influence area.



Figure 3.30 - SR 976/SW 40th Street/Bird Road Interchange Influence Area

A total of 1,028 crashes occurred at the SR 976/SW 40th Street/Bird Road interchange, with 247 crashes in 2014, 197 crashes in 2015, 182 crashes in 2016, 211 crashes in 2017, and 191 crashes in 2018. Out of 1,028 total interchange crashes, 328 occurred on SR 826, 411 occurred on the ramps, and 259 occurred on SR 976/SW 40th Street/Bird Road. Of the total crashes, 740 (72%) were "Property Damage Only" and 284 (27.6%) were "Injury". There were 4 (0.4%) fatalities reported in the referenced five-year period. Two hundred eighty-six (27.8%) crashes occurred during dark/dawn/dusk lighting conditions, which meets the Districtwide average of 28%. Wet roadway surface conditions were reported for 183 (17.8%) crashes, which is higher than the Districtwide average of 12%.

Table 3.16 - SR 976/SW 40th Street/Bird Road Interchange Crash Summary

SR 826/Palmetto Expressway at SR 976/Bird Road/SW 40 Street		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	136	118	105	124	119	602	120	58.6%
	Head On	1	0	0	0	0	1	0	0.1%
	Angle	18	16	13	16	15	78	16	7.6%
	Left Turn	7	4	6	2	4	23	5	2.2%
	Right Turn	1	6	2	4	3	16	3	1.6%
	Sideswipe	42	27	25	31	29	154	31	15.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	2	0	2	0	0.2%
	Coll. w/ Pedestrian	2	0	0	0	1	3	1	0.3%
	Coll. w/ Bicycle	1	0	0	0	0	1	0	0.1%
	Fixed Object	20	10	15	17	11	73	15	7.1%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	3	2	1	0	0	6	1	0.6%
	Other	16	14	15	15	9	69	14	6.7%
	Total Crashes	**247**	**197**	**182**	**211**	**191**	**1028**	**206**	**100.0%**
SEVERITY	PDO Crashes	188	140	129	150	133	740	148	72.0%
	Fatal Crashes	0	3	0	0	1	4	1	0.4%
	Injury Crashes	59	54	53	61	57	284	57	27.6%
LIGHTING CONDITIONS	Daylight	184	136	131	148	138	737	147	71.7%
	Dusk	12	13	5	9	5	44	9	4.3%
	Dawn	3	1	0	6	6	16	3	1.6%
	Dark	46	46	44	48	42	226	45	22.0%
	Unknown	2	1	2	0	0	5	1	0.5%
SURFACE CONDITIONS	Dry	196	156	155	179	159	845	169	82.2%
	Wet	51	41	27	32	32	183	37	17.8%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	11	12	16	14	8	61	12	5.9%
	06:00 AM - 09:00 AM	35	33	27	46	40	181	36	17.6%
	09:00 AM - 11:00 AM	26	23	17	27	21	114	23	11.1%
	11:00 AM - 01:00 PM	28	23	20	31	25	127	25	12.4%
	01:00 PM - 03:00 PM	25	21	33	15	24	118	24	11.5%
	03:00 PM - 06:00 PM	54	37	31	28	28	178	36	17.3%
	06:00 PM - 08:00 PM	44	27	21	24	21	137	27	13.3%
	08:00 PM - 11:59 PM	24	21	17	26	24	112	22	10.9%

The leading crash types include Rear-end with 602 (58.6%) and Sideswipe with 154 (15%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. During the crash analysis years, this interchange served between 159,400 and 195,500 vehicles daily.

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 3.31** shows the influence area selected for the interchange, and **Table 3.17** summarizes the crash data within the influence area.



Figure 3.31 - SR 874/Don Shula Expressway Interchange Influence Area

A total of 58 crashes occurred at the SR 874/Don Shula Expressway interchange, with 17 crashes in 2014, 11 crashes in 2015, 12 crashes in 2016, 10 crashes in 2017, and 8 crashes in 2018. Out of 58 total interchange crashes, 49 occurred on SR 826, 2 occurred on the SR 826 ramps, and 7 occurred on SR 874. Of the total crashes, 35 (60.3%) were "Property Damage Only" and 23 (39.7%) were "Injury". There were no fatal crashes identified for the study period at this interchange. Twenty-two (37.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 28%. Wet roadway surface conditions were reported for 12 (20.7%) crashes, which is greater than the Districtwide average of 12%.

Table 3.17 - SR 874/Don Shula Expressway Interchange Crash Summary

SR 826/Palmetto Expressway at SR 874/Don Shula Expressway		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	11	2	3	4	4	24	5	41.4%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	1	1	0	2	0	3.4%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	2	2	5	2	2	13	3	22.4%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	1	0	0	0	1	0	1.7%
	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	2	6	2	0	1	11	2	19.0%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	0	0	0	1	1	2	0	3.4%
	Other	2	0	1	2	0	5	1	8.6%
	Total Crashes	**17**	**11**	**12**	**10**	**8**	**58**	**12**	**100.0%**
SEVERITY	PDO Crashes	11	5	8	6	5	35	7	60.3%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	6	6	4	4	3	23	5	39.7%
LIGHTING CONDITIONS	Daylight	10	7	9	4	6	36	7	62.1%
	Dusk	1	0	1	0	0	2	0	3.4%
	Dawn	0	1	0	0	0	1	0	1.7%
	Dark	6	3	2	6	2	19	4	32.8%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	11	9	11	8	7	46	9	79.3%
	Wet	6	2	1	2	1	12	2	20.7%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	4	3	1	4	0	12	2	20.7%
	06:00 AM - 09:00 AM	3	2	1	1	0	7	1	12.1%
	09:00 AM - 11:00 AM	2	1	2	0	3	8	2	13.8%
	11:00 AM - 01:00 PM	0	1	2	1	1	5	1	8.6%
	01:00 PM - 03:00 PM	0	2	3	1	1	7	1	12.1%
	03:00 PM - 06:00 PM	4	1	2	1	1	9	2	15.5%
	06:00 PM - 08:00 PM	3	1	0	1	0	5	1	8.6%
	08:00 PM - 11:59 PM	1	0	1	1	2	5	1	8.6%

The leading crash types include Rear-end with 24 (41.4%), Sideswipe with 13 (22.4%) and Fixed-Object with 11 (19%). Rear-end and Sideswipe type crashes are typical of highly congested roadways. During the crash analysis years, this interchange serviced between 114,000 to 141,500 vehicles daily. Fixed-object type crashes are typical on freeways with guardrails or concrete barriers like SR 826 and SR 874.

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 3.32** shows the influence area selected for the interchange and **Table 3.18** summarizes the crash data within the influence area. Of the total 286 crashes reported, 231 (81%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 55 (19%) from Signal-4 Analytics (statewide interactive, web-based geospatial crash analysis tool).



Figure 3.32 - SW 56th Street/Miller Drive Interchange Influence Area

A total of 286 crashes occurred at the SW 56th Street/Miller Drive interchange, with 54 crashes in 2014, 58 crashes in 2015, 66 crashes in 2016, 55 crashes in 2017 and 53 crashes in 2018. Out of 286 total interchange crashes, 209 occurred on SR 826, 22 occurred on the ramps, and 55 occurred on SW 56th Street/Miller Drive. Of the total crashes, 188 (65.7%) were "Property Damage Only" and 98 (34.3%) were "Injury". There were no fatal crashes identified for the study period at this interchange. Seventy-five (26.2%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 28%. Wet roadway surface conditions were reported for 69 (24.1%) crashes, which is lower than the Districtwide average of 12%.

Table 3.18 - SW 56th Street/Miller Drive Interchange Crash Summary

SR 826/Palmetto Expressway at SW 56 Street/Miller Drive		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	26	24	26	31	30	137	27	47.9%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	1	3	5	2	13	3	4.5%
	Left Turn	4	1	0	1	1	7	1	2.4%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	8	16	13	10	5	52	10	18.2%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	1	0	0	1	0	0.3%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	6	13	12	4	5	40	8	14.0%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	0	0	2	0	0	2	0	0.7%
	Other	8	3	9	4	10	34	7	11.9%
	Total Crashes	**54**	**58**	**66**	**55**	**53**	**286**	**57**	**100.0%**
SEVERITY	PDO Crashes	38	33	38	38	41	188	38	65.7%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	16	25	28	17	12	98	20	34.3%
LIGHTING CONDITIONS	Daylight	36	42	46	46	41	211	42	73.8%
	Dusk	7	1	3	2	1	14	3	4.9%
	Dawn	0	1	2	1	0	4	1	1.4%
	Dark	11	14	15	6	11	57	11	19.9%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	38	46	53	42	38	217	43	75.9%
	Wet	16	12	13	13	15	69	14	24.1%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	5	5	7	4	4	25	5	8.7%
	06:00 AM - 09:00 AM	12	13	19	17	14	75	15	26.2%
	09:00 AM - 11:00 AM	3	8	2	9	5	27	5	9.4%
	11:00 AM - 01:00 PM	2	5	9	4	9	29	6	10.1%
	01:00 PM - 03:00 PM	4	6	5	4	6	25	5	8.7%
	03:00 PM - 06:00 PM	15	7	10	9	4	45	9	15.7%
	06:00 PM - 08:00 PM	5	7	6	6	6	30	6	10.5%
	08:00 PM - 11:59 PM	8	7	8	2	5	30	6	10.5%

The leading crash types include Rear-end with 137 (47.9%) and Sideswipe with 52 (18.2%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and interchanges. During the crash analysis years, this interchange served between 79,500 and 135,200 vehicles daily.

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 3.33** shows the influence area selected for the interchange, and **Table 3.19** summarizes the crash data within the influence area.



Figure 3.33 - SR 986/SW 72nd Street/Sunset Drive Interchange Influence Area

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%.

Table 3.19 - SR 986/SW 72nd Street/Sunset Drive Interchange Crash Summary

SR 826/Palmetto Expressway at SW 72 Street		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	71	69	64	85	80	369	74	56.9%
	Head On	0	0	1	0	0	1	0	0.2%
	Angle	17	19	15	25	13	89	18	13.7%
	Left Turn	10	4	7	38	8	67	13	10.3%
	Right Turn	0	1	1	3	1	6	1	0.9%
	Sideswipe	6	10	13	9	10	48	10	7.4%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	1	0	0	1	2	0	0.3%
	Coll. w/ Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	6	5	9	9	8	37	7	5.7%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	0	0	1	1	0	2	0	0.3%
	Other	3	6	11	4	4	28	6	4.3%
	Total Crashes	**113**	**115**	**122**	**174**	**125**	**649**	**130**	**100.0%**
SEVERITY	PDO Crashes	84	94	91	138	91	498	100	76.7%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	29	21	31	36	34	151	30	23.3%
LIGHTING CONDITIONS	Daylight	85	85	89	134	93	486	97	74.9%
	Dusk	4	3	5	5	5	22	4	3.4%
	Dawn	0	1	0	2	1	4	1	0.6%
	Dark	24	25	27	33	26	135	27	20.8%
	Unknown	0	1	1	0	0	2	0	0.3%
SURFACE CONDITIONS	Dry	100	98	105	150	108	561	112	86.4%
	Wet	13	17	17	24	17	88	18	13.6%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	5	8	11	9	11	44	9	6.8%
	06:00 AM - 09:00 AM	14	14	11	17	19	75	15	11.6%
	09:00 AM - 11:00 AM	11	14	10	22	14	71	14	10.9%
	11:00 AM - 01:00 PM	18	14	15	14	16	77	15	11.9%
	01:00 PM - 03:00 PM	14	10	17	21	15	77	15	11.9%
	03:00 PM - 06:00 PM	22	24	27	46	24	143	29	22.0%
	06:00 PM - 08:00 PM	11	16	20	34	16	97	19	14.9%
	08:00 PM - 11:59 PM	18	15	11	11	10	65	13	10.0%

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 served between 101,300 and 116,900 vehicles daily.

SR 94/SW 88th Street/Kendall Drive Interchange

SR 94/SW 88th Street/Kendall Drive is a six-lane divided roadway that intersects with S R 8 2 6 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.34** shows the influence area selected for the interchange and **Table 3.20** summarizes the crash data within the influence area.

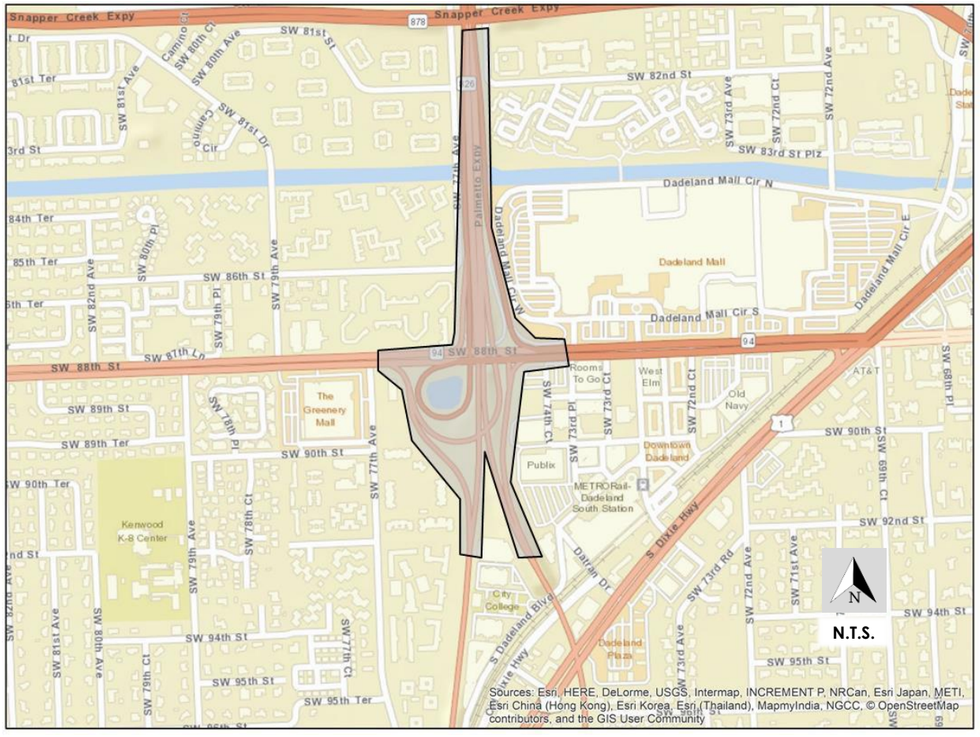


Figure 3.34 - SR 94/SW 88th Street/Kendall Drive Interchange Influence Area

A total of 546 crashes occurred at the SR 94/SW 88th Street/Kendall Drive interchange, with 113 crashes in 2014, 116 crashes in 2015, 85 crashes in 2016, 102 crashes in 2017 and 130 crashes in 2018. Out of 546 total interchange crashes, 103 occurred on SR 826, 85 occurred on the ramps, and 358 occurred on SR 94/SW 88th Street/Kendall Drive. Of the total crashes, 389 (71.2%) were "Property Damage Only" and 155 (28.4%) were "Injury". There were two (0.4%) fatalities reported in the referenced five-year period. One hundred and fifty-three (28%) crashes occurred during dark/dawn/dusk lighting conditions, which meets the Districtwide average of 28%. Wet roadway surface conditions were reported for 82 (15%) crashes, which is greater than the Districtwide average of 12%.

Table 3.20 - SR 94/SW 88th Street/Kendall Drive Interchange Crash Summary

SR 826/Palmetto Expressway at SR 94/SW 88 Street		Number of Crashes Year 2014	2015	2016	2017	2018	5 Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	56	49	41	46	57	249	50	45.6%
	Head On	1	0	0	0	0	1	0	0.2%
	Angle	12	23	6	15	16	72	14	13.2%
	Left Turn	8	12	6	7	17	50	10	9.2%
	Right Turn	1	0	0	1	4	6	1	1.1%
	Sideswipe	16	14	11	14	12	67	13	12.3%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	1	0	0	1	1	3	1	0.5%
	Coll. w/ Pedestrian	2	0	2	3	0	7	1	1.3%
	Coll. w/ Bicycle	1	1	2	1	1	6	1	1.1%
	Fixed Object	7	10	11	8	12	48	10	8.8%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	0	0	1	0	0	1	0	0.2%
	Other	8	7	5	6	10	36	7	6.6%
	Total Crashes	**113**	**116**	**85**	**102**	**130**	**546**	**109**	**100.0%**
SEVERITY	PDO Crashes	86	79	63	73	88	389	78	71.2%
	Fatal Crashes	1	1	0	0	0	2	0	0.4%
	Injury Crashes	26	36	22	29	42	155	31	28.4%
LIGHTING CONDITIONS	Daylight	90	82	57	68	94	391	78	71.6%
	Dusk	4	1	1	3	3	12	2	2.2%
	Dawn	1	1	2	3	2	9	2	1.6%
	Dark	18	30	25	28	31	132	26	24.2%
	Unknown	0	2	0	0	0	2	0	0.4%
SURFACE CONDITIONS	Dry	101	94	69	89	111	464	93	85.0%
	Wet	12	22	16	13	19	82	16	15.0%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	6	8	3	6	6	29	6	5.3%
	06:00 AM - 09:00 AM	11	12	13	19	17	72	14	13.2%
	09:00 AM - 11:00 AM	13	10	5	7	16	51	10	9.3%
	11:00 AM - 01:00 PM	10	11	7	3	6	37	7	6.8%
	01:00 PM - 03:00 PM	16	13	10	16	19	74	15	13.6%
	03:00 PM - 06:00 PM	33	33	19	20	29	134	27	24.5%
	06:00 PM - 08:00 PM	18	12	14	17	21	82	16	15.0%
	08:00 PM - 11:59 PM	6	17	14	14	16	67	13	12.3%

The leading crash types include Rear-end with 249 (45.6%) and Angle with 72 (13.2%). Rear-end and Angle type crashes are typical of highly congested roadways and signalized

intersections. During the crash analysis years, this interchange served between 72,100 and 102,500 vehicles daily.

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 3.35** shows the influence area selected for the interchange and **Table 3.21** summarizes the crash data within the influence area.

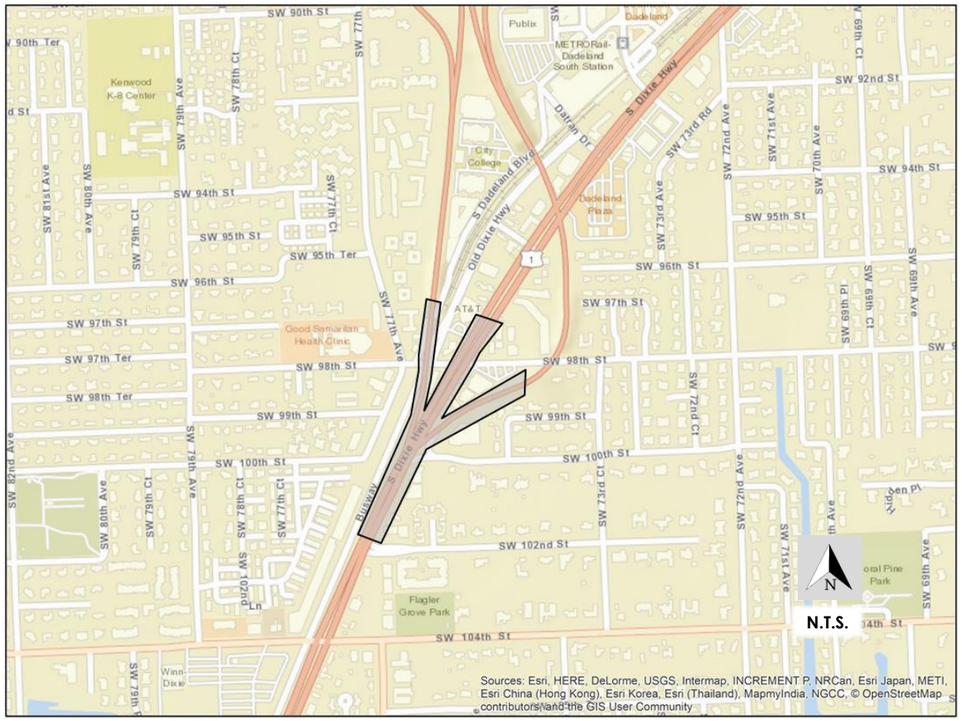


Figure 3.35 - SR 5/US 1/South Dixie Highway Interchange Influence Area

A total of 98 crashes occurred at the SR 5/US 1/South Dixie Highway interchange, with 19 crashes in 2014, 24 crashes in 2015, 24 crashes in 2016, 11 crashes in 2017, and 20 crashes in 2018. Out of 98 total interchange crashes, 36 occurred on SR 826, and 62 occurred on SR 5/US 1/South Dixie Highway. Of the total crashes, 78 (79.6%) were "Property Damage Only" and 20 (20.4%) were "Injury". There were no fatal crashes identified for the study period at this interchange. Thirty-two (32.6%) crashes occurred during dark/dawn/dusk lighting conditions, which is above the Districtwide average of 28%. Wet roadway surface conditions were reported for 23 (10.6%) crashes, which is greater than the Districtwide average of 12%.

Table 3.21 - SR 5/US 1/South Dixie Highway Interchange Crash Summary

SR 826/Palmetto Expressway at SR 5/US 1		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2014	2015	2016	2017	2018			
CRASH TYPE	Rear End	5	9	10	3	8	35	7	35.7%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	4	2	1	0	4	11	2	11.2%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	4	7	8	6	3	28	6	28.6%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	1	0	0	0	1	0	1.0%
	Fixed Object	1	3	2	1	5	12	2	12.2%
	Ran Off Road	0	0	0	0	0	0	0	0.0%
	Overturned	0	0	0	1	0	1	0	1.0%
	Other	5	2	3	0	0	10	2	10.2%
	Total Crashes	**19**	**24**	**24**	**11**	**20**	**98**	**20**	**100.0%**
SEVERITY	PDO Crashes	15	17	22	10	14	78	16	79.6%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	4	7	2	1	6	20	4	20.4%
LIGHTING CONDITIONS	Daylight	16	17	17	6	10	66	13	67.3%
	Dusk	0	0	1	1	2	4	1	4.1%
	Dawn	0	1	1	0	0	2	0	2.0%
	Dark	3	6	5	4	8	26	5	26.5%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	16	20	19	11	16	82	16	83.7%
	Wet	3	4	5	0	4	16	3	16.3%
	Others	0	0	0	0	0	0	0	0.0%
HOUR OF DAY	12:00 AM - 06:00 AM	0	2	3	3	3	11	2	11.2%
	06:00 AM - 09:00 AM	3	6	6	1	2	18	4	18.4%
	09:00 AM - 11:00 AM	2	2	0	1	0	5	1	5.1%
	11:00 AM - 01:00 PM	4	5	4	1	1	15	3	15.3%
	01:00 PM - 03:00 PM	3	3	3	1	3	13	3	13.3%
	03:00 PM - 06:00 PM	3	2	5	2	2	14	3	14.3%
	06:00 PM - 08:00 PM	2	1	1	0	7	11	2	11.2%
	08:00 PM - 11:59 PM	2	3	2	2	2	11	2	11.2%

The leading crash types include Rear-end with 35 (35.7%) and Sideswipe with 28 (28.6%). Rear-end and Sideswipe type crashes are typical of highly congested roadways and signalized intersections. During the crash analysis years, this interchange served between 49,500 and 97,000 vehicles daily.

4.0 NEED

4.1 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 experience modest growth 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 is expected to result in a significant increase in travel demand, further deteriorating the already congested SR 826 corridor.

4.2 Safety

According to the FDOT *Crash Analysis Reporting System*, there were a total of 3,714 crashes along the north segment of SR 826 (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 (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 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.

4.3 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 SR 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 US 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 to 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's additional lane improvements, this SR 826 regional system will significantly enhance operations, safety, connectivity, and peak-hour travel times.

4.4 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.

4.5 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.

4.6 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.

5.0 FUTURE NO-BUILD CONDITIONS

5.1 FUTURE LAND USE

Existing land use was assessed through the review of current zoning map information. The FDOT District Six Generalized Land Use shapefile (D6_LU_GEN_2022) was downloaded from the Florida Geographic Data Library and compared to the study area. **Table 5.1** reports total area by zoning description found within SR 826, between US 1 and SR 836. The predominant land use present is Residential, Medium Density (36.66%) followed by Commercial and Services (21.41%) and Transportation (17.52%). **Figure 5.1** shows the location of each zoning district.

Table 5.1 - Generalized Land Use

FLUCFCS Classification	FLUCFCS Description	Acres	Percent
110	Residential, Low Density (Less Than Two Dwelling Units Per Acre)	186.51	3.51%
120	Residential, Medium Density (Two-Five Dwelling Units Per Acre)	1,947.03	36.66%
130	Residential, High Density (Six Or More Dwelling Units Per Acre)	329.23	6.20%
140	Commercial and Services	1,137.13	21.41%
150	Industrial	102.80	1.94%
170	Institutional	102.88	1.94%
180	Recreational	138.38	2.61%
190	Open Land	34.56	0.65%
410	Upland Coniferous Forests	3.67	0.07%
510	Streams and Waterways	65.96	1.24%
530	Reservoirs	8.01	0.15%
610	Wetland Hardwood Forests	269.38	5.07%
740	Disturbed Land	55.65	1.05%
810	Transportation	930.48	17.52%
	Total Land Use	5,311.68	100.00%

[1] FDOT, FLUCFCS (Third edition), 1999.

SR 826 is a limited access expressway within the Miami-Dade urban growth boundary. The corridor is consistent with the character and intensity of the surrounding development. Other than the localized effects of potential relocations for the preferred alternative, this project is not expected to affect the current or future land use of the area.

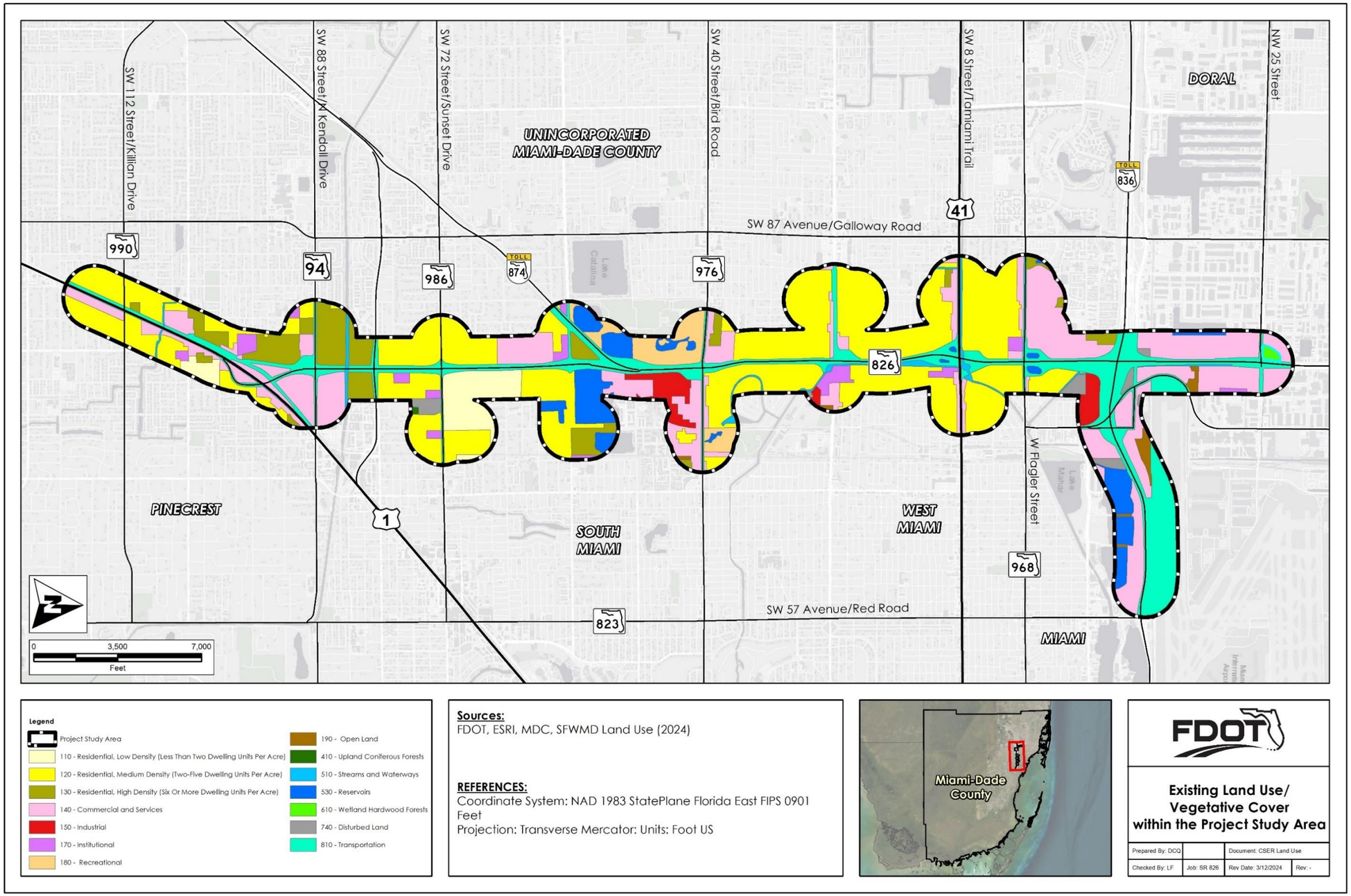


Figure 5.1 - Project Corridor Land Use Map

5.2 No-Build Alternative – Roadway Network

The No-Build Alternative proposes to keep the existing corridor into the future without corridor improvements. No additional lanes, operations, or safety improvements would be implemented throughout the corridor. The effect associated with this alternative includes the acceptance of existing highly congested traffic conditions. Additionally, travel demand and truck traffic are expected to increase significantly over the next 20 years, given the continued growth anticipated in Miami-Dade County. This alternative is considered to be a viable alternative to serve as a comparison to the study's proposed corridor alternatives.

The No-Build Alternative has several positive aspects, as it would not require the expenditure of public funds for design, construction, right-of-way, and/or utility relocation. Traffic would not be temporarily disrupted due to construction, avoiding inconveniences to local residents and businesses. Also, there would be no direct or secondary impacts to the environment, the socio-economic characteristics, community cohesion, or system linkage of the area. The No-Build Alternative includes the existing transportation network, and any funded, planned, or programmed improvements open to traffic by the design year 2055. The No-Build Alternative includes improvements that are elements of the MPO's TIP, the 2050 Miami-Dade Cost Feasible LRTP, the FDOT's Adopted Five-Year Work Program, any local government comprehensive plans, and/or any development mitigation improvement projects that are elements of approved development orders.

The SR 826 corridor, north of SR 874, has a 14-foot wide inside travel lane. This lane was intended to be an HOV lane once the final improvements were completed at the SR 826/SR 836 Interchange. However, these lanes were never officially designated. This lane was designated as an HOV lane as part of the previous SR 826 Corridor Master Plan and PD&E Study.

The No-Build Alternative offers little time savings to carpools/vanpools and transit users on SR 826 due to traffic congestion. As a result of the corridor being overcapacity, travel demand is shifting vehicles to less suitable facilities. This, in turn, is negatively impacting the quality of life in local neighborhoods, as well as increasing driver frustration, reducing safety, and increasing travel time. Without improvements, the project corridor will continue to experience high delays and will continue to operate at LOS F by the design year of 2055 in 52 locations along the corridor. Driving conditions for residents and commuters along the adjacent corridors connecting with SR 826 will also deteriorate well below acceptable LOS standards. The operational analysis results are summarized at the end of this section. The No-Build Alternative will not address the 4,729 crashes along this section of SR 826 (five-year crash period). The leading crash types include rear-end (60.5%), sideswipe (26.6%), and fixed-object (12.9%). Rear-end and sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions, which are currently the conditions on SR 826.

The No-Build Alternative roadway typical sections, within the study limits, are identical to the existing sections, plus any future planned improvements. SR 826, between US 1 and SR 874, consists of five to six 12-foot wide travel lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836, the corridor consists primarily of twelve 11-foot to 14-foot wide travel lanes (six lanes in each direction), 8-foot to 10.5-foot wide outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide center barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in **Figure 5.2** and **Figure 5.3**.

FDOT recently added express lanes between Flagler Street and I-75 (FPID# 432687-1-52-01), which partially overlap with the PD&E Study limits. These improvements are open to traffic and are considered part of the No-Build Alternative (see **Figure 5.4**).

Figure 5.5 depicts the No-Build lane geometry and configurations.

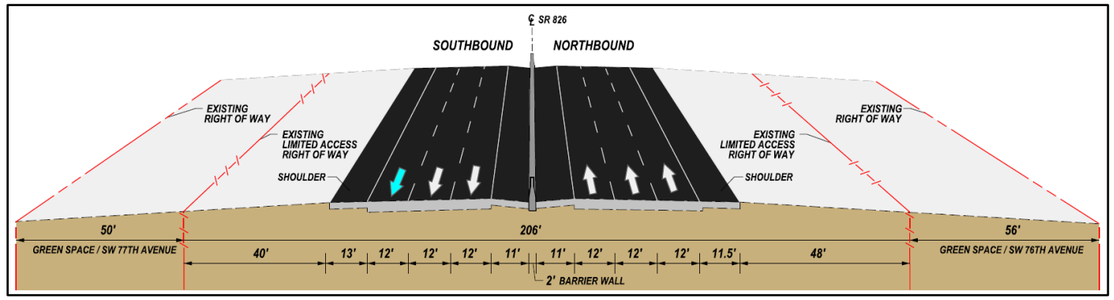


Figure 5.2 - No-Build Alternative Roadway Typical Section between US 1 and SR 874

TRAVEL LANE
AUXILIARY LANE

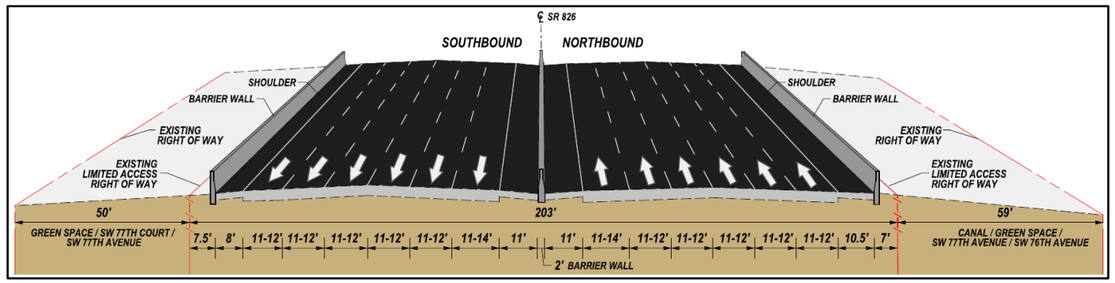


Figure 5.3 - No-Build Alternative Roadway Typical Section between SR 874 and SR 836

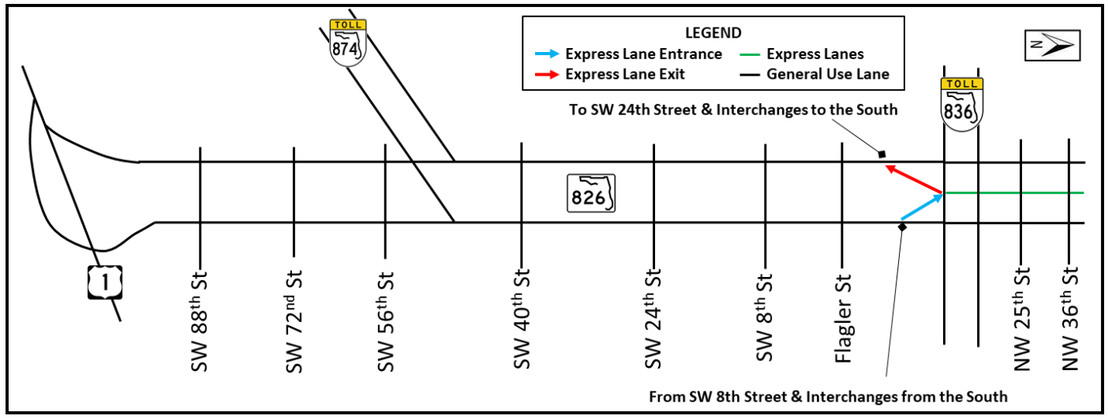
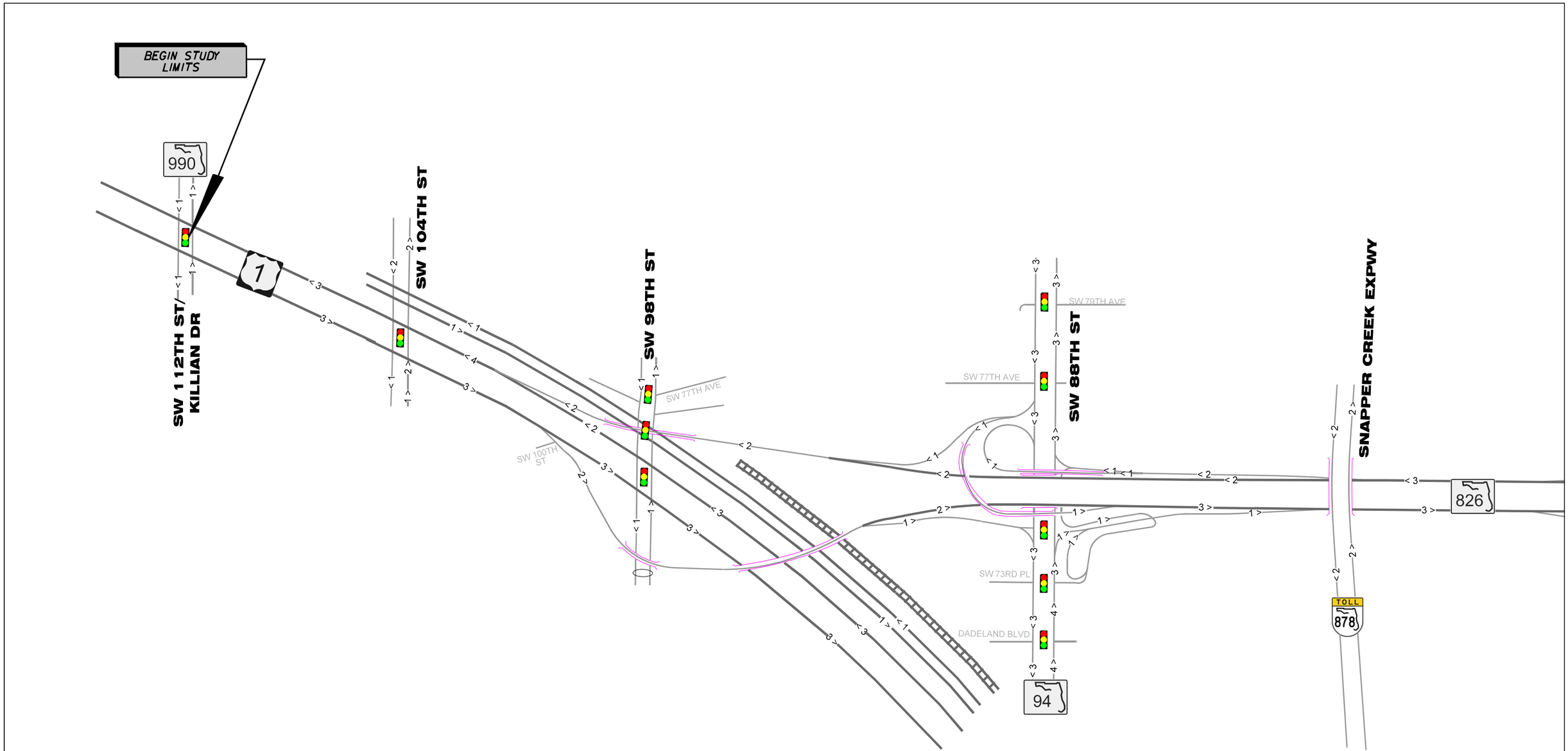


Figure 5.4 - No-Build Alternative Schematic Line Diagram



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- MDX PLANNED IMPROVEMENTS

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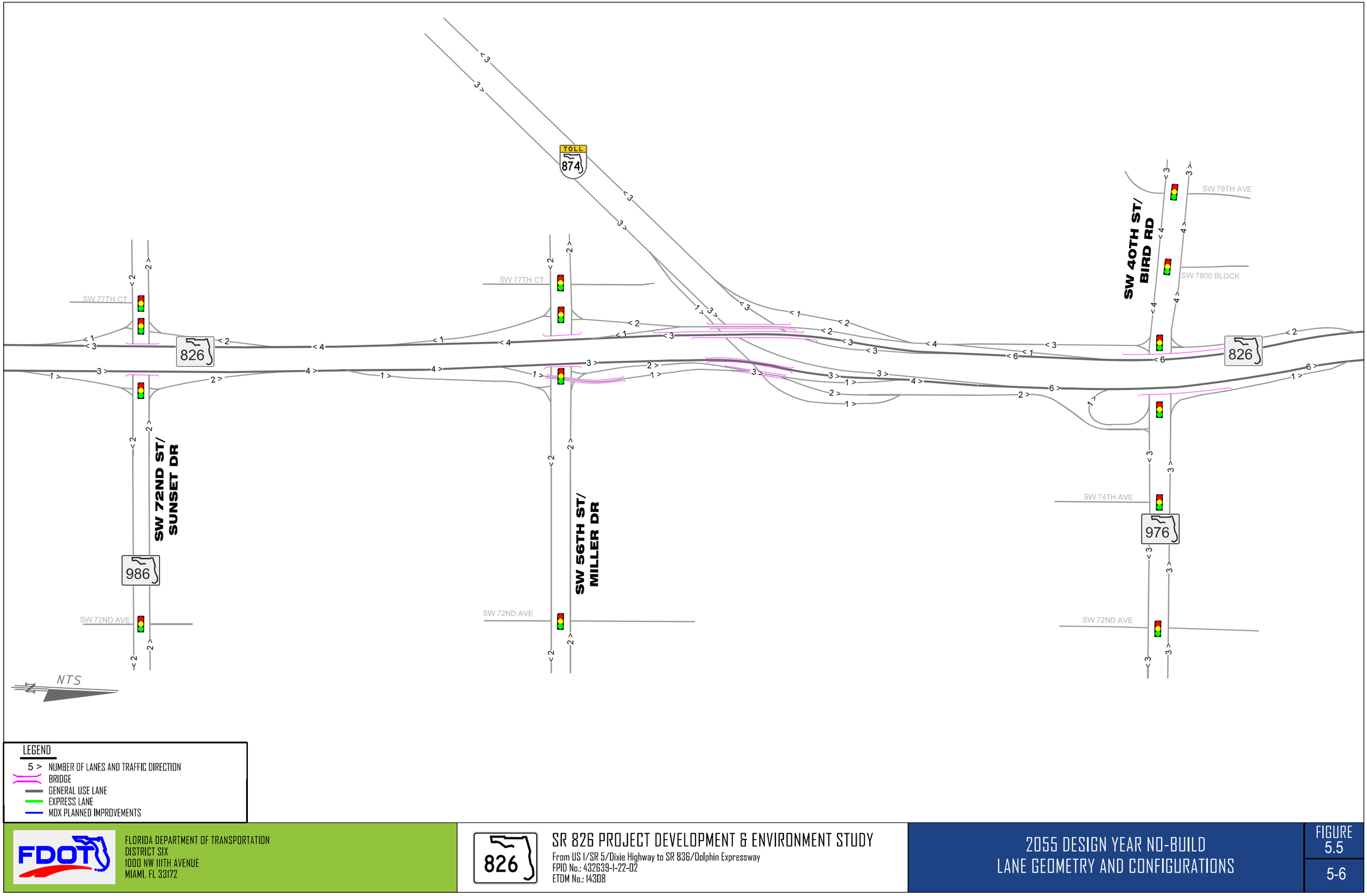
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2055 DESIGN YEAR NO-BUILD LANE GEOMETRY AND CONFIGURATIONS

FIGURE 5.5



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- MDX PLANNED IMPROVEMENTS

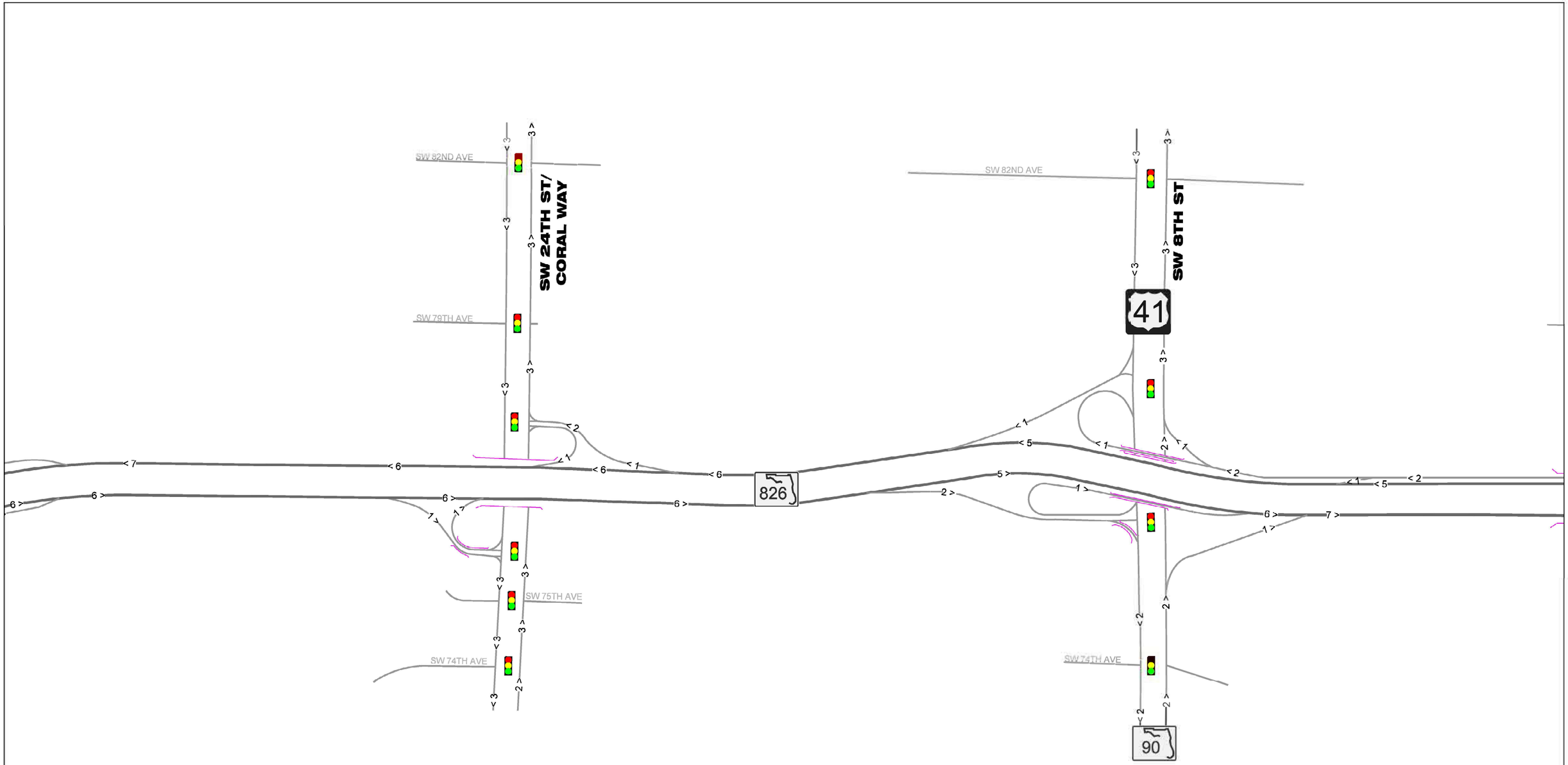
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MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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2055 DESIGN YEAR NO-BUILD LANE GEOMETRY AND CONFIGURATIONS

FIGURE 5.5



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- MDX PLANNED IMPROVEMENTS

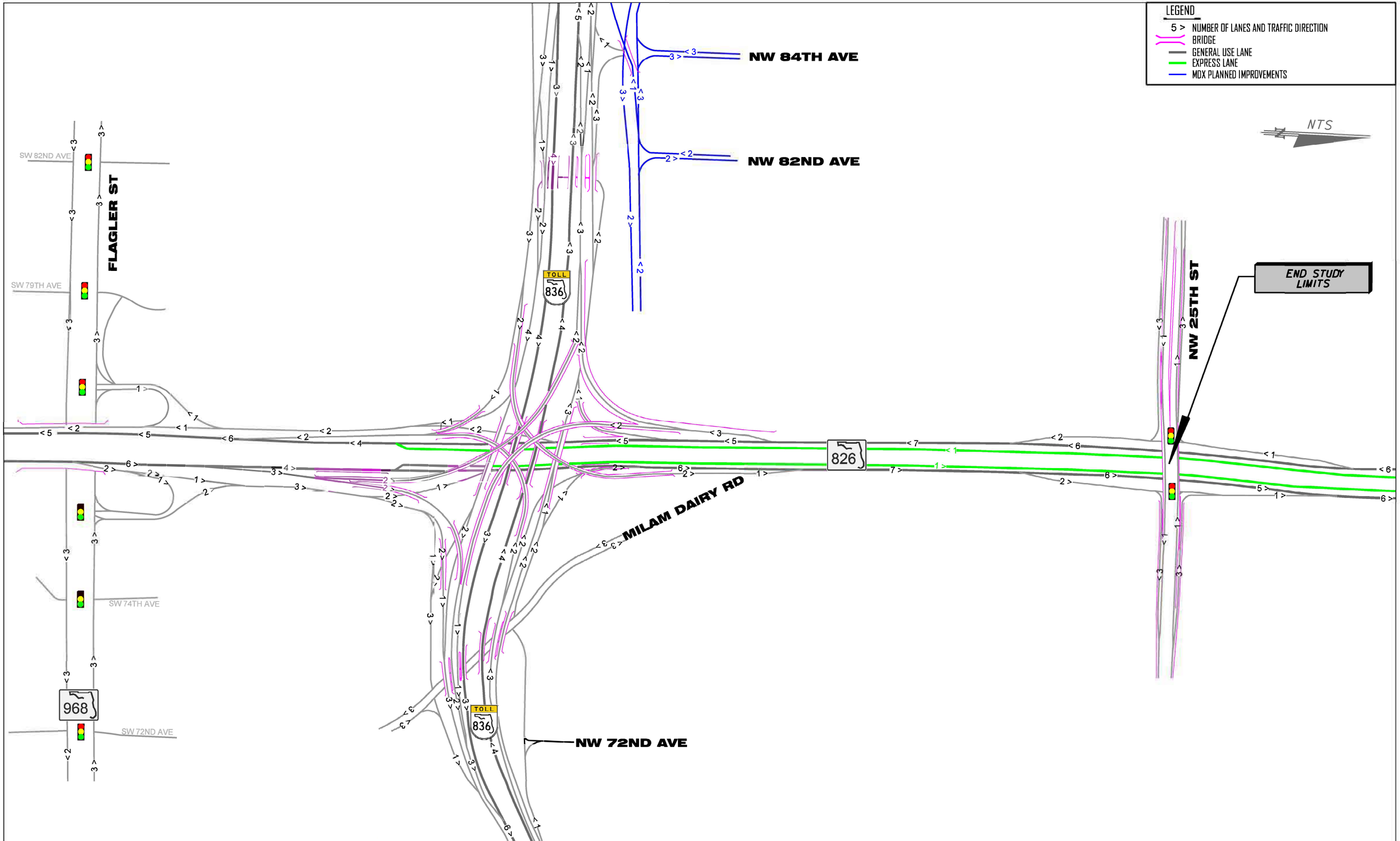
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2055 DESIGN YEAR NO-BUILD LANE GEOMETRY AND CONFIGURATIONS

FIGURE 5.5



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

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD LANE GEOMETRY AND CONFIGURATIONS

FIGURE 5.5

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

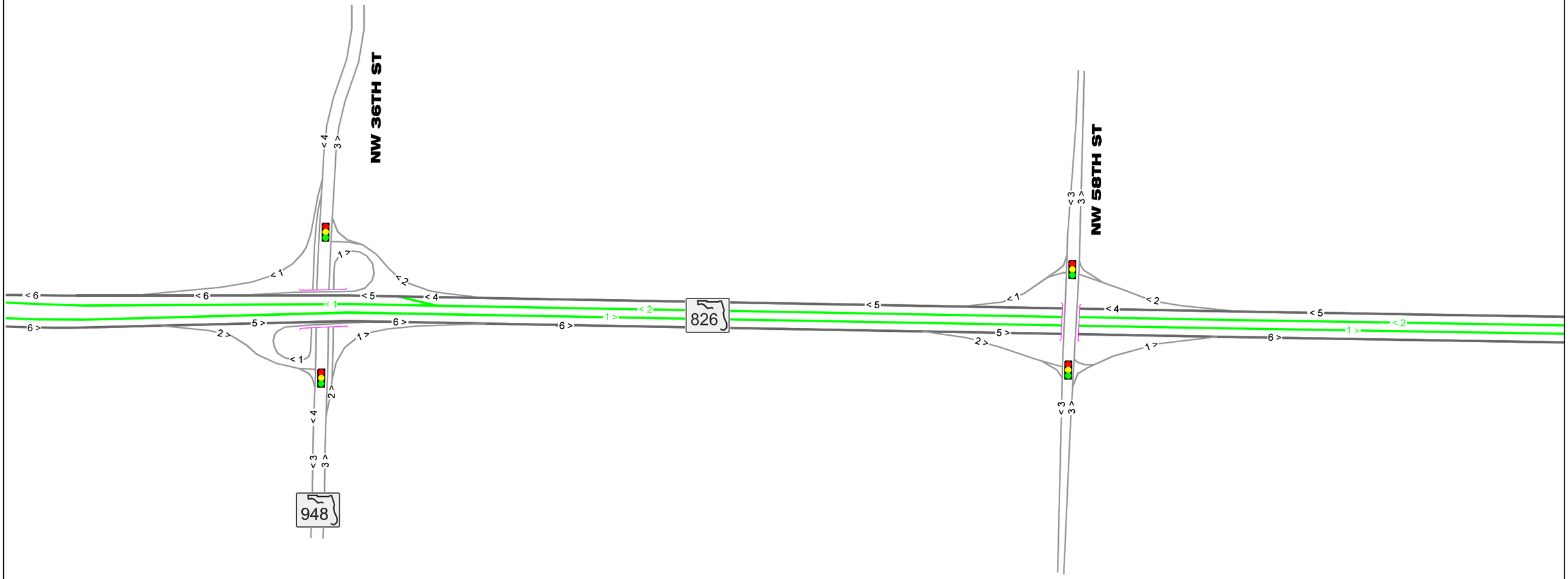
BRIDGE

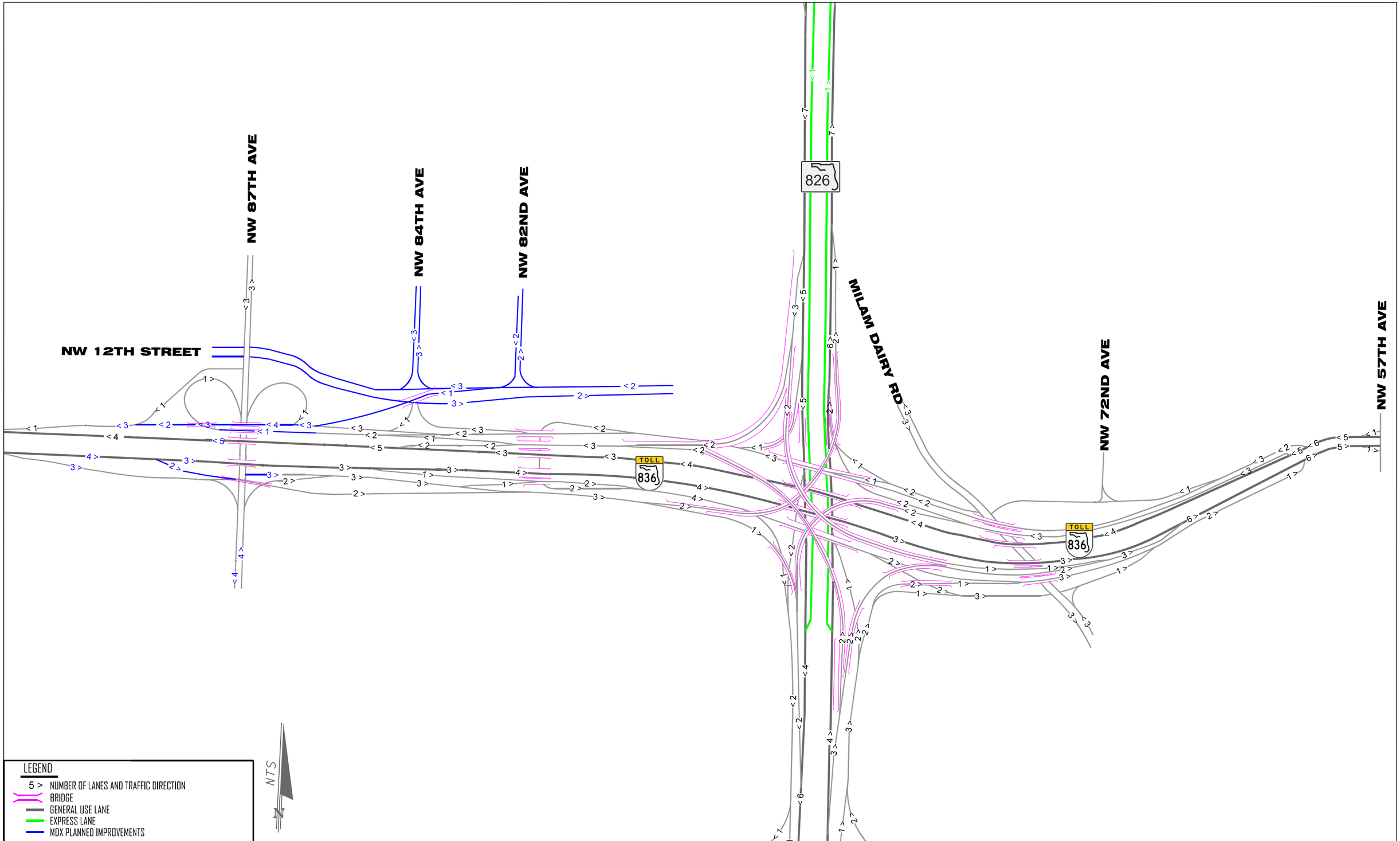
GENERAL USE LANE

EXPRESS LANE

MDX PLANNED IMPROVEMENTS

NTS


NW 36TH ST
NW 58TH ST
826
948
< 4
3 >
1 >
< 1
< 2
< 6
< 5
< 3
2 >
6 >
5 >
1 >
< 2
< 4
< 5
< 3
3 >
1 >
2 >
6 >
5 >
< 1
< 2
< 4
< 5
< 3
3 >
1 >
2 >
6 >
< 1



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

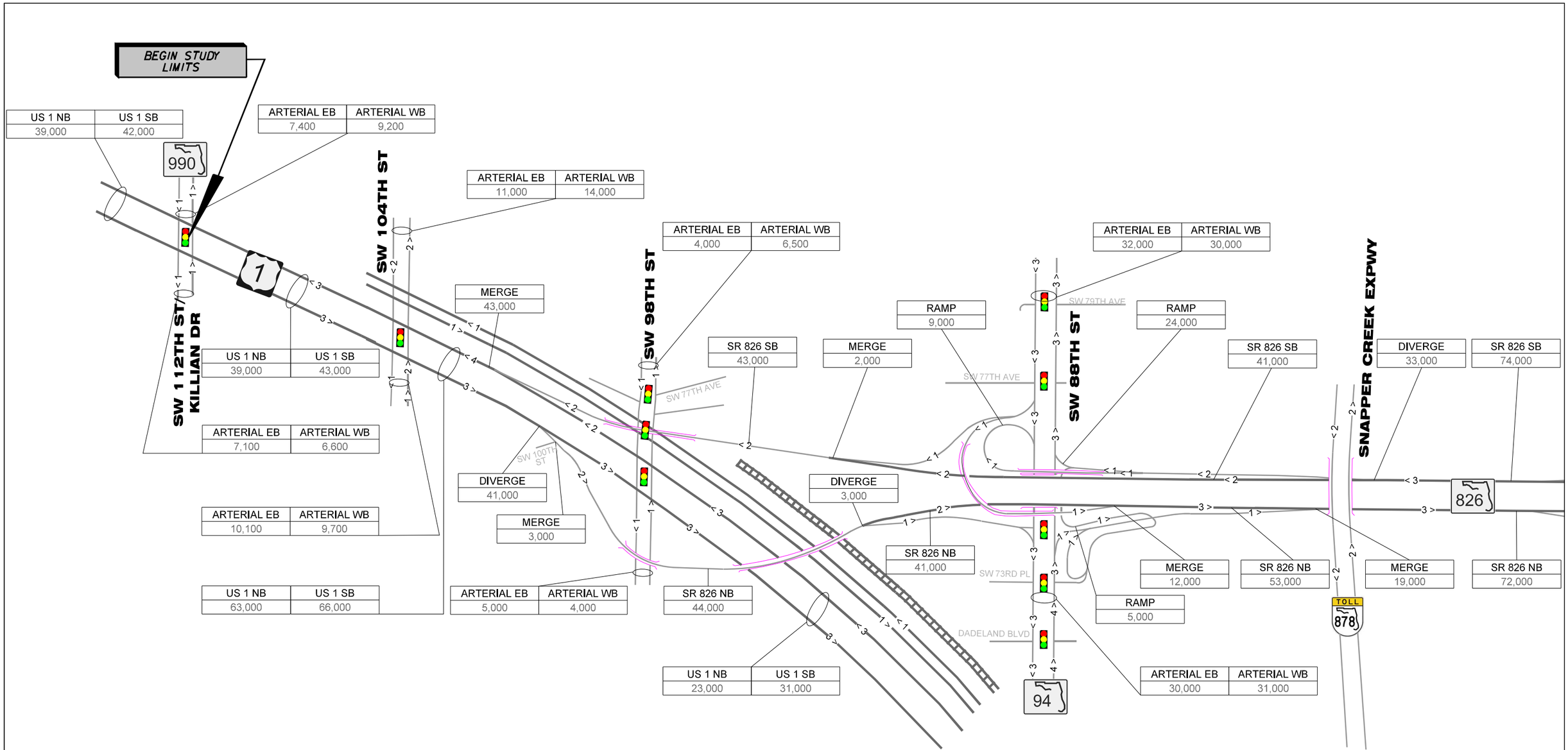
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD LANE GEOMETRY AND CONFIGURATIONS

FIGURE 5.5

5.3 No-Build Alternative – 2035 Traffic Forecast

A 2035 opening year traffic operational analysis was performed for the AM and PM peak hours. **Figure 5.6** shows the No-Build Alternative 2035 AADT volumes for the study area. **Figure 5.7** shows the No-Build Alternative 2035 DDHV for the study area.



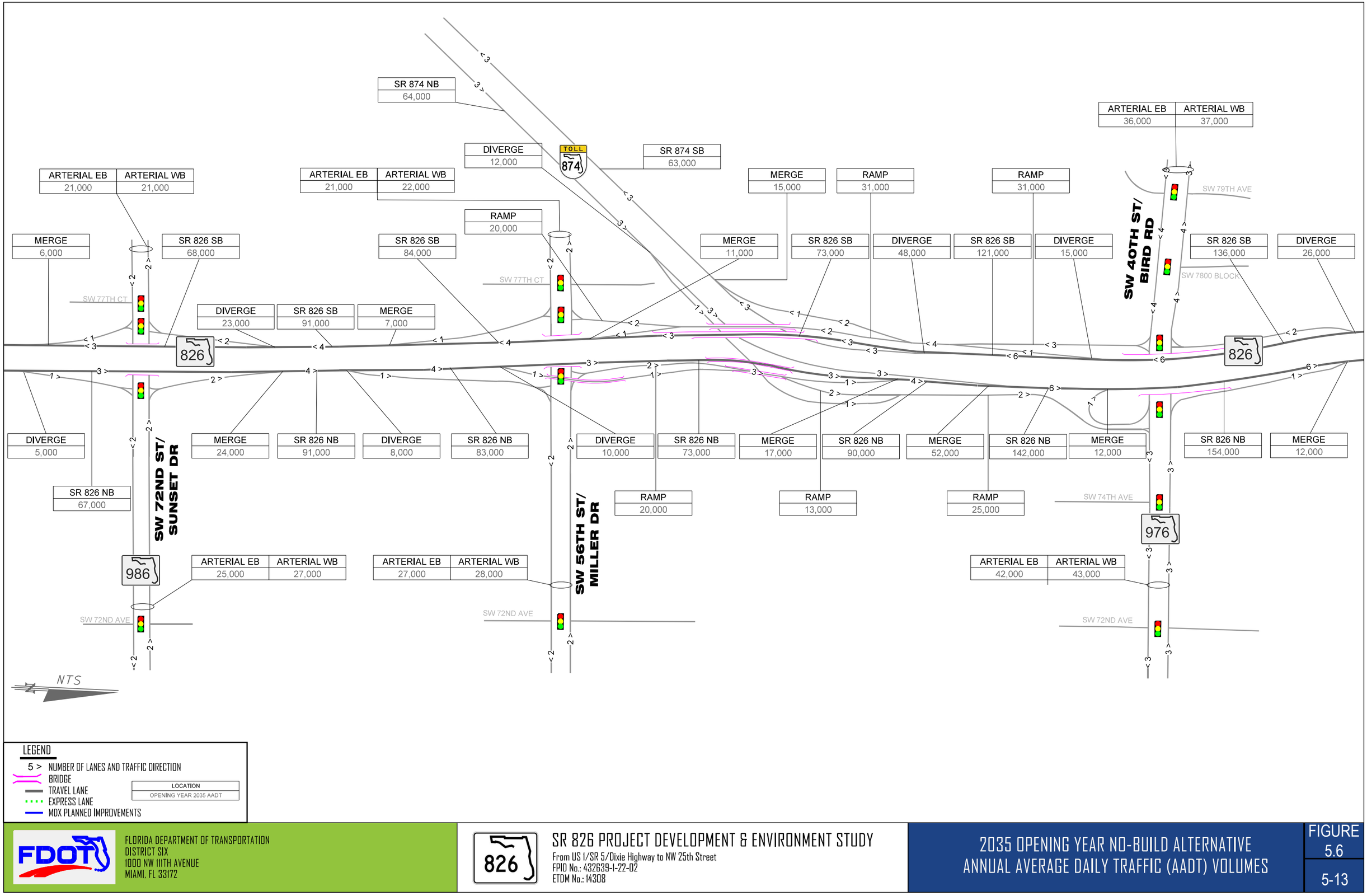
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ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6



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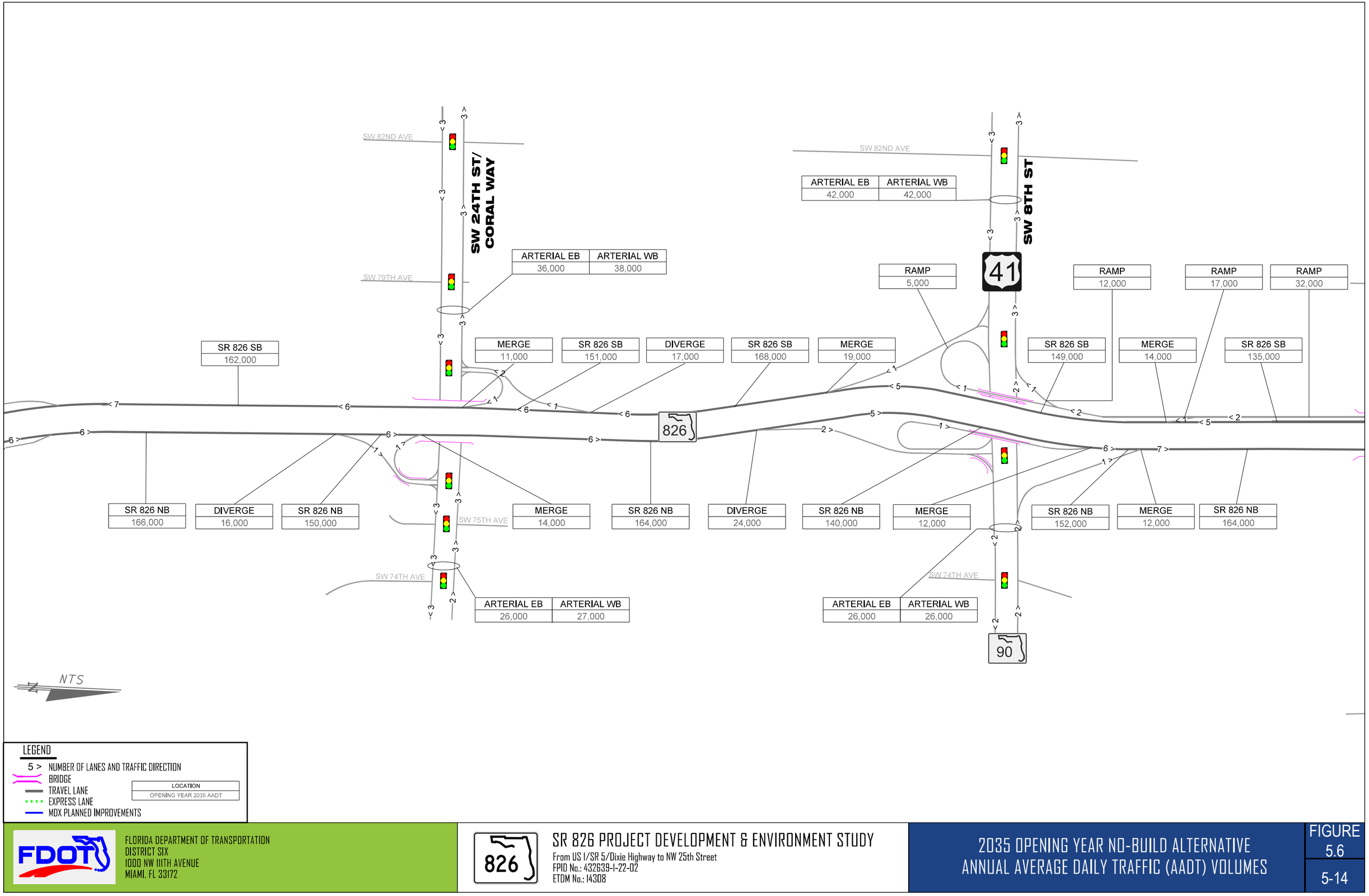
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
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ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6



FLORIDA DEPARTMENT OF TRANSPORTATION
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 AADT

NTS

NW 84TH AVE

NW 82ND AVE

SW 82ND AVE

FLAGLER ST

FLAGLER ST

ARTERIAL EB	ARTERIAL WB
28,000	28,000

SW 79TH AVE

RAMP
6,000

RAMP
15,000

RAMP
20,000

RAMP
16,000

SR 826 SB
135,000

MERGE
36,000

SR 826 SB
99,000

EXP MERGE
15,000

RAMP
36,000

RAMP
9,000

SR 826 SB
84,000

DIVERGE
27,000

SR 826 SB
111,000

DIVERGE
4,000

EXP LANES SB
15,000

SR 826 SB
115,000

DIVERGE
42,000

SR 826 SB
157,000

MERGE
22,000

NW 25TH ST

ARTERIAL EB	ARTERIAL WB
35,000	40,000

SR 826 SB
135,000

DIVERGE
20,000

TOLL 836

826

MILAM DAIRY RD

DIVERGE
24,000

SR 826 NB
140,000

DIVERGE
36,000

SR 826 NB
104,000

MERGE
37,000

SR 826 NB
139,000

MERGE
21,000

SR 826 NB
160,000

DIVERGE
25,000

SR 826 NB
135,000

MERGE
19,000

SW 74TH AVE

RAMP
9,000

RAMP
20,000

RAMP
35,000

MERGE
14,000

SR 826 NB
102,000

SR 826 NB
88,000

EXP DIVERGE
16,000

EXP LANES NB
16,000

968

ARTERIAL EB	ARTERIAL WB
28,000	30,000

ARTERIAL EB	ARTERIAL WB
25,000	22,000

TOLL 836

SW 72ND AVE

NW 72ND AVE

FDOT

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2035 OPENING YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

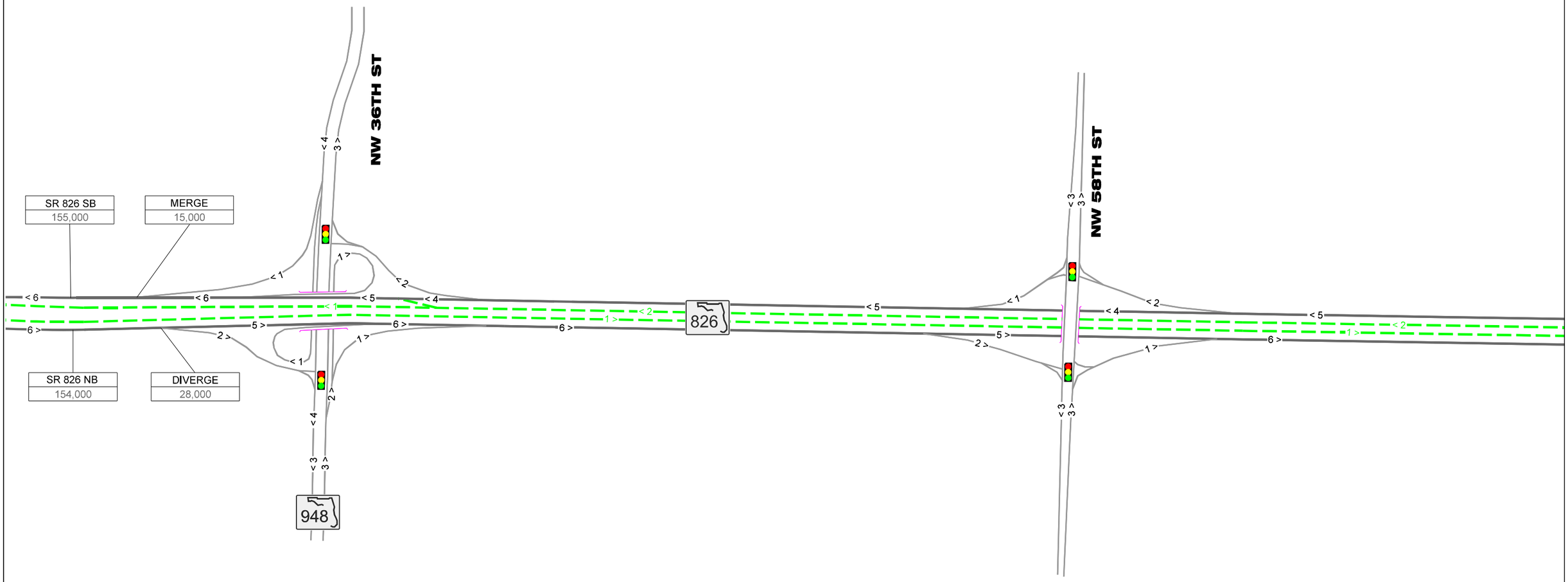
FIGURE 5.6

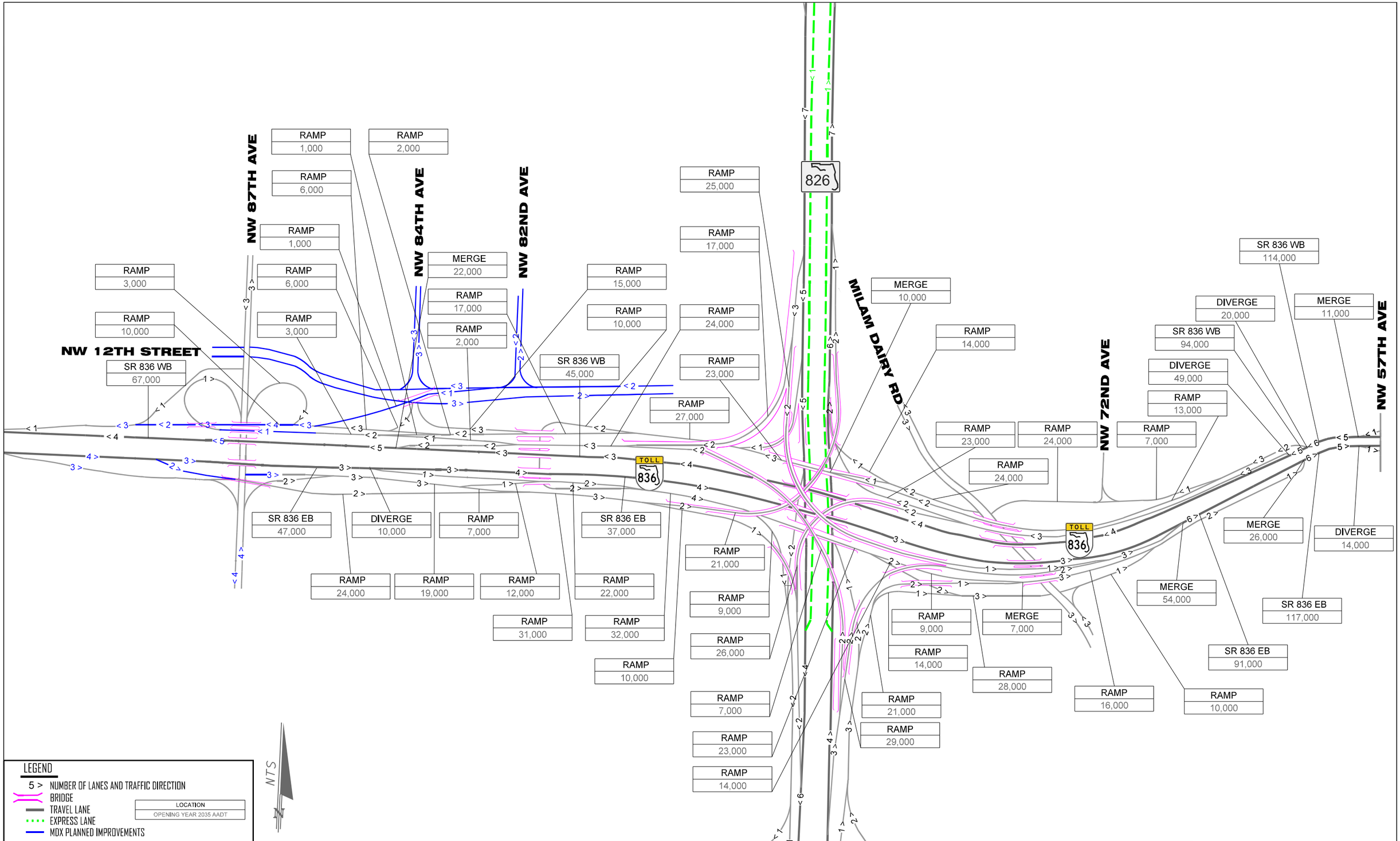
LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 AADT

NTS





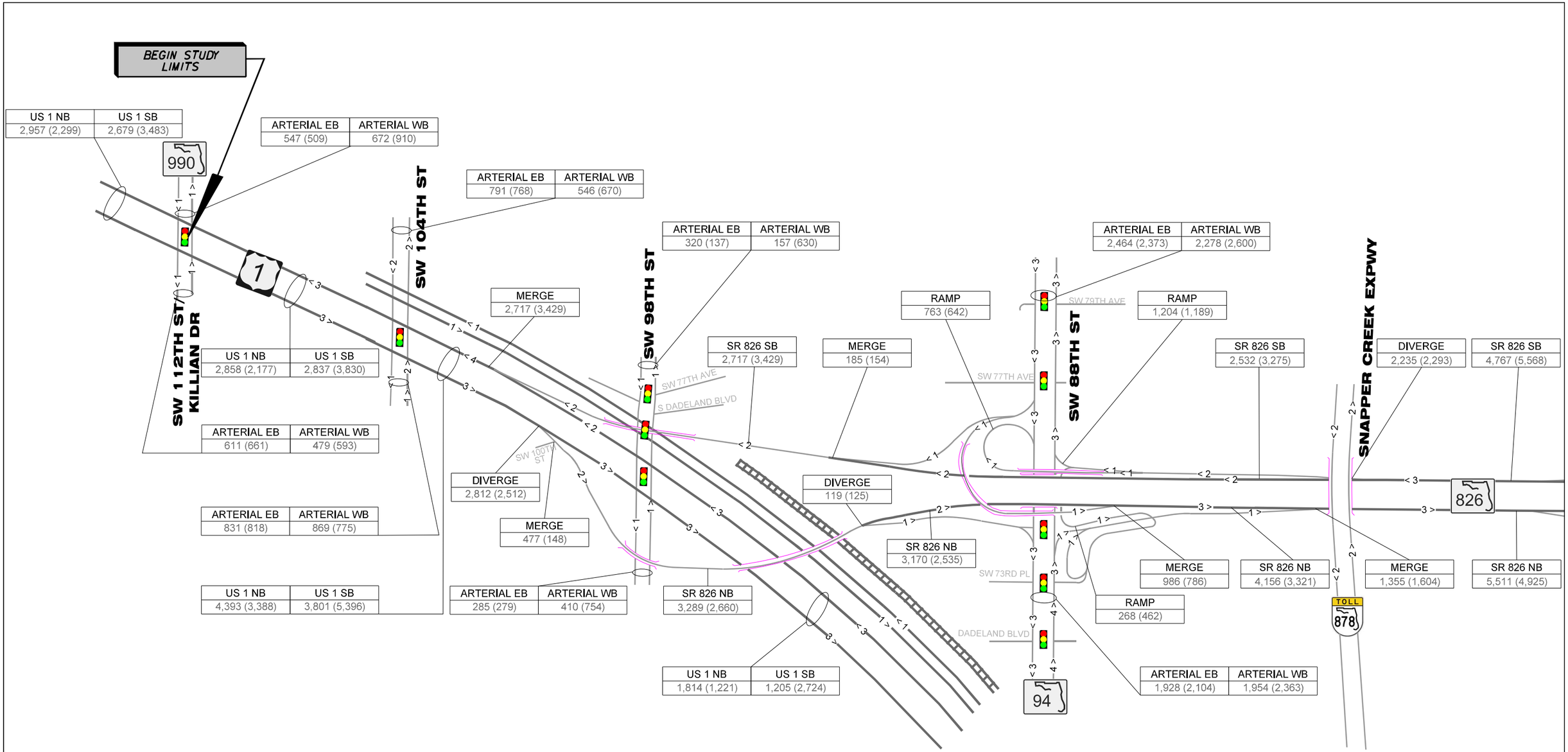
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From US 1/SR 5/Dixie Highway to NW 25th Street
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ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6



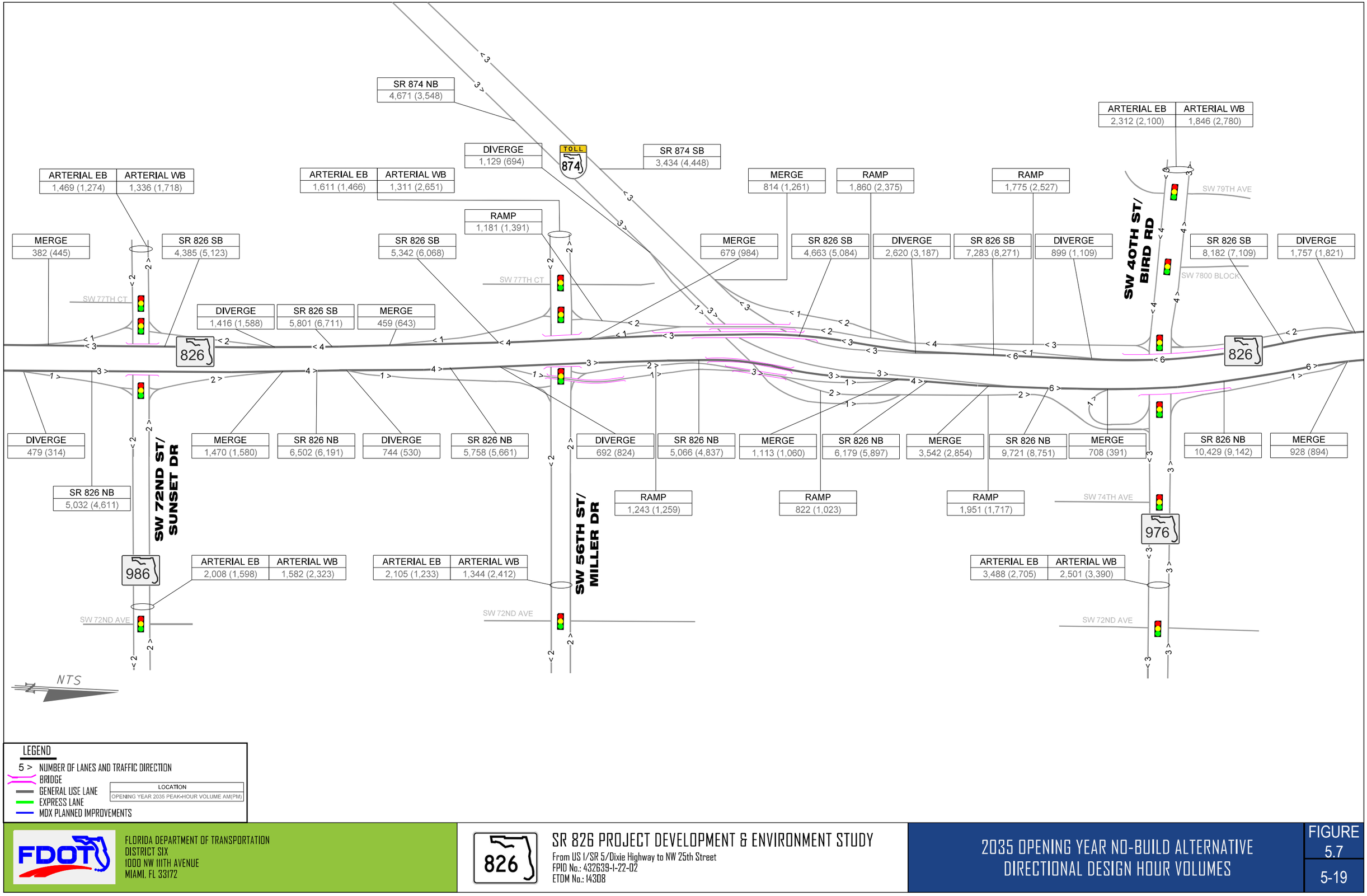
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
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2035 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.7



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MIAMI, FL 33172

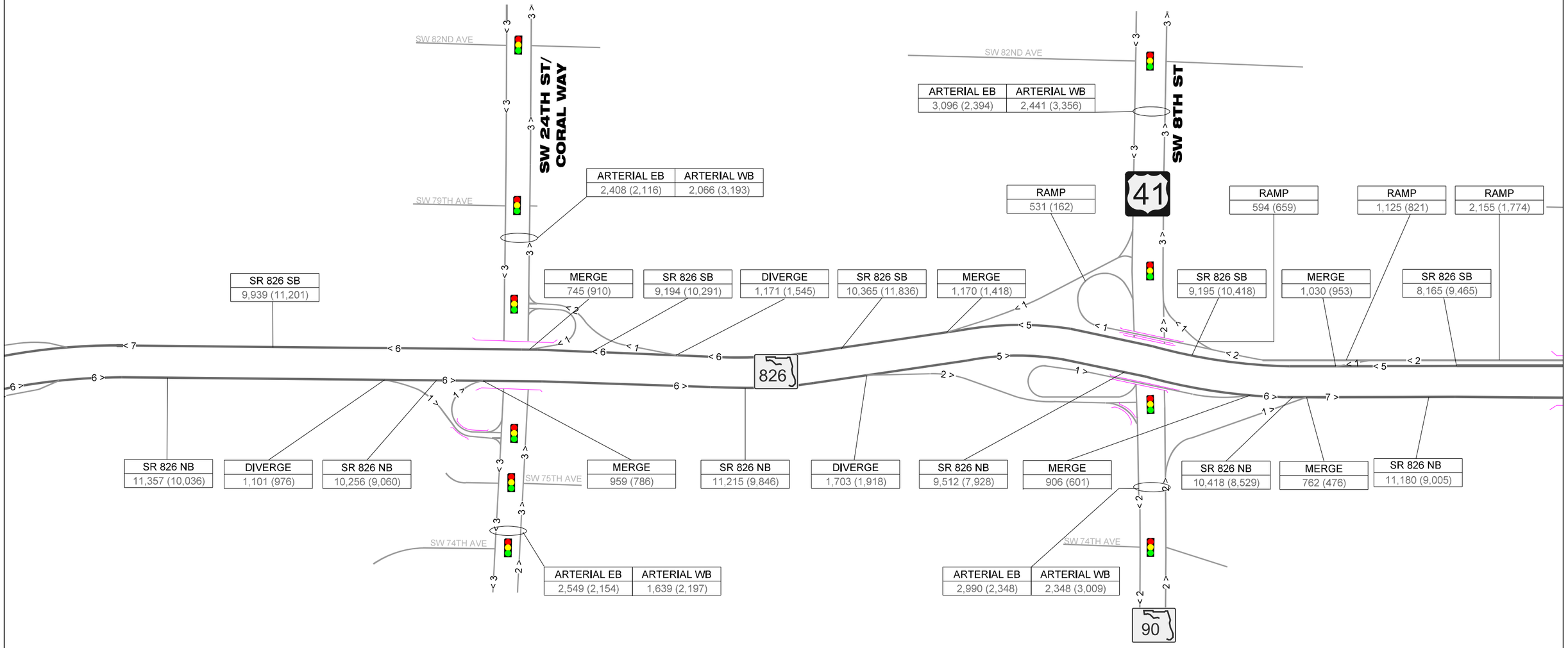
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.7



NTS

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 PEAK-HOUR VOLUME AM(PM)

FLORIDA DEPARTMENT OF TRANSPORTATION
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.7

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
GENERAL USE LANE
EXPRESS LANE
MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 PEAK-HOUR VOLUME AM(PM)

NTS

SW 82ND AVE

FLAGLER ST

ARTERIAL EB	ARTERIAL WB
2,302 (1,919)	1,321 (2,347)

SW 79TH AVE

RAMP
415 (427)

RAMP
977 (1,161)

RAMP
1,411 (1,310)

RAMP
1,178 (613)

MERGE
2,670 (2,042)

RAMP
2,589 (1,923)

RAMP
479 (518)

SR 826 SB
5,495 (7,423)

EXP MERGE
1,021 (1,130)

TOLL 836

SR 826 SB
4,474 (6,293)

DIVERGE
2,110 (1,405)

SR 826 SB
6,584 (7,698)

DIVERGE
551 (171)

SR 826 SB
7,135 (7,869)

DIVERGE
3,076 (2,477)

EXP LANES SB
1,021 (1,130)

SR 826 SB
10,211 (10,346)

MERGE
827 (2,430)

826

MILAM DAIRY RD

DIVERGE
1,865 (1,499)

SR 826 NB
9,315 (7,506)

DIVERGE
2,533 (2,550)

SR 826 NB
6,782 (4,956)

MERGE
2,472 (1,923)

SR 826 NB
9,390 (6,483)

MERGE
2,201 (1,482)

SR 826 NB
11,591 (7,965)

DIVERGE
2,646 (1,682)

SW 74TH AVE

RAMP
651 (772)

RAMP
1,444 (1,418)

RAMP
2,658 (2,145)

MERGE
1,240 (870)

SR 826 NB
6,918 (4,560)

SR 826 NB
5,678 (3,690)

EXP DIVERGE
1,104 (1,266)

EXP LANES NB
1,104 (1,266)

ARTERIAL EB	ARTERIAL WB
2,394 (1,890)	2,056 (2,773)

968

SW 72ND AVE

TOLL 836

NW 72ND AVE

NW 25TH ST

END STUDY LIMITS

ARTERIAL EB	ARTERIAL WB
2,032 (2,187)	2,761 (1,541)

SR 826 SB
9,384 (7,916)

DIVERGE
1,850 (862)

SR 826 NB
8,945 (6,283)

MERGE
990 (1,217)

ARTERIAL EB	ARTERIAL WB
2,794 (1,525)	1,150 (1,770)

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.7

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

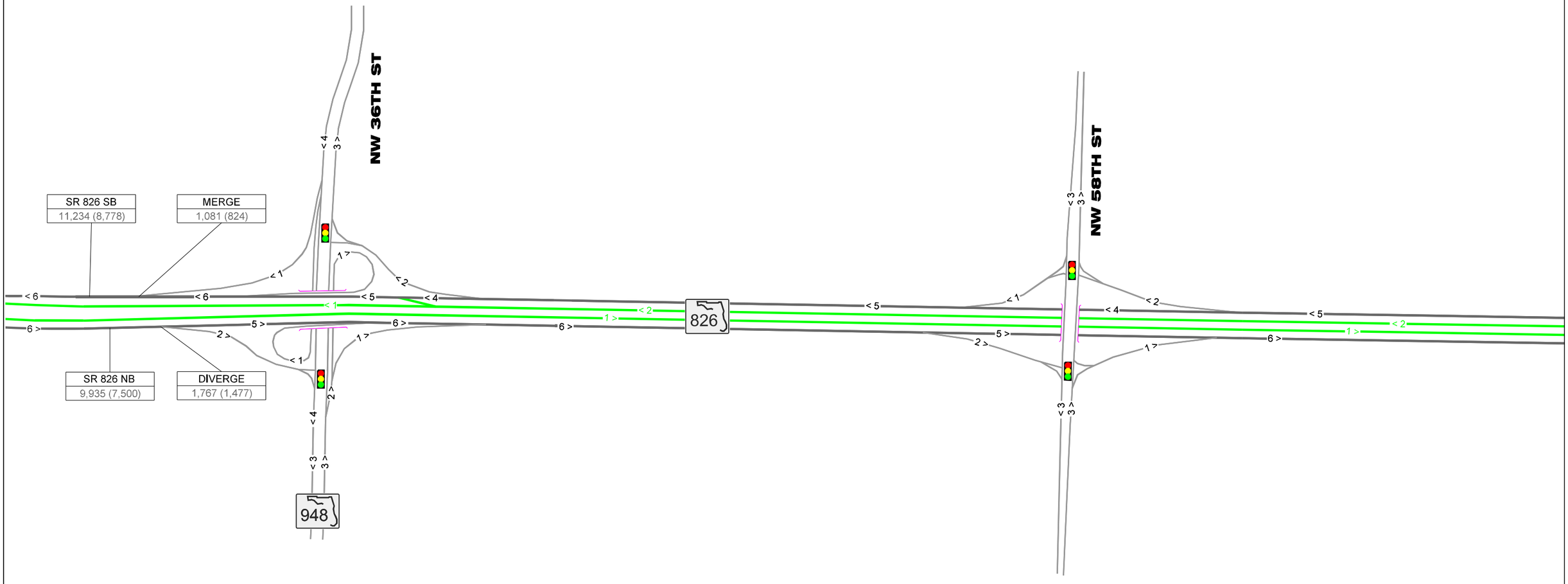
GENERAL USE LANE

EXPRESS LANE

MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 PEAK-HOUR VOLUME AM(PM)

NTS



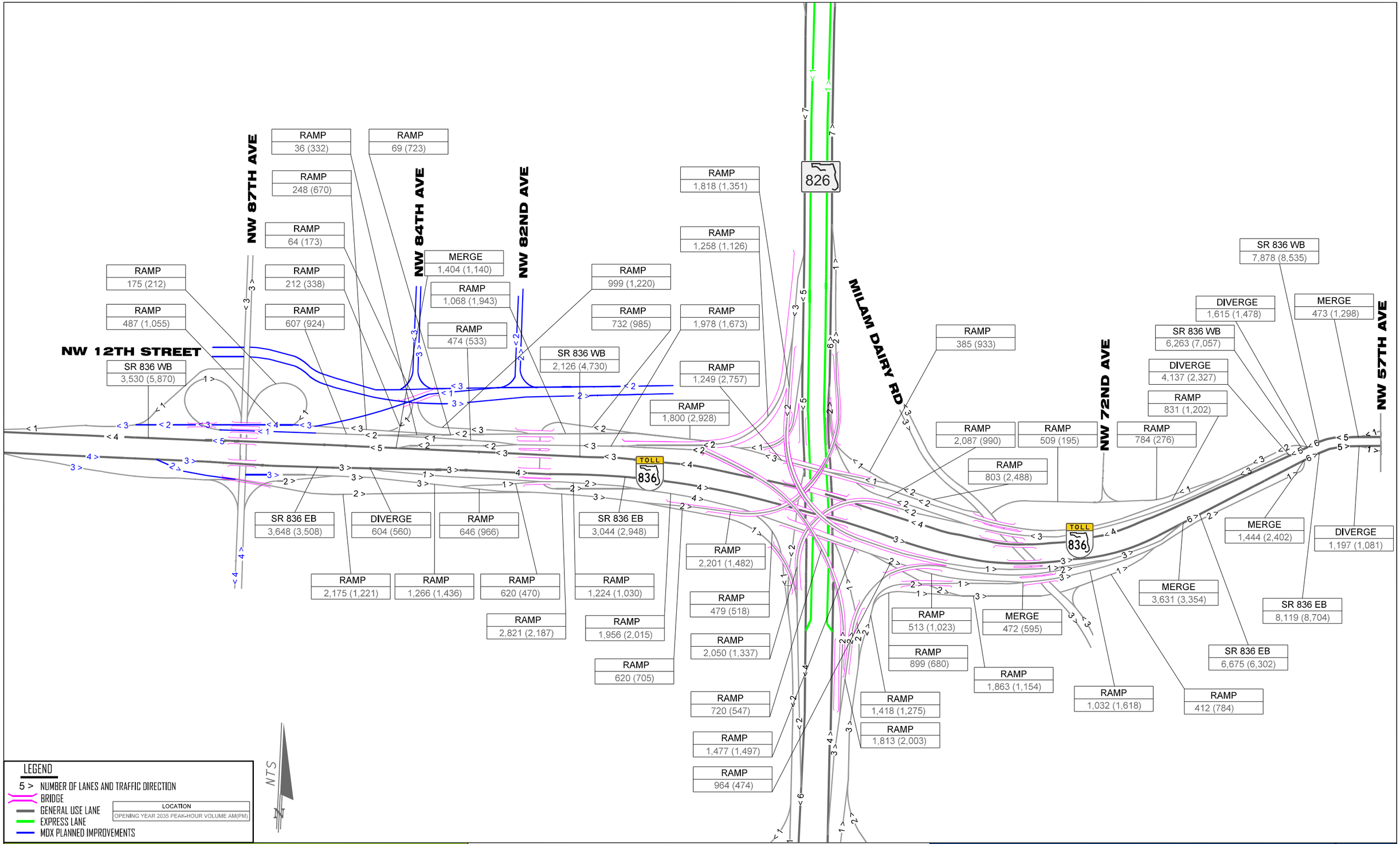
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to NW 25th Street
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2035 OPENING YEAR NO-BUILD ALTERNATIVE
DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.7



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2035 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.7

5.4 No-Build Alternative – 2035 Operational Analysis

Freeway Analysis – CORSIM models were developed for future No-Build Conditions in opening year (2035) and design year (2055). These models incorporated all road segments within the area of influence – freeway segments, interchanges, arterial segments intersections. These models provide the base condition for comparing against the preferred alternative (discussed in subsequent section of the SIMR). The following sections describe the development of CORSIM 2035 and 2055 No-Build Models and results from the microsimulation analyses. The development of the CORSIM models is documented in detail in the accompanying CORSIM Model Manual.

Development of the No-Build models involved applying applicable modifications to the 2017 Base Model to reflect the future 2035/2055 No-Build condition and associated traffic volumes.

During the development and calibration of the 2017 existing year models, it was noted that the traffic volumes along SR 826 in several locations were relatively low for the level of congestion observed in the field. This was most notable along the section of northbound SR 826 from Bird Road to SR 836 during the AM peak period. Along this segment, the highest reported volume was approximately 8,420 vph (AM peak), whereas, the typical section consists of six lanes with a basic capacity in excess of 12,000 vph. Similarly, in the PM peak, the demand volumes are substantially lower than the basic roadway capacity along the southbound segments of SR 826 from north of SW 24th Street to SR 836. However, field observations show traffic congestion in this area during the PM peak. Two primary causes were identified for this apparent discrepancy in the level of congestion experienced along segments of SR 826 and the demand volumes within the segments:

a. Significant traffic congestion occurs outside the project study area, which impacts traffic flows along SR 826. This congestion is most apparent along SR 826 north of NW 36th Street and along SR 836, east of SR 826. Congestion along these corridors impact traffic flows within the project study area.

b. At the time of this study construction activity was on-going in the vicinity of the study area along segments of the SR 826/SR 836 Interchange, along SR 826 mainline and along SR 836 mainline. These construction activities influence traffic flow conditions and generate congestion within segments of SR 826 (north and south of SR 836) that would otherwise be congestion free.

The above concerns will be largely negated in the future when construction activities are completed at the SR 826/SR 836 Interchange and along SR 826 and SR 836. In addition, the No-Build and Build conditions will incorporate improvements within the limits of the project that are over and beyond the 2017 existing year condition. The 2055 No-Build improvements include construction of express lanes along SR 826 from south of SR 836 and continuing north of NW 25th Street. The future Build Alternatives include the widening of SR 826 to add additional travel lanes and or express lanes. Given these pending improvements, it is reasonable to assume that the adjustments made to lane specific calibration parameters may no longer apply in the future year No-Build and Build scenarios. Therefore, the lane specific calibration parameters within segments of the models north of Bird Road through SR 836 were reverted to their default values in the 2055 No-Build and Build models. This approach to the microsimulation analysis also allows for a fair comparison between the No-Build and Build conditions.

The lane schematics in **Figure 5.8** and **Figure 5.9** contain summaries of the results from the 2035 CORSIM analyses No-Build Alternative conditions. The summaries provide operating conditions for the opening year 2035 AM peak hour and the PM peak hour. The results are based on the average of 10 simulation runs. The lane schematics include color coded graphics depicting the range of average speeds along segments of the network. The lane schematics also include approximate LOS conditions in accordance with HCM 6th Edition thresholds. HCM and CORSIM do not apply the same methodologies for computing MOEs (density, delays), which are the basis for determining LOS conditions. Therefore, the LOS estimates reported in the CORSIM lane schematics are not directly comparable to the LOS standards in accordance with HCM 6th Edition. The lane schematics also include a comparison of demand volume vs. CORSIM simulated volume along the links. Locations where the simulated volumes fall below 90% of the demand volumes are highlighted in red. These conditions likely result from congestion within the subject link or at downstream locations. In addition, upstream bottlenecks may meter the traffic flow arriving at downstream locations. Thereby causing simulated volumes to fall below demand volumes.

The CORSIM results for the No-Build Alternative indicate that by 2035 several segments of SR 826 will experience significant congestion with substandard traffic operating conditions (LOS E or F) in the AM and/or PM peak periods. Average operating speeds along the SR 826 travel lanes in the peak hour, peak direction are approximately 46 mph (northbound, AM peak) and 32 mph (southbound, PM peak). The following segments of SR 826 will experience substandard operating conditions by 2035 under the No-Build Alternative:

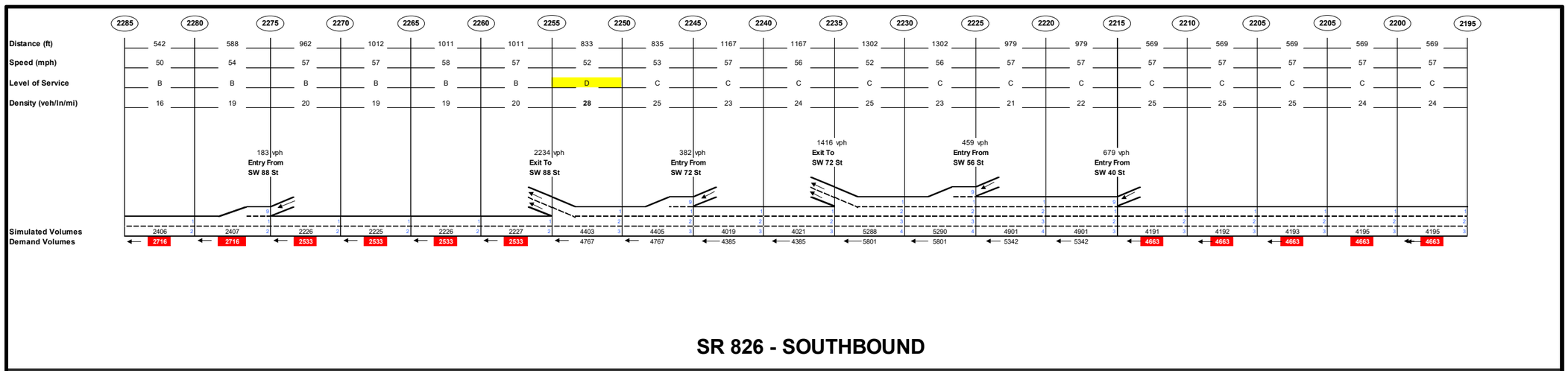
- **Northbound SR 826 from SR 874 On-ramp to Bird Road On-ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS F conditions during the AM peak period. Average operating speeds are expected to range from approximately 25 to 35 mph along this segment during the AM peak period.

- **Northbound SR 826 from SW 24th Street to SW 8th Street Off-ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS F conditions during the AM peak period. Average operating speeds are expected to range from approximately 30 to 40 mph along this segment during the AM peak period.

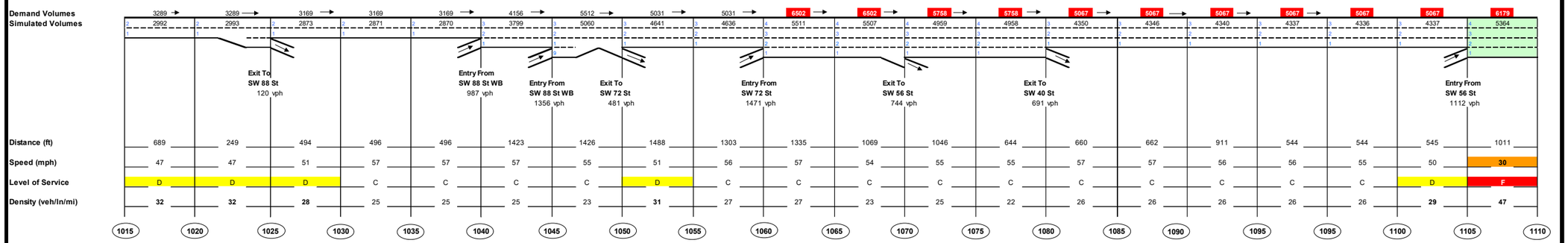
- **Northbound SR 826 from South of Eastbound SR 836 On-ramp to NW 25th Street Off-ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E or F conditions during AM peak period. Average operating speeds are expected to range from approximately 20 to 40 mph during the AM peak.

- **Southbound SR 826 from NW 36th Street to NW 25th Street Off-Ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 20 to 30 mph during the AM peak

- **Southbound SR 826 from South of SW 40 Street On-Ramp to SW 88th Street On-Ramp (PM Peak) –** The results indicate that traffic operations throughout this segment of SR 826 are expected to be at LOS F conditions during the PM peak period. Average operating speeds are expected to range from approximately 10 to 45 mph along this segment during the PM peak period.



