



SR 9A / I-95 PD&E STUDY

From South of NW 62nd Street to North of NW 143rd Street

FPID NO.: 414964-8-22-01

ETDM NO.: 14418

Alternatives Public Workshop

September 23, 2026

THE PRESENTATION WILL BEGIN AT 6:30 P.M.

All documents can be downloaded on the project website or by scanning the QR code.

www.southfroads.com/sr9apde





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Need Help In Spanish?

Si usted necesita traducción durante la reunión por favor levante su mano o puede pedir ayuda de traducción a través del chat y un miembro de nuestro equipo lo asistirá.

Need Help In Creole?

Si w bezwen tradiksyon pandan reyinyon an tanpri leve men w oswa ou ka mande asistans tradiksyon atravè chat epi yon manm ekip nou an ap edew.

Agenda

Introduction & Rules of Engagement

1

Project Overview & Background

2

Alternatives Development & Evaluation

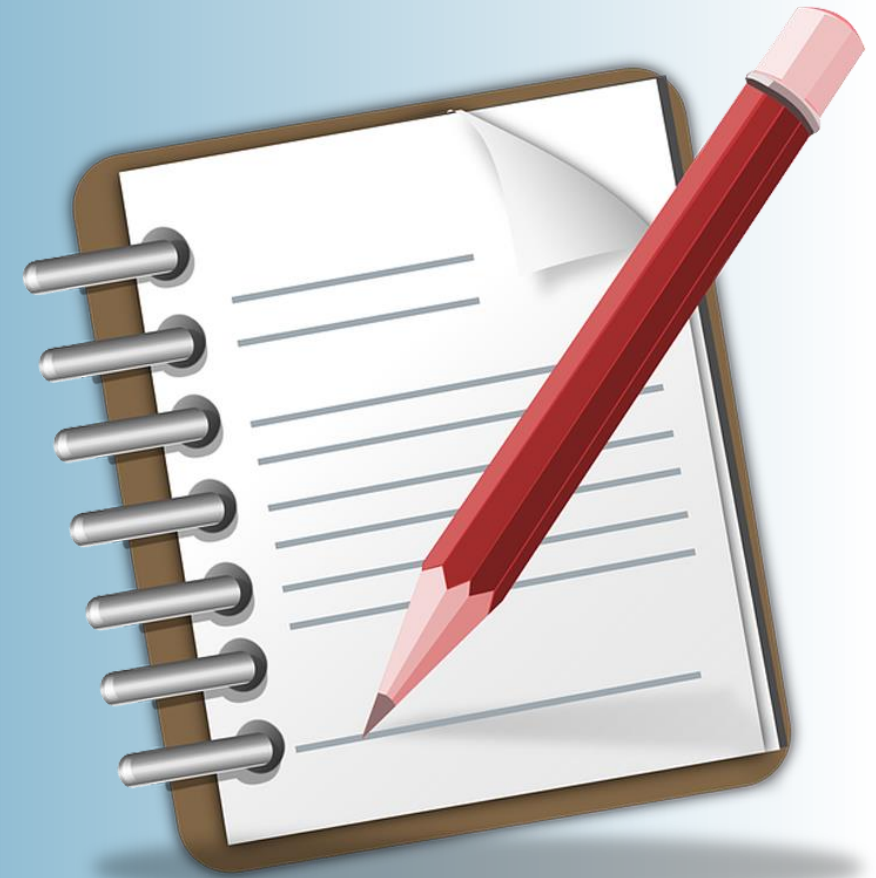
3

Project Schedule & Next Steps

4

Open Discussion

5



Introductions

Presenters and Panelists



Bao-Ying Wang, P.E., CPM
FDOT Project Manager



Godfrey Lamptey, PE, PTOE
Consultant Project Manager



Robert T. Carballo, PE
Consultant Technical Advisor



Monica Diaz
Consultant Community
Outreach Specialist



Tim Ogle, MS
Noise Evaluation Specialist



Richard Glass, SR/WA
Right of Way Evaluation Specialist

Elected Officials

We would like to recognize any federal, state, county, or city officials who may be present.

Please stand or select the raise hand feature on the control panel.

Rules of Engagement

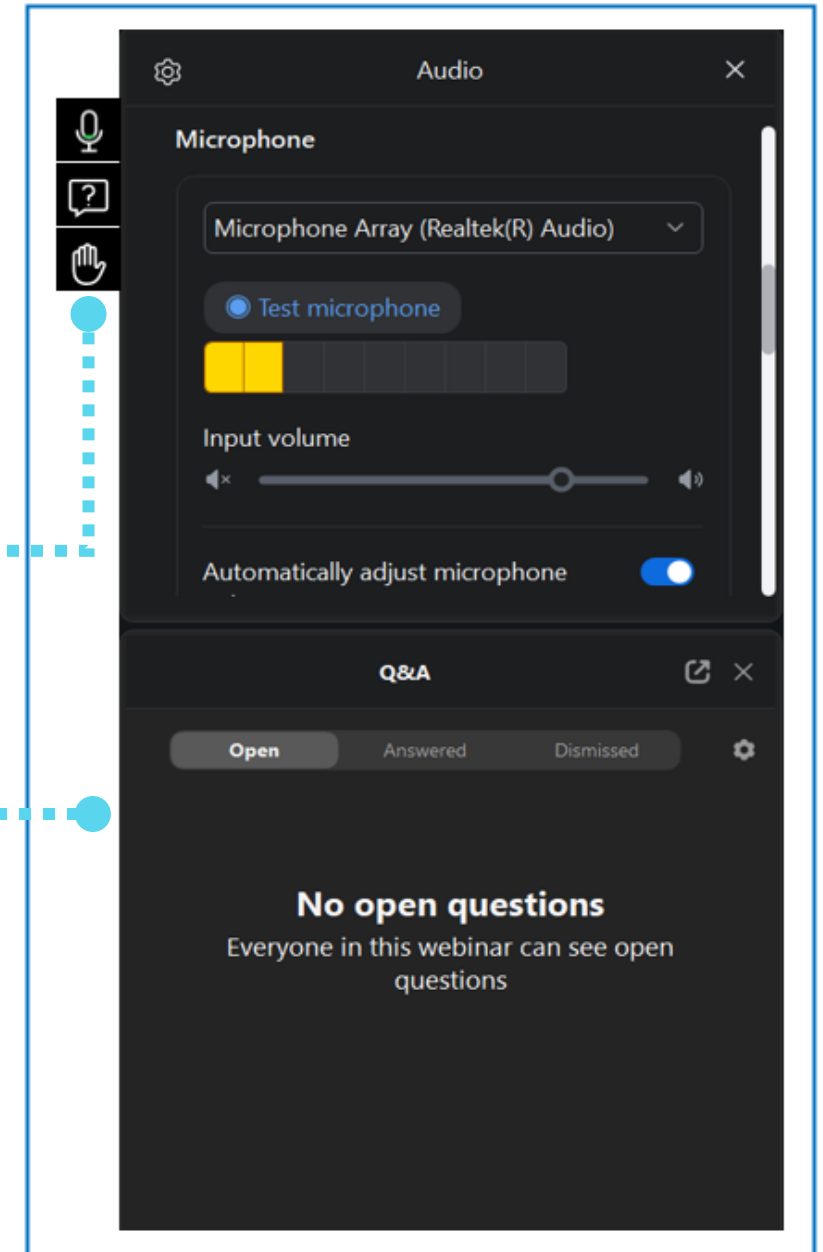
All Virtual (online) attendees will remain muted throughout the Meeting.

To submit a question during the question period

- Call
- **Raise Hand during comment period. You will be unmuted in the order hands were raised**
- Submit comment via question box

Call technical assistance

- 1-800-418-0524



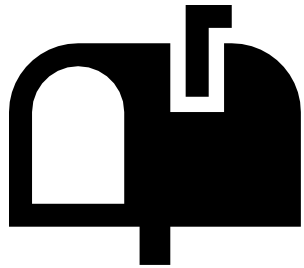
Zoom Instructions – Need Help?

Please let us know. Staff will be on-hand to assist during the meeting if you have a technical issue.

*Type your issue in Question Pane of the Control Panel.
We will do our best to assist you.*

maria.molina@iscprgroup.com
1-800-418-0524

Public Notices



**Property
owner/tenant letters**



**Emails to project
contacts list**



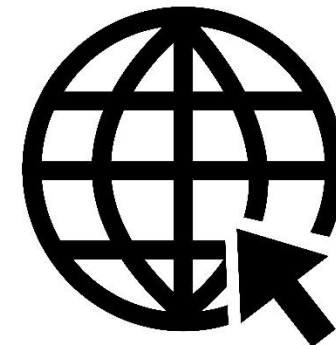
**Newspaper/Radio
Advertisement**



**Florida Administrative
Register**



Social Media



Website

National Environmental Policy Act (NEPA) Assignment

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 26, 2022, and executed by the Florida Highway Administration (FHWA) and FDOT.

Title VI of the Civil Rights Act of 1964

Public participation is 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:

Yulet Fernandez, P.E.
FDOT District Six Title VI Coordinator
1000 NW 111 Avenue
Miami, Florida 33172
Telephone No.: (305)-470-5219
Toll Free: 1-800-435-2368 ext. 5219
Yulet.Fernandez@dot.state.fl.us

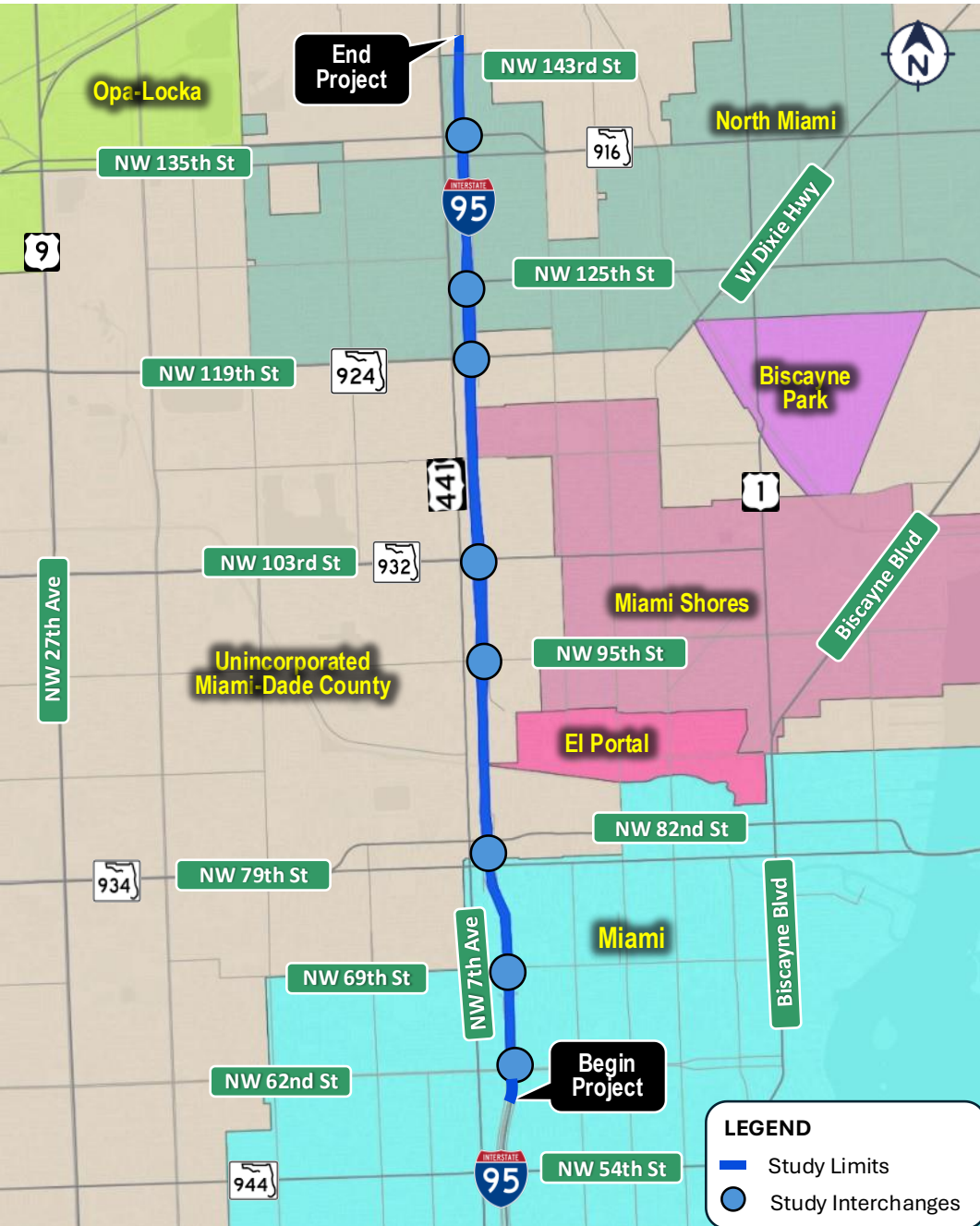
Lisa Bethancourt
State Title VI Coordinator
605 Suwannee St. MS65
Tallahassee, Fl. 32399-0450
Telephone No.: 850-414-4742
Toll Free: (866) 374-3368 ext. 4742
Lisa.bethancourt@dot.state.fl.us

