Sociocultural Effects Evaluation Report

Florida Department of Transportation (FDOT)

District Six

I-95/State Road (SR) 9 Project Development and Environment (PD&E) Study

From South of SR 860/Miami Gardens Drive to North of Broward County Line

Miami-Dade County, Florida

Financial Management Number: 414964-1

ETDM Number: 14419

April 2025

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 Federal Highway Administration and FDOT.

April 2025

SOCIOCULTURAL EFFECTS EVALUATION REPORT

I-95/State Road (SR) 9 Project Development and Environment (PD&E) Study
From South of SR 860/Miami Gardens Drive to North of Broward County Line
Miami-Dade County, Florida

Financial Management Number: 414964-1-22-01
Federal Aid Project Number: N/A
Efficient Transportation Decision Making (ETDM): 14419

DISTRICT VI

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SOCIOCULTURAL EFFECTS EVALUATION REPORT

Interstate 95 (I-95) / State Road (SR) 9
Project Development and Environment (PD&E) Study

FDOT Financial Project Identification Number: 414964-1-22-01
Efficient Transportation and Decision Making (ETDM) Number: 14419

Project Study Limits:
From South of SR 860/Miami Gardens Drive
to North of the Broward County Line
Miami-Dade County, Florida

Prepared for:

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APRIL 2025

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Six, is conducting a Project Development and Environment (PD&E) Study for the State Road (SR) 9/Interstate (I)-95 (I-95) from south of SR 860/Miami Gardens Drive (Miami Gardens Drive) to north of the Broward County Line, in accordance with the National Environmental Policy Act (NEPA). The PD&E Study assesses corridor improvements that will provide additional express and/or general-use lanes on I-95 and implement interchange improvements at Miami Gardens Drive and County Road (CR) 854/Ives Dairy Road (Ives Dairy Road) within Miami-Dade and Broward Counties offering enhanced mobility options for motorists and transit users as it will provide additional capacity along the I-95 corridor throughout northern Miami-Dade County. The No Build Alternative and three viable Build Alternatives are being considered as part of this PD&E Study.

A Sociocultural Effects (SCE) Evaluation was performed in accordance with Part 2, Chapter 4, of the FDOT's PD&E Manual. The SCE evaluation is intended to meet requirements outlined in 40 CFR Parts 1500-1508, Regulations for Implementing the Procedural Provisions of the NEPA, which require the assessment of the effects of actions upon the quality of the human environment.

Project effects related to six key socioeconomic topics are documented in **Table ES-1**. In addition to the listing of effects, a degree of effect for each SCE topic is included to convey the overall character of expected impacts and/or benefits. Reference can be made to the bulleted information in the table to identify key points supporting the assignment of each degree of effect.

Overall, the project offers significant mobility benefits. However, some potential for public controversy exists related to the unavoidable number of noise impacts, number of parcels impacted by needed right-of-way expansion and the potential relocation of 3 parcels.

The added roadway capacity and operational improvements provided by the project are expected to have positive effects on local economic activity and mobility with limited negative sociocultural effects. Continued public engagement efforts are suggested to identify the level of concern present within the community related to property acquisition and increased noise and vibration. Public coordination will take place throughout the PD&E process.

Table ES - 1: Summary of Sociocultural Effects

SCE Issue	Effect	Degree of Effect
Social	• Limited to no direct effect on community focal points • No division or isolation of existing populations • Temporary construction impacts	Minimal
Economic	• Limited reduction in taxable land • Improved access to local business and neighborhoods • Supports freight movement • Improves access in specially designated "Opportunity Zone"	Enhanced
Land Use	• Project occurs in existing urban environment • Existing land use will remain unchanged • No direct negative impacts to community focal points	Minimal
Mobility	• Reduced traffic congestion • Improves safety • Improved regional access • Temporary disruptions to traffic	Enhanced
Aesthetics	• Potential for public concern • Noise impacts at 274 residences and 9 locations at 3 Special Land Uses (SLUs)	Moderate
Relocations	• Three relocations • 18 to 62 parcels impacted by partial takings • Right-of-Way impacts are to support additional capacity along I-95 and improvements at the interchanges	Substantial

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1.0 PROJECT OVERVIEW

1.1 Project Description and Location

The Florida Department of Transportation (FDOT), District Six, is performing a Project Development and Environment (PD&E) Study for the State Road (SR) 9/Interstate (I)-95 (I-95/SR 9) from south of SR 860/Miami Gardens Drive to north of the Broward County Line. This roadway project entails providing additional express and/or general-use lanes on I-95/SR 9 and implementing interchange improvements at SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road within Miami-Dade and Broward County. The project study area is shown on the project location map (see **Figure 1-1**).

I-95/SR 9 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. I-95/SR 9 is one of the two major expressways, Florida's Turnpike being the other, that connects major employment centers and residential areas within the South Florida tri-county area. I-95/SR 9 is part of the State's Strategic Intermodal System (SIS), the National Highway System (NHS) and is designated as an evacuation route along the east coast of Florida. The corridor traverses dense urban areas with predominantly commercial and residential uses, including downtown Miami.

Within the project limits, I-95/SR 9 is classified as 'Urban Principal Arterial Interstate' and consists of six to eight general purpose lanes and two to four express lanes; the typical section varies throughout the project. The improvements proposed stem from the Refined Build Concept that was developed as part of the Interstate 95 Corridor Planning Study, conducted by the FDOT in May 2019. It assessed enhancements along the length of the I-95/SR 9 corridor within Miami-Dade County from US 1/SR 5 (Milepost (MP) 0.000) to the Broward County Line (MP 17.199). As such, this project is part of a larger effort to improve the I-95/SR 9 corridor within Miami-Dade County and, regionally, within Broward and Palm Beach Counties.

