



I-195 CORRIDOR PLANNING STUDY

FOURTH MEETING WITH PROJECT ADVISORY TEAM
MEETING PRESENTATION: JUNE 3, 2020



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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. – Concept Development
- Sudheer Chinta, P.E. – Concept Development
- Revanth Katta, P.E., PTOE – Traffic Engineering / Concept Development

RENAISSANCE PLANNING

- Dan Hardy, P.E. – Performance Measures / Alternatives Evaluation

CREATIVISION MEDIA

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

AGENDA

1. Study Area & Background Review
2. Study Focus Areas Review
3. Project Purpose and Need Reveiw
4. Project Scope & Status
5. Summary of Stakeholder Activities
6. Texas U-Turn Concept Update
7. Concept Development & Evaluation Update
8. Refined Build Alternative
9. FDOT Project Development Process
10. Implementation Steps, Phasing & Prioritization
11. Closing
12. Questions

STUDY AREA & BACKGROUND



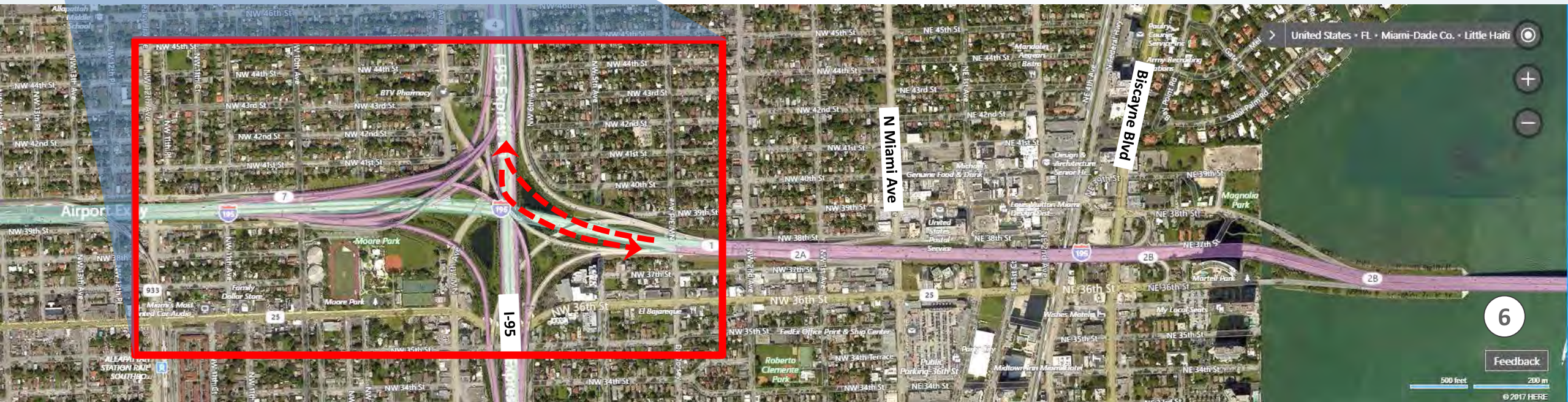
- Important Limited Access Facility Connecting Miami International Airport and Miami Beach
- Provides Access to Several High Growth Neighborhoods
- Continued Growth Expected to increase demand exacerbating access issues

STUDY FOCUS AREAS

FOCUS AREA #1 (Direct Connection to 95 Express Lanes)

Western Limit

Eastern Limit



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 PURPOSE AND NEED

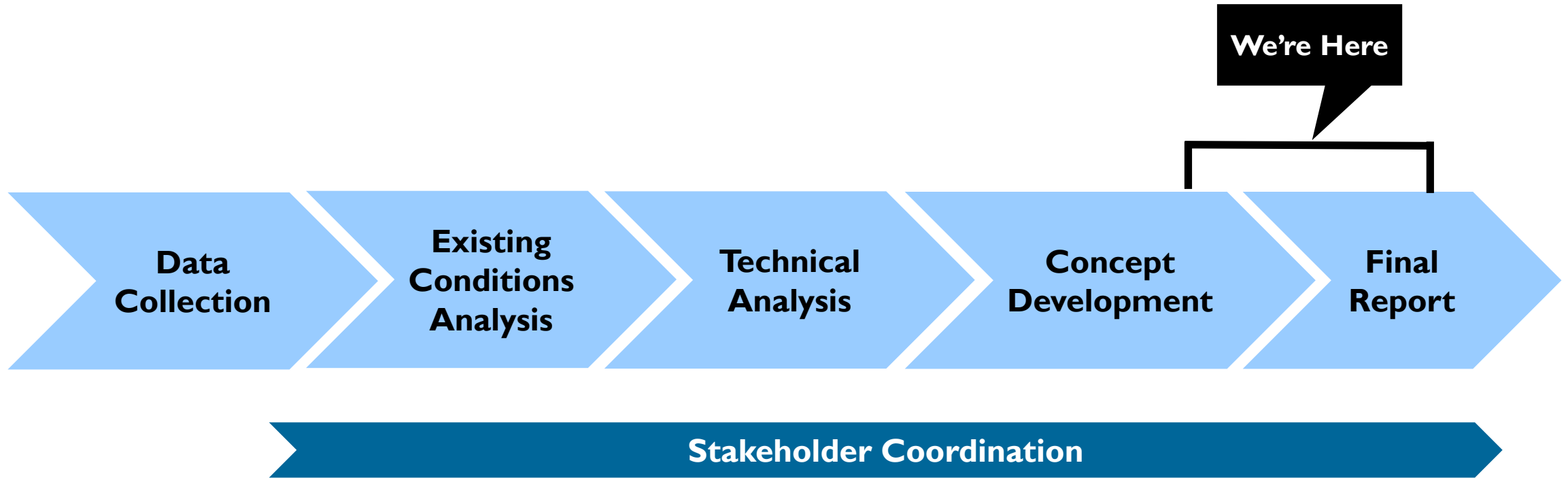
- **Project Purpose:**

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

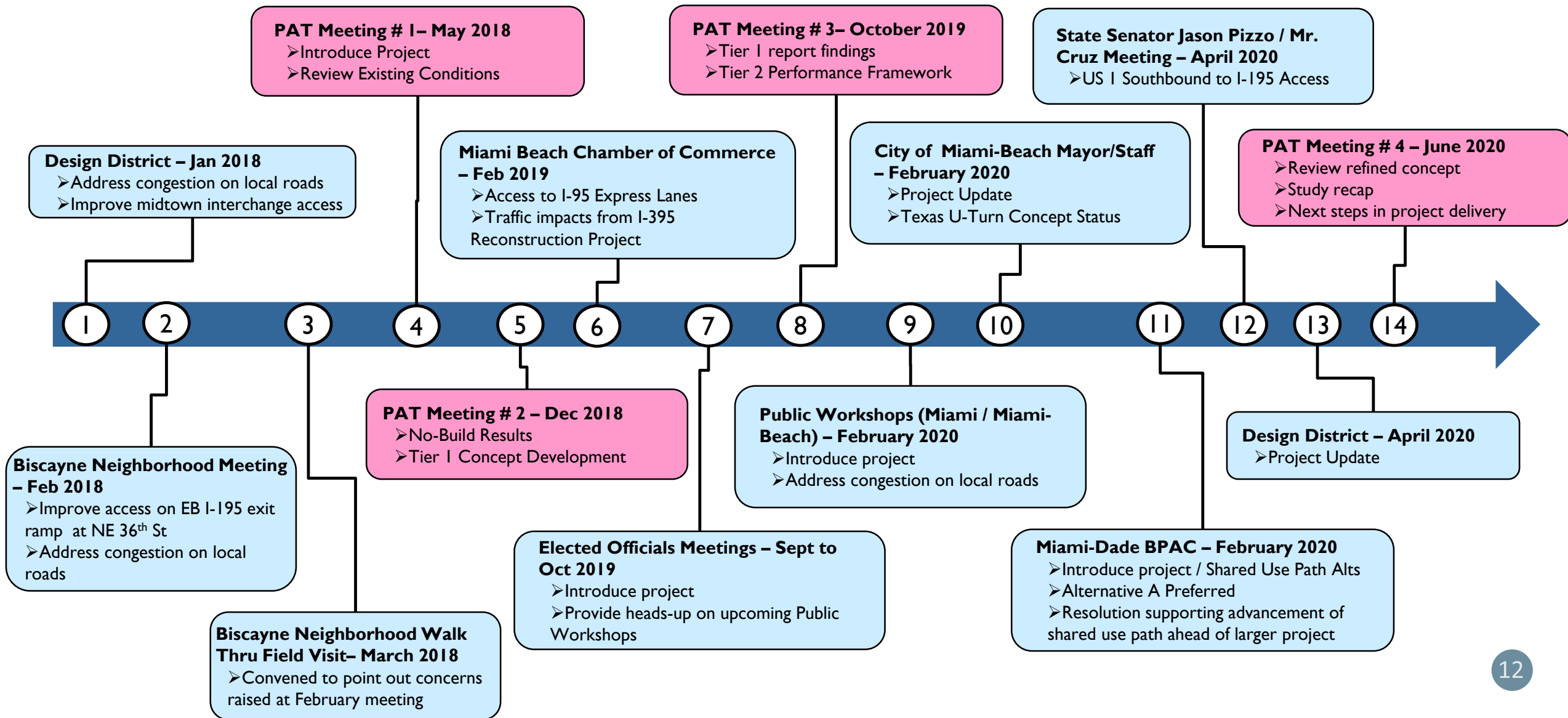
- **Need for:**

- **Better System Linkage including; better access to the I-95 express lanes 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.**

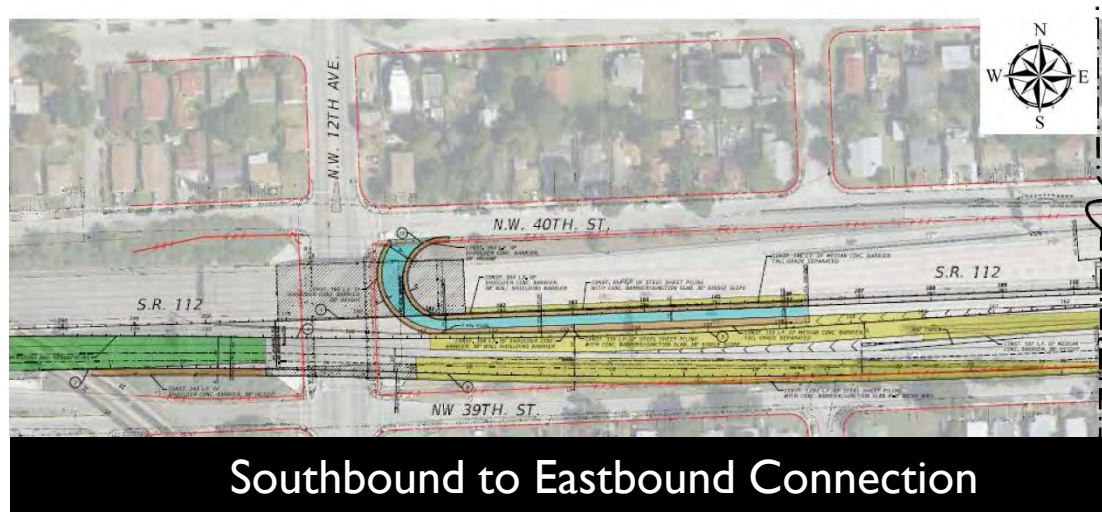
PROJECT SCOPE & STATUS



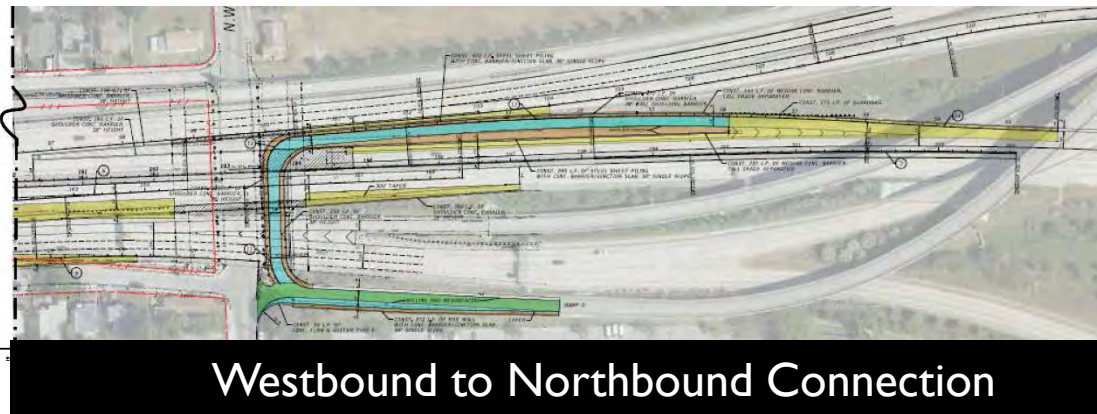
I-195 CPS: SUMMARY OF STAKEHOLDER ACTIVITIES



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



Southbound to Eastbound Connection



Westbound to Northbound Connection

- **Concept development put on hold due to:**
 - Project cannot be expedited with current concept and therefore prudent to pursue longer term solutions;
 - Deferral of GGI Reconstruction Phase impacts timing of needed express lanes capacity to accommodate increased demand from new connections;
 - Design Exceptions & Variation for current concept to minimize ROW Impacts cannot be approved.
- **Texas U-Turn connections excluded from long term system alternatives moving forward**
- **City of Miami Beach Briefed on status in February 2020**

CONCEPT DEVELOPMENT & EVALUATION

Tier 1 Concepts

- Identify Improvements
 - Base
 - System
 - Bicycle/pedestrian facilities
- Qualitative Evaluation
- Quantitative Evaluation
- Identify Tier 2 Improvements

Tier 2 Concepts

- Additional Qualitative / Quantitative Evaluations
 - Base
 - System
 - Bicycle/pedestrian facilities
- Identify Recommended Improvements for refinement

Refined Concepts

- Refine Recommended Improvements
 - Base
 - System
 - Bicycle/pedestrian facilities
- Cost / Right-of-Way Evaluation
- Concept Plans

- Three groups of improvements

Base Improvements

- Identified to address operational deficiencies as well as specific local issues raised by stakeholders.

System Improvements

- Address key study objectives relative to improving system linkage, system capacity, accommodating future transportation demand, modal interrelationships, and addressing safety.

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 Long Range Transportation Plan & the City of Miami Beach Master Plan.

- **Three (3) Alternatives:**
 - **Alternative 1 - Direct Connections to 95 Express Lanes**



SYSTEM IMPROVEMENTS

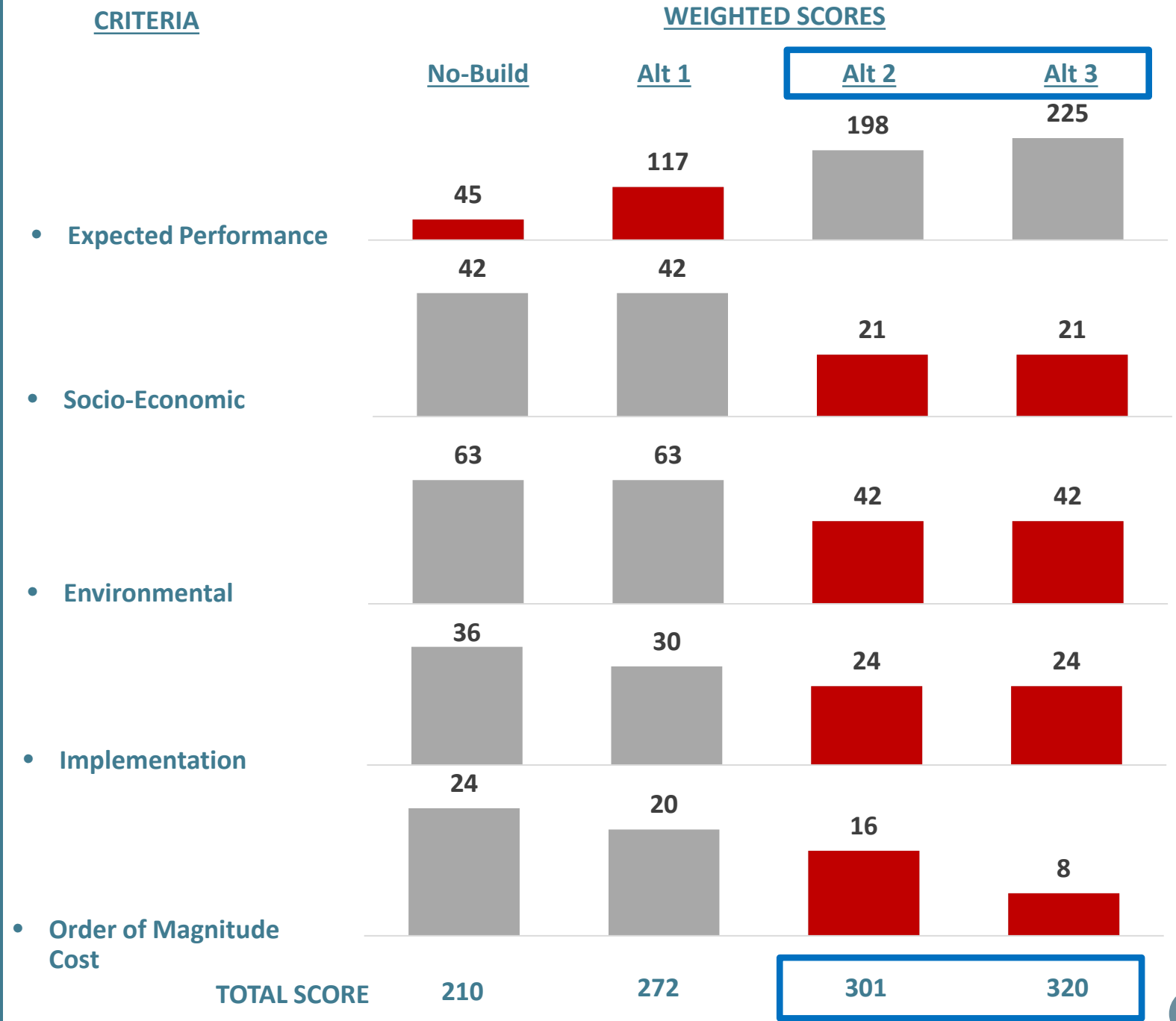
- **Alternative 2 - Direct Connections to 95 Express Lanes with New Viaduct on I-195**