[Title VI Contacts \(fdot.gov\)](https://www.fdot.gov)



Project Overview & Background

About the Study



- Approximately six miles of SR 9A / I-95 Improvements
- Corridor crosses through
 - Unincorporated Miami-Dade County
 - Incorporated Municipalities of
 - City of Miami, City of North Miami, Miami Shores, and El Portal



Existing SR 9A / I-95 Roadway:

- Urban Principal Arterial Interstate
- Four general-use lanes and two express lanes in each direction
- Eight Interchanges

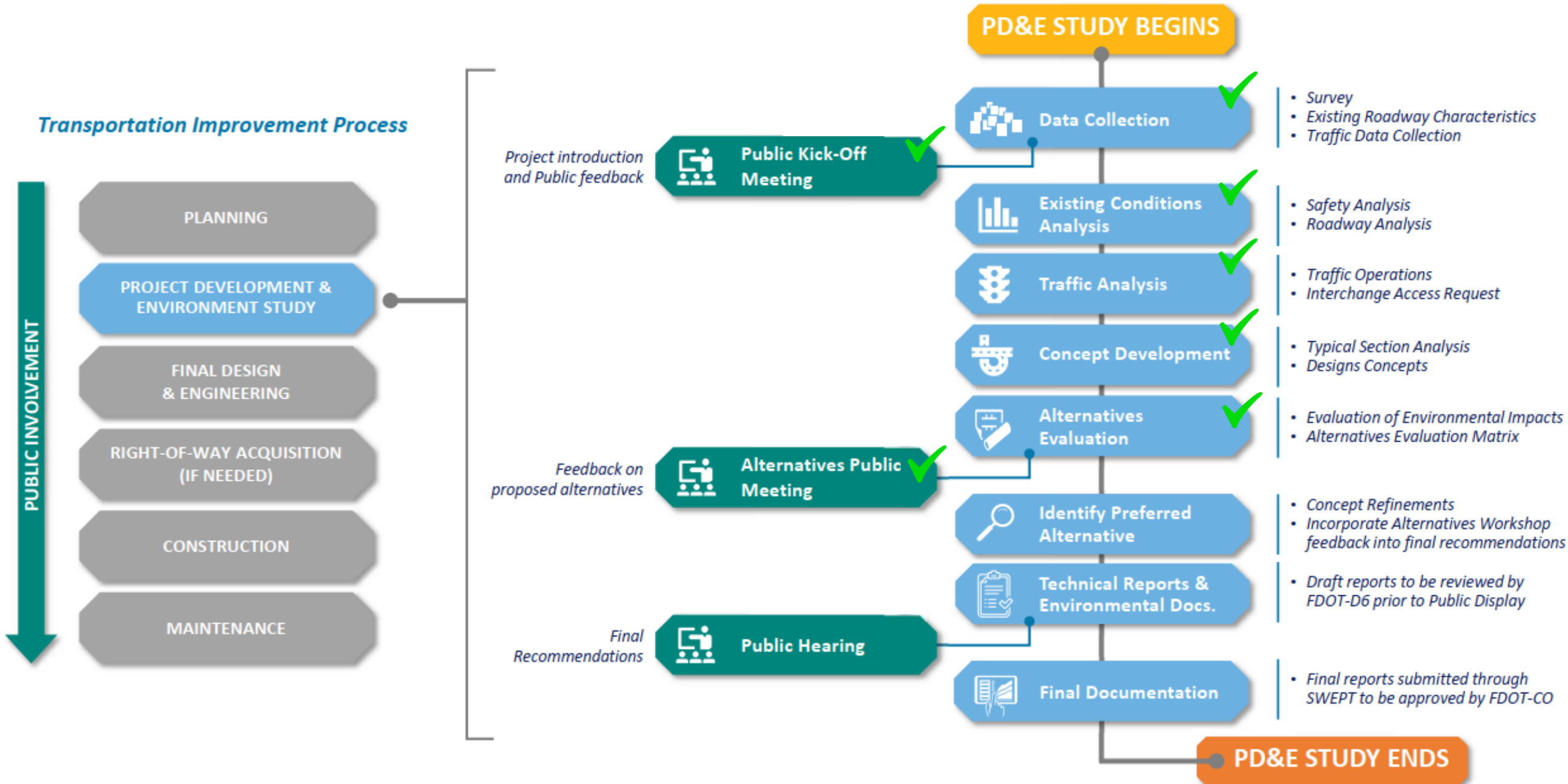


Pinnacle Park Apartments located at I-95 and NW 79th Street NW quadrant

Adjacent Land Use

- West Side – commercial
- East Side – residential
- Other institutional and recreational uses

What is a PD&E Study?



Project Purpose and Need

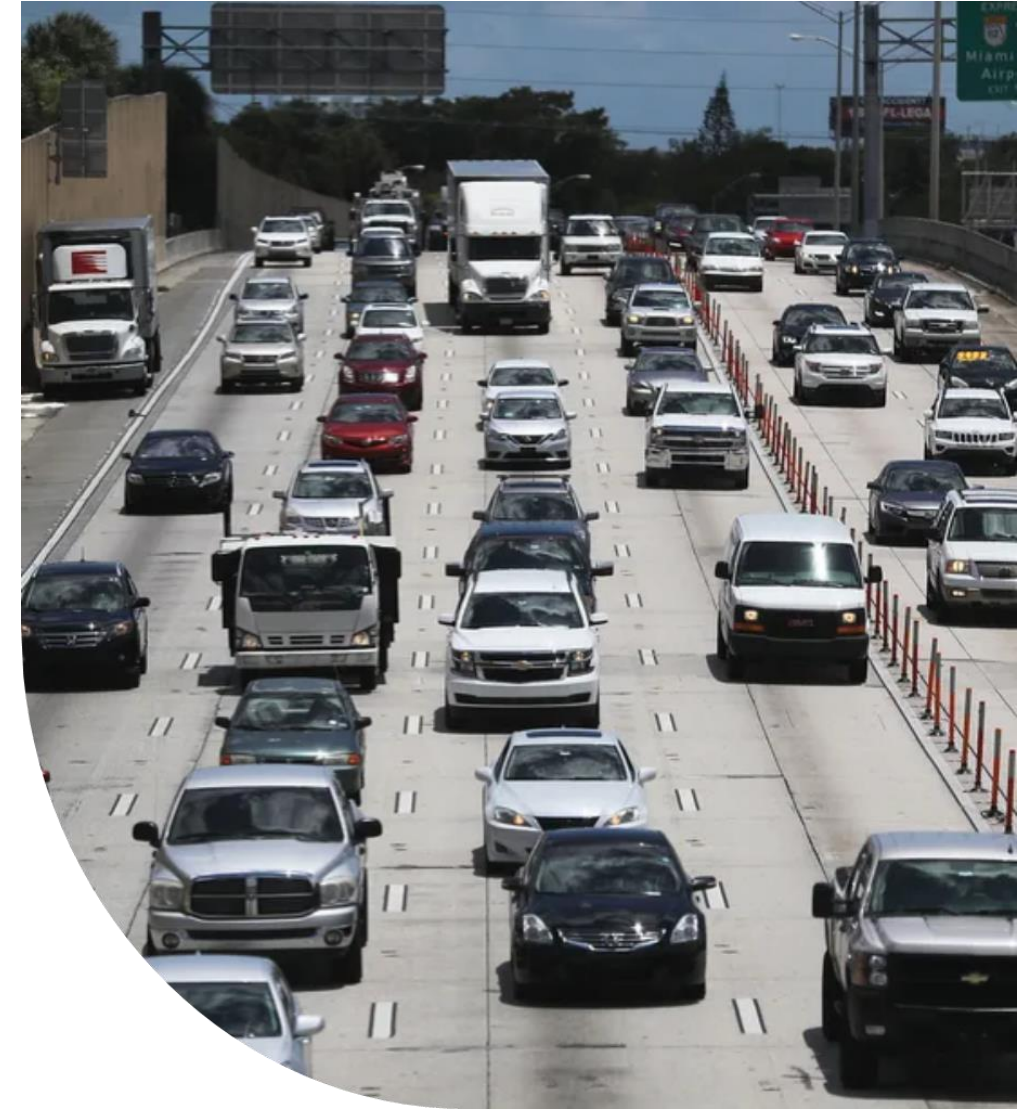


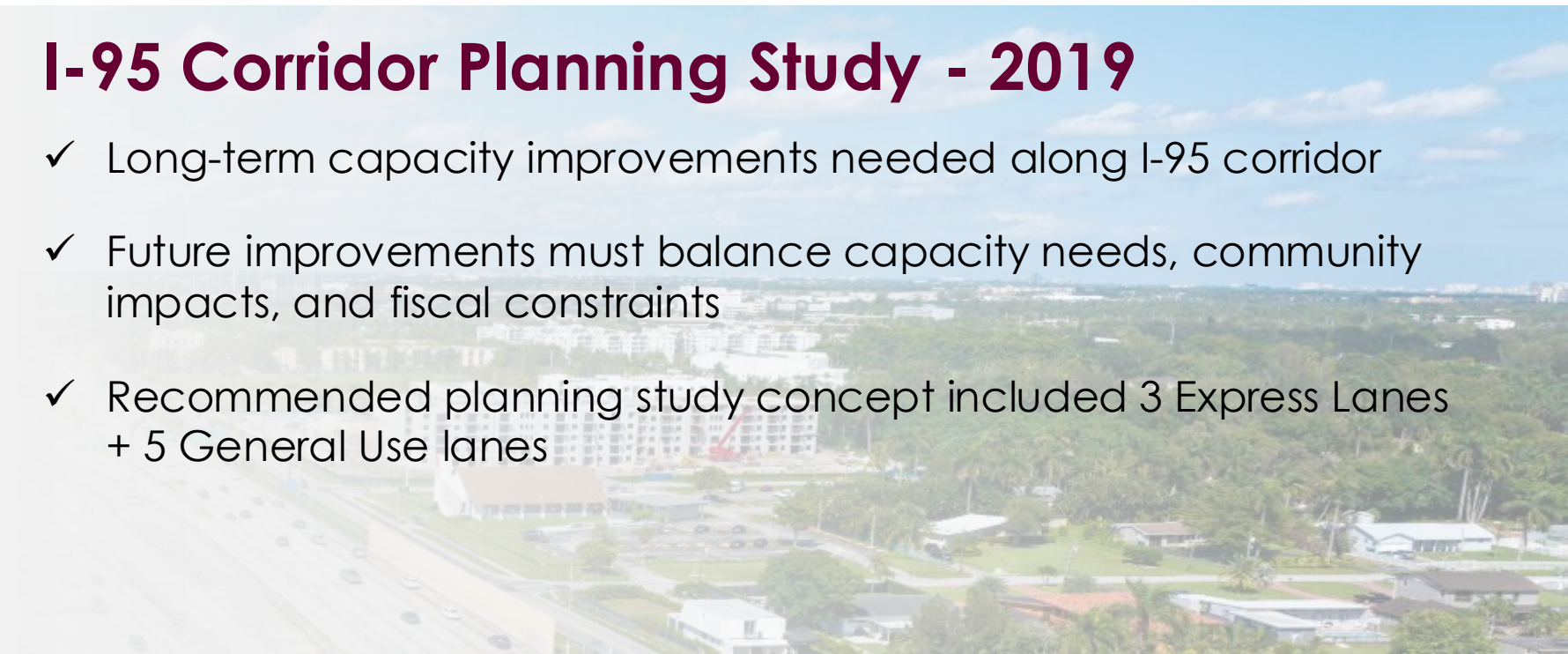
The purpose of the study is to:

- ✓ Address the operational deficiencies to relieve current and anticipated future congestion along the SR 9A / I-95 corridor
- ✓ Preserve the operational integrity and regional functionality of SR 9A / I-95

The project's other key goals include:

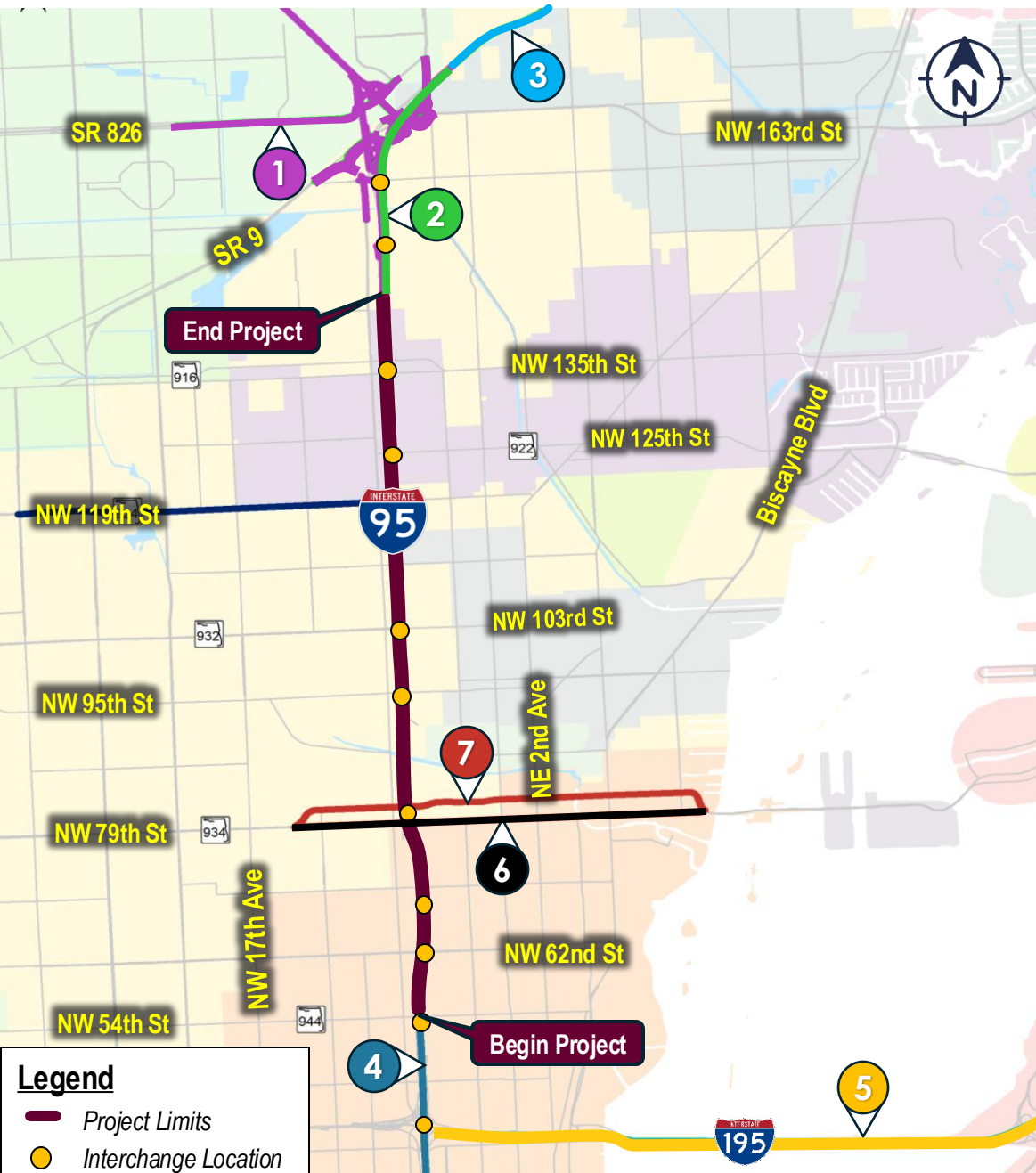
- Support regional transportation network
- Enhance safety, mobility, and circulation
- Enhance emergency evacuation and response times
- Upgrade facilities through sustainable and resilient investments
- Implement improvements that are sensitive to impacts on the community





-
- An aerial view of a multi-lane highway with traffic. The highway has multiple lanes in each direction, separated by a central divider. Vehicles, including cars and trucks, are distributed across the lanes, illustrating the concept of traffic flow and lane utilization.

On-Going Projects



7 Major programmed or on-going projects within project influence area

- 1 Golden Glades Interchange Improvements
- 2 SR 9A/I-95 from North of NW 143rd Street to South of Miami Gardens Drive (*Future PD&E Study*)
- 3 SR 9A/I-95 from South of Miami Gardens Drive to Broward County Line (*Design Phase*)
- 4 SR 9A/I-95 from US-1/South Dixie Highway to South of NW 62nd Street (*Future PD&E Study*)
- 5 SR 112/I-195 from NW 12th Avenue to SR 907 / Alton Road (*I-195 PD&E Study - Ongoing*)
- 6 SR 934/NW 79th Street from West of I-95 (13th Court) to 79th Street Causeway (*Design Phase*)
- 7 SR 934/NW 81st / 82nd Street from West of I-95 (13th Court) to 79th Street Causeway (*Design Phase*)

Existing Conditions | Mainline & Express Lanes



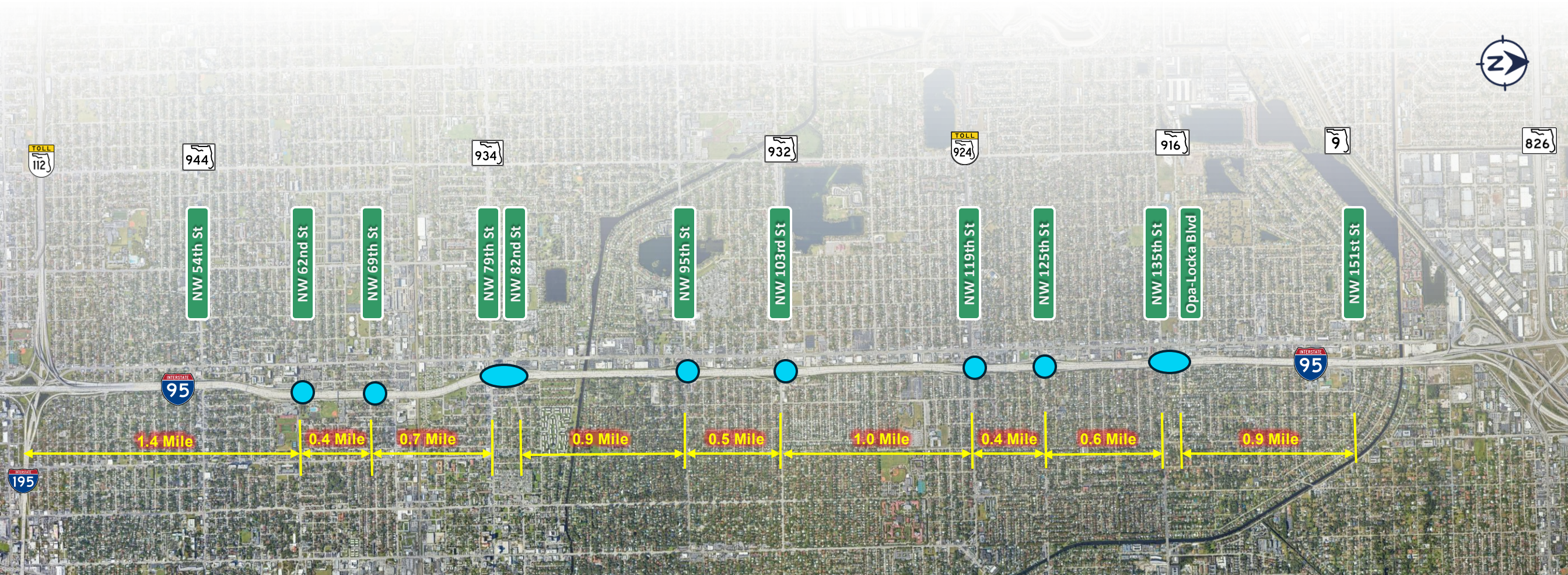
- Eight General Use Lanes and four Express Lanes
- Existing travel lane widths vary from 11-ft to 12-ft
- Existing shoulder widths vary from 6-ft to 12-ft
- Design Speed of 60 mph and Posted Speed of 55 mph
- Existing Right of Way varies from 213-ft to 390-ft with wider widths at interchanges



Existing Conditions | Service Interchanges



- Eight Interchange Locations
- Existing interchange spacing typically less than 1 mile
- Significant weaving and operational deficiencies due to close spacing



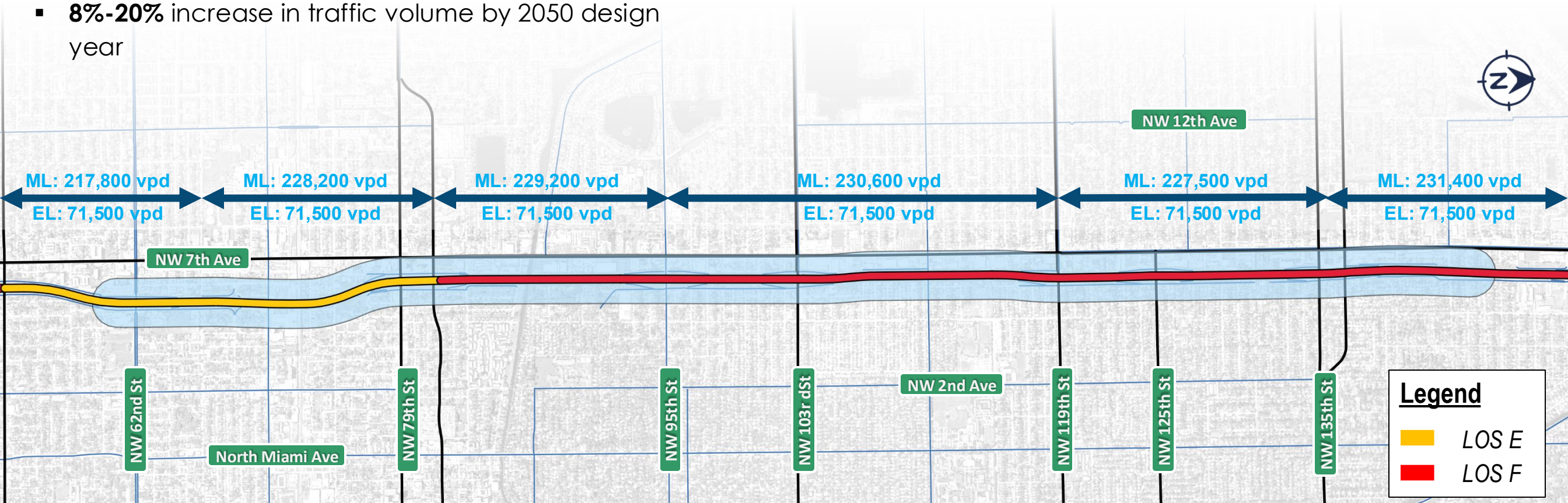
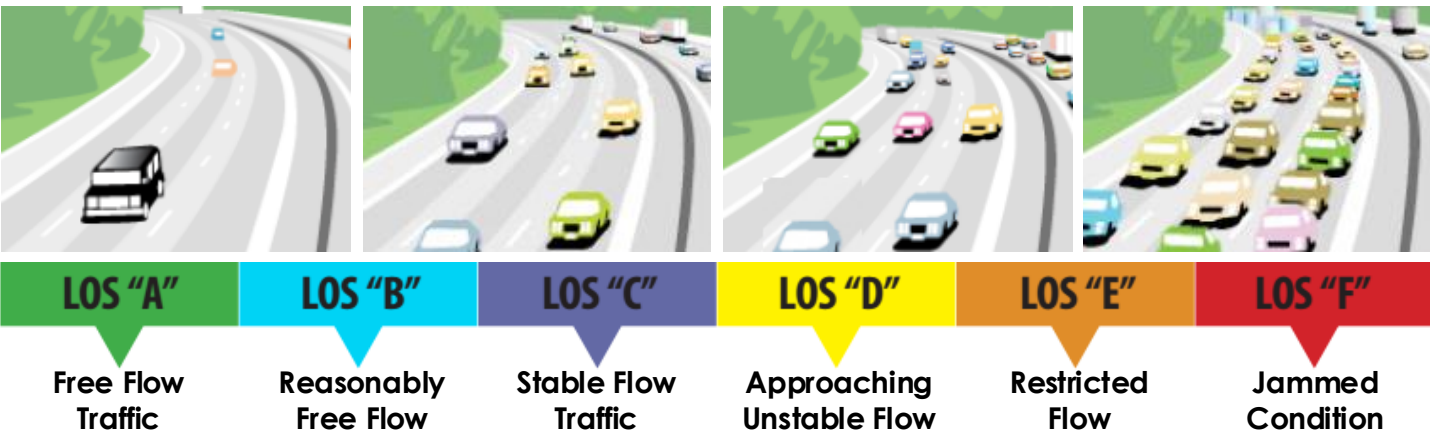
Existing Conditions | Traffic

2024 Existing Average Annual Daily Traffic (AADT)

- **Mainline:** 217,800 to 231,400 vehicles per day
- **Express Lanes:** 71,500 vehicles per day

2050 AADT Traffic Forecast

- **Mainline:** 235,000 to 276,700 vehicles per day
- **Express Lanes:** 102,000 vehicles per day
- **8%-20%** increase in traffic volume by 2050 design year



