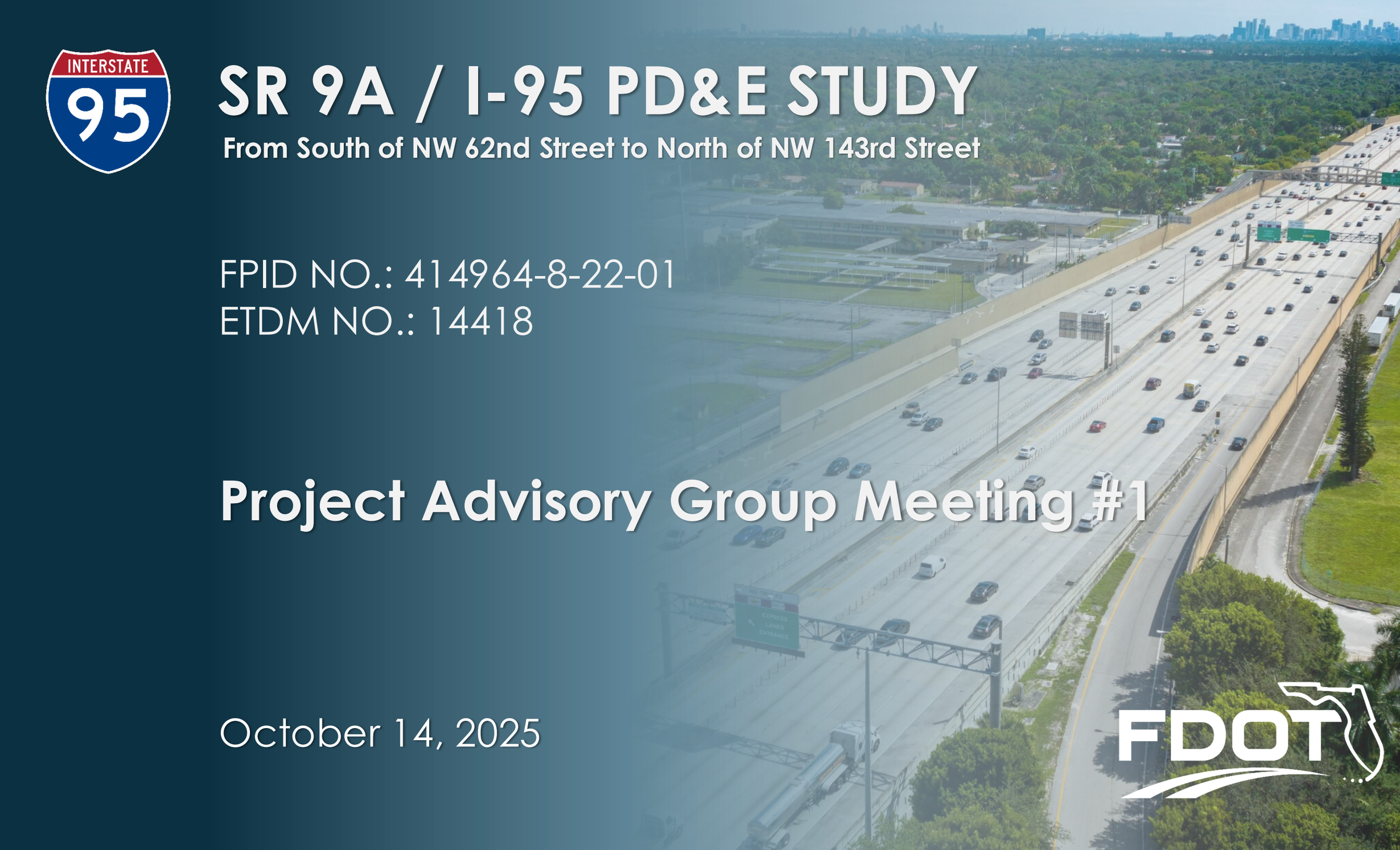
# SR 9A / I-95 PD&E STUDY

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

FPID NO.: 414964-8-22-01
ETDM NO.: 14418

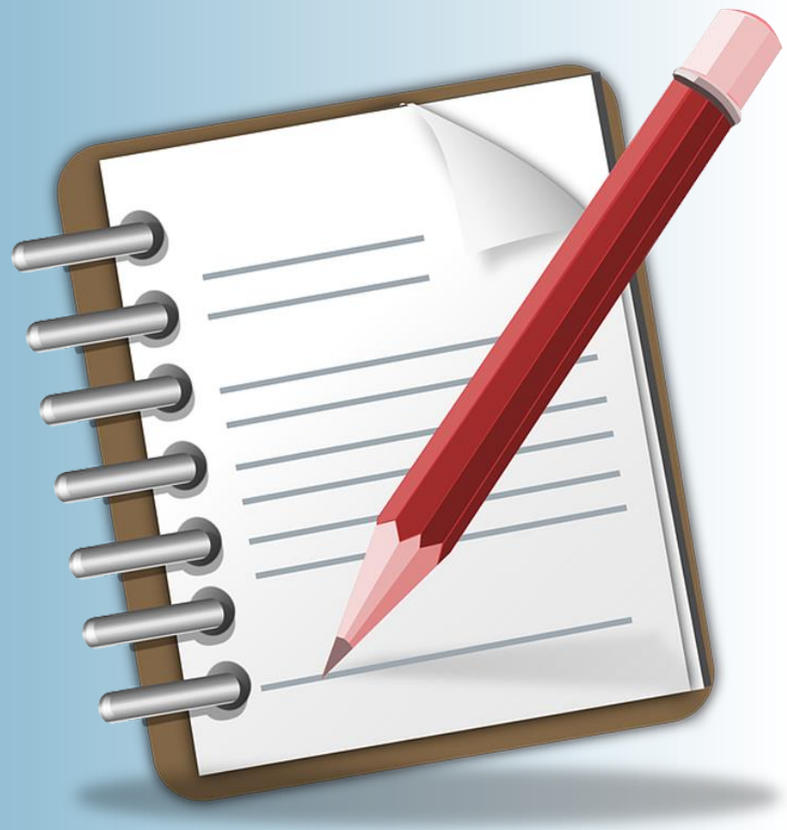
## Project Advisory Group Meeting #1

October 14, 2025



# Agenda

1. Introduction & Rules of Engagement
2. Project Overview & Background
3. Existing Conditions & Constraints
4. Alternatives Evaluation
5. Project Schedule & Next Steps
6. Open Discussion & Interactive Polling



# 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

# Introduction of Project Advisory Group Members

# Rules of Engagement

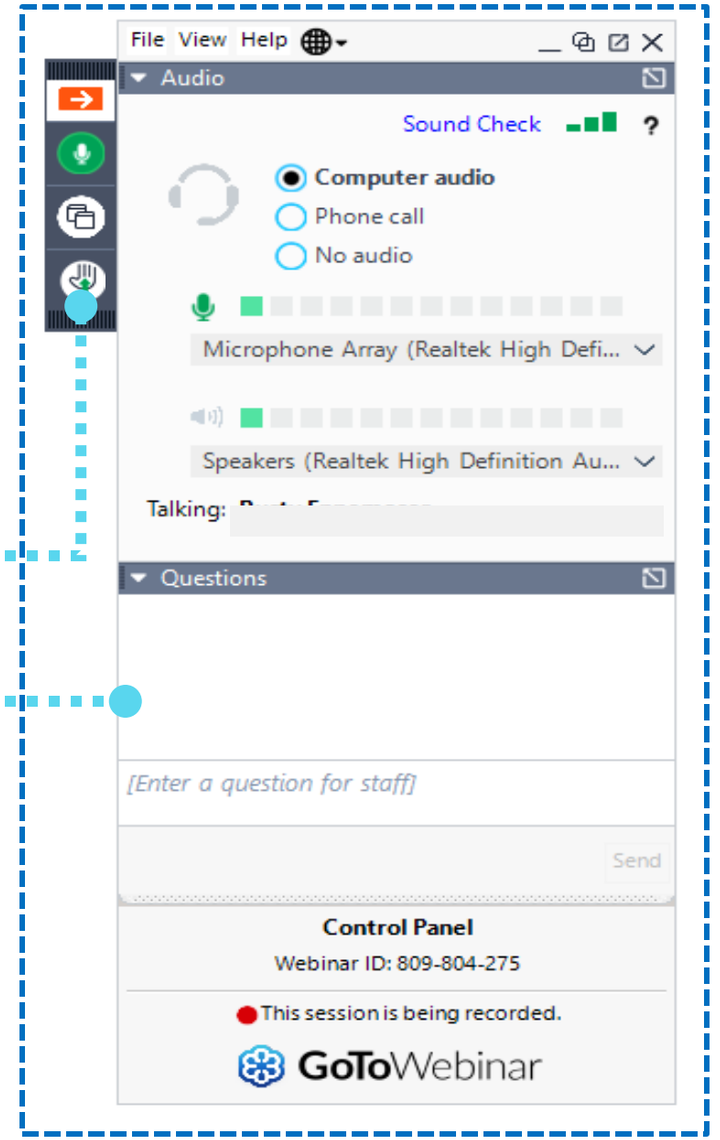
All Virtual (online) attendees will remain muted throughout the Meeting.

