



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 #2

July 22, 2026





Agenda

Introduction & Rules of Engagement

1

Project Overview & Background

2

Tier 1 Alternatives Evaluation

3

Preliminary Tier 2 Evaluation

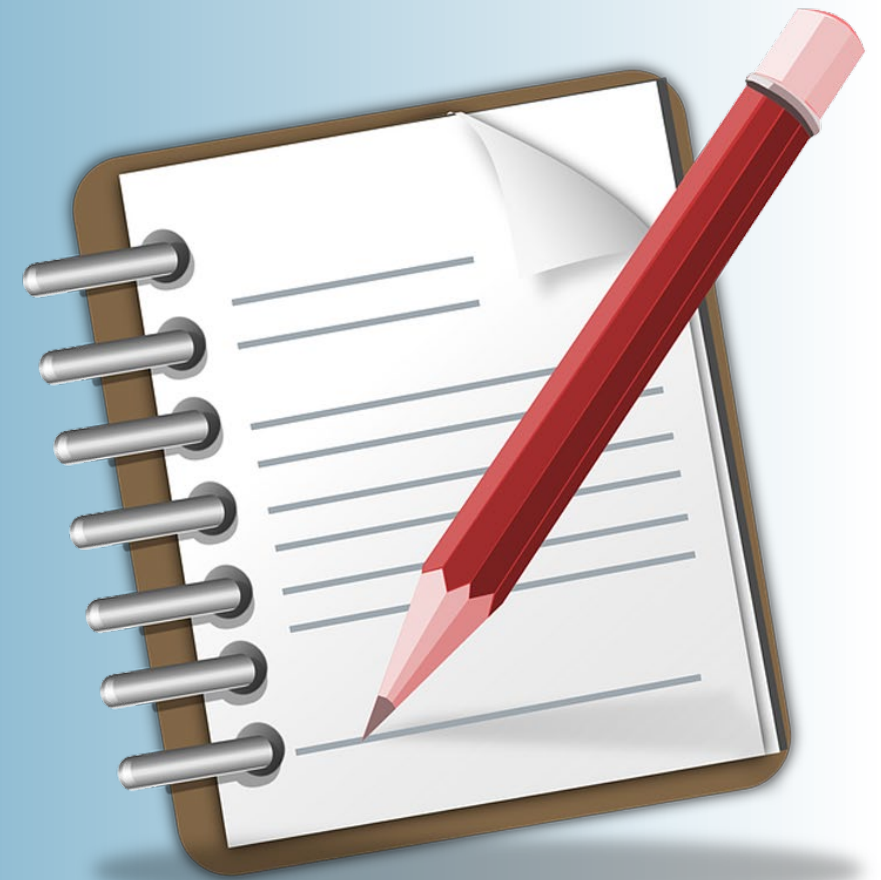
4

Project Schedule & Next Steps

5

Open Discussion

6





Introductions

Presenters and Panelists



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



Godfrey Lampley, 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

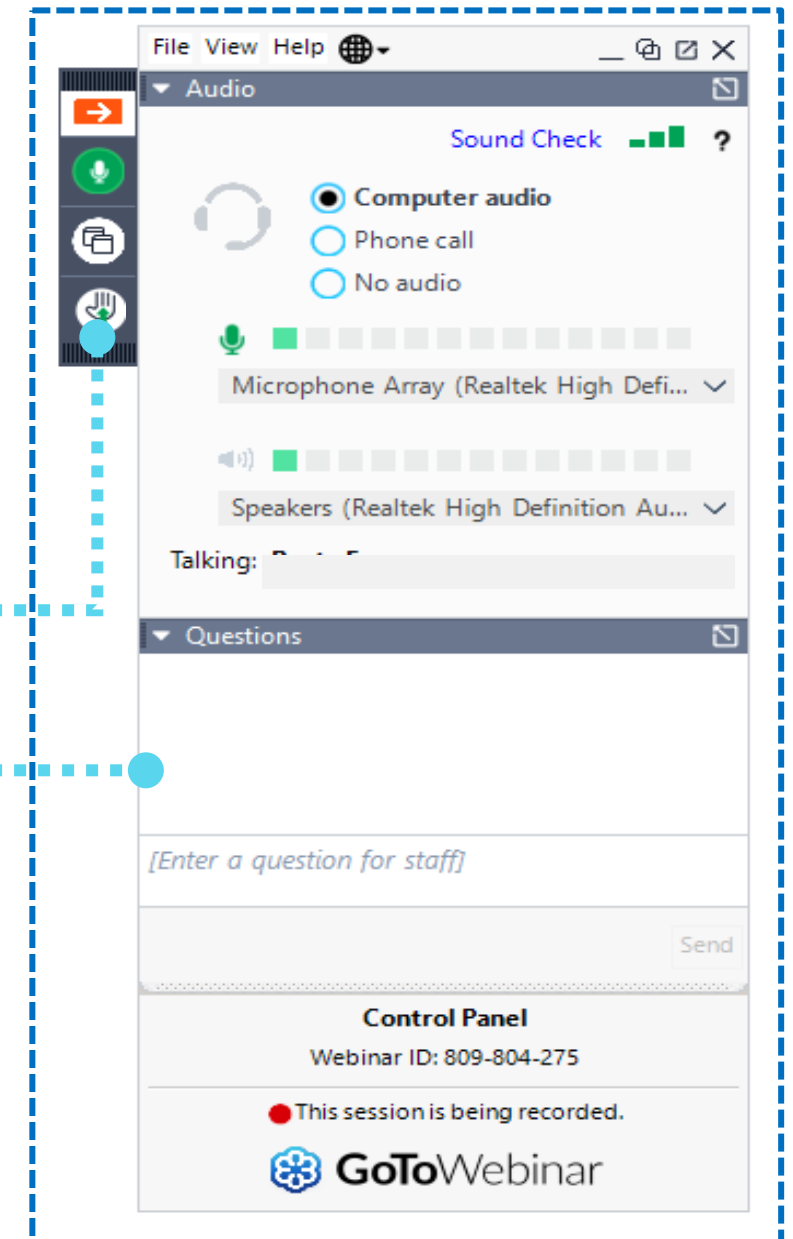
All Virtual (online) attendees will remain muted throughout the Meeting.

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:

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Role of Project Advisory Group

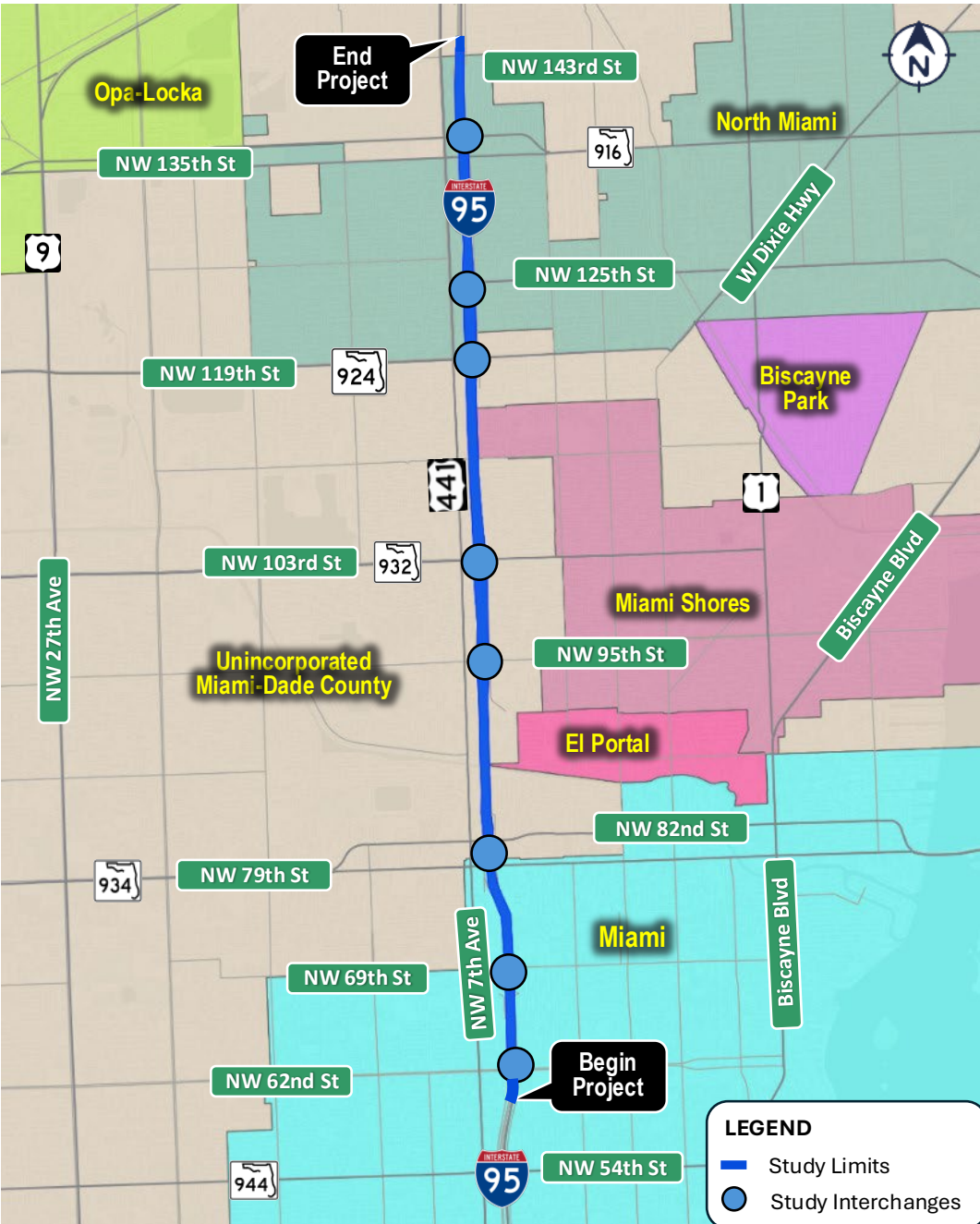
- ✓ Provide guidance and serve as a resource to the PD&E Study Team
- ✓ Ensure stakeholder interests are fully considered in the study
- ✓ Serve as a sounding board for recommendations
- ✓ Promote public understanding and support for the project





Project Overview & Background

About the Study

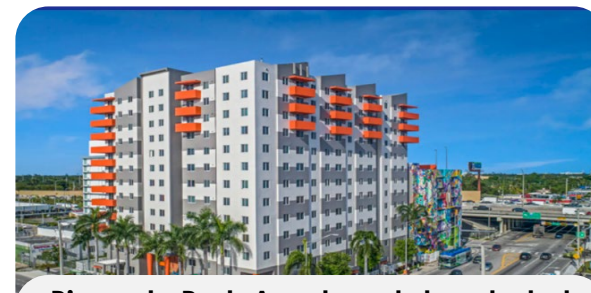


- Approximately six miles of SR 9A / I-95 Improvements
- Corridor crosses through
 - Unincorporated Miami-Dade County
 - Incorporated Municipalities of
 - City of Miami, City of North Miami, Miami Shores, and El Portal



Existing SR 9A / I-95 Roadway:

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

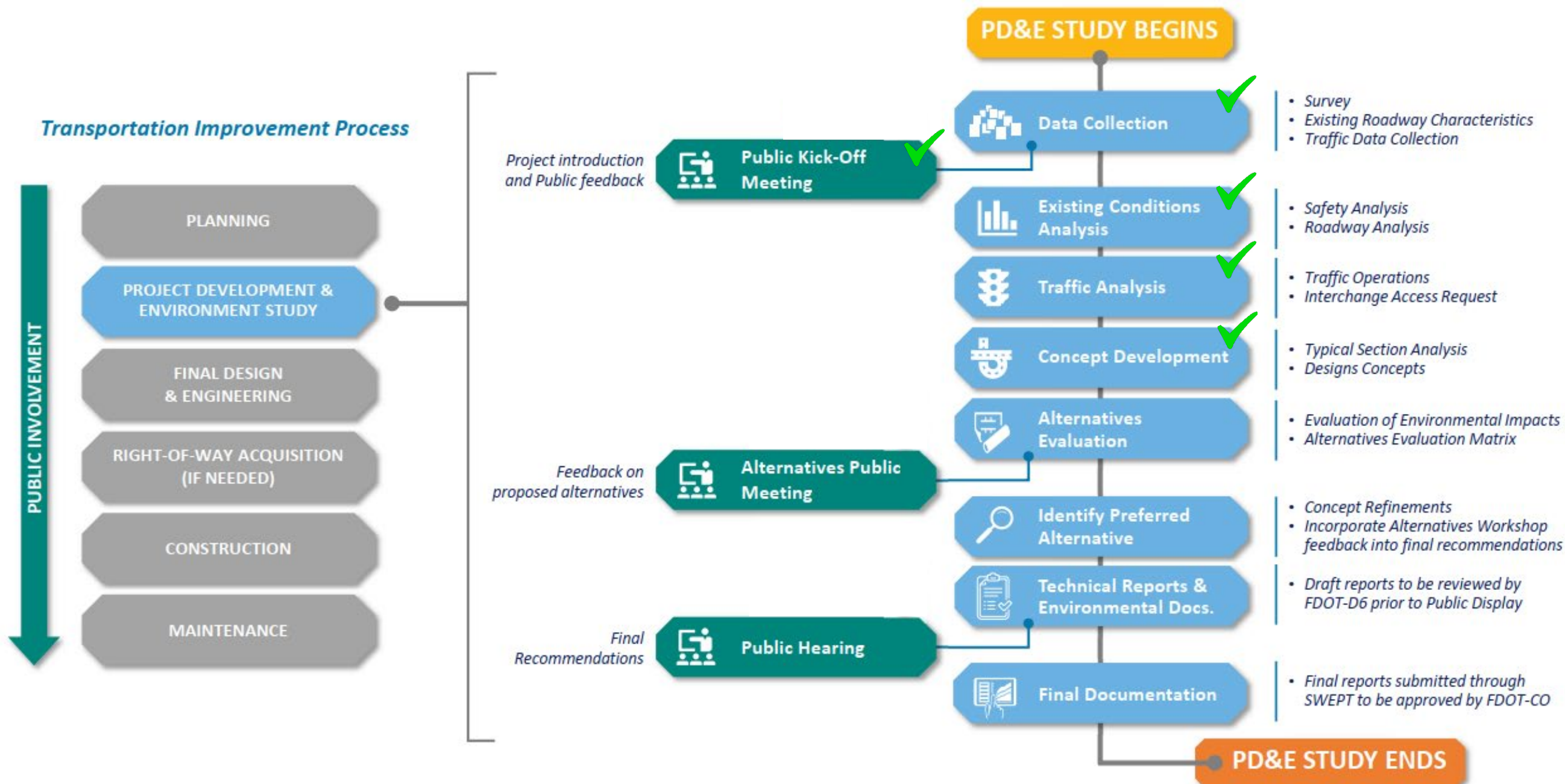


Pinnacle Park Apartments located at I-95 and NW 79th Street NW quadrant

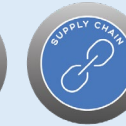
Adjacent Land Use

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

PD&E Study Process



Project Purpose and Need



The purpose of the study is to:

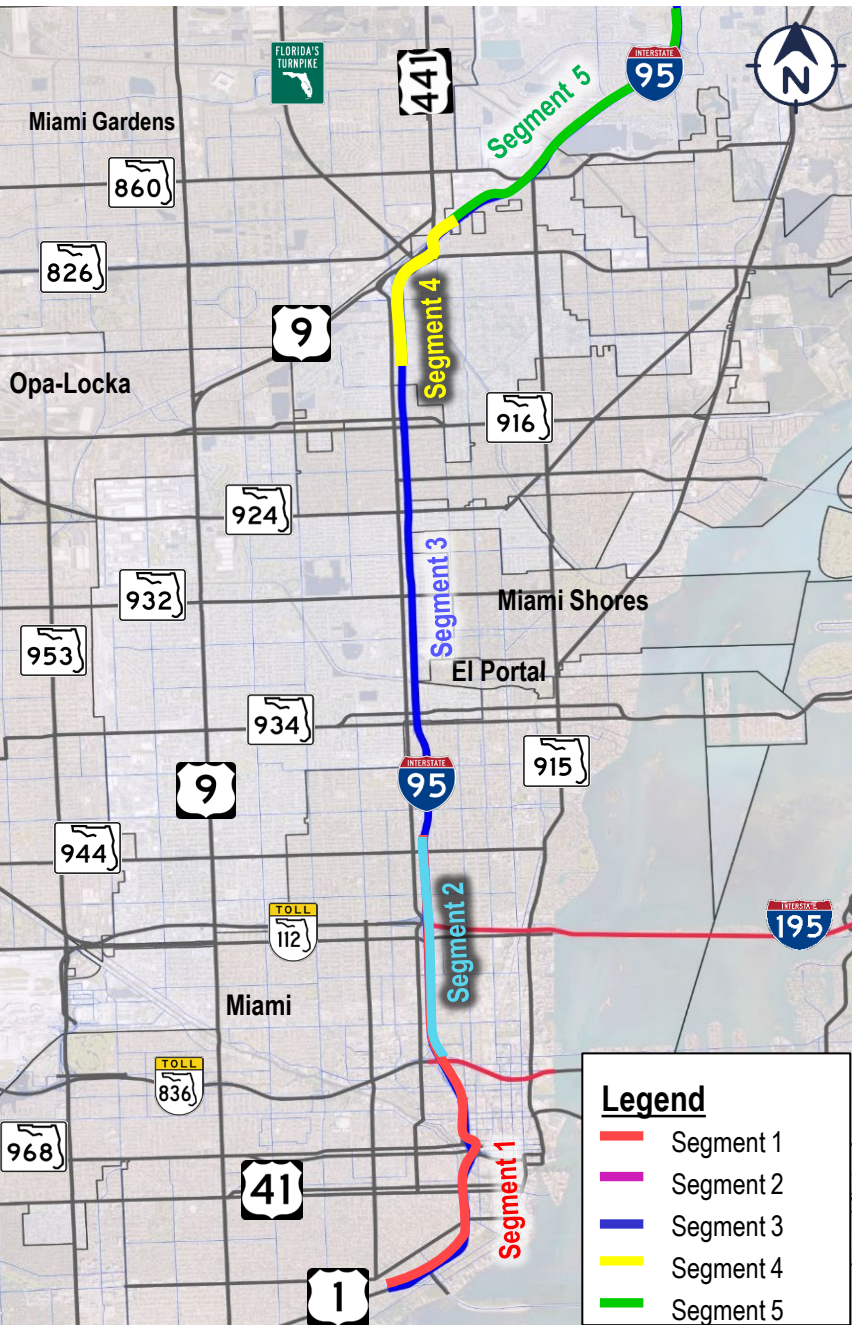
- ✓ Address the operational deficiencies to relieve current and anticipated future congestion along the SR 9A / I-95 corridor
- ✓ Preserve the operational integrity and regional functionality of SR 9A / I-95

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

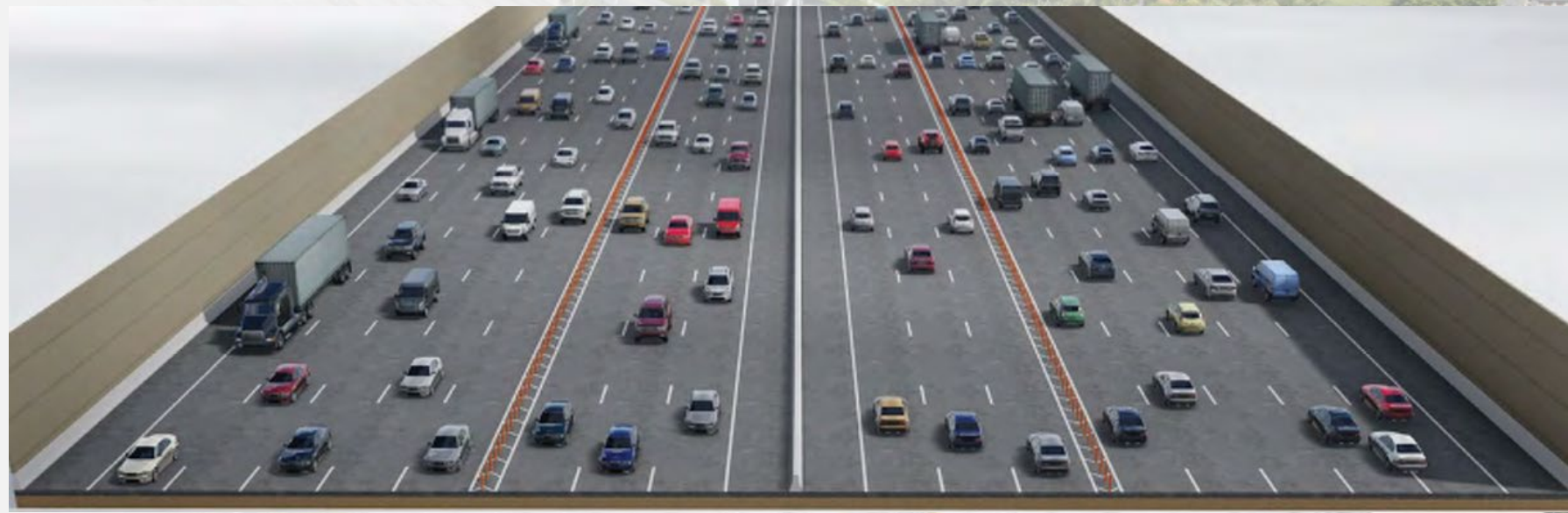


Project Background

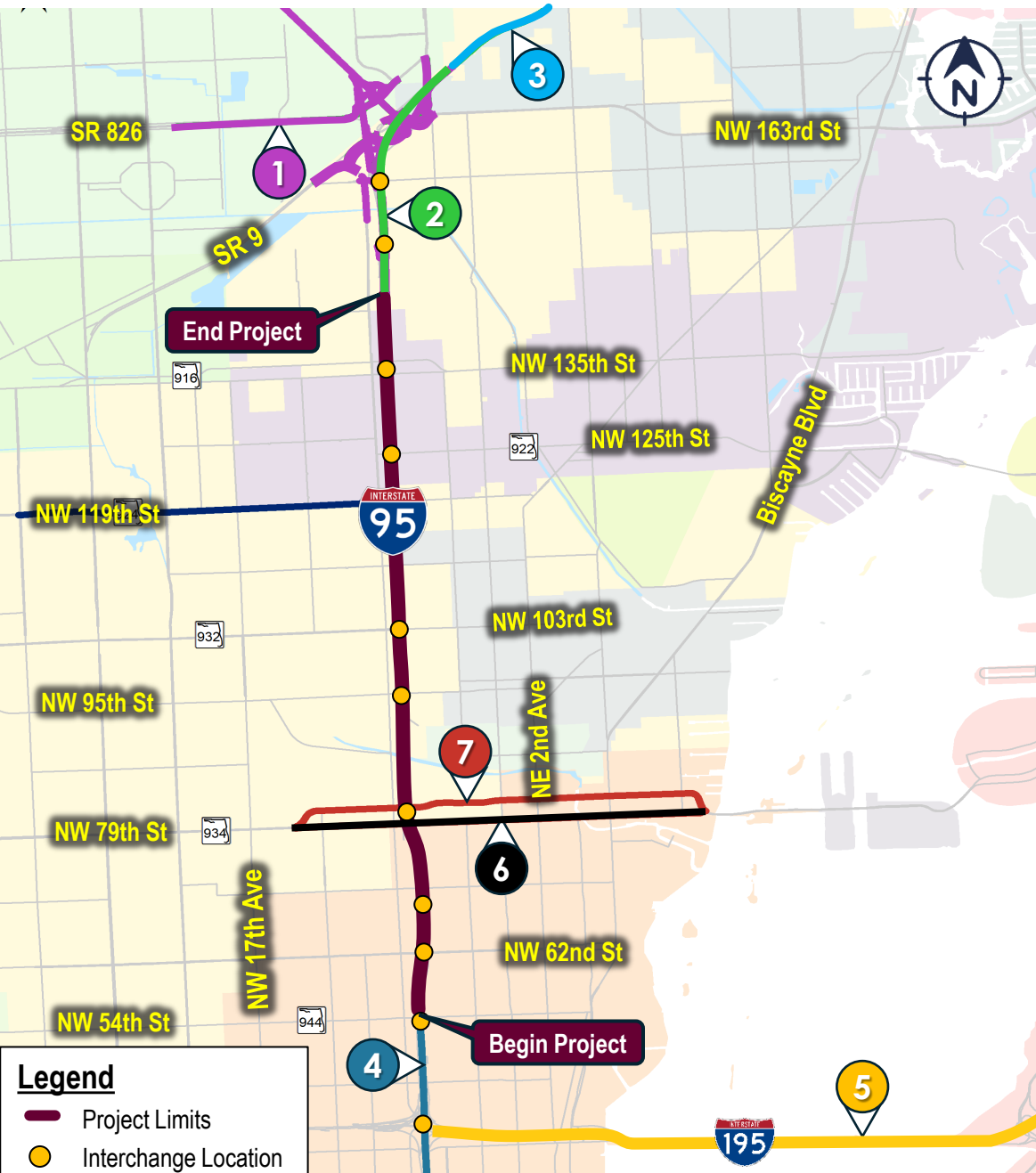


I-95 Corridor Planning Study - 2019

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



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*)
- 4 SR 9A/I-95 from US-1/South Dixie Highway to South of NW 62nd Street (*Future 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



Overview of Corridor 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

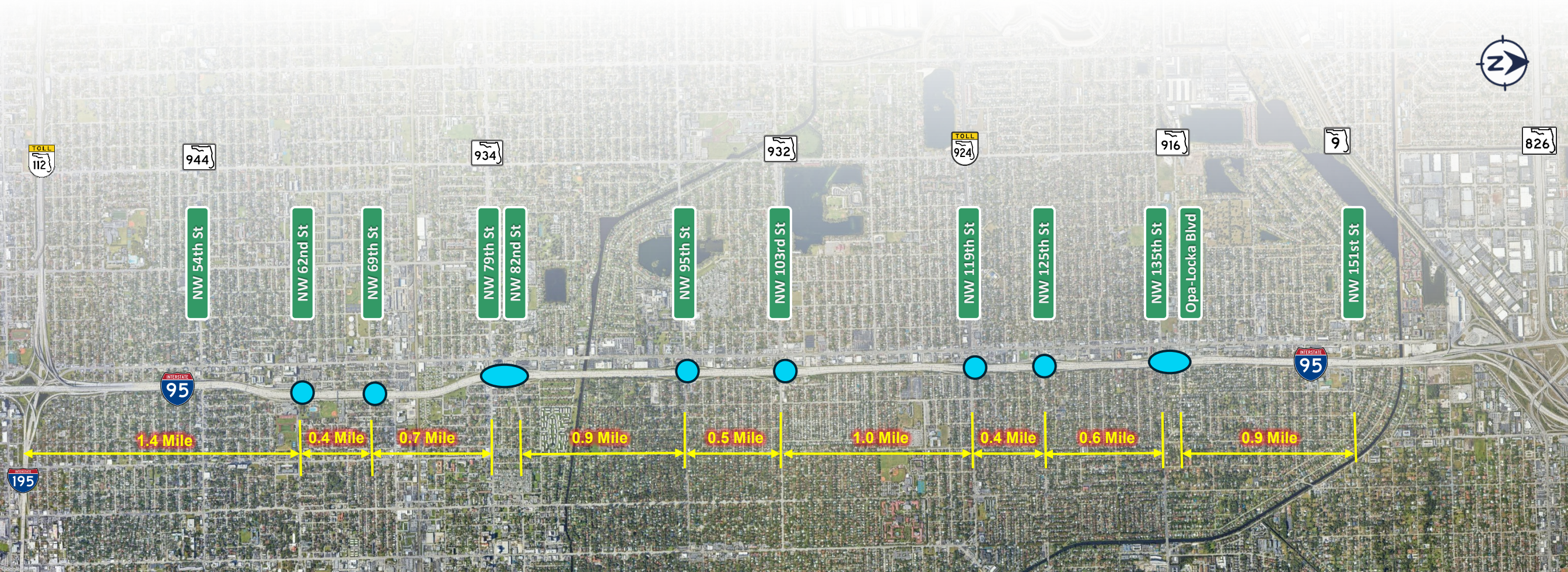


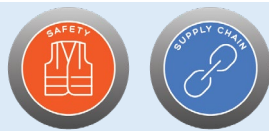


Existing Conditions | Service Interchanges



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





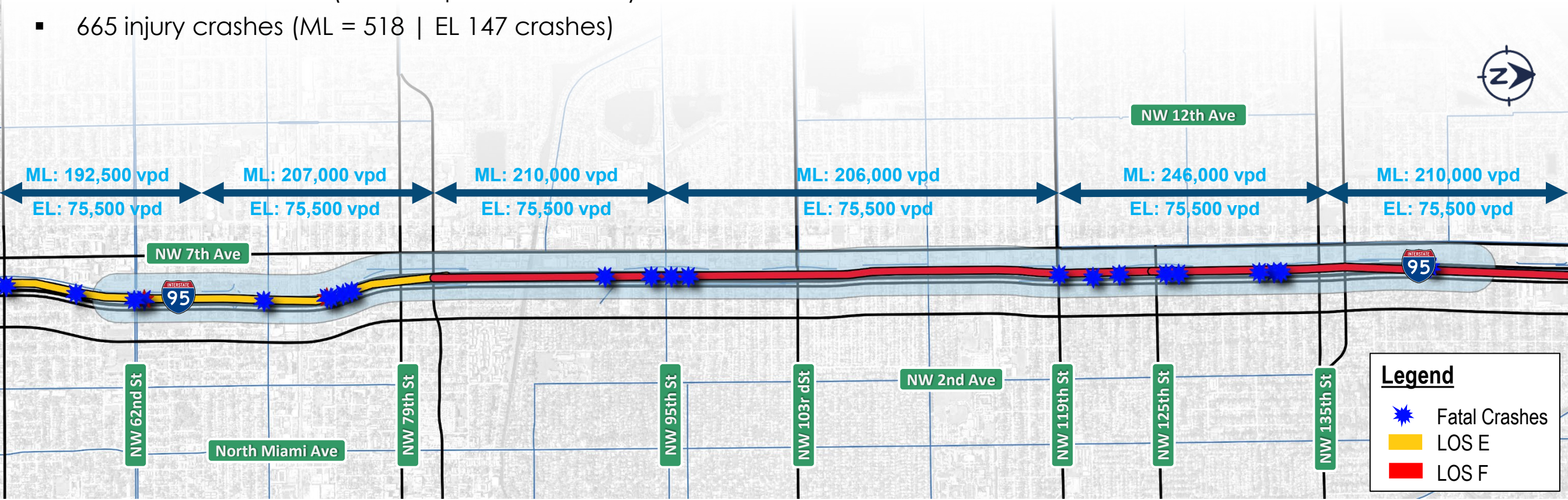
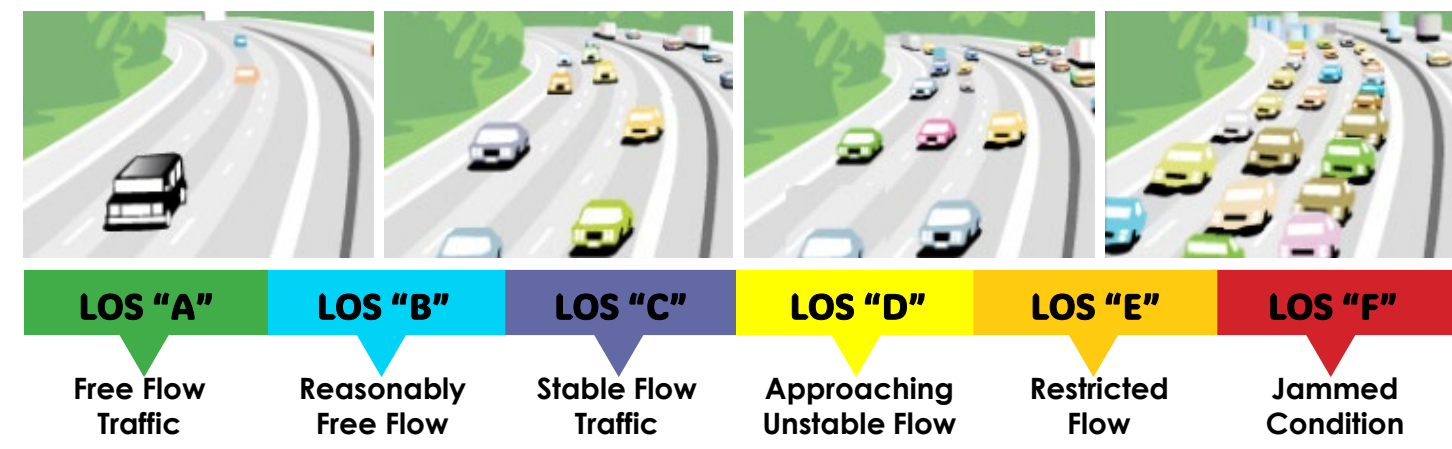
Existing Conditions | Traffic & Safety

