

The poster features a background image of a city street with cars and a cyclist. The text is overlaid on this image. In the top left corner, the FDOT logo is displayed. Below it, project identification numbers are listed. The main title is centered in large, bold, blue letters. Below the title, the project location is specified. A dark horizontal bar contains the project extent. The date of the meeting is prominently displayed in the center.

FDOT

Financial Management Number:
432639-6-22-01

Federal Aid Project Number:
0202-054-P

Efficient Transportation
Decision Making
Number: 14230

**Project Development
& Environment (PD&E) Study**

SR 90 (SW 7th Street and SW 8th Street)

From SR 5/US 1/Brickell Avenue to SR 9/SW27th Avenue

KICK-OFF MEETING

August 25, 2016

Welcome to the Kick-off meeting for the State Road (SR) 90/SW 7th Street and SW 8th Street Project Development and Environment or PD&E Study.

Title VI of the Civil Rights Act

The Florida Department of Transportation (FDOT) is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964.

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:

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SR 90/SW 7th Street/SW 8th Street PD&E Study

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Meeting Purpose

- Introduce the Project
- Outline the Study Process
- Receive input from Stakeholders



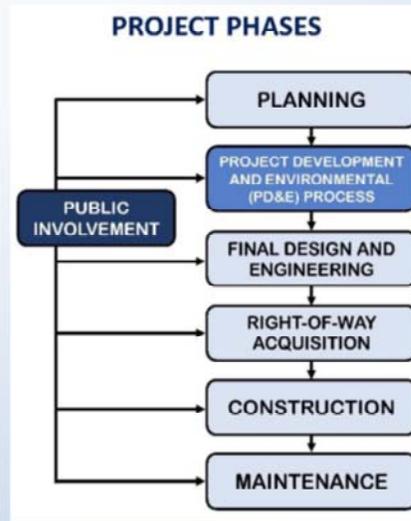
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The purpose of the meeting today is to introduce the project, outline the PD&E Study process, and gather your ideas and concerns. Members of the project team will be available after the presentation to answer any questions you may have about the project.

Project Development & Environment (PD&E) Study

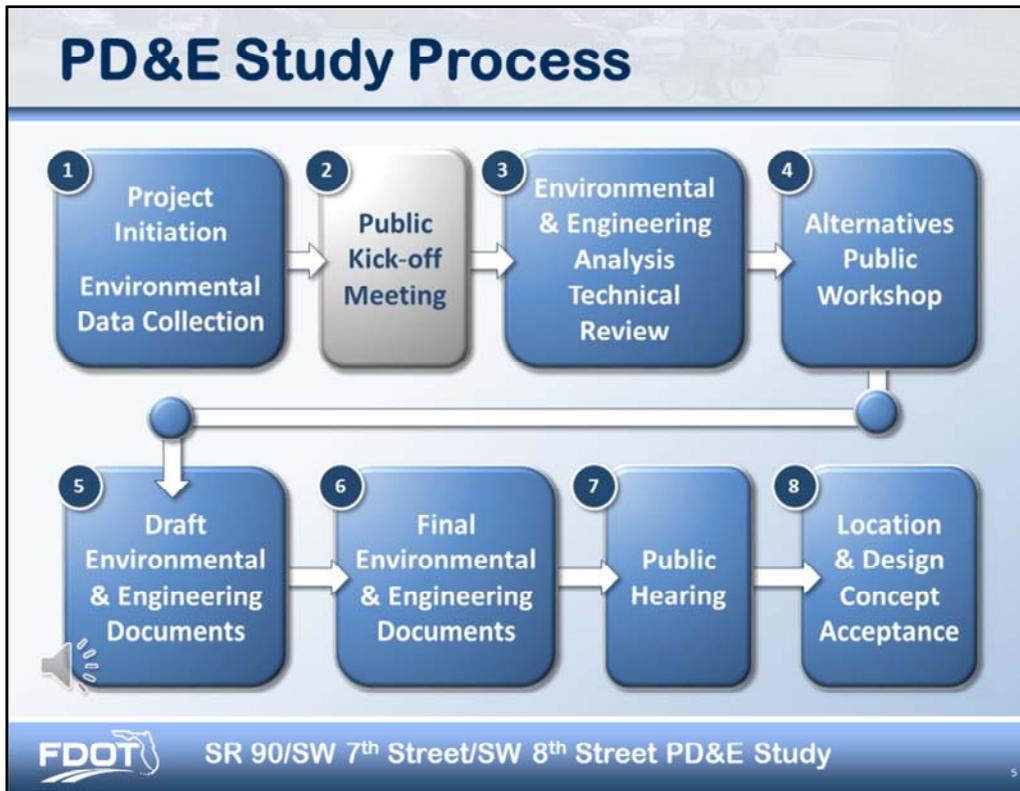
The objective of a PD&E Study is to develop viable engineering solutions that address the purpose and need for the project, incorporate community and agency input, and minimize effects to the natural and social environment.