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



# 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:


Dat Huynh, P.E.
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**Title VI Contacts (fdot.gov)**

# Role of Project Advisory Group

- ✓ Provide guidance and serve as a resource to the PD&E Study Team
- ✓ Ensure stakeholder interests are fully considered in the study
- ✓ Serve as a sounding board for recommendations

# Polling – Slido Poll Participation Instructions

**Smart Phone – Scan QR Code**

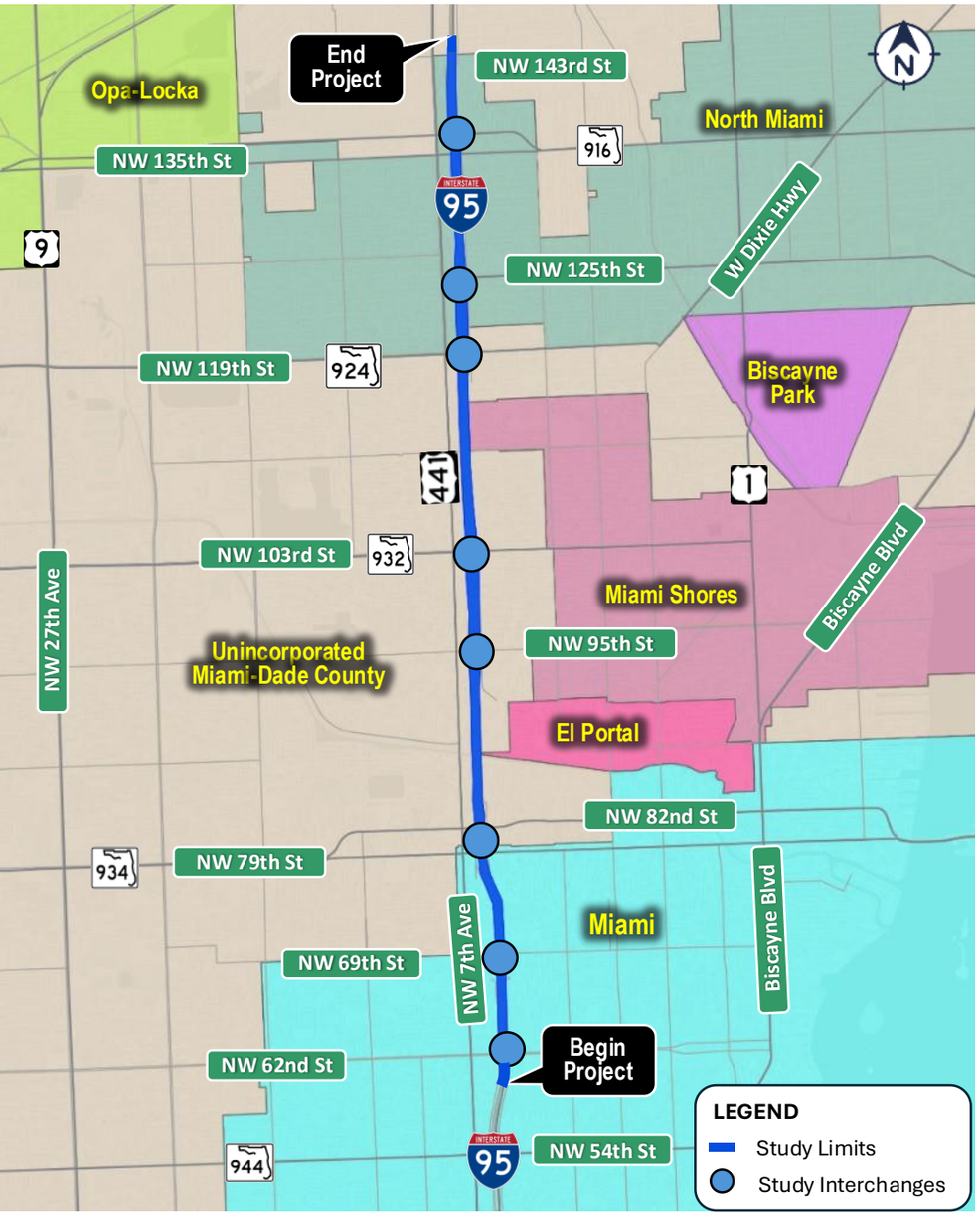

**Computer – Visit www.Slido.com /Enter Code: 95PAG1**

# What is your favorite restaurant?

## Who do you represent?

# Project Overview & Background

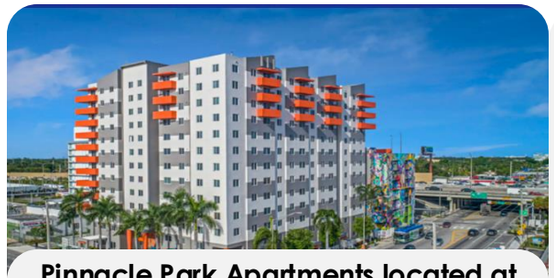
# About the Study




- 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?

A comprehensive study that evaluates social, economic, and environmental effects associated with a proposed transportation improvement

## WHAT IS INVOLVED?

**Engineering**

Conduct preliminary engineering analysis and identify potential design solutions

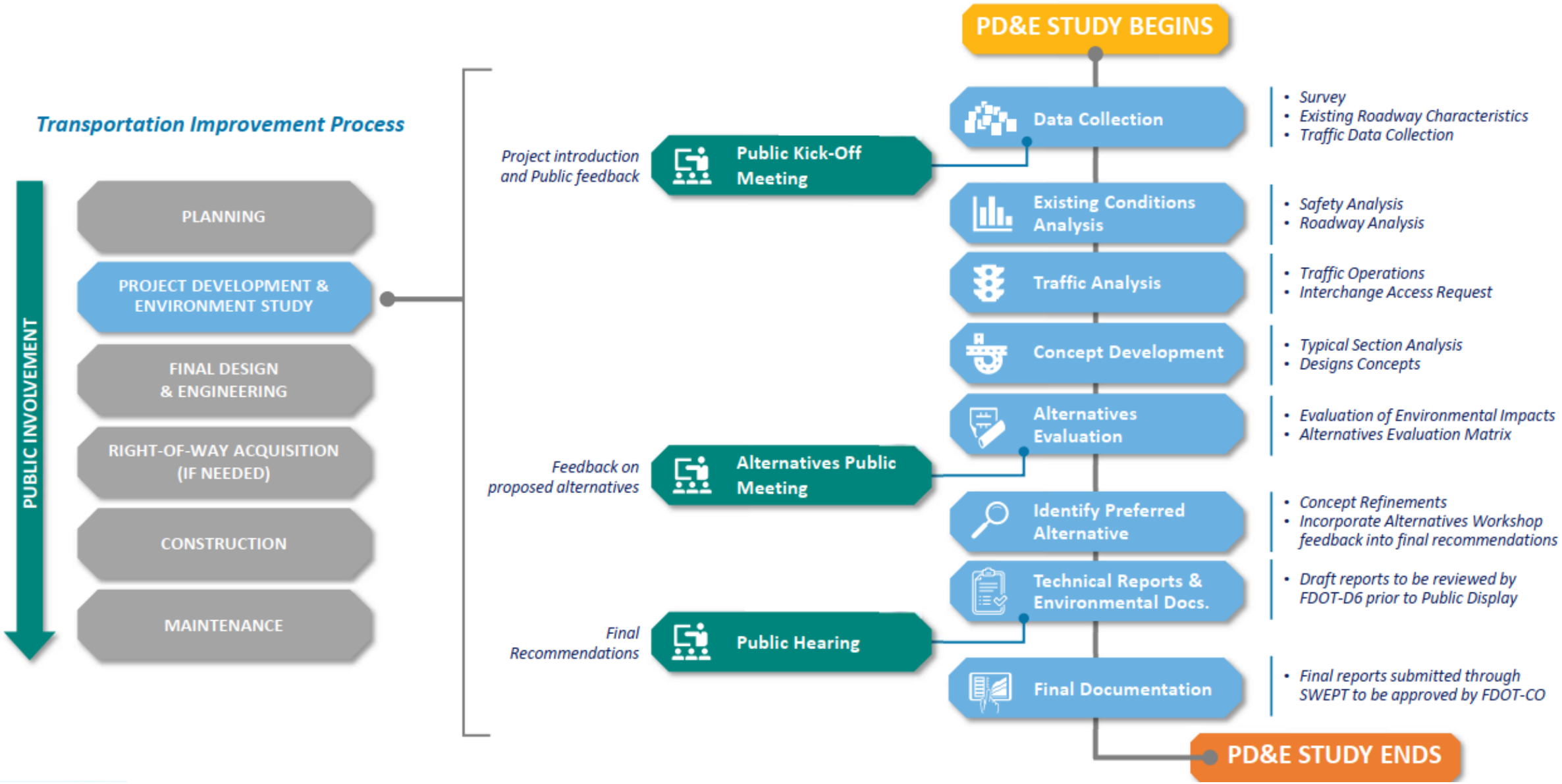
**Environmental**

Evaluate options to avoid, minimize, or mitigate potential environmental impacts

**Public Involvement**

Coordinate with federal, state and local agencies and engage public in project development