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

- Node Number
- Freeway Geometric Coloring Density (Veh/LN/Hour)
- Freeway LOS Coloring Density (Veh/Mi/Ln)
- Speed (mph): 20 and below; 20 - 30; 30 - 45; 45 and above
- Density above 75; Density above 55; Density above 43
- LOS A to C < 28; LOS D 28- 35; LOS E 35 - 43; LOS F > 43
- Demand volume highlighted if simulated falls below = 90%
- Simulated volume
- Density: Calculations from CORSIM not equivalent to calculations from HCM
- LOS: Letter Grades based on density ranges specified in HCM

Figure 5.8 – 2035 No-Build CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

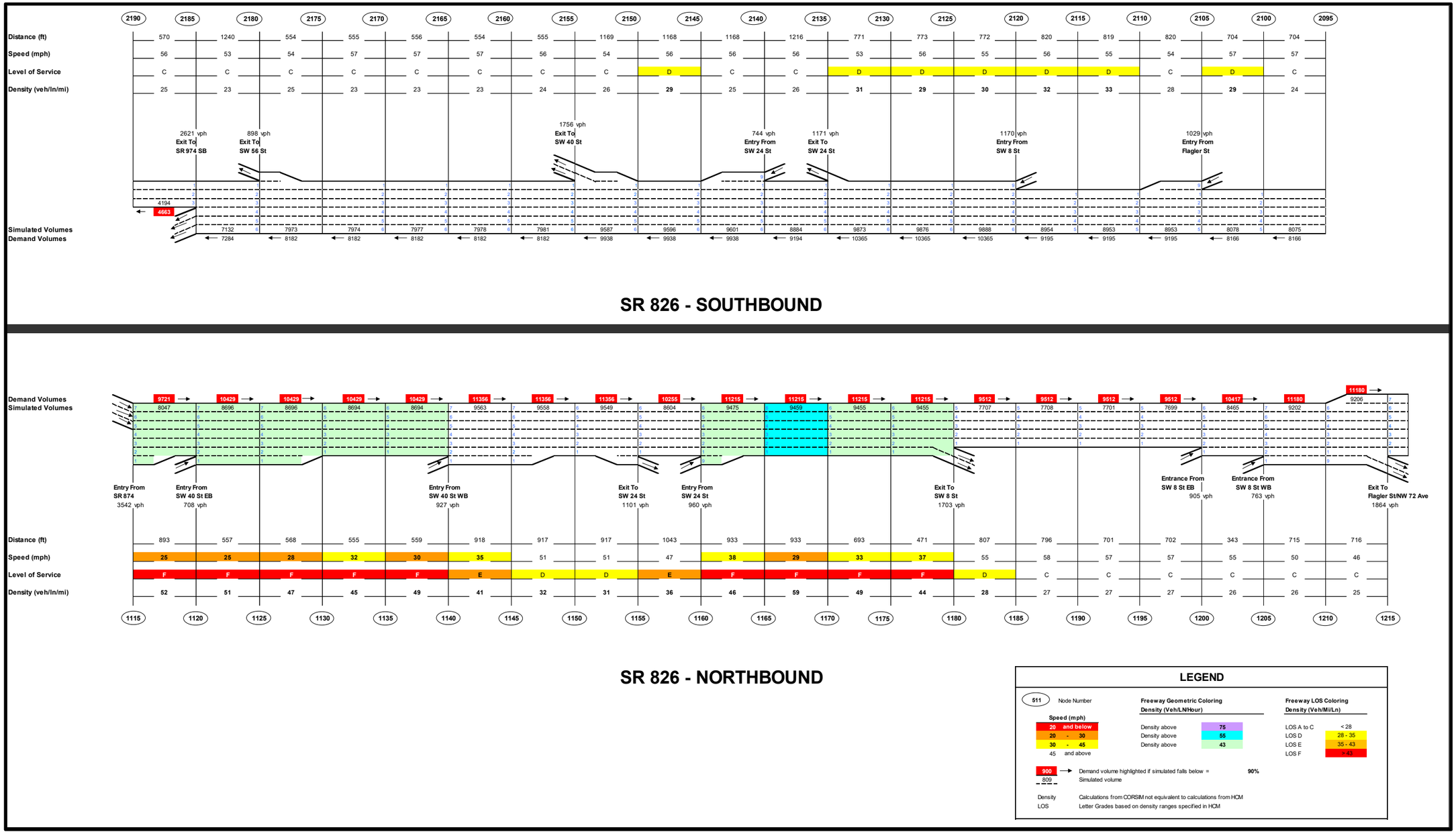


Figure 5.8 – 2035 No-Build CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)

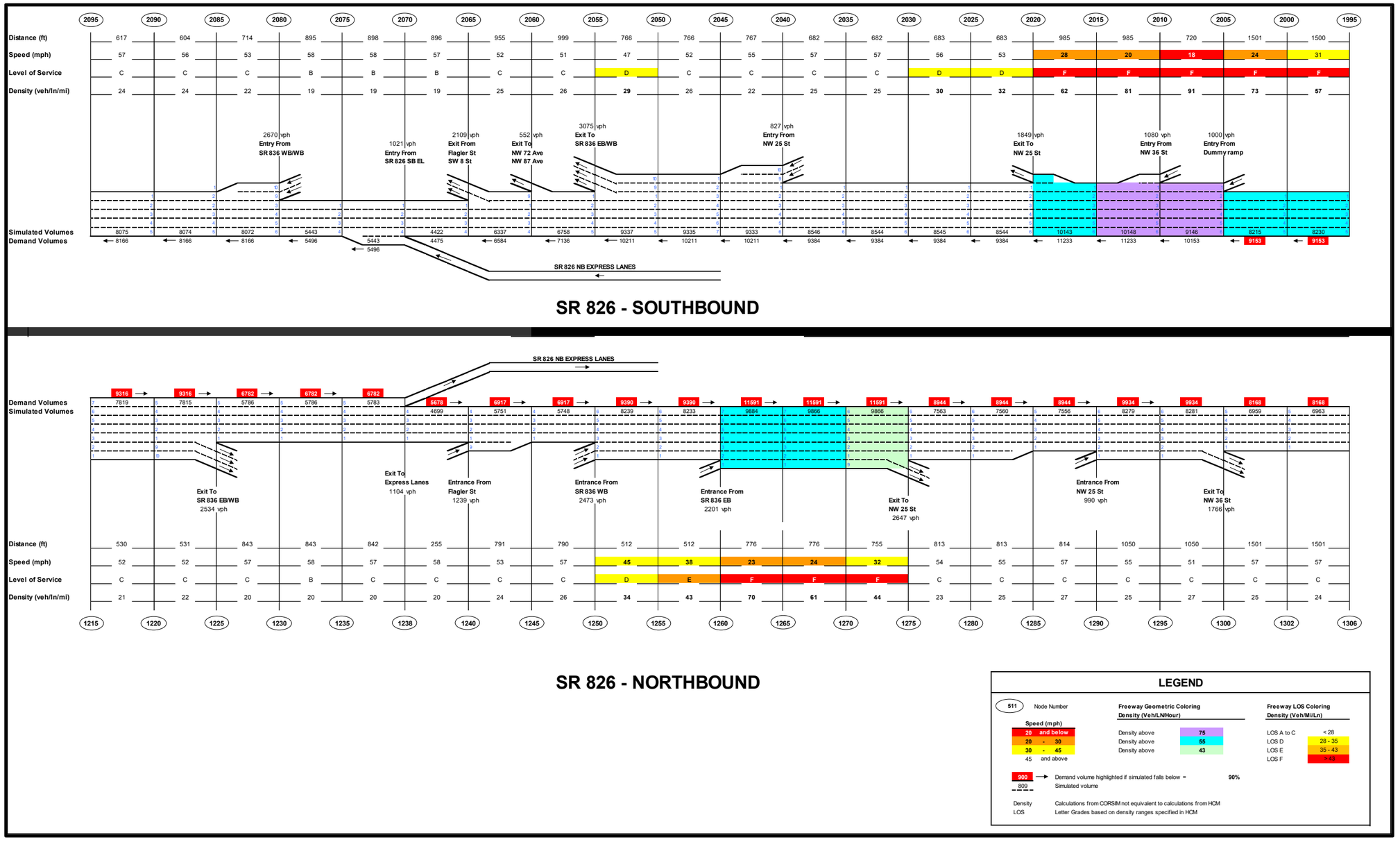


Figure 5.8 – 2035 No-Build CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)

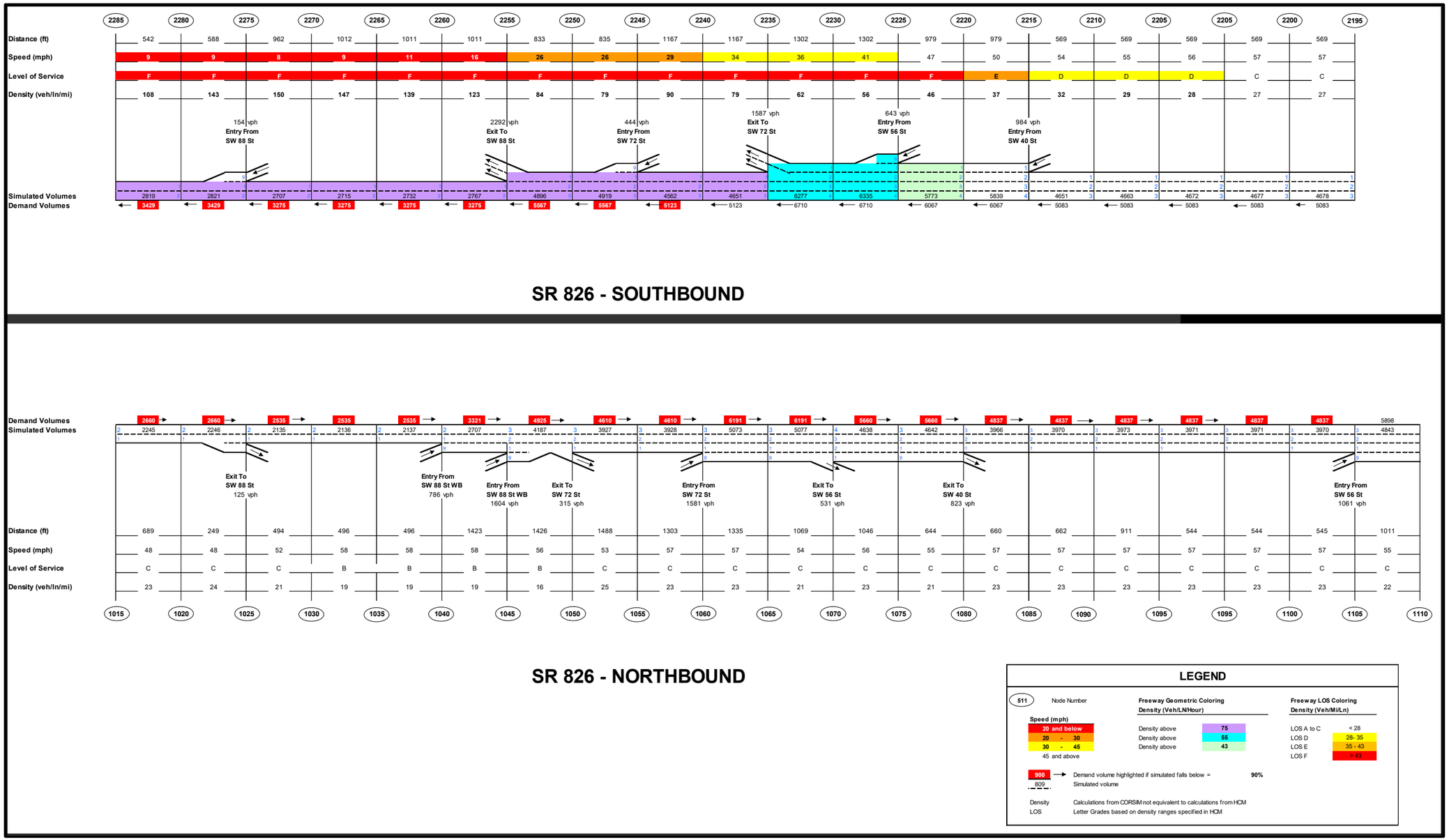


Figure 5.9 – 2035 No-Build CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

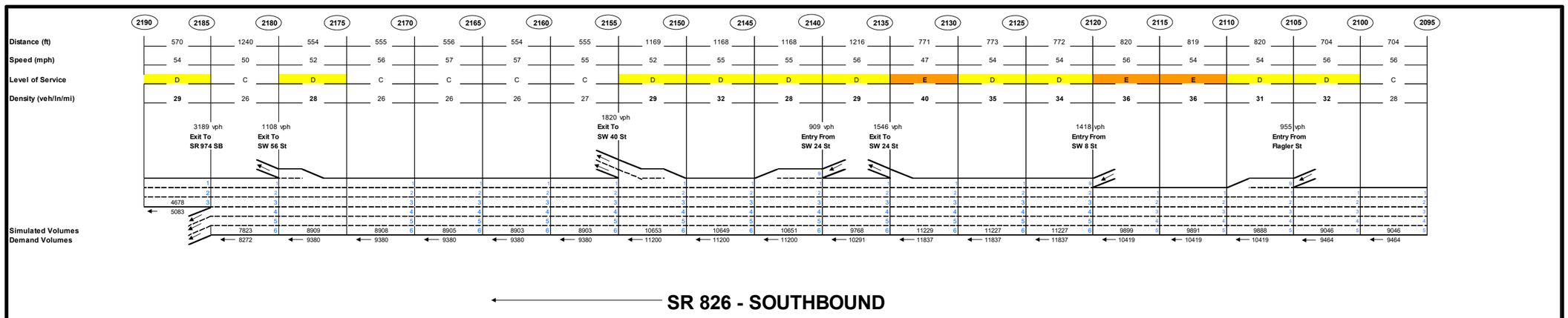


Figure 5.9 – 2035 No-Build CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

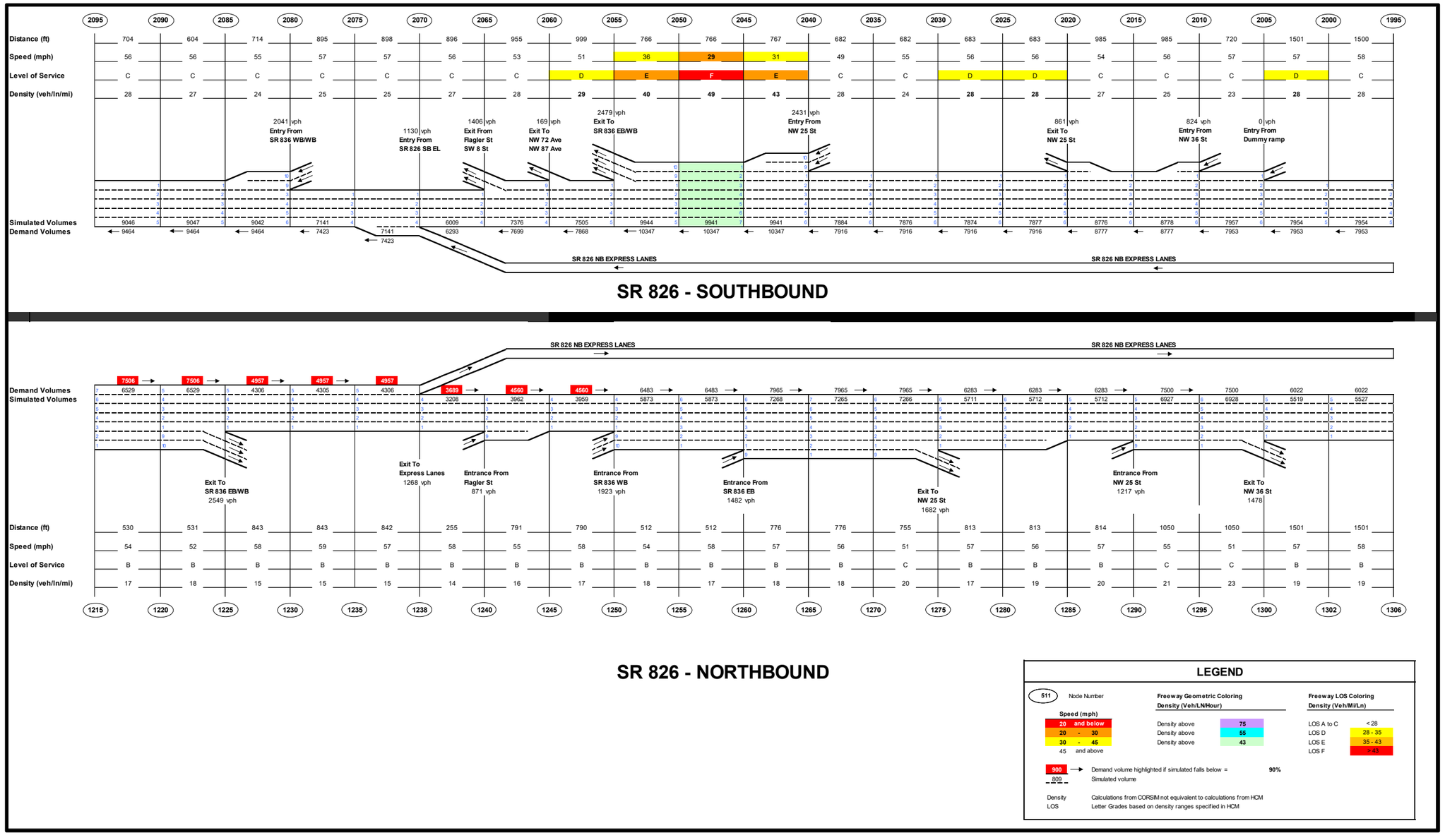


Figure 5.9 – 2035 No-Build CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

Figures 5.10 and 5.11 depict the CORSIM microsimulation results for operating conditions along SR 836 for 2035 No-Build conditions. Under 2035 No-Build conditions average operating speeds along SR 836 in the AM peak are approximately 33 mph (eastbound) and 48 mph (westbound). In the PM peak, average operating speeds are approximately 41 mph (eastbound) and 38 mph (westbound). The analyses indicate that the following segments of SR 836 experience substandard operating conditions (LOS E or F) with average operating speeds below 45 mph during the AM and/or PM peak periods:

- Eastbound SR 836 west of NW 72nd Avenue Off-Ramp (AM Peak)
- Eastbound SR 836 from east of NW 72 Avenue On-Ramp to east of NW 57th Avenue Off-ramp (AM and PM Peaks)
- Westbound from east of NW 57th Avenue On-Ramp to east of NW 72nd Avenue Off-Ramp (AM Peak)
- Westbound SR 836 between SR 826 Off-Ramp and NW 57th Avenue On-Ramp (PM Peak)
- Westbound SR 836 from east of SR 826 On-Ramp to west of NW 87th Avenue On-ramp (PM Peak)

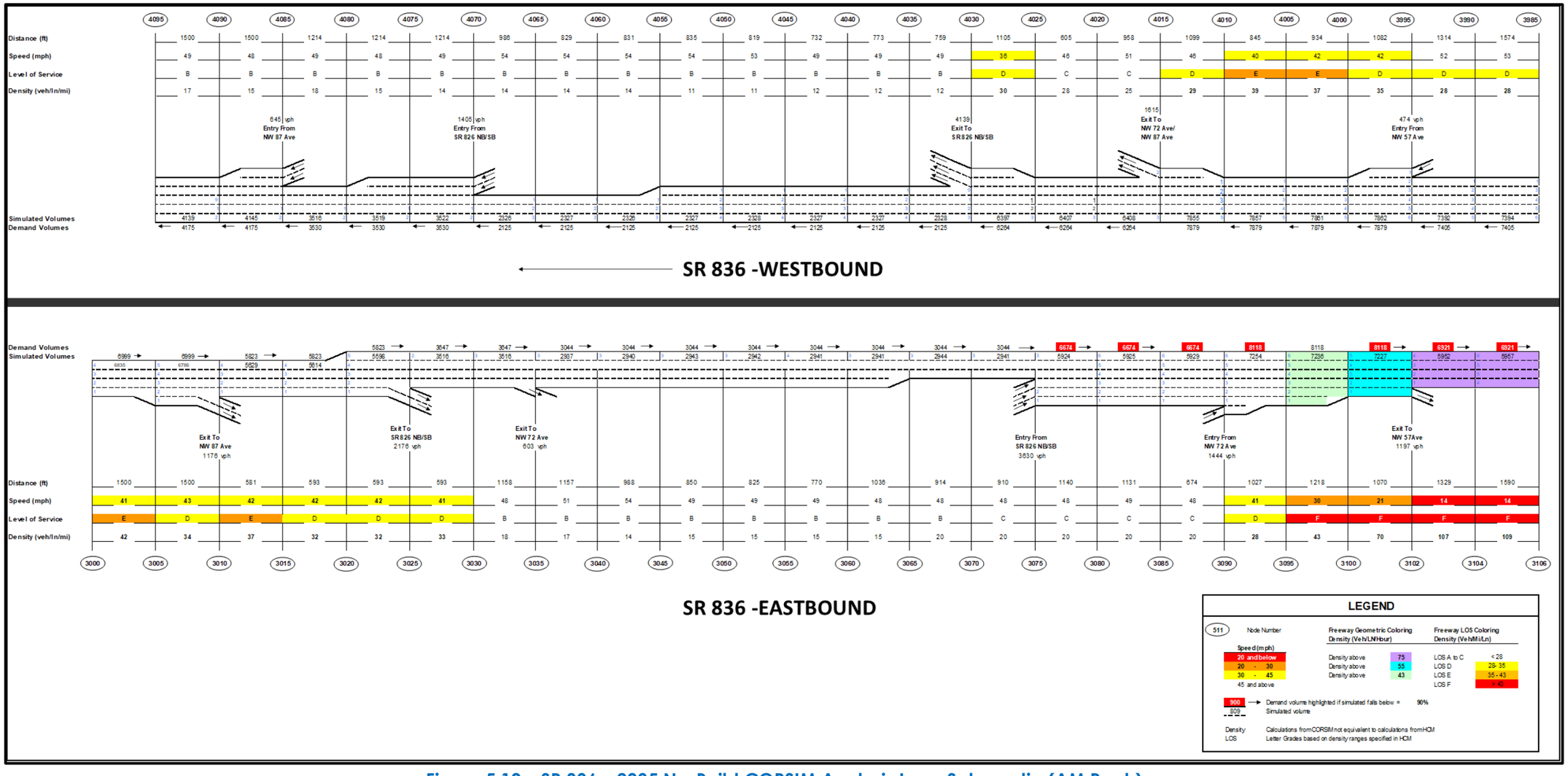


Figure 5.10 – SR 836 – 2035 No-Build CORSIM Analysis Lane Schematic (AM Peak)

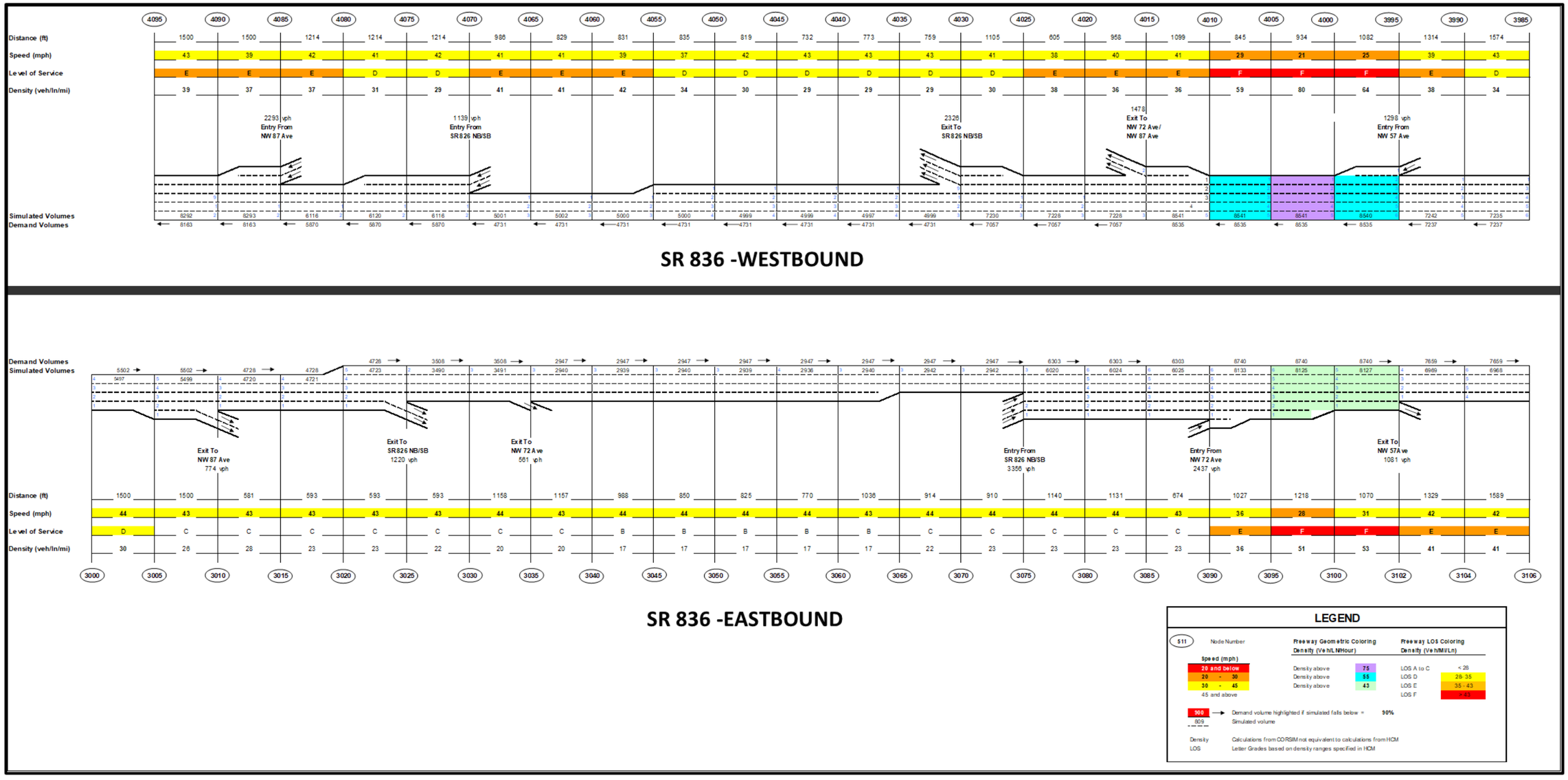


Figure 5.11 – SR 836 – 2035 No-Build CORSIM Analysis Lane Schematic (PM Peak)

Intersection Analysis – An intersection analysis for ramp terminals and adjacent intersections were performed at all the interchanges using 2035 turning movement volumes, lane geometry, signal timing, other relevant information obtained from Miami-Dade County and field reviews. The data was input to the Synchro software to determine the LOS and delay using the HCM methodology. A summary of the results is presented in **Tables 5.2 – 5.12** and **Figure 5.12**. Output Synchro reports can be found in **Appendix E**.

Table 5.2 – 2035 No-Build Alternative US 1 Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	E	69.2	298	E	64	235
		TH	F	279.4	#1263	F	320.6	#1327
		RT	E	65.4	157	E	58.8	12
	Westbound	LT	E	67	173	F	294.3	#936
		TH	F	380.3	#1450	F	417.8	#1211
		RT	E	63.7	39	E	67	50
	Northbound	LT	F	425.9	#483	F	526.3	#597
		TH	F	320.6	#2224	F	154.3	#1527
		RT*	A	0	0	A	0	0
	Southbound	LT	F	286.3	m#204	F	433.7	m#174
		TH	F	305.4	m#1851	F	379.6	m#1459
		RT	F	97.2	m172	F	138.3	m379
Intersection Overall			***F***	***296.6***	***-***	***F***	***290.0***	***-***
SW 104th Street (HCM 2000)	Eastbound	LT	F	191.3	#840	F	172.1	#824
		TH	F	99.6	#514	F	87.1	#485
		RT	E	67.4	0	E	62.3	40
	Westbound	LT	E	79.9	103	F	80.01	80
		TH	F	409.7	#786	F	451.3	#666
		RT	F	816.7	#1356	F	691.6	#960
	Northbound	LT	F	121.7	m59	F	316.5	m#162
		TH	F	310.2	m#1472	F	264.8	m#1539
		RT	B	19.8	m0	C	22.9	m0
	Southbound	LT	F	517.7	#1008	F	414.5	#965
		TH	E	72.7	#1459	F	246.5	#2368
		RT	B	11.6	194	C	34.5	1208
Intersection Overall			***F***	***250.3***	***-***	***F***	***261.2***	***-***

Table 5.2 – 2035 No-Build Alternative US 1 Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 98th Street (HCM 2000)	Eastbound	LT**	A	0.0	0	A	0.0	0
		TH	F	124.8	508	F	121.6	#531
		RT	F	203.1	18	F	106.1	13
	Westbound	LT**	A	0.0	0	A	0.0	0
		TH	E	70.7	271	E	79.7	293
		RT	E	67.7	176	E	68.1	52
	Northbound	LT	C	25.5	184	F	81.0	#144
		TH	C	25.8	746	C	21.3	383
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	C	23.1	67	B	19.8	156
		TH	C	30.1	649	D	38.7	1416
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			***D***	***39.5***	***-***	***D***	***41.2***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.2,** two intersections will operate over capacity and one intersection will operate at capacity or better.

Table 5.3 - 2035 No-Build Alternative SW 98th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Eastbound	LT	C	21.9	53	B	15.5	26
		TH	C	27.0	260	B	14.3	82
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	A	0.0	0	A	0.0	0
		TH	A	3.2	13	B	14.3	203
		RT	A	0.0	0	A	0.1	m0
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	C	30.9	114	C	33.6	94
		RT	C	30.0	58	C	32.0	18
	Southbound	LT	D	48.2	209	F	131.1	#240
		TH	D	39.3	69	E	68.8	#179
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**C**	***26.0***	**-**	**C**	***26.3***	**-**
Dadeland Boulevard (HCM 2000)	Eastbound	TH	F	279.4	#1263	F	320.6	#1327
		RT	E	65.4	157	E	58.8	12
	Westbound	LT	E	67.0	173	F	294.3	#936
		TH	F	380.3	#1450	F	417.8	#1211
		RT	E	63.7	39	E	67.0	50
	Southbound ***(Stop Control)***	****LT	F	286.3	m#204	F	433.7	m#174
		RT	F	97.2	m172	F	138.3	m379
Intersection Overall			**C**	***26.0***	**-**	***F***	***290.0***	**-**

Table 5.3 - 2035 No-Build Alternative SW 98th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Busway (HCM 2000)	Eastbound	LT	A	0.0	0	A	0.0	0
		TH	A	1.9	115	A	5.2	m93
		RT	A	0.0	0	A	0.0	0
	Westbound	LT	A	0.0	0	A	0.0	0
		TH	C	25.8	232	D	37.1	m#929
		RT	A	0.0	0	A	0.0	0
	Northbound	LT	A	0.0	0	A	0.0	0
		TH***	D	46.2	53	D	46.5	35
		RT	A	0.0	0	A	0.0	0
	Southbound	LT	A	0.0	0	A	0.0	0
		TH***	D	45.5	32	D	47.1	51
		RT	A	0.0	0	A	0.0	0
Intersection Overall			***B***	***10.4***	**-**	**C**	***28.8***	**-**

Notes:

1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.

* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.3**, one intersection will operate over capacity and two intersections will operate at capacity or better.

Table 5.4 – 2035 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 79th Avenue (HCM 2000)	Eastbound	LT	F	80.8	#185	F	184.6	#201
		TH	D	40.3	#939	D	39.4	#790
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	67.5	60	F	101.7	#235
		TH	E	69.7	#981	F	95.6	#1196
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	F	93.6	#113	F	141.0	#222
		RT	E	59.5	0	E	57.5	0
	Southbound	LT	F	101.5	#481	F	90.0	#328
		TH	F	90.1	#455	E	64.9	#249
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			***E***	***60.1***	***-***	***E***	***74.6***	***-***
SW 77th Avenue (HCM 6th)	Eastbound	LT	A	0.0	0	F	101.5	38
		TH	F	104.1	#1276	E	77.8	#1087
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	357.9	#459	F	130.0	#544
		TH	B	17.6	586	C	20.7	861
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	D	43.5	131	E	60.5	#221
		TH	F	142.3	#687	F	187.7	#603
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	A	0.0	0	A	0.0	0
		TH***	F	91.4	#131	D	52.7	56
		RT	A	0.0	0	A	0.0	0
Intersection Overall			***F***	***81.2***	***-***	***E***	***63.4***	***-***
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	RT	Free Flow Conditions					
	Northbound	RT	Free Flow Conditions					
	Southbound	RT	Free Flow Conditions					
Intersection Overall			***Free Flow Conditions***					

Table 5.4 – 2035 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	---	---	---	---	---	---
		TH	A	4.4	328	A	4.9	315
		RT	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	A	0.6	30	A	1.8	m62
		RT[5]	A	1.7	m742	A	0.7	m620
	Northbound	LT	E	60.9	45	E	59.2	66
		TH	---	---	---	---	---	---
		RT[5]	A	1.6	7	A	1.9	7
Intersection Overall			***A***	***3.4***	***-***	***A***	***3.7***	***-***
SW 73rd Place (HCM 2000)	Eastbound	LT	E	60.7	#515	F	206.3	#673
		TH	E	60.5	#1049	E	58.8	#905
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	75.0	m#121	F	111.5	m56
		TH	D	40.7	561	F	142.3	#825
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	59.6	235	F	148.4	#708
		TH	D	47.1	47	D	37.9	20
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	62.1	89	E	74.6	#125
		TH	E	62.0	91	E	74.3	#128
		RT	D	41.6	158	F	89.1	#459
Intersection Overall			***D***	***52.5***	***-***	***F***	***110.2***	***-***

Table 5.4 – 2035 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Dadeland Boulevard (HCM 2000)	Eastbound	LT	F	86.3	m34	F	81.1	m94
		TH	B	12.4	m104	D	49.9	m#263
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	85.4	#192	F	81.2	#176
		TH	C	20.5	315	C	34.5	411
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	77.4	#380	E	74.2	#553
		TH	D	54.6	233	D	49.6	336
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	58.9	25	E	65.4	#91
		TH	E	65.5	89	E	76.4	#128
		RT	E	58.2	0	E	58.8	27
Intersection Overall			***C***	***25.4***	***-***	***D***	***48.3***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.4**, two intersections will operate over capacity and four intersections will operate at capacity or better.

Table 5.5 – 2035 No-Build Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Court (HCM 6th)	Eastbound	TH	B	17.1	733	B	12.6	619
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	B	13.5	39	C	30.1	179
		TH	A	9.8	463	A	4.3	366
	Northbound	LT****	F	91.3	381	E	74.2	88
		RT	A	0.0	0	A	0.0	0
Intersection Overall			***C***	***21.4***	***-***	***B***	***11.3***	***-***

Table 5.5 – 2035 No-Build Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	D	36.3	569	E	58.7	497
		RT[1]	A	0.0	0	A	0.0	0
	Westbound	LT	C	31.9	130	F	81.8	#334
		TH	C	21.0	334	D	49.0	821
	Southbound	LT	E	57.3	567	D	51.0	#895
		RT	D	47.9	304	C	30.8	365
Intersection Overall			***D***	***40.0***	***-***	***D***	***51.2***	***-***
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	LT	E	78.2	383	F	87.7
		TH	TH	B	14.2	728	A	5.0
	Westbound	TH	TH	C	32.2	514	D	39.7
		RT[1]	RT*	A	0.0	0	A	0.0
	Northbound	LT	LT	E	63.7	122	F	95.8
		RT[1]	TH	A	0.0	0	F	187.7
Intersection Overall			***D***	***36.0***	***-***	***E***	***63.4***	***-***
SW 72nd Avenue (HCM 6th)	Eastbound	LT	---	---	---	---	---	---
		TH	D	40.6	1086	A	4.9	315
		RT*	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	D	37.7	806	A	1.8	m62
		RT*	A	0.0	0	A	0.7	m620
	Northbound	LT	E	61.0	212	E	59.2	66
		TH	---	---	---	---	---	---
		RT	D	54.7	223	A	1.9	7
Intersection Overall			***F***	***93.7***	***-***	***F***	***83.6***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.
V/C Ratio is not reported by HCM 2000 methodology for unsignalized intersection SR 826 Southbound On/Off Ramp.
1 - Unsignalized delay for NBR or WBR is excluded from calculations of the approach delay and intersection delay

As shown on **Table 5.5**, one intersection will operate over capacity and three intersections will operate at capacity or better.

Table 5.6 – 2035 No-Build Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Ct (HCM 6th)	Eastbound	LT	A	6.1	5	F	98.1	#74
		TH	B	12.2	346	A	5.5	364
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	174.9	#159	F	161.3	m#452
		TH	A	10.0	236	A	7.6	m941
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	A	0.0	0	A	0.0	0
		TH***	F	164.0	#483	F	96.7	232
		RT	A	0.0	0	A	0.0	0
	Southbound	LT	A	0.0	0	A	0.0	0
		TH***	F	136.5	#179	F	121.2	#109
		RT	A	0.0	0	A	0.0	0
Intersection Overall			***D***	***42.0***	***-***	***C***	***23.9***	***-***
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	D	35.6	552	C	23.3	232
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	D	54.2	137	E	69.7	m168
		TH	A	3.9	23	D	40.7	m#1128
	Southbound	LT	F	204.3	#625	F	113.0	#483
		RT	E	63.2	250	F	92.1	#457
Intersection Overall			***E***	***60.5***	***-***	***D***	***53.6***	***-***
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	E	79.2	m252	D	47.7	m222
		TH	B	10.2	m71	A	4.3	m53
	Westbound	TH	D	37.9	421	E	65.8	#1006
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	74.4	180	F	125.4	#284
		RT	F	278.0	#973	E	70.1	116
Intersection Overall			***E***	***61.2***	***-***	***D***	***53.3***	***-***

Table 5.6 – 2035 No-Build Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Ave (HCM 6th)	Eastbound	LT	F	99.0	#811	F	180.8	#414
		TH	C	31.1	962	D	39.1	606
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	D	46.4	139	C	29.6	80
		TH	F	82.3	#1096	F	150.4	#1567
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	67.5	163	F	202.7	#680
		TH	F	126.2	#425	E	56.9	215
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	F	80.7	#167	D	51.3	246
		TH	E	77.0	193	F	202.4	#813
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			***E***	***67.9***	***-***	***F***	***128.6***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.
V/C Ratio is not reported by HCM 6th methodology

As shown on **Table 5.6**, one intersection will operate over capacity and three intersections will operate at capacity or better.

Table 5.7 – 2035 No-Build Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 79th Avenue (2)	Eastbound	LT	F	90.2	102	F	96.5	#236
		TH *	B	17.7	496	C	21.5	517
		RT *	-	-	-	-	-	-
	Westbound	LT	F	83.3	53	F	99.5	m124
		TH *	B	12.1	208	B	15.8	693
		RT *	-	-	-	-	-	-
	Northbound	LT	F	85.3	22	F	82.5	47
		TH	F	85.1	20	F	81.9	40
		RT	E	71.1	0	E	63.4	51
	Southbound	LT	F	179.5	#485	F	101.9	#284
		TH ****	F	166.3	#461	F	88.7	233
		RT ****	-	-	-	-	-	-
Intersection Overall			***C***	***30.1***	***-***	***C***	***26.4***	***-***
SW 7800 Block (1)	Eastbound	LT	F	88.1	m22	F	88.9	m85
		TH	A	0.3	m2	A	0.2	59
	Westbound	TH *	A	0.3	439	A	0.5	m599
		RT *	A	0.8	-	A	1.4	-
	Southbound	LT	F	127.3	#361	F	83.8	172
		RT	E	69.6	42	E	79.4	195
Intersection Overall			***B***	***10.2***	***-***	***A***	***6.1***	***-***
Southbound Ramp Terminal (2)	Eastbound	TH *	D	37.0	m1076	F	95.3	#1026
		RT *	-	-	-	-	-	-
	Westbound	LT	F	348.7	m#657	F	313.8	m#1047
		TH	C	24.0	m410	B	19.1	m552
	Southbound	LT	F	324.5	#820	E	61.0	387
		RT	E	59.5	338	F	124.9	#717
Intersection Overall			***F***	***127.8***	***-***	***F***	***119.9***	***-***
Northbound Ramp Terminal (1)	Eastbound	TH	A	1.0	m1064	A	0.1	m121
		RT	-	-	m0	-	-	m0
	Westbound	TH *	A	1.2	878	A	0.5	m1136
		RT *	A	6.3	-	F	19.8	-
	Northbound	LT	F	126.5	#610	F	196.6	#764
		RT	F	499.3	#1173	F	264.8	#764
Intersection Overall			***F***	***97.2***	***-***	***D***	***52.7***	***-***

Table 5.7 – 2035 No-Build Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 74th Avenue (2)	Eastbound	TH	A	8.4	m426	C	22.5	m649
	Westbound	TH	A	1.3	m51	C	27.2	m312
	Northbound	LT ***	F	87.9	240	F	115.2	#746
		RT ***	F	87.9	240	F	115.2	#746
Intersection Overall			***A***	***9.3***	***-***	***D***	***36.4***	***-***
SW 72nd Avenue (1)	Eastbound	LT	E	65.5	m#319	E	75.6	m#161
		TH *	A	9.7	#1724	A	2.5	m#1260
		RT *	F	24.4		A	6.1	
	Westbound	LT	F	601.0	#527	C	34.4	#244
		TH *	C	24.6	800	D	43.3	#1342
		RT *	C	26.9		D	51.1	
	Northbound	LT	F	258.0	#375	F	377.4	#743
		TH *	F	300.4	#388	F	81.4	263
		RT *	F	337.4		F	93.9	
	Southbound	LT	F	350.6	#426	E	74.4	150
		TH	F	169.4	#340	F	104.9	#342
		RT (3)	B	15.3	54	F	109.8	#570
Intersection Overall			***E***	***69.1***	***-***	***D***	***54.0***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.7**, two intersections will operate over capacity and four intersections will operate at capacity or better.

Table 5.8 – 2035 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 82nd Avenue (1)	Eastbound	LT	F	123.6	#183	F	121.8	#255
		TH *	C	32.3	749	D	43.9	799
		RT *	C	33.8	-	D	46.8	-
	Westbound	LT	F	98.7	219	F	94.7	#494
		TH *	A	1.5	442	C	34.1	780
		RT *	A	2.8	-	D	36.9	-
	Northbound	LT	F	102.9	166	F	103.7	158
		TH	F	105.1	#431	F	114.3	#357
		RT	E	59.4	96	D	53.6	160
	Southbound	LT	F	94.4	270	F	99.5	317
		TH	E	66.6	303	E	73.6	333
		RT	D	54.7	50	E	56.2	79
Intersection Overall			**C**	***33.9***	**-**	**D**	***51.7***	**-**
SW 79th Avenue (1)	Eastbound	LT	A	9.3	m1	A	8.1	m8
		TH *	A	0.6	69	A	8.9	867
		RT *	A	1.0	-	A	9.5	-
	Westbound	LT	D	47.8	#324	D	42.5	m483
		TH *	C	25.3	70	A	0.5	599
		RT *	C	25.8	-	A	1.1	-
	Northbound	LT	E	58.2	58	E	71.0	56
		TH * (3)	E	64.9	309	C	27.4	110
		RT *	E	68.3	-	E	78.9	-
	Southbound	LT	F	275.5	#456	F	99.6	#176
		TH	E	56.3	49	E	68.6	72
		RT	E	56.1	21	E	67.9	0
Intersection Overall			**C**	***27.8***	**-**	**B**	***10.8***	**-**
Southbound Ramp Terminal (2 AM and 1 PM)	Eastbound	LT	E	55.8	m307	F	104.9	#392
		TH	B	16.0	m589	A	2.4	37
	Westbound	TH	B	17.0	333	C	24.1	813
		RT	A	9.1	m128	A	9.9	140
	Southbound	LT	F	81.6	446	F	97.5	#530
		RT	D	47.3	307	E	61.6	688
Intersection Overall			**C**	***27.9***	**-**	**C**	***31.9***	**-**

Table 5.8 – 2035 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Northbound Ramp Terminal (2)	Eastbound	TH	E	57.9	#1126	D	38.0	m#1019
		RT	D	40.8	188	B	19.3	m77
	Westbound	LT	F	117.6	#463	F	99.0	m374
		TH	B	10.3	230	A	6.8	m209
	Northbound	LT ***	E	69.1	516	E	78.0	495
		RT ***	F	124.8	#832	F	102.1	#631
Intersection Overall			**D**	***51.2***	**-**	**C**	***34.9***	**-**
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	E	70.4	m497	F	108.8	m#433
		TH *	B	16.9	m546	B	18.4	388
		RT *	-	-	-	-	-	-
	Westbound	LT	D	46.4	27	D	45.2	m12
		TH *	D	37.3	698	E	61.9	#1120
		RT *	-	-	-	-	-	-
	Northbound	LT	F	88.8	#177	F	163.9	#277
		TH *	F	88.6	197	E	61.8	144
		RT *	-	-	-	-	-	-
	Southbound	LT	E	77.4	139	E	59.6	170
		TH *	F	80.3	133	F	213.6	#788
		RT *	-	-	-	-	-	-
Intersection Overall			**D**	***35.6***	**-**	**E**	***64.4***	**-**

Table 5.8 – 2035 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	A	5.9	39	A	3.2	m1
		TH *	A	6.7	650	A	1.0	52
		RT *	-	-	-	-	-	-
	Westbound	LT	A	5.6	5	A	3.5	2
		TH *	A	4.2	354	A	6.6	624
		RT *	-	-	-	-	-	-
	Northbound	LT	E	62.4	86	F	94.6	164
		TH *	E	57.9	0	E	74.9	31
		RT *	-	-	-	-	-	-
	Southbound	LT ****	-	-	-	-	-	-
		TH ****	E	57.9	0	E	74.8	12
		RT ****	-	-	-	-	-	-
Intersection Overall			***A***	***6.5***	***-***	***A***	***5.8***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.8,** all intersections will operate at capacity or better.

Table 5.9 – 2035 No-Build Alternative SW 8th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 82nd Avenue (1)	Eastbound	LT	F	87.8	#233	F	84.6	#169
		TH *	F	345.7	#1831	E	66.4	#1140
		RT *	F	356.6	-	E	76.3	-
	Westbound	LT	F	105.4	#504	F	284.7	#769
		TH	F	84.3	#1102	F	127.4	#1761
		RT	D	44.3	222	C	25.6	48
	Northbound	LT	F	136.8	#407	D	54.3	213
		TH	C	32.6	163	E	69.5	347
		RT	C	23.2	338	D	53.8	259
	Southbound	LT	F	107.0	426	E	55.3	291
		TH	D	52.1	203	E	74.9	386
		RT	D	47.9	0	E	61.7	0
Intersection Overall			***F***	***187.5***	***-***	***F***	***103.6***	***-***
Southbound Ramp Terminal (2)	Eastbound	TH *	C	25.8	m76	B	18.7	m501
		RT *	-	-	-			-
	Westbound	LT	F	271.2	m#539	C	31.7	m171
		TH	A	0.2	m0	A	0.1	m0
Intersection Overall			***D***	***46.1***	***-***	***B***	***11.6***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH *	C	26.4	#745	A	1.4	11
		RT *	-	-	-	-	-	-
	Westbound	TH	B	15.2	m412	F	153.5	m#1439
	Northbound	LT	E	69.1	#379	F	148.0	#539
Intersection Overall			***C***	***29.2***	***-***	***F***	***98.9***	***-***

Table 5.9 – 2035 No-Build Alternative SW 8th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 74th Avenue (2)	Eastbound	LT	F	113.1	m#197	F	118.5	#326
		TH *	F	126.4	m#2468	B	19.5	988
		RT *	-	-	-	-	-	-
	Westbound	LT	D	51.0	26	D	37.8	15
		TH	D	47.8	#1593	F	152.6	#2563
		RT	A	0.0	0	A	0.0	0
	Northbound	LT	F	162.4	#377	F	99.3	195
		TH *	F	104.3	#415	F	96.9	208
		RT *	-	-	-	-	-	-
	Southbound	LT	E	77.5	92	E	76.9	125
		TH	F	86.3	258	F	83.9	176
		RT	E	65.6	156	E	66.2	0
Intersection Overall			***F***	***94.6***	***-***	***F***	***94.6***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.9**, three intersections will operate over capacity and one intersection will operate at capacity or better.

Table 5.10 – 2035 No-Build Alternative Flagler Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 82nd Avenue (2)	Eastbound	LT	C	33.8	#271	F	608.7	#1162
		TH *	C	24.1	702	C	26.5	512
		RT *	-	-	-	-	-	-
	Westbound	LT	C	28.2	m34	B	12.2	m15
		TH *	A	7.0	83	E	66.8	m#1260
		RT *	-	-	-	-	-	-
	Northbound	LT	F	82.5	111	E	74.1	119
		TH *	F	87.8	147	F	91.4	208
		RT *	-	-	-	-	-	-
	Southbound	LT	F	80.1	280	F	146.0	#552
		TH	E	71.6	218	E	64.7	225
		RT	D	51.7	38	F	126.0	#684
Intersection Overall			***C***	***28.2***	***-***	***F***	***113.3***	***-***
SW 79th Avenue (2)	Eastbound	LT	E	56.7	276	F	114.6	m#410
		TH *	C	25.0	348	C	25.5	m407
		RT *	-	-	-	-	-	-
	Westbound	LT	E	63.8	m90	D	50.2	m45
		TH	B	11.5	334	C	22.5	601
		RT	D	38.1	874	A	3.5	m23
	Northbound	LT	F	84.0	97	F	115.3	#107
		TH	F	91.4	136	F	107.6	#103
		RT	E	73.0	7	E	71.8	0
	Southbound	LT	F	85.7	509	F	497.9	#1748
		TH **	F	86.3	514	F	481.8	#1723
		RT	E	55.6	44	F	117.8	#735
Intersection Overall			***D***	***35.5***	***-***	***F***	***136.1***	***-***

Table 5.10 – 2035 No-Build Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Southbound Ramp Terminal (1)	Eastbound	LT	F	93.6	247	F	91.3	m193
		TH *	C	28.5	557	E	56.4	m770
		RT *	C	30.6	-	F	65.6	-
	Westbound	LT	C	29.7	m67	F	90.6	m139
		TH	C	31.0	323	D	46.4	722
		RT	-	-	0	-	-	m0
	Northbound	LT **	E	79.4	-	F	128.2	-
		TH **	-	-	187	-	-	#217
		RT	F	192.1	148	F	84.9	0
	Southbound	LT	E	79.9	256	F	86.4	#369
		TH	E	69.3	40	E	62.9	104
Intersection Overall			***D***	***47.7***	***-***	***E***	***62.3***	***-***
Northbound Ramp Terminal (1)	Eastbound	LT	E	74.3	608	F	302.4	m#1237
		TH	A	1.1	328	A	1.1	m278
	Westbound	TH	A	0.4	204	24.6	24.6	1035
		RT (3)	A	0.7	0	A	1.3	0
	Southbound	LT (3)	F	90.1	147	F	185.2	#194
Intersection Overall			***B***	***14.7***	***-***	***F***	***86.3***	***-***
SW 74th Avenue (1)	Eastbound	LT	A	8.5	m13	D	49.6	74
		TH *	A	0.8	906	B	12.1	855
		RT *	A	1.4	-	B	12.6	-
	Westbound	LT	A	5.7	m5	F	112.6	m32
		TH *	B	10.9	183	C	23.6	m349
		RT *	B	11.6	-	C	27.1	-
	Northbound	LT **	F	96.4	-	F	96.8	-
		TH **	-	-	171	-	-	192
		RT	-	-	16	-	-	0
	Southbound	LT **	F	91.1	-	F	73.4	-
		TH **	-	-	53	-	-	98
		RT	F	83.3	0	F	80.1	0
Intersection Overall			***A***	***8.7***	***-***	***C***	***22.8***	***-***

Table 5.10 – 2035 No-Build Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
NW 72nd Avenue (1)	Eastbound	LT	F	287.3	#1282	F	117.1	#892
		TH *	C	29.3	643	C	33.9	501
		RT *	C	31.0	-	D	36.0	-
	Westbound	LT	F	91.0	143	F	99.9	180
		TH	E	59.6	743	F	251.6	#1387
	Northbound	LT	F	128.6	#311	F	256.9	#505
		TH *	F	100.7	#502	E	76.1	309
		RT *	F	102.9	-	E	77.0	-
	Southbound	LT	F	692.9	#482	F	1065.7	#1262
		TH	E	70.2	223	F	191.4	#743
		RT	D	40.1	142	F	171.7	#1418
Intersection Overall			***F***	***119.8***	***-***	***F***	***277.5***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 10 Lanes, Volumes, Timings report, since HCM6th Ed, HCM 2010 and HCM 2000 are not capable of reporting the results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.10**, four intersections will operate over capacity and two intersections will operate at capacity or better.

Table 5.11 – 2035 No-Build Alternative NW 25th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-			
		TH	D	37.7	357	C	29.5	178
		RT	A	0.7	0	B	10.0	0
	Westbound	LT	E	58.9	m100	F	264.2	m#1052
		TH	C	25.5	m514	B	13.4	m432
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	F	163.0	#832	E	72.2	250
		TH	-	-	-	-	-	-
		RT	A	2.2	0	A	0.7	0
Intersection Overall			***D***	***45.0***	***-***	***71.4***	***E***	***-***
Northbound Ramp Terminal (2)	Eastbound	LT	F	175.2	m#489	F	122.0	#404
		TH	B	16.7	m284	A	5.5	74
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	D	40.5	294	C	30.9	384
		RT	A	0.2	0	A	0.3	0
	Northbound	LT	F	261.7	#1089	F	90.3	#489
		RT (*MIA CARGO*)	E	73.8	502	E	73.9	386
		RT	F	131.2	#484	A	3.3	0
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			***F***	***111.2***	***-***	***D***	***38.3***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

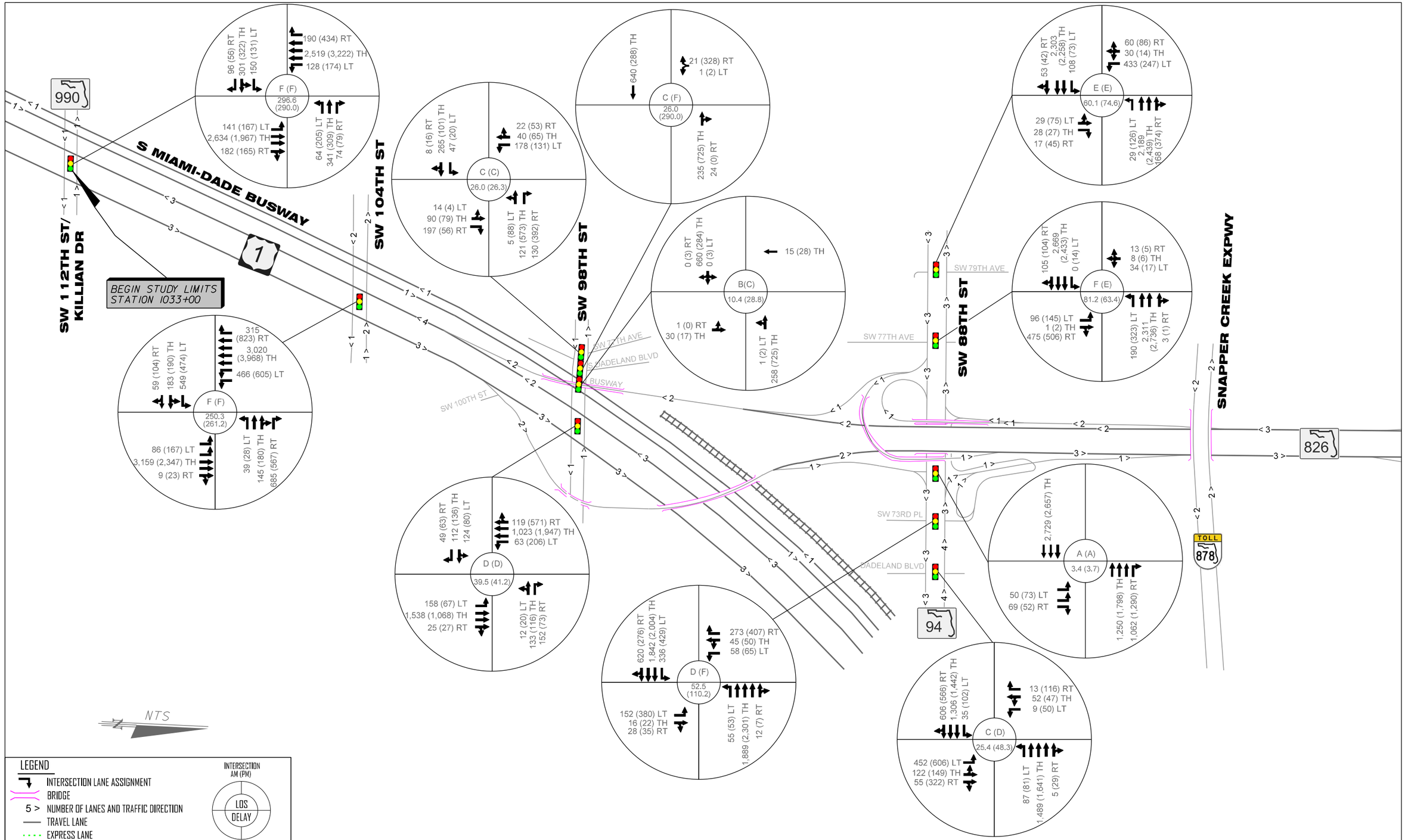
As shown on **Table 5.11**, one intersection will operate over capacity and one intersection will operate at capacity or better.

Table 5.12 – 2035 No-Build Alternative Milam Dairy Road/NW 72nd Ave Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Westbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Westbound	LT	D	52.2	247	D	47.3	290
		TH	D	51.6	247	F	103.7	#774
		RT	E	57.7	265	D	41.2	58
	Northbound	LT	E	71	m241	F	329.1	m#740
		TH	B	14	m225	D	46.9	m479
		RT	-	-	-	-	-	-
	Southbound	LT	C	21.2	7	C	29.7	7
		TH	C	27.2	339	F	117	#969
		RT	-	-	-	-	-	-
Intersection Overall			***C***	***30.1***	***-***	***F***	***133.6***	***-***
Eastbound Ramp Terminal (2)	Eastbound	LT	C	29.0	359	D	36.9	272
		TH	-	-	-	-	-	-
		RT	C	30	302	C	31.4	32
	Westbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	B	13.2	m#505	F	98.3	m#653
		RT	-	-	-	-	-	-
	Southbound	LT	D	48.1	110	F	8.8	m185
		TH	E	61	461	A	126.8	m70
		RT	-	-	-	-	-	-
Intersection Overall			***C***	***32.7***	***-***	***E***	***66.0***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.12**, one intersection will operate over capacity and one intersection will operate at capacity or better.



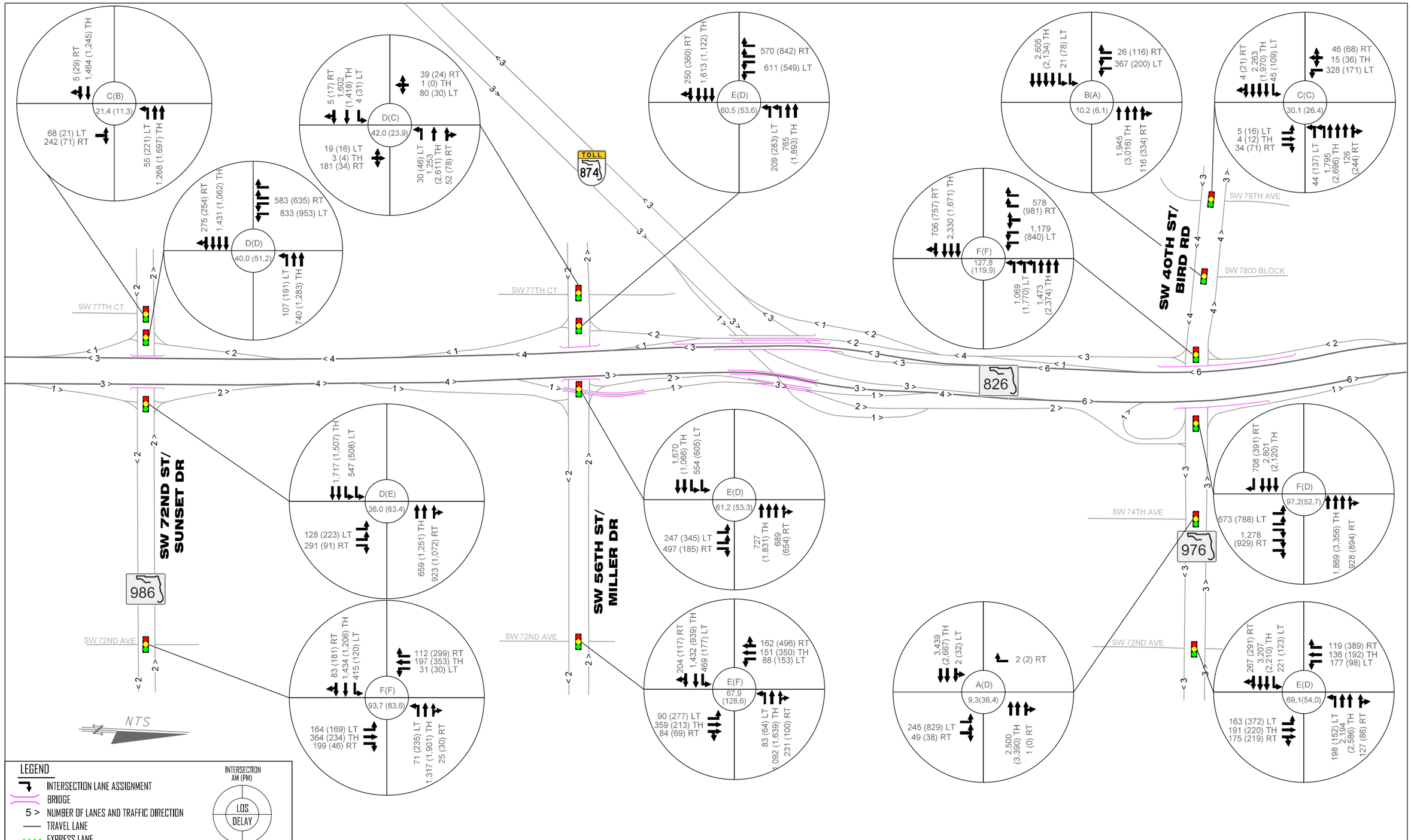
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.12



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

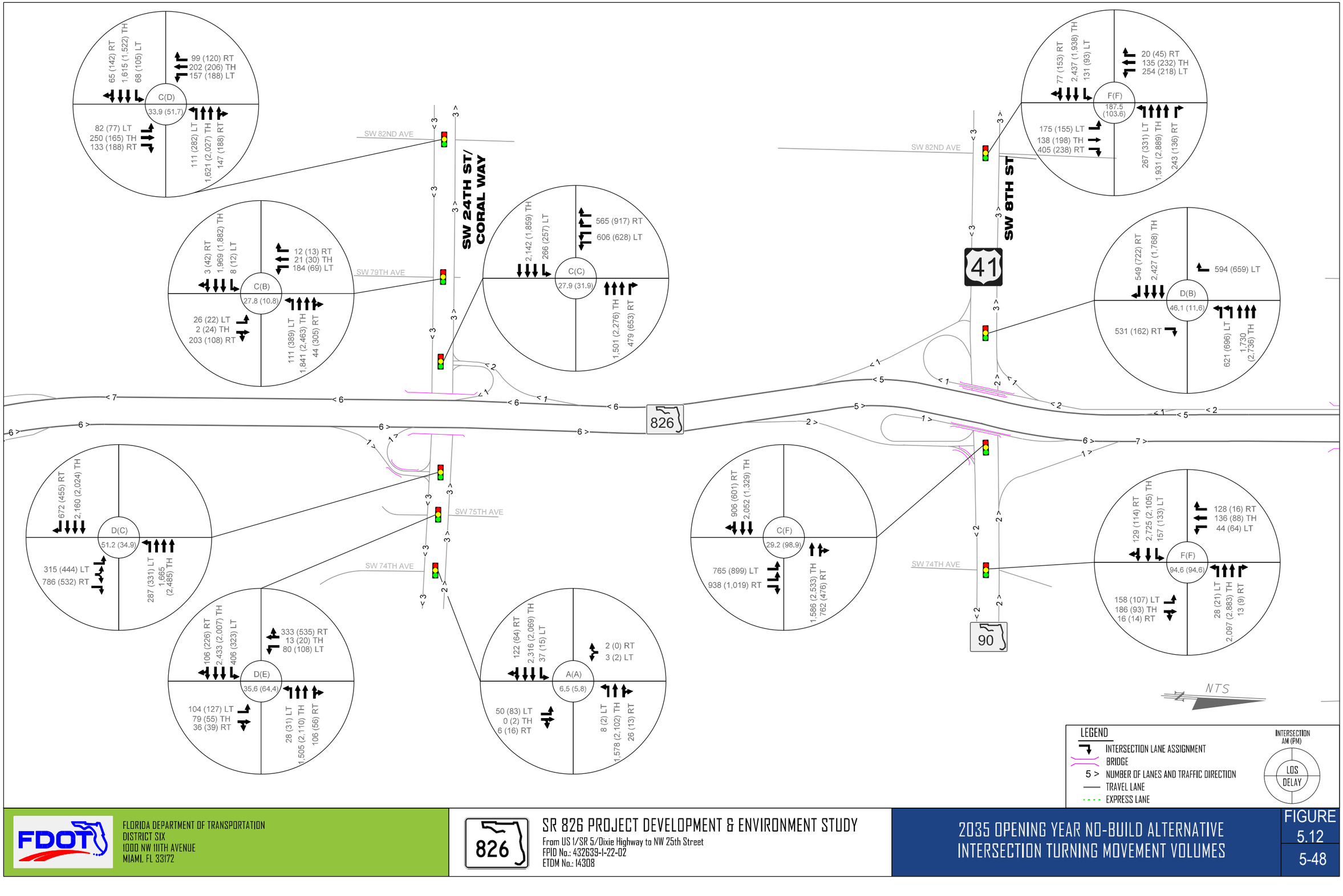
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2035 OPENING YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.12



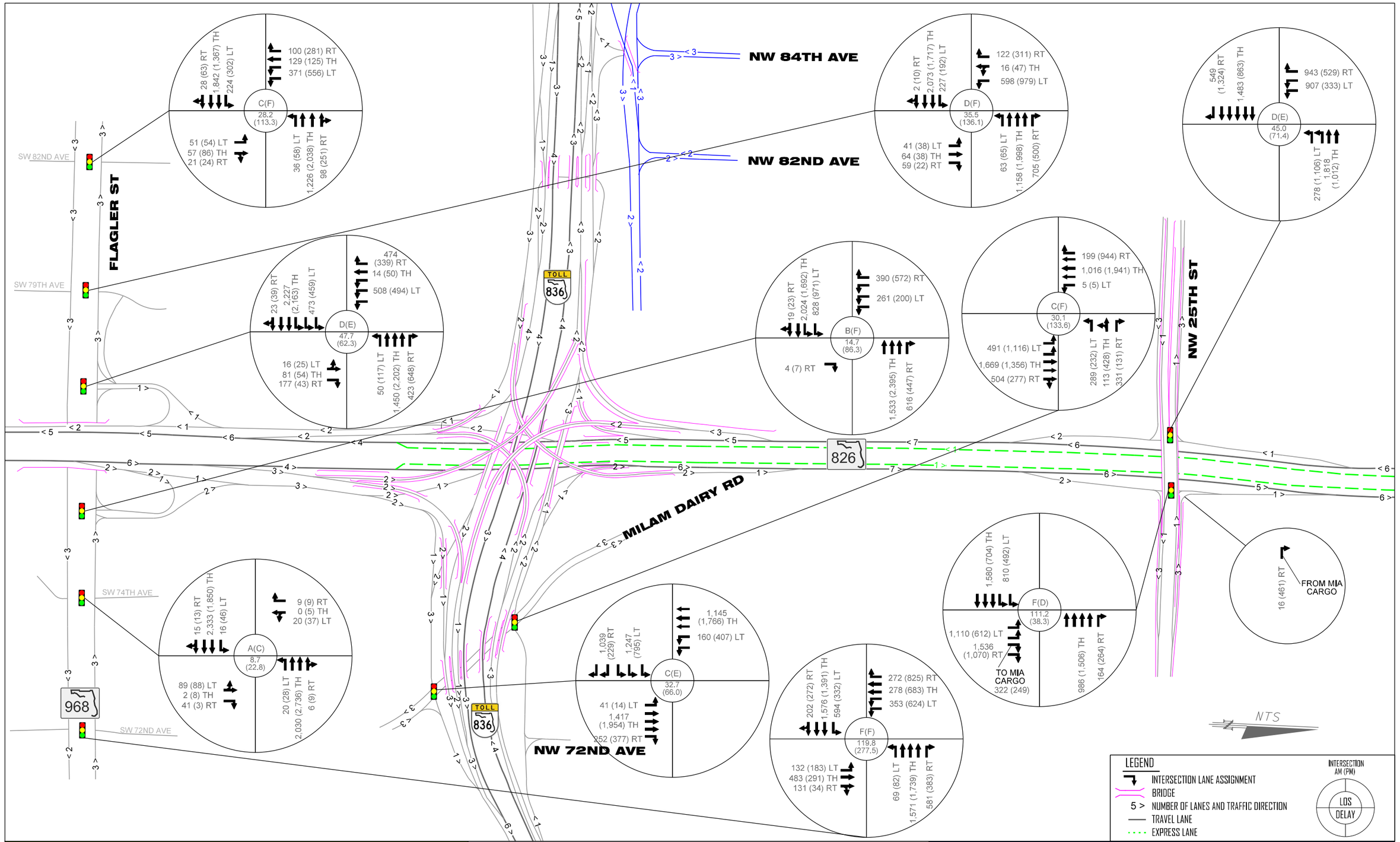
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2035 OPENING YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.12



FLORIDA DEPARTMENT OF TRANSPORTATION
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

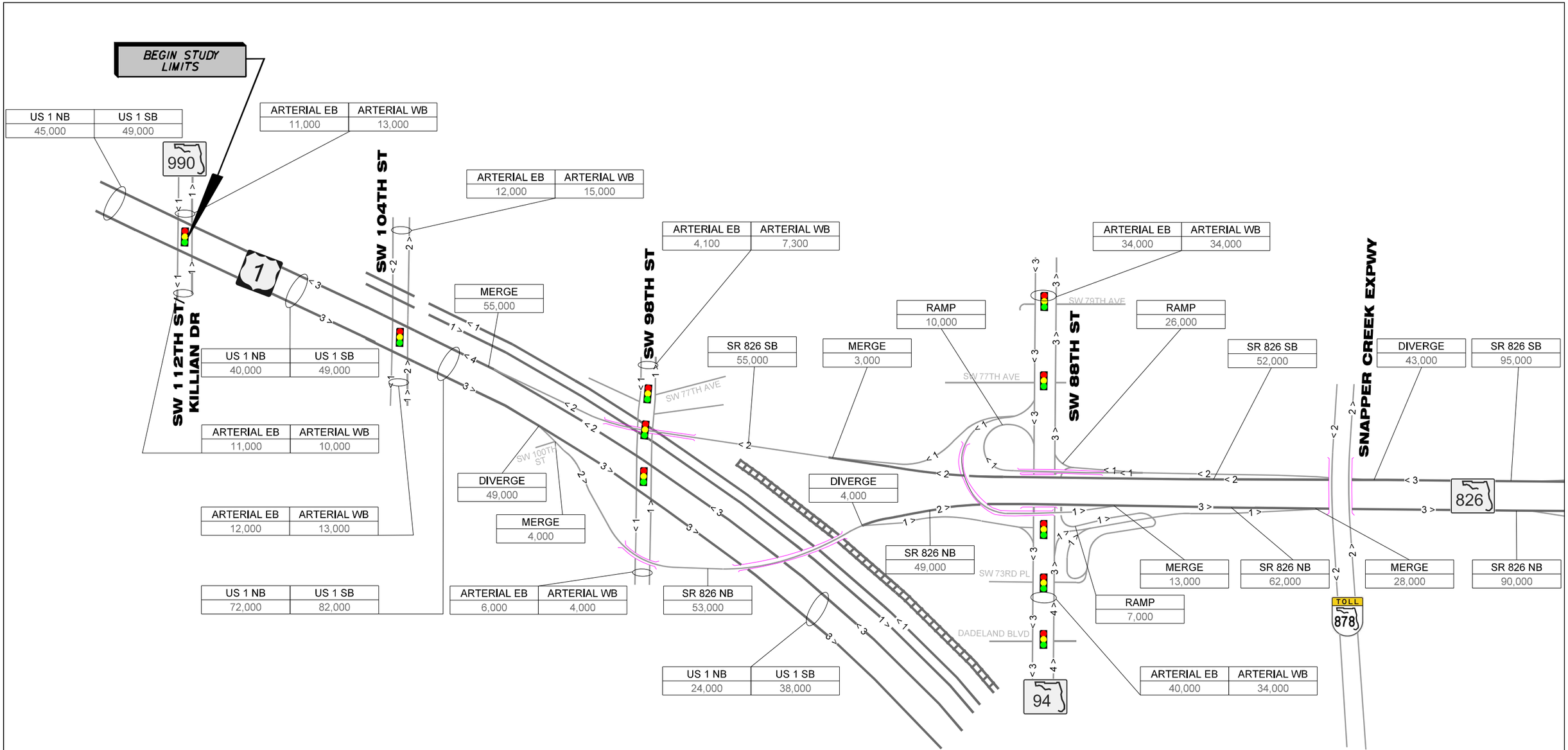
From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.12

5.5 No-Build Alternative – 2055 Traffic Forecast

A 2055 design year traffic operational analysis was performed for the AM and PM peak hours. Design year 2055 traffic data was obtained from the *Project Traffic Forecasting Memorandum*, dated April 2022. **Figure 5.13** shows the No-Build Alternative 2055 AADT volumes for the study area. **Figure 5.14** shows the No-Build Alternative 2055 DDHV for the study area.



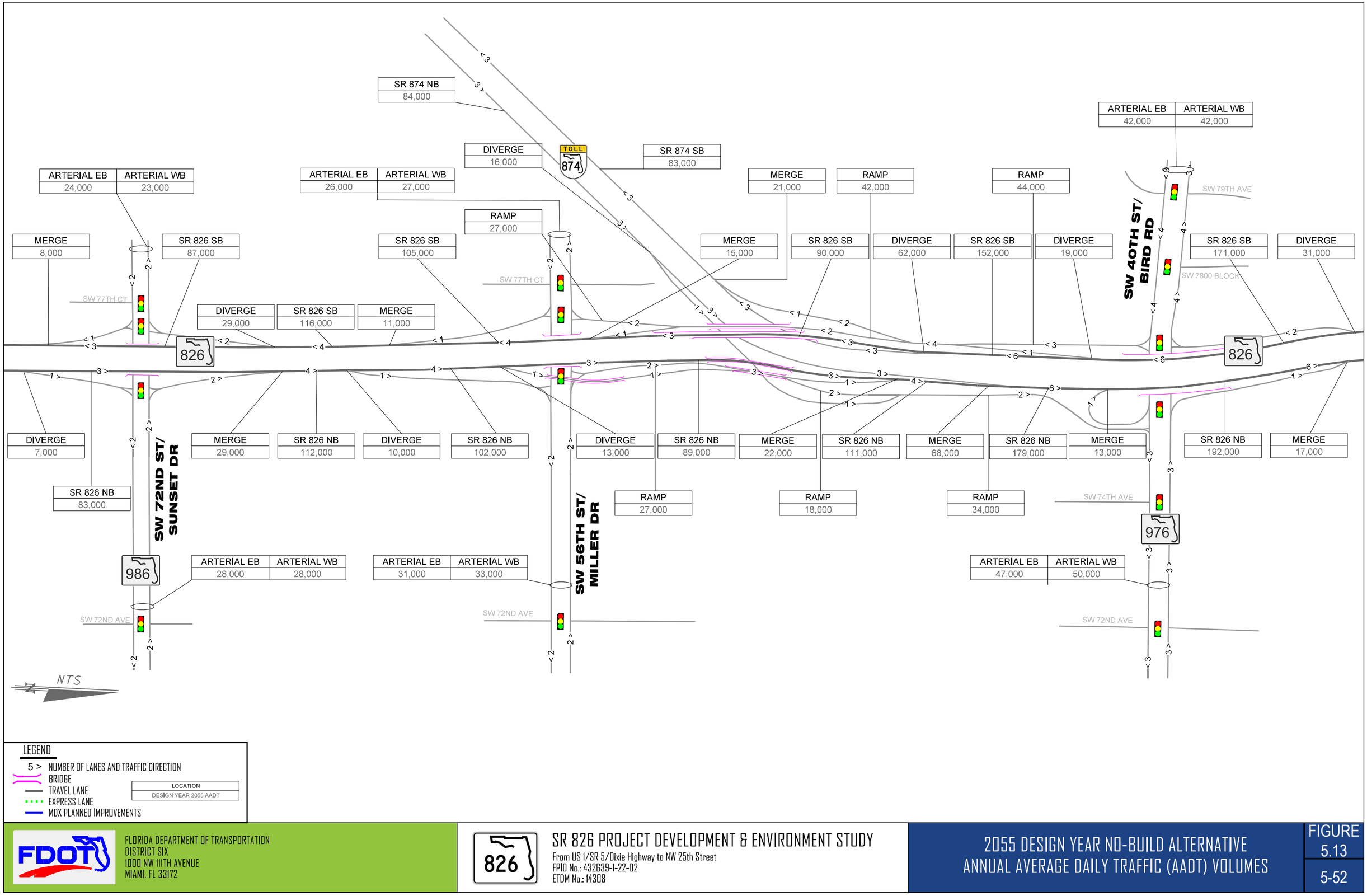
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ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.13

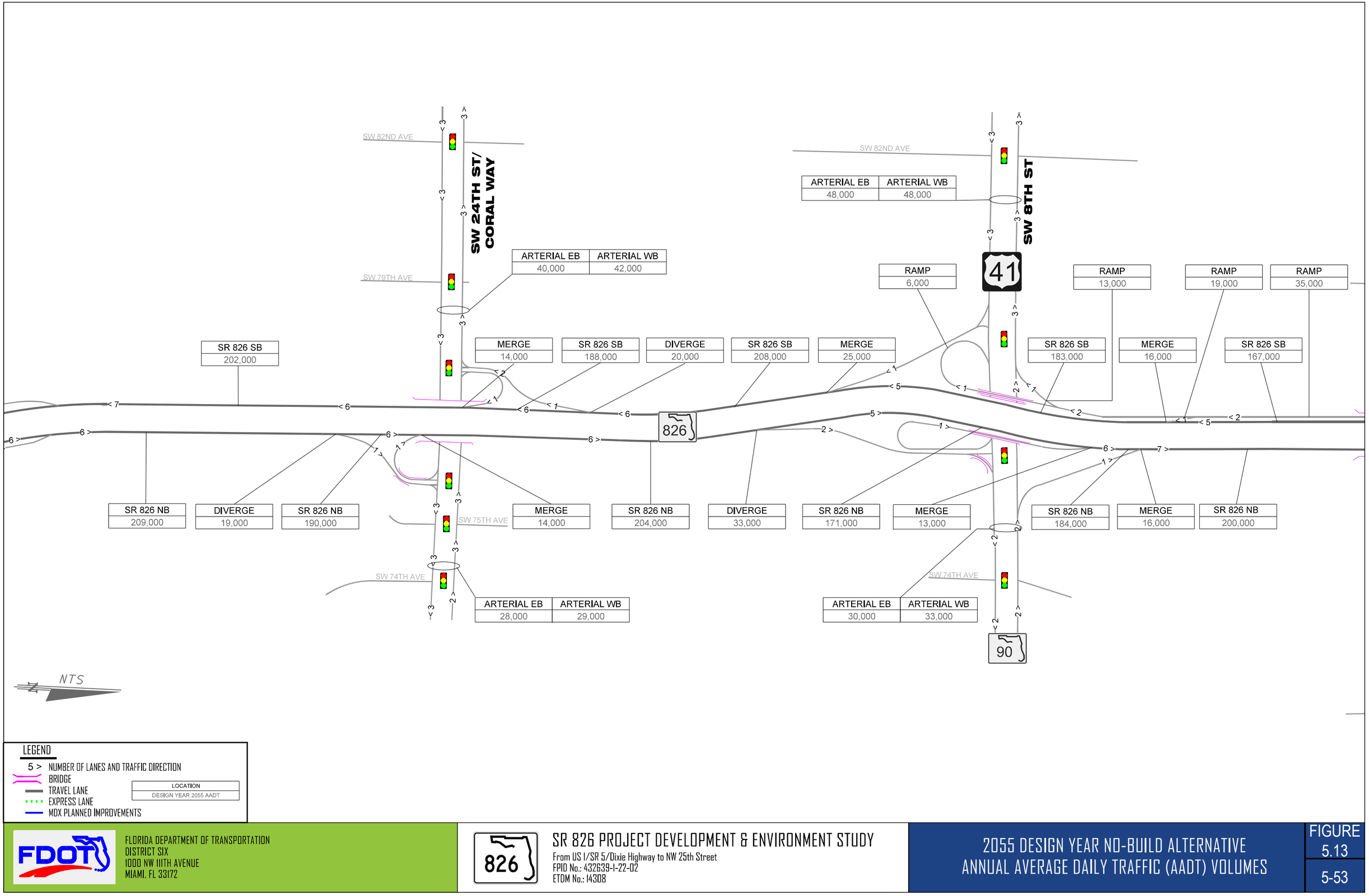


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2055 DESIGN YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.13



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ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.13

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS

NW 84TH AVE

NW 82ND AVE

SW 82ND AVE

FLAGLER ST

FLAGLER ST

ARTERIAL EB	ARTERIAL WB
29,000	28,000

SW 79TH AVE

RAMP
6,100

RAMP
19,000

RAMP
28,000

RAMP
16,000

RAMP
44,000

RAMP
10,000

SR 826 SB
167,000

SR 826 SB
125,000

MERGE
42,000

EXP MERGE
18,000

SR 826 SB
107,000

DIVERGE
34,000

SR 826 SB
141,000

DIVERGE
5,000

SR 826 SB
146,000

DIVERGE
47,000

EXP LANES SB
18,000

SR 826 SB
193,000

MERGE
28,000

ARTERIAL EB	ARTERIAL WB
42,000	52,000

NW 25TH ST

SR 826 SB
165,000

DIVERGE
25,000

TOLL 836

826

MILAM DAIRY RD

DIVERGE
24,000

SR 826 NB
176,000

DIVERGE
45,000

SR 826 NB
131,000

MERGE
43,000

SR 826 NB
173,000

MERGE
22,000

SR 826 NB
195,000

DIVERGE
32,000

SR 826 NB
163,000

MERGE
25,000

SW 74TH AVE

RAMP
9,100

RAMP
29,000

RAMP
43,900

MERGE
18,000

SR 826 NB
130,000

SR 826 NB
112,000

EXP DIVERGE
19,000

EXP LANES NB
19,000

ARTERIAL EB	ARTERIAL WB
29,000	33,000

968

SW 72ND AVE

TOLL 836

NW 72ND AVE

ARTERIAL EB	ARTERIAL WB
30,000	25,000

FDOT

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ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

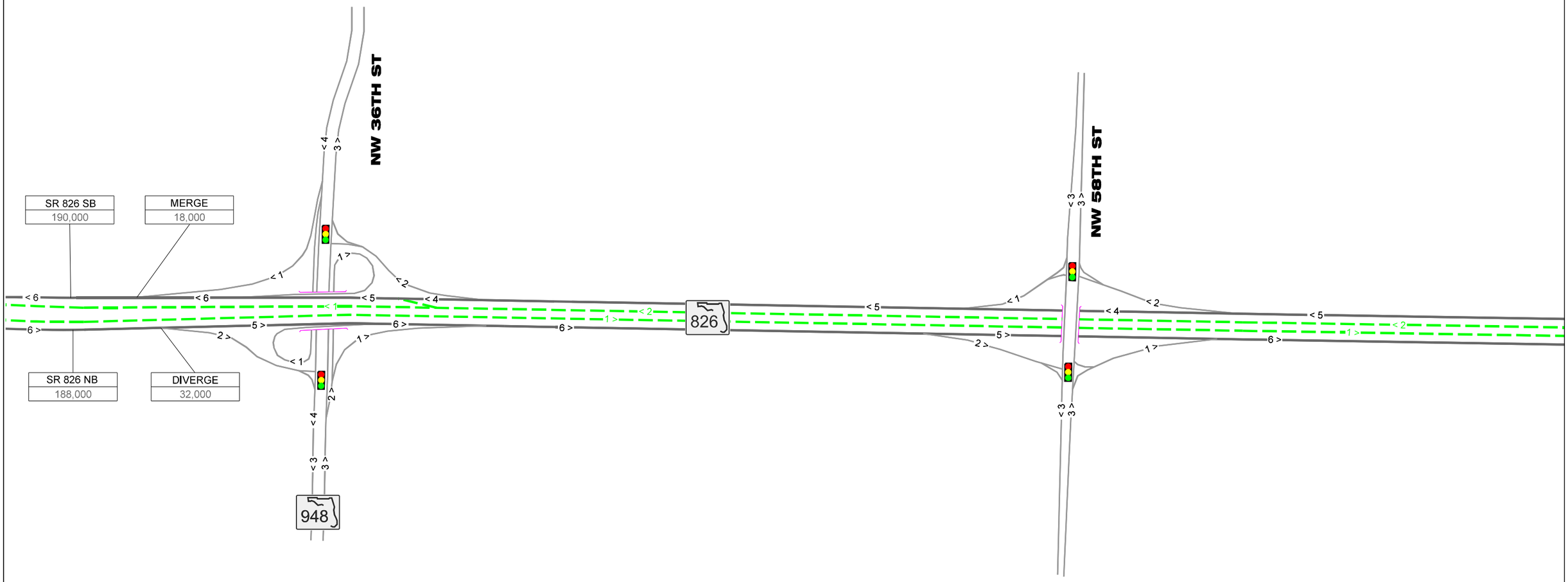
FIGURE 5.13

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS



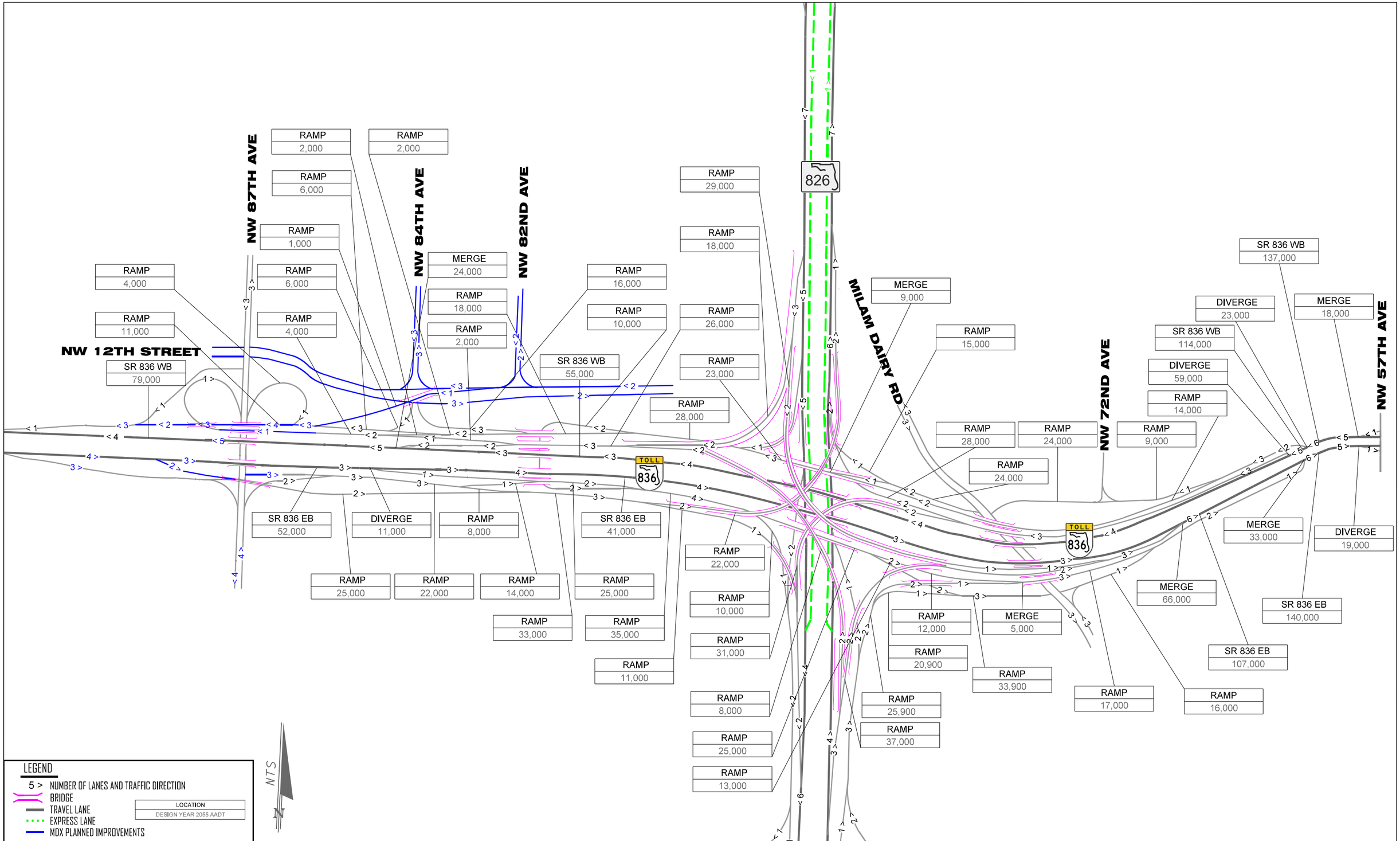
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2055 DESIGN YEAR NO-BUILD ALTERNATIVE
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.13



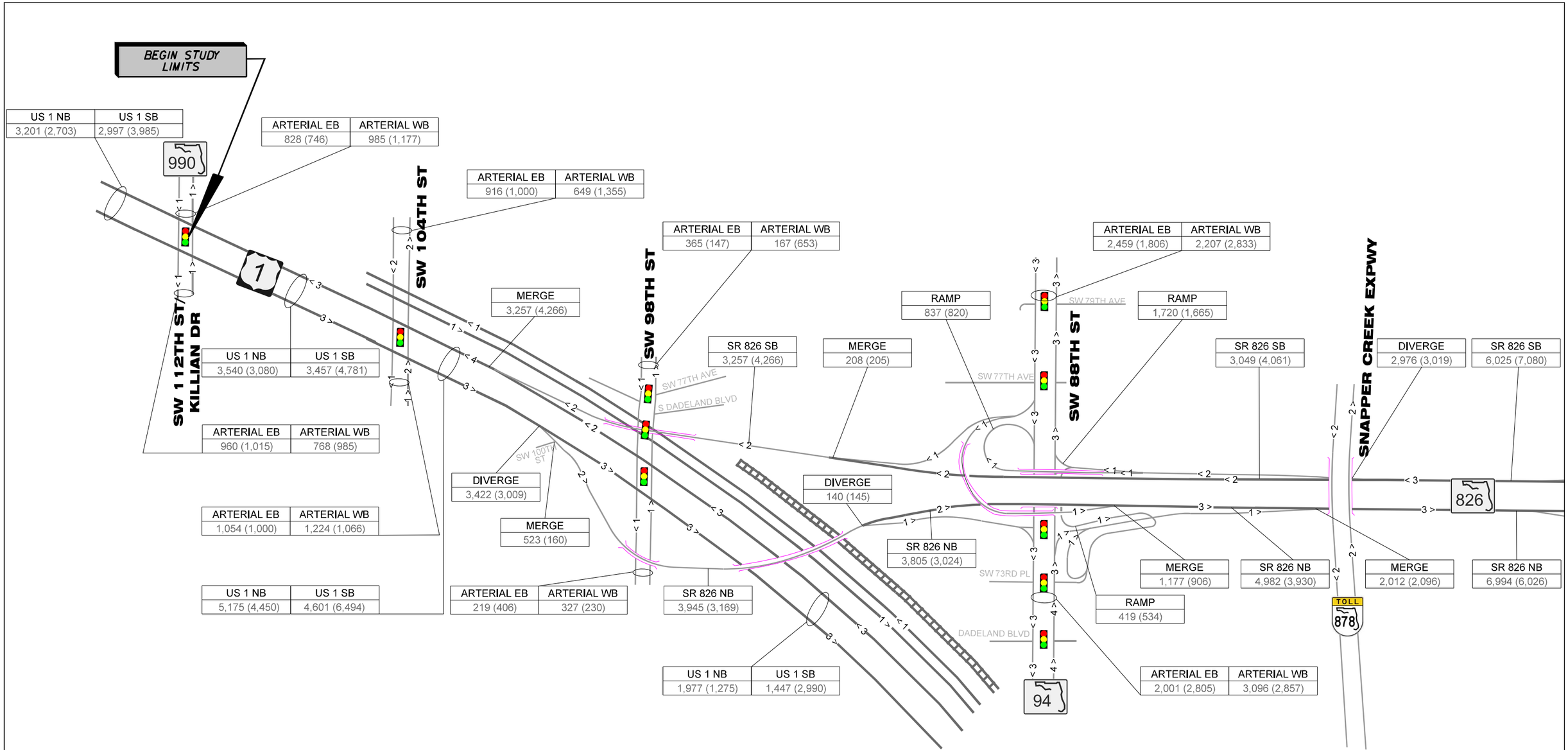
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2055 DESIGN YEAR NO-BUILD ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.13



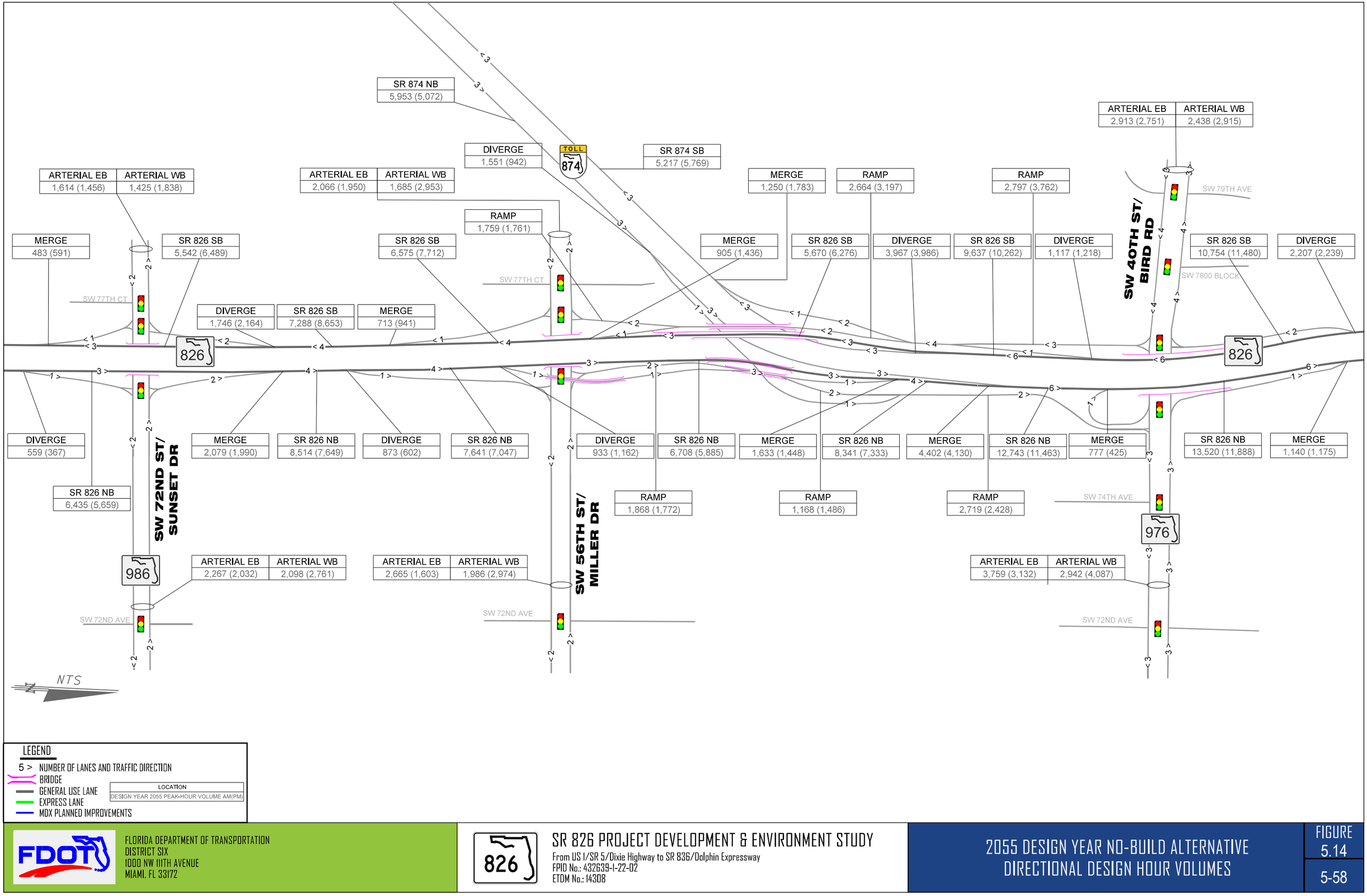
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From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.14



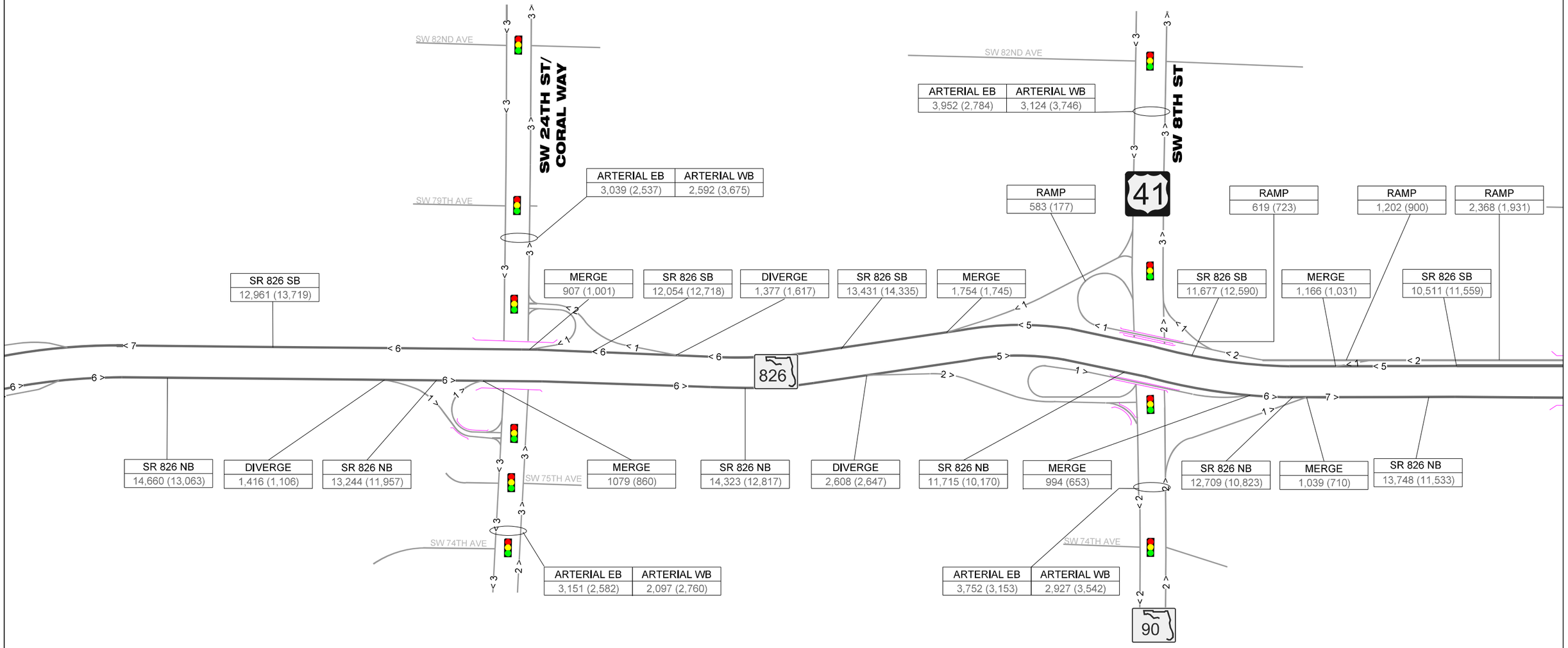
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2055 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.14



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2055 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.14

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
GENERAL USE LANE
EXPRESS LANE
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 PEAK-HOUR VOLUME AM(PM)

NTS

SW 82ND AVE
FLAGLER ST
SW 79TH AVE
SW 74TH AVE
SW 72ND AVE
NW 25TH ST
MILAM DAIRY RD
NW 72ND AVE

ARTERIAL EB	ARTERIAL WB
2,318 (2,125)	1,563 (2,598)

RAMP
544 (290)

RAMP
1,161 (1,209)

RAMP
1,827 (1,669)

RAMP
1,207 (641)

SR 826 SB
10,511 (11,559)

MERGE
3,074 (2,275)

SR 826 SB
7,437 (9,284)

EXP MERGE
1,327 (1,287)

RAMP
3,034 (2,310)

RAMP
527 (570)

SR 826 SB
6,110 (7,997)

DIVERGE
2,507 (1,740)

SR 826 SB
8,617 (9,737)

DIVERGE
628 (260)

SR 826 SB
9,245 (9,997)

DIVERGE
3,472 (3,372)

EXP LANES SB
1,327 (1,287)

SR 826 SB
12,717 (13,369)

MERGE
1,199 (3,030)

SR 826 SB
11,518 (10,339)

DIVERGE
2,179 (1,442)

ARTERIAL EB	ARTERIAL WB
2,649 (2,431)	3,359 (2,061)

DIVERGE
2,047 (1,593)

SR 826 NB
11,701 (9,940)

DIVERGE
2,984 (2,671)

SR 826 NB
8,717 (7,269)

RAMP
693 (856)

RAMP
2,071 (2,292)

RAMP
3,425 (3,029)

ARTERIAL EB	ARTERIAL WB
2,655 (2,185)	2,418 (3,163)

MERGE
1,675 (1,264)

SR 826 NB
8,796 (7,088)

SR 826 NB
7,121 (5,824)

EXP DIVERGE
1,596 (1,444)

MERGE
3,274 (3,215)

SR 826 NB
12,070 (10,303)

MERGE
2,277 (1,607)

EXP LANES NB
1,596 (1,444)

SR 826 NB
14,347 (11,910)

DIVERGE
3,281 (2,446)

SR 826 NB
11,066 (9,464)

MERGE
1,475 (1,837)

ARTERIAL EB	ARTERIAL WB
3,136 (1,849)	1,596 (1,913)

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

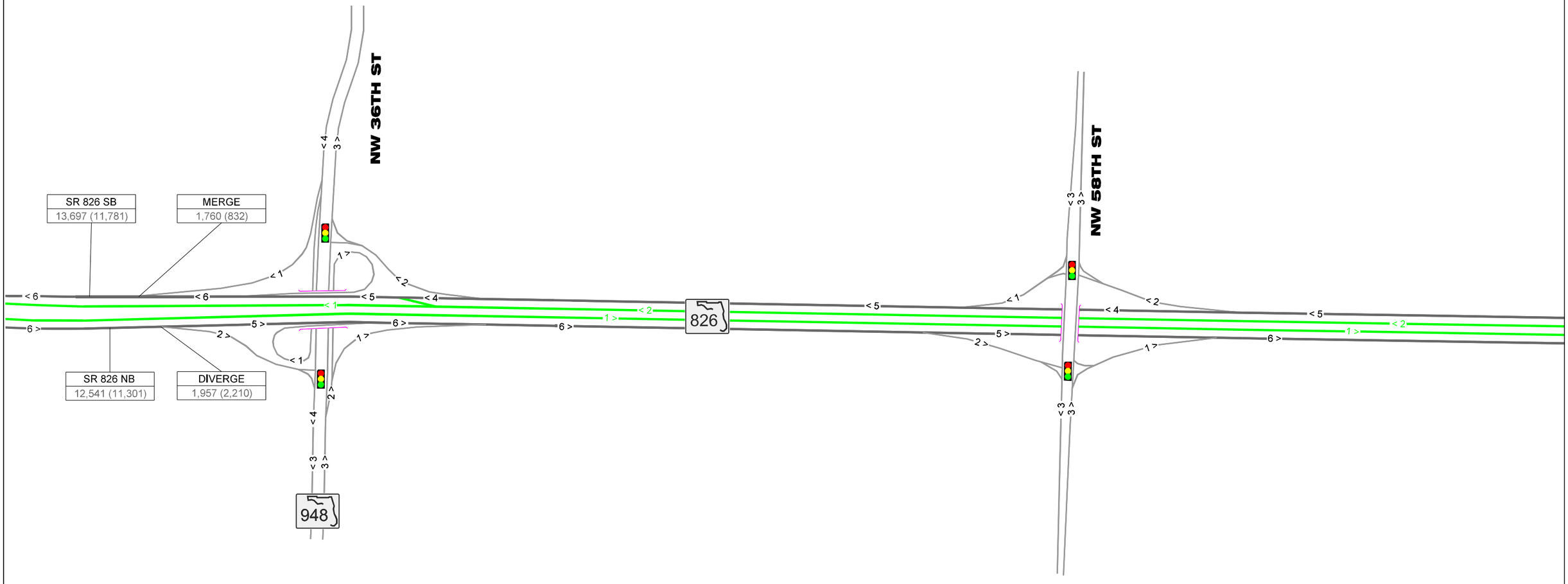
2055 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
GENERAL USE LANE
EXPRESS LANE
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 PEAK-HOUR VOLUME AM(PM)

NTS



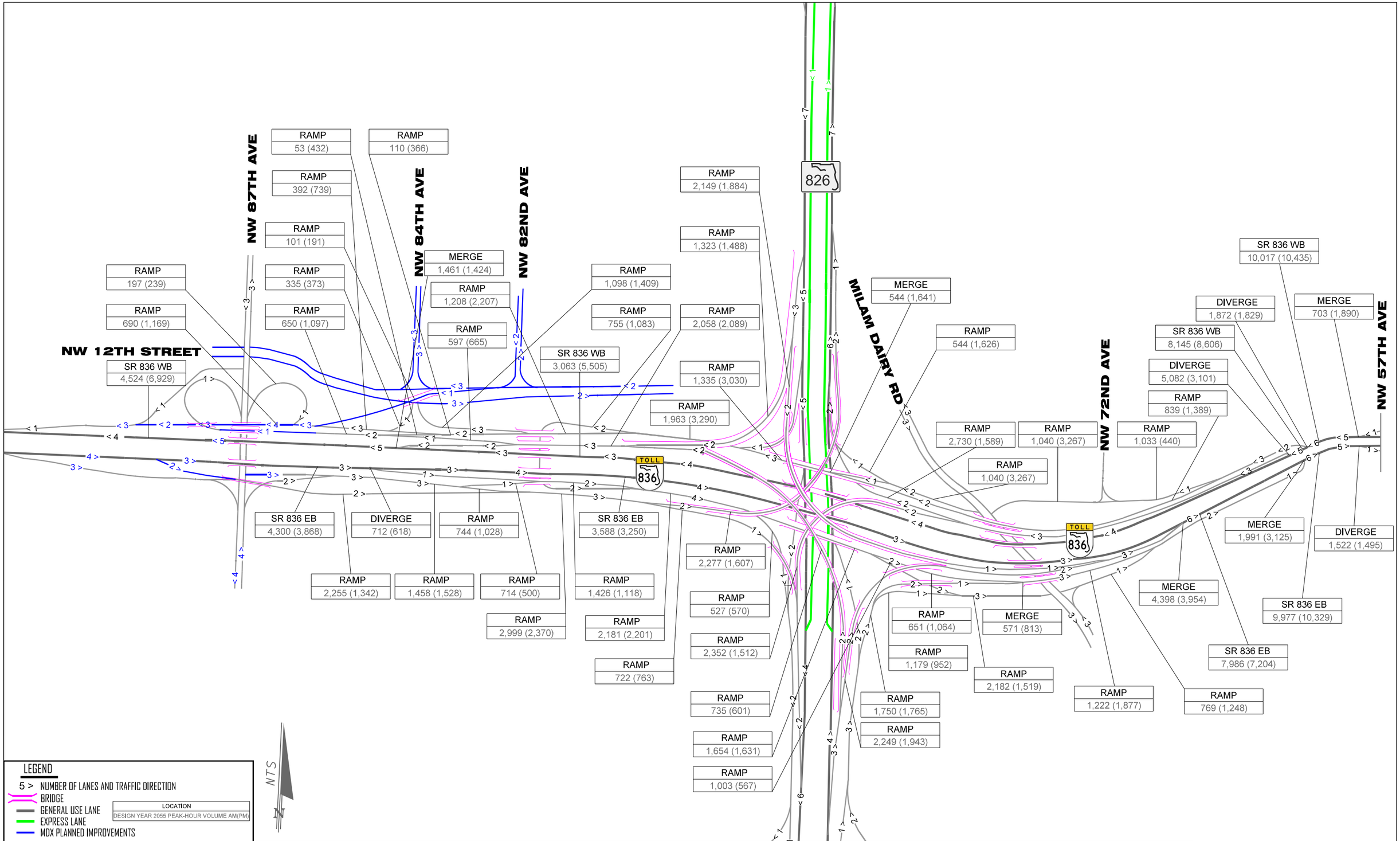
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2055 DESIGN YEAR NO-BUILD ALTERNATIVE
DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.14



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ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOUR VOLUMES

FIGURE 5.14

5.6 No-Build Alternative – 2055 Operational Analysis

Freeway Analysis – CORSIM models were developed for the future No-Build Alternative conditions. These models incorporated all road segments within the area of influence.

The lane schematics in **Figure 5.15** and **Figure 5.16** contain summaries of the results from the 2055 CORSIM analyses No-Build Alternative conditions. The summaries provide operating conditions for the design year 2055 AM peak hour and the PM peak hour. The results are based on the average of 10 simulation runs. The lane schematics include color coded graphics depicting the range of average speeds along segments of the network. The lane schematics also include approximate LOS conditions in accordance with HCM 6th Edition thresholds. HCM and CORSIM do not apply the same methodologies for computing MOEs (density, delays), which are the basis for determining LOS conditions. Therefore, the LOS estimates reported in the CORSIM lane schematics are not directly comparable to the LOS standards in accordance with HCM 6th Edition. The lane schematics also include a comparison of demand volume vs. CORSIM simulated volume along the links. Locations where the simulated volumes fall below 90% of the demand volumes are highlighted in red. These conditions likely result from congestion within the subject link or at downstream locations. In addition, upstream bottlenecks may meter the traffic flow arriving at downstream locations. Thereby causing simulated volumes to fall below demand volumes.

The CORSIM results for the 2055 No-Build Alternative indicate that by 2055 most of SR 826 will experience significant congestion with substandard traffic operating conditions (LOS E or F) in the AM and/or PM peak periods. Average operating speeds along the SR 826 travel lanes in the peak hour, peak direction are approximately 28 mph (northbound, AM peak) and 13 mph (southbound, PM peak). The following segments of SR 826 will experience substandard operating conditions by 2055 under the No-Build Alternative:

- **Northbound SR 826 from SW 88th Street On-ramp to SW 8th Street Off-ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS F conditions during the AM peak period. Average operating speeds are expected to range from approximately 20 to 40 mph along this segment during the AM peak period.
- **Northbound SR 826 from Westbound SR 836 On-ramp to NW 25th Street Off-ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS F conditions during AM peak period. Average operating speeds are expected to range from approximately 20 to 30 mph during the AM peak.
- **Southbound SR 826 from NW 36th Street to South of SW 88th Street (PM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 10 to 30 mph during the PM peak. This segment covers all of SB SR 826 within the study limits.

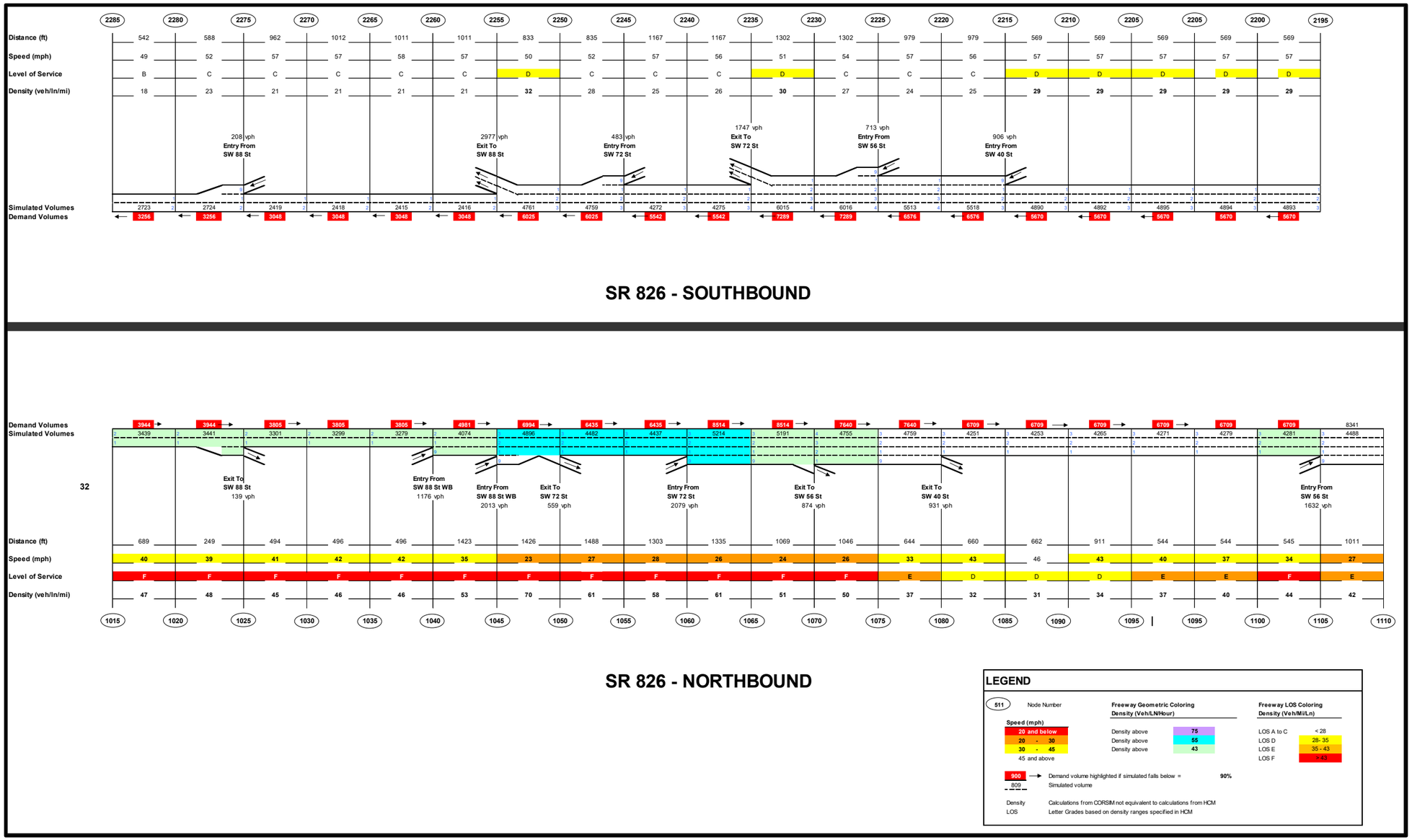


Figure 5.15 – 2055 No-Build CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

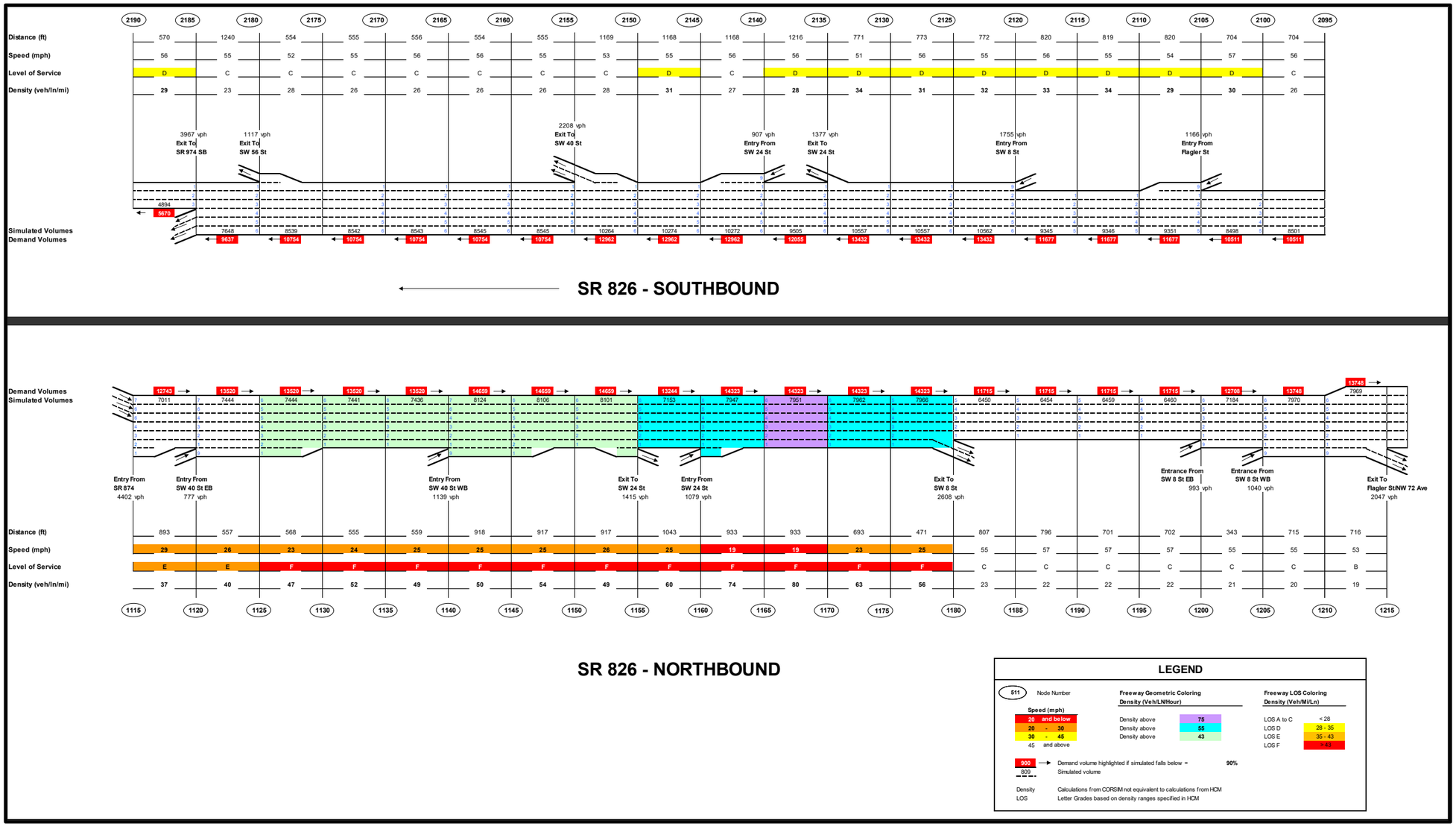


Figure 5.15 – 2055 No-Build CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)

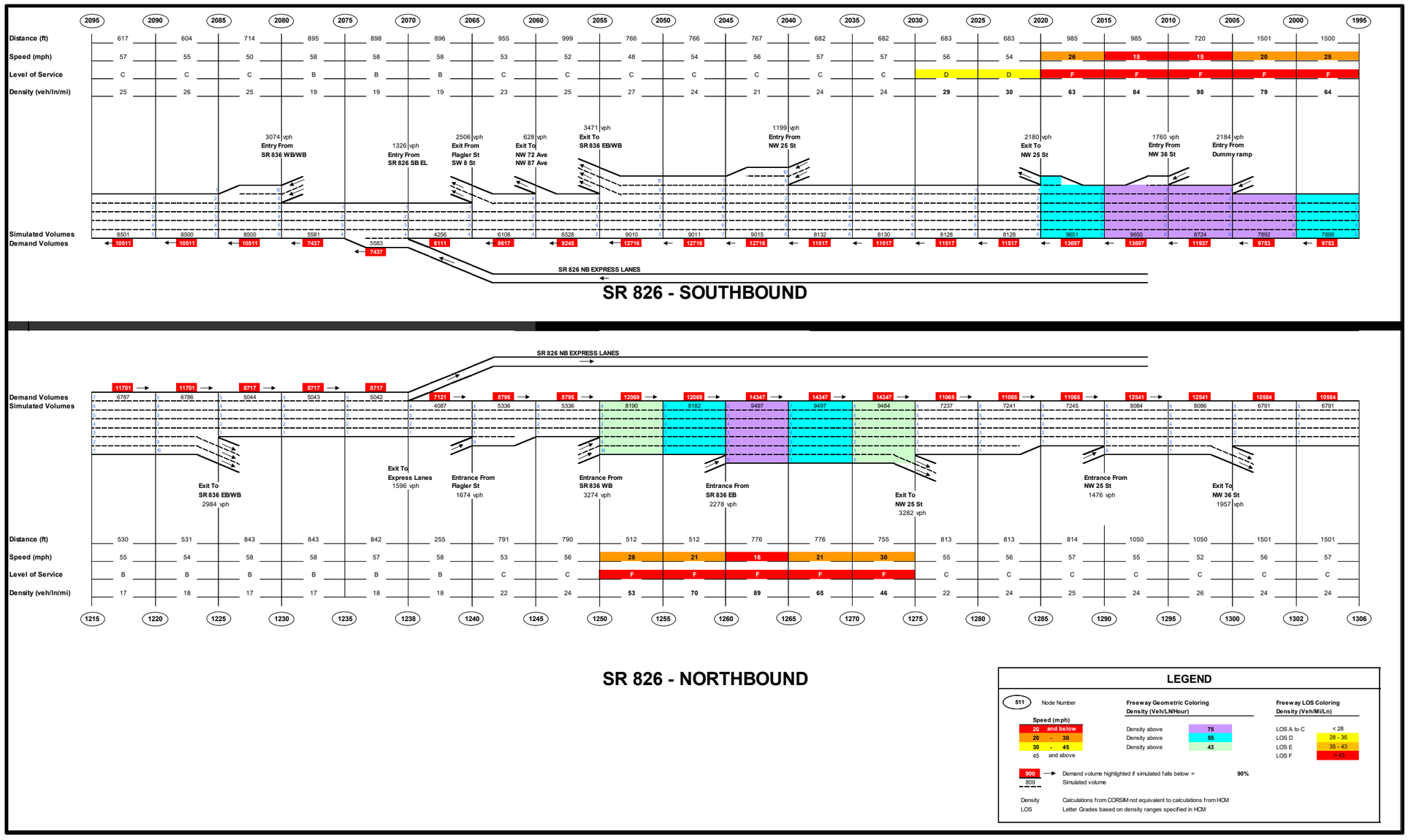


Figure 5.15 – 2055 No-Build CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)

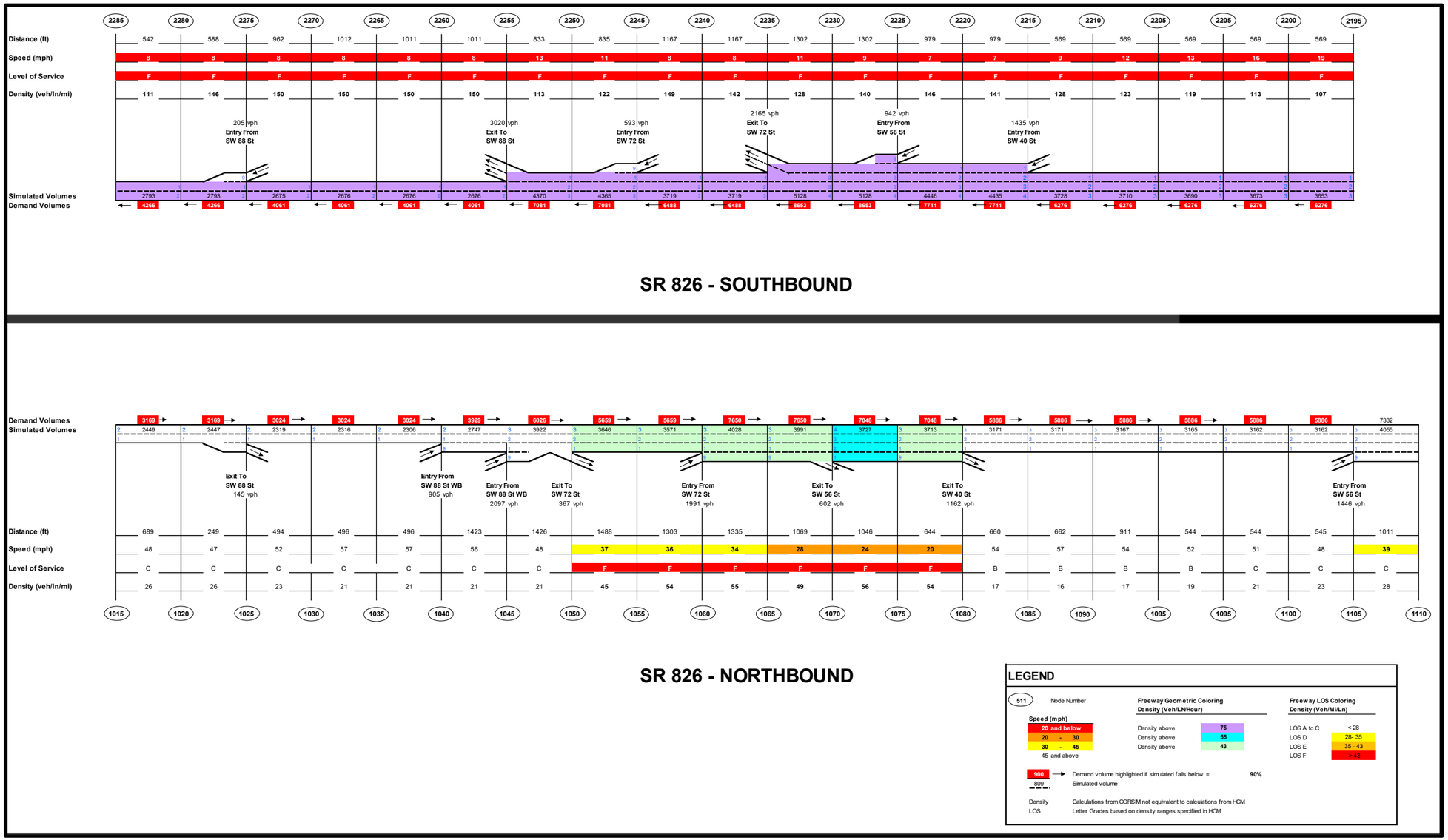


Figure 5.16 – 2055 No-Build CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

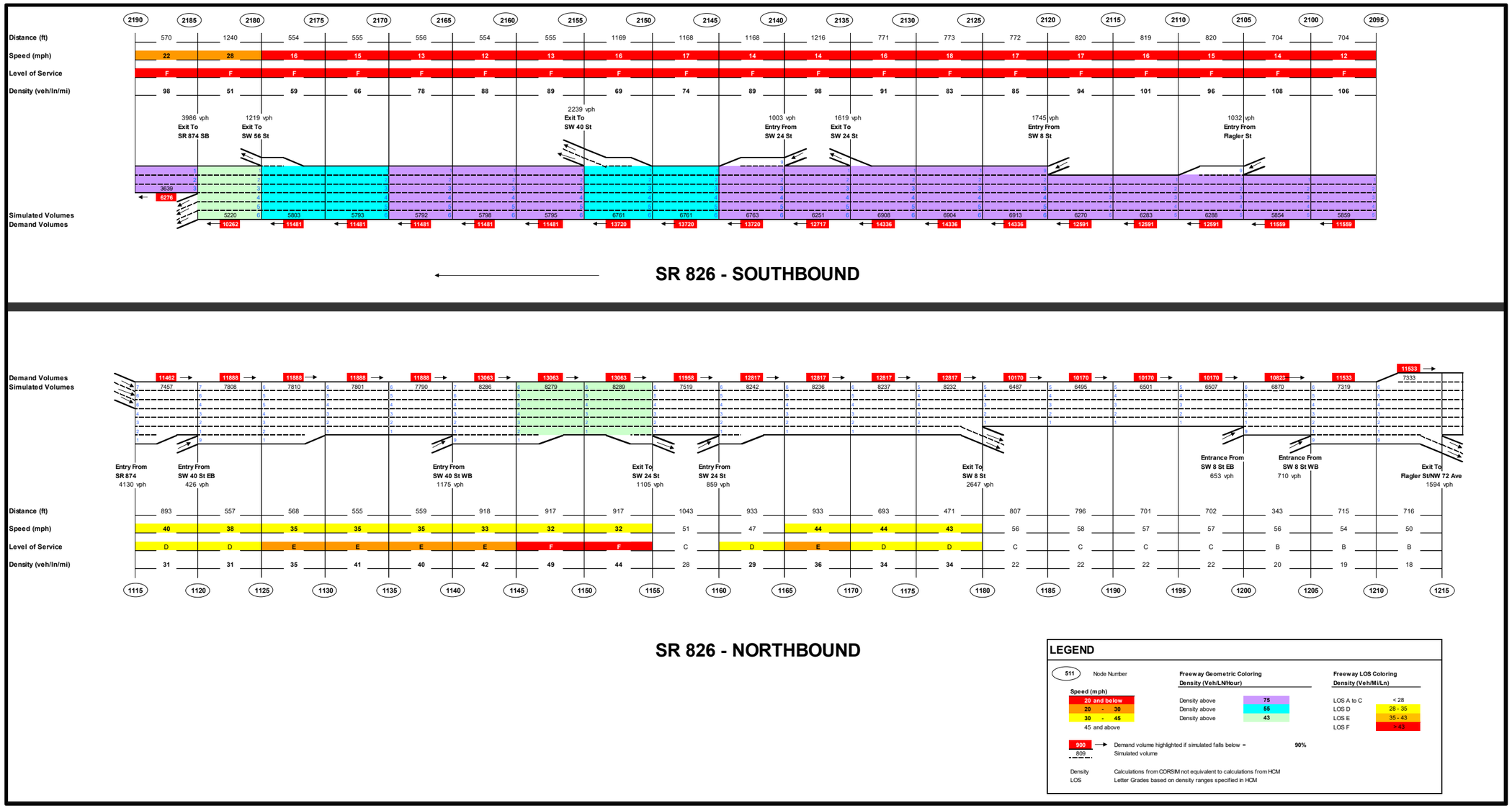


Figure 5.16 – 2055 No-Build CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

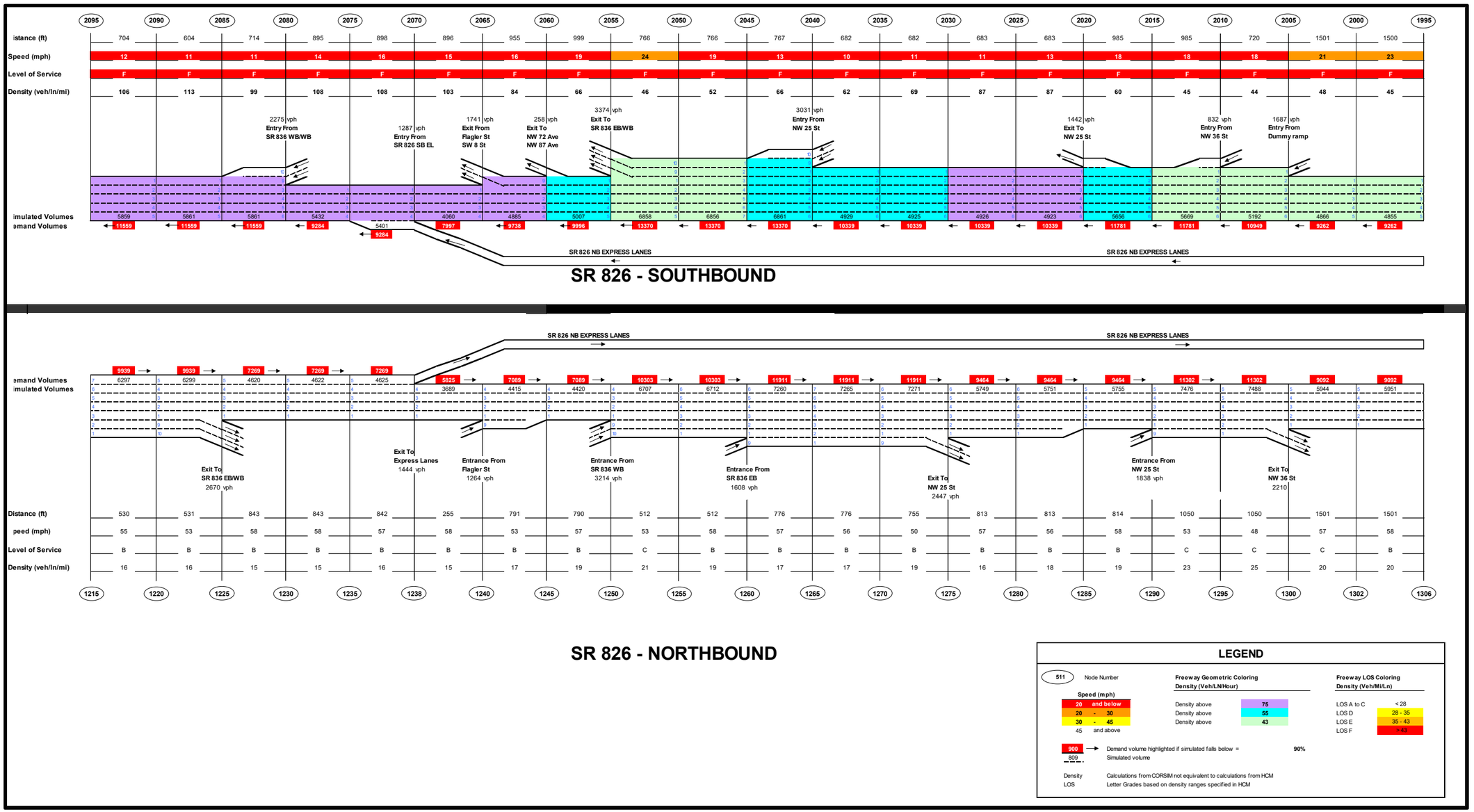


Figure 5.16 – 2055 No-Build CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

Figures 5.17 and 5.18 depict the CORSIM microsimulation results for operating conditions along SR 836 for 2055 No-Build conditions. Under 2055 No-Build conditions average operating speeds along SR 836 in the AM peak are approximately 30 mph (eastbound) and 36 mph (westbound). In the PM peak, average operating speeds are approximately 37 mph (eastbound) and 26 mph (westbound). The analyses indicate that the following segments of SR 836 experience substandard operating conditions (LOS E or F) with average operating speeds below 45 mph during the AM and/or PM peak periods:

- Eastbound SR 836 from west of NW 87 Avenue Off-ramp to west of NW 72 Avenue Off-Ramp (AM and PM Peaks)

- Westbound SR 836 from east of NW 57th Avenue On-Ramp to SR 826 Off-Ramp (AM and PM Peaks)

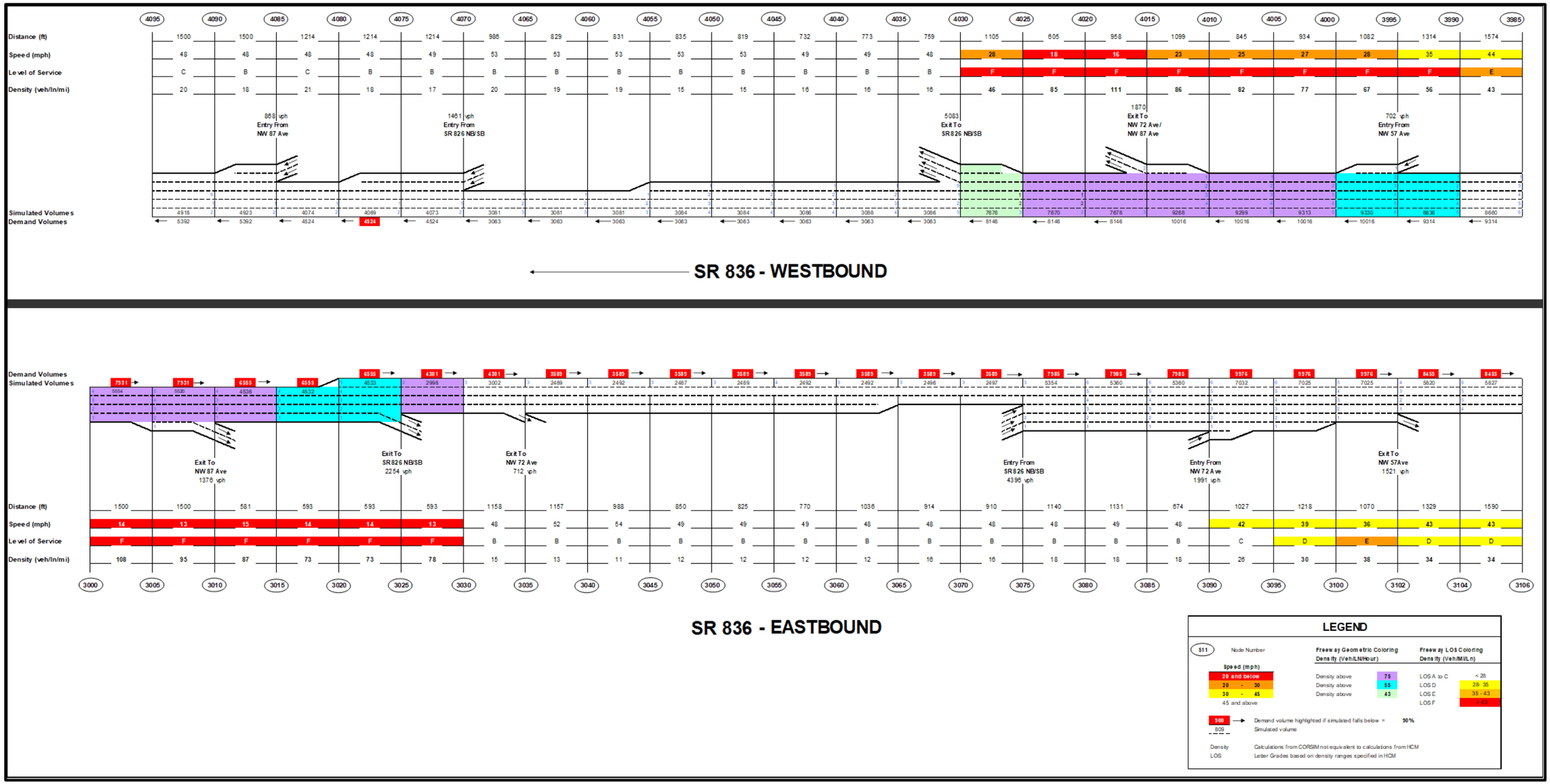


Figure 5.17 – SR 836 – 2055 No-Build CORSIM Analysis Lane Schematic (AM Peak)

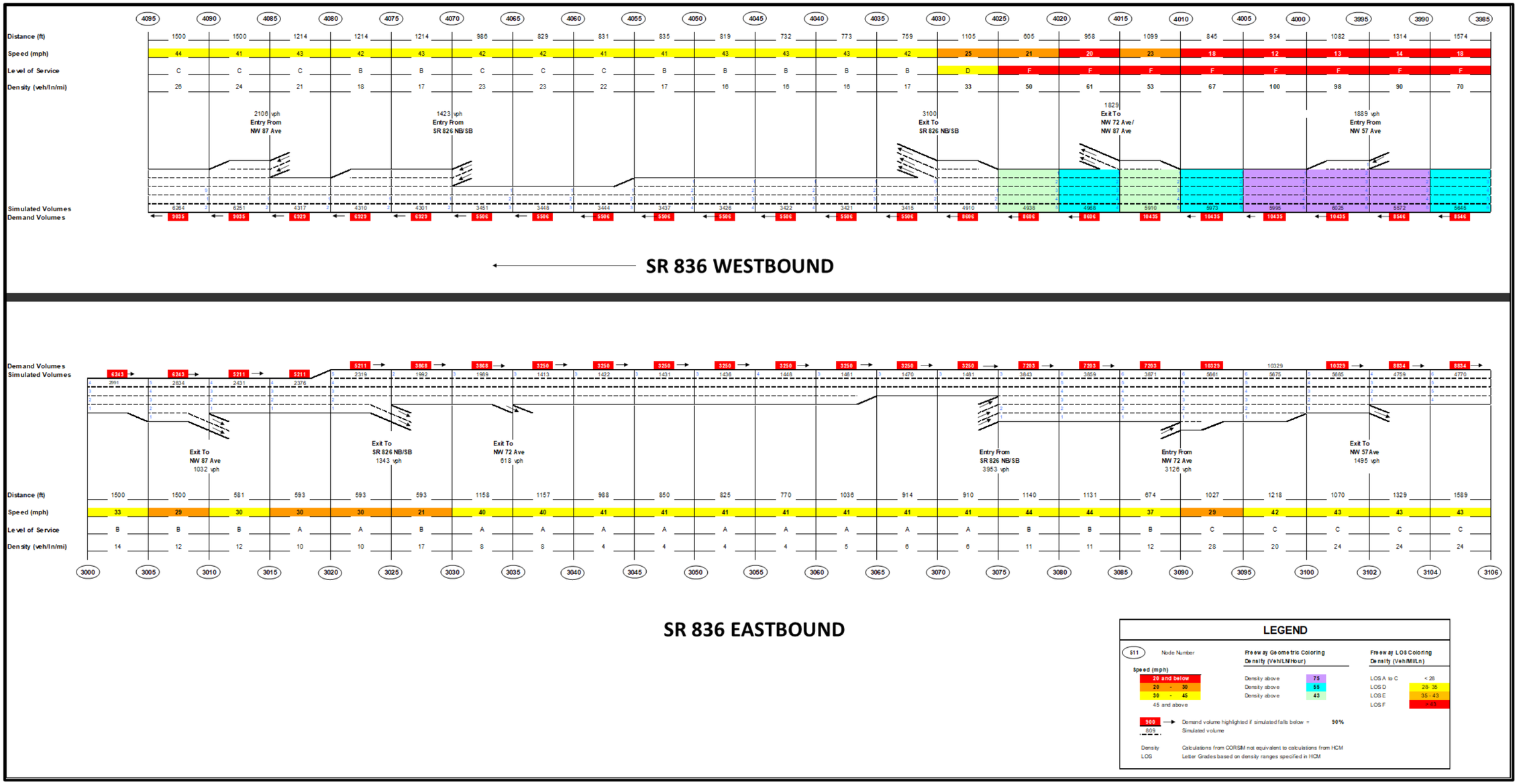


Figure 5.18 – SR 836 – 2055 No-Build CORSIM Analysis Lane Schematic (PM Peak)

Intersection Analysis – An intersection analysis for ramp terminals and adjacent intersections were performed at all the interchanges using 2055 turning movement volumes, lane geometry, signal timing, other relevant information obtained from Miami-Dade County and field reviews. The data was input to the Synchro software to determine the LOS and delay using the HCM methodology. A summary of the results is presented in **Tables 5.13 – 5.23** and **Figure 5.19**. Output Synchro reports can be found in **Appendix F**.