SR 90/SW 7th Street/SW 8th Street PD&E Study

The objective of a PD&E Study is to develop viable engineering solutions that address the purpose and need for the project, incorporate community and agency input, and minimize effects to the natural and social environment.

This PD&E Study follows the planning study completed last summer and is the 2nd phase of the project. Once the PD&E Study is complete, and if a preferred build alternative is selected, the project will advance to the design phase and ultimately to construction.



Today's meeting is part of the public involvement process. We are in the early stages of the project, gathering data before we start the engineering and environmental analysis.

Study Area



From SR 5/US 1/Brickell Avenue to SR 9/SW 27th Avenue



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The study limits are along SR 90/US 41 also known as SW 7th Street and SW 8th Street from SR 5/US 1/Brickell Avenue to SR 9/SW 27th Avenue, a distance of about 3 miles each on SW 7th and SW 8th Street. SW 7th and SW 8th Street function as one-way pairs with SW 8th Street traffic going eastbound and SW 7th Street westbound. The project includes the I-95 interchange.

Study Area



SIX NEIGHBORHOODS

West Flagler Shenandoah Little Havana
The Roads Brickell Riverside



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The entire project lies within the City of Miami in Miami-Dade County, and includes six neighborhoods.

Study Area

STATE HISTORIC HIGHWAYS

- SW 8th Street/Calle Ocho
From Brickell Avenue to the Palmetto Expressway (SW 74th Avenue)
- Brickell Avenue
From the Miami River south to SE 25th Road



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SW 8th Street, also known as Calle Ocho, and Brickell Avenue are designated state historic highways. The Calle Ocho historic designation applies to SW 8th Street from Brickell Avenue to the Palmetto Expressway, or Southwest 74th Avenue. The Brickell Avenue historic designation extends from the Miami River south to 25th Road. These historic designations prohibit the use of state funds for certain physical changes which may require approval from the Department of State.

Purpose and Need

- Safety
 - Improve Safety

Crash data between 2010 and 2013 indicates:

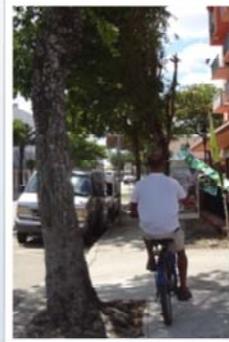
3,008 crashes occurred on the project corridor

1,249 crashes along SW 7th Street

1,759 crashes along SW 8th Street

7 crashes resulted in 7 fatalities (4 involving a pedestrian)

531 collisions resulting in 779 injuries



SR 90/SW 7th Street/SW 8th Street PD&E Study

The Purpose and need for the project includes safety. Improving safety along the corridor is a must for this project. Crash data has been evaluated for the four-year period between 2010 to 2013. The data indicates that a total of 3,008 crashes occurred on the project corridor. Analyzing the severity of these crashes, it was reported that seven crashes resulted in seven fatalities, four of which involved pedestrians. Furthermore, there were 531 collisions resulting in 779 injuries. This high incidence of severe crashes highlights the need to address the safety concerns of this corridor.

Purpose and Need

- Transportation
 - Improve traffic operations and multimodal level of service

Substantial growth in transportation demand is anticipated through 2040 – 0.89% to 1.9% annually.

