



BUILD ALTERNATIVES AT I-95

Concepts have been developed for the I-95 Interchange for each of the build alternatives.

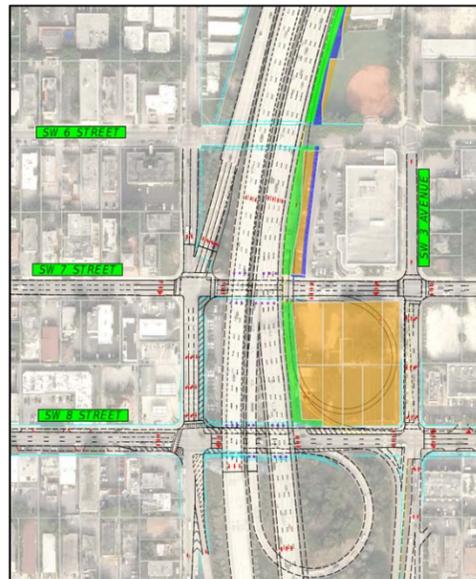
Alternatives 1, 2 and 2A are two-way, two-lane alternatives. The I-95 improvements under consideration for the two way alternatives include an on-ramp at SW 8th Street for the westbound traffic and an on-ramp at SW 7th Street for the eastbound traffic. These improvements will also apply to the reversed flow Alternative 5. Right of way will be required west of SW 3rd Street between SW 8th Street and SW 7th Street to accommodate the on-ramps

Alternatives 3, 3A, 4 and 6 are one-way alternatives.

The I-95 improvements being considered for the one way alternatives provide an elevated off-ramp at SW 8th Street for the eastbound traffic and an elevated on-ramp at SW 7th Street for the westbound traffic. Minor right of way will be required for these improvements.

LEGEND

- TCE AREA INSIDE LA R/W
- TCE AREA OUTSIDE OF LA R/W
- ADDITIONAL R/W REQUIRED



**TWO LANES - TWO WAY ALTERNATIVES
+ REVERSED FLOW**



**ONE WAY ALTERNATIVES
SW 8TH STREET EB & SW 7TH STREET WB**

HOW CAN I BE INVOLVED?

Comment forms will be available at the sign-in table at the Alternatives Public Workshop. Submit comments or ask to be included on the mailing list through the project website at <http://www.fdotmiamidade.com/CalleOchoStudy.html>.

MORE PROJECT INFORMATION

To view agency comments and project documents, please visit the website at: <https://etdmpub.fl.a-tat.org/est/>

ETDM Number: 14230

For more information about the PD&E Study visit the website at: <http://www.fdotmiamidade.com/CalleOchoStudy.html>

or in Spanish:

<http://www.fdotmiamidade.com/sr-90sw-8-stsw-7-st-from-sw-27-ave-to-sr-5us-1brickell-ave-en-espanol.html>

To ask questions or discuss the project, you may contact:
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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Hong Benitez, P.E., FDOT District Six Title VI Coordinator by phone at (305) 470-5219 or by email at hong.benitez@dot.state.fl.us.

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding (MOU) dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

PROJECT DESCRIPTION

The purpose of this study is to evaluate potential physical, operational and safety needs of the project corridor, including the Interstate 95 (I-95) interchange at SW 8th Street and SW 7th Street. Improvements are being developed to enhance traffic operations, promote safety, provide a multimodal and pedestrian friendly corridor, and provide better access to the Brickell area. The project area extends from SR 9/SW 27th Avenue to SR 5/US 1/Brickell Avenue.

WHERE ARE WE NOW?

The Alternatives Public Workshop has been scheduled for late summer 2018. Local officials and agencies, and the general public, will be asked to review the proposed alternatives being evaluated and submit comments.



WHAT'S NEXT?

- Conduct an Alternatives Public Workshop to obtain public input about the proposed alternatives.
- Finalize the alternatives impact evaluations.
- Complete the environmental documents.
- Develop a recommended alternative based on the comparative evaluations.
- Conduct a Public Hearing to present the recommended alternative and environmental documents.
- Select a Preferred Alternative.
- Finalize and submit documents for Location Design Concept Acceptance (LDCA).

ACTIVITY	2016			2017			2018			2019		
	APR MAY JUNE	JUL AUG SEP	OCT NOV DEC	JAN FEB MAR	APR MAY JUNE	JUL AUG SEP	OCT NOV DEC	JAN FEB MAR	APR MAY JUNE	JUL AUG SEP	OCT NOV DEC	
Notice to Proceed	●											
Public Involvement	[Progress bar]											
Engineering Data Collection	[Progress bar]											
Environmental Data Collection	[Progress bar]											
Environmental Analysis		[Progress bar]										
Public Kick-off Meeting	★											
Engineering Analysis		[Progress bar]										
Alternatives Public Workshop							★					
Engineering Reports		[Progress bar]										
Public Hearing									★			
Location Design Concept Acceptance											●	



STUDY ALTERNATIVES

During the PD&E Study phase of a transportation project, preliminary engineering and environmentally feasible alternatives are developed and evaluated to determine which alternative most effectively addresses the existing deficiencies within the project limits and what the future conditions will be without the proposed improvements. The alternatives shown on this page are being subjected to a comprehensive evaluation to determine the best viable option. Engineering, environmental, socioeconomic and cost factors are considered to develop a recommended alternative.

