



**SR 953/NW 42<sup>nd</sup> Avenue – SR 948/NW 36<sup>th</sup> Street – SR 25/Okeechobee Road  
Iron Triangle Project Development and Environment (PD&E) Study**

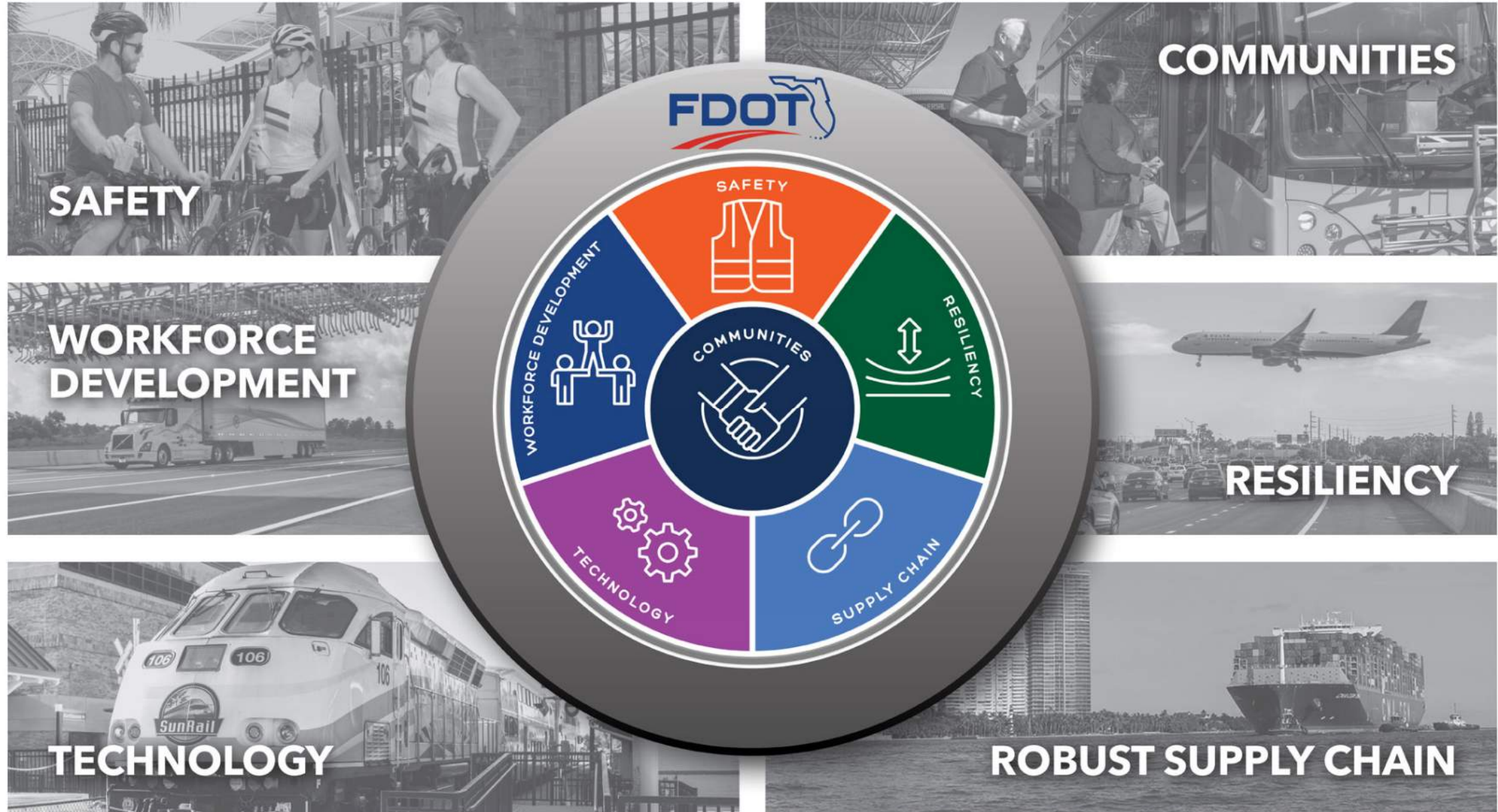
FPID No.: 438521-1-22-01 | ETDM No.: 14472

**ALTERNATIVES PUBLIC MEETING**



November 13, 2025







# Panelists



**Kira Leon, PE**  
FDOT Project Manager



**Julieta Manso, PE**  
Consultant Project Manager

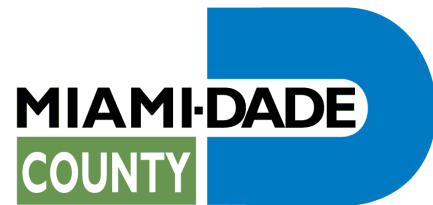


**Dayana Sanjurjo**  
Community Outreach Specialist





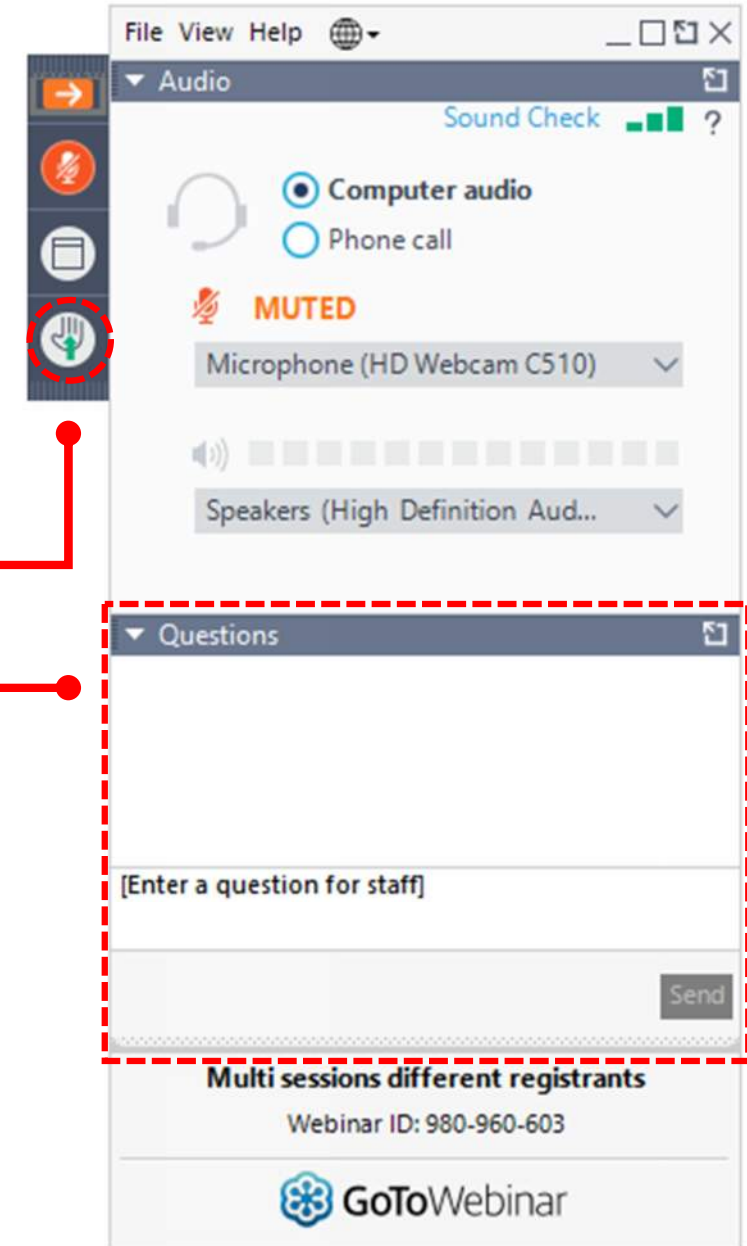
## Acknowledgement of Federal, State, County, and City Officials in attendance





## Rules of Engagement

- Virtual attendees are **automatically muted** to start the meeting
- Providing comments during open discussion period:
  - Raise hand during comment period, you will be unmuted in order of raising hands
  - Submit comments via the “**Questions**” Panel
- Get Technical Assistance
  - Call Vanessa Salinas (786) 614-0050

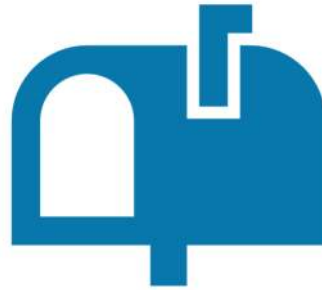




Public Notice



Florida Administrative Register



Property owner letters



Email to project contacts list



FDOT website



Newspapers



Social Media



## Title VI Non-Discrimination Compliance

Public participation at this public meeting is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express any concerns about Title VI may do so by contacting either:

Florida Department of Transportation  
District Six Office  
District Six Interim Title VI Coordinator  
**Dat Huynh**  
100 NW 111th Avenue  
Miami, Florida 33172  
[Dat.Huynh@dot.state.fl.us](mailto:Dat.Huynh@dot.state.fl.us)  
(305) 470-5201

Florida Department of Transportation  
Tallahassee Office  
State Title VI Coordinator  
**Aldrin T. Sanders**  
605 Suwannee Street MS65  
Tallahassee, Florida 32399  
[Aldrin.Sanders@dot.state.fl.us](mailto:Aldrin.Sanders@dot.state.fl.us)  
(850) 414-4764



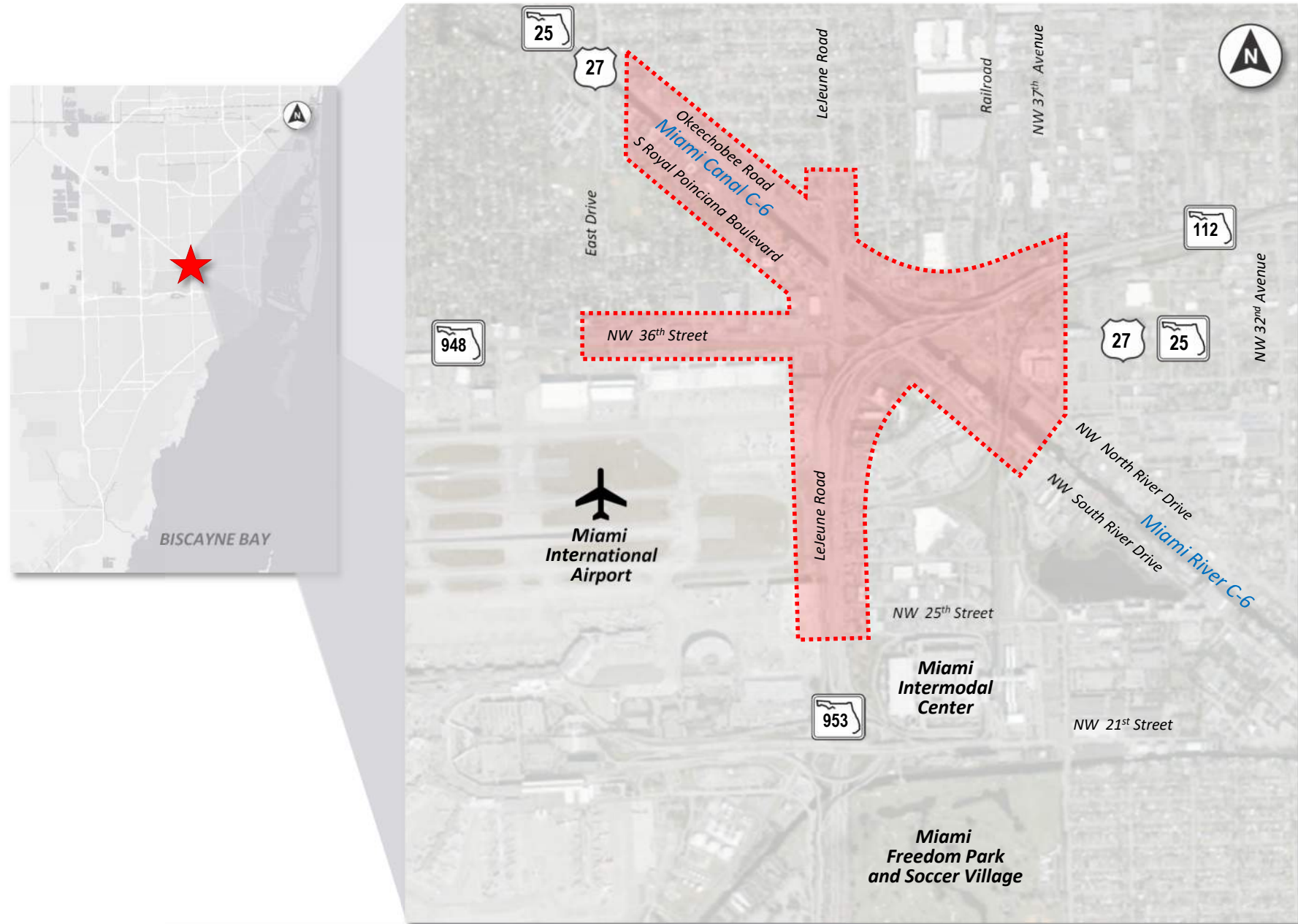
## NEPA Assignment Statement

The environmental review, consultation and other actions required by applicable federal environmental laws for these projects are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.



