



I-195 Corridor Planning Study

**Third Meeting With
Project Advisory Team**

**Meeting Presentation:
October 9, 2019**

This PowerPoint presentation was prepared by the Florida Department of Transportation (FDOT) staff and has been made available to the public as part of public records access. Any dissemination of this presentation by anyone or entity other than FDOT staff is not official. Any questions can be sent to FDOT-D6PIO@dot.state.fl.us.

This presentation may not be altered.

District 6

INTRODUCTIONS

FDOT

- Shereen Yee-Fong – Project Manager
- Kenneth Jeffries – Planning Manager

BCC ENGINEERING

- Jose Muñoz, P.E. – Project Manager
- Lorin Brissett, P.E. – Deputy Project Manager
- Michelle Rossi, P.E. – Roadway Design Engineer
- John Krane, P.E. – Project Advisor

RENAISSANCE PLANNING

- Dan Hardy, P.E. – Principal Planner

CREATIVISION MEDIA

- Charesse Chester – Public Involvement Officer (PIO)
- Natacha Placide – Deputy PIO

AGENDA

1. Study Area & Background
2. Study Focus Areas
3. Project Scope & Status
4. Project Purpose and Need
5. Future Origin-Destination Traffic Flows
6. Review of Tier 1 Alternatives
7. Assessment of Tier 1 Alternatives
8. Evaluation of Tier 1 Alternatives
9. Recommended Alternatives For Tier 2
10. Recommended Performance Measures
11. Next Steps
12. Questions

STUDY AREA & BACKGROUND



- Important Limited Access Facility Connecting Miami International Airport and Miami Beach
- Carries average 130,000 Vehicles Per Day – Total both directions
- Provides Access to Several High Growth Neighborhoods
- Continued Growth Expected to increase demand exacerbating access issues

STUDY OBJECTIVES

- **Evaluate Existing Conditions and Deficiencies**
- **Identify Needs**
- **Develop and Evaluate Improvement Concepts**

STUDY FOCUS AREAS

FOCUS AREA #2 (Improve Interchange Access in Midtown Area)



FOCUS AREA #3 (Improve Bicycle Access on Causeway)

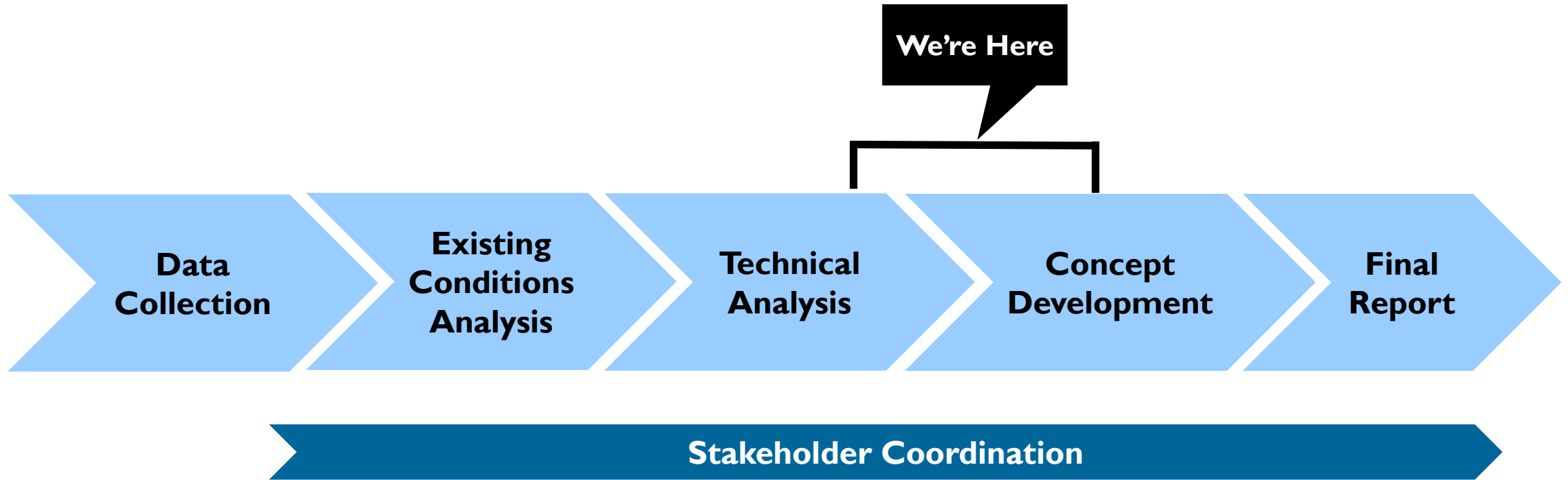


FOCUS AREA #4 (Improve Alton Road Interchange Access)