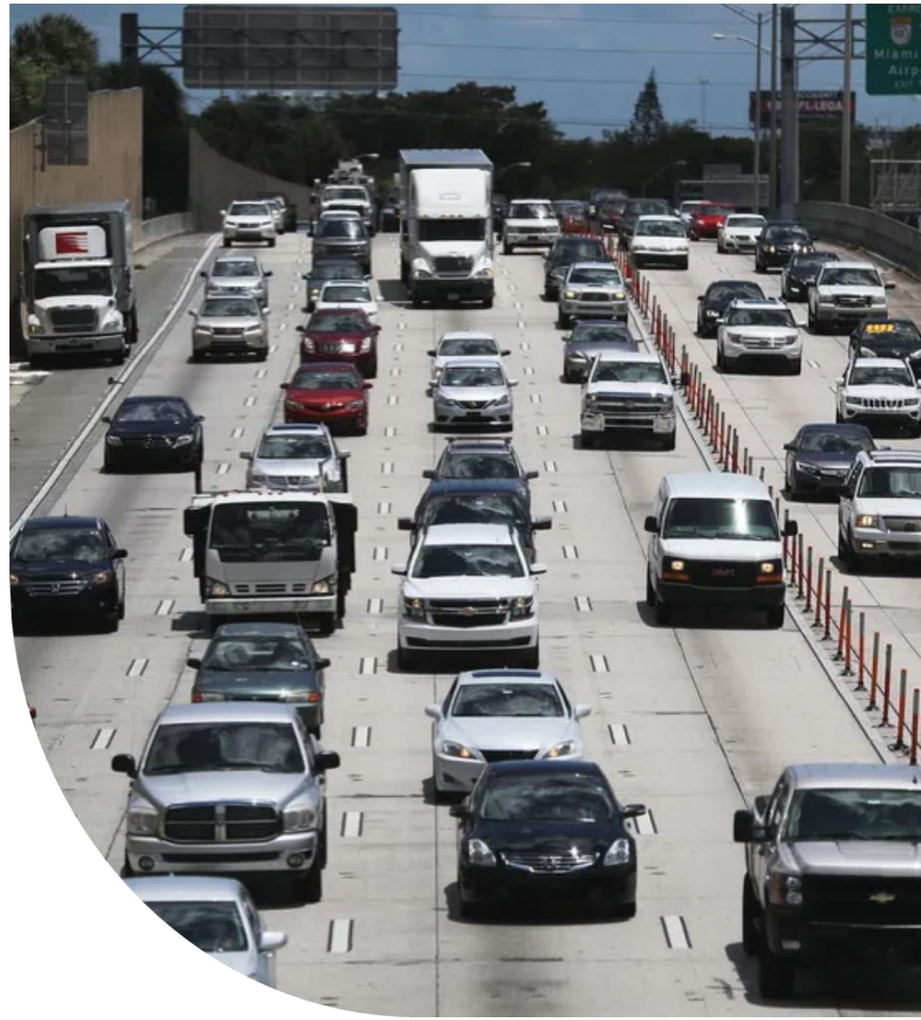
# PD&E Study Process



# 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

# Polling – Slido Poll Participation Instructions

**Smart Phone – Scan QR Code**


**Computer – Visit www.Slido.com /Enter Code: 95PAG1**

# How do you typically commute within the tri-county area?

# How often do you use the existing express lanes?

**In one word, describe your top priority for this I-95 corridor.**

# Project Background

**1964** I-95 segment from Miami to Ft Lauderdale completed

**1995** I-95 widened to provide additional lane to accommodate traffic demand

**2009** I-95 Express Lanes Phase 1A constructed for congestion management

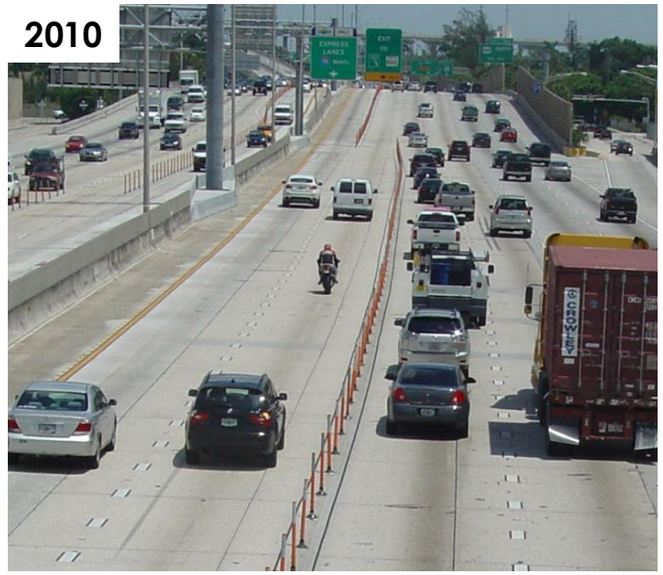
**2017** I-95 Concrete Pavement Rehabilitation with full replacement of existing concrete slabs

**2019** I-95 Corridor Planning Study completed and divided into 5 segments

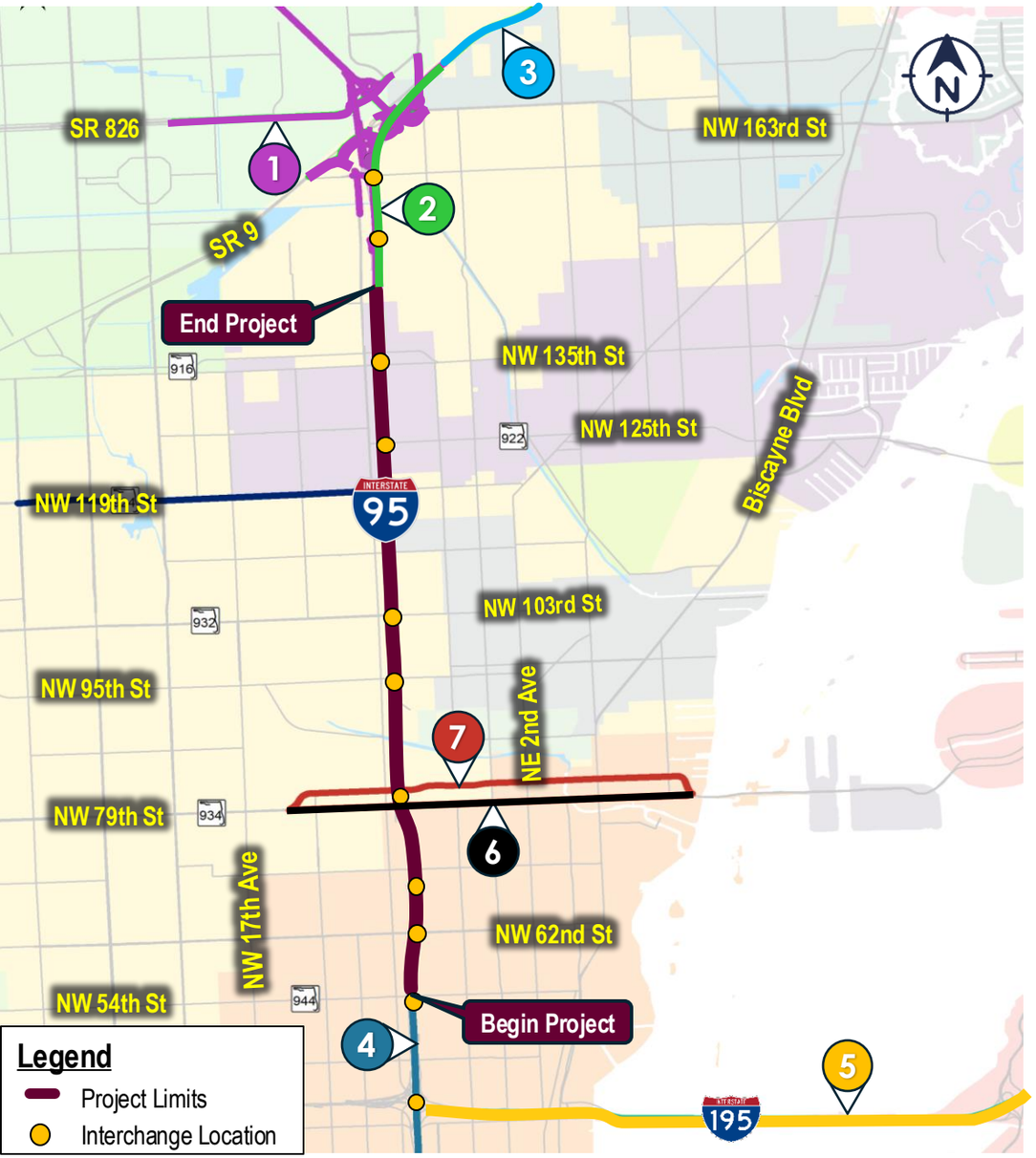
**2021** PD&E Study for Segment 5 from south of SR 860/Miami Gardens Dr to County Line