Note: Multimodal level of service (LOS) is a measure used to evaluate all modes of transportation (automobile, pedestrian, bicycle, and transit) in order to assess the efficiency of the transportation facility. An LOS A being the best and LOS F being the worst.



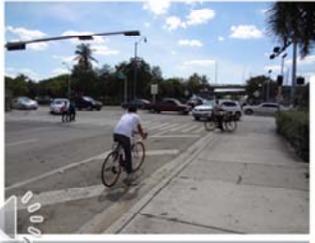
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Improving traffic operations and multimodal level of service (LOS) is also a need for this project. Multimodal LOS is a measure used to evaluate all modes of transportation; automobile, pedestrian, bicycle, and transit; in order to assess the efficiency of the transportation facility. An LOS A being the best and LOS F being the worst.

Purpose and Need

- Social Demands and Economic Development
 - Improve access to urban central business districts
- Modal Interrelationships
 - Improve multimodal connectivity



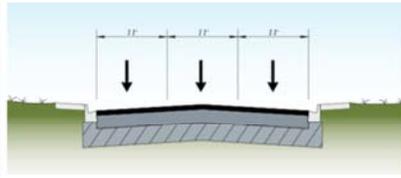
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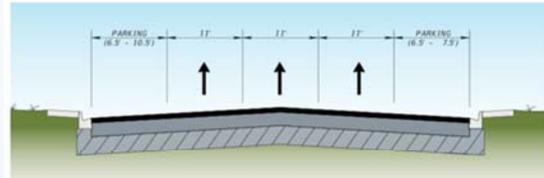
Social demands and economic development needs include improving access to the urban central business districts and improving multimodal connectivity.

EXISTING CONDITIONS

ROADWAY



SW 7th Street



SW 8th Street



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The existing roadway is 3 lanes each way on SW 7th and SW 8th Streets. The posted speed is 30 MPH. SW 7th Street has 6.5-foot sidewalks on both sides. SW 8th Street has 9-foot sidewalks and on-street parking on both sides. There are no designated bike lanes on either SW 7th Street or SW 8th Street.

EXISTING CONDITIONS

STRUCTURES

- I-95 southbound over Miami River - 870356
- I-95 northbound over Miami River - 870453
- I-95 northbound over SW 1st Avenue - 870451

- Pre-stressed AASHTO beams
- No loading restrictions
- High sufficiency rating



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There are three existing bridges within the project limits. All existing bridges are in good condition and can be widened if needed to accommodate the I-95 improvements.

Planned and Current Projects

▪ Planned Projects

- I-95 PD&E Projects - US -1 to Broward County Line
PD&E begin in years 2018 and 2019

▪ Current Projects

Construction

- FM 433493-1-52-01: SR 933/SW 12th Avenue from
SW 6th Street to SW 8th Street- End Construction Winter 2017
- FM 433283-1-52-01 & 433491-1-52-01: SR 9/SW 27th Avenue from
SW 10th Street to NW 1st Street- End Construction Fall 2017

Design

- FM 437475-1-52-01: SR90/SW 8th Street from
SW 27Avenue to SW 3rd Avenue
Pedestrian Safety Improvements- Begin Construction Fall 2017



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Planned projects in the vicinity of this project include a future PD&E Study for I-95 from US 1 to the Broward County Line. Current construction projects include intersection improvements along 12th and 27th Avenues. A pedestrian safety improvement project along SW 8th Street is currently in the design phase and scheduled to begin construction next fall.

Planning Study

▪ Feasibility Study-

Completed June 2015

SR 90 from SR 5/Brickell Avenue
to SR 9/SW 27th Avenue



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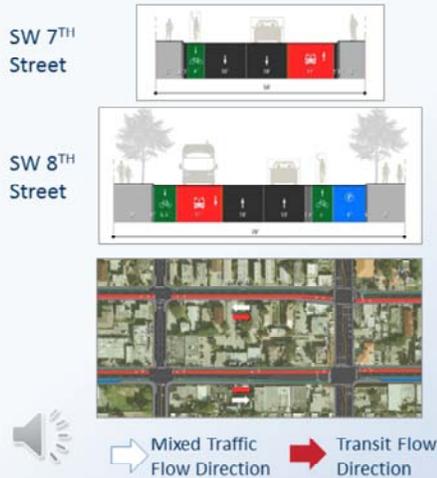
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A feasibility study was completed for this corridor last summer which helped define the purpose and need for this PD&E Study