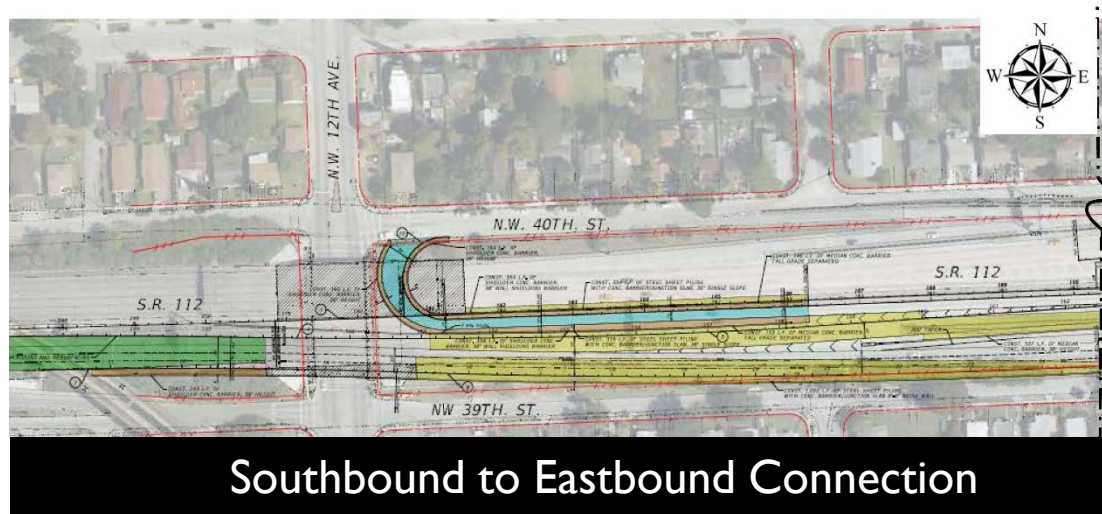


PROJECT SCOPE & STATUS

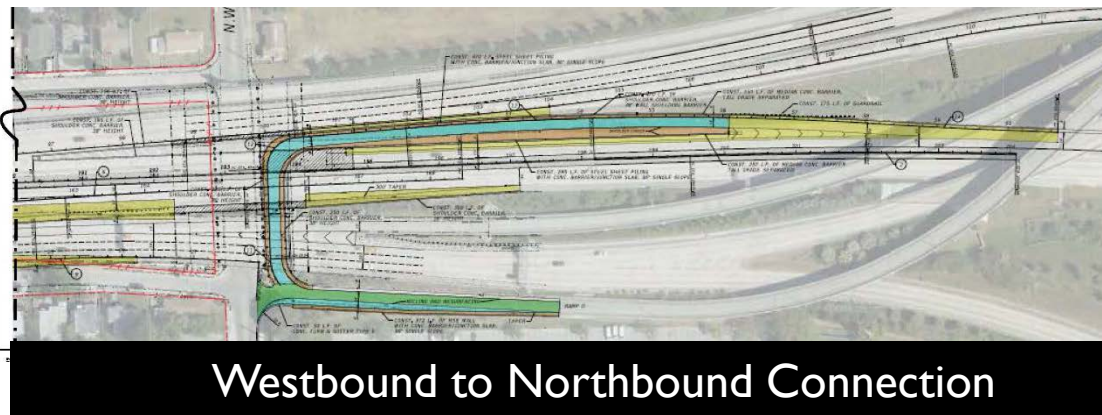
PROJECT SCOPE & STATUS



I-195/I-95 EXPRESS LANES TEXAS U-TURN CONCEPT DEVELOPEMENT



Southbound to Eastbound Connection



Westbound to Northbound Connection

- Added to Scope in February 2019
- Evaluating feasibility of concept with limited ROW Impact
- Reviewing potential design exceptions & Variations
- Developing scope for final design to be done by others
- Systems Interchange Modification Report (SIMR) for FHWA Approval being done by others

STAKEHOLDER COORDINATION - ONGOING



Project Advisory Team Meeting #1 - 5/23/18

- **4 PAT Meetings, (3 Down and 1 More to Go)**
- **Past Meetings:**
 - **One-on-One Meetings with Elected Officials**
 - **Miami Beach Chamber of Commerce**
 - **Dacra / Design District**
 - **Biscayne Neighborhood Association**
- **Upcoming Meetings:**
 - **Public Workshops**
 - **City Commission Meetings**

DRAFT TIER 1 CONCEPT EVALUATION REPORT - COMPLETED



TIER 1 CONCEPT EVALUATION REPORT I-195 Corridor Planning Study

I-95/NW 12th Avenue to Alton Road
Miami-Dade County, Florida

Financial Management Number: 440228-1-22-01



Prepared for:



DRAFT

Prepared by:
BCC Engineering, Inc.
6401 SW 87th Avenue, Suite 200
Miami, FL 33173

SEPTEMBER 2019

- **Completed September 2019**
- **Incorporated Texas U-Turns as another alternative**
- **Documented Following:**
 - **Project Purpose and Need**
 - **Future Origin-Destination Traffic Flows**
 - **Identification of Alternatives**
 - **Assessment of Alternatives**
 - **Evaluation of Alternatives**
 - **Recommendations & Proposed Tier 2 Performance Measures**



PROJECT PURPOSE AND NEED

PROJECT PURPOSE AND NEED

- **Project Purpose:**

To provide multimodal improvements within the I-195 study corridor to address identified mobility and safety needs.

