SR 826/PALMETTO EXPRESSWAY
SYSTEMS INTERCHANGE MODIFICATION REPORT

VOLUME 1 OF 2

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

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

Prepared for:

FDOT

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

DRAFT

August 2019

SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)
SR 826/Palmetto Expressway PD&E Study
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway

FPID Number: 432639-1-22-02
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Florida Department of Transportation
Determination of Engineering and Operational Acceptability

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

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

_____ Date_____
Ken Jeffries, P.E.
Planning and Environmental Manager
Interchange Review Coordinator

_____ Date_____
Maria Overton, P.E.
Systems Planning Office – Central Office
State Interchange Review Coordinator

_____ Date_____
Will Watts, P.E.
FDOT Chief Engineer

PROFESSIONAL ENGINEER CERTIFICATE

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

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

ETDM Number: **14308**

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

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

County: **Miami-Dade**

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

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

SIGNATURE: _____

Name: Mike Ciscar, P.E.
Date: _____
P.E. No.: 43244
Consultant Firm: The Corradino Group

EXECUTIVE SUMMARY

INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the SR 826 (Palmetto Expressway) in Miami-Dade County, Florida. The SR 826 PD&E Study limits extend from US 1 (SR 5) to SR 836 (Dolphin Expressway), a distance of approximately seven miles (see **Figure ES.1**). Through this project, FDOT proposes to widen the SR 826 mainline from US 1 to SR 836 to add an express lanes system. In addition, modifications are proposed at several interchanges along the corridor to address capacity deficiencies, enhance safety and upgrade roadway design elements to meet current standards.

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



Figure ES.1 - Project Location Map

PURPOSE AND NEED FOR PROJECT

The purpose of this project is to develop recommendations for the proposed widening of SR 826 between US 1 and SR 836 to add an express lanes system. The need for this project is to add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. Other considerations for the Purpose and Need of this project include safety, system linkage, freight movement and emergency evacuation. This project will provide improved system-to-system connectivity with adjacent facilities (SR 874 and SR 836). In addition, the project will facilitate continuity and expansion of the regional network of express lanes that is envisioned for South Florida. The overall goals and objectives of this project are described below:

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation.
- Identify the appropriate express lanes typical section that, combined with strategic ingress and egress locations, will service the users of the area and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current SR 826 Express Lanes Project, from SR 836 to I-75, and local projects.
- Once a conceptual alternative is selected, the improvements will be prioritized based on the area needs (short-term vs. long-term), logical segmentation and funding.

METHODOLOGY

The methodology applied for this SR 826 SIMR is documented in the *Methodology Letter of Understanding (MLOU),* dated July 2018. The MLOU was approved by FDOT District Six, FDOT Central Office Systems Implementation and the Miami-Dade Expressway Authority (MDX). The MLOU outlines the criteria, assumptions, processes, analyses and documentation requirements for the project. The MLOU was prepared in accordance with the *FDOT's Interchange Access Request User's Guide* and related standards. Access points for the express lanes system proposed in this SIMR were developed in coordination with FDOT. The viability of a future express lanes system along SR 826 was established and documented in the *SR 826 Express Lanes Feasibility Study*, dated September 2016. This Feasibility Study also developed recommendations for access points to/from the express lanes based on trip origin and destination patterns, trip lengths, and the longitudinal spacing between potential ingress/egress points and adjacent upstream/downstream on-ramp/off-ramp locations.

EXISTING CONDITIONS

SR 826 is a limited access highway and a designated Strategic Intermodal System (SIS) facility that provides regional connectivity between US 1, SR 874, SR 836, I-75 and I-95. SR 826, between US 1 and SR 874 (Don Shula Expressway), consists primarily of six travel lanes (three lanes in each direction). Between SR 874 and SR 836, the corridor consists primarily of ten travel lanes (five lanes in each direction) and two undesignated High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of SR 826 is functionally classified as a Divided Urban Principal Arterial Expressway and has a posted speed limit of 55 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are 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.

Existing Annual Average Daily Volumes (AADT) vary between 140,000 and 257,000. Northbound is the peak direction of travel along SR 826 during the typical weekday AM peak period. Northbound traffic experiences relatively minor delays from US 1 to south of SR 874 and operating speeds are typically 50 MPH. Congestion increases considerably north of SR 874 and operating speeds drop to below 30 MPH. Congestion continues throughout northbound SR 826 from SR 874 to SR 836. Extensive queueing is typical at the major cross streets, such as, Flagler Street, SW 8th Street, SW 24th Street, Bird Road and Miller Drive. Long queues are also typical at the off-ramps at these major roadways. Traffic signal cycle failures frequently occur at these terminal intersections. Southbound is the peak direction of travel along SR 826 during the typical weekday PM peak period. Southbound traffic experiences congestion from north of NW 25th Street to SR 836. South of SR 836 less congestion is experienced and operating speeds are approximately 30 MPH. South of SW 72nd Street, speeds along southbound SR 826 drop significantly to less than 30 MPH.

NO-BUILD ALTERNATIVE

The No-Build Alternative proposes to keep the existing corridor into the future without corridor improvements. No traffic capacity, operation, or safety improvements would be implemented throughout the corridor. The effect associated with this alternative includes the acceptance of existing highly congested traffic conditions. 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. Future AADT volumes vary between 176,000 and 345,800. Traffic analysis results indicate that operations along SR 826 are expected to be at LOS E or F during the AM and PM peak period. Average operating speeds are expected to range from approximately 10 to 40 mph at certain locations. The No-Build Alternative will not improve the system capacity and/or linkage needs within the study area. Long-term improvements are necessary to mitigate the existing traffic conditions and increase capacity to accommodate future travel demand. The No-Build Alternative will not reduce congestion on the system nor will it provide the regional area interconnections needed to enhance mobility for this section of Miami-Dade County.

ALTERNATIVES CONSIDERED

The objective of this project 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.

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 (southern limits). 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. This concept proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting the SR 826 northbound/southbound express lanes with SR 836 eastbound/westbound median-to-median (see **Figure ES.2**).

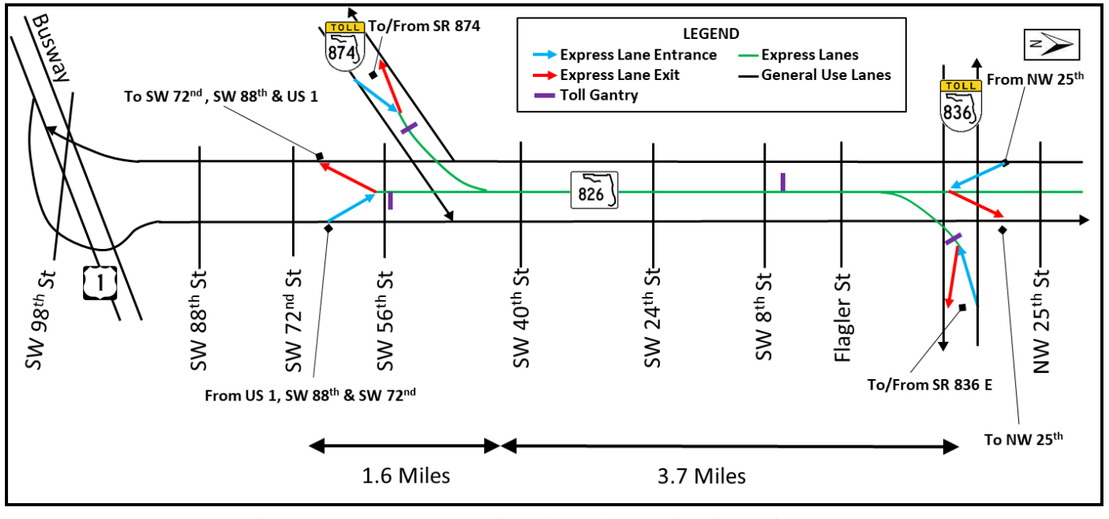


Figure ES.2 – Alternative 1 Schematic Line Diagram

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 (southern limits). 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. This concept proposes four express lanes access points, which includes a SR 836 ramp flyover system-to-system connecting the SR 826 northbound/southbound express lanes with SR 836 eastbound/westbound median-to-median (see **Figure ES.3**).

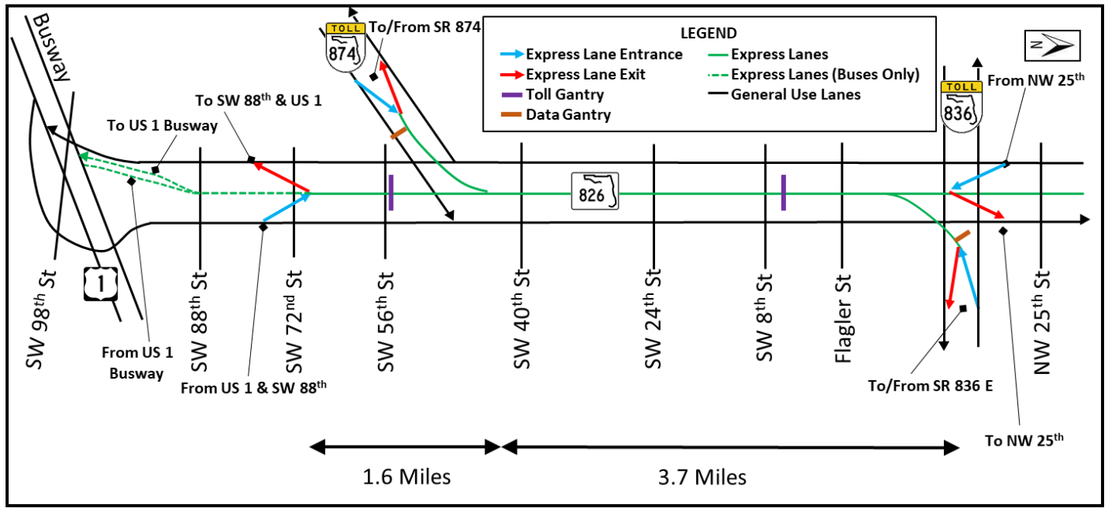


Figure ES.3 – Alternative 2 Schematic Line Diagram

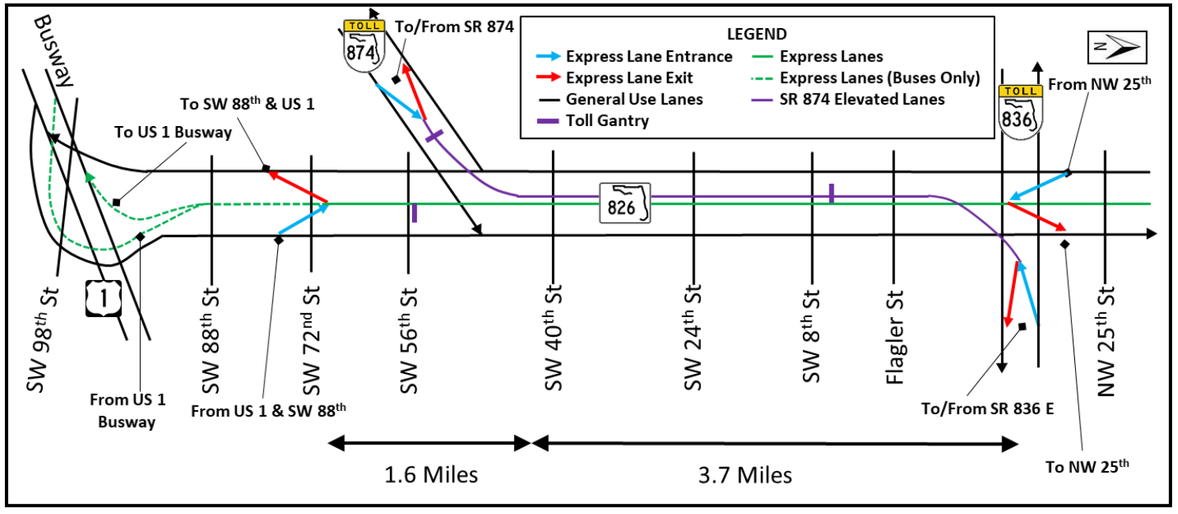


Figure ES.4 – Alternative 3 Schematic Line Diagram

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 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 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. This concept proposes four express lanes access points. In this concept 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 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 the SR 826 northbound/southbound express lanes with SR 836 eastbound/westbound median-to-median (see **Figure ES.4**).

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 in this report and the PD&E Study.

INTERSECTION AND INTERCHANGE IMPROVEMENTS

The preferred alternative is proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. The preferred alternative proposes interchange improvements to all ten interchanges. The improvements will vary from minor to major capacity enhancements (see **Appendix K2**, Preferred Concept Plans).

Below is a summary of the overall interchange improvements:

- US 1
  - Southbound off-ramp widening to three lanes
  - Express lanes direct connection to the MDT US 1 South Miami-Dade Busway Corridor
- SW 88th Street
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
- Sunset Drive
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - Northbound off-ramp widening to two lanes
  - Replace SR 826 mainline bridge structures
- Miller Drive
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
- SR 874
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - One express lane in each direction will be elevated along the median within the interchange limits
- Bird Road
  - Redesign the interchange layout to a Diverging Diamond
  - Interchange configuration
- Coral Way
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - Southbound off-ramp widening to two lanes
- SW 8th Street
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - Northbound on-ramp widening to two lanes
  - Redesign and realign the southbound off-ramps to tie to the new southbound collector distributor roadway system between SR 836 and SW 8th Street
- Flagler Street
  - Horizontal realignment of all ramps to fit the new SR 826 mainline roadway section
  - Redesign and realign the southbound off and on-ramps to tie to the new southbound collector distributor roadway system between SR 836 and SW 8th Street
- SR 836
  - Express lanes ramp flyover system-to-system connecting SR 826 northbound to SR 836 eastbound and SR 836 westbound to SR 826 southbound median-to-median

COMPARISON OF NO-BUILD ALTERNATIVE AND PREFERRED ALTERNATIVE – HCM ANALYSIS

A comparative assessment was performed for the No-Build Alternative and the Preferred Alternative for the design year 2045 based on HCM analytical procedures. The tables below provide the summary of the comparative assessment of the HCM analyses.

HCM Freeway Segments Analysis – No-Build vs. Preferred

Year	Alternative	SR 826 Freeway Segments			
		Total Locations	LOS D or better	LOS E	LOS F
2025	No-Build	71	65	4	2
	Preferred	79	75	2	2
2045	No-Build	71	34	24	13
	Preferred	79	53	15	11

HCM Intersection Analysis – No-Build vs. Preferred

Year	Alternative	SR 826 Terminals				Other Intersections			
		Total Intersections	LOS D or better	LOS E	LOS F	Total Intersections	LOS D or better	LOS E	LOS F
2025	No-Build	16	12	1	3	27	20	3	4
	Preferred	16	16	0	0	27	20	3	4
2045	No-Build	16	7	2	7	27	10	9	8
	Preferred	16	10	5	1	27	16	2	9

As shown in the two tables, the results from the assessment indicated that the Preferred Alternative performs better than the No-Build Alternative.

NO-BUILD ALTERNATIVE AND PREFERRED ALTERNATIVE – MICROSIMULATION ANALYSES

A detailed assessment of operating conditions for the No-Build and Preferred Alternatives was performed using CORSIM microsimulation models. CORSIM models were developed for the AM peak period (6:30 AM to 10:30 AM) and PM peak period (3:30 PM to 7:30 PM) in the design year 2045. The results from the microsimulation analyses indicate that the Preferred Alternative generates overall better operating conditions for all considered MOEs in both the AM and PM peak periods along SR 826.

The results from the comparative assessment indicate that the Preferred Alternative generates better operating conditions for all MOEs considered for both the AM and PM peak periods in the peak traffic flow direction along SR 826. In the Preferred Alternative, average operating speeds along northbound SR 826 general use lanes (AM peak, peak direction) increase by approximately 5 mph (from 46 mph to 51 mph) and throughput increases by approximately 1,600 vehicles (17.0% above No-Build). In the southbound direction along SR 826 (PM peak, peak direction), average operating speeds show an increase of approximately 18 mph (from 34 mph to 52 mph) and throughput increases by approximately 2,700 vehicles (28% above No-Build).

The networkwide MOEs indicate that the Preferred Alternative performs better in terms of total vehicle miles travelled (6.5%/7% increase in AM/PM peak); vehicle hours of delay (decrease by 16%/19% in AM/PM peak) and average operating speeds (increase by 5.5%/9% in AM/PM peak).

OTHER CONSIDERATIONS

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

JUSTIFICATION FOR PROJECT

An assessment was made of the FHWA's Policy on Access to the Interstate System. The FHWA Policy defines the requirements that must be addressed for the justification and documentation necessary to substantiate any proposed change in access to the Interstate System. The results from this SIMR provided information necessary to demonstrate compliance with the FHWA's requirements and justification for the proposed modifications to SR 826. The following provides a summary of the responses to the FHWA's policy requirements (detailed responses are provided under **Section 9** of the SIMR):

Response to Policy Requirement # 1 – The operational analysis conducted under this SIMR confirmed that the proposed improvements to the SR 826 mainline and interchange modifications will not have any significant adverse impacts on safety and operations along SR 826. The proposed modifications will improve traffic operations and enhance safety. When compared with the No-Build Alternative, the Preferred Alternative significantly improves operations along SR 826. In the Preferred Alternative, average operating speeds along the northbound SR 826 general use lanes (AM peak, peak direction) increase by approximately 5 mph (from 46 mph to 51 mph) and total throughput increases by approximately 1,600 vehicles (17% above No-Build). In the southbound direction along the SR 826 general use lanes (PM peak, peak direction), average operating speeds show an increase of approximately 18 mph (from 34 mph to 52 mph) and throughput increases by approximately 2,700 vehicles (28% above No-Build). The propose express lanes will operate at LOS D or better with operating speeds at 60 mph or more in the AM and PM peak periods. At the networkwide level the Preferred Alternative performs better than the No-Build Alternative in terms of total vehicle miles travelled (6.5%/7% increase in AM/PM peak); vehicle hours of delay (decrease by 16%/19% in AM/PM peak) and average operating speeds (increase by 5.5%/9% in AM/PM peak). Furthermore, the proposed express lanes along SR 826 will provide added operational benefits to support express bus services, emergency response services and improved travel time reliability for express lanes choice users.

Between the five-year period of January 1, 2011 to December 31, 2015 a total of 4,555 crashes occurred along the SR 826 corridor (within the project limits). The three highest crashes were rear end, sideswipe and fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and weaving, merging, diverging, and other lane changing maneuvers within the project area. Data from the historical crash records identified high crash segments along SR 826. Traffic congestion along SR 826 is a contributing factor for much of the crashes experienced along the corridor. Under the No-

Build Alternative, traffic congestion is expected to increase along SR 826 in future years with a corresponding increase in crash risk along the corridor. This potential for future increase in crash risk is largely alleviated by the improvements proposed in the Preferred Alternative. The Preferred Alternatives is expected to have a positive impact on safety and emergency response. By diverting some of the future traffic volume off the general use lanes, the express lanes will help increase gaps providing more space for vehicles entering SR 826 to safely merge, reducing weaving and sideswipe crashes. Express lanes would provide consistent traffic flow during peak traffic periods shortening emergency response service times.

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

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

CONCEPTUAL FUNDING PLAN

The project is included in the 2040 LRTP, 2019-2023 TIP and 2019-2022 STIP. The design, right of way and construction phases are listed in the FDOT Work Program under project number 432639-1. The project is anticipated to be funded with federal and state funds. FDOT is planning to accelerate the construction of the project. The project will be proposed in phases starting with the first phase by the year 2025. A funding plan for the opening year 2025 will be developed based on the results, costs, and recommendations from the PD&E Study. The project is in the 2020-2024 FDOT Five-Year Work Program with funds allocated in year 2020 for the PD&E and Preliminary Engineering phases. Funding for future phases is currently being coordinated by FDOT to ensure that the project is consistent with the local government comprehensive plans and that required project funding is identified in the LRTP, TIP, STIP, and Work Program.

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COMPANION REFERENCE DOCUMENTS

1. Project Traffic Forecasting Memorandum, May 2019
2. Traffic Data Collection Report, June 2019
3. Crash Analysis Report, June 2019
4. Traffic Analysis Technical Memorandum, July 2019

1.0 PROJECT OVERVIEW

1.1 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.

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.

1.2 PURPOSE AND NEED FOR THE PROJECT

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

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation.
- Identify the appropriate express lanes typical section that, combined with strategic ingress and egress locations, will service the users of the area and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.



Figure 1.1 - Project Location Map

- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current SR 826 Express Lanes Project, from SR 836 to I-75, and local projects.
- Once a conceptual alternative is selected, the improvements will be prioritized based on the area needs (short-term vs. long-term), logical segmentation and funding.

The need for this project is to add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. Other considerations for the Purpose and Need of this project include safety, system linkage, freight movement and emergency evacuation. An extended discussion of the need for the project is provided under **Section 4** of this SIMR.

1.3 Project Description

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.

1.4 Project Location

The project location is depicted in **Figure 1.1**. The study area for this SR 826 SIMR incorporates the limits of the SR 826 PD&E Study from US 1 to SR 836.

1.5 Related Projects within Study Area

This SIMR will maintain consistency with the following plans and projects:

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

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

1.6 Applicant Information

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

Raul E. Quintela, PE
Project Manager
FDOT – District Six
Adam Leigh Cann Building
1000 NW 111th Avenue
Miami, Florida 33172
Phone: (305) 470-5271
E-mail: Raul.Quintela @dot.state.fl.us

2.0 METHODOLOGY

The methodology applied for this SR 826 SIMR is documented in the Methodology Letter of Understanding (MLOU), dated July 2018. The MLOU was approved by FDOT District Six, FDOT Central Office Systems Implementation and the Miami-Dade Expressway Authority (MDX). The MLOU outlines the criteria, assumptions, processes, analyses and documentation requirements for the project. The approved MLOU is included as **Appendix A**. The following summarizes some of the more prominent issues covered under the MLOU.

2.1 Area of Influence

The area of influence along SR 826 extends from US 1 to south of NW 25th Street. **Figure 2.1** depicts the area of influence along SR 826 and crossing roadways.

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

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

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

1. US 1/Killian Drive
2. US 1/SW 104th Street
3. SW 98th Street/SW 77th Avenue
4. SW 98th Street/US 1 Busway
5. SW 98th Street/US 1
6. SW 88th Street/SW 79th Avenue
7. SW 88th Street/SW 77th Avenue



Figure 2.1 - Area of Influence Map

8. SW 88th Street/Southbound Ramp Terminal
9. SW 88th Street/Northbound Ramp Terminal
10. SW 88th Street/SW 73rd Place
11. SW 88th Street/Dadeland Boulevard
12. SW 72nd Street/SW 77th Court
13. SW 72nd Street/Southbound Ramp Terminal
14. SW 72nd Street/Northbound Ramp Terminal
15. SW 72nd Street/SW 72nd Avenue
16. SW 56th Street/SW 77th Court
17. SW 56th Street/Southbound Ramp Terminal
18. SW 56th Street/Northbound Ramp Terminal
19. SW 56th Street/SW 72nd Avenue
20. SW 40th Street/SW 79th Avenue
21. SW 40th Street/SW 7800 Block
22. SW 40th Street/Southbound Ramp Terminal
23. SW 40th Street/Northbound Ramp Terminal
24. SW 40th Street/SW 72nd Avenue
25. SW 40th Street/SW 74th Avenue
26. SW 24th Street/SW 82nd Avenue
27. SW 24th Street/SW 79th Avenue
28. SW 24th Street/Southbound Ramp Terminal
29. SW 24th Street/Northbound Ramp Terminal
30. SW 24th Street/SW 74th Avenue
31. SW 24th Street/SW 75th Avenue
32. SW 8th Street/SW 82nd Avenue
33. SW 8th Street/Southbound Ramp Terminal
34. SW 8th Street/Northbound Ramp Terminal
35. SW 8th Street/SW 74th Avenue
36. Flagler Street/NW 82nd Avenue
37. Flagler Street/NW 79th Avenue
38. Flagler Street/Southbound Ramp Terminal
39. Flagler Street/Northbound Ramp Terminal
40. Flagler Street/NW 74th Avenue
41. Flagler Street/NW 72nd Avenue
42. NW 25th Street/Southbound Ramp Terminal
43. NW 25th Street/Northbound Ramp Terminal

2.2 Analysis Years

A. Traffic Forecasting

The forecasting years proposed for the project are as follows:

- Base year: 2010
- Horizon year: 2040

B. Traffic Operational Analysis

The 2010 and 2040 base and horizon years were used to produce opening year and design year traffic. The design year for this project is 2045, which was completed by extrapolation. The analysis years for this project are as follows:

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

2.3 Travel Demand Forecasting

A. Selected Travel Demand Model(s)

The Southeast Florida Regional Planning Model (SERPM) Version 7.071 was used for this study. SERPM 7.071 is the official model for the FDOT District Six region, with a 2010 base year and 2040 horizon year. The 2040 scenario in this model has the TPO-approved 2040 Cost Feasible LRTP network and the population and employment forecasts. The SERPM 7.071 model is an activity based time of day model that is capable of forecasting traffic into future years for various highway and transit scenarios. The model has a 5-time period assignment:

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

The results of the time of day assignments are combined to forecast the daily traffic. The SERPM model was validated with 2010 Annual Average Daily Traffic (AADT) volumes. Therefore, no adjustment factors were necessary to forecast the AADT volumes. However, adjustments were needed to ensure subarea model volumes match the AADT counts closely.

B. Project Traffic Forecast Development Methodology

The future year traffic volumes were developed using the time of day assignments. Since this is an express lanes study, time of day information is critical. Research has shown that peak-to-daily ratios of express lanes are different from general use freeway lanes. Most of the express lanes utilization is expected to happen during the peak periods. Therefore, the project team used the three-hour AM peak period and four-hour PM peak period volumes to forecast the one-hour AM and one-hour PM peak-hour directional volumes. This peak-hour volume set with the highest demand within the peak period was selected for the design traffic development. Separate peak-hour volumes for general use and express lanes were developed. Origin-destination matrices were developed for the three-hour AM peak period and the four-hour PM peak period. These were sliced to develop an AM peak-hour matrix and a PM peak-hour matrix. The AADT volumes were forecasted from the summation of all the time periods. The model horizon year is 2040. Therefore, for the design year forecast development, the 2040 forecasts were extrapolated to forecast the 2045 design year volumes.

2040 SERPM No-Build and Build scenarios were developed as part of the future forecasts development process. The 2040 No-Build scenario was first developed by using the 2040 Cost Feasible LRTP network as baseline. Any LRTP improvements within the project corridor that are Priority II or Priority III were deleted from the No-Build scenario. The No-Build scenario development was closely coordinated with FDOT to only include the existing and committed projects on the SR 826 corridor. The list of projects that were removed were closely coordinated with the Department and were documented in the Project Traffic Forecasting Memorandum, dated May 2019, a companion document to this SIMR. The AADT volume forecasts were compared against the independently developed historical trend line forecasts and the compound growth rates-based forecasts. The population and employment forecasts of the 2-mile corridor subarea were used to develop the compound growth rates after conducting a desktop review of the corridor 2-mile subarea socioeconomic data.

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

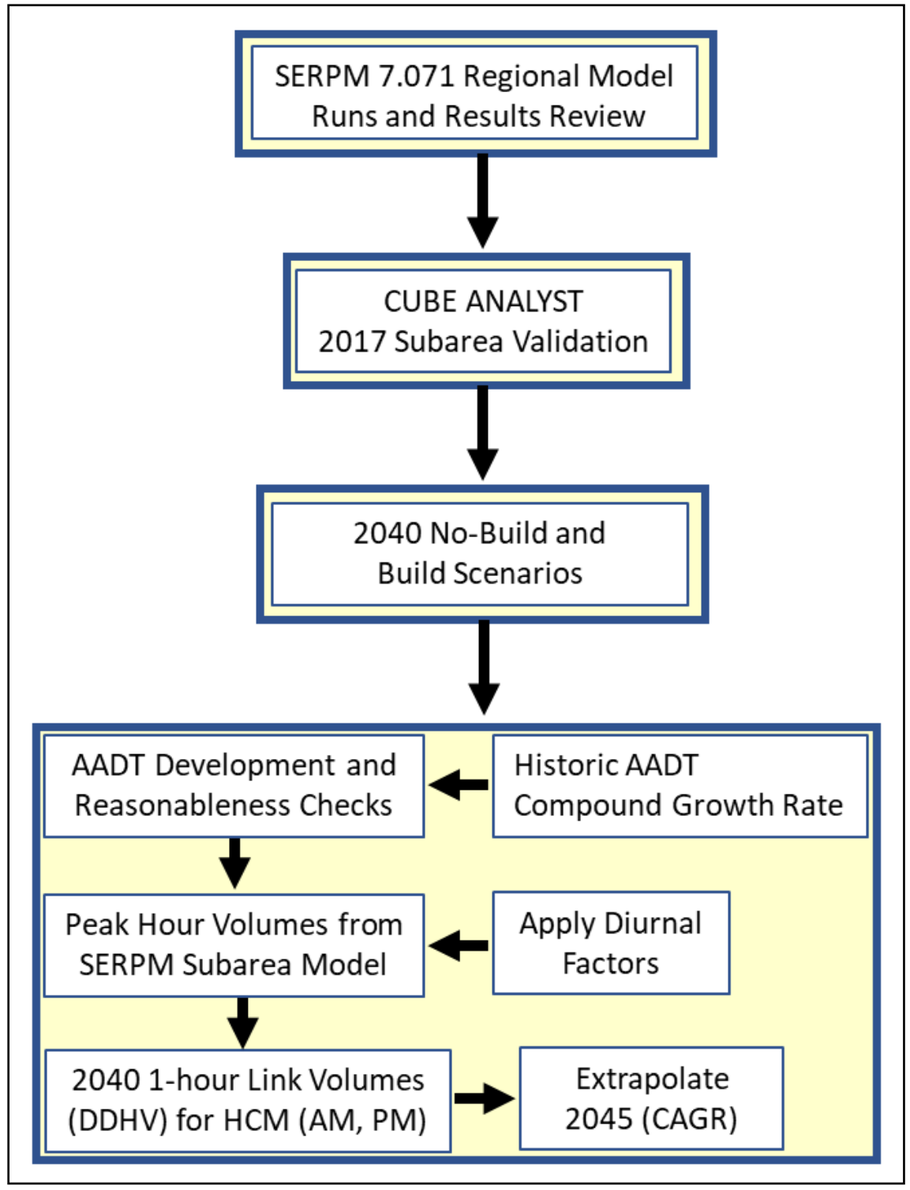
The forecasting approach required extensive subarea validation to match the AM and PM volumes to the traffic counts. A 2017 model scenario was developed for this effort. The detailed 2017 subarea validation approach is described in **Section C**. The approach primarily focused on post-processing the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

Once satisfactory validation results were achieved at the subarea level, the 2017 subarea origin-destination was used as a starting point for the future year forecasting efforts. The growth matrix between the 2017 SERPM origin-destination and the 2040 SERPM origin-destination was developed by subtraction. The growth was added to the 2017 CUBE Analyst origin-destination at the subarea level.

The model subarea validation ensured reasonable origin-destination flows and sufficient agreement between the volumes and counts. The future year total demand on the corridor was verified against historical and socioeconomic growth trends. Once sufficient confidence was achieved, the split between general use lane and express lane loads was verified. Since there are no express lanes in the base year, a comparison of base year volumes to counts was not performed. However, the future year express lane volumes in highly congested corridors like SR 826 are expected to be at capacity. The future loads were verified against the expected peak period and daily volumes. Express lane volumes close to or more than 1,650 vehicles per lane per hour were anticipated throughout the corridor.

The 2045 design traffic volumes were developed by extrapolating between 2017 balanced traffic counts and 2040 balanced volumes. Opening year was developed by interpolation between the years 2017 and 2045.

Figure 2.2 depicts the Travel Demand Forecasting Methodology Flowchart.



Note: CAGR – Compound Annual Growth Rate

Figure 2.2 - Travel Demand Forecasting Methodology Flowchart

C. Validation Methodology

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

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

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

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

D. Adjustment Procedures

The model results were post-processed using the *FDOT 2014 Project Traffic Forecasting Handbook* and *NCHRP 765* recommendations. The project team developed a corridor prototype spreadsheet with separate workbooks for AM peak-hour, PM peak-hour and AADT volumes. The volumes and traffic counts for 2017 conditions were verified. If the differences between volumes and counts were more than a threshold percentage, the link volumes were post-processed to account for the differences. A 10% threshold percentage for freeways and a 15% threshold percentage for all other facility types were used. If negative growths were observed at any location, the subarea compound growth rates developed from the population and employment forecasts were applied at those locations. The volumes were balanced and smoothed as needed. The growth rates of the forecasted volumes were compared against the growth trends. Any outlier links were post-processed.

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

2.4 Traffic Factors

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

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

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

Table 2.1 - FDOT Standard K Factors[1]

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

[1]Adopted from the 2014 FDOT Project Traffic Forecasting Handbook, Figure 2.4 - FDOT Standard K Factors.

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

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

[1]Adopted from the 2014 FDOT Project Traffic Forecasting Handbook, Figure 2.9 - Recommended D-Factors (D) for Traffic Forecasting.

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

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

2.5 Operational Analyses

A. Existing Area Type/Traffic Conditions

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

B. Existing Area Type/Traffic Conditions

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

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

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

The HCM 6th Edition Module in Synchro 10 was used for intersection level of service and queue length analyses. Synchro results were compared with CORSIM results at locations where both models were applied. CORSIM models were developed for the 2017 existing year for model calibration and for the 2045 design year to compare the No-Build Alternative against the Preferred Alternative. All other operational analyses (existing year, opening year, and design year) were performed based on the HCM 6th Edition procedures using HCS7 and/or Synchro 10.

C. Calibration Methodology

Synchro:

Synchro models were calibrated in accordance with the guidelines provided in the *FDOT's Traffic Analysis Handbook*, March 2014. The calibration process also included the following steps:

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

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

CORSIM:

The simulation calibration incorporated guidance and criteria from the *FDOT's Traffic Analysis Handbook* (2014) and *FHWA's Traffic Analysis Toolbox Volume III* (2004). Traffic volume data, travel time data, and field observations were used in the calibration of the CORSIM models. CORSIM models were developed for the 2017 existing year for model calibration and for the 2045 design year to compare the No-Build Alternative against the Preferred Alternative. Four-hour AM and PM peak periods analysis were conducted using 15-minute flow rates.

Several calibration measures were used to ensure that the models accurately replicated existing year field conditions. The calibration process consisted of measuring and comparing volume, speed, and visual audits. The freeway mainline volumes were calibrated using criteria specified in the *FHWA's Traffic Analysis Toolbox Volume III*. Individual link flow targets were:

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

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

Visual audits of the simulation were performed to analyst's satisfaction to observe speed-flow relationships for individual links. In addition to average travel speeds, individual link speeds and speed-flow diagrams were used to evaluate the performance of the freeway segments.

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

individual link speeds and speed-flow diagrams were used to evaluate the performance of the network.

The existing conditions analysis had a simulation duration (4 hours AM and 4 hours PM) that allows congestion to build and dissipate and minimize the potential for unmet demand. The 4th hour of the AM peak period was developed based on traffic flow profiles from the continuous machine counts. Volume inputs were in 15-minute increments, which were estimated based on traffic flow profiles from continuous machine counts. To determine the minimum required number of simulation runs, statistical tests were performed using a 95% confidence level and an allowable error of 10%. Any parameters that were changed from the default value were documented and justified accordingly. All future year Build and No-Build models were created from the calibrated 2017 existing year model.

D. Selection of Measures of Effectiveness (MOE)

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

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

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

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

The MOEs that were assessed from the HCS and Synchro analyses included the following:

- Freeway Analysis (HCS): Speed, Density, and LOS
- Intersection Analysis (Synchro): Total Delay, LOS, volume over capacity ratio, and 95th Percentile queue length.

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

2.6 Level of Service Standards

FDOT recommends a target LOS D for roadways in urban areas. Therefore, LOS D or better was considered an acceptable LOS.

2.7 Express Lanes Consideration

The viability of a future express lanes system along SR 826 was established and documented in the *SR 826 Express Lanes Feasibility Study*, dated September 2016. This Feasibility Study also developed recommendations for access points to/from the express lanes based on trip origin and destination patterns, trip lengths, and the longitudinal spacing between potential ingress/egress points and adjacent upstream/downstream on-ramp/off-ramp locations. Recommendations from the 2016 Feasibility Study were further supported by a subsequent origin and destination study conducted along SR 826 in the year 2019. Results from the 2019 origin-destination study are documented in the *Traffic Data Collection Report* a companion document to this SIMR. Access points for the express lane system proposed in this SIMR were further developed in coordination with FDOT during the SR 826 PD&E Study.

3.0 EXISTING CONDITIONS

3.1 EXISTING LAND USE

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

A total of 15 land use classifications were identified within the project study area. **Table 3.1** lists the acreage and percentage of each land use type within the project study area. An aerial map depicting the generalized Florida Land Use, Cover and Forms Classification System (FLUCFCS) boundaries of existing land uses within the study limits is included as **Figure 3.1**.

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

FLUCFCS Classification	FLUCFCS Description	Acres	Percent
133	Multiple Dwelling Units - Low Rise	24.64	2.54%
140	Commercial and Services	76.25	7.85%
155	Other Light Industry	22.17	2.28%
1411	Shopping Centers	34.4	3.54%
111	Fixed Single Family Units	297.75	30.64%
530	Reservoirs	17.58	1.81%
185	Parks and Zoos	20.15	2.07%
148	Cemeteries	18.99	1.95%
170	Institutional	8.79	0.90%
171	Educational Facilities	9.8	1.01%
134	Multiple Dwelling Units - High Rise	38.58	3.97%
812	Railroads and Railyards	1.55	0.16%
814	Roads and Highways	372.64	38.34%
190	Open Land	2.73	0.28%
510	Streams and Waterways	25.82	2.66%
Total Land Use/Vegetative Cover		**971.84**	**100%**

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

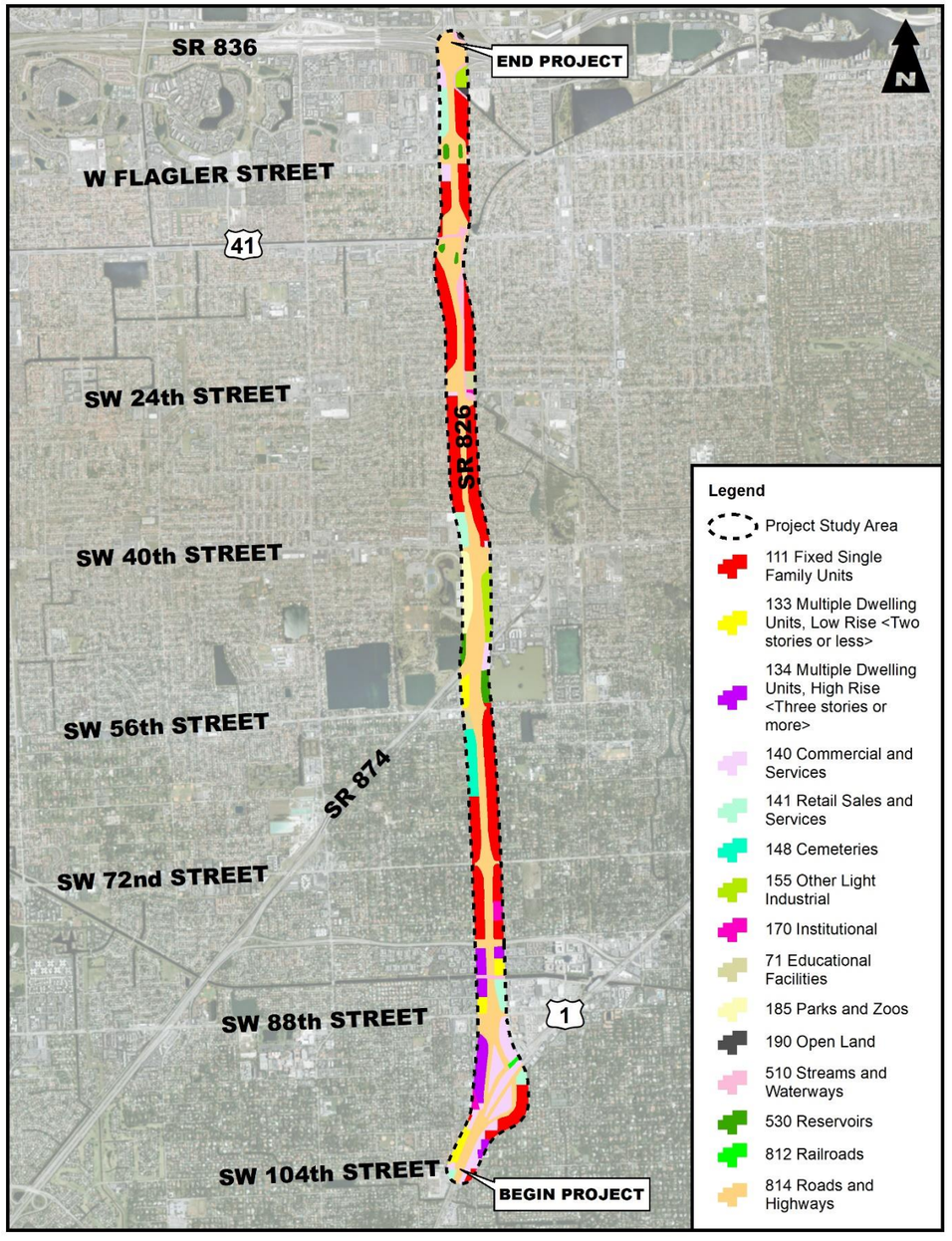


Figure 3.1 - Existing Land Use

3.2 Existing Roadway Network

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 3.2** and **Figure 3.3**.

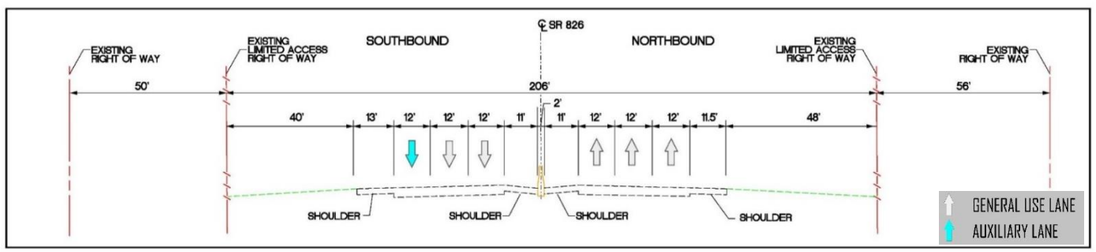


Figure 3.2 - Existing Roadway Typical Section between US 1 and SR 874

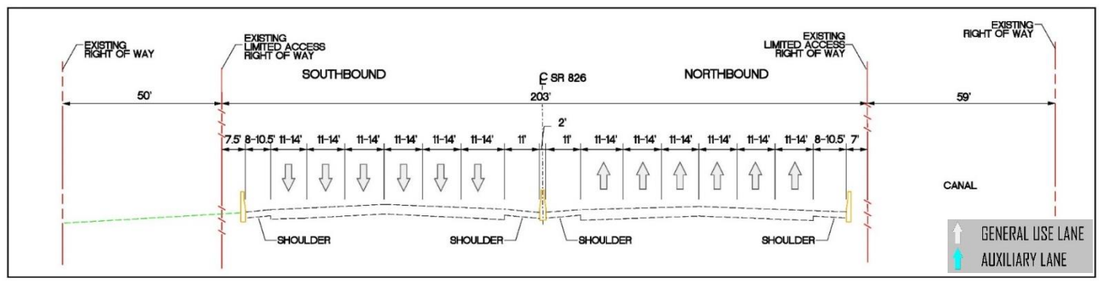


Figure 3.3 - Existing Roadway Typical Section between SR 874 and SR 836

Arterial Corridors

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

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

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

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

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

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

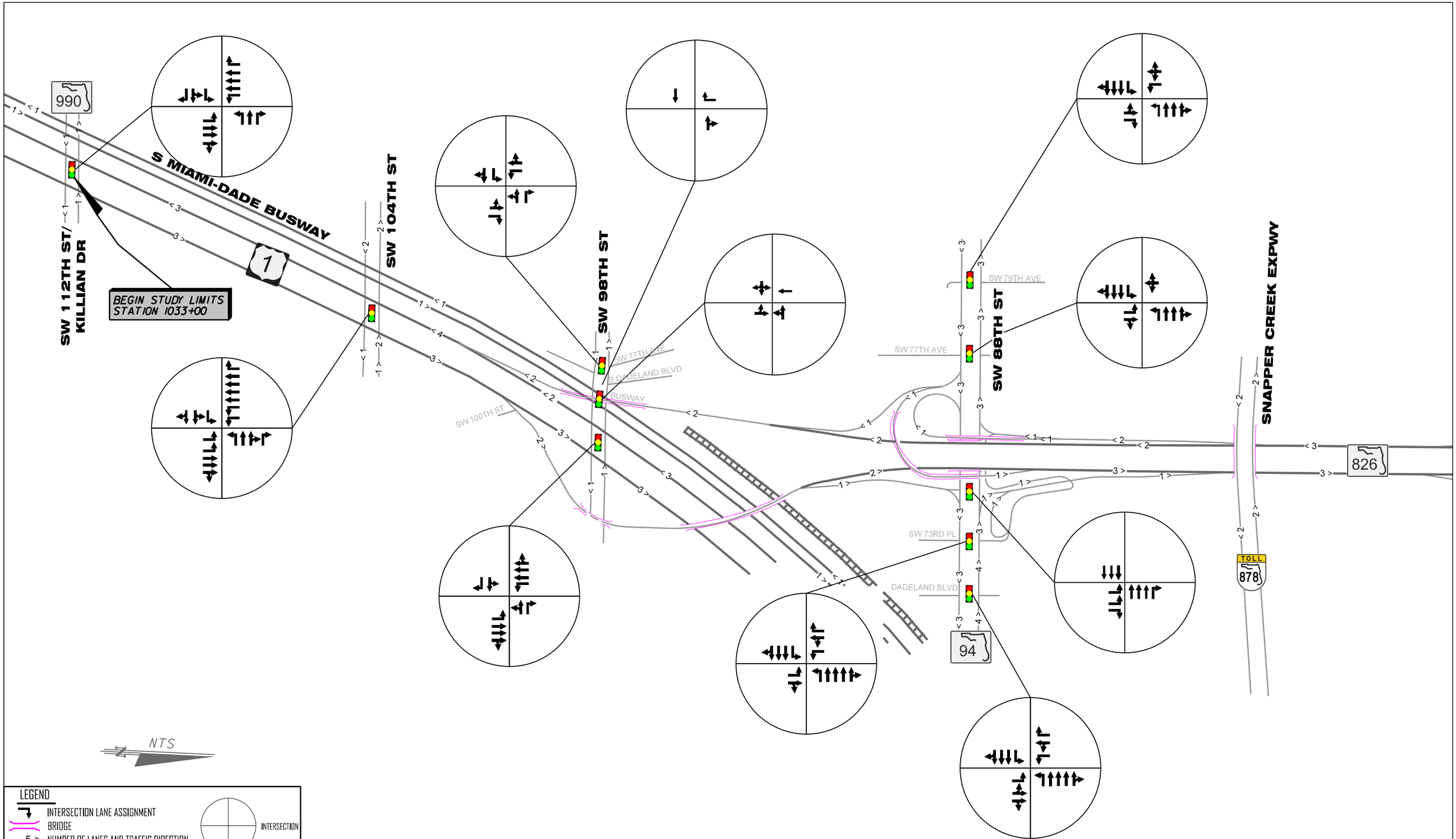
SW 40th Street (Bird Rd) – This corridor consists of eight lanes west of SR 826, four lanes in each direction and six lanes east of SR 826, three lanes in each direction. The corridor has a posted speed of 40 mph with six signalized intersections and a diamond plus one loop interchange. Bird Road is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

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

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

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

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



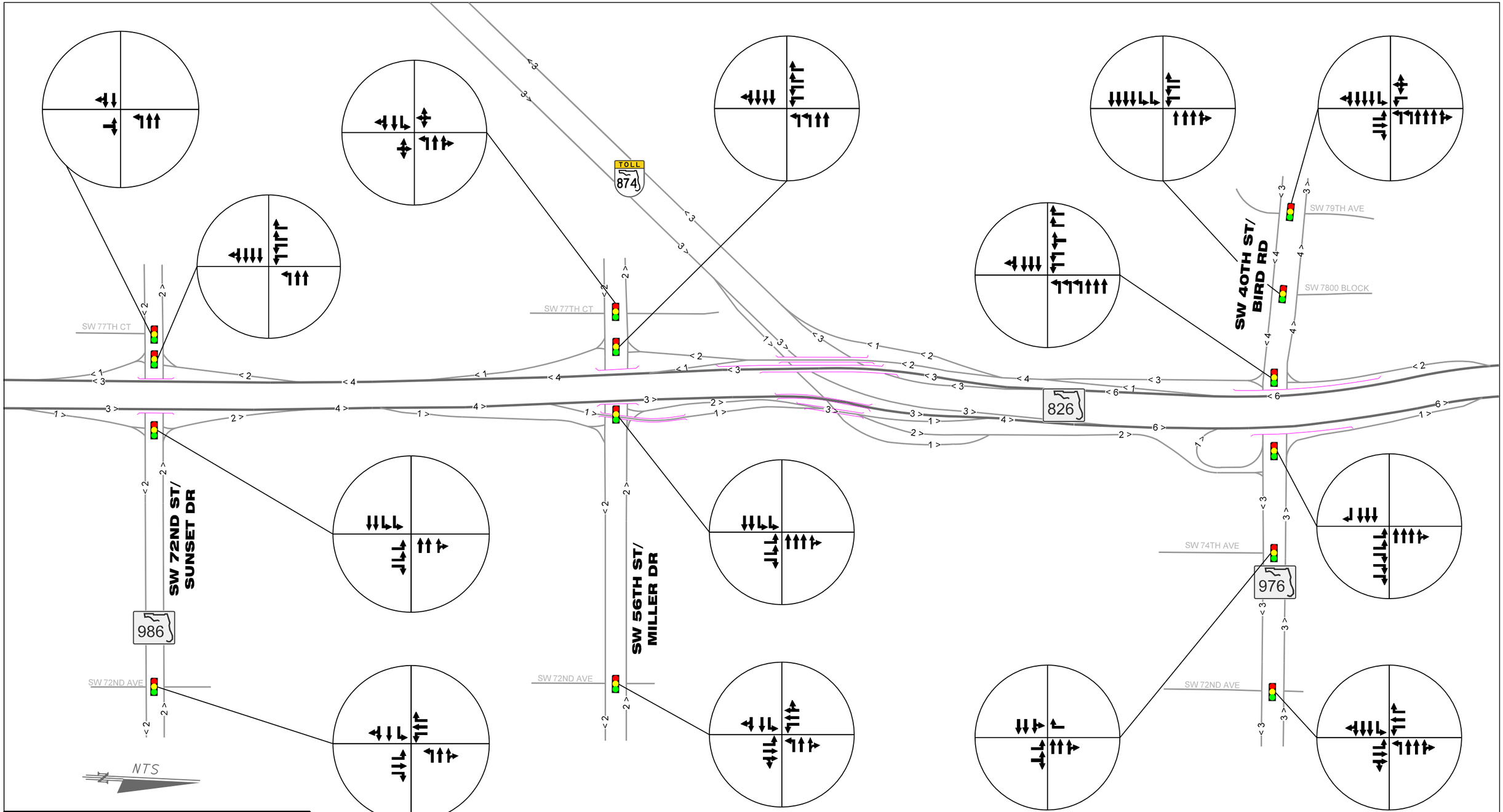
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1000 NW 111TH AVENUE
MIAMI, FL 333172

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

2017 EXISTING CONDITIONS
LANE GEOMETRY AND CONFIGURATION

FIGURE 3.4



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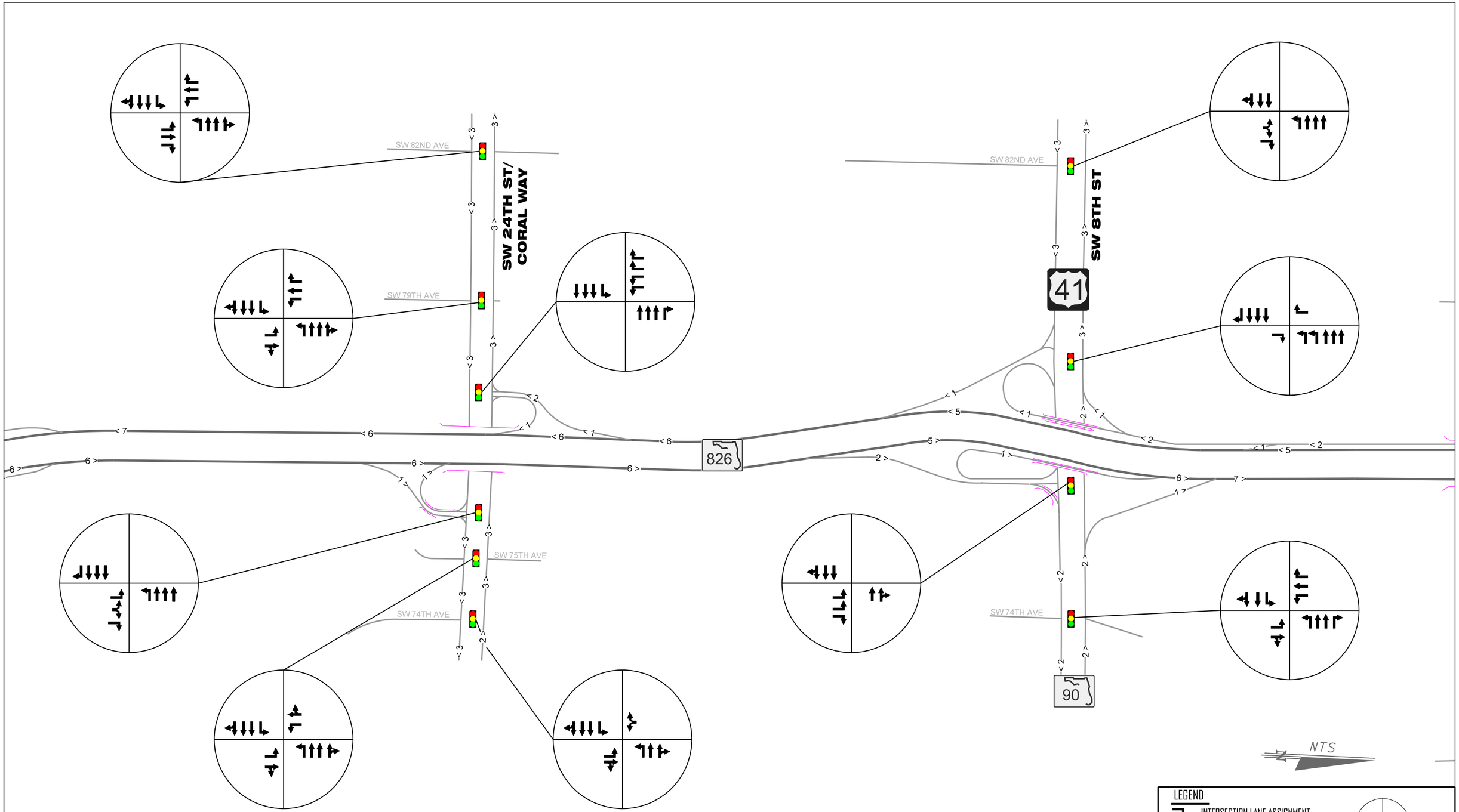
826

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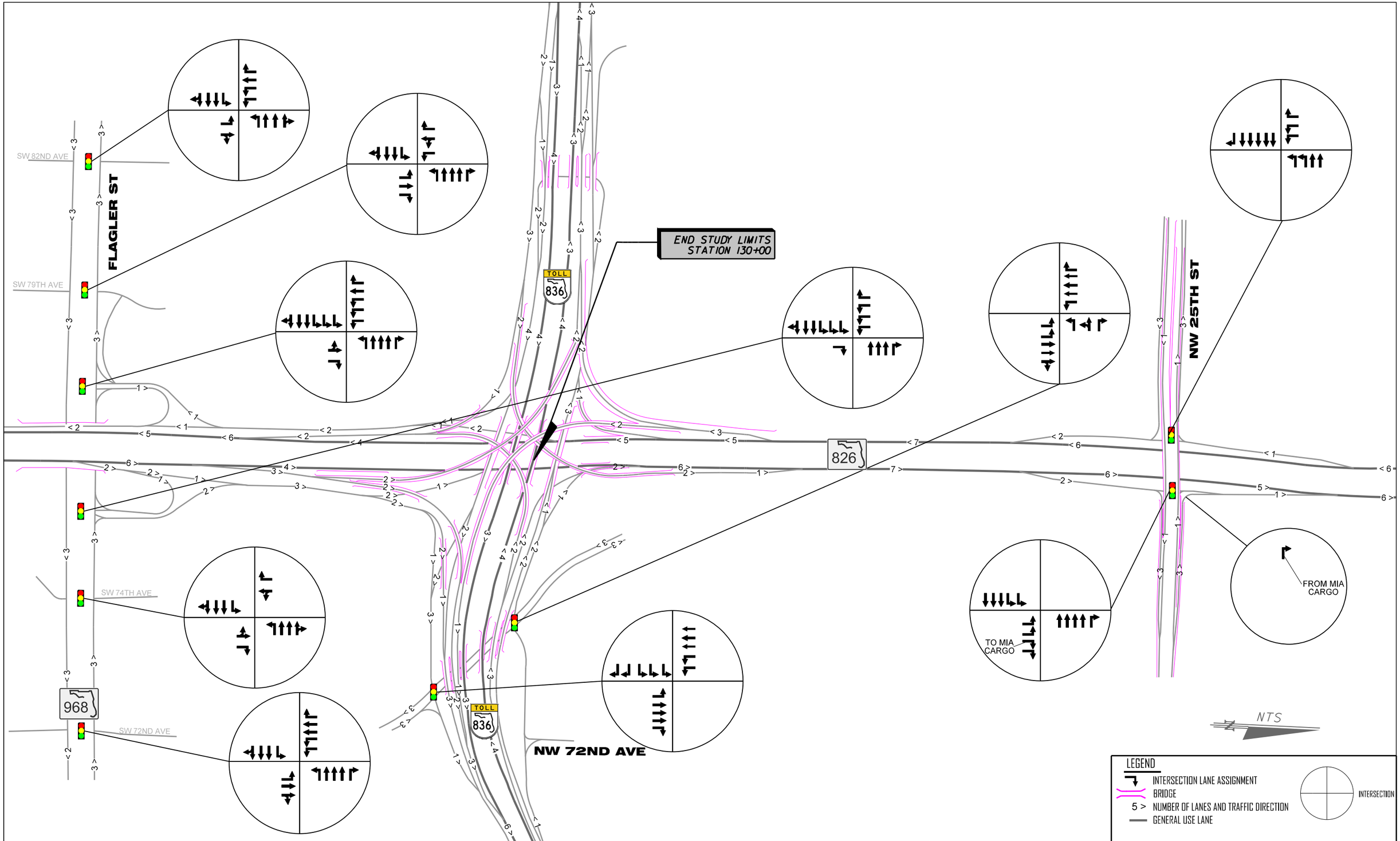
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LANE GEOMETRY AND CONFIGURATION

FIGURE 3.4



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2017 EXISTING CONDITIONS LANE GEOMETRY AND CONFIGURATION

FIGURE 3.4

3.3 Existing Traffic Volumes

The traffic data collection efforts are documented in the *Traffic Data Collection Report*, dated May 2019. The purpose of this report is to present the traffic data collection and the 2017 base year traffic volumes in support of the PD&E Study. The tasks performed as part of this evaluation include the collection of existing traffic volumes, the collection of existing geometric field conditions, the development of 2017 Annual Average Daily Traffic (AADT), the development of 2017 peak-hour volumes and the development of traffic factors.

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

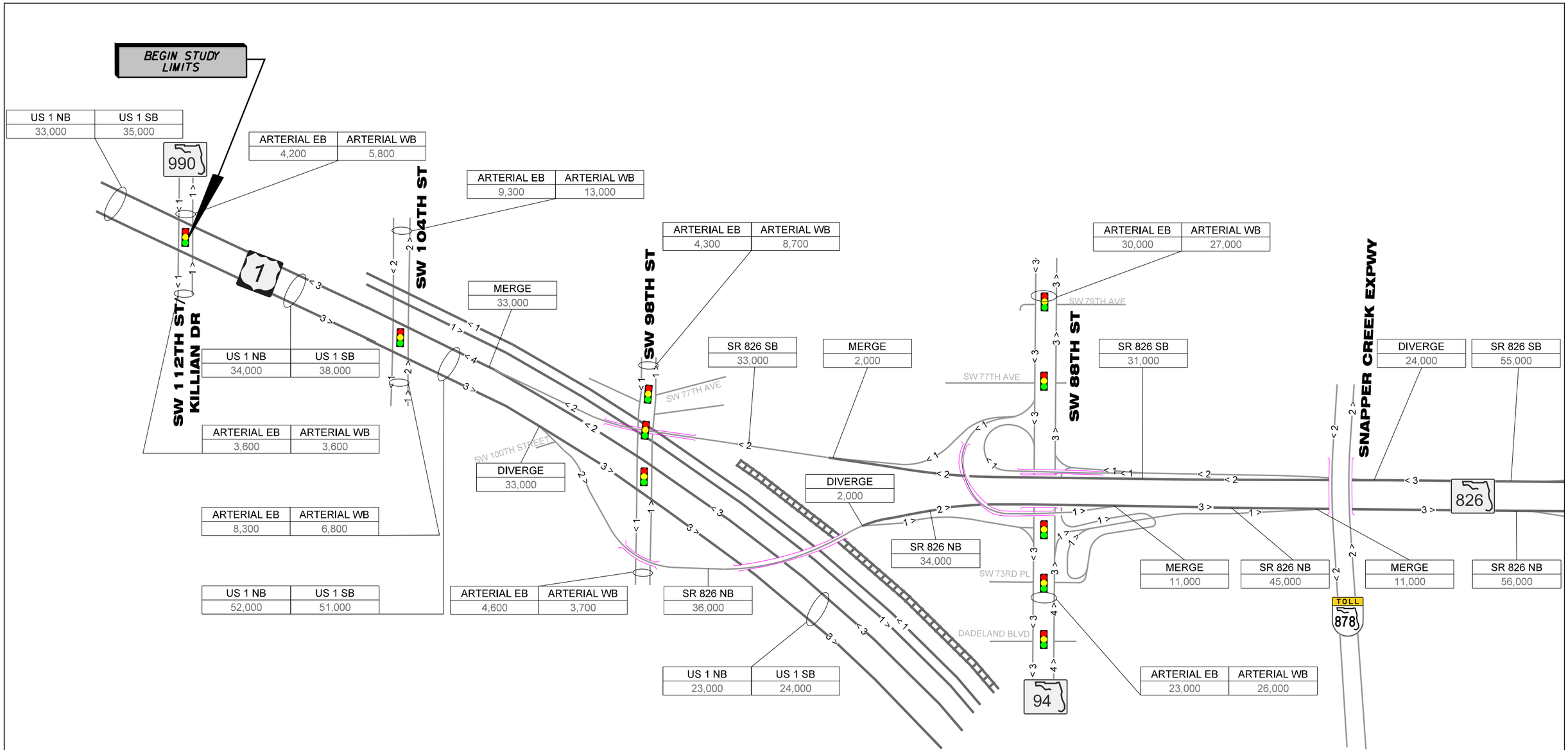
AADT volumes were developed for the entire study area by following the process below:

- 2017 Average Daily Traffic (ADT) volumes were computed by calculating the arithmetic mean of the 72-hour traffic counts.
- The computed ADT volumes were converted to AADT by applying the applicable FDOT seasonal adjustment factors and axle correction factors from the FDOT 2016 FTI. A separate spreadsheet shows all the volume adjustments for each individual roadway segment.
- 2017 AADT volumes for the study were generated by balancing, rounding and smoothing the estimates that were developed from the steps above.
- The generated AADT volumes were checked against the new traffic counts, FTI 2016 traffic counts, and FTI 2017 routine traffic counts for reasonableness.

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

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

Figure 3.6 shows the 2017 peak-hour volumes for the study area. **Figure 3.7** shows the 2017 turning movement volumes for the study area.



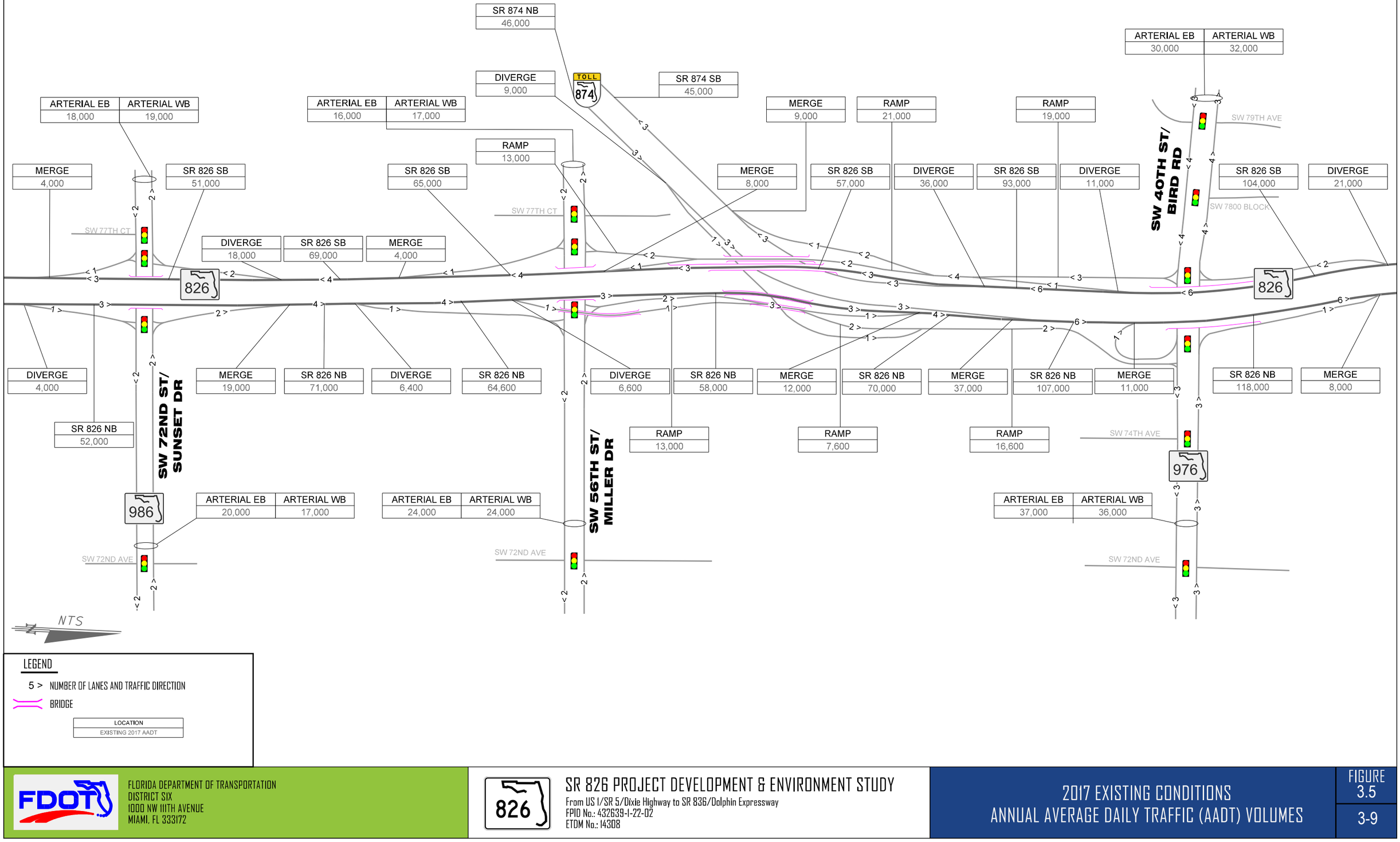
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2017 EXISTING CONDITIONS
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5



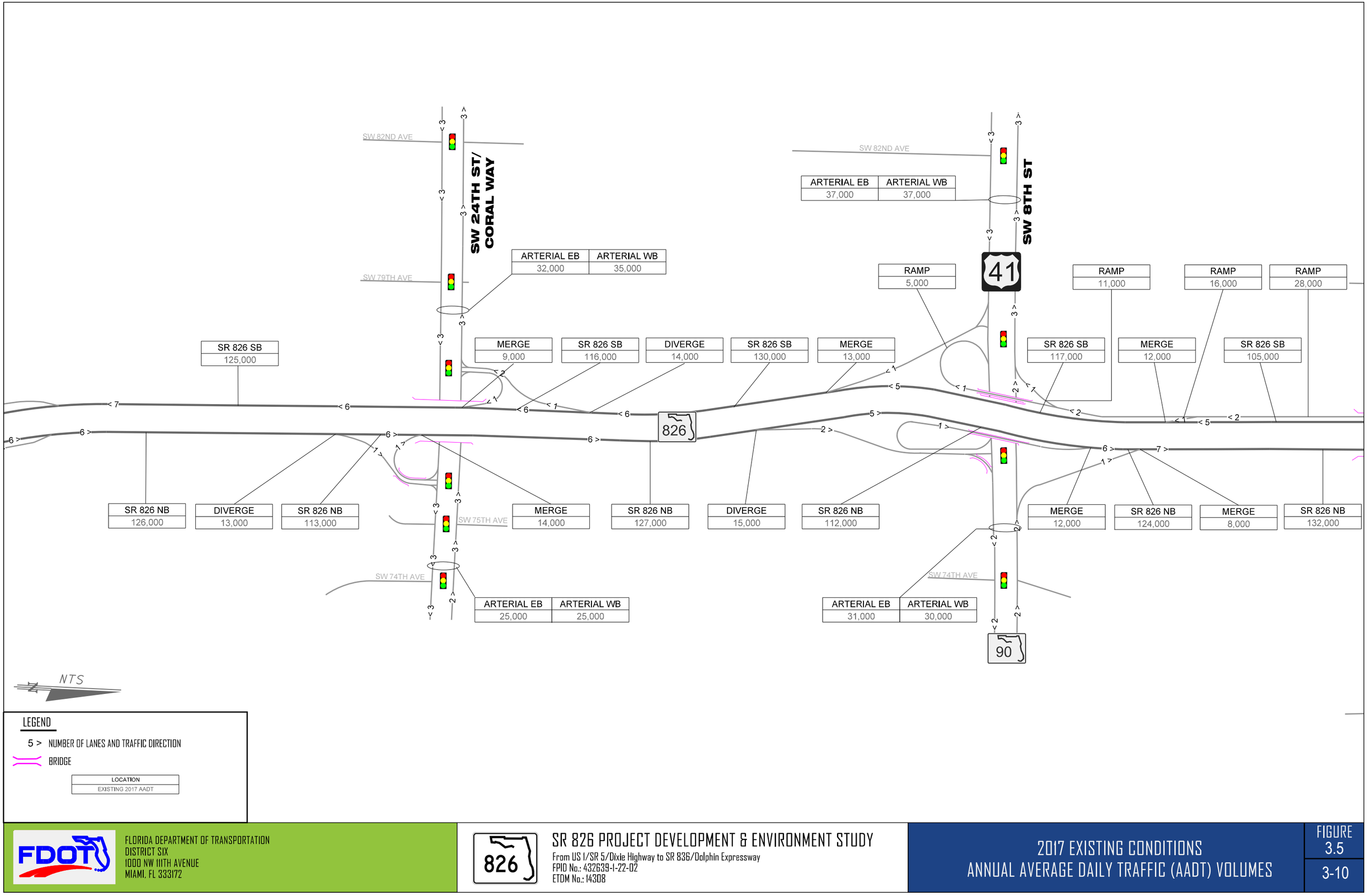
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ETDM No.: 14308

2017 EXISTING CONDITIONS
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5



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

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2017 EXISTING CONDITIONS ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 AADT

NTS

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

NW 25TH ST

MILAM DAIRY RD

NW 72ND AVE

END STUDY LIMITS
STATION 130+00

ARTERIAL EB	ARTERIAL WB
28,000	28,000

RAMP
12,000

RAMP	RAMP	RAMP
13,000	29,000	8,000

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

DIVERGE	SR 826 SB	DIVERGE
21,000	95,000	3,000

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

ARTERIAL EB	ARTERIAL WB
29,000	28,000

SR 826 SB	DIVERGE
115,000	15,000

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

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

ARTERIAL EB	ARTERIAL WB
27,000	27,000

MERGE	SR 826 NB
11,000	83,000

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

SR 826 NB	MERGE
110,000	13,000

ARTERIAL EB	ARTERIAL WB
20,000	19,000

826

968

TOLL 836

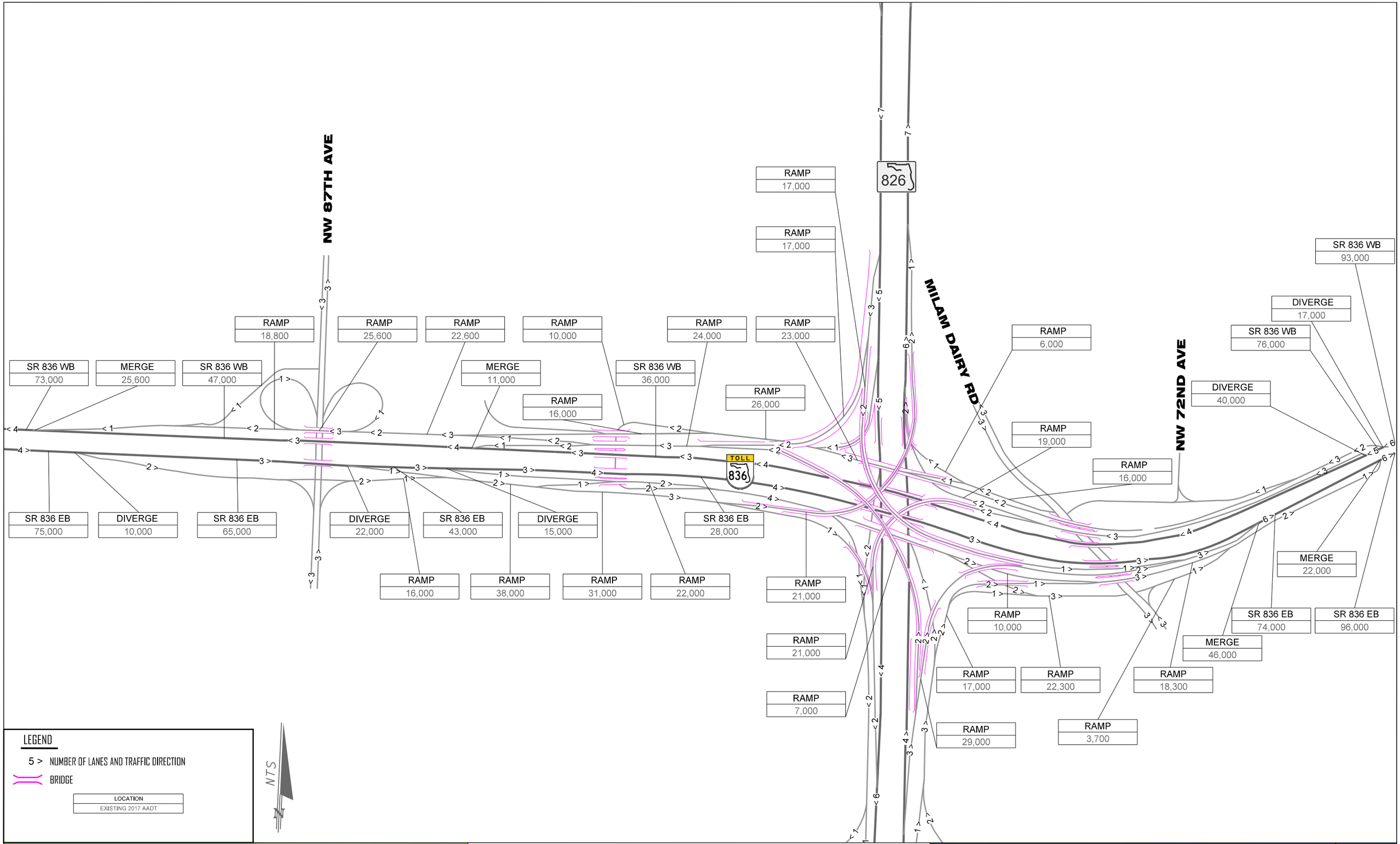
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2017 EXISTING CONDITIONS
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5



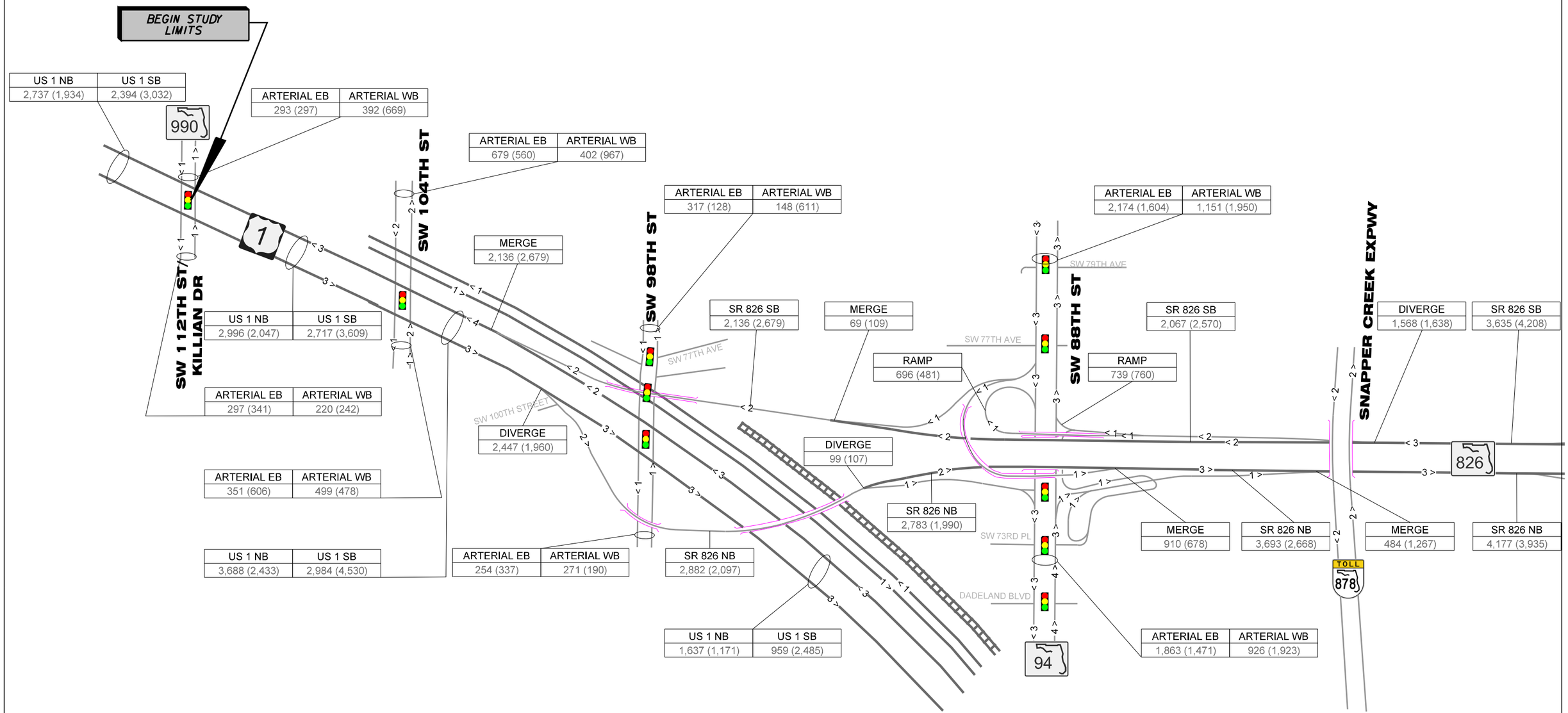
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2017 EXISTING CONDITIONS
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 3.5



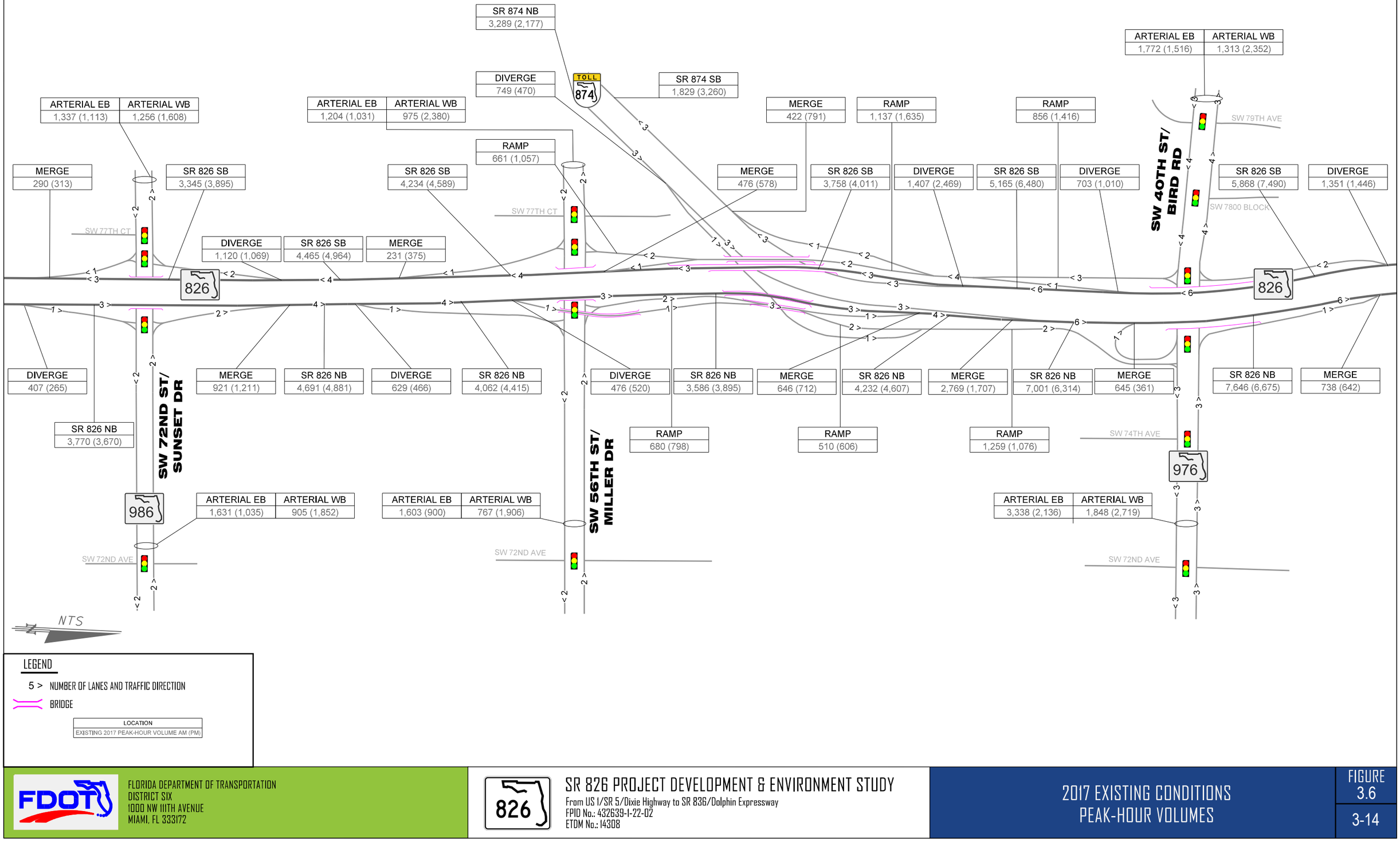
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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6



FLORIDA DEPARTMENT OF TRANSPORTATION
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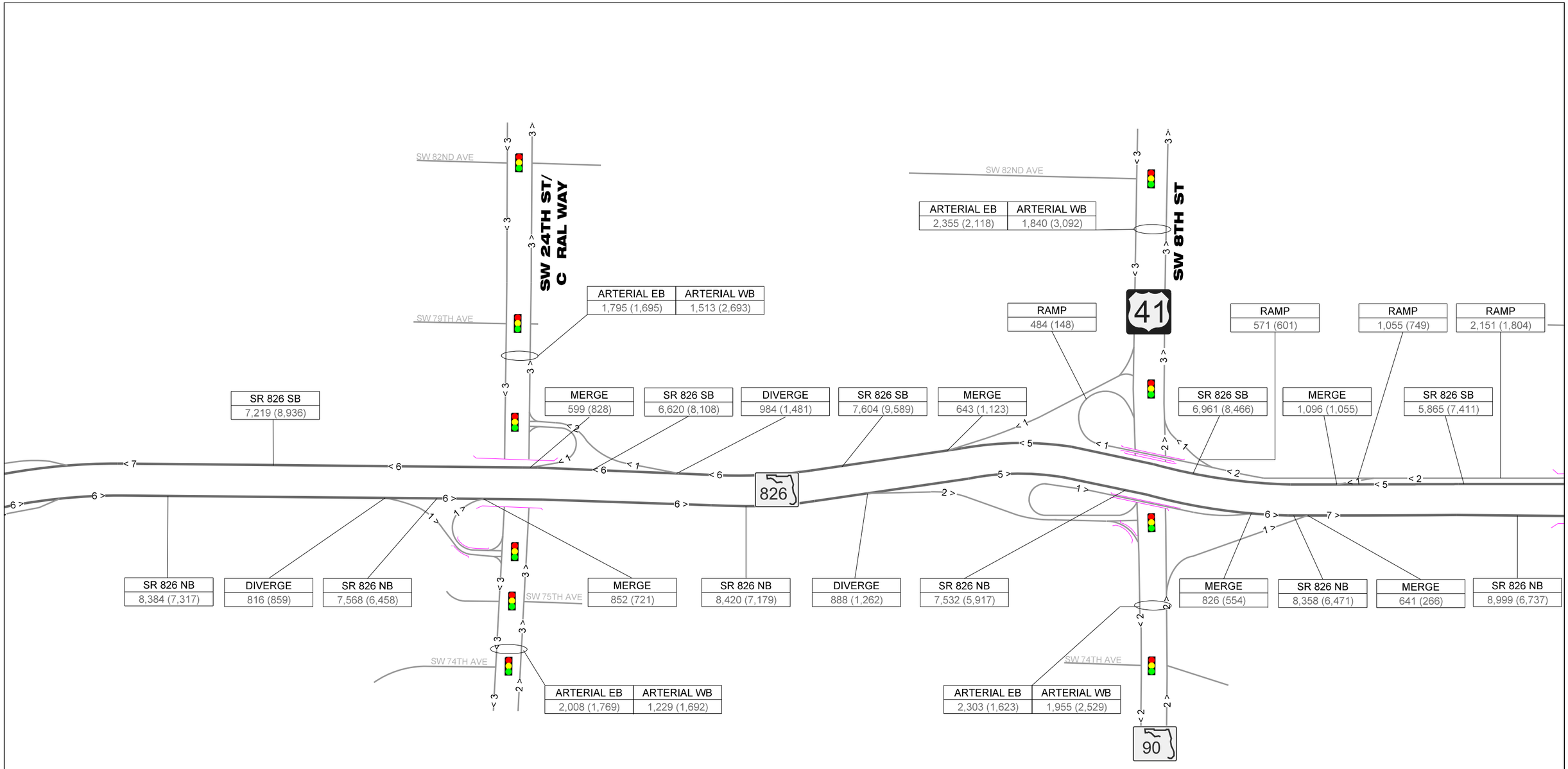
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6



NTS

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 PEAK-HOUR VOLUME AM (PM)

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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION
EXISTING 2017 PEAK-HOUR VOLUME AM (PM)

NTS

SW 82ND AVE

FLAGLER ST

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

SW 79TH AVE

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

RAMP
812 (1,073)

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

END STUDY LIMITS
STATION 130+00

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

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

NW 25TH ST

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

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

MILAM DAIRY RD

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

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

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

SW 74TH AVE

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

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

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

968

SW 72ND AVE

NW 72ND AVE

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

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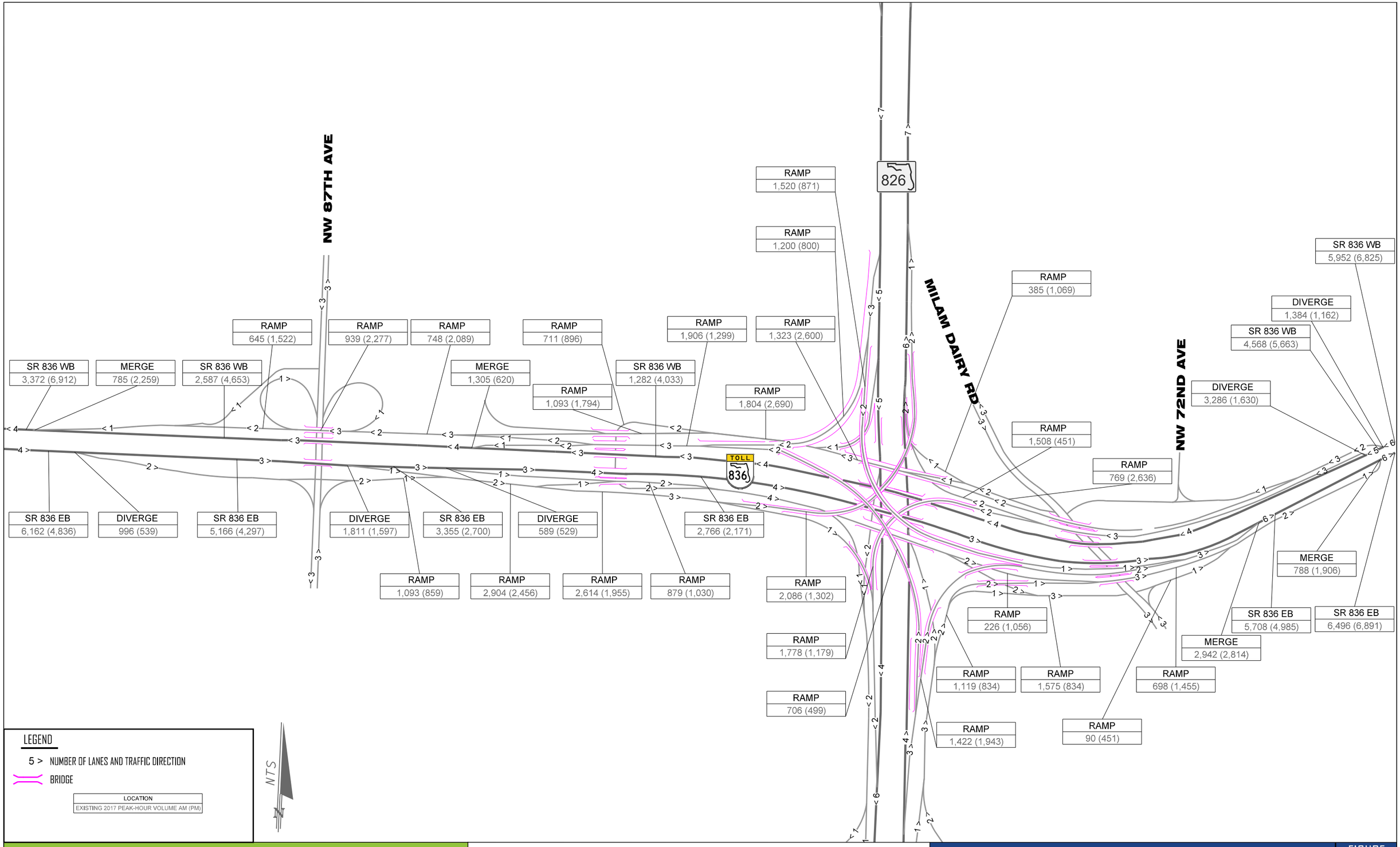
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From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6



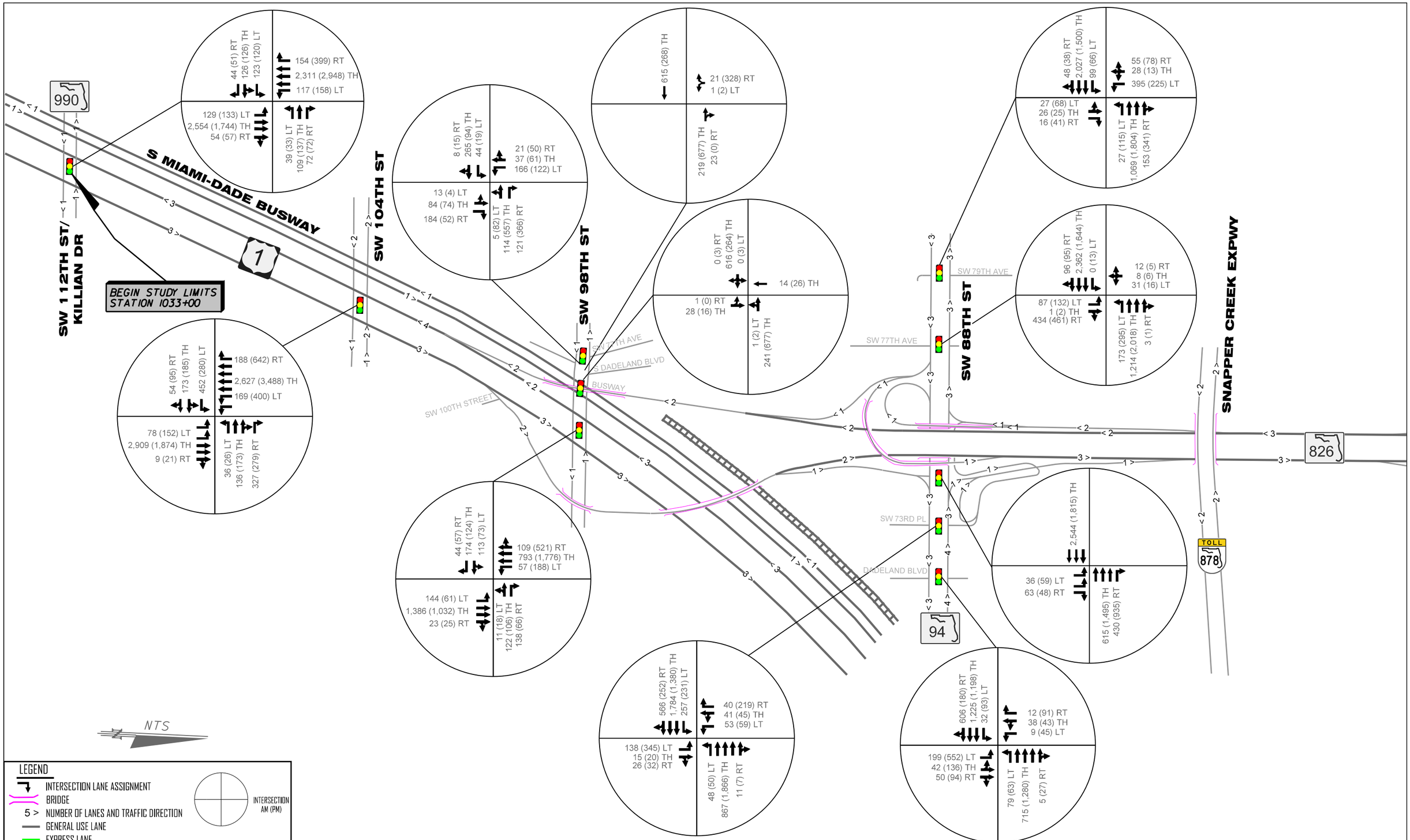
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2017 EXISTING CONDITIONS PEAK-HOUR VOLUMES

FIGURE 3.6



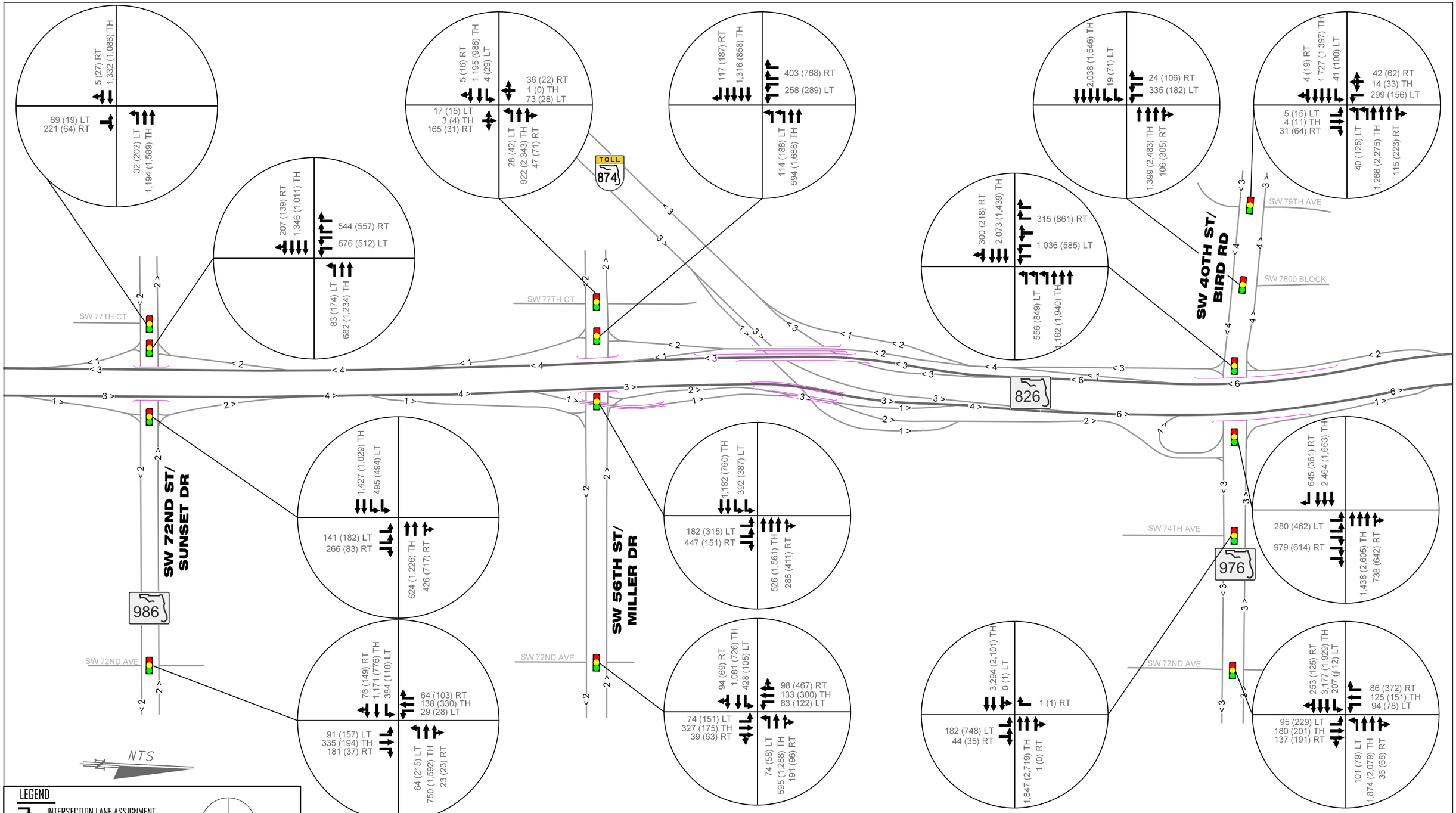
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2017 EXISTING CONDITIONS INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 3.7



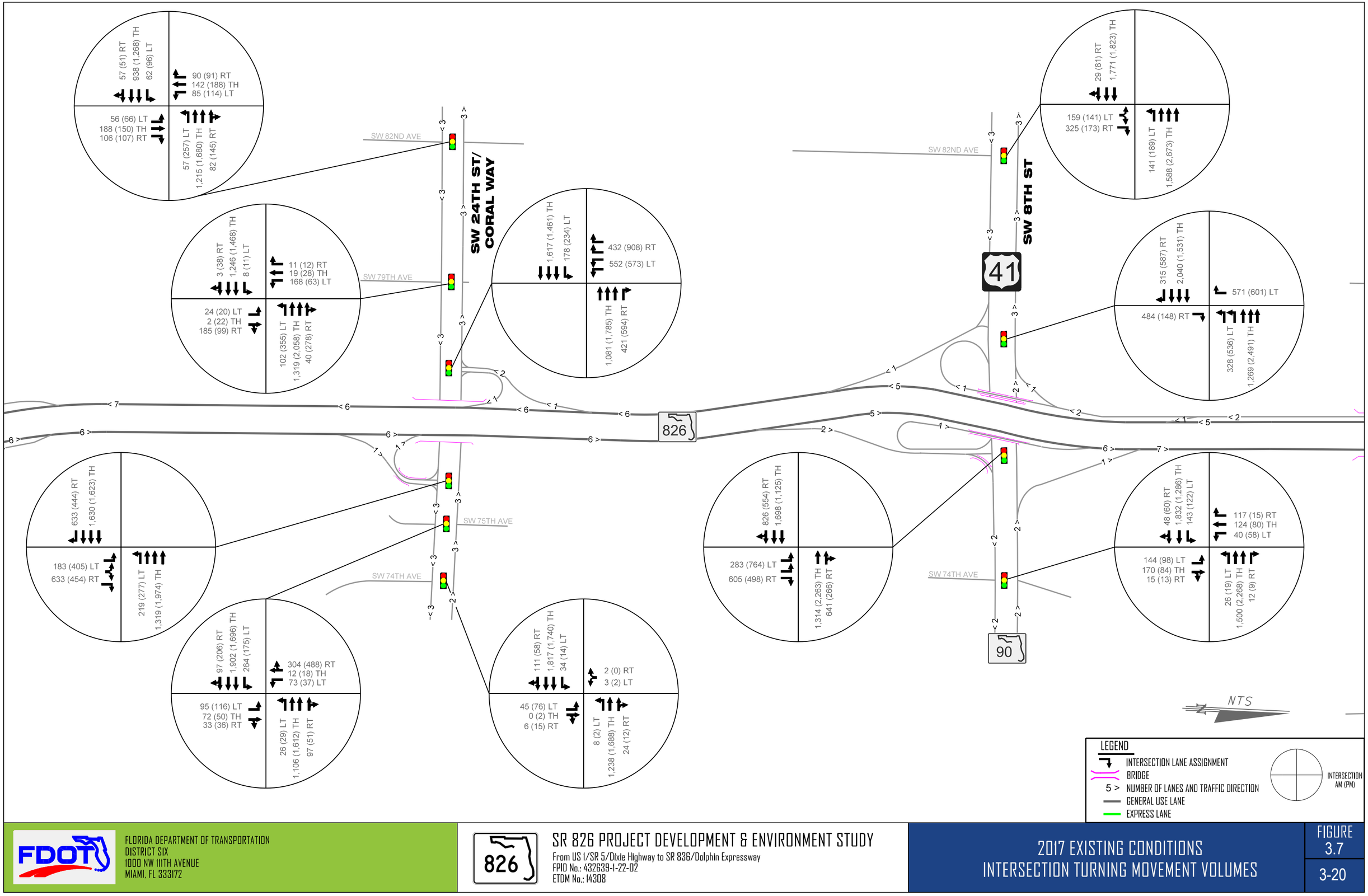
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2017 EXISTING CONDITIONS INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 3.7



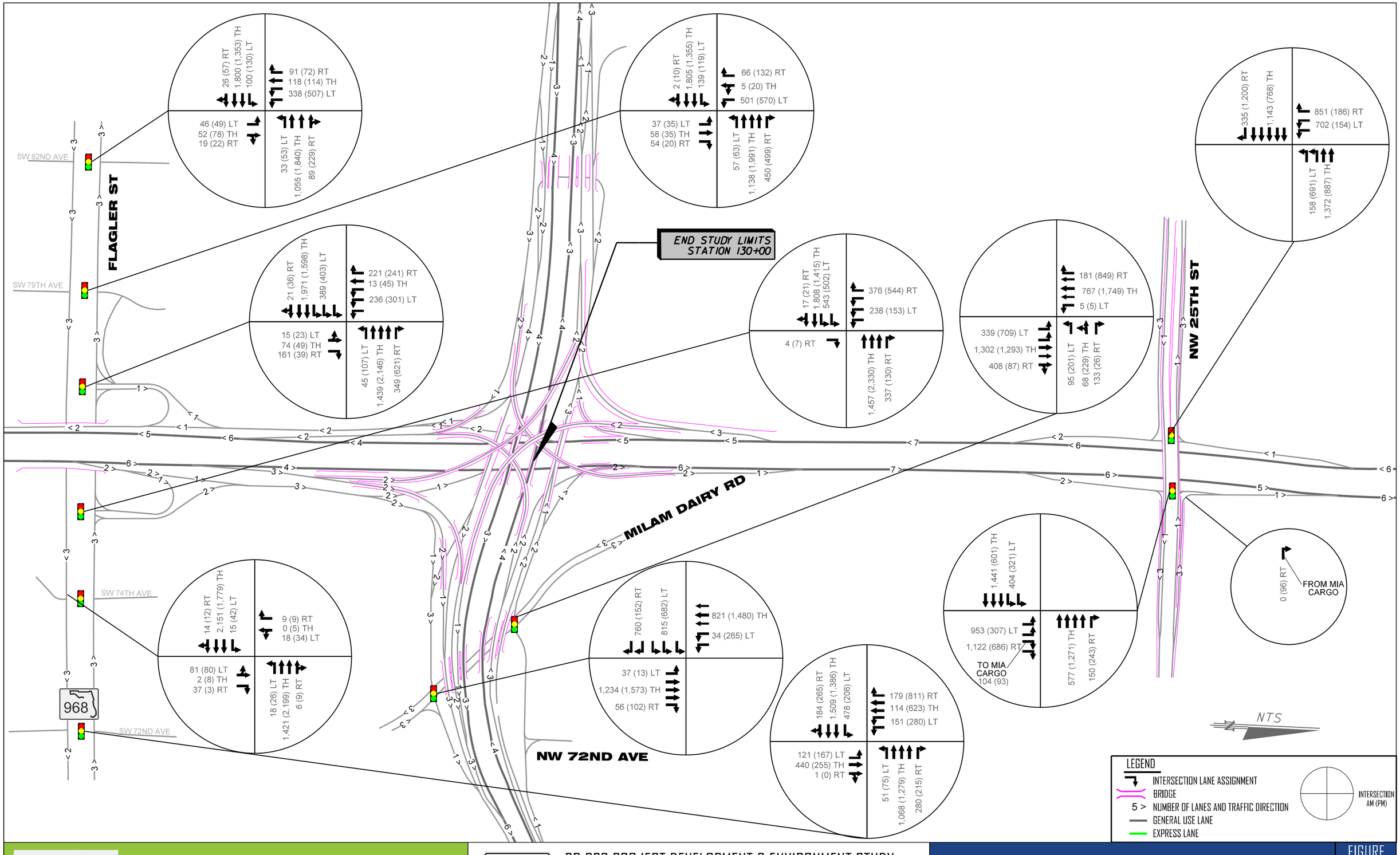
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2017 EXISTING CONDITIONS INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 3.7



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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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2017 EXISTING CONDITIONS INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 3.7

3.4 Existing Traffic Operations

3.4.1 SR 826 Operational Analysis

The Highway Capacity Manual (HCM), 6th Edition, as well as the Highway Capacity Software Version 7 (HCS7) and Synchro 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 arterial intersections. This software uses the methodology of the HCM to determine intersection capacity and LOS.

Highway Capacity Methodology – 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.

Results – The freeway, weaving and ramp junction analysis results for northbound and southbound directions are summarized in **Table 3.2** and **Table 3.3**. The collector distributor ramps analysis results for northbound and southbound directions are summarized in **Table 3.4** and **Table 3.5**. The analysis results are also schematically summarized in **Figure 3.8**. Output HCS reports can be found in **Appendix B**.