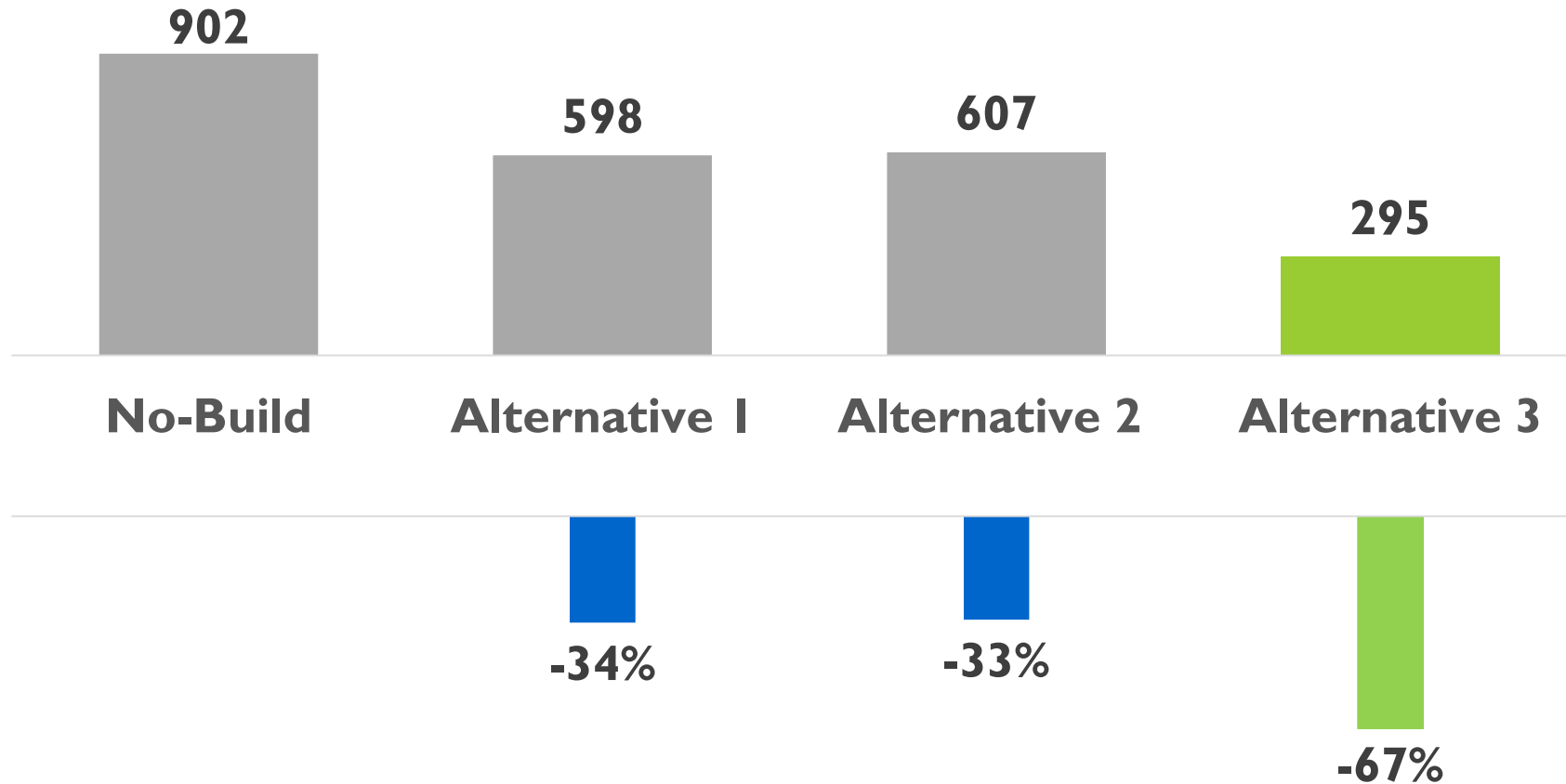
TIER 1 REVIEW

(System Improvements)

- Alt 1 - Direct Connections to 95 Express Lanes
- Alt 2 - Direct Connections to 95 Express Lanes with New Viaduct on I-195
- Alt 3 - Direct Connections between 95 Express Lanes / I-95 General Use Lanes and New Viaduct on I-195



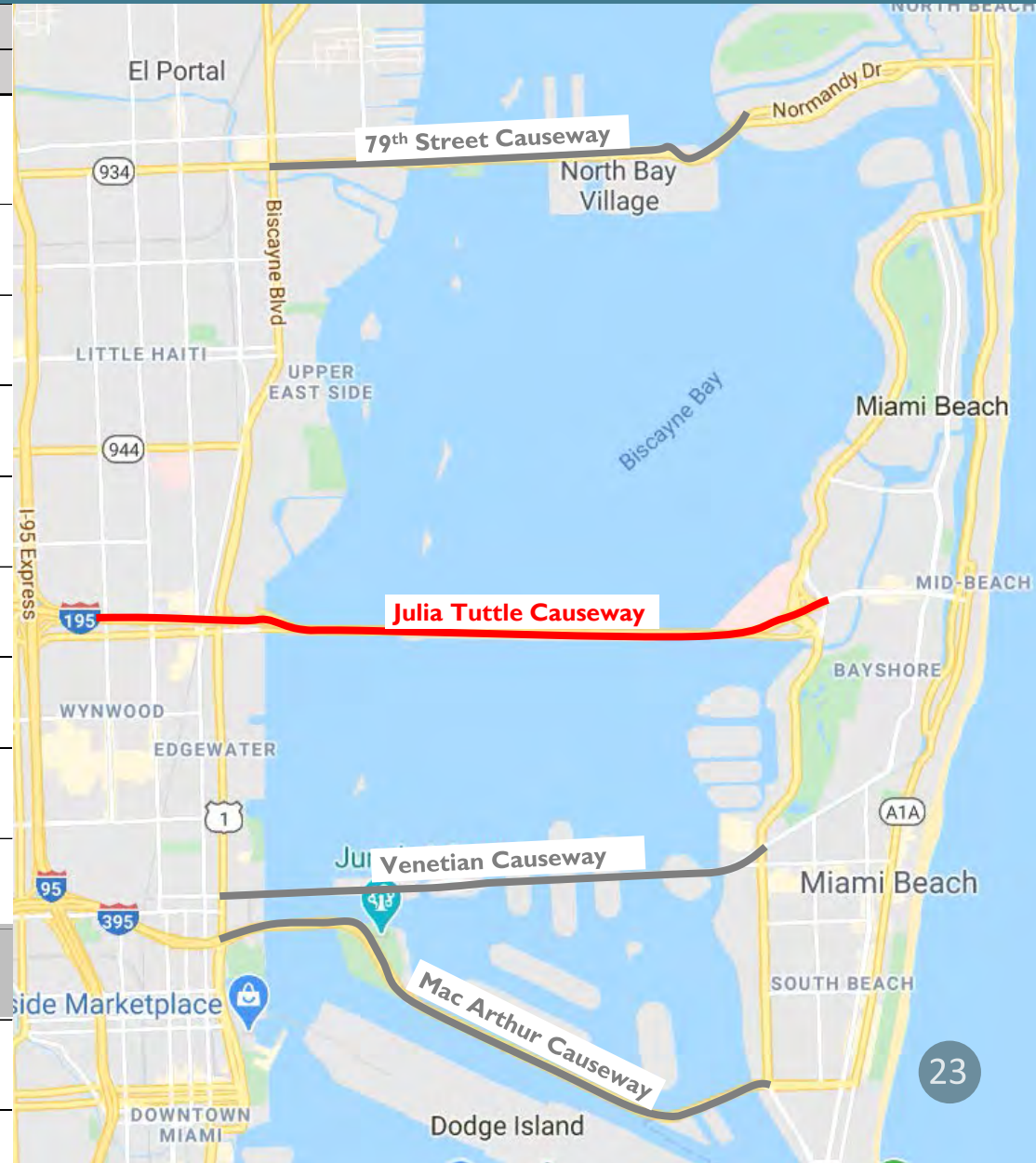
TIER 2 REVIEW - SYSTEMS OPERATIONS SUMMARY (VEHICLE HOURS OF DELAY)



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

TIER 2 REVIEW - (OTHER PERFORMANCE MEASURES EVALUATION)

Measure	Comparison to Base Conditions					
	Alt 1	Alt 2	Alt 3	Option A	Option B	Notes
1 Daily Vehicle Miles of Travel (VMT)	0.01%	0.02%	0.07%			Sum across four parallel causeways; VMT increases slightly on Julia Tuttle and decreases elsewhere
2a Average peak period speed increase (MPH)	1.1	4.5	13.5			Base average speed of 37.3 MPH
2b Daily Vehicle-Hours of Delay	84	234	591			From I-195 operational analyses; benefits on parallel causeways not included
3 Change in Safety Performance	TBD	TBD	TBD	TBD	TBD	TBD
4 Job Accessibility - Auto	TBD	TBD	TBD			TBD
5 Job Accessibility - Transit	Minimal	Minimal	Minimal			All support bus-on-shoulder treatments and dependent on those operational elements
6 Percentage Heavily Congested VMT	5.0%	5.2%	15.7%			VMT at < 45 MPH; Base percentage is 21.6
7 Transit Travel Time	Minimal	Minimal	Low			All support bus-on-shoulder treatments and dependent on those operational elements
8 Quality of Pedestrian Connections	Minimal	Minimal	Minimal	Low	Low	All provide similar design opportunities (repair, lighting, art, etc.)
9 Quality of Access to Recreation	Minimal	Minimal	Minimal	High	High	Both shared path options provide roughly equal improved access to views/recreation
10 I-195 Access Points Connectivity	Low	Low	Moderate			Base conditions improve local street access; Alternatives improve connections to I-95
11 Return on Investment	TBD	TBD	TBD	TBD	TBD	TBD

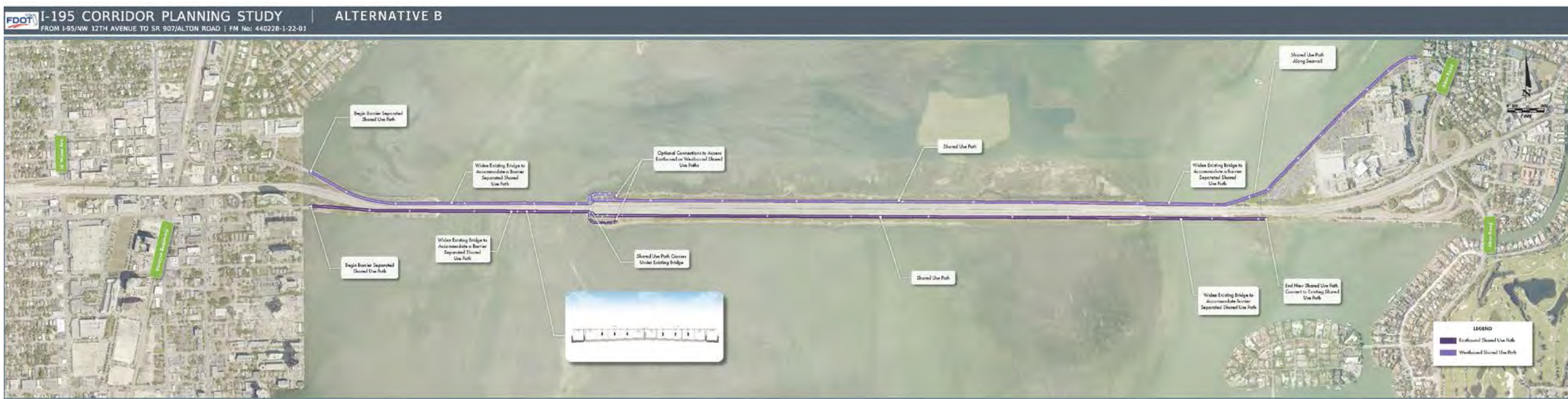


- **Two (2) Alternatives:**

- **Alternative A - 14' Shared use Path With Bridge Structures On One Side Of Julia Tuttle Causeway.**

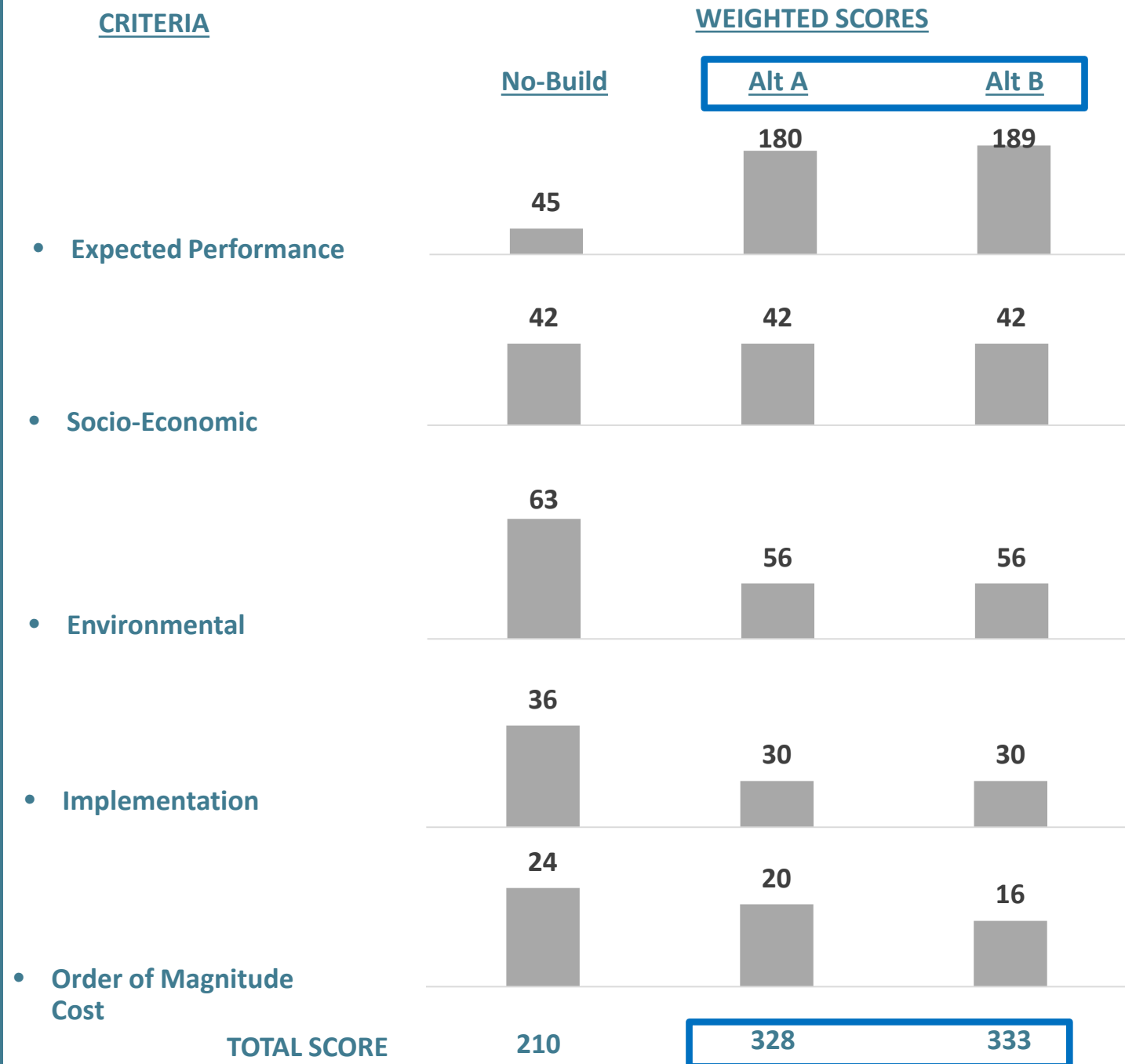


- **Alternative B - 12' Shared Use Paths With Widening Of Existing Causeway Bridges On North And South Sides.**



TIER 1 REVIEW (Bicycle / Pedestrian Improvements)

- Alt A - 14' Shared Path With Bridge Structures On One Side Of Julia Tuttle Causeway
- Alt B - 12' Shared Use Paths With Widening Of Existing Causeway Bridges On North And South Sides.