- **Need for:**

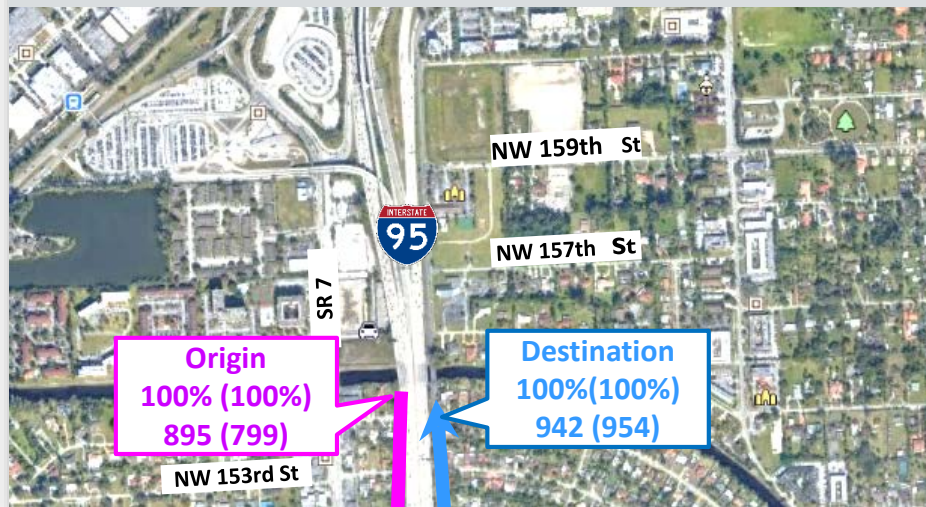
- **Better System Linkage including; better access to the I-95 express lanes for areas along I-195 east of I-95; better interchange access; separated bike/ped facility between City of Miami and City of Miami Beach.**
- **Increased transportation capacity to handle future transportation demand.**
- **Improved transportation system to facilitate the interaction of all transportation modes impacting the corridor.**
- **Better safety outcomes for the future.**

FUTURE ORIGIN-DESTINATION TRAFFIC FLOWS

FUTURE ORIGIN-DESTINATION TRAFFIC TO / FROM GOLDEN GLADES INTERCHANGE

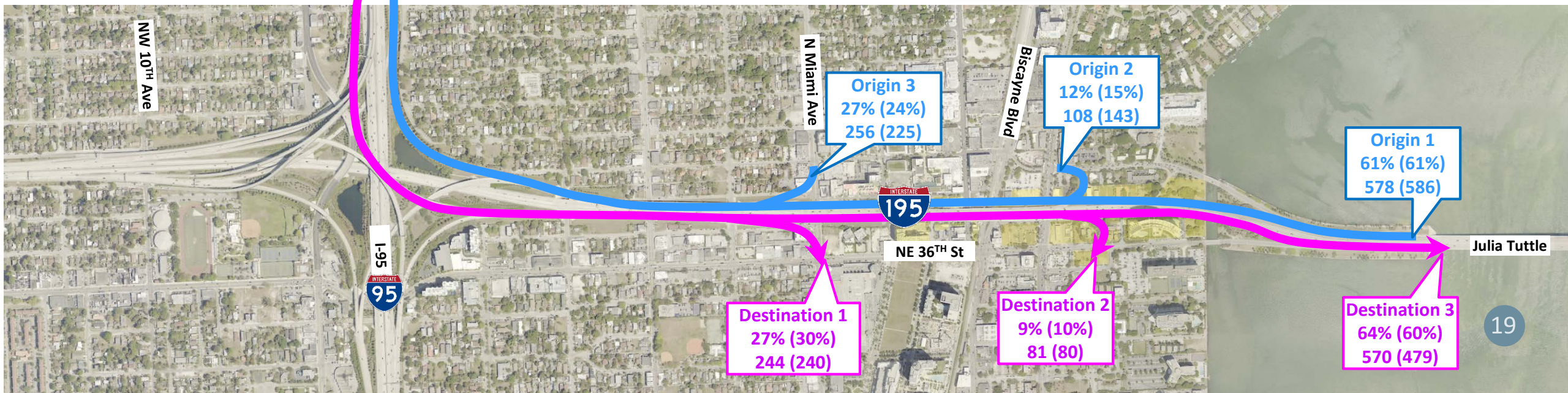


GOLDEN GLADES INTERCHANGE (NORTH OF STUDY AREA)