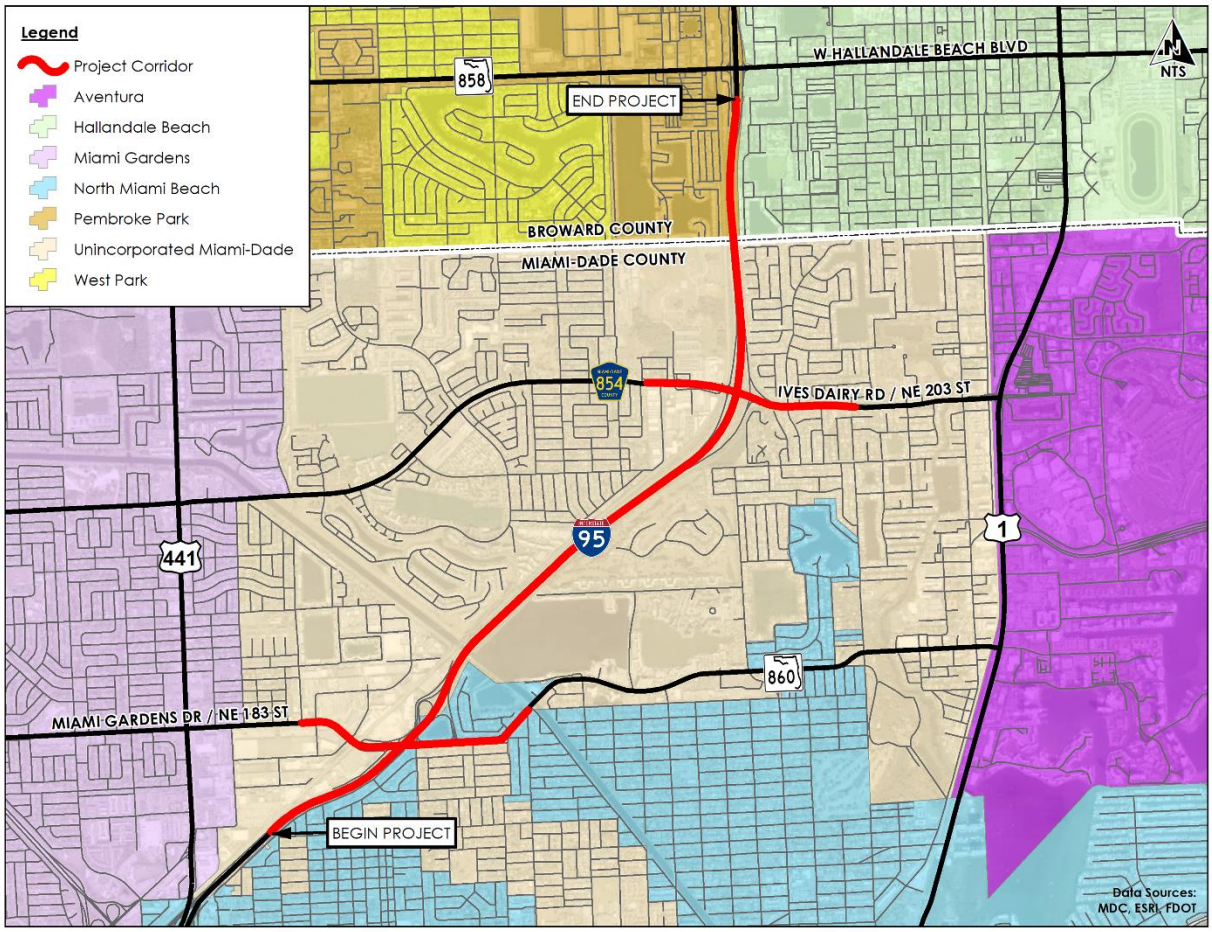


Figure 1 - 1: Project Location Map

This particular section of the corridor is located north of the Golden Glades Interchange (GGI) in northern Miami-Dade County and traverses five U.S. Census Designated Places, including North Miami Beach, Ojus, Ives Estates, Pembroke Park, and Hallandale Beach. It connects to SR 860/Miami Gardens Drive, an important east-west facility within northern Miami-Dade County. Existing right-of-way along the project segment ranges from approximately 300 feet to over 1,000 feet wide.

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. Consistent with the existing managed lanes system on I-95/SR 9, the additional express lanes are anticipated to operate using variable toll pricing based on congestion to optimize traffic flow.

For this study, the project limits for the I-95/SR 9 are within both Miami-Dade County and Broward County. The I-95/SR 9 segment in Miami-Dade County (roadway ID 87270000) starts at MP 13.616 and ends at MP 17.199, at the County line. The I-95/SR 9 segment in Broward County (roadway ID 86070000) starts at MP 0.000 and ends at MP 0.625. For SR 860/Miami Gardens Drive (roadway ID 86070000) the project segment starts at MP 6.033 and ends at MP 7.135. For CR 854/Ives Dairy Road, from west of I-95/SR 9 to Highland Lakes Boulevard/NE 20th Avenue (roadway ID 87013000) the project segment starts at MP 2.219 and ends at MP 2.887. For CR 854/Ives Dairy Road, east of Highland Lakes Boulevard/NE 20th Avenue (roadway ID 87000169) the project segment starts at MP 0.000 and ends at MP 0.200.

1.2 Purpose and Need

The following supports the Purpose and Need for this study, which was screened through the FDOT's Efficient Transportation Decision Making (ETDM) Programming tool:

1. Address the deficient operational capacity and relieve existing/future congestion along the I-95/SR 9 corridor.
2. 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.
3. Enhance emergency evacuation and response times.

The need for the project is based on the following criteria:

Capacity/Transportation Demand

I-95/SR 9 in Miami-Dade and Broward Counties is one of the most heavily traveled sections of urban interstate in the nation. According to data extracted from the FDOT 2018 Florida Traffic Online database and the Southeast Regional Planning Model (SERPM), the existing and future traffic conditions for the I-95/SR 9 project segment are as follows:

1. The 2018 Annual Average Daily Traffic (AADT) volume is projected to grow from 216,500-249,000 vehicles per day (vpd) to 228,300-297,800 vpd in 2045.

2. The 2018 Annual Average Daily Truck Traffic (AADTT) volume is projected to increase from 7,145-8,217 truck trips per day to 7,534-9,827 truck trips per day in 2045 (assuming the percentage of trucks on the road remains the same as the base year percentage (3.30%)).

Accordingly, growth projected for Miami-Dade County, as identified in the Miami-Dade Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan (LRTP), is as follows:

1. Population of the county is forecasted to increase from 2.5 million in 2010 to 3.3 million in 2040.
2. Employment of the county is projected to grow from 1.4 million in 2010 to 2 million in 2040.

Based on the traffic operations analysis for the Interstate 95 *Corridor Planning Study* conducted by the FDOT in May 2019, sections of this I-95/SR 9 project segment operate at Level of Service (LOS) F in the peak periods of travel. It is important to note that the existing managed lanes along much of the corridor are also operating near capacity, negatively impacting their ability to provide time savings to vehicles on I-95. As a result of the corridor being over capacity, travel demand is shifting vehicles onto less appropriate facilities. This, in turn, is reducing safety and increasing trip travel time.

The regional roadway system is also close to build-out and the ability to add more traffic lanes is limited. Without improvements, the project corridor will continue to experience high delays and operate at LOS F in 2045; driving conditions for residents and commuters will also deteriorate well below acceptable LOS standards. The project is anticipated to meet the mobility needs of the area by alleviating current and future congestion on the corridor and surrounding roadway network. The additional capacity will allow I-95/SR 9 to continue to serve as an important arterial in facilitating the north-south movement of traffic in northern Miami-Dade County, thus improving access between communities of Miami-Dade, Broward, and Palm Beach Counties.

System Linkage

I-95/SR 9 is the primary interstate route along the east coast of the United States extending from Maine to Florida and serving some of the most populated urban

areas in the country. As part of Florida's SIS highway network, I-95/SR 9 plays a significant role in facilitating commuter and freight traffic within the state. Within the project limits, I-95/SR 9 connects to SR 860/Miami Gardens Drive, which links I-95/SR 9 to both I-75 (an additional SIS facility) to the west and US 1/SR 5 to the east. Further, I-75 and Florida's Turnpike (both SIS facilities) run parallel to the I-95/SR 9 project corridor.