## Project Description

- Roadway Network:
  - SR 953/NW 42<sup>nd</sup> Avenue/LeJeune Road
  - SR 948/NW 36<sup>th</sup> Street
  - SR 25/US 27/Okeechobee Road
  - SR 112/Airport Expressway
  - NW North River Drive
  - NW South River Drive
  - S Royal Poinciana Boulevard
- Jurisdictions:
  - Miami-Dade County
  - City of Hialeah
  - City of Miami Springs
  - City of Miami
  - Village of Virginia Gardens
- Points of Interest and Major Generators:
  - Miami International Airport
  - Miami Intermodal Center
  - Miami Metrorail
  - Tri-Rail Hialeah Market Station
  - Florida East Coast Railway Hialeah Yard
  - Miami Freedom Park and Soccer Village





## Purpose & Need

### Project Purpose

- Address operational deficiencies and improve capacity, relieve existing congestion and accommodate projected transportation demand within the Iron Triangle interchange area, specifically as it relates to SR 953/NW 42<sup>nd</sup> Avenue/LeJeune Road, SR 948/NW 36<sup>th</sup> Street, and SR 25/US 27/Okeechobee Road
- Improve safety conditions
- Enhance modal interrelationships

### Project Need

- **Capacity/Transportation Demand:** Improve traffic operations/ capacity, alleviate existing congestion, and accommodate projected transportation demand
- **Safety:** Improve safety conditions
- **Modal Interrelationship:** Enhance multimodal activities



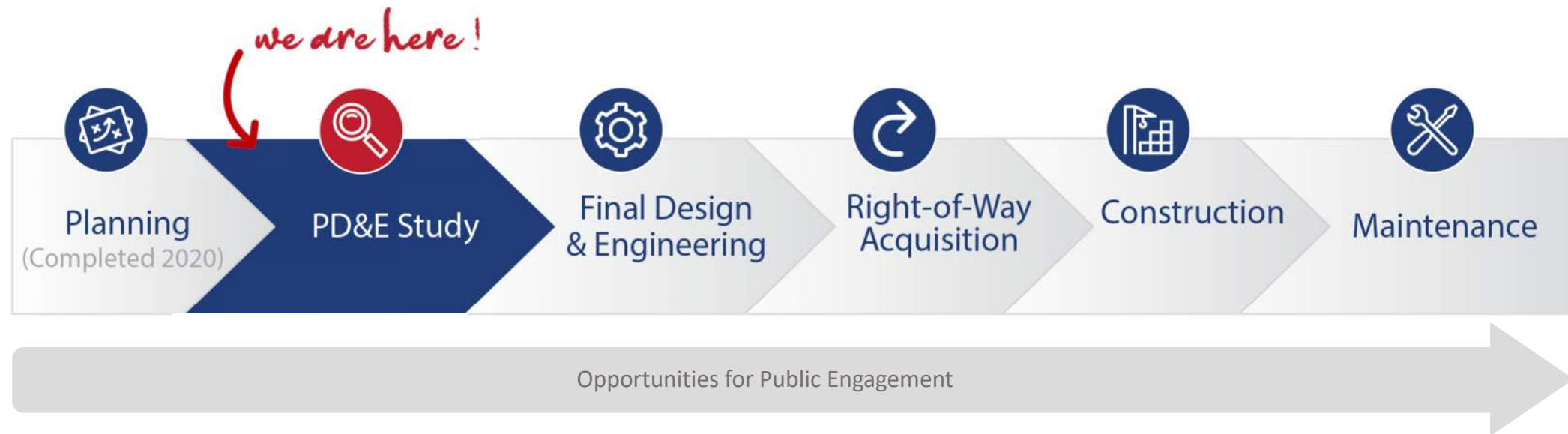


## What is a PD&E Study?

A Project Development and Environment (PD&E) Study is a blending of engineering analysis, environmental analysis, and public involvement activities. The process is used by engineers and planners to determine the location and conceptual design of the preferred roadway improvements.

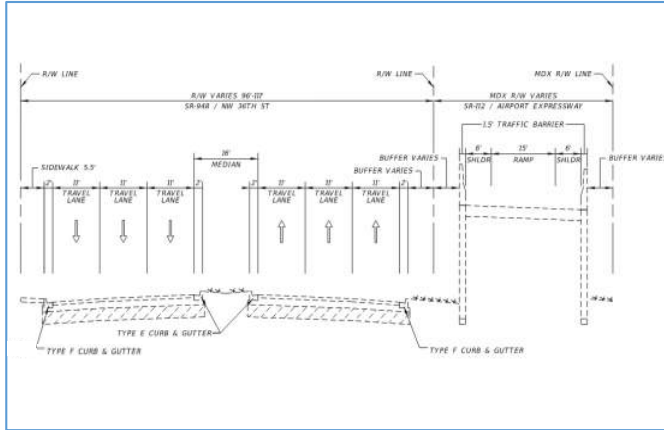
This PD&E Study is being conducted to:

- Evaluate the project feasibility and potential impacts to the natural, physical, social, and cultural environment
- To comply with federal and state environmental laws, and
- It is required to secure federal regulatory approval.



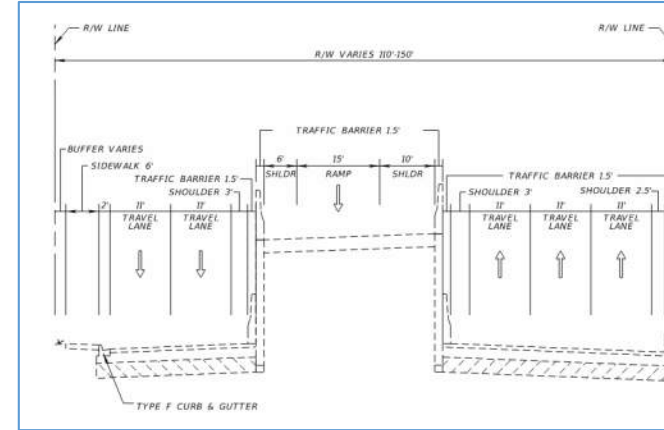


## Existing Conditions – Roadway



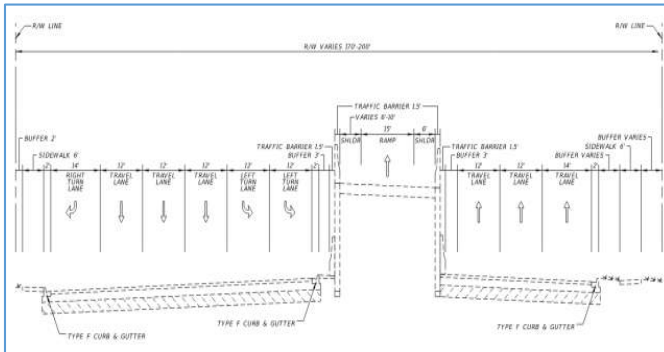
### SR 948/NW 36<sup>th</sup> Street

- Six Lanes Divided
- Urban Principal Arterial – Other
- Context Classification: C4 (Urban General)
- One adjacent ramp to EB SR 112
- R/W: Varies 96-ft to 111-ft



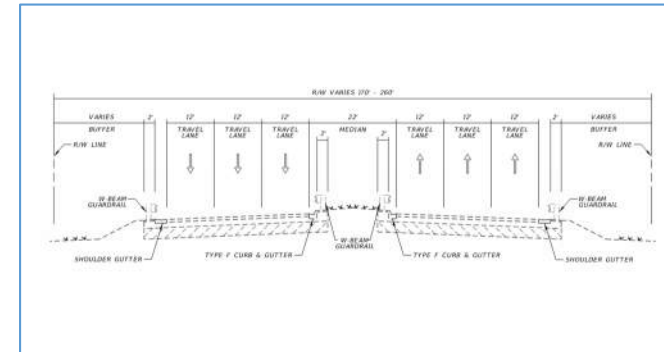
### SR 25/US 27/Okeechobee Road

- Six Lanes Divided
- Urban Principal Arterial – Other
- Context Classification: C4 (Urban General)
- R/W: Varies 110-ft to 150-ft



### SR 953/LeJeune Road

- Six Lanes Divided
- Urban Principal Arterial – Other
- Context Classification: C3C (Suburban Commercial)
- One adjacent ramp to WB Okeechobee Road
- R/W: Varies 170-ft to 200-ft



### SR 112/Airport Expressway

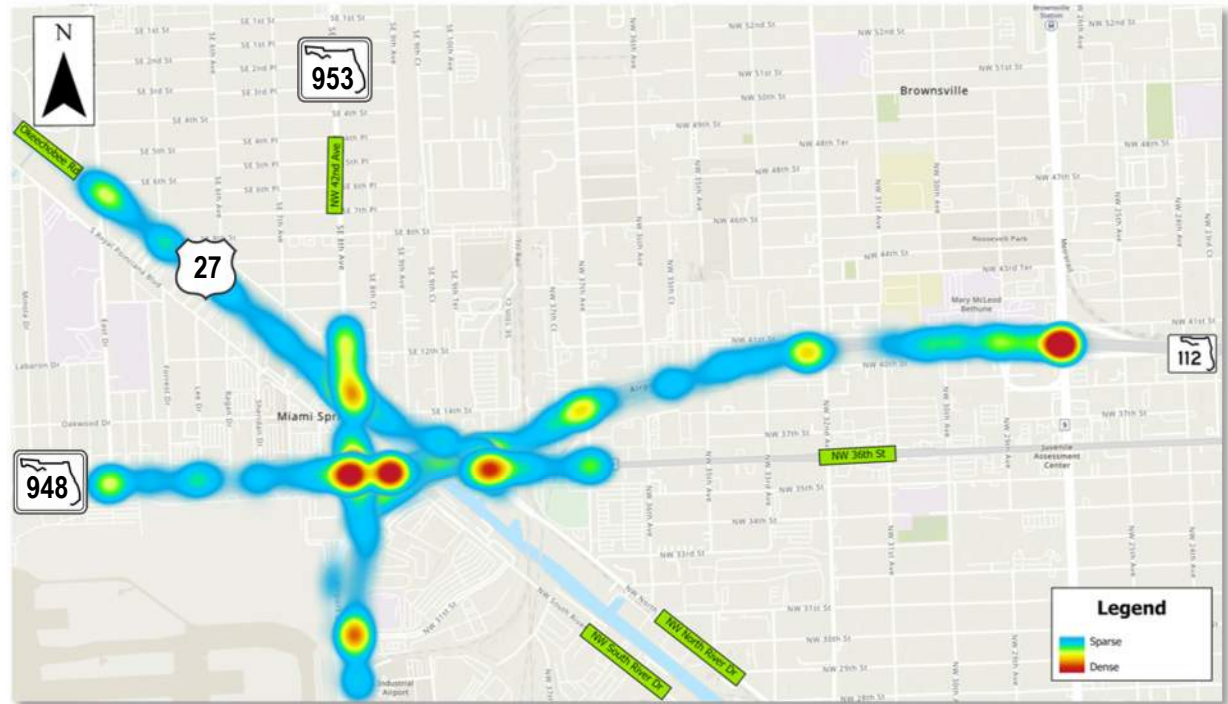
- Six Lanes Divided
- Urban Principal Arterial – Expressway
- Context Classification: LA (Limited Access)
- R/W: Varies 170-ft to 260-ft