Existing Conditions | Safety

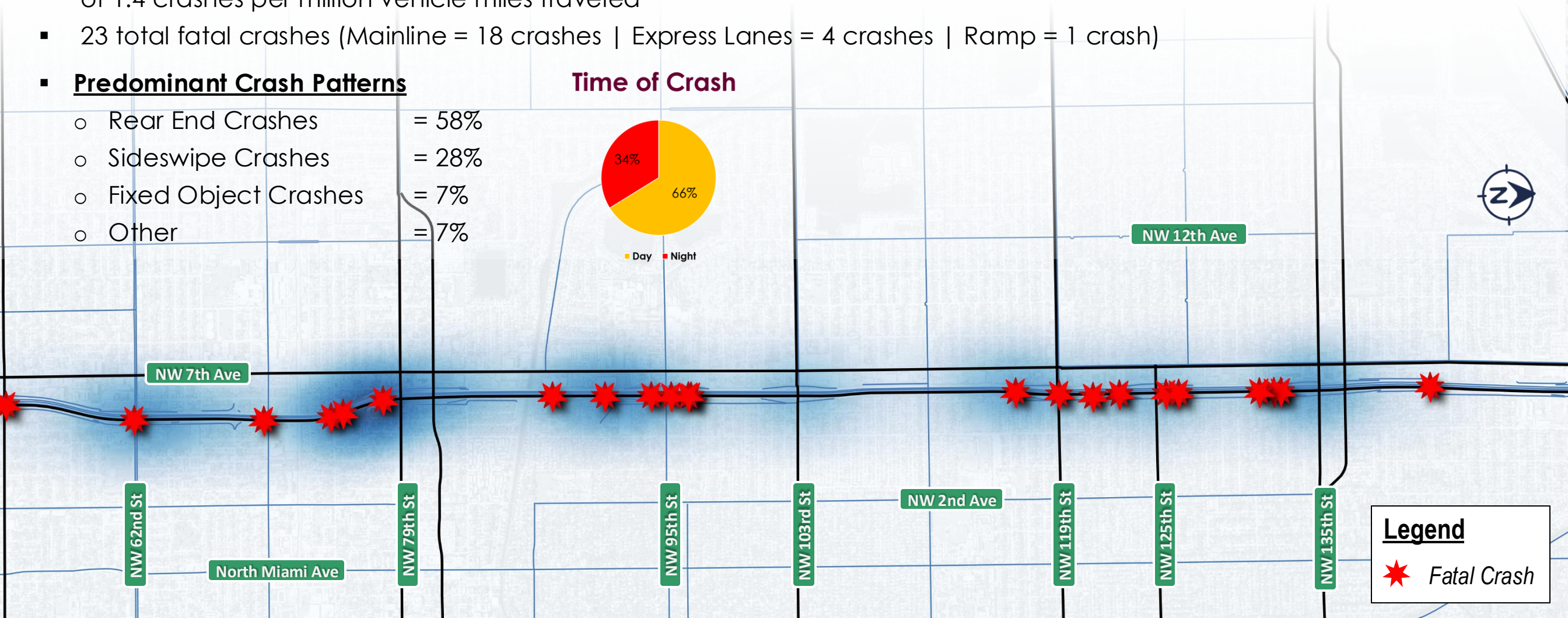
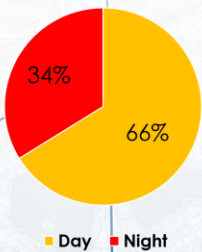
Crash Data (Latest 5 Years: 2021 – 2025)

- 1,494 crashes/year (Mainline = 1,309 crashes/year | Express Lanes = 142 crashes/year | Ramp = 43 crashes/year)
- Average Crash Rate = 2.3 crashes per million vehicle miles traveled, slightly higher than the corridorwide average of 1.4 crashes per million vehicle miles traveled
- 23 total fatal crashes (Mainline = 18 crashes | Express Lanes = 4 crashes | Ramp = 1 crash)

Predominant Crash Patterns

- Rear End Crashes = 58%
- Sideswipe Crashes = 28%
- Fixed Object Crashes = 7%
- Other = 7%

Time of Crash

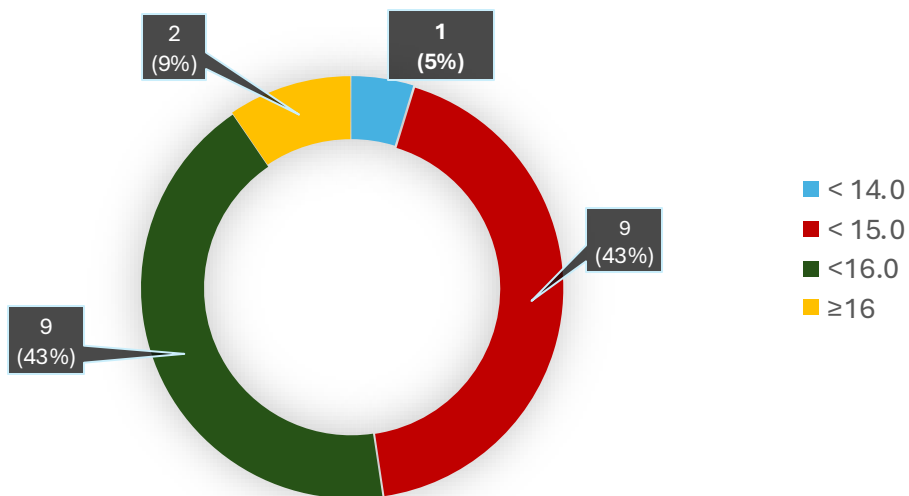


Existing Conditions | Bridge Conditions

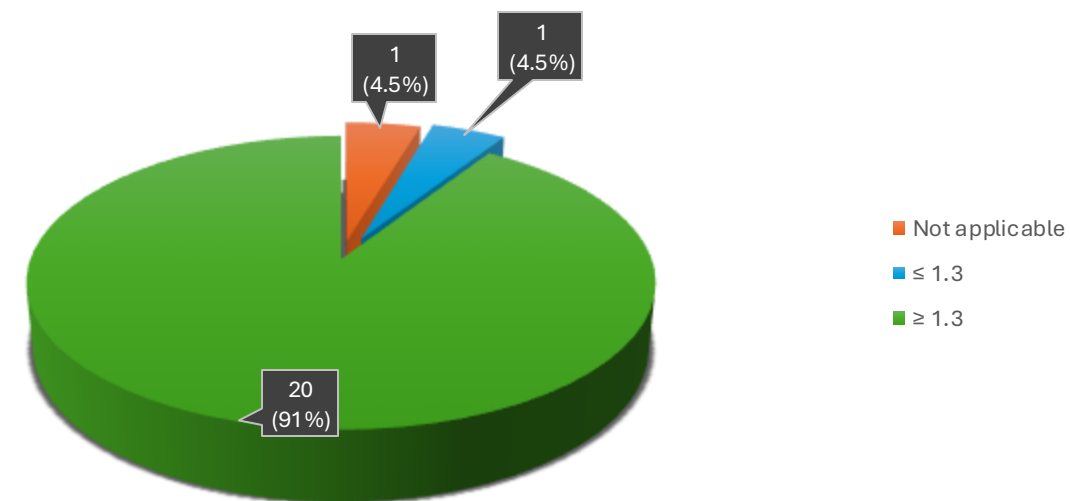
- 22 total existing bridges
- 20 bridges with satisfactory load rating factors, 1 with unsatisfactory rating, and 1 pedestrian bridge (load rating not applicable)
- Substructures of all existing bridges are in good conditions; Superstructures are mostly in good condition with a few in fair to satisfactory condition
- Most bridges have inadequate vertical clearance, with only 2 bridges having adequate clearance



Distribution By Min. Vertical Clearance (Feet)



Distribution By Operating Rating Factor



An aerial photograph of a multi-lane highway, likely I-95, with a city skyline visible in the distance. The highway has several lanes in both directions, with some vehicles visible. There are green overhead signs and a concrete barrier along the highway. The surrounding area is mostly green with trees and some buildings.