The proposed project improvements are part of a larger, regional effort to provide additional express lane capacity/continuous managed lanes along the I-95/SR 9 corridor, both within Miami-Dade County and to the north in Broward and Palm Beach Counties. The intent is to collectively improve the overall reliability and performance of the interstate system in moving high volumes of goods and people at efficient speeds. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area (including connectors to freight activity centers/local distribution facilities or between the regional freight corridors) and create an opportunity to provide efficient and reliable transit service within the corridor. As such, these improvements are critical to enhancing regional mobility. They are also key in preserving the operational integrity and regional functionality of the I-95/SR 9 corridor as a whole.

Project Status

The project is identified as partially funded in the Miami-Dade Transportation Planning Organization's (TPO) 2045 Long Range Transportation Plan (LRTP) for PD&E and Design; and with funding allocated for the PD&E, Preliminary Engineering, and Railroad and Utilities phases in the TPO's Fiscal Year 2024-2028 Transportation Improvement Program (TIP). The same three phases are identified as funded in the FDOT's Fiscal Year (FY) 2023/2024 - FY 2026/2027 State Transportation Improvement Program (STIP).

The project is also included within the FDOT FY 2023/2024 - FY 2027/2028 Strategic Intermodal System (SIS) First Five-Year Plan where it is funded for the PD&E phase in 2024. Additionally, the project is identified as funded for the design phase in the FDOT FY 2029 - FY 2045 SIS Long Range Cost Feasible Plan.

Emergency Evacuation

I-95/SR 9 serves as part of the emergency evacuation route network designated by the Florida Division of Emergency Management. Also designated as a Miami-Dade County evacuation facility, I-95/SR 9 is critical in facilitating traffic during emergency evacuation periods as it connects other major arterials and highways of the state evacuation route network (i.e., I-195, I-395 and Florida's Turnpike). While this project section of I-95/SR 9 does not directly connect to other designated evacuation routes, it runs parallel to important corridors of the state evacuation route network, including I-75, Florida's Turnpike, and US 1/SR 5. The project is anticipated to:

- Improve emergency evacuation capabilities by enhancing accessibility to other major arterials designated on the state evacuation route network.
- Increase the capacity of traffic that can be evacuated during an emergency event.
- Allow for enhanced emergency access and incident response times.

2.0 EXISTING CONDITIONS

2.1 I-95/SR 9 Mainline and Express Lanes

I-95/SR 9 Mainline and Express Lanes - The existing typical section on I-95/SR 9 (see **Figure 2-1**) within the project limits has one to two express lanes in each direction and the general-purpose lanes vary in each direction between three to four lanes. The buffer with plastic delineators that separates the express lanes from the general-purpose lanes varies in width between two to three feet. The express lanes are 11 feet wide, and the general-purpose lanes vary in width between 11 to 12 feet wide.

There are two express lane ingress points, one in the northbound direction at MP 14.368, in the middle of the SR 860/Miami Gardens Drive interchange; and the other in the southbound direction at MP 15.438, north of Snake Creek Canal (C-9). There are two express lane egress points, one in the southbound direction at MP 14.221, south of SR 860/Miami Gardens Drive providing access to SR 826/Palmetto Expressway; and the other in the northbound direction at MP 15.139, north of Snake Creek Canal (C-9) providing access to CR 854/Ives Dairy Road and southern Broward County.

Outside shoulders are 12 feet wide with 10 feet paved. Inside shoulders widths along the express lanes vary from seven and a half feet to 12 feet wide. The northbound and southbound directions are separated by a concrete barrier wall. The existing median (which includes inside shoulders and barrier wall area) varies between 17 to 36 feet wide.

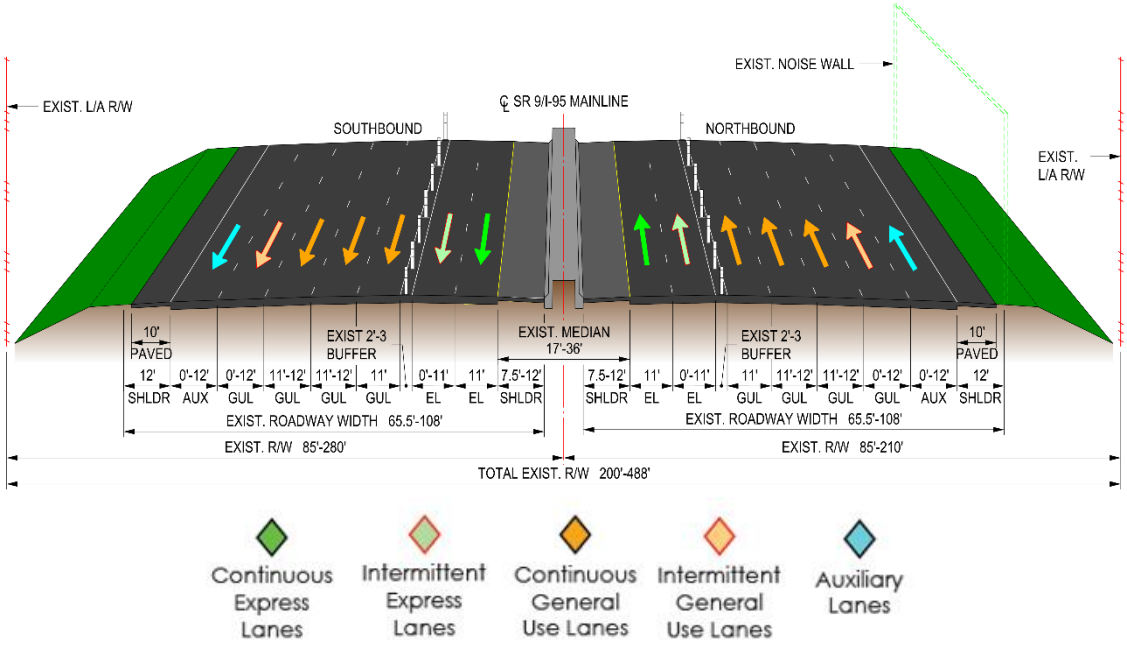


Figure 2 - 1: Existing Typical Section - I-95/SR 9 Mainline and Express Lanes

SR 860/Miami Gardens Drive - The existing typical section on SR 860/Miami Gardens Drive (see **Figure 2-2**) varies within the project limits. In the vicinity of the I-95/SR 9 interchange on- and off-ramps, generally consists of two lanes in each direction, ranging from 10.5 feet wide to 14.5 feet wide, with left and right turn lanes. Curb and gutter are provided on the outside edges of the roadway and along both sides of the median. From the east end of the project (signalized intersection at NE 10th Avenue) to I-95/SR 9 interchange, the existing grassed median varies up to 17 feet wide. NE 181st Street is a two-lane undivided local road that serves as a frontage road parallel to the south side of SR 860/Miami Gardens Drive; the local neighborhood and road are separated from SR 860/Miami Gardens Drive by an existing chain-link fence. The only existing sidewalk in the vicinity of the project is along the south side of NE 181st Street.