No-Action Alternative

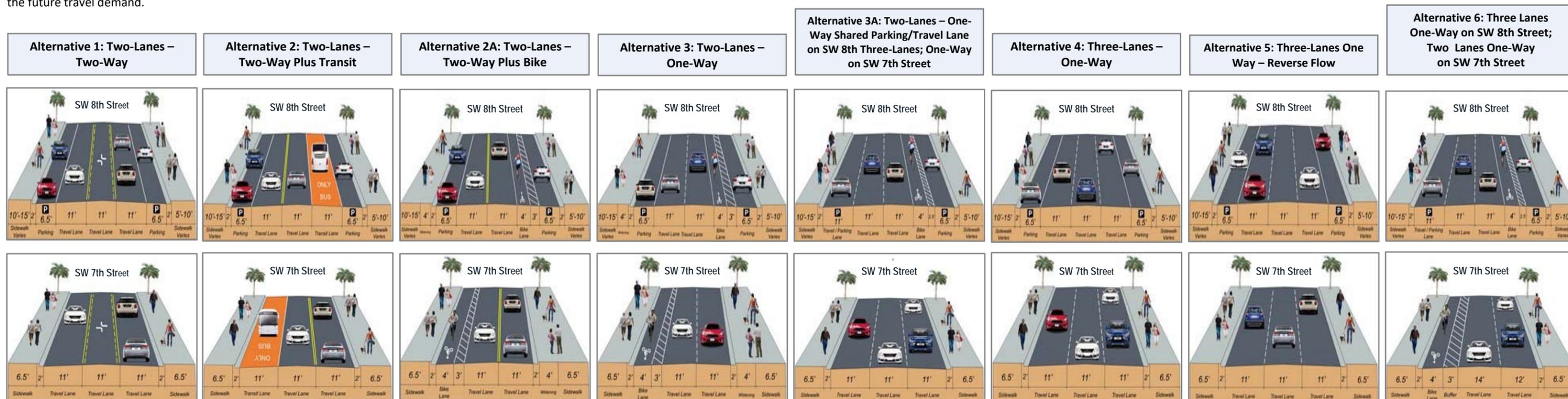
The No-Action Alternative assumes that no improvements would be implemented within the project corridor. It serves as a baseline for comparison against the Build Alternatives. The advantage of the No-Action Alternative is that it requires no expenditure of public funds for design, right-of-way acquisition, construction or utility relocation. However, the No-Action Alternative does not address the purpose and need of the project. If no improvements are made, the existing and future physical, operational, and safety deficiencies along the one-way pair of SW 8th Street and SW 7th Street would remain. The project corridor currently operates at an unacceptable Level of Service (LOS) F. Conditions are projected to deteriorate further if improvements are not implemented by 2025, as the roadways will have insufficient capacity to accommodate the future travel demand.

Transportation Systems Management and Operations (TSM&O)

Transportation Systems Management and Operations (TSM&O) aims to optimize the performance of existing multimodal infrastructure through implementation of systems and services to preserve capacity and improve the safety and reliability of our transportation system. TSM&O improvements include traffic management and operations solutions such as Information Technology Systems (ITS) devices, signal retiming, and adaptive signal control.

Build Alternatives

Eight build alternatives are being evaluated for SW 8th Street and SW 7th Street as described below:



Alternative 1: Provides two through lanes with one lane in each direction and one two-way left turn lane on both SW 8th Street and SW 7th Street. This alternative would maintain the existing parking on both sides on SW 8th Street, and existing pavement width and sidewalks on both SW 8th Street and SW 7th Street.

Alternative 2: Provides two through lanes with one lane in each direction, and one transit lane on both SW 8th Street and SW 7th Street. This alternative would impact 60% of the existing parking to provide a turn-lane at the signalized intersections. It maintains the existing pavement width and sidewalks on both SW 8th Street and SW 7th Street.

Alternative 2A: Provides two through-lanes, with one lane in each direction, and one bike lane on both SW 8th Street and SW 7th Street. The proposed buffered bike-only lane is seven feet wide which narrows the existing pavement width by four feet. The additional four feet are used to widen the sidewalk on the north side for SW 8th Street and on the south side for SW 7th street. This alternative would impact 60% of the existing parking to provide a turn-lane at the signalized intersections.

Alternative 3: Provides two through lanes one way, with SW 8th Street used for the eastbound traffic and SW 7th Street for the westbound traffic, and one bike lane on both SW 8th Street and SW 7th Street. The proposed buffered bike only lane is seven feet wide which narrows the existing pavement width by four feet. The additional four feet are used to widen the sidewalk on the north side for SW 8th Street and on the south side for SW 7th street. Parking remains as existing on both sides of SW 8th Street.

Alternative 3A: Provides two through-lanes one way on SW 8th Street with an additional shared parking and travel lane. The shared lane would be used as a travel lane during peak periods only and would become a parking lane during off-peak periods. Parking would be limited to the south side of SW 8th Street during peak periods. A six-and-a-half-foot buffered bike only lane would also be provided for SW 8th Street. SW 7th Street would provide three through-lanes one way. SW 8th Street would be used for the eastbound traffic and SW 7th Street for the westbound traffic. This alternative maintains the existing sidewalk width on both SW 8th Street and SW 7th Street.

Alternative 4: Provides three through lanes, one-way on SW 8th Street and SW 7th Street. The existing parking would remain on SW 8th Street. This alternative would maintain the existing pavement width and sidewalks on both SW 8th Street and SW 7th Street.

Alternative 5: Provides three through lanes, one-way on SW 8th Street and SW 7th Street. This is a reversed traffic flow alternative where SW 8th Street would be used for the westbound traffic and SW 7th Street would be used for the eastbound traffic. The existing parking would remain on SW 8th Street.

Alternative 6: Provides two through lanes one-way on SW 8th Street and SW 7th Street. SW 8th Street has an additional shared travel and parking lane. Similar to alternative 3A, the shared lane would be used as a travel lane during peak periods only and would become a parking lane during off peak periods. Parking would be limited to the south side of SW 8th Street during peak periods. It provides a buffered bike lane and maintains the existing pavement width and sidewalks on both SW 8th Street and SW 7th Street.