TIER 2 REVIEW – (OTHER PERFORMANCE MEASURES EVALUATION)

Measure	Comparison to Base Conditions					
	Alt 1	Alt 2	Alt 3	Option A	Option B	Notes
8 Quality of Pedestrian Connections	Minimal	Minimal	Minimal	Low	Low	All provide similar design opportunities (repair, lighting, art, etc.)
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11 Return on Investment	TBD	TBD	TBD	TBD	TBD	TBD

REFINED BUILD ALTERNATIVE

REFINED BUILD ALTERNATIVE (OBJECTIVES)

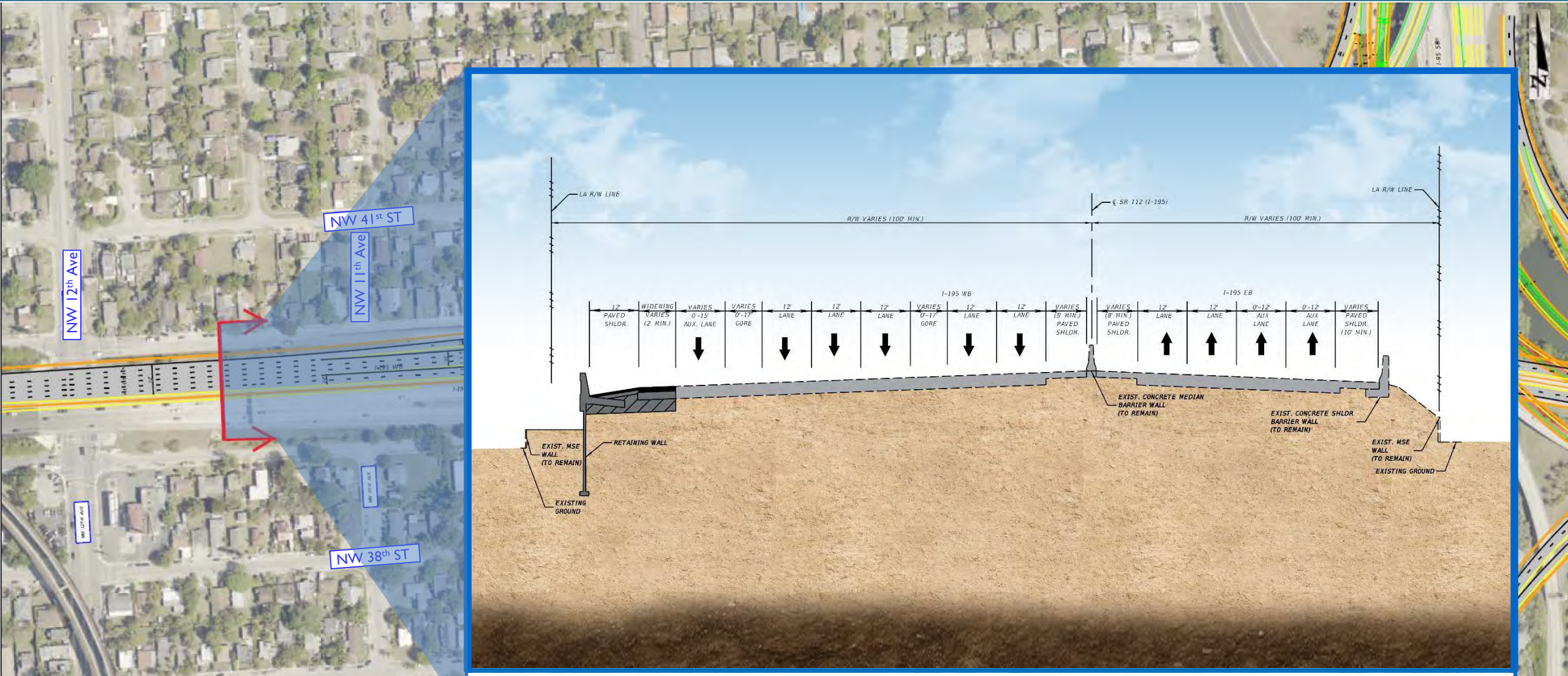
- **Reflects largest foot print and incorporates:**
 - System Alternative 3
 - Shared Use Path Alternative A
 - All Base Improvements
- Will not preclude review of other alternatives during PD&E (i.e., Alt #s 1 & 2, Alt B)
- Developed for Project Screening using FDOT Environmental Screening Tool



- **Incorporates:**
 - **System Alternative 3**
 - **Shared Use Path Alternative A**
 - **All Base Improvements**

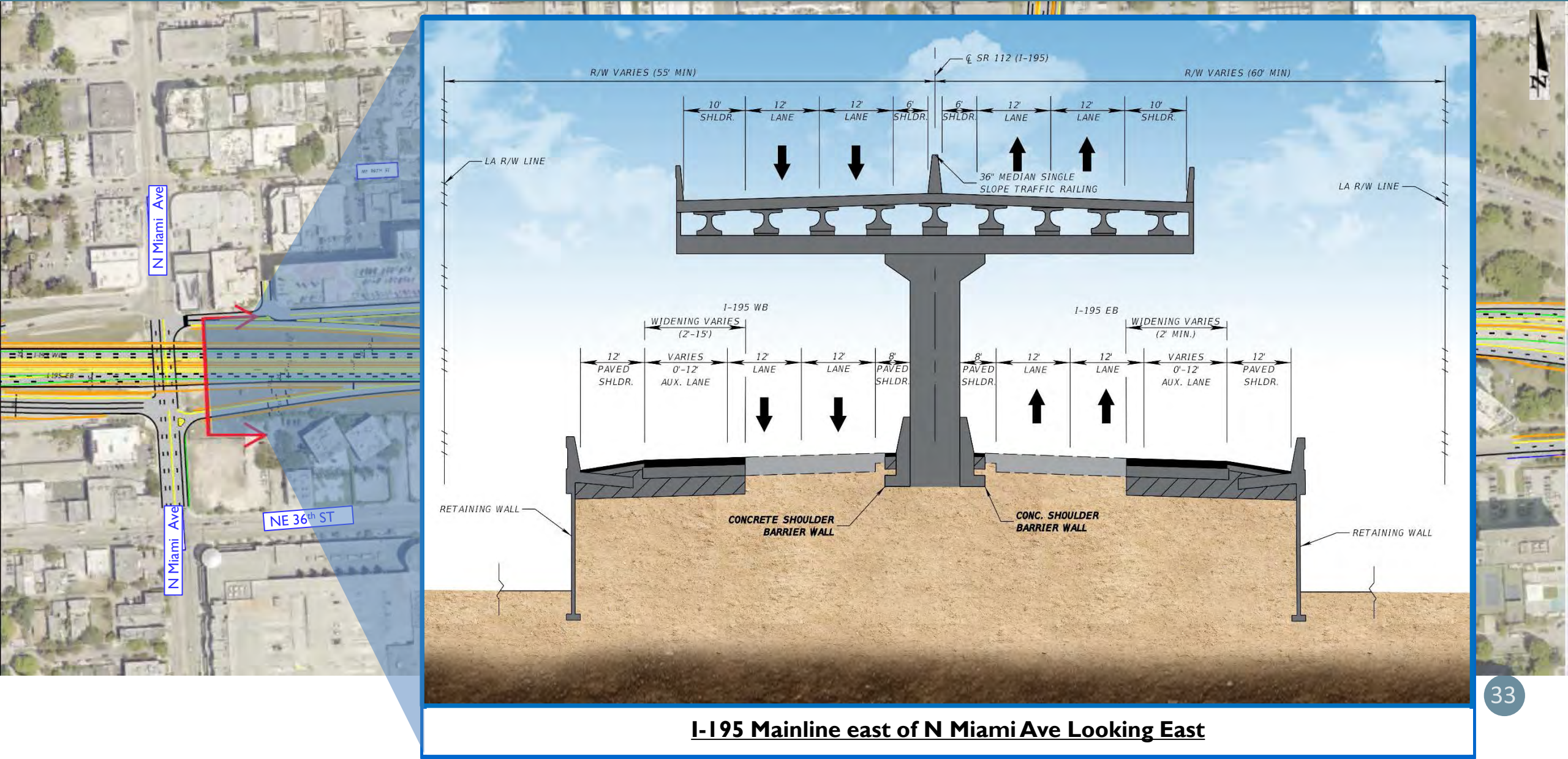
TYPICAL SECTIONS

REFINED BUILD ALTERNATIVE (TYPICAL SECTIONS)



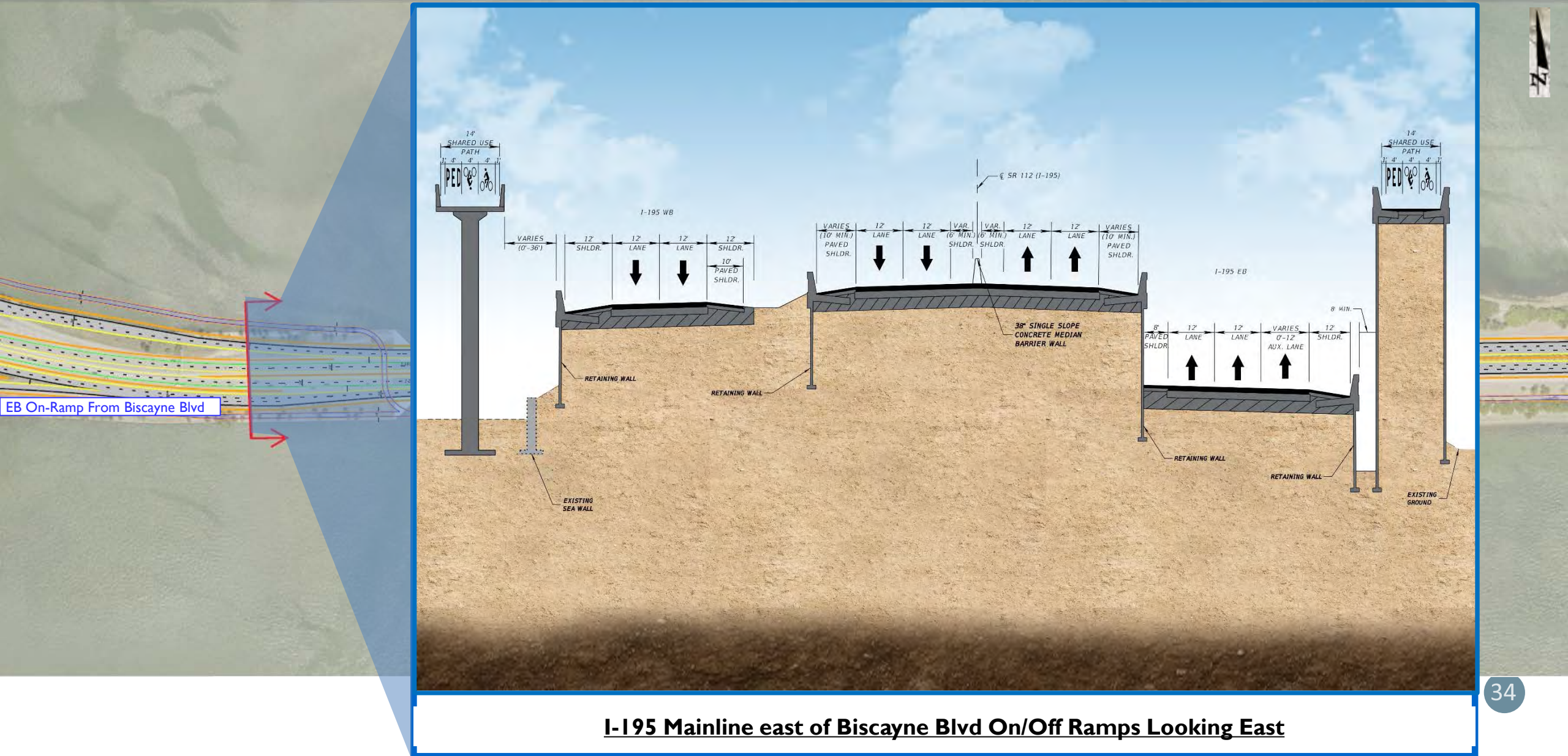
I-195 Mainline west of NW 11th Ave Looking East

REFINED BUILD ALTERNATIVE (TYPICAL SECTIONS)

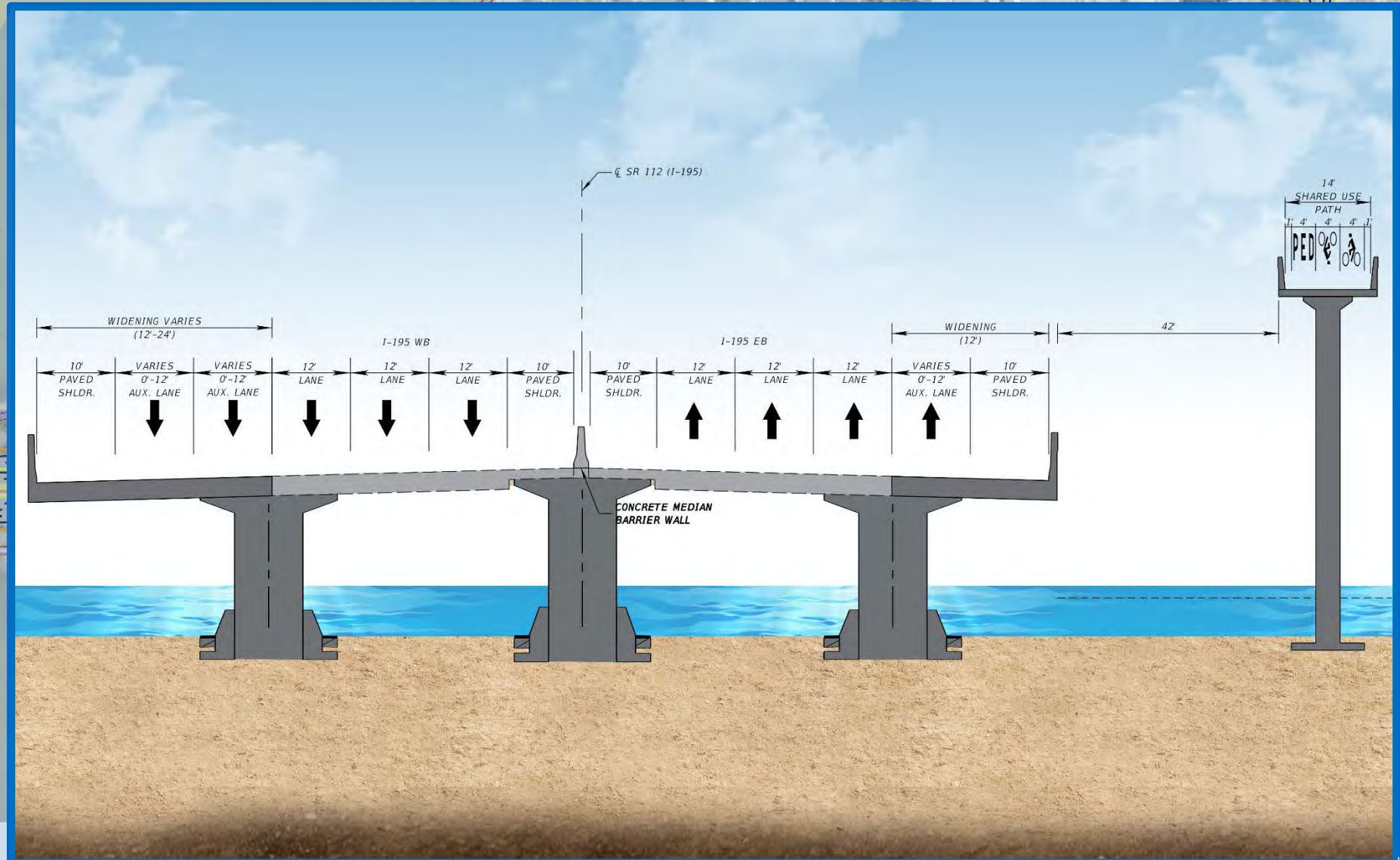


I-195 Mainline east of N Miami Ave Looking East

REFINED BUILD ALTERNATIVE (TYPICAL SECTIONS)