2024 Existing Average Annual Daily Traffic (AADT)

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

Crash Data (Latest 5 Years: 2020 – 2024)

- 1,177 crashes/year (ML = 1041 | EL= 136 crashes/yr)
- 23 total fatal crashes (ML = 20 | EL = 3 crashes)
- 665 injury crashes (ML = 518 | EL 147 crashes)



Legend

- ★ Fatal Crashes
- Yellow bar LOS E
- Red bar LOS F

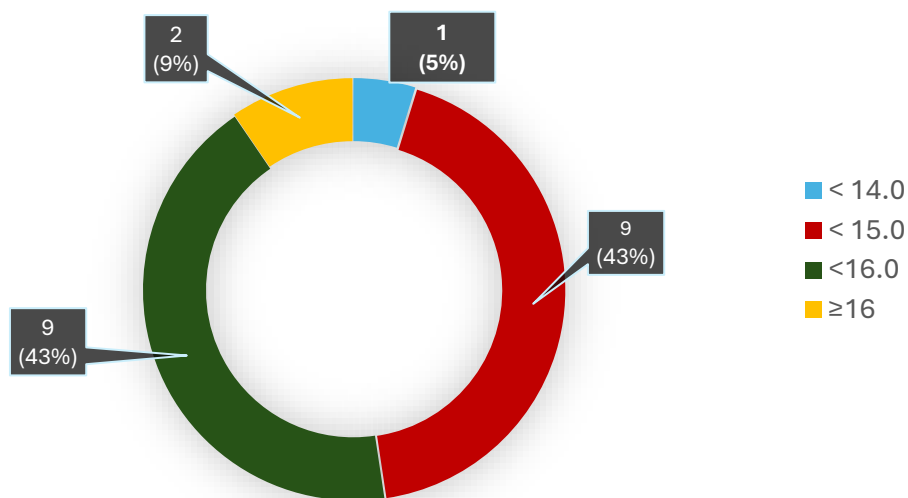


Existing Conditions | Bridge Conditions

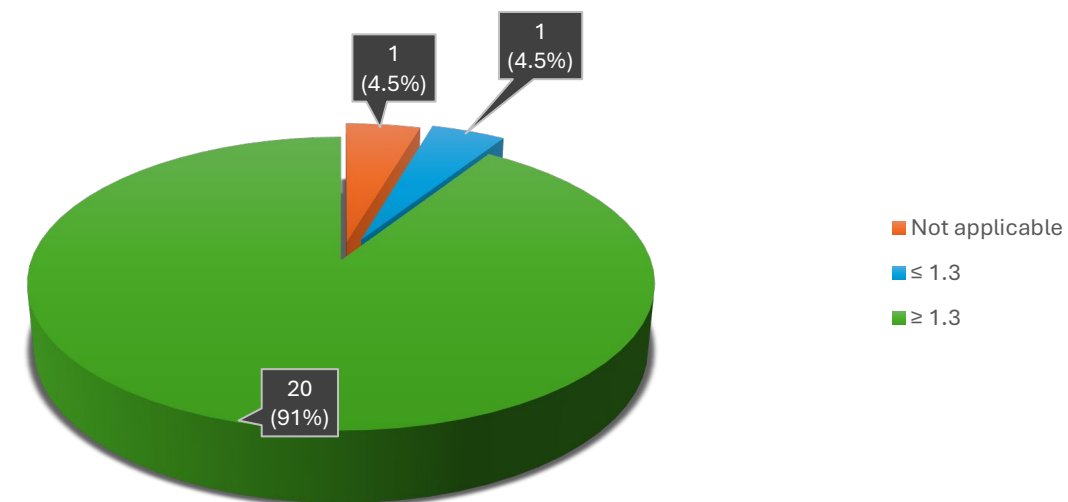
- 22 total existing bridges
- 20 bridges with satisfactory load rating factors, 1 with unsatisfactory rating, and 1 pedestrian bridge (load rating not applicable)
- Substructures of all existing bridges are in good conditions; Superstructures are mostly in good condition with a few in fair to satisfactory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



Polling – Slido Poll Participation Instructions





Tell us your favorite World Cup team!





1. Which existing corridor issue concerns you most?



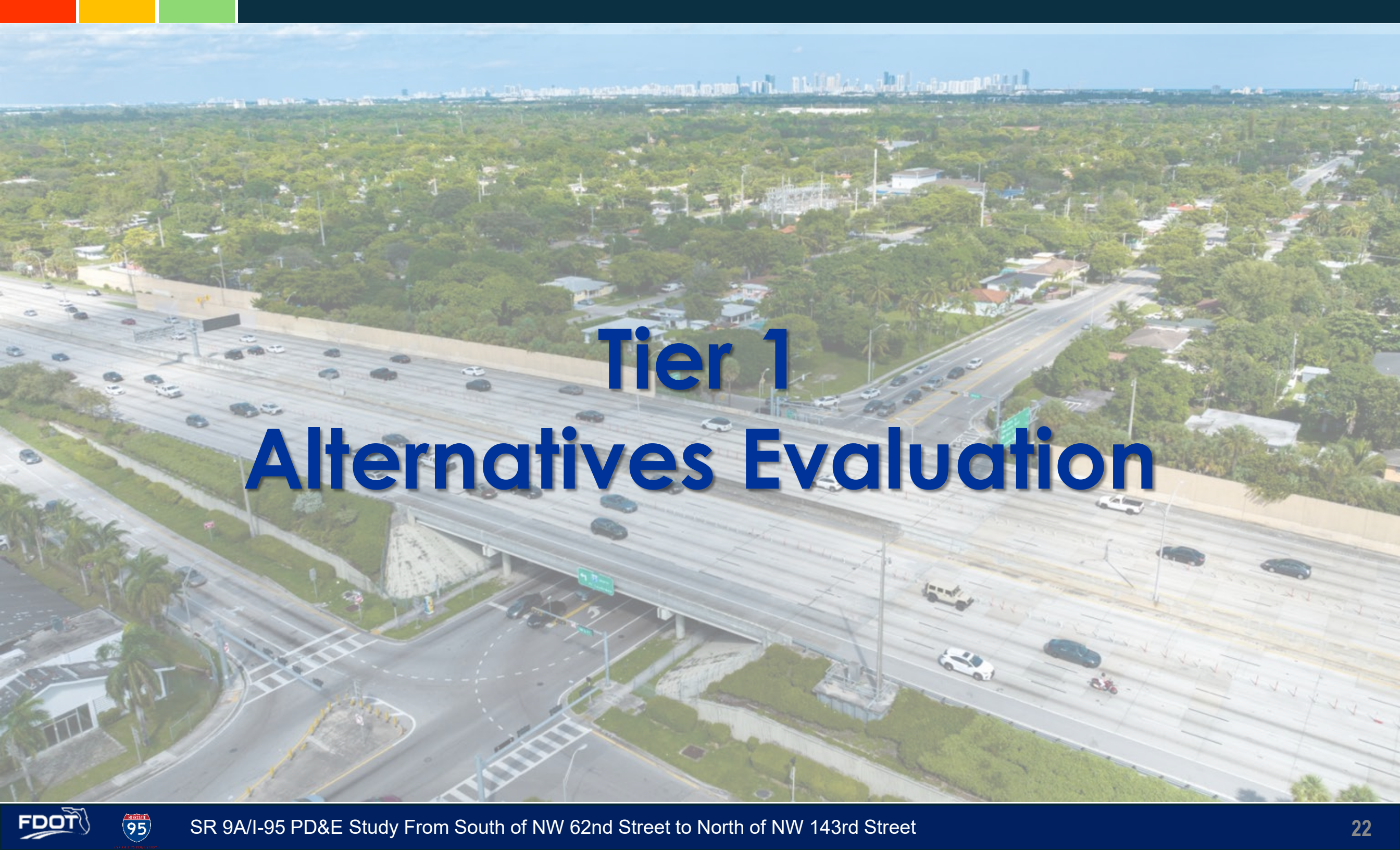
2. Where do you see the greatest need for improvement?



The Slido app must be installed on every computer you're presenting from



3. What is your biggest concern about future I-95 improvements?



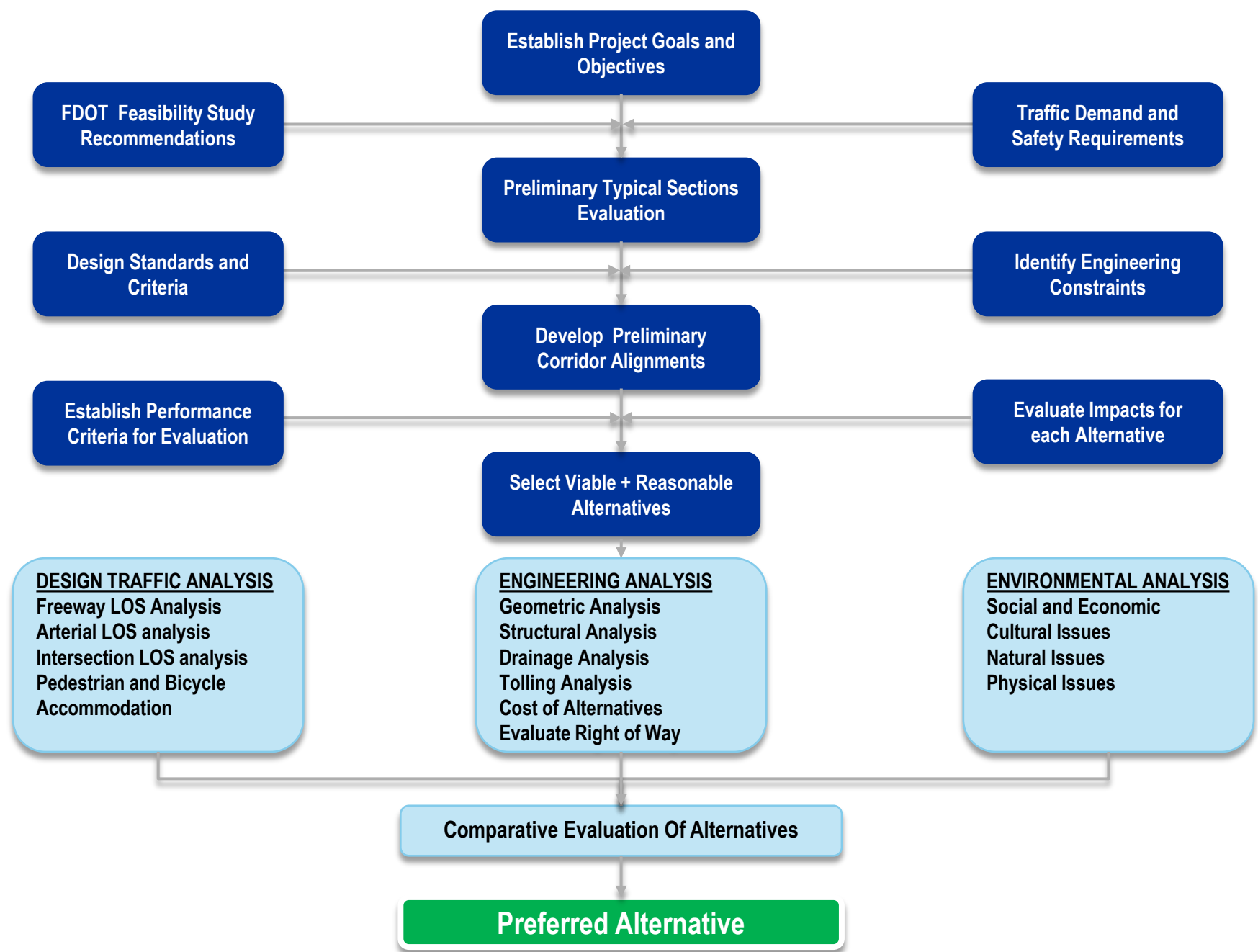
Tier 1 Alternatives Evaluation



Alternatives Evaluation Process

Tier 1 - Preliminary

Tier 2 - Detailed





Alternatives Evaluation Process



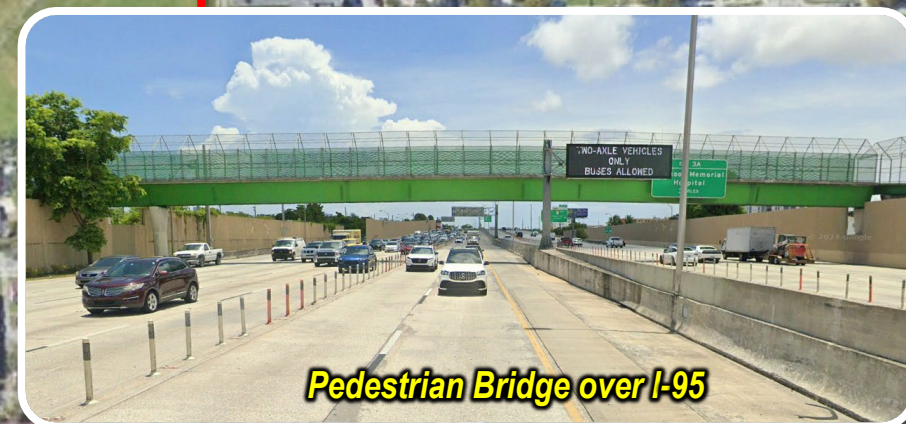
- **Four** project workshops were held to present technical information, preliminary engineering analysis, and solicit input from participants
- Preliminary technical analysis and evaluation primarily focused on the **three** constrained areas and results discussed with FDOT District 6 Design Offices and Florida's Turnpike Enterprise Tolling Team
- **Ten** Performance Criteria identified for qualitative evaluation
 1. **Traffic Operations & Safety Improvements**
 2. **Geometric Compliance to Design Controls**
 3. **Toll and Revenue Impact**
 4. **Temporary Traffic Control and Constructability Impacts**
 5. **ROW & Property Impacts**
 6. **Stormwater Management Impacts**
 7. **Visual & Aesthetic Impacts**
 8. **Social and Neighborhood Impacts**
 9. **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



