

# TRAFFIC ANALYSIS TECHNICAL MEMORANDUM

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

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

***Project Study Limits:***

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

**Prepared for:**



**FDOT District Six  
1000 NW 111<sup>th</sup> Avenue  
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**JULY 2019**

**DRAFT**

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## 1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District Six has recently started a Project Development and Environment (PD&E) Study for SR 826 (Palmetto Expressway) from US 1 (SR 5) to SR 836 (Dolphin Expressway), a distance of approximately seven miles (see [Figure 1.1](#)). The PD&E Study is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements. The project is located in Miami-Dade County, Florida and is contained within unincorporated Miami-Dade.

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

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

SR 826, 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 ten existing interchanges within the project limits. Eight of the ten interchanges provide connection 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 services and distributes traffic originating from or destined to the north, south, east, and west portions of Miami-Dade County.



Figure 1.1 – Project Location Map

## 2.0 PURPOSE

The purpose of this report is to present the preliminary results of the existing and future traffic operational analyses completed as part of the PD&E process. The objective of this report is to document the analysis and begin the screening process of the alternatives considered.

## 3.0 METHODOLOGY

The traffic operations along the corridors were evaluated using a combination of field observation, review of traffic data and capacity/Level of Service (LOS) analysis to determine the advantages and disadvantages of the existing conditions and considered build alternatives. The field observation included the following elements:

- An inventory of physical roadway and intersection characteristics including lane configuration, storage and geometry.
- Observations of AM/PM peak hour traffic conditions through the corridors.

A review of the series of traffic reports prepared for this study was performed in order to understand and obtain the necessary data and information for the operational analysis. The following reports have been prepared for this study:

- Traffic Data Collection Report – This report documents the traffic data collection and the 2017 base year traffic volumes in support of the PD&E Study. This report also documents the development of 2017 Annual Average Daily Traffic (AADT), the development of 2017 peak-hour volumes and the development of traffic factors.
- Project Traffic Technical Memorandum – This report documents the travel demand modeling and forecasting results. This report summarizes the model calibration methods specific to the study, model forecasting procedures, and modeling results. This report also documents the subarea model validation process, the study area AADT volumes and Direction Design Hourly Volumes (DDHV).

The Highway Capacity Manual (HCM), 6<sup>th</sup> Edition, as well as the Highway Capacity Software Version 7 (HCS7) and Synchro/SimTraffic Version 10.0 were used for the operational analysis in this study. Operational analyses were

performed on freeway basic segments, ramp merge/diverge junctions, weaving sections, ramp terminals, arterial segments and intersections. The HCS was used for the freeway basic segments, ramp merge/diverge junctions and weaving sections. Synchro was used for the evaluation of the intersections and arterial segments. This software uses the methodology of the HCM to determine intersection/arterial capacity and LOS. Synchro models were calibrated in accordance with the guidelines provided in the *FDOT's Traffic Analysis Handbook*, March 2014. Field reviews were conducted to observe typical traffic operating conditions (such as: delays, queues and signal operations) during AM and PM peak periods. Synchro models were developed and calibrated such that the models provided a reasonable representation of the field observed conditions.

The operational analysis documented in this memorandum was performed for the existing conditions, future No-Build conditions and each of the considered build alternatives.

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

### 3.1 AREA OF INFLUENCE

The area of influence is consistent with the approved MLOU. The area of influence along SR 826 extends from US 1 to south of NW 25<sup>th</sup> Street. **Figure 3.1** depicts the area of influence along SR 826 and cross streets.



There are ten interchanges under consideration within the area of influence along SR 826. These interchanges are listed below.

1. US 1
2. SW 88<sup>th</sup> Street (Kendall Drive)
3. SW 72<sup>nd</sup> Street (Sunset Drive)
4. SW 56<sup>th</sup> Street (Miller Drive)
5. SR 874
6. SW 40<sup>th</sup> Street (Bird Rd)
7. SW 24<sup>th</sup> Street (Coral Way)
8. SW 8<sup>th</sup> Street (Tamiami Trail)
9. Flagler Street
10. SR 836

There are 43 intersections under consideration within the area of influence along the arterials (27 arterial intersections and 16 terminal ramp intersections). These intersections are listed below.

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

21. SW 40<sup>th</sup> Street/SW 7800 Block
22. SW 40<sup>th</sup> Street/Southbound Ramp Terminal
23. SW 40<sup>th</sup> Street/Northbound Ramp Terminal
24. SW 40<sup>th</sup> Street/SW 72<sup>nd</sup> Avenue
25. SW 40<sup>th</sup> Street/SW 74<sup>th</sup> Avenue
26. SW 24<sup>th</sup> Street/SW 82<sup>nd</sup> Avenue
27. SW 24<sup>th</sup> Street/SW 79<sup>th</sup> Avenue
28. SW 24<sup>th</sup> Street/Southbound Ramp Terminal
29. SW 24<sup>th</sup> Street/Northbound Ramp Terminal
30. SW 24<sup>th</sup> Street/SW 74<sup>th</sup> Avenue
31. SW 24<sup>th</sup> Street/SW 75<sup>th</sup> Avenue
32. SW 8<sup>th</sup> Street/SW 82<sup>nd</sup> Avenue
33. SW 8<sup>th</sup> Street/Southbound Ramp Terminal
34. SW 8<sup>th</sup> Street/Northbound Ramp Terminal
35. SW 8<sup>th</sup> Street/SW 74<sup>th</sup> Avenue
36. Flagler Street/NW 82<sup>nd</sup> Avenue
37. Flagler Street/NW 79<sup>th</sup> Avenue
38. Flagler Street/Southbound Ramp Terminal
39. Flagler Street/Northbound Ramp Terminal
40. Flagler Street/NW 74<sup>th</sup> Avenue
41. Flagler Street/NW 72<sup>nd</sup> Avenue
42. NW 25<sup>th</sup> Street/Southbound Ramp Terminal
43. NW 25<sup>th</sup> Street/Northbound Ramp Terminal

### 3.2 ANALYSIS YEARS

The analysis years for this study are as follows:

- Existing Year: 2017
- Opening Year: 2025
- Design Year: 2045

In order to streamline the operational analysis and development of alternatives, the PD&E Study will evaluate and select a preferred alternative based on the 2045 design year traffic operational analysis and other engineering parameters. Once a preferred alternative is selected, traffic forecasts and operational analyses for the opening year of the preferred alternative will be performed and documented in the Interchange Access Request (IAR). A Systems Interchange Modification

Report (SIMR) is being conducted in support of the PD&E Study. The HCM operational analysis years documented in this report are 2017 existing and 2045 design. The HCM 2025 opening year analysis as well as the CORSIM microsimulation analysis will be documented in the IAR.

## 4.0 EXISTING CONDITIONS

### **SR 826**

Between US 1 and SR 874, SR 826 consists of five to six 12-foot wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at selected locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot wide general use 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 4.1](#) and [Figure 4.2](#). 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.

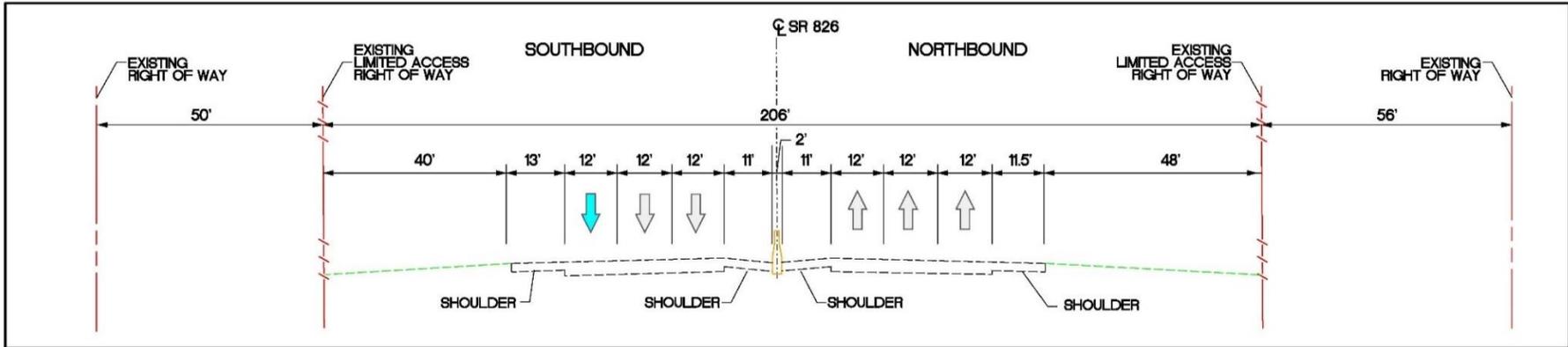


Figure 4.1 – Existing Roadway Typical Section between US 1 and SR 874

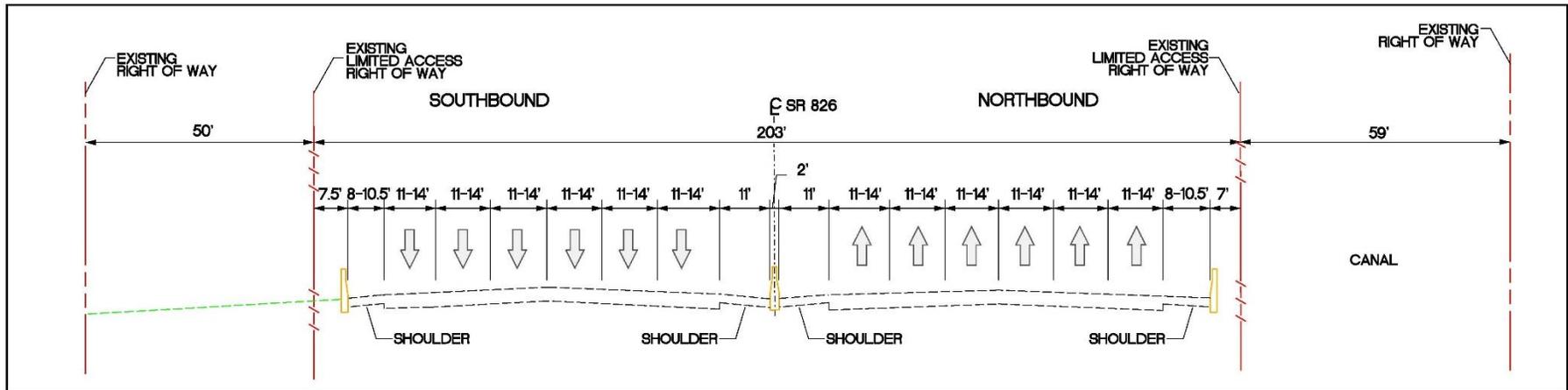
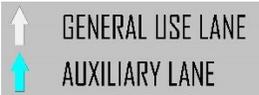


Figure 4.2 – Existing Roadway Typical Section between SR 874 and SR 836

### **Arterial Corridors**

There are ten existing full interchanges within the project limits. **Figure 4.3** depicts the existing lane geometry and configuration.

**US 1** – This segment 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 88<sup>th</sup> Street (Kendall Drive)** – 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 72<sup>nd</sup> Street (Sunset Drive)** – 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 56<sup>th</sup> Street (Miller Drive)** – 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** – 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.

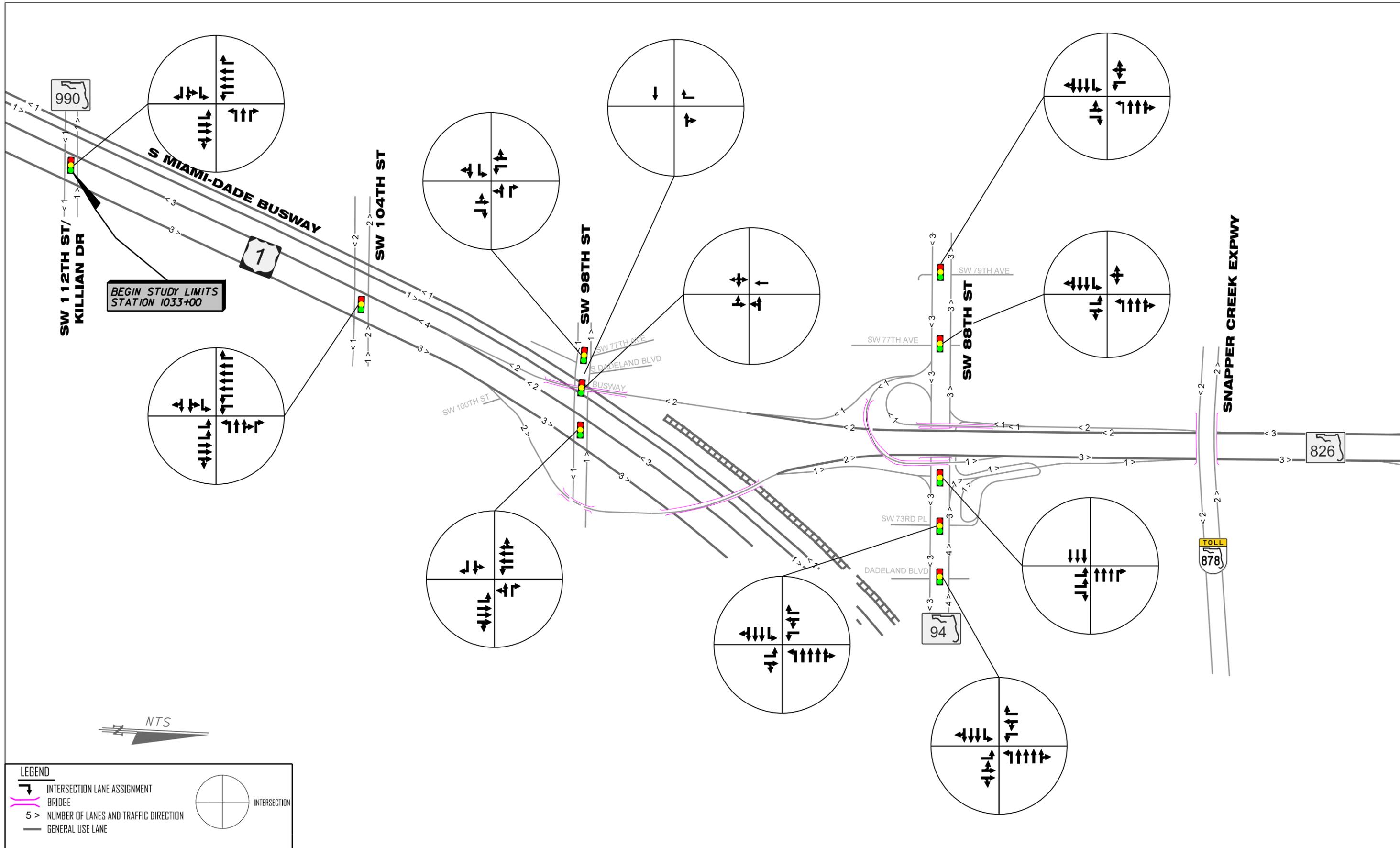
**SW 40<sup>th</sup> Street (Bird Rd)** – Consists of eight lanes west of SR 826, four lanes in each direction and six lanes east of SR 826, three lanes in each direction. The corridor has a posted speed of 40 mph with six signalized intersections and a diamond plus one loop interchange. Bird Road is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

**SW 24<sup>th</sup> Street (Coral Way)** – 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 8<sup>th</sup> Street (Tamiami Trail)** – 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 8<sup>th</sup> Street is functionally classified as a Divided Principal Arterial.

**Flagler Street** – 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** – Consists of six to eight lanes, three to four lanes in each direction, with a posted speed of 45 mph and a system to system interchange. SR 836 is functionally classified as a Divided Urban Principal Arterial Expressway.



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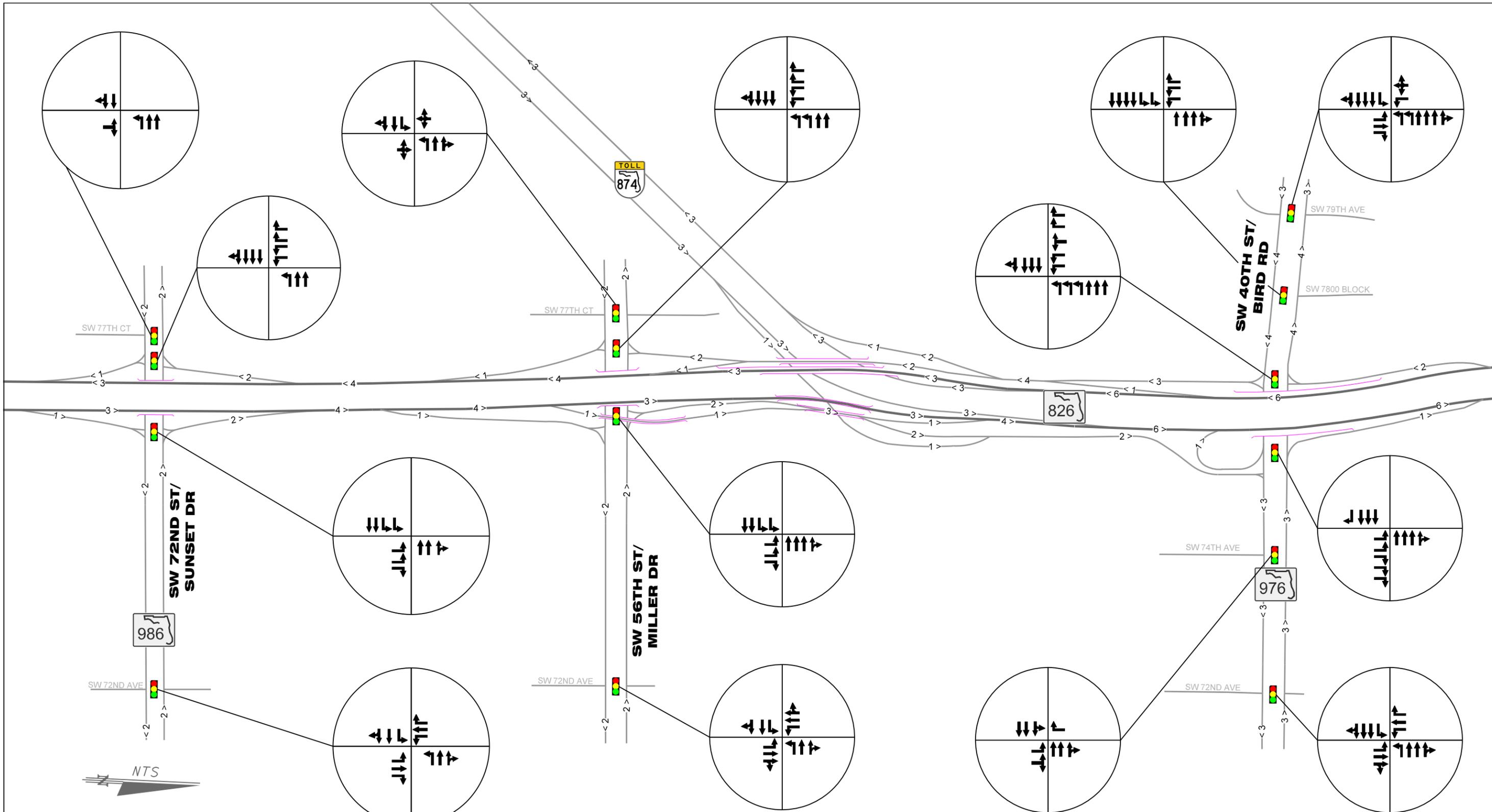


**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
 From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
 FPID No.: 432639-1-22-02  
 ETDM No.: 14308

2017 EXISTING CONDITIONS  
 LANE GEOMETRY AND CONFIGURATION

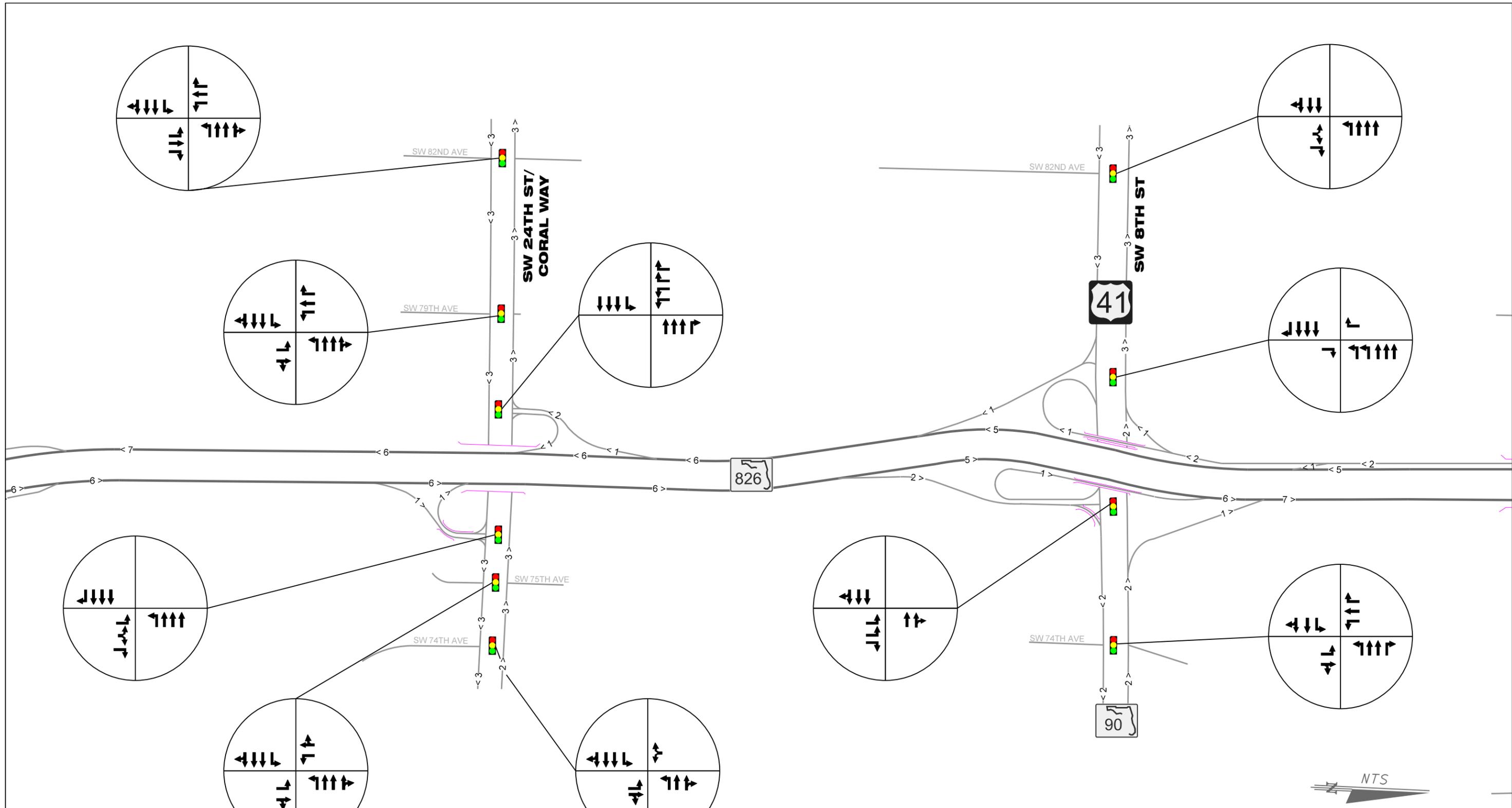
FIGURE  
 4.3

11



**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- INTERSECTION



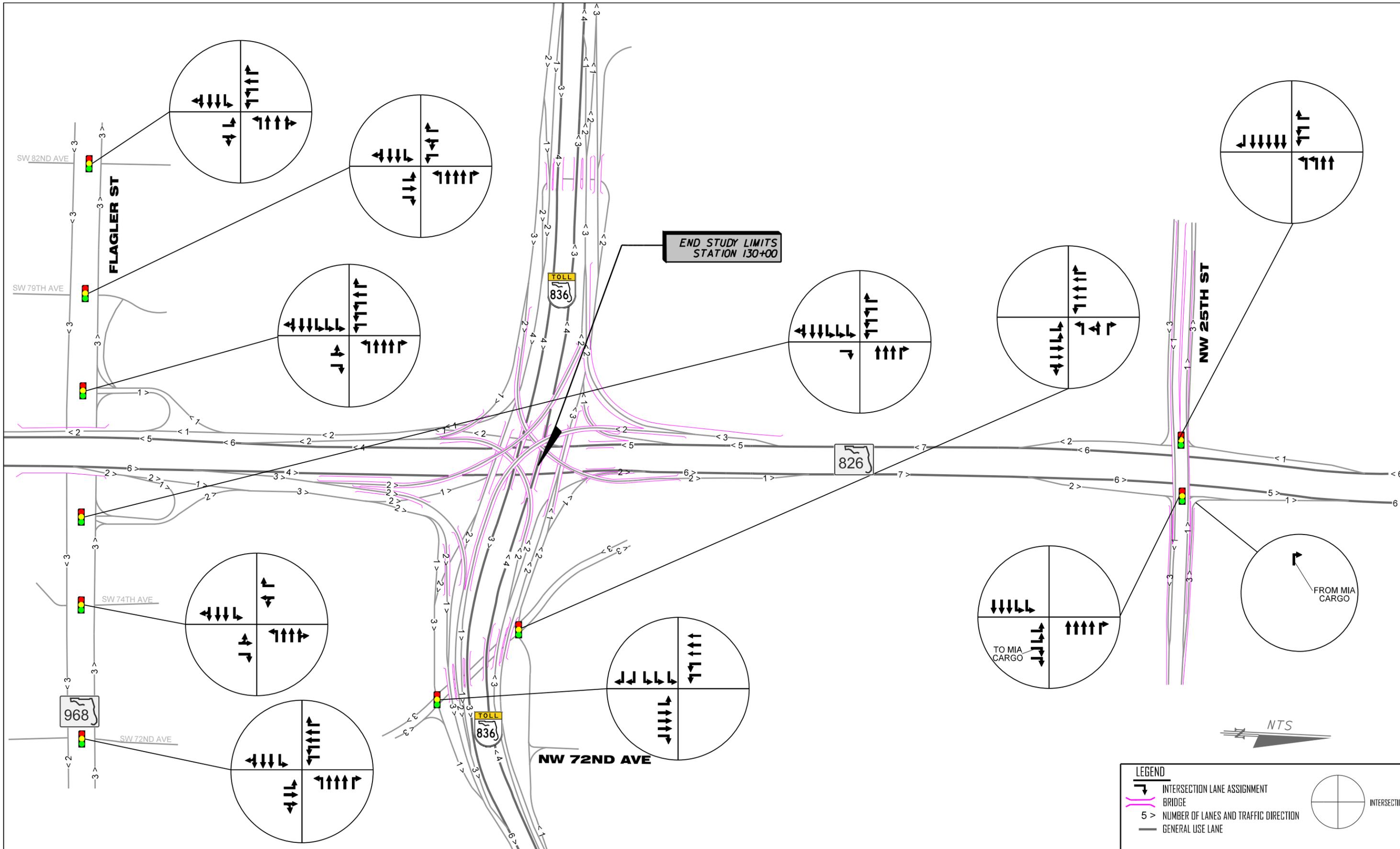
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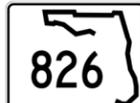
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2017 EXISTING CONDITIONS  
 LANE GEOMETRY AND CONFIGURATION

FIGURE  
 4.3  
 13



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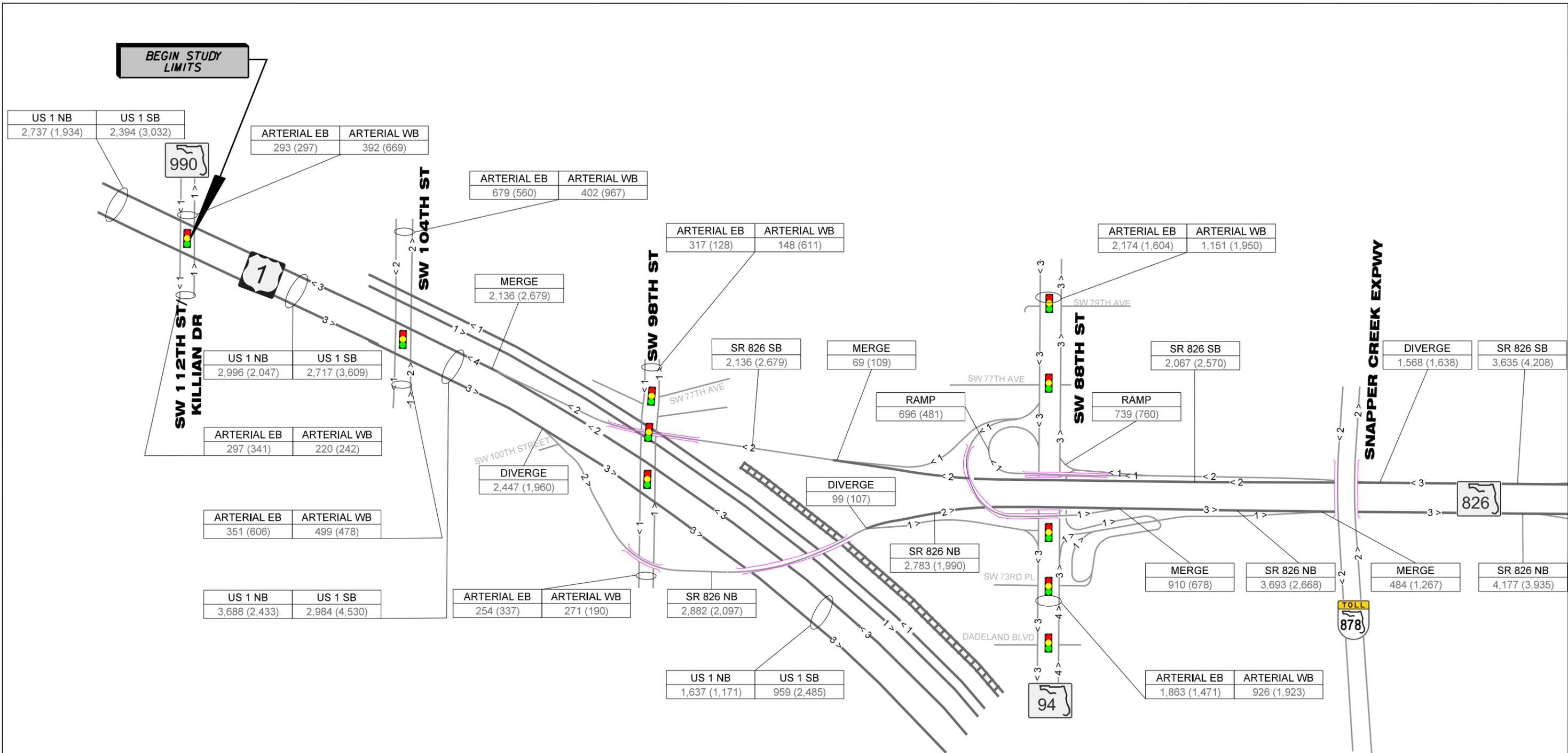
**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
 From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
 FPID No.: 432639-1-22-02  
 ETDM No.: 14308

2017 EXISTING CONDITIONS  
 LANE GEOMETRY AND CONFIGURATION

FIGURE  
 4.3  
 14

#### 4.1 EXISTING TRAFFIC OPERATIONAL ANALYSIS

A traffic operational analysis was conducted to evaluate the existing conditions for the freeway, interchanges and arterial roadways. HCM methodologies were used to evaluate freeway performance in HCS7. HCM methodologies were used to evaluate intersection performance in Synchro 10.0. **Figure 4.4** and **Figure 4.5** summarize existing AM and PM peak-hour traffic volumes and intersection turning movement volumes.

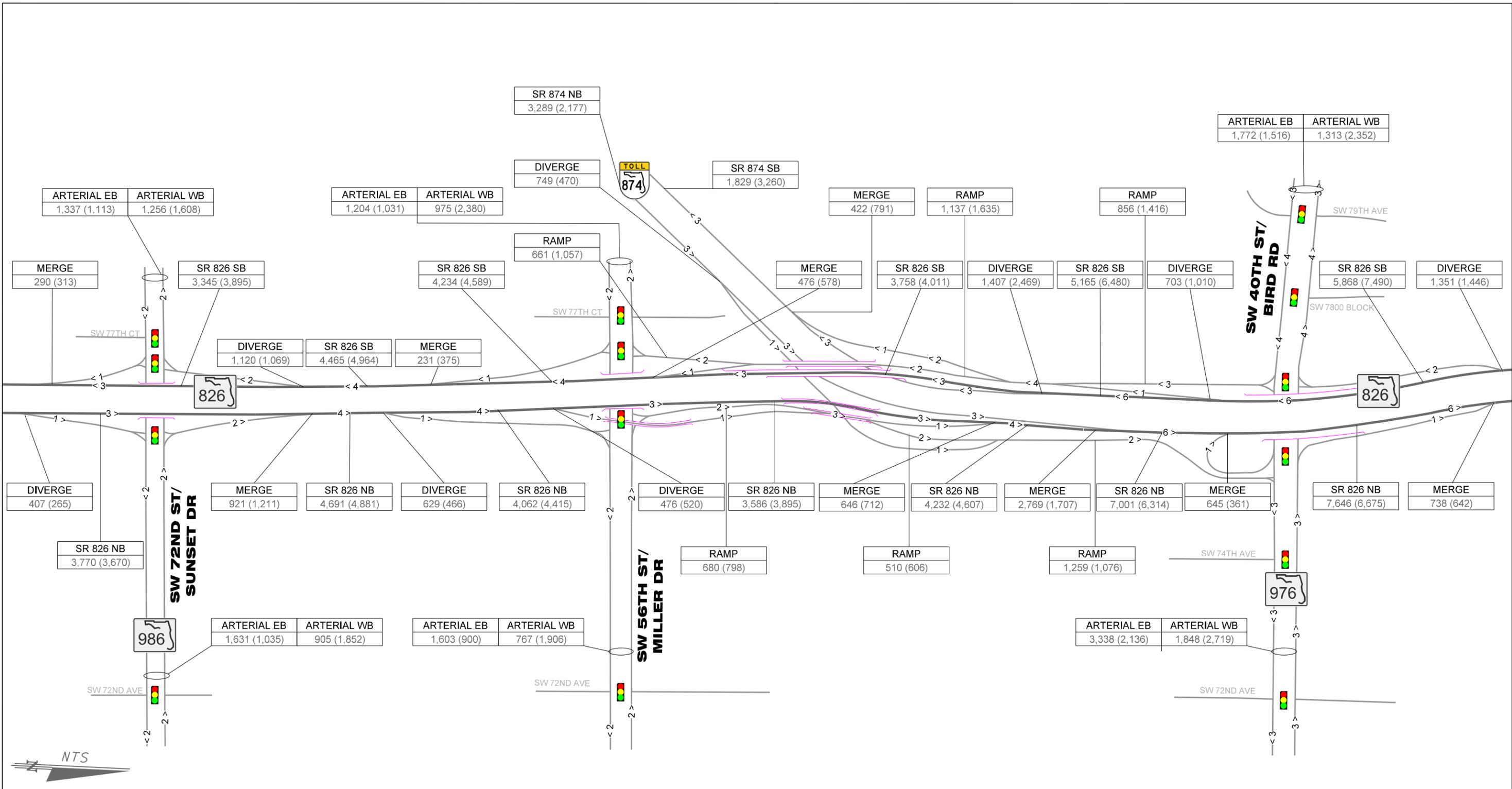


**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 PEAK-HOUR VOLUME AM (PM)



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 PEAK-HOUR VOLUME AM (PM)



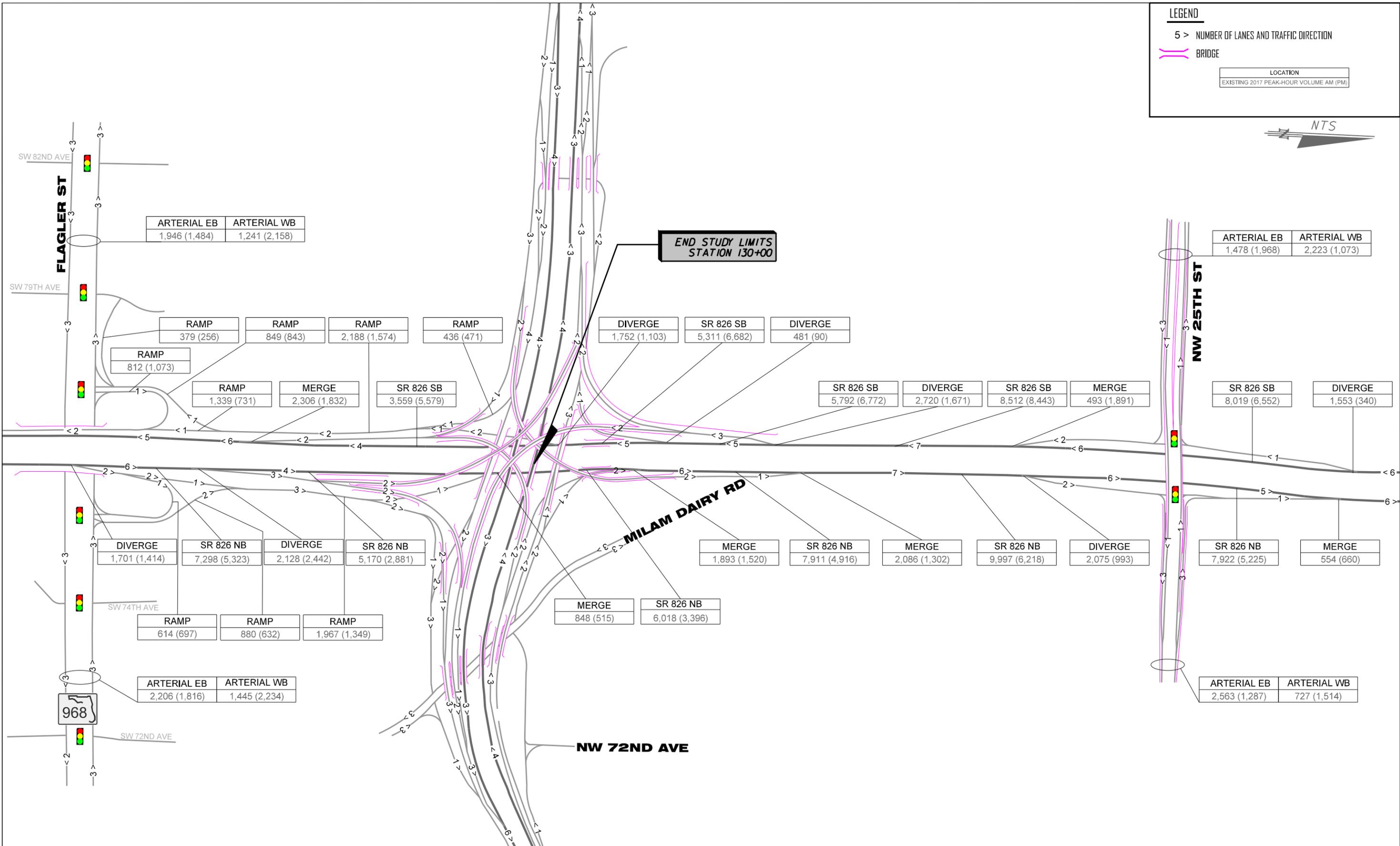
**LEGEND**

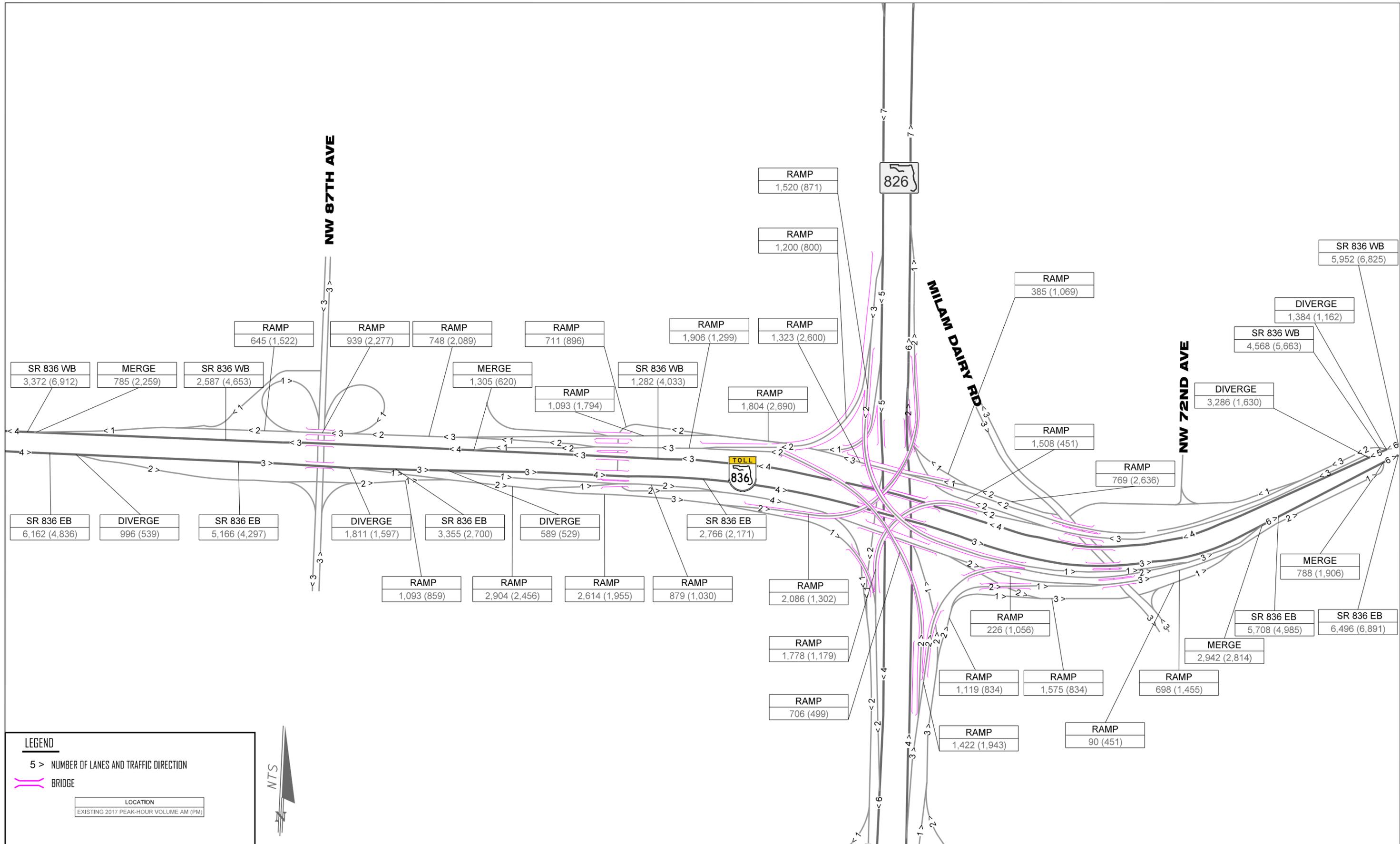
5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION

EXISTING 2017 PEAK-HOUR VOLUME AM (PM)





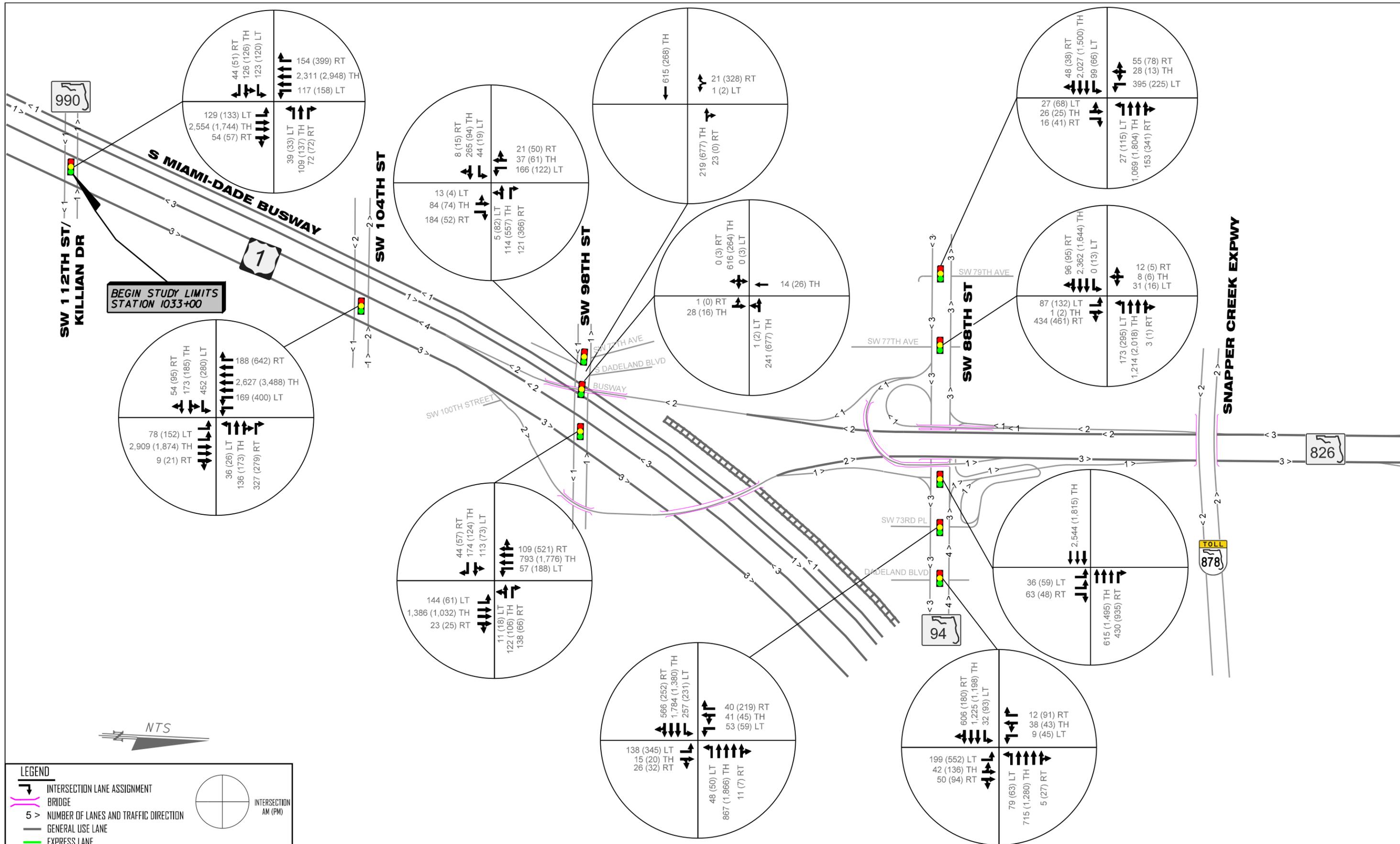
**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION  
 EXISTING 2017 PEAK-HOUR VOLUME AM (PM)

NTS

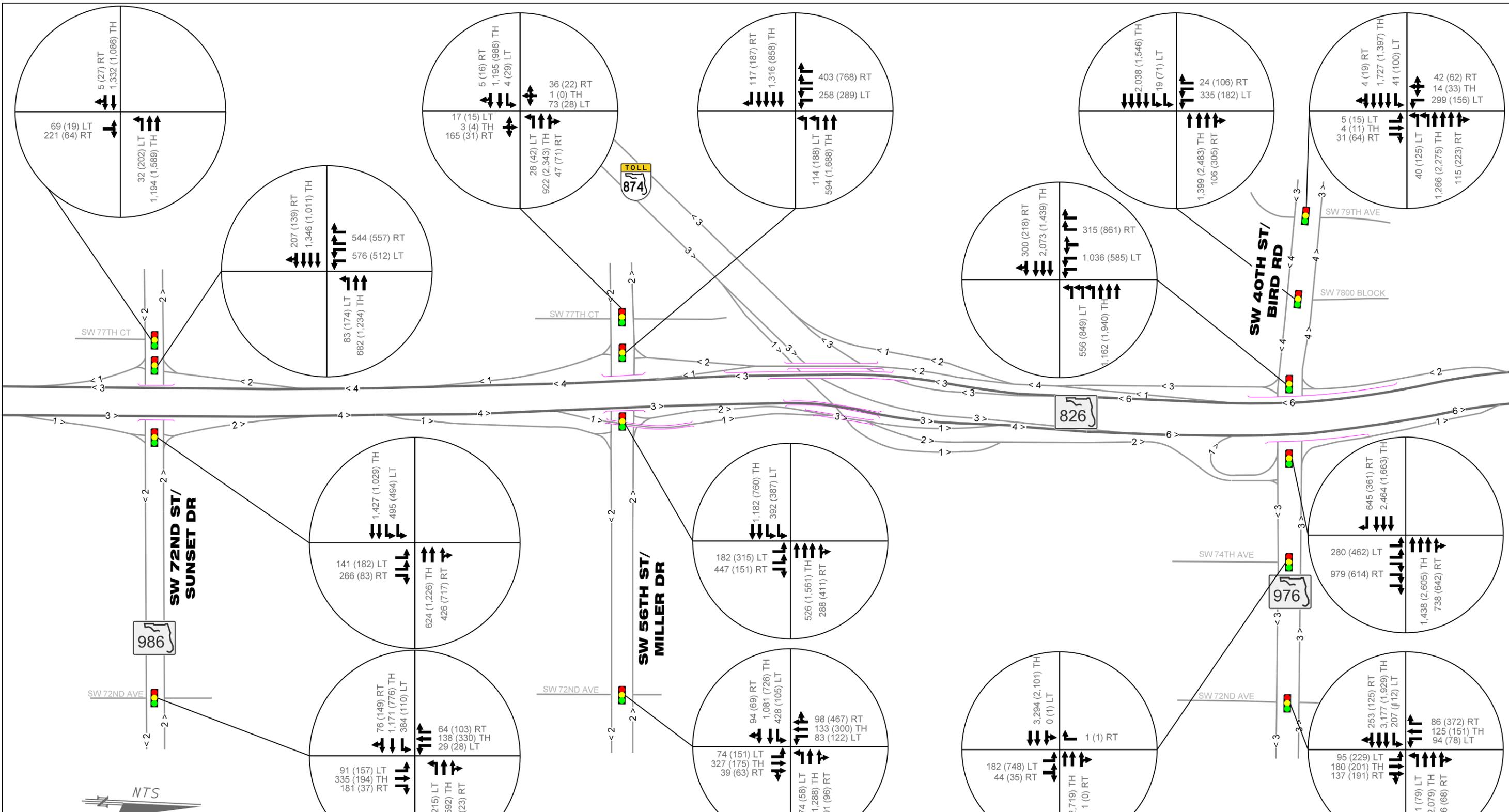


FLORIDA DEPARTMENT OF TRANSPORTATION  
 DISTRICT SIX  
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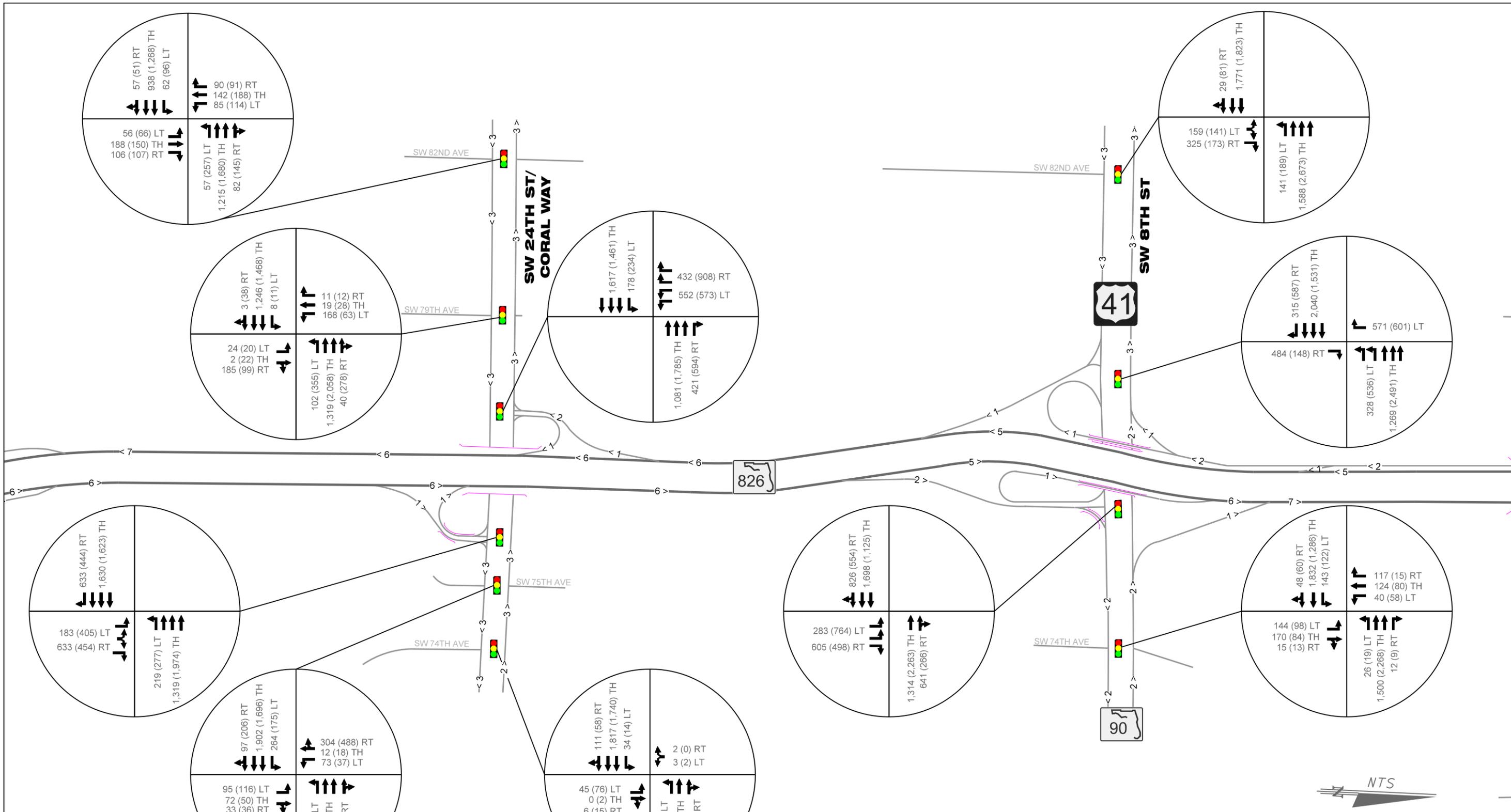
**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
 From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
 FPID No.: 432639-1-22-02  
 ETDM No.: 14308

**2017 EXISTING CONDITIONS**  
**INTERSECTION TURNING MOVEMENT VOLUMES**



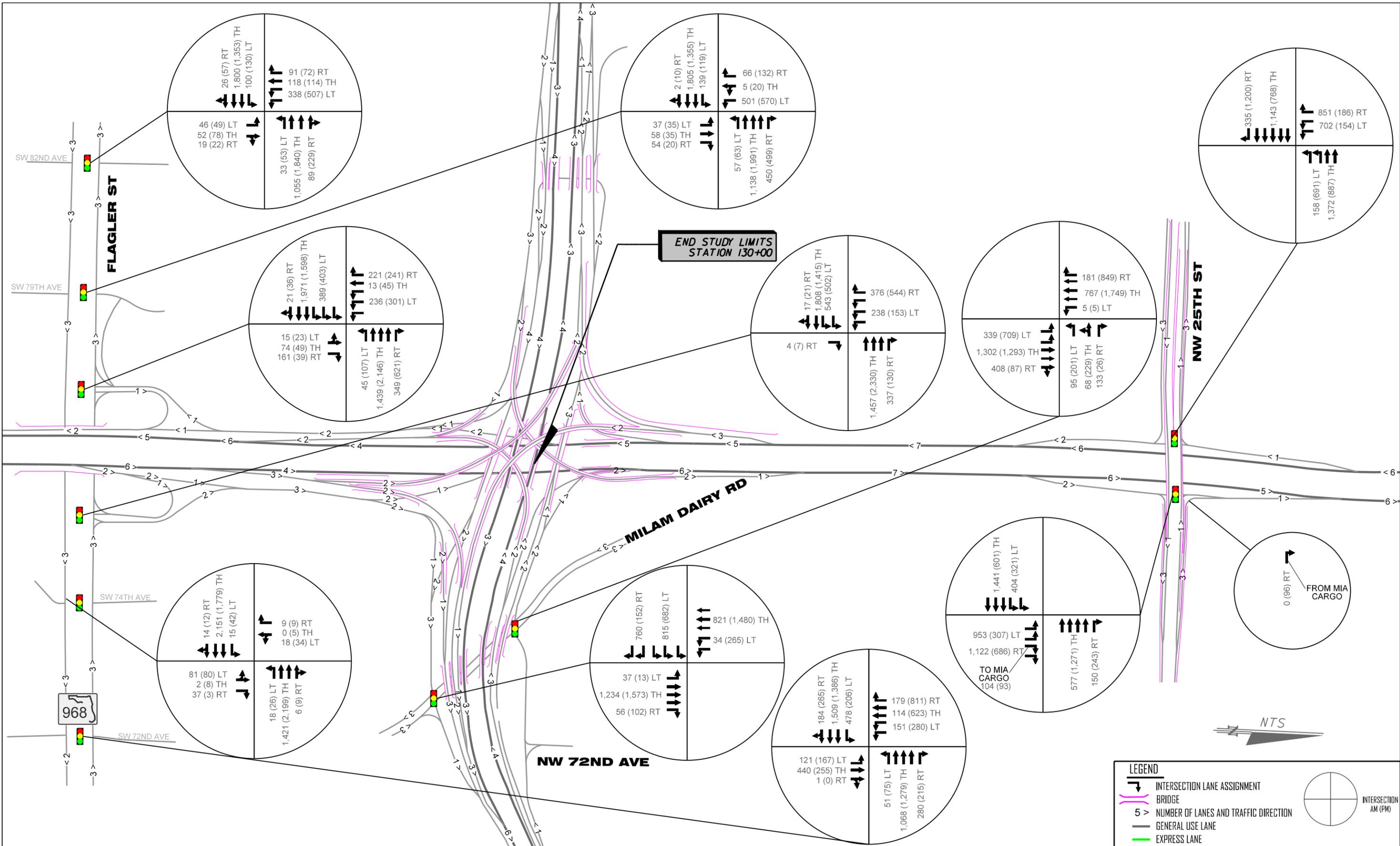
**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- EXPRESS LANE
- INTERSECTION AM (PM)



**LEGEND**

- Intersection Lane Assignment
- Bridge
- 5 > Number of Lanes and Traffic Direction
- General Use Lane
- Express Lane
- Intersection AM (PM)



#### 4.1.1 SR 826 Operational Analysis

This section presents the analysis results for the existing lane configuration under existing traffic conditions. An existing traffic operational analysis was conducted for the 2017 base condition for the freeway mainline and interchange ramps. The first part of the analysis consisted of a basic freeway segment analysis used to determine the current conditions under which the freeway mainline is operating. The second part of the analysis consisted of a ramp merge, diverge and weaving analysis used to determine the current operating conditions of the ramps entering and exiting the freeways.

The freeway, weaving and ramp junction analysis results for northbound and southbound directions are summarized in [Table 4.1](#) and [Table 4.2](#). The collector distributor ramps analysis results for northbound and southbound directions are summarized in [Table 4.3](#) and [Table 4.4](#). The analysis results are also schematically summarized in [Figure 4.6](#). Output HCS reports are located in [Appendix A](#).

As documented in the MLOU, FDOT recommends a target LOS D for roadways in urban areas. Therefore, LOS D or better was applied for all roadways within the project limits as the acceptable LOS.

The freeway analysis shows that all locations are operating at an acceptable LOS for the year 2017 within the area of influence. The weaving analysis shows that one location northbound and two locations southbound will operate at an unacceptable LOS (worst peak period LOS). The ramp junction analysis shows that one location southbound will operate at an unacceptable LOS.