Findings – 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 3.2 - 2017 SR 826 Existing 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			
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	-	1.02	F	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

Table 3.2 - 2017 SR 826 Existing 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			
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 3.3 - 2017 SR 826 Existing 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	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	**E**	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	**E**
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	-	1.01	**F**
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

Table 3.3 - 2017 SR 826 Existing Southbound 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			
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

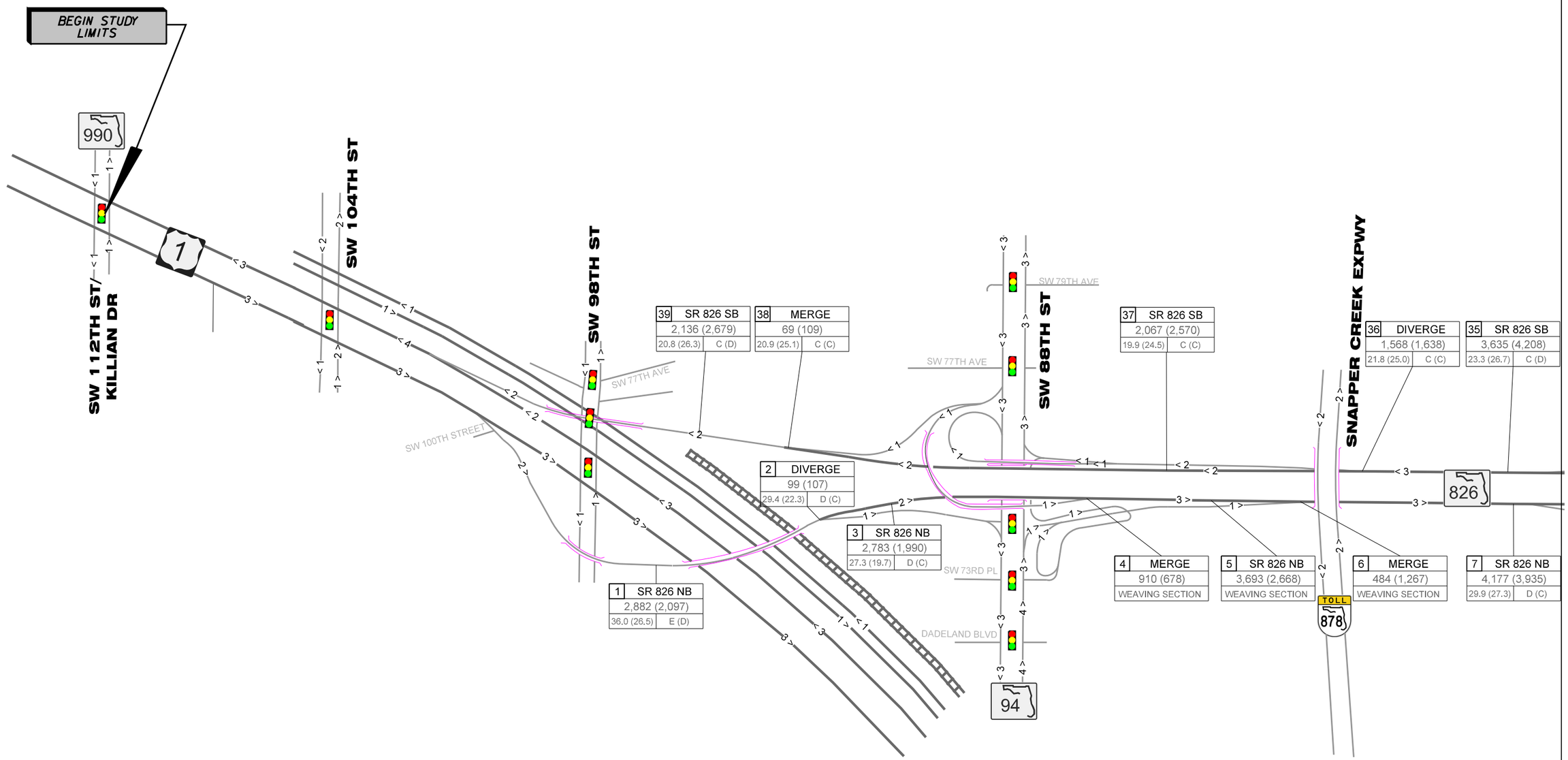
Note: *HCS do not support 3-lane ramp analysis **Shortest distance is considered for the worst condition
Weaving Volumes are included in **Appendix V**

Table 3.4 - 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 3.5 - 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



NTS

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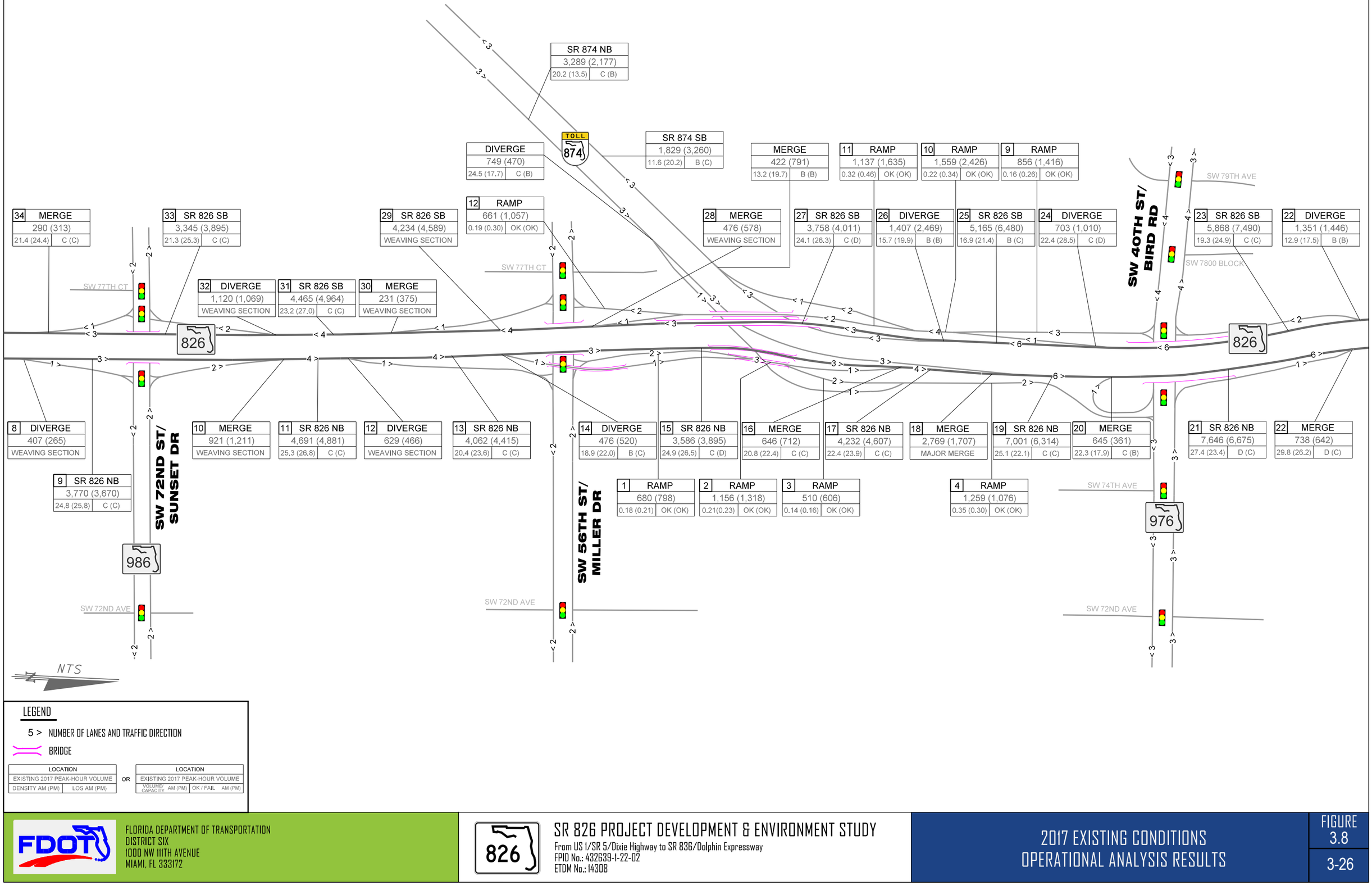
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway

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ETDM No.: 14308

2017 EXISTING CONDITIONS OPERATIONAL ANALYSIS RESULTS

FIGURE 3.8



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)	

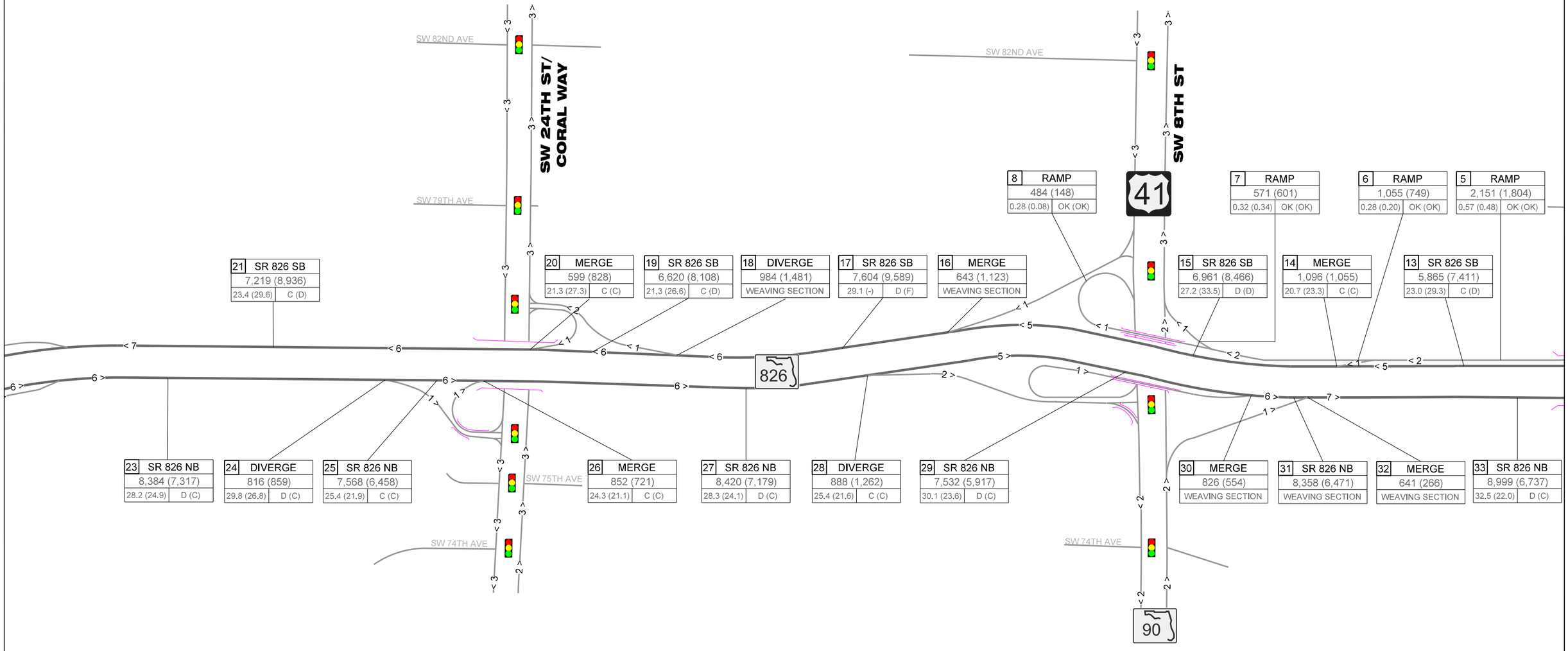
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2017 EXISTING CONDITIONS OPERATIONAL ANALYSIS RESULTS

FIGURE 3.8



NTS

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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2017 EXISTING CONDITIONS OPERATIONAL ANALYSIS RESULTS

FIGURE 3.8

LEGEND

5 > NUMBER OF LANES AND TRAFFIC DIRECTION

BRIDGE

LOCATION	
EXISTING 2017 PEAK-HOUR VOLUME	
DENSITY AM (PM)	LOS AM (PM)

OR

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

NTS

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

968

NW 25TH ST

MILAM DAIRY RD

NW 72ND AVE

END STUDY LIMITS
STATION 130+00

4	RAMP
379 (256)	
0.21 (0.14)	OK (OK)

3	RAMP
849 (843)	
0.48 (0.47)	OK (OK)

1	RAMP
2,188 (1,574)	
0.58 (0.42)	OK (OK)

RAMP	
436 (471)	
0.22 (0.24)	OK (OK)

2	RAMP
1,339 (731)	
0.68 (0.37)	OK (OK)

12	MERGE
2,306 (1,832)	
MAJOR MERGE	

11	SR 826 SB
3,559 (5,579)	
17.8 (27.9)	B (D)

10	DIVERGE
1,752 (1,103)	
19.6 (24.2)	B (C)

9	SR 826 SB
5,311 (6,682)	
21.2 (26.1)	C (D)

8	DIVERGE
481 (90)	
24.6 (24.2)	C (C)

7	SR 826 SB
5,792 (6,772)	
24.0 (27.4)	C (D)

6	DIVERGE
2,720 (1,671)	
WEAVING SECTION	

5	SR 826 SB
8,512 (8,443)	
27.1 (37.9)	C (E)

4	MERGE
493 (1,891)	
WEAVING SECTION	

1	SR 826 SB
9,572 (6,892)	
33.0 (23.3)	D (C)

3	SR 826 SB
8,019 (6,552)	
27.6 (22.1)	D (C)

2	DIVERGE
1,553 (340)	
40.4 (24.6)	E (C)

33	DIVERGE
1,701 (1,414)	
WEAVING SECTION	

34	SR 826 NB
7,298 (5,323)	
24.3 (17.5)	C (B)

35	DIVERGE
2,128 (2,442)	
22.0 (15.9)	C (B)

36	SR 826 NB
5,170 (2,881)	
26.0 (14.5)	C (B)

6	RAMP
614 (697)	
0.34 (0.39)	OK (OK)

8	RAMP
880 (632)	
0.23 (0.17)	OK (OK)

7	RAMP
2,467 (1,349)	
0.44 (0.24)	OK (OK)

5	RAMP
1,087 (717)	
0.55 (0.36)	OK (OK)

37	MERGE
848 (515)	
27.9 (16.9)	C (B)

38	SR 826 NB
6,018 (3,396)	
30.1 (17.0)	D (B)

39	MERGE
1,893 (1,520)	
MAJOR MERGE	

40	SR 826 NB
7,911 (4,916)	
26.5 (16.5)	D (B)

41	MERGE
2,086 (1,302)	
WEAVING SECTION	

42	SR 826 NB
9,997 (6,218)	
- (20.9)	F (C)

43	DIVERGE
2,075 (993)	
WEAVING SECTION	

44	SR 826 NB
7,922 (5,225)	
32.1 (21.8)	D (C)

45	MERGE
554 (660)	
MAJOR MERGE	

46	SR 826 NB
8,476 (5,885)	
29.0 (20.8)	D (C)

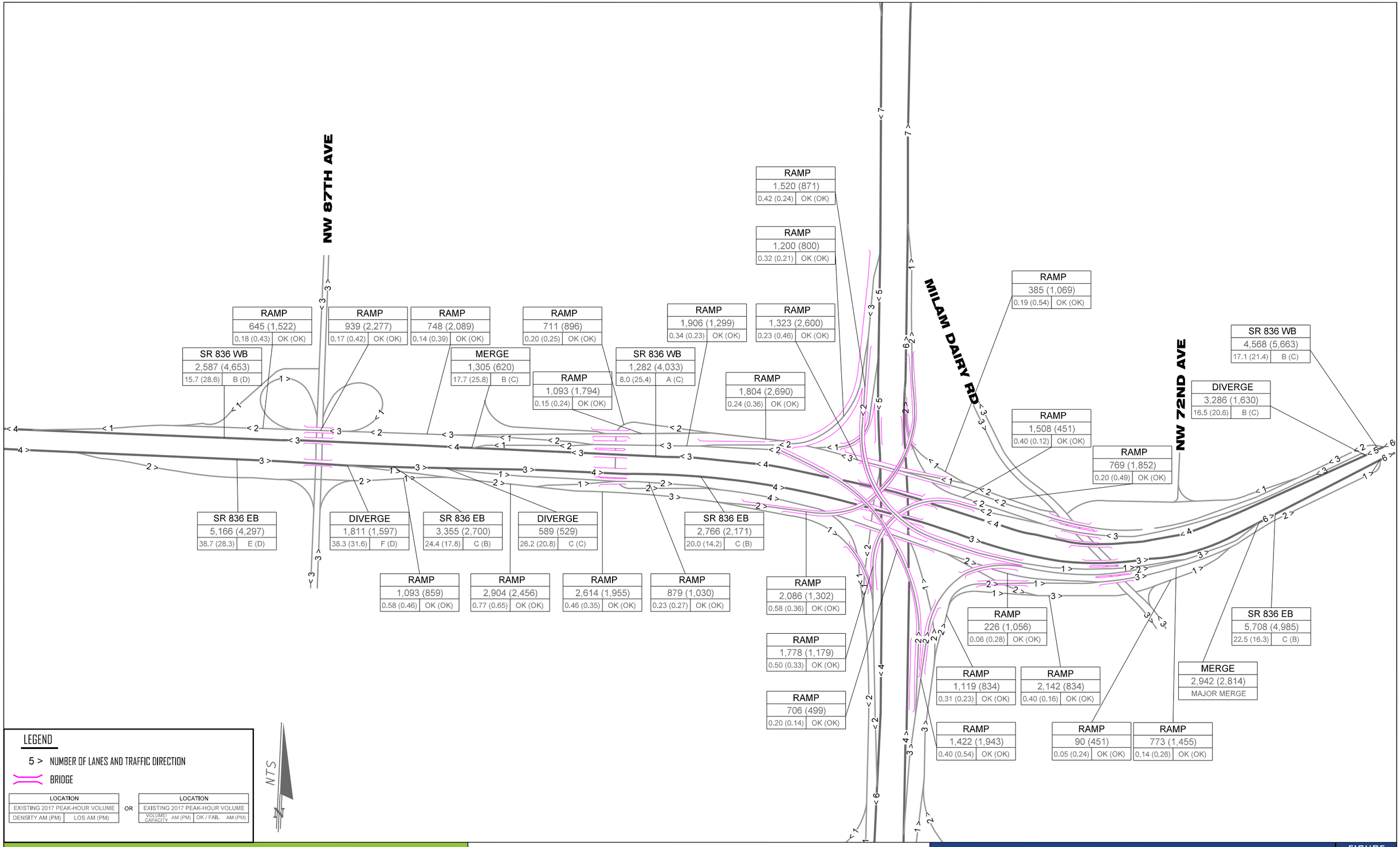
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2017 EXISTING CONDITIONS OPERATIONAL ANALYSIS RESULTS

FIGURE 3.8



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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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ETDM No.: 14308

2017 EXISTING CONDITIONS OPERATIONAL ANALYSIS RESULTS

FIGURE 3.8

3.4.2 SR 874 and SR 836 Operational Analysis

Results – 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 3.6 – 3.8**. The analysis results are also schematically summarized in **Figure 3.8**. Output HCS reports can be found in **Appendix C**.

Table 3.6 - 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			
SR 836 EB Segment between									
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
SR 836 WB Segment between									
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

Table 3.6 - 2017 SR 874 and SR 836 Existing Freeway Analysis Results (Continued)

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			
SR 874 SB Segment between									
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
SR 874 NB Segment between									
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 3.7 - 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 Diary 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 3.8 - 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 Diary 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

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

3.4.3 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 3.9**. Output Synchro reports can be found in **Appendix D**.

Table 3.9 - 2017 Existing Intersection LOS and Delay Results

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

Table 3.9 - 2017 Existing Intersection LOS and Delay Results (Continued)

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

NOTES:

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

As shown in **Table 3.9**, 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.

3.5 Existing Transit Operations

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

Metrobus

Currently, there are no Metrobus routes serving the SR 826 corridor within the study limits. The following Metrobus Routes serve major arterials that intersect the SR 826 corridor. See **Figure 3.9**.

Metrorail

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

Special Transportation Service (STS)

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

- US 1/Busway Route Number: 31, 34, 38, 39, 52, 73, 87, 88, 104, 204, 252, 272, 287, 288 and 500
- Kendall Drive/SW 88 Street Route Number: 87, 88, and 104
- Snapper Creek Expressway Route Number: 204, 272 and 288
- Sunset Drive/SW 72 Street Route Number: 72
- Miller Drive/SW 56 Street Route Number: 56
- Bird Road/SW 40 Street Route Number: 40 and 82
- Coral Way/SW 24 Street Route Number: 24 and 82
- SW 8 Street Route Number: 8 and 82
- Flagler Street Route Number: 7, 11, 51

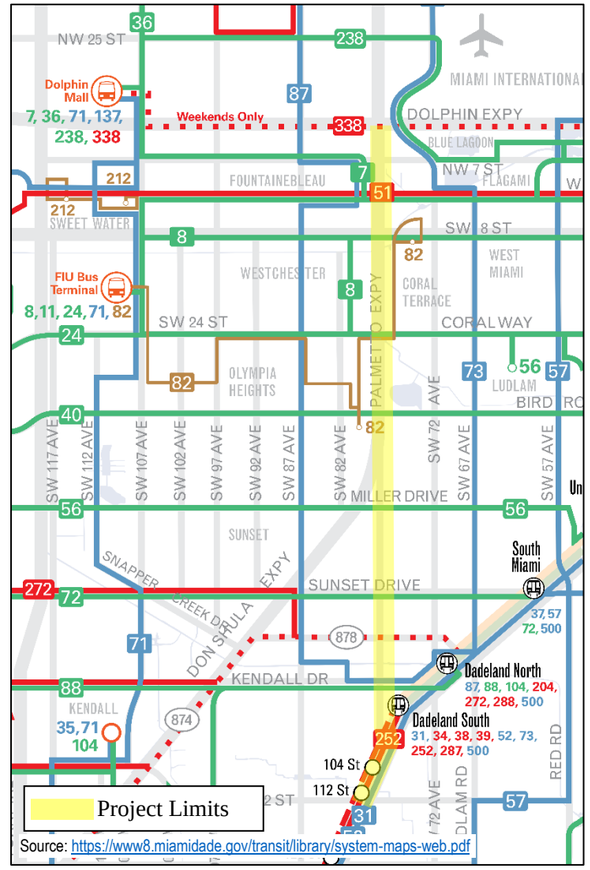


Figure 3.9 - Metrobus System

Park-and-Ride Facilities

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

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

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

Planned improvements and new park-and-ride facilities are currently included in the Miami-Dade 2040 Long Range Transportation Plan (see **Table 3.10**).

Table 3.10 - 2040 LRTP Park-and-Ride Projects

Project	Location	Description	Priority
Busway Park-and-Ride Facility	Busway at SW 104 St	Park-and-Ride facility with 250-300 surface parking spaces	Priority II
Expand Metrorail Park-and-Ride Facility at Dadeland South	Dadeland South	Expand Park-and-Ride facility with 1000 parking space garage	Priority II
Busway Park-and-Ride Facility	Busway at SW 112 St	New Park-and-Ride facility with minimum of 200 spaces	Unfunded
Expand Metrorail Park-and-Ride Facility at Dadeland North	Dadeland North	New 1000 space parking garage with ground floor retail and office space	Unfunded
Park-and-Ride Garages at Metrorail Stations	City of Miami	Construction of Park-and-Ride facilities at Metrorail stations within the City of Miami	Unfunded

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

3.6 Corridor Crash Analysis

The crash analysis efforts are documented in the *Crash Analysis Report*, dated June 2019, a companion document to the PD&E Study. The purpose of this report is to summarize the crash analysis along SR 826 from US 1 to NW 25th Street. Crash data on SR 826 from US 1 to NW 25th Street was obtained from the *FDOT's Crash Analysis Reporting System*. The crash data from the latest five-year period included crashes reported between January 1, 2011 and December 31, 2015. Trends, patterns and comparison of crash rates are presented below and focuses on crashes that occurred on the mainline, within ramp junction and interchanges.

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

3.6.1 SR 826 From US 1 To North Of SR 874 – South Segment

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

A crash summary was developed for this segment to categorize the relevant crashes by type, severity, lighting conditions, surface conditions and time of day including month of the year, day of the week and hour of the day to identify crash patterns or clusters and determine probable causes. **Table 3.11** summarizes the crash statistics for the south segment of SR 826.

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

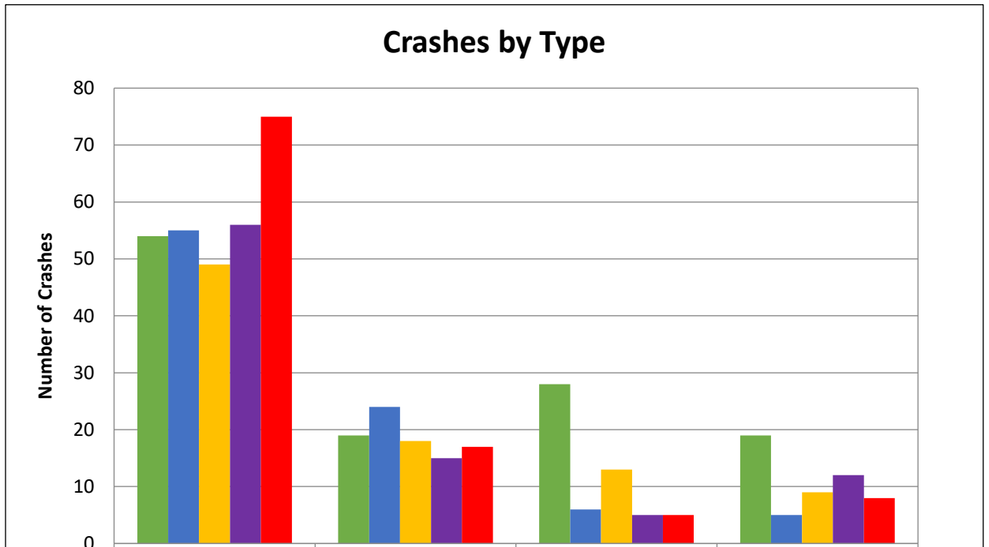
- 120 crashes with 51 (42.5%) northbound and 69 (57.5%) southbound in 2011
- 90 crashes with 40 (44.4%) northbound, 48 (53.3%) southbound and 2 (2.2%) unknowns in 2012
- 89 crashes with 36 (40.4%) northbound, 51 (57.3%) southbound and 2 (2.2%) unknowns in 2013
- 88 crashes with 37 (42.0%) northbound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

Table 3.11 - SR 826 Summary of Crashes – South Segment

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

Crash Distribution by Crash Type

An analysis of crash distribution by crash types was performed to identify the predominant crash patterns along the south segment of the corridor. **Figure 3.10** shows the crash distribution summary by crash type for the south segment of SR 826.



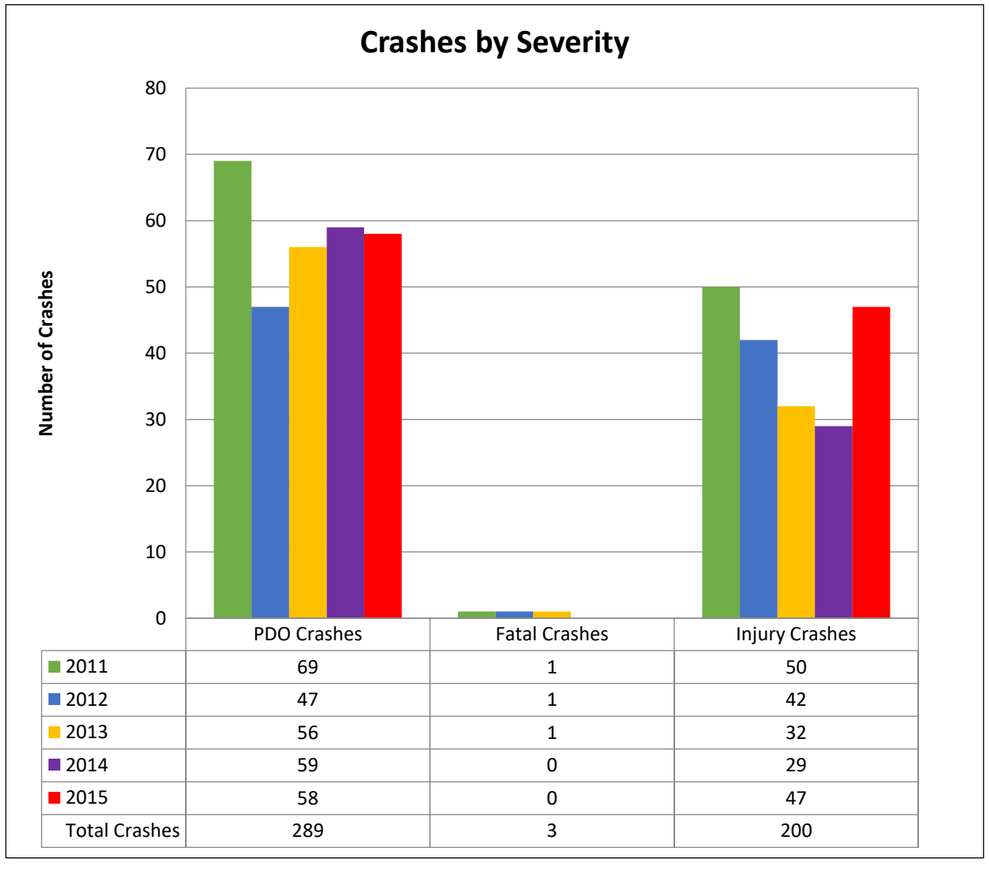
	Rear End	Sideswipe	Fixed Object	Others
2011	54	19	28	19
2012	55	24	6	5
2013	49	18	13	9
2014	56	15	5	12
2015	75	17	5	8
Total	289	93	57	53

Figure 3.10 - SR 826 Crash Distribution by Crash Type – South Segment

As shown in **Figure 3.10**, the leading crash types include rear-end with 289 (58.7%) crashes, sideswipe with 93 (18.9%) crashes and fixed-object with 57 (11.6%) crashes. Rear-end and sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions.

Crash Trends by Severity

An analysis of crash frequency by severity was performed to determine the overall trends along the south segment of the corridor. **Figure 3.11** shows the crashes by severity summary for the south segment of SR 826.



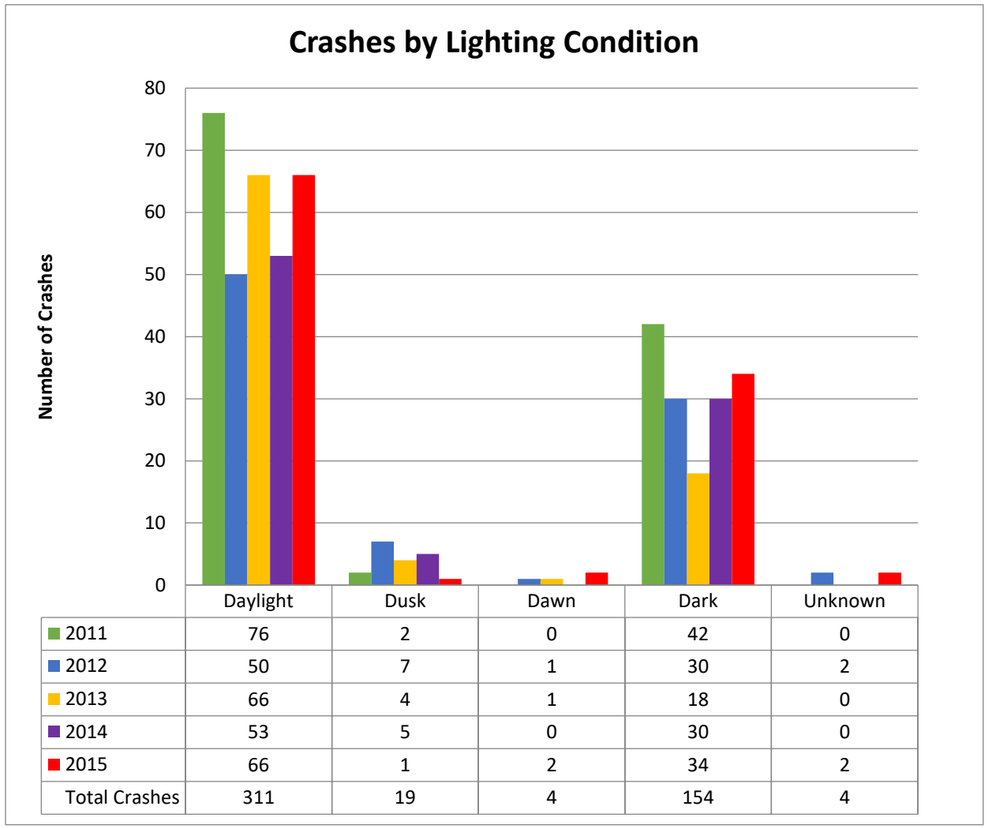
	PDO Crashes	Fatal Crashes	Injury Crashes
2011	69	1	50
2012	47	1	42
2013	56	1	32
2014	59	0	29
2015	58	0	47
Total Crashes	289	3	200

Figure 3.11 - SR 826 Crashes by Severity – South Segment

As shown in **Figure 3.11**, there were 289 (58.7%) "Property Damage Only Crashes" and 200 (40.7 %) "Injury Crashes". Furthermore, there were 3 (0.6%) "Fatal Crashes" reported in the referenced five-year analysis period.

Crash Distribution by Lighting Conditions

An analysis of lighting conditions was performed to determine if inadequate lighting may have contributed to significant crashes along the south segment of the corridor. **Figure 3.12** shows the lighting conditions summary for the south segment of SR 826.



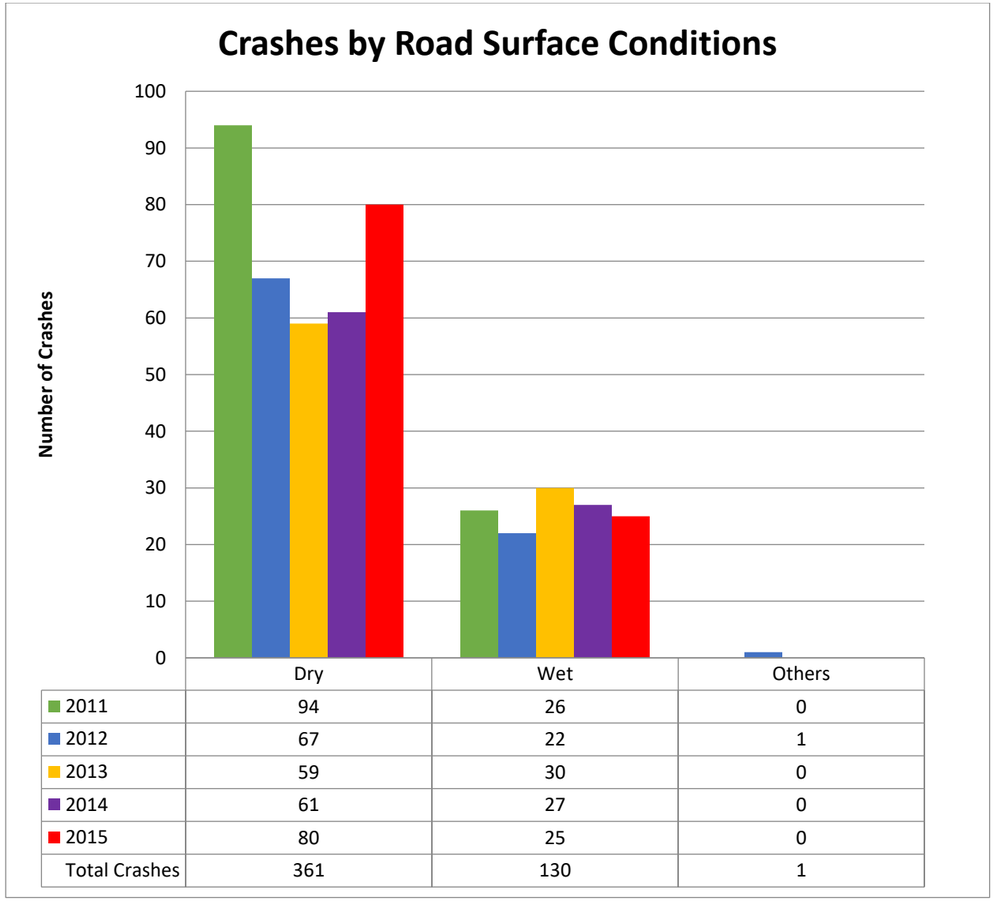
	Daylight	Dusk	Dawn	Dark	Unknown
2011	76	2	0	42	0
2012	50	7	1	30	2
2013	66	4	1	18	0
2014	53	5	0	30	0
2015	66	1	2	34	2
Total Crashes	311	19	4	154	4

Figure 3.12 -SR 826 Crash Distribution by Lighting Conditions – South Segment

As shown in **Figure 3.12**, most of the crashes occurred during daylight conditions. Of the total 492 crashes that occurred along the south segment, 177 (36.0%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%. A review of the existing conditions indicates that roadway lighting is present along the center median barrier throughout the study corridor limits.

Crash Distribution by Road Surface Conditions

An analysis of the road surface conditions was performed to determine if inadequate road surface conditions has contributed to crashes along the south segment of the corridor. **Figure 3.13** shows the road surface conditions summary for the south segment of SR 826.



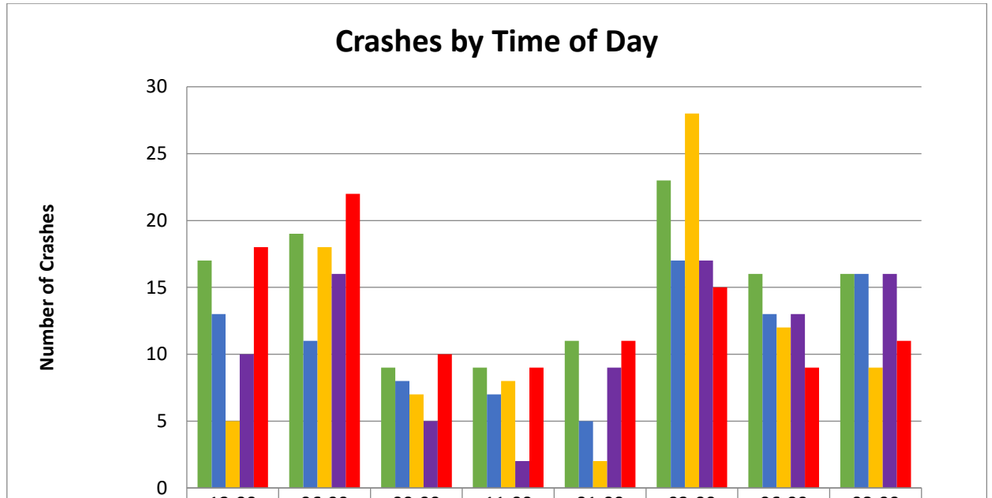
	Dry	Wet	Others
2011	94	26	0
2012	67	22	1
2013	59	30	0
2014	61	27	0
2015	80	25	0
Total Crashes	361	130	1

Figure 3.13 - SR 826 Crash Distribution by Road Surface Conditions – South Segment

As illustrated in **Figure 3.13**, 130 (26.4%) of the total crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Most crashes however, about 73%, occurred during dry surface conditions.

Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if the hourly variations were having a substantial effect on the crash occurrences along the south segment of the corridor. **Figure 3.14** shows the crash distribution summary by time of day for the south segment of SR 826.



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

Figure 3.14 - SR 826 Crash Distribution by Time of Day – South Segment

As shown in **Figure 3.14**, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (17.5%) and from 3:00 PM to 6:00 PM (20.3%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

Crash Distribution by Contributing Causes

An analysis of the contributing causes was conducted to identify the leading contributing causes for crashes along the south segment of the corridor. **Table 3.12** summarizes the contributing causes for crashes occurring on the south segment of SR 826.

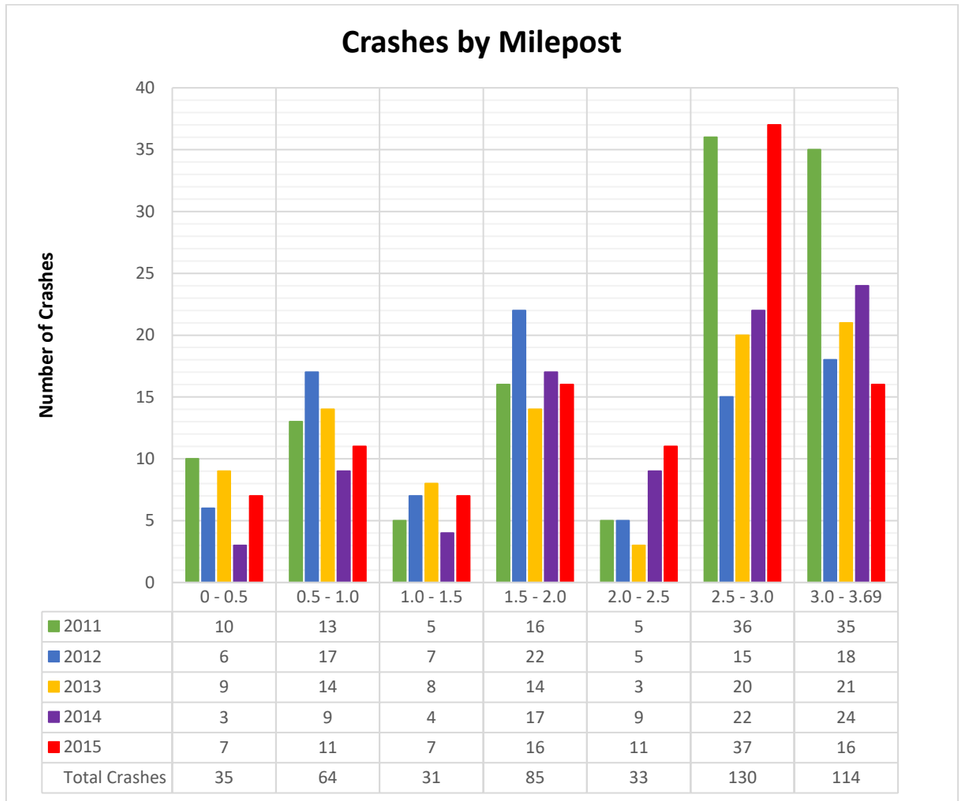
Table 3.12 - SR 826 Crash Distribution by Contributing Causes – South Segment

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

As indicated in **Table 3.12**, approximately 53% of the recorded crashes that occurred in the south segment of SR 826 is attributed to driver behaviors. These contributing causes include driving in a "Careless or Negligent Manner" with 221 (45%) crashes, "Failed To Keep In Proper Lane" with 20 (4%) crashes, and "Failed To Yield Right-Of-Way" with 19 (4%) crashes. Note, 82 (17%) crashes have "No Contributing Action" and 104 (21%) crashes have "Other Contributing Action" identified for the contributing cause of the crash.

Crash Distribution by Milepost

Total crashes were plotted by milepost to determine any sections along the south segment of the study corridor that experienced a high number of crashes. **Figure 3.15** summarizes the crash distribution by milepost between MP 0.000 and 3.690 along the south segment of SR 826.



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

Figure 3.15 - SR 826 Crash Distribution by Milepost – South Segment

As shown in **Figure 3.15**, most crashes occurred between MP 2.5 – 3.0 with 130 (26%) crashes, MP 3.0 – 3.69 with 114 (23%) crashes, and MP 1.5 – 2.0 with 85 (17%) crashes. These milepost ranges identified correspond with the SR 826 interchanges at SR 874 (south side), SR 874 (north side), and SR 986/SW 72nd Drive, respectively.

Average Crash Rates Review

The total number of crashes in the south segment of the study corridor has varied between 2011 and 2015 with an average of 98 crashes per year. The Average Daily Traffic (ADT) has increased from 79,057 vpd in 2011 to 93,675 vpd in 2015. Crash rates in million vehicle miles traveled were calculated to determine if variations in total crashes was due to an increase in ADT or influenced by driver and/or roadway conditions. Throughout the south segment, the functional classification of the corridor is consistent. Therefore, one crash rate was calculated for the corridor segment for each year of analysis. **Table 3.13** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 3.13 - SR 836 Actual Crash Rate vs. Average Crash Rate – South Segment

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

As indicated in **Table 3.13**, the actual crash rate for the south segment of SR 826 is below the average crash rate for other corridors with similar functional classification (urban – other limited access) in District Six for all years between 2011 and 2015, which may be attributed to the increase in ADT. Similarly, the actual crash rate for the south segment of SR 826 is below the statewide average crash rate in all years 2011 through 2015.

High Crash List Review

The FDOT's High Crash Lists for spots (ramp junctions) and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along the south segment of the study corridor. **Table 3.14** provides a summary list of the spots (ramp junctions) and segments along the south segment of SR 826 identified in the 2011-2015 FDOT High Crash Lists (HCL).

Table 3.14 - SR 826 High Crash List Review – South Segment

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

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

As indicated in **Table 3.14**, spots (ramp junctions) identified in the 2011-2015 FDOT HCL include MP 1.981 and MP 2.800, which is associated with the SR 826 southbound off-ramps to SR 986/Sunset Drive and SW 56th Street/Miller Drive, respectively. The segment identified in the 2011-2015 FDOT HCL spans between MP 0.000 and 0.300, which is associated with the section of SR 826 between SR 5/US 1 and Dadeland Boulevard.

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

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

A crash summary was developed for this segment to categorize the relevant crashes by type, severity, lighting conditions, surface conditions and time of day including month of the year, day of the week and hour of the day to identify crash patterns or clusters and determine probable causes. **Table 3.15** summarizes the crash statistics for the north segment of SR 826.

Table 3.15 - SR 826 Summary of Crashes – North Segment

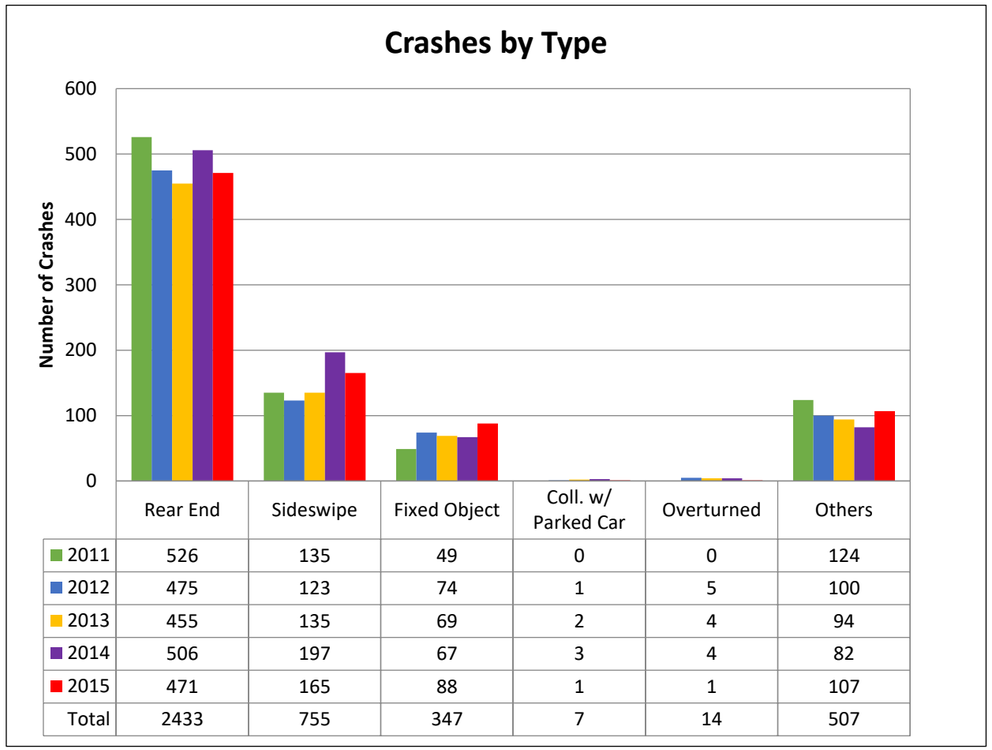
SR 826/Palmetto Expressway from SR 874 to NW 25 Street		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2011	2012	2013	2014	2015			
CRASH TYPE	Rear End	526	475	455	506	471	2433	487	59.9%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	0	0	0	0	0	0	0.0%
	Left Turn	0	0	0	0	0	0	0	0.0%
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

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

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

Crash Distribution by Crash Type

An analysis of crash distribution by crash types was performed to identify the predominant crash patterns along the north segment of the corridor. **Figure 3.16** shows the crash distribution summary by crash type for the north segment of SR 826.



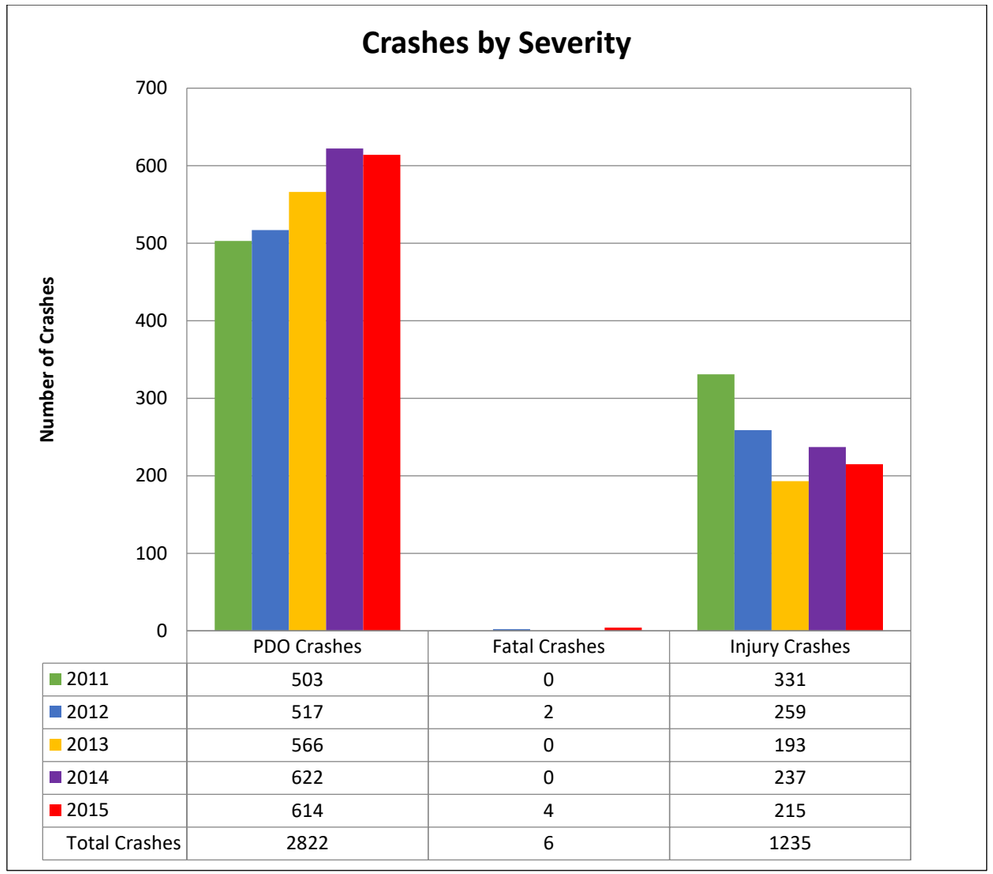
	Rear End	Sideswipe	Fixed Object	Coll. w/ Parked Car	Overturned	Others
2011	526	135	49	0	0	124
2012	475	123	74	1	5	100
2013	455	135	69	2	4	94
2014	506	197	67	3	4	82
2015	471	165	88	1	1	107
Total	2433	755	347	7	14	507

Figure 3.16 - SR 826 Crash Distribution by Crash Type – North Segment

As shown in **Figure 3.16**, the leading crash types include rear-end with 2,433 (59.9%) crashes, sideswipe with 755 (18.6%) crashes and other with 500 (12.3%) crashes. Rear-end and sideswipe type crashes are typical of highly congested roadways with frequent stop-and-go traffic conditions.

Crash Trends by Severity

An analysis of crash frequency by severity was performed to determine the overall trends along the north segment of the corridor. **Figure 3.17** shows the crashes by severity summary for the north segment of SR 826.



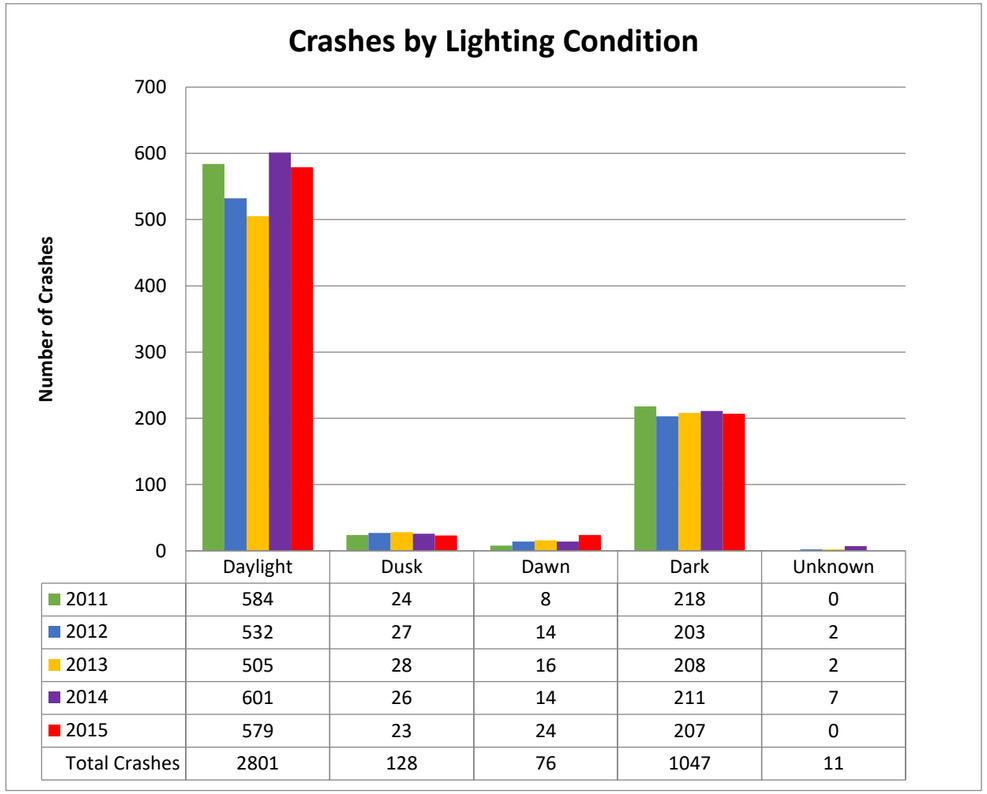
	PDO Crashes	Fatal Crashes	Injury Crashes
2011	503	0	331
2012	517	2	259
2013	566	0	193
2014	622	0	237
2015	614	4	215
Total Crashes	2822	6	1235

Figure 3.17 - SR 826 Crashes by Severity – North Segment

As shown in **Figure 3.17**, there were 2,822 (69.5%) "Property Damage Only Crashes" and 1,235 (30.4 %) "Injury Crashes". Furthermore, there were 6 (0.1%) "Fatal Crashes" reported in the referenced five-year analysis period.

Crash Distribution by Lighting Conditions

An analysis of lighting conditions was performed to determine if inadequate lighting may have contributed to significant crashes along the north segment of the corridor. **Figure 3.18** shows the lighting conditions summary for the north segment of SR 826.



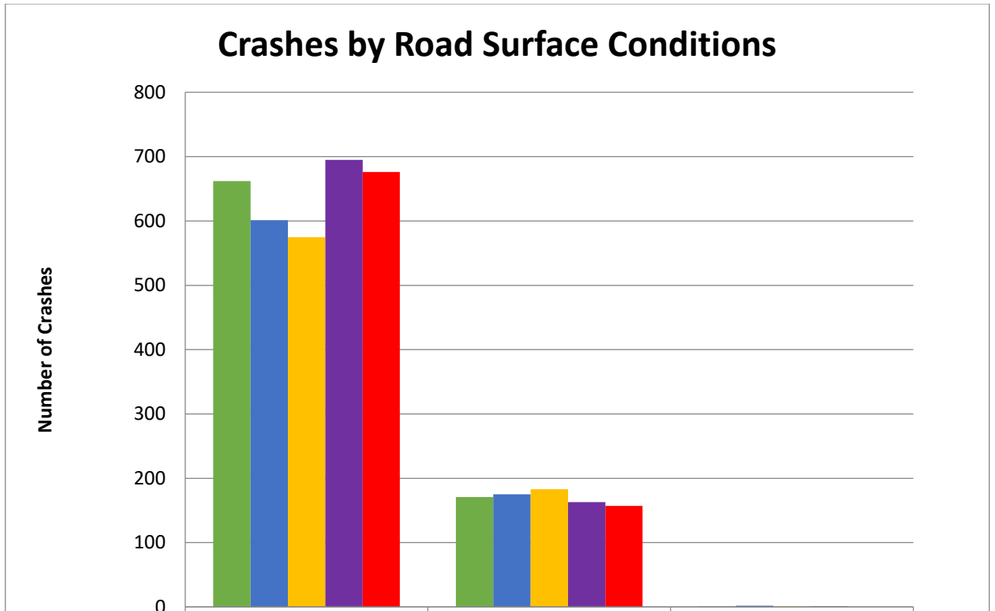
	Daylight	Dusk	Dawn	Dark	Unknown
2011	584	24	8	218	0
2012	532	27	14	203	2
2013	505	28	16	208	2
2014	601	26	14	211	7
2015	579	23	24	207	0
Total Crashes	2801	128	76	1047	11

Figure 3.18 - SR 826 Crash Distribution by Lighting Conditions – North Segment

As shown in **Figure 3.18**, most of the crashes occurred during daylight conditions. Of the total 4,063 crashes that occurred along the north segment, 1,251 (30.8%) crashes occurred during dark/dusk/dawn conditions, which is greater than the five-year Districtwide average of 29%. A review of the existing conditions indicates that roadway lighting is present along the center median barrier throughout the study corridor limits.

Crash Distribution by Road Surface Conditions

An analysis of the road surface conditions was performed to determine if inadequate road surface conditions has contributed to crashes along the north segment of the corridor. **Figure 3.19** shows the road surface conditions summary for the north segment of SR 826.



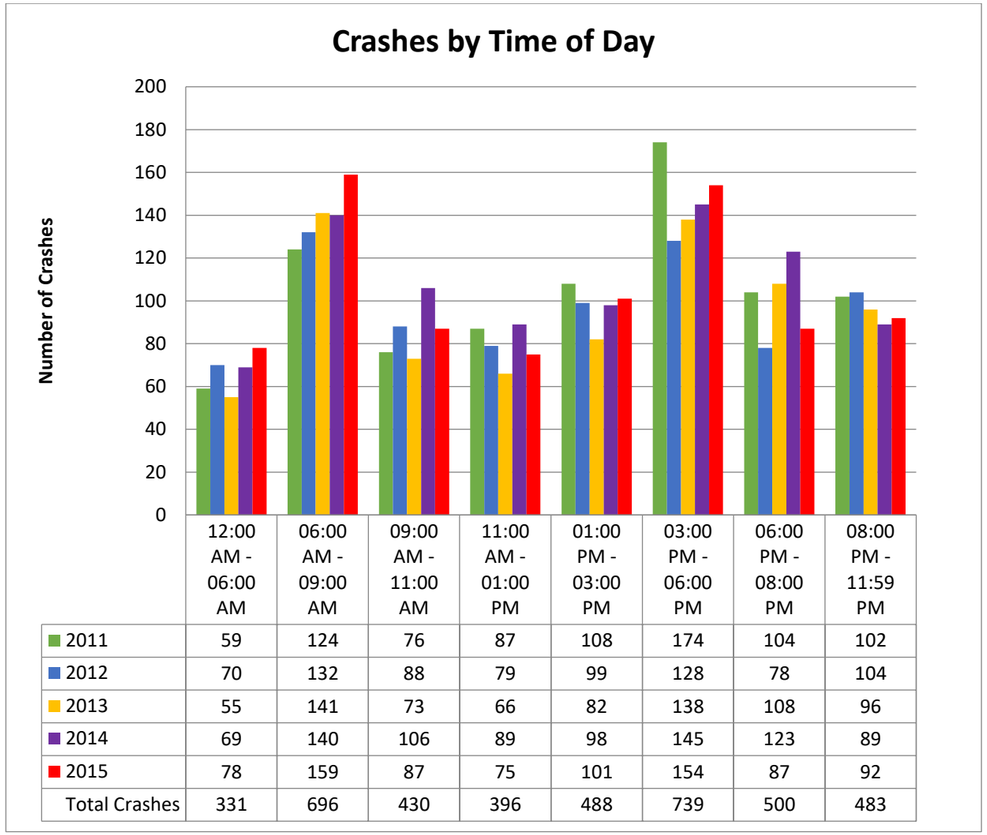
	Dry	Wet	Others
2011	662	171	1
2012	601	175	2
2013	575	183	1
2014	695	163	1
2015	676	157	0
Total Crashes	3209	849	5

Figure 3.19 - SR 826 Crash Distribution by Road Surface Conditions – North Segment

As illustrated in **Figure 3.19**, 849 (20.9%) of the total crashes occurred during wet surface conditions, which is greater than the five-year Districtwide average for all roadways of 16%. Most crashes however, about 79%, occurred during dry surface conditions.

Crash Distribution by Time of Day

The crash distribution by time of day was analyzed to determine if the hourly variations were having a substantial effect on the crash occurrences along the north segment of the corridor. **Figure 3.20** shows the crash distribution summary by time of day for the north segment of SR 826.



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

Figure 3.20 - SR 826 Crash Distribution by Time of Day – North Segment

As shown in **Figure 3.20**, the time periods with the greatest percentage of crashes occur from 6:00 to 9:00 AM (17.1%) and from 3:00 PM to 6:00 PM (18.2%). These periods correlate with the typical AM and PM peaks, which experience the worst congestion during the day and indicates that most of the crashes can be attributed to traffic congestion rather than roadway design features.

Crash Distribution by Contributing Causes

An analysis of the contributing causes was conducted to identify the leading contributing causes for crashes along the north segment of the corridor. **Table 3.16** summarizes the contributing causes for crashes occurring on the north segment of SR 826.

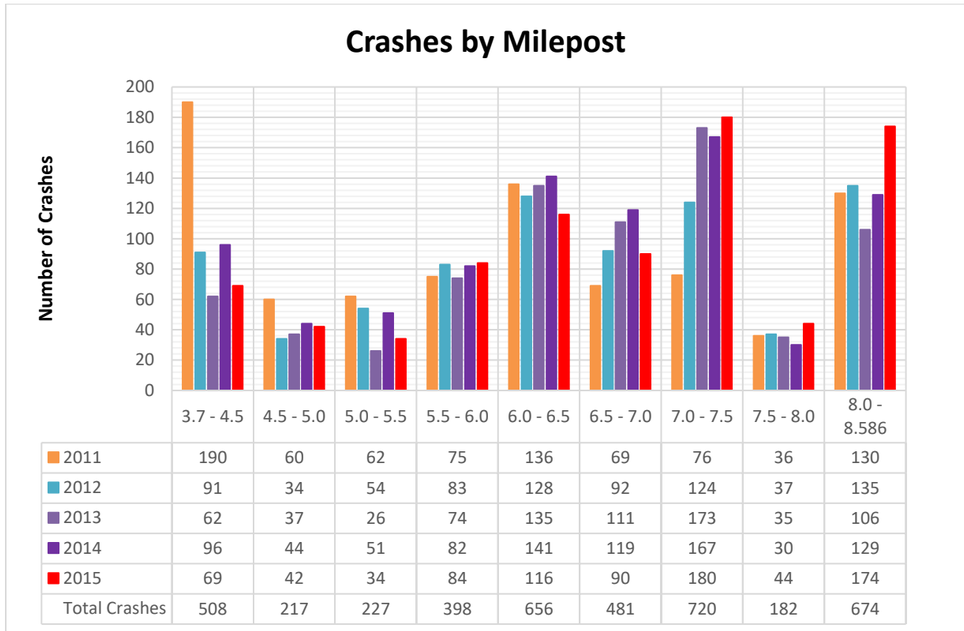
Table 3.16 - SR 826 Crash Distribution by Contributing Causes – North Segment

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

As indicated in **Table 3.16**, approximately 65% of the recorded crashes that occurred in the north segment of SR 826 is attributed to driver behaviors. These contributing causes include driving in a "Careless or Negligent Manner" with 2,287 (56%) crashes, "Failed To Keep In Proper Lane" with 201 (5%) crashes, and "Failed To Yield Right-Of-Way" with 167 (4%) crashes. Note, 500 (12%) crashes have "No Contributing Action" and 676 (17%) crashes have "Other Contributing Action" identified for the contributing cause of the crash.

Crash Distribution by Milepost

Total crashes were plotted by milepost to determine any sections along the north segment of the study corridor that experienced a high number of crashes. **Figure 3.21** summarizes the crash distribution by milepost between MP 3.700 and 8.586 along the north segment of SR 826.



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

Figure 3.21 - SR 826 Crash Distribution by Milepost – North Segment

As shown in **Figure 3.21**, most crashes occurred between MP 7.0 – 7.5 with 720 (18%) crashes, MP 8.0 – 8.586 with 674 (17%) crashes, and MP 6.0 – 6.5 with 656 (16%) crashes. These milepost ranges identified correspond with the SR 826 interchanges at SR 836, NW 25th Street and SR 90/SW 8th Street (north side), respectively. It's important to note that within the referenced years (2011-2015), the FDOT project (FPID#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. Further review of the crash data revealed that 544 (13.4%) crashes reported were attributed to work zone related activities, perhaps including the maintenance of traffic (MOT) for this project.

Average Crash Rates Review

The total number of crashes in the north segment of the study corridor has varied slightly between 2011 and 2015 with an average of 813 crashes per year. The Average Daily Traffic (ADT) has varied slightly from 193,929 vpd in 2011 to 194,157 vpd in 2015. Crash rates in million vehicle miles traveled were calculated to determine if variations in total crashes was due to an increase in ADT or influenced by driver and/or roadway conditions. Throughout the north segment, the functional classification of the corridor is consistent. Therefore, one crash rate was calculated for the corridor segment for each year of analysis. **Table 3.17** compares the actual crash rates (annually) to the statewide and District Six average crash rates for corridors with similar functional classification.

Table 3.17 - SR 826 Actual Crash Rate vs. Average Crash Rate – North Segment

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

As indicated in **Table 3.17**, the actual crash rate for the north segment of SR 826 is above the average crash rate for other corridors with similar functional classification (urban – other limited access) in District Six for all years between 2011 and 2015, which may be attributed to the other causes besides an increase in ADT, such as driver and/or roadway conditions. Similarly, the actual crash rate for the north segment of SR 826 is above the statewide average crash rate for all years 2011 through 2015. It's important to note that within the referenced years (2011-2015), the FDOT project (FPID#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. The maintenance of traffic (MOT) of this project may have been attributed to approximately 13% of the total crashes identified along this segment of SR 826.

High Crash List Review

The FDOT's High Crash Lists for spots (ramp junction) and segments were reviewed to identify whether any locations experienced an abnormally high number of crashes along the north segment of the study corridor. **Table 3.18** provides a summary list of the spots (ramp junctions) and segments along the north segment of SR 826 identified in the 2011-2015 FDOT High Crash Lists.

Table 3.18 - SR 826 High Crash List Review – North Segment

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

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

As indicated in **Table 3.18**, the major spots (ramp junctions) and segments identified in the 2011-2015 FDOT HCL include mileposts associated with the interchanges of SR 826 with SR 976/SW 40th Street/Bird Road, SR 90/SW 8th Street, SR 836 and NW 25th Street. It's important to note that within the referenced years (2011-2015), the FDOT project (FPID#249581-1-52-01) was under construction adding lanes along SR 826 from north of SR 90/SW 8th Street to south of NW 25th Street. Further review of the crash data revealed that 544 (13.4%) crashes reported were attributed to work zone related activities, perhaps including the maintenance of traffic (MOT) for this project.

3.6.3 Interchange Crash Analysis

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

NW 25th Street Interchange

NW 25th Street is a four-lane divided arterial that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.22** shows the influence area selected for the interchange and **Table 3.19** summarizes the crash data within the influence area. Of the total 1,171 crashes reported, 960 (82%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 211 (18%) from Signal-4 Analytics.

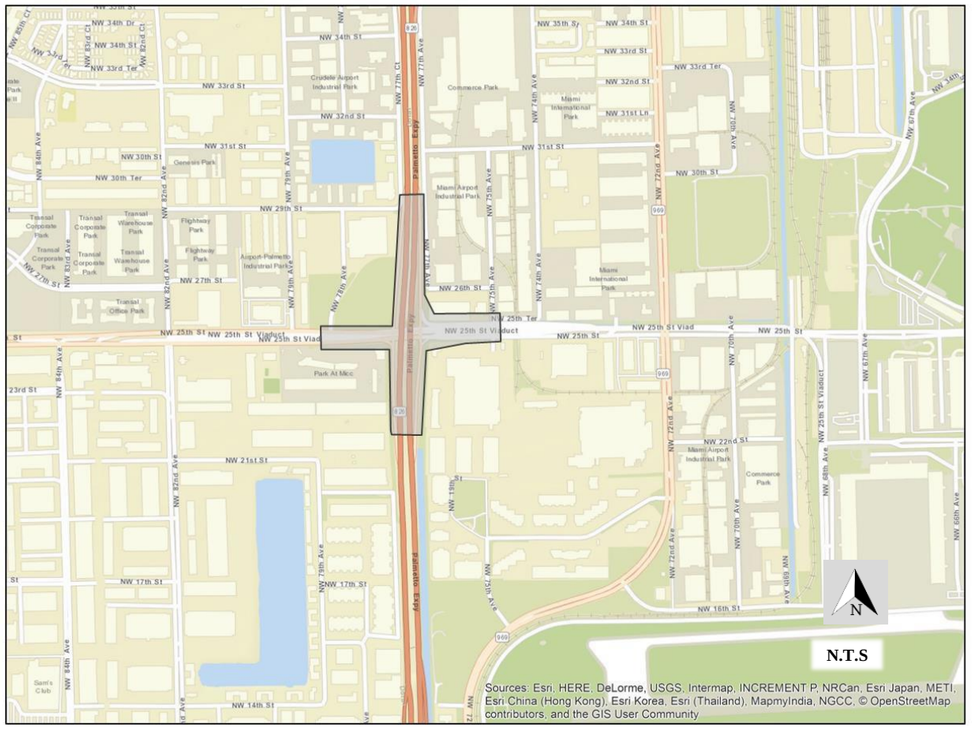


Figure 3.22 - NW 25th Street Interchange Influence Area

A total of 1,171 crashes occurred at the NW 25th Street interchange, with 189 crashes in 2011, 190 crashes in 2012, 201 crashes in 2013, 291 crashes in 2014 and 300 crashes in 2015. Of the total crashes, 886 (75.7%) were "Property Damage Only" and 285 (24.3%) were "Injury". No fatalities were reported. Three hundred and eight (26.3%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 195 (16.7%) crashes, which is slightly above the Districtwide average of 16%.

Table 3.19 - NW 25th Street Interchange Crash Summary

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

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

SR 836/Dolphin Expressway Interchange

SR 836/Dolphin Expressway is an eight-lane divided expressway (tolled facility) that connects to SR 826 forming a system-to-system interchange between the two expressways. **Figure 3.23** shows the influence area selected for the interchange and **Table 3.20** summarizes the crash data within the influence area.

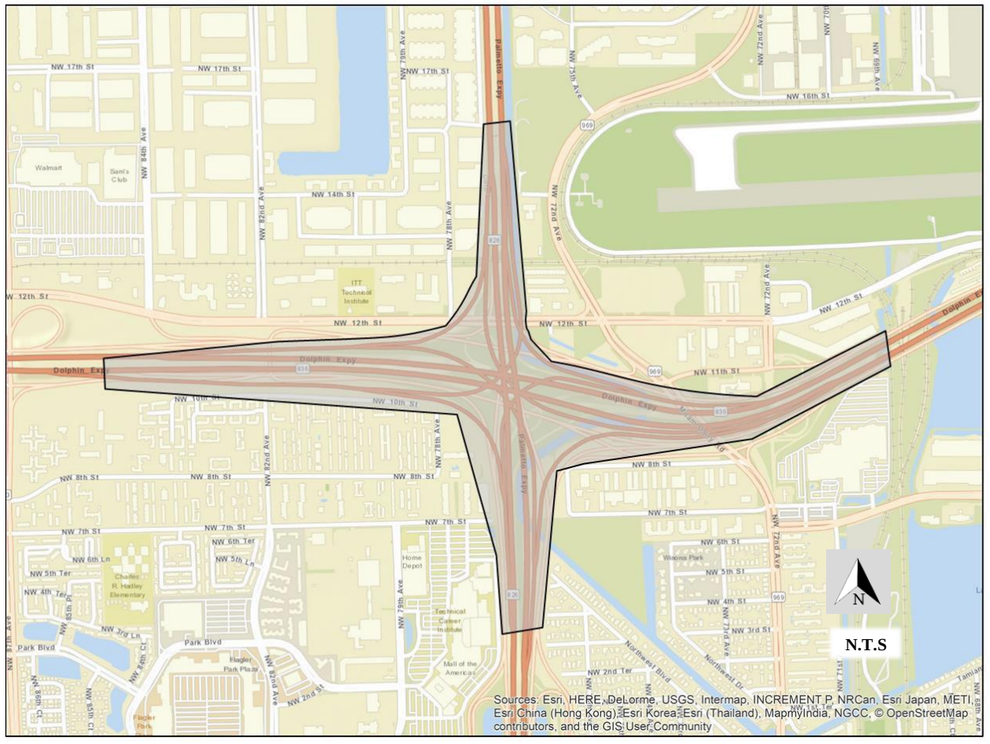


Figure 3.23 - SR 836/Dolphin Expressway Interchange Influence Area

A total of 2,048 crashes occurred at the SR 836 interchange, with 340 crashes in 2011, 387 crashes in 2012, 419 crashes in 2013, 473 crashes in 2014 and 429 crashes in 2015. Of the total crashes, 1,403 (68.5%) were "Property Damage Only" and 641 (31.3%) were "Injury". There were 4 (0.2%) fatalities reported. Six hundred and ninety-five (33.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is greater than the Districtwide average of 29%. Wet roadway surface conditions were reported for 407 (19.9%) crashes, which is greater than the Districtwide average of 16%.

Table 3.20 - SR 836/Dolphin Expressway Interchange Crash Summary

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

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

SR 968/Flagler Street Interchange

SR 968/Flagler Street is a six-lane divided roadway that intersects SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.24** shows the influence area selected for the interchange and **Table 3.21** summarizes the crash data within the influence area.

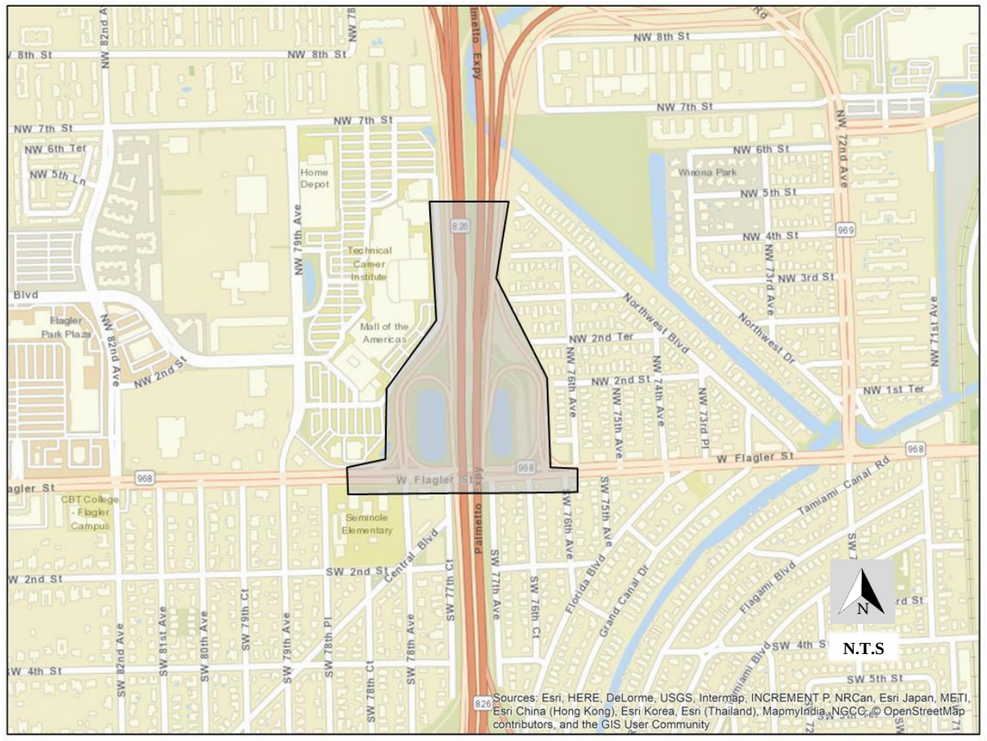


Figure 3.24 - SR 968/Flagler Street Interchange Influence Area

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

Table 3.21 - SR 968/Flagler Street Interchange Crash Summary

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

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

SR 90/SW 8th Street Interchange

SR 90/SW 8th Street is a six-lane divided roadway west of SR 826 and a four-lane divided roadway east of SR 826. SR 90 intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.25** shows the influence area selected for the interchange and **Table 3.22** summarizes the crash data within the influence area.

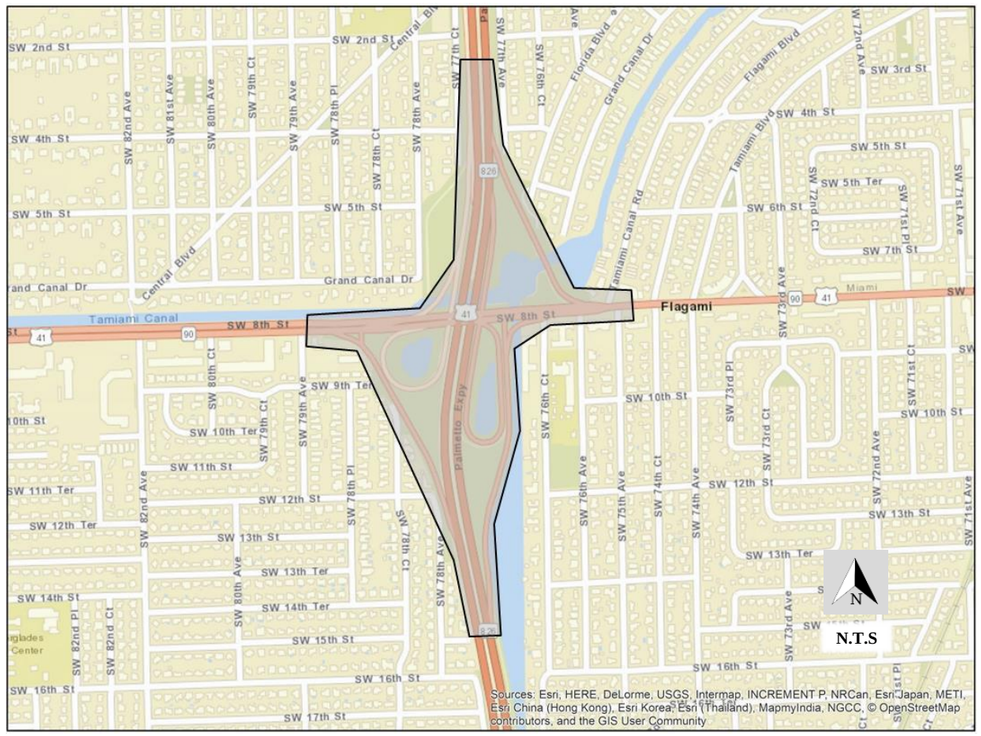


Figure 3.25 - SR 90/SW 8th Street Interchange Influence Area

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

Table 3.22 - SR 90/SW 8th Street Interchange Crash Summary

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

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

SW 24th Street/Coral Way Interchange

SW 24th Street/Coral Way is a six-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.26** shows the influence area selected for the interchange and **Table 3.23** summarizes the crash data within the influence area. Of the total 1,280 crashes reported, 587 (46%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 693 (54%) from Signal-4 Analytics.



Figure 3.26 - SW 24th Street/Coral Way Interchange Influence Area

A total of 1,280 crashes occurred at the SW 24th Street/Coral Way interchange, with 189 crashes in 2011, 194 crashes in 2012, 225 crashes in 2013, 367 crashes in 2014 and 305 crashes in 2015. Of the total crashes, 998 (78.0%) were "Property Damage Only" and 280 (21.9%) were "Injury". There were two (0.2%) fatalities reported in the referenced five-year period. 290 (22.7%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 219 (17.1%) crashes, which is above the Districtwide average of 16%.

Table 3.23 - SW 24th Street/Coral Way Interchange Crash Summary

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

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

SR 976/SW 40th Street/Bird Road Interchange

SR 976/SW 40th Street/Bird Road is an eight-lane divided roadway immediately west of SR 826 and a six-lane divided roadway east of SR 826. SR 976 intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.27** shows the influence area selected for the interchange and **Table 3.24** summarizes the crash data within the influence area.

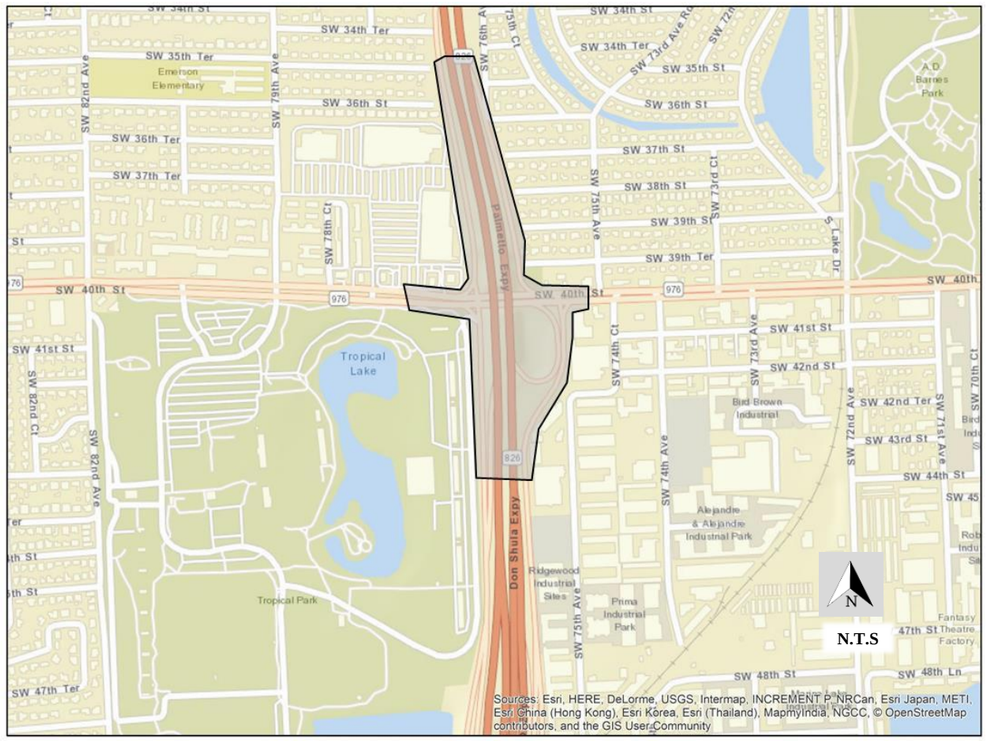


Figure 3.27 - SR 976/SW 40th Street/Bird Road Interchange Influence Area

A total of 1,131 crashes occurred at the SR 976/SW 40th Street/Bird Road interchange, with 264 crashes in 2011, 200 crashes in 2012, 204 crashes in 2013, 258 crashes in 2014 and 205 crashes in 2015. Of the total crashes, 806 (71.3%) were "Property Damage Only" and 321 (28.4%) were "Injury". There were 4 (0.4%) fatalities reported in the referenced five-year period. 327 (28.9%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 201 (17.8%) crashes, which is above the Districtwide average of 16%.

Table 3.24 - SR 976/SW 40th Street/Bird Road Interchange Crash Summary

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

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

SR 874/Don Shula Expressway Interchange

SR 874/Don Shula Expressway is a six-lane divided expressway that connects to SR 826 forming a system-to-system interchange between the two expressways. **Figure 3.28** shows the influence area selected for the interchange and **Table 3.25** summarizes the crash data within the influence area.

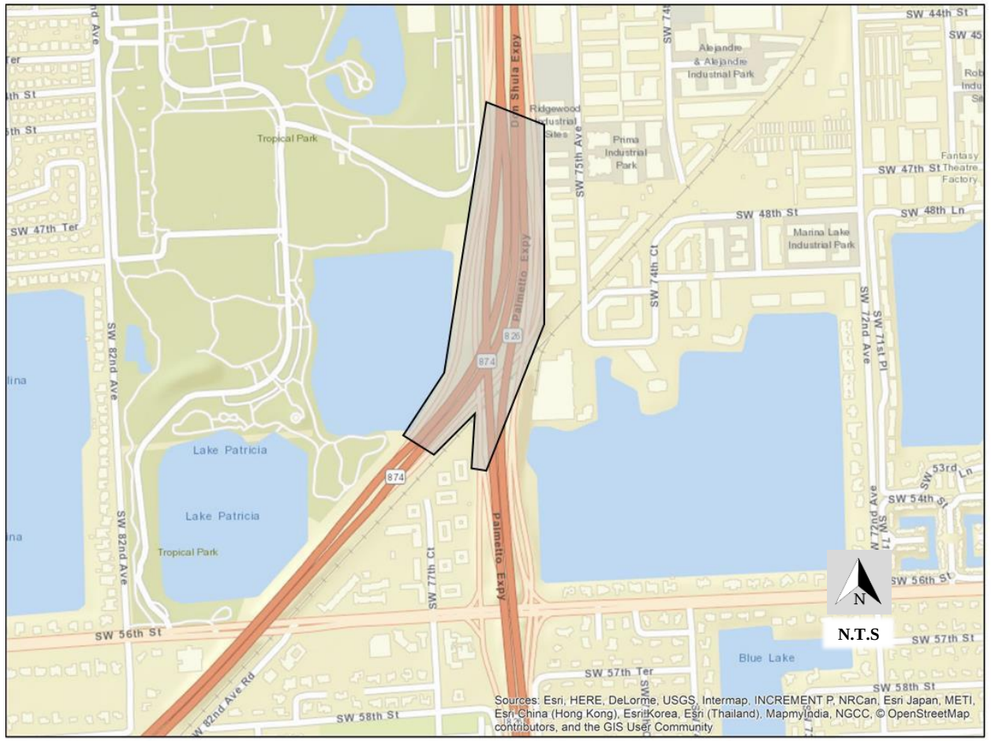


Figure 3.28 - SR 874/Don Shula Expressway Interchange Influence Area

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

Table 3.25 - SR 874/Don Shula Expressway Interchange Crash Summary

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

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

SW 56th Street/Miller Drive Interchange

SW 56th Street/Miller Drive is a four-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.29** shows the influence area selected for the interchange and **Table 3.26** summarizes the crash data within the influence area. Of the total 464 crashes reported, 259 (56%) crashes were retrieved from the FDOT Crash Analysis Reporting System and 205 (44%) from Signal-4 Analytics.



Figure 3.29 - SW 56th Street/Miller Drive Interchange Influence Area

A total of 464 crashes occurred at the SW 56th Street/Miller Drive interchange, with 92 crashes in 2011, 65 crashes in 2012, 95 crashes in 2013, 104 crashes in 2014 and 108 crashes in 2015. Of the total crashes, 338 (72.8%) were "Property Damage Only" and 126 (27.2%) were "Injury". There were no fatalities reported in the referenced five-year period. One hundred and seventeen (25.2%) crashes occurred during dark/dawn/dusk lighting conditions, which is below the Districtwide average of 29%. Wet roadway surface conditions were reported for 70 (15.1%) crashes, which is below the Districtwide average of 16%.

Table 3.26 - SW 56th Street/Miller Drive Interchange Crash Summary

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

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

SR 986/SW 72nd Street/Sunset Drive Interchange

SR 986/SW 72nd Street/Sunset Drive is a four-lane divided roadway that intersects with SR 826 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.30** shows the influence area selected for the interchange and **Table 3.27** summarizes the crash data within the influence area.



Figure 3.30 - SR 986/SW 72nd Street/Sunset Drive Interchange Influence Area

A total of 459 crashes occurred at the SR 986/SW 72nd Street/Sunset Drive interchange, with 69 crashes in 2011, 78 crashes in 2012, 82 crashes in 2013, 114 crashes in 2014 and 116 crashes in 2015. Of the total crashes, 325 (70.8%) were "Property Damage Only" and 133 (29.0%) were "Injury". There was one (0.2%) fatality reported in the referenced five-year period. One hundred and thirty (28.3%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 63 (13.7%) crashes, which is lower than the Districtwide average of 16%.

Table 3.27 - SR 986/SW 72nd Street/Sunset Drive Interchange Crash Summary

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

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

SR 94/SW 88th Street/Kendall Drive Interchange

SR 94/SW 88th Street/Kendall Drive is a six-lane divided roadway that intersects with S R 8 2 6 and forms two signalized intersections with the northbound and southbound on/off-ramps at the interchange. **Figure 3.31** shows the influence area selected for the interchange and **Table 3.28** summarizes the crash data within the influence area.



Figure 3.31 - SR 94/SW 88th Street/Kendall Drive Interchange Influence Area

A total of 572 crashes occurred at the SR 94/SW 88th Street/Kendall Drive interchange, with 83 crashes in 2011, 104 crashes in 2012, 136 crashes in 2013, 122 crashes in 2014 and 127 crashes in 2015. Of the total crashes, 372 (65.0%) were "Property Damage Only" and 198 (34.6%) were "Injury". There were two (0.3%) fatalities reported in the referenced five-year period. One hundred and thirty-four (23.4%) crashes occurred during dark/dawn/dusk lighting conditions, which is lower than the Districtwide average of 29%. Wet roadway surface conditions were reported for 113 (19.8%) crashes, which is greater than the Districtwide average of 16%.

Table 3.28 - SR 94/SW 88th Street/Kendall Drive Interchange Crash Summary

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

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

SR 5/US 1/South Dixie Highway Interchange

SR 5/US 1/South Dixie Highway is a six-lane divided roadway that intersects with SR 826 at the southernmost limit. **Figure 3.32** shows the influence area selected for the interchange and **Table 3.29** summarizes the crash data within the influence area.

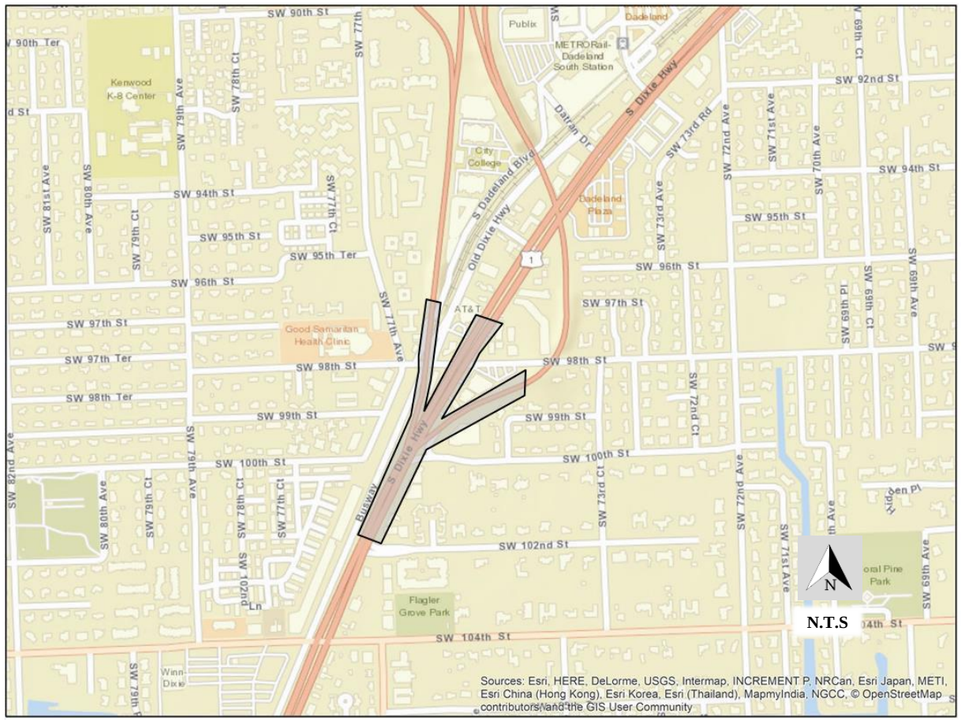


Figure 3.32 - SR 5/US 1/South Dixie Highway Interchange Influence Area

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

Table 3.29 - SR 5/US 1/South Dixie Highway Interchange Crash Summary

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

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

4.0 NEED

4.1 CAPACITY

The project traverses four of the six transportation planning areas (Central, Northwest, South, and West) as identified within the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan. The greatest population and employment growth between the years 2010 and 2040 within Miami-Dade County is expected to occur within the South transportation planning area. Population within this area is projected to increase by 49.6% while employment is projected to increase by 64.5%. The other three transportation planning areas are also anticipated to grow modestly between this same period. Population within Central is projected to increase by 27.9% and employment by 32.5%. Population within Northwest is projected to increase by 20% and employment by 41.9%. Population within West is projected to increase by 12.5% and employment by 42.5%. The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826 corridor.

4.2 SAFETY

According to the FDOT *Crash Analysis Reporting System*, during the project screening phase, there were a total of 2,531 crashes along the corridor within the project limits between the years 2011 and 2013, of which 1,522 (60.1%) were rear-end crashes and 259 (10.2%) were fixed object crashes. These types of crashes can be attributed to the heavy levels of congestion and operational weaving conditions within the project area. The majority of the total crashes occurred between milepost 5.7 and 6.8 (between SW 24th Street and north of Flagler Street), resulting in 811 injuries and one fatality.

Safety along the corridor will be enhanced with the construction of the express lanes. Implementing express lanes will improve mobility, reduce congestion and provide additional travel options along the corridor. Diverting some of the future traffic volumes from the general use lanes to the express lanes, will help increase gaps along the general use lanes providing more space for vehicles entering SR 826. The express lanes will also help reduce tailgating and improve traffic flow while separating long distance trips from local trips. Separating these trips will reduce weaving and sideswipe crashes. The express lanes will also create added capacity helping the corridor to operate more efficiently during emergency evacuation events.

4.3 SYSTEM LINKAGE

SR 826 connects southern Miami-Dade County to northern Miami-Dade County and serves as a feeder route to the County's busiest east-west transportation corridor, SR 836. The SR 826 corridor provides system-level connections to I-75, Florida's Turnpike, SR 874, and SR 826. In addition, SR 826 is designated as a Strategic Intermodal System (SIS) facility. The section of SR 826 from US 1 to SR 836 serves the major western Miami-Dade County growth areas along SW 8th Street, SW 40th Street and the Dadeland South area. The corridor also provides access to Miami International Airport north and east of SR 836 and to the Dadeland Mall at SW 88th Street. This SR 826 southern segment (from US 1 to SR 836) is the final segment of a larger express lanes project for the SR 826 corridor. The northern segment, which extends from SR 836 to I-75, is already under construction. When complete, this regional system will greatly improve capacity, safety, connectivity and peak-hour travel times.

4.4 FREIGHT

SR 826 is an integral component of the regional freight network carrying over 10,000 trucks a day according to the 2014 Miami-Dade County Freight Plan Update. The addition of express lanes along SR 826 would create a more efficient roadway network, improving traffic flow in the general use lanes. While trucks are not allowed in express lanes, the enhanced traffic conditions along SR 826 would aid in the movement and delivery of freight.

4.5 EMERGENCY EVACUATION

In accordance with the Miami-Dade's Comprehensive Development Master Plan, SR 826 is listed as a local evacuation route in Miami-Dade County. This corridor is critical in facilitating traffic movement during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network. Increasing the capacity of the SR 826 corridor will reduce evacuation times needed for residents of Miami-Dade County during emergency and hurricane evacuations.

5.0 FUTURE NO-BUILD CONDITIONS

5.1 FUTURE LAND USE

Existing land use was assessed through the review of current zoning map information. GIS shapefiles were downloaded from the Florida Geographic Data Library. **Table 5.1** reports the total area by zoning description found within the study area. The predominant land use present is residential (51.28%) followed by Retail/Office (14.15%) and Public/Semi-Public (11.57%). **Figure 5.1** shows the location of each zoning district.

Table 5.1 - Generalized Land Use

Zoning Description	Acres	Percent
Acreage Not Zoned for Agriculture	11.12	0.44%
Agricultural	0.95	0.04%
Centrally Assessed	17.53	0.70%
Industrial	85.35	3.39%
Institutional	96.62	3.84%
Parcels with No Values	15.75	0.63%
Public/Semi-Public	291.27	11.57%
Recreation	18.88	0.75%
Residential	1291.03	51.28%
Retail/Office	356.12	14.15%
Vacant Nonresidential	70.80	2.81%
Vacant Residential	261.27	10.38%
Water	0.92	0.04%

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

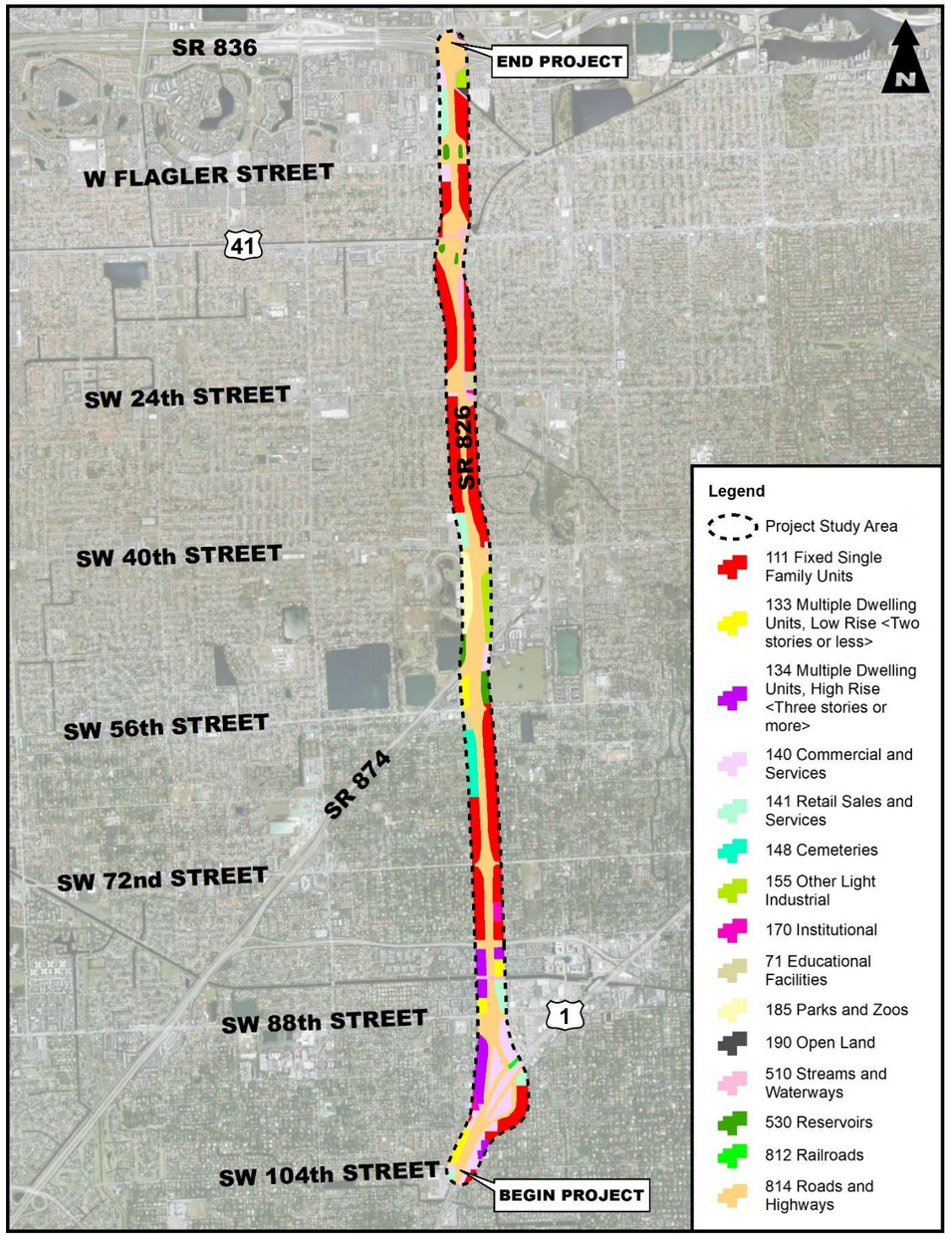


Figure 5.1 - Project Corridor Land Use

5.2 No-Build Alternative – Roadway Network

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 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 is 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 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 5.2** and **Figure 5.3**.

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 5.4** and **Figure 5.5**).