Table 5.13 – 2055 No-Build Alternative US 1 Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	E	69.2	298	E	64	235
		TH	F	279.4	#1263	F	320.6	#1327
		RT	E	65.4	157	E	58.8	12
	Westbound	LT	E	67	173	F	294.3	#936
		TH	F	380.3	#1450	F	417.8	#1211
		RT	E	63.7	39	E	67	50
	Northbound	LT	F	425.9	#483	F	526.3	#597
		TH	F	320.6	#2224	F	154.3	#1527
		RT*	A	0	0	A	0	0
	Southbound	LT	F	286.3	m#204	F	433.7	m#174
		TH	F	305.4	m#1851	F	379.6	m#1459
		RT	F	97.2	m172	F	138.3	m379
Intersection Overall			***F***	***296.6***	***-***	***F***	***290.0***	***-***
SW 104th Street (HCM 2000)	Eastbound	LT	F	191.3	#840	F	172.1	#824
		TH	F	99.6	#514	F	87.1	#485
		RT	E	67.4	0	E	62.3	40
	Westbound	LT	E	79.9	103	F	80.01	80
		TH	F	409.7	#786	F	451.3	#666
		RT	F	816.7	#1356	F	691.6	#960
	Northbound	LT	F	121.7	m59	F	316.5	m#162
		TH	F	310.2	m#1472	F	264.8	m#1539
		RT	B	19.8	m0	C	22.9	m0
	Southbound	LT	F	517.7	#1008	F	414.5	#965
		TH	E	72.7	#1459	F	246.5	#2368
		RT	B	11.6	194	C	34.5	1208
Intersection Overall			***F***	***250.3***	***-***	***F***	***261.2***	***-***
SW 98th Street (HCM 2000)	Eastbound	LT**	A	0.0	0	A	0.0	0
		TH	F	124.8	508	F	121.6	#531
		RT	F	203.1	18	F	106.1	13
	Westbound	LT**	A	0.0	0	A	0.0	0
		TH	E	70.7	271	E	79.7	293
		RT	E	67.7	176	E	68.1	52
	Northbound	LT	C	25.5	184	F	81.0	#144
		TH	C	25.8	746	C	21.3	383
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	C	23.1	67	B	19.8	156
		TH	C	30.1	649	D	38.7	1416
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			***D***	***39.5***	***-***	***D***	***41.2***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.13**, two intersections will operate over capacity and one intersection will operate at capacity or better.

Table 5.14 - 2055 No-Build Alternative SW 98th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Eastbound	LT	C	21.9	53	B	15.5	26
		TH	C	27.0	260	B	14.3	82
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	A	0.0	0	A	0.0	0
		TH	A	3.2	13	B	14.3	203
		RT	A	0.0	0	A	0.1	m0
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	C	30.9	114	C	33.6	94
		RT	C	30.0	58	C	32.0	18
	Southbound	LT	D	48.2	209	F	131.1	#240
		TH	D	39.3	69	E	68.8	#179
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**C**	***26.0***	**-**	**C**	***26.3***	**-**
Dadeland Boulevard (HCM 2000)	Eastbound	TH	E	69.2	298	B	15.5	26
		RT	F	279.4	#1263	F	320.6	#1327
	Westbound	LT	E	65.4	157	E	58.8	12
		TH	E	67.0	173	F	294.3	#936
		RT	F	380.3	#1450	F	417.8	#1211
	Southbound ***(Stop Control)***	****LT	E	63.7	39	E	67.0	50
		RT	F	286.3	m#204	F	433.7	m#174
Intersection Overall			**C**	***26.0***	**-**	**F**	***290.0***	**-**
Busway (HCM 2000)	Eastbound	LT	A	0.0	0	A	0.0	0
		TH	A	1.9	115	A	5.2	m93
		RT	A	0.0	0	A	0.0	0
	Westbound	LT	A	0.0	0	A	0.0	0
		TH	C	25.8	232	D	37.1	m#929
		RT	A	0.0	0	A	0.0	0
	Northbound	LT	A	0.0	0	A	0.0	0
		TH***	D	46.2	53	D	46.5	35
		RT	A	0.0	0	A	0.0	0
	Southbound	LT	A	0.0	0	A	0.0	0
		TH***	D	45.5	32	D	47.1	51
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**B**	***10.4***	**-**	**C**	***28.8***	**-**

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.14**, two intersections will operate over capacity and one intersection will operate at capacity or better.

Table 5.15 - 2055 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 79th Avenue (HCM 2000)	Eastbound	LT	E	78.6	#193	D	40.6	#98
		TH	C	28.3	747	F	111.5	#1299
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	C	22.3	m8	F	138.2	m#105
		TH	F	151.1	m#1285	F	221.9	m#1654
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	F	117.8	#132	F	171.2	#246
		RT	E	59.6	0	E	57.6	0
	Southbound	LT	F	142.6	#503	F	90.0	#328
		TH	F	132.3	#484	E	69.2	#266
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**F**	***102.9***	**-**	**F**	***165.0***	**-**
SW 77th Avenue (HCM 6th)	Eastbound	LT	A	0.0	0	A	9.9	m2
		TH	E	70.7	m#1182	F	175.5	m#1141
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	212.7	#346	F	191.9	#547
		TH	D	54.0	#1321	D	37.5	#1306
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	D	46.5	143	E	56.8	#224
		TH	F	296.0	#772	F	254.9	#676
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	A	0.0	0	A	0.0	0
		TH***	F	349.3	#175	D	51.8	#70
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**F**	***84.3***	**-**	**F**	***118.2***	**-**

Table 5.15 - 2055 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055) AM LOS	AM Delay (s/veh)	AM 95th % Queue (ft)[1]	PM LOS	PM Delay (s/veh)	PM 95th % Queue (ft)[1]
SR 826 Southbound On/Off Ramp	Eastbound	RT	Free Flow Conditions					
	Northbound	RT	Free Flow Conditions					
	Southbound	RT	Free Flow Conditions					
Intersection Overall			***Free Flow Conditions***					
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	---	---	---	---	---	---
		TH	A	1.6	m75	C	22.3	A
		RT	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	A	0.7	m27	A	2.0	A
		RT[5]	F	143.9	m929	F	120.0	F
	Northbound	LT	E	61.0	53	E	59.6	E
		TH	---	---	---	---	---	---
		RT[5]	A	1.6	7	A	1.9	A
Intersection Overall			***D***	***38.9***	***-***	***D***	***38.6***	***-***
SW 73rd Place (HCM 2000)	Eastbound	LT	F	125.8	#592	F	373.8	F
		TH	C	23.1	#950	F	154.6	C
		RT*	A	0.0	0	A	0.0	A
	Westbound	LT	C	27.4	m22	C	33.5	C
		TH	F	121.2	#992	F	216.7	F
		RT*	A	0.0	0	A	0.0	A
	Northbound	LT	E	76.1	#258	F	146.9	E
		TH	D	51.0	54	D	41.0	D
		RT*	A	0.0	0	A	0.0	A
	Southbound	LT	E	73.4	#123	F	83.9	E
		TH	E	73.1	#126	F	83.1	E
		RT	F	185.5	#778	F	160.7	F
Intersection Overall			***F***	***86.8***	***-***	***F***	***192.6***	***-***

Table 5.15 - 2055 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055) AM LOS	AM Delay (s/veh)	AM 95th % Queue (ft)[1]	PM LOS	PM Delay (s/veh)	PM 95th % Queue (ft)[1]
Dadeland Boulevard (HCM 2000)	Eastbound	LT	C	23.3	m7	D	53.4	m46
		TH	C	28.0	m#750	F	197.7	m#754
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	D	51.1	#140	E	70.6	#151
		TH	D	38.7	632	D	41.9	547
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	75.3	#559	F	138.0	#795
		TH	D	50.4	364	F	91.4	#583
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	58.1	28	E	69.4	#106
		TH	E	75.8	118	E	74.2	#123
		RT	D	47.3	0	D	47.0	110
Intersection Overall			***D***	***39.2***	***-***	***F***	***120.3***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.15**, four intersections will operate over capacity and two intersections will operate at capacity or better.

Table 5.16 - 2055 No-Build Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Court (HCM 6th)	Eastbound	TH	C	22.7	932	B	12.6	619
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	C	22.9	55	C	30.1	179
		TH	B	11.6	516	A	4.3	366
	Northbound	LT****	F	92.6	426	E	74.2	88
		RT	A	0.0	0	A	0.0	0
Intersection Overall			***C***	***25.3***	***-***	***B***	***11.3***	***-***
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	D	48.1	664	E	58.7	497
		RT[1]	A	0.0	0	A	0.0	0
	Westbound	LT	E	63.0	195	F	81.8	#334
		TH	C	26.9	393	D	49.0	821
	Southbound	LT	E	56.4	732	D	51.0	#895
		RT	D	41.3	298	C	30.8	365
Intersection Overall			***D***	***46.2***	***-***	***D***	***51.2***	***-***
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	F	88.5	#493	F	87.7	#406
		TH	B	18.9	944	A	5.0	254
	Westbound	TH	D	48.6	872	D	39.7	1023
		RT[1]	A	0.0	0	A	0.0	0
	Northbound	LT	E	63.8	182	F	95.8	#237
		RT[1]	F	109.7	#535	E	67.2	79
Intersection Overall			***D***	***46.2***	***-***	***F***	***83.6***	***-***

Table 5.16 - 2055 No-Build Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Avenue (HCM 6th)	Eastbound	LT	F	1013.1	#1219	F	81.8	#225
		TH	E	58.4	#1386	E	71.2	#1026
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	61.2	#128	F	123.2	#447
		TH	E	58.7	#1276	F	86.1	#1291
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	F	212.8	#534	F	164.6	#362
		TH	F	100.4	#711	E	55.5	389
		RT	D	54.4	250	C	31.7	28
	Southbound	LT	E	56.2	61	D	48.6	55
		TH	E	68.2	408	F	111.4	#672
		RT	D	49.3	140	D	51.4	298
Intersection Overall			***F***	***148.5***	***-***	***F***	***83.6***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.
V/C Ratio is not reported by HCM 2000 methodology for unsignalized intersection SR 826 Southbound On/Off Ramp.
1 - Unsignalized delay for NBR or WBR is excluded from calculations of the approach delay and intersection delay

As shown on **Table 5.16**, two intersections will operate over capacity and two intersections will operate at capacity or better.

Table 5.17 - 2055 No-Build Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Ct (HCM 6th)	Eastbound	LT	E	58.3	15	F	185.2	#117
		TH	C	29.5	#893	A	8.5	598
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	74.5	55	F	103.0	119
		TH	B	14.3	522	D	49.1	#2336
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	A	0.0	0	A	0.0	0
		TH***	D	43.7	#193	F	99.5	#124
		RT	A	0.0	0	A	0.0	0
	Southbound	LT	A	0.0	0	A	0.0	0
		TH***	F	124.4	#203	F	88.0	44
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**C**	**27.5**	**-**	**D**	**36.4**	**-**
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	F	130.2	#1043	D	43.4	613
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	66.0	m142	E	72.6	m163
		TH	A	8.4	m62	F	95.5	m111
	Southbound	LT	F	179.3	#929	F	173.7	#784
		RT	E	66.9	431	F	119.6	#662
Intersection Overall			**F**	**105.0**	**-**	**F**	**91.7**	**-**
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	D	54.2	m317	E	76.4	m439
		TH	E	63.7	m145	A	5.2	m57
	Westbound	TH	F	107.7	#863	F	143.7	#1355
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	61.8	235	F	195.9	#408
		RT	F	241.3	#961	E	79.5	175
Intersection Overall			**F**	**94.6**	**-**	**F**	**102.0**	**-**

Table 5.17 - 2055 No-Build Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Ave (HCM 6th)	Eastbound	LT	F	209.9	#1056	F	331.8	#645
		TH	E	55.2	#1597	D	47.0	876
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	145.0	#247	F	105.0	#168
		TH	F	169.9	#1701	F	265.8	#2041
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	F	112.3	#213	F	324.0	#921
		TH	F	212.3	#551	E	60.2	236
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	F	173.7	#210	D	54.5	244
		TH	F	95.0	#268	F	287.5	#892
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**F**	**128.3**	**-**	**F**	**203.8**	**-**

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.
V/C Ratio is not reported by HCM 6th methodology

As shown on **Table 5.17**, three intersections will operate over capacity and one intersection will operate at capacity or better.

Table 5.18 - 2055 No-Build Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 79th Avenue (2)	Eastbound	LT	F	91.0	111	F	96.4	#267
		TH *	C	21.7	736	C	27.2	793
		RT *	-	-	-	-	-	-
	Westbound	LT	F	84.6	m54	F	93.6	m115
		TH *	B	10.4	231	C	32.3	#1406
		RT *	-	-	-	-	-	-
	Northbound	LT	F	85.5	26	F	82.6	51
		TH	F	85.3	22	F	82.0	43
		RT	E	70.8	5	E	63.1	60
	Southbound	LT	F	217.8	#542	F	107.3	#327
		TH ****	F	205.0	#523	F	91.4	#264
		RT ****	-	-	-	-	-	-
Intersection Overall			***C***	***32.0***	***-***	***D***	***36.4***	***-***
SW 7800 Block (1)	Eastbound	LT	F	87.3	m20	F	87.0	m80
		TH	A	0.4	m3	A	0.3	65
	Westbound	TH *	A	0.4	224	A	0.3	m785
		RT *	A	1.1	-	A	1.0	-
	Southbound	LT	F	157.1	#412	F	83.9	187
		RT	E	69.7	58	E	79.4	214
Intersection Overall			***B***	***11.0***	***-***	***A***	***5.4***	***-***
Southbound Ramp Terminal (2) (Alternative 2 DDI)	Eastbound	TH *	F	113.7	m#1602	F	248.0	#1588
		RT *	-	-	-	-	-	-
	Westbound	LT	F	736.3	m#970	F	587.8	m#1170
		TH	B	19.8	m385	C	24.7	m527
	Southbound	LT	F	416.1	#963	E	73.5	544
		RT	F	82.9	#582	F	185.1	#869
Intersection Overall			***F***	***243.7***	***-***	***F***	***242.4***	***-***

Table 5.18 - 2055 No-Build Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal (1) (Alternative 2 DDI)	Eastbound	TH	B	19.1	m1016	A	0.1	m191
		RT	-	-	m0	-	-	m0
	Westbound	TH *	B	13.9	1118	F	69.2	m1501
		RT *	F	52.0	-	F	142.7	-
	Northbound	LT	F	419.5	#1192	F	449.0	#1247
		RT	F	725.1	#1546	F	499.3	#1173
Intersection Overall			***F***	***190.2***	***-***	***F***	***157.0***	***-***
SW 74th Avenue (2)	Eastbound	TH	B	11.3	m465	C	31.0	m815
	Westbound	TH	A	2.1	m93	F	142.1	m#336
	Northbound	LT ***	F	99.7	#328	F	157.7	#872
		RT ***	F	99.7	#328	F	157.7	#872
Intersection Overall			***B***	***11.9***	***-***	***F***	***101.2***	***-***
SW 72nd Avenue (1)	Eastbound	LT	F	96.7	m#338	E	73.1	m135
		TH *	F	12.2	#1769	F	76.7	m#1697
		RT *	F	29.1	-	F	119.3	-
	Westbound	LT	F	1132.4	#836	F	170.9	#484
		TH *	D	35.5	1165	F	128.5	#1877
		RT *	D	45.6	-	F	141.1	-
	Northbound	LT	F	509.9	#595	F	696.6	#1274
		TH *	F	459.5	#527	E	70.7	272
		RT *	F	492.8	-	F	93.9	-
	Southbound	LT	F	695.8	#692	F	86.0	#183
		TH	F	198.7	#377	F	112.1	#472
		RT	C	30.9	114	F	119.2	#619
Intersection Overall			***F***	***137.9***	***-***	***F***	***150.9***	***-***

Notes: (1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.18**, four intersections will operate over capacity and two intersections will operate at capacity or better.

Table 5.19 - 2055 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (1)	Eastbound	LT	F	130.5	#202	F	135.1	#284
		TH *	F	80.0	#1264	F	98.7	#1183
		RT *	F	90.2	-	F	112.5	-
	Westbound	LT	F	124.0	#403	F	95.9	m#520
		TH *	A	9.9	#1175	F	84.6	#1412
		RT *	B	18.4	-	F	103.1	-
	Northbound	LT	F	114.5	#239	F	110.0	#188
		TH	F	148.5	#656	F	136.4	#406
		RT	D	54.6	136	E	56.7	282
	Southbound	LT	F	105.1	#419	F	108.6	#514
		TH	E	63.4	404	E	66.8	365
		RT	D	48.7	62	D	51.6	120
Intersection Overall			***E***	***60.8***	***-***	***F***	***95.1***	***-***
SW 79th Avenue (1)	Eastbound	LT	C	20.5	m1	B	13.7	m6
		TH *	A	0.2	m95	B	18.6	m960
		RT *	A	0.3	-	B	19.1	-
	Westbound	LT	F	165.3	m#331	D	45.4	m457
		TH *	C	30.9	141	A	0.2	m651
		RT *	C	31.7	-	A	0.6	-
	Northbound	LT	E	58.5	64	E	71.3	61
		TH *	F	142.6	363	C	30.4	129
		RT *	E	71.6	-	F	82.5	-
	Southbound	LT	F	423.3	#530	F	123.5	#201
		TH	E	56.4	52	E	68.7	77
		RT	E	56.2	24	E	68.0	1
Intersection Overall			***D***	***35.6***	***-***	***B***	***14.4***	***-***

Table 5.19 - 2055 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal (2 AM and 1 PM)	Eastbound	LT	E	74.5	m#571	F	113.5	m331
		TH	C	30.5	m947	A	1.6	42
	Westbound	TH	C	32.9	m698	F	89.0	#1558
		RT	B	16.6	m181	B	13.6	m339
	Southbound	LT	F	84.3	#500	F	121.8	#614
		RT	D	41.2	415	E	60.4	700
Intersection Overall			***D***	***38.6***	***-***	***E***	***56.4***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH	F	192.3	#1670	F	133.4	m#1383
		RT (3)	D	43.7	385	C	20.4	m94
	Westbound	LT	F	129.6	m#473	F	108.3	m354
		TH	B	15.9	m313	C	20.9	m187
	Northbound	LT ***	F	130.5	#821	F	92.7	#622
		RT ***	F	208.6	#1083	F	129.8	#765
Intersection Overall			***F***	***118.1***	***-***	***E***	***74.9***	***-***
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	F	97.8	m541	F	262.4	m#589
		TH *	C	29.6	m519	C	25.9	m369
		RT *	-	-	-	-	-	-
	Westbound	LT	E	78.3	28	D	47.8	m14
		TH *	E	79.1	#1080	F	173.1	#1629
		RT *	-	-	-	-	-	-
	Northbound	LT	F	99.9	#216	F	195.4	#317
		TH *	F	90.6	216	E	62.2	157
		RT *	-	-	-	-	-	-
	Southbound	LT	F	80.7	152	E	69.6	278
		TH *	F	81.8	170	F	296.0	#934
		RT *	-	-	-	-	-	-
Intersection Overall			***E***	***57.6***	***-***	***F***	***130.0***	***-***

Table 5.19 - 2055 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	B	14.9	75	B	17.4	m2
		TH *	A	9.5	#1088	A	1.4	88
		RT *	-	-	-	-	-	-
	Westbound	LT	B	12.1	5	A	5.5	2
		TH *	A	5.9	561	B	13.3	1222
		RT *	-	-	-	-	-	-
	Northbound	LT	E	62.7	93	F	96.7	179
		TH *	E	57.7	0	E	74	33
		RT *	-	-	-	-	-	-
	Southbound	LT ****	-	-	-	-	-	-
		TH ****	E	57.7	0	E	74	12
		RT ****	-	-	-	-	-	-
Intersection Overall			***A***	***8.8***	**-**	***A***	***9.3***	**-**

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.19**, three intersections will operate over capacity and three intersections will operate at capacity or better.

Table 5.20 - 2055 No-Build Alternative SW 8th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (2)	Eastbound	LT	F	363.9	#683	F	343.9	#501
		TH *	F	499.2	#2353	E	59.7	#1294
		RT *	F	521.2	-	E	71.2	-
	Westbound	LT	F	288.5	#914	F	590.1	#1224
		TH	F	160.0	#1366	F	110.4	#1838
		RT	E	74.5	651	C	26.0	222
	Northbound	LT ***	F	163.8	#461	F	85.5	#292
		TH	D	36.2	343	F	267.5	#963
		RT	C	25.6	445	E	67.4	371
	Southbound	LT	F	718.4	#1300	F	302.9	#1027
		TH	E	60.0	428	F	190.8	#1064
		RT	D	48.9	0	E	62.6	18
Intersection Overall			***F***	***315.3***	**-**	***F***	***150.1***	**-**
Southbound Ramp Terminal (2)	Eastbound	TH *	E	66.6	m39	E	61.5	m601
		RT *	-	-	-			-
	Westbound	LT	F	614.7	m#848	C	32.5	m212
		TH	A	0.1	m0	A	0.1	m0
Intersection Overall			***F***	***120.5***	**-**	**C**	***30.5***	**-**
Northbound Ramp Terminal (2)	Eastbound	TH *	F	88.2	m#1082	A	1.3	m10
		RT *	-	-	-	-	-	-
	Westbound	TH	C	21.6	m389	F	220.1	m1365
	Northbound	LT	F	359.9	#761	F	163.5	#561
		RT	F	88.2	m#1082	A	1.3	m10
Intersection Overall			***F***	***122.5***	**-**	***F***	***131.0***	**-**

Table 5.20 - 2055 No-Build Alternative SW 8th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (1)	Eastbound	LT	F	115.0	m#201	F	156.7	m#344
		TH *	F	276.3	m#3097	F	125.8	#2664
		RT *	-	-	-	-	-	-
	Westbound	LT	D	51.5	34	D	53.3	16
		TH	F	154.2	#2363	F	254.7	#3281
		RT	A	0.0	0	A	0.0	0
	Northbound	LT	F	226.4	#458	F	110.2	#219
		TH *	F	118.8	#478	F	98.5	227
		RT *	-	-	-	-	-	-
	Southbound	LT	F	88.2	99	E	78.4	136
		TH	F	90.0	282	F	83.8	190
		RT	E	64.9	176	E	66.2	0
Intersection Overall			***F***	***210.8***	**-**	***F***	***187.0***	**-**

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.20**, all intersections will operate over capacity.

Table 5.21 - 2055 No-Build Alternative Flagler Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (2)	Eastbound	LT	F	147.4	#781	F	608.7	#1162
		TH *	C	26.4	732	C	26.5	512
		RT *	-	-	-	-	-	-
	Westbound	LT	C	33.4	m32	B	12.2	m15
		TH *	B	13.6	159	E	66.8	m#1260
		RT *	-	-	-	-	-	-
	Northbound	LT	F	82.4	120	E	74.1	119
		TH *	F	89.9	161	F	91.4	208
		RT *	-	-	-	-	-	-
	Southbound	LT	E	79.5	307	F	146.0	#552
		TH	E	70.3	236	E	64.7	225
		RT	D	44.1	53	F	126.0	#684
Intersection Overall			***D***	***39.9***	**-**	***F***	***113.3***	**-**
SW 79th Avenue (2)	Eastbound	LT	F	105.3	#499	F	114.6	m#410
		TH *	C	33.9	528	C	25.5	m407
		RT *	-	-	-	-	-	-
	Westbound	LT	E	74.6	m79	D	50.2	m45
		TH	B	14.1	254	C	22.5	601
		RT	E	65.6	979	A	3.5	m23
	Northbound	LT	F	84.1	103	F	115.3	#107
		TH	F	94.6	148	F	107.6	#103
		RT	E	72.6	13	E	71.8	0
	Southbound	LT	F	95.7	#691	F	497.9	#1748
		TH **	F	94.8	#690	F	481.8	#1723
		RT	D	54.6	127	F	117.8	#735
Intersection Overall			***D***	***49.1***	**-**	***F***	***136.1***	**-**
Southbound Ramp Terminal (1)	Eastbound	LT	F	113.2	m#315	F	91.3	m193
		TH *	D	50.9	#1341	E	56.4	m770
		RT *	E	58.0	-	F	65.6	-
	Westbound	LT	D	50.3	m57	F	90.6	m139
		TH	D	41.6	389	D	46.4	722
		RT	-	-	7	-	-	m0
	Northbound	LT **	F	81.7	-	F	128.2	-
		TH **	-	-	205	-	-	#217
		RT	F	231.9	178	F	84.9	0
	Southbound	LT	E	78.4	388	F	86.4	#369
		TH	E	59.4	40	E	62.9	104
Intersection Overall			***E***	***66.4***	**-**	***E***	***62.3***	**-**

Table 5.21 - 2055 No-Build Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal (1)	Eastbound	LT	E	74.5	m801	F	302.4	m#1237
		TH	A	1.5	m439	A	1.1	m278
	Westbound	TH	A	0.6	450	24.6	24.6	1035
		RT (3)	A	8.0	252	A	1.3	0
	Southbound	LT (3)	F	90.1	160	F	185.2	#194
Intersection Overall			***B***	***17.9***	***-***	***F***	***86.3***	***-***
SW 74th Avenue (1)	Eastbound	LT	B	11.9	m12	D	49.6	74
		TH *	A	0.9	#1284	B	12.1	855
		RT *	A	1.7	-	B	12.6	-
	Westbound	LT	A	6.2	m6	F	112.6	m32
		TH *	B	13.5	m227	C	23.6	m349
		RT *	B	14.6	-	C	27.1	-
	Northbound	LT **	F	95.9	-	F	96.8	-
		TH **	-	-	183	-	-	192
		RT	-	-	19	-	-	0
	Southbound	LT **	F	91.0	-	F	73.4	-
		TH **	-	-	55	-	-	98
		RT	F	83.0	0	F	80.1	0
Intersection Overall			***B***	***10.0***	***-***	***C***	***22.8***	***-***
NW 72nd Avenue (1)	Eastbound	LT	F	425.9	#1634	F	117.1	#892
		TH *	C	33.1	676	C	33.9	501
		RT *	D	35.4	-	D	36.0	-
	Westbound	LT	F	91.5	177	F	99.9	180
		TH	F	86.4	#970	F	251.6	#1387
	Northbound	LT	F	156.2	#353	F	256.9	#505
		TH *	F	192.5	#747	E	76.1	309
		RT *	F	194.8	-	E	77.0	-
	Southbound	LT	F	1344.6	#792	F	1065.7	#1262
		TH	F	83.2	#371	F	191.4	#743
		RT	D	44.4	252	F	171.7	#1418
Intersection Overall			***F***	***225.1***	***-***	***F***	***277.5***	***-***

Notes: (1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 10 Lanes, Volumes, Timings report, since HCM6th Ed, HCM 2010 and HCM 2000 are not capable of reporting the results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.21**, four intersections will operate over capacity and two intersections will operate at capacity or better.

Table 5.22 - 2055 No-Build Alternative NW 25th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-			
		TH	D	40.9	474	C	30.1	201
		RT	A	1.4	0	F	110.5	#295
	Westbound	LT	D	54.7	m126	F	540.0	m#1384
		TH	D	51.7	m707	B	11.3	m378
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	F	290.5	#1133	F	116.8	#465
		TH	-	-	-	-	-	-
		RT	A	3.0	0	A	2.0	0
Intersection Overall			***E***	***73.1***	***-***	***169.1***	***F***	***-***
Northbound Ramp Terminal (2)	Eastbound	LT	F	F	483.3	m#1003	F	279.3
		TH	C	C	20.3	m325	A	4.9
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	D	D	45.4	460	C	33.2
		RT	A	A	0.2	0	A	0.3
	Northbound	LT	F	F	360.4	#1321	F	287.2
		RT (*MIA CARGO*)	E	F	238.5	#1181	F	184.4
		RT	A	F	264.9	#1641	F	117.1
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			***F***	***217.1***	***-***	***F***	***121.3***	***-***

Notes: (1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

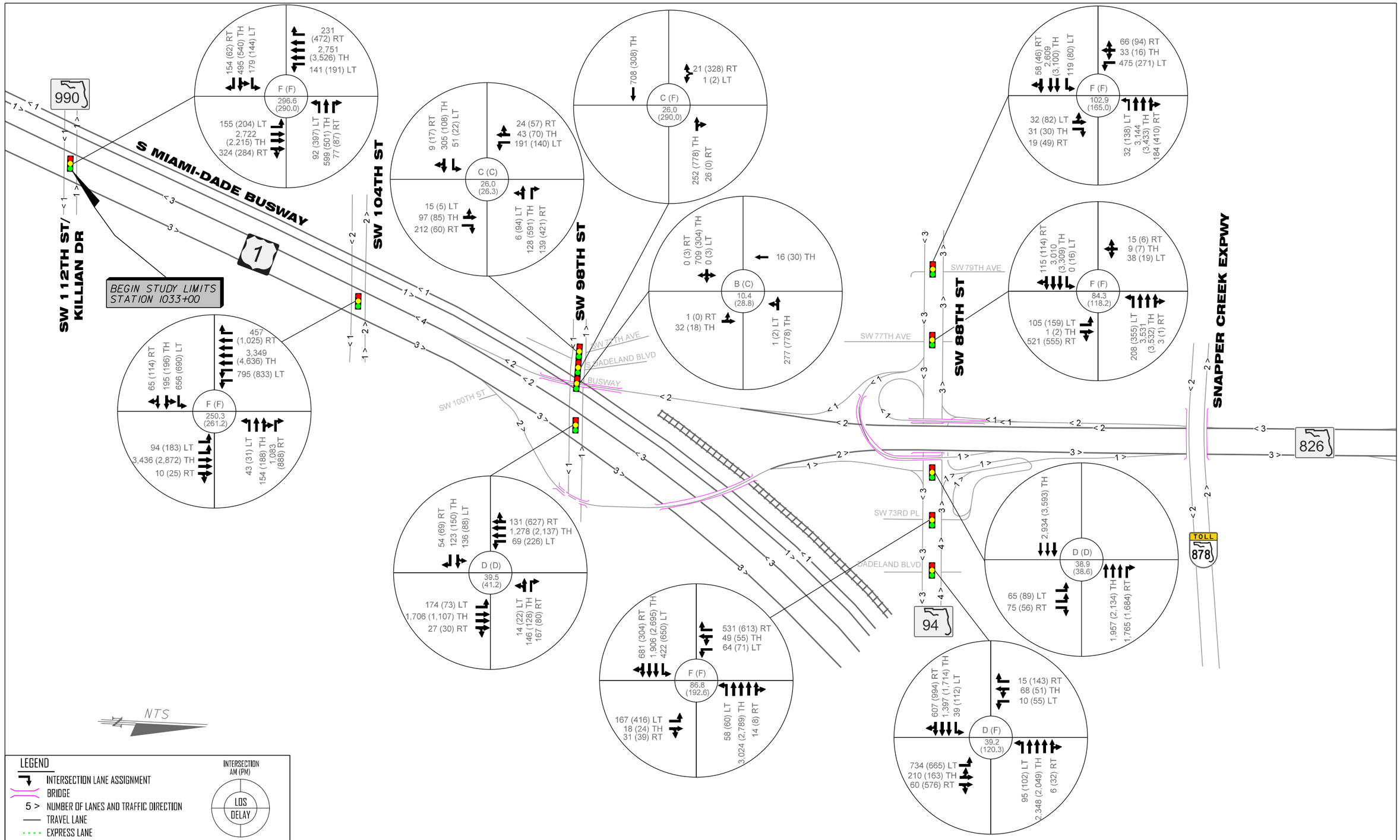
As shown on **Table 5.22**, all intersections will operate over capacity.

Table 5.23 – 2055 No-Build Alternative Milam Dairy Road/NW 72nd Ave Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Westbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Westbound	LT	D	51.8	#437	D	49.2	335
		TH	D	52.2	#454	F	310.8	#1327
		RT	F	126.3	#697	D	45.4	200
	Northbound	LT	E	71	m269	F	622.5	m#903
		TH	D	41.5	m520	D	54.4	m451
		RT	-	-	-	-	-	-
	Southbound	LT	C	34.4	8	C	29.9	9
		TH	D	44.3	461	F	229.6	#1317
		RT	-	-	-	-	-	-
Intersection Overall			***D***	***54.7***	***-***	***F***	***270.2***	***-***
Eastbound Ramp Terminal (2)	Eastbound	LT	D	35.0	527	D	38.3	321
		TH	-	-	-	-	-	-
		RT	D	39.6	521	C	31.8	38
	Westbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	F	252.4	m#61	F	91.4	m#55
		RT	-	-	-	-	-	-
	Southbound	LT	D	45.4	m172	F	11.3	m207
		TH	E	76.5	#681	B	338.5	m64
		RT	-	-	-	-	-	-
Intersection Overall			***F***	***109.4***	***-***	***F***	***148.2***	***-***

Notes: (1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown on **Table 5.23**, all intersections will operate over capacity.



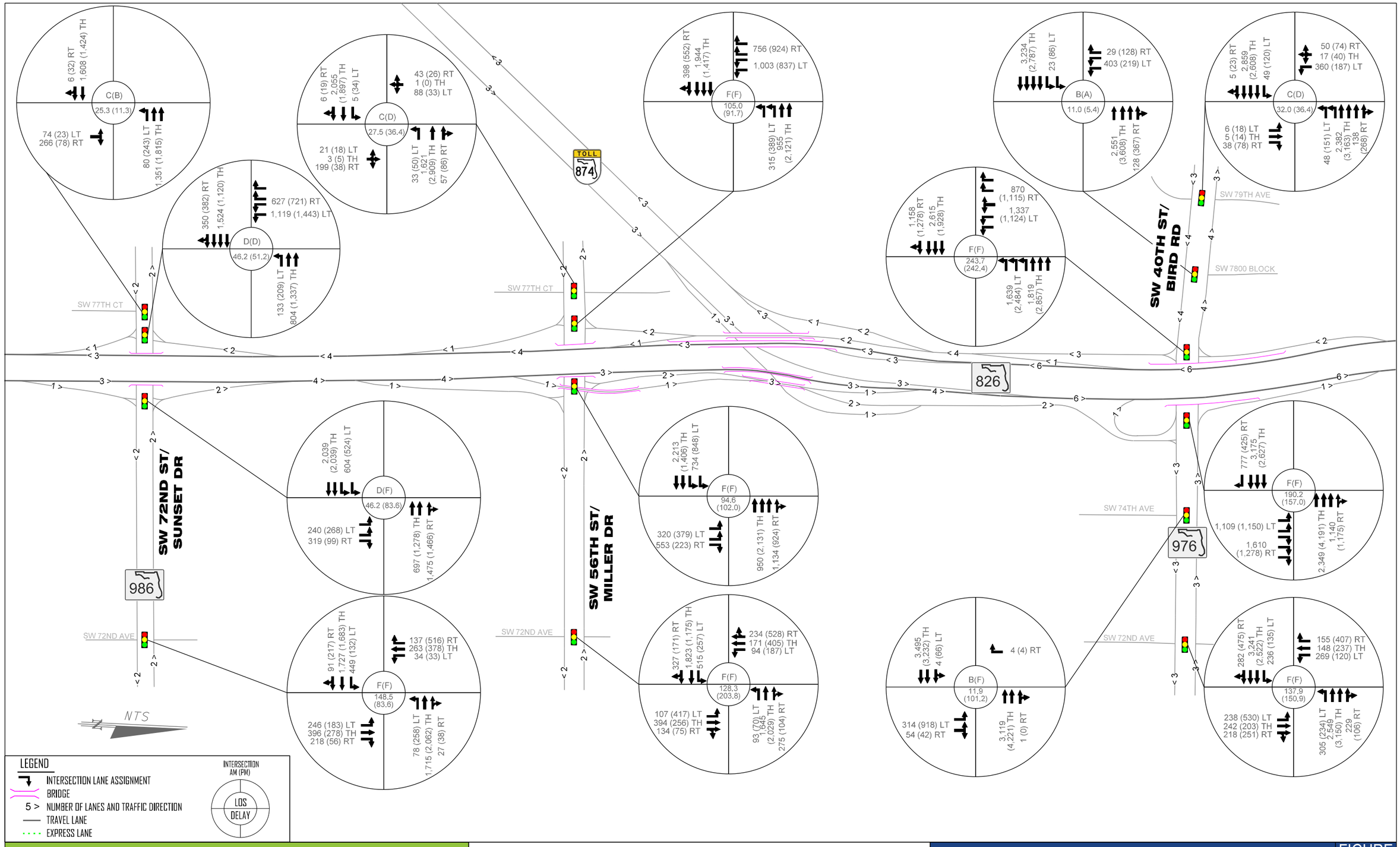
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.19



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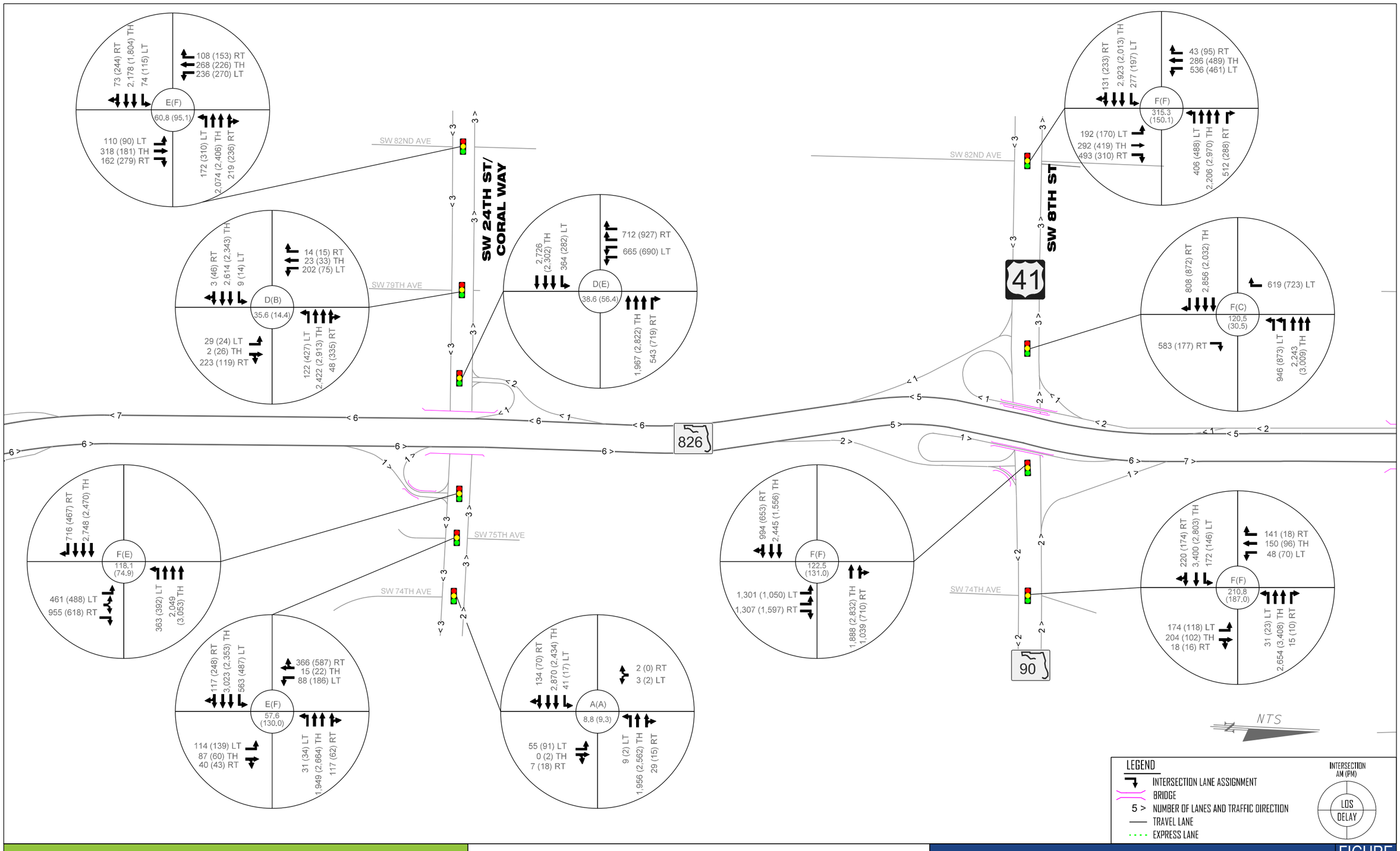
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.19



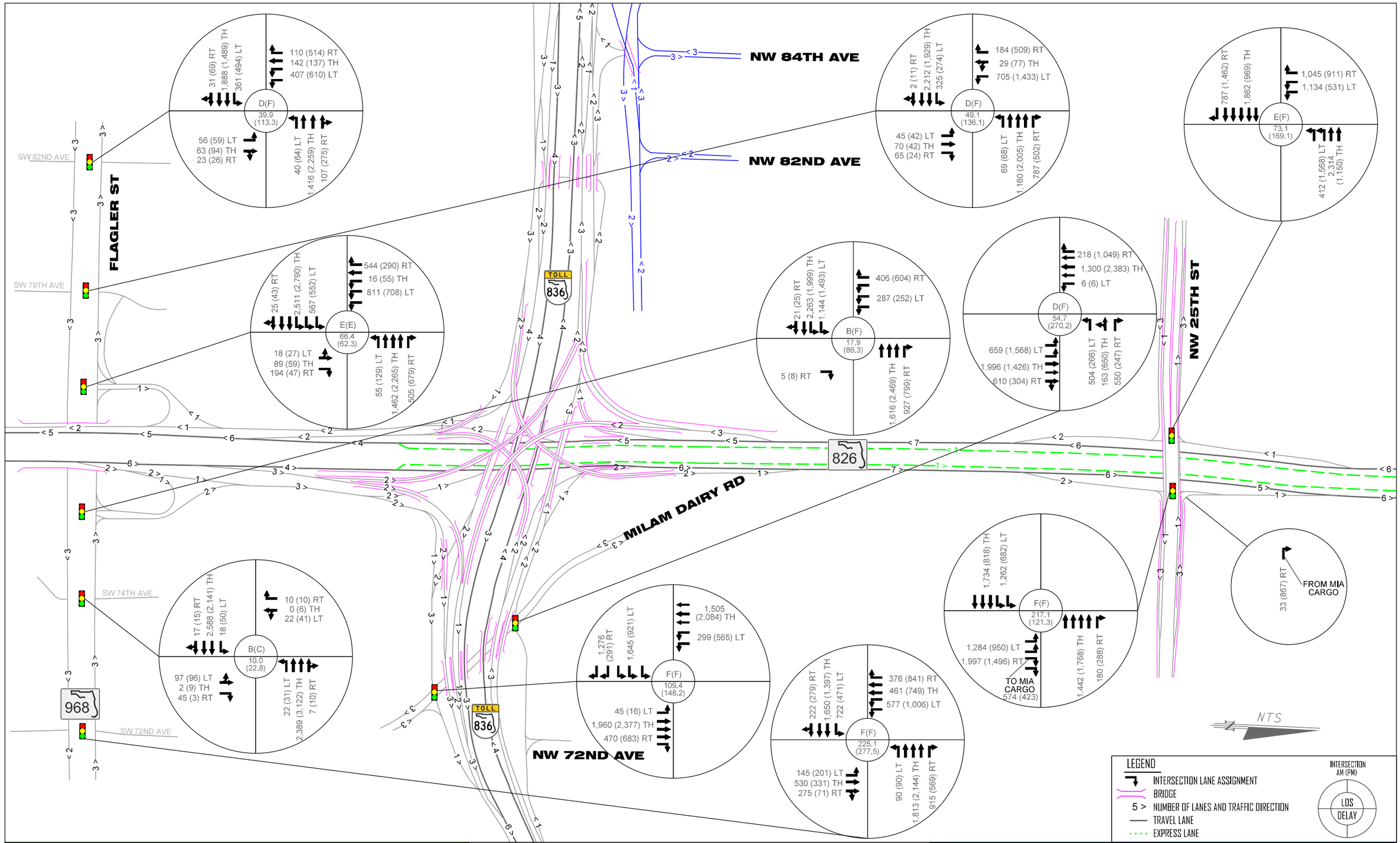
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FIGURE 5.19



FLORIDA DEPARTMENT OF TRANSPORTATION
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1000 NW 111TH AVENUE
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ETDM No.: 14308

2055 DESIGN YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.19

6.0 BUILD ALTERNATIVES

The objective of this PD&E Study is to evaluate alternatives that will address existing and projected operating deficiencies along this section of SR 826. To keep up with the growing traffic demand within the study area, multiple alternatives have been considered, including a No-Build Alternative that maintains the existing roadway configuration and any other planned improvements along the corridor.

The PD&E Study began in 2017 with the project approach of adding Dynamically Priced Express Lanes only along this segment of the corridor. Three express lane alternatives were considered in the study:

Express Lanes Alternative 1 – This alternative proposed one express lane in each direction between SW 56th Street and SR 874 and two express lanes in each direction between SR 874 and SR 836. The express lanes system began and ended with one lane on SR 874 and one lane south of SW 56th Street. This alternative recommended four express lane access points, which included a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median (see **Figures 6.1 – 6.3**).

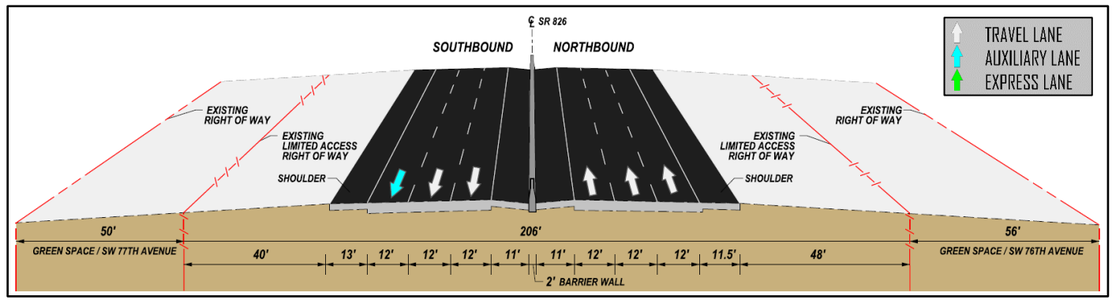


Figure 6.1 – Express Lanes Alternative 1 Roadway Typical Section between US 1 and south of SR 874

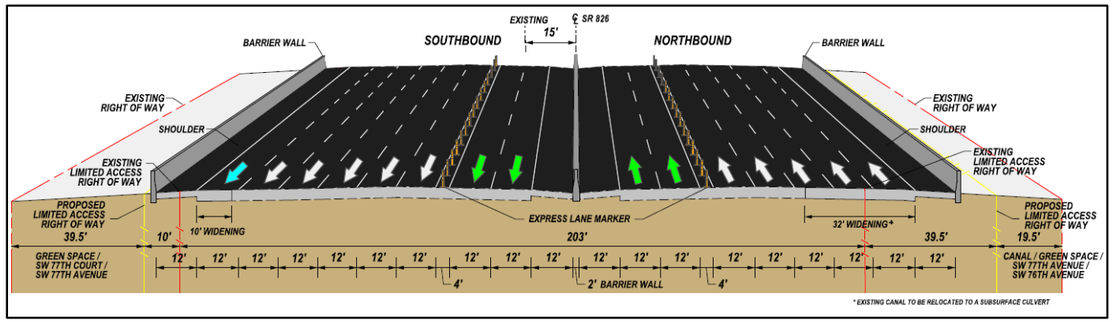


Figure 6.2 – Express Lanes Alternative 1 Roadway Typical Section between south of SR 874 and SR 836

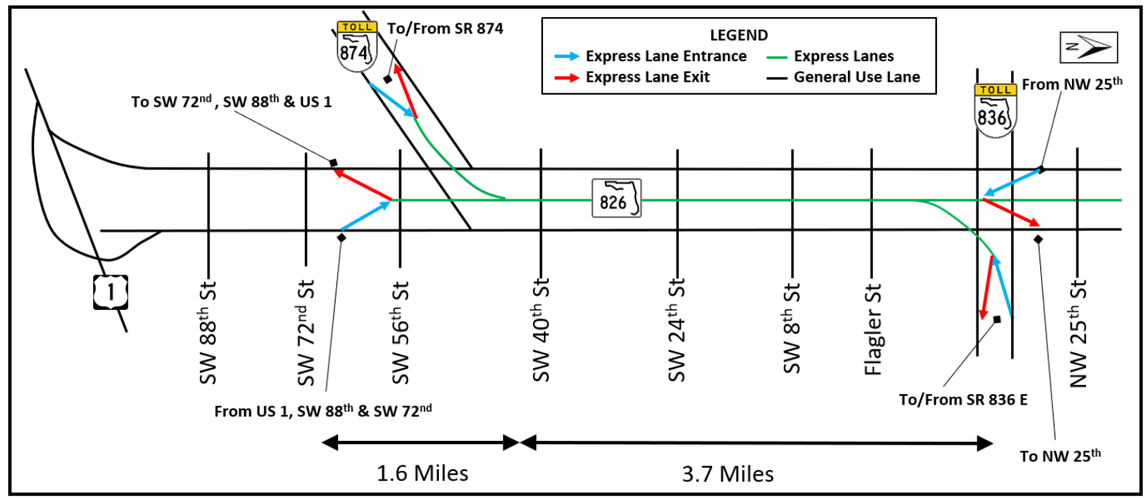


Figure 6.3 – Express Lanes Alternative 1 Schematic Line Diagram

Express Lanes Alternative 2 – This alternative proposed one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. The express lanes system began and ended with one lane on SR 874 and one lane north of US 1. This alternative recommended four express lane access points, which included a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median (see **Figures 6.4 – 6.6**).

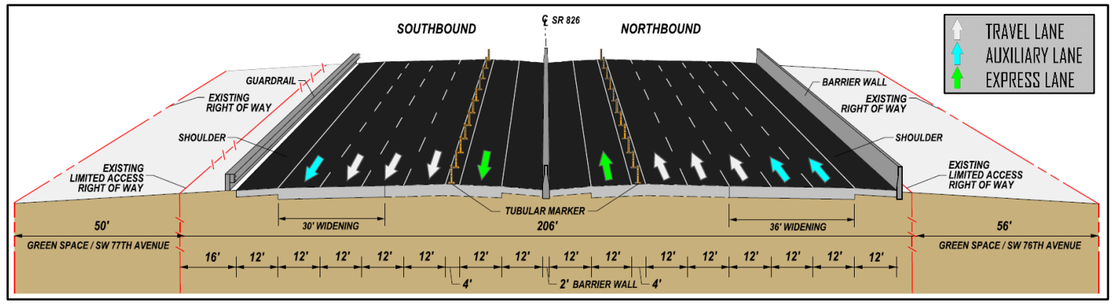


Figure 6.4 – Express Lanes Alternative 2 Roadway Typical Section between US 1 and SR 874

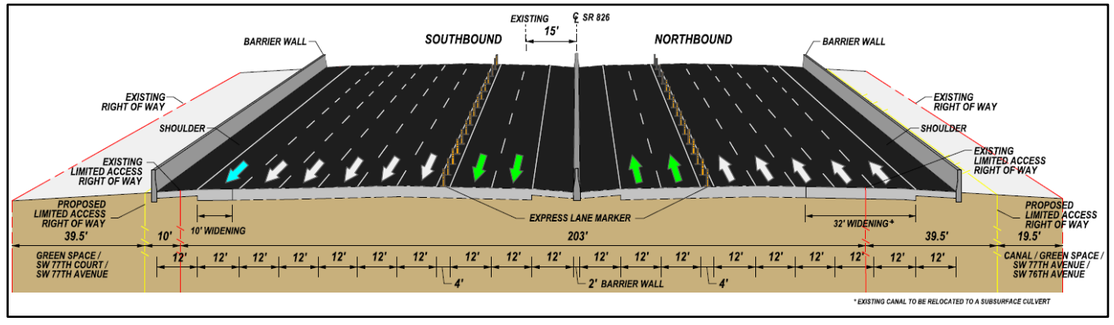


Figure 6.5 – Express Lanes Alternative 2 Roadway Typical Section between SR 874 and SR 836

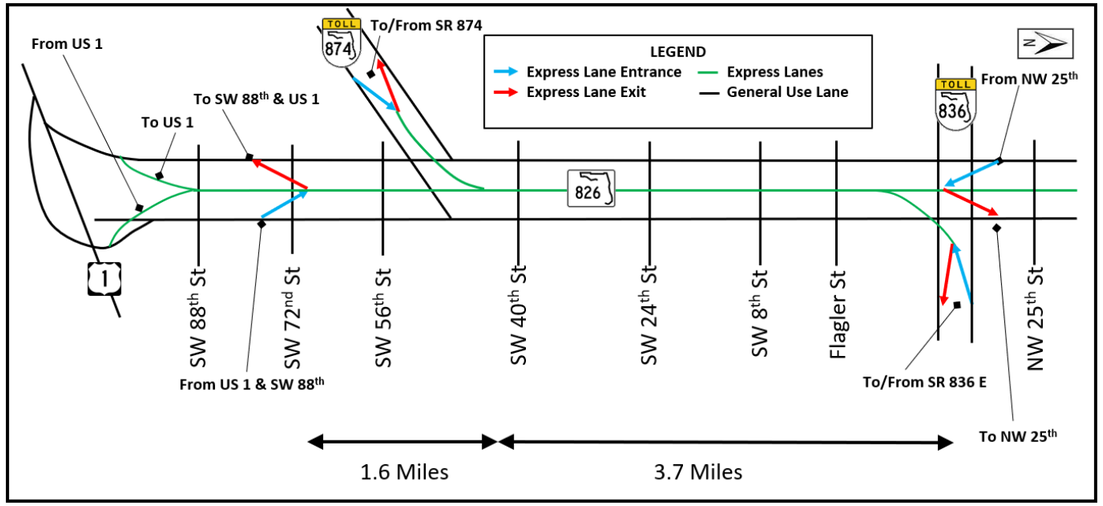


Figure 6.6 – Express Lanes Alternative 2 Schematic Line Diagram

Express Lanes Alternative 3 – This alternative proposed one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836, one at-grade and one elevated. The elevated express lanes were located along the median and the at-grade express lanes located between the median and the general use lanes separated by a buffer with express lane markers. This alternative recommended four express lane access points. In this alternative the elevated express lanes were only servicing traffic between SR 874 and SR 836 to and from the east. The elevated express lanes did not have any access to the at-grade express lanes or the SR 826 general use lanes. The objective of the elevated express lanes concept was to completely bypass the SR 826 corridor between SR 874 and SR 836, which is the main origin and destination pattern of the area. The SR 836 connection was a ramp flyover system-to-system connecting SR 874 northbound to SR 836 eastbound and SR 836 westbound to SR 874 southbound median-to-median (see **Figures 6.7 – 6.9**).

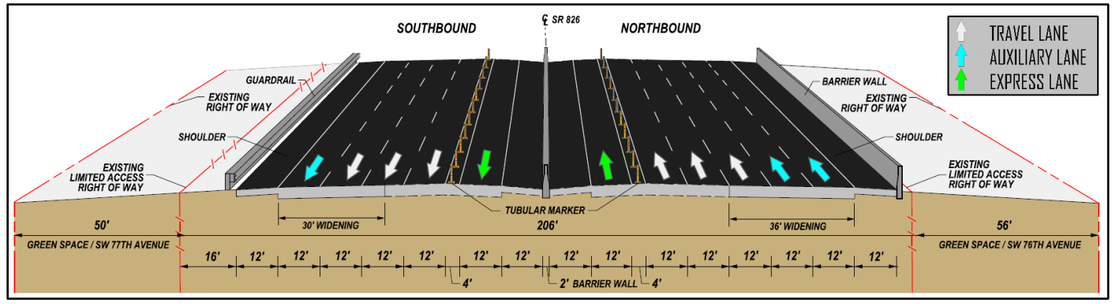


Figure 6.7 – Express Lanes Alternative 3 Roadway Typical Section between US 1 and SR 874

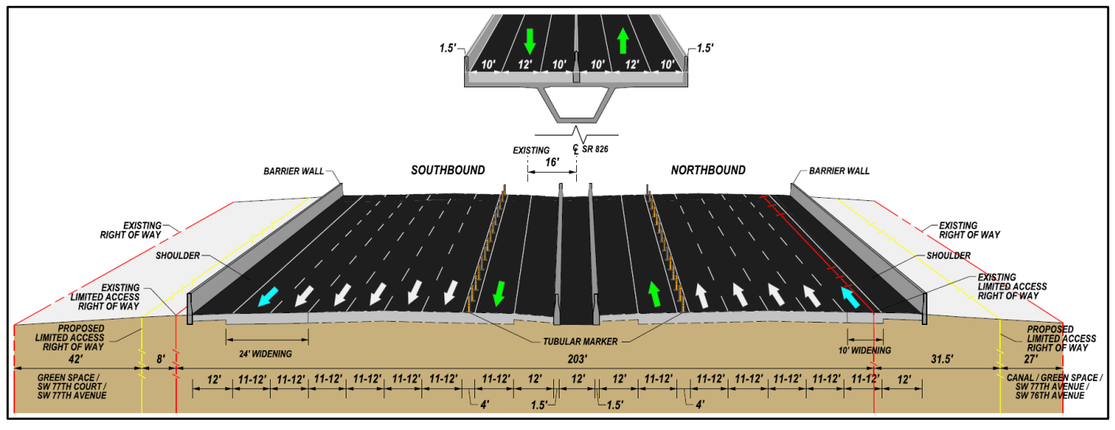


Figure 6.8 – Express Lanes Alternative 3 Roadway Typical Section between SR 874 and SR 836

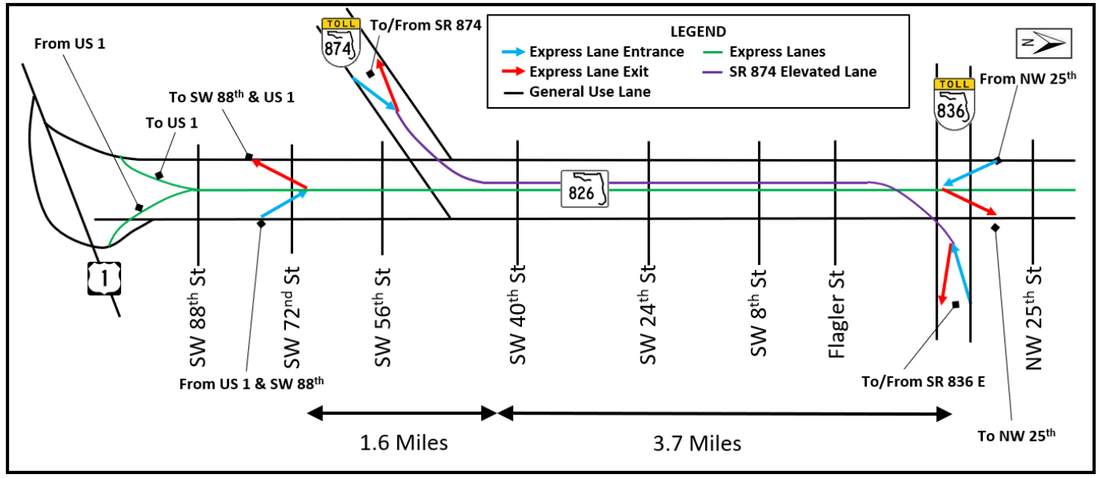


Figure 6.9 – Express Lanes Alternative 3 Schematic Line Diagram

All three alternatives proposed to add express lanes (extend to the south) along this segment of SR 826 with access points at select locations to enter and exit the express lane system. The express lanes were buffer separated from the other travel lanes with express lane markers matching the same design of the express lanes project to the north. These express lane alternatives were developed with the idea of continuing the express lanes system south to either SR 874 and/or US 1.

In 2020, the study was placed on hold to explore other 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. The study reevaluated the improvements to the project study area by considering the following alternatives:

- **Alternative 1 –** Add an additional Travel Lane in each direction between US 1 and SR 836.
- **Alternative 2 –** Add one Bus Lane/High Occupancy Vehicle (HOV) Lane in each direction between US 1 and SR 836. A Bus/HOV Lane is a traffic lane reserved for buses or vehicles with two or more occupants. This alternative is a traffic management strategy designed to promote and encourage ridesharing, aiming to alleviate congestion and maximize the people-carrying capacity of the expressway.

- **Alternative 3 –** Add one Managed Lane in each direction between US 1 and SR 836. A Managed Lane is an innovative solution to manage traffic congestion and provide travelers with choices. This alternative provides additional un-tolled lanes separated from the travel lanes with restricted access points to separate short trips from long trips. Un-tolled lanes are free of charge.

- **Alternative 4 –** Add an additional Travel Lane in each direction between US 1 and SR 874 and add an Express Lane in each direction between SR 874 and SR 836.

- **Alternative 4A –** Add an additional Travel Lane in each direction between US 1 and SR 836 and add an Express Lane in each direction between SR 874 and SR 836.

All the alternatives propose to add additional lanes and auxiliary lanes along this segment of SR 826 with interchange, intersection, and crossing roadway improvements at select locations. These improvements will enhance connectivity and improve access in and out of SR 826, supporting the optimal operation of the SR 826 corridor.

Governor Ron DeSantis signed Senate Bill 1662 in June 2025, which stated that, effective July 1, 2025, the State of Florida will no longer support HOV lanes. Therefore, Alternative 2 was eliminated from this PD&E Study.

6.1 Alternative 1

Alternative 1 proposes adding an additional Travel Lane in each direction between US 1 and SR 836. The additional lane begins in the northbound direction, north of US 1, and ends just south of the SR 836 bridge overpass. At that point, the lane becomes the SR 826 northbound express lane ingress access point (see **Figure 6.10**). In the southbound direction, the new lane begins just south of the SR 836 bridge overpass and ends at US 1 as part of a three-lane southbound on-ramp.

The existing SR 826 southbound express lane designation will end (egress access point) after the two-lane off-ramp to Flagler Street and SW 8th Street. At this point, the tubular markers will end, and the new travel lane will begin. Alternative 1 also proposes interchange, intersection, and arterial improvements to support the optimal operations of the corridor.

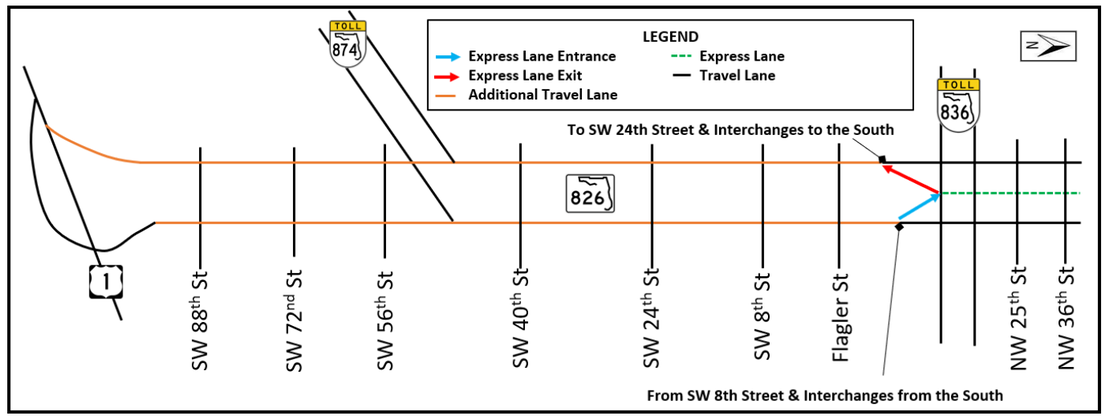


Figure 6.10 - Alternative 1 Schematic Line Diagram

The Alternative 1 roadway typical section between US 1 and SR 874 will consist primarily of seven to eight 12-foot wide travel lanes (four lanes in the northbound direction and three to four lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of fourteen 12-foot wide travel lanes (seven lanes in each direction), with 12-foot wide auxiliary lanes at select locations, 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. The two typical sections for SR 826 are depicted in **Figure 6.11** and **Figure 6.12**. The additional lanes will be constructed along SR 826 with major widening to the outside, approximately 4-46 feet. Eleven-foot wide lanes and reduced shoulder widths are being proposed north of SW 8th Street to avoid significant linear right of way impacts to numerous residential, industrial, and major retail sites. The reduced footprint width will also avoid the reconstruction of the recently completed SR 826/SR 836 Interchange, which is a multi-level system-to-system interchange. Eleven-foot wide lanes and narrow shoulders currently exist in this section of the corridor.

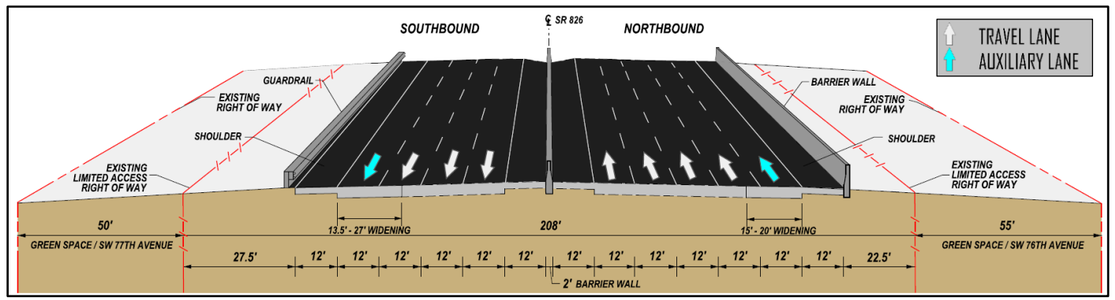


Figure 6.11 - Alternative 1 Roadway Typical Section between US 1 and SR 874

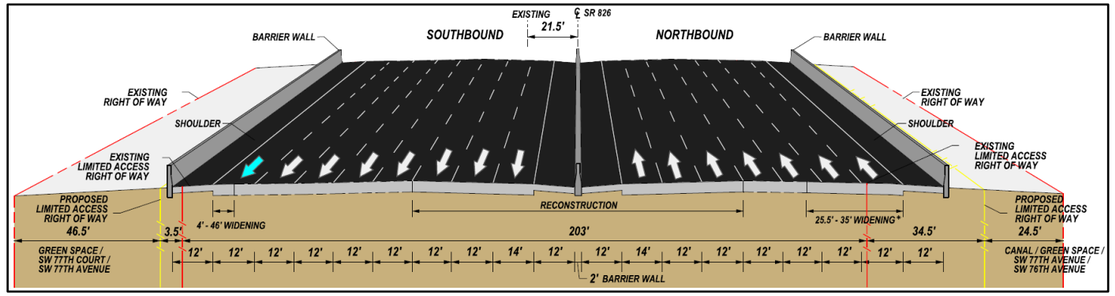
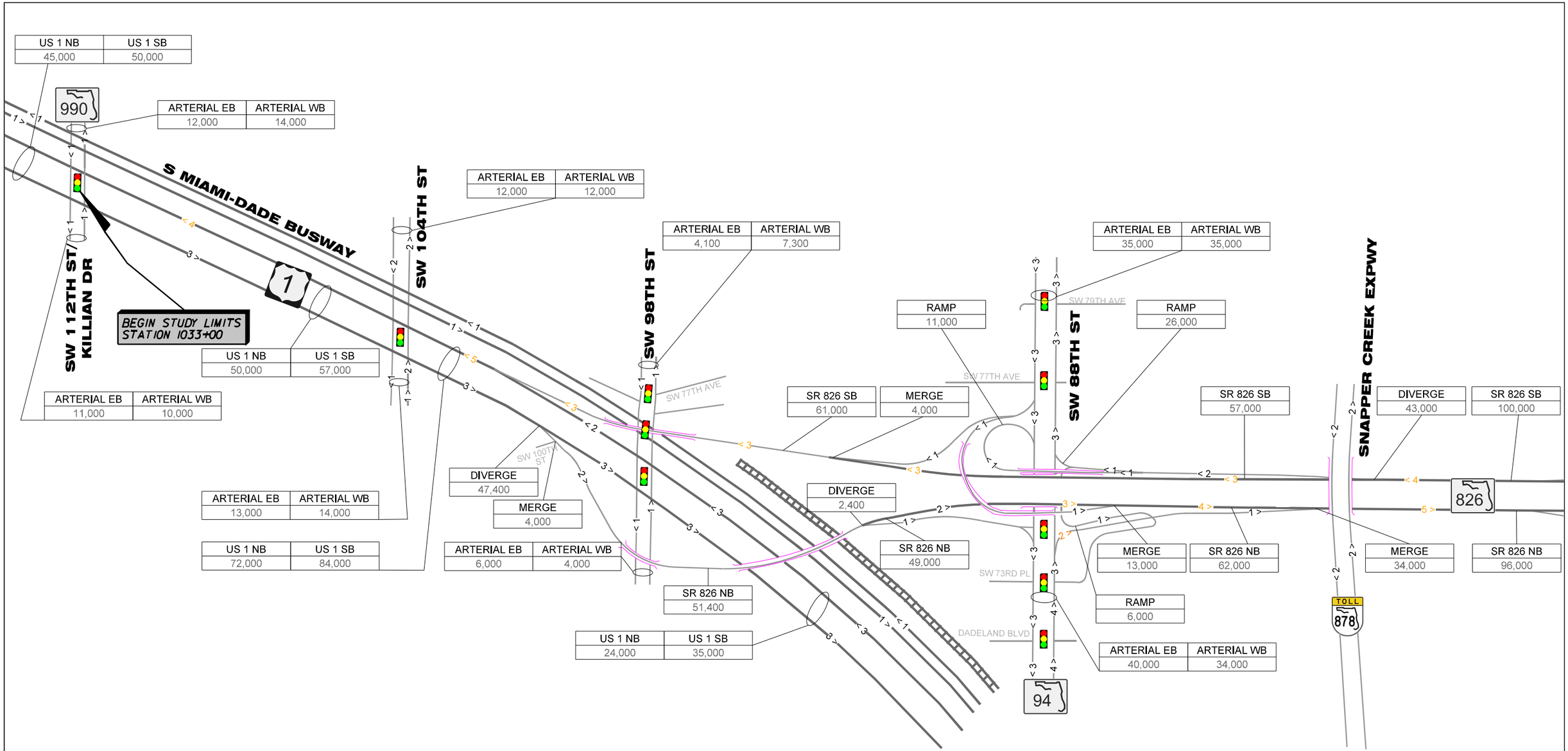


Figure 6.12 - Alternative 1 Roadway Typical Section between SR 874 and SR 836

Figure 6.13 shows the Alternative 1 2055 AADT volumes for the study area. **Figure 6.14** shows the Alternative 1 2055 DDHVs for the study area.



FDOT

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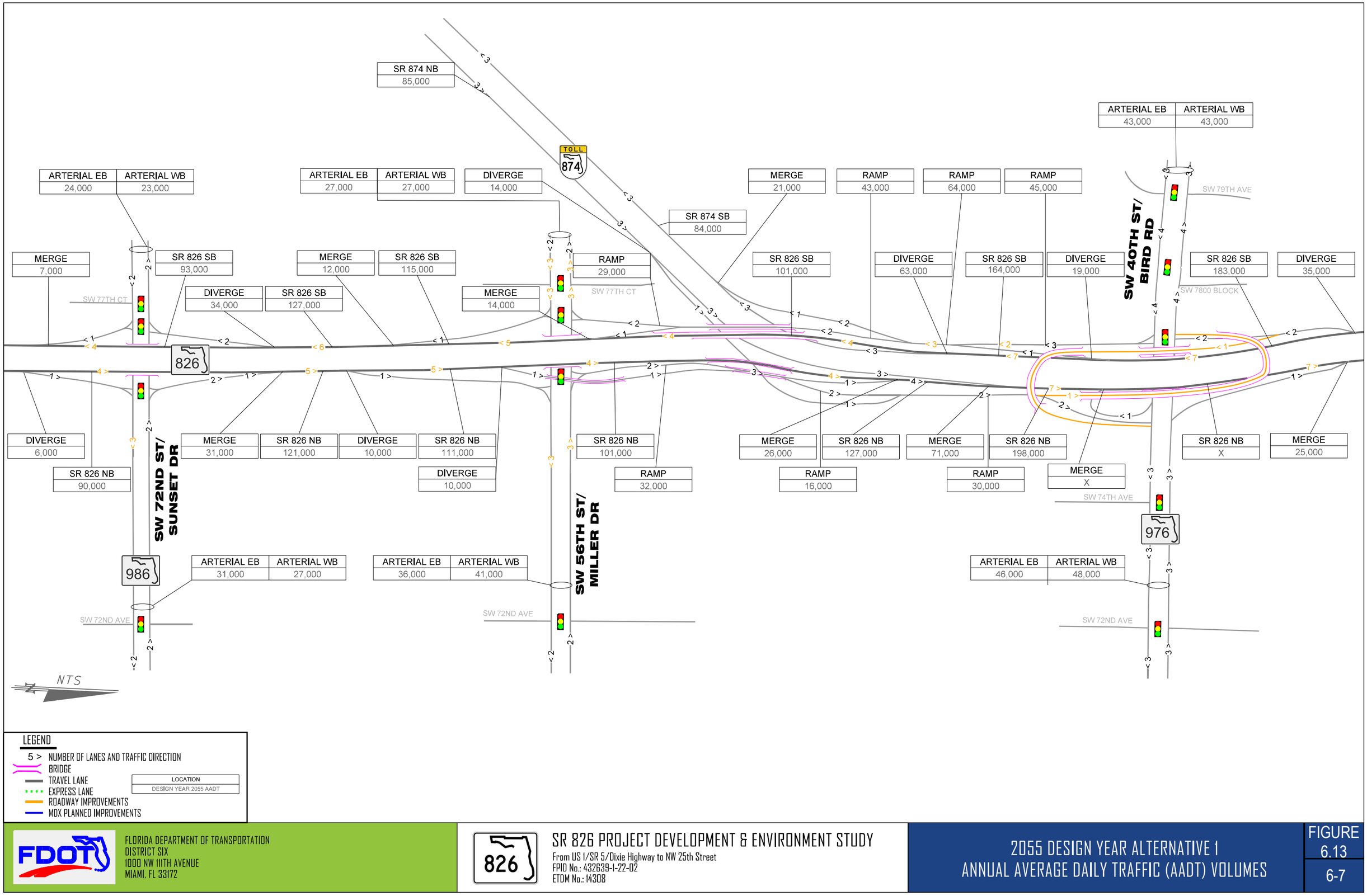
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.13



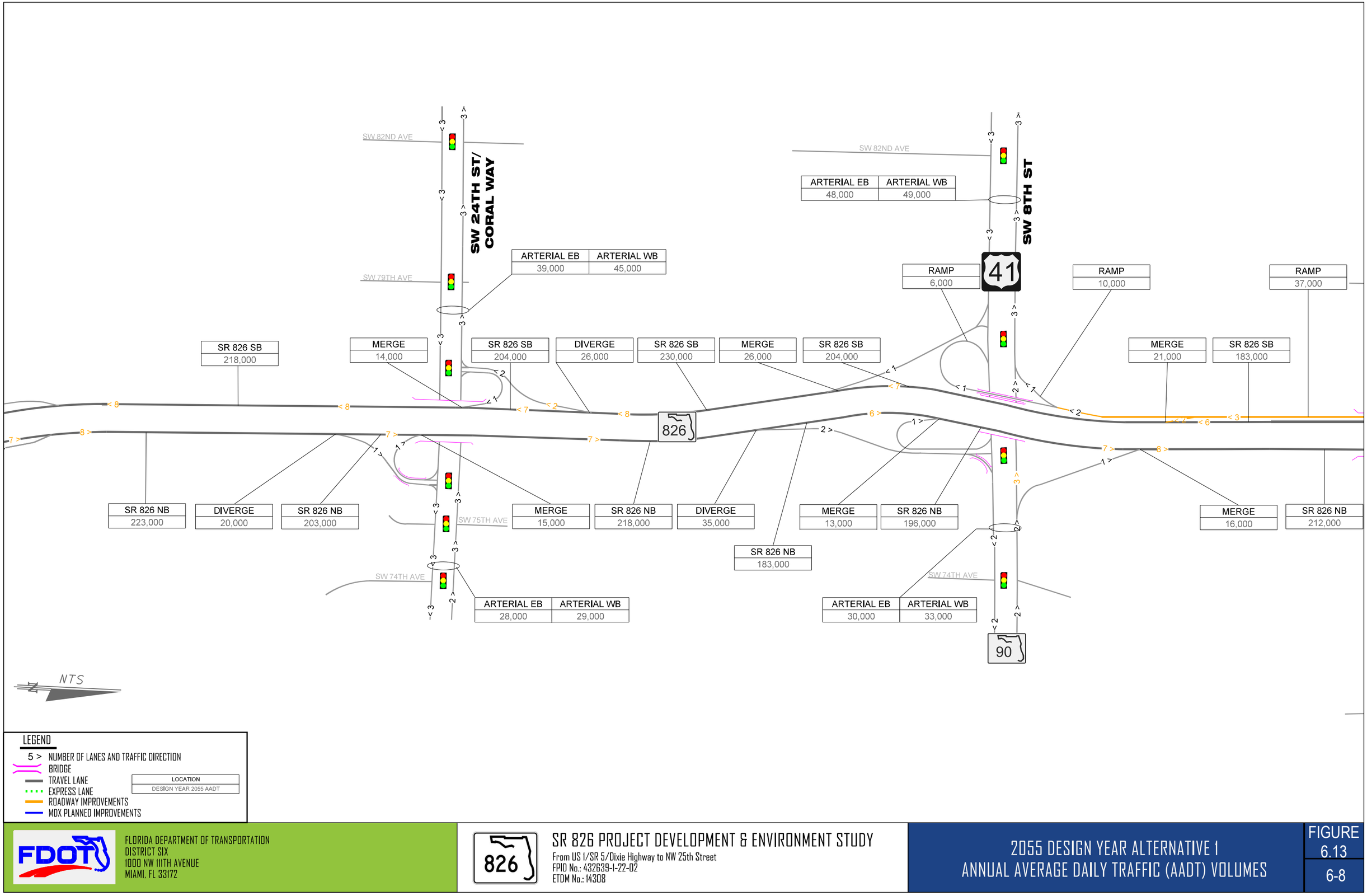
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ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.13



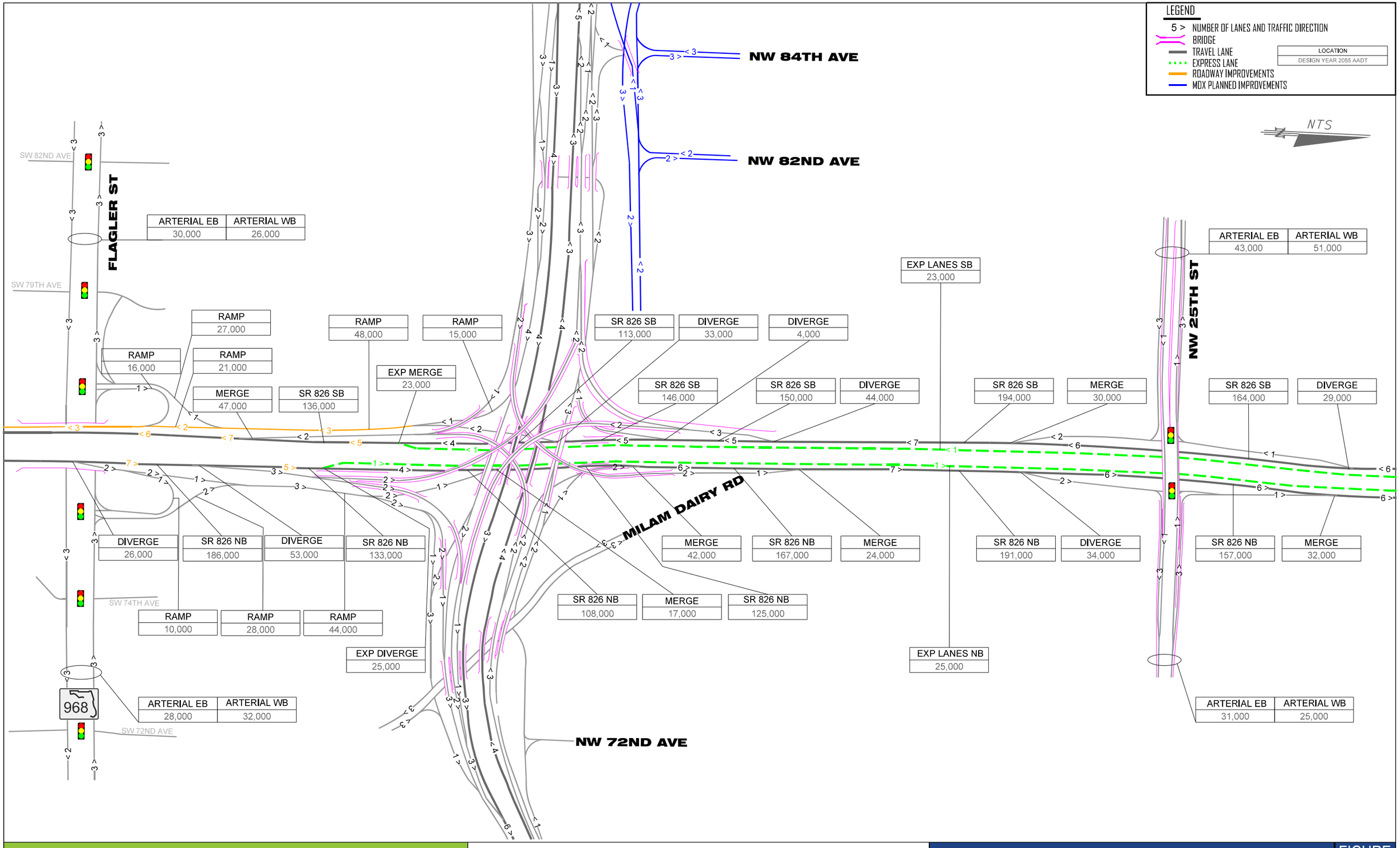
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ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.13



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2055 DESIGN YEAR ALTERNATIVE 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.13

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

TRAVEL LANE

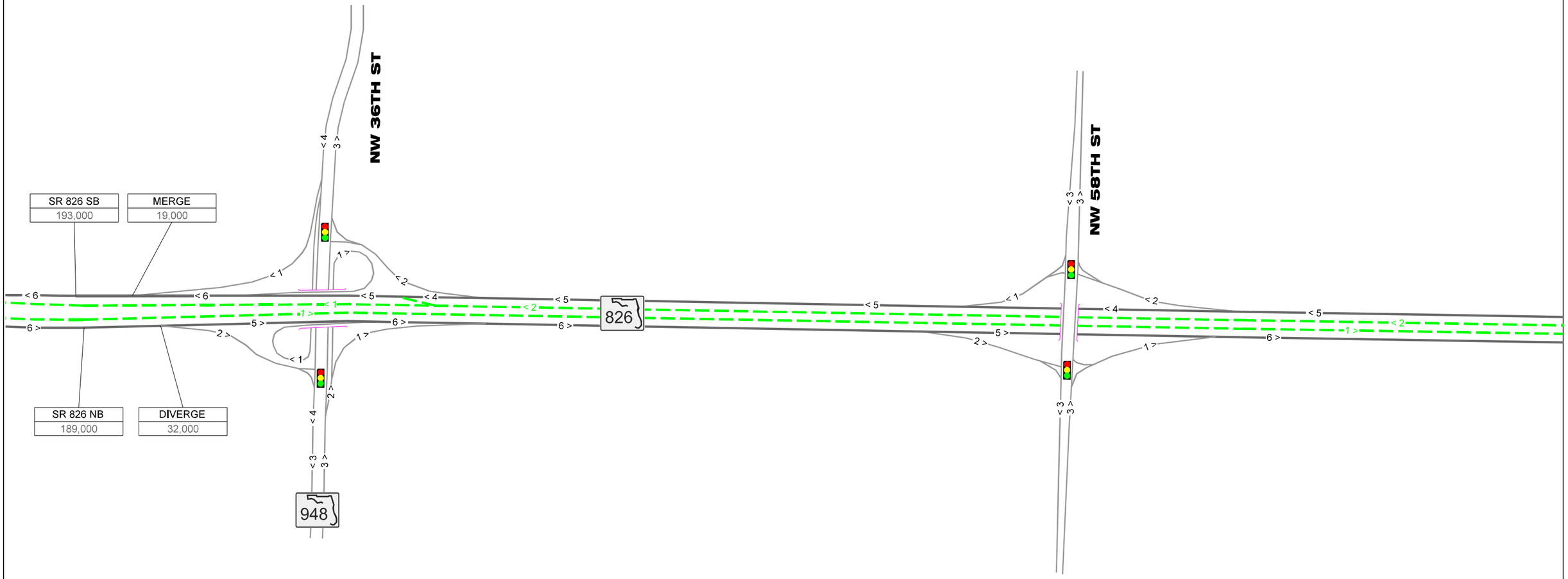
EXPRESS LANE

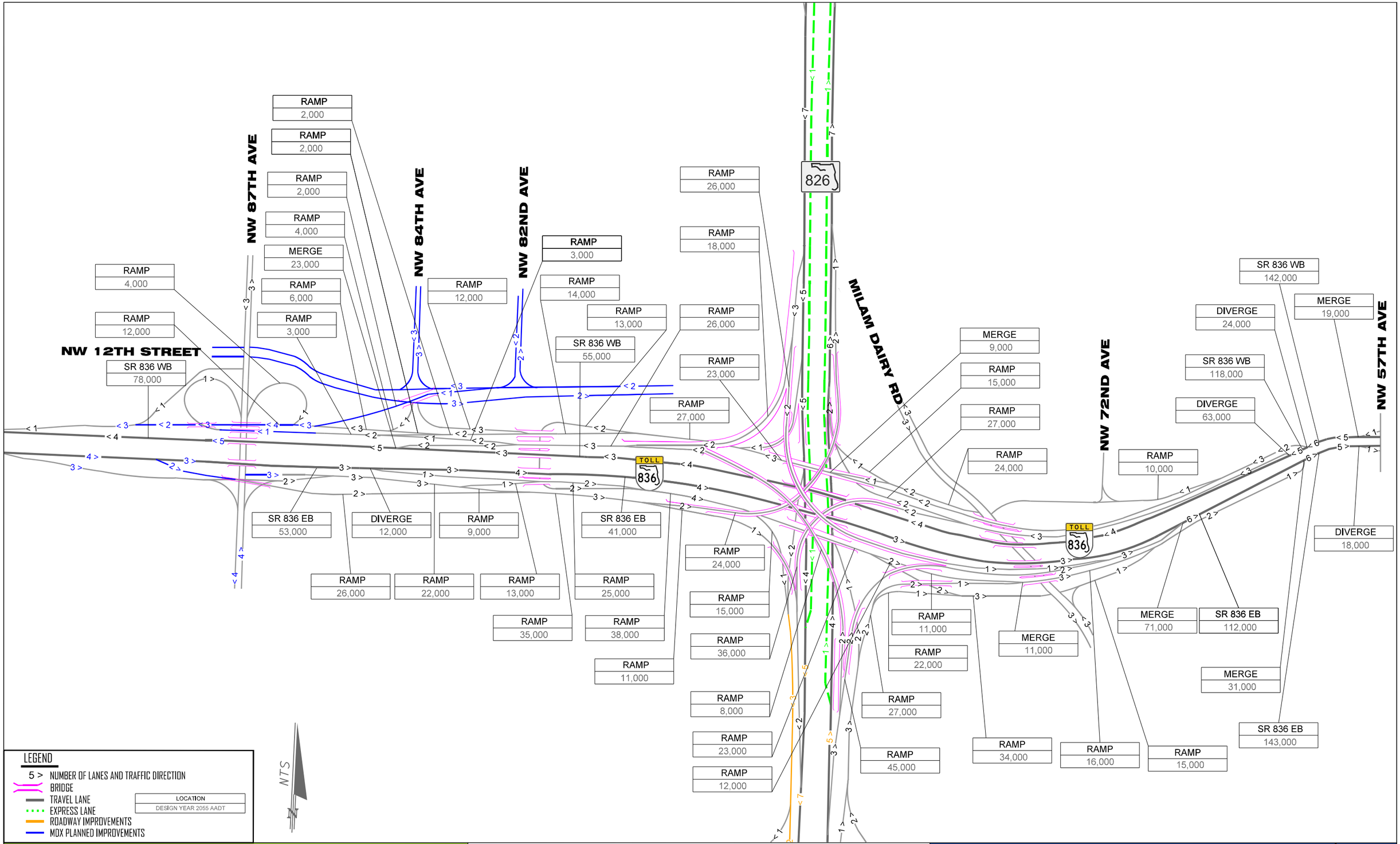
ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS





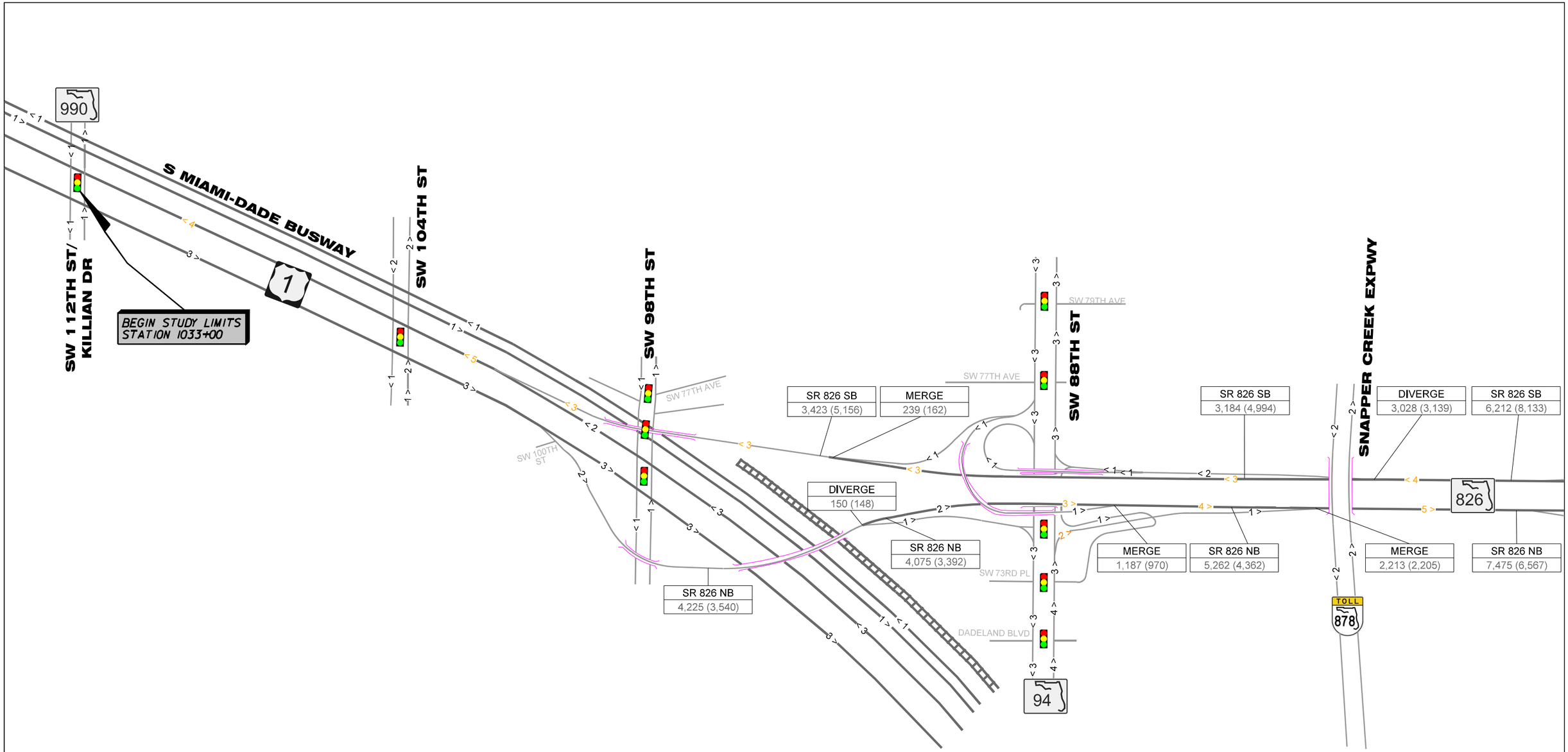
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2055 DESIGN YEAR ALTERNATIVE 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.13



NTS

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

TRAVEL LANE

EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

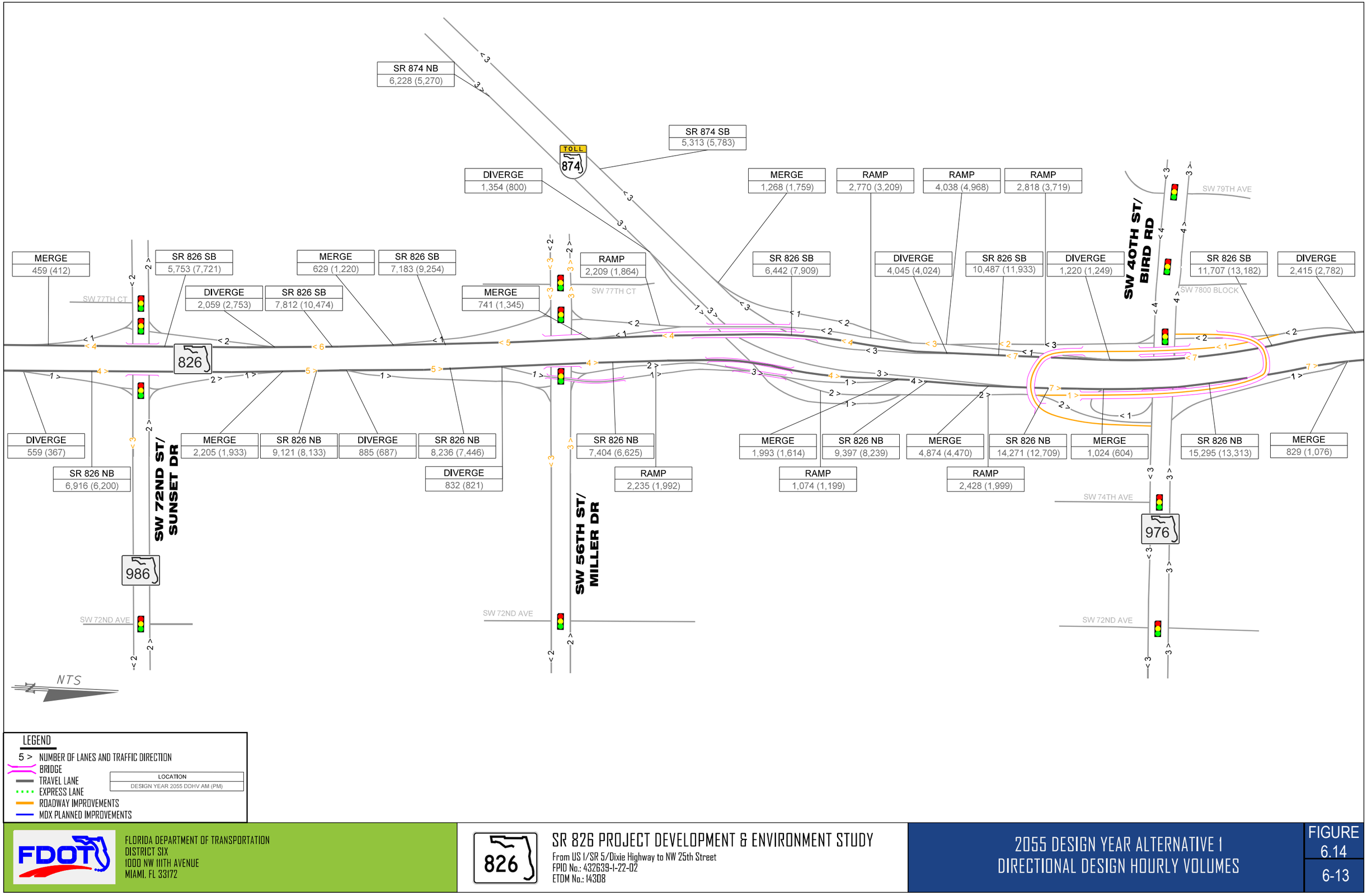
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2055 DESIGN YEAR ALTERNATIVE 1
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.14



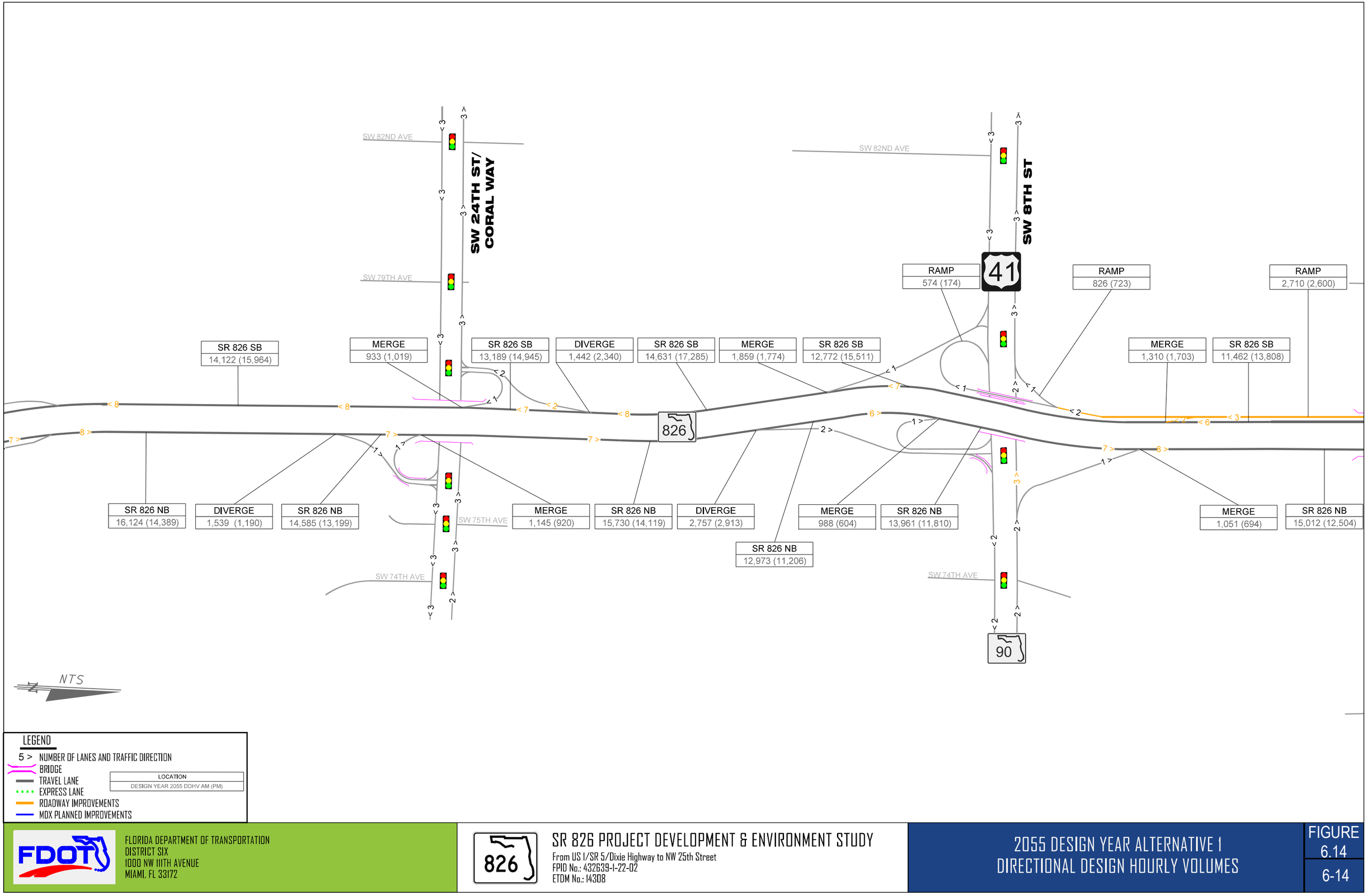
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2055 DESIGN YEAR ALTERNATIVE I
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.14



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2055 DESIGN YEAR ALTERNATIVE 1
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.14

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS

NW 84TH AVE

NW 82ND AVE

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

NW 25TH ST

MILAM DAIRY RD

NW 72ND AVE

SW 74TH AVE

SW 72ND AVE

968

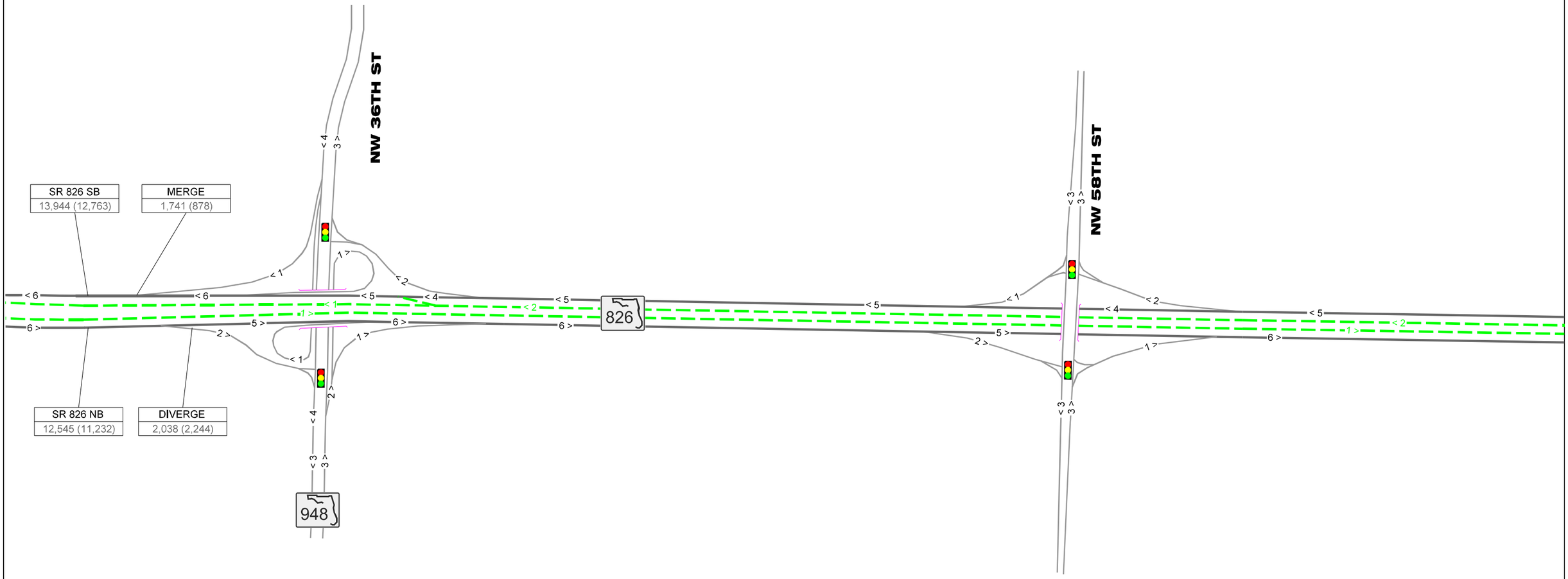
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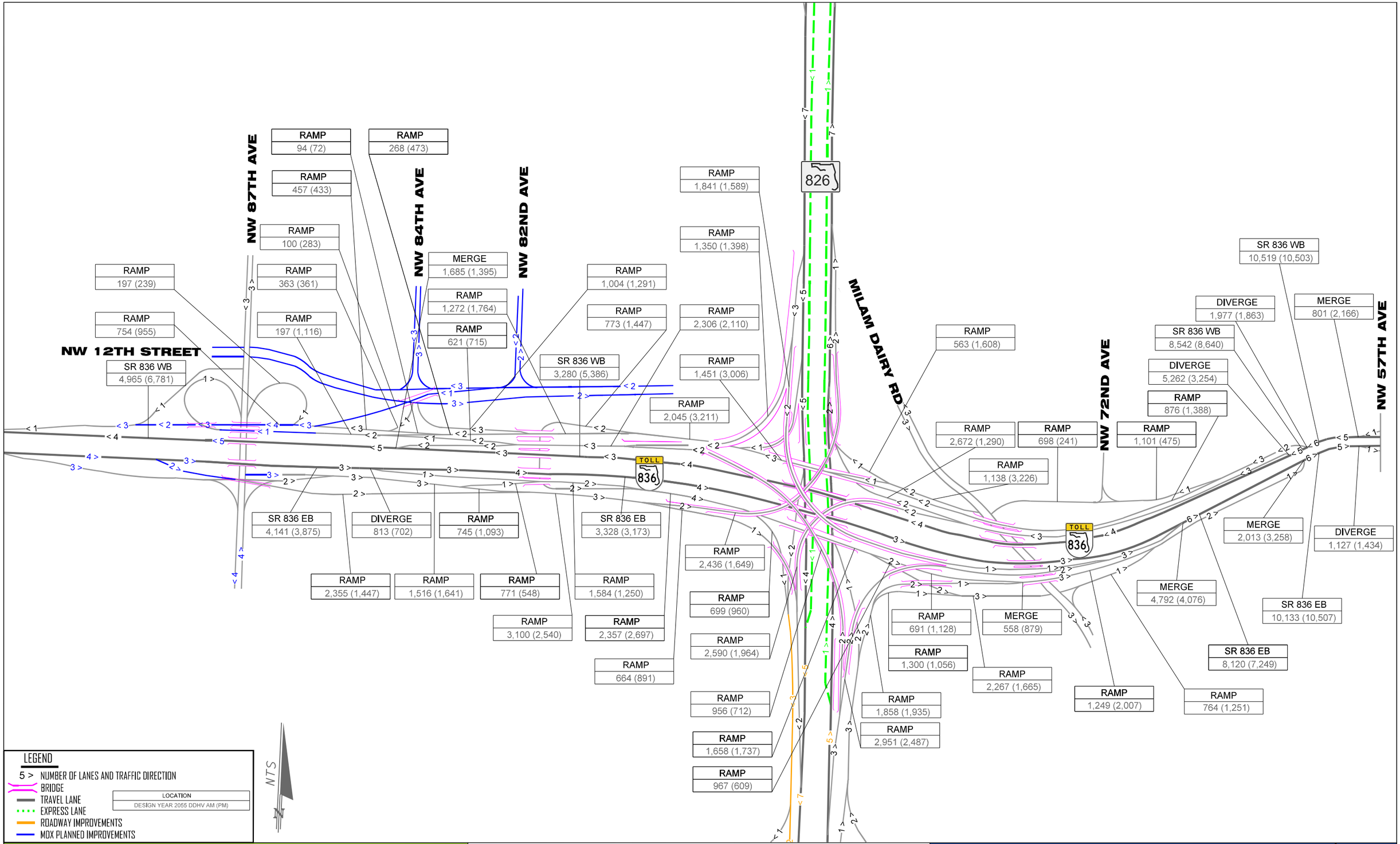
LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS





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2055 DESIGN YEAR ALTERNATIVE 1 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.14

Micro-Simulation Operational Analysis Results

Results of the CORSIM analysis for the Alternative 1 mainline alternative are depicted in **Figures 6.15 and 6.16**. Average operating speeds along the northbound SR 826 travel lanes are approximately 31 mph (northbound, AM peak) and 37 mph (southbound, PM peak). Throughput is approximately 13,650 vph (northbound AM peak hour, peak-direction) and 15,620 (southbound, PM peak, peak direction. The following sections of SR 826 will experience substandard traffic operating conditions by 2055 under Alternative 1:

- **Northbound SR 826 from SW 72nd Street to Flagler Street/NW 72nd Avenue On-Ramp (AM and PM peaks) –** The results indicate that traffic operations throughout much of this segment of SR 826 are expected to be at LOS F conditions during the AM and PM peak periods. Average operating speeds range from approximately 15 mph to 45 mph along this segment during the AM and PM peaks.

- **Northbound SR 826 from Eastbound SR 836 On-Ramp to NW 25th Street Off-Ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E or F conditions during the AM peak period. Average operating speeds are expected to range from approximately 35 to 45 mph during the AM peak. It should be noted that no capacity improvements are proposed within this section of SR 826 and operating conditions are similar in all Build Alternatives.

- **Southbound SR 826 from NW 36th Street to SR 836 EB/WB Off-Ramp (PM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS F conditions during PM peak period. Average operating speeds are expected to range from approximately 10 to 40 mph during the PM peak.