Pedestrian Bridge over I-95



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



Pinnacle Park Apartments



Mobil Gas Station





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





No Build and TSM&O Alternatives

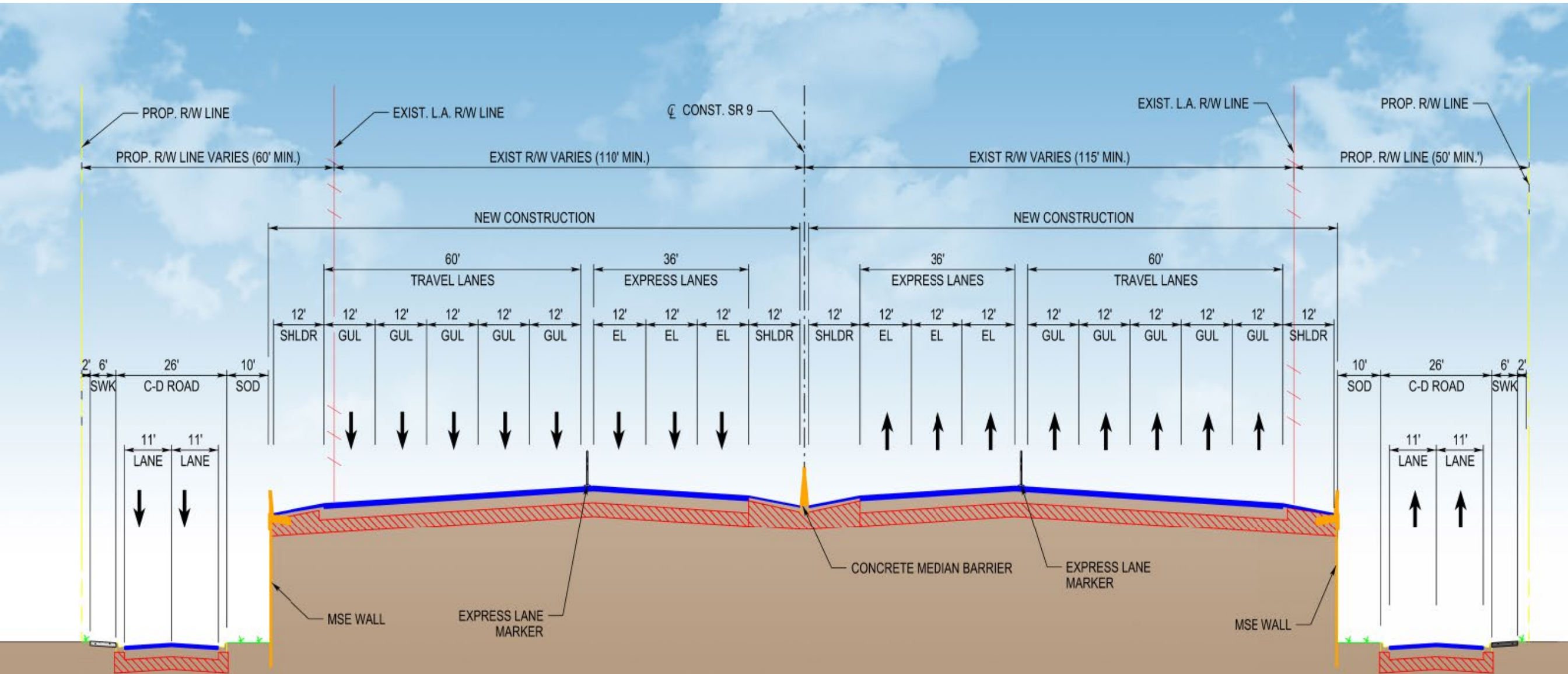
No Build Alternative

- 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

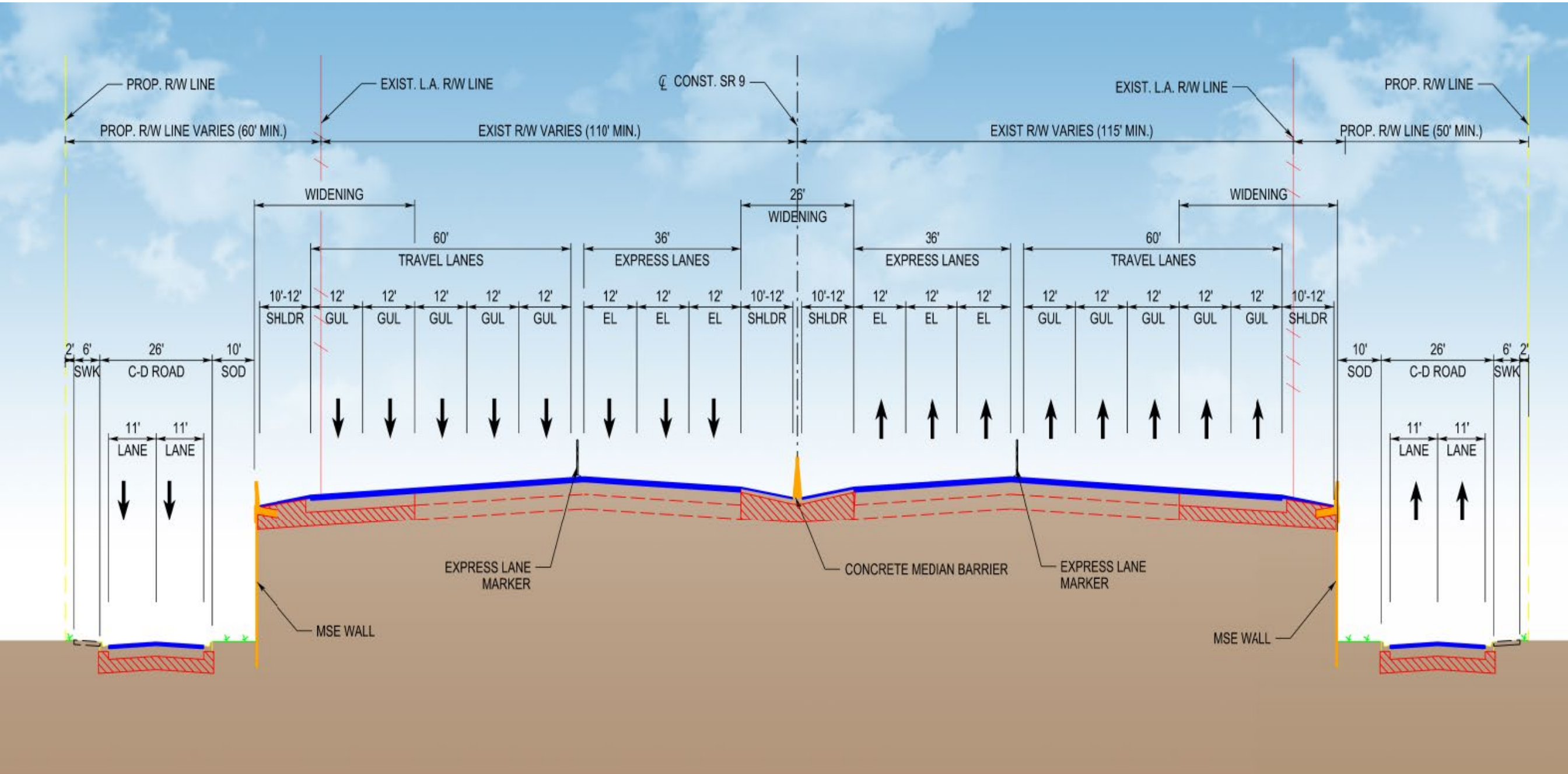
TSM&O Alternative

- 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

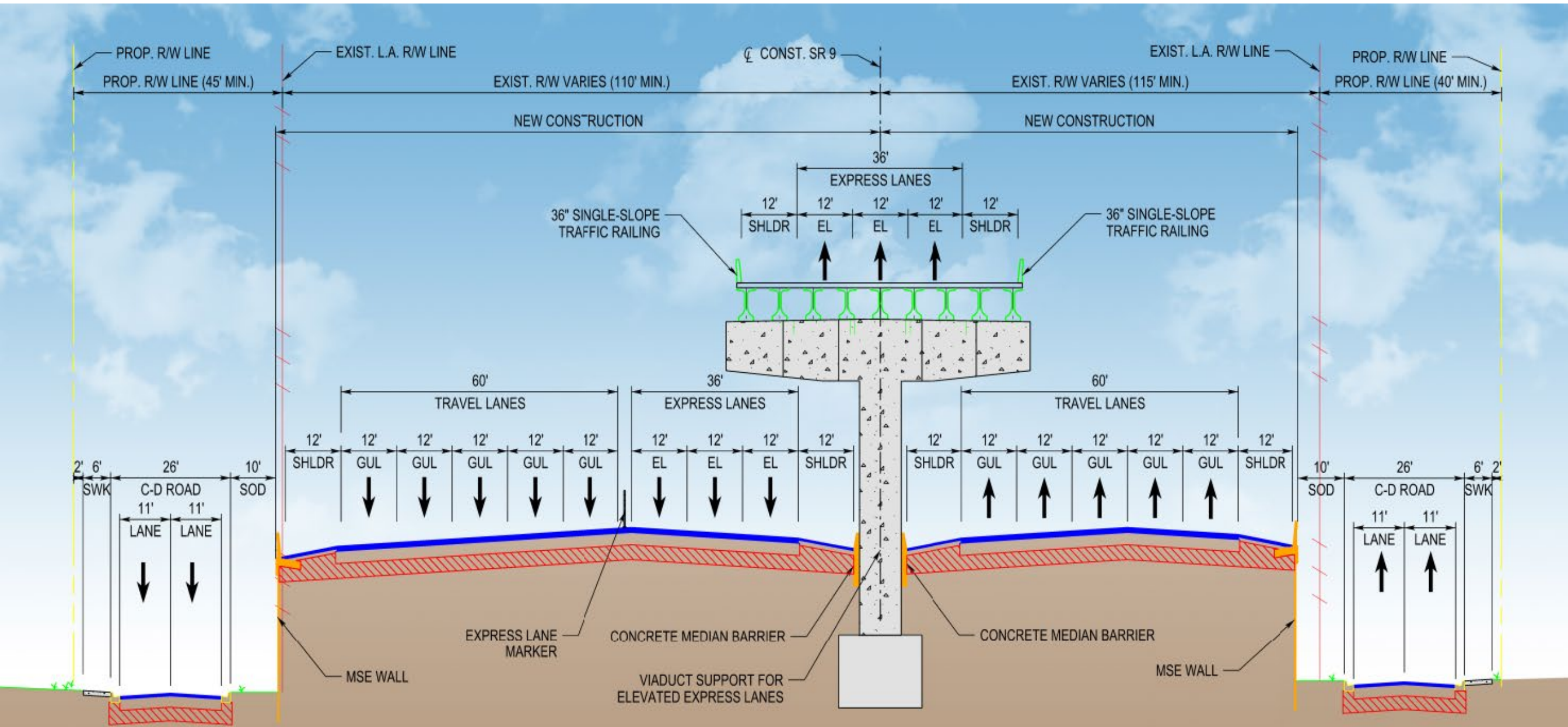
Build Alternative 1 | Complete Corridor Reconstruction



Build Alternative 2 | Corridor Widening

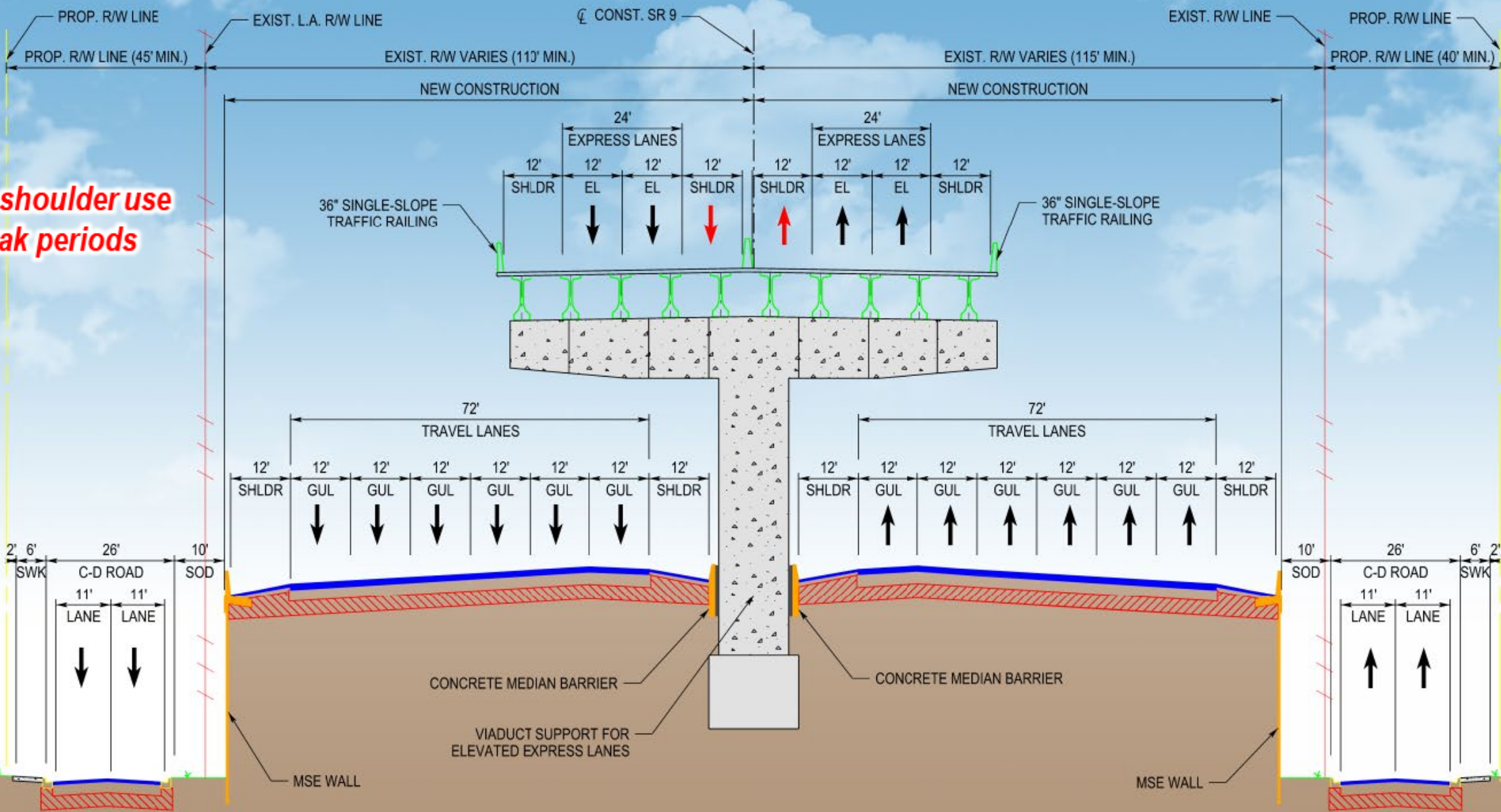


Build Alternative 3 | NB Elevated Viaduct



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**

- Provide physical separation between opposing express lanes traffic flows
- Need for continuous barrier storage and transfer space
- Incident response and emergency access constraints due to the narrow inside shoulder widths
- Significant maintenance required

- **Traffic Directional Split**

- Weekday AM Peak Period: **NB = 37% | SB = 63%**
- Weekday PM Peak Period: **NB = 57% | SB = 43%**
- 70/30 or greater directional split typically required to justify reversible operations

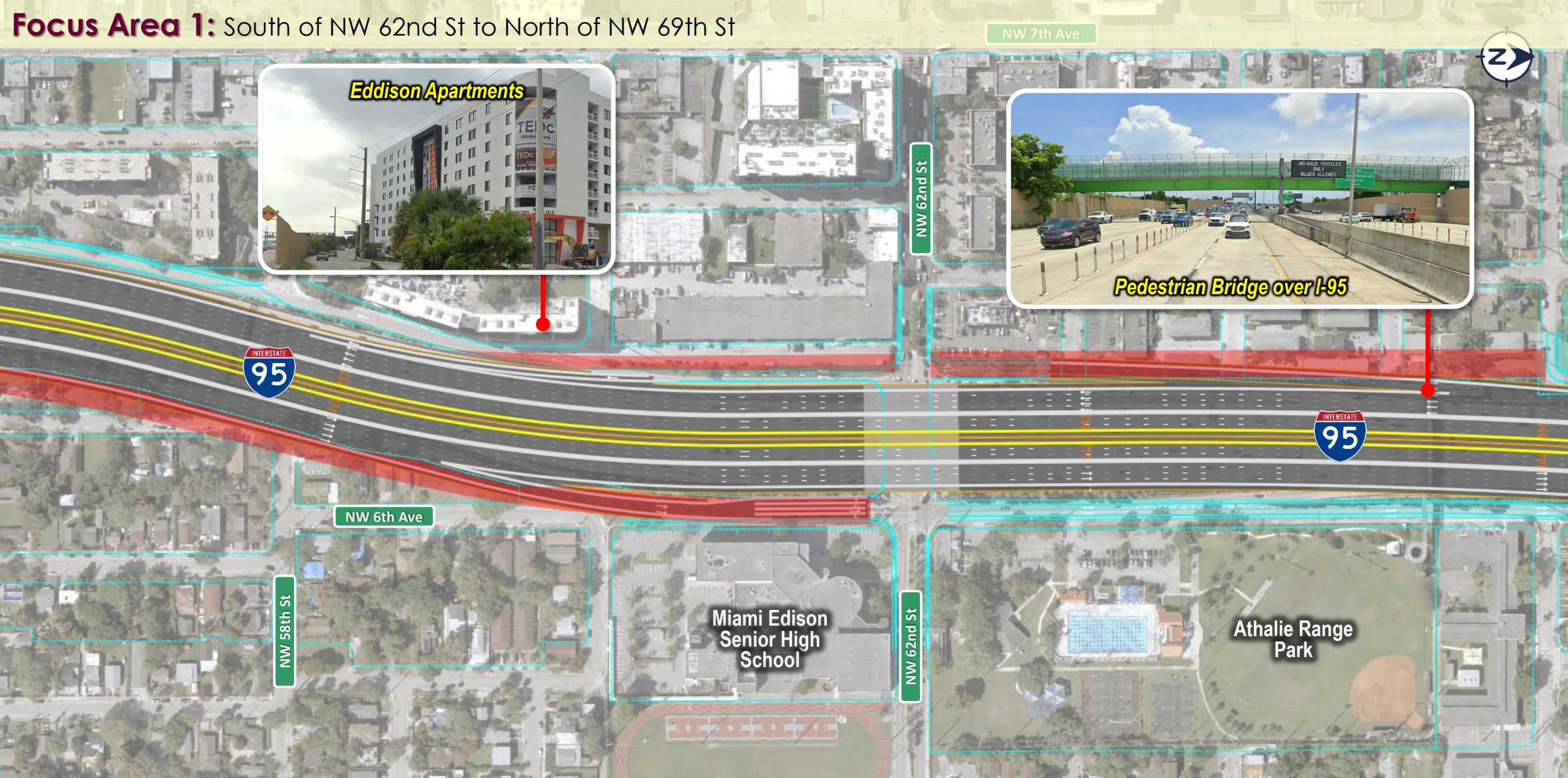
- **Verdict – Not a viable alternative**