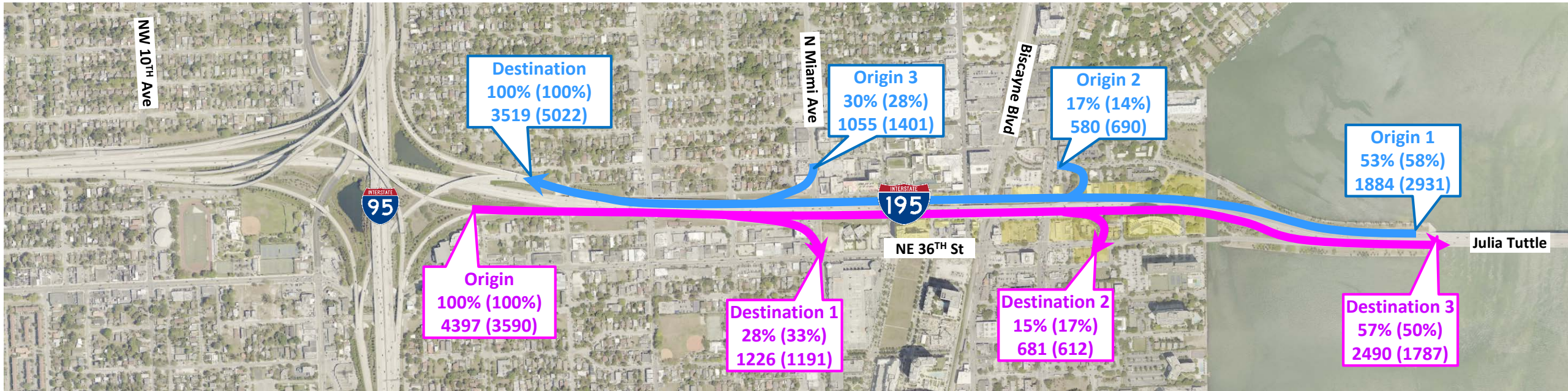


LEGEND

- XX%** AM PEAK PERCENTAGE
- (XX%)** PM PEAK PERCENTAGE
- XXX** AM PEAK VEHICLES PER HOUR
- XXX** PM PEAK VEHICLES PER HOUR
- I-95 SOUTHBOUND TO EASTBOUND 1-195
- WESTBOUND 1-195 TO NORTHBOUND I-95



FUTURE ORIGIN-DESTINATION TRAFFIC TO / FROM I-95



LEGEND

- XX%** AM PEAK PERCENTAGE
- (XX%)** PM PEAK PERCENTAGE
- XXX** AM PEAK VEHICLES PER HOUR
- XXX** PM PEAK VEHICLES PER HOUR
- FROM I-95 TO EASTBOUND I-195
- FROM WESTBOUND I-195 TO I-95

REVIEW OF TIER 1 ALTERNATIVES

NO-BUILD ALTERNATIVE (PROGRAMMED & PLANNED IMPROVEMENTS)



- 1) Golden Glades Interchange Enhancement Project (North of Study Area)
- 2) Alton Road to Westbound Julia Tuttle Causeway On-Ramp Improvement (Mt. Sinai)
- 3) Bus on Shoulder Express Bus Service on Julia Tuttle Causeway
- 4) I-195 Frontage Rd & Ramp Realignment (Miami Design District) – Project on Hold Pending Outcome of IMR.
- 5) I-95 Corridor Planning Study (FDOT / Kimley-Horn)

BASE IMPROVEMENTS

- **Identified to address operational deficiencies as well as specific local issues raised by stakeholders:**
 - **Improvement 1 - Construct second SR-112 WB lane to eliminate single lane bottleneck within the I-95 interchange area**
 - **Improvement 2 - Construct second I-195 EB lane to eliminate single lane bottleneck within the I-95 interchange area**
 - **Improvement 3 - Construct roundabout at NE 36th Street and the I-195 eastbound to Biscayne Boulevard off-ramp**
 - **Improvement 4 - Lengthen taper for acceleration lane for the on ramp from Biscayne Boulevard to I-195 eastbound**
 - **Improvement 5 - Provide a two-lane exit from I-195 WB to Biscayne Boulevard increasing the capacity of the off-ramp**
 - **Improvement 6 - Widen existing Julia Tuttle Causeway in the EB direction from just west of diverge area for off-ramp to Alton Rd to intersection with Arthur Godfrey Rd and Alton Rd**

SYSTEM IMPROVEMENTS

- **These alternatives address key study objectives relative to improving system linkage, system capacity, accommodating future transportation demand, modal interrelationships, and addressing safety:**
 - **Alternative 1 - Texas U-Turn Connections to/from 95 Express Lanes.**
 - **Alternative 2 - Direct Connections to 95 Express Lanes**
 - **Alternative 3 - Direct Connections to 95 Express Lanes with Viaduct on I-195.**
 - **Alternative 4 - Direct Connections to 95 Express Lanes with Viaduct on I-195 (I-95/Miami Beach**

BICYCLE / PEDESTRIAN IMPROVEMENTS

- **Provide improved bicycle/pedestrian connectivity between the City of Miami and Miami Beach via a separated protected facility consistent with the visions of the Miami-Dade 2040 Long Range Transportation Plan & the City of Miami Beach Master Plan :**
 - **Alternative A - 14' Shared Path With Bridge Structures On One Side Of Julia Tuttle Causeway**
 - **Alternative B - 12' Shared Use Paths With Widening Of Existing Causeway Bridges On North And South Sides**