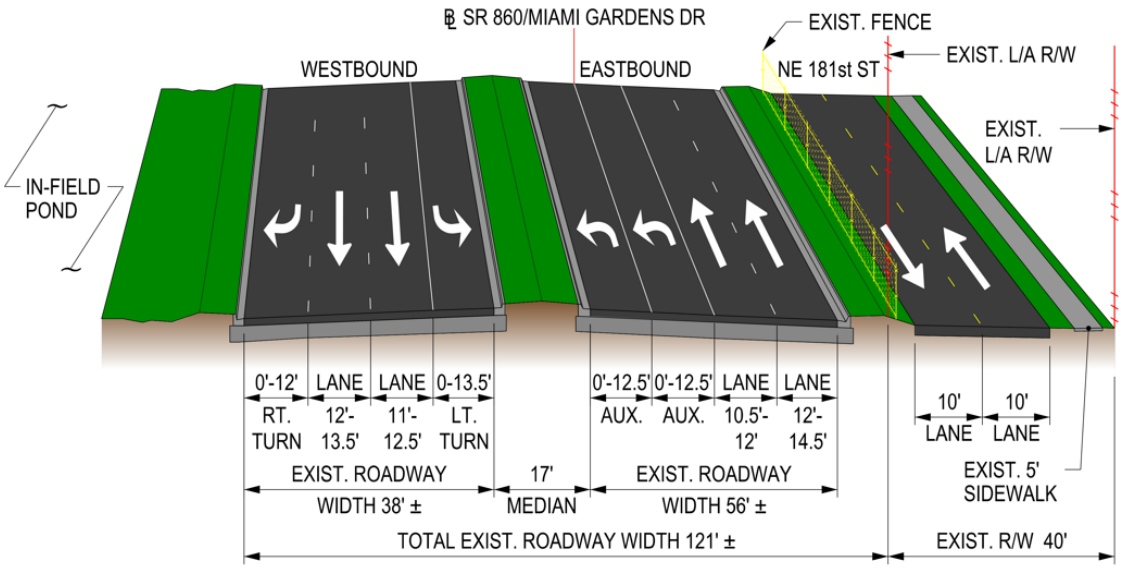


Figure 2 - 2: Existing Typical Section - SR 860/Miami Gardens Drive

The eastern on- and off-ramps forms a signalized T-intersection with SR 860/Miami Gardens Drive; eastbound traffic going to I-95/SR 9 northbound has a dual left turn lane condition. SR 915/NE 6th Avenue forms a signalized intersection with the western on- and off-ramps. SR 860/Miami Gardens Drive generally consists of three lanes in each direction from the I-95/SR 9 overpass bridge, west to the end of the project at the signalized intersection with NE 2nd Avenue. A bridge carries SR 860/Miami Gardens Drive over the South Florida Rail Corridor (SFRC), which is located parallel and to the west of I-95/SR 9.

CR 854/Ives Dairy Road - The existing typical section on CR 854/Ives Dairy Road (see **Figure 2-3**) varies within the project limits. In the vicinity of the I-95/SR 9 interchange, it generally consists of two 12-foot lanes in the westbound direction and three 12-foot lanes in the eastbound direction, with left and right turn lanes. Curb and gutter are provided on the outside edges of the roadway and along both sides of the median. An existing grassed median exists on either side of the bridge carrying CR 854/Ives Dairy Road over I-95/SR 9. On the bridge between the two signalized intersections at the on- and off-ramps to and from I-95/SR 9, the paved median includes dual left turn lanes in both directions. The median varies from five feet wide to 45 feet wide. The bridge also carries CR 854/Ives Dairy Road over the SFRC. A continuous five to six-foot wide existing sidewalk is located along the eastbound lanes through the interchange area.

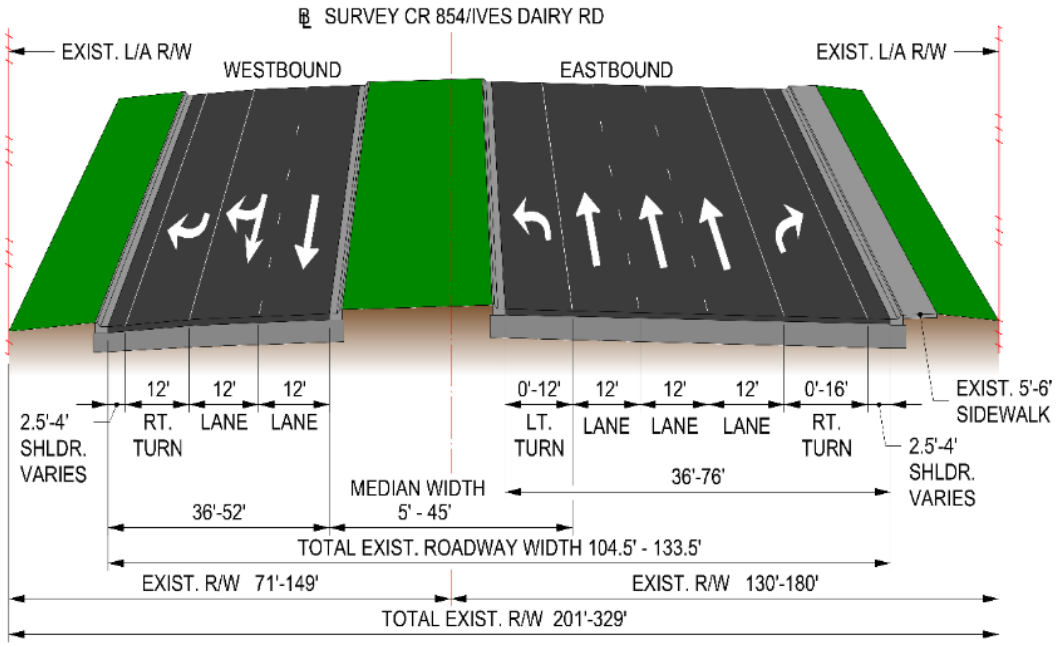


Figure 2 - 3: Existing Typical Section - CR 854/Ives Dairy Road

From the signalized intersection at Highland Lakes Boulevard on the east side of the interchange to the eastern end of the project, CR 854/Ives Dairy Road is three lanes in each direction with a variable-width sidewalk located along the north side of the road. From the signalized intersection at NE 16th Avenue on the west side of the interchange, CR 854/Ives Dairy Road is three lanes in each direction with left and right turn lanes and intermittent sidewalks on both sides of the road to the western end of the project at the signalized intersection with NE 15th Court.

2.2 Roadway Functional and Context Classifications

I-95/SR 9, within the study limits, is a part of the SIS and the NHS network. I-95/SR 9 also serves as an emergency evacuation route and connects to other major highways and arterials in the area. The functional classification of I-95/SR 9, within the study limits, is Urban Principal Arterial Interstate. Context classification is not applied to limited-access facilities.

SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road are functionally classified as Urban Minor Arterials and Minor Arterial, respectively.

2.3 Right-of-Way

The existing limited access right-of-way varies within the study limits as it accommodates entrance and exit ramps. Existing right-of-way along the project segment ranges from approximately 200 feet to over 1,000 feet in width.