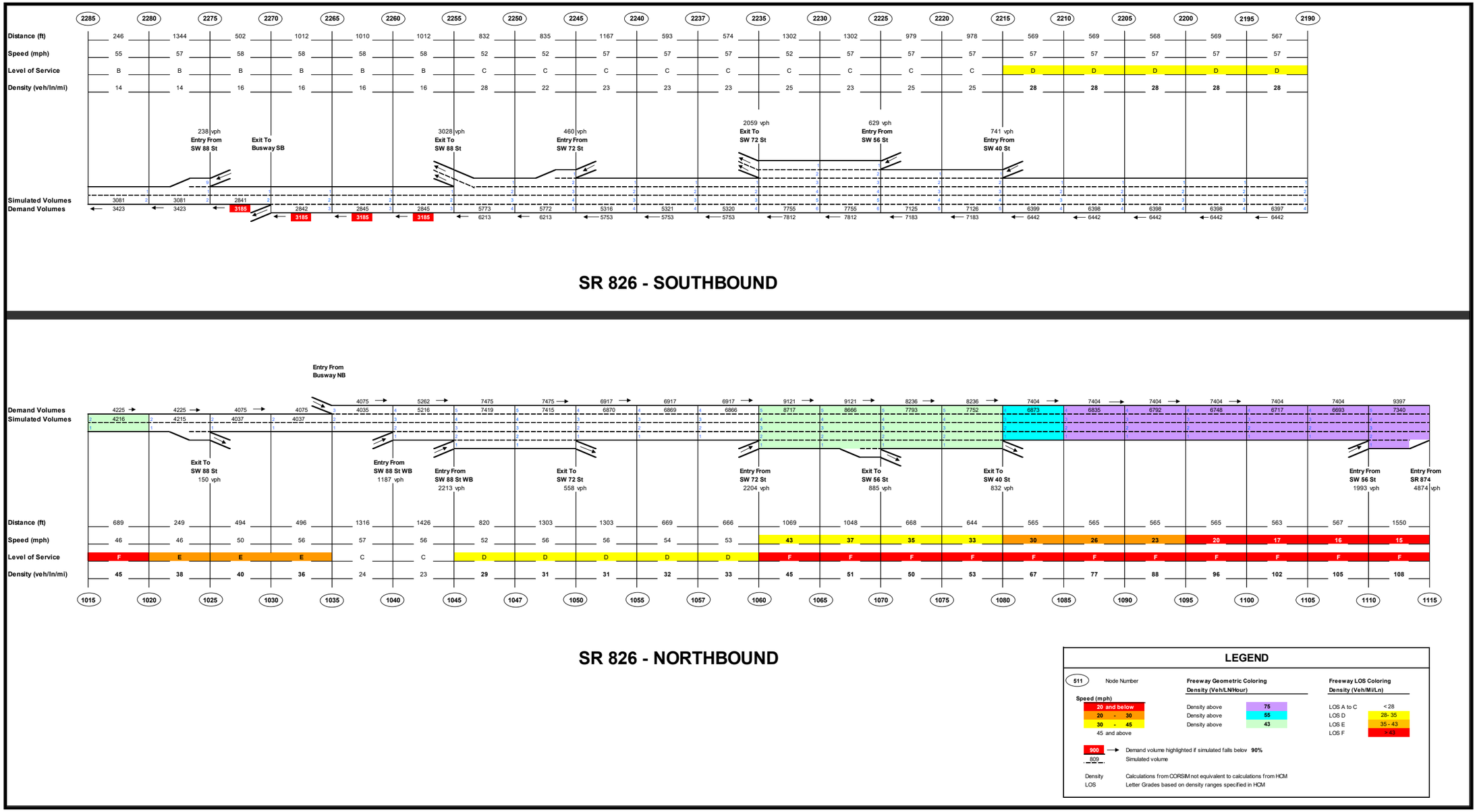


Figure 6.15 – 2055 Build 1 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

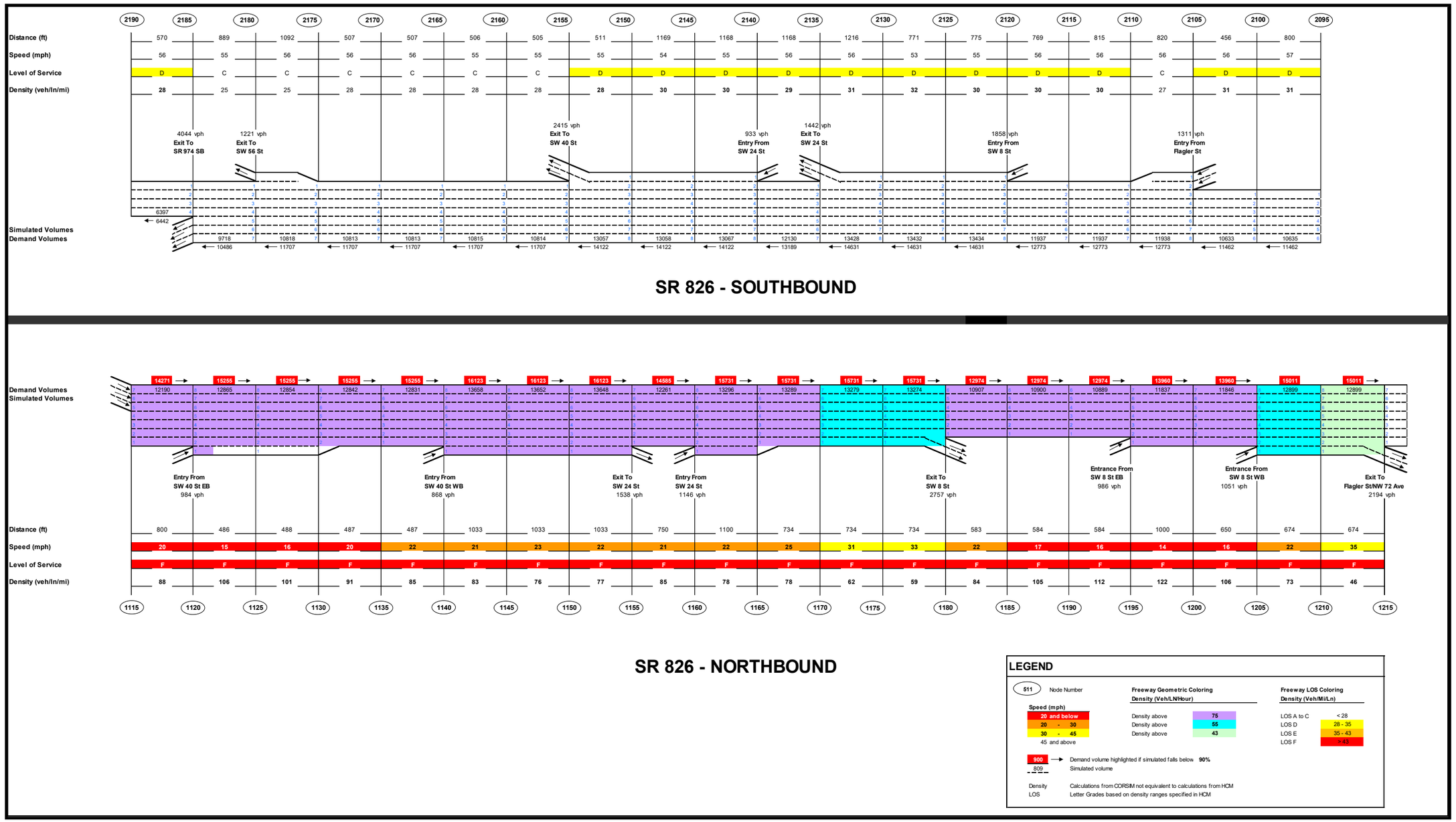


Figure 6.15 – 2055 Build 1 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)

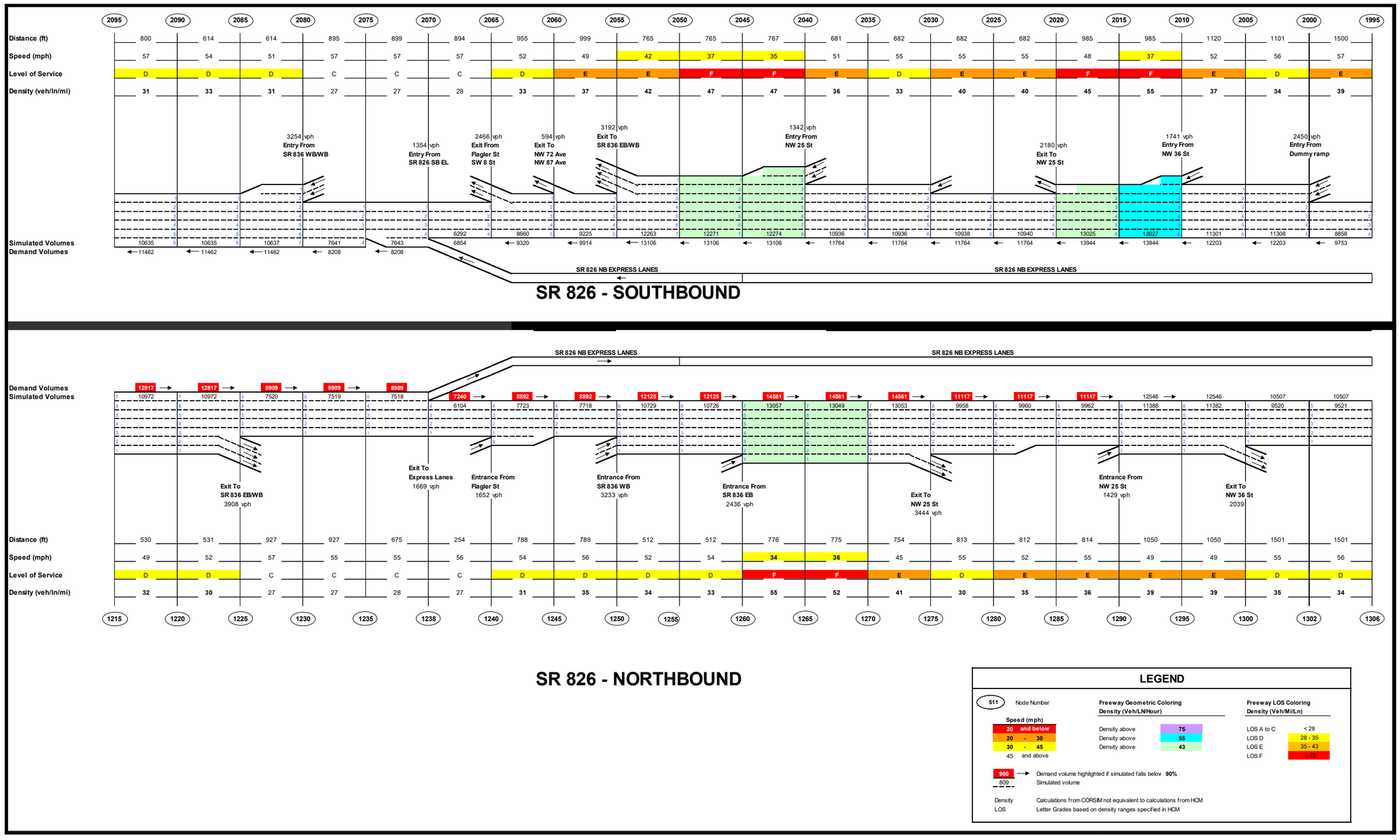


Figure 6.15 – 2055 Build 1 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)

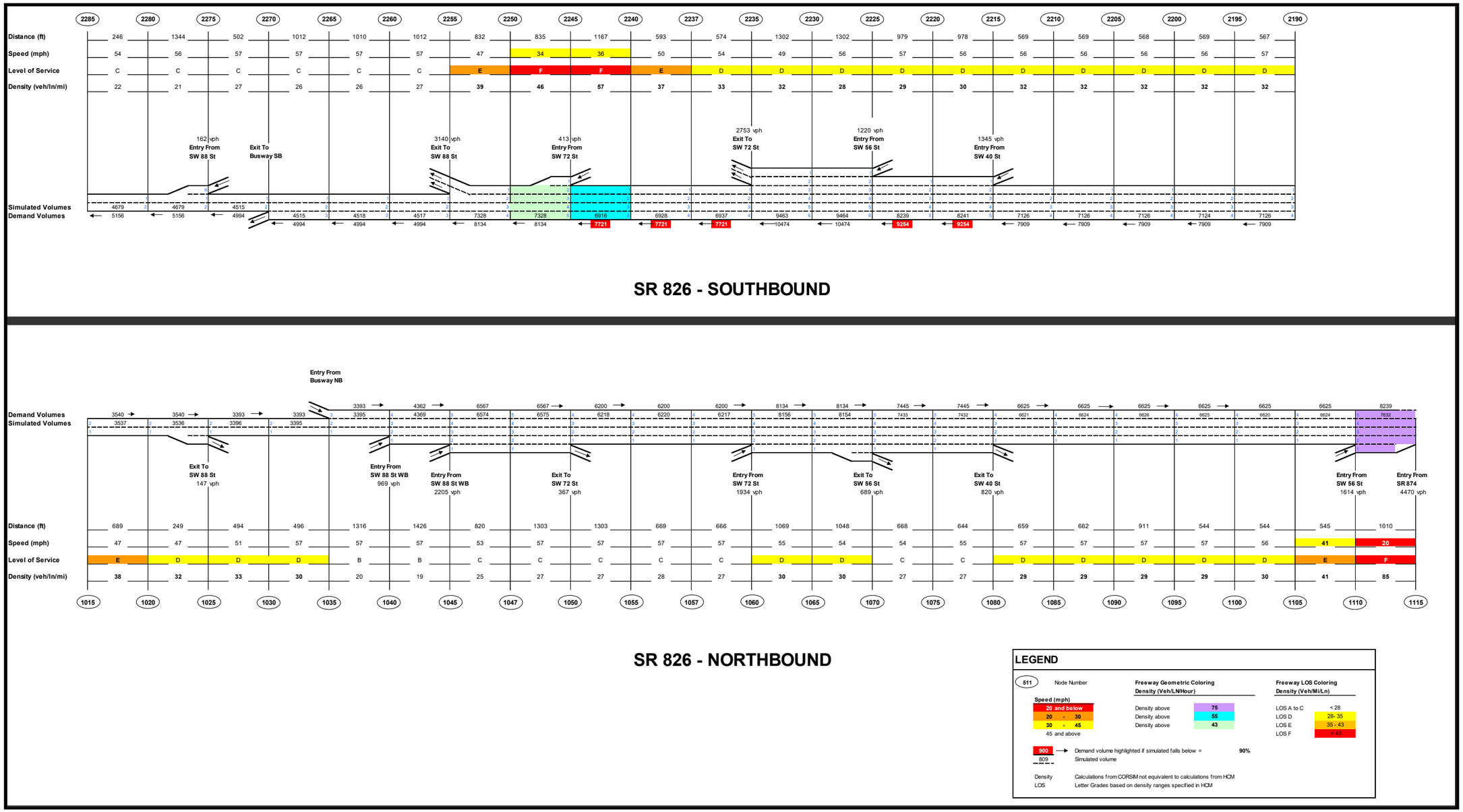


Figure 6.16 – 2055 Build 1 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

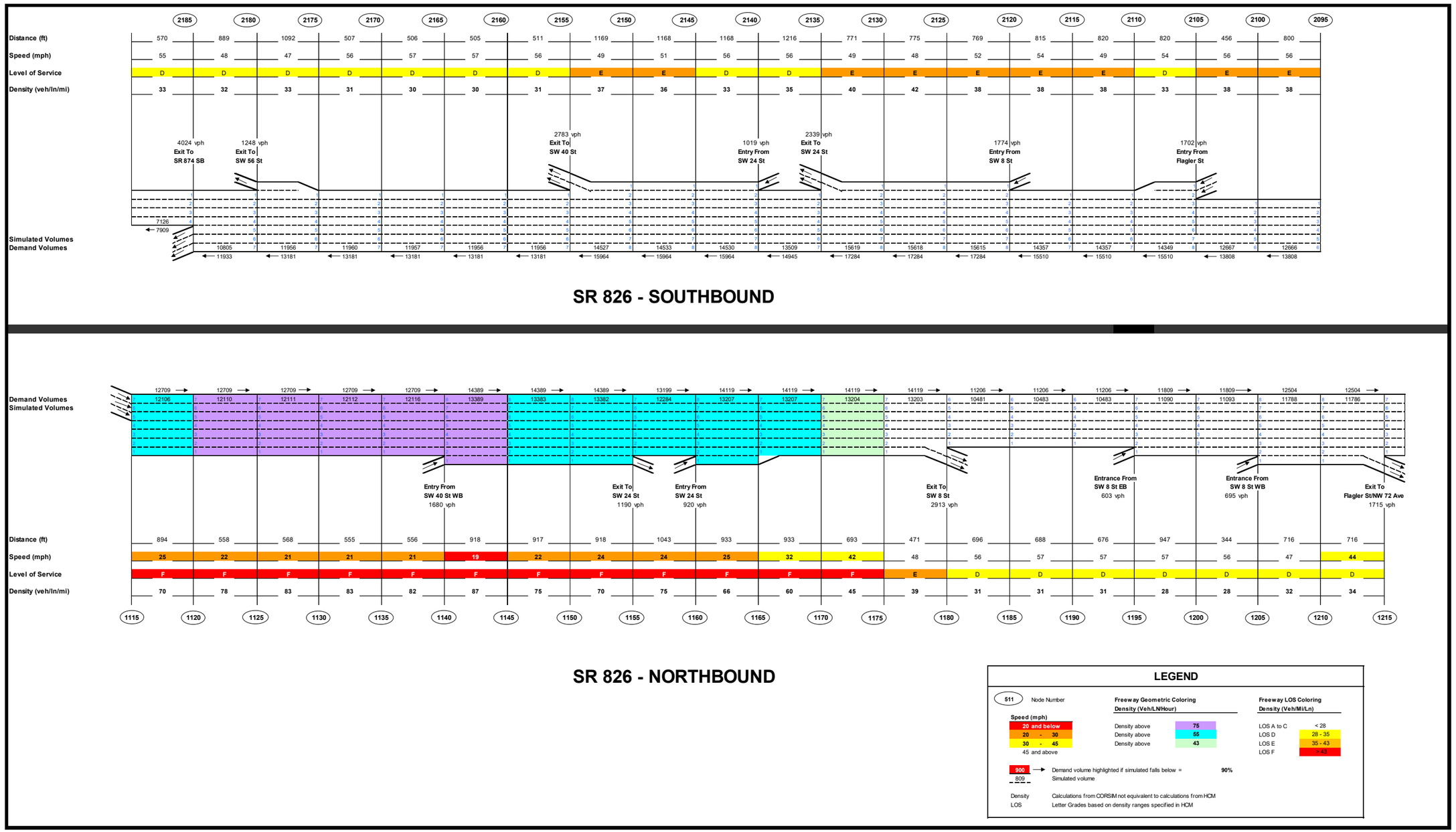


Figure 6.16 – 2055 Build 1 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

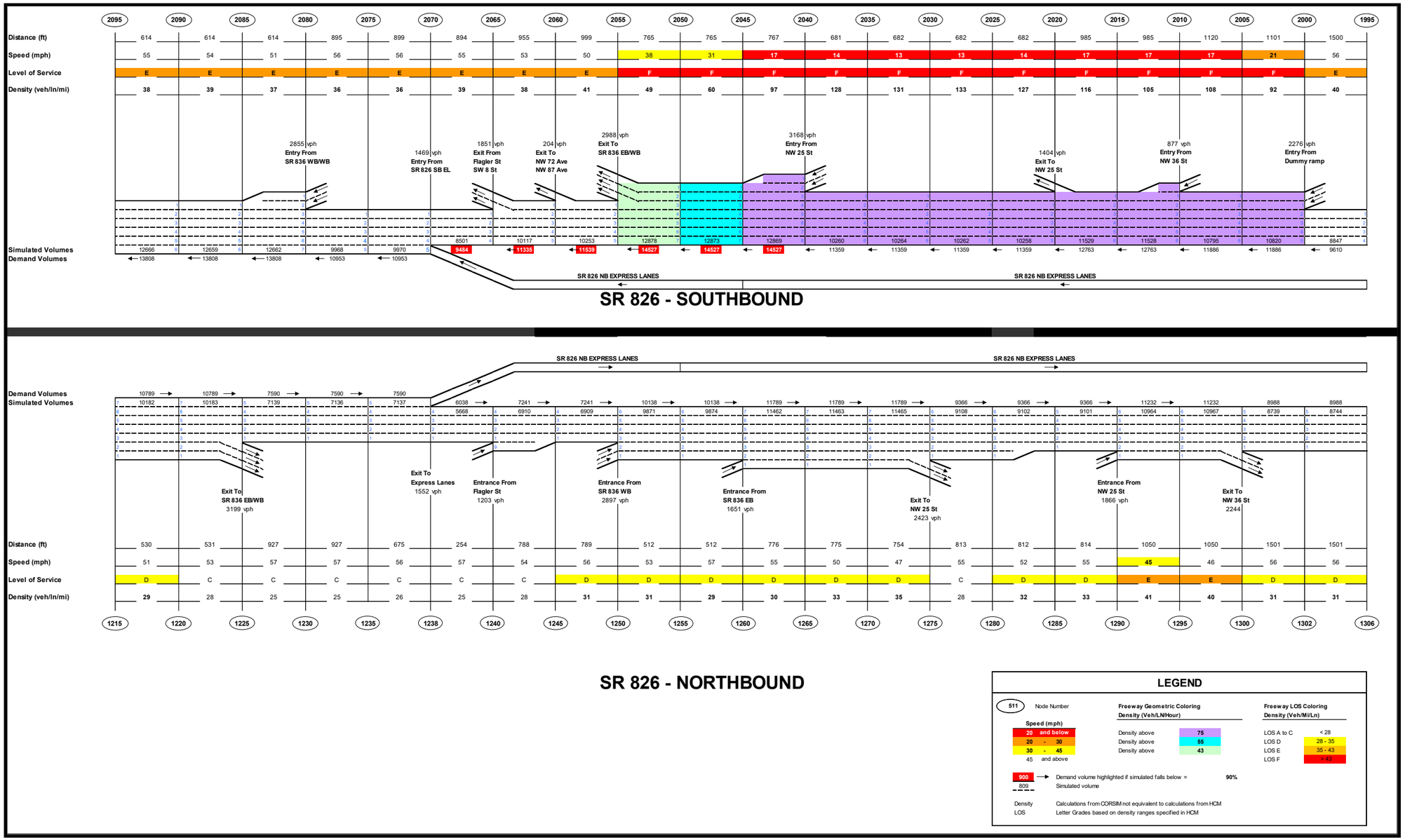


Figure 6.16 – 2055 Build 1 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

6.2 ALTERNATIVE 3

Alternative 3 proposes adding one managed lane in each direction between US 1 and SR 836. The managed lane begins in the northbound direction, north of US 1, and ends just south of the SR 836 bridge overpass. At that point, the lane becomes the SR 826 northbound express lane ingress access point (see **Figure 6.17**). In the southbound direction, the managed lane begins at NW 36th Street and ends the designation south of SW 88th Street. At this point, the lane becomes a travel lane merging with US 1 as part of a three-lane southbound on-ramp.

The existing SR 826 southbound express lane designation will end (egress access point) at NW 36th Street. At this point, the new managed lane will begin.

Alternative 3 includes four potential access points in each direction at select locations along the SR 826 corridor to enter and exit the managed lanes system. These access points maximize the potential users of the managed lanes by serving the highest commuter travel demand and longer trips, complement the multimodal transportation network, and have minimal impacts on the existing interchanges. The main objectives of the potential access point locations are to serve major home-to-work trip pairs and provide connections to multimodal facilities.

The managed lane facility will feature a new bridge structure along the median, crossing over the SR 874 corridor and extending north of Bird Road. This new bridge structure is necessary to connect the managed lane median-to-median over SR 874, thereby avoiding impacts to the commercial warehouses on the east side and Tropical Park on the west side. This alternative also proposes a SR 836 ramp flyover system-to-system connection at the northern end of the project, connecting the SR 826 northbound managed lane from the median with the SR 836 eastbound collector distributor roadway system.

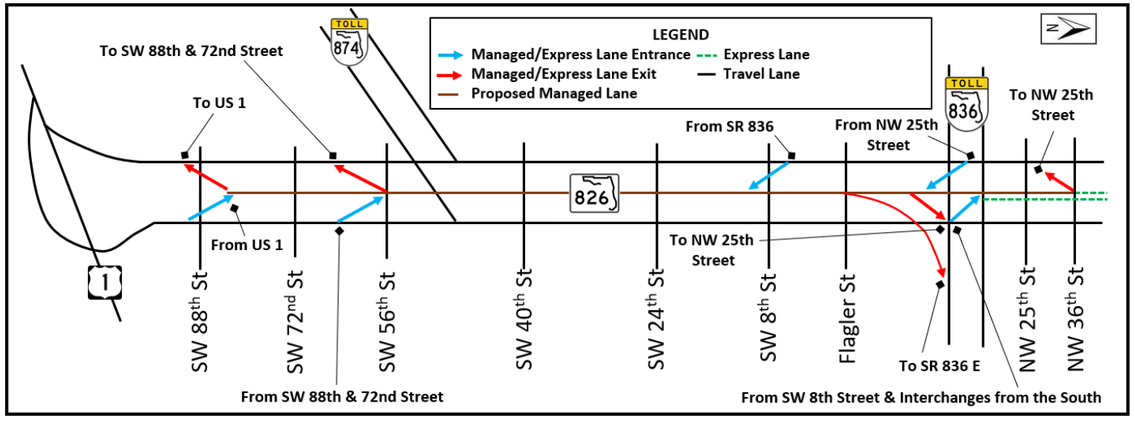


Figure 6.17 - Alternative 3 Schematic Line Diagram

The Alternative 3 roadway typical section between US 1 and SR 874 will consist primarily of five to six 12-foot wide travel lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, two 12-foot wide managed lanes (one lane in each direction), 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with tubular markers, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of twelve 12-foot wide travel lanes (six lanes in each direction) with 12-foot wide auxiliary lanes at select locations, two 12-foot wide managed lanes (one lane in each direction), 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with tubular markers, and outside barrier walls. The two typical sections for SR 826 are depicted in ***Figure 6.18*** and ***Figure 6.19***. The additional lanes will be constructed along SR 826 with major widening to the outside, approximately 3.0-37.4 feet, with a new set of bridge overpasses crossing over SR 874. Eleven-foot wide lanes, reduced shoulder widths and reduced buffer separations are being proposed north of SW 8th Street to avoid significant linear right of way impacts to numerous residential, industrial, and major retail sites. The reduced footprint width will also avoid the reconstruction of the recently completed SR 826/SR 836 Interchange, which is a multi-level system-to-system interchange. Eleven-foot wide lanes and narrow shoulders currently exist in this section of the corridor.

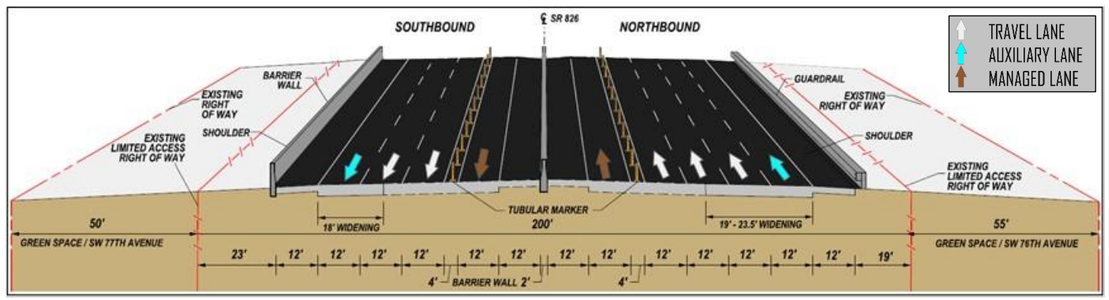


Figure 6.18 - Alternative 2 Roadway Typical Section between US 1 and SR 874

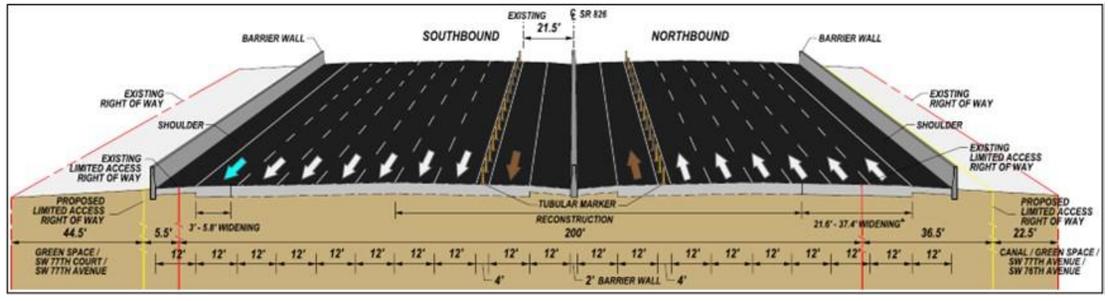
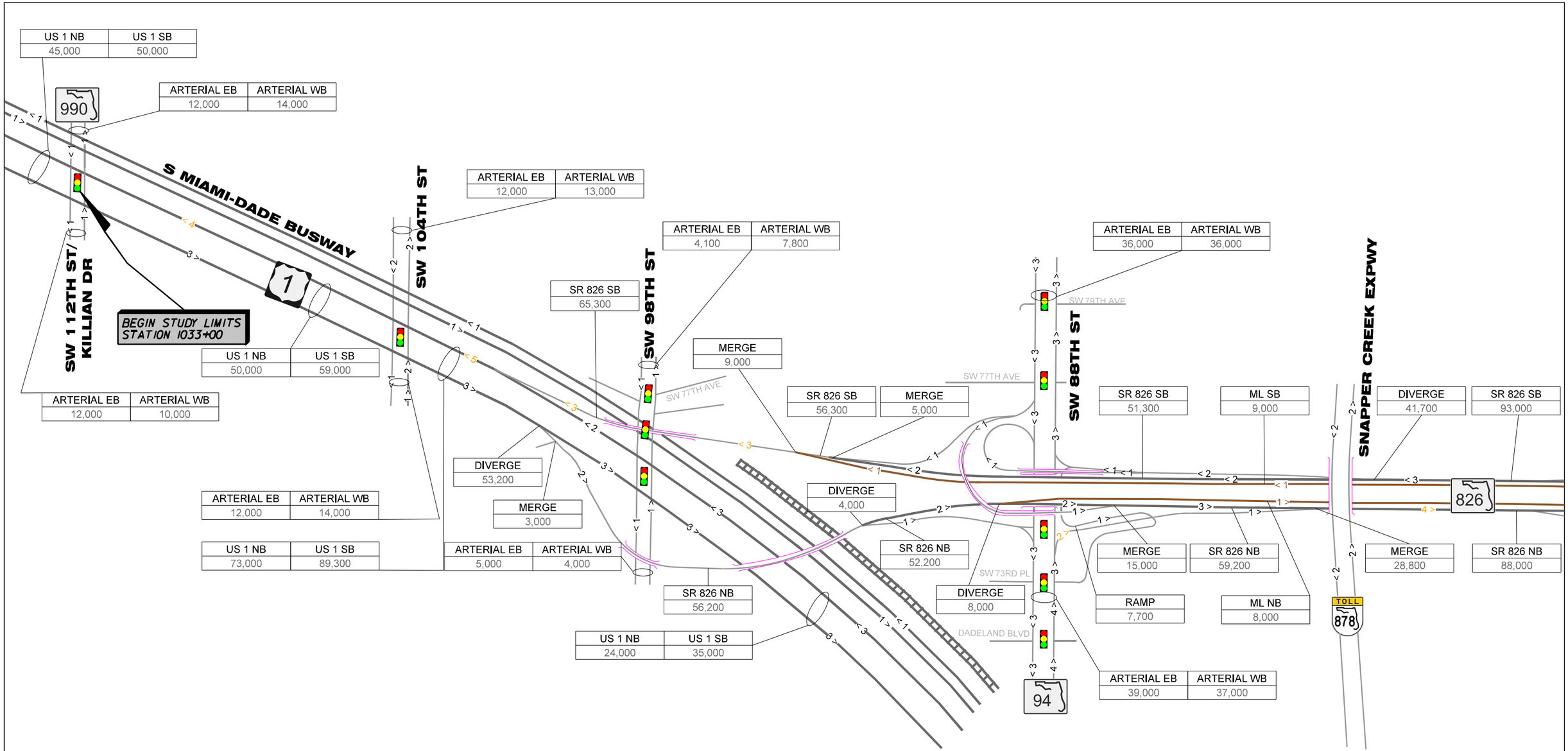


Figure 6.19 - Alternative 2 Roadway Typical Section between SR 874 and SR 836

Figure 6.20 shows the Alternative 3 2055 AADT volumes for the study area. **Figure 6.21** shows the Alternative 3 2055 DDHVs for the study area.



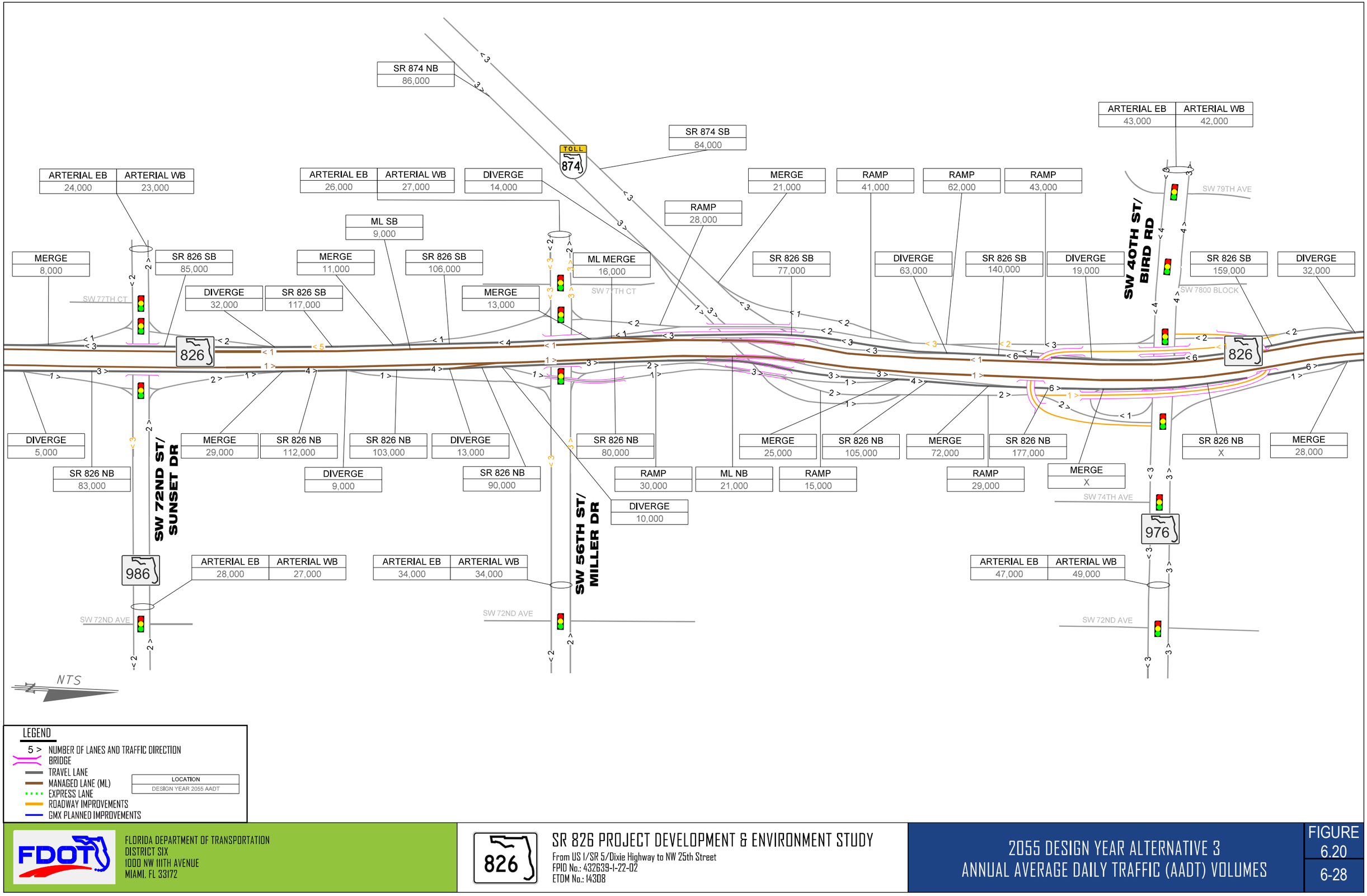
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.20



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

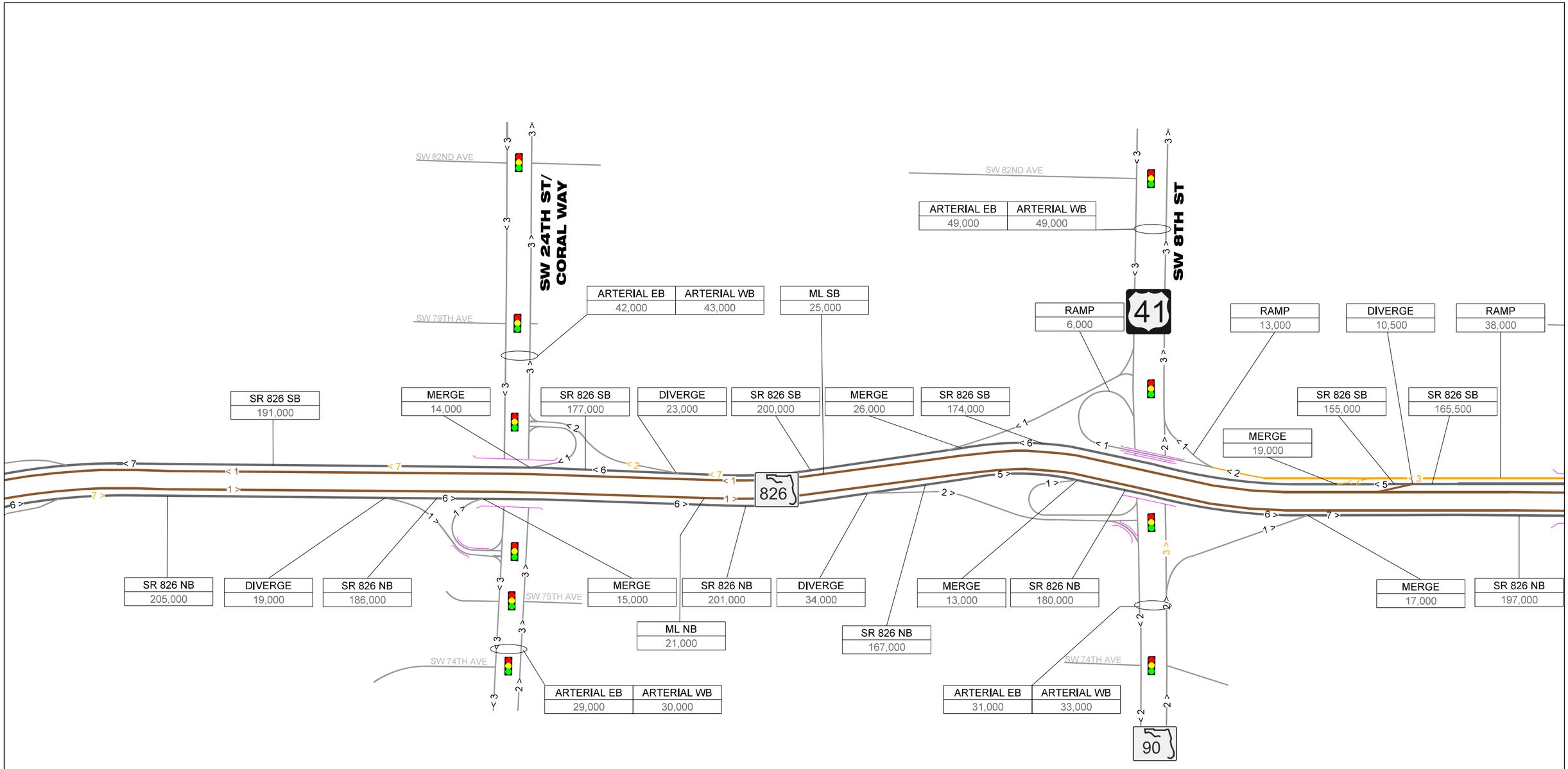
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.20



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

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.20

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
MANAGED LANE (ML)
EXPRESS LANE
ROADWAY IMPROVEMENTS
GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS

NW 84TH AVE

NW 82ND AVE

SW 82ND AVE

FLAGLER ST

ARTERIAL EB	ARTERIAL WB
30,000	27,000

SW 79TH AVE

RAMP
27,000

RAMP
17,000

RAMP
21,000

EXP LANE SB
14,500

MERGE
48,000

SR 826 SB
117,500

RAMP
48,000

RAMP
15,000

EXP DIVERGE
3,800

SR 826 SB
121,300

DIVERGE
33,000

DIVERGE
3,000

SR 826 SB
154,300

SR 826 SB
157,300

DIVERGE
47,000

EXP LANE SB
10,700

SR 826 SB
204,300

MERGE
30,000

NW 25TH ST

ARTERIAL EB	ARTERIAL WB
42,000	51,000

SR 826 SB
174,300

DIVERGE
25,000

MILAM DAIRY RD

DIVERGE
24,000

SR 826 NB
173,000

DIVERGE
43,000

SR 826 NB
130,000

MERGE
42,000

SR 826 NB
177,000

MERGE
42,000

SR 826 NB
200,000

DIVERGE
33,000

SR 826 NB
167,000

MERGE
25,000

SW 74TH AVE

RAMP
10,000

RAMP
26,000

RAMP
40,000

MERGE
16,000

SR 826 NB
135,000

ML DIVERGE
11,000

SR 826 NB
133,000

EXP MERGE
14,000

ML MERGE
3,000

EXP LANE NB
21,000

968

ARTERIAL EB	ARTERIAL WB
29,000	33,000

SW 72ND AVE

NW 72ND AVE

ARTERIAL EB	ARTERIAL WB
30,000	25,000

FDOT

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

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

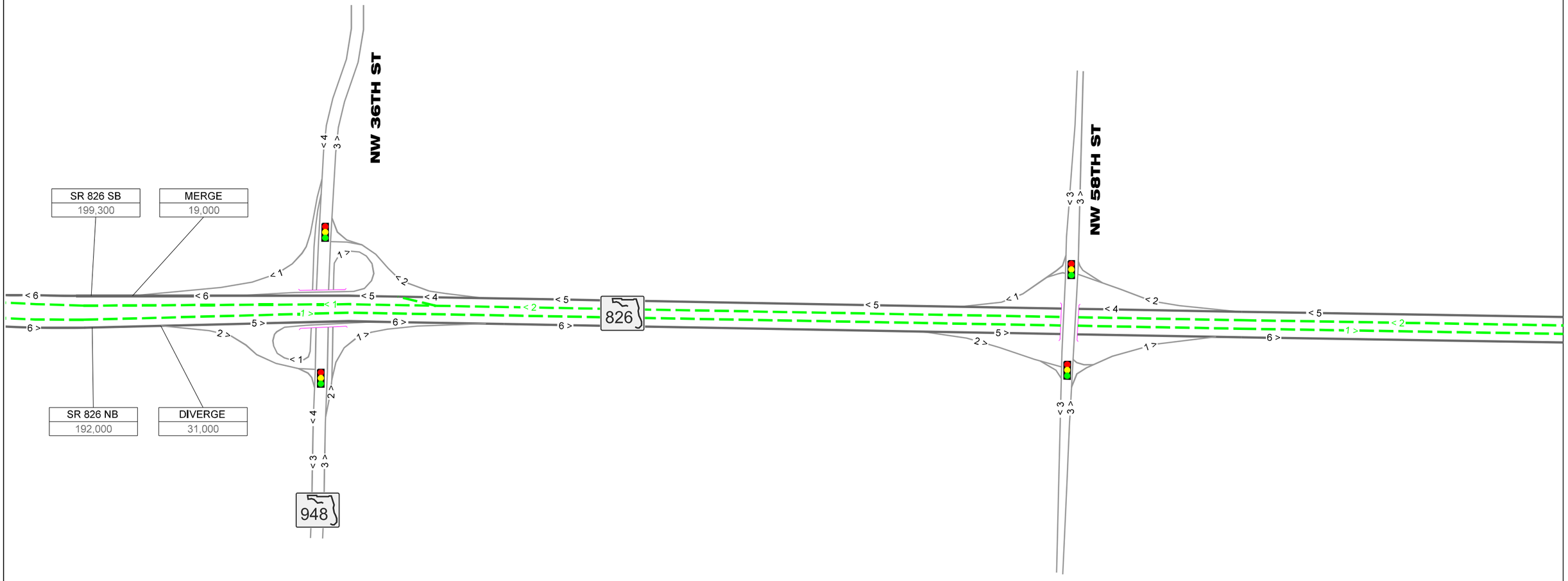
FIGURE 6.20

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- MANAGED LANE (ML)
- EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS



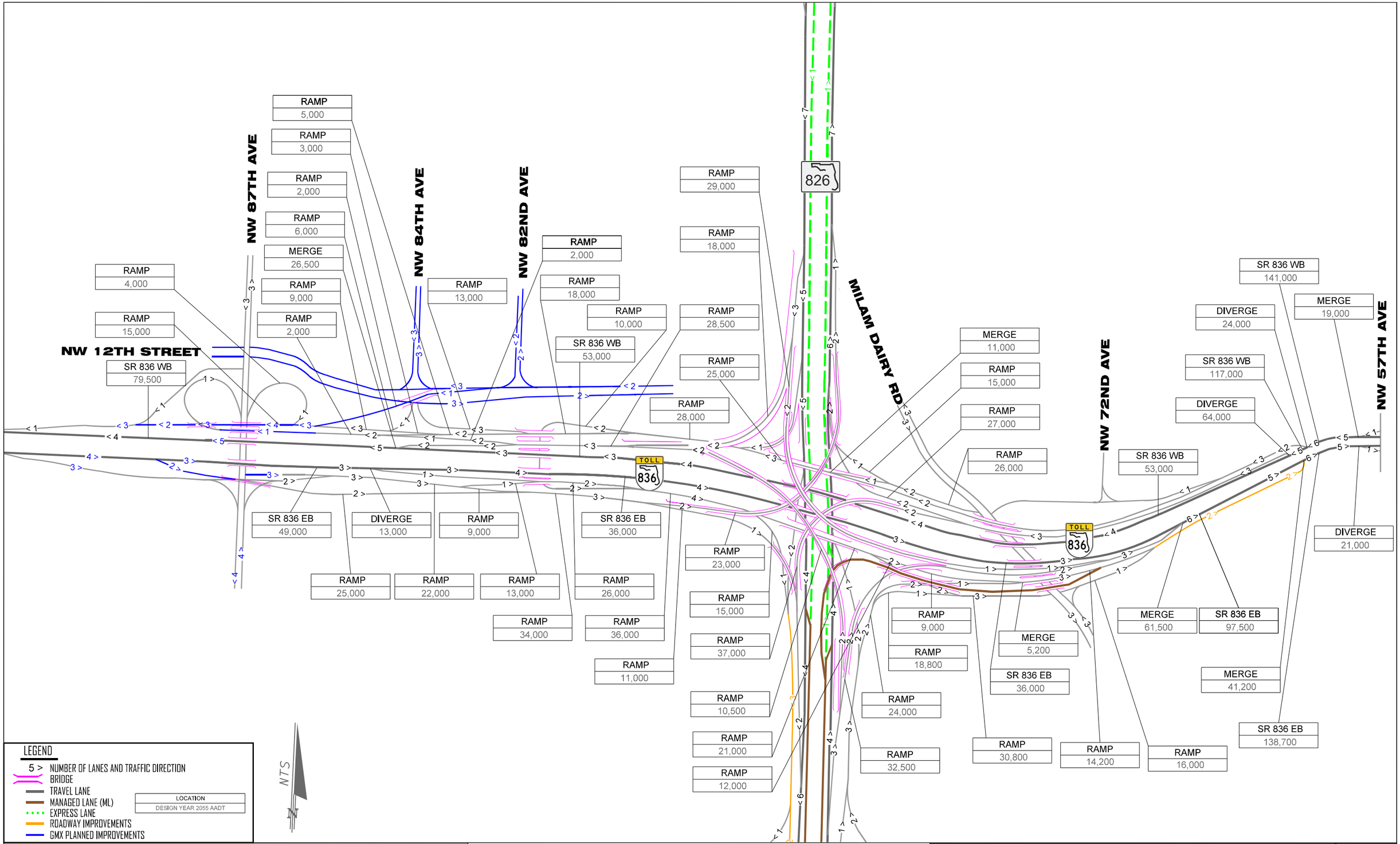
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.20



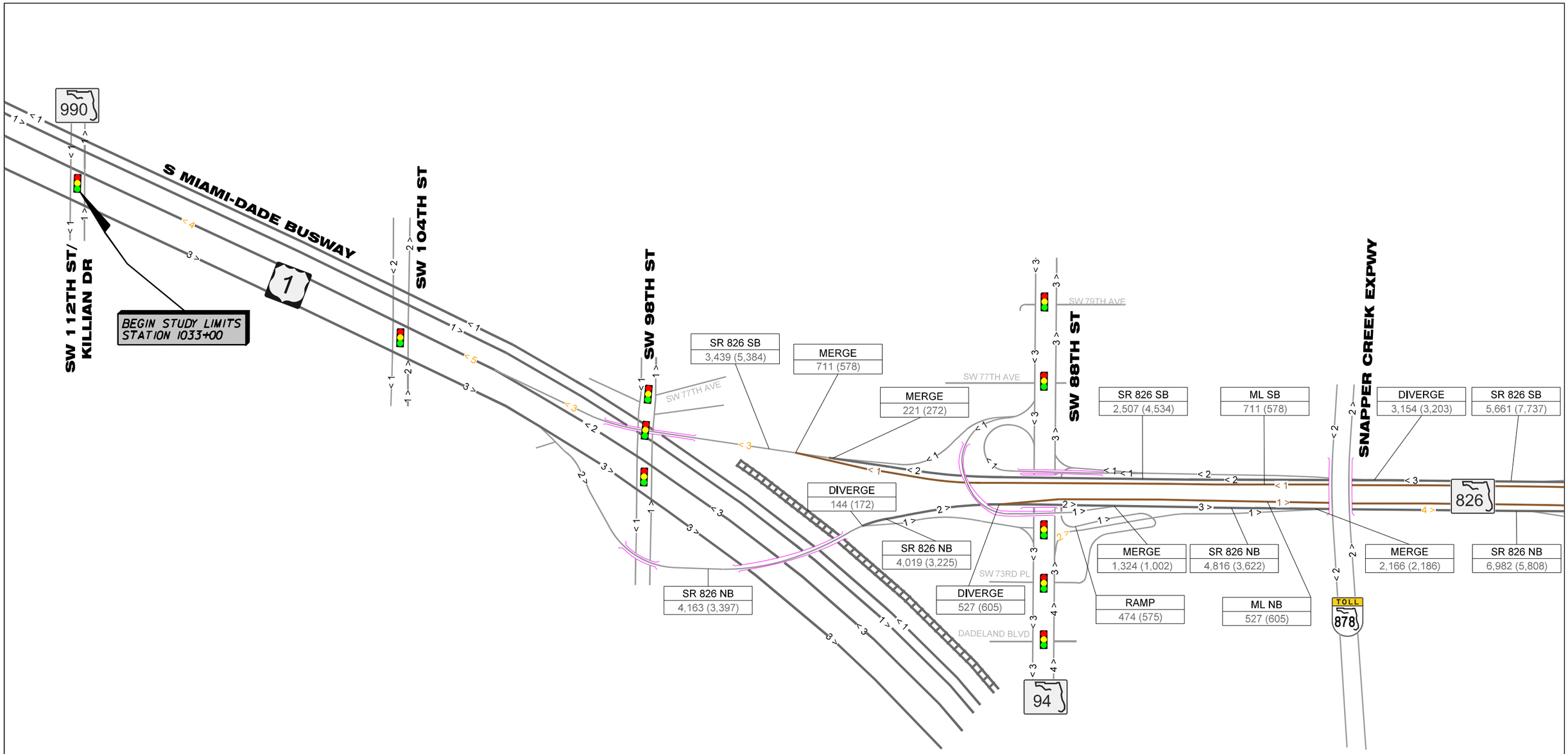
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2055 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.20



NTS

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
MANAGED LANE (ML)
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

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

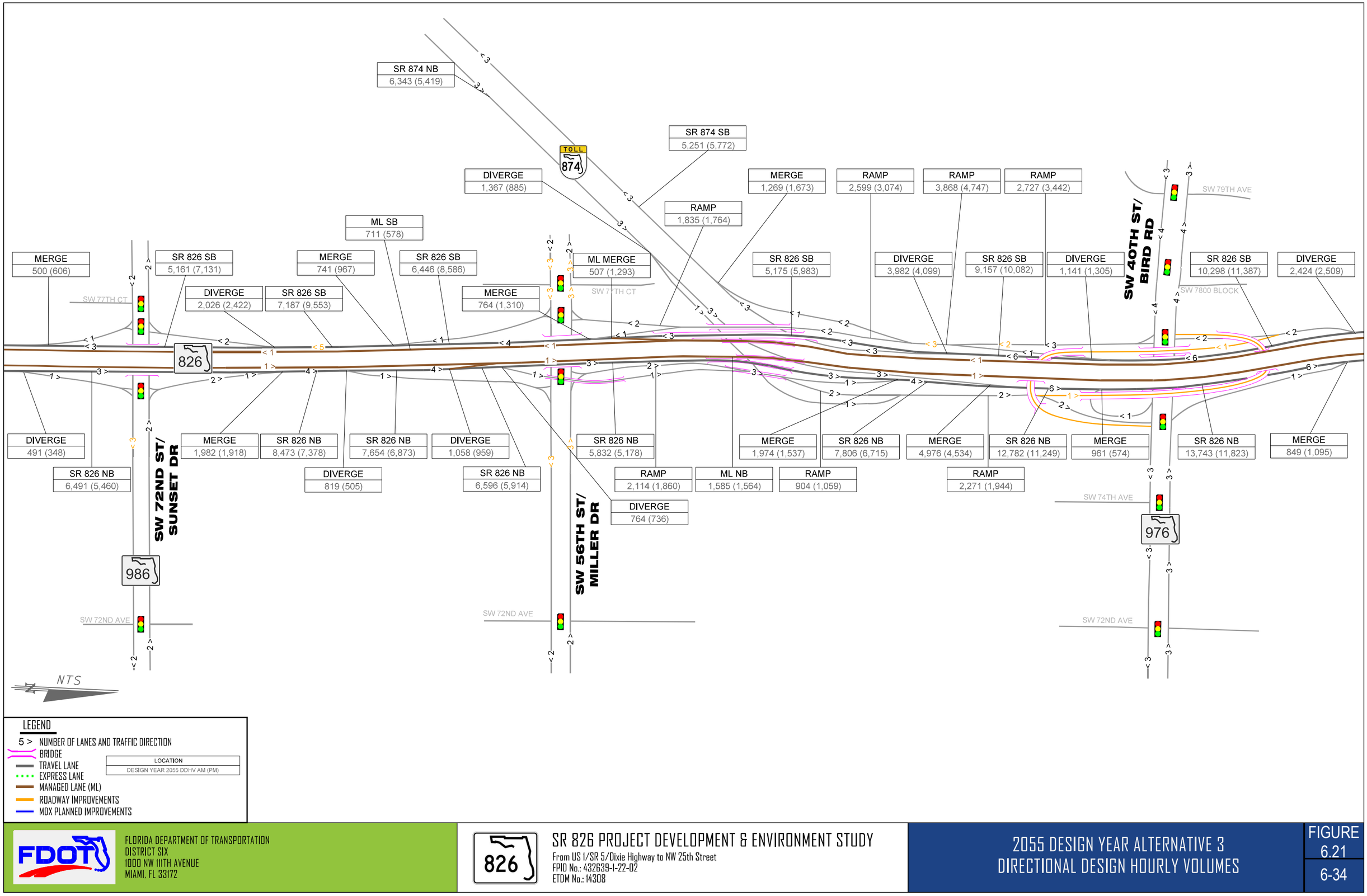
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.21



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

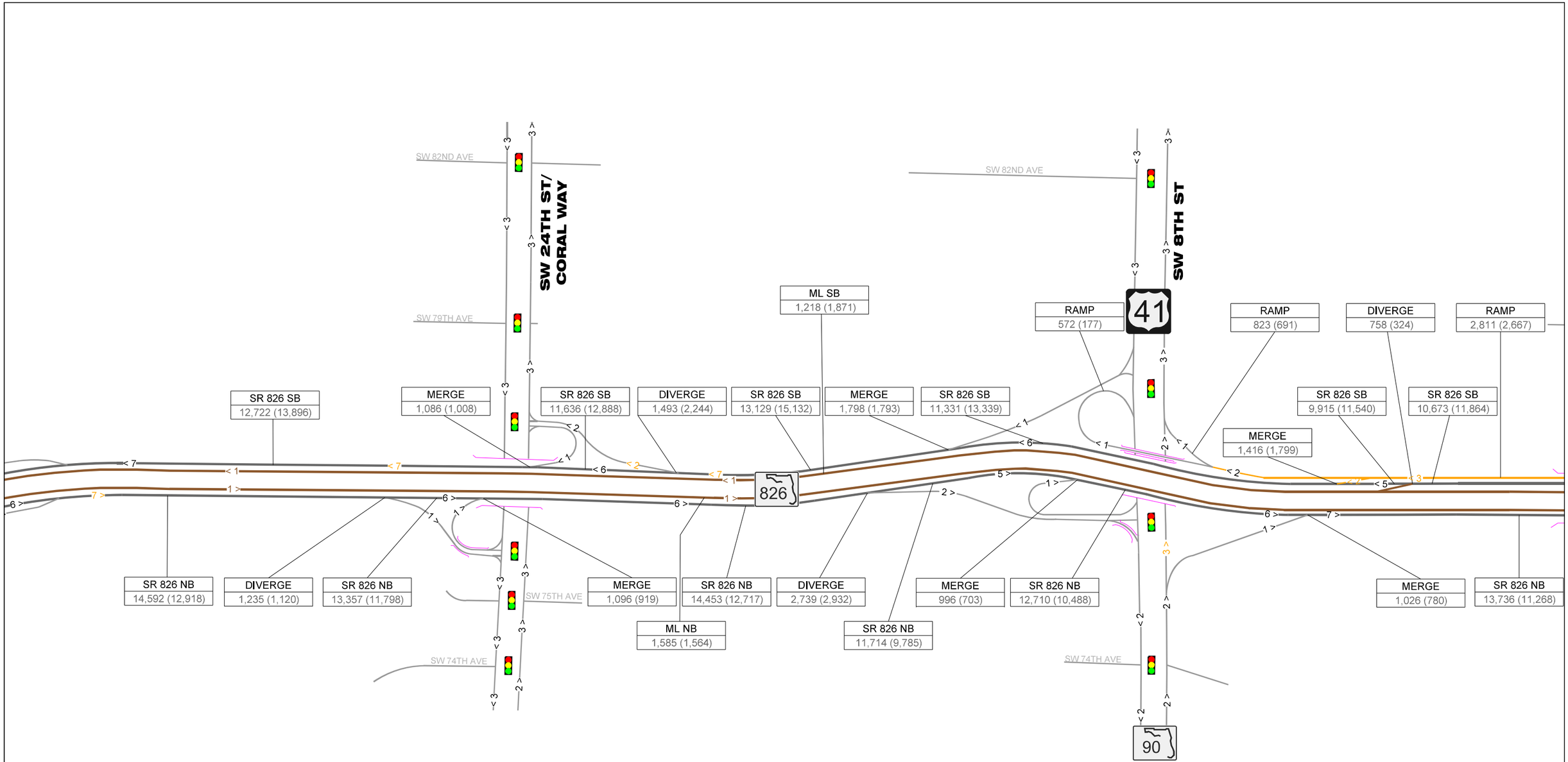
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.21



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- MANAGED LANE (ML)
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

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

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.21

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
MANAGED LANE (ML)
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS

NW 84TH AVE

NW 82ND AVE

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

968

NW 25TH ST

MILAM DAIRY RD

NW 72ND AVE

RAMP	1,543 (1,592)
RAMP	1,351 (1,430)
RAMP	1,460 (1,237)
ML SB	460 (1,547)
MERGE	3,231 (2,966)
SR 826 SB	7,442 (8,898)
RAMP	3,003 (2,829)
RAMP	702 (891)
ML DIVERGE	232 (338)
SR 826 SB	7,674 (9,236)
DIVERGE	2,301 (1,938)
DIVERGE	588 (156)
SR 826 SB	9,975 (11,174)
SR 826 SB	10,563 (11,330)
DIVERGE	3,176 (3,188)
EXP LANES SB	228 (1,209)
SR 826 SB	13,739 (14,518)
MERGE	1,243 (3,229)
SR 826 SB	12,496 (11,289)
DIVERGE	2,195 (1,389)
DIVERGE	2250 (1,683)
SR 826 NB	11,486 (9,585)
DIVERGE	3,291 (2,394)
SR 826 NB	8,195 (7,191)
RAMP	728 (867)
RAMP	1,839 (1,955)
RAMP	3,361 (2,771)
ML MERGE	298 (272)
EXP DIVERGE	1,293 (1,200)
MERGE	1,498 (1,046)
SR 826 NB	8,698 (7,309)
ML DIVERGE	783 (851)
MERGE	3,115 (2,920)
SR 826 NB	11,813 (10,229)
MERGE	2,402 (1,573)
EXP LANES NB	1,797 (1,641)
SR 826 NB	14,215 (11,802)
DIVERGE	3,314 (2,415)
SR 826 NB	10,901 (9,387)
MERGE	1,413 (1,853)

FDOT

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DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3 DIRECTIONAL DESIGN HOURLY VOLUMES

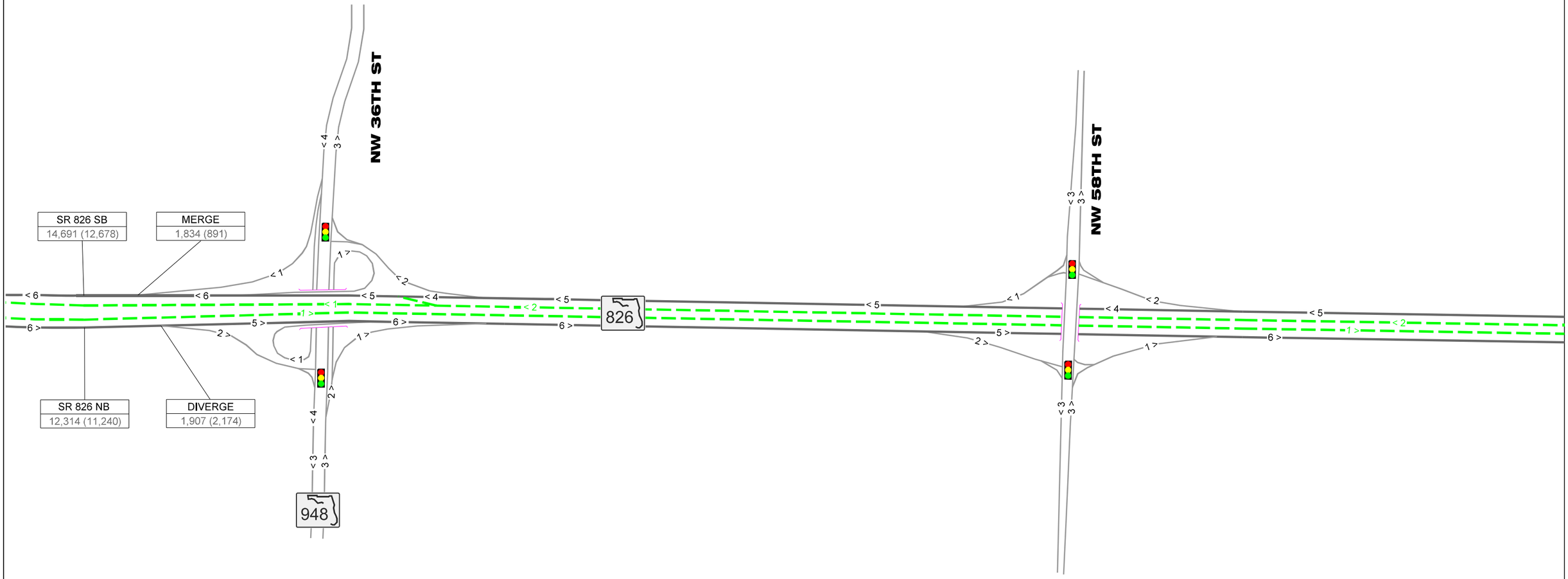
FIGURE 6.21

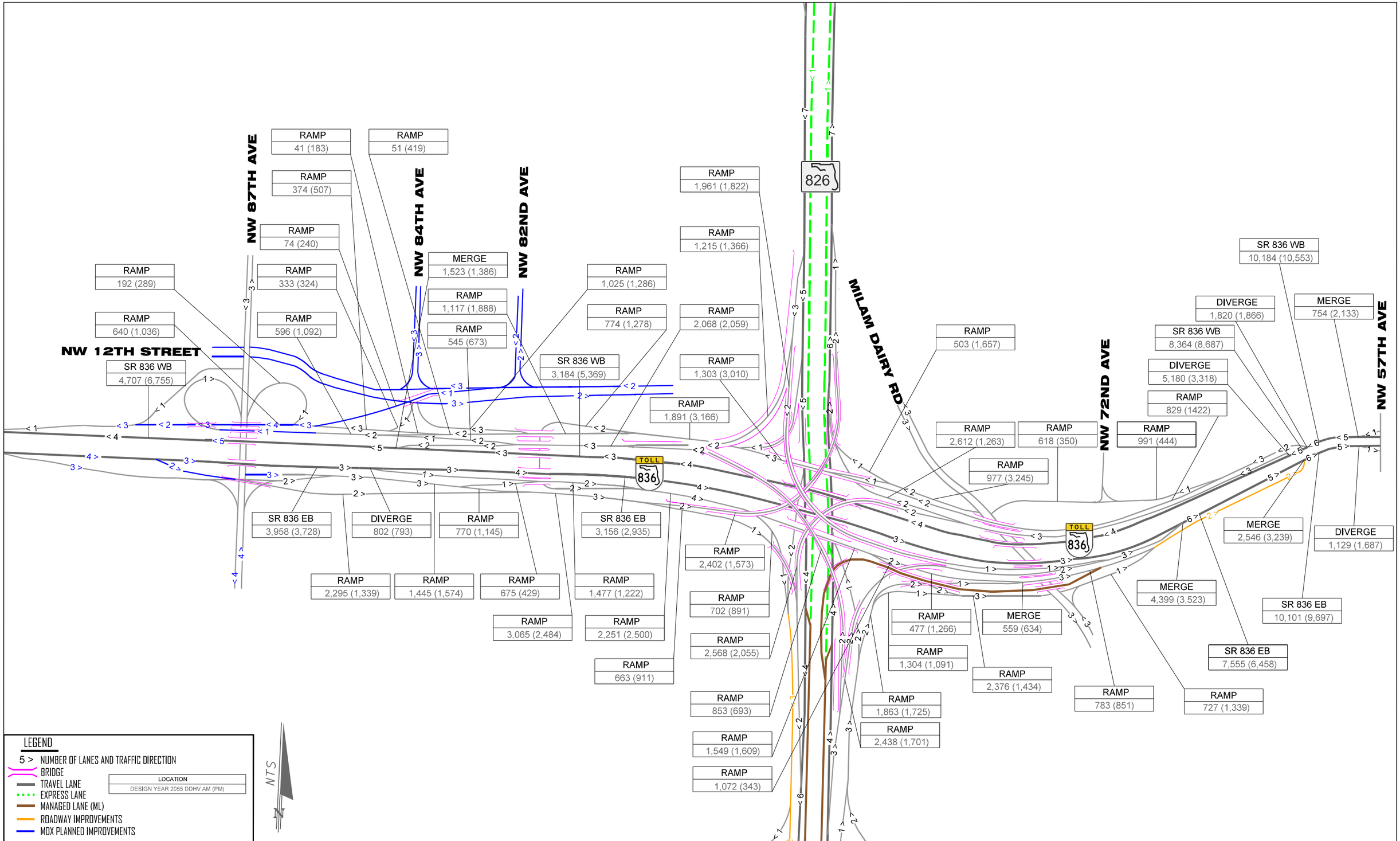
LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
MANAGED LANE (ML)
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS





FLORIDA DEPARTMENT OF TRANSPORTATION
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MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 3 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.21

Micro-Simulation Operational Analysis Results

Results of the CORSIM analysis for the Alternative 3 mainline alternative are depicted in **Figures 6.22 and 6.23.** Alternative 3 average operating speeds along the northbound SR 826 travel lanes are approximately 30 mph (northbound, AM peak) and 30 mph (southbound, PM peak). The managed lanes operate with speeds of approximately 50 to 55 mph in the northbound and southbound directions. Throughput is approximately 12,640 vph (northbound AM peak hour, peak-direction) and 15,410 (southbound, PM peak, peak direction. The following sections of SR 826 will experience substandard traffic operating conditions by 2055 under Build Alternative 3:

- **Northbound SR 826 from SW 88th Street Off-Ramp to SW 56th Street (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS F conditions during AM peak period. Average operating speeds are expected to range from approximately 30 to 40 mph during the PM peak.

- **Northbound SR 826 from SW 56th Street to SW 8th Street On-Ramp (AM and PM peaks) –** The results indicate that traffic operations throughout this segment of SR 826 are expected to be at LOS E or F conditions during the AM and PM peak periods. Average operating speeds range from approximately 15 mph to 30 mph along this segment during the AM and PM peaks.

- **Northbound SR 826 from Eastbound SR 836 On-Ramp to NW 25th Street Off-Ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E or F conditions during AM peak period. Average operating speeds are expected to range from approximately 35 to 45 mph during the AM peak. It should be noted that no capacity improvements are proposed within this section of SR 826 and operating conditions are similar in all Build Alternatives.

- **Southbound SR 826 from NW 36th Street to SW 24th Street Off-Ramp (AM and PM Peak) –** The results indicate that traffic operations in the travel lanes along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 15 to 50 mph during the PM peak.

- **Southbound SR 826 from SW 24th Street Off-Ramp to South of SW 40th Street Off-Ramp (PM Peak) –** The results indicate that traffic operations in the travel lanes along much of this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 20 to 45 mph during the PM peak.

- **Southbound SR 826 from Bird Road On-Ramp to SW 88th Street Off-Ramp (PM Peak) –** The results indicate that traffic operations in the travel lanes along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 20 to 40 mph during the PM peak.

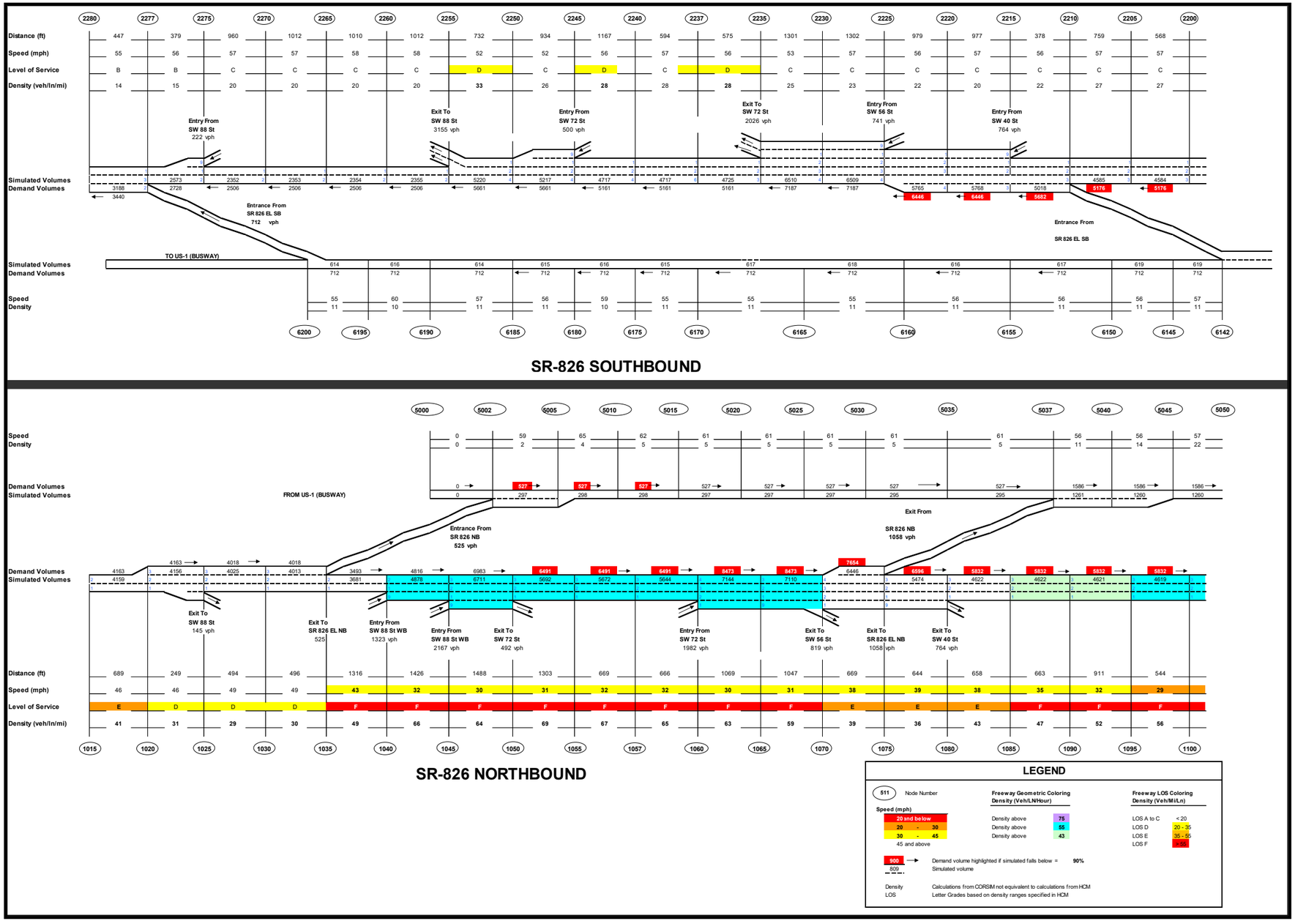


Figure 6.22 – 2055 Build 3 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

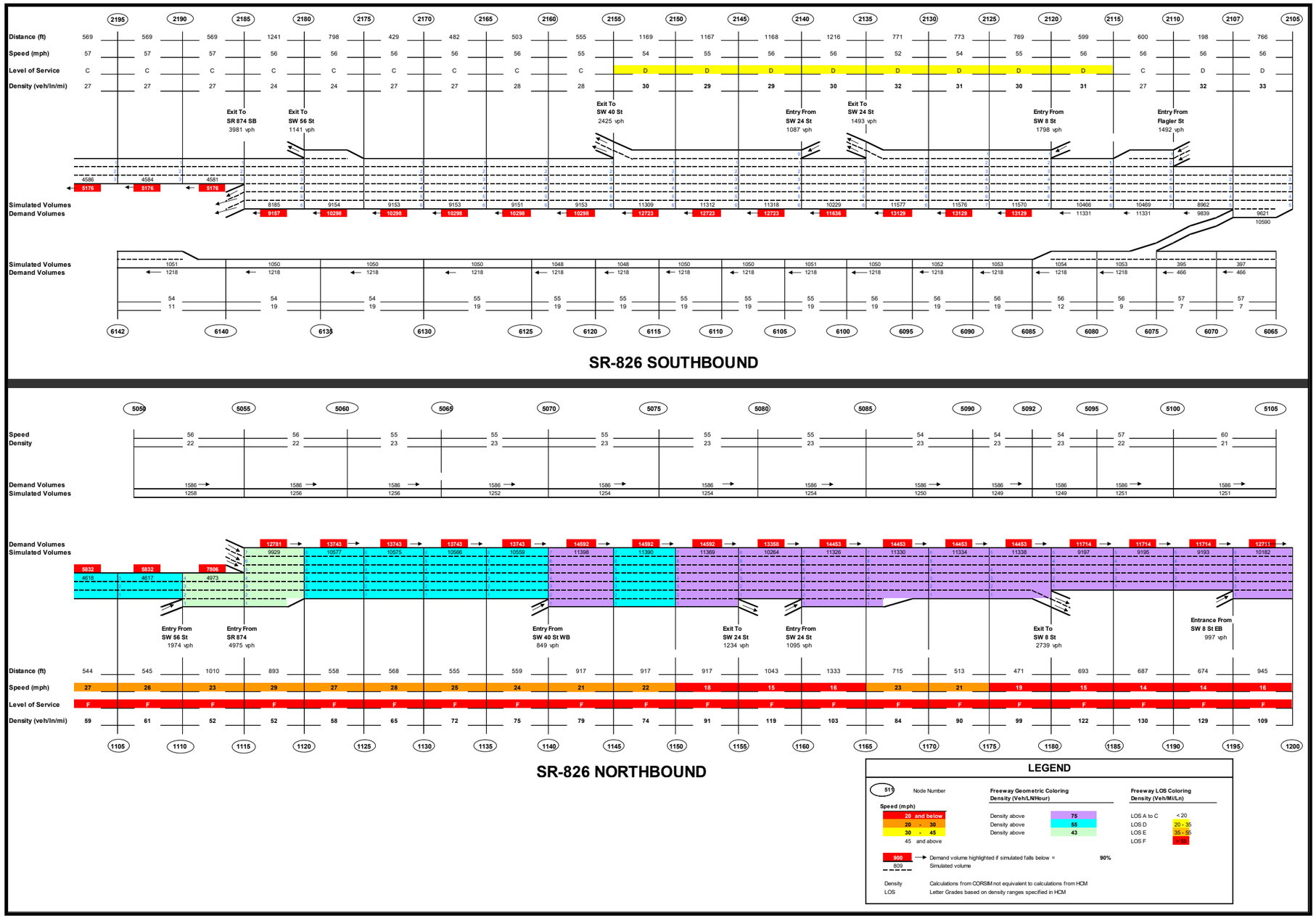


Figure 4.22 – 2055 Build 3 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)

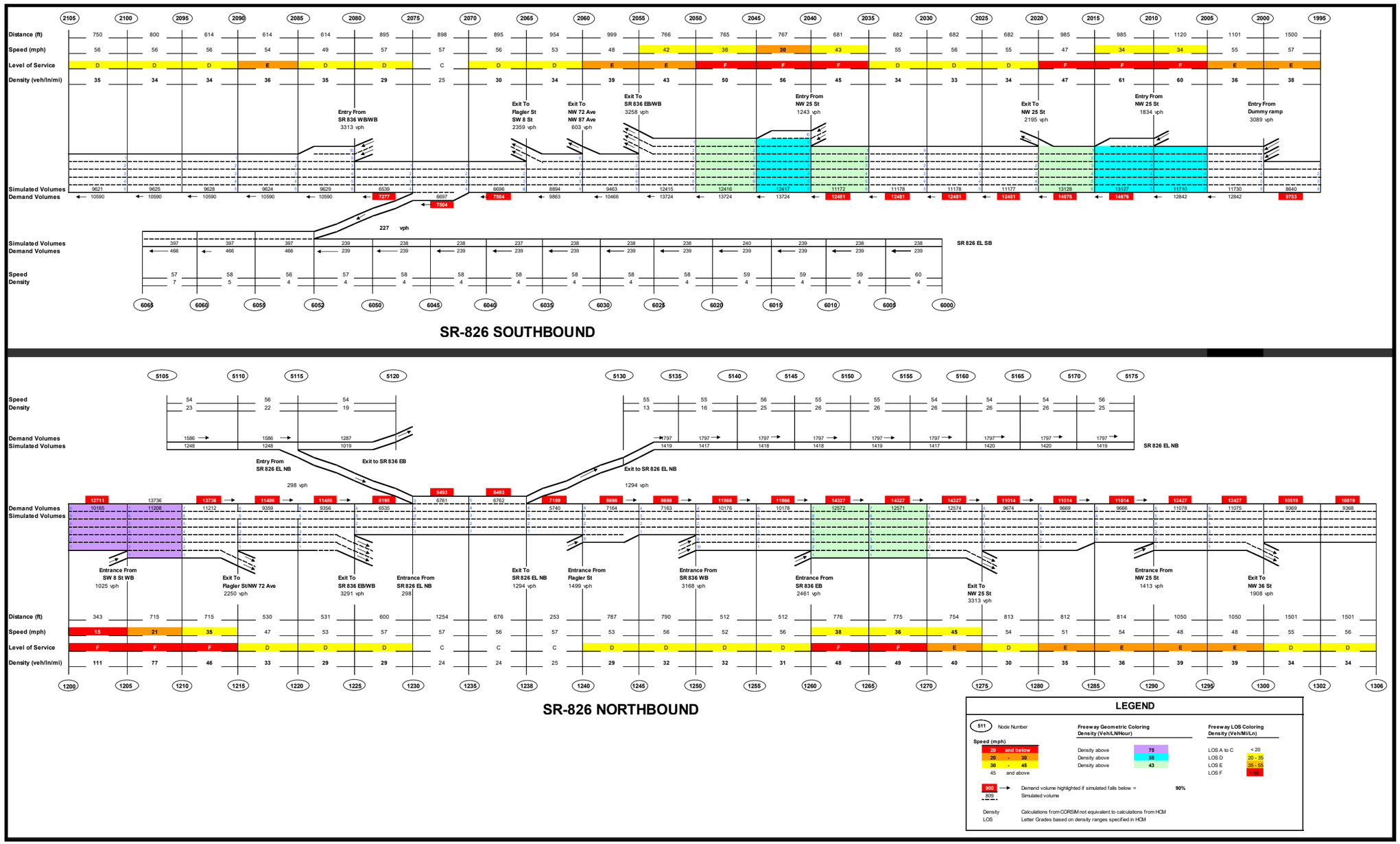


Figure 6.22 – 2055 Build 3 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)

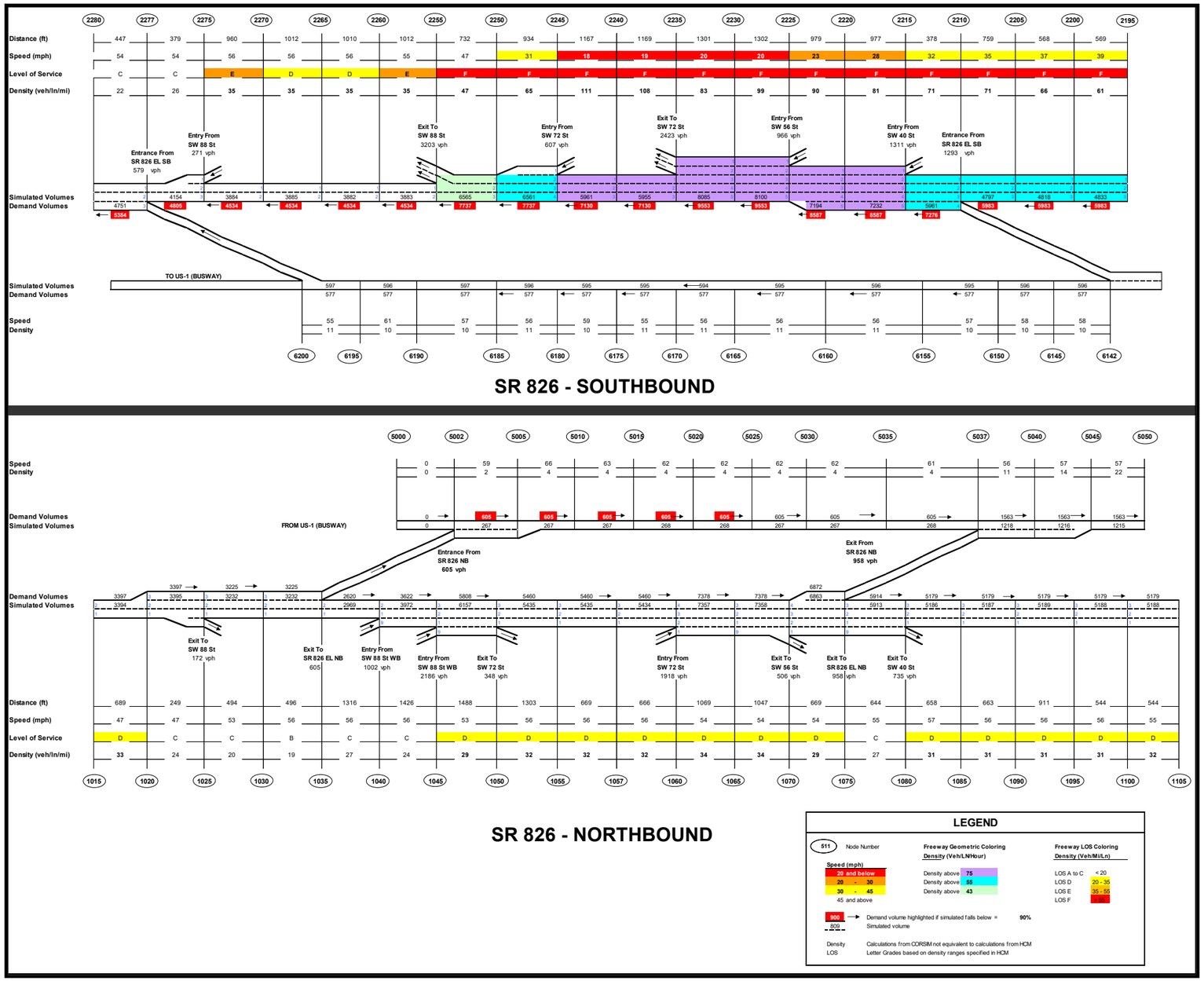


Figure 6.23 – 2055 Build 3 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

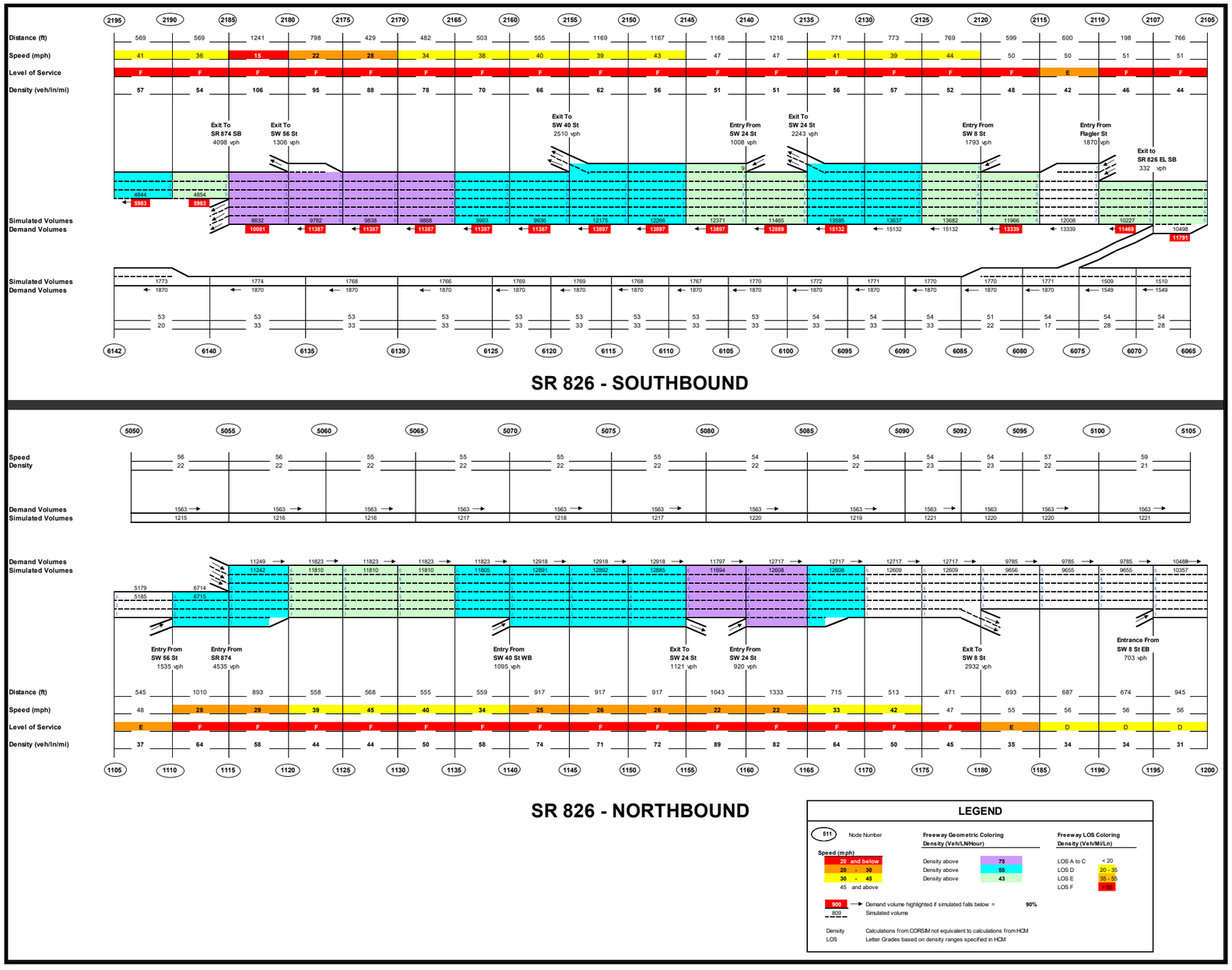


Figure 6.23 – 2055 Build 3 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

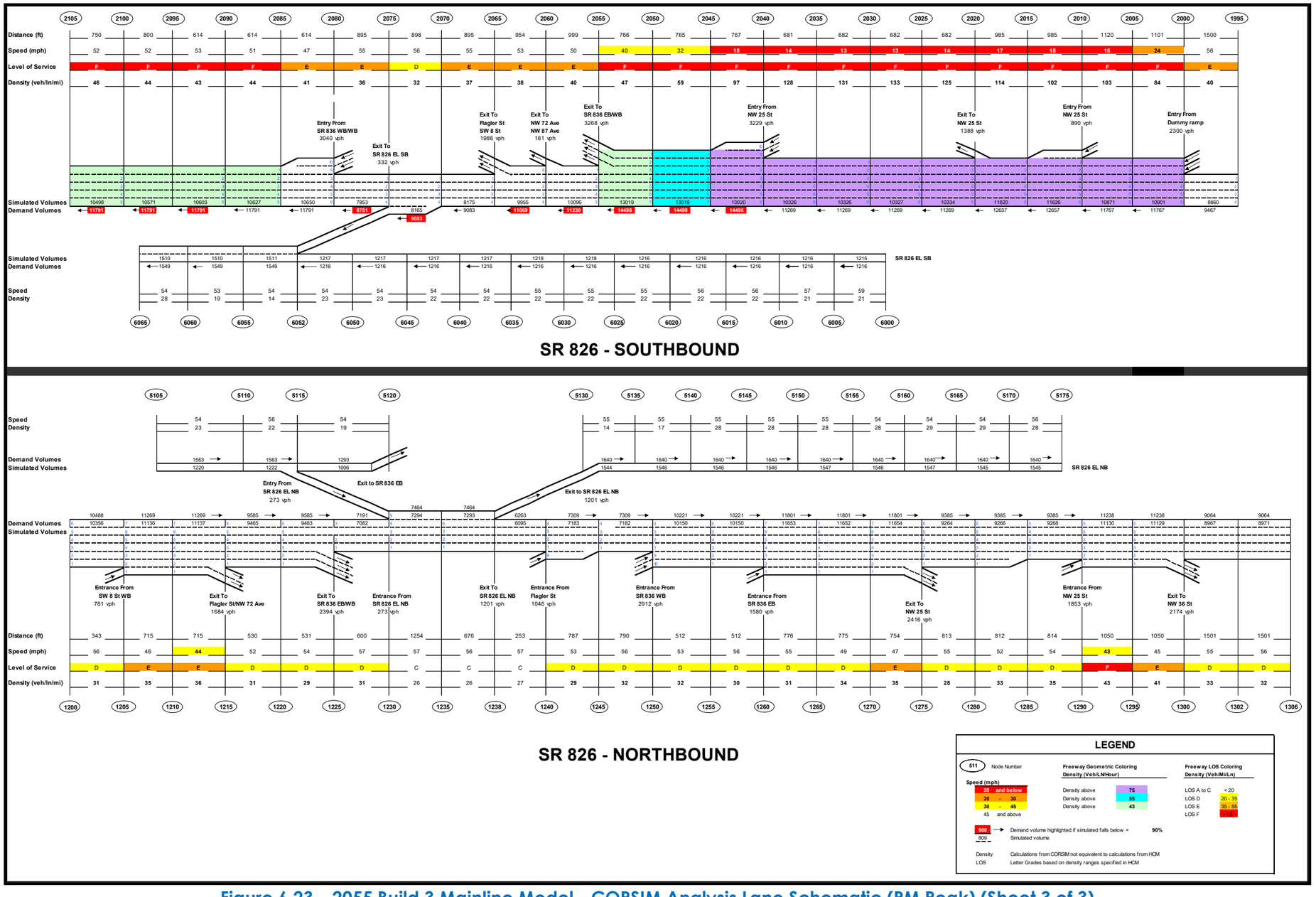


Figure 6.23 – 2055 Build 3 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

6.3 ALTERNATIVE 4

Alternative 4 proposes adding an additional Travel Lane in each direction between US 1 and SR 874. The additional lane begins in the northbound direction north of US 1 and ends at the Coral Way off-ramp as an auxiliary lane. In the southbound direction, the additional lane begins at the SR 874 off-ramp as a choice lane and ends at US 1 as part of a three-lane southbound on-ramp. Alternative 4 also proposes to add one Express Lane in each direction between SR 874 and SR 836. This alternative essentially extends the existing SR 826 express lanes system south to SR 874. The express lanes will end and begin at SR 874 (see **Figure 6.24**).

Alternative 4 includes three potential access point in the southbound direction and three in the northbound direction to enter and exit the express lanes system. These access points maximize the potential users of the express lanes by serving the highest commuter travel demand and longer trips, complement the multimodal transportation network, and have minimal impacts on the existing interchanges. The main objectives of the potential access point locations are to serve major home-to-work trip pairs and provide connections to multimodal facilities.

Alternative 4 also proposes interchange, intersection, and arterial improvements to support the optimal operation of the corridor, including a SR 836 ramp flyover system-to-system connection at the northern end of the project, which connects the SR 826 northbound express lane from the median with the SR 836 eastbound collector-distributor roadway system.

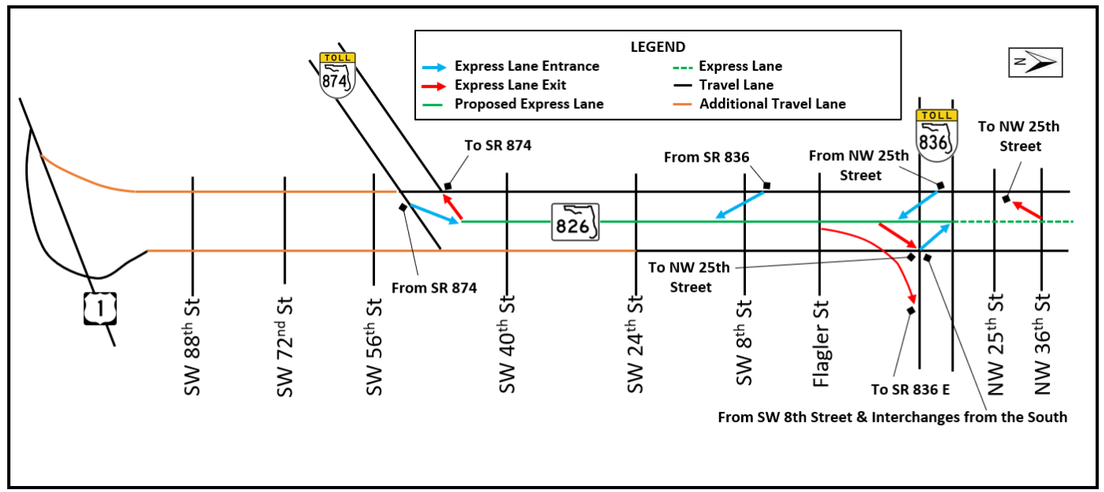


Figure 6.24 - Alternative 4 Schematic Line Diagram

The Alternative 4 roadway typical section between US 1 and SR 874 will consist primarily of seven to eight 12-foot wide travel lanes (four lanes in the northbound direction and three to four lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of twelve 12-foot wide travel lanes (six lanes in each direction) with 12-foot wide auxiliary lanes at select locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with tubular markers, and outside barrier walls. The two typical sections for SR 826 are depicted in **Figure 6.25 and Figure 6.26**. The additional lanes will be constructed along SR 826 with major widening to the outside, approximately 3.0-37.4 feet. Eleven-foot wide lanes, reduced shoulder widths, and reduced buffer separations are being proposed north of SW 8th Street to avoid significant linear right of way impacts to numerous residential, industrial, and major retail sites. The reduced footprint width will also avoid the reconstruction of the recently completed SR 826/SR 836 Interchange, which is a multi-level system-to-system interchange. Eleven-foot wide lanes and narrow shoulders currently exist in this section of the corridor.

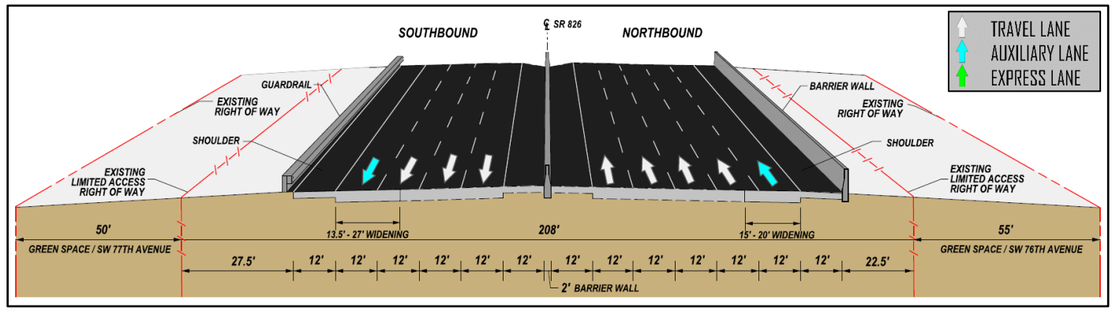


Figure 6.25 - Alternative 4 Roadway Typical Section between US 1 and SR 874

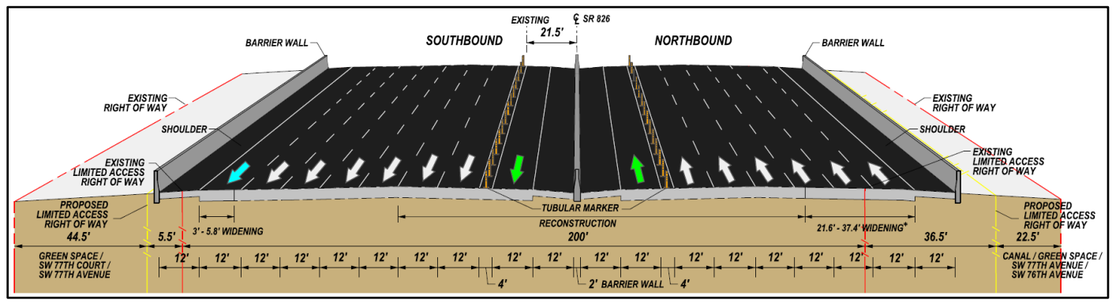
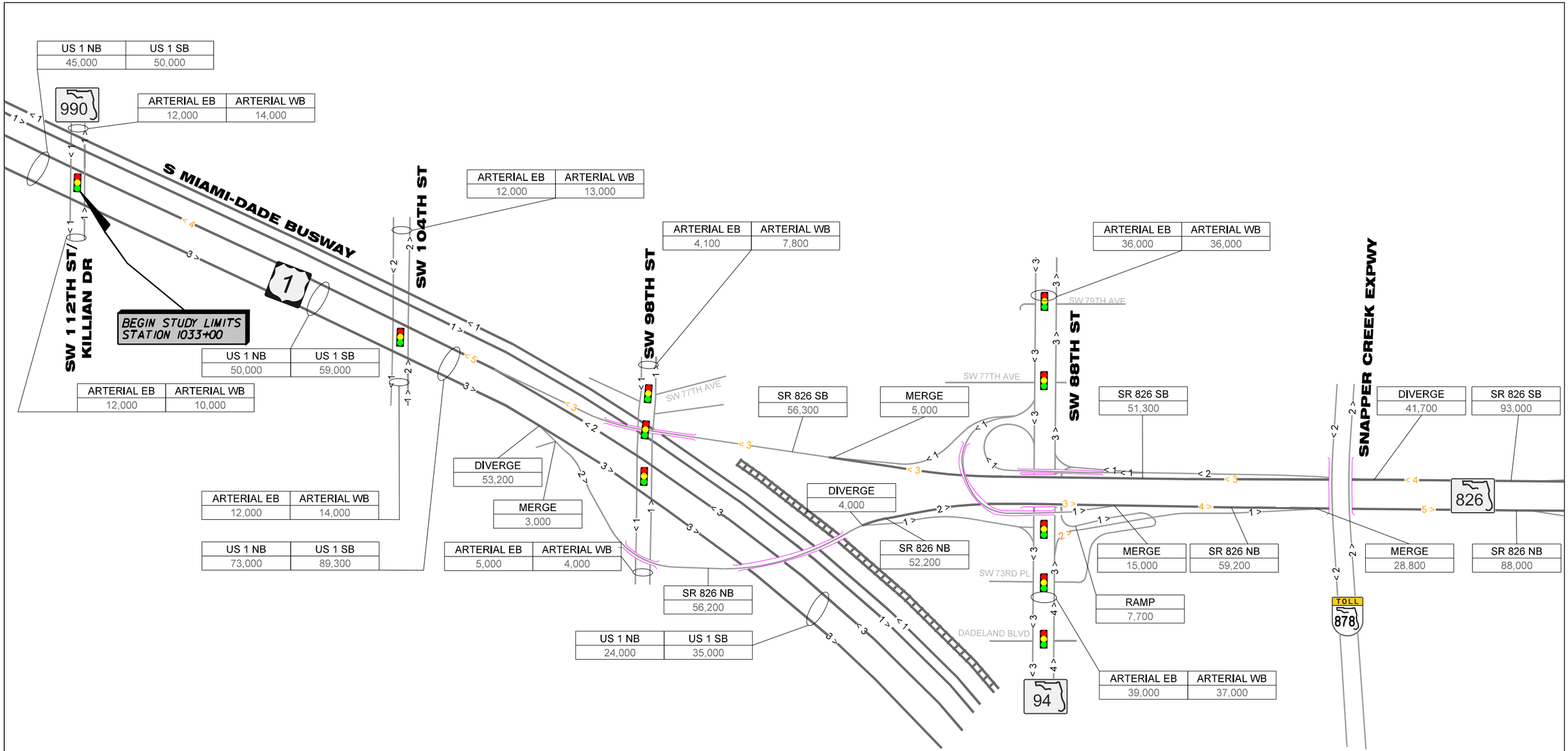


Figure 6.26 - Alternative 4 Roadway Typical Section between SR 874 and SR 836

Figure 6.27 shows the Alternative 4 2055 AADT volumes for the study area. **Figure 6.28** shows the Alternative 4 2055 DDHVs for the study area.



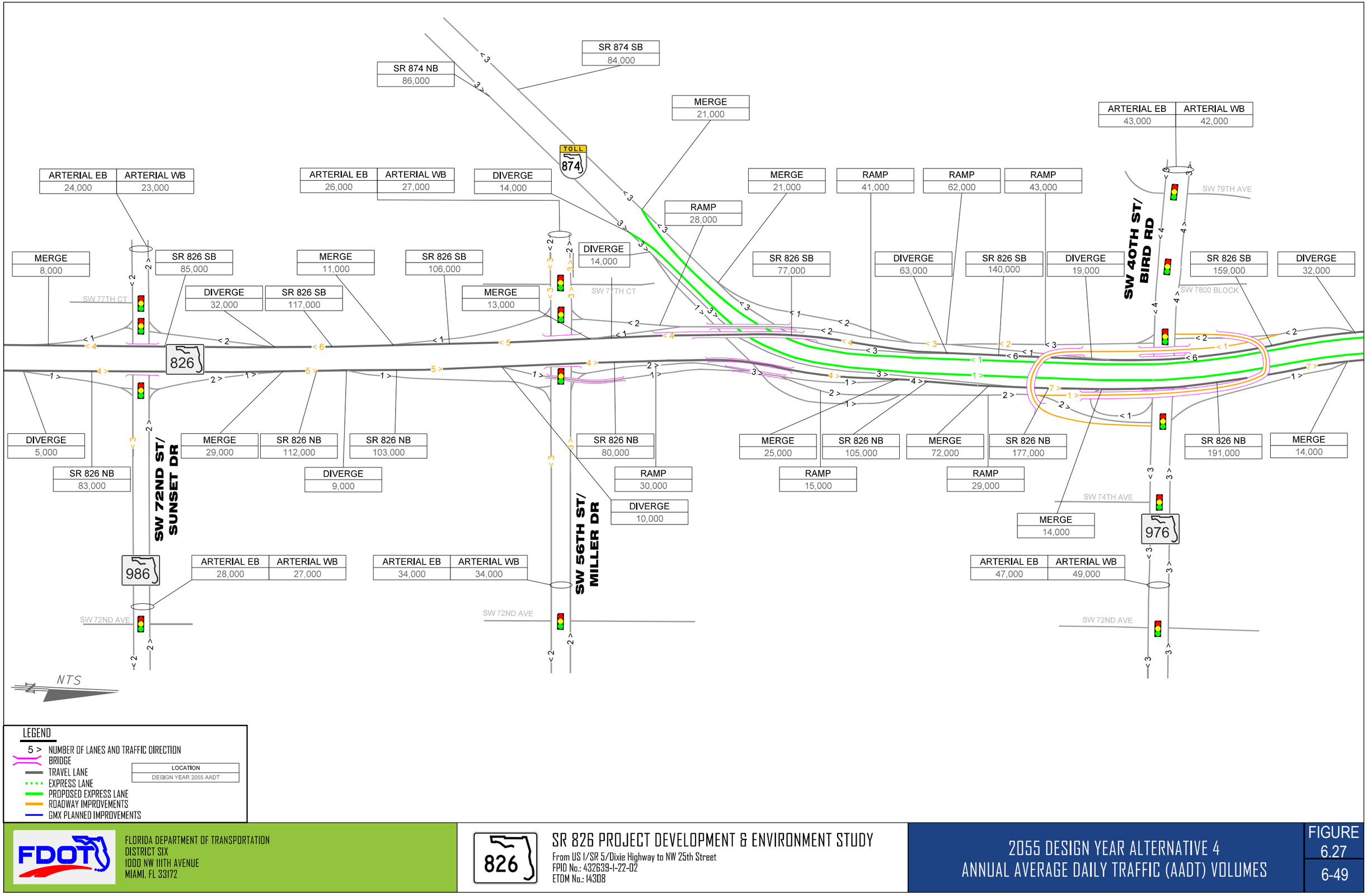
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DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.27



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

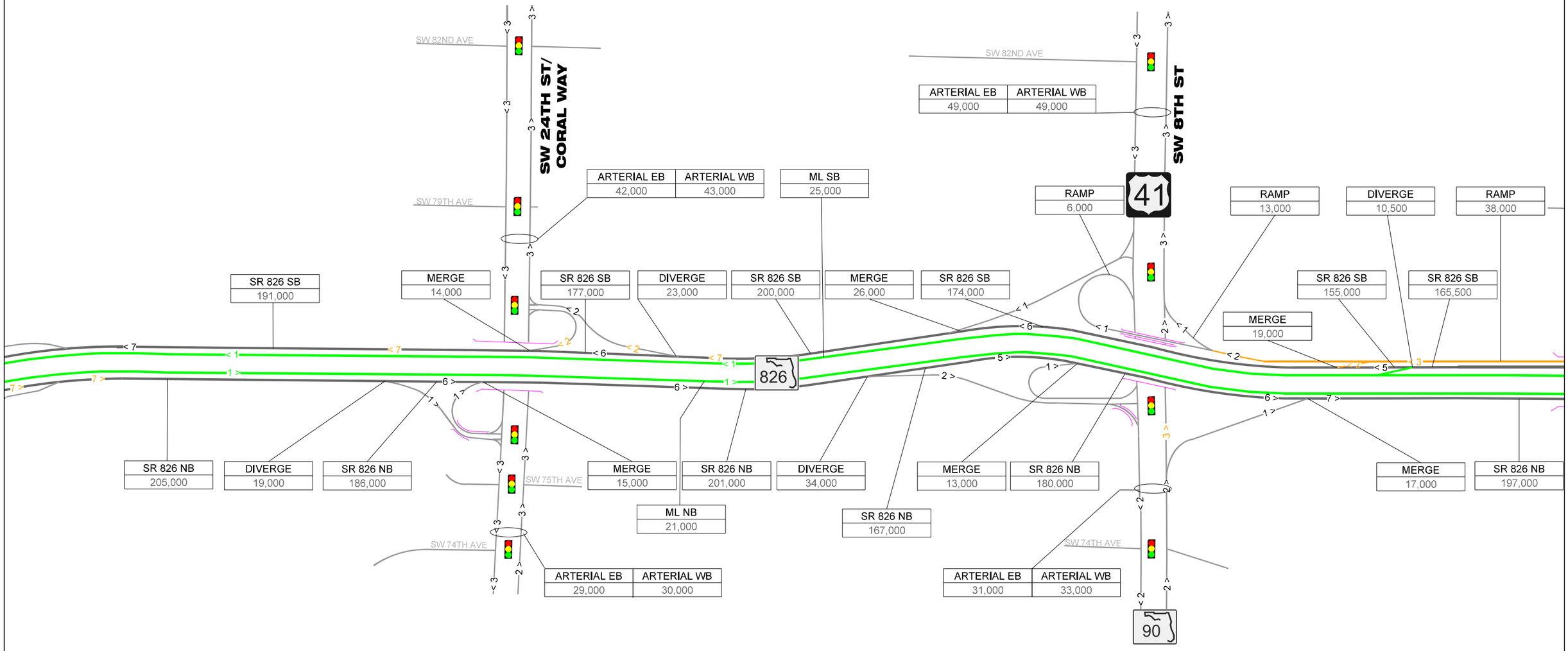
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ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.27



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

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ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.27

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS

NW 84TH AVE

NW 82ND AVE

SW 82ND AVE

FLAGLER ST

ARTERIAL EB	ARTERIAL WB
30,000	27,000

SW 79TH AVE

TOLL 836

RAMP
27,000

RAMP
48,000

RAMP
15,000

SR 826 SB	DIVERGE	DIVERGE
121,300	33,000	3,000

RAMP	RAMP	EXP LANE SB
17,000	21,000	14,500

EXP DIVERGE
3,800

MERGE	SR 826 SB
48,000	117,500

SR 826 SB	SR 826 SB	DIVERGE
154,300	157,300	47,000

EXP LANE SB
10,700

SR 826 SB	MERGE
204,300	30,000

826

MILAM DAIRY RD

DIVERGE	SR 826 NB	DIVERGE	SR 826 NB
24,000	173,000	43,000	130,000

MERGE	SR 826 NB	MERGE
42,000	177,000	42,000

SR 826 NB	DIVERGE
200,000	33,000

SW 74TH AVE

RAMP	RAMP	RAMP
10,000	26,000	40,000

MERGE	SR 826 NB
16,000	135,000

EXP DIVERGE
11,000

SR 826 NB	EXP MERGE
133,000	14,000

EXP MERGE
3,000

EXP LANE NB
21,000

968

ARTERIAL EB	ARTERIAL WB
29,000	33,000

SW 72ND AVE

NW 72ND AVE

NW 25TH ST

END STUDY LIMITS

ARTERIAL EB	ARTERIAL WB
42,000	51,000

SR 826 SB	DIVERGE
174,300	25,000

SR 826 NB	MERGE
167,000	25,000

ARTERIAL EB	ARTERIAL WB
30,000	25,000

FDOT

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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
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ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

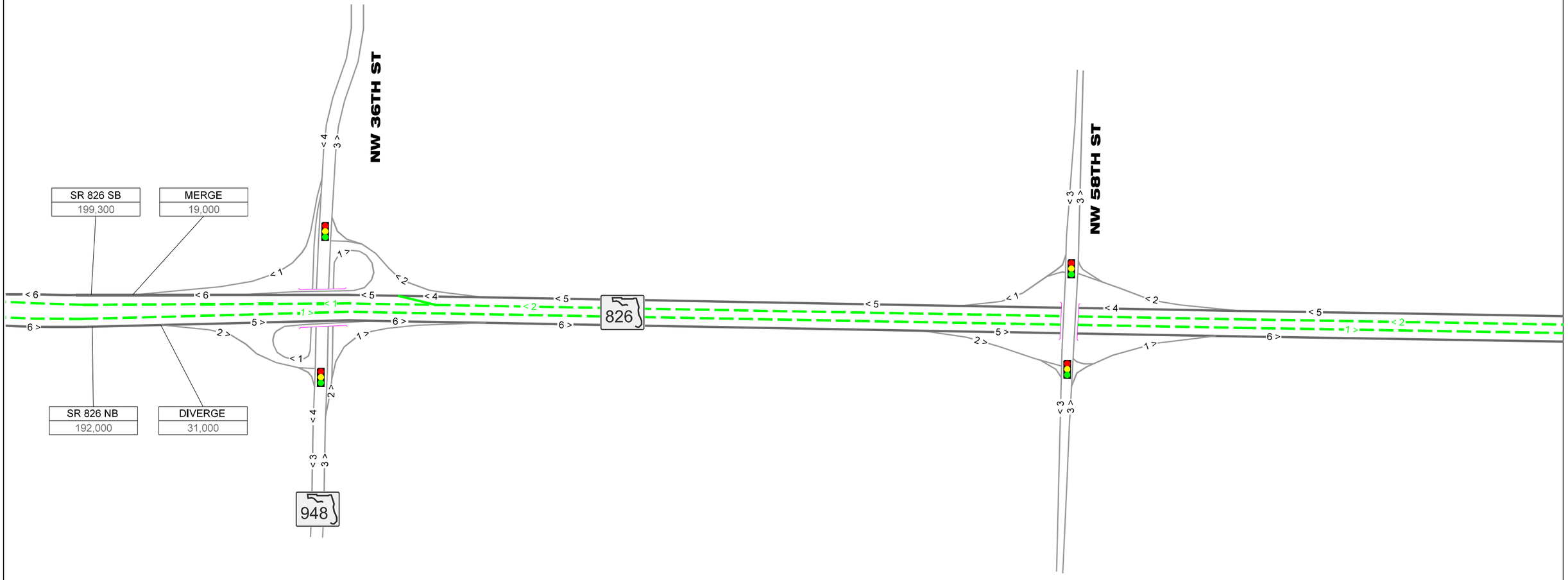
FIGURE 6.27

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS



NW 87TH AVE
NW 84TH AVE
NW 82ND AVE
NW 72ND AVE
NW 57TH AVE
NW 12TH STREET
MILAM DAIRY RD
826
TOLL 836

RAMP 5,000
RAMP 3,000
RAMP 2,000
RAMP 6,000
MERGE 26,500
RAMP 9,000
RAMP 2,000
RAMP 4,000
RAMP 15,000
SR 836 WB 79,500
RAMP 13,000
RAMP 2,000
RAMP 18,000
RAMP 10,000
SR 836 WB 53,000
RAMP 29,000
RAMP 18,000
RAMP 28,500
RAMP 25,000
RAMP 28,000
MERGE 11,000
RAMP 15,000
RAMP 27,000
RAMP 26,000
SR 836 WB 141,000
MERGE 19,000
DIVERGE 24,000
SR 836 WB 117,000
DIVERGE 64,000
SR 836 WB 53,000
DIVERGE 21,000
SR 836 EB 49,000
DIVERGE 13,000
RAMP 9,000
SR 836 EB 36,000
RAMP 25,000
RAMP 22,000
RAMP 13,000
RAMP 26,000
RAMP 34,000
RAMP 36,000
RAMP 11,000
RAMP 23,000
RAMP 15,000
RAMP 37,000
RAMP 10,500
RAMP 21,000
RAMP 12,000
RAMP 9,000
RAMP 18,800
RAMP 24,000
RAMP 32,500
MERGE 5,200
SR 836 EB 36,000
RAMP 30,800
RAMP 14,200
RAMP 16,000
MERGE 61,500
SR 836 EB 97,500
MERGE 41,200
SR 836 EB 138,700

LEGEND
5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
GMX PLANNED IMPROVEMENTS
LOCATION
DESIGN YEAR 2055 AADT

NTS

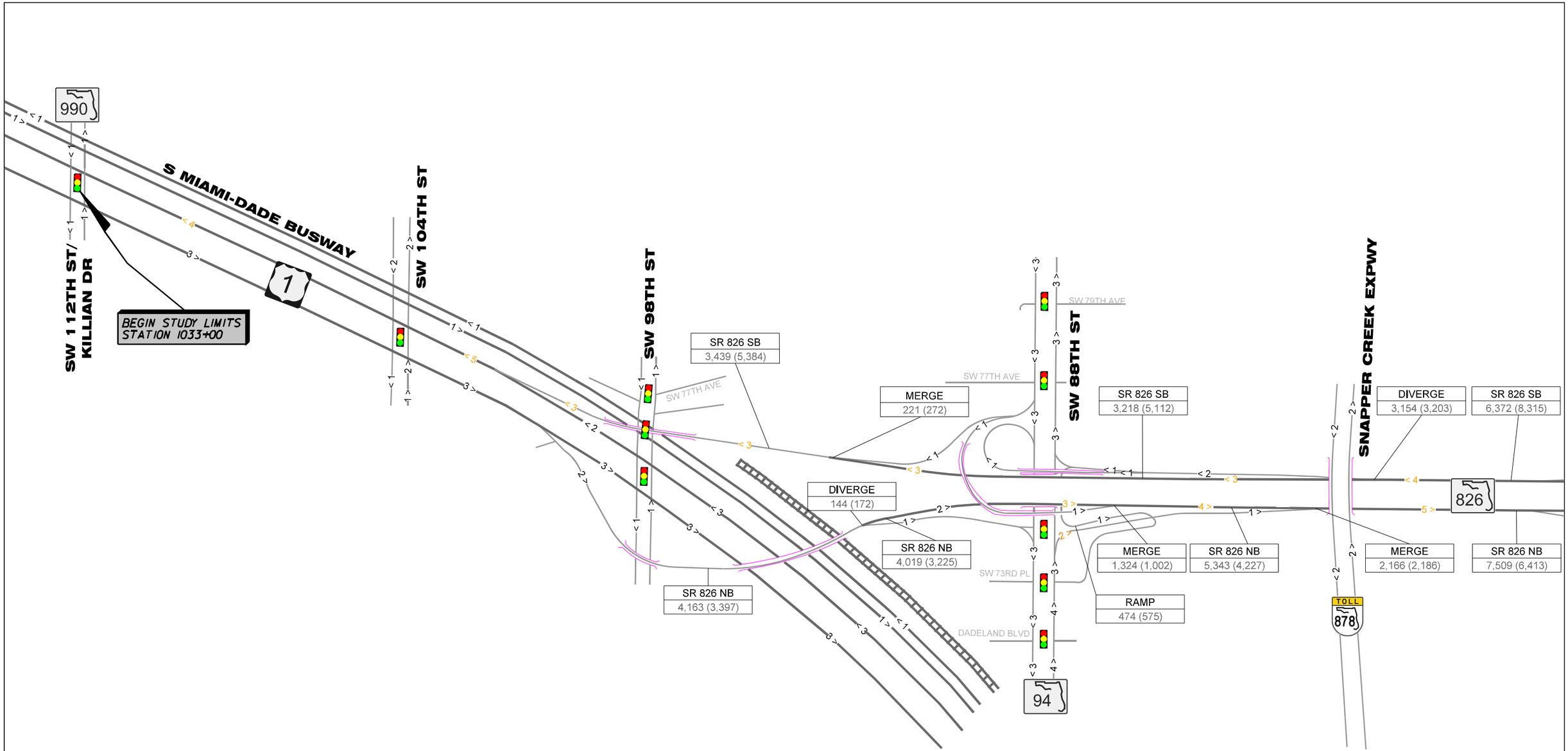
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2055 DESIGN YEAR ALTERNATIVE 4
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.27



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

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DISTRICT SIX
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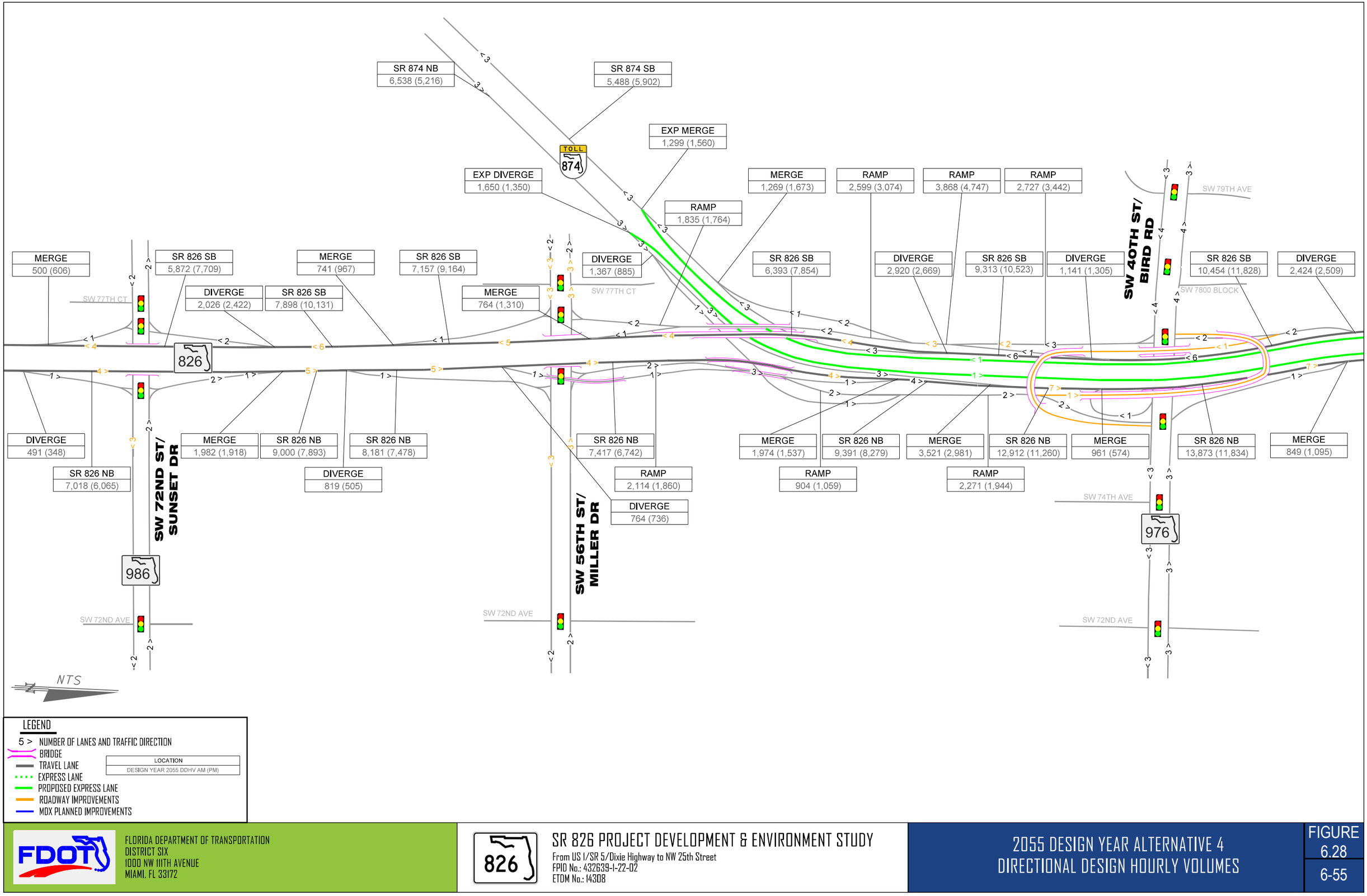
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.28

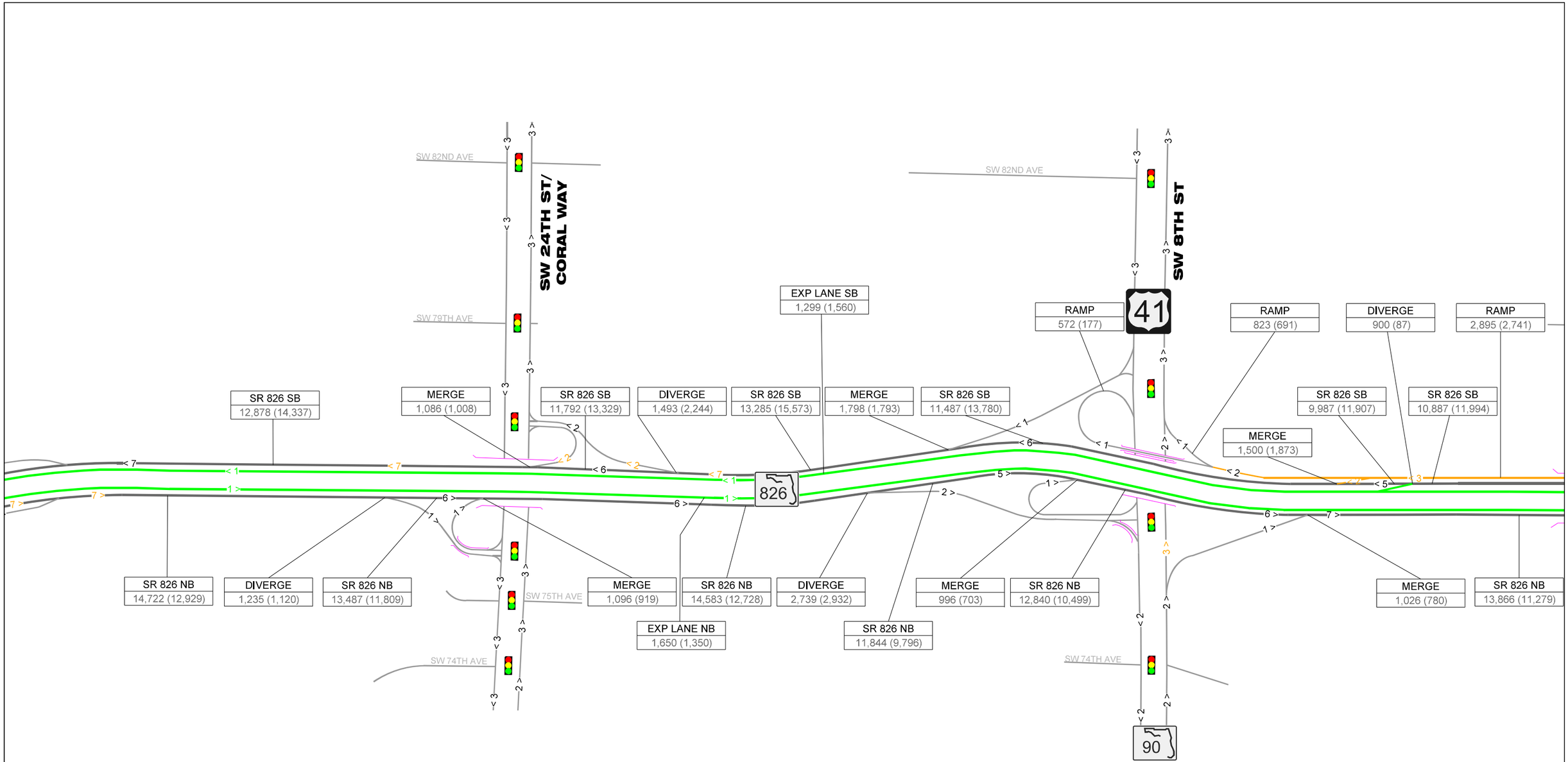


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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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2055 DESIGN YEAR ALTERNATIVE 4
DIRECTIONAL DESIGN HOURLY VOLUMES



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

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ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.28

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS

NW 84TH AVE

NW 82ND AVE

SW 82ND AVE

FLAGLER ST

SW 79TH AVE

RAMP 1,543 (1,592)

RAMP 1,351 (1,430)

RAMP 1,544 (1,311)

MERGE 3,294 (3,024)

EXP LANE SB 399 (1,473)

SR 826 SB 7,593 (8,970)

RAMP 3,087 (2,903)

RAMP 718 (912)

EXP DIVERGE 50 (449)

SR 826 SB 7,643 (9,419)

DIVERGE 2,369 (1,991)

DIVERGE 493 (148)

SR 826 SB 10,012 (11,410)

SR 826 SB 10,505 (11,558)

DIVERGE 3,294 (3,269)

EXP LANES SB 349 (1,024)

SR 826 SB 13,799 (14,827)

MERGE 1,243 (3,229)

NW 25TH ST

SR 826 SB 12,556 (11,598)

DIVERGE 2,195 (1,389)

MILAM DAIRY RD

DIVERGE 2,070 (1,683)

SR 826 NB 11,796 (9,596)

DIVERGE 3,291 (2,394)

SR 826 NB 8,505 (7,202)

MERGE 3,115 (2,920)

SR 826 NB 11,775 (10,134)

MERGE 2,530 (1,579)

SR 826 NB 14,305 (11,713)

DIVERGE 3,314 (2,415)

SR 826 NB 10,991 (9,298)

MERGE 1,413 (1,853)

SW 74TH AVE

RAMP 728 (867)

RAMP 1,839 (1,955)

RAMP 3,361 (2,771)

EXP DIVERGE 1,644 (1,492)

MERGE 1,702 (1,434)

SR 826 NB 8,613 (7,224)

EXP DIVERGE 1,500 (1,150)

EXP MERGE 50 (50)

EXP LANES NB 1,744 (1,612)

968

SW 72ND AVE

NW 72ND AVE

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2055 DESIGN YEAR ALTERNATIVE 4 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.28

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

TRAVEL LANE

EXPRESS LANE

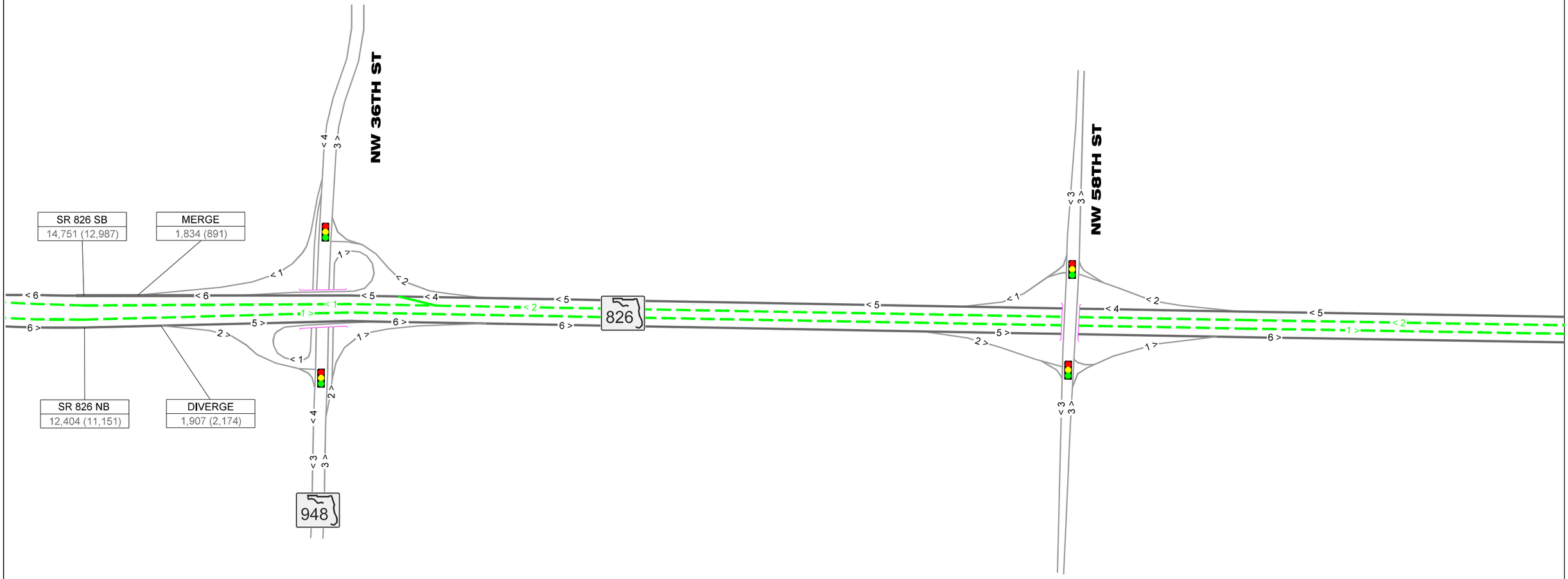
PROPOSED EXPRESS LANE

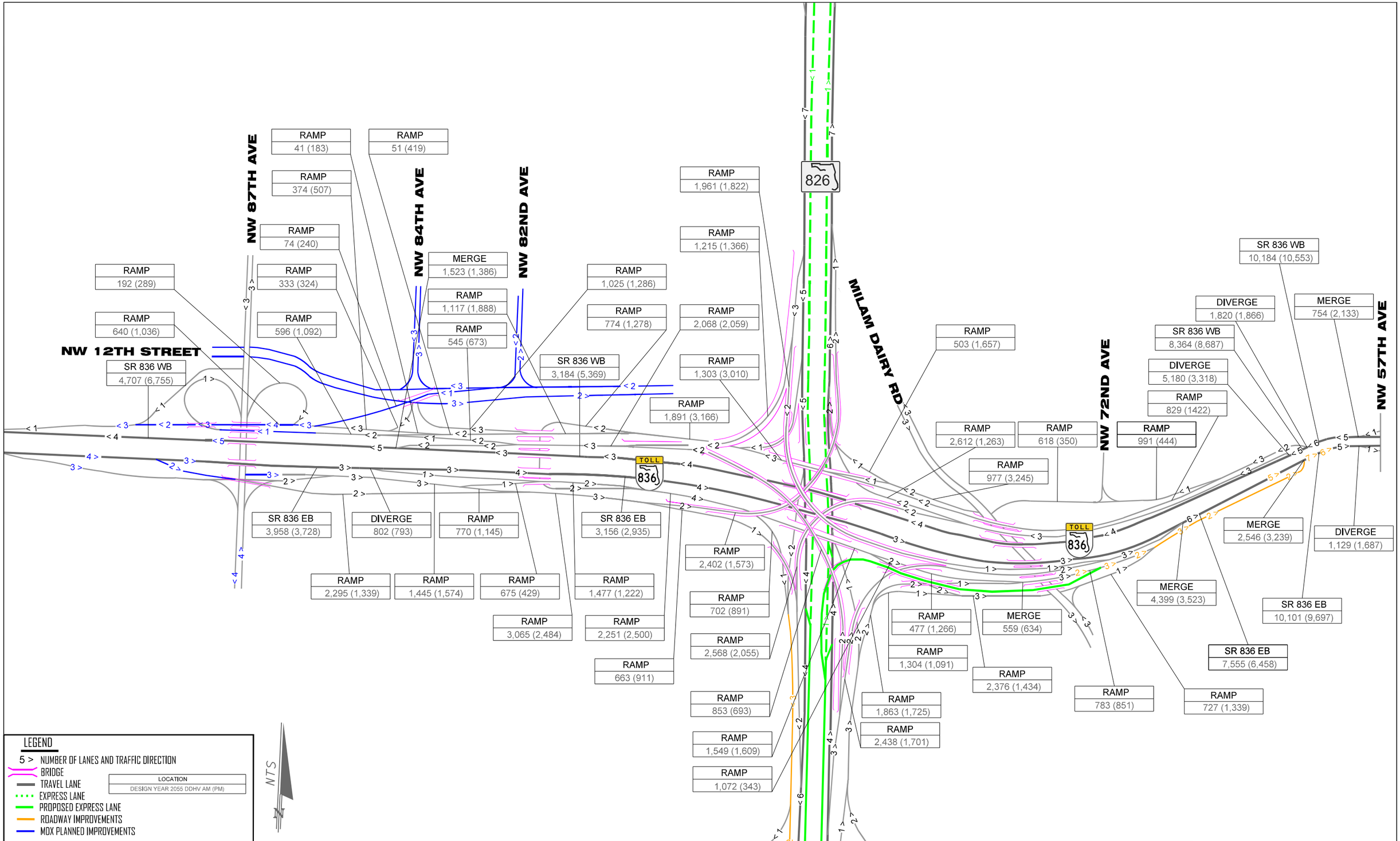
ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS





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2055 DESIGN YEAR ALTERNATIVE 4 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.28

Micro-Simulation Operational Analysis Results

Results of the CORSIM analysis for the Alternative 4 mainline alternative are depicted in **Figures 6.29 and 6.30.** Alternative 4 average operating speeds along the northbound SR 826 travel lanes are approximately 39 mph (northbound, AM peak) and 37 mph (southbound, PM peak). The express lanes operate with speeds of approximately 55 mph in the northbound and southbound directions. Throughput is approximately 14,780 vph (northbound AM peak hour, peak-direction) and 15,680 (southbound, PM peak, peak direction). The following sections of SR 826 will experience substandard traffic operating conditions by 2055 under Build Alternative 4:

- **Northbound SR 826 from SW 56th Street Off-Ramp to SW 8th Street (AM and PM Peaks) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS F conditions during AM peak period. Average operating speeds are expected to range from approximately 20 to 40 mph during the PM peak.

