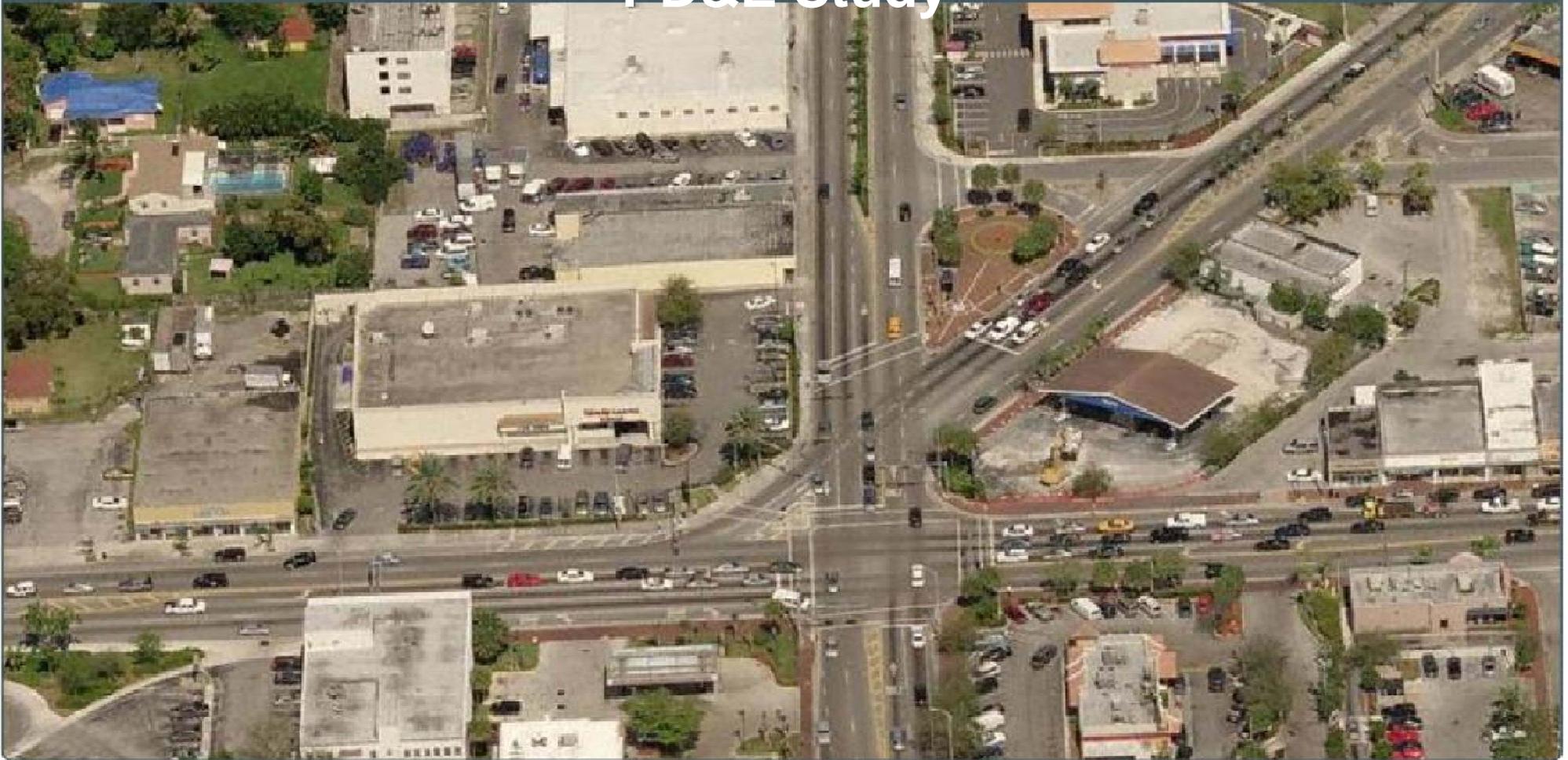




NE 125th ST & NE 6th AVE
PD&E STUDY

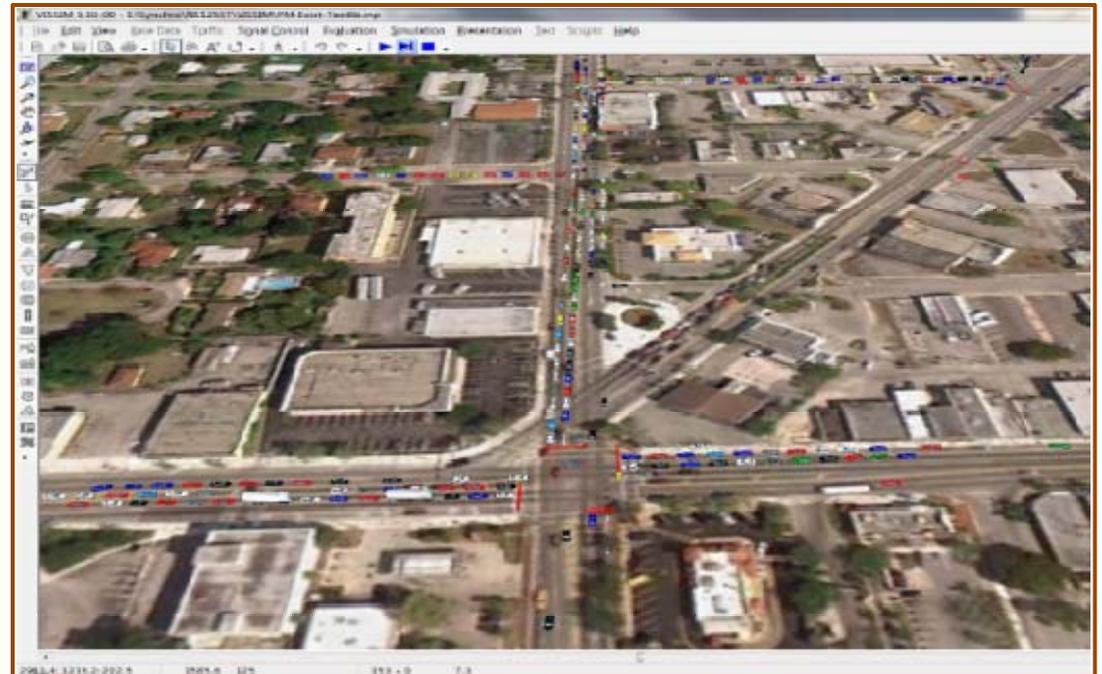