**Table 4.1 – 2017 SR 826 Existing Northbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	AM Peak			PM Peak			
				Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
46	NW 25th St WB On-ramp to NW 36th St EB Off-ramp	Basic	8,476	29.0	0.68	D	5,885	20.8	0.49	C
45	On-ramp from NW 25th St WB	Major Merge	554	-	0.31	-	660	-	0.38	-
44	NW 25th St EB Off-ramp to NW 25th St WB On-ramp	Basic	7,922	32.1	0.76	D	5,225	21.8	0.52	C
43	Off-ramp to NW 25th St EB	Weave	-	-	-	-	-	-	-	-
42	SR 836 EB On-ramp to NW 25th St EB Off-ramp		3,295	-	<b>1.02</b>	<b>F</b>	1,879	20.90	0.60	C
41	On-ramp from SR 836 EB		-	-	-	-	-	-	-	-
40	SR 836 WB On-ramp to SR 836 EB On-ramp	Basic	7,911	26.5	0.63	D	4,916	16.5	0.39	B
39	On-ramp from SR836 westbound	Major Merge	1,893	-	0.46	-	1,520	-	0.41	-
38	Flagler St WB On-ramp to SR 836 WB On-ramp	Basic	6,018	30.1	0.71	D	3,396	17.0	0.40	B
37	On-ramp from Flagler St WB	Merge	848	27.9	0.50	C	515	16.9	0.29	B
36	SR 836 Off-ramp to Flagler St WB On-ramp	Basic	5,170	26.0	0.61	C	2,881	14.5	0.34	B
35	Off-ramp to SR 836	Major Diverge	2,128	22.0	0.40	C	2,442	15.9	0.45	B
34	Flagler St WB Off-ramp to SR 836 Off-ramp	Basic	7,298	24.3	0.57	C	5,323	17.5	0.41	B
33	Off-ramp to Flagler St WB	Weave	-	-	-	-	-	-	-	-
32	On-ramp from SW 8th St WB		-	-	-	-	-	-	-	-
31	SW 8th St EB On-ramp to Flagler St WB Off-ramp		2,613	32.5	0.86	D	1,890	22.0	0.58	C
30	On-ramp from SW 8th St EB		-	-	-	-	-	-	-	-
29	SW 8th St EB Off-ramp to SW 8th St EB On-ramp	Basic	7,532	30.1	0.71	D	5,917	23.6	0.56	C
28	Off-ramp to SW 8th St EB	Major Diverge	888	25.4	0.25	C	1,262	21.6	0.32	C
27	Coral Way EB On-ramp to SW 8th St EB Off-ramp	Basic	8,420	28.3	0.66	D	7,179	24.1	0.56	C
26	On-ramp from Coral Way EB	Merge	852	24.3	0.51	C	721	21.1	0.46	C
25	Coral Way EB Off-ramp to Coral Way EB On-ramp	Basic	7,568	25.4	0.59	C	6,458	21.9	0.51	C
24	Off-ramp to Coral Way EB	Diverge	816	29.8	0.53	D	859	26.8	0.53	C
23	Bird Rd WB On-ramp to Coral Way EB Off-ramp	Basic	8,384	28.2	0.66	D	7,317	24.9	0.58	C
22	On-ramp from Bird Rd WB	Merge	738	29.8	0.43	D	642	26.2	0.39	C
21	Bird Rd EB On-ramp to Bird Rd WB On-ramp	Basic	7,646	27.4	0.64	D	6,675	23.4	0.55	C
20	On-ramp from Bird Rd EB	Merge	645	22.3	0.39	C	361	17.9	0.22	B
19	SR 874 On-ramp to Bird Rd EB On-ramp	Basic	7,001	25.1	0.59	C	6,314	22.1	0.52	C
18	On-ramp from SR 874 (toll road merge)	Major Merge	2,769	-	0.46	-	1,707	-	0.28	-
17	Miller Dr WB On-ramp to SR 874 On-ramp	Basic	4,232	22.4	0.53	C	4,607	23.9	0.56	C
16	On-ramp from Miller Dr WB	Major Merge	646	-	0.34	-	712	-	0.37	-
15	Bird Rd EB Off-ramp to Miller Dr WB On-ramp	Basic	3,586	24.9	0.60	C	3,895	26.5	0.63	D
14	Off-ramp to Bird Rd EB	Major Diverge	476	19.0	0.26	B	520	22.0	0.28	C
13	Miller Dr EB Off-ramp to Bird Rd EB Off-ramp	Basic	4,062	20.4	0.49	C	4,415	23.6	0.57	C
12	Off-ramp to Miller Rd WB	Weave	-	-	-	-	-	-	-	-
11	Sunset Drive WB On-ramp to Miller Dr EB off-ramp		1,303	25.3	0.62	C	1,446	26.8	0.67	C
10	On-ramp from Sunset Dr WB		-	-	-	-	-	-	-	-
9	Sunset Dr EB Off-ramp to Sunset Dr WB on-ramp	Basic	3,770	24.8	0.60	C	3,670	25.8	0.62	C
8	Off-ramp to Sunset Drive EB	Weave	-	-	-	-	-	-	-	-
7	SW 88th St WB On-ramps to Sunset Dr EB Off-ramp		-	-	-	-	-	-	-	-
6	On-ramp from SW 88th WB		-	-	-	-	-	-	-	-
5	SW 88th Street EB On-ramp to off ramp to Sunset Drive EB Off-ramp		1,529	29.9	0.80	D	1,948	27.3	0.90	C
4	SW 88th Street EB On-ramp		-	-	-	-	-	-	-	-
3	SW 88th St EB Off-ramp to SW 88th St EB on-ramps	Basic	2,783	27.3	0.67	D	1,990	19.7	0.48	C
2	Off-ramp to SW 88th St	Diverge	99	29.4	0.06	D	107	22.3	0.06	C
1	US 1 to SW 88th St EB Off-ramp	Ramp	2,882	-	0.70	-	2,097	-	0.51	-

**Table 4.2 – 2017 SR 826 Existing Southbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	AM Peak			PM Peak			
				Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
1	NW 36th St EB On-ramp to NW 25th St WB Off-ramp	Basic	9,572	33.0	0.78	D	6,892	23.3	0.55	C
2	Off-ramp to NW 25th Street WB	Diverge	1,553	40.4	0.94	<b>E</b>	340	24.6	0.24	C
3	NW 25th St WB Off-ramp to NW 25th St EB On-ramp	Basic	8,019	27.6	0.65	D	6,552	22.1	0.52	C
4	On-ramp from NW 25th St EB	Weave	-	-	-	-	-	-	-	-
5	NW 25th St EB On-ramp to SR 836 WB Off-ramp*		2,898	27.1	0.92	C	2,813	37.9	0.88	<b>E</b>
6	Off-ramp to SR 836 WB		-	-	-	-	-	-	-	-
7	SR 836 WB Off-ramp to SR 836 Off-ramp	Basic	5,792	24.0	0.57	C	6,772	27.4	0.65	D
8	Off-ramp to SR 836	Diverge	481	24.6	0.27	C	90	24.2	0.06	C
9	SR 836 Off-ramp to Flagler St WB Off-ramp	Basic	5,311	21.2	0.51	C	6,682	26.1	0.63	D
10	Off-ramp to Flagler St WB	Major Diverge	1,752	19.6	0.49	B	1,103	24.2	0.44	C
11	Flagler St WB Off-ramp to SR 836 EB On-ramp	Basic	3,559	17.8	0.43	B	5,579	27.9	0.67	D
12	On-ramp from SR 836 EB	Major Merge	2,306	-	0.56	-	1,832	-	0.48	-
13	SR 836 EB On-ramp to Flagler St WB On-ramp	Basic	5,865	23.0	0.55	C	7,411	29.3	0.70	D
14	On-ramp from Flagler St WB	Merge	1,096	20.7	0.54	C	1,055	23.3	0.52	C
15	Flagler St WB On-ramp to SW 8th St EB On-ramp	Basic	6,961	27.2	0.65	D	8,466	33.5	0.80	D
16	On-ramp from SW 8th St EB	Weave	-	-	-	-	-	-	-	-
17	SW 8th St WB On-ramp to Flagler St WB Off-ramp**		1,461	29.1	0.70	D	2,257	-	<b>1.01</b>	<b>F</b>
18	Off-ramp to Coral Way WB		-	-	-	-	-	-	-	-
19	Coral Way WB Off-ramp to Coral Way WB On-ramp	Basic	6,620	21.3	0.52	C	8,108	26.6	0.64	D
20	On-ramp from Coral Way WB	Merge	599	21.3	0.33	C	828	27.3	0.47	C
21	Coral Way WB on-ramp to Bird Rd WB Off-ramp	Basic	7,219	23.4	0.56	C	8,936	29.6	0.71	D
22	Off-ramp to Bird Rd WB	Diverge	1,351	12.9	0.35	B	1,446	17.5	0.40	B
23	Bird Rd WB Off-ramp to SR 874 WB Off-ramp	Basic	5,868	19.3	0.46	C	7,490	24.9	0.60	C
24	Off-ramp to SR 874	Diverge	703	22.4	0.40	C	1,010	28.5	0.51	D
25	SR 874 WB Off-ramp to SR 874 Diverge	Basic	5,165	16.9	0.41	B	6,480	21.4	0.52	C
26	Diverge to SR 874	Major Diverge	1,407	15.7	0.23	B	2,469	19.9	0.40	B
27	SR 874 Diverge to Bird Rd EB On-ramp	Basic	3,758	24.1	0.58	C	4,011	26.3	0.63	D
28	On-ramp from Bird Rd WB	Weave	-	-	-	-	-	-	-	-
29	Bird Rd EB On-ramp to Sunset Dr WB Off-ramp		1,472	23.2	0.55	C	1,612	27.0	0.61	C
30	On-ramp from Miller Dr EB		-	-	-	-	-	-	-	-
31	Miller Dr EB On-ramp to Sunset Dr WB Off-ramp		-	-	-	-	-	-	-	-
32	Off-ramp to Sunset Dr WB		-	-	-	-	-	-	-	-
33	Sunset Dr WB Off-ramp to Sunset Dr EB On-ramp	Basic	3,345	21.3	0.51	C	3,895	25.3	0.61	C
34	On-ramp from Sunset Dr EB	Merge	290	21.4	0.18	C	313	24.4	0.18	C
35	Sunset Dr EB On-ramp to SW 88th St WB Off-ramp	Basic	3,635	23.3	0.56	C	4,208	26.7	0.64	D
36	Off-ramp to SW 88th St WB	Major Diverge	1,568	21.8	0.45	C	1,638	25.0	0.41	C
37	SW 88th St WB Off-ramp to SW 88th St EB On-ramp	Basic	2,067	19.9	0.48	C	2,570	24.5	0.59	C
38	On-ramp from SW 88th St EB	Merge	69	20.9	0.04	C	109	25.1	0.06	C
39	SW 88th St EB On-ramp to US 1	Basic	2,136	20.8	0.50	C	2,679	26.3	0.64	D

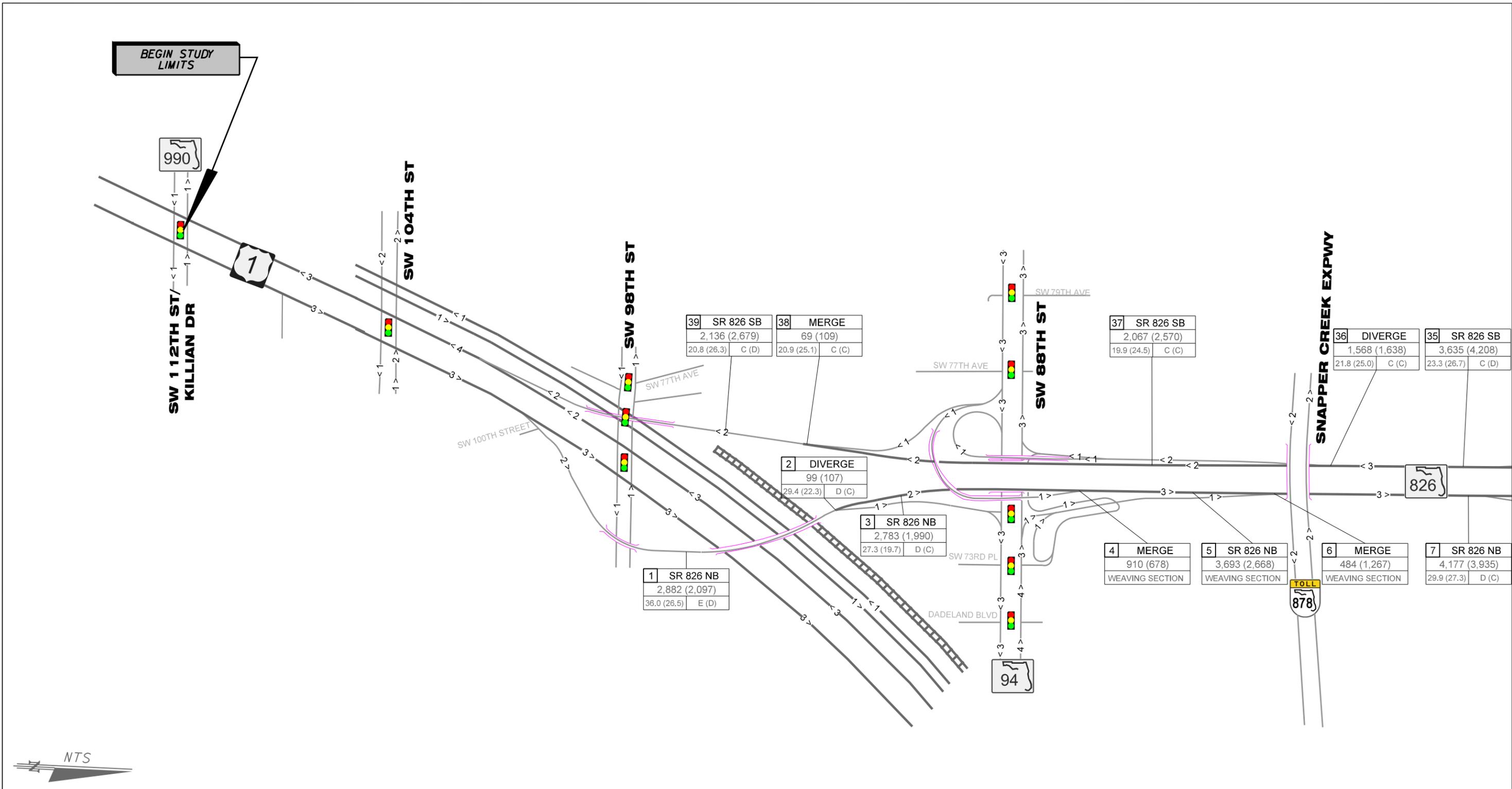
Note: \*HCS do not support 3-lane ramp analysis \*\*Shortest distance is considered for the worst condition  
Weaving Volumes are included in [Appendix H](#)

**Table 4.3 – 2017 SR 826 Existing Northbound C-D Ramps Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
8	On-ramp from Flagler St	800	632	4,000	0.23	0.17
7	Flagler St On-ramp to SR 826/SR 836 Off-ramp	2,467	1,349	6,000	0.44	0.24
6	Off-ramp to Flagler St	614	697	1,900	0.34	0.39
5	SR 826 off-ramp to Flagler St On-ramp	1,087	717	2,100	0.55	0.36
4	Bird Rd Ramp Terminal	1,259	1,076	4,200	0.32	0.27
3	Bird Rd Off-ramp to SR 874 On-ramp	510	606	4,000	0.14	0.16
2	Bird Rd Off-ramp/Miller Dr On-ramp	1,156	1,318	6,000	0.21	0.23
1	Miller Dr On-ramp	680	798	4,200	0.17	0.20

**Table 4.4 – 2017 SR 826 Existing Southbound C-D Ramps Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
1	SR 836 Off-ramp to Flagler St	2188	1574	4000	0.58	0.42
2	Flagler St Off-ramp to Flagler St On-ramp	1339	731	2100	0.68	0.37
3	SR 826 Off-ramp to Flagler St	849	843	1900	0.48	0.47
4	Flagler St WB off-ramp	379	256	1900	0.21	0.14
5	Flagler St On-ramp	2151	1804	4000	0.57	0.48
6	Flagler St Off-ramp to SW 8th St Off-ramp	1055	749	4000	0.28	0.2
7	SW 8th St WB Off-ramp	571	601	1900	0.32	0.34
8	SW 8th St EB Off-ramp	484	148	1900	0.27	0.08
9	Bird Rd On-ramp	856	1416	5700	0.16	0.26
10	Bird Rd On-ramp to SR 874 On-ramp	1559	2426	7600	0.22	0.34
11	SR 874 On-ramp to SR 826 On-ramp	1137	1635	3800	0.32	0.46
12	Miller Dr On-ramp	661	1057	3800	0.19	0.3

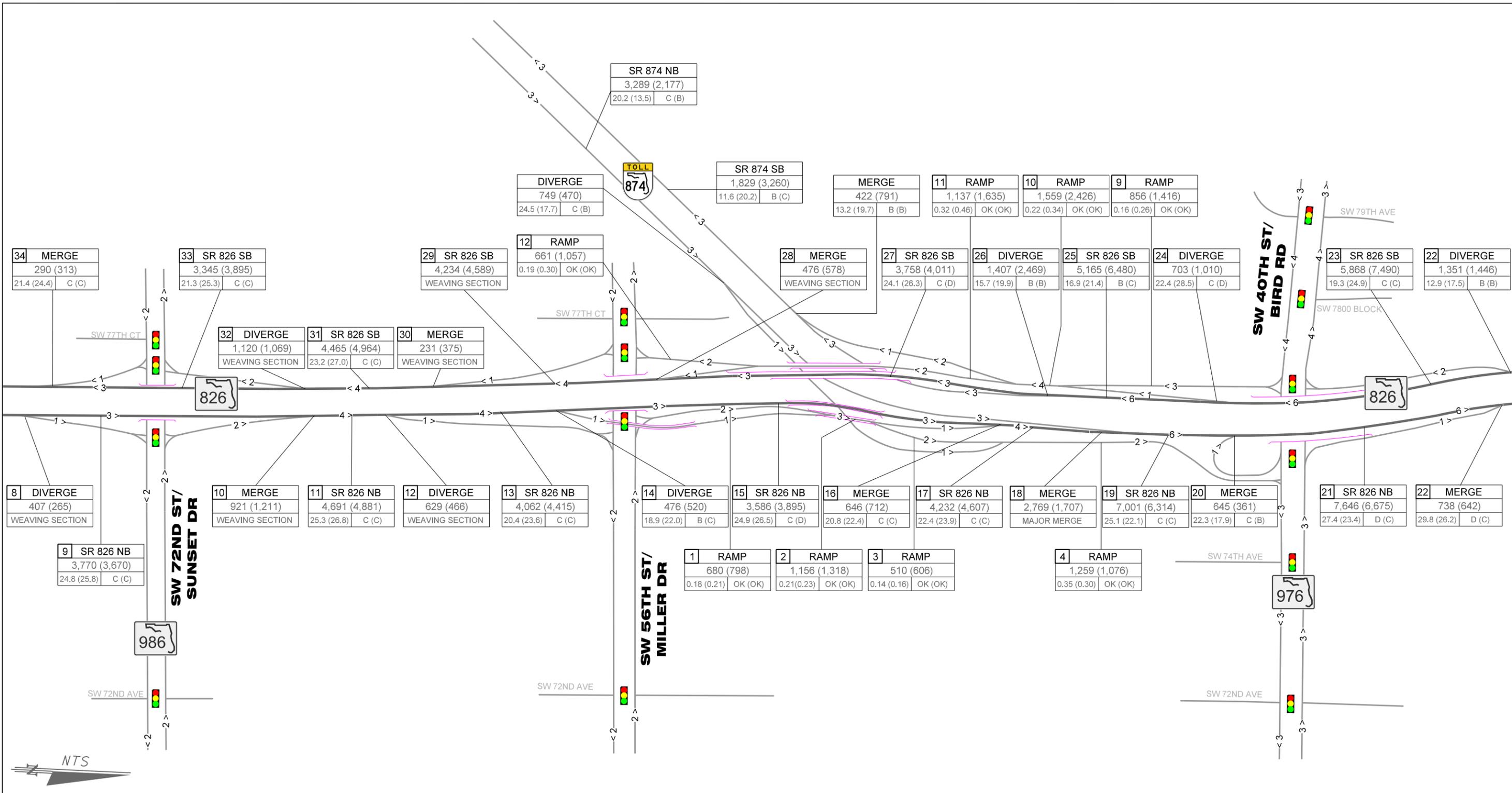


**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION		OR	LOCATION	
EXISTING 2017 PEAK-HOUR VOLUME	DENSITY AM (PM)   LOS AM (PM)		EXISTING 2017 PEAK-HOUR VOLUME	VOLUME / CAPACITY AM (PM)   OK / FAIL AM (PM)

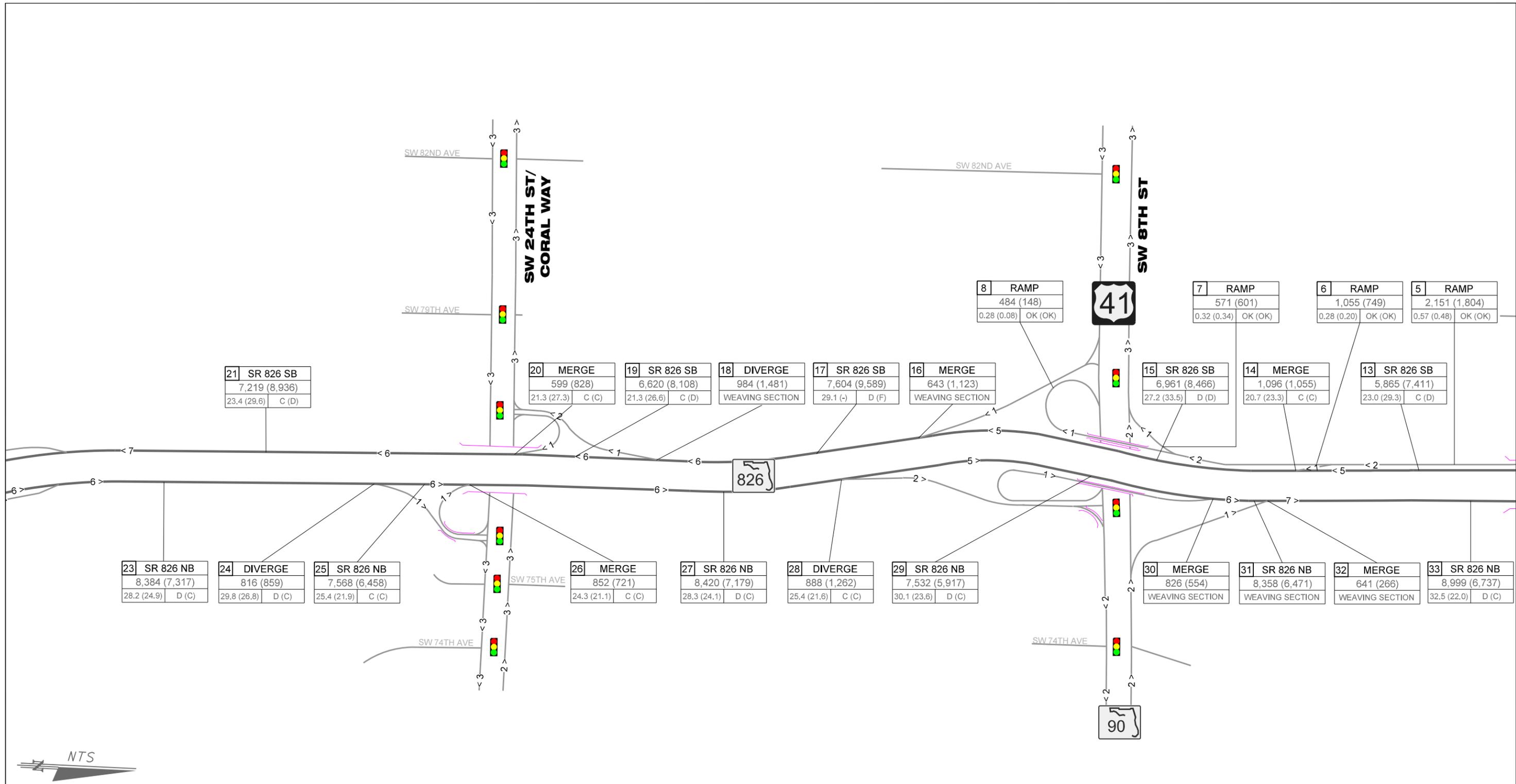


**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION		OR		LOCATION	
EXISTING 2017 PEAK-HOUR VOLUME	DENSITY AM (PM)	LOS AM (PM)		EXISTING 2017 PEAK-HOUR VOLUME	VOLUME/CAPACITY AM (PM) OK / FAIL AM (PM)



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION		OR		LOCATION	
EXISTING 2017 PEAK-HOUR VOLUME				EXISTING 2017 PEAK-HOUR VOLUME	
DENSITY AM (PM)	LOS AM (PM)			VOLUME/CAPACITY	AM (PM) OK / FAIL AM (PM)

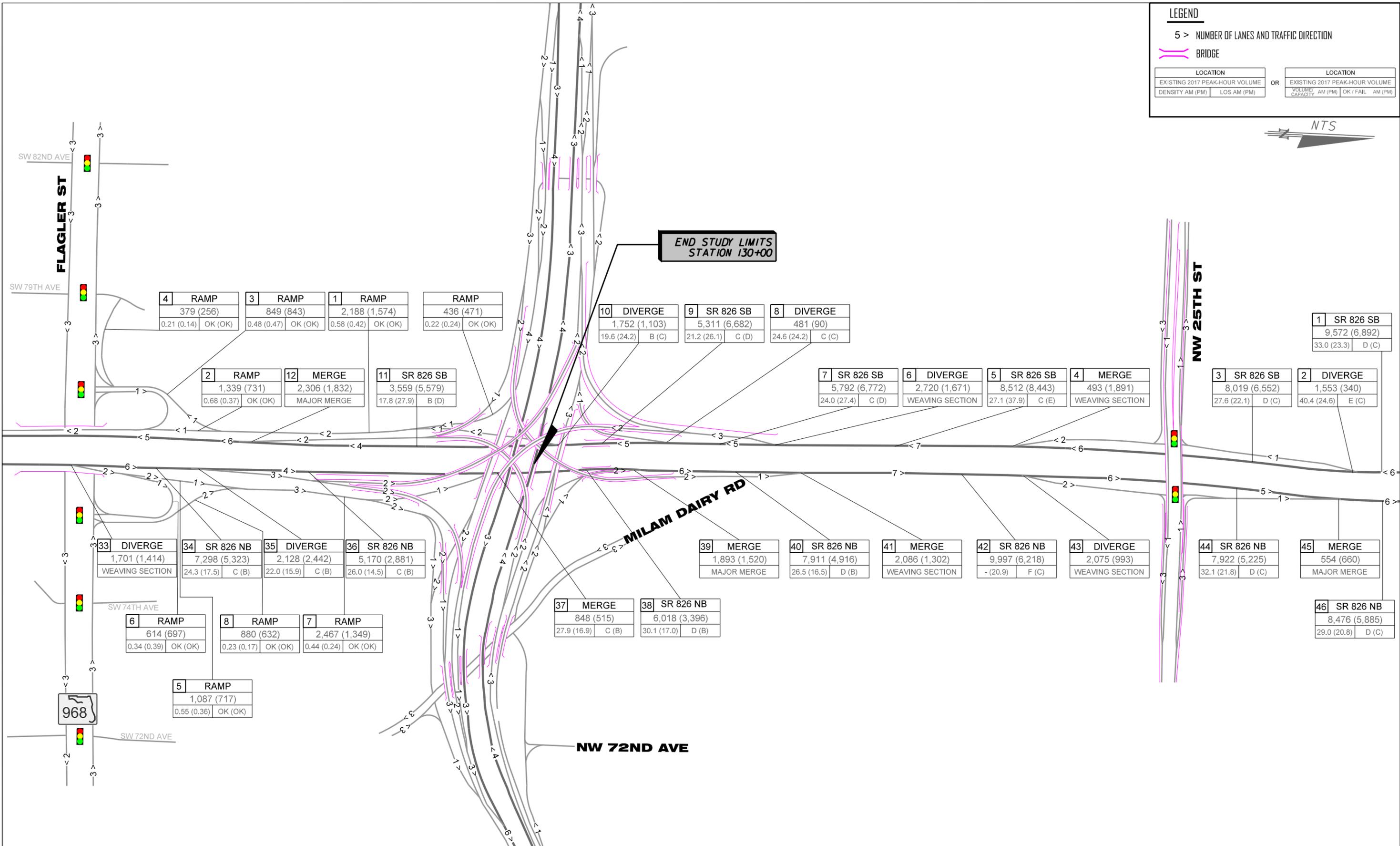
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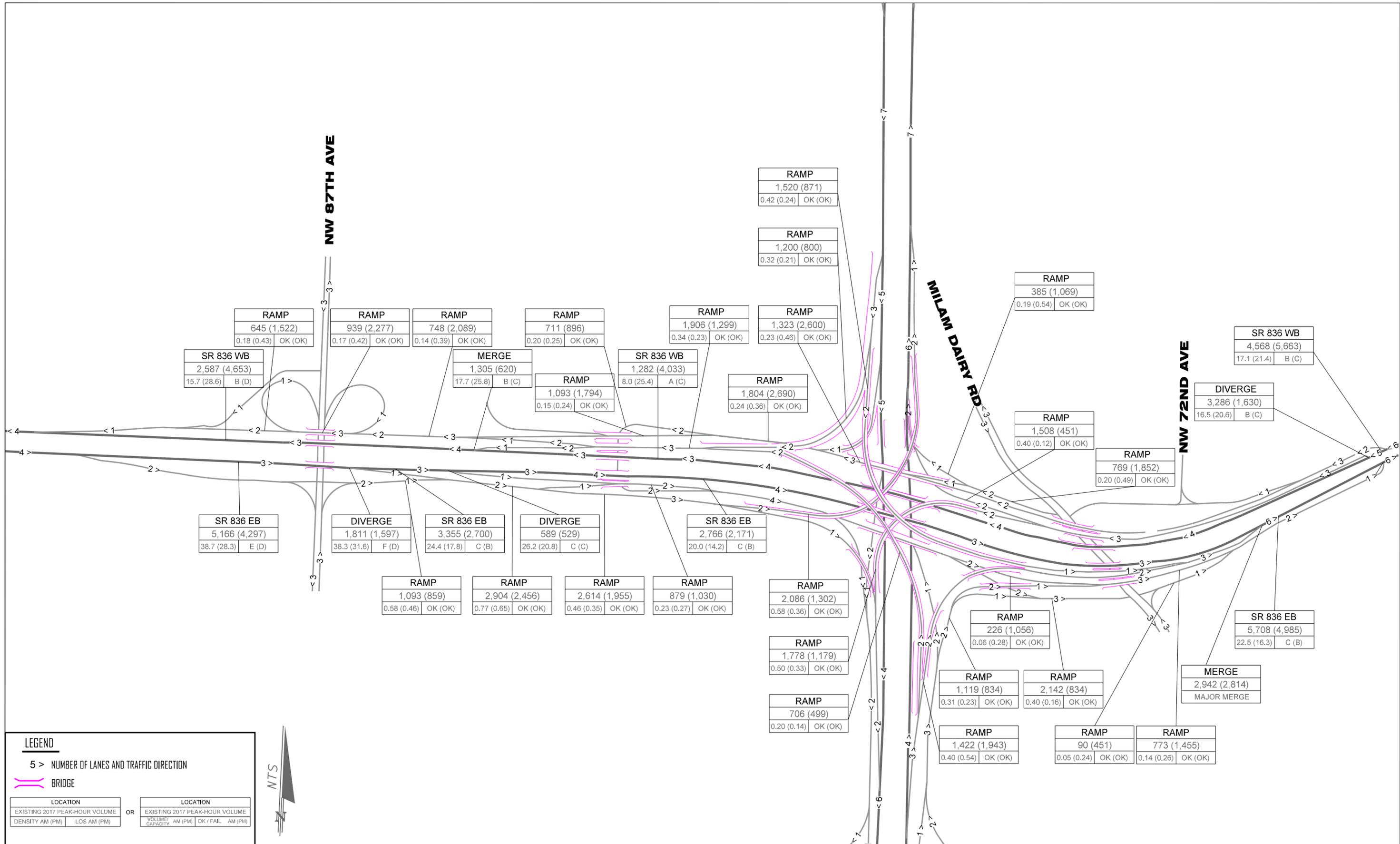
5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION		OR	LOCATION	
EXISTING 2017 PEAK-HOUR VOLUME	LOS AM (PM)		EXISTING 2017 PEAK-HOUR VOLUME	OK / FAIL AM (PM)
DENSITY AM (PM)	LOS AM (PM)		VOLUME / CAPACITY	OK / FAIL AM (PM)

NTS





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



**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
 From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
 FPID No.: 432B39-1-22-02  
 ETDM No.: 14308

2017 EXISTING CONDITIONS  
 OPERATIONAL ANALYSIS RESULTS

#### 4.1.2 SR 874 and SR 836 Operational Analysis

The SR 874 and SR 836 freeway segments within the area of influence were analyzed the same way as the SR 826 facility. A summary of the results is presented in **Tables 4.5 – 4.7**. The analysis results are also schematically summarized in **Figure 4.6**. Output HCS reports are included in **Appendix B**.

**Table 4.5 – 2017 SR 874 and SR 836 Existing Freeway Analysis Results**

Segment Description	Analysis Type	Mainline Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Mainline Volume	Density (pc/mi/ln)	V/C Ratio	LOS
					AM Peak				
					PM Peak				
<b>SR 836 EB Segment between</b>									
NW 87th Ave Off-ramp to SR 826 Off-ramp	Basic	5,166	38.7	0.92	E	4,297	28.3	0.69	D
Off-ramp to SR 826	Diverge	1811	38.3	1.03	F	1597	31.6	0.88	D
SR 826 Off-ramp to Flagler St SB Off-ramp	Basic	3,355	24.4	0.60	C	2,700	17.8	0.43	B
Off-ramp to Flagler St SB	Diverge	589	26.2	0.32	C	529	20.8	0.3	C
Flagler St SB Off-ramp to SR 826 on-ramp	Basic	2,766	20.0	0.49	C	2,171	14.2	0.35	B
On-ramp from SR 826	Major Merge	2942	-	0.52	-	2814	-	0.51	-
SR 826 On-ramp to Flagler St WB On-ramp	Basic	5,708	22.5	0.55	C	4,985	16.3	0.40	B
<b>SR 836 WB Segment between</b>									
NW 72nd Ave Off-ramp to SR 826 Off-ramp	Basic	4,568	17.1	0.42	B	5,663	21.4	0.53	C
Off-ramp to SR 826	Major Diverge	3286	16.45	0.6	B	1630	20.6	0.44	C
SR 826 Off-ramp to SR 826 SB On-ramp	Basic	1,282	8.0	0.20	A	4,033	25.4	0.62	C
On-ramp from SR826 SB	Merge	1305	17.7	0.67	B	620	25.8	0.33	C
SR 826 SB On-ramp to NW 87th Ave SB On-ramp	Basic	2,587	15.7	0.39	B	4,653	28.6	0.72	D
<b>SR 874 SB Segment between</b>									
SR 826 to Bird Rd WB On-ramp	Basic	1,407	8.9	0.23	A	2,469	15.3	0.39	B
On ramp from Bird Rd EB	Merge	422	13.2	0.23	B	578	19.7	0.31	B
West of Bird Rd WB On-ramp	Basic	1,829	11.6	0.30	B	3,260	20.2	0.52	C
<b>SR 874 NB Segment between</b>									
West of Off ramp to Bird Road eastbound	Basic	3,289	20.2	0.52	C	2,177	13.5	0.35	B
Off ramp to Bird Road eastbound	Diverge	749	24.5	0.41	C	470	17.7	0.24	B
Off ramp to Bird Road eastbound & SR826	Basic	2,769	17.0	0.44	B	1,707	10.6	0.27	A

**Table 4.6 – 2017 SR 836 Existing Eastbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
NW 87th Ave On-ramp	1,093	859	2,000	0.58	0.46
NW 87th Ave On-ramp/SR 836 Off-ramp	2,904	2,456	4,000	0.77	0.65
NW 87th Ave On-ramp/SR 836 Off-ramp to SR 826 SB	2,614	1,955	6,000	0.46	0.35
NW 87th Ave On-ramp/SR 836 Off-ramp to SR 836 and Flagler St	879	1,030	4,000	0.23	0.27
SR 836 WB Off-ramp to SR 836	711	896	3,800	0.20	0.25
SR 836 Off-ramp to SR 826 NB	2,086	1,302	4,200	0.53	0.33
SR 836 Off-ramp to Flagler St Off-ramp	436	471	2,100	0.22	0.24
SR 826 NB Off-ramp to SR 836 EB	1,422	1,943	3,800	0.40	0.54
Flagler St WB Off-ramp to SR 836 EB	1,119	834	3,800	0.31	0.23
Milam Dairy Rd Off-ramp to Flagler St On-ramp	226	1,056	4,000	0.06	0.28
Flagler St On-ramp to Milam Dairy Rd On-Ramp	773	1,455	6,000	0.14	0.26
Milam Dairy Rd Off-ramp	2,142	834	5,700	0.40	0.16
Milam Dairy Rd On-Ramp	90	451	2,000	0.05	0.24
Off ramp from SR 826 SB Off-ramp to SR 836 EB	1,520	871	3,800	0.42	0.24

**Table 4.7 – 2017 SR 836 Existing Westbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
Milam Dairy Rd Off-ramp	769	1,852	4,000	0.20	0.49
Milam Dairy Rd Off-ramp to SR 826 NB On-ramp	385	1,069	2,100	0.19	0.54
SR 836 Off-ramp to SR 826 NB	1,508	451	4,000	0.40	0.12
SR 836 Off-ramp to SR 826 SB	1,778	1,179	3,800	0.50	0.33
SR 826 NB Off-ramp to SR 836	706	499	3,800	0.20	0.14
SR 826 SB Off-ramp to SR 836	1,200	800	4,000	0.32	0.21
SR 836/Milam Dairy Road Off-ramp to SR 826 SB On-ramp	1,323	2,600	6,000	0.23	0.46
SR 826 SB Off-ramp to SR 836 EB/Flagler St On-ramp	1,804	2,690	8,000	0.24	0.36
SR 826 NB/SB Off-ramp to SR 836 On-ramp	1,906	1,299	6,000	0.34	0.23
SR 836 EB Off-ramp to NW 87th Ave On-ramp	1,093	1,794	6,000	0.19	0.32
NW 87th Ave Off-ramp/SR 836 On-ramp	748	2,089	5,700	0.14	0.39
NW 87th Ave On-ramp to NW 87th Ave Off-ramp	939	2,277	5,700	0.17	0.42
NW 87th Ave Off-ramp to SR 836 On-ramp	645	1,522	3,800	0.18	0.43

The freeway analysis shows that one location eastbound is operating operate at an unacceptable LOS (worst peak period LOS) within the area of influence. The ramp junction analysis shows that one location eastbound is operating at an unacceptable LOS.

### 4.1.3 Crossing Roadways Operational 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, 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 4.8**. Output Synchro reports are included in **Appendix C**.

**Table 4.8 – 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
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

**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.

The existing intersection operational results indicate of the 43 intersections 32 are operating at LOS D or better. Nine intersections are operating at LOS E and two intersections are operating LOS F.

## 5.0 ALTERNATIVES CONSIDERED

The objective of this PD&E Study is to evaluate alternatives that will address existing and projected traffic operating deficiencies along this section of SR 826. In order to keep up with the growing traffic demand within the study area, three SR 826 mainline build alternatives were considered in this PD&E Study. All three alternatives propose to add express lanes (extend to the south) along this segment of SR 826 with access points at selected locations to enter and exit the express lanes system. The express lanes will be buffer-separated from the general use lanes with express lane markers. All three build alternatives were compared against the No-Build Alternative.

### 5.1 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. Also, travel demand and truck traffic will increase significantly over the next 20 years, given the continued growth expected in this area of Miami-Dade County. This alternative is considered to be a viable alternative to serve as a comparison to the study's proposed corridor build alternatives.

The No-Build Alternative has a number of positive aspects, since it would not require 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 2045. The No-Build Alternative includes improvements that are elements of the MPO's Transportation Improvement Program, the 2040 Miami-Dade Cost Feasible Long-Range Transportation Plan (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 a High Occupancy Vehicle (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 roadway typical sections, within the study limits, are the same as the existing sections plus any future planned improvements. SR 826, between US 1 and SR 874, consists of five to six 12-foot wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at selected locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor consists primarily of twelve 11-foot to 14-foot wide general use 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 5.1](#) and [Figure 5.2](#).

FDOT is currently constructing a SR 826 project adding express lanes between SW 8th Street and I-75 (FPID# 432687-1-52-01), which partially overlaps with the PD&E Study limits. These improvements are expected to be open to traffic before the implementation of this project. Therefore, these improvements will be considered as part of the No-Build Alternative (see [Figure 5.3](#) and [Figure 5.4](#)).

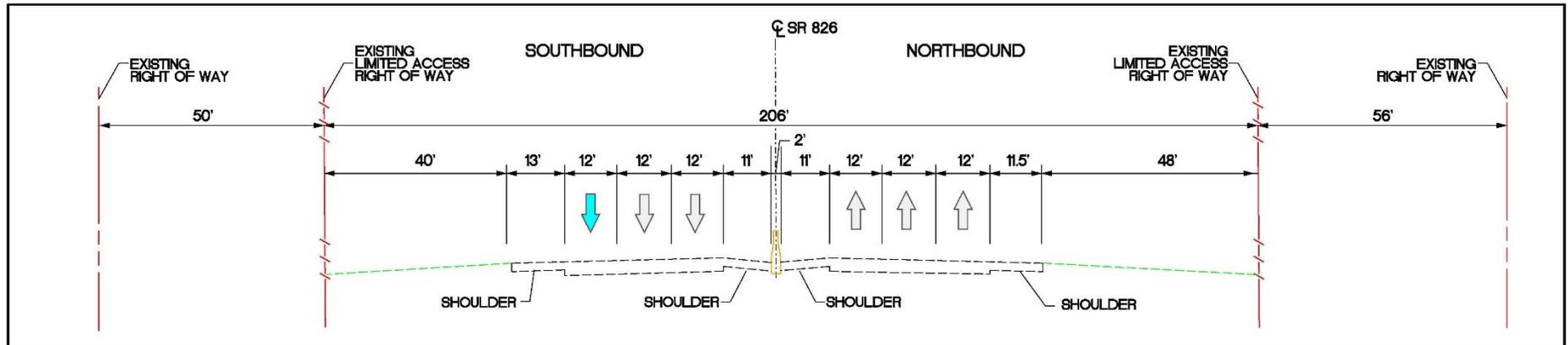


Figure 5.1 – No-Build Alternative Roadway Typical Section between US 1 and SR 874

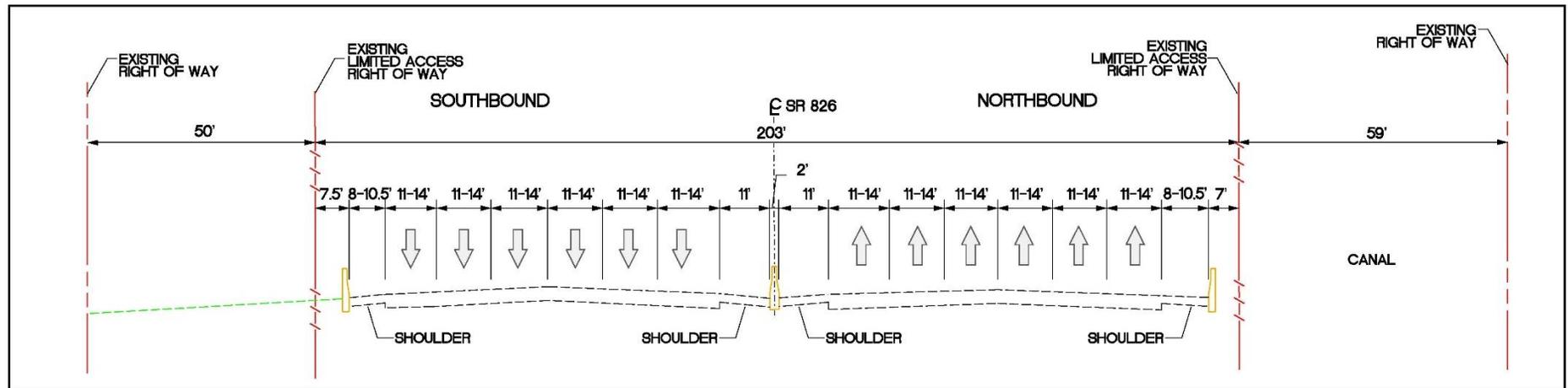
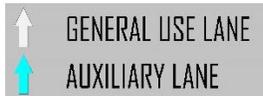


Figure 5.2 – No-Build Alternative Roadway Typical Section between SR 874 and SR 836

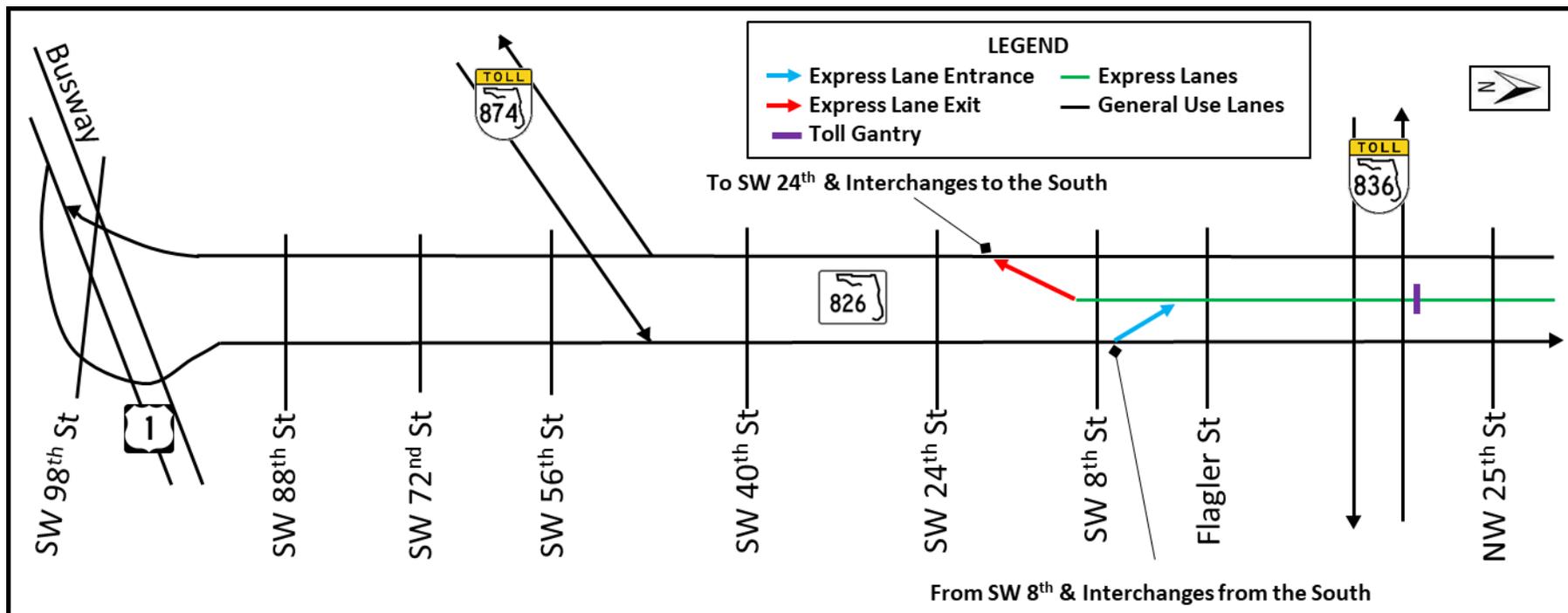
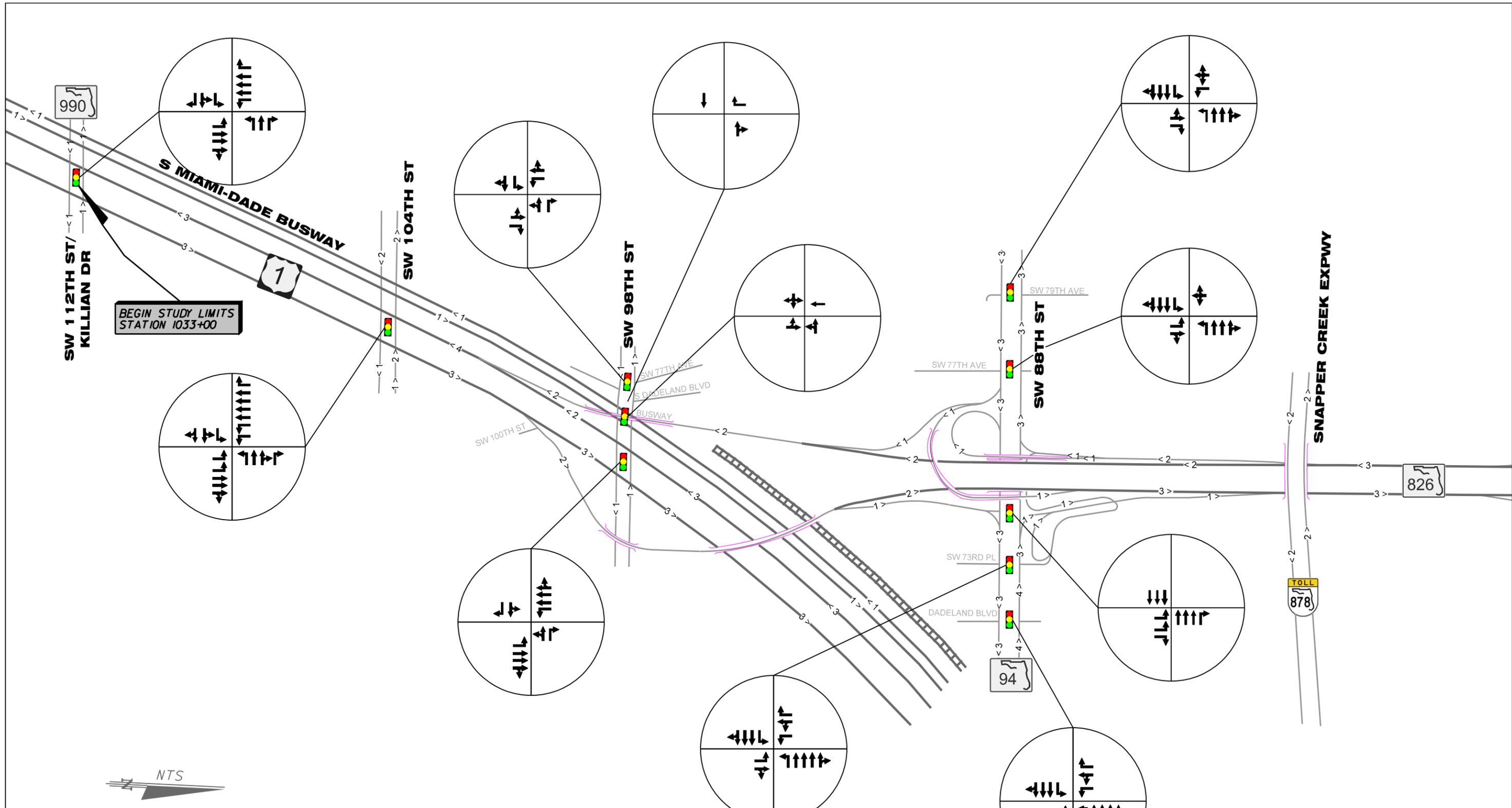


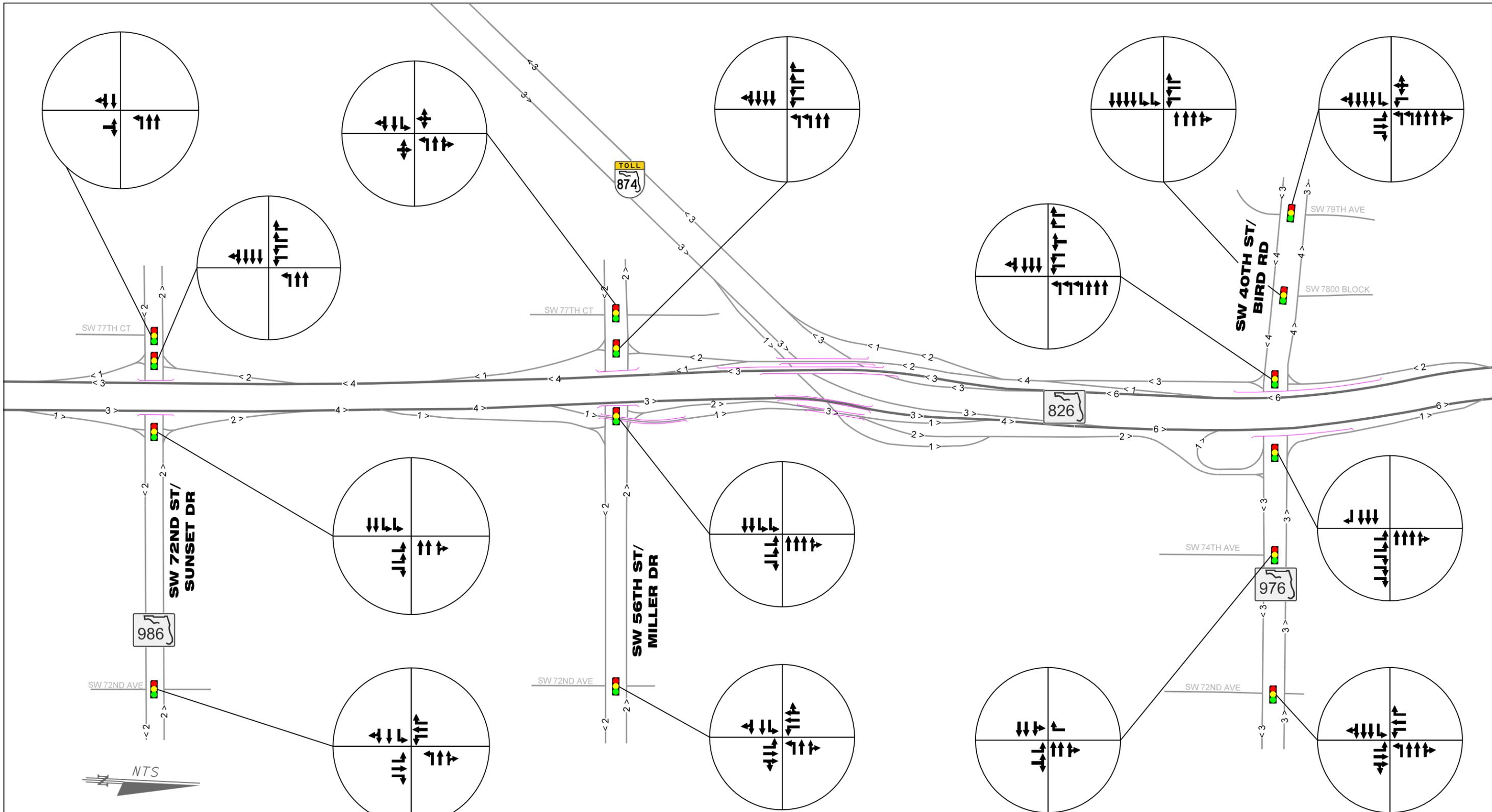
Figure 5.3 – No-Build Alternative Schematic Line Diagram



**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- EXPRESS LANE

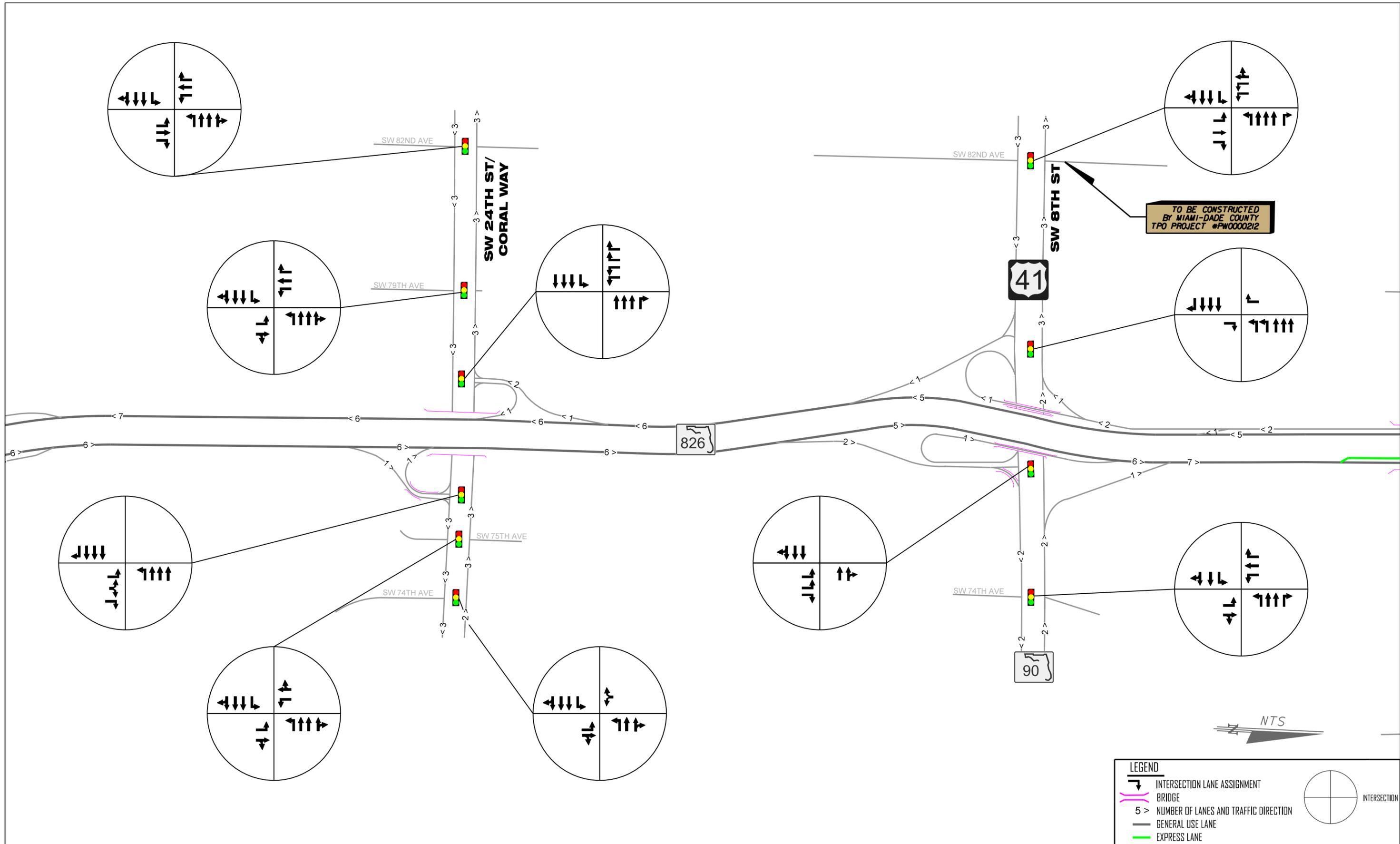
INTERSECTION



**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- EXPRESS LANE

INTERSECTION



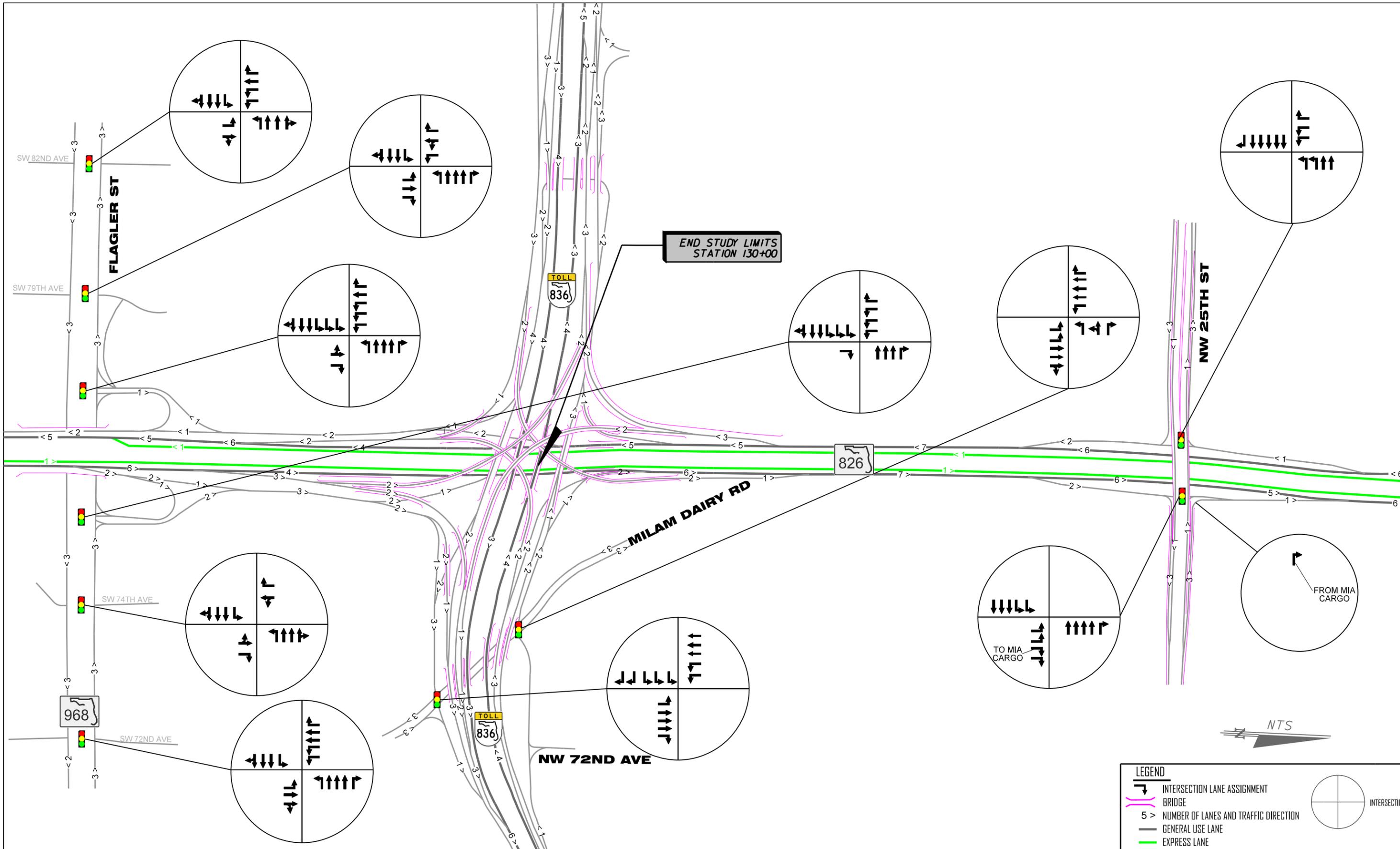
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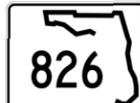
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ETDM No.: 14308

**NO-BUILD ALTERNATIVE  
LANE GEOMETRY AND CONFIGURATION**

**FIGURE  
5.4  
45**



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**NO-BUILD ALTERNATIVE  
 LANE GEOMETRY AND CONFIGURATION**

**FIGURE  
 5.4**

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## 5.2 ALTERNATIVE 1

Alternative 1 proposes one express lane in each direction between SW 56th Street and SR 874 and two express lanes in each direction between SR 874 and SR 836. The express lanes system will begin and end one lane on SR 874 and one lane south of SW 56th Street. This alternative recommends four express lane access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median (see [Figure 5.5](#)).

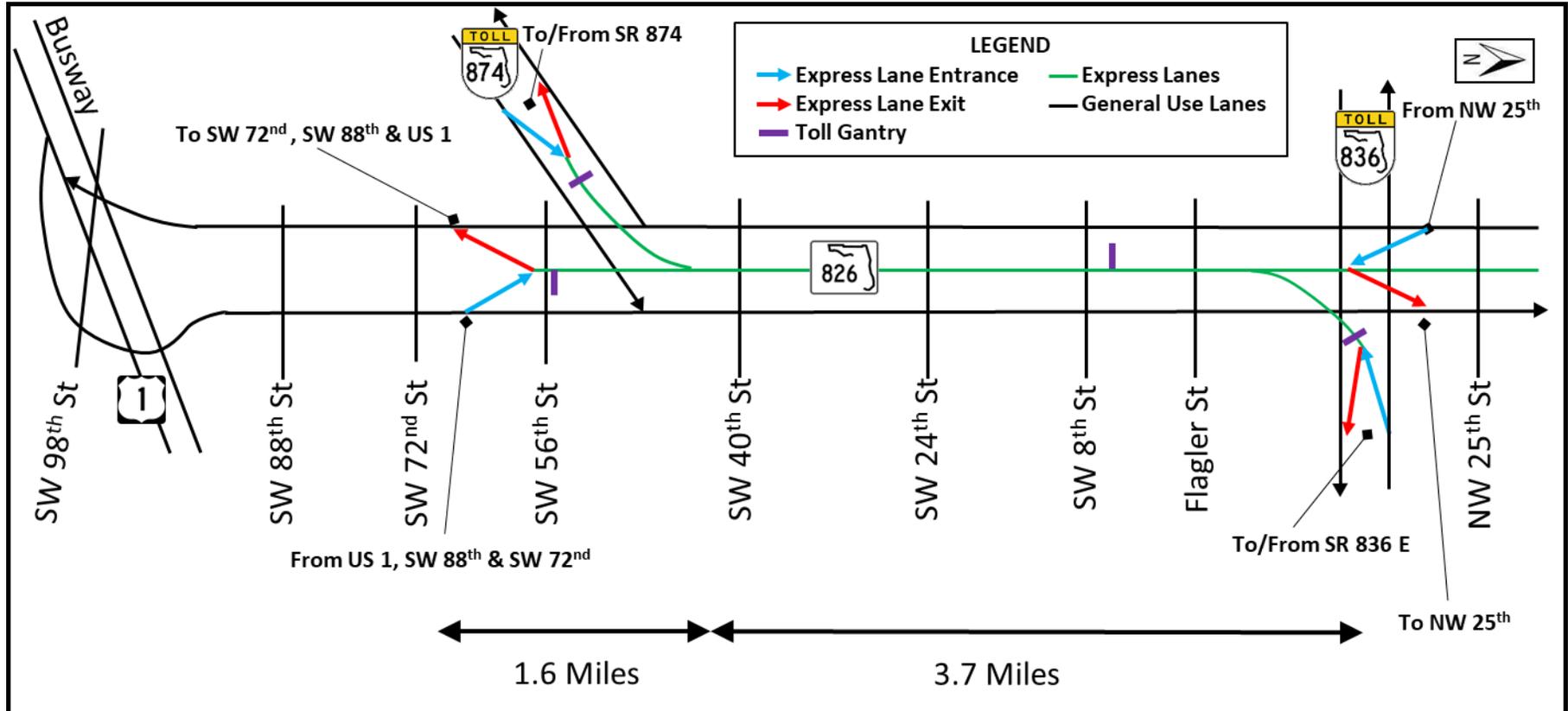


Figure 5.5 – Alternative 1 Schematic Line Diagram

The Alternative 1 roadway typical section between US 1 and SR 874 will remain the same as the No-Build Alternative, consisting of five to six 12-foot wide general use lanes (three lanes in the northbound direction and two to three lanes in the southbound direction) with 12-foot wide auxiliary lanes at selected locations, 11.5-foot to 13-foot wide paved outside shoulders, 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of ten 11-foot to 12-foot wide general use lanes (five lanes in the northbound direction and five lanes in the southbound direction) with 11-foot to 12-foot wide auxiliary lanes at selected locations, four 11-foot to 12-foot wide express lanes (two lanes in each direction), 10-foot to 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 2-foot to 4-foot wide buffer with express lane markers, and outside barrier walls. The two express lanes along this section of SR 826 will be implemented by converting the existing inside lane (undesigned HOV lane) to an express lane and by adding a second express lane through widening. The two typical sections for SR 826 are depicted in [Figure 5.6](#) and [Figure 5.7](#). The express lanes will be constructed along SR 826 with major widening to the outside, approximately 10-32 feet, with a new set of bridge overpasses crossing over SR 874.

Alternative 1 is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. [Figure 5.8](#) depicts all the improvements proposed by Alternative 1.