ASSESSMENT OF TIER 1 ALTERNATIVES

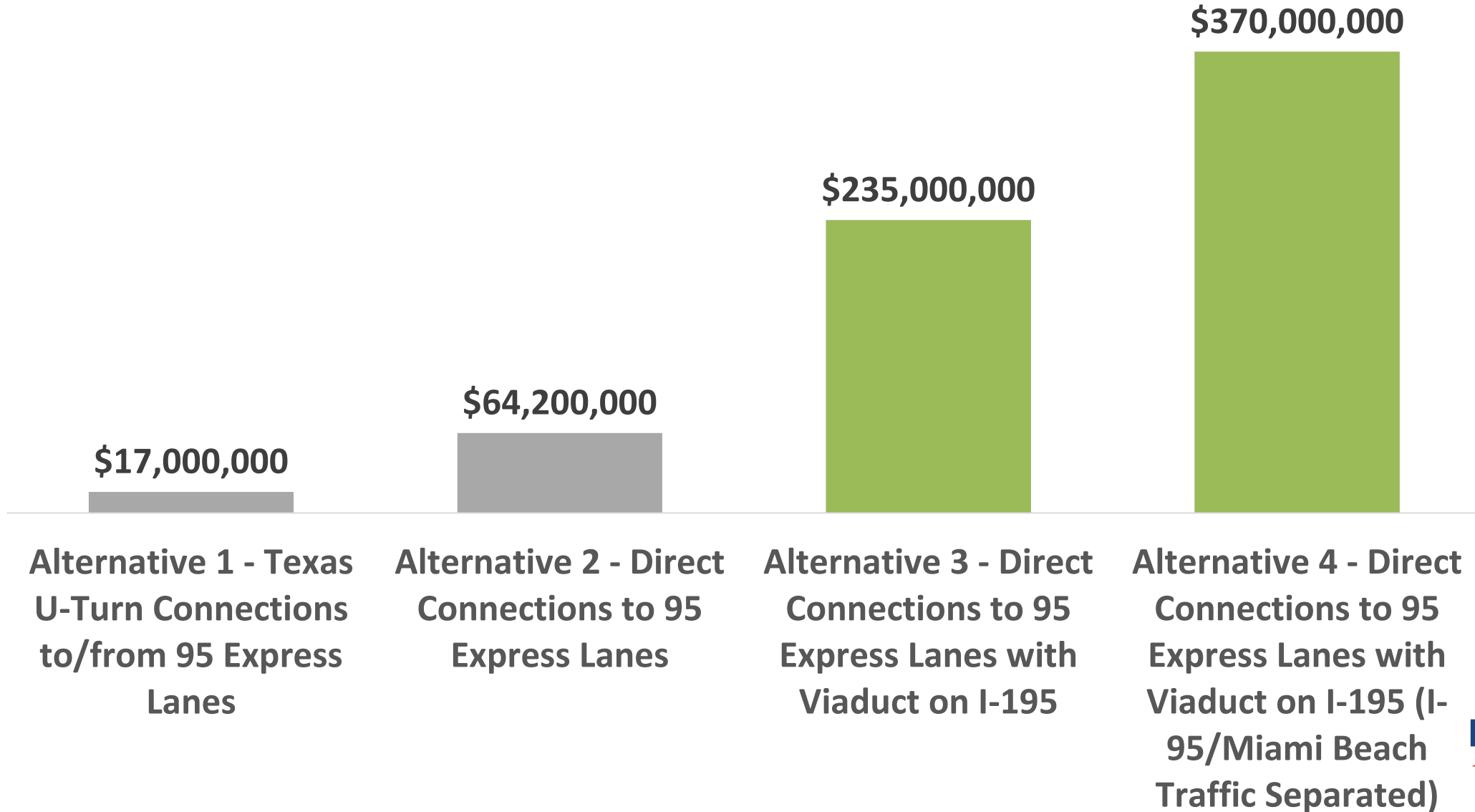
QUANTITATIVE MEASURES

- **Order of Magnitude Construction Cost (FDOT Long Range Estimates System)**
- **Potential Right-of-Way / Parcel Impacts**
- **Environmental Impacts**
- **System Traffic Operations**