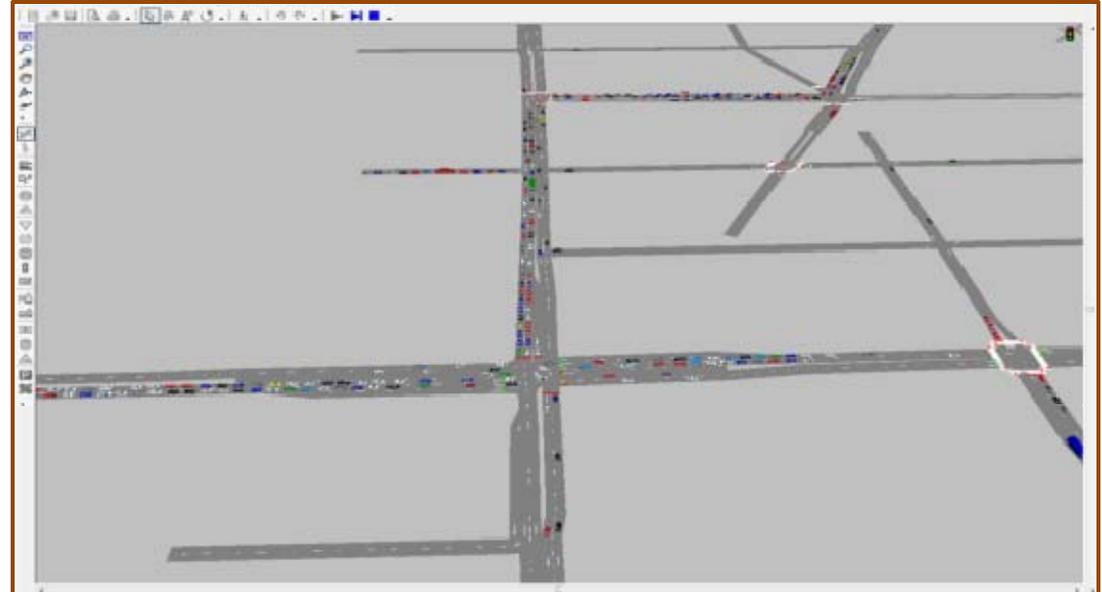
FDOT Financial Project ID:
427521-1-22-01