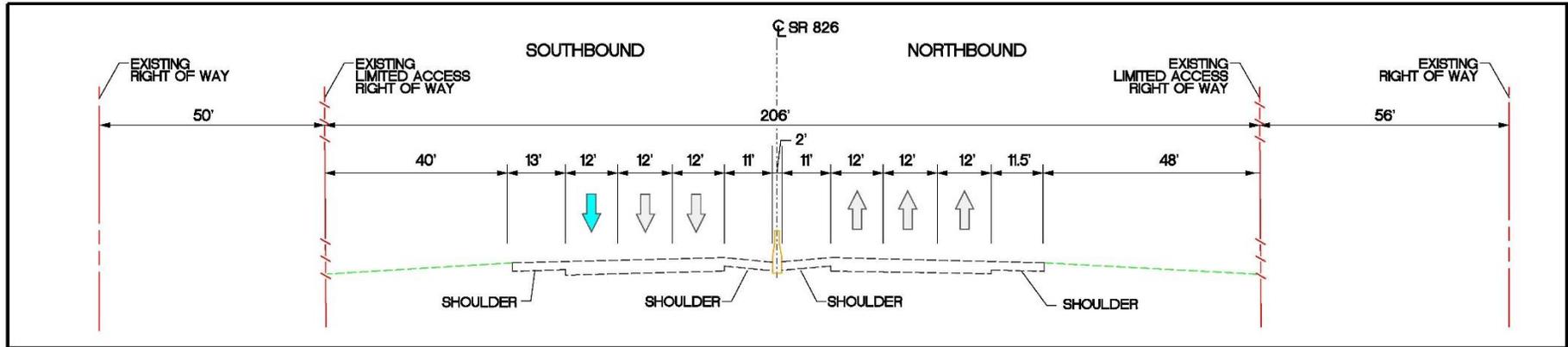


Figure 5.6 – Alternative 1 Roadway Typical Section between US 1 and SR 826

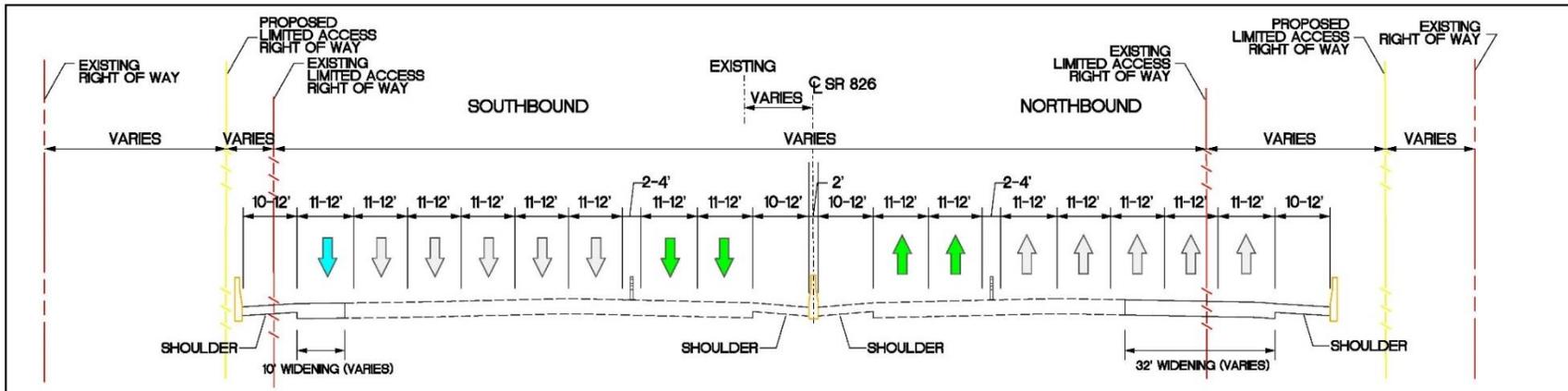
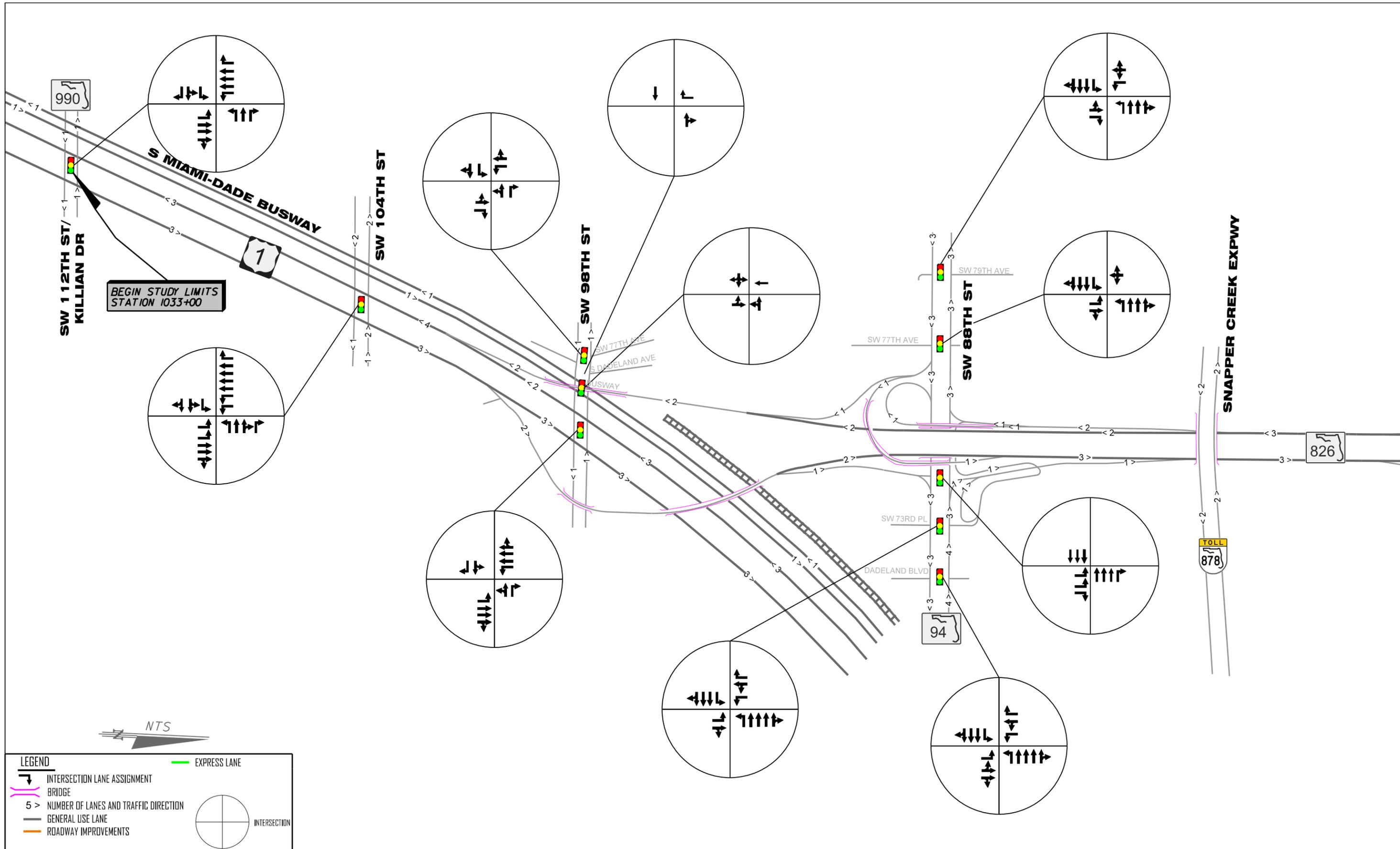
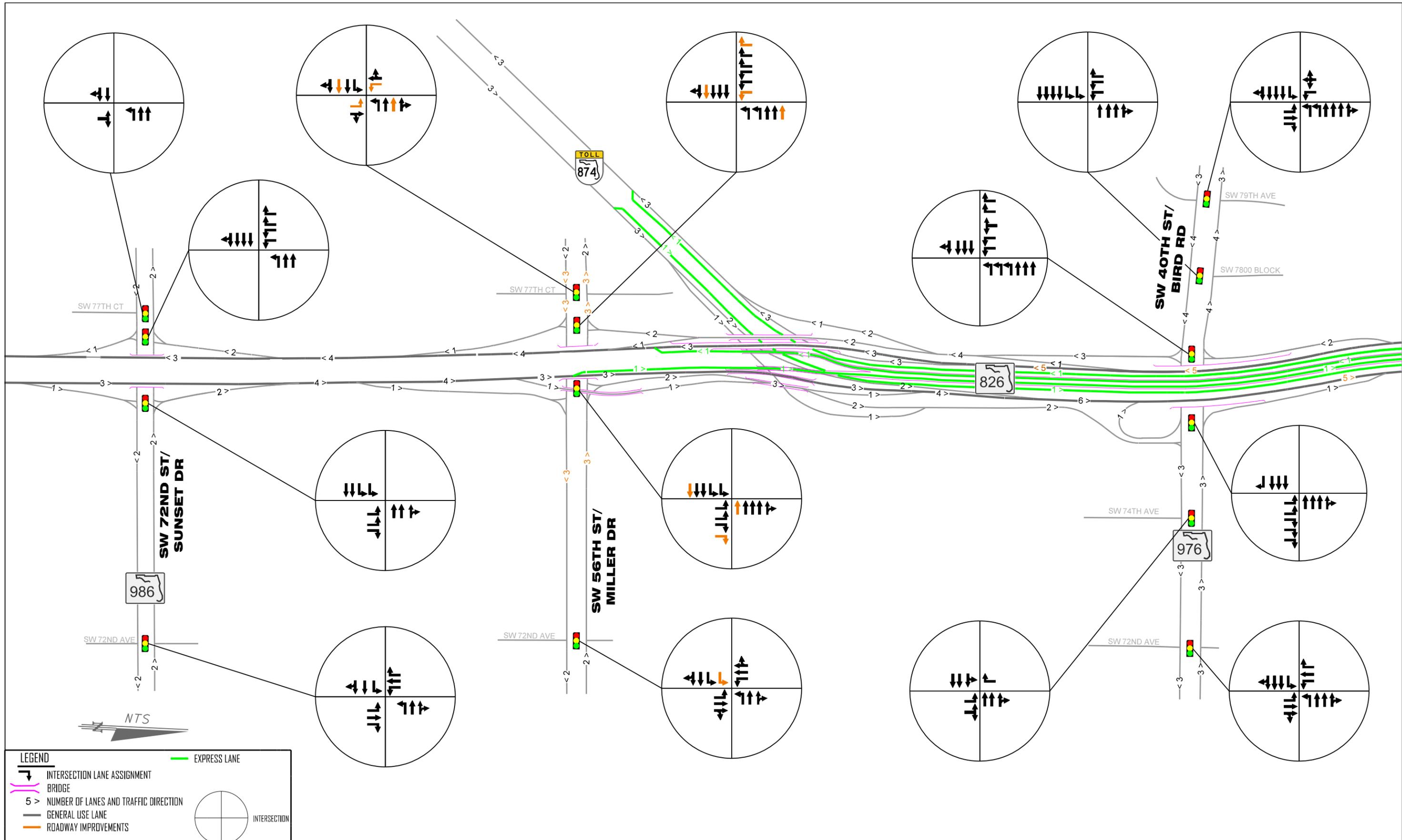


Figure 5.7 – Alternative 1 Roadway Typical Section between SR 826 and SR 836



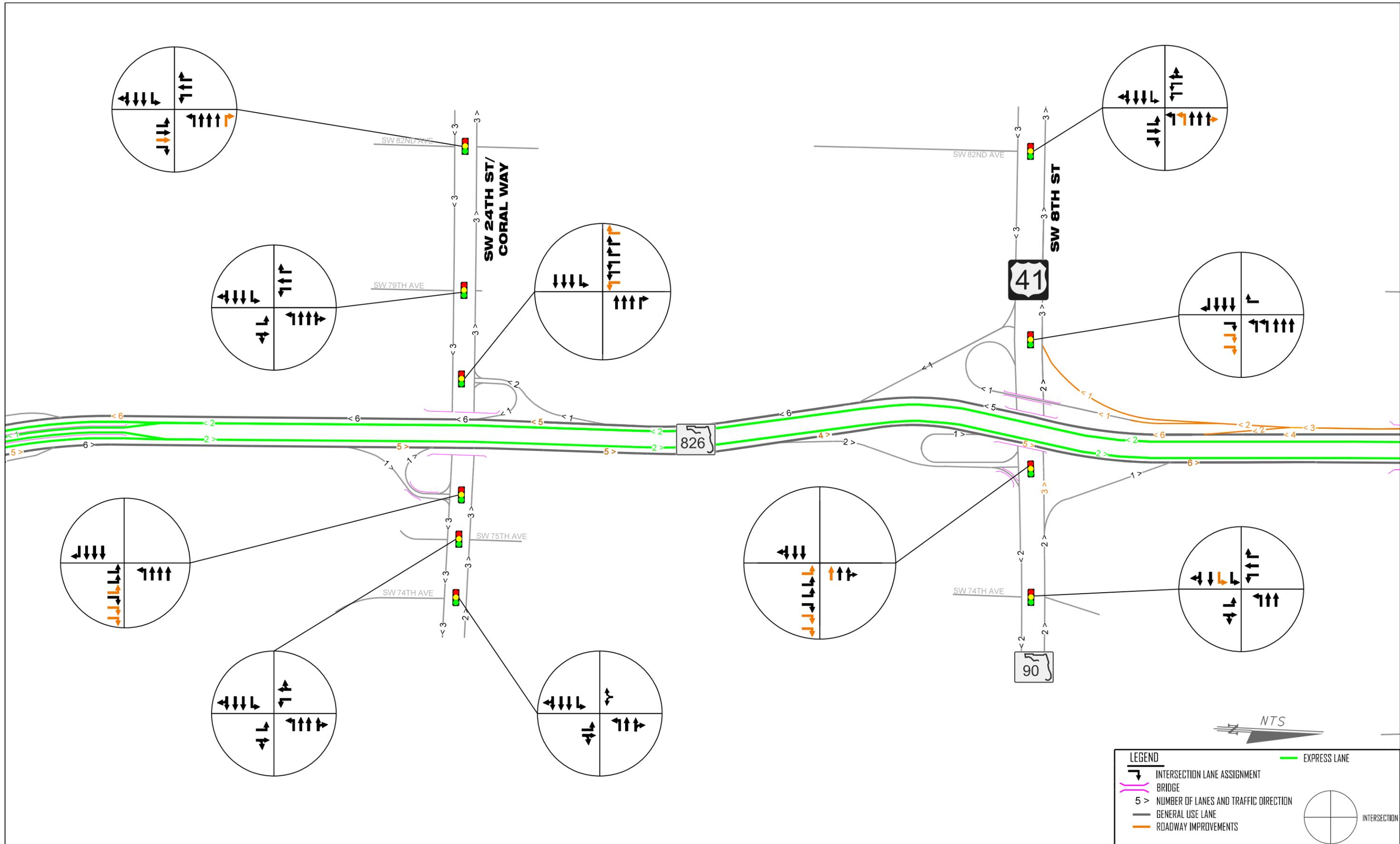
**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- ROADWAY IMPROVEMENTS
- EXPRESS LANE
- INTERSECTION



**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- ROADWAY IMPROVEMENTS
- EXPRESS LANE
- INTERSECTION



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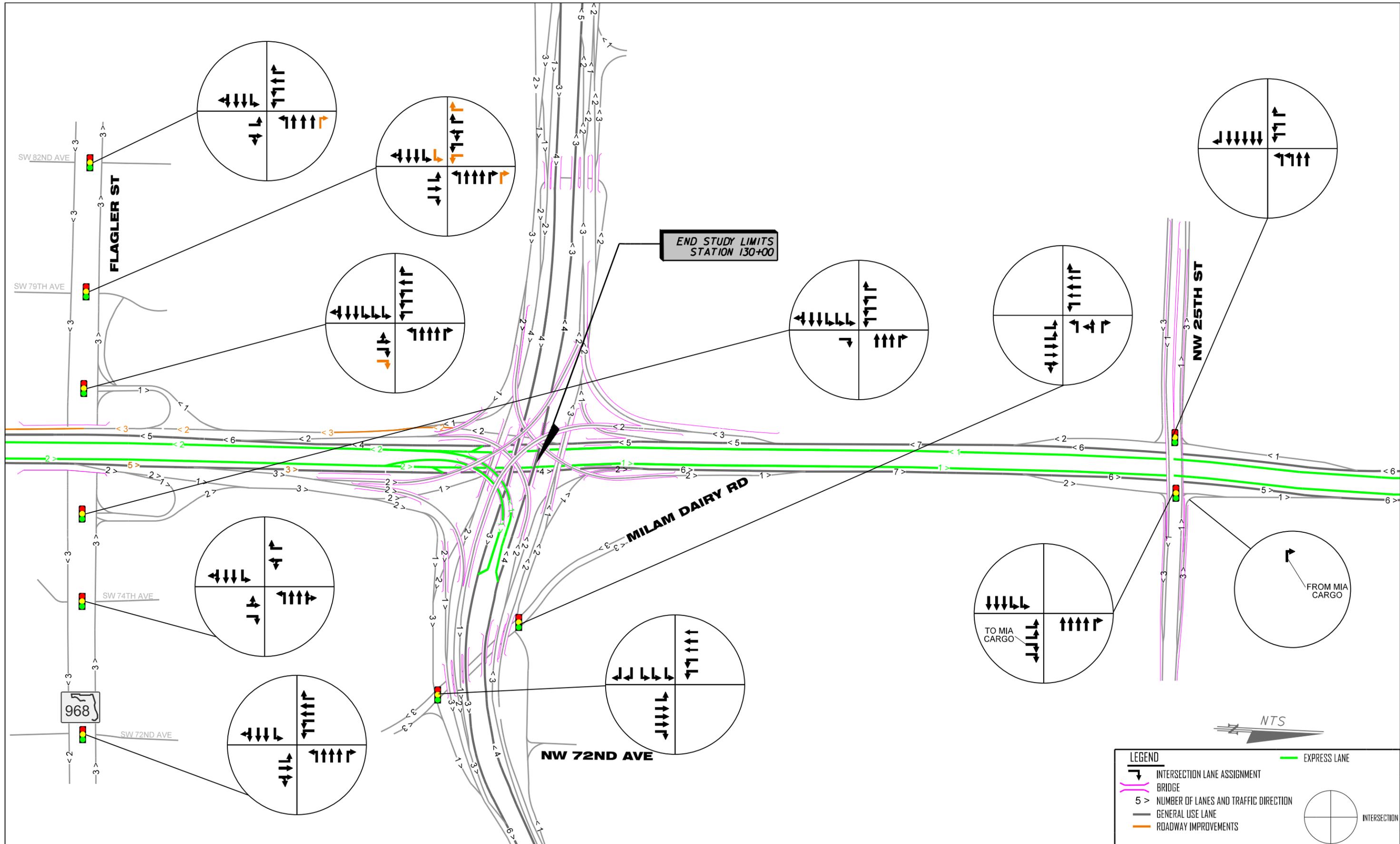


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ALTERNATIVE 1  
 LANE GEOMETRY AND CONFIGURATION

FIGURE  
 5.8

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**ALTERNATIVE 1**  
**LANE GEOMETRY AND CONFIGURATION**

**FIGURE**  
**5.8**

54

### 5.3 ALTERNATIVE 2

Alternative 2 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. The express lanes system will begin and end one lane on SR 874 and one lane north of US 1. This alternative proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median (see [Figure 5.9](#)). The express lanes in this alternative will have a direct connection with the Miami-Dade Transit (MDT) US 1 South Miami-Dade Busway Corridor. In the northbound direction, buses will enter the express lanes facility just north of SW 98th Street through a proposed intersection connection with the South Miami-Dade Busway (under the southbound ramp from SR 826). Buses will continue north at-grade along the east side of the SR 826 southbound lanes. Just south of SW 88th Street the buses will continue north entering/merging with the SR 826 northbound lanes separated by express lane markers. Buses only will continue north until just north of SW 72nd Street where personal cars will be able to access the express lanes facility. In the southbound direction, personal cars will exit the express lanes facility just north of SW 72nd Street. The express lane will continue south (buses only) at-grade along the east side of the SR 826 southbound lanes buffer separated, until reaching the proposed intersection with the Busway. Buses will have the option to travel northbound or southbound along the Busway.

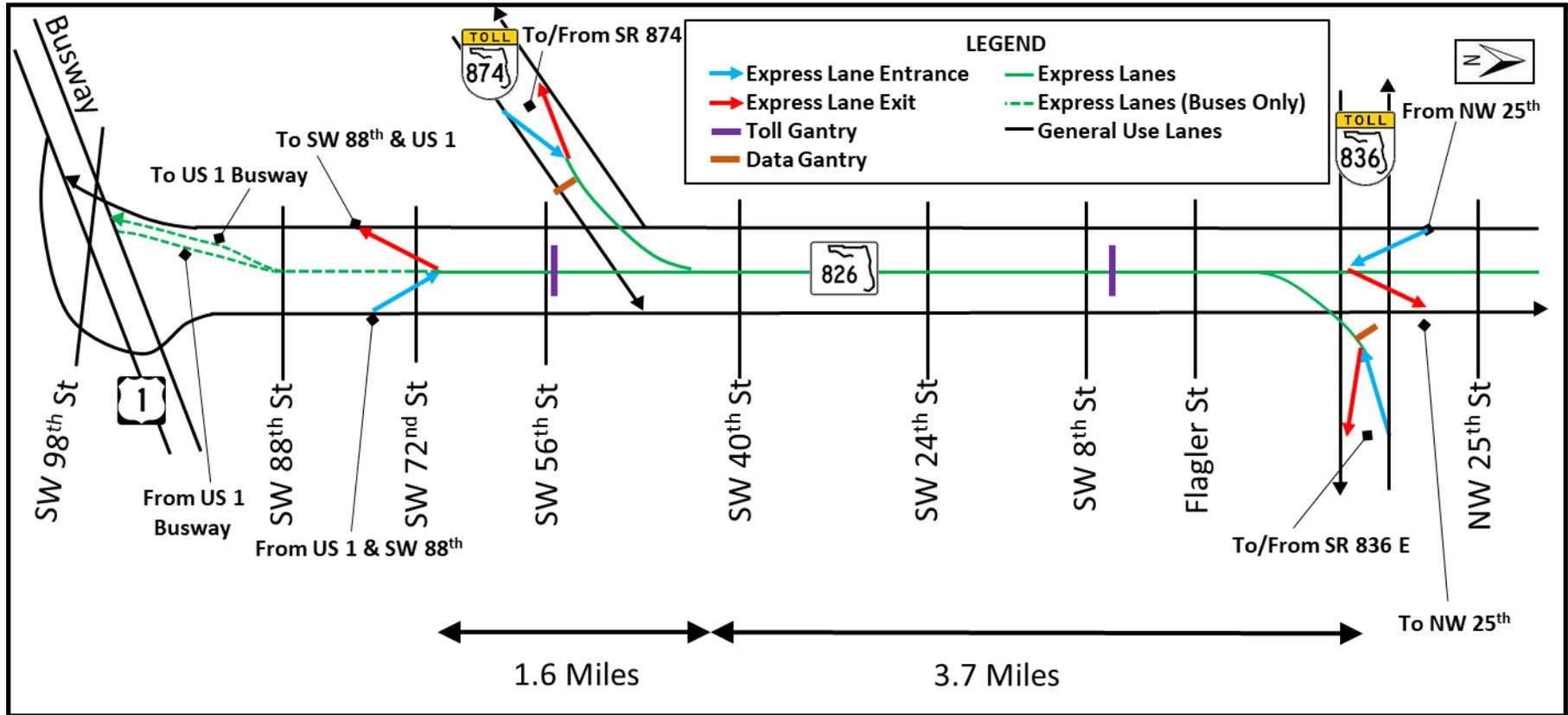


Figure 5.9 – Alternative 2 Schematic Line Diagram

The Alternative 2 roadway typical section between US 1 and SR 874 will consist primarily of six 12-foot wide general use lanes (three lanes in each direction) with 12-foot wide auxiliary lanes at selected locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with express lane markers, and outside barrier walls. Between SR 874 and SR 836 the corridor will consist primarily of ten 11-foot to 12-foot wide general use lanes (five lanes in the northbound direction and five lanes in the southbound direction) with 11-foot 12-foot wide auxiliary lanes at selected locations, four 11-foot to 12-foot wide express lanes (two lanes in each direction), 10-foot to 12-foot wide inside and outside shoulders, a 2-foot wide median barrier wall, 2-foot to 4-foot wide buffer with express lane markers, and outside barrier walls. The two express lanes along this section of SR 826 will be implemented by converting the existing inside lane (undesignated HOV lane) to an express lane and by adding a second express lane through widening. The two typical sections for SR 826 are depicted in [Figure 5.10](#) and [Figure 5.11](#). The express lanes will be constructed along SR 826 with major widening to the outside, approximately 10-36 feet, with a new set of bridge overpasses crossing over SR 874.

Alternative 2 is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. [Figure 5.12](#) depicts all the improvements proposed by Alternative 2.

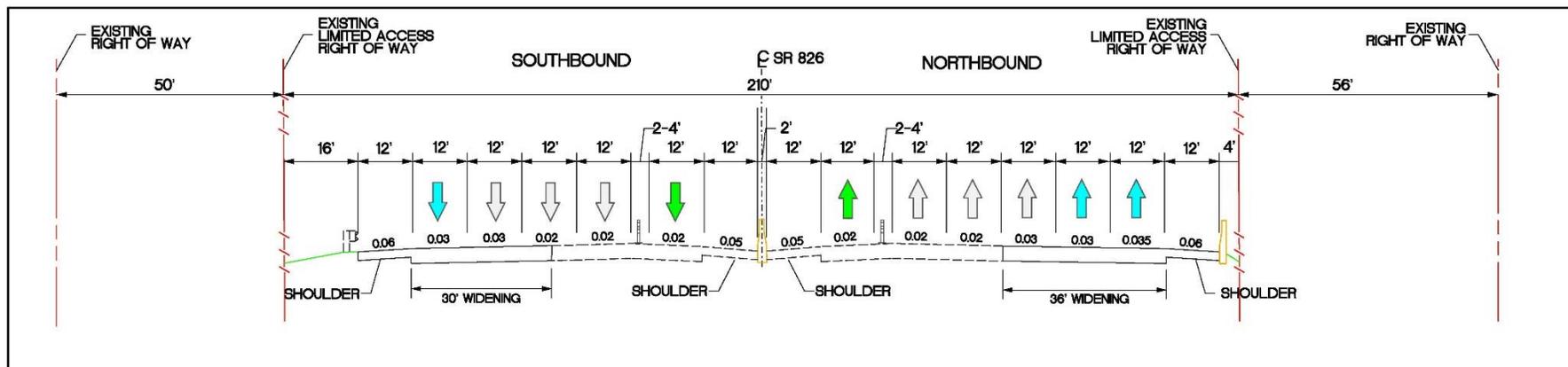


Figure 5.10 – Alternative 2 Roadway Typical Section between US 1 and SR 874

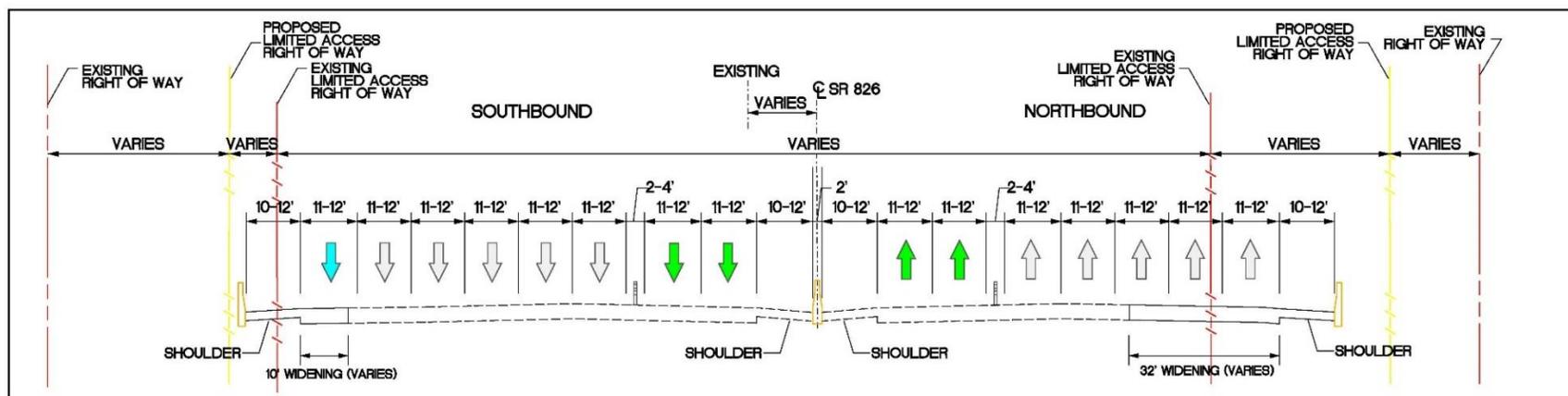
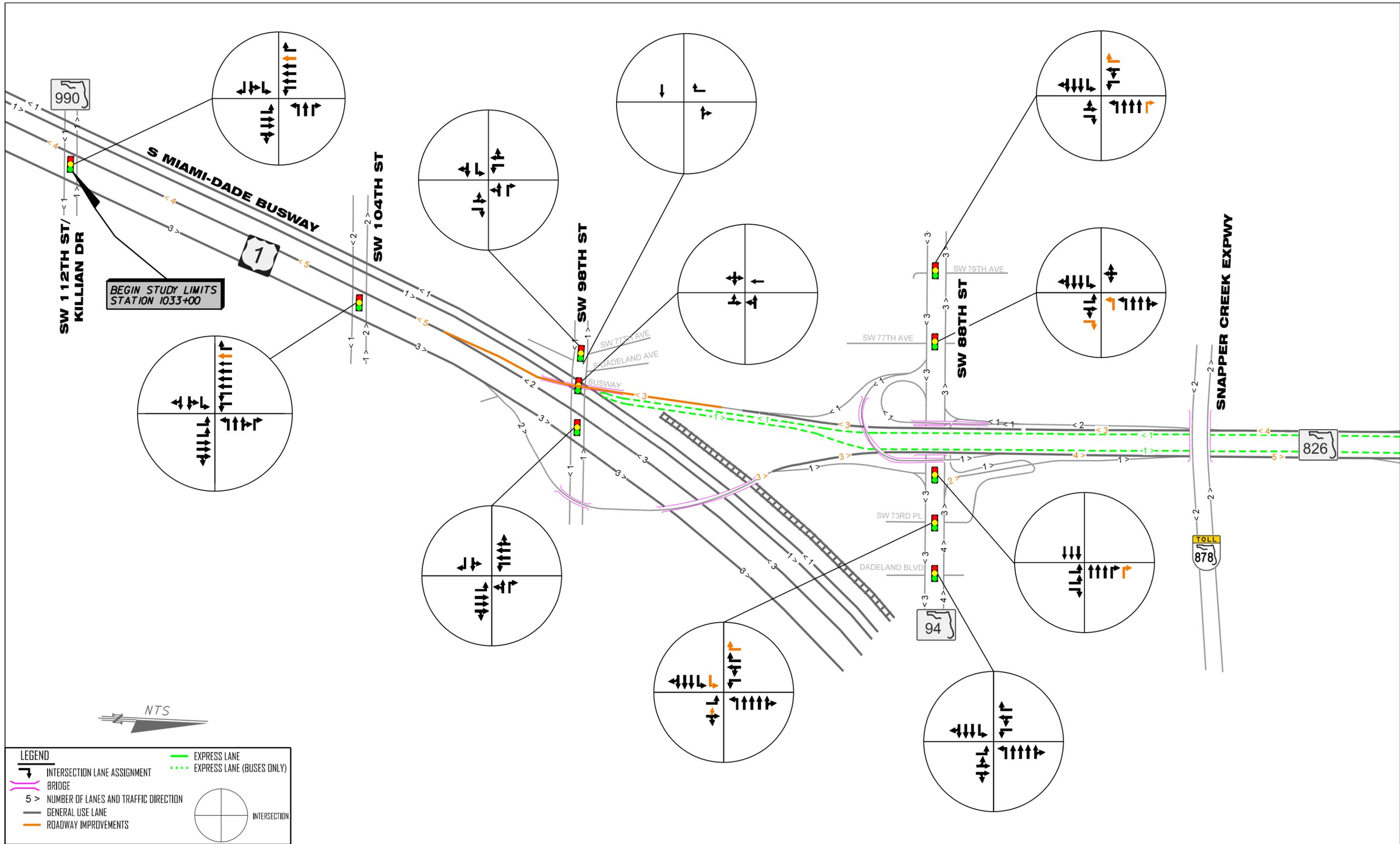
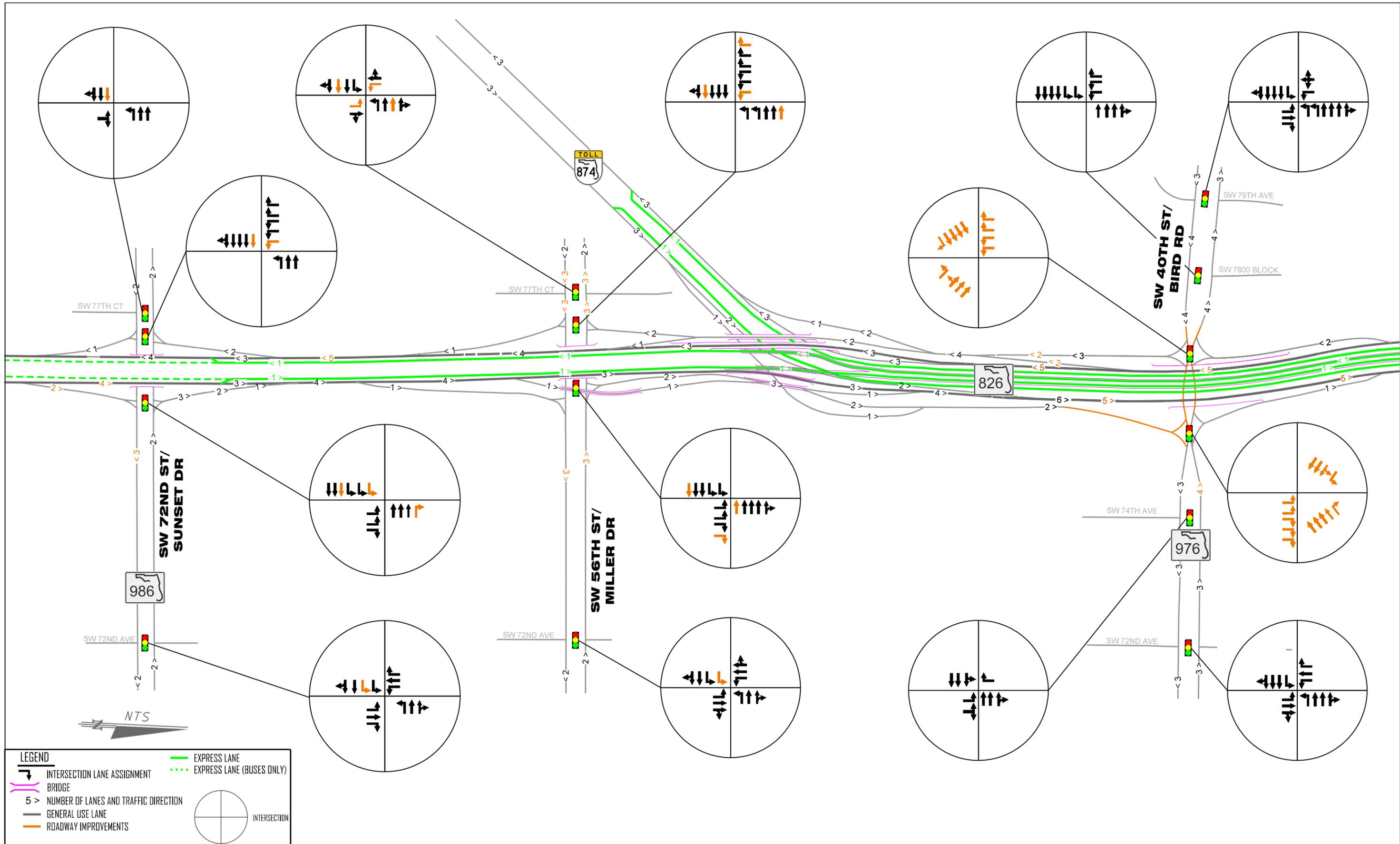


Figure 5.11 – Alternative 2 Roadway Typical Section between SR 874 and SR 836



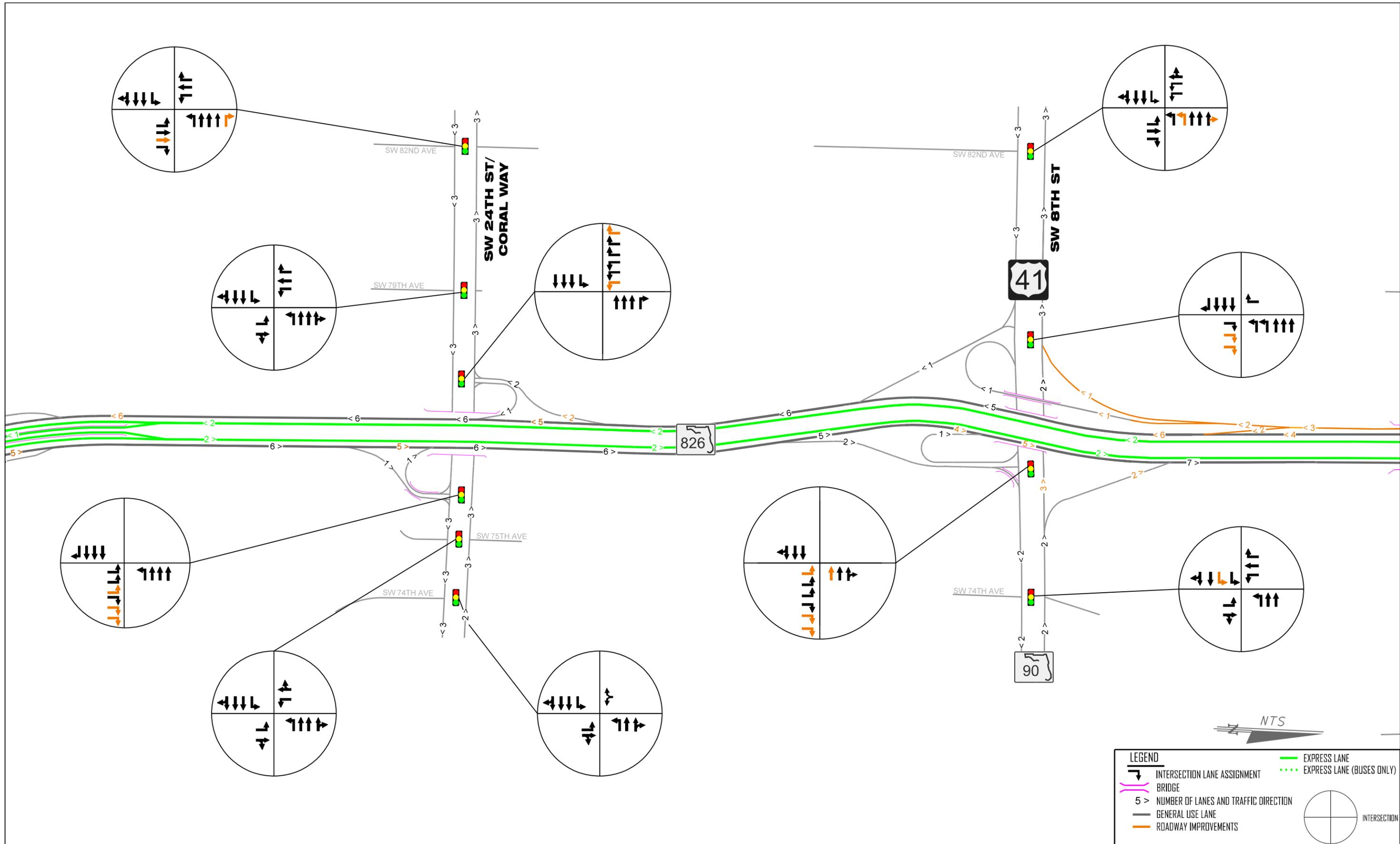
**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- ROADWAY IMPROVEMENTS
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- INTERSECTION



**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- ROADWAY IMPROVEMENTS
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- INTERSECTION



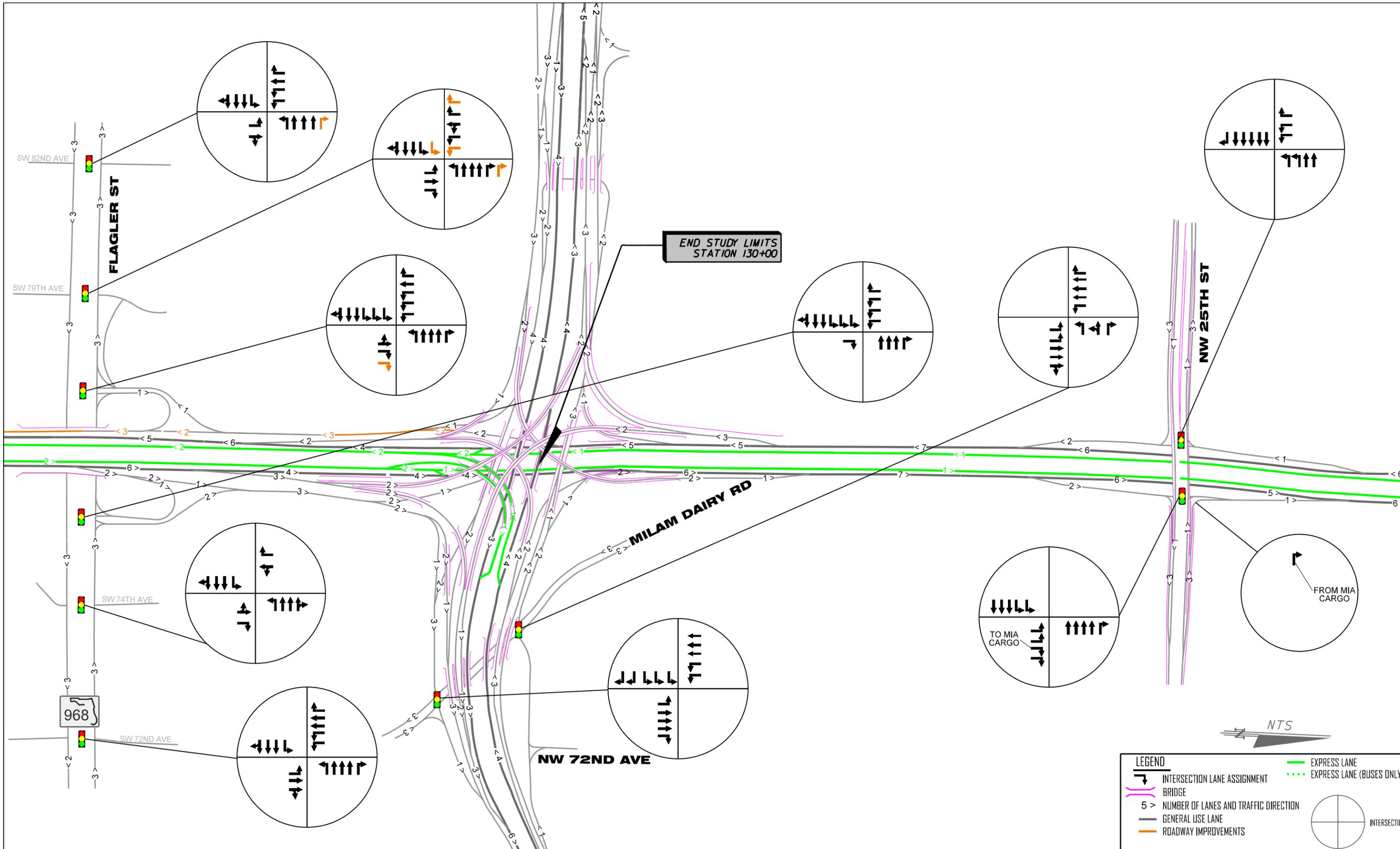
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**ALTERNATIVE 2**  
**LANE GEOMETRY AND CONFIGURATION**

**FIGURE**  
**5.12**  
**61**



**LEGEND**

- Intersection Lane Assignment
- Bridge
- 5 > Number of Lanes and Traffic Direction
- General Use Lane
- Roadway Improvements
- Express Lane
- Express Lane (Buses Only)
- Intersection

## 5.4 ALTERNATIVE 3

Alternative 3 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836, one at-grade and one elevated. The elevated express lanes will be located along the median and the at-grade express lanes will be located between the median and the general use lanes separated by a buffer with express lane markers. This alternative proposes four express lanes access points. In this alternative the elevated express lanes will only service traffic between SR 874 and SR 836 to and from the east. The elevated express lanes will not have any access with the at-grade express lanes or the SR 826 general use lanes. The objective of the elevated express lanes concept is to completely bypass the SR 826 corridor between SR 874 and SR 836, which is the main origin and destination pattern of the area. The SR 836 connection will be a ramp flyover system-to-system connecting SR 874 northbound to SR 836 eastbound and SR 836 westbound to SR 874 southbound median-to-median (see [Figure 5.13](#)). The express lanes in this alternative will also have a direct connection with the MDT US 1 South Miami-Dade Busway Corridor. In the northbound direction, buses will enter the express lanes facility just north of SW 104th Street. The ramp will bridge over US 1 and will touch down on the inside of the SR 826 northbound ramp from US 1 northbound separated by a 4-foot wide buffer with express lane markers. Buses only will continue north until just north of SW 72nd Street where personal cars will be able to access the express lanes facility. The SR 826 northbound ramp from US 1 will be widened to accommodate the additional lane and buffer. In the southbound direction, personal cars will exit the express lanes facility just north of SW 72nd Street. The express lane will continue south separated by a buffer with express lane markers (buses only) along the west side of northbound SR 826. The ramp will bridge over the railroad line turning southwest and touching down between the railroad line and the Busway just north of SW 98th Street. Buses will then merge with the southbound Busway just south of SW 98th Street.

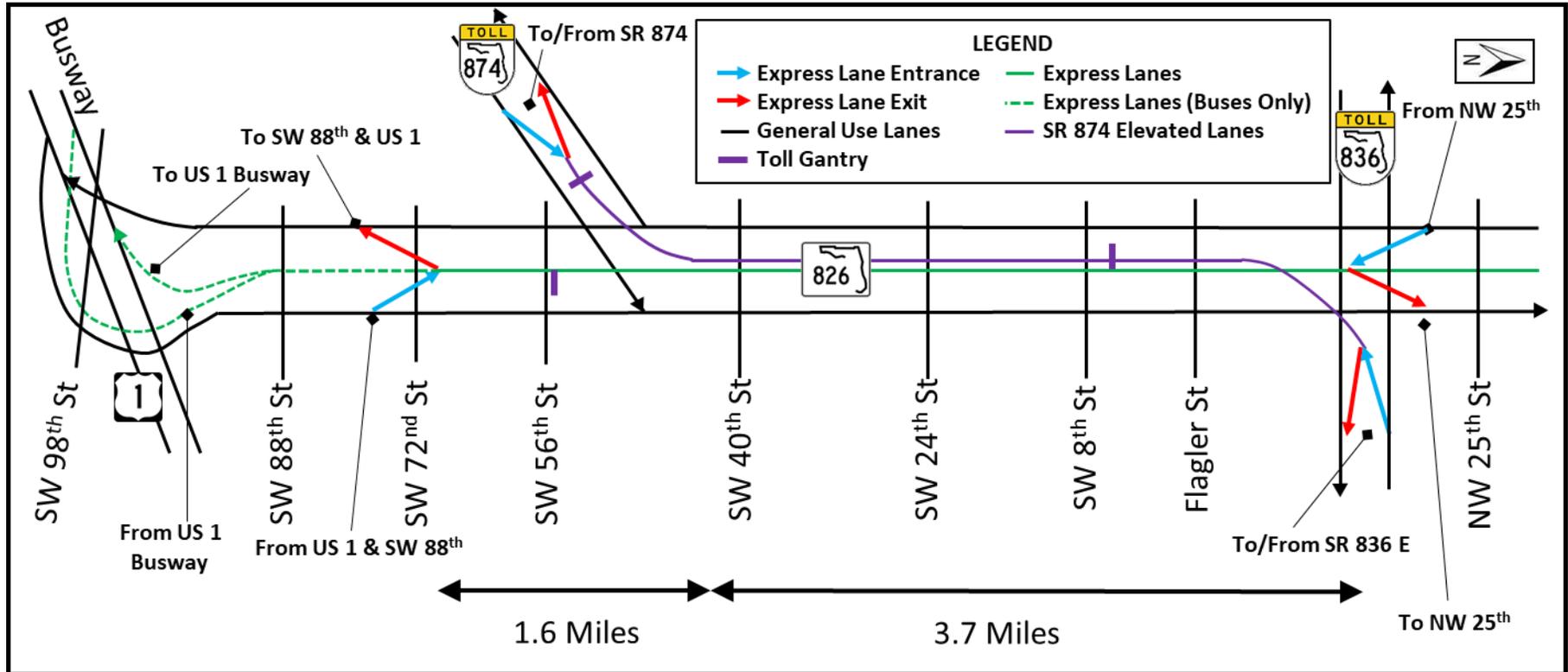


Figure 5.13 – Alternative 3 Schematic Line Diagram

The Alternative 3 roadway typical section between US 1 and SR 874 will consist primarily of six 12-foot wide general use lanes (three lanes in each direction) with 12-foot wide auxiliary lanes at selected locations, two 12-foot wide express lanes (one lane in each direction), 12-foot wide paved inside and outside shoulders, a 2-foot wide median barrier wall, 4-foot wide buffer with express lane markers, and outside barrier walls. Between SR 874 and SR 836 the corridor has two express lanes in each direction, one at-grade and one elevated. The at-grade section consists primarily of nine 11-foot to 12-foot wide general use lanes (four lanes in the northbound direction and five lanes in the southbound direction) with 11-foot to 12-foot wide auxiliary lanes at selected locations, two 12-foot wide express lanes (one lane in each direction), 10-foot to 12-foot wide paved inside and outside shoulders, 2-foot to 4-foot wide buffer with express lane markers, and inside/outside barrier walls. The elevated section consists primarily of two 12-foot wide express lanes (one lane in each direction), 10-foot wide inside and outside shoulders, and a 2-foot wide median barrier wall. The two typical sections for SR 826 are depicted in [Figure 5.14](#) and [Figure 5.15](#). The express lanes will be constructed along SR 826 with major widening to the outside, approximately 10-36 feet, with a new set of bridge overpasses crossing over SR 874. The two express lanes between SR 874 and SR 836 will be implemented by converting the existing inside lane (undesignated HOV lane) to an express lane and by adding a second elevated express lane through widening.

Alternative 3 is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. [Figure 5.16](#) depicts all the improvements proposed by Alternative 3.

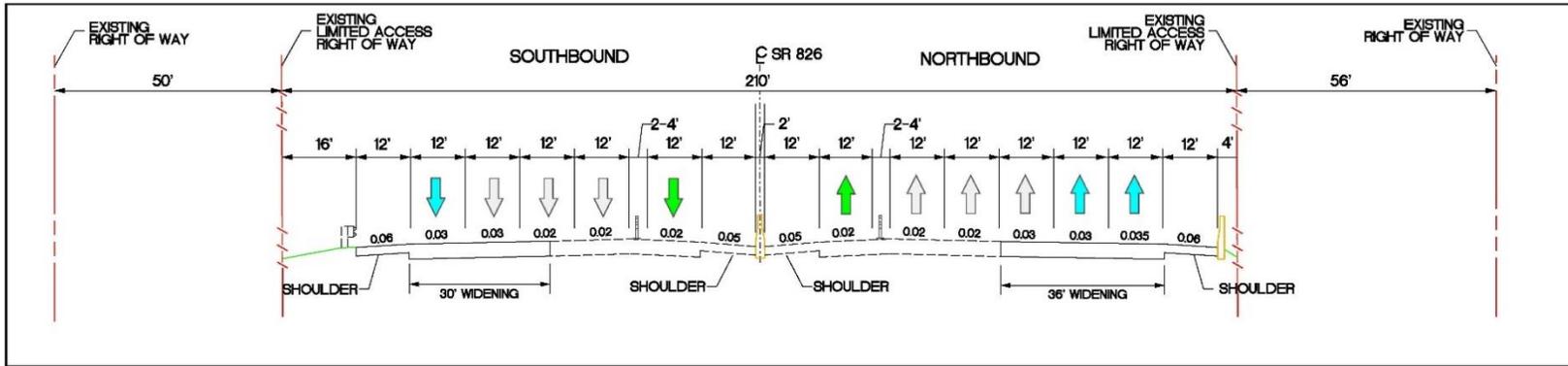


Figure 5.14 – Alternative 3 Roadway Typical Section between US 1 and SR 874

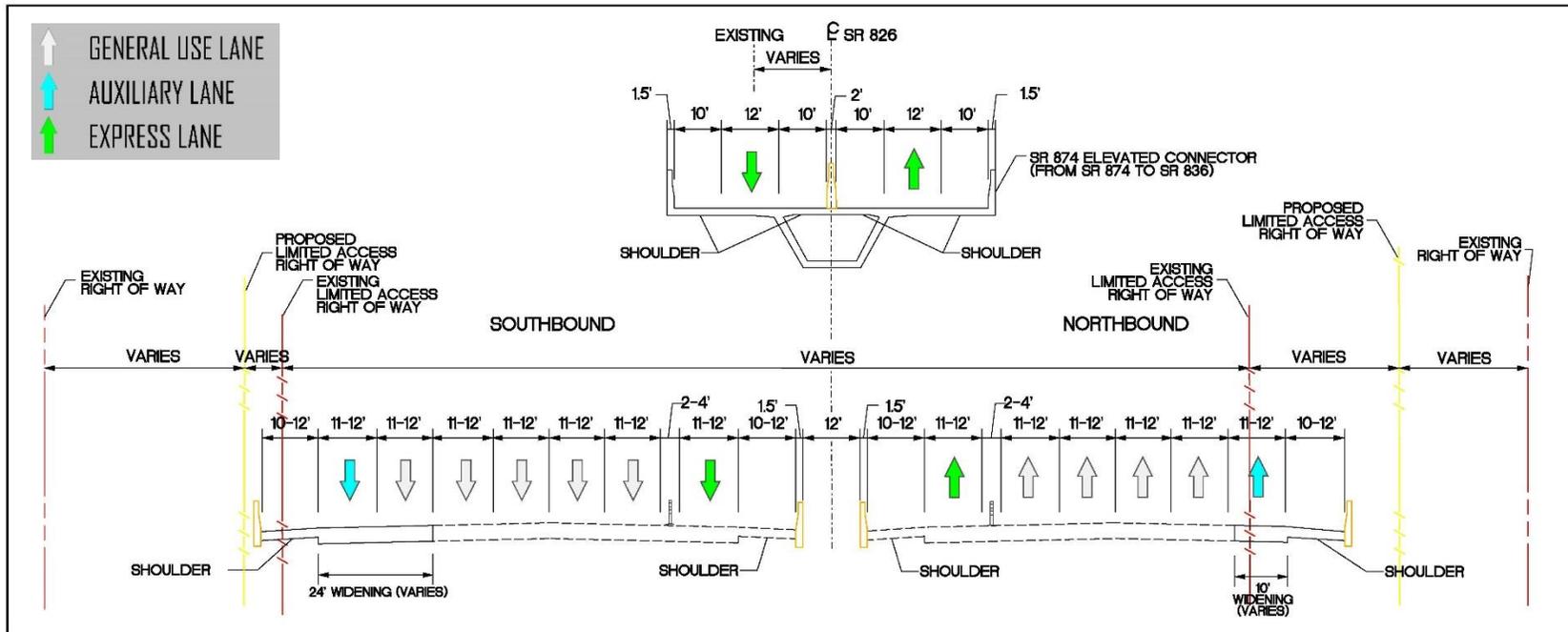
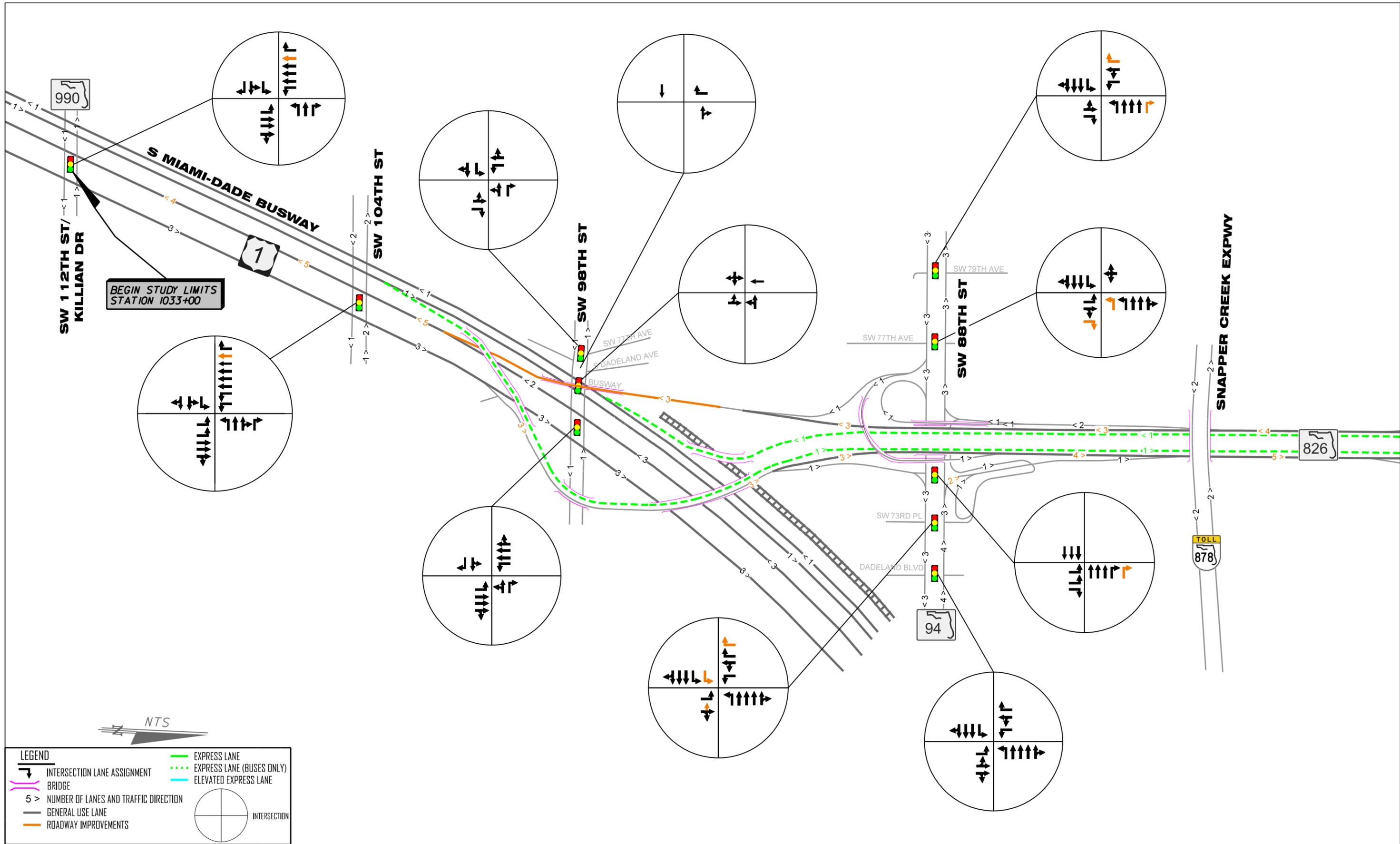
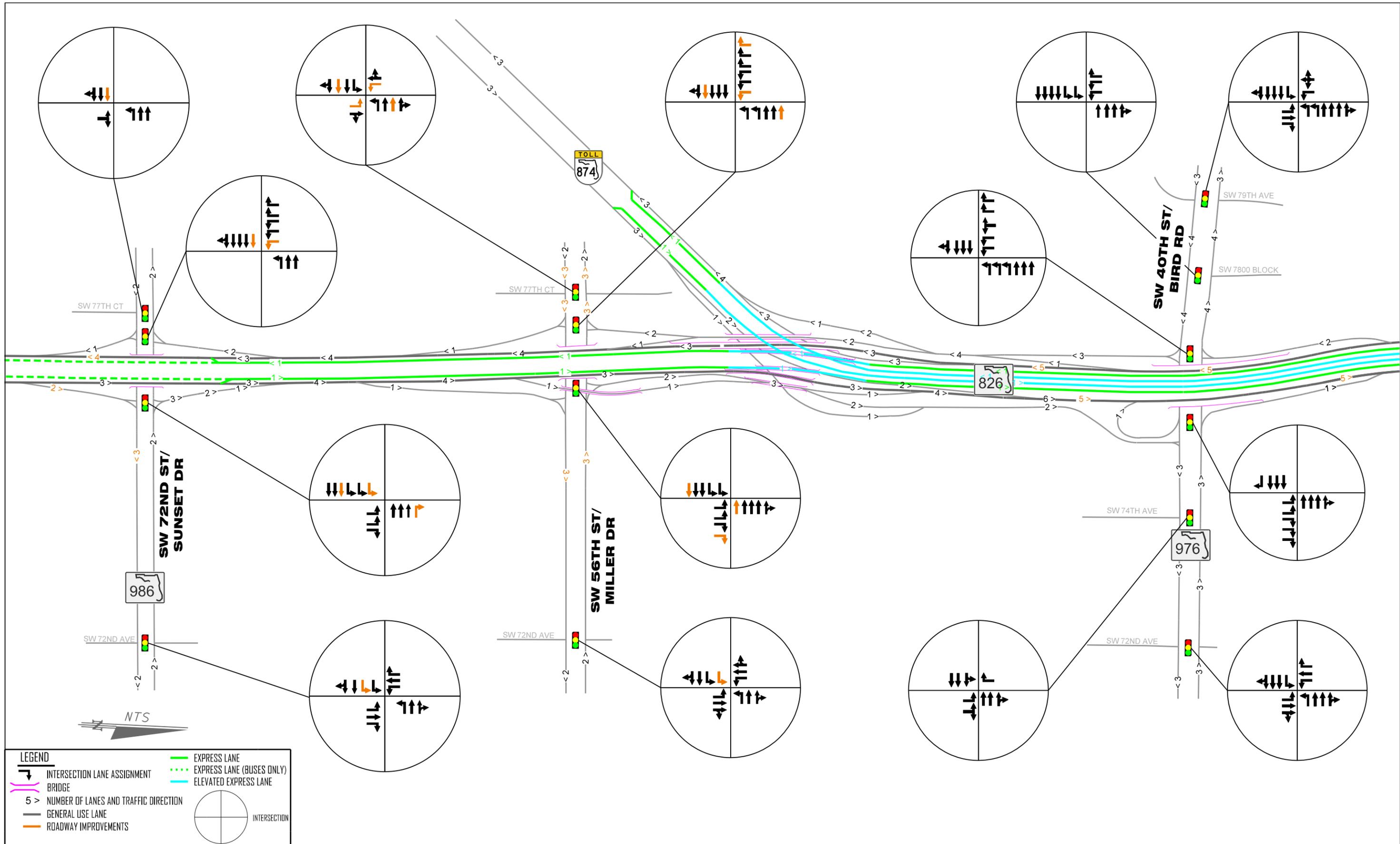


Figure 5.15 – Alternative 3 Roadway Typical Section between SR 874 and SR 836



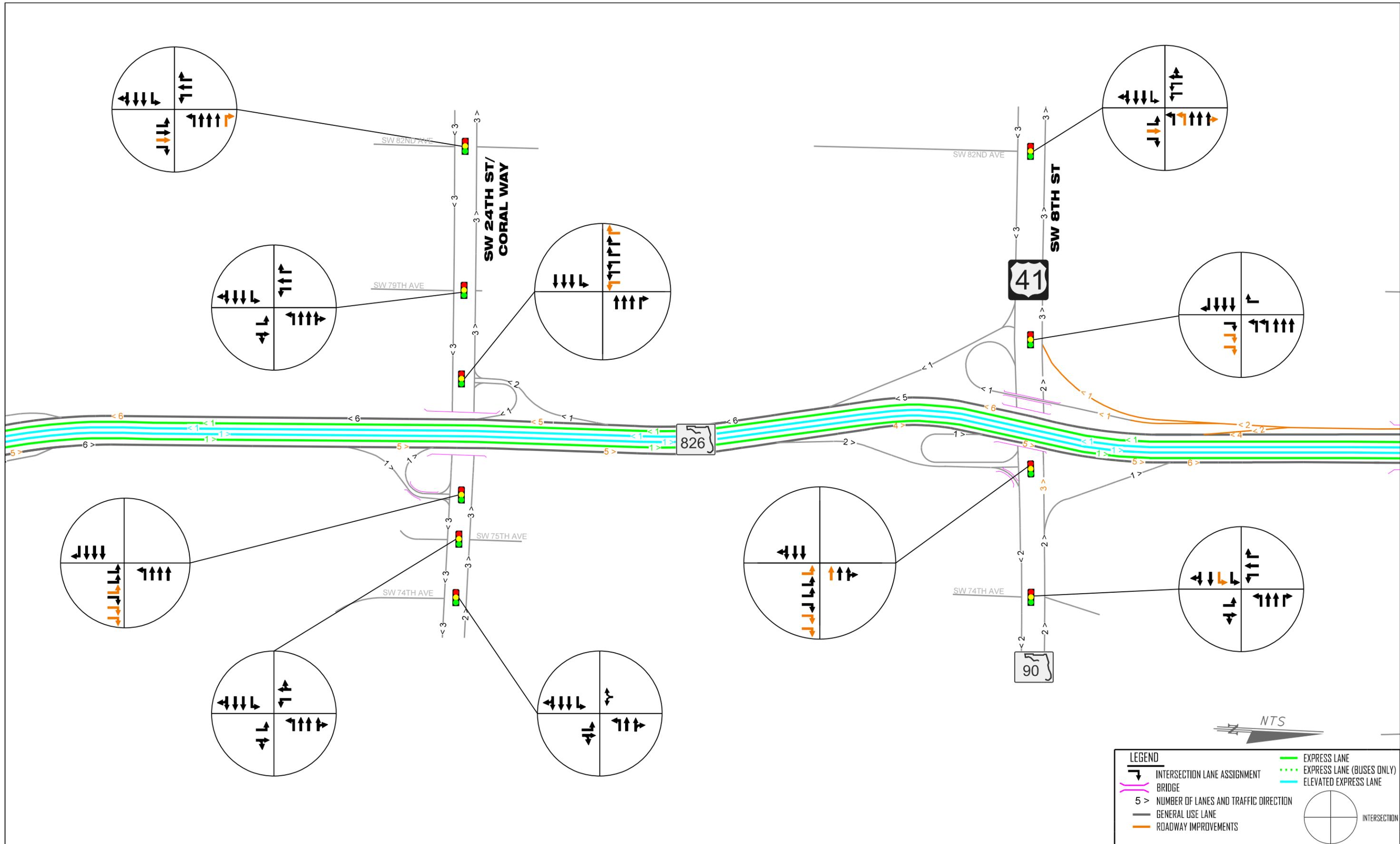
**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- $5 >$  NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- ROADWAY IMPROVEMENTS
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- INTERSECTION