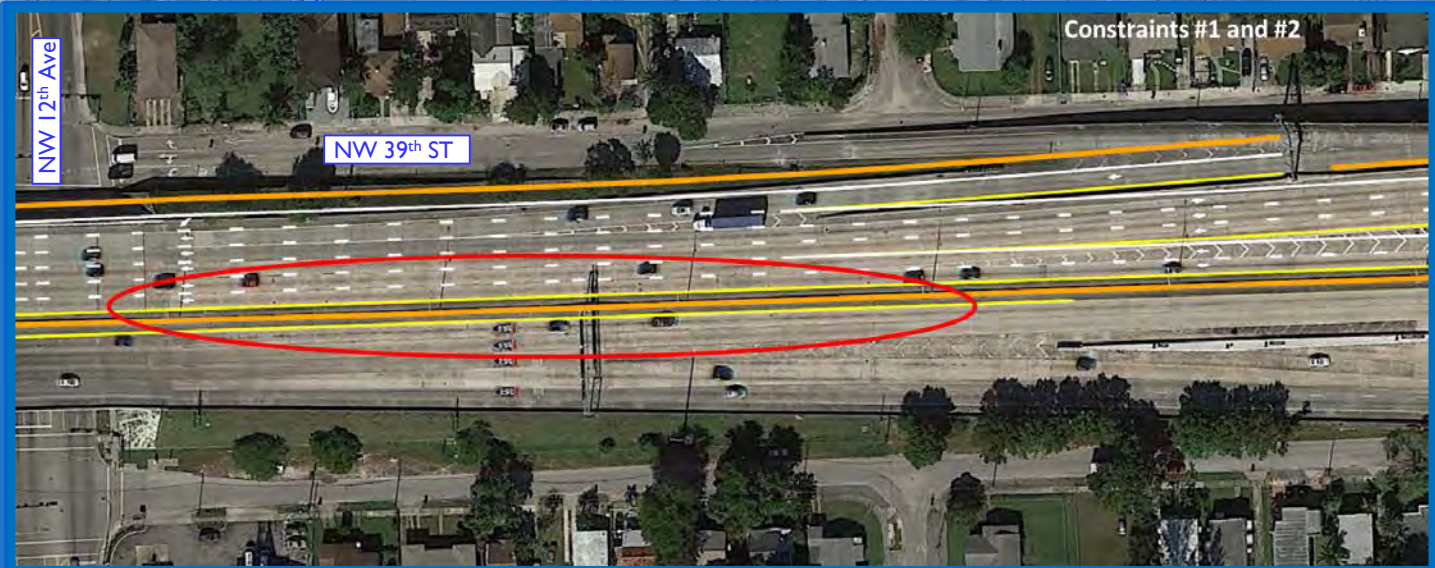
REFINED BUILD ALTERNATIVE (TYPICAL SECTIONS)



Julia Tuttle Causeway Bridge west of off-ramp to Alton Road Looking East

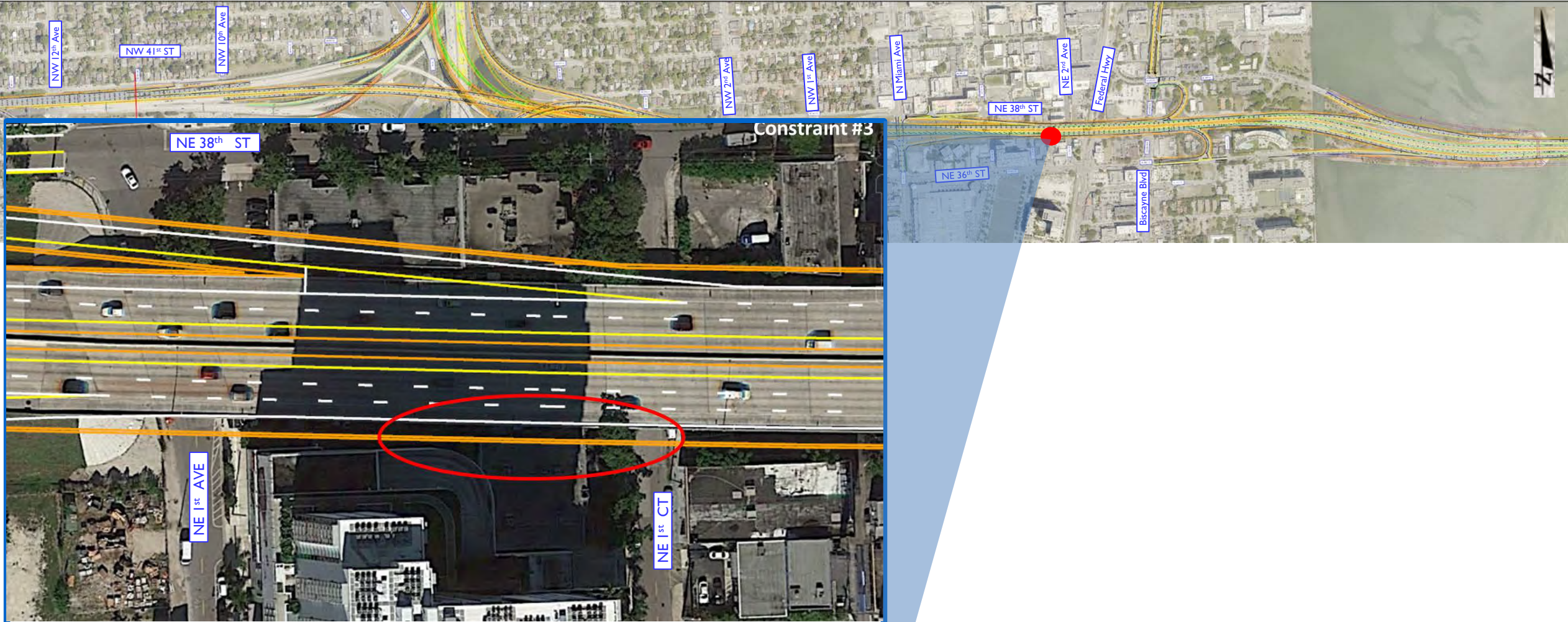
GEOMETRIC CONSTRAINTS

REFINED BUILD ALTERNATIVE (GEOMETRIC CONSTRAINTS)



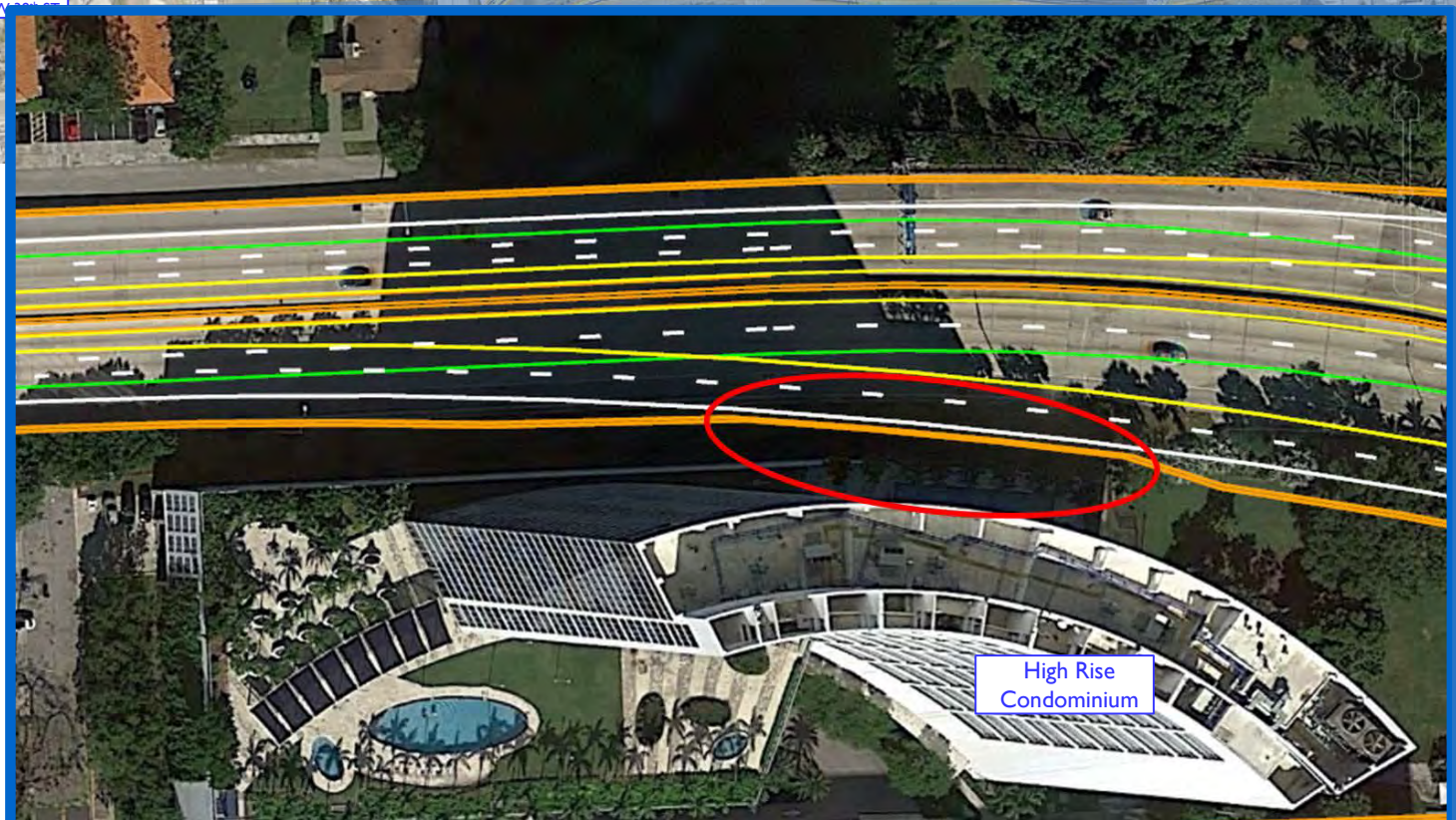
Location	Design Element	Existing	Required	Recommended	Reason for not addressing
SR 112 from NW 12th Ave to NW 10th Ave - South Side	Inside Shoulder Width	8' Min.	12' Min.	Match Existing	Require additional widening which may impact On-Ramps from I-95 SB Express to I-195 WB, I-95 SB to I-195 WB and I-95 NB to I-195 WB
SR 112 from NW 12th Ave to NW 10th Ave - North Side	Inside Shoulder Width	8' Min.	12' Min.	Match Existing	Require additional widening which may impact Off-Ramps from I-195 EB to I-95 NB Express, to I-95 SB and to I-95 NB

REFINED BUILD ALTERNATIVE (GEOMETRIC CONSTRAINTS)



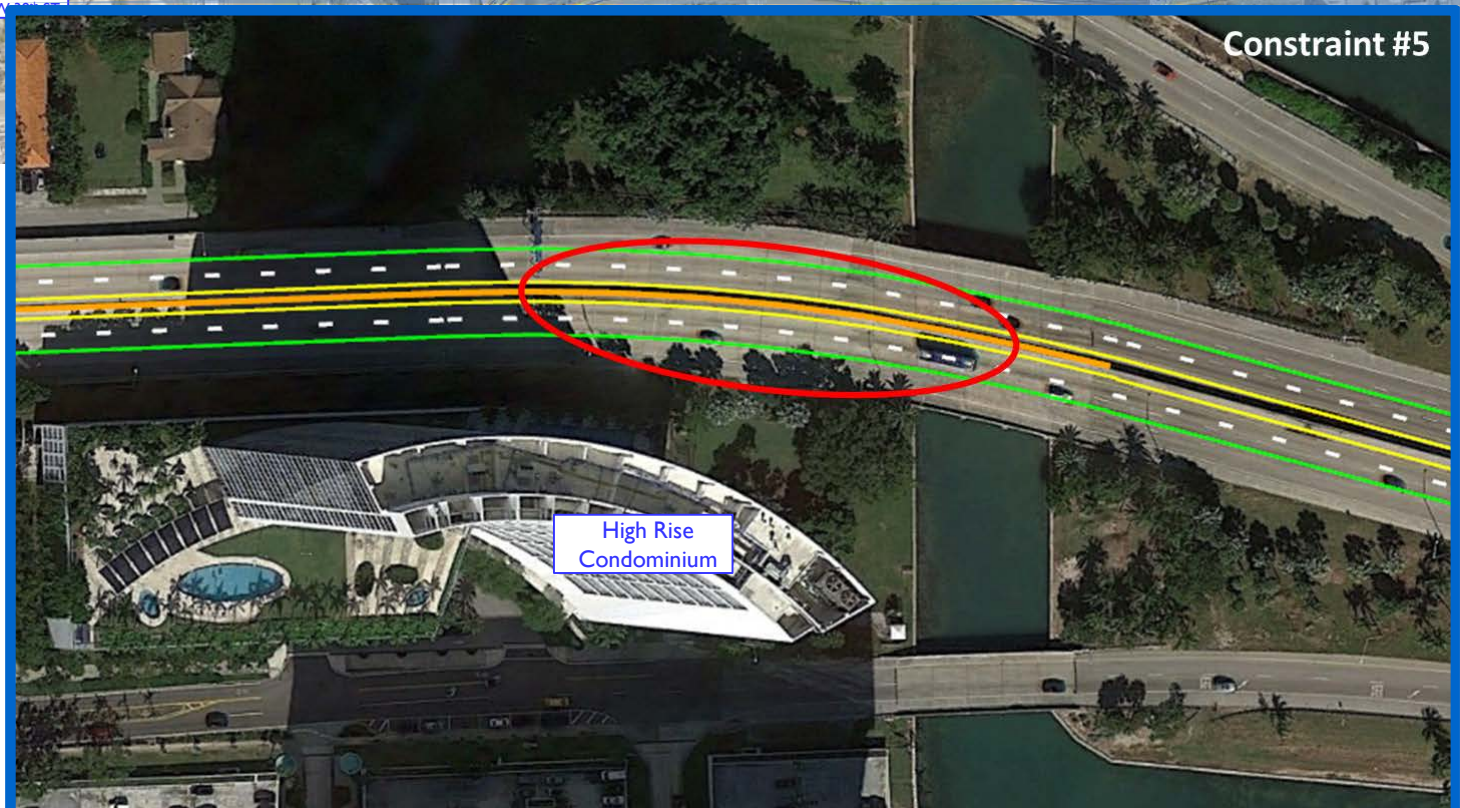
Location	Design Element	Existing	Required	Recommended	Reason for not addressing
I-195 EB at NE 1st Ct	Outside Shoulder Width	10' Min.	12' Min.	8'	Impacts to the building adjacent to I-195 EB at NE 1st Ct

REFINED BUILD ALTERNATIVE (GEOMETRIC CONSTRAINTS)



Location	Design Element	Existing	Required	Recommended	Reason for not addressing
I-195 EB, east of NE 36th St/ US-1 off-ramp	Outside Shoulder Width	10' Min.	12' Min.	6'	Impacts to the building adjacent to I-195 EB

REFINED BUILD ALTERNATIVE (GEOMETRIC CONSTRAINTS)



Location	Design Element	Existing	Required	Recommended	Reason for not addressing
Viaduct East of Biscayne Blvd	Horizontal Curve Length	N/A	900'	480'	Impacts to the building adjacent to I-195 EB

POTENTIAL ENVIRONMENTAL IMPACTS

- **Social**

- Aesthetic effects and controversy due to system improvements, i.e. new grade separated viaduct
- Relocation potential due to impacts to residential and retail/office properties

- **Cultural**

- Florida Master Site File (FMSF) review identified 171 previously recorded historic resources within the study area, which includes National Register of Historic Places – eligible resource groups, historic districts and historic structures.
- Numerous parks/recreational facilities and historic resources along the project corridor which are subject to Section 4(f) review

- **Natural**

- Project is within the Critical Habitat for the West Indian manatee and Johnson's seagrass and consultation area for various species.
- Project is within Essential Fish Habitat for several managed species
- Potential for seagrass, wetlands and mangroves within the project study area.
- Project is within Biscayne Bay Aquatic Preserve/Outstanding Florida Waters

