



NE 203 Street & NE 215 Street Intersection Improvements Between US-1 & West Dixie Highway PD&E Study

Project Advisory Group Meeting # 2

FM No: 433511-1-22-01

ETDM No: 14050

January 27, 2015

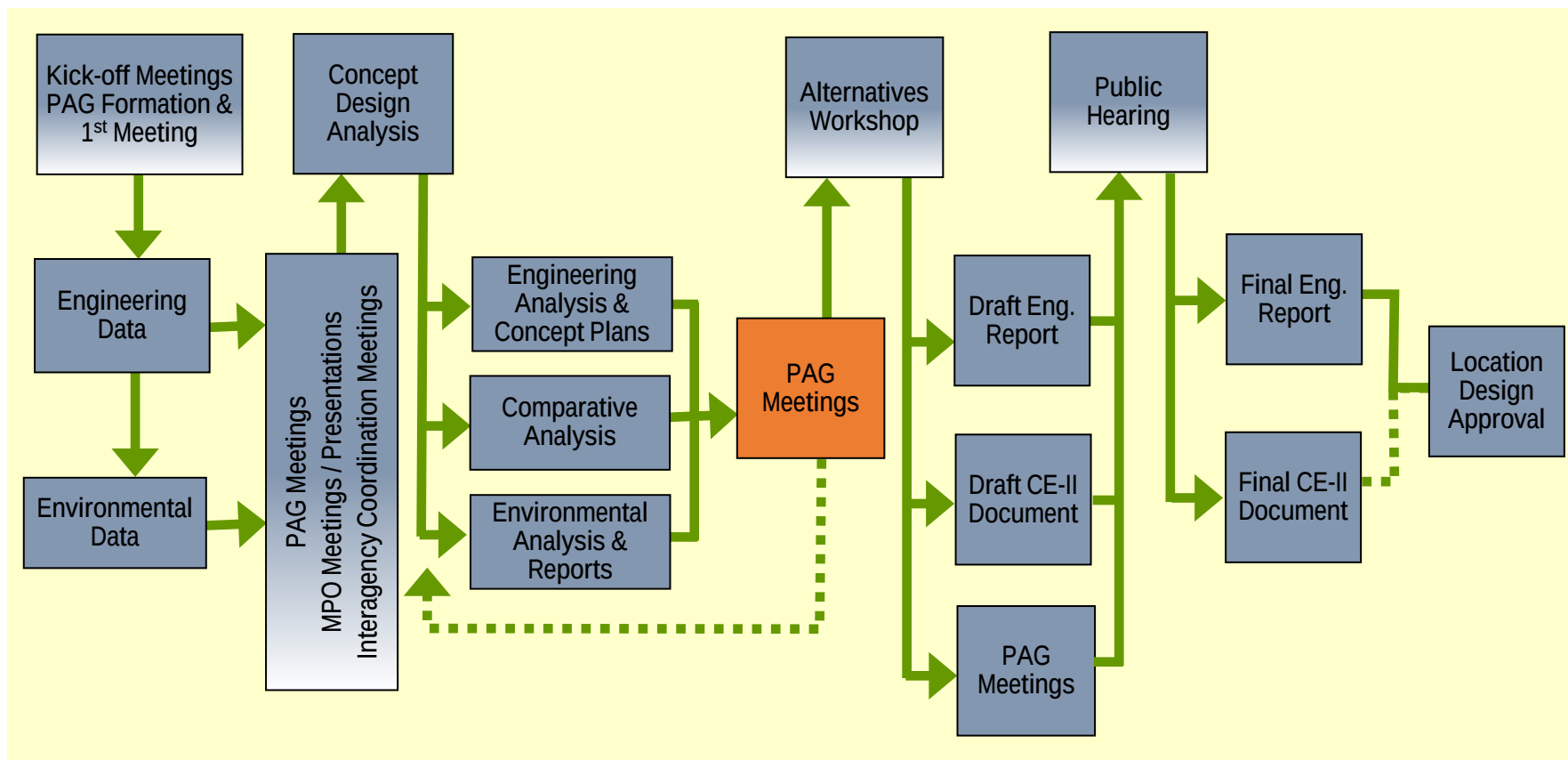
District 6

Meeting Agenda

- 1. Welcome and Introductions**
- 2. Project Update**
- 3. Project Schedule**
- 4. Technical Presentations (NE 203 Street intersection)**
 - I. Evaluation Criteria**
 - II. Safety Analysis**
 - III. Alternatives Analysis (Description, Traffic Projections and Traffic Operations)**
 - **No-Build Alternative**
 - **Alternative 1**
 - **Alternative 2**
 - **Alternative 3**
 - **Alternative 4**
 - **Alternative 5**
 - **Alternative 6**
- 5. Summary**
- 6. Next Meeting**
- 7. Adjournment**

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2. Project Update



PAG – Project Advisory Group
MPO – Metropolitan Planning Organization
CE-II – Type 2 Categorical Exclusion

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3. Project Schedule

Project Milestone	Date
Project Begin	Spring 2014
Kick-off Meeting	Summer 2014
Alternatives Workshop	Spring 2015
Public Hearing	Winter 2016
Project End	Spring 2016

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4. Technical Presentations (NE 203 St intersection)

I. Evaluation Criteria

- Traffic Operations
- Safety
- FEC Conflict
- Constructability
- Maintenance of Traffic
- Construction Time
- Construction Cost



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4. Technical Presentations (NE 203 St intersection)

II. Safety Evaluation

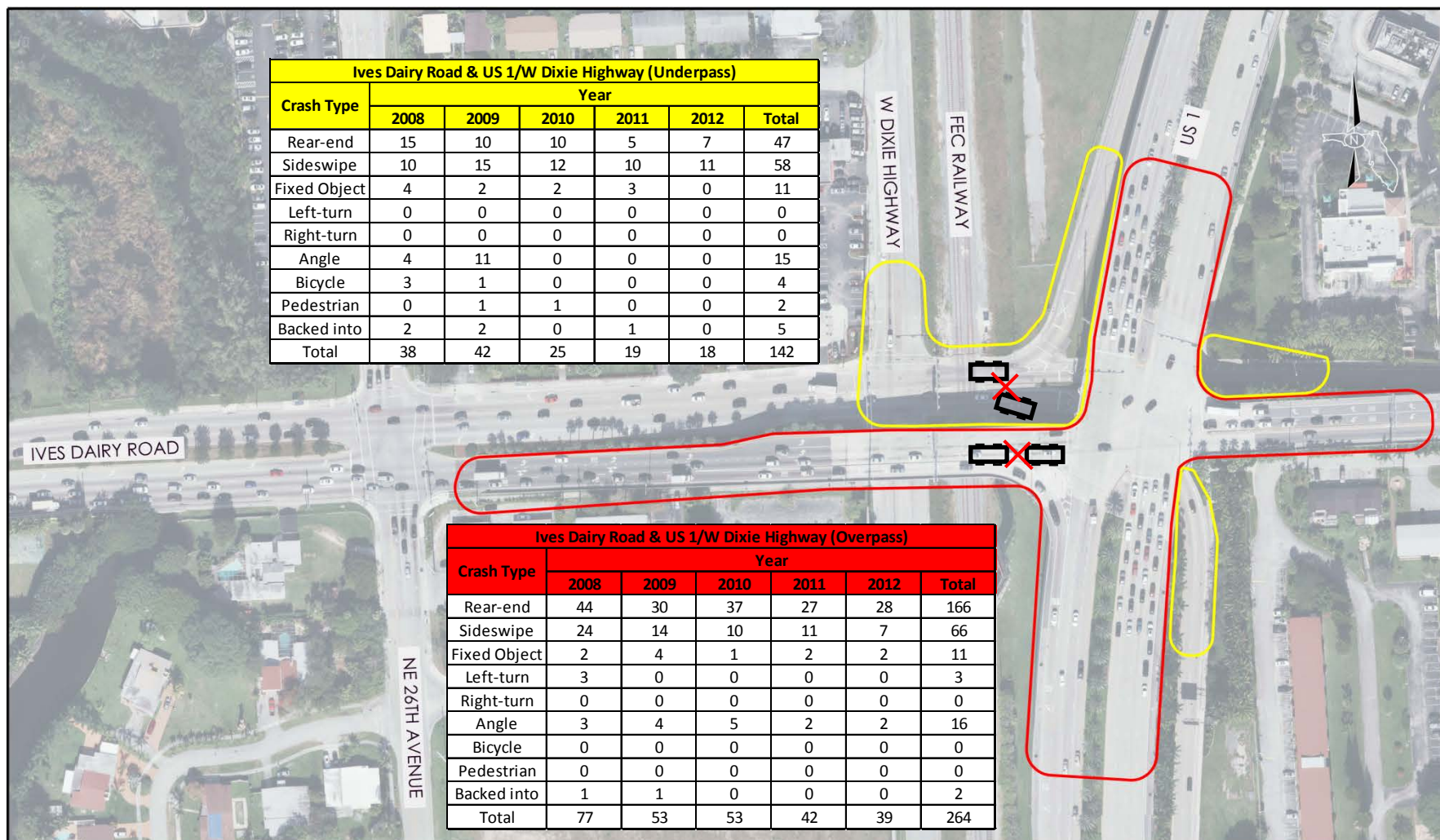
- Examine crash data from the most recent five (5) years of available data in focus areas
- Determine trends and patterns
- Identify potential countermeasures and determine the cost/benefit

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4. Technical Presentations (NE 203 St intersection)

II. Safety Evaluation

Crash Analysis



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4. Technical Presentations (NE 203 St intersection)

II. Safety Evaluation

Crash Analysis

NE 203 rd Street/Ives Dairy Road	
Years 2008-2012	
Crash Patterns	Potential Countermeasures
Rear end crashes at Ives Dairy Road & US1/W Dixie Highway (Overpass) (EB)	• Provide advance right lane go at all times sign to motorists heading EB on Ives Dairy Road • Rework signal timing • Advance overhead signage immediately east of NE 26th Avenue
Sideswipe crashes at Ives Dairy Road & US1/W Dixie Highway (Underpass) (WB)	• Grade separation for WB Ives Dairy Road over FEC Railway and W Dixie Highway • Provide advance lane assignment overhead signs

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4. Technical Presentations (NE 203 St intersection)

III. Alternatives Analysis

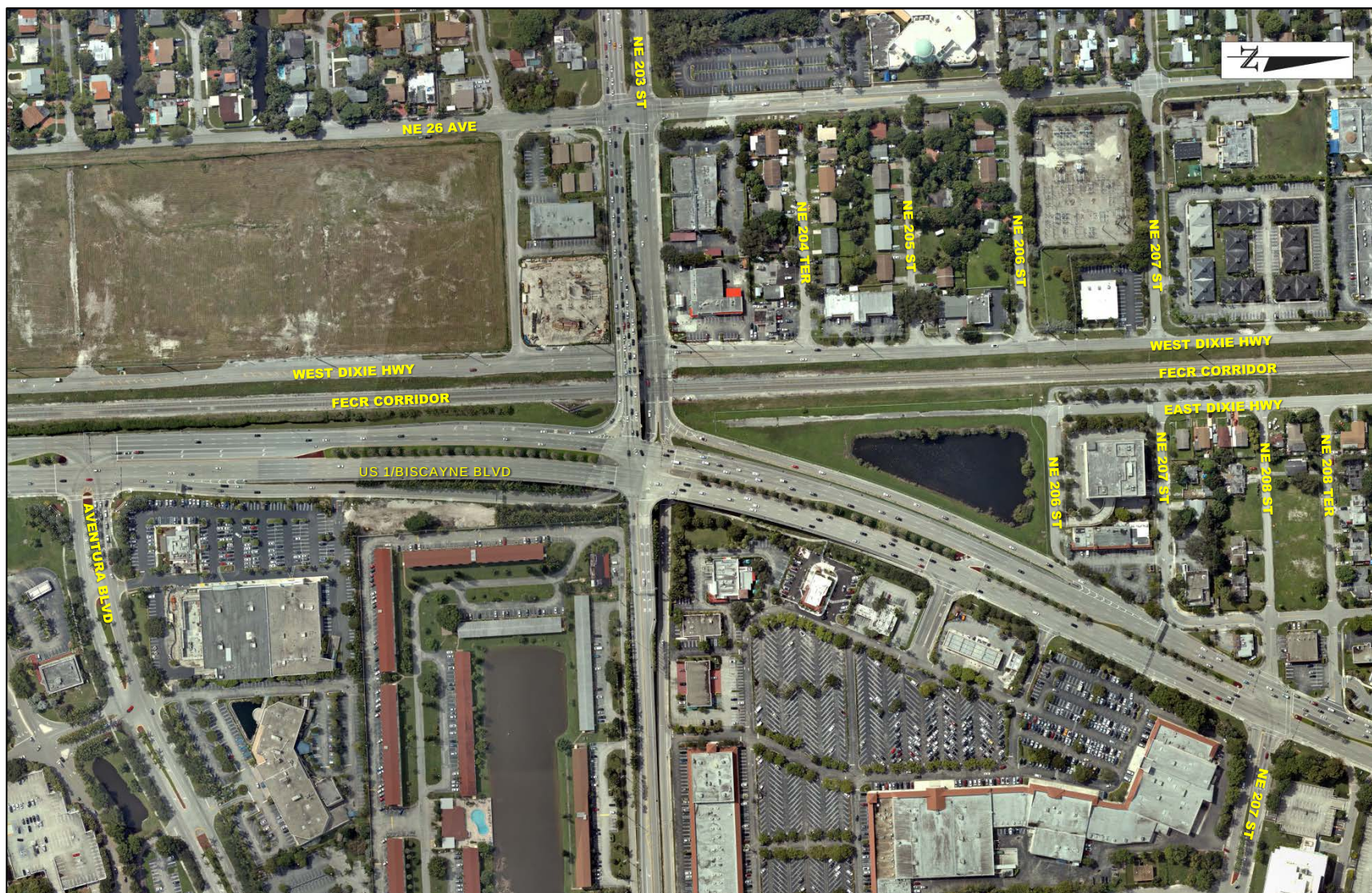
No-Build	Maintaining existing configuration
Alternative 1	Elevating WB NE 203 St
Alternative 2	Elevating WB NE 203 St and elevating US-1 to a third level
Alternative 3	Elevating WB NE 203 St and lowering US-1 to ground level
Alternative 4	Depressing WB NE 203 St under FEC line
Alternative 5	Lowering US-1 to ground level and depressing WB NE 203 St under FEC line
Alternative 6	Northwest Quadrant Alternative

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No-Build Alternative

Maintaining Existing Configuration

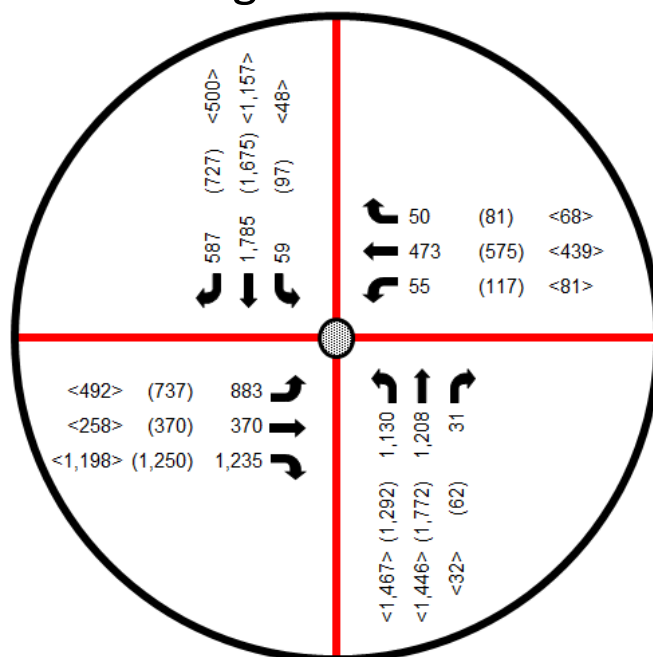


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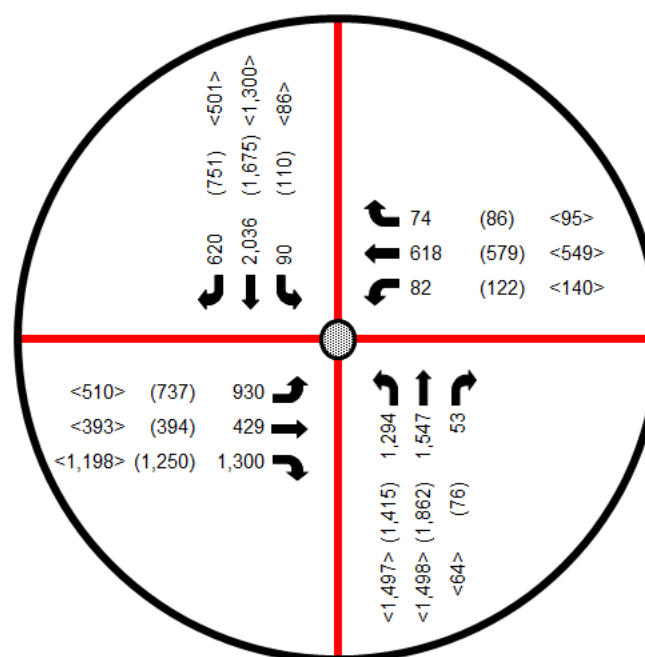
No-Build – Traffic Projections