- Due to the relatively balanced AM and PM directional traffic volumes
- Additional operational (potential breakdowns, incident management, impacts on tolling), constructability and maintenance challenges



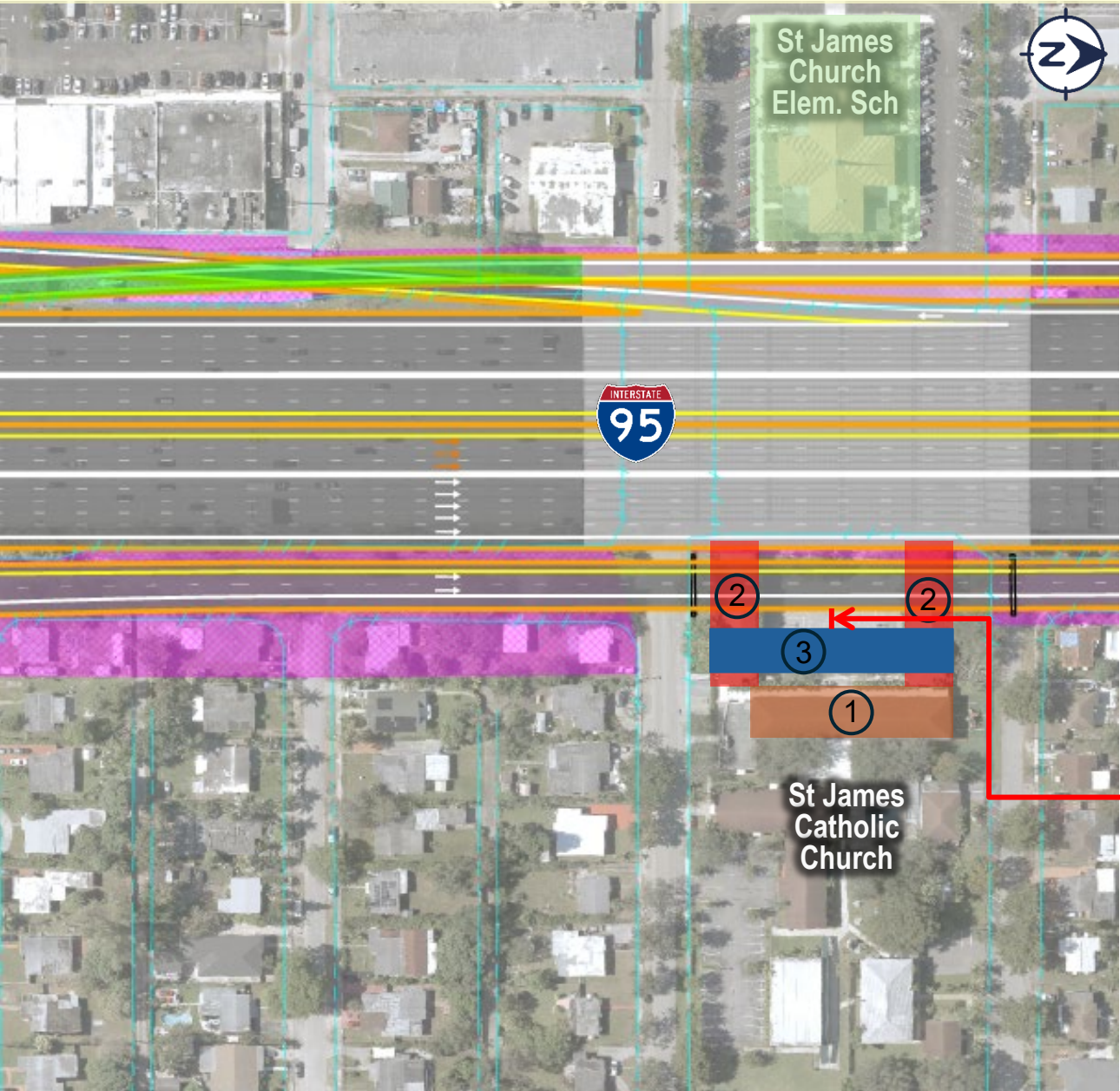
Build Alternative 1 – Proposed Horizontal Alignment

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



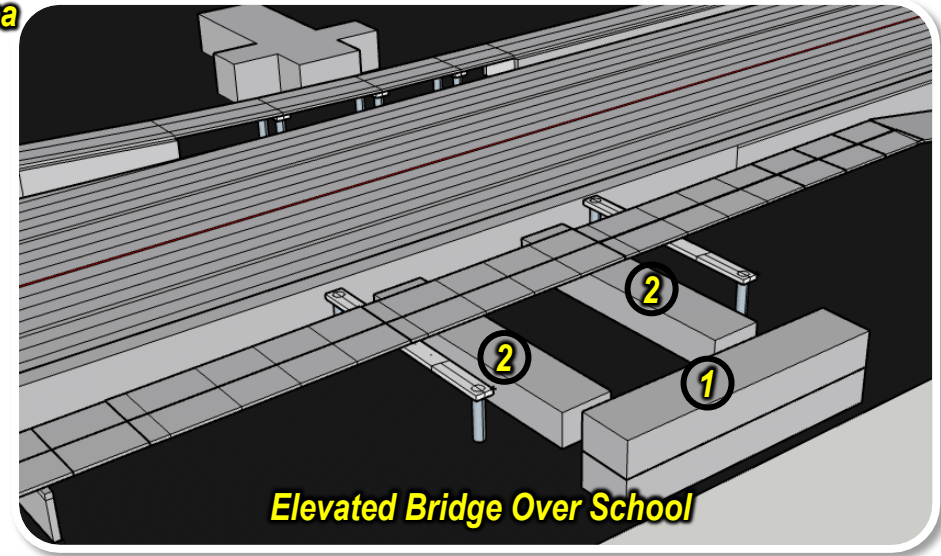
Focus Area 3 – Proposed Concept

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



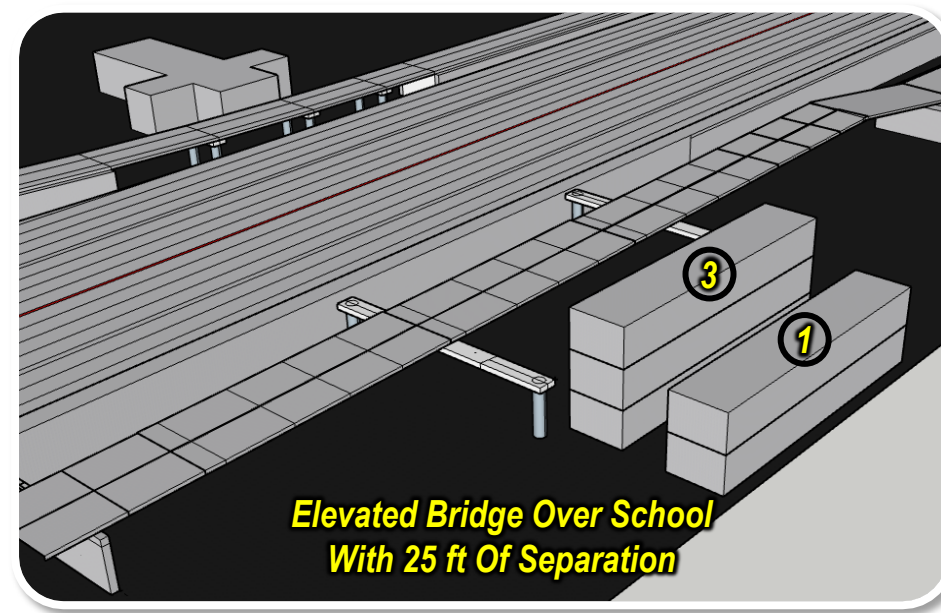
Approximate Existing Area

② = 20028 ft²



Approximate Proposed Area

③ = 23580 ft²





Reconstruction vs Widening / Rehab & Jacking



I-95 SB Bridge 870309 over RR & NW 71St to NW 75 Street
I-95 NB Bridge 870340 over RR & NW 71St to NW 75 Street



I-95 over NW 71st St.



I-95 over NW 72nd St.



I-95 over Railroad Tracks



I-95 over NW 73rd St.



I-95 over NW 75th St.

I-95 SB Bridge 870309 over RR & NW 71St to NW 75 Street
I-95 NB Bridge 870340 over RR & NW 71St to NW 75 Street

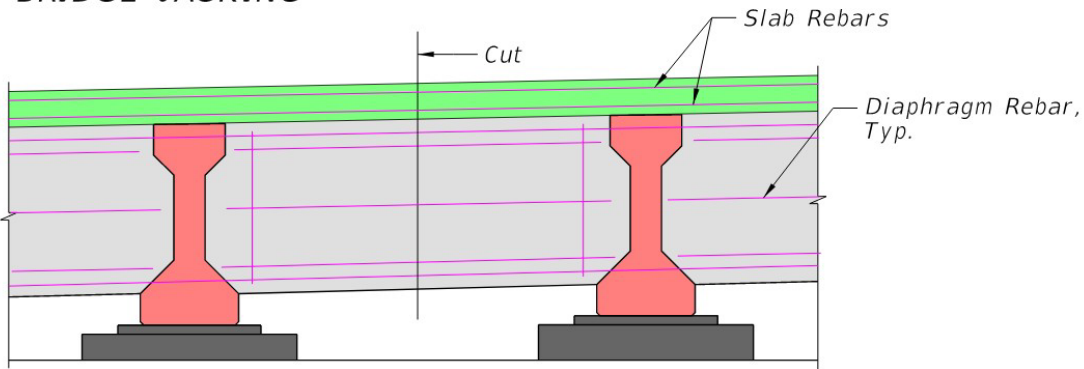
	NW 71 st St	NW 72 nd St	Railroad Tracks	NW 73 rd St	NW 75 th St
Existing Vertical Clearance	14.82-ft	23.5-ft	21.85-ft	20.4-ft	15.0-ft
Required Vertical Clearance	16.5-ft	16.5-ft	23.5-ft	16.5-ft	16.5-ft
Required Min. Adjustment	1.68-ft	None	1.65-ft	None	1.5-ft
Proposed Min. Adjustment	1.68-ft	1.68-ft	1.68-ft	1.68-ft	1.68-ft
New Min. Vertical Clearance	16.5-ft	25.18-ft	23.5-ft	22.08-ft	16.58-ft

Proposed modifications via Jacking of Bridge to increase vertical clearance

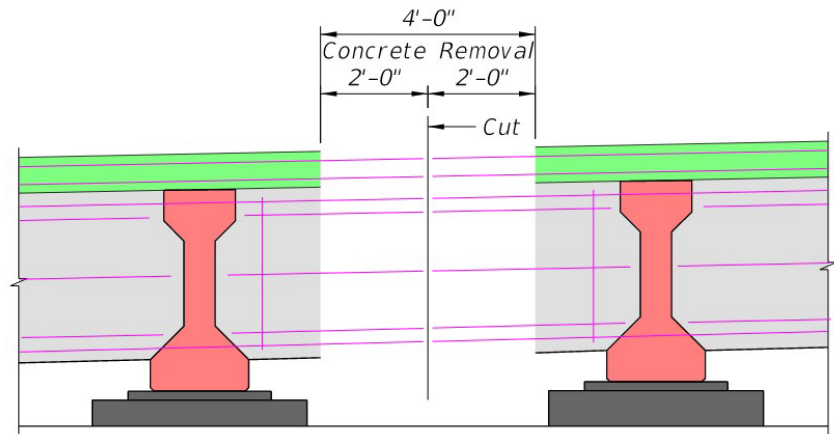


Reconstruction vs Widening / Rehab & Jacking

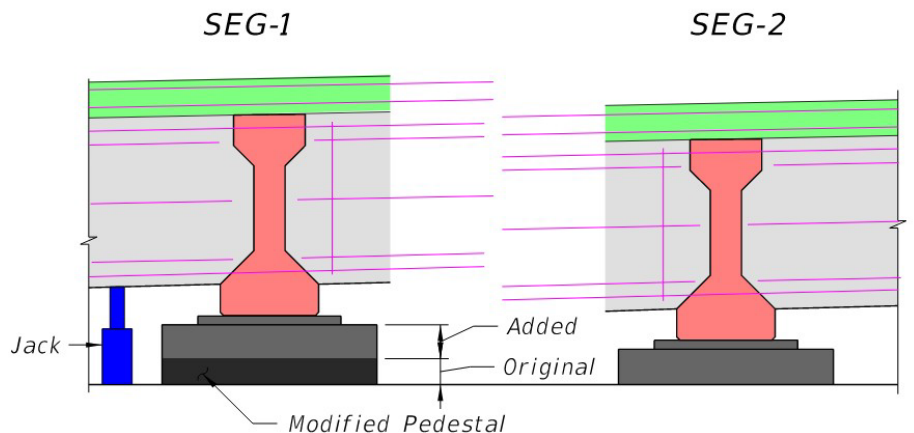
BRIDGE JACKING



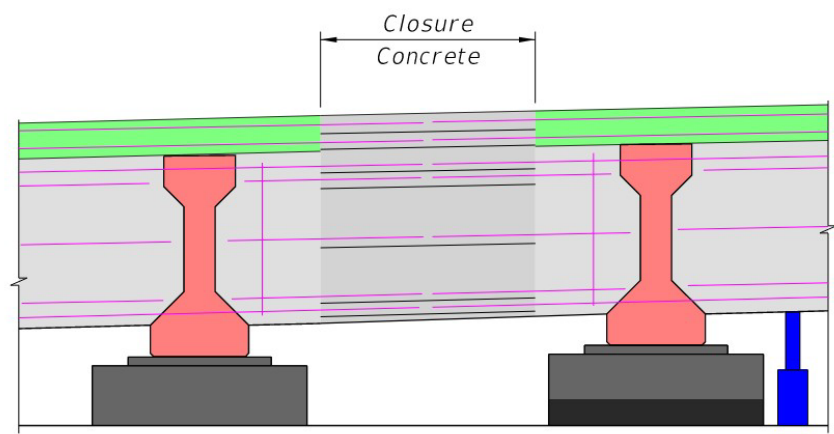
STEP 1: Sawcut Slab & Diaphragm between the beams.



STEP 2: Demolish 2' of concrete at both sides of the cut line. Do not damage the existing rebars.