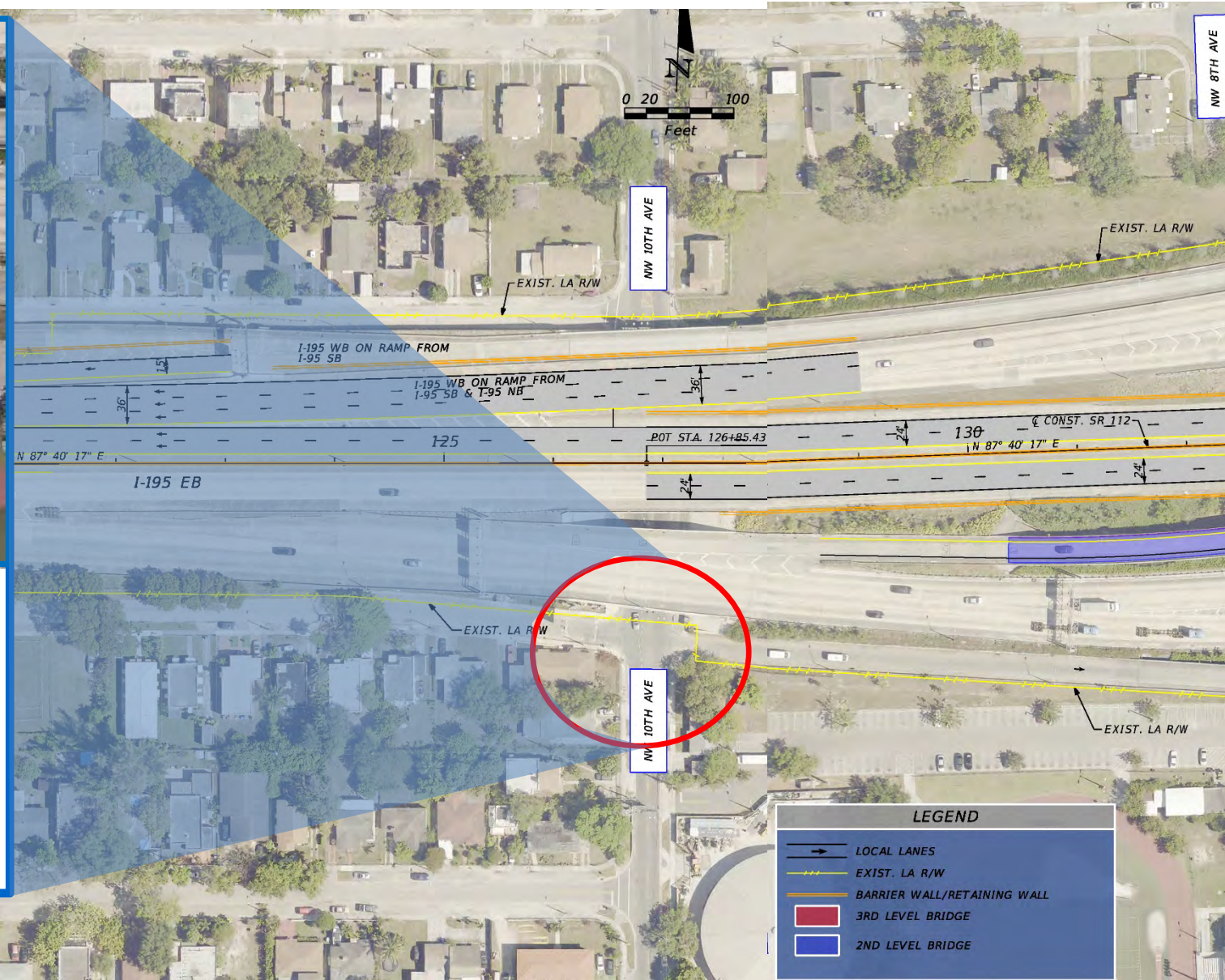
- **Physical**

- Several known contaminated sites within the project study area.
- Project crosses the Atlantic Intracoastal Waterway (ICW)

OTHER INTERSECTION IMPROVEMENTS

OTHER INTERSECTION IMPROVEMENTS (WEST OF I-95)

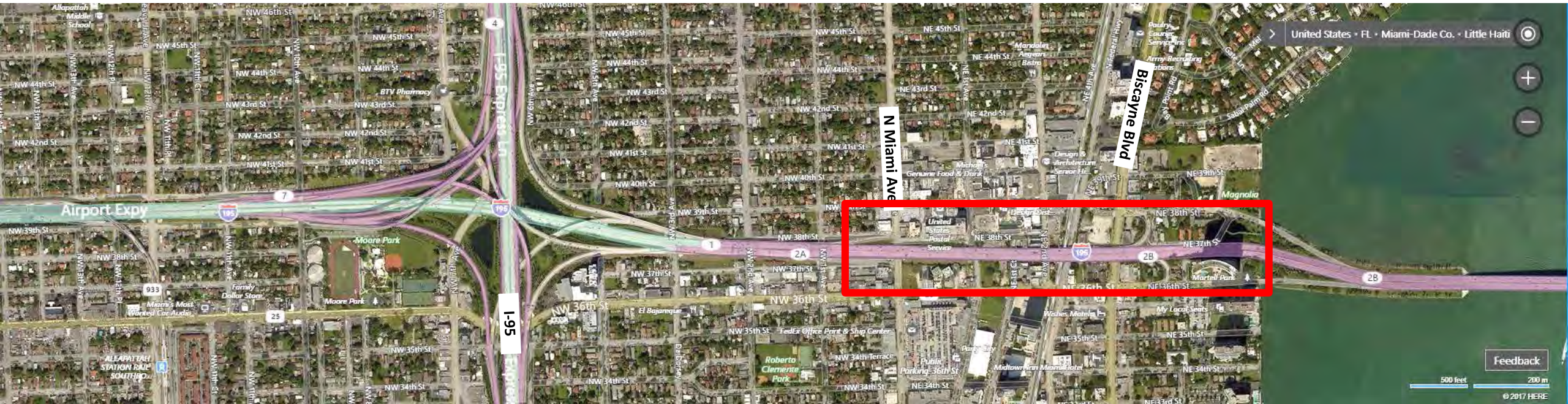


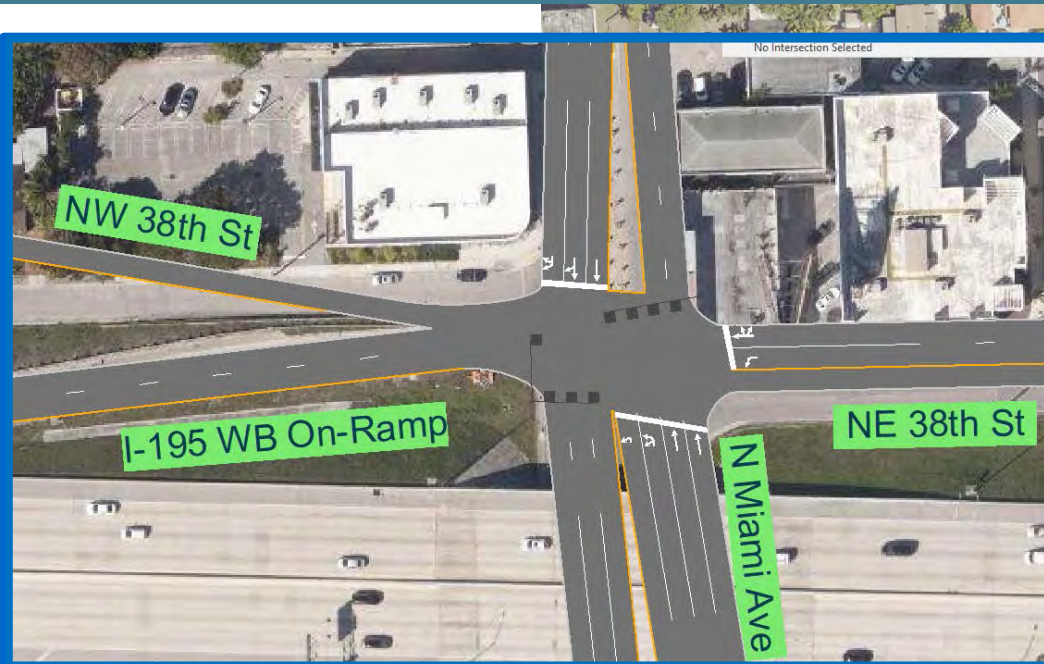


NW 39th St & NW 10th Avenue

- **Propose traffic signal to replace existing stop-control on EB Approach**
 - No modifications proposed to intersection lane geometry
 - Benefit mainly to EB NW 39th St operations which currently experiences excessive delay
- **Improvement could be advanced as separate project**

OTHER INTERSECTION IMPROVEMENTS (MIDTOWN INTERCHANGES)

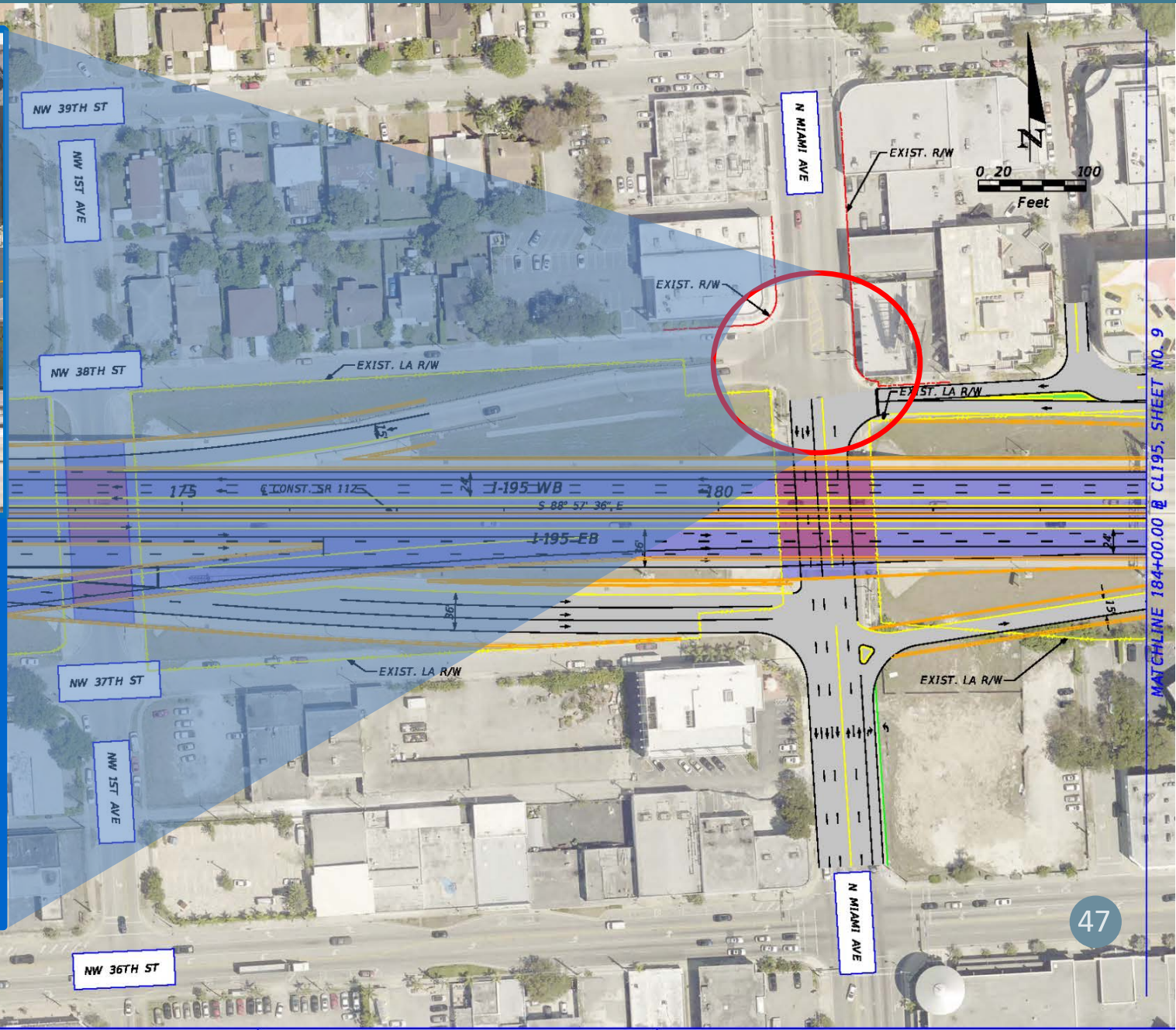




N Miami Avenue & I-195 WB On-Ramp

- **Lane additions:**
 - Right turn lane to serve the I-195 westbound on-ramp/NW 38th Street on the southbound approach
 - Exclusive left turn lane on the northbound approach
 - New left turn lane on the westbound approach from the proposed westbound off-ramp to N Miami Avenue
 - Modify the I-195 westbound on-ramp from a single lane to a two-lane entry ramp tapering to single lane before WB I-195
- **Retime / Optimize signal timing**
- **Tied to long term system alternative**

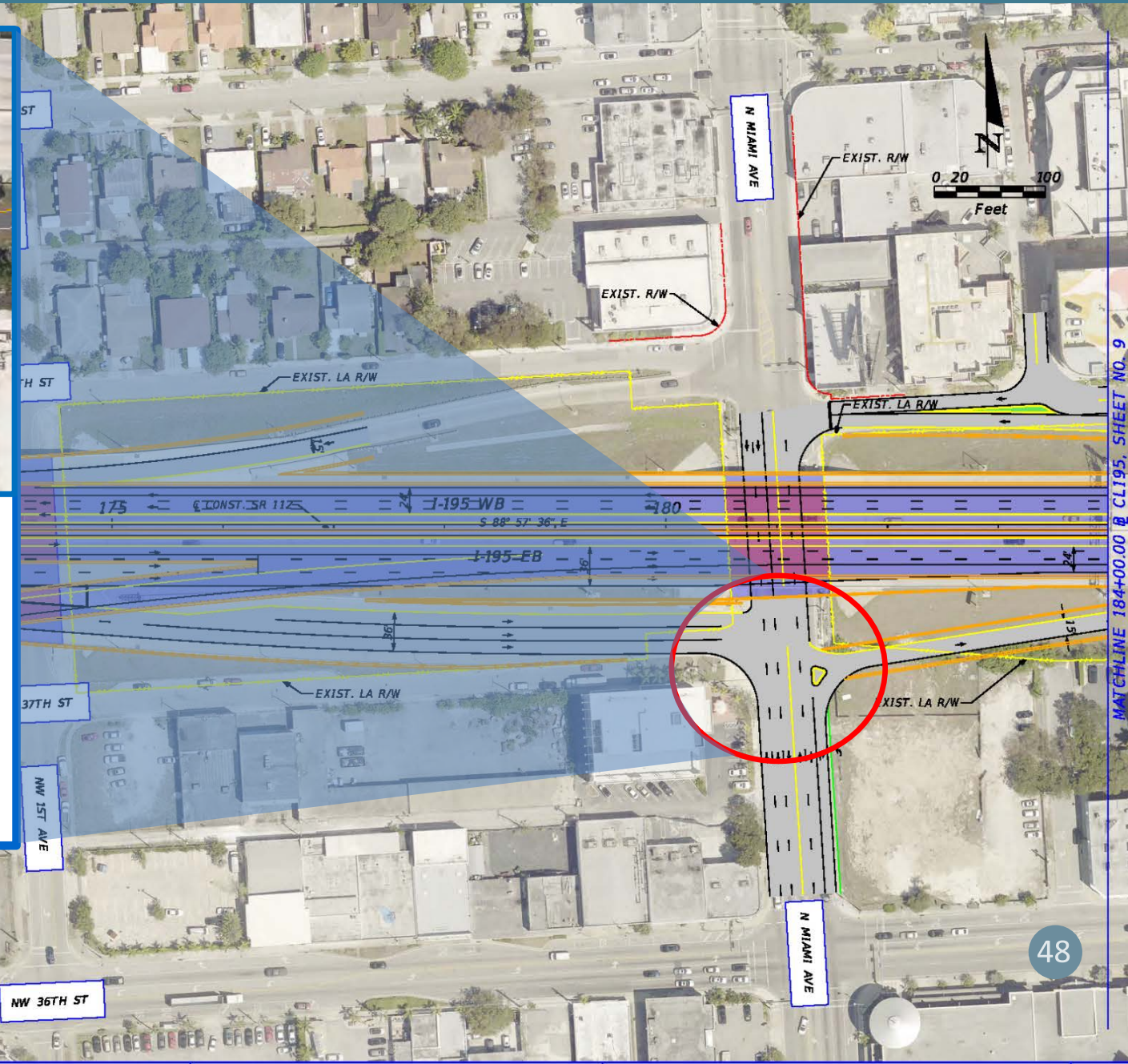
- 2ND LEVEL BRIDGE
- 3RD LEVEL BRIDGE
- POTENTIAL R/W NEEDS





N Miami Avenue & I-195 EB Off-Ramp

- **Lane additions:**
 - New left turn lane on the southbound approach for the proposed on-ramp from N Miami Avenue to I-195 Eastbound
 - Exclusive right turn lane on the eastbound approach
 - New shared through-right lane on the northbound approach for the proposed on-ramp from N Miami Avenue to I-195 Eastbound
- **Retime / Optimize signal timing**
- **Tied to long term system alternative**



