

= Florida State Road 826 =

State Road 826 ( SR 826 ) is a bypass route around the greater Miami area , extending approximately 30 miles ( 48 km ) in a northeasterly arc from U.S. Route 1 ( US 1 ) in Pinecrest to its terminus at State Road A1A in Sunny Isles Beach . Between its southern terminus and the Golden Glades Interchange , State Road 826 is known as the Palmetto Expressway , a heavily traveled freeway with portions of the road carrying in excess of 250 @, @ 000 vehicles a day . Unlike many of the other expressways in Miami @-@ Dade County , the Palmetto Expressway is untolled . East of the interchange , State Road 826 is a surface road connecting North Miami and North Miami Beach to Sunny Isles Beach over the Intracoastal Waterway .

= = Route description = =

= = = Palmetto Expressway = = =

State Road 826 begins at an interchange with US 1 in Pinecrest , just south of the Dadeland Mall , and heads north as the Palmetto Expressway into Kendall . The first interchange , less than a mile ( 1 @. @ 6 km ) north of US 1 , is with Kendall Drive ( SR 94 ) , which provides access to the mall . SR 826 continues north , crossing under the Snapper Creek Expressway ( SR 878 ) without an interchange before meeting Sunset Drive ( SR 986 ) at a diamond interchange . It then leaves Kendall , continuing into Glenvar Heights with an interchange with Southwest 56th Street / Miller Drive , which provides access to the University of Miami . About half a mile ( 0 @. @ 8 km ) later , the Don Shula Expressway ( SR 874 ) merges with the Palmetto Expressway at its northern terminus , with a southbound exit and a northbound entrance point . Between this interchange and the next ( at Bird Road / SR 976 ) , SR 826 forms the border between Glenvar Heights and Olympia Heights ; past it , the expressway marks the boundary between Westchester and Coral Terrace . After an exit with Southwest 24th Street / Coral Way , the expressway meets the Tamiami Trail ( US 41 ) , providing access to Florida International University . This interchange also marks the Tamiami Trail 's entrance into incorporated Miami , the boundary of which lies on the eastern side of the expressway .

North of the Tamiami Trail interchange , the Palmetto Expressway forms the eastern boundary of Fontainebleau as it continues north to an exit with Flagler Street ( SR 968 ) , the east @-@ west baseline for Miami @-@ Dade County roads . The freeway then has an interchange with the Dolphin Expressway ( SR 836 ) just south of Doral , creating access to Miami International Airport . This interchange is currently being improved due to the current configuration causing severe congestion . Now forming Doral 's eastern boundary , SR 826 continues north to Northwest 25th Street , which connects to the western end of the airport , followed by an exit with Doral Boulevard ( SR 948 ) that links to the Doral Golf Resort & Spa , and then an exit with Northwest 58th Street . After a brief crossing through unincorporated Miami @-@ Dade County , the expressway reaches an interchange with the Hialeah Expressway ( SR 934 ) in Medley adjacent to the Palmetto Metrorail station , followed by a diagonal interchange with US 27 at the southern end of Hialeah Gardens and Hialeah . It then enters Hialeah proper just after an interchange with Northwest 103rd Street ( SR 932 ) , which allows access to the Westland Mall . An exit with Northwest 122nd Street then follows .

At the boundary between Hialeah and Miami Lakes , SR 826 reaches an interchange with the national southern terminus of Interstate 75 ( I @-@ 75 ) and the western termini of the Gratigny Parkway ( SR 924 ) and SR 916 . The Palmetto Expressway goes into Miami Lakes , interchanges with Northwest 154 Street , then turns through 90 degrees to the east at a point known as " The Big Curve " . The road then proceeds straight east , forming the boundary between Miami Lakes and Country Club , soon interchanging with Northwest 67th Avenue . At the next exit , Red Road ( SR 823 ) , the expressway forms the boundary between an unincorporated section of Miami @-@ Dade County and Miami Gardens , with the expressway entering the city proper at the next exit ,

Northwest 47th Avenue . The expressway then passes to the north of Florida Memorial University before the Northwest 37th Avenue exit , where it creates the northern border of St. Thomas University 's campus . Still in Miami Gardens , SR 826 then has exits with Northwest 27th Avenue ( SR 817 ) , Northwest 17th Avenue and Northwest 12th Avenue before reaching the Golden Glades Interchange .