**2024** PD&E Study for Segment 3 from south of NW 62nd Street to NW 143rd Street






# On-Going Projects

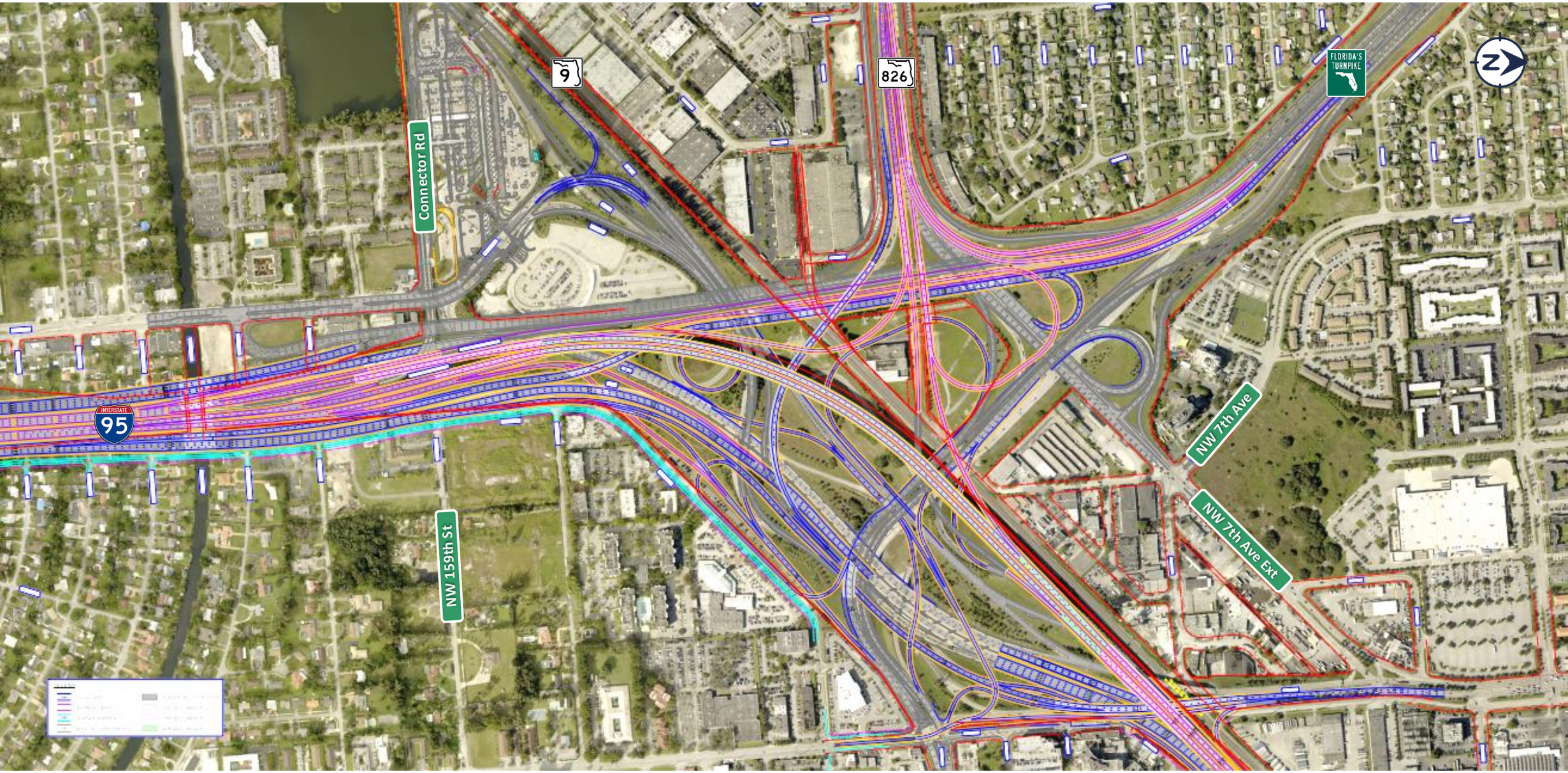



## 7 Major programmed or on-going projects within project influence area

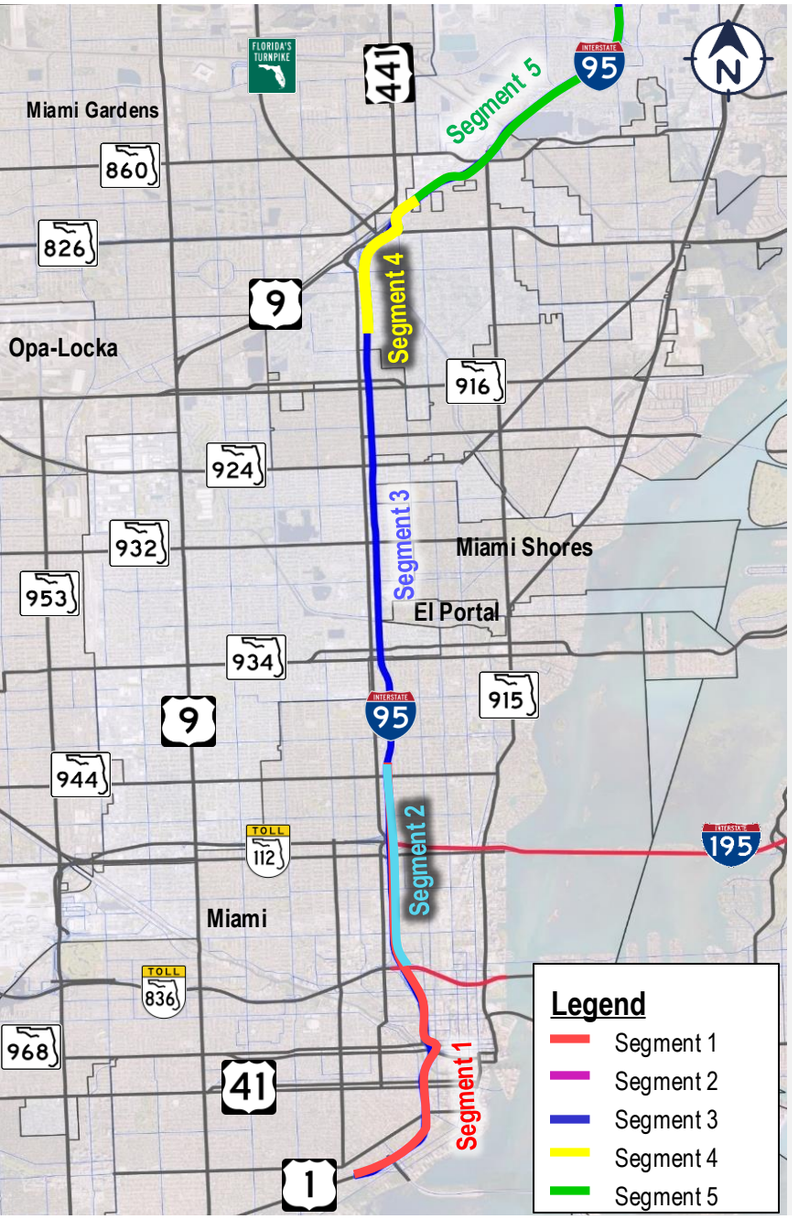
1. Golden Glades Interchange Improvements
2. SR 9A/I-95 from North of NW 143rd Street to South of Miami Gardens Drive *(Future Segment 4 – PD&E Study)*
3. SR 9A/I-95 from South of Miami Gardens Drive to Broward County Line *(Segment 5 – PD&E Study)*
4. SR 9A/I-95 from US-1/South Dixie Highway to South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

# I-195 PD&E Study – Southern Terminus

# GGI Beyond Ultimate – Northern Terminus



# Project Background




## I-95 Corridor Planning Study - 2019

- ✓ Long-term capacity improvements needed along I-95 corridor even with major regional transit investment
- ✓ Future improvements must balance capacity needs, community impacts, and fiscal constraints
- ✓ Recommended planning study concept included 3 Express Lanes + 5 General Use lanes

# Existing Conditions & Constraints

# 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

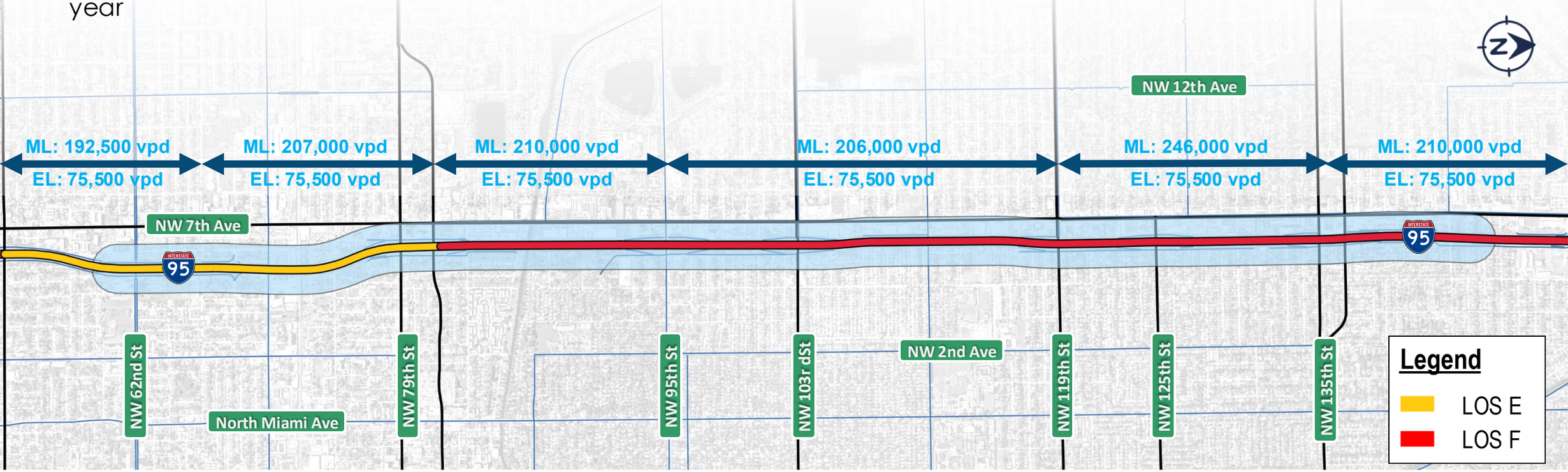
## 2024 Existing Average Annual Daily Traffic (AADT)

- **Mainline:** 192,500 to 246,000 vehicles per day
- **Express Lanes:** 75,500 vehicles per day

## 2050 AADT Traffic Forecast

- **Mainline:** 279,500 to 358,000 vehicles per day
- **Express Lanes:** 112,000 vehicles per day
- **45%-49%** increase in traffic volume by 2050 design year

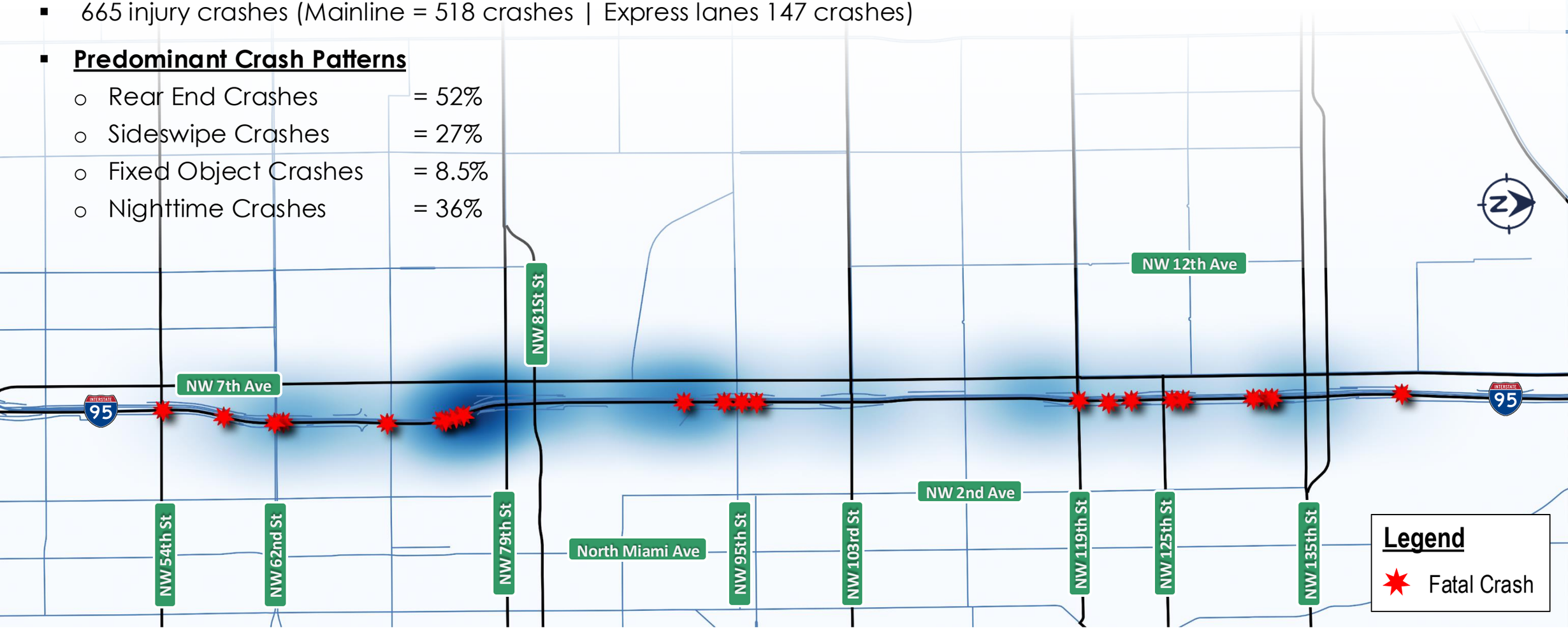
| LOS "A" | LOS "B" | LOS "C" | LOS "D" | LOS "E" | LOS "F" |
|---|---|---|---|---|---|
| Free Flow Traffic | Reasonably Free Flow | Stable Flow Traffic | Approaching Unstable Flow | Restricted Flow | Jammed Condition |



# Existing Conditions | Safety

## Crash Data (Latest 5 Years: 2020 – 2024)

- 1,177 crashes/year (Mainline = 1041 crashes/year | Express Lanes = 136 crashes/year)
- 23 total fatal crashes (Mainline = 20 crashes | Express Lanes = 3 crashes)
- 665 injury crashes (Mainline = 518 crashes | Express lanes 147 crashes)
- **Predominant Crash Patterns**
  - Rear End Crashes = 52%
  - Sideswipe Crashes = 27%
  - Fixed Object Crashes = 8.5%
  - Nighttime Crashes = 36%



# Existing Conditions | Structures

## Existing Bridges

- 21 mainline bridges along SR 9A / I-95
- One steel pedestrian bridge over SR 9A / I-95
- One bridge crossing over the CSX Railroad
- One bridge crossing over the South Florida Water Management District (SFWMD) C-7 Little River Canal
- Bridges **constructed between 1960 and 1978**
- Bridges are in good condition
- Several bridges have **substandard vertical clearance below 16-ft but above 14-ft**

