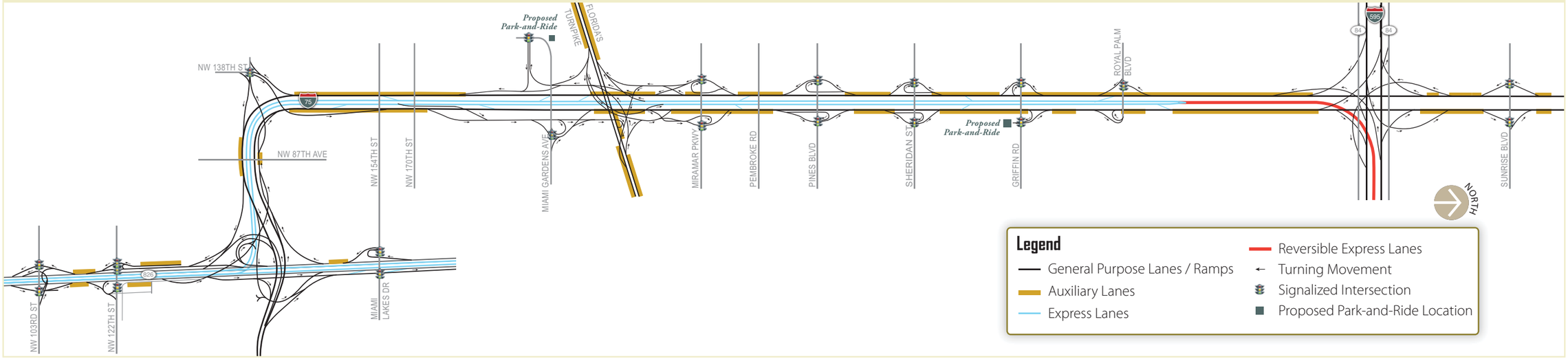
Exhibit 3-2: ***Preferred System Alternative***



I-75 at Griffin Road

A new mixed configuration is proposed for the I-75/Griffin Road interchange (see **Appendix D, Sheet D4-16**). The southbound on and off ramps are configured as an urbanized interchange, whereas the northbound on and off ramps are configured as a partial cloverleaf Type B 2-quad. The proposed ramp configuration allows the southeast quadrant of the interchange to be reserved for a park-and-ride lot. All access ramps to/from I-75 are widened from one lane to two lanes.

I-75 at Royal Palm Boulevard

This interchange maintains its existing (2011) configuration with only modifications to the number of lanes on the ramp (see **Appendix D, Sheet D4-19**). All access ramps to/from I-75 are widened from one lane to two lanes.

I-75 at I-595

The I-75 at I-595 interchange will be modified to include a new ramp connecting the I-75 express lanes to the I-595 reversible express lanes system (see **Appendix D, Sheet D4-24**). The proposed new ramp will be comprised of two reversible express lanes. The reversible lanes will operate from northbound to eastbound in the AM peak and from westbound to southbound in the PM peak, for consistency with the I-595 reversible lane system under construction. Improvements to this interchange also incorporate widening, from three lanes to four lanes, the northbound mainline segment on the approach to the I-595 eastbound and Sawgrass northbound ramps.

3.1.4 Multi-Modal Accommodations

The Preferred Alternative incorporates a BRT along the express lanes systems (I-75 and SR 826). The following four BRT systems are recommended as part of the Preferred Alternative:

1. Miami-Dade County BRT Route #1 – To and from the Palmetto Metrorail Station to the I-75/Miami Gardens Drive Interchange park-and-ride lot.
2. Miami-Dade County BRT Route #2 – To and from the Golden Glades Interchange park-and-ride lot to the I-75/Miami Gardens Drive Interchange park-and-ride lot.

Pictured:
I-75 / I-595 Interchange

3. Miami-Dade/Broward County BRT Route #1 – To and from the Palmetto Metrorail Station in Miami-Dade County to the Sawgrass Mall and/or the proposed I-75 park-and-ride lots in Broward County (Pines Boulevard and Griffin Road).