SR 826 takes a convoluted path through the Golden Glades Interchange . It first meets the connector ramps between Florida 's Turnpike and Interstate 95 ( I @-@ 95 ) , allowing access from northbound SR 826 to I @-@ 95 southbound as well as US 441 / SR 9 southbound , and from the Turnpike southbound and I @-@ 95 northbound to southbound SR 826 . After turning to the northeast , SR 826 moves off its mainline at the next exit onto the mainline of the Turnpike which passes over it ; SR 826 's former mainline , meanwhile , continues on as an at @-@ grade extension of Northwest 7th Avenue to US 441 northbound . Traffic moving from eastbound SR 826 to the northbound Turnpike must pass through an unsignalised intersection here . Headed back southeast , SR 826 first crosses over the former Seaboard Coast Line railroad , begins to form the northern boundary of Golden Glades , then passes under the I @-@ 95 's express lanes , meeting the onramp between I @-@ 95 southbound and the Turnpike northbound , and the onramp between southbound US 441 and eastbound SR 826 . It then passes over Interstate 95 proper , which lies between the southbound and northbound carriageways of US 441 , as it swings back to the northeast and then to the east once more . Here it meets its last three ramps , one which allows access from US 441 and I @-@ 95 northbound to eastbound SR 826 , another from westbound SR 826 to US 441 and I @-@ 95 southbound , and from westbound SR 826 to northbound US 441 . SR 826 resumes its east @-@ west orientation once more at a signalised intersection with Northwest 2nd Avenue , marking the end of SR 826 's expressway .

= = = Non @-@ expressway section = = =

State Road 826 heads east from the Golden Glades Interchange as Northwest 167th Street , a six @-@ laned surface road , along the boundary between Golden Glades and North Miami Beach . Through here , the road is also known as North Miami Beach Boulevard , lined with shops , offices , hotels and other commercial services . Two blocks after leaving the interchange , the road crosses North Miami Avenue , the longitudinal baseline for Miami @-@ Dade County ; thus , the road becomes Northeast 167th Street once it passes this point . Approximately 0 @.@ 75 miles ( 1 @.@ 21 km ) later , SR 826 intersects with Northeast 6th Avenue ( SR 915 ) . Two blocks later , at Northeast 8th Avenue , North Miami Beach Boulevard starts to swing to the southeast , leaving Northeast 167th Street 's orientation , reaching Northeast 163rd street approximately 0 @.@ 6 miles ( 0 @.@ 97 km ) later at Northeast 12th Avenue , and taking its eastbound orientation . It immediately passes the Mall at 163rd Street on its left , continuing on as a shopping strip for another 1 @.@ 25 miles ( 2 @.@ 01 km ) where it meets the northern terminus of SR 909 at the West Dixie Highway . One block later , after crossing the Florida East Coast Railway tracks , SR 826 meets US 1 once more at Biscayne Boulevard .

To the east of US 1 , SR 826 's character changes as it passes through mangroves and crosses the Oleta River , having expanded to eight lanes . With North Miami Beach lying to the north and North Miami to the south of the road , SR 826 passes between more mangroves to its south and more businesses to the north as it approaches the Intracoastal Waterway . Here , the road splits into separate eastbound and westbound streets before it crosses the Waterway over a drawbridge in each direction , and enters Sunny Isles Beach . Apartment buildings line the outside of the two road @-@ halves , with some commercial services in the middle , as it continues on for another 0 @.@ 36 miles ( 0 @.@ 58 km ) to SR 826 's northern terminus at Collins Avenue ( SR A1A ) , one block shy of the Atlantic Ocean . A flyover allows traffic on northbound SR A1A to move onto westbound SR 826 without having to stop twice for eastbound SR 826 traffic and to cross SR A1A .

= = = Traffic volume = = =

The traffic volume along SR 826 's entire length is measured by the Florida Department of Transportation . The busiest sections of SR 826 are in the vicinity of the Miami International Airport and the nearby industrial area to its west , with over 200 @,@ 000 daily vehicle movements counted between the Dolphin Expressway at Fontainebleau and the Northwest 122nd Street / West 68th Street exit in Hialeah , peaking in the vicinity of SR 934 in Medley with over 250 @,@ 000 vehicle movements each day .

Traffic volumes decrease to the south of the Dolphin Expressway , particularly south of the Don Shula Expressway merge ; however , unlike the rest of SR 826 ( including its surface road portion ) , much of its peak traffic flow is uni @-@ directional . Indeed , at the Palmetto Expressway 's southern end , between US 1 and Kendall Drive , traffic moves almost exclusively in the peak direction .