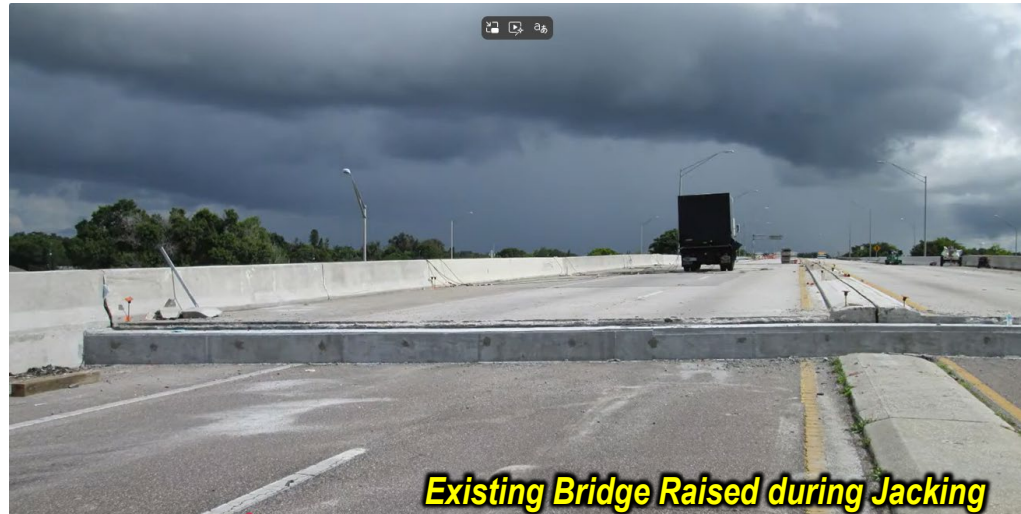


STEP 3: Jack up Bridge Seg-1. Increase thickness of the Pedestals.



STEP 4: Jack up Bridge Seg-2. Increase thickness of the Pedestals. Splice rebars between Seg-1 and Seg-2, and pour the Closure Concrete.

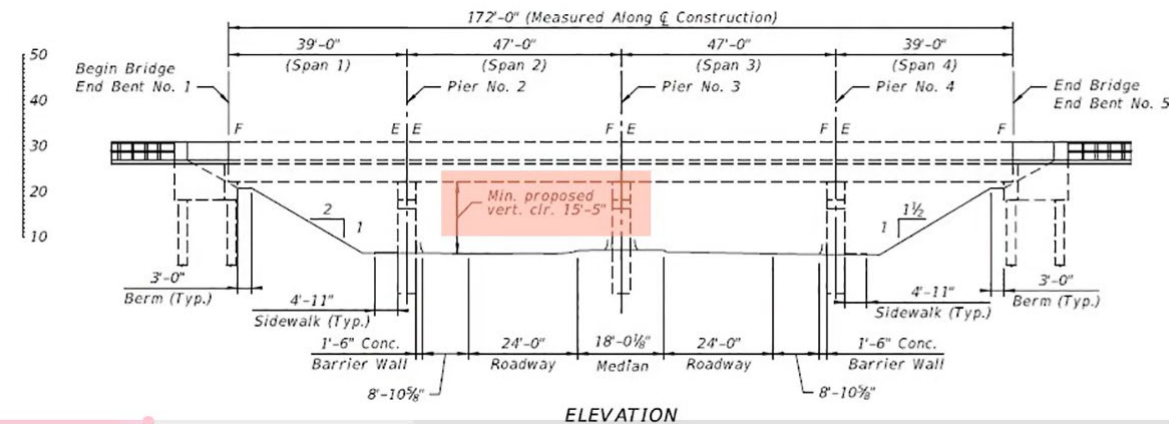
Reconstruction vs Widening / Rehab & Jacking



Existing Bridge Raised during Jacking



Shoring for Jacking Operation



1.2.3 EVO-SYSTEM FEATURES AND BENEFITS

Some of the system features are:

- Multi-functional system with 9 standard hydraulic control modes: Manual, pre-load, automatic (by position or load), retract fast, depressurize, tilting, stage lifting (step-by-step), weighing and centre of gravity (CoG).
- Available to control 4, 8 or 12 points with one HPU.
- Network capability to link up to 4 hydraulic power units (HPU) to a master control.
- Interface with easy navigation and access to set-up, movement and software menus.
- Data storage and recording capabilities at user defined intervals.
- Wireless remote control.
- Variable frequency drive motor (VDFM) and Siemens PLC for very precise synchronization and control of oil flow and cylinder stroke and speed.
- For use with standard single- or double acting 700 bar cylinders.
- 3,0 kW hydraulic power unit with 250 litres reservoir.



Enerpac
Synchronous Lifting System

Digital control to each cylinder allows control of the lift.

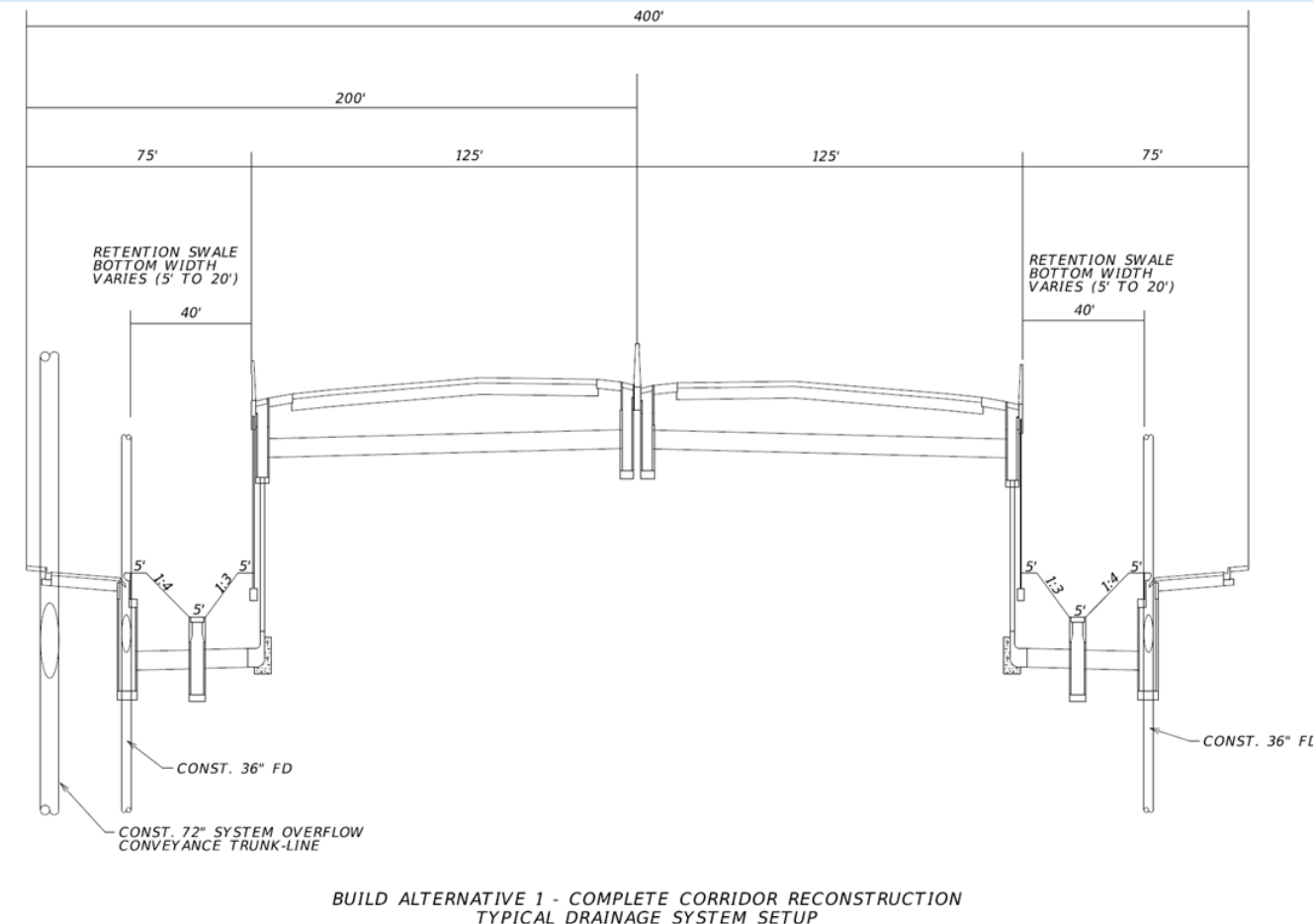


Permanent Raising of the
US 41 Bridge over US 301

Drainage Evaluation Summary

Key Considerations

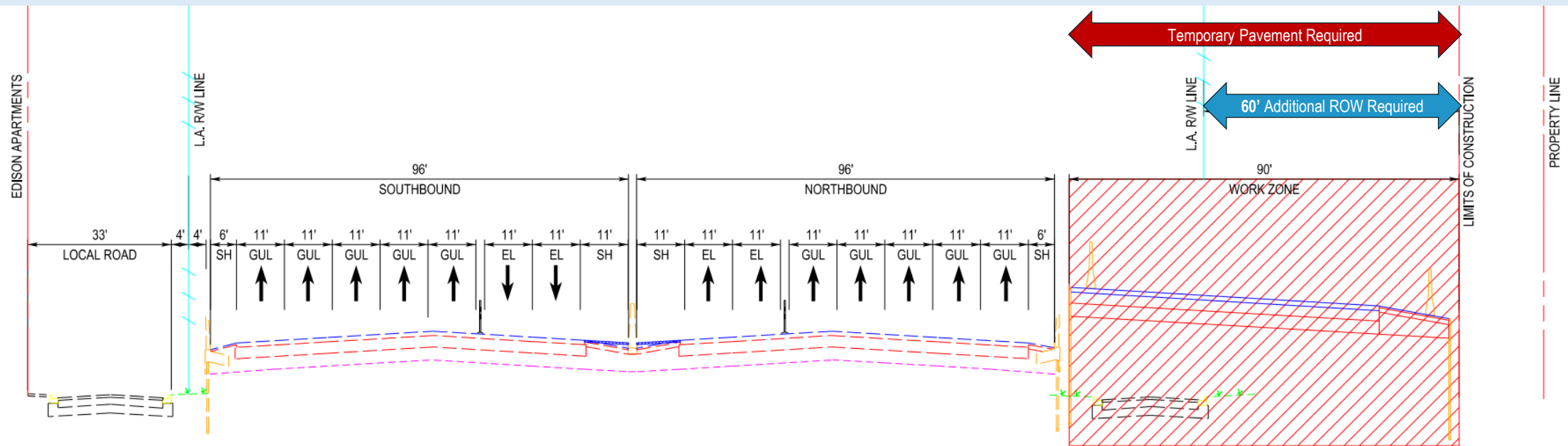
- **Relative differences in impervious areas between Tier 1 Alternatives**
 - Alternative 1: +/- 250-ft Impervious Width
 - Alternative 2: +/- 234-ft Impervious Width
 - Alternative 3: +/- 273-ft Impervious Width [No Significant Shielding by Viaduct]
 - Alternative 4: +/- 240-ft Impervious Width [Part of 2nd Level Shielded by 3rd Level Viaduct]
- **Drainage Percolation Rates along the corridor**
 - Northern Basins are less efficient than southern basins
- **Potential Contaminated areas**
 - Restrictions on use of exfiltration trench
 - Restrictions on dewatering during construction operations
- **Offsite Drainage patterns**
 - Off-site drainage patterns have consideration on Trunkline Sizing



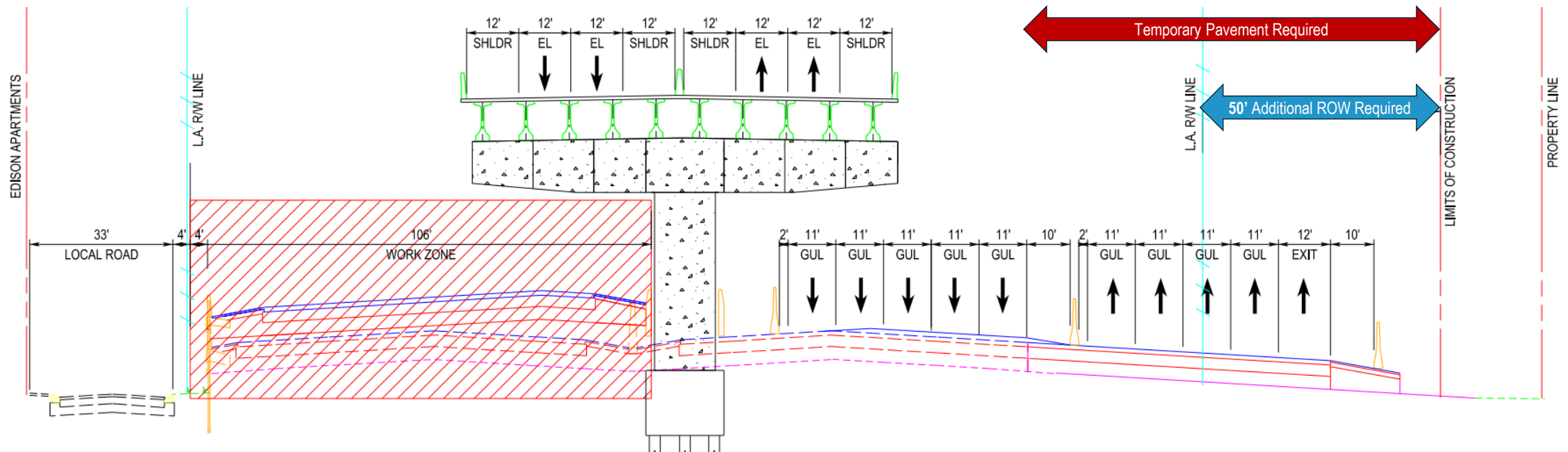
Connection of individual basin drainage collection, storage and conveyance system will be done through control weirs set at key locations for connection to system overflow conveyance trunkline.

TTCP Consideration

Build Alternative 1



Build Alternative 4





Alternatives Comparison Summary



Performance Criteria	Alternative 1	Alternative 2	Alternative 3	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	Low	High	Very High
10. Long-Term Maintenance Costs	Low	Moderate	High	Very High



Polling – Slido Poll Participation Instructions





1. How well do you understand the Tier 1 alternatives evaluation process presented today?





2. Rank the following alternatives evaluation factors in order of priority?



3. What are the most critical concerns to address as Alternatives 1 and 2 are further refined?

An aerial photograph of a multi-lane highway interchange. The highway has several lanes in both directions, with a concrete barrier separating the opposing traffic. There are several vehicles on the road, including cars and a motorcycle. The surrounding area is filled with lush green trees and some residential or commercial buildings. In the far distance, a city skyline with several tall buildings is visible under a clear blue sky. The text "Tier 2 Preliminary Evaluation" is overlaid in large, bold, blue letters in the center of the image.