2.4 Design Speed and Posted Speeds

The design speed for the roadways within the project limits are as follows:

Table 2 - 1: Design Speeds

Roadway	Speed (MPH)
I-95/SR 9	60
SR 860/Miami Gardens Drive	40
CR 854/Ives Dairy Road	45

The posted speed limits for the roadways within the project limits are as follows:

Table 2 - 2: Posted Speeds

Roadway	Speed (MPH)
I-95/SR 9	55
SR 860/Miami Gardens Drive	40
CR 854/Ives Dairy Road	40

2.5 Bicycle and Pedestrian Facilities

I-95/SR 9 Mainline and Express Lanes - There are no designated bicycle or pedestrian facilities along I-95, as they are not permitted on limited access highways.

SR 860/Miami Gardens Drive - There are no existing designated bicycle lanes present on SR 860/Miami Gardens Drive within the project limits. There are some areas along the arterial that include a five to six-foot wide sidewalk. The sidewalk adjacent to the westbound lane of the arterial connects to the existing Snake Creek Trail near the eastern project limit at the intersection of SR 860/Miami Gardens Drive and NE 10th Avenue. The Snake Creek Trail continues along the Snake Creek Canal (C-9) and travels underneath the existing I-95/SR 9 mainline within the project limits. Designated pedestrian crossings exist at all corridor intersections.

CR 854/Ives Dairy Road - There are no existing designated bicycle lanes present on Ives Dairy Road within the project limits. There are some areas along the arterial that include a five to six-foot-wide sidewalk on both sides of the I-95/SR 9 mainline. Designated pedestrian crossings exist at all corridor intersections.

2.6 Drainage

The project is within the jurisdictional boundary of the South Florida Water Management District (SFWMD) and Miami-Dade County Department of Regulatory and Economic Resources, Environmental Resources Management (DERM).

SFWMD and DERM have established several criteria for water quality, depending on the proposed type of stormwater treatment facility. The existing I-95/SR 9 facilities provide water quality treatment and attenuation of roadway runoff via dry and wet detention/retention ponds. All proposed stormwater management facilities will provide the necessary water quality treatment volume and limit the post-development peak discharge rate into the Biscayne Canal (C-8), Snake Creek Canal (C-9), the Oleta River, and the Intracoastal Waterway (ICWW) to the pre-development peak discharge rate. Water quality treatment and discharge attenuation will be provided via existing and proposed dry and wet detention/retention ponds, French Drains, and EcoVault Structures. EcoVault Structures are required to supplement the provided water quality treatment due to the limited existing right-of-way within the project limits available for retention areas, and any areas of poor soil infiltration rates for any proposed French drains.

Based on the conceptual drainage design evaluation for the proposed improvements, the stormwater management facilities (including swales, detention/retention areas and ponds, French drains, and EcoVault Structures) will meet FDOT drainage criteria as well as SFWMD and DERM regulatory criteria for permitting. The improvements will have no negative drainage impacts to the surrounding areas and the proposed stormwater management facilities will have the capacity to adequately treat and attenuate roadway runoff within the project limits. Therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

Please refer to the Preliminary Engineering Report (PER) for additional details of the existing and proposed drainage system for this study.

3.0 ALTERNATIVES ANALYSIS

3.1 No-Build (No-Action) Alternative

The No-Build Alternative maintains the existing corridor as it is today with no future major improvements other than routine maintenance. Planned and approved adjacent projects in the area (both to the south at the Golden Glades Interchange and to the north in Broward County) are considered, without any proposed changes within the limits of this project. No traffic capacity, operation, safety, mobility, or evacuation improvements will be implemented to the I-95/SR 9 mainline, the express lanes, or the two arterials within the study area. The effect of the No-Build Alternative includes the continuation of existing delays and congested traffic conditions. Also, since travel demand and truck traffic are projected to increase over the next 20 years, given the continued growth expected in this area of Miami-Dade County, under this alternative, congestion and delay will worsen; levels of service on the arterials will deteriorate; and no related environmental impacts, such as traffic noise levels, will be addressed. The No-Build Alternative will not require any acquisition of right-of-way and it will not impact any parks or trail access. The No-Build Alternative serves as a baseline comparison against the proposed build alternatives.

The initial Area of Influence (AOI) included the adjacent signalized intersections within half of a mile of the interchanges, which resulted in a review of a total of ten intersections. A preliminary Synchro analysis was conducted, and only the ramp terminal intersections plus the intersection of CR 854/Ives Dairy Road with Highland Lakes Boulevard were included in the Vissim microsimulation analysis (a total of five intersections). The Synchro analysis indicated that the other intersections within the AOI are not impacted by, and they will not impact, the operations of the interchanges.

The primary need for this project is to address the deficient operational capacity and relieve existing/future congestion along the I-95/SR 9 corridor and its interchanges with SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road, which in turn will improve safety and reduce travel time. This need is evidenced by the operational analysis results of the No-Build Alternative.

The future freeway analysis results indicate that all the freeway segments in the study area will experience moderate or heavy congestion during one or both

peak hour periods as defined by one of the measures of effectiveness (MOEs). The available capacity will not be able to serve 90% or more of the projected demand for any of the segments in the southbound direction during the AM peak hour or any of the northbound segments during either the AM or PM peak hour periods. Similarly, southbound express lanes segments 2 and 3 operate as heavily congested during the AM and PM Peak Hour periods based on Speed Congestion Level Thresholds and LOS and Demand Served, respectively.

The future intersection analysis results indicate that only the intersection of SR 860/Miami Gardens Drive with I-95/SR 9 NB Ramps operate at LOS D or better during the AM and PM Peak Hour periods. However, the analysis indicates that the available capacity of the intersection will only be able to process an average of 87% of the projected demand. In addition, there are several movements that operate at LOS E and F, and queuing exceeds available storage. Therefore, all intersections are expected to operate under moderate to heavily congested conditions.

3.2 TSM&O Alternative

The project corridor includes numerous Transportation Systems Management and Operations (TSM&O) features for the existing managed lanes system. The corridor will continue to operate with managed lanes in the future. The proposed project does not consider a stand-alone TSM&O alternative, however, these elements are inherently included in all the build alternatives.

3.3 Multimodal Alternatives

The project corridor includes commuter rail (Tri-Rail), local transit on the arterials, and express bus service in the existing managed lanes system. The corridor will continue to operate with these multimodal alternatives in the future. The proposed project does not include a stand-alone multimodal alternative, however, these modes are addressed in all the build alternatives.

3.3.1 Park and Ride Analysis

In June 2020, FDOT District Six published the *I-95/SR 9 Integrated Mobility Study*, which assessed possible new integrated mobility options to potentially reduce demand as a means of returning operations of the I-95/SR 9 express lanes to an

acceptable Level of Service. *The I-95/SR 9 Integrated Mobility Study* identified a potential new Park and Ride location at the CR 854/Ives Dairy Road interchange with I-95/SR 9 in Miami-Dade County. As part of this PD&E Study, the project team analyzed the feasibility of the potential Park and Ride site. Based upon an initial analysis of potential impacts and regulatory requirements, construction of a Park and Ride facility at the CR 854/Ives Dairy Road interchange with I-95/SR 9 is not feasible.

