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February 6, 1962

MEMORANDUM

To: Mr. John R. Phillips, Chairman

From: A. C. Church, State Highway Engineer *A.C. Church*

Subject: Conference for Presentation of Wilbur Smith Report  
on Miami Expressway Alternates, February 5, 1962

A conference was held at approximately 11:00 a.m. on the subject matter in the Road Board Room on Monday, February 5, 1962. The following listed persons were in attendance:

Wilbur S. Smith,	Wilbur Smith & Associates
W. H. Todd,	" " " "
Ben McCahey,	Dade Metro Commission
M. E. Thompson	" " "
F. G. Pruitt	" " "
E. A. Anderson	Dade County, Director of Public Works
Clyde Huck	Dade County, Traffic Engineer
M. C. Reese	Miami, City Manager
R. H. Morgan	Dade-Miami Chamber of Commerce
I. C. Jenkins	Bureau of Public Roads
H. L. Turner	" " " "
Henry F. Parrish	" " " "
Henry Bremer	" " " "
W. C. Peterson	" " " "
R. A. Wakeman	" " " "
John R. Phillips	Florida State Road Department
John H. Monahan	" " " "
Wm. T. Mayo	" " " "
A. C. Church	" " " "
J. W. Brown	" " " "
Charles Hopkins	" " " "
C. H. Register	" " " "
C. D. Dunlap	" " " "
T. W. Jennings	" " " "
P. W. Ekay	" " " "
Ed. H. Hulise	" " " "
Ed. Hoeller	" " " "
C. E. Davidson	" " " "
R. A. Johnson	" " " "

Memorandum to Chairman John R. Phillips  
Re: Conference for Presentation of Wilbur Smith Report  
February 8, 1962

Mr. John Monahan, Road Board Member from the Fourth District presided at the meeting and opened the discussion with a few general remarks concerning the over-all problems in connection with the proposed relocation of the Miami Expressway. He then turned the meeting over to Wilbur Smith and his associate, Mr. Tim Todd for their presentation of the report dated January 30, 1962 and entitled Alternates for Expressways, Downtown Miami, Dade County, Florida.

These two gentlemen had a large aerial map of the relocated Expressway and they used this and copies of their report to point out the salient parts of their recommendations for the Downtown Miami Expressway System.

The report is very detailed and it is not felt necessary to make reference to it except to point out several of the basic changes from the original plan. The main North-South facility is shifted upstream approximately three blocks. The Miami River is crossed by a fixed bridge with the same vertical clearances as were provided at the old location. A downtown interchange is provided immediately north of the Miami River, and a downtown distributor will handle traffic in and out of the Miami area with connections extending to S.E. 2nd Avenue. Interchange ramp connections are to be provided between the Miami River and S.W. 20th Road on the south part of the facility, and between Flagler Street and the midtown interchange. The presently designed facility from S.W. 32nd Road to 20th Road will be retained as is designed.

The Smith report recommended completion of the East-West Expressway from the MacArthur Causeway through the midtown interchange westerly at least to the vicinity of N.W. 12th Avenue so that the midtown interchange could be designed and placed into operation promptly.

Mr. Smith pointed out that his present recommendations, if carried through, would still retain the basic concept of Expressway construction in the Miami area as he recommended in his report of 1956.

After his presentation, Mr. Monahan asked for comments from the delegation from Dade County, and Mr. McGehey, who was principal spokesman for the Metro Commission in the absence of the Chairman who was ill, stated that the Metro Commission had approved the Wilbur Smith report unanimously. Mr. Reese, the City Manager of Miami, stated that his group requested the State Road Department and the Commission to give every consideration to early construction of the water front connector as was proposed in the original Wilbur Smith report of 1956. This, he stated, was necessary to give circulation for traffic from the MacArthur Causeway into the downtown

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area, and also to complement the new port facilities. Mr. Reese also urged in later minority discussions that the Department give high priority to the construction of the proposed Flagler Street Bridge. He was advised that this construction was included in the extra 6 million dollars of the original 46 million dollar proposed bond issue, and that the Department, while not emphasizing this matter at the conference, did want high priority to be given this construction by the Metro Commission. Mr. Reese also urged the Road Department to expedite the proposed origin and destination studies which will be undertaken as a joint City-County-State project with as much Bureau of Public Road aid as is possible. He stated that these origin and destination studies were needed to help the City Commission evaluate the ramp details as proposed by the Smith report. He was advised later in minority discussion that these studies would take some time to develop to the point where they could be used for evaluation of the Smith report.