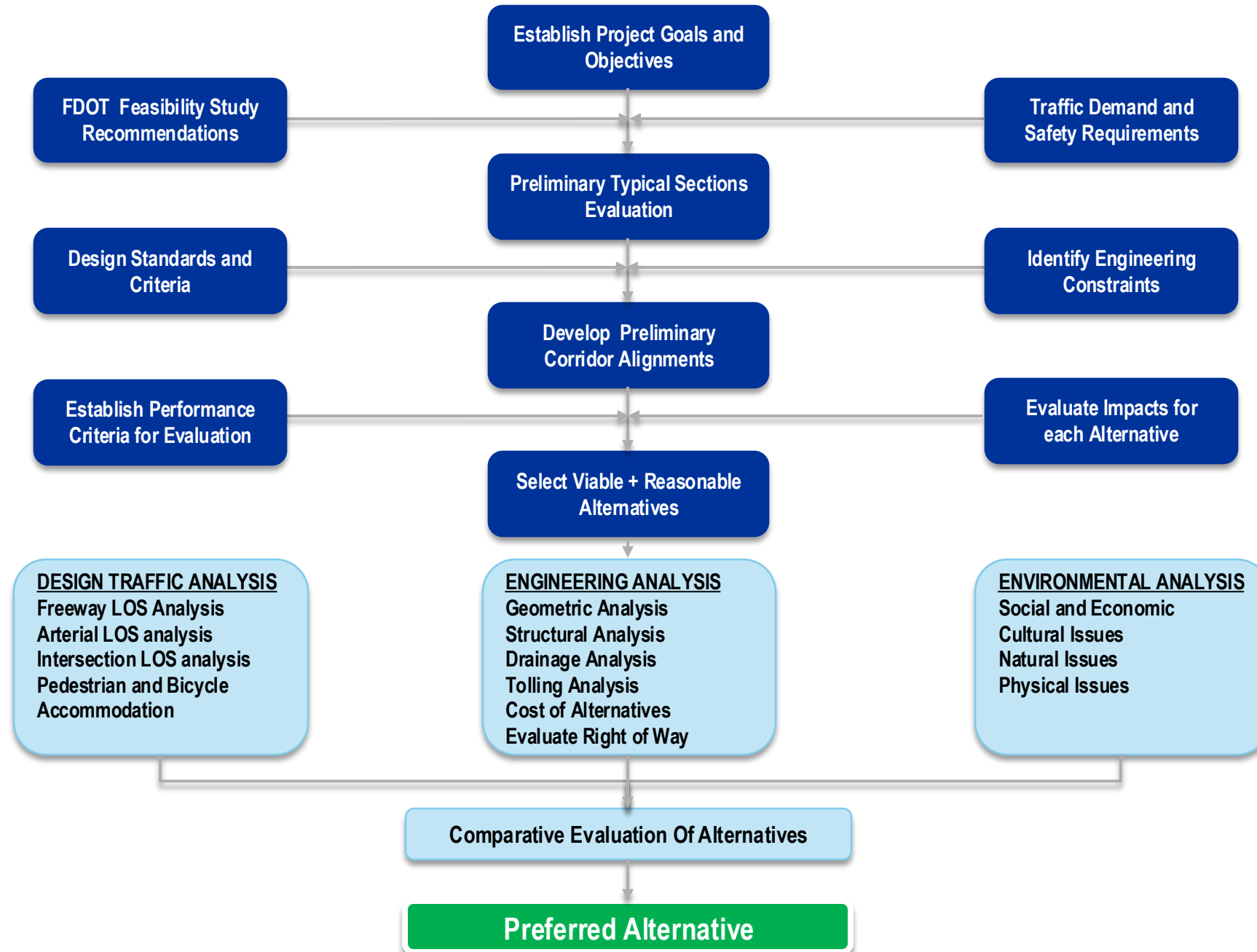
Alternatives Development & Evaluation

Alternatives Evaluation Process



Tier 1 - Preliminary

Tier 2 - Detailed





No Build and TSM&O Alternatives

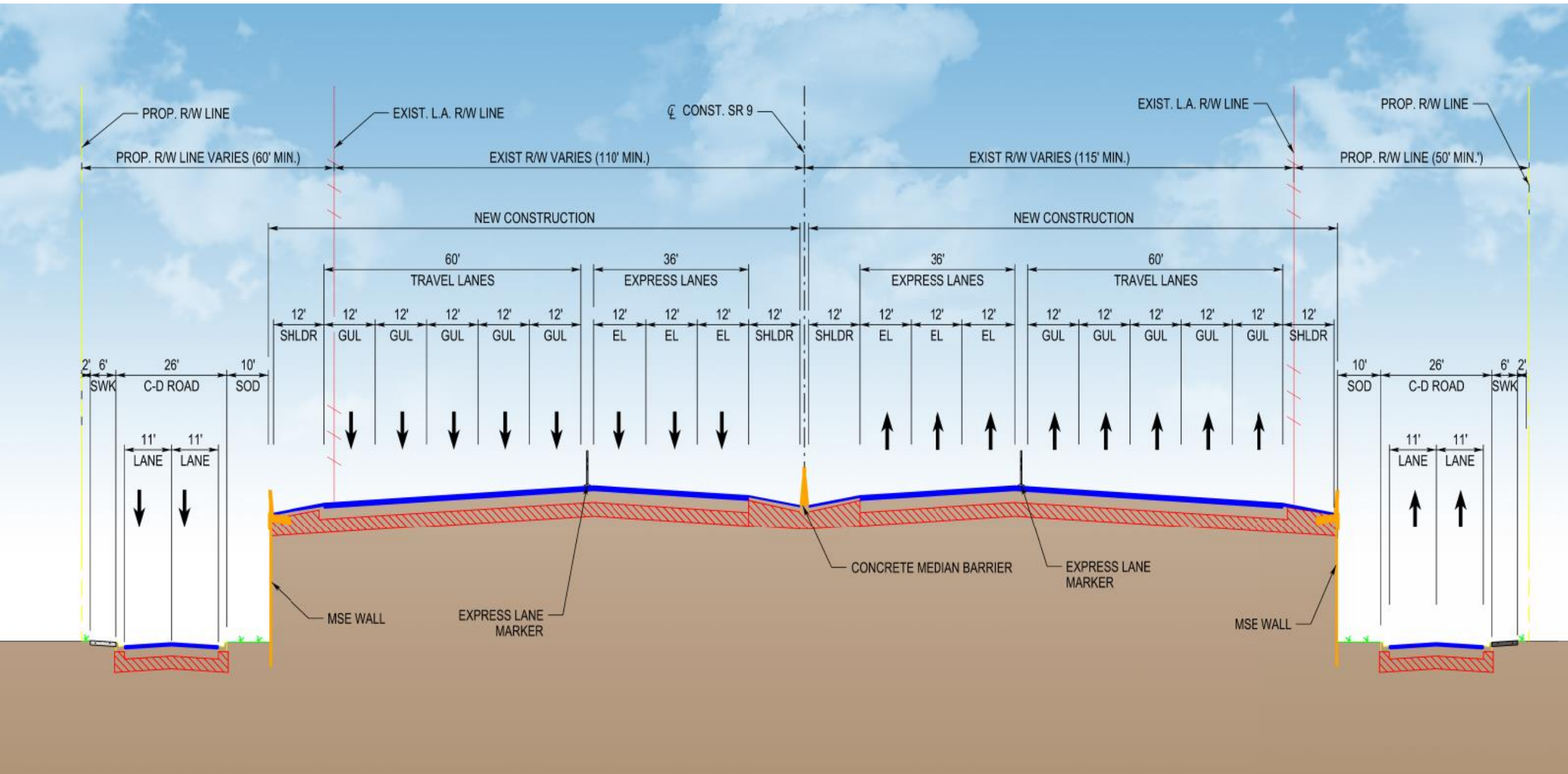
No Build Alternative

- Assumes no proposed improvements
- Serves as a baseline for comparison against the other alternatives
- Does not alleviate the current chronic congestion, operational, safety and mobility issues
- Corridor cannot be brought into compliance with SIS standards
- Does not satisfy the purpose and need for this project

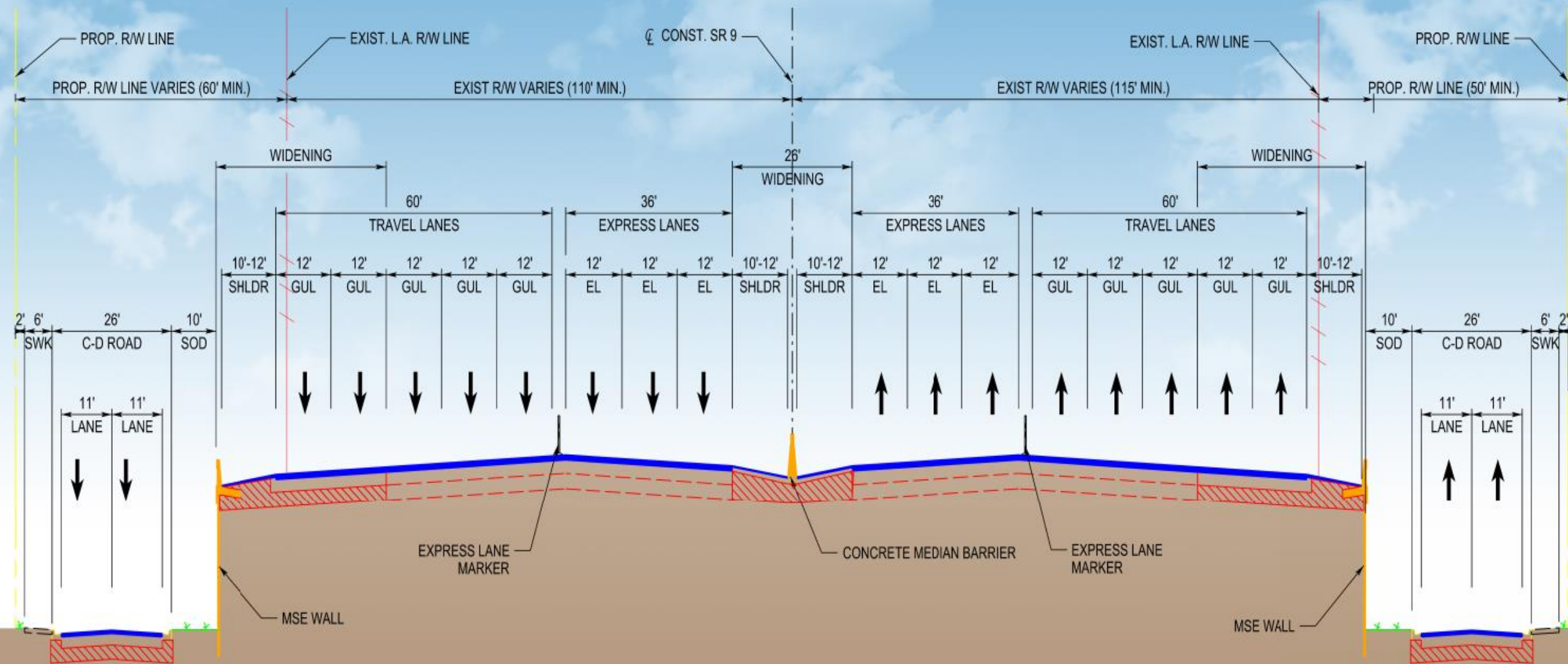
TSM&O Alternative

- Considers minor improvements to enhance operations and safety without the addition of through lanes. Include low-cost improvements such as
 - Auxiliary lanes between interchanges
 - Additional exclusive turn lanes at the interchange ramp terminals
 - Additional turn-lane storage at the interchange ramp terminals
 - Capacity improvements at the ramp junctions
 - Signal optimization of arterial network connecting I-95
 - Enhanced signage
 - New ITS technologies and infrastructure
- The TSM&O improvements are only viable in combination with the Build Alternatives

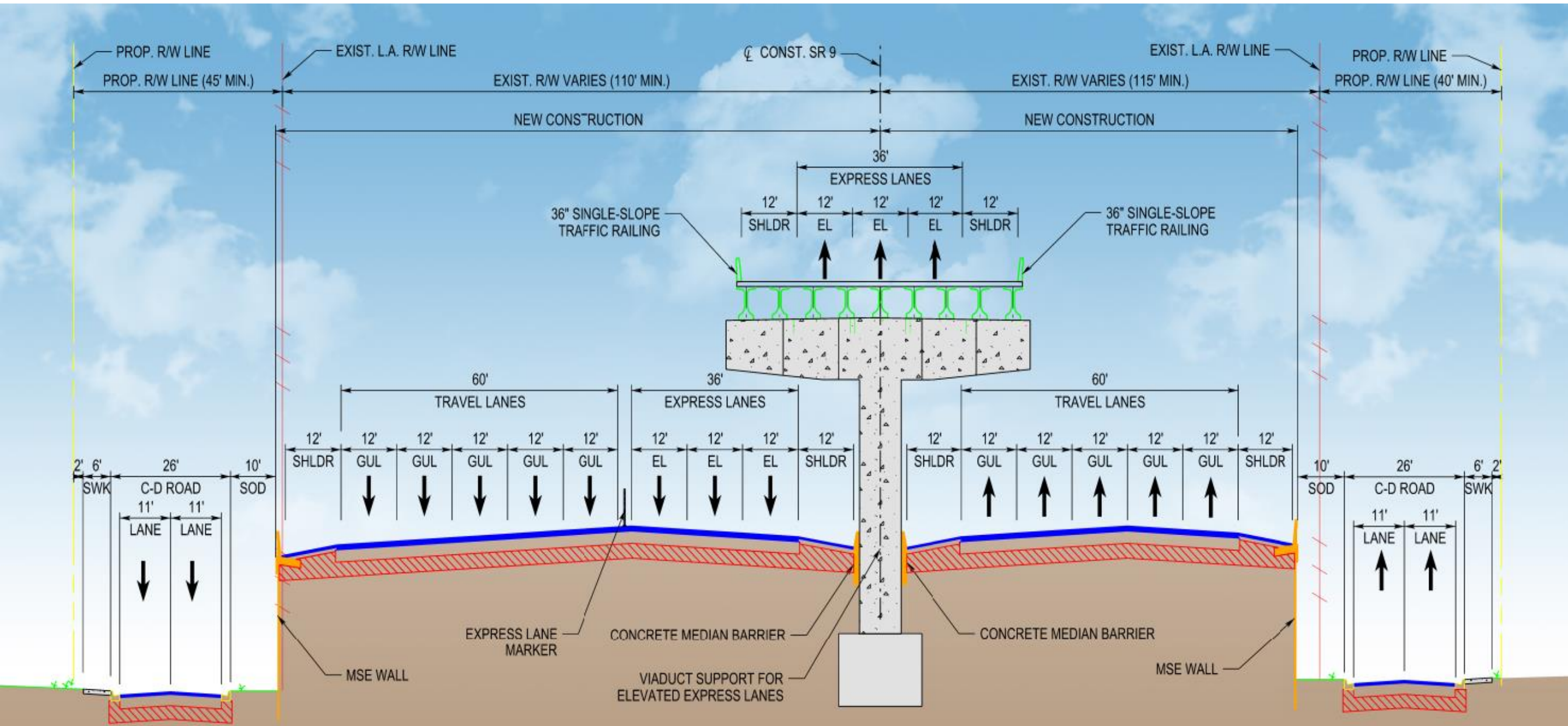
Build Alternative 1 | Complete Corridor Reconstruction



Build Alternative 2 | Corridor Widening

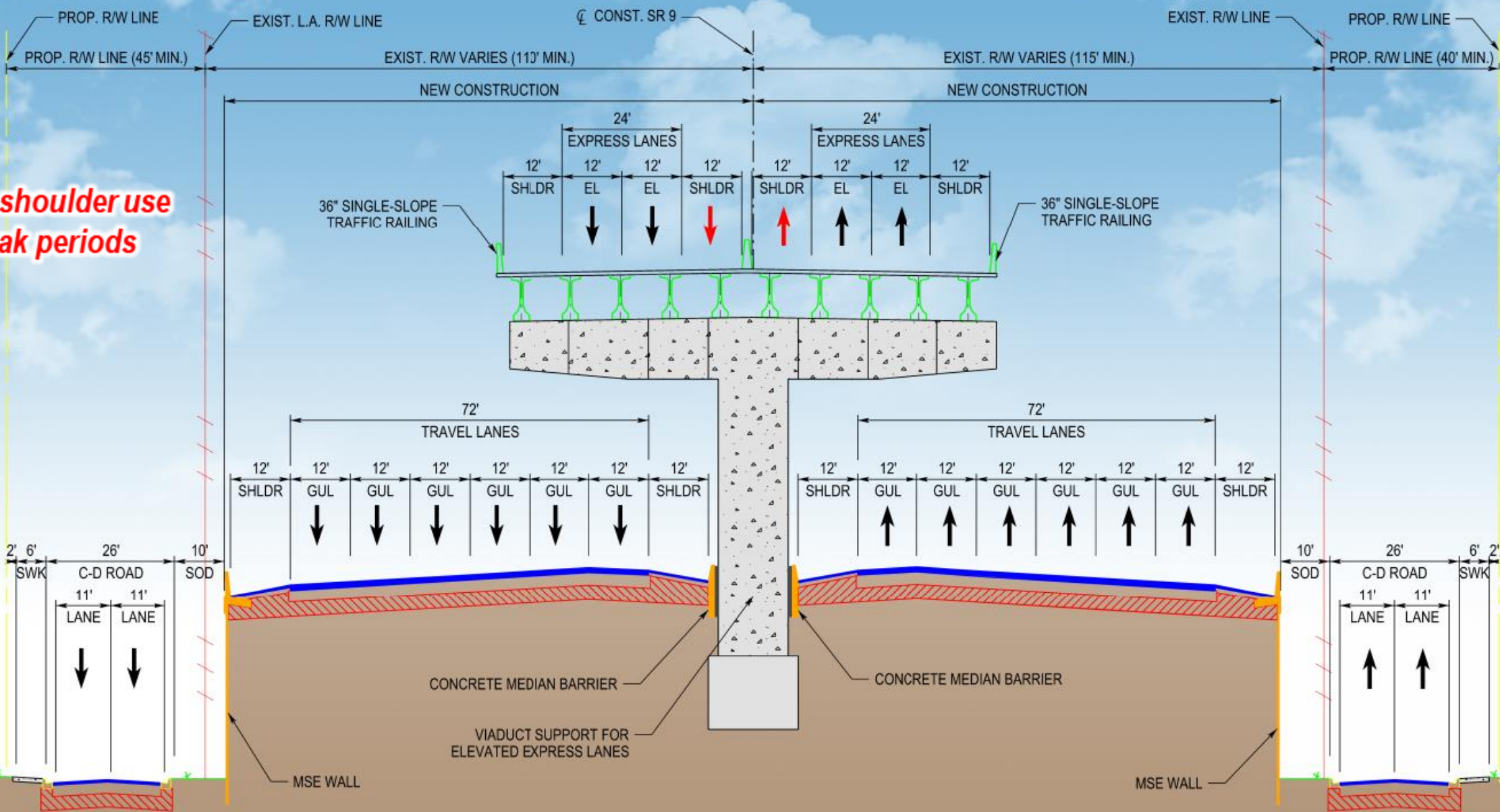


Build Alternative 3 | NB Elevated Viaduct



Build Alternative 4 | NB & SB Elevated Viaduct

Part-time shoulder use
during peak periods



NOTE: * SHOULDERS MAY OPERATE AS EXPRESS LANES WHEN REQUIRED.

