



PROJECT SCHEDULE — PD&E CATEGORICAL EXCLUSION TYPE-2

PD&E Project Milestone Schedule	Date
Begin Project	May 2021
Kick-Off Meeting	July 2021
Alternatives Workshop	June 2022
Public Information Meeting	December 2024
Public Hearing	March 2025
End Project (Location Design Concept Acceptance)	August 2025

Work Program/Project Phase	Fiscal Year
Corridor Planning Study	2019-2020
PD&E Study	2021-2025
Final Design	2025-2030
Right-of-Way	Not Funded
Construction	Not Funded



State and federal funding has been allocated by the FDOT for future phases of the project, including Final Design. Preliminary construction costs are being developed during the PD&E phase.

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.

FDOT encourages public participation without regard to race, color, national origin, age, sex, religion, disability or family status.

STAY INFORMED

For more information please contact Community Outreach Specialist Monica Diaz at 305-573-0089 or via email at monica@iscprgroup.com.

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I-95/SR 9 PD&E STUDY

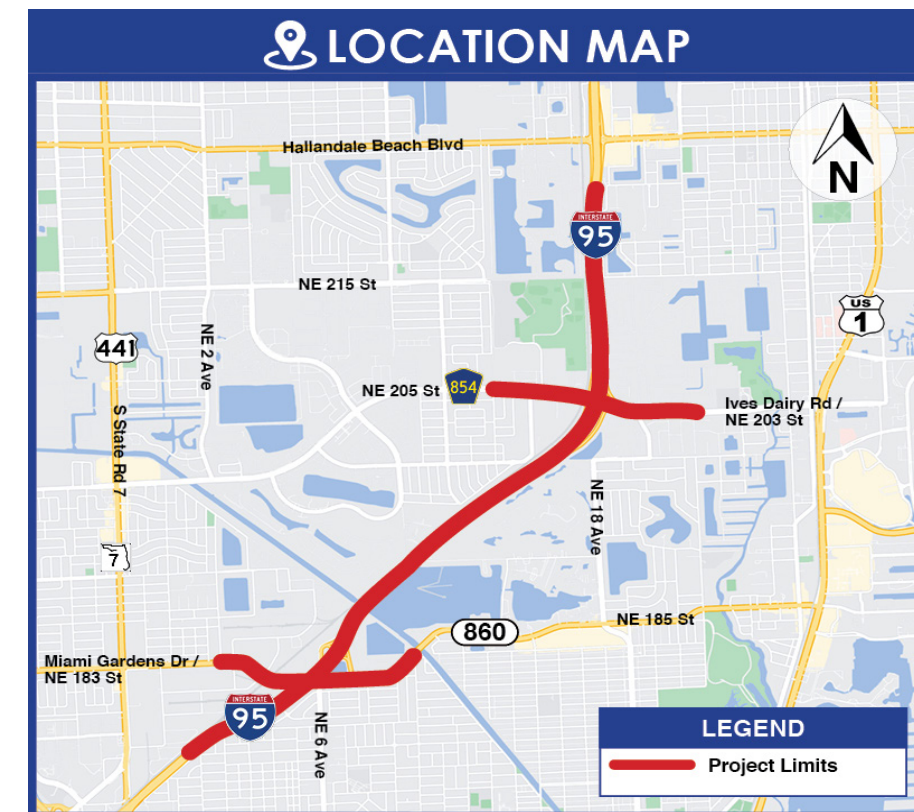


PROJECT INFORMATION BOOKLET

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX
 I-95/STATE ROAD (SR) 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
 FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO THE NORTH OF THE BROWARD COUNTY LINE,
 MIAMI-DADE COUNTY, FLORIDA

FINANCIAL MANAGEMENT NUMBER: 414964-1-22-01
 EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NUMBER: 14419

The Florida Department of Transportation (FDOT), District Six, is conducting a PD&E Study for the I-95/SR 9 Corridor from south of SR 860/Miami Gardens Drive to the north of the Broward County Line. The project is located in North Miami Beach and unincorporated Miami-Dade County, Florida.



The purpose of this project is to address the deficient operational capacity and relieve existing/future congestion along the I-95/SR 9 corridor. Other goals of the project are to:

- Preserve the operational integrity and regional functionality of I-95/SR 9 (and, therefore, the regional transportation network) by complementing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties
- Enhance emergency evacuation and response times. Overall, the project will offer enhanced mobility options for motorists and transit users as it will provide additional capacity along the I-95/SR 9 corridor throughout northern Miami-Dade County



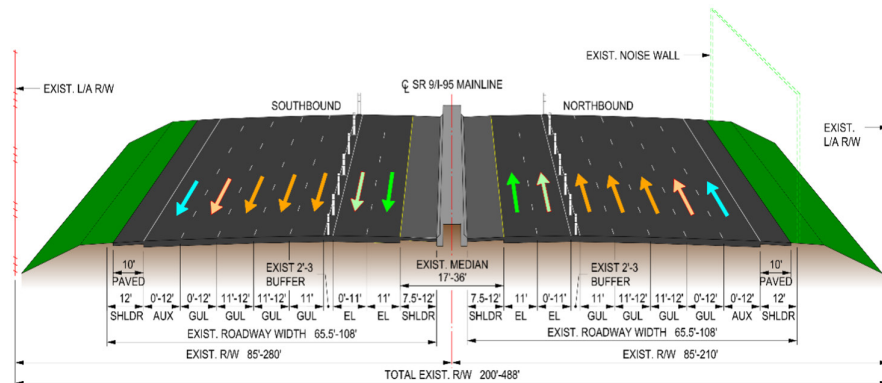
I-95/SR 9 PD&E STUDY

I-95/SR 9 PD&E STUDY FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO THE NORTH OF THE BROWARD COUNTY LINE PREFERRED ALTERNATIVE OVERVIEW



