

will widen NE 13 Street to the south approximately 13 feet. This widening will accommodate an additional WB lane. No additional ROW is required.

1.2.7 Community Enhancements

The New Concept has minor shifts in the alignment of the EB on-ramp onto I-395 from Biscayne Boulevard to optimize the profile. This shift accommodates a pedestrian underpass beneath the EB on-ramp and results in a safety enhancement, particularly for the circulation of patrons between the Museum Park Metromover Station/Museums and the AACPA/Knight Concert Hall.

1.2.8 Design Exceptions and Variations

The RFP Concept resulted in 7 design exceptions and 26 design variations. The New Concept reduced the total number of design exceptions and design variations to 4 and 22, respectively.

1.3 Purpose and Need for Project

The Need for improvements is based on a combination of substandard projected traffic conditions, urban planning objectives and the interaction with other planned facility improvements impacting the proposed project area. Project objectives included the study of the following issues: increase capacity to prevent future traffic congestion, improve safety by alleviating existing deficiencies, explore access issues, establish continuity, etc. Current and future developments are anticipated to push the average daily traffic volumes to approximately 200,000 by the year 2040, which will bring the entire corridor to LOS F unless capacity improvements are undertaken. In addition, the present corridor is subject to higher than average heavy truck traffic volumes resulting from the heavy cargo demand associated with the Port of Miami located just east and south of the present limits.

1.4 Consistency with Other Plans/Projects

This IMR re-evaluation has been prepared to obtain FDOT and FHWA Concurrence of the New Concept identified as ATC 12C, which was approved by FDOT as operating equal to or better than the RFP during the Design-Build ATC process.