4. Miami-Dade/Broward County BRT Route #2 – To and from the Golden Glades Interchange park-and-ride lot in Miami-Dade County to the Sawgrass Mall and/or the proposed I-75 park-and-ride lot in Broward County (Griffin Road).

Implementation of the BRT routes will require the local transit operations to identify the timing and prioritization of the new routes.

3.1.5 Park-and-Ride Facilities

The Preferred Alternative includes park-and-ride facilities in the southeast quadrant of the Griffin Road interchange, within the I-75 right-of-way, and at the Miami Gardens Drive interchange, west of I-75. These park-and-ride facilities would be implemented in conjunction with the phased multi-modal service recommended by the January 2006 Multi-Modal Master Plan. The Pines Boulevard location was analyzed in detail and due to operational issues related to the SW 145th Avenue alternative which relies on access via a city street, as well as concerns with potential visual impacts of the flyover alternative, it was agreed to not include it in the preferred alternative. However, FDOT will continue to evaluate this location apart from this PD&E Study, as noted in the Study Commitments and Recommendations.

3.1.6 Design Traffic Volumes / Levels of Service

Consistent with FDOT methodology for design traffic projections, volumes were projected for 10-year (year 2030) and 20-year (year 2040) planning horizons in addition to the 2020 opening date for the I-75 improvements. **Exhibit 3-3** summarizes the projected 2040 Level of Service (refer to page 1-5 for definition) for the interchanges and major cross street signalized intersections.

Detailed results of the traffic analysis and projected volumes are provided in the *Design Traffic Technical Memorandum* and the *Systems Interchange Modification Report.*

Design Year

The "design year is a concept that allows engineers to estimate the probable future traffic volume for which a highway will be designed. FHWA defines the design year as 20 years after the year that construction is expected to begin. The design year for the I-75 project is 2040.

Exhibit 3-3: ***Interchanges 2040 Level of Service - Preferred Alternative***

	INTERCHANGE	LOCATION	AM Peak Period		PM Peak Period	
			Delay (Seconds)	Level of Service	Delay (Seconds)	Level of Service
I-75 Terminal Intersections	I-75 at Royal Palm Blvd	East	48.2	D	51.2	D
		West	37.9	D	45.1	D
	I-75 at Griffin Rd	East	37.9	D	45.1	D
		West	42.1	D	32.7	C
	I-75 at Sheridan St	East	22.1	C	28.5	C
		West	42.6	D	24.2	C
	I-75 at Pines Blvd	East	40.4	D	76.1	E
		West	51.1	D	61.7	E
	I-75 at Miramar	East	48.3	D	40.5	D
		West	60.5	E	30.8	C
	I-75 at Miami Gardens	East	9.1	A	23.0	C
		West	43.5	D	16.0	B
	I-75 at NW 138th St	East	41.4	D	54.2	D
SR 826 Terminal Intersections	SR 826 at NW 103rd St	East	104.7	F	290.4	F
		West	138.7	F	177.6	F
	SR 826 at NW 122nd St	East	176.4	F	306.5	F
		West	110.0	F	374.3	F
	SR 826 at NW 154th St	East	58.7	E	81.0	F
		West	46.1	D	42.7	D
Other Signalized Project Intersections	Miramar Pkwy	Dykes Rd	125.8	F	116.3	F
		SW 148th	128.3	F	130.8	F
		SW 145th	52.7	D	35.7	D
	Pines Blvd	NW155th Ave	177.8	F	100.5	F
		NW 136th Ave	108.3	F	123.8	F
	Sheridan St	Muvico Entrance	70.4	E	57.5	E
		Dykes Rd	254.4	F	85.0	F
		SW 148th Ave	39.5	D	18.5	B
	Griffin Rd	Dykes Rd	190.6	F	135.5	F
		SW 148th Ave	26.1	C	41.6	D
	Royal Palm Blvd	Weston Rd	174.3	F	145.0	F