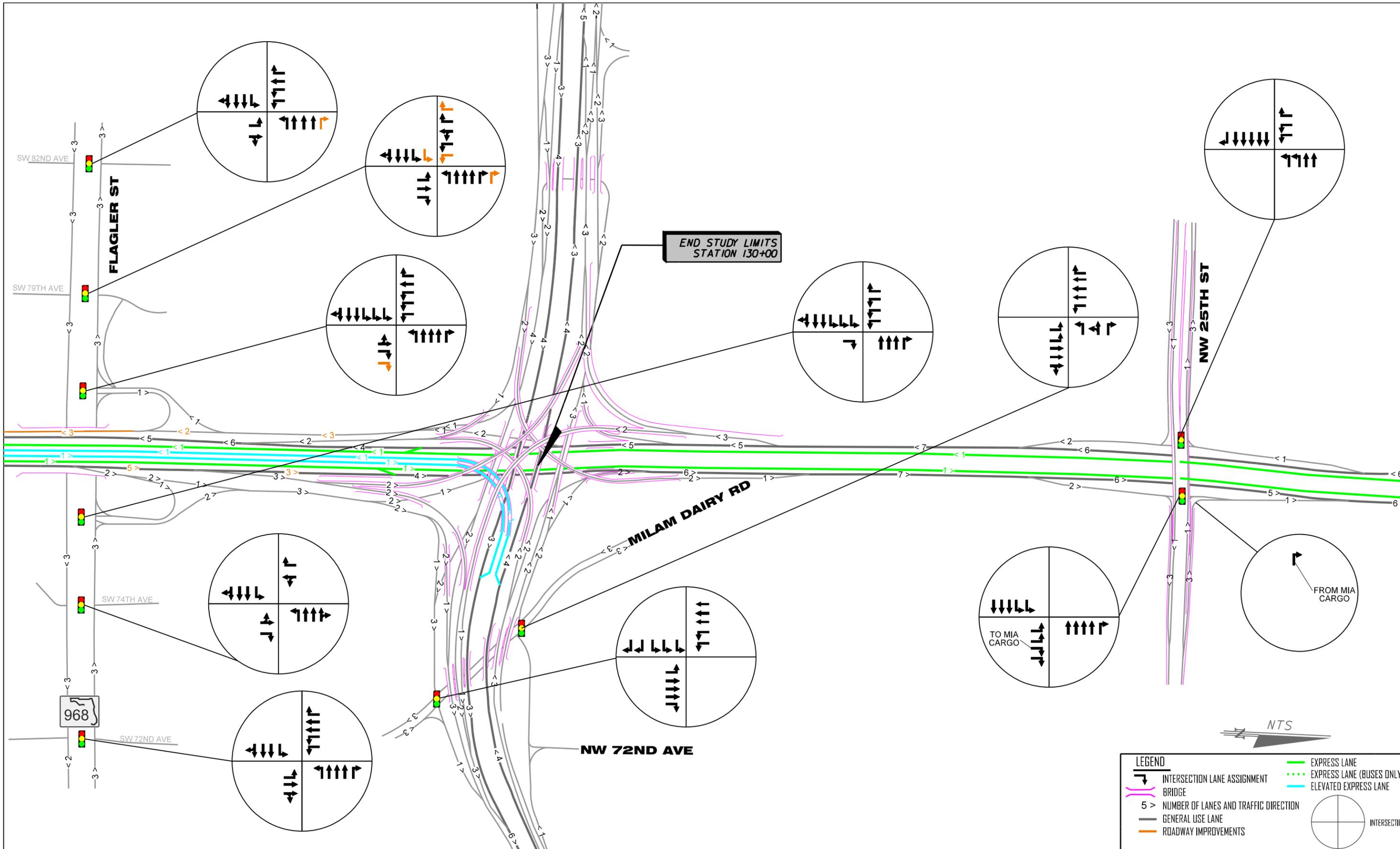
**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- ROADWAY IMPROVEMENTS
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- INTERSECTION

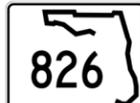


**LEGEND**

- INTERSECTION LANE ASSIGNMENT
- BRIDGE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- GENERAL USE LANE
- ROADWAY IMPROVEMENTS
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- INTERSECTION



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



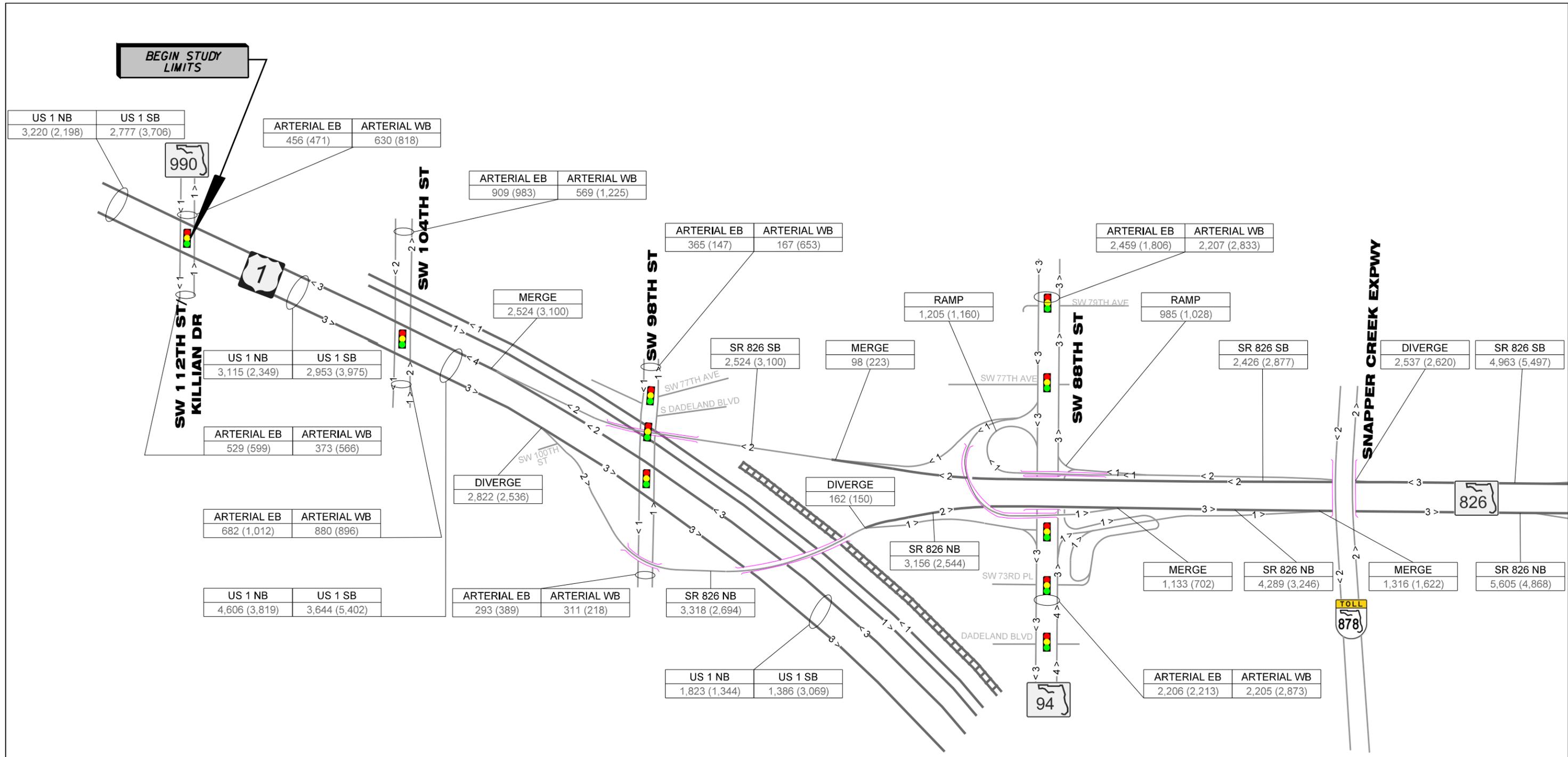
**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
 From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
 FPID No.: 432639-1-22-02  
 ETDM No.: 14308

**ALTERNATIVE 3  
 LANE GEOMETRY AND CONFIGURATION**

**FIGURE  
 5.16  
 70**

## 6.0 FUTURE TRAFFIC OPERATIONAL ANALYSIS

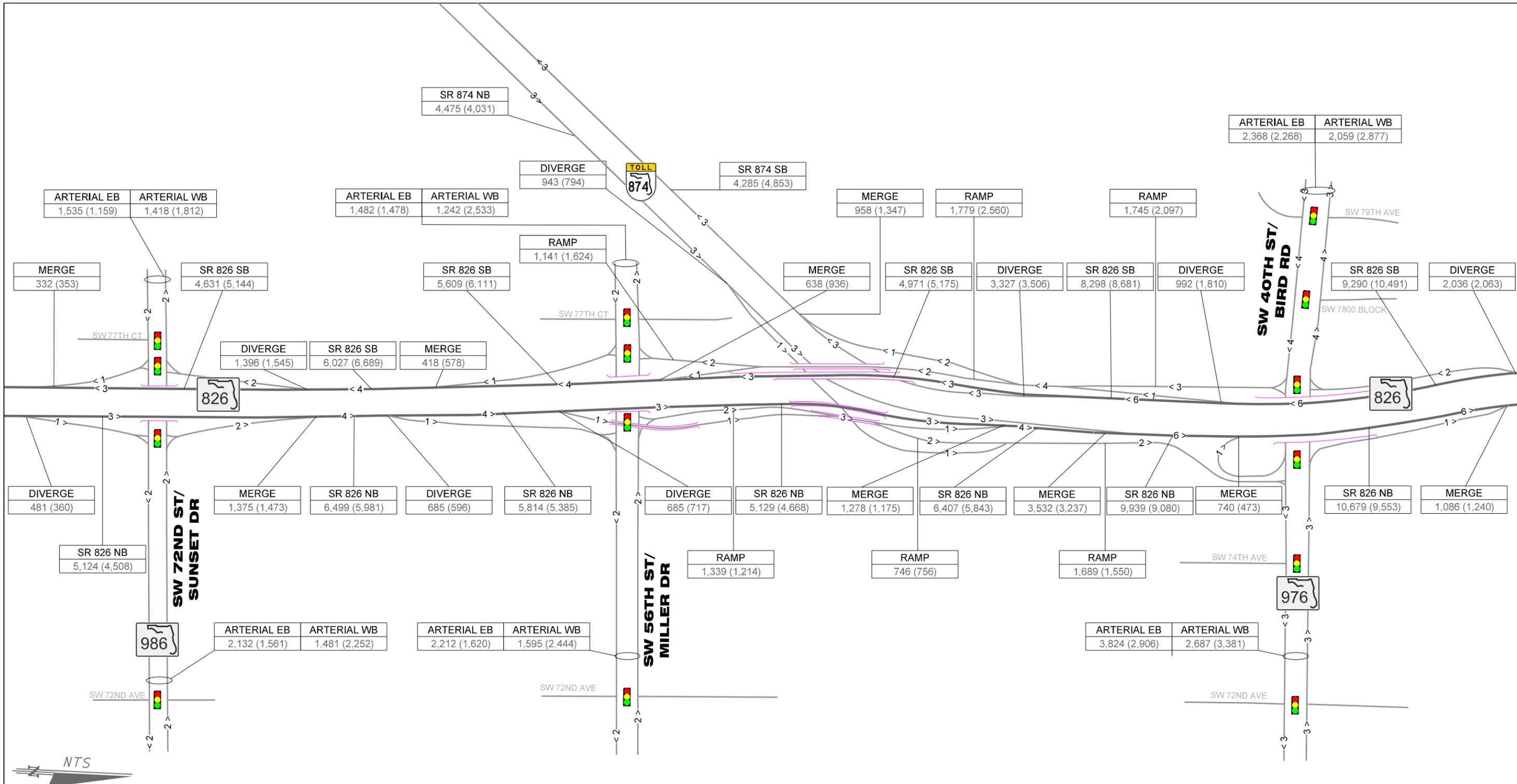
This section documents the design year 2045 traffic operations analysis for the alternatives presented in [Section 5.0](#). The 2045 design year traffic operations analysis was performed for the AM and PM peak hours. Design year 2045 traffic data was obtained from the *Project Traffic Forecasting Memorandum*, dated May 2019. No-Build Alternative design year AM and PM DDHV are depicted in [Figure 6.1](#). Design year DDHV for Alternatives 1, 2 and 3 are depicted in [Figures 6.2 – 6.4](#).



**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

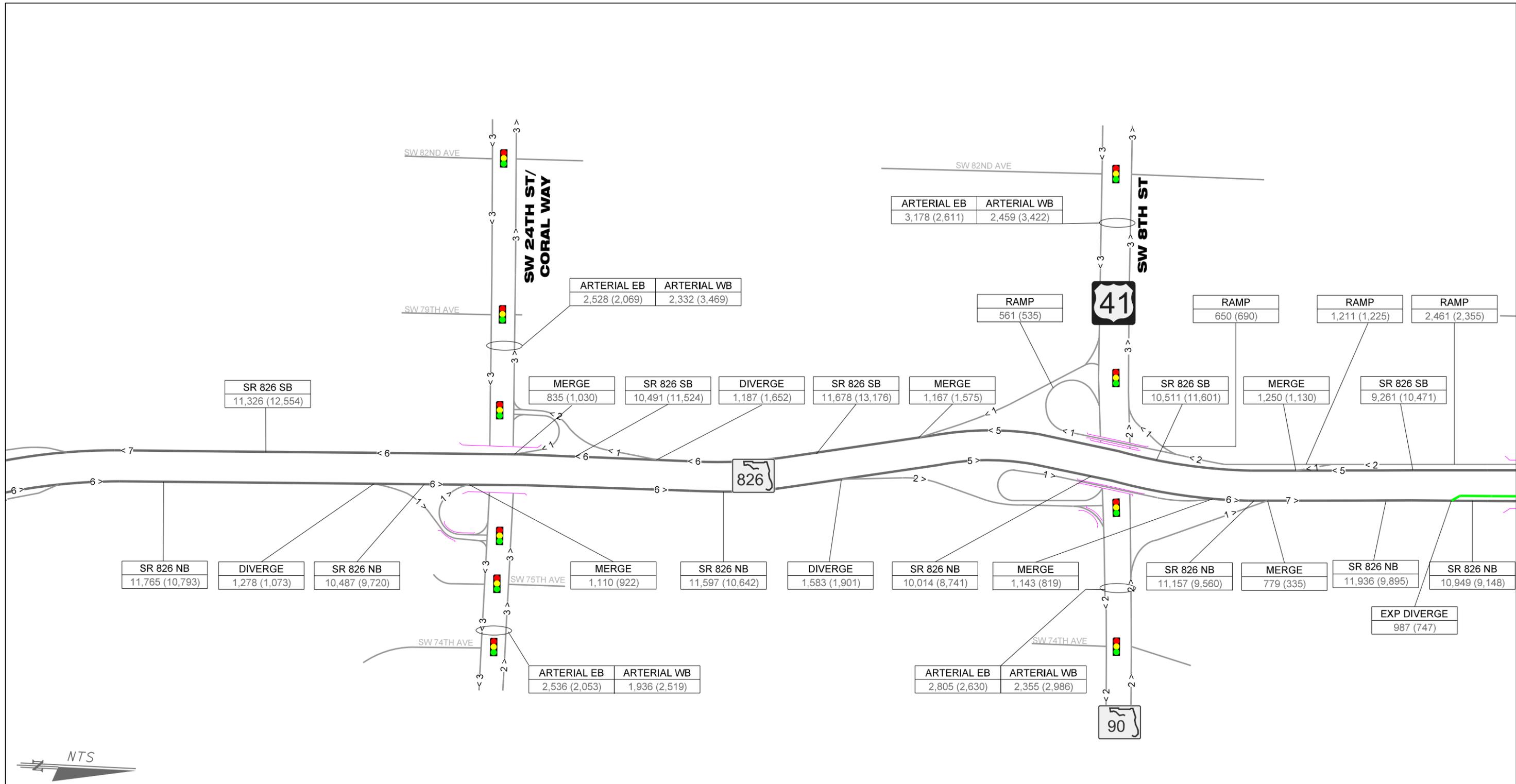
EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

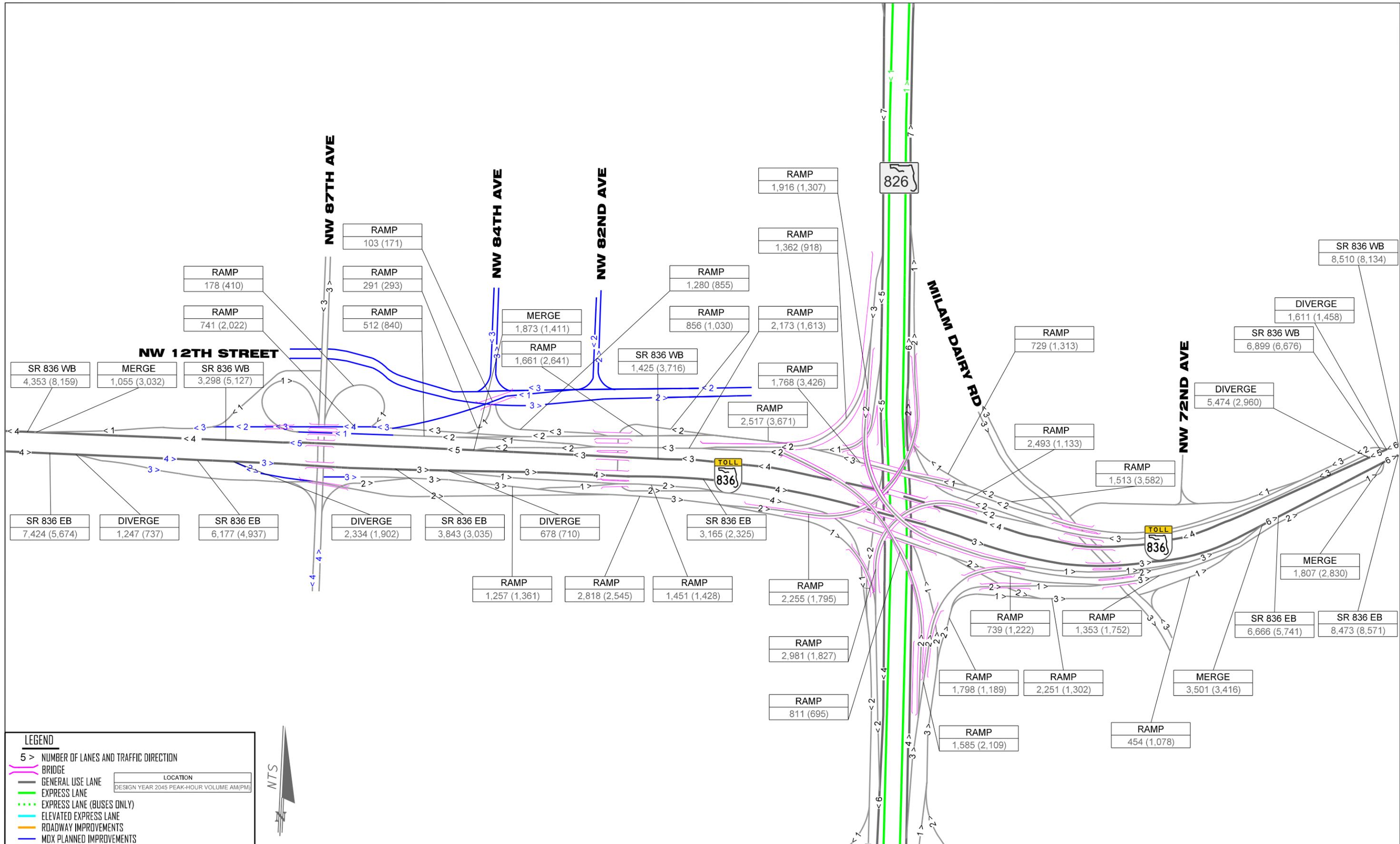
ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)
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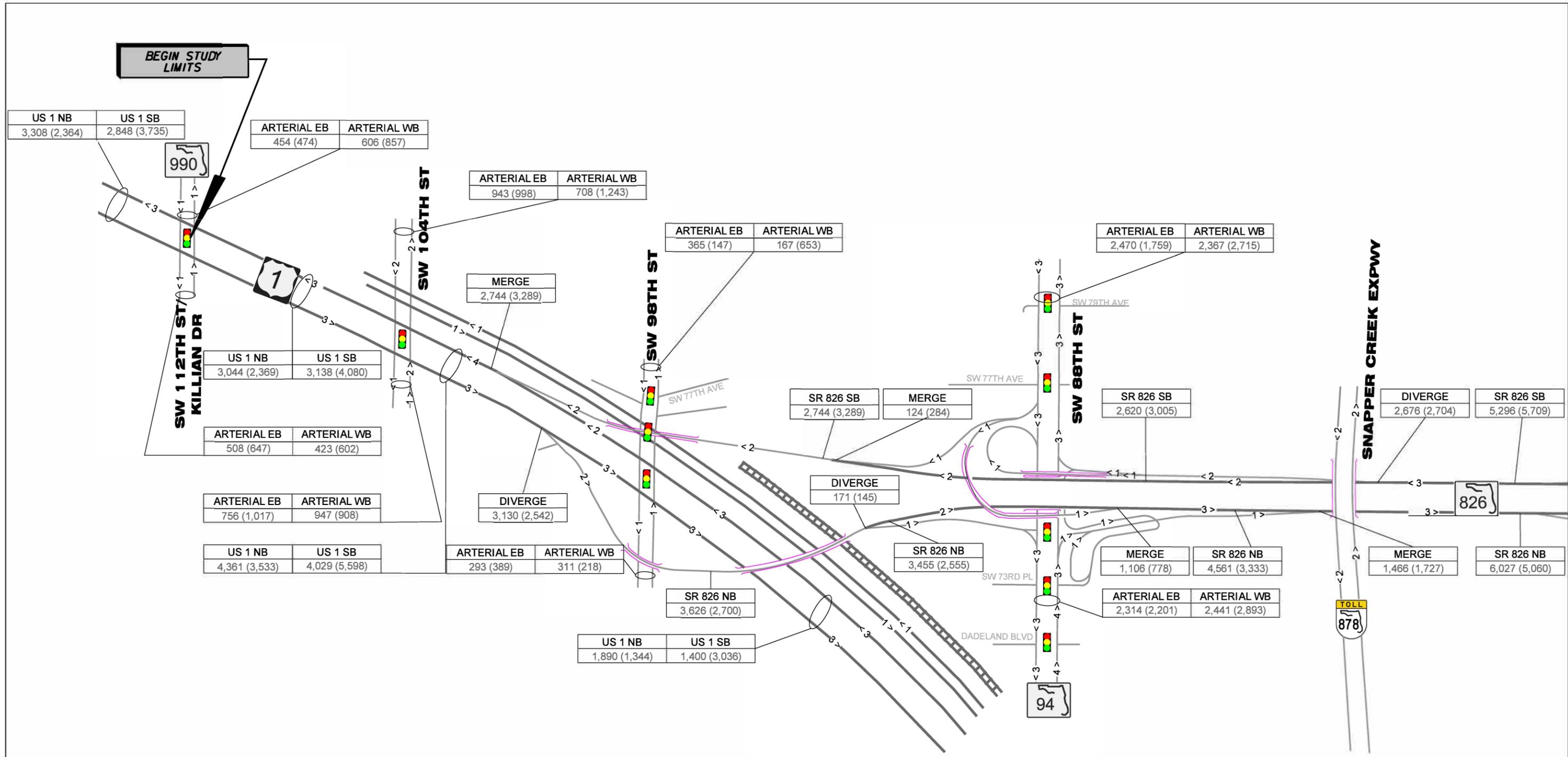


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 FPID No.: 432639-1-22-02  
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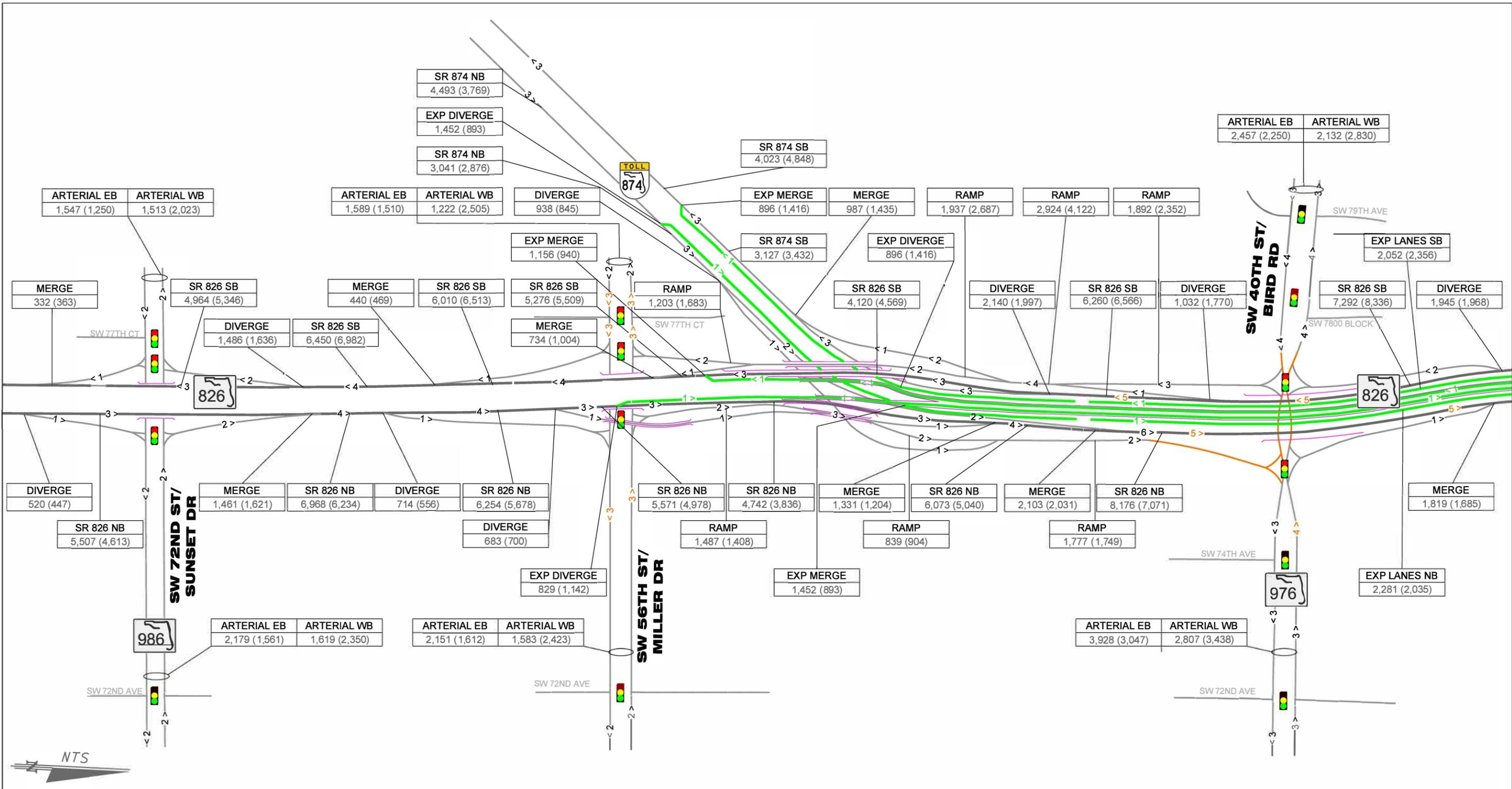
**2045 DESIGN YEAR NO-BUILD ALTERNATIVE**  
**DIRECTIONAL DESIGN HOURLY VOLUMES**



**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

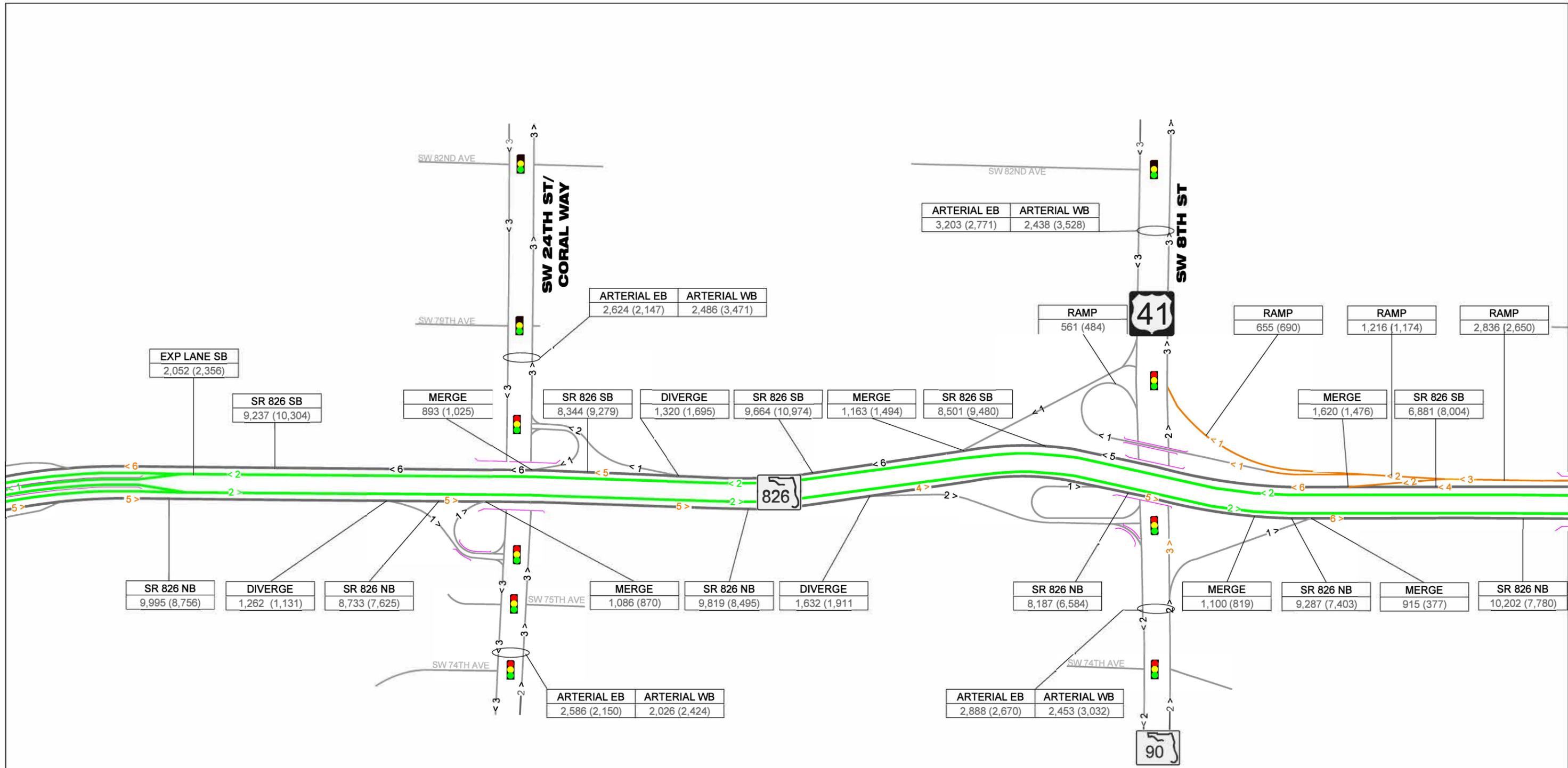
LOCATION
DESIGN_YEAR 2045 PEAK-HOUR VOLUME AM/PM



**LEGEND**

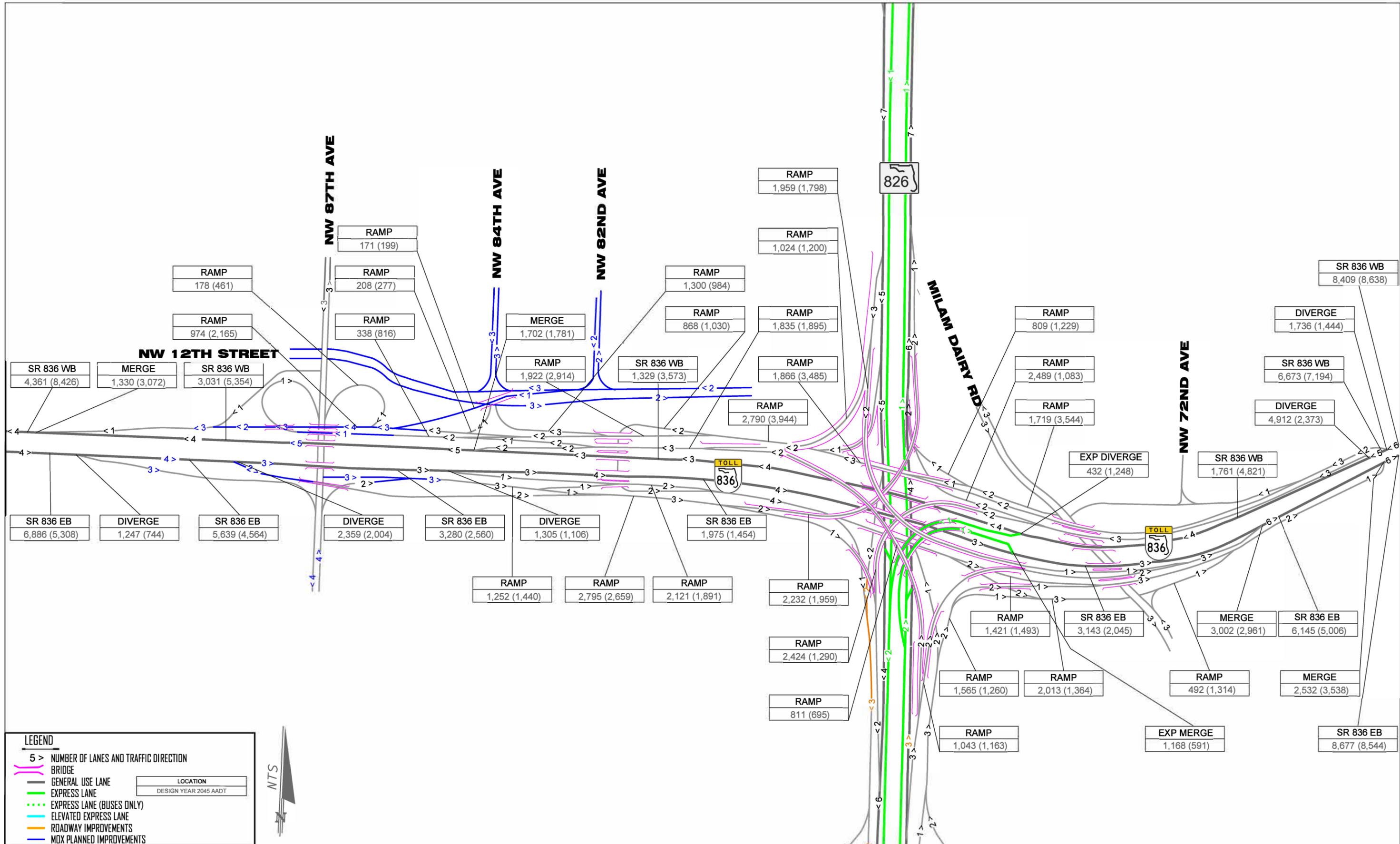
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- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

LOCATION
DESIGN_YEAR 2045 PEAK-HOUR VOLUME AM(PM)



LEGEND	
5 >	NUMBER OF LANES AND TRAFFIC DIRECTION
	BRIDGE
	GENERAL USE LANE
	EXPRESS LANE
	EXPRESS LANE (BUSES ONLY)
	ELEVATED EXPRESS LANE
	ROADWAY IMPROVEMENTS
	MOX PLANNED IMPROVEMENTS



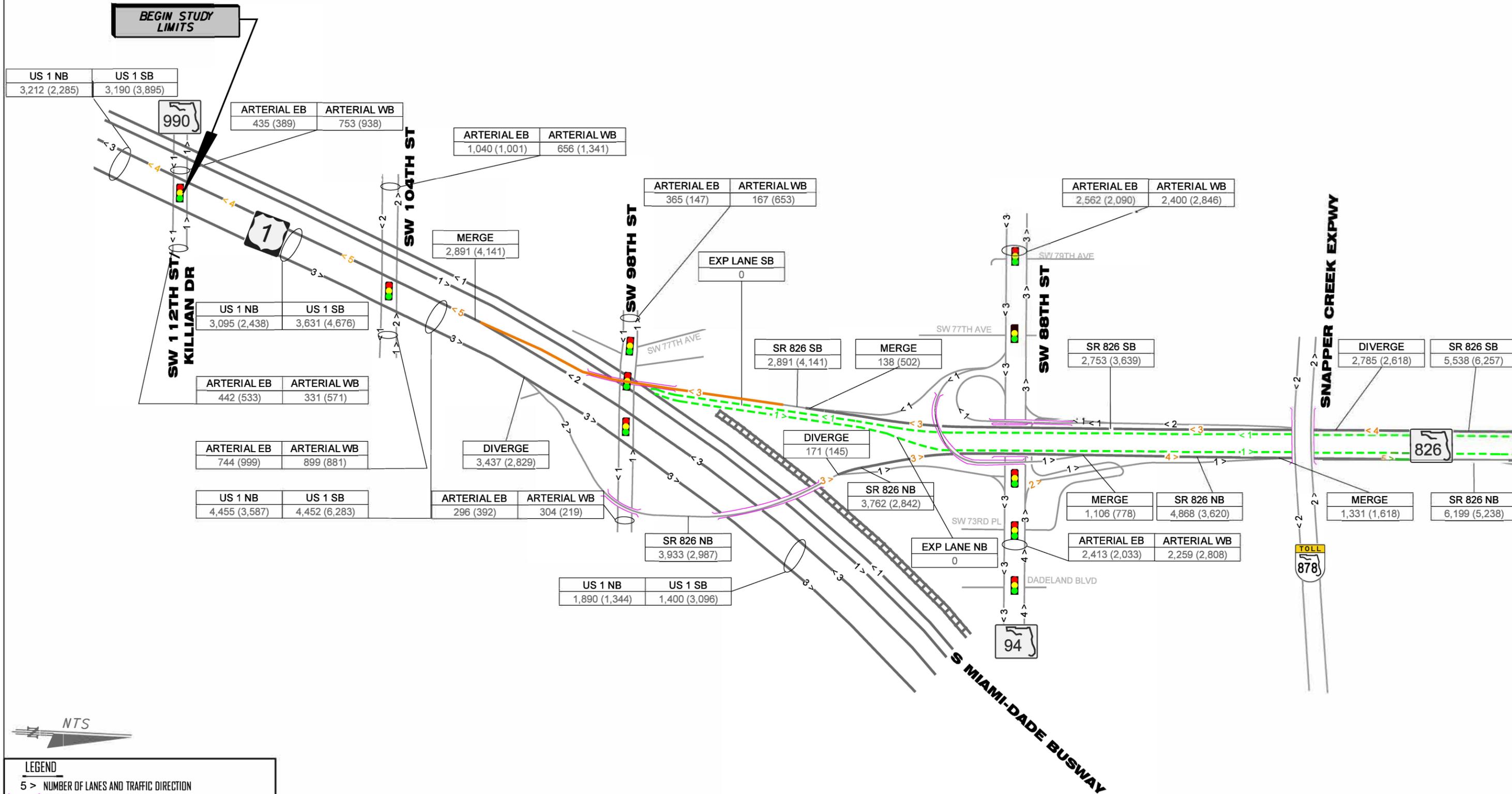


**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2045 AADT

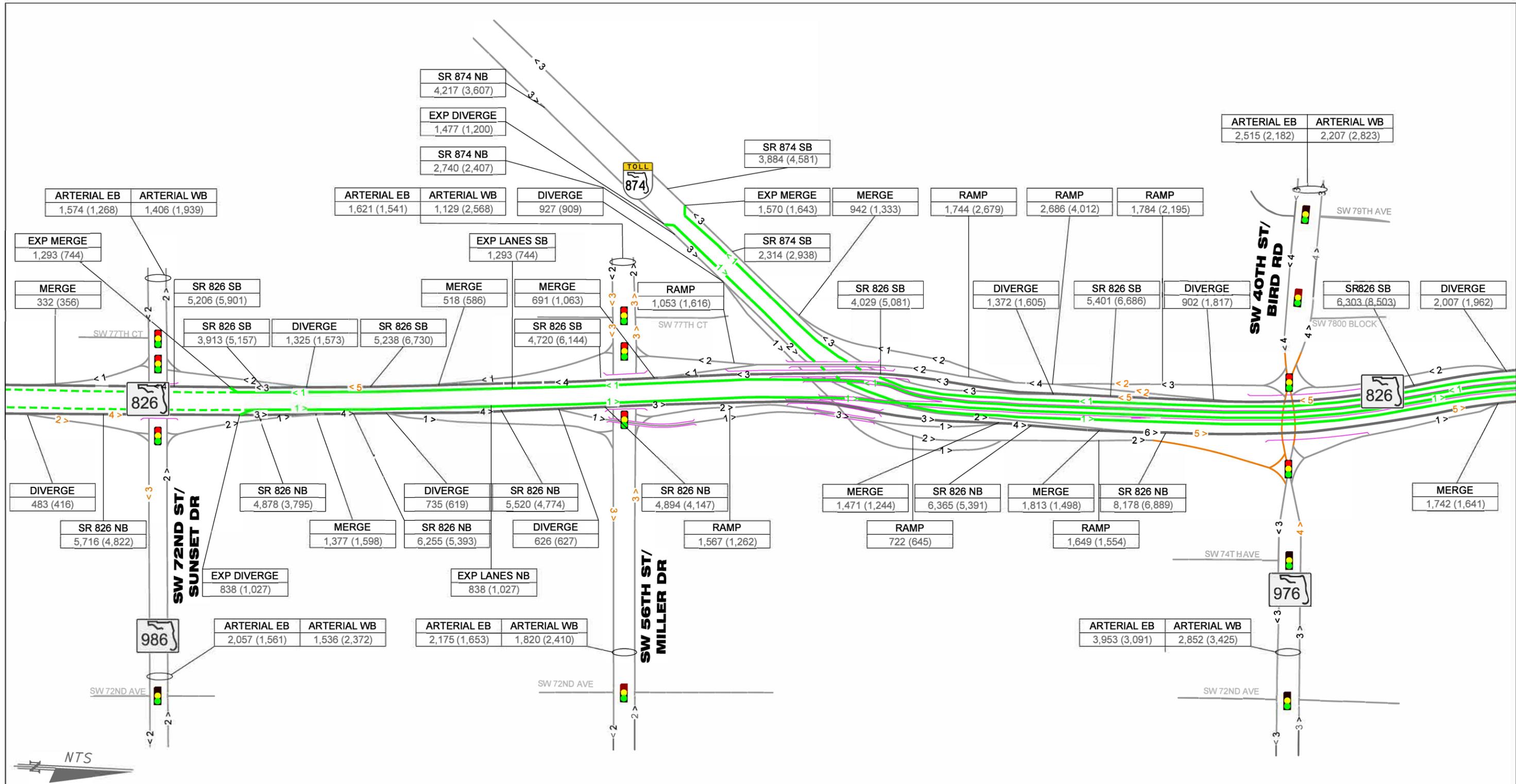
NTS



**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

LOCATION
DESIGN_YEAR 2045 PEAK-HOUR VOLUME AM(PM)



**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

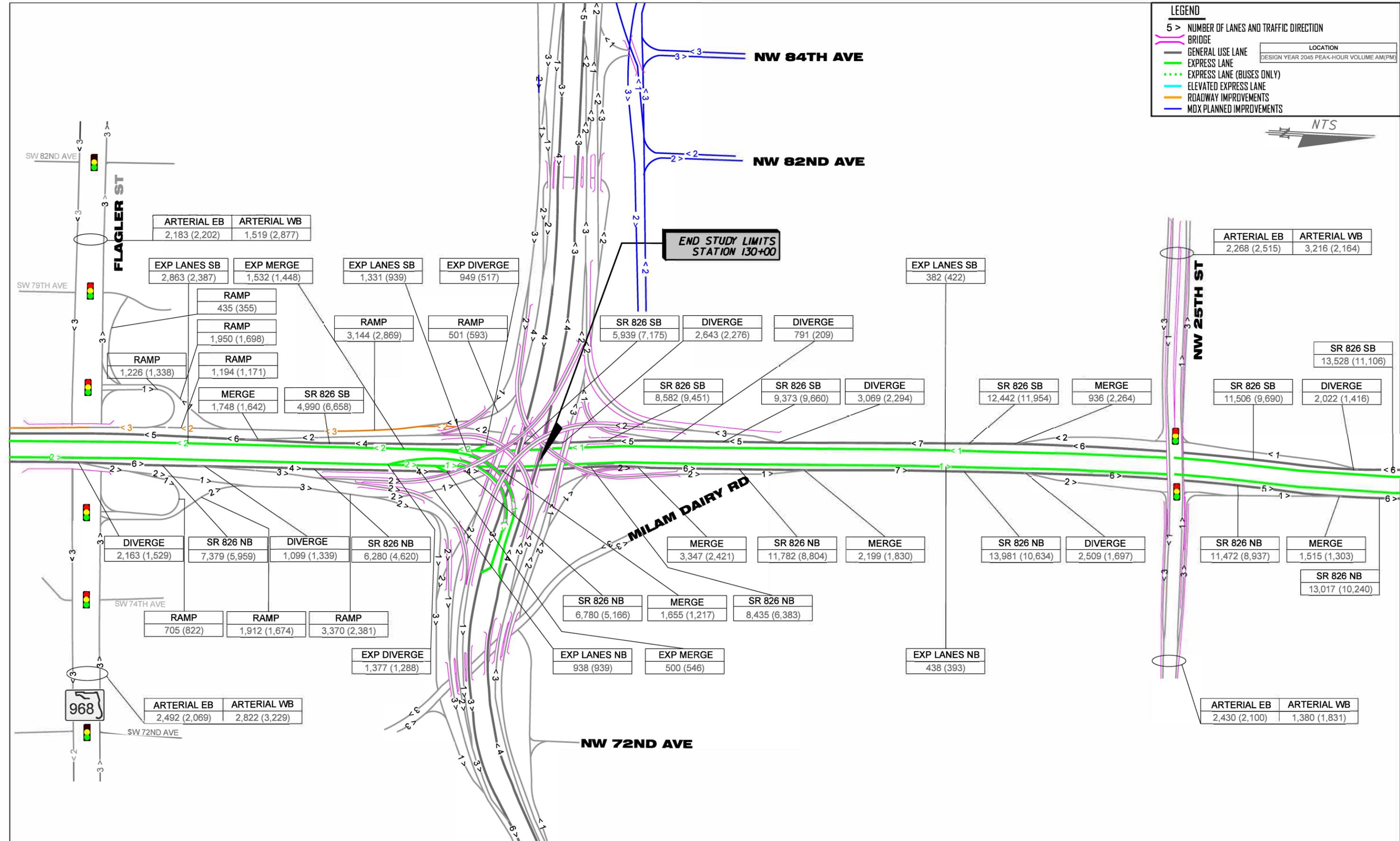
LOCATION
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM/PM

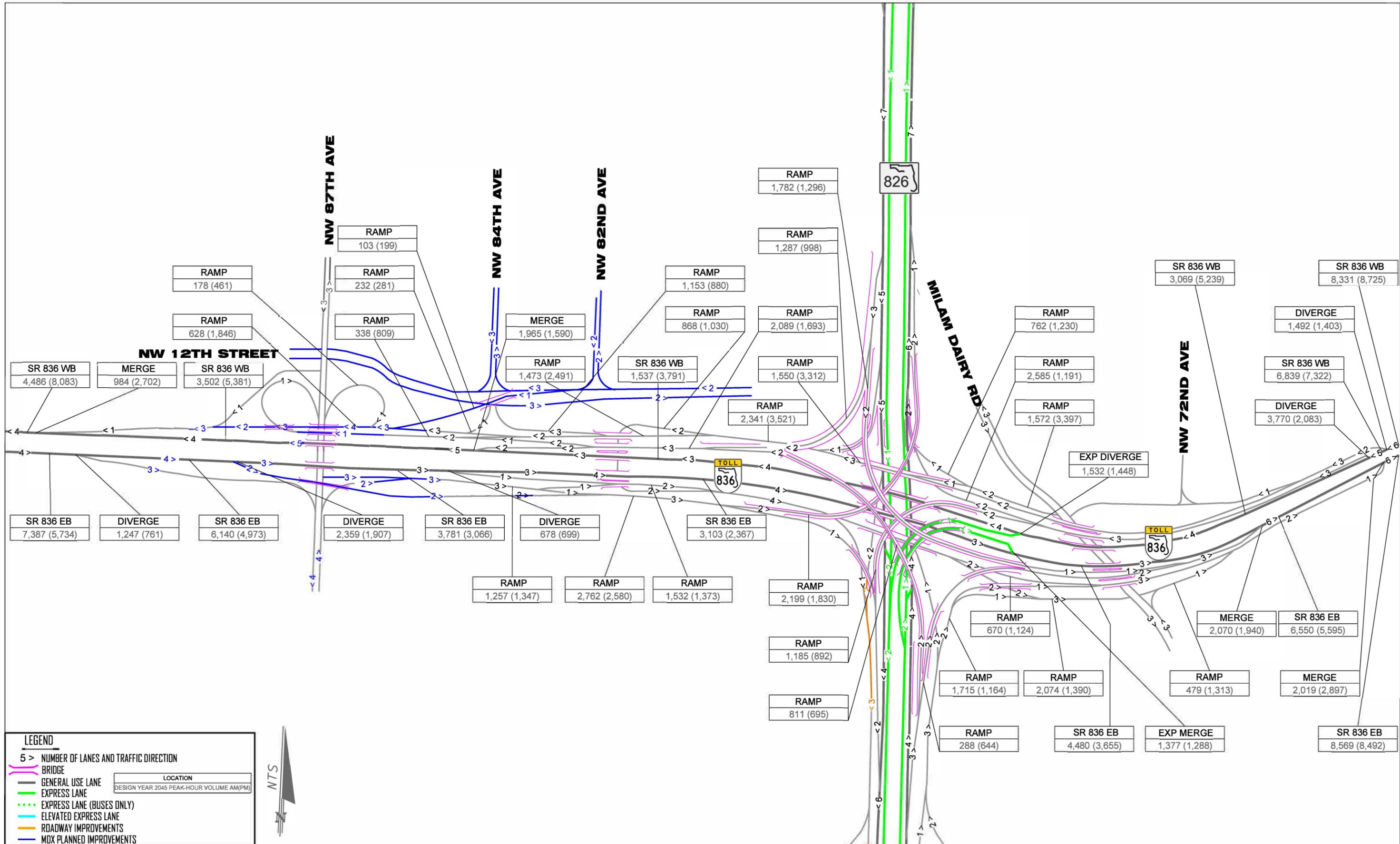


**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

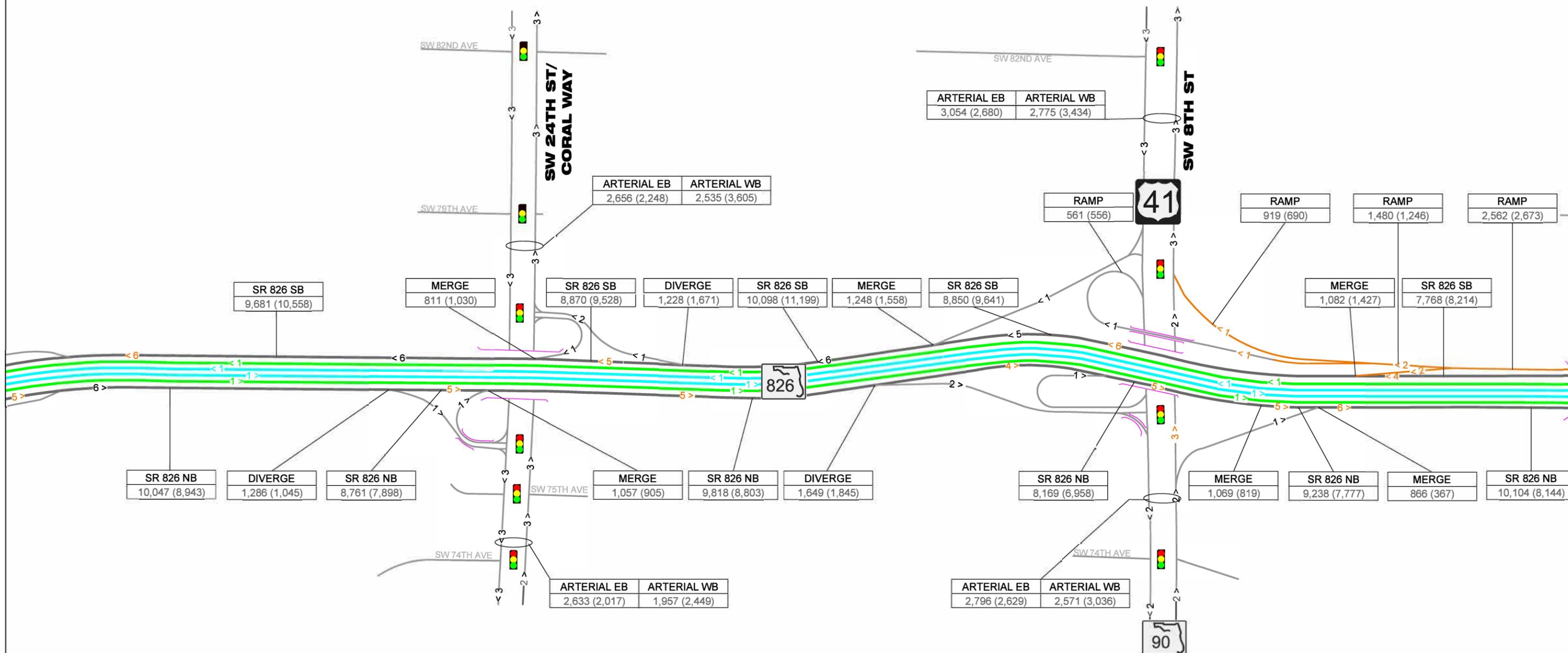
LOCATION	DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)
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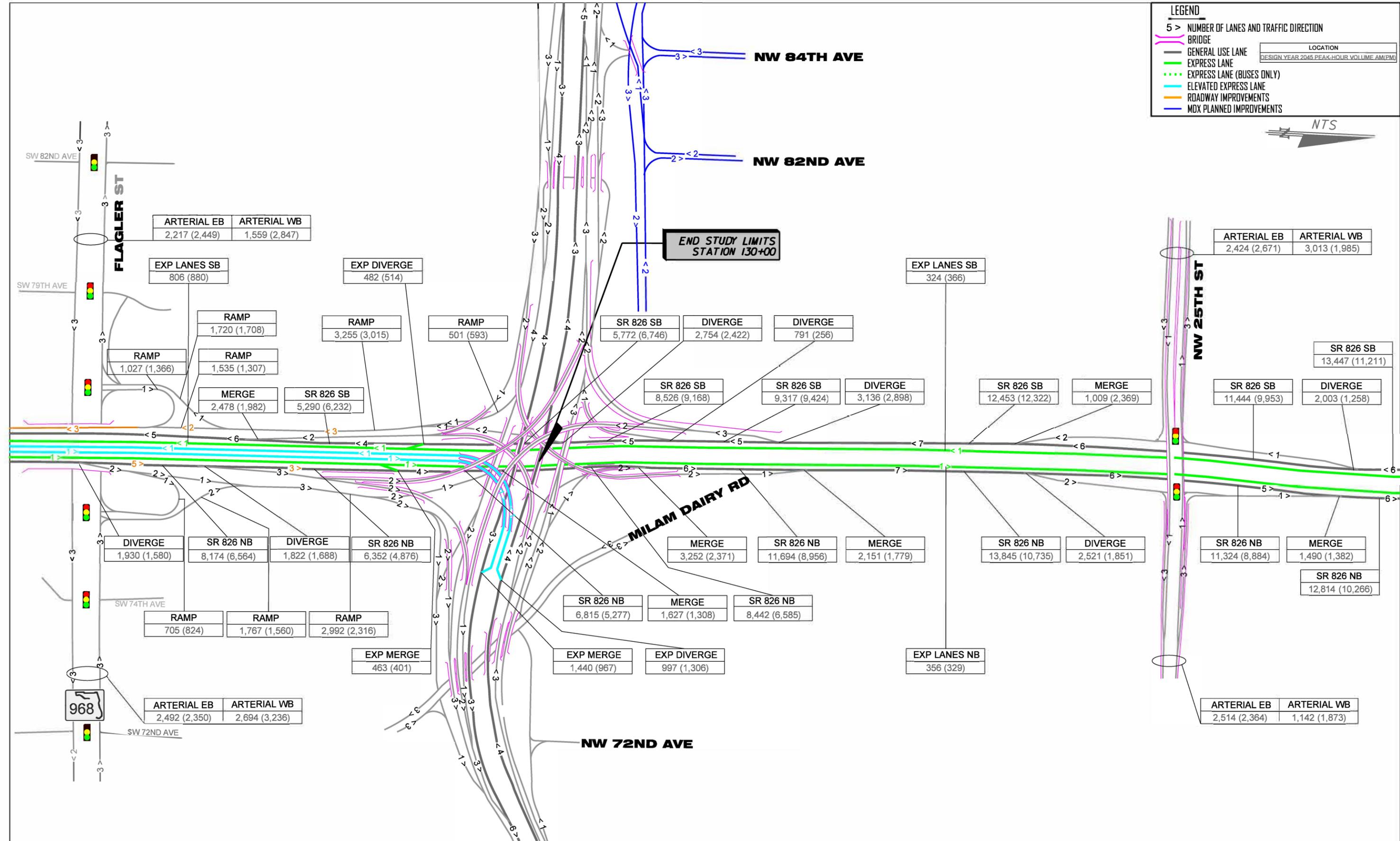


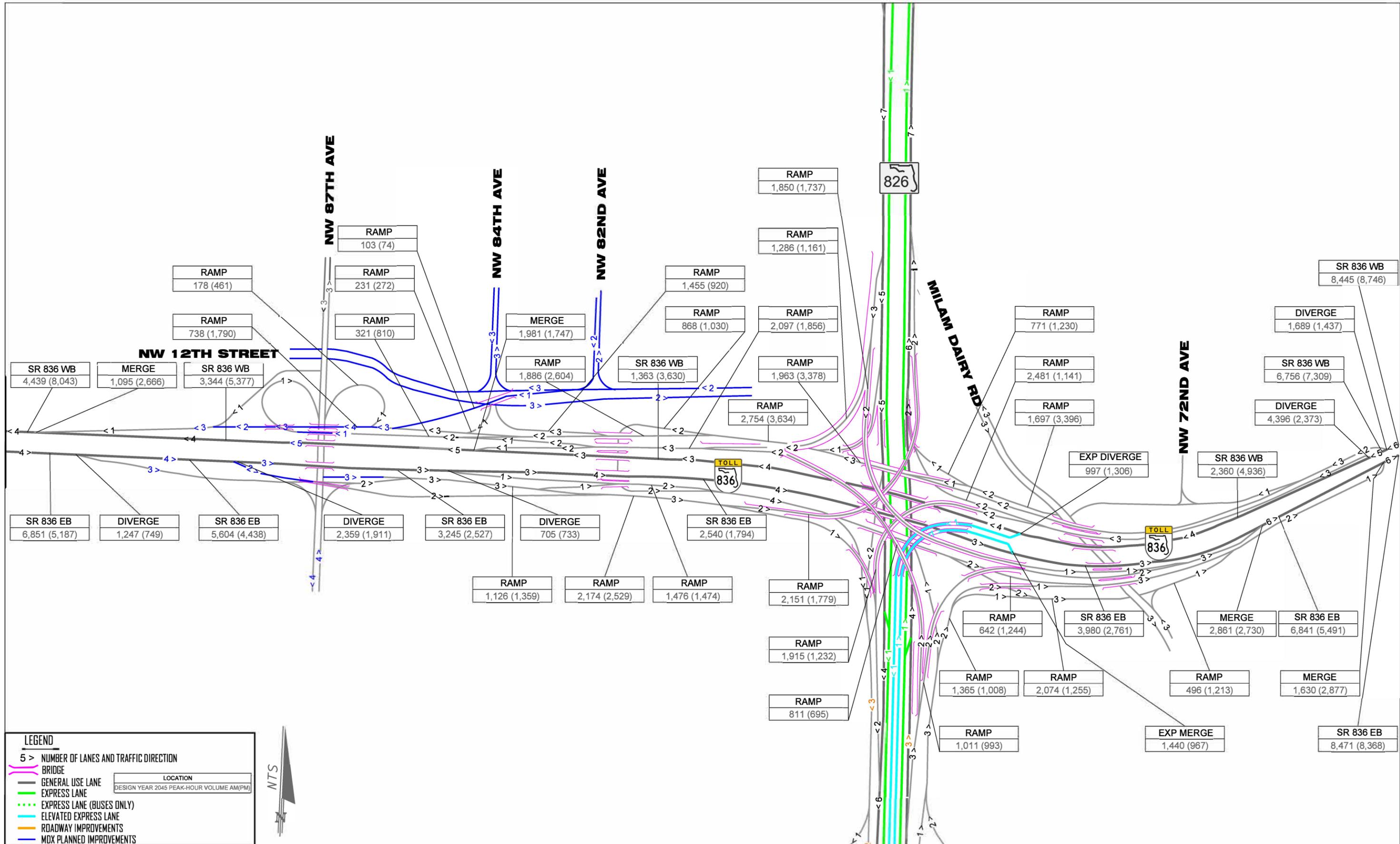
LEGEND	
5 >	NUMBER OF LANES AND TRAFFIC DIRECTION
	BRIDGE
	GENERAL USE LANE
	EXPRESS LANE
	EXPRESS LANE (BUSES ONLY)
	ELEVATED EXPRESS LANE
	ROADWAY IMPROVEMENTS
	MOX PLANNED IMPROVEMENTS

**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)





**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MDX PLANNED IMPROVEMENTS

LOCATION
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)

NTS

## 6.1 SR 826 ALTERNATIVES OPERATIONAL ANALYSIS

Density, volume/capacity ratio, and LOS of each freeway facility were used as Measures of Effectiveness (MOEs), which is consistent with the existing conditions analysis. The mainline/basic, weaving, and ramp merge/diverge analysis results for each alternative are summarized in the following sections. Output HCS reports are included as [Appendix D](#).

**No-Build Alternative** – The freeway analysis shows that nine locations northbound and twelve locations southbound will operate at an unacceptable LOS (worst peak period LOS) by the year 2045 within the area of influence. The weaving analysis shows that five locations northbound and three locations southbound will operate at an unacceptable LOS. The ramp junction analysis shows four locations northbound and four locations southbound will operate at an unacceptable LOS. The collector distributor capacity analysis shows all ramps will operate within capacity. [Tables 6.1 – 6.4](#) summarizes the results. The analysis results are also schematically summarized in [Figure 6.5](#).