Reversible Express Lanes Concept

Movable Barrier (Zipper) System

-  **Physical Separation:** Requires barrier machine to transfer concrete elements between directional flows.
-  **Space Footprint:** Demands continuous barrier storage pockets and wide transition zones.
-  **Emergency Access:** Narrow inside shoulders hamper incident management and first responders.
-  **High Maintenance:** High daily mechanical operation, staffing, and equipment upkeep costs.

Directional Split Analysis vs. Requirement

Weekday AM Peak Period **NB 37%** | **SB 63%**



Weekday PM Peak Period **NB 57%** | **SB 43%**



Industry Standard Threshold Not Met

Reversible lane operations typically require a **≥ 70/30 directional split** to justify capital cost and avoid starvation in the off-peak direction.



Verdict – Not a Viable Alternative

Primary Factor: Directional volumes are too balanced to support reversible geometry without creating severe off-peak congestion.

Secondary Factors: Breakdown risks, tolling complexity and high lifecycle maintenance costs.

Tier 1

Preliminary Alternatives Evaluation

Tier 1 | Alternatives Evaluation Process



3

Constrained Areas

Focused preliminary analysis on the corridor locations with the greatest constraints.

4

Project Workshops

Presented technical information and preliminary engineering, while gathering participant input

10

Performance Criteria

Established metrics for consistent qualitative evaluation across all alternatives

Operations & Safety

- 01** Traffic Operations & Safety Improvements
- 02** Geometric Compliance to Design Controls
- 03** Toll and Revenue Impact

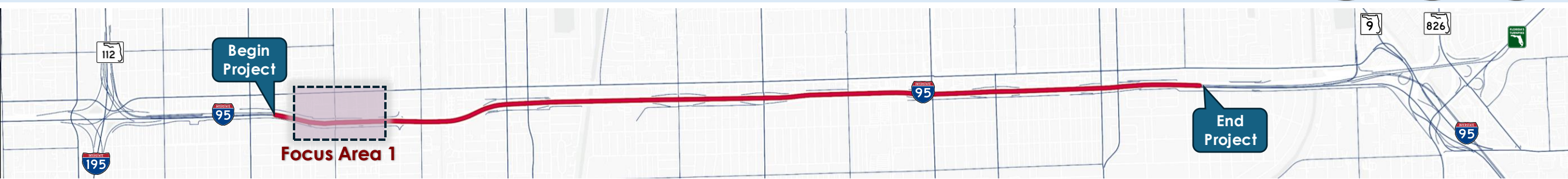
Community & Environment

- 04** Stormwater Management Impacts
- 05** ROW & Property Impacts
- 06** Visual & Aesthetic Impacts
- 07** Social & Neighborhood Impacts

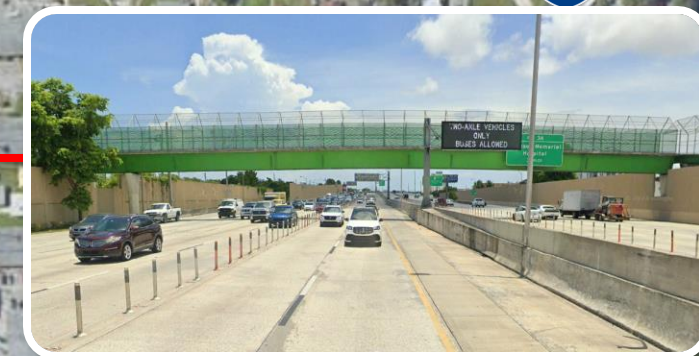
Constructability & Cost

- 09** Temporary Traffic Control and Constructability
- 09** Construction Costs and Funding
- 10** Long-Term Maintenance Costs

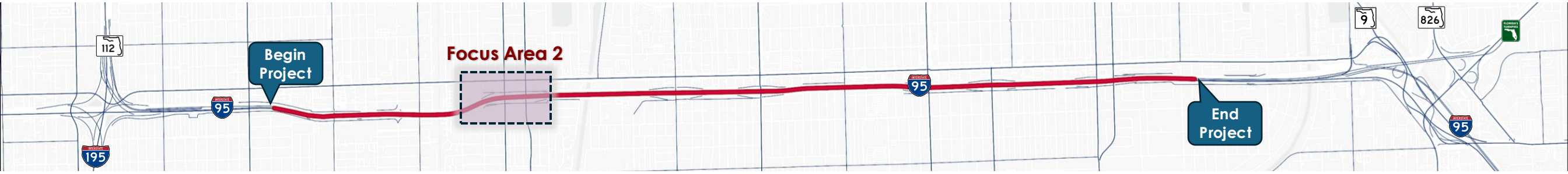
Focus Area 1: South of NW 62nd St to North of NW 69th St



Eddison Apartments



Focus Area 2: South of NW 79th St to North of NW 81st St



Focus Area 3: South of NW 131st St to North of NW 135th St



Tier 1 | Alternatives Comparison Summary



Performance Criteria	Build Alternative 1	Build Alternative 2	Build Alternative 3	Build Alternative 4
1. Traffic Operations & Safety Improvements	High	Moderate	High	Very High
2. Geometric Compliance to Design Controls	Very High	Low	High	High
3. Toll and Revenue Impact	Moderate	Low	High	Very High
4. Temporary Traffic Control and Constructability Impacts	High	Moderate	High	Very High
5. ROW & Property Impacts	Very High	Moderate	High	High
6. Stormwater Management Impacts	High	Moderate	Very High	Very High
7. Visual & Aesthetic Impacts	Moderate	Low	Very High	Very High
8. Social and Neighborhood Impacts	Moderate	Low	Very High	Very High
9. Construction Costs and Funding	Moderate	Moderate	High	Very High
10. Long-Term Maintenance Costs	Low	Moderate	High	Very High

Tier 2

Detailed Alternatives Evaluation

2050 Future Traffic – No-Build Conditions



I-95 Segment	Mainline				Express Lanes			
	AADT	No. of Lanes	NB LOS	SB LOS	AADT	No. of Lanes	NB LOS	SB LOS
South of NW 62nd Street	232,450	10	F	F	86,000	4	F	F
NW 62nd Street to NW 69th Street	240,850	8	F	F	86,000	4	F	F
NW 69th Street to NW 79th Street	252,850	8	F	F	86,000	4	F	F
NW 79th Street to NW 95th Street	253,500	8	F	F	86,000	4	F	F
NW 95th Street to NW 103rd Street	253,900	10	F	F	86,000	4	F	F
NW 103rd Street to NW 119th Street	255,700	8	F	F	86,000	4	F	F
NW 119th Street to NW 125th Street	237,000	8	E	F	86,000	4	F	F
NW 125th Street to NW 135th Street	247,700	10	F	F	86,000	4	F	F
North of NW 135th Street	256,800	10	F	F	86,000	4	F	F

Note: LOS results based on HCS Basic Freeway Analysis



2050 Future Traffic – Build Conditions



I-95 Segment	Mainline				Express Lanes			
	AADT	No. of Lanes	NB LOS	SB LOS	AADT	No. of Lanes	NB LOS	SB LOS
South of NW 62nd Street	253,900	12	C	E	102,000	6	C	D
NW 62nd Street to NW 69th Street	249,200	10	D	E	102,000	6	C	D
NW 69th Street to NW 79th Street	261,700	12	D	E	102,000	6	C	D
NW 79th Street to NW 95th Street	276,700	12	D	E	102,000	6	C	D
NW 95th Street to NW 103rd Street	238,200	10	D	E	102,000	6	C	D
NW 103rd Street to NW 119th Street	266,000	12	D	D	102,000	6	C	D
NW 119th Street to NW 125th Street	235,000	10	D	D	102,000	6	C	D
NW 125th Street to NW 135th Street	246,000	10	D	D	102,000	6	C	D
North of NW 135th Street	258,300	12	D	C	102,000	6	C	D

Note: LOS results based on HCS Basic Freeway Analysis



Collector-Distributor System



Existing Operational Issues

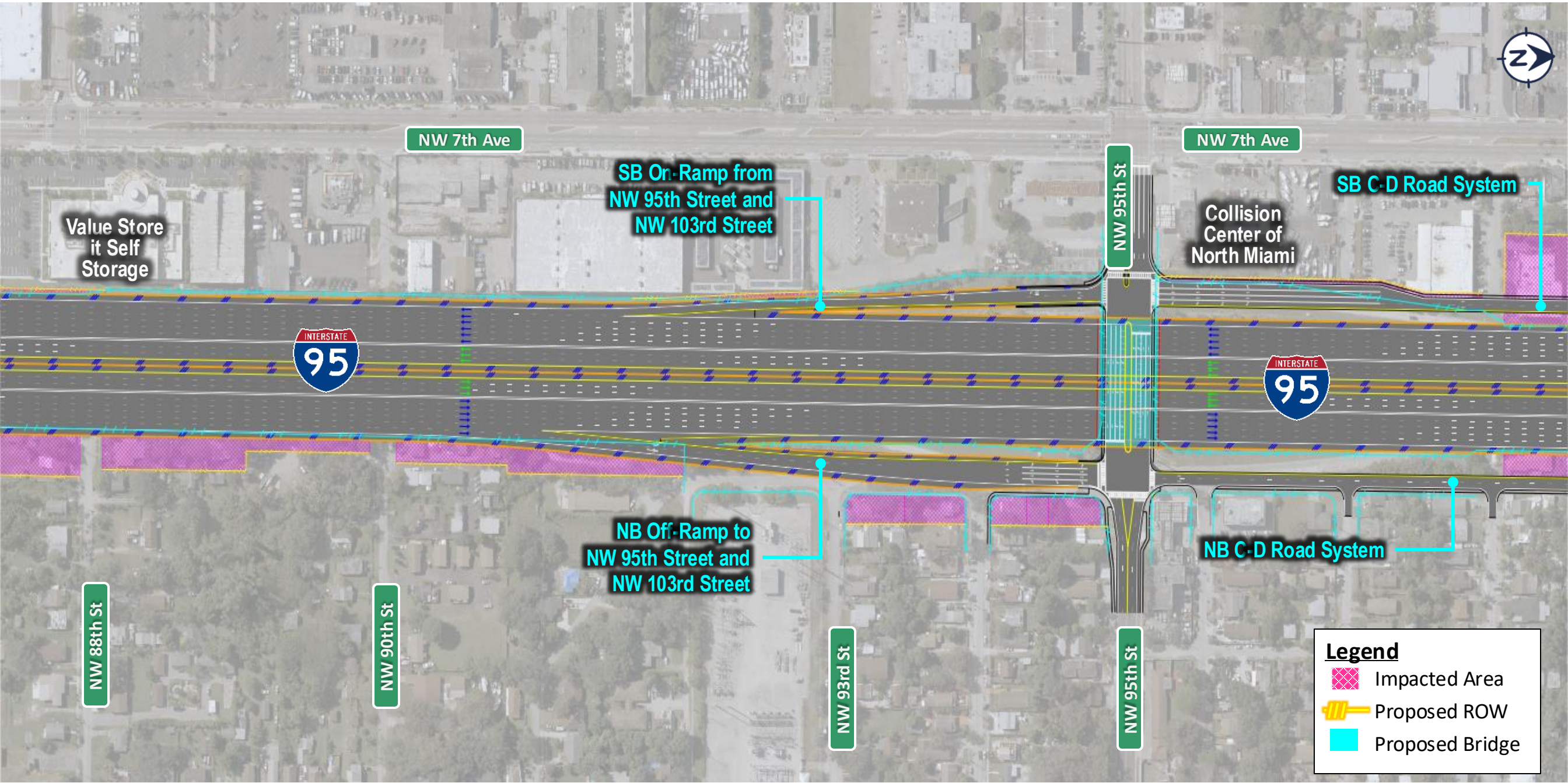
- Short interchange spacing creates overlapping merge, diverge, and weaving movements.
- Frequent lane changes disrupt mainline flow, reduce capacity, and increase congestion.
- Ramp queues may spill back onto I-95, causing sudden slowing and unreliable travel times.
- Speed differences and last-minute maneuvers increase rear-end and sideswipe crash risks.