US 1 & NE 203 St Intersection

Existing 2014 Volumes



No-Build 2023 Volumes



Legend: AM Peak Hour (PM Peak Hour) <Weekend Peak Hour>

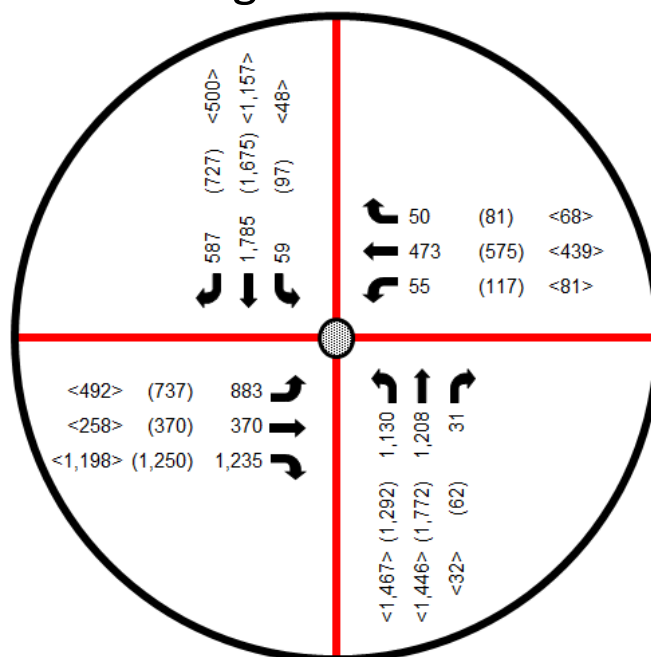
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Existing 2014 AADT	70,000	57,000	58,000	15,000
No-Build Alternative 2023 AADT	73,000	60,000	60,000	17,000
Growth	4%	5%	3%	13%

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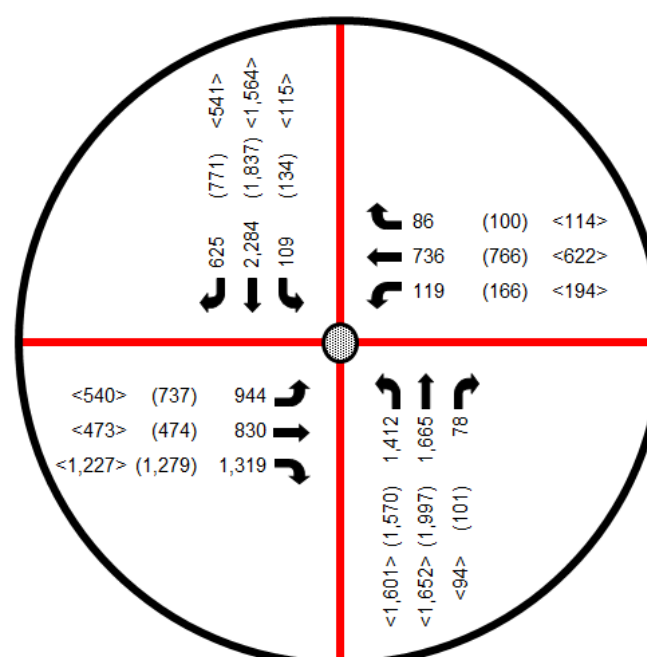
No-Build – Traffic Projections

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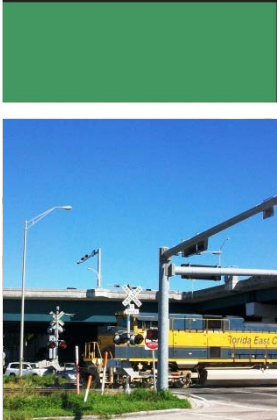
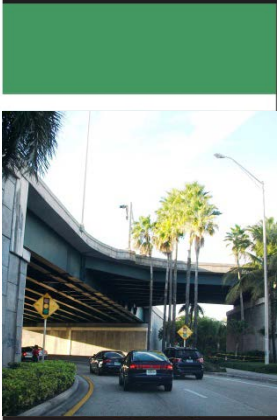
No-Build 2040 Volumes



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Growth	13%	14%	12%	33%

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Alternative 1

Elevating WB NE 203 St

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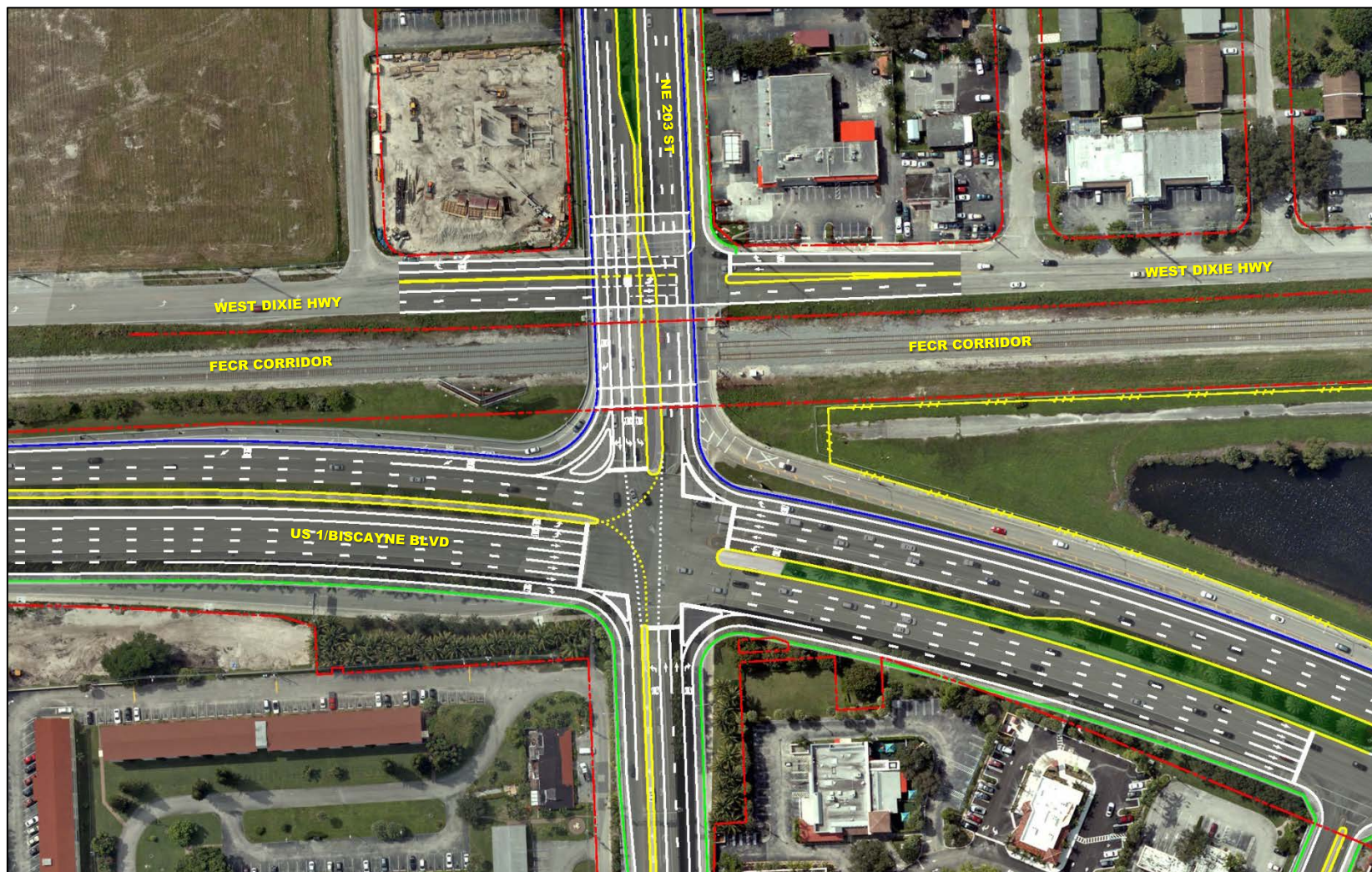


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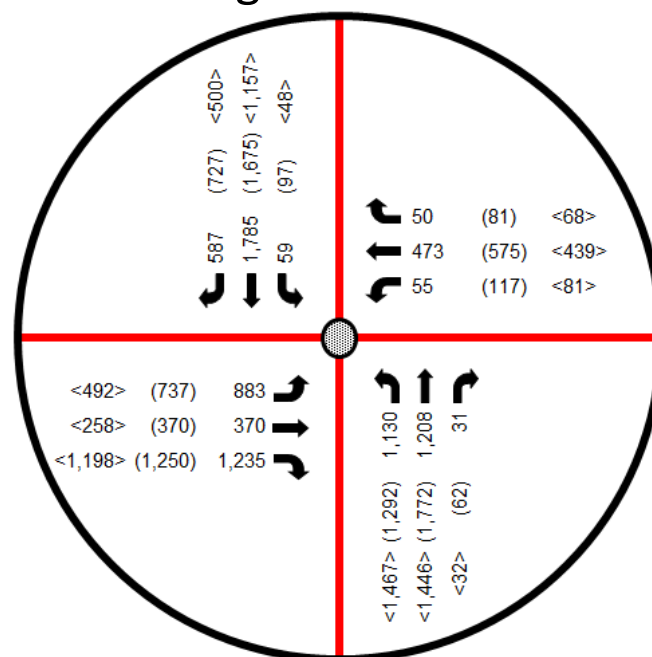


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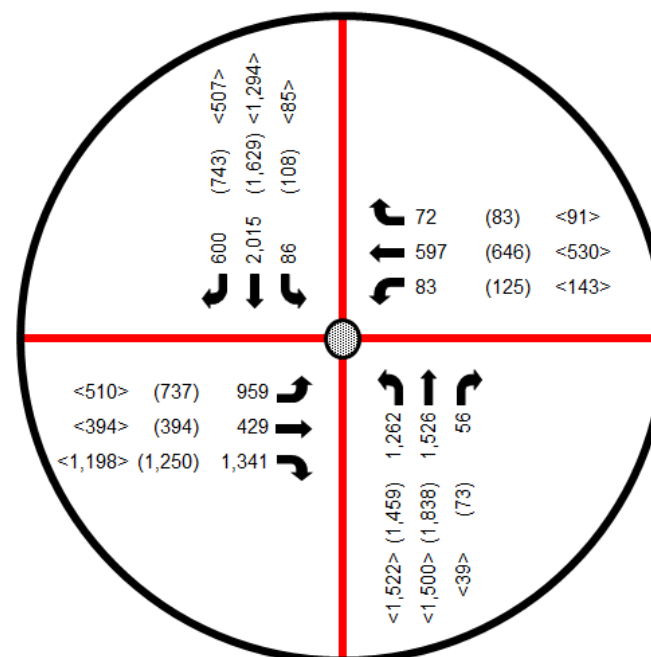
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US 1 & NE 203 St Intersection

Existing 2014 Volumes



Alternative 1 2023 Volumes



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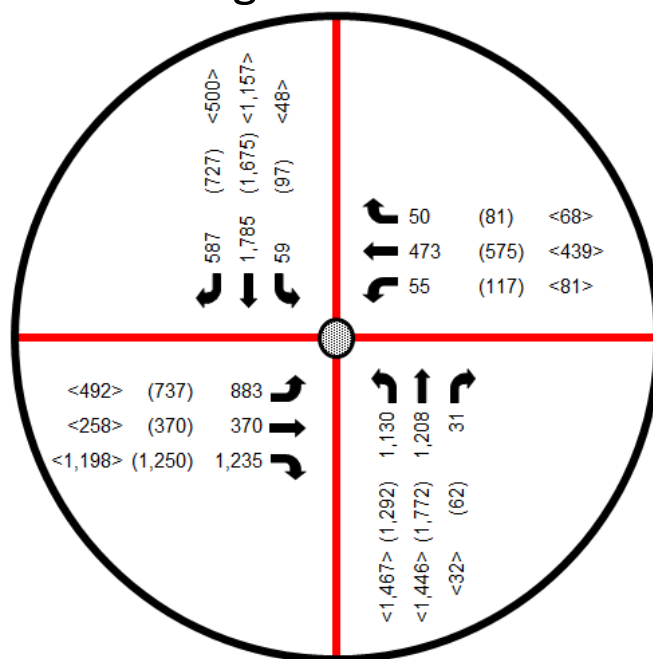
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District 6

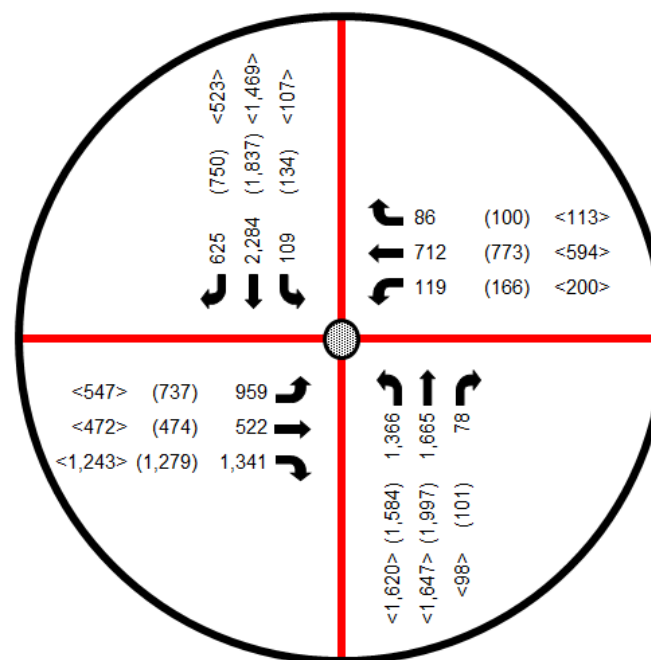
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US 1 & NE 203 St Intersection

Existing 2014 Volumes



Alternative 1 2040 Volumes

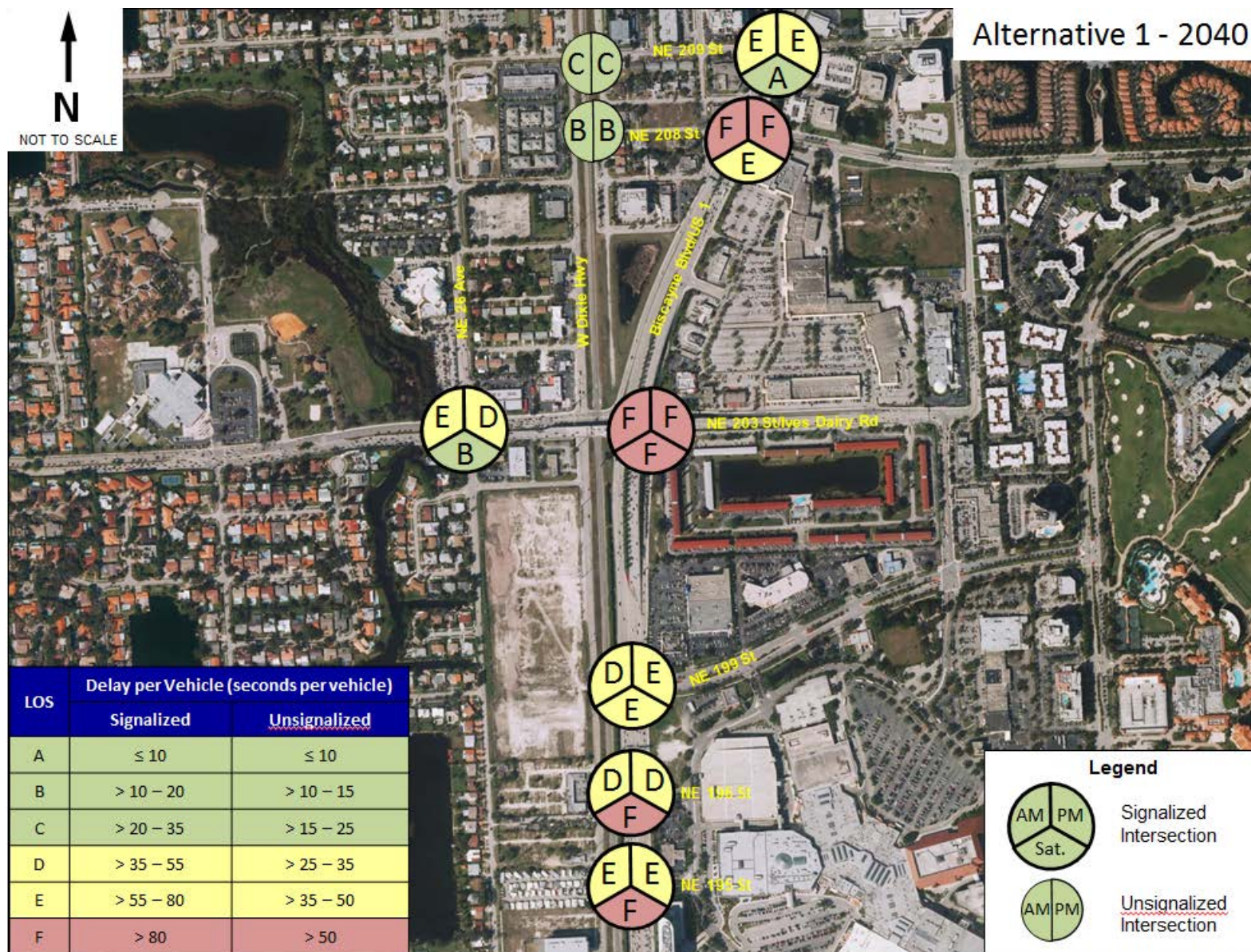


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Alternative 1 – Traffic Operations