Feasibility Study

PRELIMINARY BUILD SCENARIOS – SW 7TH/SW 8TH STREETS

2 Lanes + Transit



2 Way



Mixed Traffic Flow Direction (white arrow) Transit Flow Direction (red arrow)

Mixed Traffic Flow Direction (white arrow)



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The feasibility study identified four alternatives for further analysis during the PD&E Study. One alternative would be: two lanes plus a transit-only lane, where transit would travel in the opposite direction to the regular travel lanes. Another alternative: a two-way alternative where both SW 7th and SW 8th Streets would have one lane in each direction.

Feasibility Study

PRELIMINARY BUILD SCENARIOS – SW 7TH/SW 8TH STREETS

3 Lanes Reversed

SW 7TH Street



SW 8TH Street



➡ Mixed Traffic Flow Direction

3 Lane Alternative

SW 7TH Street



SW 8TH Street



➡ Mixed Traffic Flow Direction



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A three lane reversed alternative, where the eastbound traffic would use SW 7th Street and westbound traffic would use SW 8th Street and a 3-lane alternative with the current configuration, where SW 8th Street would be used for the eastbound traffic and SW 7th Street would be used for westbound traffic

Feasibility Study

PRELIMINARY BUILD SCENARIOS – I-95 INTERCHANGE

Alternative 1



Alternative 2



Alternative 3



Alternative 4



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Various alternatives were also developed for the I-95 interchange compatible with the 4 preliminary build alternatives developed for SW 7th and SW 8th Street.

These 4 preliminary build alternatives will be further developed and analyzed during this phase of the project. Additional build alternatives may also be developed.

PD&E Study

STUDY COMPONENTS

- Engineering
- Environmental
- Public Involvement



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Three components of a PD&E Study- Engineering, Environmental and Public Involvement

Engineering – Complete Streets

A street where the entire right-of-way is planned, designed and operated for all modes of transportation and all users regardless of age and ability.

- ADA accessible sidewalks with frequent and safe crossings
- Bicycle lanes
- Pedestrian lighting and accessible pedestrian signals
- Special bus lanes
- Comfortable and accessible public transportation stops
- Landscape curb extensions
- Roundabouts
- On-street parking



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The FDOT is committed to a complete streets design and has received community support for Complete Streets solutions. Some of the Complete Streets solutions that will be considered for this project include adding ADA accessible ramps, pedestrian signals, bike lanes, and opportunities for landscaping.

Environmental Analysis

- **CULTURAL RESOURCES**
- **PHYSICAL EFFECTS**
Contamination, Air Quality, Noise
- **NATURAL RESOURCES**
Water Quality and Wetlands