Existing Conditions – Safety Analysis

Crash Data

- Data Period: 2018 – 2023
- Total crashes within project area: 3,861
- Total Fatalities: **8**
- Serious Injuries: **26**



Iron Triangle Corridors Crash Record 2018 - 2023								
Road	Year	2018	2019	2020	2021	2022	2023	6-Year Total
SR 948 NW 36 Street	Total Crashes	249	245	145	162	170	233	1204
	PDO Crashes	225	229	134	148	150	233	1119
	Fatal Crashes	0	0	1	0	0	0	<b>1</b>
	Serious Injury Crashes	0	0	0	2	1	0	<b>3</b>
	Injury Crashes	24	16	10	12	19	0	81
SR 953 Lejeune Road	Total Crashes	244	202	144	195	198	224	1207
	PDO Crashes	225	189	127	180	198	224	1143
	Fatal Crashes	0	0	0	0	0	0	0
	Serious Injury Crashes	0	0	3	0	0	0	<b>3</b>
	Injury Crashes	19	13	14	15	0	0	61
SR 25 Okeechobee Road	Total Crashes	192	213	115	155	175	186	1036
	PDO Crashes	168	190	102	139	159	163	921
	Fatal Crashes	1	0	0	3	0	0	<b>4</b>
	Serious Injury Crashes	0	4	2	1	0	1	<b>8</b>
	Injury Crashes	23	19	11	12	16	22	103
SR 112 Airport Expy.	Total Crashes	103	89	66	56	54	46	414
	PDO Crashes	85	68	57	39	40	39	328
	Fatal Crashes	0	1	1	0	0	1	<b>3</b>
	Serious Injury Crashes	2	4	0	3	2	1	<b>12</b>
	Injury Crashes	16	16	8	14	12	5	71





## Traffic Operations

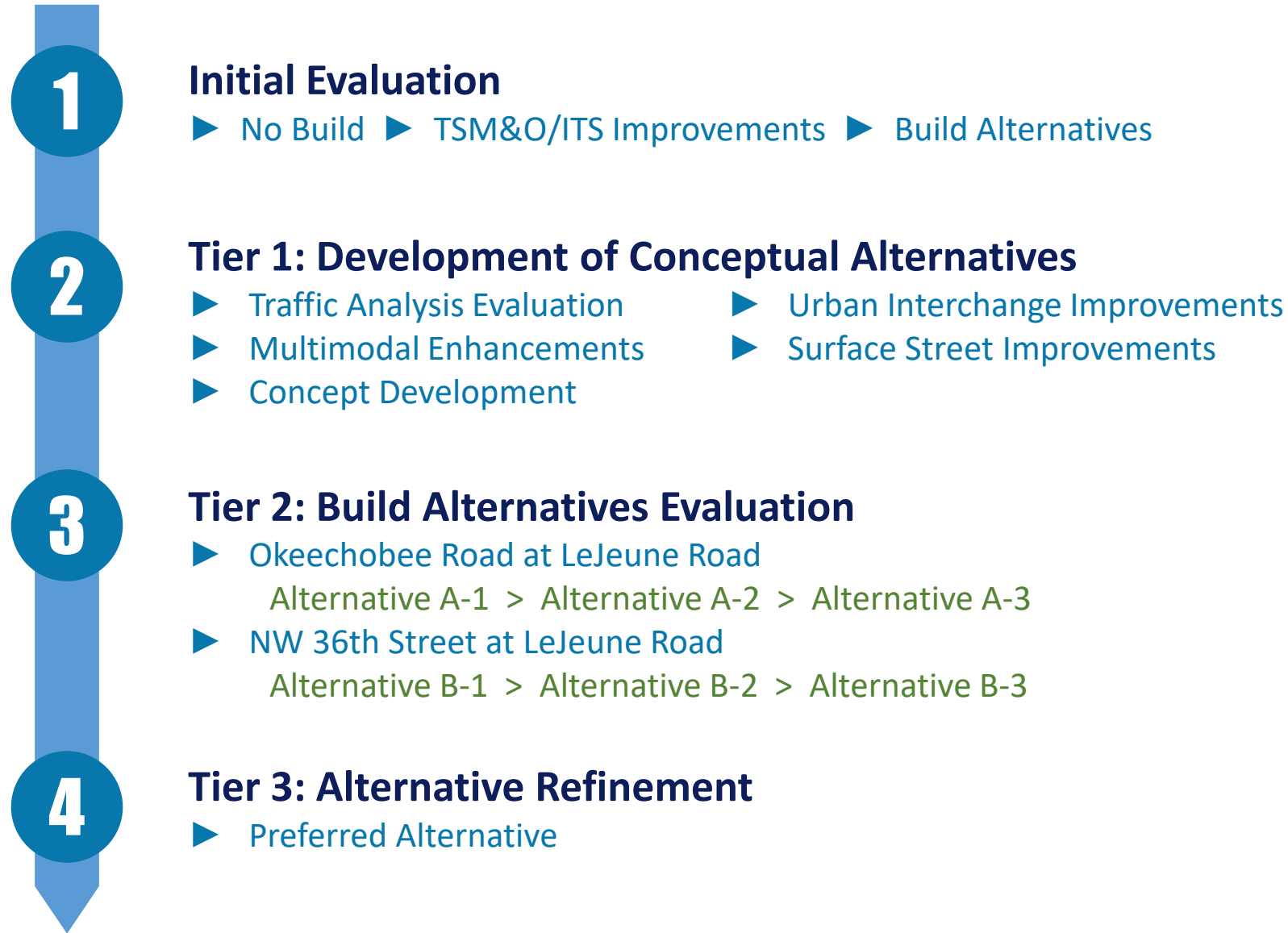
- Inadequate Capacity
  - 2050 No Build – All major intersections operate at LOS F
  - Queuing along SR 112 mainline
  - Miami Freedom Park and Soccer Village will generate congestion
  - Future congestion will increase without mitigation
- Truck Percentages 7% to 23%
- Additional Improvements are required to achieve acceptable LOS in design year (2050) and facilitate property access

The goal of this PD&E Study is to refine the planning concepts and develop additional improvements to help improve capacity, relieve congestion, and improve overall safety





## Alternatives Selection Process





## Alternatives Development

### Project Area A

#### Okeechobee Road at LeJeune Road Improvements

- A-1 Okeechobee Road overpass at LeJeune Road (Okeechobee Road WB second level EB third level)
- A-2 Okeechobee Road overpass at LeJeune Road (Okeechobee Road WB & EB second level)
- A-3 At-Grade Widening of Okeechobee Road

### Project Area B

#### NW 36<sup>th</sup> Street at LeJeune Road Improvements

- B-1 Extension of WB SR 112 to WB NW 36th Street over LeJeune Road
- B-2 At-Grade Widening of NW 36th Street
- B-3 Partial-Displaced Left Turn Intersection





Project Area A

*Okeechobee Road and LeJeune Road Intersection – Looking northwest*





## Okeechobee Road and LeJeune Road Intersection

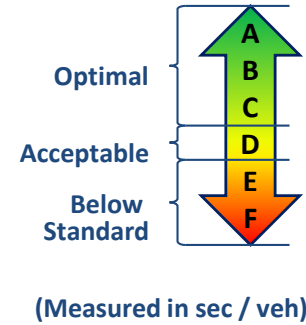
### 2023 Analysis

AM: 52.0 (D)  
PM: 58.0 (E)