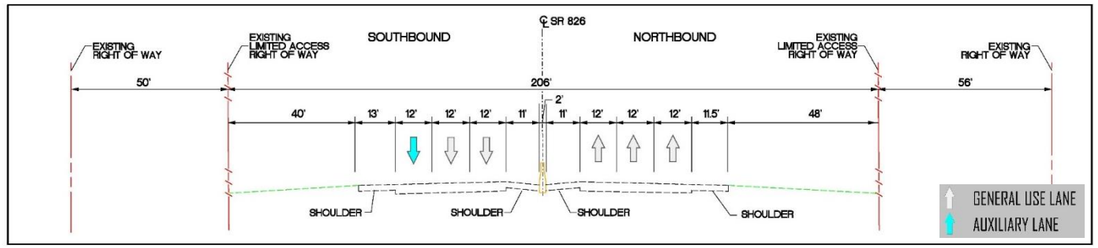


Figure 5.2 - No-Build Alternative Roadway Typical Section between US 1 and SR 874

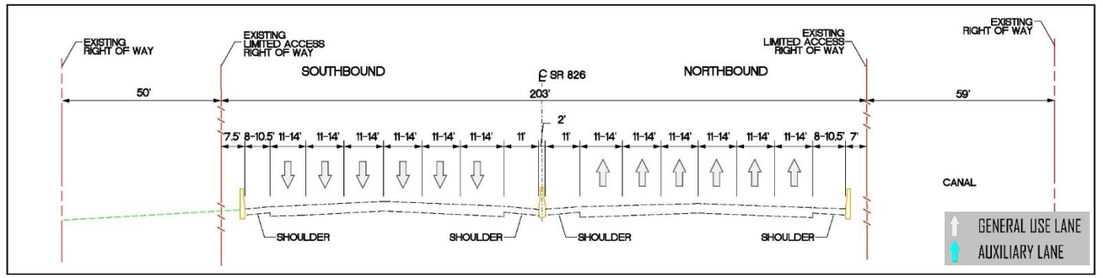


Figure 5.3 - No-Build Alternative Roadway Typical Section between SR 874 and SR 836

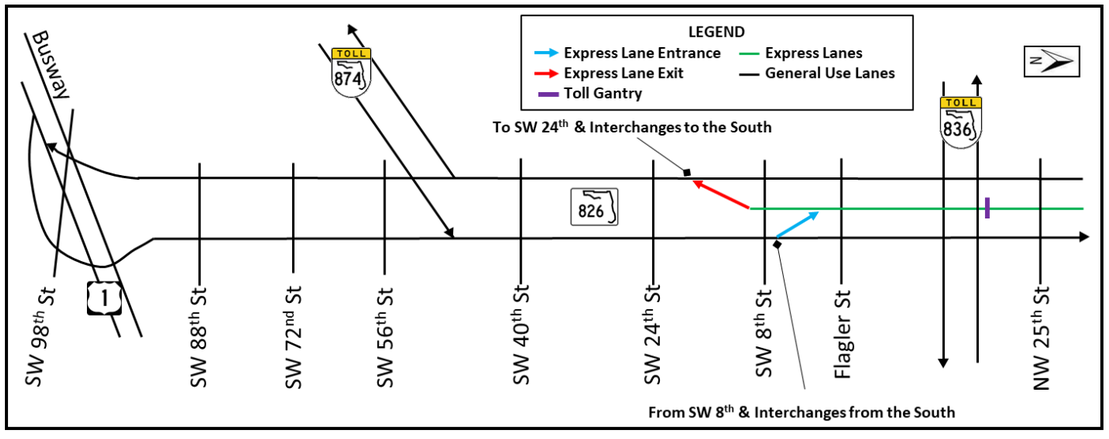
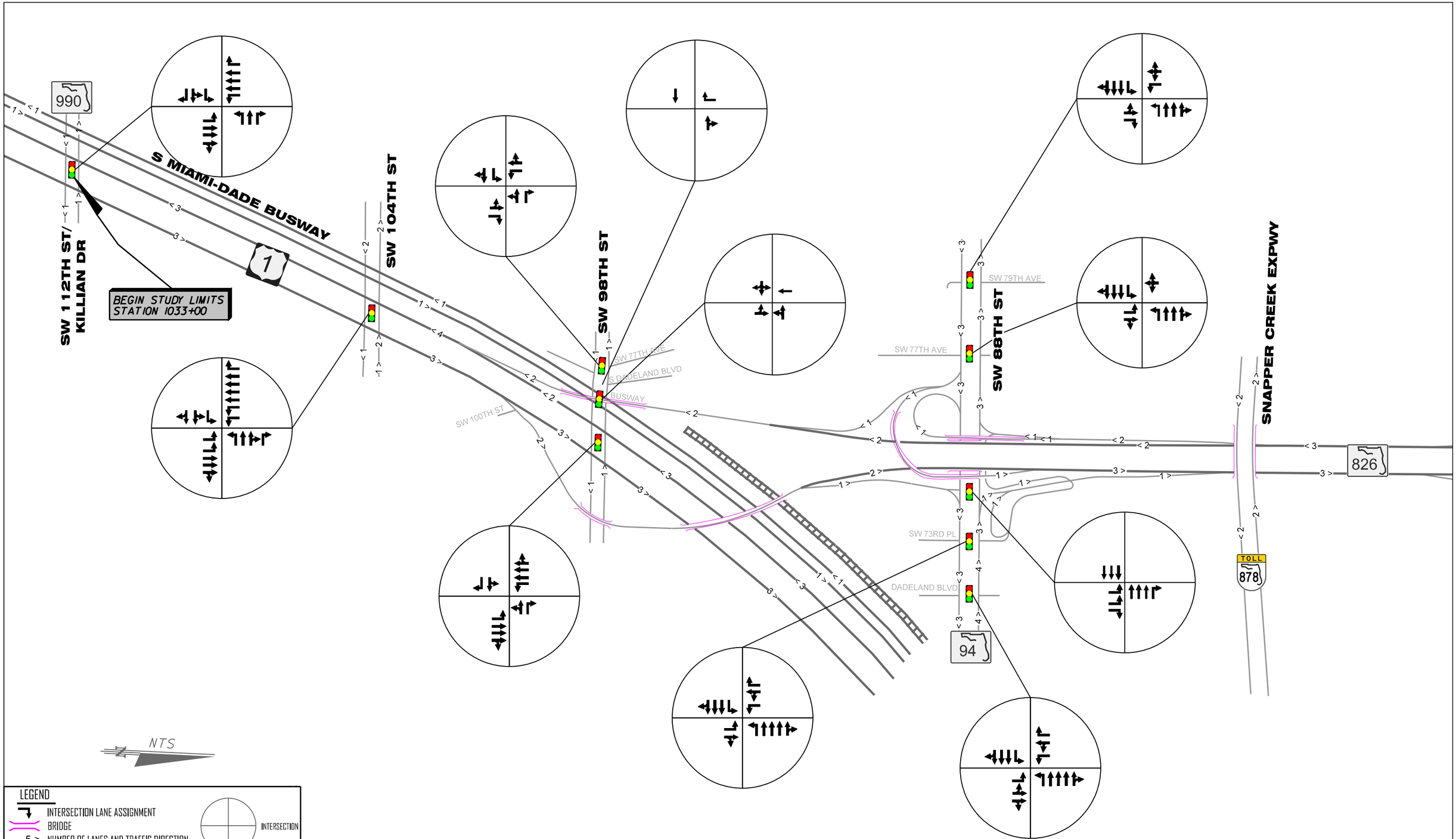


Figure 5.4 - No-Build Alternative Schematic Line Diagram



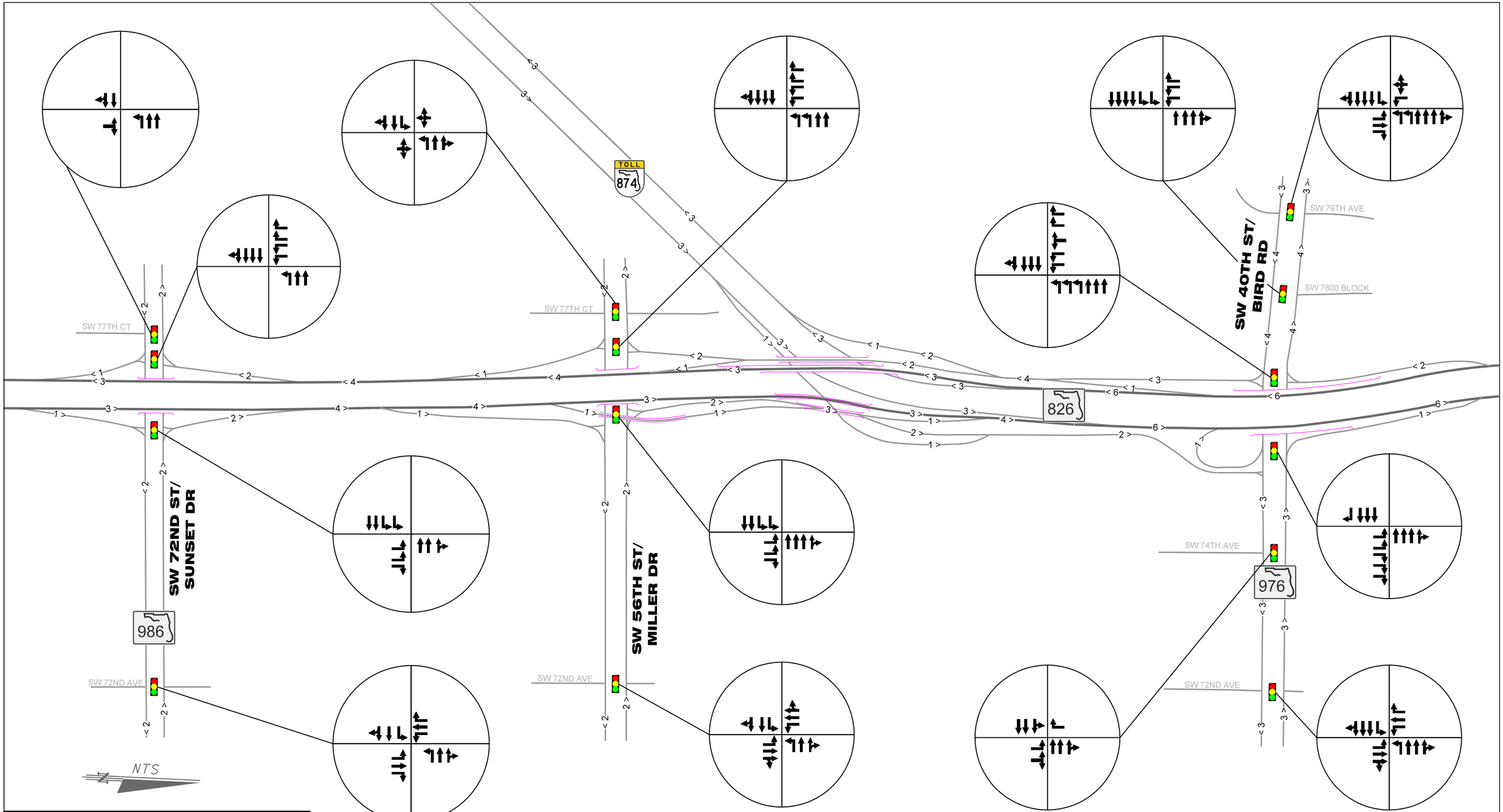
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1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

NO-BUILD ALTERNATIVE
LANE GEOMETRY AND CONFIGURATION

FIGURE 5.5



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

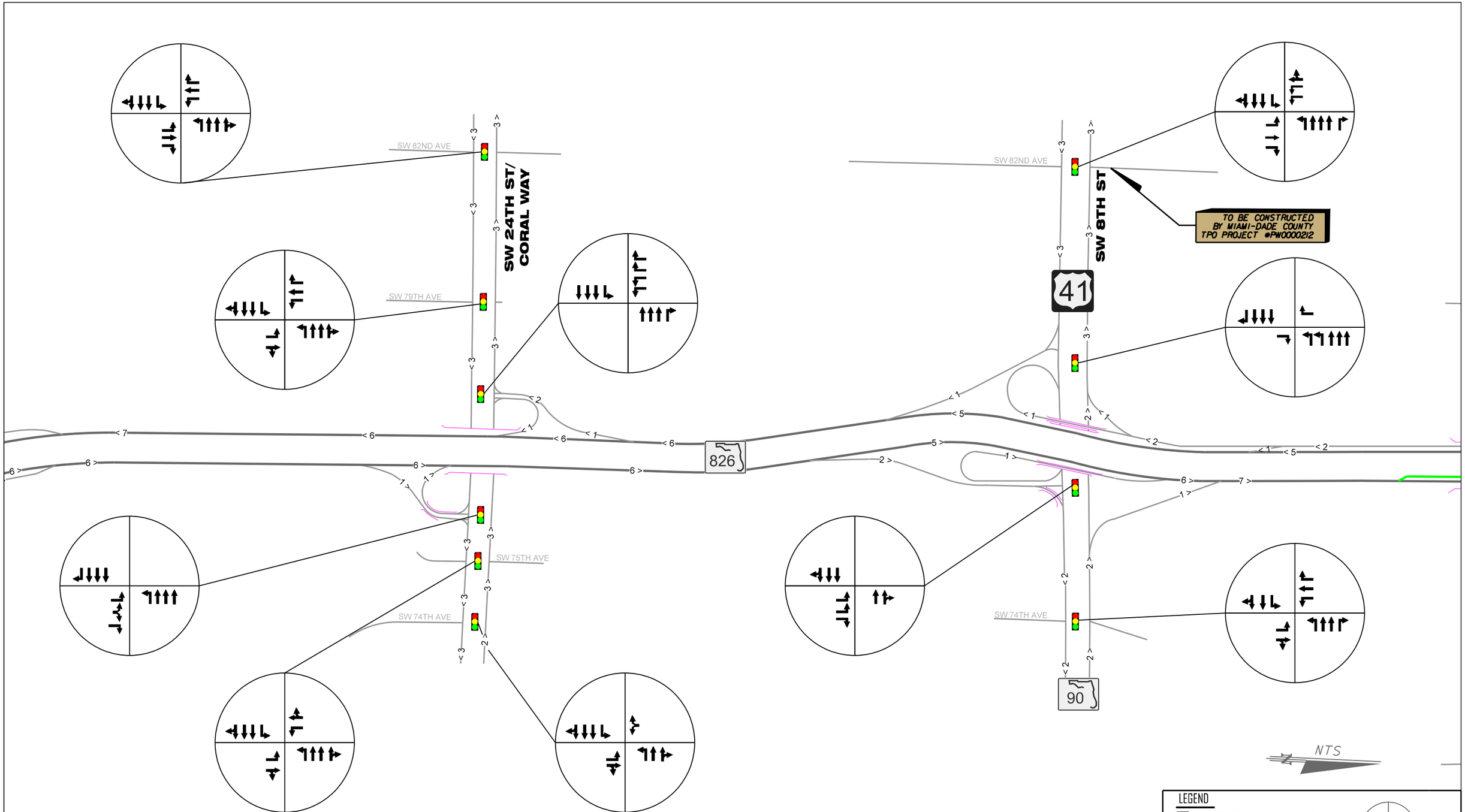
826

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ETDM No.: 14308

NO-BUILD ALTERNATIVE
LANE GEOMETRY AND CONFIGURATION

FIGURE 5.5



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

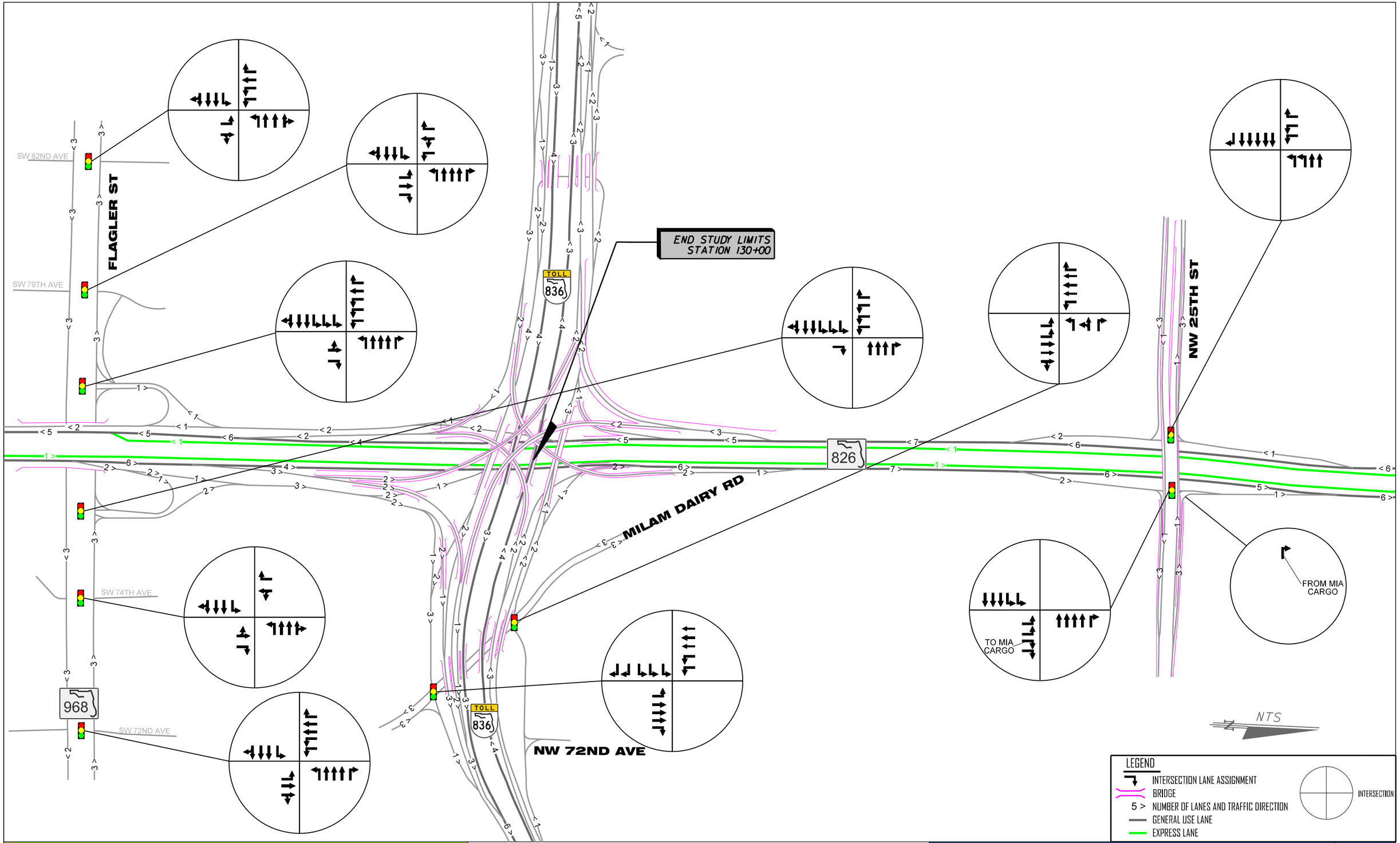
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ETDM No.: 14308

NO-BUILD ALTERNATIVE
LANE GEOMETRY AND CONFIGURATION

FIGURE 5.5



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

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

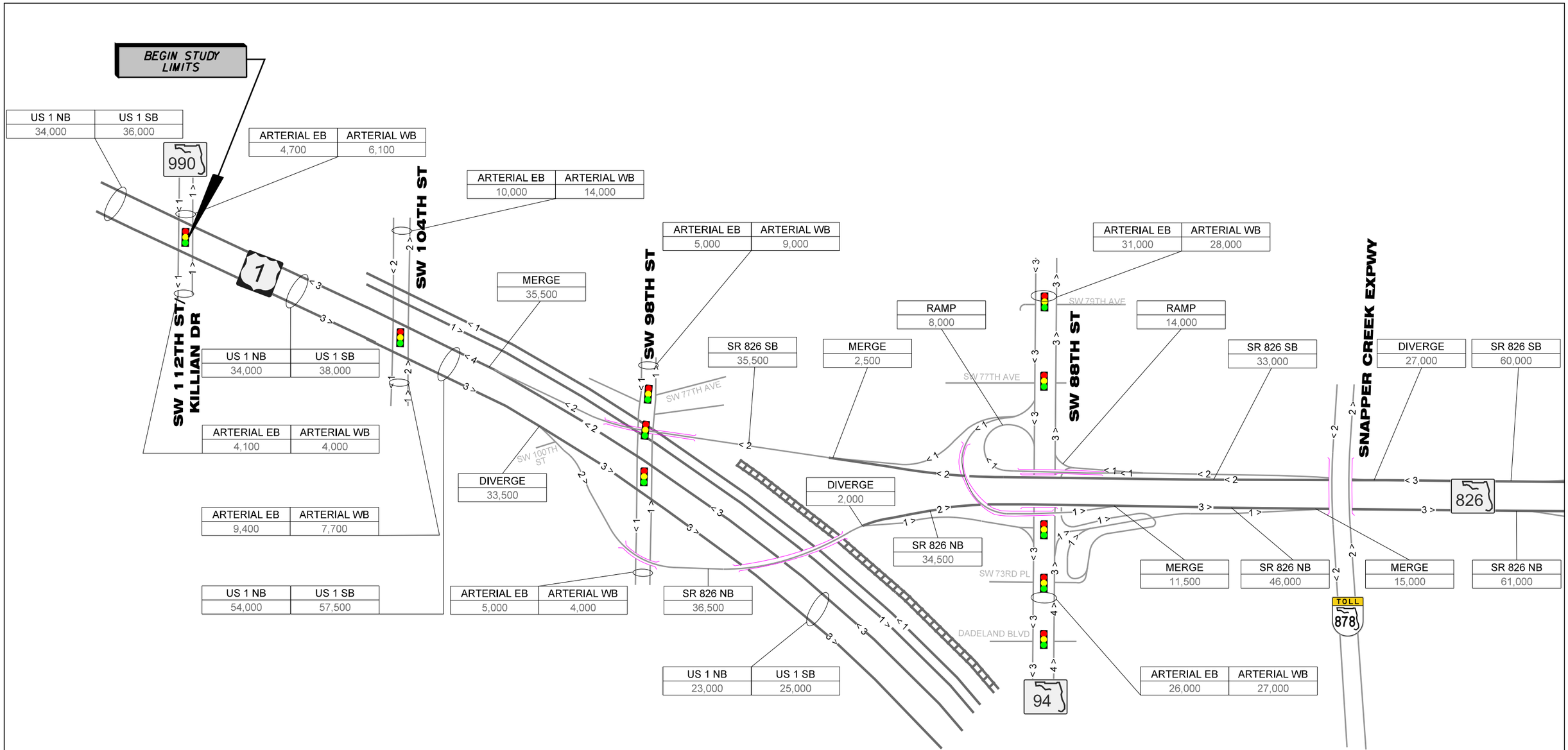
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FPID No.: 432639-1-22-02
ETDM No.: 14308

NO-BUILD ALTERNATIVE
LANE GEOMETRY AND CONFIGURATION

FIGURE 5.5

5.3 No-Build Alternative – 2025 Traffic Forecast

A 2025 opening year traffic operational analysis was performed for the AM and PM peak hours. **Figure 5.6** shows the No-Build Alternative 2025 AADT volumes for the study area. **Figure 5.7** shows the No-Build Alternative 2025 DDHV for the study area. **Figure 5.8** shows the No-Build Alternative 2025 turning movement volumes for the study area.



NTS

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 2025 AADT

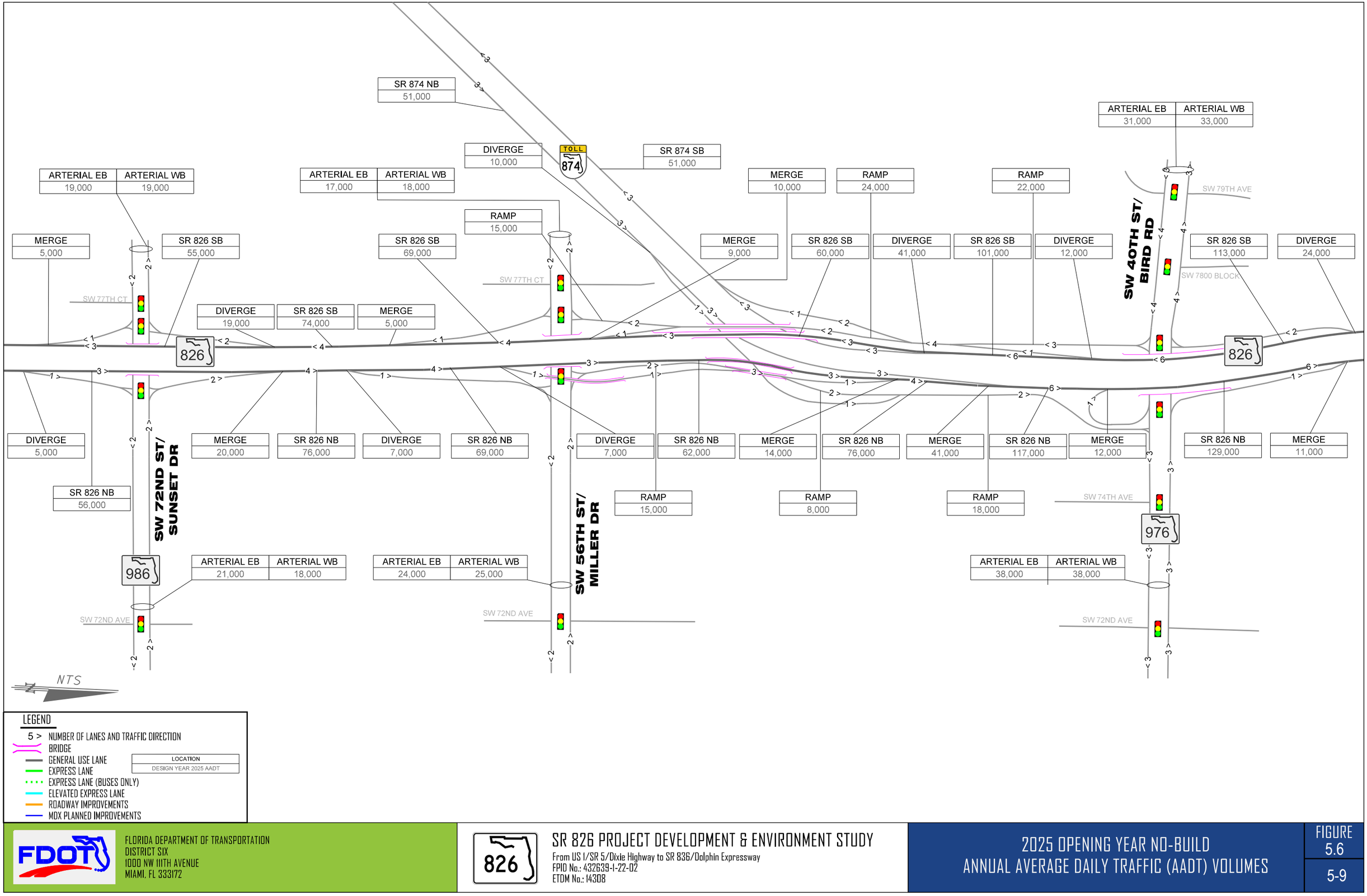
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2025 OPENING YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6



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

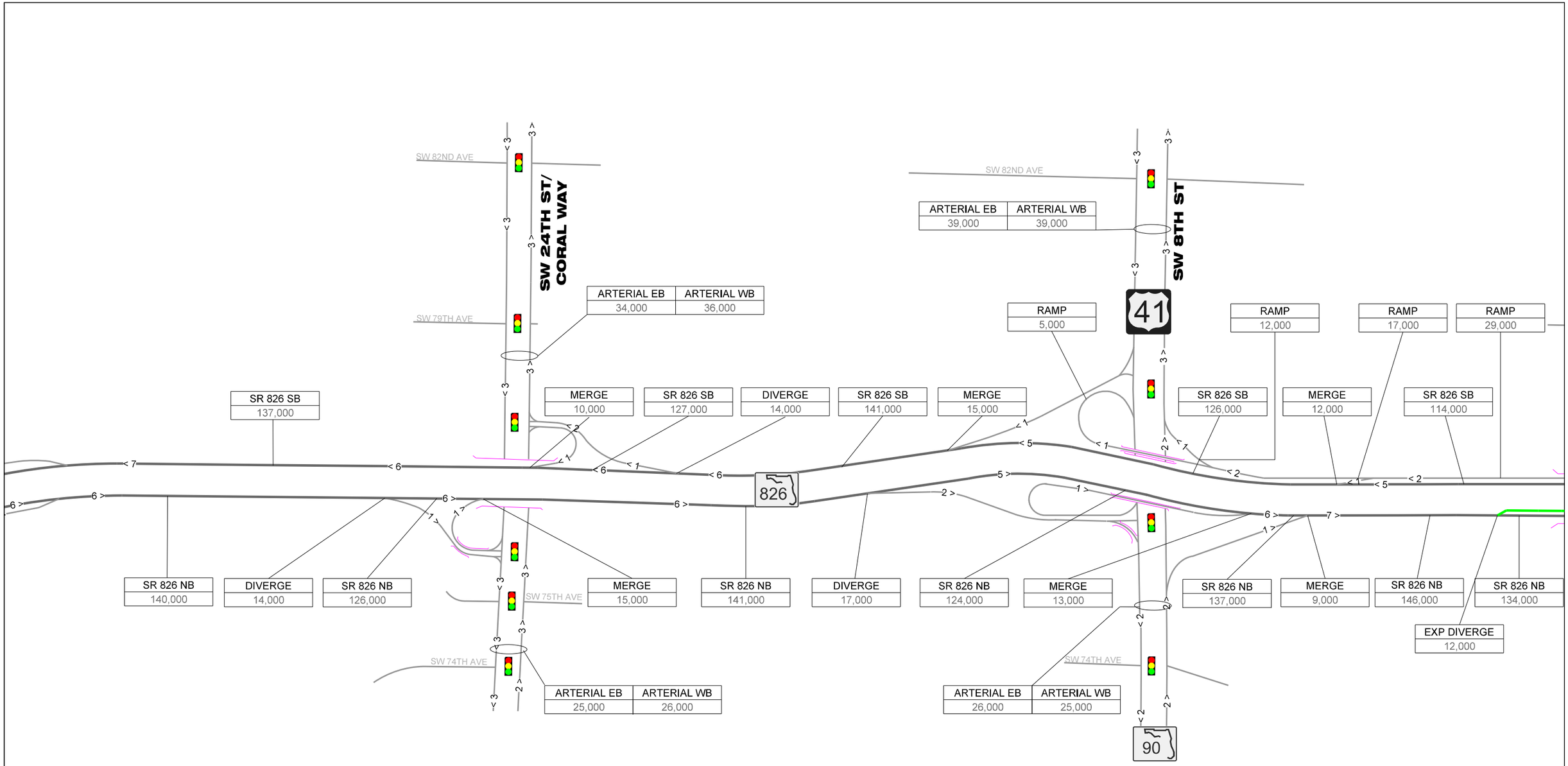
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ETDM No.: 14308

2025 OPENING YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6



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DISTRICT SIX
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6

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 2025 AADT

NTS

NW 84TH AVE

NW 82ND AVE

NW 25TH ST

NW 72ND AVE

MILAM DAIRY RD

FLAGLER ST

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

END STUDY LIMITS
STATION 130+00

TOLL 836

TOLL 836

826

968

ARTERIAL EB	ARTERIAL WB
29,000	29,000

EXP MERGE
12,000

RAMP
5,000

RAMP
13,000

RAMP
34,000

RAMP
9,000

DIVERGE
25,000

SR 826 SB
91,000

DIVERGE
4,000

RAMP
18,000

SR 826 SB
102,000

SR 826 SB
95,000

DIVERGE
41,000

RAMP
16,000

MERGE
36,000

SR 826 SB
66,000

EXP LANES SB
12,000

SR 826 SB
136,000

MERGE
20,000

ARTERIAL EB	ARTERIAL WB
31,000	31,000

SR 826 SB
133,000

SR 826 SB
116,000

DIVERGE
17,000

DIVERGE
25,000

SR 826 NB
109,000

DIVERGE
33,000

SR 826 NB
76,000

MERGE
28,000

SR 826 NB
116,000

MERGE
24,000

SR 826 NB
140,000

DIVERGE
22,000

SR 826 NB
118,000

MERGE
15,000

MERGE
12,000

SR 826 NB
88,000

SR 826 NB
133,000

RAMP
8,000

RAMP
14,000

RAMP
31,000

EXP LANES NB
12,000

ARTERIAL EB	ARTERIAL WB
28,000	28,000

ARTERIAL EB	ARTERIAL WB
21,000	21,000

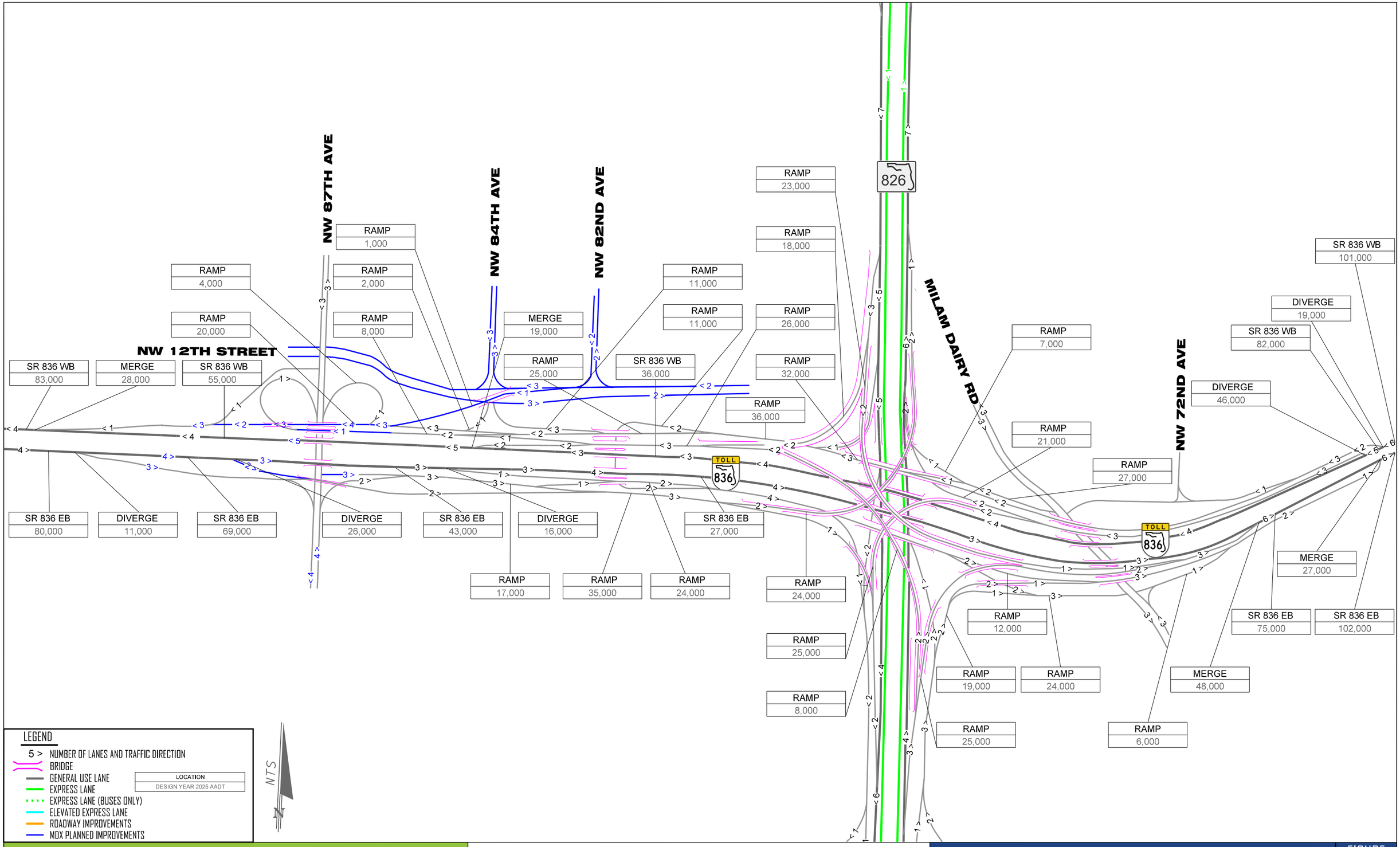
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2025 OPENING YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6



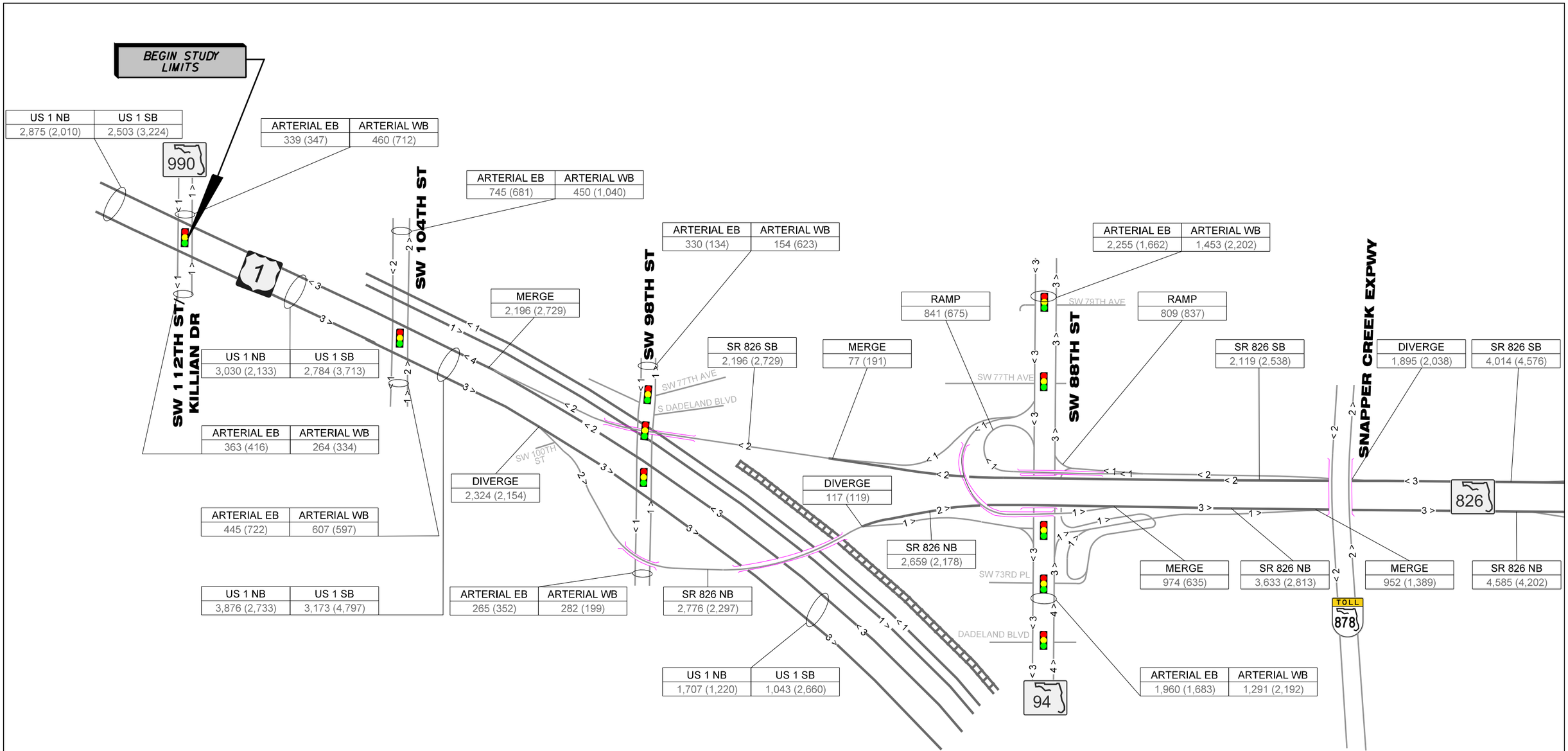
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2025 OPENING YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.6



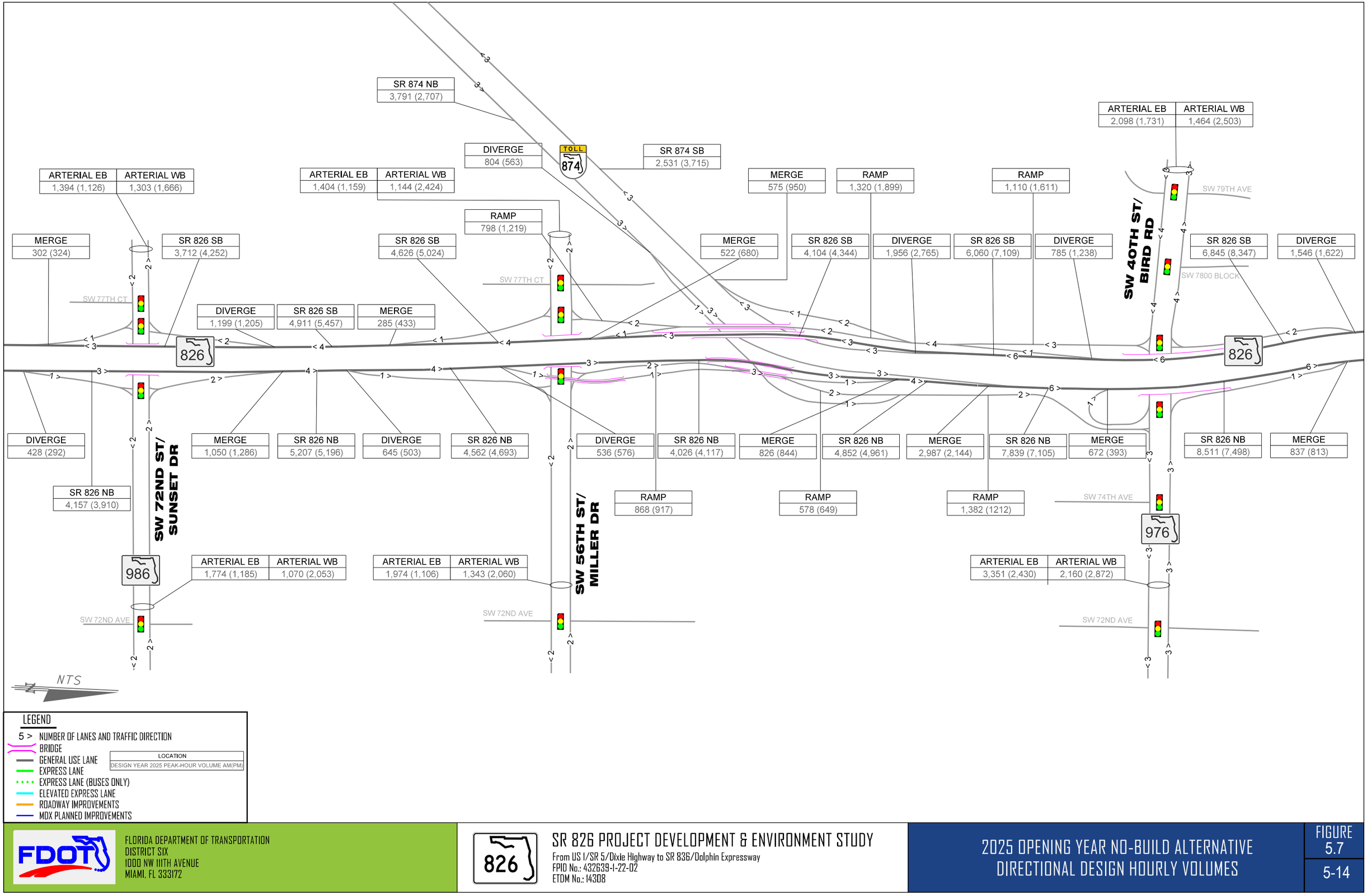
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ETDM No.: 14308

2025 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.7



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

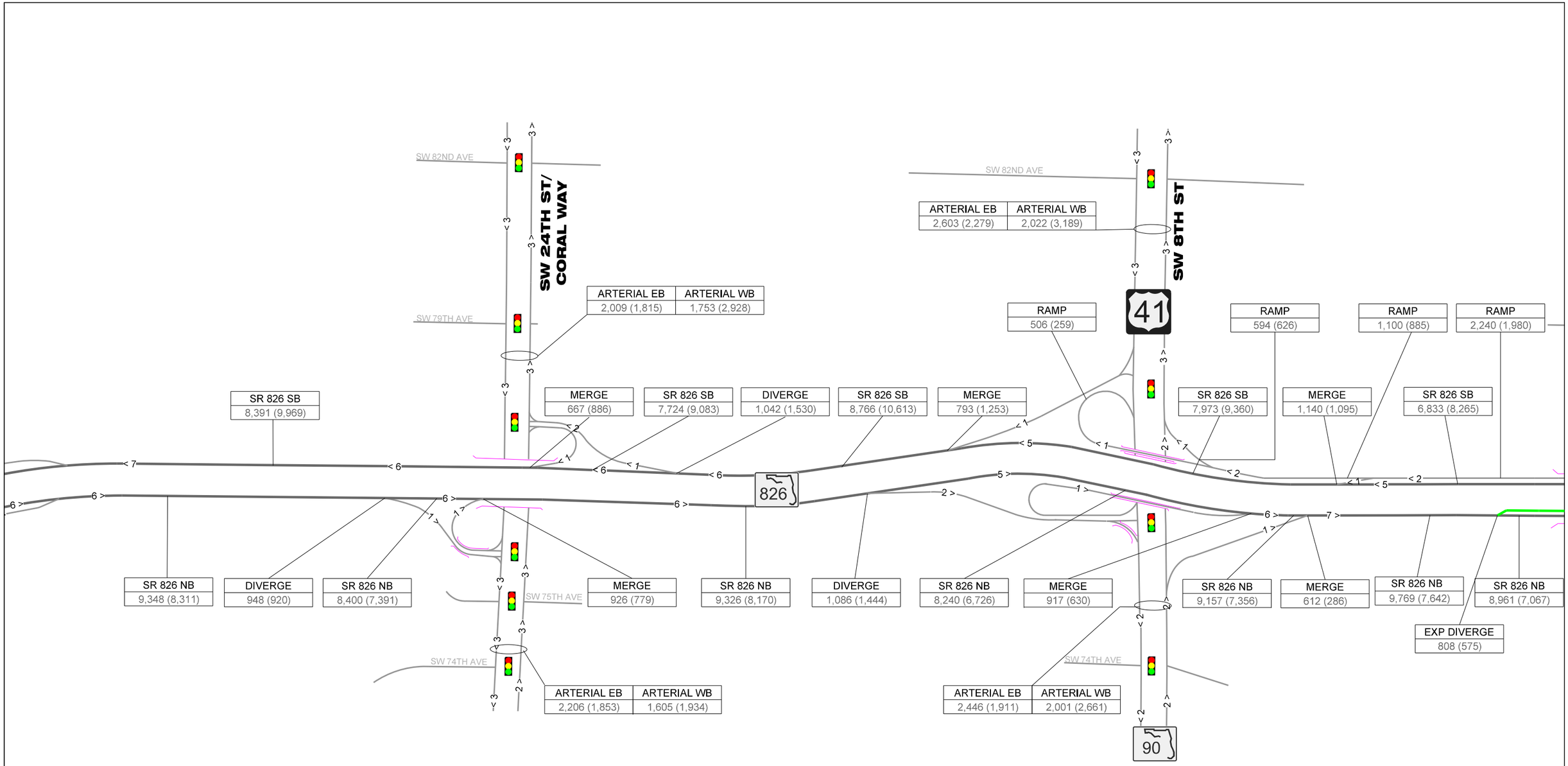
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.7



NTS

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 2025 PEAK-HOUR VOLUME AM(PM)

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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ETDM No.: 14308

2025 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.7

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 2025 PEAK-HOUR VOLUME AM(PM)

NTS

NW 84TH AVE

NW 82ND AVE

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

NW 25TH ST

MILAM DAIRY RD

NW 72ND AVE

END STUDY LIMITS
STATION 130+00

TOLL 836

826

968

ARTERIAL EB	ARTERIAL WB
2,109 (1,819)	1,279 (2,321)

EXP MERGE
692 (776)

RAMP
395 (231)

RAMP
875 (1,147)

RAMP
1,091 (1,039)

RAMP
1,365 (833)

SR 826 SB
6,141 (7,489)

MERGE
2,660 (2,045)

RAMP
2,456 (1,872)

SR 826 SB
3,481 (5,444)

RAMP
455 (506)

DIVERGE
2,001 (1,366)

SR 826 SB
5,482 (6,810)

DIVERGE
481 (134)

SR 826 SB
6,040 (6,944)

DIVERGE
2,879 (1,829)

EXP LANES SB
692 (776)

SR 826 SB
8,919 (8,773)

MERGE
684 (2,041)

ARTERIAL EB	ARTERIAL WB
1,721 (2,124)	2,446 (1,332)

SR 826 SB
9,921 (7,334)

SR 826 SB
8,235 (6,732)

DIVERGE
1,686 (602)

DIVERGE
1,841 (1,479)

SR 826 NB
7,120 (5,588)

DIVERGE
2,205 (2,545)

SR 826 NB
4,915 (3,043)

MERGE
2,272 (1,785)

SR 826 NB
8,174 (5,575)

MERGE
2,134 (1,443)

SR 826 NB
10,308 (7,018)

DIVERGE
2,221 (1,178)

SR 826 NB
8,087 (5,840)

MERGE
790 (853)

MERGE
987 (747)

SR 826 NB
5,902 (3,790)

EXP LANES NB
808 (575)

SR 826 NB
8,877 (6,693)

RAMP
640 (728)

RAMP
1,173 (941)

RAMP
2,374 (1,692)

ARTERIAL EB	ARTERIAL WB
2,274 (1,896)	1,935 (2,636)

ARTERIAL EB	ARTERIAL WB
2,387 (1,427)	898 (1,624)

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2025 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.7

NW 87TH AVE
NW 84TH AVE
NW 82ND AVE
NW 72ND AVE
MILAM DAIRY RD
NW 12TH STREET

SR 836 WB 3,709 (7,364)
MERGE 678 (2,435)
SR 836 WB 3,031 (4,929)
RAMP 162 (251)
RAMP 488 (1,620)
RAMP 35 (145)
RAMP 184 (249)
RAMP 408 (716)
MERGE 1,708 (1,214)
RAMP 1,257 (2,036)
SR 836 WB 1,323 (3,715)
RAMP 1,016 (519)
RAMP 752 (934)
RAMP 1,633 (996)
RAMP 1,246 (833)
RAMP 1,982 (1,388)
RAMP 1,451 (2,836)
RAMP 2,009 (2,970)
RAMP 483 (1,139)
RAMP 1,789 (646)
RAMP 982 (2,906)
SR 836 WB 6,683 (6,972)
DIVERGE 1,449 (1,247)
SR 836 WB 5,234 (5,725)
DIVERGE 3,911 (2,010)
MERGE 1,305 (2,160)
SR 836 EB 5,756 (5,167)
SR 836 EB 7,061 (7,327)
RAMP 598 (1,154)
RAMP 1,111 (1,590)
RAMP 1,387 (945)
RAMP 1,842 (978)
MERGE 3,102 (2,986)
RAMP 194 (570)
RAMP 1,469 (1,990)
RAMP 736 (555)
RAMP 2,122 (1,364)
RAMP 2,134 (1,443)
RAMP 1,140 (1,002)
RAMP 2,672 (2,105)
RAMP 1,269 (1,195)
SR 836 EB 6,523 (5,075)
DIVERGE 1,068 (596)
SR 836 EB 5,455 (4,479)
DIVERGE 2,233 (1,632)
SR 836 EB 3,222 (2,847)
DIVERGE 568 (666)
SR 836 EB 2,654 (2,181)

826
TOLL 836
TOLL 836

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 2025 PEAK-HOUR VOLUME AM(PM)

NTS

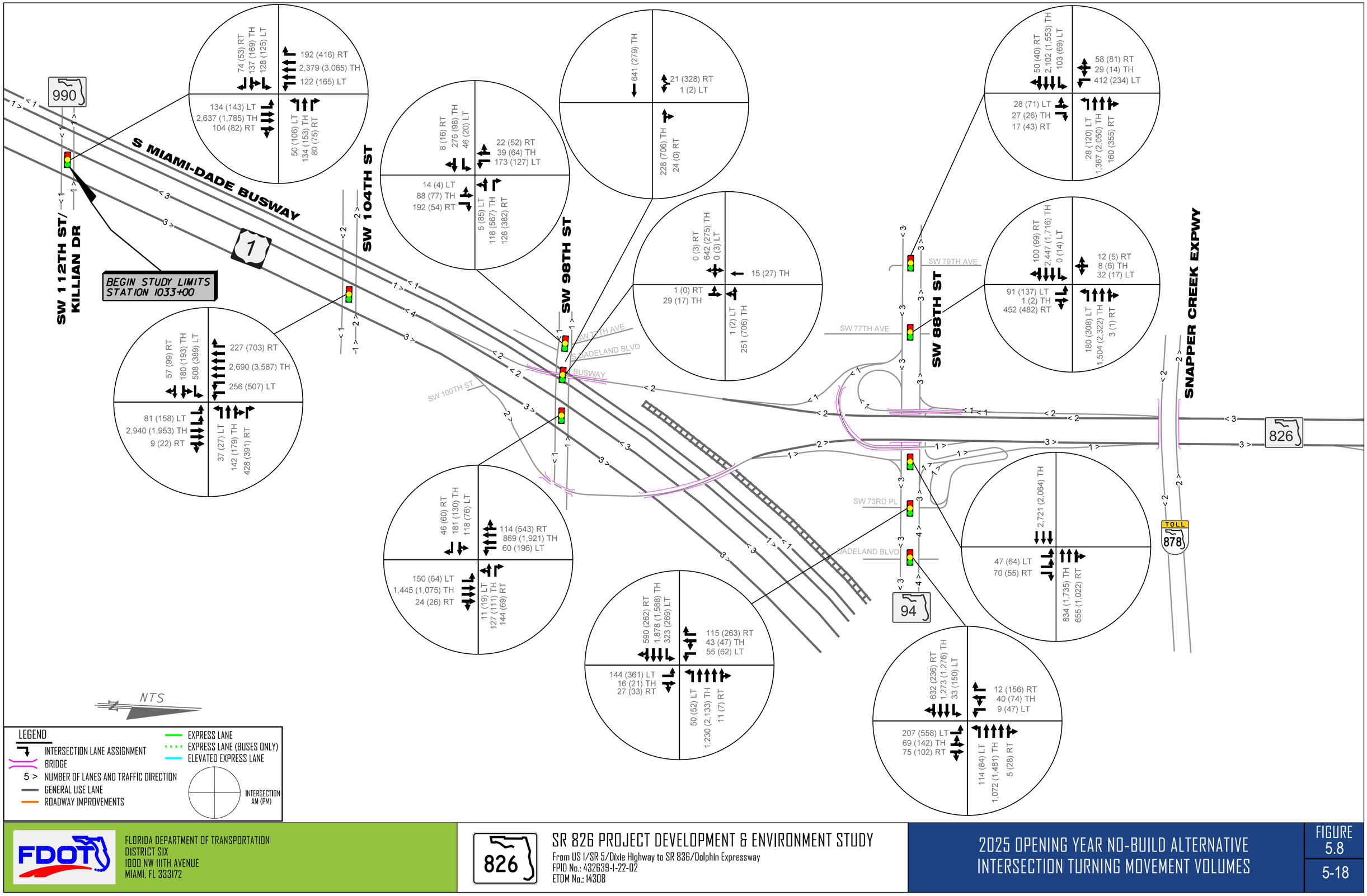
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2025 OPENING YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.7



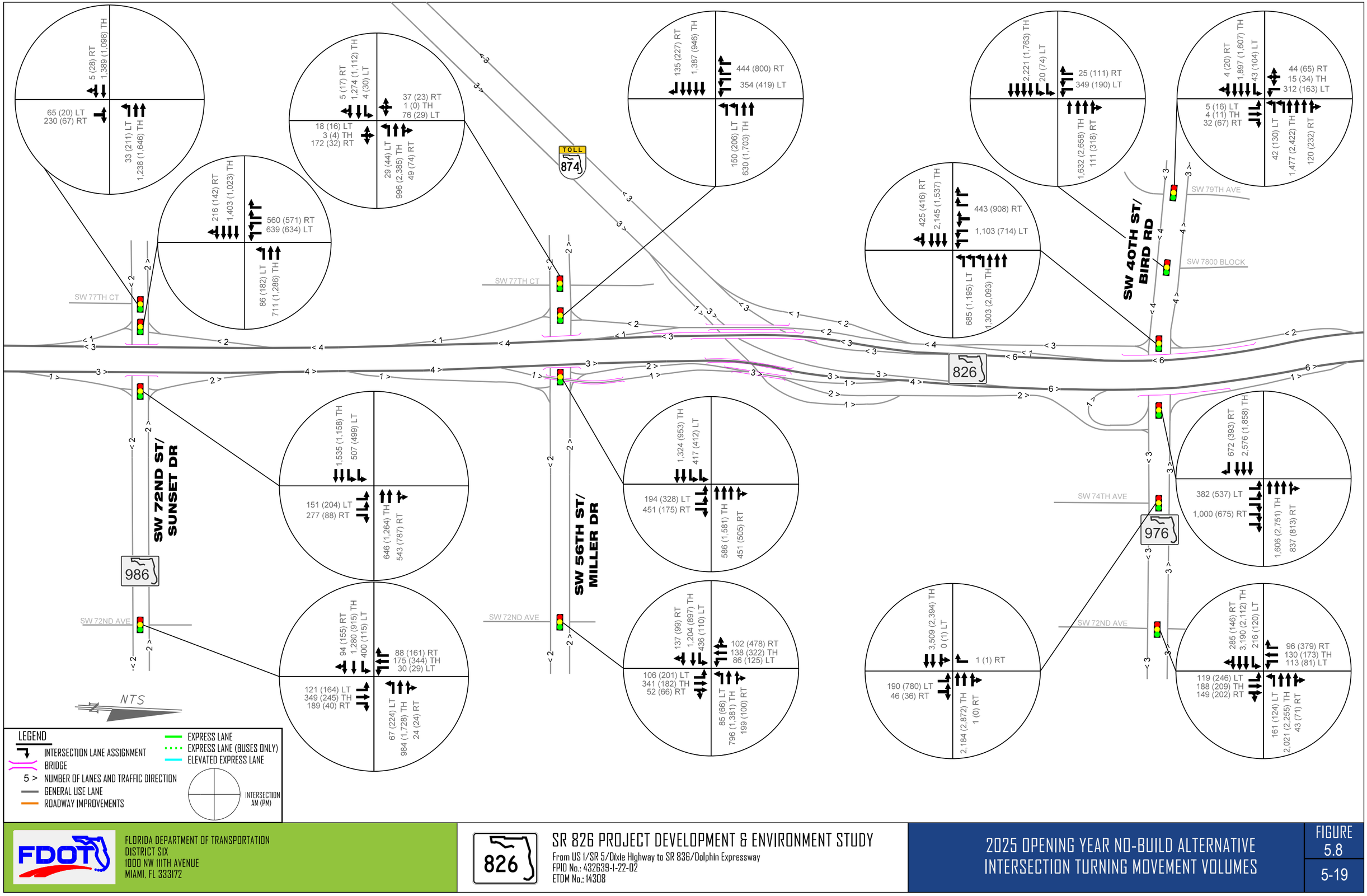
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2025 OPENING YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.8



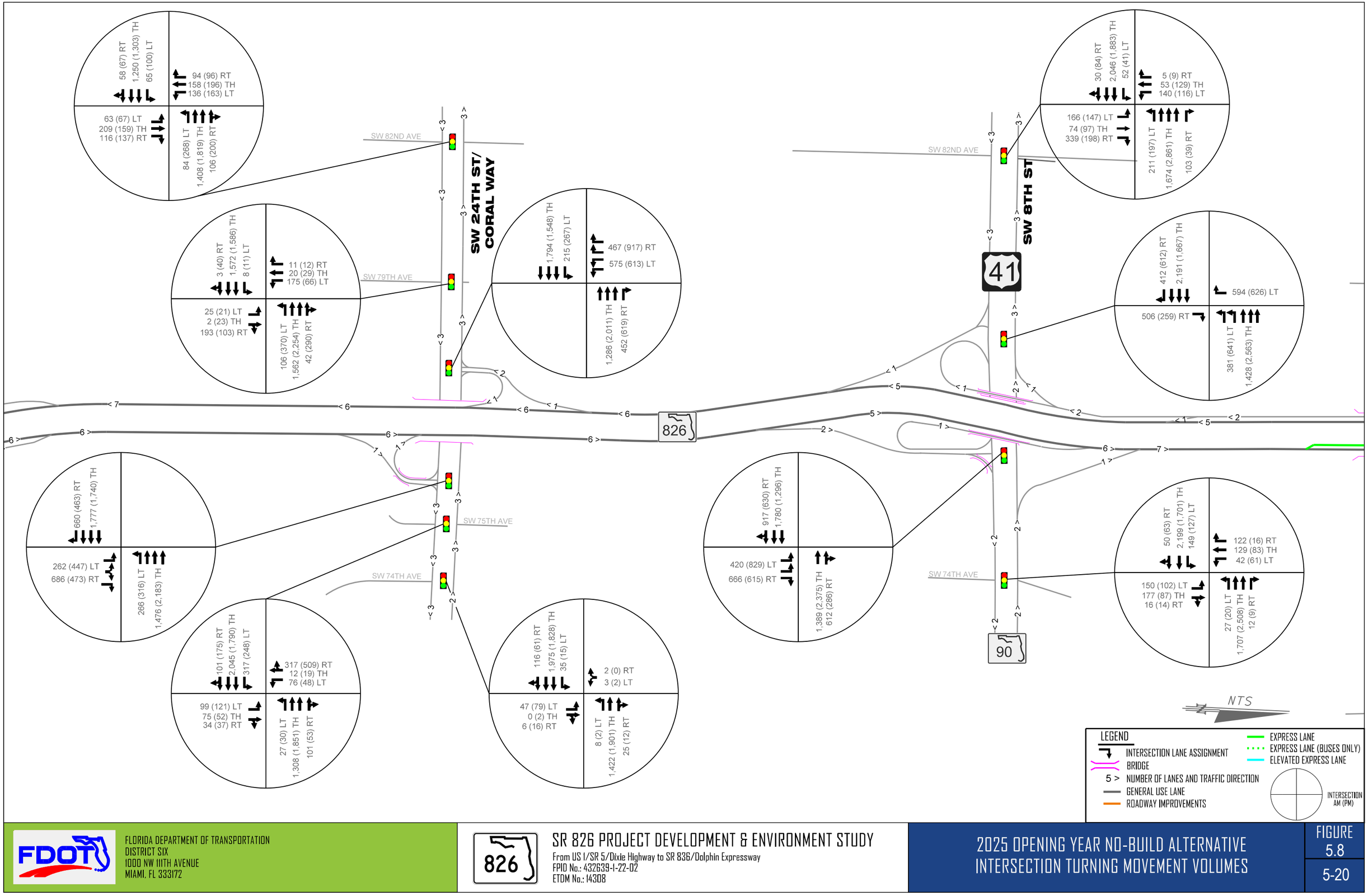
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MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.8



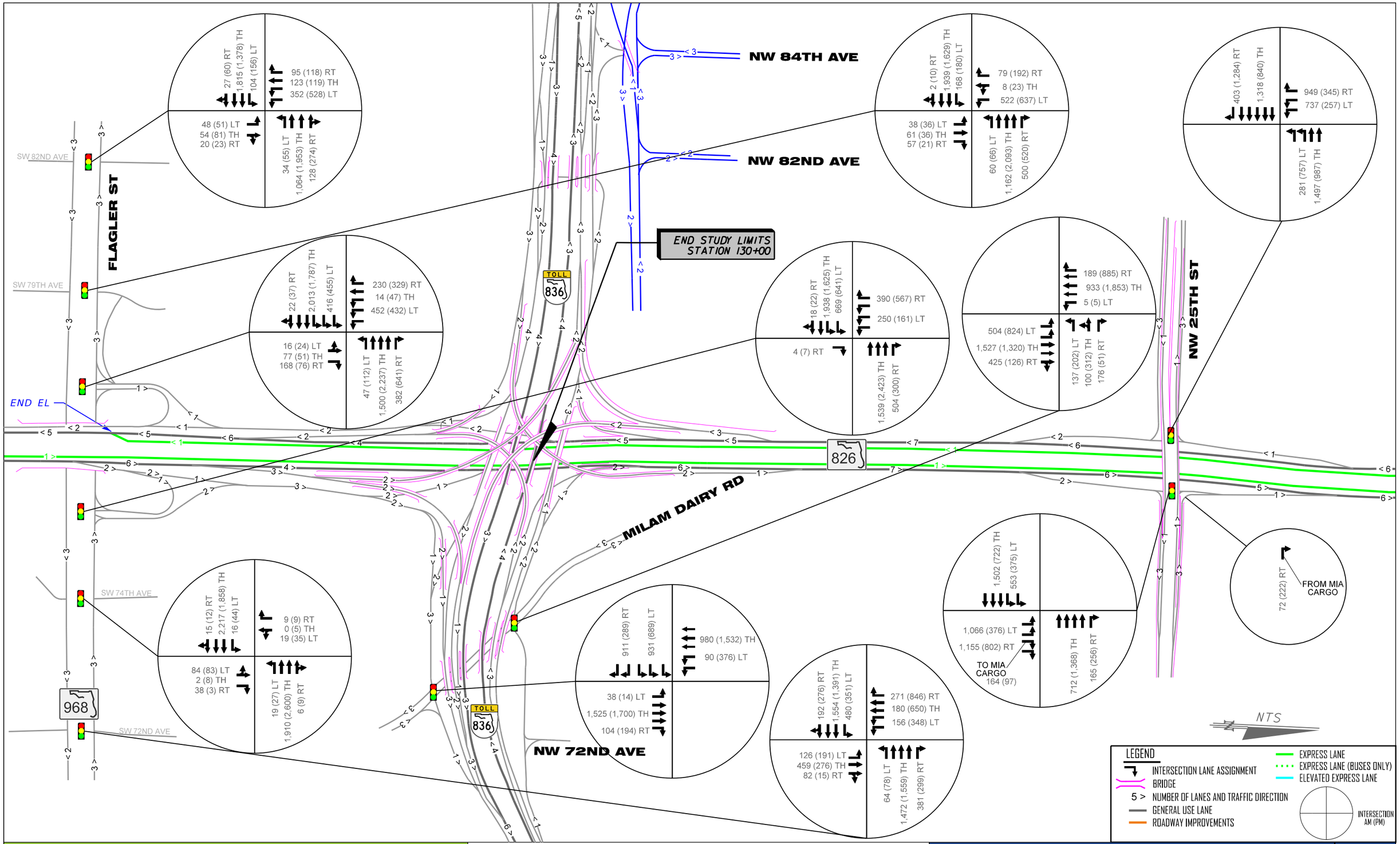
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.8



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

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.8

5.4 No-Build Alternative – 2025 Operational Analysis

5.4.1 SR 826 Operational Analysis

Density, volume/capacity ratio, and LOS of each freeway facility were used as MOEs, which is consistent with the existing conditions analysis. The No-Build Alternative 2025 mainline/basic, weaving, and ramp merge/diverge analysis results are summarized below. **Tables 5.2 – 5.5** summarize the results. The analysis results are also schematically summarized in **Figure 5.9**. Output HCS reports are included as **Appendix F.**

Findings – The freeway analysis shows that one location northbound and one location southbound will operate at an unacceptable LOS (worst peak period LOS) by the year 2025 within the area of influence. The weaving analysis shows that two locations northbound and two locations southbound will operate at an unacceptable LOS. The ramp junction analysis shows all locations will operate within capacity. The collector distributor capacity analysis shows all ramps will operate within capacity.

Table 5.2 - 2025 SR 826 No-Build 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			
48	NW 25th St WB On-ramp to NW 36th St EB Off-ramp	Basic	8,877	31.3	0.73	D	6,693	23.6	0.55	C
47	On-ramp from NW 25th St WB	Major Merge	790	-	0.43	-	853	-	0.46	-
46	NW 25th St EB Off-ramp to NW 25th St WB On-ramp	Basic	8,087	29.9	0.77	D	5,840	21.4	0.56	C
45	Off-ramp to NW 25th St EB	Weave	-	-	-	-	-	-	-	-
44	SR 836 EB On-ramp to NW 25th St EB Off-ramp		3,435	-	1.07	F	2,137	23.7	0.67	C
43	On-ramp from SR 836 EB		-	-	-	-	-	-	-	-
42	SR 836 WB On-ramp to SR 836 EB On-ramp	Basic	8,174	28.0	0.67	D	5,575	19.1	0.46	C
41	On-ramp from SR 836 WB	Major Merge	2,272	-	0.55	-	1,785	-	0.43	-
40	Flagler St WB On-ramp to SR 836 WB On-ramp	Basic	5,902	30.2	0.71	D	3,790	19.4	0.46	C
39	On-ramp from Flagler St WB	Merge	987	27.4	0.51	C	747	19.2	0.38	B
38	SR 836 Off-ramp to Flagler St WB On-ramp	Basic	4,915	25.2	0.60	C	3,043	15.6	0.37	B
37	Off-ramp to SR 836	Major Diverge	2,205	22.2	0.41	C	2,545	17.4	0.65	C

Table 5.2 - 2025 SR 826 No-Build 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			
36	Flagler St WB Off-ramp to SR 836 Off-ramp	Basic	7,120	24.4	0.58	C	5,588	19.2	0.45	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		2,794	35.8	0.85	E	2,040	26.2	0.62	C
31	On-ramp from SW 8th St EB		-	-	-	-	-	-	-	-
30	On-ramp from SW 8th St EB to EL	Two Sided Weaving	126	32.2	0.79	D	69	23.1	0.61	C
29	SW 8th St EB Off-ramp to SW 8th St EB On-ramp	Basic	8,240	34.0	0.80	D	6,726	27.7	0.65	D
28	Off-ramp to SW 8th St EB	Major Diverge	1,086	29.0	0.27	D	1,444	25.4	0.36	C
27	Coral Way EB On-ramp to SW 8th St EB Off-ramp	Basic	9,326	32.3	0.76	D	8,170	28.3	0.66	D
26	On-ramp from Coral Way EB	Merge	926	27.2	0.53	C	779	23.5	0.44	C
25	Coral Way EB Off-ramp to Coral Way EB On-ramp	Basic	8,400	29.1	0.68	D	7,391	25.6	0.60	C
24	Off-ramp to Coral Way EB	Diverge	948	33.5	0.54	D	920	30.3	0.52	D
23	Bird Rd WB On-ramp to Coral Way EB Off-ramp	Basic	9,348	32.4	0.76	D	8,311	28.8	0.67	D
22	On-ramp from Bird Rd WB	Merge	837	31.6	0.45	D	813	28.6	0.44	D
21	Bird Rd EB On-ramp to Bird Rd WB On-ramp	Basic	8,511	29.5	0.69	D	7,498	26.0	0.61	C
20	On-ramp from Bird Rd EB	Merge	672	23.7	0.38	C	393	19.7	0.22	B
19	SR 874 On-ramp to Bird Rd EB On-ramp	Basic	7,839	27.2	0.64	D	7,105	24.6	0.58	C
18	On-ramp from SR 874 (toll road merge)	Major Merge	2,987	-	0.48	-	2,144	-	0.35	-
17	Miller Dr WB On-ramp to SR 874 On-ramp	Basic	4,852	24.9	0.59	C	4,961	25.5	0.60	C
16	On-ramp from Miller Dr WB	Major Merge	826	-	0.42	-	844	-	0.43	-
15	Bird Rd EB Off-ramp to Miller Dr WB On-ramp	Basic	4,026	27.1	0.65	D	4,117	27.7	0.66	D
14	Off-ramp to Bird Rd EB	Major Diverge	536	21.3	0.27	C	576	21.9	0.29	C
13	Miller Dr EB Off-ramp to Bird Rd EB Off-ramp	Basic	4,562	22.9	0.55	C	4,693	23.6	0.57	C

Table 5.2 - 2025 SR 826 No-Build 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			
12	Off-ramp to Miller Rd WB	Weave	-	-	-	-	-	-	-	-
11	Sunset Dr WB On-ramp to Miller Rd EB Off-ramp		1,435	27.9	0.68	C	1,540	27.4	0.69	C
10	On-ramp from Sunset Dr WB		-	-	-	-	-	-	-	-
9	Sunset Dr EB Off-ramp to Sunset Drive WB On-ramp	Basic	4,157	27.3	0.66	D	3,910	25.7	0.62	C
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		1,994	32.5	0.89	D	2,035	29.1	0.91	D
4	Loop On ramp from SW 88th St EB		-	-	-	-	-	-	-	-
3	SW 88th St EB Off-ramp to SW 88th St EB on-ramps	Basic	2,659	26.3	0.65	D	2,178	21.5	0.53	C
2	Off-ramp to SW 88th Street	Diverge	117	28.7	0.06	D	119	24.2	0.06	C
1	US 1 to SW 88th St EB Off-ramp	Ramp	2,776	-	0.69	-	2,297	-	0.57	-

Table 5.3 - 2025 SR 826 No-Build 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	9,921	34.5	0.82	D	7,334	25.5	0.60	C
2	Off-ramp to NW 25th St WB	Diverge	1,686	41.9	0.95	**E**	602	27.9	0.58	C
3	NW 25th St WB Off-ramp to NW 25th St EB On-ramp	Basic	8,235	28.7	0.68	D	6,732	23.4	0.55	C
4	On-ramp from NW 25th Street EB	Major Merge	684	-	0.18	-	2,041	-	0.54	-
5	NW 25th St EB On-ramp to SR 836 WB Off-ramp*	Weave	3,121	29.5	0.97	D	3,019	42.2	0.94	**E**
6	Off-ramp to SR 836 WB	Major Diverge	2,879	24.0	0.54	C	1,829	23.6	0.47	C
7	SR 836 WB Off-ramp to SR 836 Off-ramp	Basic	6,040	25.2	0.60	C	6,944	29.0	0.69	D
8	Off-ramp to SR 836	Diverge	481	25.7	0.27	C	134	25.6	0.08	C
9	SR 836 Off-ramp to Flagler St WB Off-ramp	Basic	5,482	22.1	0.53	C	6,810	27.5	0.66	D
10	Off-ramp to Flagler St WB	Major Diverge	2,001	20.5	0.51	C	1,366	25.4	0.35	C

Table 5.3 - 2025 SR 826 No-Build Southbound 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			
11	Flagler St WB Off-ramp to SR 836 EB On-ramp	Basic	3,481	17.6	0.42	B	5,444	27.5	0.66	D
12	On-ramp from SR 836 EB	Major Merge	2,660	-	0.68	-	2,045	-	0.52	-
13	Two Off-ramps to SR 836	Basic	6,141	24.8	0.59	C	7,489	30.2	0.72	D
14	EL On-Ramp	Merge	692	18.0	0.34	B	776	21.6	0.38	C
15	SR 836 EB On-ramp to Flagler St WB On-ramp	Basic	6,833	27.6	0.66	D	8,265	33.4	0.80	D
16	On-ramp from Flagler St WB	Merge	1,140	28.9	0.59	D	1,095	31.8	0.57	D
17	Flagler St WB On-ramp to SW 8th St EB On-ramp	Basic	7,973	32.0	0.77	D	9,360	38.1	0.90	**E**
18	On-ramp from SW 8th St EB	Weave	-	-	-	-	-	-	-	-
19	SW 8th St WB On-ramp to Flagler St WB Off-ramp		1,646	-	0.74	D	2,422	-	**1.09**	**F**
20	Off-ramp to Coral Way WB		-	-	-	-	-	-	-	-
21	Coral Way WB Off-ramp to Coral Way WB On-ramp	Basic	7,724	25.6	0.62	C	9,083	30.1	0.73	D
22	On-ramp from Coral Way WB	Merge	667	25.3	0.38	C	886	30.5	0.50	D
23	Coral Way WB on-ramp to Bird Rd WB Off-ramp	Basic	8,391	28.1	0.67	D	9,969	33.3	0.80	D
24	Off-ramp to Bird Rd WB	Diverge	1,546	16.7	0.40	B	1,622	20.0	0.42	B
25	Bird Rd WB Off-ramp to SR 874 WB Off-ramp	Basic	6,845	23.0	0.55	C	8,347	28.1	0.67	D
26	Off-ramp to SR874	Diverge	785	25.7	0.40	C	1,238	32.6	0.63	D
27	SR 874 WB Off-ramp to SR 874 Diverge	Basic	6,060	20.3	0.49	C	7,109	23.8	0.57	C
28	Diverge to SR 874	Major Diverge	1,956	18.9	0.32	B	2,765	22.1	0.45	C
29	SR 874 Diverge to Bird Rd EB On-ramp	Basic	4,104	27.5	0.66	D	4,344	29.1	0.70	D
30	On-ramp from Bird Rd WB	Weave	-	-	-	-	-	-	-	-
31	Bird Road EB On-ramp to Sunset Dr WB Off-ramp**		1,612	26.5	0.61	C	1,826	30.7	0.68	D
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	3,712	24.6	0.59	C	4,252	28.2	0.68	D

Table 5.3 - 2025 SR 826 No-Build Southbound 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			
36	Sunset Drive EB On-ramp	Merge	302	23.7	0.16	C	324	26.5	0.18	C
37	Sunset Drive EB On-ramp to SW 88th St WB Off-ramp	Basic	4,014	26.5	0.64	D	4,576	30.2	0.73	D
38	Off-ramp to SW 88th St WB	Major Diverge	2,038	24.9	0.48	C	2,038	28.3	0.52	D
39	Off-ramp to SW 88th St WB to SW 88th St EB On-ramp	Basic	2,119	21.1	0.51	C	2,538	25.2	0.61	C
40	SW 88th St EB On-ramp	Merge	77	22.0	0.04	C	191	26.4	0.11	C
41	SW 88th St EB On-ramp to US1 Merge	Basic	2,196	27.3	0.55	D	2,729	33.9	0.68	D

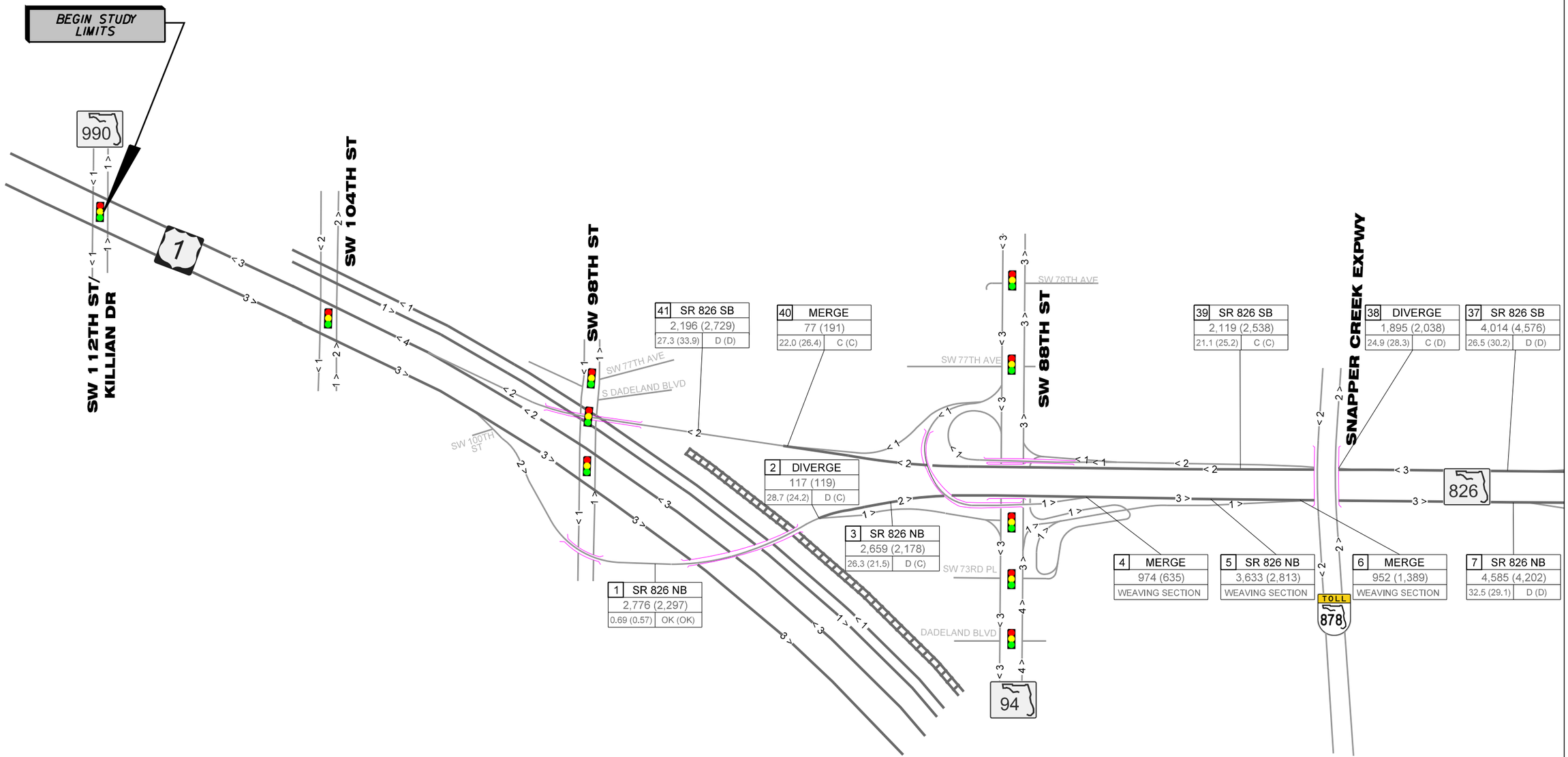
Note: Weaving Volumes are included in **Appendix V**

Table 5.4 - 2025 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	1,173	941	4,000	0.31	0.25
7	Flagler St On-ramp to SR 826/SR 836 Off-ramp	2,374	1,692	6,000	0.42	0.30
6	Off-ramp to Flagler St	640	728	1,900	0.36	0.41
5	SR 826 off-ramp to Flagler St On-ramp	1,201	751	2,100	0.61	0.38
4	Bird Rd Ramp Terminal	1,382	1,212	4,200	0.35	0.31
3	Bird Rd Off-ramp to SR 874 On-ramp	578	649	4,000	0.15	0.17
2	Bird Rd Off-ramp/Miller Dr On-ramp	1,404	1,493	6,000	0.25	0.27
1	Miller Dr On-ramp	868	917	4,200	0.22	0.23

Table 5.5 - 2025 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	2,456	1,872	4,000	0.61	0.47
2	Flagler St Off-ramp to Flagler St On-ramp	1,365	833	2,100	0.65	0.40
3	SR 826 Off-ramp to Flagler St	1,091	1,039	1,900	0.57	0.55
4	Flagler St WB off-ramp	875	1,147	1,900	0.46	0.60
5	Flagler St On-ramp	2,240	1,980	4,000	0.56	0.50
6	Flagler St Off-ramp to SW 8th St Off-ramp	1,100	885	4,000	0.28	0.22
7	SW 8th St WB Off-ramp	594	626	1,900	0.31	0.33
8	SW 8th St EB Off-ramp	506	259	1,900	0.27	0.14
9	Bird Rd On-ramp	1,110	1,611	5,700	0.19	0.28
10	Bird Rd On-ramp to SR 874 On-ramp	1,895	2,849	7,600	0.25	0.37
11	SR 874 On-ramp to SR 826 On-ramp	1,320	1,899	3,800	0.35	0.50
12	Miller Dr On-ramp	798	1,219	3,800	0.21	0.32



NTS

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 2025 PEAK-HOUR VOLUME AM(PM)
DENSITY AM (PM) | LOS AM (PM)

OR

LOCATION		
DESIGN YEAR 2025 PEAK-HOUR VOLUME AM(PM)		
VOLUME/ CAPACITY AM (PM)	OK / FAIL AM (PM)	

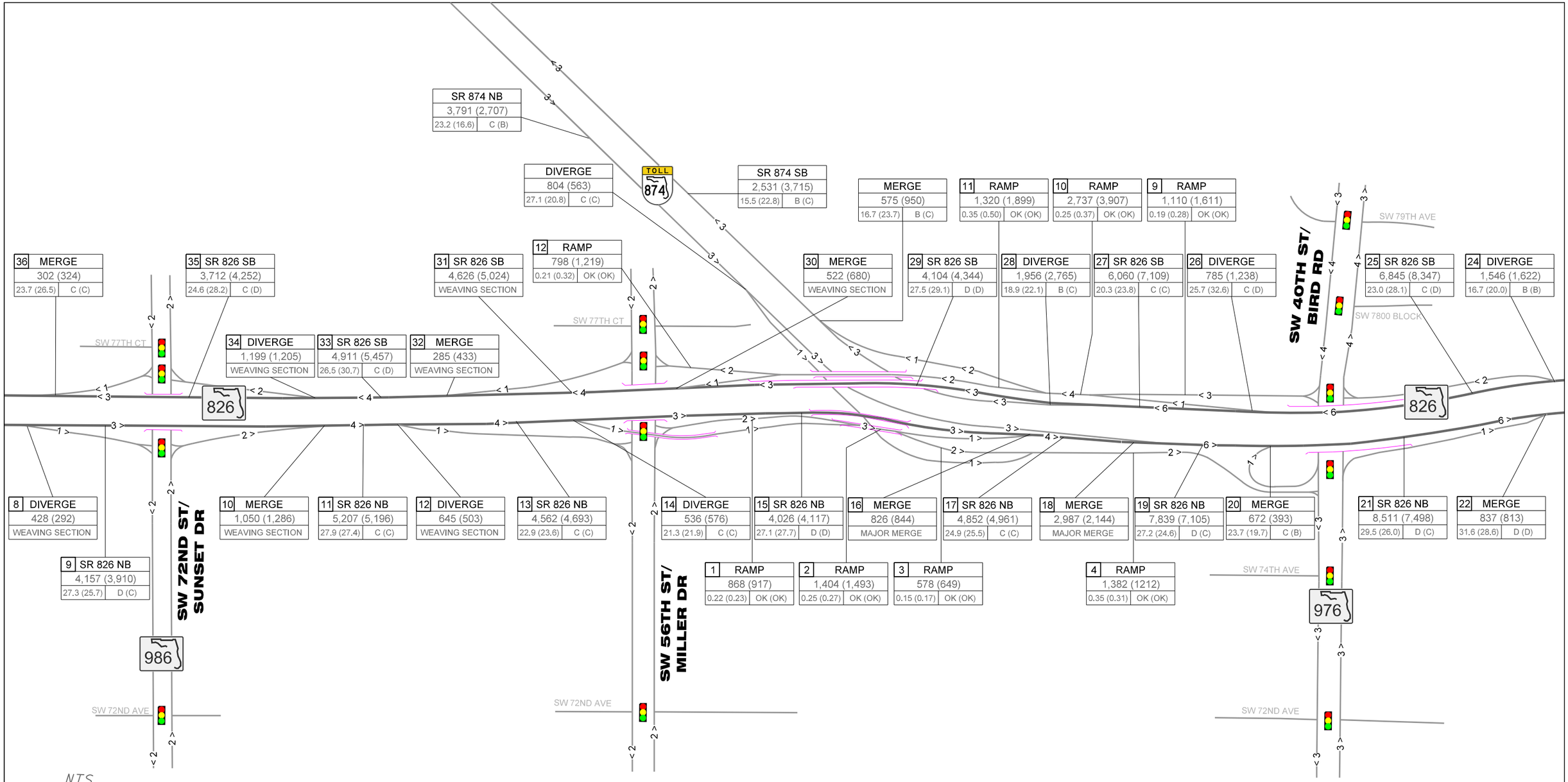
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.9



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 2025 PEAK-HOUR VOLUME AM(PM)	
DENSITY AM (PM)	LOS AM (PM)

OR

LOCATION			
DESIGN YEAR 2025 PEAK-HOUR VOLUME AM(PM)			
VOLUME/ CAPACITY	AM (PM)	OK / FAIL	AM (PM)

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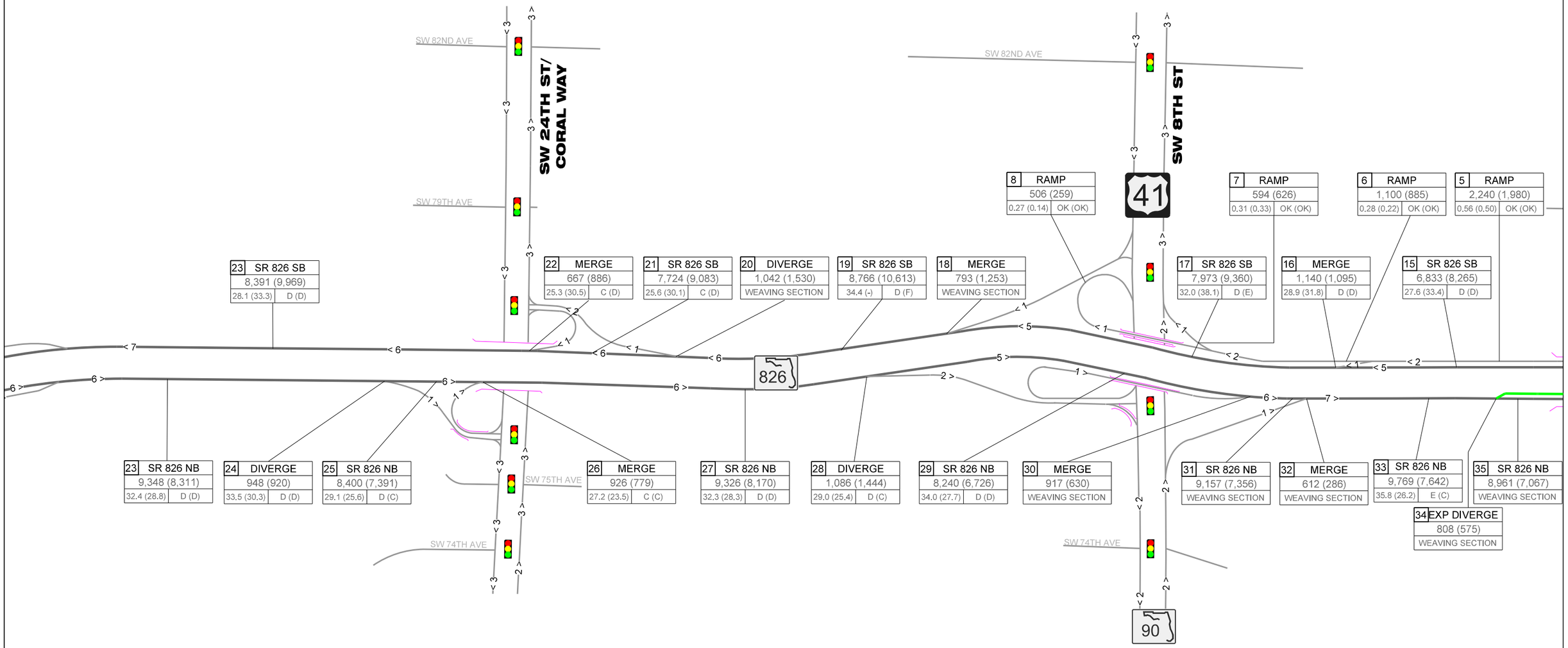
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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2025 OPENING YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.9



NTS

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 2025 PEAK-HOUR VOLUME AM(PM)
DENSITY AM (PM) | LOS AM (PM)

OR

LOCATION	
DESIGN YEAR 2025 PEAK-HOUR VOLUME AM(PM)	
VOLUME/ CAPACITY AM (PM)	OK / FAIL AM (PM)

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2025 OPENING YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.9

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 2025 PEAK-HOUR VOLUME AM(PM)
DENSITY AM (PM) | LOS AM (PM)

OR

LOCATION			
DESIGN YEAR 2025 PEAK-HOUR VOLUME AM(PM)			
VOLUME/ CAPACITY AM (PM)	OK / FAIL AM (PM)		

NTS

NW 84TH AVE

NW 82ND AVE

END STUDY LIMITS STATION 130+00

SW 82ND AVE

FLAGLER ST

SW 79TH AVE

14 EXP MERGE
692 (776)
18.0 (21.6) | B (C)

4 RAMP
875 (1,147)
0.46 (0.60) | OK (OK)

1 RAMP
2,456 (1,872)
0.61 (0.47) | OK (OK)

RAMP
455 (506)
0.23 (0.26) | OK (OK)

3 RAMP
1,091 (1,039)
0.57 (0.55) | OK (OK)

13 SR 826 SB
6,141 (7,489)
24.8 (30.2) | C (D)

2 RAMP
1,365 (833)
0.65 (0.40) | OK (OK)

12 MERGE
2,660 (2,045)
MAJOR MERGE

11 SR 826 SB
3,481 (5,444)
17.6 (27.5) | B (D)

TOLL 836

10 DIVERGE
2,001 (1,366)
20.5 (25.4) | C (C)

9 SR 826 SB
5,482 (6,810)
22.1 (27.5) | C (D)

8 DIVERGE
481 (134)
25.7 (25.6) | C (C)

7 SR 826 SB
6,040 (6,944)
25.2 (29.0) | C (D)

6 DIVERGE
2,879 (1,829)
WEAVING SECTION

EXP LANES SB
692 (776)

5 SR 826 SB
8,919 (8,773)
29.5 (42.2) | D (E)

4 MERGE
684 (2,041)
WEAVING SECTION

NW 25TH ST

3 SR 826 SB
8,235 (6,732)
28.7 (23.4) | D (C)

2 DIVERGE
1,686 (602)
41.9 (27.9) | E (C)

1 SR 826 SB
9,921 (7,334)
34.5 (25.5) | D (C)

826

MILAM DAIRY RD

35 DIVERGE
1,841 (1,479)
WEAVING SECTION

36 SR 826 NB
7,120 (5,588)
24.4 (19.2) | C (C)

37 DIVERGE
2,205 (2,545)
22.2 (17.4) | C (B)

38 SR 826 NB
4,915 (3,043)
25.2 (15.6) | C (B)

41 MERGE
2,272 (1,785)
MAJOR MERGE

42 SR 826 NB
8,174 (5,575)
28.0 (19.1) | D (C)

43 MERGE
2,134 (1,443)
WEAVING SECTION

44 SR 826 NB
10,308 (7,018)
- (23.7) | F (C)

45 DIVERGE
2,221 (1,178)
WEAVING SECTION

46 SR 826 NB
8,087 (5,840)
29.9 (21.4) | D (C)

47 MERGE
790 (853)
MAJOR MERGE

48 SR 826 NB
8,877 (6,693)
31.3 (23.6) | D (C)

39 MERGE
987 (747)
27.4 (19.2) | C (B)

40 SR 826 NB
5,902 (3,790)
30.2 (19.4) | D (C)

EXP LANES NB
808 (575)

SW 74TH AVE

6 RAMP
640 (728)
0.36 (0.41) | OK (OK)

8 RAMP
1,173 (941)
0.31 (0.25) | OK (OK)

7 RAMP
2,374 (1,692)
0.42 (0.30) | OK (OK)

5 RAMP
1,201 (751)
0.61 (0.38) | OK (OK)

968

SW 72ND AVE

TOLL 836

NW 72ND AVE

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MIAMI, FL 33172

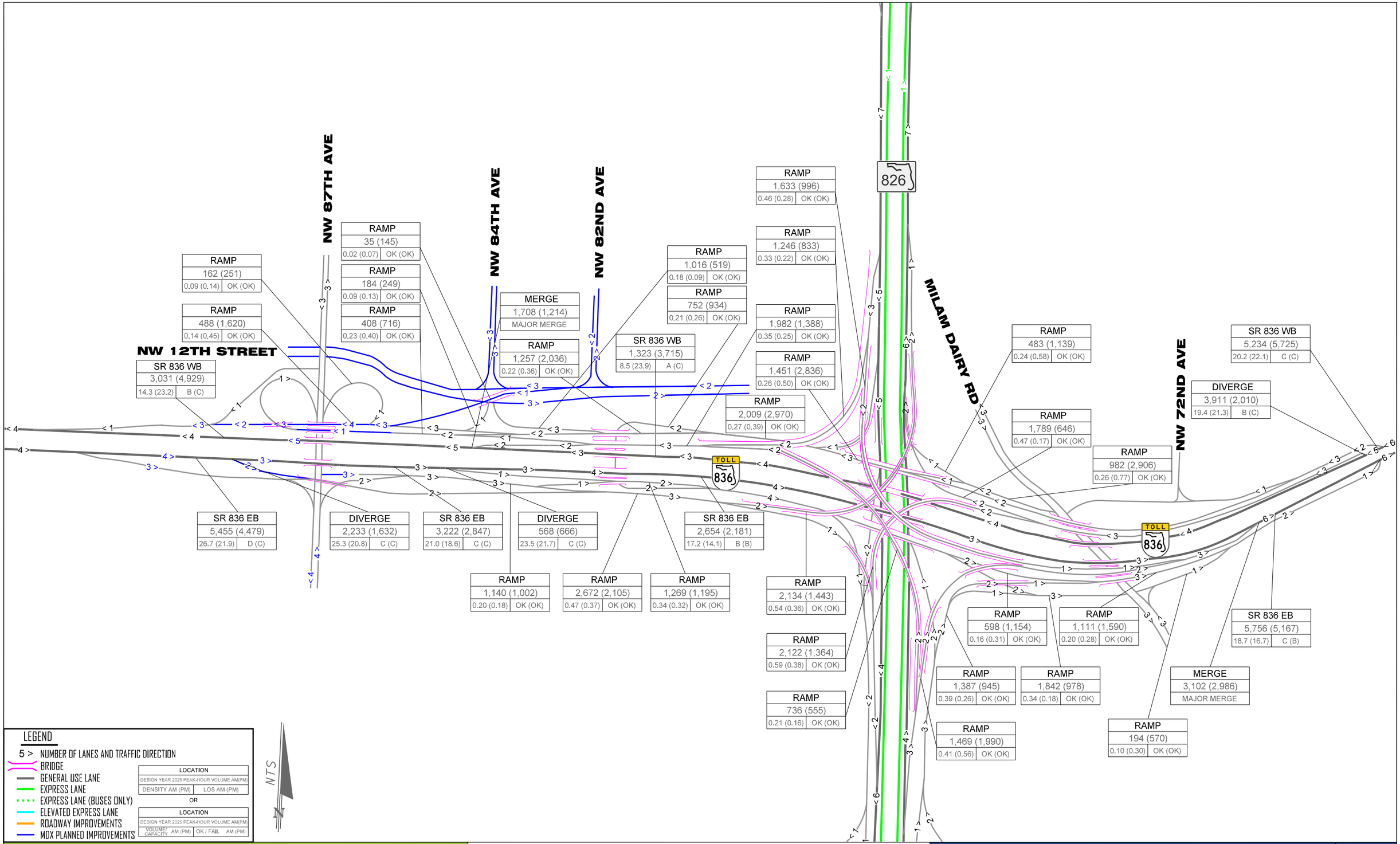
826

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ETDM No.: 14308

2025 OPENING YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.9



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DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.9

5.4.2 SR 874 AND SR 836 OPERATIONAL ANALYSIS

Findings – The freeway analysis shows that all locations will operate at an acceptable LOS by the year 2025 within the area of influence. The ramp junction analysis shows all locations will operate within capacity. The C-D capacity analysis shows all locations will operate within capacity. Tables **5.6 – 5.8** summarizes the results. Output HCS reports are included as **Appendix G**.

Table 5.6 - 2025 SR 874 and SR 836 No-Build 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			
SR 836 EB Segment between									
NW 87th Ave Off-ramp to SR 826 Off-ramp	Basic	5,455	26.7	0.65	D	4,479	21.9	0.53	C
Off-ramp to SR 826	Major Diverge	2,233	25.3	0.58	C	1,632	20.8	0.42	C
SR 826 Off-ramp to Flagler St SB Off-ramp	Basic	3,222	21.0	0.51	C	2,847	18.6	0.45	C
Off-ramp to Flagler St SB	Diverge	568	23.5	0.31	C	666	21.7	0.36	C
Flagler St SB Off-ramp to SR 826 on-ramp	Basic	2,654	17.2	0.42	B	2,181	14.1	0.35	B
On-ramp from SR 826	Major Merge	3,102	-	0.55	-	2,986	-	0.53	-
SR 826 On-ramp to Flagler St WB On-ramp	Basic	5,756	18.7	0.46	C	5,167	16.7	0.41	B
SR 836 WB Segment between									
NW 72nd Ave Off-ramp to SR 826 Off-ramp	Basic	5,234	20.2	0.50	C	5,725	22.1	0.54	C
Off-ramp to SR 826	Major Diverge	3,911	19.4	0.74	B	2,010	21.3	0.51	C
SR 826 Off-ramp to SR 826 SB On-ramp	Basic	1,323	8.5	0.21	A	3,715	23.9	0.59	C
On-ramp from SR826 SB	Major Merge	1,708	-	0.43	-	1,214	-	0.31	-
SR 826 SB On-ramp to NW 87th Ave SB On-ramp	Basic	3,031	14.3	0.36	B	4,929	23.2	0.58	C

Table 5.6 - 2025 SR 874 and SR 836 No-Build Freeway Analysis Results (Continued)

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			
SR 874 SB Segment between									
SR 826 to Bird Rd WB On-ramp	Basic	1,956	12.0	0.31	B	2,765	16.9	0.44	B
On ramp from Bird Rd EB	Merge	575	16.7	0.29	B	950	23.7	0.48	C
West of Bird Rd WB On-ramp	Basic	2,531	15.5	0.40	B	3,715	22.8	0.58	C
SR 874 NB Segment between									
West of Off-ramp to Bird Rd EB	Basic	3,791	23.2	0.60	C	2,707	16.6	0.43	B
Off ramp to Bird Rd EB	Diverge	804	27.1	0.41	C	563	20.8	0.29	C
Off ramp to Bird Rd EB Off-ramp to SR 826	Basic	2,987	18.3	0.47	C	2,144	13.1	0.34	B

Table 5.7 - 2025 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	1,140	1,002	6,000	0.20	0.18
NW 87th Ave On-ramp/SR 836 EB Off-ramp	2,672	2,105	6,000	0.47	0.37
NW 87th Ave On-ramp/SR 836 Off-ramp to SR 826 SB and Flagler St	1,269	1,195	4,000	0.34	0.32
SR 836 WB Off-ramp to SR 836	752	934	3,800	0.21	0.26
SR 836 EB Off-ramp to SR 826 NB	2,134	1,443	4,200	0.54	0.36
SR 836 EB Off-ramp to Flagler St Off-ramp	455	506	2,100	0.23	0.26
SR 826 NB Off-ramp to SR 836 EB	1,469	1,990	3,800	0.41	0.56
Flagler St WB Off-ramp to SR 836 EB	1,387	945	3,800	0.39	0.26
Milam Dairy Rd Off-ramp to Flagler St On-ramp	598	1,154	4,000	0.16	0.31
Flagler St On-ramp to Milam Dairy Rd On-Ramp	1,111	1,590	6,000	0.20	0.28
Milam Dairy Rd Off-ramp	1,842	978	5,700	0.34	0.18
Milam Diary Rd On-Ramp	194	570	2,000	0.10	0.30
Off ramp from SR 826 SB Off-ramp to SR 836 EB	1,633	996	3,800	0.46	0.28

Table 5.8 - 2025 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	982	2,906	4,000	0.26	0.77
Milam Dairy Rd Off-ramp to SR 826 NB On-ramp	483	1,139	2,100	0.24	0.58
SR 836 WB Off-ramp to SR 826 NB	1,789	646	4,000	0.47	0.17
SR 836 WB Off-ramp to SR 826 SB	2,122	1,364	3,800	0.59	0.38
SR 826 NB Off-ramp to SR 836 WB	736	555	3,800	0.21	0.16
SR 826 SB Off-ramp to SR 836 WB	1,246	833	4,000	0.33	0.22
SR 836/Milam Diary Road Off-ramp to SR 826 SB On-ramp	1,451	2,836	6,000	0.26	0.50
SR 826 SB Off-ramp to SR 836 EB/Flagler St On-ramp	2,009	2,970	8,000	0.27	0.39
SR 826 NB/SB Off-ramp to SR 836 WB On-ramp	1,982	1,388	6,000	0.35	0.25
SR 836 EB Off-ramp to NW 87th Ave On-ramp	1,257	2,036	6,000	0.22	0.36
NW 84th Terminal	1,016	519	6,000	0.18	0.09
On ramp from 12th Street westbound (east of 84th Avenue) to SR836 westbound	35	145	2,100	0.02	0.07
NW 82nd Ave On-ramp	184	249	2,100	0.09	0.13
NW 87th Ave Off-ramp	408	716	1,900	0.23	0.40
NW 87th Ave On-Ramp	162	251	1,900	0.09	0.14
NW 87th Ave On-ramp to SR 836 On-ramp	488	1,620	3,800	0.14	0.45

5.4.3 Crossing Roadways Operational Analysis

Tables 5.9 – 5.18 document the intersections operational analysis by crossing roadway. Synchro output reports are provided in **Appendix H**.

Table 5.9 – 2025 No-Build Alternative US 1 Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	F	89.3	238	E	73.7	223
		TH	F	100.8	303	F	82.5	345
		RT	E	78.4	37	E	67.8	0
	Westbound	LT	F	85.7	121	F	84.5	206
		TH	F	111.8	#305	F	100.5	285
		RT	F	82.6	49	E	75.8	0
	Northbound	LT	F	121.5	#338	F	134.5	#397
		TH	D	50.8	#1545	D	42.3	863
		RT*	---	---	---	---	---	---
	Southbound	LT	E	60	m155	F	96.5	m164
		TH	E	76.1	1305	F	147.1	m#1501
		RT	F	145.7	m205	F	208.9	m#467
Intersection Overall			***E***	***69.5***	**---**	***F***	***111.8***	**---**
SW 104th Street (HCM 2000)	Eastbound	LT	F	116.8	#586	F	80.1	373
		TH	F	85	392	E	75.6	330
		RT	E	68.1	0	E	64.4	20
	Westbound	LT	F	84.7	96	E	78.8	70
		TH	F	129.1	#327	F	118.7	#323
		RT	F	115.3	#338	E	78.7	101
	Northbound	LT	F	121.2	m67	F	97.9	m#172
		TH	F	130.7	#1879	F	107	#1122
		RT	B	17	m0	C	23.9	m0
	Southbound	LT	F	101.1	237	F	91.7	410
		TH	D	39.1	906	F	107.8	#1593
		RT	A	8.8	65	B	16.7	475
Intersection Overall			***F***	***88.9***	**---**	***F***	***95.4***	**---**

Table 5.9 – 2025 No-Build Alternative US 1 Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 98th Street (HCM 2000)	Eastbound	LT**	---	---	---	---	---	---
		TH	F	118.8	#651	F	118.9	#442
		RT	E	77.2	26	F	159.6	11
	Westbound	LT**	---	---	---	---	---	---
		TH	E	68.8	252	F	83.6	260
		RT	E	69.9	208	E	73.1	36
	Northbound	LT	B	15.6	116	E	59.9	110
		TH	C	23.3	497	B	16.9	336
		RT*	---	---	---	---	---	---
	Southbound	LT	B	17.9	51	B	12.6	126
		TH	C	21.4	303	C	26.2	1083
		RT*	---	---	---	---	---	---
Intersection Overall			**D**	***35.7***	**---**	**C**	***32.5***	**---**

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

As shown on **Table 5.9,** one intersection will operate at a LOS D or better and two intersections will operate at a LOS E or F.

Table 5.10 - 2025 No-Build Alternative SW 98th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Eastbound	LT	B	18.4	44	B	12.9	23
		TH	C	22	211	B	12.6	74
		RT*	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	A	3.7	13	B	11.1	167
		RT	A	0	0	A	0.1	0
	Northbound	LT**	---	---	---	---	---	---
		TH	C	31.4	106	D	35.1	87
		RT	C	30.6	55	C	33.6	14
	Southbound	LT	E	62.7	#232	F	143.6	#228
		TH	D	43.1	68	E	71.4	#167
		RT*	---	---	---	---	---	---
Intersection Overall			**C**	***27.2***	**---**	**C**	***26.0***	**---**
Dadeland Boulevard (HCM 2000)	Eastbound	TH	--	--	--	--	--	--
		RT	--	--	--	--	--	--
	Westbound	LT	--	--	--	--	--	--
		TH	--	--	--	--	--	--
		RT	--	--	--	--	--	--
	Southbound ***(Stop Control)***	****LT	C	19.4	7	C	18	87
		RT	--	--	--	--		--
Intersection Overall			**C**	***19.4***	**---**	**C**	***18.0***	**---**

Table 5.10 - 2025 No-Build Alternative SW 98th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Busway (HCM 2000)	Eastbound	LT	---	---	---	---	---	---
		TH	A	2.3	138	A	5.2	m88
		RT	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	C	23.2	200	C	29.6	777
		RT	---	---	---	---	---	---
	Northbound	LT	---	---	---	---	---	---
		TH***	D	46.4	50	D	48.3	34
		RT	---	---	---	---	---	---
	Southbound	LT	---	---	---	---	---	---
		TH***	D	45.7	31	D	48.8	46
		RT	---	---	---	---	---	---
Intersection Overall			**B**	***10.0***	**---**	**C**	***23.8***	**---**

Notes:

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

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

As shown on **Table 5.10**, all intersections will operate at a LOS D or better.

Table 5.11 – 2025 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 79th Avenue (HCM 2000)	Eastbound	LT	B	16.6	66.0	C	33.5	#68
		TH	C	24.2	628.0	C	20.4	383.0
		RT*	---	---	---	---	---	---
	Westbound	LT	B	18.8	m13	D	41.0	m#113
		TH	B	12.5	96.0	C	21.3	775.0
		RT*	---	---	---	---	---	---
	Northbound	LT**	---	---	---	---	---	---
		TH	F	83.8	#103	F	94.0	#197
		RT	E	59.4	0.0	E	56.6	0.0
	Southbound	LT	F	114.6	#431	E	77.2	#267
		TH	F	105.7	#415	E	62.7	#203
		RT*	---	---	---	---	---	---
Intersection Overall			**C**	***30.6***	**---**	**C**	***27.0***	**---**
SW 77th Avenue (HCM 6th)	Eastbound	LT	A	0.0	---	A	3.0	m5
		TH	A	2.3	m194	A	1.2	133.0
		RT*	A	4.5	---	A	2.3	---
	Westbound	LT	D	44.4	#288	D	36.4	#441
		TH	A	8.0	305.0	B	11.0	412.0
		RT*	A	8.4	---	B	12.1	---
	Northbound	LT	D	48.4	128.0	D	51.9	186.0
		TH	A	0.0	#652	A	0.0	#520
		RT*	F	373.6	---	F	422.9	---
	Southbound	LT	F	133.5	---	E	55.7	---
		TH***	A	0.0	#135	A	0.0	52.0
		RT	A	0.0	---	A	0.0	---
Intersection Overall			**D**	***43.2***	**---**	**D**	***49.7***	**---**
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	RT	Free Flow Conditions					
	Northbound	RT	Free Flow Conditions					
	Southbound	RT	Free Flow Conditions					
Intersection Overall			***Free Flow Conditions***					

Table 5.11 – 2025 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	A	0.0	---	A	0.0	---
		TH	A	4.0	m112	A	3.0	182.0
		RT	A	0.0	---	A	0	---
	Westbound	LT	A	0.0	---	A	0	---
		TH	A	0.1	5.0	A	0.2	m71
		RT[5]	---	0.0	606.0	---	0	m1014
	Northbound	LT	E	61.0	42.0	E	61.0	52.0
		TH	A	0.0	---	A	0	---
		RT[5]	---	0.0	7.0	---	0.0	7.0
Intersection Overall			***A***	***3.8***	***---***	***A***	***2.7***	***---***
SW 73rd Place (HCM 2000)	Eastbound	LT	D	42.3	#294	F	219.6	#453
		TH	C	22.1	788.0	C	27.9	586.0
		RT*	---	---	---	---	---	---
	Westbound	LT	C	34.6	51.0	D	38.5	m38
		TH	B	16.8	96.0	C	22.3	191.0
		RT*	---	---	---	---	---	---
	Northbound	LT	E	71.9	#218	F	138.2	#568
		TH	D	52.0	51.0	D	43.4	54.0
		RT*	---	---	---	---	---	---
	Southbound	LT	E	62.7	90.0	E	61.1	96.0
		TH	E	62.7	93.0	E	60.9	100.0
		RT	B	15.5	17.0	B	17.4	25.0
Intersection Overall			***C***	***24.8***	***---***	***D***	***43.9***	***---***

Table 5.11 – 2025 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Dadeland Boulevard (HCM 2000)	Eastbound	LT	A	6.3	m5	E	64.7	m#151
		TH	A	7.4	219.0	B	18.8	282.0
		RT*	---	---	---	---	---	---
	Westbound	LT	D	38.4	#169	C	26.1	79.0
		TH	B	14.6	199.0	C	32.9	370.0
		RT*	---	---	---	---	---	---
	Northbound	LT	E	60.3	174.0	D	54.5	350.0
		TH	D	54.8	127.0	D	47.9	276.0
		RT*	---	---	---	---	---	---
	Southbound	LT	E	58.5	24.0	E	59.5	82.0
		TH	E	62.7	78.0	E	69.9	#170
		RT	A	8.9	0.0	B	19.4	28.0
Intersection Overall			***B***	***16.2***	***---***	***C***	***32.6***	***---***

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

As shown on **Table 5.11**, all intersections will operate at a LOS D or better.

Table 5.12 – 2025 No-Build Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Court (HCM 6th)	Eastbound	TH	B	18.8	589.0	A	7.1	278.0
		RT*	B	18.7	---	A	7.1	---
	Westbound	LT	B	13.6	22.0	A	5.4	52.0
		TH	B	11.1	376.0	A	4.0	287.0
	Northbound	LT****	F	107.6	379.0	F	88.2	82.0
		RT	A	0.0	---	A	---	---
Intersection Overall			***C***	***24.4***	***---***	***A***	***7.7***	***---***

Table 5.12 – 2025 No-Build Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	B	13.4	303.0	B	12.8	197.0
		RT[1]	---	---	---	---	---	---
	Westbound	LT	B	10.7	47.0	A	9.5	82.0
		TH	A	8.7	177.0	A	9.8	345.0
	Southbound	LT	F	101.2	#551	F	110.6	#516
		RT	F	128.1	349.0	F	155.7	#497
Intersection Overall			***D***	***47.7***	***---***	***D***	***50.4***	***---***
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	F	83.2	380.0	E	73.5	332.0
		TH	A	3.3	318.0	A	3.3	158.0
	Westbound	TH	B	12.5	284.0	B	15.4	611.0
		RT[1]	---	---	---	---	---	---
	Northbound	LT	F	90.5	134.0	F	91.2	#175
		RT[1]	---	---	#540	---	---	59.0
Intersection Overall			***C***	***24.3***	***---***	***C***	***25.1***	***---***
SW 72nd Avenue (HCM 6th)	Eastbound	LT	F	75.3	#703	E	72.6	#208
		TH	C	27.0	793.0	C	28.0	485.0
		RT*	C	27.0	---	C	28.0	---
	Westbound	LT	C	24.8	57.0	D	44.8	#239
		TH	C	33.3	582.0	D	52.3	#1168
		RT*	C	33.2	---	D	52.3	---
	Northbound	LT	E	64.0	173.0	F	161.0	#333
		TH	F	93.0	#580	E	56.6	359.0
		RT	E	60.6	170.0	D	42.2	14.0
	Southbound	LT	E	61.7	56.0	D	49.9	52.0
		TH	E	67.0	271.0	F	96.2	#585
		RT	D	46.4	50.0	D	51.6	155.0
Intersection Overall			***D***	***45.2***	***---***	***D***	***54.3***	***---***

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

As shown on **Table 5.12**, all intersections will operate at a LOS D or better.