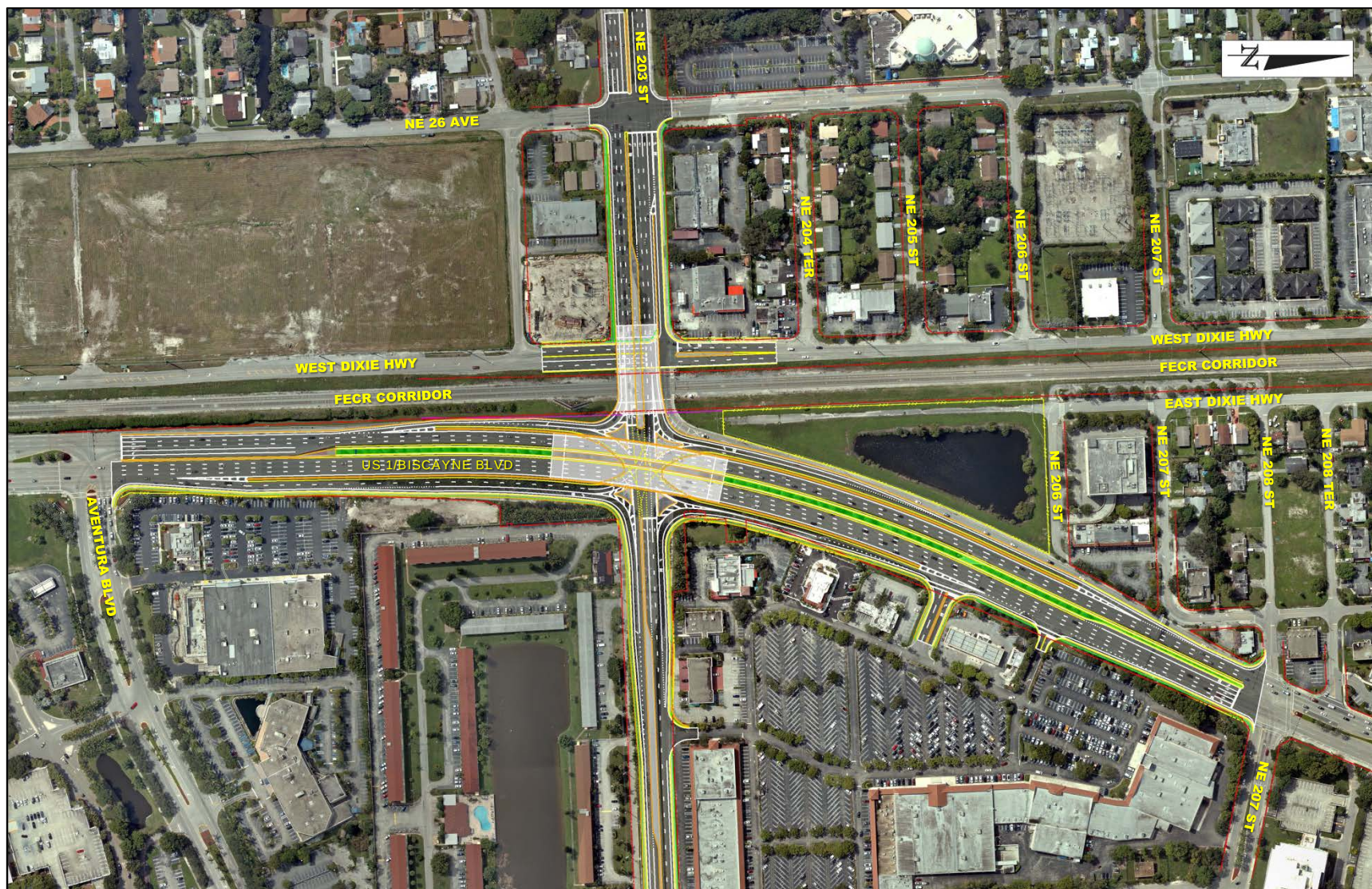


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Alternative 2

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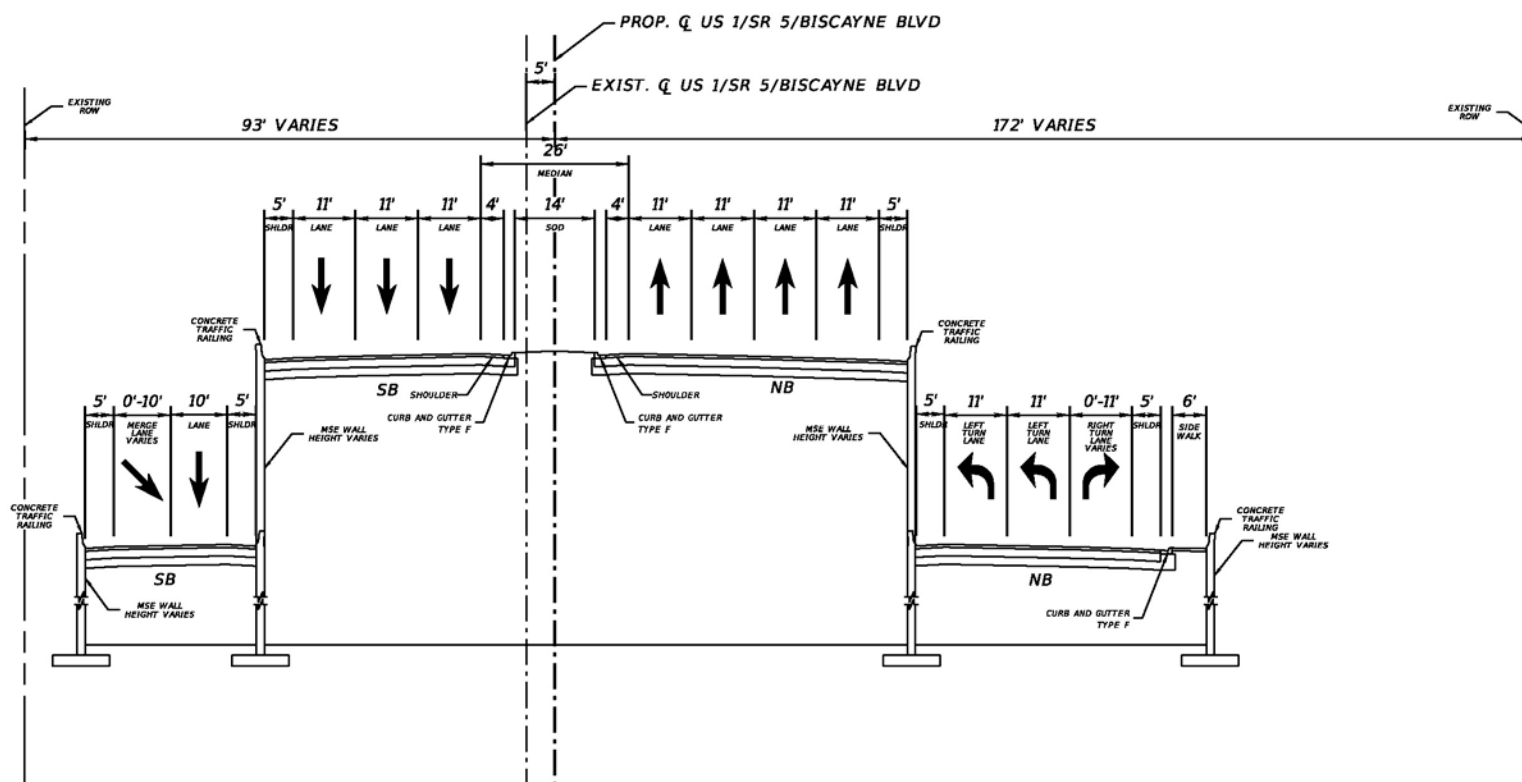
Elevating WB NE 203 St and elevating US-1 to a third level



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Alternative 2 – Typical Sections

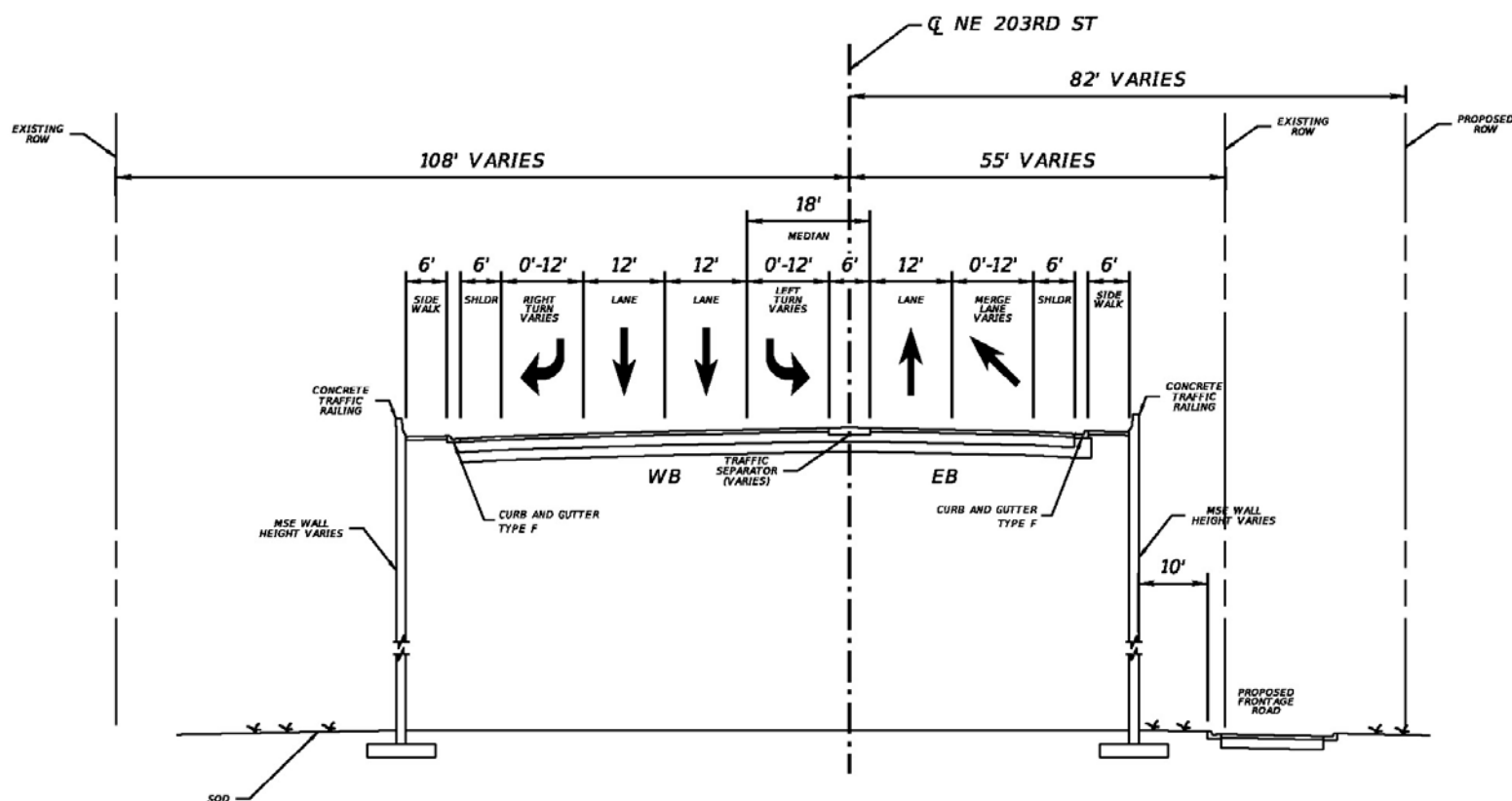


SOUTH OF US-1 AT NE 203RD ST INTERSECTION

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Alternative 2 – Typical Sections

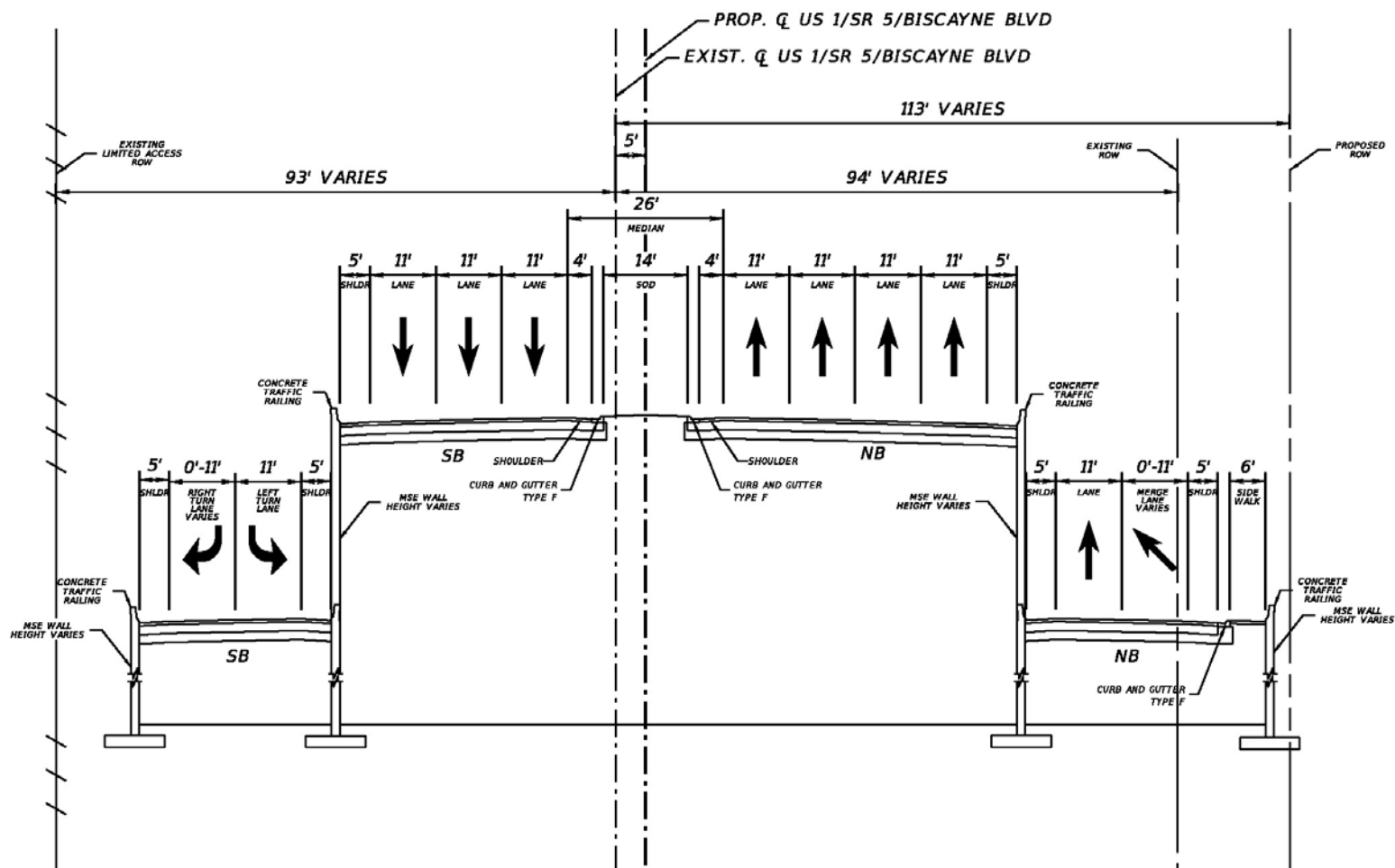


EAST OF US-1 AT NE 203RD ST INTERSECTION

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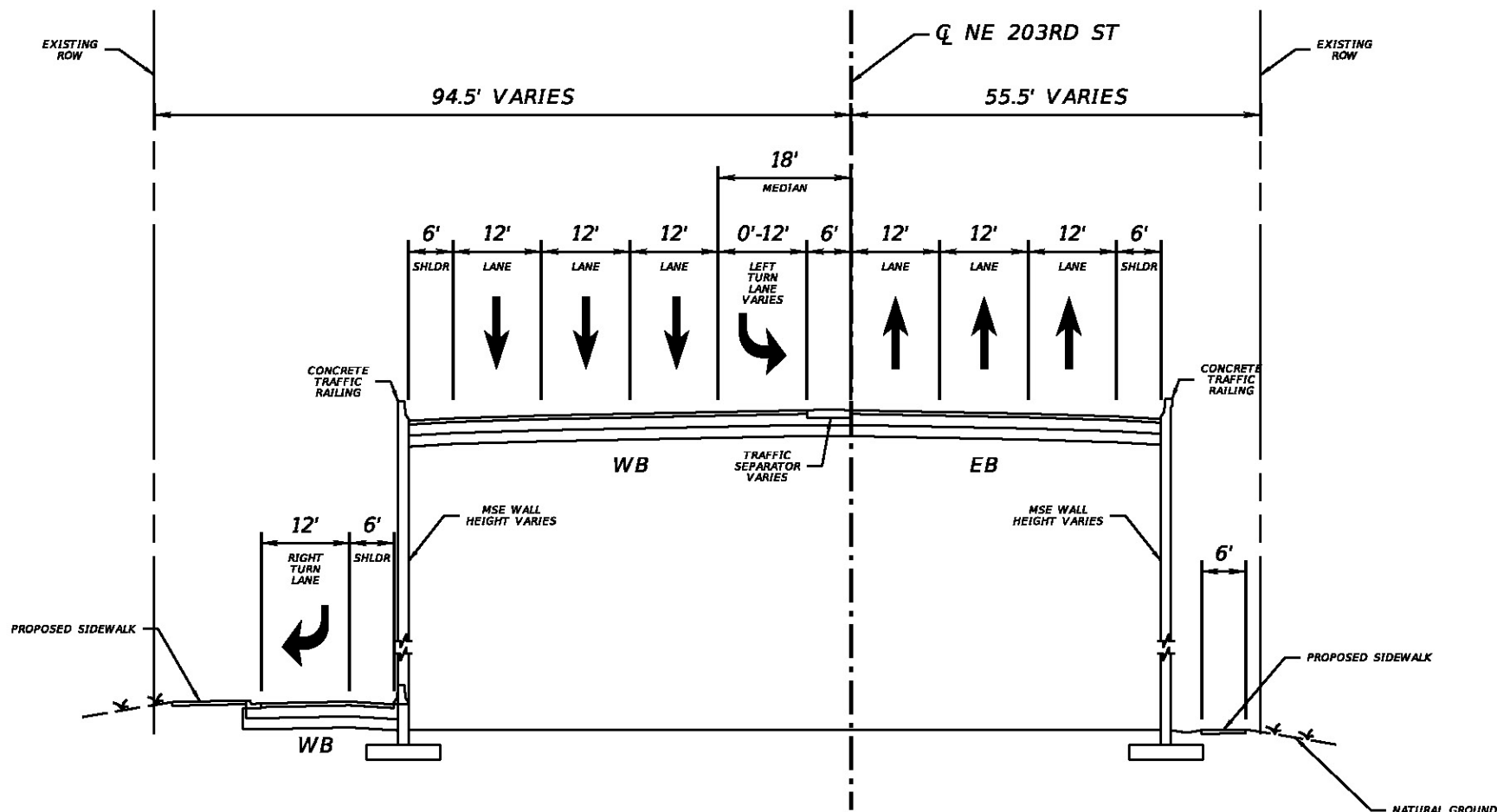


NORTH OF US-1 AT NE 203RD ST INTERSECTION

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Alternative 2 – Typical Sections