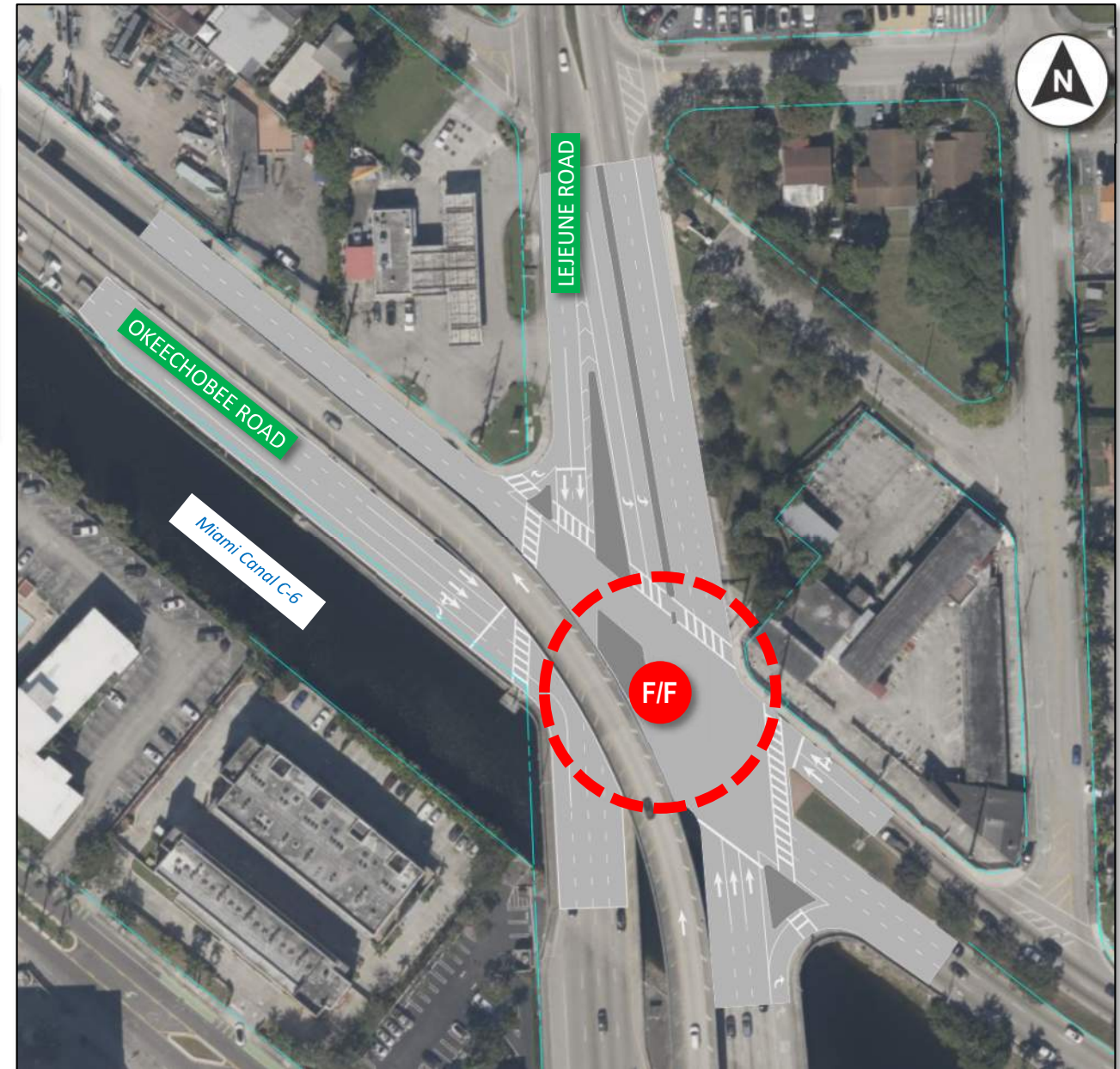
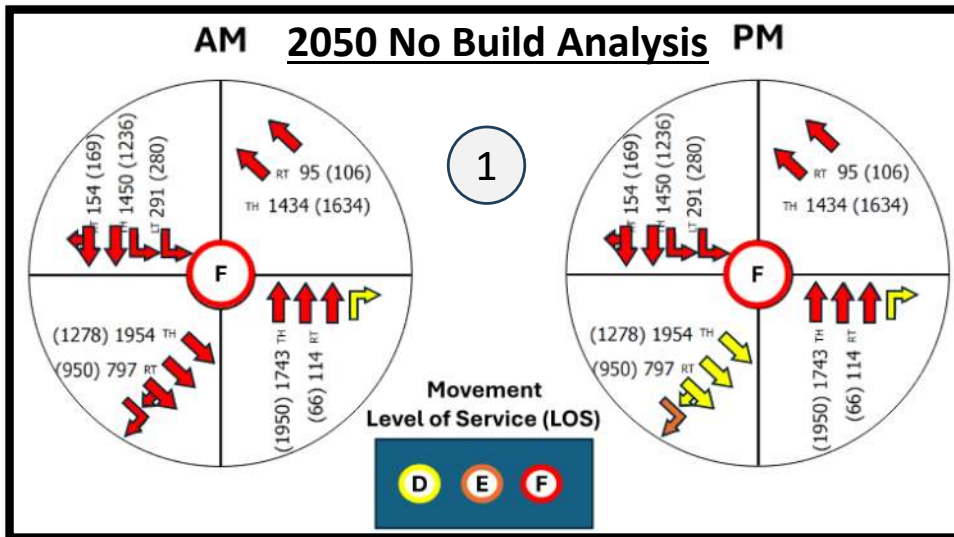
### 2050 No Build Analysis

AM: 117.5 (F)  
PM: 113.1 (F)

### Level of Service (LOS)



- Modifications needed to improve operations:
  - Reducing phases at the intersection
  - Removing demand at the intersection
  - Adding capacity





## Alternative A-1 – Okeechobee Road overpass at LeJeune Road (Planning Study – Third Level)





## Alternative A-1 – Okeechobee Road overpass at LeJeune Road (Planning Study – Third Level)

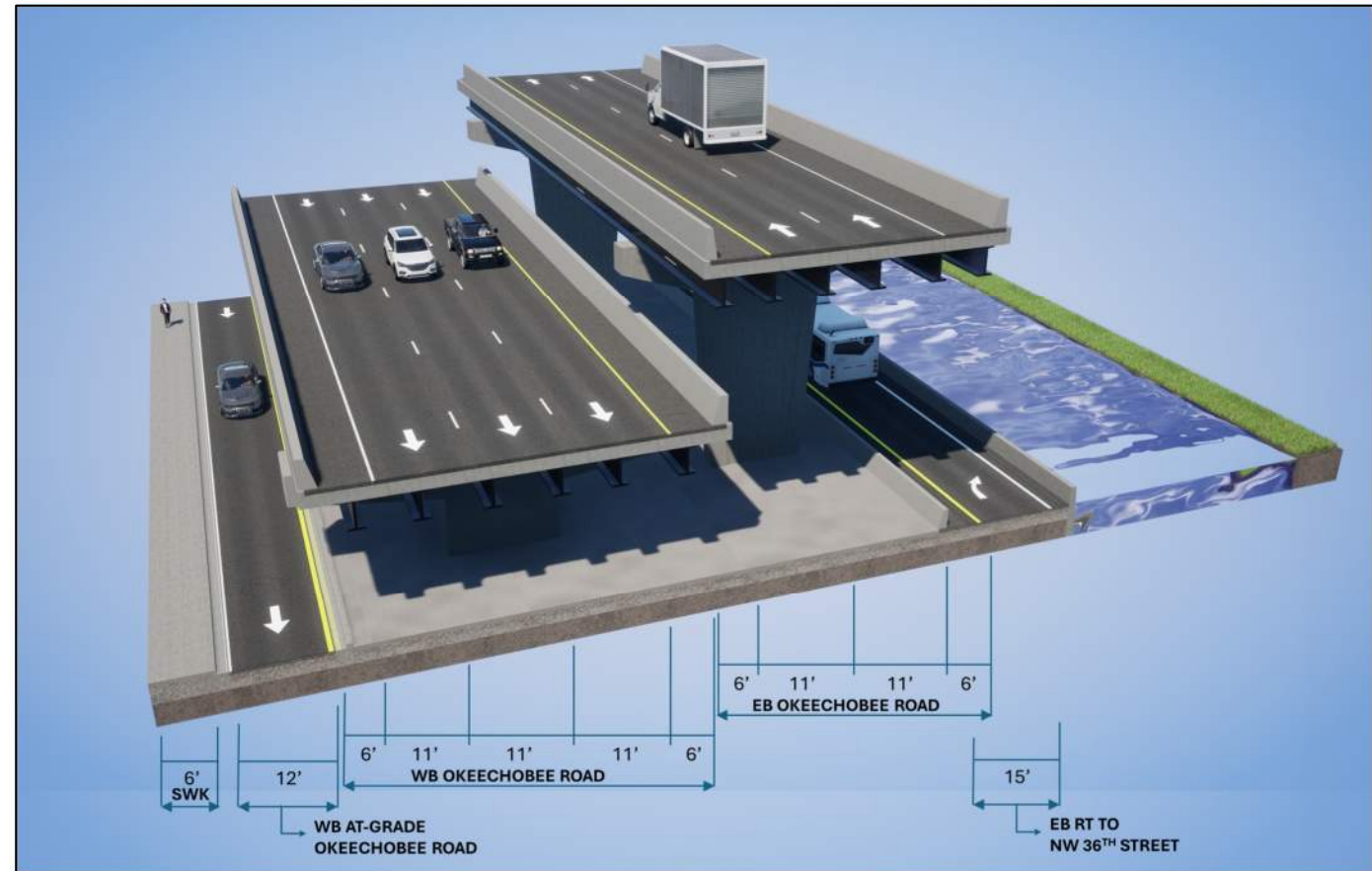
### ADVANTAGES

- Improves traffic from LOS F to LOS E.
- Elevated traffic along Okeechobee Road operates under free flow conditions.
- Elevated section improves safety by reducing the number of conflict points.
- Elevated section reduces the total delay at the intersection prioritizing signal timing along LeJeune Road.
- Maintains the existing NB LT ramp from LeJeune Road.

### DISADVANTAGES

- Needs a third level elevated roadway for EB Okeechobee Road.
- SB LT from LeJeune Road onto EB Okeechobee Rd will be removed.
- Very long spans for the third level bridge over the intersection.
- Extends construction impacts further west for the EB third level ramp.

*Proposed Typical Section  
Okeechobee Road just west of LeJeune Road*





## Alternative A-2 – Okeechobee Road overpass at LeJeune Road *(Second Level)*





## Alternative A-2 – Okeechobee Road overpass at LeJeune Road (Second Level)

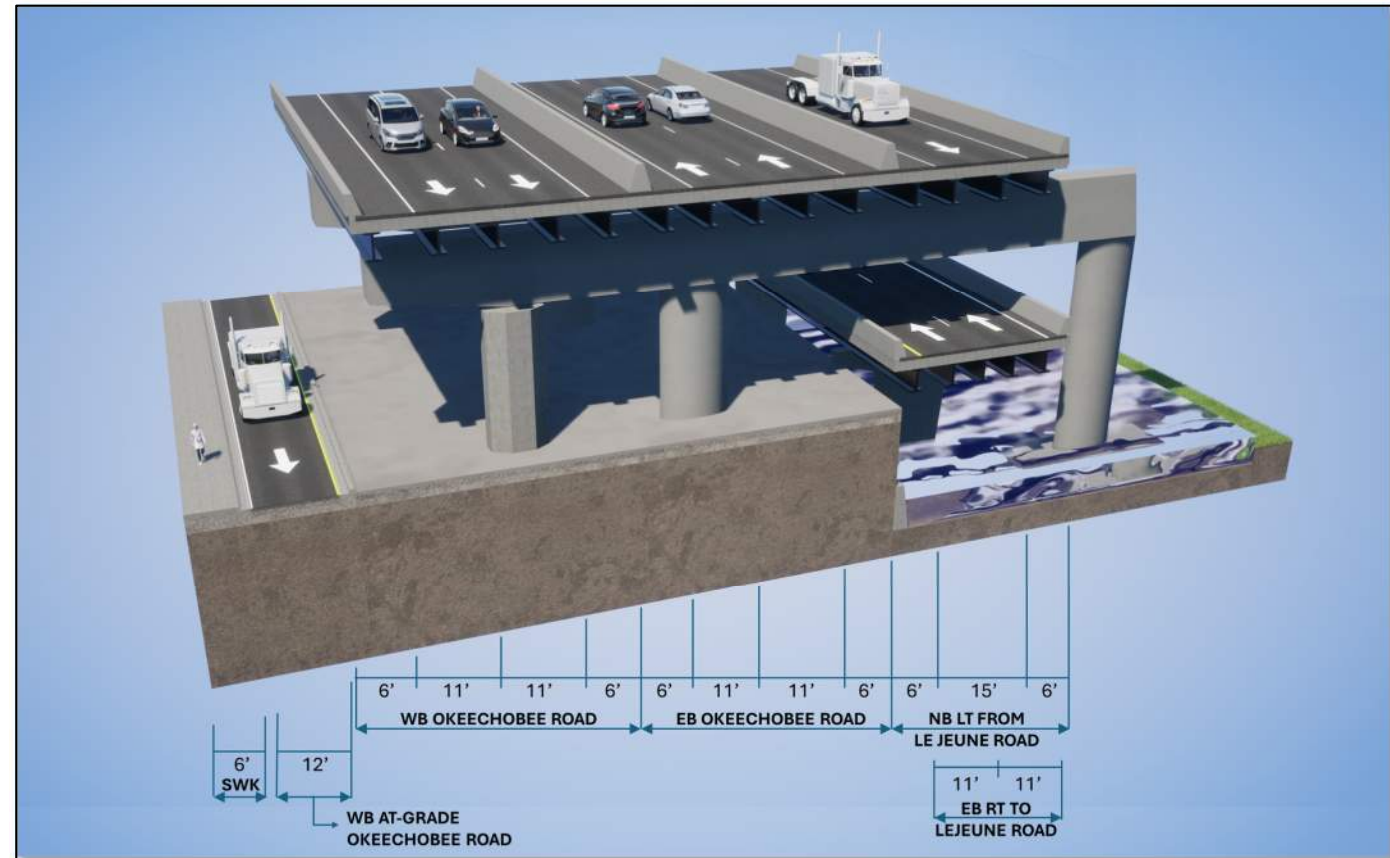
### ADVANTAGES

- Improves traffic from LOS F to LOS D.
- Elevated traffic along Okeechobee Road operates under free flow conditions.
- Elevated section improves safety by reducing the number of conflict points.
- Elevated section reduces the total delay at the intersection prioritizing signal timing along LeJeune Road.
- Two levels will be needed rather than the three levels from Alternative A-1.