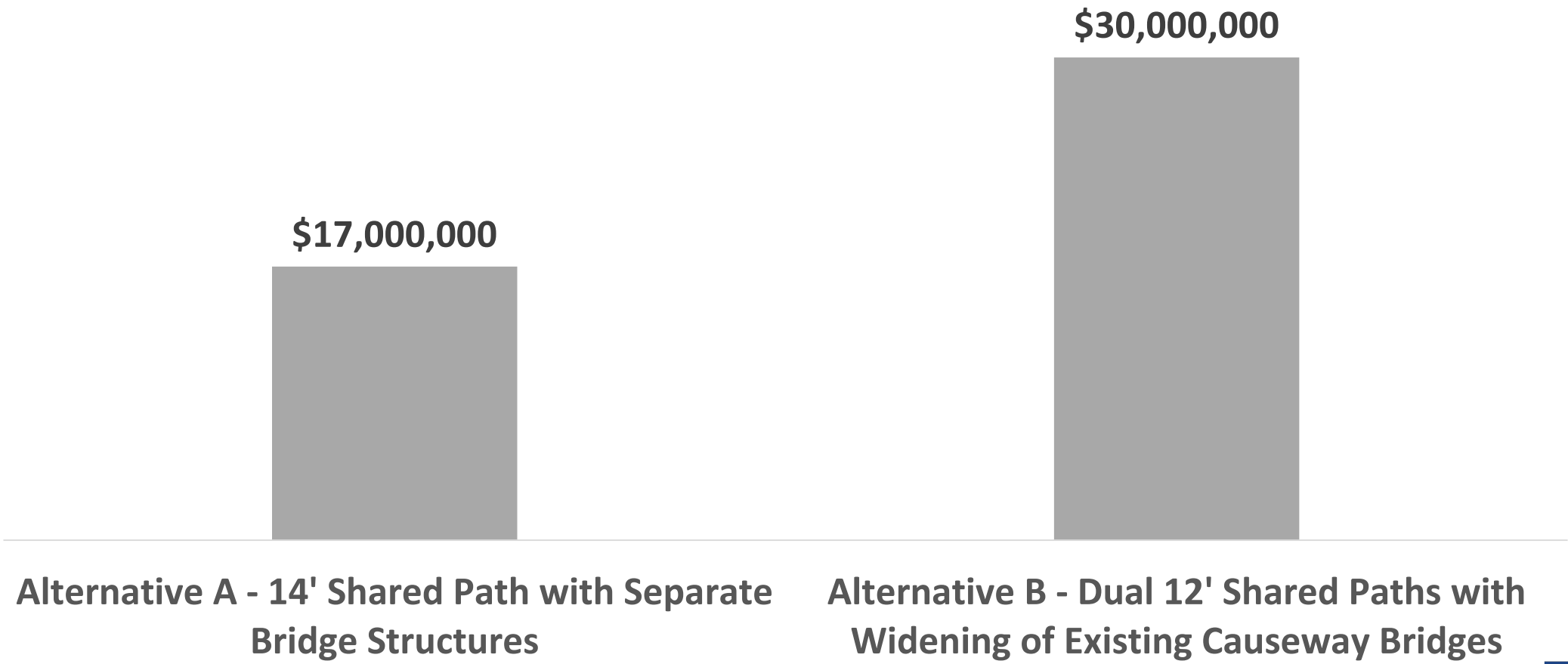
CONSTRUCTION COSTS - BASE IMPROVEMENTS



CONSTRUCTION COSTS - SYSTEM IMPROVEMENTS



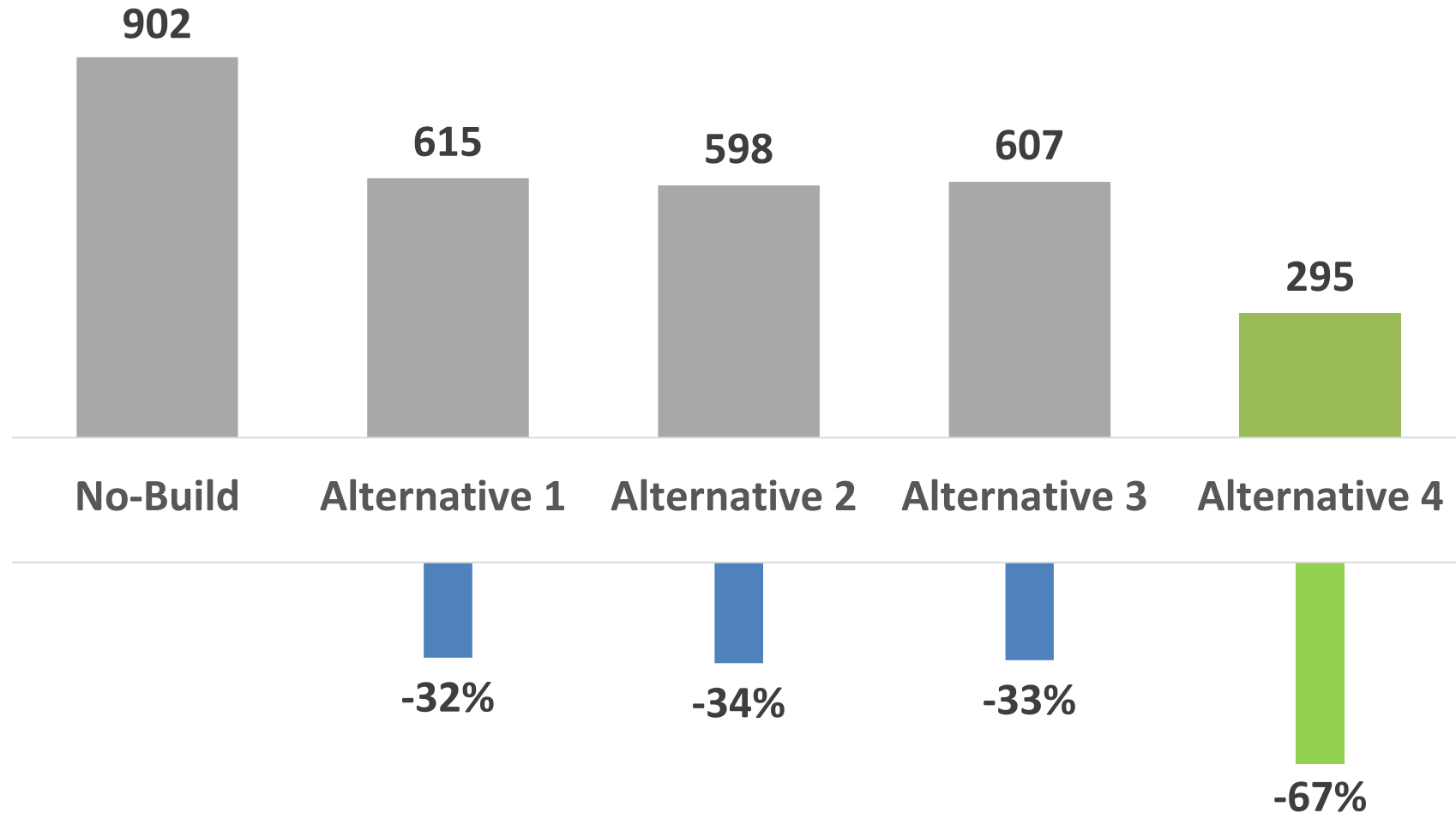
CONSTRUCTION COSTS – BICYCLE/PEDESTRIAN IMPROVEMENTS