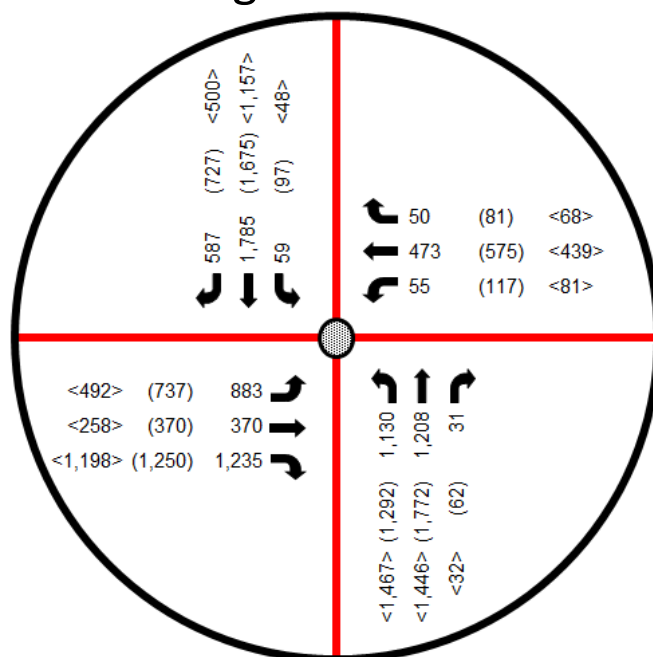
WEST OF US-1 AT NE 203RD ST INTERSECTION

District 6

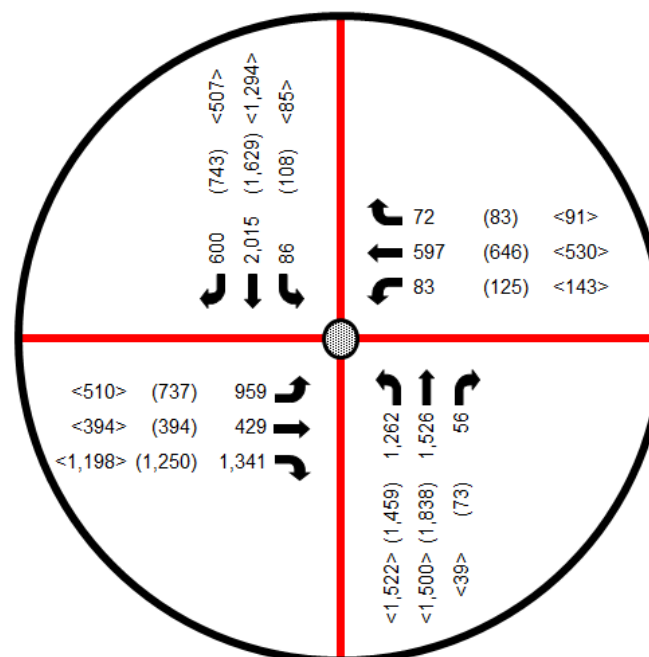
Alternative 2 – Traffic Projections

US 1 & NE 203 St Intersection

Existing 2014 Volumes



Alternative 2 2023 Volumes



Legend: AM Peak Hour (PM Peak Hour) <Weekend Peak Hour>

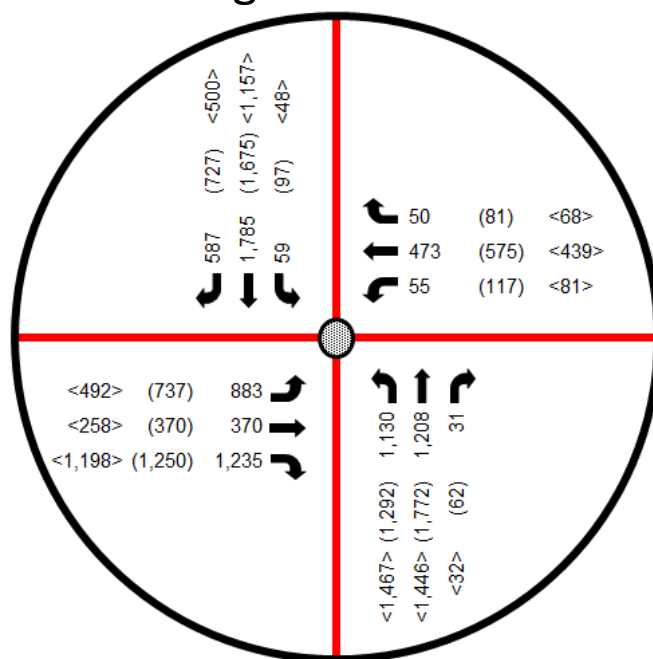
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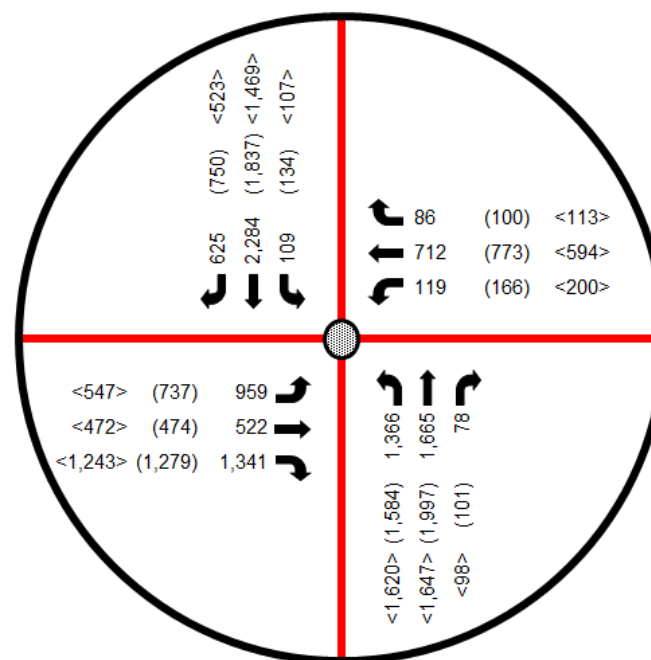
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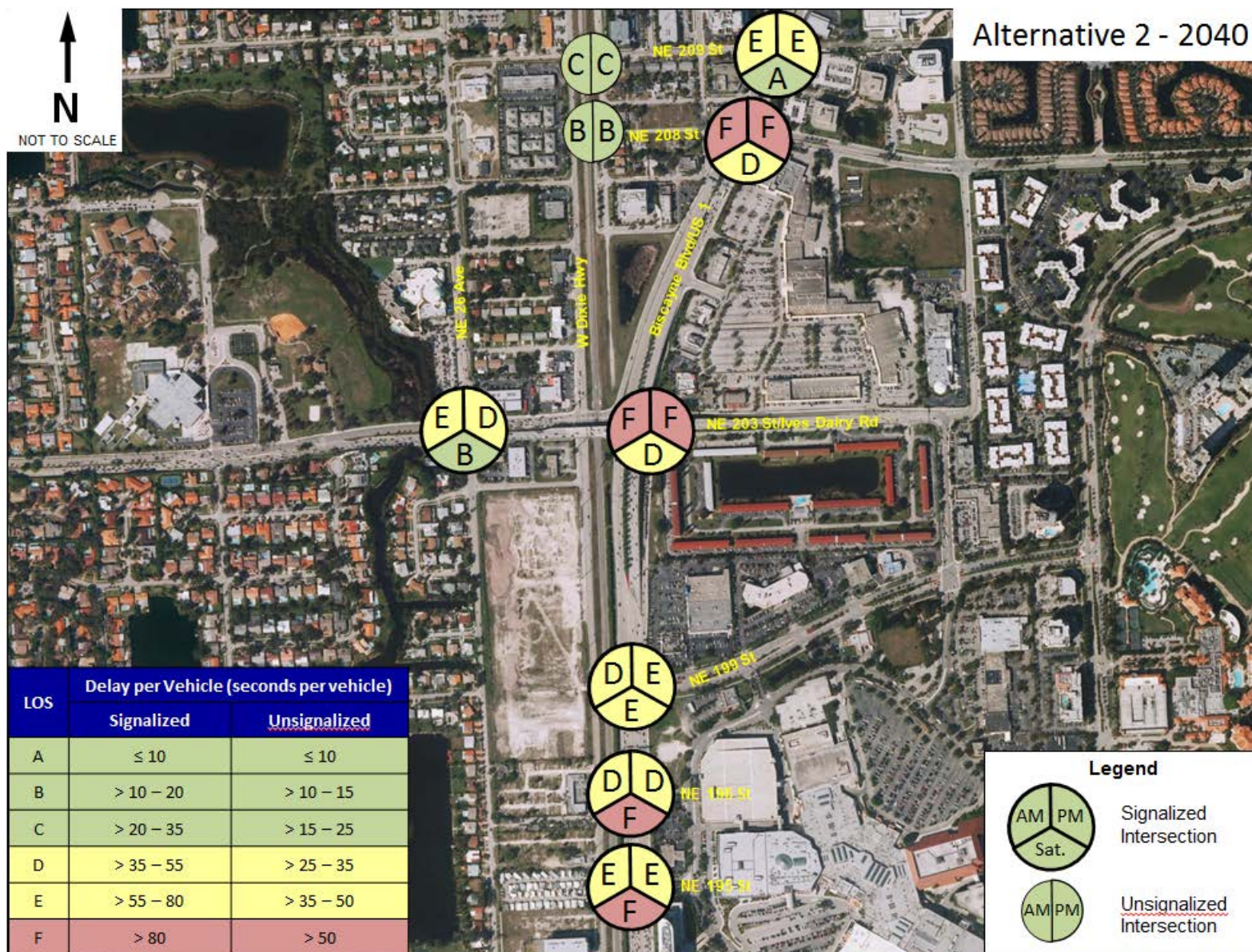


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Alternative 2 – Traffic Operations

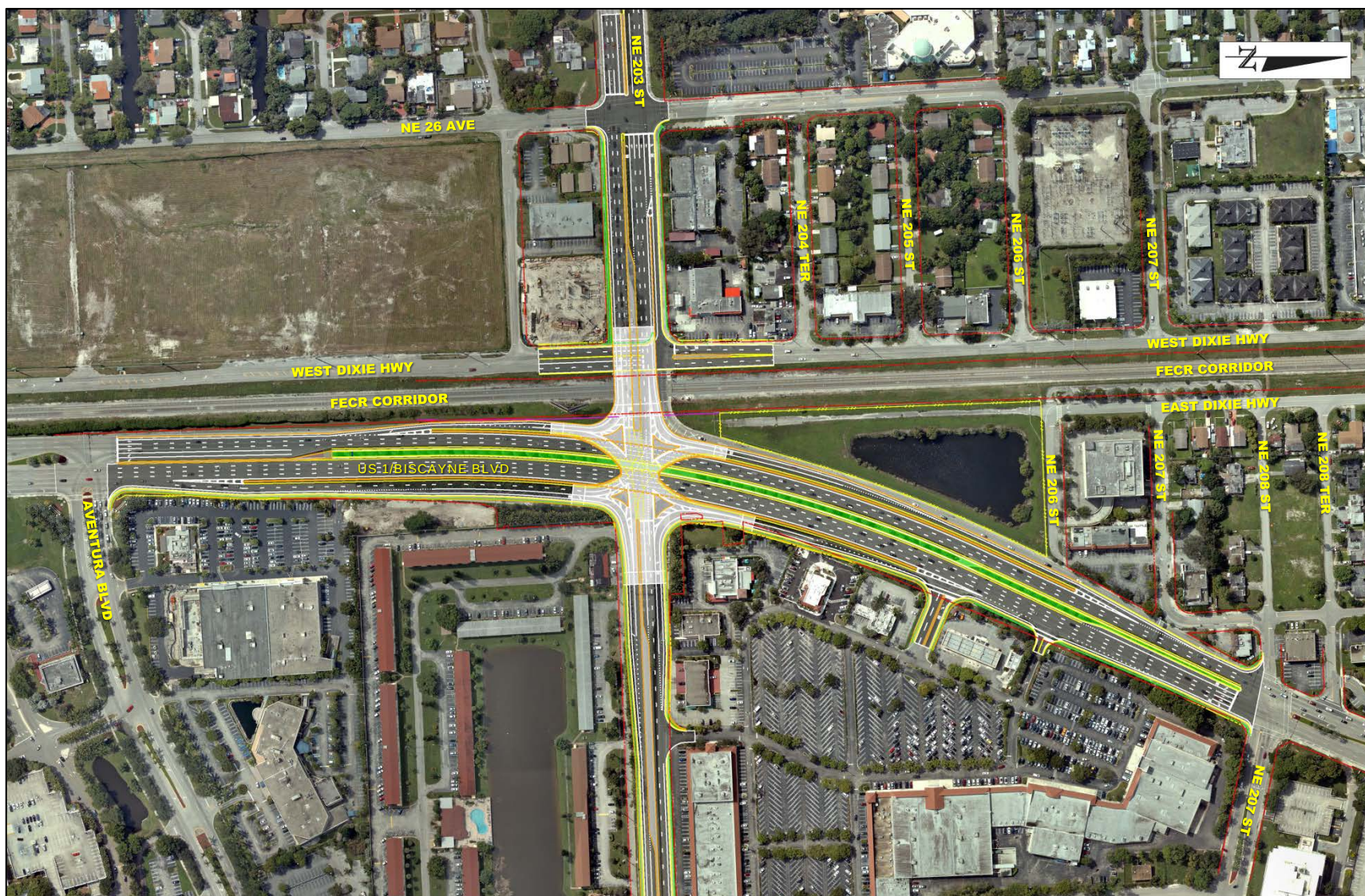


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Alternative 3

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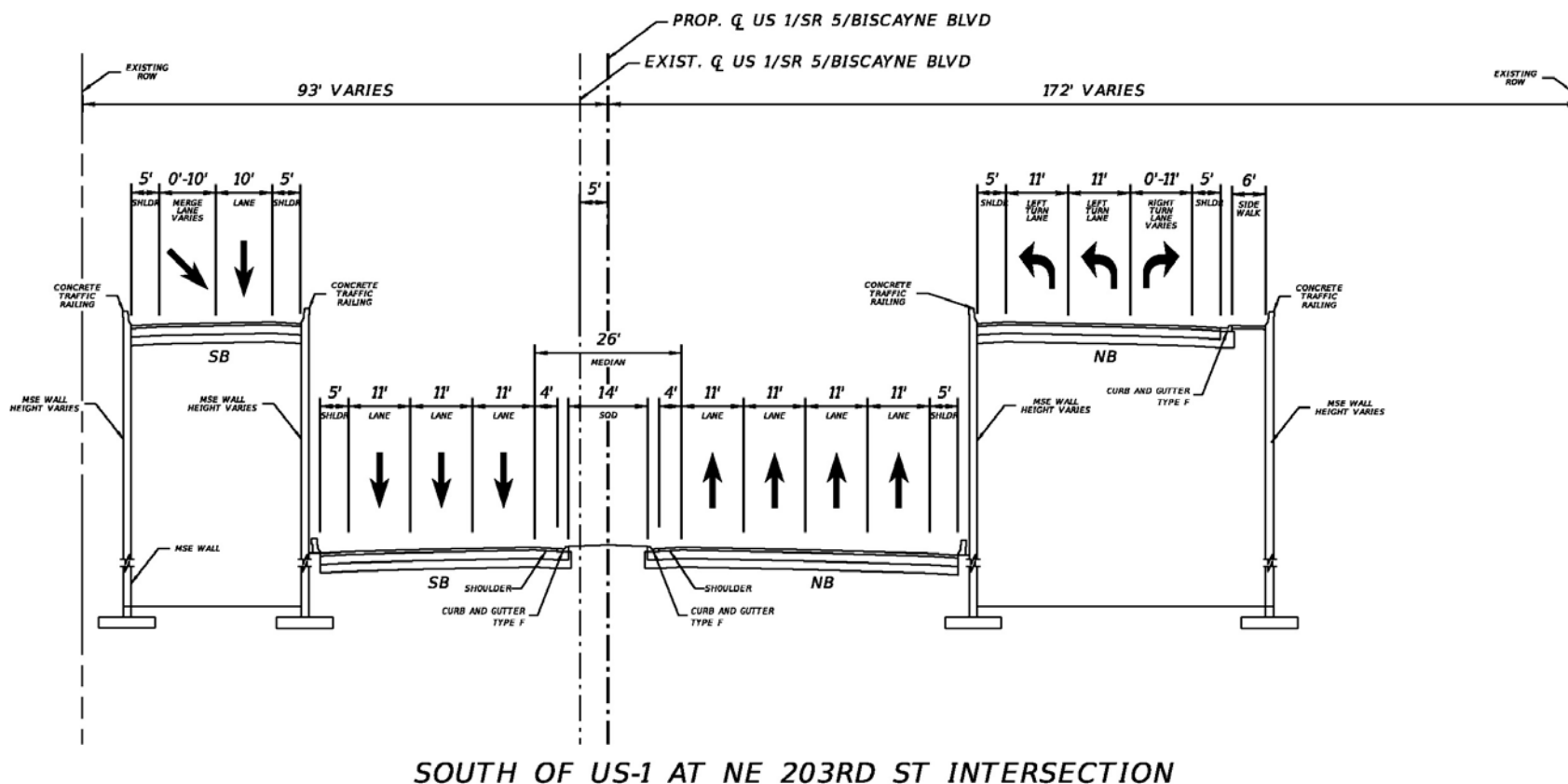
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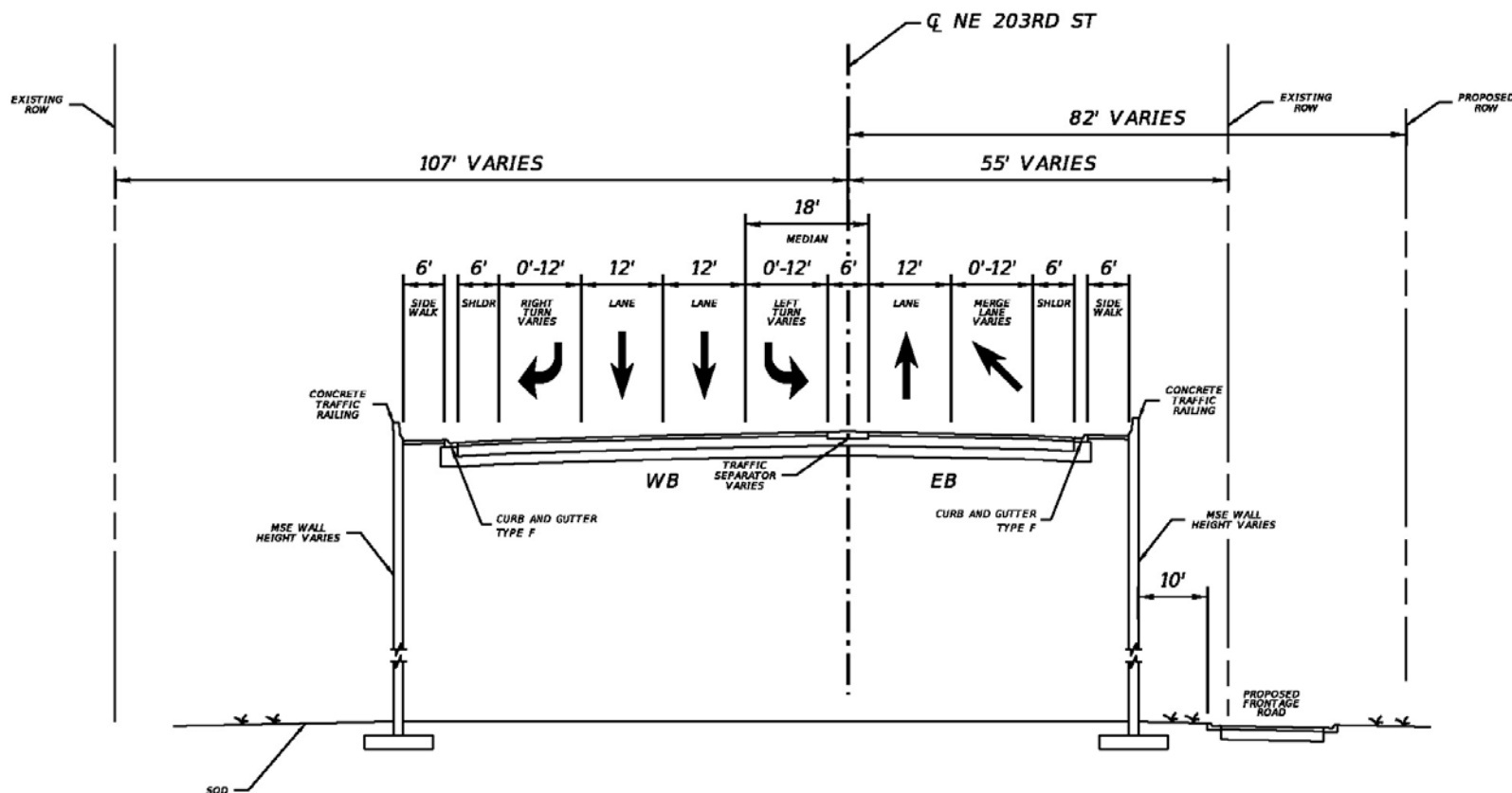
Alternative 3 – Typical Sections