# Existing Conditions | Drainage

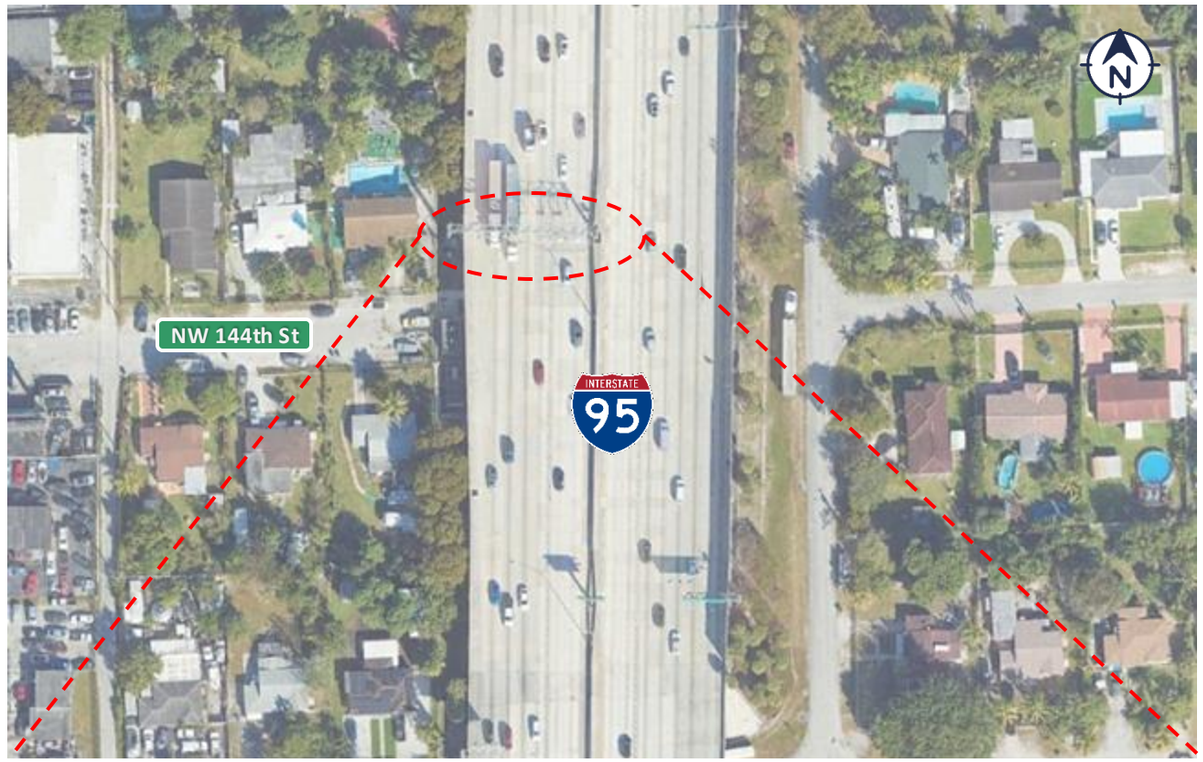
## Existing Drainage Systems

- **Basin 1** – SR 112 to NW 62 St. – Storm sewer trunk-line with 96" outfall into Biscayne Bay
- **Basin 2** – NW 62 St. to C-7 – Storm sewer trunk-line, French drains and swales with 54" & 48" outfalls into C-7 Canal
- **Basin 3** – C-7 to NW 119 St. – Slab covered trench system with 9'x5' BC outfall into C-7 Canal
- **Basin 4** – NW 119 St. to NW 139 St. – Storm sewer trunk-line with 72" outfall along NW 131 St. into the C-7 Canal
- **Basin 5** –NW 139 St. to C-8 Canal with 54" outfall into the C-8 Canal

## Receiving Waterbodies

- Biscayne Bay
  - Outstanding Florida Waters (OFW) and Aquatic Preserve
- Little River Canal (C-7)
  - FDEP WDID # 3287 – Impaired waters
  - Flood controlled canal
- Biscayne Canal (C-8)
  - FDEP WDID # 3285 – Impaired waters for DO% and Specific Conductivity
  - Flood controlled canal

# Existing Conditions | Tolling



*Existing NB Express Lanes Toll Gantry at MP 5.738 (North of NW 54th Street)*


*Existing SB Express Lanes Toll Gantry at MP 11.356 (Just North of NW 144th Street)*

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

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


NW 7th Ave

Pinnacle Park Apartments

Double Tree Hilton

NW 81st St

HGreg Trucks

NW 6th Ct

INTERSTATE 95

NW 6th Ave

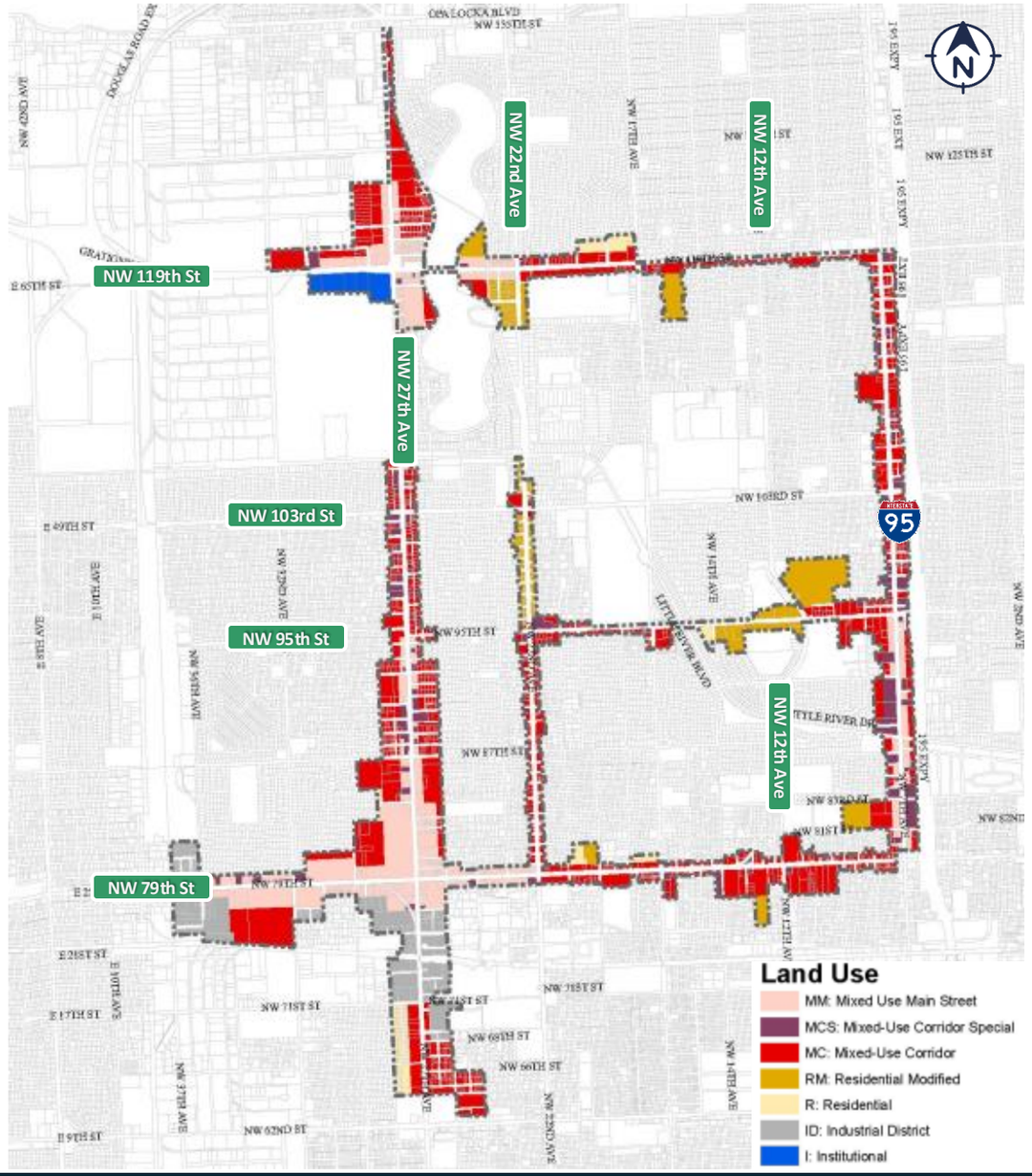
INTERSTATE 95

Jesse J. McCrary, Jr. Elementary

NW 79th St

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

# Environmental | Social and Economic




## North Central Urban Area District (NCUAD)

- Zoning district for urban development in north-central Miami-Dade County
- Adopted by the Board of County Commissioners on March 17, 2015
- Land uses include retail, office, mixed-use, restaurants, health, education, childcare, entertainment
- Encourages walkable, transit-oriented, and mixed-use development in key urban zones
- Proposed Miami-Dade County Linear Park (**Resolution R-994-24**)

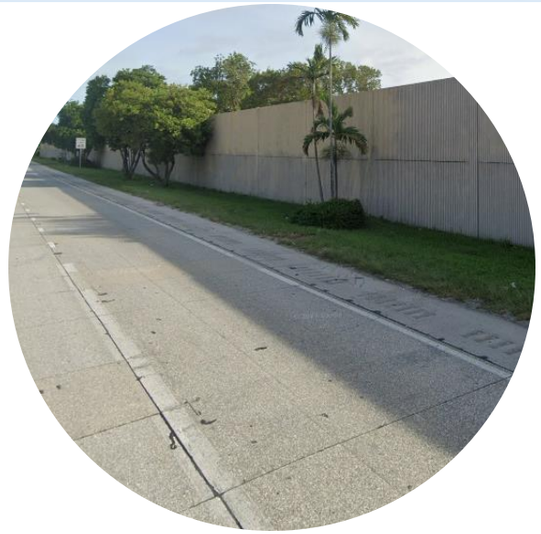
# Environmental | Cultural, Natural & Physical

## CULTURAL RESOURCES

- Historic sites and structures
- Recreational Resources (Oak Park, Athalie Range Park, Athalie Range Park #2)
- Unity Trail / SUN Trail
- Section 4(f) Potential on recreational resources

## NATURAL RESOURCES

- Biscayne Bay (Aquatic Preserve/OFW) is downstream
- Little River Canal and Biscayne Canal
- Threatened and Endangered Species
- Water Quality Impact Evaluation



## PHYSICAL ENVIRONMENT

- Noise sensitive sites (33 residential areas)
- Special land use sites such as parks, schools, religious facilities, medical facilities, library and hotel
- Several contaminated sites within corridor buffer