**Table 6.1 – 2045 SR 826 No-Build Northbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	AM Peak			PM Peak			
				Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
48	NW 25th St WB On-ramp to NW 36th St EB Off-ramp	Basic	12,225	-	1.01	F	9,995	35.3	0.82	E
47	On-ramp from NW 25th St WB	Major Merge	1,380	-	0.75	-	1,334	-	0.73	-
46	NW 25th St EB Off-ramp to NW 25th St WB On-ramp	Basic	10,845	-	1.04	F	8,661	32.6	0.83	D
45	Off-ramp to NW 25th St EB	Weave	-	-	-	-	-	-	-	-
44	SR 836 EB On-ramp to NW 25th St EB Off-ramp		3,975	-	1.24	F	2,865	37.8	0.89	E
43	On-ramp from SR 836 EB		-	-	-	-	-	-	-	-
42	SR 836 WB On-ramp to SR 836 EB On-ramp	Basic	11,179	39.0	0.92	E	8,508	29.1	0.70	D
41	On-ramp from SR 836 WB	Major Merge	3,222	-	0.87	-	2,446	-	0.60	-
40	Flagler St WB On-ramp to SR 836 WB On-ramp	Basic	7,957	42.2	0.96	E	6,062	31.0	0.73	D
39	On-ramp from Flagler St WB	Merge	1,334	41.4	0.68	E	1,328	29.5	0.68	D
38	SR 836 Off-ramp to Flagler St WB On-ramp	Basic	6,623	34.0	0.80	D	4,734	24.3	0.57	C
37	Off-ramp to SR 836	Major Diverge	2,396	28.1	0.45	D	2,804	23.4	0.71	C
36	Flagler St WB Off-ramp to SR 836 Off-ramp	Basic	9,019	31.0	0.73	D	7,538	25.9	0.61	C
35	Off-ramp to Flagler St WB	Weave	-	-	-	-	-	-	-	-
34	SW 8th St WB On-ramp to Flagler St WB Off-ramp		-	-	-	-	-	-	-	-
33	On-ramp from SW 8th St WB		-	-	-	-	-	-	-	-
32	SW 8th St EB On-ramp to Flagler St WB Off-ramp		3,230	-	0.99	F	2,388	35.7	0.73	E
31	On-ramp from SW 8th St EB		-	-	-	-	-	-	-	-
30	On-ramp from SW 8th St EB to EL	Two Sided Weaving	159	42.0	0.96	E	87	31.3	0.80	D
29	SW 8th St EB Off-ramp to SW 8th St EB On-ramp	Basic	10,014	42.8	0.97	E	8,741	36.0	0.85	E
28	Off-ramp to SW 8th St EB	Major Diverge	1,583	36.1	0.40	E	1,901	33.1	0.48	D
27	Coral Way EB On-ramp to SW 8th St EB Off-ramp	Basic	11,597	40.8	0.94	E	10,642	36.9	0.86	E
26	On-ramp from Coral Way EB	Merge	1,110	33.9	0.63	D	922	30.5	0.52	D
25	Coral Way EB Off-ramp to Coral Way EB On-ramp	Basic	10,487	36.4	0.85	E	9,720	33.7	0.79	D
24	Off-ramp to Coral Way EB	Diverge	1,278	42.6	0.73	E	1,073	38.6	0.61	E
23	Bird Rd WB On-ramp to Coral Way EB Off-ramp	Basic	11,765	41.7	0.95	E	10,793	37.4	0.88	E
22	On-ramp from Bird Rd WB	Merge	1,086	39.1	0.59	E	1,240	37.4	0.67	E
21	Bird Rd EB On-ramp to Bird Rd WB On-ramp	Basic	10,679	37.0	0.87	E	9,553	29.7	0.69	D
20	On-ramp from Bird Rd EB	Merge	740	29.5	0.42	D	473	25.3	0.27	C
19	SR 874 On-ramp to Bird Rd EB On-ramp	Basic	9,939	34.5	0.81	D	9,080	31.5	0.74	D
18	On-ramp from SR 874 (toll road merge)	Major Merge	3,532	-	0.57	-	3,237	-	0.52	-
17	Miller Dr WB On-ramp to SR 874 On-ramp	Basic	6,407	32.9	0.78	D	5,843	30.0	0.71	D
16	On-ramp from Miller Dr WB	Major Merge	1,278	-	0.65	-	1,175	-	0.59	-
15	Bird Rd EB Off-ramp to Miller Dr WB On-ramp	Basic	5,129	34.5	0.83	D	4,668	31.4	0.75	D
14	Off-ramp to Bird Rd EB	Major Diverge	685	27.1	0.35	C	717	25.1	0.36	C
13	Miller Dr EB Off-ramp to Bird Rd EB Off-ramp	Basic	5,814	29.2	0.70	D	5,385	27.0	0.65	D
12	Off-ramp to Miller Rd WB	Weave	-	-	-	-	-	-	-	-
11	Sunset Dr WB On-ramp to Miller Rd EB Off-ramp		1,770	37.7	0.88	E	1,775	32.3	0.79	D
10	On-ramp from Sunset Dr WB		-	-	-	-	-	-	-	-
9	Sunset Dr EB Off-ramp to Sunset Drive WB On-ramp	Basic	5,124	33.7	0.81	D	4,508	29.6	0.72	D
8	Sunset Dr EB Off-ramp	Weave	-	-	-	-	-	-	-	-
7	Loop On-ramp to Sunset Dr EB Off-ramp		-	-	-	-	-	-	-	-
6	SW 88th St WB On-ramp		-	-	-	-	-	-	-	-
5	SW 88th St EB On-ramp to Sunset Dr EB Off-ramp		2,510	-	1.14	F	2,340	-	1.06	F
4	Loop On ramp from SW 88th St EB		-	-	-	-	-	-	-	-
3	SW 88th St EB Off-ramp to SW 88th St EB on-ramps	Basic	3,156	33.0	0.78	D	2,544	26.6	0.63	D
2	Off-ramp to SW 88th Street	Diverge	162	33.8	0.09	D	150	27.9	0.08	C
1	US 1 to SW 88th St EB Off-ramp	Ramp	3,318	-	0.81	-	2,694	-	0.66	-

**Table 6.2 – 2045 SR 826 No-Build Southbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	AM Peak			PM Peak			
				Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
1	NW 36th St EB On-ramp to NW 25th St WB Off-ramp	Basic	12,302	-	1.01	F	10,263	35.7	0.84	E
2	Off-ramp to NW 25th St WB	Diverge	2,019	51.0	1.14	F	1,255	40.6	0.71	E
3	NW 25th St WB Off-ramp to NW 25th St EB On-ramp	Basic	10,283	35.8	0.85	E	9,008	31.4	0.74	D
4	On-ramp from NW 25th Street EB	Major Merge	1,161	-	0.31	-	2,417	-	0.64	-
5	NW 25th St EB On-ramp to SR 836 WB Off-ramp*	Weave	3,774	-	1.18	F	3,701	-	1.15	F
6	Off-ramp to SR 836 WB	Major Diverge	3,278	30.8	0.62	D	2,225	30.7	0.57	D
7	SR 836 WB Off-ramp to SR 836 Off-ramp	Basic	8,166	34.1	0.81	D	9,200	38.8	0.91	E
8	Off-ramp to SR 836	Diverge	749	32.8	0.43	D	245	33.6	0.14	D
9	SR 836 Off-ramp to Flagler St WB Off-ramp	Basic	7,417	29.9	0.72	D	8,955	36.2	0.87	E
10	Off-ramp to Flagler St WB	Major Diverge	2,622	27.7	0.66	C	2,024	33.4	0.51	D
11	Flagler St WB Off-ramp to SR 836 EB On-ramp	Basic	4,795	24.2	0.58	C	6,931	35.0	0.84	D
12	On-ramp from SR 836 EB	Major Merge	3,544	-	0.90	-	2,577	-	0.65	-
13	Two Off-ramps to SR 836	Basic	8,339	33.7	0.81	D	9,508	39.1	0.92	E
14	EL On-Ramp	Merge	922	25.0	0.45	C	963	29.3	0.47	D
15	SR 836 EB On-ramp to Flagler St WB On-ramp	Basic	9,261	37.7	0.89	E	10,471	-	1.01	F
16	On-ramp from Flagler St WB	Merge	1,250	36.4	0.65	E	1,130	39.5	0.58	F
17	Flagler St WB On-ramp to SW 8th St EB On-ramp	Basic	10,511	-	1.01	F	11,601	-	1.12	F
18	On-ramp from SW 8th St EB	Weave	-	-	-	-	-	-	-	-
19	SW 8th St WB On-ramp to Flagler St WB Off-ramp		2,117	-	0.98	F	2,832	-	1.27	F
20	Off-ramp to Coral Way WB		-	-	-	-	-	-	-	-
21	Coral Way WB Off-ramp to Coral Way WB On-ramp	Basic	10,491	34.9	0.84	D	11,524	39.4	0.92	E
22	On-ramp from Coral Way WB	Merge	835	33.7	0.47	D	1,030	39.4	0.59	E
23	Coral Way WB on-ramp to Bird Rd WB Off-ramp	Basic	11,326	38.6	0.91	E	12,554	-	1.01	F
24	Off-ramp to Bird Rd WB	Diverge	2,036	25.4	0.53	C	2,063	31.7	0.53	D
25	Bird Rd WB Off-ramp to SR 874 WB Off-ramp	Basic	9,290	31.3	0.75	D	10,491	35.3	0.84	E
26	Off-ramp to SR874	Diverge	992	34.2	0.51	D	1,810	42.1	0.92	E
27	SR 874 WB Off-ramp to SR 874 Diverge	Basic	8,298	27.8	0.67	D	8,681	29.0	0.70	D
28	Diverge to SR 874	Major Diverge	3,327	25.8	0.54	C	3,506	27.0	0.57	C
29	SR 874 Diverge to Bird Rd EB On-ramp	Basic	4,971	33.3	0.80	D	5,175	34.6	0.83	D
30	On-ramp from Bird Rd WB	Weave	-	-	-	-	-	-	-	-
31	Bird Road EB On-ramp to Sunset Dr WB Off-ramp**		1,963	34.1	0.75	D	2,360	40.0	0.84	E
32	On-ramp from Miller Dr EB		-	-	-	-	-	-	-	-
33	Miller Drive EB On-ramp to Sunset Dr WB Off-ramp		-	-	-	-	-	-	-	-
34	Off-ramp to Sunset Dr WB	-	-	-	-	-	-	-	-	
35	Off-ramp to Sunset Dr WB to Sunset Drive EB On-ramp	Basic	4,631	30.7	0.74	D	5,144	34.1	0.82	D
36	Sunset Drive EB On-ramp	Merge	332	28.4	0.18	D	353	31.1	0.19	D
37	Sunset Drive EB On-ramp to SW 88th St WB Off-ramp	Basic	4,963	32.8	0.79	D	5,497	36.6	0.88	E
38	Off-ramp to SW 88th St WB	Major Diverge	2,537	30.7	0.64	D	2,620	34.0	0.66	D
39	Off-ramp to SW 88th St WB to SW 88th St EB On-ramp	Basic	2,426	24.1	0.58	C	2,877	28.6	0.69	D
40	SW 88th St EB On-ramp	Merge	98	24.7	0.06	C	223	29.4	0.13	D
41	SW 88th St EB On-ramp to US1 Merge	Basic	2,524	31.4	0.63	D	3,100	38.5	0.77	E

Notes:

\*HCS do not support 3-lane ramp analysis \*\*Shortest distance is considered for the worst condition

Weaving Volumes are included in [Appendix H](#)

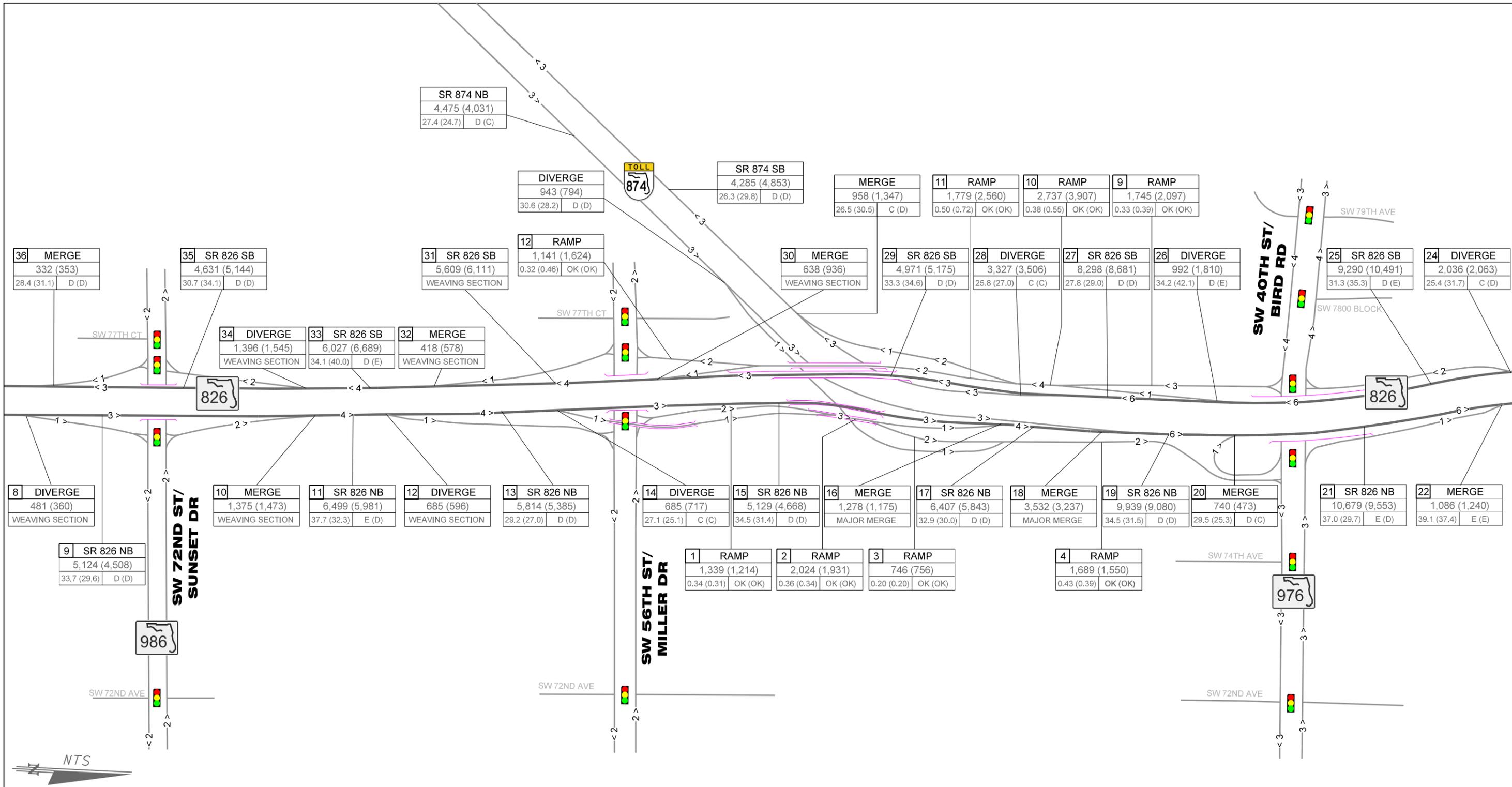
**Table 6.3 – 2045 SR 826 No-Build Northbound C-D Ramp Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
8	On-ramp from Flagler St	1,907	1,712	4,000	0.51	0.46
7	Flagler St On-ramp to SR 826/SR 836 Off-ramp	3,132	2,517	6,000	0.56	0.45
6	Off-ramp to Flagler St	705	805	1,900	0.40	0.45
5	SR 826 off-ramp to Flagler St On-ramp	1,225	805	2,100	0.62	0.41
4	Bird Rd Ramp Terminal	1,689	1,550	4,200	0.43	0.39
3	Bird Rd Off-ramp to SR 874 On-ramp	746	756	4,000	0.20	0.20
2	Bird Rd Off-ramp/Miller Dr On-ramp	2,024	1,931	6,000	0.36	0.34
1	Miller Dr On-ramp	1,339	1,214	4,200	0.34	0.31

**Table 6.4 – 2045 SR 826 No-Build Southbound C-D Ramp Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
1	SR 836 Off-ramp to Flagler St	3,123	2,617	4,000	0.83	0.70
2	Flagler St Off-ramp to Flagler St On-ramp	1,428	1,023	2,100	0.73	0.52
3	SR 826 Off-ramp to Flagler St	1,695	1,594	1,900	0.95	0.89
4	Flagler St WB off-ramp	1,033	1,332	1,900	0.58	0.75
5	Flagler St On-ramp	2,461	2,355	4,000	0.66	0.63
6	Flagler St Off-ramp to SW 8th St Off-ramp	1,211	1,225	4,000	0.32	0.33
7	SW 8th St WB Off-ramp	650	690	1,900	0.37	0.39
8	SW 8th St EB Off-ramp	561	535	1,900	0.32	0.30
9	Bird Rd On-ramp	1,745	2,097	5,700	0.33	0.39
10	Bird Rd On-ramp to SR 874 On-ramp	2,737	3,907	7,600	0.38	0.55
11	SR 874 On-ramp to SR 826 On-ramp	1,779	2,560	3,800	0.50	0.72
12	Miller Dr On-ramp	1,141	1,624	3,800	0.32	0.46





**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

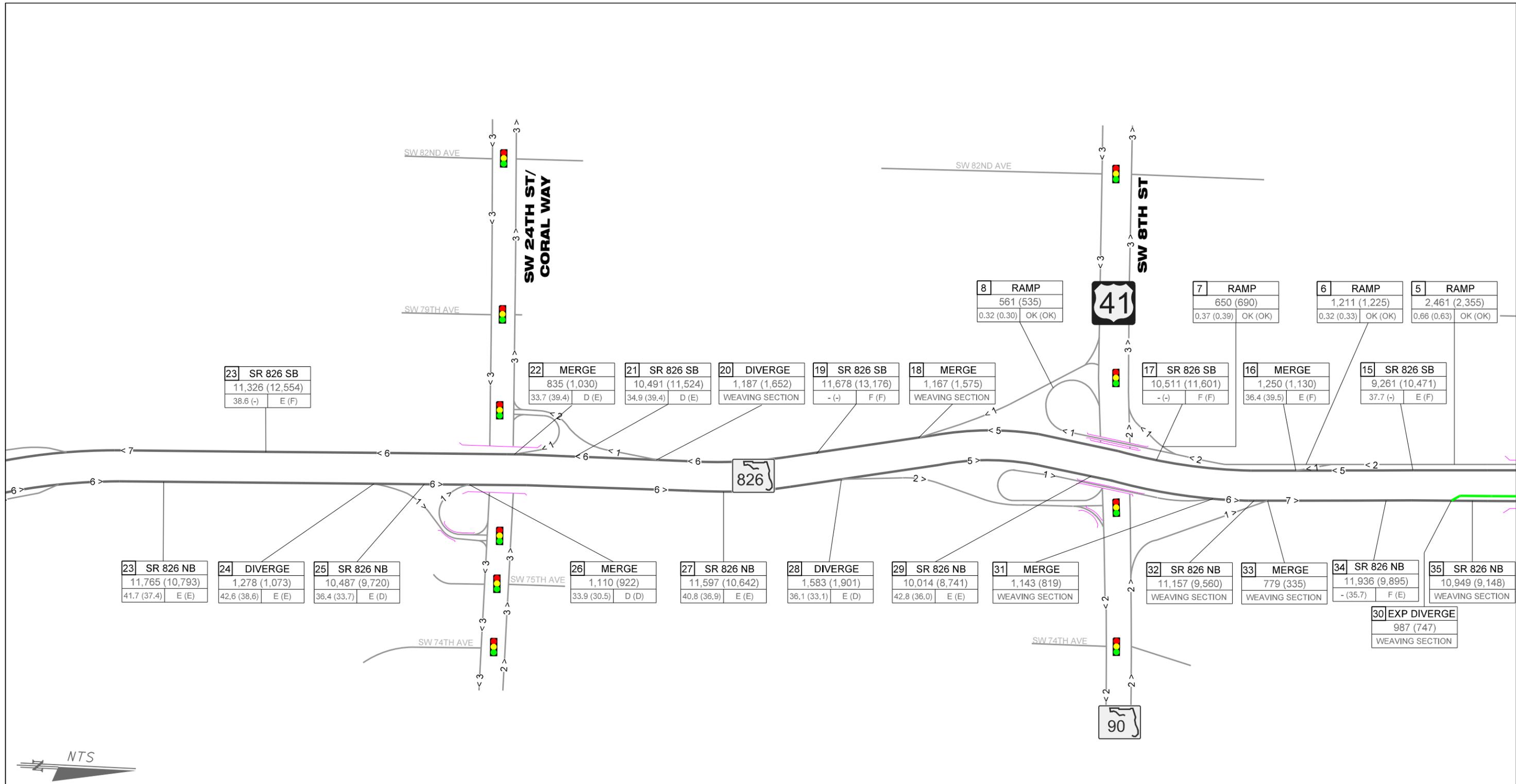
ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION		
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)		
DENSITY AM (PM)	LOS AM (PM)	

OR

LOCATION		
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)		
VOLUME/CAPACITY AM (PM)	OK / FAIL	AM (PM)



23	SR 826 SB
11,326 (12,554)	
38.6 (-)	E (F)

22	MERGE
835 (1,030)	
33.7 (39.4)	D (E)

21	SR 826 SB
10,491 (11,524)	
34.9 (39.4)	D (E)

20	DIVERGE
1,187 (1,652)	
WEAVING SECTION	

19	SR 826 SB
11,678 (13,176)	
- (-)	F (F)

18	MERGE
1,167 (1,575)	
WEAVING SECTION	

8	RAMP
561 (535)	
0.32 (0.30)	OK (OK)

7	RAMP
650 (690)	
0.37 (0.39)	OK (OK)

6	RAMP
1,211 (1,225)	
0.32 (0.33)	OK (OK)

5	RAMP
2,461 (2,355)	
0.66 (0.63)	OK (OK)

17	SR 826 SB
10,511 (11,601)	
- (-)	F (F)

16	MERGE
1,250 (1,130)	
36.4 (39.5)	E (F)

15	SR 826 SB
9,261 (10,471)	
37.7 (-)	E (F)

23	SR 826 NB
11,765 (10,793)	
41.7 (37.4)	E (E)

24	DIVERGE
1,278 (1,073)	
42.6 (38.6)	E (E)

25	SR 826 NB
10,487 (9,720)	
36.4 (33.7)	E (D)

26	MERGE
1,110 (922)	
33.9 (30.5)	D (D)

27	SR 826 NB
11,597 (10,642)	
40.8 (36.9)	E (E)

28	DIVERGE
1,583 (1,901)	
36.1 (33.1)	E (D)

29	SR 826 NB
10,014 (8,741)	
42.8 (36.0)	E (E)

31	MERGE
1,143 (819)	
WEAVING SECTION	

32	SR 826 NB
11,157 (9,560)	
WEAVING SECTION	

33	MERGE
779 (335)	
WEAVING SECTION	

34	SR 826 NB
11,936 (9,895)	
- (35.7)	F (E)

35	SR 826 NB
10,949 (9,148)	
WEAVING SECTION	

30	EXP DIVERGE
987 (747)	
WEAVING SECTION	

**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)	
DENSITY AM (PM)	LOS AM (PM)

OR

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)	
VOLUME/CAPACITY AM (PM)	OK / FAIL AM (PM)

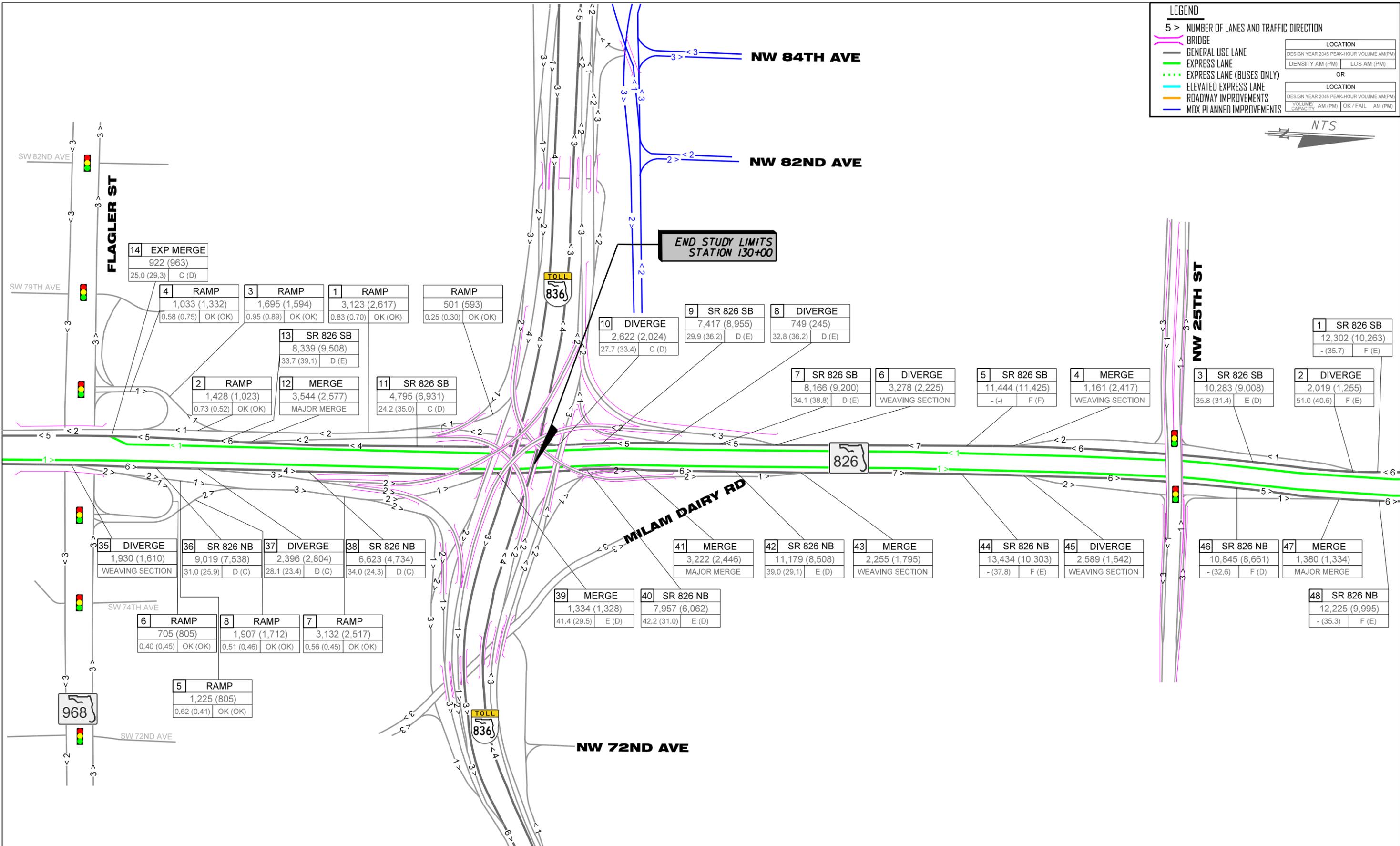
**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)			
DENSITY AM (PM)	LOS AM (PM)		

OR

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)			
VOLUME CAPACITY AM (PM)	OK / FAIL AM (PM)		



14	EXP MERGE
922 (963)	
25.0 (29.3)	C (D)

4	RAMP	3	RAMP	1	RAMP	RAMP	
1,033 (1,332)		1,695 (1,594)		3,123 (2,617)		501 (593)	
0.58 (0.75)	OK (OK)	0.95 (0.89)	OK (OK)	0.83 (0.70)	OK (OK)	0.25 (0.30)	OK (OK)

13	SR 826 SB
8,339 (9,508)	
33.7 (39.1)	D (E)

2	RAMP
1,428 (1,023)	
0.73 (0.52)	OK (OK)

12	MERGE
3,544 (2,577)	
	MAJOR MERGE

11	SR 826 SB
4,795 (6,931)	
24.2 (35.0)	C (D)

10	DIVERGE
2,622 (2,024)	
27.7 (33.4)	C (D)

9	SR 826 SB
7,417 (8,955)	
29.9 (36.2)	D (E)

8	DIVERGE
749 (245)	
32.8 (36.2)	D (E)

7	SR 826 SB
8,166 (9,200)	
34.1 (38.8)	D (E)

6	DIVERGE
3,278 (2,225)	
	WEAVING SECTION

5	SR 826 SB
11,444 (11,425)	
- (-)	F (F)

4	MERGE
1,161 (2,417)	
	WEAVING SECTION

3	SR 826 SB
10,283 (9,008)	
35.8 (31.4)	E (D)

2	DIVERGE
2,019 (1,255)	
51.0 (40.6)	F (E)

1	SR 826 SB
12,302 (10,263)	
- (35.7)	F (E)

35	DIVERGE
1,930 (1,610)	
	WEAVING SECTION

36	SR 826 NB
9,019 (7,538)	
31.0 (25.9)	D (C)

37	DIVERGE
2,396 (2,804)	
28.1 (23.4)	D (C)

38	SR 826 NB
6,623 (4,734)	
34.0 (24.3)	D (C)

41	MERGE
3,222 (2,446)	
	MAJOR MERGE

42	SR 826 NB
11,179 (8,508)	
39.0 (29.1)	E (D)

43	MERGE
2,255 (1,795)	
	WEAVING SECTION

44	SR 826 NB
13,434 (10,303)	
- (37.8)	F (E)

45	DIVERGE
2,589 (1,642)	
	WEAVING SECTION

46	SR 826 NB
10,845 (8,661)	
- (32.6)	F (D)

47	MERGE
1,380 (1,334)	
	MAJOR MERGE

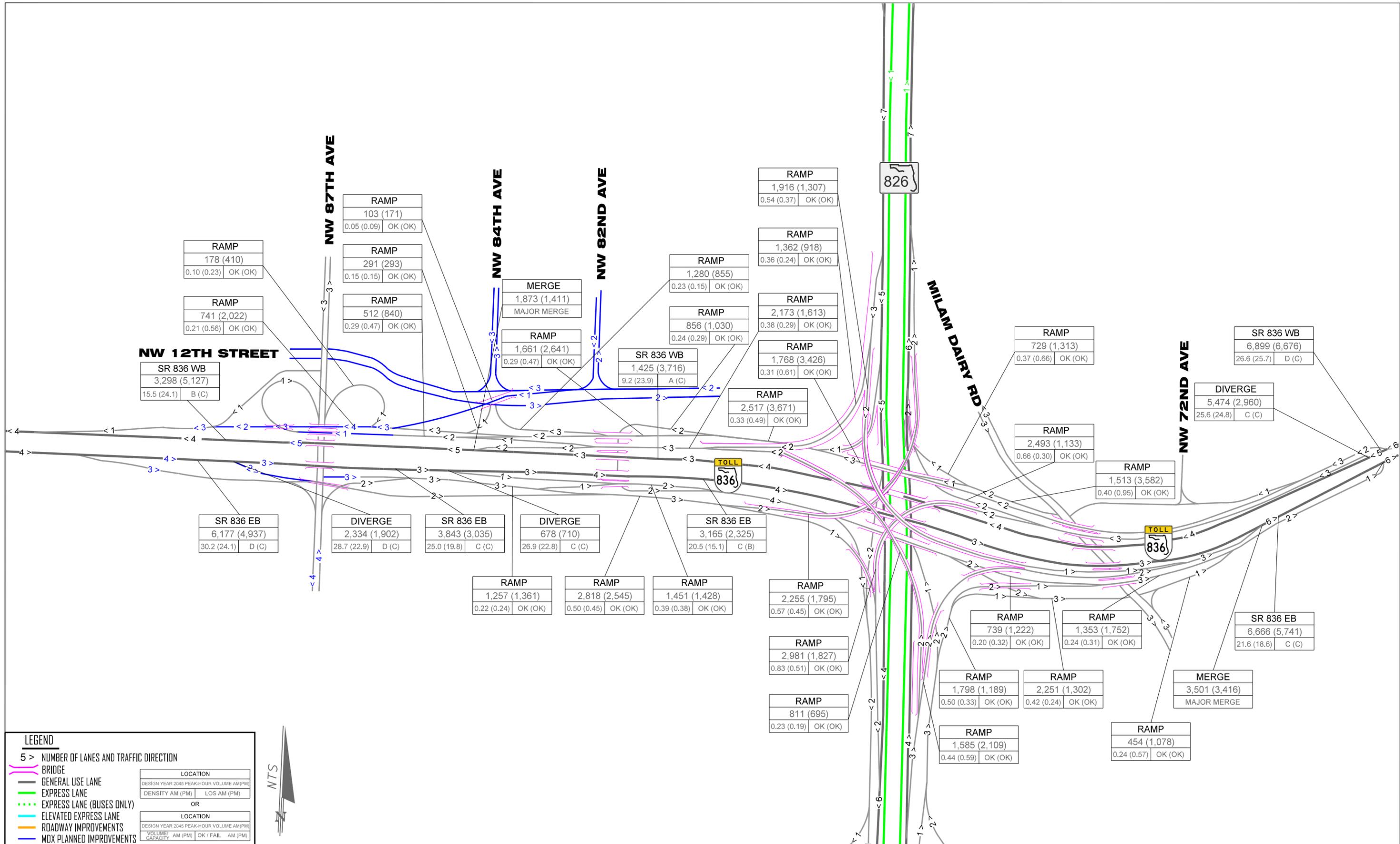
6	RAMP	8	RAMP	7	RAMP
705 (805)		1,907 (1,712)		3,132 (2,517)	
0.40 (0.45)	OK (OK)	0.51 (0.46)	OK (OK)	0.56 (0.45)	OK (OK)

5	RAMP
1,225 (805)	
0.62 (0.41)	OK (OK)

39	MERGE
1,334 (1,328)	
41.4 (29.5)	E (D)

40	SR 826 NB
7,957 (6,062)	
42.2 (31.0)	E (D)

48	SR 826 NB
12,225 (9,995)	
- (35.3)	F (E)



FLORIDA DEPARTMENT OF TRANSPORTATION  
 DISTRICT SIX  
 1000 NW 11TH AVENUE  
 MIAMI, FL 333172



**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
 From US I/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
 FPID No.: 432B39-1-22-02  
 ETDM No.: 14308

2045 DESIGN YEAR NO-BUILD ALTERNATIVE  
 OPERATIONAL ANALYSIS RESULTS

FIGURE  
 6.5  
 100

**Alternative 1** – The freeway analysis shows that 13 locations northbound and 11 locations southbound will operate at an unacceptable LOS (worst peak period LOS) by the year 2045. The weaving analysis shows that four locations northbound and three locations southbound will operate at an unacceptable LOS. The ramp junction analysis shows three locations northbound and four locations southbound will operate at an unacceptable LOS. The C-D capacity analysis shows one location southbound will operate over capacity. **Tables 6.5 – 6.8** summarizes the results. The analysis results are also schematically summarized in **Figure 6.6**.

**Table 6.5 – 2045 SR 826 Alternative 1 Northbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
			AM Peak				PM Peak			
51	NW 25th St WB On-ramp to NW 36th St EB Off-ramp	Basic	12,975	-	1.07	F	10,273	36.2	0.85	E
50	On-ramp from NW 25th St WB	Major Merge	1,486	-	0.81	-	1,343	-	0.73	-
49	NW 25th St EB Off-ramp to NW 25th St WB On-ramp	Basic	11,489	-	1.10	F	8,930	34.1	0.85	D
48	Off-ramp to NW 25th St EB	Weave	-	-	-	-	-	-	-	-
47	SR 836 EB On-ramp to NW 25th St EB Off-ramp		4,005	-	1.25	F	3,039	39.9	0.95	E
46	On-ramp from SR 836 EB		-	-	-	-	-	-	-	-
45	SR 836 WB On-ramp to SR 836 EB On-ramp	Basic	11,853	42.7	0.97	E	8,680	29.7	0.71	D
44	On-ramp from SR 836 WB	Major Merge	3,298	-	0.80	-	2,312	-	0.56	-
43	Flagler St WB On-ramp to SR 836 WB On-ramp	Basic	8,555	-	1.04	F	6,368	32.6	0.77	D
42	On-ramp from Flagler St WB	Merge	1,594	39.1	0.82	F	1,232	30.1	0.63	D
41	EL Merge to Flagler St WB On-ramp	Basic	6,961	35.7	0.84	E	5,136	26.3	0.62	D
40	Express Lane Merge	Major Merge	543	-	0.26	-	866	-	0.42	-
39	SR 836 Off-ramp to EL Merge	Basic	6,418	-	1.04	F	4,270	29.2	0.69	D
38	Off ramp to SR 836	Major Diverge	1,854	30.9	0.47	D	1,858	22.9	0.47	C
37	Flagler St WB Off-ramp to SR 836 Off-ramp	Basic	8,272	34.1	0.80	D	6,128	25.2	0.59	C
36	Flagler St WB Off-ramp	Weave	-	-	-	-	-	-	-	-
35	SW 8th St WB On-ramp to EL		-	-	-	-	-	-	-	-
34	On-ramp from SW 8th St WB		-	-	-	-	-	-	-	-
33	SW 8th St EB On-ramp to Flagler St WB Off-ramp		3,183	-	0.98	F	2,340	30	0.72	D
32	On-ramp from SW 8th St EB		-	-	-	-	-	-	-	-
31	SW 8th St EB Off-ramp to SW 8th St EB On-ramp	Basic	8,187	44.5	0.99	E	6,584	33.9	0.80	D
30	Off-ramp to SW 8th St EB	Major Diverge	1,632	36.7	0.41	E	1,911	31.7	0.48	D
29	Coral Way EB On-ramp to SW 8th St EB Off-ramp	Basic	9,819	41.7	0.96	E	8,495	35.3	0.83	E
28	On-ramp from Coral Way EB	Merge	1,086	28.9	0.62	D	870	23.9	0.49	C
27	Coral Way EB Off-ramp to Coral Way EB On-ramp	Basic	8,733	36.3	0.85	E	7,625	31.7	0.74	D
26	Off-ramp to Coral Way EB	Diverge	1,262	36.0	0.72	E	1,131	31.3	0.64	D
25	Bird Rd WB On-ramp to Coral Way EB Off-ramp	Basic	9,995	42.9	0.97	E	8,756	36.4	0.85	E
24	On-ramp from Bird Rd WB	Merge	1,079	33.2	0.58	D	1,167	29.9	0.63	D
23	Bird Rd EB On-ramp to Bird Rd WB On-ramp	Basic	8,916	37.1	0.87	E	7,589	31.6	0.74	D
22	On-ramp from Bird Rd EB	Merge	740	24.2	0.42	C	518	19.7	0.29	B
21	SR 874 On-ramp to Bird Rd EB On-ramp	Basic	8,176	34.0	0.80	D	7,071	29.4	0.69	D
20	On-ramp from SR 874 (toll road merge)	Major Merge	2,103	-	0.51	-	2,031	-	0.49	-
19	Miller Dr WB On-ramp to SR 874 On-ramp	Basic	6,073	31.2	0.74	D	5,040	25.9	0.61	C
18	On-ramp from Miller Dr WB	Major Merge	1,331	-	0.67	-	1,204	-	0.61	-
17	EL Diverge to Miller Dr WB On-ramp	Basic	4,742	31.9	0.76	D	3,836	25.8	0.62	C
16	Off-ramp to Express Lane	Diverge	829	35.0	0.41	D	1,142	31.3	0.56	D
15	Bird Rd EB Off-ramp to EL Diverge	Basic	5,571	37.9	0.90	E	4,978	33.5	0.80	D
14	Off-ramp to Bird Rd EB	Major Diverge	683	29.2	0.35	D	700	26.5	0.35	C
13	Miller Dr EB Off-ramp to Bird Rd EB Off-ramp	Basic	6,254	31.4	0.75	D	5,678	28.5	0.68	D
12	Off-ramp to Miller Rd WB	Weave	-	-	-	-	-	-	-	-
11	Sunset Dr WB On-ramp to Miller Rd EB Off-ramp		1,876	39.1	0.91	E	1,888	33.6	0.84	D
10	On-ramp from Sunset Dr WB		-	-	-	-	-	-	-	-
9	Sunset Dr EB Off-ramp to Sunset Drive WB On-ramp	Basic	5,507	36.6	0.88	E	4,613	30.4	0.73	D
8	Sunset Dr EB Off-ramp	Weave	-	-	-	-	-	-	-	-
7	On-ramp to Sunset Dr EB Off-ramp		-	-	-	-	-	-	-	-
6	SW 88th St WB On-ramp		-	-	-	-	-	-	-	-
5	SW 88th St EB On-ramp to Sunset Dr EB Off-ramp		2,648	-	1.2	F	2,509	-	1.14	F
4	Loop On ramp from SW 88th St EB	-	-	-	-	-	-	-	-	
3	SW 88th St EB Off-ramp to SW 88th St EB on-ramps	Basic	3,455	34.4	0.84	D	2,555	25.3	0.62	C

**Table 6.5 – 2045 SR 826 Alternative 1 Northbound Freeway Analysis Results (Continued)**

#	Segment Description	Analysis Type	Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
			AM Peak				PM Peak			
2	Off-ramp to SW 88th Street	Diverge	171	36.7	0.09	E	145	27.9	0.08	C
1	US 1 to SW 88th St EB Off-ramp	Ramp	3,626	-	0.89	-	2,700	-	0.66	-

**Table 6.6 – 2045 SR 826 Alternative 1 Southbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
			AM Peak				PM Peak			
1	NW 36th St EB On-ramp to NW 25th St WB Off-ramp	Basic	12,951	-	1.07	F	11,225	39.6	0.92	E
2	Off-ramp to NW 25th St WB	Diverge	2,047	-	1.15	F	1,281	43.7	0.72	E
3	NW 25th St WB Off-ramp to NW 25th St EB On-ramp	Basic	10,904	38.2	0.90	E	9,944	34.6	0.82	D
4	On-ramp from NW 25th Street EB	Major Merge	1,215	-	0.32	-	2,490	-	0.66	-
5	NW 25th St EB On-ramp to SR 836 WB Off-ramp*	Weave	3,600	-	1.13	F	4,287	-	1.34	F
6	NW 25th St EB On-ramp to SR 836 WB Off-ramp	Basic	12,119	35.6	0.85	E	12,434	36.6	0.87	E
7	Off-ramp to SR 836 WB	Major Diverge	2,983	32.6	0.56	D	2,998	33.4	0.56	D
8	SR 836 WB Off-ramp to SR 836 Off-ramp	Basic	9,136	38.5	0.90	E	9,436	40.1	0.93	E
9	Off-ramp to SR 836	Diverge	924	36.5	0.53	E	459	35.5	0.26	E
10	SR 836 Off-ramp to Flagler St WB Off-ramp	Basic	8,212	33.1	0.79	D	8,977	36.4	0.87	E
11	Off-ramp to Flagler St WB	Major Diverge	3,336	30.7	0.84	D	2,423	33.5	0.61	D
12	Flagler St WB Off-ramp to SR 836 EB On-ramp	Basic	4,876	24.6	0.59	C	6,554	33.1	0.79	D
13	Express Lane Diverge	Diverge	982	28.4	0.48	D	540	33.5	0.27	D
14	EL Diverge to SR 836 EB On-ramp	Basic	3,894	19.6	0.47	C	6,014	30.4	0.73	D
15	On-ramp from SR 836 EB	Major Merge	2,987	-	0.76	-	1,990	-	0.51	-
16	SR 836 EB On-ramp to Flagler St WB On-ramp	Basic	6,881	34.7	0.83	D	8,004	42.4	0.97	E
17	On-ramp from Flagler St WB	Merge	1,620	-	0.41	-	1,476	-	0.38	-
18	Flagler St WB On-ramp to SW 8th St EB On-ramp	Basic	8,501	34.1	0.82	D	9,480	38.8	0.91	E
19	On-ramp from SW 8th St EB	Weave	-	-	-	-	-	-	-	-
20	SW 8th St WB On-ramp to Flagler St WB Off-ramp		2,165	-	0.97	F	2,727	-	1.22	F
21	Off-ramp to Coral Way WB		-	-	-	-	-	-	-	-
22	Coral Way WB Off-ramp to Coral Way WB On-ramp	Basic	8,344	33.2	0.80	D	9,279	37.5	0.89	E
23	On-ramp from Coral Way WB	Merge	893	-	0.50	-	1,025	-	0.58	-
24	Coral Way WB on-ramp to Bird Rd WB Off-ramp	Basic	9,237	30.9	0.74	D	10,304	34.5	0.83	D
25	Off-ramp to Bird Rd WB	Diverge	1,945	28.7	0.47	D	1,968	32.1	0.48	D
26	Bird Rd WB Off-ramp to SR 874 WB Off-ramp	Basic	7,292	29.4	0.70	D	8,336	33.6	0.81	D
27	Off-ramp to SR 874	Diverge	1,032	29.8	0.53	D	1,770	37.0	0.90	E
28	SR 874 WB Off-ramp to SR 874 Diverge	Basic	6,260	25.1	0.60	C	6,566	26.4	0.63	D
29	Diverge to SR 874	Major Diverge	2,140	23.4	0.35	C	1,997	24.5	0.32	C
30	SR 874 Diverge to Bird Rd EB On-ramp	Basic	4,120	27.6	0.66	D	4,569	30.6	0.73	D
31	Express Lane Merge	Merge	1,156	30.9	0.57	D	940	31.8	0.46	D
32	EL Merge to Bird Rd EB On-ramp	Basic	5,276	26.5	0.64	D	5,509	27.6	0.66	D
33	On-ramp from Bird Rd WB	Weave	-	-	-	-	-	-	-	-
34	Bird Road EB On-ramp to Sunset Dr WB Off-ramp**		2,119	37.2	0.8	E	2,419	41.8	0.87	E
35	On-ramp from Miller Dr EB		-	-	-	-	-	-	-	-
36	Miller Drive EB On-ramp to Sunset Dr WB Off-ramp		-	-	-	-	-	-	-	-
37	Off-ramp to Sunset Dr WB		-	-	-	-	-	-	-	-
38	Sunset Dr WB Off-ramp to Sunset Drive EB On-ramp	Basic	4,964	32.9	0.79	D	5,346	35.5	0.85	E
39	On-ramp from Sunset Drive EB	Merge	332	30.1	0.18	D	363	32.2	0.20	D
40	Sunset Drive EB On-ramp to SW 88th St WB Off-ramp	Basic	5,296	35.0	0.84	D	5,709	38.4	0.91	E
41	Off-ramp to SW 88th St WB	Major Diverge	2,676	32.8	0.68	D	2,704	35.3	0.69	E
42	Off-ramp to SW 88th St WB to SW 88th St EB On-ramp	Basic	2,620	26.1	0.63	D	3,005	29.9	0.72	D
43	SW 88th St EB On-ramp	Merge	124	26.5	0.07	C	284	31.0	0.16	D
44	SW 88th St EB On-ramp to US1 Merge	Basic	2,744	34.1	0.69	D	3,289	40.9	0.82	E

Notes:

\*HCS do not support 3-lane ramp analysis \*\*Shortest distance is considered for the worst condition

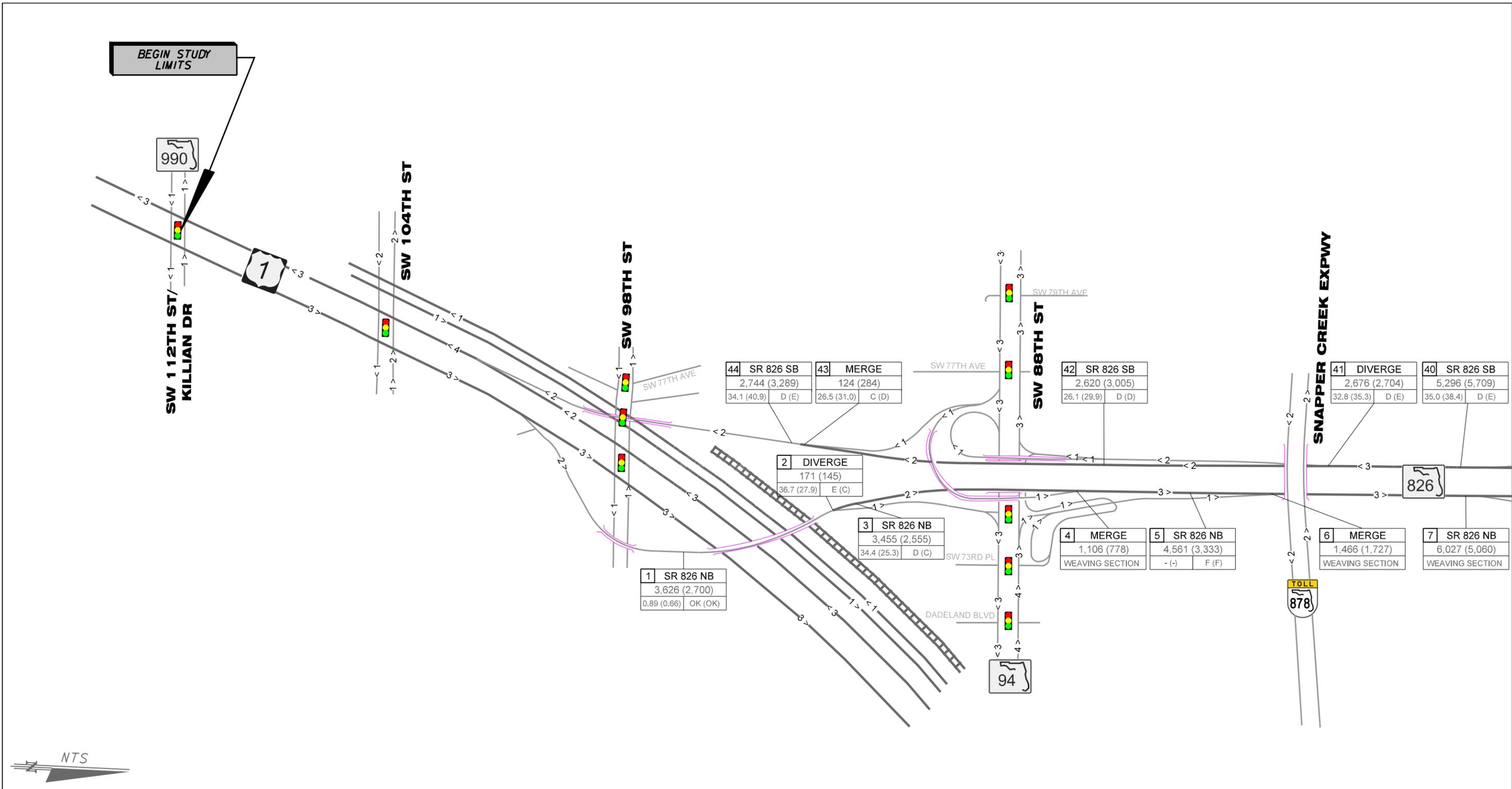
Weaving Volumes are included in [Appendix H](#)

**Table 6.7 – 2045 SR 826 Alternative 1 Northbound C-D Ramp Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
8	On-ramp from Flagler St	1,934	1,664	4,000	0.52	0.44
7	Flagler St On-ramp to SR 826/SR 836 Off-ramp	3,159	2,492	6,000	0.56	0.44
6	Off-ramp to Flagler St	705	824	1,900	0.40	0.46
5	SR 826 off-ramp to Flagler St On-ramp	1,225	828	2,100	0.62	0.42
4	Bird Rd Ramp Terminal	1,777	1,749	4,200	0.45	0.44
3	Bird Rd Off-ramp to SR 874 On-ramp	839	904	4,000	0.22	0.24
2	Bird Rd Off-ramp/Miller Dr On-ramp	2,170	2,108	6,000	0.39	0.37
1	Miller Dr On-ramp	1,487	1,408	4,200	0.38	0.36

**Table 6.8 – 2045 SR 826 Alternative 1 Southbound C-D Ramp Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
1	SR 836 Off-ramp to Flagler St	3,837	3,016	6,000	0.68	0.54
2	Flagler St Off-ramp to Flagler St On-ramp	1,904	1,333	4,000	0.51	0.36
3	SR 826 Off-ramp to Flagler St	1,933	1,683	1,900	1.09	0.94
4	Flagler St WB off-ramp	932	1,317	1,900	0.52	0.74
5	Flagler St On-ramp	2,836	2,650	6,000	0.50	0.47
6	Flagler St Off-ramp to SW 8th St Off-ramp	1,216	1,174	4,000	0.32	0.31
7	SW 8th St WB Off-ramp	655	690	1,900	0.37	0.39
8	SW 8th St EB Off-ramp	561	484	1,900	0.32	0.27
9	Bird Rd On-ramp	1,892	2,352	5,700	0.35	0.44
10	Bird Rd On-ramp to SR 874 On-ramp	2,924	4,122	7,600	0.41	0.58
11	SR 874 On-ramp to SR 826 On-ramp	1,937	2,687	3,800	0.54	0.75
12	Miller Dr On-ramp	1,203	1,683	3,800	0.34	0.47



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

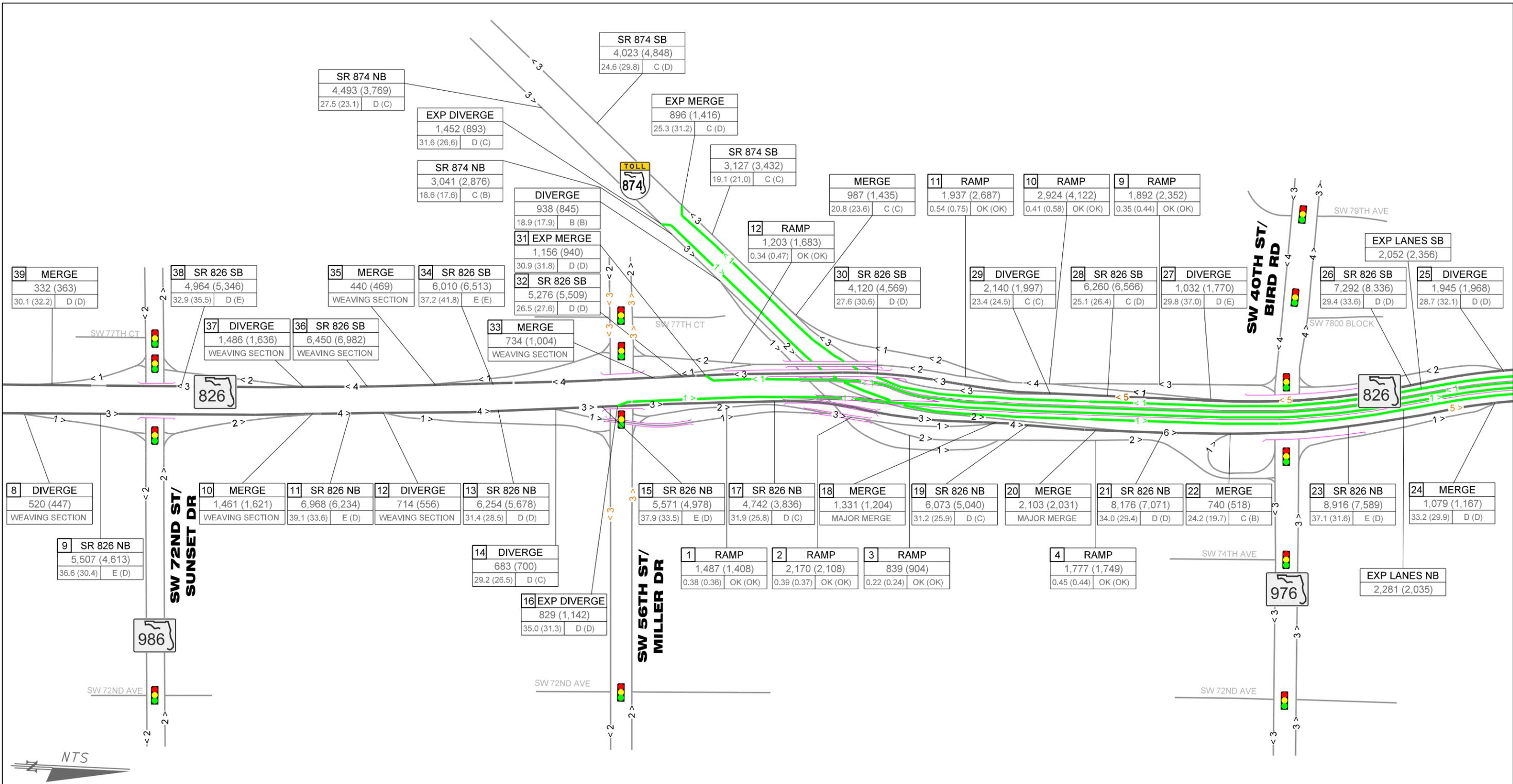
EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	DESIGN YEAR 2045 PEAK-HOUR VOLUME AM/PM	DENSITY AM (PM)	LOS AM (PM)
OR	LOCATION	DESIGN YEAR 2045 PEAK-HOUR VOLUME AM/PM	VOLUME/CAPACITY AM (PM)   OK / FAIL AM (PM)



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

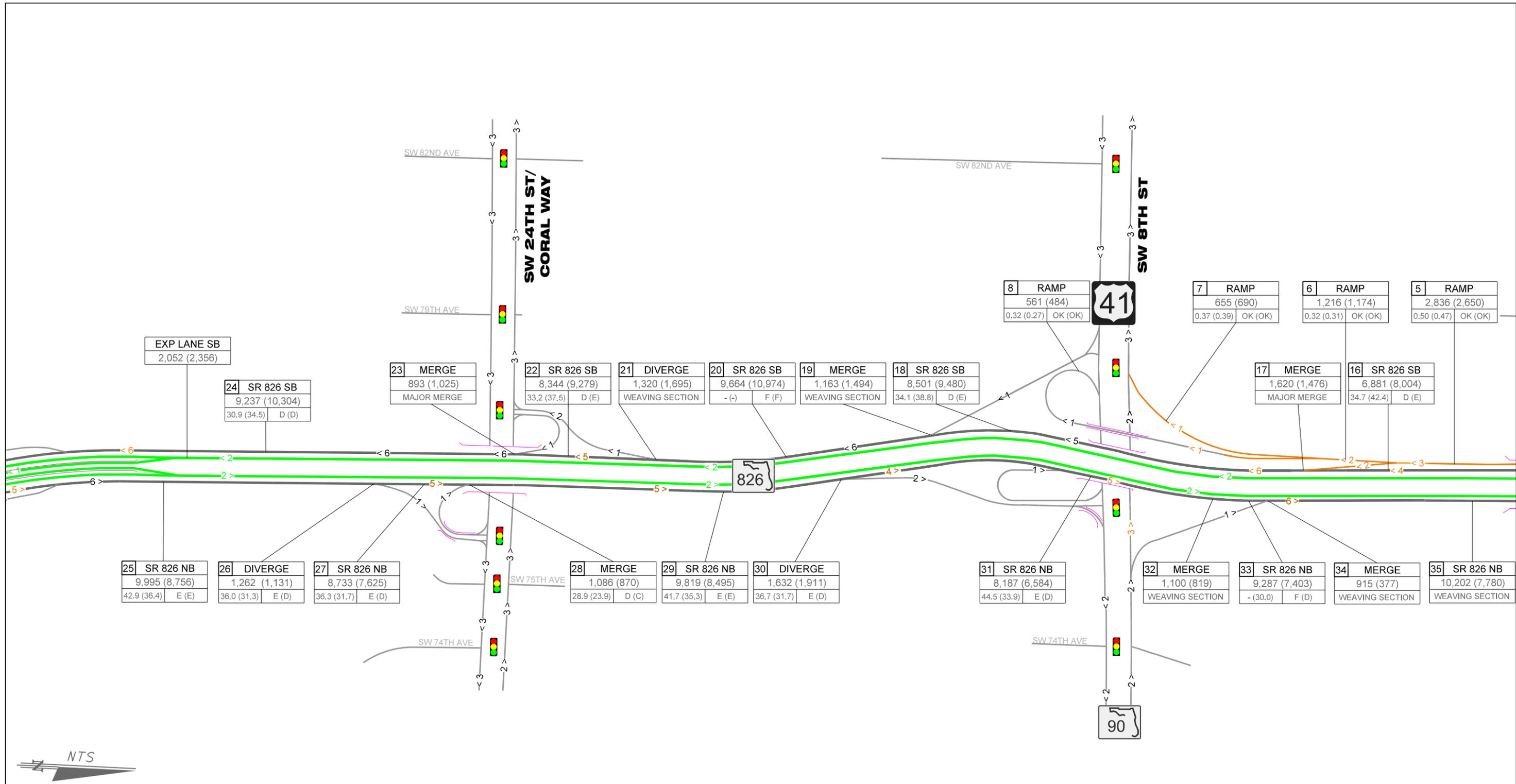
ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
DENSITY AM (PM)	LOS AM (PM)

OR

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
VOLUME/CAPACITY AM (PM)	OK / FAIL AM (PM)



EXP LANE SB	
2,052	(2,356)

24 SR 826 SB	
9,237	(10,304)
30.9	(34.5)
D	(D)

23 MERGE	
893	(1,025)
MAJOR MERGE	

22 SR 826 SB	
8,344	(9,279)
33.2	(37.5)
D	(E)

21 DIVERGE	
1,320	(1,695)
WEAVING SECTION	

20 SR 826 SB	
9,664	(10,974)
- (-)	F (F)

19 MERGE	
1,163	(1,494)
WEAVING SECTION	

18 SR 826 SB	
8,501	(9,480)
34.1	(38.8)
D	(E)

8 RAMP	
561	(484)
0.32	(0.27)
OK	(OK)

7 RAMP	
655	(690)
0.37	(0.39)
OK	(OK)

6 RAMP	
1,216	(1,174)
0.32	(0.31)
OK	(OK)

5 RAMP	
2,836	(2,650)
0.50	(0.47)
OK	(OK)

17 MERGE	
1,620	(1,476)
MAJOR MERGE	

16 SR 826 SB	
6,881	(8,004)
34.7	(42.4)
D	(E)

25 SR 826 NB	
9,995	(8,756)
42.9	(36.4)
E	(E)

26 DIVERGE	
1,262	(1,131)
36.0	(31.3)
E	(D)

27 SR 826 NB	
8,733	(7,625)
36.3	(31.7)
E	(D)

28 MERGE	
1,086	(870)
28.9	(23.9)
D	(C)

29 SR 826 NB	
9,819	(8,495)
41.7	(35.3)
E	(E)

30 DIVERGE	
1,632	(1,911)
36.7	(31.7)
E	(D)

31 SR 826 NB	
8,187	(6,584)
44.5	(33.9)
E	(D)

32 MERGE	
1,100	(819)
WEAVING SECTION	

33 SR 826 NB	
9,287	(7,403)
- (30.0)	F (D)

34 MERGE	
915	(377)
WEAVING SECTION	

35 SR 826 NB	
10,202	(7,780)
WEAVING SECTION	



LEGEND	
5 >	NUMBER OF LANES AND TRAFFIC DIRECTION
	BRIDGE
	GENERAL USE LANE
	EXPRESS LANE
	EXPRESS LANE (BUSES ONLY)
	ELEVATED EXPRESS LANE
	ROADWAY IMPROVEMENTS
	MDX PLANNED IMPROVEMENTS
LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
DENSITY AM (PM) LOS AM (PM)	
OR	
LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
VOLUME/CAPACITY AM (PM) OK / FAIL AM (PM)	

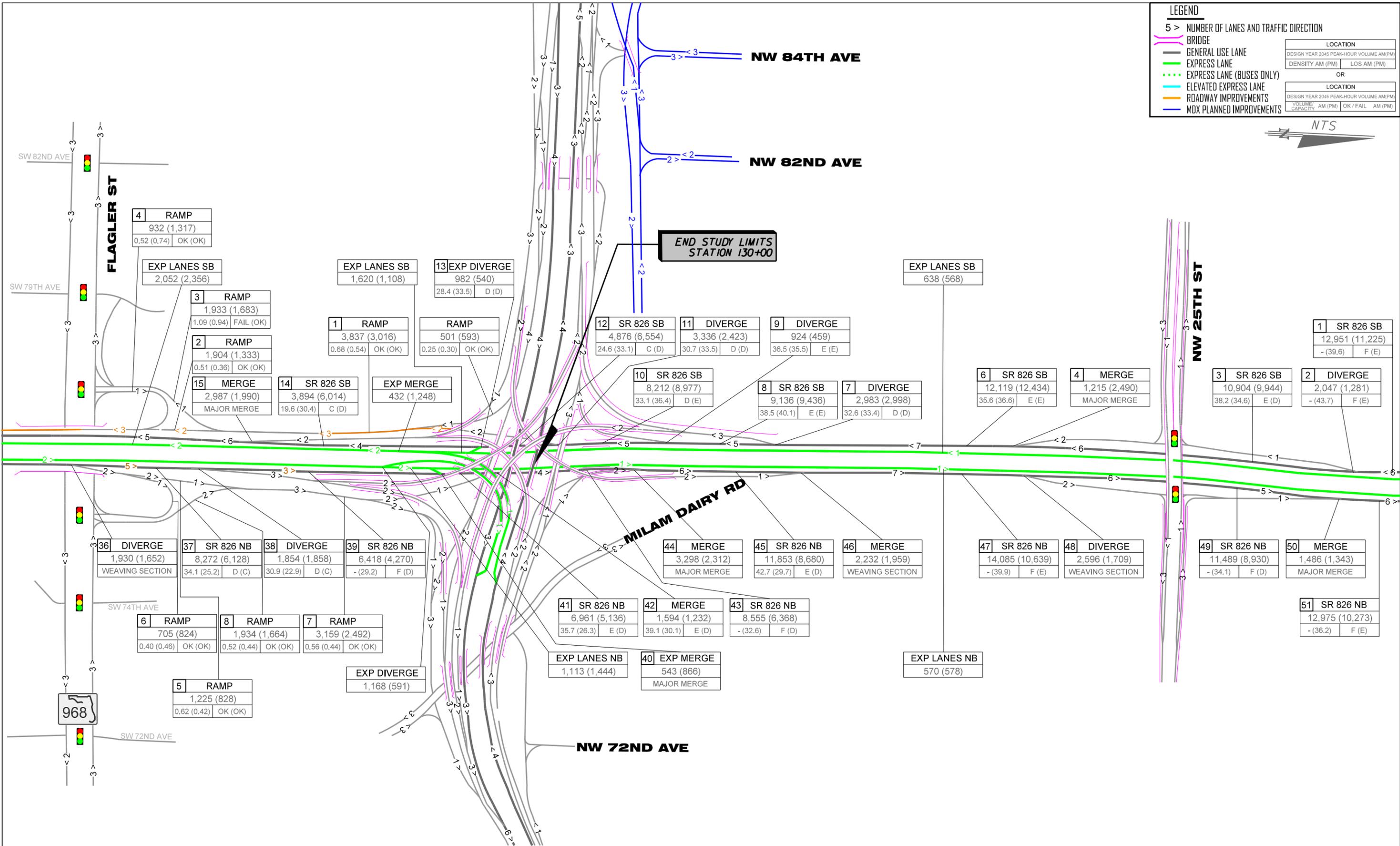
**LEGEND**

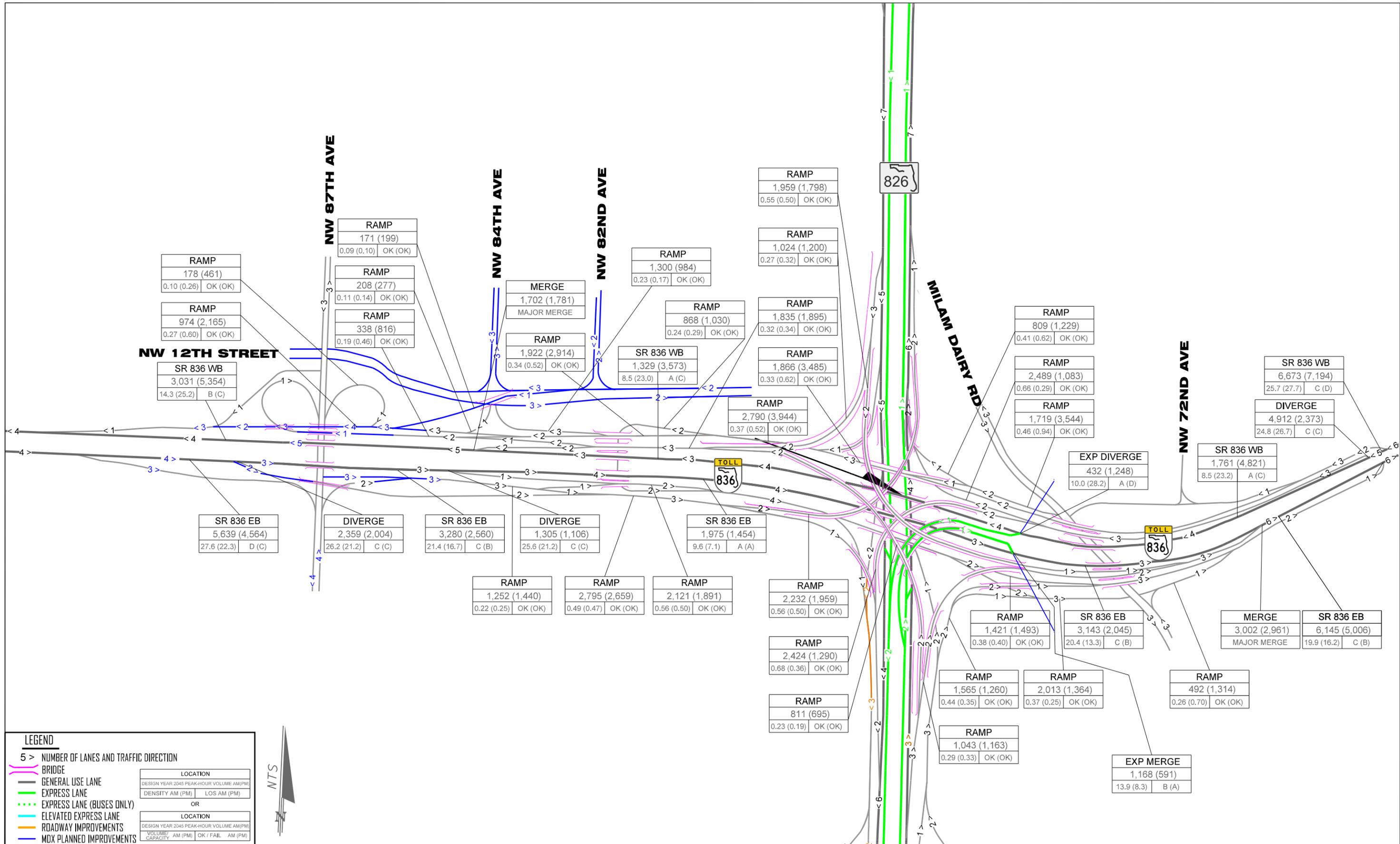
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)			
DENSITY AM (PM)	LOS AM (PM)		

OR

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)			
VOLUME CAPACITY AM (PM)	OK / FAIL AM (PM)		





FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT SIX  
1000 NW 11TH AVENUE  
MIAMI, FL 333172



**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
From US I/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
FPID No.: 432B39-1-22-02  
ETDM No.: 14308

2045 DESIGN YEAR ALTERNATIVE 1  
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE  
6.6  
109

**Alternative 2** – The freeway analysis shows that six locations northbound and nine locations southbound will operate at an unacceptable LOS (worst peak period LOS) by the year 2045. The weaving analysis shows that two locations northbound and three locations southbound will operate at an unacceptable LOS. The ramp junction analysis shows one location northbound and three locations southbound will operate at an unacceptable LOS. The C-D capacity analysis shows one location southbound will operate over capacity. **Tables 6.9 – 6.12** summarizes the results. The analysis results are also schematically summarized in **Figure 6.7**.