### DISADVANTAGES

- Existing NB LT ramp from LeJeune Road needs to be realigned.
- Most expensive alternative.
- Most encroachment into the canal.

*Proposed Typical Section  
Okeechobee Road just west of LeJeune Road*





## Alternative A-3 – Okeechobee Road at LeJeune Road At-Grade Improvements





## Alternative A-3 – Okeechobee Road at LeJeune Road At-Grade Improvements

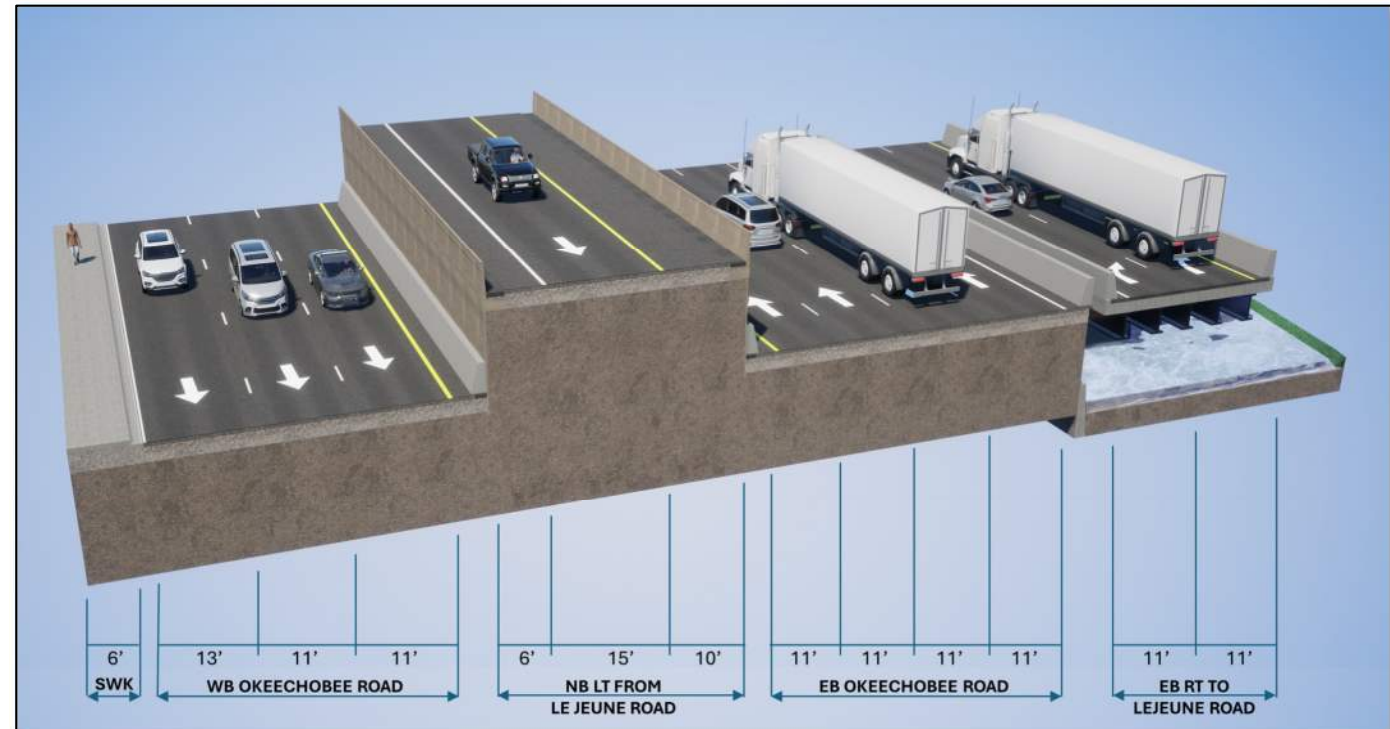
### ADVANTAGES

- Improves traffic from LOS F to LOS D.
- Maintains the existing NB LT ramp from LeJeune Road.
- Maintains existing traffic patterns.

### DISADVANTAGES

- Does not improve the operations at the adjacent intersections as compared to the elevated alternatives.
- No safety benefits as provided with the elevated alternatives.
- Large amounts of widening needed to accommodate additional capacity.
- Most number of parcels and businesses impacts.

*Proposed Typical Section  
Okeechobee Road just west of LeJeune Road*





## Alternatives Comparison

Evaluation Criteria	No Build	Alternative A-1 Third Level Overpass	Alternative A-2 Second Level Overpass	Alternative A-3 At-Grade
Fulfills Purpose and Need	No	Yes	Yes	Yes
Intersection LOS – Year 2050 (AM/PM)	F/F	E/E	D/D	D/D
Access and Connectivity Improvements	None	Improves Mobility and Access Connectivity to/from SR 112. Removes the existing left turn to EB Okeechobee Rd.	Improves Mobility and Access Connectivity to/from SR 112	Maintain the same access to/from SR 112
Overall Project Area Improvements	None	Elevated section of Okeechobee Rd. gives LeJeune Rd. traffic priority at the intersection, improving flow and reducing congestion to the south.	Elevated section of Okeechobee Rd. gives LeJeune Rd. traffic priority at the intersection, improving flow and reducing congestion to the south.	Signal at the intersection will maintain the same cycle. This alternative does not improve the overall access and mobility of the project area.
Safety Improvements	None	Elevated section of Okeechobee Road reduces the number of conflict points at the intersection.	Elevated section of Okeechobee Road reduces the number of conflict points at the intersection.	At-grade improvements will add conflict points at the intersection with the additional lanes.
Constructability	None	Third level roadway over the existing LeJeune Road Intersection and over the existing WB Okeechobee Road Flyover Ramp.	Realignment of the existing WB Okeechobee Road Flyover Ramp over the canal to reconstruct Okeechobee Road on a second level.	Extensive widening of the existing roadway to add new lanes at the intersection.
Preliminary Construction Cost Estimate	\$0	\$76,600,000	\$83,900,000	\$13,000,000
Right-of-Way Impacts (# of parcels)	0	1	2	11



## Alternative A-2 – Okeechobee Road overpass at LeJeune Road (Second Level)



*Visualization of Okeechobee Road over the LeJeune Road Intersection*





***NW 36<sup>th</sup> Street & LeJeune Road Intersection – Looking southwest***

**Project Area B**

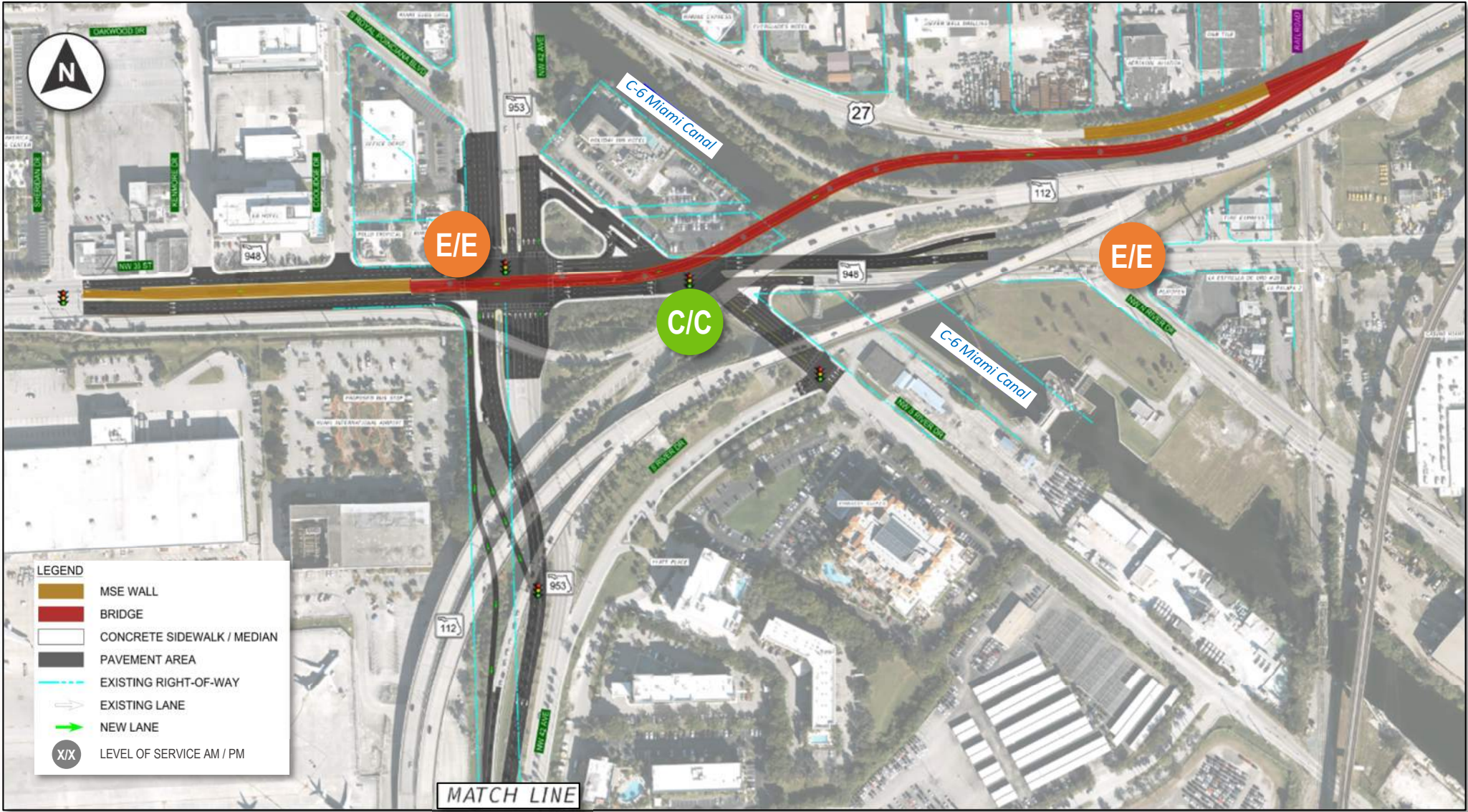








Alternative B-1 – NW 36<sup>th</sup> Street and LeJeune Road Intersection (SR 112 Flyover Extension + RT with split)