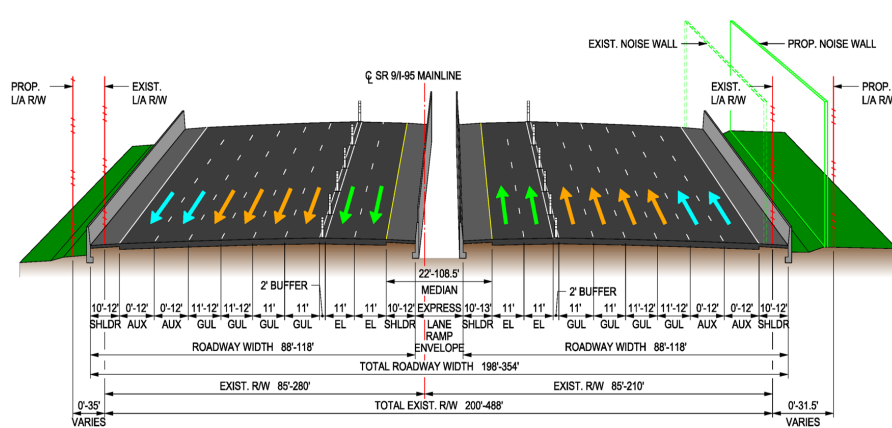
I-95/SR 9 Mainline And Express Lanes

Existing Configuration



General purpose lanes on I-95, which are colored orange, vary from three (3) to four (4) lanes in each direction. The express lanes on I-95 in this area today, which are colored green, vary from one (1) to two (2) lanes. The turquoise-colored auxiliary lanes are on- and off-ramps which, by definition, are intermittent throughout the corridor.

Preferred Alternative #3



This alternative provides two (2) express lanes in each direction and four (4) general purpose lanes in each direction throughout the corridor, adding capacity to I-95 and meeting the project's purpose and need. This alternative includes the addition of a second auxiliary lane in each direction for braided ramps. The braided ramps will provide access to and from the express lanes on bridges and will eliminate the need to weave across the general use lanes.

Legend:

Continuous Express Lanes

Intermittent Express Lanes

Continuous General Use Lanes

Intermittent General Use Lanes

Auxiliary Lanes

SR 860/Miami Gardens Drive

Existing Configuration



Provides poor or failing traffic level of service at the signalized intersections. Has westbound weaving issues due to free-flowing southbound right-turn movements from the I-95 northbound off-ramp. Provides failing traffic level of service for eastbound left-turn movements to the I-95 on-ramp. Sometimes, the line of eastbound traffic is so long, it blocks the signalized intersection at NE 6th Avenue.

Preferred Alternative #3



Creates second-level bridges and grade-separated ramps to I-95. Improves the traffic level of service at the signalized intersections. Improves the existing issue with westbound weaving. Provides desirable traffic level of service for eastbound left-turn movements to the I-95 on-ramp. Eliminates the issue of a long line of eastbound traffic and will avoid blocking the signalized intersection at NE 6th Avenue. Address off-ramp weaving issues. Avoids off-ramp queues reaching I-95 mainline.

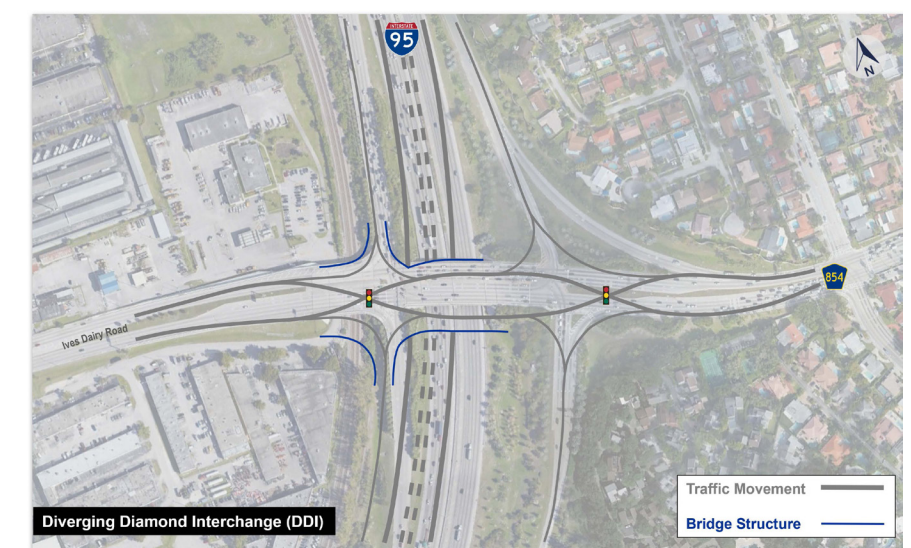
CR 854/Ives Dairy Road

Existing Configuration



Provides poor or failing traffic level of service at the signalized intersections. Has no bicycle lanes. Provides sidewalk along the south side of the road, only.

Preferred Alternative #3



Creates a Diverging Diamond Interchange (DDI). Provides desirable traffic level of service for all signalized movements. Provides bicycle lanes. Provides sidewalk along the south side of the road, only.