Table 5.13 – 2025 No-Build Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Ct (HCM 6th)	Eastbound	LT	A	7.6	4.0	A	5.1	#30
		TH	A	7.3	223.0	A	2.5	163.0
		RT*	A	7.2	---	A	2.5	---
	Westbound	LT	B	10.5	16.0	A	0.5	m6
		TH	A	6.2	163.0	A	0.8	m399
		RT*	A	6.2	---	A	0.9	---
	Northbound	LT	D	44.0	---	F	87.7	---
		TH***	A	0.0	136.0	A	0.0	76.0
		RT	A	0.0	---	A	0.0	---
	Southbound	LT	D	38.8	---	F	88.0	---
		TH***	A	0.0	#143	A	0.0	92.0
		RT	A	0.0	---	A	0.0	---
Intersection Overall			***B***	***10.9***	***---***	***A***	***3.8***	***---***
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	C	30.5	391.0	C	23.4	173.0
		RT*	---	---	---	---	---	---
	Westbound	LT	E	63.8	98.0	E	71.7	m148
		TH	A	3.7	21.0	A	8.6	m83
	Southbound	LT	E	73.7	278.0	F	101.0	#375
		RT	E	59.9	177.0	F	227.5	#684
Intersection Overall			***D***	***35.8***	***---***	***E***	***65.3***	***---***
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	F	88.8	236.0	E	75.3	m198
		TH	A	6.3	79.0	A	4.8	m56
	Westbound	TH	C	29.9	245.0	C	33.6	575.0
		RT*	---	---	---	---	---	---
	Northbound	LT	E	76.3	166.0	F	115.0	#318
		RT	F	483.6	#849	E	73.2	83.0
Intersection Overall			***F***	***90.4***	***---***	***D***	***39.5***	***---***

Table 5.13 – 2025 No-Build Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Ave (HCM 6th)	Eastbound	LT	D	45.3	#617	D	45.8	#213
		TH	D	47.6	604.0	C	29.8	522.0
		RT*	D	47.8	---	C	29.8	---
	Westbound	LT	C	22.8	53.0	C	22.9	58.0
		TH	C	23.5	556.0	D	44.9	960.0
		RT*	C	23.6	---	D	45.3	---
	Northbound	LT	E	74.8	174.0	F	183.4	#440
		TH	F	257.0	#407	E	57.3	168.0
		RT*	F	264.7	---	E	57.5	---
	Southbound	LT	E	75.4	145.0	D	51.2	174.0
		TH	F	137.5	159.0	F	85.8	#648
		RT*	F	162.9	---	F	282.4	---
Intersection Overall			***E***	***71.2***	***---***	***F***	***80.3***	***---***

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

As shown on **Table 5.13**, two intersections will operate at LOS D or better and two at LOS E or F 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 5.14 – 2025 No-Build Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 79th Avenue [2]	Eastbound	LT	F	89.9	101	F	93.0	195
		TH *	B	19.9	491	B	18.8	383
		RT *	-	-	-	-	-	-
	Westbound	LT	F	97.0	54	F	98.4	125
		TH *	B	10.7	147	B	17.7	752
		RT *	-	-	-	-	-	-
	Northbound	LT	F	85.3	22	F	82.5	46
		TH	F	85.1	20	F	81.8	35
		RT	E	71.1	0	E	63.8	42
	Southbound	LT	F	89.9	328	F	95.0	248
		TH ****	F	87.6	313	F	85.1	211
		RT ****	-	-	-	-	-	-
Intersection Overall			***C***	***24.7***	***-***	***C***	***26.7***	***-***
SW 7800 Block [1]	Eastbound	LT	F	88.3	m27	F	89.7	m80
		TH	A	0.2	35	A	0.2	50
	Westbound	TH *	A	0.3	104	A	0.4	571
		RT *	A	0.7	-	A	1.2	-
	Southbound	LT	F	82.6	274	F	83.0	158
		RT	E	67.6	37	E	79.3	176
Intersection Overall			***A***	***7.7***	***-***	***A***	***6.5***	***-***
Southbound Ramp Terminal [2]	Eastbound	TH *	D	48.3	869	E	71.7	720
		RT *	-	-	-	-	-	-
	Westbound	LT	F	138.5	#373	D	53.4	#594
		TH	D	37.1	527	A	0.5	438
	Southbound	LT	E	76.4	539	E	55.9	309
		RT	D	45.4	232	F	80.5	#582
Intersection Overall			***E***	***60.9***	***-***	***D***	***44.7***	***-***
Northbound Ramp Terminal [1]	Eastbound	TH	A	1.1	1094	A	0.2	34
		RT	-	-	m0	-	-	m0
	Westbound	TH *	A	1.1	811	A	0.5	606
		RT *	A	4.7	-	A	2.2	-
	Northbound	LT	E	68.0	288	E	78.2	398
		RT	F	312.2	#857	F	104.6	#414
Intersection Overall			***D***	***54.1***	***-***	***B***	***17.5***	***-***

Table 5.14 – 2025 No-Build Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 74th Avenue (2)	Eastbound	TH	A	5.5	m315	C	21.7	586
	Westbound	TH	A	1.2	6	B	11.0	312
	Northbound	LT ***	F	87.7	194	F	82.3	#627
		RT ***	F	87.7	194	F	82.3	#627
Intersection Overall			***A***	***7.2***	***-***	***C***	***24.8***	***-***
SW 72nd Avenue (1)	Eastbound	LT	D	47.5	m243	D	42.0	m#160
		TH *	F	49.2	#1834	A	1.2	830
		RT *	F	70.3	-	A	2.3	-
	Westbound	LT	F	161.2	#347	B	14.2	#204
		TH *	C	22.8	813	C	25.8	995
		RT *	C	24.1	-	C	27.8	-
	Northbound	LT	F	83.9	#199	F	167.6	324
		TH *	F	98.5	214	E	76.4	210
		RT *	F	109.8	-	F	80.5	-
	Southbound	LT	F	157.6	#255	E	74.7	116
		TH	F	87.0	234	F	90.0	272
		RT (3)	A	6.0	17	E	79.0	#501
Intersection Overall			***D***	***53.7***	***-***	***C***	***29.1***	***-***

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 **Figure 5.14**,five intersections will operate at LOS D or better and one will operate at LOS E during the AM peak-period. All intersections will operate at LOS D or better during the PM peak-period.

Table 5.15 – 2025 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 82nd Avenue (1)	Eastbound	LT	F	100.4	140	F	105.5	191
		TH *	C	23.7	546	D	35.3	654
		RT *	C	24.4	-	D	36.8	-
	Westbound	LT	F	92.0	178	F	93.0	447
		TH *	A	0.9	423	C	27.4	632
		RT *	A	1.8	-	C	29.0	-
	Northbound	LT	F	100.8	138	F	101.5	139
		TH	F	91.7	348	F	103.0	278
		RT	E	63.9	76	D	53.4	86
	Southbound	LT	F	99.5	248	F	104.0	282
		TH	E	67.3	242	E	75.3	313
		RT	E	57.2	77	E	57.8	47
Intersection Overall			***C***	***29.3***	***-***	***D***	***45.4***	***-***
SW 79th Avenue (1)	Eastbound	LT	B	11.5	m2	A	3.5	m6
		TH *	A	0.5	80	A	3.2	576
		RT *	A	1.0	-	A	3.6	-
	Westbound	LT	D	50.9	#220	C	24.7	412
		TH *	D	42.0	90	A	0.5	480
		RT *	D	42.5	-	A	1.1	-
	Northbound	LT	D	52.5	55	E	70.7	54
		TH * (3)	D	52.1	259	A	0.0	95
		RT *	E	58.9	-	E	76.6	-
	Southbound	LT	F	116.7	#375	F	89.5	#151
		TH	D	50.9	46	E	68.5	68
		RT	D	50.7	17	E	67.8	0
Intersection Overall			***C***	***29.3***	***-***	***A***	***7.5***	***-***
Southbound Ramp Terminal (2 AM and 1 PM)	Eastbound	LT	C	34.2	m216	C	24.7	331
		TH	B	10.9	449	A	0.3	53
	Westbound	TH	B	11.9	262	A	0.9	601
		RT	A	5.1	113	-	-	133
	Southbound	LT	E	78.1	403	E	74.6	441
		RT	D	53.8	260	F	130.6	594
Intersection Overall			***C***	***23.9***	***-***	***C***	***32.6***	***-***

Table 5.15 – 2025 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Northbound Ramp Terminal (2)	Eastbound	TH	D	37.4	606	C	34.5	811
		RT	E	66.3	186	D	46.9	75
	Westbound	LT	F	121.6	#416	F	101.4	m376
		TH	A	9.8	186	A	6.4	216
	Northbound	LT ***	E	62.2	402	E	76.1	447
		RT ***	F	87.7	#604	F	95.3	#542
Intersection Overall			***D***	***43.8***	***-***	***D***	***36.2***	***-***
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	E	64.0	m433	E	73.9	m#427
		TH *	B	12.0	454	A	1.8	379
		RT *	-	-	-	A	3.5	-
	Westbound	LT	B	17.5	20	C	29.8	m16
		TH *	C	25.5	545	E	69.1	#468
		RT *	-	-	-	E	74.3	-
	Northbound	LT	F	85.1	166	F	82.6	#221
		TH *	F	87.6	185	-	-	116
		RT *	-	-	-	D	47.6	-
	Southbound	LT	E	76.1	132	D	46.8	72
		TH *	F	80.4	127	-	-	#677
		RT *	-	-	-	F	222.1	-
Intersection Overall			***C***	***29.4***	***-***	***E***	***59.4***	***-***

Table 5.15 – 2025 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	A	4.9	35	A	2.0	m0
		TH *	A	5.8	508	A	0.3	16
		RT *	-	-	-	A	0.5	-
	Westbound	LT	A	4.0	5	A	1.4	2
		TH *	A	3.8	305	A	4.5	460
		RT *	-	-	-	A	4.4	-
	Northbound	LT	E	62.3	84	F	87.0	154
		TH *	E	58.0	0	-	-	30
		RT *	-	-	-	F	80.3	-
	Southbound	LT ****	-	-	-	F	80.6	-
		TH ****	E	58.0	0	-	-	12
		RT ****	-	-	-	-	-	-
Intersection Overall			***A***	***5.9***	***-***	***A***	***4.5***	***-***

Notes:
(1) Results reported from Synchro 10 HCM6th Edition report.
(2) Results reported from Synchro 10 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
* 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 **Figure 5.15,** all intersections will operate at LOS D or better 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.

Table 5.16 – 2025 No-Build Alternative SW 8th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 82nd Avenue (1)	Eastbound	LT	C	25.1	47	D	48.9	54
		TH *	D	43.6	1015	C	26.9	833
		RT *	D	47.1	-	C	28.4	-
	Westbound	LT	F	86.3	#360	E	56.2	295
		TH	C	26.2	582	C	33.1	1260
		RT	B	18.1	24	B	12.4	m0
	Northbound	LT	F	116.5	#338	E	72.4	243
		TH	D	50.7	119	E	76.4	186
		RT	D	47.8	381	E	73.4	235
	Southbound	LT	F	118.9	#302	E	73.0	192
		TH	E	73.7	114	F	109.4	#281
		RT	E	70.1	0	E	78.9	0
Intersection Overall			***D***	***44.7***	***-***	***D***	***37.6***	***-***
Southbound Ramp Terminal (2)	Eastbound	TH *	A	8.3	317	B	12.0	459
		RT *	-	-	-	-	-	-
	Westbound	LT	E	62.6	#214	C	32.1	m169
		TH	A	0.1	0	A	0.2	m0
Intersection Overall			***B***	***10.4***	***-***	***A***	***8.0***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH *	B	10.1	122	A	1.2	4
		RT *	-	-	-	-	-	-
	Westbound	TH	B	12.3	333	F	101.6	m#1595
	Northbound	LT	D	40.8	180	F	95.0	#426
Intersection Overall			***B***	***13.7***	***-***	***E***	***62.8***	***-***

Table 5.16 – 2025 No-Build Alternative SW 8th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 74th Avenue (2)	Eastbound	LT	E	77.1	m166	F	105.4	#295
		TH *	C	33.9	#1698	B	11.1	720
		RT *	-	-	-	-	-	-
	Westbound	LT	D	50.1	24	B	15.1	14
		TH	C	29.4	1006	F	84.2	#2054
		RT	A	0.0	0	A	0.0	0
	Northbound	LT	F	109.7	#314	F	93.9	187
		TH *	F	93.3	#361	F	96.3	199
		RT *	-	-	-	-	-	-
	Southbound	LT	E	76.0	87	E	76.9	121
		TH	F	88.9	248	F	84.0	168
		RT	E	66.7	146	E	65.8	0
Intersection Overall			***D***	***41.1***	***-***	***E***	***57.7***	***-***

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

As shown on **Figure 5.16**, all intersections will operate at LOS D or better during the AM peak-period. Two intersections will operate at LOS D or better and two will operate at LOS E during the PM peak-period.

Table 5.17 – 2025 No-Build Alternative Flagler Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
SW 82nd Avenue (2)	Eastbound	LT	B	13.6	80	F	84.4	#288
		TH *	C	22.8	666	C	24.5	464
		RT *	-	-	-	-	-	-
	Westbound	LT	C	25.8	27	A	7.3	m11
		TH *	A	5.4	57	B	11.6	#157
		RT *	-	-	-	-	-	-
	Northbound	LT	F	83.0	109	E	74.9	106
		TH *	F	88.4	142	F	88.1	182
		RT *	-	-	-	-	-	-
	Southbound	LT	F	80.5	270	F	93.3	#435
		TH	E	72.3	211	E	62.9	198
		RT	E	59.0	41	D	48.2	55
Intersection Overall			**C**	***27.0***	**-**	**C**	***31.3***	**-**
SW 79th Avenue (2)	Eastbound	LT	C	33.2	163	F	80.8	m#273
		TH *	B	19.8	279	C	21.0	333
		RT *	-	-	-	-	-	-
	Westbound	LT	E	59.8	m79	C	23.4	m11
		TH	A	4.5	125	C	21.1	492
		RT	B	10.5	0	A	2.7	m0
	Northbound	LT	F	83.9	92	F	104.8	#94
		TH	F	90.4	132	F	99.3	#88
		RT	E	72.9	5	E	72.5	0
	Southbound	LT	F	86.6	441	F	89.7	#581
		TH **	F	84.7	433	F	87.3	#570
		RT	E	58.5	0	D	54.0	126
Intersection Overall			**C**	***26.3***	**-**	**C**	***31.9***	**-**

Table 5.17 – 2025 No-Build Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Southbound Ramp Terminal (1)	Eastbound	LT	F	88.3	221	F	85.1	m217
		TH *	C	25.9	438	B	19.4	330
		RT *	C	27.4	-	C	20.3	-
	Westbound	LT	C	24.7	m52	B	19.5	m87
		TH	C	30.3	357	C	32.2	492
		RT	-	-	2	-	-	3
	Northbound	LT **	E	75.0	-	F	85.7	-
		TH **	-	-	179	-	-	144
		RT	F	124.3	134	F	102.4	0
	Southbound	LT	F	86.9	234	E	79.3	213
		TH	E	71.9	41	E	69.5	94
Intersection Overall			***D***	***43.4***	**-**	***D***	***38.1***	**-**
Northbound Ramp Terminal (1)	Eastbound	LT	E	78.1	444	E	79.6	394
		TH	A	1.0	331	A	0.7	180
	Westbound	TH	A	0.3	156	B	13.3	864
		RT (3)	A	0.5	0	A	0.3	0
	Southbound	LT (3)	F	90.2	142	F	88.7	93
Intersection Overall			***B***	***13.2***	**-**	***B***	***18.0***	**-**
SW 74th Avenue (1)	Eastbound	LT	A	7.5	m14	C	20.3	#68
		TH *	A	0.7	895	A	9.9	655
		RT *	A	1.3	-	B	10.3	-
	Westbound	LT	A	5.4	m4	F	113.3	m35
		TH *	B	10.0	142	B	15.2	m479
		RT *	B	10.6	-	B	16.6	-
	Northbound	LT **	F	98.6	162	F	98.3	168
		TH **	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT **	F	90.9	-	F	97.8	-
		TH **	-	-	51	-	-	86
		RT	F	83.4	0	F	80.4	0
Intersection Overall			***A***	***7.6***	**-**	***B***	***16.4***	**-**

Table 5.17 – 2025 No-Build Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
NW 72nd Avenue (1)	Eastbound	LT	F	96.1	#863	F	92.5	550
		TH *	C	26.8	692	C	33.0	488
		RT *	C	28.2	-	C	34.8	-
	Westbound	LT	F	92.8	136	F	92.9	156
		TH	E	67.8	#754	E	60.8	#824
	Northbound	LT	F	135.0	#305	F	159.8	#429
		TH *	F	99.3	#436	E	69.4	223
		RT *	F	101.0	-	E	69.5	-
	Southbound	LT	F	114.4	#173	F	109.0	#322
		TH	E	68.9	149	F	130.5	#590
		RT	C	34.5	235	F	238.4	#1372
Intersection Overall			***E***	***61.6***	***-***	***F***	***94.6***	***-***

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

As shown on **Table 5.17**, five intersections will operate at LOS D or better and one will operate at LOS E or F.

Table 5.18 – 2025 No-Build Alternative NW 25th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-			
		TH	D	40.8	340	E	56.1	249
		RT	A	0.4	0	A	7.4	0
	Westbound	LT	F	80.7	167	B	16.8	147
		TH	C	33.5	1132	A	1.1	7
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	E	58.1	512	E	64.1	194
		TH	-	-	-	-	-	-
		RT	A	2.1	0	A	0.4	0
Intersection Overall			***C***	***33.1***	***-***	***B***	***19.5***	***-***
Northbound Ramp Terminal (2)	Eastbound	LT	E	77.0	403	D	42.4	248
		TH	C	32.5	523	C	33.3	326
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	E	72.2	292	D	42.3	421
		RT	A	0.1	0	A	0.2	0
	Northbound	LT	D	47.7	691	E	60.8	268
		RT (*MIA CARGO*)	C	32.6	191	E	55.8	158
		RT	A	4.2	0	A	1.4	0
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			***D***	***38.4***	***-***	***C***	***31.9***	***-***

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

As shown on **Table 5.18**, all intersections will operate at LOS D or better.

5.5 No-Build Alternative – 2045 Traffic Forecast

A 2045 design year traffic operational 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. **Figure 5.10** shows the No-Build Alternative 2045 AADT volumes for the study area. **Figure 5.11** shows the No-Build Alternative 2045 DDHV for the study area. **Figure 5.12** shows the No-Build Alternative 2045 turning movement volumes for the study area.

BEGIN STUDY LIMITS

US 1 NB	US 1 SB
36,000	38,000

990

ARTERIAL EB	ARTERIAL WB
6,000	7,000

SW 112TH ST
KILLIAN DR

US 1 NB	US 1 SB
35,000	39,000

ARTERIAL EB	ARTERIAL WB
5,500	5,000

ARTERIAL EB	ARTERIAL WB
12,000	10,000

US 1 NB	US 1 SB
58,000	64,700

1

SW 104TH ST

ARTERIAL EB	ARTERIAL WB
13,000	16,000

MERGE
38,700

DIVERGE
34,600

SW 100TH ST

ARTERIAL EB	ARTERIAL WB
5,000	4,000

SR 826 NB
37,600

SW 98TH ST

ARTERIAL EB	ARTERIAL WB
5,000	10,000

SW 77TH AVE

SR 826 SB
38,700

DIVERGE
3,000

US 1 NB	US 1 SB
24,000	27,000

MERGE
3,000

RAMP
10,000

SW 77TH AVE

SW 79TH AVE

ARTERIAL EB	ARTERIAL WB
33,000	32,000

SW 88TH ST

RAMP
19,000

SR 826 SB
35,700

SW 73RD PL

DADELAND BLVD

94

SR 826 NB
34,600

MERGE
12,600

SR 826 NB
47,200

ARTERIAL EB	ARTERIAL WB
32,000	30,000

SNAPPER CREEK EXPWY

DIVERGE	SR 826 SB
35,300	71,000

826

MERGE	SR 826 NB
25,800	73,000

TOLL
878

NTS

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 AADT

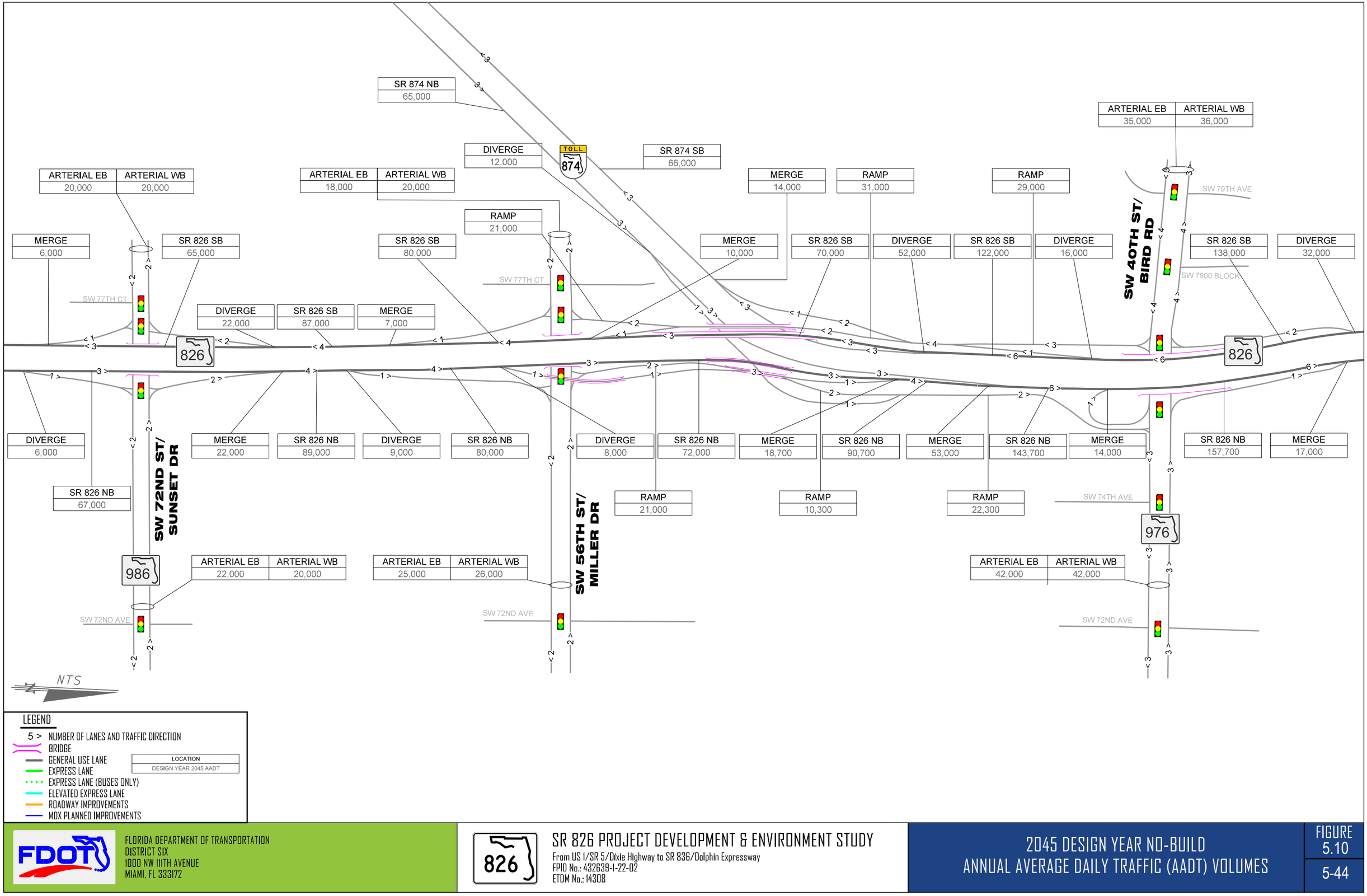
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MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.10



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MIAMI, FL 33172

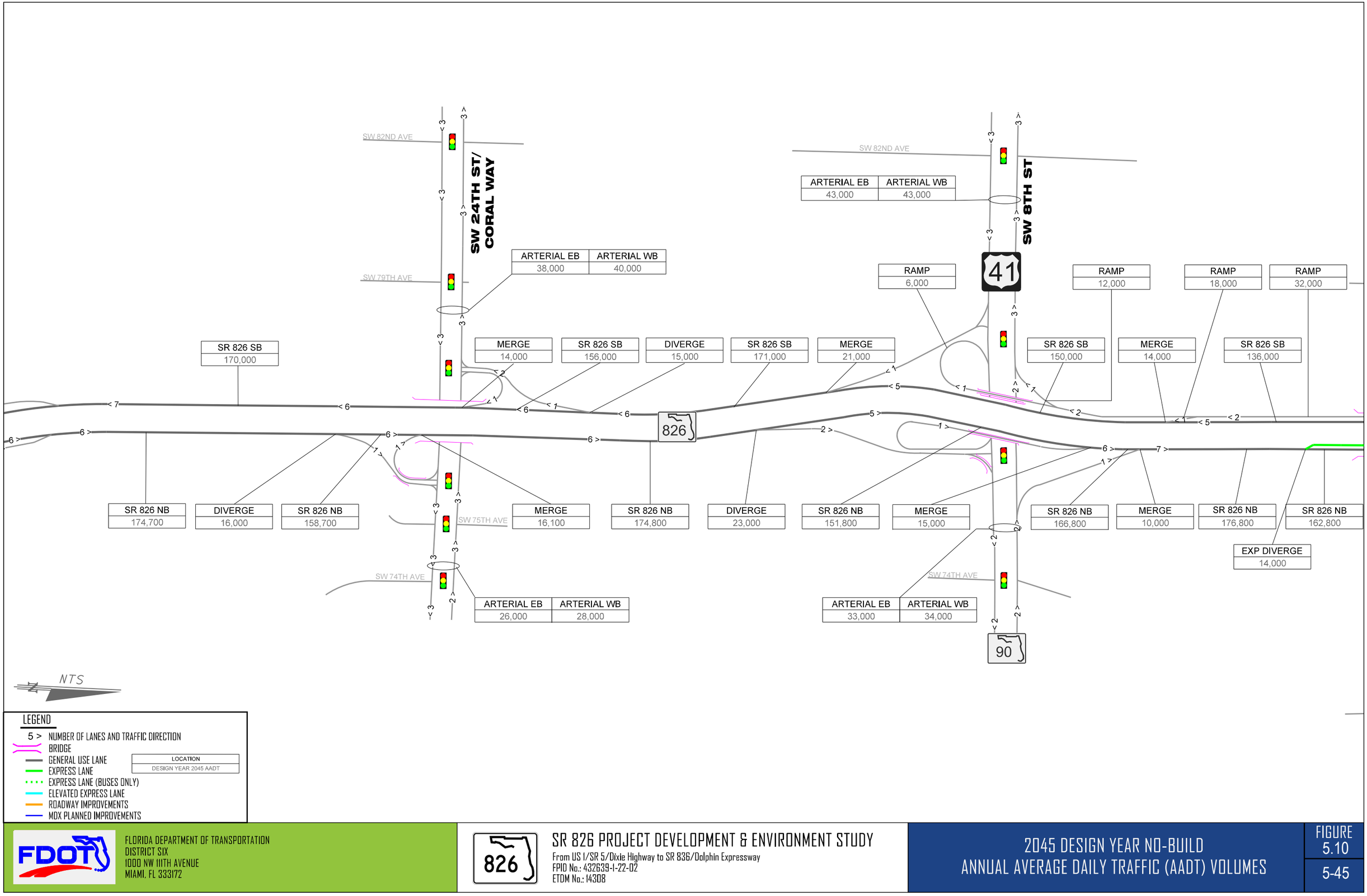
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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ETDM No.: 14308

2045 DESIGN YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.10



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2045 DESIGN YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.10

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 AADT

NTS

NW 84TH AVE

NW 82ND AVE

FLAGLER ST

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

NW 25TH ST

MILAM DAIRY RD

NW 72ND AVE

END STUDY LIMITS
STATION 130+00

TOLL 836

TOLL 836

826

968

ARTERIAL EB	ARTERIAL WB
30,000	30,000

EXP MERGE
14,000

RAMP
6,000

RAMP
15,000

RAMP
27,000

RAMP
17,000

SR 826 SB
122,000

MERGE
46,000

RAMP
44,000

SR 826 SB
76,000

RAMP
10,000

DIVERGE
34,000

SR 826 SB
110,000

DIVERGE
6,000

SR 826 SB
116,000

DIVERGE
51,000

EXP LANES SB
14,000

SR 826 SB
167,000

MERGE
27,000

ARTERIAL EB	ARTERIAL WB
37,000	36,000

SR 826 SB
161,000

SR 826 SB
140,000

DIVERGE
21,000

DIVERGE
26,000

SR 826 NB
136,800

DIVERGE
42,000

SR 826 NB
94,800

MERGE
13,000

SR 826 NB
107,800

MERGE
36,000

SR 826 NB
143,800

MERGE
32,000

EXP LANES NB
14,000

SR 826 NB
175,800

DIVERGE
30,000

SR 826 NB
145,800

MERGE
18,500

SR 826 NB
164,300

RAMP
9,000

RAMP
20,000

RAMP
37,000

ARTERIAL EB	ARTERIAL WB
30,000	29,000

ARTERIAL EB	ARTERIAL WB
25,000	25,000

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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ETDM No.: 14308

2045 DESIGN YEAR NO-BUILD
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.10

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

SR 836 WB 97,500
MERGE 38,500
SR 836 WB 59,000
SR 836 EB 94,000
DIVERGE 14,000
SR 836 EB 80,000
DIVERGE 33,000
SR 836 EB 47,000
DIVERGE 17,000
SR 836 EB 30,000
RAMP 1,000
RAMP 6,000
RAMP 4,000
RAMP 27,500
RAMP 9,000
MERGE 22,000
RAMP 31,500
SR 836 WB 37,000
RAMP 14,000
RAMP 11,000
RAMP 21,000
RAMP 44,000
RAMP 27,000
RAMP 32,000
RAMP 19,000
RAMP 30,000
RAMP 36,500
RAMP 42,500
RAMP 32,000
RAMP 34,000
RAMP 11,000
RAMP 9,000
RAMP 27,000
RAMP 31,500
RAMP 13,000
RAMP 24,000
RAMP 28,000
RAMP 31,000
SR 836 WB 121,000
DIVERGE 23,000
SR 836 WB 98,000
DIVERGE 61,000
MERGE 34,000
SR 836 EB 93,000
SR 836 EB 127,000
MERGE 63,000
RAMP 10,000

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 AADT

NTS

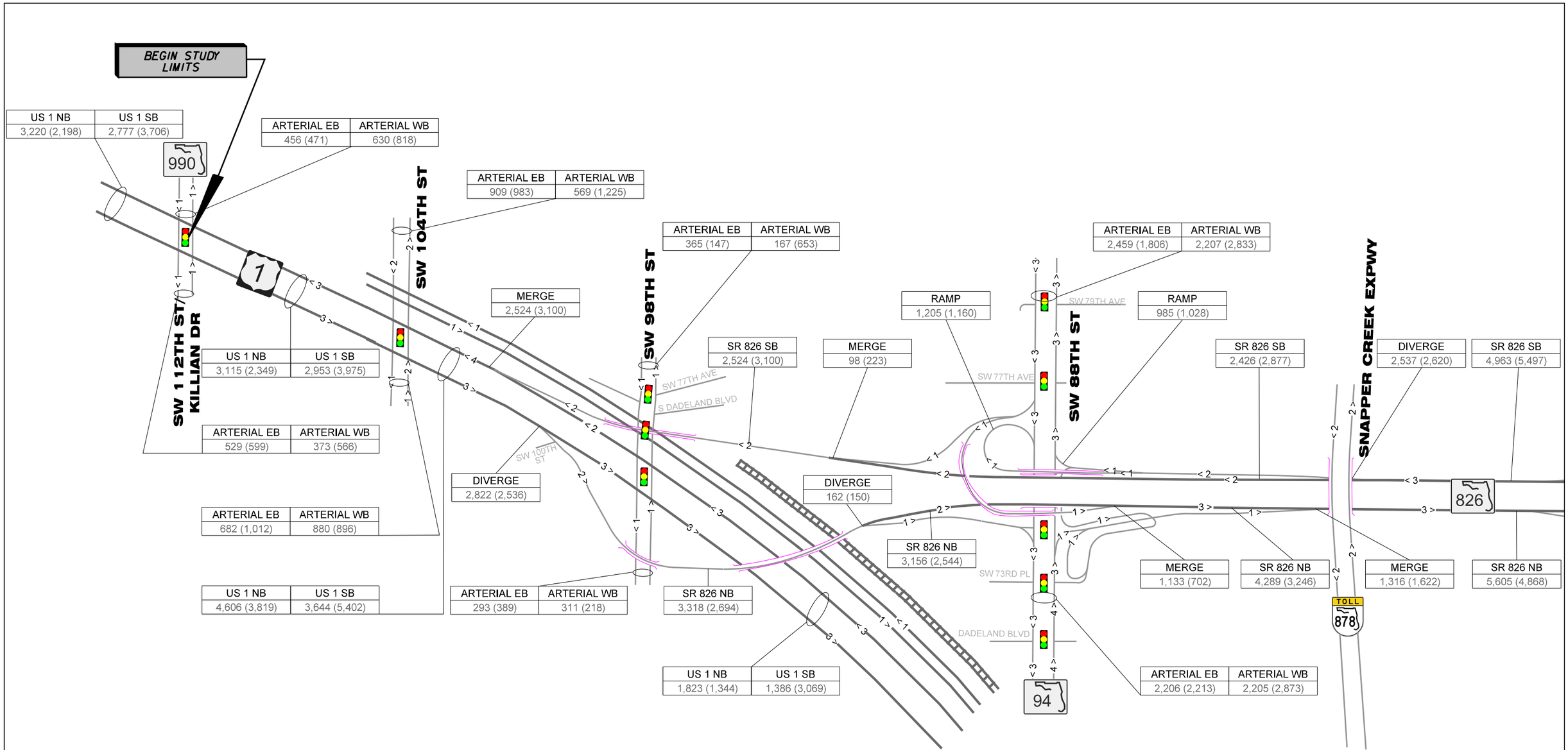
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2045 DESIGN YEAR NO-BUILD ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 5.10



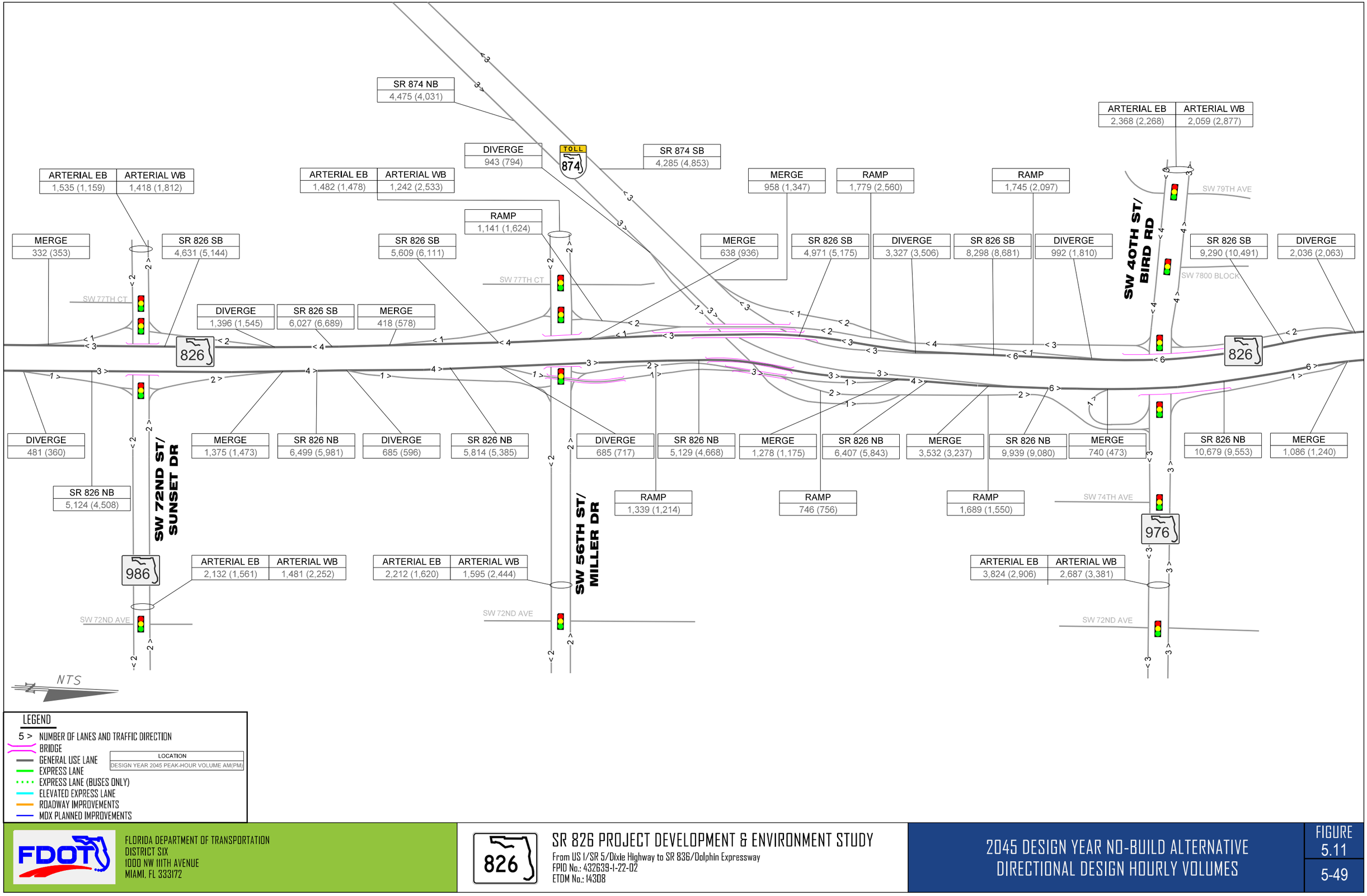
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2045 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.11



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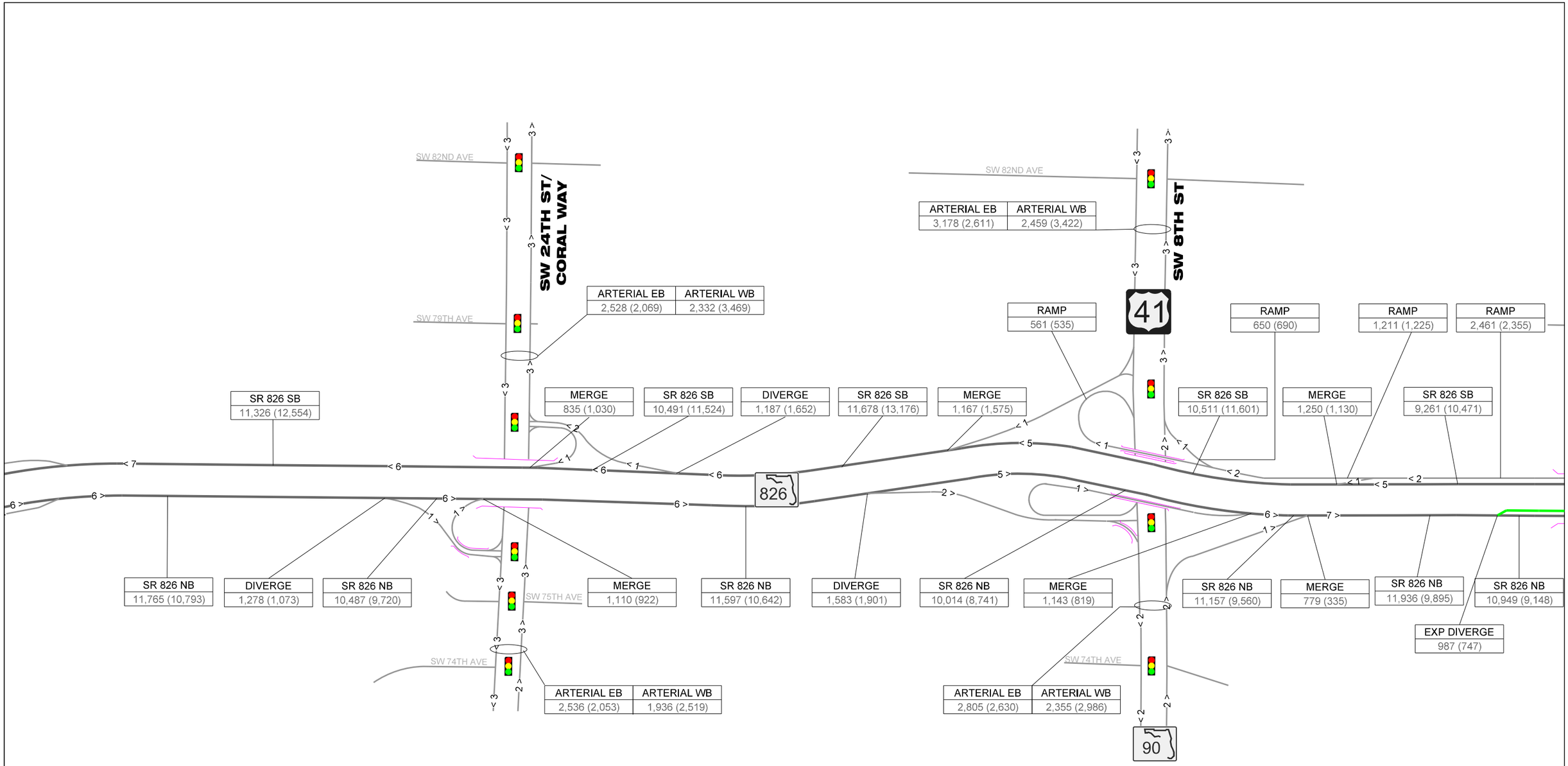
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.11



NTS

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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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.11

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

NW 84TH AVE

NW 82ND AVE

NW 25TH ST

NW 72ND AVE

MILAM DAIRY RD

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

FLAGLER ST

FLAGLER ST

END STUDY LIMITS
STATION 130+00

TOLL 836

TOLL 836

826

968

ARTERIAL EB	ARTERIAL WB
2,263 (2,222)	1,349 (2,681)

EXP MERGE
922 (963)

RAMP
434 (233)

RAMP
1,033 (1,332)

RAMP
1,695 (1,594)

RAMP
1,428 (1,023)

SR 826 SB
8,339 (9,508)

MERGE
3,544 (2,577)

RAMP
3,123 (2,617)

SR 826 SB
4,795 (6,931)

RAMP
501 (593)

DIVERGE
2,622 (2,024)

SR 826 SB
7,417 (8,955)

DIVERGE
749 (245)

SR 826 SB
8,166 (9,200)

DIVERGE
3,278 (2,225)

EXP LANES SB
922 (963)

SR 826 SB
11,444 (11,425)

MERGE
1,161 (2,417)

ARTERIAL EB	ARTERIAL WB
2,327 (2,516)	3,002 (1,978)

SR 826 SB
10,283 (9,008)

SR 826 SB
12,302 (10,263)

DIVERGE
2,019 (1,255)

DIVERGE
1,930 (1,610)

SR 826 NB
9,019 (7,538)

DIVERGE
2,396 (2,804)

SR 826 NB
6,623 (4,734)

MERGE
3,222 (2,446)

SR 826 NB
11,179 (8,508)

MERGE
2,255 (1,795)

SR 826 NB
13,434 (10,303)

DIVERGE
2,589 (1,642)

SR 826 NB
10,845 (8,661)

MERGE
1,380 (1,334)

SR 826 NB
12,225 (9,995)

MERGE
1,334 (1,328)

SR 826 NB
7,957 (6,062)

EXP LANES NB
987 (747)

RAMP
705 (805)

RAMP
1,907 (1,712)

RAMP
3,132 (2,517)

ARTERIAL EB	ARTERIAL WB
2,362 (2,418)	2,598 (3,269)

ARTERIAL EB	ARTERIAL WB
2,659 (2,011)	1,249 (1,896)

FDOT

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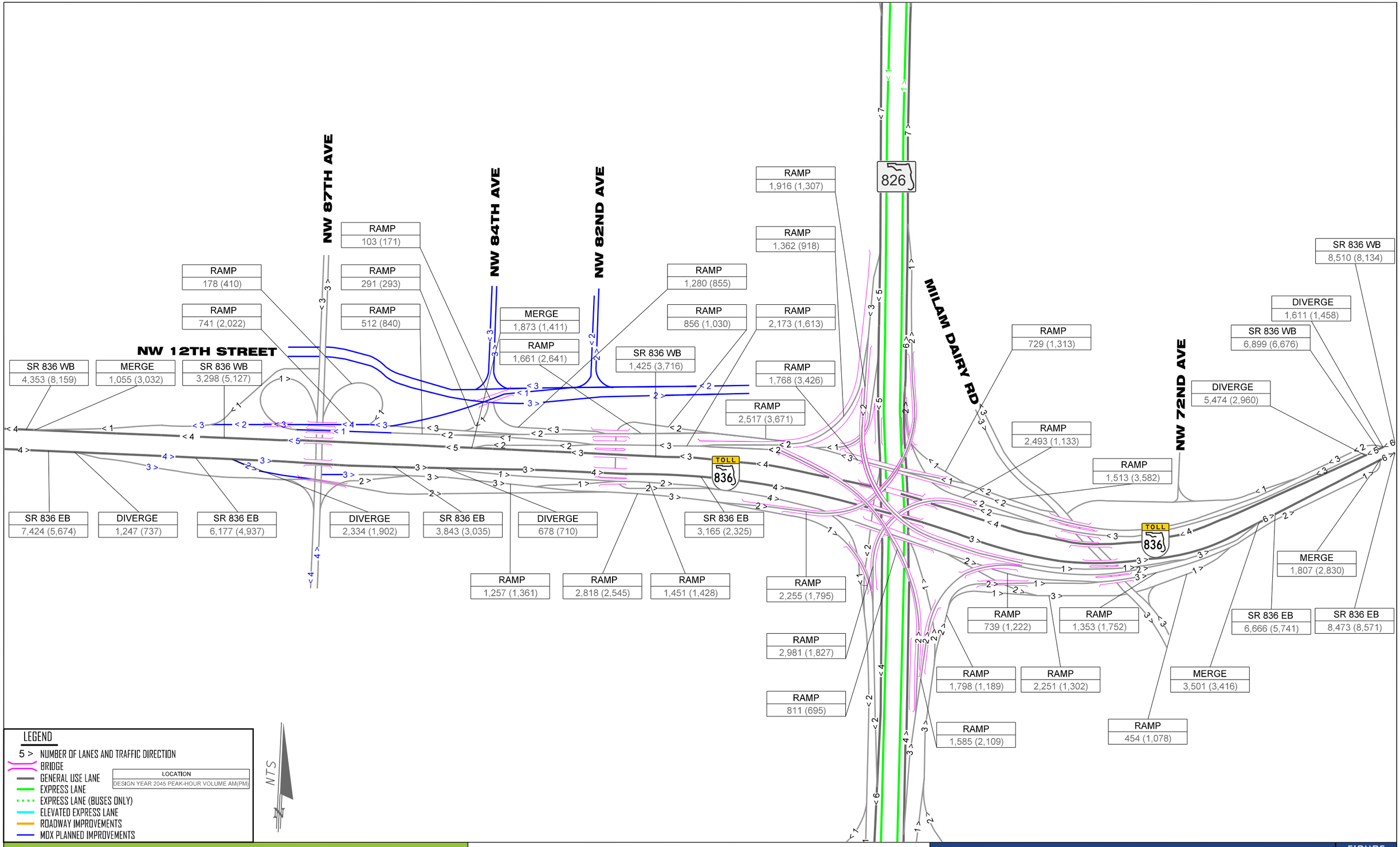
826

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2045 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.11



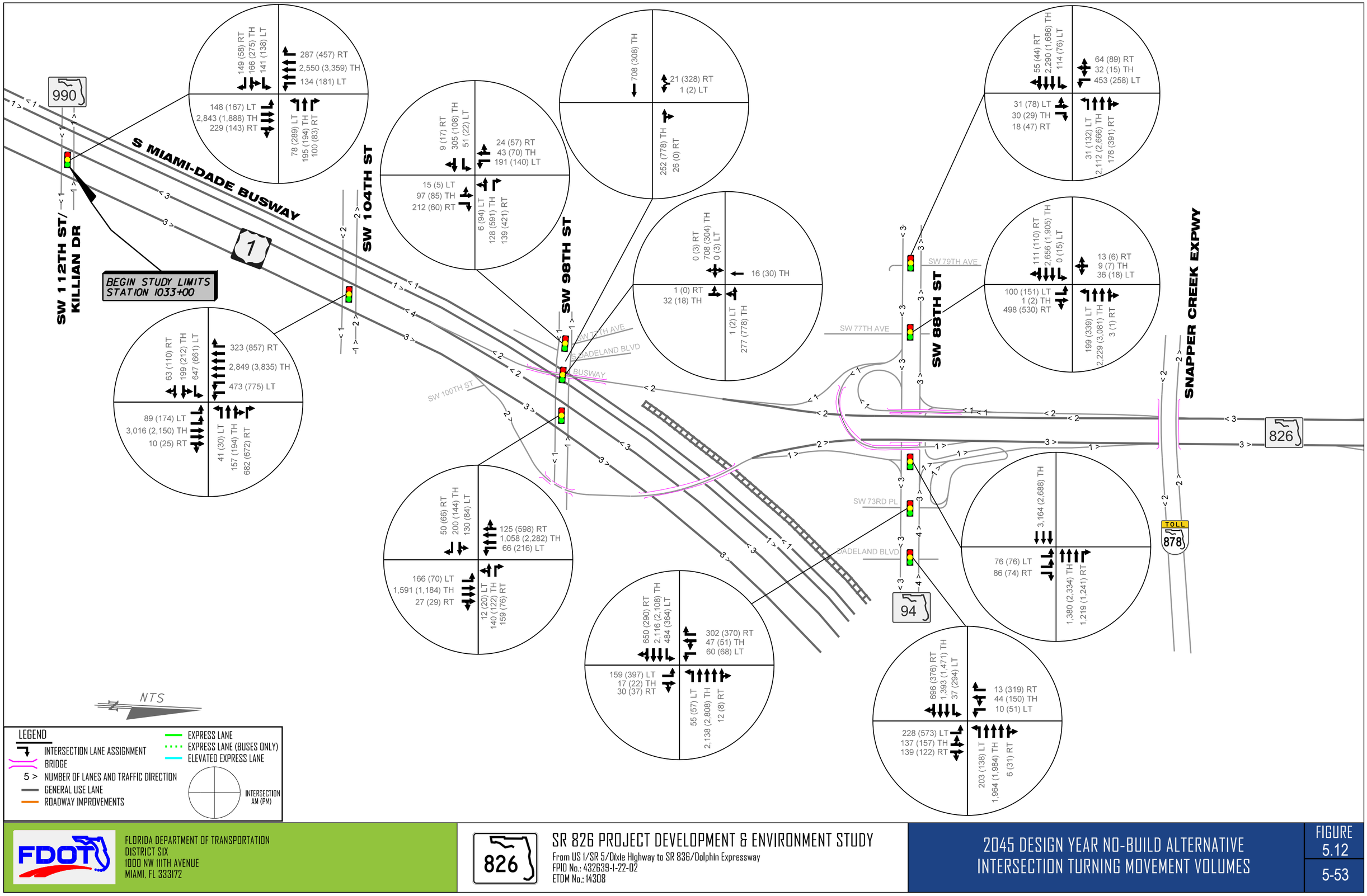
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2045 DESIGN YEAR NO-BUILD ALTERNATIVE DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 5.11



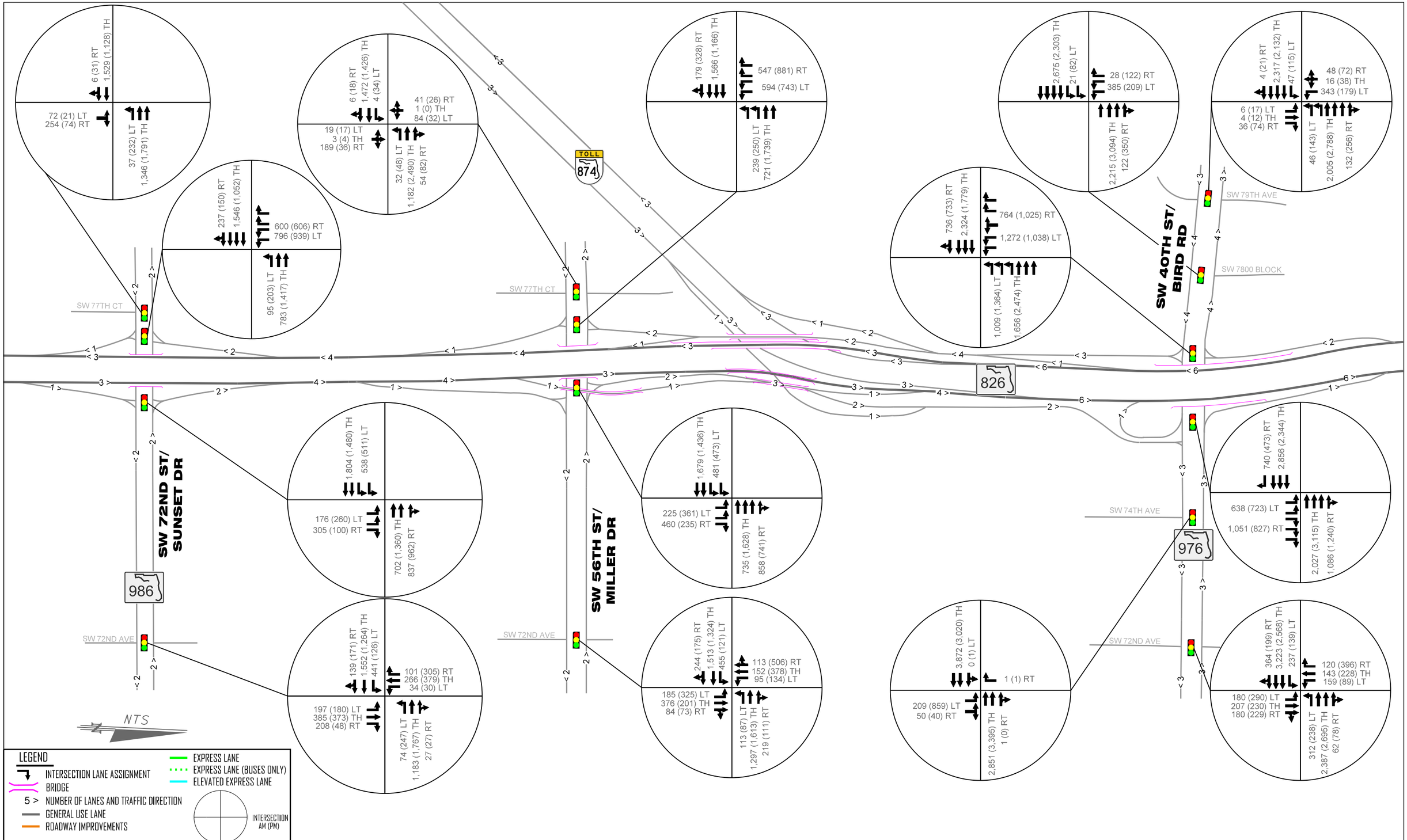
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2045 DESIGN YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.12



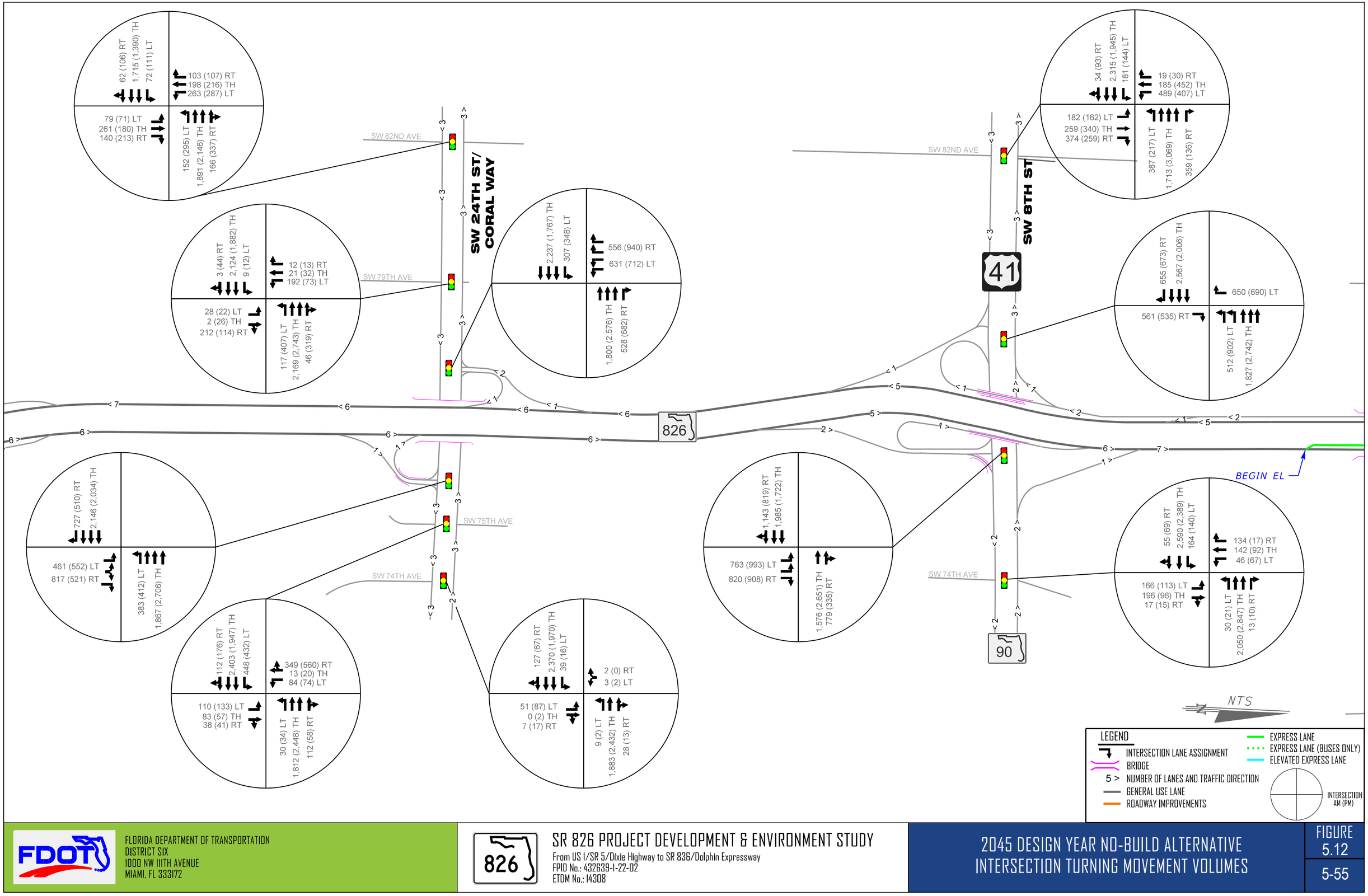
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ETDM No.: 14308

2045 DESIGN YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.12



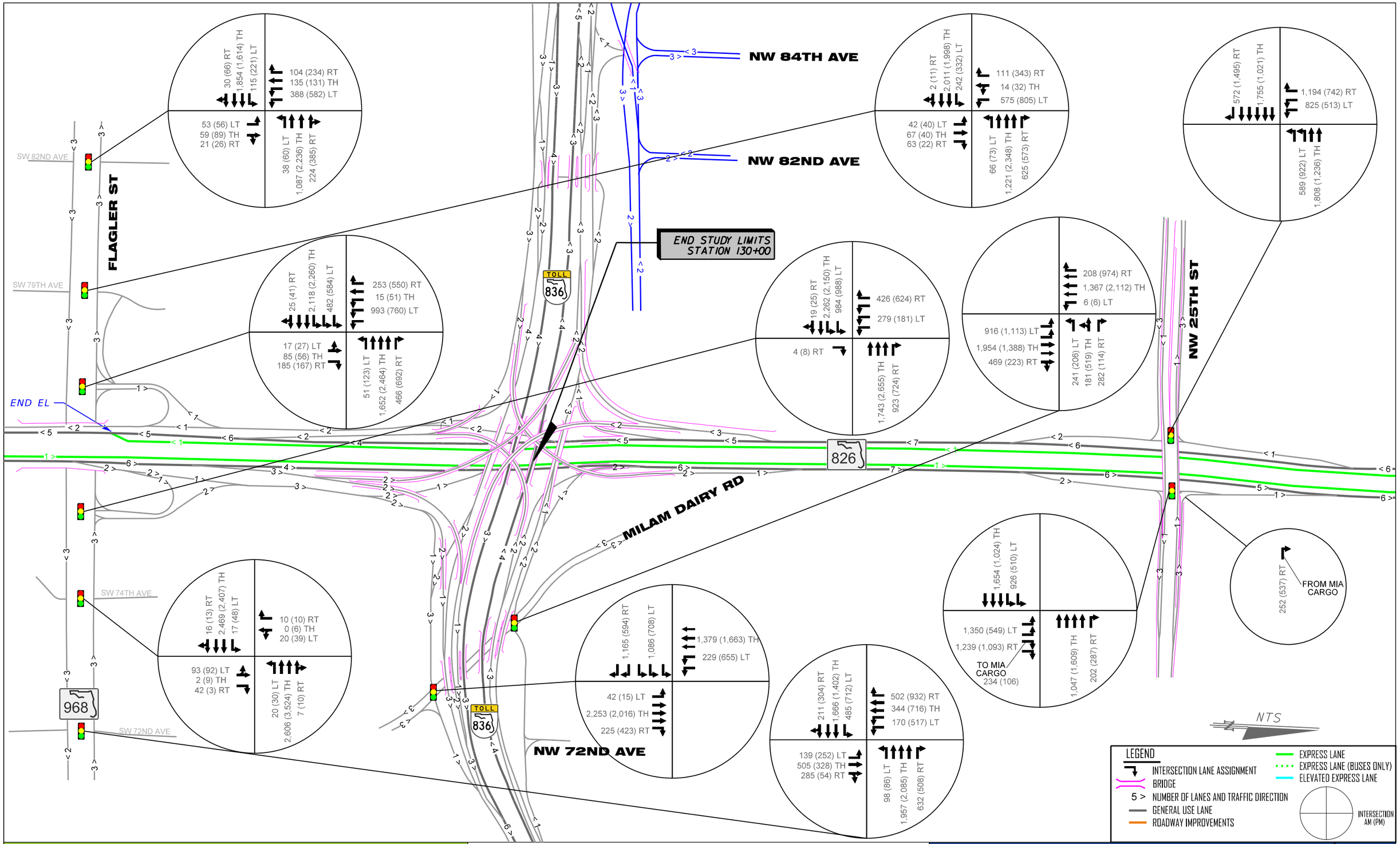
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2045 DESIGN YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.12



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR NO-BUILD ALTERNATIVE INTERSECTION TURNING MOVEMENT VOLUMES

FIGURE 5.12

5.6 No-Build Alternative – 2045 Operational Analysis

5.6.1 SR 826 Operational Analysis

Density, volume/capacity ratio, and LOS of each freeway facility were used as MOEs, which is consistent with the existing conditions analysis. The No-Build Alternative 2045 mainline/basic, weaving, and ramp merge/diverge analysis results are summarized below. **Tables 5.19 – 5.22** summarize the results. The analysis results are also schematically summarized in **Figure 5.13**. Output HCS reports are included as **Appendix I**.

Findings – 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.

Table 5.19 - 2045 SR 826 No-Build 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			
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

Table 5.19 - 2045 SR 826 No-Build Northbound Freeway Analysis Results (Continued)

Table 5.19 - 2045 SR 826 No-Build 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			
10	On-ramp from Sunset Dr WB	Weave	-	-	-	-	-	-	-	-
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 5.20 - 2045 SR 826 No-Build 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	12,302	-	**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

Table 5.20 - 2045 SR 826 No-Build Southbound 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			
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		-	-	-	-	-	-	-	-

Table 5.20 - 2045 SR 826 No-Build Southbound 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			
33	Miller Drive EB On-ramp to Sunset Dr WB Off-ramp	Weave	-	-	-	-	-	-	-	-
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

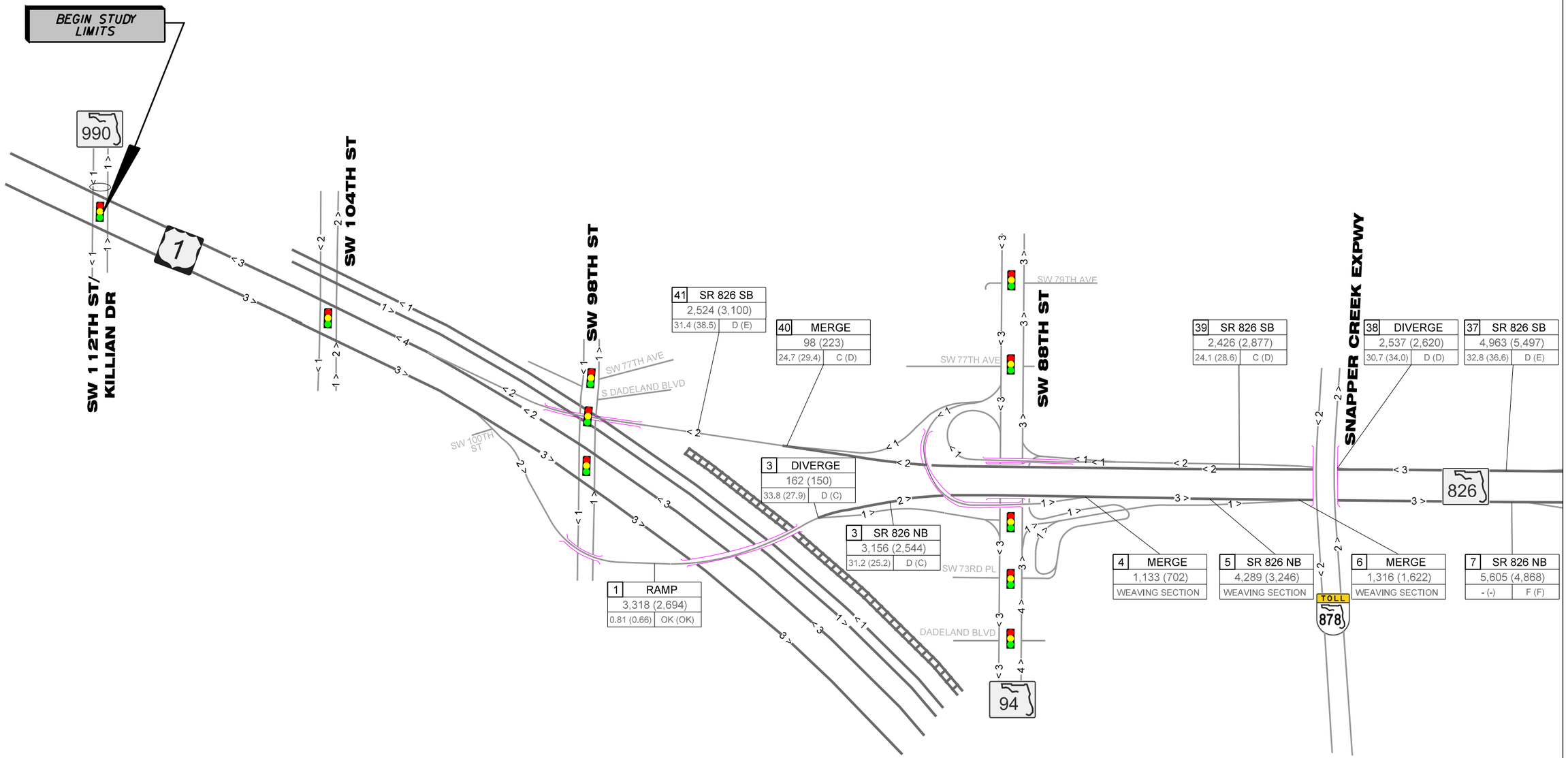
Note: Weaving Volumes are included in **Appendix V**

Table 5.21 - 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 5.22 - 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



NTS

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)

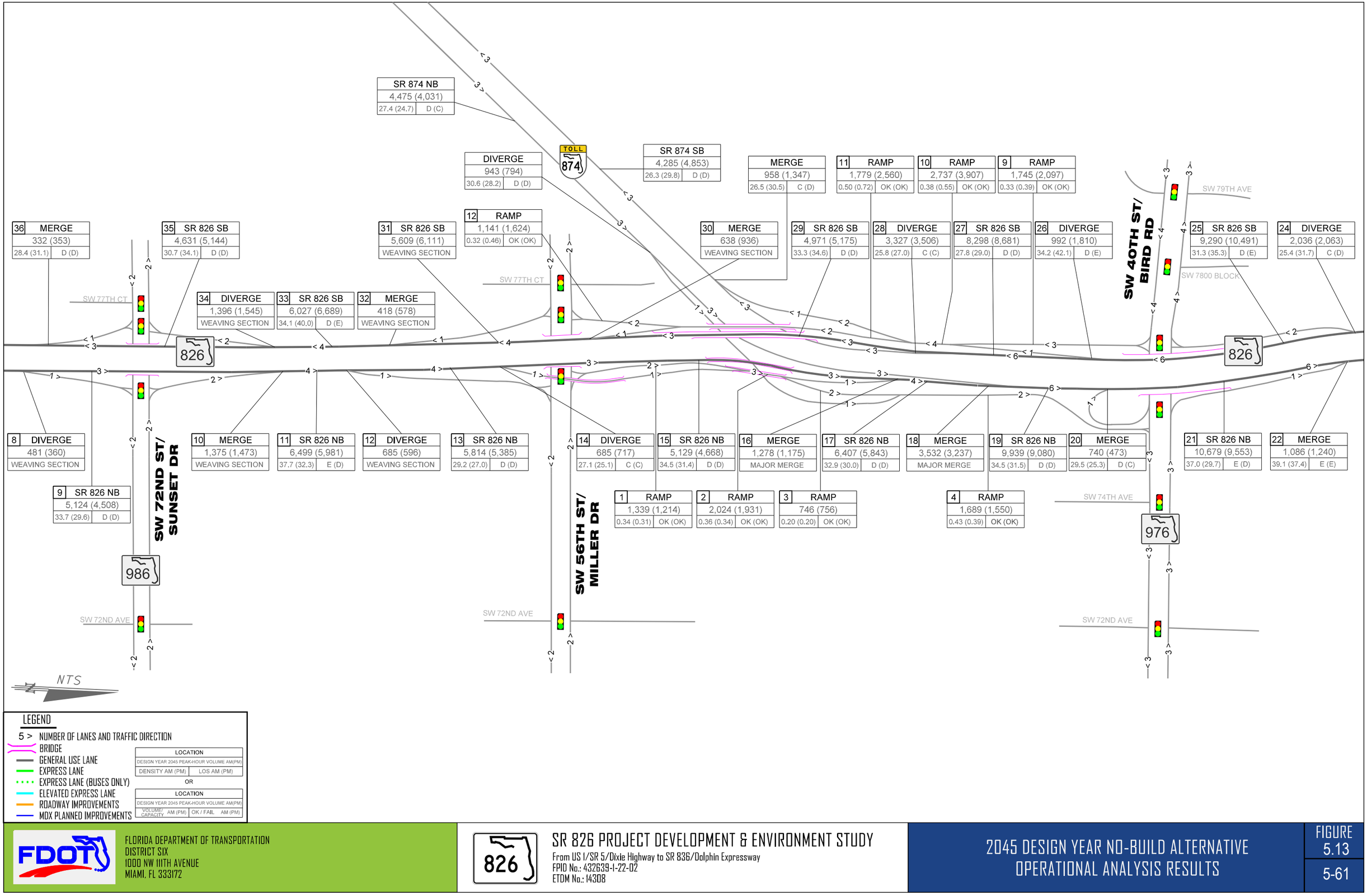
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1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.13



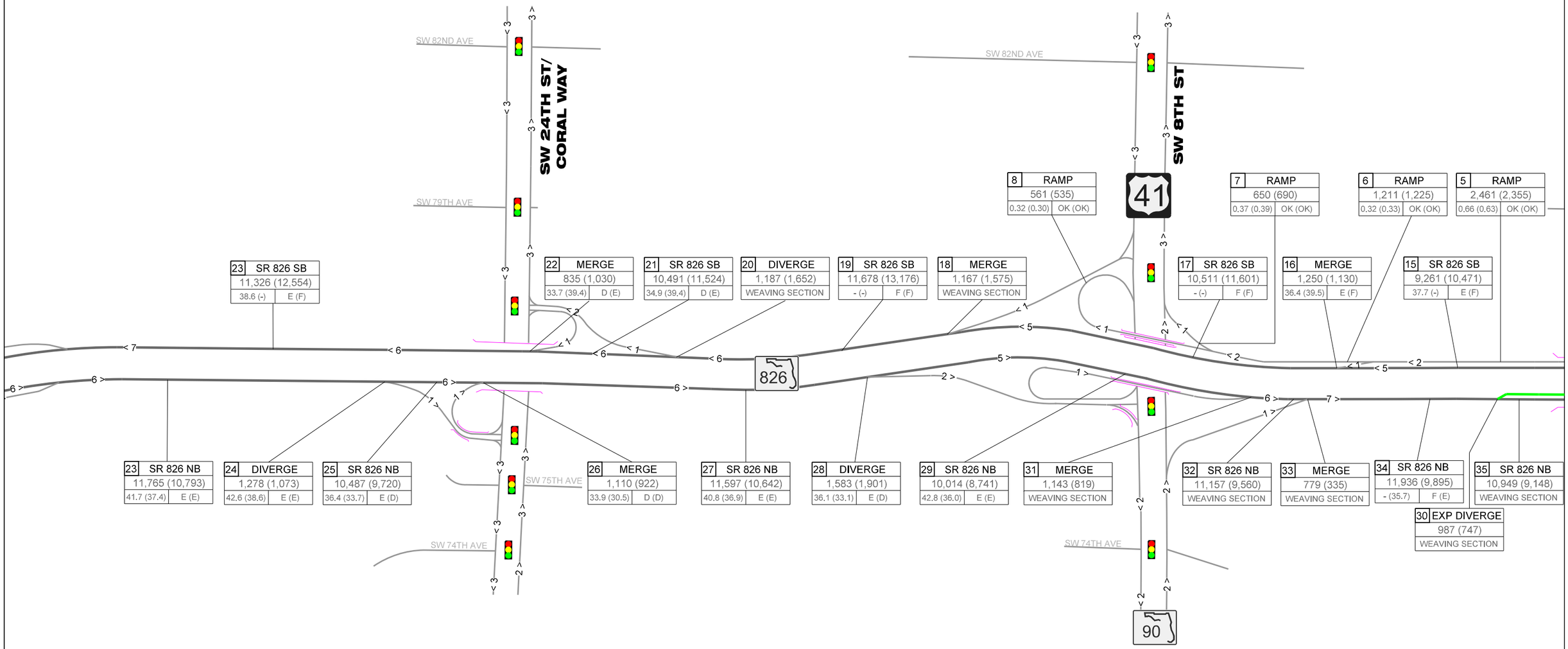
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ETDM No.: 14308

2045 DESIGN YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.13



NTS

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)	

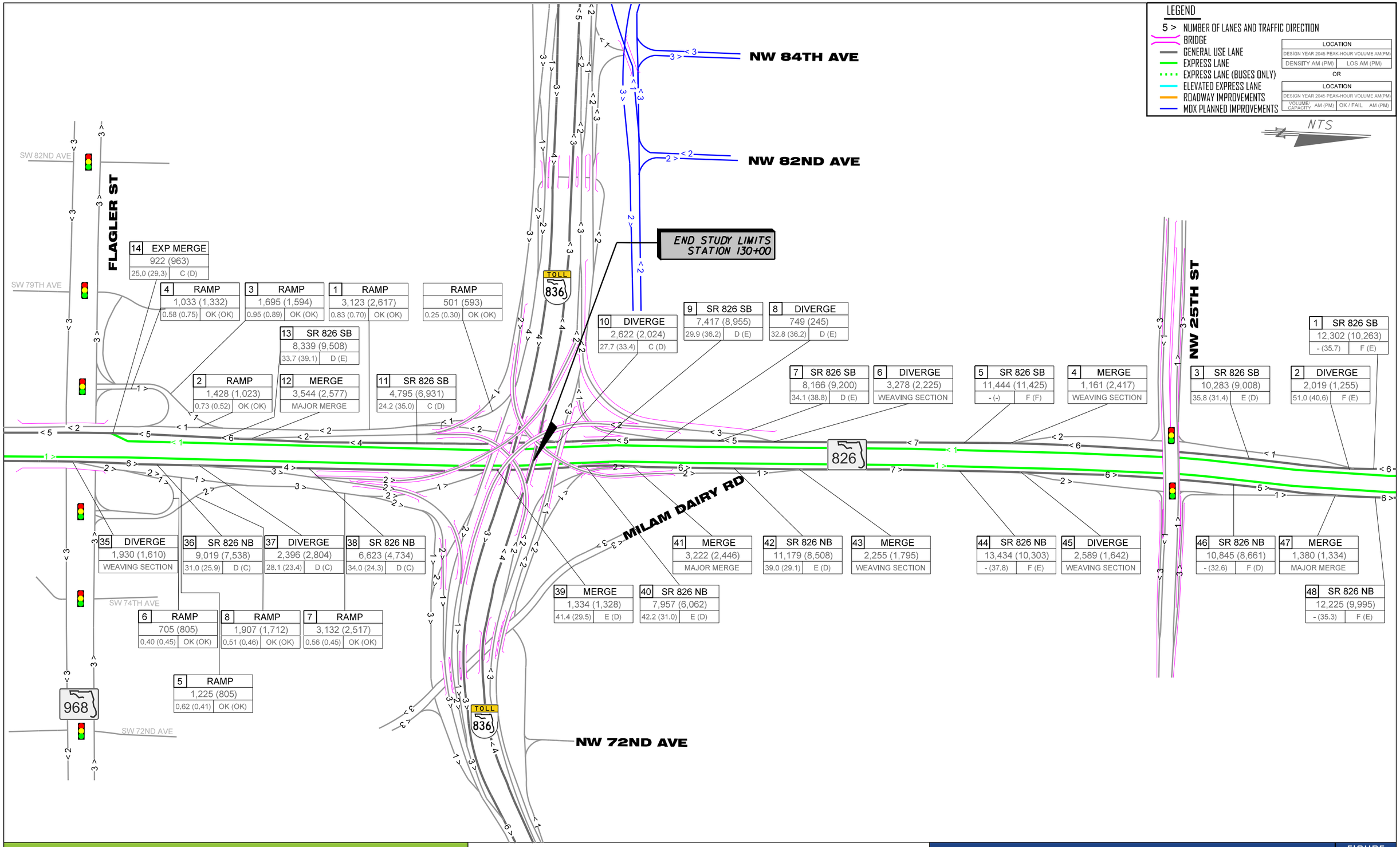
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2045 DESIGN YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.13

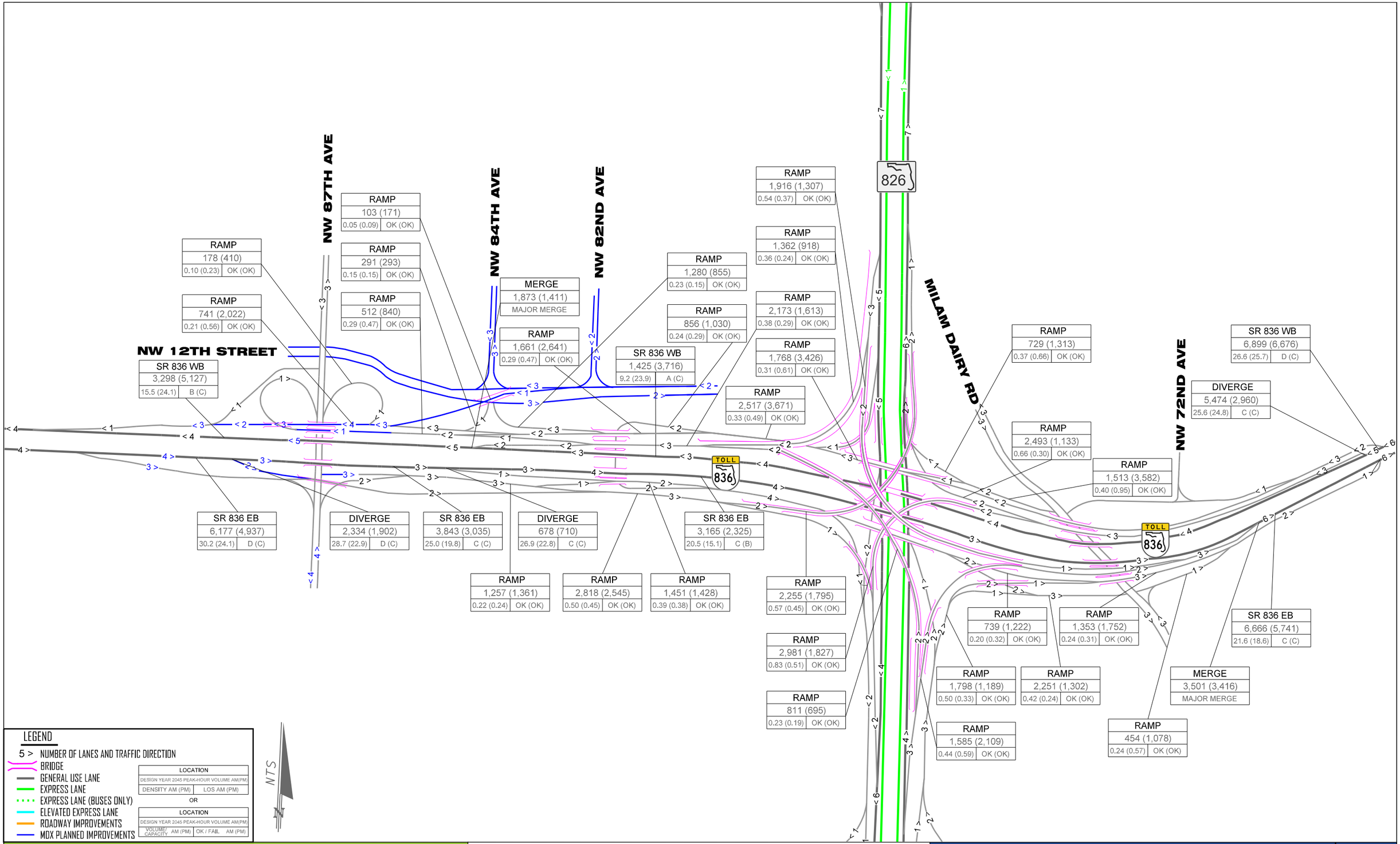


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2045 DESIGN YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS



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ETDM No.: 14308

2045 DESIGN YEAR NO-BUILD ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 5.13

5.6.2 SR 874 and SR 836 Operational Analysis

Findings – 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 5.23 – 5.25** summarize the results. The analysis results are also schematically summarized in **Figure 5.13.** Output HCS reports are included as **Appendix J**.

Table 5.23 - 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			
SR 836 EB Segment between									
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
SR 836 WB Segment between									
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

Table 5.23 - 2045 SR 874 and SR 836 No-Build 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			
SR 874 SB Segment between									
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
SR 874 NB Segment between									
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 5.24 - 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 Diary 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 5.25 - 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 Diary 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

5.6.3 Crossing Roadways Operational Analysis

Tables 5.26 – 5.35 document the intersections operational analysis by crossing roadway. Synchro output reports are provided in **Appendix K**.

Table 5.26 – 2045 No-Build Alternative US 1 Intersection LOS and Delay Results

Intersection	Approach	Movement	No Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	F	81.8	260	E	74.5	243
		TH	F	92.9	361	F	161.3	#670
		RT	E	77.6	162	E	67.8	0
	Westbound	LT	F	86.6	172	F	242.3	#693
		TH	F	181.7	#504	F	99.5	#390
		RT	F	81.5	68	E	72.0	1
	Northbound	LT	F	165.2	#384	F	327.6	#472
		TH	F	124.5	#1886	D	54.3	991
		RT*	---	---	---	---	---	---
	Southbound	LT	E	72.1	m#164	F	106.6	m171
		TH	F	94.9	#1418	F	202.4	m#1581
		RT	F	152.3	m#352	F	285.8	m#500
Intersection Overall			***F***	***112.7***	***---***	***F***	***159.0***	***---***

Table 5.26 – 2045 No-Build Alternative US 1 Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 104th Street (HCM 2000)	Eastbound	LT	F	185	#823	F	166.5	#793
		TH	F	99.1	#513	F	91.6	#500
		RT	E	67.4	0	E	63	36
	Westbound	LT	F	85.8	102	E	80	79
		TH	F	359.9	#571	F	263.2	#484
		RT	F	508.7	#776	F	189.7	#468
	Northbound	LT	F	118.7	m61	F	156.8	m#167
		TH	F	149.9	m#1509	F	155.8	#1317
		RT	B	18.1	m0	C	25.9	m0
	Southbound	LT	F	273.4	#571	F	216.5	#800
		TH	D	42	1001	F	141.5	#1780
		RT	A	9.4	127	C	21.3	737
Intersection Overall			***F***	***138.8***	***---***	***F***	***145.3***	***---***
SW 98th Street (HCM 2000)	Eastbound	LT**	---	---	---	---	---	---
		TH	F	130.2	#768	F	122	#524
		RT	E	70.6	30	F	132.4	16
	Westbound	LT**	---	---	---	---	---	---
		TH	E	66.8	279	F	81.1	281
		RT	E	64.5	217	E	70.1	47
	Northbound	LT	C	23.1	127	E	74.7	125
		TH	C	26.9	569	C	20.5	409
		RT*	---	---	---	---	---	---
	Southbound	LT	C	22.1	56	B	19.7	139
		TH	C	24.8	382	D	40.1	1538
		RT*	---	---	---	---	---	---
Intersection Overall			***D***	***39.0***	***---***	***D***	***41.5***	***---***

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

As shown on **Table 5.26**, all three intersections will operate at a LOS F except for one intersection that will operate at a LOS E during the AM peak-period and LOS D during the PM peak-period.

Table 5.27 - 2045 No-Build Alternative SW 98th Street Intersection LOS and Delay Results

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

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

As shown on **Table 5.27**, both intersections will operate at a LOS D or better.

Table 5.28 - 2045 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 79th Avenue (HCM 2000)	Eastbound	LT	D	52.9	#158	D	36.4	#84
		TH	C	27.3	735.0	C	22.0	432.0
		RT*	---	---	---	---	---	---
	Westbound	LT	C	20.6	m6	F	81.0	m#93
		TH	B	16.5	748.0	F	95.8	#476
		RT*	---	---	---	---	---	---
	Northbound	LT**	---	---	---	---	---	---
		TH	F	102.4	#124	F	111.8	#223
		RT	E	59.4	0.0	E	56.4	0.0
	Southbound	LT	F	145.0	#487	F	84.4	#308
		TH	F	135.2	#471	E	65.8	#246
		RT*	---	---	---	---	---	---
Intersection Overall			**D**	***35.7***	**---**	**E**	***70.1***	**---**
SW 77th Avenue (HCM 6th)	Eastbound	LT	A	0.0	---	C	27.7	m4
		TH	A	3.8	m243	A	2.0	187.0
		RT*	A	8.1	---	A	3.8	---
	Westbound	LT	E	74.1	#327	D	52.0	#501
		TH	B	10.6	575.0	B	17.8	998.0
		RT*	B	11.6	---	A	0.0	---
	Northbound	LT	D	48.8	140.0	E	55.3	204.0
		TH	A	0.0	#746	A	0.0	#622
		RT*	F	448.1	---	F	502.4	---
	Southbound	LT	F	169.3	---	E	56.4	---
		TH***	A	0.0	#151	A	0.0	61.0
		RT	A	0.0	---	A	0.0	---
Intersection Overall			**D**	***49.9***	**---**	**E**	***57.7***	**---**

Table 5.28 - 2045 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Southbound On/Off Ramp	Eastbound	RT	Free Flow Conditions					
	Northbound	RT	Free Flow Conditions					
	Southbound	RT	Free Flow Conditions					
Intersection Overall			***Free Flow Conditions***					
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	A	0.0	---	A	0.0	---
		TH	A	5.8	m158	A	4.2	m643
		RT	A	0.0	---	A	N/A	---
	Westbound	LT	A	0.0	---	A	N/A	---
		TH	A	0.1	m26	A	0.0	m74
		RT[5]	---	0.0	m772	---	N/A	m1048
	Northbound	LT	E	61.3	59.0	E	61.3	60.0
		TH	A	0.0	---	A	N/A	---
		RT[5]	---	0.0	8.0	---	0.0	7.0
Intersection Overall			***A***	***5.0***	***---***	***A***	***3.2***	***---***
SW 73rd Place (HCM 2000)	Eastbound	LT	F	204.6	#731	F	441.8	#652
		TH	D	38.7	#1065	D	51.0	#983
		RT*	---	---	---	---	---	---
	Westbound	LT	D	39.0	m45	D	44.2	m18
		TH	C	20.5	127.0	D	46.7	m#804
		RT*	---	---	---	---	---	---
	Northbound	LT	E	77.4	#250	F	180.5	#642
		TH	D	51.7	53.0	D	43.4	56.0
		RT*	---	---	---	---	---	---
	Southbound	LT	E	64.8	#103	E	62.3	105.0
		TH	E	64.1	#104	E	62.0	107.0
		RT	B	19.3	43.0	B	18.3	37.0
Intersection Overall			***D***	***46.1***	---	***E***	***76.8***	---

Table 5.28 - 2045 No-Build Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Dadeland Boulevard (HCM 2000)	Eastbound	LT	B	16.6	m5	F	329.4	m#330
		TH	B	15.6	m239	D	54.9	m#254
		RT*	---	---	---	---	---	---
	Westbound	LT	E	64.2	#362	D	47.2	#169
		TH	C	21.5	423	D	46.4	544
		RT*	---	---	---	---	---	---
	Northbound	LT	E	63.0	243	D	54.2	361
		TH	D	52.0	155	D	48.8	300
		RT*	---	---	---	---	---	---
	Southbound	LT	E	59.2	28	E	55.6	89
		TH	E	64.5	84	F	110.1	#356
		RT	B	11.0	0	C	21.5	56
Intersection Overall			***C***	***24.7***	***---***	***E***	***64.9***	***---***

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

As shown on **Table 5.28**, 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.

Table 5.29 - 2045 No-Build Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Court (HCM 6th)	Eastbound	TH	B	14.7	697.0	A	7.8	308.0
		RT*	B	14.6	---	A	7.8	---
	Westbound	LT	B	11.3	25.0	A	6.5	58.0
		TH	A	7.7	430.0	A	4.7	349.0
	Northbound	LT****	F	128.6	#469	F	89.5	85.0
		RT	A	0.0	---	---	0.0	---
Intersection Overall			***C***	***23.2***	***---***	***A***	***8.4***	***---***
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	B	14.0	360.0	B	13.3	216.0
		RT[1]	---	0.0	---	---	0.0	---
	Westbound	LT	B	11.7	67.0	A	9.7	92.0
		TH	A	9.0	200.0	B	10.4	403.0
	Southbound	LT	F	184.0	#763	F	313.7	#885
		RT	F	155.2	#411	F	184.0	#546
Intersection Overall			***E***	***70.5***	***---***	***F***	***103.5***	***---***
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	F	81.5	404.0	E	67.9	341.0
		TH	A	4.3	436.0	A	4.0	233.0
	Westbound	TH	B	13.7	397.0	B	16.7	774.0
		RT[1]	---	---	---	---	0.0	---
	Northbound	LT	F	90.2	153.0	F	120.2	#248
		RT[1]	---	---	#662	---	0.0	78.0
Intersection Overall			***C***	***23.9***	***---***	***C***	***26.2***	***---***

Table 5.29 - 2045 No-Build Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Avenue (HCM 6th)	Eastbound	LT	F	214.4	#957	F	80.9	#241
		TH	D	36.9	#1160	C	32.1	770.0
		RT*	D	38.1	---	C	32.5	---
	Westbound	LT	D	39.7	#119	F	173.8	#531
		TH	D	40.7	755.0	D	49.4	#1218
		RT*	D	40.5	---	D	49.6	---
	Northbound	LT	F	167.7	#383	F	234.0	#384
		TH	F	97.4	#681	E	78.4	#657
		RT	E	58.6	196.0	D	42.4	25.0
	Southbound	LT	E	60.6	61.0	D	52.4	53.0
		TH	E	71.9	414.0	F	121.0	#673
		RT	D	44.5	84.0	E	66.9	351.0
Intersection Overall			***E***	***69.1***	***---***	***E***	***67.0***	***---***

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

As shown on **Table 5.29**, 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.

Table 5.30 - 2045 No-Build Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Ct (HCM 6th)	Eastbound	LT	A	9.9	4.0	A	7.0	#79
		TH	A	9.2	285.0	A	3.4	250.0
		RT*	A	9.1	---	A	3.3	---
	Westbound	LT	B	14.6	21.0	A	1.1	m8
		TH	A	7.5	210.0	A	0.6	m421
		RT*	A	7.5	---	A	0.6	---
	Northbound	LT	D	44.2	---	F	86.9	---
		TH***	A	0.0	#194	A	0.0	78.0
		RT	A	0.0	---	A	0.0	---
	Southbound	LT	D	39.5	---	F	87.6	---
		TH***	A	0.0	#167	A	0.0	101.0
		RT	A	0.0	---	A	0.0	---
Intersection Overall			***B***	***12.2***	***---***	***A***	***4.0***	***---***
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	C	32.3	467.0	C	24.5	256.0
		RT*	---	---	---	---	---	---
	Westbound	LT	E	64.4	156.0	E	72.1	m169
		TH	A	4.3	24.0	A	61.0	m76
	Southbound	LT	F	143.0	#560	F	376.1	#820
		RT	E	61.4	230.0	F	288.6	#805
Intersection Overall			***D***	***50.3***	***---***	***F***	***117.3***	***---***
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	E	77.9	m211	E	73.6	m164
		TH	B	10.3	m66	B	18.0	m105
	Westbound	TH	D	36.3	436.0	D	37.0	700.0
		RT*	---	---	---	---	---	---
	Northbound	LT	E	78.4	191.0	F	141.4	#365
		RT	F	505.2	#872	F	85.7	#253
Intersection Overall			***F***	***81.7***	***---***	***D***	***45.1***	***---***

Table 5.30 - 2045 No-Build Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Ave (HCM 6th)	Eastbound	LT	F	187.4	#923	F	84.5	#245
		TH	E	62.0	1002.0	D	38.7	983.0
		RT*	E	64.0	---	D	39.4	---
	Westbound	LT	F	90.9	#250	D	37.0	#138
		TH	E	56.9	#1129	E	60.7	#1325
		RT*	E	59.7	---	E	63.8	---
	Northbound	LT	F	82.4	#292	F	490.9	#795
		TH	F	164.6	#514	E	57.8	187.0
		RT*	F	170.5	---	E	58.1	---
	Southbound	LT	E	75.1	157.0	D	51.8	185.0
		TH	F	167.4	#205	F	119.4	#778
		RT*	F	193.8	---	F	319.4	---
Intersection Overall			***F***	***91.2***	***---***	***F***	***112.6***	***---***

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

As shown on **Table 5.30**, 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.

Table 5.31 - 2045 No-Build Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 79th Avenue (2)	Eastbound	LT	F	90.6	108.0	F	96.8	#240
		TH *	C	23.7	526.0	C	22.2	553.0
		RT *	-	-	-	-	-	-
	Westbound	LT	F	119.0	56.0	F	99.4	m124
		TH *	A	8.5	204.0	B	16.0	692.0
		RT *	-	-	-	-	-	-
	Northbound	LT	F	85.5	26.0	F	82.5	47.0
		TH	F	85.1	20.0	F	81.8	36.0
		RT	E	70.9	2.0	E	63.4	52.0
	Southbound	LT	F	90.4	#518	F	102.4	#291
		TH ****	F	87.1	#496	F	89.3	238.0
		RT	-	-	-	-	-	-
Intersection Overall			**C**	***24.5***	**-**	**C**	***26.8***	**-**
SW 7800 Block (1)	Eastbound	LT	F	87.9	m21	F	88.5	m87
		TH	A	0.3	m2	A	0.2	62.0
	Westbound	TH *	A	0.4	157.0	A	0.4	m588
		RT *	A	1.1	-	A	1.3	-
	Southbound	LT	F	82.3	#393	F	83.6	175.0
		RT	E	65.8	50.0	E	79.4	201.0
Intersection Overall			**A**	***6.9***	**-**	**A**	***6.0***	**-**
Southbound Ramp Terminal (2) (Alternative 2 DDI)	Eastbound	TH *	F	99.2	m361	E	72.7	#1050
		RT *	-	-	-	-	-	-
	Westbound	LT	F	306.1	m#615	F	112.3	m#676
		TH	B	13.4	m509	A	0.1	m592
	Southbound	LT	F	139.2	#918	E	66.4	482.0
		RT	E	56.3	474.0	F	133.7	#743
Intersection Overall			**F**	***110.1***	**-**	**E**	***63.6***	**-**

Table 5.31 - 2045 No-Build Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal (1) (Alternative 2 DDI)	Eastbound	TH	A	1.0	m1057	A	0.1	m182
		RT	-	-	m0	-	-	-
	Westbound	TH *	D	45.6	1035.0	A	0.4	m0
		RT *	F	85.5	-	F	42.5	-
	Northbound	LT	F	110.5	#563	F	142.2	#647
		RT	F	345.9	#915	F	182.4	#627
Intersection Overall			**F**	***81.3***	**-**	**D**	***37.3***	**-**
SW 74th Avenue (2)	Eastbound	TH	A	9.7	m623	C	26.2	m782
	Westbound	TH	A	1.9	m62	C	29.3	m#317
	Northbound	LT ***	F	94.0	207.0	F	128.9	#789
		RT ***	F	94.0	207.0	F	128.9	#789
Intersection Overall			**A**	***9.6***	**-**	**D**	***40.2***	**-**
SW 72nd Avenue (1)	Eastbound	LT	E	65.9	m#292	E	74.0	m#149
		TH *	F	118.4	#1763	F	16.2	m#640
		RT *	F	148.3	-	F	30.4	-
	Westbound	LT	F	238.3	#839	F	164.8	#469
		TH *	D	39.2	850.0	D	49.3	#1330
		RT *	D	43.7	-	E	58.3	-
	Northbound	LT	F	97.2	#414	F	203.0	#541
		TH *	F	104.0	#406	E	75.9	263.0
		RT *	F	116.6	-	F	83.9	-
	Southbound	LT	F	192.3	#365	E	65.9	134.0
		TH	F	92.8	#350	F	109.1	#420
		RT	B	15.0	53.0	F	102.3	#545
Intersection Overall			**F**	***101.5***	**-**	**D**	***54.4***	**-**

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

As shown on **Table 5.31**, 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.

Table 5.32 - 2045 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (1)	Eastbound	LT	F	128.0	#200	F	122.8	#264
		TH *	D	52.7	843.0	E	55.4	762
		RT *	E	57.6	-	E	60.8	-
	Westbound	LT	F	105.1	#352	F	98.0	#513
		TH *	A	8.6	634.0	E	69.8	#1221
		RT *	B	13.8	-	F	85.4	-
	Northbound	LT	F	102.4	164.0	F	100.1	145
		TH	F	108.1	#512	F	129.2	#389
		RT	D	54.8	112.0	D	53.8	186
	Southbound	LT	F	108.5	#511	F	109.8	#548
		TH	D	54.4	303.0	E	61.7	343
		RT	D	44.4	58.0	D	47.1	59
Intersection Overall			***D***	***45.3***	***-***	***E***	***74.0***	***-***
SW 79th Avenue (1)	Eastbound	LT	B	15.7	m1	A	8.1	m6
		TH *	A	0.4	101.0	A	8.5	791
		RT *	A	0.8	-	A	9.0	-
	Westbound	LT	E	69.3	m#341	D	37.5	m444
		TH *	C	28.6	77.0	A	0.3	m656
		RT *	C	29.4	-	A	0.8	-
	Northbound	LT	E	58.3	62.0	E	71.0	55
		TH *	E	69.6	336.0	A	0.0	-
		RT *	E	70.0	-	E	79.8	-
	Southbound	LT	F	351.4	#497	F	103.8	#181
		TH	E	56.3	49.0	E	68.6	73
		RT	E	56.1	21.0	E	67.8	0
Intersection Overall			***C***	***32.3***	***-***	***B***	***10.0***	***-***

Table 5.32 - 2045 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal (2 AM and 1 PM)	Eastbound	LT	E	72.7	m415	F	103.1	#607
		TH	C	20.4	m606	A	0.3	35
	Westbound	TH	C	24.9	m558	F	12.7	#1235
		RT	B	14.5	m172	-	-	m189
	Southbound	LT	F	82.0	456	F	116.2	#604
		RT	D	42.5	298	E	68.1	671
Intersection Overall			***C***	***32.3***	***-***	***C***	***34.0***	***-***
Northbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	E	56.4	#1070	D	52.7	m926
		RT	D	36.0	161.0	C	34.1	m99
	Westbound	LT	F	155.2	m#650	F	112.1	m402
		TH	B	13.0	296.0	A	9.2	m178
		RT	-	-	-	-	-	-
	Northbound	LT ***	F	96.0	#701	F	80.0	#558
		TH	-	-	-	-	-	-
		RT ***	F	131.1	#854	F	109.9	#693
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			***E***	***57.5***	***-***	***D***	***43.3***	***-***
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	E	70.1	m541	F	141.7	m#645
		TH *	B	17.7	m536	A	0.4	m360
		RT *	-	-	-	A	0.7	-
	Westbound	LT	D	46.6	29.0	C	26.6	m12
		TH *	D	48.1	900.0	F	105.4	#1380
		RT *	-	-	-	F	112.2	-
	Northbound	LT	F	94.2	#199	F	172.9	#287
		TH *	F	89.5	204.0	-	-	148
		RT *	-	-	-	E	62.5	-
	Southbound	LT	E	78.6	144.0	E	57.8	119
		TH *	F	80.0	136.0	-	-	#825
		RT *	-	-	-	F	556.3	-
Intersection Overall			***D***	***40.5***	***-***	***F***	***115.3***	***-***

Table 5.32 - 2045 No-Build Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	B	12.8	66.0	A	9.2	m1
		TH *	A	7.1	713.0	A	0.3	35
		RT *	-	-	-	A	0.6	-
	Westbound	LT	A	6.6	6.0	A	1.5	2
		TH *	A	5.6	538.0	A	8.3	882
		RT *	-	-	-	A	8.2	-
	Northbound	LT	E	62.6	88.0	F	86.6	167
		TH *	E	57.9	0.0	-	-	31
		RT *	-	-	-	E	79.3	-
	Southbound	LT ****	-	-	-	E	79.8	-
		TH ****	E	57.9	0.0	-	-	12
		RT ****	-	-	-	-	-	-
Intersection Overall			***A***	***7.3***	***-***	***A***	***6.6***	***-***

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

As shown on **Table 5.32**, 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.

Table 5.33 - 2045 No-Build Alternative SW 8th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (2)	Eastbound	LT	F	130.7	#390	F	183.3	#336
		TH *	F	298.4	#1670	D	47.6	#1086
		RT *	F	304.7	-	D	52.1	-
	Westbound	LT	F	258.8	#854	F	86.7	#424
		TH	E	67.0	867.0	F	126.5	#1933
		RT	D	53.2	327.0	C	22.6	m45
	Northbound	LT ***	F	149.4	#430	E	79.3	#269
		TH	D	35.4	303.0	F	165.1	#736
		RT	C	22.5	304.0	E	63.1	290.0
	Southbound	LT	F	507.4	#1153	F	228.1	#868
		TH	D	54.4	275.0	F	155.7	#961
		RT	D	47.9	0.0	E	58.5	0.0
Intersection Overall			***F***	***195.1***	***-***	***F***	***108.5***	***-***
Southbound Ramp Terminal (2)	Eastbound	TH *	C	25.7	m72	C	28.6	m610
		RT *	-	-	-	-	-	-
	Westbound	LT	F	158.2	m#378	C	33.8	m226
		TH	A	0.3	m0	A	0.1	m0
	Northbound	RT	-	-	-	-	-	-
Intersection Overall			***C***	***26.5***	***-***	***B***	***15.3***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH *	D	42.2	#967	A	3.8	m30
		RT *	-	-	-	-	-	-
	Westbound	TH	B	14.6	m415	F	179.6	m#1627
	Northbound	LT	E	68.5	#377	F	134.6	#520
		RT	-	-	-	-	-	-
Intersection Overall			***D***	***37.9***	***-***	***F***	***100.2***	***-***

Table 5.33 - 2045 No-Build Alternative SW 8th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (1)	Eastbound	LT	F	114.8	m#190	F	128.5	m#269
		TH *	F	84.4	m#2017	C	33.7	#1933
		RT *	-	-	-	-	-	-
	Westbound	LT	D	51.5	32.0	D	52.9	15.0
		TH	D	44.7	#1443	F	145.6	#2514
		RT	A	0.0	0.0	A	0.0	0.0
	Northbound	LT	F	189.9	#415	F	105.8	204.0
		TH *	F	111.1	#447	F	97.6	214.0
		RT *	-	-	-	-	-	-
	Southbound	LT	F	80.4	95.0	E	77.4	131.0
		TH	F	87.4	266.0	F	84.1	183.0
		RT	E	65.3	165.0	E	66.2	0.0
Intersection Overall			***E***	***74.1***	**-**	***F***	***94.1***	**-**

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

As shown on **Table 5.33**, two intersections will operate at LOS D or better and two will operate at LOS E or F 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.

Table 5.34 - 2045 No-Build Alternative Flagler Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (2)	Eastbound	LT	B	16.3	92.0	F	112.9	#443
		TH *	C	25.0	712.0	C	27.6	580.0
		RT *	-	-	-	-	-	-
	Westbound	LT	D	39.3	m40	C	24.9	m8
		TH *	A	5.4	72.0	F	80.8	m#1123
		RT *	-	-	-	-	-	-
	Northbound	LT	F	82.8	115.0	E	74.2	115.0
		TH *	F	89.0	150.0	F	90.6	202.0
		RT *	-	-	-	-	-	-
	Southbound	LT	E	79.7	293.0	F	131.9	#522
		TH	E	71.0	226.0	E	64.5	217.0
		RT	E	57.0	40.0	D	50.3	175.0
Intersection Overall			**C**	***28.1***	**-**	***E***	***69.5***	**-**
SW 79th Avenue (2)	Eastbound	LT	E	68.6	314.0	F	186.4	m#576
		TH *	C	22.5	339.0	C	25.6	m423
		RT *	-	-	-	-	-	-
	Westbound	LT	E	60.2	m63	D	51.2	m52
		TH	A	5.1	145.0	F	81.6	m#1176
		RT	C	20.4	856.0	A	6.1	m27
	Northbound	LT	F	83.9	99.0	F	108.8	#100
		TH	F	92.9	144.0	F	102.7	#94
		RT	E	72.8	11.0	E	71.7	0.0
	Southbound	LT	F	86.0	486.0	F	128.7	#843
		TH **	F	86.0	490.0	F	126.8	#842
		RT	E	56.5	32.0	E	57.0	291.0
Intersection Overall			**C**	***31.0***	**-**	***E***	***67.8***	**-**
Southbound Ramp Terminal (1)	Eastbound	LT	F	94.1	#269	F	94.4	m#284
		TH *	D	44.0	679.0	C	29.4	m545
		RT *	D	48.1	-	C	31.8	-
	Westbound	LT	D	42.8	m45	D	47.5	m116
		TH	D	49.6	222.0	D	54.5	m#832
		RT	-	-	11.0	-	-	m0
	Northbound	LT **	F	80.4	-	F	117.3	-
		TH **	-	-	196.0	-	-	#204
		RT	F	211.5	163.0	F	523.6	#136
	Southbound	LT	F	81.9	#491	F	92.2	#395
		TH	D	54.9	39.0	E	62.6	96.0
Intersection Overall			***E***	***63.4***	**-**	***E***	***66.6***	**-**

Table 5.34 - 2045 No-Build Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	No-Build (2045) AM LOS	AM Delay (s/veh)	AM 95th % Queue (ft)	PM LOS	PM Delay (s/veh)	PM 95th % Queue (ft)
Northbound Ramp Terminal (1)	Eastbound	LT	E	73.6	629.0	F	82.3	m#703
		TH	A	1.5	334.0	A	1.3	226.0
	Westbound	TH	A	0.5	538.0	C	25.5	#1147
		RT (3)	A	6.3	265.0	A	1.0	0.0
	Southbound	LT (3)	F	90.0	156.0	F	108.3	#120
Intersection Overall			**B**	***15.4***	**-**	**C**	**26.2**	**-**
SW 74th Avenue (1)	Eastbound	LT	B	14.3	m11	E	56.8	69.0
		TH *	A	0.8	458.0	B	12.9	1035.0
		RT *	A	1.4	-	B	13.6	-
	Westbound	LT	A	5.9	m4	F	114.2	m35
		TH *	B	14.4	m260	C	34.7	m#1402
		RT *	B	15.8	-	D	40.9	-
	Northbound	LT **	F	97.7	178.0	F	97.3	184.0
		TH **	-	-	-	-	-	
		RT	-	-	-	-	-	-
	Southbound	LT **	F	90.6	-	F	101.8	-
		TH **	-	-	53.0	-	-	95.0
		RT	F	83.3	0.0	F	80.2	0.0
Intersection Overall			**B**	***10.2***	**-**	**C**	**29.7**	**-**
NW 72nd Avenue (1)	Eastbound	LT	F	175.9	#990	F	310.8	#1489
		TH *	C	33.8	676.0	C	33.1	533.0
		RT *	D	36.2	-	D	35.0	-
	Westbound	LT	F	96.1	190.0	F	95.6	168.0
		TH	F	116.1	#1104	F	215.8	#1276
	Northbound	LT	F	141.7	#333	F	371.7	#629
		TH *	F	185.5	#721	E	73.3	286.0
		RT *	F	188.2	-	E	73.8	-
	Southbound	LT	F	189.2	#212	F	356.5	#580
		TH	E	72.2	273.0	F	155.7	#667
		RT	E	56.6	565.0	F	211.3	#1581
Intersection Overall			***F***	***100.5***	**-**	***F***	***182.9***	**-**

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

As shown on **Table 5.34**, 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.