Tier 2 Preliminary Evaluation

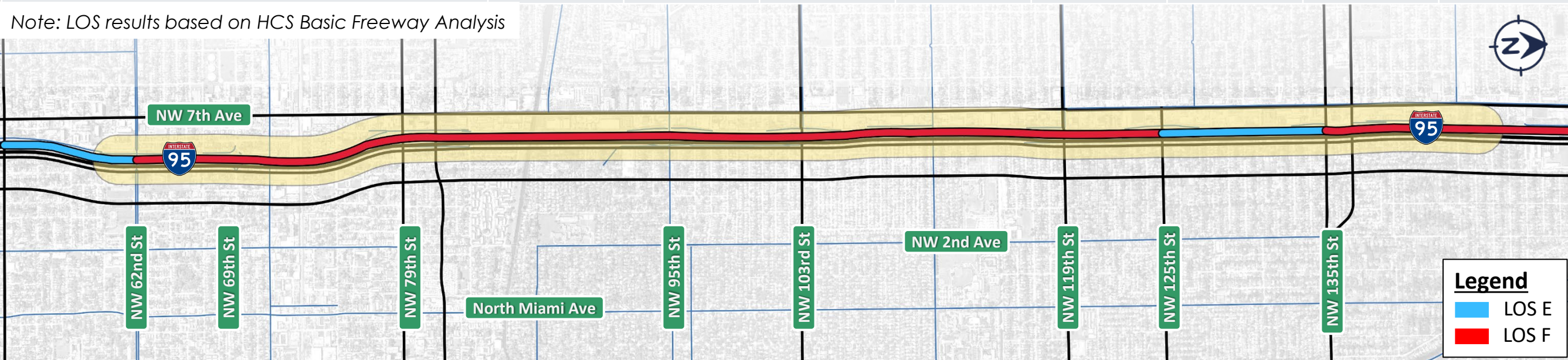


2050 Future Traffic – No-Build Conditions



I-95 Segment	Mainline				Express Lanes			
	AADT	DDHV	No. of Lanes	LOS	AADT	DDHV	No. of Lanes	LOS
South of NW 62nd Street	230,600	9,501	10	E	86,000	3,986	4	F
NW 62nd Street to NW 69th Street	239,000	9,847	8	F	86,000	3,986	4	F
NW 69th Street to NW 79th Street	251,000	10,341	8	F	86,000	3,986	4	F
NW 79th Street to NW 95th Street	251,500	10,362	8	F	86,000	3,986	4	F
NW 95th Street to NW 103rd Street	251,900	10,378	10	F	86,000	3,986	4	F
NW 103rd Street to NW 119th Street	253,700	10,452	8	F	86,000	3,986	4	F
NW 119th Street to NW 125th Street	235,000	9,682	8	F	86,000	3,986	4	F
NW 125th Street to NW 135th Street	245,500	10,115	10	E	86,000	3,986	4	F
North of NW 135th Street	254,600	10,490	10	F	86,000	3,986	4	F

Note: LOS results based on HCS Basic Freeway Analysis

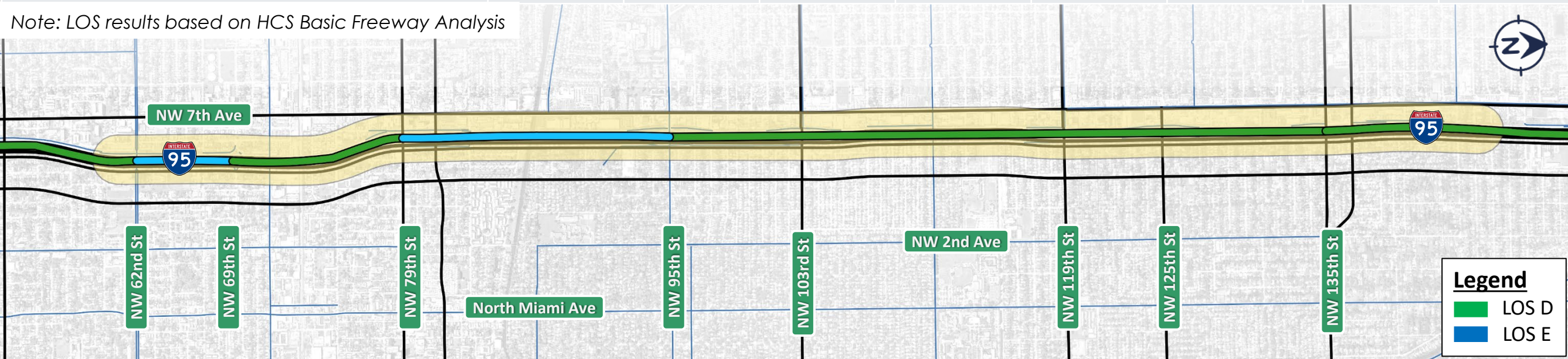


2050 Future Traffic – Build Conditions



I-95 Segment	Mainline				Express Lanes			
	AADT	DDHV	No. of Lanes	LOS	AADT	DDHV	No. of Lanes	LOS
1. South of NW 62nd Street	254,000	10,465	12	D	102,000	4,728	6	D
2. NW 62nd Street to NW 69th Street	246,000	10,135	10	E	102,000	4,728	6	D
3. NW 69th Street to NW 79th Street	258,500	10,650	12	D	102,000	4,728	6	D
1. NW 79th Street to NW 95th Street	272,500	11,227	12	E	102,000	4,728	6	D
1. NW 95th Street to NW 103rd Street	234,000	9,641	10	D	102,000	4,728	6	D
1. NW 103rd Street to NW 119th Street	264,500	10,897	12	D	102,000	4,728	6	D
1. NW 119th Street to NW 125th Street	233,000	9,600	10	D	102,000	4,728	6	D
1. NW 125th Street to NW 135th Street	234,900	9,678	10	D	102,000	4,728	6	D
1. North of NW 135th Street	256,900	10,584	12	D	102,000	4,728	6	D

Note: LOS results based on HCS Basic Freeway Analysis



Legend

LOS D

LOS E

Collector-Distributor System



Existing Operational Issues

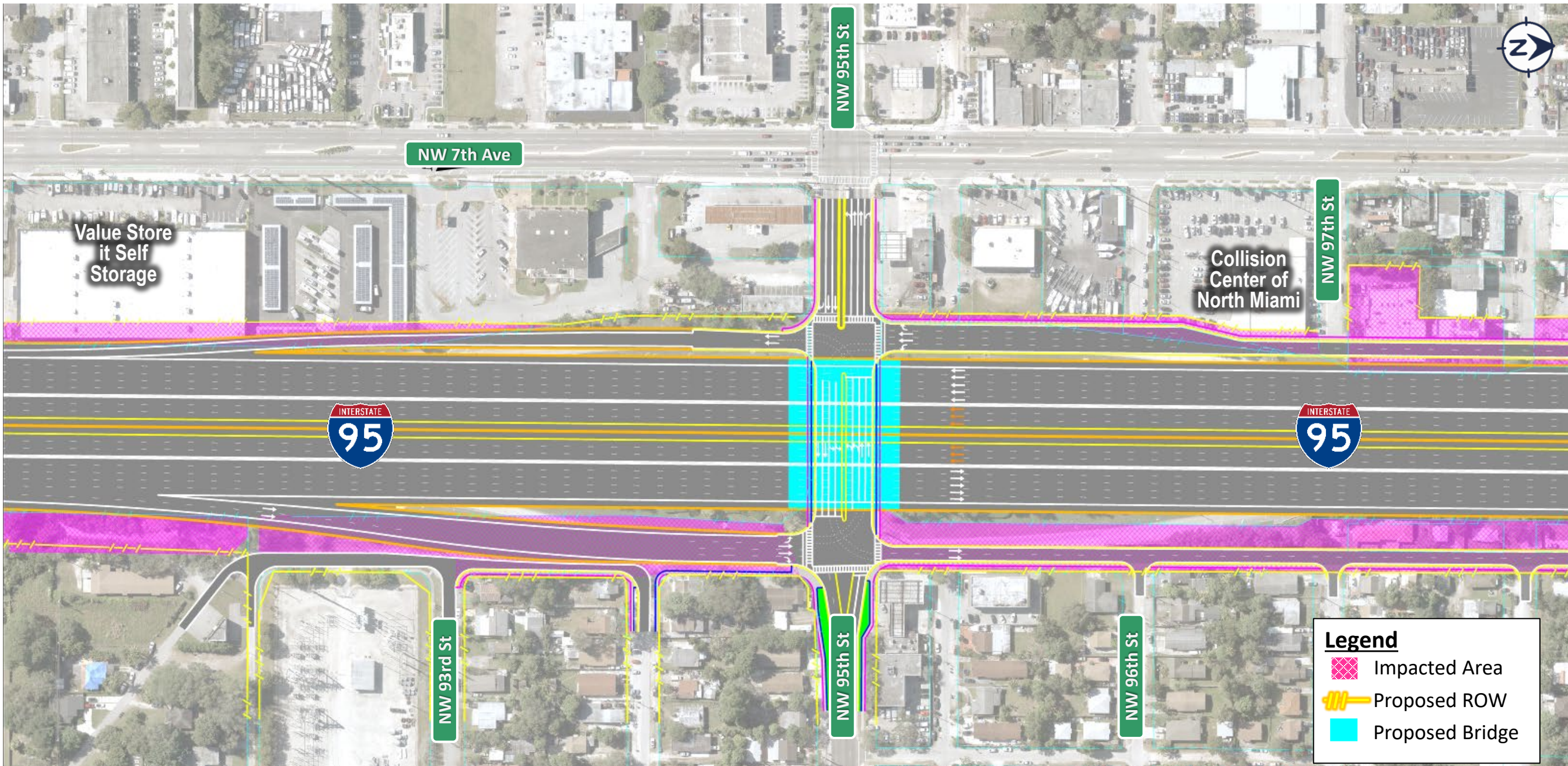
- Short interchange spacing creates overlapping merge, diverge, and weaving movements.
- Frequent lane changes disrupt mainline flow, reduce capacity, and increase congestion.
- Ramp queues may spill back onto I-95, causing sudden slowing and unreliable travel times.
- Speed differences and last-minute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



