

Table 9.2: Travel Times - 2045 I-95 Mainline

AM PEAK		No-Build	Recommended	Change
I-95 Northbound	SW 25th Rd Entrance to ~1500 north of US-1 Entrance	3:08 (36 mph)	2:27 (46 mph)	-21%
I-95 Southbound	~1500' north of SW 7th St Exit to SW 25th Rd Exit	4:40 (23 mph)	2:01 (53 mph)	-57%
PM PEAK		No-Build	Recommended	Change
I-95 Northbound	SW 25th Rd Entrance to ~1500 north of US-1 Entrance	6:18 (18 mph)	6:14 (18 mph)	-1%
I-95 Southbound	~1500' north of SW 7th St Exit to SW 25th Rd Exit	3:28 (31 mph)	2:59 (36 mph)	-14%

Note: Percentages indicate comparisons to the No-Build Alternative.

Table 9.3: Throughput Volume - 2045 I-95 Mainline

AM PEAK (vehs)		No-Build	Recommended	Change
I-95 Northbound	North of South Miami Avenue On-Ramp	5718	6013	+5%
I-95 Southbound	South of SW 25 th Road Off-Ramp	1346	2071	+54%
PM PEAK (vehs)		No-Build	Recommended	Change
I-95 Northbound	North of South Miami Avenue On-Ramp	6247	6455	+3%
I-95 Southbound	South of SW 25 th Road Off-Ramp	1713	1878	+10%

Note: Percentages indicate comparisons to the No-Build Alternative.

Table 9.4: Travel Times - 2045 SW 8th Street and SW 7th Street

AM PEAK PERIOD (min:sec)		No-Build	Recommended	Change
SW 8 th Street (Eastbound)	8th Avenue to S Miami Avenue	3:58	3:02	-24%
SW 7 th Street (Westbound)	S Miami Avenue to 8th Avenue	6:18	3:44	-41%
PM PEAK PERIOD (min:sec)		No-Build	Recommended	Change
SW 8 th Street (Eastbound)	8th Avenue to S Miami Avenue	4:09	4:29	+8%
SW 7 th Street (Westbound)	S Miami Avenue to 8th Avenue	8:40	5:22	-38%

Note: Percentages indicate comparisons to the No-Build Alternative.

Table 9.5: 2045 Off-Ramp Queue Length Analysis

Intersection	Direction	Movement Available Storage (feet)		Ramp Length* (feet)	No-Build Max Queue (feet)				Recommended Max Queue (feet)			
					AM	Queue Contained in Ramp?	PM	Queue Contained in Ramp?	AM	Queue Contained in Ramp?	PM	Queue Contained in Ramp?
SW 8 th Street at I-95 off-ramp	NB Off-Ramp	R	300	680	1,945**	No	2,380**	No	430	Yes	660	Yes
	T		150									
SW 7 th Street at I-95 off-ramp	SB Off-Ramp	T	NA	2,570	9,275**	No	9,260**	No	1,685	Yes	1,985	Yes
	R		180									

Ramp length is the distance from stop bar to painted gore on the freeway reduced by deceleration length.

*Deceleration length per 2018 AASHTO Green Book, Table 10-6. Equals 530 feet for 60 mph design speed.

** Queue lengths exceed ramp length and spillback onto I-95 mainline

Table 9.6: 2045 Network-wide Performance

AM PEAK	No Build	Recommended	Change
Average Speed (mph)	20	34	70%
Total Delay (hr)	4,213	1,326	-69%
Latent Delay (hr)	13,910	3,343	-76%
Latent Demand	5,521	1,207	-78%
Total Travel Time (hr)	7,543	4,872	-35%
Total Stops	356,239	95,193	-73%
Vehicle Miles Traveled	154,235	164,487	7%
PM PEAK	No Build	Recommended	Change
Average Speed (mph)	16	22	38%
Total Delay (hr)	4,215	2,062	-51%
Latent Delay (hr)	5,370	1348	-75%
Latent Demand	1,826	1086.4	-41%
Total Travel Time (hr)	8,938	6,804	-24%
Total Stops	300,298	113,987	-62%
Vehicle Miles Traveled	146,284	146,054	0%

Note: Percentages indicate comparisons to the No-Build Alternative.