## Alternative B-1 – NW 36<sup>th</sup> Street and LeJeune Road Intersection (SR 112 Flyover Extension + RT with split)

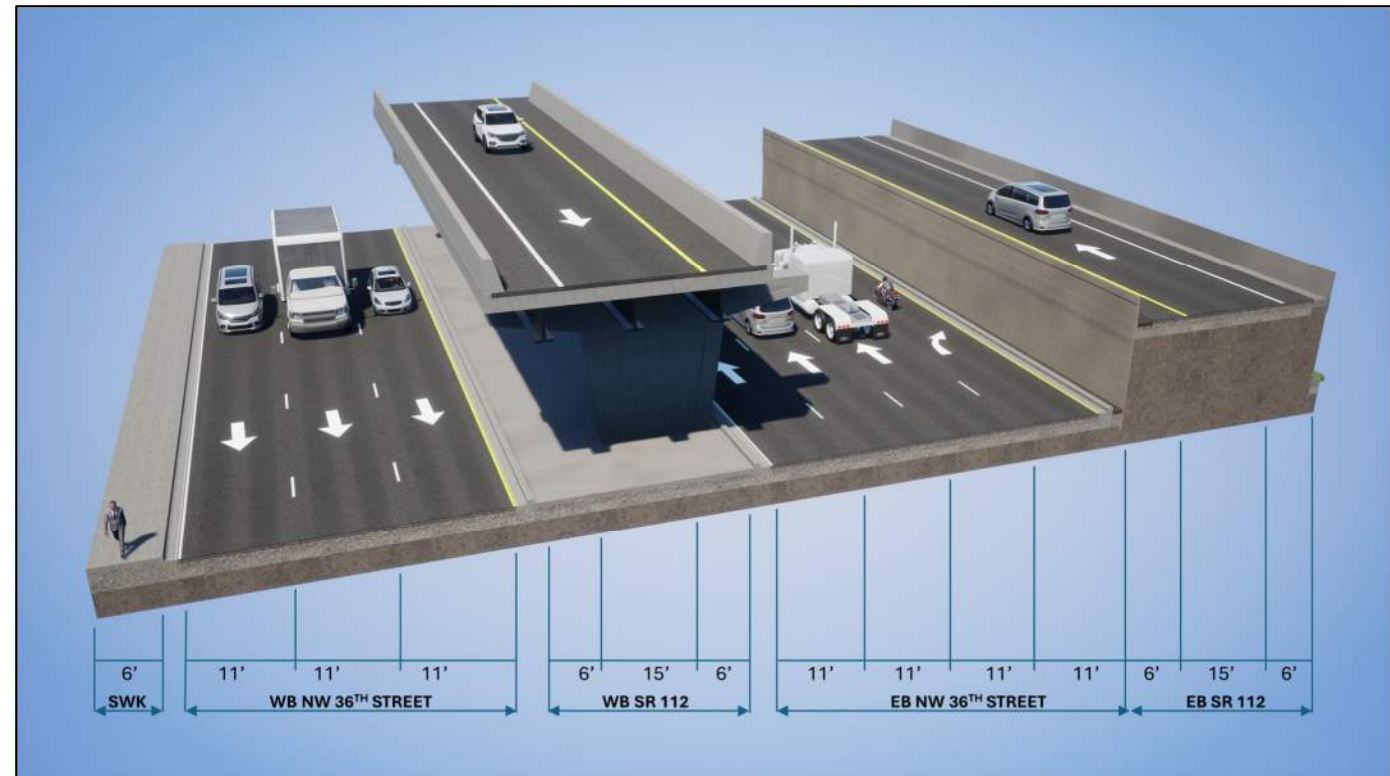
### ADVANTAGES

- Improves LOS from F to E.
- WB SR 112 traffic will bypass the intersections of LeJeune Road and NW South River Drive.
- Flyover ramp will reduce traffic congestion along WB SR 112 creating a free-flow condition over the LeJeune Road intersection.
- Flyover will reduce conflicting traffic at the intersection improving safety.
- Provides the greatest overall improvements to the project area compared to the at-grade alternatives.

### DISADVANTAGES

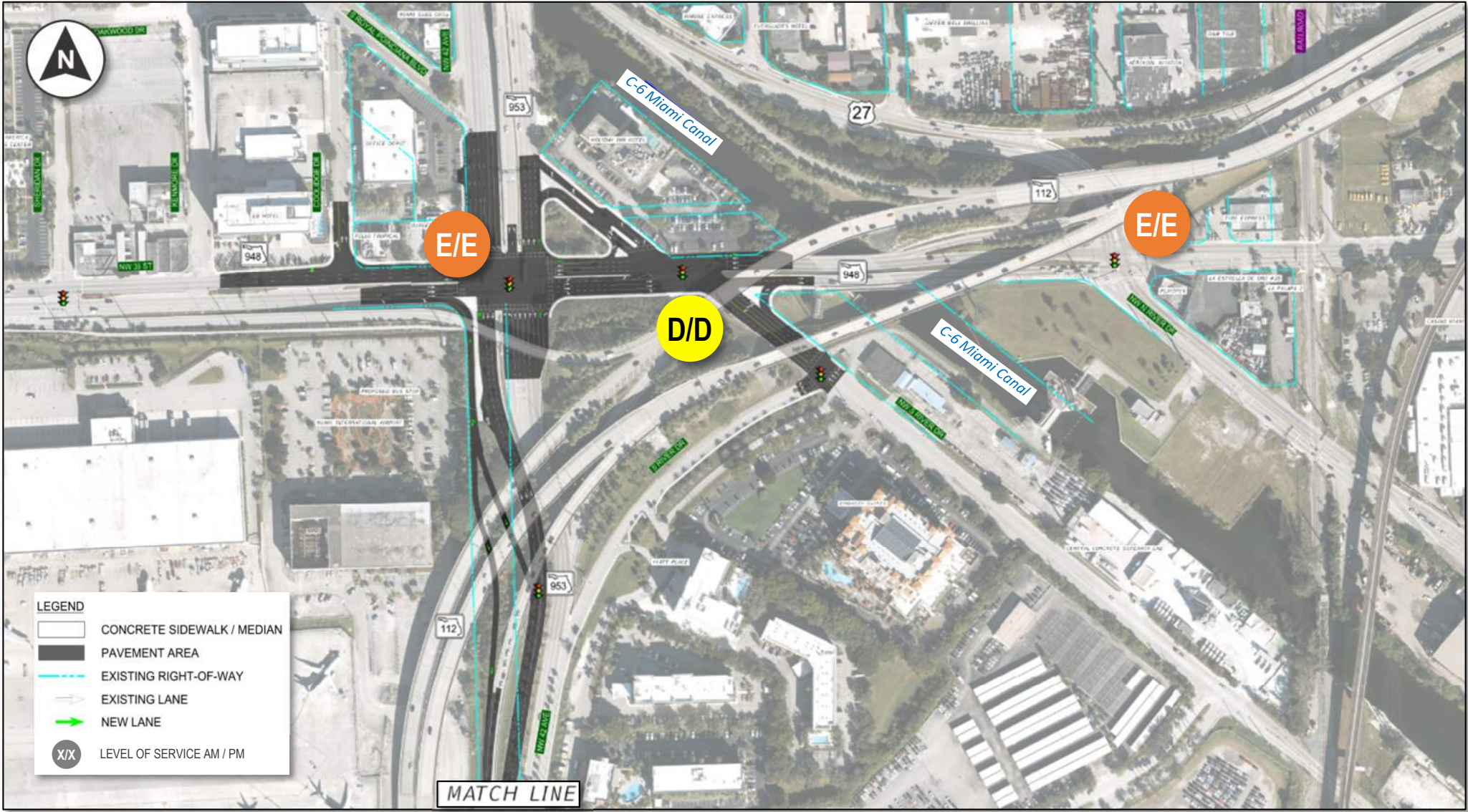
- New flyover ramp lands in the median of NW 36<sup>th</sup> Street.
- More expensive alternative compared to the at-grade improvements.

*Proposed Typical Section  
NW 36<sup>th</sup> Street just west of LeJeune Road*





Alternative B-2 – NW 36<sup>th</sup> Street and LeJeune Road Intersection (At Grade Improvements + RT with split)





## Alternative B-2 – NW 36<sup>th</sup> Street and LeJeune Road Intersection (*At Grade Improvements + RT with split*)

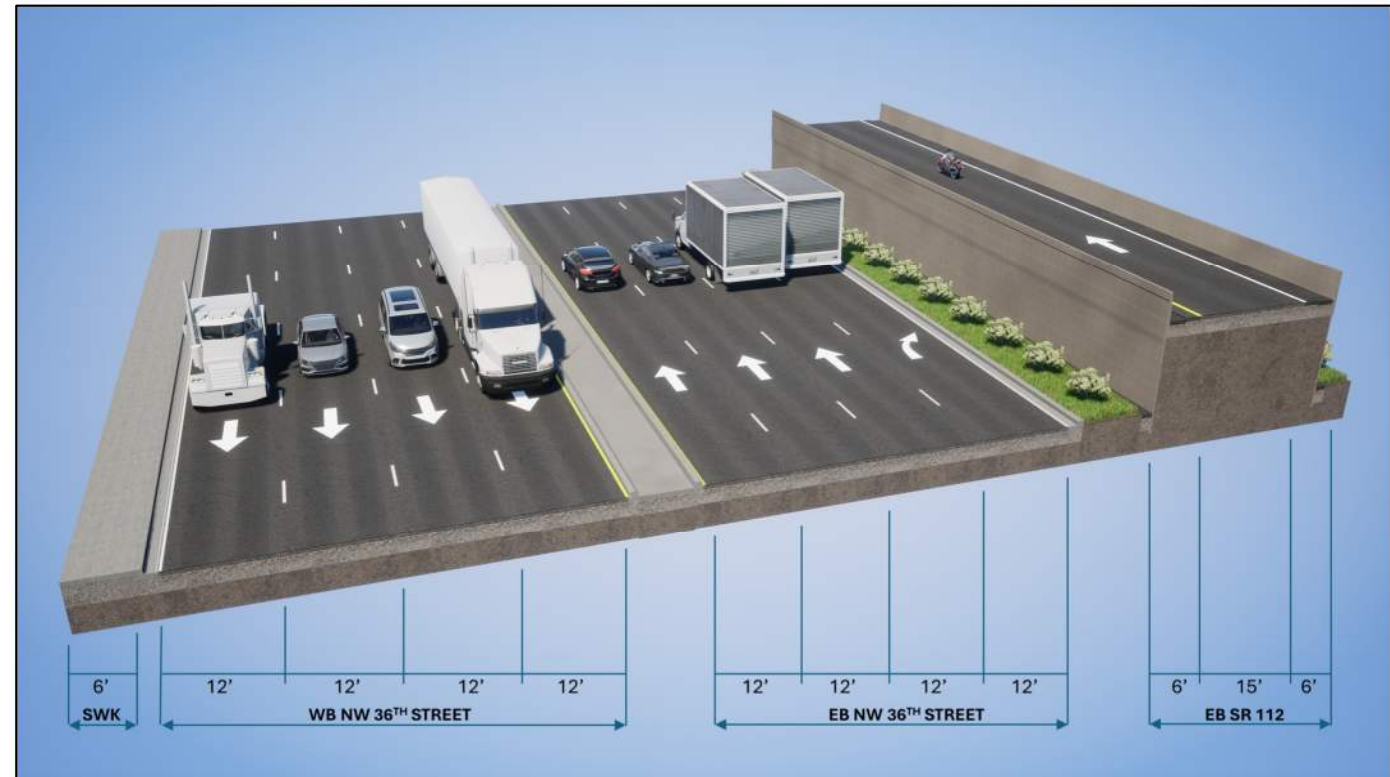
### ADVANTAGES

- Improves LOS from F to E.
- Maintains existing traffic patterns.