C-D Road System Benefits

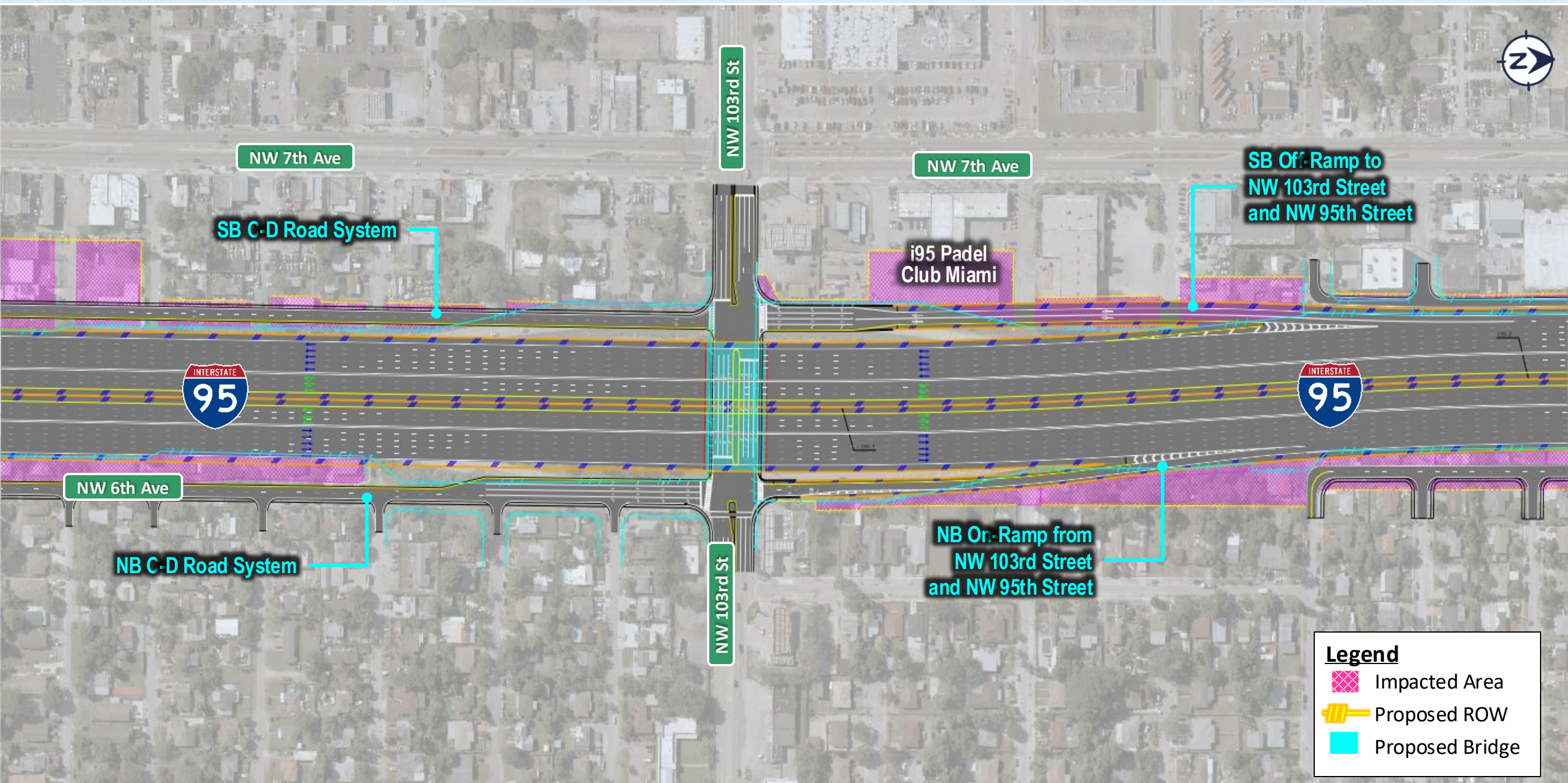
- Separates entering, exiting, and weaving traffic from the I-95 mainline through lanes.
- Reduces lane-changing and weaving conflicts between the closely spaced interchanges.
- Improves mainline traffic flow by reducing turbulence caused by interchange-related movements.
- Enhances safety by reducing sideswipe, rear-end, and merging-related conflicts.