- **Northbound SR 826 from SW 8th Street Off-Ramp to Flagler Street/NW 72 Avenue (AM and PM Peaks) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E and F conditions during AM peak period. Average operating speeds are expected to range from approximately 30 to 45 mph during the PM peak.

- **Northbound SR 826 from eastbound SR 836 On-Ramp to NW 25th Street Off-Ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E or F conditions during AM peak period. Average operating speeds are expected to range from approximately 35 to 45 mph during the AM peak. It should be noted that no capacity improvements are proposed within this section of SR 826 and operating conditions are similar in all Build Alternatives.

- **Southbound SR 826 from NW 36th Street to SW 24th Street Off-Ramp (AM and PM Peak) –** The results indicate that traffic operations in the travel lanes along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 15 to 50 mph during the PM peak. Much of this section also operates at LOS E of F during the AM peak period.

- **Southbound SR 826 from north of SW 72nd Street On-Ramp to SW 88th Street Off-Ramp (PM Peak) –** The results indicate that traffic operations in the travel lanes along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 35 to 45 mph during the PM peak.

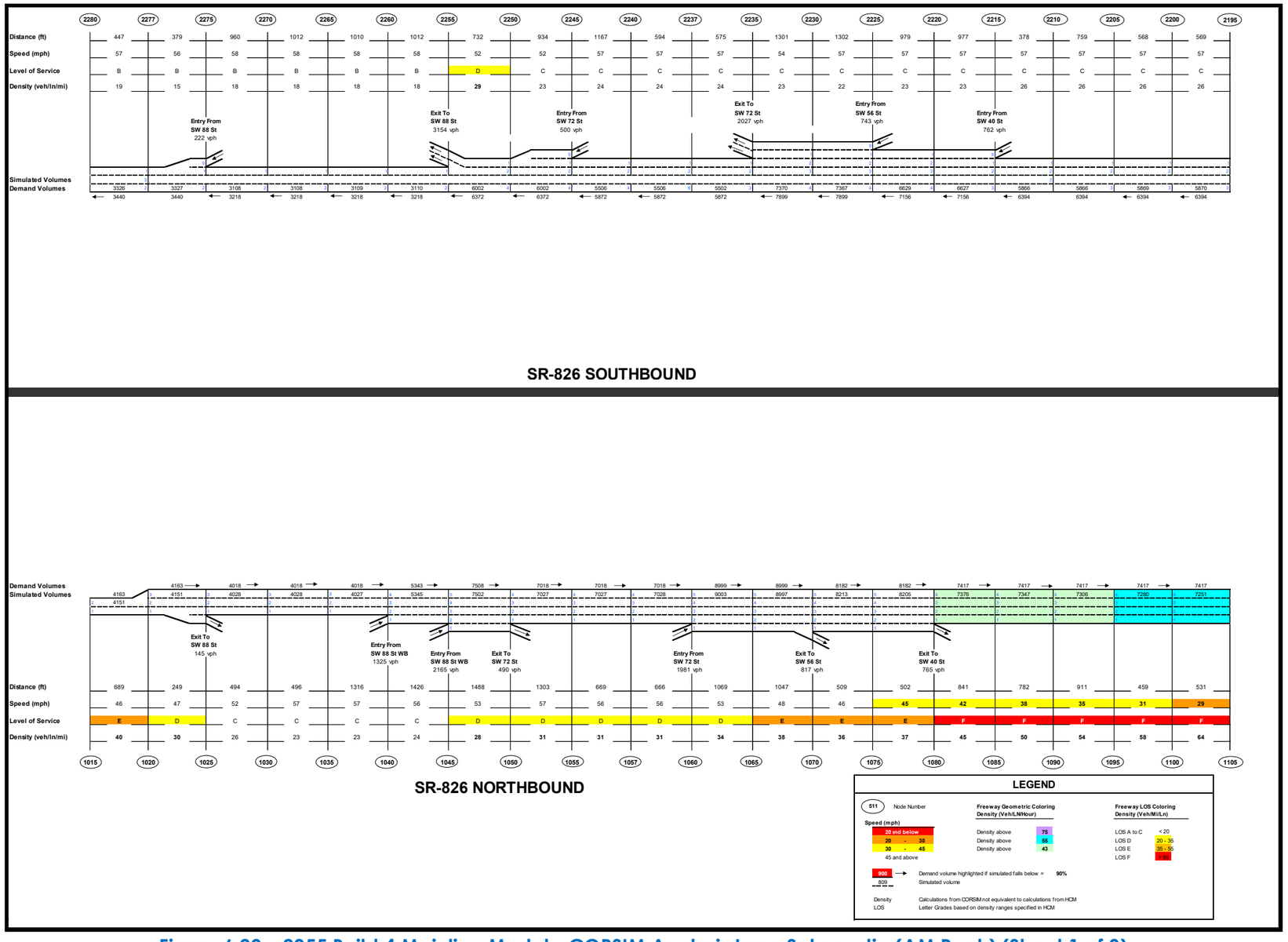


Figure 6.29 – 2055 Build 4 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

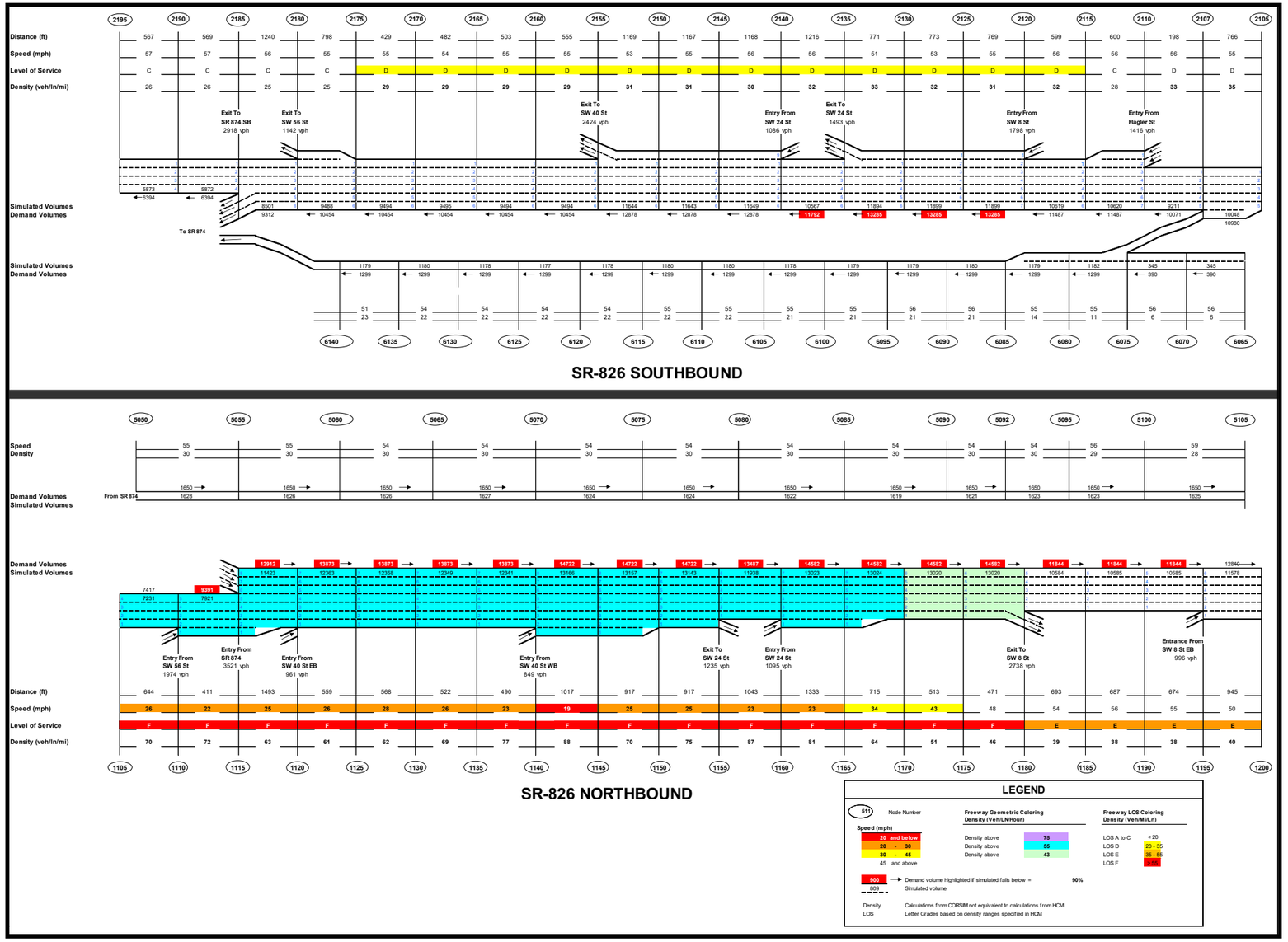


Figure 6.29 – 2055 Build 4 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)

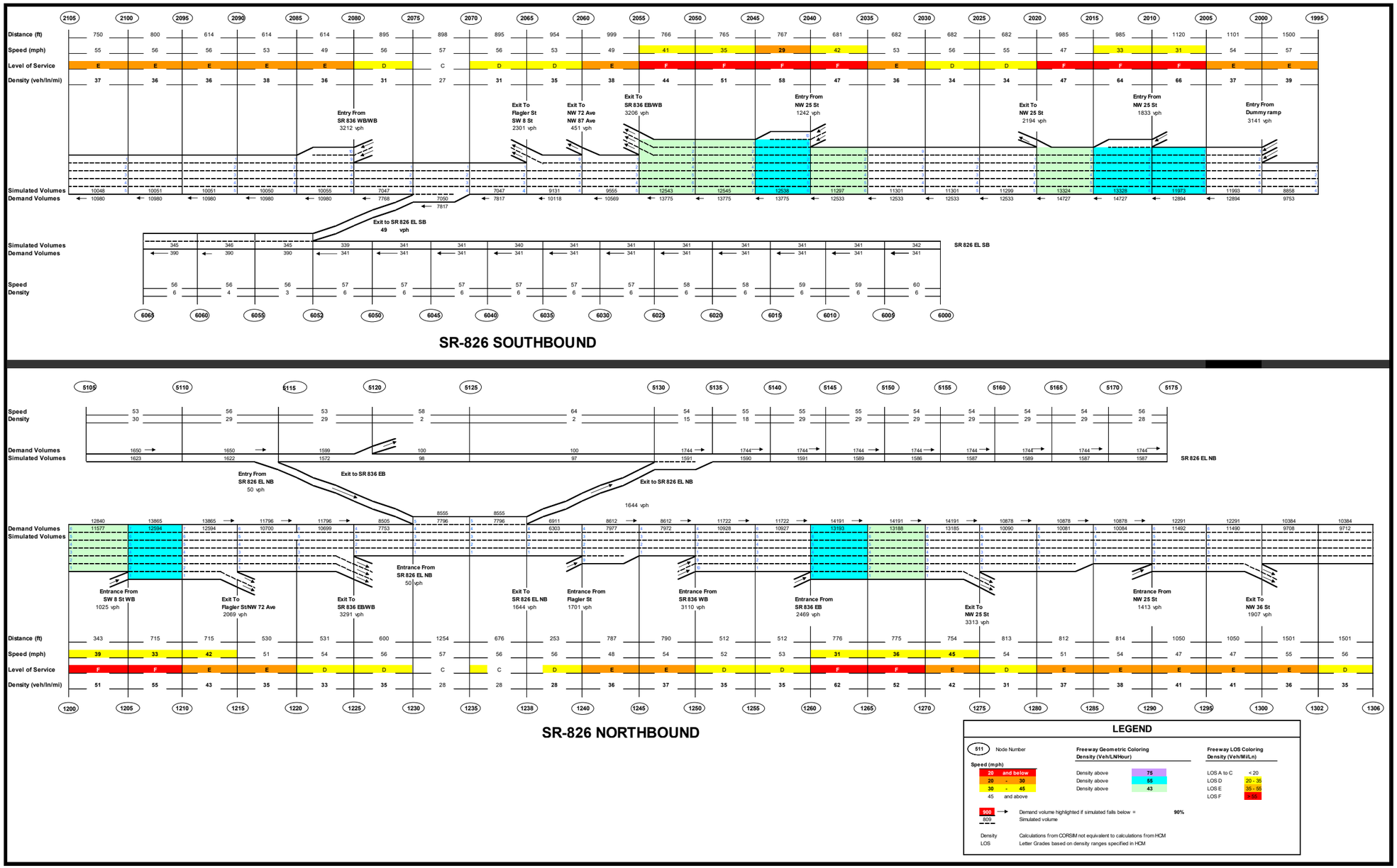
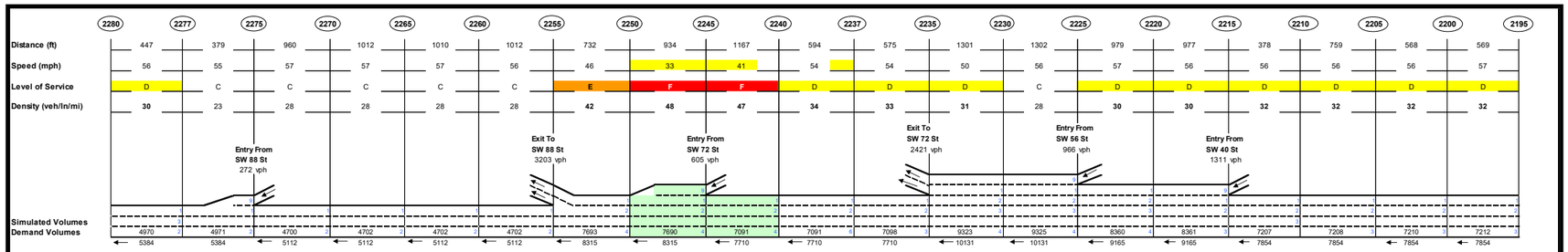
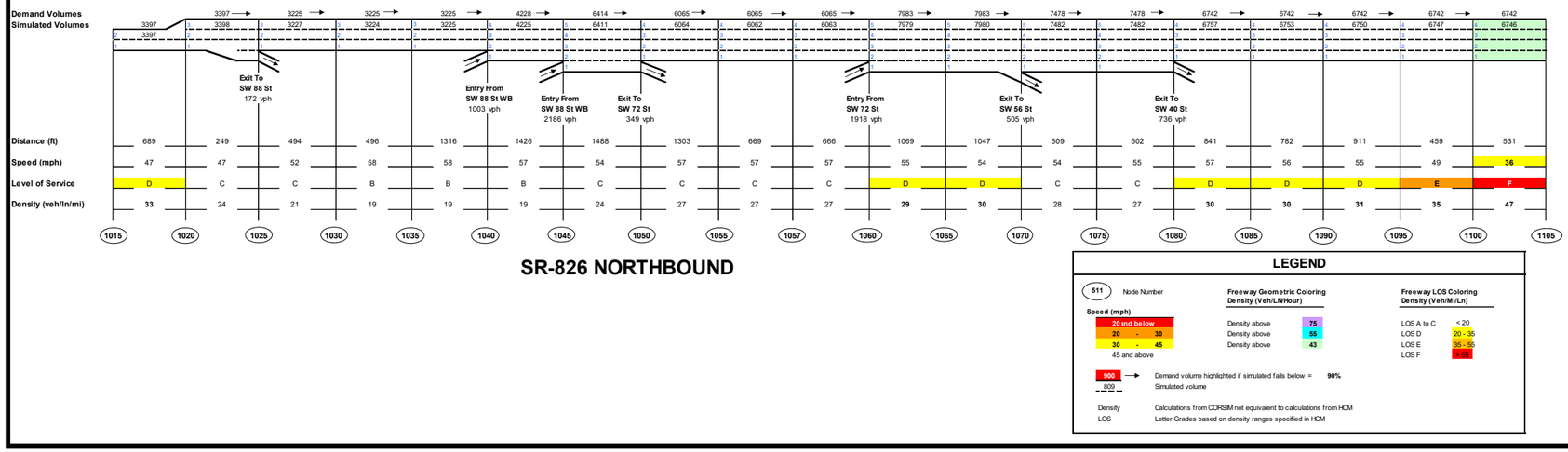


Figure 6.29 – 2055 Build 4 Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)



SR-826 SOUTHBOUND



SR-826 NORTHBOUND

LEGEND

511 Node Number

Speed (mph)
20 and below
20 - 30
30 - 45
45 and above

Freeway Geometric Coloring Density (Veh/LN/Hour)
Density above 75
Density above 55
Density above 43

Freeway LOS Coloring Density (Veh/Mi/Ln)
LOS A to C < 20
LOS D 20 - 35
LOS E 35 - 55
LOS F > 55

900 Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM
LOS Letter Grades based on density ranges specified in HCM

Figure 6.30 – 2055 Build 4 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

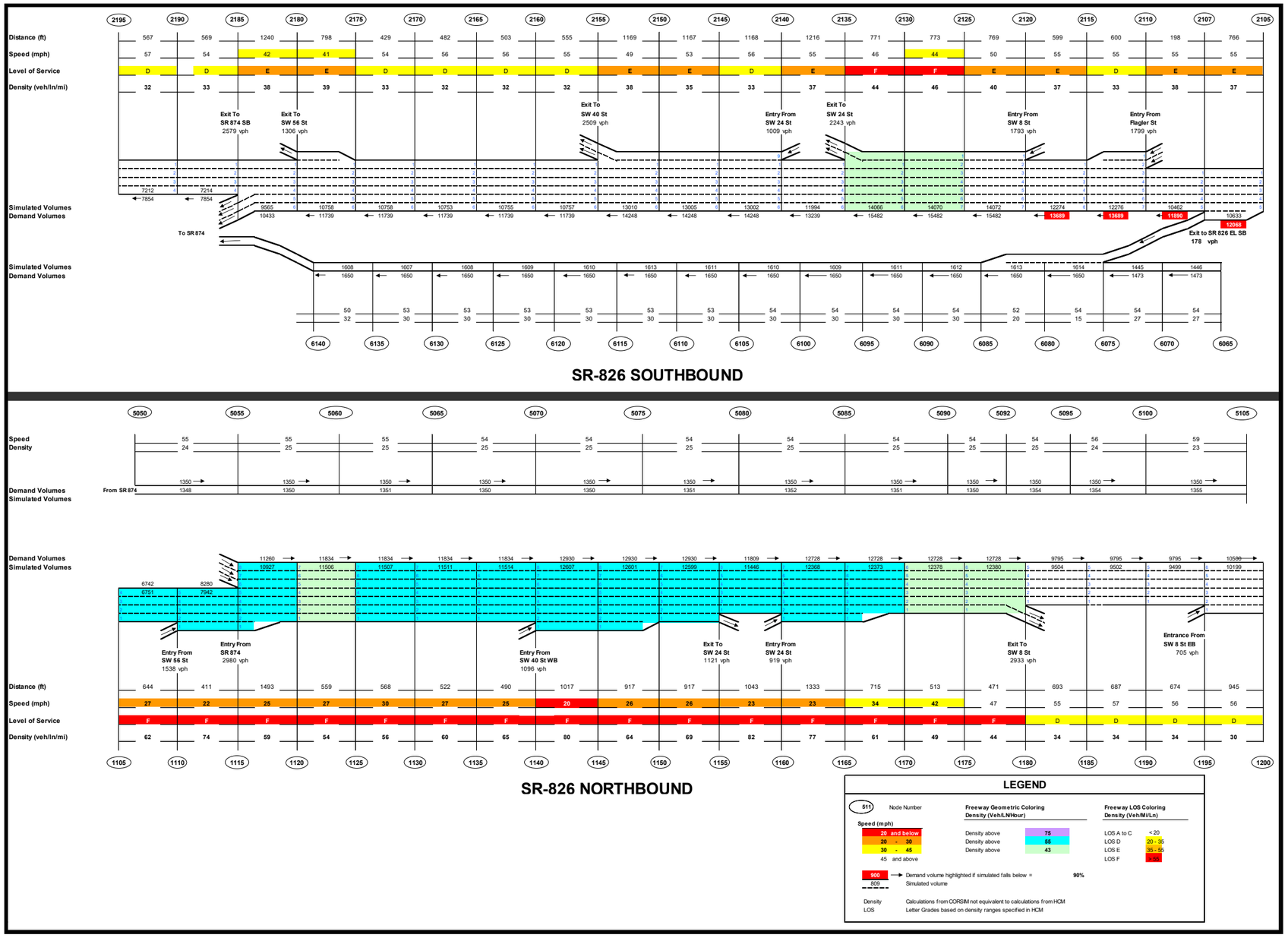


Figure 6.30 – 2055 Build 4 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

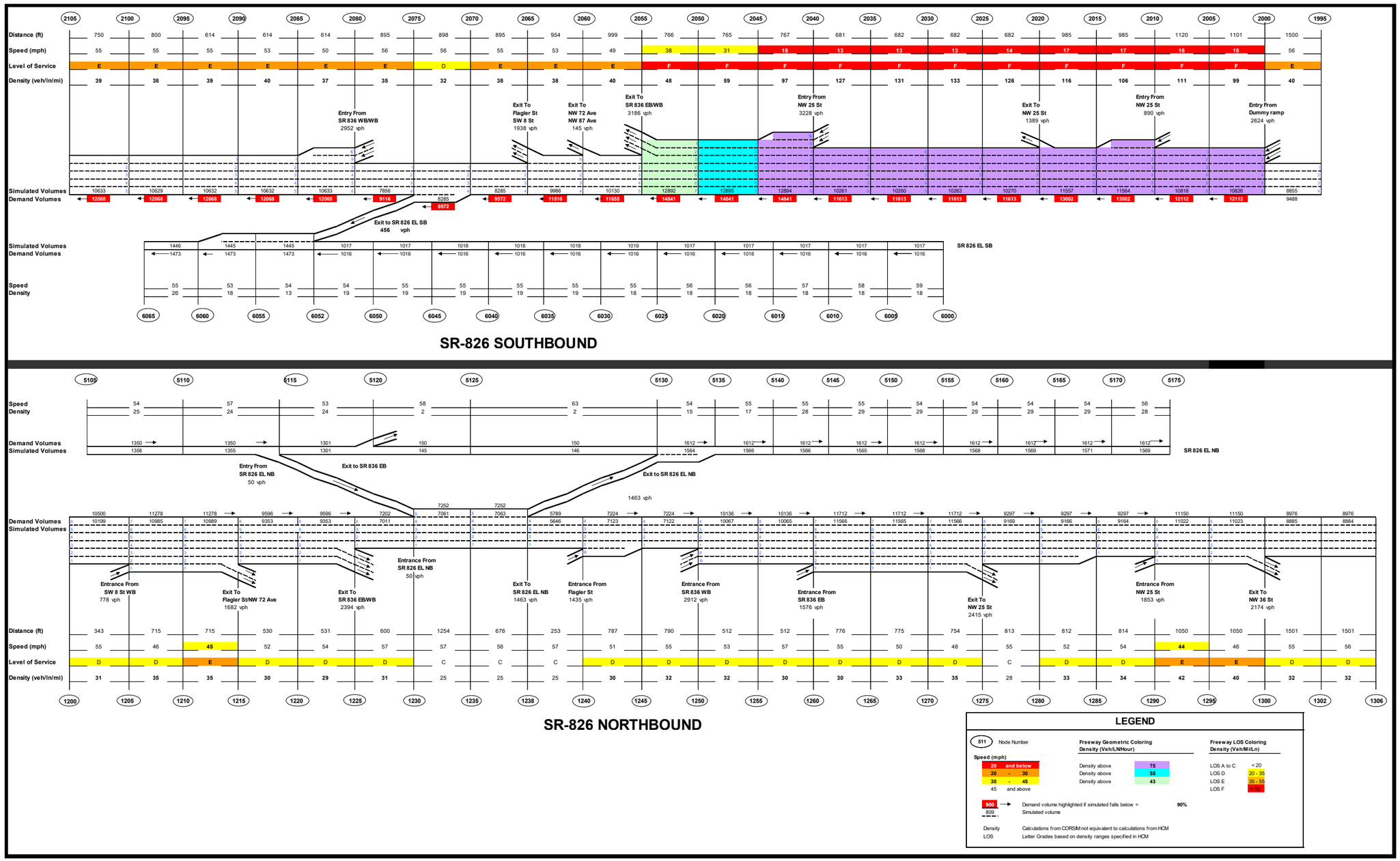


Figure 6.30 – 2055 Build 4 Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

6.4 ALTERNATIVE 4A

Alternative 4A proposes to add an additional Travel Lane in each direction between US 1 and SR 836. The additional lane begins in the northbound direction north of US 1 and ends just south of SR 836. In the southbound direction, the additional lane begins at the SR 836 southbound on-ramp and ends at US 1 as part of a three-lane southbound on-ramp. Alternative 4A also proposes to add one Express Lane in each direction between SR 874 and SR 836. This alternative essentially extends the existing SR 826 express lanes system south to SR 874. The express lanes will end and begin at SR 874 (see **Figure 6.31**).

Alternative 4A includes one potential access point in the southbound direction and three in the northbound direction to enter and exit the express lanes system. These access points maximize the potential users of the express lanes by serving the highest commuter travel demand and longer trips, complement the multimodal transportation network, and have minimal impacts on the existing interchanges. The main objectives of the potential access point locations are to serve major home-to-work trip pairs and provide connections to multimodal facilities.

Alternative 4A also proposes interchange, intersection, and arterial improvements to support the optimal operation of the corridor, including a SR 836 ramp flyover system-to-system connection at the northern end of the project, connecting the SR 826 northbound express lane from the median with the SR 836 eastbound collector distributor roadway system.

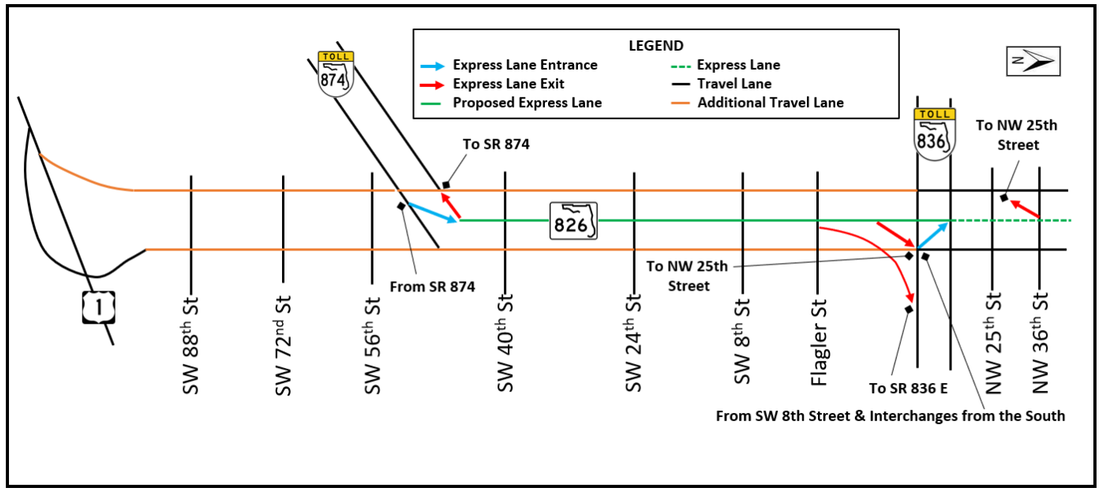


Figure 6.31 - Alternative 4A Schematic Line Diagram

The Alternative 4A roadway typical section between US 1 and SR 874 will consist primarily of seven to eight 12-foot wide travel lanes (four lanes in the northbound direction and three to four lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of fourteen 12-foot wide travel lanes (seven lanes in each direction) with 12-foot wide auxiliary lanes at select locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with tubular markers, and outside barrier walls. The two typical sections for SR 826 are depicted in **Figure 6.32 and Figure 6.33**. The additional lanes will be constructed along SR 826 with major widening to the outside, approximately 9-50 feet. Eleven-foot wide lanes, reduced shoulder widths, and reduced buffer separations are being proposed north of SW 8th Street to avoid significant linear right of way impacts to numerous residential, industrial, and major retail sites. The reduced footprint width will also avoid the reconstruction of the recently completed SR 826/SR 836 Interchange, which is a multi-level system-to-system interchange. Eleven-foot wide lanes and narrow shoulders currently exist in this section of the corridor.

The only difference between Alternatives 4 and 4A is that Alternative 4A proposes an additional travel lane in each direction between SR 874 and SR 836.

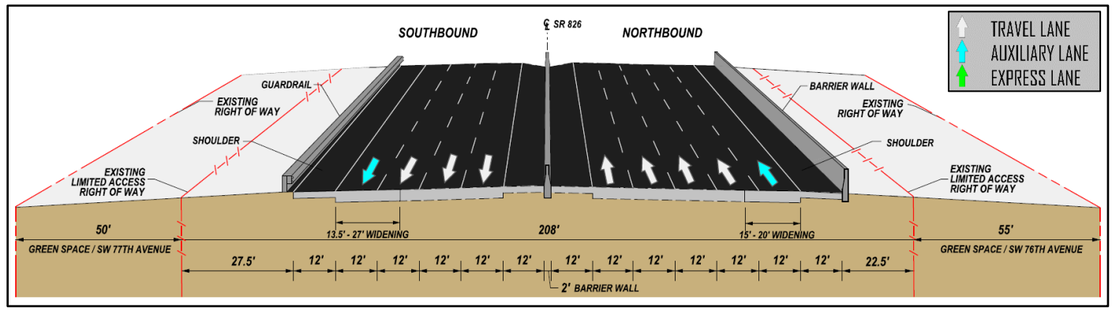


Figure 6.32 - Alternative 4A Roadway Typical Section between US 1 and SR 874

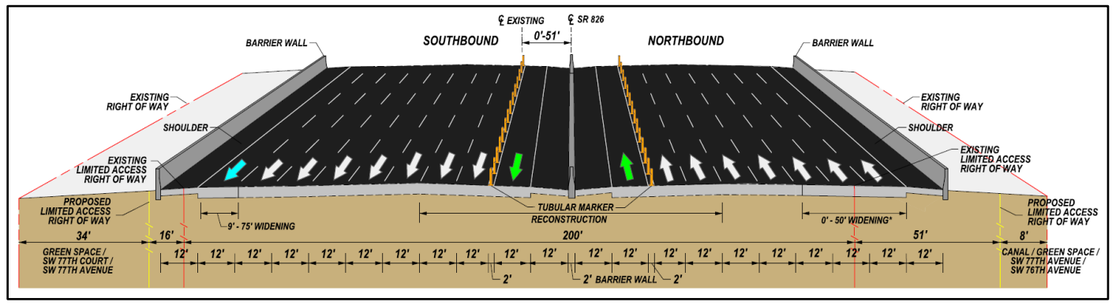
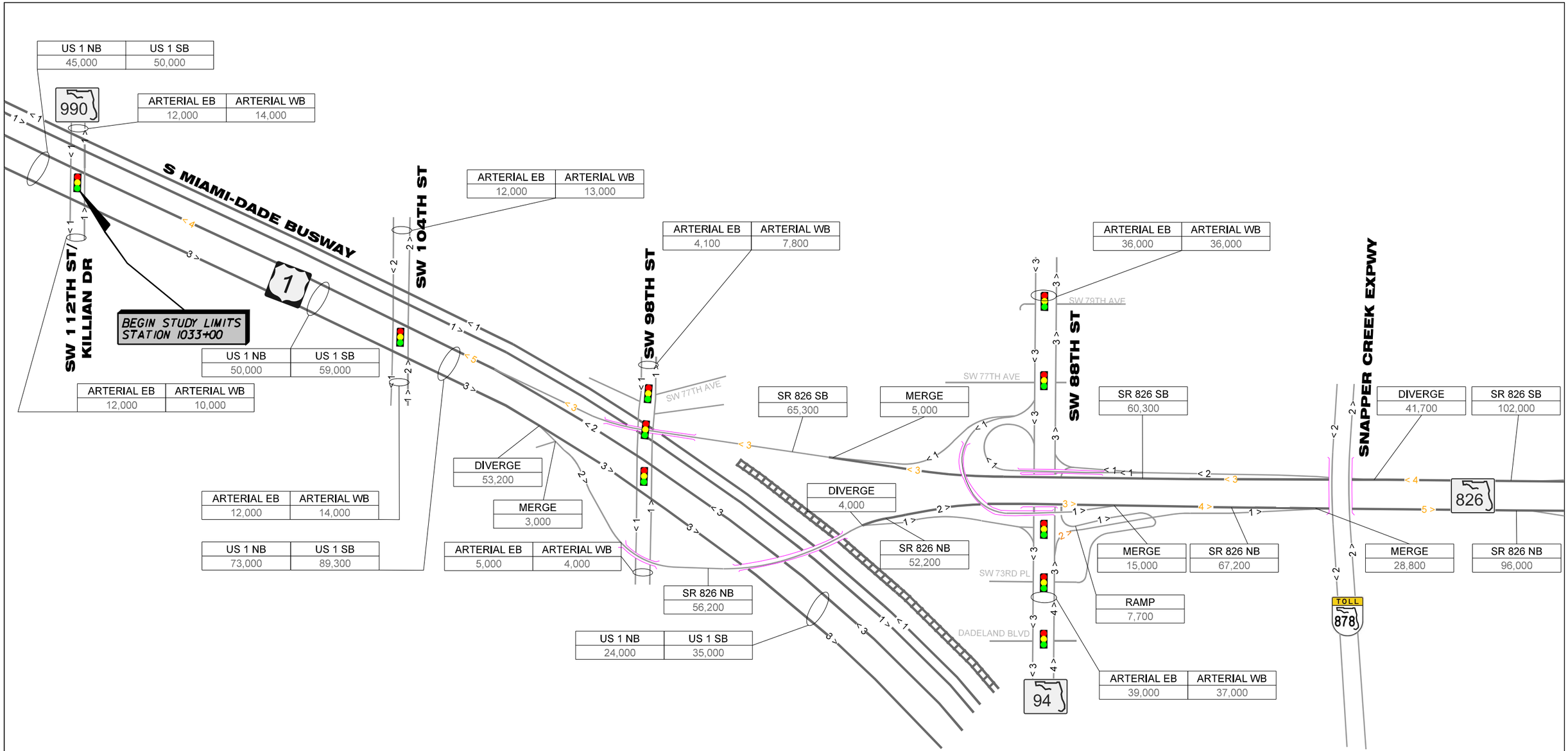


Figure 6.33 - Alternative 4A Roadway Typical Section between SR 874 and SR 836

Figure 6.34 shows the Alternative 4A 2055 AADT volumes for the study area. **Figure 6.35** shows the Alternative 4A 2055 DDHVs for the study area.



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

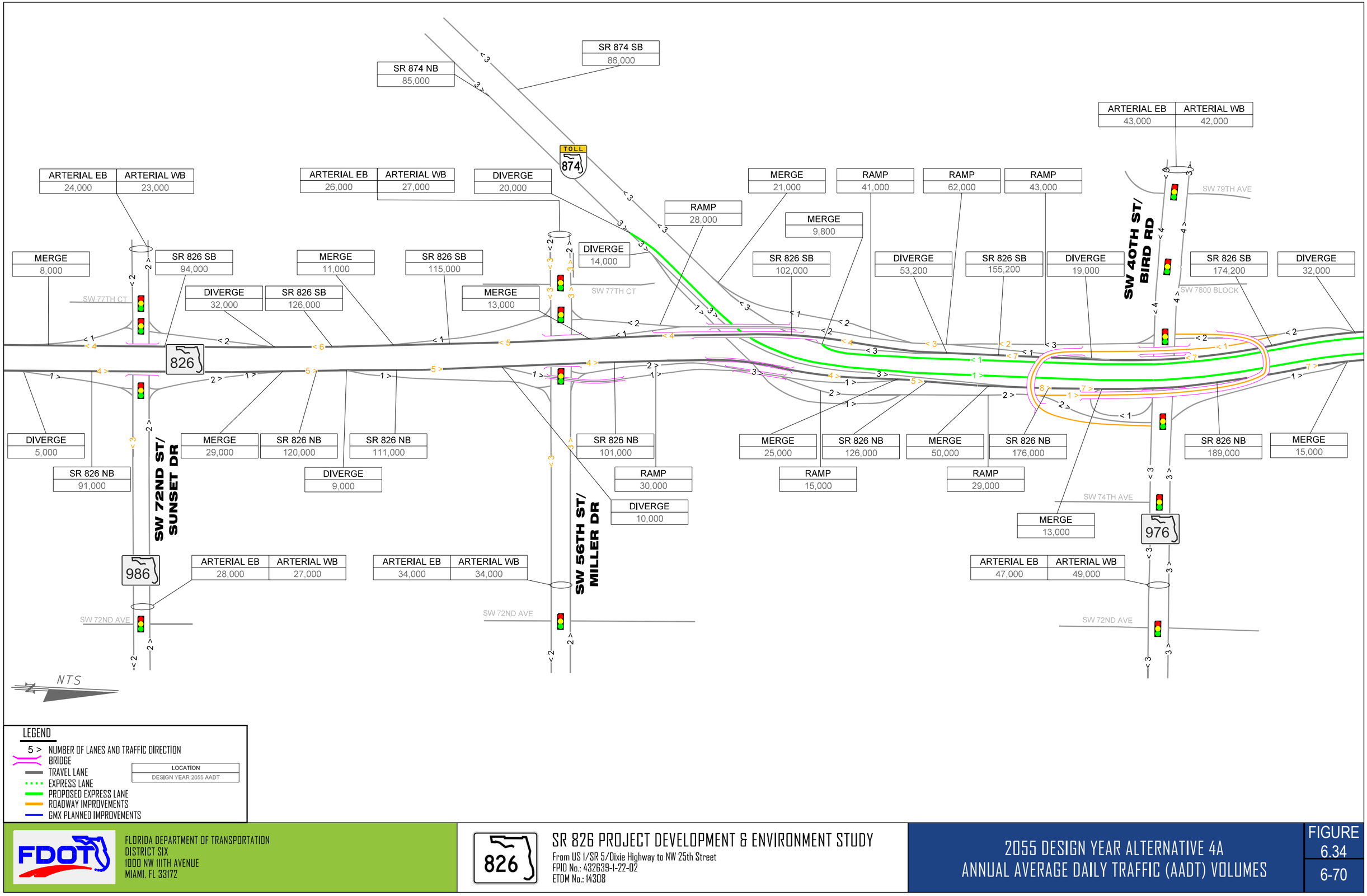
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DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4A
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.34



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

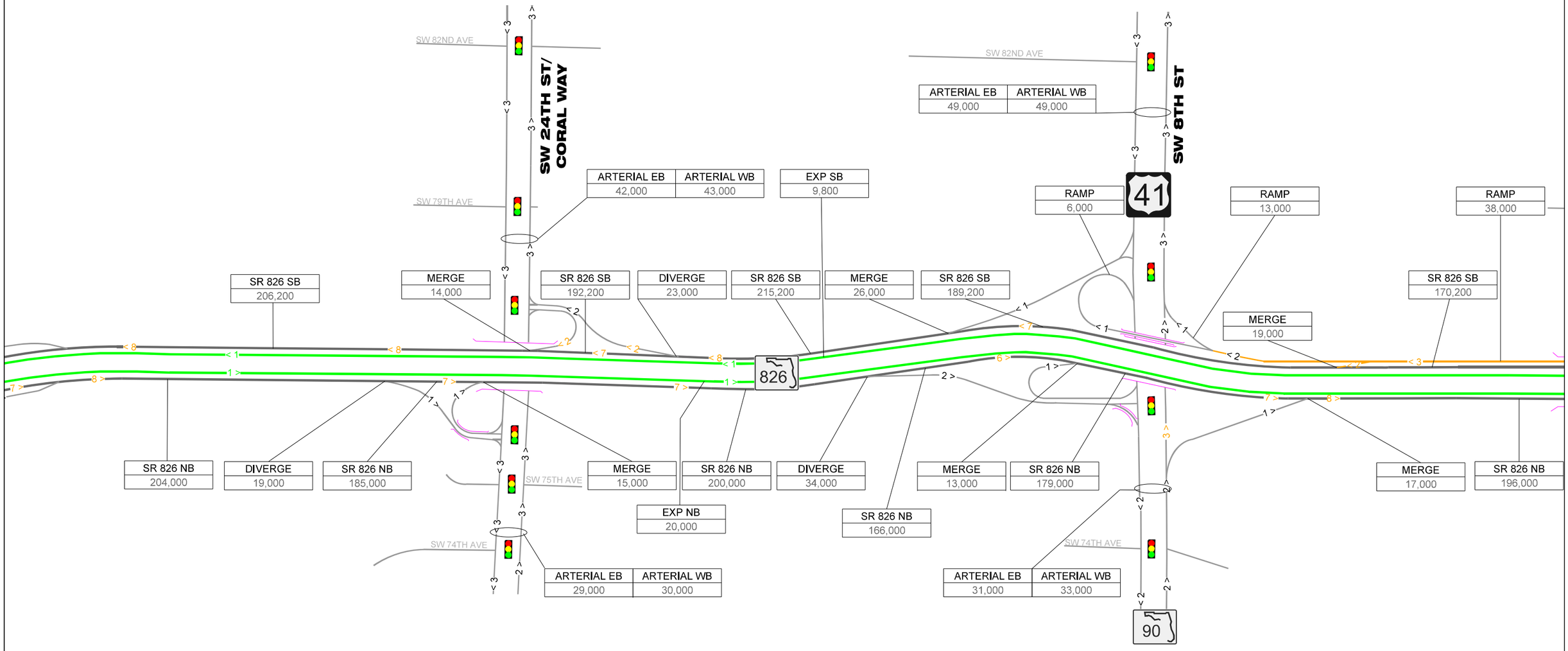
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ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4A
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.34



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

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ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4A
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.34

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS

NW 84TH AVE

NW 82ND AVE

SW 82ND AVE

FLAGLER ST

ARTERIAL EB	ARTERIAL WB
30,000	27,000

SW 79TH AVE

TOLL 836

RAMP
27,000

RAMP
48,000

RAMP
15,000

DIVERGE
33,000

DIVERGE
3,000

RAMP
17,000

RAMP
21,000

MERGE
48,000

SR 826 SB
122,200

SR 826 SB
155,200

SR 826 SB
158,200

DIVERGE
47,000

EXP LANE SB
9,800

SR 826 SB
205,200

MERGE
30,000

ARTERIAL EB	ARTERIAL WB
42,000	51,000

NW 25TH ST

END STUDY LIMITS

SR 826 SB
175,200

DIVERGE
25,000

826

MILAM DAIRY RD

DIVERGE
24,000

SR 826 NB
172,000

DIVERGE
43,000

SR 826 NB
129,000

MERGE
42,000

SR 826 NB
174,000

MERGE
23,000

SR 826 NB
197,000

DIVERGE
33,000

SR 826 NB
164,000

MERGE
25,000

SW 74TH AVE

RAMP
10,000

RAMP
26,000

RAMP
40,000

MERGE
18,000

SR 826 NB
132,000

EXP DIVERGE
14,000

SR 826 NB
130,000

EXP MERGE
16,000

EXP MERGE
1,000

EXP LANE NB
21,000

968

ARTERIAL EB	ARTERIAL WB
29,000	33,000

ARTERIAL EB	ARTERIAL WB
30,000	25,000

SW 72ND AVE

NW 72ND AVE

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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

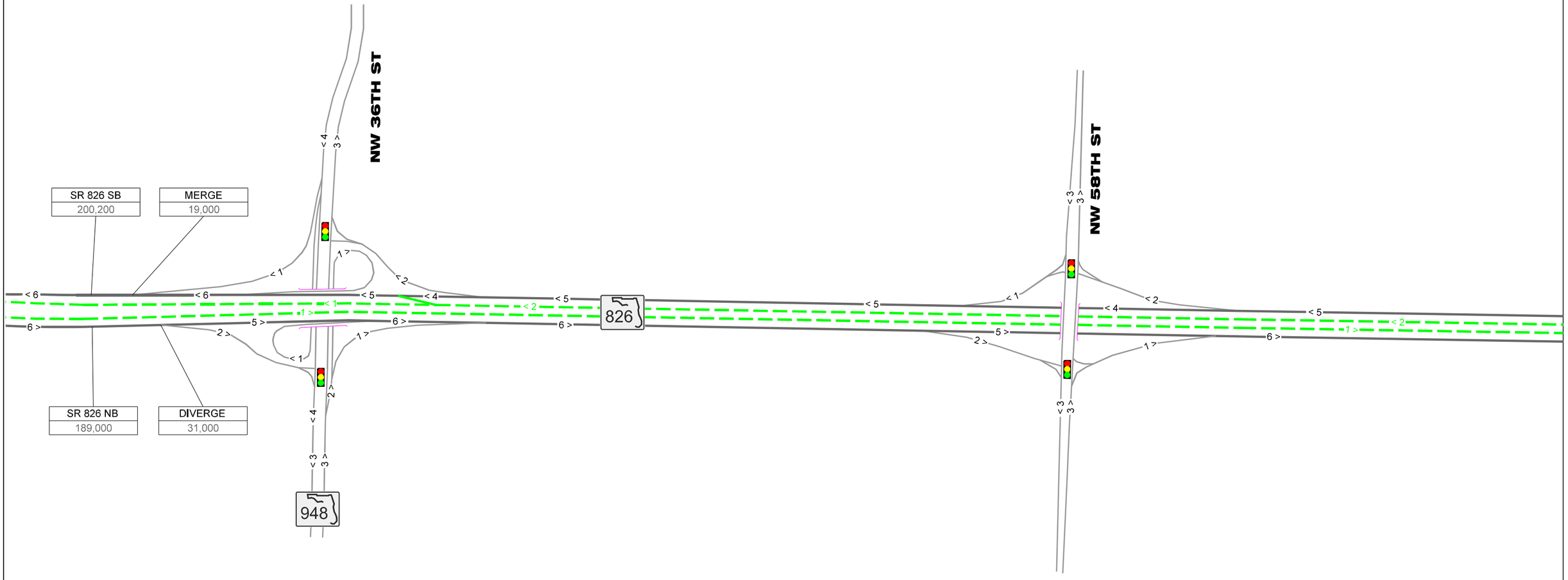
2055 DESIGN YEAR ALTERNATIVE 4A
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4A
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.34

NW 87TH AVE
NW 84TH AVE
NW 82ND AVE
NW 72ND AVE
NW 57TH AVE
NW 12TH STREET
MILAM DAIRY RD
826
TOLL 836
TOLL 836

RAMP 5,000
RAMP 3,000
RAMP 2,000
RAMP 6,000
MERGE 26,500
RAMP 9,000
RAMP 2,000
RAMP 4,000
RAMP 15,000
SR 836 WB 79,500
RAMP 13,000
RAMP 2,000
RAMP 18,000
RAMP 10,000
SR 836 WB 53,000
RAMP 29,000
RAMP 18,000
RAMP 28,500
RAMP 25,000
RAMP 28,000
MERGE 11,000
RAMP 15,000
RAMP 27,000
RAMP 26,000
SR 836 WB 141,000
MERGE 19,000
DIVERGE 24,000
SR 836 WB 117,000
DIVERGE 64,000
SR 836 WB 53,000
DIVERGE 21,000
SR 836 EB 49,000
DIVERGE 13,000
RAMP 9,000
SR 836 EB 36,000
RAMP 25,000
RAMP 22,000
RAMP 13,000
RAMP 26,000
RAMP 34,000
RAMP 36,000
RAMP 11,000
RAMP 23,000
RAMP 15,000
RAMP 37,000
RAMP 10,500
RAMP 21,000
RAMP 12,000
RAMP 9,000
RAMP 18,800
RAMP 24,000
RAMP 32,500
MERGE 5,200
SR 836 EB 36,000
RAMP 30,800
RAMP 14,200
RAMP 16,000
MERGE 61,500
SR 836 EB 97,500
MERGE 41,200
SR 836 EB 138,700

LEGEND
5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS

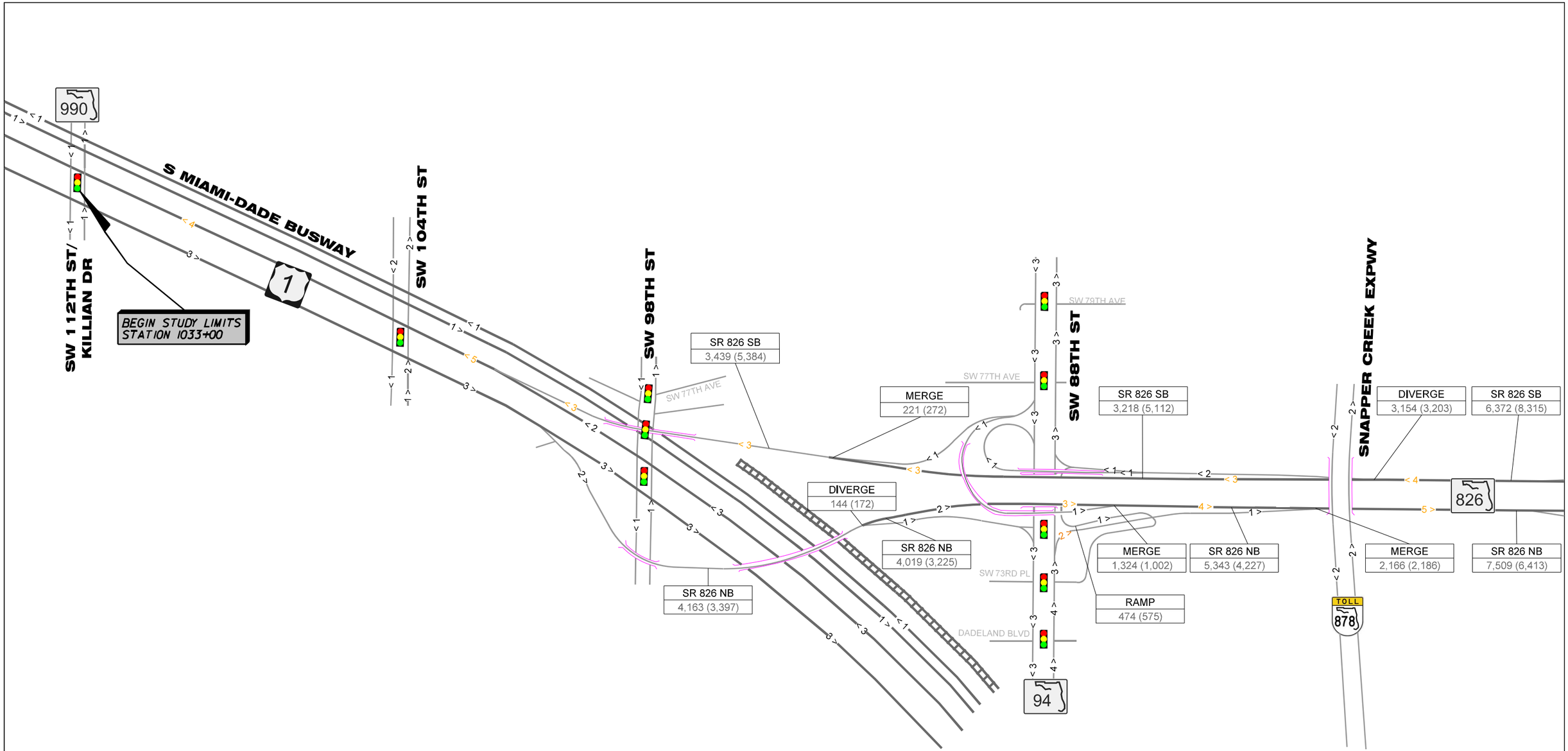
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2055 DESIGN YEAR ALTERNATIVE 4A
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.34



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

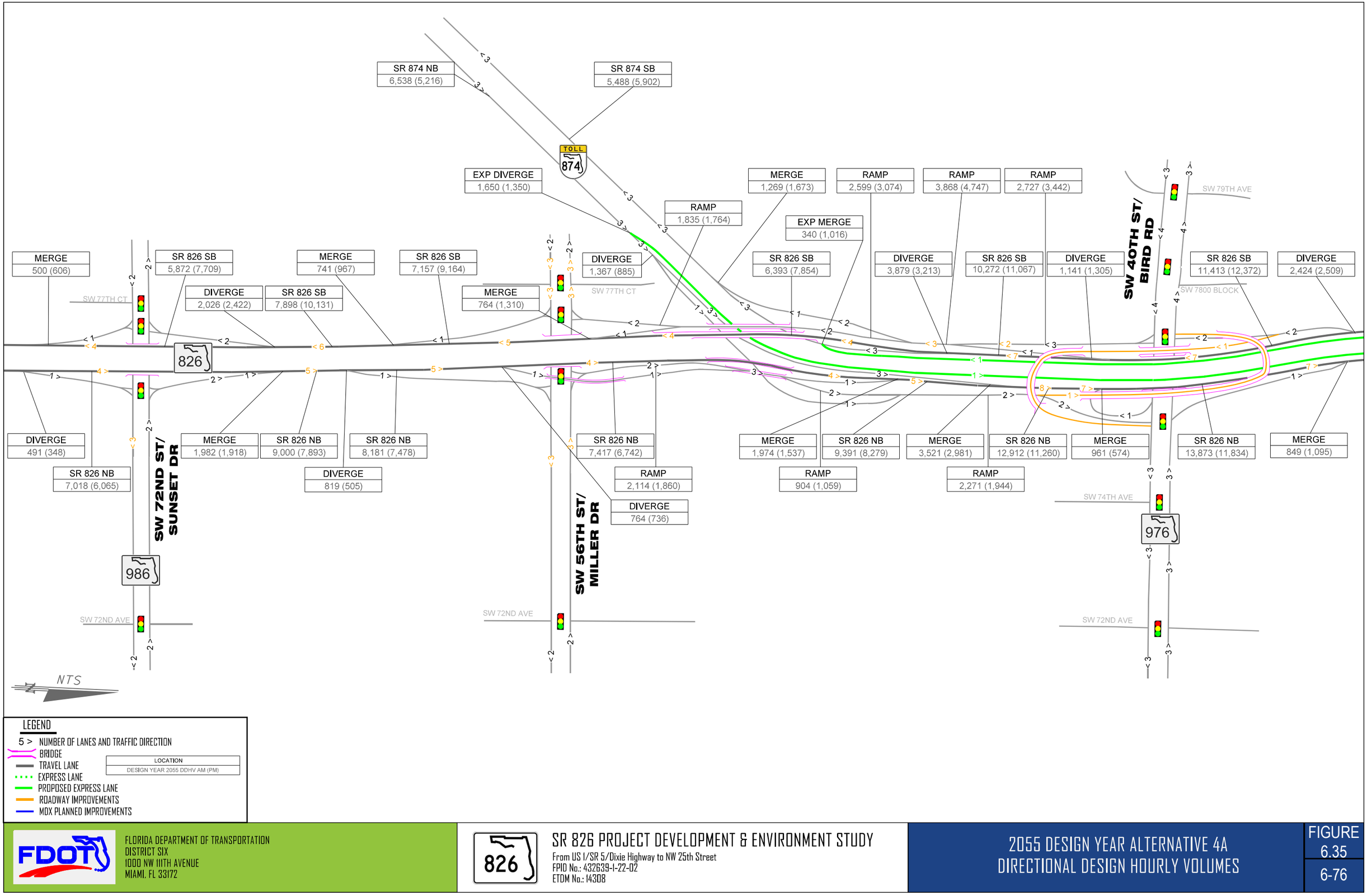
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4A DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.35



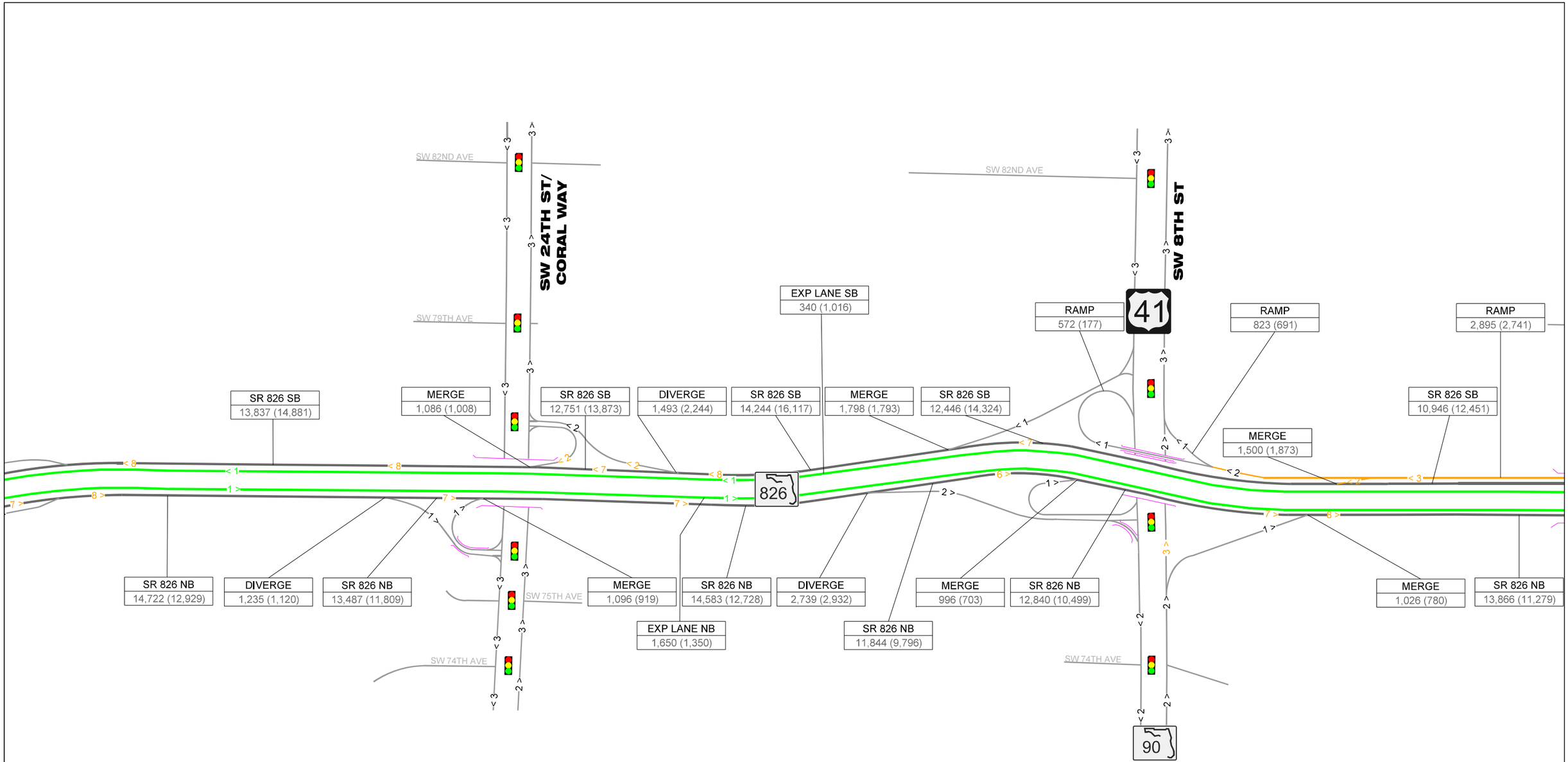
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From US 1/SR 5/Dixie Highway to NW 25th Street
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ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4A
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.35



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2055 DESIGN YEAR ALTERNATIVE 4A DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.35

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS

NW 84TH AVE

NW 82ND AVE

SW 82ND AVE

FLAGLER ST

SW 79TH AVE

NW 25TH ST

RAMP 1,543 (1,592)

RAMP 1,351 (1,430)

RAMP 1,544 (1,311)

MERGE 3,294 (3,024)

RAMP 3,087 (2,903)

RAMP 718 (912)

SR 826 SB 7,652 (9,427)

DIVERGE 2,369 (1,991)

DIVERGE 493 (148)

SR 826 SB 10,021 (11,418)

SR 826 SB 10,514 (11,566)

DIVERGE 3,294 (3,269)

EXP LANES SB 349 (1,024)

SR 826 SB 13,808 (14,835)

MERGE 1,243 (3,229)

SR 826 SB 12,565 (11,606)

DIVERGE 2,195 (1,389)

MILAM DAIRY RD

DIVERGE 2,070 (1,683)

SR 826 NB 11,796 (9,596)

DIVERGE 3,291 (2,394)

SR 826 NB 8,505 (7,202)

MERGE 3,162 (2,910)

SR 826 NB 11,775 (10,134)

MERGE 2,530 (1,579)

SR 826 NB 14,305 (11,713)

DIVERGE 3,314 (2,415)

SR 826 NB 10,991 (9,298)

MERGE 1,413 (1,853)

SW 74TH AVE

RAMP 728 (867)

RAMP 1,839 (1,955)

RAMP 3,361 (2,771)

EXP DIVERGE 1,644 (1,492)

MERGE 1,702 (1,434)

SR 826 NB 8,613 (7,224)

EXP DIVERGE 1,500 (1,150)

EXP MERGE 50 (50)

EXP LANES NB 1,744 (1,612)

968

SW 72ND AVE

NW 72ND AVE

FDOT

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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4A DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.35

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

TRAVEL LANE

EXPRESS LANE

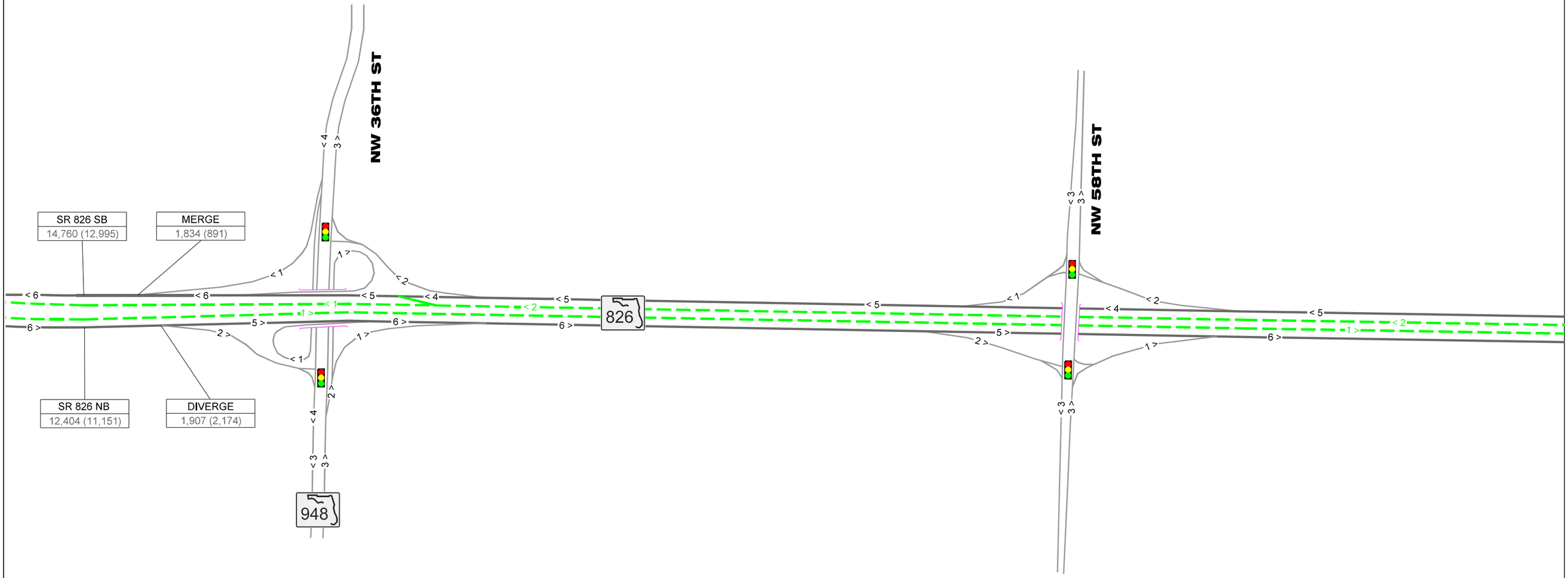
PROPOSED EXPRESS LANE

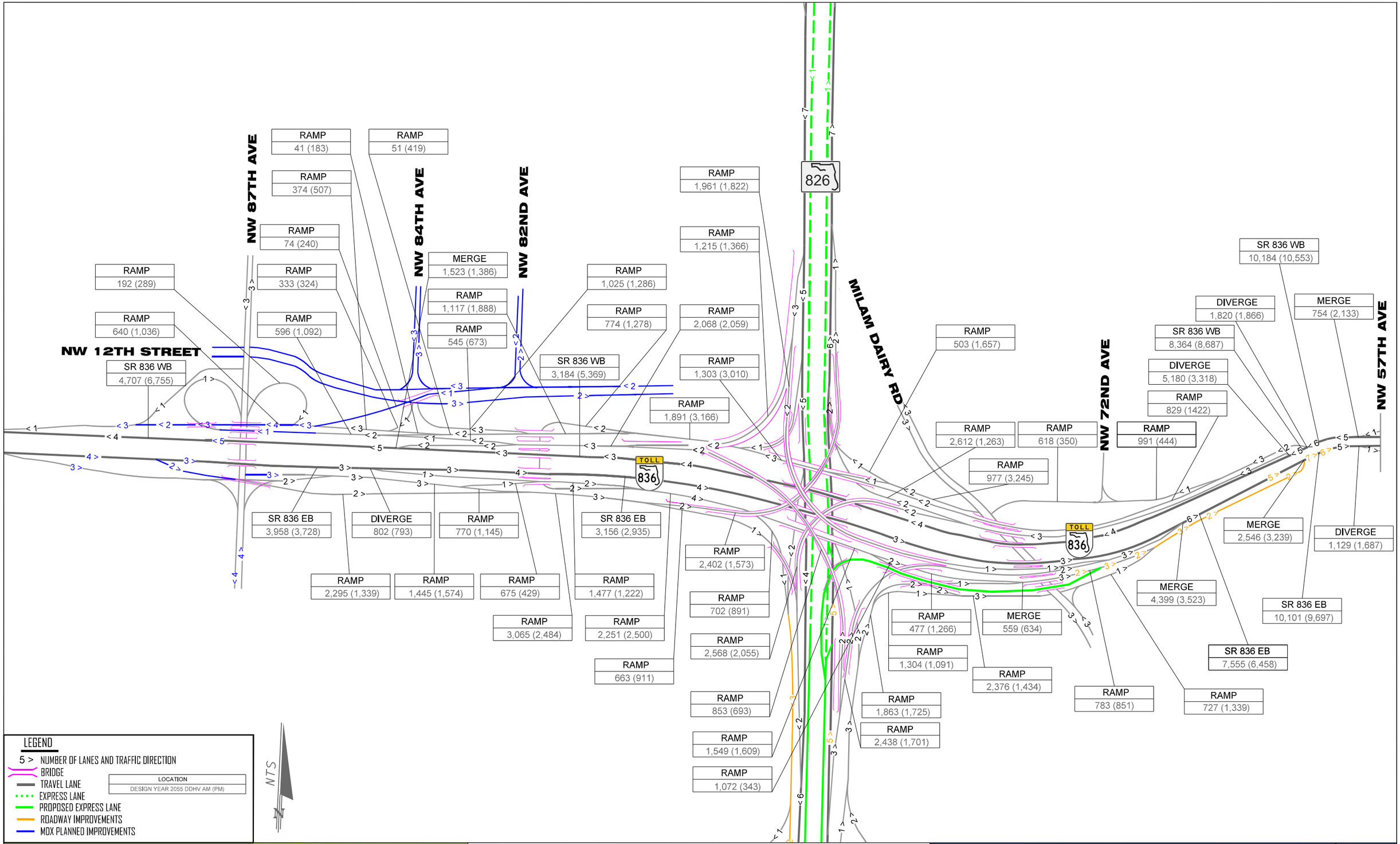
ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS





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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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ETDM No.: 14308

2055 DESIGN YEAR ALTERNATIVE 4A DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.35

Micro-Simulation Operational Analysis Results

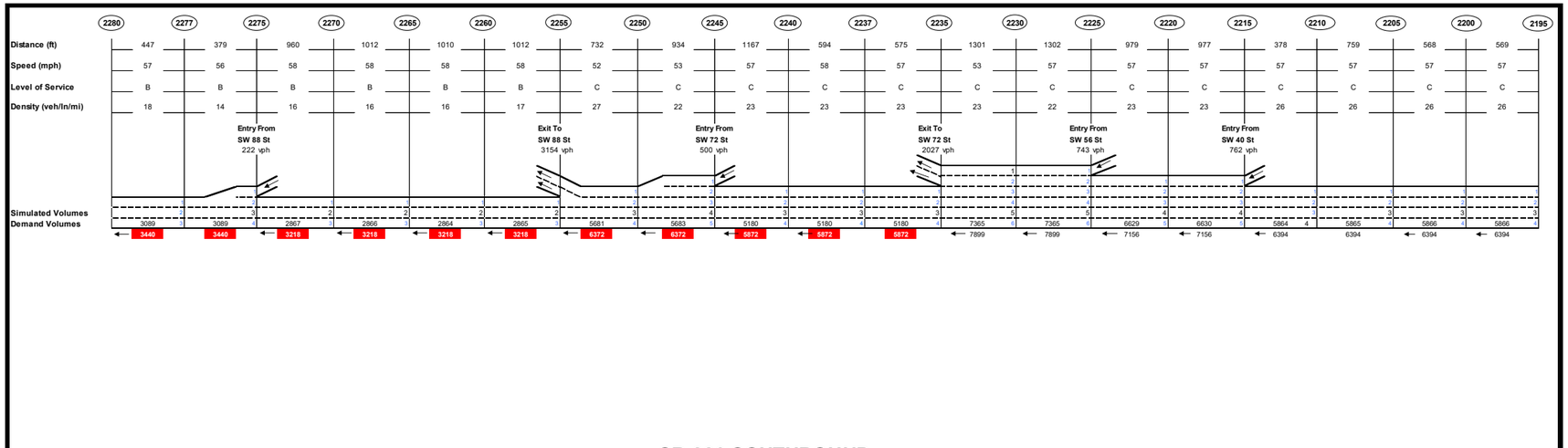
Results of the CORSIM analysis for the Alternative 4A mainline alternative are depicted in **Figures 6.36 and 6.37.** Alternative 4A average operating speeds along the northbound SR 826 travel lanes are approximately 41 mph (northbound, AM peak) and 38 mph (southbound, PM peak). The express lanes operate with speeds of approximately 55 mph in the northbound and southbound directions. Throughput is approximately 15,390 vph (northbound AM peak hour, peak-direction) and 15,780 (southbound, PM peak, peak direction). The following sections of SR 826 will experience substandard traffic operating conditions by 2055 under Build Alternative 4A:

- **Northbound SR 826 from SW 56th Street to SW 8th Street Off-Ramp (AM and PM peaks) –** The results indicate that traffic operations throughout much of this segment of SR 826 are expected to be at LOS E or F conditions during the AM and PM peak periods. Average operating speeds range from approximately 20 mph to 40 mph along this segment during the AM and PM peaks. It should be noted that all Build Alternatives experience traffic congestion within this segment of SR 826 due to excessive traffic demand.

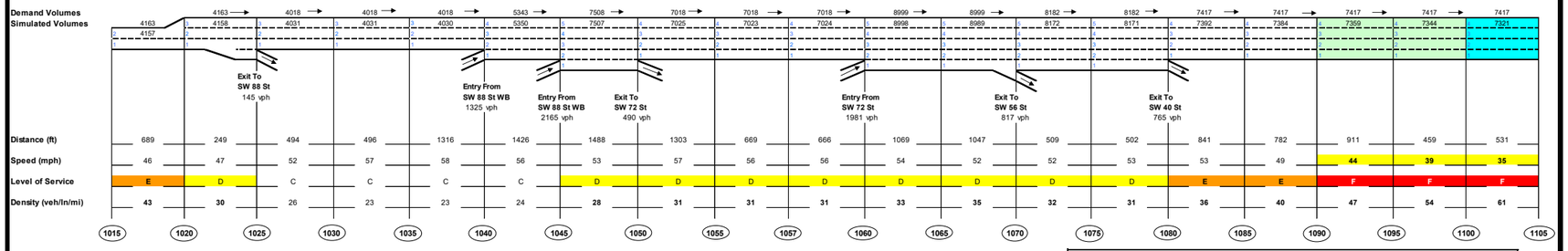
- **Northbound SR 826 from Eastbound Flagler Street On-Ramp to NW 36th Street Off-Ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E or F conditions during AM peak period. Average operating speeds are expected to range from approximately 30 to 50 mph during the AM peak. It should be noted that all build alternatives experience congestion within this segment of SR 826.

- **Southbound SR 826 from NW 36th Street to SR 836 On-Ramp (AM and PM Peak) –** The results indicate that traffic operations in the travel lanes along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 15 to 50 mph during the PM peak It should be noted that no capacity improvements are proposed within this section of SR 826 and operating conditions are similar in all Build Alternatives.

- **Southbound SR 826 from North of SW 72nd Street On-Ramp to SW 88th Street Off-Ramp (PM Peak) –** The results indicate that traffic operations in the travel lanes along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 35 to 45 mph during the PM peak.



SR-826 SOUTHBOUND



SR-826 NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring Density (Veh/LN/Hour)

Density above 75
Density above 55
Density above 43

Freeway LOS Coloring Density (Veh/Mi/Ln)

LOS A to C < 20
LOS D 20 - 35
LOS E 35 - 55
LOS F > 55

Speed (mph)

20 and below
20 - 30
30 - 45
45 and above

900 Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM
LOS Letter Grades based on density ranges specified in HCM

Figure 6.36 – 2055 Build 4A Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

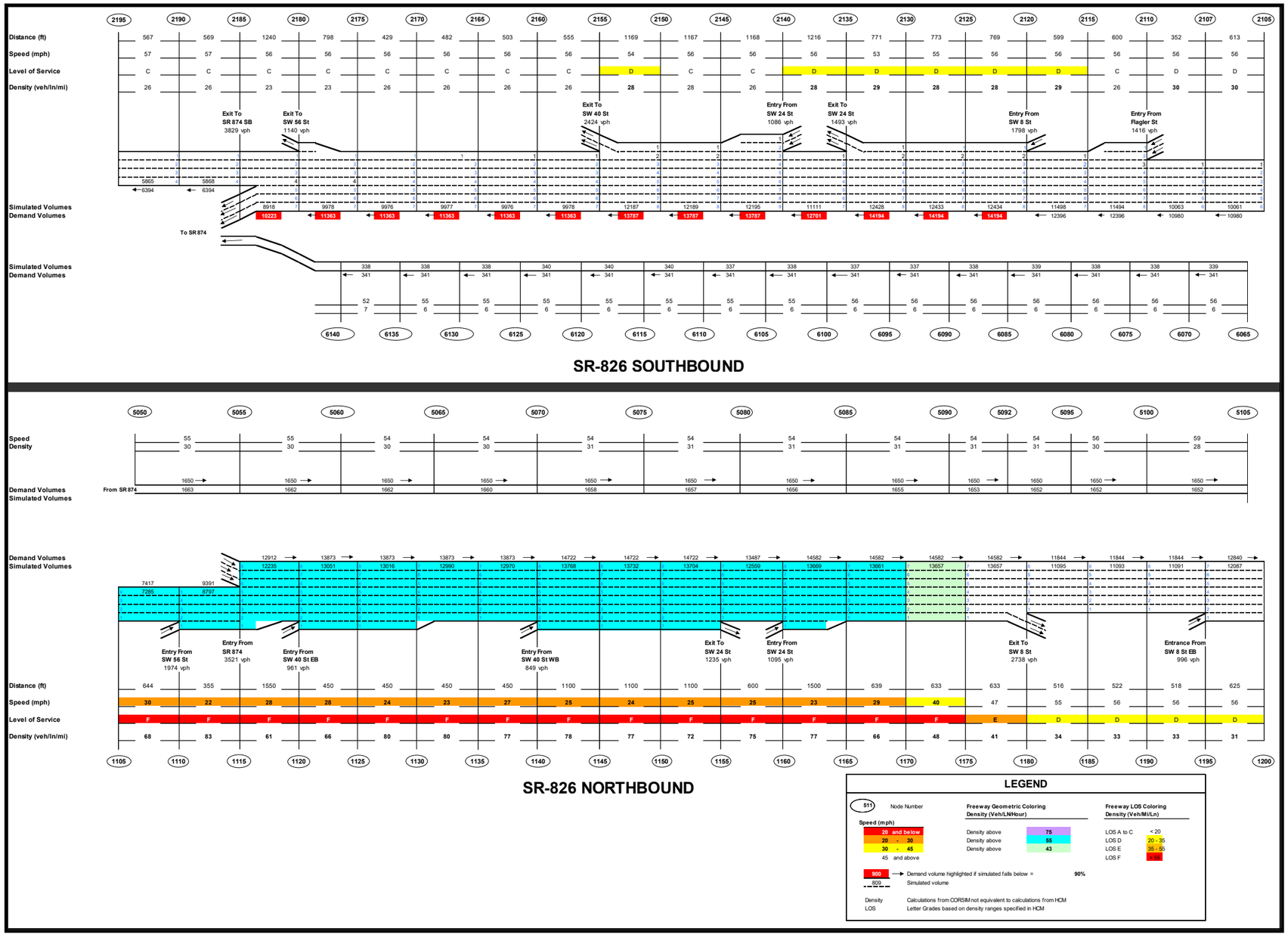


Figure 6.36 – 2055 Build 4A Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)

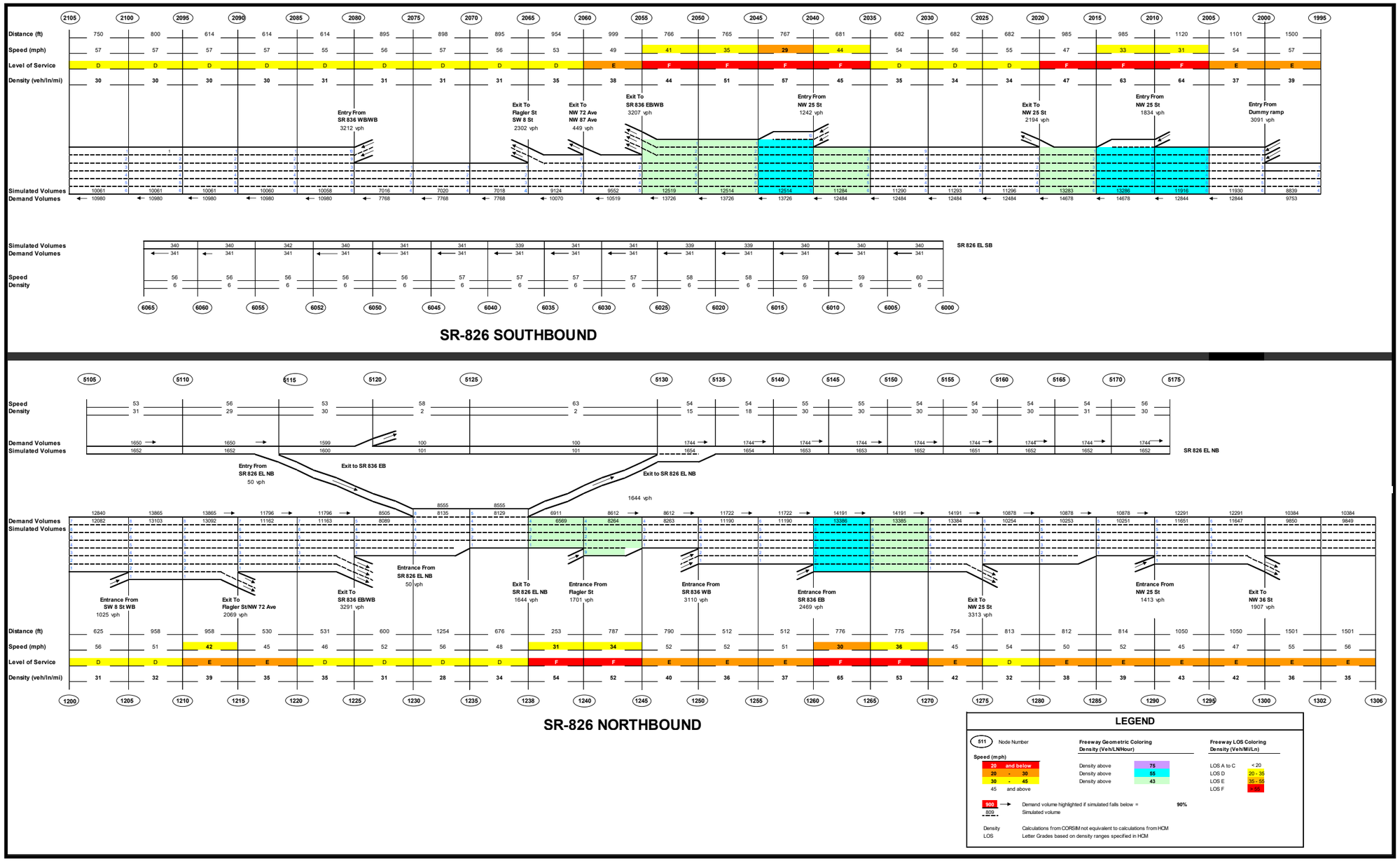
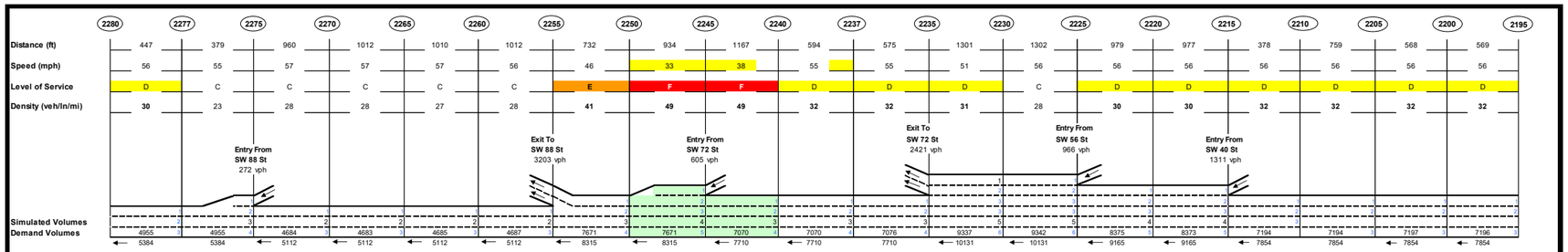
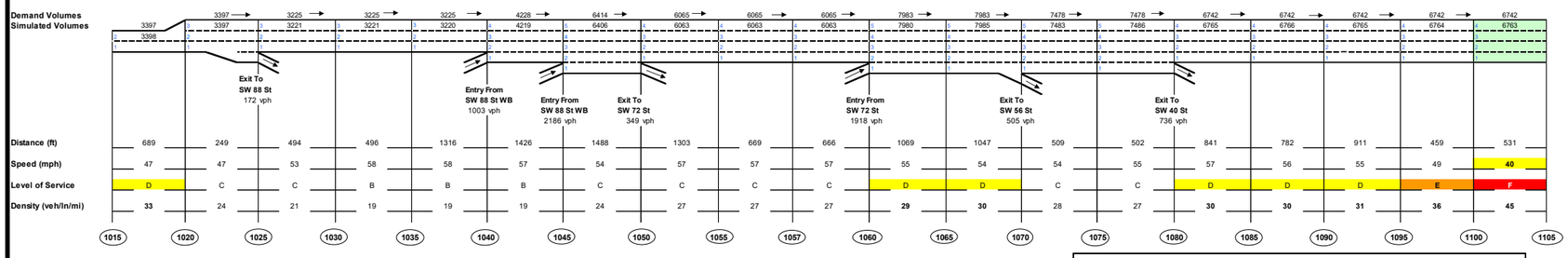


Figure 6.36 – 2055 Build 4A Mainline Model - CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)



SR-826 SOUTHBOUND



SR-826 NORTHBOUND

LEGEND

511 Node Number

Speed (mph)
20 and below
20 - 30
30 - 45
45 and above

Freeway Geometric Coloring Density (Veh/LN/Hour)
Density above 75
Density above 55
Density above 43

Freeway LOS Coloring Density (Veh/Mi/Ln)
LOS A to C < 20
LOS D 20 - 35
LOS E 35 - 55
LOS F > 55

900 Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM
LOS Letter Grades based on density ranges specified in HCM

Figure 6.37 – 2055 Build 4A Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

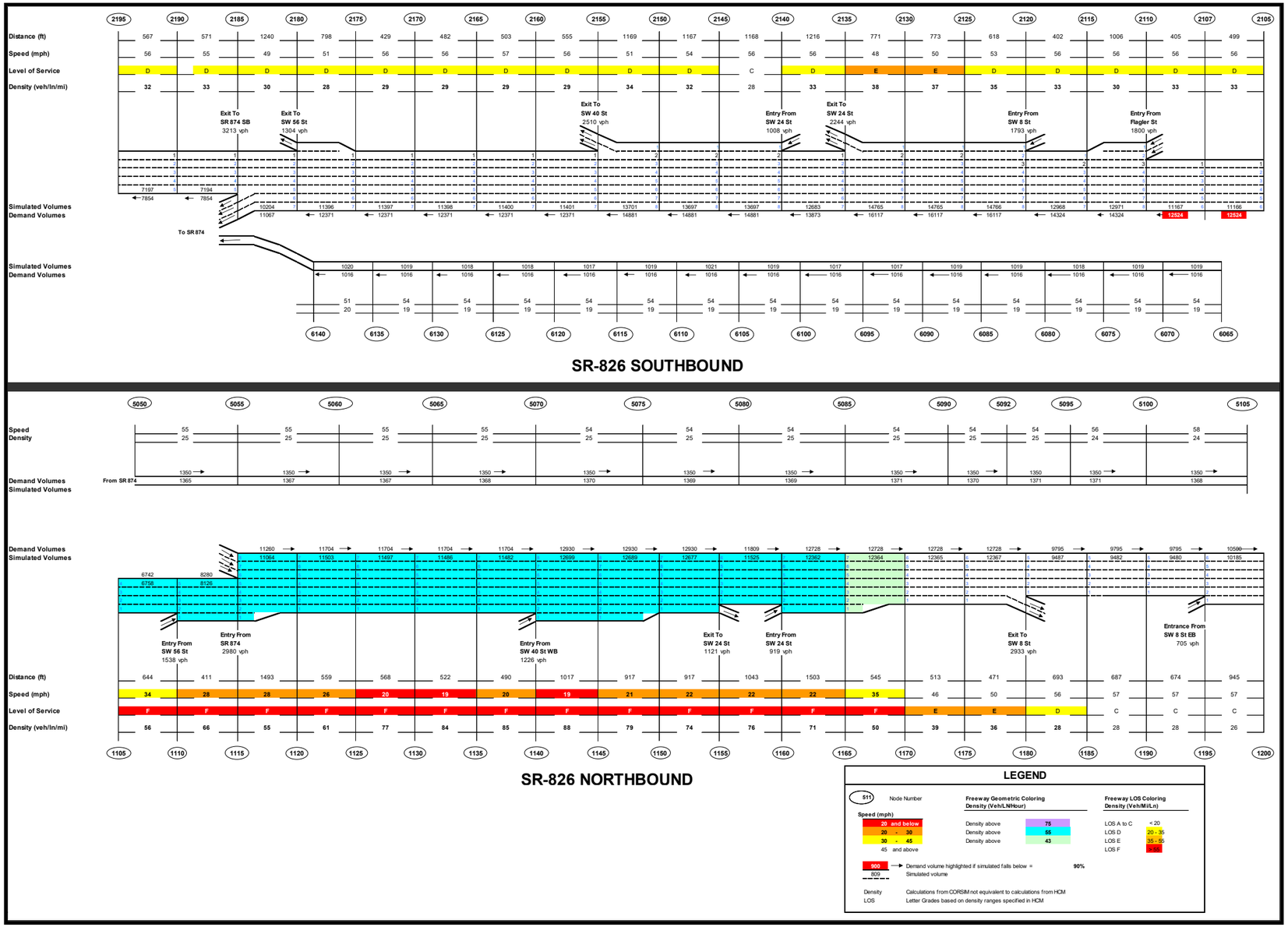


Figure 6.37 – 2055 Build 4A Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

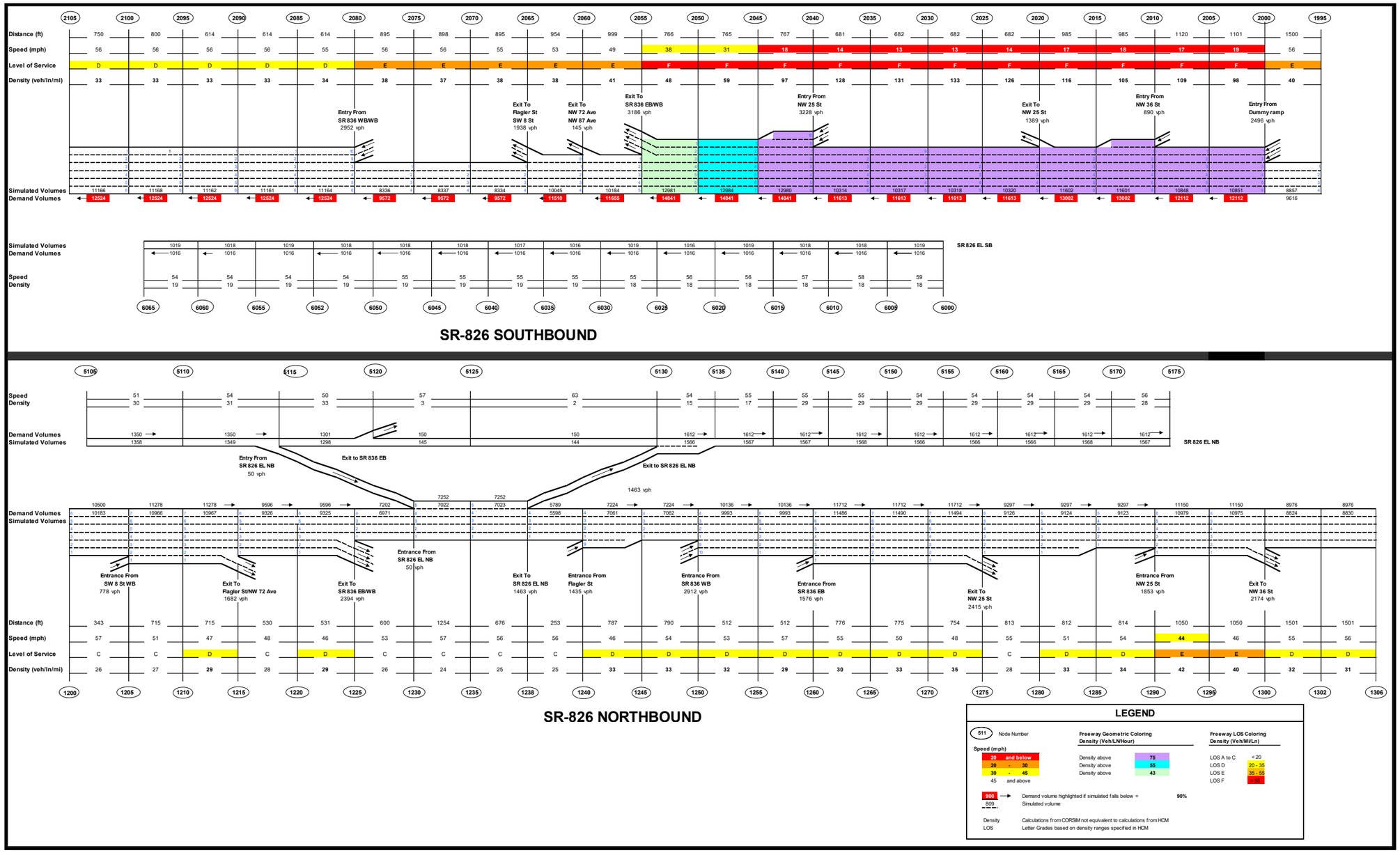


Figure 6.37 – 2055 Build 4A Mainline Model - CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

6.5 Selection of Preferred Alternative

The preferred alternative for the SR 826 corridor is Alternative 4A. Alternative 4A was selected based on the alternative alignment analysis and the evaluation results summarized in the PD&E Study. Alternative 4A will add the necessary lanes to improve traffic operations, safety, system linkage, regional connectivity, freight movement, interchange access, and emergency evacuation. Alternative 4A is the most prudent when compared with the other build alternatives for the following reasons:

System Linkage – Alternative 4A will match the planned improvements of the adjacent projects south and north of the project limits. FDOT recently constructed tolled express lanes from SR 836 to I-75 and is currently designing tolled express lanes from I-75 to I-95. Alternative 4A will provide a seamless express lanes system connection (connection from the proposed express lanes to the existing express lanes) between SR 874, I-75, and I-95, making the use of the express lanes more attractive within Miami-Dade County and across the county line with Broward County.

Regional Network Connectivity and Mobility – Alternative 4A is consistent with the FDOT regional connectivity and mobility vision of separating short trips from long trips to improve operations along SR 826, I-75, I-95, I-595, and Florida's Turnpike. The addition of express lanes further enhances mobility with a dedicated lane between south of SR 874 and north of SR 836, as well as a new SR 826 northbound median express lane connection to the SR 836 eastbound collector-distributor roadway system.

Safety – Alternative 4A will reduce long-term crashes related to heavy congestion and interchange access. It removes SR 874 traffic to and from the north from the SR 826 corridor between SR 874 and SR 836, which reduces SR 826 mainline weaving maneuvers, mainline and ramp speed differentials. The additional travel lane between SR 874 and SR 836 will reduce mainline lane-changing maneuvers and sideswipe crashes within the interchange limits. Alternative 4A offers more capacity compared to the other alternatives, accompanied by a corresponding reduction in congestion-related crashes. Separating long trips (especially from SR 874 and SR 836) from short trips by using the express lanes will alleviate traffic congestion approaching the interchanges and maximize throughput along the corridor.

Traffic Operations – The weighted average speed (travel lanes and express lanes) is much higher than the other alternatives. The express lane average speed during peak hours is expected to be 55 MPH. Travel lane travel times are lower than the other alternatives. Motorists who commute daily between SR 874, SR 836, and I-75 will benefit from using the express lanes, as they improve travel time during peak periods. Although trucks are not permitted in the express lanes, the enhanced traffic conditions along SR 826 would facilitate the movement and delivery of freight. Express lanes provide travel choices, reliability, and predictable travel times.

Travel Demand – Alternative 4A proposes additional lanes between SR 874 and SR 836. It processes the most throughput traffic when compared to the other alternatives. The express lanes remove 1,650 vehicles from the SR 826 travel lanes, improving the operations of the travel lanes. The express lane connection to SR 874, to and from the north, serves the number one origin and destination traffic pattern within the study limits.

Social and Neighborhood Impacts – Alternative 4A proposes the most lanes when compared to the other alternatives. The additional lanes provide enhanced movement between local communities and businesses for the entire project limits, and more between SR 874 and SR 836 with the additional travel lane. Alternative 4A enhances existing access to SR 874 from and to SR 826 north via the express lanes.

Evacuation Route – The Alternative 4A corridor operating speed is higher than the other alternatives and proposes the most number of lanes. The additional capacity will enhance emergency and rescue services for the entire project limits. Express lanes will provide an opportunity for emergency and rescue services to bypass congested areas and improve response times between south of SR 874 and north of SR 836. Toll collection will enable the funding and enhancement of incident management along the corridor. The express lanes will make the corridor more effective during emergency evacuation events and emergency response.

Transit Opportunity – Alternative 4A will create an opportunity for a Bus Rapid Transit service operating within the express lanes system (continuously on a dedicated lane) that will connect with SR 836, and with the SR 826, I-75, and I-95 express lane systems. This transit service could have potentially scheduled stops at other park-and-ride lots within the County. The additional lanes along the corridor will provide opportunities for transit expansion along the crossing roadways and along the SR 826 travel lanes.

Future Technology – The section between SR 874 and SR 836 is the one that carries the most traffic. Therefore, the separation between the express lanes and the travel lanes in this section, in addition to the selected access points, will enable new technology (i.e., autonomous or connected vehicles) to be separated from older technological vehicles in the future.

Based on the evaluation conducted and documented in this study, Alternative 4A will meet and exceed the project's Purpose and Need and the overall objectives of this PD&E Study.

The evaluation matrix is presented in ***Table 6.1***. Each variable/parameter was ranked with either a 1, 2 or 3, where 1 is considered the best alternative. The rankings were then added at the end of the table. The alternative with the lowest total at the end of the table is considered the best alternative.