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Alternative 3 – Typical Sections

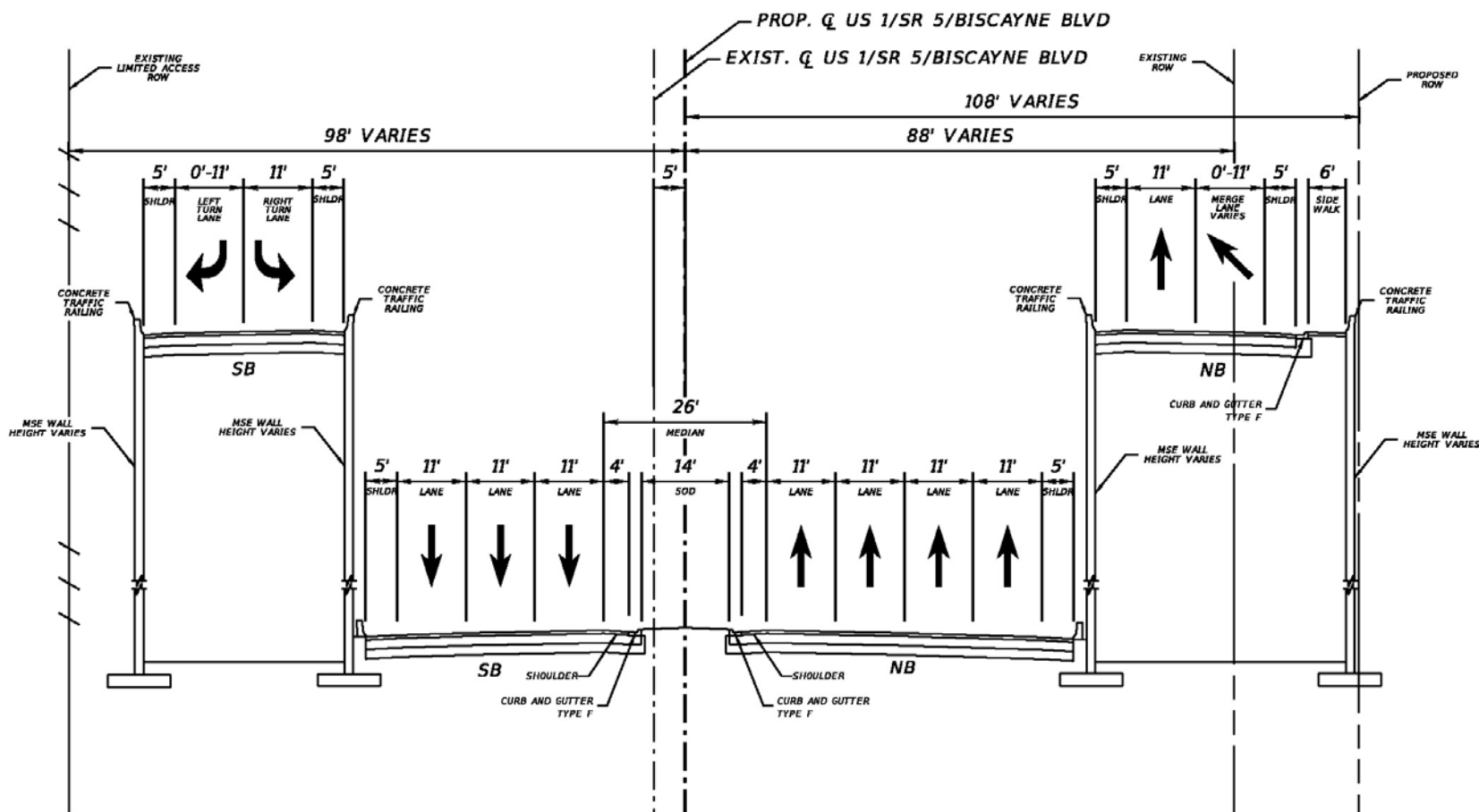


EAST OF US-1 AT NE 203RD ST INTERSECTION

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Alternative 3 – Typical Sections

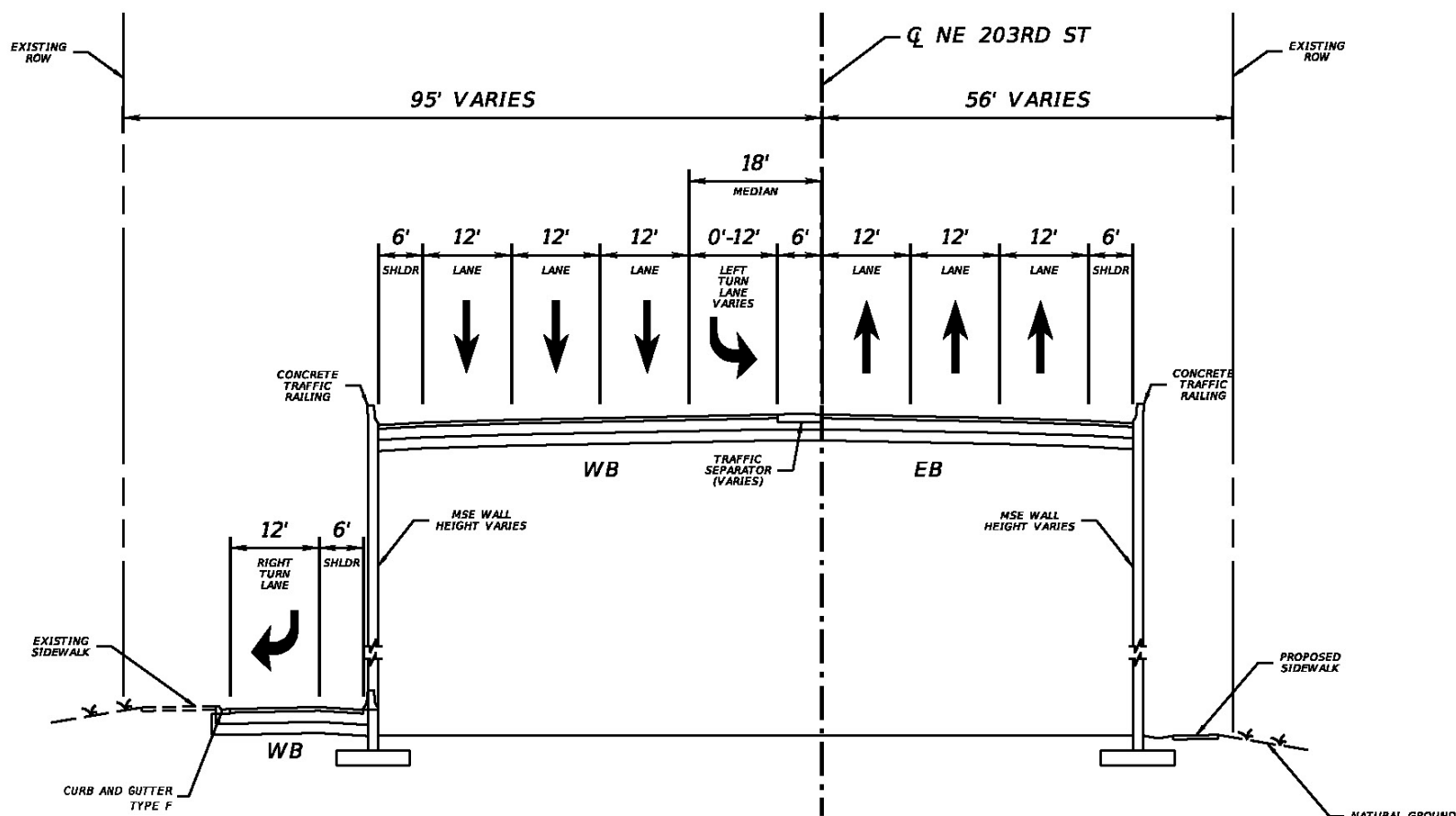


NORTH OF US-1 AT NE 203RD ST INTERSECTION

District 6

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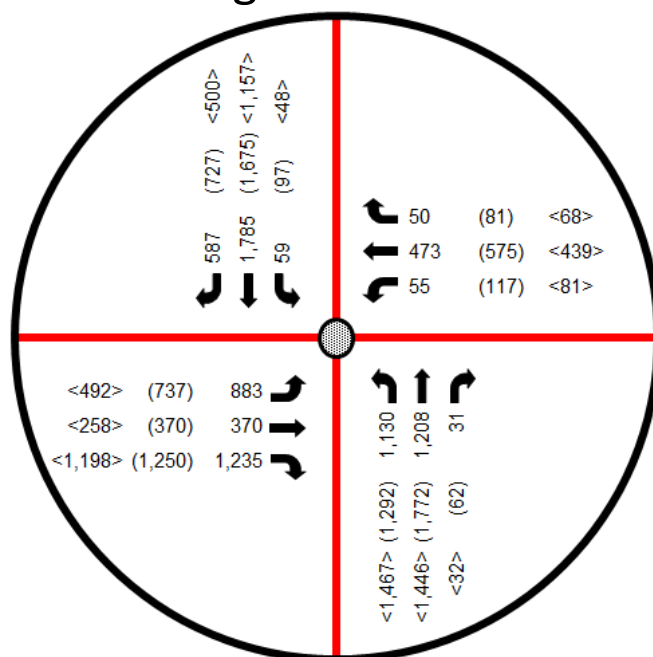
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District 6

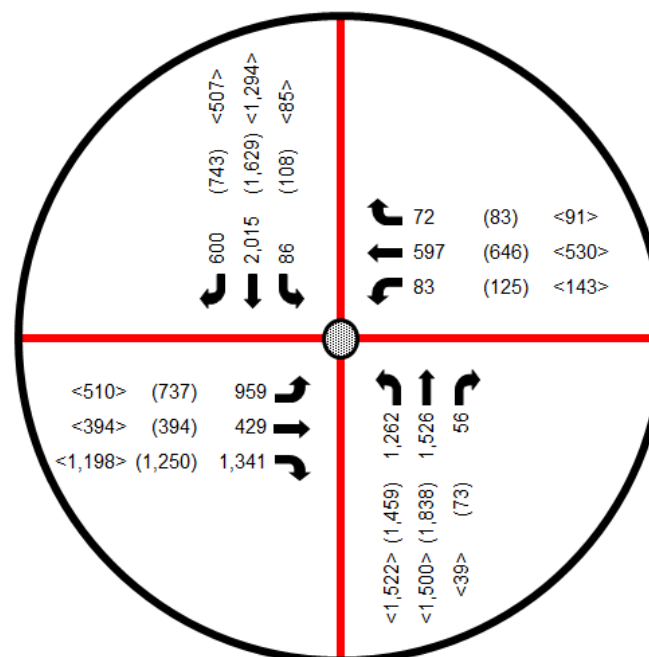
Alternative 3 – Traffic Projections

US 1 & NE 203 St Intersection

Existing 2014 Volumes



Alternative 3 2023 Volumes



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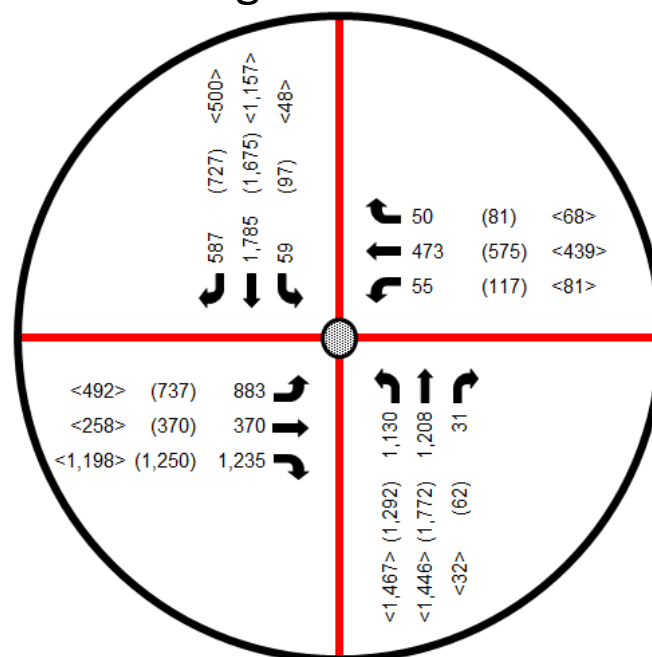
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District 6

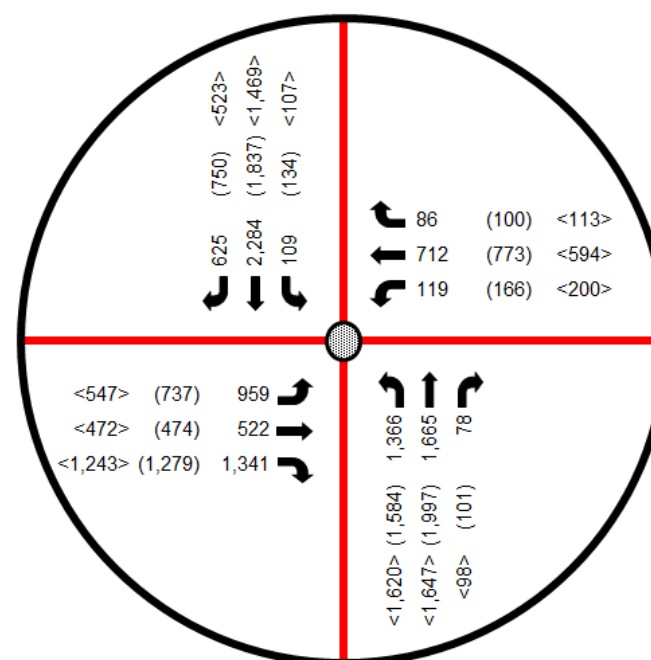
Alternative 3 – Traffic Projections

US 1 & NE 203 St Intersection

Existing 2014 Volumes



Alternative 3 2040 Volumes

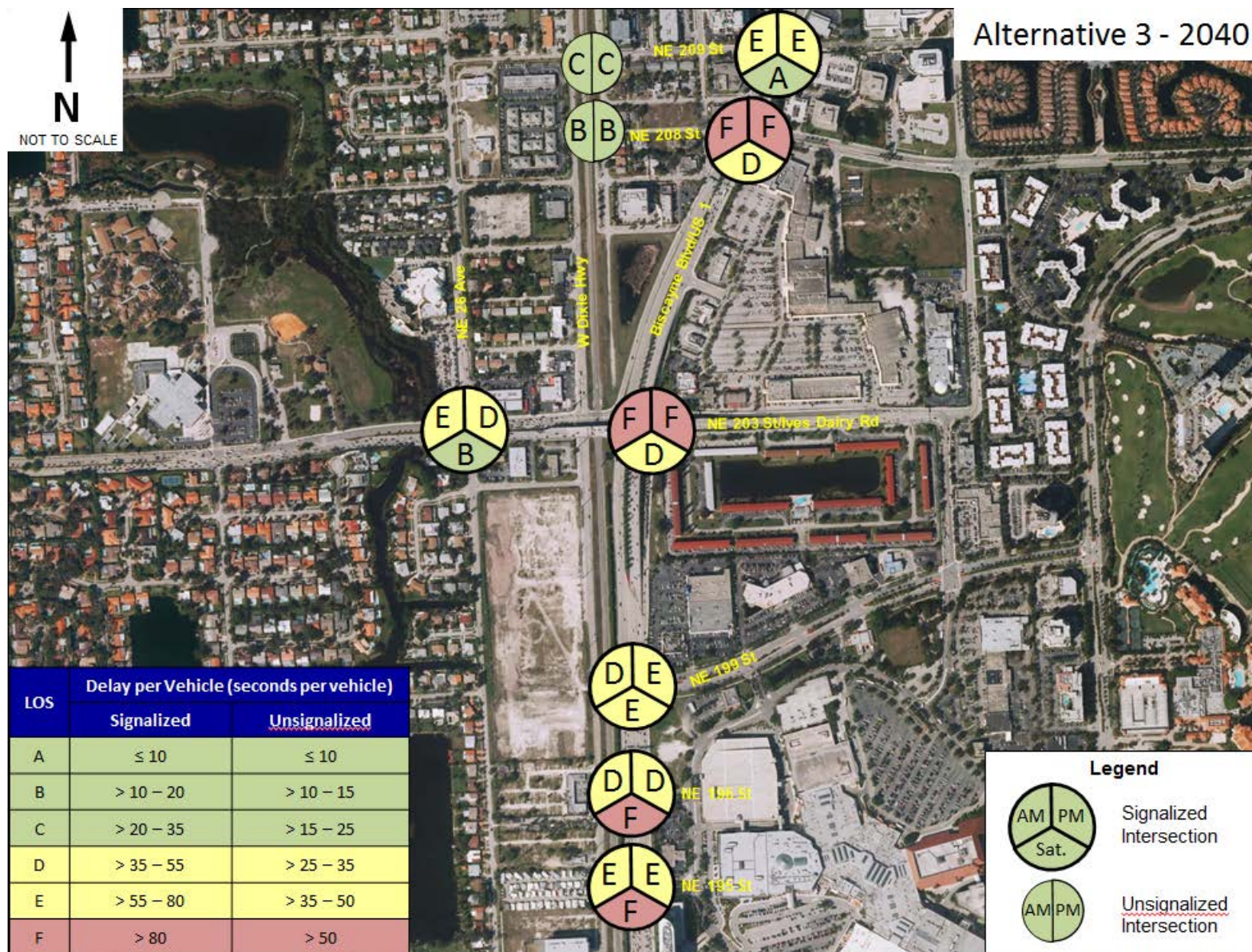


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Alternative 3 – Traffic Operations