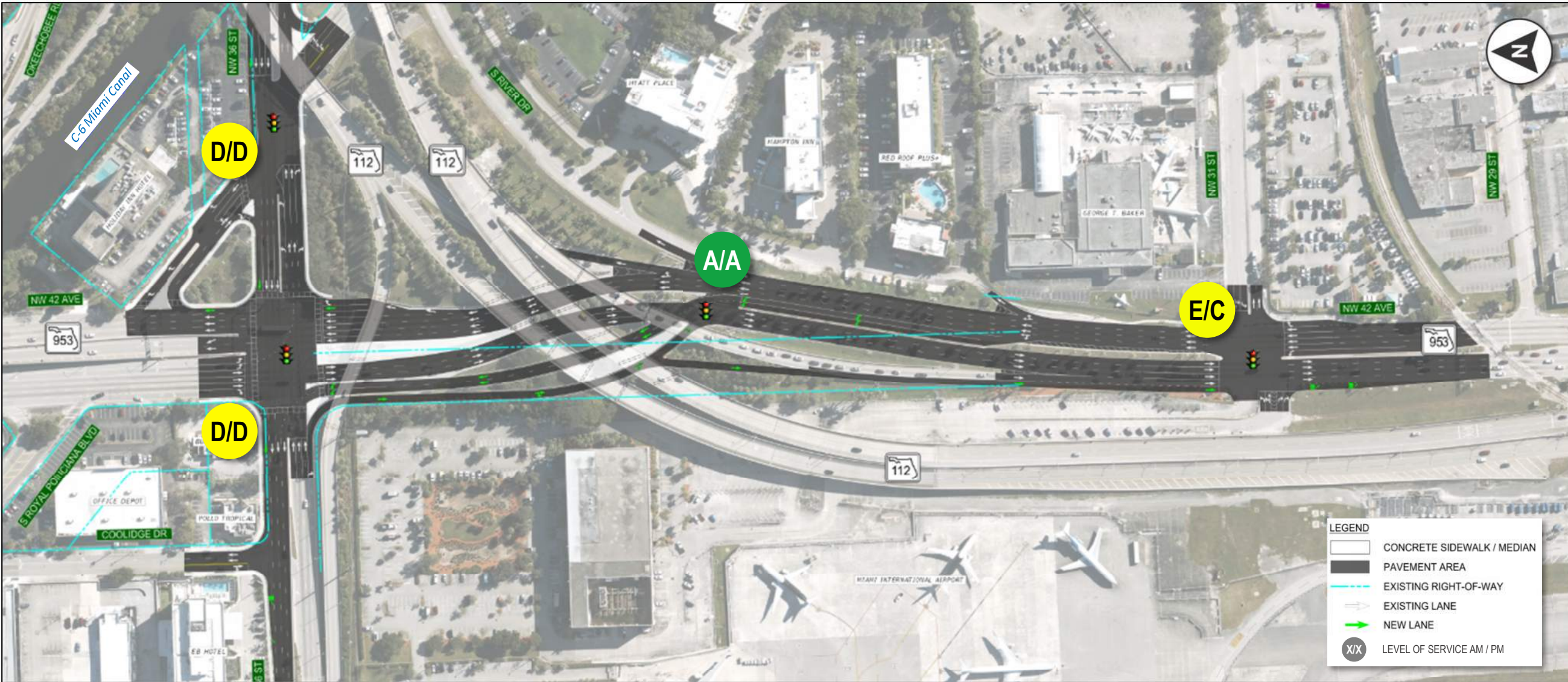
### DISADVANTAGES

- Existing structure east of the intersection limits the extent of the widening to address back-up into SR 112.
- Does not improve the overall operations at the adjacent intersections as compared to the flyover alternative.
- No safety benefits as provided with the flyover alternative.

*Proposed Typical Section  
NW 36<sup>th</sup> Street just west of LeJeune Road*









## Alternative B-3 – NW 36<sup>th</sup> Street and LeJeune Road Intersection (*Partial Displaced Left Turn*)

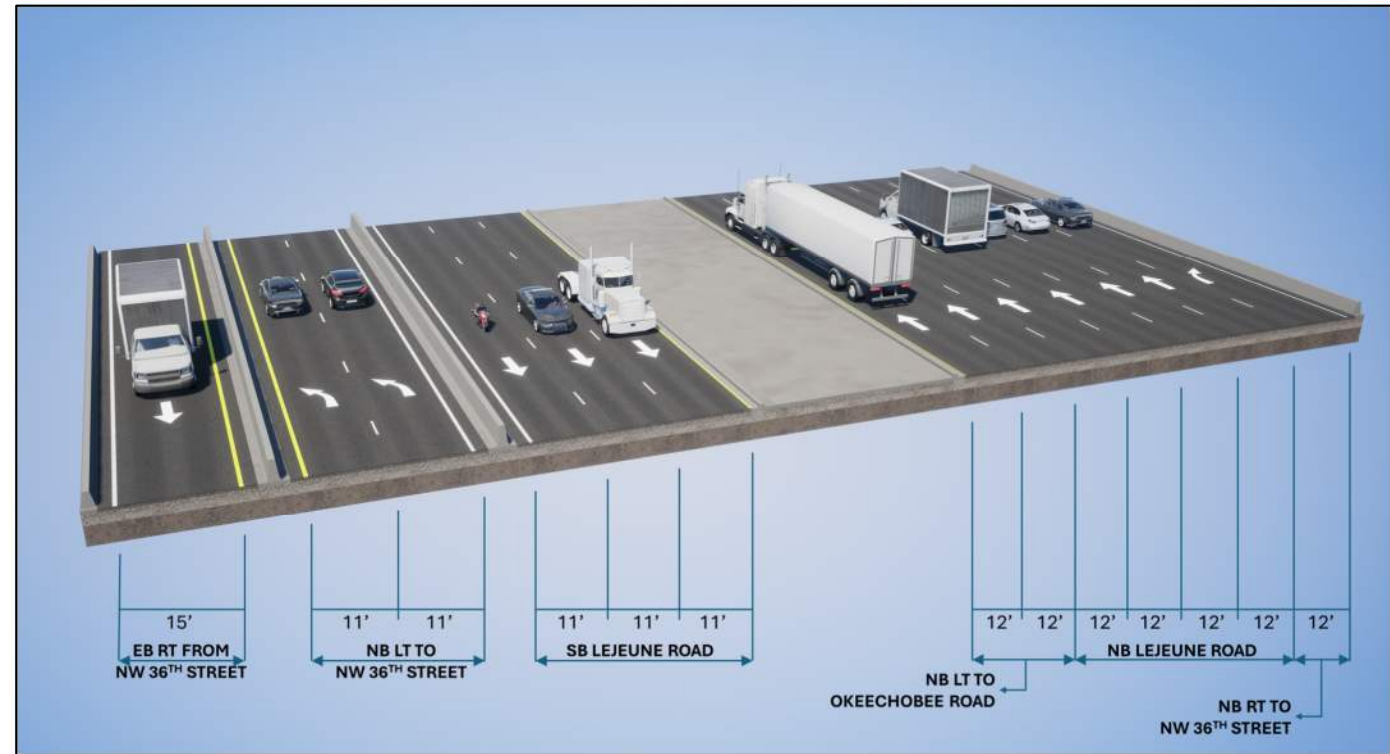
### ADVANTAGES

- Improves LOS from F to D.
- Relieves congestion along LeJeune Road.
- Realigns NB LT from Le Jeune Road onto NW 36<sup>th</sup> Street to improve operations at the intersection.

### DISADVANTAGES

- Does not address traffic backup along SR 112.
- Does not improve the overall operations at the adjacent intersections as compared to the flyover alternative.
- No safety benefits as provided with the flyover alternative.
- Change in traffic patterns will require proper signage to address way-finding concerns.

*Proposed Typical Section  
LeJeune Road just south of NW 36<sup>th</sup> Street*





## Alternatives Comparison

Evaluation Criteria	No Build	Alternative B-1 Flyover Ramp	Alternative B-2 At-Grade	Alternative B-3 Partial Displaced Left Turn
Fulfills Purpose and Need	No	Yes	Yes	Yes
Intersection LOS – Year 2050 (AM/PM)	F/F	E/E	E/E	C/C
Access and Connectivity Improvements	None	Provides a direct connection from SR 112 bypassing the LeJeune Rd. intersection. Split right turn lane will provide more direct access to MIA.	Maintains the existing exit from WB SR 112. Split right turn lane will provide more direct access to MIA.	Maintains the existing exit from WB SR 112
Overall Project Area Improvements	None	This alternative will alleviate queue along WB SR 112 by by-passing the LeJeune Rd. intersection and providing a direct connection to NW 36 <sup>th</sup> St.	Does not address congestion along NW 36 <sup>th</sup> St. east of the intersection, including backup at the existing WB SR 112 exit ramp	Does not address congestion along NW 36 <sup>th</sup> St. east of the intersection, including backup at the existing WB SR 112 exit ramp
Safety Improvements	None	Elevated lane reduces the number of conflict points at the intersection	At-grade improvements will add conflict points at the intersection with the additional lanes	At-grade improvements will add conflict points at the intersection with the additional lanes. This alternative provides one new intersection. Unconventional configuration will require additional signage.
Constructability	N/A	New flyover ramp crossing over the C-6 Miami Canal and over the LeJeune Rd. intersection	Widening of the existing roadway to add new lanes at the intersection	Reconfiguration of the NB left turn lanes along the west side of LeJeune Rd.
Preliminary Construction Cost Estimate	\$0	\$66,200,000	\$11,300,000	\$17,700,000
Right-of-Way Impacts (# of parcels)	0	8	8	8



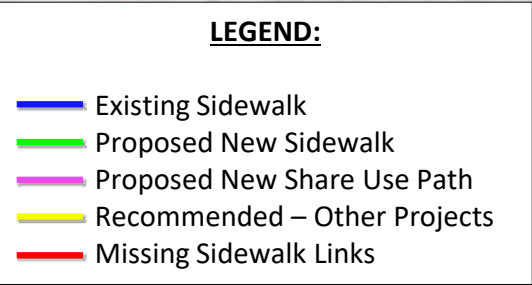
## Alternative B-1 – NW 36<sup>th</sup> Street and LeJeune Road Intersection (SR 112 Flyover Extension + RT with split)



*Visualization of the SR 112 WB off-ramp over the LeJeune Road Intersection landing in the median of NW 36<sup>th</sup> Street*









## Environmental Analysis

### Social and Economic Effects

- Current Land Use
  - Residential, office/retail, public and semipublic
- Recreational Section 4(f)
  - Three Friends Park
  - Miami River Greenway/SUN-Trail

### Cultural Effects

- Urbanized and dense area – potential for historic resources (structures and bridges)
- No known archaeological resources
- Recorded resources:
  - Miami Canal (8DA6525)
  - CSX Railroad (8DA10753)