# Existing Conditions | Design Deficiencies

| | Design Elements | Existing Condition | Deficiency |
|---|---|---|---|
| Roadway Elements | Design Speed | 60 mph | None |
| | Lane Width | 11-ft (minimum) | Exception |
| | Outside Shoulder Width | 6-ft to 10-ft (SB) \| 4-ft to 12-ft (NB) | Exception |
| | Median Shoulder Width | 6-ft to 10-ft (SB) \| 6-ft to 15-ft (NB) | Exception |
| | Managed Lane Buffer | Varies 1 to 4-ft. w/ tubular markers | Variation |
| | Median Widths | Varies (2-ft concrete median barrier wall plus shoulders) | Variation |
| Horizontal Geometry | Maximum Deflection in Alignment without Curve | None | None |
| | Length of Horizontal Curves | 13 of 14 curves lengths less than 900-ft | Variation |
| | Horizontal Curve Radius | 1909.86-ft Minimum | None |
| | Superelevation | Based on 50 mph Original Design Speed | Exception |
| Vertical Geometry | Grades (Maximum/ Minimum) | 3% Maximum \| 0.2% Minimum | Variation |
| | Max. Change in Grade Without a Vertical Curve | None | None |
| | Min. K Values | Sag = 96 \| Crest = 84 | Exception |
| | Minimum Lengths of Sag Vertical Curves | ~300-ft minimum (approximated from survey) | Variation |
| | Minimum Lengths of Crest Vertical Curves | ~500-ft minimum (approximated from survey) | Variation |
| | Stopping Sight Distance | 599-ft | Variation |
| | Vertical Clearance | Bridge Over Roadway: **15-ft 2-in**<br>Bridge Over Railroad: **TBD**<br>Pedestrian Bridge Over Roadway: **TBD** | Variation |

# Polling – Slido Poll Participation Instructions

**Smart Phone – Scan QR Code**


**Computer – Visit www.Slido.com /Enter Code: 95PAG1**

**In the next series of 8 polling questions, please rank each item based on priority. Congestion mitigation along the general use lanes.**

# Express lanes access

# Safety and emergency vehicle access

# Right of way and relocation impacts (both residential and commercial)

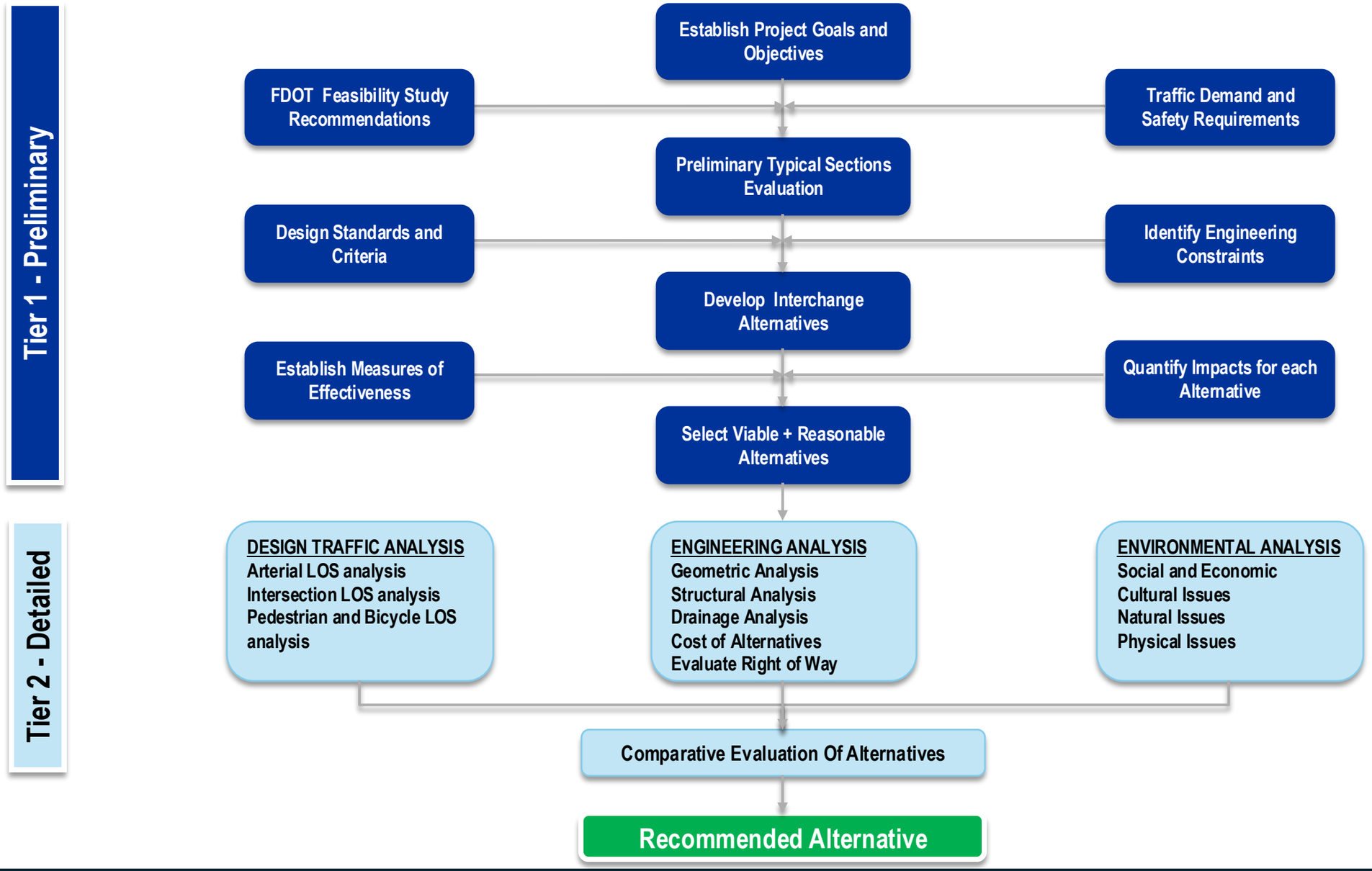
# Green spaces, aesthetics and landscape

# Bicycle and pedestrian improvements along the arterial roadways

# Freight Mobility

# Environmental concerns including contamination and noise

# Next Steps | Alternatives Evaluation Process



# No Build and TSM&O

**The No Build (No Action) Alternative** will not address needed upgrades to the I-95 Corridor such as:

- Corridor is not brought into compliance with SIS standards (Original Design Speed of 50 Mph)
- Operations continue to deteriorate over time with no increase in capacity and does not address safety implications of higher congestion.
- Congestion in express lanes reduces ability to provide reliability for express lanes users including transit operations.

**TSM&O improvements** are only viable in combination with the build alternative improvements. The following TSM&O elements will be included in the build alternative improvements:

- Auxiliary lanes between interchanges
- Additional exclusive turn lanes at the interchange ramp terminals
- Additional turn-lane storage at the interchange ramp terminals
- Expansion of capacity within the existing express lanes
- Capacity improvements at the ramp junctions
- Signal optimization of arterial network connecting I-95
- Enhanced signage
- New ITS technologies and infrastructure

# Build Alternative 1

## Complete Corridor Reconstruction

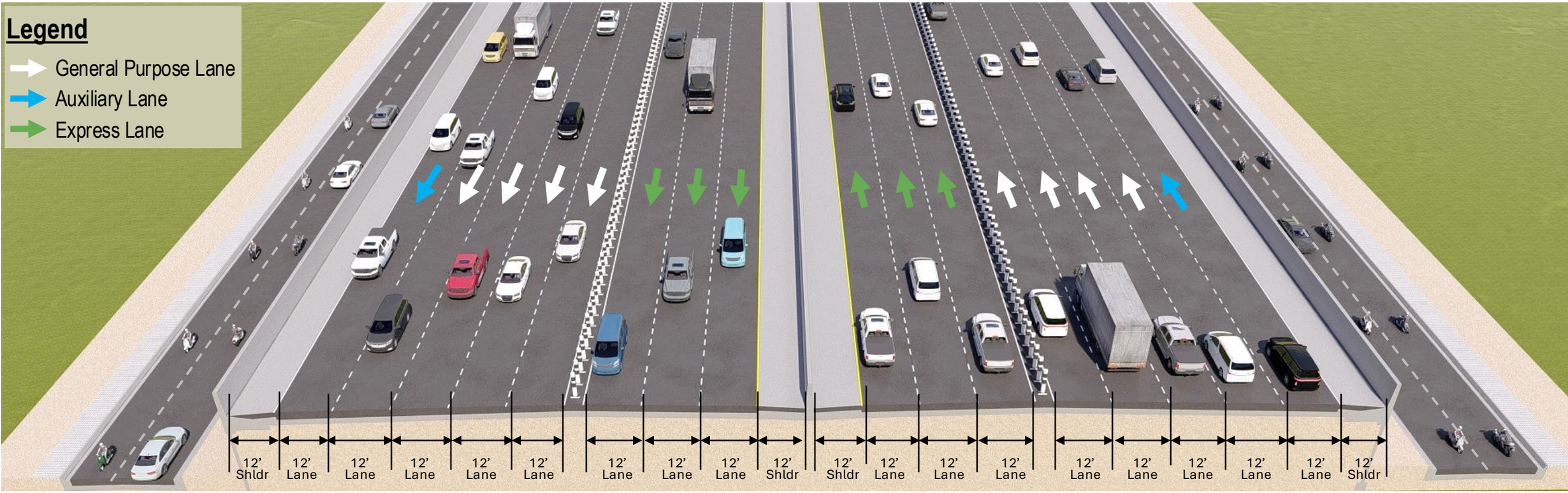
1. 4 General Use + 1 Aux Lane in each direction
2. 3 NB & SB At-grade Express Lanes + 4' Buffer
3. 12' Travel Lane Widths (GP & EL)
4. 12' Inside and Outside Shoulder Widths
5. Adjacent Frontage or C-D Road System

## PROS

- Eliminates existing geometric deficiencies and brings corridor to SIS standards
- Travel lanes and shoulders widths meets current standards
- Facilitates easier connections to adjacent at-grade express lanes

## CONS

- Higher construction costs
- Highest ROW costs
- Highest ROW impacts
- Extensive relocation of residents and businesses required
- Significant impact to community features