Northwards , traffic volumes decrease after the interchange with I @-@ 75 and the Gratigny Parkway , with a reported drop of approximately 60 @,@ 000 daily vehicle movements north of the interchange . As the Palmetto Expressway rounds the Big Curve and heads eastwards , the traffic volume steadily increases to a maximum of 164 @,@ 000 daily vehicle movements just prior to the Golden Glades Interchange as it collects traffic from the north ? south routes in the Miami Gardens area .

East of the interchange , where SR 826 becomes a surface road , the traffic volumes are more than halved in comparison to SR 826 's expressway sections , with a recorded figure of 64 @,@ 500 daily vehicle movements . This figure steadily decreases eastwards along SR 826 , with only 46 @,@ 000 daily vehicle movements recorded near its eastern terminus with SR A1A in Sunny Isles Beach .

= = History = =

State Road 826 's designation originally applied to a two @-@ lane road ( Golden Glades Drive , Northwest 167th Street ) connecting US 27 to US 441 in the vicinity of the Golden Glades Interchange .

In 1956 , plans were unveiled for several expressways throughout Dade County . The routes proposed were a North @-@ South Expressway ( now part of I @-@ 95 ) , an East @-@ West Expressway ( now the Dolphin Expressway ) , a 36th Street Expressway ( now the Airport Expressway ) , the Biscayne Bay Malecon ( a proposed downtown loop , never built ) , a Dixie Expressway ( proposed ; most was never built , a portion became I @-@ 95 ) , and the Palmetto Road Expressway . In 1957 , Dade County Commissioner Ralph Fossey proposed an alternative alignment of the Palmetto Expressway . The new alignment would begin at Miller Road ( Southwest 56th Street ) and then turn southwesterly to follow the Seaboard Coast Line railroad tracks for about 10 miles ( 16 km ) . The route would then turn south at Southwest 117th Avenue and follow it into US 1 . While the alternate route plan ultimately failed , eventually the Don Shula Expressway , a northeast @-@ southwest expressway , was built along the railroad tracks in the 1970s .

In 1958 , the State Road Department started construction on the bypass expressway under their authority . A north ? south section along West 77th Avenue ( Palmetto Road ) was built to connect US 1 in Pinecrest to an improved Golden Glades Drive ( complete with 90 degree eastward turn ) and the portion of Northwest 167th Street west of the curve would be abandoned . Many land owners were forced to sell their property to the county to make way for the construction of the expressway . The Palmetto Bypass Expressway was opened in June 1961 at the cost of \$ 30 million , four years after the opening of Florida 's Turnpike and six months before the opening of Dade County 's second expressway , the Airport Expressway ( SR 112 ) .

The completion of the Palmetto Expressway ( the " Bypass " faded from public usage in the 1960s ) and the building of Interstate 95 were the impetus of the construction of the massive Golden Glades Interchange involving Florida 's Turnpike , US 441 , Interstate 95 , and SR 9 .

When the Palmetto Expressway was first opened , it went through tracts of woodland and farmland which have since been urbanized . Originally there were four at @-@ grade intersections in Hialeah and Miami Lakes which were either transformed into full interchanges or blocked off in the 1970s . In addition , increasing traffic loads on the Palmetto prompted plans for extending Florida 's Turnpike to

" bypass the bypass . " In 1974 , the Homestead Extension of Florida 's Turnpike was opened to traffic four miles ( 6 @. @ 4 km ) to the west of the Palmetto to reduce the traffic demands on Miami 's original bypass .

The Florida Department of Transportation recently completed a project on a 16 @. @ 7 @-@ mile @-@ long ( 26 @. @ 9 km ) section of the Palmetto Expressway from the southern terminus to just north of the Northwest 154th Street interchange , widening the highway by two lanes ( from eight lanes to ten and ten lanes to twelve ) and improving the interchanges . Reconstruction of the Miller Drive , Bird Road and Don Shula Expressway interchanges began in 2008 , and was completed around 2012 . The Dolphin @-@ Palmetto Interchange construction began on November 30 , 2009 , and will be completed in 2015 .

The Florida Department of Transportation is in the process of adding express lanes on the Palmetto Expressway between West Flagler Street and Northwest 154th Street , which will connect with new express lanes on Interstate 75 . This will result in four regular and two express lanes , similar to 95 express .

= = Exit list = =

The entire route is in Miami @-@ Dade County . All exits are unnumbered .