Collector-Distributor System



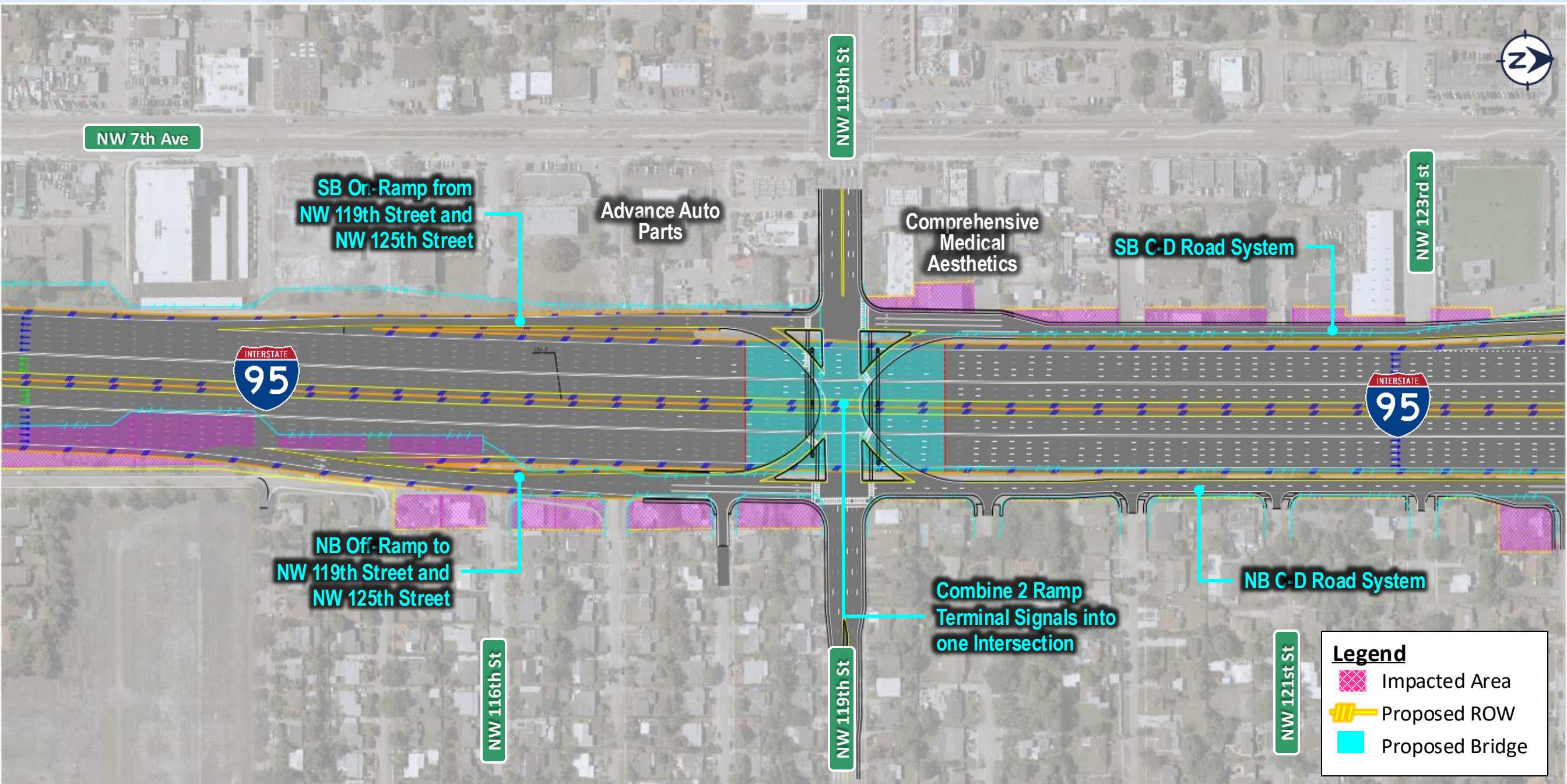
Collector-Distributor System



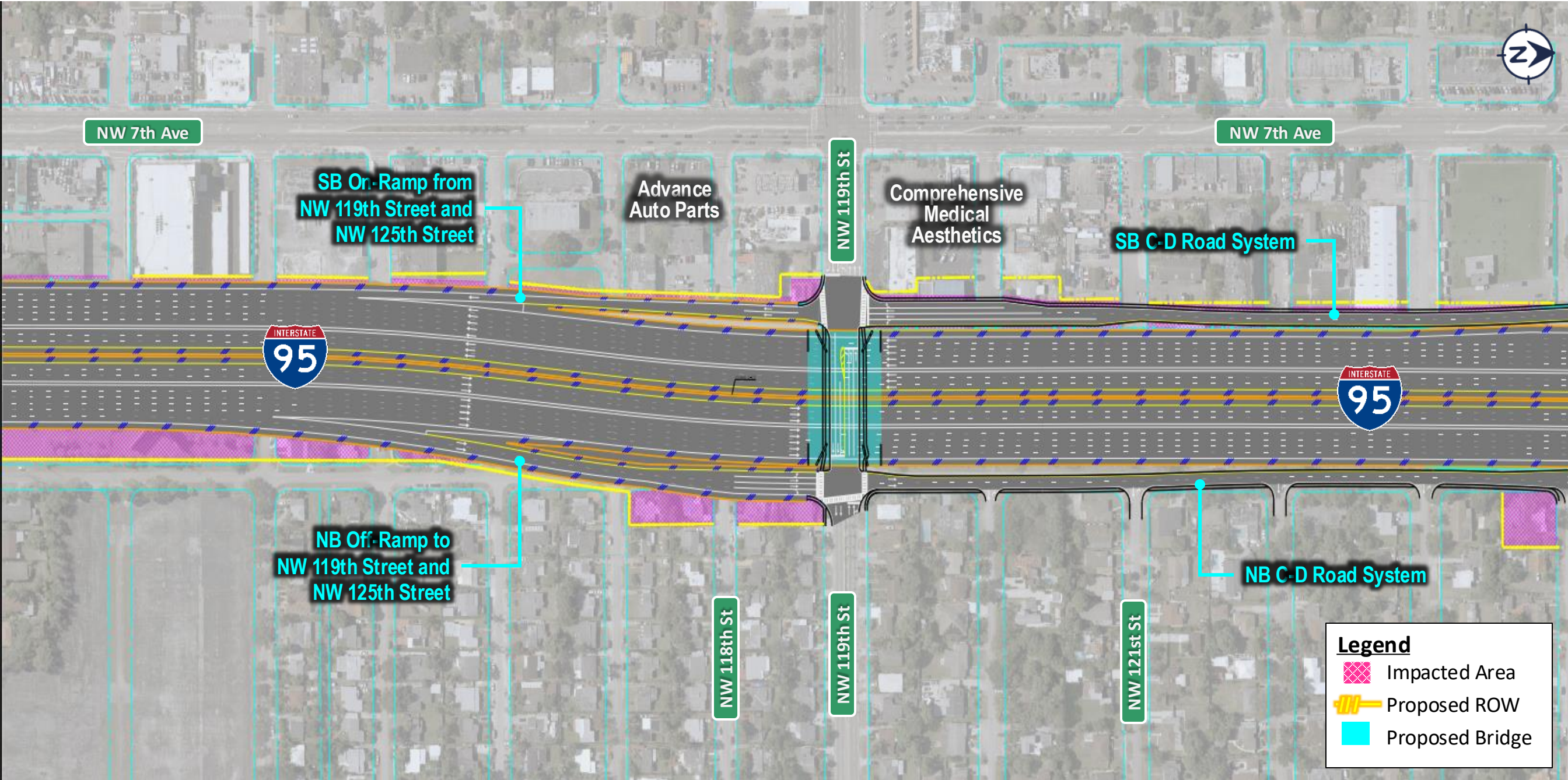
Legend

- Impacted Area
- Proposed ROW
- Proposed Bridge

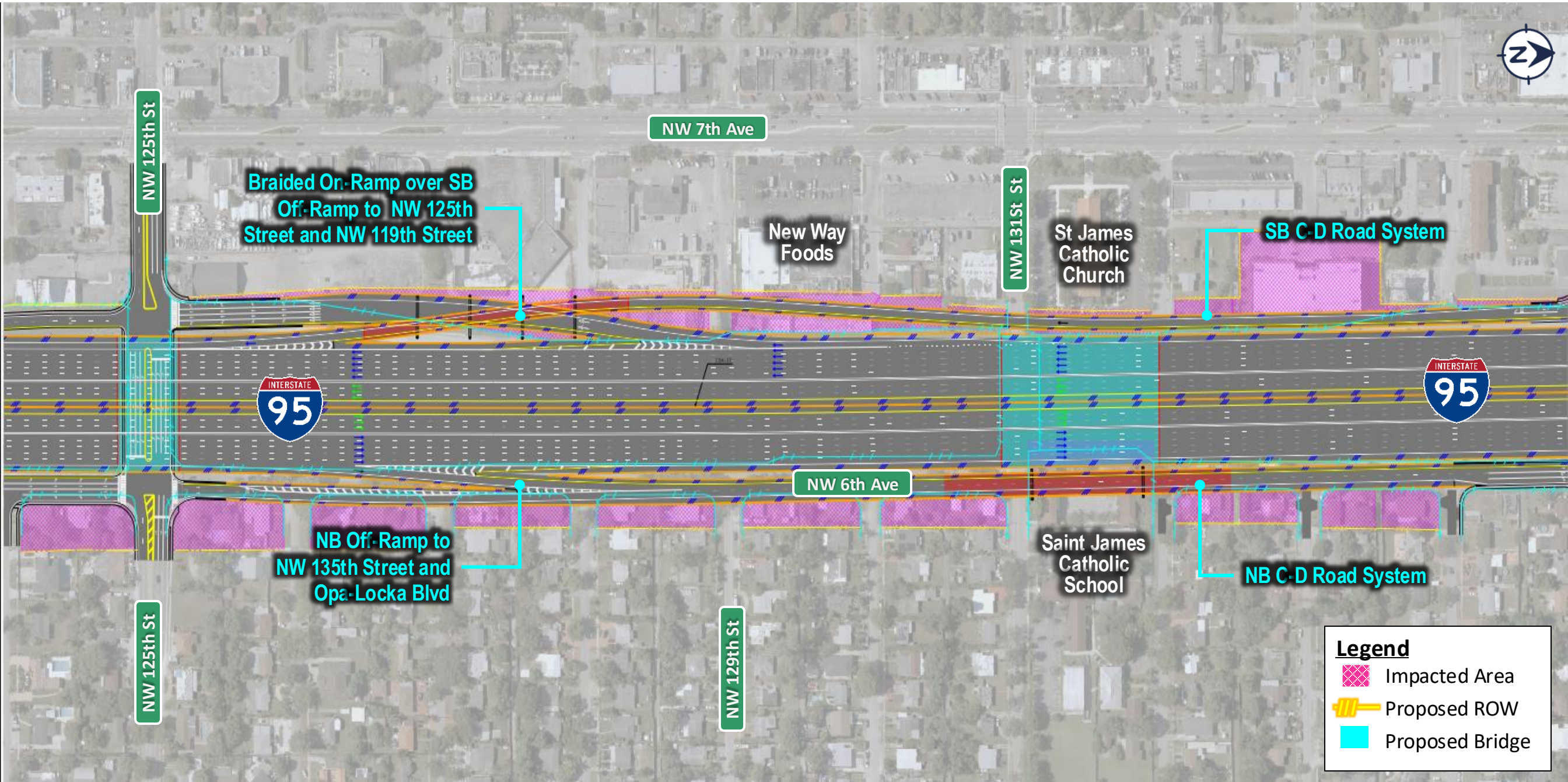
Build Alternative 1 | Single Point Urban Interchange



Build Alternative 2 | Tight Urban Diamond Interchange



Braided Ramps Concept



Potential ROW Impacts

Potential ROW impacts to **349 properties** under **Alternative 1** and **343 properties** under **Alternative 2** along the corridor, as follows:

Parcel Category	Alternative 1	Alternative 2
Residential	210	203
Commercial	67	72
Vacant Residential	17	16
Vacant Commercial	22	21
Government/Municipal	21	19
Religious	3	3
Schools (Parcels)	9	9
Total	349	343

- No recreational parcel is impacted.
- Nine (9) school properties includes seven (7) parcels owned by the Miami-Dade County School Board and two (2) parcels owned by Barry University.
- Three religious parcel impacted – one (1) parcel owned by Trinity Church Inc, and two (2) parcel owned by St James Catholic Church and School for both Alternatives.



ROW Acquisition Process



- FDOT Right of Way Specialists available to address questions

Tania Shagoury

Deputy Right Of Way Manager-Production
Florida Department of Transportation - District Six
1000 NW 111th Avenue
Miami, Florida 33172
(305) 470-5193
tania.shagoury@dot.state.fl.us

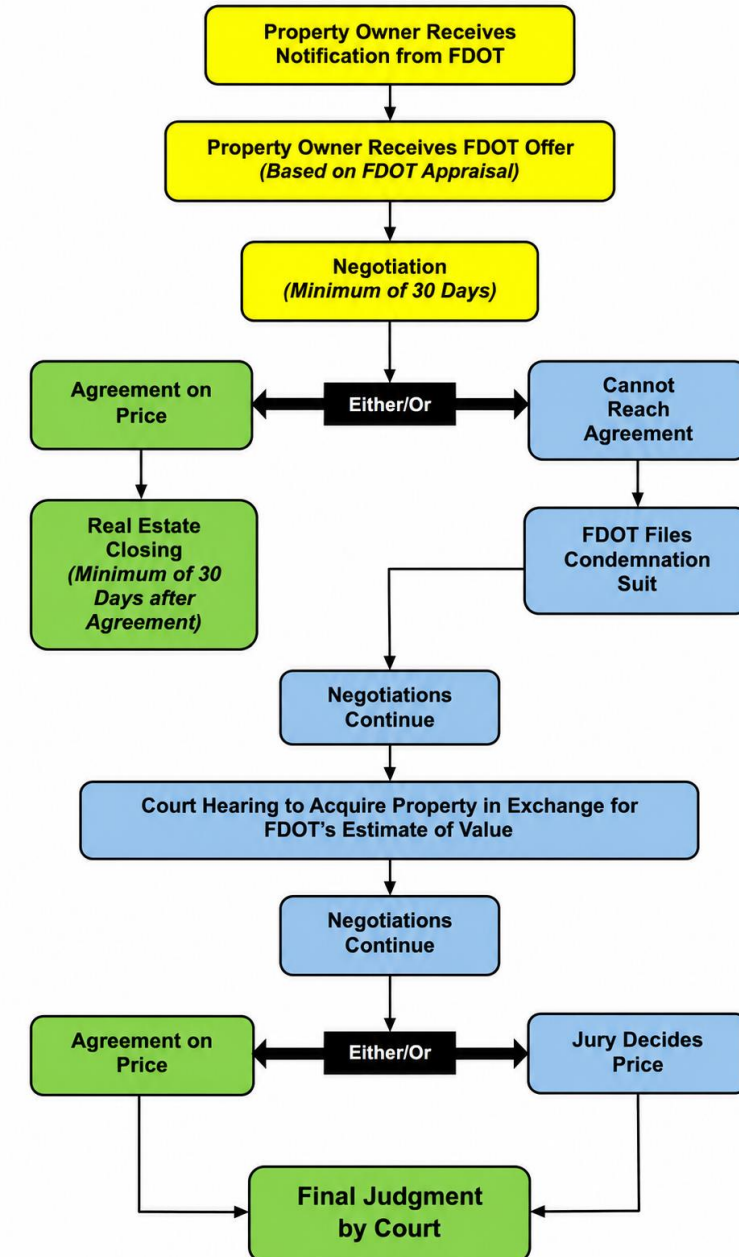
Richard R. Glass, SR/WA

Glass Land Acquisition Service Specialists, Inc.
6401 SW 87th Avenue, Suite 112
Miami, Florida 33173
(305) 270-8980
Richard.Glass@glasslandacq.com

RESIDENTIAL RELOCATION UNDER THE FLORIDA RELOCATION ASSISTANCE PROGRAM



RELOCATION ASSISTANCE BUSINESSES, FARMS, AND NON-PROFIT ORGANIZATIONS



Potential Environmental Impacts



SOCIAL & ECONOMIC

- Moderate Social and Land Use Effects
- Enhanced Economic and Mobility Benefits
- Moderate Aesthetic Impact
- Substantial Relocation and Right-of-Way Impacts



CULTURAL RESOURCES

- No archeological sites identified
- 352 historical resources identified
- Five National Register Eligible Historic resources
 - Two historic districts
 - Three individual structures



NATURAL RESOURCES

- Minimal impacts to existing natural resources including
 - Little River Canal
 - Biscayne Canal
- Minimal impacts to threatened and endangered species
- Minimal impacts to water quality



PHYSICAL ENVIRONMENT

- 632 Noise sensitive sites (33 residential areas and 34 Special land use sites such as parks, schools, religious facilities, etc.
- Existing noise barriers will be replaced
- 22 contaminated sites within corridor buffer

Public Involvement

- **Continue and expand outreach effort**
- **Local Agency Coordination**
 - Miami-Dade TPO Board
 - Greater Miami Expressway Agency (GMX)
 - Miami-Dade County DTPW
 - City of Miami
 - City of North Miami
 - Village of Miami Shores
- **Project Advisory Group**
 - PAG #1 ([Tuesday, October 14, 2025](#))
 - PAG#2 ([Wednesday, July 22, 2026](#))
- **Stakeholder Meetings** – Available upon request
- **Public Meetings**
 - Kick-Off Meeting ([November 2024](#))
 - Alternatives Public Workshop ([September 2026](#))
 - Public Hearing



Coordination | Municipalities & Agencies



Municipalities



Agencies



An aerial photograph of a multi-lane highway, likely I-95, with a city skyline visible in the distance. The highway has several lanes in both directions, with some vehicles visible. There are green trees and some buildings along the sides of the road. The text "Project Schedule & Next Steps" is overlaid in the center in a large, bold, blue font.

Project Schedule & Next Steps

PD&E Schedule



Activity	2024		2025				2026				2027				2028		
	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer
Begin Study		★															
Data Collection																	
Agency and Public Kick-Off Meeting																	
Develop & Analyze Alternatives																	
Prepare Environmental Studies																	
Project Advisory Group Meetings																	
Alternatives Public Workshop																	
Develop Preferred Alternative																	
Public Hearing																	
Final PD&E & Environmental Docs																	
Location and Design Concept Acceptance (LDCA)																	★
Public Involvement																	

We are here!

Contact Information

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Monica Diaz

Community Outreach Specialist
Infinite Source Communications
7270 NW 12 Street, Ste. 730
Miami, FL 33126
305-640-8122

monica@iscprgroup.com



Project Website

www.southflroads.com/sr9apde





Open Discussion

Rules of Engagement

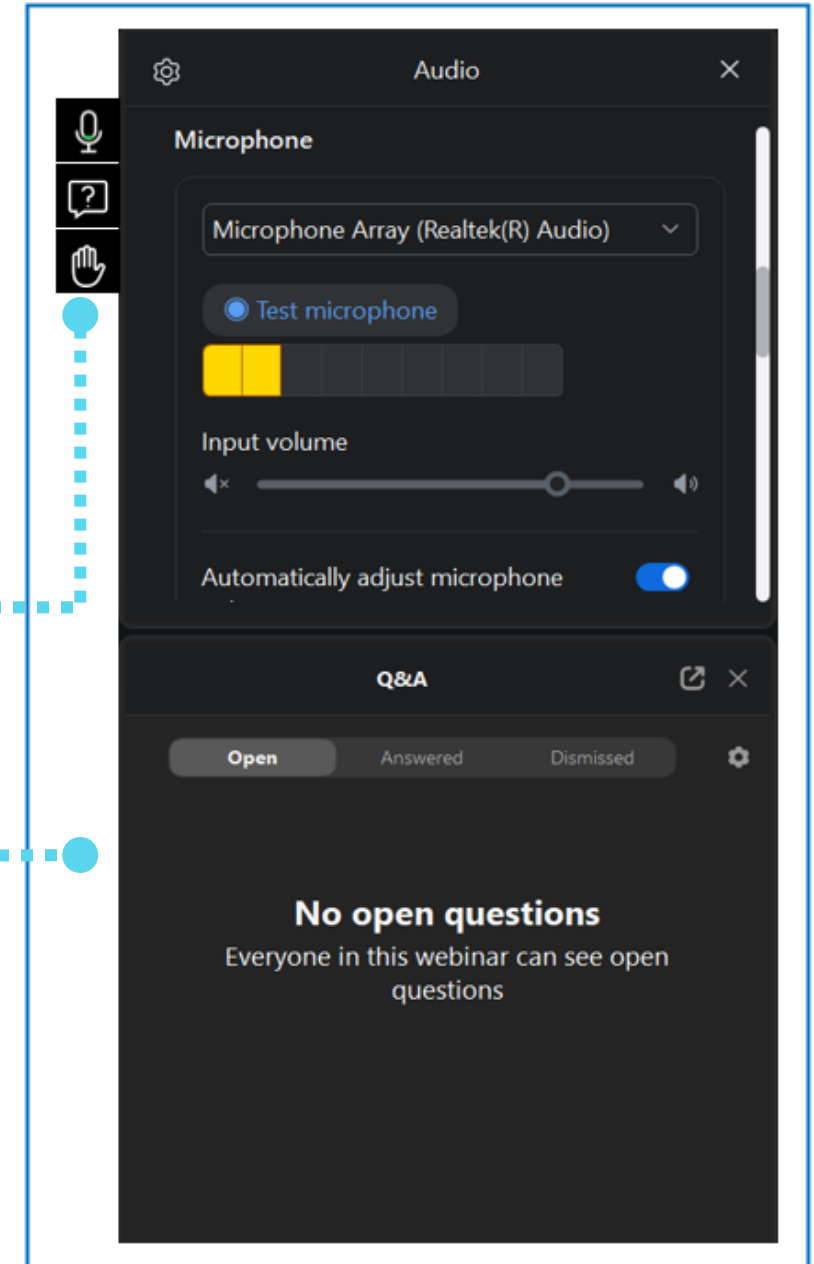
All Virtual (online) attendees will remain muted throughout the Meeting.

To submit a question during the question period

- Call
- **Raise Hand during comment period. You will be unmuted in the order hands were raised**
- Submit comment via question box

Call technical assistance

- 1-800-418-0524



Thank You!



SR 9A / I-95 PD&E STUDY
FROM S OF NW 62ND STREET TO N OF NW 143RD STREET