# Alternatives Evaluation

# Build Alternative 2

## At-Grade Widening Alternative

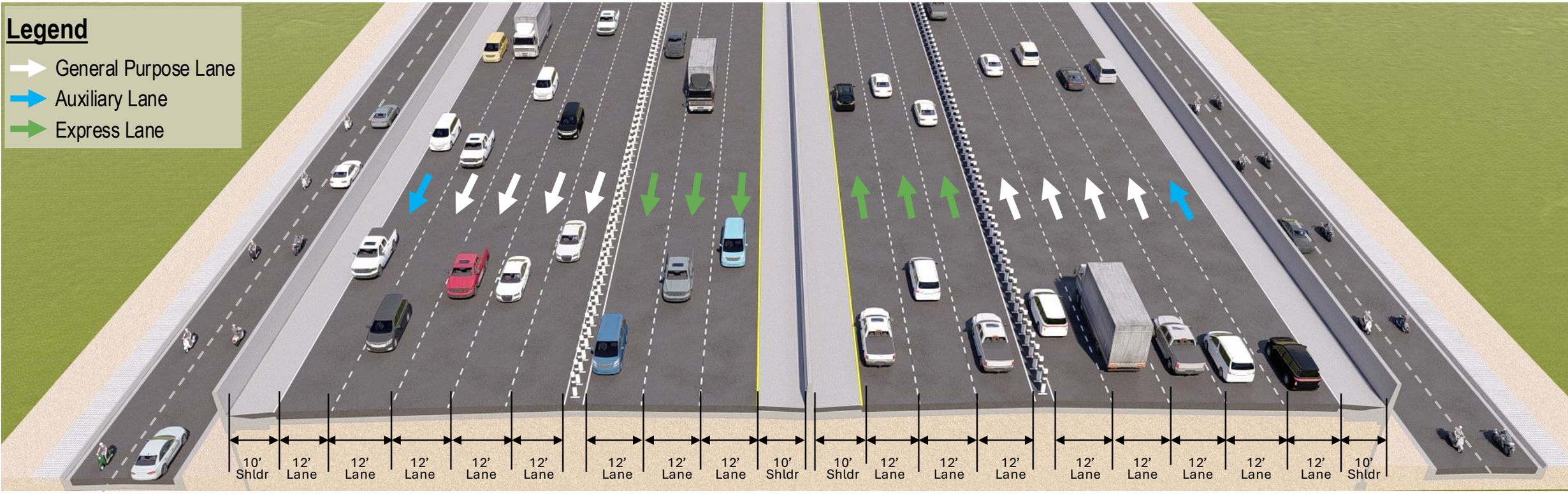
1. 4 General Use + 1 Aux Lane in each direction
2. 3 NB & SB At-grade Express Lanes + 4' Buffer
3. 12' Travel Lane Widths (GP & EL)
4. 10' Inside and Outside Shoulder Widths
5. Adjacent Frontage or C-D Road System

## PROS

- Reduces roadway footprint by **8-ft**
- 12' travel lane widths meets current standards
- Reduces ROW impacts and relocations
- Lower ROW costs
- Lowest construction cost
- Facilitates easier connections express lanes

## CONS

- High ROW impacts
- Extensive relocation of residents and businesses required
- Existing geometric deficiencies will remain.
- Significant impact to community features
- Substandard shoulder widths may not address enforcement requirements



# Build Alternative 3

## NB Elevated Viaduct Concept

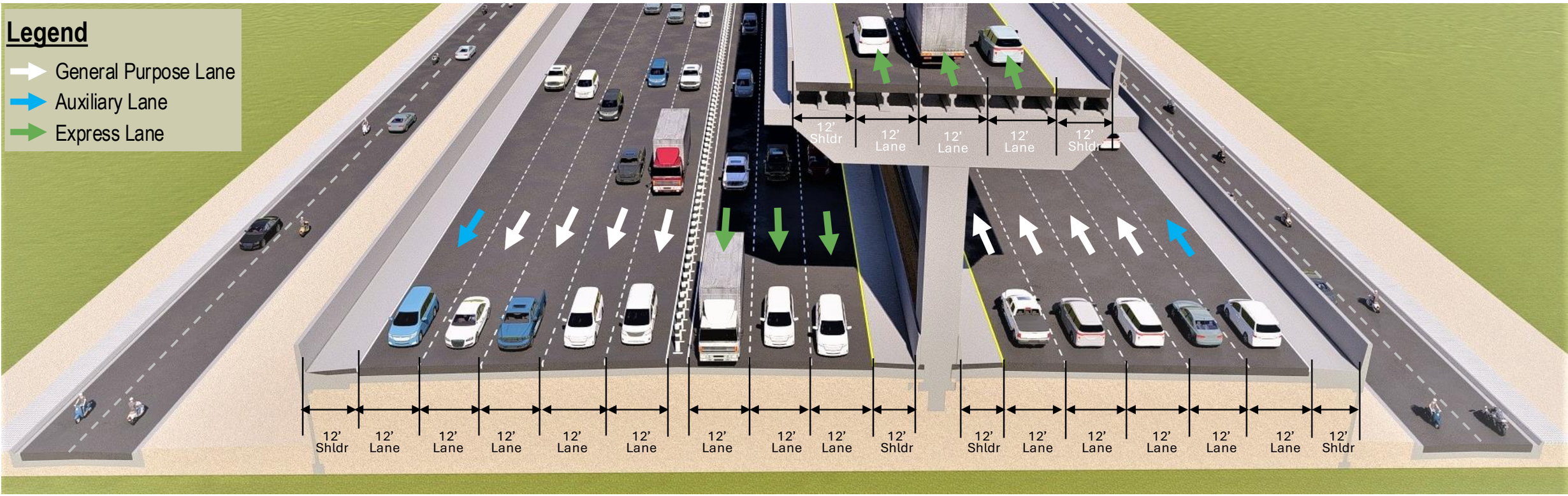
1. 4 General Use + 1 Aux Lane in each direction
2. 3 SB Express Lanes At-grade + 4' Buffer
3. 3 NB Express Lanes Elevated on Viaduct Piers
4. 12' Travel Lane Widths (GP & EL)
5. 12' Inside and Outside Shoulder Widths
6. Adjacent Frontage or C-D Road System

## PROS

- Reduces roadway footprint by **20-ft**
- Significantly reduces ROW impacts
- Reduces residential and business relocation and impacts to community features
- Lower ROW costs
- Eliminates existing design deficiencies and brings corridor to SIS standards

## CONS

- Higher construction costs
- Requires reconstruction of corridor
- Some ROW impacts and relocation of residents and businesses required
- Connection to adjacent express lanes will be challenging



# Build Alternative 4

## NB & SB Elevated Viaduct Concept

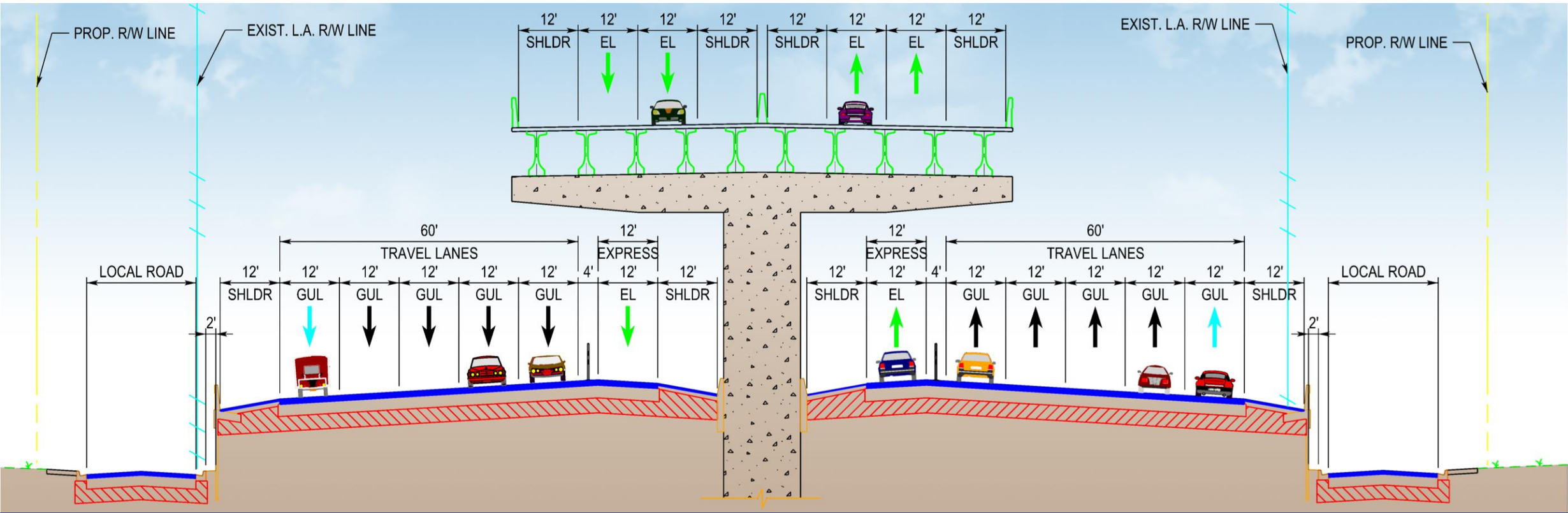
1. 4 General Use + 1 Aux Lane in each direction
2. 2 NB & 2 SB Elevated Express Lanes
3. 1 NB & 1 SB at-grade Express Lanes
4. 12' Inside Travel Lane Widths (GP & EL)
5. 12' Outside Travel Lane Widths (GP)
6. 12' Inside and Outside Shoulder Widths