Table 6.1 - Evaluation Matrix

Variables/ Parameters	No-Build Alternative	Build Alternative 1 Add an additional Travel Lane between US 1 and SR 836	Build Alternative 3 Add one Un-tolled Managed Lane between US 1 and SR 836	Build Alternative 4 Add an additional Travel Lane between US 1 and SR 874 and Add one Express Lane between SR 874 and SR 836	Build Alternative 4A Add an additional Travel Lane between US 1 and SR 836 and Add one Express Lane between SR 874 and SR 836	Best Build Alternative Lowest Score			
						Alt. 1	Alt. 3	Alt. 4	Alt. 4A
ENGINEERING									
Multimodal Facilities	No change	Provides additional capacity. Improves bicycle and pedestrian facilities (at select interchanges). Provides the ability to add Bus Rapid Transit along the **inside shoulder of the corridor during peak hours.**	Provides additional capacity. Improves bicycle and pedestrian facilities (at select interchanges). Provides the ability to add Bus Rapid Transit **continuously on the Managed Lanes** along the corridor.	Provides additional capacity. Improves bicycle and pedestrian facilities (at select interchanges). Provides the ability to add Bus Rapid Transit along the **inside shoulder of the corridor during peak hours between US 1 and SR 874, and on the Express Lanes between SR 874 and SR 836, with direct access to SR 874 to and from the north.**	**Provides more capacity when compared to the other alternatives, with an additional Travel Lane between SR 874 and SR 836.** Improves bicycle and pedestrian facilities (at select interchanges). Provides the ability to add Bus Rapid Transit along the inside shoulder of the corridor during peak hours between US 1 and SR 874, and on the Express Lanes between SR 874 and SR 836, with direct access to SR 874 to and from the north.	**4**	**2**	**3**	**1**
Mobility	Increased congestion No local network improvements. No regional network improvements.	Provides additional capacity. Improves traffic operations in the area (local).	Provides additional capacity. Improves traffic operations in the area (local **& regional**). **Managed Lane exclusive lane from US 1 to SR 836.** **Managed Lane direct connection with the express lanes north of SR 836.** **New SR 826 northbound median Managed Lane connection to the SR 836 eastbound collector distributor roadway system.** **No Managed Lane connection to SR 874.** **No ability to control traffic entering the Managed Lane.**	Provides additional capacity. Improves traffic operations in the area (local & regional). **Express Lanes southbound extension from SR 836 to SR 874 with a SR 874 direct connection with the express lanes to and from the north.** New SR 826 northbound median **Express Lane** connection to the SR 836 eastbound collector distributor roadway system. **Express lanes provide travel choices and predictable travel times.**	**Provides more capacity when compared to the other alternatives, with an additional Travel Lane between SR 874 and SR 836. Improves local mobility with the additional Travel Lane.** Improves traffic operations in the area (local & regional). Express Lanes southbound extension from SR 836 to SR 874 with a SR 874 direct connection with the express lanes to and from the north. New SR 826 northbound median Express Lane connection to the SR 836 eastbound collector distributor roadway system. Express lanes provide travel choices and predictable travel times.	**4**	**3**	**2**	**1**
Safety Improvements	Includes planned/ programmed improvements. No other long-term improvements.	Reduces long-term crashes related to heavy congestion and interchange access.	Reduces long-term crashes related to heavy congestion and interchange access. **Managed Lane separates potential transit buses from the other vehicles.** **Managed Lane separates SR 826 short and long trips.**	Reduces long-term crashes related to heavy congestion and interchange access. **Removes SR 874 traffic to and from the north from the SR 826 corridor between SR 874 and SR 836, which reduces SR 826 mainline weaving maneuvers, mainline and ramp speed differentials.**	Reduces long-term crashes related to heavy congestion and interchange access. Removes SR 874 traffic to and from the north from the SR 826 corridor between SR 874 and SR 836, which reduces SR 826 mainline weaving maneuvers, mainline and ramp speed differentials. **The additional Travel Lane between SR 874 and SR 836 will reduce mainline lane-changing maneuvers and sideswipe crashes within the interchange limits.** **Provides more capacity when compared to the other alternatives, with a corresponding reduction in congestion-related crashes.**	**4**	**3**	**2**	**1**
Maintenance of Traffic	No construction impacts	**Moderate impacts during construction.** **Less impacts when compared to the other alternatives.**	**High impacts during construction.**	**Moderate impacts during construction.** **More impacts than Alternative 1.**	**Moderate/High impacts during construction.**	**1**	**4**	**2**	**3**
Purpose and Need	Does not meet	Meets all five areas.	Meets and **enhances** all five areas.	Meets and **enhances** all five areas.	Meets and **exceeds** all five areas.	**3**	**2**	**2**	**1**
2055 Traffic Demand	Over capacity No long-term improvements	**Lowest throughput traffic when compared to the other alternatives.** Corridor will be at capacity by the year 2040.	**Throughput traffic higher than Alternative 4, lower than Alternative 4A.** **Managed Lanes remove 1,650 vehicles from the SR 826 Travel Lanes.** **No Managed Lane connection to SR 874.** Corridor will be at capacity by the year 2040.	**Throughput traffic lower than Alternative 3 and 4A.** **Express Lanes** remove 1,650 vehicles from the SR 826 Travel Lanes. **Express lane connection to SR 874 to and from the north, serving the #1 origin and destination traffic pattern within the study limits.** Corridor will be at capacity by the year 2040.	**Highest throughput traffic when compared to the other alternatives.** Express Lanes remove 1,650 vehicles from the SR 826 Travel Lanes. Express lane connection to SR 874 to and from the north, serving the #1 origin and destination traffic pattern within the study limits. **Corridor will be at capacity by the year 2051.**	**4**	**2**	**3**	**1**

Table 6.1 – Evaluation Matrix (Continued)

Variables/ Parameters	No-Build Alternative	Build Alternative 1 Add an additional Travel Lane between US 1 and SR 836	Build Alternative 3 Add one Un-tolled Managed Lane between US 1 and SR 836	Build Alternative 4 Add an additional Travel Lane between US 1 and SR 874 and Add one Express Lane between SR 874 and SR 836	Build Alternative 4A Add an additional Travel Lane between US 1 and SR 836 and Add one Express Lane between SR 874 and SR 836	Best Build Alternative Lowest Score			
						Alt. 1	Alt. 3	Alt. 4	Alt. 4A
2055 Traffic Operations	No long-term improvements Travel Lanes Average Speed 27-29 MPH	**Travel Lanes Average Speed 31-37 MPH Travel Lane travel times are higher than the other alternatives (between the years 2035 and 2055)**	**Managed Lanes Average Speed = 55 MPH Weighted Average Speed = 38-39 MPH (Travel Lanes and Managed Lanes) Travel Lane travel times are lower than Alternative 1, same as Alternative 4, and higher than Alternative 4A) (between the years 2035 and 2055)**	**Express Lanes** Average Speed = 55 MPH Weighted Average Speed = **44-47 MPH** (Travel Lanes and **Express Lanes**) Travel Lane travel times are lower than Alternative 1, same as **Alternative 3**, and higher than Alternative 4A) (between the years 2035 and 2055)	Express Lanes Average Speed = 55 MPH Weighted Average Speed = **45-48 MPH** (Travel Lanes and Express Lanes) **Travel Lane travel times are lower than the other alternatives (between the years 2035 and 2055)**	**4**	**3**	**2**	**1**
Future Technology - Autonomous/Connected Vehicles	Requires future reconstruction of the roadway to implement	Requires future reconstruction of the roadway to implement	**Infrastructure in-place. Separation between the Managed Lanes and Travel Lanes, in addition to the selected access points, will allow new technology to be separated from older technology.**	Infrastructure in-place. Separation between the **Express Lanes** and Travel Lanes, in addition to the selected access points, will allow new technology to be separated from older technology. **Requires future reconstruction of the roadway to implement between US 1 and SR 874.**	Infrastructure in-place. Separation between the express lanes and travel lanes, in addition to the selected access points, will allow new technology to be separated from older technology. Requires future reconstruction of the roadway to implement between US 1 and SR 874.	**3**	**1**	**2**	**2**
					Points	**27**	**20**	**18**	**11**
SOCIO-ECONOMIC									
Social and Neighborhood Impacts	None/No change	No anticipated negative impacts to existing access ways or routes. Additional lane provides enhanced movement between local communities and businesses for the entire project limits.	Additional lane provides enhanced movement between local communities and businesses for the entire project limits. **Visual and aesthetic negative impacts with Managed Lane long median bridge structure between south of SR 874 and north of Bird Road. Improvements encroach on the neighborhood south of Miller Road by closing SW 76th Avenue with a cul-de-sac.**	Additional lane provides enhanced movement between local communities and businesses for the entire project limits. **Enhances existing access to SR 874 to/from SR 826 north via Express Lanes.**	Additional lane provides enhanced movement between local communities and businesses for the entire project limits, **and more between SR 874 and SR 836 with the additional travel lane.** Enhances existing access to SR 874 to/from SR 826 north via Express Lanes.	**3**	**4**	**2**	**1**
Economic and Employment Impacts	No change	**Slight to moderate** improvements in mobility, throughput, travel speeds, and travel time. Supports economic development and reduces congestion.	**Moderate** improvements in mobility, throughput, travel speeds, and travel time. Supports economic development and reduces congestion. **Crash savings are higher than Alternative 1, same as Alternative 4, and lower than Alternative 4A. Road user costs are higher than Alternative 1, same as Alternative 4 and lower than Alternative 4A. (delay/travel time savings)**	**Moderate** improvements in mobility, throughput, travel speeds, and travel time. Supports economic development and reduces congestion. Crash savings are higher than Alternative 1, same as Alternative 3, and lower than Alternative 4A. Road user costs are higher than Alternative 1, same as Alternative 3 and lower than Alternative 4A. (delay/travel time savings)	**Moderate to high** improvements in mobility, throughput, travel speeds, and travel time. Supports economic development and reduces congestion. **Crash savings are higher than other alternatives. Road user costs lower than other alternatives (delay/travel time savings)**	**3**	**2**	**2**	**1**
Emergency Response	No change	Additional capacity will improve emergency and rescue services for the entire project limits. **Corridor operating speed is lower than the other alternatives**.	Additional capacity will improve emergency and rescue services for the entire project limits. **Managed lanes will provide an opportunity for emergency and rescue services to bypass congested areas and improve response times between US 1 and SR 836. Corridor operating speed is higher than Alternative 1, but lower than Alternatives 4 and 4A.**	Additional capacity will improve emergency and rescue services for the entire project limits. **Express lanes will provide an opportunity for emergency and rescue services to bypass congested areas and improve response times between SR 874 and SR 836. Corridor operating speed is higher than Alternatives 1 and 3, but lower than Alternative 4A. Tolls add the ability to fund and enhance incident management.**	Additional capacity will improve emergency and rescue services for the entire project limits, **and more between SR 874 and SR 836 with the additional travel lane. Express lanes will provide an opportunity for emergency and rescue services to bypass congested areas and improve response times between SR 874 and SR 836. Corridor operating speed is higher than the other alternatives**. Tolls add the ability to fund and enhance incident management.	**4**	**3**	**2**	**1**
					Points	**10**	**9**	**6**	**3**

Table 6.1 – Evaluation Matrix (Continued)

Variables/ Parameters	No-Build Alternative	Build Alternative 1 Add an additional Travel Lane between US 1 and SR 836	Build Alternative 3 Add one Un-tolled Managed Lane between US 1 and SR 836	Build Alternative 4 Add an additional Travel Lane between US 1 and SR 874 and Add one Express Lane between SR 874 and SR 836	Build Alternative 4A Add an additional Travel Lane between US 1 and SR 836 and Add one Express Lane between SR 874 and SR 836	Best Build Alternative Lowest Score			
						Alt. 1	Alt. 3	Alt. 4	Alt. 4A
ENVIRONMENT									
Noise Impacts	No effect Does not have the ability to add noise abatement.	Traffic noise level increases and potential negative impacts would be slightly **lower than the other alternatives.** **Less widening than the other alternatives.** The replacement and recommended noise barriers and associated costs are expected to be similar across all alternatives.	Traffic noise level increases and potential negative impacts would be slightly **higher than all the alternatives.** **Long and high (3rd Level) median bridge structure between south of SR 874 and north of Bird Road.** **More widening than the other alternatives.** The replacement and recommended noise barriers and associated costs are expected to be similar across all alternatives.	Traffic noise level increases and potential negative impacts would be slightly **higher than Alternative 1, but the same as Alternative 4A.** **Less widening than Alternative 4A.** **High corridor operating speed, but lower than Alternative 4A.** The replacement and recommended noise barriers and associated costs are expected to be similar across all alternatives.	Traffic noise level increases and potential negative impacts would be slightly **higher than Alternative 1, but the same as Alternative 4.** **Corridor operating speed is higher than the other alternatives**. The replacement and recommended noise barriers and associated costs are expected to be similar across all alternatives.	**1**	**3**	**2**	**2**
Contamination	No change	52 sites identified. 9 - High Risk Sites 12 - Medium Risk Sites 30 - Low Risk Sites 1 – No Risk Site	52 sites identified. 9 - High Risk Sites 12 - Medium Risk Sites 30 - Low Risk Sites 1 – No Risk Site	52 sites identified. 9 - High Risk Sites 12 - Medium Risk Sites 30 - Low Risk Sites 1 – No Risk Site	52 sites identified. 9 - High Risk Sites 12 - Medium Risk Sites 30 - Low Risk Sites 1 – No Risk Site	**1**	**1**	**1**	**1**
Listed Species	No impact	Low-Moderate Effects anticipated to West Indian manatee, Eastern indigo snake, and wood stork. No Effect to Florida bonneted bat, American crocodile, Everglade snail kite, Bartram's hairstreak butterfly, Florida leafwing butterfly, Miami blue butterfly, Miami tiger beetle, state listed species, and protected plants.	Low-Moderate Effects anticipated to West Indian manatee, Eastern indigo snake, and wood stork. No Effect to Florida bonneted bat, American crocodile, Everglade snail kite, Bartram's hairstreak butterfly, Florida leafwing butterfly, Miami blue butterfly, Miami tiger beetle, state listed species, and protected plants.	Low-Moderate Effects anticipated to West Indian manatee, Eastern indigo snake, and wood stork. No Effect to Florida bonneted bat, American crocodile, Everglade snail kite, Bartram's hairstreak butterfly, Florida leafwing butterfly, Miami blue butterfly, Miami tiger beetle, state listed species, and protected plants.	Low-Moderate Effects anticipated to West Indian manatee, Eastern indigo snake, and wood stork. No Effect to Florida bonneted bat, American crocodile, Everglade snail kite, Bartram's hairstreak butterfly, Florida leafwing butterfly, Miami blue butterfly, Miami tiger beetle, state listed species, and protected plants.	**1**	**1**	**1**	**1**
Wetland and Surface Water Impacts	No impact	**4.3 acres – Surface Water Features** No wetland mitigation required. No overall adverse impacts to wetland resources.	**5.8 acres – Surface Water Features** No wetland mitigation required. No overall adverse impacts to wetland resources.	**5.8 acres – Surface Water Features** No wetland mitigation required. No overall adverse impacts to wetland resources.	**6.4 acres – Surface Water Features** No wetland mitigation required. No overall adverse impacts to wetland resources.	**1**	**2**	**2**	**3**
Cultural/Historic/ Archaeological Impacts	No impact	No significant negative impacts are anticipated on the resources identified as NRHP eligible or listed.	No significant negative impacts are anticipated on the resources identified as NRHP eligible or listed.	No significant negative impacts are anticipated on the resources identified as NRHP eligible or listed.	No significant negative impacts are anticipated on the resources identified as NRHP eligible or listed.	**1**	**1**	**1**	**1**
					Points	**5**	**8**	**7**	**8**
COST									
Construction Cost	No construction No cost involved = $0	$900 million	$1.3 billion	$1.0 billion	$1.1 billion	**1**	**4**	**2**	**3**
Right of Way Impacts/ Relocations/Cost	None = $0	67 properties impacted Potential Relocations - TBD Right of way cost - $125 M	80 properties impacted Potential Relocations - TBD Right of way cost - $153 M	71 properties impacted Potential Relocations - TBD Right of way cost - $142 M	77 properties impacted Potential Relocations - TBD Right of way cost - $155 M	**1**	**4**	**2**	**3**
					Points	**2**	**8**	**4**	**6**
					Total Points	**44**	**45**	**35**	**28**

Bold text = Different feature/characteristic when compared to the other alternatives.
Alternative 2 was eliminated earlier in the concept development process.

7.0 PREFERRED ALTERNATIVE

7.1 PREFERRED ALTERNATIVE ROADWAY NETWORK

The preferred alternative proposes adding an additional travel lane in each direction between US 1 and SR 836, as well as an express lane in each direction between SR 874 and SR 836, with auxiliary lanes at select locations (see **Figure 7.1**). The preferred alternative provides additional lanes with restricted access points along the express lanes to separate short trips from long trips. The preferred alternative includes one potential access point in the southbound direction and three in the northbound direction to enter and exit the express lanes system. One of the northbound access points features a SR 836 ramp flyover system-to-system connection at the northern end of the project, linking the SR 826 northbound express lane from the median with the SR 836 eastbound collector-distributor roadway system

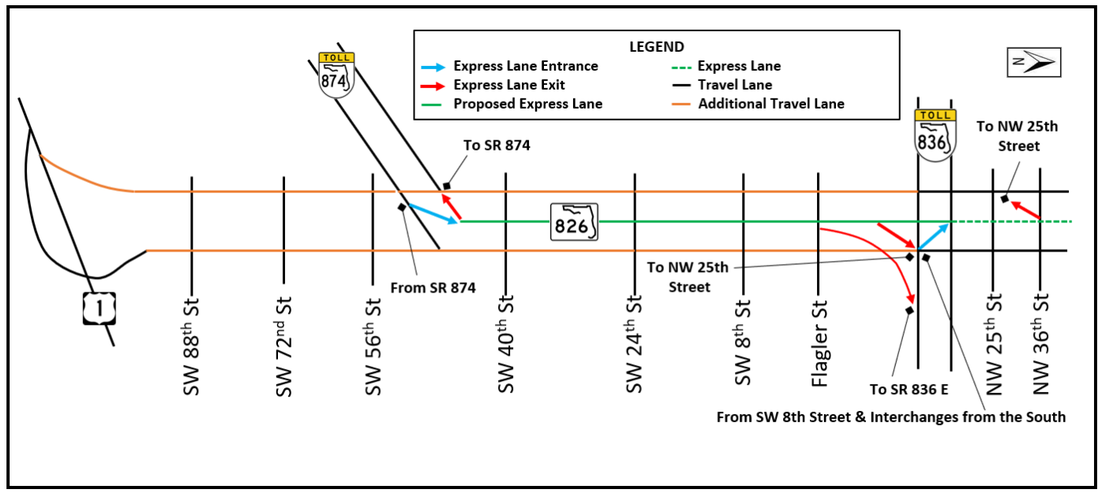


Figure 7.1 - Preferred Alternative Schematic Line Diagram

The preferred alternative roadway typical section between US 1 and SR 874 will consist primarily of seven to eight 12-foot wide travel lanes (four lanes in the northbound direction and three to four lanes in the southbound direction) with 12-foot wide auxiliary lanes at select locations, 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of fourteen 12-foot wide travel lanes (seven lanes in each direction) with 12-foot wide auxiliary lanes at select locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with tubular markers, and outside barrier walls. The two typical sections for SR 826 are depicted in ***Figure 7.2*** and ***Figure 7.3***.

The additional lanes will be constructed along SR 826 with major widening to the outside, approximately 9-50 feet. Eleven-foot wide lanes, reduced shoulder widths, and reduced buffer separations are being proposed north of SW 8th Street to avoid significant linear right of way impacts to numerous residential, industrial, and major retail sites. The reduced footprint width will also avoid the reconstruction of the recently completed SR 826/SR 836 Interchange, which is a multi-level system-to-system interchange. Eleven-foot wide lanes and narrow shoulders currently exist in this section of the corridor.

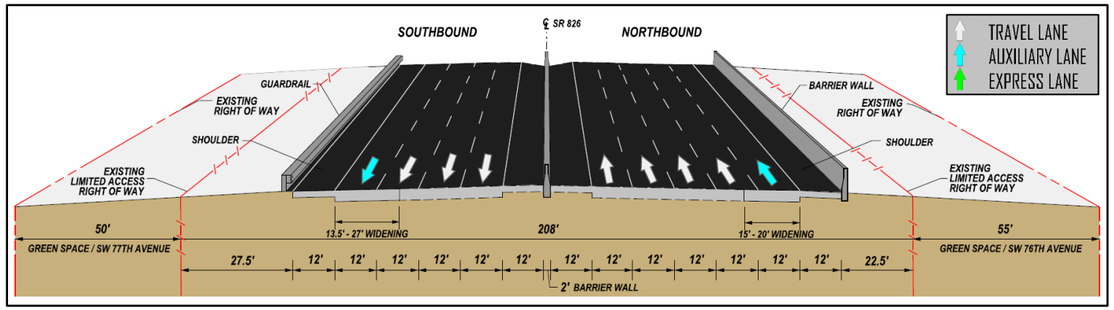


Figure 7.2 - Preferred Alternative Roadway Typical Section between US 1 and SR 874

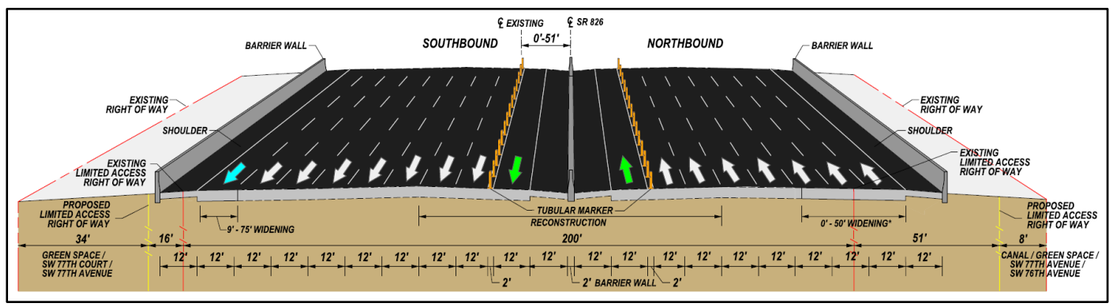
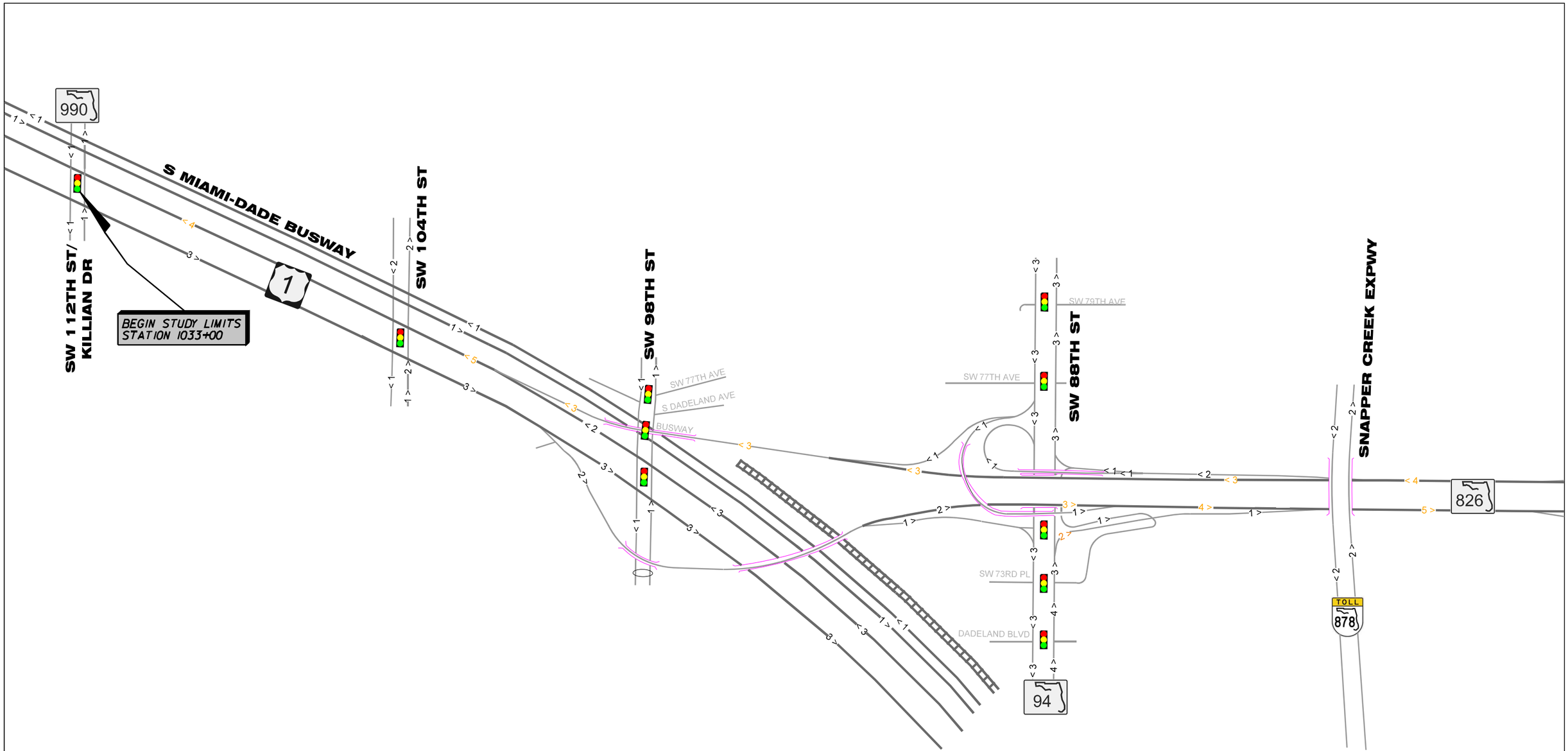


Figure 7.3 - Preferred Alternative Roadway Typical Section between SR 874 and SR 836

The preferred alternative is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. **Figure 7.4 and Appendix G** depict all the improvements proposed by the preferred alternative.



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

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

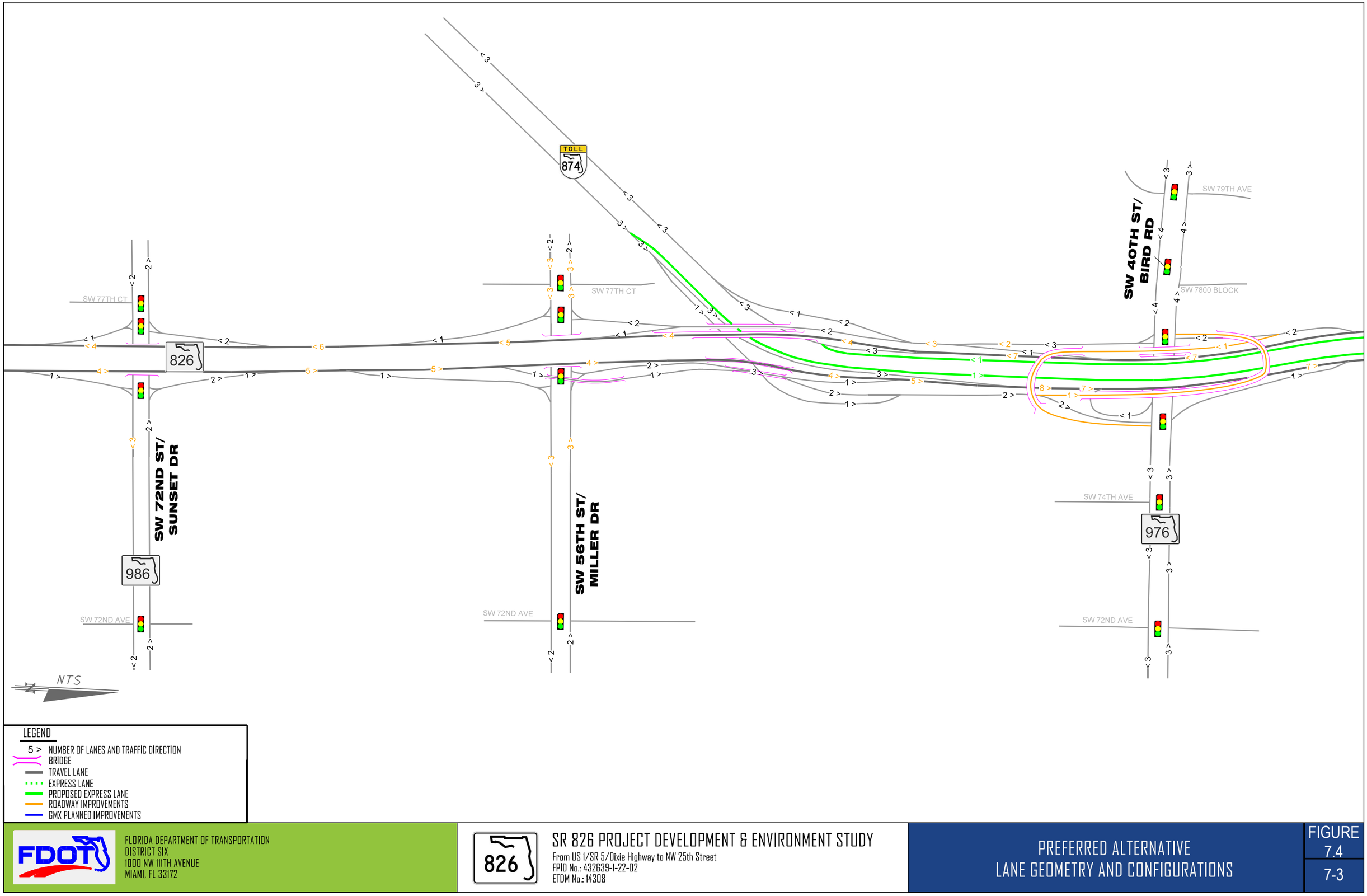
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATIONS

FIGURE 7.4



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

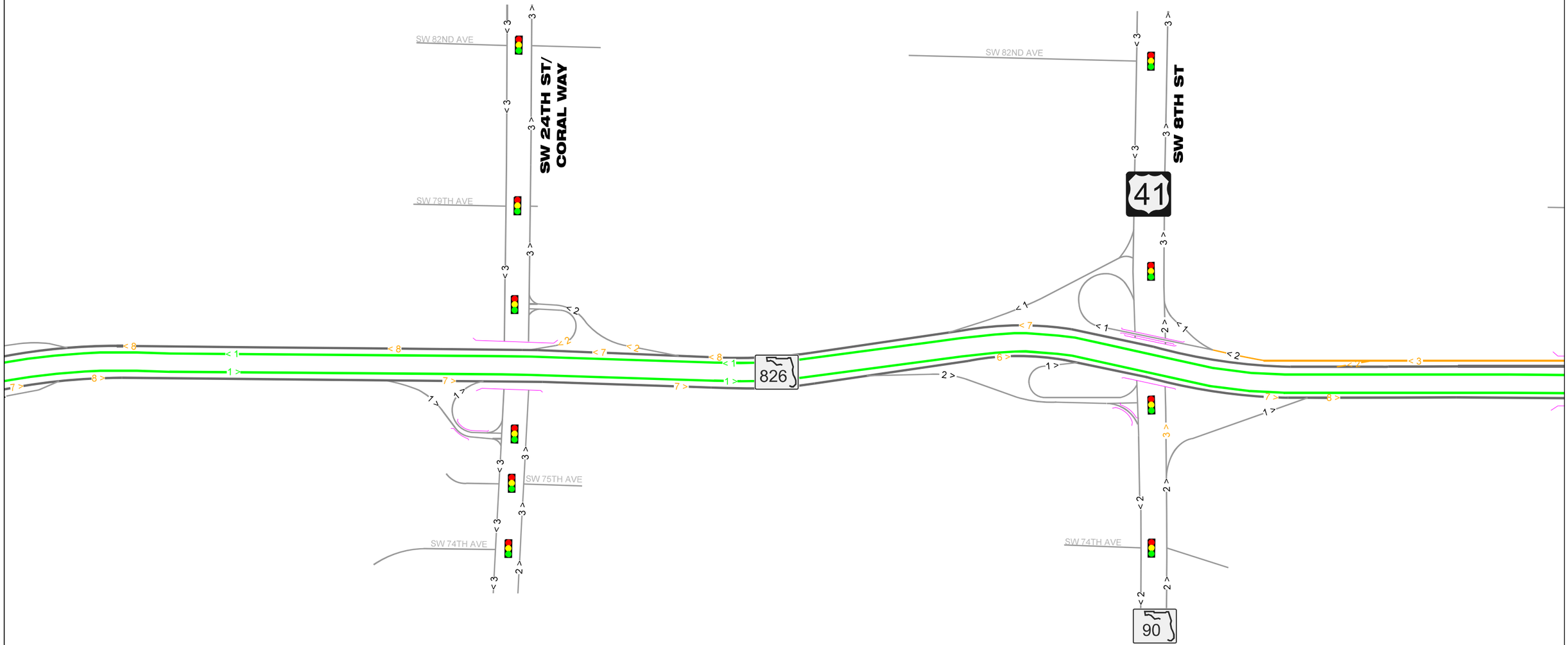
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FPID No.: 432639-1-22-02
ETDM No.: 14308

PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATIONS

FIGURE 7.4



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

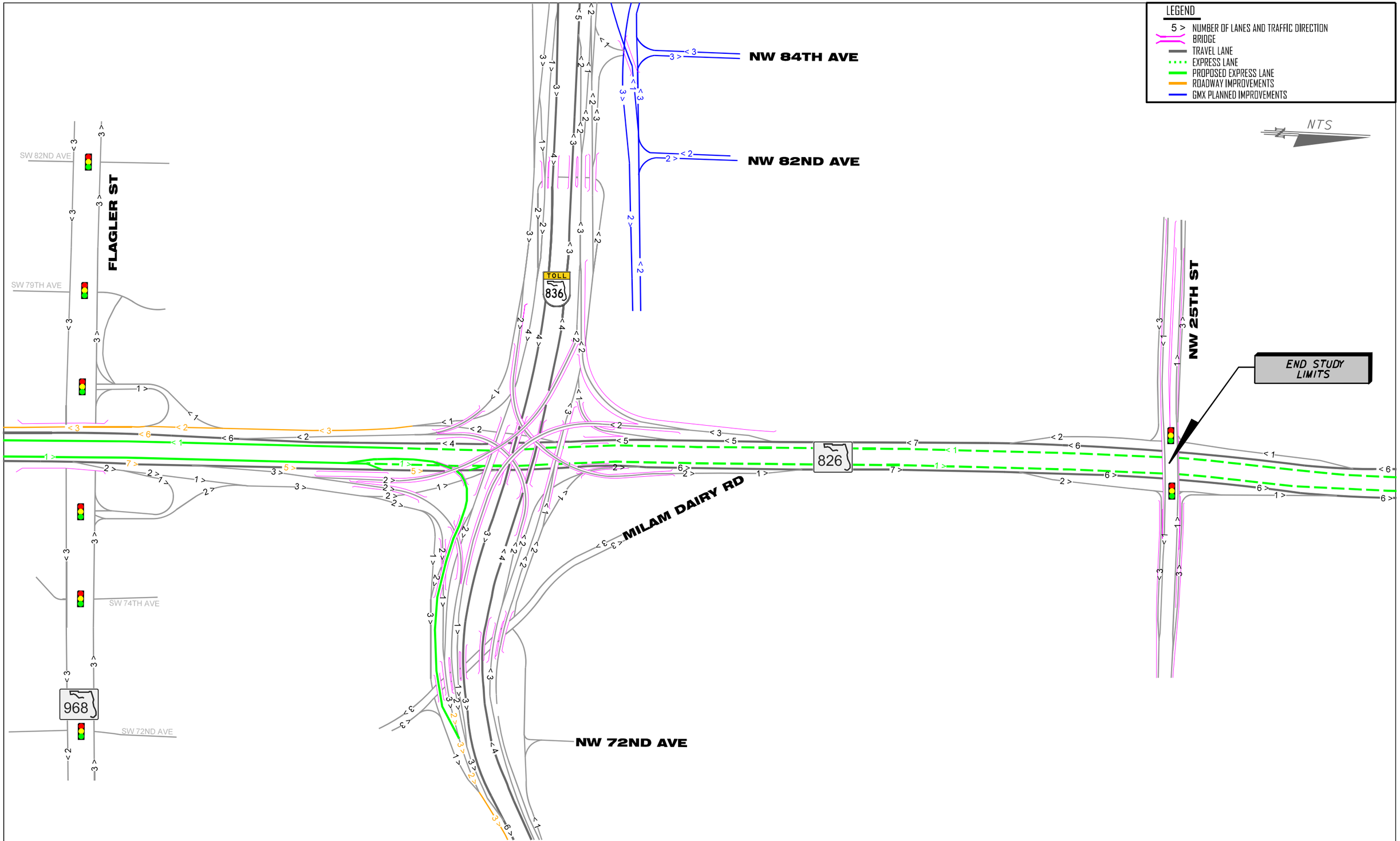
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PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATIONS

FIGURE 7.4



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FPID No.: 432639-1-22-02
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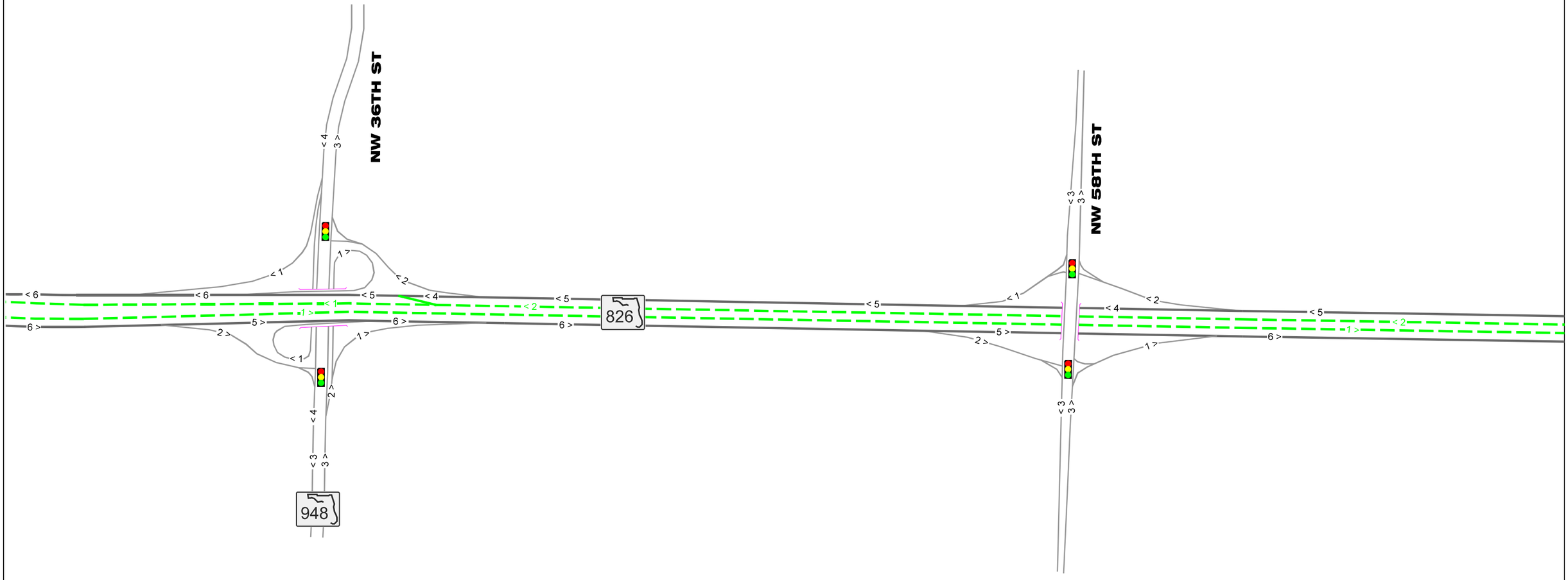
PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATIONS

FIGURE 7.4

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

NTS



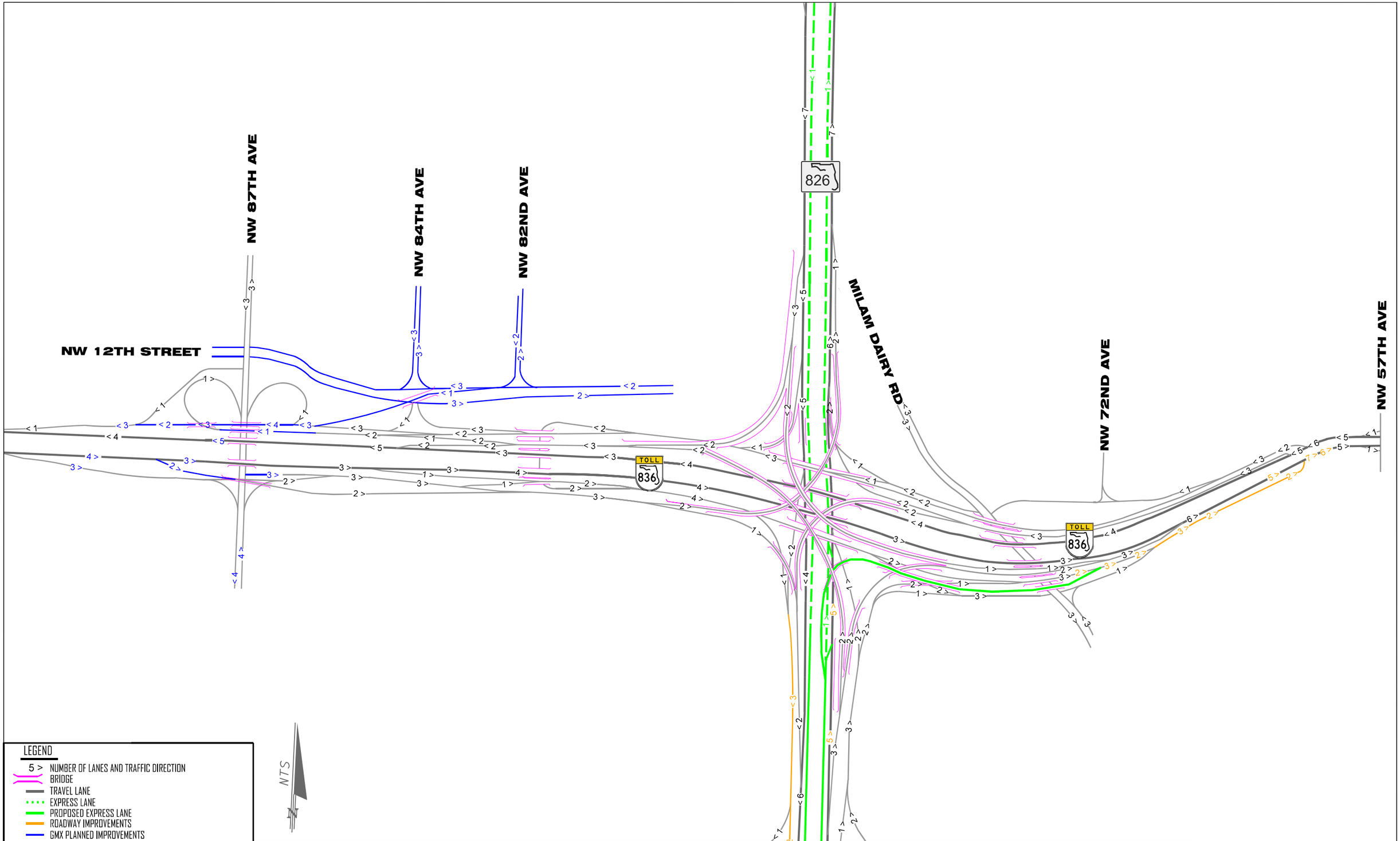
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PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATIONS

FIGURE 7.4



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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

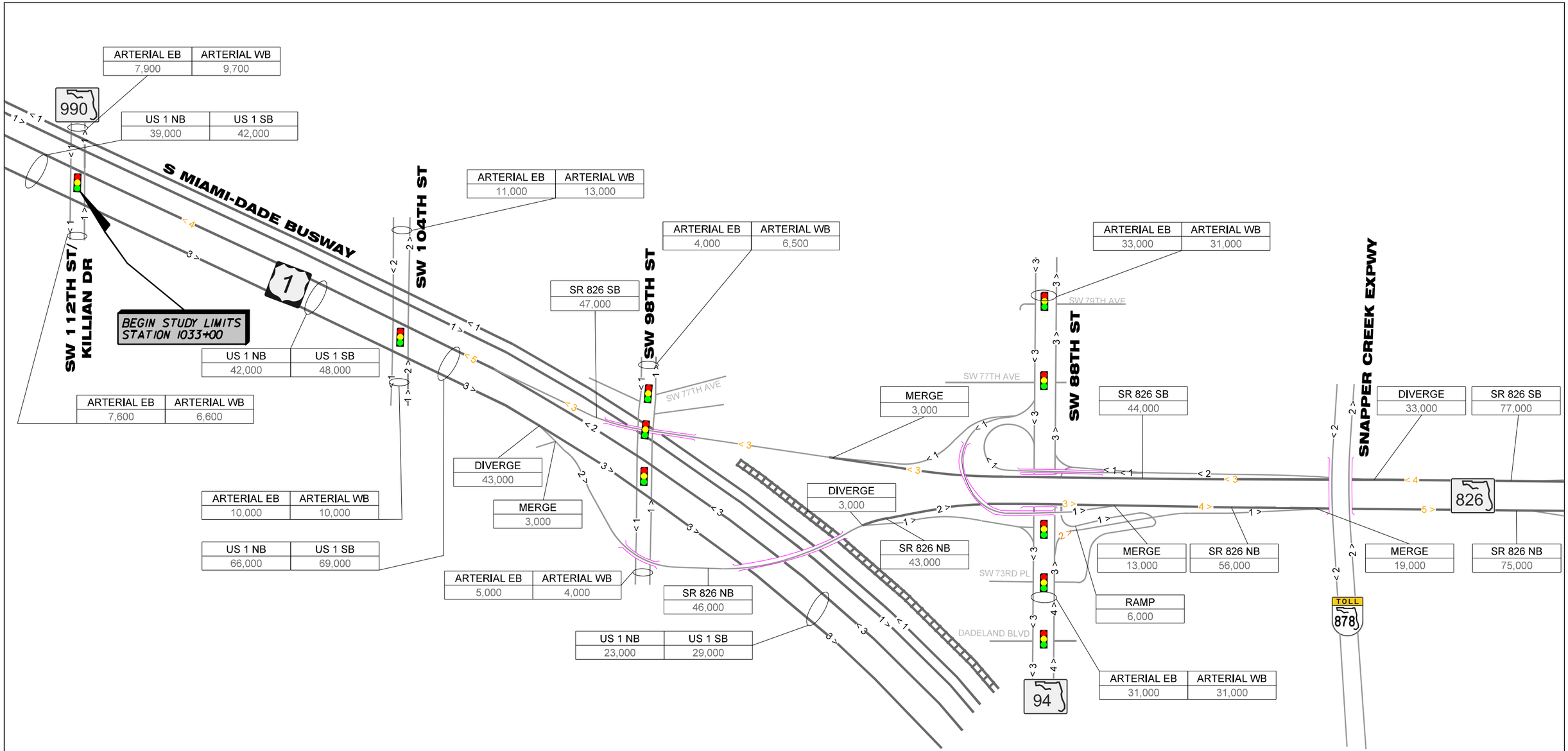
From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATIONS

FIGURE 7.4

7.2 Preferred Alternative – 2035 Traffic Forecast

Opening year 2035 traffic forecast was developed for the preferred alternative consistent with the methodology defined in **Section 2.0** of this SIMR. Opening year traffic was developed by interpolation between the years 2017 and 2055. **Figure 7.5** shows the preferred alternative 2035 AADT volumes for the study area. **Figure 7.6** shows the preferred alternative 2035 DDHV for the study area.



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 AADT

FDOT
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DISTRICT SIX
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MIAMI, FL 33172

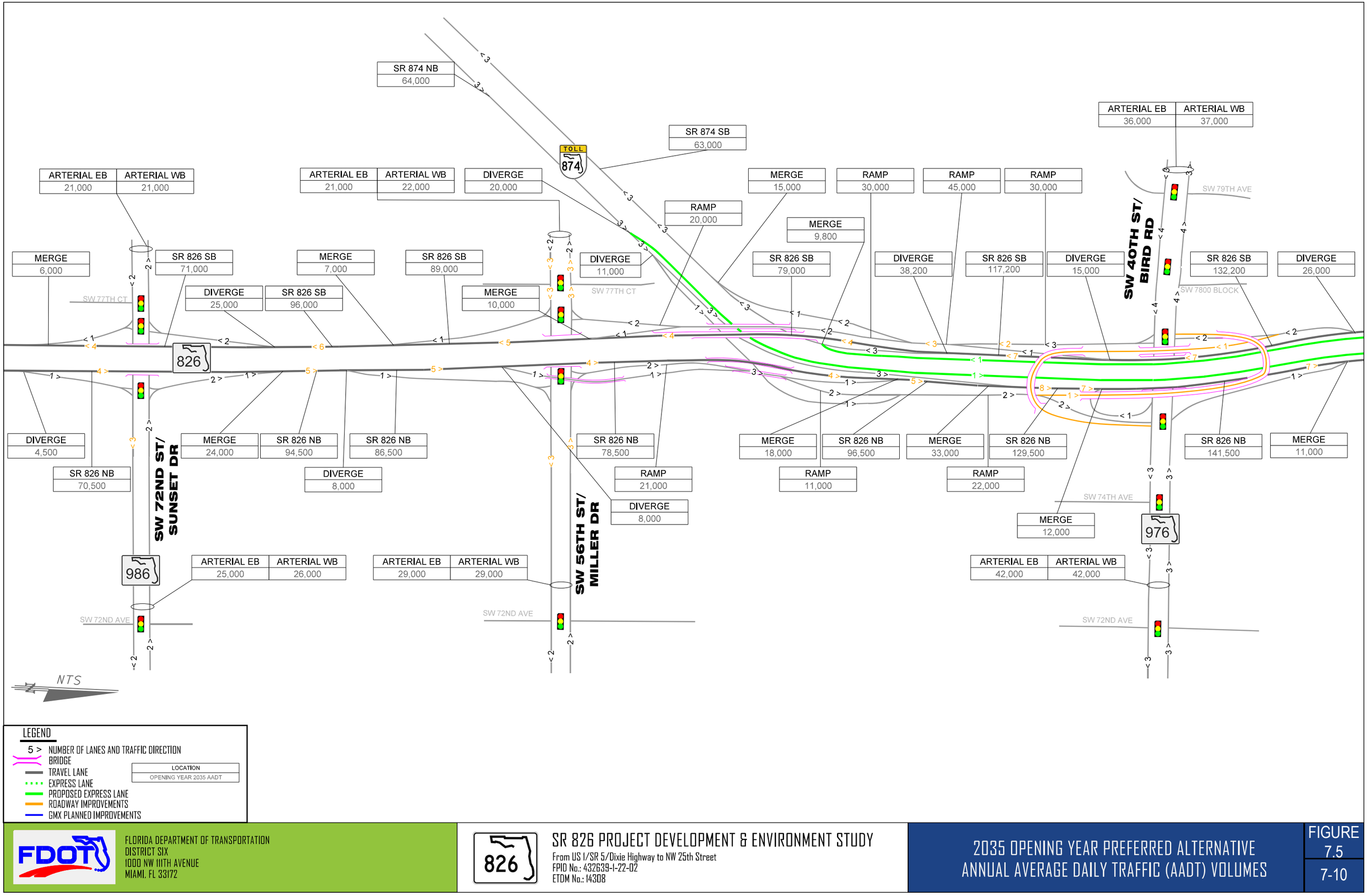
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2035 OPENING YEAR PREFERRED ALTERNATIVE
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5



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DISTRICT SIX
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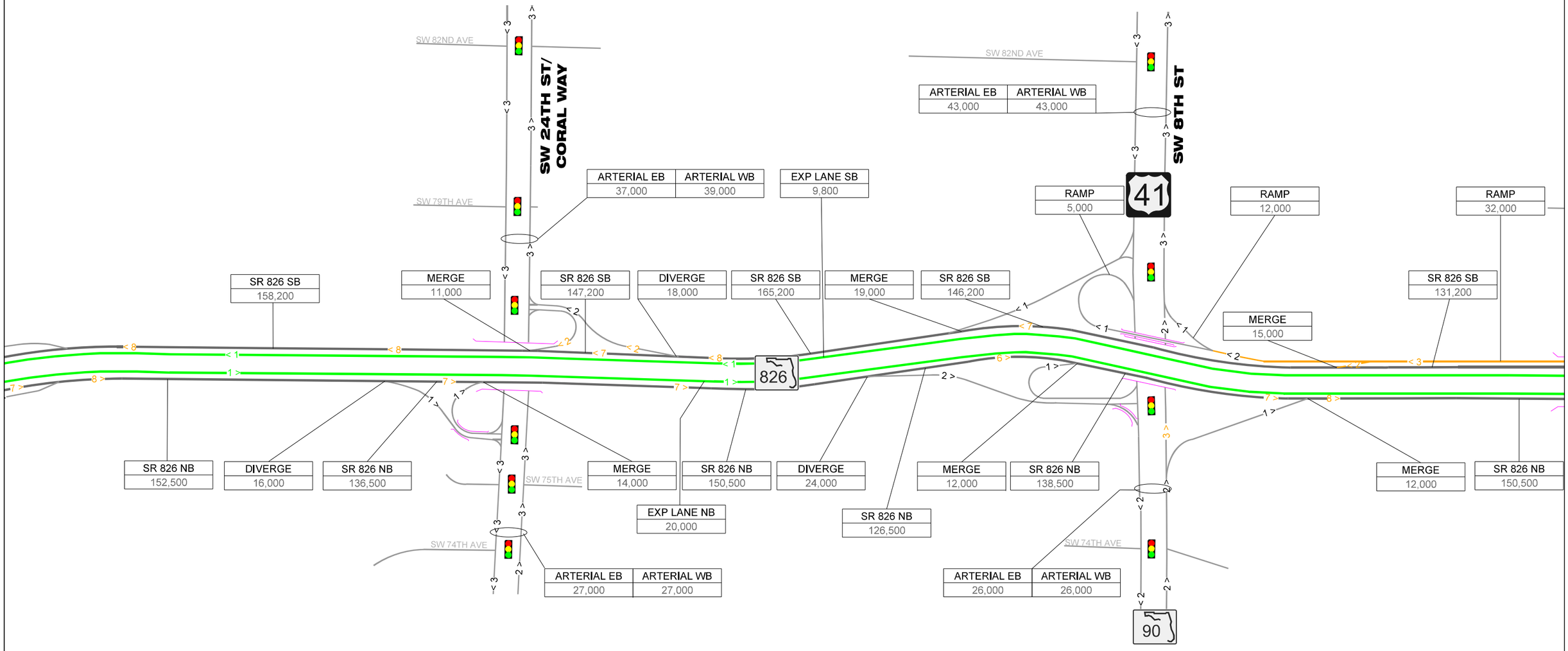
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 AADT

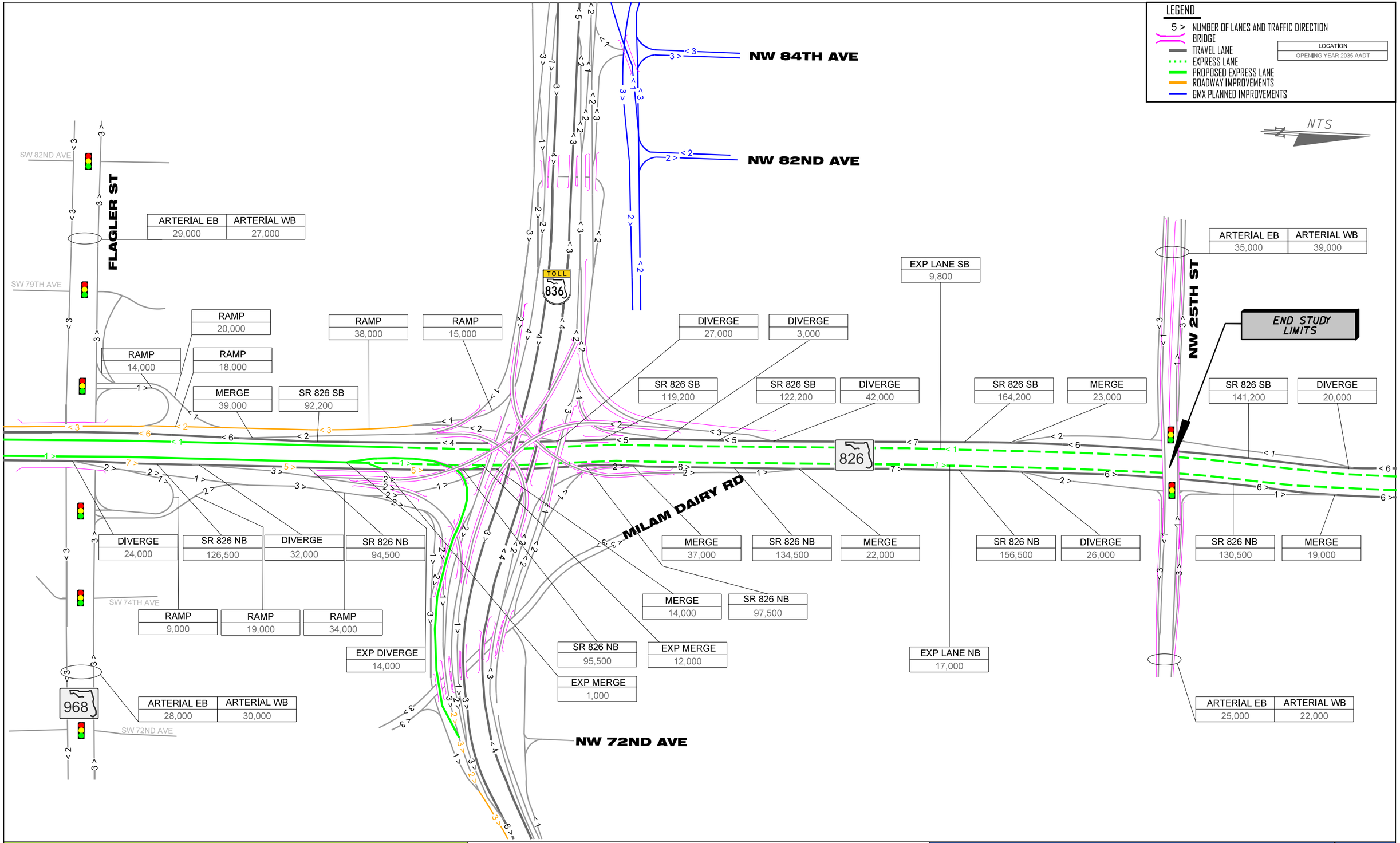
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2035 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

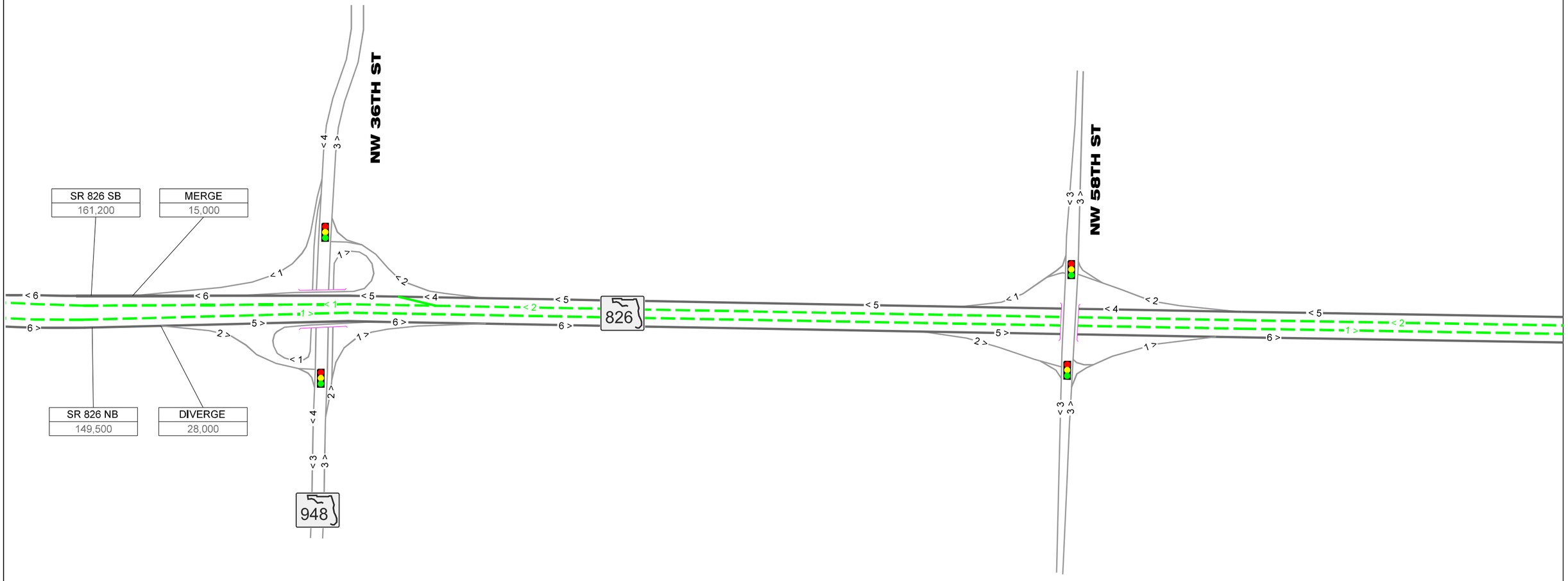
FIGURE 7.5

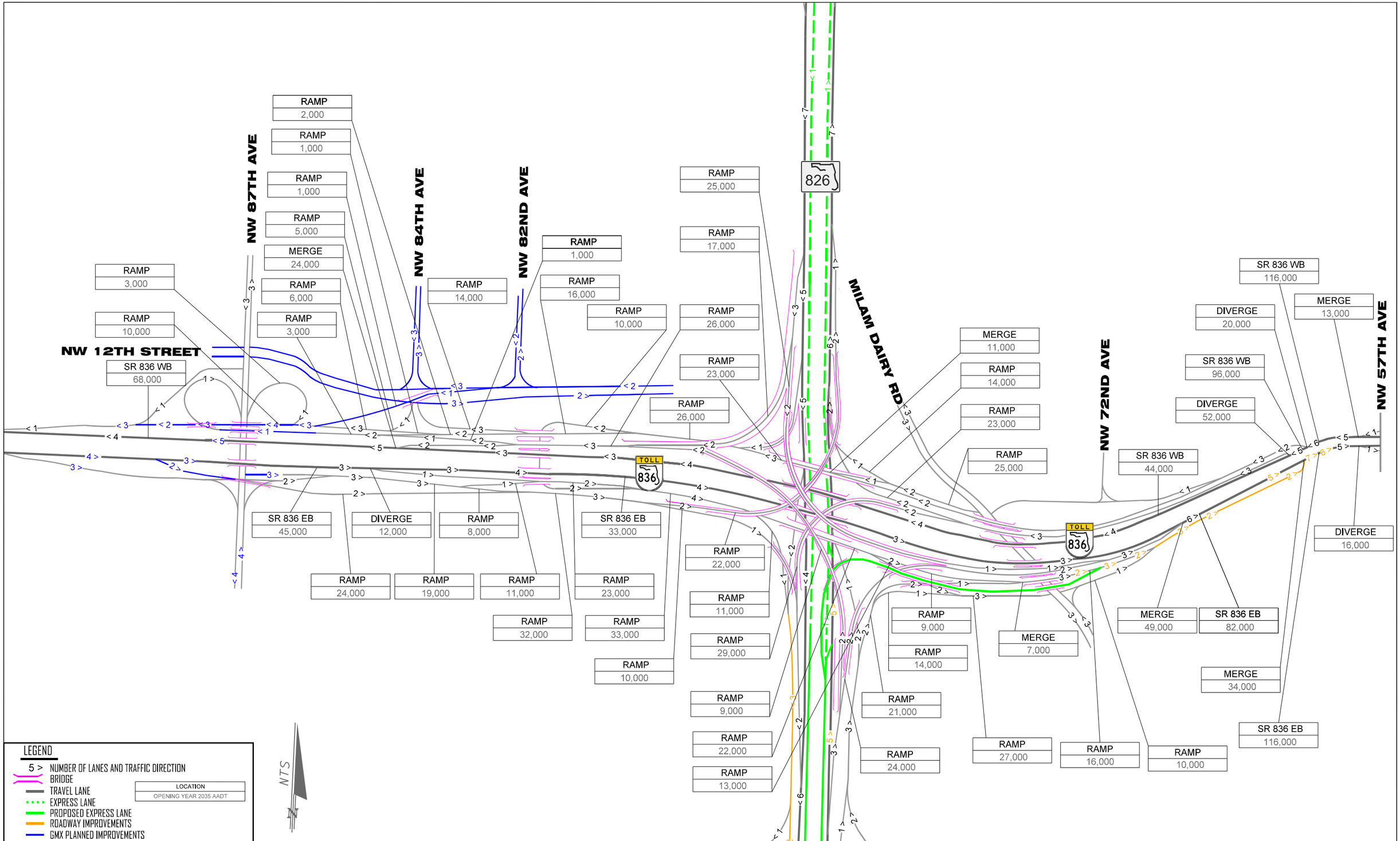
LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 AADT

NTS





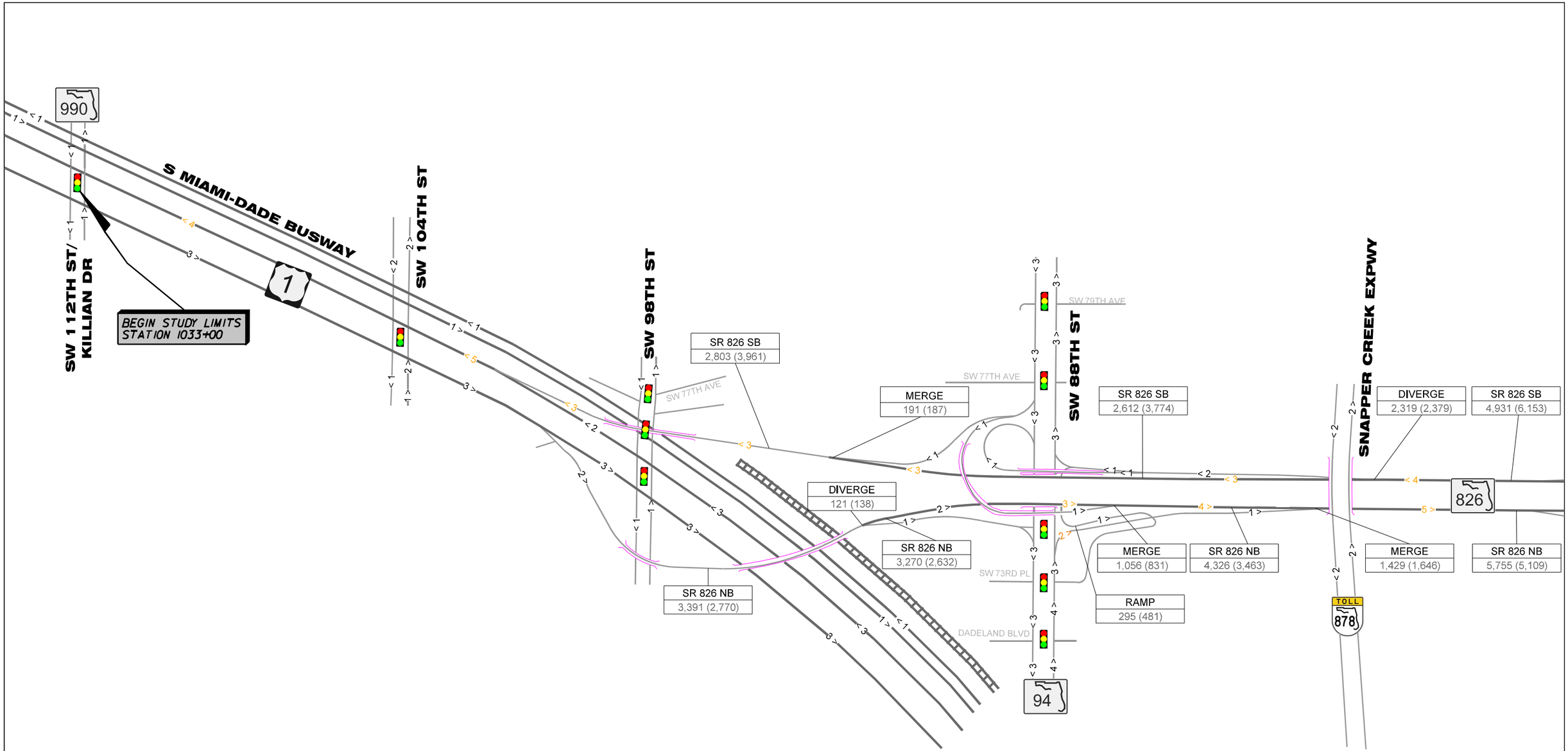
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MIAMI, FL 33172

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From US 1/SR 5/Dixie Highway to NW 25th Street
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ETDM No.: 14308

2035 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5



NTS

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

TRAVEL LANE

EXPRESS LANE

PROPOSED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 DDHV AM (PM)

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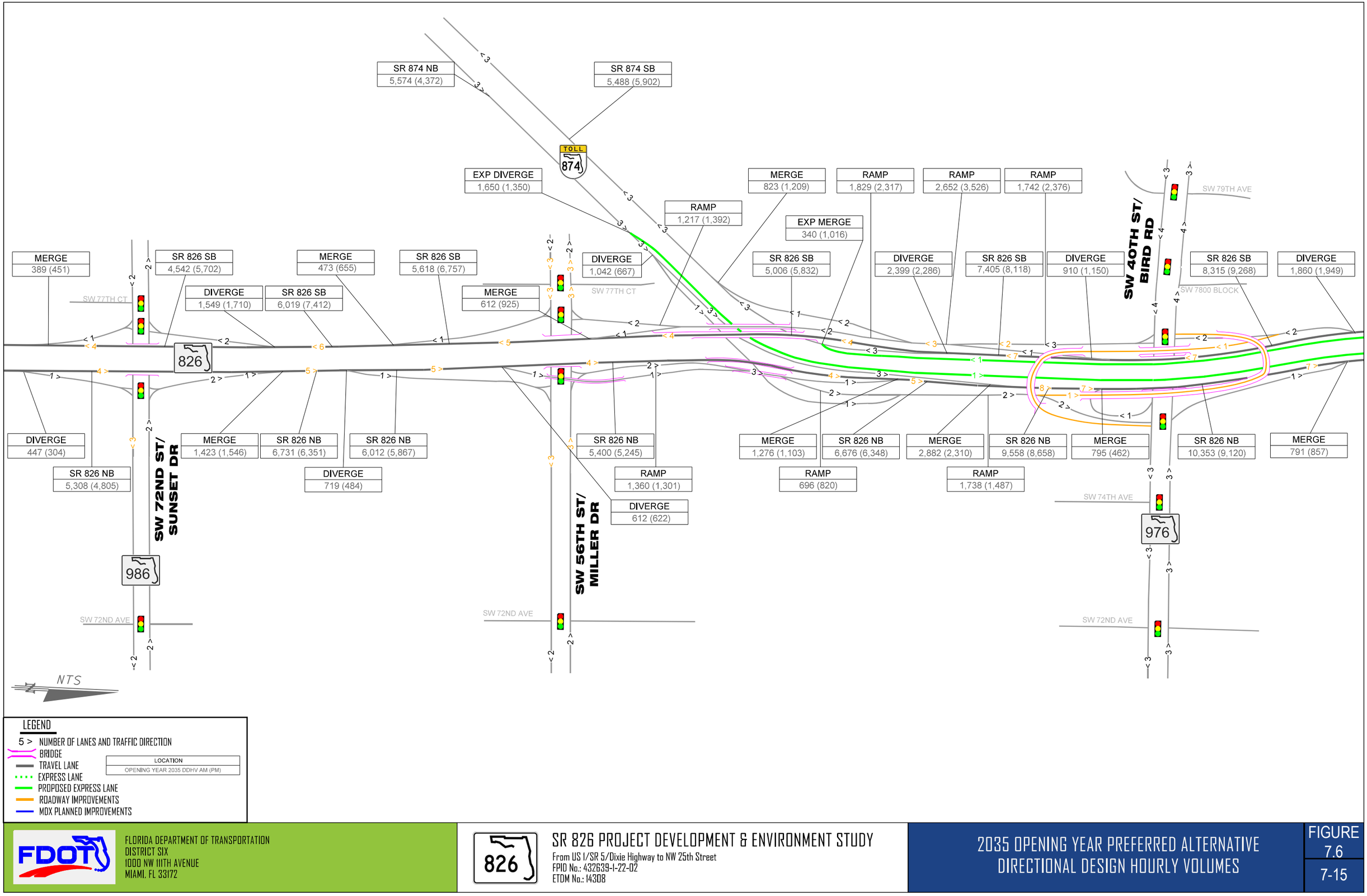
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
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2035 OPENING YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.6



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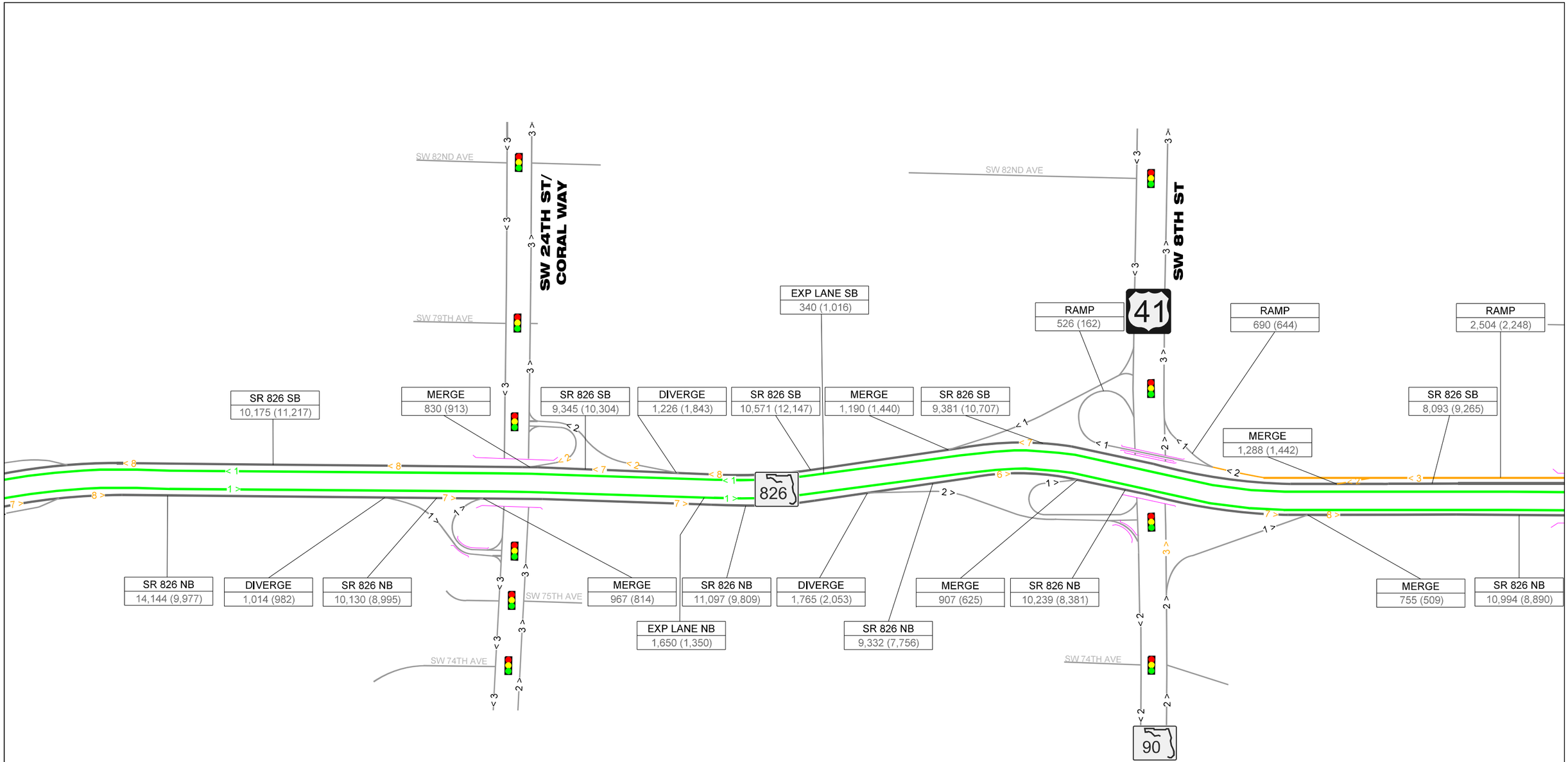
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.6



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 DDHV AM (PM)

FLORIDA DEPARTMENT OF TRANSPORTATION
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2035 OPENING YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.6

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 DDHV AM (PM)

NTS

NW 84TH AVE

NW 82ND AVE

NW 25TH ST

FLAGLER ST

MILAM DAIRY RD

NW 72ND AVE

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

968

RAMP	1,177 (1,198)
RAMP	1,242 (1,430)
RAMP	1,437 (1,006)
MERGE	2,774 (2,397)
RAMP	2,614 (2,204)
RAMP	570 (680)
SR 826 SB	5,319 (6,868)
DIVERGE	2,044 (1,524)
DIVERGE	487 (117)
SR 826 SB	7,363 (8,392)
SR 826 SB	7,850 (8,509)
DIVERGE	2,992 (2,428)
EXP LANES SB	340 (1,016)
SR 826 SB	10,842 (10,937)
MERGE	849 (2,525)
SR 826 SB	9,993 (8,412)
DIVERGE	1,857 (836)
DIVERGE	1,876 (1,541)
SR 826 NB	9,118 (7,349)
DIVERGE	2,679 (2,284)
SR 826 NB	6,439 (5,065)
MERGE	2,419 (1,778)
SR 826 NB	9,061 (6,653)
MERGE	2,460 (1,532)
SR 826 NB	11,521 (8,185)
DIVERGE	2,662 (1,667)
SR 826 NB	8,859 (6,518)
MERGE	961 (1,225)
RAMP	668 (777)
RAMP	1,335 (1,259)
RAMP	2,629 (2,023)
EXP DIVERGE	1,088 (1,173)
MERGE	1,253 (950)
SR 826 NB	6,642 (4,875)
EXP DIVERGE	1,500 (1,150)
EXP MERGE	38 (33)
EXP LANES NB	316 (650)

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ETDM No.: 14308

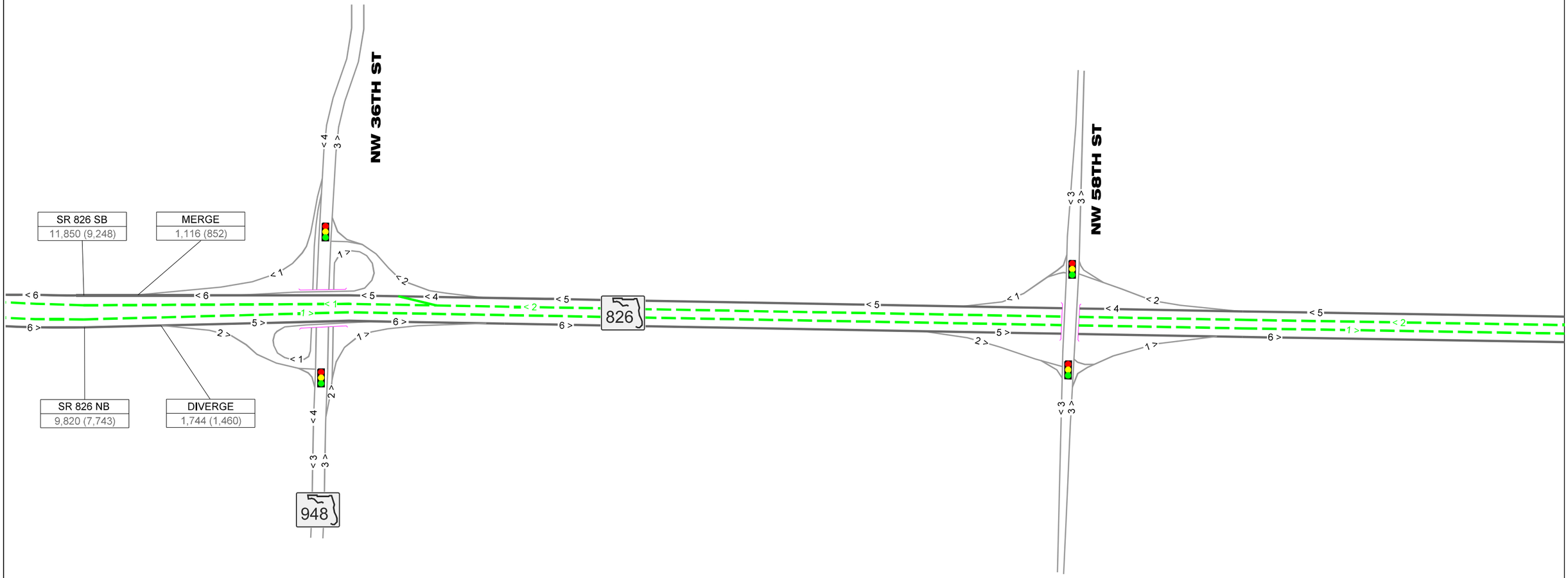
2035 OPENING YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
OPENING YEAR 2035 DDHV AM (PM)

NTS



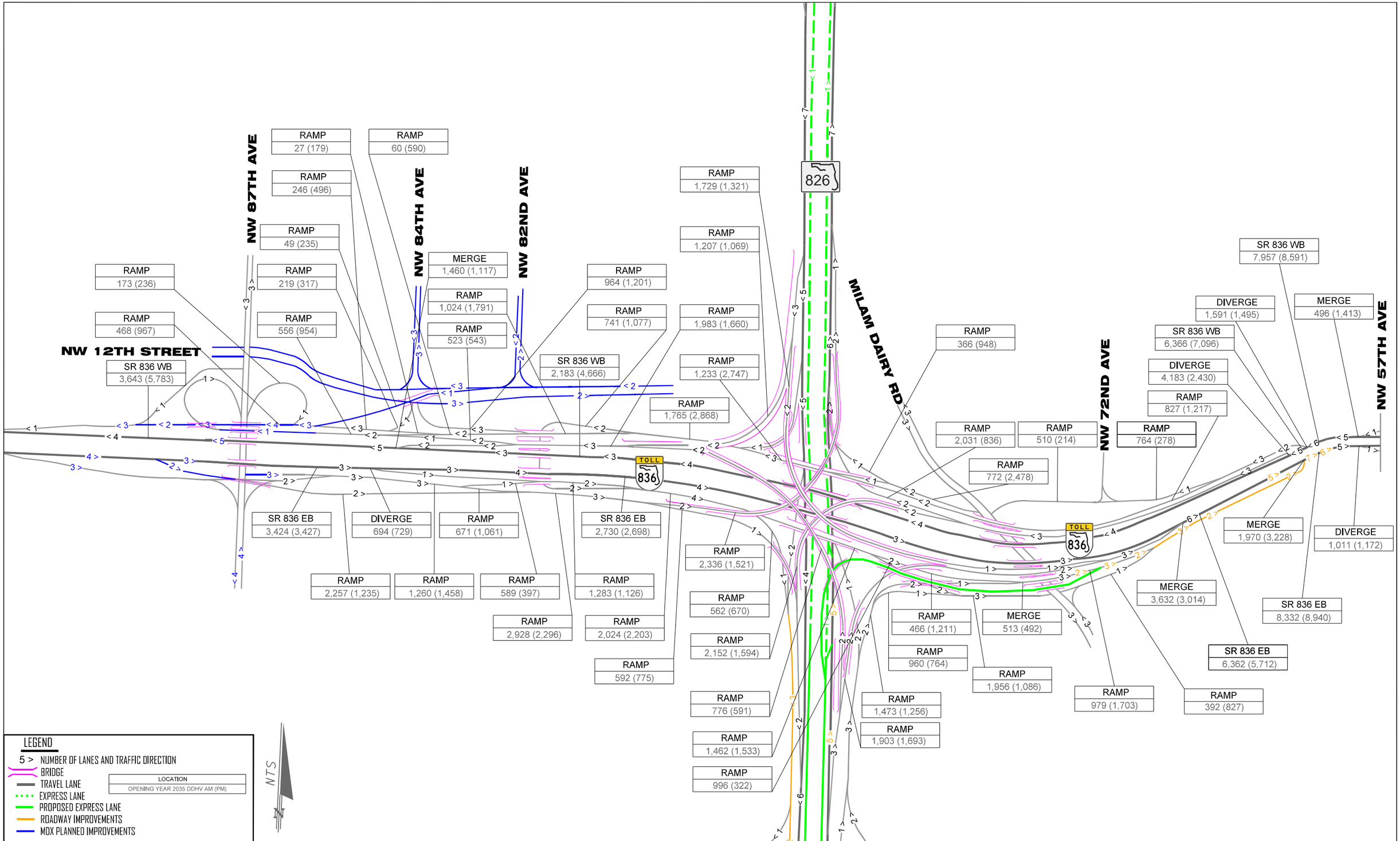
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY
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2035 OPENING YEAR PREFERRED ALTERNATIVE
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.6



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MIAMI, FL 33172

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2035 OPENING YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.6

7.3 Preferred Alternative – 2035 Operational Analysis

Freeway Analysis – CORSIM Microsimulation Analyses were performed for traffic operating conditions under the preferred alternative. The analyses were performed for the Opening Year (2035) and Design Year 2055. The CORSIM network for the preferred alternative was developed to incorporate the SR 826 mainline configuration per Alternative 4A, proposed interchange modifications and arterial intersection improvements, as depicted in the design concept under **Appendix G**. Development of the preferred alternative CORSIM Models involved applying applicable modifications to the CORSIM models for Alternative 4A to incorporate the proposed interchange modifications and arterial intersection improvements. Project traffic volumes for 2035 and 2055 were reassigned, where applicable, to be consistent with the proposed interchange improvements and arterial intersection improvements. Signal timing adjustments were made for consistency with the proposed intersection improvements and to improve traffic flow.

Simulation results for the preferred alternative were compared against the simulation results for the No-Build Alternative (presented in prior section of the SIMR). It should be noted that the networks evaluated for comparison of the preferred alternative and No-Build Alternative incorporate the full limits of the area of influence for the project – SR 826 mainline segments, interchanges, and arterial segments. Simulation results for the preferred alternative are discussed in the following sections.

The results of the 2035 CORSIM analysis indicate that traffic operations along SR 826 will be better under the preferred alternative when compared to the No-Build Alternative (see **Figures 7.7 and 7.8 and Tables 7.1 and 7.2**). Under the preferred alternative, average operating speeds along northbound SR 826 (AM peak, peak direction) are improved from approximately 46 mph (No-Build) to 55 mph (preferred alternative, travel lanes). Furthermore, the express lanes in the preferred alternative will operate under free flow conditions at approximately 55 mph throughout the AM peak. In addition, throughput (northbound peak hour, peak-direction) is higher – approximately 11,760 vph in the preferred alternative when compared to 9,580 in the No-Build. Similarly, average operating speeds along southbound SR 826 (PM peak, peak direction) increase from approximately 32 mph (No-Build) to 55 mph (preferred alternative, travel lanes). Furthermore, the express lanes in the preferred alternative will operate at approximately 55 mph throughout the PM peak. Throughput along southbound SR 826 (PM peak, peak direction) is also increased from approximately 10,470 vph (No-Build) to 11,060 (preferred alternative).

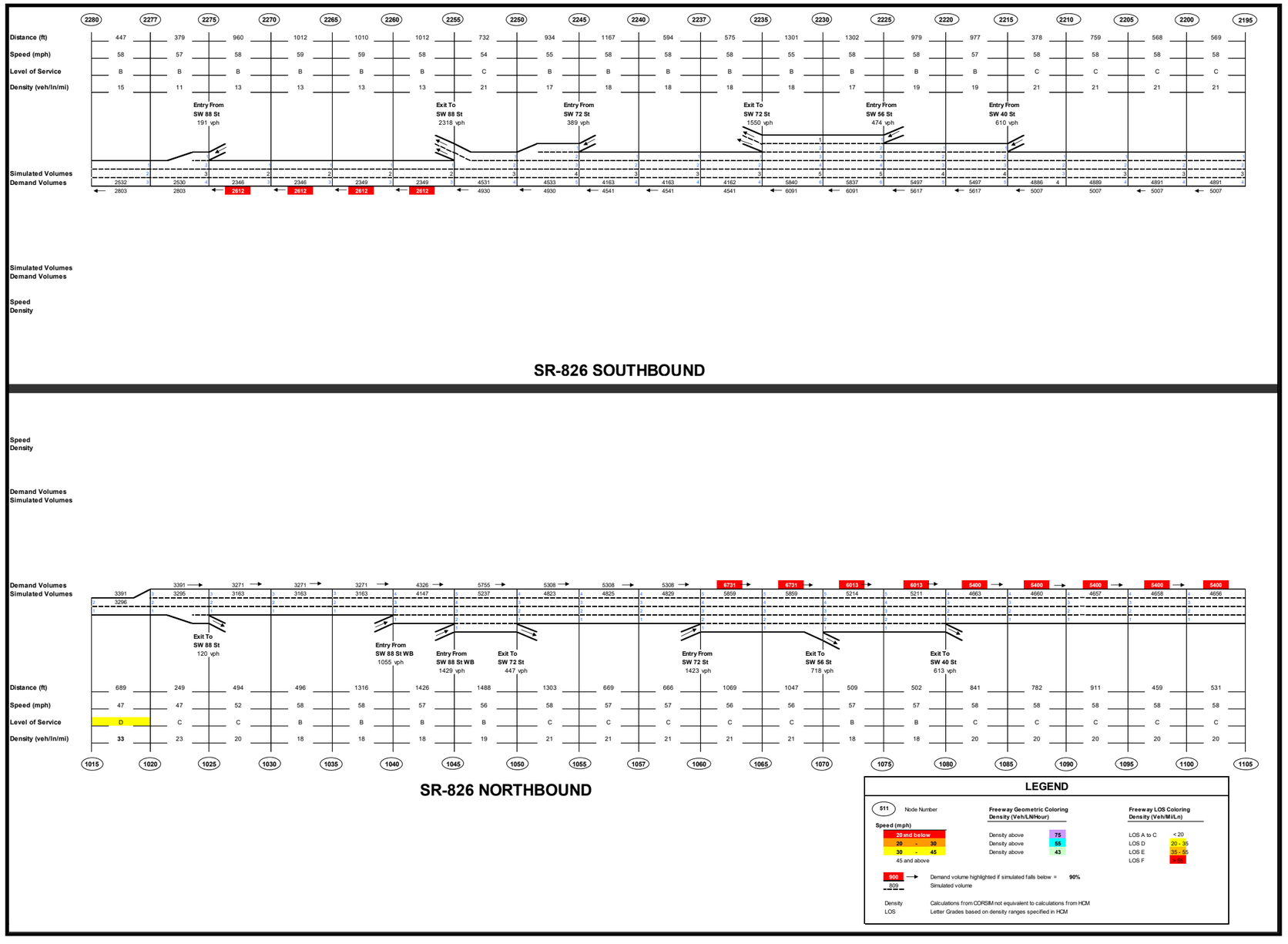


Figure 7.7 – 2035 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

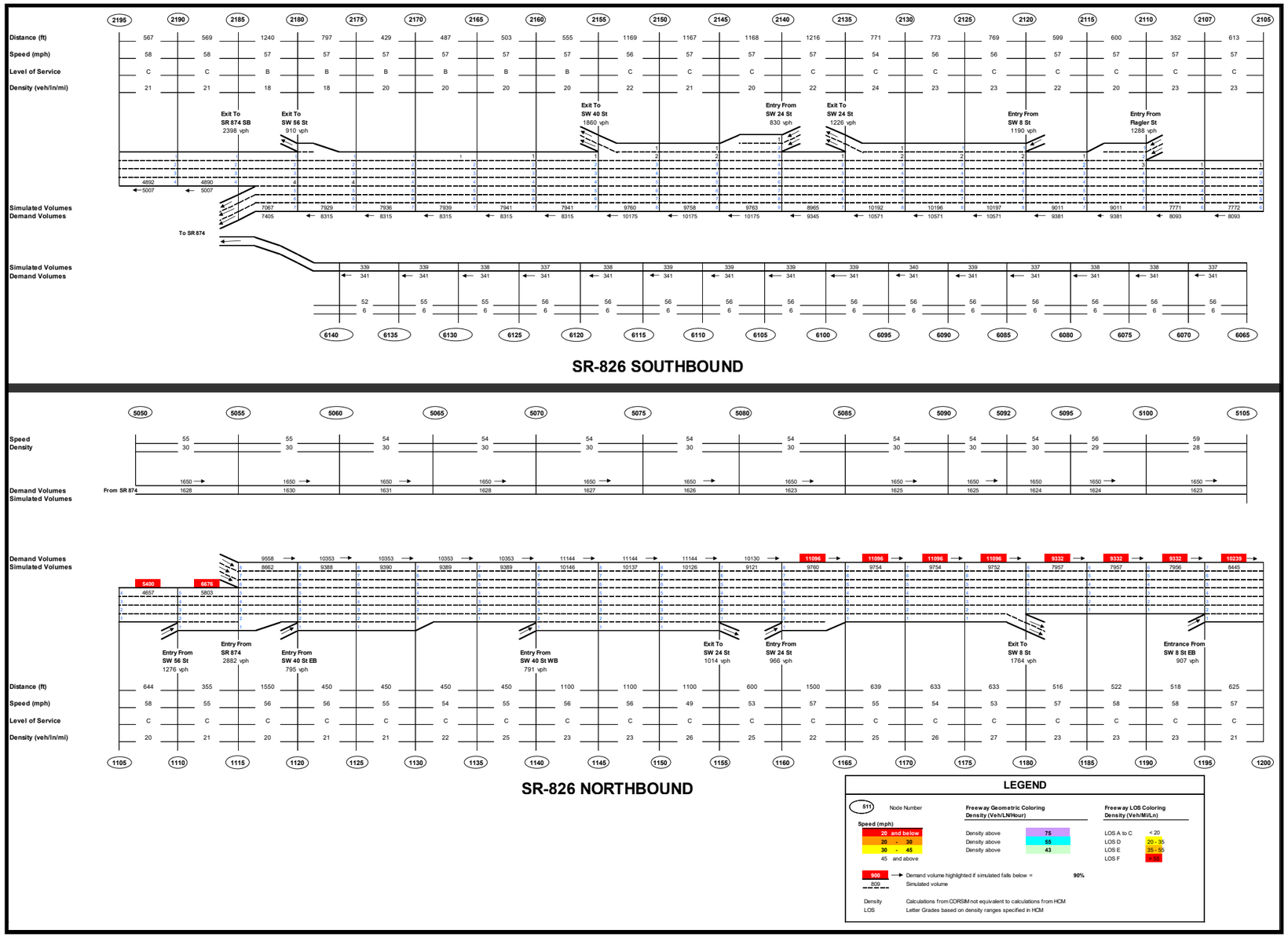


Figure 7.7 – 2035 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)

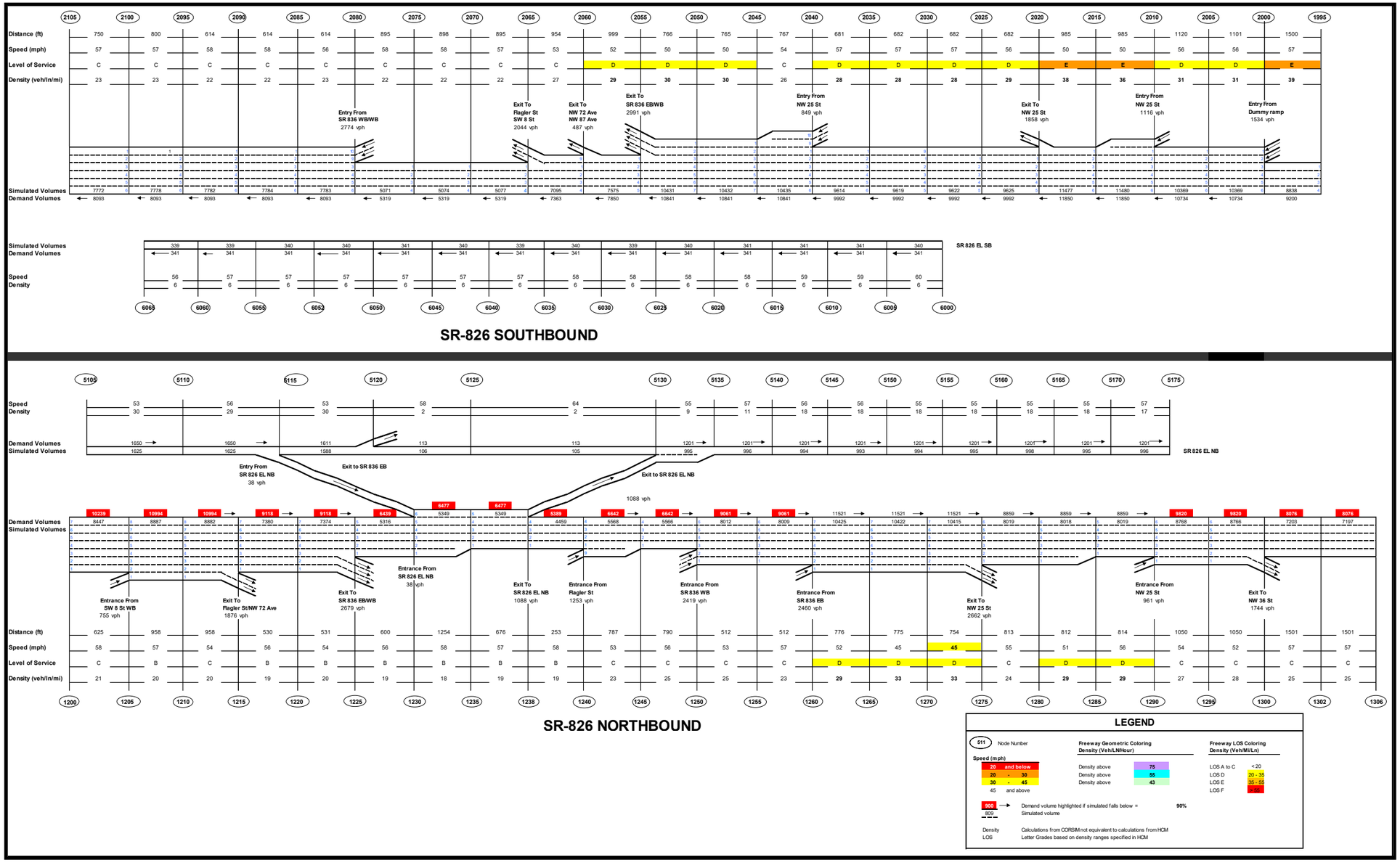


Figure 7.7 – 2035 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)

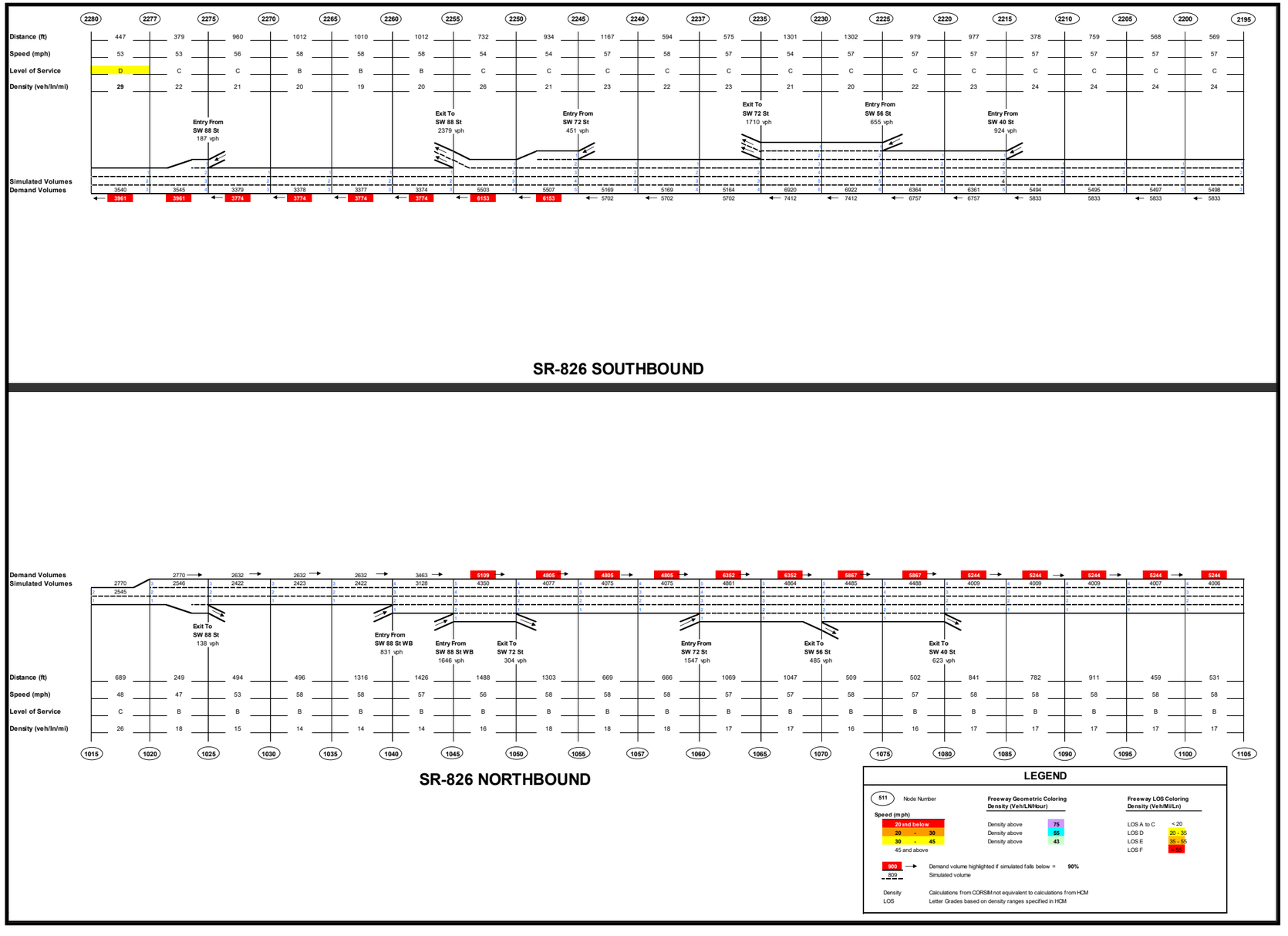


Figure 7.8 – 2035 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

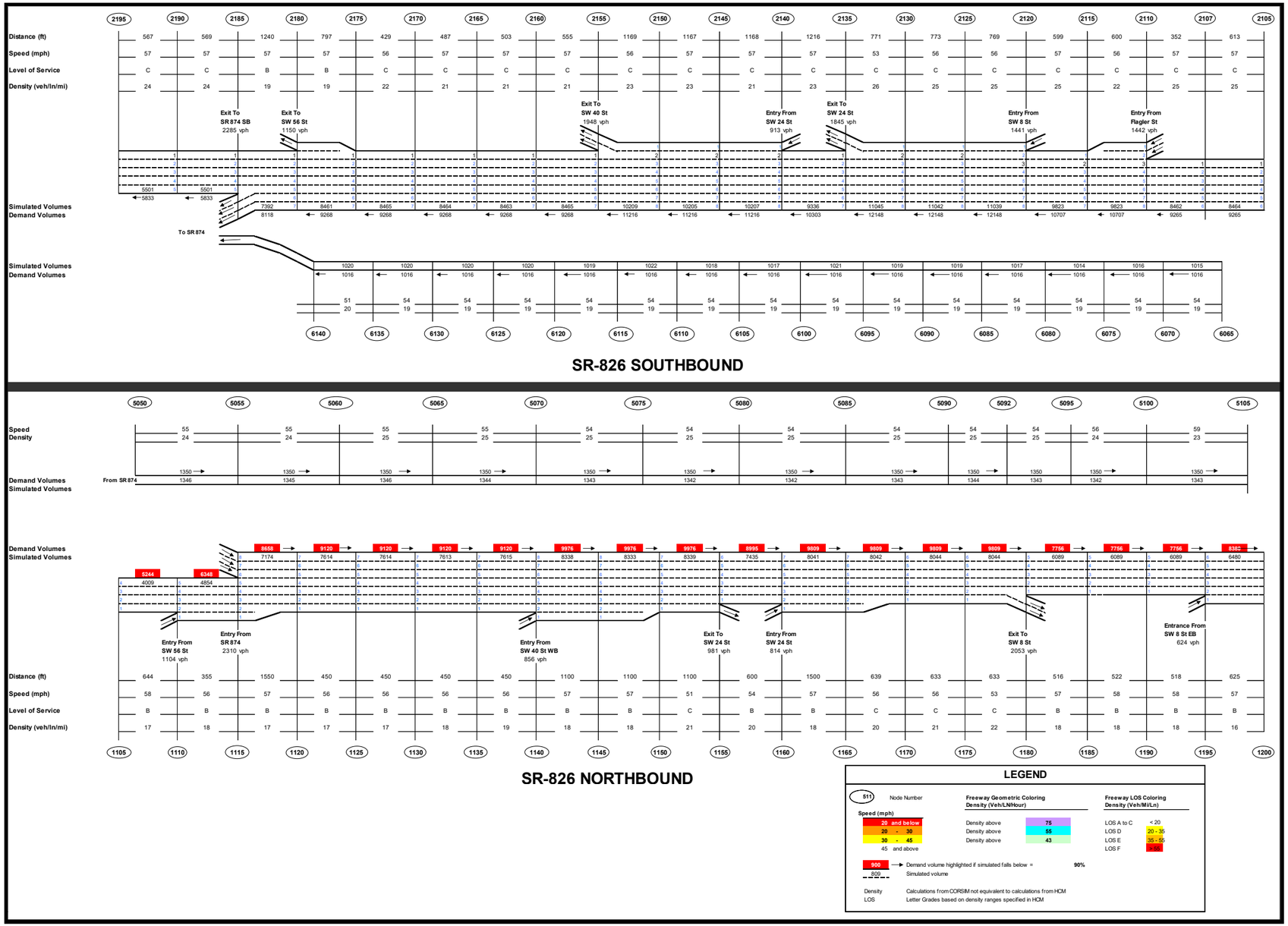


Figure 7.8 – 2035 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

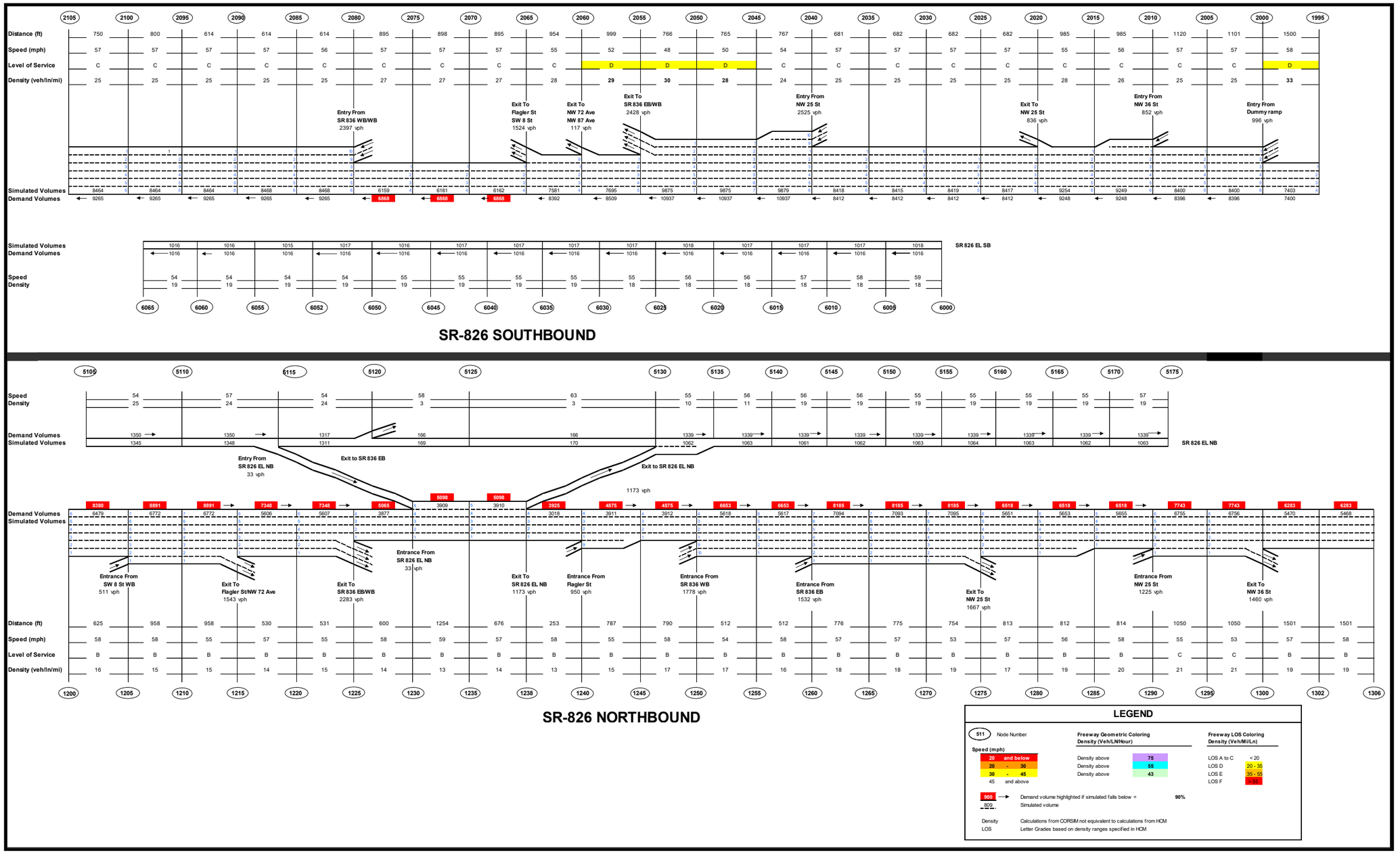


Figure 7.8 – 2035 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

Table 7.1 – Comparison 2035 No-Build vs. 2035 Preferred – Microsimulation Analysis (AM Peak)

2035 AM PEAK PERIOD – SR 826 NORTHBOUND (Peak Direction)				
MOE	**Location**	**No-Build**	**Preferred Alternative**	**Comments**
Average Speed SR 826 GU Lanes (mph)	SR 826 NB Links (from US 1 to NW 36 Street)	46	55	Preferred Alternative performs better than No-Build.
Average Speed SR 826 EL Lanes (mph)	SR 826 NB Links (from US 1 to NW 36 Street)	N/A	55	EL applicable to Preferred Alternative only.
Average Travel Time SR 826 GU Lanes (minutes)	SR 826 NB Links (from US 1 to NW 36 Street)	11:55	9:56	Preferred Alternative performs better than No-Build.
Average Travel time SR 826 EL Lanes (minutes)	SR 826 NB Links (from US 1 to NW 36 Street)	N/A	5:47	EL applicable to Preferred Alternative only.
Throughput - all lanes (vehicles)*	SB Traffic, north of Bird Road Off-Ramp	9,576	11,764	Preferred Alternative performs better than No-Build.
2035 AM PEAK PERIOD – NETWORK-Wide				
MOE	**Location**	**No-Build**	**Preferred Alternative**	**Comments**
Vehicle-Miles Travelled	Network-wide	986,392	1,054,322	Preferred Alternative performs better than No-Build.
Vehicle-Hours Delay Time	Network-wide	16,781	12,808	Preferred Alternative performs better than No-Build.
Average Speed (mph)	Network-wide	27	32	Preferred Alternative performs better than No-Build.

Notes: *Throughput reported at location with highest total demand.
GU – Travel Lanes, EL – Express Lane, NB – Northbound

Table 7.2 – Comparison 2035 No-Build vs. 2035 Preferred – Microsimulation Analysis (PM Peak)

2035 PM PEAK PERIOD – SR 826 SOUTHBOUND (Peak Direction)				
MOE	**Location**	**No-Build**	**Preferred Alternative**	**Comments**
Average Speed SR 826 GU Lanes (mph)	SR 826 NB Links (from US 1 to NW 36 Street)	32	56	Preferred Alternative performs better than No-Build.
Average Speed SR 826 EL Lanes (mph)	SR 826 NB Links (from US 1 to NW 36 Street)	N/A	55	EL applicable to Preferred Alternative only.
Average Travel Time SR 826 GU Lanes (minutes)	SR 826 NB Links (from US 1 to NW 36 Street)	17:31	9:53	Preferred Alternative performs better than No-Build.
Average Travel time SR 826 EL Lanes (minutes)	SR 826 NB Links (from US 1 to NW 36 Street)	N/A	6:21	EL applicable to Preferred Alternative only.
Throughput - all lanes (vehicles)*	SB Traffic, north of Bird Road Off-Ramp	10,466	12,061	Preferred Alternative performs better than No-Build.
2035 PM PEAK PERIOD – NETWORK-Wide				
MOE	**Location**	**No-Build**	**Preferred Alternative**	**Comments**
Vehicle-Miles Travelled	Network-wide	1,032,993	1,089,996	Preferred Alternative performs better than No-Build.
Vehicle-Hours Delay Time	Network-wide	21,769	17,418	Preferred Alternative performs better than No-Build.
Average Speed (mph)	Network-wide	24	29	Preferred Alternative performs better than No-Build.

Notes: *Throughput reported at location with highest total demand.
GU – Travel Lanes, EL – Express Lane, NB – Northbound

Figures 7.9 and 7.10 depict the CORSIM microsimulation results for operating conditions along SR 836 in the opening year 2035 with the preferred alternative. **Table 7.3 and 7.4** provide a comparison of key performance measures for the preferred alternative and No-Build. The results indicate that overall traffic operations along SR 836 are better under the preferred alternative in the AM and PM peak periods when compared to traffic operations under No-Build conditions. Under the preferred alternative, average operating speeds along SR 836 in the AM peak are approximately 56/56 mph (eastbound/westbound) compared to 33/48 mph (eastbound/westbound) under No-Build conditions. Similarly, in the PM peak, average operating speeds under the preferred alternative are approximately 56/56 mph (eastbound/westbound) compared to 41/38 mph (eastbound/westbound) under No-Build conditions. Throughput is also higher under the preferred alternative in the AM peak approximately 8,190/7,950 vph (eastbound/westbound) and PM peak 8,350/8,590 vph (eastbound/westbound) compared to the No-Build condition AM peak approximately 7,240/7,860 vph (eastbound/westbound) and PM peak approximately 8,130/8,540 vph (EB/WB). These results indicate that the proposed improvements under the preferred alternative will enhance traffic operations along eastbound and westbound SR 836 with no adverse impacts.

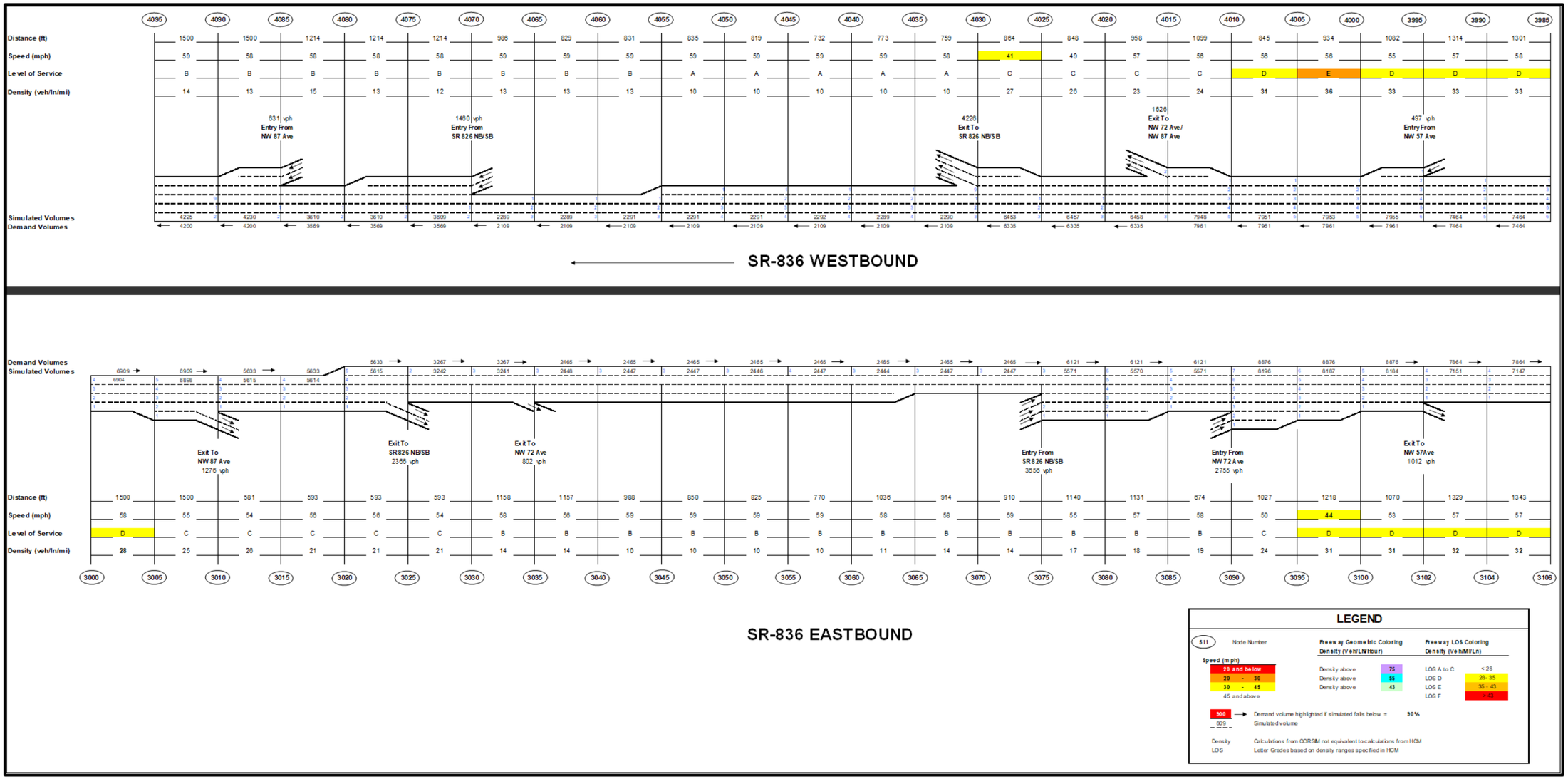


Figure 7.9 – SR 836 – 2035 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak)

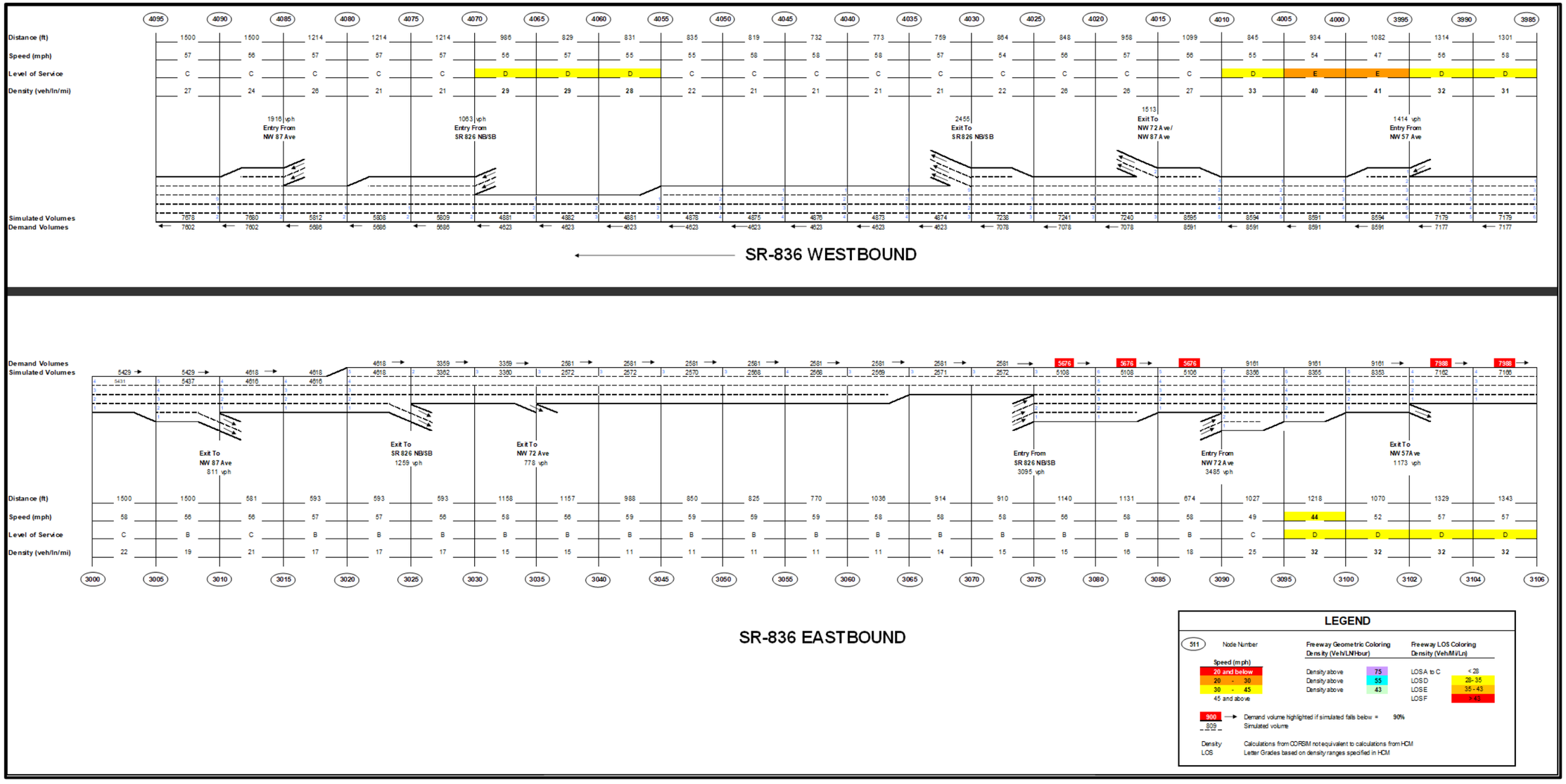


Figure 7.10 – SR 836 – 2035 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak)

Table 7.3 – Comparison 2035 No-Build vs. 2035 Preferred – Microsimulation Analysis (AM Peak)

MOE	Direction	No-Build	Preferred Alternative	Comments
Speed	EB	33	56	Preferred Alternative performs better than No-Build
	WB	48	56	Preferred Alternative performs better than No-Build
Throughput	EB	7239	8189	Preferred Alternative performs better than No-Build
	WB	7859	7952	Preferred Alternative performs better than No-Build

Table 7.4 – Comparison 2035 No-Build vs. 2035 Preferred – Microsimulation Analysis (PM Peak)

MOE	Direction	No-Build	Preferred Alternative	Comments
Speed	EB	41	56	Preferred Alternative performs better than No-Build
	WB	38	56	Preferred Alternative performs better than No-Build
Throughput	EB	8128	8355	Preferred Alternative performs better than No-Build
	WB	8541	8594	Preferred Alternative performs better than No-Build

Intersection Analysis – An intersection analysis for ramp terminals and adjacent intersections were performed at all the interchanges using 2035 turning movement volumes, lane geometry, signal timing, other relevant information obtained from Miami-Dade County and field reviews. The data was input to the Synchro software to determine the LOS and delay using the HCM methodology. A summary of the results is presented in **Tables 7.5 – 7.15** and **Figure 7.11**. Synchro output reports are provided in **Appendix H**.

Table 7.5 - 2035 Preferred Alternative US 1 Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	E	69.9	321	E	68.7	296
		TH	F	270.4	#1241	F	315.8	#1224
		RT	E	66.2	180	E	61.1	13
	Westbound	LT	E	66.3	149	F	124.4	#580
		TH	F	367.7	#1423	F	465.5	#1338
		RT	E	66.6	143	E	66.2	50
	Northbound	LT	F	461.9	#542	F	605.4	#612
		TH	F	281.2	#2097	F	129.1	#1466
		RT*	D	45.9	368	D	35.8	214
	Southbound	LT	F	380.2	m#263	F	498	m#228
		TH	F	332.1	#2069	F	427.6	m#1827
		RT	F	96.6	m243	F	192.2	m418
Intersection Overall			***F***	***277.90***	***-***	***F***	***302.10***	***-***
SW 104th Street (HCM 2000)	Eastbound	LT	F	209.2	#924	F	139.6	#787
		TH	F	113.8	#606	E	78.5	457
		RT	E	65.8	0	E	59.9	41
	Westbound	LT	F	82.9	105	F	81.1	82
		TH	F	598.6	#910	F	620	#790
		RT	F	1035	#1447	F	895.6	#1087
	Northbound	LT	F	114	m72	F	348.2	m#180
		TH	F	372.3	m#1800	F	355.5	m#1898
		RT	C	21.1	m0	C	24.9	m0
	Southbound	LT	F	603.5	#1166	F	538.8	#1193
		TH	D	48.1	1091	F	210.7	#2106
		RT	B	11.4	223	F	144.2	#2428
Intersection Overall			***F***	***297.00***	***-***	***F***	***303.80***	***-***

Table 7.5 - 2035 Preferred Alternative US 1 Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 98th Street (HCM 2000)	Eastbound	LT**	A	0.0	0	A	0.0	0
		TH	F	125.0	507	F	120.5	476
		RT	F	201.1	18	F	97.3	28
	Westbound	LT**	A	0.0	0	A	0.0	0
		TH	E	70.7	271	E	79.1	283
		RT	E	67.7	176	E	67.8	50
	Northbound	LT	C	22.6	160	E	70.4	134
		TH	C	23.5	586	C	21.1	376
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	B	19.9	67	B	17.3	170
		TH	C	28.6	597	C	32.6	1224
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			***D***	***38.9***	***-***	***D***	***37.7***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.5,** two intersections will operate over capacity and one intersection will operate at capacity or better.

Table 7.6 – 2035 Preferred Alternative SW 98th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Eastbound	LT	C	21.4	50	B	13.8	24
		TH	C	25.4	223	B	13.1	77
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	A	0.0	0	A	0.0	0
		TH	A	4.2	13	B	12.9	#654
		RT	A	0.0	0	A	0.1	m0

Table 7.6 – 2035 Preferred Alternative SW 98th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	C	30.5	108	D	35.1	89
		RT	C	29.8	55	C	33.5	15
	Southbound	LT	D	47.5	195	F	112.0	#223
		TH	D	39.8	64	E	61.0	#160
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**C**	***25.4***	**-**	**C**	***23.3***	**-**
Dadeland Boulevard (HCM 2000)	Eastbound **(Free Flow)**	TH	A	0.0	0	A	0.0	0
	Westbound **(Free Flow)**	TH	A	0.0	0	A	0.0	0
		RT*	A	0.0	0	A	0.0	0
	Southbound ***(Stop Control)***	LT ****	A	9.6	2	C	18.4	89
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**A**	***0.2***	**-**	**A**	***4.5***	**-**
Busway (HCM 2000)	Eastbound	LT**	A	0.0	0	A	0.0	0
		TH	A	1.9	104	A	4.4	m85
	Westbound	LT**	A	0.0	0	A	0.0	0
		TH	C	27.8	230	C	26.4	#701
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	D	46.3	50	D	48.2	34
	Southbound	LT**	A	0.0	0	A	0.0	0
		TH	D	45.6	31	D	48.7	48
Intersection Overall			**B**	***11.0***	**-**	**C**	***21.4***	**-**

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.6**, all three intersections will operate at capacity or better.