SR 922/NE 125 Street from NE 5 Avenue to NE 7 Avenue PD&E Study



Traffic Analysis:

- Analysis for Existing, Opening (2016) & Design years(2036)
- Advanced traffic simulation (VISSIM)
- Intersections fails today and will not support projected increase in traffic
- Eastbound left queues will get worse blocking through movement and increasing delays and accidents
- Proposed improvements will significantly reduce delay and provide adequate level of service for next 10 years
- Safety enhancement for vehicles, pedestrians and cyclists



Frequency and Type of Crashes (2006-2010)

Intersections/Segments	High Crash Location Confidence Interval (2010)	Total crashes in 2006	Total crashes in 2007	Total crashes in 2008	Total crashes in 2009	Total crashes in 2010	Total 5 Year Crashes	Crash Patterns	Contributing Causes	Maximum Five Year Safety Ratio
SR 915/NE 6 Ave at NE 128 St	No	4	4	3	5	0	16	Crash frequency is low	Not identified	0.595 (2009)
SR 909/W Dixie Highway at NE 128 St	No	12	8	8	7	6	41	Crash frequency is low	Not identified	0.780 (2006)
SR 922/NE 125 St at NE 6 Ave	99.99%	94	89	60	92	68	403	Rear end, Angle, Sideswipe	Careless driving, improper lane change, Failed to yield right of way	2.445 (2006)
SR 915/NE 6 Ave b/w NE 125 St and NE 128 St	2.095 - 2.550 (99.99%)	5	6	4	8	11	34	Crash frequency is low	Not identified	1.608 (2010)
SR 909/W Dixie Highway between NE 125 St and NE 128 St	No	12	7	14	14	10	57	Angle (36.8%)	Failed to yield right of way	0.383 (2010)

Safety benefit analysis from closing W. Dixie Highway

Location	Recommendation	Crash Reduction Factor	Reducible Crash Type	Reducible Crashes	Average Crash Reduction Per Year	Benefit in Dollars
NE 125 th Street at NE 6 th Avenue and W Dixie Highway	Pedestrian Countdown Signal, High Emphasis Crosswalks	100%	All	34	11.33	\$944,735.33

- Source: FDOT Crash Reduction Factors
- (Cost/Crash: \$83,359)

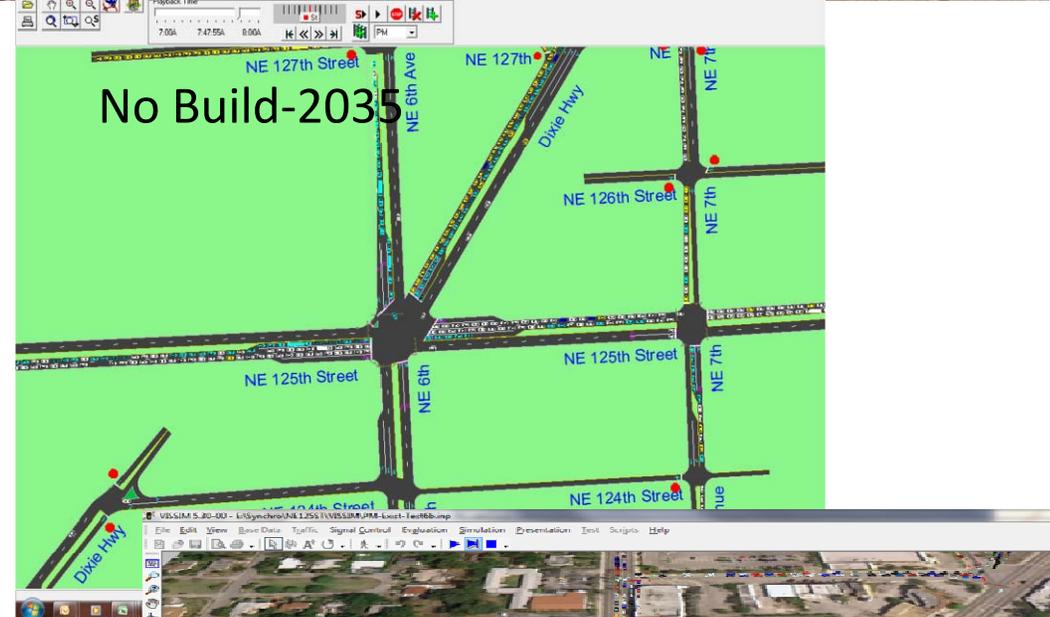
SAFETY DEFICIENCY:

- Top 5% high crash location
- Over 400 accidents in past five years
- Confusing area north of intersection
- Traffic spillbacks & cycle failure



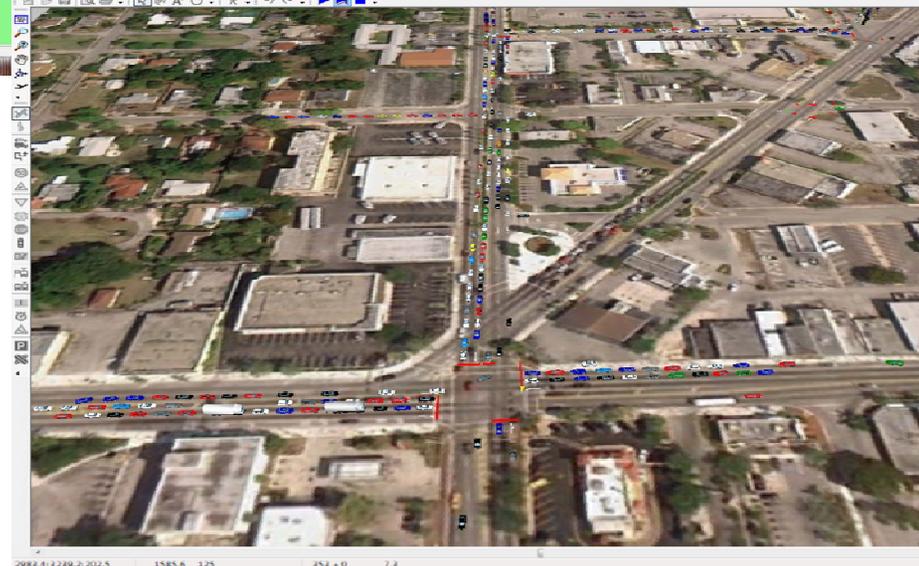
OPERATIONAL DEFICIENCY :

- Intersection operates at failing level of service
- Excessive peak hour delays (~ 80 sec/veh)
- EB left turn queues block through lanes
- No capacity for future growth
- Gridlock in future years (delays > 240 sec/veh)
- Traffic breakdown reduces capacity and access
- Negative impacts on quality of life & economic vitality



PD&E PROPOSED SOLUTION:

- Consistent with Planning Study preferred solution
- Create 4-leg intersection by closing Dixie Hwy
- Significantly improves level of service
- Significantly reduces delays & accidents
- Over \$1 million in safety benefit per year
- Accommodates future growth and redevelopment
- New Pedestrian crossing & countdown signals
- Dixie converted to on-street parking with trees
- Pedestrian friendly environment and rest plaza