3.4 Alternative 1

Alternative 1 is based off of the *FDOT District Six I-95 Corridor Planning Study from US 1/SR 5/South Dixie Highway to the Broward County Line (FM #: 414964-6-22-01)*, which evaluated a series of concepts and ultimately refined from 45 initial alternatives to two corridor wide concepts alternatives referred to as Build Concept 1 and Build Concept 2. Based on the results of the evaluation of Build Concepts 1 and 2 and input from FDOT District Six staff, a refined or final concept referred to as Refined Build Concept was developed, which was further evaluated as Alternative 1 for this PD&E Study.

I-95/SR 9 Mainline and Express Lanes - Alternative 1 proposes a typical section consisting of two continuous express lanes, four general purpose lanes, and one auxiliary lane in each direction from north of the Golden Glade Interchange to north of the Broward County line. **Figure 3 - 1** depicts a rendering of the proposed mainline typical section for Alternative 1. Design parameters include minimum 11-foot travel lane widths, 12-foot wide inside shoulders, and 4-foot buffers with express lane markers between the express lanes and general-purpose lanes. 12-foot travel lanes are provided in segments with more extensive reconstruction/widening, whereas 11-foot travel lanes are only provided in areas where modifications are less extensive or to match the existing/programmed/planned geometry.

Within the project limits, for Alternative 1 there will continue to be two express lane ingress points. One will be located in the northbound direction north of the SR 860/Miami Gardens Drive interchange and the other will be located in the southbound direction north of Snake Creek Canal (C-9).

There will also continue to be two express lane egress points. One will be located in the southbound direction, south of SR 860/Miami Gardens Drive providing

access to SR 826/Palmetto Expressway; and the other in the northbound direction, north of Snake Creek Canal (C-9) providing access to CR 854/Ives Dairy Road and southern Broward County.

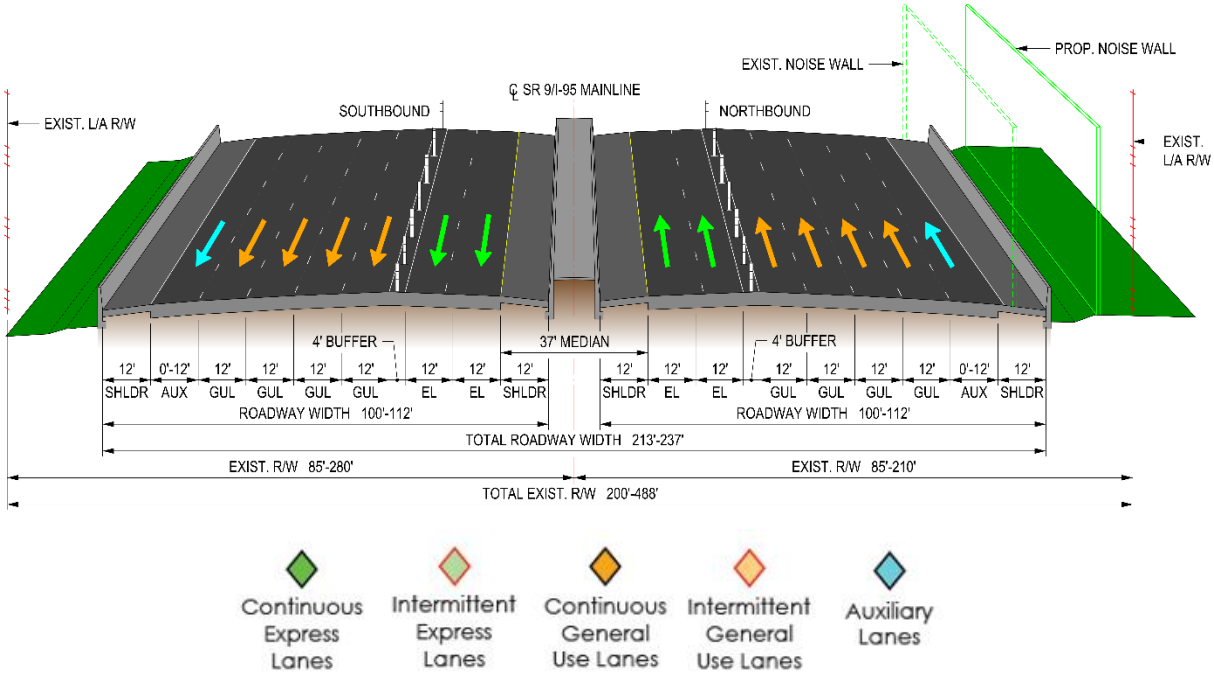


Figure 3 - 1: Proposed Typical Section - Alternative 1 - I-95/SR 9 Mainline and Express Lanes

SR 860/Miami Gardens Drive - The proposed improvements at SR 860/Miami Gardens Drive (**Figure 3 - 2**) consist of consolidating the ramp terminal to one location for both northbound and southbound on and off ramps. This single ramp terminal intersection will be located at the existing ramp terminal intersection on the east side of the I-95/SR 9 corridor with an expanded Turbo 'T' intersection. The existing signalization conditions will remain in place. The eastbound dual left turn lanes are proposed to remain at-grade under the existing conditions. Bicycle lanes and sidewalks are provided, fulfilling the project's Purpose and Need to enhance multi modal transportation options and access to transit within the project area. **Figure 3 - 3** depicts the proposed SR 860/Miami Gardens Drive typical section for Alternative 1.