Mr. Anderson, Director of Public Works for Dade County, pointed out that if any of the ramp connections as proposed by the Smith report were deleted by request of the Bureau of Public Roads because of interchange spacing criteria he be allowed an opportunity to present his engineering recommendations about these connections before final decisions were made. Assurance was given Mr. Anderson that he would have full opportunity to make his engineering recommendations before major deviations on the ramp connections were made to the Wilbur Smith recommendations.

The writer mentioned several points which would need to be cleared up before prompt action could be taken on the redesign of the Expressway according to the Wilbur Smith recommendation. They included the need of a firm commitment from the Metro Commission that they would assume the financial responsibility for the construction of the East-West Expressway from the MacArthur Bridge to the midtown interchange, and westerly from this midtown interchange at least to approximately N.W. 12th Avenue so that a usable facility would be provided. Also a commitment schedule from the Metro Commission concerning the use of the 40 million dollars in the bond issue originally set up for the construction of the Miami Expressway. It was demonstrated from the cost estimates in the Smith report on Page 46 that the construction of the Expressway facility within the limits as originally proposed from S.W. 32nd Road to N.W. 4th Street with a downtown distributor would now cost approximately 30.5 millions of dollars, and that there would be 9.5 millions of dollars to be scheduled for other construction on the Miami Expressway. Chairman Phillips asked for an expression from the City Commission authorizing the Department to expend this additional money on continued construction on the North-South Interstate Expressway so that this would be expedited and moneys would be returned to the County for the retirement of the bond issue.

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Mr. Peterson, of the Bureau of Public Roads advised the conference that the Bureau would not participate in any of the downtown distributor, estimated to cost 4.5 million dollars for construction and right of way. He stated that the Bureau would participate in the downtown interchange with the concept of equivalent construction to grade points on the ramps to the downtown distributor. This point was re-emphasized to the Miami delegation so that they would be aware that the Bureau of Public Roads would not participate in the downtown distributor. Mr. Peterson and his staff engineers also pointed out that they would have to make detailed studies of the ramp connections proposed between the midtown interchange and the downtown interchange, and also the ramp connections between the Miami River and S.W. 20th Avenue. This was the reason for the comments by Public Works Director Anderson for an opportunity to present his engineering data in the event the Bureau desired to negotiate these connections. Mr. Peterson also advised that he felt the Bureau regulations would require a public hearing for this relocation of the North-South Expressway since it was a major deviation from the original plan.

Discussion was had as to the timing for start of construction on this interval, provided firm commitments were received from the Metro Commission. It was pointed out that with these firm commitments from the Commission concerning the East-West Expressway and the use of the 40 million dollars the Department might possibly be able to hold a public hearing around May 1, 1962. This target date for the public hearing presupposed that no public hearing would be required by the Department of the Army concerning a re-application for the fixed bridge crossing of the Miami River, and that no difficulties would be encountered by our Design Section in working up the preliminary layouts to the satisfaction of our staff and the Bureau of Public Roads. Engineers present from both the Bureau and the State were given an opportunity to comment on the proposed Expressway but were unable to make anything but general statements because detailed layouts would be necessary before possible difficulties would develop. Discussion was also had about the possibility of letting the sections from S.W. 32nd Road to S.W. 20th Road to contract immediately after general approval was had on the new alignment upon completion of the public hearing. No difficulties were expected using this procedure once we had cleared the new alignment with the Department of the Army and by the holding of the public hearing as mentioned. Mr. Hulse, from our Right of Way Section advised that it would take approximately six months to clear the right of way on this interval from 32nd Road to 20th. No definite commitments were made as to contract letting target dates.

Chairman Phillips suggested that the high points of the conference be repeated by the writer, and he did so to the apparent satisfaction of all

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parties gathered. The Chairman then drafted a letter to Mr. Alex Gordon, Chairman of the Metro Commission, outlining the Department's approval of the Wilbur Smith report with the limitations and reservations felt necessary by the Department. This letter was signed and delivered to the County Commission by hand so that they could return to Miami and expedite their part of the proposed program. A copy of this letter is attached to this report for the information of all concerned, and all parties listed in the foreword of this report will receive copies.

JCC:ggp

Attachment.