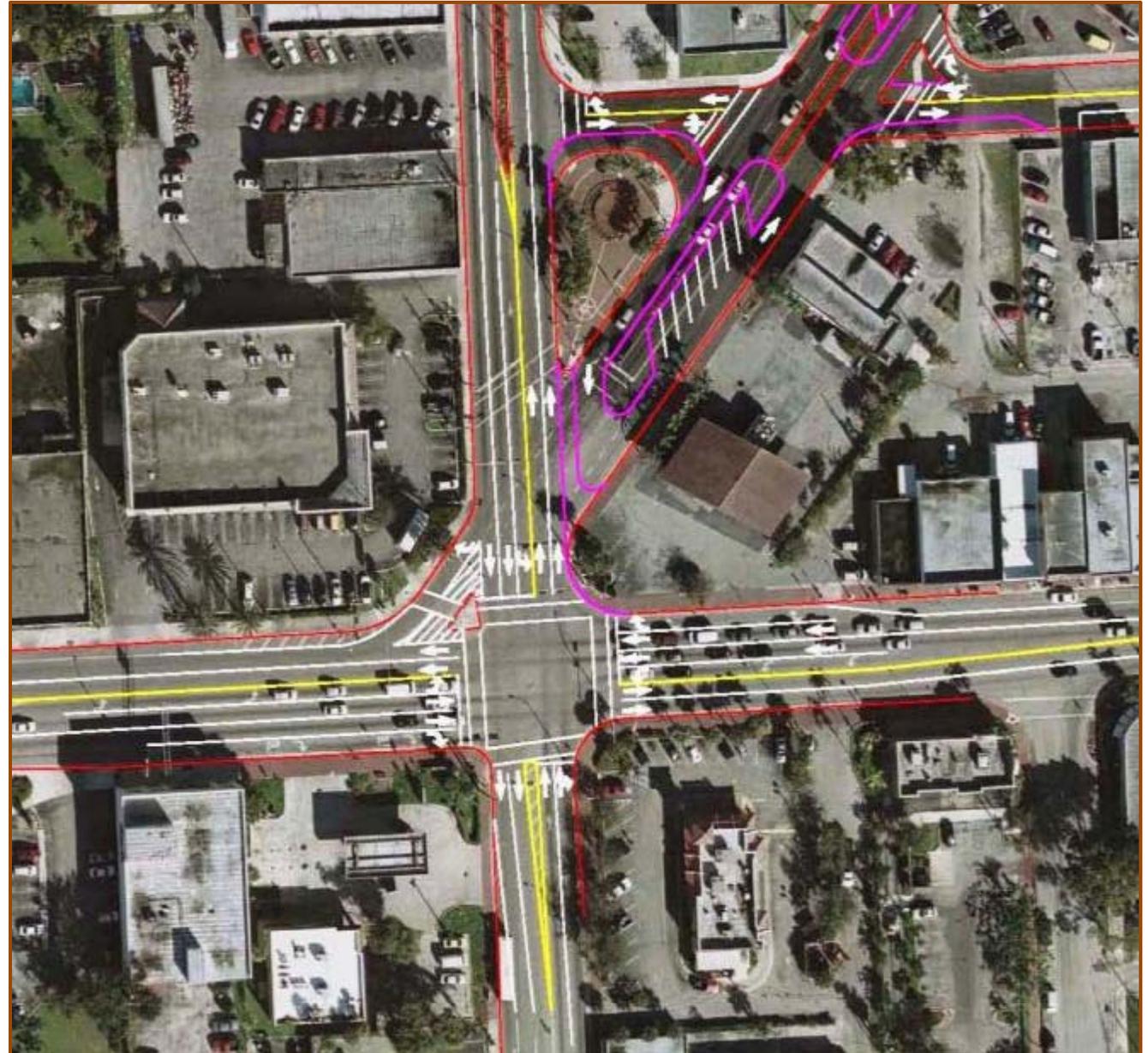
Planning Study Alternative:

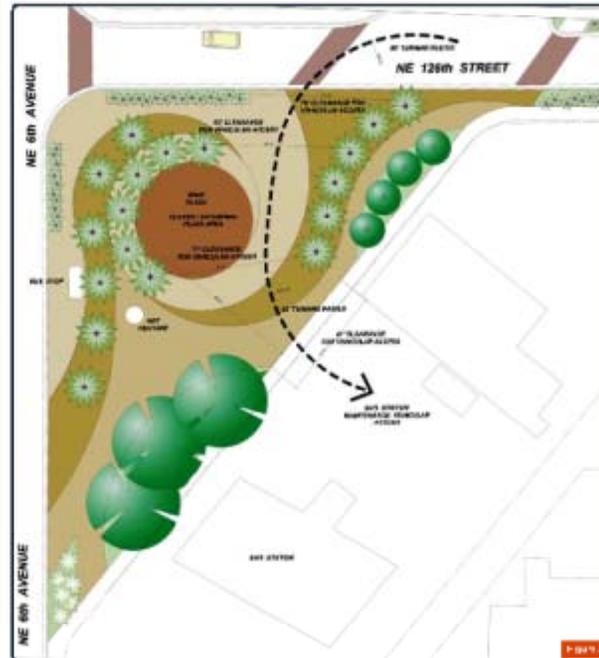
- Close W Dixie Hwy
- Create 4-leg intersection
- Reroute traffic to NE 128 Street and NE 6 Avenue
- Signalize NE 6 Ave/NE 128 St
- Convert W Dixie Hwy to on-street parking to serve impacted businesses