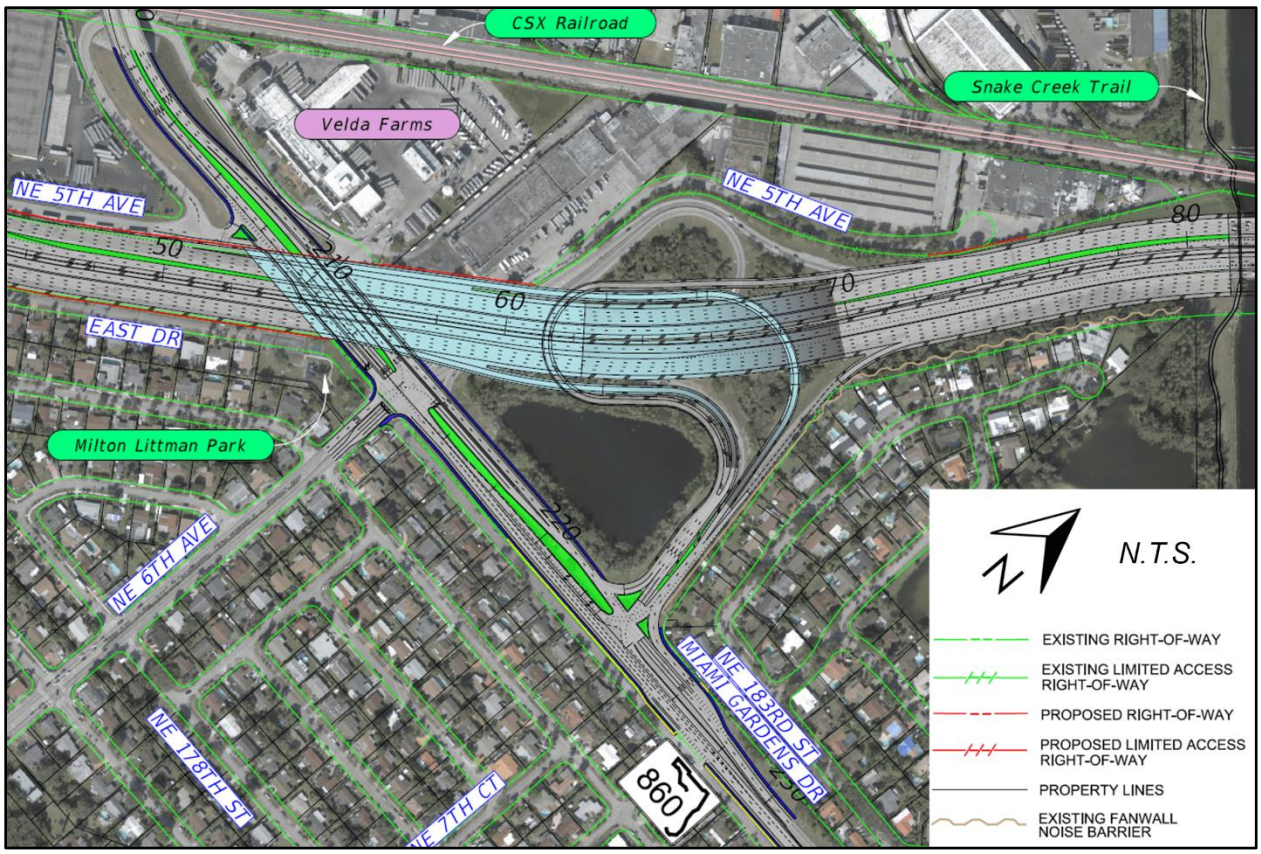


Figure 3 - 2: Proposed Configuration - Alternative 1 – SR 860/Miami Gardens Drive

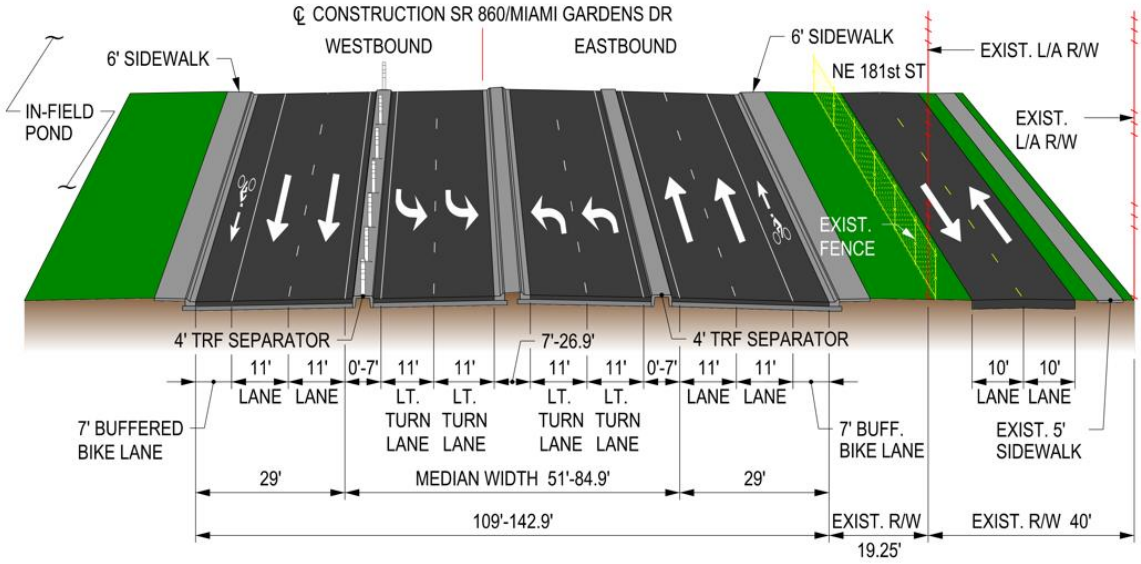


Figure 3 - 3: Proposed Typical Section - Alternative 1 – SR 860/Miami Gardens Drive

CR 854/Ives Dairy Road - Improvements at CR 854/Ives Dairy Road interchange consist of reconfiguring the interchange to a Diverging Diamond Interchange (DDI) as depicted in **Figure 3 - 4**. An additional eastbound lane is provided to help reduce the congestion of traffic in the area. This Alternative provides sidewalk on the south side of the road, ranging from five to six feet wide. There will be an addition of bicycle lanes along the arterial, fulfilling the project's Purpose and Need to enhance multi modal transportation options and access to transit within the project area. **Figure 3 - 5** depicts the proposed CR 854/Ives Dairy Road typical section for Alternative 1.