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Alternative 4

Depressing WB NE 203 St under FEC line

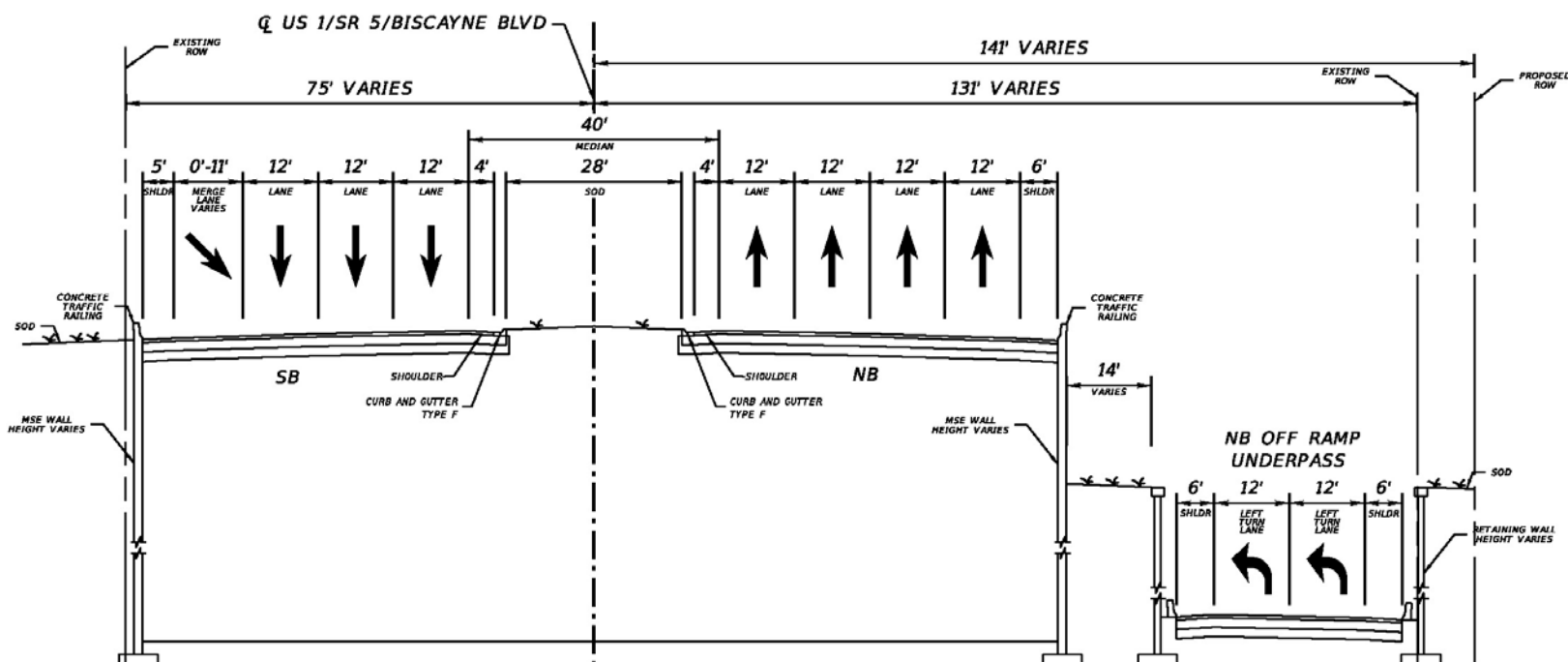
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Alternative 4 – Typical Sections

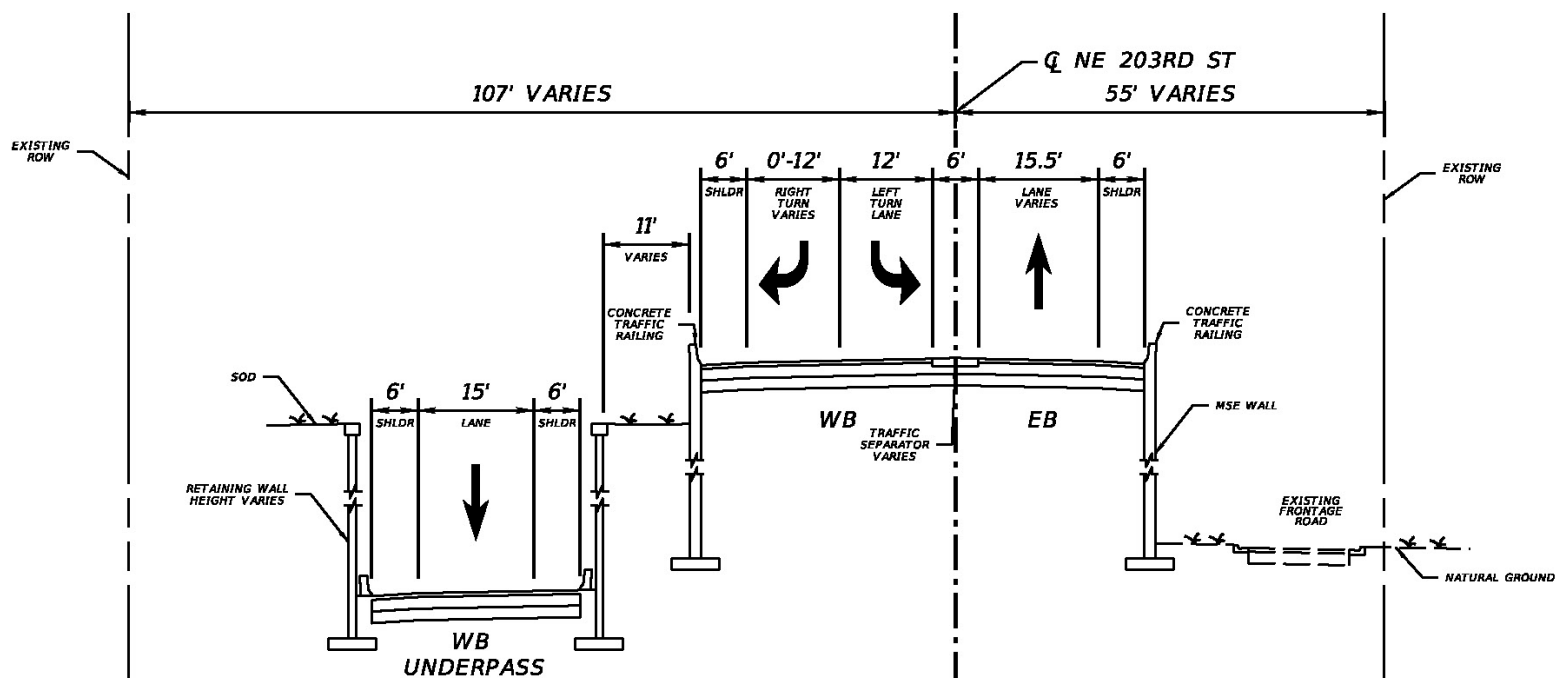


SOUTH OF US-1 AT NE 203RD ST INTERSECTION

District 6

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Alternative 4 – Typical Sections

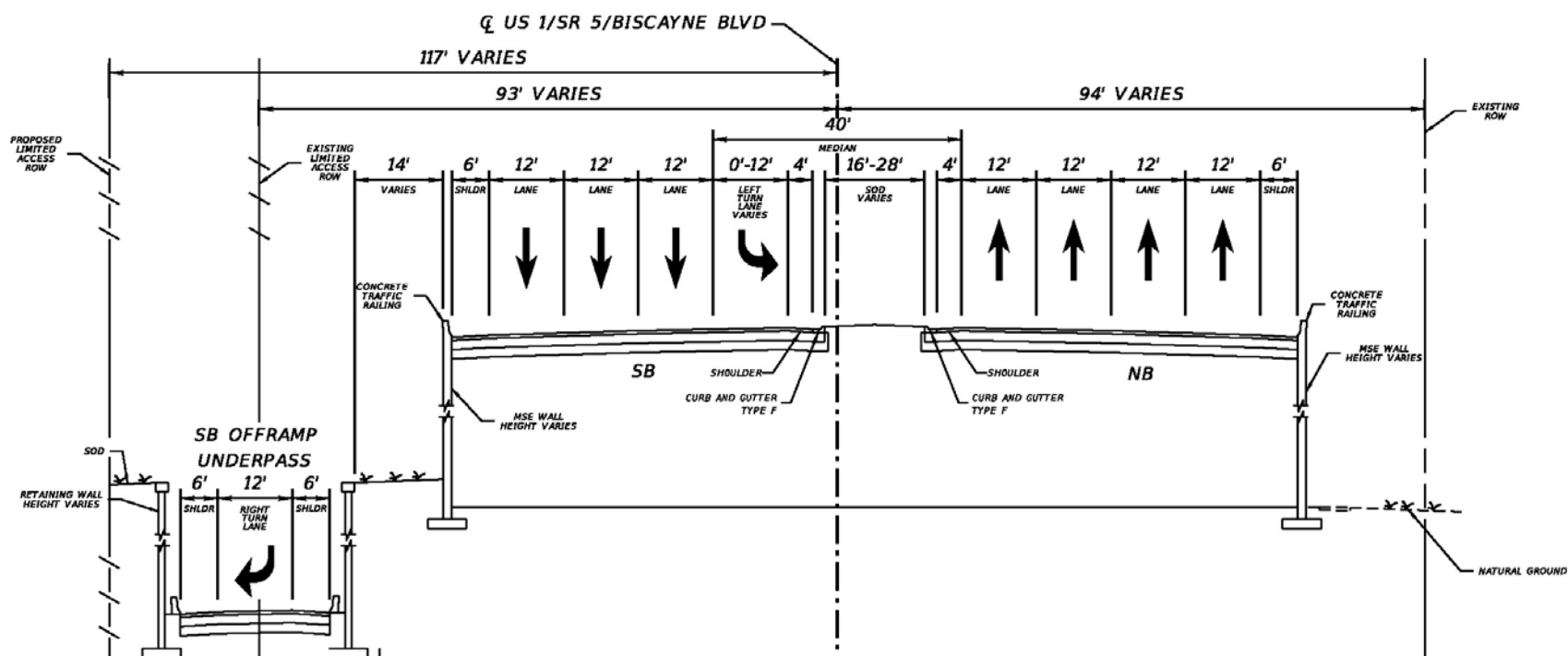


EAST OF US-1 AT NE 203RD ST INTERSECTION

District 6

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Alternative 4 – Typical Sections

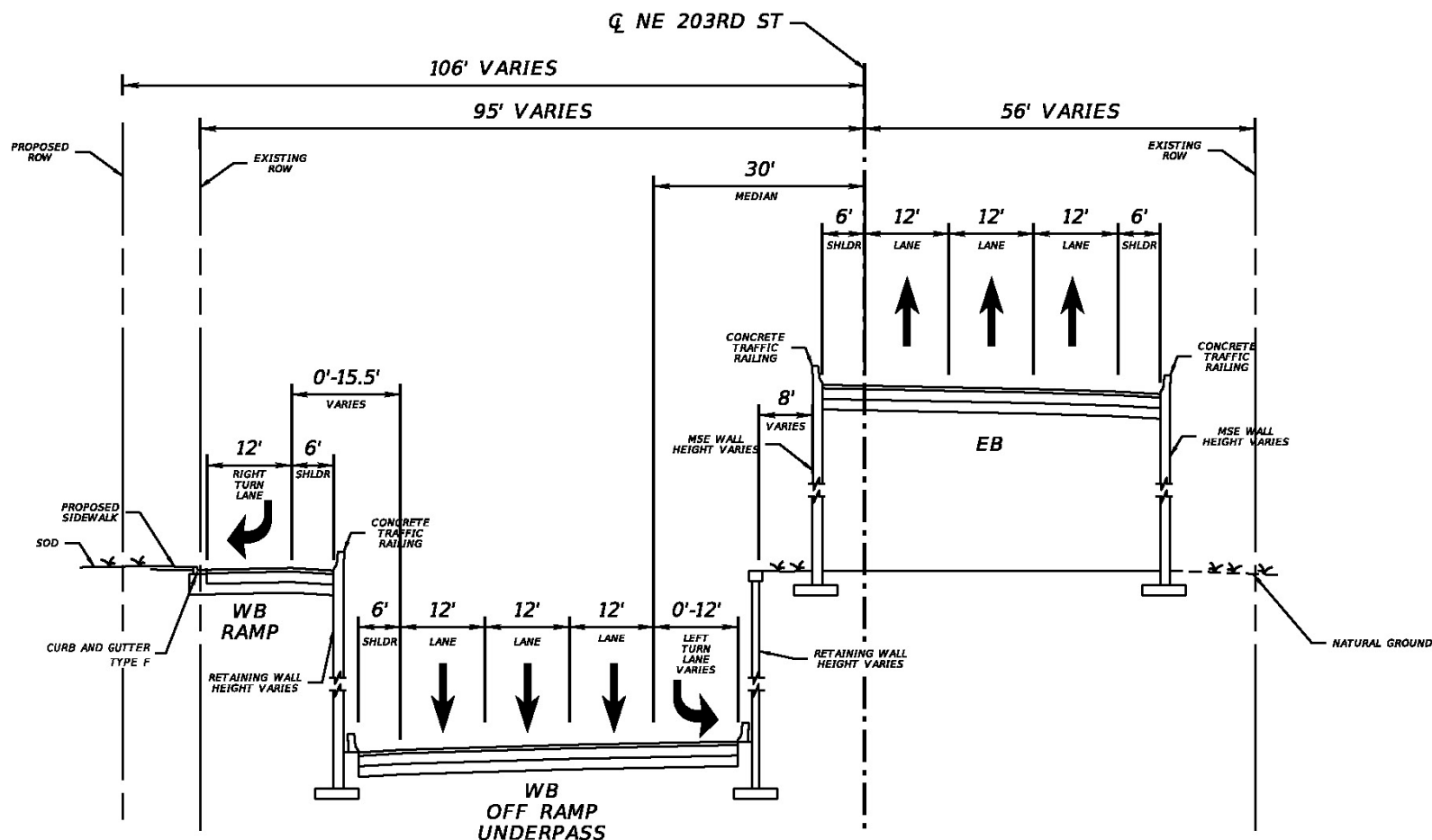


NORTH OF US-1 AT NE 203RD ST INTERSECTION

District 6

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Alternative 4 – Typical Sections



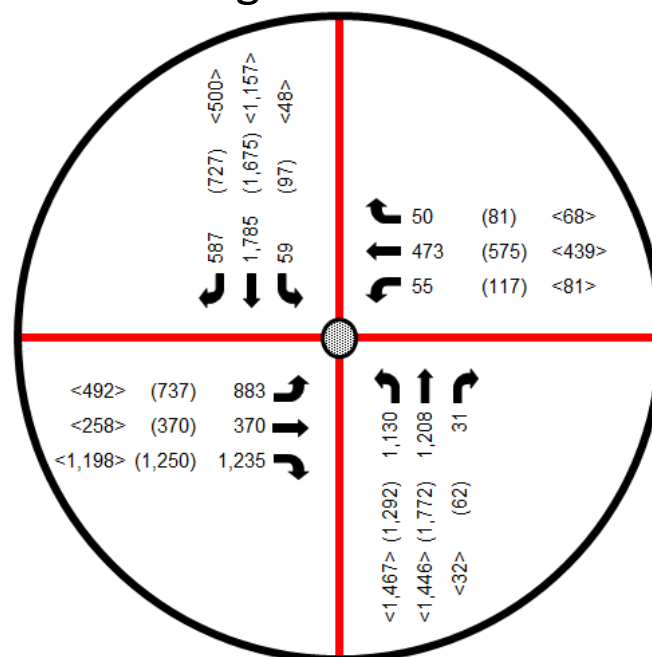
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District 6