Table 5.35 - 2045 No-Build Alternative NW 25th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	No-Build (2045) AM LOS	AM Delay (s/veh)	AM 95th % Queue (ft)[1]	PM LOS	PM Delay (s/veh)	PM 95th % Queue (ft)[1]
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	D	39.8	451	C	30.3	219
		RT	A	0.7	0	F	114.7	#355
	Westbound	LT	E	78.1	m198	F	151.2	#712
		TH	C	23.6	m445	B	16.8	618
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	F	119.2	#737	F	105.8	#452
		TH	-	-	-	-	-	-
		RT	A	4.9	0	A	1.2	0
Intersection Overall			***D***	***39.0***	**-**	***E***	***70.4***	**-**
Northbound Ramp Terminal (2)	Eastbound	LT	F	256.5	m#706	F	131.8	m#401
		TH	C	21.8	m380	A	5.3	m99
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	D	41.0	323	C	31.6	430
		RT	A	0.2	0	A	0.3	0
	Northbound	LT	F	391.9	#1442	E	76.8	409
		RT (*MIA CARGO*)	E	63.2	365	E	59.1	174
		RT	A	2.5	0	A	2.4	0
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			***F***	***134.4***	**-**	**C**	***34.4***	**-**

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

As shown on **Table 5.35**, 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.

6.0 BUILD ALTERNATIVES

The objective of this 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.

Eliminated Alternative – The assumption during the MLOU was that MDX will evaluate express lanes along SR 836 as one of the build alternatives. A reversible express lanes concept was evaluated during the SR 826 Feasibility Planning Study to tie to a SR 836 express lane facility, like I-75 and I-595 in Broward County. However, during early coordination with MDX during the PD&E Study, FDOT was told that SR 836 will no longer be considered a candidate for express lanes. Therefore, there was no system along SR 836 to tie to the reversible express lanes concept.

The reversible lanes concept initial design included three reversible express lanes in the peak direction, with no express lanes along the off-peak direction. The overall two-way express lanes AADT volumes were found lower than the other build alternatives. The reversible express lanes demand was similar to the demand of the other build alternatives. However, the construction and operating costs were too high when compared to the other build alternatives. Therefore, the reversible express lanes concept was no longer considered a viable alternative. FDOT decided to evaluate instead the two-way express lanes elevated concept as Alternative 3.

6.1 ALTERNATIVE 1

Alternative 1 proposes one express lane in each direction between SW 56th Street and SR 874 and two express lanes in each direction between SR 874 and SR 836. The express lanes system will begin and end one lane on SR 874 and one lane south of SW 56th Street. This alternative 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 6.1**).

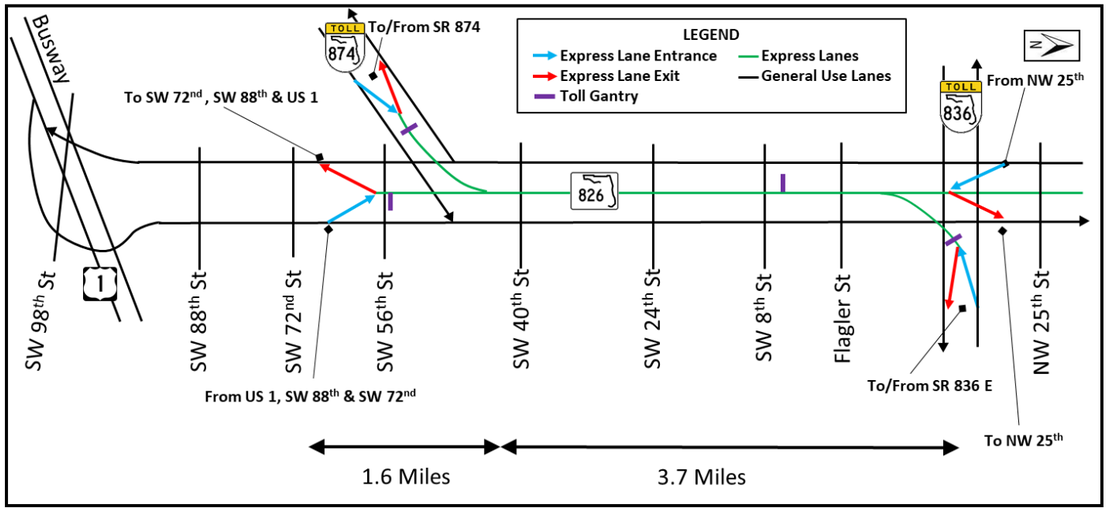


Figure 6.1 - Alternative 1 Schematic Line Diagram

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 (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 6.2** and **Figure 6.3**. 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 for the express lanes along the median.

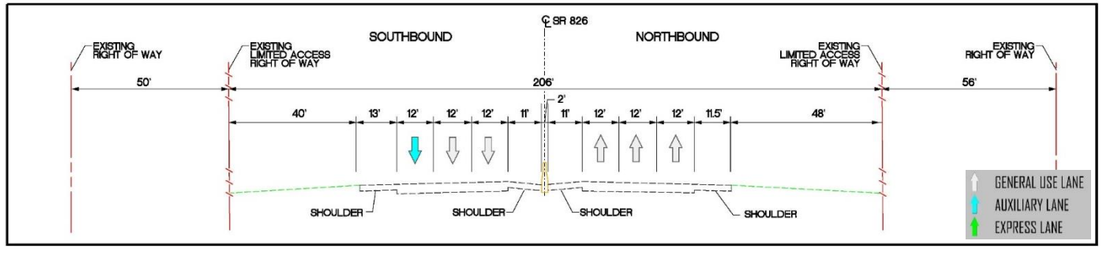


Figure 6.2 - Alternative 1 Roadway Typical Section between US 1 and SR 874

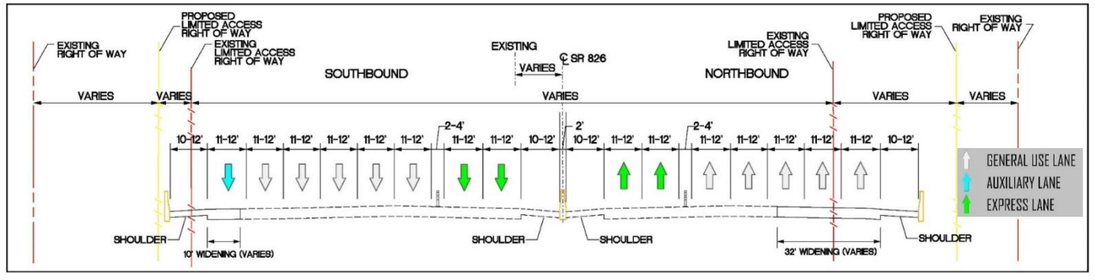
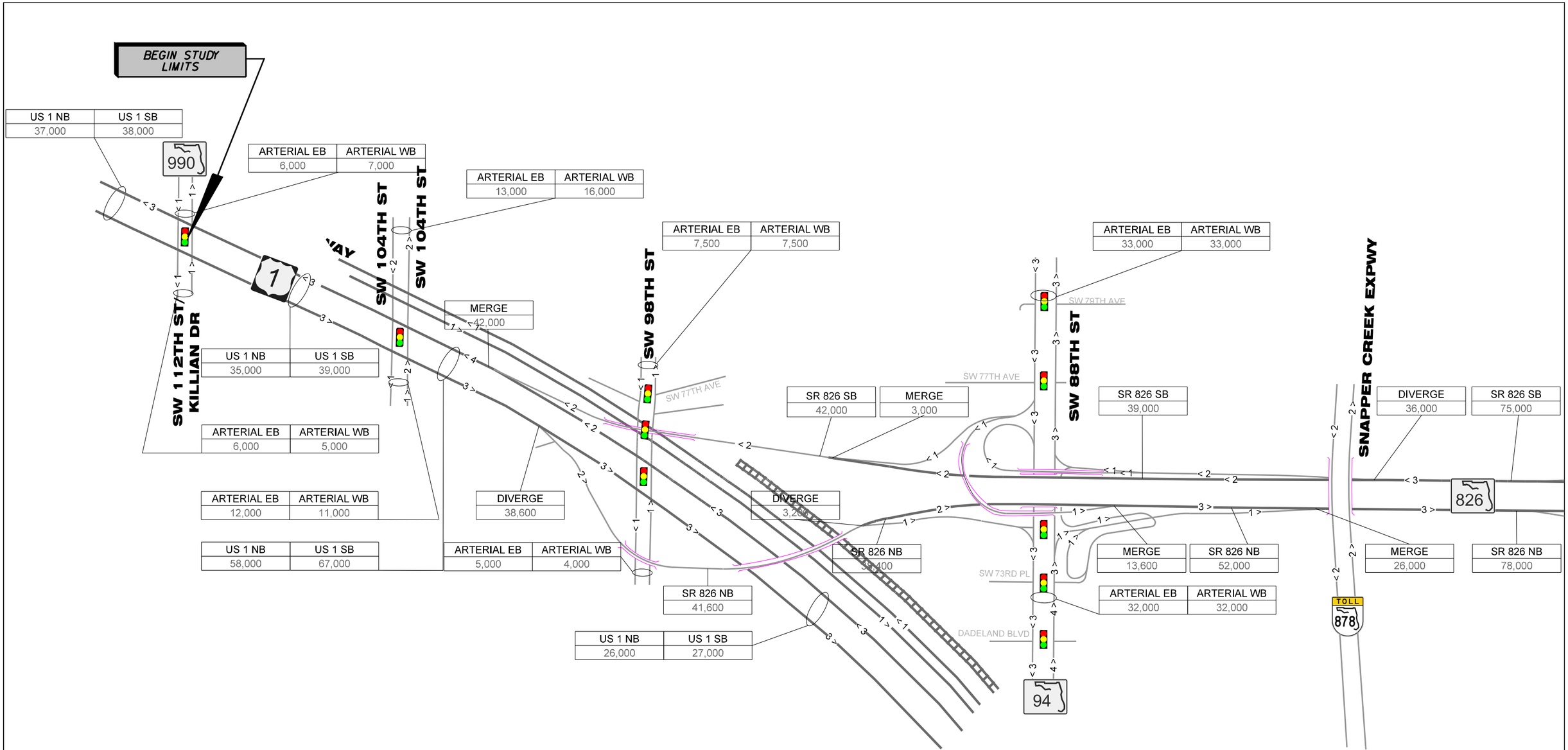


Figure 6.3 - Alternative 1 Roadway Typical Section between SR 874 and SR 836

2045 Operational Analysis Results – A 2045 design year traffic operational 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. Alternative 1 design year AADT volumes are depicted in ***Figure 6.4*****.** Design year DDHV and operational analysis results are summarized in ***Tables 6.1 – 6.4*** and schematically in ***Figure 6.5.*** 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 Alternative 1 are summarized below.



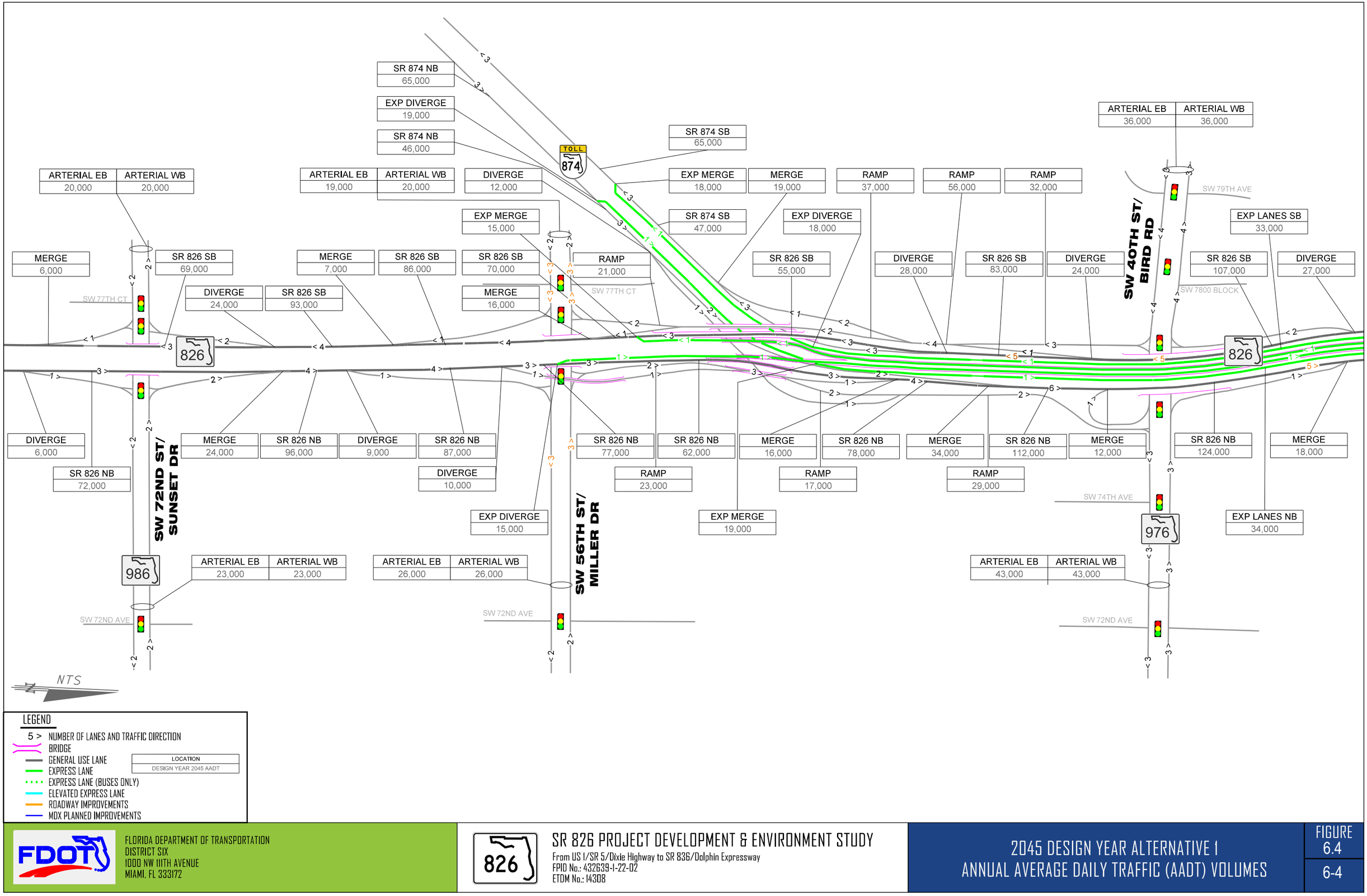
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR ALTERNATIVE 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.4



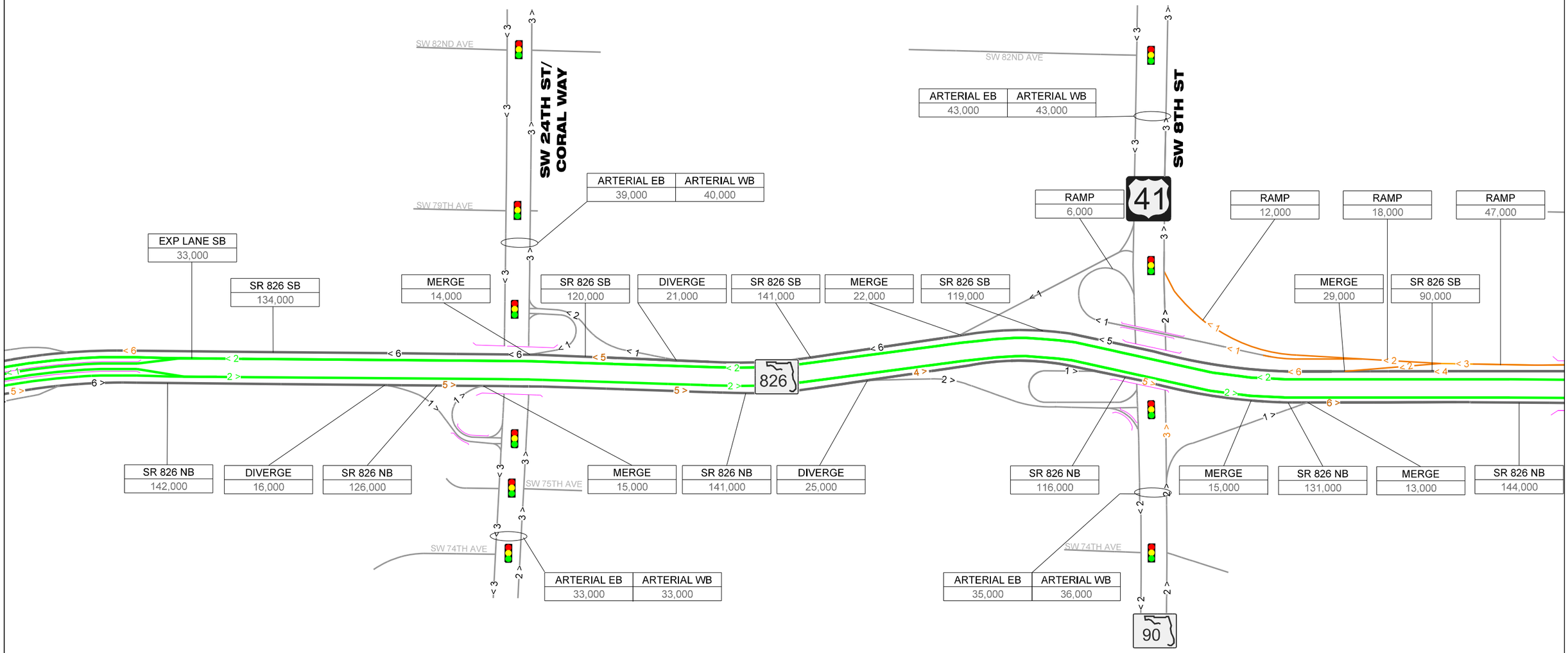
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2045 DESIGN YEAR ALTERNATIVE 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.4



NTS

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 AADT

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2045 DESIGN YEAR ALTERNATIVE 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 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 AADT

NTS

NW 84TH AVE

NW 82ND AVE

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

968

NW 25TH ST

MILAM DAIRY RD

NW 72ND AVE

END STUDY LIMITS
STATION 130+00

ARTERIAL EB	ARTERIAL WB
30,000	30,000

EXP LANES SB	EXP MERGE	EXP LANES SB	EXP DIVERGE
33,000	10,000	23,000	15,000

RAMP	RAMP	RAMP
27,000	59,000	10,000

RAMP	RAMP
15,000	32,000

MERGE	SR 826 SB
37,000	53,000

SR 826 SB	DIVERGE	DIVERGE
68,000	49,000	11,000

SR 826 SB	SR 826 SB	DIVERGE
117,000	128,000	48,000

EXP LANES SB
8,000

SR 826 SB	MERGE
176,000	28,000

ARTERIAL EB	ARTERIAL WB
38,000	38,000

SR 826 SB
169,000

SR 826 SB	DIVERGE
148,000	21,000

DIVERGE	SR 826 NB	DIVERGE	SR 826 NB
31,000	113,000	28,000	85,000

RAMP	RAMP	RAMP
9,000	22,000	44,000

EXP DIVERGE
9,000

ARTERIAL EB	ARTERIAL WB
27,000	27,000

SR 826 NB	MERGE	SR 826 NB
101,000	10,000	111,000

EXP LANES NB	EXP MERGE
25,000	16,000

MERGE	SR 826 NB	MERGE
34,000	145,000	34,000

EXP LANES NB
9,000

SR 826 NB	DIVERGE
179,000	29,000

SR 826 NB	MERGE
150,000	19,000

SR 826 NB
169,000

ARTERIAL EB	ARTERIAL WB
25,000	25,000

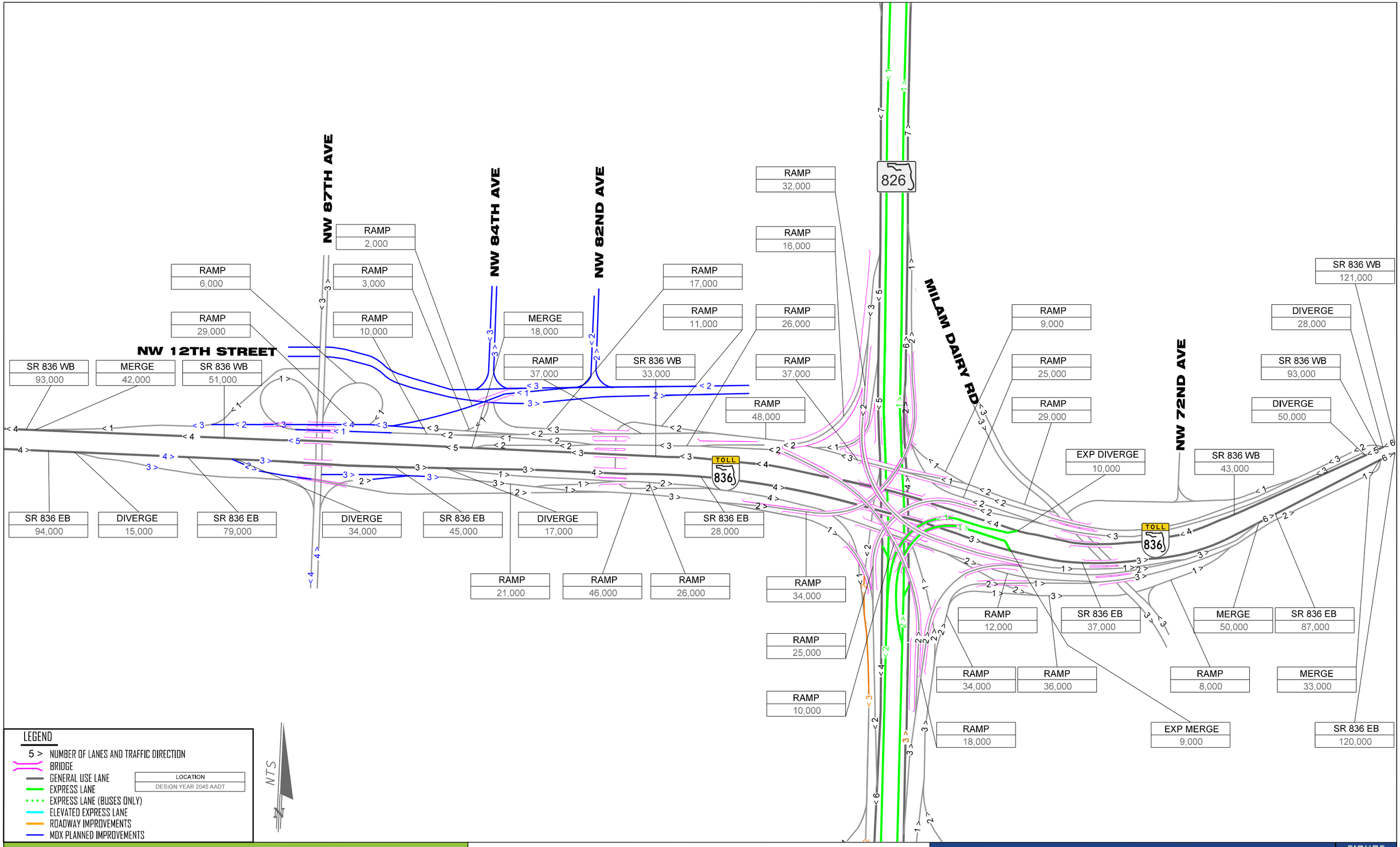
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2045 DESIGN YEAR ALTERNATIVE 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.4



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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2045 DESIGN YEAR ALTERNATIVE 1
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.4

Table 6.1 -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
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 6.2 - 2045 SR 826 Alternative 1 Southbound Freeway Analysis Results

#		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	0.80	**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**

Note: Weaving Volumes are included in **Appendix V**

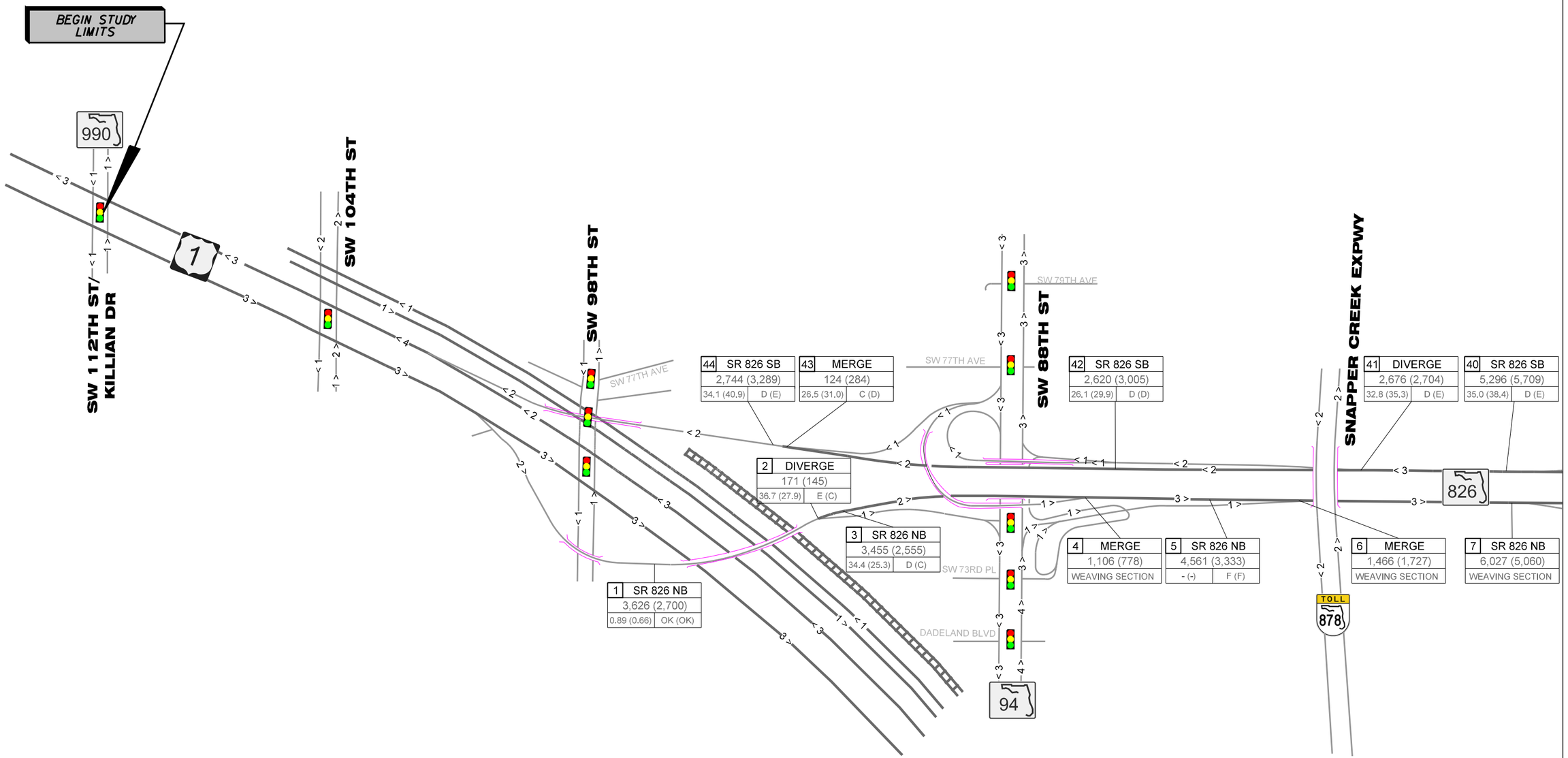
Table 6.3 - 2045 SR 826 Alternative 1 Northbound C-D Ramp Results

#	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 6.4 - 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

Findings – 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 within the area of influence. 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.



NTS

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)	

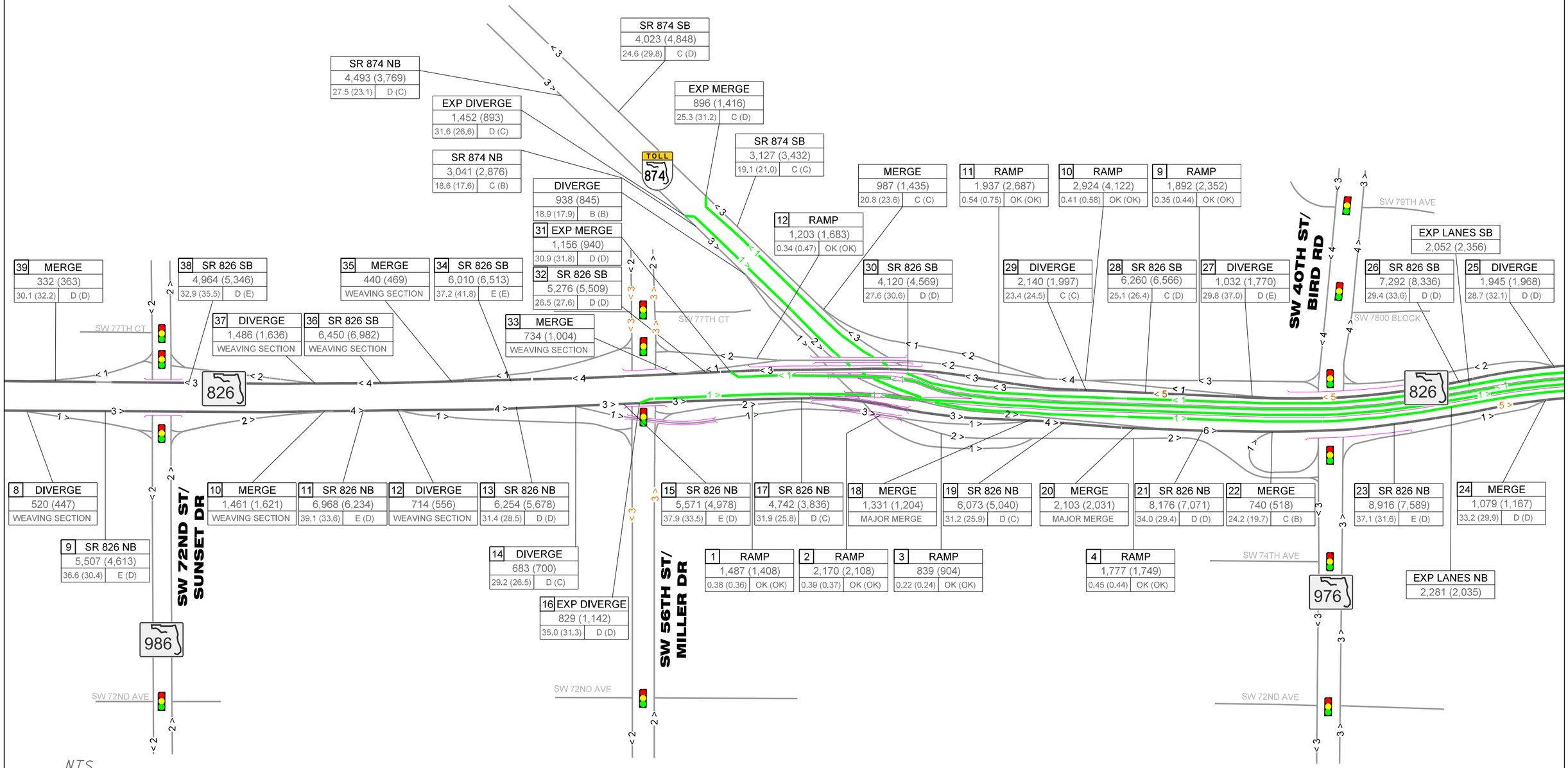
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR ALTERNATIVE 1 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.5



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)	

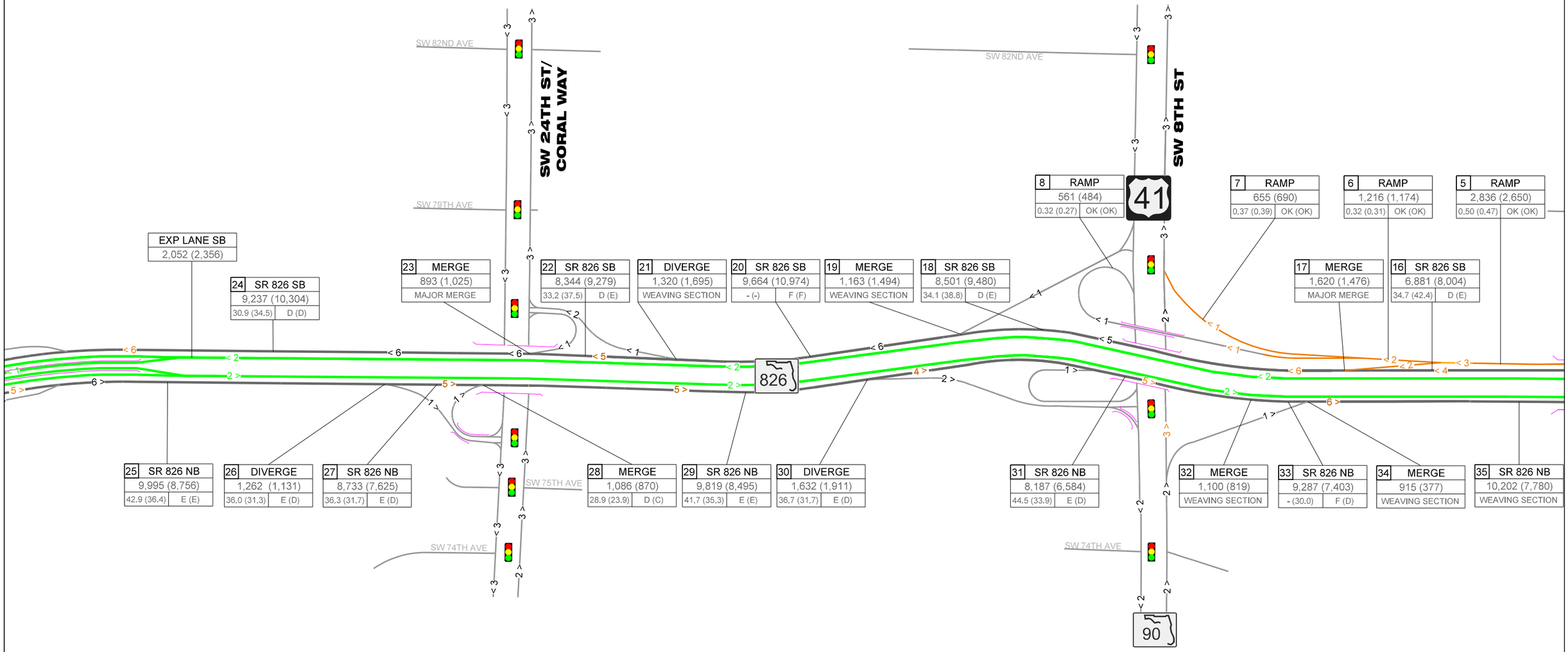
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ETDM No.: 14308

2045 DESIGN YEAR ALTERNATIVE 1
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.5



NTS

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)	

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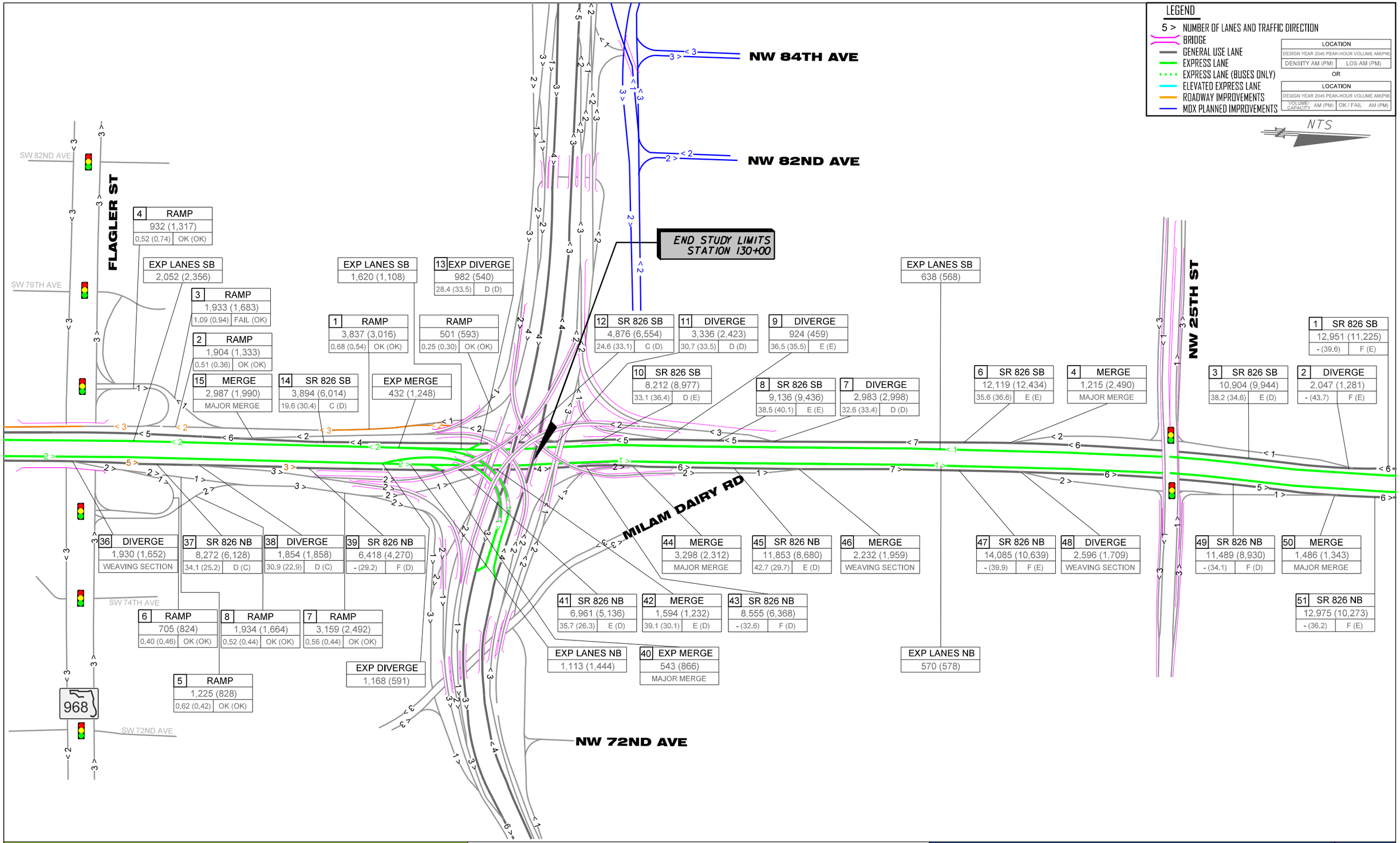
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR ALTERNATIVE 1
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.5


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)
NTS
NW 84TH AVE
NW 82ND AVE
NW 25TH ST
NW 72ND AVE
MILAM DAIRY RD
FLAGLER ST
SW 82ND AVE
SW 79TH AVE
SW 74TH AVE
SW 72ND AVE
968
END STUDY LIMITS STATION 130+00
4 RAMP 932 (1,317) 0.52 (0.74) OK (OK)
EXP LANES SB 2,052 (2,356)
3 RAMP 1,933 (1,683) 1.09 (0.94) FAIL (OK)
2 RAMP 1,904 (1,333) 0.51 (0.36) OK (OK)
15 MERGE 2,987 (1,990) MAJOR MERGE
14 SR 826 SB 3,894 (6,014) 19.6 (30.4) C (D)
EXP MERGE 432 (1,248)
EXP LANES SB 1,620 (1,108)
1 RAMP 3,837 (3,016) 0.68 (0.54) OK (OK)
13 EXP DIVERGE 982 (540) 28.4 (33.5) D (D)
RAMP 501 (593) 0.25 (0.30) OK (OK)
12 SR 826 SB 4,876 (6,554) 24.6 (33.1) C (D)
11 DIVERGE 3,336 (2,423) 30.7 (33.5) D (D)
9 DIVERGE 924 (459) 36.5 (35.5) E (E)
10 SR 826 SB 8,212 (8,977) 33.1 (36.4) D (E)
8 SR 826 SB 9,136 (9,436) 38.5 (40.1) E (E)
7 DIVERGE 2,983 (2,998) 32.6 (33.4) D (D)
EXP LANES SB 638 (568)
6 SR 826 SB 12,119 (12,434) 35.6 (36.6) E (E)
4 MERGE 1,215 (2,490) MAJOR MERGE
1 SR 826 SB 12,951 (11,225) - (39.6) F (E)
3 SR 826 SB 10,904 (9,944) 38.2 (34.6) E (D)
2 DIVERGE 2,047 (1,281) - (43.7) F (E)
36 DIVERGE 1,930 (1,652) WEAVING SECTION
37 SR 826 NB 8,272 (6,128) 34.1 (25.2) D (C)
38 DIVERGE 1,854 (1,858) 30.9 (22.9) D (C)
39 SR 826 NB 6,418 (4,270) - (29.2) F (D)
44 MERGE 3,298 (2,312) MAJOR MERGE
45 SR 826 NB 11,853 (8,680) 42.7 (29.7) E (D)
46 MERGE 2,232 (1,959) WEAVING SECTION
47 SR 826 NB 14,085 (10,639) - (39.9) F (E)
48 DIVERGE 2,596 (1,709) WEAVING SECTION
49 SR 826 NB 11,489 (8,930) - (34.1) F (D)
50 MERGE 1,486 (1,343) MAJOR MERGE
51 SR 826 NB 12,975 (10,273) - (36.2) F (E)
6 RAMP 705 (824) 0.40 (0.46) OK (OK)
8 RAMP 1,934 (1,664) 0.52 (0.44) OK (OK)
7 RAMP 3,159 (2,492) 0.56 (0.44) OK (OK)
5 RAMP 1,225 (828) 0.62 (0.42) OK (OK)
EXP DIVERGE 1,168 (591)
41 SR 826 NB 6,961 (5,136) 35.7 (26.3) E (D)
42 MERGE 1,594 (1,232) 39.1 (30.1) E (D)
43 SR 826 NB 8,555 (6,368) - (32.6) F (D)
EXP LANES NB 1,113 (1,444)
40 EXP MERGE 543 (866) MAJOR MERGE
EXP LANES NB 570 (578)

NW 87TH AVE
NW 84TH AVE
NW 82ND AVE
NW 72ND AVE
MILAM DAIRY RD
NW 12TH STREET

RAMP 171 (199) 0.09 (0.10) OK (OK)
RAMP 178 (461) 0.10 (0.26) OK (OK)
RAMP 208 (277) 0.11 (0.14) OK (OK)
RAMP 974 (2,165) 0.27 (0.60) OK (OK)
RAMP 338 (816) 0.19 (0.46) OK (OK)
SR 836 WB 3,031 (5,354) 14.3 (25.2) B (C)
MERGE 1,702 (1,781) MAJOR MERGE
RAMP 1,922 (2,914) 0.34 (0.52) OK (OK)
RAMP 1,300 (984) 0.23 (0.17) OK (OK)
SR 836 WB 1,329 (3,573) 8.5 (23.0) A (C)
RAMP 868 (1,030) 0.24 (0.29) OK (OK)
RAMP 1,959 (1,798) 0.55 (0.50) OK (OK)
RAMP 1,024 (1,200) 0.27 (0.32) OK (OK)
RAMP 1,835 (1,895) 0.32 (0.34) OK (OK)
RAMP 1,866 (3,485) 0.33 (0.62) OK (OK)
RAMP 2,790 (3,944) 0.37 (0.52) OK (OK)
RAMP 809 (1,229) 0.41 (0.62) OK (OK)
RAMP 2,489 (1,083) 0.66 (0.29) OK (OK)
RAMP 1,719 (3,544) 0.46 (0.94) OK (OK)
EXP DIVERGE 432 (1,248) 10.0 (28.2) A (D)
SR 836 WB 6,673 (7,194) 25.7 (27.7) C (D)
DIVERGE 4,912 (2,373) 24.8 (26.7) C (C)
SR 836 WB 1,761 (4,821) 8.5 (23.2) A (C)
SR 836 EB 5,639 (4,564) 27.6 (22.3) D (C)
DIVERGE 2,359 (2,004) 26.2 (21.2) C (C)
SR 836 EB 3,280 (2,560) 21.4 (16.7) C (B)
DIVERGE 1,305 (1,106) 25.6 (21.2) C (C)
SR 836 EB 1,975 (1,454) 9.6 (7.1) A (A)
RAMP 1,252 (1,440) 0.22 (0.25) OK (OK)
RAMP 2,795 (2,659) 0.49 (0.47) OK (OK)
RAMP 2,121 (1,891) 0.56 (0.50) OK (OK)
RAMP 2,232 (1,959) 0.56 (0.50) OK (OK)
RAMP 2,424 (1,290) 0.68 (0.36) OK (OK)
RAMP 811 (695) 0.23 (0.19) OK (OK)
RAMP 1,421 (1,493) 0.38 (0.40) OK (OK)
SR 836 EB 3,143 (2,045) 20.4 (13.3) C (B)
RAMP 1,565 (1,260) 0.44 (0.35) OK (OK)
RAMP 2,013 (1,364) 0.37 (0.25) OK (OK)
RAMP 492 (1,314) 0.26 (0.70) OK (OK)
RAMP 1,043 (1,163) 0.29 (0.33) OK (OK)
EXP MERGE 1,168 (591) 13.9 (8.3) B (A)
MERGE 3,002 (2,961) MAJOR MERGE
SR 836 EB 6,145 (5,006) 19.9 (16.2) C (B)

TOLL 836
826

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)	

NTS

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DISTRICT SIX
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR ALTERNATIVE 1 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.5

6.2 ALTERNATIVE 2

Alternative 2 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836. 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 6.6**). 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.

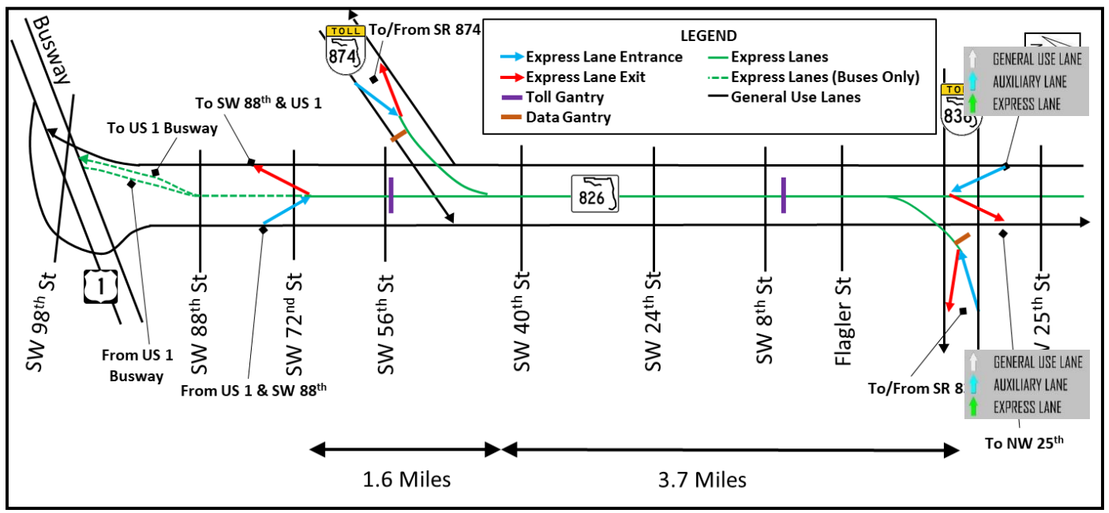


Figure 6.6 - Alternative 2 Schematic Line Diagram

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 6.7** and **Figure 6.8.** 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 for the express lanes along the median.

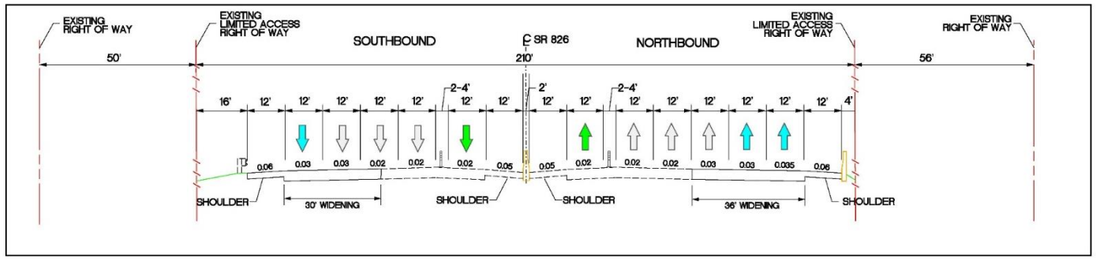


Figure 6.7 - Alternative 2 Roadway Typical Section between US 1 and SR 874

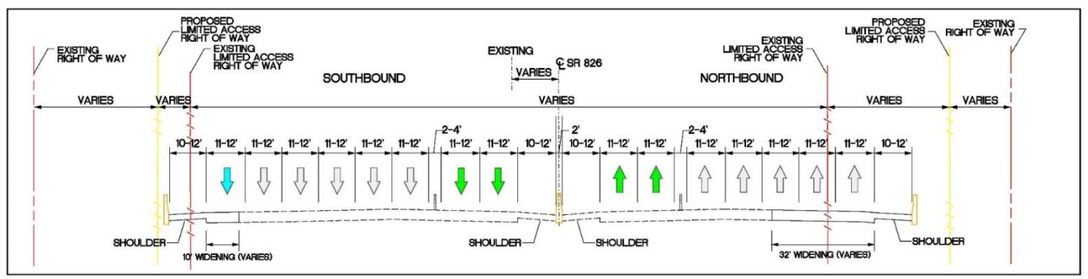
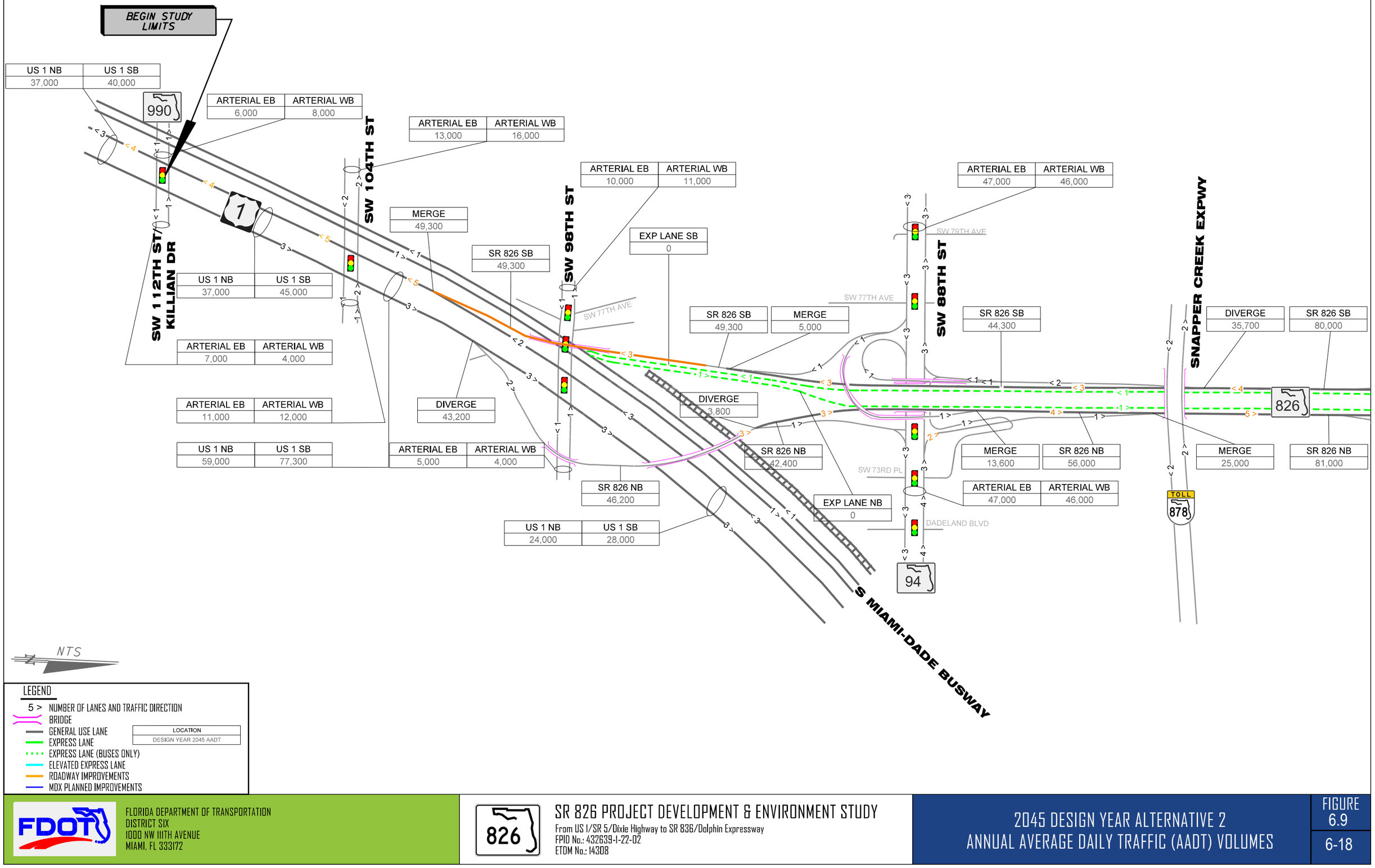


Figure 6.8 - Alternative 2 Roadway Typical Section between SR 874 and SR 836

2045 Operational Analysis Results – A 2045 design year traffic operational 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. Alternative 2 design year AADT volumes are depicted in ***Figure 6.9*****.** Design year DDHV and operational analysis results are summarized in ***Tables 6.5 – 6.8*** and schematically in ***Figure 6.10.*** Density, volume/capacity ratio, and LOS of each freeway facility were used as MOEs, which is consistent with the existing conditions analysis. The mainline/basic, weaving, and ramp merge/diverge analysis results for Alternative 2 are summarized below.



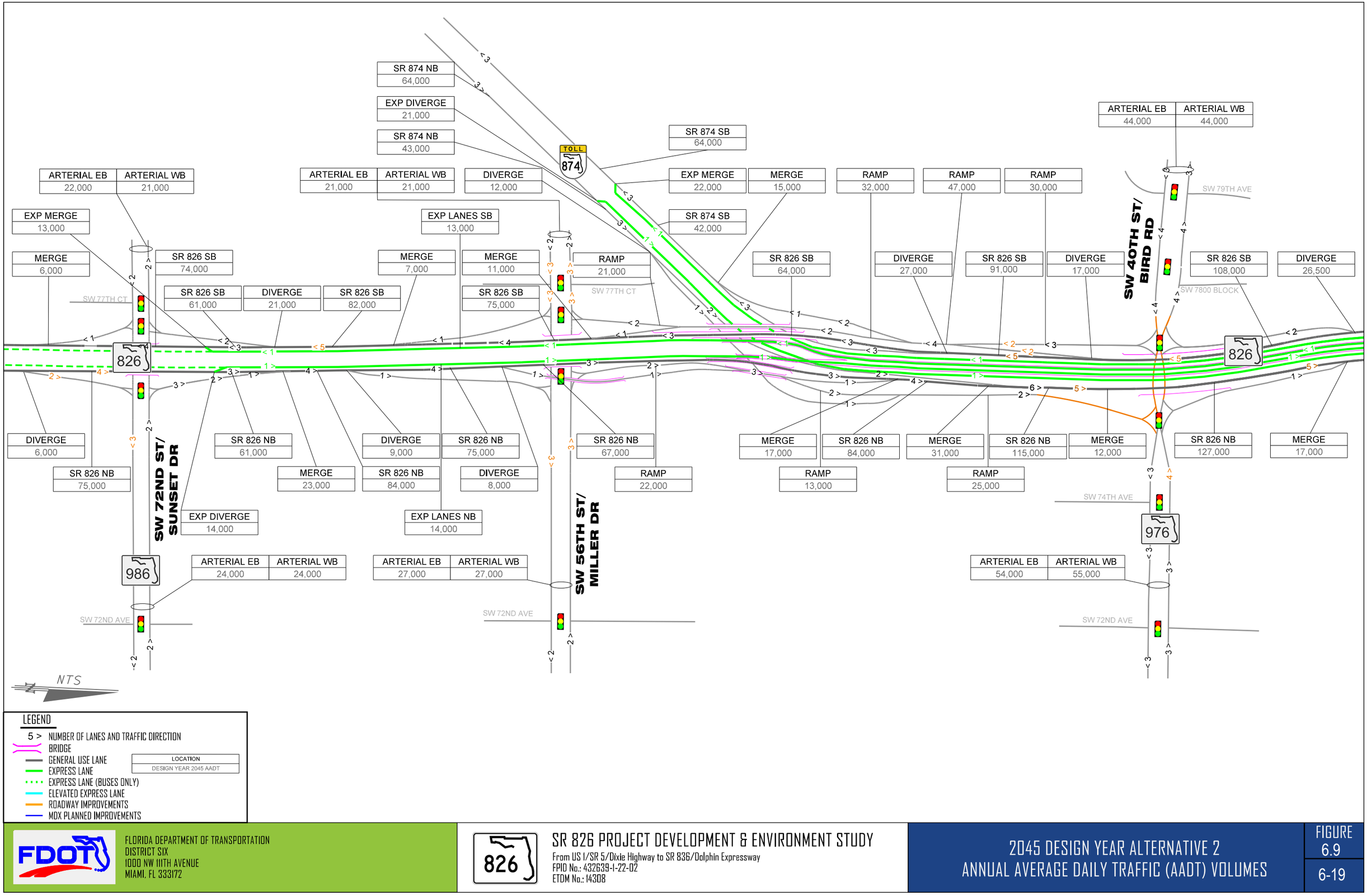
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MIAMI, FL 333172

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ETDM No.: 14308

2045 DESIGN YEAR ALTERNATIVE 2
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.9



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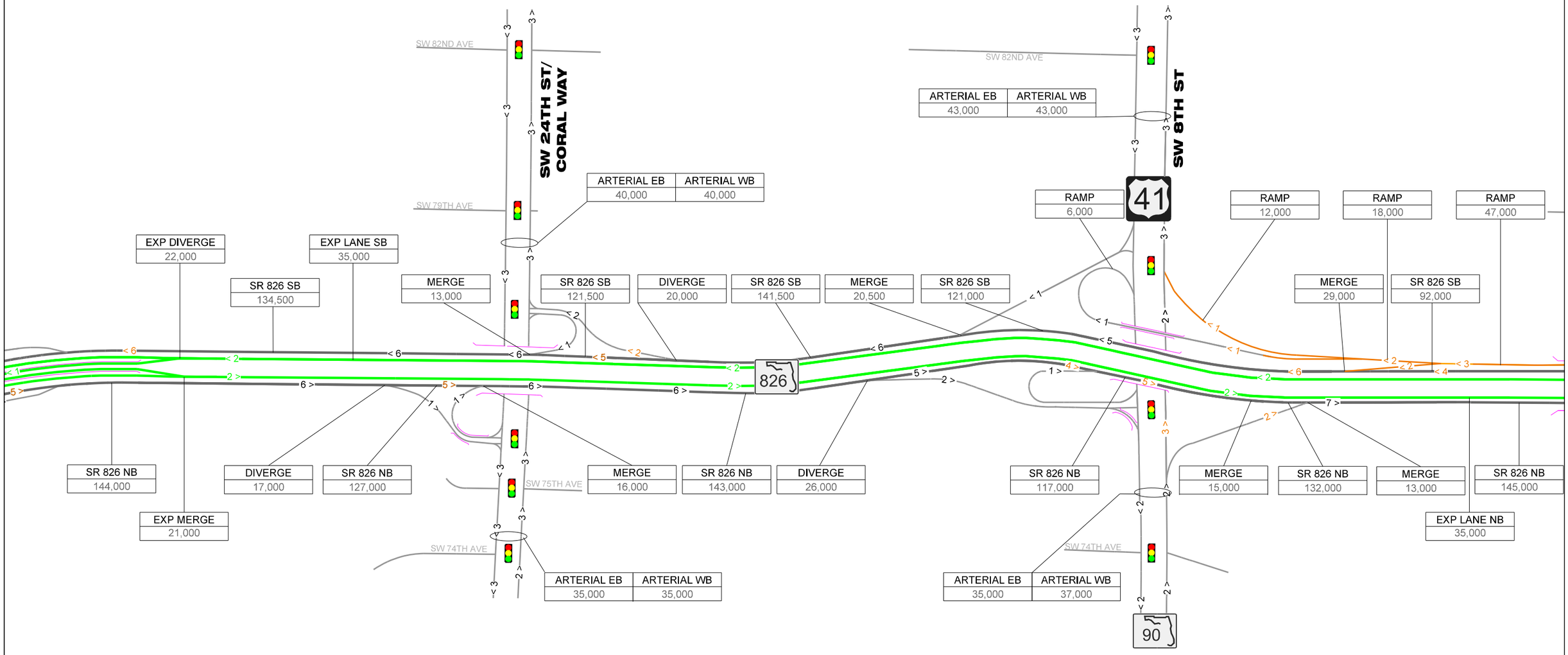
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR ALTERNATIVE 2
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.9



NTS

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 AADT

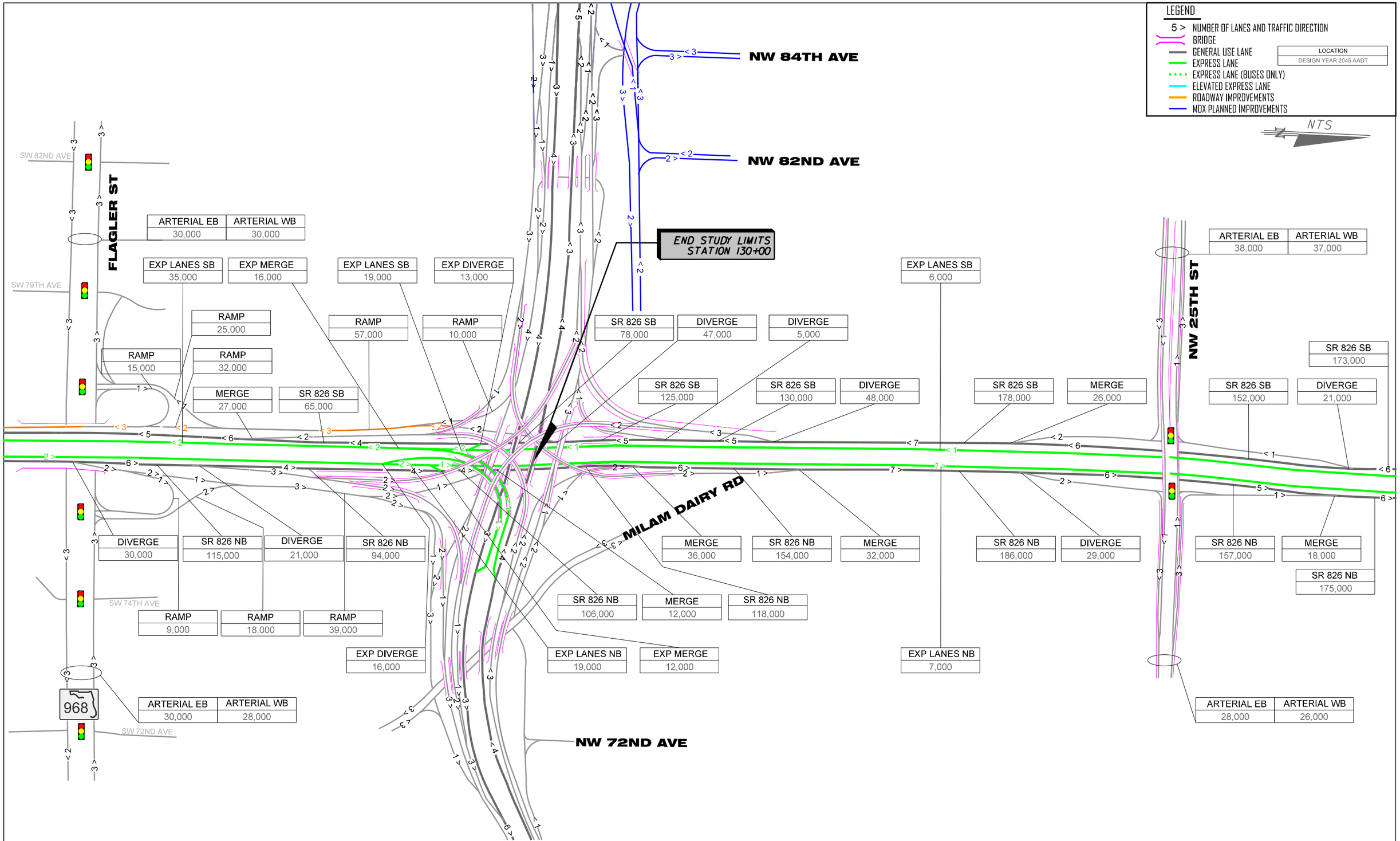
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ETDM No.: 14308

2045 DESIGN YEAR ALTERNATIVE 2
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.9



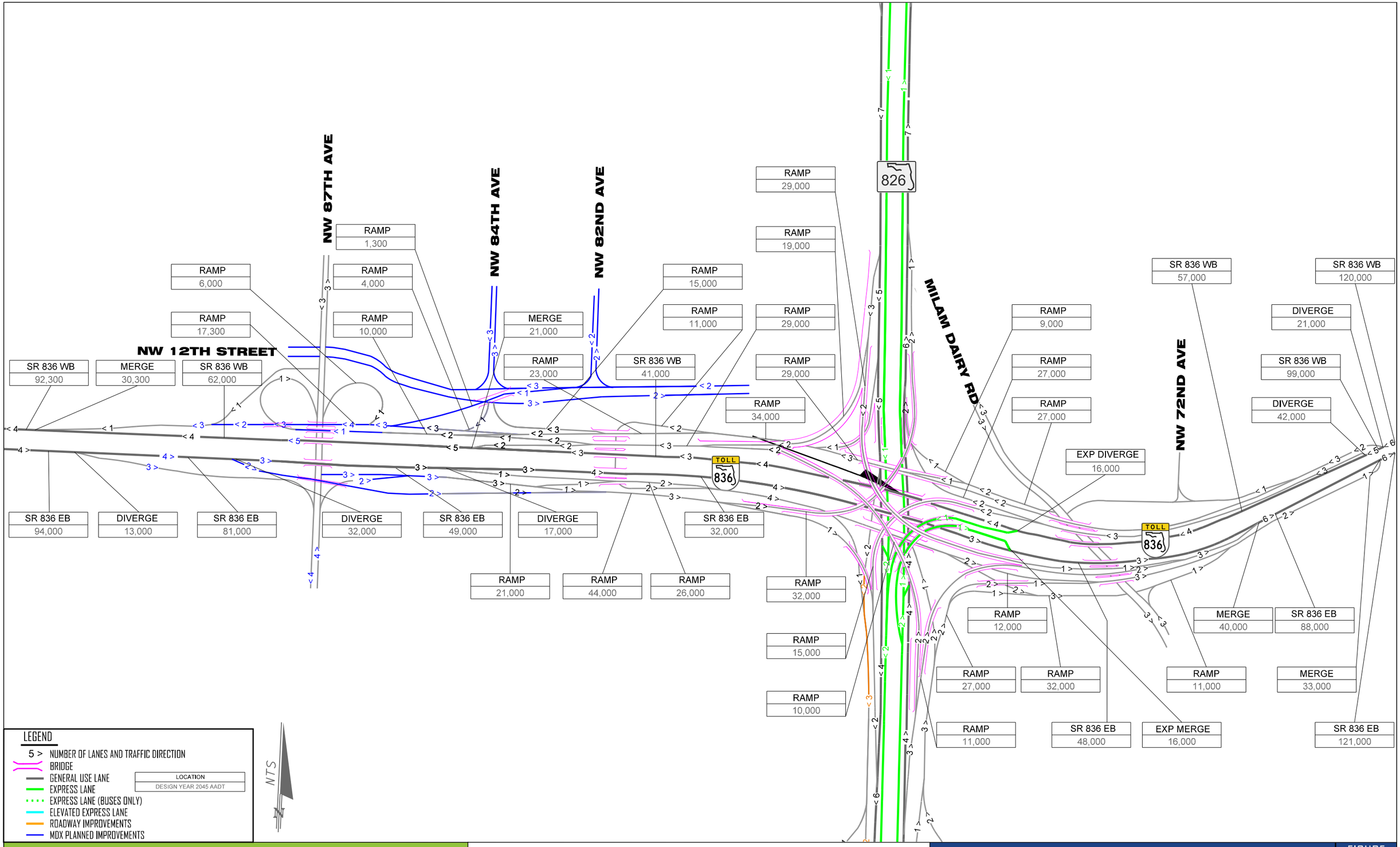
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2045 DESIGN YEAR ALTERNATIVE 2
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.9



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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MIAMI, FL 33172

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

2045 DESIGN YEAR ALTERNATIVE 2
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.9

Table 6.5 - 2045 SR 826 Alternative 2 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			
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

Table 6.5 - 2045 SR 826 Alternative 2 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			
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		-	-	-	-	-	-	-	-

Table 6.5 - 2045 SR 826 Alternative 2 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			
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 6.6 - 2045 SR 826 Alternative 2 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	13,528	-	**1.11**	**F**	11,106	39.0	0.91	**E**
2	Off-ramp to NW 25th St WB	Diverge	2,022	54.8	**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**

Table 6.6 - 2045 SR 826 Alternative 2 Southbound 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			
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	-	1.1	**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	-

Table 6.6 - 2045 SR 826 Alternative 2 Southbound 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			
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 V**

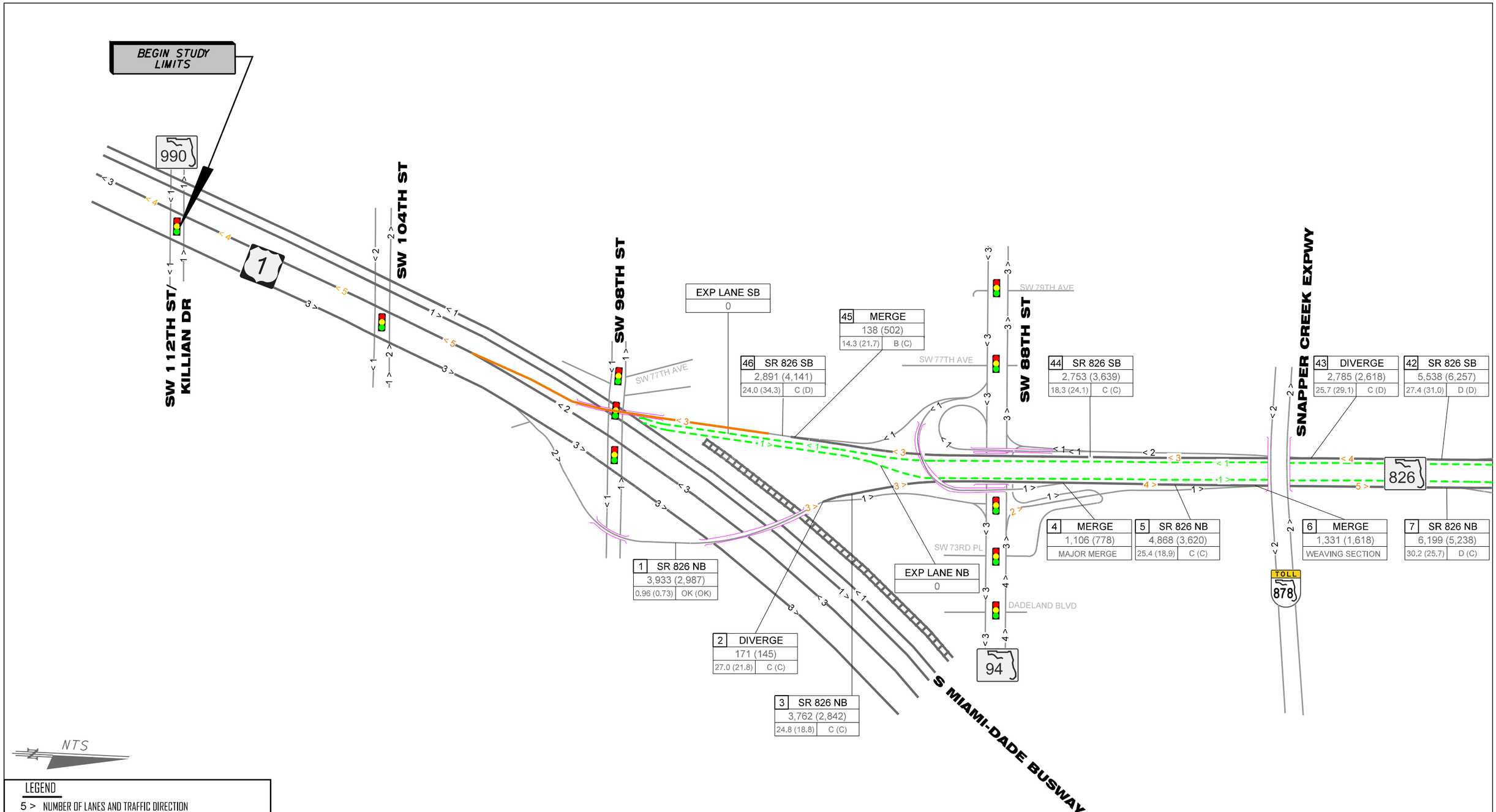
Table 6.7 - 2045 SR 826 Alternative 2 Northbound C-D Ramp Results

#	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 6.8 - 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	**1.09**	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

Findings – 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 within the area of influence. 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.



NTS

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)

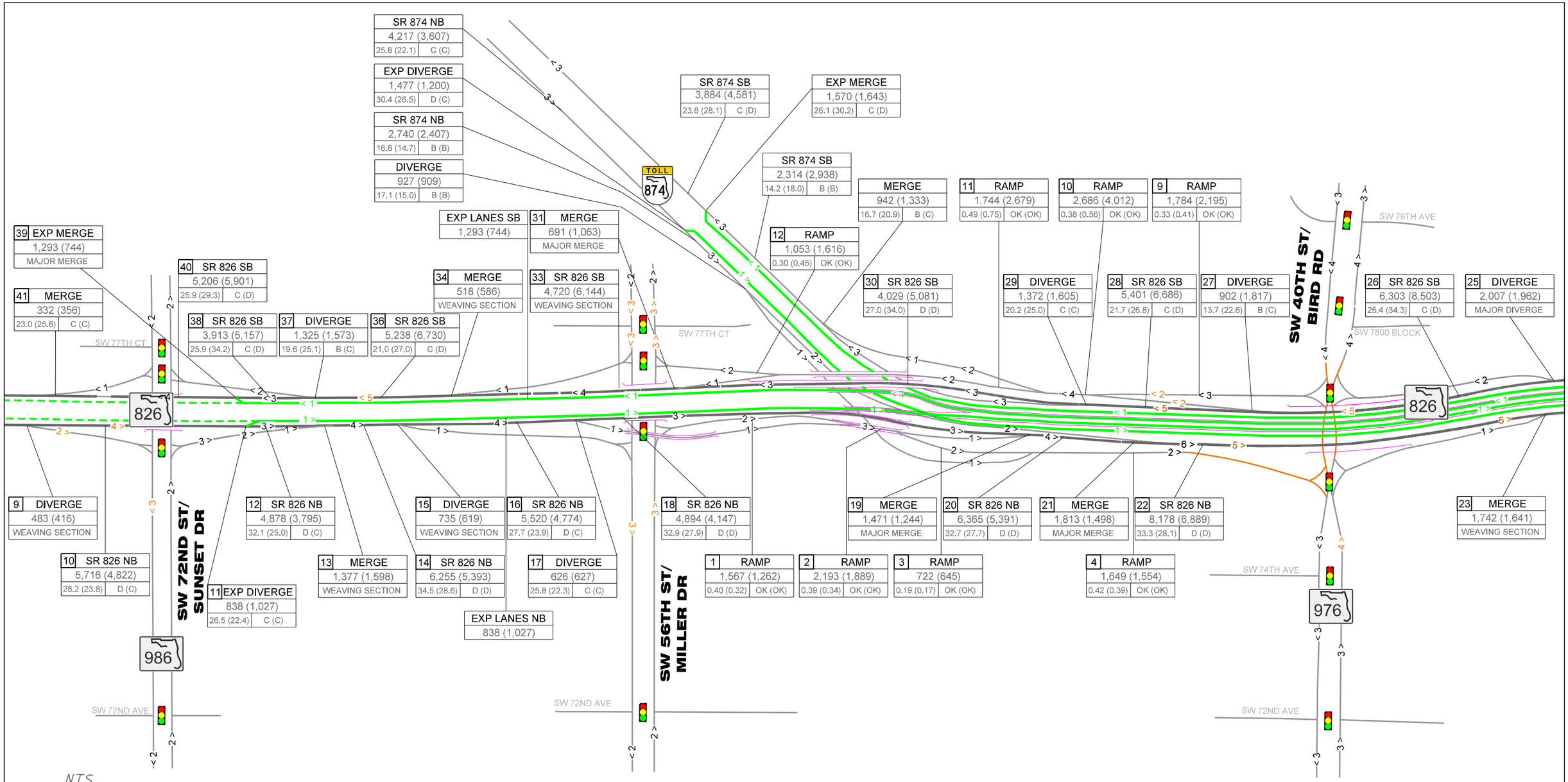
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR ALTERNATIVE 2 OPERATIONAL ANALYSIS RESULTS

FIGURE 6.10



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)

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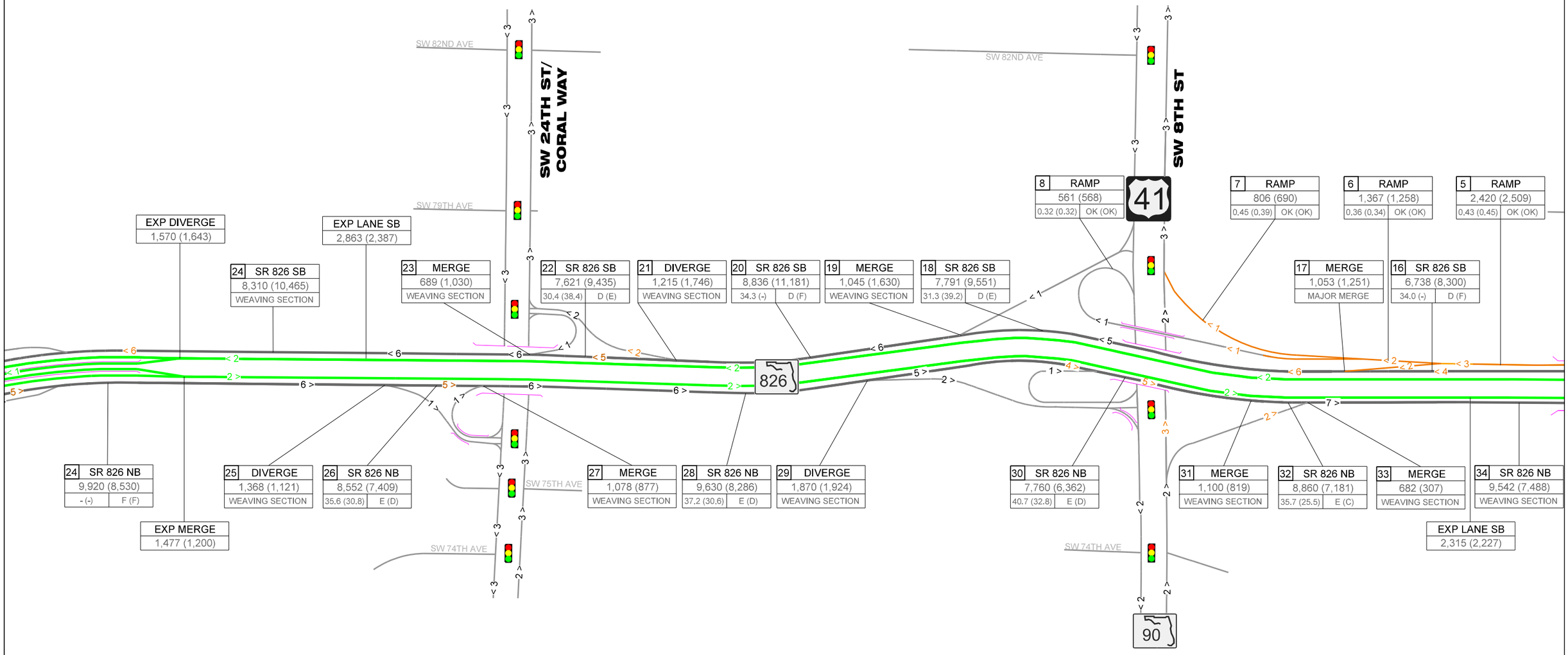
826

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2045 DESIGN YEAR ALTERNATIVE 2 OPERATIONAL ANALYSIS RESULTS

FIGURE 6.10



NTS

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)	

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2045 DESIGN YEAR ALTERNATIVE 2 OPERATIONAL ANALYSIS RESULTS

FIGURE 6.10

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)

NTS

NW 84TH AVE

NW 82ND AVE

END STUDY LIMITS STATION 130+00

SW 82ND AVE

FLAGLER ST

SW 79TH AVE

4 RAMP
1,226 (1,338)
0.69 (0.75) | OK (OK)

EXP LANES SB
2,863 (2,387)

3 RAMP
1,950 (1,698)
1.09 (0.95) | FAIL (OK)

2 RAMP
1,194 (1,171)
0.32 (0.31) | OK (OK)

15 MERGE
1,748 (1,642)
MAJOR MERGE

14 SR 826 SB
4,990 (6,658)
25.2 (33.6) | C (D)

EXP LANES SB
1,331 (939)

1 RAMP
3,144 (2,869)
0.56 (0.51) | OK (OK)

EXP MERGE
1,532 (1,448)

13 EXP DIVERGE
949 (517)
31.2 (34.4) | D (D)

RAMP
501 (593)
0.25 (0.30) | F (F)

12 SR 826 SB
5,939 (7,175)
30.0 (36.3) | D (E)

11 DIVERGE
2,643 (2,276)
32.0 (35.3) | D (E)

9 DIVERGE
791 (209)
37.0 (34.9) | E (D)

10 SR 826 SB
8,582 (9,451)
34.6 (38.8) | D (E)

8 SR 826 SB
9,373 (9,660)
39.8 (41.5) | E (E)

7 DIVERGE
3,069 (2,294)
33.5 (32.2) | D (D)

EXP LANES SB
382 (422)

6 SR 826 SB
12,442 (11,954)
36.6 (35.1) | E (E)

4 MERGE
936 (2,264)
MAJOR MERGE

NW 25TH ST

1 SR 826 SB
13,528 (11,106)
- (39.0) | F (E)

3 SR 826 SB
11,506 (9,690)
41.1 (33.7) | E (D)

2 DIVERGE
2,022 (1,416)
- (44.0) | F (E)

MILAM DAIRY RD

35 DIVERGE
2,163 (1,529)
WEAVING SECTION

36 SR 826 NB
7,379 (5,959)
25.3 (20.5) | C (C)

37 DIVERGE
1,099 (1,339)
23.0 (18.5) | C (B)

38 SR 826 NB
6,280 (4,620)
32.2 (23.7) | D (C)

43 MERGE
3,347 (2,421)
MAJOR MERGE

44 SR 826 NB
11,782 (8,804)
42.2 (30.1) | E (D)

45 MERGE
2,199 (1,830)
WEAVING SECTION

46 SR 826 NB
13,981 (10,634)
- (39.3) | F (E)

47 DIVERGE
2,509 (1,697)
WEAVING SECTION

48 SR 826 NB
11,472 (8,937)
- (34.1) | F (D)

49 MERGE
1,515 (1,303)
MAJOR MERGE

SW 74TH AVE

6 RAMP
705 (822)
0.40 (0.46) | OK (OK)

8 RAMP
1,912 (1,674)
0.51 (0.45) | OK (OK)

7 RAMP
3,370 (2,381)
0.60 (0.42) | OK (OK)

40 SR 826 NB
6,780 (5,166)
34.8 (26.5) | D (D)

41 MERGE
1,655 (1,217)
39.0 (30.1) | E (D)

42 SR 826 NB
8,435 (6,383)
- (32.6) | F (D)

50 SR 826 NB
12,987 (10,240)
- (36.1) | F (E)

EXP DIVERGE
1,377 (1,288)

5 RAMP
1,458 (707)
0.74 (0.36) | OK (OK)

EXP LANES NB
938 (939)

39 EXP MERGE
500 (546)
MAJOR MERGE

EXP LANES NB
438 (393)

968

SW 72ND AVE

NW 72ND AVE

FDOT

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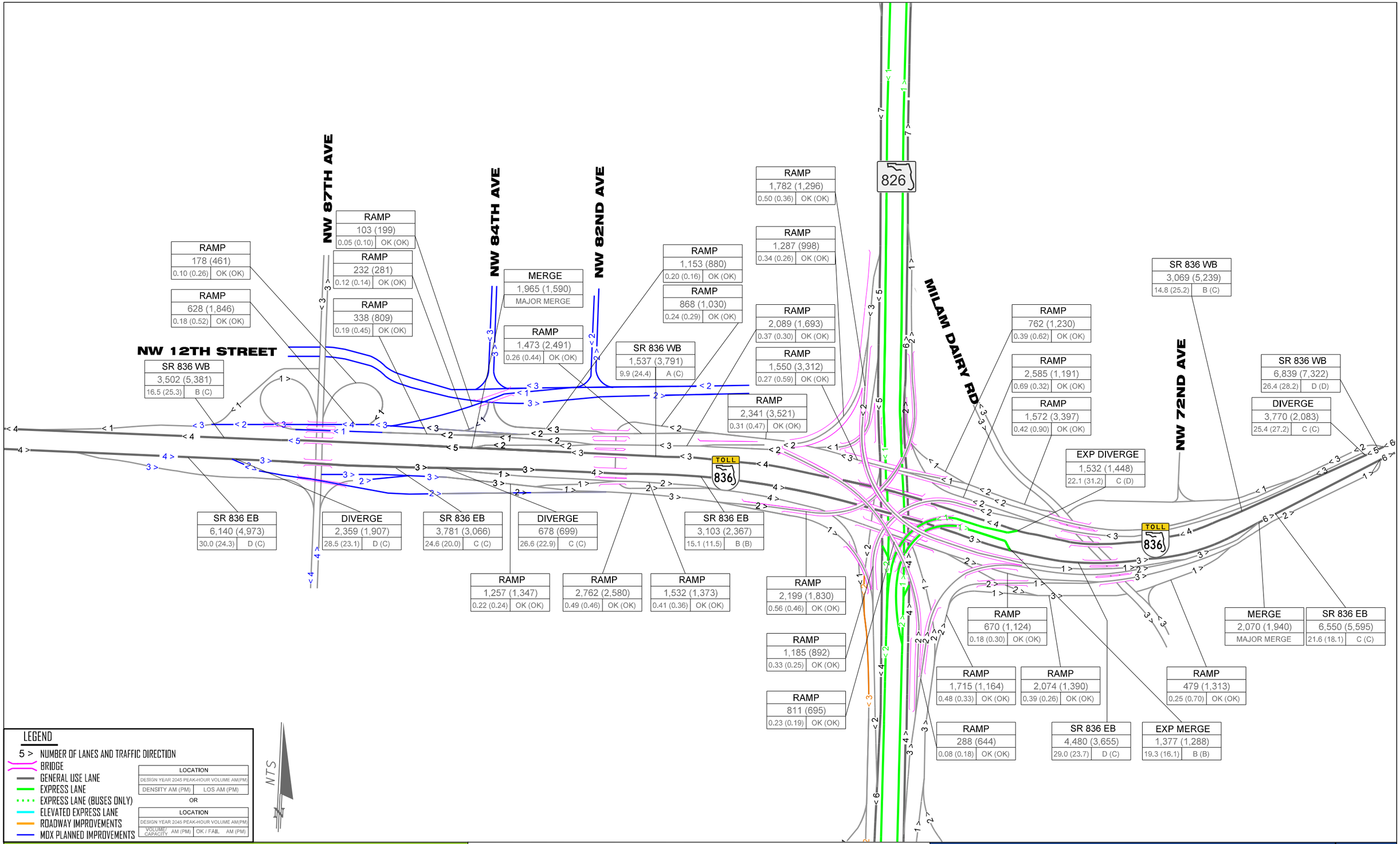
826

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2045 DESIGN YEAR ALTERNATIVE 2 OPERATIONAL ANALYSIS RESULTS

FIGURE 6.10



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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR ALTERNATIVE 2 OPERATIONAL ANALYSIS RESULTS

FIGURE 6.10

6.3 ALTERNATIVE 3

Alternative 3 proposes one express lane in each direction between US 1 and SR 874 and two express lanes between SR 874 and SR 836, one at-grade and one elevated. 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 6.11**). 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.

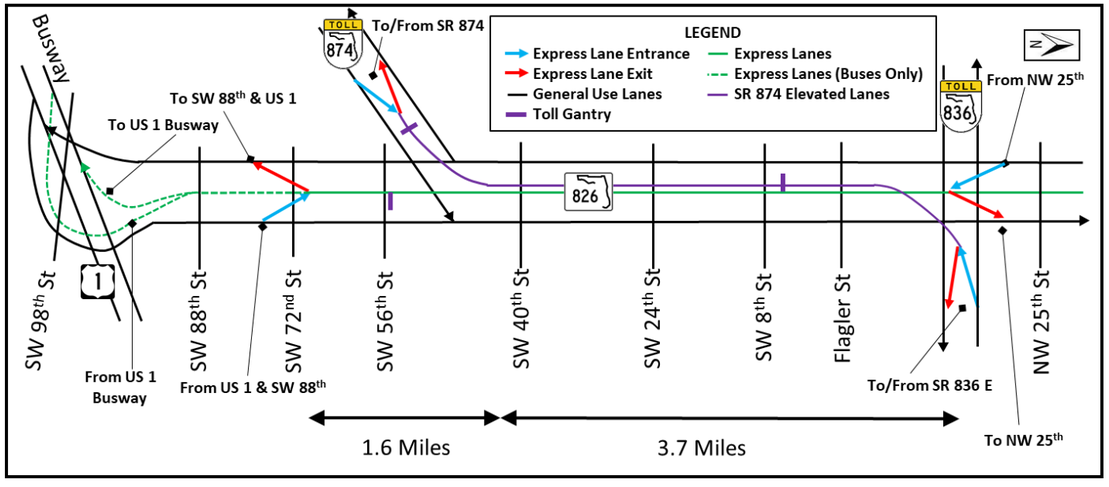


Figure 6.11 - Alternative 3 Schematic Line Diagram

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 6.12** and **Figure 6.13**. 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 for the express lanes along the median. 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.

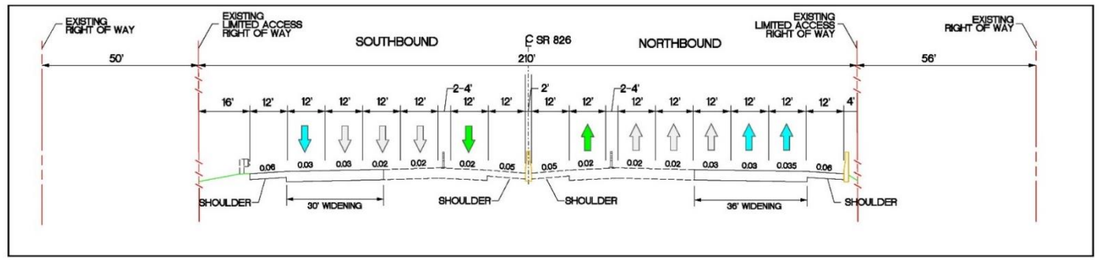


Figure 6.12 - Alternative 3 Roadway Typical Section between US 1 and SR 874

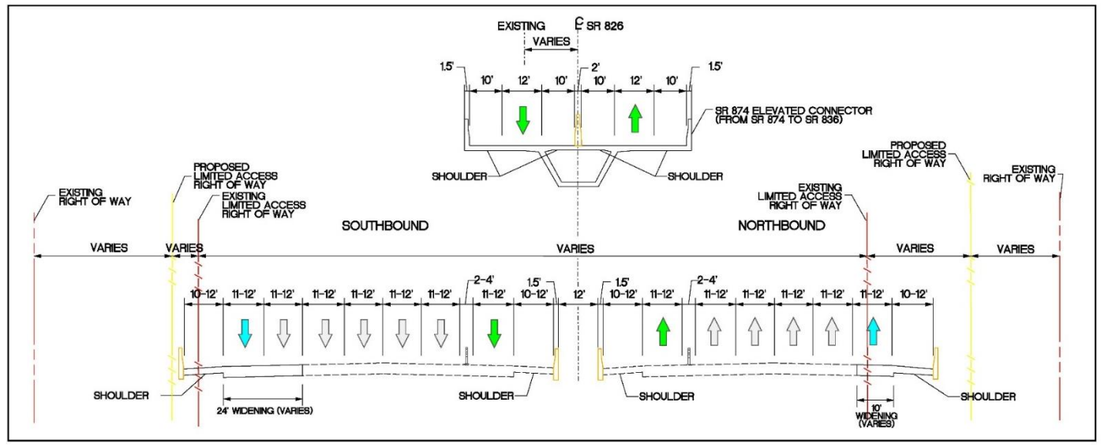
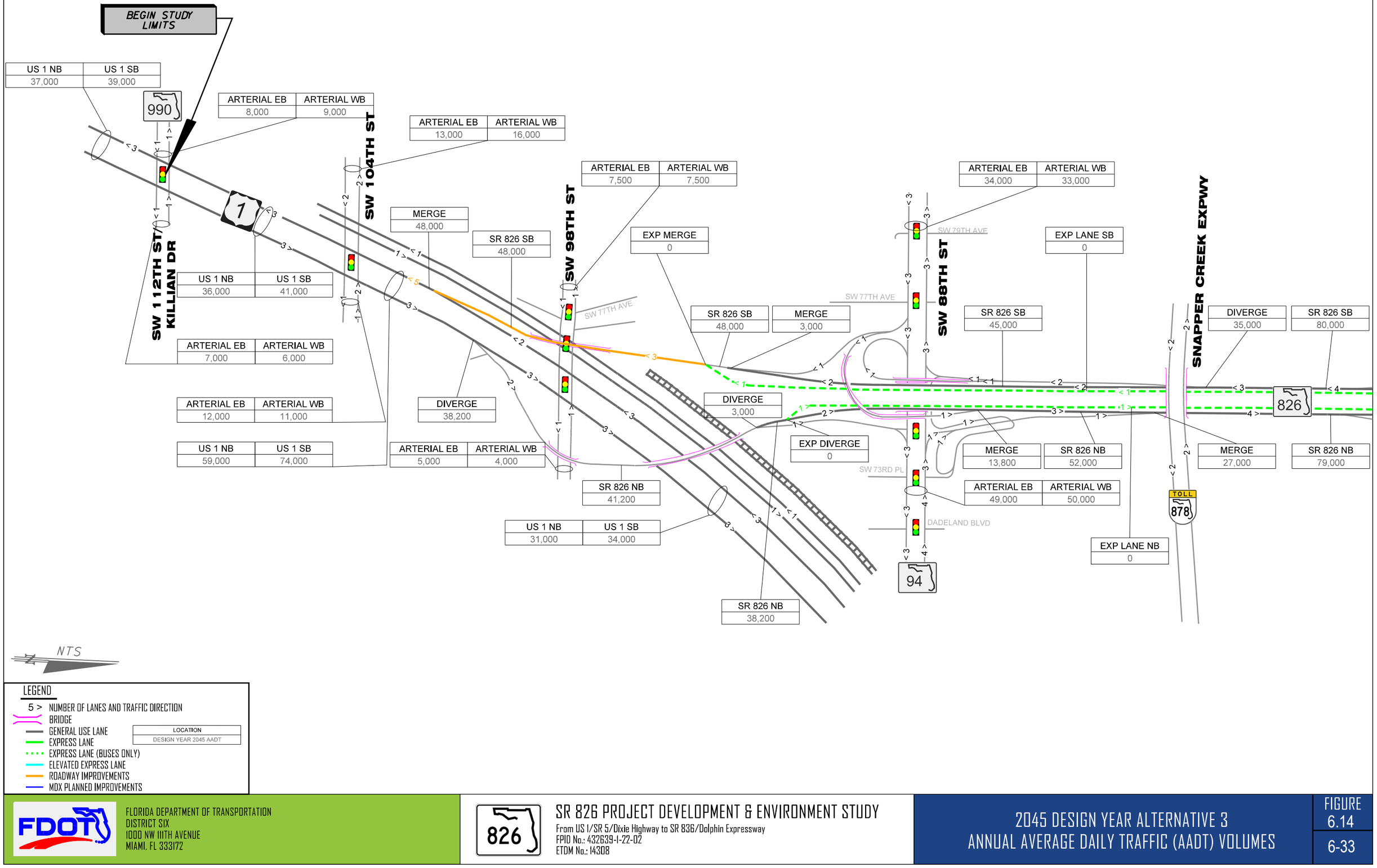


Figure 6.13 - Alternative 3 Roadway Typical Section between SR 874 and SR 836

2045 Operational Analysis Results – A 2045 design year traffic operational 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. Alternative 3 design year AADT volumes are depicted in ***Figure 6.14.*** Design year DDHV and operational analysis results are summarized in ***Tables 6.9 – 6.12*** and schematically in ***Figure 6.15.*** Density, volume/capacity ratio, and LOS of each freeway facility were used as MOEs, which is consistent with the existing conditions analysis. The mainline/basic, weaving, and ramp merge/diverge analysis results for Alternative 3 are summarized below.



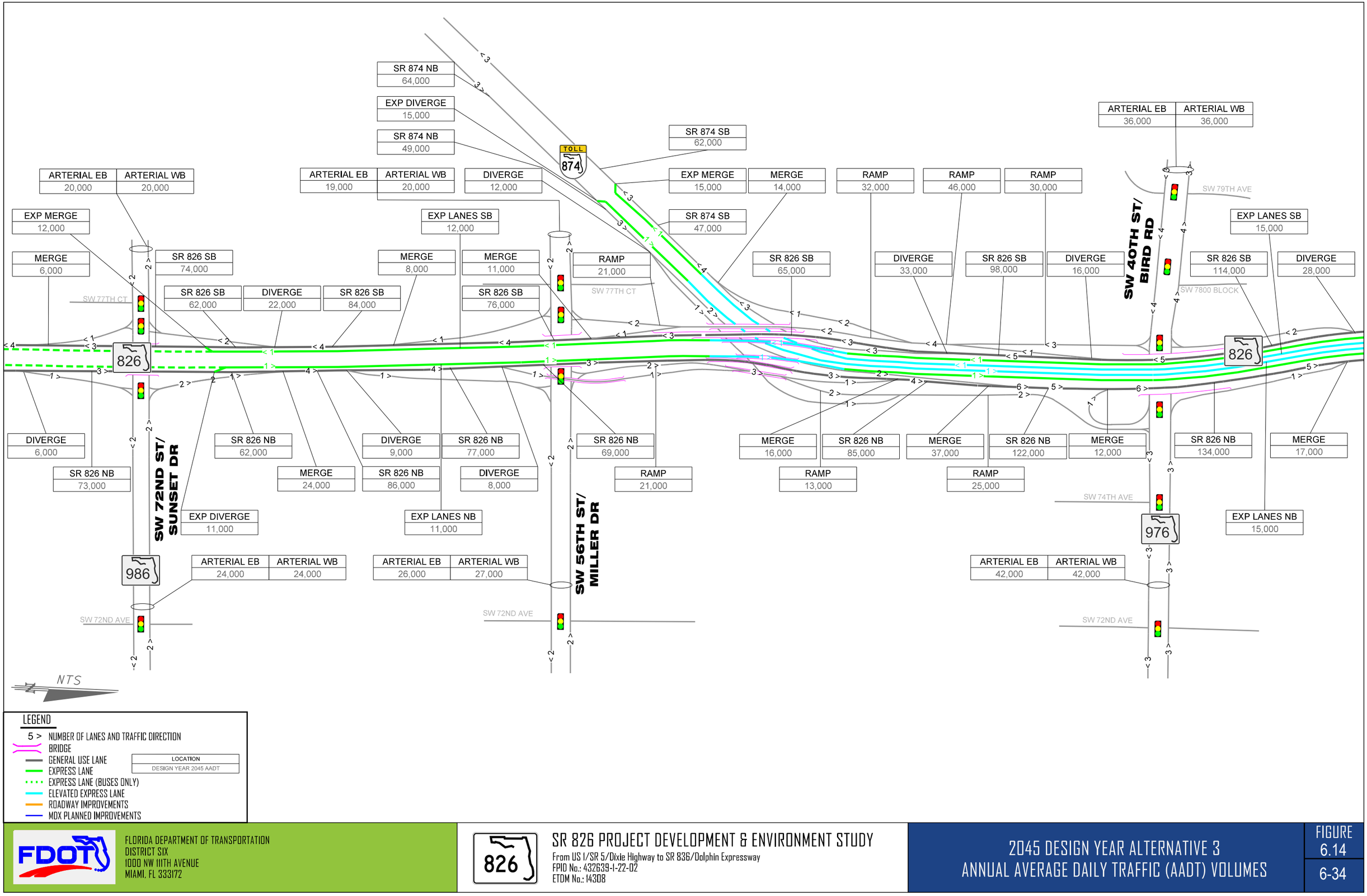
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

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2045 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.14



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

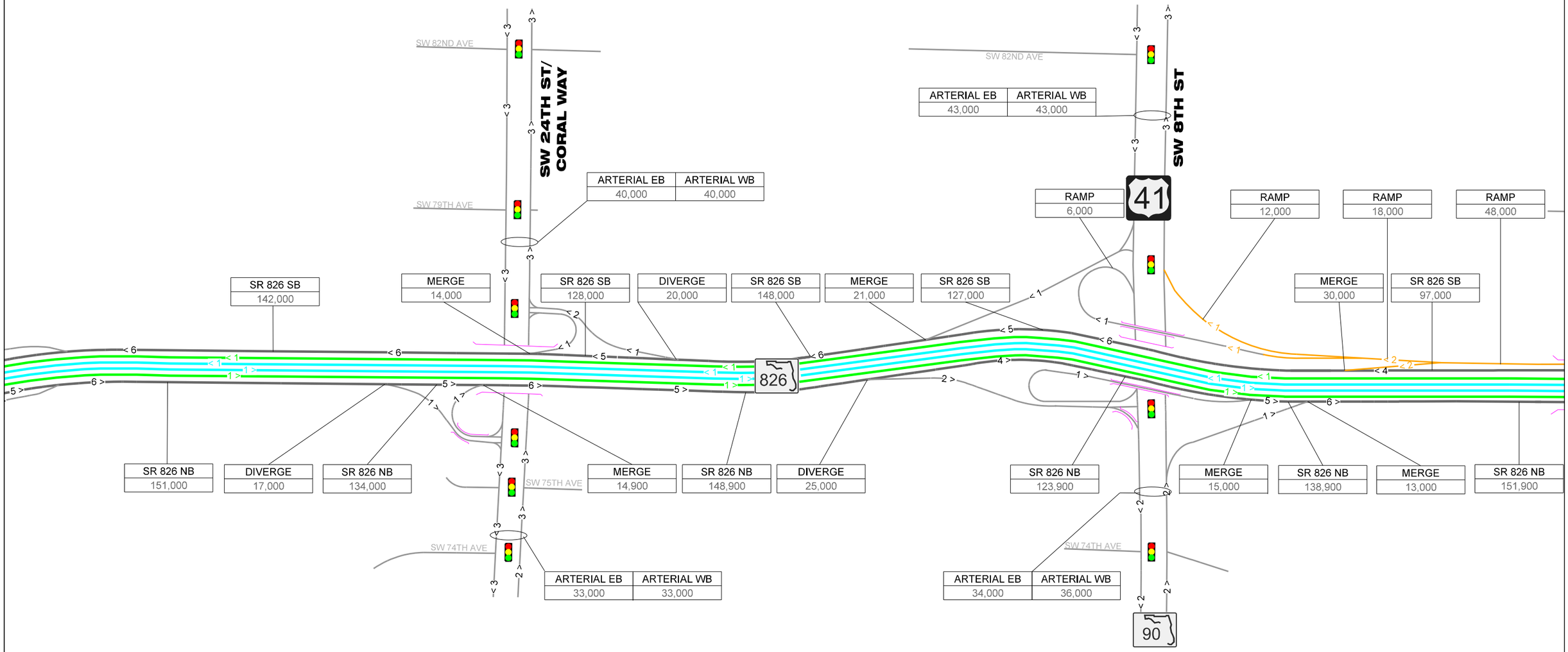
826

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2045 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.14



NTS

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 AADT

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2045 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.14

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 AADT

NTS

NW 84TH AVE

NW 82ND AVE

NW 25TH ST

NW 72ND AVE

MILAM DAIRY RD

FLAGLER ST

SW 82ND AVE

SW 79TH AVE

SW 74TH AVE

SW 72ND AVE

968

END STUDY LIMITS
STATION 130+00

ARTERIAL EB	ARTERIAL WB
29,000	29,000

EXP LANES SB
12,000

EXP DIVERGE
8,000

RAMP
27,000

RAMP
60,000

RAMP
10,000

SR 826 SB	DIVERGE	DIVERGE
75,000	50,000	6,000

RAMP
15,000

RAMP
33,000

MERGE
30,000

SR 826 SB
67,000

SR 826 SB	SR 826 SB	DIVERGE
125,000	131,000	48,000

EXP LANES SB
4,000

SR 826 SB	MERGE
179,000	28,000

ARTERIAL EB	ARTERIAL WB
38,000	37,000

SR 826 SB
172,000

SR 826 SB	DIVERGE
151,000	21,000

DIVERGE
29,000

SR 826 NB
122,900

DIVERGE
24,000

SR 826 NB
98,900

MERGE	SR 826 NB	MERGE
35,000	153,900	32,000

SR 826 NB	DIVERGE
185,900	30,000

SR 826 NB	MERGE
155,900	20,200

SR 826 NB
176,100

RAMP
9,000

RAMP
20,000

RAMP
40,000

SR 826 NB	MERGE	SR 826 NB
105,900	13,000	118,900

EXP MERGE
7,000

EXP MERGE	EXP DIVERGE
15,000	15,000

EXP LANES NB
4,000

ARTERIAL EB	ARTERIAL WB
30,000	27,000

ARTERIAL EB	ARTERIAL WB
26,000	26,000

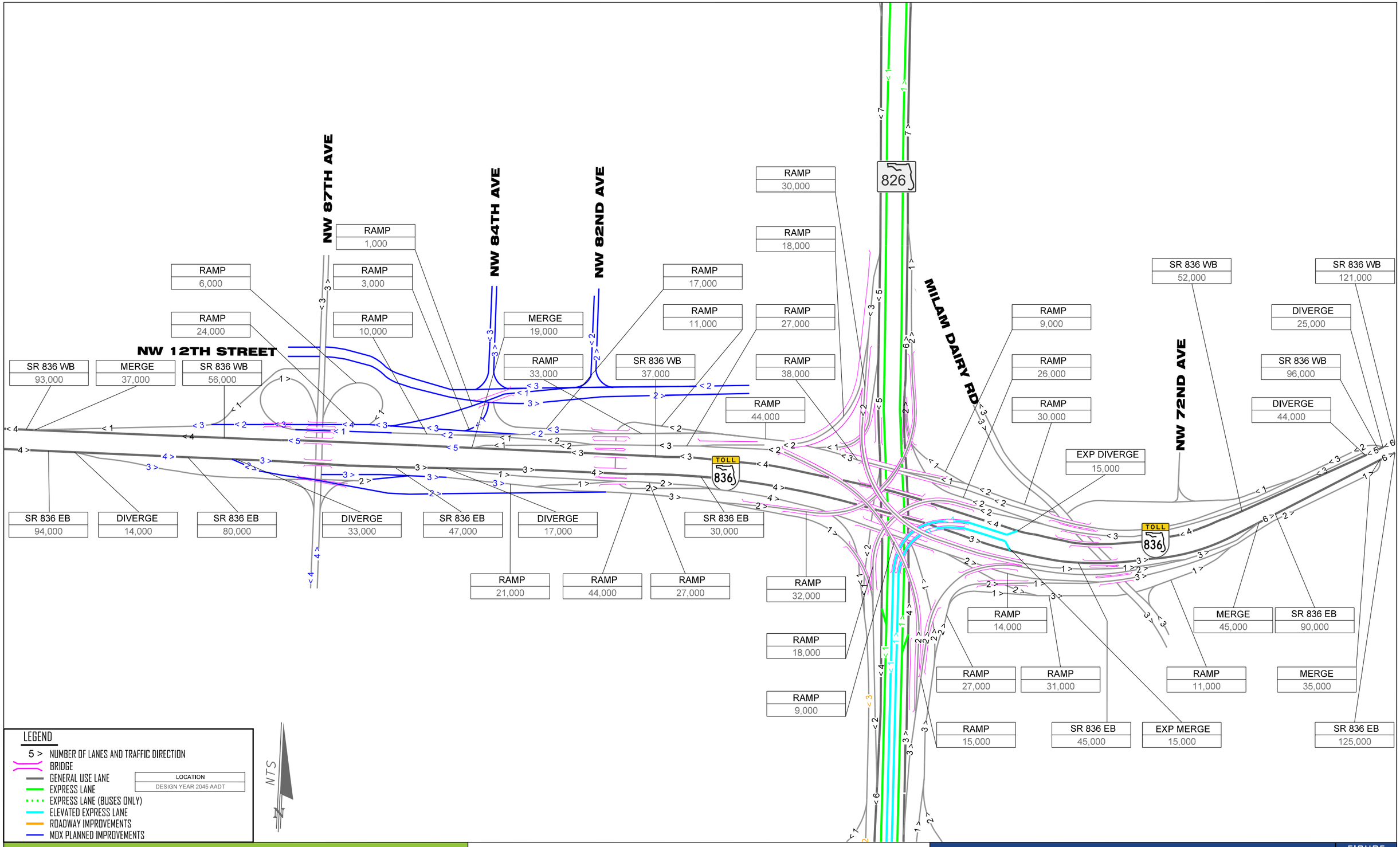
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2045 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.14



FLORIDA DEPARTMENT OF TRANSPORTATION
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2045 DESIGN YEAR ALTERNATIVE 3
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 6.14

Table 6.9 - 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	12,841	-	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		-	-	-	-	-	-	-	-

Table 6.9 - 2045 SR 826 Alternative 3 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			
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

Table 6.9 - 2045 SR 826 Alternative 3 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			
8	Off-ramp to Sunset Dr EB	Weave	-	-	-	-	-	-	-	-
7	SW 88th ST WB On-ramp to Sunset Dr EB Off-ramp		1,813	42	1	E	1,825	34	1	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 6.10 - 2045 SR 826 Alternative 3 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	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

Table 6.10 - 2045 SR 826 Alternative 3 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			
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

Table 6.10 - 2045 SR 826 Alternative 3 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			
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 V**

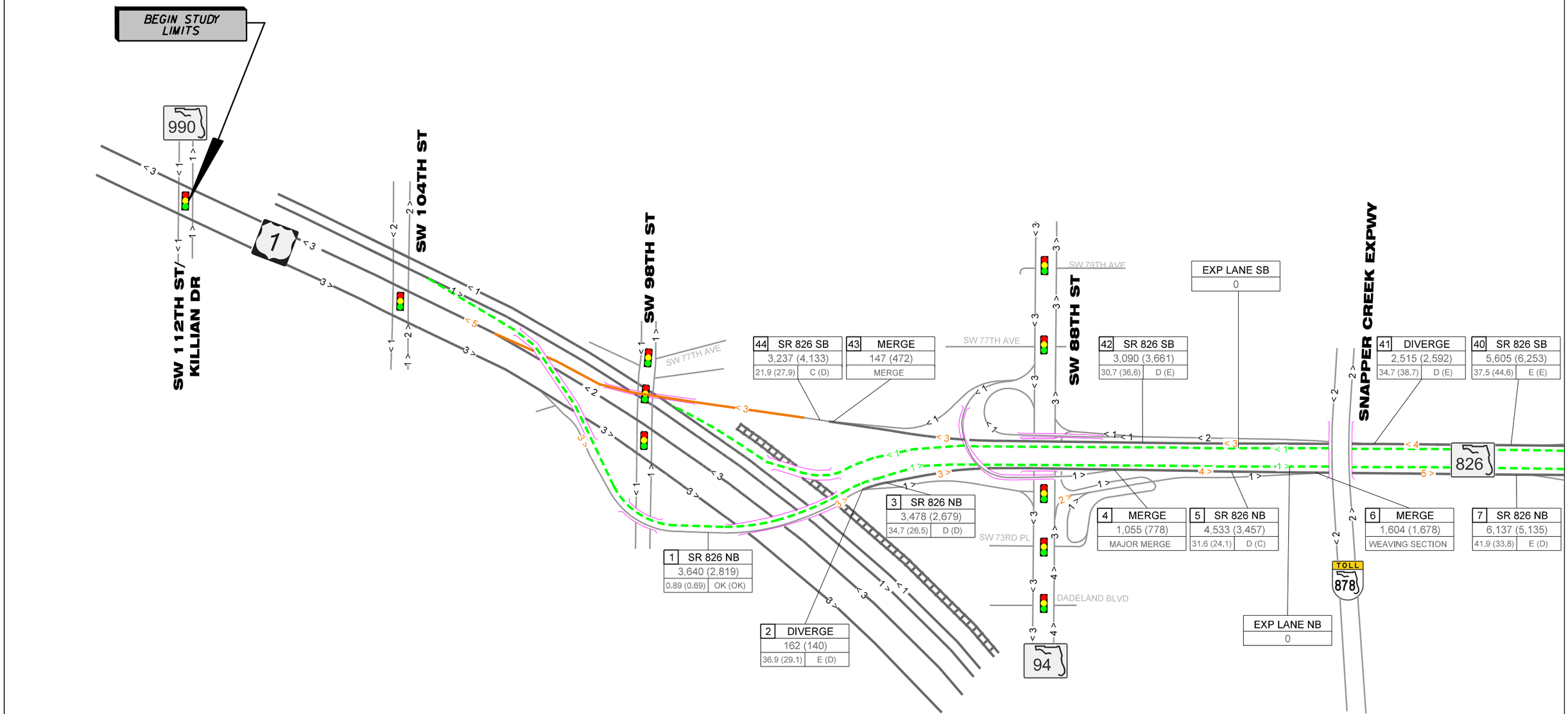
Table 6.11 - 2045 SR 826 Alternative 3 Northbound C-D Ramp Results

#	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 6.12 - 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

Findings – The freeway analysis shows that 10 locations northbound and 12 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 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.