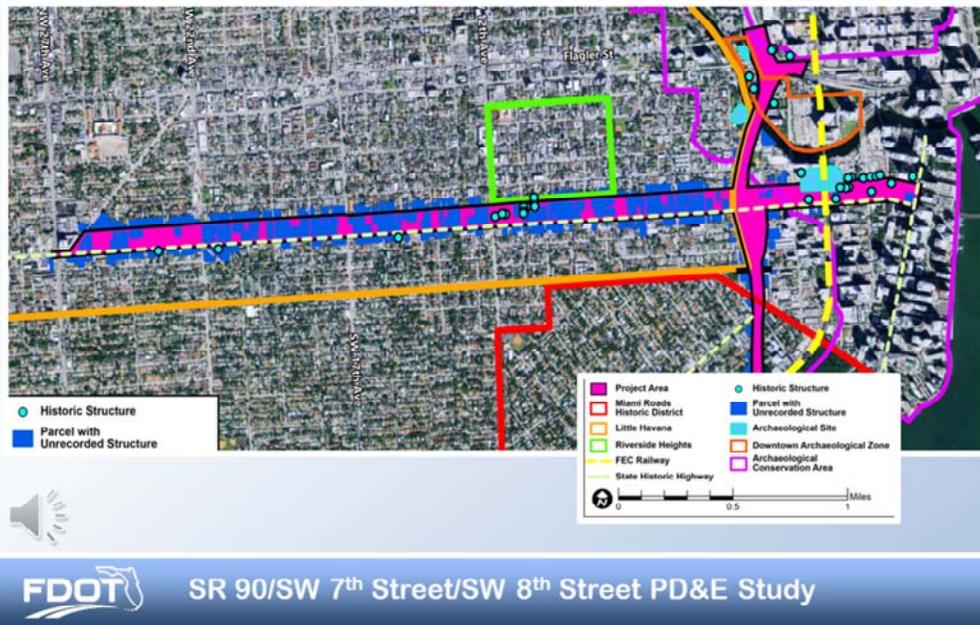


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The Environmental Analysis will include cultural resources, physical effects and natural resources.

Environmental- Cultural Resources



This image shows the density of the historic resources that exist along the project corridor. This early identification is the first step as we move towards the Cultural Resources Assessment Survey (CRAS).

Environmental- Cultural Resources

CULTURAL RESOURCES

Historic Resources within the Area of Potential Effect

- 33 previously recorded buildings
- One previously recorded historic District: Miami Roads
- Two potential historic districts: Riverside Heights/Little Havana
- Over 400 unrecorded historic buildings
- National Register – eligible FEC railway
- Two state historic highways: Calle Ocho and Brickell Avenue



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As part of the background research that is conducted in the initial phases of each project, the known historic resources as well as the potentially significant resources will be identified. The identification phase is critical as it provides us with the information needed for the effects analysis, where the significant resources are evaluated in relation to the proposed project improvements.

Environmental

Potential Section 4(f) Resources

Section 4(f) is part of federal law that requires special effort be made to protect publicly owned parks and recreational lands.

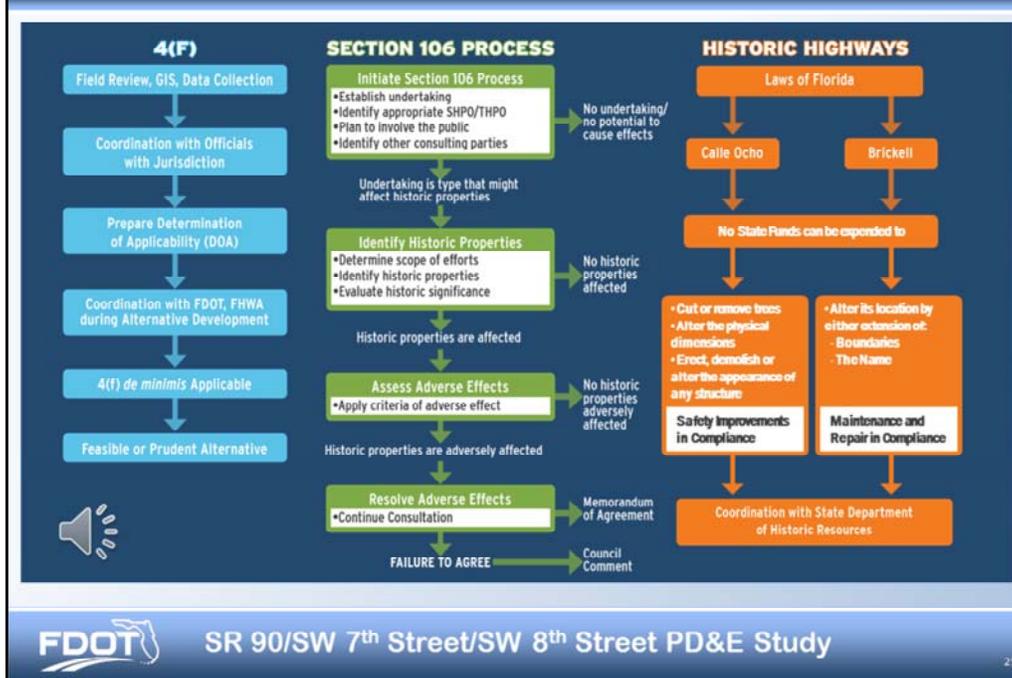


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Potential Section 4(f) resources have been identified within the project limits including the Maximo Gomez and Jose Marti Parks. Section 4(f) is part of a federal law requiring that special effort be made to protect publicly owned parks and recreational lands. The first step in assessing Section 4(f) is to determine if the law applies to a particular property.