**Table 6.9 – 2045 SR 826 Alternative 2 Northbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	AM Peak			PM Peak			
				Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
50	NW 25th St WB On-ramp to NW 36th St EB Off-ramp	Basic	12,987	-	1.07	F	10,240	36.1	0.85	E
49	On-ramp from NW 25th St WB	Major Merge	1,515	-	0.82	-	1,303	-	0.71	-
48	NW 25th St EB Off-ramp to NW 25th St WB On-ramp	Basic	11,472	-	1.10	F	8,937	34.1	0.85	D
47	Off-ramp to NW 25th St EB	Weave	-	-	-	-	-	-	-	-
46	SR 836 EB On-ramp to NW 25th St EB Off-ramp		3,919	-	0.98	F	2,943	39.3	0.92	E
45	On-ramp from SR 836 EB		-	-	-	-	-	-	-	-
44	SR 836 WB On-ramp to SR 836 EB On-ramp	Basic	11,782	42.2	0.97	E	8,804	30.1	0.72	D
43	On-ramp from SR 836 WB	Major Merge	3,347	-	0.81	-	2,421	-	0.59	-
42	Flagler St WB On-ramp to SR 836 WB On-ramp	Basic	8,435	-	1.02	F	6,368	32.6	0.77	D
41	On-ramp from Flagler St WB	Merge	1,655	39.0	0.85	E	1,217	30.1	0.62	D
40	EL Merge to Flagler St WB On-ramp	Basic	6,780	34.8	0.82	D	5,166	26.5	0.63	D
39	Express Lane Merge	Merge	500	28.8	0.25	D	546	23.6	0.27	C
38	SR 836 Off-ramp to EL Merge	Basic	6,280	32.2	0.76	D	4,620	23.7	0.56	C
37	Off ramp to SR 836	Major Diverge	1,099	23.0	0.21	C	1,339	18.5	0.25	B
36	Flagler St WB Off-ramp to SR 836 Off-ramp	Basic	7,379	25.3	0.60	C	5,959	20.5	0.48	C
35	Off-ramp to Flagler St WB	Weave	-	-	-	-	-	-	-	-
34	SW 8th St WB On-ramp to Flagler St WB Off-ramp		-	-	-	-	-	-	-	-
33	On-ramp from SW 8th St WB		-	-	-	-	-	-	-	-
32	SW 8th St EB On-ramp to Flagler St WB Off-ramp		3,137	35.7	0.96	E	2,195	25.5	0.67	C
31	On-ramp from SW 8th St EB		-	-	-	-	-	-	-	-
30	SW 8th St EB Off-ramp to SW 8th St EB On-ramp	Basic	7,760	40.7	0.94	E	6,362	32.8	0.77	D
29	Off-ramp to SW 8th St EB	Weave	-	-	-	-	-	-	-	-
28	Coral Way EB On-ramp to SW 8th St EB Off-ramp		2,529	37.2	0.78	E	2,394	30.6	0.73	D
27	On-ramp from Coral Way EB		-	-	-	-	-	-	-	-
26	Coral Way EB Off-ramp to Coral Way EB On-ramp	Basic	8,552	35.6	0.83	E	7,409	30.8	0.72	D
25	Off-ramp to Coral Way EB	Weave	-	-	-	-	-	-	-	-
24	Bird Rd WB On-ramp to Coral Way EB Off-ramp		2,094	-	1.18	F	1,986	-	1.05	F
23	On-ramp from Bird Rd WB		-	-	-	-	-	-	-	-
22	SR 874 On-ramp to Bird Rd WB On-ramp	Basic	8,178	33.3	0.79	D	6,889	28.1	0.67	D
21	On-ramp from SR 874 (toll road merge)	Major Merge	1,813	-	0.44	-	1,498	-	0.36	-
20	Miller Dr WB On-ramp to SR 874 On-ramp	Basic	6,365	32.7	0.77	D	5,391	27.7	0.65	D
19	On-ramp from Miller Dr WB	Major Merge	1,471	-	0.74	-	1,244	-	0.63	-
18	Bird Rd EB Off-ramp to EL Diverge	Basic	4,894	32.9	0.79	D	4,147	27.9	0.67	D
17	Off-ramp to Bird Rd EB	Major Diverge	626	25.8	0.32	C	627	22.3	0.32	C
16	Miller Dr EB Off-ramp to Bird Rd EB Off-ramp	Basic	5,520	27.7	0.67	D	4,774	23.9	0.58	C
15	Off-ramp from Miller Dr WB	Weave	-	-	-	-	-	-	-	-
14	Sunset Dr WB On-ramp to Miller Dr EB Off-ramp		1,788	34.5	0.82	D	1,850	28.6	0.83	D
13	On-ramp from Sunset Dr WB		-	-	-	-	-	-	-	-
12	EL Diverge to Sunset Dr WB On-ramp	Basic	4,878	32.1	0.78	D	3,795	25.0	0.60	C
11	EL Diverge	Major Diverge	838	26.5	0.40	C	1,027	22.4	0.50	C
10	Sunset Dr EB Off-ramp to Sunset Dr WB On-ramp	Basic	5,716	28.2	0.68	D	4,822	23.8	0.58	C
9	Off-ramp to Sunset Dr EB	Weave	-	-	-	-	-	-	-	-
8	On-ramp to Sunset Dr EB Off-ramp**		2,540	26.3	0.79	C	2,431	23.5	0.82	C
7	On-ramp to Sunset Dr EB Off-ramp***		1,607	30.2	0.64	D	1,777	25.7	0.56	C
6	SW 88th St WB On-ramp		-	-	-	-	-	-	-	-
5	SW 88th St EB On-ramp to Sunset Dr EB Off-ramp	Basic	4,868	25.4	0.60	C	3,620	18.9	0.45	C
4	Loop On ramp from SW 88th St EB	Major Merge	1,106	-	0.59	-	778	-	0.41	-
3	SW 88th St EB Off-ramp to SW 88th St EB on-ramp	Basic	3,762	24.8	0.61	C	2,842	18.8	0.46	C
2	Off-ramp to SW 88th Street	Diverge	171	27.0	0.09	C	145	21.8	0.08	C
1	US 1 to SW 88th St EB Off-ramp	Ramp	3,933	-	0.96	-	2,987	-	0.73	-

Notes:

\*HCS do not support 3-lane ramp analysis \*\*Shortest distance is considered for the worst condition \*\*\* Alt 1 is reported as the worst condition

**Table 6.10 – 2045 SR 826 Alternative 2 Southbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	AM Peak			PM Peak			
				Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
1	NW 36th St EB On-ramp to NW 25th St WB Off-ramp	Basic	13,528	-	1.11	F	11,106	39.0	0.91	E
2	Off-ramp to NW 25th St WB	Diverge	2,022	-	1.14	F	1,416	44.0	0.80	E
3	NW 25th St WB Off-ramp to NW 25th St EB On-ramp	Basic	11,506	41.1	0.95	E	9,690	33.7	0.80	D
4	On-ramp from NW 25th Street EB	Major Merge	936	-	0.25	-	2,264	-	0.60	-
5	NW 25th St EB On-ramp to SR 836 WB Off-ramp*	Weave	3,543	-	1.11	F	3,689	-	1.15	F
6	NW 25th St EB On-ramp to SR 836 WB Off-ramp	Basic	12,442	36.6	0.87	E	11,954	35.1	0.84	E
7	Off-ramp to SR 836 WB	Major Diverge	3,069	33.5	0.58	D	2,294	32.2	0.59	D
8	SR 836 WB Off-ramp to SR 836 Off-ramp	Basic	9,373	39.8	0.93	E	9,660	41.5	0.95	E
9	Off-ramp to SR 836	Diverge	791	37.0	0.45	E	209	34.9	0.12	D
10	SR 836 Off-ramp to Flagler St WB Off-ramp	Basic	8,582	34.6	0.83	D	9,451	38.8	0.91	E
11	Off-ramp to Flagler St WB	Major Diverge	2,643	32.0	0.67	D	2,276	35.3	0.58	E
12	Flagler St WB Off-ramp to SR 836 EB On-ramp	Basic	5,939	30.0	0.72	D	7,175	36.3	0.87	E
13	Express Lane Diverge	Diverge	949	31.2	0.47	D	517	34.4	0.25	D
14	EL Diverge to SR 836 EB On-ramp	Basic	4,990	25.2	0.60	C	6,658	33.6	0.80	D
15	On-ramp from SR 836 EB	Major Merge	1,748	-	0.44	-	1,642	-	0.42	-
16	SR 836 EB On-ramp to Flagler St WB On-ramp	Basic	6,738	34.0	0.81	D	8,300	-	1.00	F
17	On-ramp from Flagler St WB	Major Merge	1,053	-	0.27	-	1,251	-	0.32	-
18	Flagler St WB On-ramp to SW 8th St EB On-ramp	Basic	7,791	31.3	0.75	D	9,551	39.2	0.92	E
19	On-ramp from SW 8th St EB	Weave	-	-	-	-	-	-	-	-
20	SW 8th St WB On-ramp to Flagler St WB Off-ramp		1,973	34.3	0.71	D	2,867	-	0.91	F
21	Off-ramp to Coral Way WB		-	-	-	-	-	-	-	-
22	Coral Way WB Off-ramp to Coral Way WB On-ramp	Basic	7,621	30.4	0.73	D	9,435	38.4	0.91	E
23	On-ramp from Coral Way WB****	Major Merge	-	-	-	-	1,030	-	0.58	-
24	Coral Way WB on-ramp to Bird Rd WB Off-ramp	Weave	2,363	30.3	0.73	D	2,606	-	-	-
25	Off-ramp to Bird Rd WB	Major Diverge	-	-	-	-	1,962	32.6	0.48	D
26	Bird Rd WB Off-ramp to SR 874 WB Off-ramp	Basic	6,303	25.4	0.61	C	8,503	34.3	0.82	D
27	Off-ramp to SR 874	Diverge	902	13.7	0.23	B	1,817	22.6	0.46	C
28	SR 874 WB Off-ramp to SR 874 Diverge	Basic	5,401	21.7	0.52	C	6,686	26.8	0.65	D
29	Diverge to SR 874	Major Diverge	1,372	20.2	0.22	C	1,605	25.0	0.26	C
30	SR 874 Diverge to Bird Rd EB On-ramp	Basic	4,029	27.0	0.65	D	5,081	34.0	0.82	D
31	On-ramp from Bird Rd WB	Major Merge	691	-	0.35	-	1,063	-	0.54	-
32	On-ramp from Bird Rd EB to Miller Rd EB On-ramp**	Weave	1,922	26.4	0.86	C	2,451	-	1.10	F
33	On-ramp from Bird Rd EB to Miller Rd EB On-ramp	Basic	4,720	23.7	0.57	C	6,144	30.8	0.74	D
34	On-ramp from Miller Dr EB	Major Merge	518	-	0.28	-	586	-	0.31	-
35	Miller Dr EB On-ramp to Sunset Dr WB Off-ramp	Weave	-	-	-	-	-	-	-	-
36	Miller Drive EB On-ramp to Sunset Dr WB Off-ramp	Basic	5,238	21.0	0.51	C	6,730	27.0	0.65	D
37	Off-ramp to Sunset Dr WB	Major diverge	1,325	19.6	0.34	B	1,573	25.1	0.40	C
38	Sunset Dr WB Off-ramp to EL Merge	Basic	3,913	25.9	0.62	C	5,157	34.2	0.82	D
39	Express Lane Merge	Major Merge	1,293	-	0.62	-	744	-	0.36	-
40	EL Merge to Sunset Dr EB On-ramp	Basic	5,206	25.9	0.62	C	5,901	29.3	0.71	D
41	On-ramp from Sunset Drive EB	Merge	332	23.0	0.18	C	356	25.6	0.19	C
42	Sunset Drive EB On-ramp to SW 88th St WB Off-ramp	Basic	5,538	27.4	0.66	D	6,257	31.0	0.75	D
43	Off-ramp to SW 88th St WB	Major Diverge	2,785	25.7	0.71	C	2,618	29.1	0.66	D
44	Off-ramp to SW 88th St WB to SW 88th St EB On-ramp	Basic	2,753	18.3	0.44	C	3,639	24.1	0.58	C
45	SW 88th St EB On-ramp	Merge	138	14.3	0.08	B	502	21.7	0.29	C
46	SW 88th St EB On-ramp to US1 Merge	Basic	2,891	24.0	0.48	C	4,141	34.3	0.69	D

Notes:

\*HCS do not support 3-lane ramp analysis \*\*Shortest distance is considered for the worst condition \*\*\* Alt 1 is reported as the worst condition

\*\*\*\*AM analyzed as weaving

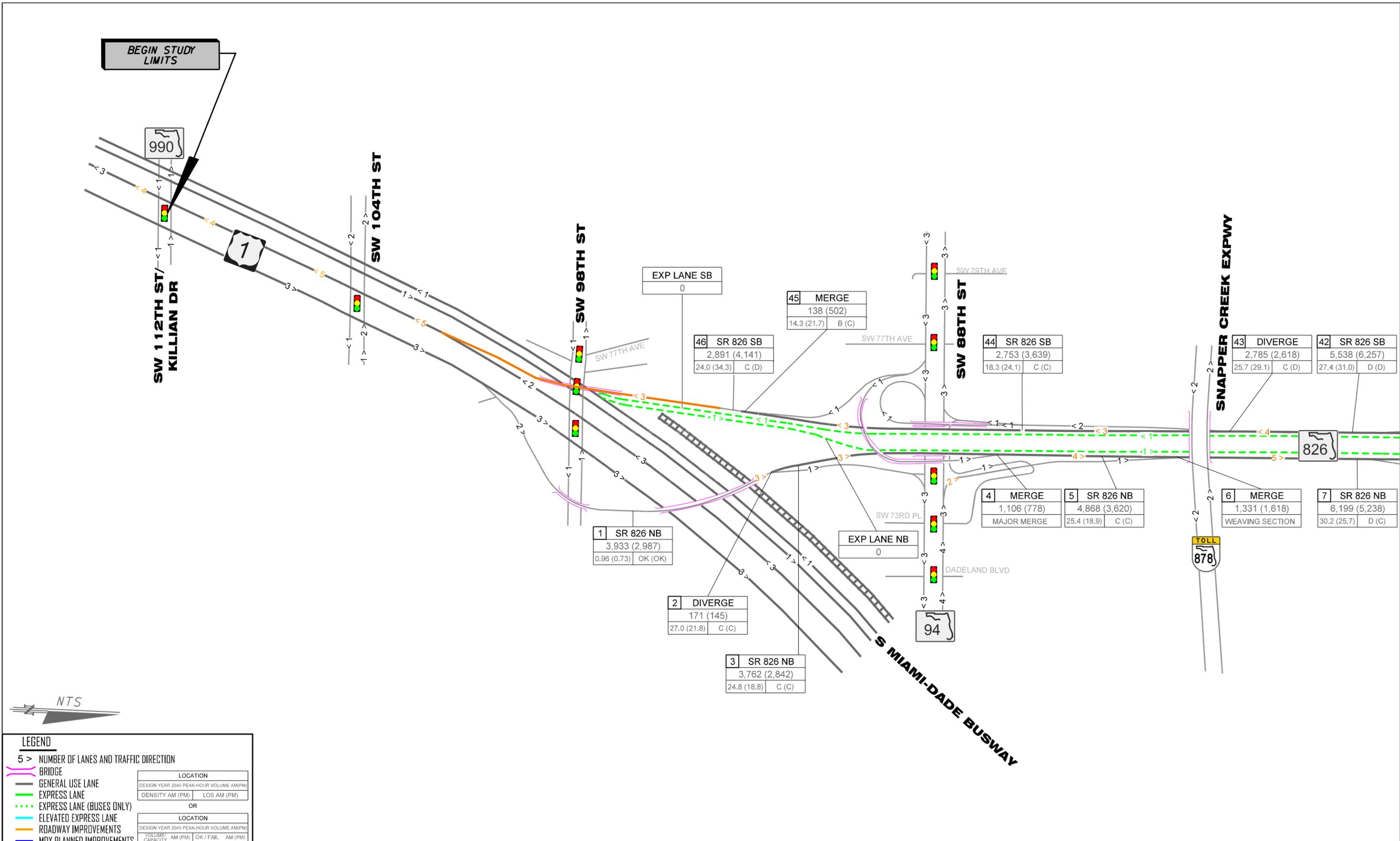
Weaving Volumes are included in [Appendix H](#)

**Table 6.11 – 2045 SR 826 Alternative 2 Northbound C-D Ramp Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
8	On-ramp from Flagler St	1,912	1,674	4,000	0.51	0.45
7	Flagler St On-ramp to SR 826/SR 836 Off-ramp	3,370	2,381	6,000	0.60	0.42
6	Off-ramp to Flagler St	705	822	1,900	0.40	0.46
5	SR 826 off-ramp to Flagler St On-ramp	1,458	707	2,100	0.74	0.36
4	Bird Rd Ramp Terminal	1,649	1,554	4,200	0.42	0.39
3	Bird Rd Off-ramp to SR 874 On-ramp	722	645	4,000	0.19	0.17
2	Bird Rd Off-ramp/Miller Dr On-ramp	2,193	1,889	6,000	0.39	0.34
1	Miller Dr On-ramp	1,567	1,262	4,200	0.40	0.32

**Table 6.12 – 2045 SR 826 Alternative 2 Southbound C-D Ramp Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
1	SR 836 Off-ramp to Flagler St	3,144	2,869	6,000	0.56	0.51
2	Flagler St Off-ramp to Flagler St On-ramp	1,194	1,171	4,000	0.32	0.31
3	SR 826 Off-ramp to Flagler St	1,950	1,698	1,900	<b>1.09</b>	0.95
4	Flagler St WB off-ramp	1,226	1,338	1,900	0.69	0.75
5	Flagler St On-ramp	2,420	2,509	6,000	0.43	0.45
6	Flagler St Off-ramp to SW 8th St Off-ramp	1,367	1,258	4,000	0.36	0.34
7	SW 8th St WB Off-ramp	806	690	1,900	0.45	0.39
8	SW 8th St EB Off-ramp	561	568	1,900	0.32	0.32
9	Bird Rd On-ramp	1,784	2,195	5,700	0.33	0.41
10	Bird Rd On-ramp to SR 874 On-ramp	2,686	4,012	7,600	0.38	0.56
11	SR 874 On-ramp to SR 826 On-ramp	1,744	2,679	3,800	0.49	0.75
12	Miller Dr On-ramp	1,053	1,616	3,800	0.30	0.45



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

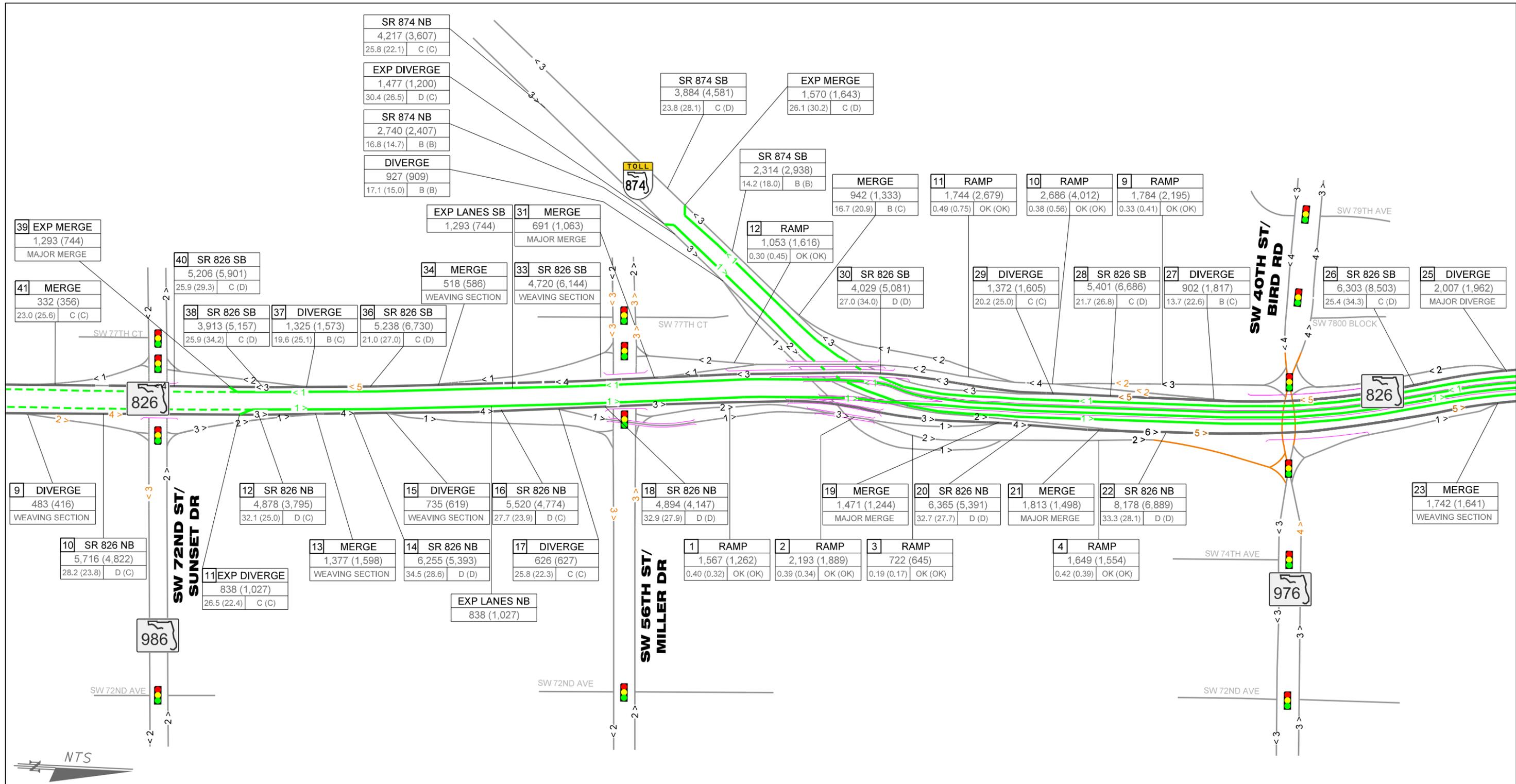
EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	DESIGN YEAR 2045 PEAK-HOUR VOLUME AM/PM	DENSITY AM (PM)	LOS AM (PM)
OR	LOCATION	DESIGN YEAR 2045 PEAK-HOUR VOLUME AM/PM	VOLUME / CAPACITY AM (PM)   OK / FAIL AM (PM)



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

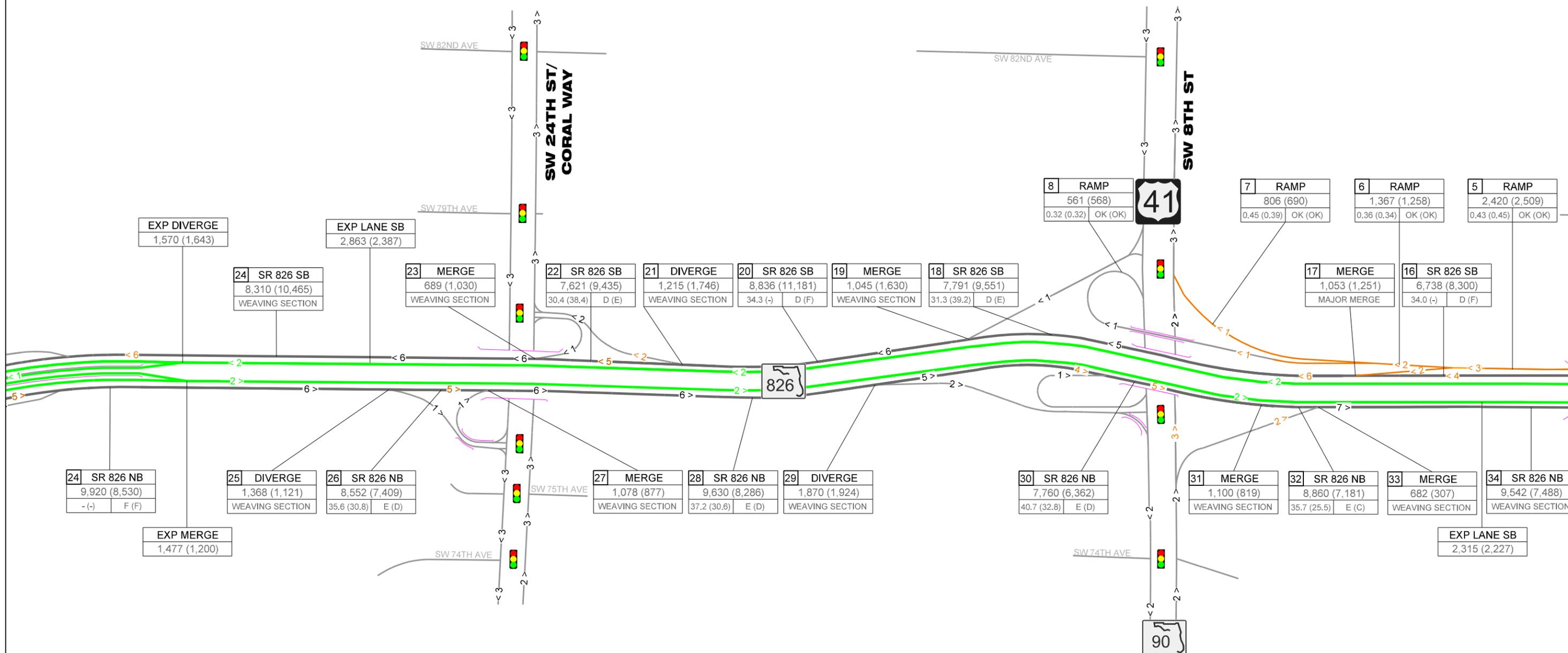
ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
DENSITY AM (PM)	LOS AM (PM)

OR

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
VOLUME/CAPACITY AM (PM)	OK / FAIL AM (PM)



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)	
DENSITY AM (PM)	LOS AM (PM)

OR

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)	
VOLUME/CAPACITY AM (PM)	OK / FAIL AM (PM)

**LEGEND**

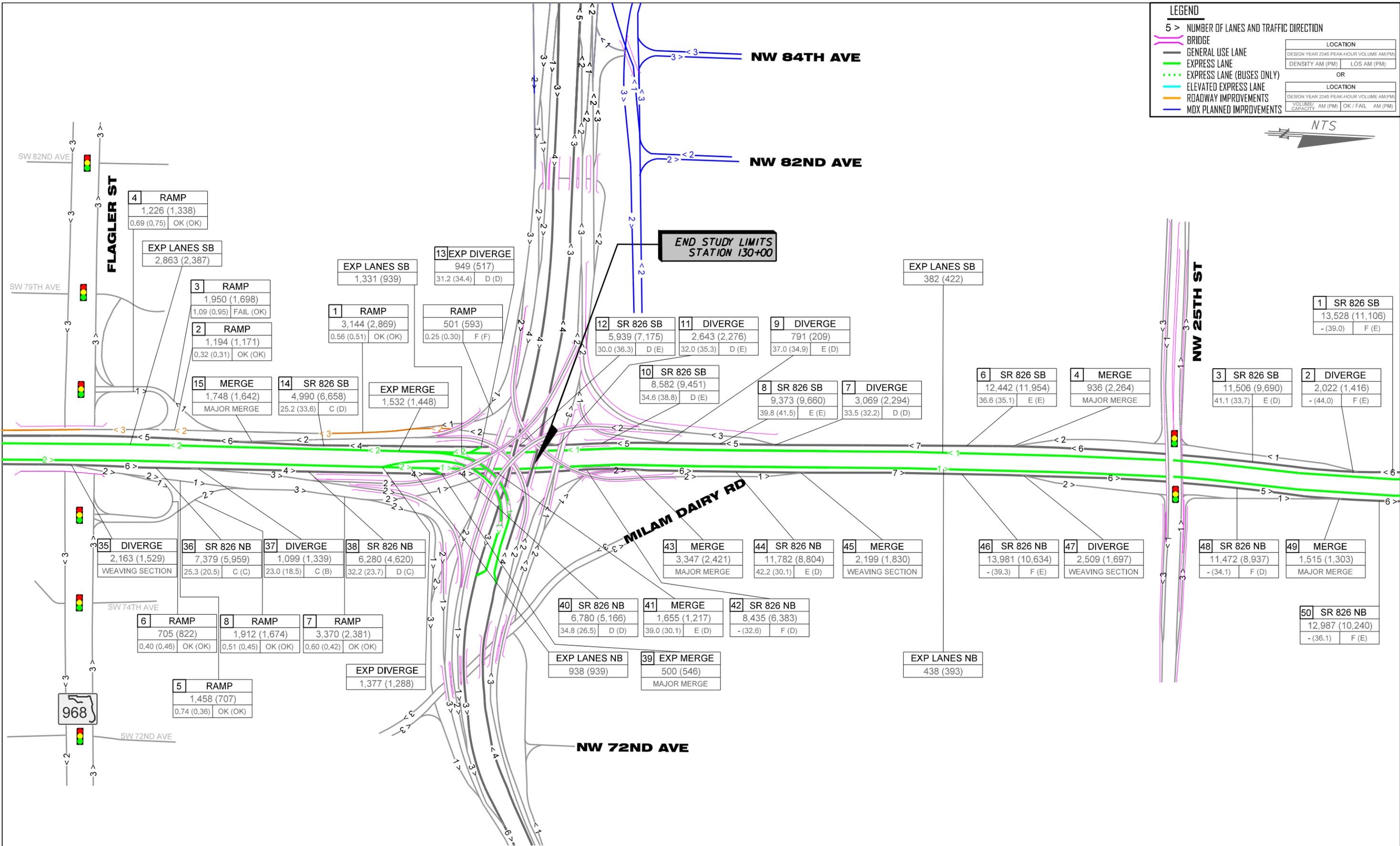
5 > NUMBER OF LANES AND TRAFFIC DIRECTION

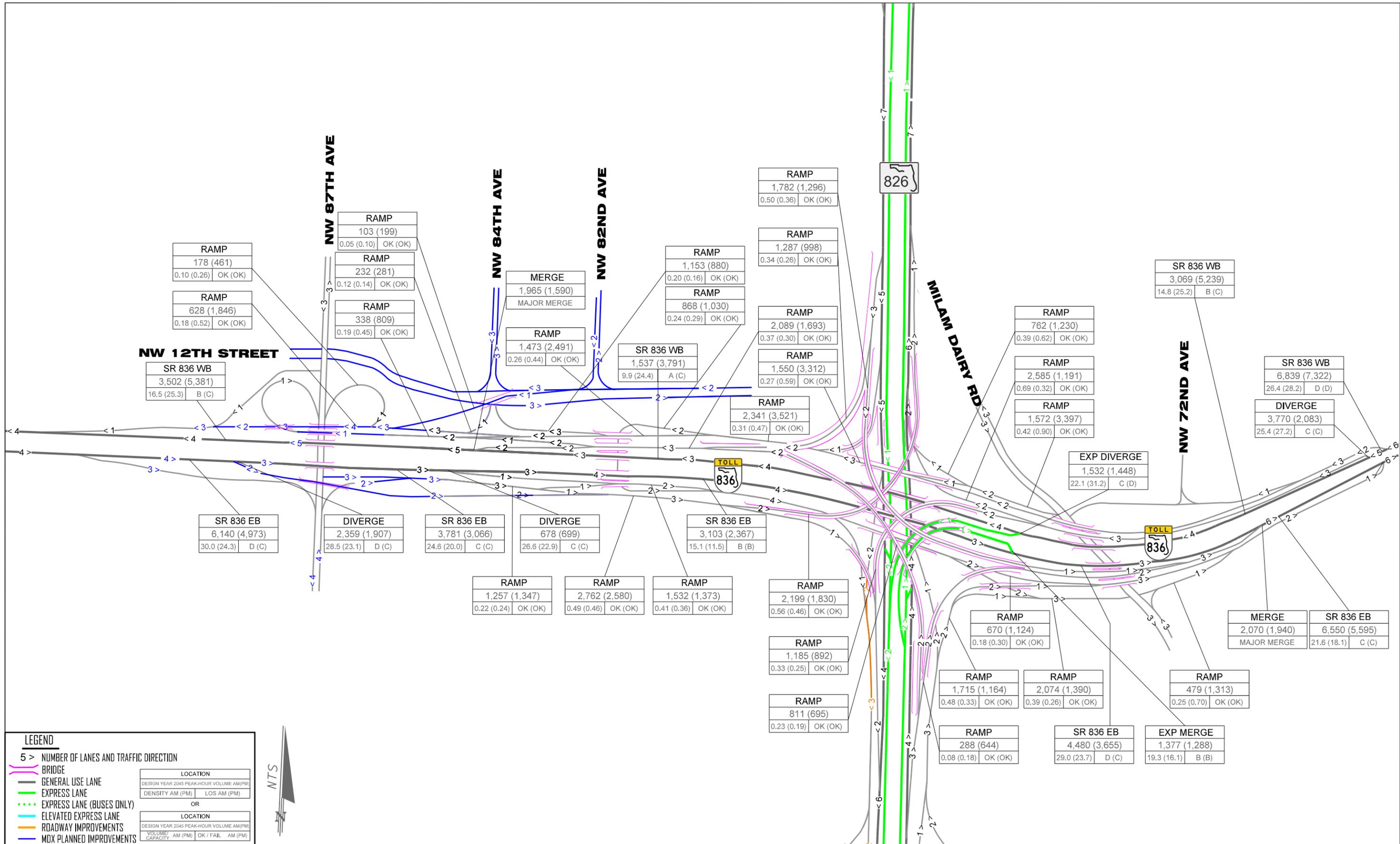
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)			
DENSITY AM (PM)	LOS AM (PM)		

OR

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)			
VOLUME CAPACITY	AM (PM)	OK / FAIL	AM (PM)





FLORIDA DEPARTMENT OF TRANSPORTATION  
 DISTRICT SIX  
 1000 NW 11TH AVENUE  
 MIAMI, FL 333172



**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
 From US I/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
 FPID No.: 432B39-1-22-02  
 ETDM No.: 14308

**2045 DESIGN YEAR ALTERNATIVE 2  
 OPERATIONAL ANALYSIS RESULTS**

**FIGURE  
 6.7  
 118**

**Alternative 3** – The freeway analysis shows that ten locations northbound and 12 locations southbound will operate at an unacceptable LOS (worst peak period LOS) by the year 2045. The weaving analysis shows that four locations northbound and four locations southbound will operate at an unacceptable LOS. The ramp junction analysis shows four locations northbound and four locations southbound will operate at an unacceptable LOS. The C-D capacity analysis shows all locations will operate within capacity. **Tables 6.13 – 6.16** summarizes the results. The analysis results are also schematically summarized in **Figure 6.8**.

**Table 6.13 – 2045 SR 826 Alternative 3 Northbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
			AM Peak				PM Peak			
51	NW 25th St WB On-ramp to NW 36th St EB Off-ramp	Basic	12,814	-	1.06	F	10,266	36.2	0.85	E
50	On-ramp from NW 25th St WB	Major Merge	1,490	-	0.81	-	1,382	-	0.75	-
49	NW 25th St EB Off-ramp to NW 25th St WB On-ramp	Basic	11,324	-	1.08	F	8,884	33.8	0.85	D
48	Off-ramp to NW 25th St EB	Weave	-	-	-	-	-	-	-	-
47	SR 836 EB On-ramp to NW 25th St EB Off-ramp		3,889	-	1.21	F	3,017	39.3	0.94	E
46	On-ramp from SR 836 EB		-	-	-	-	-	-	-	-
45	SR 836 WB On-ramp to SR 836 EB On-ramp	Basic	11,694	41.8	0.96	E	8,956	30.7	0.73	D
44	On-ramp from SR 836 WB	Major Merge	3,252	-	0.79	-	2,371	-	0.58	-
43	Flagler St WB On-ramp to SR 836 WB On-ramp	Basic	8,442	-	1.02	F	6,585	33.7	0.80	D
42	On-ramp from Flagler St WB	Merge	1,627	38.9	0.83	E	1,308	31.2	0.67	D
41	EL Merge to Flagler St WB On-ramp	Basic	6,815	35.0	0.83	D	5,277	27.1	0.64	D
40	Express Lane Merge	Major Merge	463	-	0.22	-	401	-	0.19	-
39	SR 836 Off-ramp to EL Merge	Basic	6,352	-	1.03	F	4,876	33.4	0.79	D
38	Off ramp to SR 836	Major Diverge	1,822	30.5	0.46	D	1,688	24.5	0.43	C
37	Flagler St WB Off-ramp to SR 836 Off-ramp	Basic	8,174	33.7	0.79	D	6,564	27.0	0.64	D
36	Off-ramp to Flagler St WB	Weave	-	-	-	-	-	-	-	-
35	SW 8th St WB On-ramp to Flagler St WB Off-ramp		-	-	-	-	-	-	-	-
34	On-ramp from SW 8th St WB		-	-	-	-	-	-	-	-
33	SW 8th St EB On-ramp to Flagler St WB Off-ramp		3,126	-	0.96	F	2,306	31.7	0.73	D
32	On-ramp from SW 8th St EB		-	-	-	-	-	-	-	-
31	SW 8th St EB Off-ramp to SW 8th St EB On-ramp	Basic	8,169	44.3	0.99	E	6,958	35.8	0.84	E
30	Off-ramp to SW 8th St EB	Major Diverge	1,649	36.7	0.42	E	1,845	32.9	0.47	D
29	Coral Way EB On-ramp to SW 8th St EB Off-ramp	Basic	9,818	41.7	0.96	E	8,803	36.6	0.86	E
28	On-ramp from Coral Way EB	Merge	1,057	28.7	0.60	D	905	24.6	0.51	C
27	Coral Way EB Off-ramp to Coral Way EB On-ramp	Basic	8,761	36.5	0.85	E	7,898	32.9	0.77	D
26	Off-ramp to Coral Way EB	Weave	-	-	-	-	-	-	-	-
25	Bird Rd WB On-ramp to Coral Way EB Off-ramp		2,031	-	1.13	F	1,933	41.3	0.87	E
24	On-ramp from Bird Rd WB		-	-	-	-	-	-	-	-
23	Bird Rd EB On-ramp to Bird Rd WB On-ramp	Basic	9,045	37.6	0.88	E	7,784	32.4	0.76	D
22	On-ramp from Bird Rd EB	Merge	740	24.6	0.42	C	440	19.8	0.25	B
21	SR 874 On-ramp to Bird Rd EB On-ramp	Basic	8,305	34.5	0.81	D	7,344	30.6	0.71	D
20	On-ramp from SR 874 (toll road merge)	Major Merge	2,149	-	0.52	-	1,843	-	0.45	-
19	Miller Dr WB On-ramp to SR 874 On-ramp	Basic	6,156	31.6	0.75	D	5,501	28.2	0.67	D
18	On-ramp from Miller Dr WB	Major Merge	1,164	-	0.59	-	1,133	-	0.57	-
17	Bird Rd EB Off-ramp to Miller Dr WB On-ramp	Basic	4,992	33.6	0.80	D	4,368	29.4	0.70	D
16	Off-ramp to Bird Rd EB	Major Diverge	544	25.8	0.28	C	611	23.2	0.31	C
15	Miller Dr EB Off-ramp to Bird Rd EB Off-ramp	Basic	5,536	27.8	0.67	D	4,979	25.0	0.60	C
14	Off-ramp to Miller Rd WB	Weave	-	-	-	-	-	-	-	-
13	Sunset Dr WB On-ramp to Miller Dr EB Off-ramp		1,749	34.3	0.81	D	1,814	29.4	0.81	D
12	On-ramp from Sunset Dr WB		-	-	-	-	-	-	-	-
11	EL Diverge to Sunset Dr WB On-ramp	Basic	4,881	32.1	0.78	D	3,980	26.2	0.63	D
10	EL Diverge	Major Diverge	819	35.3	0.40	E	730	30.7	0.36	D
9	Sunset Dr EB Off-ramp to Sunset Dr WB On-ramp	Basic	5,700	38.3	0.91	E	4,710	31.0	0.75	D
8	Off-ramp to Sunset Dr EB	Weave	-	-	-	-	-	-	-	-
7	SW 88th St WB On-ramp to Sunset Dr EB Off-ramp		1,813	41.9	0.85	E	1,825	33.8	0.83	D
6	On-ramp from SW88th St WB		-	-	-	-	-	-	-	-
5	SW 88th St EB On-ramp to Sunset Dr EB Off-ramp	Basic	4,533	31.6	0.75	D	3,457	24.1	0.57	C
4	On-ramp from SW88th St EB	Major Merge	1,055	-	0.56	-	778	-	0.41	-
3	SW 88th St EB Off-ramp to SW 88th St EB On-ramp	Basic	3,478	34.7	0.85	D	2,679	26.5	0.65	D
2	Off-ramp to SW 88th Street	Diverge	162	36.9	0.09	E	140	29.1	0.08	D
1	Off-ramp to SW 88th Street	Basic	3,640	-	0.89	-	2,819	-	0.69	-

**Table 6.14 – 2045 SR 826 Alternative 3 Southbound Freeway Analysis Results**

#	Segment Description	Analysis Type	Volume	AM Peak			PM Peak			
				Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
1	NW 36th St EB On-ramp to NW 25th St WB Off-ramp	Basic	13,447	-	1.11	F	11,211	39.6	0.92	E
2	Off-ramp to NW 25th St WB	Diverge	2,003	54.5	1.13	F	1,258	43.5	0.71	E
3	NW 25th St WB Off-ramp to NW 25th St EB On-ramp	Basic	11,444	40.8	0.94	E	9,953	34.7	0.82	D
4	On-ramp from NW 25th Street EB	Major Merge	1,009	-	0.27	-	2,369	-	0.63	-
5	NW 25th St EB On-ramp to SR 836 WB Off-ramp*	Weave	3,637	-	1.14	F	4,153	-	1.3	F
6	NW 25th St EB On-ramp to SR 836 WB Off-ramp	Basic	12,453	36.7	0.87	E	12,322	-	0.87	E
7	Off-ramp to SR 836 WB	Major Diverge	3,136	33.5	0.59	D	2,898	33.1	0.74	D
8	SR 836 WB Off-ramp to SR 836 Off-ramp	Basic	9,317	39.4	0.92	E	9,424	40.1	0.93	E
9	Off-ramp to SR 836	Diverge	791	36.9	0.45	E	256	34.4	0.15	D
10	SR 836 Off-ramp to Flagler St WB Off-ramp	Basic	8,526	34.4	0.82	D	9,168	37.3	0.89	E
11	Off-ramp to Flagler St WB	Major Diverge	2,754	31.8	0.70	D	2,422	34.2	0.61	D
12	Flagler St WB Off-ramp to SR 836 EB On-ramp	Basic	5,772	29.1	0.70	D	6,746	34.0	0.81	D
13	Express Lane Diverge	Diverge	482	29.6	0.24	D	514	34.2	0.25	D
14	EL Diverge to SR 836 EB On-ramp	Basic	5,290	26.7	0.64	D	6,232	31.4	0.75	D
15	On-ramp from SR 836 EB	Major Merge	2,478	-	0.63	-	1,982	-	0.50	-
16	SR 836 EB On-ramp to Flagler St WB On-ramp	Basic	7,768	40.3	0.94	E	8,214	44.3	0.99	E
17	On-ramp from Flagler St WB	Major Merge	1,082	-	0.28	-	1,427	-	0.36	-
18	Flagler St WB On-ramp to SW 8th St EB On-ramp	Basic	8,850	35.6	0.85	E	9,641	39.8	0.93	E
19	On-ramp from SW 8th St EB	Weave	-	-	-	-	-	-	-	-
20	SW 8th St WB On-ramp to Flagler St WB Off-ramp		2,172	-	0.98	F	2,764	-	1.24	F
21	Off-ramp to Coral Way WB		-	-	-	-	-	-	-	-
22	Coral Way WB Off-ramp to Coral Way WB On-ramp	Basic	8,870	35.5	0.85	E	9,528	38.9	0.92	E
23	On-ramp from Coral Way WB	Major Merge	811	-	0.46	-	1,030	-	0.58	-
24	Coral Way WB on-ramp to Bird Rd WB Off-ramp	Basic	9,681	32.4	0.78	D	10,558	35.4	0.85	E
25	Off-ramp to Bird Rd WB	Major Diverge	2,088	30.1	0.51	D	1,958	32.8	0.48	D
26	Bird Rd WB Off-ramp to SR 874 WB Off-ramp	Basic	7,593	30.7	0.73	D	8,600	34.7	0.83	D
27	Off-ramp to SR 874	Diverge	945	30.3	0.48	D	1,762	37.8	0.90	E
28	SR 874 WB Off-ramp to SR 874 Diverge	Basic	6,648	26.7	0.64	D	6,838	27.4	0.66	D
29	Diverge to SR 874	Major Diverge	1,850	24.8	0.30	C	1,974	25.5	0.32	C
30	SR 874 Diverge to Bird Rd EB On-ramp	Basic	4,798	32.1	0.77	D	4,864	32.5	0.78	D
31	On-ramp from Bird Rd WB	Weave	-	-	-	-	-	-	-	-
32	Bird Rd EB On-ramp to Sunset Dr WB Off-ramp**		2,053	33.7	0.74	D	2,529	40.3	0.84	E
33	On-ramp from Miller Dr EB		-	-	-	-	-	-	-	-
34	Miller Dr EB On-ramp to Sunset Dr WB Off-ramp		-	-	-	-	-	-	-	-
35	Off-ramp to Sunset Dr WB		-	-	-	-	-	-	-	-
36	Sunset Dr WB Off-ramp to EL Merge	Basic	4,456	29.5	0.71	D	4,994	33.1	0.80	D
37	Express Lane Merge	Major Merge	806	29.8	0.39	D	880	33.4	0.43	D
38	EL Merge to Sunset Dr EB On-ramp	Basic	5,262	34.9	0.84	D	5,874	40.1	0.94	E
39	On-ramp from Sunset Drive EB	Merge	343	31.6	0.19	D	379	34.9	0.20	D
40	Sunset Drive EB On-ramp to SW 88th St WB Off-ramp	Basic	5,605	37.5	0.89	E	6,253	44.6	1.00	E
41	Off-ramp to SW 88th St WB	Major Diverge	2,515	34.7	0.64	D	2,592	38.7	0.66	E
42	Off-ramp to SW 88th St WB to SW 88th St EB On-ramp	Basic	3,090	30.7	0.74	D	3,661	36.6	0.87	E
43	SW 88th St EB On-ramp	Merge	147	-	0.08	-	472	-	0.25	-
44	SW 88th St EB On-ramp to US1 Merge	Ramp	3,237	21.9	0.53	C	4,133	27.9	0.68	D

Notes:

\*HCS do not support 3-lane ramp analysis \*\*Shortest distance is considered for the worst condition

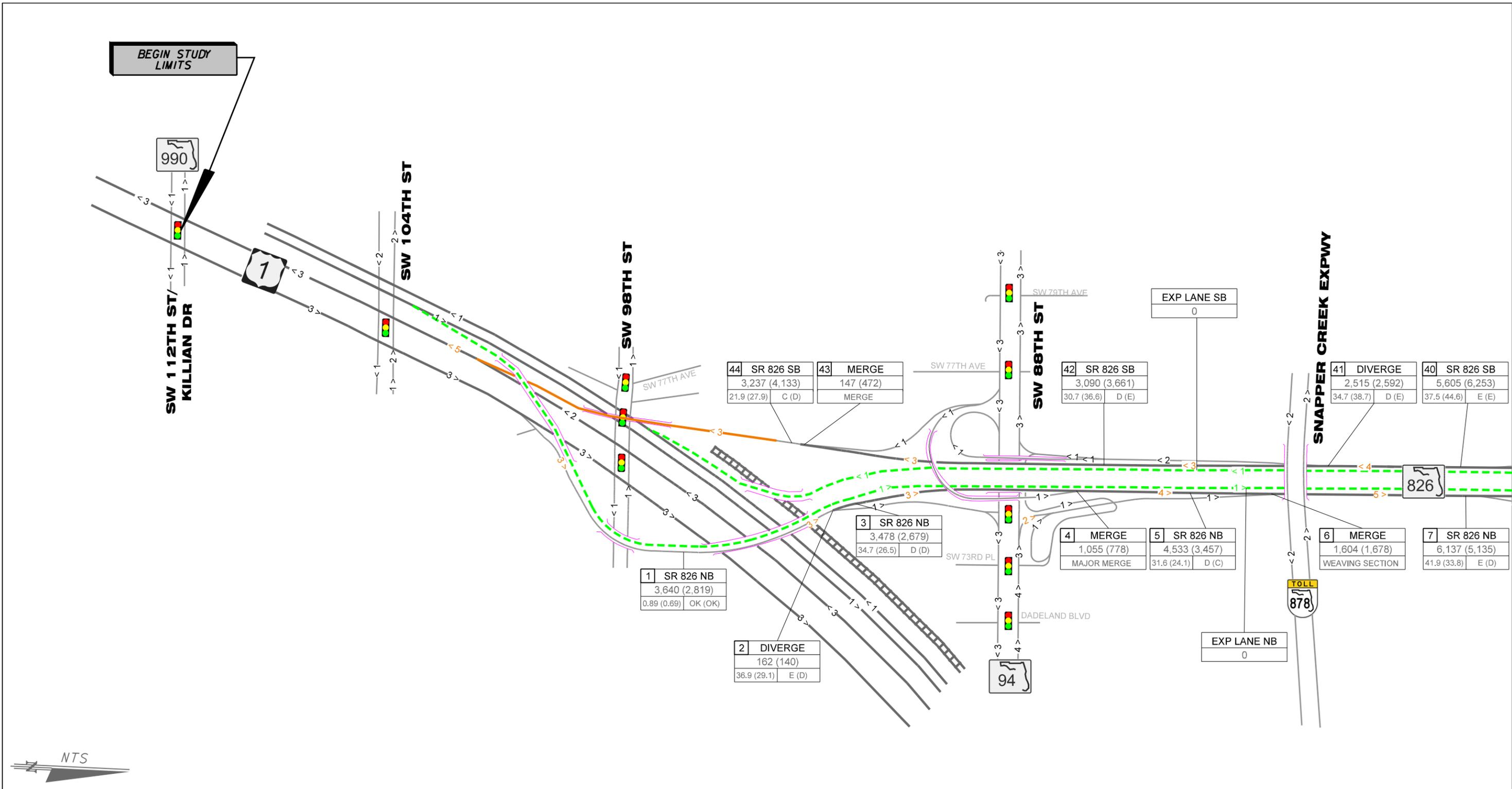
Weaving Volumes are included in [Appendix H](#)

**Table 6.15 – 2045 SR 826 Alternative 3 Northbound C-D Ramp Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
8	On-ramp from Flagler St	1,767	1,560	4,000	0.47	0.42
7	Flagler St On-ramp to SR 826/SR 836 Off-ramp	2,992	2,316	6,000	0.53	0.41
6	Off-ramp to Flagler St	705	824	1,900	0.40	0.46
5	SR 826 off-ramp to Flagler St On-ramp	1,225	756	2,100	0.62	0.38
4	Bird Rd Ramp Terminal	1,855	1,535	4,200	0.47	0.39
3	Bird Rd Off-ramp to SR 874 On-ramp	889	711	4,000	0.24	0.19
2	Bird Rd Off-ramp/Miller Dr On-ramp	2,053	1,844	6,000	0.37	0.33
1	Miller Dr On-ramp	1,509	1,233	4,200	0.38	0.31

**Table 6.16 – 2045 SR 826 Alternative 3 Southbound C-D Ramp Results**

#	Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
		AM	PM		AM	PM
1	SR 836 Off-ramp to Flagler St	3,255	3,015	6,000	0.58	0.54
2	Flagler St Off-ramp to Flagler St On-ramp	1,535	1,307	4,000	0.41	0.35
3	SR 826 Off-ramp to Flagler St	1,720	1,708	1,900	0.97	0.96
4	Flagler St WB off-ramp	1,027	1,366	1,900	0.58	0.77
5	Flagler St On-ramp	2,562	2,673	6,000	0.46	0.48
6	Flagler St Off-ramp to SW 8th St Off-ramp	1,480	1,246	4,000	0.39	0.33
7	SW 8th St WB Off-ramp	919	690	1,900	0.52	0.39
8	SW 8th St EB Off-ramp	561	556	1,900	0.32	0.31
9	Bird Rd On-ramp	1,664	2,349	5,700	0.31	0.44
10	Bird Rd On-ramp to SR 874 On-ramp	2,609	4,111	7,600	0.37	0.58
11	SR 874 On-ramp to SR 826 On-ramp	1,723	2,781	3,800	0.48	0.78
12	Miller Dr On-ramp	1,105	1,605	3,800	0.31	0.45



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

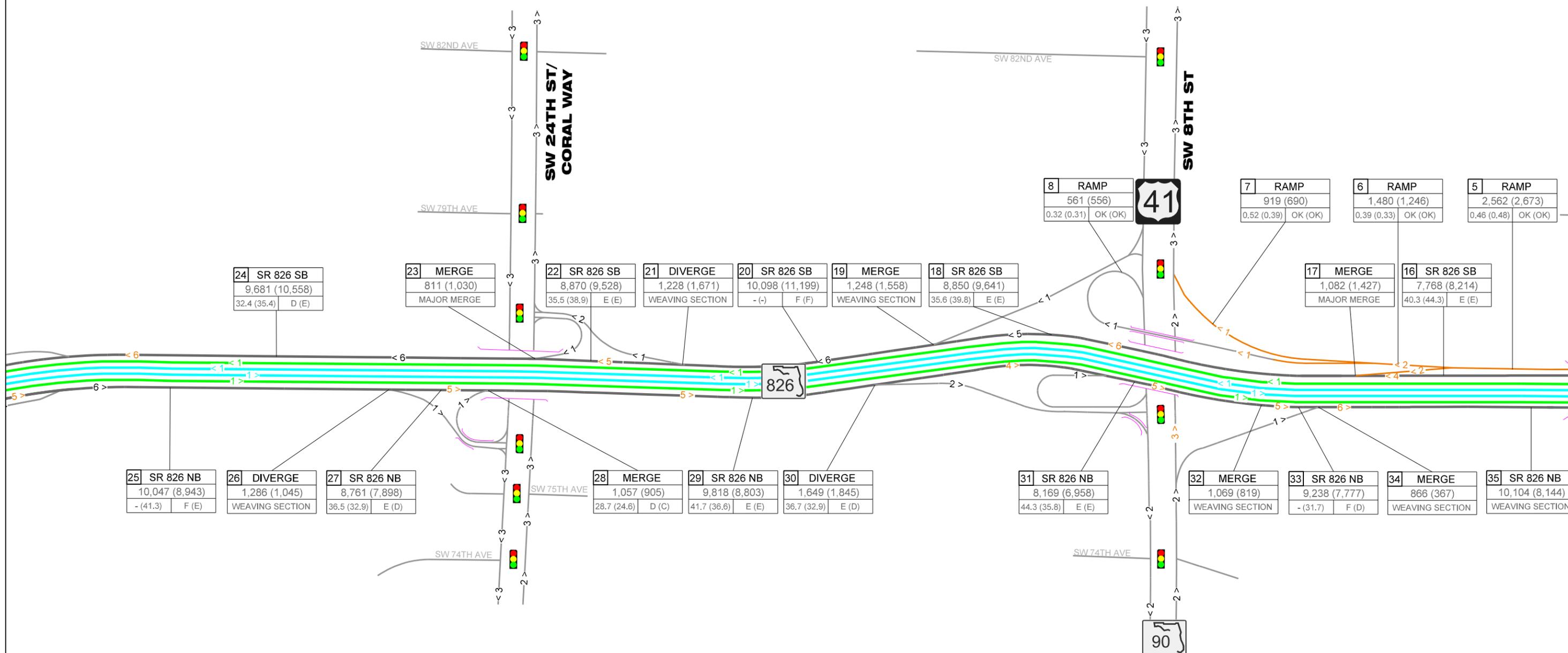
ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
DENSITY AM (PM)	LOS AM (PM)
OR	
LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
VOLUME/CAPACITY AM (PM)	OK / FAIL AM (PM)





24	SR 826 SB
9,681 (10,558)	
32.4 (35.4)	D (E)

23	MERGE
811 (1,030)	
MAJOR MERGE	

22	SR 826 SB
8,870 (9,528)	
35.5 (38.9)	E (E)

21	DIVERGE
1,228 (1,671)	
WEAVING SECTION	

20	SR 826 SB
10,098 (11,199)	
- (-)	F (F)

19	MERGE
1,248 (1,558)	
WEAVING SECTION	

18	SR 826 SB
8,850 (9,641)	
35.6 (39.8)	E (E)

8	RAMP
561 (556)	
0.32 (0.31)	OK (OK)

7	RAMP
919 (690)	
0.52 (0.39)	OK (OK)

6	RAMP
1,480 (1,246)	
0.39 (0.33)	OK (OK)

5	RAMP
2,562 (2,673)	
0.46 (0.48)	OK (OK)

17	MERGE
1,082 (1,427)	
MAJOR MERGE	

16	SR 826 SB
7,768 (8,214)	
40.3 (44.3)	E (E)

25	SR 826 NB
10,047 (8,943)	
- (41.3)	F (E)

26	DIVERGE
1,286 (1,045)	
WEAVING SECTION	

27	SR 826 NB
8,761 (7,898)	
36.5 (32.9)	E (D)

28	MERGE
1,057 (905)	
28.7 (24.6)	D (C)

29	SR 826 NB
9,818 (8,803)	
41.7 (36.6)	E (E)

30	DIVERGE
1,649 (1,845)	
36.7 (32.9)	E (D)

31	SR 826 NB
8,169 (6,958)	
44.3 (35.8)	E (E)

32	MERGE
1,069 (819)	
WEAVING SECTION	

33	SR 826 NB
9,238 (7,777)	
- (31.7)	F (D)

34	MERGE
866 (367)	
WEAVING SECTION	

35	SR 826 NB
10,104 (8,144)	
WEAVING SECTION	

**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
DENSITY AM (PM)	LOS AM (PM)

OR

LOCATION	
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)	
VOLUME/CAPACITY AM (PM)	OK / FAIL AM (PM)

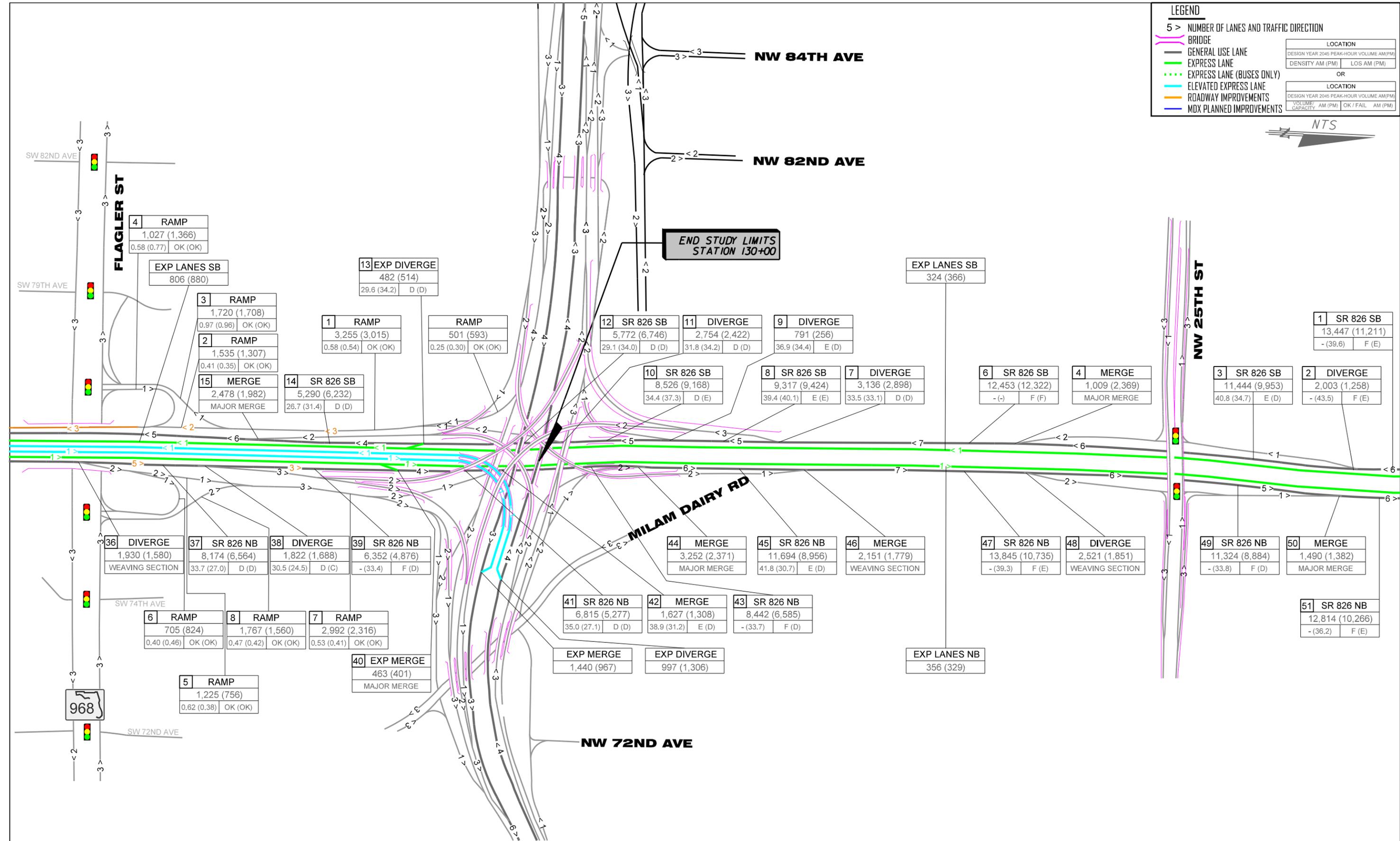
**LEGEND**

- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE
- GENERAL USE LANE
- EXPRESS LANE
- EXPRESS LANE (BUSES ONLY)
- ELEVATED EXPRESS LANE
- ROADWAY IMPROVEMENTS
- MOX PLANNED IMPROVEMENTS

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)			
DENSITY AM (PM)	LOS AM (PM)		

OR

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)			
VOLUME CAPACITY AM (PM)	OK / FAIL	AM (PM)	



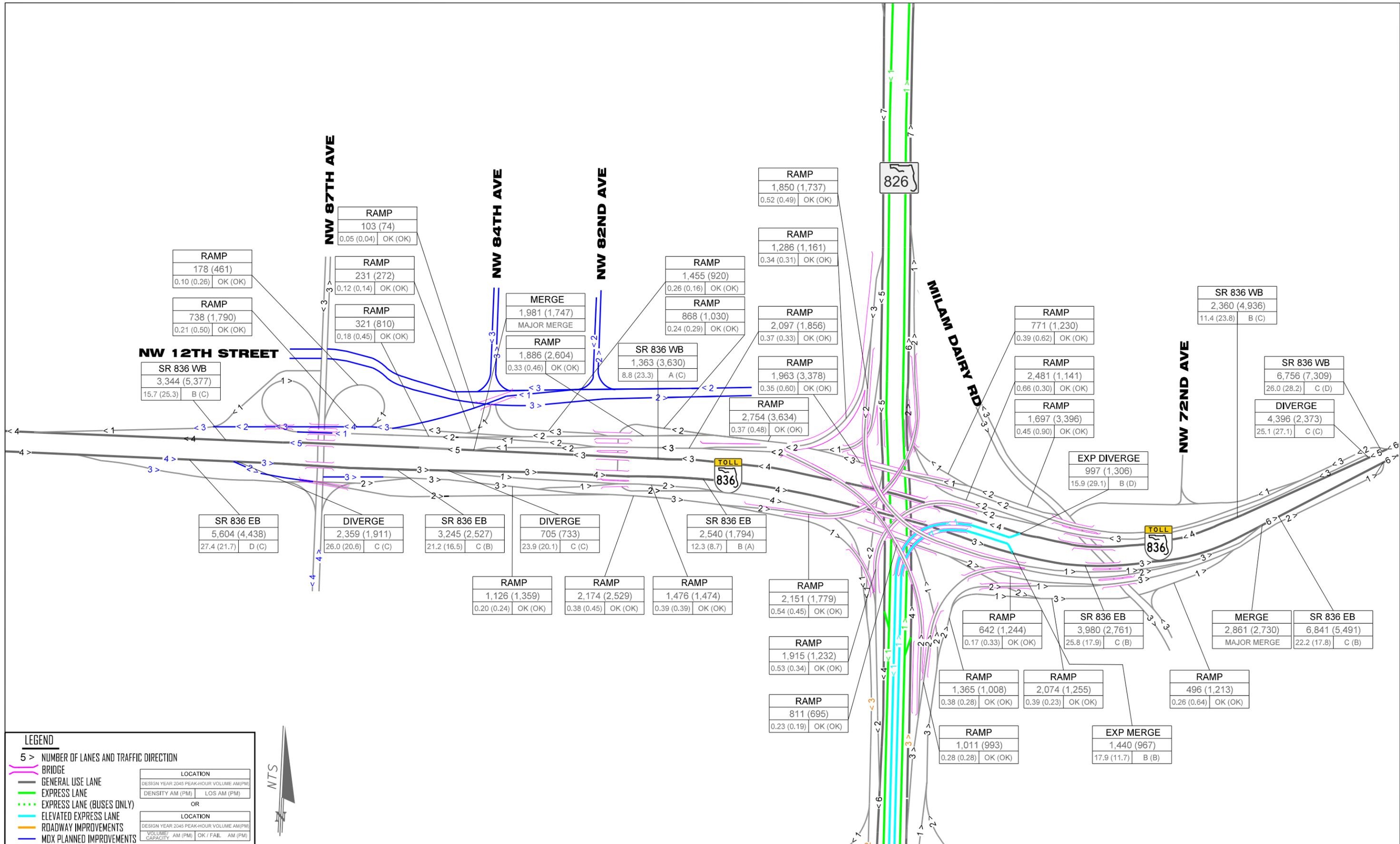
FLORIDA DEPARTMENT OF TRANSPORTATION  
 DISTRICT SIX  
 1000 NW 11TH AVENUE  
 MIAMI, FL 333172



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

2045 DESIGN YEAR ALTERNATIVE 3  
 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE  
 6.8  
 126



**LEGEND**

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

GENERAL USE LANE

EXPRESS LANE

EXPRESS LANE (BUSES ONLY)

ELEVATED EXPRESS LANE

ROADWAY IMPROVEMENTS

MDX PLANNED IMPROVEMENTS

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)			
DENSITY AM (PM)	LOS AM (PM)		

OR

LOCATION			
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM (PM)			
VOLUME/CAPACITY AM (PM)	OK / FAIL	AM (PM)	

## 6.2 SR 874 AND SR 836 ALTERNATIVES OPERATIONAL ANALYSIS

The SR 874 and SR 836 corridors within the area of influence were also analyzed. A summary of the results are presented in [Tables 6.17 – 6.28](#). Output HCS reports are included in [Appendix E](#).