POTENTIAL PARCEL IMPACTS

Description Of Alternative	No of Parcels Affected
Base Improvement 1	None Anticipated
Base Improvement 2	None Anticipated
Base Improvement 3	6
Base Improvement 4	None Anticipated
Base Improvement 5	None Anticipated
Base Improvement 6	None Anticipated
Alternative 1 - Texas U-Turn Connections to/from 95 Express Lanes	City of Miami Owned
Alternative 2 - Direct Connections to 95 Express Lanes	None Anticipated
Alternative 3 - Direct Connections to 95 Express Lanes with Viaduct on I-195	34
Alternative 4 - Direct Connections to 95 Express Lanes with Viaduct on I-195 (I-95/Miami Beach Traffic Separated)	40
Alternative A - Shared Path Bridge Structures	None Anticipated
Alternative B - Dual Shared Path with Widening of Existing Causeway Bridges	None Anticipated

SYSTEMS OPERATIONS SUMMARY (VEHICLE HOURS OF DELAY)



- In 2045, No-Build has 902 vehicle hours of delay for AM and PM peak hours combined
- Alternatives 1, 2, and 3 all reduce delay by about one-third
- Alternative 4 reduces delay by about two-thirds

EVALUATION OF TIER 1 ALTERNATIVES

EVALUATION CRITERIA

- **Expected Performance**
 - System Linkage
 - Capacity / Operations
 - Transportation Demand
 - Modal Interrelationships
 - Safety
- **Socio-Economic**
 - Community Cohesion
 - Potential for Controversy
- **Environmental**
 - Natural
 - Physical
 - Cultural / Historic / Archaeological

EVALUATION CRITERIA (Contd.)

- **Implementation**
 - **Utility Conflicts**
 - **Constructability**
- **Oder of Magnitude Cost**
 - **Construction, Engineering & CEI**
 - **Right-of-Way / Business Damages**

EVALUATION SCORING & WEIGHTING

- **Scoring Scale of 1 to 5**
 1. **Substantial Negative Effect or Challenges**
 2. **Generally Negative Effect or Challenges**
 3. **Generally No Effect or Moderate Challenges**
 4. **Generally Positive Effect**
 5. **Substantial Positive Effect**
- **Weighting**
 - **Expected Performance = 9**
 - **Socio-Economic = 7**
 - **Environmental = 7**
 - **Implementation = 6**
 - **Cost = 4**

ALTERNATIVES SCORING – BASE IMPROVEMENTS

Criteria weight

Description Of Alternative	Socio-Economic		Environmental			Expected Performance					Implementation		Cost		WEIGHTED SCORE (WS)	RANK
	7	7	7	7	7	9	9	9	9	9	6	6	4	4		
	Community Cohesion	Potential for Controversy	Natural	Physical	Cultural / Historic / Archaeological	System Linkage	Capacity / Operations	Transportation Demand	Modal Interrelationships	Safety	Utility Conflicts	Constructability	Construction	Right of Way / Business Damages		
No Build Alternative	3	3	3	3	3	1	1	1	1	1	3	3	3	3	210	N/A
Base Improvement 1	3	3	3	3	3	3	4	3	3	4	3	3	3	3	318	NR ³
Base Improvement 2	3	3	3	3	3	3	4	3	3	4	3	3	3	3	318	NR ³
Base Improvement 3	3	2	3	2	3	3	4	3	3	3	3	2	3	2	285	NR ³
Base Improvement 4	3	3	3	3	3	3	4	3	3	4	3	2	3	3	312	NR ³
Base Improvement 5	3	3	2	3	3	3	4	3	3	4	3	3	3	3	311	NR ³
Base Improvement 6	3	3	2	3	3	3	4	3	3	4	3	3	3	3	311	NR ³