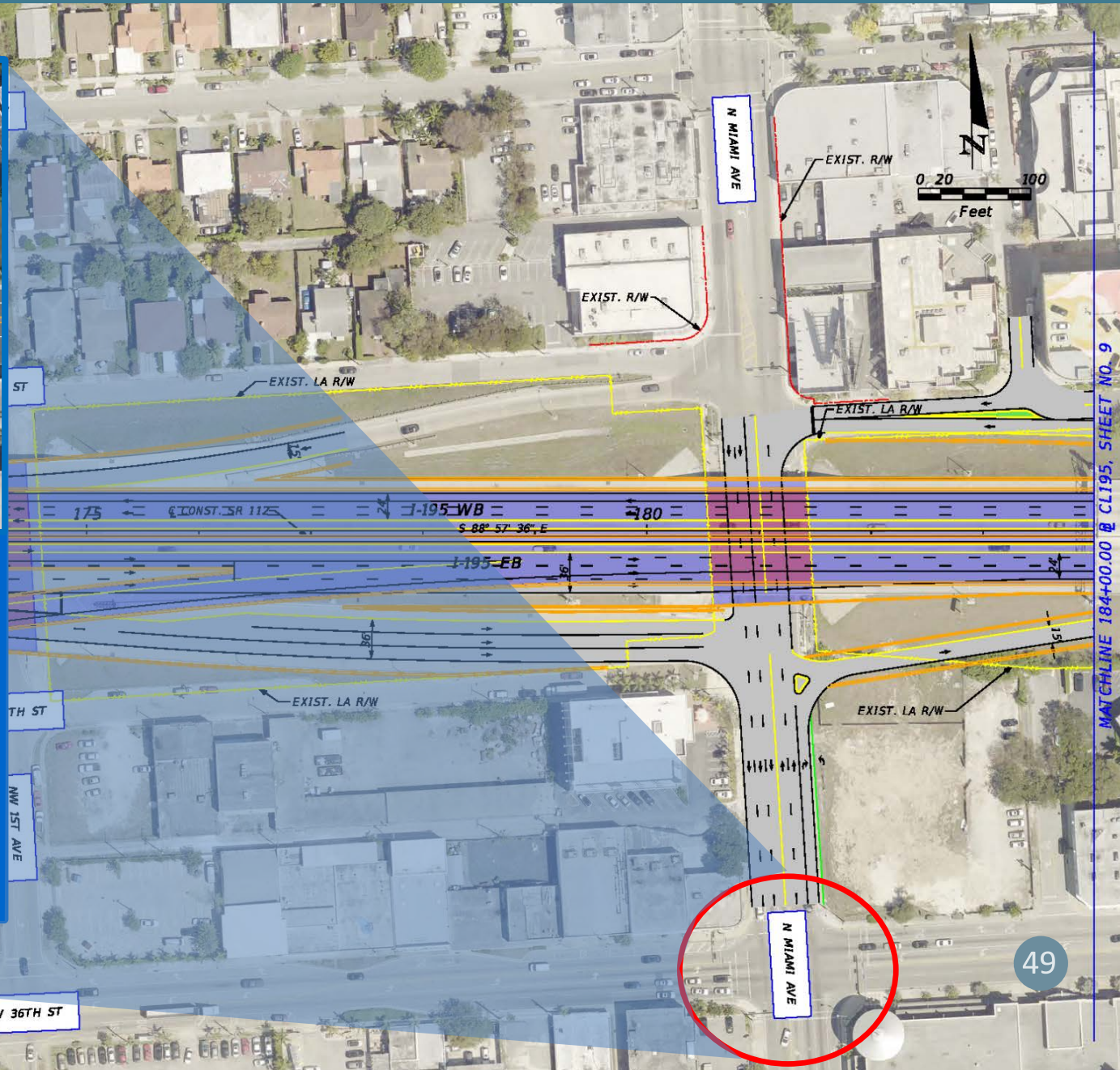
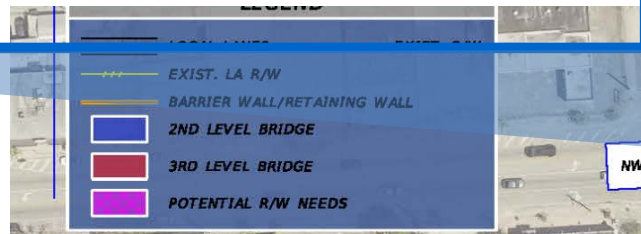
LEGEND	
	LOCAL LANES
	EXIST. LA R/W
	BARRIER WALL/RETAINING WALL
	2ND LEVEL BRIDGE
	3RD LEVEL BRIDGE
	POTENTIAL R/W NEEDS
	EXIST. R/W

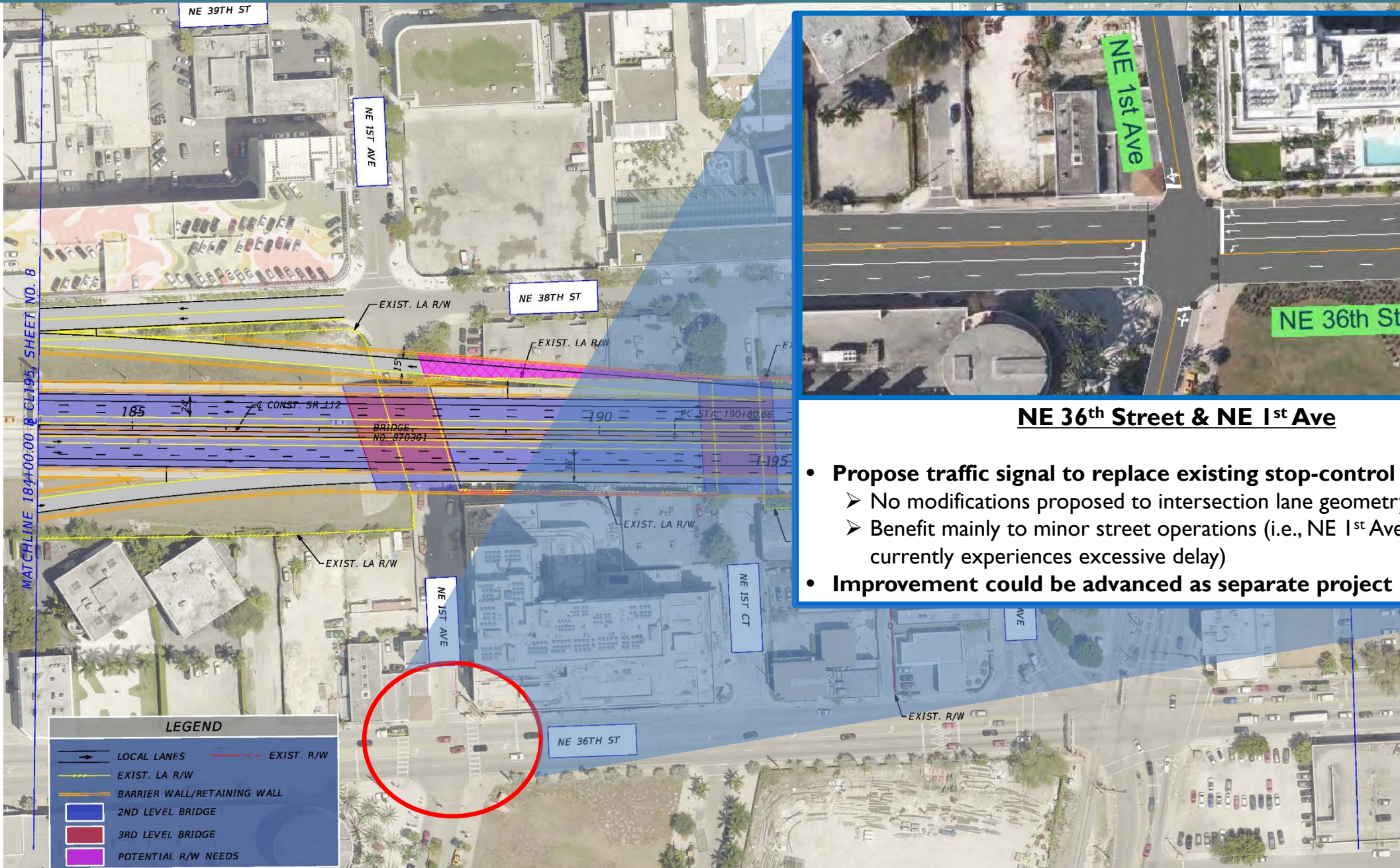
MATCHLINE 184+00.00 @ CL195, SHEET NO. 9



N Miami Avenue & NE 36th Street

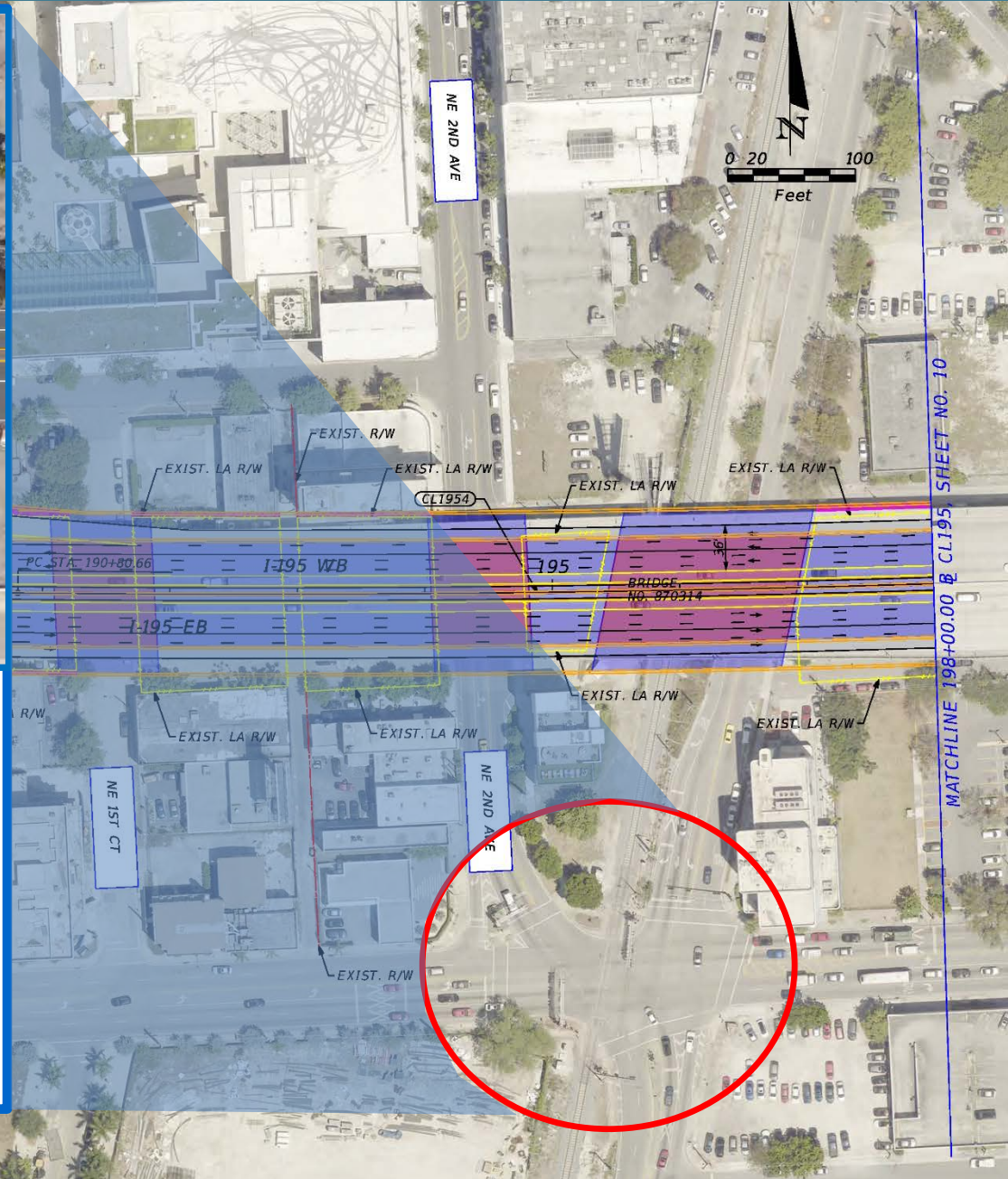
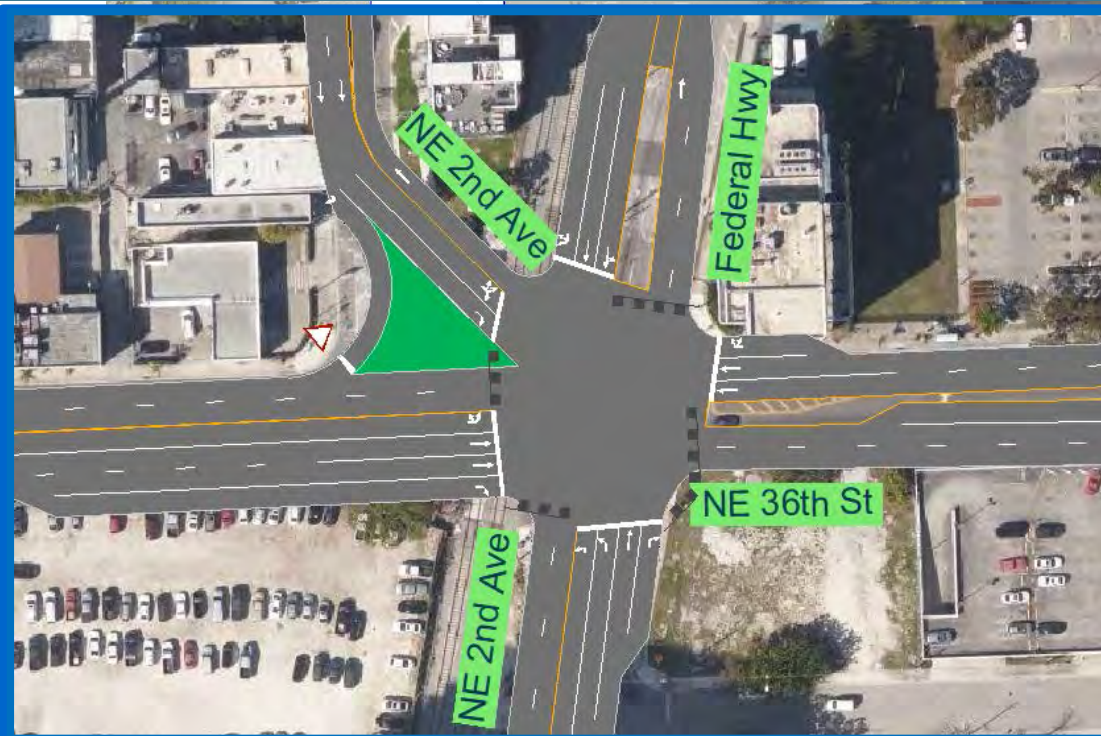
- **Lane additions:**
 - Exclusive left turn lane on the eastbound approach
 - Through lane on the westbound approach
- **Lane Utilization:**
 - Modify northbound exclusive right turn lane to a shared through-right lane
- **Retime / Optimize signal timing**
- **Tied to long term system alternative**





NE 36th Street & NE 1st Ave

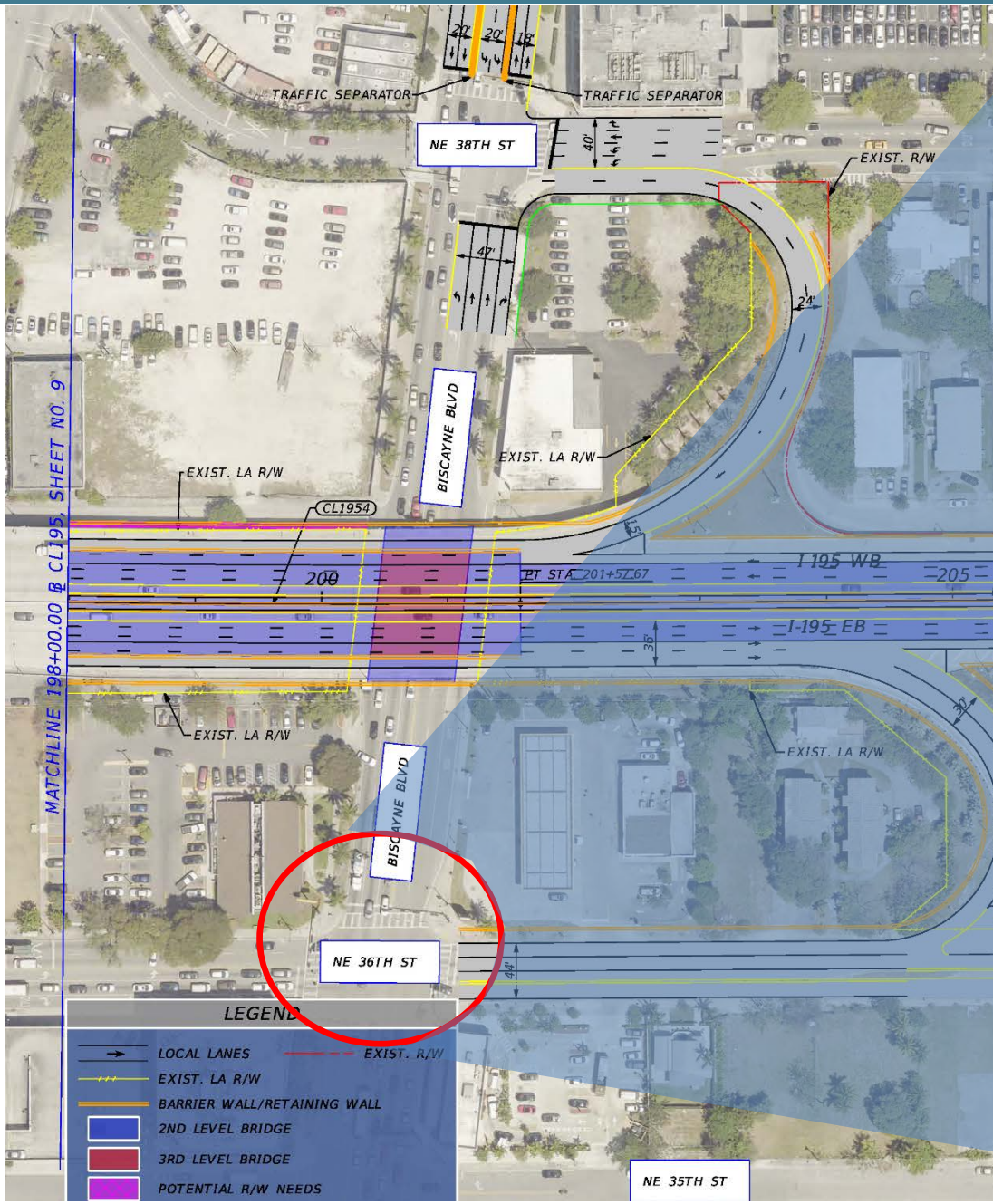
- **Propose traffic signal to replace existing stop-control**
 - No modifications proposed to intersection lane geometry
 - Benefit mainly to minor street operations (i.e., NE 1st Ave which currently experiences excessive delay)
- **Improvement could be advanced as separate project**