**No-Build** – The freeway analysis shows that all locations will operate at an acceptable LOS by the year 2045 within the area of influence. The ramp junction analysis shows that one location will operate at over capacity. The C-D capacity analysis shows all locations will operate within capacity. [Tables 6.17 – 6.19](#) summarizes the results.

**Table 6.17 – 2045 SR 874 and SR 836 No-Build Freeway Analysis Results**

Segment Description	Analysis Type	Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
AM Peak						PM Peak			
<b>SR 836 EB Segment between</b>									
NW 87th Ave Off-ramp to SR 826 Off-ramp	Basic	6,177	30.2	0.74	D	4,937	24.1	0.59	C
Off-ramp to SR 826	Major Diverge	2,334	28.7	0.61	D	1,902	22.9	0.49	C
SR 826 Off-ramp to Flagler St SB Off-ramp	Basic	3,843	25.0	0.61	C	3,035	19.8	0.48	C
Off-ramp to Flagler St SB	Diverge	678	26.9	0.37	C	710	22.8	0.39	C
Flagler St SB Off-ramp to SR 826 on-ramp	Basic	3,165	20.5	0.50	C	2,325	15.1	0.37	B
On-ramp from SR 826	Major Merge	3,501	-	0.63	-	3,416	-	0.61	-
SR 826 On-ramp to Flagler St WB On-ramp	Basic	6,666	21.6	0.53	C	5,741	18.6	0.45	C
<b>SR 836 WB Segment between</b>									
NW 72nd Ave Off-ramp to SR 826 Off-ramp	Basic	6,899	26.6	0.65	D	6,676	25.7	0.63	C
Off-ramp to SR 826	Major Diverge	5,474	25.6	1.03	C	2,960	24.8	0.76	C
SR 826 Off-ramp to SR 826 SB On-ramp	Basic	1,425	9.2	0.23	A	3,716	23.9	0.59	C
On-ramp from SR826 SB	Major Merge	1,873	-	0.48	-	1,411	-	0.36	-
SR 826 SB On-ramp to NW 87th Ave SB On-ramp	Basic	3,298	15.5	0.39	B	5,127	24.1	0.60	C
<b>SR 874 SB Segment between</b>									
SR 826 to Bird Rd WB On-ramp	Basic	3,327	20.4	0.52	C	3,506	21.5	0.55	C
On ramp from Bird Rd EB	Merge	958	26.5	0.49	C	1,347	30.5	0.69	D
West of Bird Rd WB On-ramp	Basic	4,285	26.3	0.67	D	4,853	29.8	0.76	D
<b>SR 874 NB Segment between</b>									
West of Off-ramp to Bird Rd EB	Basic	4,475	27.4	0.70	D	4,031	24.7	0.63	C
Off ramp to Bird Rd EB	Diverge	943	30.6	0.48	D	794	28.2	0.41	D
Off ramp to Bird Rd EB Off-ramp to SR 826	Basic	3,532	21.6	0.56	C	3,237	19.8	0.51	C

**Table 6.18 – 2045 SR 836 No-Build Eastbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
NW 87th Ave On-ramp	1,257	1,361	6,000	0.22	0.24
NW 87th Ave On-ramp/SR 836 EB Off-ramp	2,818	2,545	6,000	0.50	0.45
NW 87th Ave On-ramp/SR 836 Off-ramp to SR 826 SB and Flagler St	1,451	1,428	4,000	0.39	0.38
SR 836 WB Off-ramp to SR 836	856	1,030	3,800	0.24	0.29
SR 836 EB Off-ramp to SR 826 NB	2,255	1,795	4,200	0.57	0.45
SR 836 EB Off-ramp to Flagler St Off-ramp	501	593	2,100	0.25	0.30
SR 826 NB Off-ramp to SR 836 EB	1,585	2,109	3,800	0.44	0.59
Flagler St WB Off-ramp to SR 836 EB	1,798	1,189	3,800	0.50	0.33
Milam Dairy Rd Off-ramp to Flagler St On-ramp	739	1,222	4,000	0.20	0.32
Flagler St On-ramp to Milam Dairy Rd On-Ramp	1,353	1,752	6,000	0.24	0.31
Milam Dairy Rd Off-ramp	2,251	1,302	5,700	0.42	0.24
Milam Dairy Rd On-Ramp	454	1,078	2,000	0.24	0.57
Off ramp from SR 826 SB Off-ramp to SR 836 EB	1,916	1,307	3,800	0.54	0.37

**Table 6.19 – 2045 SR 836 No-Build Westbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
Milam Dairy Rd Off-ramp	1,513	3,582	4,000	0.40	0.95
Milam Dairy Rd Off-ramp to SR 826 NB On-ramp	729	1,313	2,100	0.37	0.66
SR 836 WB Off-ramp to SR 826 NB	2,493	1,133	4,000	0.66	0.30
SR 836 WB Off-ramp to SR 826 SB	2,981	1,827	3,800	0.83	0.51
SR 826 NB Off-ramp to SR 836 WB	811	695	3,800	0.23	0.19
SR 826 SB Off-ramp to SR 836 WB	1,362	918	4,000	0.36	0.24
SR 836/Milam Dairy Road Off-ramp to SR 826 SB On-ramp	1,768	3,426	6,000	0.31	0.61
SR 826 SB Off-ramp to SR 836 EB/Flagler St On-ramp	2,517	3,671	8,000	0.33	0.49
SR 826 NB/SB Off-ramp to SR 836 WB On-ramp	2,174	1,613	6,000	0.38	0.29
SR 836 EB Off-ramp to NW 87th Ave On-ramp	1,661	2,641	6,000	0.29	0.47
NW 84th Terminal	1,280	855	6,000	0.23	0.15
On ramp from 12th Street westbound (east of 84th Avenue) to SR836 westbound	103	171	2,100	0.05	0.09
NW 82nd Ave On-ramp	291	293	2,100	0.15	0.15
NW 87th Ave Off-ramp	512	840	1,900	0.29	0.47
NW 87th Ave On-Ramp	178	410	1,900	0.10	0.23
NW 87th Ave On-ramp to SR 836 On-ramp	741	2,022	3,800	0.21	0.56

**Alternative 1** – The freeway analysis shows that all locations will operate at an acceptable LOS by the year 2045 within the area of influence. The ramp junction analysis shows that all locations will operate at an acceptable LOS. The collector distributor capacity analysis shows all locations will operate within capacity.

**Tables 6.20 – 6.22** summarizes the results.

**Table 6.20 – 2045 SR 874 and SR 836 Alternative 1 Freeway Analysis Results**

Segment Description	Analysis Type	Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
		AM Peak				PM Peak			
<b>SR 836 EB Segment between</b>									
NW 87th Ave Off-ramp to SR 826 Off-ramp	Basic	5,639	27.6	0.67	D	4,564	22.3	0.54	C
Off-ramp to SR 826	Major Diverge	2,359	26.2	0.61	C	2,004	21.2	0.52	C
SR 826 Off-ramp to Flagler St SB Off-ramp	Basic	3,280	21.4	0.52	C	2,560	16.7	0.41	B
Off-ramp to Flagler St SB	Diverge	1,305	25.6	0.71	C	1,106	21.2	0.61	C
Flagler St SB Off-ramp to SR 826 on-ramp	Basic	1,975	9.6	0.23	A	1,454	7.1	0.17	A
EL Merge	Merge	1,168	13.9	0.57	B	591	8.3	0.29	A
EL Merge to SR 826 SB On-ramp	Basic	3,143	20.4	0.50	C	2,045	13.3	0.32	B
On-ramp from SR 826	Major Merge	3,002	-	0.54	-	2,961	-	0.53	-
SR 826 On-ramp to Flagler St WB On-ramp	Basic	6,145	19.9	0.49	C	5,006	16.2	0.40	B
<b>SR 836 WB Segment between</b>									
NW 72nd Ave Off-ramp to SR 826 Off-ramp	Basic	6,673	25.7	0.63	C	7,194	27.7	0.68	D
Off-ramp to SR 826	Major Diverge	4,912	24.8	0.93	C	2,373	26.7	0.61	C
SR 826 Off-ramp to EL Diverge	Basic	1,761	8.5	0.21	A	4,821	23.2	0.57	C
EL Diverge	Diverge	432	10.0	0.21	A	1,248	28.2	0.61	D
EL Diverge to SR 826 SB On-ramp	Basic	1,329	8.5	0.21	A	3,573	23.0	0.56	C
On-ramp from SR 826 SB	Major Merge	1,702	-	0.43	-	1,781	-	0.45	-
SR 826 SB On-ramp to NW 87th Ave SB On-ramp	Basic	3,031	14.3	0.36	B	5,354	25.2	0.63	C
<b>SR 874 SB Segment between</b>									
SR 826 to Bird Rd WB On-ramp	Basic	2,140	13.1	0.34	B	1,997	12.2	0.31	B
On-ramp from Bird Rd EB	Merge	987	20.8	0.50	C	1,435	23.6	0.73	C
On-ramp from Bird Rd WB to EL Merge	Basic	3,127	19.1	0.49	C	3,432	21.0	0.54	C
EL Merge	Merge	896	25.3	0.44	C	1,416	31.2	0.70	D
West of EL Merge	Basic	4,023	24.6	0.63	C	4,848	29.8	0.76	D
<b>SR 874 NB Segment between</b>									
West of EL Diverge	Basic	4,493	27.5	0.71	D	3,769	23.1	0.59	C
EL Diverge	Diverge	1,452	31.6	0.71	D	893	26.6	0.44	C
EL Diverge to Bird Rd EB Off-ramp	Basic	3,041	18.6	0.48	C	2,876	17.6	0.45	B
Off-ramp to Bird Rd EB	Major Diverge	938	18.9	0.46	B	845	17.9	0.41	B
Off-ramp to Bird Rd EB Off-ramp to SR 826	Basic	2,103	19.3	0.50	C	2,031	18.7	0.48	C

**Table 6.21 – 2045 SR 836 Alternative 1 Eastbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
NW 87th Ave On-ramp	1,252	1,440	6,000	0.22	0.25
NW 87th Ave On-ramp/SR 836 EB Off-ramp	2,795	2,659	6,000	0.49	0.47
NW 87th Ave On-ramp/SR 836 Off-ramp to SR 826 SB and Flagler St	2,121	1,891	4,000	0.56	0.50
SR 836 WB Off-ramp to SR 836	868	1,030	3,800	0.24	0.29
SR 836 EB Off-ramp to SR 826 NB	2,232	1,959	4,200	0.56	0.50
SR 836 EB Off-ramp to Flagler St Off-ramp	501	593	2,100	0.25	0.30
SR 826 NB Off-ramp to SR 836 EB	1,043	1,163	3,800	0.29	0.33
Flagler St WB Off-ramp to SR 836 EB	1,565	1,260	3,800	0.44	0.35
Milam Dairy Rd Off-ramp to Flagler St On-ramp	1,421	1,493	4,000	0.38	0.40
Milam Dairy Rd Off-ramp	2,013	1,364	5,700	0.37	0.25
Milam Dairy Rd On-Ramp	492	1,314	2,000	0.26	0.70
Off ramp from SR 826 SB Off-ramp to SR 836 EB	1,959	1,798	3,800	0.55	0.50

**Table 6.22 – 2045 SR 836 Alternative 1 Westbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
Milam Dairy Rd Off-ramp	1,719	3,544	4,000	0.46	0.94
Milam Dairy Rd Off-ramp to SR 826 NB On-ramp	809	1,229	2,100	0.41	0.62
SR 836 WB Off-ramp to SR 826 NB	2,489	1,083	4,000	0.66	0.29
SR 836 WB Off-ramp to SR 826 SB	2,424	1,290	3,800	0.68	0.36
SR 826 NB Off-ramp to SR 836 WB	811	695	3,800	0.23	0.19
SR 826 SB Off-ramp to SR 836 WB	1,024	1,200	4,000	0.27	0.32
SR 836/Milam Dairy Road Off-ramp to SR 826 SB On-ramp	1,866	3,485	6,000	0.33	0.62
SR 826 SB Off-ramp to SR 836 EB/Flagler St On-ramp	2,790	3,944	8,000	0.37	0.52
SR 826 NB/SB Off-ramp to SR 836 WB On-ramp	1,835	1,895	6,000	0.32	0.34
SR 836 EB Off-ramp to NW 87th Ave On-ramp	1,922	2,914	6,000	0.34	0.52
NW 84th Terminal	1,300	984	6,000	0.23	0.17
On ramp from 12th Street westbound (east of 84th Avenue) to SR836 westbound	171	199	2,100	0.09	0.10
NW 82nd Ave On-ramp	208	277	2,100	0.11	0.14
NW 87th Ave Off-ramp	338	816	1,900	0.19	0.46
NW 87th Ave On-Ramp	178	461	1,900	0.10	0.26
NW 87th Ave On-ramp to SR 836 On-ramp	974	2,165	3,800	0.27	0.60

**Alternative 2** – The freeway analysis shows that all locations will operate at an acceptable LOS by the year 2045 within the area of influence. The ramp junction analysis shows that all locations will operate at an acceptable LOS. The collector distributor capacity analysis shows all locations will operate within capacity.

**Tables 6.23 – 6.25** summarizes the results.

**Table 6.23 – 2045 SR 874 and SR 836 Alternative 2 Freeway Analysis Results**

Segment Description	Analysis Type	Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
		AM Peak				PM Peak			
<b>SR 836 EB Segment between</b>									
NW 87th Ave Off-ramp to SR 826 Off-ramp	Basic	6,140	30.0	0.73	D	4,973	24.3	0.59	C
Off-ramp to SR 826	Major Diverge	2,359	28.5	0.61	D	1,907	23.1	0.49	C
SR 826 Off-ramp to Flagler St SB Off-ramp	Basic	3,781	24.6	0.60	C	3,066	20.0	0.49	C
Off-ramp to Flagler St SB	Diverge	678	26.6	0.37	C	699	22.9	0.38	C
Flagler St SB Off-ramp to SR 826 on-ramp	Basic	3,103	15.1	0.37	B	2,367	11.5	0.28	B
EL Merge	Merge	1,377	19.3	0.68	B	1,288	16.1	0.63	B
EL Merge to SR 826 SB On-ramp	Basic	4,480	29.0	0.71	D	3,655	23.7	0.58	C
On-ramp from SR 826	Major Merge	2,070	-	0.37	-	1,940	-	0.35	-
SR 826 On-ramp to Flagler St WB On-ramp	Basic	6,650	21.6	0.53	C	5,595	18.1	0.44	C
<b>SR 836 WB Segment between</b>									
NW 72nd Ave Off-ramp to SR 826 Off-ramp	Basic	6,839	26.4	0.65	D	7,322	28.2	0.69	D
Off-ramp to SR 826	Major Diverge	3,770	25.4	0.71	C	2,083	27.2	0.53	C
SR 826 Off-ramp to EL Diverge	Basic	3,069	14.8	0.36	B	5,239	25.2	0.62	C
EL Diverge	Diverge	1,532	22.1	0.75	C	1,448	31.2	0.71	D
EL Diverge to SR 826 SB On-ramp	Basic	1,537	9.9	0.24	A	3,791	24.4	0.60	C
On-ramp from SR 826 SB	Major Merge	1,965	-	0.50	-	1,590	-	0.40	-
SR 826 SB On-ramp to NW 87th Ave SB On-ramp	Basic	3,502	16.5	0.41	B	5,381	25.3	0.63	C
<b>SR 874 SB Segment between</b>									
SR 826 to Bird Rd WB On-ramp	Basic	1,372	8.4	0.22	A	1,605	9.8	0.25	A
On-ramp from Bird Rd EB	Merge	942	16.7	0.48	B	1,333	20.9	0.68	C
On-ramp from Bird Rd WB to EL Merge	Basic	2,314	14.2	0.36	B	2,938	18.0	0.46	B
EL Merge	Merge	1,570	26.1	0.77	C	1,643	30.2	0.81	D
West of EL Merge	Basic	3,884	23.8	0.61	C	4,581	28.1	0.72	D
<b>SR 874 NB Segment between</b>									
West of EL Diverge	Basic	4,217	25.8	0.66	C	3,607	22.1	0.57	C
EL Diverge	Diverge	1,477	30.4	0.73	D	1,200	26.5	0.59	C
EL Diverge to Bird Rd EB Off-ramp	Basic	2,740	16.8	0.43	B	2,407	14.7	0.38	B
Off-ramp to Bird Rd EB	Major Diverge	927	17.1	0.45	B	909	15.0	0.44	B
Off-ramp to Bird Rd EB Off-ramp to SR 826	Basic	1,813	16.7	0.43	B	1,498	13.8	0.35	B

**Table 6.24 – 2045 SR 836 Alternative 2 Eastbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
NW 87th Ave On-ramp	1,257	1,347	6,000	0.22	0.24
NW 87th Ave On-ramp/SR 836 EB Off-ramp	2,762	2,580	6,000	0.49	0.46
NW 87th Ave On-ramp/SR 836 Off-ramp to SR 826 SB and Flagler St	1,532	1,373	4,000	0.41	0.36
SR 836 WB Off-ramp to SR 836	868	1,030	3,800	0.24	0.29
SR 836 EB Off-ramp to SR 826 NB	2,199	1,830	4,200	0.56	0.46
SR 836 EB Off-ramp to Flagler St Off-ramp	501	593	2,100	0.25	0.30
SR 826 NB Off-ramp to SR 836 EB	288	644	3,800	0.08	0.18
Flagler St WB Off-ramp to SR 836 EB	1,715	1,164	3,800	0.48	0.33
Milam Dairy Rd Off-ramp to Flagler St On-ramp	670	1,124	4,000	0.18	0.30
Milam Dairy Rd Off-ramp	2,074	1,390	5,700	0.39	0.26
Milam Dairy Rd On-Ramp	479	1,313	2,000	0.25	0.70
Off ramp from SR 826 SB Off-ramp to SR 836 EB	1,782	1,296	3,800	0.50	0.36

**Table 6.25 – 2045 SR 836 Alternative 2 Westbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
Milam Dairy Rd Off-ramp	1,572	3,397	4,000	0.42	0.90
Milam Dairy Rd Off-ramp to SR 826 NB On-ramp	762	1,230	2,100	0.39	0.62
SR 836 WB Off-ramp to SR 826 NB	2,585	1,191	4,000	0.69	0.32
SR 836 WB Off-ramp to SR 826 SB	1,185	892	3,800	0.33	0.25
SR 826 NB Off-ramp to SR 836 WB	811	695	3,800	0.23	0.19
SR 826 SB Off-ramp to SR 836 WB	1,287	998	4,000	0.34	0.26
SR 836/Milam Dairy Road Off-ramp to SR 826 SB On-ramp	1,550	3,312	6,000	0.27	0.59
SR 826 SB Off-ramp to SR 836 EB/Flagler St On-ramp	2,341	3,521	8,000	0.31	0.47
SR 826 NB/SB Off-ramp to SR 836 WB On-ramp	2,089	1,693	6,000	0.37	0.30
SR 836 EB Off-ramp to NW 87th Ave On-ramp	1,473	2,491	6,000	0.26	0.44
NW 84th Terminal	1,153	880	6,000	0.20	0.16
On ramp from 12th Street westbound (east of 84th Avenue) to SR836 westbound	103	199	2,100	0.05	0.10
NW 82nd Ave On-ramp	232	281	2,100	0.12	0.14
NW 87th Ave Off-ramp	338	809	1,900	0.19	0.45
NW 87th Ave On-Ramp	178	461	1,900	0.10	0.26
NW 87th Ave On-ramp to SR 836 On-ramp	628	1,846	3,800	0.18	0.52

**Alternative 3** – The freeway analysis shows that all locations will operate at an acceptable LOS by the year 2045 within the area of influence. The ramp junction analysis shows that all locations will operate at an acceptable LOS. The collector distributor capacity analysis shows all locations will operate within capacity.

**Tables 6.26 – 6.28** summarizes the results.

**Table 6.26 – 2045 SR 874 and SR 836 Alternative 3 Freeway Analysis Results**

Segment Description	Analysis Type	Volume	Density (pc/mi/ln)	V/C Ratio	LOS	Volume	Density (pc/mi/ln)	V/C Ratio	LOS
		AM Peak				PM Peak			
<b>SR 836 EB Segment between</b>									
NW 87th Ave Off-ramp to SR 826 Off-ramp	Basic	5,604	27.4	0.67	D	4,438	21.7	0.53	C
Off-ramp to SR 826	Major Diverge	2,359	26.0	0.61	C	1,911	20.6	0.50	C
SR 826 Off-ramp to Flagler St SB Off-ramp	Basic	3,245	21.2	0.51	C	2,527	16.5	0.40	B
Off-ramp to Flagler St SB	Diverge	705	23.9	0.39	C	733	20.1	0.40	C
Flagler St SB Off-ramp to SR 826 on-ramp	Basic	2,540	12.3	0.30	B	1,794	8.7	0.21	A
EL Merge	Merge	1,440	17.9	0.71	B	967	11.7	0.47	B
EL Merge to SR 826 SB On-ramp	Basic	3,980	25.8	0.63	C	2,761	17.9	0.44	B
On-ramp from SR 826	Major Merge	2,861	-	0.51	-	2,730	-	0.49	-
SR 826 On-ramp to Flagler St WB On-ramp	Basic	6,841	22.2	0.54	C	5,491	17.8	0.44	B
<b>SR 836 WB Segment between</b>									
NW 72nd Ave Off-ramp to SR 826 Off-ramp	Basic	6,756	26.0	0.64	C	7,309	28.2	0.69	D
Off-ramp to SR 826	Major Diverge	4,396	25.1	0.83	C	2,373	27.2	0.61	C
SR 826 Off-ramp to EL Diverge	Basic	2,360	11.4	0.28	B	4,936	23.8	0.59	C
EL Diverge	Diverge	997	15.9	0.49	B	1,306	29.1	0.64	D
EL Diverge to SR 826 SB On-ramp	Basic	1,363	8.8	0.22	A	3,630	23.3	0.57	C
On-ramp from SR 826 SB	Major Merge	1,981	-	0.50	-	1,747	-	0.44	-
SR 826 SB On-ramp to NW 87th Ave SB On-ramp	Basic	3,344	15.7	0.39	B	5,377	25.3	0.63	C
<b>SR 874 SB Segment between</b>									
SR 826 to Bird Rd WB On-ramp	Basic	1,850	11.3	0.29	B	1,974	12.1	0.31	B
On-ramp from Bird Rd EB	Merge	886	15.1	0.45	B	1,330	19.2	0.68	B
On-ramp from Bird Rd WB to EL Merge	Basic	2,736	16.8	0.43	B	3,304	20.2	0.52	C
EL Merge	Merge	997	25.6	0.49	C	1,306	31.2	0.64	D
West of EL Merge	Basic	3,733	22.9	0.59	C	4,610	28.2	0.73	D
<b>SR 874 NB Segment between</b>									
West of EL Diverge	Basic	4,555	27.9	0.72	D	3,634	22.3	0.57	C
EL Diverge	Diverge	1,440	31.9	0.71	D	967	26.1	0.48	C
EL Diverge to Bird Rd EB Off-ramp	Basic	3,115	19.1	0.49	C	2,667	16.3	0.42	B
Off-ramp to Bird Rd EB	Major Diverge	966	19.4	0.47	B	824	16.6	0.40	B
Off-ramp to Bird Rd EB Off-ramp to SR 826	Basic	2,149	19.7	0.51	C	1,843	16.9	0.44	B

**Table 6.27 – 2045 SR 836 Alternative 3 Eastbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
NW 87th Ave On-ramp	1,126	1,359	6,000	0.20	0.24
NW 87th Ave On-ramp/SR 836 EB Off-ramp	2,174	2,529	6,000	0.38	0.45
NW 87th Ave On-ramp/SR 836 Off-ramp to SR 826 SB and Flagler St	1,476	1,474	4,000	0.39	0.39
SR 836 WB Off-ramp to SR 836	868	1,030	3,800	0.24	0.29
SR 836 EB Off-ramp to SR 826 NB	2,151	1,779	4,200	0.54	0.45
SR 836 EB Off-ramp to Flagler St Off-ramp	501	593	2,100	0.25	0.30
SR 826 NB Off-ramp to SR 836 EB	1,011	993	3,800	0.28	0.28
Flagler St WB Off-ramp to SR 836 EB	1,365	1,008	3,800	0.38	0.28
Milam Dairy Rd Off-ramp to Flagler St On-ramp	642	1,244	4,000	0.17	0.33
Milam Dairy Rd Off-ramp	2,074	1,255	5,700	0.39	0.23
Milam Dairy Rd On-Ramp	496	1,213	2,000	0.26	0.64
Off ramp from SR 826 SB Off-ramp to SR 836 EB	1,850	1,737	3,800	0.52	0.49

**Table 6.28 – SR 836 2045 Alternative 3 Westbound C-D Ramps Results**

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
Milam Dairy Rd Off-ramp	1,697	3,396	4,000	0.45	0.90
Milam Dairy Rd Off-ramp to SR 826 NB On-ramp	771	1,230	2,100	0.39	0.62
SR 836 WB Off-ramp to SR 826 NB	2,481	1,141	4,000	0.66	0.30
SR 836 WB Off-ramp to SR 826 SB	1,915	1,232	3,800	0.53	0.34
SR 826 NB Off-ramp to SR 836 WB	811	695	3,800	0.23	0.19
SR 826 SB Off-ramp to SR 836 WB	1,286	1,161	4,000	0.34	0.31
SR 836/Milam Dairy Road Off-ramp to SR 826 SB On-ramp	1,963	3,378	6,000	0.35	0.60
SR 826 SB Off-ramp to SR 836 EB/Flagler St On-ramp	2,754	3,634	8,000	0.37	0.48
SR 826 NB/SB Off-ramp to SR 836 WB On-ramp	2,097	1,856	6,000	0.37	0.33
SR 836 EB Off-ramp to NW 87th Ave On-ramp	1,886	2,604	6,000	0.33	0.46
NW 84th Terminal	1,455	920	6,000	0.26	0.16
On ramp from 12th Street westbound (east of 84th Avenue) to SR836 westbound	103	74	2,100	0.05	0.04
NW 82nd Ave On-ramp	231	272	2,100	0.12	0.14
NW 87th Ave Off-ramp	321	810	1,900	0.18	0.45
NW 87th Ave On-Ramp	178	461	1,900	0.10	0.26
NW 87th Ave On-ramp to SR 836 On-ramp	738	1,790	3,800	0.21	0.50

### 6.3 CROSSING ROADWAYS ALTERNATIVES OPERATIONAL ANALYSIS

The alternatives evaluation to select a preferred alternative is based on a wide range of performance criteria that reflect the concerns of all the key stakeholders. The SR 826 corridor No-Build and Build Alternatives were evaluated based on a selected criteria. The various criteria used in the evaluation are summarized in the *Preliminary Engineering Report* and documented in the alternatives evaluation matrix (see **Table 6.29** – Evaluation Matrix). After the Alternatives Public Workshop, Alternative 2 was selected as the preferred alternative. Therefore, the future conditions crossing roadways operational analysis was completed for the No-Build and Alternative 2 only.

No-Build and Alternative 2 design year AM and PM turning movement volumes are depicted in **Figures 6.9 – 6.10**. **Tables 6.30 – 6.39** document the intersections operational analysis by crossing roadway. Synchro reports are provided in **Appendix F**.

Alternative 2 is proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. **Figure 6.10** depicts all the improvements proposed by the Alternative 2. Alternative 2 proposes interchange improvements to all ten interchanges. The improvements will vary from minor to major capacity enhancements. The approach to evaluate the proposed interchange improvements is summarized below:

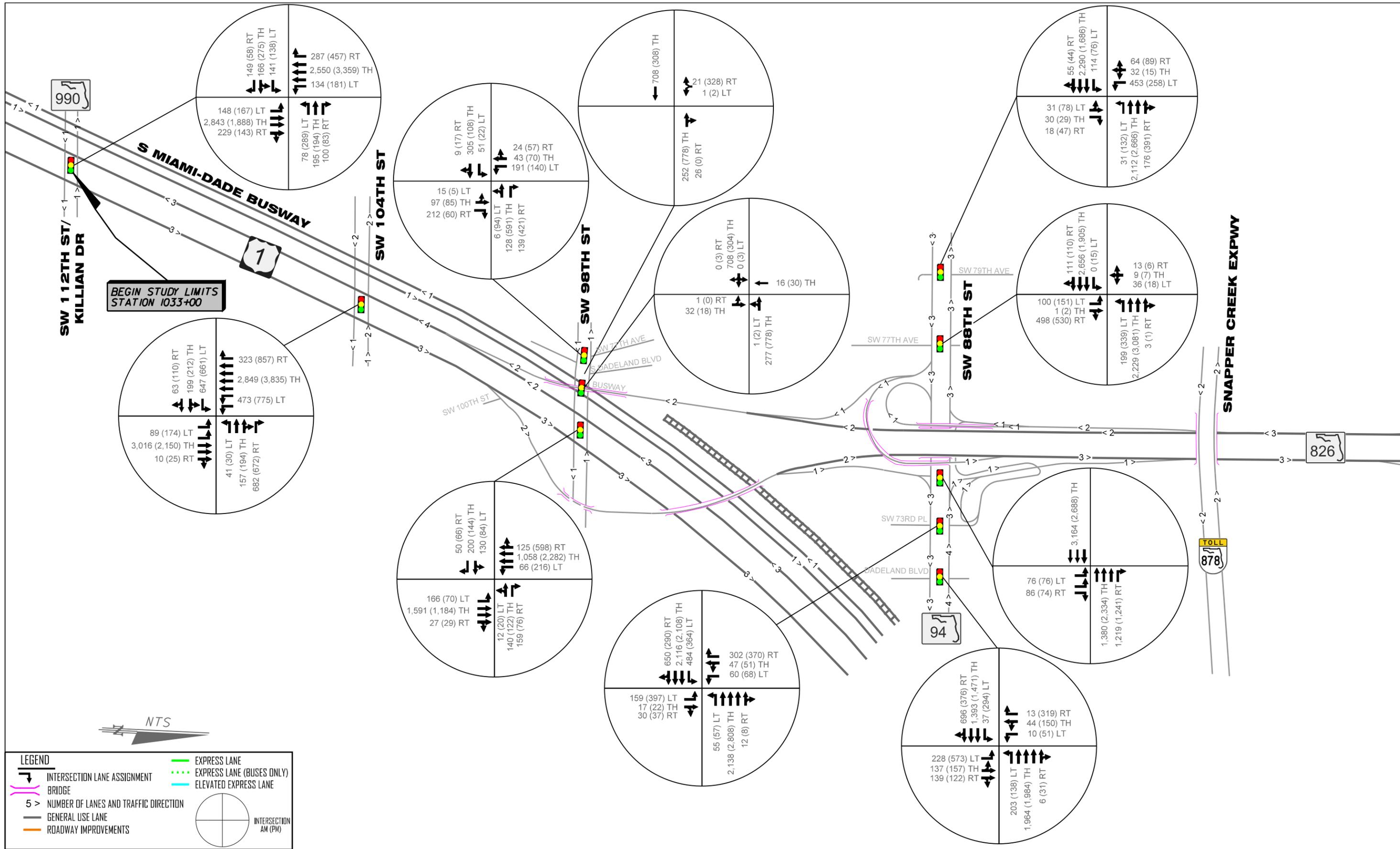
- Maintain the existing interchange configuration and freeway bridge structures by adding capacity to the ramps and ramp terminal intersections.
- Additional lane capacity was determined by incrementally increasing the number of lanes until the desired LOS was achieved. This process was limited based on impacts to right of way, adjacent properties and impacts to the existing freeway bridge structures.
- Maximum allowed number of intersection turn lanes were set to three left turn lanes and three right turn lanes.

**Table 6.29 – Evaluation Matrix**

Variables/Parameters	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
<b>ENGINEERING</b>				
<b>Multimodal Facilities</b>	No change	Provides the ability to enhance local bus service operations. Provides the ability to add Bus Rapid Transit. Improves bicycle and pedestrian facilities (at selected interchanges).	Provides the ability to enhance local bus service operations. Provides the ability to add Bus Rapid Transit. Improves bicycle and pedestrian facilities (at selected interchanges). Enhances mobility by connecting the express lanes to the US 1 Busway.	Provides the ability to enhance local bus service operations. Provides the ability to add Bus Rapid Transit. Improves bicycle and pedestrian facilities (at selected interchanges). Enhances mobility by connecting the express lanes to the US 1 Busway.
<b>Mobility</b>	Increased congestion	Adds capacity. Improves the traffic operations of the area. Connects to SR 826 express lanes north of SR 836.	Adds capacity. Improves the traffic operations of the area. Connects to SR 826 express lanes north of SR 836. Connects to US 1 Busway.	Adds capacity. Improves the traffic operations of the area. Connects to SR 826 express lanes north of SR 836. Connects to US 1 Busway. Proposes MDX direct connection between SR 874 and SR 836.
<b>Safety Improvements</b>	Includes planned/ programmed improvements	Reduces long-term crashes related to heavy congestion, mainline weaving maneuvers, mainline and ramp speed differentials and interchange access between SR 874 and SR 836.	Reduces long-term crashes related to heavy congestion, mainline weaving maneuvers, mainline and ramp speed differentials and interchange access between US 1 and SR 836.	Reduces long-term crashes related to heavy congestion, mainline weaving maneuvers, mainline and ramp speed differentials and interchange access between US 1 and SR 836. Separates SR 874-SR 836 traffic from SR 826. Proposes 2nd level roadway over SR 826 from SR 874 to SR 836.
<b>Drainage Analysis</b>	No impact	Additional right of way is not required beyond the proposed roadway right of way limits in order to meet minimum drainage and permitting criteria. Proposed drainage improvements are less than Alternatives 2 and 3.	Additional right of way is not required beyond the proposed roadway right of way limits in order to meet minimum drainage and permitting criteria. Proposed drainage improvements are more than Alternative 1, but less than Alternative 3.	Additional right of way may be required beyond the proposed roadway right of way limits in order to meet minimum drainage and permitting criteria. Proposed drainage improvements are more than Alternatives 1 and 2.
<b>Structures Analysis</b>	No change	New bridges = 10 Bridge widenings = 16 Bridge Culverts = 3 Less new bridges than Alternatives 2 and 3 Less widening bridges than Alternatives 2 and 3	New bridges = 13 Bridge widenings = 20 Bridge Culverts = 4 More new bridges than Alternatives 1, but less than Alternative 3 More widening bridges than Alternative 1	New bridges = 14 Bridge widenings = 20 More new bridges than Alternatives 1 and 2 More widening bridges than Alternative 1, but same for Alternative 2 Proposes a 4.5-mile second level bridge structure from SR 874 to SR 836.
<b>Utility Impacts</b>	No impact	Impacts 10 utilities at 28 potential locations	Impacts 12 utilities at 62 potential locations	Impacts 12 utilities at 76 potential locations
<b>Maintenance of Traffic</b>	No impact	Moderate impacts during construction Less impacts than Alternatives 2 and 3	Moderate impacts during construction More impacts than Alternative 1, but less than Alternative 3	Significant impacts during construction More impacts than Alternatives 1 and 2
<b>Purpose and Need</b>	Does not meet	Does Not Meet: Capacity – Does not add capacity improvements to the corridor south of Miller Drive Safety – Does not address safety improvements south of Miller Drive System Linkage – Does not connect the express lanes to the US 1 Busway Emergency Evacuation – Does not provide corridor improvements south of Miller Drive that could enhance emergency evacuation and response	Meets	Meets
<b>2045 Traffic Analysis</b>	37 locations below LOS D Most of the corridor is above capacity	24 freeway locations will operate below LOS D 7 weaving locations will operate below LOS D 7 ramp locations will operate below LOS D Adds corridor capacity between SR 874 and SR 836 Demands 4% more traffic on average than the No-Build	15 locations below LOS D 5 weaving locations will operate below LOS D 4 ramp locations will operate below LOS D Adds corridor capacity between US 1 and SR 836 Demands 10% more traffic on average than the No-Build	22 locations below LOS D 8 weaving locations will operate below LOS D 8 ramp locations will operate below LOS D Adds corridor capacity Adds more capacity than Alternatives 1 and 2 Demands 7% more traffic on average than the No-Build Separates SR 874-SR 836 traffic from SR 826

**Table 6.29 – Evaluation Matrix Continued**

Variables/Parameters	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
<b>SOCIO-ECONOMIC</b>				
<b>Right of Way Impacts</b>	None	Total Number of Parcels Affected = 36 Commercial = 8 Residential = 21 Miscellaneous = 7  Alternative 1 has less right of way impacts than Alternatives 2 and 3.	Total Number of Parcels Affected = 53 Commercial = 13 Residential = 37 Miscellaneous = 3  Alternative 2 has more right of way impacts than Alternative 1 and but less than Alternative 3.	Total Number of Parcels Affected = 92 Commercial = 12 Residential = 77 Miscellaneous = 3  Alternative 3 has more right of way impacts than Alternatives 1 and 2.
<b>Social and Neighborhood Impacts</b>	None/No change	No anticipated impacts to existing access ways or routes. Provides the ability to enhance/improve bus service between SR 874 and SR 836, which offers an alternative to auto travel and addresses needs of low-income users and disadvantaged groups.	No anticipated impacts to existing access ways or routes. Provides the ability to enhance/improve bus service between US 1 and SR 836, which offers an alternative to auto travel and addresses needs of low-income users and disadvantaged groups. Enhances mobility by connecting to the US 1 Busway.	No anticipated impacts to existing access ways or routes. Provides the ability to enhance/improve bus service between US 1 and SR 836, which offers an alternative to auto travel and addresses needs of low-income users and disadvantaged groups. Enhances mobility by connecting to the US 1 Busway. Potential impacts to viewshed due to the 2nd and 3rd level express lane bridge structure.
<b>Economic, Mobility and Employment Impacts</b>	No change	Improves mobility, throughput, travel speeds and travel time for this vital SIS facility and cross streets SR 874 and SR 836. Supports economic development and reduces congestion.	Improves mobility, throughput, travel speeds and travel time for this vital SIS facility and cross streets between US 1 and SR 836. Supports economic development and reduces congestion. Adds Bus Rapid Transit connecting US 1 and SR 826 via express lanes improving movement of people.	Improves mobility, throughput, travel speeds and travel time for this vital SIS facility and cross streets between US 1 and SR 836. Supports economic development and reduces congestion. Adds Bus Rapid Transit connecting US 1 and SR 826 via express lanes improving movement of people.
<b>Community Services/ Features</b>	No change	No impacts to community services are anticipated (Fire, Police, Hospitals, churches, etc.)	No impacts to community services are anticipated (Fire, Police, Hospitals, churches, etc.)	No impacts to community services are anticipated (Fire, Police, Hospitals, churches, etc.) Impacts to Gulliver Preparatory School
<b>ENVIRONMENT</b>				
<b>Noise Impacts</b>	No effect Does not have the ability to add noise abatement	Lower number of impacted noise sensitive sites when compared to Alternatives 2 and 3. Consideration of noise abatement measures/noise barriers will be warranted for all impacted sites.	Higher number of impacted noise sensitive sites when compared to Alternative 1, but lower than Alternative 3. Consideration of noise abatement measures/noise barriers will be warranted for all impacted sites.	Higher number of impacted noise sensitive sites when compared to Alternatives 1 and 2. Consideration of noise abatement measures/noise barriers will be warranted for all impacted sites.
<b>Air Quality</b>	Project is located within an attainment area. Minimal potential impacts may occur from increased congestion	The project is located within an attainment area. No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.	The project is located within an attainment area. No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.	The project is located within an attainment area. No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.
<b>Contamination</b>	No change	4 - High Risk Sites 6 - Medium Risk Sites 4 - Low Risk Sites 9 - No Risk Sites	4 - High Risk Sites 6 - Medium Risk Sites 4 - Low Risk Sites 9 - No Risk Sites	4 - High Risk Sites 6 - Medium Risk Sites 4 - Low Risk Sites 9 - No Risk Sites
<b>Listed Species</b>	No impact	Low-Moderate impacts anticipated to Florida Bonneted Bat habitat, West Indian Manatee habitat, and Wood Stork foraging habitat	Low-Moderate impacts anticipated to Florida Bonneted Bat habitat, West Indian Manatee habitat, and Wood Stork foraging habitat	Low-Moderate impacts anticipated to Florida Bonneted Bat habitat, West Indian Manatee habitat, and Wood Stork foraging habitat
<b>Wetland Impacts</b>	No impact	Wetland and surface water impacts will total 382,464.20 square feet.	Wetland and surface water impacts will total 391,261.93 square feet.	Wetland and surface water impacts will total 385,058.78 square feet.
<b>Cultural/Historic/ Archaeological Impacts</b>	No impact	5 National Register–Eligible/Considered–Eligible Cultural Resources	8 National Register–Eligible/Considered–Eligible Cultural Resources	8 National Register–Eligible/Considered–Eligible Cultural Resources
<b>COST</b>				
<b>Construction Cost</b>	No construction, No cost involved = \$0	\$326.5 million	\$375 million	\$696 million
<b>Right of Way/ Business Damages</b>	None = \$0	Underway by FDOT	\$78.6 million	Underway by FDOT

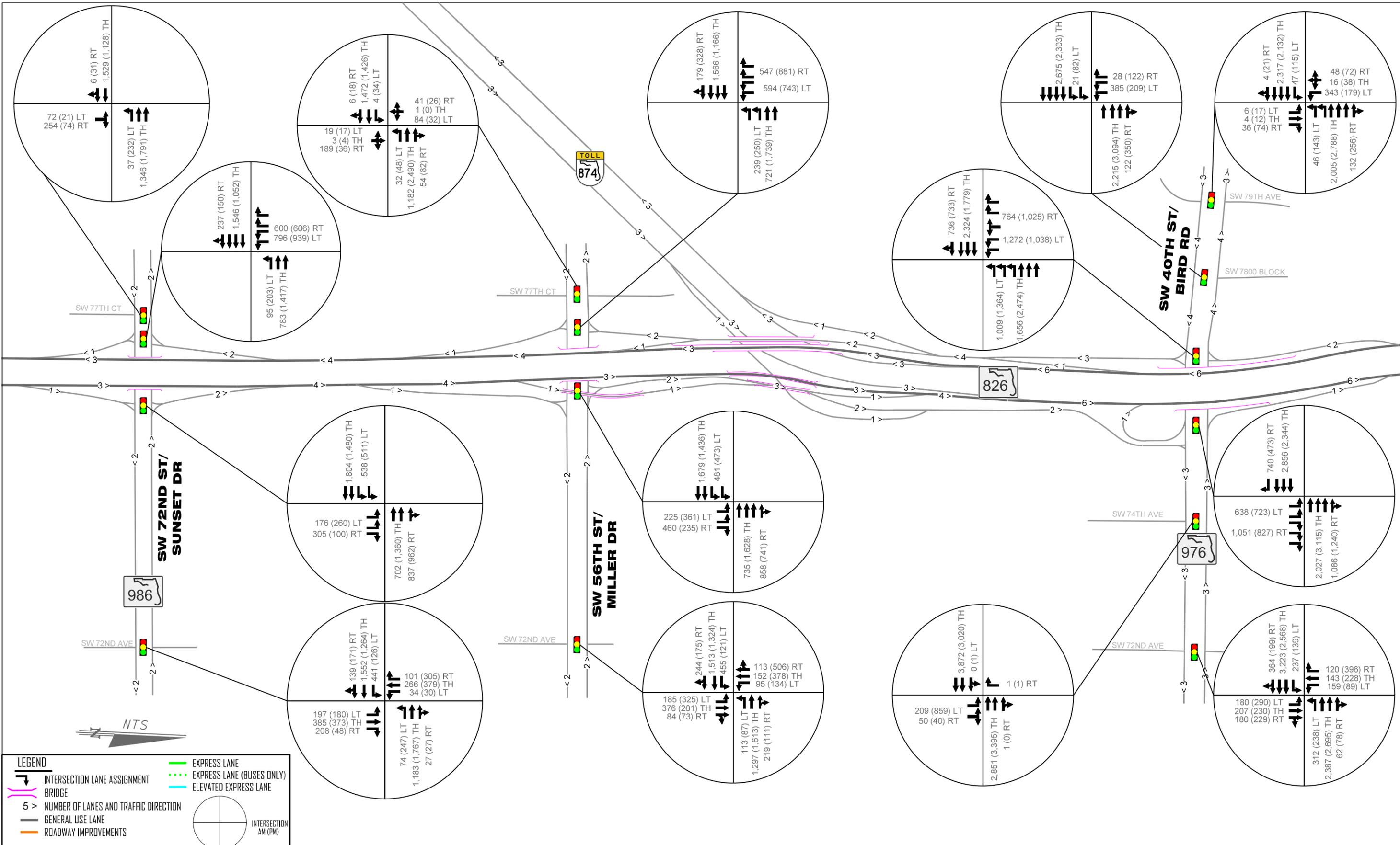


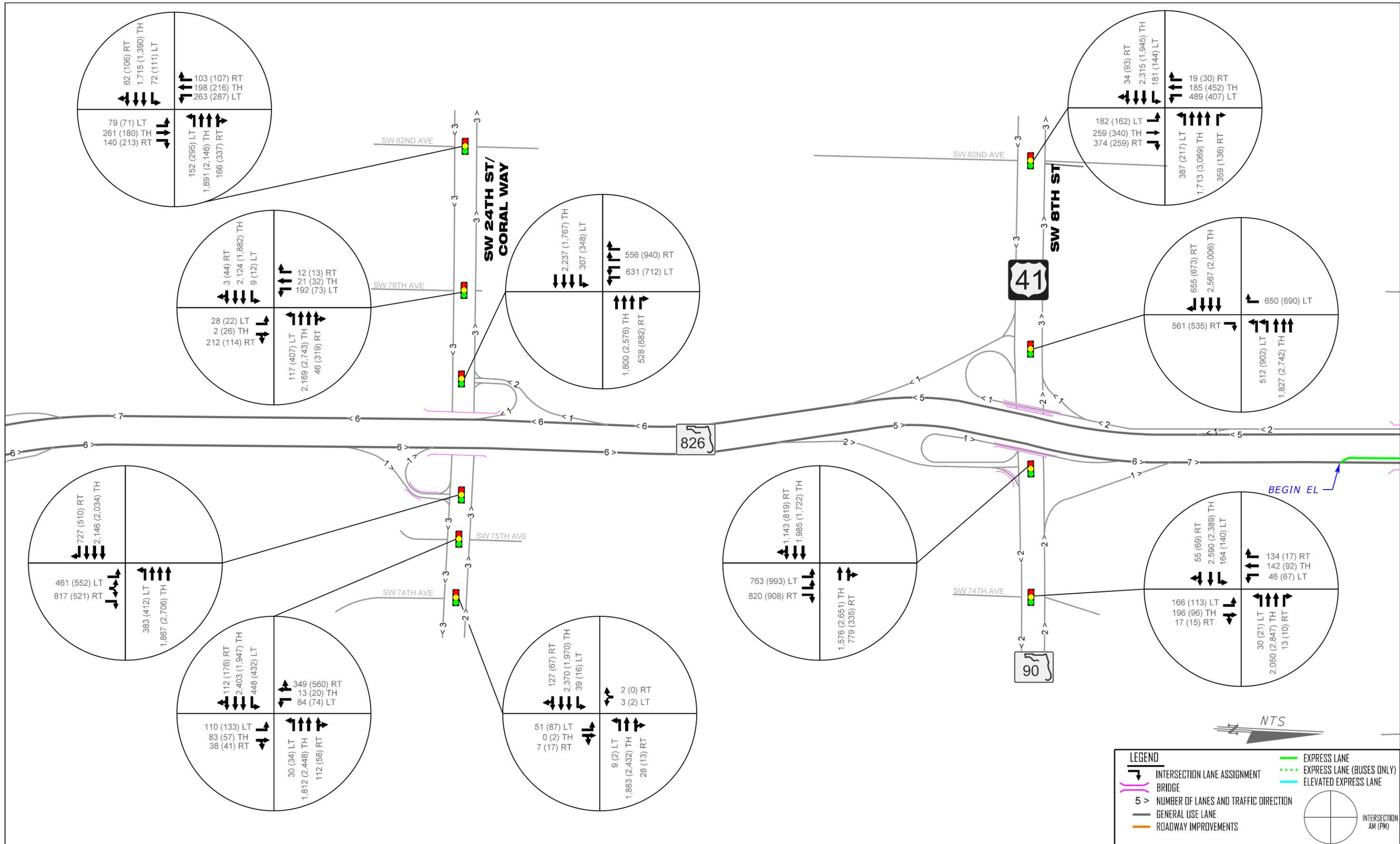
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**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
From US I/SR 5/Dixie Highway to SR 836/Dolphin Expressway  
FPID No.: 432639-1-22-02  
ETDM No.: 14308

**2045 DESIGN YEAR NO-BUILD ALTERNATIVE  
INTERSECTION TURNING MOVEMENT VOLUMES**





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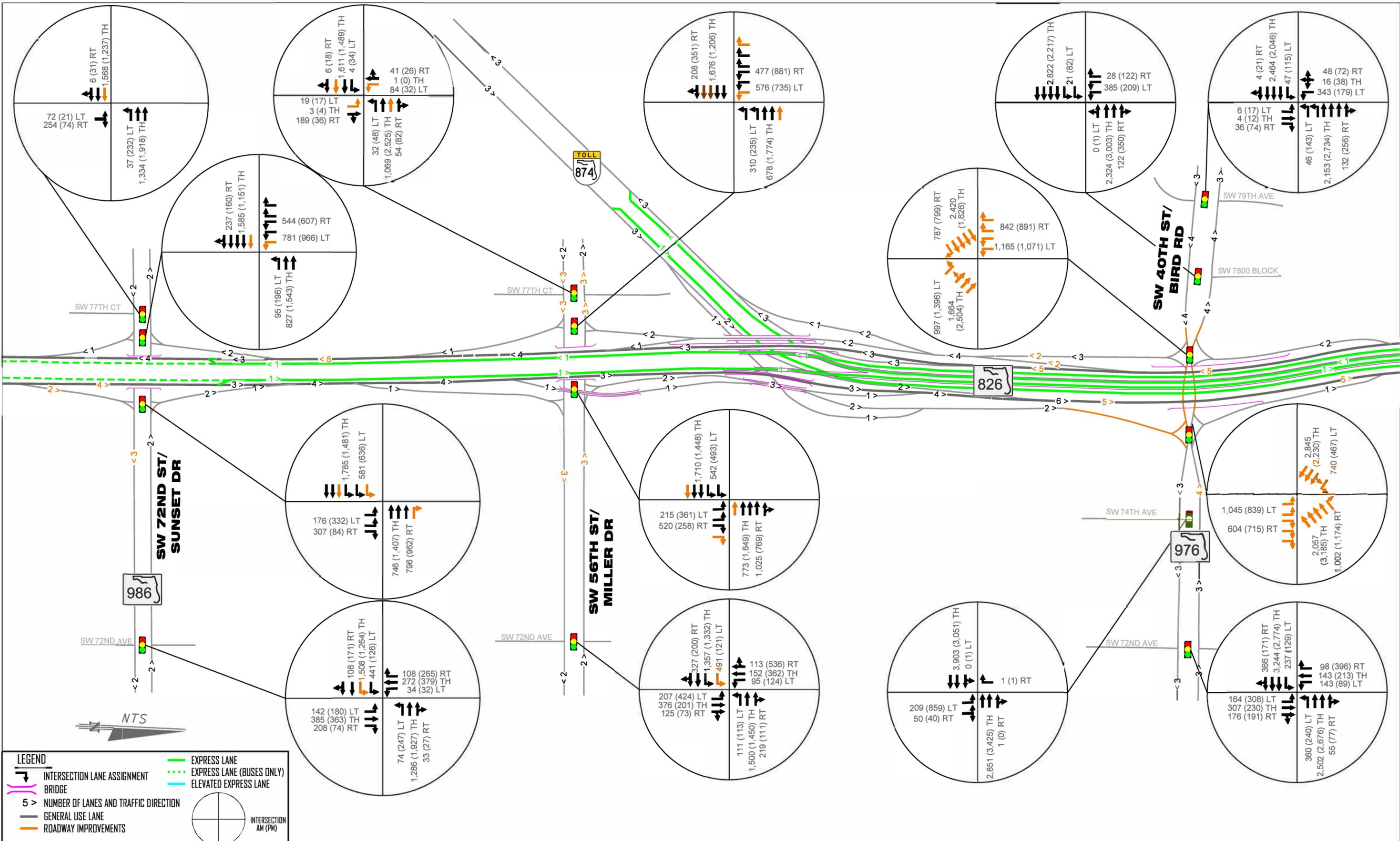
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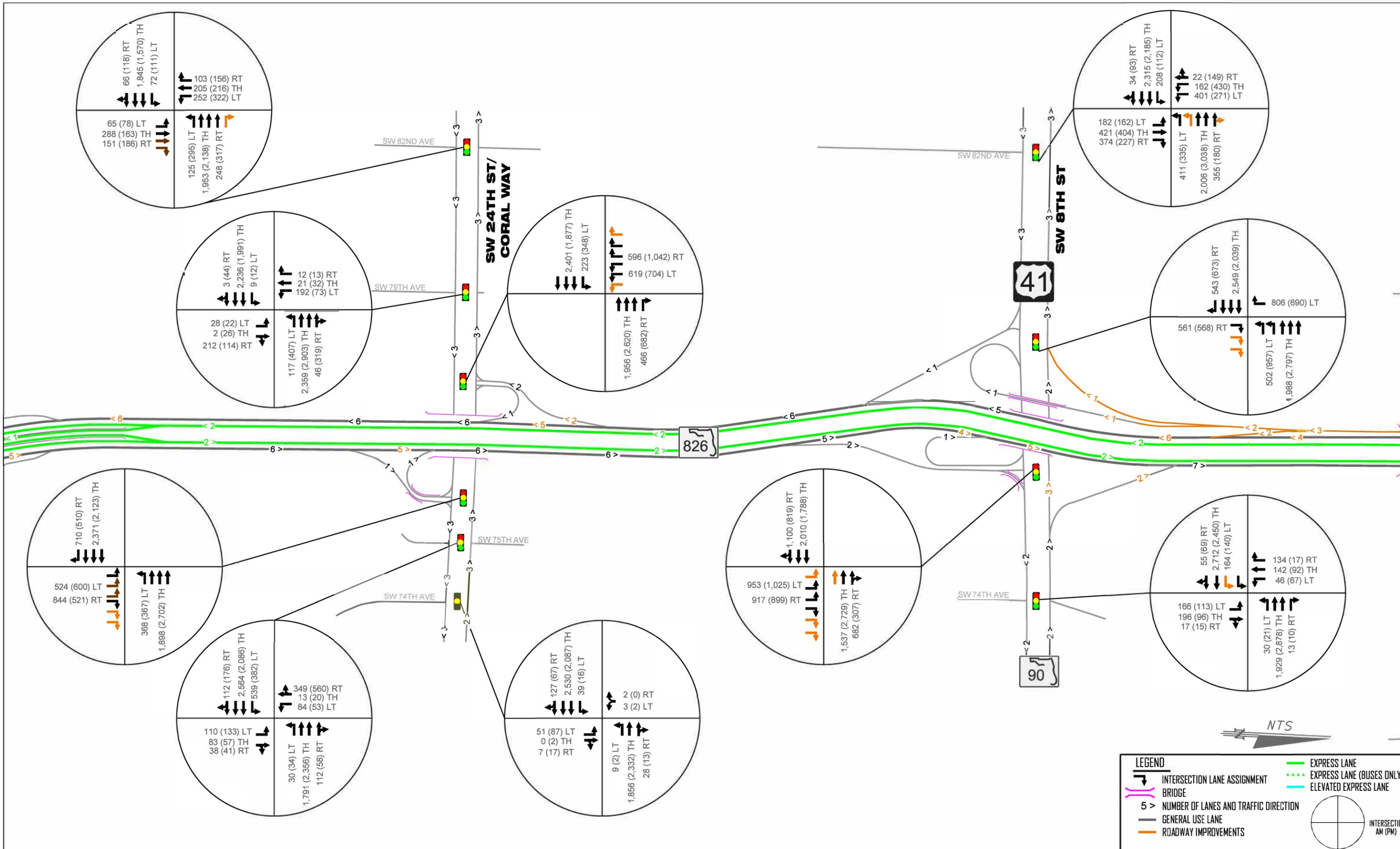
**2045 DESIGN YEAR NO-BUILD ALTERNATIVE  
 INTERSECTION TURNING MOVEMENT VOLUMES**

**FIGURE  
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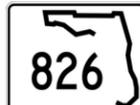








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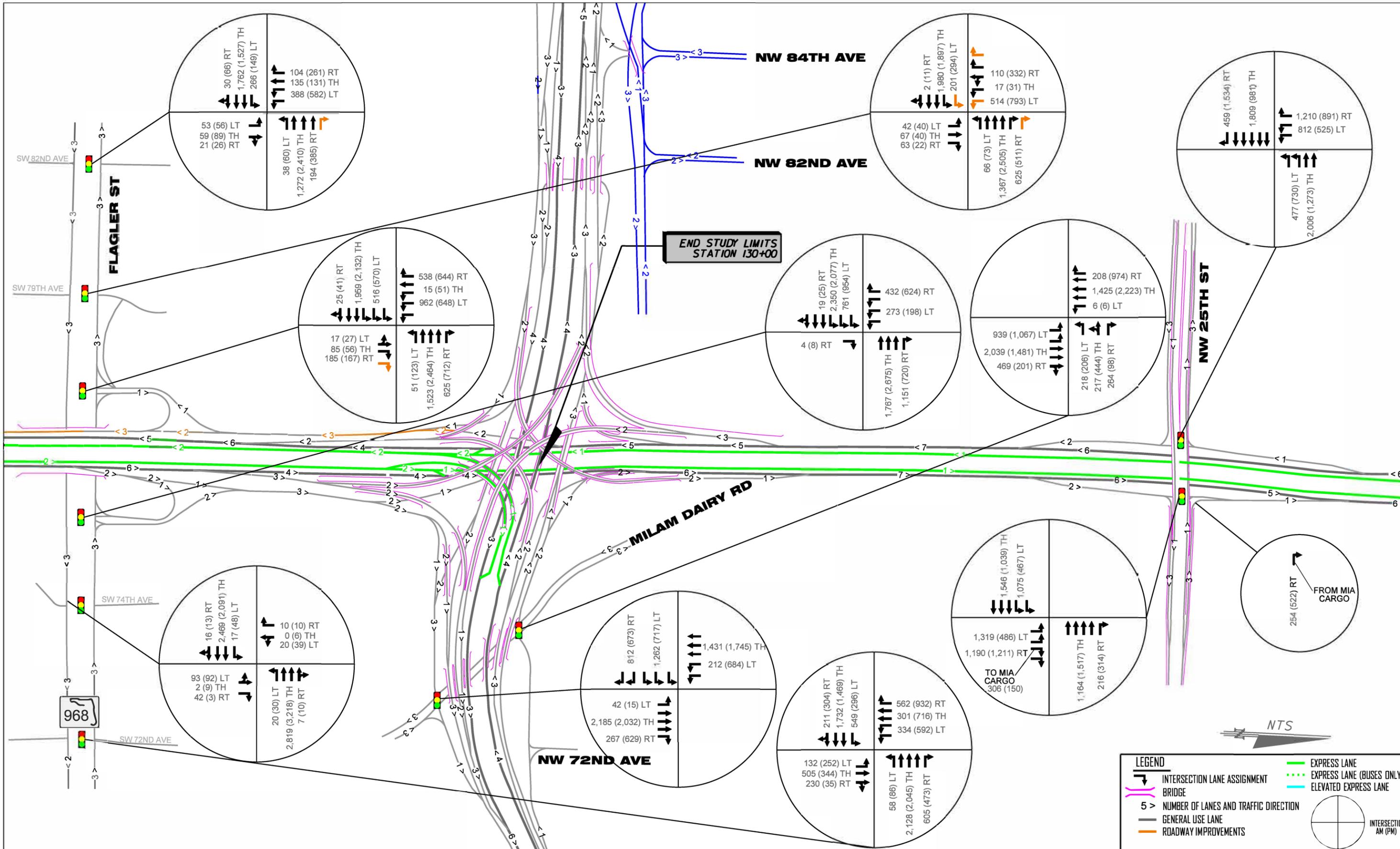


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**2045 DESIGN YEAR ALTERNATIVE 2  
 INTERSECTION TURNING MOVEMENT VOLUMES**

**FIGURE  
 6.10**

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**SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY**

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ETOM No.: 14308

**2045 DESIGN YEAR ALTERNATIVE 2  
INTERSECTION TURNING MOVEMENT VOLUMES**

**FIGURE  
6.10**

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**Table 6.30 – 2045 US 1 Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	F	81.8	260	E	74.5	243	F	80.5	260	E	73.4	214
		TH	F	92.9	361	F	161.3	#670	F	93	#381	F	97.7	#464
		RT	E	77.6	162	E	67.8	0	E	74.8	110	E	67.8	0
	Westbound	LT	F	86.6	172	F	242.3	#693	F	86.1	111	F	196.4	#615
		TH	F	181.7	#504	F	99.5	#390	F	142.6	#371	F	127.2	#488
		RT	F	81.5	68	E	72.0	1	F	83.8	79	E	72	1
	Northbound	LT	F	165.2	#384	F	327.6	#472	F	136.9	#361	F	234.2	#413
		TH	F	124.5	#1886	D	54.3	991	F	114.5	#1857	E	62.2	#1126
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Southbound	LT	E	72.1	m#164	F	106.6	m171	E	74.3	m141	F	109.9	m176
		TH	F	94.9	#1418	F	202.4	m#1581	E	77.6	1299	F	110.4	m272
		RT	F	152.3	m#352	F	285.8	m#500	F	336.1	m#654	F	417.5	m#525
<b>Intersection Overall</b>			<b>F</b>	<b>112.7</b>	<b>---</b>	<b>F</b>	<b>159.0</b>	<b>---</b>	<b>F</b>	<b>111.0</b>	<b>---</b>	<b>F</b>	<b>123.8</b>	<b>---</b>
SW 104th Street (HCM 2000)	Eastbound	LT	F	185	#823	F	166.5	#793	F	204.1	#981	F	165.3	#806
		TH	F	99.1	#513	F	91.6	#500	F	93.4	#558	F	89.5	#503
		RT	E	67.4	0	E	63	36	E	63.4	0	E	62.2	34
	Westbound	LT	F	85.8	102	E	80	79	F	84.8	102	E	78	78
		TH	F	359.9	#571	F	263.2	#484	F	339.3	#572	F	385.1	#670
		RT	F	508.7	#776	F	189.7	#468	F	499.1	#813	F	190.9	#500
	Northbound	LT	F	118.7	m61	F	156.8	m#167	F	126.4	m62	F	205.7	m#1465
		TH	F	149.9	m#1509	F	155.8	#1317	F	183.1	m#1682	F	175.7	m#1405
		RT*	B	18.1	m0	C	25.9	m0	C	20.4	m0	C	24.9	m0
	Southbound	LT	F	273.4	#571	F	216.5	#800	F	325.4	#496	F	260.7	#818
		TH	D	42	1001	F	141.5	#1780	D	50.4	1081	F	155.6	#1795
		RT	A	9.4	127	C	21.3	737	A	9.9	159	D	33.4	1132
<b>Intersection Overall</b>			<b>F</b>	<b>138.8</b>	<b>---</b>	<b>F</b>	<b>145.3</b>	<b>---</b>	<b>F</b>	<b>147.0</b>	<b>---</b>	<b>F</b>	<b>166.6</b>	<b>---</b>
SW 98th Street (HCM 2000)	Eastbound	LT**	---	---	---	---	---	---	---	---	---	---	---	---
		TH	F	130.2	#768	F	122	#524	F	105.2	578	F	126.5	#526
		RT	E	70.6	30	F	132.4	16	F	501.4	16	F	143.2	15
	Westbound	LT**	---	---	---	---	---	---	---	---	---	---	---	---
		TH	E	66.8	279	F	81.1	281	E	63.6	239	F	81	288
		RT	E	64.5	217	E	70.1	47	E	60.8	147	E	69.7	43
	Northbound	LT	C	23.1	127	E	74.7	125	C	26.3	168	E	72.6	121
		TH	C	26.9	569	C	20.5	409	C	29.6	724	C	20.8	412
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Southbound	LT	C	22.1	56	B	19.7	139	C	25.5	71	B	19.9	140
		TH	C	24.8	382	D	40.1	1538	C	34.1	649	D	39.9	1531
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
<b>Intersection Overall</b>			<b>D</b>	<b>39.0</b>	<b>---</b>	<b>D</b>	<b>41.5</b>	<b>---</b>	<b>D</b>	<b>46.0</b>	<b>---</b>	<b>D</b>	<b>41.6</b>	<b>---</b>

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 6.30](#), the 2045 No-Build intersection operational results indicate two intersections will operate at a LOS F and one intersection will operate at a LOS D during the AM PM peak-period. The 2045 Alternative 2 intersection operational results indicate two intersections will operate at a LOS F and one intersection will operate at a LOS D during the AM PM peak-period

**Table 6.31 – 2045 SW 98<sup>th</sup> Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>
SW 77th Avenue (HCM 2000)	Eastbound	LT	B	19	48	B	14.7	26	B	19	48	B	14.7	26
		TH	C	23.2	235	B	13.8	81	C	23.2	235	B	13.8	81
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---	---	---	---	---	---	---
		TH	A	2.8	10	B	13.2	185	A	3	12	B	13.2	185
		RT	A	0	0	A	0.1	m0	A	0	0	A	0.1	m0
	Northbound	LT**	---	---	---	---	---	---	---	---	---	---	---	---
		TH	C	31.4	114	C	33.6	94	C	31.4	114	C	33.6	94
		RT	C	30.5	58	C	32	18	C	30.5	58	C	32	18
	Southbound	LT	E	69.2	#266	F	176	#251	E	69.2	#266	F	176	#251
TH		D	42.8	75	F	89	#191	D	42.8	75	F	89	#191	
RT*		---	---	---	---	---	---	---	---	---	---	---	---	
<b>Intersection Overall</b>			<b>C</b>	<b>28.4</b>	<b>---</b>	<b>C</b>	<b>31.1</b>		<b>C</b>	<b>28.5</b>		<b>C</b>	<b>31.1</b>	
Dadeland Boulevard (HCM 2000)	Eastbound	TH	--	--	--	--	--	--	--	--	0	--	--	--
		RT	--	--	--	--	--	--	--	--	--	--	--	--
	Westbound	LT	--	--	--	--	--	--	--	--	0	--	--	--
		TH	--	--	--	--	--	--	--	--	0	--	--	--
	Southbound (Stop Control)	****LT	A	9.8	2	C	19.8	97	A	9.8	2	C	19.8	97
		RT	--	--	--	--	--	--	--	--	--	--	--	--
<b>Intersection Overall</b>			<b>A</b>	<b>9.8</b>		<b>C</b>	<b>19.8</b>		<b>A</b>	<b>9.8</b>		<b>C</b>	<b>19.8</b>	
Busway (HCM 2000)	Eastbound	LT	---	---	---	---	---	---	---	---	---	---	---	---
		TH	A	3	m160	A	6.4	m99	A	3	m160	A	6.4	m99
		RT	---	---	---	---	---	---	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---	---	---	---	---	---	---
		TH	C	21.3	235	c	33.4	m774	C	20.2	194	C	33.1	m771
	Northbound	RT	---	---	---	---	---	---	---	---	---	---	---	---
		LT	---	---	---	---	---	---	---	---	---	---	---	---
		TH***	D	46.1	53	D	46.5	35	D	46.1	53	D	46.5	35
	Southbound	RT	---	---	---	---	---	---	---	---	---	---	---	---
LT		---	---	---	---	---	---	---	---	---	---	---	---	
TH***		D	45.4	32	D	47.1	51	D	45.4	32	D	47.1	51	
<b>Intersection Overall</b>			<b>A</b>	<b>9.9</b>		<b>C</b>	<b>26.6</b>		<b>A</b>	<b>9.7</b>		<b>C</b>	<b>26.4</b>	

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 6.31](#), the 2045 No-Build intersection operational results indicate both intersections will operate at a LOS D or better. The 2045 Alternative 2 intersection operational results indicate both intersections will operate at a LOS D or better.