## Environmental Analysis

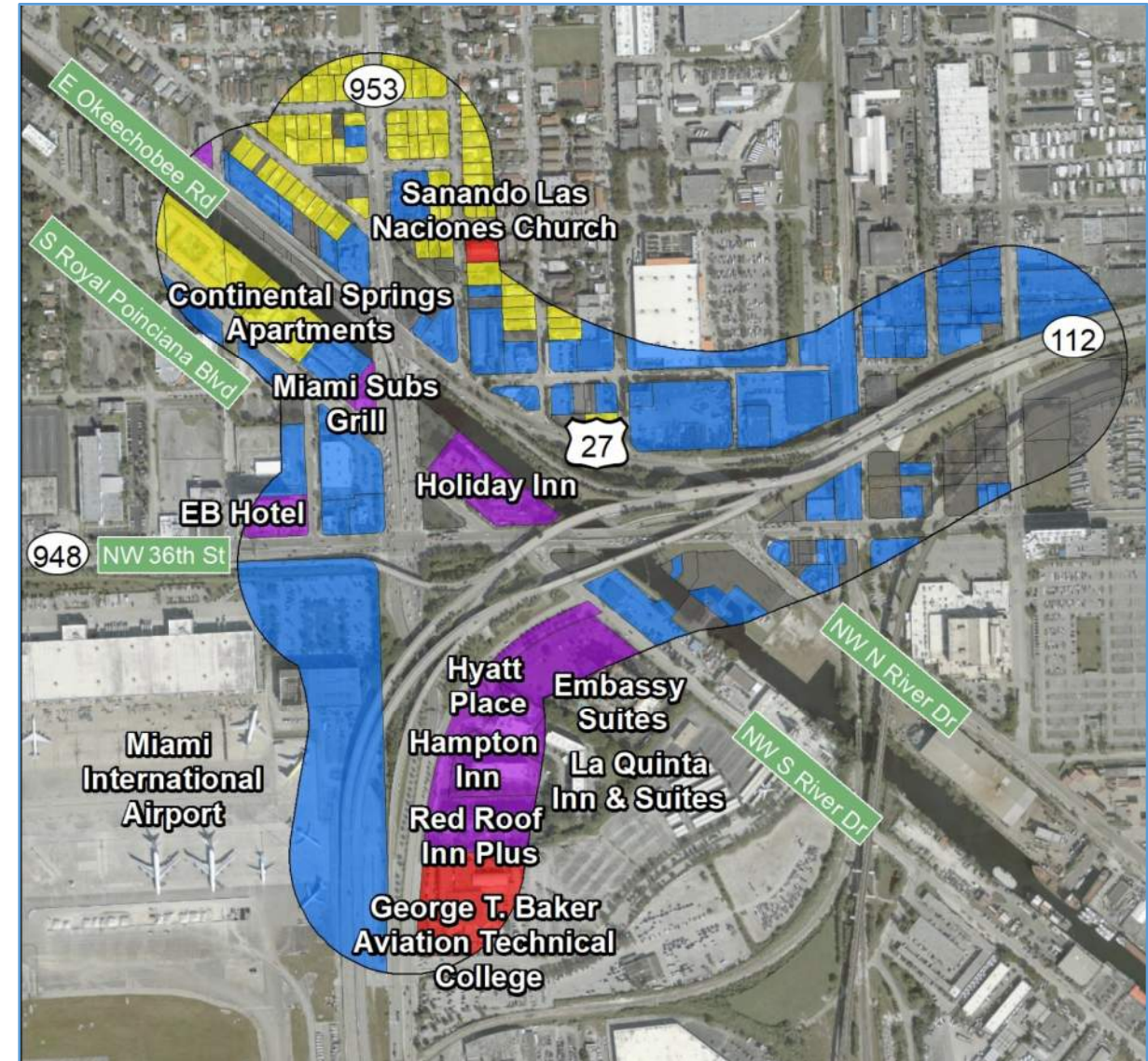
### Natural Resources

- Terrestrial Wetlands (Limited to drainage swales)
- C-6 Miami Canal/River
- Wildlife and Habitat
  - Florida bonneted bat
  - American crocodile
  - Snail kite

### Physical Effects

- Contamination
  - Identified 63 contamination sites
- Traffic Noise
  - Noise Sensitive Sites:
    - Hotels with outdoor use areas/pools
    - Single and Multi-family Residencies
    - Institutional Facility

### Noise Sensitive Areas





## Public Involvement

- Public Meetings:
  - Public Kick-off Meeting:
    - *February 21, 2024*
  - Alternatives Public Meeting:
    - *November 13, 2025*
  - Public Hearing:
    - *Spring 2026 (Tentative)*
- Miami-Dade County TPO Presentations
- Project Advisory Team Meetings
- Submit Comments to:
  - Kira Leon, PE at [kira.leon@dot.state.fl.us](mailto:kira.leon@dot.state.fl.us)
- Visit the project website:
  - [http://www.southflroads.com/SR953\\_SR948\\_and\\_SR25.html](http://www.southflroads.com/SR953_SR948_and_SR25.html)

Public comments and questions are welcome  
at any time throughout the study.

GET INVOLVED!  
STAY INFORMED!

Social Media



Facebook: [MyFDOTSEFL](https://www.facebook.com/MyFDOTSEFL)  
Instagram: [myfdot\\_sefl](https://www.instagram.com/myfdot_sefl)  
X: [@MyFDOT\\_SEFL](https://twitter.com/MyFDOT_SEFL)

### FACT SHEET | November 2025

**STATE ROAD (SR) 953/NW 42 AVENUE WITH SR 948/NW 36 STREET AND SR 25/US 27/OKEECHOBEE ROAD (IRON TRIANGLE)**  
Project Development and Environment (PD&E) Study

County/State: Miami-Dade County, Florida  
Financial Management Number: 438521-1-22-01  
Federal Aid Project Number: TBD  
Efficient Transportation Decision Making (ETDM): 14472

#### OVERVIEW

The Iron Triangle is an urban interchange primarily comprised of the intersection of SR 953/NW 42 Avenue, SR 948/NW 36 Street, and SR 25/US 27/Okeechobee Road. The interchange also features the Greater Miami Expressway Agency (GMX) SR 112/Airport Expressway, which is one of the principal highways providing access to and from Miami International Airport (MIA), and connects to other important transportation facilities and destinations such as Interstate 95 (I-95) and Miami Beach. In addition, the ramps of the Iron Triangle interchange cross over the Miami Canal (C-6). The project traverses through the City of Miami Springs, City of Hialeah, City of Miami and Unincorporated Miami-Dade County.

The purpose of this project is to address operational deficiencies and improve capacity, relieve existing congestion and accommodate projected transportation demand within the Iron Triangle interchange area, specifically as it relates to SR 953/NW 42 Avenue, SR 948/NW 36 Street, and SR 25/US 27/Okeechobee Road. Other goals of the project include improving safety conditions and enhancing modal interrelationships. The need for this project is based on the following criteria:

#### GOALS

- CAPACITY/TRANSPORTATION DEMAND:** Improve traffic operations, add capacity, alleviate existing congestion, and accommodate projected transportation demand.
- SAFETY:** Improve safety conditions
- MODAL INTERRELATIONSHIPS:** Enhance multimodal activity
  - Miami International Airport (MIA)
  - Intercity and long-distance transit access
  - Freight movement
  - Pedestrian accommodations

#### WHAT IS A PD&E STUDY?

During the PD&E phase, the preliminary engineering and documentation required for funding is completed. This includes the review and analysis of potential impacts from the proposed project on the social, economic, natural, physical, and cultural resources in the surrounding environment.

#### FUNDING

The project is included in the FDOT FY 2022-2026 State Transportation Improvement Program (STIP) and is currently funded for the PD&E and Design Phases.

#### SCHEDULE

This PD&E Study started in June 2023 and is expected to be completed by summer 2025. The design phase begins once the PD&E Study is complete.

#### PUBLIC INVOLVEMENT

Public involvement is an extremely important part of a PD&E Study, to inform citizens about the project and provide interested persons an opportunity to be involved in the development of the project. There will be several opportunities to participate in public meetings and stakeholder discussions. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 28, 2022, and executed by Federal Highway Administration and FDOT. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. FDOT is committed to ensuring the State's infrastructure serves residents, businesses, and visitors to meet their current and future transportation needs. Benefits of this project include:

#### LOCATION MAP

[www.southflroads.com](http://www.southflroads.com)

[@MyFDOT\\_Miami](https://www.facebook.com/MyFDOT_Miami) [@MyFDOTMiami](https://www.instagram.com/MyFDOTMiami)

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#### STAY INFORMED



## Summary Schedule

TASK	2023				2024				2025				2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
PD&E Study – Begin			 <b>START</b>													
Existing Conditions Analysis																
Project Advisory Team (PAT) Meeting																
Miami-Dade County TPO Presentations																
Public Kick-Off Meeting																
Engineering & Environmental Analysis																
Development of Alternatives																
Alternatives Public Meeting																
Select Preferred Alternative																
Draft Engineering & Environmental Reports																
Public Hearing																
Final Engineering & Environmental Reports																
PD&E Study – End																

### Funding:

- PD&E Study (Fiscal Year 2023)
- Preliminary Engineering (Fiscal Year 2028)
- Construction (Currently Unfunded)



## Question & Answer Session

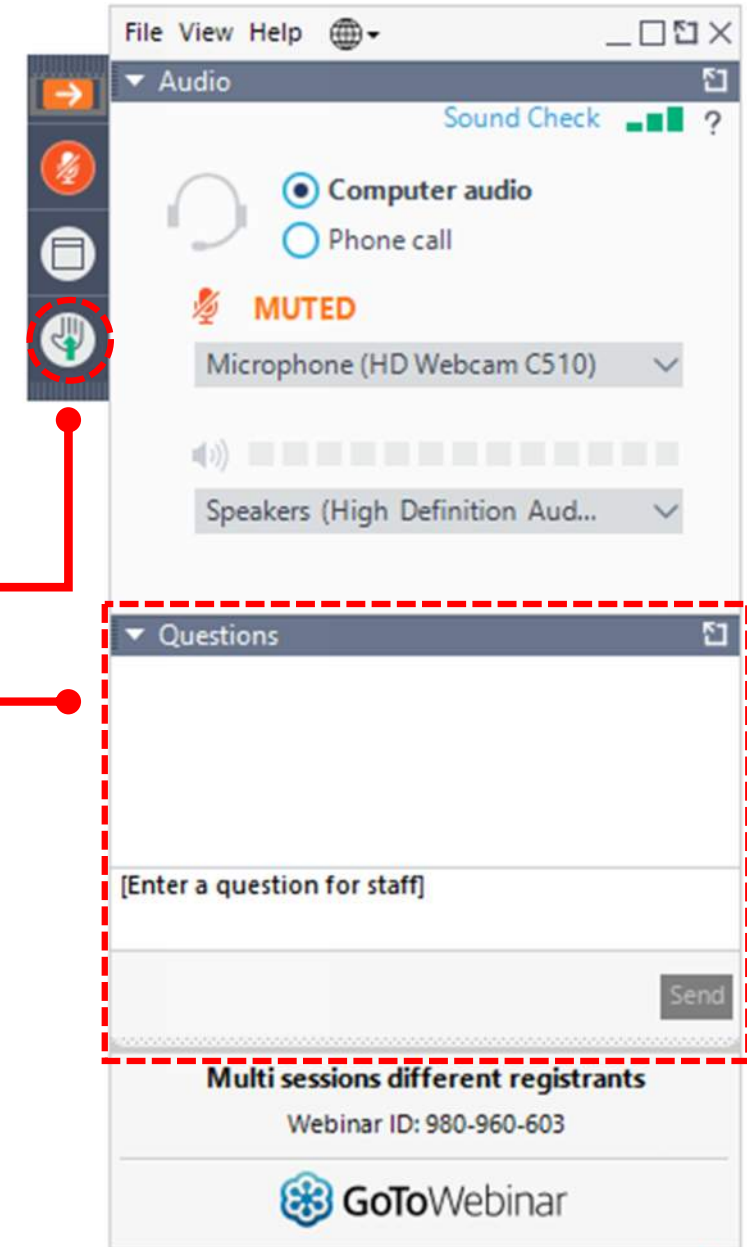
- Virtual attendees are **automatically muted** to start the meeting
- To provide comments during open discussion period:
  - In-person attendees please fill out a speaker card or raise your hand
  - Virtual attendees use “Raise hand” during comment period, you will be unmuted in order of raising hands
  - Submit comments via the “**Questions**” Box



If you are having technical difficulties, please contact:

e: [vsalinas@mrgmiami.com](mailto:vsalinas@mrgmiami.com)

p: 786-614-0050





*Thank you for attending!*

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