NE 36th St & NE 2nd Ave & Federal Highway

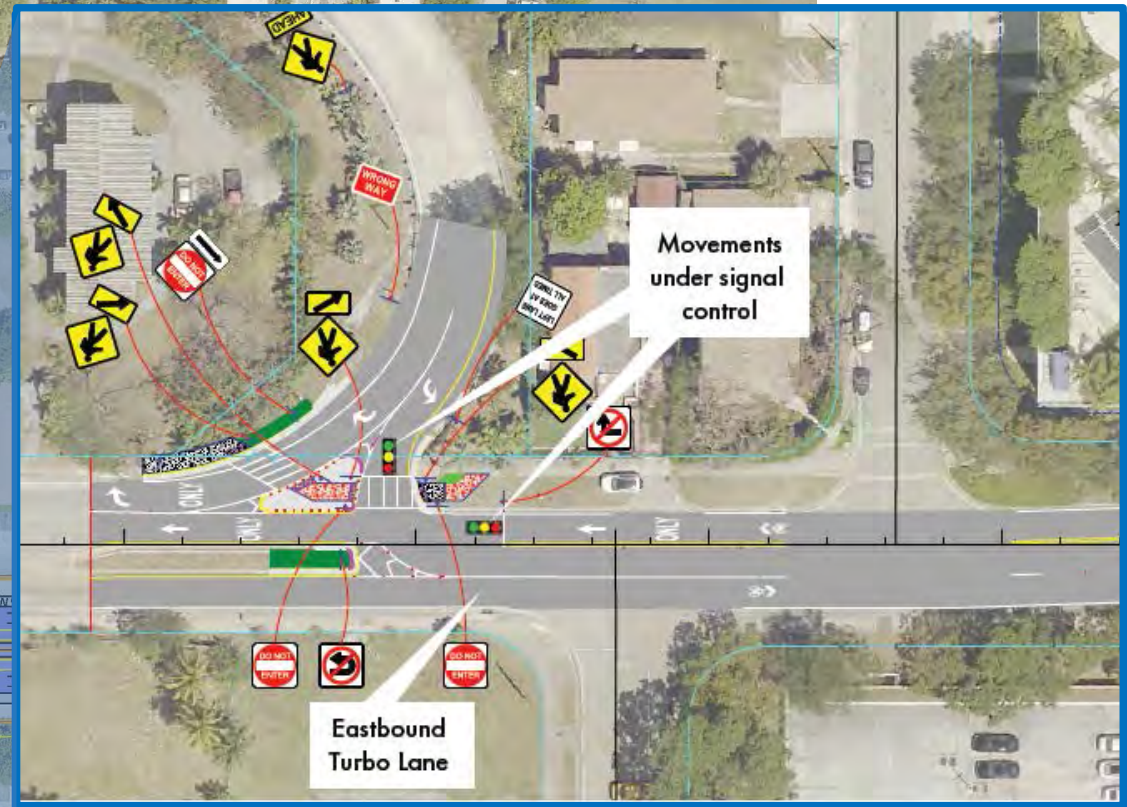
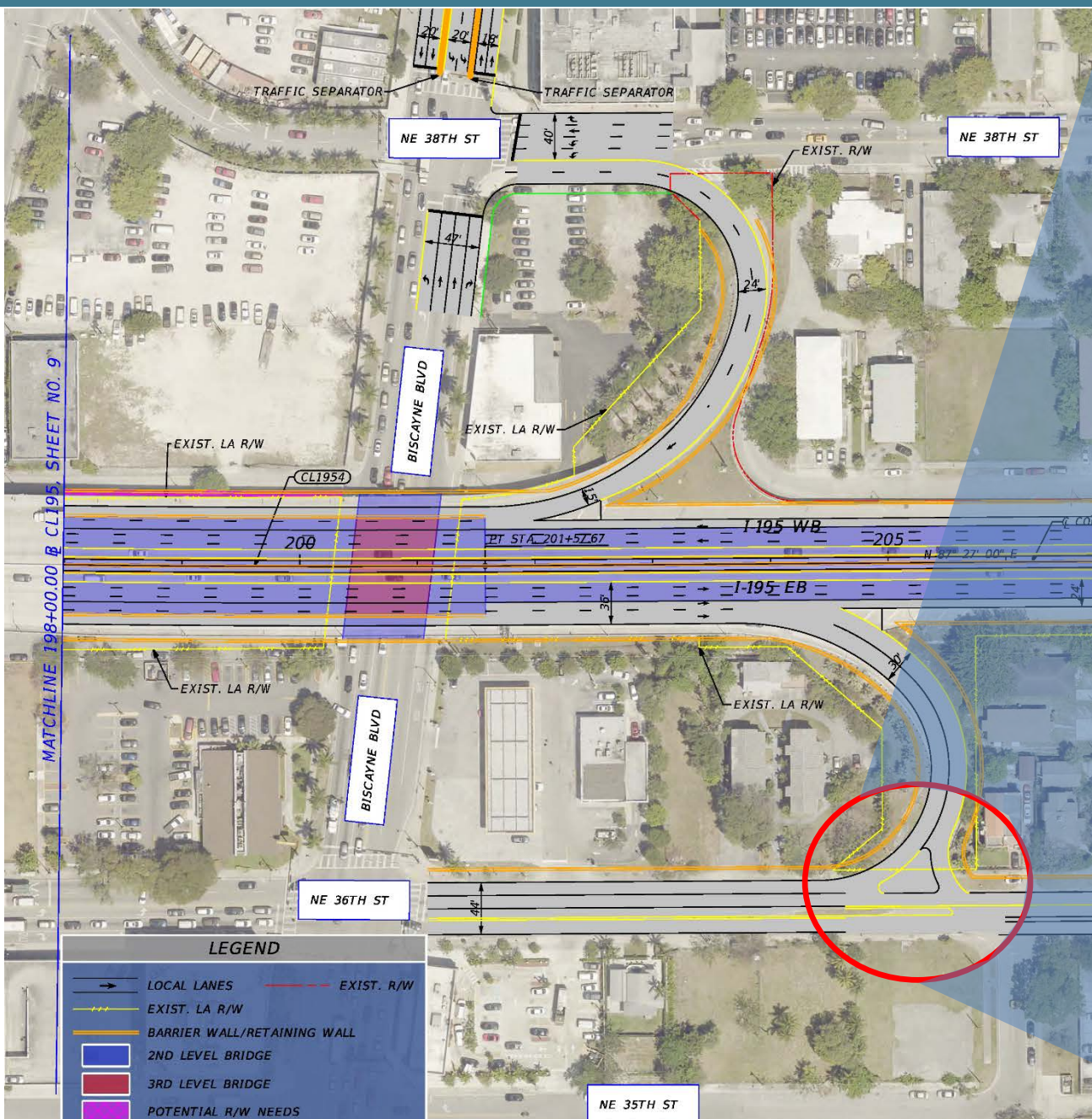
- **Lane additions:**
 - Exclusive right turn lane on the eastbound approach
 - Exclusive left and right turn lanes on the northbound approach
 - Exclusive right turn lane on the westbound approach
- **Lane Utilization:**
 - The exclusive left turn lane on the southbound approach will be modified to a shared left-through lane
- **Retime / Optimize signal timing**
- **Improvement could be advanced as separate project**

3RD LEVEL BRIDGE
 POTENTIAL R/W NEEDS



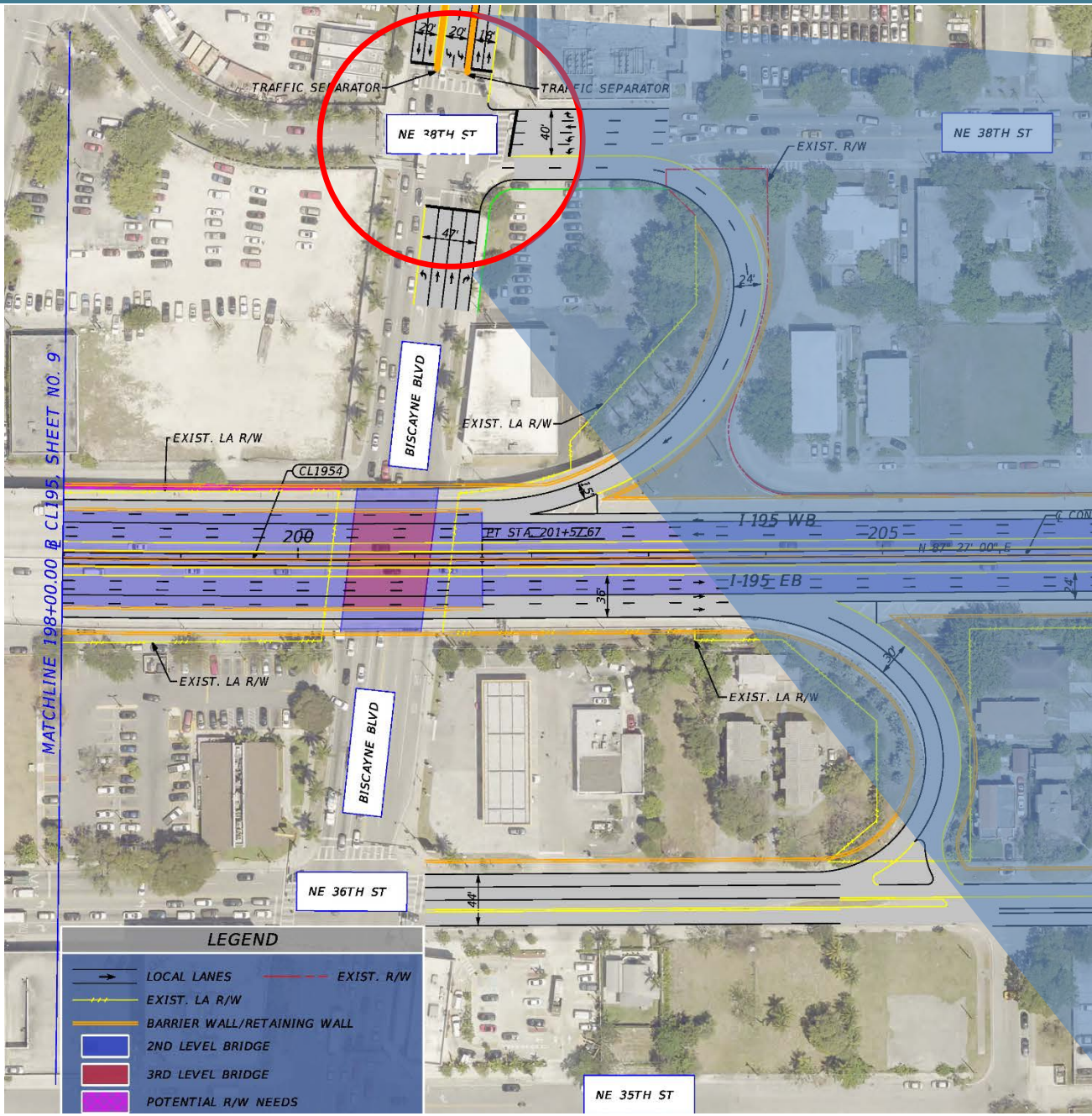
Biscayne Blvd & NE 36th St

- **Lane additions:**
 - Exclusive right turn lane on the southbound approach
 - Exclusive left turn lane on the westbound approach
- **Lane Utilization:**
 - The westbound approach will have two exclusive left turn lanes, a shared through-right lane and an exclusive right turn lane
- **Retime / Optimize signal timing**
- **Improvement could be advanced as separate project**



I-195 EB Off-Ramp Terminal at NE 36th St

- **Concept:**
 - Provide access to the condominiums on the east side of the ramp
 - Improve capacity of ramp terminal
- **Lane additions & Intersection Control:**
 - Exclusive left turn lane from the off-ramp
 - Westbound through movement and southbound left turn lane from the off-ramp under signal control
- **Improvement could be advanced as separate project**



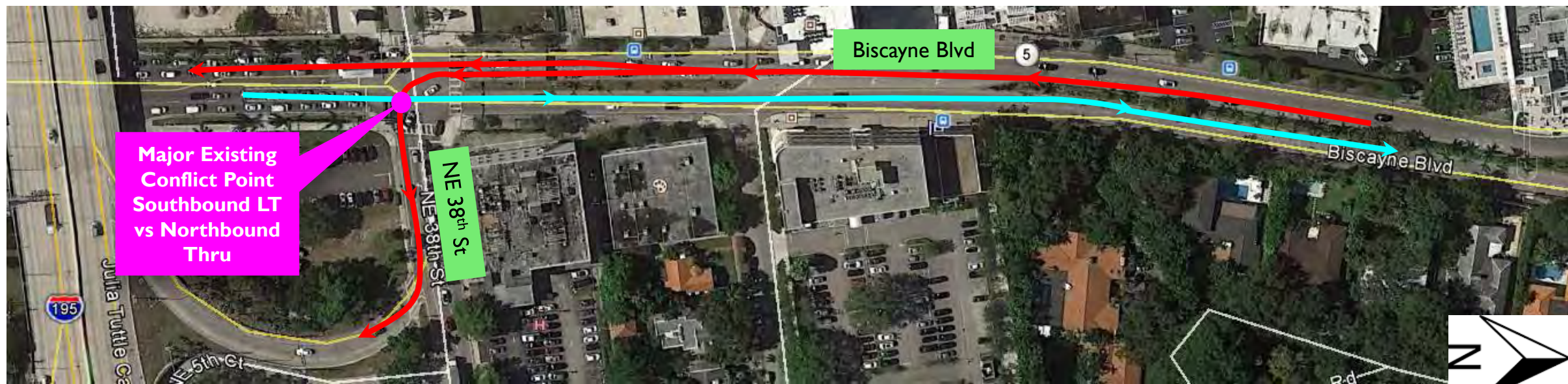
Biscayne Blvd at NE 38th St

- **Concept:**
 - Two-lane Displaced left turn concept on southbound approach
 - Add exclusive left turn lane on the westbound approach
 - Add exclusive right-turn lane on northbound approach
- **Lane additions & Intersection Control:**
 - Westbound approach: two exclusive left turn lanes, a shared through-right lane and an exclusive right turn lane
- **Improvement could be advanced as separate project**

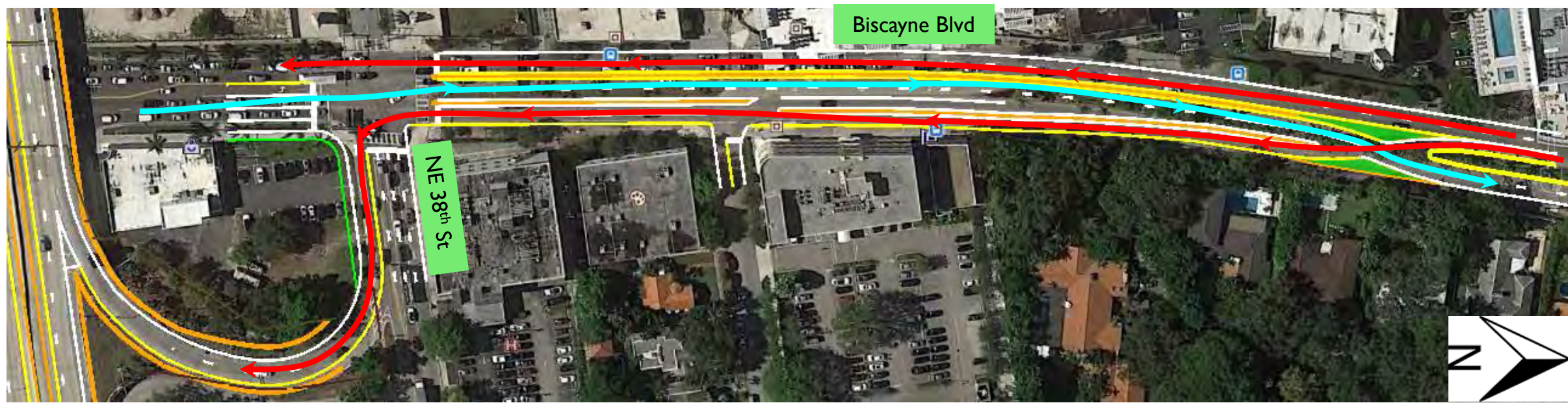
OTHER INTERSECTION IMPROVEMENTS (Biscayne Blvd at NE 38th ST - Continued)