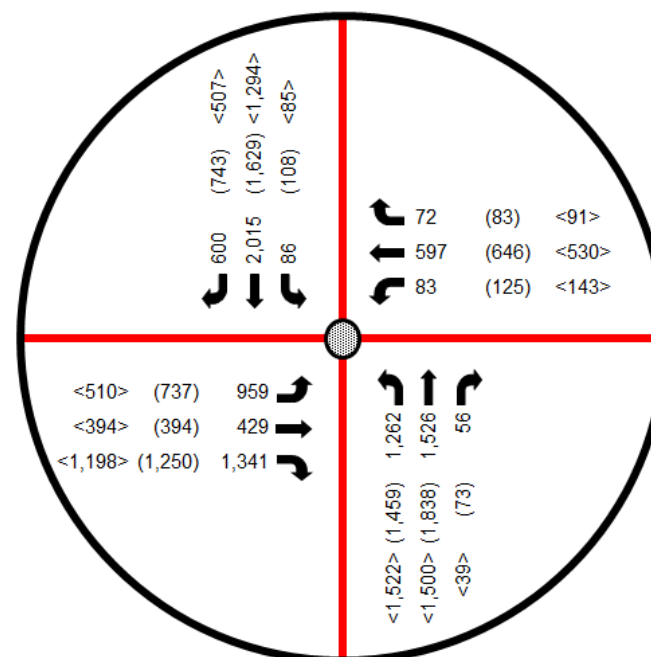
Alternative 4 – Traffic Projections

US 1 & NE 203 St Intersection

Existing 2014 Volumes



Alternative 4 2023 Volumes



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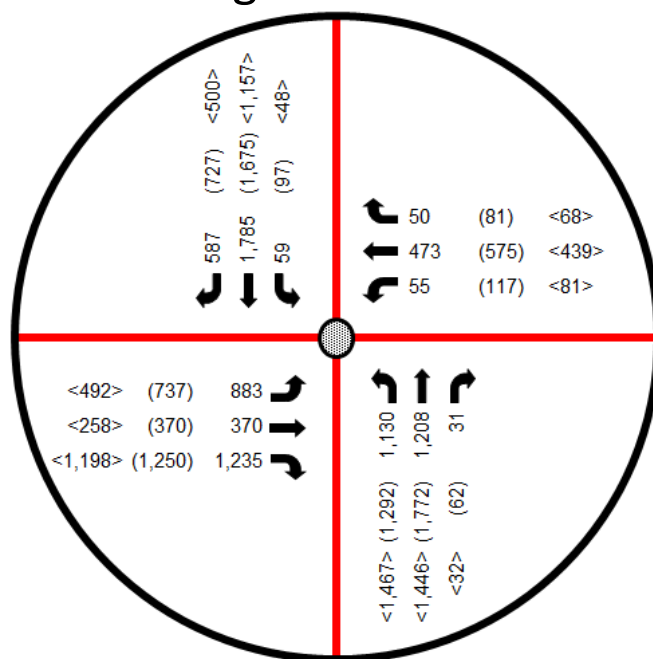
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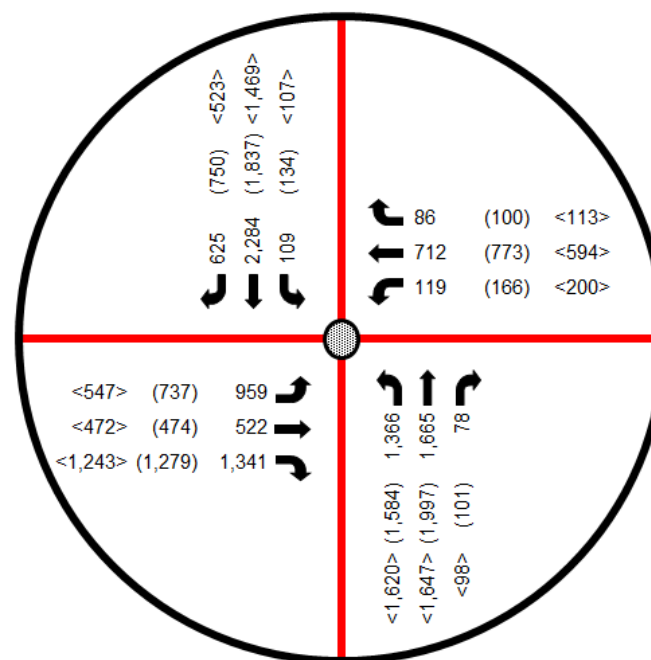
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US 1 & NE 203 St Intersection

Existing 2014 Volumes



Alternative 4 2040 Volumes

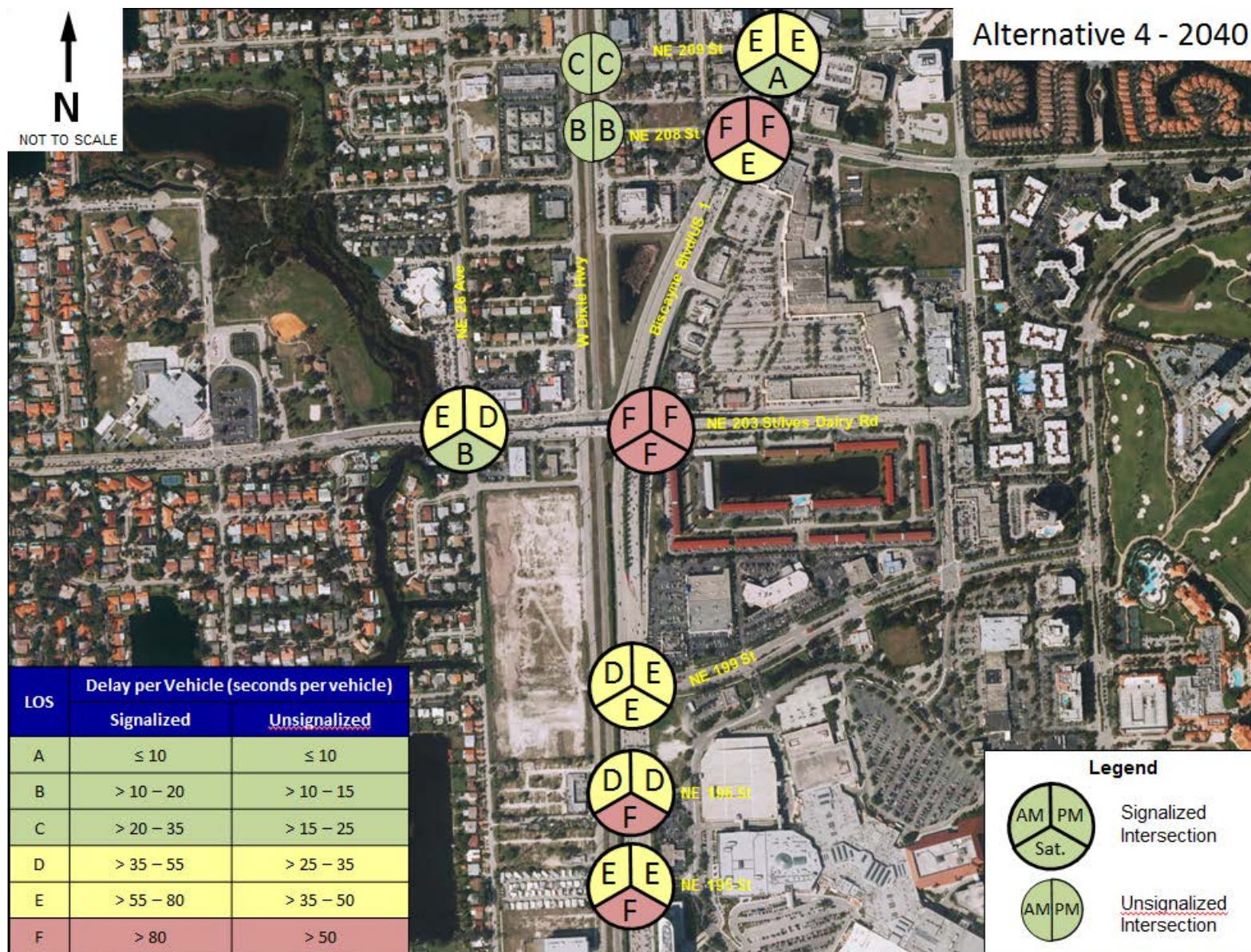


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Alternative 4 – Traffic Operations



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Alternative 5

Lowering US-1 to ground level and depressing WB NE 203 St under FEC line

ALTERNATIVE

5

Biscayne Blvd and NE 203rd St
PD&E, Conceptual Plans Review, and Existing Conditions Update

 **Gannett Fleming**



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Alternative 5

- Eliminates northbound to westbound connection
- Eliminates northbound to eastbound connection
- Eliminates southbound to eastbound connection
- Lane balance deficiencies

Eliminated

District 6

Alternative 6

Northwest Quadrant Alternative

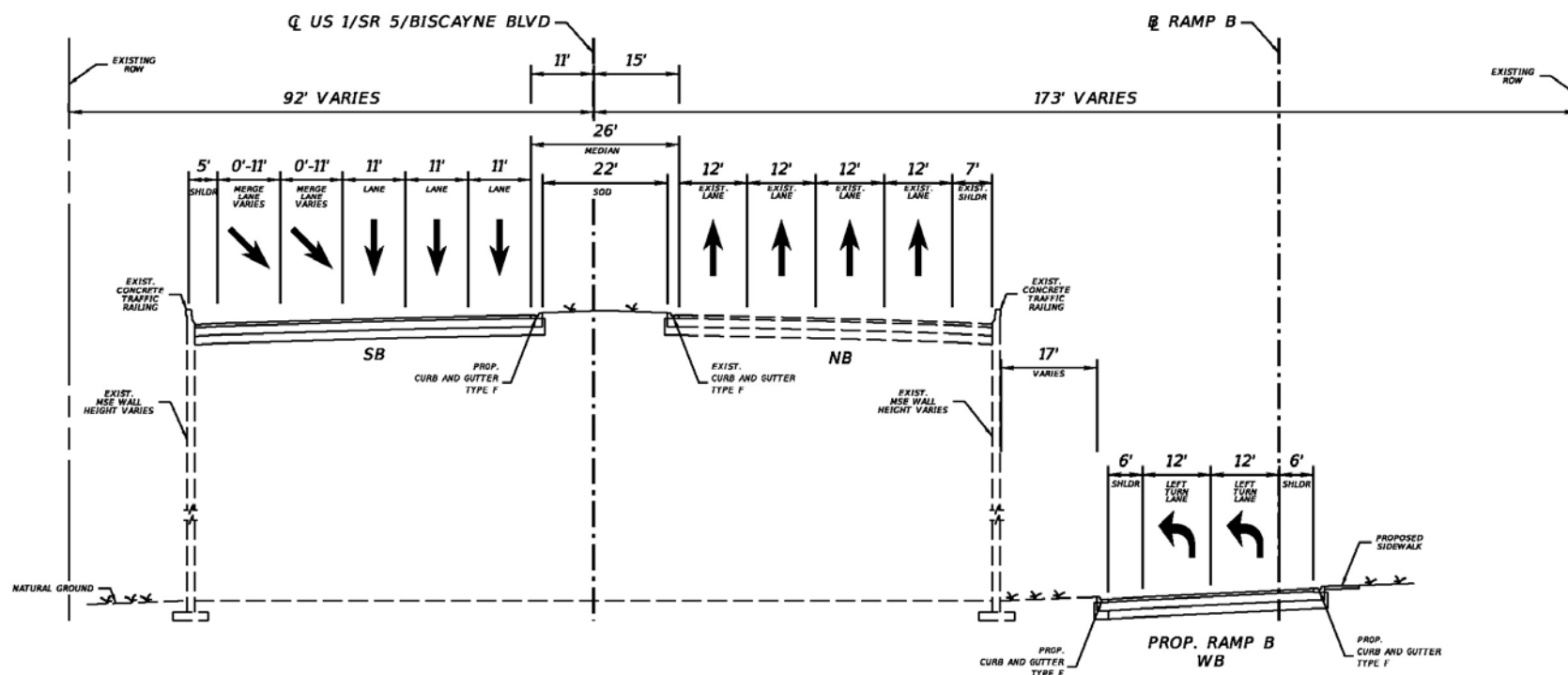
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Alternative 6 – Typical Sections

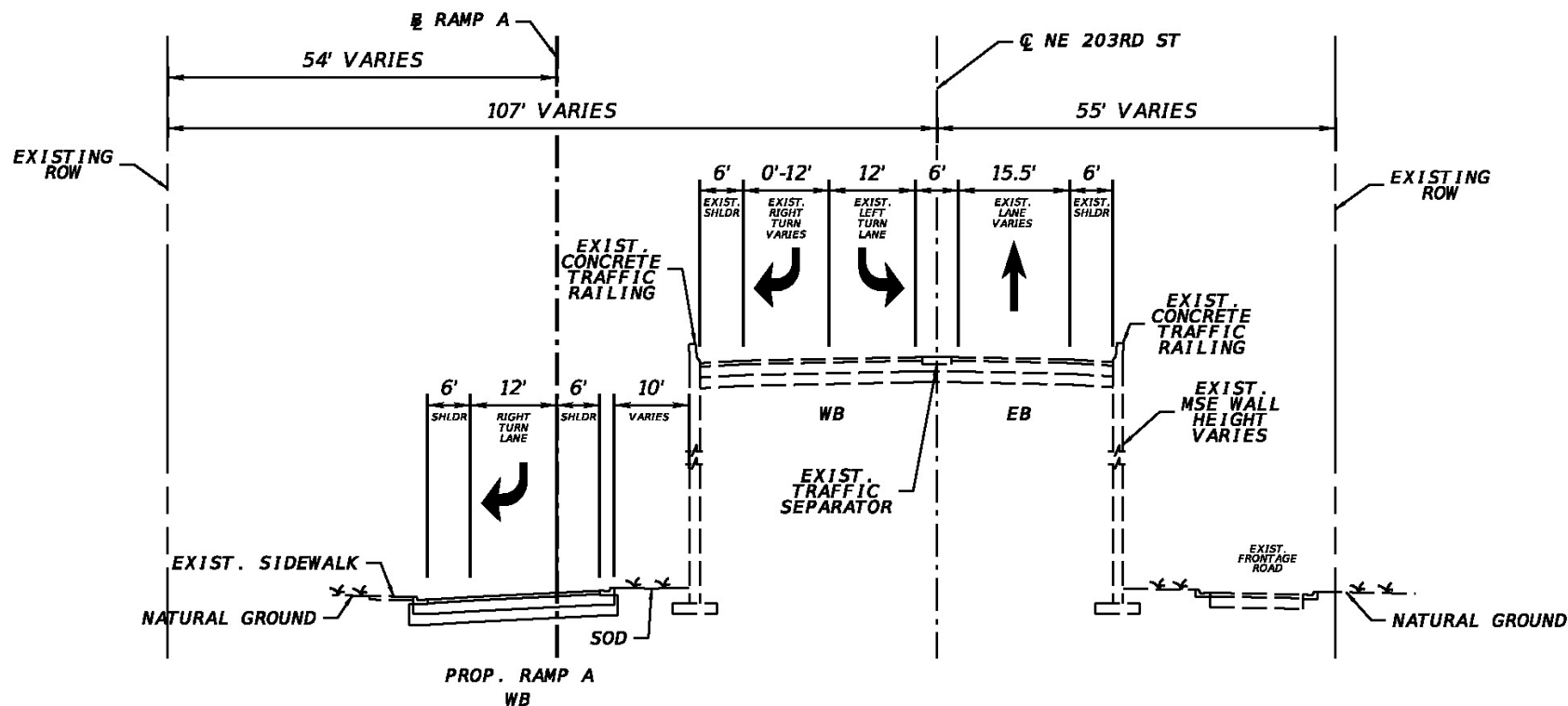


SOUTH OF US-1 AT NE 203RD ST INTERSECTION

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Alternative 6 – Typical Sections

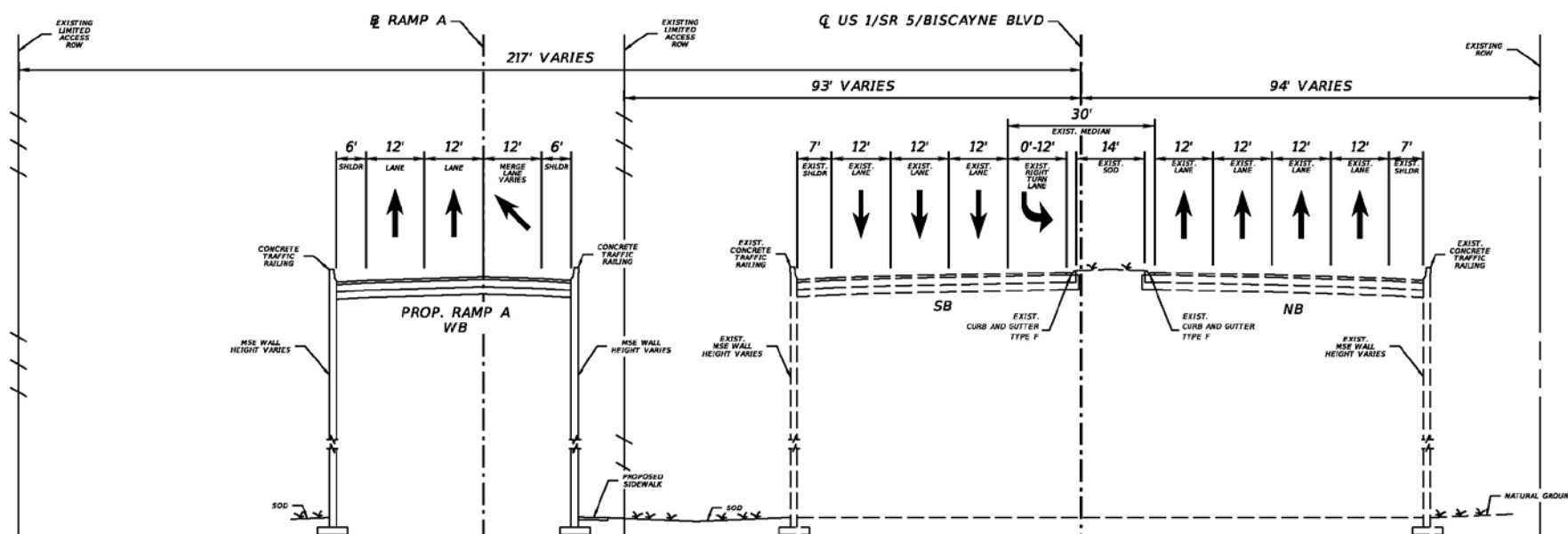


EAST OF US-1 AT NE 203RD ST INTERSECTION

District 6

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Alternative 6 – Typical Sections