NTS

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)

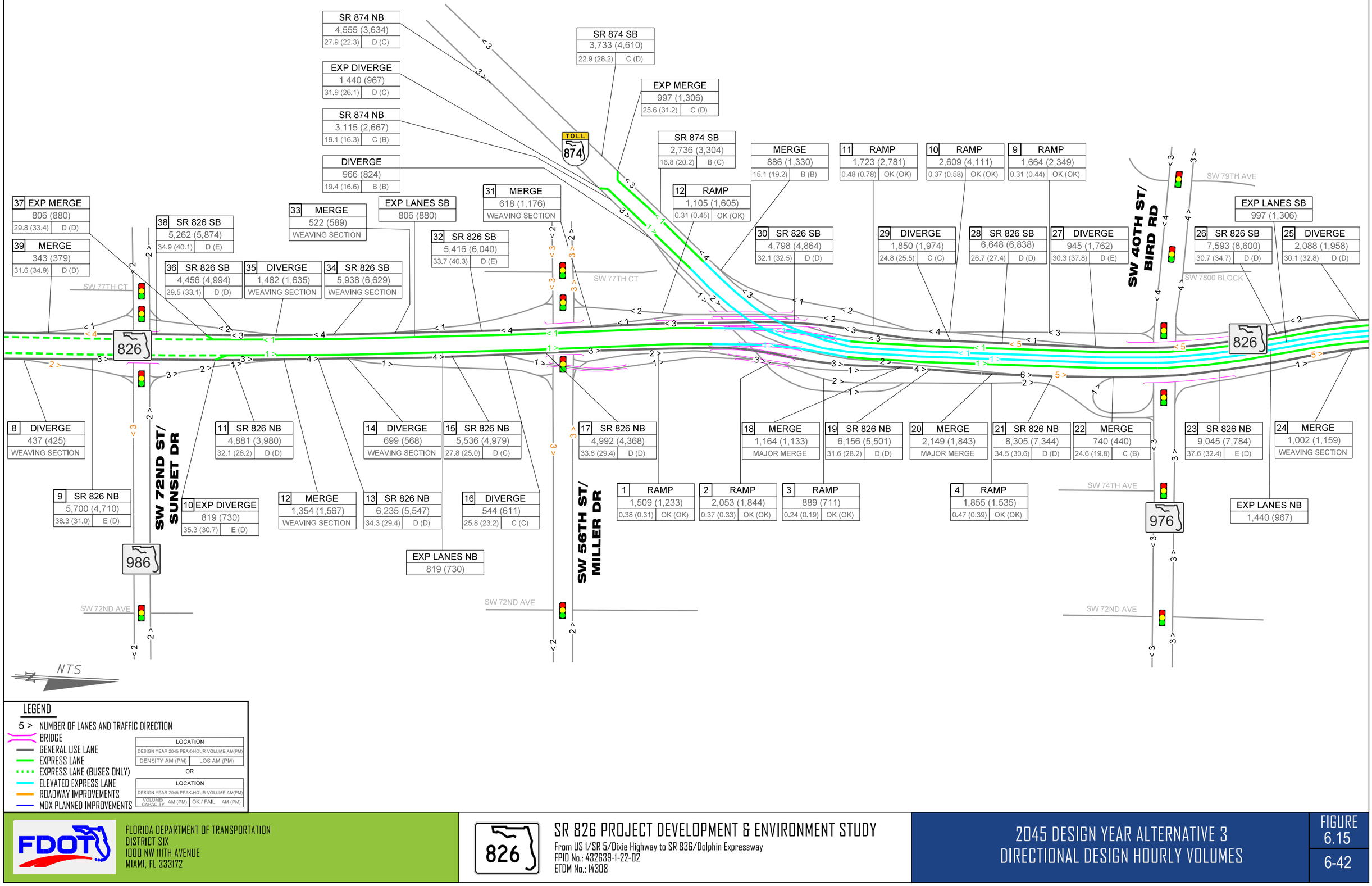
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR ALTERNATIVE 3 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.15



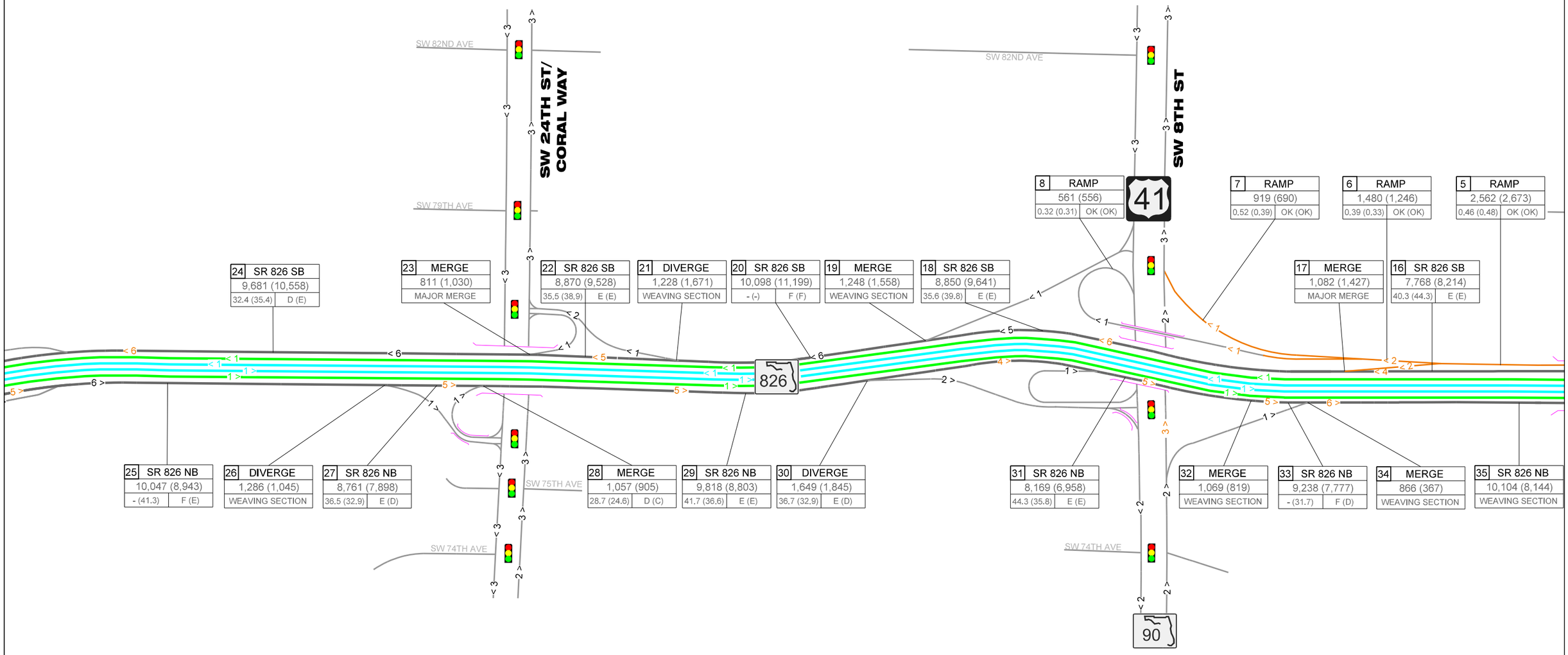
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2045 DESIGN YEAR ALTERNATIVE 3
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.15



NTS

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)	

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2045 DESIGN YEAR ALTERNATIVE 3
DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.15

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)

NTS

NW 84TH AVE

NW 82ND AVE

END STUDY LIMITS
STATION 130+00

SW 82ND AVE

FLAGLER ST

SW 79TH AVE

4 RAMP
1,027 (1,366)
0.58 (0.77) | OK (OK)

EXP LANES SB
806 (880)

3 RAMP
1,720 (1,708)
0.97 (0.96) | OK (OK)

2 RAMP
1,535 (1,307)
0.41 (0.35) | OK (OK)

15 MERGE
2,478 (1,982)
MAJOR MERGE

14 SR 826 SB
5,290 (6,232)
26.7 (31.4) | D (D)

13 EXP DIVERGE
482 (514)
29.6 (34.2) | D (D)

1 RAMP
3,255 (3,015)
0.58 (0.54) | OK (OK)

RAMP
501 (593)
0.25 (0.30) | OK (OK)

12 SR 826 SB
5,772 (6,746)
29.1 (34.0) | D (D)

11 DIVERGE
2,754 (2,422)
31.8 (34.2) | D (D)

9 DIVERGE
791 (256)
36.9 (34.4) | E (D)

10 SR 826 SB
8,526 (9,168)
34.4 (37.3) | D (E)

8 SR 826 SB
9,317 (9,424)
39.4 (40.1) | E (E)

7 DIVERGE
3,136 (2,898)
33.5 (33.1) | D (D)

EXP LANES SB
324 (366)

6 SR 826 SB
12,453 (12,322)
- (-) | F (F)

4 MERGE
1,009 (2,369)
MAJOR MERGE

NW 25TH ST

3 SR 826 SB
11,444 (9,953)
40.8 (34.7) | E (D)

2 DIVERGE
2,003 (1,258)
- (43.5) | F (E)

1 SR 826 SB
13,447 (11,211)
- (39.6) | F (E)

MILAM DAIRY RD

44 MERGE
3,252 (2,371)
MAJOR MERGE

45 SR 826 NB
11,694 (8,956)
41.8 (30.7) | E (D)

46 MERGE
2,151 (1,779)
WEAVING SECTION

47 SR 826 NB
13,845 (10,735)
- (39.3) | F (E)

48 DIVERGE
2,521 (1,851)
WEAVING SECTION

49 SR 826 NB
11,324 (8,884)
- (33.8) | F (D)

50 MERGE
1,490 (1,382)
MAJOR MERGE

51 SR 826 NB
12,814 (10,266)
- (36.2) | F (E)

36 DIVERGE
1,930 (1,580)
WEAVING SECTION

37 SR 826 NB
8,174 (6,564)
33.7 (27.0) | D (D)

38 DIVERGE
1,822 (1,688)
30.5 (24.5) | D (C)

39 SR 826 NB
6,352 (4,876)
- (33.4) | F (D)

41 SR 826 NB
6,815 (5,277)
35.0 (27.1) | D (D)

42 MERGE
1,627 (1,308)
38.9 (31.2) | E (D)

43 SR 826 NB
8,442 (6,585)
- (33.7) | F (D)

EXP MERGE
1,440 (967)

EXP DIVERGE
997 (1,306)

EXP LANES NB
356 (329)

SW 74TH AVE

6 RAMP
705 (824)
0.40 (0.46) | OK (OK)

8 RAMP
1,767 (1,560)
0.47 (0.42) | OK (OK)

7 RAMP
2,992 (2,316)
0.53 (0.41) | OK (OK)

40 EXP MERGE
463 (401)
MAJOR MERGE

5 RAMP
1,225 (756)
0.62 (0.38) | OK (OK)

968

SW 72ND AVE

NW 72ND AVE

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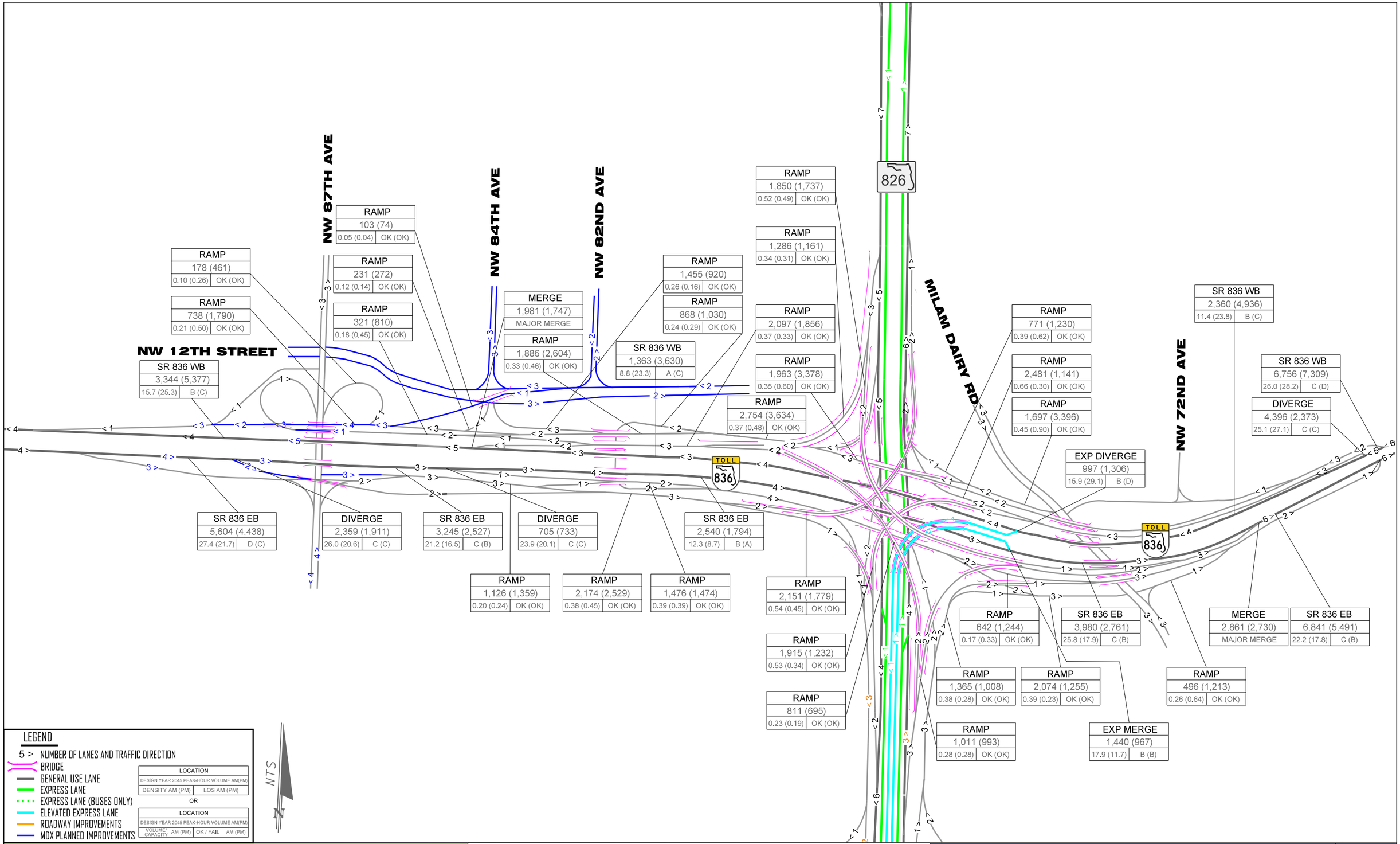
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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2045 DESIGN YEAR ALTERNATIVE 3 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.15



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2045 DESIGN YEAR ALTERNATIVE 3 DIRECTIONAL DESIGN HOURLY VOLUMES

FIGURE 6.15

6.4 Selection of Preferred Alternative

Alternative 2 was selected as the preferred alternative based on the alternatives alignment analysis and the evaluation results documented during the PD&E Study. 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 (see **Table 6.13** – Evaluation Matrix). 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 is the best alternative to address the purpose and need for the project. Therefore, this alternative is the most prudent when compared with the other build alternatives for the following reasons:

- **System Linkage –** Alternative 2 will match the planned improvements for the adjacent projects south and north of the project limits. The MDT project to the south is reconfiguring and optimizing the operations of the US 1 Busway corridor including a potential Bus Rapid Transit route connecting to the SR 826 express lanes. The FDOT project to the north is constructing tolled express lanes from SR 836 to I-75 and is currently designing tolled express lanes from I-75 to I-95. Alternative 2 will provide a seamless express lanes system connection between US 1, I-75 and I-95 making the use of the express lanes more attractive within Miami-Dade County and across the county line with Broward County.

- **Regional Network Connectivity –** Alternative 2 is consistent with the FDOT Regional Managed Lanes Concept vision of having a series of express lanes systems along SR 826, I-75, I-95, I-595, and Florida's Turnpike.

- **Transit Envelope –** Alternative 2 will create an opportunity for a Bus Rapid Transit service operating within the express lanes system that will connect with the rest of the express lanes network. This transit service could have potential scheduled stops to other park-and-ride lots within the County. The additional capacity along the corridor will provide opportunities for transit expansions along the crossing roadways and along the SR 826 general use lanes.

- **Evacuation Route –** In the case of an evacuation event, SR 826 will have additional lanes between US 1 and SR 836 with Alternative 2. The additional lanes will make the corridor more effective during emergency evacuation events and emergency response.

- **Safety –** Alternative 2 will be able to separate long trips (especially from SR 874 and SR 836) from short trips with the use of the express lanes. Separating traffic from the general use lanes will alleviate traffic congestion approaching the interchanges, reduce weaving maneuvers within interchange segments and maximize throughput along the corridor. Alternative 2 is anticipated to reduce crashes related to heavy congestion, weaving maneuvers, speed differentials and interchange access.

- **Traffic Operations –** Express lanes between US 1 and SR 836 will provide superior, consistent and dependable travel times, particularly during peak travel periods. More efficient use of the existing facility is accomplished by encouraging transit and carpools to use the express lanes. Encouraging transit and carpools will reduce the number of cars in the road during peak travel periods. Through the use of dynamic pricing, FDOT can manage the amount of traffic in the express lanes and maintain free-flowing speeds even when the general use lanes are congested. Motorists who choose to use the express lanes will benefit from faster and reliable travel times. With more reliable travel speeds, transit agencies can enhance transit service along the entire corridor. Long trip motorists that commute daily between US 1 and SR 836 will benefit from using the express lanes by improving their travel time during peak travel periods. While trucks are not allowed in express lanes, the enhanced traffic conditions along SR 826 would aid in the movement and delivery of freight. Alternative 2 provides the most locations with LOS D or better throughout the corridor when compared against the other build alternatives.

- **Capacity –** Alternative 2 adds corridor capacity between US 1 and SR 836. The proposed improvements recommended along the corridor will demand 10% more traffic on average than the No-Build Alternative, which is higher than the other build alternatives.

- **Project Cost and Schedule –** Alternative 2, when compared against Alternative 3, will cost significantly less with a shorter construction schedule and less complexed maintenance of traffic plan.

Based on the evaluation conducted and documented in this report, it is clear that Alternative 2 will meet the purpose and need of the project and the overall project objectives of this PD&E Study.

Table 6.13 - Evaluation Matrix

Variables/Parameters	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
ENGINEERING				
Multimodal Facilities	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.
Mobility	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.
Safety Improvements	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.
Drainage Analysis	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.
Structures Analysis	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.
Utility Impacts	No impact	Impacts 10 utilities at 28 potential locations	Impacts 12 utilities at 62 potential locations	Impacts 12 utilities at 76 potential locations
Maintenance of Traffic	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
Purpose and Need	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
2045 Traffic Analysis	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 6.13 - Evaluation Matrix (Continued)

Variables/Parameters	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
SOCIO-ECONOMIC				
Right of Way Impacts	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.
Social and Neighborhood Impacts	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.
Economic, Mobility and Employment Impacts	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.
Community Services/ Features	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
ENVIRONMENT				
Noise Impacts	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.
Air Quality	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.
Contamination	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
Listed Species	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
Wetland Impacts	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.
Cultural/Historic/ Archaeological Impacts	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
COST				
Construction Cost	No construction, No cost involved = $0	$326.5 million	$375 million	$696 million
Right of Way/ Business Damages	None = $0	$25.6 million	$78.6 million	$90.0 million

7.0 PREFERRED ALTERNATIVE

7.1 PREFERRED ALTERNATIVE ROADWAY NETWORK

The Preferred Alternative 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 7.1**). 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 US 1 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.

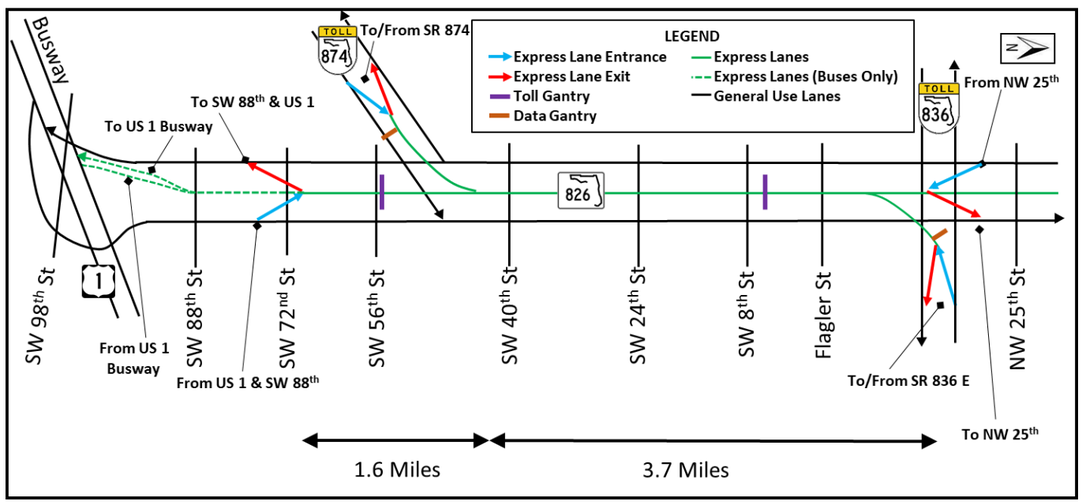


Figure 7.1 - Preferred Alternative Schematic Line Diagram

The Preferred Alternative 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 7.2** and **Figure 7.3.** 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 for the express lanes along the median.

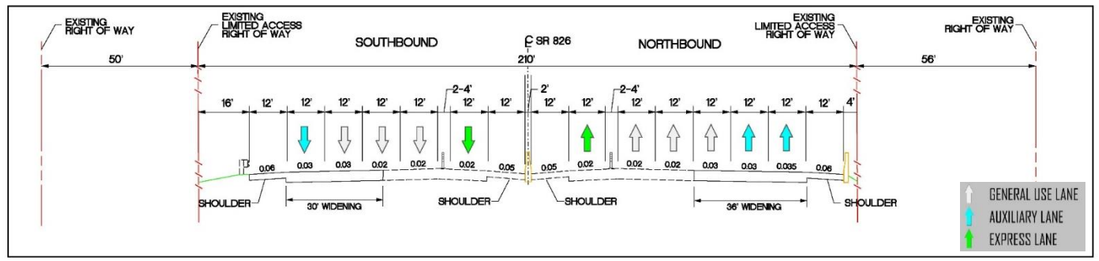


Figure 7.2 - Preferred Alternative Roadway Typical Section between US 1 and SR 874

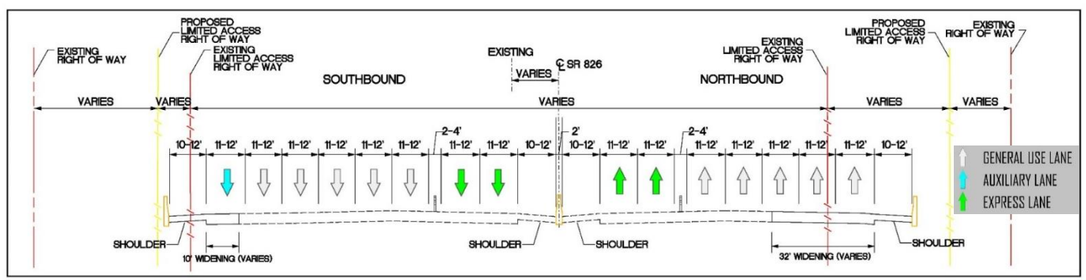
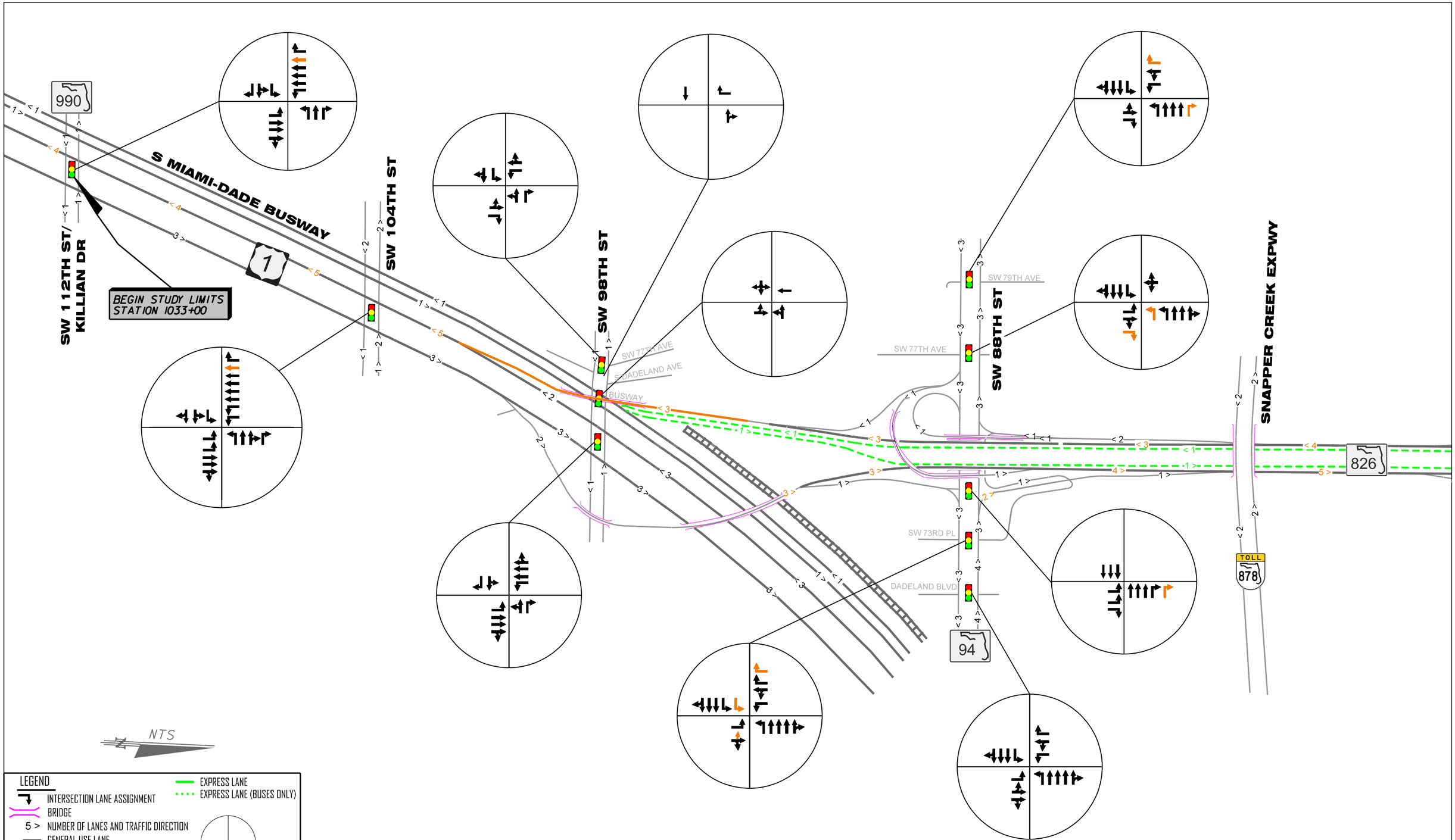


Figure 7.3 - Preferred Alternative Roadway Typical Section between SR 874 and SR 836

The Preferred Alternative is also proposing interchange, intersection and arterial improvements to support the optimal operations of the corridor. **Figure 7.4 and Appendix K2** depict all the improvements proposed by the Preferred Alternative.



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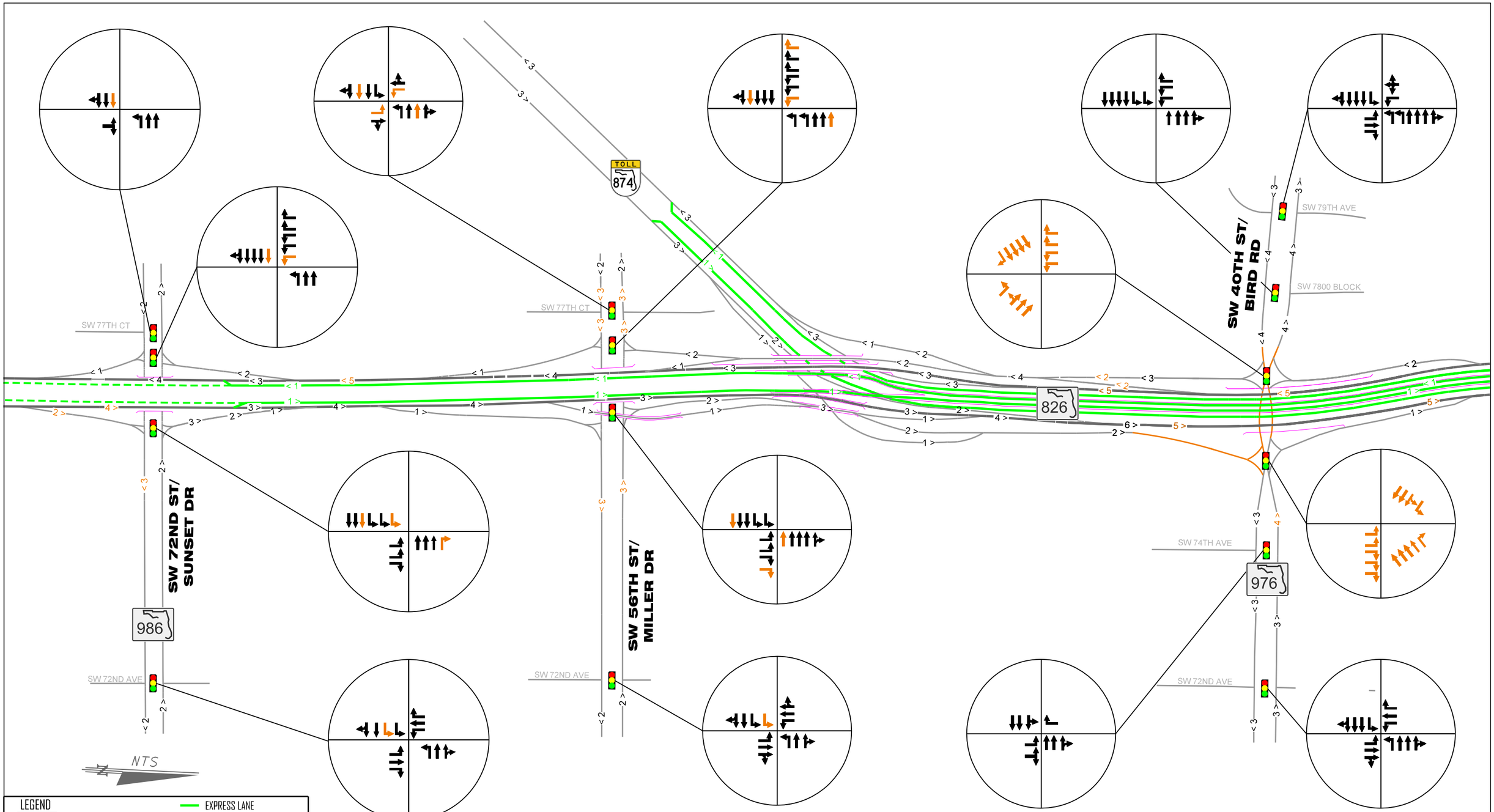
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATION

FIGURE 7.4



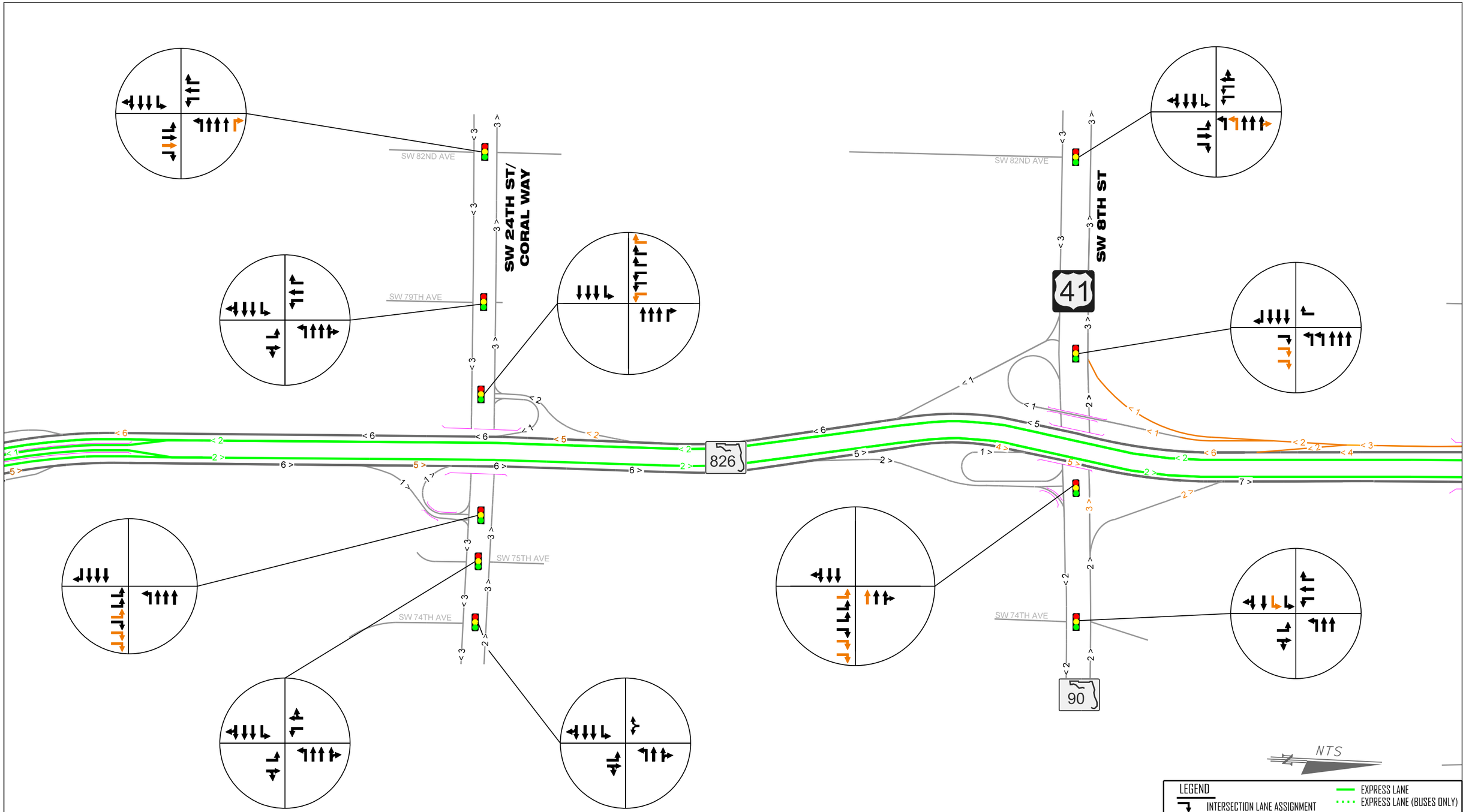
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PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATION

FIGURE 7.4



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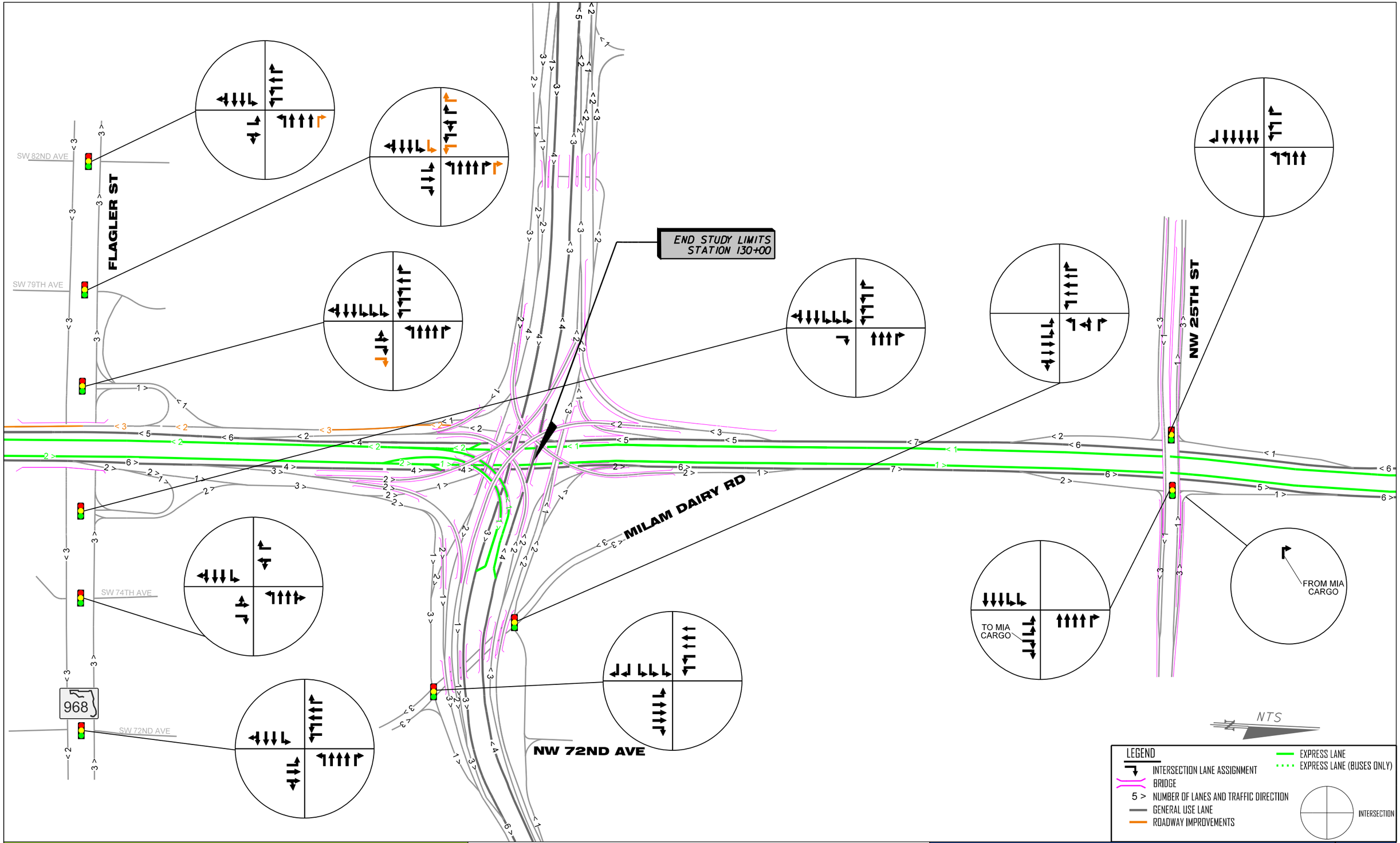
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PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATION

FIGURE 7.4



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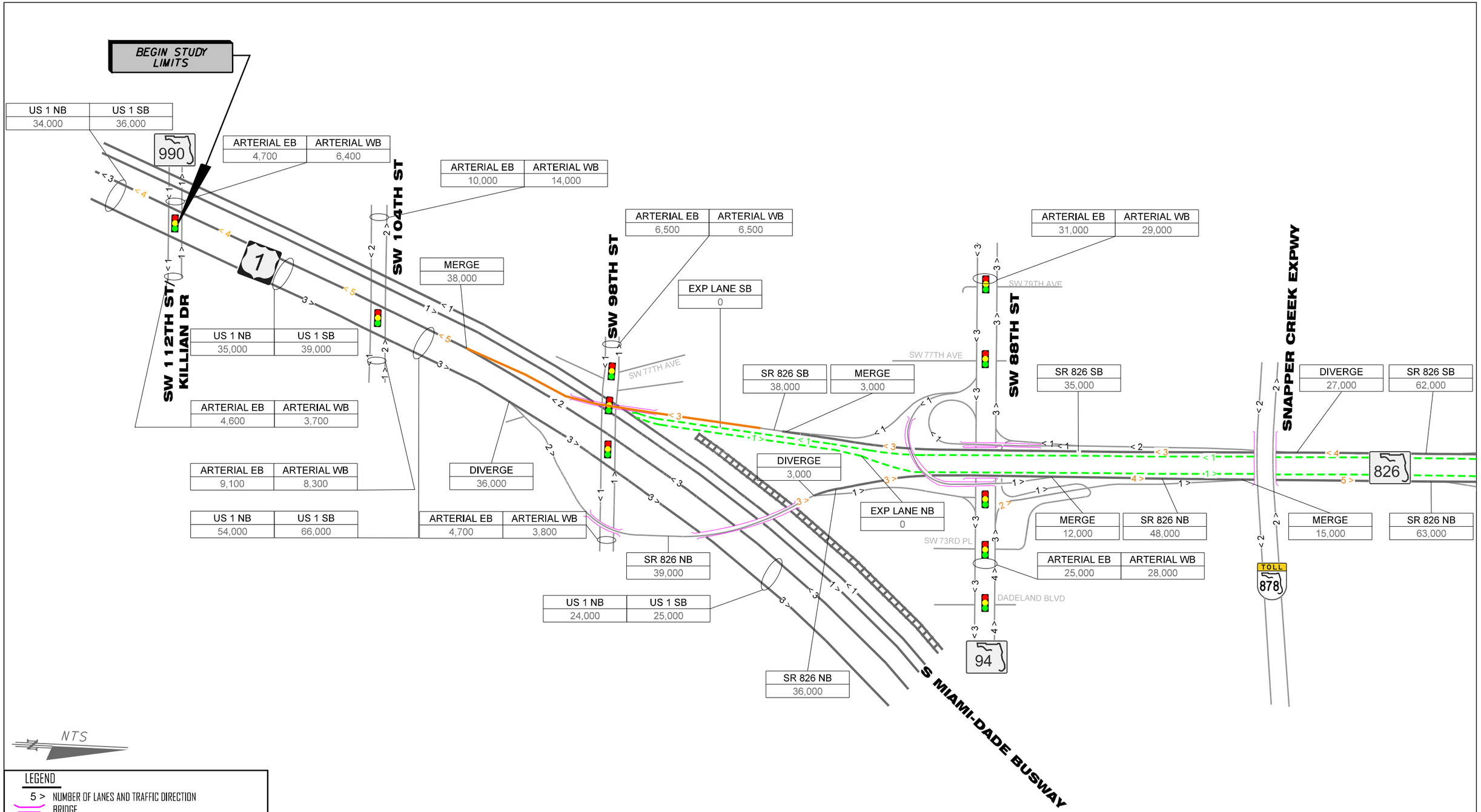
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ETDM No.: 14308

PREFERRED ALTERNATIVE
LANE GEOMETRY AND CONFIGURATION

FIGURE 7.4

7.2 Preferred Alternative – 2025 Traffic Forecast

Opening year 2025 traffic forecast was developed for the Preferred Alternative consistent with the methodology defined in **Section 2.0** of this SIMR. Opening year traffic was developed by interpolation between the years 2017 and 2045. **Figure 7.5** shows the Preferred Alternative 2025 AADT volumes for the study area.



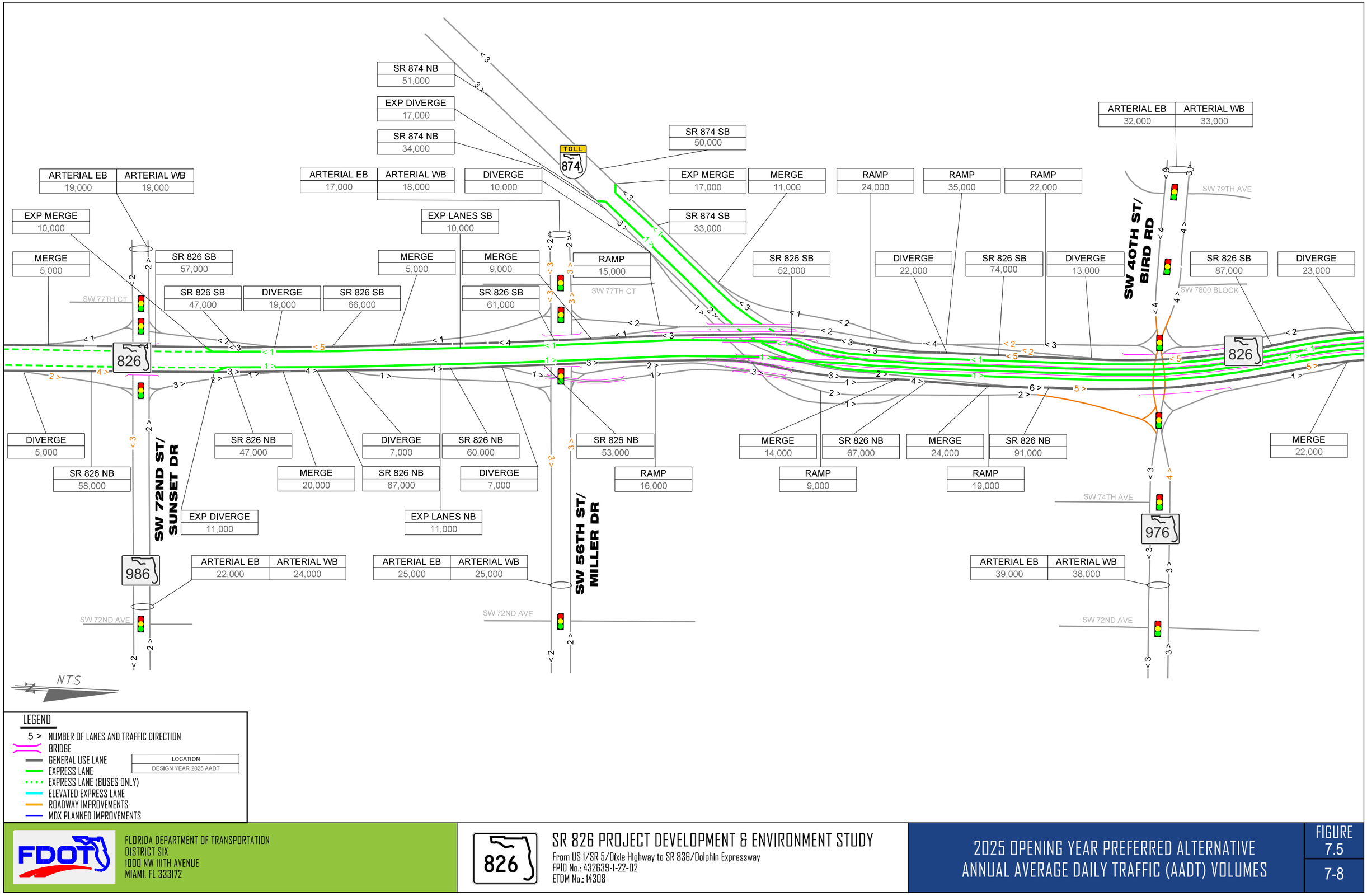
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2025 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5



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 2025 AADT

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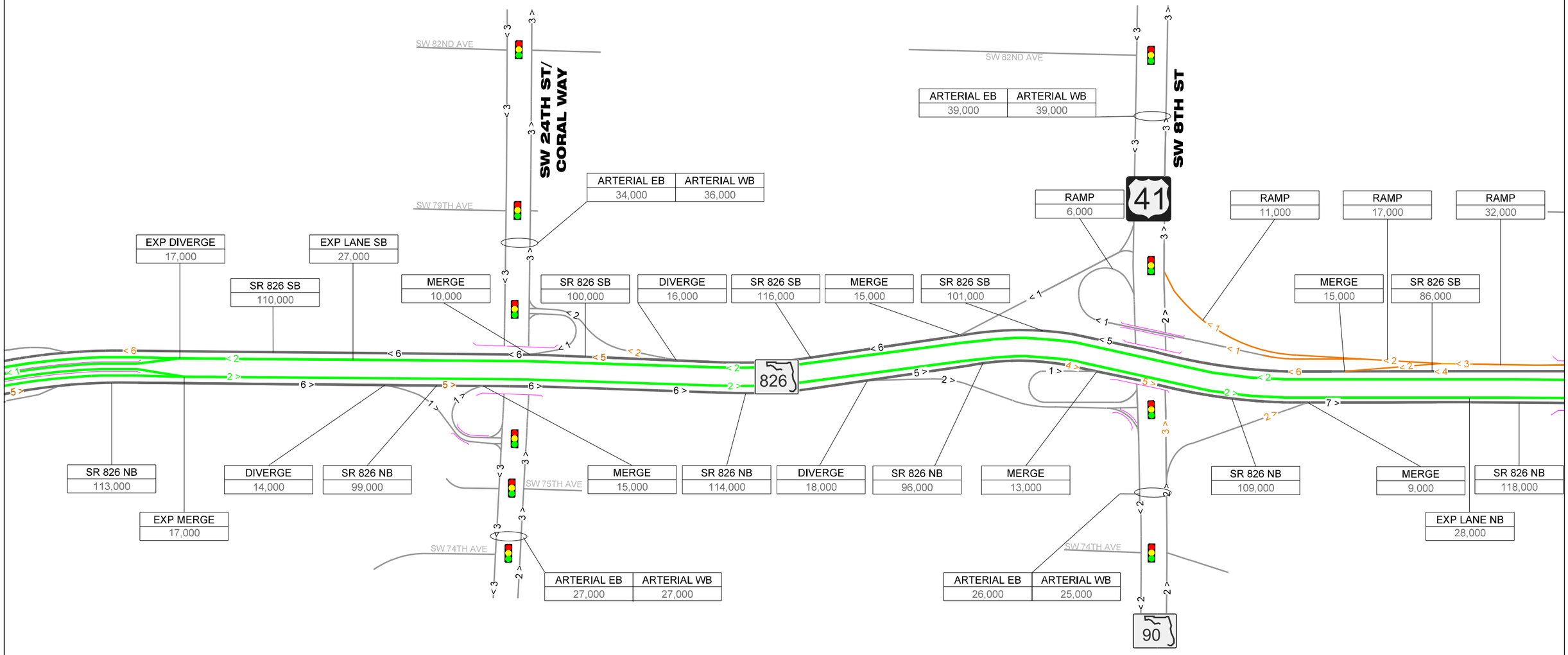
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ETDM No.: 14308

2025 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5



NTS

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 2025 AADT

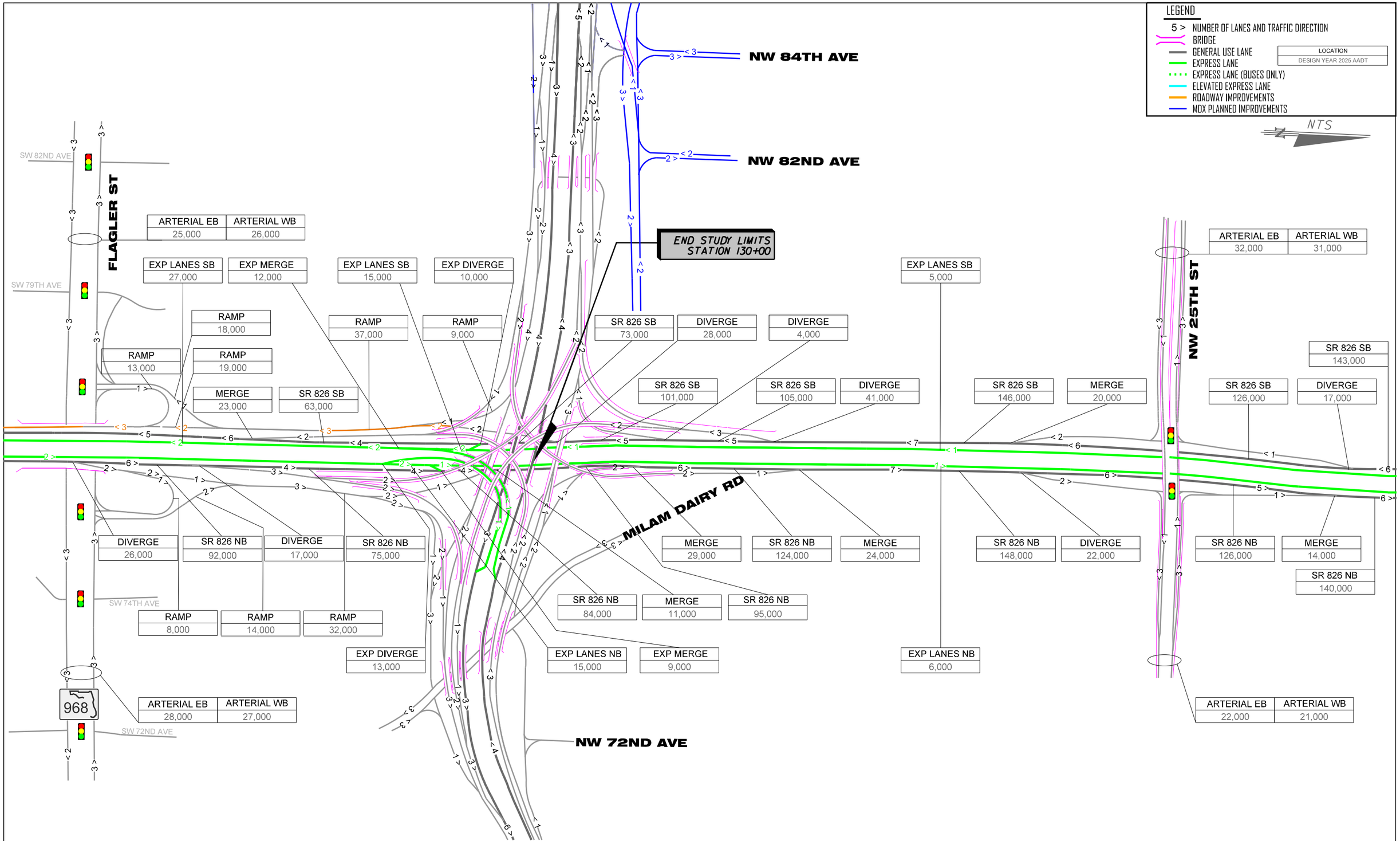
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2025 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5



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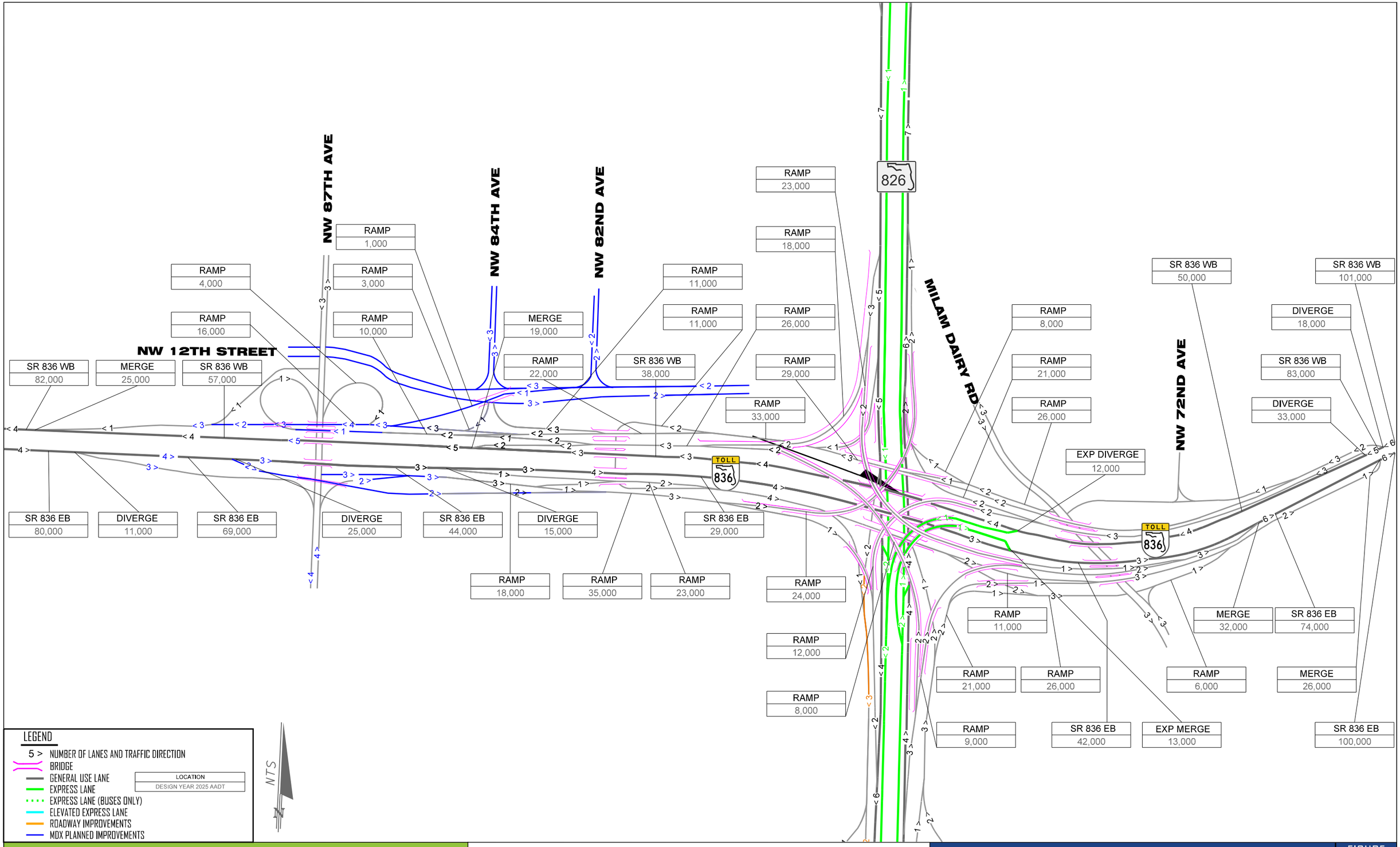
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2025 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5



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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.5

7.3 Preferred Alternative – 2025 Operational Analysis

7.3.1 SR 826 Operational Analysis

Density, volume/capacity ratio, and LOS of each freeway facility were used as MOEs, which is consistent with the existing conditions analysis. The Preferred Alternative 2025 mainline/basic, weaving, and ramp merge/diverge analysis results are below. **Tables 7.1 – 7.4** summarize the DDHV and operational results. The analysis results are also schematically summarized in **Figure 7.6**. Output HCS reports are included as **Appendix L**.

Findings – The freeway analysis shows that one location southbound will operate at an unacceptable LOS (worst peak period LOS) by the year 2025 within the area of influence. The weaving analysis shows that two locations northbound will operate at an unacceptable LOS. The ramp junction analysis shows that one location southbound will operate at an unacceptable LOS. The collector distributor capacity analysis shows all ramps will operate within capacity.

Table 7.1 - 2025 SR 826 Preferred Alternative 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			
50	NW 25th St WB On-ramp to NW 36th St EB Off-ramp	Basic	9,647	34.0	0.80	D	7,133	25.2	0.59	C
49	On-ramp from NW 25th St WB	Major Merge	838	-	0.46	-	844	-	0.46	-
48	NW 25th St EB Off-ramp to NW 25th St WB On-ramp	Basic	8,809	33.4	0.84	D	6,289	23.0	0.60	C
47	Off-ramp to NW 25th St EB	Weave	-	-	-	-	-	-	-	-
46	SR 836 EB On-ramp to NW 25th St EB Off-ramp		3,471	-	1.08	F	2,183	25.5	0.68	C
45	On-ramp from SR 836 EB		-	-	-	-	-	-	-	-

Table 7.1 - 2025 SR 826 Preferred Alternative 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			
44	SR 836 WB On-ramp to SR 836 EB On-ramp	Basic	8,890	30.4	0.73	D	6,030	20.6	0.49	C
43	On-ramp from SR 836 WB	Major Merge	2,309	-	0.56	-	1,777	-	0.43	-
42	Flagler St WB On-ramp to SR 836 WB On-ramp	Basic	6,581	33.6	0.80	D	4,253	21.7	0.52	C
41	On-ramp from Flagler St WB	Merge	1,079	30.1	0.55	D	716	20.6	0.37	C
40	EL Merge to Flagler St WB On-ramp	Basic	5,502	28.2	0.67	D	3,537	18.2	0.43	C
39	Express Lane Merge	Merge	418	24.1	0.21	C	304	17.0	0.15	B
38	SR 836 Off-ramp to EL Merge	Basic	5,084	26.1	0.62	D	3,233	16.6	0.39	B
37	Off ramp to SR 836	Major Diverge	890	18.6	0.17	B	1,195	13.8	0.22	B
36	Flagler St WB Off-ramp to SR 836 Off-ramp	Basic	5,974	20.5	0.48	C	4,428	15.2	0.36	B
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		2,711	27.8	0.83	C	1,908	19.3	0.58	B
31	On-ramp from SW 8th St EB		-	-	-	-	-	-	-	-
30	SW 8th St EB Off-ramp to SW 8th St EB On-ramp	Basic	6,325	32.6	0.77	D	4,967	25.6	0.60	C
29	Off-ramp to SW 8th St EB	Weave	-	-	-	-	-	-	-	-
28	Coral Way EB On-ramp to SW 8th St EB Off-ramp		1,799	27.9	0.59	C	1,871	22.9	0.57	C
27	On-ramp from Coral Way EB		-	-	-	-	-	-	-	-
26	Coral Way EB Off-ramp to Coral Way EB On-ramp	Basic	6,576	27.4	0.64	D	5,653	23.5	0.55	C
25	Off-ramp to Coral Way EB	Weave	-	-	-	-	-	-	-	-
24	Bird Rd WB On-ramp to Coral Way EB Off-ramp		2,075	-	0.93	F	1,783	27.9	0.8	C
23	On-ramp from Bird Rd WB		-	-	-	-	-	-	-	-
22	SR 874 On-ramp to Bird Rd WB On-ramp	Basic	6,064	24.7	0.59	C	5,402	22.0	0.52	C

Table 7.1 - 2025 SR 826 Preferred Alternative 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			
21	On-ramp from SR 874 (toll road merge)	Major Merge	1,616	-	0.39	-	1,131	-	0.27	-
20	Miller Dr WB On-ramp to SR 874 On-ramp	Basic	4,448	22.8	0.54	C	4,271	21.9	0.52	C
19	On-ramp from Miller Dr WB	Major Merge	882	-	0.45	-	864	-	0.44	-
18	Bird Rd EB Off-ramp to EL Diverge	Basic	3,566	24.0	0.57	C	3,407	22.9	0.55	C
17	Off-ramp to Bird Rd EB	Major Diverge	519	19.1	0.26	B	551	18.5	0.28	B
16	Miller Dr EB Off-ramp to Bird Rd EB Off-ramp	Basic	4,085	20.5	0.49	C	3,958	19.9	0.48	C
15	Off-ramp from Miller Dr WB	Weave	-	-	-	-	-	-	-	-
14	Sunset Dr WB On-ramp to Miller Dr EB Off-ramp		1,419	25.1	0.63	C	1,530	23.1	0.68	C
13	On-ramp from Sunset Dr WB		-	-	-	-	-	-	-	-
12	EL Diverge to Sunset Dr WB On-ramp	Basic	3,692	24.3	0.59	C	3,146	20.7	0.50	C
11	EL Diverge	Major Diverge	634	20.1	0.31	C	852	18.6	0.41	B
10	Sunset Dr EB Off-ramp to Sunset Dr WB On-ramp	Basic	4,326	21.6	0.52	C	3,998	19.7	0.48	C
9	Off-ramp to Sunset Dr EB	Weave	-	-	-	-	-	-	-	-
8	On-ramp to Sunset Dr EB Off- ramp**		1,816	23.1	0.56	C	2,085	21.6	0.65	C
7	On-ramp to Sunset Dr EB Off- ramp***		1,024	20.8	0.48	C	1,480	20.1	0.46	C
6	SW 88th St WB On-ramp		-	-	-	-	-	-	-	-
5	SW 88th ST EB On-ramp to Sunset Dr EB Off-ramp	Basic	4,029	21.0	0.50	C	2,940	15.4	0.36	B
4	Loop On ramp from SW 88th St EB	Major Merge	966	-	0.51	-	707	-	0.38	-
3	SW 88th St EB Off-ramp to SW 88th St EB on-ramp	Basic	3,063	20.2	0.50	C	2,233	14.7	0.36	B
2	Off-ramp to SW 88th Street	Diverge	120	22.9	0.06	C	118	18.1	0.06	B
1	US 1 to SW 88th St EB Off-ramp	Basic	3,183	-	0.78	-	2,351	-	0.58	-

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 7.2 - 2025 SR 826 Preferred Alternative 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	10,614	37.0	0.87	E	7,883	27.5	0.65	D
2	Off-ramp to NW 25th St WB	Diverge	1,687	44.0	0.95	E	647	29.9	0.36	D
3	NW 25th St WB Off-ramp to NW 25th St EB On-ramp	Basic	8,927	31.1	0.73	D	7,236	25.2	0.60	C
4	On-ramp from NW 25th Street EB	Major Merge	619	-	0.17	-	1,997	-	0.53	-
5	NW 25th St EB On-ramp to SR 836 WB Off-ramp*	Weave	3,073	31.1	0.96	D	3,046	33.7	0.95	D
6	NW 25th St EB On-ramp to SR 836 WB Off-ramp	Basic	9,546	28.0	0.67	D	9,233	27.1	0.65	D
7	Off-ramp to SR 836 WB	Major Diverge	2,820	25.7	0.53	c	1,849	24.8	0.47	c
8	SR 836 WB Off-ramp to SR 836 Off-ramp	Basic	6,726	28.1	0.66	D	7,384	30.9	0.73	D
9	Off-ramp to SR 836	Diverge	570	27.2	0.32	C	124	27.0	0.07	C
10	SR 836 Off-ramp to Flagler St WB Off-ramp	Basic	6,156	24.8	0.59	C	7,260	29.3	0.70	D
11	Off-ramp to Flagler St WB	Major Diverge	2,007	23.0	0.51	C	1,438	27.0	0.36	C
12	Flagler St WB Off-ramp to SR 836 EB On-ramp	Basic	4,149	20.9	0.50	C	5,822	29.4	0.70	D
13	Express Lane Diverge	Diverge	642	23.2	0.32	C	404	29.4	0.20	D
14	EL Diverge to SR 836 EB On-ramp	Basic	3,507	17.7	0.42	B	5,418	27.3	0.65	D
15	On-ramp from SR 836 EB	Major Merge	1,546	-	0.39	-	1,059	-	0.27	-
16	SR 836 EB On-ramp to Flagler St WB On-ramp	Basic	5,053	25.5	0.61	C	6,477	32.7	0.78	D
17	On-ramp from Flagler St WB	Major Merge	1,024	-	0.27	-	1,112	-	0.28	-
18	Flagler St WB On-ramp to SW 8th St EB On-ramp	Basic	6,077	24.4	0.59	C	7,589	30.5	0.73	D
19	On-ramp from SW 8th St EB	Weave	-	-	-	-	-	-	-	-
20	SW 8th St WB On-ramp to Flagler St WB Off-ramp		1,575	24.8	0.55	C	2,378	35.0	0.73	D
21	Off-ramp to Coral Way WB		-	-	-	-	-	-	-	-
22	Coral Way WB Off-ramp to Coral Way WB On-ramp	Basic	5,785	23.0	0.56	C	7,301	29.1	0.70	D

Table 7.2 - 2025 SR 826 Preferred Alternative Southbound 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			
23	On-ramp from Coral Way WB****	Major Merge	-	-	-	-	886	-	0.50	-
24	Coral Way WB on-ramp to Bird Rd WB Off-ramp	Weave	1,864	22.6	0.58	C	2,135	-	-	-
25	Off-ramp to Bird Rd WB	Major Diverge	-	-	-	-	1,594	25.5	0.39	C
26	Bird Rd WB Off-ramp to SR 874 WB Off-ramp	Basic	4,871	19.7	0.47	C	6,593	26.6	0.64	D
27	Off-ramp to SR 874	Diverge	760	10.1	0.19	B	1,240	15.0	0.32	B
28	SR 874 WB Off-ramp to SR 874 Diverge	Basic	4,111	16.5	0.40	B	5,353	21.5	0.52	C
29	Diverge to SR 874	Major Diverge	868	15.3	0.14	B	1,387	20.0	0.22	B
30	SR 874 Diverge to Bird Rd EB On-ramp	Basic	3,243	21.7	0.52	C	3,966	26.5	0.64	D
31	On-ramp from Bird Rd WB	Major Merge	537	-	0.27	-	717	-	0.36	-
32	On-ramp from Bird Rd EB to Miller Rd EB On-ramp**	Weave	1,539	19.1	0.69	B	1,819	25.4	0.81	C
33	On-ramp from Bird Rd EB to Miller Rd EB On-ramp	Basic	3,780	19.0	0.46	C	4,683	23.5	0.56	C
34	On-ramp from Miller Dr EB	Major Merge	313	-	0.17	-	435	-	0.23	-
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	4,093	16.4	0.39	B	5,118	20.5	0.49	C
37	Off-ramp to Sunset Dr WB	Major Diverge	1,179	15.3	0.30	B	1,213	19.1	0.31	B
38	Sunset Dr WB Off-ramp to EL Merge	Basic	2,914	19.3	0.46	C	3,905	25.9	0.62	C
39	Express Lane Merge	Major Merge	963	-	0.46	-	563	-	0.27	-
40	EL Merge to Sunset Dr EB On-ramp	Basic	3,877	19.3	0.46	C	4,468	22.2	0.53	C
41	On-ramp from Sunset Drive EB	Merge	302	18.4	0.16	B	325	20.5	0.18	C
42	Sunset Drive EB On-ramp to SW 88th St WB Off-ramp	Basic	4,179	20.7	0.50	C	4,793	23.7	0.57	C
43	Off-ramp to SW 88th St WB	Major Diverge	1,915	19.4	0.49	B	1,918	22.3	0.49	C

Table 7.2 - 2025 SR 826 Preferred Alternative Southbound 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			
44	Off-ramp to SW 88th St WB to SW 88th St EB On-ramp	Basic	2,264	15.0	0.36	B	2,875	19.1	0.46	C
45	SW 88th St EB On-ramp	Merge	89	11.4	0.05	B	221	15.6	0.13	B
46	SW 88th St EB On-ramp to US1 Merge	Basic	2,353	19.5	0.39	C	3,096	25.7	0.52	C

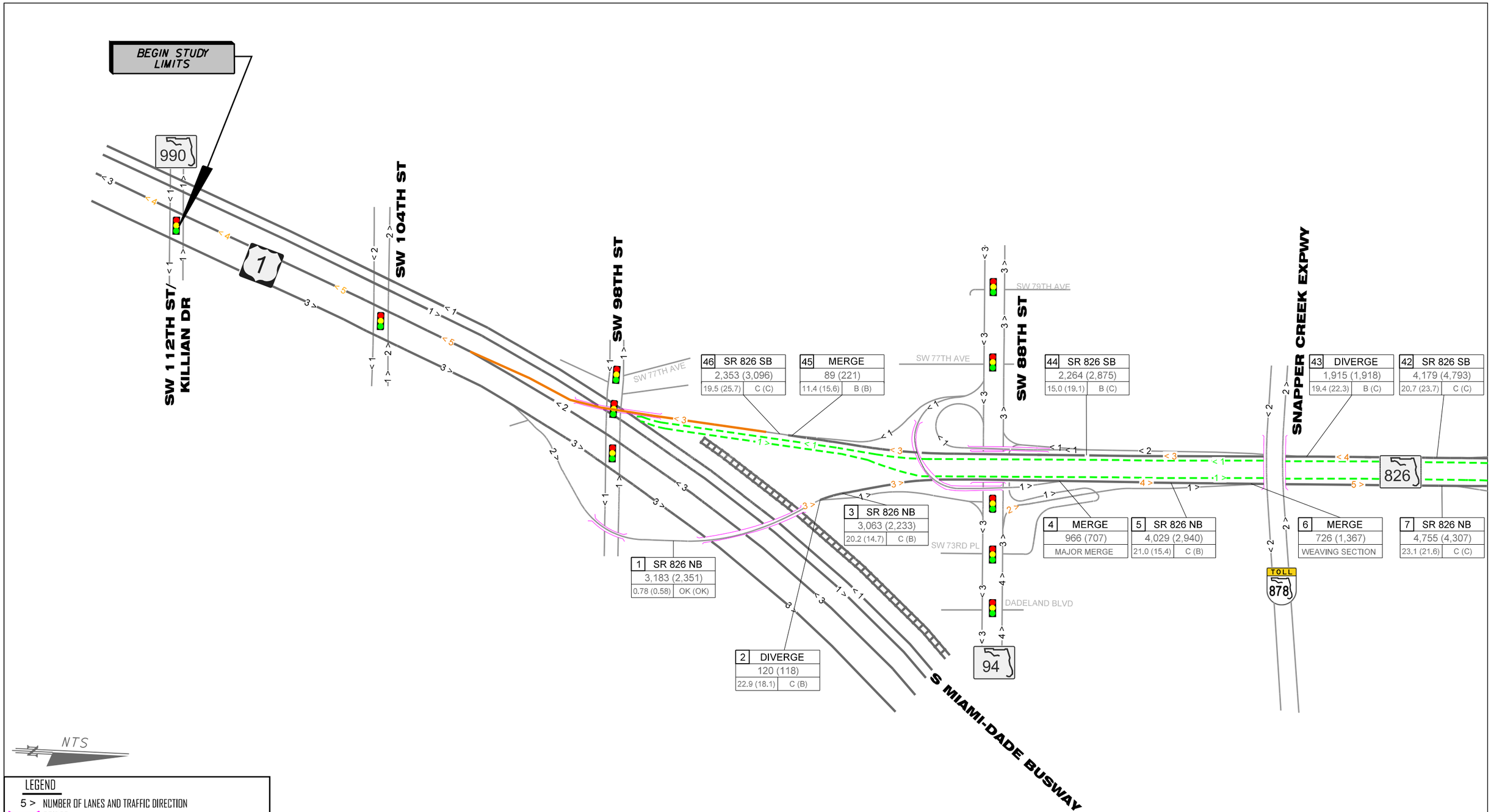
Notes: *HCS do not support 3-lane ramp analysis **Shortest distance is considered for the worst condition
*** Alt 1 is reported as the worst condition ****AM analyzed as weaving
Weaving Volumes are included in **Appendix V**

Table 7.3 - 2025 SR 826 Preferred Alternative 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	1,175	930	4,000	0.31	0.25
7	Flagler St On-ramp to SR 826/SR 836 Off-ramp	2,443	1,644	6,000	0.43	0.29
6	Off-ramp to Flagler St	640	783	1,900	0.36	0.44
5	SR 826 off-ramp to Flagler St On-ramp	1,268	714	2,100	0.64	0.36
4	Bird Rd Ramp Terminal	1,371	1,212	4,200	0.35	0.31
3	Bird Rd Off-ramp to SR 874 On-ramp	571	617	4,000	0.15	0.16
2	Bird Rd Off-ramp/Miller Dr On-ramp	1,453	1,481	6,000	0.26	0.26
1	Miller Dr On-ramp	934	930	4,200	0.24	0.24

Table 7.4 - 2025 SR 826 Preferred Alternative 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	2,462	1,944	6,000	0.44	0.35
2	Flagler St Off-ramp to Flagler St On-ramp	1,188	857	4,000	0.32	0.23
3	SR 826 Off-ramp to Flagler St	1,274	1,087	1,900	0.72	0.61
4	Flagler St WB off-ramp	980	1,149	1,900	0.55	0.65
5	Flagler St On-ramp	2,168	2,006	6,000	0.39	0.36
6	Flagler St Off-ramp to SW 8th St Off-ramp	1,144	894	4,000	0.31	0.24
7	SW 8th St WB Off-ramp	638	626	1,900	0.36	0.35
8	SW 8th St EB Off-ramp	506	268	1,900	0.28	0.15
9	Bird Rd On-ramp	1,121	1,639	5,700	0.21	0.31
10	Bird Rd On-ramp to SR 874 On-ramp	1,881	2,879	7,600	0.26	0.40
11	SR 874 On-ramp to SR 826 On-ramp	1,310	1,933	3,800	0.37	0.54
12	Miller Dr On-ramp	773	1,216	3,800	0.22	0.34



NTS

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 2025 PEAK-HOUR VOLUME AM(PM)
DENSITY AM (PM) | LOS AM (PM)

OR

LOCATION		
DESIGN YEAR 2025 PEAK-HOUR VOLUME AM(PM)		
VOLUME/ CAPACITY AM (PM)	OK / FAIL AM (PM)	

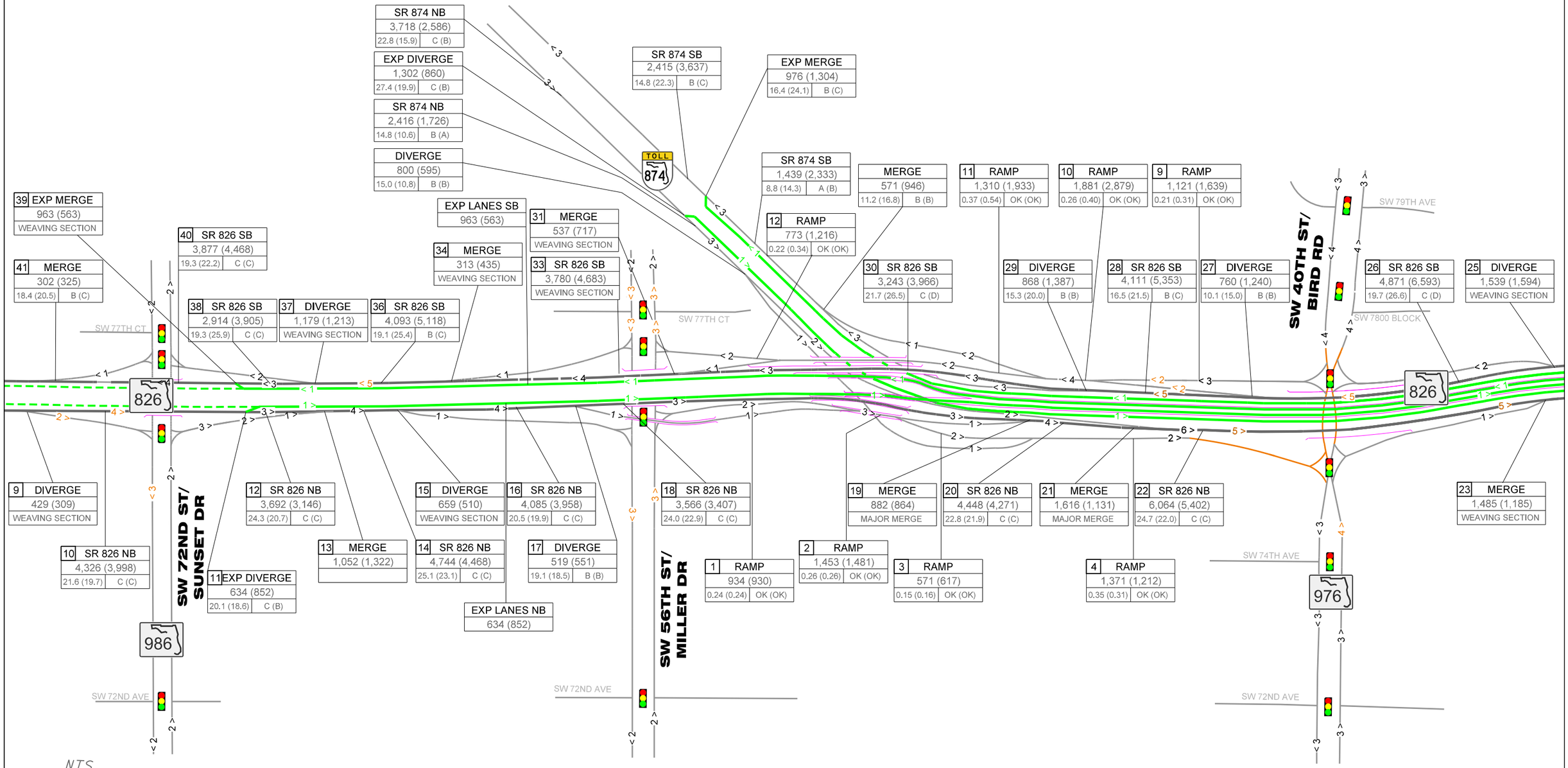
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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ETDM No.: 14308

2025 OPENING YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 7.6



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 2025 PEAK-HOUR VOLUME AM(PM)	
DENSITY AM (PM)	LOS AM (PM)

OR

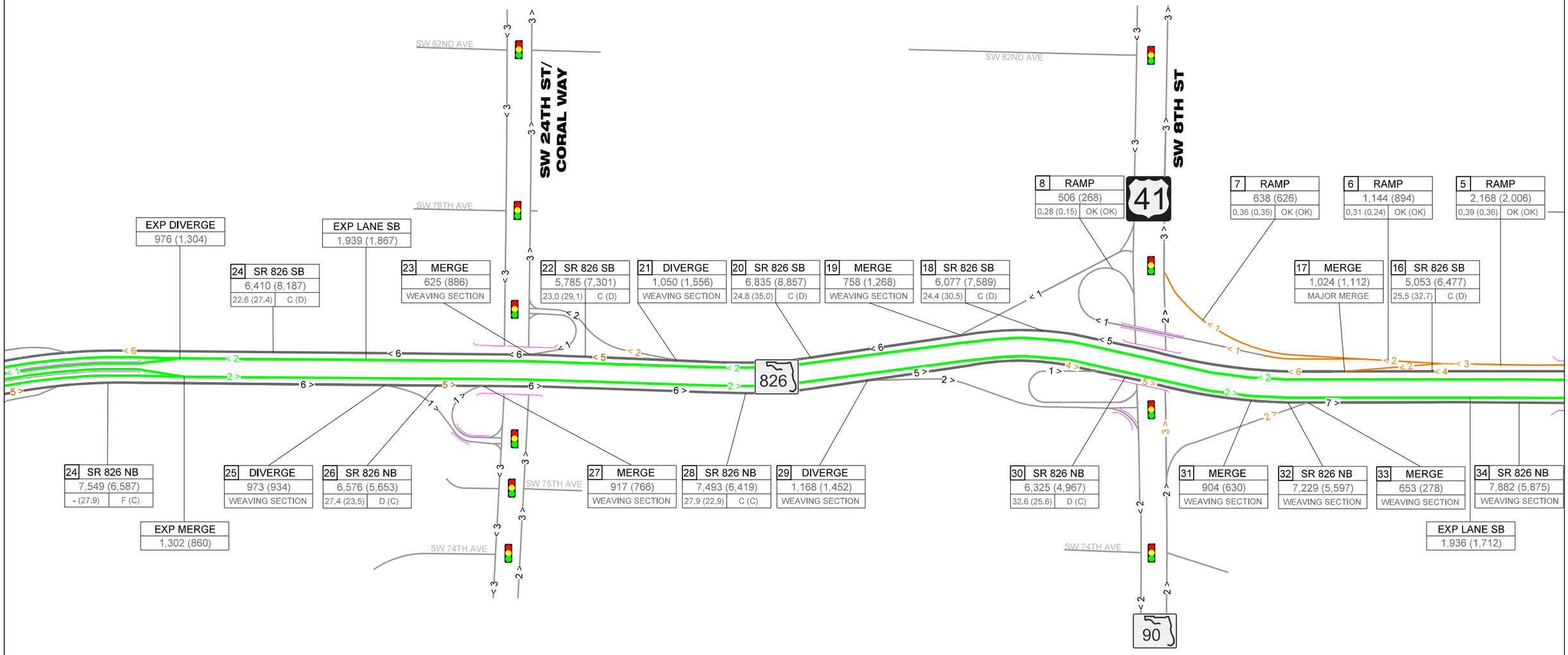
LOCATION			
DESIGN YEAR 2025 PEAK-HOUR VOLUME AM(PM)			
VOLUME/ CAPACITY	AM (PM)	OK / FAIL	AM (PM)

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2025 OPENING YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS



NTS

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 2025 PEAK-HOUR VOLUME AM(PM)	
DENSITY AM (PM)	LOS AM (PM)

OR

LOCATION		
DESIGN YEAR 2025 PEAK-HOUR VOLUME AM(PM)		
VOLUME/ CAPACITY AM (PM)	OK / FAIL AM (PM)	

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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 7.6

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 2025 PEAK-HOUR VOLUME AM(PM)
DENSITY AM (PM) | LOS AM (PM)

OR

LOCATION
DESIGN YEAR 2025 PEAK-HOUR VOLUME AM(PM)
VOLUME/ CAPACITY AM (PM) | OK / FAIL AM (PM)

NTS

NW 84TH AVE

NW 82ND AVE

END STUDY LIMITS STATION 130+00

SW 82ND AVE

FLAGLER ST

SW 79TH AVE

4 RAMP
980 (1,149)
0.55 (0.65) | OK (OK)

EXP LANES SB
1,939 (1,867)

3 RAMP
1,274 (1,087)
0.72 (0.61) | OK (OK)

2 RAMP
1,188 (857)
0.32 (0.23) | OK (OK)

15 MERGE
1,546 (1,059)
MAJOR MERGE

14 SR 826 SB
3,507 (5,418)
17.7 (27.3) | B (D)

EXP LANES SB
901 (734)

1 RAMP
2,462 (1,944)
0.44 (0.35) | OK (OK)

EXP MERGE
1,038 (1,133)

13 EXP DIVERGE
642 (404)
23.0 (29.4) | C (D)

RAMP
455 (506)
0.23 (0.26) | OK (OK)

12 SR 826 SB
4,149 (5,822)
20.9 (29.4) | C (D)

11 DIVERGE
2,007 (1,438)
23.0 (27.0) | C (C)

9 DIVERGE
570 (124)
27.1 (27.0) | C (C)

10 SR 826 SB
6,156 (7,260)
24.8 (29.3) | C (D)

8 SR 826 SB
6,726 (7,384)
28.1 (30.9) | D (D)

7 DIVERGE
2,820 (1,849)
WEAVING SECTION

EXP LANES SB
259 (330)

6 SR 826 SB
9,546 (9,233)
30.1 (33.7) | D (D)

4 MERGE
619 (1,997)
WEAVING SECTION

NW 25TH ST

1 SR 826 SB
10,614 (7,883)
37.0 (27.5) | E (D)

3 SR 826 SB
8,927 (7,236)
31.1 (25.2) | D (C)

2 DIVERGE
1,687 (647)
44.0 (29.9) | E (D)

MILAM DAIRY RD

35 DIVERGE
1,908 (1,447)
WEAVING SECTION

36 SR 826 NB
5,974 (4,428)
20.5 (15.2) | C (B)

37 DIVERGE
890 (1,195)
18.6 (13.8) | B (B)

38 SR 826 NB
5,084 (3,233)
26.1 (16.6) | D (B)

43 MERGE
2,309 (1,777)
WEAVING SECTION

44 SR 826 NB
8,890 (6,030)
30.4 (20.6) | D (C)

45 MERGE
2,118 (1,453)
WEAVING SECTION

46 SR 826 NB
11,008 (7,483)
- (25.5) | F (C)

47 DIVERGE
2,199 (1,194)
WEAVING SECTION

48 SR 826 NB
8,809 (6,289)
33.4 (23.0) | D (C)

49 MERGE
838 (844)
MAJOR MERGE

50 SR 826 NB
9,647 (7,133)
34.0 (25.2) | D (C)

SW 74TH AVE

6 RAMP
640 (733)
0.36 (0.44) | OK (OK)

8 RAMP
1,175 (930)
0.31 (0.25) | OK (OK)

7 RAMP
2,443 (1,644)
0.43 (0.29) | OK (OK)

40 SR 826 NB
5,502 (3,537)
28.2 (18.2) | D (C)

41 MERGE
1,079 (716)
30.1 (20.6) | D (C)

42 SR 826 NB
6,581 (4,253)
33.6 (21.7) | D (C)

EXP DIVERGE
1,152 (1,190)

EXP LANES NB
784 (522)

39 EXP MERGE
418 (304)
24.1 (17.0) | C (B)

EXP LANES NB
366 (218)

5 RAMP
1,268 (714)
0.64 (0.36) | OK (OK)

968

SW 72ND AVE

NW 72ND AVE

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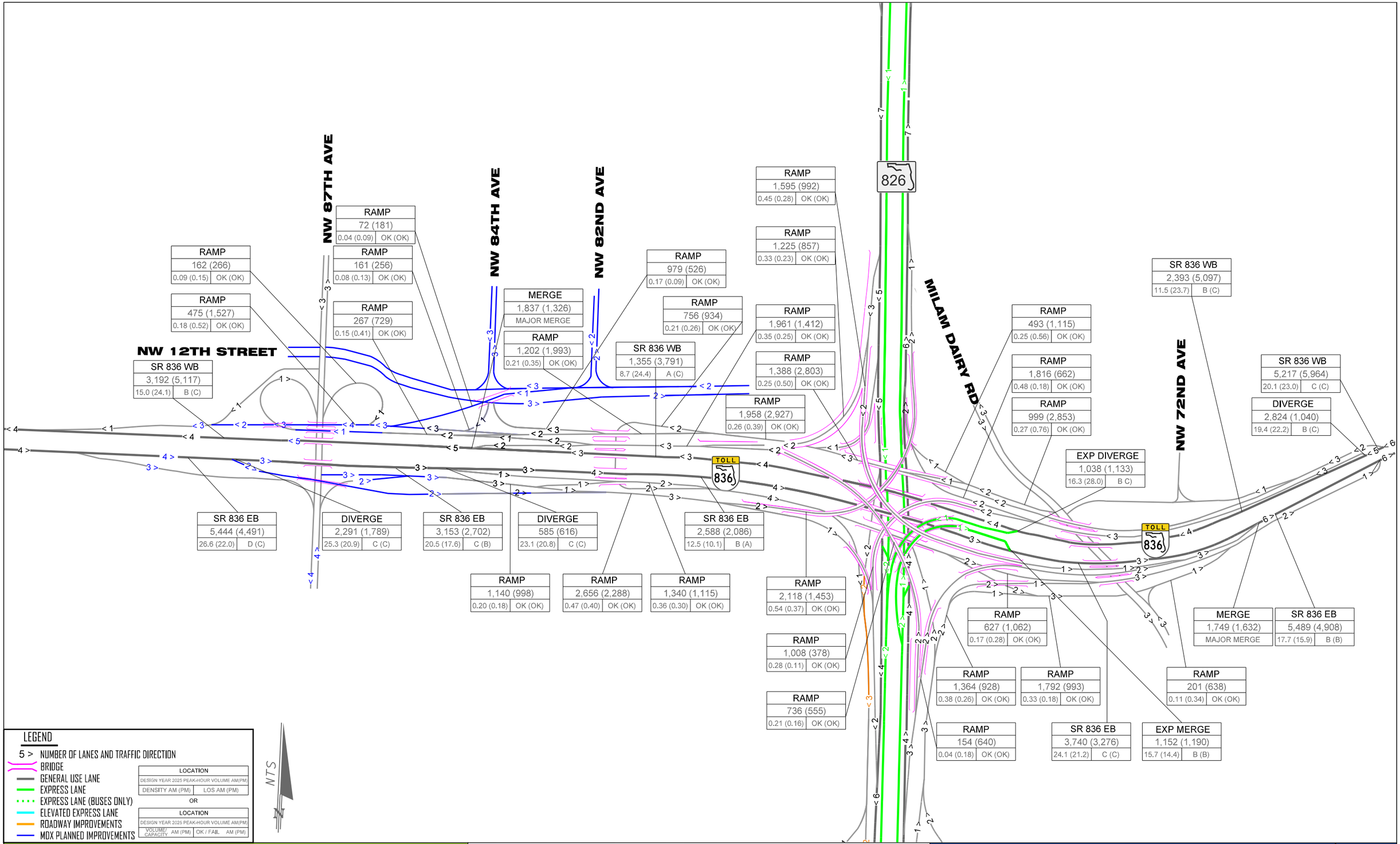
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2025 OPENING YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 7.6



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

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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2025 OPENING YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 7.6

7.3.2 SR 874 and SR 836 Operational Analysis

Findings – The freeway analysis shows that all locations will operate at an acceptable LOS by the year 2025 within the area of influence. The ramp junction analysis shows that all locations will operate within capacity. The C-D capacity analysis shows all locations will operate within capacity. Tables **7.5 – 7.7** summarizes the results. Output HCS reports are included as **Appendix M**.

Table 7.5 - 2025 SR 874 and SR 836 Preferred Alternative 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			
SR 836 EB Segment between									
NW 87th Ave Off-ramp to SR 826 Off-ramp	Basic	5,444	26.6	0.49	C	4,491	22.0	0.53	C
Off-ramp to SR 826	Major Diverge	2,291	25.3	0.59	C	1,789	20.9	0.46	C
SR 826 Off-ramp to Flagler St SB Off-ramp	Basic	3,153	20.5	0.50	C	2,702	17.6	0.43	B
Off-ramp to Flagler St SB	Diverge	585	23.1	0.32	C	616	20.8	0.34	C
Flagler St SB Off-ramp to SR 826 on-ramp	Basic	2,588	12.5	0.31	B	2,086	10.1	0.25	A
EL Merge	Merge	1,152	15.7	0.57	B	1,190	14.4	0.58	B
EL Merge to SR 826 SB On-ramp	Basic	3,720	24.1	0.59	C	3,276	21.2	0.52	C
On-ramp from SR 826	Major Merge	1,749	-	0.31	-	1,632	-	0.29	-
SR 826 On-ramp to Flagler St WB On-ramp	Basic	5,469	17.7	0.43	B	4,908	15.9	0.39	B
SR 836 WB Segment between									
NW 72nd Ave Off-ramp to SR 826 Off-ramp	Basic	5,217	20.1	0.49	C	5,964	23.0	0.57	C
Off-ramp to SR 826	Major Diverge	2,824	19.4	0.53	B	1,040	22.2	0.27	C
SR 826 Off-ramp to EL Diverge	Basic	2,393	11.5	0.28	B	4,924	23.7	0.58	C
EL Diverge	Diverge	1,038	16.3	0.51	B	1,133	28.0	0.56	C
El Diverge to SR 826 SB On-ramp	Basic	1,355	8.7	0.21	A	3,791	24.4	0.60	C
On-ramp from SR 826 SB	Major Merge	1,837	-	0.47	-	1,326	-	0.34	-
SR 826 SB On-ramp to NW 87th Ave SB On-ramp	Basic	3,192	15.0	0.38	B	5,117	24.1	0.60	C

Table 7.5 - 2025 SR 874 and SR 836 Preferred Alternative 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			
SR 874 SB Segment between									
SR 826 to Bird Rd WB On-ramp	Basic	868	5.3	0.14	A	1,387	8.5	0.22	A
On-ramp from Bird Rd EB	Merge	571	11.2	0.29	B	946	16.8	0.48	C
On-ramp from Bird Rd WB to EL Merge	Basic	1,439	8.8	0.23	A	2,333	14.3	0.37	B
EL Merge	Merge	976	16.4	0.48	B	1,304	24.1	0.64	C
West of EL Merge	Basic	2,415	14.8	0.38	B	3,637	22.3	0.57	C
SR 874 NB Segment between									
West of EL Diverge	Basic	3,718	22.8	0.59	C	2,586	15.9	0.41	B
EL Diverge	Diverge	1,302	27.4	0.64	C	860	19.9	0.42	B
EL Diverge to Bird Rd EB Off-ramp	Basic	2,416	14.8	0.38	B	1,726	10.6	0.27	A
Off-ramp to Bird Rd EB	Diverge	800	15.0	0.39	B	595	10.8	0.29	B
Off-ramp to Bird Rd EB Off-ramp to SR 826	Basic	1,616	14.8	0.38	B	1,131	10.4	0.27	A

Table 7.6 - 2025 SR 836 Preferred Alternative Eastbound C-D Ramps Results

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
NW 87th Ave On-ramp	1,140	998	6,000	0.20	0.18
NW 87th Ave On-ramp/SR 836 EB Off-ramp	2,656	2,288	6,000	0.47	0.40
NW 87th Ave On-ramp/SR 836 Off-ramp to SR 826 SB and Flagler St	1,340	1,115	4,000	0.36	0.30
SR 836 WB Off-ramp to SR 836	756	934	3,800	0.21	0.26
SR 836 EB Off-ramp to SR 826 NB	2,118	1,453	4,200	0.54	0.37
SR 836 EB Off-ramp to Flagler St Off-ramp	455	506	2,100	0.23	0.26
SR 826 NB Off-ramp to SR 836 EB	154	640	3,800	0.04	0.18
Flagler St WB Off-ramp to SR 836 EB	1,364	928	3,800	0.38	0.26
Milam Dairy Rd Off-ramp to Flagler St On-ramp	627	1,062	4,000	0.17	0.28
Milam Dairy Rd Off-ramp	1,792	993	5,700	0.33	0.18
Milam Diary Rd On-Ramp	201	638	2,000	0.11	0.34
Off ramp from SR 826 SB Off-ramp to SR 836 EB	1,595	992	3,800	0.45	0.28

Table 7.7 - 2025 SR 836 Preferred Alternative Westbound C-D Ramps Results

Ramp Segment	Volume (veh/hr)		Capacity (pc/h)	Volume/Capacity	
	AM	PM		AM	PM
Milam Dairy Rd Off-ramp	999	2,853	4,000	0.27	0.76
Milam Dairy Rd Off-ramp to SR 826 NB On-ramp	493	1,115	2,100	0.25	0.56
SR 836 WB Off-ramp to SR 826 NB	1,816	662	4,000	0.48	0.18
SR 836 WB Off-ramp to SR 826 SB	1,008	378	3,800	0.28	0.11
SR 826 NB Off-ramp to SR 836 WB	736	555	3,800	0.21	0.16
SR 826 SB Off-ramp to SR 836 WB	1,225	857	4,000	0.33	0.23
SR 836/Milam Diary Road Off-ramp to SR 826 SB On-ramp	1,388	2,803	6,000	0.25	0.50
SR 826 SB Off-ramp to SR 836 EB/Flagler St On-ramp	1,958	2,927	8,000	0.26	0.39
SR 826 NB/SB Off-ramp to SR 836 WB On-ramp	1,961	1,412	6,000	0.35	0.25
SR 836 EB Off-ramp to NW 87th Ave On-ramp	1,202	1,993	6,000	0.21	0.35
NW 84th Terminal	979	526	6,000	0.17	0.09
On ramp from 12th Street westbound (east of 84th Avenue) to SR836 westbound	72	181	2,100	0.04	0.09
NW 82nd Ave On-ramp	161	256	2,100	0.08	0.13
NW 87th Ave Off-ramp	267	729	1,900	0.15	0.41
NW 87th Ave On-Ramp	162	266	1,900	0.09	0.15
NW 87th Ave On-ramp to SR 836 On-ramp	628	1,846	3,800	0.18	0.52

7.3.3 Crossing Roadways Operational Analysis

Tables 7.8 – 7.17 document the intersections operational analysis by crossing roadway. Synchro output reports are provided in **Appendix N**.

Table 7.8 - 2025 Preferred Alternative US 1 Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	F	80.5	260	E	73.3	212
		TH	F	93	#381	E	78.6	311
		RT	E	74.8	110	E	67.8	0
	Westbound	LT	F	86.1	111	F	81.4	191
		TH	F	142.6	#371	F	102.7	302
		RT	F	83.8	79	E	75.2	0
	Northbound	LT	F	136.9	#361	F	121	#367
		TH	F	114.5	#1857	D	43.9	886
		RT*	---	---	---	---	---	---
	Southbound	LT	E	74.3	m141	F	98.1	m186
		TH	E	77.6	1299	D	42.9	m#301
		RT	F	336.1	m#654	F	223.3	m#500
Intersection Overall			***E***	**65.9**	**---**	***E***	**62.9**	**---**
SW 104th Street (HCM 2000)	Eastbound	LT	F	204.1	#981	E	78.7	376
		TH	F	93.4	#588	E	74.4	329
		RT	E	63.4	0	E	63.6	20
	Westbound	LT	F	84.8	102	E	78	70
		TH	F	339.3	#576	F	108	#297
		RT	F	499.1	#801	E	78	100
	Northbound	LT	F	126.4	m62	F	94	m#178
		TH	F	183.1	m#1594	F	109.9	#1145
		RT	C	20.4	m0	C	23.6	m0
	Southbound	LT	F	325.4	#634	F	99.8	#444
		TH	D	50.4	1125	E	69.9	#1317
		RT	A	9.9	176	B	18.2	528
Intersection Overall			***F***	**96.7**	**---**	***E***	**79.0**	**---**

Table 7.8 - 2025 Preferred Alternative US 1 Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 98th Street (HCM 2000)	Eastbound	LT**	---	---	---	---	---	
		TH	F	113.7	558	F	120.1	#434
		RT	E	61.6	11	F	154.5	10
	Westbound	LT**	---	---	---	---	---	---
		TH	E	68	232	F	83.7	259
		RT	E	65	138	E	73.1	34
	Northbound	LT	B	15.8	135	E	58.1	109
		TH	C	24.2	586	B	16.9	339
		RT*	---	---	---	---	---	---
	Southbound	LT	B	18.7	60	B	12.6	128
		TH	C	23.6	400	C	26.1	1085
		RT*	---	---	---	---	---	---
Intersection Overall			**D**	**35.7**	**---**	**C**	**32.4**	**---**

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

As shown in **Table 7.8,** of the three intersections one will operate at a LOS D or better and two intersections will operate at a LOS E or F.

Table 7.9 – 2025 Preferred Alternative SW 98th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Eastbound	LT	B	18.4	44	B	12.9	23
		TH	C	22	211	B	12.6	74
		RT*	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	A	3.7	13	B	11	245
		RT	A	0	0	A	0.1	0

Table 7.9 – 2025 Preferred Alternative SW 98th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Northbound	LT**	---	---	---	---	---	---
		TH	C	31.4	106	D	35.1	87
		RT	C	30.6	55	C	33.6	14
	Southbound	LT	E	62.7	#232	F	143.6	#288
		TH	D	41.3	68	E	71.4	#167
		RT*	---	---	---	---	---	---
Intersection Overall			**C**	**27.2**	**---**	**C**	**25.9**	**---**
Dadeland Boulevard (HCM 2000)	Eastbound	TH	--	--	0	--	--	--
		RT	--	--	--	--	--	--
	Westbound	LT	--	--	0	--	--	--
		TH	--	--	0	--	--	--
		RT	--	--	--	--	--	--
	Southbound ***(Stop Control)***	****LT	A	9.6	2	C	18	87
		RT	--	--	--	--	--	--
Intersection Overall			**A**	**9.6**	**---**	**C**	**18.0**	**---**
Busway (HCM 2000)	Eastbound	LT	---	---	---	---	---	---
		TH	A	2.4	136	A	5.2	m88
		RT	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	C	23.2	200	C	24.2	610
		RT	---	---	---	---	---	---
	Northbound	LT	---	---	---	---	---	---
		TH***	D	46.4	50	D	48.3	34
		RT	---	---	---	---	---	---
	Southbound	LT	---	---	---	---	---	---
		TH***	D	45.8	32	D	49	51
		RT	---	---	---	---	---	---
Intersection Overall			**B**	**10.1**	**---**	**C**	**20.2**	**---**

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

As shown in **Table 7.9,** all intersections will operate at a LOS D or better.