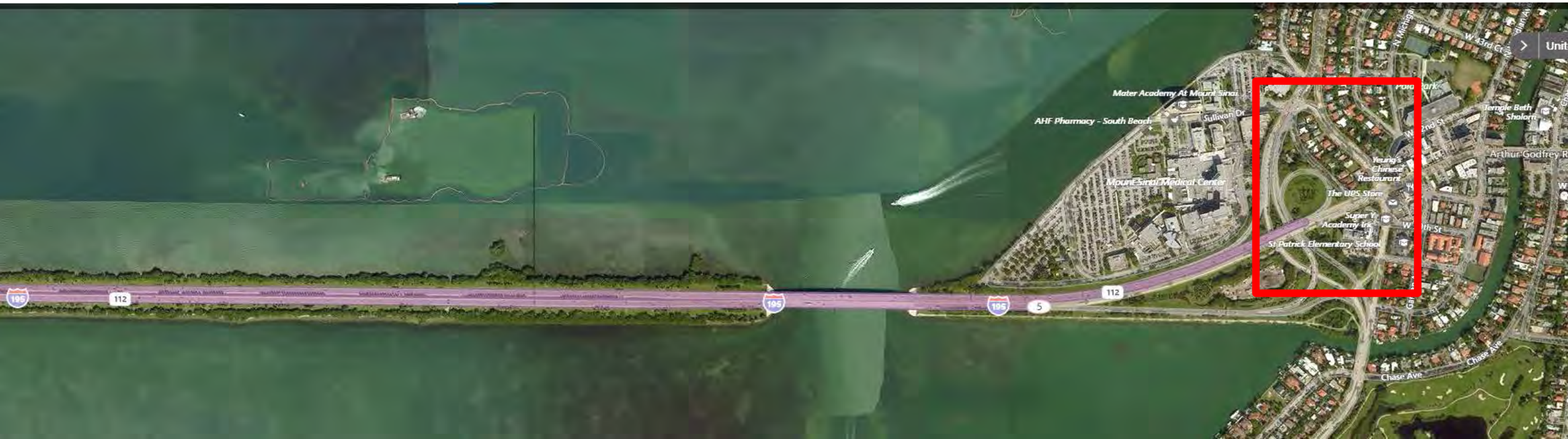
EXISTING

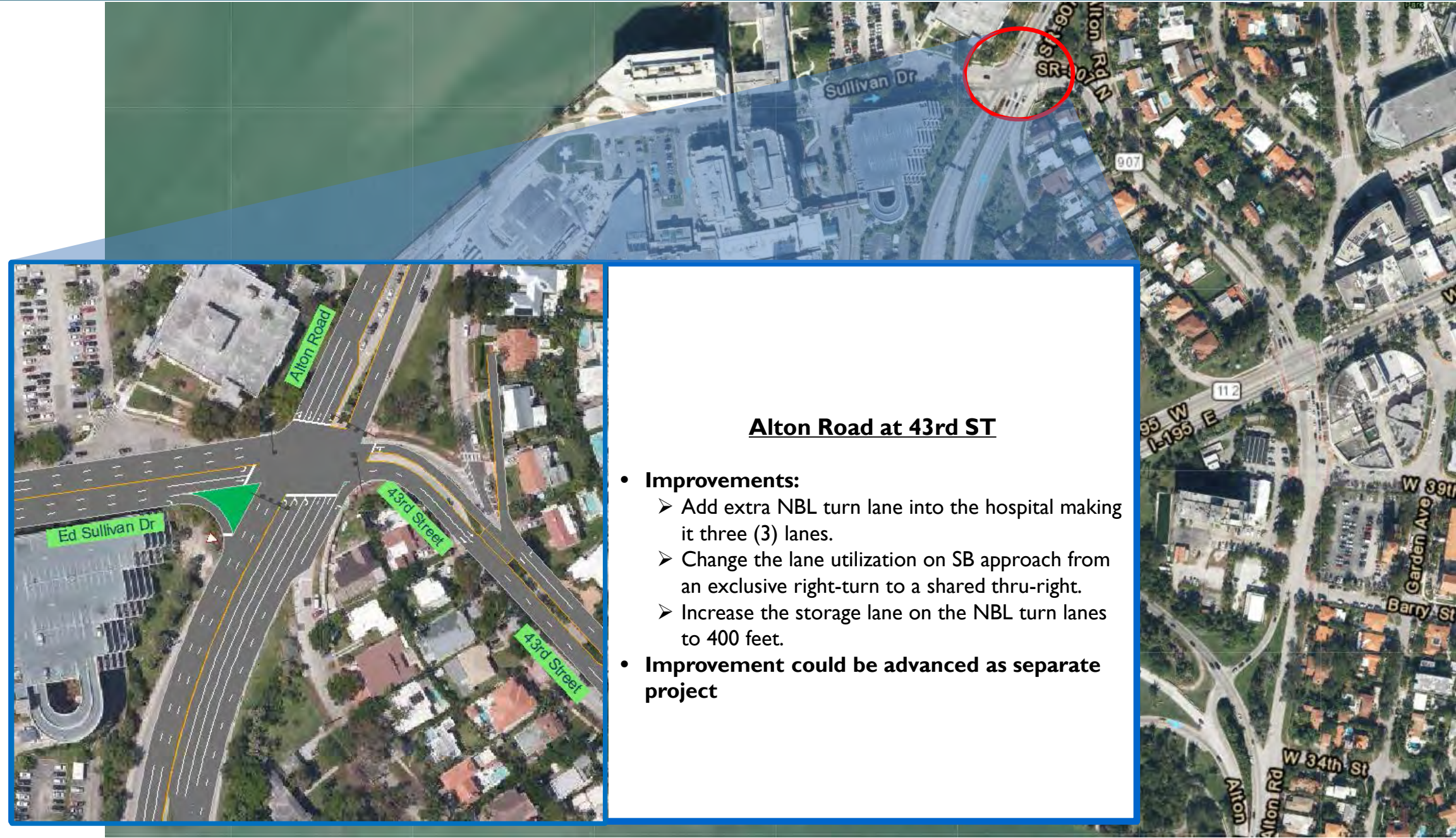


PROPOSED



OTHER INTERSECTION IMPROVEMENTS (MIAMI BEACH)





Alton Road at 43rd ST

- **Improvements:**
 - Add extra NBL turn lane into the hospital making it three (3) lanes.
 - Change the lane utilization on SB approach from an exclusive right-turn to a shared thru-right.
 - Increase the storage lane on the NBL turn lanes to 400 feet.
- **Improvement could be advanced as separate project**

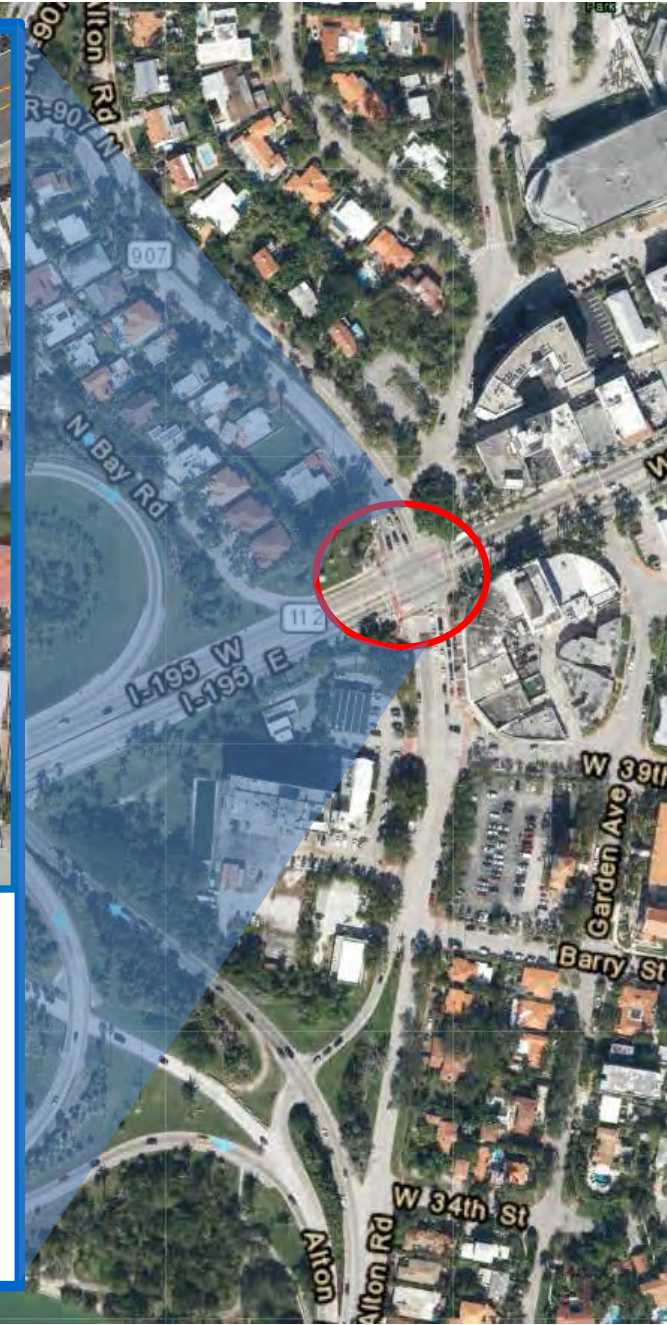


Alton Road at 41st / Arthur Godfrey Rd

• **Improvements:**

- Add exclusive through lane coming from I-195 EB which will become an exclusive right-turn lane.
- Modify SBR turn signal operation from permitted to permitted overlap.
- Optimize signal timing split

• **Improvement is tied to Base Improvement #6)**



OTHER INTERSECTION IMPROVEMENTS (NB Alton Rd at WB Alton Rd/Unnamed Rd)



NB Alton Rd at WB Alton Rd/Unnamed Rd

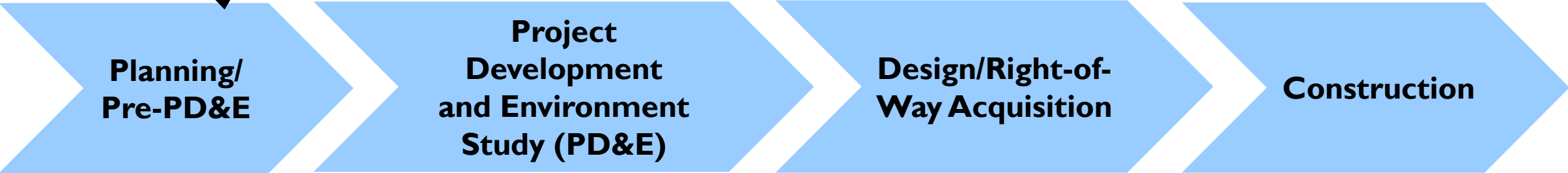
- **Propose traffic signal to replace existing stop-control on WB Approach of minor street**
 - No modifications proposed to intersection lane geometry
 - Benefit mainly to WB minor street operations which currently experiences excessive delay
- **Improvement could be advanced as separate project (Base Improvement #7)**



CONSTRUCTION COST ESTIMATES & POTENTIAL ROW IMPACTS

Improvement Type	Improvement/Intersection	Construction Cost Estimate	Potential Right-of-Way (ROW) Impact
System	Alternative 3 with Viaduct	\$ 430,000,000	Approximately 25,000 square feet
Shared Use Path	Alternative A (Separate Bridge)	\$ 41,600,000	No ROW impacts
Base Improvements	1. SR 112 WB widening to provide 2 lanes	\$ 550,000	No ROW impacts
	2. SR 112 / I-195 EB widening to provide 2 lanes	\$ 3,800,000	
	3. Partial Signalization at I-195 EB Off-Ramp to NE 36th Street	\$ 1,100,000	
	4. I-195 EB On-Ramp from NE 36th Street parallel entrance widening	\$ 450,000	
	5. I-195 WB to Biscayne Blvd off-ramp – widen to 2 lanes	\$ 3,600,000	
	6. I-195 EB widening to Alton Road Ramp	\$ 5,400,000	
	7. New traffic signal at Intersection of NB and SB Alton Road	\$ 350,000	
	8. I-195 WB CD from Alton Road	\$ 12,900,000	
Other Intersection Improvements	NW 39th Street at NW 10th Avenue	\$ 300,000	No ROW impacts
	NE 36th Street at N Miami Avenue	\$ 1,100,000	Medium ROW impacts to SW and SE corners
	I-195 EB Off-Ramp to N Miami Avenue	\$ 1,200,000	Low ROW impact to SW corner, it might need widening of bridge along I-195
	I-195 WB On-Ramp at N Miami Avenue	\$ 1,000,000	High ROW impact on the NW, NE and SE corners, it might need widening of bridge along I-195
	NE 36th Street at NE 1st Avenue	\$ 300,000	No ROW impacts
	NE 36th Street at Federal Hwy & NE 2nd Avenue	\$ 1,300,000	Heavy ROW impacts to the SE corner and Low impact on SW corner
	US-1 at NE 36th Street	\$ 1,100,000	Medium ROW impacts to NE corner and Low impact to NW corner
	US-1 at NE 38th Street	\$ 4,200,000	High ROW impact to SE corner
	Alton Road at Arthur Godfrey Road	\$ 450,000	Low ROW impact to SW corner
	Alton Road at 43rd Street	\$ 900,000	Low ROW impact to SW corner
Total Construction Costs		\$ 511,600,000	

We're Here



Develop initial concepts, estimate costs/impacts, and inform public

Refine concepts, engage public, define costs/impacts, complete environmental analysis, and identify final concept

Prepare surveys, design plans & right of-way plan, and engage public

Phased implementation, maintenance of traffic, and public outreach

Planning Study
Completion Date:
June 2020

PD&E Phase
Candidate
2021

Design Phase
Candidate
2024

Phase not currently programmed

IMPLEMENTATION STEPS, PHASING & PRIORITIZATION

Improvement Type	Improvement/Intersection	Prioritization	IAR	PD&E	Design/ ROW	Construction	Comments
System	Alternative 3 with Viaduct	Long-term	✓	✓	✓	✓	
Shared Use Path	Alternative A (Separate Bridge)	Mid-term		✓	✓	✓	Keep as one PD&E with Alternative 3. Could be advanced as separate project after PD&E
Base Improvements	1. SR 112 WB widening to provide 2 lanes	Mid-term		✓	✓	✓	Keep as one PD&E with Alternative 3. Could be advanced as separate project after PD&E
	2. SR 112/I-195 EB widening to provide 2 lanes	Mid-term		✓	✓	✓	Keep as one PD&E with Alternative 3. Could be advanced as separate project after PD&E
	3. Partial Signalization at I-195 EB Off-Ramp to NE 36th Street	Mid-term	✓		✓	✓	Could be advanced as separate project after IOAR
	4. I-195 On-Ramp from NE 36th Street parallel entrance widening	Mid-term			✓	✓	Keep as one PD&E with Alternative 3. Could be advanced as separate project after PD&E
	5. I-195 WB to Biscayne Blvd off-ramp – widen to 2 lanes	Mid-term			✓	✓	Keep as one PD&E with Alternative 3. Could be advanced as separate project after PD&E
	6. I-195 EB widening to Alton Road Ramp	Mid-term			✓	✓	Keep as one PD&E with Alternative 3. Could be advanced as separate project after PD&E
	7. New traffic signal at Intersection of NB and SB Alton Road	Short-term			✓	✓	
	8. I-195 WB CD from Alton Road	Long-term		✓	✓	✓	Keep as one PD&E with Alternative 3. Could be advanced as separate project after PD&E
Other Intersection Improvements	NW 39th Street at NW 10th Avenue	Short-term			✓	✓	
	NE 36th Street at N Miami Avenue	Long-term		✓	✓	✓	These improvements are tied to the system alternative 3 as part of the modification of the partial interchange at N Miami Avenue to a full
	I-195 EB Off-Ramp to N Miami Avenue	Long-term	✓	✓	✓	✓	
	I-195 WB On-Ramp at N Miami Avenue	Long-term	✓	✓	✓	✓	✓
	NE 36th Street at NE 1st Avenue	Short-term			✓	✓	
	NE 36th Street at Federal Hwy & NE 2nd Avenue	Short-term			✓	✓	
	US-1 at NE 36th Street	Short-term			✓	✓	
	US-1 at NE 38th Street	Short-term			✓	✓	
	Alton Road at Arthur Godfrey Road	Mid-term			✓	✓	Tied to Base Improvement #6
Alton Road at 43rd Street	Short-term			✓	✓		

CLOSING & NEXT STEPS

- **Final Report Completion, end of June 2020:**
 - Project Purpose and Need
 - Stakeholder Coordination
 - Performance Measures
 - Existing Conditions
 - Future No-Build Conditions
 - Concept Development & Evaluation
 - Refined Concept Build Review
 - Implementation Phasing & Prioritization
 - Conclusions & Recommendations
- **I-195 / SR 112 PD&E Study – 2021 Tentative**





CORRIDOR PLANNING STUDY



DRIVING DOWN FATALITIES

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