Table 7.7 – 2035 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 79th Avenue (HCM 2000)	Eastbound	LT	F	104.8	#209	E	66.6	134
		TH	C	30.6	808	D	45.7	#915
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	107.0	#64	E	74.9	#198
		TH	D	35.1	750	E	56.6	#1030
		RT*	B	16.6	47	B	11.3	108
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	F	96.0	#114	E	71.1	#161
		RT	E	59.6	0	D	54.7	0
	Southbound	LT	E	77.2	#331	E	60.5	161
		TH	D	47.0	75	D	52.2	72
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**D**	***38.9***	**-**	**D**	***50.2***	**-**
SW 77th Avenue (HCM 6th)	Eastbound	LT	A	0.0	0	E	73.0	37
		TH	D	36.9	#1143	C	30.0	809
		RT*	B	12.3	87	B	13.9	82
	Westbound	LT	E	67.8	#184	E	66.1	#278
		TH	B	10.1	551	B	18.2	987
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	D	54.0	134	E	75.7	216
		TH	E	73.9	266	E	62.1	218
		RT*	D	48.5	257	D	45.5	282
	Southbound	LT	A	0.0	0	A	0.0	0
		TH***	E	62.8	88	D	54.1	52
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**C**	***29.5***	**-**	**C**	***29.5***	**-**
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	RT	Free Flow Conditions					
	Northbound	RT	Free Flow Conditions					
	Southbound	RT	Free Flow Conditions					
Intersection Overall			***Free Flow Conditions***					

Table 7.7 – 2035 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	---	---	---	---	---	---
		TH	A	4.4	328	A	4.8	294
		RT	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	A	0.9	34	A	0.5	m19
		RT[5]	A	0.4	6	A	0.3	m0
	Northbound	LT	E	60.9	45	E	59.4	67
		TH	---	---	---	---	---	---
		RT[5]	A	1.6	7	A	1.9	6
Intersection Overall			***A***	***3.2***	***-***	***A***	***3.2***	***-***
SW 73rd Place (HCM 2000)	Eastbound	LT	E	76.9	#250	E	67.4	#280
		TH	C	30.7	#924	D	38.5	#852
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	76.2	m#126	E	70.1	m55
		TH	B	18.2	185	C	28.0	#535
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	65.4	170	E	72.9	#355
		TH	E	62.9	161	E	70.5	#345
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	60.6	92	E	63.9	#125
		TH	E	60.5	94	E	63.7	#128
		RT	D	41.3	107	D	41.2	190
Intersection Overall			***C***	***31.7***	***-***	***D***	***39.9***	***-***

Table 7.7 – 2035 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Dadeland Boulevard (HCM 2000)	Eastbound	LT	F	89.0	m36	F	87.1	m104
		TH	B	19.3	m#777	E	58.3	m#311
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	70.4	153	E	67.7	145
		TH	C	22.8	350	D	35.1	417
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	65.4	#323	E	74.7	#554
		TH	D	51.2	224	D	49.8	336
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	58.4	24	E	65.4	#91
		TH	E	63.7	88	E	76.4	#128
		RT	E	57.8	0	E	58.8	27
Intersection Overall			***C***	***28.1***	***-***	***D***	***51.6***	***-***

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.7,** all six intersections will operate at capacity or better.

Table 7.8 – 2035 Preferred Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Court (HCM 6th)	Eastbound	TH	B	12.0	397	A	5.6	171
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	A	7.5	38	A	4.4	55
		TH	A	8.8	455	A	4.5	385
	Northbound	LT****	F	88.1	337	E	74.1	85
		RT	A	0.0	0	A	0.0	0
Intersection Overall			***B***	***18.2***	***-***	***D***	***6.8***	***-***

Table 7.8 – 2035 Preferred Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	C	26.6	406	D	40.0	#339
		RT[1]	A	0.0	0	A	0.0	0
	Westbound	LT	F	87.1	190	E	75.1	348
		TH	B	13.5	270	C	24.4	693
	Southbound	LT	E	62.7	394	D	47.3	360
		RT	E	62.8	352	D	52.7	423
Intersection Overall			***D***	***39.6***	***-***	***D***	***40.8***	***-***
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	F	155.5	#341	F	100.8	#276
		TH	A	7.4	284	A	2.6	112
	Westbound	TH	B	13.1	138	A	9.9	241
		RT[1]	C	25.0	425	C	28.3	980
	Northbound	LT	E	69.0	129	F	150.6	#212
		RT[1]	F	166.1	#550	E	73.8	93
Intersection Overall			***D***	***42.1***	***-***	***C***	***28.1***	***-***
SW 72nd Avenue (HCM 2000)	Eastbound	LT	F	82.7	303	E	73.8	103
		TH	D	42.3	#1204	E	72.4	#1004
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	D	39.9	91	F	98.6	#399
		TH	E	58.1	#1144	F	155.3	#1604
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	61.0	212	E	76.0	#273
		TH	F	97.0	#657	E	55.1	378
		RT	D	52.7	181	C	31.9	34
	Southbound	LT	E	56.4	58	D	46.6	51
		TH	E	62.8	277	F	131.0	#731
		RT	D	38.2	87	D	53.3	337
Intersection Overall			***E***	***57.0***	***-***	***F***	***108.8***	***-***

Notes: 1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.
V/C Ratio is not reported by HCM 2000 methodology for unsignalized intersection SR 826 Southbound On/Off Ramp.
1 - Unsignalized delay for NBR or WBR is excluded from calculations of the approach delay and intersection delay

As shown in **Table 7.8**, one intersection will operate over capacity and three intersections will operate at capacity or better.

Table 7.9 – 2035 Preferred Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Ct (HCM 2000)	Eastbound	LT	D	54.2	14	F	93.4	83
		TH	B	15.1	330	C	20.1	486
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	D	38.3	141	F	89.2	493
		TH	A	5.5	158	A	9.2	647
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT**	A	0.0	0	F	83.6	69
		TH	D	43.8	65	F	82.2	88
		RT	D	51.2	261	A	0.00	0
	Southbound	LT	D	53.7	98	F	162.0	#89
		TH	D	40.9	31	F	81.0	0
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			***B***	***18.5***	***-***	***C***	***23.6***	***-***
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	D	50.9	549	C	27.7	295
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	D	39.1	125	E	67	m196
		TH	A	4.7	17	A	4.7	76
	Southbound	LT	E	70.4	307	E	75.2	275
		RT	D	53.4	185	E	62.9	331
Intersection Overall			***D***	***45.4***	***-***	***C***	***32.4***	***-***
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	E	77.2	296	D	40.5	165
		TH	A	3.2	24	A	2.4	22
	Westbound	TH	D	37.3	336	D	51.4	776
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	79.1	184	F	84.9	231
		RT	E	59.1	217	E	66	92
Intersection Overall			***C***	***34***	***-***	***D***	***41.5***	***-***

Table 7.9 – 2035 Preferred Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Ave (HCM 6th)	Eastbound	LT	F	87.9	372	F	185.4	#233
		TH	D	35.1	1038	D	40.9	621
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	56.2	155	C	29.9	82
		TH	D	46.2	925	F	136.7	#1542
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	63	158	F	184.8	#667
		TH	F	100.7	#387	E	55	211
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	74.7	#169	D	50.5	241
		TH	E	73.7	187	F	189.2	#804
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			***D***	***54.8***	***-***	***F***	***120.4***	***-***

Notes:

1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.

* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

V/C Ratio is not reported by HCM 6th methodology

As shown in **Table 7.9**, one intersection will operate over capacity and three intersections will operate at capacity or better.

Table 7.10 – 2035 Preferred Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 79th Avenue [2]	Eastbound	LT	F	90.2	102	F	96.0	#250
		TH *	C	26.1	665	C	21.8	533
		RT *	-	-	-	-	-	-
	Westbound	LT	F	90.0	60	F	99.4	m125
		TH *	B	13.9	225	B	18.5	940
		RT *	-	-	-	-	-	-
	Northbound	LT	F	85.5	26	F	82.6	49
		TH	F	85.1	20	F	81.8	36
		RT	E	69.8	15	E	63.4	54
	Southbound	LT	F	88.2	388	F	105.6	#303
		TH ****	F	85.8	372	F	90.1	235
		RT ****	-	-	-	-	-	-
Intersection Overall			***C***	***28.9***	***-***	***C***	***28.0***	***-***
SW 7800 Block [1]	Eastbound	LT	F	87.9	m22	F	88.8	m84
		TH	A	0.3	50	A	0.2	63
	Westbound	TH *	A	0.3	488	A	0.7	686
		RT *	A	0.8	-	A	2.2	-
	Southbound	LT	F	82.4	283	F	83.8	172
		RT	E	66.9	42	E	79.5	196
Intersection Overall			***A***	***7.0***	***-***	***A***	***6.2***	***-***
Southbound Ramp Terminal [2] (Preferred Alternative DDI)	Eastbound	TH *	B	11.2	282	C	25.0	599
		RT *	A	0.7	0	A	0.8	39
	Westbound	LT	D	51.5	544	D	46.9	688
		TH	B	17.6	206	D	37.9	725
	Southbound	LT	E	62.2	408	D	37.7	364
		RT	E	60.6	386	D	46.8	584
Intersection Overall			***C***	***28.0***	***-***	***C***	***34.8***	***-***

Table 7.10 – 2035 Preferred Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal [1] (Preferred Alternative DDI)	Eastbound	TH	F	90.9	957	A	6.8	47
		RT	-	-	-	-	-	-
	Westbound	TH *	A	0.2	0	A	0.2	0
		RT *	-	-	-	-	-	-
	Northbound	LT	E	55.8	886	D	53.0	571
		RT	D	44.0	700	D	45.8	426
Intersection Overall			***D***	***45.5***	***-***	***B***	***12.6***	***-***
SW 74th Avenue [2]	Eastbound	TH	B	10.6	1146	B	17.7	521
	Westbound	TH	A	0.6	14	A	9.7	m354
	Northbound	LT ***	F	84.8	169	F	95.2	#483
		RT ***	-	-	-	-	-	-
Intersection Overall			***B***	***10.2***	***-***	***C***	***23.6***	***-***
SW 72nd Avenue [1]	Eastbound	LT	E	74.4	m#301	F	81.1	m#190
		TH *	F	46.0	#1636	A	1.1	m552
		RT *	A	7.0	m157	A	0.5	m97
	Westbound	LT	F	114.6	#181	B	15.4	86
		TH *	D	37.2	976	D	41.5	#1347
		RT *	D	41.7	-	D	48.6	-
	Northbound	LT	E	66.8	135	F	157.9	#281
		TH *	F	103.2	260	F	87.8	267
		RT *	F	115.7	-	F	96.0	-
	Southbound	LT	F	165.6	#368	E	68.4	167
		TH	E	74.7	273	F	83.8	388
		RT	B	12.8	68	F	118.9	#717
Intersection Overall			***D***	***52.5***	***-***	***D***	***39.2***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.10**, all six intersections will operate at capacity or better.

Table 7.11 – 2035 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue [1]	Eastbound	LT	F	119.5	131	F	152.6	#286
		TH *	C	26.0	722	D	41.8	736
		RT *	C	27.1	-	D	44.2	-
	Westbound	LT	F	108.0	213	F	112.5	#616
		TH *	A	0.5	354	C	30.3	643
		RT *	A	0.3	41	B	19.4	m98
	Northbound	LT	F	113.1	#197	F	102.8	155
		TH	F	83.6	220	F	80.0	157
		RT	E	68.4	85	D	54.1	143
	Southbound	LT	F	101.0	292	F	96.3	318
		TH	E	75.2	277	E	75.3	331
		RT	E	63.5	89	E	57.4	65
Intersection Overall			***C***	***31.5***	***-***	***D***	***49.3***	***-***
SW 79th Avenue [1]	Eastbound	LT	A	0.4	m2	A	8.8	m11
		TH *	A	0.8	63	A	9.1	842
		RT *	A	1.5	-	A	9.8	-
	Westbound	LT	B	13.9	#319	D	43.9	m526
		TH *	A	0.9	420	A	0.7	579
		RT *	A	1.7	-	A	1.6	-
	Northbound	LT	D	47.9	52	E	71.2	56
		TH * [3]	A	0.0	361	A	0.0	133
		RT *	E	57.1	-	F	82.2	-
	Southbound	LT	F	152.5	#424	F	130.1	#209
		TH	D	46.4	44	E	68.7	77
		RT	D	46.3	19	E	67.9	0
Intersection Overall			***B***	***11.9***	***-***	***B***	***11.9***	***-***

Table 7.11 – 2035 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal (2 AM and 1 PM)	Eastbound	LT	F	85.6	m256	F	110.1	m229
		TH	A	5.4	m238	A	2.8	69
	Westbound	TH	A	7.3	223	C	27.0	656
		RT	A	7.8	26	B	19.9	181
	Southbound	LT	E	79.0	302	F	83.1	390
		RT	D	54.2	273	E	58.3	584
Intersection Overall			**C**	**24.3**	**-**	**C**	**34.4**	**-**
Northbound Ramp Terminal (2)	Eastbound	TH	C	27.3	876	C	25.9	733
		RT (3)	B	18.7	138	D	38.6	m113
	Westbound	LT	F	81.8	m496	F	84.8	m389
		TH	A	4.5	220	A	3.4	m163
	Northbound	LT ***	E	79.1	158	E	76.3	243
		RT ***	D	50.3	384	D	39.0	228
Intersection Overall			**C**	**28.6**	**-**	**C**	**26.3**	**-**
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	F	84.9	546	F	131.0	m#569
		TH *	A	9.4	352	B	17.1	368
		RT *	-	-	-	-	-	-
	Westbound	LT	D	42.9	29	C	34.4	m17
		TH *	D	35.7	718	E	75.3	#493
		RT *	-	-	-	-	-	-
	Northbound	LT	F	99.6	#205	F	159.1	#279
		TH *	F	90.6	202	E	55.9	137
		RT *	-	-	-	-	-	-
	Southbound	LT	F	87.7	146	E	56.3	141
		TH *	F	81.5	133	F	177.1	#784
		RT *	-	-	-	-	-	-
Intersection Overall			**C**	**33.0**	**-**	**E**	**66.1**	**-**

Table 7.11 – 2035 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	A	6.4	40	A	3.1	m0
		TH *	A	6.7	650	A	0.6	10
		RT *	-	-	-	-	-	-
	Westbound	LT	A	5.7	5	A	5.5	8
		TH *	A	4.4	377	A	7.4	592
		RT *	-	-	-	-	-	-
	Northbound	LT	E	62.5	87	F	105.9	#219
		TH *	E	58.0	0	E	73.5	32
		RT *	-	-	-	-	-	-
	Southbound	LT ****	-	-	-	-	-	-
		TH ****	E	57.9	0	E	73.4	12
		RT ****	-	-	-	-	-	-
Intersection Overall			**A**	**6.7**	**-**	**A**	**6.6**	**-**

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.11**, all six intersections will operate at capacity or better.

Table 7.12 – 2035 Preferred Alternative SW 8th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (1)	Eastbound	LT	E	67.7	181	F	118.5	153
		TH *	F	98.2	#1438	D	45.8	#1160
		RT *	-	-	-	-	-	-
	Westbound	LT	F	109.9	#284	F	138.6	m285
		TH	D	51.0	#1223	F	84.6	#1933
		RT	-	-	-	-	-	-
	Northbound	LT	D	52.8	236	E	79.4	#226
		TH	E	65.7	259	E	76.4	355
		RT	F	218.8	#543	F	98.7	221
	Southbound	LT	F	109.6	#265	F	105.0	221
		TH*	E	65.6	239	E	79.2	426
		RT*	-	-	-	-	-	-
Intersection Overall			***F***	***89.3***	***-***	***E***	***79.0***	***-***
Southbound Ramp Terminal (2)	Eastbound	TH *	A	3.9	m145	A	2.2	60
		RT *	A	3.3	m75	A	5.2	m64
	Westbound	LT	F	81.4	470	E	73.0	479
		TH	A	0.5	0	A	1.6	61
	Northbound	RT	A	0.1	0	A	0.0	0
Intersection Overall			***B***	***10.6***	***-***	***A***	***9.8***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH *	E	59.4	1060	E	78.6	700
		RT *	A	1.4	-	A	0.7	-
	Westbound	TH	C	21.0	m393	C	27.8	m633
	Northbound	LT	E	55.6	361	E	69.4	451
		RT	-	-	-	-	-	-
Intersection Overall			***D***	***38.1***	***-***	***D***	***41.7***	***-***

Table 7.12 – 2035 Preferred Alternative SW 8th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (2)	Eastbound	LT	F	112.1	m#141	F	102.7	126
		TH *	F	107.5	#2497	C	23.8	#1713
		RT *	-	-	-	-	-	-
	Westbound	LT	F	130.8	#91	F	115.2	64
		TH	C	34.4	1358	F	108.1	#2625
		RT	-	-	-	-	-	-
	Northbound	LT	F	187.0	#376	F	147.4	195
		TH *	F	119.4	#428	F	100.2	206
		RT *	-	-	-	-	-	-
	Southbound	LT	E	74.6	88	F	94.0	125
		TH	F	85.1	258	F	91.6	177
		RT	E	71.7	185	F	83.0	0
Intersection Overall			***F***	***84.2***	***-***	***E***	***74.8***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.12**, two intersection will operate over capacity and two intersections will operate at capacity or better.

Table 7.13 – 2035 Preferred Alternative Flagler Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM Peak			PM Peak		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue [2]	Eastbound	LT	F	84.8	147	F	87.0	243
		TH *	C	25.1	752	C	25.7	483
		RT *	-	-	-			-
	Westbound	LT	C	26.1	31	A	7.6	m10
		TH *	A	5.4	116	B	12.9	m348
		RT *	A	1.6	0	A	1.4	m6
	Northbound	LT	F	82.5	111	E	74.7	111
		TH *	F	87.8	147	F	89.6	192
		RT *	-	-	-		-	-
	Southbound	LT	E	79.6	280	F	94.4	#456
		TH	E	71.4	218	E	62.3	204
		RT	D	54.1	38	D	50.2	211
Intersection Overall			**C**	***30.8***	**-**	**C**	***34.4***	**-**
SW 79th Avenue [2]	Eastbound	LT	F	88.4	202	F	81.7	m149
		TH *	C	27.0	463	C	27.4	m381
		RT *	-	-	-	-	-	-
	Westbound	LT	F	129.4	m#161	E	69.9	m55
		TH	A	5.1	63	D	35.2	#934
		RT	0	0.0	0	0	0.0	0
	Northbound	LT	F	83.6	104	F	110.3	#98
		TH	F	88.3	137	F	97.0	85
		RT	E	69.0	51	E	74.3	0
	Southbound	LT	F	88.3	#485	E	69.9	#609
		TH **	E	59.8	68	D	46.7	197
		RT	D	43.9	42	C	34.4	174
Intersection Overall			**D**	***37.3***	**-**	**D**	***41.9***	**-**

Table 7.13 – 2035 Preferred Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM Peak			PM Peak		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal [1]	Eastbound	LT	E	70.5	m271	F	83.6	m250
		TH *	A	8.5	817	B	15.0	394
		RT *	B	14.1	-	B	17.1	
	Westbound	LT	C	31.6	m67	C	31.9	m#133
		TH	D	48.1	487	D	46.3	774
		RT	-	-	120	-	-	m12
	Northbound	LT **	-	-	-	-	-	
		TH **	E	79.7	188	F	110.7	#184
		RT	F	82.9	77	E	79.5	0
	Southbound	LT	E	59.5	202	E	69.6	229
		TH	A	0.0	106	E	62.6	#375
Intersection Overall			**D**	***38.4***	**-**	**D**	***41.2***	**-**
Northbound Ramp Terminal [1]	Eastbound	LT	E	77.5	m364	E	71.7	345
		TH	A	7.4	269	A	4.3	141
	Westbound	TH	A	0.6	175	C	28.7	1019
		RT [3]	A	7.6	122	A	0.5	0
	Southbound	LT [3]	E	71.7	136	E	75.4	113
Intersection Overall			**B**	***17.6***	**-**	**C**	***27.2***	**-**
SW 74th Avenue [1]	Eastbound	LT	B	15.3	m24	D	45.7	63
		TH *	A	1.6	716	B	17.3	723
		RT *	A	2.9	-	B	18.1	-
	Westbound	LT	A	10.0	m8	F	114.4	m30
		TH *	B	19.0	193	C	29.9	m397
		RT *	C	20.0	-	C	33.7	-
	Northbound	LT **	-	-	-	-	-	-
		TH **	E	75	178	E	74.2	168
		RT	-	-	-	-	-	-
	Southbound	LT **	-	-	-	-	-	-
		TH **	F	91.8	70	F	95.9	86
		RT	F	82.8	0	F	81.7	0
Intersection Overall			**B**	***12.4***	**-**	**C**	***28.0***	**-**

Table 7.13 – 2035 Preferred Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM Peak			PM Peak		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
NW 72nd Avenue (1)	Eastbound	LT	F	306.8	#1285	F	100.3	#530
		TH *	D	36.4	690	D	44.9	492
		RT *	D	38.7	-	D	48.5	-
	Westbound	LT	F	115.9	#212	F	97.5	173
		TH	E	65.6	726	F	139.2	#1065
	Northbound	LT	F	134.0	#321	F	199.3	#505
		TH *	F	119.0	#539	E	71.0	230
		RT *	F	121.9	-	E	71.2	-
	Southbound	LT	F	161.7	#369	F	122.4	#592
		TH	E	63.1	193	E	77.6	#586
		RT	D	38.7	323	F	202.1	#1437
Intersection Overall			***F***	***94.4***	***-***	***F***	***111.4***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 10 Lanes, Volumes, Timings report, since HCM6th Ed, HCM 2010 and HCM 2000 are not capable of reporting the results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.13**, one intersection will operate over capacity and five intersections will operate at capacity or better.

Table 7.14 – 2035 Preferred Alternative NW 25th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	D	37.7	356	E	72.1	284
		RT	A	0.8	0	B	12.9	#62
	Westbound	LT	E	59.0	m102	B	15.2	182
		TH	C	25.3	m508	A	2.4	74
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	F	157.0	#817	E	73.4	245
		TH	-	-	-	-	-	-
		RT	A	2.3	0	A	0.6	0
Intersection Overall			***D***	***43.6***	***-***	***C***	***23.9***	***-***
Northbound Ramp Terminal (2)	Eastbound	LT	F	157.1	m#458	E	59.4	382
		TH	B	16.8	m288	D	46.3	373
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	D	40.5	292	D	54.7	531
		RT	A	0.2	0	A	0.3	0
	Northbound	LT	F	264.9	#1096	E	56.4	401
		RT (*MIA CARGO*)	F	134.1	#875	E	69.0	#598
		RT	F	133.7	#511	A	3.0	0
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			***F***	***113.4***	***-***	***D***	***41.9***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

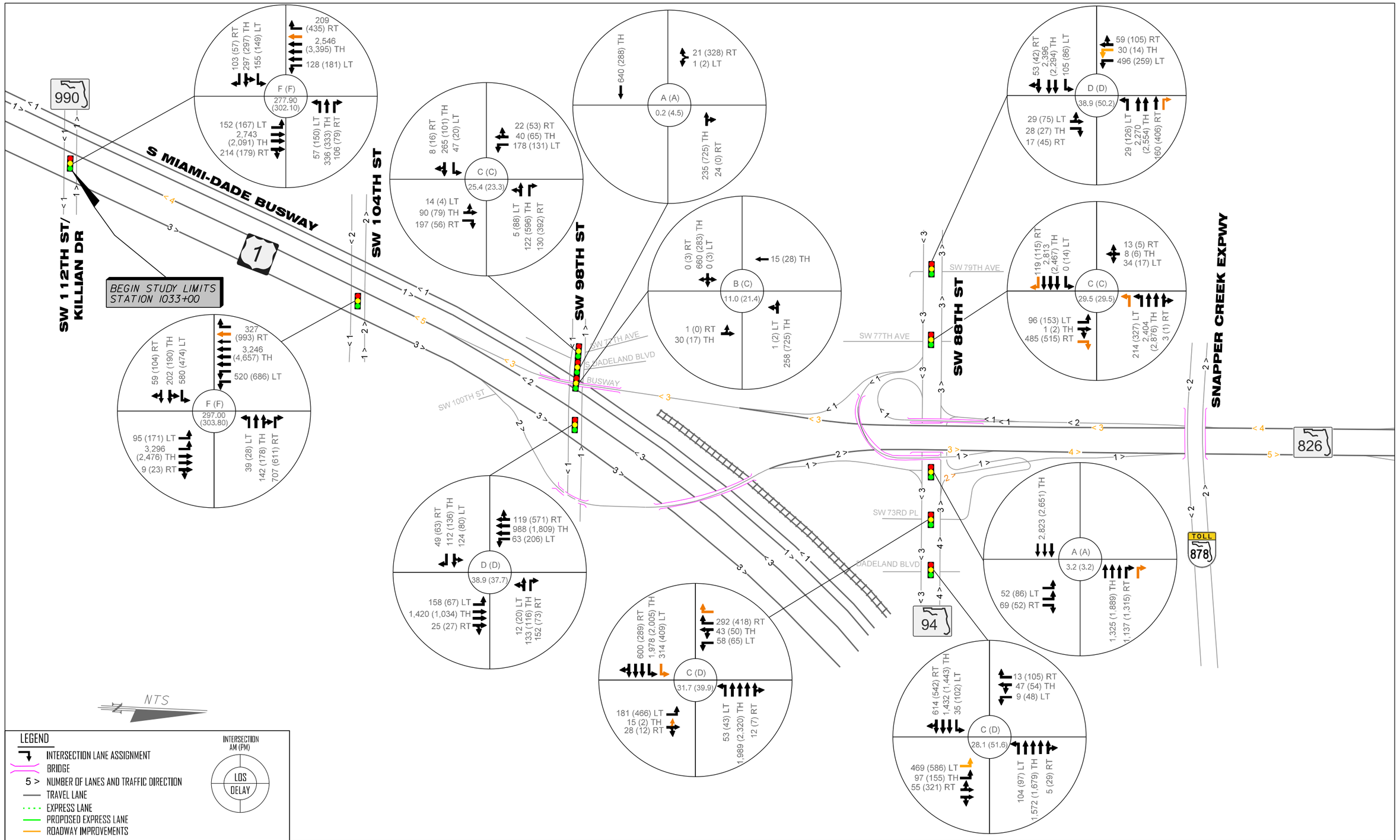
As shown in **Table 7.14**, one intersection will operate over capacity and one intersection will operate at capacity or better.

Table 7.15 – 2035 Preferred Alternative Milam Dairy Road/NW 72nd Ave Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Westbound Ramp Terminal [2]	Eastbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Westbound	LT	D	50.0	235	D	46.3	260
		TH	D	50.0	242	F	149.4	#922
		RT	E	60.3	290	D	41.7	74
	Northbound	LT	E	70.9	m239	F	206.1	m#888
		TH	B	15.2	665	C	28.7	450
		RT	-	-	-	-	-	-
	Southbound	LT	C	21.0	7	C	33.0	7
		TH	C	26.9	335	F	163.1	#1016
		RT	-	-	-	-	-	-
Intersection Overall			**C**	***30.4***	**-**	**F**	***120.8***	**-**
Eastbound Ramp Terminal [2]	Eastbound	LT	C	32.5	378	E	72.2	#387
		TH	-	-	-	-	-	-
		RT	D	41.9	510	D	51	96
	Westbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	A	5.6	35	A	3.9	33
		RT	-	-	-	-	-	-
	Southbound	LT	D	47.4	104	F	83.6	m225
		TH	E	56.5	471	A	5.1	m52
		RT	-	-	-	-	-	-
Intersection Overall			**C**	***33.0***	**-**	**C**	***24.7***	**-**

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.15**, one intersection will operate over capacity and one intersection will operate at capacity or better.



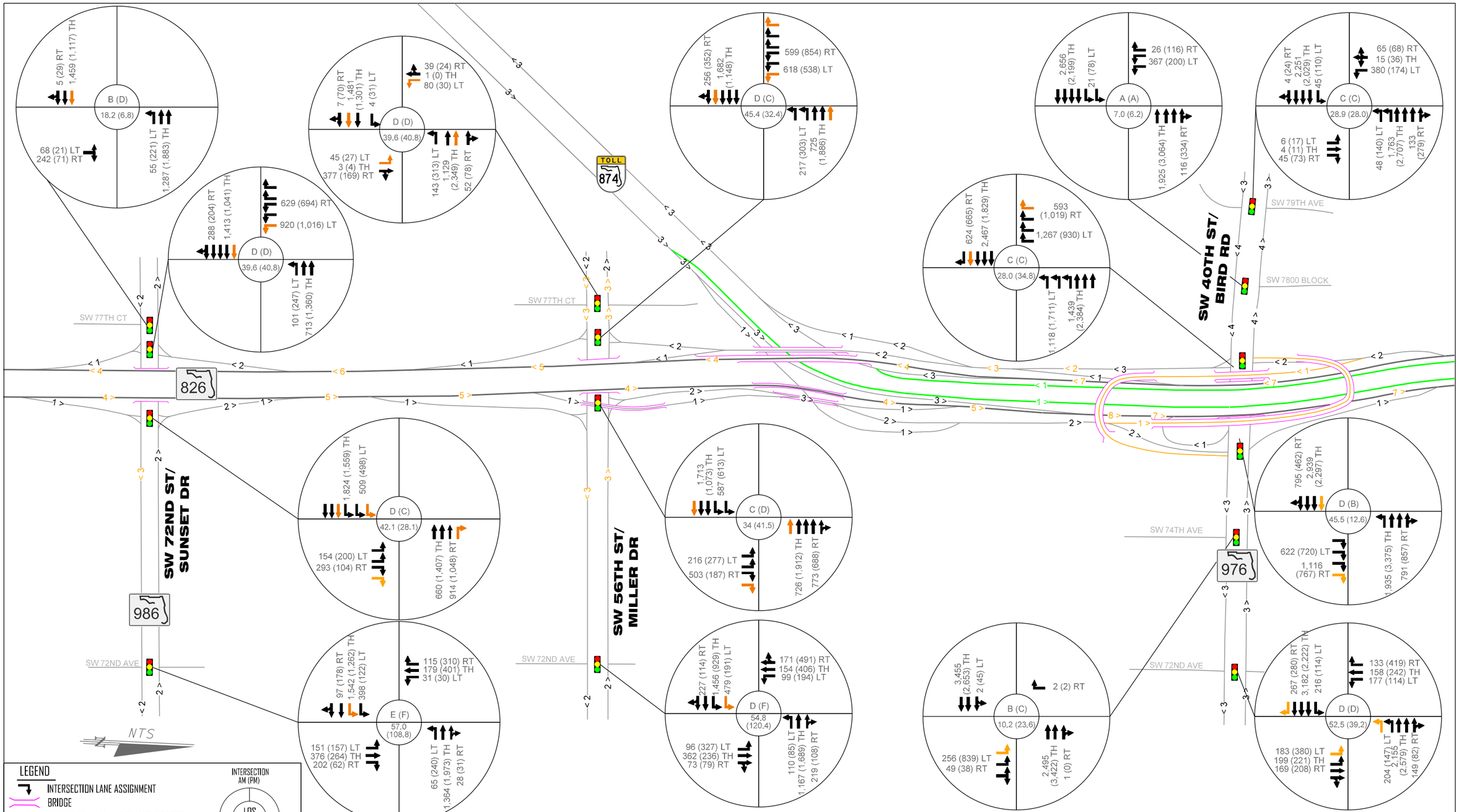
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From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 DESIGN YEAR PREFERRED ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 7.11



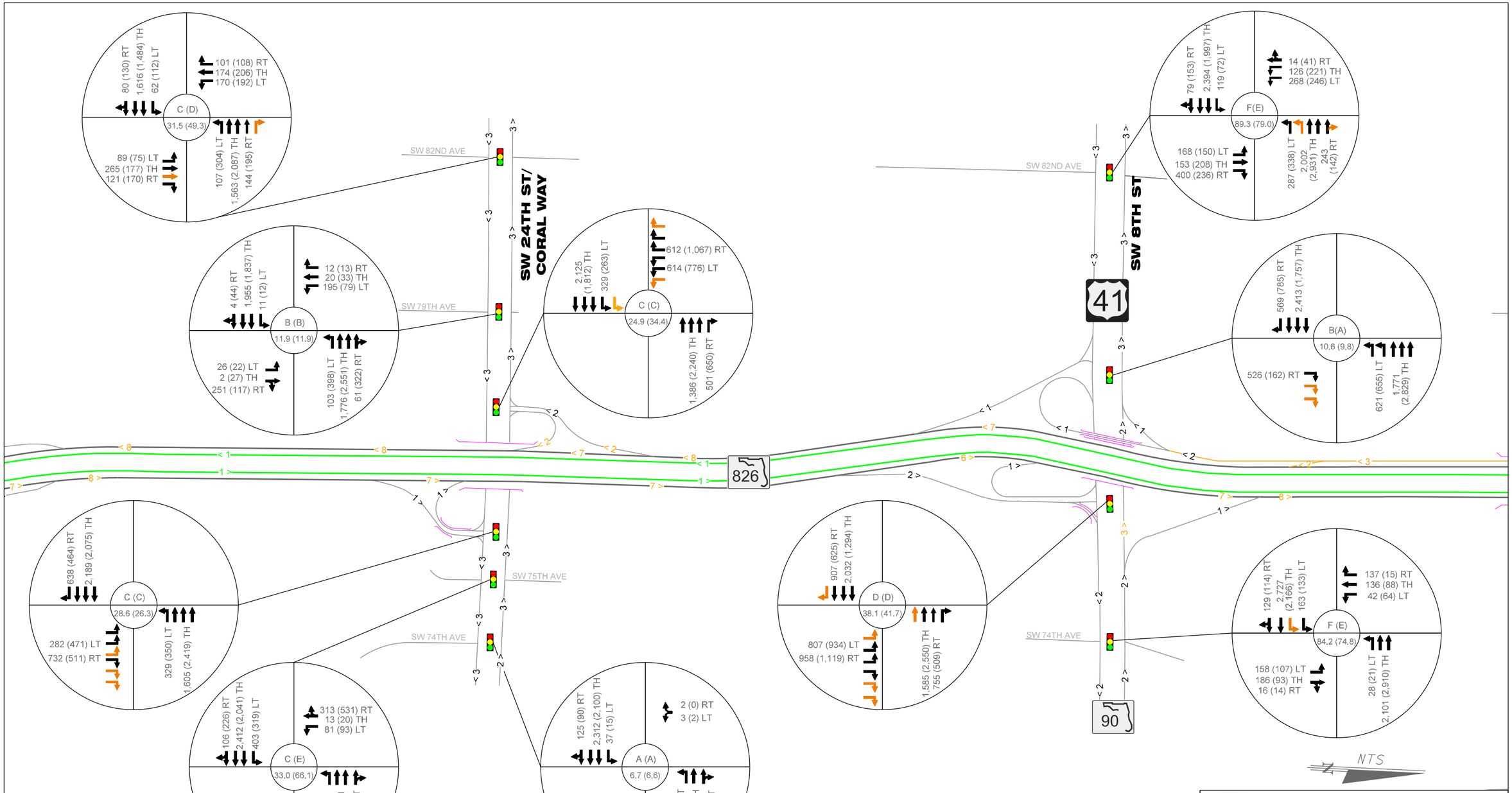
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FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR PREFERRED ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 7.11



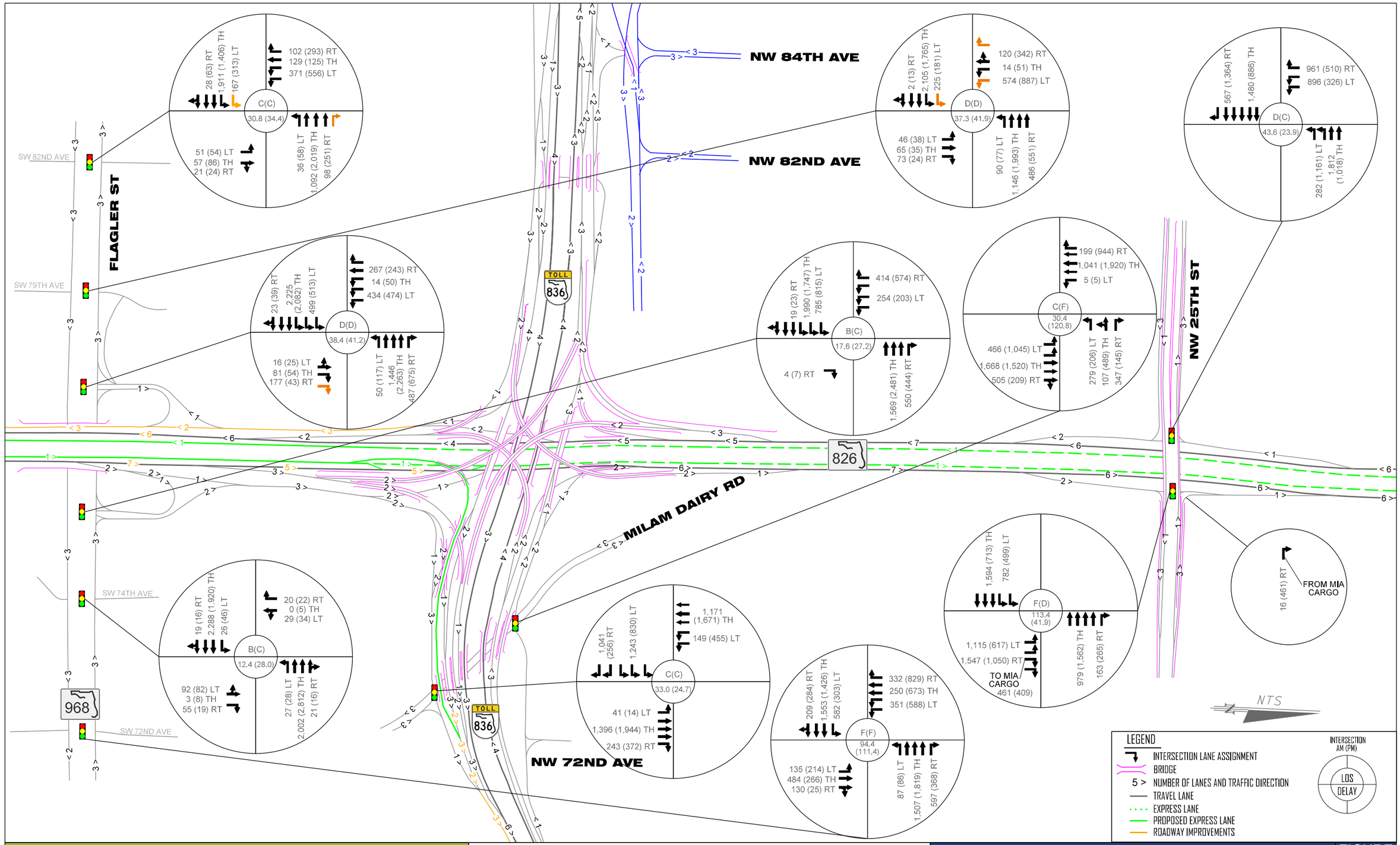
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ETDM No.: 14308

2035 OPENING YEAR PREFERRED ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 7.11



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

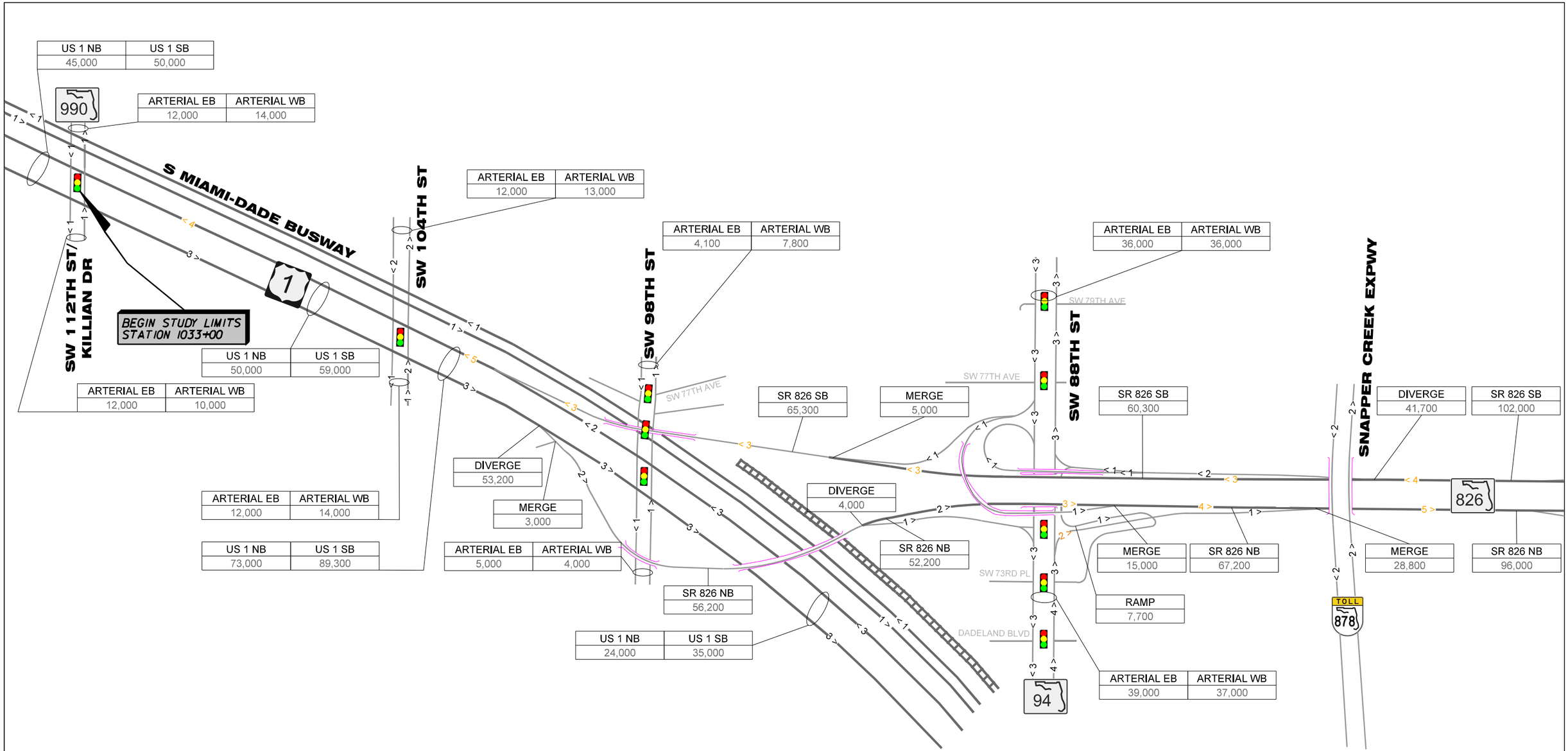
From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2035 OPENING YEAR PREFERRED ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 7.11

7.4 Preferred Alternative – 2055 Traffic Forecast

Design year 2055 traffic forecast was developed for the preferred alternative consistent with the methodology defined in **Section 2.0** of this SIMR. **Figure 7.12** shows the preferred alternative 2055 AADT volumes for the study area. **Figure 7.13** shows the preferred alternative 2055 DDHV for the study area.



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

FDOT
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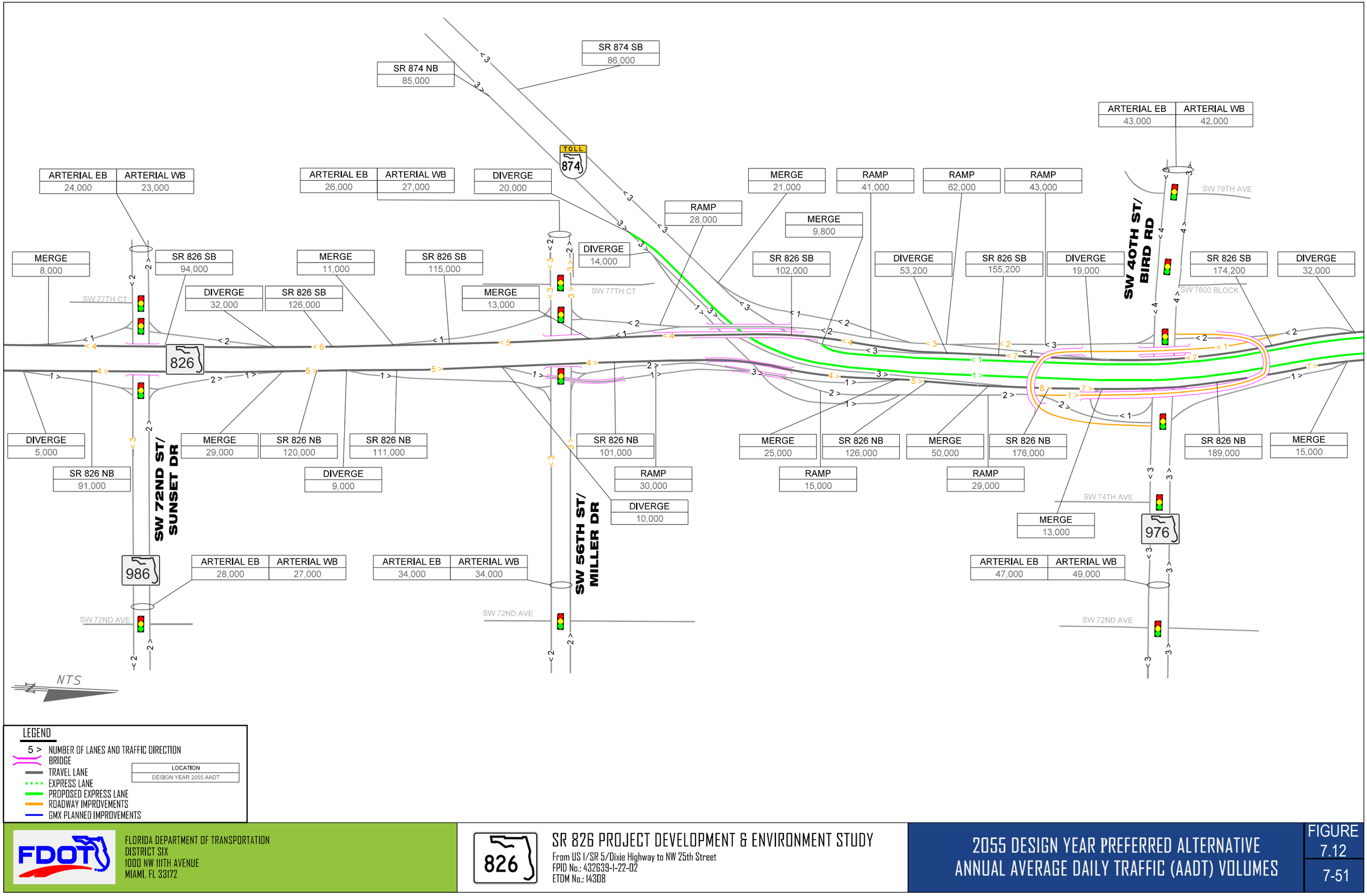
826

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From US 1/SR 5/Dixie Highway to NW 25th Street
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ETDM No.: 14308

2055 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.12



LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

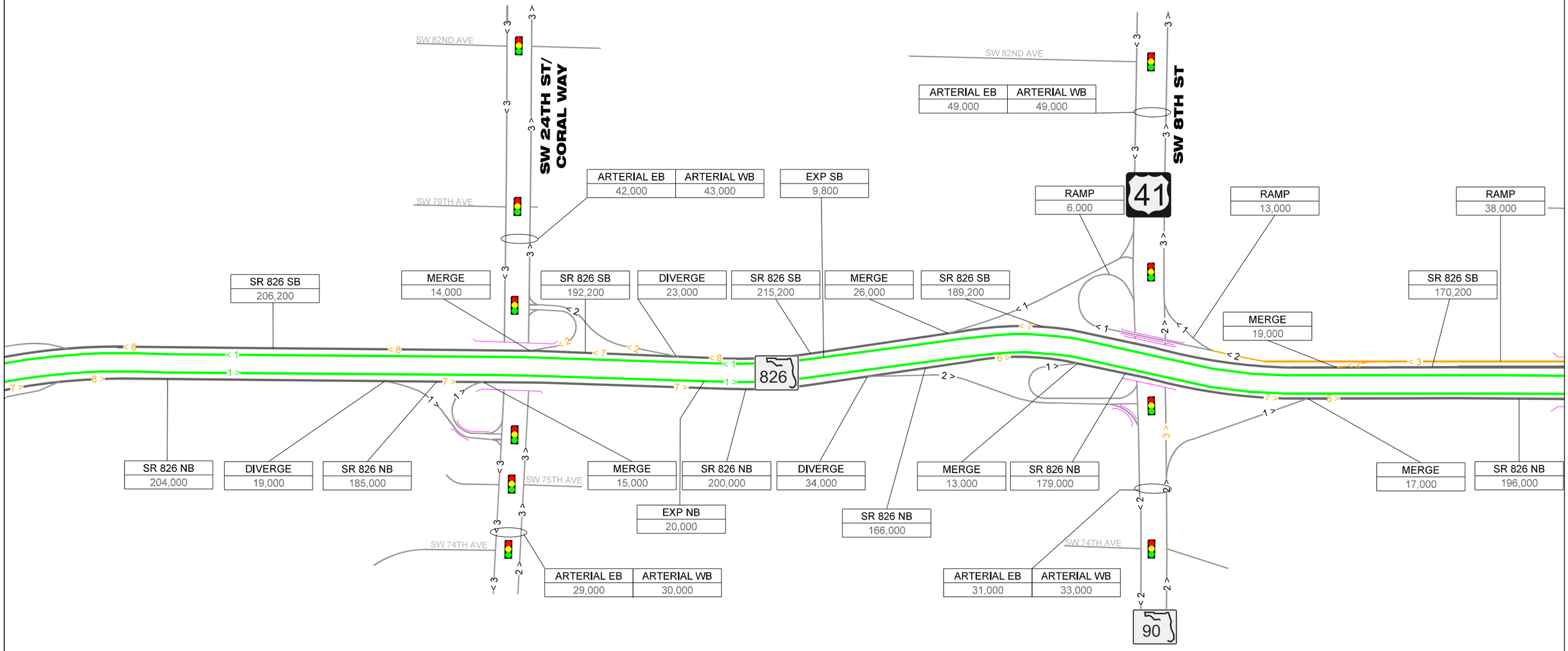
LOCATION
DESIGN YEAR 2055 AADT

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2055 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.12



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

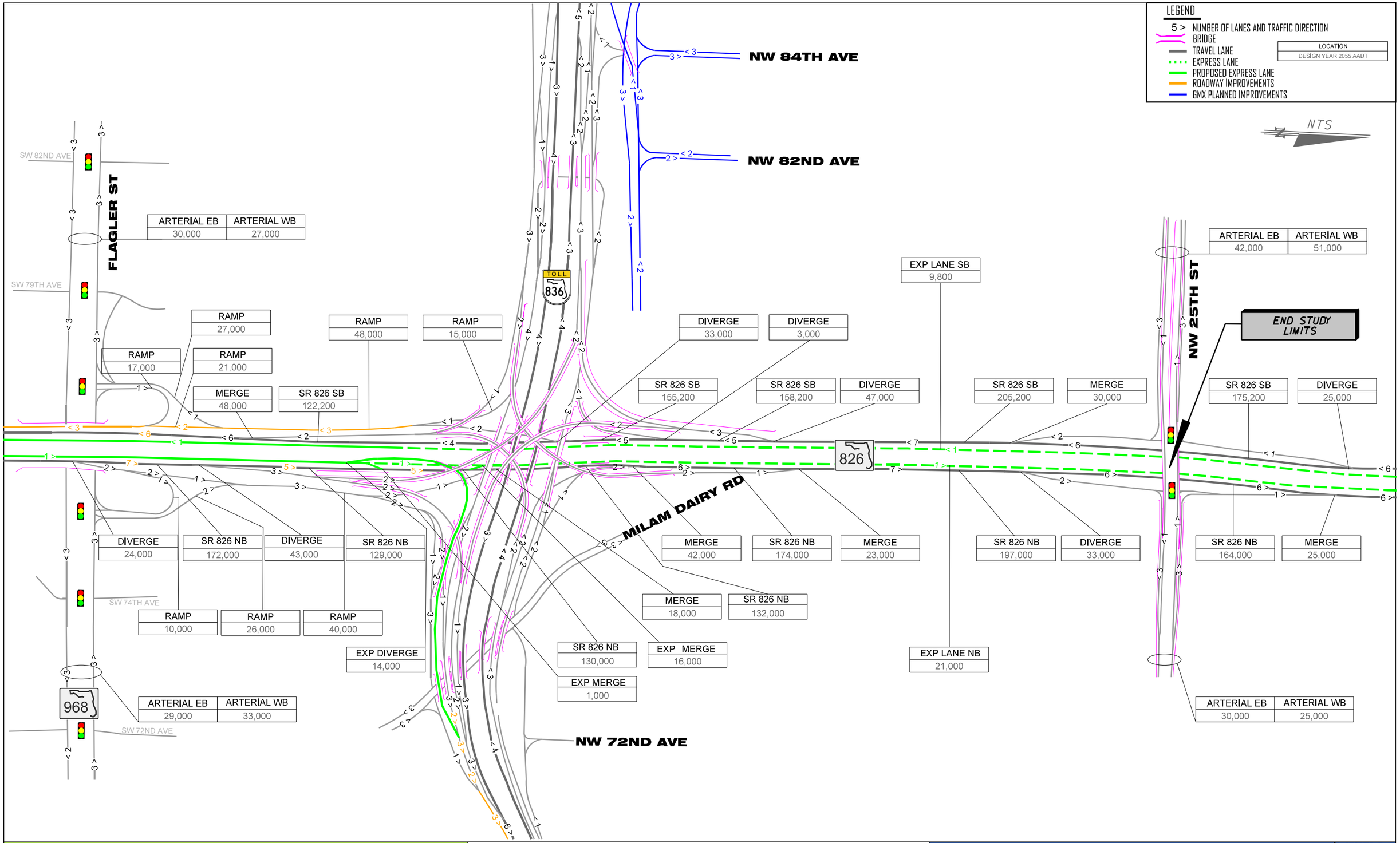
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ETDM No.: 14308

2055 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.12



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From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
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2055 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

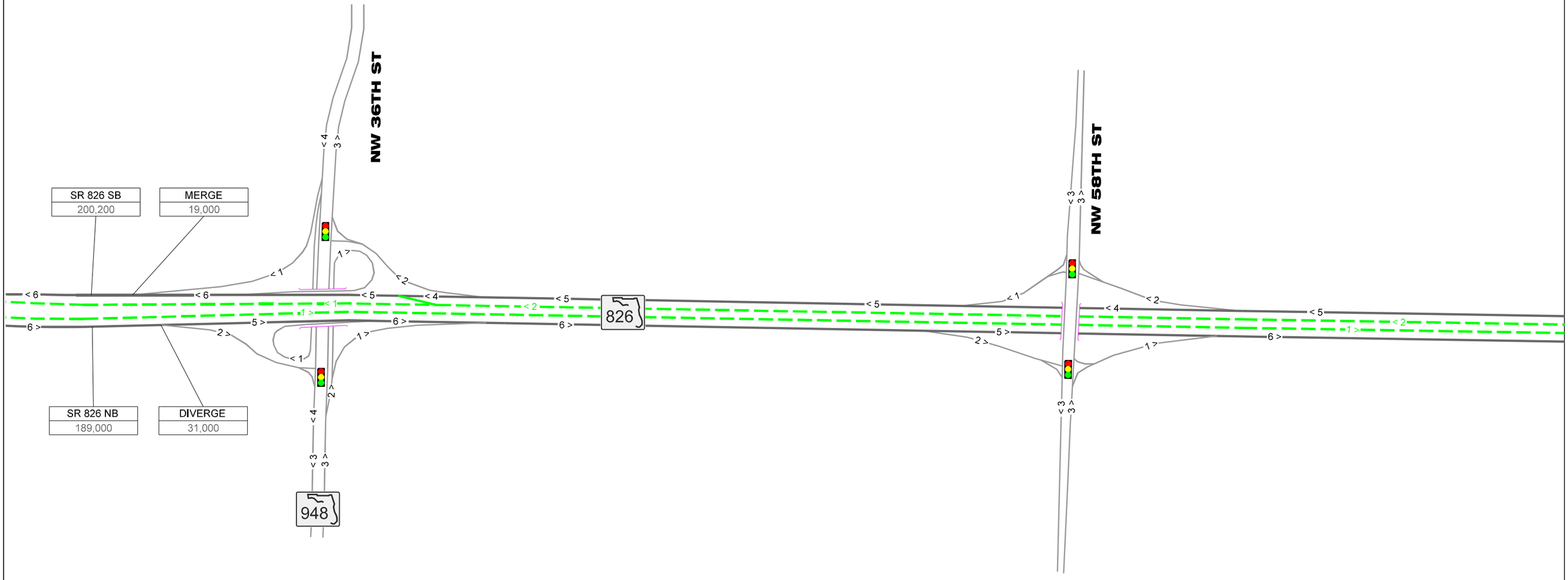
FIGURE 7.12

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
GMX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 AADT

NTS



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

2055 DESIGN YEAR PREFERRED ALTERNATIVE
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.12

NW 87TH AVE
NW 84TH AVE
NW 82ND AVE
NW 72ND AVE
NW 57TH AVE
NW 12TH STREET
MILAM DAIRY RD
826
TOLL 836

RAMP 5,000
RAMP 3,000
RAMP 2,000
RAMP 6,000
MERGE 26,500
RAMP 9,000
RAMP 2,000
RAMP 4,000
RAMP 15,000
SR 836 WB 79,500
RAMP 13,000
RAMP 2,000
RAMP 18,000
RAMP 10,000
SR 836 WB 53,000
RAMP 29,000
RAMP 18,000
RAMP 28,500
RAMP 25,000
RAMP 28,000
MERGE 11,000
RAMP 15,000
RAMP 27,000
RAMP 26,000
SR 836 WB 141,000
MERGE 19,000
DIVERGE 24,000
SR 836 WB 117,000
DIVERGE 64,000
SR 836 WB 53,000
DIVERGE 21,000
SR 836 EB 49,000
DIVERGE 13,000
RAMP 9,000
SR 836 EB 36,000
RAMP 25,000
RAMP 22,000
RAMP 13,000
RAMP 26,000
RAMP 34,000
RAMP 36,000
RAMP 11,000
RAMP 23,000
RAMP 15,000
RAMP 37,000
RAMP 10,500
RAMP 21,000
RAMP 12,000
RAMP 9,000
RAMP 18,800
RAMP 24,000
RAMP 32,500
MERGE 5,200
SR 836 EB 36,000
RAMP 30,800
RAMP 14,200
RAMP 16,000
MERGE 61,500
SR 836 EB 97,500
MERGE 41,200
SR 836 EB 138,700

LEGEND
5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
GMX PLANNED IMPROVEMENTS
LOCATION
DESIGN YEAR 2055 AADT

NTS

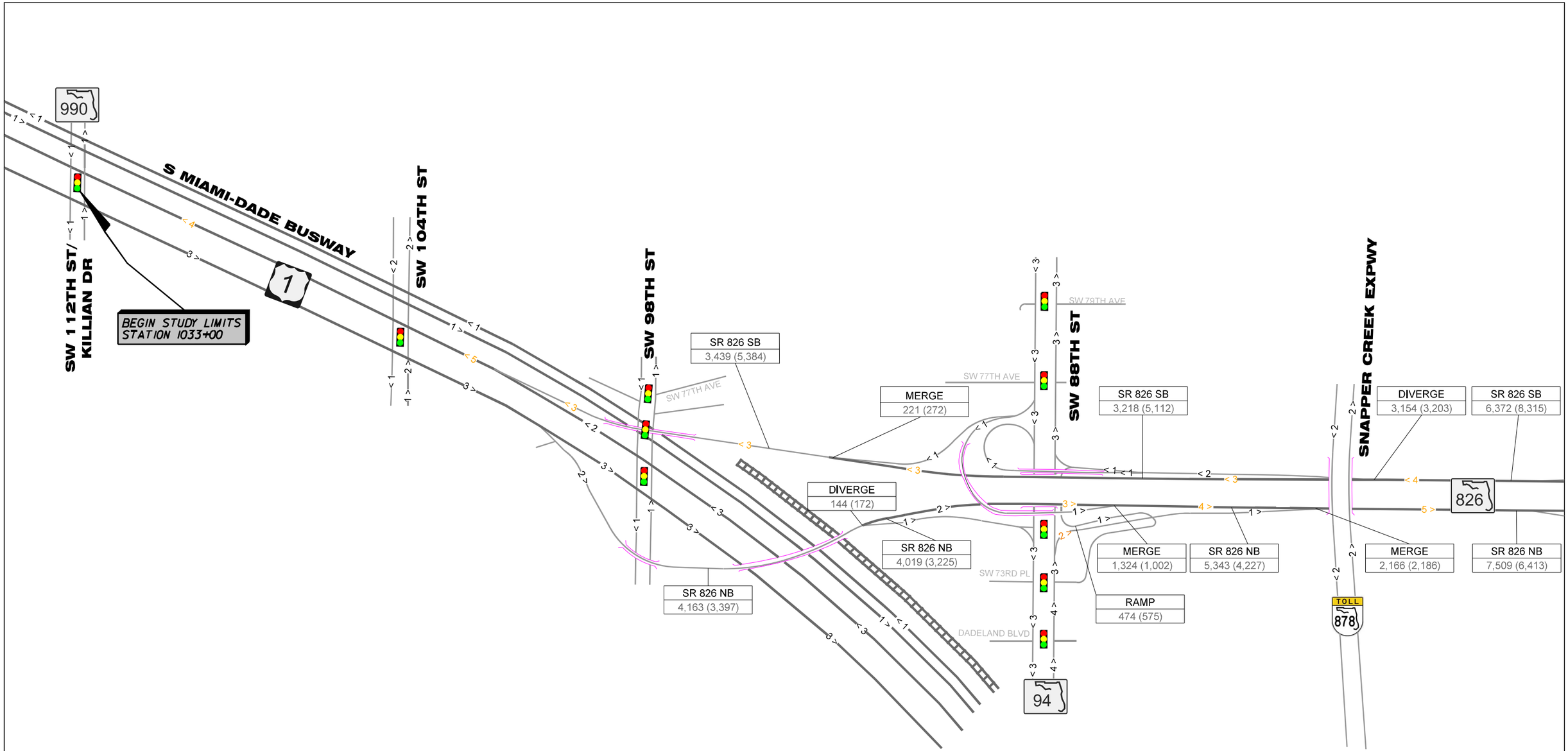
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2055 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.12



NTS

LEGEND

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- TRAVEL LANE
- EXPRESS LANE
- PROPOSED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

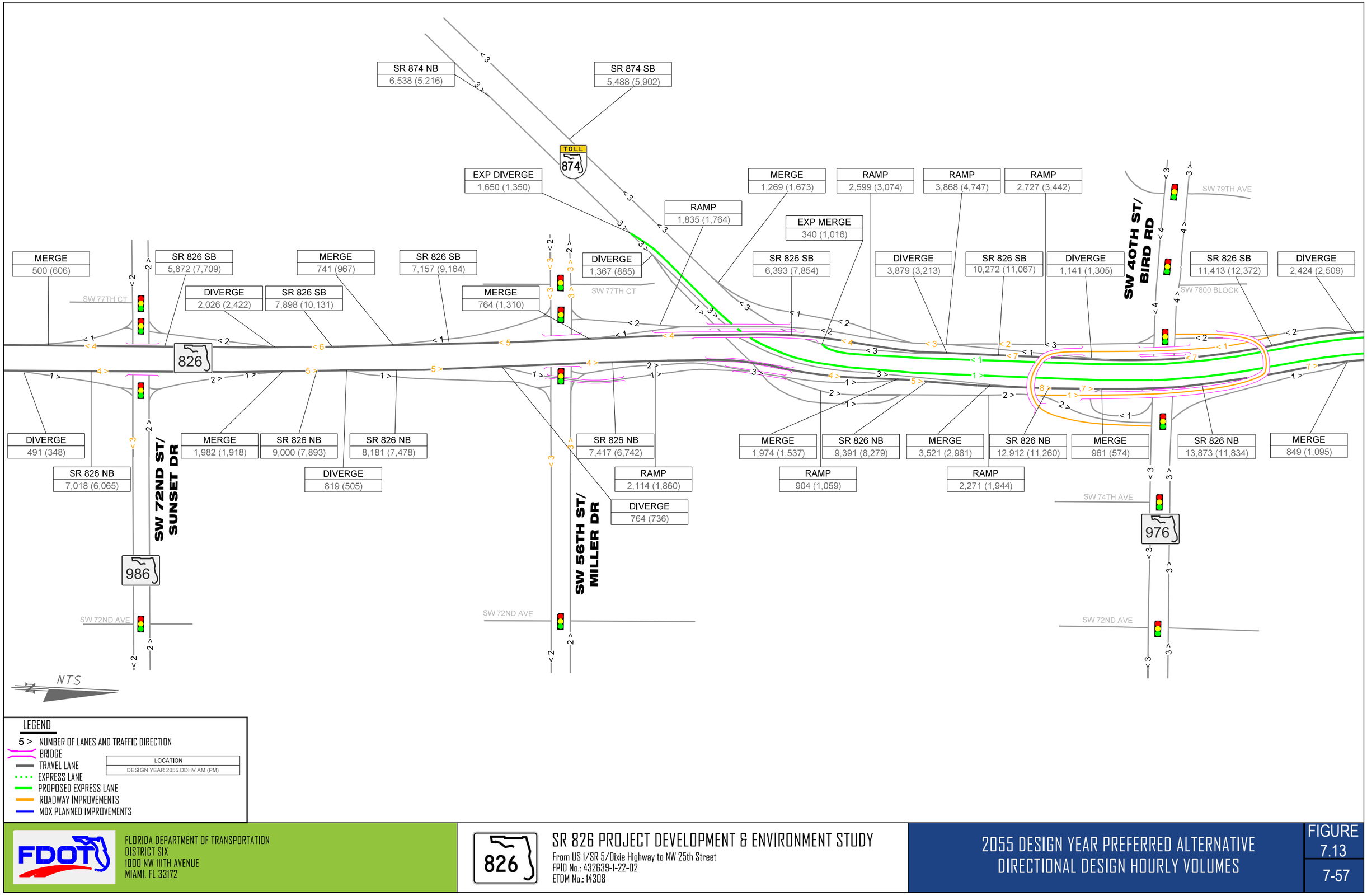
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ETDM No.: 14308

2055 DESIGN YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.13



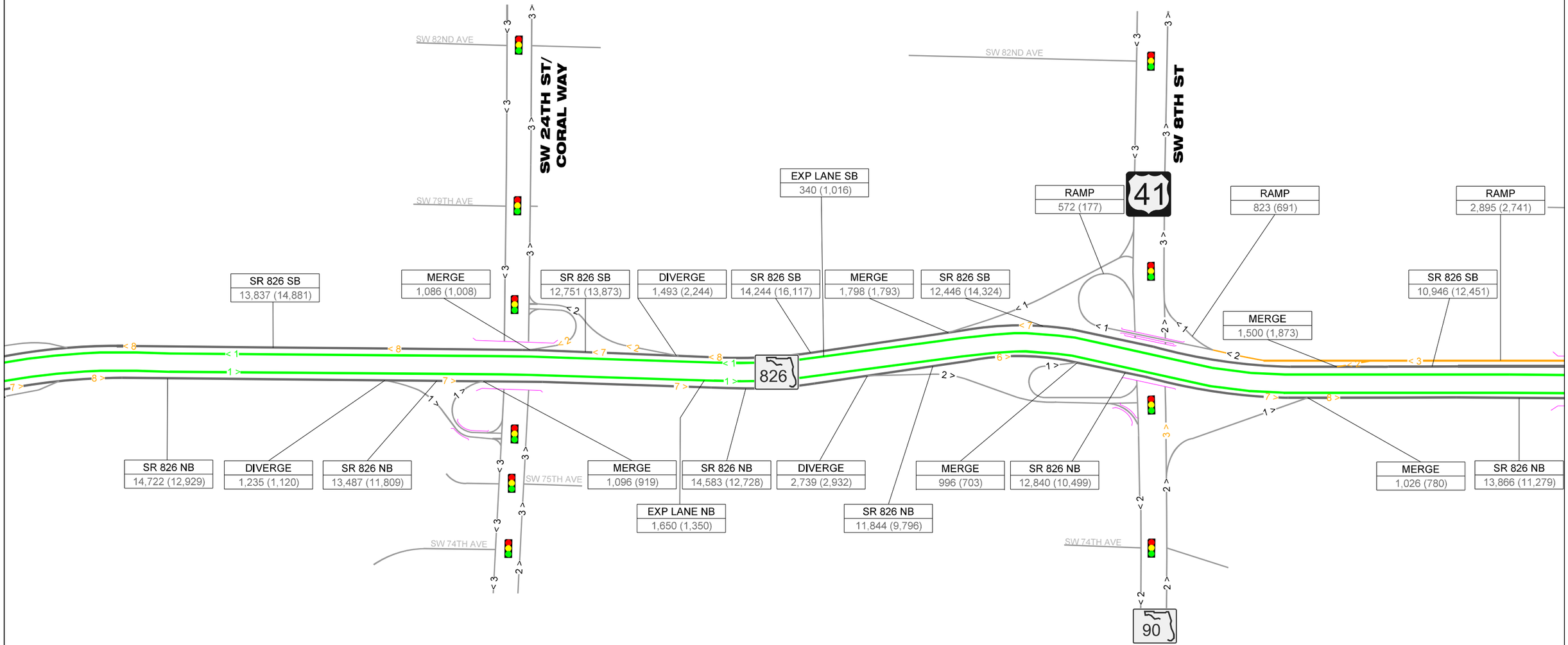
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2055 DESIGN YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.13



NTS

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION
BRIDGE
TRAVEL LANE
EXPRESS LANE
PROPOSED EXPRESS LANE
ROADWAY IMPROVEMENTS
MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

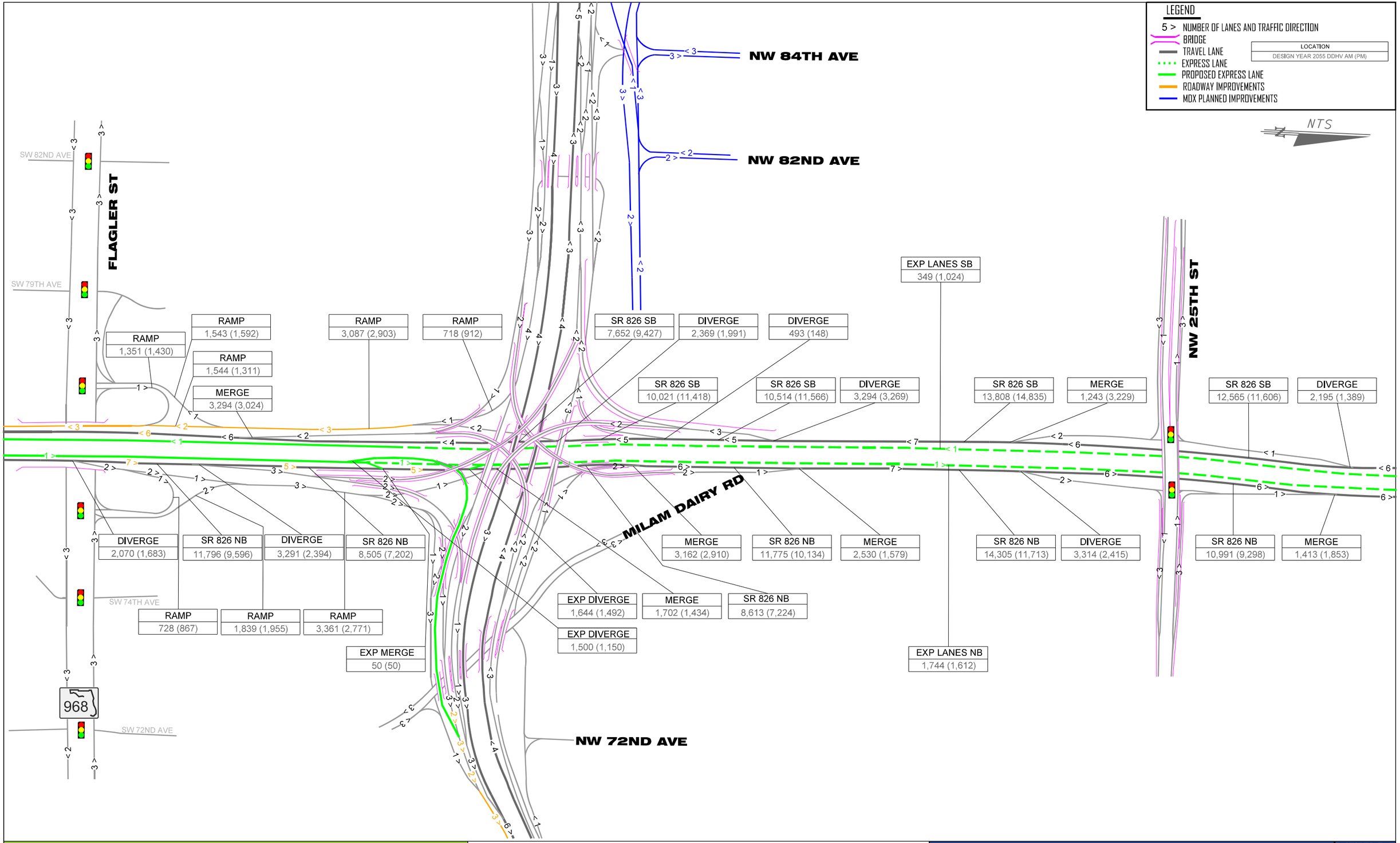
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2055 DESIGN YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.13



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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2055 DESIGN YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.13

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

TRAVEL LANE

EXPRESS LANE

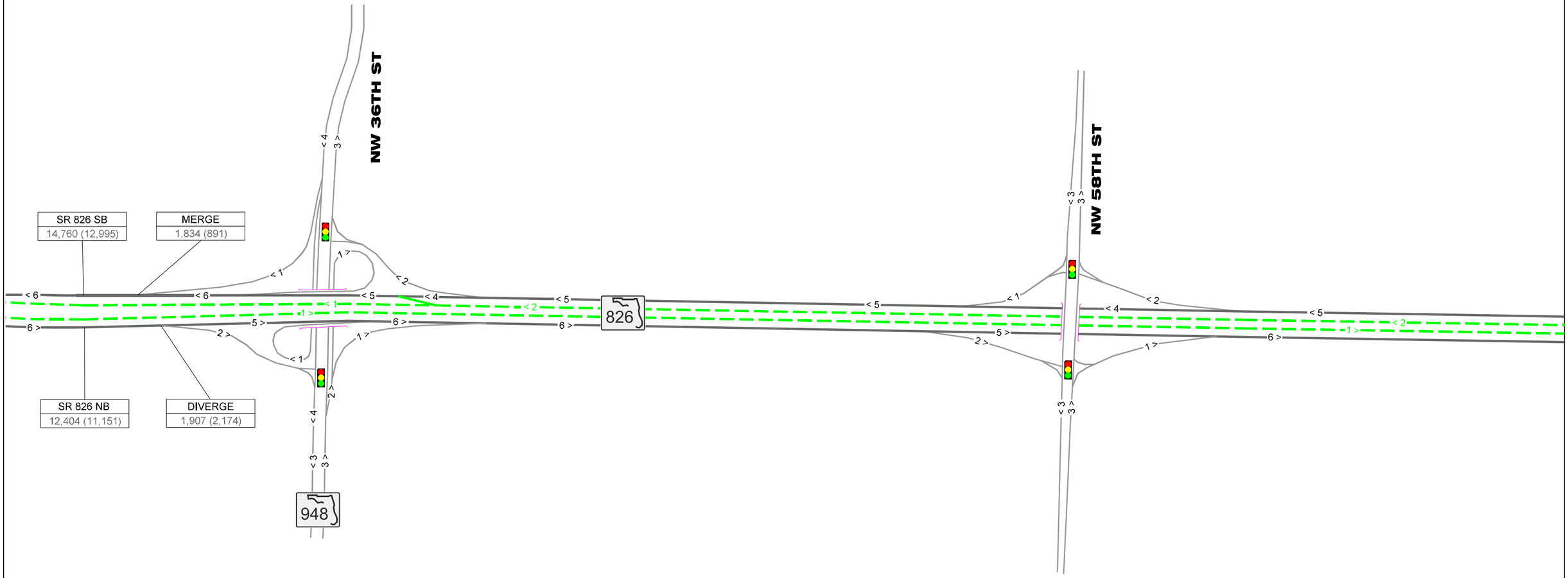
PROPOSED EXPRESS LANE

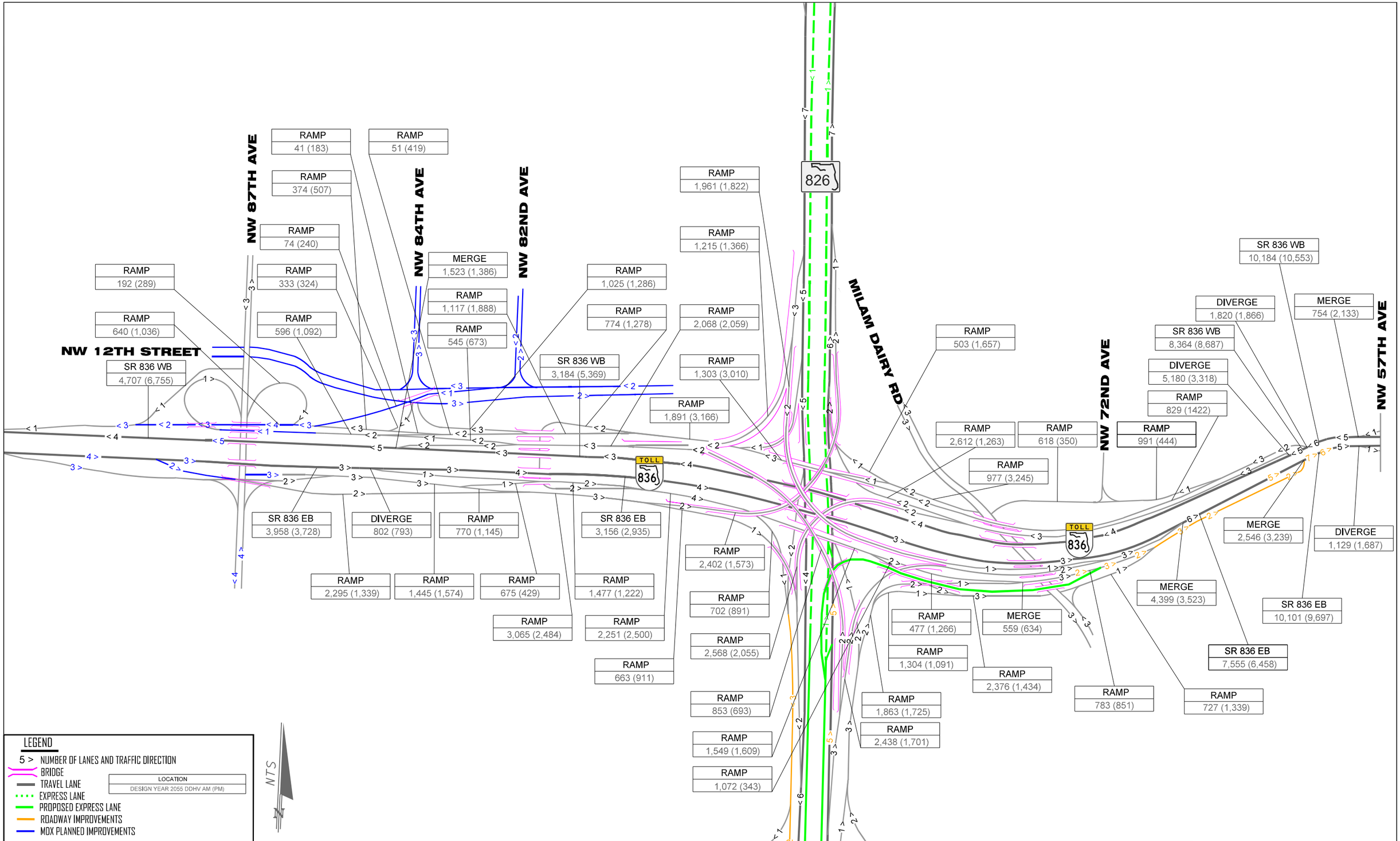
ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2055 DDHV AM (PM)

NTS





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2055 DESIGN YEAR PREFERRED ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 7.13

7.5 Preferred Alternative – 2055 Operational Analysis

Freeway Analysis – CORSIM models were developed for the future Preferred Alternative conditions. These models incorporated all road segments within the area of influence.

The results of the 2055 CORSIM analysis indicate that traffic operations along SR 826 will be better under the preferred alternative when compare to the No-Build Alternative (see **Figures 7.14 and 7.15** and **Tables 7.16 and 7.17**). Under the preferred alternative, average operating speeds along northbound SR 826 (AM peak, peak direction) are improved from approximately 28 mph (No-Build) to 53 mph (preferred alternative, travel lanes). Furthermore, the express lanes in the preferred alternative will operate at approximately 55 mph throughout the AM peak. In addition, throughput (northbound peak hour, peak-direction) is higher – approximately 12,600 vph in the preferred alternative when compared to 8,200 in the No-Build. Similarly, average operating speeds along southbound SR 826 (PM peak, peak direction) increase from approximately 13 mph (No-Build) to 31 mph (preferred alternative, travel lanes). Furthermore, the express lanes in the preferred alternative will operate at approximately 55 mph throughout the PM peak. Throughput along southbound SR 826 (PM peak, peak direction) is also increased from approximately 7,260 vph (No-Build) to 14,020 (preferred alternative). Notwithstanding these improvements, some sections of SR 826 travel lanes will experience congestion due to excessive traffic demand. The following sections of SR 826 will experience substandard traffic operating conditions by 2055 under the preferred alternative:

- **Northbound SR 826 from Eastbound SR 836 On-Ramp to NW 25th Street Off-Ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 travel lanes are expected to be at LOS E or F conditions during AM peak period. Average operating speeds are expected to range from approximately 25 to 40 mph during the AM peak. It should be noted that no capacity improvements are proposed within this section of SR 826 and operating conditions are similar in the No-Build Alternative.

- **Southbound SR 826 from NW 36th Street to SR 836 EB/WB Off-Ramp (AM Peak) –** The results indicate that traffic operations along this segment of SR 826 are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 35 to 50 mph during the PM peak.

- **Southbound SR 826 from NW 25th Street to SR 836 Off-Ramp (PM Peak) –** The results indicate that traffic operations along this segment of SR 826 travel lanes are expected to be at LOS E or F conditions during PM peak period. Average operating speeds are expected to range from approximately 35 to 40 mph during the PM peak. It should be noted that no capacity improvements are proposed within this section of SR 826 and operating conditions are similar in the No-Build Alternative.

- **Southbound SR 826 from SW 72nd Street Off-Ramp to SW 88th Street Off-Ramp (PM Peak) –** The results indicate that traffic operations along this segment of the SR 826 travel lanes are expected to be at LOS F conditions during PM peak period. Average operating speeds are expected to range from approximately 10 to 40 mph during the PM peak. The congestion experienced along this segment of SR 826 is largely attributed to spillback from southbound US 1.

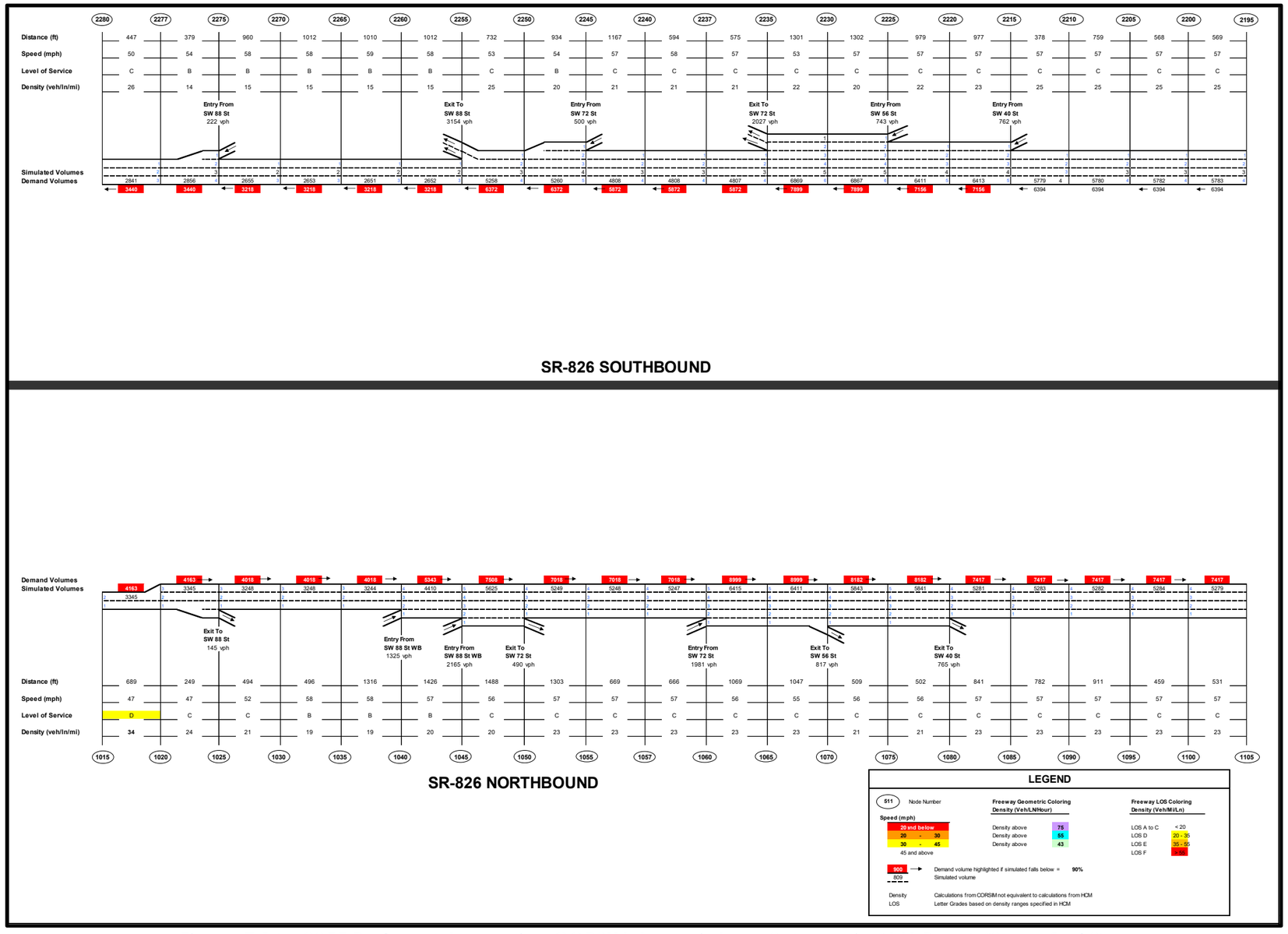


Figure 7.14 – 2055 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak) (Sheet 1 of 3)

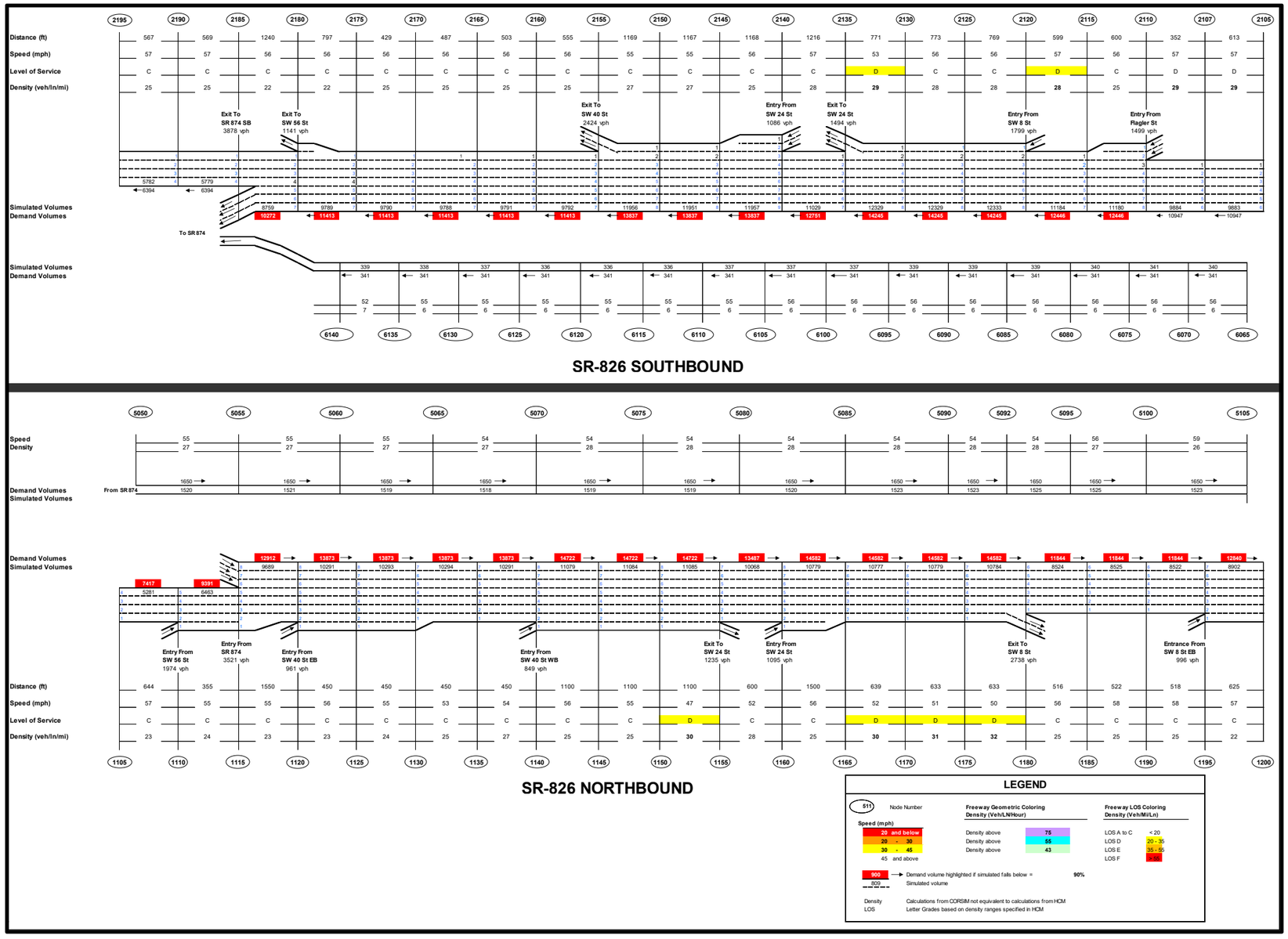


Figure 7.14 – 2055 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak) (Sheet 2 of 3)

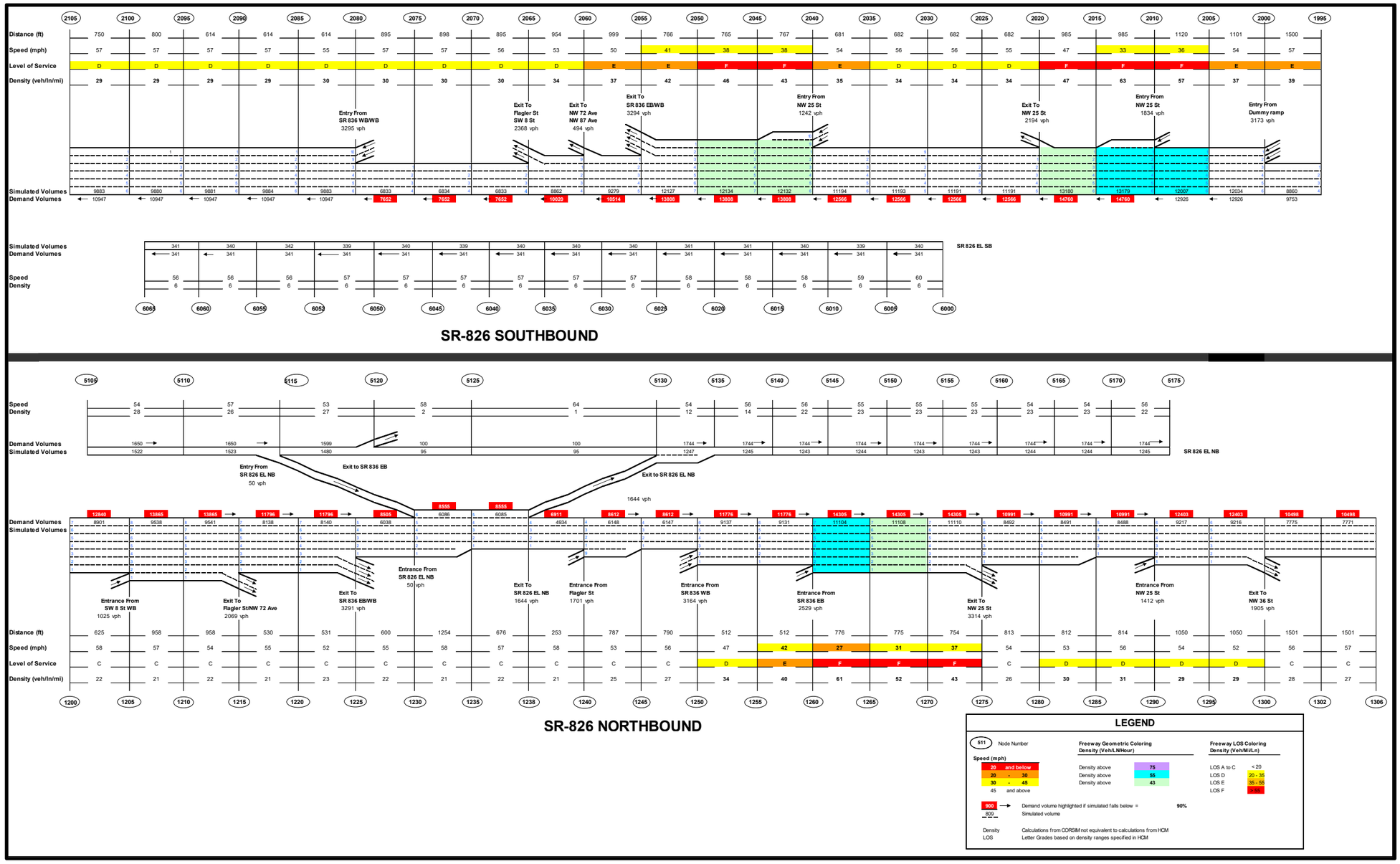


Figure 7.14 – 2055 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak) (Sheet 3 of 3)

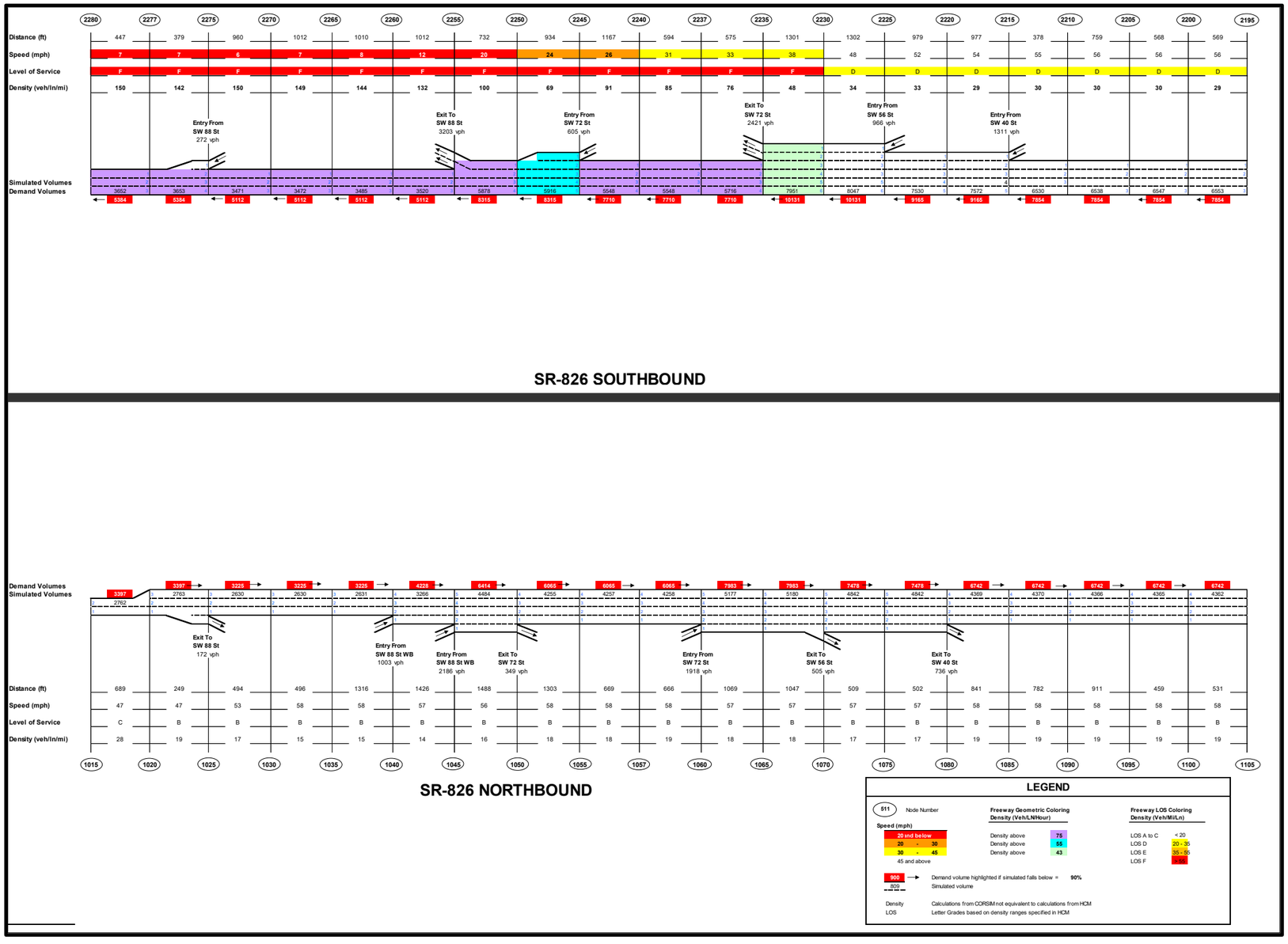


Figure 7.15 – 2055 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak) (Sheet 1 of 3)

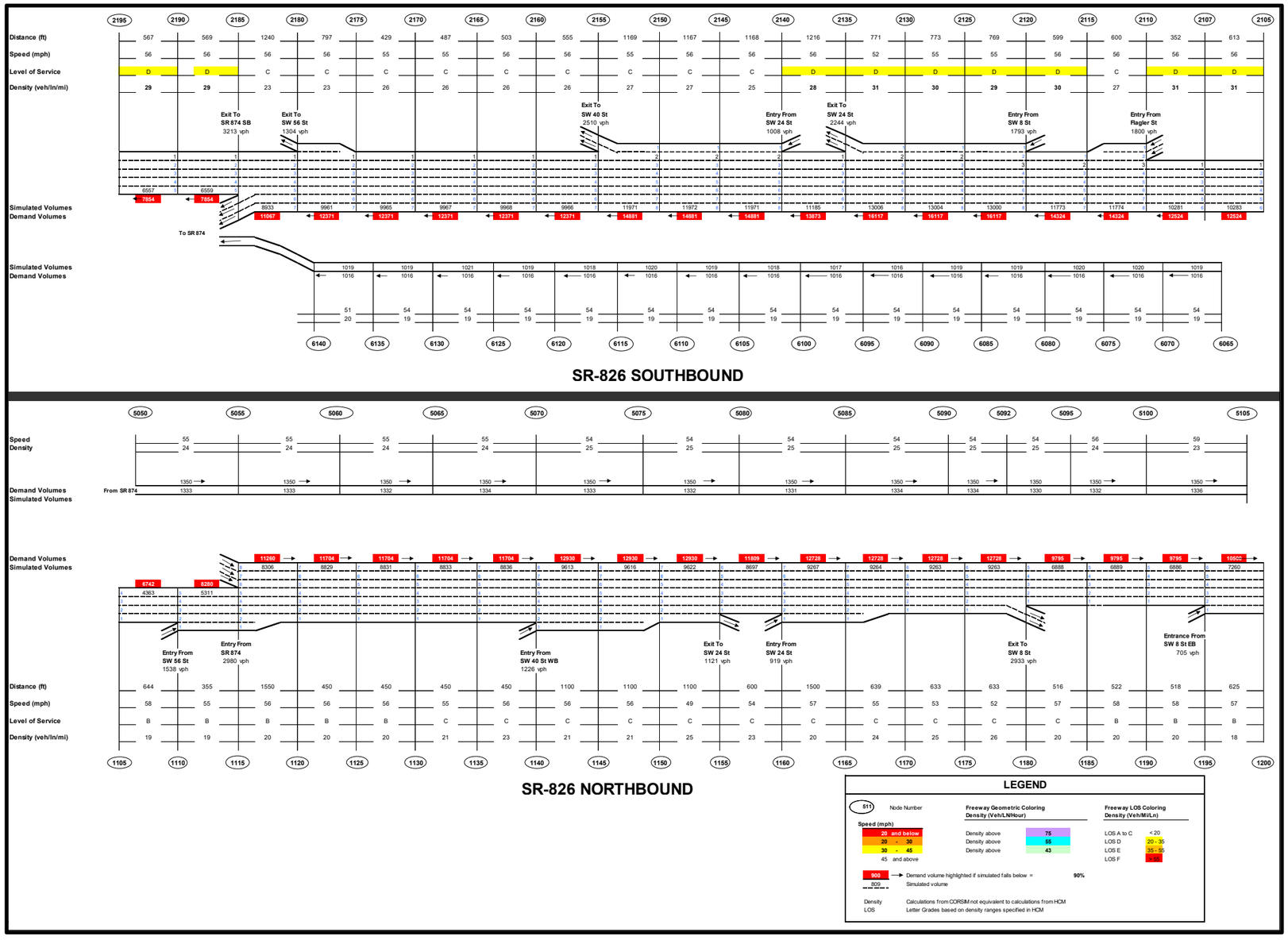


Figure 7.15 – 2055 Preferred CORSIM Analysis Lane Schematic (PM Peak) (Sheet 2 of 3)

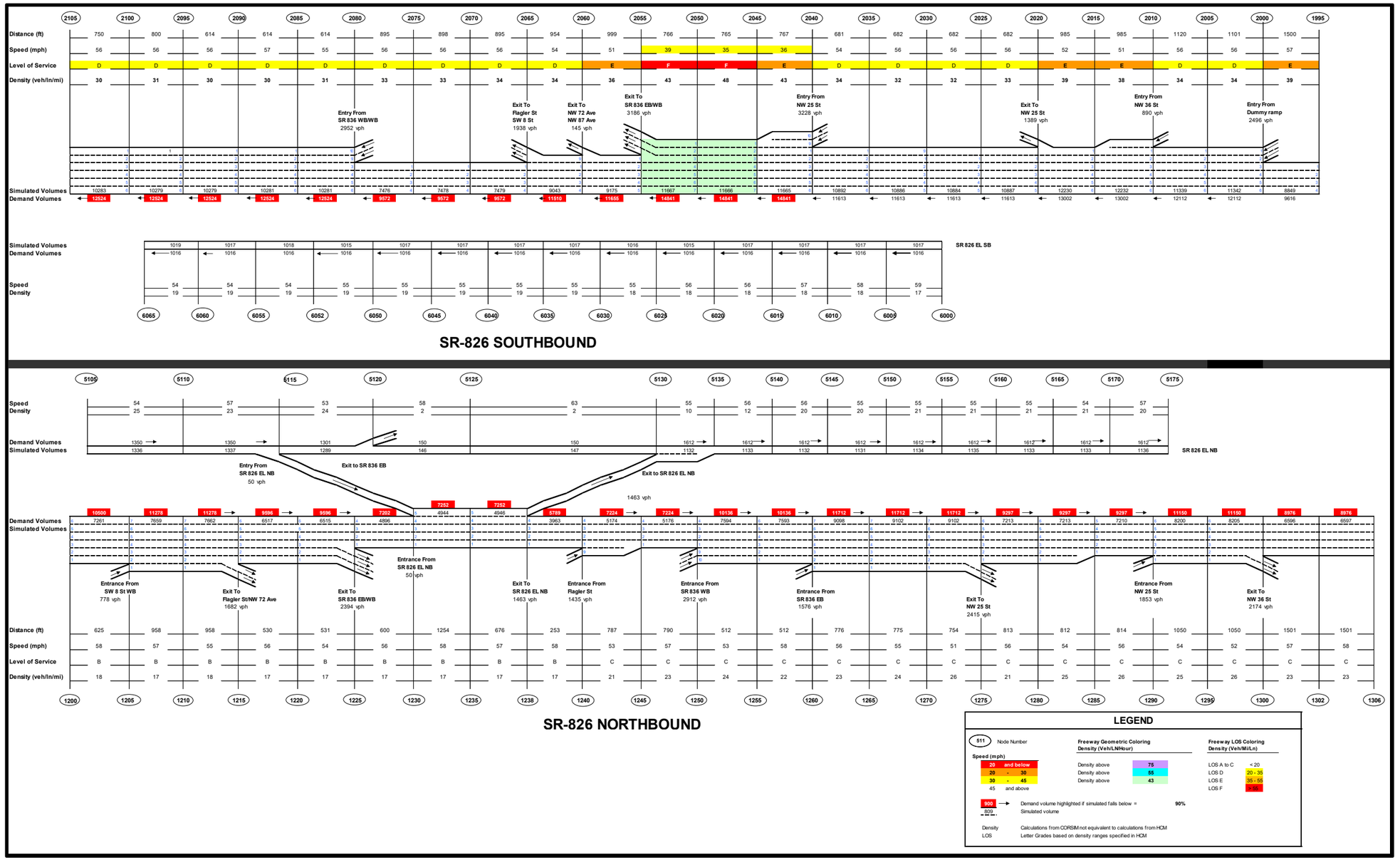


Figure 7.15 – 2055 Preferred CORSIM Analysis Lane Schematic (PM Peak) (Sheet 3 of 3)

Table 7.16 – Comparison 2055 No-Build vs. 2055 Preferred – Microsimulation Analysis (AM Peak)

2055 AM PEAK PERIOD – SR 826 NORTHBOUND (Peak Direction)				
MOE	**Location**	**No-Build**	**Preferred Alternative**	**Comments**
Average Speed SR 826 GU Lanes (mph)	SR 826 NB Links (from US 1 to NW 36 Street)	28	53	Preferred Alternative perform better than No-Build.
Average Speed SR 826 EL Lanes (mph)	SR 826 NB Links (from US 1 to NW 36 Street)	N/A	55	EL applicable to Preferred Alternative only.
Average Travel Time SR 826 GU Lanes (minutes)	SR 826 NB Links (from US 1 to NW 36 Street)	18:23	10:21	Preferred Alternative perform better than No-Build.
Average Travel time SR 826 EL Lanes (minutes)	SR 826 NB Links (from US 1 to NW 36 Street)	N/A	5:48	EL applicable to Preferred Alternative only.
Throughput - all lanes (vehicles)*	SB Traffic, north of Bird Road Off-Ramp	8,197	12,603	Preferred Alternative perform better than No-Build.
2055 AM PEAK PERIOD – NETWORK-Wide				
MOE	**Location**	**No-Build**	**Preferred Alternative**	**Comments**
Vehicle-Miles Travelled	Network-wide	1,024,525	1,240,298	Preferred Alternative perform better than No-Build.
Vehicle-Hours Delay Time	Network-wide	33,301	28,112	Preferred Alternative perform better than No-Build.
Average Speed (mph)	Network-wide	19	24	Preferred Alternative perform better than No-Build.

Notes: *Throughput reported at location with highest total demand.
GU – Travel Lanes, EL – Express Lane, NB – Northbound

Table 7.17 – Comparison 2055 No-Build vs. 2055 Preferred – Microsimulation Analysis (PM Peak)

2055 PM PEAK PERIOD – SR 826 SOUTHBOUND (Peak Direction)				
MOE	**Location**	**No-Build**	**Preferred Alternative**	**Comments**
Average Speed SR 826 GU Lanes (mph)	SR 826 NB Links (from US 1 to NW 36 Street)	13	31	Preferred Alternative performs better than No-Build.
Average Speed SR 826 EL Lanes (mph)	SR 826 NB Links (from US 1 to NW 36 Street)	N/A	55	EL applicable to Preferred Alternative only.
Average Travel Time SR 826 GU Lanes (minutes)	SR 826 NB Links (from US 1 to NW 36 Street)	44:07	17:39	Preferred Alternative perform better than No-Build.
Average Travel time SR 826 EL Lanes (minutes)	SR 826 NB Links (from US 1 to NW 36 Street)	N/A	6:21	EL applicable to Preferred Alternative only.
Throughput - all lanes (vehicles)*	SB Traffic, north of Bird Road Off-Ramp	7,263	14,023	Preferred Alternative perform better than No-Build.
2055 PM PEAK PERIOD – NETWORK-Wide				
MOE	**Location**	**No-Build**	**Preferred Alternative**	**Comments**
Vehicle-Miles Travelled	Network-wide	946,107	1,248,969	Preferred Alternative perform better than No-Build.
Vehicle-Hours Delay Time	Network-wide	41,417	31,299	Preferred Alternative perform better than No-Build.
Average Speed (mph)	Network-wide	16	23	Preferred Alternative perform better than No-Build.

Notes: *Throughput reported at location with highest total demand.
GU – Travel Lanes, EL – Express Lane, NB – Northbound

Figures 7.16 and 7.17 depict the CORSIM microsimulation results for operating conditions along SR 836 in the opening year 2055 with the preferred alternative. **Table 7.18 and 7.19** provide a comparison of key performance measures for the preferred alternative and No-Build. The results indicate that overall traffic operations along SR 836 are better under the preferred alternative in the AM and PM peak periods when compared to traffic operations under No-Build conditions. Under the preferred alternative, average operating speeds along SR 836 in the AM peak are approximately 51/52 mph (eastbound/westbound) compared to 30/36 mph (eastbound/westbound) under No-Build conditions. Similarly, in the PM peak, average operating speeds under the preferred alternative are approximately 55/50 mph (eastbound/westbound) compared to 37/26 mph (eastbound/westbound) under No-Build conditions. Throughput is also higher under the preferred alternative in the AM peak approximately 8,600/9,600 vph (eastbound/westbound) and PM peak 9,120/10,270 vph (eastbound/westbound) compared to the No-Build condition AM peak approximately 7,030/9,300 vph (eastbound/westbound) and PM peak approximately 5,670/5,980 vph (eastbound/westbound). These results indicate that the proposed improvements under the preferred alternative will enhance traffic operations along eastbound and westbound SR 836 with no adverse impacts.

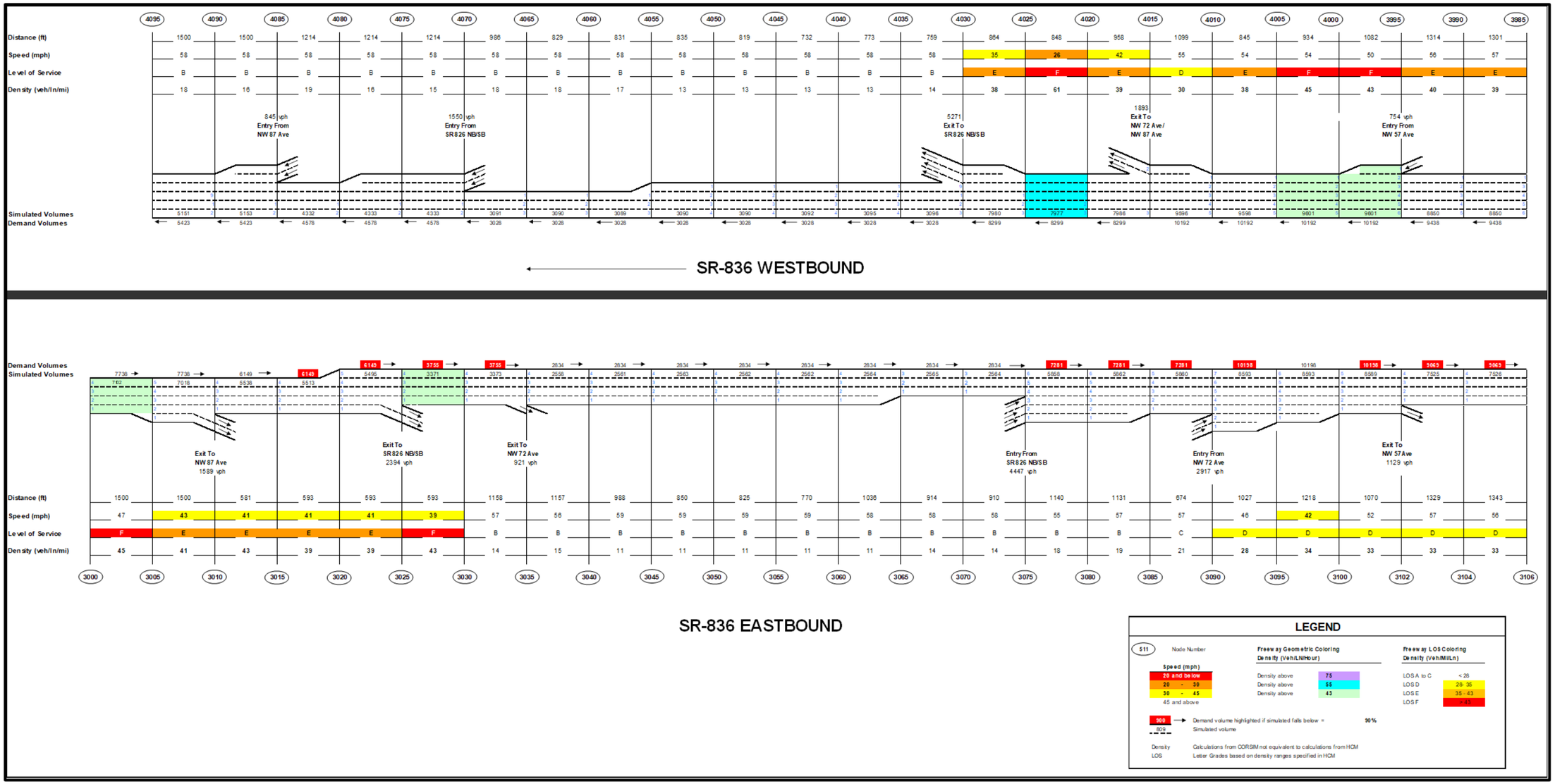


Figure 7.16 SR 836 – 2055 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak)

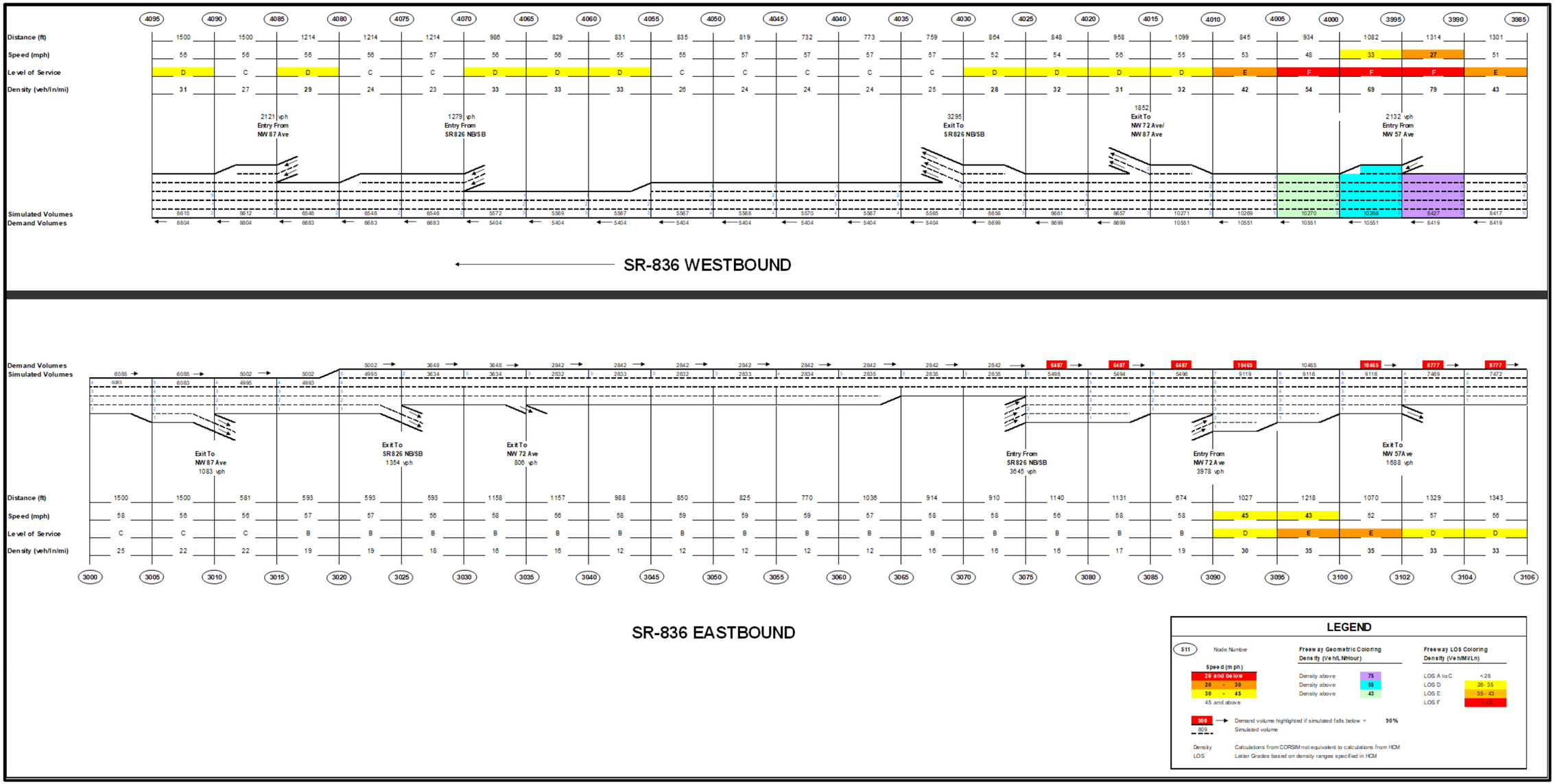


Figure 7.17 – SR 836 – 2055 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak)

Table 7.18 – Comparison 2055 No-Build vs. 2055 Preferred – Microsimulation Analysis (AM Peak)

MOE	Direction	No-Build	Preferred Alternative	Comments
Speed	EB	30	51	Preferred Alternative performs better than No-Build
	WB	36	52	Preferred Alternative performs better than No-Build
Throughput	EB	7027	8592	Preferred Alternative performs better than No-Build
	WB	9303	9599	Preferred Alternative performs better than No-Build

Table 7.19 – Comparison 2055 No-Build vs. 2055 Preferred – Microsimulation Analysis (PM Peak)

MOE	Direction	No-Build	Preferred Alternative	Comments
Speed	EB	37	55	Preferred Alternative performs better than No-Build
	WB	26	50	Preferred Alternative performs better than No-Build
Throughput	EB	5674	9117	Preferred Alternative performs better than No-Build
	WB	5976	10269	Preferred Alternative performs better than No-Build

Intersection Analysis – An intersection analysis for ramp terminals and adjacent intersections were performed at all the interchanges using 2055 turning movement volumes, lane geometry, signal timing, other relevant information obtained from Miami-Dade County and field reviews. The data was input to the Synchro software to determine the LOS and delay using the HCM methodology. A summary of the results is presented in **Tables 7.20 – 7.21** and **Figure 7.18**. Synchro output reports are provided in **Appendix I**.