## PROS

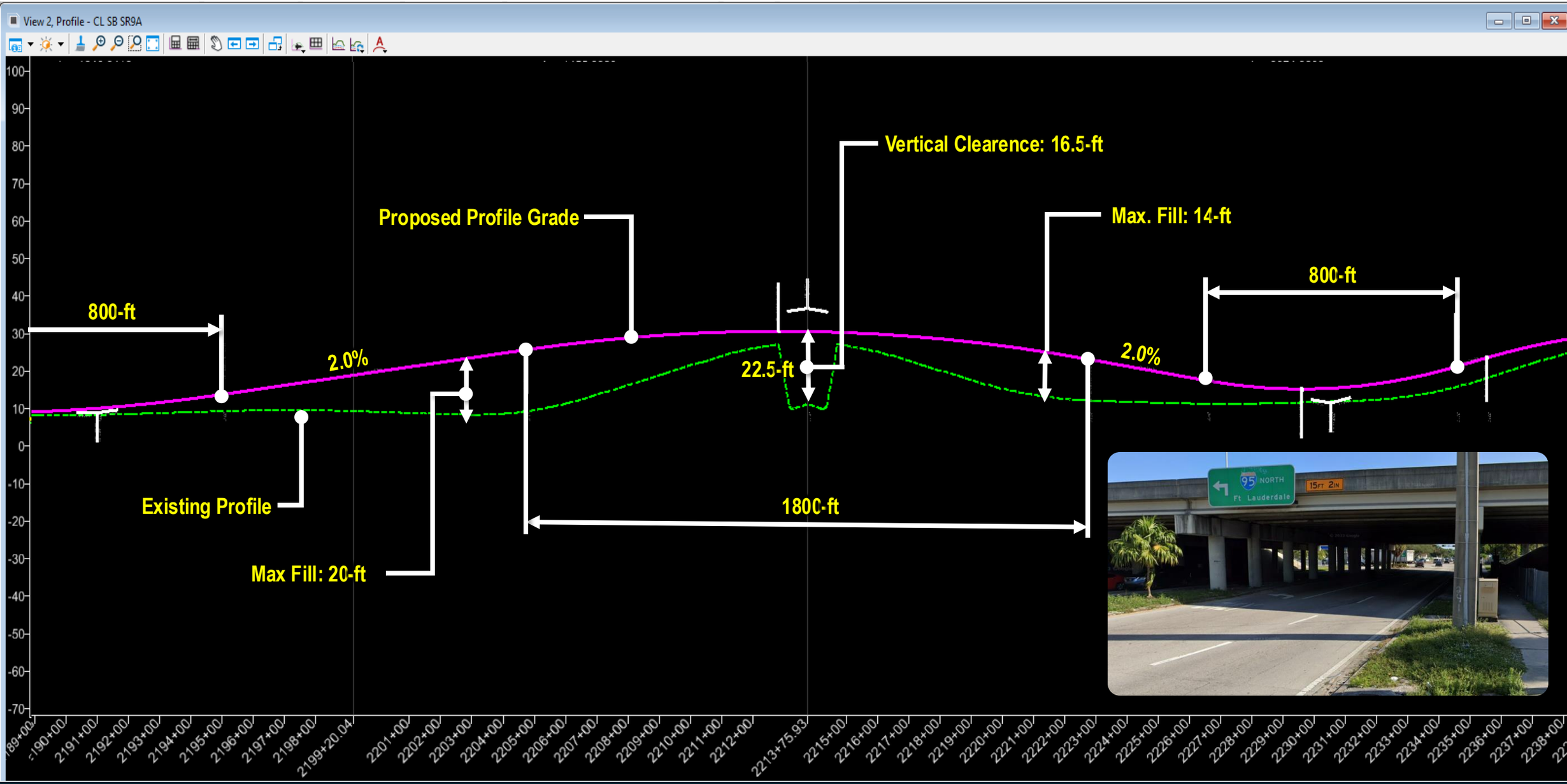
- Reduces roadway footprint by **28-ft**
- Significantly reduces ROW impacts
- Reduces residential and business relocation
- Lowest ROW costs
- Brings corridor to SIS standards
- Better connectivity to existing express lanes

## CONS

- Highest construction costs
- Requires reconstruction of corridor
- Minimal ROW impacts and relocation of residents and businesses required
- Connection to adjacent express lanes will be challenging



# Existing and Proposed Profiles



# Other Considerations

- **Drainage Improvements**
  - Existing conveyance trunk-lines impacted by reconstruction to be relocated and upgraded to comply with current criteria
  - Project will require Retention Areas to address stormwater management needs

- **Temporary Traffic Control**
  - Segmentation and Phasing of Project Segments
  - Additional right of way will be required for construction phases

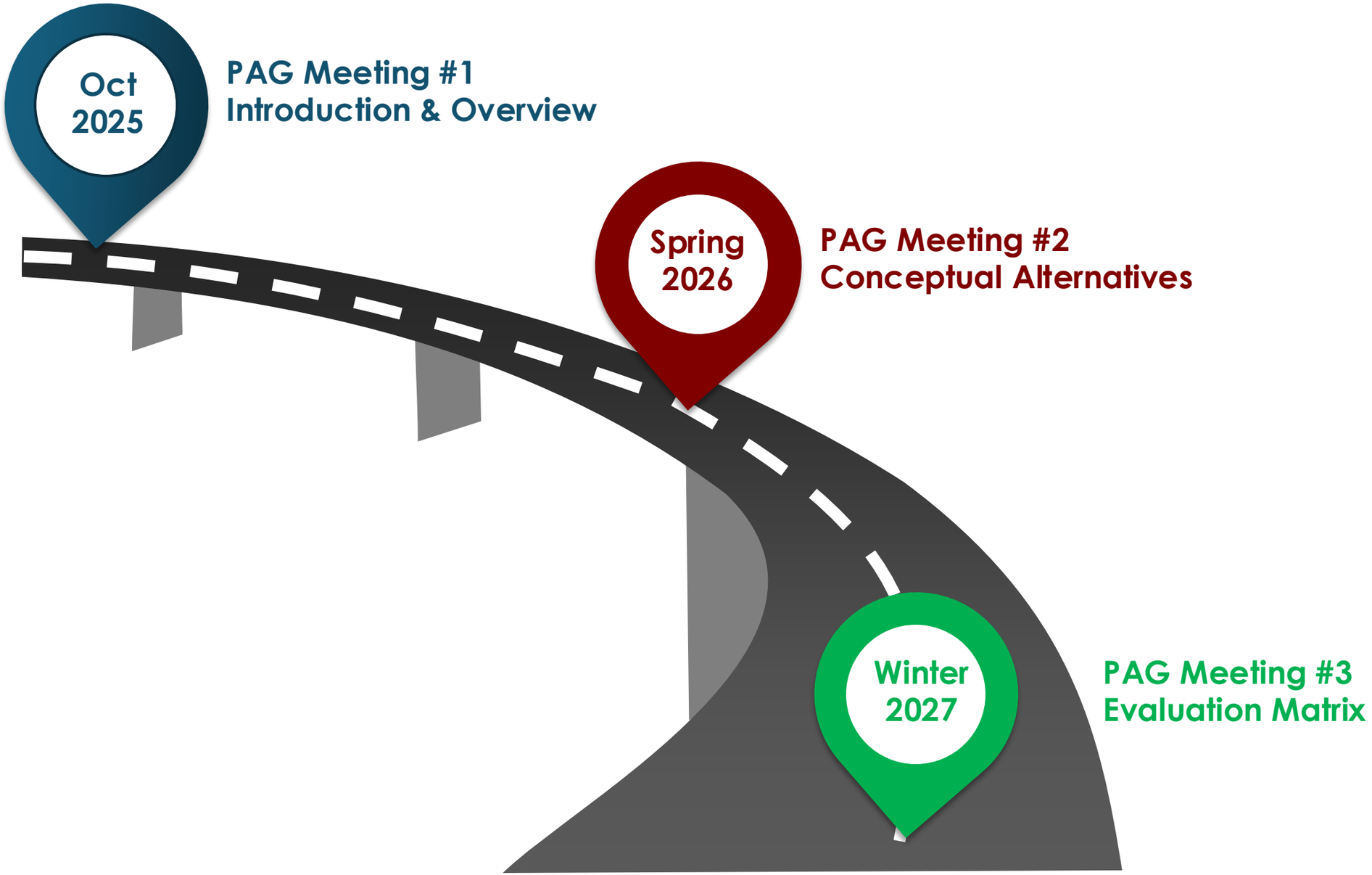
- **Tolling**
  - Potential tolling revenue loss due to construction
  - Tolling for elevated viaduct concepts needs to consider use of glass fiber reinforcement and vibration minimization

# Project Schedule & Next Steps

# PD&E Schedule

| PD&E Study Begins | Kick-Off Meeting | Alternatives Public Workshop | Public Hearing | PD&E Study Ends |
|---|---|---|---|---|
| June 2024 | Nov 21, 2024 | Summer 2026 | Fall 2027 | Summer 2028 |

# Next Steps - PAG Meetings



# Contact Information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**Project Website**

www.southflroads.com/sr9apde

# Polling – Slido Poll Participation Instructions

**Smart Phone – Scan QR Code**


**Computer – Visit www.Slido.com /Enter Code: 95PAG1**

**After reviewing today’s presentation, do you understand the need to improve the corridor and the alternatives being considered?**

# Open Discussion

# Rules of Engagement

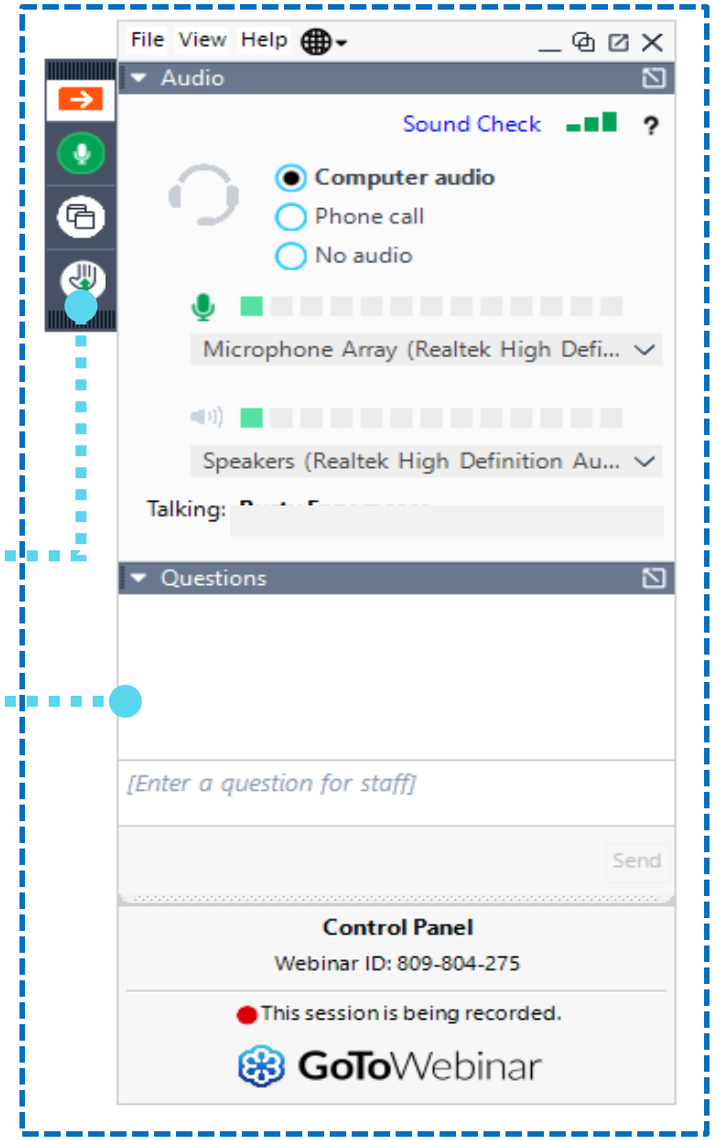
All Virtual (online) attendees will remain muted throughout the Meeting.

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