**Table 6.32 – 2045 Kendall Drive/SW 88<sup>th</sup> Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>
SW 79th Avenue (HCM 2000)	Eastbound	LT	D	52.9	#158	D	36.4	#84	F	100.3	#218	F	81.8	#148
		TH	C	27.3	735.0	C	22.0	432.0	C	28.8	787.0	C	32.2	645.0
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Westbound	LT	C	20.6	m6	F	81.0	m#93	F	144.4	m45	F	84.8	m147
		TH	B	16.5	748.0	F	95.8	#476	C	21.8	698.0	D	44.5	#1033
		RT*	---	---	---	---	---	---	A	1.1	1.0	B	10.5	m89
	Northbound	LT**	---	---	---	---	---	---	---	---	---	---	---	---
		TH	F	102.4	#124	F	111.8	#223	F	111.3	#128	E	79.9	#222
		RT	E	59.4	0.0	E	56.4	0.0	E	59.6	0.0	E	55.0	0.0
	Southbound	LT	F	145.0	#487	F	84.4	#308	F	105.2	#410	E	68.4	198.0
		TH	F	135.2	#471	E	65.8	#246	F	108.4	#417	E	68.1	198.0
		RT*	---	---	---	---	---	---	D	46.9	0.0	D	51.2	11.0
<b>Intersection Overall</b>			<b>D</b>	<b>35.7</b>	<b>---</b>	<b>E</b>	<b>70.1</b>	<b>---</b>	<b>D</b>	<b>35.0</b>	<b>---</b>	<b>D</b>	<b>41.3</b>	<b>---</b>
SW 77th Avenue (HCM 6th)	Eastbound	LT	A	0.0	---	C	27.7	m4	---	---	---	B	12.4	m3
		TH	A	3.8	m243	A	2.0	187.0	B	18.6	m#1029	A	9.2	142.0
		RT*	A	8.1	---	A	3.8	---	---	---	---	---	---	---
	Westbound	LT	E	74.1	#327	D	52.0	#501	E	65.3	#173	E	73.5	201.0
		TH	B	10.6	575.0	B	17.8	998.0	B	13.9	654.0	B	10.5	711.0
		RT*	B	11.6	---	A	0.0	---	---	---	---	---	---	---
	Northbound	LT	D	48.8	140.0	E	55.3	204.0	D	53.2	140.0	E	69.2	204.0
		TH	A	0.0	#746	A	0.0	#622	E	73.2	#263	D	50.5	135.0
		RT*	F	448.1	---	F	502.4	---	E	72.3	#257	D	50.4	132.0
	Southbound	LT	F	169.3	---	E	56.4	---	---	---	---	---	---	---
		TH***	A	0.0	#151	A	0.0	61.0	F	255.5	#143	D	51.5	57.0
		RT	A	0.0	---	A	0.0	---	---	---	---	---	---	---
<b>Intersection Overall</b>			<b>D</b>	<b>49.9</b>	<b>---</b>	<b>E</b>	<b>57.7</b>	<b>---</b>	<b>C</b>	<b>25.4</b>	<b>---</b>	<b>B</b>	<b>18.2</b>	<b>---</b>
SR 826 Southbound On/Off Ramp	Eastbound	RT	Free Flow Conditions											
	Northbound	RT	Free Flow Conditions											
	Southbound	RT	Free Flow Conditions											
<b>Intersection Overall</b>			<b>Free Flow Conditions</b>											
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	A	0.0	---	A	0.0	---	A	0.0	---	A	0.0	---
		TH	A	5.8	m158	A	4.2	m643	A	6.3	101.0	A	4.1	365.0
		RT	A	0.0	---	A	N/A	---	A	0.0	---	A	N/A	---
	Westbound	LT	A	0.0	---	A	N/A	---	A	0.0	---	A	N/A	---
		TH	A	0.1	m26	A	0.0	m74	A	0.1	44.0	A	0.1	m11
		RT <sup>5</sup>	---	0.0	m772	---	N/A	m1048	---	0.0	0.0	---	N/A	m0
	Northbound	LT	E	61.3	59.0	E	61.3	60.0	E	61.6	65.0	E	61.3	60.0
		TH	A	0.0	---	A	N/A	---	A	0.0	---	A	N/A	---
		RT <sup>5</sup>	---	0.0	8.0	---	0.0	7.0	---	0.0	9.0	---	0.0	7.0
<b>Intersection Overall</b>			<b>A</b>	<b>5.0</b>	<b>---</b>	<b>A</b>	<b>3.2</b>	<b>---</b>	<b>A</b>	<b>5.4</b>	<b>---</b>	<b>A</b>	<b>3.0</b>	<b>---</b>
SW 73rd Place (HCM 2000)	Eastbound	LT	F	204.6	#731	F	441.8	#652	E	66.9	m207	F	136.1	#381
		TH	D	38.7	#1065	D	51.0	#983	E	68.5	#1155	D	38.2	#670
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Westbound	LT	D	39.0	m45	D	44.2	m18	F	106.0	m#112	F	91.0	m62
		TH	C	20.5	127.0	D	46.7	m#804	B	17.7	162.0	F	92.8	#869
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Northbound	LT	E	77.4	#250	F	180.5	#642	E	63.7	160.0	E	69.6	#328
		TH	D	51.7	53.0	D	43.4	56.0	E	60.2	144.0	E	66.5	#309
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Southbound	LT	E	64.8	#103	E	62.3	105.0	E	59.7	#113	E	57.9	#107
		TH	E	64.1	#104	E	62.0	107.0	E	59.5	#115	E	57.7	108.0
		RT	B	19.3	43.0	B	18.3	37.0	E	92.8	#208	F	240.6	#346
<b>Intersection Overall</b>			<b>D</b>	<b>46.1</b>	<b>---</b>	<b>E</b>	<b>76.8</b>	<b>---</b>	<b>D</b>	<b>51.7</b>	<b>---</b>	<b>F</b>	<b>84.7</b>	<b>---</b>

**Table 6.32 – 2045 Kendall Drive/SW 88<sup>th</sup> Street Intersection LOS and Delay Results (Continued)**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>
Dadeland Boulevard (HCM 2000)	Eastbound	LT	B	16.6	m5	F	329.4	m#330	F	84.0	m33	F	81.1	m107
		TH	B	15.6	m239	D	54.9	m#254	B	10.5	m141	B	18.8	m332
		RT*	---	---	---	---	---	---	A	4.3	m18	B	11.8	m70
	Westbound	LT	E	64.2	#362	D	47.2	#169	F	297.6	#509	E	61.9	123.0
		TH	C	21.5	423.0	D	46.4	544.0	C	23.1	401.0	D	42.7	#704
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Northbound	LT	E	63.0	243.0	D	54.2	361.0	E	68.4	#339	E	74.3	#449
		TH	D	52.0	155.0	D	48.8	300.0	E	58.6	263.0	E	62.2	#365
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Southbound	LT	E	59.2	28.0	E	55.6	89.0	E	59.9	29.0	E	59.6	89.0
		TH	E	64.5	84.0	F	110.1	#356	E	60.7	46.0	E	57.4	62.0
		RT	B	11.0	0.0	C	21.5	56.0	---	---	---	---	---	---
<b>Intersection Overall</b>			<b>C</b>	<b>24.7</b>	<b>---</b>	<b>E</b>	<b>64.9</b>	<b>---</b>	<b>C</b>	<b>34.5</b>	<b>---</b>	<b>D</b>	<b>39.1</b>	<b>---</b>

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 6.32**, the 2045 No-Build intersection operational results indicate all six intersections will operate at a LOS D or better during the AM peak-period. During the PM peak-period two intersections will operate at a D or better and four intersections will operate at a LOS E. The 2045 Alternative 2 intersection operational results indicate all six intersections will operate at a LOS D or better except for one intersection that will operate at a LOS F during the PM peak-period.

**Table 6.33 – 2045 Sunset Drive/SW 72<sup>nd</sup> Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>
SW 77th Court (HCM 6th)	Eastbound	TH	B	14.7	697.0	A	7.8	308.0	B	15.6	390.0	A	6.4	212.0
		RT*	B	14.6	---	A	7.8	---	B	16.2	---	A	6.7	---
	Westbound	LT	B	11.3	25.0	A	6.5	58.0	B	11.3	25.0	A	5.4	67.0
		TH	A	7.7	430.0	A	4.7	349.0	B	12.1	423.0	A	5.1	406.0
	Northbound	LT****	F	128.6	#469	F	89.5	85.0	F	128.6	#469	F	89.5	85.0
		RT	A	0.0	---	---	0.0	---	A	0.0	---	A	0.0	---
<b>Intersection Overall</b>			<b>C</b>	<b>23.2</b>	<b>---</b>	<b>A</b>	<b>8.4</b>	<b>---</b>	<b>C</b>	<b>25.5</b>	<b>---</b>	<b>A</b>	<b>7.9</b>	<b>---</b>
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	B	14.0	360.0	B	13.3	216.0	B	17.8	323.0	C	21.8	260.0
		RT <sup>1</sup>	---	0.0	---	---	0.0	---	---	0.0	---	---	0.0	---
	Westbound	LT	B	11.7	67.0	A	9.7	92.0	F	109.7	187.0	F	83.2	289.0
		TH	A	9.0	200.0	B	10.4	403.0	B	10.2	227.0	B	14.8	541.0
	Southbound	LT	F	184.0	#763	F	313.7	#885	E	70.2	382.0	E	72.2	#449
		RT	F	155.2	#411	F	184.0	#546	F	97.1	328.0	F	106.7	#506
<b>Intersection Overall</b>			<b>E</b>	<b>70.5</b>	<b>---</b>	<b>F</b>	<b>103.5</b>	<b>---</b>	<b>D</b>	<b>40.4</b>	<b>---</b>	<b>D</b>	<b>44.5</b>	<b>---</b>
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	F	81.5	404.0	E	67.9	341.0	E	78.0	280.0	E	68.0	274.0
		TH	A	4.3	436.0	A	4.0	233.0	A	3.0	214.0	A	4.6	168.0
	Westbound	TH	B	13.7	397.0	B	16.7	774.0	B	11.8	191.0	B	18.7	399.0
		RT <sup>1</sup>	---	---	---	---	0.0	---	---	0.0	638.0	---	0.0	#1123
	Northbound	LT	F	90.2	153.0	F	120.2	#248	F	90.2	153.0	F	89.7	#264
		RT <sup>1</sup>	---	---	#662	---	0.0	78.0	---	0.0	#667	---	0.0	62.0
<b>Intersection Overall</b>			<b>C</b>	<b>23.9</b>	<b>---</b>	<b>C</b>	<b>26.2</b>	<b>---</b>	<b>C</b>	<b>22.9</b>	<b>---</b>	<b>C</b>	<b>27.5</b>	<b>---</b>
SW 72nd Avenue (HCM 6th)	Eastbound	LT	F	214.4	#957	F	80.9	#241	F	170.6	#457	F	93.9	#130
		TH	D	36.9	#1160	C	32.1	770.0	D	36.1	1056.0	C	32.5	770.0
		RT*	D	38.1	---	C	32.5	---	D	36.6	---	C	33.0	---
	Westbound	LT	D	39.7	#119	F	173.8	#531	D	35.1	#119	F	173.8	#531
		TH	D	40.7	755.0	D	49.4	#1218	D	44.3	864.0	F	68.3	#1411
		RT*	D	40.5	---	D	49.6	---	D	44.2	---	F	68.9	---
	Northbound	LT	F	167.7	#383	F	234.0	#384	F	89.8	#219	F	234.1	#383
		TH	F	97.4	#681	E	78.4	#657	F	97.4	#681	E	75.2	#633
		RT	E	58.6	196.0	D	42.4	25.0	E	58.6	196.0	D	43.3	53.0
	Southbound	LT	E	60.6	61.0	D	52.4	53.0	E	60.6	61.0	D	52.1	55.0
		TH	E	71.9	414.0	F	121.0	#673	E	72.7	422.0	F	121.0	#673
		RT	D	44.5	84.0	E	66.9	351.0	D	44.8	92.0	E	59.5	293.0
<b>Intersection Overall</b>			<b>E</b>	<b>69.1</b>	<b>---</b>	<b>E</b>	<b>67.0</b>	<b>---</b>	<b>E</b>	<b>61.8</b>	<b>---</b>	<b>E</b>	<b>73.5</b>	<b>---</b>

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 6.33](#), the 2045 No-Build intersection operational results indicate two intersections will operate at LOS D or better and two intersections at LOS E during the AM peak-period. Two intersections will operate at LOS D or better and two intersections at LOS E or F during the PM peak-period. The 2045 Alternative 2 intersection operational results indicate of the four intersections three will operate at a LOS D or better and one will operate at a LOS E for both AM and PM peak-periods.

**Table 6.34 – 2045 Miller Drive/SW 56<sup>th</sup> Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>
SW 77th Ct (HCM 6th)	Eastbound	LT	A	9.9	4.0	A	7.0	#79	A	7.4	4.0	A	7.8	#37
		TH	A	9.2	285.0	A	3.4	250.0	A	7.1	172.0	A	2.6	134.0
		RT*	A	9.1	---	A	3.3	---	A	7.7	---	A	2.9	---
	Westbound	LT	B	14.6	21.0	A	1.1	m8	B	12.0	22.0	A	1.1	m11
		TH	A	7.5	210.0	A	0.6	m421	A	6.0	105.0	A	0.5	m177
		RT*	A	7.5	---	A	0.6	---	A	6.3	---	A	1.0	---
	Northbound	LT	D	44.2	---	F	86.9	---	C	33.6	30.0	F	83.7	51.0
		TH***	A	0.0	#194	A	0.0	78.0	A	0.0	#178	A	0.0	49.0
		RT	A	0.0	---	A	0.0	---	D	47.7	---	F	83.5	---
	Southbound	LT	D	39.5	---	F	87.6	---	D	54.2	#111	F	87.7	81.0
TH***		A	0.0	#167	A	0.0	101.0	A	0.0	29.0	A	0.0	43.0	
RT		A	0.0	---	A	0.0	---	C	32.4	---	F	81.8	---	
<b>Intersection Overall</b>			<b>B</b>	<b>12.2</b>	<b>---</b>	<b>A</b>	<b>4.0</b>	<b>---</b>	<b>B</b>	<b>11.2</b>	<b>---</b>	<b>A</b>	<b>3.7</b>	<b>---</b>
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	C	32.3	467.0	C	24.5	256.0	C	31.0	410.0	C	24.4	222.0
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Westbound	LT	E	64.4	156.0	E	72.1	m169	E	70.2	199.0	E	75.2	m163
		TH	A	4.3	24.0	A	61.0	m76	A	4.1	16.0	A	4.5	m53
	Southbound	LT	F	143.0	#560	F	376.1	#820	E	75.3	294.0	F	148.5	#463
RT	E	61.4	230.0	F	288.6	#805	E	55.9	143.0	F	151.9	#503		
<b>Intersection Overall</b>			<b>D</b>	<b>50.3</b>	<b>---</b>	<b>F</b>	<b>117.3</b>	<b>---</b>	<b>D</b>	<b>39.0</b>	<b>---</b>	<b>E</b>	<b>59.2</b>	<b>---</b>
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	E	77.9	m211	E	73.6	m164	E	78.2	272.0	E	74.8	m212
		TH	B	10.3	m66	B	18.0	m105	A	2.2	26.0	A	6.9	m65
	Westbound	TH	D	36.3	436.0	D	37.0	700.0	D	36.0	404.0	C	33.2	551.0
		RT*	---	---	---	---	---	---	---	---	---	---	---	---
	Northbound	LT	E	78.4	191.0	F	141.4	#365	E	77.6	182.0	F	141.4	#365
RT	F	505.2	#872	F	85.7	#253	F	129.8	#406	E	67.8	137.0		
<b>Intersection Overall</b>			<b>F</b>	<b>81.7</b>	<b>---</b>	<b>D</b>	<b>45.1</b>	<b>---</b>	<b>D</b>	<b>40.8</b>	<b>---</b>	<b>D</b>	<b>39.3</b>	<b>---</b>
SW 72nd Ave (HCM 6th)	Eastbound	LT	F	187.4	#923	F	84.5	#245	F	88.6	374.0	F	100.6	118.0
		TH	E	62.0	1002.0	D	38.7	983.0	C	30.0	918.0	D	48.3	1025.0
		RT*	E	64.0	---	D	39.4	---	C	32.4	---	D	50.1	---
	Westbound	LT	F	90.9	#250	D	37.0	#138	D	46.6	#145	E	57.7	#220
		TH	E	56.9	#1129	E	60.7	#1325	F	76.7	#1440	D	50.9	1055.0
		RT*	E	59.7	---	E	63.8	---	F	85.6	---	D	51.9	---
	Northbound	LT	F	82.4	#292	F	490.9	#795	F	86.3	#357	F	750.8	#1073
		TH	F	164.6	#514	E	57.8	187.0	F	165.0	#566	E	57.8	187.0
		RT*	F	170.5	---	E	58.1	---	F	172.6	---	E	58.1	---
	Southbound	LT	E	75.1	157.0	D	51.8	185.0	E	75.1	157.0	D	51.3	174.0
TH		F	167.4	#205	F	119.4	#778	F	167.4	#205	F	107.5	#794	
RT*		F	193.8	---	F	319.4	---	F	193.8	---	F	358.0	---	
<b>Intersection Overall</b>			<b>F</b>	<b>91.2</b>	<b>---</b>	<b>F</b>	<b>112.6</b>	<b>---</b>	<b>E</b>	<b>78.5</b>	<b>---</b>	<b>F</b>	<b>147.7</b>	<b>---</b>

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 6<sup>th</sup> methodology

As shown on [Table 6.34](#), the 2045 No-Build intersection operational results indicate two intersections will operate at LOS D or better and two at LOS F during the AM peak-period. Two intersections will operate at LOS D or better and two at LOS F during the PM peak-period. The 2045 Alternative 2 intersection operational results indicate three intersections will operate at a LOS D or better and one will operate at LOS E during the AM peak-period. Two intersections will operate at LOS D or better and two at LOS E or F during the PM peak-period.

**Table 6.35 – 2045 Bird Road/SW 40<sup>th</sup> Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045) Option A (WBR Signal)						Alternative 2 (2045) Option B (WBR Free Flow)						Alternative 2 (2045) Option C (WBR Yield)					
			AM			PM			AM			PM			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 79th Avenue <sup>(2)</sup>	Eastbound	LT	F	90.6	108.0	F	96.8	#240	F	90.6	108	F	96.8	#240	F	90.6	108	F	96.8	#240	F	90.6	108	F	96.8	#240
		TH *	C	23.7	526.0	C	22.2	553.0	C	24.7	731	C	21.7	521	C	24.7	731	C	21.7	521	C	24.7	731	C	21.7	521
		RT *	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	LT	F	119.0	56.0	F	99.4	m124	F	96	m55	F	100.0	m127	F	96	m55	F	100.0	m127	F	96	m55	F	100.0	m127
		TH *	A	8.5	204.0	B	16.0	692.0	B	11	179	B	16.1	697	B	11	179	B	16.1	697	B	11	179	B	16.1	697
		RT *	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Northbound	LT	F	85.5	26.0	F	82.5	47.0	F	85.5	26	F	82.5	47	F	85.5	26	F	82.5	47	F	85.5	26	F	82.5	47
		TH	F	85.1	20.0	F	81.8	36.0	F	85.1	20	F	81.8	36	F	85.1	20	F	81.8	36	F	85.1	20	F	81.8	36
		RT	E	70.9	2.0	E	63.4	52.0	E	70.9	2	E	63.4	52	E	70.9	2	E	63.4	52	E	70.9	2	E	63.4	52
	Southbound	LT	F	90.4	#518	F	102.4	#291	F	91.6	361	F	102.4	#291	F	91.6	361	F	102.4	#291	F	91.6	361	F	102.4	#291
		TH ****	F	87.1	#496	F	89.3	238.0	F	88.1	344	F	89.3	238	F	88.1	344	F	89.3	238	F	88.1	344	F	89.3	238
		RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Intersection Overall</b>			<b>C</b>	<b>24.5</b>	<b>-</b>	<b>C</b>	<b>26.8</b>	<b>-</b>	<b>C</b>	<b>25.4</b>	<b>-</b>	<b>C</b>	<b>26.8</b>	<b>-</b>	<b>C</b>	<b>25.4</b>	<b>-</b>	<b>C</b>	<b>26.8</b>	<b>-</b>	<b>C</b>	<b>25.4</b>	<b>-</b>	<b>C</b>	<b>26.8</b>	
SW 7800 Block <sup>(1)</sup>	Eastbound	LT	F	87.9	m21	F	88.5	m87	F	125.8	m21	F	108	m87	F	125.8	m21	F	108	m87	F	125.8	m21	F	108	m87
		TH	A	0.3	m2	A	0.2	62.0	A	2.9	50	A	1.5	62	A	2.9	50	A	1.5	62	A	2.9		A	1.5	
	Westbound	TH *	A	0.4	157.0	A	0.4	m588	C	20.2	724	B	10.9	m543	C	20.2	724	B	10.9	m543	C	20.2	724	B	10.9	m543
		RT *	A	1.1	-	A	1.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Southbound	LT	F	82.3	#393	F	83.6	175.0	F	82.9	297	F	83.4	175	F	82.9	297	F	83.4	175	F	82.9	297	F	83.4	175
		RT	E	65.8	50.0	E	79.4	201.0	E	56.0	54	E	65.6	200	E	56.0	54	E	65.6	200	E	56.0	54	E	65.6	200
<b>Intersection Overall</b>			<b>A</b>	<b>6.9</b>	<b>-</b>	<b>A</b>	<b>6.0</b>	<b>-</b>	<b>B</b>	<b>16.4</b>	<b>-</b>	<b>B</b>	<b>12.4</b>	<b>-</b>	<b>B</b>	<b>16.4</b>	<b>-</b>	<b>B</b>	<b>12.4</b>	<b>-</b>	<b>B</b>	<b>16.4</b>	<b>-</b>	<b>B</b>	<b>12.4</b>	
Southbound Ramp Terminal <sup>(2)</sup> (Alternative 2 DDI)	Eastbound	TH *	F	99.2	m361	E	72.7	#1050	E	76.2	#922	E	67.4	583	E	76.2	#922	E	67.4	583	E	76.2	#922	E	67.4	583
		RT *	-	-	-	-	-	-	Free Flow			Free Flow			Free Flow			Free Flow			Free Flow					
	Westbound	LT	F	306.1	m#615	F	112.3	m#676	Free Flow			Free Flow			Free Flow			Free Flow			Free Flow					
		TH	B	13.4	m509	A	0.1	m592	C	22.0	325	B	15.9	409	C	22.0	325	B	15.9	409	C	22.0	325	B	15.9	409
	Southbound	LT	F	139.2	#918	E	66.4	482.0	D	39.0	628	C	26.0	464	D	39.0	628	C	26.0	464	D	39.0	628	C	26.0	464
		RT	E	56.3	474.0	F	133.7	#743	E	55.6	565	F	127.1	#826	E	55.6	565	F	127.1	#826	E	55.6	565	F	127.1	#826
<b>Intersection Overall</b>			<b>F</b>	<b>110.1</b>	<b>-</b>	<b>E</b>	<b>63.6</b>	<b>-</b>	<b>D</b>	<b>54.1</b>	<b>-</b>	<b>D</b>	<b>36.2</b>	<b>-</b>	<b>D</b>	<b>54.1</b>	<b>-</b>	<b>D</b>	<b>36.2</b>	<b>-</b>	<b>D</b>	<b>54.1</b>	<b>-</b>	<b>D</b>	<b>36.2</b>	

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.

**Table 6.35 – 2045 Bird Road/SW 40<sup>th</sup> Street Intersection LOS and Delay Results (Continued)**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045) Option A (WBR Signal)						Alternative 2 (2045) Option B (WBR Free Flow)						Alternative 2 (2045) Option C (WBR Yield)					
			AM			PM			AM			PM			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal <sup>(1)</sup> (Alternative 2 DDI)	Eastbound	TH	A	1.0	m1057	A	0.1	m182	B	19.4	816	D	43.4	996	B	19.4	816	D	43.4	996	B	19.4	816	D	43.4	996
		RT	-	-	m0	-	-	-	Free Flow			Free Flow			Free Flow			Free Flow			Free Flow					
	Westbound	TH *	D	45.6	1035.0	A	0.4	m0	F	102.9	#841	F	85.4	#1238	F	102.9	#841	F	85.4	#1238	F	102.9	#841	F	85.4	#1238
		RT *	F	85.5	-	F	42.5	-	F	131.7	#1595	F	225.7	#1837	Free Flow			Free Flow			A	7.7	-	A	6.5	-
	Northbound	LT	F	110.5	#563	F	142.2	#647	B	18.2	212	D	37.3	368	B	18.2	212	D	37.3	368	B	18.2	212	D	37.3	368
RT		F	345.9	#915	F	182.4	#627	F	81.4	#653	D	35.5	356	F	81.4	#653	D	35.5	356	F	81.4	#653	D	35.5	356	
<b>Intersection Overall</b>			<b>F</b>	<b>81.3</b>	<b>-</b>	<b>D</b>	<b>37.3</b>	<b>-</b>	<b>F</b>	<b>82.5</b>	<b>-</b>	<b>F</b>	<b>161.6</b>	<b>-</b>	<b>D</b>	<b>54.4</b>	<b>-</b>	<b>E</b>	<b>68.1</b>	<b>-</b>	<b>D</b>	<b>54.4</b>	<b>-</b>	<b>E</b>	<b>68.1</b>	<b>-</b>
SW 74th Avenue <sup>(2)</sup>	Eastbound	TH	A	9.7	m623	C	26.2	m782	A	8.4	m573	C	27	m814	A	8.4	m573	C	27	m814	A	8.4	m573	C	27	m814
	Westbound	TH	A	1.9	m62	C	29.3	m#317	A	1.2	17	C	33.1	m#1607	A	1.2	17	C	33.1	m#1607	A	1.2	17	C	33.1	m#1607
	Northbound	LT ***	F	94.0	207.0	F	128.9	#789	F	94.6	#222	F	128.9	#789	F	94.6	#222	F	128.9	#789	F	94.6	#222	F	128.9	#789
		RT ***	F	94.0	207.0	F	128.9	#789	F	94.6	#222	F	128.9	#789	F	94.6	#222	F	128.9	#789	F	94.6	#222	F	128.9	#789
<b>Intersection Overall</b>			<b>A</b>	<b>9.6</b>	<b>-</b>	<b>D</b>	<b>40.2</b>	<b>-</b>	<b>A</b>	<b>8.6</b>	<b>-</b>	<b>D</b>	<b>42.3</b>	<b>-</b>	<b>A</b>	<b>8.6</b>	<b>-</b>	<b>D</b>	<b>42.3</b>	<b>-</b>	<b>A</b>	<b>8.6</b>	<b>-</b>	<b>D</b>	<b>42.3</b>	<b>-</b>
SW 72nd Avenue <sup>(1)</sup>	Eastbound	LT	E	65.9	m#292	E	74.0	m#149	E	76.7	m#274	F	105.3	m#147	E	76.7	m#274	F	105.3	m#147	E	76.7	m#274	F	105.3	m#147
		TH *	F	118.4	#1763	F	16.2	m#640	F	208.3	#2137	F	104.5	m#746	F	208.3	#2137	F	104.5	m#746	F	208.3	#2137	F	104.5	m#746
		RT *	F	148.3	-	F	30.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	LT	F	238.3	#839	F	164.8	#469	F	251.0	#748	F	167.6	#473	F	251.0	#748	F	167.6	#473	F	251.0	#748	F	167.6	#473
		TH *	D	39.2	850.0	D	49.3	#1330	D	44.6	1099	E	62.1	#1326	D	44.6	1099	E	62.1	#1326	D	44.6	1099	E	62.1	#1326
		RT *	D	43.7	-	E	58.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound	LT	F	97.2	#414	F	203.0	#541	F	88.2	#304	F	169.1	#538	F	88.2	#304	F	169.1	#538	F	88.2	#304	F	169.1	#538
		TH *	F	104.0	#406	E	75.9	263.0	F	124.0	#421	E	64.3	244	F	124.0	#421	E	64.3	244	F	124.0	#421	E	64.3	244
		RT *	F	116.6	-	F	83.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound	LT	F	192.3	#365	E	65.9	134.0	F	216.2	#316	E	61.9	133	F	216.2	#316	E	61.9	133	F	216.2	#316	E	61.9	133
TH		F	92.8	#350	F	109.1	#420	F	88.1	#265	F	84.8	#366	F	88.1	#265	F	84.8	#366	F	88.1	#265	F	84.8	#366	
RT		B	15.0	53.0	F	102.3	#545	E	71.8	63	F	143.6	#537	E	71.8	63	F	143.6	#537	E	71.8	63	F	143.6	#537	
<b>Intersection Overall</b>			<b>F</b>	<b>101.5</b>	<b>-</b>	<b>D</b>	<b>54.4</b>	<b>-</b>	<b>F</b>	<b>141.1</b>	<b>-</b>	<b>F</b>	<b>92.3</b>	<b>-</b>	<b>F</b>	<b>141.1</b>	<b>-</b>	<b>F</b>	<b>92.3</b>	<b>-</b>	<b>F</b>	<b>141.1</b>	<b>-</b>	<b>F</b>	<b>92.3</b>	<b>-</b>

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 6.35](#), the 2045 No-Build intersection operational results indicate three intersections will operate at LOS D or better and three will operate at LOS E or F during the AM peak-period. Five intersections will operate at LOS D or better and one will operate at LOS E during the PM peak-period.

At this corridor three scenarios were evaluated at the northbound ramp terminal westbound right turn movement due to limitations and constraints with the available right of way. The 2045 Alternative 2 Option A intersection operational results indicate four intersections will operate at LOS D or better and two will operate at LOS F for both AM and PM peak-periods. The 2045 Alternative 2 Options B and C intersection operational results indicate five intersections will operate at LOS D or better and one will operate at LOS F during the AM peak-period. Four intersections will operate at LOS D or better and two will operate at LOS E or F during the PM peak-period.

**Table 6.36 – 2045 Coral Way/SW 24<sup>th</sup> Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue <sup>(1)</sup>	Eastbound	LT	F	128.0	#200	F	122.8	#264	F	128.0	152.0	F	142.9	#276
		TH *	D	52.7	843.0	E	55.4	762	D	39.9	897.0	E	68.6	#919
		RT *	E	57.6	-	E	60.8	-	D	42.9	-	E	79.1	-
	Westbound	LT	F	105.1	#352	F	98.0	#513	F	120.3	m241	F	102.7	n#563
		TH *	A	8.6	634.0	E	69.8	#1221	A	1.5	589.0	E	56.0	727
		RT *	B	13.8	-	F	85.4	-	A	0.7	166.0	D	40.0	m176
	Northbound	LT	F	102.4	164.0	F	100.1	145	F	101.4	142.0	F	103.3	156
		TH	F	108.1	#512	F	129.2	#389	F	80.4	241.0	E	78.8	145
		RT	D	54.8	112.0	D	53.8	186	E	66.5	128.0	D	54.7	162
	Southbound	LT	F	108.5	#511	F	109.8	#548	F	114.0	#516	F	110.0	#605
		TH	D	54.4	303.0	E	61.7	343	E	62.1	325.0	E	61.1	341
		RT	D	44.4	58.0	D	47.1	59	D	50.7	94.0	D	49.2	120
<b>Intersection Overall</b>			<b>D</b>	<b>45.3</b>	<b>-</b>	<b>E</b>	<b>74.0</b>	<b>-</b>	<b>D</b>	<b>35.7</b>	<b>-</b>	<b>E</b>	<b>68.5</b>	<b>-</b>
SW 79th Avenue <sup>(1)</sup>	Eastbound	LT	B	15.7	m1	A	8.1	m6	A	0.5	m1	A	8.7	m6
		TH *	A	0.4	101.0	A	8.5	791	A	0.5	51.0	A	9.6	m832
		RT *	A	0.8	-	A	9.0	-	A	0.9	-	B	10.0	-
	Westbound	LT	E	69.3	m#341	D	37.5	m444	D	41.9	#385	D	44.0	m483
		TH *	C	28.6	77.0	A	0.3	m656	A	1.1	150.0	A	0.7	713
		RT *	C	29.4	-	A	0.8	-	A	2.0	-	A	1.7	-
	Northbound	LT	E	58.3	62.0	E	71.0	55	E	58.3	62.0	E	71.0	55
		TH *	E	69.6	336.0	C	32.1	125	E	71.2	341.0	C	32.1	125
		RT *	E	70.0	-	E	79.8	-	E	70.0	-	E	79.8	-
	Southbound	LT	F	351.4	#497	F	103.8	#181	F	351.4	#497	F	103.8	#181
		TH	E	56.3	49.0	E	68.6	73	E	56.3	49.0	E	68.6	73
		RT	E	56.1	21.0	E	67.8	0	E	56.1	21.0	E	67.8	0
<b>Intersection Overall</b>			<b>C</b>	<b>32.3</b>	<b>-</b>	<b>B</b>	<b>10.0</b>	<b>-</b>	<b>B</b>	<b>18.3</b>	<b>-</b>	<b>B</b>	<b>10.9</b>	<b>-</b>
Southbound Ramp Terminal <sup>(2 AM and 1 PM)</sup>	Eastbound	LT	E	72.7	m415	F	103.1	#607	E	72.8	m281	E	57.5	#596
		TH	C	20.4	m606	A	0.3	35	A	5.3	m225	A	0.3	45
		RT	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-	-	-	-	-
		TH	C	24.9	m558	F	12.7	#1235	A	6.7	498.0	A	2.8	971
		RT	B	14.5	m172	-	-	m189	A	3.0	m82	-	-	224
	Northbound	LT	-	-	-	-	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound	LT	F	82.0	456.0	F	116.2	#604	F	80.9	304.0	F	104.0	#393
		TH	-	-	-	-	-	-	-	-	-	-	-	-
		RT	D	42.5	298.0	E	68.1	671	E	55.3	269.0	F	90.9	557
<b>Intersection Overall</b>			<b>C</b>	<b>32.3</b>	<b>-</b>	<b>C</b>	<b>34.0</b>	<b>-</b>	<b>C</b>	<b>20.2</b>	<b>-</b>	<b>C</b>	<b>29.7</b>	<b>-</b>
Northbound Ramp Terminal <sup>(2)</sup>	Eastbound	LT	-	-	-	-	-	-	-	-	-	-	-	-
		TH	E	56.4	#1070	D	52.7	m926	C	32.1	924.0	A	1.0	m689
		RT	D	36.0	161.0	C	34.1	m99	C	20.7	293.0	A	5.9	m115
	Westbound	LT	F	155.2	m#650	F	112.1	m402	E	70.9	m478	C	29.4	m367
		TH	B	13.0	296.0	A	9.2	m178	B	10.2	362.0	A	0.1	m154
		RT	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound	LT ***	F	96.0	#701	F	80.0	#558	F	91.0	#288	F	83.8	301
		TH	-	-	-	-	-	-	-	-	-	-	-	-
		RT ***	F	131.1	#854	F	109.9	#693	D	46.7	428.0	E	55.4	225
	Southbound	LT	-	-	-	-	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-	-	-	-	-
<b>Intersection Overall</b>			<b>E</b>	<b>57.5</b>	<b>-</b>	<b>D</b>	<b>43.3</b>	<b>-</b>	<b>C</b>	<b>33.3</b>	<b>-</b>	<b>B</b>	<b>14.6</b>	<b>-</b>

**Table 6.36 – 2045 Coral Way/SW 24<sup>th</sup> Street Intersection LOS and Delay Results (Continued)**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	E	70.1	m541	F	141.7	m#645	F	90.9	m#838	F	137.6	#733
		TH *	B	17.7	m536	A	0.4	m360	B	10.1	445.0	A	1.8	357
		RT *	-	-	-	A	0.7	-	-	-	-	A	3.6	-
	Westbound	LT	D	46.6	29.0	C	26.6	m12	D	48.7	26.0	C	27.1	m18
		TH *	D	48.1	900.0	F	105.4	#1380	E	59.0	#917	F	82.6	#1314
		RT *	-	-	-	F	112.2	-	-	-	-	F	89.7	-
	Northbound	LT	F	94.2	#199	F	172.9	#287	F	109.1	#226	F	169.8	#293
		TH *	F	89.5	204.0	-	-	148	F	91.9	209.0	-	-	139
		RT *	-	-	-	E	62.5	-	-	-	-	E	56.5	-
	Southbound	LT	E	78.6	144.0	E	57.8	119	F	91.6	149.0	D	54.5	88
		TH *	F	80.0	136.0	-	-	#825	F	81.6	140.0	-	-	#831
		RT *	-	-	-	F	556.3	-	-	-	-	F	454.8	-
<b>Intersection Overall</b>			<b>D</b>	<b>40.5</b>	<b>-</b>	<b>F</b>	<b>115.3</b>	<b>-</b>	<b>D</b>	<b>42.9</b>	<b>-</b>	<b>F</b>	<b>93.9</b>	<b>-</b>
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	B	12.8	66.0	A	9.2	m1	B	11.9	62.0	A	6.7	m0
		TH *	A	7.1	713.0	A	0.3	35	A	7.8	817.0	A	0.3	5
		RT *	-	-	-	A	0.6	-	-	-	-	A	0.6	-
	Westbound	LT	A	6.6	6.0	A	1.5	2	A	8.1	6.0	A	1.5	2
		TH *	A	5.6	538.0	A	8.3	882	A	5.5	521.0	A	7.4	709
		RT *	-	-	-	A	8.2	-	-	-	-	A	7.2	-
	Northbound	LT	E	62.6	88.0	F	86.6	167	E	62.6	88.0	F	86.7	169
		TH *	E	57.9	0.0	-	-	31	E	57.9	0.0	-	-	32
		RT *	-	-	-	E	79.3	-	-	-	-	E	79.4	-
	Southbound	LT ****	-	-	-	E	79.8	-	-	-	-	E	79.8	-
		TH ****	E	57.9	0.0	-	-	12	E	57.9	0.0	-	-	12
		RT ****	-	-	-	-	-	-	-	-	-	-	-	-
<b>Intersection Overall</b>			<b>A</b>	<b>7.3</b>	<b>-</b>	<b>A</b>	<b>6.6</b>	<b>-</b>	<b>A</b>	<b>7.6</b>	<b>-</b>	<b>A</b>	<b>5.9</b>	<b>-</b>

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 6.36](#), the 2045 No-Build intersection operational results indicate five intersections will operate at LOS D or better and one will operate at LOS E during the AM peak-period. Four intersections will operate at LOS D or better and two will operate at LOS E or F during the PM peak-period. The 2045 Alternative 2 intersection operational results indicate all six intersections will operate at a LOS D or better during the AM peak-period. Four intersections will operate at LOS D or better and two will operate at LOS E or F during the PM peak-period.

**Table 6.37 – 2045 SW 8<sup>th</sup> Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue <sup>(2)</sup>	Eastbound	LT	F	130.7	#390	F	183.3	#336	F	139.8	#452	F	205.6	#338
		TH *	F	298.4	#1670	D	47.6	#1086	F	92.2	#1316	F	93.9	#1281
		RT *	F	304.7	-	D	52.1	-	-	-	-	-	-	-
	Westbound	LT	F	258.8	#854	F	86.7	#424	F	129.6	#367	F	132.3	m#341
		TH	E	67.0	867.0	F	126.5	#1933	F	94.1	#1341	F	220.7	#2073
		RT	D	53.2	327.0	C	22.6	m45	-	-	-	-	-	-
	Northbound	LT ***	F	149.4	#430	E	79.3	#269	D	53.4	255.0	F	159.7	#363
		TH	D	35.4	303.0	F	165.1	#736	F	164.2	#880	F	115.2	#787
		RT	C	22.5	304.0	E	63.1	290.0	F	83.0	#470	E	62.2	209.0
	Southbound	LT	F	507.4	#1153	F	228.1	#868	F	118.0	#365	F	103.7	#258
		TH	D	54.4	275.0	F	155.7	#961	E	68.3	310.0	F	221.8	#1220
		RT	D	47.9	0.0	E	58.5	0.0	-	-	-	-	-	-
<b>Intersection Overall</b>			<b>F</b>	<b>195.1</b>	<b>-</b>	<b>F</b>	<b>108.5</b>	<b>-</b>	<b>F</b>	<b>100.3</b>	<b>-</b>	<b>F</b>	<b>162.8</b>	<b>-</b>
Southbound Ramp Terminal <sup>(2)</sup>	Eastbound	TH *	C	25.7	m72	C	28.6	m610	A	4.9	m149	A	9.2	m105
		RT *	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	LT	F	158.2	m#378	C	33.8	m226	F	86.1	402.0	E	68.5	#724
		TH	A	0.3	m0	A	0.1	m0	A	0.6	32.0	A	1.3	0.0
	Northbound	RT	-	-	-	-	-	-	A	0.1	-	A	0.1	-
<b>Intersection Overall</b>			<b>C</b>	<b>26.5</b>	<b>-</b>	<b>B</b>	<b>15.3</b>	<b>-</b>	<b>A</b>	<b>10.0</b>	<b>-</b>	<b>B</b>	<b>13.4</b>	<b>-</b>
Northbound Ramp Terminal <sup>(2)</sup>	Eastbound	TH *	D	42.2	#967	A	3.8	m30	E	67.3	#1686	A	5.3	92.0
		RT *	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	TH	B	14.6	m415	F	179.6	m#1627	C	25.2	m538	A	6.7	m171
	Northbound	LT	E	68.5	#377	F	134.6	#520	E	57.4	434.0	E	64.4	488.0
		RT	-	-	-	-	-	-	E	67.3	560.0	E	75.0	550.0
<b>Intersection Overall</b>			<b>D</b>	<b>37.9</b>	<b>-</b>	<b>F</b>	<b>100.2</b>	<b>-</b>	<b>E</b>	<b>55.9</b>	<b>-</b>	<b>C</b>	<b>22.8</b>	<b>-</b>
SW 74th Avenue <sup>(1)</sup>	Eastbound	LT	F	114.8	m#190	F	128.5	m#269	F	89.5	m112	F	94.5	m108
		TH *	F	84.4	m#2017	C	33.7	#1933	F	104.8	m#2074	D	41.2	#2021
		RT *	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	LT	D	51.5	32.0	D	52.9	15.0	F	161.6	#104	F	107.2	#65
		TH	D	44.7	#1443	F	145.6	#2514	C	27.7	1101.0	F	131.4	#2581
		RT	A	0.0	0.0	A	0.0	0.0	A	0.0	0.0	A	0.0	0.0
	Northbound	LT	F	189.9	#415	F	105.8	204.0	F	204.9	#415	F	111.9	203.0
		TH *	F	111.1	#447	F	97.6	214.0	F	122.2	#459	F	95.7	212.0
		RT *	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound	LT	F	80.4	95.0	E	77.4	131.0	F	80.6	95.0	F	83.1	131.0
		TH	F	87.4	266.0	F	84.1	183.0	F	88.3	266.0	F	87.7	183.0
RT		E	65.3	165.0	E	66.2	0.0	E	69.5	180.0	E	78.7	0.0	
<b>Intersection Overall</b>			<b>E</b>	<b>74.1</b>	<b>-</b>	<b>F</b>	<b>94.1</b>	<b>-</b>	<b>F</b>	<b>80.1</b>	<b>-</b>	<b>F</b>	<b>89.7</b>	<b>-</b>

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 6.37](#), the 2045 No-Build intersection operational results indicate two intersections will operate at LOS D or better and two will operate at LOS E during the AM peak-period. One intersection will operate at LOS D or better and three will operate at LOS F during the PM peak-period. The 2045 Alternative 2 intersection operational results indicate one intersection will operate at LOS D or better and three will operate at LOS E of F during the AM peak-period. Two intersections will operate at LOS D or better and two will operate at LOS F during the PM peak-period.

**Table 6.38 – 2045 Flagler Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue <sup>(2)</sup>	Eastbound	LT	B	16.3	92.0	F	112.9	#443	D	39.0	282.0	F	96.0	#320
		TH *	C	25.0	712.0	C	27.6	580.0	C	32.2	609.0	C	26.1	531.0
		RT *	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	LT	D	39.3	m40	C	24.9	m8	B	13.2	m8	B	12.5	m13
		TH *	A	5.4	72.0	F	80.8	m#1123	A	6.4	158.0	B	19.2	m660
		RT *	-	-	-	-	-	-	A	1.1	20.0	A	2.1	m9
	Northbound	LT	F	82.8	115.0	E	74.2	115.0	F	83.4	117.0	E	74.2	115.0
		TH *	F	89.0	150.0	F	90.6	202.0	F	90.9	152.0	F	90.6	202.0
		RT *	-	-	-	-	-	-	-	-	-	-	-	-
Southbound	LT	E	79.7	293.0	F	131.9	#522	F	81.4	299.0	F	146.7	#534	
	TH	E	71.0	226.0	E	64.5	217.0	E	71.6	231.0	E	65.5	219.0	
	RT	E	57.0	40.0	D	50.3	175.0	D	46.8	42.0	E	58.3	228.0	
<b>Intersection Overall</b>			<b>C</b>	<b>28.1</b>	<b>-</b>	<b>E</b>	<b>69.5</b>	<b>-</b>	<b>C</b>	<b>27.5</b>	<b>-</b>	<b>D</b>	<b>39.6</b>	<b>-</b>
SW 79th Avenue <sup>(2)</sup>	Eastbound	LT	E	68.6	314.0	F	186.4	m#576	F	86.6	184.0	F	93.9	m#253
		TH *	C	22.5	339.0	C	25.6	m423	B	19.9	323.0	C	20.1	m372
		RT *	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	LT	E	60.2	m63	D	51.2	m52	F	111.9	m112	D	38.5	m45
		TH	A	5.1	145.0	F	81.6	m#1176	A	7.6	98.0	C	23.4	#655
		RT	C	20.4	856.0	A	6.1	m27	A	0.1	0.0	A	0.5	m0
	Northbound	LT	F	83.9	99.0	F	108.8	#100	F	82.8	98.0	F	108.8	#100
		TH	F	92.9	144.0	F	102.7	#94	F	88.9	142.0	F	102.7	#94
		RT	E	72.8	11.0	E	71.7	0.0	E	69.3	40.0	E	71.9	0.0
Southbound	LT	F	86.0	486.0	F	128.7	#843	E	74.3	290.0	F	89.5	#494	
	TH **	F	86.0	490.0	F	126.8	#842	E	77.3	326.0	F	103.7	#587	
	RT	E	56.5	32.0	E	57.0	291.0	D	43.9	27.0	D	48.5	194.0	
<b>Intersection Overall</b>			<b>C</b>	<b>31.0</b>	<b>-</b>	<b>E</b>	<b>67.8</b>	<b>-</b>	<b>C</b>	<b>26.4</b>	<b>-</b>	<b>D</b>	<b>35.3</b>	<b>-</b>
Southbound Ramp Terminal <sup>(1)</sup>	Eastbound	LT	F	94.1	#269	F	94.4	m#284	F	90.4	284.0	F	91.4	m#285
		TH *	D	44.0	679.0	C	29.4	m545	D	48.9	582.0	C	24.4	683.0
		RT *	D	48.1	-	C	31.8	-	D	53.4	70.0	C	26.0	-
	Westbound	LT	D	42.8	m45	D	47.5	m116	D	45.1	608.0	C	33.1	m128
		TH	D	49.6	222.0	D	54.5	m#832	E	56.9	185.0	D	44.8	751.0
		RT	-	-	11.0	-	-	m0	-	-	-	-	-	m87
	Northbound	LT **	F	80.4	-	F	117.3	-	E	79.2	197.0	F	128.1	-
		TH **	-	-	196.0	-	-	#204	-	-	-	-	-	#204
	Southbound	RT	F	211.5	163.0	F	523.6	#136	F	82.4	85.0	F	174.6	44.0
LT		F	81.9	#491	F	92.2	#395	E	66.6	454.0	F	96.1	#346	
<b>Intersection Overall</b>			<b>E</b>	<b>63.4</b>	<b>-</b>	<b>E</b>	<b>66.6</b>	<b>-</b>	<b>E</b>	<b>60.7</b>	<b>-</b>	<b>D</b>	<b>52.0</b>	<b>-</b>
Northbound Ramp Terminal <sup>(1)</sup>	Eastbound	LT	E	73.6	629.0	F	82.3	m#703	F	98.7	#430	E	78.1	m399
		TH	A	1.5	334.0	A	1.3	226.0	A	3.7	39.0	A	2.9	95.0
	Westbound	TH	A	0.5	538.0	C	25.5	#1147	A	0.3	28.0	C	26.4	983.0
		RT <sup>(3)</sup>	A	6.3	265.0	A	1.0	0.0	D	49.9	#786	A	1.0	0.0
Southbound	LT <sup>(3)</sup>	F	90.0	156.0	F	108.3	#120	F	111.7	#182	F	93.7	112.0	
<b>Intersection Overall</b>			<b>B</b>	<b>15.4</b>	<b>-</b>	<b>C</b>	<b>26.2</b>	<b>-</b>	<b>B</b>	<b>17.3</b>	<b>-</b>	<b>C</b>	<b>26.5</b>	<b>-</b>

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 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.

**Table 6.38 – 2045 Flagler Street Intersection LOS and Delay Results (Continued)**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue <sup>(1)</sup>	Eastbound	LT	B	14.3	m11	E	56.8	69.0	C	31.0	m15	D	53.7	65.0
		TH *	A	0.8	458.0	B	12.9	1035.0	A	1.8	721.0	B	18.3	815.0
		RT *	A	1.4	-	B	13.6	-	A	3.2	-	B	19.3	-
	Westbound	LT	A	5.9	m4	F	114.2	m35	A	9.6	m3	F	114.2	m34
		TH *	B	14.4	m260	C	34.7	m#1402	C	27.0	m239	D	44.4	m460
		RT *	B	15.8	-	D	40.9	-	C	30.1	-	D	51.2	-
	Northbound	LT **	F	97.7	178.0	F	97.3	184.0	E	75.0	178.0	E	75.5	184.0
		TH **	-	-	-	-	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound	LT **	F	90.6	-	F	101.8	-	F	90.6	-	F	101.8	-
		TH **	-	-	53.0	-	-	95.0	-	-	53.0	-	-	95.0
		RT	F	83.3	0.0	F	80.2	0.0	F	83.3	0.0	F	80.2	0.0
<b>Intersection Overall</b>			<b>B</b>	<b>10.2</b>	<b>-</b>	<b>C</b>	<b>29.7</b>	<b>-</b>	<b>B</b>	<b>17.5</b>	<b>-</b>	<b>D</b>	<b>37.6</b>	<b>-</b>
NW 72nd Avenue <sup>(1)</sup>	Eastbound	LT	F	175.9	#990	F	310.8	#1489	F	269.7	#1194	F	99.5	#488
		TH *	C	33.8	676.0	C	33.1	533.0	D	36.1	758.0	D	45.8	519.0
		RT *	D	36.2	-	D	35.0	-	D	39.1	-	D	49.8	-
	Westbound	LT	F	96.1	190.0	F	95.6	168.0	F	92.4	127.0	F	95.6	168.0
		TH	F	116.1	#1104	F	215.8	#1276	F	193.5	#1310	F	178.3	#1215
	Northbound	LT	F	141.7	#333	F	371.7	#629	F	128.6	#311	F	263.5	#593
		TH *	F	185.5	#721	E	73.3	286.0	F	190.9	#696	E	76.6	290.0
		RT *	F	188.2	-	E	73.8	-	F	194.2	-	E	76.9	-
	Southbound	LT	F	189.2	#212	F	356.5	#580	F	145.4	#346	F	105.6	#573
		TH	E	72.2	273.0	F	155.7	#667	E	64.2	230.0	E	77.5	#616
		RT	E	56.6	565.0	F	211.3	#1581	E	59.8	705.0	F	257.7	#1632
	<b>Intersection Overall</b>			<b>F</b>	<b>100.5</b>	<b>-</b>	<b>F</b>	<b>182.9</b>	<b>-</b>	<b>F</b>	<b>133.1</b>	<b>-</b>	<b>F</b>	<b>132.9</b>

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 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 6.38](#), the 2045 No-Build intersection operational results indicate four intersections will operate at LOS D or better and two will operate at LOS E or F during the AM peak-period. Two intersection will operate at LOS D or better and four will operate at LOS E or F during the PM peak-period. The 2045 Alternative 2 intersection operational results indicate four intersection will operate at LOS D or better and two will operate at LOS E or F during the AM peak-period. Five intersections will operate at LOS D or better and one will operate at LOS F during the PM peak-period.

**Table 6.39 – 2045 NW 25<sup>th</sup> Street Intersection LOS and Delay Results**

Intersection	Approach	Movement	No-Build (2045)						Alternative 2 (2045)					
			AM			PM			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>	LOS	Delay (s/veh)	95th % Queue (ft) <sup>1</sup>
Southbound Ramp Terminal <sup>(2)</sup>	Eastbound	LT	-	-	-	-	-	-	-	-	-	-	-	-
		TH	D	39.8	451	C	30.3	219	D	40.2	469	C	30.1	210
		RT	A	0.7	0	F	114.7	#355	A	0.5	0	F	123.0	#450
	Westbound	LT	E	78.1	m198	F	151.2	#712	E	61.5	m159	E	62.8	#455
		TH	C	23.6	m445	B	16.8	618	C	27.6	m542	B	18.3	659
		RT	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-	-	-	-	-
	Southbound	LT	F	119.2	#737	F	105.8	#452	F	113.8	#721	F	111.5	#468
		TH	-	-	-	-	-	-	-	-	-	-	-	-
		RT	A	4.9	0	A	1.2	0	A	5.2	0	A	1.8	0
<b>Intersection Overall</b>			<b>D</b>	<b>39.0</b>	<b>-</b>	<b>E</b>	<b>70.4</b>	<b>-</b>	<b>D</b>	<b>37.9</b>	<b>-</b>	<b>E</b>	<b>58.6</b>	<b>-</b>
Northbound Ramp Terminal <sup>(2)</sup>	Eastbound	LT	F	256.5	m#706	F	131.8	m#401	F	357.0	m#940	F	111.5	m#333
		TH	C	21.8	m380	A	5.3	m99	C	22.1	m369	A	5.2	m97
		RT	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-	-	-	-	-
		TH	D	41.0	323	C	31.6	430	D	42.1	365	C	30.9	398
		RT	A	0.2	0	A	0.3	0	A	0.2	0	A	0.3	0
	Northbound	LT	F	391.9	#1442	E	76.8	409	F	374.7	#1402	E	70.5	357
		RT (MIA CARGO)	E	63.2	365	E	59.1	174	E	70.8	486	E	62.2	240
		RT	A	2.5	0	A	2.4	0	A	1.7	0	A	3.0	0
	Southbound	LT	-	-	-	-	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-	-	-	-	-
<b>Intersection Overall</b>			<b>F</b>	<b>134.4</b>	<b>-</b>	<b>C</b>	<b>34.4</b>	<b>-</b>	<b>F</b>	<b>151.2</b>	<b>-</b>	<b>C</b>	<b>30.1</b>	<b>-</b>

Notes:

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\* 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 6.39**, the 2045 No-Build intersection operational results indicate one intersection will operate at LOS D or better and one will operate at LOS F during the AM peak-period. One intersection will operate at LOS D or better and one will operate at LOS E during the PM peak-period. The 2045 Alternative 2 intersection operational results indicate one intersection will operate at LOS D or better and one will operate at LOS F during the AM peak-period. One intersection will operate at LOS D or better and one will operate at LOS E during the PM peak-period.

## 7.0 CONCLUSION

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. In order to keep up with the growing traffic demand within the study area, three alternatives (Alternatives 1, 2 and 3) were considered, including a No-Build Alternative that maintains the existing roadway configuration and any other planned improvements along the corridor. All three alternatives propose to add express lanes (extend to the south) along this segment of SR 826 with access points at selected locations to enter and exit the express lanes system. The express lanes will be buffer-separated from the general use lanes with express lane markers, matching the same design of the express lanes project to the north. All three alternatives propose interchange, intersection and crossing roadway improvements to support the optimal operations of the SR 826 corridor.

The evaluation methodology used in this study involved a combination of both comparative qualitative and quantitative analyses to determine a preferred alternative, which focused on engineering, socio-economic, environmental and project cost. The key components of the alternatives analysis were purpose and need, travel demand forecasting, geometrics, right of way impacts, construction cost and operational analysis. The alternatives analysis was geared to determine which capacity improvements were necessary to improve traffic operations, safety, transit, system linkage, regional connectivity, freight, interchange access and emergency evacuation. Alternative 2 was selected as the preferred alternative based on the alternatives alignment analysis and the evaluation results documented during the PD&E Study. Alternative 2 provides the most locations with LOS D or better throughout the corridor when compared against the other build alternatives. Alternative 2 adds corridor capacity between US 1 and SR 836. The proposed improvements recommended along the corridor in Alternative 2 will demand 10% more traffic on average than the No-Build Alternative, which is higher than the other build alternatives.

## **SR 826/Palmetto Expressway PD&E Study**

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