Planning Study Alternative:

- Close W Dixie Hwy and convert 5-leg to 4-leg intersection
- No vehicular access on NE 6 Avenue between NE 125 Street and NE 126 Street
- All improvements within FDOT right of way
- Southbound lane configuration consists of a left, a





LANDSCAPING LEGEND	
PALMS	
	LARGE PALMS (E. <i>Phoenix dactyloides</i>)
	MEDIUM TO SMALL PALMS (E. <i>Roystonea regia</i> , <i>Thalassipala</i> , <i>Latania sp.</i> , <i>Trachycarpus</i>)
TREES	
	LARGE TREES (E. <i>Quercus virginiana</i> , <i>Syzygium malajense</i>)
	MEDIUM TO SMALL TREES (E. <i>Lagerströmia speciosa</i> , <i>Cassia</i> , <i>Shorea robusta</i> , <i>Samanea saman</i> , <i>Dryopteris</i> , <i>Albizia</i> , <i>Coccoloba diversifolia</i>)
SHRUBS / GROUNDCOVER	
	MEDIUM TO SMALL SHRUBS OR GROUNDCOVER
PAVEMENT	
	SPECIALTY PAVEMENT (CONCRETE PAVEMENT, INTEGRAL COLOR CONCRETE)
	PEDESTRIAN CROSSING AREAS SPECIALTY PAVEMENT (INTEGRAL COLOR CONCRETE, COLOR TEXTURED ASPHALT PAVEMENT)
	OTHER TYPE OF PAVEMENT (TO BE DETERMINED)



Public Involvement:

- Public involvement throughout the process
- PD&E must follow a federal process regarding PI
- Partnered with City, multiple meetings with staff
- Objective to improve operation and safety while minimizing impacts on community
- Project funded for design and construction
- Public outreach (letters, advertisements, fact sheet, communication resources)
- Documents translated into 3 languages
- FDOT's PM available to respond to all comments
- Public meeting scheduled for Thursday Nov 10
- **Everyone encouraged to participate,**



NE 125th ST & NE 6th AVE PD&E STUDY
Soti nan NE 5em avni ale nan NE 7em avni
Batasman koordinasion kuan jawa 4-811217-00-00

Deskripsyon pwa je a
Chita: Ise Depatman Transpò (FDOT) ap te jwenn pwopriete devlopman ak etid sou anviwonman an pwa anbasen wout NE 125th St & NE 6th Ave nan NE 5em avni ale nan NE 7em avni. Anbasen wout NE 125th St & NE 6th Ave se yon pwopriete ki nan NE 5em avni ale nan NE 7em avni. Anbasen wout NE 125th St & NE 6th Ave se yon pwopriete ki nan NE 5em avni ale nan NE 7em avni. Anbasen wout NE 125th St & NE 6th Ave se yon pwopriete ki nan NE 5em avni ale nan NE 7em avni.

FDOT ap travay anvan ak popilasyon an pou te edite yo
Nan kòlè devlopman ak etid sou anviwonman, li gen twa etap: planifikasyon, pwopriyete, ak pwopriyete. FDOT ap travay pou asire ke pwopriyete yo se pou pwopriyete yo. FDOT ap travay pou asire ke pwopriyete yo se pou pwopriyete yo. FDOT ap travay pou asire ke pwopriyete yo se pou pwopriyete yo.

Item	Start	End	Status
1. Planifikasyon	01/15/2014	03/31/2014	Completed
2. Pwopriyete	04/01/2014	06/30/2014	In Progress
3. Pwopriyete	07/01/2014	09/30/2014	Not Started

Misyon pwa je a
Se pou pwopriyete yo se pou pwopriyete yo. Se pou pwopriyete yo se pou pwopriyete yo. Se pou pwopriyete yo se pou pwopriyete yo.