Environmental



This slide outlines three separate processes. Sections 106 and 4(f), are federal laws that address cultural as well as recreational resources, in the case of Section 4(f). The State Historic Highway legislation covers Calle Ocho and Brickell Avenue; and requires separate coordination as is outlined on the right side of the slide.

Environmental - Physical Effects

CONTAMINATION IMPACT ASSESSMENT

Potential contamination sites:

- Gas stations, dry cleaners, light industry
- Typical for dense complex urban environment

Main area of concern: I-95 Interchange

- Subsurface construction may impact soil and/or groundwater
- Evaluate underground utility work, stormwater pond locations, ROW acquisition

AIR QUALITY

- Air Quality Technical Memorandum

NOISE

- Noise Study Report



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Potential contaminated sites have also been identified primarily along the I-95 interchange including gas stations, dry cleaners and light industrial which is typical of a dense urban type project. An air quality technical memorandum and noise study report will also be prepared for this project.

Environmental – Natural Resources

WATER QUALITY

- Biscayne Bay is a sole source aquifer

SPECIAL DESIGNATIONS

- Biscayne Bay Aquatic Preserve;
Outstanding Florida Waters

(Note: Includes Miami River in vicinity of project – ETDM Moderate Degree of Effect, due primarily to proximity to Biscayne Bay)



WETLANDS AND ESSENTIAL FISH HABITAT

- No direct impacts expected

WILDLIFE AND HABITAT

- Assessment of wildlife and habitat will be conducted



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Water Quality Impact Evaluation (WQIE) will be completed.

- As a sole-source aquifer, Biscayne Bay will require coordination with the U.S. Environmental Protection Agency (through the Federal Highway Administration) and a letter from the Florida Environmental Protection Agency indicating the project meet's FDOT's obligations under the Safe Drinking Water Act.

A Wetlands Evaluation Report Technical Memorandum will be completed.

- The project is not anticipated to affect wetlands, however, avoidance and minimization measures will be incorporated into the project's design, and best management practices will be utilized during construction activities to address potential wetland impacts.

An Endangered Species Biological Assessment (ESBA) Technical Memorandum will also be completed

- While the project area is predominantly urban, and the presence of wildlife is not anticipated, an assessment of wildlife and habitat resources will be conducted due to the notable number of species with the potential to occur within the vicinity of the project including woodstork, bonneted bat, eastern indigo snake, and others).
- The project is not anticipated to affect the Miami River. Therefore, no impacts to essential fish habitat are anticipated.

Environmental – Natural Resources

WATER QUALITY / Biscayne Bay and the Miami River

- Located within Biscayne Bay Aquatic Preserve, designated an Outstanding Florida Water per Chapter 62-302, Florida Administrative Code.
- Afforded a higher level of protection.
- Stormwater Pollution Prevention Plan will include notes regarding water quality measurements.
- Stormwater inlets/outfalls that discharge to the river must be protected during construction.
- Miami River is designated impaired – the project will not contribute additional pollution concerns.



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- The Biscayne Bay Aquatic Preserve is designated as an Outstanding Florida Waters and includes a portion of the Miami River in the vicinity of the project.
- Water Quality Impact Evaluation (WQIE) will be completed.
- The proposed project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction.

Public Involvement

MEETINGS

- Elected Officials/Agencies/Public Kick-off Meeting
- Project Advisory Team (PAT)
- Alternatives Public Workshop
- Public Hearing



PROJECT WEBSITE



www.fdotmiamidade.com/CalleOchoStudy.com



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This is the first public meeting for this project. We urge you to get involved and participate early on in the public involvement process. With your input we can develop a better understanding of your community's needs and concerns. Please get involved and participate. There are several ways to provide input including other scheduled public meetings and the project website.

The project website is a great tool for information and to provide input, and will include today's presentation.

Questions / Comments

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