Table 7.20 - 2055 Preferred Alternative US 1 Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	E	69.9	321	E	68.7	296
		TH	F	270.4	#1241	F	315.8	#1224
		RT	E	66.2	180	E	61.1	13
	Westbound	LT	E	66.3	149	F	124.4	#580
		TH	F	367.7	#1423	F	465.5	#1338
		RT	E	66.6	143	E	66.2	50
	Northbound	LT	F	461.9	#542	F	605.4	#612
		TH	F	281.2	#2097	F	129.1	#1466
		RT*	D	45.9	368	D	35.8	214
	Southbound	LT	F	380.2	m#263	F	498	m#228
		TH	F	332.1	#2069	F	427.6	m#1827
		RT	F	96.6	m243	F	192.2	m418
Intersection Overall			***F***	***277.90***	***-***	***F***	***302.10***	***-***
SW 104th Street (HCM 2000)	Eastbound	LT	F	209.2	#924	F	139.6	#787
		TH	F	113.8	#606	E	78.5	457
		RT	E	65.8	0	E	59.9	41
	Westbound	LT	F	82.9	105	F	81.1	82
		TH	F	598.6	#910	F	620	#790
		RT	F	1035	#1447	F	895.6	#1087
	Northbound	LT	F	114	m72	F	348.2	m#180
		TH	F	372.3	m#1800	F	355.5	m#1898
		RT	C	21.1	m0	C	24.9	m0
	Southbound	LT	F	603.5	#1166	F	538.8	#1193
		TH	D	48.1	1091	F	210.7	#2106
		RT	B	11.4	223	F	144.2	#2428
Intersection Overall			***F***	***297.00***	***-***	***F***	***303.80***	***-***

Table 7.20 - 2055 Preferred Alternative US 1 Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 98th Street (HCM 2000)	Eastbound	LT**	A	0.0	0	A	0.0	0
		TH	F	125.0	507	F	120.5	476
		RT	F	201.1	18	F	97.3	28
	Westbound	LT**	A	0.0	0	A	0.0	0
		TH	E	70.7	271	E	79.1	283
		RT	E	67.7	176	E	67.8	50
	Northbound	LT	C	22.6	160	E	70.4	134
		TH	C	23.5	586	C	21.1	376
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	B	19.9	67	B	17.3	170
		TH	C	28.6	597	C	32.6	1224
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**D**	***38.9***	**-**	**D**	***37.7***	**-**

Notes: 1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.20**, two intersections will operate over capacity and one intersection will operate at capacity or better.

Table 7.21 - 2055 Preferred Alternative SW 98th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Eastbound	LT	C	21.9	53	B	16.7	28
		TH	C	27.0	260	B	14.3	82
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	A	0.0	0	A	0.0	0
		TH	A	3.4	13	B	18.1	#668
		RT	A	0.0	0	A	0.1	m0
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	C	30.9	114	C	33.6	94
		RT	C	30.0	58	C	32.0	18

Table 7.21 - 2055 Preferred Alternative SW 98th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Southbound	LT	D	48.2	209	F	131.1	#240
		TH	D	39.3	69	E	68.8	#179
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**C**	***25.9***	**-**	**C**	***27.6***	**-**
Dadeland Boulevard (HCM 2000)	Eastbound ***(Free Flow)***	TH	A	0.0	0	A	0.0	0
	Westbound ***(Free Flow)***	TH	A	0.0	0	A	0.0	0
		RT*	A	0.0	0	A	0.0	0
	Southbound ***(Stop Control)***	LT****	C	16.7	11	F	669.8	1380
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**A**	***0.7***	**-**	**C**	***252.6***	**-**
Busway (HCM 2000)	Eastbound	LT**	A	0.0	0	A	0.0	0
		TH	A	1.9	117	A	3.3	m78
	Westbound	LT**	A	0.0	0	A	0.0	0
		TH	C	25.8	228	D	41.8	#1076
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	D	46.1	52	D	46.5	35
	Southbound	LT**	A	0.0	0	A	0.0	0
		TH	D	45.5	32	D	47.1	51
Intersection Overall			**B**	***10.4***	**-**	**C**	***31.6***	**-**

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.21**, all three intersections will operate at capacity or better.

Table 7.22 – 2055 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 79th Avenue (HCM 2000)	Eastbound	LT	F	110.4	#247	F	202.8	#238
		TH	E	62.9	#1145	F	166.2	#1415
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	145.3	#73	F	190.3	#283
		TH	F	239.3	#1650	F	176.1	#1488
		RT*	B	16.9	50	A	9.9	104
	Northbound	LT**	A	0.0	0	A	0.0	0
		TH	F	117.8	#132	F	107.1	#234
		RT	E	59.6	0	E	56.0	0
	Southbound	LT	F	139.9	#445	E	58.7	180
		TH	D	47.1	82	D	51.7	104
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			**F**	***153.4***	**-**	**F**	***154.2***	**-**
SW 77th Avenue (HCM 6th)	Eastbound	LT	A	0.0	0	F	124.4	42
		TH	F	84.4	#1393	F	112.5	#1480
		RT*	B	11.8	89	B	12.9	90
	Westbound	LT	F	124.1	#237	F	132.2	#318
		TH	D	45.1	#1471	F	84.5	#1657
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	D	54.1	150	F	86.3	#296
		TH	F	100.6	#404	F	95.6	#384
		RT*	E	55.5	321	D	52.7	332
	Southbound	LT	A	0.0	0	A	0.0	0
		TH***	F	188.4	#156	E	55.1	60
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**E**	***66.4***	**-**	**F**	***95.8***	**-**
SR 826 Southbound On/Off Ramp	Eastbound	RT	Free Flow Conditions					
	Northbound	RT	Free Flow Conditions					
	Southbound	RT	Free Flow Conditions					
Intersection Overall			***Free Flow Conditions***					

Table 7.22 – 2055 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	---	---	---	---	---	---
		TH	A	5.7	454	B	10.6	697
		RT	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	A	0.8	m45	A	2.0	m48
		RT[5]	A	0.2	m221	A	0.1	m21
	Northbound	LT	E	61.0	56	E	60.2	85
		TH	---	---	---	---	---	---
		RT[5]	A	1.7	8	A	2.0	7
Intersection Overall			**A**	***3.3***	**-**	**A**	***6.4***	**-**
SW 73rd Place (HCM 2000)	Eastbound	LT	F	185.4	#315	F	204.0	m#430
		TH	E	63.4	#1094	F	147.7	#1311
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	102.1	m#69	E	77.9	m37
		TH	E	55.3	m#930	F	96.8	m#838
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	72.9	#227	F	112.8	#517
		TH	E	68.9	#210	F	106.0	#508
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	59.0	97	F	83.9	#141
		TH	E	59.0	102	F	84.7	#147
		RT	D	52.3	#296	D	54.2	#361
Intersection Overall			**E**	***65.7***	**-**	**F**	***121.8***	**-**

Table 7.22 – 2055 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Dadeland Boulevard (HCM 2000)	Eastbound	LT	F	87.9	m37	F	84.5	m89
		TH	E	55.3	m#523	F	182.1	m#260
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	108.6	#270	F	179.4	#276
		TH	C	31.1	622	D	39.4	555
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	F	156.0	#669	F	197.9	#836
		TH	E	65.9	#401	F	109.9	#562
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	60.9	28	E	67.2	#98
		TH	F	103.1	#122	F	97.7	#161
		RT	E	59.6	0	E	58.9	44
Intersection Overall			**D**	***54.5***	**-**	**F**	***121.8***	**-**

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.22**, four intersections will operate over capacity and two intersections will operate at capacity or better.

Table 7.23 - 2055 Preferred Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Court (HCM 6th)	Eastbound	TH	B	16.4	503	A	7.3	280
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	B	11.8	56	B	14.7	131
		TH	B	12.5	620	A	5.7	528
	Northbound	LT****	F	89.0	408	E	74.2	88
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**C**	***21.7***	**-**	**A**	***8.7***	**-**

Table 7.23 - 2055 Preferred Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	D	41.2	522	E	55.0	381
		RT[1]	A	0.0	0	A	0.0	0
	Westbound	LT	F	87.9	220	E	77.7	462
		TH	C	21.9	333	D	35.5	816
	Southbound	LT	D	53.9	546	D	50.9	635
		RT	D	49.9	396	D	49.6	559
Intersection Overall			**D**	***44.1***	**-**	**D**	***49.2***	**-**
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	F	104.7	#355	F	141.2	#355
		TH	A	7.3	408	A	3.0	117
	Westbound	TH	B	13.2	147	B	12.2	315
		RT[1]	F	161.5	#2189	F	144.2	#2029
	Northbound	LT	E	72.8	140	F	103.8	#208
		RT[1]	F	89.6	250	E	68.6	39
Intersection Overall			**E**	***65.7***	**-**	**E**	***63.6***	**-**
SW 72nd Avenue (HCM 6th)	Eastbound	LT	F	721.9	#574	E	79.1	117
		TH	F	116.2	#1732	F	192.8	#1583
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	D	51.0	#93	F	249.5	#534
		TH	E	75.1	#1418	F	220.7	#1812
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	F	96.1	#383	F	250.0	#358
		TH	F	103.1	#777	D	54.0	#522
		RT	D	53.3	262	C	32.2	63
	Southbound	LT	E	55.4	61	D	45.6	20
		TH	E	62.3	348	F	124.1	#883
		RT	D	49.7	152	F	106.7	#822
Intersection Overall			**F**	***137.7***	**-**	**F**	***181.6***	**-**

Notes: 1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.
V/C Ratio is not reported by HCM 2000 methodology for unsignalized intersection SR 826 Southbound On/Off Ramp.
1 - Unsignalized delay for NBR or WBR is excluded from calculations of the approach delay and intersection delay

As shown in **Table 7.23**, one intersection will operate over capacity and three intersections will operate at capacity or better.

Table 7.24 - 2055 Preferred Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Ct (HCM 6th)	Eastbound	LT	E	58.3	15	F	98.2	#67
		TH	D	44.5	#544	B	10.3	334
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	78.4	#339	F	1923.1	m#1523
		TH	B	15.4	277	A	7.7	m300
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	A	0.0	0	E	61.3	85
		TH***	C	28.5	80	F	132.7	#605
		RT	F	97.2	#532	A	0.00	0
	Southbound	LT	D	38.3	#124	E	64.6	79
		TH***	C	26.8	27	E	59.6	38
		RT	A	0.0	0	A	0.0	0
Intersection Overall			**D**	***44.0***	**-**	**F**	***240.0***	**-**
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	D	35.8	607	C	21.4	m284
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	E	62.3	m224	F	80.4	m297
		TH	A	5.1	27	A	3.3	68
	Southbound	LT	F	217.7	#669	F	196.2	#536
		RT	E	56.5	276	F	190	#583
Intersection Overall			**E**	***69.1***	**-**	**E**	***67.4***	**-**
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	E	68.5	m363	F	195.3	m#491
		TH	A	6.3	m70	A	6.8	m59
	Westbound	TH	D	48.5	603	D	44.1	905
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	F	80.9	212	F	91.1	#245
		RT	F	165.2	#492	E	66.8	119
Intersection Overall			**D**	***47.4***	**-**	**E**	***60***	**-**

Table 7.24 - 2055 Preferred Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Ave (HCM 6th)	Eastbound	LT	F	86.9	409	F	744.6	#409
		TH	F	85.0	#1773	E	72.2	#1015
		RT*	A	0.0	0	A	0.0	0
	Westbound	LT	F	354.3	#382	F	147.5	#257
		TH	F	193.3	#1887	F	342.9	#2257
		RT*	A	0.0	0	A	0.0	0
	Northbound	LT	E	69.4	192	F	292.8	#1102
		TH	F	225.1	#617	D	42.8	231
		RT*	A	0.0	0	A	0.0	0
	Southbound	LT	E	69.2	188	F	92.8	#398
		TH	F	92.6	#347	F	261.4	#1012
		RT*	A	0.0	0	A	0.0	0
Intersection Overall			F	***139.3***	-	F	***252.1***	-

Notes:
1)- The 95th % Queue lengths were obtained from the Synchro output reports; "#" 95th % volume exceeds capacity, queue may be longer; "m" volume for 95th % queue is metered by upstream signal.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.
V/C Ratio is not reported by HCM 6th methodology

As shown in **Table 7.24**, two intersections will operate over capacity and two intersections will operate at capacity or better.

Table 7.25 - 2055 Preferred Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 79th Avenue (2)	Eastbound	LT	F	91.0	111	F	95.5	#272
		TH *	D	37.0	939	C	28.8	863
		RT *	-	-	-	-	-	-
	Westbound	LT	F	92.3	m61	F	92.7	m116
		TH *	B	15.9	277	D	44.9	#1478
		RT *	-	-	-	-	-	-
	Northbound	LT	F	83.8	30	F	82.6	53
		TH	F	83.3	22	F	81.7	40
		RT	E	68.0	38	E	63.1	66
	Southbound	LT	F	109.1	#591	F	108.0	#332
		TH ****	F	98.7	#542	F	93.6	#280
		RT ****	-	-	-	-	-	-
Intersection Overall			***D***	***36.1***	-	***D***	***43.3***	-
SW 7800 Block (1)	Eastbound	LT	F	86.8	m18	F	86.7	m77
		TH	A	0.3	87	A	0.3	68
	Westbound	TH *	A	0.5	561	A	1.1	963
		RT *	A	1.4	-	A	4.4	-
	Southbound	LT	F	83.0	306	F	83.9	187
		RT	E	65.1	56	E	79.4	215
Intersection Overall			***A***	***6.3***	-	***A***	***6.1***	-
Southbound Ramp Terminal (2) (Preferred Alternative DDI)	Eastbound	TH *	C	26.6	777	D	37.5	745
		RT *	A	1.6	10	A	2.4	838
	Westbound	LT	D	53.6	828	E	58.2	#1135
		TH	D	38.4	324	D	52.8	#992
	Southbound	LT	D	36.9	389	D	35.5	529
		RT	C	34.4	334	D	41.9	695
Intersection Overall			***C***	***32.5***	-	***D***	***41.9***	-

Table 7.25 - 2055 Preferred Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal [1] (Preferred Alternative DDI)	Eastbound	TH	F	128.1	#1251	C	26.0	247
		RT	-	-	-	-	-	-
	Westbound	TH *	A	0.2	0	A	0.2	m0
		RT *	-	-	-	-	-	-
	Northbound	LT	F	105.7	#1266	D	49.7	880
		RT	D	52.4	871	C	33.7	500
Intersection Overall			***E***	***66.5***	***-***	***B***	***16.0***	***-***
SW 74th Avenue [2]	Eastbound	TH	B	12.4	m964	D	38.0	#1580
	Westbound	TH	A	3.2	m45	F	148.9	m#1617
	Northbound	LT ***	F	88.8	214	E	71.1	452
		RT ***	-	-	-	-	-	-
Intersection Overall			***B***	***12.6***	***-***	***F***	***98.0***	***-***
SW 72nd Avenue [1]	Eastbound	LT	F	157.5	m#362	F	102.9	m#118
		TH *	F	101.8	#1771	F	21.6	#1310
		RT *	B	11.9	m166	A	0.5	m169
	Westbound	LT	F	207.4	#317	F	98.6	#187
		TH *	F	78.7	#1470	F	169.5	#1942
		RT *	F	103.9	-	F	181.6	-
	Northbound	LT	E	66.8	190	F	195.3	#542
		TH *	F	130.4	#311	E	68.0	291
		RT *	F	146.6	-	E	70.0	-
	Southbound	LT	F	194.0	#560	E	55.2	208
		TH	E	72.9	324	F	106.9	#646
		RT	C	25.5	147	F	174.3	#873
Intersection Overall			***F***	***102.7***	***-***	***F***	***103.3***	***-***

Notes: (1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.25**, two intersections will operate over capacity and four intersections will operate at capacity or better.

Table 7.26 - 2055 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue [1]	Eastbound	LT	F	119.5	135	F	197.1	#340
		TH *	D	53.0	#1232	E	68.2	#1033
		RT *	E	61.0	-	E	78.9	-
	Westbound	LT	F	198.4	m#359	F	167.6	m#638
		TH *	A	1.2	551	F	68.8	#1305
		RT *	A	0.5	m136	D	35.5	m135
	Northbound	LT	F	147.0	#310	F	107.5	171
		TH	F	83.5	277	F	83.2	184
		RT	E	63.6	105	E	58.4	241
	Southbound	LT	F	120.5	#535	F	104.7	#502
		TH	E	65.4	318	E	67.4	365
		RT	D	54.7	102	D	51.6	87
Intersection Overall			***D***	***47.3***	***-***	***E***	***78.3***	***-***
SW 79th Avenue [1]	Eastbound	LT	A	0.2	m1	B	17.1	m10
		TH *	A	0.3	m74	B	19.3	m989
		RT *	A	0.5	-	C	20.2	-
	Westbound	LT	F	100.9	m#356	D	43.9	m491
		TH *	A	1.5	693	A	0.4	m795
		RT *	A	2.8	-	A	1.1	-
	Northbound	LT	D	48.2	58	E	71.8	61
		TH * [3]	A	0.0	502	A	0.0	179
		RT *	E	65.8	-	F	94.0	-
	Southbound	LT	F	476.1	#586	F	303.0	#281
		TH	D	46.5	46	E	69.0	86
		RT	D	46.3	22	E	68	1
Intersection Overall			***C***	***26.1***	***-***	***B***	***17.9***	***-***

Table 7.26 - 2055 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal (2 AM and 1 PM)	Eastbound	LT	E	77.9	m371	F	128.0	m221
		TH	B	11.0	m488	A	2.8	m69
	Westbound	TH	B	10.0	521	D	54.1	#1397
		RT	A	8.7	229	C	21.6	277
	Southbound	LT	F	80.5	342	F	83.0	#515
		RT	D	50.0	378	E	77.7	#798
Intersection Overall			***C***	***26.6***	***-***	***D***	***47.3***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH	E	68.1	#1467	E	74.3	#1373
		RT (3)	B	11.6	220	B	17.1	m231
	Westbound	LT	F	100.6	m#568	F	96.9	m387
		TH	A	9.0	m281	B	12.3	m135
	Northbound	LT ***	F	89.7	#218	E	78.9	282
		RT ***	D	48.4	455	D	35.0	259
Intersection Overall			***D***	***47.8***	***-***	***D***	***45.2***	***-***
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	F	86.9	m#697	F	312.6	m#756
		TH *	B	15.0	m490	C	26.0	m398
		RT *	-	-	-	-	-	-
	Westbound	LT	E	71.1	28	D	40.2	m18
		TH *	F	92.1	#1120	F	195.4	#1698
		RT *	-	-	-	-	-	-
	Northbound	LT	F	117.2	#201	F	190.7	#316
		TH *	F	93.8	222	E	56.2	148
		RT *	-	-	-	-	-	-
	Southbound	LT	F	98.6	159	E	60.2	223
		TH *	F	81.0	138	F	240.4	#917
		RT *	-	-	-	-	-	-
Intersection Overall			***D***	***54.5***	***-***	***F***	***136.4***	***-***

Table 7.26 - 2055 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	C	22.8	#96	B	16.2	m0
		TH *	B	11.6	#1084	A	1.1	23
		RT *	-	-	-	-	-	-
	Westbound	LT	B	14.4	6	B	19.6	44
		TH *	A	6.6	647	B	17.7	1225
		RT *	-	-	-	-	-	-
	Northbound	LT	E	62.9	96	F	132.8	#319
		TH *	E	57.9	0	E	71.7	34
		RT *	-	-	-	-	-	-
	Southbound	LT ****	E	-	-	-	-	-
		TH ****	E	57.7	0	E	71.6	12
		RT ****	-	-	-	-	-	-
Intersection Overall			***B***	***10.6***	***-***	***B***	***12.8***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 10 Lanes, Volumes, Timings report, since HCM6th Ed report not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.26**, one intersection will operate over capacity and five intersections will operate at capacity or better.

Table 7.27 - 2055 Preferred Alternative SW 8th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (2)	Eastbound	LT	F	193.9	#554	F	298.2	#434
		TH *	F	127.9	#1917	E	61.2	#1378
		RT *	-	-	-	-	-	-
	Westbound	LT	F	276.6	#532	F	333.9	m#526
		TH	F	116.6	#1836	F	154.3	#2215
		RT	-	-	-	-	-	-
	Northbound	LT	E	63.4	250	F	156.0	#354
		TH	F	91.3	#595	F	144.0	#888
		RT	F	331.4	#792	F	94.6	340
	Southbound	LT	F	467.0	#707	F	365.0	#628
		TH	F	83.3	#533	F	191.3	#1145
		RT	-	-	-	-		-
Intersection Overall			***F***	***172.2***	***-***	***F***	***159.6***	***-***
Southbound Ramp Terminal (2)	Eastbound	TH *	A	4.3	m98	A	5.3	m101
		RT *	A	5.0	m80	C	21.4	m134
	Westbound	LT	F	220.1	m#942	E	72.3	m545
		TH	A	0.7	0	A	3.7	96
	Northbound	RT	A	0.1	0	A	0.0	0
Intersection Overall			***C***	***30.1***	***-***	***B***	***14.1***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH *	F	82.7	#1344	F	83.1	796
		RT *	A	1.5	-	A	0.8	-
	Westbound	TH	C	24.5	m377	C	33.4	m591
	Northbound	LT	E	76.2	#703	E	71.3	560
		RT	-	-	-	-	-	-
Intersection Overall			***D***	***52.9***	***-***	***D***	***48.6***	***-***

Table 7.27 - 2055 Preferred Alternative SW 8th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (1)	Eastbound	LT	F	133.6	m134	F	105.4	m110
		TH *	F	250.1	m#3402	F	117.4	#2842
		RT *	-	-	-	-	-	-
	Westbound	LT	F	136.5	#107	F	118.6	#77
		TH	F	117.4	#2287	F	216.6	#3385
		RT	-	-	-	-	-	-
	Northbound	LT	F	245.5	#456	F	168.7	212
		TH *	F	135.0	#491	F	103.4	224
		RT *	-	-	-	-	-	-
	Southbound	LT	E	75.4	93	F	101.5	135
		TH	F	87.4	282	F	90.5	190
		RT	E	73.3	221	F	81.9	0
Intersection Overall			***F***	***189.5***	***-***	***F***	***167.4***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.27**, two intersections will operate over capacity and two intersections will operate at capacity or better.

Table 7.28 – 2055 Preferred Alternative Flagler Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue [2]	Eastbound	LT	F	84.9	199	F	143.7	#512
		TH *	C	28.2	836	C	28.7	567
		RT *	-	-	-			-
	Westbound	LT	D	42.2	m52	C	20.9	m1
		TH *	A	7.9	160	D	51.8	m#974
		RT *	A	3.7	5	A	5	m14
	Northbound	LT	F	82.7	121	E	74.3	119
		TH *	F	90.9	162	F	92.9	208
		RT *	-	-	-		-	-
	Southbound	LT	E	79.0	305	F	119.1	#527
		TH	E	70.1	234	E	62.8	222
		RT	D	50.2	48	F	89.7	#595
Intersection Overall			***C***	***34.2***	***-***	***E***	***62.2***	***-***
SW 79th Avenue [2]	Eastbound	LT	F	83.1	271	F	128.5	m#231
		TH *	D	38.8	625	E	61.2	m#940
		RT *	-	-	-	-	-	-
	Westbound	LT	F	139.3	m#240	F	95.5	m68
		TH	A	7.7	86	F	80.3	m#930
		RT	0	0.0	0	0	0.0	0
	Northbound	LT	F	97.4	#139	F	124.2	#112
		TH	F	121.1	#194	F	97.0	85
		RT	E	68.3	42	E	74.0	1
	Southbound	LT	F	90.9	#537	F	92.7	#978
		TH **	E	57.6	91	D	43.2	372
		RT	D	39.0	85	C	33.9	316
Intersection Overall			***D***	***46.7***	***-***	***E***	***74.7***	***-***

Table 7.28 – 2055 Preferred Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal [1]	Eastbound	LT	F	80.7	m310	F	109.0	m262
		TH *	F	71.1	#1312	D	45.0	m693
		RT *	F	79.7	-	D	52.3	
	Westbound	LT	E	57.4	m66	F	89.0	m#130
		TH	D	53.3	654	F	62.0	m673
		RT	-	-	564	-	-	m0
	Northbound	LT **	-	-	-	-	-	
		TH **	F	83.6	206	F	118.8	#205
		RT	F	88.4	93	F	80.1	0
	Southbound	LT	E	63.9	307	F	80.8	#325
		TH	F	105.4	116	F	190.7	#413
Intersection Overall			***E***	***70.9***	***-***	***E***	***69.5***	***-***
Northbound Ramp Terminal [1]	Eastbound	LT	E	78.2	m427	E	72.2	m473
		TH	A	8.1	m263	A	5.0	m214
	Westbound	TH	A	0.8	252	F	56.2	#1342
		RT [3]	C	23.7	#338	A	1.3	0
	Southbound	LT [3]	E	72.1	145	E	78.0	139
Intersection Overall			***C***	***20.5***	***-***	***D***	***41.0***	***-***
SW 74th Avenue [1]	Eastbound	LT	C	23.1	m41	D	54.9	70
		TH *	A	2.2	1013	C	20.5	977
		RT *	A	3.9	-	C	21.7	-
	Westbound	LT	B	10.6	m14	F	112.6	m28
		TH *	C	22.7	m271	F	54.2	m338
		RT *	C	24.6	-	F	61.9	-
	Northbound	LT **	-	-	-	-	-	-
		TH **	E	77	202	E	74.7	174
		RT	A	0	0	A	0	0
	Southbound	LT **	-	-	-	-	-	-
		TH **	F	96.6	89	F	95.5	88
		RT	F	83.4	8	F	83.5	13
Intersection Overall			***B***	***15.3***	***-***	***D***	***43.8***	***-***

Table 7.28 – 2055 Preferred Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
NW 72nd Avenue (1)	Eastbound	LT	F	437.2	#1591	F	150.3	#837
		TH *	D	38.7	721	D	42.9	567
		RT *	D	41.7	-	D	46.5	-
	Westbound	LT	F	195.1	#334	F	104.7	#195
		TH	F	84.0	#892	F	276.8	#1517
	Northbound	LT	F	165.3	#365	F	315.2	#657
		TH *	F	240.6	#785	E	73.7	257
		RT *	F	242.8	-	E	74.3	-
	Southbound	LT	F	455.3	#680	F	503.3	#1054
		TH	E	67.4	306	F	124.8	#664
		RT	D	50.3	583	F	215.6	#1491
Intersection Overall			***F***	***159.0***	***-***	***F***	***213.0***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 10 Lanes, Volumes, Timings report, since HCM6th Ed, HCM 2010 and HCM 2000 are not capable of reporting the results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.28**, one intersection will operate over capacity and five intersections will operate at capacity or better.

Table 7.29 – 2055 Preferred Alternative NW 25th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2055)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	D	40.8	472	E	77.9	328
		RT	A	1.5	0	F	128.5	#496
	Westbound	LT	D	55.0	m129	D	37.6	m#1022
		TH	D	48.7	m693	A	5.0	m122
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	F	276.8	#1103	F	121.6	#460
		TH	-	-	-	-	-	-
		RT	A	3.4	0	A	1.8	0
Intersection Overall			***E***	***68.9***	***-***	***E***	***60.5***	***-***
Northbound Ramp Terminal (2)	Eastbound	LT	F	443.2	m#948	F	83.7	m#494
		TH	C	20.6	m335	D	43.3	m409
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	D	45.1	453	E	68.5	#710
		RT	A	0.2	0	A	0.3	0
	Northbound	LT	F	366.4	#1335	F	100.5	#763
		RT (*MIA CARGO*)	F	134.1	#875	E	69.0	#598
		RT	F	271.5	#1697	F	109.2	#277
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	**-**	-	-	-
Intersection Overall			***F***	***205.9***	***-***	***E***	***77.7***	***-***

Notes: (1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

As shown in **Table 7.29**, one intersection will operate over capacity and one intersection will operate at capacity or better.

Table 7.30 – 2055 Preferred Alternative Milam Dairy Road/NW 72nd Ave Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2035)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Westbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Westbound	LT	D	51.9	#415	D	46.5	270
		TH	D	51.5	#415	F	431.8	#1641
		RT	F	173.1	#790	D	46.8	246
	Northbound	LT	E	76.2	m#334	F	414.9	m#1170
		TH	C	22.5	m#844	C	32.2	m364
		RT	-	-	-	-	-	-
	Southbound	LT	C	29.9	8	C	33.2	9
		TH	D	41.1	473	F	282.5	#1367
		RT	-	-	-	-	-	-
Intersection Overall			***D***	***52.2***	***-***	***F***	***247.3***	***-***
Eastbound Ramp Terminal (2)	Eastbound	LT	C	34.5	441	E	67.5	#357
		TH	-	-	-	-	-	-
		RT	D	38.4	467	E	55.4	212
	Westbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	B	12.6	m#36	C	33.6	m#56
		RT	-	-	-	-	-	-
	Southbound	LT	F	82.1	m#209	F	86.1	m217
		TH	E	66	620	A	9.8	m43
		RT	-	-	-	-	-	-
Intersection Overall			***D***	***40.0***	***-***	***D***	***36.6***	***-***

Notes: (1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* Shared right-turn and through lane; ** Shared left-turn and through lane; *** Shared right-turn, left-turn, and through lane; **** Shared right-turn and left turn lane.

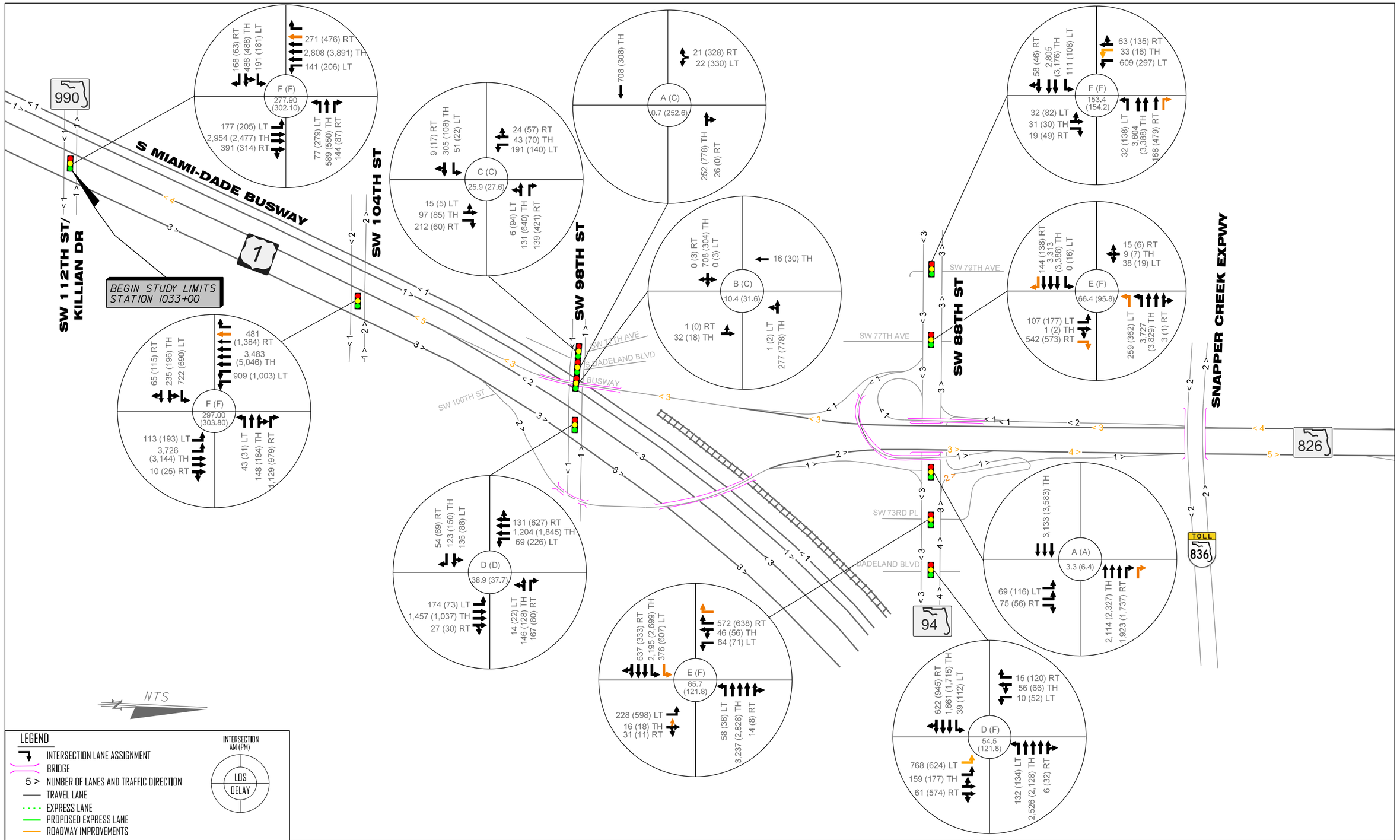
As shown in **Table 7.30**, one intersection will operate over capacity and one intersection will operate at capacity or better.

7.5.1 Comparison of No-Build Alternative and Preferred Alternative – HCM Analysis

Table 7.31 provides a comparative assessment of the HCM analyses for the No-Build Alternative (discussed under **Section 5**) and the preferred alternative (discussed under **Section 7**).

Table 7.31 - HCM Intersection Analysis – No-Build vs. Preferred

Year	Alternative	SR 826 Terminals				Other Intersections			
		Total Intersections	LOS D or better	LOS E	LOS F	Total Intersections	LOS D or better	LOS E	LOS F
2035	No-Build	18	6	6	6	27	13	3	11
	Preferred	18	16	0	2	27	19	1	7
2035	No-Build	18	3	2	13	27	10	0	17
	Preferred	18	11	5	2	27	9	3	15



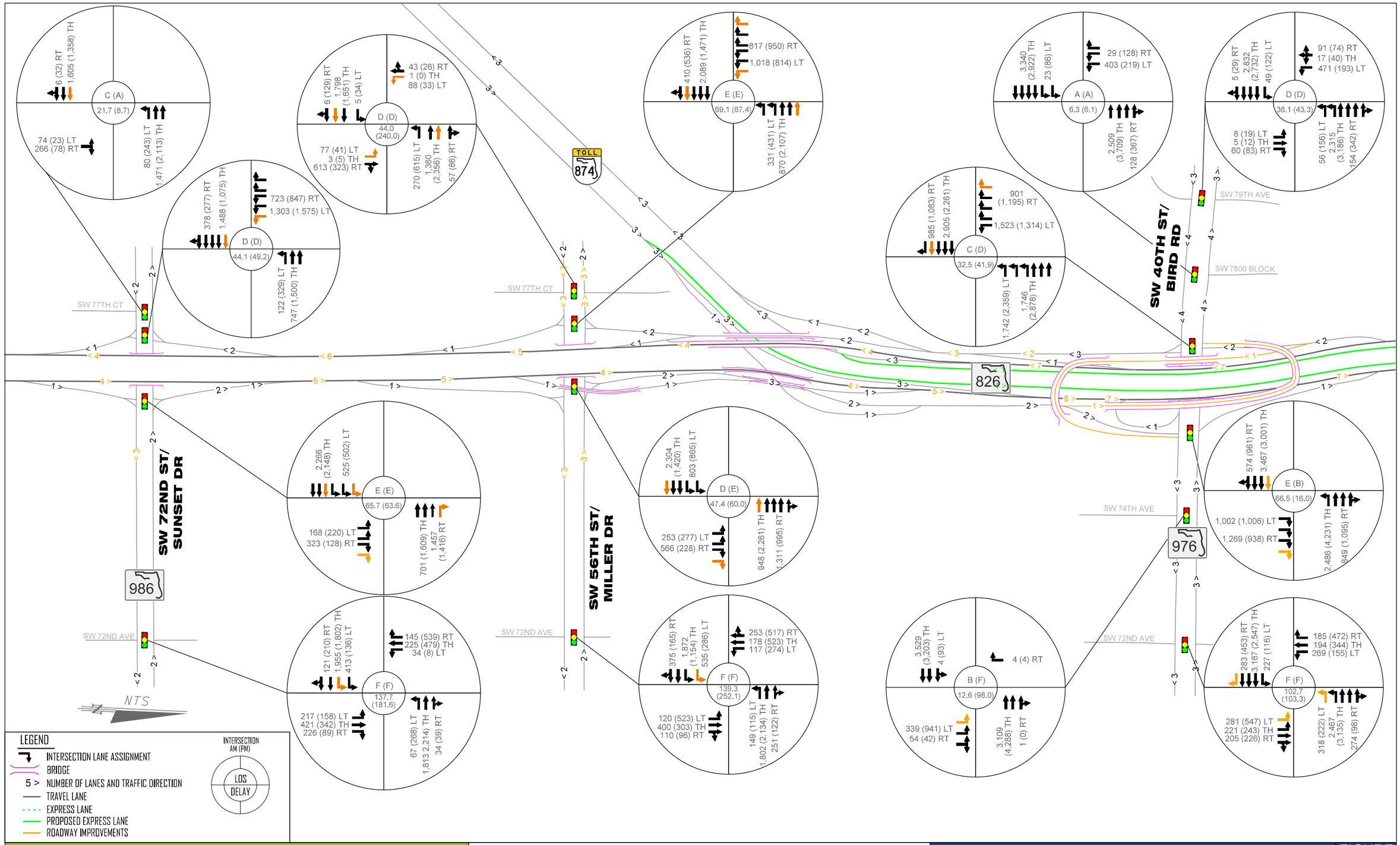
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR PREFERRED ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 7.18



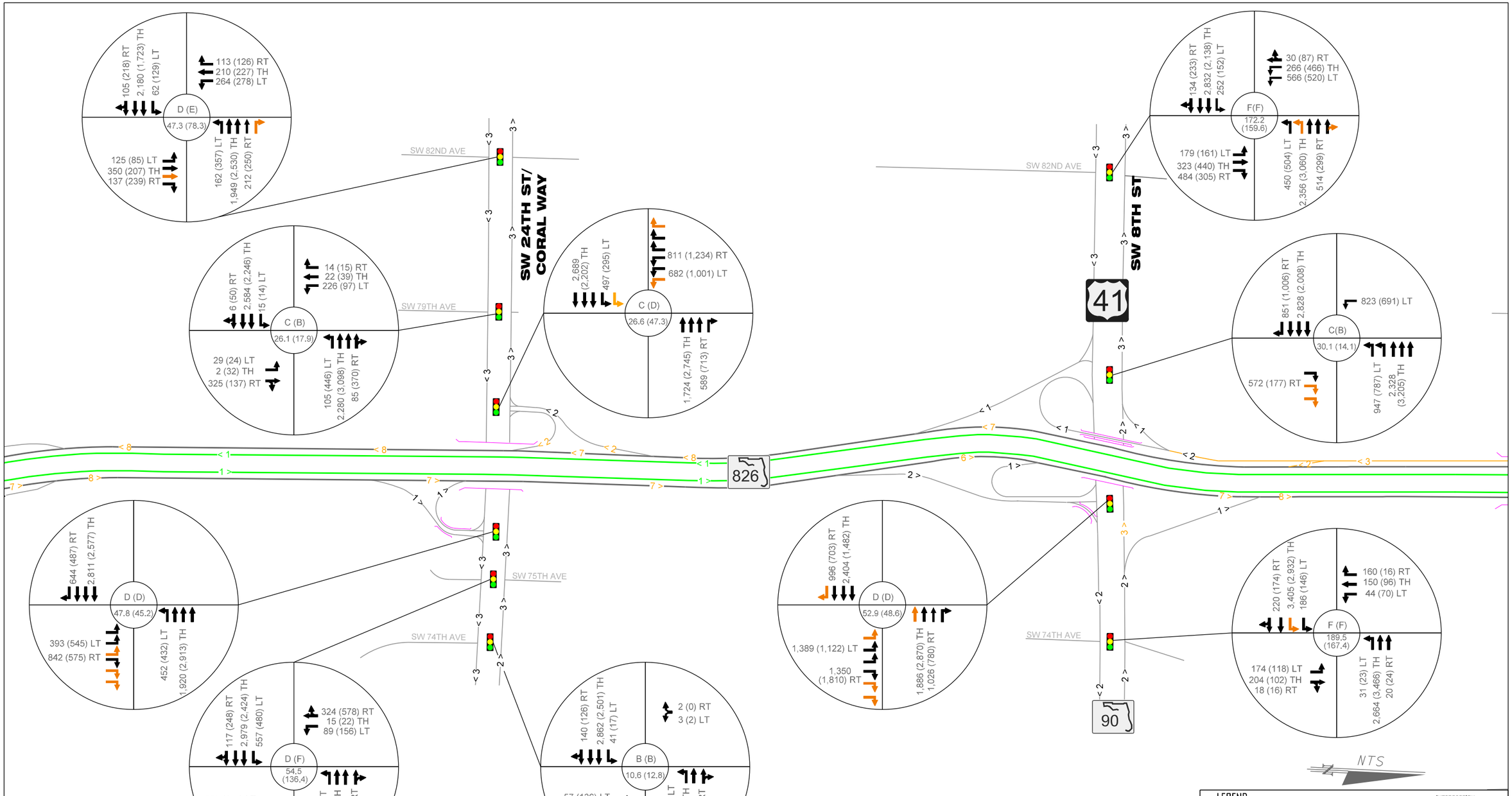
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FIGURE 7.18



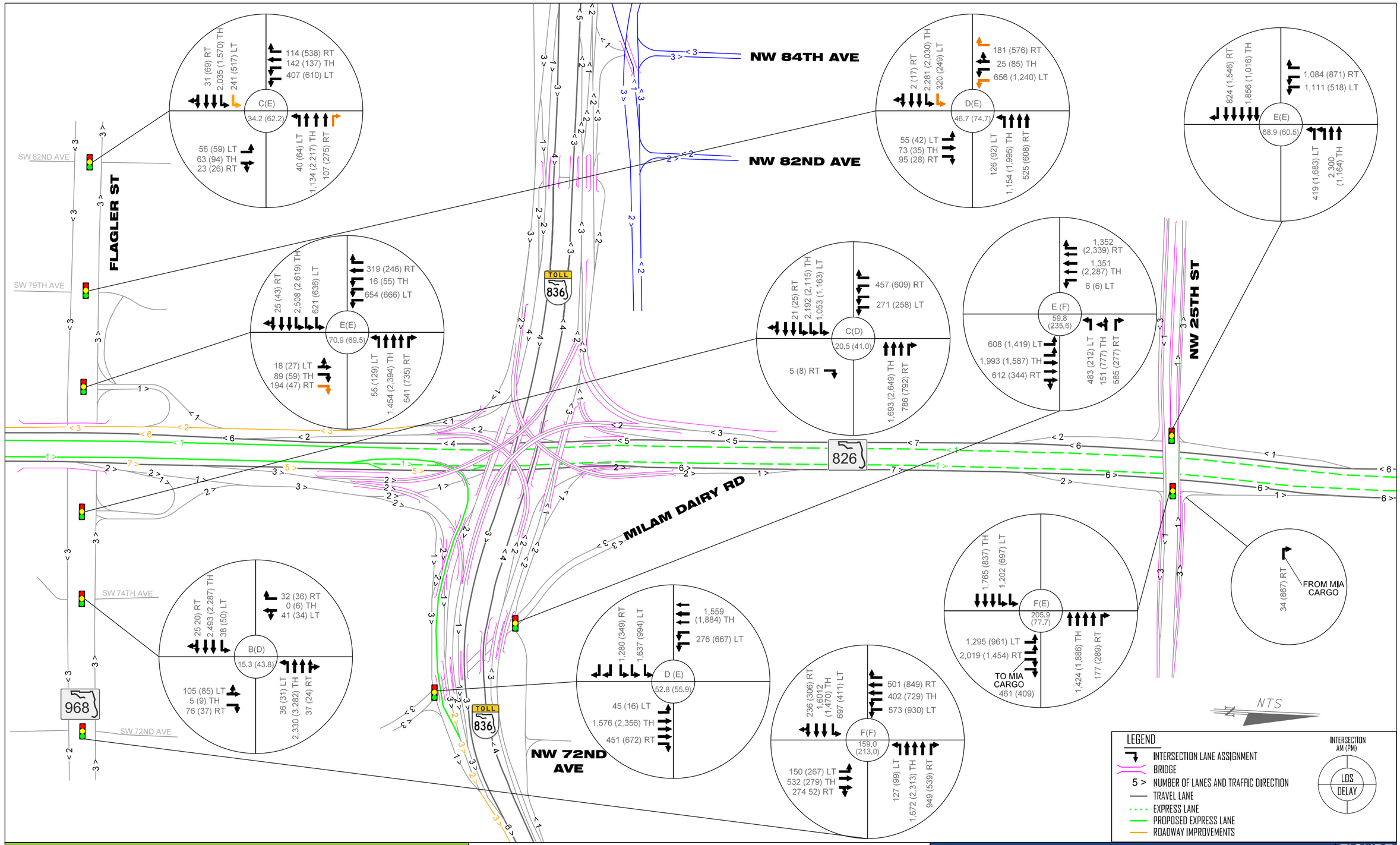
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2055 DESIGN YEAR PREFERRED ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 7.18



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

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02
ETDM No.: 14308

2055 DESIGN YEAR PREFERRED ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 7.18

8.0 OTHER CONSIDERATIONS

8.1 ENVIRONMENTAL CONSIDERATIONS

This section summarizes the environmental impacts and results as part of the preferred alternative proposed improvements.

Future Land Use – SR 826 is located within the Miami-Dade urban growth boundary as a limited access expressway. The corridor is consistent with the character and intensity of the surrounding development. Other than the localized effects of potential relocations as part of the preferred alternative, this project is not expected to affect the current or future land use of the area.

Section 4(f) – Four publicly-owned parks are adjacent to the project corridor: Tropical Park, Humble Mini Park, Veterans Wayside Park, and South Dade Trail Mini Park.

These parks lie adjacent to the project limits. Concept plans for the preferred alternative show no modifications to the local roadway network in the area of the park's entrances and no incorporation of the parks into the right-of-way. No change in access, either temporary or permanent, is expected to result from the proposed action.

Wetlands – No wetland resources were identified as part of the preferred alternative. Impacts are limited to drainage features/surface waters. Impacts on drainage features will be mitigated by constructing a new stormwater system. Although the project includes impacts on surface waters (i.e., canals), no mitigation is required for these impacts.

Protected Species and Habitat – A total of ten federally listed animal species, three federally listed plant species, two species proposed for federal listing, four state listed animal species (not federally listed), and three state listed plant species (not federally listed) were identified as potentially occurring within the limits of the viable preferred alternative. Additionally, while not state or federally listed under the ESA, the bald eagle (Haliaeetus leucocephalus) and the osprey (Pandion haliaetus) were included in the protected species analysis due to the regulatory protections associated with these species. A determination of May Affect, Not Likely to Adversely Affect (MANLAA) was concluded for the West Indian manatee (*Trichechus manatus latirostris*) and the wood stork (*Mycteria americana*). A determination of No Effect was concluded for all other species having the potential to exist within or in close proximity to the project corridor. ***Table 8.1*** provides a summary of the federally listed and state listed animal and plant species with potential to occur within the limits of the preferred alternative, along with their corresponding effect determinations.

Table 8.1 - Summary of Listed Species and Effect Determinations

Common Name	Scientific Name	Federal Status	State Status	Occurrence Potential	Effect Determination
Mammals					
Florida Bonneted Bat	*Eumops floridanus*	E	FE	Low	No Effect
Tricolored Bat[1]	*Perimyotis subflavus*	PE	NL	Low	No Effect Anticipated
Florida Manatee[2]	*Trichechus manatus latirostris*	T	FT	High	MANLAA
Common Name	**Scientific Name**	**Federal Status**	**State Status**	**Occurrence Potential**	**Effect Determination**
American Crocodile	*Crocodylus acutus*	T	FT	Low	No Effect
Eastern Indigo Snake	*Drymarchon corais couperi*	T	FT	Low	MANLAA
Birds					
Bald Eagle[3][4]	*Haliaeetus leucocephalus*	NL	NL	Moderate	Not Applicable
Osprey[3]	*Pandion haliaetus*	NL	NL	High	Not Applicable
Everglade Snail Kite	*Rostrhamus sociabilis plumbeus*	E	FE	Low	No Effect
Wood Stork	*Mycteria americana*	T	FT	Moderate	MANLAA
Little Blue Heron	*Egretta caerulea*	NL	ST	Moderate	No Adverse Effect Anticipated
Reddish Egret	*Egretta rufescens*	NL	ST	Low	No Adverse Effect Anticipated
Roseate Spoonbill	*Platalea ajaja*	NL	ST	Low	No Adverse Effect Anticipated
Southeastern American Kestrel	*Falco sparverius paulus*	NL	ST	High	No Adverse Effect Anticipated

Table 8.1 - Summary of Listed Species and Effect Determinations (Continued)

Common Name	Scientific Name	Federal Status	State Status	Occurrence Potential	Effect Determination
Insects					
Bartram's Hairstreak Butterfly	*Strymon acis bartrami*	E	FE	None	No Effect
Florida Leafwing Butterfly	*Anaea troglodyta floridalis*	E	FE	None	No Effect
Miami Blue Butterfly	*Cyclargus thomasi bethunebakeri*	E	FE	None	No Effect
Miami Tiger Beetle	*Cicindelidia floridana*	E	FE	None	No Effect
Monarch Butterfly[1]	*Danaus plexippus*	PT	NL	Low	Not Applicable
Insects					
Bartram's Hairstreak Butterfly	*Strymon acis bartrami*	E	FE	None	No Effect
West Indian mahogany	*Swietenia mahagoni*	N/A	ST	High (planted as part of landscaping along roadway)	No Adverse Effect Anticipated
Florida royal palm	*Roystonea regia*	N/A	SE	High (planted as part of landscaping along roadway)	No Adverse Effect Anticipated
Simpson's stopper	*Myrcianthes fragrans*	N/A	ST	High (planted as part of landscaping along roadway)	No Adverse Effect Anticipated
Carter's small-flowered Flax	*Linum carteri carteri*	E	FE	Low	No Effect
Florida brickell-bush	*Brickellia mosieri*	E	FE	Low	No Effect
Sand flax	*Linum arenicola*	E	FE	Low	No Effect

Federal Status: E = Endangered, T = Threatened, PE = Proposed Endangered, PT = Proposed Threatened, NL = Not Listed
State Status: FE = Federally-designated endangered, FT = Federally-designated threatened, SE = State endangered, ST = State threatened, NL = Not Listed.
Effect Determination: MANLAA = May Affect, Not Likely to Adversely Affect.
[1] The tricolored bat and monarch butterfly are currently proposed for listing with the FWS, and effect determinations are not warranted. However, for the tricolored bat, per recent guidance from FDOT Office of Environmental Management, an anticipated effect determination for the tricolored bat has been applied.
[2] The Florida manatee, including the Florida manatee subspecies, is also federally-protected by the *Marine Mammal Protection Act*.
[3] The bald eagle and osprey are not listed by the FWS or FWC but still federally-protected by the *Bald and Golden Eagle Protection Act* and the *Migratory Bird Treaty Act*.
[4] The FFWCC removed need for state permit to impact bald eagles or their nests under the 2017 Bald Eagle Management Plan.

Critical Habitats – Critical Habitat for the Florida manatee exists within the proposed limits of the preferred alternative [C-3 (Coral Gables Canal), C-4 (Tamiami Canal), North Line, and Loop Canal]. As discussed above, in-water work for each of these waterways with the exception of the Loop Canal is anticipated to occur as a result of this project. Bridge replacements, bridge removals, bridge widenings, culvert replacements, and culvert installations will take place throughout the project corridor. Although construction will occur within the limits of these features, no adverse impacts to the limits of these waterways are anticipated to occur. For the portions of the waterways that will be culverted, the culverts will be greater than 8 feet in diameter and air risers will be installed every 100-150 feet along the culverted sections to maintain water/air quality. Manatee exclusion devices/grates will not be necessary due to the size of the culverts. Although the proposed alternatives will result in minor impacts to the overall critical habitat area within the project corridor, these impacts will not inhibit manatee movement. Therefore, no long-term adverse impacts to these waterways (i.e. Critical Habitat) will occur as a result of this project.

Contamination – A total of 56 sites of potential environmental concern were identified. Of these, eight sites are rated as High risk, 16 sites are rated as Medium risk, 31 sites are rated as Low risk, and one site is rated as No risk. The status of the sites will be updated accordingly at each future Design phase. Remaining sites identified in the above-referenced sources are not considered to pose potential contamination concerns because of the current regulatory status of the site and/or the distance from the project corridor.

Cultural Resources Assessment Survey (CRAS) – Three previously recorded archaeological sites were identified within the footprint of the preferred alternative: Flagami Mound (8DA36), Flagami Midden 2 (8DA1073), and Woods Farms (8DA11815). In the area containing these sites, the project has not changed since the 2024 CRAS Addendum was conducted. Therefore, this area is outside of the archaeological APE addressed in this Addendum. However, background research revealed that one additional archaeological site has been identified within the footprint of the preferred alternative that was not addressed in the previous CRAS Addendum: Flagami Midden 3 (8DA21530). This site was found during a monitoring project. Neither the monitoring archaeologist nor the SHPO have evaluated the National Register eligibility of the site.

The footprint of the preferred alternative in the vicinity of the previously recorded sites has been subjected to archaeological monitoring, and the Flagami Mound (8DA36) and Flagami Midden 2 (8DA1073) sites were found to have been destroyed by development. However, fragmentary human remains were identified during the monitoring in the vicinity of these two archaeological sites and reburied in a solution hole that is currently beneath

a paved ramp shoulder. Due to the archaeological sensitivity of this area, the 2024 CRAS Addendum included two recommendations. First, a UFP specific to this project location was to be developed during the design phase of this project. Second, limited archaeological monitoring was to be required to confirm the disturbed nature of the project area and the avoidance of the reburial location. The SHPO concurred with these recommendations on June 24, 2024. The only change to these recommendations based on additional background research is that the limited archaeological monitoring include all initial ground disturbing work in the vicinity of the Flagami Midden 3 site (8DA21530).

The current historic resources survey resulted in the identification of a total of 53 historic resources within the historic resource APE not covered in the 2019 CRAS and 2024 CRAS Addendum. The historic resources consist of 28 newly identified structures (8DA24471-8DA24498), 19 previously recorded and evaluated structures (8DA17267, 8DA17269, 8DA17289-8DA17292, 8DA17300, 8DA17320-8DA17321, 8DA17376, 8DA17384, 8DA17386, 8DA17388, 8DA17390, 8DA17392, 8DA17395, 8DA17397, 8DA17553, 8DA21567, 8DA22762), and six previously recorded resource groups (8DA17632, 8DA17637, 8DA20495, 8DA20529, 8DA20593, 8DA20609).

The six identified resource groups consisted of two that have been evaluated as National Register ineligible in 2019 (8DA17632 and 8DA17637). No new information was revealed to alter these determinations. The four remaining resource groups (8DA17632, 8DA17637, 8DA20495, 8DA20529) were recorded in 2023 Shulman + Associates on behalf of Miami-Dade County. Although these resources were identified and recorded, they were not evaluated for National Register eligibility and the SHPO did not review the evaluations. Field survey and background research did not identify any significant associations with the four resource groups not previously evaluated and due to their commonality with other similar resources in Miami-Dade County they are considered National Register ineligible.
All of the 19 previously recorded and evaluated structures (8DA17267, 8DA17269, 8DA17289-8DA17292, 8DA17300, 8DA17320-8DA17321, 8DA17376, 8DA17384, 8DA17386, 8DA17388, 8DA17390, 8DA17392, 8DA17395, 8DA17397, 8DA17553, 8DA21567, 8DA22762) were previously determined National Register ineligible by the SHPO in 2013, 2019 or 2025. No new information has been revealed to justify a change in eligibility for these 19 resources. Therefore, they remain National Register ineligible.

The 28 newly recorded historic resources (8DA24471-8DA24498) exhibit common architecture and design types found throughout South Florida, and they have no known associations with significant people or events. Furthermore, several of these resources exhibit modifications that affect their historic physical integrity. Historical research and field surveys have not identified any significant associations with these resources. The structures do not appear to be located in a historic district. Therefore, these 28 newly recorded historic resources are considered ineligible for listing in the National Register either individually or as part of a historic district.

Noise – According to the Noise Study Report (NSR), design year (2055) traffic noise levels for the preferred alternative will approach [i.e., within 1 dB(A)], meet, or exceed the Noise Abatement Criteria (NAC) at 818 residences and 13 special land use sites within the project limits. In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for these impacted noise sensitive sites.

Noise barriers were not considered a feasible abatement option at 63 impacted residences within Noise Study Areas (NSAs) 7, 28, 29, 44, 47, 65, 66, 67 and nine special land use sites within NSAs 26, 48, 56, 69, 72, 75, 79, 93, and 102. Noise barriers at these locations would restrict access to these sites and/or other properties, would require additional right of way to be acquired, represents an isolated impacted residence, or would not be feasible due to constructability issues and additional costs.

Noise barriers were evaluated for 733 of 818 residences and four of the 13 special land use sites that approach, meet, or exceed the NAC. Twenty-four separate common noise environments (CNEs) were used to assess noise barriers at these locations. Of the 24 CNEs, noise barriers are recommended for further consideration during the project's Design phase and for public input at 13 locations. Noise barriers are not recommended for further consideration at 11 locations. The locations and limits of the noise barriers (both recommended and not recommended) are depicted in **Figure 8.1**.

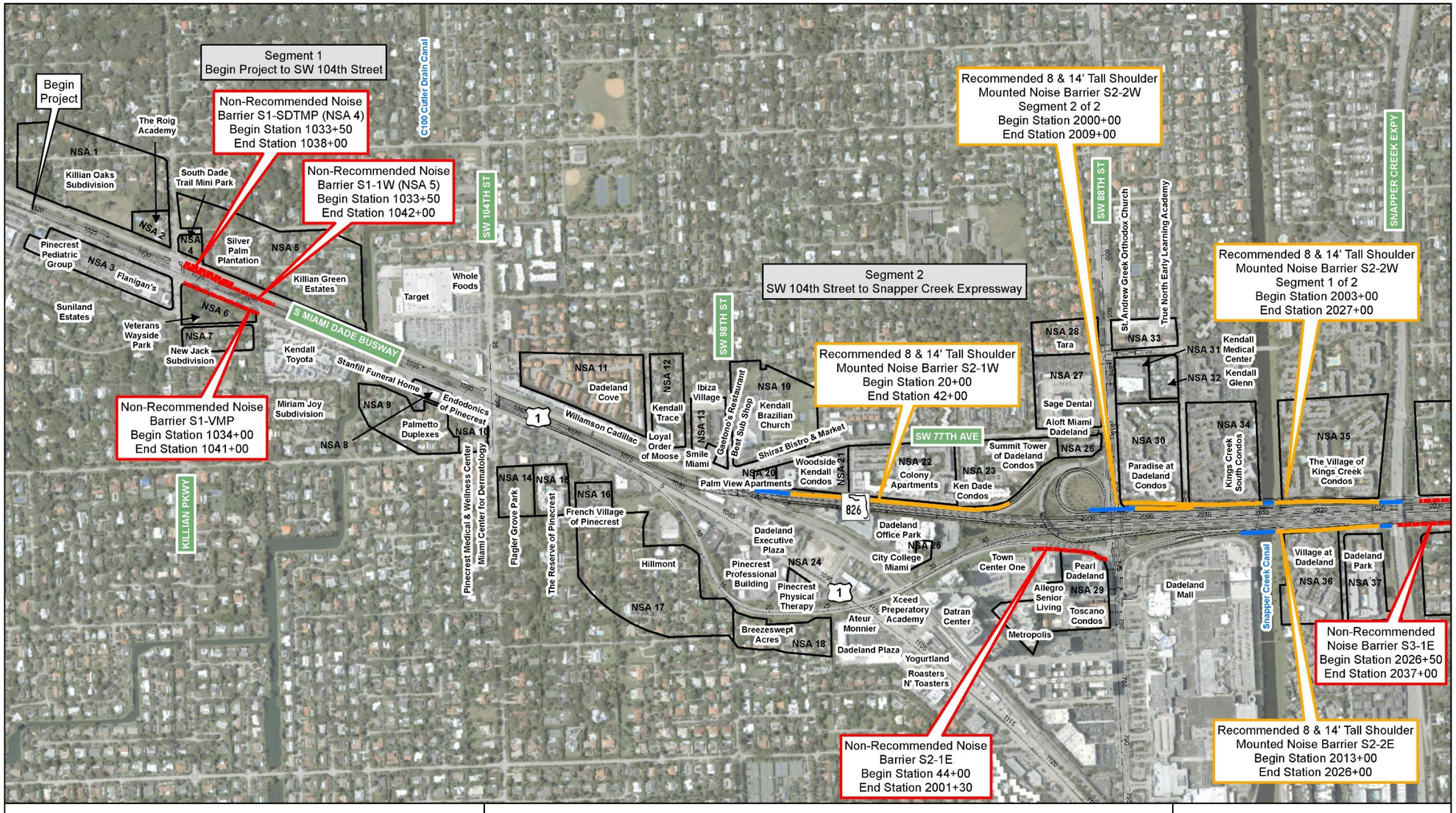


Figure 8.1 – Noise Barrier Recommendation Map

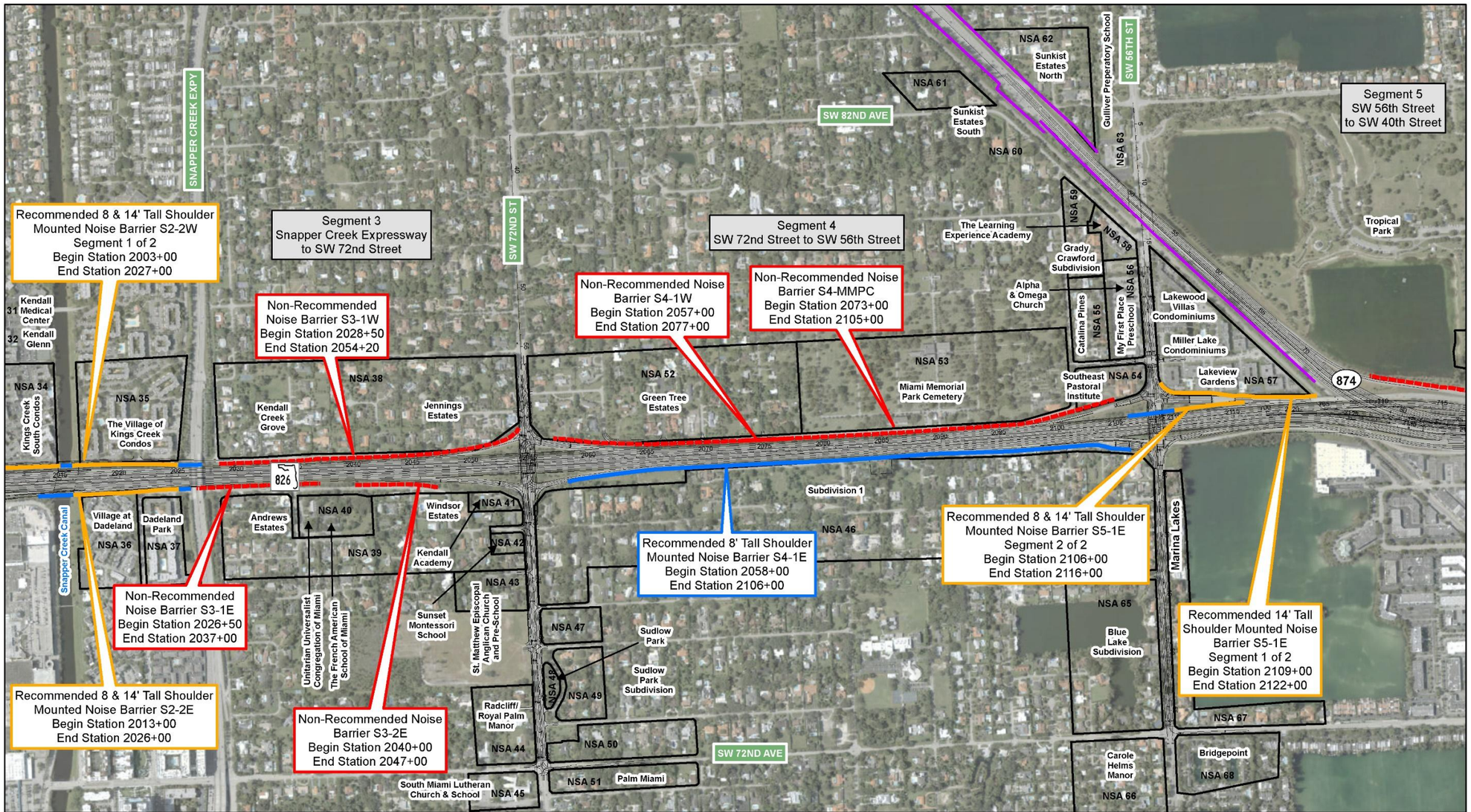
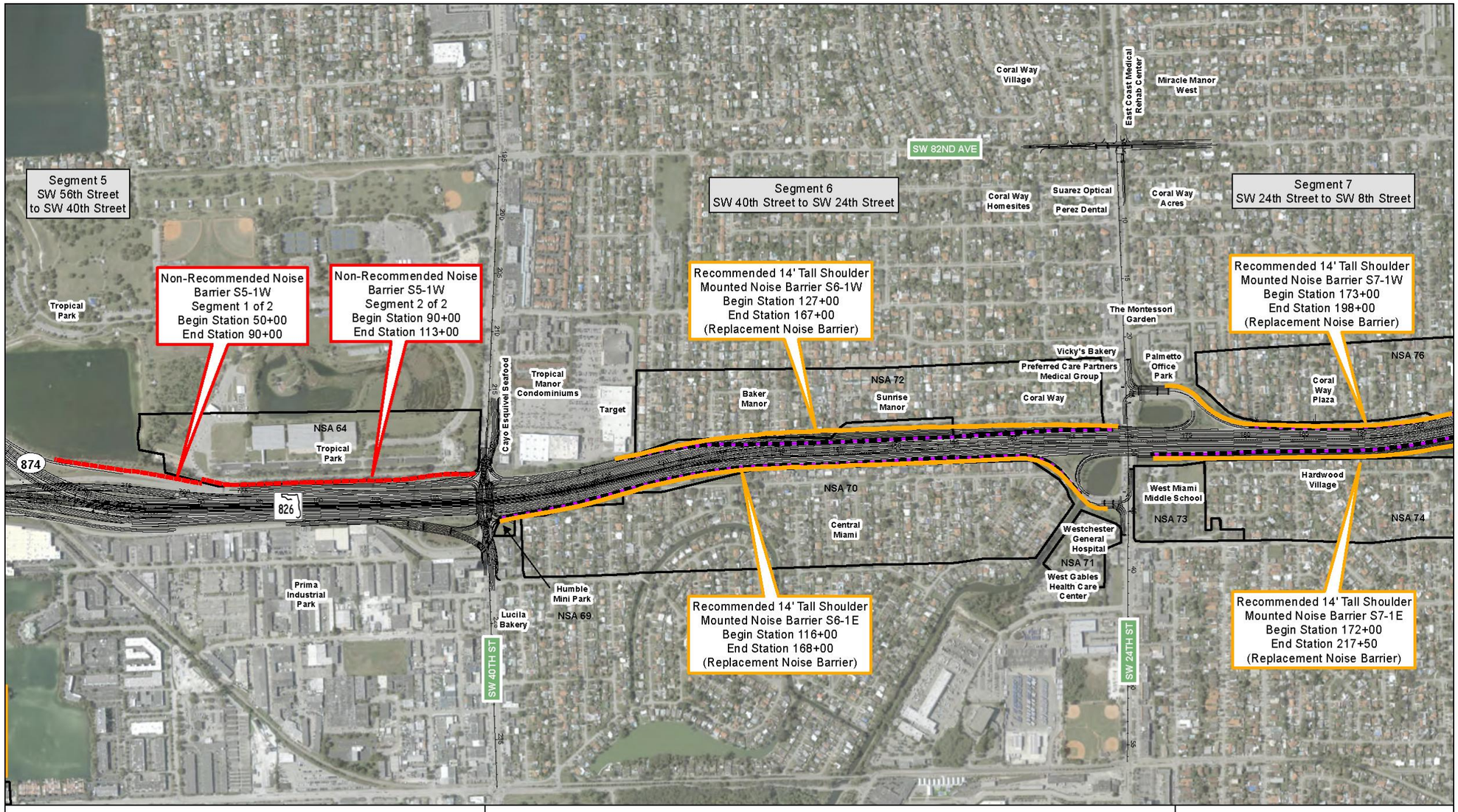


Figure 8.1 – Noise Barrier Recommendation Map (Continued)



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
NW 25th Street
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: March 2022

Recommended Noise Barrier Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

Noise Barrier Recommendation Map Sheet 3 of 5

Figure 8.1 – Noise Barrier Recommendation Map (Continued)

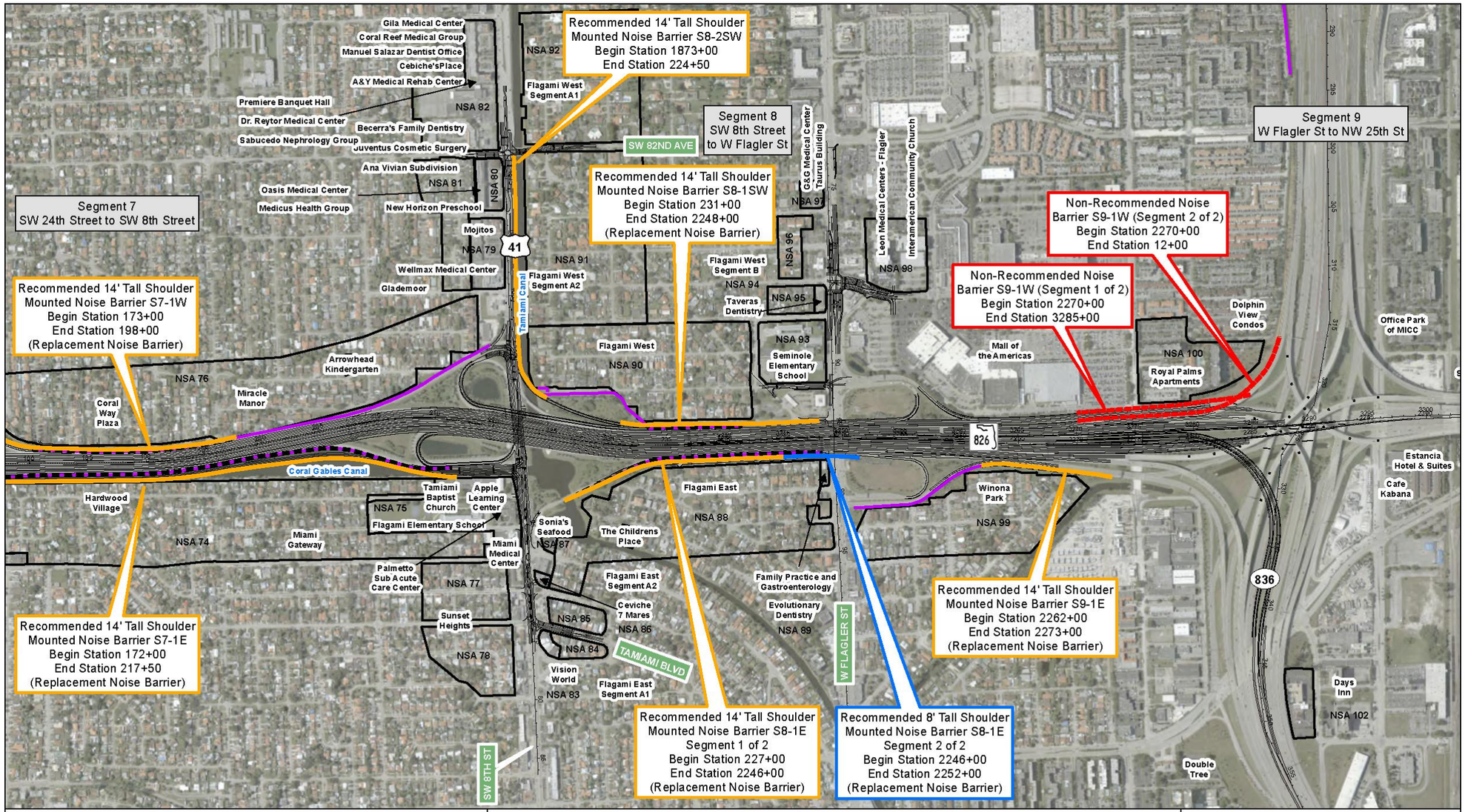


Figure 8.1 – Noise Barrier Recommendation Map (Continued)

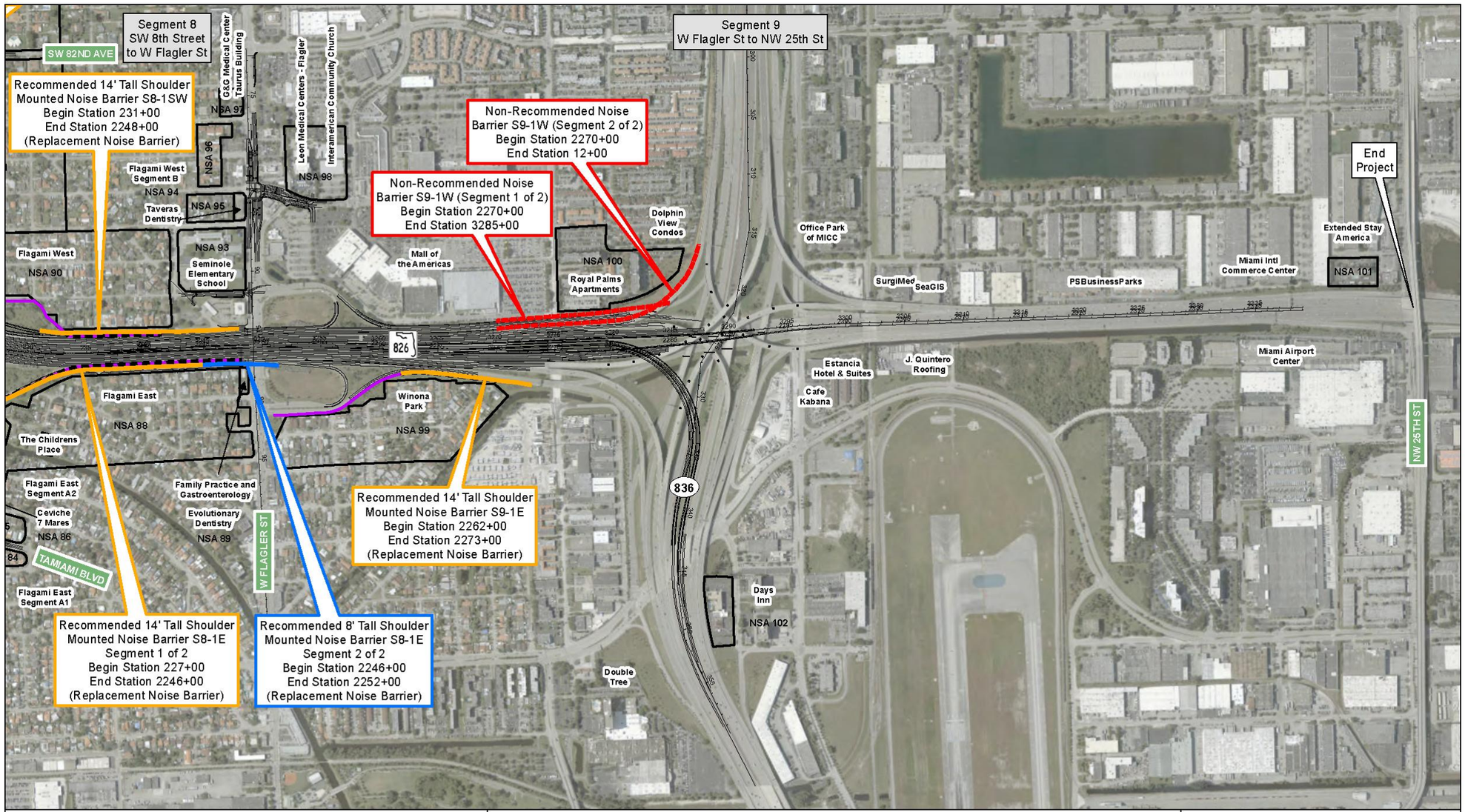


Figure 8.1 – Noise Barrier Recommendation Map (Continued)

8.2 Consistency with Master Plans, LGCP and DRIs (CAT Ex)

The SR 826 project from US 1 to NW 25th Street is identified in the following transportation plans (see **Appendix J** for details):

- Miami-Dade Traffic Planning Organization's 2050 Long Range Transportation Plan (LRTP) as a Plan Period II Project
- Miami-Dade Transportation Planning Organization's 2026-2030 Transportation Improvement Plan (TIP)
- FDOT 2026-2029 Statewide Transportation Improvement Plan (STIP)
- 2026-2030 FDOT Five-Year Work Program
- FDOT District Six 2035-2050 Strategic Intermodal System (SIS)

Funding for future phases (Preliminary Engineering, Right of Way, and Construction) is currently being coordinated by the FDOT to ensure that the project is consistent with the local government comprehensive plan(s) and that required project funding is identified in the LRTP, TIP, STIP, and Work Program. An amendment to these plans may be necessary to be consistent with the proposed improvements and project limits.

8.3 Project Constructability and Maintenance of Traffic

A conceptual Transportation Management Plan was developed as part of this PD&E Study to determine constructability and the ability to maintain traffic for the preferred alternative. Many of the components required to develop a plan will be developed in accordance with the FDOT standards during the subsequent phases of the project. The plan proposes to keep all travel lanes open at all times during construction. Short lane closures may be necessary during off-peak hours to facilitate changes in construction phases. Advance notice of any lane closure will be given to minimize disruption to roadway users. The SR 826 mainline roadway's typical sections for general maintenance of traffic were divided into eight segments between US 1 and SR 836.

The SR 826 roadway mainline will consist of three maintenance of traffic (MOT) phases:

- Phase 1 – Shift traffic to the inside to construct the outside proposed widening section.
- Phase 2 – Shift traffic to the outside to reconstruct the median and construct the inside lanes.
- Phase 3 – Shift travel lanes to their final location.

Figures 8.2 – 8.9 depict the MOT phases for roadway typical section 3 (between Sunset Drive and Miller Drive) and typical section 6 (between Coral Way and SW 8th Street).

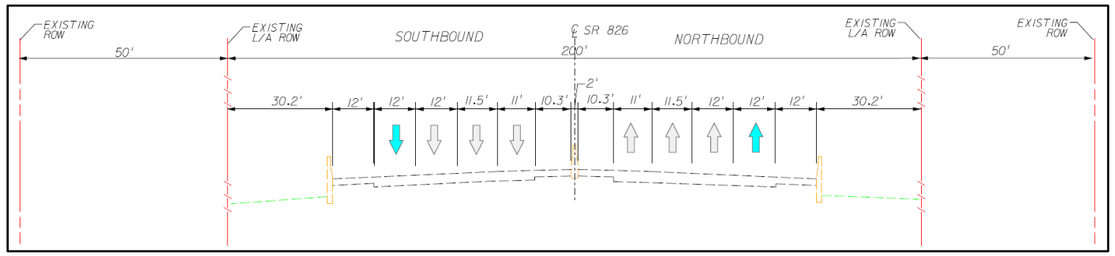


Figure 8.2 – Existing Roadway Typical Section 3

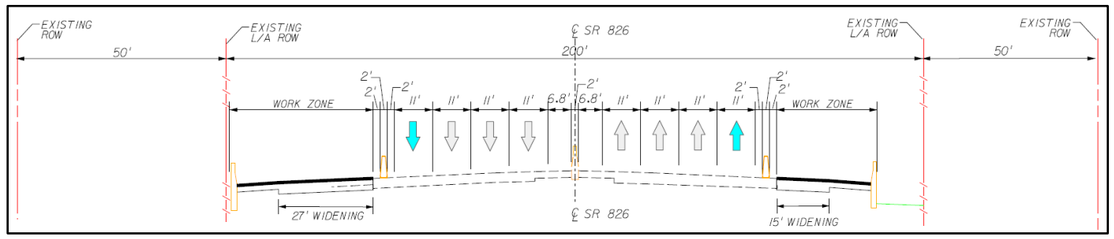


Figure 8.3 – Typical Section 3 (Phase 1)

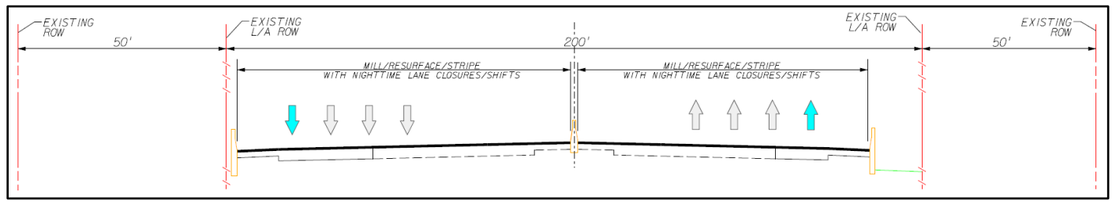


Figure 8.4 – Typical Section 3 (Phase 2)

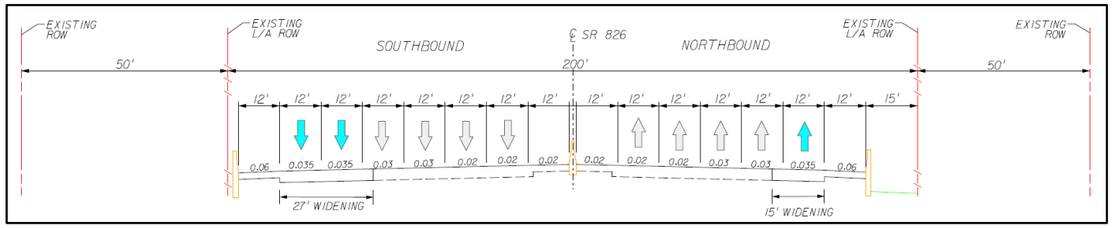


Figure 8.5 – Typical Section 3 (Phase 3)

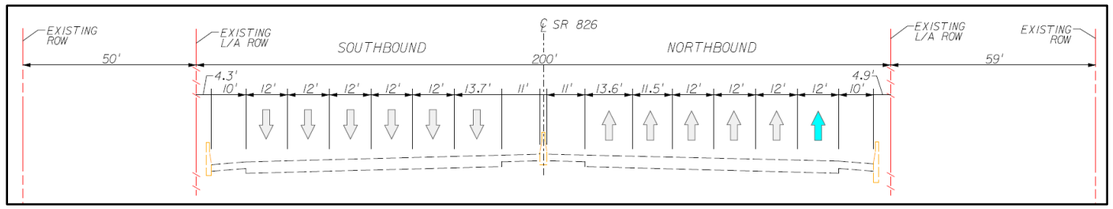


Figure 8.6 – Existing Roadway Typical Section 6

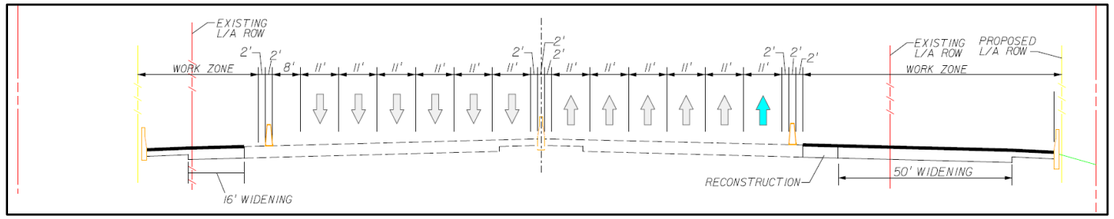


Figure 8.7 – Typical Section 6 (Phase 1)

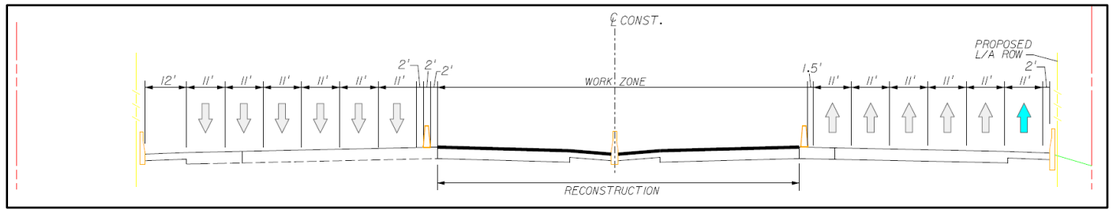


Figure 8.8 – Typical Section 6 (Phase 2)

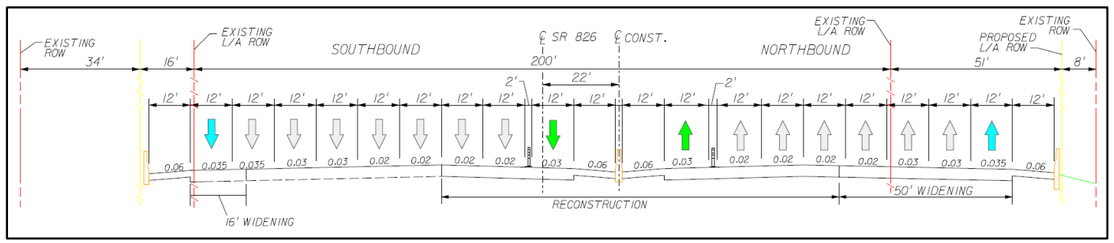


Figure 8.9 – Typical Section 6 (Phase 3)

Phase 1 – Widen Outside of SR 826

- Reduce travel lane widths to 11 feet.
- Reduce inside shoulders.
- Provide 2-foot shoulders on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Provide a temporary retaining system on the outside of the northbound approach adjacent to the existing canal for MSE wall construction.
- Construct MSE wall.
- Remove temporary retaining wall system.
- Construct the proposed widening section, shoulder, and roadside barriers

Phase 2 – Shift lanes to outside and perform median reconstruction for managed lanes

- Shift all lanes on both approaches to newly widened roadway.
- Provide travel lane widths of 11 feet.
- Provide a minimum 6-foot outside shoulder on the southbound approach and a 10-foot shoulder on the northbound approach.
- Provide a 2-foot shoulder on the inside traveled way (if needed).
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 4-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System (if needed).
- Construct the proposed widening section, shoulder, and median barrier wall along the median.

Phase 3 – Shift travel lanes to their final location

- Placement of final striping on all lanes for the section between US 1 and SR 874.
- Stripe buffered separation and express lanes along the inside for the section between SR 874 and SR 836.
- Install tubular markers for the section between SR 874 and SR 836.
- Overbuild the pavement and make cross slope/crown point adjustments as necessary.

8.3.1 POTENTIAL DESIGN AND CONSTRUCTION SEGMENTATION PLAN

A project segmentation evaluation was performed for the preferred alternative. The evaluation consisted of the following steps:

- Identified Logical Project Splits
- Prepared Conceptual Layouts
- Developed Construction Costs Estimates
- Summarized Segmentation Plan

The evaluation identified three options. These options were considered based on priority needs, cost, overall construction time, and risk minimization. This project proposes complex geometry with multiple interchanges, a collector-distributor roadway system, and multiple express lane access points. The project's complexity allows for multiple design segments and innovative construction sequencing, which reduces overall project time and minimizes risks.

A detailed Conceptual Transportation Management Plan will be prepared during the Design phase once the project segmentation is determined. The plan will evolve as the project progresses toward construction. The plan must include traffic control strategies and may also include additional work zone management strategies based on the expected work zone impacts.

Segmentation Plan Option 1 divides the proposed improvements into three projects (see ***Figure 8.10***).

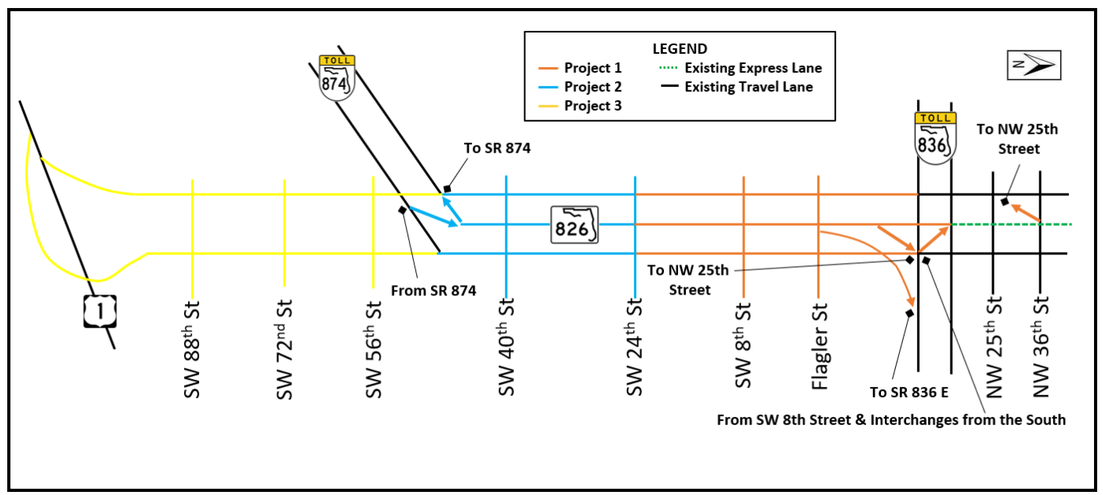


Figure 8.10 – Segmentation Plan Option 1 Schematic Line Diagram

Segmentation Plan Option 2 divides the improvements into five projects (see ***Figure 8.11***).

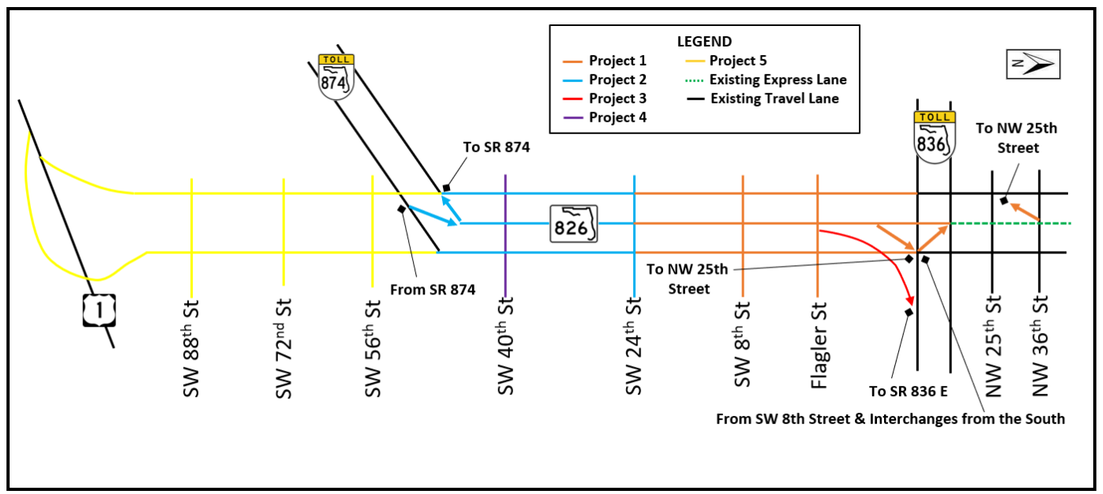


Figure 8.11 – Segmentation Plan Option 2 Schematic Line Diagram

Segmentation Plan Option 3 proposes to construct all the improvements as one project (see ***Figure 8.12***).

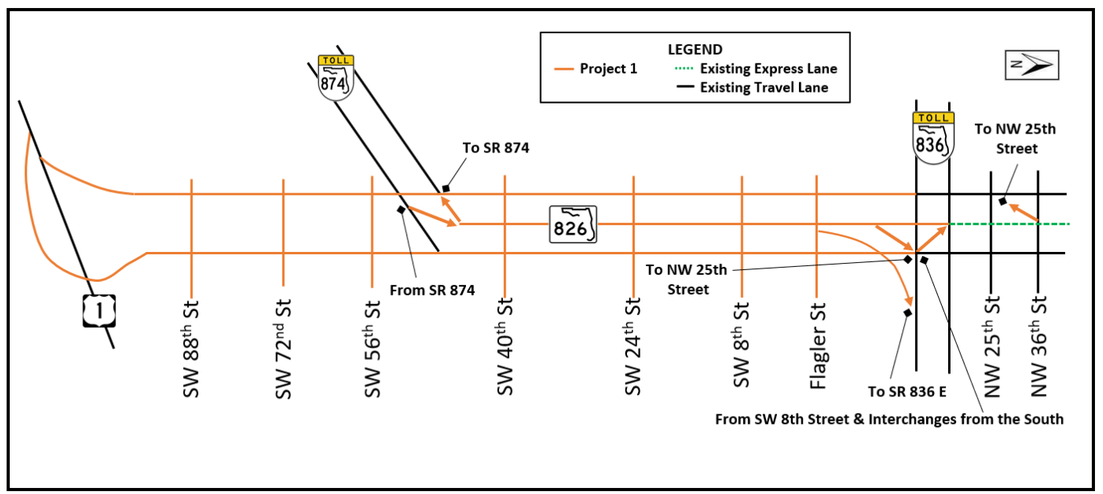


Figure 8.12 – Segmentation Plan Option 3 Schematic Line Diagram

Table 8.2 lists some of the high-level advantages and disadvantages of each option.

Table 8.2 – Options Advantages and Disadvantages

Options	Advantages	Disadvantages
1	Prioritizes improvements No rework between projects Less throwaway between projects	Medium funding availability Moderate changes to signing and pavement markings between projects
2	Smaller projects High funding availability Prioritizes improvements Healthy contractor competition	Most number of projects Longer construction timeline Minimal changes to signing and pavement markings between projects
3	One project No reconstruction/throwaway Ability to deliver all improvements in one project No temporary roadway transitions	Lesser contractor competition Bigger projects have more risks Longer construction impacts More local coordination Low funding availability

A segmentation plan option will be selected during the Design phase of the project.

8.4 SAFETY

Introduction – A future safety analysis was conducted to compare the predicted number of crashes between the No-Build and preferred alternative for the freeway sections along SR 826 and SR 836, as well as the arterial cross streets and interchanges within the study limits in the future design year 2055. This analysis follows the procedures outlined in the *Highway Safety Manual (HSM)*, 1st Edition, developed by the American Association of the State Highway and Transportation Officials (AASHTO) in 2010 with a supplement for freeways published in 2014. Furthermore, the *Enhanced Interchange Safety Analysis Tool (ISATe)*, which follows the HSM procedures as well, was used to determine the predicted number of crashes for the study freeway segments. The ISATe relates roadway geometric design features (i.e., lane width, outside shoulder width, ramp presence, etc.) and the expected average crash frequency of those features to help designers make informed decisions about the safety performance of design alternatives. Additionally, a safety analysis of the arterial cross streets and interchanges was performed using the Crash Reduction Factor (CRF) Method, since the HSM Predictive Method does not support six-lane divided roadways. The CRF Method was utilized to quantify the expected number of future crashes to be mitigated with the planned improvements between the study alternatives and then was projected into the future 2055 preferred alternative by applying the ratio of 2055 (preferred alternative) AADT to the 2017 (existing conditions) AADT for each respective arterial in which the improvements were identified. Finally, the Empirical Bayes Method was utilized to develop the project safety benefit/cost analysis for the preferred alternative.

Methodology – The segmentation process for SR 826 and SR 836 produced a set of disaggregated segments with varying lengths, each of which is homogeneous with respect to characteristics such as traffic volumes, and key geometrics design features. A new homogeneous freeway segment was defined where there was a change in at least one of the following characteristics of the freeway considering both directions of travel: number of through lanes, lane widths, outside shoulder widths, inside shoulder widths, median widths, presence of entrance and exit ramps, clear zone widths. In addition, segments were created at times to mitigate exceeding the maximum number of horizontal curves that can be analyzed in one segment using ISATe. Note, important considerations, limitations, and assumptions in the modeling procedure were accounted for during the future safety analysis. For instance, within the ISATE program, the number of through lanes on an urban freeway segment may range between four and ten lanes (2-way travel). However, in this analysis, there were various freeway segments whose cross sections have more than the maximum allowable lanes. Due to this limitation, the future safety analysis was conducted utilizing two approaches. In the first approach, the sections of freeway where the number of travel lanes exceeded ten were assumed to have 10-lane cross sections and adjustments were made to the segment AADT to adequately proportion the volume per lane. In the second approach, the sections of freeway where the number of travel lanes exceeded ten were assumed to have 10-lane cross sections without adjusting the segment AADT. In addition, the second approach consisted of formulating polynomial equations to forecast what the predicted crashes would be for a cross section with 11 lanes or greater per segment. The polynomial equations were formulated per segment by using known predicted crashes for a 6-lane, 7-lane, 8-lane, 9-lane, and 10-lane cross section that are output from ISATe and performing a regression analysis. Although both approaches showed positive benefits for the preferred alternative over No-Build, the second approach was selected in all subsequent analyses, including the benefit/cost analysis, due to its higher reasonable potential safety benefits.

Results and Conclusion – Based on the analyses, the following are the major findings:

- **SR 826:** There were approximately 806 predicted crashes with a weighted average of about 1.016 crashes per million vehicle miles (MVM) in the future design year 2055 for the SR 826 No-Build Alternative, and approximately 787 predicted crashes with a weighted average of about 1.053 crashes per MVM in the future design year 2055 for the SR 826 preferred alternative.
- **SR 836:** There were approximately 53 predicted crashes with a weighted average of about 0.830 crashes per MVM in the future design year 2055 for the SR 836 No-Build Alternative, and approximately 52 predicted crashes with a weighted average of about 0.837 crashes per MVM in the future design year 2055 for the SR 836 preferred alternative.
- **Arterials & Interchanges:** There were approximately 2,611 predicted crashes in the future design year 2055 for all the arterial cross streets and interchanges within the study area under the No-Build Alternative, and approximately 1,627 predicted crashes in the future design year 2055 for all the arterial cross streets and interchanges within the study area under the preferred alternative.

Overall, the total comprehensive number of predicted crashes for the No-Build Alternative in the future design year 2055 is approximately 3,470 crashes, and the total comprehensive number of predicted crashes for the preferred alternative in the future design year 2055 is approximately 2,466 crashes, which is a reduction of 1,004 total predicted crashes (29% decrease) in the preferred alternative, see **Table 8.3**.

Table 8.3 – Design Year 2055 Predicted Crashes

Roadway	Future Design Year 2055 Predicted Crashes (Rounded)		
	No Build Alternative	Preferred Alternative	Difference
SR 826	806	787	19
SR 836	53	52	1
Arterials and Interchanges	2,611	1,627	984
Total	**3,470**	**2,466**	**1,004**

A Benefit/Cost (B/C) analysis was performed for the preferred alternative to evaluate the potential economic and safety benefits of mitigating the targeted crashes and implementing the proposed improvements within the PD&E Study limits. The cost for the planned improvements along the study limits was obtained from an Opinion of Probable Cost (OPC) for the SR 826 preferred alternative. The cost per crash was obtained from the *FDOT Florida Design Manual (FDM) Section 122.6.1*. **Table 8.4** presents the B/C for the various freeway, arterial, and interchange improvements with respective study areas. Despite the low B/C ratio of 0.10, the preferred alternative is still considered feasible and advantageous compared to the No-Build Alternative. This is due to the long-term benefits that may not be fully captured in the B/C ratio, such as fewer severe injuries, improvements in traffic flow and travel patterns, reduced congestion, improved roadway design, and an enhanced road user experience, as discussed below.

Table 8.4 – Summary of Benefit Cost Analysis

Roadway			Safety Benefits	Costs	Benefit/Cost
Type	ID	Description			
Freeway	SR 826 Mainline		$ 2,649,795.15	$ 848,694,838.38	**0.0031**
	SR 836 Mainline		$ 152,522.06	$ 71,239,743.82	**0.0021**
Arterials and Interchages	87053000	SR 968 / Flagler Street	$ 12,424,284.45	$ 12,151,394.86	**1.0225**
	87120000	US41 / SR 90 / SW 8 Street	$ 9,425,954.27	$ 64,605,934.27	**0.1459**
	Off-System Roadway	SW 24 Street / Coral Way	$ 23,595,428.65	$ 22,383,362.97	**1.0542**
	87044000	SR 976 / SW 40 Street	$ 24,826,439.94	$ 99,777,823.27	**0.2488**
	Off-System Roadway	SW 56 Street / Miller Drive	$ 4,426,105.19	$ 40,822,393.55	**0.1084**
	87055000	SR 986 / SW 72 Street	$ 20,811,896.87	$ 22,468,691.10	**0.9263**
	87001000	SR 94 / SW 88 Street	$ 14,445,277.19	$ 45,926,510.94	**0.3145**
	87030000	US 1	$ 11,625,902.54	$ 14,363,579.63	**0.8094**
Totals			**$ 124,383,606.33**	**$ 1,242,434,272.78**	**0.10**

By comparison, the No-Build Alternative is not considered overall to be safer than the preferred alternative due to the lower capacity along the general use lanes and lack of express lanes within the study limits of SR 826 which can cause congestion along the roadway and potentially increase the number of crashes and severity due to the decrease in vehicular headway. Furthermore, there are shorter speed change lanes at the entrance and exit ramps which may not provide road users adequate time and space to safely access or depart from the travel lanes within the study limits of SR 826 and cause potential sideswipe crashes. In addition, the median barrier widths are narrower and there are some segments within the study limits of SR 826 that did not have presence of barrier on roadside which may potentially increase the severity of a roadway departure crash.

Conversely, the preferred alternative is considered to be safer than the No-Build Alternative due to the increase in capacity along the travel lanes and adequate speed change lane lengths at the entrance and exit ramps within the study limits of SR 826. Speed change lanes with a long and adequate length provide road users enough time and space to change speed safely separate from the general use lanes. Within the study limits of SR 826, there is an increase in lane width throughout some of the segments. Furthermore, the preferred alternative introduces express lanes throughout most of the study limits of SR 826 which reduces the volume along the general use lanes, relieves congestion, and increases safety while improving the overall traffic flow of the roadway. The express lanes provide road users with additional travel options depending on their destination of interest. Improvements were made along the entrance and exit ramps such as providing additional lanes and storage bays approaching and departing from the interchange intersections. In addition, median barrier widths are wider and there is presence of barrier on roadside throughout most of the segments within the study limits of SR 826. Additional rumble strips are present within the study limits of SR 826 to alert road users and potentially mitigate roadway departure crashes. There are also wider shoulder widths to provide road users a recovery area for disabled vehicles and to avoid potential rear-end collisions due to limited stopping distance. Wider shoulder widths may also be utilized by through traffic or official/emergency vehicles to circumvent any obstruction(s) on the roadway in emergency situations. Therefore, it is recommended that the proposed improvements in the preferred alternative be further considered for implementation.

8.5 TSM&O

Transportation Systems Management and Operations (TSM&O) alternatives comprise minor improvement options that are typically developed to alleviate specific traffic congestion and safety problems, or to maximize the utilization of the existing facility by improving operational efficiency.

A TSM&O Alternative will not significantly improve the system capacity and/or linkage needs within the study area. Long-term improvements are necessary to mitigate the existing traffic conditions and increase capacity to accommodate future travel demand. The TSM&O Alternative will not significantly reduce congestion on the system, nor will it provide the regional area interconnections needed to enhance mobility for this section of Miami-Dade County.

The TSM&O Alternative would provide some short-term relief throughout the corridor. However, the TSM&O Alternative alone would not be consistent with the purpose and need of this project. TSM&O improvements are only viable in combination with the build alternative improvements. Therefore, a TSM&O Alternative was not evaluated in detail.

The following TSM&O elements are included in the build alternative improvements:

- Auxiliary lanes between interchanges
- Additional exclusive turn lanes at the interchange ramp terminals
- Additional turn-lane storage at the interchange ramp terminals
- Capacity improvements at the ramp junctions
- Signal optimization
- Enhanced signage
- New ITS technologies and infrastructure

The FDOT is in the process of discussing internally with the District TSM&O Group the strategies planned for the SR 826 corridor, and which ones should be considered further in the preferred alternative. These strategies will be listed and documented during the Design phase.

8.6 Anticipated Design Exceptions and Variations

Design controls and criteria that will need a Design Variation or Design Exception are summarized in **Table 8.5**.

The Design Variations/Exceptions have not been approved at this point. The Design Variation and Exception packages will be prepared during the Design phase.

Table 8.5 – Design Exceptions and Variations

Location/Description	Begin	End	Length	Proposed	Required	Explanations
Shoulder Width Design Variations						
SR 826 NB inside shoulder*	North of SR 874	Between Bird Road and Coral Way	5,560'	10'-12'	12'	The Design Variation prevents linear ROW impacts of houses and businesses.
SR 826 NB inside shoulder**	North of SW 8th Street	North of Flagler Street	2,610'	10'-12'	12'	Necessary to avoid significant linear ROW impacts to numerous homes.
SR 874/SR 826 SB inside shoulder*	South of SR 826 SB corridor overpass	North of SR 826 SB corridor overpass	310'	10.5'	12'	The DV is necessary to avoid replacing the SB 826 mainline and ramp bridges within the SR 874/826/SW 56th Street interchange.
SR 826 SB inside shoulder*	Within the SR 874/826 interchange	Just north of the SR 874/826 interchange	775'	10'-12'	12'	This deficiency is necessary to avoid impacting Tropical Park.
SR 826 SB inside shoulder**	North of SW 8th Street	North of NW 7th Street	4,000'	10'-12'	12'	Necessary to avoid ROW impacts to a major retail site, commercial sites and homes.
Shoulder Width Design Exceptions by Location						
SR 826 NB outside shoulder	South of the NB SR 826/874 gore	Just south of the NB SR 826/874 gore	510'	7.3'-10'	10'	The design exception is required to avoid impacting the row of businesses along the NE quadrant of the SR 826/874/SW 56th Street interchange.
SR 826 NB inside shoulder	Adjacent to the two elevated U-Turn bridges at the Bird Road interchange and the pedestrian bridge.	-	<300' total	6'-10'	10'	Necessary to avoid unsafe roadway deflections and to avoid impacts to businesses and homes.
SR 826 NB inside shoulder*	South of the SR 836 overpass	Beyond Project Limit (NW 25th Street)	6,440'	4'-9'	10'	Necessary to avoid major impacts to the SR 826/SR 836 Interchange and significant ROW impacts between SR 836 and NW 25th Street.
SR 826 SB outside shoulder	Just south of Bird Road	North of Bird Road	1,880'	8.7'	10'	This exception is necessary to avoid impacting Tropical Park.
SR 826 SB inside shoulder	South of the Bird Road interchange	Between Bird Road and Coral Way	4,790'	8' (6' adjacent to bridge piers, <300')	10'	This exception is necessary to avoid impacting Tropical Park and Humble Park.
SR 826 SB inside shoulder*	South of SR 836 overpass	Beyond Project Limit (NW 25th Street)	6,250'	4'-9'	10'	Necessary to avoid major impacts to the SR 826/SR 836 Interchange and significant ROW impacts between SR 836 and NW 25th Street.
Lane Width Design Exceptions by Location						
SR 826 SB express lane and SB general use lanes	Within the SR 826/874 interchange	Between Bird Road and Coral Way	6,150'	11'	12'	This Design Exception is necessary to avoid impacting Tropical Park and Humble Park,
SR 826 NB/SB express lane(s) and NB/SB general use lanes*	Just north of SW 8th Street	Beyond Project Limit (NW 25th Street)	24,300' Accounts for NB and SB	11'-12'	12'	Necessary to avoid significant linear ROW impacts to numerous residential, industrial and major retail sites; necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange along with significant ROW impacts between SR 836 and NW 25th Street.

Table 8.5 – Design Variations and Design Exceptions (Continued)

Location/Description	Begin	End	Length	Proposed	Required	Explanations
Length of Horizontal Curve Design Variations by Location						
NB SR 826**	Just south of SR 874	On bridge over RR	861.10'	-	900'	Necessary to prevent reconstruction of the SR 826/SR 874 Interchange
NB SR 826*	North of the Bridge over RR within SR 874 Interchange	South of merge with SR 874	541.33'	-	900'	Necessary to prevent reconstruction of the SR 826/SR 874 Interchange, take ROW, and produce other design deficiencies
NB SR 826*	Along the merging painted nose at SR 874	-	416.47	-	900'	Reverse Crown (RC) cross slope (acts like NC), necessary to avoid an excessively long painted nose and to provide a proper superelevation transition from the previous curve.
SB SR 826*	On the bridge over SR 874	North of bridge over 874	673.63	-	900'	Necessary to prevent reconstruction of the SR 826/SR 874 Interchange, take ROW, and produce other design deficiencies
SB SR 826*	South of the right split to continue SB SR 826	At right split to continue SB SR 826	646.59	-	900'	Necessary to prevent reconstruction of the SR 826/SR 874 Interchange, take ROW, and produce other design deficiencies
SB SR 826*	North of Flagler Street	South of SR 836	789.99	-'	900'	Normal Crown (NC) cross slope, necessary to tie into the existing lanes to the north
Length of Vertical Curve Design Variations by Location						
NB & SB SR 826*	South of SW 88th Street	North of SW 88th Street	850' Crest	850'	1800'	Widening is the proposed improvement. Necessary to avoid replacement of Bridge 870773 over SW 88th Street. Curve meets FDOT K value
NB & SB SR 826*	North of SW 88th Street	South of Snapper Creek Canal	300' Sag	300'	800'	Curve meets FDOT K Value
NB & SB SR 826*	South of SW 56th Street	South of SW 56th Street	400' Sag	400'	800'	Widening is the proposed improvement. Necessary to avoid impacts to Bridge 871013. Curve meets FDOT K value
NB & SB SR 826 at SW 56th Street*	South of SW 56th Street	SW 56th Street	564' Crest	564'	900' (half of 1800')	Widening is the proposed improvement. Necessary to avoid reconstruction of Bridge 871013/871014. Curve meets FDOT K value
NB SR 826 Over RR and SW 40th Street (Bird Road) Off-Ramp*	South of RR	North of RR	908' Crest	908'	1000'	Widening is the proposed improvement. Necessary to avoid reconstruction of Bridge 871018. Curve meets FDOT K value.
SB SR 826 Over RR, SW 40th Street Off-Ramp, and SR 874*	South of RR	Just north of SR 874	918' Crest	918'	1000'	Widening is the proposed improvement. Necessary to avoid reconstruction of Bridge 871017. Curve meets FDOT K value.
SB SR 826 at SR 826/SR 874 split*	Just south of the split	at the split	730' Sag	430'	800'	Widening is the proposed improvement. Curve meets FDOT K value.
NB SR 826 South of SW 40th Street (Bird Road)*	North of SR 874	South of Bird Road	700' Sag	700'	800'	Widening is the proposed improvement. Curve meets FDOT K value.
NB SR 826 Over Bird Road*	South of Bird Road	North of Bird Road	1550' Crest	1550'	1800'	Necessary to avoid replacement of Bridge 871022 over Bird Road. Curve meets FDOT K value.

Table 8.5 – Design Variations and Design Exceptions (Continued)

Location/Description	Begin	End	Length	Proposed	Required	Explanations
Length of Vertical Curve Design Variations by Location (Continued)						
NB SR 826 south of Coral Way*	South of Coral Way	Just south of Coral Way	496' Sag	496'	800'	Ties into the existing crest curve over Coral Way that meets standards. Meeting the FDOT minimum curve length for this sag would cause a deficiency of the curve ahead or force the reconstruction of the Coral Way bridge. The curve meets the FDOT K Value.
NB SR 826 at the Flagler Street interchange*	South of Flagler Street	North of Flagler Street	1420' Crest	1420'	1800'	Widening is the proposed improvement. Necessary to avoid vertical impacts & replacement of Bridge 871048. The vertical curve meets FDOT K value.
NB SR 826 Between Flagler Street and NW 7th Street*	North of Flagler Street	South of NW 7th Street	728' Sag	728'	800'	Widening is the proposed improvement. Curve meets FDOT K value.
SB SR 826 South of SW 40th Street (Bird Road)*	North of SR 874	South of Bird Road	600' Sag	600'	800'	Widening is the proposed improvement. Necessary to avoid replacement of Bridge 871021 over Bird Road. Curve meets FDOT K value.
SB SR 826 Over Bird Road*	South of Bird Road	North of Bird Road	1470' Crest	1470'	1800'	Necessary to avoid replacement of Bridge 871021 over Bird Road. Curve meets FDOT K value.
SB SR 826 Over Flagler Street*	South of Flagler Street	North of Flagler Street	1456' Crest	1456'	1800'	Widening is the proposed improvement. Necessary to avoid vertical impacts & replacement of Bridge 871047. The vertical curve meets FDOT K value.
SB SR 826 Between Flagler Street and NW 7th Street*	North of Flagler Street	South of NW 7th Street	786' Sag	786'	800'	Meets FDOT K value
NB SR 874 North of the SR 826 SB bridge over SR 874*	Within SR 874 interchange	Within SR 874 interchange	400' Crest	400'	1000'	Meets FDOT K value
SB SR 874 North of the SR 826 SB bridge over SR 874*	Within SR 874 interchange	Within SR 874 interchange	400' Crest	400'	1000'	Meets FDOT K value
Compound Curve Ratio Design Variation						
SB SR 826*	North of Miller Drive	North of SB SR 826 bridge over SR 874	-	6.1	1.5 Max	Larger radius (R1) = 22,964, smaller (R2) = 4,921. Larger Radius has normal crown cross slope for all FDOT design speeds and behaves like a tangent for design purposes. Necessary to avoid major bridge impacts and additional ROW impacts.
Border Width Design Variation						
Border Width (throughout the project) *	At US-1	Just south of NW 25th Street	~43000'		Varies	Necessary to avoid significant ROW impacts along both sides of nearly the entire project.

Table 8.5 – Design Variations and Design Exceptions (Continued)

Location/Description	Begin	End	Length	Proposed	Required	Explanations
Cross Slope Design Variations by Location						
Lanes sloped in one direction SR 826 NB	Between SW 72nd Street and NW 56th Street	South of SW 56th St	~1200'	6	</=5	This variation is necessary to avoid shifts in the crown that would reduce comfort and safety.
Lanes sloped in one direction SR 826 SB	Just North of SW 72nd St	Just North of SW 56th St	~5100'	6-7	</=5	Same as above
Lanes sloped in one direction SR 826 NB	Locations in Superelevation	-	~5500'	6-7	</=5	5 separate locations NB
Lanes sloped in one direction SR 826 SB	Locations in Superelevation	-	~5400'	6-9	</=5	5 separate locations SB
Design Variations at Bird Road Interchange						
Horizontal Curve Length	NB SR 826 Ramp to EB Bird Road*	-	238'	238'	400'	This variation is necessary to avoid major ROW impacts.
Ramp Design Speed	EB Bird Road Ramp to NB SR 826*	Ramp Design Speed	~300'	25 mph	30 mph	This variation is necessary to avoid major ROW impacts.
Ramp Design Speed	NB SR 826 Ramp to WB Bird Road	Ramp Design Speed	~500'	25 mph	30 mph	This variation is necessary to avoid major ROW impacts.

*Deficiency is an existing condition within this segment. **PD&E Design improves the existing deficiency

Stopping Sight Distance Design Exceptions/Variations Due to Express Lane tubular markers may exist along curves. In subsequent phases of design this deficiency will be evaluated, reduced or removed by staggering the tubular markers, reducing their height along the curve, widening the buffer, or a combination.

8.7 Conceptual Signing Master Plan

A SR 826 Conceptual Signing Master Plan (CSMP) was developed to confirm that the proposed improvements signage approach is according to the current design guidelines. The plan depicts all the guide signs needed within the study limits for the preferred alternative design configuration. **Appendix K** contains the CSMP developed for the 2055 proposed improvements.

9.0 JUSTIFICATION FOR PROJECT

9.1 ASSESSMENT OF FHWA'S POLICY ON ACCESS TO INTERSTATE SYSTEM

The FHWA's Policy on Access to the Interstate System provides the requirements for the justification and documentation necessary to substantiate any proposed changes in access to the Interstate System. The policy is published under the Federal Register, Volume 74, Number 165, which was updated on May 22, 2017. The responses provided herein for both of the policy statements demonstrate compliance with these requirements and justification for the proposed interchange modifications at SR 826 from US 1 to SR 836 in Miami-Dade County, Florida.

Policy:

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, FHWA's decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements.

Considerations and Requirements:

1. ***An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).***

The operational analysis conducted for the SIMR confirmed that the proposed improvements to the SR 826 mainline and interchange modifications will not have any significant adverse impacts on safety and operations along SR 826. The proposed modifications will improve traffic operations and enhance safety. When compared to the No-Build Alternative, the preferred alternative significantly improves operations along SR 826. In the preferred alternative, average operating speeds along the northbound SR 826 travel lanes (AM peak, peak direction) are expected to increase by approximately 25 mph (from 28 mph to 53 mph), and throughput is projected to increase by approximately 4,400 vehicles (53.8% above the No-Build Alternative). In the southbound direction along SR 826 travel lanes (PM peak, peak direction), average operating speeds show an increase of approximately 18 mph (from 13 mph to 31 mph), and throughput increases by approximately 6,760 vehicles (93.1% above the No-Build Alternative). The proposed express lanes will operate at approximately 55 mph during the morning and afternoon peak periods. At the networkwide level, the preferred alternative performs better than the No-Build in terms of total vehicle miles travelled (21.1%/32.0% increase in AM/PM peak); vehicle hours of delay (decrease by 15.6 %/ 24.4% in AM/PM peak) and average operating speeds (increase by 26.3%/43.7% in AM/PM peak). Furthermore, the proposed express lanes along SR 826 will provide added operational benefits to support emergency response services, and improved travel time reliability for express lane users.

Data from historical crash records identified multiple high crash segments and high crash spots along SR 826. Traffic congestion along SR 826 is a contributing factor for much of the crashes experienced along the corridor. Under the No-Build Alternative, traffic congestion is expected to increase along SR 826 in future years with a corresponding increase in crash risk along the corridor. This potential for future increase in crash risk is largely alleviated by the improvements proposed in the preferred alternative. In addition, the vertical clearance is deficient at several of the existing bridge structures along SR 826. This deficiency in vertical clearance is a probable causal factor for reported collisions with the understructure of the bridges at several cross streets. The proposed SR 826 improvements will increase the vertical

clearance at select cross streets and thereby reduce the risk for crashes resulting from inadequate vertical clearance.

The SR 826 project will include the development of a comprehensive signing plan for the corridor. A conceptual signing master plan is presented under **Appendix K**. The signing plan will be fully coordinated with FHWA in advance of construction.

2. ***The proposed access connects to a public road only and will provide for all traffic movements. Less than ``full interchanges'' may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).***

   The SIMR proposes no new interchanges along any of the freeway facilities within the project limits. All existing interchanges provide access to public roads only. The improvements proposed at the interchanges will maintain full access to SR 826 and all movements will be accommodated at all cross streets. The proposed access modifications will be designed to meet or exceed all applicable design standards, to the extent possible. Any design variations or exceptions that are identified, will be processed per FHWA and FDOT standards.

10.0 CONCEPTUAL FUNDING PLAN

The project is included in the 2050 LRTP, 2026-2030 TIP and 2026-2029 STIP. The design, right of way and construction phases are listed in the FDOT Work Program under project number 432639-1 (see **Table 10.1**).

Table 10.1 - Project Funding Plan

FDOT Project Number	Project Limit	Fiscal Year	Funds		
			Design	Right of Way	Construction
432639-1	From US 1 to SR 836	2026	$1,019,000	-	-
		2026-2030	-	$2,835,000	-
		2028	-	-	$831,019,000

The project is anticipated to be funded with federal and state funds. FDOT is planning to accelerate the construction of project by constructing it in phases. A funding plan for the opening year will be developed based on the results, costs, and recommendations from the PD&E Study. The project is in the FDOT Work Program with funds allocated in year 2026 for the Design (Preliminary Engineering), and in years 2026-2030 for Right of Way. Funding for future phases is currently being coordinated by FDOT to ensure that the project is consistent with the local government comprehensive plans and that required project funding is identified in the LRTP, TIP, STIP, and Work Program.

SR 826/PALMETTO EXPRESSWAY WIDENING PD&E STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
Miami-Dade County, Florida

