US 41/SR 45/South 50th Street at CSX Grade Separation Design Change Re-evaluation

AGENCY/ELECTED OFFICIALS KICK-OFF MEETING

December 7, 2018
Project Overview

Project purpose:
- Fix CSX Queues
- Improve operations at US 41 & SR 676 (Causeway Blvd) Intersection
- Improve safety for vehicles, pedestrians, and bicyclists

Need for re-evaluation:
- Time since last approved PD&E study
- Changes in land use and traffic volumes
- Address environmental and stakeholders concerns
Project Location

Project Limits: South of US 41B/SR 45/SR 676/Causeway Boulevard to North of Causeway Boulevard

Approximately 1.5 miles

Includes the CSX railroad crossing south of St. Paul St

Studying intersection improvement alternatives including a grade separation at the CSX railroad crossing
Previous Efforts

Environmental Assessment with a Finding of No Significant Impact (FONSI) approved in 1994

Feasibility Study completed in 2017
Ongoing Efforts

Kick-off of project completed with FDOT District 7
July 18, 2018

Re-evaluating the PD&E study findings (EA with FONSI)

Using the feasibility study (2017) to refine alternatives to be brought to the public
- Applying new FDOT design criteria
- Determine needs from updated traffic projections

Preparing for both an alternatives public meeting to present refined alternatives and public hearing in 2019

Coordinating to begin preliminary design activities through the FDOT SWAT process
State Wide Acceleration Transformation process

Purpose: to begin concurrent design activities within our re-evaluation process

Project Completion Process

SWAT Process
Alternative 1

- Option 1B
  - US 41 Grade Separation at CSX
  - Flyover for Northbound to Westbound Movement
    - DS = 30 mph
  - Causeway Blvd. Widening to the North

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Alternative 1 Revised

• Option 1B
  • US 41 Grade Separation at CSX
  • Flyover for Northbound to Westbound Movement
    • DS = 50 mph
• Causeway Blvd. Widening to the South
• Dead-End Frontage Road from St. Paul St.

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Alternative 2

- Option 1C
  - US 41 Grade Separation at CSX
  - Flyover for Northbound to Westbound Movement
    - DS = 30 mph
  - Flyover for Thru Movement
  - Causeway Blvd. Widening to the North
Alternative 2 Revised

- Option 1C
  - US 41 Grade Separation at CSX
  - Flyover for Northbound to Westbound Movement
    - DS = 50 mph
    - Flyover for Thru Movement
  - Causeway Blvd. Widening to the South
  - Northbound to Eastbound Crosses CSX At-grade

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Alternative 3

- Option 2B
  - US 41 Grade Separation at CSX
  - New alignment for removing high volume Northbound to Westbound and Eastbound to Southbound movements from intersection
  - Flyover for Northbound to Westbound and Eastbound to Southbound Movements
    - $DS = 30 \text{ mph}$
Alternative 3 Revised

• Option 2B
  • US 41 Grade Separation at CSX
  • New alignment for removing high volume Northbound to Westbound and Eastbound to Southbound movements from intersection
  • Flyover for Northbound to Westbound and Eastbound to Southbound Movements
    • DS = 50 mph
  • Dead-End Frontage Road from St. Paul St.
Alternative 4

Traffic
ICE/CAP-X Evaluation
Alternatives Development
# Anticipated Public Involvement Schedule

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<td>Design Activities Begin</td>
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Submit a comment  (at any point in the study)

- In person/mail:
  - Email: Lilliam.Escalera@dot.state.fl.us
  - Project Website:
    http://active.fdotd7studies.com/us41/csx-tosr676

(All comment submittal info is included in your handout)

Attend our public meetings

- Alternatives Public Meeting: Spring 2019
- Public Hearing: Winter 2019

*Check our project website if you ever need a reminder of the schedule or current activities...
DISCUSSION