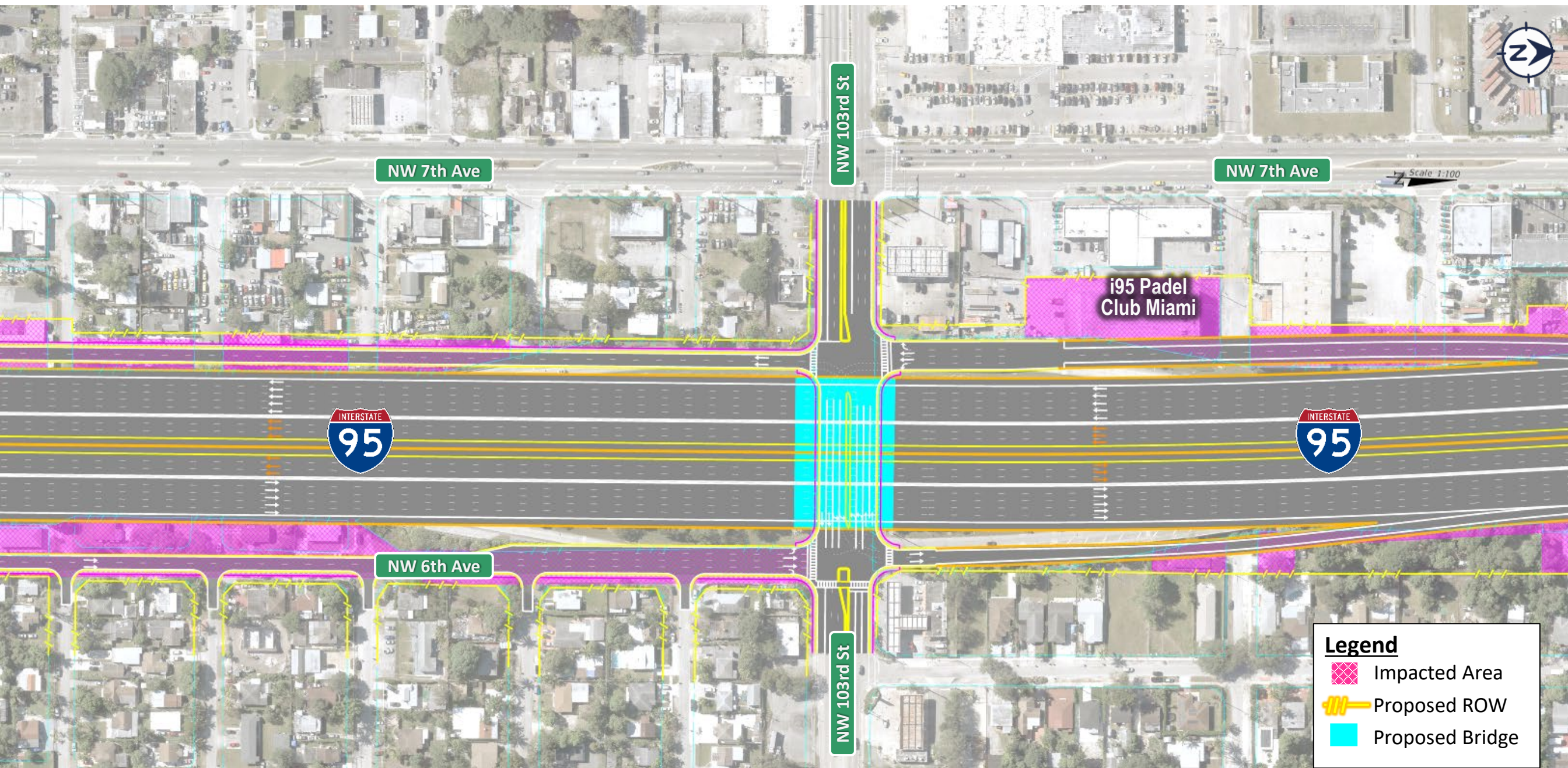
Collector-Distributor System



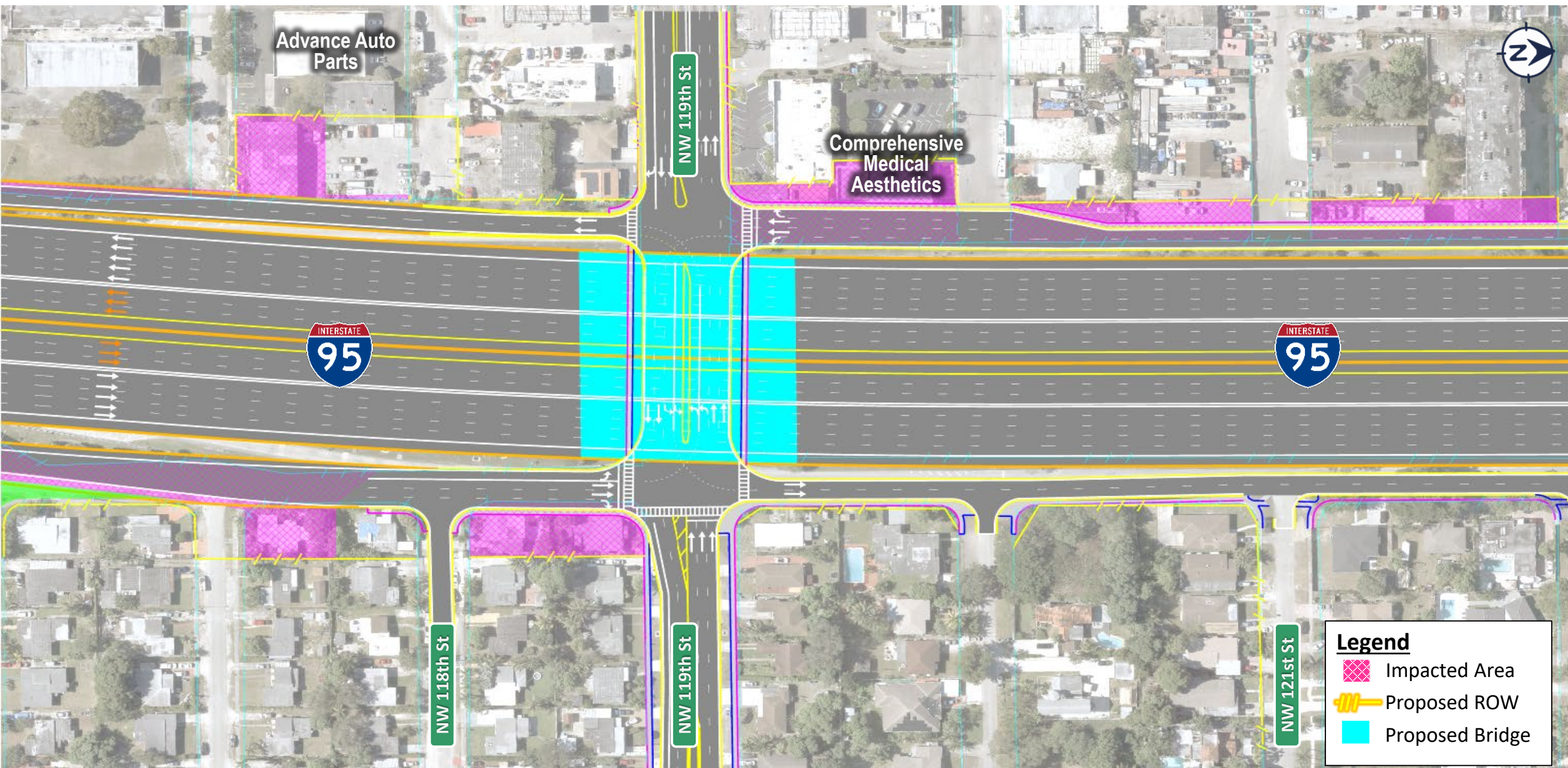
Legend

- Impacted Area
- Proposed ROW
- Proposed Bridge

Collector-Distributor System



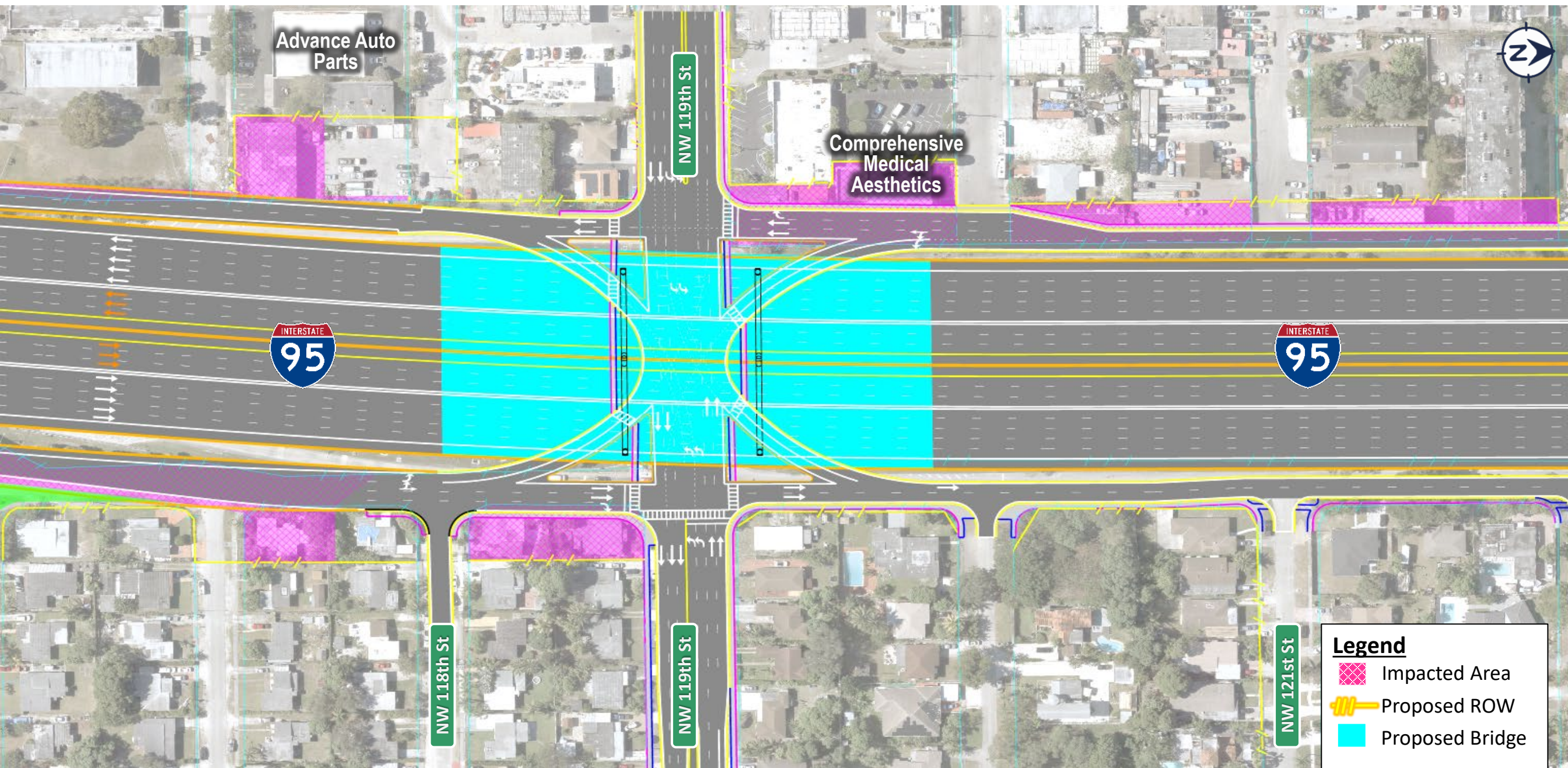
Tight Urban Diamond Interchange (TUDI)



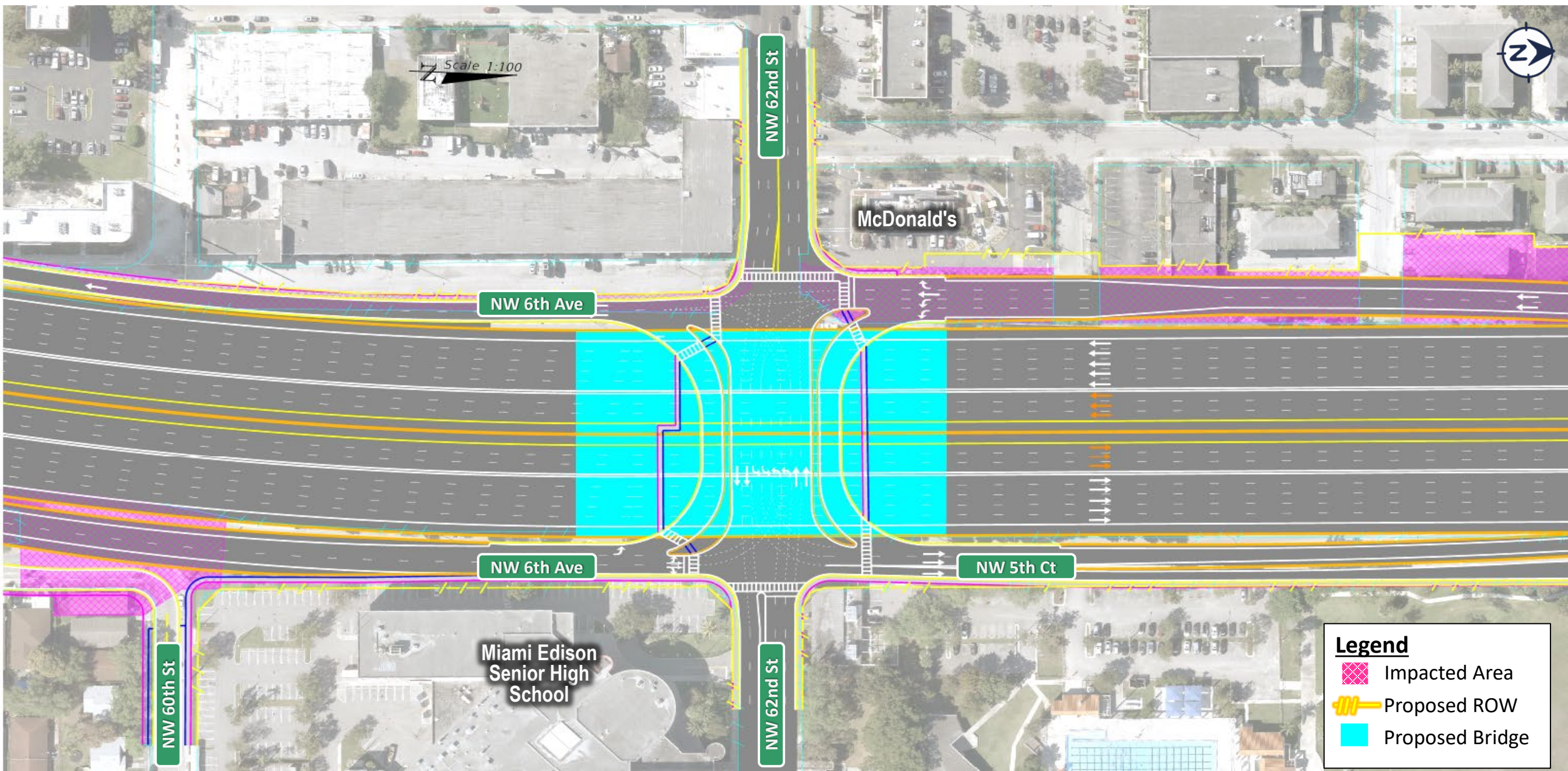
Legend

- Impacted Area
- Proposed ROW
- Proposed Bridge

Single Point Urban Interchange (SPUI)



TUDI with Texas U-Turns





Potential ROW Impacts

Potential ROW impacts to **266** properties along corridor as follows:

Parcel Category	Number of Parcels	Percentage
Residential	144	54.1%
Commercial	62	23.3%
Vacant Residential	10	3.8%
Vacant Commercial	19	7.1%
Government/Municipal	21	7.9%
Religious	1	0.4%
Schools (Parcels)	9	3.4%
Total	266	100.0%

- 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.
- One religious parcel impacted – St James Catholic Church and School located at 13155 NW 7th Avenue, North Miami, Florida 33168.





Polling – Slido Poll Participation Instructions





1. Rank the following improvement benefits in order of priority.





2. Which multimodal accommodations should be prioritized as the project moves toward a preferred alternative?





3. What information should be highlighted at the next PAG meeting?

An aerial photograph of a multi-lane highway, likely I-95 in Miami, with a dense city skyline visible in the background under a clear blue sky. The highway has several lanes in both directions, with some vehicles visible. A large, bold, blue text overlay is centered over the highway.

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		■															
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!



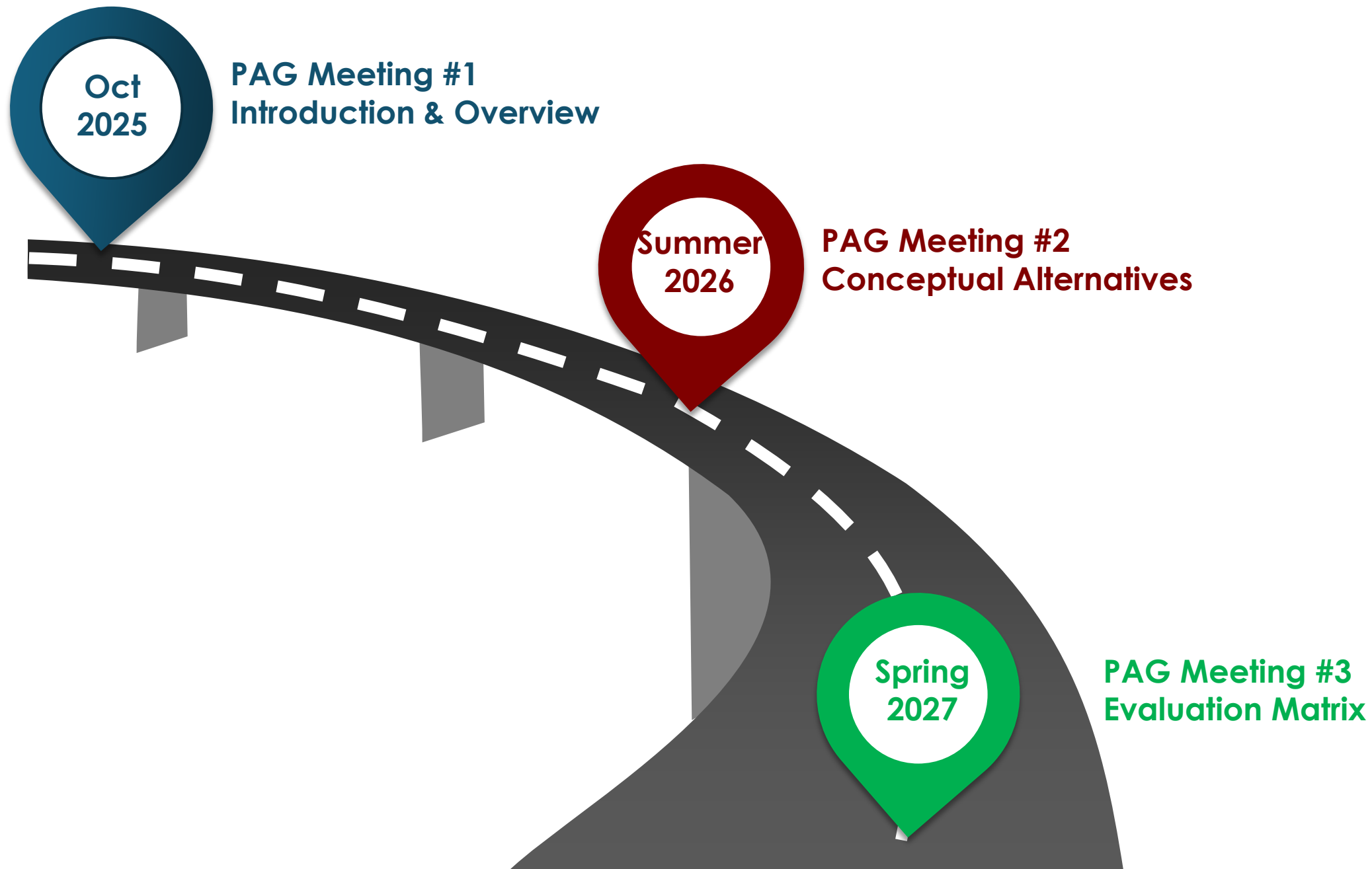
We Want to Hear From You!

- ✓ Share what you know about the area and what matters most to your community.
- ✓ Let us know about any concerns, needs, or opportunities we should consider.
- ✓ Review the project materials and send us your comments.
- ✓ Suggest ways to improve the alternatives and public outreach.
- ✓ Help bring stakeholder and community feedback back to the Study Team.





Next Steps - PAG Meetings





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Project Website

www.southflroads.com/sr9apde



Open Discussion



Rules of Engagement

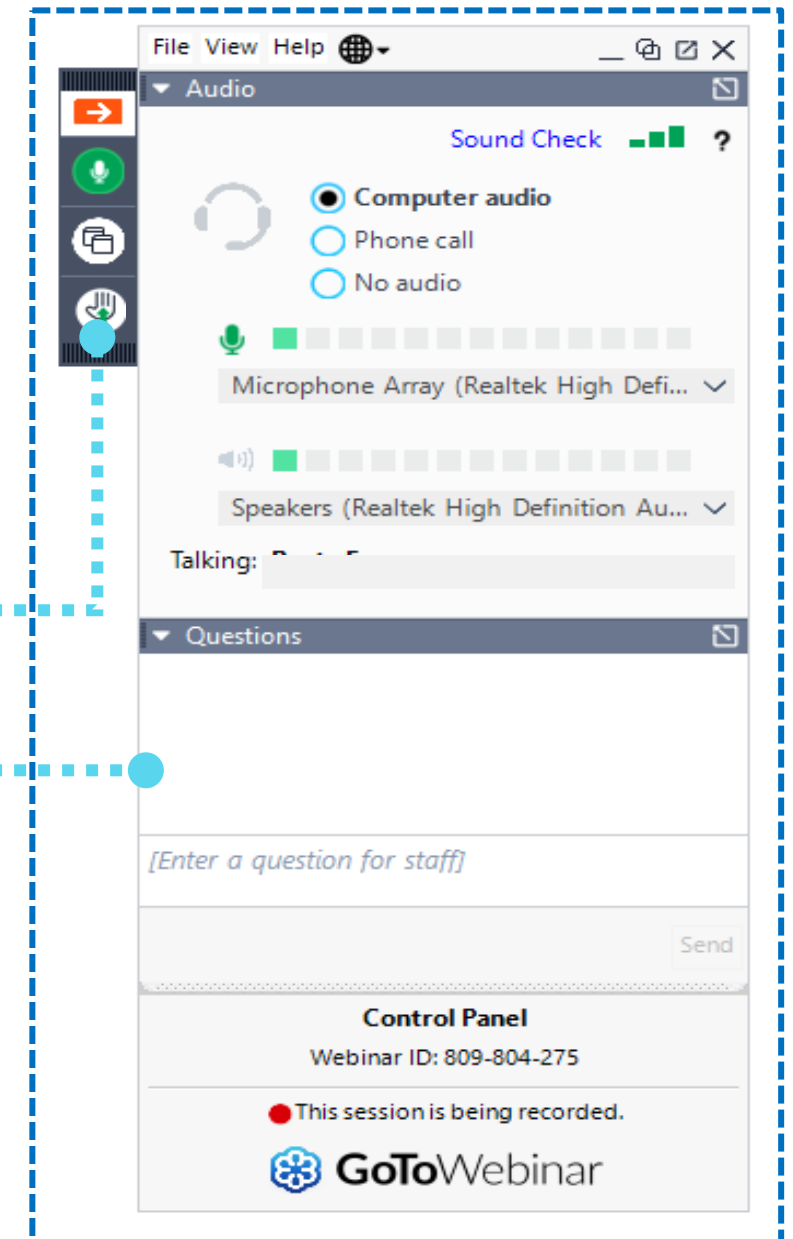
All Virtual (online) attendees will remain muted throughout the Meeting.

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