Table 7.10 – 2025 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 79th Avenue (HCM 2000)	Eastbound	LT	F	87.9	#190	F	102.4	#132
		TH	C	23.7	634.0	C	25.6	483.0
		RT*	---	---	---	---	---	---
	Westbound	LT	F	122.5	#64	F	88.4	m173
		TH	B	17.6	376.0	B	17.6	495.0
		RT*	A	5.9	12.0	A	7.1	47.0
	Northbound	LT**	---	---	---	---	---	---
		TH	F	89.4	#107	E	74.8	#196
		RT	E	59.6	0.0	E	55.4	0.0
	Southbound	LT	F	88.6	#361	E	66.7	182.0
		TH	F	91.1	#369	E	66.5	182.0
		RT*	D	47.3	0.0	D	51.9	3.0
Intersection Overall			***C***	***31.0***	***---***	***C***	***27.3***	***---***
SW 77th Avenue (HCM 6th)	Eastbound	LT	A	0.0	---	B	13.0	m4
		TH	A	2.5	198.0	B	12.0	109.0
		RT*	A	4.9	---	B	13.2	---
	Westbound	LT	F	88.7	#152	E	67.1	187.0
		TH	A	7.5	217.0	B	10.7	414.0
		RT*	A	7.9	---	B	11.8	---
	Northbound	LT	D	48.5	128.0	D	49.8	186.0
		TH	A	0.0	212.0	A	0.0	100.0
		RT*	E	70.0	211.0	E	72.1	95.0
	Southbound	LT	D	47.3	---	D	45.3	---
		TH***	A	0.0	#116	A	0.0	49.0
		RT	A	0.0	---	A	0.0	---
Intersection Overall			***B***	***15.3***	***---***	***C***	***21.7***	***---***
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	RT	Free Flow Conditions					
	Northbound	RT	Free Flow Conditions					
	Southbound	RT	Free Flow Conditions					
Intersection Overall			***Free Flow Conditions***					

Table 7.10 – 2025 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	A	0.0	---	A	0.0	---
		TH	A	4.1	305.0	A	3.0	180.0
		RT	A	0.0	---	A	0	---
	Westbound	LT	A	0.0	---	A	0	---
		TH	A	0.1	30.0	A	0.1	2.0
		RT[5]	---	0.0	0.0	---	0	0.0
	Northbound	LT	E	61.0	44.0	E	61.0	52.0
		TH	A	0.0	---	A	0	---
		RT[5]	---	0.0	7.0	---	0.0	6.0
Intersection Overall			***A***	***3.9***	***---***	***A***	***3.2***	***---***
SW 73rd Place (HCM 2000)	Eastbound	LT	E	60.3	161.0	E	59.8	188.0
		TH	C	23.9	793.0	C	25.0	391.0
		RT*	---	---	---	---	---	---
	Westbound	LT	F	116.9	#123	F	124.2	m#83
		TH	B	15.0	107.0	C	24.4	203.0
		RT*	---	---	---	---	---	---
	Northbound	LT	E	61.9	147.0	E	66.7	278.0
		TH	E	58.9	131.0	E	64.1	268.0
		RT*	---	---	---	---	---	---
	Southbound	LT	E	63.3	#101	E	58.7	97.0
		TH	E	63.2	#104	E	58.6	101.0
		RT	E	58.0	14.0	E	75.1	#177
Intersection Overall			***C***	***28.0***	***---***	***C***	***34.6***	***---***

Table 7.10 – 2025 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Dadeland Boulevard (HCM 2000)	Eastbound	LT	F	86.5	m37	F	85.0	m127
		TH	A	9.0	135.0	B	12.0	163.0
		RT*	A	4.1	m21	A	3.9	m31
	Westbound	LT	E	59.1	#270	E	65.7	108.0
		TH	B	15.1	195.0	C	31.8	400.0
		RT*	---	---	---	---	---	---
	Northbound	LT	E	60.2	192.0	E	74.4	#432
		TH	E	55.6	154.0	E	57.6	309.0
		RT*	---	---	---	---	---	---
	Southbound	LT	E	59.7	26.0	E	59.7	81.0
		TH	E	60.7	43.0	E	57.6	58.0
		RT	---	---	---	---	---	---
Intersection Overall			**B**	**18.4**	**---**	**C**	**33.1**	**---**

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

As shown in **Table 7.10**, all six intersections will operate at a LOS D or better.

Table 7.11 – 2025 Preferred Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Court (HCM 6th)	Eastbound	TH	B	14.3	333.0	A	5.7	169.0
		RT*	B	14.8	---	A	5.9	---
	Westbound	LT	B	10.1	22.0	A	4.1	52.0
		TH	B	11.7	423.0	A	4.9	396.0
	Northbound	LT****	F	107.6	379.0	F	88.2	82.0
		RT	A	0.0	---	A	0.0	---
Intersection Overall			**C**	**22.2**	**---**	**A**	**7.4**	**---**

Table 7.11 – 2025 Preferred Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	B	16.8	280.0	C	20.6	228.0
		RT[1]	---	0.0	---	---	0.0	---
	Westbound	LT	F	107.6	173.0	F	83.5	269.0
		TH	A	9.8	193.0	B	13.1	416.0
	Southbound	LT	E	65.6	305.0	E	57.3	274.0
		RT	F	97.1	328.0	F	90.5	#457
Intersection Overall			**D**	**39.6**	**---**	**D**	**37.8**	**---**
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	E	79.3	253.0	E	69.8	231.0
		TH	A	2.4	171.0	A	3.0	122.0
	Westbound	TH	B	10.2	162.0	B	13.8	345.0
		RT[1]	---	0.0	190.0	---	0.0	564.0
	Northbound	LT	F	90.5	134.0	F	81.0	170.0
		RT[1]	---	0.0	#541	---	0.0	55.0
Intersection Overall			**C**	**22.9**	**---**	**C**	**24.0**	**---**
SW 72nd Avenue (HCM 6th)	Eastbound	LT	F	135.2	#399	F	90.7	#113
		TH	C	27.1	771.0	C	28.1	485.0
		RT*	C	27.1	---	C	28.1	---
	Westbound	LT	C	24.4	57.0	D	44.8	#239
		TH	C	33.4	586.0	E	55.5	#1199
		RT*	C	33.3	---	E	55.7	---
	Northbound	LT	E	60.8	155.0	F	160.7	#333
		TH	F	93.0	#580	E	56.4	354.0
		RT	E	60.6	170.0	D	42.5	25.0
	Southbound	LT	E	61.7	56.0	D	49.9	52.0
		TH	E	67.1	274.0	F	96.2	#585
		RT	D	46.4	50.0	D	50.9	141.0
Intersection Overall			**D**	**51.5**	**---**	**E**	**56.1**	**---**

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

As shown in **Table 7.11**, all four intersections will operate at a LOS D or better except for one that will operate at a LOS E for the PM peak-period.

Table 7.12 – 2025 Preferred Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Ct (HCM 6th)	Eastbound	LT	A	7.0	4.0	A	5.6	51.0
		TH	A	6.4	130.0	A	2.2	91.0
		RT*	A	6.8	---	A	2.3	---
	Westbound	LT	A	9.4	16.0	A	0.5	m8
		TH	A	5.8	92.0	A	0.5	m167
		RT*	A	6.1	---	A	0.9	---
	Northbound	LT	C	33.4	29.0	F	84.2	48.0
		TH***	A	0.0	124.0	A	0.0	47.0
		RT	D	42.5	---	F	84.2	---
	Southbound	LT	D	45.8	89.0	F	87.8	76.0
		TH***	A	0.0	28.0	A	0.0	38.0
		RT	C	32.2	---	F	82.5	---
Intersection Overall			***B***	***10.3***	***---***	***A***	***3.5***	***---***
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	C	29.1	325.0	C	22.9	142.0
		RT*	---	---	---	---	---	---
	Westbound	LT	E	63.7	74.0	E	74.5	m145
		TH	A	3.7	14.0	A	4.3	m49
	Southbound	LT	E	68.5	179.0	E	75.3	219.0
		RT	E	57.4	128.0	F	113.4	#410
Intersection Overall			***C***	***33.6***	***---***	***D***	***39.7***	***---***
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	F	87.5	247.0	E	70.7	211.0
		TH	A	1.9	20.0	A	2.2	13.0
	Westbound	TH	C	29.3	213.0	C	30.7	452.0
		RT*	---	---	---	---	---	---
	Northbound	LT	E	76.1	164.0	F	115.0	#318
		RT	F	99.9	#315	E	65.4	92.0
Intersection Overall			***D***	***38.0***	***---***	***D***	***36.6***	***---***

Table 7.12 – 2025 Preferred Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Ave (HCM 6th)	Eastbound	LT	F	87.5	337.0	F	143.2	#143
		TH	B	17.2	591.0	D	38.4	644.0
		RT*	B	17.3	---	D	38.3	---
	Westbound	LT	B	17.3	53.0	C	28.7	84.0
		TH	C	27.8	623.0	E	55.5	#1154
		RT*	C	27.8	---	E	56.0	---
	Northbound	LT	E	74.6	181.0	E	78.3	327.0
		TH	F	254.1	#422	D	49.0	138.0
		RT*	F	263.0	---	D	49.2	---
	Southbound	LT	E	75.4	145.0	D	50.8	140.0
		TH	F	137.5	160.0	F	81.5	#634
		RT*	F	162.9	---	F	281.6	---
Intersection Overall			***E***	***66.2***	***---***	***F***	***83.4***	***---***

Notes:

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

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

V/C Ratio is not reported by HCM 6th methodology

As shown in **Table 7.12**, three intersections will operate at a LOS D or better and one will operate at LOS E or F.

Table 7.13 – 2025 Preferred Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025) Option B (WBR Yield)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 79th Avenue (2)	Eastbound	LT	F	89.9	101	F	93	195
		TH *	C	20.1	506	B	18.7	375
		RT *	-	-	-	-	-	-
	Westbound	LT	F	97.3	54	F	98.4	125
		TH *	B	10.6	152	B	17.7	756
		RT *	-	-	-	-	-	-
	Northbound	LT	F	85.3	22	F	82.5	46
		TH	F	85.1	20	F	81.8	35
		RT	E	71.1	0	E	63.8	42
	Southbound	LT	F	89.9	329	F	95	248
		TH ****	F	87.6	314	F	85.1	211
		RT	-	-	-	-	-	-
Intersection Overall			**C**	**24.6**	**-**	**C**	**26.8**	**-**
SW 7800 Block (1)	Eastbound	LT	F	88.3	m26	F	89.7	m80
		TH	A	0.3	39	A	0.1	50
	Westbound	TH *	A	0.3	285	A	0.4	554
		RT *	-	-	-	-	-	-
	Southbound	LT	F	82.7	274	F	83	158
		RT	E	67.6	37	E	79.3	176
Intersection Overall			**A**	**7.6**	**-**	**A**	**6.6**	**-**
Southbound Ramp Terminal (2) (Preferred Alternative DDI)	Eastbound	TH *	E	59.9	752	E	63.5	524
		RT *	Free Flow			Free Flow		
	Westbound	LT	Free Flow			Free Flow		
		TH	B	13.3	166	B	11.8	295
	Southbound	LT	D	37.2	561	C	22.3	284
		RT	D	43.6	265	F	117.9	#796
Intersection Overall			**D**	**42.4**	**-**	**C**	**33.3**	**-**

Table 7.13 – 2025 Preferred Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025) Option B (WBR Yield)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal (1) (Preferred Alternative DDI)	Eastbound	TH	C	20.8	760	C	25.0	293
		RT	Free Flow					
	Westbound	TH *	E	63.8	568	D	52.4	929
		RT *	A	0.3	-	A	0.1	-
	Northbound	LT	B	16.7	128	C	34.7	265
		RT	E	74.6	#602	C	33.4	278
Intersection Overall			**D**	**36.4**	**-**	**D**	**41.5**	**-**
SW 74th Avenue (2)	Eastbound	TH	A	5.4	m312	C	21.5	581
	Westbound	TH	A	0.9	6	B	11.9	327
	Northbound	LT ***	F	87.5	193	F	82.3	#627
		RT ***	F	87.5	193	F	82.3	#627
Intersection Overall			**A**	**7.1**	**-**	**C**	**25.0**	**-**
SW 72nd Avenue (1)	Eastbound	LT	D	48.9	m252	D	40.1	m#161
		TH *	F	49.8	#1839	A	1.3	917
		RT *	-	-	-	-	-	-
	Westbound	LT	F	166.2	#373	B	14.3	#209
		TH *	C	22.4	824	C	25.4	991
		RT *	-	-	-	-	-	-
	Northbound	LT	F	86.3	#195	F	179.1	#337
		TH *	F	98.4	214	E	76.7	206
		RT *	-	-	-	-	-	-
	Southbound	LT	F	175.8	#251	E	78.8	116
		TH	F	90.7	236	E	74.2	265
		RT	A	4.5	9	F	90.3	#501
Intersection Overall			**D**	**54.5**	**-**	**C**	**29.2**	**-**

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

As shown in **Table 7.13**, all six intersections will operate at LOS D or better.

Table 7.14 – 2025 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (1)	Eastbound	LT	F	100.3	139	F	102.3	190
		TH *	B	18.4	451	C	34.2	671
		RT *	B	18.9	-	D	35.7	-
	Westbound	LT	F	92.8	159	F	91.9	447
		TH *	A	0.5	334	C	24.2	494
		RT *	A	0.3	32	B	17.1	113
	Northbound	LT	F	101.4	128	F	100.3	142
		TH	F	81.7	190	F	81.3	140
		RT	E	72.7	90	E	56.0	84
	Southbound	LT	F	94.1	241	F	100.7	292
		TH	E	75.8	272	F	82.3	324
		RT	E	63.7	88	E	60.7	64
Intersection Overall			***C***	***26.8***	***-***	***D***	***42.5***	***-***
SW 79th Avenue (1)	Eastbound	LT	A	0.8	m2	B	12.5	m9
		TH *	A	0.6	53	B	15.7	719
		RT *	A	1.0	-	B	16.1	-
	Westbound	LT	A	8.5	#173	D	39.9	403
		TH *	A	3.9	340	A	0.7	384
		RT *	A	4.5	-	A	1.4	-
	Northbound	LT	D	51.6	55	E	70.7	54
		TH * (3)	D	51.0	254	C	31.9	95
		RT *	E	57.7	-	E	76.6	-
	Southbound	LT	F	106.8	#369	F	89.5	#151
		TH	D	50.0	45	E	68.5	68
		RT	D	49.8	17	E	67.8	0
Intersection Overall			***B***	***11.1***	***-***	***B***	***13.0***	***-***
Southbound Ramp Terminal (2 AM and 1 PM)	Eastbound	LT	C	33.0	m136	C	23.2	386
		TH	A	4.5	155	A	0.3	58
	Westbound	TH	A	4.7	49	A	0.7	436
		RT	A	5.9	0	-	-	173
	Southbound	LT	E	79.8	279	E	76.3	300
		RT	E	63.7	224	F	146.0	455
Intersection Overall			***C***	***20.6***	***-***	***D***	***35.5***	***-***

Table 7.14 – 2025 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal (2)	Eastbound	TH	C	23.7	680	C	20.1	461
		RT (3)	C	22.4	132	D	52.1	108
	Westbound	LT	E	75.9	371	E	78.7	m341
		TH	A	4.8	141	A	3.4	160
	Northbound	LT ***	E	72.0	148	E	76.6	230
		RT ***	D	50.2	338	D	43.6	206
Intersection Overall			***C***	***26.9***	***-***	***C***	***26.0***	***-***
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	E	67.9	432	E	80.0	#417
		TH *	A	9.2	331	C	25.0	292
		RT *	-	-	-	C	27.8	-
	Westbound	LT	B	19.9	21	C	32.7	m21
		TH *	C	29.4	589	D	41.2	626
		RT *	-	-	-	D	45.5	-
	Northbound	LT	E	73.9	162	F	82.3	#221
		TH *	F	83.2	179	-	-	113
		RT *	-	-	-	D	45.0	-
	Southbound	LT	E	79.1	129	D	46.3	64
		TH *	F	82.2	127	-	-	#706
		RT *	-	-	-	F	210.0	-
Intersection Overall			***C***	***29.4***	***-***	***E***	***56.6***	***-***

Table 7.14 – 2025 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	A	4.9	34	A	1.8	m0
		TH *	A	5.9	528	A	0.2	8
		RT *	-	-	-	A	0.5	-
	Westbound	LT	A	4.2	6	A	1.4	2
		TH *	A	3.8	303	A	4.4	445
		RT *	-	-	-	A	4.3	-
	Northbound	LT	E	62.3	84	F	87.0	154
		TH *	E	58.0	0	-	-	30
		RT *	-	-	-	F	80.3	-
	Southbound	LT ****	-	-	-	F	80.6	-
		TH ****	E	58.0	0	-	-	12
		RT ****	-	-	-	-	-	-
Intersection Overall			***A***	***5.9***	***-***	***A***	***4.4***	***-***

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

As shown in **Table 7.14**, all six intersections will operate at a LOS D or better except for one that will operate at a LOS E for the PM peak-period.

Table 7.15 – 2025 Preferred Alternative SW 8th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (1)	Eastbound	LT	C	26.8	51	F	120.5	#93
		TH *	D	36.6	956	C	27.9	771
		RT *	-	-	-	-	-	-
	Westbound	LT	D	45.7	148	F	101.0	m204
		TH	C	29.9	466	C	28.7	1120
		RT	-	-	-	-	-	-
	Northbound	LT	E	56.2	247	F	85.9	#242
		TH	E	60.0	198	E	77.4	218
		RT	F	107.4	420	F	120.9	167
	Southbound	LT	E	63.4	86	F	106.6	#148
		TH	E	67.6	103	F	106.2	#310
		RT	-	-	-	-	-	-
Intersection Overall			***D***	***41.9***	***-***	***D***	***42.2***	***-***
Southbound Ramp Terminal (2)	Eastbound	TH *	A	4.4	192	A	6.4	138
		RT *	-	-	-	-	-	-
	Westbound	LT	F	98.9	325	E	78.1	468
		TH	A	0.4	36	A	1.2	22
	Northbound	RT	A	0.1	0	A	0.0	0
Intersection Overall			***B***	***10.0***	***-***	***B***	***11.9***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH *	B	10.9	178	A	1.4	28
		RT *	-	-	-	-	-	-
	Westbound	TH	C	25.7	546	A	2.3	m126
	Northbound	LT	E	59.7	225	E	74.3	406
		RT	E	71.1	415	E	69.4	300
Intersection Overall			***C***	***27.2***	***-***	***B***	***19.5***	***-***

Table 7.15 – 2025 Preferred Alternative SW 8th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (2)	Eastbound	LT	F	84.4	m121	F	98.4	#153
		TH *	D	43.0	#1781	B	11.7	640
		RT *	-	-	-	-	-	-
	Westbound	LT	F	122.0	#91	F	99.9	62
		TH	C	25.2	942	E	68.5	#2085
		RT	A	0.0	0	A	0.0	0
	Northbound	LT	F	116.1	#307	F	103.3	188
		TH *	F	95.4	#365	F	95.3	196
		RT *	-	-	-	-	-	-
	Southbound	LT	E	76.4	87	F	82.6	122
		TH	F	89.4	248	F	87.9	169
		RT	E	68.8	158	E	79.8	0
Intersection Overall			***D***	***44.8***	***-***	***D***	***50.3***	***-***

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

As shown in **Table 7.15**, all intersections will operate at a LOS D or better.

Table 7.16 – 2025 Preferred Alternative Flagler Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM Peak			PM Peak		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (2)	Eastbound	LT	B	13.9	110	E	76.4	#226
		TH *	C	22.6	652	C	25.8	488
		RT *	-	-	-	-	-	-
	Westbound	LT	B	14.2	m20	A	9.7	m14
		TH *	A	3.3	210	B	12.7	422
		RT *	A	1.1	2	A	2.4	m13
	Northbound	LT	F	83.0	109	E	74.9	106
		TH *	F	88.4	142	F	88.1	182
		RT *	-	-	-	-	-	-
	Southbound	LT	F	80.5	270	F	82.6	#404
		TH	E	72.3	211	E	61.3	195
		RT	E	57.6	40	D	48.7	60
Intersection Overall			***C***	***25.6***	***-***	***C***	***29.8***	***-***
SW 79th Avenue (2)	Eastbound	LT	E	74.0	187	E	74.1	m181
		TH *	C	21.1	425	B	17.7	317
		RT *	-	-	-	-	-	-
	Westbound	LT	F	121.1	m123	B	14.1	m11
		TH	A	7.0	58	B	14.0	176
		RT	A	2.1	0	A	0.7	m1
	Northbound	LT	F	83.3	91	F	99.1	88
		TH	F	88.5	132	F	94.8	87
		RT	E	69.8	34	E	72.3	0
	Southbound	LT	E	75.3	281	E	71.7	336
		TH **	E	78.2	313	E	76.8	382
		RT	D	43.3	23	D	42.6	97
Intersection Overall			***C***	***27.5***	***-***	***C***	***25.7***	***-***

Table 7.16 – 2025 Preferred Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM Peak			PM Peak		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal [1]	Eastbound	LT	F	87.5	230	F	85.0	220
		TH *	D	35.8	510	C	20.5	311
		RT *	D	38.1	-	C	21.5	-
	Westbound	LT	C	33.5	62	C	20.3	m89
		TH	D	40.2	384	C	34.2	636
		RT	-	-	108	-	-	46
	Northbound	LT **	E	71.8	180	F	87.4	-
		TH **	-	-	-	-	-	144
		RT	E	72.5	56	E	78.3	0
	Southbound	LT	E	72.0	225	E	79.4	199
		TH	E	63.6	40	E	70.7	95
Intersection Overall			***D***	***47.8***	***-***	***D***	***38.9***	***-***
Northbound Ramp Terminal [1]	Eastbound	LT	F	80.6	298	E	78.5	267
		TH	A	5.0	100	A	2.8	62
	Westbound	TH	A	0.4	84	B	18.0	740
		RT [3]	A	3.0	34	A	0.3	0
	Southbound	LT [3]	F	80.1	140	F	81.8	94
Intersection Overall			***B***	***14.4***	***-***	***C***	***21.0***	***-***
SW 74th Avenue [1]	Eastbound	LT	B	14.1	m14	C	31.5	#62
		TH *	A	1.4	701	B	16.4	660
		RT *	A	2.6	-	B	17.2	-
	Westbound	LT	A	9.4	m4	F	113.3	m33
		TH *	B	17.7	m146	C	24.4	m424
		RT *	B	18.7	-	C	26.5	-
	Northbound	LT **	E	73.9	162	E	74.8	168
		TH **	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT **	F	90.9	-	F	97.8	-
		TH **	-	-	51	-	-	86
		RT	F	83.4	0	F	80.4	0
Intersection Overall			***B***	***11.2***	***-***	***C***	***24.0***	***-***

Table 7.16 – 2025 Preferred Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM Peak			PM Peak		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
NW 72nd Avenue [1]	Eastbound	LT	F	106.6	#915	F	93.4	387
		TH *	C	27.6	684	D	40.4	457
		RT *	C	29.1	-	D	43.1	-
	Westbound	LT	F	92.8	119	F	92.9	156
		TH	F	88.2	#849	E	56.2	#867
	Northbound	LT	F	149.3	#310	F	159.8	#429
		TH *	F	107.0	#455	E	67.9	224
		RT *	F	108.5	-	E	67.9	-
	Southbound	LT	F	97.4	#205	E	78.0	#308
		TH	E	65.9	139	E	75.6	#556
		RT	C	33.1	252	F	276.1	#1365
Intersection Overall			***E***	***69.6***	***-***	***F***	***92.6***	***-***

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

As shown in **Table 7.16**, five intersections will operate at LOS D or better and one will operate at LOS E or F.

Table 7.17 – 2025 Preferred Alternative NW 25th Street Intersection LOS and Delay Results

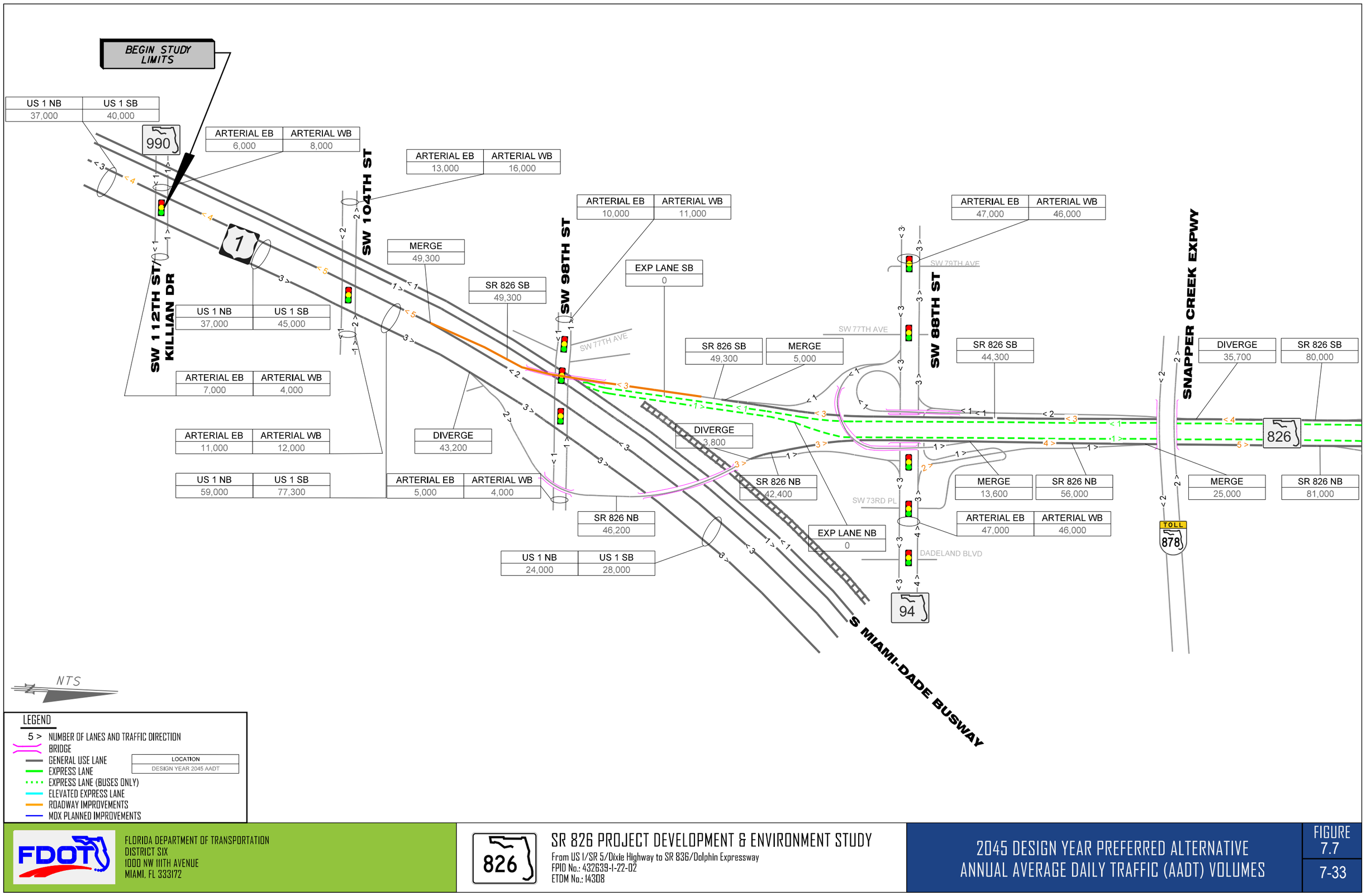
Intersection	Approach	Movement	Preferred Alternative (2025)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	D	39.4	337	D	54.2	242
		RT	A	0.4	0	A	7.9	0
	Westbound	LT	F	81.4	m142	B	17.0	138
		TH	D	38.0	1179	A	1.3	7
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	E	57.9	510	E	64.3	196
		TH	-	-	-	-	-	-
		RT	A	2.1	0	A	0.4	0
Intersection Overall			**C**	***34.0***	**-**	**B**	***19.1***	**-**
Northbound Ramp Terminal (2)	Eastbound	LT	E	74.7	435	D	38.5	212
		TH	C	31.1	519	C	29.8	291
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	E	73.1	306	D	41.2	407
		RT	A	0.1	0	A	0.3	0
	Northbound	LT	D	49.7	697	E	61.3	256
		RT (*MIA CARGO*)	C	33.8	194	E	57.4	176
		RT	A	4.0	0	A	1.5	0
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			**D**	***38.8***	**-**	**C**	***30.1***	**-**

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

As shown in **Table 7.17**, all intersections will operate at a LOS D or better.

7.4 Preferred Alternative – 2045 Traffic Forecast

Design year 2045 traffic forecast was developed for the Preferred Alternative consistent with the methodology defined in **Section 2.0** of this SIMR. **Figure 7.7** shows the Preferred Alternative 2045 AADT volumes for the study area.



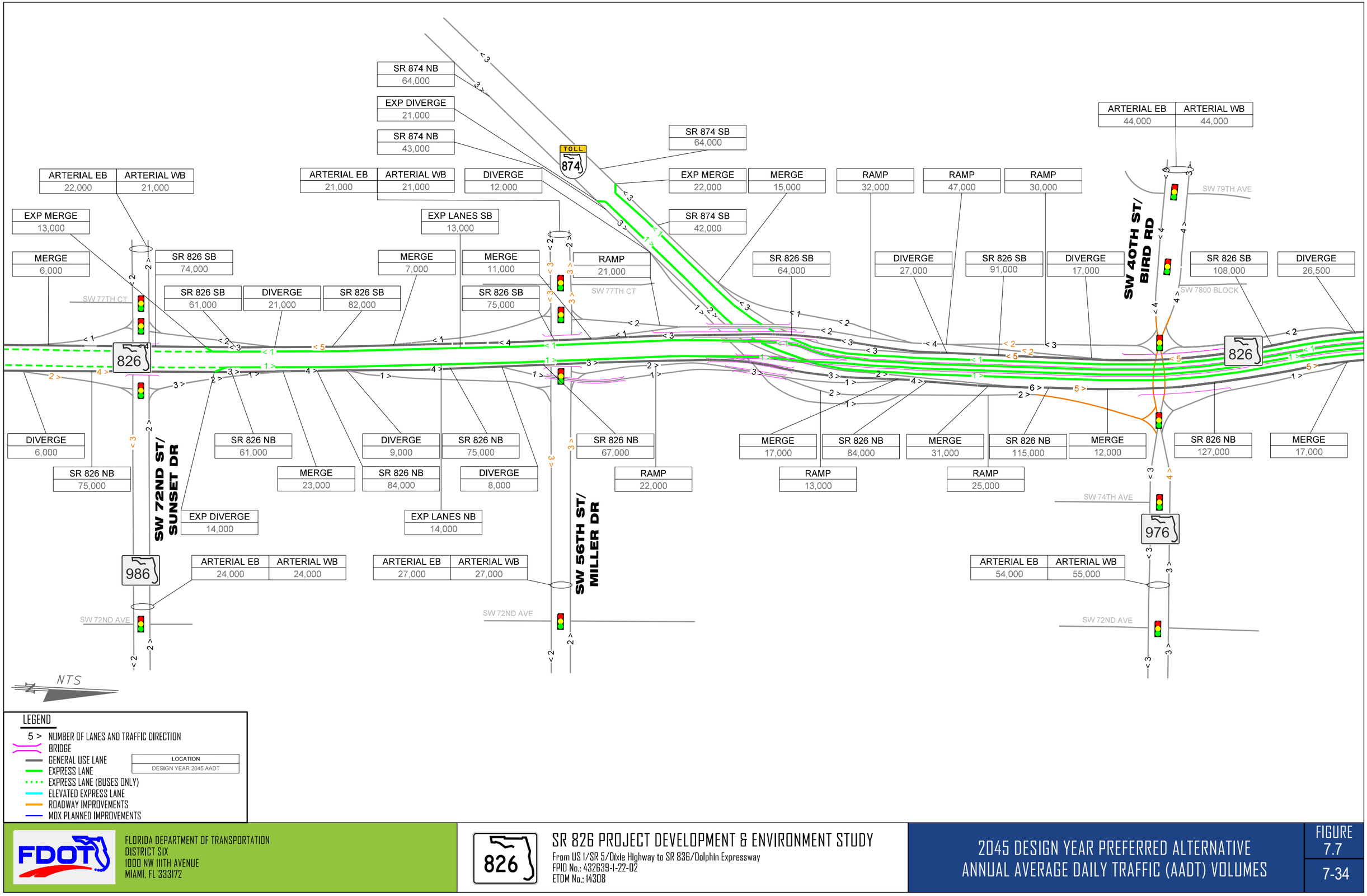
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DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 333172

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

2045 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.7



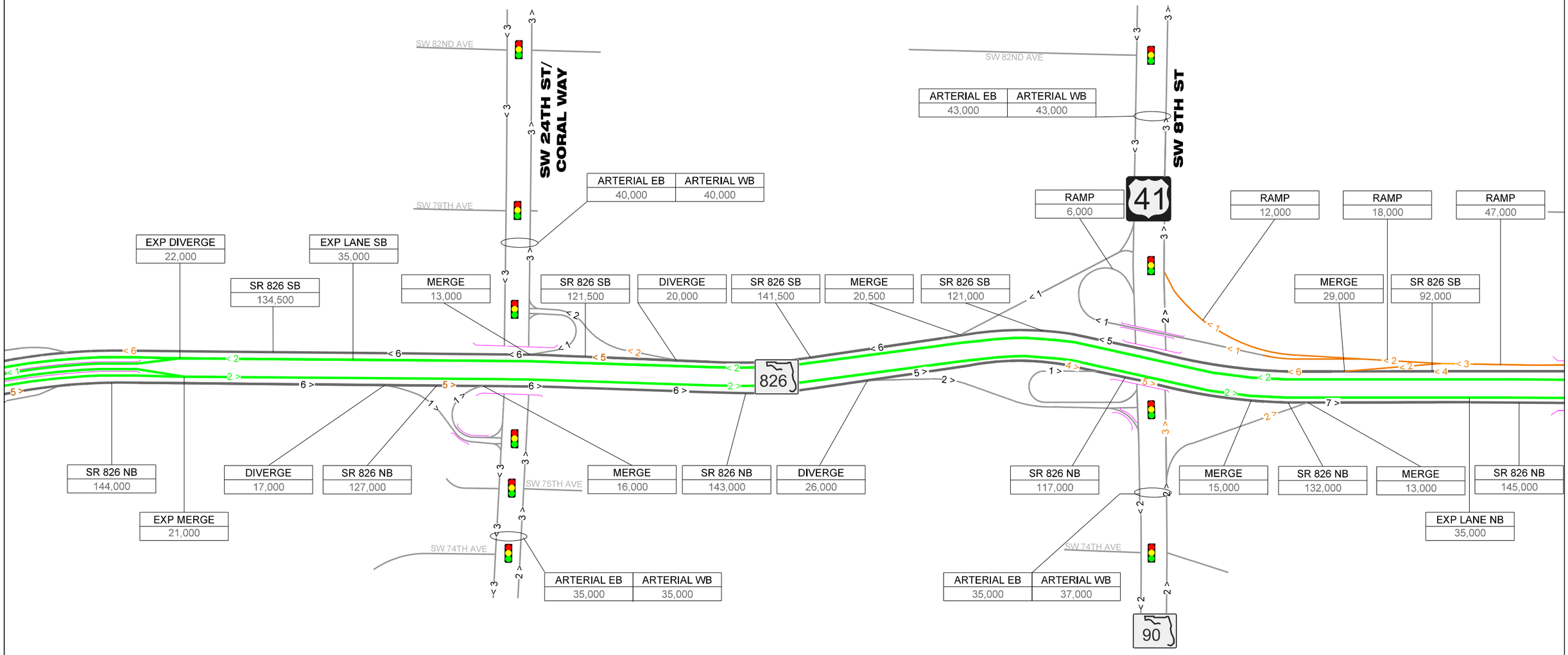
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ETDM No.: 14308

2045 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.7



NTS

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 AADT

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ETDM No.: 14308

2045 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.7

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 AADT

NTS

NW 84TH AVE

NW 82ND AVE

SW 82ND AVE

FLAGLER ST

ARTERIAL EB	ARTERIAL WB
30,000	30,000

END STUDY LIMITS
STATION 130+00

EXP LANES SB	EXP MERGE	EXP LANES SB	EXP DIVERGE
35,000	16,000	19,000	13,000

SW 79TH AVE

RAMP	RAMP	RAMP	RAMP
25,000	57,000	10,000	

RAMP	RAMP	SR 826 SB	SR 826 SB	DIVERGE	DIVERGE
15,000	32,000	65,000	78,000	47,000	5,000

MERGE	SR 826 SB	SR 826 SB	SR 826 SB	DIVERGE
27,000	125,000	130,000	48,000	

EXP LANES SB
6,000

SR 826 SB	MERGE
178,000	26,000

NW 25TH ST

ARTERIAL EB	ARTERIAL WB
38,000	37,000

SR 826 SB
173,000

SR 826 SB	DIVERGE
152,000	21,000

MILAM DAIRY RD

DIVERGE	SR 826 NB	DIVERGE	SR 826 NB
30,000	115,000	21,000	94,000

MERGE	SR 826 NB	MERGE
36,000	154,000	32,000

SR 826 NB	DIVERGE
186,000	29,000

SR 826 NB	MERGE
157,000	18,000

SR 826 NB
175,000

SW 74TH AVE

RAMP	RAMP	RAMP
9,000	18,000	39,000

SR 826 NB	MERGE	SR 826 NB
106,000	12,000	118,000

EXP DIVERGE
16,000

EXP LANES NB	EXP MERGE
19,000	12,000

EXP LANES NB
7,000

968

ARTERIAL EB	ARTERIAL WB
30,000	28,000

SW 72ND AVE

NW 72ND AVE

ARTERIAL EB	ARTERIAL WB
28,000	26,000

FDOT

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1000 NW 111TH AVENUE
MIAMI, FL 333172

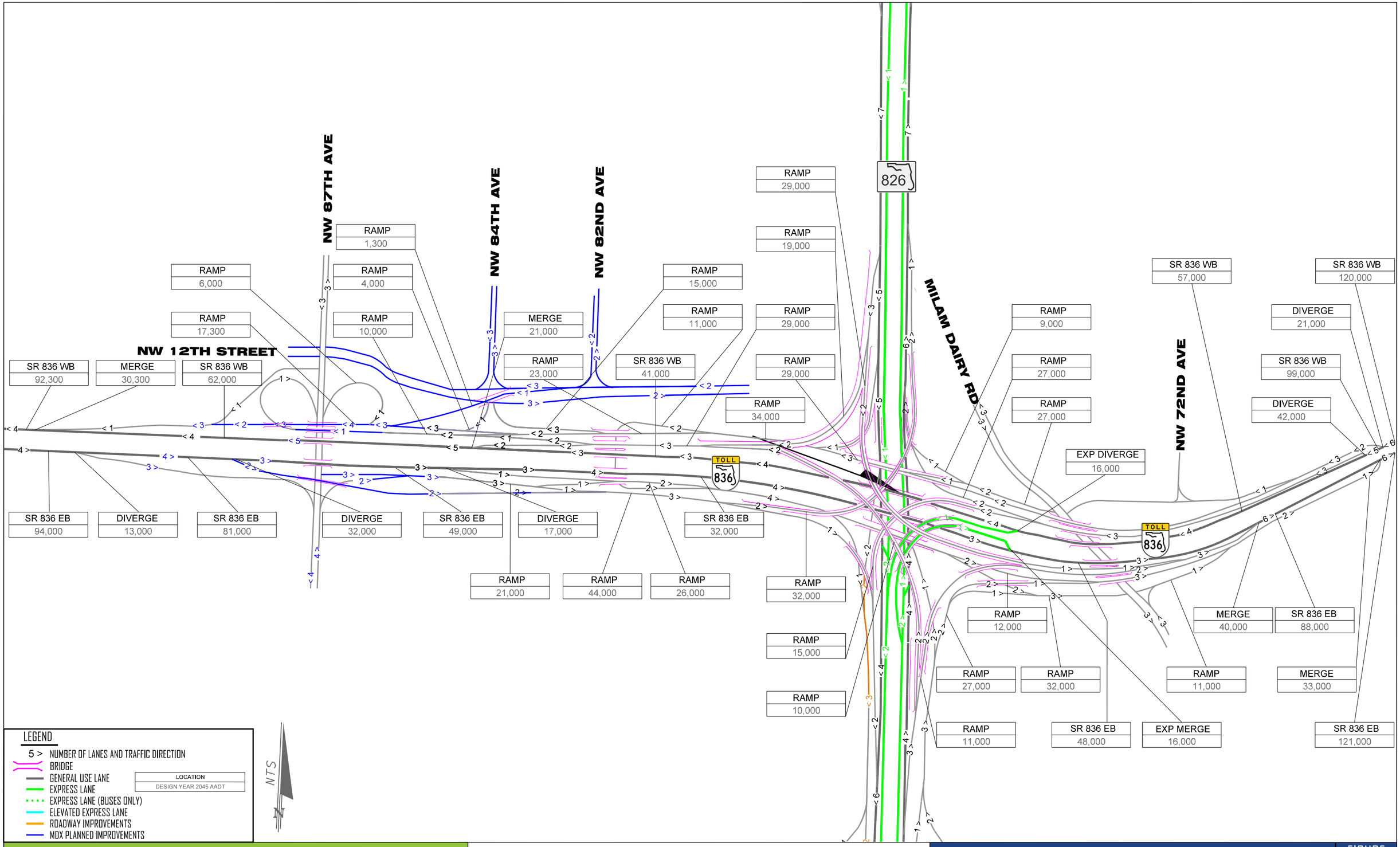
826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR PREFERRED ALTERNATIVE
ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.7



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

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR PREFERRED ALTERNATIVE ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES

FIGURE 7.7

7.5 Preferred Alternative – 2045 Operational Analysis

7.5.1 SR 826 Operational Analysis

Density, volume/capacity ratio, and LOS of each freeway facility were used as MOEs, which is consistent with the existing conditions analysis. The Preferred Alternative 2045 mainline/basic, weaving, and ramp merge/diverge analysis results are summarized below. **Tables 7.18 – 7.21** summarize the DDHV and operational results. The analysis results are also schematically summarized in **Figure 7.8**. Output HCS reports are included as **Appendix O**.

Findings – 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 within the area of influence. The weaving analysis shows that four 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.

Table 7.18 - 2045 SR 826 Preferred Alternative 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			
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

Table 7.18 - 2045 SR 826 Preferred Alternative 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			
45	On-ramp from SR 836 EB	Weave	-	-	-	-	-	-	-	-
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

Table 7.18 - 2045 SR 826 Preferred Alternative 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			
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 7.19 - 2045 SR 826 Preferred Alternative 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	13,528	-	**1.11**	**F**	11,106	39.0	0.91	**E**
2	Off-ramp to NW 25th St WB	Diverge	2,022	54.8	**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	-	-	-

Table 7.19 - 2045 SR 826 Preferred Alternative Southbound 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			
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	-	1.1	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

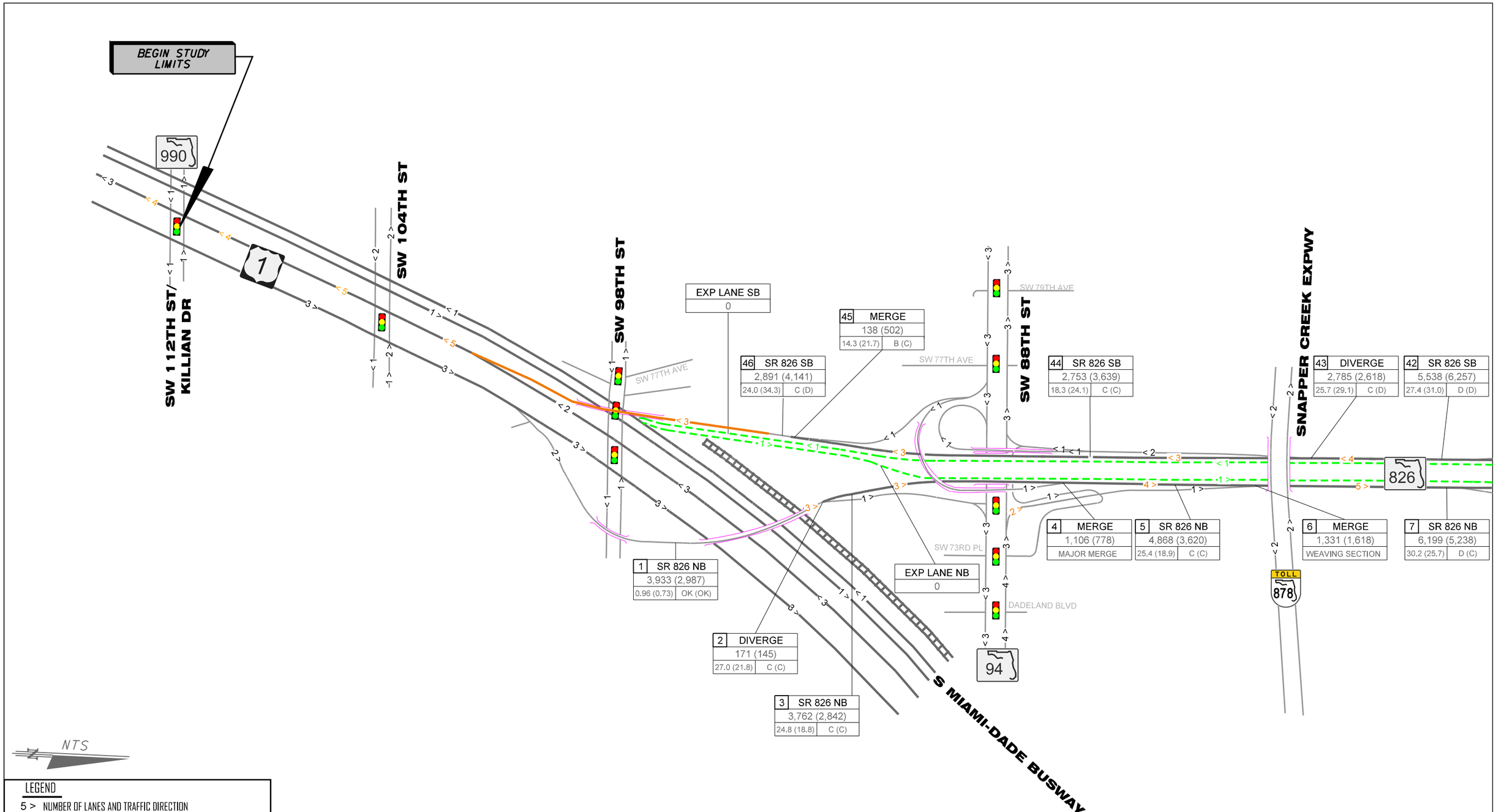
Notes: *HCS do not support 3-lane ramp analysis **Shortest distance is considered for the worst condition *** Alt 1 is reported as the worst condition ****AM analyzed as weaving / Weaving Volumes are included in **Appendix V**

Table 7.20 - 2045 SR 826 Preferred Alternative 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 7.21 - 2045 SR 826 Preferred Alternative 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	**1.09**	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



NTS

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)

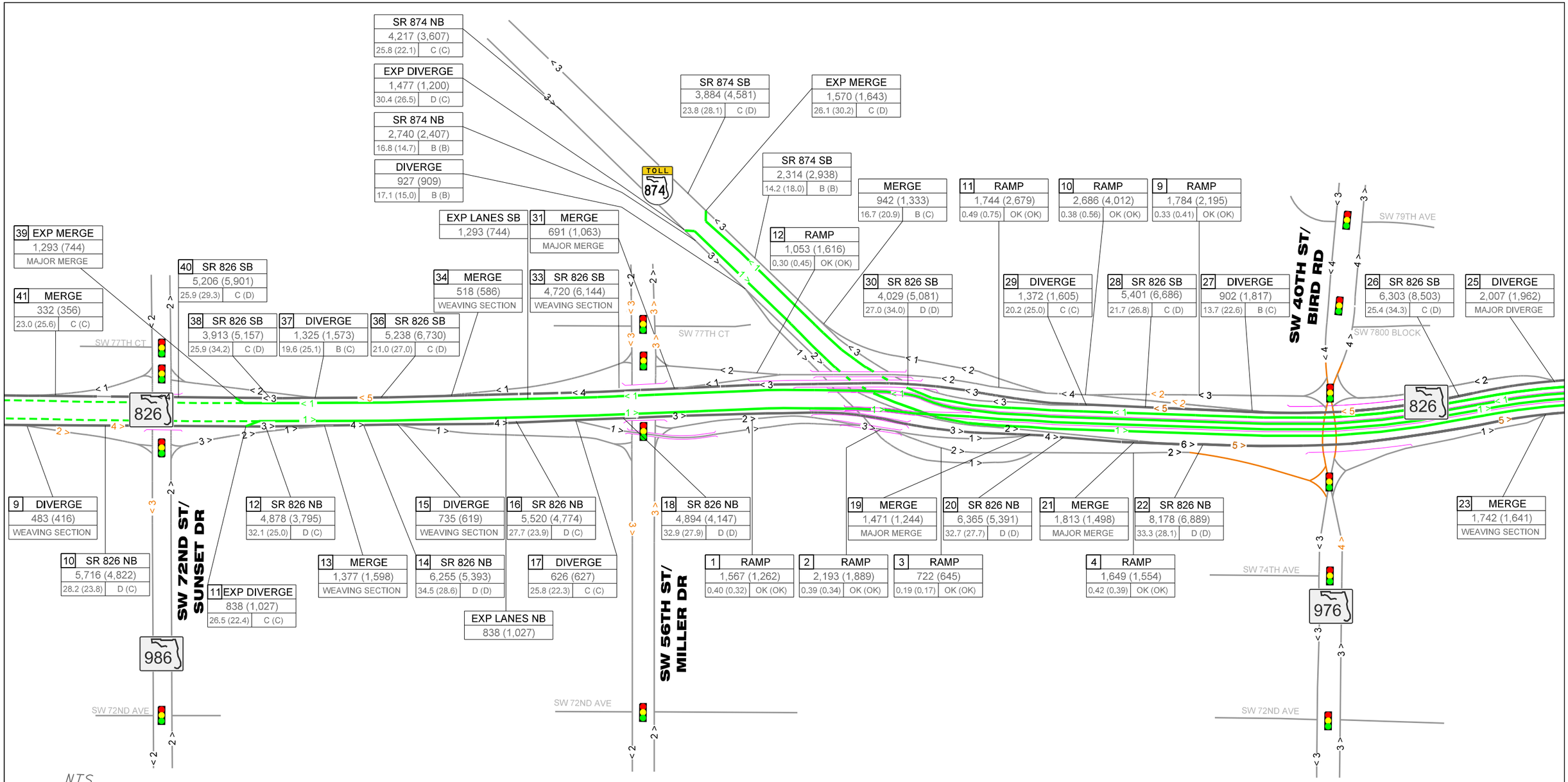
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 7.8



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

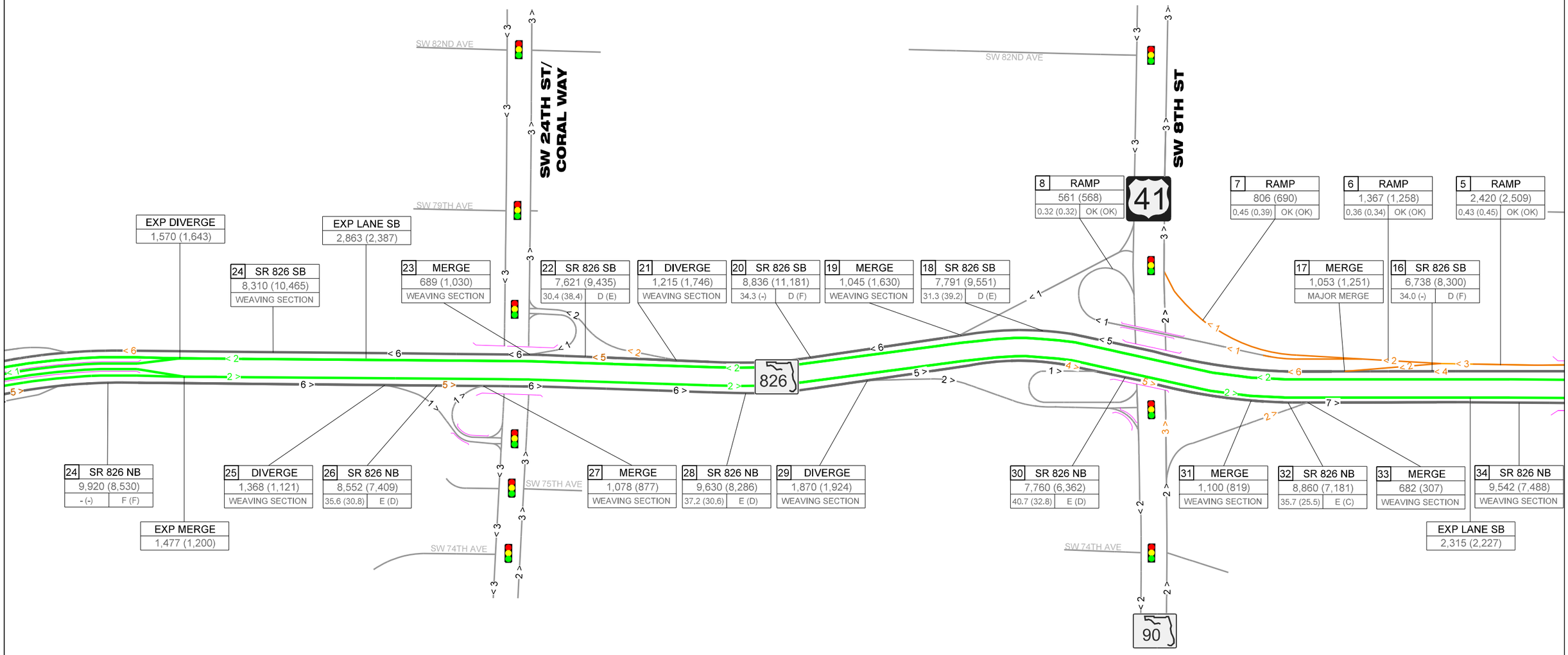
LOCATION		
DESIGN YEAR 2045 PEAK-HOUR VOLUME AM(PM)		
VOLUME/ CAPACITY AM (PM)	OK / FAIL AM (PM)	

FLORIDA DEPARTMENT OF TRANSPORTATION
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2045 DESIGN YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS



NTS

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)	

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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MIAMI, FL 33172

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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2045 DESIGN YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 7.8

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)

NTS

NW 84TH AVE

NW 82ND AVE

END STUDY LIMITS STATION 130+00

SW 82ND AVE

FLAGLER ST

SW 79TH AVE

4 RAMP
1,226 (1,338)
0.69 (0.75) | OK (OK)

EXP LANES SB
2,863 (2,387)

3 RAMP
1,950 (1,698)
1.09 (0.95) | FAIL (OK)

2 RAMP
1,194 (1,171)
0.32 (0.31) | OK (OK)

15 MERGE
1,748 (1,642)
MAJOR MERGE

14 SR 826 SB
4,990 (6,658)
25.2 (33.6) | C (D)

EXP LANES SB
1,331 (939)

1 RAMP
3,144 (2,869)
0.56 (0.51) | OK (OK)

EXP MERGE
1,532 (1,448)

13 EXP DIVERGE
949 (517)
31.2 (34.4) | D (D)

RAMP
501 (593)
0.25 (0.30) | F (F)

12 SR 826 SB
5,939 (7,175)
30.0 (36.3) | D (E)

11 DIVERGE
2,643 (2,276)
32.0 (35.3) | D (E)

9 DIVERGE
791 (209)
37.0 (34.9) | E (D)

10 SR 826 SB
8,582 (9,451)
34.6 (38.8) | D (E)

8 SR 826 SB
9,373 (9,660)
39.8 (41.5) | E (E)

7 DIVERGE
3,069 (2,294)
33.5 (32.2) | D (D)

EXP LANES SB
382 (422)

6 SR 826 SB
12,442 (11,954)
36.6 (35.1) | E (E)

4 MERGE
936 (2,264)
MAJOR MERGE

NW 25TH ST

1 SR 826 SB
13,528 (11,106)
- (39.0) | F (E)

3 SR 826 SB
11,506 (9,690)
41.1 (33.7) | E (D)

2 DIVERGE
2,022 (1,416)
- (44.0) | F (E)

MILAM DAIRY RD

35 DIVERGE
2,163 (1,529)
WEAVING SECTION

36 SR 826 NB
7,379 (5,959)
25.3 (20.5) | C (C)

37 DIVERGE
1,099 (1,339)
23.0 (18.5) | C (B)

38 SR 826 NB
6,280 (4,620)
32.2 (23.7) | D (C)

43 MERGE
3,347 (2,421)
MAJOR MERGE

44 SR 826 NB
11,782 (8,804)
42.2 (30.1) | E (D)

45 MERGE
2,199 (1,830)
WEAVING SECTION

46 SR 826 NB
13,981 (10,634)
- (39.3) | F (E)

47 DIVERGE
2,509 (1,697)
WEAVING SECTION

48 SR 826 NB
11,472 (8,937)
- (34.1) | F (D)

49 MERGE
1,515 (1,303)
MAJOR MERGE

SW 74TH AVE

6 RAMP
705 (822)
0.40 (0.46) | OK (OK)

8 RAMP
1,912 (1,674)
0.51 (0.45) | OK (OK)

7 RAMP
3,370 (2,381)
0.60 (0.42) | OK (OK)

40 SR 826 NB
6,780 (5,166)
34.8 (26.5) | D (D)

41 MERGE
1,655 (1,217)
39.0 (30.1) | E (D)

42 SR 826 NB
8,435 (6,383)
- (32.6) | F (D)

50 SR 826 NB
12,987 (10,240)
- (36.1) | F (E)

EXP DIVERGE
1,377 (1,288)

5 RAMP
1,458 (707)
0.74 (0.36) | OK (OK)

EXP LANES NB
938 (939)

39 EXP MERGE
500 (546)
MAJOR MERGE

EXP LANES NB
438 (393)

968

SW 72ND AVE

NW 72ND AVE

FDOT

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

826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

FIGURE 7.8

NW 87TH AVE

NW 84TH AVE

NW 82ND AVE

NW 72ND AVE

MILAM DAIRY RD

NW 12TH STREET

826

TOLL 836

TOLL 836

RAMP
178 (461)
0.10 (0.26) | OK (OK)

RAMP
628 (1,846)
0.18 (0.52) | OK (OK)

SR 836 WB
3,502 (5,381)
16.5 (25.3) | B (C)

RAMP
103 (199)
0.05 (0.10) | OK (OK)

RAMP
232 (281)
0.12 (0.14) | OK (OK)

RAMP
338 (809)
0.19 (0.45) | OK (OK)

MERGE
1,965 (1,590)
MAJOR MERGE

RAMP
1,473 (2,491)
0.26 (0.44) | OK (OK)

SR 836 WB
1,537 (3,791)
9.9 (24.4) | A (C)

RAMP
1,153 (880)
0.20 (0.16) | OK (OK)

RAMP
868 (1,030)
0.24 (0.29) | OK (OK)

RAMP
1,782 (1,296)
0.50 (0.36) | OK (OK)

RAMP
1,287 (998)
0.34 (0.26) | OK (OK)

RAMP
2,089 (1,693)
0.37 (0.30) | OK (OK)

RAMP
1,550 (3,312)
0.27 (0.59) | OK (OK)

RAMP
2,341 (3,521)
0.31 (0.47) | OK (OK)

SR 836 WB
3,069 (5,239)
14.8 (25.2) | B (C)

RAMP
762 (1,230)
0.39 (0.62) | OK (OK)

RAMP
2,585 (1,191)
0.69 (0.32) | OK (OK)

RAMP
1,572 (3,397)
0.42 (0.90) | OK (OK)

EXP DIVERGE
1,532 (1,448)
22.1 (31.2) | C (D)

SR 836 WB
6,839 (7,322)
26.4 (28.2) | D (D)

DIVERGE
3,770 (2,083)
25.4 (27.2) | C (C)

SR 836 EB
6,140 (4,973)
30.0 (24.3) | D (C)

DIVERGE
2,359 (1,907)
28.5 (23.1) | D (C)

SR 836 EB
3,781 (3,066)
24.6 (20.0) | C (C)

DIVERGE
678 (699)
26.6 (22.9) | C (C)

SR 836 EB
3,103 (2,367)
15.1 (11.5) | B (B)

RAMP
1,257 (1,347)
0.22 (0.24) | OK (OK)

RAMP
2,762 (2,580)
0.49 (0.46) | OK (OK)

RAMP
1,532 (1,373)
0.41 (0.36) | OK (OK)

RAMP
2,199 (1,830)
0.56 (0.46) | OK (OK)

RAMP
1,185 (892)
0.33 (0.25) | OK (OK)

RAMP
811 (695)
0.23 (0.19) | OK (OK)

RAMP
670 (1,124)
0.18 (0.30) | OK (OK)

RAMP
1,715 (1,164)
0.48 (0.33) | OK (OK)

RAMP
2,074 (1,390)
0.39 (0.26) | OK (OK)

RAMP
479 (1,313)
0.25 (0.70) | OK (OK)

RAMP
288 (644)
0.08 (0.18) | OK (OK)

SR 836 EB
4,480 (3,655)
29.0 (23.7) | D (C)

EXP MERGE
1,377 (1,288)
19.3 (16.1) | B (B)

MERGE
2,070 (1,940)
MAJOR MERGE

SR 836 EB
6,550 (5,595)
21.6 (18.1) | C (C)

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)	

NTS

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

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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

2045 DESIGN YEAR PREFERRED ALTERNATIVE OPERATIONAL ANALYSIS RESULTS

7.5.2 SR 874 and SR 836 Operational Analysis

Findings – 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 7.22 – 7.24** summarizes the results. Output HCS reports are included as **Appendix P**.

Table 7.22 - 2045 SR 874 and SR 836 Preferred Alternative 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			
SR 836 EB Segment between									
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
SR 836 WB Segment between									
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

Table 7.22 - 2045 SR 874 and SR 836 Preferred Alternative 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			
SR 874 SB Segment between									
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
SR 874 NB Segment between									
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 7.23 - 2045 SR 836 Preferred Alternative 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 Diary 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 7.24 - 2045 SR 836 Preferred Alternative 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 Diary 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

7.5.3 Crossing Roadways Operational Analysis

Tables 7.25 – 7.34 document the intersections operational analysis by crossing roadway. Synchro output reports are provided in **Appendix Q**.

Table 7.25 - 2045 Preferred Alternative US 1 Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 990/ SW 112th Street/ Killian Drive (HCM 2000)	Eastbound	LT	F	80.5	260	E	73.4	214
		TH	F	93	#381	F	97.7	#464
		RT	E	74.8	110	E	67.8	0
	Westbound	LT	F	86.1	111	F	196.4	#615
		TH	F	142.6	#371	F	127.2	#488
		RT	F	83.8	79	E	72	1
	Northbound	LT	F	136.9	#361	F	234.2	#413
		TH	F	114.5	#1857	E	62.2	#1126
		RT*	---	---	---	---	---	---
	Southbound	LT	E	74.3	m141	F	109.9	m176
		TH	E	77.6	1299	F	110.4	m272
		RT	F	336.1	m#654	F	417.5	m#525
Intersection Overall			***F***	***111.0***	**---**	***F***	***123.8***	**---**
SW 104th Street (HCM 2000)	Eastbound	LT	F	204.1	#981	F	165.3	#806
		TH	F	93.4	#558	F	89.5	#503
		RT	E	63.4	0	E	62.2	34
	Westbound	LT	F	84.8	102	E	78	78
		TH	F	339.3	#572	F	385.1	#670
		RT	F	499.1	#813	F	190.9	#500
	Northbound	LT	F	126.4	m62	F	205.7	m#1465
		TH	F	183.1	m#1682	F	175.7	m#1405
		RT	C	20.4	m0	C	24.9	m0
	Southbound	LT	F	325.4	#496	F	260.7	#818
		TH	D	50.4	1081	F	155.6	#1795
		RT	A	9.9	159	D	33.4	1132
Intersection Overall			***F***	***147.0***	**---**	***F***	***166.6***	**---**

Table 7.25 - 2045 Preferred Alternative US 1 Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 98th Street (HCM 2000)	Eastbound	LT**	---	---	---	---	---	---
		TH	F	105.2	578	F	126.5	#526
		RT	F	501.4	16	F	143.2	15
	Westbound	LT**	---	---	---	---	---	---
		TH	E	63.6	239	F	81	288
		RT	E	60.8	147	E	69.7	43
	Northbound	LT	C	26.3	168	E	72.6	121
		TH	C	29.6	724	C	20.8	412
		RT*	---	---	---	---	---	---
	Southbound	LT	C	25.5	71	B	19.9	140
		TH	C	34.1	649	D	39.9	1531
		RT*	---	---	---	---	---	---
Intersection Overall			**D**	**46.0**	**---**	**D**	**41.6**	**---**

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

As shown in **Table 7.25**, of the three intersections one will operate at a LOS D and two intersections will operate at a LOS F.

Table 7.26 - 2045 Preferred Alternative SW 98th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Eastbound	LT	B	19	48	B	14.7	26
		TH	C	23.2	235	B	13.8	81
		RT*	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	A	3	12	B	13.2	185
		RT	A	0	0	A	0.1	m0
	Northbound	LT**	---	---	---	---	---	---
		TH	C	31.4	114	C	33.6	94
		RT	C	30.5	58	C	32	18

Table 7.26 - 2045 Preferred Alternative SW 98th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Avenue (HCM 2000)	Southbound	LT	E	69.2	#266	F	176	#251
		TH	D	42.8	75	F	89	#191
		RT*	---	---	---	---	---	---
Intersection Overall			**C**	**28.5**	**---**	**C**	**31.1**	**---**
Dadeland Boulevard (HCM 2000)	Eastbound	TH	--	--	0	--	--	--
		RT	--	--	--	--	--	--
	Westbound	LT	--	--	0	--	--	--
		TH	--	--	0	--	--	--
		RT	--	--	--	--	--	--
	Southbound ***(Stop Control)***	****LT	A	9.8	2	C	19.8	97
		RT	--	--	--	--	--	--
Intersection Overall			**A**	**9.8**	**---**	**C**	**19.8**	**---**
Busway (HCM 2000)	Eastbound	LT	---	---	---	---	---	---
		TH	A	3	m160	A	6.4	m99
		RT	---	---	---	---	---	---
	Westbound	LT	---	---	---	---	---	---
		TH	C	20.2	194	C	33.1	m771
		RT	---	---	---	---	---	---
	Northbound	LT	---	---	---	---	---	---
		TH***	D	46.1	53	D	46.5	35
		RT	---	---	---	---	---	---
	Southbound	LT	---	---	---	---	---	---
		TH***	D	45.4	32	D	47.1	51
		RT	---	---	---	---	---	---
Intersection Overall			**A**	**9.7**	**---**	**C**	**26.4**	**---**

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

As shown in **Table 7.26**, all intersections will operate at a LOS D or better.

Table 7.27 – 2045 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 79th Avenue (HCM 2000)	Eastbound	LT	F	100.3	#218	F	81.8	#148
		TH	C	28.8	787.0	C	32.2	645.0
		RT*	---	---	---	---	---	---
	Westbound	LT	F	144.4	m45	F	84.8	m147
		TH	C	21.8	698.0	D	44.5	#1033
		RT*	A	1.1	1.0	B	10.5	m89
	Northbound	LT**	---	---	---	---	---	---
		TH	F	111.3	#128	E	79.9	#222
		RT	E	59.6	0.0	E	55.0	0.0
	Southbound	LT	F	105.2	#410	E	68.4	198.0
		TH	F	108.4	#417	E	68.1	198.0
		RT*	D	46.9	0.0	D	51.2	11.0
Intersection Overall			***D***	***35.0***	***---***	***D***	***41.3***	***---***
SW 77th Avenue (HCM 6th)	Eastbound	LT	---	---	---	B	12.4	m3
		TH	B	18.6	m#1029	A	9.2	142.0
		RT*	---	---	---	---	---	---
	Westbound	LT	E	65.3	#173	E	73.5	201.0
		TH	B	13.9	654.0	B	10.5	711.0
		RT*	---	---	---	---	---	---
	Northbound	LT	D	53.2	140.0	E	69.2	204.0
		TH	E	73.2	#263	D	50.5	135.0
		RT*	E	72.3	#257	D	50.4	132.0
	Southbound	LT	---	---	---	---	---	---
		TH***	F	255.5	#143	D	51.5	57.0
		RT	---	---	---	---	---	---
Intersection Overall			***C***	***25.4***	***---***	***B***	***18.2***	***---***
SR 826 Southbound On/Off Ramp	Eastbound	RT	Free Flow Conditions					
	Northbound	RT	Free Flow Conditions					
	Southbound	RT	Free Flow Conditions					
Intersection Overall			***Free Flow Conditions***					

Table 7.27 – 2045 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	A	0.0	---	A	0.0	---
		TH	A	6.3	101.0	A	4.1	365.0
		RT	A	0.0	---	A	N/A	---
	Westbound	LT	A	0.0	---	A	N/A	---
		TH	A	0.1	44.0	A	0.1	m11
		RT[5]	---	0.0	0.0	---	N/A	m0
	Northbound	LT	E	61.6	65.0	E	61.3	60.0
		TH	A	0.0	---	A	N/A	---
		RT[5]	---	0.0	9.0	---	0.0	7.0
Intersection Overall			***A***	***5.4***	***---***	***A***	***3.0***	***---***
SW 73rd Place (HCM 2000)	Eastbound	LT	E	66.9	m207	F	136.1	#381
		TH	E	68.5	#1155	D	38.2	#670
		RT*	---	---	---	---	---	---
	Westbound	LT	F	106.0	m#112	F	91.0	m62
		TH	B	17.7	162.0	F	92.8	#869
		RT*	---	---	---	---	---	---
	Northbound	LT	E	63.7	160.0	E	69.6	#328
		TH	E	60.2	144.0	E	66.5	#309
		RT*	---	---	---	---	---	---
	Southbound	LT	E	59.7	#113	E	57.9	#107
		TH	E	59.5	#115	E	57.7	108.0
		RT	E	92.8	#208	F	240.6	#346
Intersection Overall			***D***	***51.7***	---	***F***	***84.7***	---

Table 7.27 – 2045 Preferred Alternative Kendall Drive/SW 88th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
Dadeland Boulevard (HCM 2000)	Eastbound	LT	F	84.0	m33	F	81.1	m107
		TH	B	10.5	m141	B	18.8	m332
		RT*	A	4.3	m18	B	11.8	m70
	Westbound	LT	F	297.6	#509	E	61.9	123.0
		TH	C	23.1	401.0	D	42.7	#704
		RT*	---	---	---	---	---	---
	Northbound	LT	E	68.4	#339	E	74.3	#449
		TH	E	58.6	263.0	E	62.2	#365
		RT*	---	---	---	---	---	---
	Southbound	LT	E	59.9	29.0	E	59.6	89.0
		TH	E	60.7	46.0	E	57.4	62.0
		RT	---	---	---	---	---	---
Intersection Overall			**C**	***34.5***	**---**	**D**	***39.1***	**---**

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

As shown in **Table 7.27**, 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 7.28 - 2045 Preferred Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Court (HCM 6th)	Eastbound	TH	B	15.6	390.0	A	6.4	212.0
		RT*	B	16.2	---	A	6.7	---
	Westbound	LT	B	11.3	25.0	A	5.4	67.0
		TH	B	12.1	423.0	A	5.1	406.0
	Northbound	LT****	F	128.6	#469	F	89.5	85.0
		RT	A	0.0	---	A	0.0	---
Intersection Overall			**C**	***25.5***	**---**	**A**	***7.9***	**---**

Table 7.28 - 2045 Preferred Alternative Sunset Drive/SW 72nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SR 826 Southbound On/Off Ramp (HCM 6th)	Eastbound	TH	B	17.8	323.0	C	21.8	260.0
		RT[1]	---	0.0	---	---	0.0	---
	Westbound	LT	F	109.7	187.0	F	83.2	289.0
		TH	B	10.2	227.0	B	14.8	541.0
	Southbound	LT	E	70.2	382.0	E	72.2	#449
		RT	F	97.1	328.0	F	106.7	#506
Intersection Overall			**D**	***40.4***	**---**	**D**	***44.5***	**---**
SR 826 Northbound On/Off Ramp (HCM 6th)	Eastbound	LT	E	78.0	280.0	E	68.0	274.0
		TH	A	3.0	214.0	A	4.6	168.0
	Westbound	TH	B	11.8	191.0	B	18.7	399.0
		RT[1]	---	0.0	638.0	---	0.0	#1123
	Northbound	LT	F	90.2	153.0	F	89.7	#264
		RT[1]	---	0.0	#667	---	0.0	62.0
Intersection Overall			**C**	***22.9***	**---**	**C**	***27.5***	**---**
SW 72nd Avenue (HCM 6th)	Eastbound	LT	F	170.6	#457	F	93.9	#130
		TH	D	36.1	1056.0	C	32.5	770.0
		RT*	D	36.6	---	C	33.0	---
	Westbound	LT	D	35.1	#119	F	173.8	#531
		TH	D	44.3	864.0	F	68.3	#1411
		RT*	D	44.2	---	F	68.9	---
	Northbound	LT	F	89.8	#219	F	234.1	#383
		TH	F	97.4	#681	E	75.2	#633
		RT	E	58.6	196.0	D	43.3	53.0
	Southbound	LT	E	60.6	61.0	D	52.1	55.0
		TH	E	72.7	422.0	F	121.0	#673
		RT	D	44.8	92.0	E	59.5	293.0
Intersection Overall			***E***	***61.8***	**---**	***E***	***73.5***	**---**

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

As shown in **Table 7.28**, 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 7.29 - 2045 Preferred Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 77th Ct (HCM 6th)	Eastbound	LT	A	7.4	4.0	A	7.8	#37
		TH	A	7.1	172.0	A	2.6	134.0
		RT*	A	7.7	---	A	2.9	---
	Westbound	LT	B	12.0	22.0	A	1.1	m11
		TH	A	6.0	105.0	A	0.5	m177
		RT*	A	6.3	---	A	1.0	---
	Northbound	LT	C	33.6	30.0	F	83.7	51.0
		TH***	A	0.0	#178	A	0.0	49.0
		RT	D	47.7	---	F	83.5	---
	Southbound	LT	D	54.2	#111	F	87.7	81.0
		TH***	A	0.0	29.0	A	0.0	43.0
		RT	C	32.4	---	F	81.8	---
Intersection Overall			***B***	***11.2***	***---***	***A***	***3.7***	***---***
SR 826 Southbound Off Ramp (HCM 2000)	Eastbound	TH	C	31.0	410.0	C	24.4	222.0
		RT*	---	---	---	---	---	---
	Westbound	LT	E	70.2	199.0	E	75.2	m163
		TH	A	4.1	16.0	A	4.5	m53
	Southbound	LT	E	75.3	294.0	F	148.5	#463
		RT	E	55.9	143.0	F	151.9	#503
Intersection Overall			***D***	***39.0***	***---***	***E***	***59.2***	***---***
SR 826 Northbound On/Off Ramp (HCM 2000)	Eastbound	LT	E	78.2	272.0	E	74.8	m212
		TH	A	2.2	26.0	A	6.9	m65
	Westbound	TH	D	36.0	404.0	C	33.2	551.0
		RT*	---	---	---	---	---	---
	Northbound	LT	E	77.6	182.0	F	141.4	#365
		RT	F	129.8	#406	E	67.8	137.0
Intersection Overall			***D***	***40.8***	***---***	***D***	***39.3***	***---***

Table 7.29 - 2045 Preferred Alternative Miller Drive/SW 56nd Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)[1]	LOS	Delay (s/veh)	95th % Queue (ft)[1]
SW 72nd Ave (HCM 6th)	Eastbound	LT	F	88.6	374.0	F	100.6	118.0
		TH	C	30.0	918.0	D	48.3	1025.0
		RT*	C	32.4	---	D	50.1	---
	Westbound	LT	D	46.6	#145	E	57.7	#220
		TH	F	76.7	#1440	D	50.9	1055.0
		RT*	F	85.6	---	D	51.9	---
	Northbound	LT	F	86.3	#357	F	750.8	#1073
		TH	F	165.0	#566	E	57.8	187.0
		RT*	F	172.6	---	E	58.1	---
	Southbound	LT	E	75.1	157.0	D	51.3	174.0
		TH	F	167.4	#205	F	107.5	#794
		RT*	F	193.8	---	F	358.0	---
Intersection Overall			***E***	***78.5***	***---***	***F***	***147.7***	***---***

Notes:

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

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

V/C Ratio is not reported by HCM 6th methodology

Table 7.29 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 7.30 - 2045 Preferred Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045) Option C (WBR Yield)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 79th Avenue (2)	Eastbound	LT	F	90.6	108	F	96.8	#240
		TH *	C	24.7	731	C	21.7	521
		RT *	-	-	-	-	-	-
	Westbound	LT	F	96	m55	F	100.0	m127
		TH *	B	11	179	B	16.1	697
		RT *	-	-	-	-	-	-
	Northbound	LT	F	85.5	26	F	82.5	47
		TH	F	85.1	20	F	81.8	36
		RT	E	70.9	2	E	63.4	52
	Southbound	LT	F	91.6	361	F	102.4	#291
		TH ****	F	88.1	344	F	89.3	238
		RT	-	-	-	-	-	-
Intersection Overall			**C**	***25.4***	**-**	**C**	***26.8***	**-**
SW 7800 Block (1)	Eastbound	LT	F	125.8	m21	F	108	m87
		TH	A	2.9		A	1.5	
	Westbound	TH *	C	20.2	724	B	10.9	m543
		RT *	-	-	-	-	-	-
	Southbound	LT	F	82.9	297	F	83.4	175
		RT	E	56.0	54	E	65.6	200
Intersection Overall			***B***	***16.4***	**-**	***B***	***12.4***	**-**
Southbound Ramp Terminal (2) (Preferred Alternative DDI)	Eastbound	TH *	E	76.2	#922	E	67.4	583
		RT *	Free Flow			Free Flow		
	Westbound	LT	Free Flow			Free Flow		
		TH	C	22.0	325	B	15.9	409
	Southbound	LT	D	39.0	628	C	26.0	464
		RT	E	55.6	565	F	127.1	#826
Intersection Overall			**D**	**54.1**	**-**	**D**	**36.2**	**-**

Table 7.30 - 2045 Preferred Alternative Bird Road/SW 40th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045) Option C (WBR Yield)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Northbound Ramp Terminal (1) (Preferred Alternative DDI)	Eastbound	TH	B	19.4	816	D	43.4	996
		RT	Free Flow			Free Flow		
	Westbound	TH *	F	102.9	#841	F	85.4	#1238
		RT *	A	7.7		A	6.5	
	Northbound	LT	B	18.2	212	D	37.3	368
		RT	F	81.4	#653	D	35.5	356
Intersection Overall			***D***	***54.4***	**-**	***E***	***68.1***	**-**
SW 74th Avenue (2)	Eastbound	TH	A	8.4	m573	C	27	m814
	Westbound	TH	A	1.2	17	C	33.1	m#1607
	Northbound	LT ***	F	94.6	#222	F	128.9	#789
		RT ***	F	94.6	#222	F	128.9	#789
Intersection Overall			***A***	***8.6***	**-**	***D***	***42.3***	**-**
SW 72nd Avenue (1)	Eastbound	LT	E	76.7	m#274	F	105.3	m#147
		TH *	F	208.3	#2137	F	104.5	m#746
		RT *	-	-	-	-	-	-
	Westbound	LT	F	251.0	#748	F	167.6	#473
		TH *	D	44.6	1099	E	62.1	#1326
		RT *	-	-	-	-	-	-
	Northbound	LT	F	88.2	#304	F	169.1	#538
		TH *	F	124.0	#421	E	64.3	244
		RT *	-	-	-	-	-	-
	Southbound	LT	F	216.2	#316	E	61.9	133
		TH	F	88.1	#265	F	84.8	#366
		RT	E	71.8	63	F	143.6	#537
Intersection Overall			***F***	***141.1***	**-**	***F***	***92.3***	**-**

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

As shown in **Table 7.30**, 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 7.31 - 2045 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (1)	Eastbound	LT	F	128.0	152.0	F	142.9	#276
		TH *	D	39.9	897.0	E	68.6	#919
		RT *	D	42.9	-	E	79.1	-
	Westbound	LT	F	120.3	m241	F	102.7	n#563
		TH *	A	1.5	589.0	E	56.0	727
		RT *	A	0.7	166.0	D	40.0	m176
	Northbound	LT	F	101.4	142.0	F	103.3	156
		TH	F	80.4	241.0	E	78.8	145
		RT	E	66.5	128.0	D	54.7	162
	Southbound	LT	F	114.0	#516	F	110.0	#605
		TH	E	62.1	325.0	E	61.1	341
		RT	D	50.7	94.0	D	49.2	120
Intersection Overall			***D***	***35.7***	***-***	***E***	***68.5***	***-***
SW 79th Avenue (1)	Eastbound	LT	A	0.5	m1	A	8.7	m6
		TH *	A	0.5	51.0	A	9.6	m832
		RT *	A	0.9	-	B	10.0	-
	Westbound	LT	D	41.9	#385	D	44.0	m483
		TH *	A	1.1	150.0	A	0.7	713
		RT *	A	2.0	-	A	1.7	-
	Northbound	LT	E	58.3	62.0	E	71.0	55
		TH *	E	71.2	341.0	C	32.1	125
		RT *	E	70.0	-	E	79.8	-
	Southbound	LT	F	351.4	#497	F	103.8	#181
		TH	E	56.3	49.0	E	68.6	73
		RT	E	56.1	21.0	E	67.8	0
Intersection Overall			***B***	***18.3***	***-***	***B***	***10.9***	***-***

Table 7.31 - 2045 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal (2 AM and 1 PM)	Eastbound	LT	E	72.8	m281	E	57.5	#596
		TH	A	5.3	m225	A	0.3	45
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	A	6.7	498.0	A	2.8	971
		RT	A	3.0	m82	-	-	224
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	F	80.9	304.0	F	104.0	#393
		TH	-	-	-	-	-	-
		RT	E	55.3	269.0	F	90.9	557
Intersection Overall			***C***	***20.2***	***-***	***C***	***29.7***	***-***
Northbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	C	32.1	924.0	A	1.0	m689
		RT	C	20.7	293.0	A	5.9	m115
	Westbound	LT	E	70.9	m478	C	29.4	m367
		TH	B	10.2	362.0	A	0.1	m154
		RT	-	-	-	-	-	-
	Northbound	LT ***	F	91.0	#288	F	83.8	301
		TH	-	-	-	-	-	-
		RT ***	D	46.7	428.0	E	55.4	225
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			***C***	***33.3***	***-***	***B***	***14.6***	***-***

Table 7.31 - 2045 Preferred Alternative Coral Way/SW 24th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 75th Avenue (2 AM and 1 PM)	Eastbound	LT	F	90.9	m#838	F	137.6	#733
		TH *	B	10.1	445.0	A	1.8	357
		RT *	-	-	-	A	3.6	-
	Westbound	LT	D	48.7	26.0	C	27.1	m18
		TH *	E	59.0	#917	F	82.6	#1314
		RT *	-	-	-	F	89.7	-
	Northbound	LT	F	109.1	#226	F	169.8	#293
		TH *	F	91.9	209.0	-	-	139
		RT *	-	-	-	E	56.5	-
	Southbound	LT	F	91.6	149.0	D	54.5	88
		TH *	F	81.6	140.0	-	-	#831
		RT *	-	-	-	F	454.8	-
Intersection Overall			***D***	***42.9***	***-***	***F***	***93.9***	***-***
SW 74th Avenue (2 AM and 1 PM)	Eastbound	LT	B	11.9	62.0	A	6.7	m0
		TH *	A	7.8	817.0	A	0.3	5
		RT *	-	-	-	A	0.6	-
	Westbound	LT	A	8.1	6.0	A	1.5	2
		TH *	A	5.5	521.0	A	7.4	709
		RT *	-	-	-	A	7.2	-
	Northbound	LT	E	62.6	88.0	F	86.7	169
		TH *	E	57.9	0.0	-	-	32
		RT *	-	-	-	E	79.4	-
	Southbound	LT ****	-	-	-	E	79.8	-
		TH ****	E	57.9	0.0	-	-	12
		RT ****	-	-	-	-	-	-
Intersection Overall			***A***	***7.6***	***-***	***A***	***5.9***	***-***

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

As shown in **Table 7.31**, 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 7.32 - 2045 Preferred Alternative SW 8th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (2)	Eastbound	LT	F	139.8	#452	F	205.6	#338
		TH *	F	92.2	#1316	F	93.9	#1281
		RT *	-	-	-	-	-	-
	Westbound	LT	F	129.6	#367	F	132.3	m#341
		TH	F	94.1	#1341	F	220.7	#2073
		RT	-	-	-	-	-	-
	Northbound	LT ***	D	53.4	255.0	F	159.7	#363
		TH	F	164.2	#880	F	115.2	#787
		RT	F	83.0	#470	E	62.2	209.0
	Southbound	LT	F	118.0	#365	F	103.7	#258
		TH	E	68.3	310.0	F	221.8	#1220
		RT	-	-	-	-	-	-
Intersection Overall			***F***	***100.3***	***-***	***F***	***162.8***	***-***
Southbound Ramp Terminal (2)	Eastbound	TH *	A	4.9	m149	A	9.2	m105
		RT *	-	-	-	-	-	-
	Westbound	LT	F	86.1	402.0	E	68.5	#724
		TH	A	0.6	32.0	A	1.3	0.0
	Northbound	RT	A	0.1		A	0.1	
Intersection Overall			***A***	***10.0***	***-***	***B***	***13.4***	***-***
Northbound Ramp Terminal (2)	Eastbound	TH *	E	67.3	#1686	A	5.3	92.0
		RT *	-	-	-	-	-	-
	Westbound	TH	C	25.2	m538	A	6.7	m171
	Northbound	LT	E	57.4	434.0	E	64.4	488.0
		RT	E	67.3	560.0	E	75.0	550.0
Intersection Overall			***E***	***55.9***	***-***	***C***	***22.8***	***-***

Table 7.32 - 2045 Preferred Alternative SW 8th Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 74th Avenue (1)	Eastbound	LT	F	89.5	m112	F	94.5	m108
		TH *	F	104.8	m#2074	D	41.2	#2021
		RT *	-	-	-	-	-	-
	Westbound	LT	F	161.6	#104	F	107.2	#65
		TH	C	27.7	1101.0	F	131.4	#2581
		RT	A	0.0	0.0	A	0.0	0.0
	Northbound	LT	F	204.9	#415	F	111.9	203.0
		TH *	F	122.2	#459	F	95.7	212.0
		RT *	-	-	-	-	-	-
	Southbound	LT	F	80.6	95.0	F	83.1	131.0
		TH	F	88.3	266.0	F	87.7	183.0
		RT	E	69.5	180.0	E	78.7	0.0
Intersection Overall			***F***	***80.1***	***-***	***F***	***89.7***	***-***

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

As shown in **Table 7.32**, 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 7.33 – 2045 Preferred Alternative Flagler Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
SW 82nd Avenue (2)	Eastbound	LT	D	39.0	282.0	F	96.0	#320
		TH *	C	32.2	609.0	C	26.1	531.0
		RT *	-	-	-	-	-	-
	Westbound	LT	B	13.2	m8	B	12.5	m13
		TH *	A	6.4	158.0	B	19.2	m660
		RT *	A	1.1	20.0	A	2.1	m9
	Northbound	LT	F	83.4	117.0	E	74.2	115.0
		TH *	F	90.9	152.0	F	90.6	202.0
		RT *	-	-	-	-	-	-
	Southbound	LT	F	81.4	299.0	F	146.7	#534
		TH	E	71.6	231.0	E	65.5	219.0
		RT	D	46.8	42.0	E	58.3	228.0
Intersection Overall			***C***	***27.5***	***-***	***D***	***39.6***	***-***
SW 79th Avenue (2)	Eastbound	LT	F	86.6	184.0	F	93.9	m#253
		TH *	B	19.9	323.0	C	20.1	m372
		RT *	-	-	-	-	-	-
	Westbound	LT	F	111.9	m112	D	38.5	m45
		TH	A	7.6	98.0	C	23.4	#655
		RT	A	0.1	0.0	A	0.5	m0
	Northbound	LT	F	82.8	98.0	F	108.8	#100
		TH	F	88.9	142.0	F	102.7	#94
		RT	E	69.3	40.0	E	71.9	0.0
	Southbound	LT	E	74.3	290.0	F	89.5	#494
		TH **	E	77.3	326.0	F	103.7	#587
		RT	D	43.9	27.0	D	48.5	194.0
Intersection Overall			***C***	***26.4***	***-***	***D***	***35.3***	***-***

Table 7.33 – 2045 Preferred Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
Southbound Ramp Terminal (1)	Eastbound	LT	F	90.4	284.0	F	91.4	m#285
		TH *	D	48.9	582.0	C	24.4	683.0
		RT *	D	53.4	70.0	C	26.0	-
	Westbound	LT	D	45.1	608.0	C	33.1	m128
		TH	E	56.9	185.0	D	44.8	751.0
		RT	-	-	-	-	-	m87
	Northbound	LT **	E	79.2	197.0	F	128.1	-
		TH **	-	-	-	-	-	#204
		RT	F	82.4	85.0	F	174.6	44.0
	Southbound	LT	E	66.6	454.0	F	96.1	#346
		TH	D	50.0	37.0	E	66.6	99.0
Intersection Overall			***E***	***60.7***	***-***	***D***	***52.0***	***-***
Northbound Ramp Terminal (1)	Eastbound	LT	F	98.7	#430	E	78.1	m399
		TH	A	3.7	39.0	A	2.9	95.0
	Westbound	TH	A	0.3	28.0	C	26.4	983.0
		RT (3)	D	49.9	#786	A	1.0	0.0
	Southbound	LT (3)	F	111.7	#182	F	93.7	112.0
Intersection Overall			***B***	***17.3***	***-***	***C***	***26.5***	***-***
SW 74th Avenue (1)	Eastbound	LT	C	31.0	m15	D	53.7	65.0
		TH *	A	1.8	721.0	B	18.3	815.0
		RT *	A	3.2	-	B	19.3	-
	Westbound	LT	A	9.6	m3	F	114.2	m34
		TH *	C	27.0	m239	D	44.4	m460
		RT *	C	30.1	-	D	51.2	-
	Northbound	LT **	E	75.0	178.0	E	75.5	184.0
		TH **	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT **	F	90.6	-	F	101.8	-
		TH **	-	-	53.0	-	-	95.0
		RT	F	83.3	0.0	F	80.2	0.0
Intersection Overall			***B***	***17.5***	***-***	***D***	***37.6***	***-***

Table 7.33 – 2045 Preferred Alternative Flagler Street Intersection LOS and Delay Results (Continued)

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)	LOS	Delay (s/veh)	95th % Queue (ft)
NW 72nd Avenue (1)	Eastbound	LT	F	269.7	#1194	F	99.5	#488
		TH *	D	36.1	758.0	D	45.8	519.0
		RT *	D	39.1	-	D	49.8	-
	Westbound	LT	F	92.4	127.0	F	95.6	168.0
		TH	F	193.5	#1310	F	178.3	#1215
	Northbound	LT	F	128.6	#311	F	263.5	#593
		TH *	F	190.9	#696	E	76.6	290.0
		RT *	F	194.2	-	E	76.9	-
	Southbound	LT	F	145.4	#346	F	105.6	#573
		TH	E	64.2	230.0	E	77.5	#616
		RT	E	59.8	705.0	F	257.7	#1632
Intersection Overall			***F***	***133.1***	***-***	***F***	***132.9***	***-***

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

As shown in **Table 7.33**, 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 7.34 – 2045 Preferred Alternative NW 25th Street Intersection LOS and Delay Results

Intersection	Approach	Movement	Preferred Alternative (2045)					
			AM			PM		
			LOS	Delay (s/veh)	95th % Queue (ft)1	LOS	Delay (s/veh)	95th % Queue (ft)1
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-
		TH	D	40.2	469	C	30.1	210
		RT	A	0.5	0	F	123.0	#450
	Westbound	LT	E	61.5	m159	E	62.8	#455
		TH	C	27.6	m542	B	18.3	659
		RT	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	Southbound	LT	F	113.8	#721	F	111.5	#468
		TH	-	-	-	-	-	-
		RT	A	5.2	0	A	1.8	0
Intersection Overall			***D***	***37.9***	***-***	***E***	***58.6***	***-***
Northbound Ramp Terminal (2)	Eastbound	LT	F	357.0	m#940	F	111.5	m#333
		TH	C	22.1	m369	A	5.2	m97
		RT	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-
		TH	D	42.1	365	C	30.9	398
		RT	A	0.2.	0	A	0.3	0
	Northbound	LT	F	374.7	#1402	E	70.5	357
		RT (*MIA CARGO*)	E	70.8	486	E	62.2	240
		RT	A	1.7	0	A	3.0	0
	Southbound	LT	-	-	-	-	-	-
		TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
Intersection Overall			***F***	***151.2***	***-***	***C***	***30.1***	***-***

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

As shown in **Table 7.34**, 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.

7.5.4 Comparison of No-Build Alternative and Preferred Alternative – HCM Analysis

Table 7.35 and **Table 7.36** provide a comparative assessment of the HCM analyses for the No-Build Alternative (discussed under **Section 5**) and the Preferred Alternative (discussed under **Section 7**).

Table 7.35 - HCM Freeway Segments Analysis – No-Build vs. Preferred

Year	Alternative	SR 826 Freeway Segments			
		Total Locations	LOS D or better	LOS E	LOS F
2025	No-Build	71	65	4	2
	Preferred	79	75	2	2
2045	No-Build	71	34	24	13
	Preferred	79	53	15	11

Table 7.36 - HCM Intersection Analysis – No-Build vs. Preferred

Year	Alternative	SR 826 Terminals				Other Intersections			
		Total Intersections	LOS D or better	LOS E	LOS F	Total Intersections	LOS D or better	LOS E	LOS F
2025	No-Build	16	12	1	3	27	20	3	4
	Preferred	16	16	0	0	27	20	3	4
2045	No-Build	16	7	2	7	27	10	9	8
	Preferred	16	10	5	1	27	16	2	9

7.6 No-Build Alternative and Preferred Alternative – Microsimulation Analyses

Due to the geometric complexities of the study corridor and oversaturated conditions within some segments, the discrete HCM analyses is inadequate for accurately assessing the overall operational performance of the Preferred Alternative and the No-Build Alternative. Therefore, microsimulation analyses were conducted in order to provide a more comprehensive assessment of the Preferred Alternative and the No-Build Alternative. The microsimulation analyses were performed using CORSIM models. The CORSIM models were developed to assess traffic operations along the SR 826 freeway segments for the Preferred Alternative and No-Build Alternative in the design year 2045. The development of the CORSIM models and findings from the microsimulation analyses are discussed in this section.

7.6.1 CORSIM Analyses

CORSIM models were developed and calibrated for the study corridor in accordance with guidelines from the following references:

- FDOT's Traffic Analysis Handbook (2014)
- FHWA's Traffic Analysis Toolbox, Volume III (2004): *Guidelines for Applying Traffic Microsimulation Modeling Software*
- FHWA's Traffic Analysis Toolbox Volume IV, (January 2007): *Guidelines for Applying CORSIM Microsimulation Modeling Software*.

CORSIM models were developed for 2017 Existing Conditions (Base Year Model), 2045 No-Build Alternative and 2045 Preferred Alternative (Build Alternative 2). All models were developed to cover a total four hours during the AM peak period (6:30 AM to 10:30 AM) and four hours during the PM peak period (3:30 PM to 7:30 PM). Analyses were conducted using 15-minute time intervals. Traffic volumes for the 15-minute time intervals were estimated based on the traffic flow profiles observed from traffic counts collected for the project. Fifteen-minute traffic volume distribution factors were developed from traffic data gathered along SR 826 mainline. These distribution factors were applied to the peak hour volumes to generate 15-minute input volumes for the CORSIM models (details included under **Appendix R** - CORSIM Model Manual). The development of the CORSIM models involved the following steps:

1. **Defining CORSIM Model Study Limits** – The CORSIM model limits for the 2017 Existing year Base Model were defined to include the freeway segments, interchanges and terminal intersections along SR 826 extending from US 1 to NW 25th Street. The 2017 Base Model also included the freeway segments of SR 836 from NW 87th Avenue to west of NW 57th Avenue.

2. **Data Collection and Preparation** – Data used for the model development were consistent with the data collected and analyzed for the PD&E Study. Traffic data used is documented in the related PD&E study reports – *Traffic Data Collection Report* (June 2019) and *Project Traffic Forecasting Memorandum* (May 2019). This data included traffic volumes and network geometry for 2017 existing year conditions, 2045 No-Build Alternative and 2045 Preferred Alternative. Traffic volume databases were developed in fifteen-minute increments to cover the AM peak period (4 hours) and PM peak period (4 hours). Origin-Destination assignments for existing and future models were estimated proportionately based on traffic assignments at the ramps.

3. **2017 Base Model Development** – Development of the 2017 Base Model involved preparing link node diagrams, building 2017 freeway network, building 2017 arterial network (limited to the terminal intersection) and combining arterial and freeway models with multi-time periods.

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

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

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

c. Free flow speeds were changed from 60 mph to 50 mph at the following locations in the models:
    - Northbound SR 82 from SW 8th Street to SR 836 EB on-ramp - AM peak model
    - Southbound SR 826 from SW 88th Street on-ramp to US 1 (termination of SR 826 freeway segment) – PM peak model

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

a. Free Flow Speed: Free flow speeds on freeway segments (general use lanes and express lanes) were estimated at 60 mph base on measured data. Free flow speeds on arterials were estimated based on posted speed limits. These free flow speeds were maintained throughout all models except where adjustments were necessary for calibration.
b. Truck Factors: 3% for SR 826 and 2% for arterials – estimated in accordance with the *Project Traffic Forecasting Memorandum*.

6. **2045 No-Build and Build Models** – Development of the 2045 No-Build and Build Models involved applying applicable modifications to the 2017 Base Model to reflect the 2045 No-Build network and 2045 Build network and associated 2045 traffic volumes. Model simulation runs were visually inspected to identify any irregular traffic flow issues. Modifications were made, such as signal timing adjustments, to improve traffic flow and remove irregularities.

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

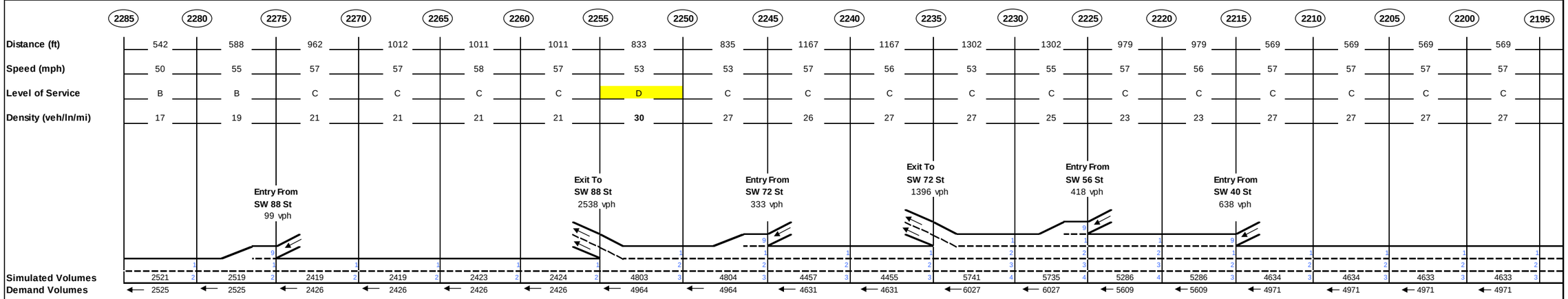
a. Significant traffic congestion occurs outside the project study area, which impacts traffic flows along SR 826. This congestion is most apparent along SR 826 north of NW 25th Street and along SR 836, east of SR 826. Congestion along these corridors impact traffic flows within the project study area.
b. At the time of this study construction activity was on-going in the vicinity of the study area along segments of the SR 826/SR 836 Interchange, along SR 826 mainline and along SR 836 mainline. These construction activities influence traffic flow conditions and generate congestion within segments of SR 826 (north and south of SR 836) that would otherwise be congestion free.

The above concerns will be largely negated in the future when construction activities are completed at the SR 826/SR 836 Interchange and along SR 826 and SR 836. In addition, the 2045 No-Build and 2045 Build conditions will incorporate improvements within the limits of the project that are over and beyond the 2017 existing year condition. The 2045 No-Build improvements include construction of express lanes along SR 826 from south of SR 836 and continuing north of NW 25th Street. The 2045 Build Alternative includes the expansion of these express lanes to US 1. Given these pending improvements, it is reasonable to assume that the adjustments made to lane specific calibration parameters may no longer apply in the 2045 future year No-Build and Build scenarios. Therefore, the lane specific calibration parameters within segments of the models north of Bird Road through SR 836 were reverted to their default values in the 2045 Build and No-Build models. This approach to the microsimulation analysis also allows for a fair comparison between the 2045 No-Build and 2045 Build conditions.

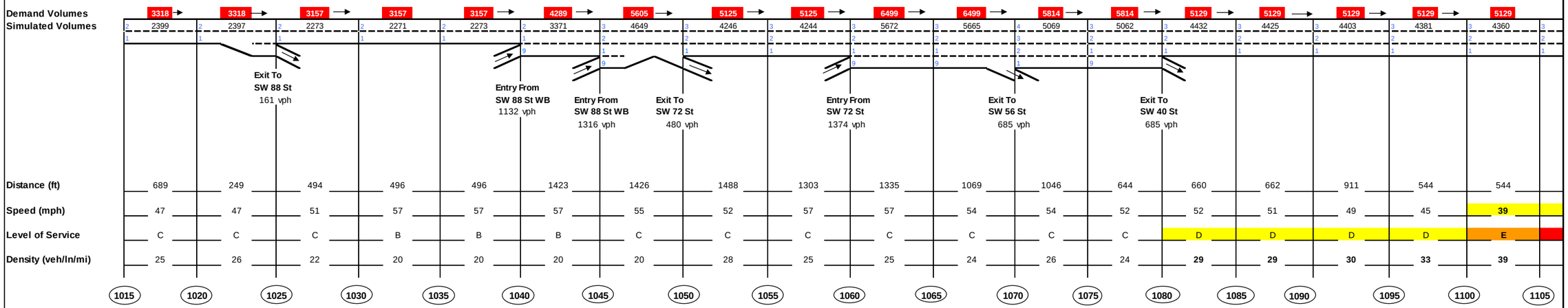
7. **Model Documentation** – The development of the CORSIM models is documented in detail in the accompanying CORSIM Model Manual.

The lane schematics in **Figures 7.9 – 7.12** contain summaries of the results from the CORSIM analyses. The summaries provide operating conditions for the design year 2045 AM peak hour and the PM peak hour for the No-Build Alternative and the Preferred Alternative. The results are based on the average of 10 simulation runes for each alternative. The lane schematics include color coded graphics depicting the range of average speeds along segments of the network. The lane schematics also include approximate LOS conditions in accordance with HCM 2010 thresholds. It should be noted that HCM and CORSIM do not apply the same methodologies for computing MOEs (density, delays), which are the basis for determining LOS conditions. Therefore, the LOS estimates reported in the CORSIM lane schematics are not directly comparable to the LOS standards in accordance with HCM 2010. The lane schematics also include a comparison of demand volume vs. CORSIM simulated volume along the links. Locations where the simulated volumes fall below 90% of

the demand volumes are highlighted in red. These conditions likely result from congestion within the subject link or at downstream locations. In addition, upstream bottlenecks may meter the traffic flow arriving at downstream locations. Therefore, causing simulated volumes to fall below demand volumes. **Table 7.37** and **Table 7.38** compare network-wide MOEs, operations along northbound SR 826 and operations along southbound SR 826 for the No-Build and Preferred Alternative.