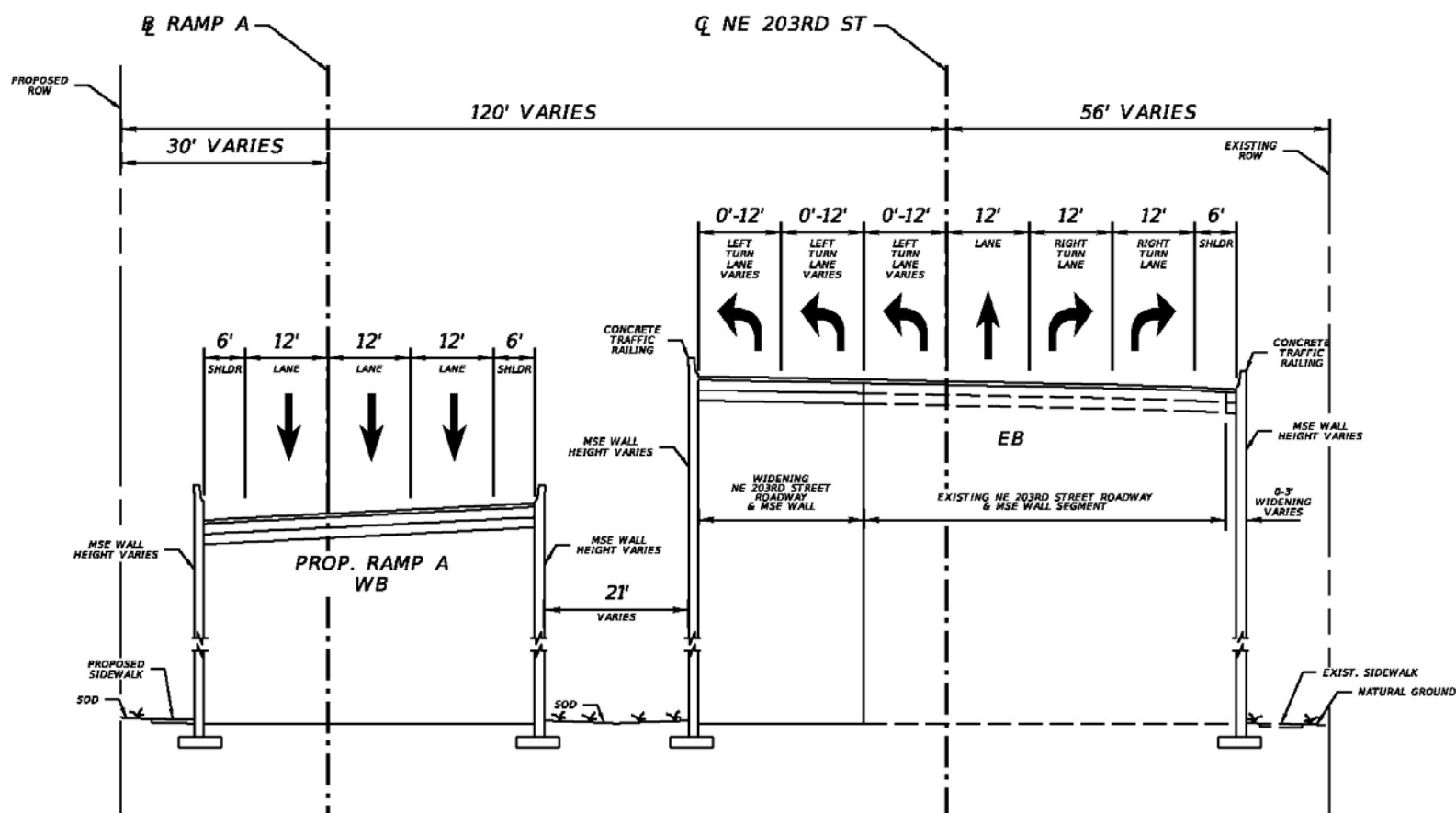


NORTH OF US-1 AT NE 203RD ST INTERSECTION

District 6

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Alternative 6 – Typical Sections

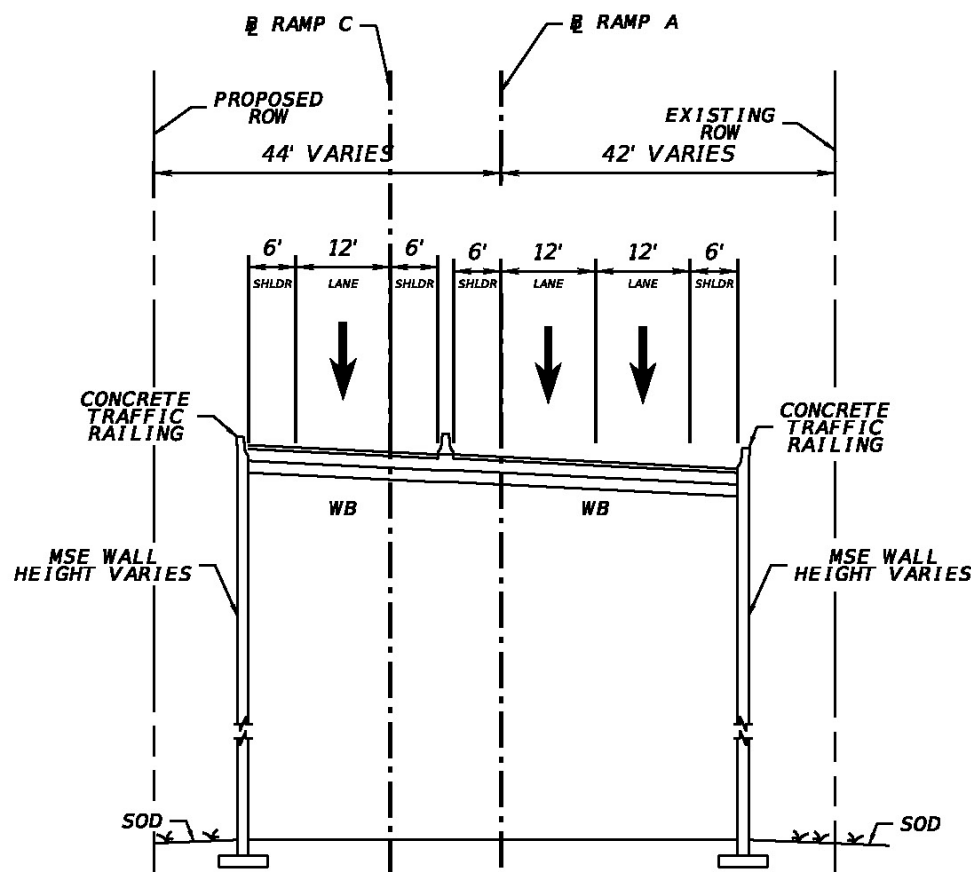


WEST OF US-1 AT NE 203RD ST INTERSECTION

District 6

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Alternative 6 – Typical Sections



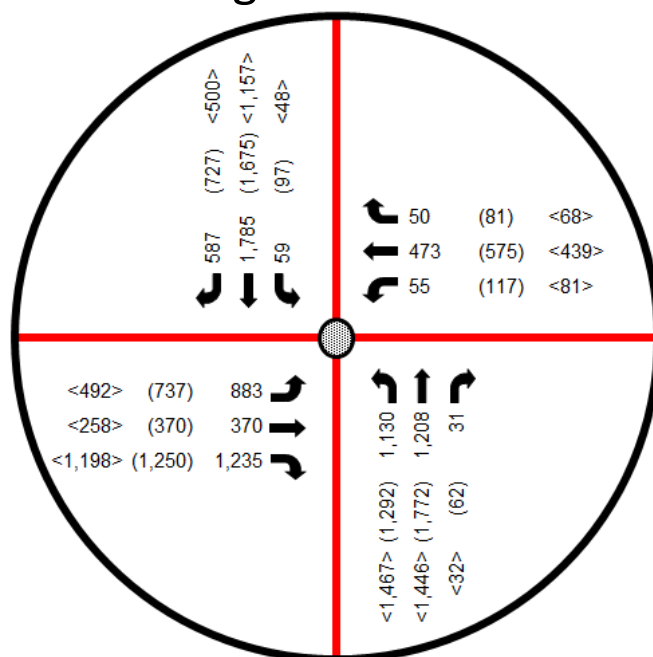
RAMP A/C FROM NB/SB US-1 TO WB NE 203RD ST

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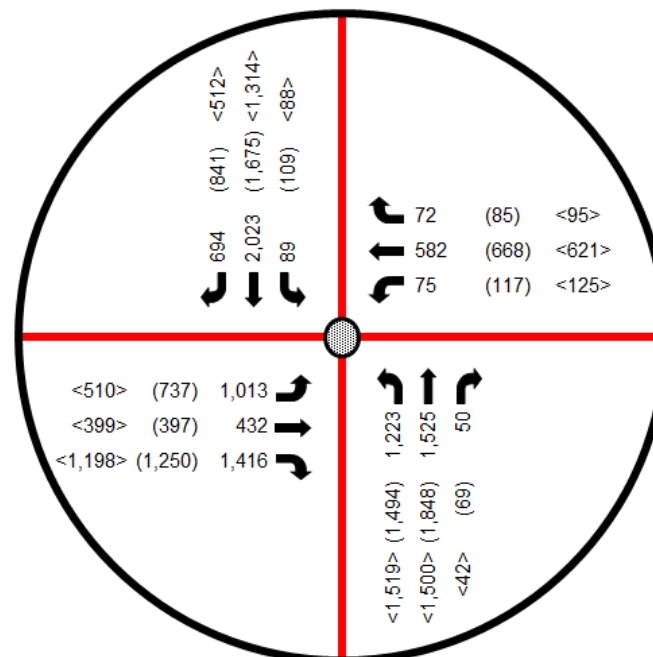
Alternative 6 – Traffic Projections

US 1 & NE 203 St Intersection

Existing 2014 Volumes



Alternative 6 2023 Volumes



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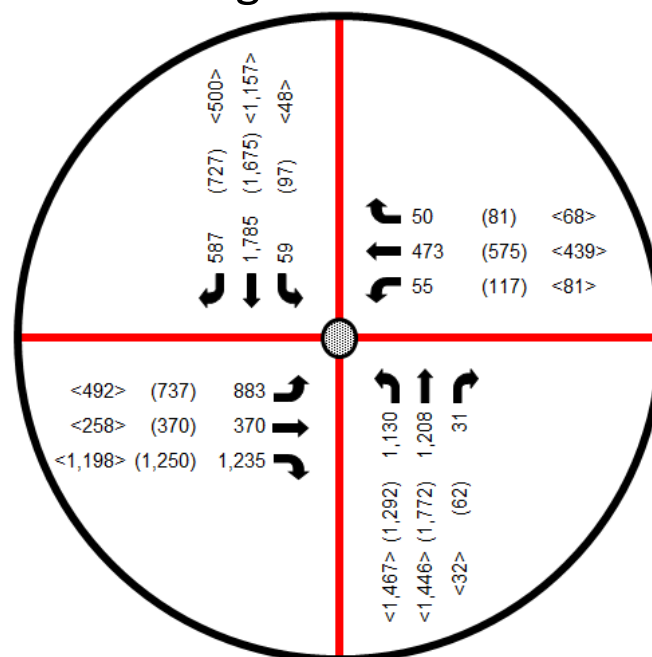
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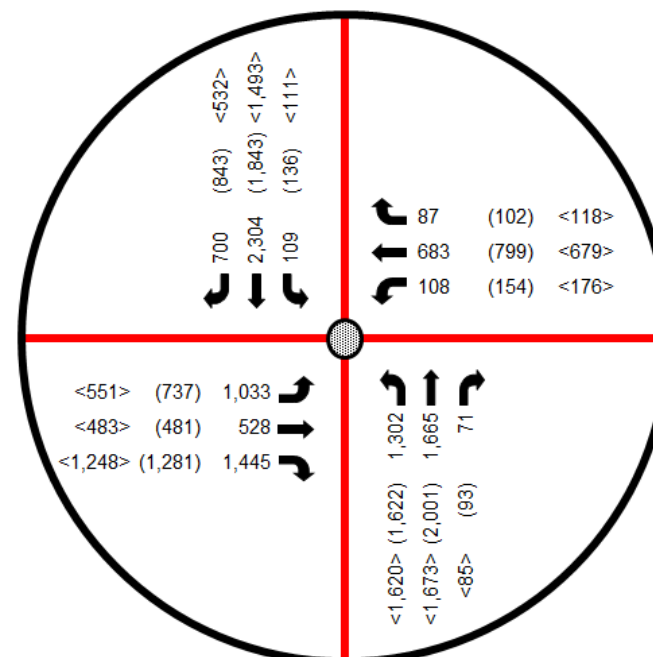
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Alternative 6 2040 Volumes

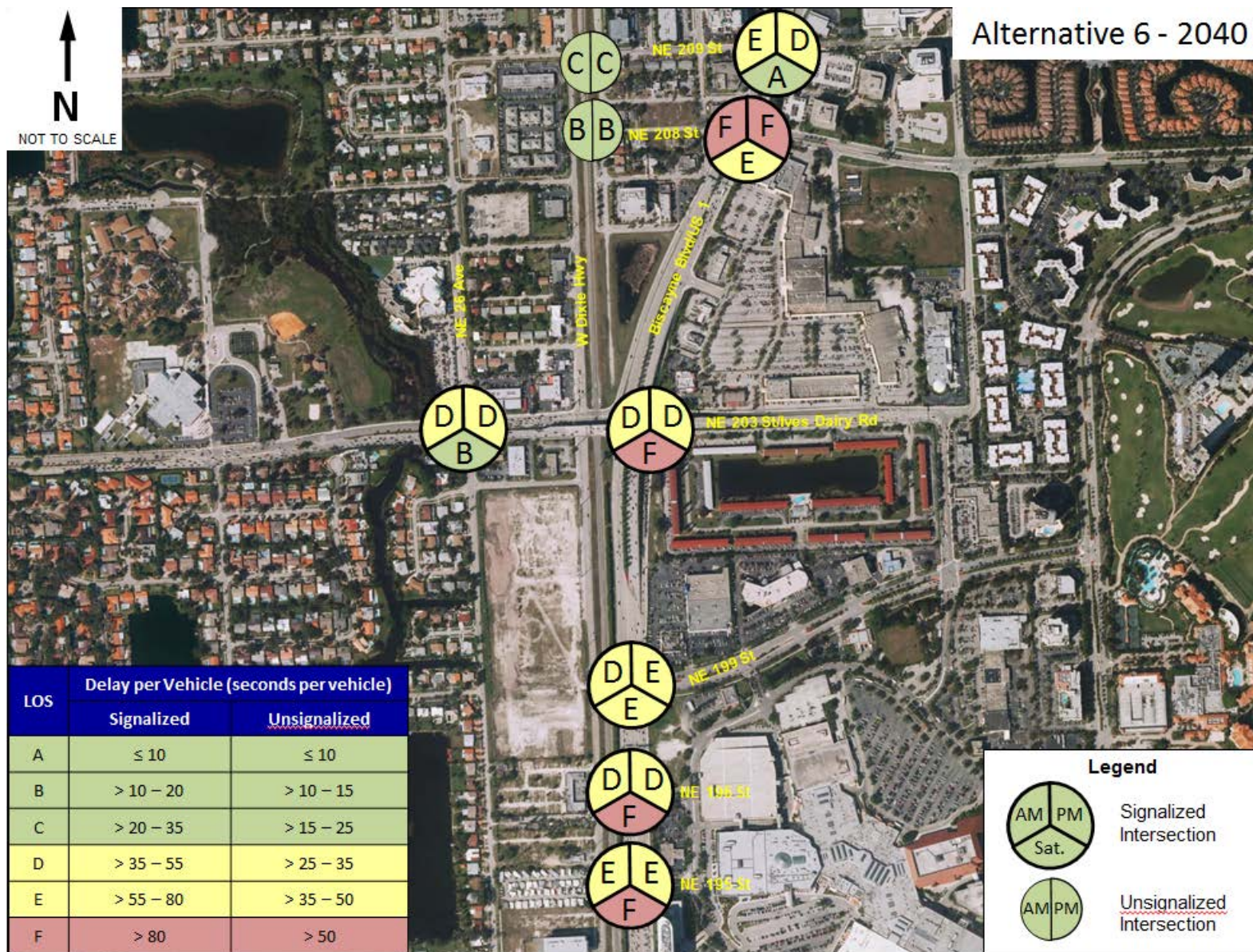


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District 6

Alternative 6 – Traffic Operations



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5. Summary

2040 Traffic Operations Summary

US 1 & NE 203 Street Intersection - 2040 Capacity Results				
		LOS	Delay	Difference from No-Build
AM Peak Hour	No-Build	F	88.7	-
	Alternative 1	F	224.6	+153%
	Alternative 2	F	94.9	+7%
	Alternative 3	F	89.5	+1%
	Alternative 4	F	88.8	+0%
	Alternative 6	D	41.8	-53%
PM Peak Hour	No-Build	F	81.1	-
	Alternative 1	F	194.4	+140%
	Alternative 2	F	89.5	+10%
	Alternative 3	F	89.5	+10%
	Alternative 4	F	81	+0%
	Alternative 6	D	42.8	-47%
Weekend Peak Hour	No-Build	F	170.1	-
	Alternative 1	F	173.4	+2%
	Alternative 2	D	51.8	-70%
	Alternative 3	D	51.8	-70%
	Alternative 4	F	170.5	+0%
	Alternative 6	F	106.5	-37%

District 6

6. Next Meeting

Mid-March 2015

March 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

District 6



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www.fdotmiamidade.com/ne203-215pde.html

District 6

7. Adjournment

Thank You

“Alert Today, Alive Tomorrow - Safety Doesn’t Happen By Accident”