- Alternatives not ranked as they each address specific issue

ALTERNATIVES RANKING – SYSTEM IMPROVEMENTS

Description Of Alternative	Socio-Economic		Environmental			Expected Performance					Implementation		Cost		WEIGHTED SCORE (WS)	RANK
	7	7	7	7	7	9	9	9	9	9	6	6	4	4		
	Community Cohesion	Potential for Controversy	Natural	Physical	Cultural / Historic / Archaeological	System Linkage	Capacity / Operations	Transportation Demand	Modal Interrelationships	Safety	Utility Conflicts	Constructability	Construction	Right of Way / Business Damages		
No Build Alternative	3	3	3	3	3	1	1	1	1	1	3	3	3	3	210	N/A
Alternative 1 - Texas U-Turn Connections to/from 95 Express Lanes	3	1	3	2	2	4	2	2	3	2	3	3	3	3	254	4
Alternative 2 - Direct Connections to 95 Express Lanes	3	3	3	3	3	4	2	2	3	2	3	3	3	3	282	3
Alternative 3 - Direct Connections to 95 Express Lanes with Viaduct on I-195	2	1	3	1	2	4	4	5	5	4	2	2	2	2	301	2
Alternative 4 - Direct Connections to 95 Express Lanes with Viaduct on I-195 (I-95/Miami Beach Traffic Separated)	2	1	3	1	2	5	5	5	5	5	2	2	1	1	320	1

Criteria weight

- Alternatives 4 & 3 top ranked alternatives

ALTERNATIVES RANKING – BICYCLE/PEDESTRIAN IMPROVEMENTS

Description Of Alternative	Socio-Economic		Environmental			Expected Performance					Implementation		Cost		WEIGHTED SCORE (WS)	RANK
	7	7	7	7	7	9	9	9	9	9	6	6	4	4		
	Community Cohesion	Potential for Controversy	Natural	Physical	Cultural / Historic / Archaeological	System Linkage	Capacity / Operations	Transportation Demand	Modal Interrelationships	Safety	Utility Conflicts	Constructability	Construction	Right of Way / Business Damages		
No Build Alternative	3	3	3	3	3	1	1	1	1	1	3	3	3	3	210	N/A
Alternative A - Shared Path Bridge Structures	3	3	2	3	3	5	3	3	4	5	3	3	3	3	338	2
Alternative B - Dual Shared Path with Widening of Existing Causeway Bridges	3	3	2	3	3	5	3	3	5	5	3	3	2	3	343	1

Criteria weight

- Alternative B top ranked alternative

RECOMMENDED ALTERNATIVES FOR TIER 2

RECOMMENDED ALTERNATIVES FOR TIER 2

- **Base Improvements**

- All alternatives will be carried forward to Tier 2
- Concept plans will be developed during refinement of improvements

- **System Improvements**

- Alternative 4 and 3 carried forward to Tier 2 incorporating a modified Alternative 1
- Alternative 2 discarded
- Concept plans will be developed for only one alternative

- **Bicycle / Pedestrian Improvements**

- Alternative B and A carried forward to Tier 2
- Concept plans will be developed for only one alternative

RECOMMENDED TIER 2 PERFORMANCE MEASURES

RECOMMENDED TIER 2 PERFORMANCE MEASURES

Measure	Extent	Timeframe	Source(s)	Category
1 VMT (PMT)	Study Area	AM/PM	SERPM	Quantity
2 Peak Period Travel Time Reliability (95th percentile TTI)	I-195 + Freeway Network	AM/PM	SERPM	Quality
3 Δ Change in Safety Performance	I-195	Annual	HSM	Quality
4 Job Accessibility - Auto	Study Area	AM	SERPM	Accessibility
5 Job Accessibility - Transit	Study Area	AM	SERPM	Accessibility
6 Percentage Heavily Congested VMT	I-195	AM/PM	SERPM	Utilization
7 Transit Travel Time	MDT Routes 110 & 150	AM	VISSIM	Quality
8 Quality of Pedestrian Connections	Areas underneath I-195	N/A	Qualitative	Quality
9 Quality of Access to Recreation	Study Area	Midday	GIS	Accessibility
10 I-195 Access Points	I-195	N/A	Qualitative	Accessibility
11 Return of Investment	Project	N/A	FDOT B/C Tool	N/A

NEXT STEPS

- **Conduct Workshops for Community and Stakeholders**
- **Finalize Tier 2 Evaluation and Develop Recommended Alternatives**
- **Present Final Recommendations to PAT Meeting #4 (Final Recommendations)**
- **Prepare Final Report**
- **Project is Candidate for PD&E in 2021**

PROJECT CONTACT INFORMATION

FDOT PM

Ms. Shereen Yee Fong
Florida Department of Transportation,
District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111
Miami, Florida 33172
Phone: (305) 470-5393
E-mail: Shereen.YeeFong@dot.state.fl.us

Consultant Deputy PM

Mr. Lorin Brissett, PE
BCC Engineering, LLC
4901 NW 17th Way, Suite 506
Fort Lauderdale, FL 33309
Phone: (954) 928-1828
E-mail: Lbrissett@bcceng.com

FDOT Planning Manager

Mr. Kenneth Jeffries
Florida Department of Transportation,
District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111
Miami, Florida 33172
Phone: (305) 470-5445
E-mail: Ken.Jeffries@dot.state.fl.us

Consultant Public Involvement Officer

Ms. Charesse Chester
Creativision MEDIA
633 NE 167th Street, Suite 600
Miami, FL 33162
Phone: (305) 944-7564
E-mail: cchester@creativisionmedia.com

Consultant PM

Mr. Jose Muñoz, PE
BCC Engineering, LLC
6401 SW 87th Avenue, Suite 200
Miami, FL 33173
Phone: (305) 670-2350
E-mail: jmunoz@bcceng.com

QUESTIONS ?