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)

20 and below	
20 - 30	
30 - 45	
45 and above	

Freeway Geometric Coloring Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

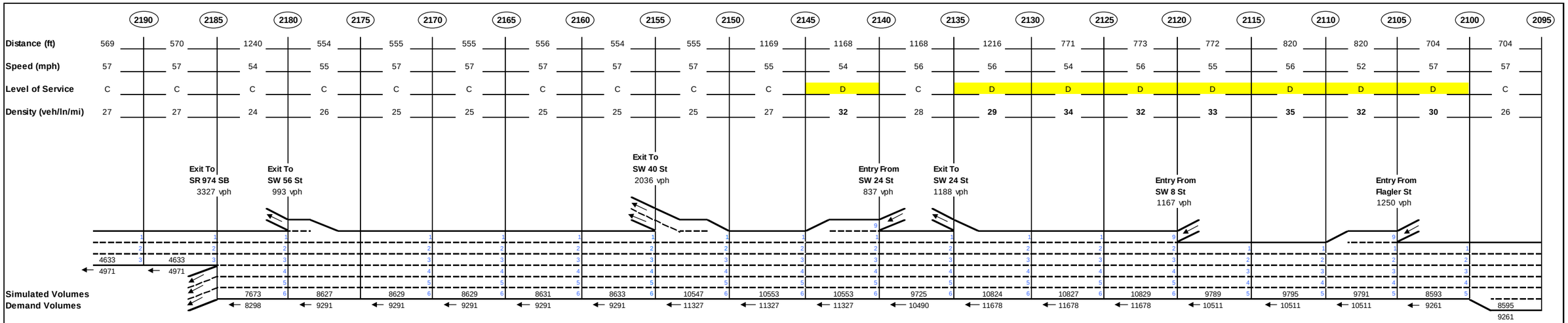
Freeway LOS Coloring Density (Veh/Mi/Ln)

LOS A to C	< 28
LOS D	28- 35
LOS E	35 - 43
LOS F	> 43

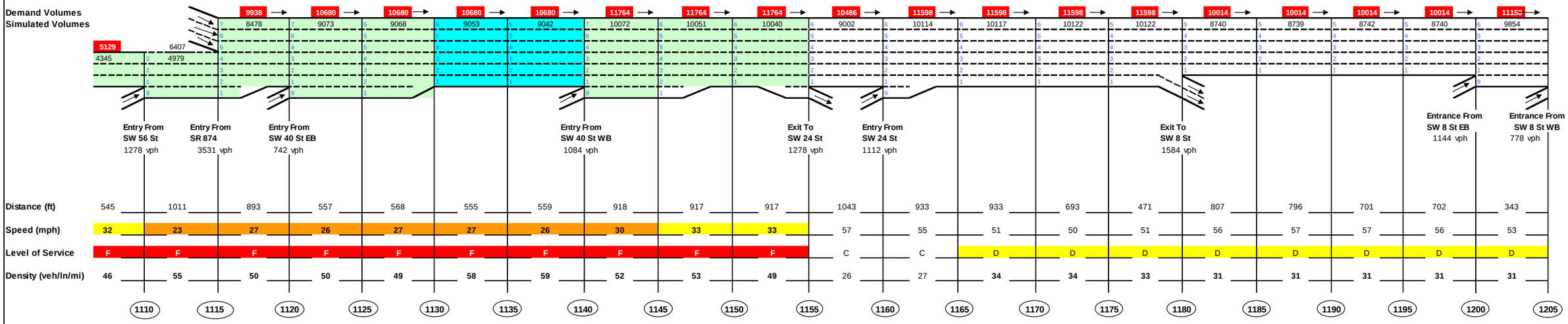
900 → Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.9 – 2045 No-Build Alternative CORSIM Analysis Lane Schematic (AM Peak)



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)

20	and below		
20	-	30	
30	-	45	
45	and above		

Freeway Geometric Coloring Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

Freeway LOS Coloring Density (Veh/Mi/Ln)

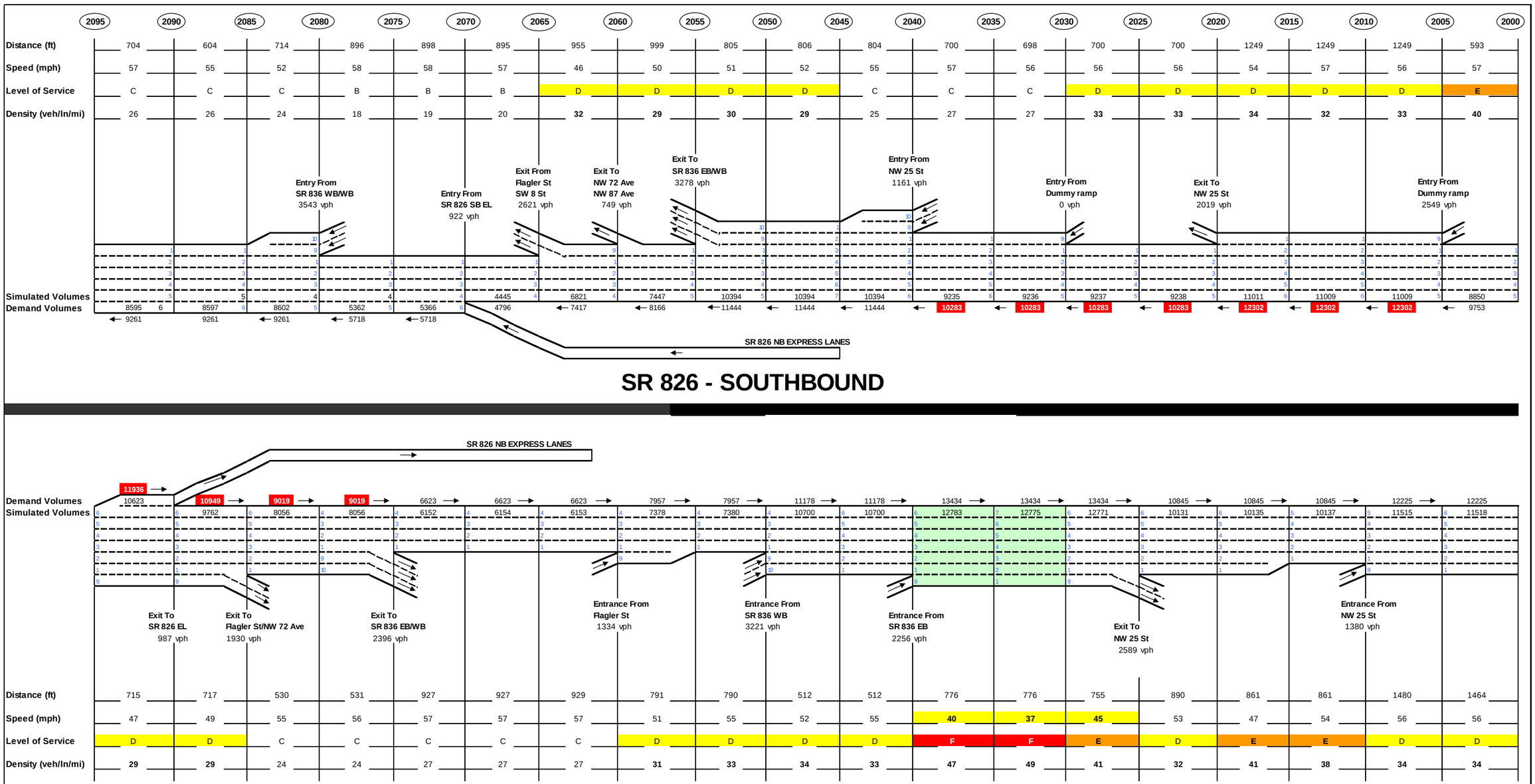
LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

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

Density Calculations from CORSIM not equivalent to calculations from HCM 2010

LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.9 – 2045 No-Build Alternative CORSIM Analysis Lane Schematic (AM Peak)



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)

20	and below	
20	-	30
30	-	45
45	and above	

Freeway Geometric Coloring Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

Freeway LOS Coloring Density (Veh/Mi/Ln)

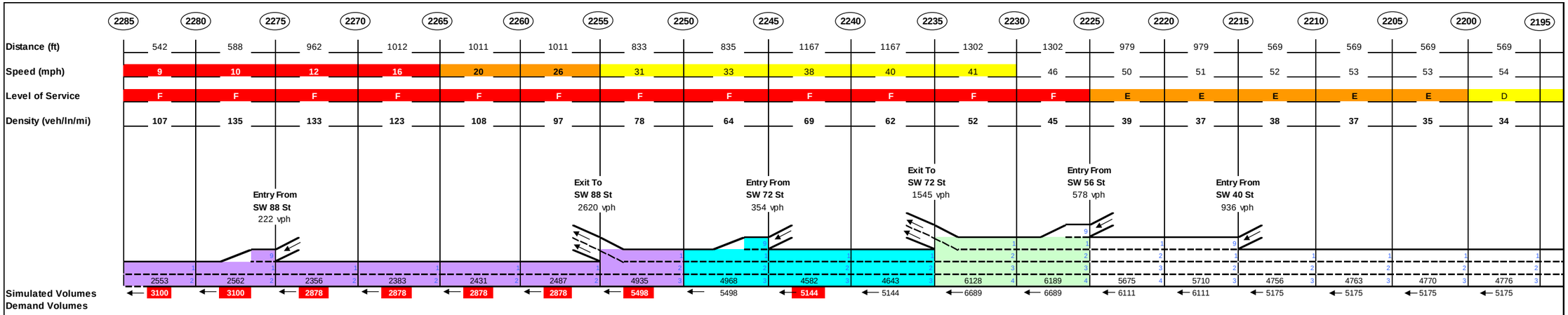
LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

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

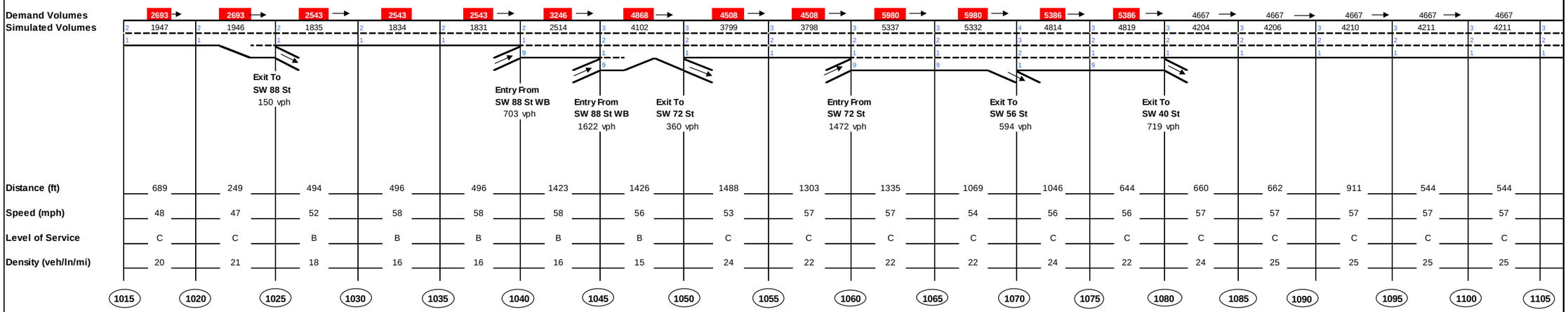
Density Calculations from CORSIM not equivalent to calculations from HCM 2010

LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.9 – 2045 No-Build Alternative CORSIM Analysis Lane Schematic (AM Peak)



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring Density (Veh/LN/Hour)

Freeway LOS Coloring Density (Veh/Mi/Ln)

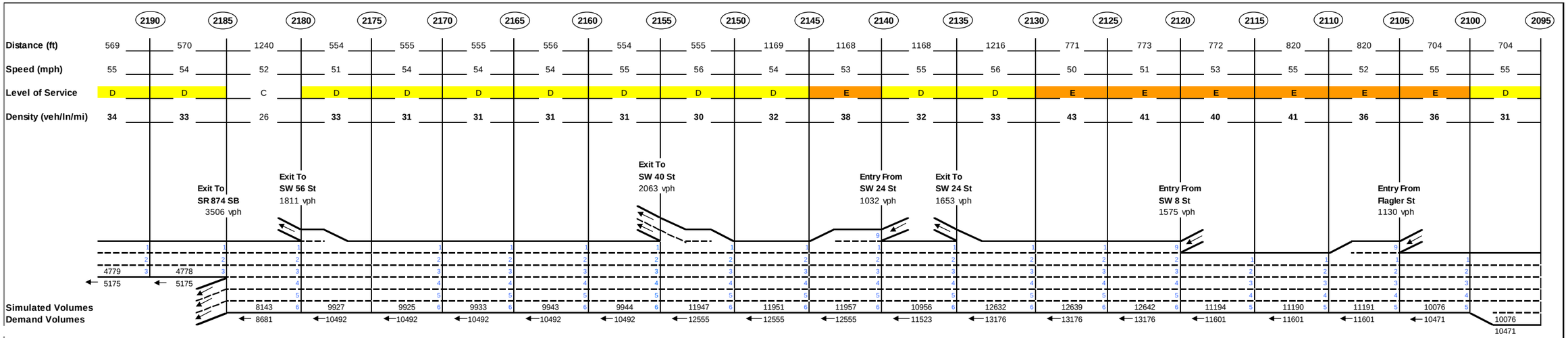
Speed (mph)		Density (Veh/LN/Hour)		Density (Veh/Mi/Ln)	
20 and below		Density above	75	LOS A to C	< 28
20 - 30		Density above	55	LOS D	28 - 35
30 - 45		Density above	43	LOS E	35 - 43
45 and above				LOS F	> 43

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

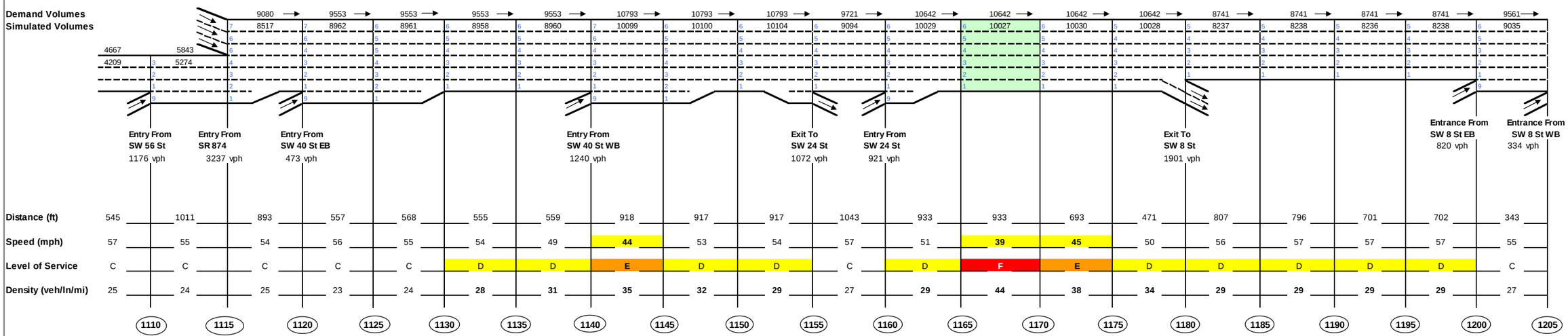
Density: Calculations from CORSIM not equivalent to calculations from HCM 2010

LOS: Letter Grades based on density ranges specified in HCM 2010

Figure 7.10 – 2045 No-Build Alternative CORSIM Analysis Lane Schematic (PM Peak)



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

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

Density above 75
Density above 55
Density above 43

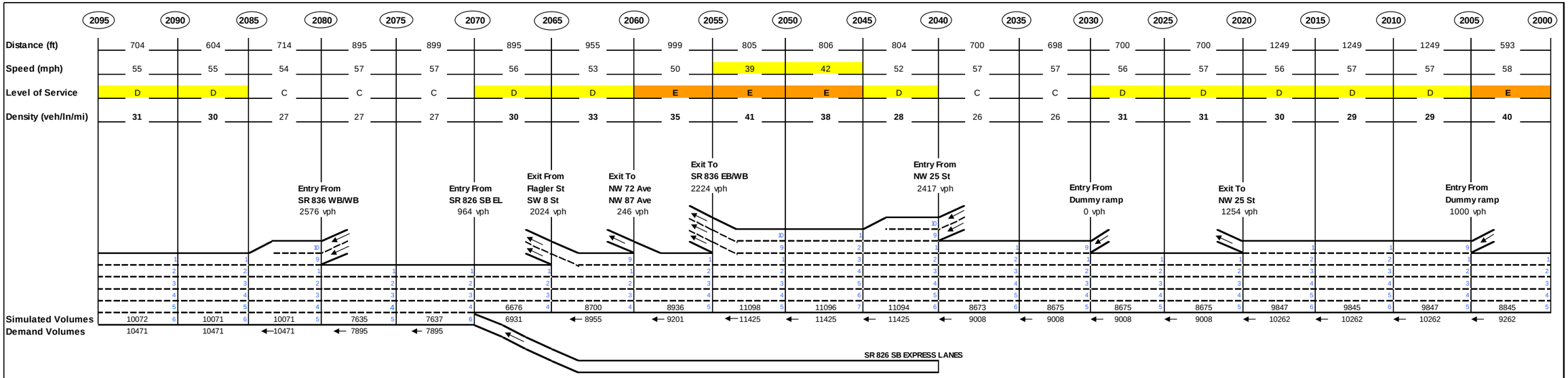
Freeway LOS Coloring
Density (Veh/Mi/Ln)

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

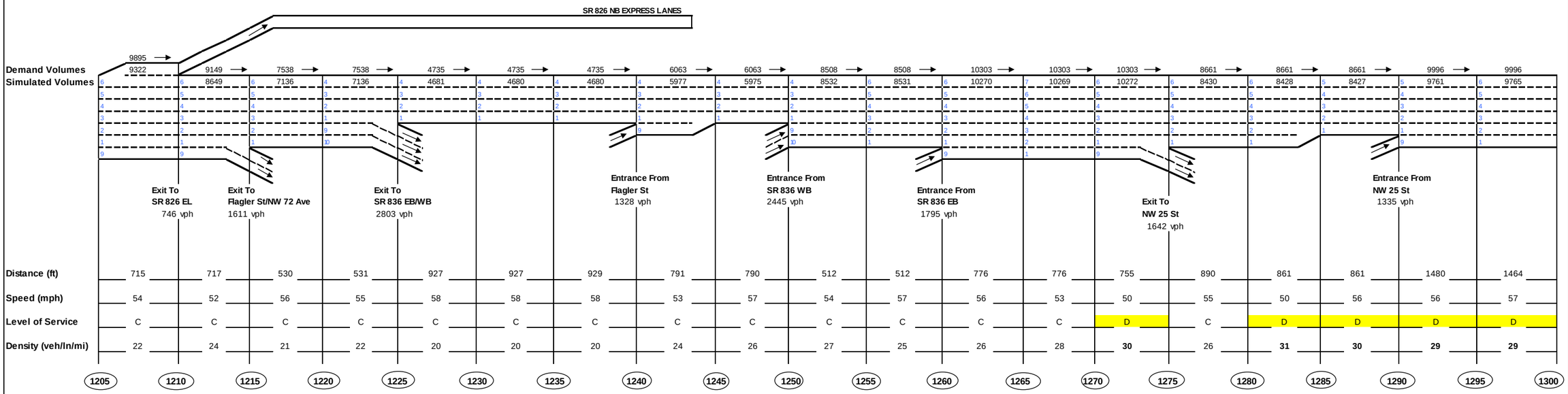
900 → Demand volume highlighted if simulated falls below = **90%**
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.10 – 2045 No-Build Alternative CORSIM Analysis Lane Schematic (PM Peak)



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)

20 nd below	
20 - 30	
30 - 45	
45 nd above	

Freeway Geometric Coloring Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

Freeway LOS Coloring Density (Veh/Mi/Ln)

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

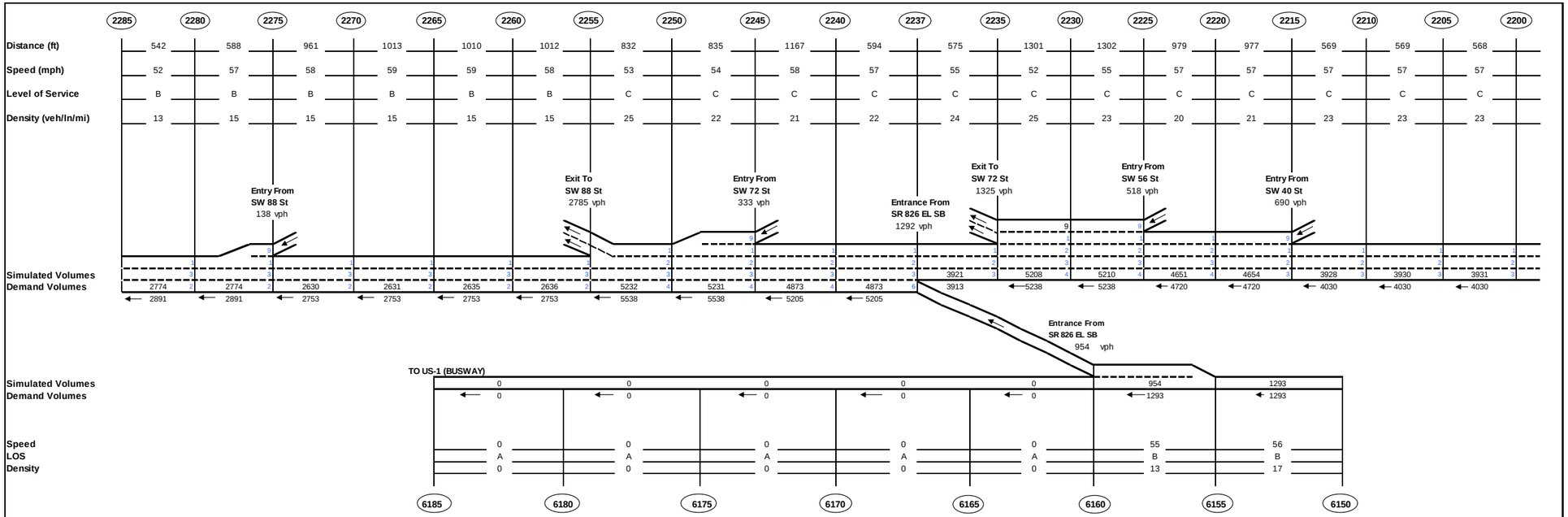
900 → Demand volume highlighted if simulated falls below = 90%

809 Simulated volume

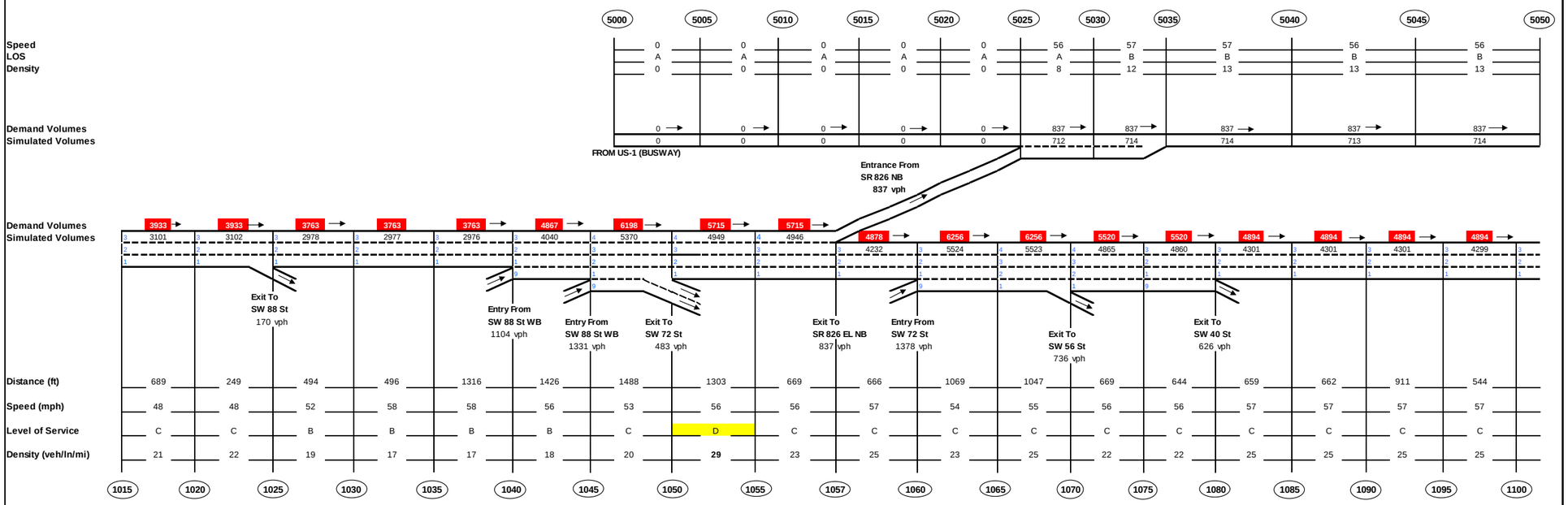
Density Calculations from CORSIM not equivalent to calculations from HCM 2010

LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.10 – 2045 No-Build Alternative CORSIM Analysis Lane Schematic (PM Peak)



SR 826 - SOUTHBOUND

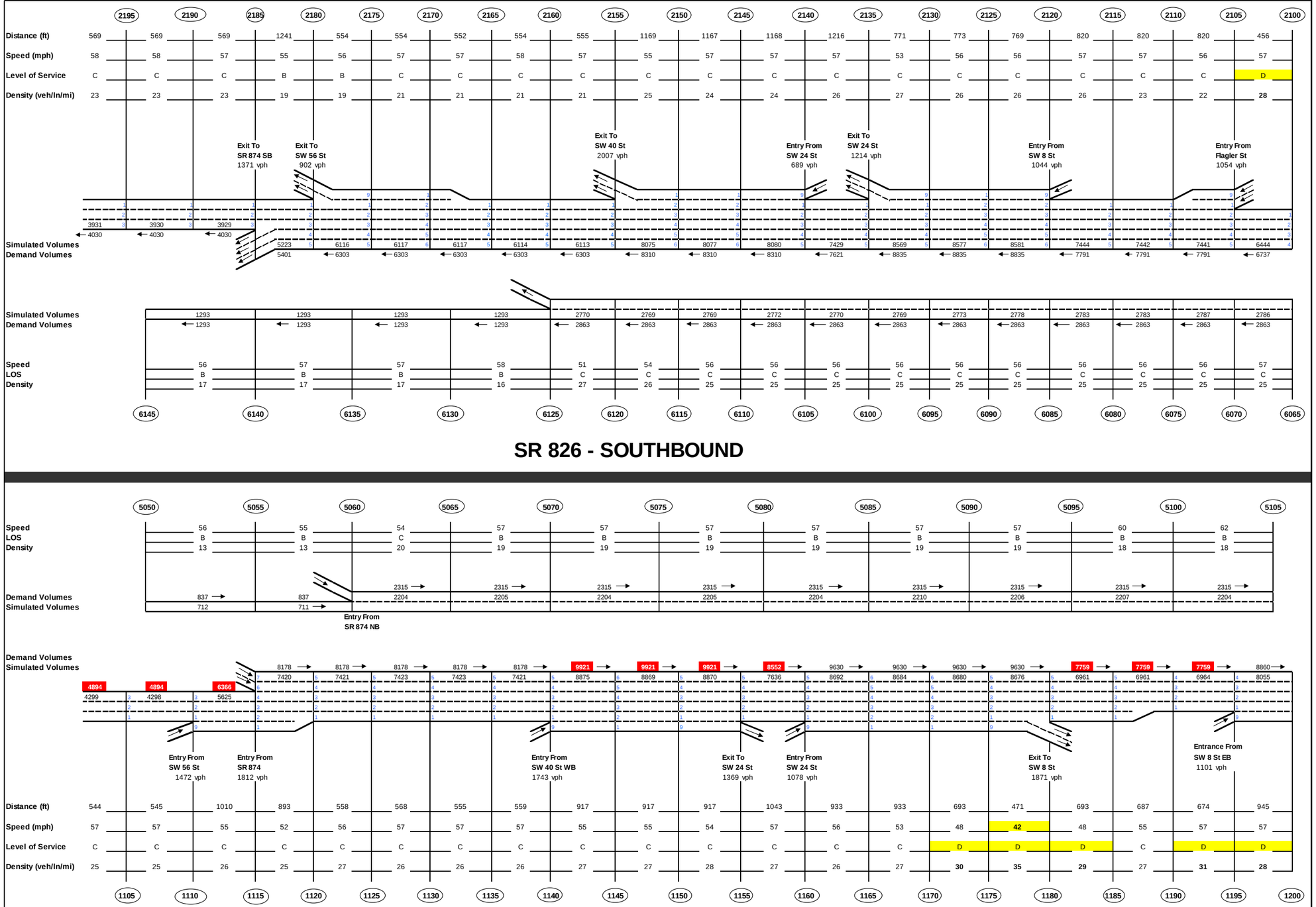


SR 826 - NORTHBOUND

LEGEND

- 511 — Node Number
- Freeway Geometric Coloring, Density (Veh/LN/Hour): Speed (mph) — 20 and below; 20 - 30; 30 - 45; 45 and above
- Density above 75; Density above 55; Density above 43
- Freeway LOS Coloring, Density (Veh/Mi/Ln): LOS A to C < 28; LOS D 28 - 35; LOS E 35 - 43; LOS F > 43
- 900 → Demand volume highlighted if simulated falls below = 90%
- 809 — Simulated volume
- Density — Calculations from CORSIM not equivalent to calculations from HCM 2010
- LOS — Letter Grades based on density ranges specified in HCM 2010

Figure 7.11 – 2045 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak)



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

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

Density above 75
Density above 55
Density above 43

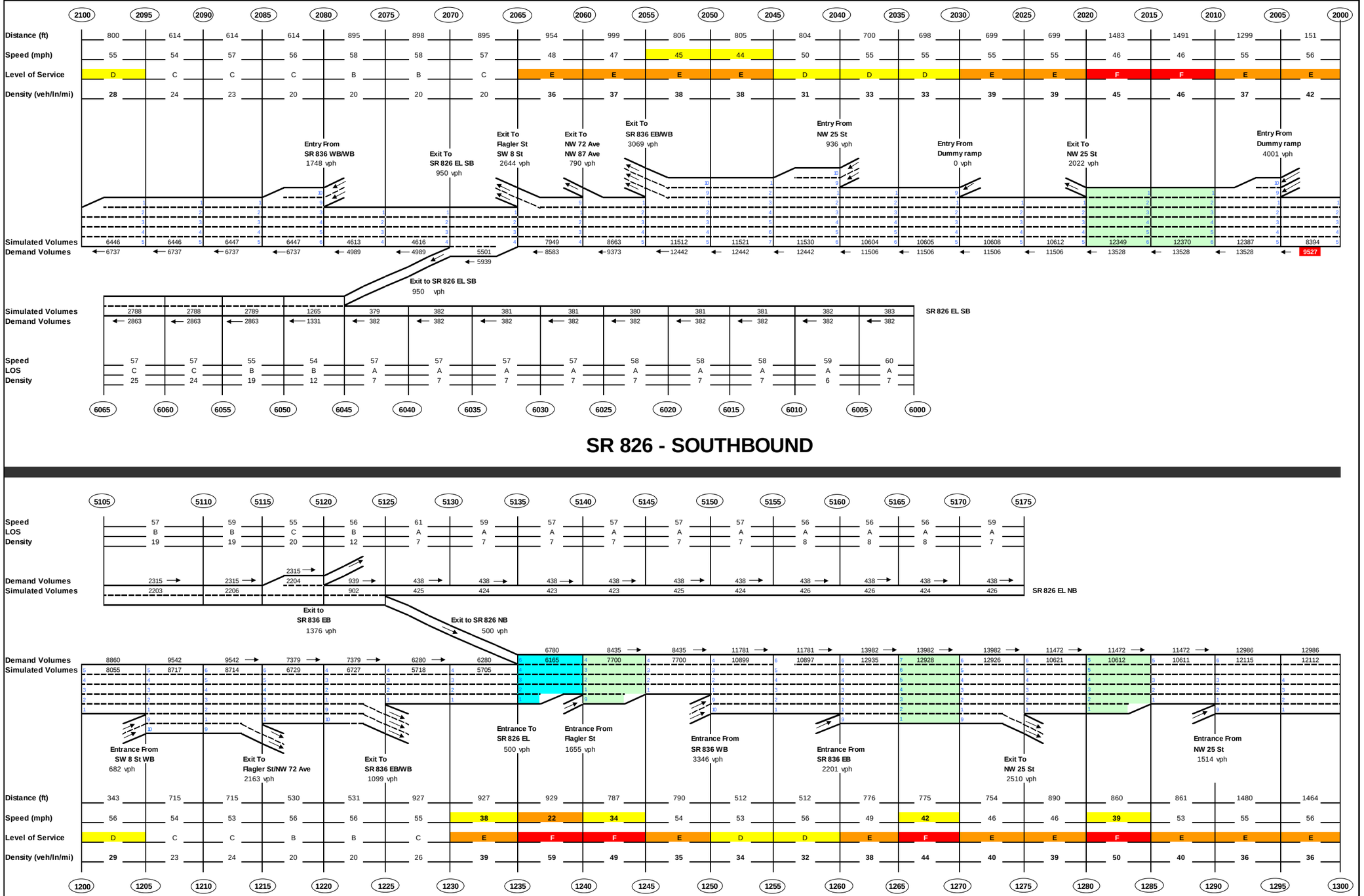
Freeway LOS Coloring
Density (Veh/Mi/Ln)

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

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

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.11 – 2045 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak)



LEGEND

511 Node Number

Speed (mph)

20 and below	
20 - 30	
30 - 45	
45 and above	

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

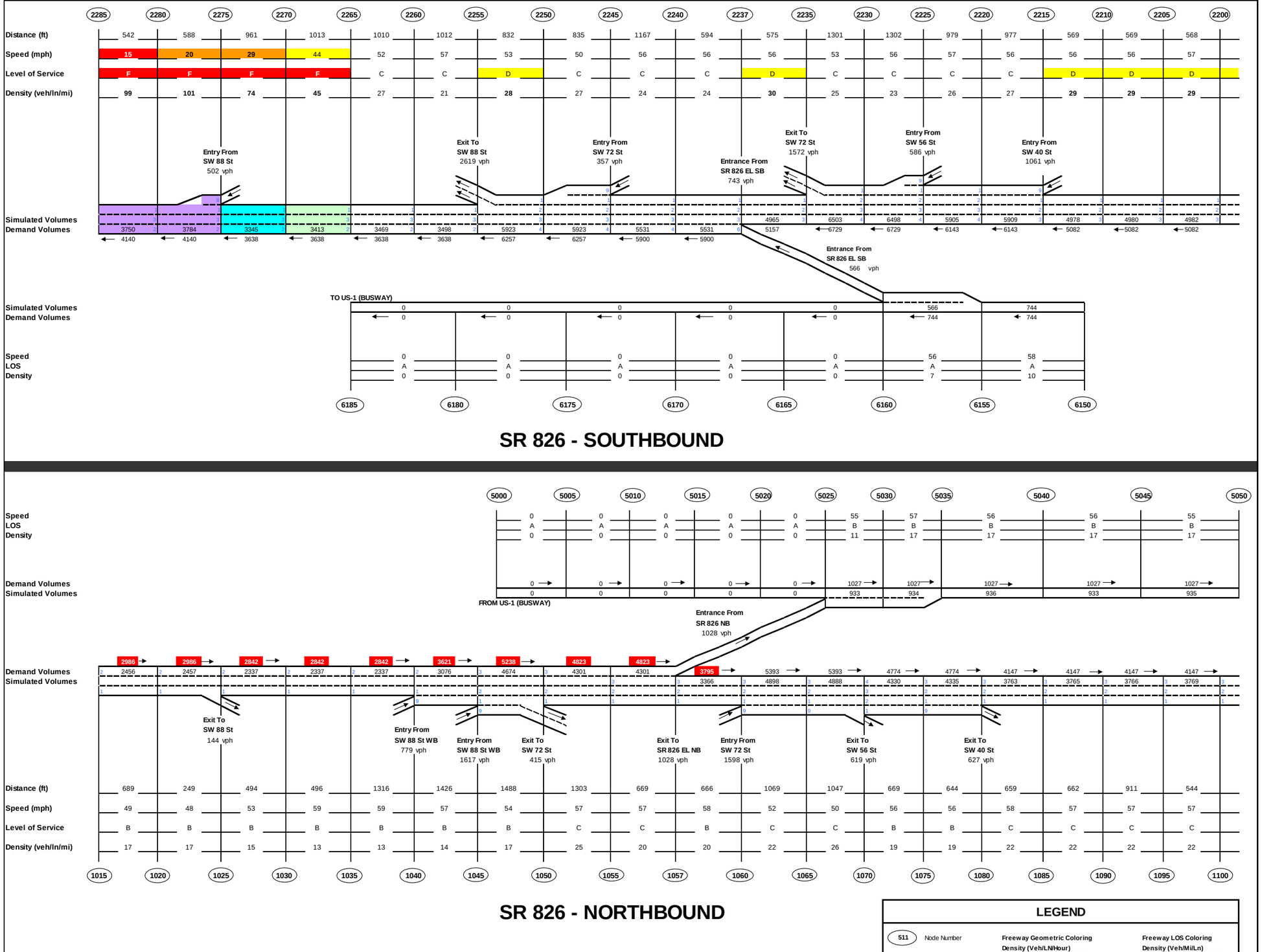
Freeway LOS Coloring
Density (Veh/Mi/Ln)

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

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

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.11 – 2045 Preferred Alternative CORSIM Analysis Lane Schematic (AM Peak)



LEGEND

511 — Node Number

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

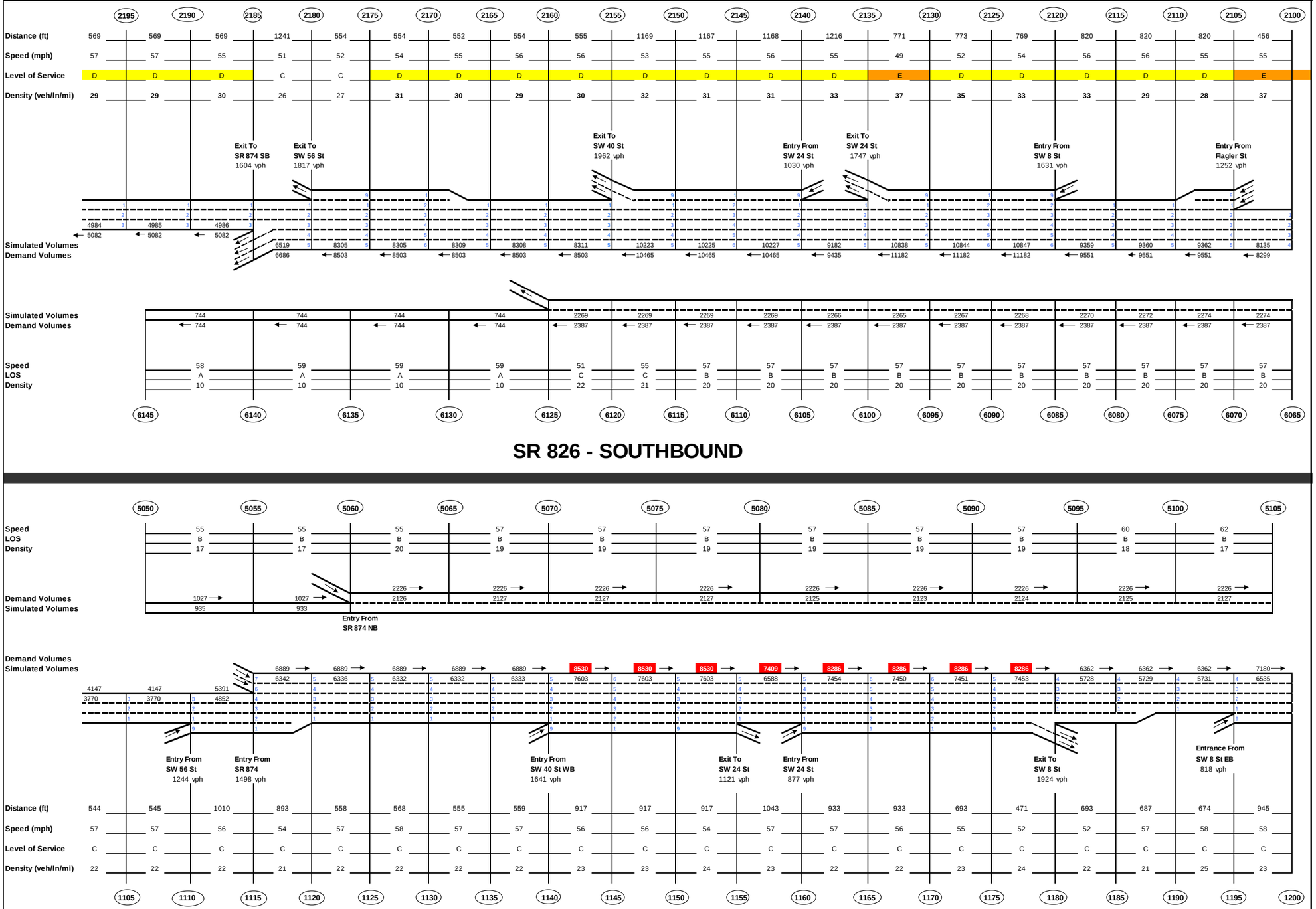
Freeway Geometric Coloring Density (Veh/LN/Hour)
- Density above 75
- Density above 55
- Density above 43

Freeway LOS Coloring Density (Veh/Mi/Ln)
- LOS A to C < 28
- LOS D 28 - 35
- LOS E 35 - 43
- LOS F > 43

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

Density — Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS — Letter Grades based on density ranges specified in HCM 2010

Figure 7.12 – 2045 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak)



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

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

Density above 75
Density above 55
Density above 43

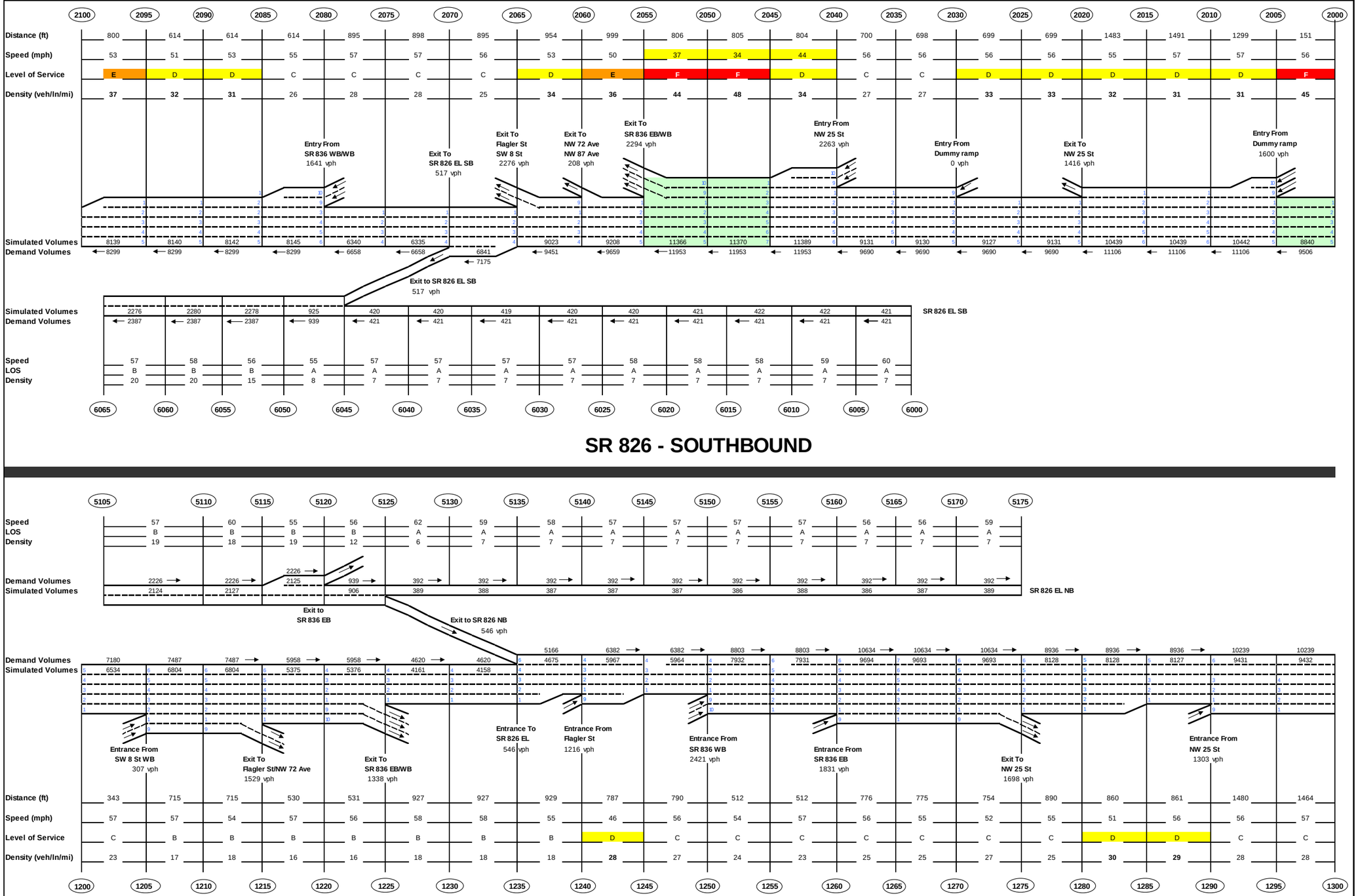
Freeway LOS Coloring
Density (Veh/Mi/Ln)

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

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

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.12 – 2045 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak)



LEGEND

511 Node Number

Speed (mph)

20 and below	
20 - 30	
30 - 45	
45 and above	

Freeway Geometric Coloring Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

Freeway LOS Coloring Density (Veh/Mi/Ln)

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

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

809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010

LOS Letter Grades based on density ranges specified in HCM 2010

Figure 7.12 – 2045 Preferred Alternative CORSIM Analysis Lane Schematic (PM Peak)

2045 No-Build Alternative

In the 2045 No-Build Condition, the CORSIM results indicate that the following segments of SR 826 will experience substandard operating conditions (see **Figures 7.7 and 7.8**):

- **Northbound SR 826 from SW 56th Street on-ramp to SW 24th Street off-ramp** – The results indicate that operations along this segment of SR 826 are expected to be at LOS E or F conditions during the AM peak period. Average operating speeds are expected to range from approximately 25 to 30 mph along this segment during the AM peak period.
- **Northbound SR 826 from eastbound SR 836 on-ramp to NW 25th Street off-ramp** – The results indicate that operations along this segment of SR 826 are expected to be at LOS E or F conditions during AM peak periods Average operating speeds are expected to range from approximately 40 to 45 mph during the AM peak.
- **Southbound SR 826 from south of NW 25th Street to NW 72nd Avenue off-ramp** – The results indicate that operations along this segment of SR 826 are expected to be at LOS E conditions during the PM peak period. Average operating speeds are expected to range from approximately 40 to 50 mph during the PM peak.
- **Southbound SR 826 from north of Flagler Street on-ramp to north of SW 24th Street off-ramp** – The results indicate that operations along this segment of SR 826 are expected to be at LOS E conditions during the PM peak period. Average operating speeds are expected to range from approximately 50 to 55 mph during the PM peak.
- **Southbound SR 826 from north of SW 40th Street on-ramp to US 1** – The results indicate that operations along this segment of SR 826 are expected to be at LOS E/F conditions during PM peak period. Average operating speeds are expected to range from approximately 10 to 50 mph during the PM peak.

2045 Preferred Alternative

The CORSIM results for the Preferred Alternative indicate substantial improvements in traffic operations along SR 826 when compared to the No-Build Alternative (see **Figures 7.9 and 7.10**). Results indicate that most segments of the SR 826 general use lanes will operate at LOS D or better in the AM and PM peak periods. In addition, operating speeds within most segments will be above 45 mph throughout the AM and PM peak periods. Traffic flow throughout the express lanes will operate at LOS D or better and operating speeds are maintained above 50 mph. Notwithstanding these improvements, some congestion is expected along the following segments of SR 826:

- **Northbound SR 826 general use lanes from south of the Flagler Street on-Ramp to NW 25th Street** – The results indicate that operations throughout much of this segment of SR 826 are expected to be at LOS E or F conditions during the AM peak period. Average operating speeds are expected to range from approximately 20 mph to 50 mph along this segment during the AM peak period. The No Build also shows traffic congestion within this segment of SR 826. However, the throughput (north of NW 25th Street) is substantially higher under the Preferred Alternative (11,856 vph) when compared to the No Build (11, 378 vph).
- **Southbound SR 826 general use lanes from south of NW 25th Street on-ramp to the Flagler Street off-ramp** – The results indicate that operations throughout much of this segment of SR 826 are expected to be at LOS E/F conditions during the AM/PM peak periods. Average operating speeds are expected to range from approximately 45 to 50 mph during the AM peak period and approximately 35 mph to 50 mph during the PM peak period. The No Build also shows traffic congestion within this segment of SR 826. However, the throughput (south of NW 25th Street) is substantially higher under the Preferred Alternative (11,521/11,370 vph – for AM/PM peak) when compared to the No Build (11,096/10, 402 vph - for AM/PM peak).
- **Southbound SR 826 south of SW 88th Street off-ramp** – The results indicate that operations throughout much of this segment of SR 826 are expected to be at LOS F conditions during the PM peak period. Average operating speeds are expected to range from approximately 15 mph to 45 mph along this segment during the AM peak period. The No Build also shows traffic congestion within this segment of SR 826. However, the throughput (south of SW 88th Street) is substantially higher under the Preferred Alternative (3,750 vph) when compared to the No Build (2,553 vph).

System-Wide MOEs Comparison

Table 7.37 and **Table 7.38** compare the system-wide performance measures (Measures of Effectiveness, MOEs) for the No-Build Alternative and the Preferred Alternative. These performance measures may be used to assess the relative performance of the No-Build Alternative vs. the Preferred Alternative at the network-wide level. The results from the comparative assessment indicate that the Preferred Alternative generates better operating conditions for all MOEs considered for both the AM and PM peak periods in the peak traffic flow direction along SR 826. In the Preferred Alternative, average operating speeds along northbound SR 826 general use lanes (AM peak, peak direction) increase by approximately 5 mph (from 46 mph to 51 mph) and throughput increases by approximately 1,020 vehicles (10.0% above No-Build). In the southbound direction along SR 826 (PM peak, peak direction), average operating speeds in the general use lanes show an increase of approximately 10 mph (from 40 mph to 50 mph) and throughput increases by approximately 470 vehicles (4% above No-Build).

The networkwide MOEs indicate that the Preferred Alternative performs better in terms of total vehicle miles travelled (5.4%/9.7% increase in AM/PM peak); vehicle hours of delay (decrease by 2.3%/15.6 in AM/PM peak) and average operating speeds (increase by 2.7%/6% in AM/PM peak).

Table 7.37 - Comparison of No-Build vs. Build – Microsimulation Analysis (AM Peak)

2045 AM PEAK PERIOD – SR 826 NORTHBOUND (Peak Direction)				
MOE	**Location**	**No-Build**	**Build**	**Comments**
Average Speed SR 826 General Use Lanes (mph)	SR 826 NB Links (from US 1 to NW 25 Street)	46	51	Build performs better
Average Travel Time SR 826 General Use Lanes (minutes)	SR 826 NB Links (from US 1 to NW 25 Street)	11:25	10:16	Build performs better
Throughput - all lanes (vehicles)	NB Traffic, north of Bird Road On-Ramp	10,051	11,073	Build performs better
2045 AM PEAK PERIOD – NETWORK-Wide				
Vehicle-Miles Travelled	Network-wide	941,601	992,639	Build performs better
Vehicle-Hours Delay Time	Network-wide	7,521	7,351	Build performs better
Average Speed (mph)	Network-wide	37	38	Build performs better

Table 7.38 - Comparison No-Build vs. Build – Microsimulation Analysis (PM Peak)

2045 PM PEAK PERIOD – SR 826 SOUTHBOUND (Peak Direction)				
MOE	**Location**	**No-Build**	**Build**	**Comments**
Average Speed SR 826 General Use Lanes	I-95 SB Links	40	50	Build performs better
Average Travel Time SR 826 General Use Lanes (minutes)	I-95 SB Links	13.39	10:55	Build performs better
Throughput - all lanes (vehicles)	SB Traffic, north of SW 24 Street Off-Ramp	12,639	13,111	Build performs better
2045 PM PEAK PERIOD – NETWORK-Wide				
Vehicle-Miles Travelled	Network-wide	994,598	1,004,233	Build performs better
Vehicle-Hours Delay Time	Network-wide	11,138	9,403	Build performs better
Average Speed (mph)	Network-wide	33	35	Build performs better

8.0 OTHER CONSIDERATIONS

8.1 ENVIRONMENTAL CONSIDERATIONS

This section summarizes the environmental impacts and results as part of the preferred alternative proposed improvements.

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

Section 4(f) – Two publicly-owned parks are adjacent to the project corridor: Tropical Park and Humble Mini Park. The preferred alternative would expand the right of way without encroaching on areas within these two parks. Therefore, no direct impacts are expected to these parks.

Wetlands – No viable vegetated wetland resources exist within the project corridor. The existing surface waters within the project study area all provide low quality habitat due to their location within a densely developed urban area and proximity to the existing roadway corridor. The proposed surface water impacts will occur to excavated stormwater management facilities associated with SR 826 in which water quality/quantity impacts will be addressed through improvements to the existing stormwater management system. Therefore, compensatory mitigation is not proposed, and a wetland functional assessment was not conducted as part of the Natural Resource Evaluation (NRE) Report.

Protected Species and Habitat – The preferred alternative was evaluated for potential occurrences of federally listed and state-listed animal and plant species. Based on this evaluation, a total of six federally listed animal species, four state-listed animal species, and three state-listed plant species were identified as potentially occurring within the limits of the preferred alternative. Additionally, while not state or federally listed under the Endangered Species Act, the bald eagle and osprey were included in the protected species analysis due to the regulatory protections associated with these species. **Table 8.1** provides a summary of the federally listed and state-listed animal and plant species with potential to occur within the limits of the preferred alternative, along with their corresponding effect determinations.

Table 8.1 - Listed/Protected Wildlife Species, Designation, and Potential for Occurrence

Common Name	Scientific Name	Federal Status	State Status	Occurrence Potential
Mammals				
Florida Bonneted Bat	*Eumops floridanus*	E	FE	Low
West Indian Manatee[1]	*Trichechus manatus*	E	FE	High
Reptiles				
American Crocodile	*Crocodylus acutus*	T	FT	Low
Eastern Indigo Snake	*Drymarchon corais couperi*	T	FT	Low
Birds				
Bald Eagle[2]	*Haliaeetus leucocephalus*	NL	NL	Moderate
Osprey[2]	*Pandion haliaetus*	NL	NL	High
Everglade Snail Kite	*Rostrhamus sociabilis plumbeus*	E	FE	Low
Wood Stork	*Mycteria americana*	T	FT	Moderate
Little Blue Heron	*Egretta caerulea*	NL	ST	Moderate
Reddish Egret	*Egretta rufescens*	NL	ST	Low
Roseate Spoonbill	*Platalea ajaja*	NL	ST	Low
Southeastern American Kestrel	*Falco sparverius paulus*	NL	ST	High

Notes: Federal Status: E = Endangered, T = Threatened, NL = Not Listed
State Status: FE = Federally-designated Endangered, FT = Federally-designated threatened, NL = Not Listed, ST = State threatened

[1] The West Indian manatee, including the Florida manatee subspecies, is also federally-protected by the *Marine Mammal Protection Act*.
[2] The bald eagle is not listed by the FWS or FWC but still federally-protected by the *Bald and Golden Eagle Protection Act* and the *Migratory Bird Treaty Act*.

Critical Habitats – Critical Habitat for the West Indian manatee exists within the proposed limits of the preferred alternative. Although construction will occur within the limits of these water bodies, no adverse impacts to the limits of these waterways are anticipated to occur. Therefore, no long term adverse impacts to these waterways will occur as a result of this project.

Contamination – A total of 23 sites of potential environmental concern were identified for the project corridor; four sites were rated as High risk, six sites were rated as Medium risk, four sites were rated as Low risk, and nine sites were rated as No risk. Remaining sites identified in the above-referenced sources are not considered to pose potential contamination concerns because of the current regulatory status of the site and/or the distance from the project corridor. The FDOT District Six Planning and Environmental Management Office will utilize this information to determine the need for additional investigation during the design phase of the project. The Level II Contamination Assessment investigation may be conducted prior to any right of way acquisition and/or prior to the

design phase, should any become necessary. Based on the findings of updated future review and Level II investigation, the design engineers may be instructed to avoid the areas of concern or to include special provisions with the plans to require that the construction activities performed in the areas of concern be performed or supervised by a contamination assessment and remediation contractor specified by the FDOT.

Cultural Resources Assessment Survey (CRAS) – A CRAS is being completed as part of the PD&E Study. This section will be updated once the report is complete.

Noise – The information presented in this section is a summary of the SR 826 Noise Study Report (NSR), companion document to this study. A traffic noise study was performed in accordance with 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise (January 14, 2019), and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook (January 1, 2016).

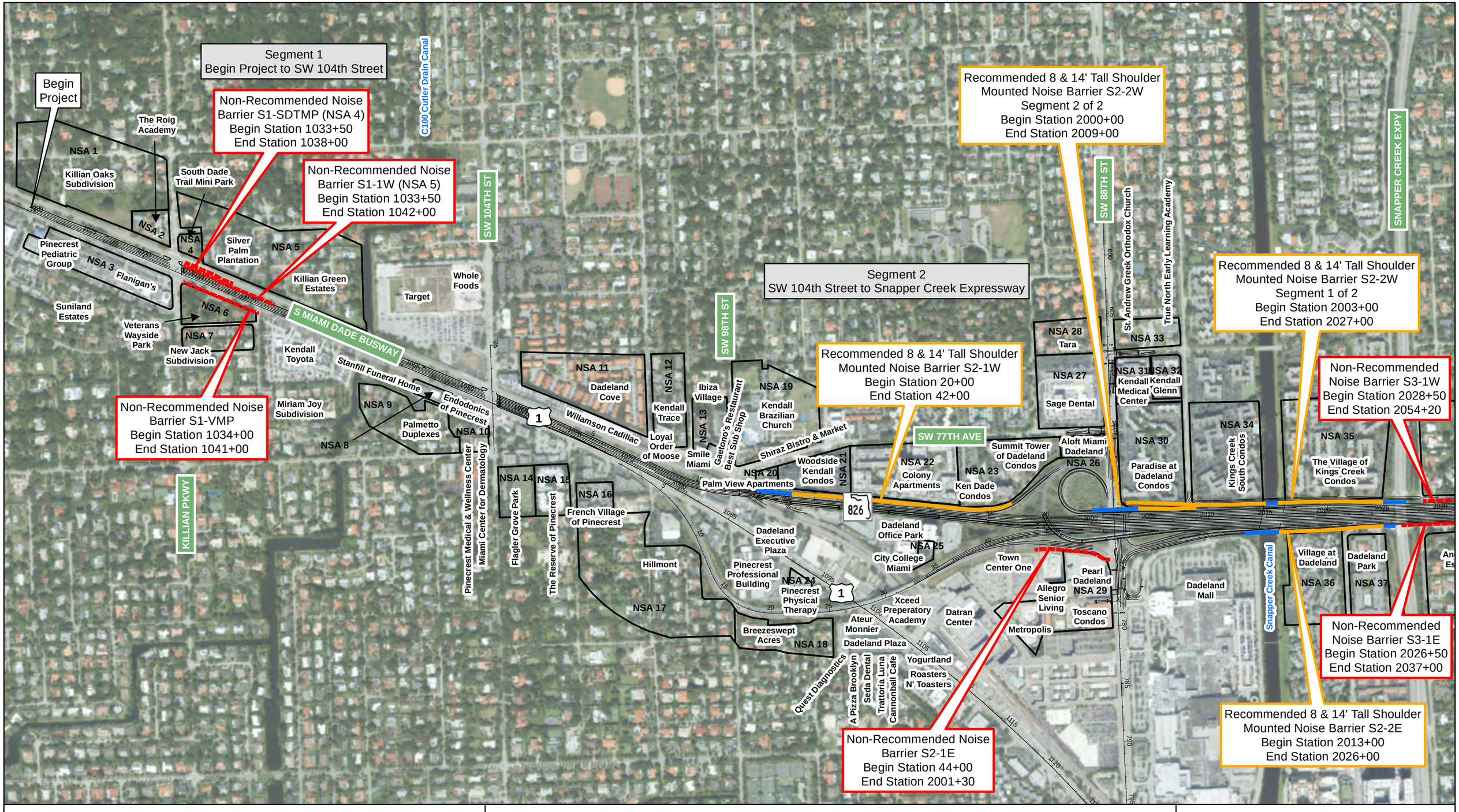
Design year (2045) traffic noise levels for the preferred alternative will approach, meet, or exceed the NAC at 824 residences and 12 special land use sites within the project limits. In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for those impacted noise sensitive sites.

Noise barriers were not considered a feasible abatement option at 56 impacted residences within NSAs 7, 28, 29, 44, 47, 65, 66, 67 and eight special land use sites within NSAs 26, 48, 56, 69, 72, 75, 79, and 93. Noise barriers at these locations would restrict access to these sites and/or other properties, would require additional right of way to be acquired or represents an isolated impacted residence. The locations of these NSAs are depicted in **Figure 8.1**.

Noise barriers were evaluated for 768 of 824 residences and four of the 12 special land use sites that approach, meet, or exceed the NAC. Twenty-five separate CNEs were used to assess noise barriers at these locations. The results of the noise barrier analysis for each of these CNEs are summarized in **Table 8.2**. Of the 25 CNEs presented in **Table 8.2**, noise barriers are recommended for further consideration during the project's design phase and for public input at 14 locations. Noise barriers are not recommended for further consideration at 11 locations. The locations and limits of the noise barriers (both recommended and not recommended) are depicted on **Figure 8.1** and presented in **Table 8.2**.

The 14 CNEs where noise barriers are recommended include: S2-1W, S2-2E, S2-2W, S4-1E, S5-1E, S5-1W, S6-1E, S6-1W, S7-1E, S7-1W, S8-1E, S8-1SW, S8-2SW, and S9-1E. Noise barriers at six of the 14 CNEs were determined to be preliminarily feasible and cost reasonable for the noise sensitive sites (i.e., S2-1W, S2-2E, S2-2W, S4-1E, S5-1E, and S8-2SW). The cost per benefited receptor site at these six conceptual noise barrier design locations are within FDOT's noise barrier cost criteria of equal to or less than $42,000 per benefited receptor site and they will meet FDOT's noise reduction reasonableness criteria of 7 dB(A) at one or more impacted sites.

Noise barriers at eight of the 14 CNEs where noise barriers have been recommended for further consideration represent replacement noise barriers (i.e., S5-1W, S6-1E, S6-1W, S7-1E, S7-1W, S8-1E, S8-1SW, and S9-1E). At these locations, the existing noise barriers or segments of the existing noise barriers, would be physically impacted by the proposed improvements and be required to be removed. The conceptual designs of these replacement noise barriers would be, at a minimum, an in-kind replacement or optimized to maximize the amount of noise reduction at the impacted residences in order to maintain the FDOT's previous noise commitments. In addition, the recommended conceptual noise barrier designs will meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. Since these are replacement noise barriers, the reasonable cost criteria of equal to or less than $42,000 per benefited receptor site is not applicable since these barriers.



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
SR 836/Dolphin Expressway Express Lanes
Miami-Dade County, Florida
FPID: 432639-1-22-01

FDOT

Date: October 2019

Recommended Noise Barrier

Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

Noise Barrier Recommendation Map Sheet 1 of 4

FIGURE 8.1
SHEET 8-3

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-2W
Segment 1 of 2
Begin Station 2003+00
End Station 2027+00

Non-Recommended Noise Barrier S3-1W
Begin Station 2028+50
End Station 2054+20

Segment 3
Snapper Creek Expressway to SW 72nd Street

Non-Recommended Noise Barrier S4-1W
Begin Station 2057+00
End Station 2077+00

Non-Recommended Noise Barrier S4-MMPC
Begin Station 2073+00
End Station 2105+00

Segment 4
SW 72nd Street to SW 56th Street

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S5-1W
Begin Station 113+00
End Station 73+50
(Replacement Noise Barrier)

Non-Recommended Noise Barrier S5-2W
Segment 1 of 2
Begin Station 50+00
End Station 90+00

Segment 5
SW 56th Street to SW 40th Street

Recommended 8' Tall Shoulder Mounted Noise Barrier S4-1E
Begin Station 2058+00
End Station 2106+00

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S5-1E
Segment 2 of 2
Begin Station 2106+00
End Station 2116+00

Recommended 14' Tall Shoulder Mounted Noise Barrier S5-1E
Segment 1 of 2
Begin Station 2109+00
End Station 2122+00

Recommended 8 & 14' Tall Shoulder Mounted Noise Barrier S2-2E
Begin Station 2013+00
End Station 2026+00

Non-Recommended Noise Barrier S3-1E
Begin Station 2026+50
End Station 2037+00

Non-Recommended Noise Barrier S3-2E
Begin Station 2040+00
End Station 2047+00

SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
SR 836/Dolphin Expressway Express Lanes
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: October 2019

Recommended Noise Barrier

Height

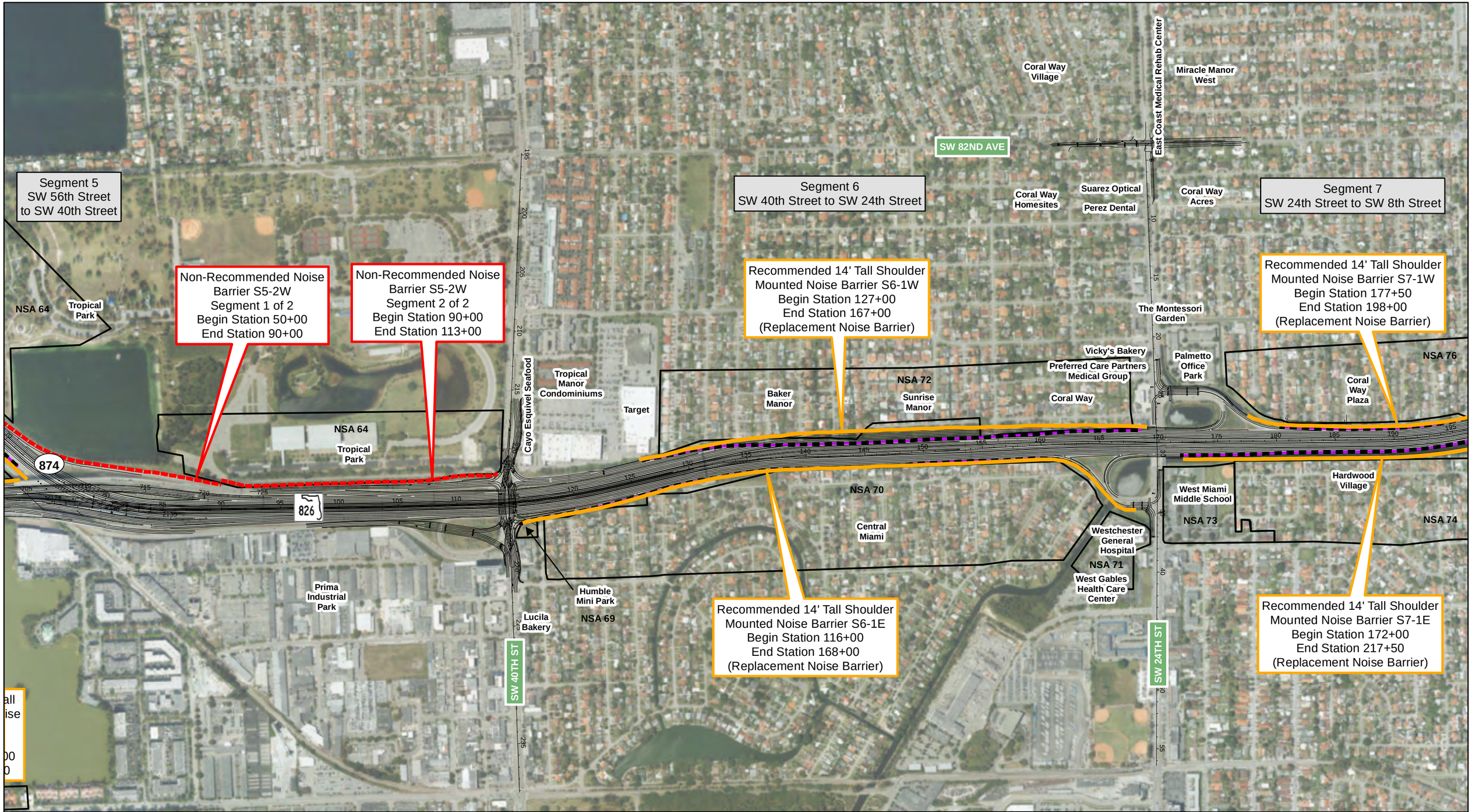
- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

Noise Barrier Recommendation Map
Sheet 2 of 4

FIGURE 8.1
SHEET 8-4



SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
SR 836/Dolphin Expressway Express Lanes
Miami-Dade County, Florida
FPID: 432639-1-22-01

Date: October 2019

Recommended Noise Barrier

Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

Noise Barrier Recommendation Map Sheet 3 of 4

FIGURE 8.1
SHEET 8-5

Gila Medical Center
Coral Reef Medical Group
Manuel Salazar Dentist Office
Cebiche'sPlace
A&Y Medical Rehab Center
Premiere Banquet Hall
Dr. Reytor Medical Center
Becerra's Family Dentistry
Sabucedo Nephrology Group
Juventus Cosmetic Surgery
Ana Vivian Subdivision
Oasis Medical Center
Medicus Health Group
New Horizon Preschool
Mojitos
Wellmax Medical Center
Glademoor
Arrowhead Kindergarten
Miracle Manor
Coral Way Plaza
Hardwood Village
Tamiami Baptist Church
Apple Learning Center
Flagami Elementary School
Miami Gateway
Miami Medical Center
Palmetto Sub Acute Care Center
Sunset Heights
Sonia's Seafood
The Childrens Place
Vision World
Flagami West Segment A1
Flagami West Segment A2
Flagami West Segment B
Taveras Dentistry
Seminole Elementary School
Flagami East
Flagami East Segment A2
Flagami East Segment A1
Ceviche 7 Mares
Family Practice and Gastroenterology
Evolutionary Dentistry
G&G Medical Center
Taurus Building
Leon Medical Centers - Flagler
Interamerican Community Church
Mall of the Americas
Dolphin View Condos
Royal Palms Apartments
Office Park of MICC
Estancia Hotel & Suites
Cafe Kabana
Winona Park
Days Inn
Double Tree

NSA 92
NSA 82
NSA 81
NSA 80
NSA 79
NSA 91
NSA 94
NSA 95
NSA 96
NSA 97
NSA 98
NSA 93
NSA 90
NSA 76
NSA 75
NSA 74
NSA 77
NSA 78
NSA 88
NSA 87
NSA 85
NSA 86
NSA 84
NSA 83
NSA 99
NSA 100

Segment 7
SW 24th Street to SW 8th Street

Segment 8
SW 8th Street
to W Flagler St

Segment 9
W Flagler St to End Project

Recommended 14' Tall Shoulder Mounted Noise Barrier S7-1W
Begin Station 177+50
End Station 198+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S7-1E
Begin Station 172+00
End Station 217+50
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S8-2SW
Begin Station 1873+00
End Station 224+50

Recommended 14' Tall Shoulder Mounted Noise Barrier S8-1SW
Begin Station 231+00
End Station 2248+00
(Replacement Noise Barrier)

Recommended 14' Tall Shoulder Mounted Noise Barrier S8-1E
Segment 1 of 2
Begin Station 227+00
End Station 2246+00
(Replacement Noise Barrier)

Recommended 8' Tall Shoulder Mounted Noise Barrier S8-1E
Segment 2 of 2
Begin Station 2246+00
End Station 2252+00
(Replacement Noise Barrier)

Non-Recommended Noise Barrier S9-1W (Segment 1 of 2)
Begin Station 2270+00
End Station 3285+00

Non-Recommended Noise Barrier S9-1W (Segment 2 of 2)
Begin Station 2270+00
End Station 12+00

Recommended 14' Tall Shoulder Mounted Noise Barrier S9-1E
Begin Station 2262+00
End Station 2273+00
(Replacement Noise Barrier)

End Project

SW 82ND AVE
TAMIAMI BLVD
SW 8TH ST
W FLAGLER ST
Tamiami Canal
Coral Gables Canal

41
826
836

SR 826/Palmetto Expressway from
US 1/SR 5/South Dixie Highway to
SR 836/Dolphin Expressway Express Lanes
Miami-Dade County, Florida
FPID: 432639-1-22-01

FDOT

Date: October 2019

Recommended Noise Barrier

Height

- 8-Foot Tall
- 14-Foot Tall

- Non-Recommended Noise Barrier
- Existing Noise Barrier To Be Replaced
- Existing Noise Barrier
- Proposed Improvements
- Noise Sensitive Areas

0 300 600 1,200 Feet

Noise Barrier Recommendation Map
Sheet 4 of 4

FIGURE 8.1
SHEET 8-6

Table 8.2 - Noise Barrier Evaluation Summary and Recommendations (Sheet 1 of 4)

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 1 (SR 826 from North of SW 116th Street to SW 104th Street - See Figure 4.1 Sheet 1)																	
Silver Palm Plantation and Killian Green Estates - West of US 1 between Killian Parkway and 104th Street / NSA 5	S1-1W	GM-CD3 (Ground Mounted Noise Barrier)	18	850	1033+50	1042+00	3	3	8	11	7.2	9.2	$459,000	$41,727	YES	NO	Represents the optimal conceptual noise barrier design at this location but is not recommended for further consideration and public input during the project's design phase. The additional construction costs associated with utility relocations (i.e., overhead electric) and drainage modifications to accommodate the noise barrier at this location would result in an exceedance of the Reasonableness Cost Criteria.
South Dade Trail Mini Park - West of US 1 between Killian Parkway and 104th Street / NSA 4	S1-1SDTMP	SDTMP-CD3 (Ground Mounted Noise Barrier)	22	450	1033+50	1038+00	Special Land Use	--	--	--	5.0	5.0	$297,000	--	NO	NO	The conceptual design does not meet either FDOT's 7.0 dB(A) Noise Reduction Design Goal or the Reasonableness Cost Criteria for special land uses. A noise barrier is not recommended for further consideration or public input during the project's design phase.
Veterans Wayside Park - East of US 1 and North of Killian Parkway / NSA 6	S1-VMP	VWP-CD1 (Ground Mounted Noise Barrier)	18	700	1034+00	1041+00	Special Land Use	--	--	--	7.3	14.9	$378,000	--	NO (Usage of park less than required to be cost reasonable)	NO	The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special land uses. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 2 (SR 826 from SW 104 Street to Snapper Creek Expressway - See Figure 4.1 Sheet 1)																	
Pearl Dadeland and Toscano Condos - East of SR 826 between 104th Street and Snapper Creek Expressway / NSA 29	S2-1E	GM-CD1 (Ground Mounted Noise Barrier	16	660	44+00	2001+30	94	0	5	5	6.2	7.5	$316,800	$63,360	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Woodside Kendall Condos, Colony Apartments, Ken Dade Condos, and Summit Tower of Dadeland - West of SR 826 between 104th Street and Snapper Creek Expressway / NSAs 21, 22 and 23	S2-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	8	300	20+00	23+00	55	51	81	132	9.9	13.7	$870,000	$6,591	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			14	1,900	23+00	42+00											
Village at Dadeland and Dadeland Park - East of SR 826 between 104th Street and Snapper Creek Expressway / NSA 36 and NSA 37	S2-2E	SM-CD2 (Shoulder Mounted Noise Barrier)	8	100	2013+00	2014+00	41	41	9	50	8.8	11.9	$426,000	$8,520	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			14	900	2014+00	2025+00											
			8	100	2025+00	2026+00											
Paradise at Dadeland Condos, Kings Creek South Condos and The Village at Kings Creek Condos - West of SR 826 between 104th Street and Snapper Creek Expressway / NSAs 30, 34, and 35	S2-2W	SM-CD2 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,200	2003+00	2015+00	158	60	59	119	7	9.5	$1,260,000	$10,588	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase. Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			8	100	2015+00	2016+00											
			14	900	2016+00	2025+00											
			8	200	2025+00	2027+00											
		SM-CD2 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	8	400	2000+00	2004+00											
			14	500	2004+00	2009+00											

Table 8.2 - Noise Barrier Evaluation Summary and Recommendations (Sheet 2 of 4)

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 3 (Snapper Creek Expressway to SW 72nd Street/Sunset Drive - See Figure 4.1 Sheet 2)																	
Andrews Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 39	S3-1E	SM-CD4 (Shoulder Mounted Noise Barrier)	14	1,050	2026+50	2037+00	3	3	5	8	7.3	10.4	$441,000	$55,125	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Windsor Estates - East of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 39	S3-2E	GM-CD1 (Ground Mounted Noise Barrier)	14	700	2040+00	2047+00	3	3	0	3	8.9	9.8	$294,000	$98,000	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Kendall Creek Grove and Jennings Estates - West of SR 826 between Snapper Creek Expressway and SW 72nd Street / NSA 38	S3-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	14	2,670	2028+50	2054+20	13	8	12	20	6.6	7.9	$1,121,400	$56,070	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 4 (SW 72nd Street/Sunset Drive to SW 56th Street/Miller Road - See Figure 4.1 Sheet 2)																	
Residential Subdivision 1 - East of SR 826 and North of SW 72nd Street / NSA 46	S4-1E	SM-CD1 (Shoulder Mounted Noise Barrier)	8	4,820	2058+00	2106+00	33	20	8	28	6.9	10.1	$1,156,800	$41,314	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase.
Green Tree Estates - West of SR 826 and North of SW 72nd Street / NSA 52	S4-1W	SM-CD1 (Shoulder Mounted Noise Barrier)	8	2,000	2057+00	2077+00	7	7	2	9	6.6	7.9	$480,000	$53,333	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Miami Memorial Park Cemetery - West of SR 826 and North of SW 72nd Street / NSA 53	S4 - 2W	MMPC-CD1 (Ground Mounted)	18	3,200	2073+00	2105+00	Special Land Use	--	--	--	7.9	12.7	$1,728,000	---	NO (Usage of cemetery less than required to be cost reasonable)	NO	The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special uses. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Noise Study Segment 5 (SW 56th Street/Miller Road to SW 40th Street/Bird Road - See Figure 4.1 Sheets 2 and 3)																	
Lakewood Villas, Miller Lake, and Lakeview Gardens (East Side) - North of 56th Street and Between SR 826 and SR 874 / NSA 57	S5-1E	SM-CD3 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,300	2109+00	2122+00	29	6	54	60	6.9	12.0	$894,000	$14,900	YES	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input during the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
		SM-CD3 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	8	400	2106+00	2110+00											
			14	600	2110+00	2116+00											
Lakewood Villas, Miller Lake, and Lakeview Gardens (West Side) - North of 56th Street and Between SR 826 and SR 874 / NSA 57	S5-1W	SM-CD2 (Shoulder Mounted Noise Barrier	14	950	113+00 (SR 874)	50+50 (SR 874)	29	10	39	49	6.5	9.5	$1,311,000	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	***YES***	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Represents an in-kind replacement noise barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
			8	300	50+50 (SR 874)	53+50 (SR 874)											
			14	2,000	53+50 (SR 874)	73+50 (SR 874)											
Tropical Park - West of SR 826 and North of SW 56th Street / NSA 64	S5-2W	TP-CD1 Segment 1 of 2 (Shoulder Mounted Noise Barrier)	8	3,850	50+00	90+00	Special Land Use	--	--	--	7.6	11.1	$2,166,000	---	NO (Usage of park less than required to be cost reasonable)	NO	The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal, but does not meet the Reasonableness Cost Criteria for special uses. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
		TP-CD1 Segment 2 of 2 (Shoulder Mounted Noise Barrier)	18	2,300	90+00	113+00											

Table 8.2 - Noise Barrier Evaluation Summary and Recommendations (Sheet 3 of 4)

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 6 (SW 40th Street/Bird Road - SW 24th Street/Coral Way - See Figure 4.1 Sheet 3)																	
Central Miami Subdivision - East of SR 826 Between SW 40th Street and SW 24th Street / NSA 70	S6-1E	SM-CD2 (Shoulder Mounted Noise Barrier)	14	5,180	116+00	168+00	53	45	0	45	10.5	14.3	$2,175,600	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	*YES*	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
Baker Way Manor, Sunrise Manor and Coral Way - West of SR 826 between SW 24th St and SW 40th Street / NSA 72	S6-1W	SM-CD2 (Shoulder Mounted Noise Barrier)	14	4,000	127+00	167+00	35	32	8	40	7.4	9.9	$1,680,000	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	*YES*	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14- foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
Noise Study Segment 7 (SW 24th Street/Coral Way - SW 8th Street/Tamiami Trail - See Figure 4.1 Sheets 3 and 4)																	
Hardwood Village and Miami Gateway Communities - East of SR 826 between SW 24th Street and SW 8th Street / NSA 74	S7-1E	SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	4,470	172+00	217+50	59	59	4	63	7.6	11.2	$1,877,400	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
Coral Way Plaza and Miracle Manor Communities - West of SR 826 between SW 24th Street and SW 8th Street / NSA 76	S7-1W	Existing Shoulder Mounted Noise Barrier Segment to Remain	12	1,175	198+00	215+50	N/A										
		SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	2,040	177+50	198+00	24	22	8	30	7.7	11.2	$856,800	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.
Noise Study Segment 8 (SW 8th Street/Tamiami Trail to Flagler Street - See Figure 4.1 Sheet 4)																	
Flagami East - East of SR 826 and North of SW 8th Street / NSA 88	S8-1E	SM-CD3 (Replacement Shoulder Mounted Noise Barrier)	14	2,040	227+00	2246+00	36	30	8	38	6.6	8.2	$1,000,800	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	*YES*	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with an 8-foot and 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy
			8	600	2246+00	2252+00											
Flagami West - West of SR 826 and North of SW 8th Street / NSA 90	S8-1SW	SM-CD2 (Replacement Shoulder Mounted Noise Barrier)	14	1,700	231+00	2248+00	21	20	3	23	7.8	9.8	$714,000	Not Applicable-Replacement Noise Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	*YES*	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
Flagami West - West of SR 826 and North of SW 8th Street / NSA 90 and NSA 91	S8-2SW	SM-CD2 (Ground Mounted Noise Barrier)	14	2,270	1873+00	224+50	16	16	25	41	8.6	10.5	$953,400	$23,254	YES	*YES*	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.

Table 8.2 - Noise Barrier Evaluation Summary and Recommendations (Sheet 4 of 4)

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number	Conceptual Noise Barrier Design Number (Type)	Height (feet)	Length (feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
Noise Study Segment 9 (Flagler Street to SR 836 - See Figure 4.1 Sheet 4)																	
Winona Park Subdivision - East of SR 826 Between W Flagler Street and SR 836 / NSA 99	S9-1E	Existing Shoulder Mounted Noise Barrier Segment to Remain	12	1175	2251+00	2262+00	N/A										
		SM-CD3 (Replacement Shoulder Mounted Noise Barrier)	14	1,120	2262+00	2273+00	7	6	4	10	10.8	15.3	$470,400	Not Applicable-Replacement Barrier	Meets Noise Reduction Goal; Reasonable Cost Criteria Not Applicable	YES	Represents the optimal conceptual noise barrier design and is recommended for further consideration and public input in the project's design phase; Replaces existing barrier with 14-foot-tall barrier; Note that any of the 14-foot-tall shoulder mounted noise barriers to be constructed on a retaining wall will need approval in writing by the State Structures Design Engineer per FDOT's noise policy.
Royal Palm Apartments - West of SR 826 Between W Flagler Street and SR 836 / NSA 100	S9-1W	Segment 1 of 2 (Shoulder Mounted Noise Barrier)	14	1,500	2270+00	3285+00	100	24	18	42	5.5	6.2	$1,491,000	$35,500	NO	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets the Reasonableness Cost Criteria but does not meet FDOT's 7.0 dB(A) Noise Reduction Design Goal. A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
		Segment 2 of 2 (Shoulder Mounted Noise Barrier)		2,050	2270+00	12+00 (Ramp - SR 836 to SR 826)											

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Notes:

Represents the Conceptual Design of the Recommended Replacement Noise Barrier

The recommended noise barriers at these 14 CNEs are expected to reduce traffic noise by at least 5 dB(A) at 720 residences including 310 of the 824 impacted residences along the project corridor. The estimated cost of the recommended noise barriers is $15,646,200. Additional noise barrier analysis will be performed during the project's design phase when more detailed project design information is available. It is during the project's design phase that final decisions regarding noise barrier length and height are made and an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot tall shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

Noise barriers were not found to be feasible or cost reasonable at 11 CNEs. Seven of the 11 CNEs represent residential areas (i.e., S1-1W, S2-1E, S3-1E, S3-2E, S3-1W, S4-1W, and S9-1W) and the remaining four represent non-residential/special land use sites (i.e., S1-SDTMP, S1-VMP, S4-2W, and S5-2W). The cost to construct noise barriers at these seven residential areas would exceed FDOT's reasonable cost criteria of equal to or less than $42,000 per benefited receptor site or the optimal conceptual noise barrier design did not meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. The high cost of providing noise abatement at these locations is attributed to the low number of benefited residences related to the low density of residences in these areas especially between Snapper Creek Expressway and SW 56th Street. Also, the effectiveness of noise barriers is limited for providing noise abatement to the impacted residences (i.e., patios) associated with the high-rise residential buildings (i.e., up to nine floors) in the vicinity of Kendall Drive and SR 836. The patios are above the maximum height of a noise barrier (i.e., 22 feet). Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 514 of the 824 impacted residences or at 12 special land use sites along the project corridor. Therefore, impacts to these and other noise sensitive sites along the project corridor are an unavoidable consequence of the project.

Statement of Likelihood

FDOT is committed to the construction of feasible noise abatement measures (i.e., recommended noise barriers) at the noise impacted locations identified in ***Table 8.2*** and ***Figure 8.1*** upon the following conditions:

- Final recommendations on the construction of abatement measures is determined during the project's design and through the public involvement process.
- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion.
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office.
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

It is likely that the noise abatement measures for the identified locations will be constructed if found feasible based on the contingencies listed above. If, during the project's design phase, any of the contingency conditions listed above cause abatement to no longer be considered reasonable or feasible for a given location(s), such determination(s) will be made prior to requesting approval for construction advertisement. Commitments regarding the exact abatement measure locations, heights, and type (or approved alternatives) will be made during project reevaluation and at a time before the construction advertisement is approved.

8.2 Consistency with Master Plans, LGCP and DRIs

The SR 826 Express Lanes project from US 1 to SR 836 is identified in the following transportation plans (see **Appendix S** for details):

- Miami-Dade Transportation Planning Organization's 2040 Long Range Transportation Plan (LRTP) as a Partially Funded Project (project identified in the Needs Plan without revenues available to fund the project through construction).
- Miami-Dade Transportation Planning Organization's 2019-2023 Transportation Improvement Plan (TI)P with funds allocated for the PD&E phase only.
- FDOT 2019-2022 Statewide Transportation Improvement Plan (STIP) with funds allocated for the PD&E phase only.
- 2020-2024 FDOT Five-Year Work Program with funds allocated in year 2020 for the PD&E and Preliminary Engineering phases.

Funding for future phases (Preliminary Engineering, Right of Way, and Construction) is currently being coordinated by the FDOT to ensure that the project is consistent with the local government comprehensive plan(s) and that required project funding is identified in the LRTP, TIP, STIP, and Work Program.

8.3 Project Constructability and Maintenance of Traffic

A conceptual Transportation Management Plan was developed as part of the PD&E Study to determine constructability and the ability to maintain traffic for the preferred alternative. Many of the components required to develop a plan will be developed in accordance with the FDOT standards during the subsequent phases of the project. The plan proposes to keep all travel lanes open at all times during construction. Short lane closures may be necessary during off-peaks to change construction phases. Advance notice of any lane closure will be given to minimize disruption to roadway users. The SR 826 mainline roadway typical sections general maintenance of traffic were divided into two segments, between US 1 and SR 874 and between SR 874 and SR 836.

- Phase 1 – Shift traffic to the inside to construct the outside proposed widening section
    - Reduce the travel lane widths to 11 feet wide.
    - Reduce the inside shoulder widths (varies throughout the corridor).
    - Provide a 2-foot wide shoulder width on the outside traveled way.
    - Place a Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
    - Provide a 1-foot wide pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
    - Provide a temporary retaining wall system on the outside of the northbound approach for MSE wall construction (applies only to the northern segment).
    - Construct an MSE wall (applies only to the northern segment).
    - Remove the temporary retaining wall system (applies only to the northern segment).
    - Construct the outside proposed widening section, shoulders and roadside barriers.
- Phase 2 – Shift traffic to the outside to reconstruct the median and construct the express lanes
    - Shift all lanes to the outside newly widened roadway.
    - Continue with a minimum of 11 feet wide travel lane.
    - Reduce the outside shoulder widths to a minimum of 8 feet (varies throughout the corridor).
    - Provide a minimum of 2-foot wide shoulder width on the inside traveled way.
    - Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
    - Provide a minimum of 1-foot wide pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
    - Construct the inside proposed widening section, shoulders and barrier wall along the median.
- Phase 3 – Shift travel lanes to final location
    - Stripe buffered separation and express lanes in the median.
    - Install express lane markers.
    - Overbuild the pavement and make cross slope/crown point adjustments as necessary.
    - Resurface the pavement corridor to final grade with final pavement markings.

The SR 826 roadway mainline will consist of three maintenance of traffic phases (see **Figures 8.2 – 8.8**).

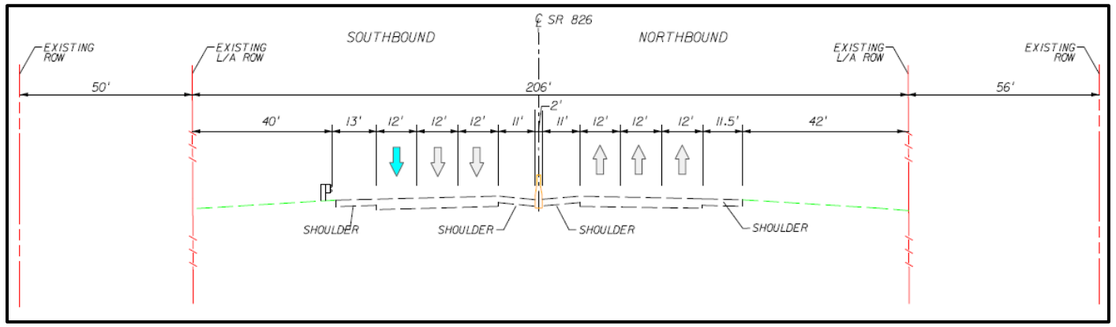


Figure 8.2 - Existing Roadway Section South of Sunset Drive

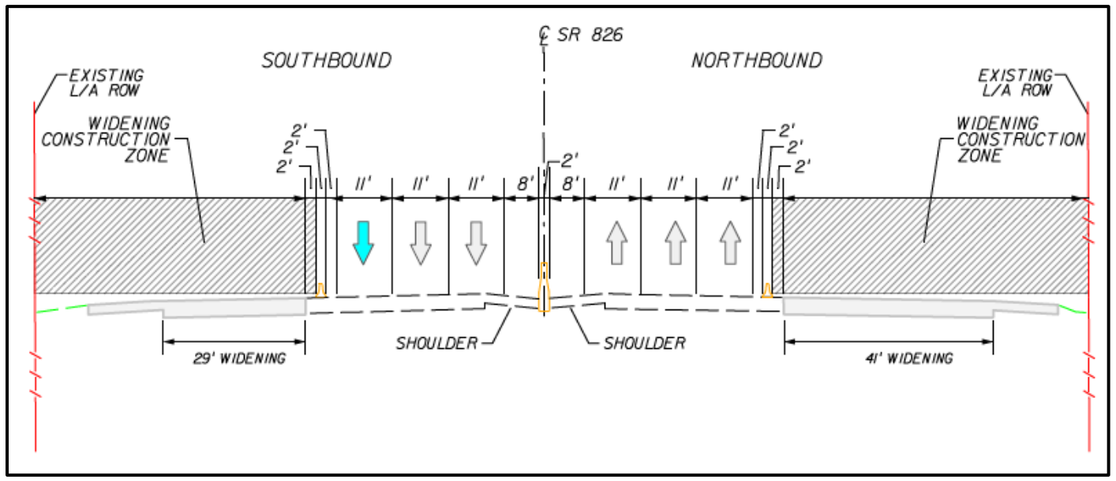


Figure 8.3 - Phase 1 Maintenance of Traffic Roadway Section South of Sunset Drive

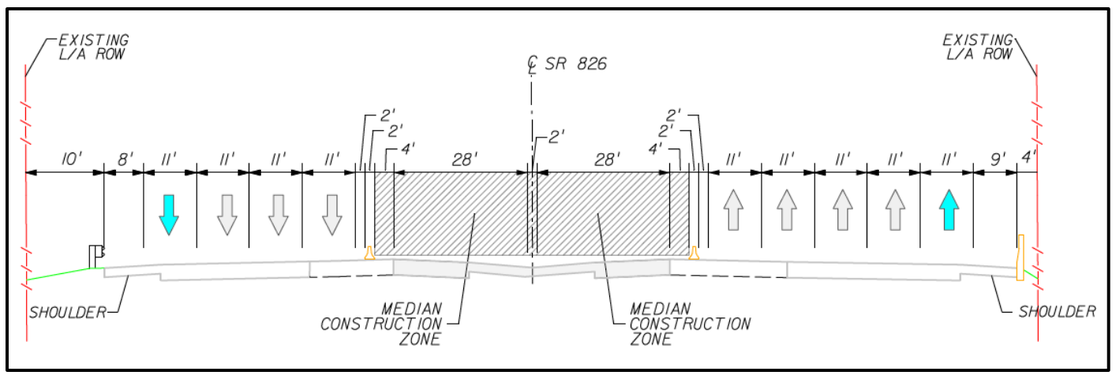


Figure 8.4 - Phase 2 Maintenance of Traffic Roadway Section South of Sunset Drive

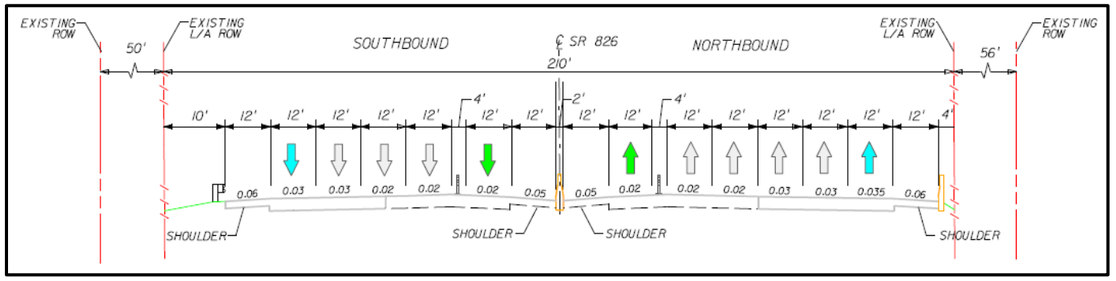


Figure 8.5 - Phase 3 Maintenance of Traffic Roadway Section South of Sunset Drive

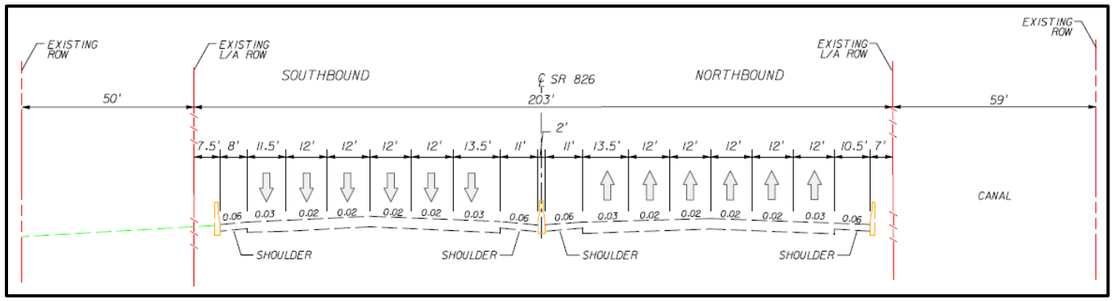


Figure 8.6 - Existing Roadway Section North of Coral Way

GENERAL USE LANE
AUXILIARY LANE

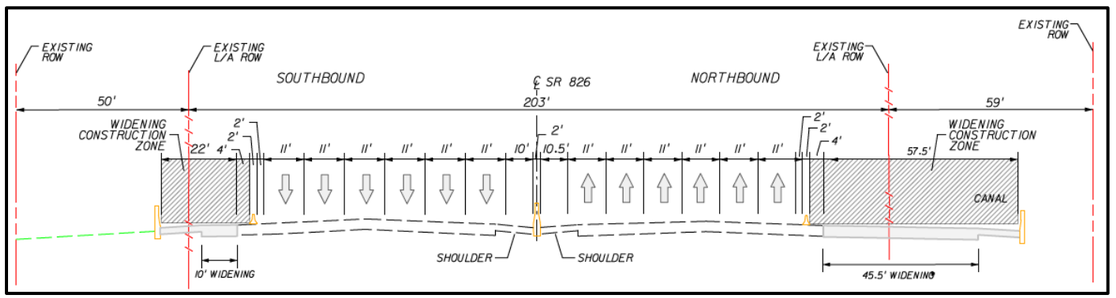


Figure 8.7 - Phase 1 Maintenance of Traffic Roadway Section North of Coral Way

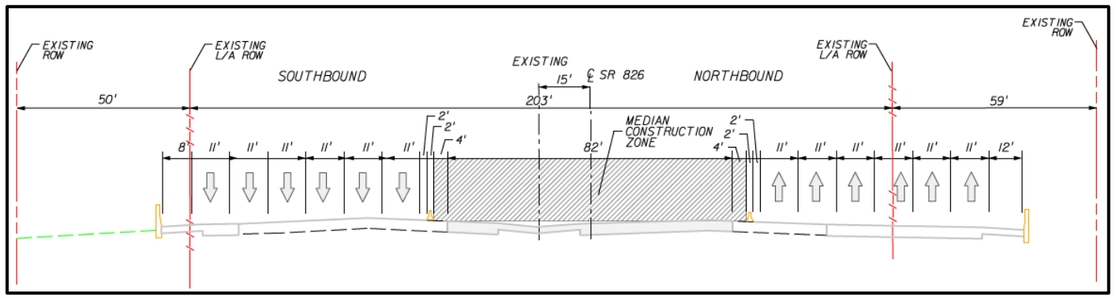


Figure 8.8 - Phase 2 Maintenance of Traffic Roadway Section North of Coral Way

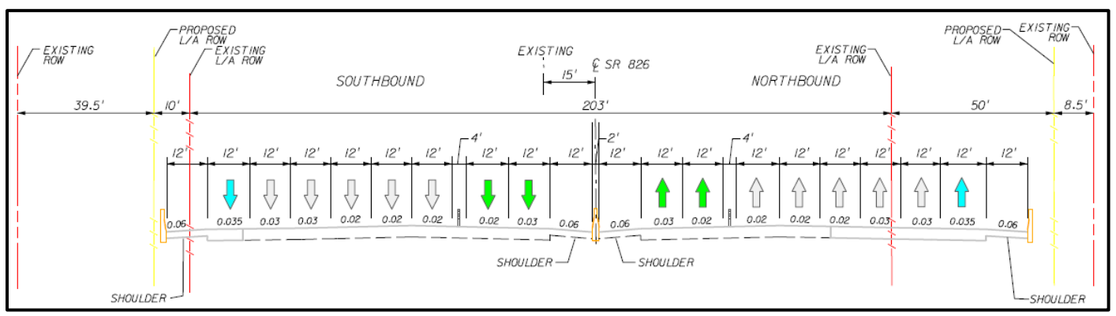


Figure 8.9 - Phase 3 Maintenance of Traffic Roadway Section North of Coral Way

Appendix T documents the detailed maintenance of traffic phases throughout the rest of the corridor, including the bridge structures.

8.4 SAFETY

The conceptual design plans for the proposed SR 826 corridor improvements were developed in accordance with the FDOT's *Design Standards, Florida Design Manual* and *AASHTO's Policy on Geometric Design of Highways and Streets*. Adherence to these standards will facilitate safety and efficient traffic operations along the corridor.

Safety along the corridor will be enhanced with the construction of the express lanes. Implementing express lanes will improve mobility, reduce congestion and provide additional travel options along the corridor. Diverting some of the future traffic volumes from the general use lanes to the express lanes, will help increase gaps along the general use lanes providing more space for vehicles entering SR 826. The express lanes will also help reduce tailgating and improve traffic flow while separating long distance trips from local trips. Separating these trips will reduce weaving and sideswipe crashes. The express lanes will also create added capacity helping the corridor to operate more efficiently during emergency evacuation events.

The proposed improvements will address the safety issues at the interchange entry and exit points by increasing gaps along the general use lanes providing more space for vehicles entering and exiting SR 826. No negative impacts to safety were identified with the proposed improvements. Therefore, design mitigation measures were not required.

8.5 TSM&O

The Transportation Systems Management and Operations (TSM&O) alternatives are comprised of minor improvement options that are typically developed to alleviate specific traffic congestion and safety problems, or to get the maximum utilization out of the existing facility by improving operational efficiency. TSM&O alternatives may include, but not limited to, the following improvements to the mainline and interchanges:

- Add auxiliary lanes between interchanges
- Add exclusive turn lanes at the interchange ramp terminals and adjacent intersections
- Increase turn-lane storage at the interchange ramp terminals and adjacent intersections
- Capacity improvements at the ramp junctions
- Signal optimization
- Enhance signage
- New ITS technologies and infrastructure

A TSM&O Alternative will not significantly improve the system capacity and/or linkage needs within the study area. Long-term improvements are necessary to mitigate the existing traffic conditions and increase capacity to accommodate future travel demand. The TSM&O Alternative will not significantly reduce congestion on the system nor will it provide the regional area interconnections needed to enhance mobility for this section of Miami-Dade County.

The TSM&O Alternative would provide some short-term relief throughout the corridor. However, the TSM&O Alternative alone would not be consistent with the purpose and need of this project. TSM&O improvements are only viable in combination with the build

alternative improvements. FDOT is in the process of discussing internally with the District TSM&O Group what strategies are planned along the SR 826 corridor and which ones should be considered in the Preferred Alternative. These strategies will be listed and documented in the next version of the SIMR.

8.6 Anticipated Design Exceptions and Variations

Design controls and criteria that will need a Design Variation or Design Exception are summarized in **Table 8.3**.

Table 8.3 – Design Exceptions and Variations

#	Design Element Location/Description	Begin	End	Length (ft)	Proposed (ft)	Criteria	Variation/ Exception	Comment
1	Shoulder Width SR 826 NB inside shoulder	Just south of Snapper Creek Expressway overpass (2025+70)	Just north of Snapper Creek Expressway overpass (2027+40)	170	10	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Variation	Necessary to avoid the replacement of the Snapper Creek Expressway overpass.
2	Shoulder Width SR 826 NB outside shoulder	Just south of Snapper Creek Expressway overpass (2025+70)	Just north of Snapper Creek Expressway overpass (2026+50)	170	4	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Exception	Necessary to avoid the replacement of the Snapper Creek Expressway overpass.
3	Buffer Width SR 826 NB	Just south of SW 88th Street (2000+00)	North of Snapper Creek Expressway (2038+00)	3,800	2-4	4 ft based on U.S. and FL Guidelines	-	Necessary to avoid mainline bridge replacement over SW 88th Street and the replacement of the Snapper Creek Expressway overpass.
4	Shoulder Width SR 874 SB inside shoulder	North of SR 826/SR 836 Interchange (90+00)	Just south of SR 826 (70+40)	1,960	10	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Variation	Segment cross section is bound by existing and proposed bridge piers on the inside and the necessity to avoid a stopping sight distance exception along the outside shoulder, Variation is required to avoid the replacement of the two major SB bridges of the SR 826/SR 836 interchange.
5	Buffer Width SR 874 SB	North of SR 826/SR 836 Interchange (90+00)	North of Miller Drive (54+90)	3,510	2-4	4 ft based on U.S. and FL Guidelines	-	Segment cross section is bound by existing and proposed bridge piers on the inside and the necessity to avoid a stopping sight distance exception along the outside shoulder. This reduced buffer is required to avoid the replacement of the two major SB bridges of the SR 826/SR 836 interchange.
6	Lane Width SR 826 NB express lane(s)	Just south of SW 8th Street (220+07)	Beyond the north project limit	>8,000	11	FDM: 12 ft (min.) AASHTO: 12 ft (min.)	Exception	Necessary to avoid significant linear ROW impacts to numerous residential, industrial and major retail sites; necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange.
7	Lane Width SR 826 NB general-use lanes (all)	Just south of SW 8th Street (219+98)	Beyond the north project limit	>8,000	11	FDM: 12 ft (min.) AASHTO: 12 ft (min.)	Exception	Necessary to avoid significant linear ROW impacts to numerous residential, industrial and major retail sites; necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange.
8	Shoulder Width SR 826 NB inside shoulder	North of Flagler (2255+48)(NB baseline)	South of NW 7th Street (2260+01)	453	6-10	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Exception	Forced by geometry north and south of this segment
9	Shoulder Width SR 826 NB inside shoulder	Just north of NW 7th Street (2279+00)	Beyond the north project limit	>2,000	2-10	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Exception	Necessary to avoid significant linear ROW impacts to industrial and major retail sites; necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange.
10	Shoulder Width SR 826 NB inside shoulder	Just south of SW 8th Street (220+27)	North of Flagler (2255+48)(NB baseline)	3,600	10-12	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Variation	Necessary to avoid significant linear ROW impacts to numerous homes.
11	Shoulder Width SR 826 NB outside shoulder	South of NW 7th Street	North of NW 7th Street	1,550	10-12	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Variation	Necessary to construct the proposed SR 826/SR 836 direct connect ramps and to avoid reconstruction of the NB to WB 4th level ramp of the SR 826/SR 836 interchange.
12	Buffer Width SR 826 NB	Just south of SW 8th Street (220+27)	Beyond the north project limit	>8,000	1-4	4 ft based on U.S. and FL Guidelines	-	Necessary to avoid significant linear ROW impacts to numerous residential, industrial and major retail sites; necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange.
13	Lane Width SR 826 SB express lane(s)	Before the north project limit	Just south of SW 8th Street (220+37)	>8,000	11	FDM: 12 ft (min.) AASHTO: 12 ft (min.)	Exception	Necessary to avoid significant linear ROW impacts to numerous residential, industrial and major retail sites; necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange.
14	Lane Width SR 826 SB general-use lanes (all)	Before the north project limit	Just south of SW 8th Street (220+61)	>8,000	11	FDM: 12 ft (min.) AASHTO: 12 ft (min.)	Exception	Necessary to avoid significant linear ROW impacts to numerous residential, industrial and major retail sites; necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange.
15	Shoulder Width SR 826 SB inside shoulder	Before the north project limit	Within the SR 826/SR 836 Interchange (3286+20)(SB baseline)	>500	2-4	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Exception	Necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange.
16	Shoulder Width SR 826 SB inside shoulder	North of Flagler (3260+25)	At Flagler (3249+00)	1,125	8-10	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Exception	Necessary to avoid ROW impacts to a major retail site.
17	Shoulder Width SR 826 SB inside shoulder	At Flagler (3249+00)	Just south of SW 8th Street (220+37)	2,820	10-12	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Variation	Necessary to avoid ROW impacts to a major retail site, commercial sites and homes.
18	Shoulder Width SR 826 SB outside shoulder	At Flagler (3248+60)	South of Flagler (235+35)	1,315	10-12	FDM: 12 ft (min.) AASHTO: 10 ft (min.)	Variation	Necessary to avoid ROW impacts to commercial sites and homes.
19	Buffer Width SR 826 SB	Before the north project limit	Just south of SW 8th Street (220+37)	>8,000	1-4	4 ft based on U.S. and FL Guidelines	-	Necessary to avoid significant linear ROW impacts to numerous residential, industrial and major retail sites; necessary to avoid reconstruction of the recently completed SR 826/SR 836 multi-level interchange.
20	Border Width (throughout the project)	-	-	-	Varies	FDM: 94 ft	Variation	Necessary to avoid significant ROW impacts along both sides of nearly the entire project.

8.7 Conceptual Signing Master Plan

A SR 826 Conceptual Signing Master Plan (CSMP) was developed to include in the 2045 proposed improvements as part of the SR 826 Express Lanes PD&E Study. The plan depicts all the guide signs needed within the study limits for the preferred alternative design configuration. **Appendix U** contains the CSMP developed for the 2045 proposed improvements.

9.0 JUSTIFICATION FOR PROJECT

9.1 ASSESSMENT OF FHWA'S POLICY ON ACCESS TO INTERSTATE SYSTEM

The FHWA's Policy on Access to the Interstate System provides the requirements for the justification and documentation necessary to substantiate any proposed changes in access to the Interstate System. The policy is published under the Federal Register, Volume 74, Number 165, which was updated on May 22, 2017. The responses provided herein for both of the policy statements demonstrate compliance with these requirements and justification for the proposed interchange modifications at SR 826 from US 1 to SR 836 in Miami-Dade County, Florida.

Policy:

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, FHWA's decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements.

Considerations and Requirements:

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

The operational analysis conducted for the SIMR confirmed that the proposed improvements to SR 826 mainline and interchange modifications will not have any significant adverse impacts on safety and operations along SR 826. The proposed modifications will improve traffic operations and enhance safety. When compared with the No Build Alternative, the Preferred Build Alternative significantly improves operations along SR 826. In the Preferred Build Alternative, average operating speeds along northbound SR 826 GP lanes (AM peak, peak direction) increase by approximately 5 mph (from 46 mph to 51 mph) and total throughput increases by approximately 1,022 vehicles (10% above No Build). In the southbound direction along SR 826 GP lanes (PM peak, peak direction), average operating speeds show an increase of approximately 10 mph (from 40 mph to 50 mph) and throughput increases by approximately 470 vehicles (4% above No Build). The proposed express lanes will operate at LOS D or better with operating speeds above 50 mph in the AM and PM peak periods. At the networkwide level the Preferred Build Alternative performs better than the No Build in terms of total vehicle miles travelled (4.5%/1.0% increase in AM/PM peak); vehicle hours of delay (decrease by 2.3%/15.6% in AM/PM peak) and average operating speeds (increase by 2.7%/6.1% in AM/PM peak). Furthermore, the proposed express lanes along SR 826 will provide added operational benefits to support Express Bus Services, Emergency Response Services and improved travel time reliability for express lanes choice users.

Data from historical crash records identified multiple high crash segments and high crash spots along SR 826. Traffic congestion along SR 826 is a contributing factor for much of the crashes experienced along the corridor. Under the No Build Alternative, traffic congestion is expected to increase along SR 826 in future years with a corresponding increase in crash risk along the corridor. This potential for future increase in crash risk is largely alleviated by the improvements proposed in the Preferred Alternative. In addition, the vertical clearance is deficient at several of the existing bridge structures along SR 826. This deficiency in vertical clearance is a probable causal factor for reported collisions with the understructure of the bridges at several cross streets. The proposed SR 826 improvements will increase the vertical

clearance at the cross streets and thereby reduce the risk for crashes resulting from inadequate vertical clearance.

The SR 826 project will include the development of a comprehensive signing plan for the corridor. A conceptual signing master plan is presented under **Appendix U**. The signing plan will be fully coordinated with FHWA in advance of construction.

2. ***The proposed access connects to a public road only and will provide for all traffic movements. Less than ``full interchanges'' may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).***

   The SIMR proposes no new interchanges along any of the freeway facilities within the project limits. All existing interchanges provide access to public roads only. The improvements proposed at the interchanges will maintain full access to SR 826 and all movements will be accommodated at all cross streets. The proposed access modifications will be designed to meet or exceed all applicable design standards, to the extent possible. Any design variations or exceptions that are identified, will pe be processed per FHWA and FDOT standards.

10.0 CONCEPTUAL FUNDING PLAN

The project is included in the 2040 LRTP, 2019-2023 TIP and 2019-2022 STIP. The design, right of way and construction phases are listed in the FDOT Work Program under project number 432639-1 (see **Table 10.1**).

Table 10.1 - Project Funding Plan

FDOT Project Number	Project Limit	Fiscal Year	Funds		
			Design	Right of Way	Construction
432639-1	From US 1 to SR 836	2020	$11 M		
		2021			
		2022			
		2023			
		2024			

The project is anticipated to be funded with federal and state funds. FDOT is planning to accelerate the construction of the project. The project will be proposed in phases starting with the first phase by the year 2025. A funding plan for the opening year 2025 will be developed based on the results, costs, and recommendations from the PD&E Study. The project is in the 2020-2024 FDOT Five-Year Work Program with funds allocated in year 2020 for the PD&E and Preliminary Engineering phases. Funding for future phases is currently being coordinated by FDOT to ensure that the project is consistent with the local government comprehensive plans and that required project funding is identified in the LRTP, TIP, STIP, and Work Program.

SR 826/PALMETTO EXPRESSWAY PD&E STUDY

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