

## Port Access Alternatives Considered Over Time

July 1981 Seaport Department study for vehicular access to the Port examines:

Alternative A - Port/I-395 (adjacent to Bicentennial Park, parallel to shoreline)

- #1 Curve at Biscayne Blvd and follow shoreline with structure

Alternative B - Port/Central Business District (CBD)

- #1 At-grade at Biscayne Blvd. and following 6<sup>th</sup> Street
- #2 At grade, separated at Biscayne Blvd. and following 6<sup>th</sup> St.
- #3 Grade-separated at Biscayne Blvd., follow 6<sup>th</sup> Street

Alternative C - Port/Watson Island

- Rejected because of lack of capacity on existing MacArthur Causeway Bridge and potential development on Watson Island

Alternative D - Port/I-95 Extension via Dupont Plaza

- Rejected because of cost of bridge, existing and proposed development in DuPont Plaza area, capacity restraints on I-95 connector

January 1982 - Dade County MPO Transportation Planning Committee establishes Port of Miami Access Task Force, which prepares Progress Report

- Eliminates Alternative B, alignments 1, 2 & 3 above because of impacts to CBD
- Expands on Alternative A, alignment #1, which is elevated structure running parallel to the shoreline adjacent to Bicentennial Park
- **Adds a tunnel alternative** which would run east and parallel to Biscayne Blvd., cross over I-395 and merge with I-395

June 1983 – An independent Feasibility and Cost Study of Tunnel Alternatives for Vehicular Access to the Port of Miami was completed. **Three basic alternate tunnel crossings were evaluated.**

- Alternative 1 - Tunnel running parallel to existing Port Boulevard bascule bridge and connecting to Biscayne Boulevard
- Alternative 2 - Tunnel running parallel to existing Port bridge, curving north, running adjacent and parallel to shoreline and connecting to I-395
- Alternative 3 - Tunnel from Port crossing under Main Channel to MacArthur Causeway on Watson Island

August 24, 1984 – Dade County Board of County Commissioners approves three-phase Port of Miami Transportation Improvement Plan (TIP), which was subsequently subject of agreement between City of Miami and County:

**Phase I** – The improvements of existing intersections in the vicinity of Biscayne Boulevard and Port Boulevard

**Phase II** – The construction of a new 5-lane, high-level Port Boulevard Bridge

**Phase III** - The construction of a 4-lane underwater/underground tunnel to provide direct access from S.R. 836/I-395 to the Port of Miami.

**FLORIDA DEPARTMENT OF TRANSPORTATION  
PORT OF MIAMI TUNNEL STUDY**

**October 10, 1989** – FDOT District 6 begins Port of Miami Tunnel PD&E Study to develop and evaluate cost-effective alternatives **to link Port of Miami to adjacent Interstate highway system**. Alternatives from previous studies were evaluated in detail and a total of eight corridor alternatives were considered in this study. The eight alternatives as designated in the PD&E Study are shown in Figure 2-1 (attached) and described below:

Alternative Corridor 1 (Watson Island)

This corridor alternative crosses under the middle of Dodge Island and Main Channel to Watson Island, where it follows the approximate alignment of the MacArthur Causeway Corridor to I-395.

Alternative Corridor 2 (Turning Basin)

This alternative starts at the northwestern end of Dodge Island, passes under the turning basin and then joins with I-395 and Alternative Corridor 1.

Alternative Corridor 3 (Bicentennial Park)

Alternative Corridor 3 starts at the western end of Dodge Island and connects with I-395 and Alternative Corridor 1 via Bicentennial Park.

Alternative Corridor 4 (Shore Line)

Starting at the westernmost end of Dodge Island, this alternative parallels the new Port Bridge and curves before touching the mainland to parallel the shoreline. It then joins the I-395 corridor via another curve.

Alternative Corridor 5 (FEC Railroad)

This alternative starts at the westernmost end of Dodge Island and parallels the new Port Bridge, continuing west along the FEC railroad to I-95.

Alternative Corridor 6 (Downtown Interchange)

From the south of Dodge Island, this alternative passes under Biscayne Bay to the southwest, connecting to the main downtown I-95 interchange near SE 2<sup>nd</sup> and SE 3<sup>rd</sup> Streets.

Alternative Corridor 7 (Rickenbacker Causeway)

From the southeast side of Dodge Island, this alternative passes under Biscayne Bay and connects to the Rickenbacker Causeway.

Alternative Corridor 8 (Miami Beach)

This alternative runs eastward from Lummus Island, connecting to Alton Road in Miami Beach.

**September 27, 1990** – In coordination with the project Technical Advisory Committee and Community Advisory Committee, FHWA confirms that **Alternative 1 (Watson Island)** is the Preferred Corridor Alternative.