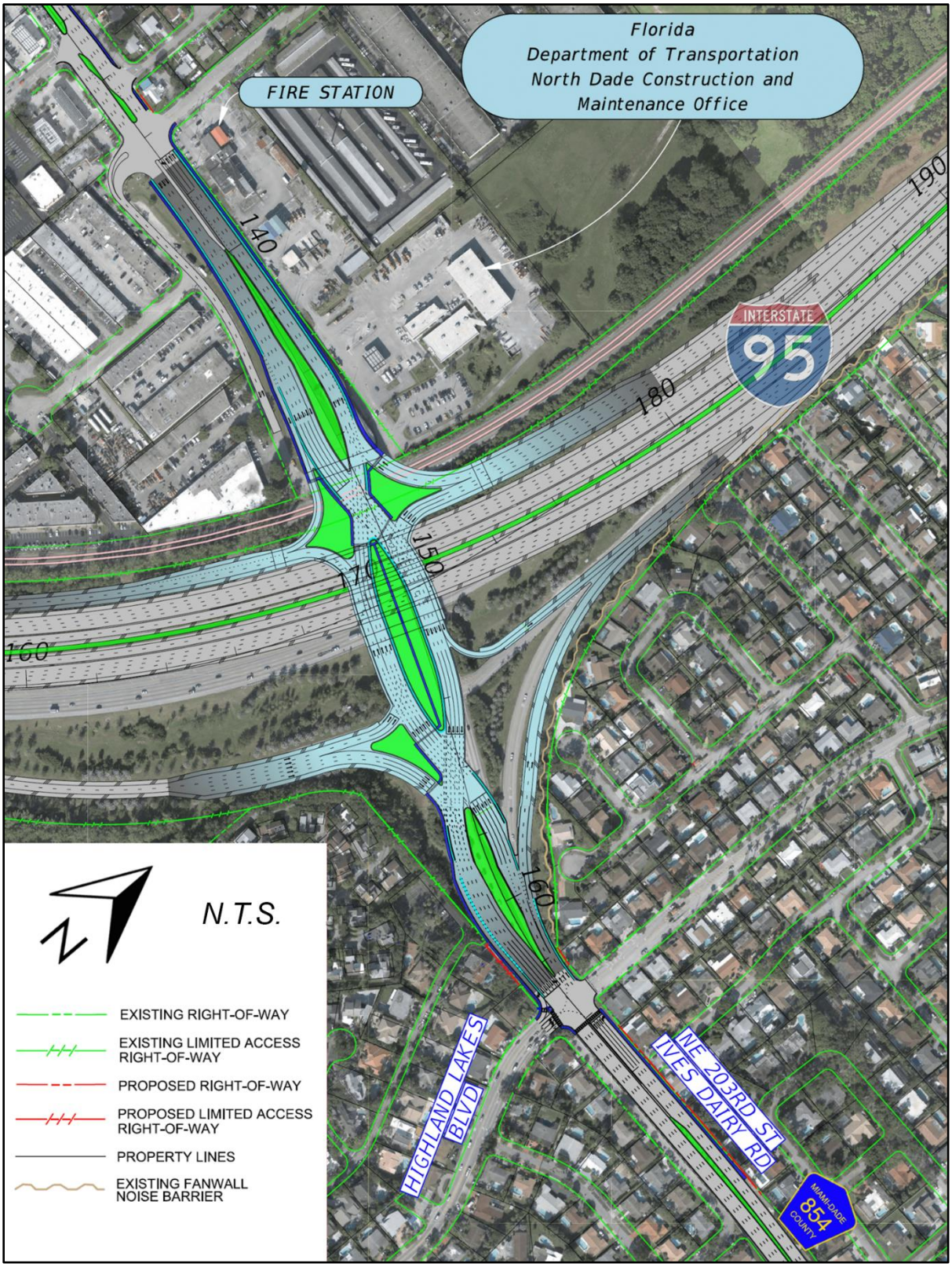


Figure 3 - 4: Proposed Configuration - Alternative 1 – CR 854/Ives Dairy Road

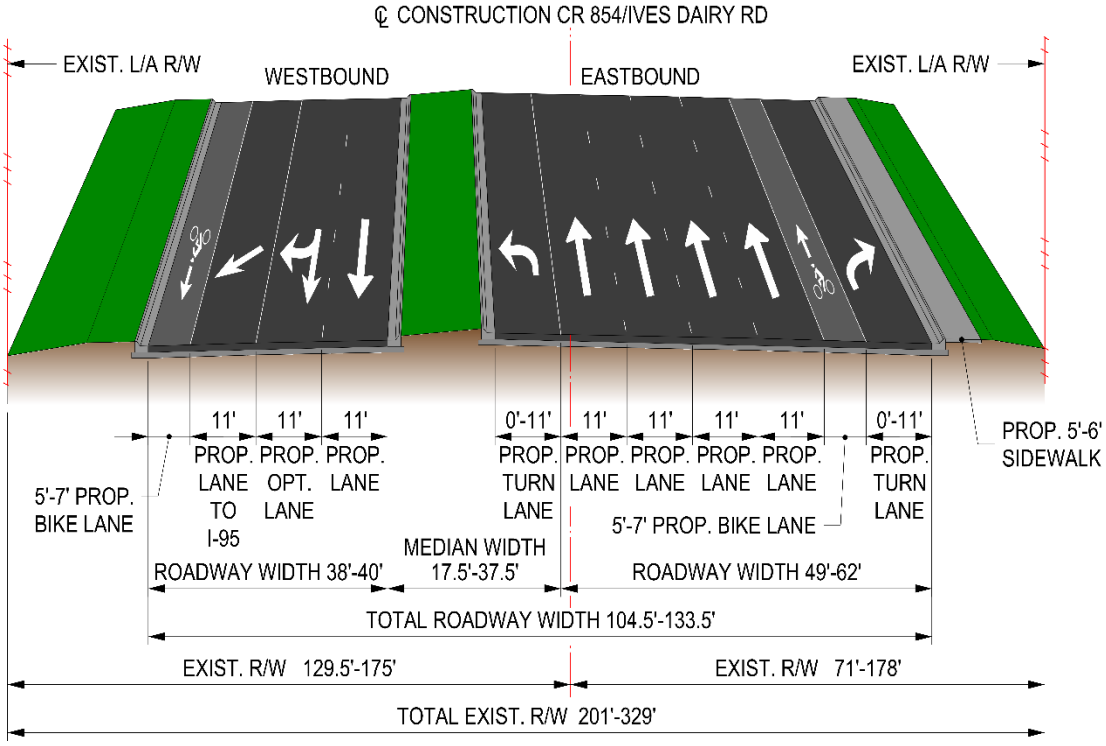


Figure 3 - 5: Proposed Typical Section - Alternative 1 – CR 854/Ives Dairy Road

3.5 Alternative 2

Alternative 2 is based off of the *FDOT District Four I-95 Planning Study from south of the Golden Glades Interchange to north of the I-595 Interchange (FM #: 436903-1-22-02)* in Broward County. This FDOT District Four Planning Study overlaps the project limits of this PD&E Study. From this Planning Study, two alternatives (Alternative 1 and Alternative 3) were recommended to be considered in this PD&E Study which was further evaluated as Alternative 2 for this PD&E Study.

I-95/SR 9 Mainline and Express Lanes - Similar to Alternative 1, Alternative 2 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. **Figure 3 - 6** depicts a rendering of the proposed mainline typical section for Alternative 2. A significant difference between Alternative 1 and Alternative 2 is that two auxiliary lanes are provided in each direction for Alternative 2, rather than one auxiliary lane in each direction. The second auxiliary lane eliminates the need to weave across the general-purpose lanes to access the express lanes. A series of braided movements are proposed for the express lanes access points.

The following is a description of the proposed northbound express lane access points within the project limits:

- Just north of SR 860/Miami Gardens Drive, the northbound ingress is from the outside lane and braids over the general-purpose lanes and connects to the express lanes in the center of the facility.
- Just north of SR 860/Miami Gardens Drive, the northbound egress shifts towards the median, braids over the express lanes and general-purpose lanes, and continues as a Collector-Distributor (CD) road system. The CD road system provides an exit to CR 854/Ives Dairy Road and splits off a connection to the general-purpose lanes by braiding over the northbound off-ramp to CR 854/Ives Dairy Road.
- As part of the DDI proposed at CR 854/Ives Dairy Road, the northbound on-ramp splits one lane and braids over the general-purpose lanes and connects to the express lanes in the center of the facility. The braid system occurs within the vicinity of the Miami-Dade County/Broward County Line (express lane access from SR 860/Miami Gardens Drive is assumed to continue to be provided in Broward County as it is under existing conditions).

The following is a description of the proposed southbound express lane access points within the project limits:

- Just north of CR 854/Ives Dairy Road, the southbound ingress is from the outside lane and braids over the general-purpose lanes and connects to the express lanes in the center of the facility.
- North of SR 860/Miami Gardens Drive, the southbound egress braids over the express lanes and general-purpose lanes providing access to SR 826/Palmetto Expressway.

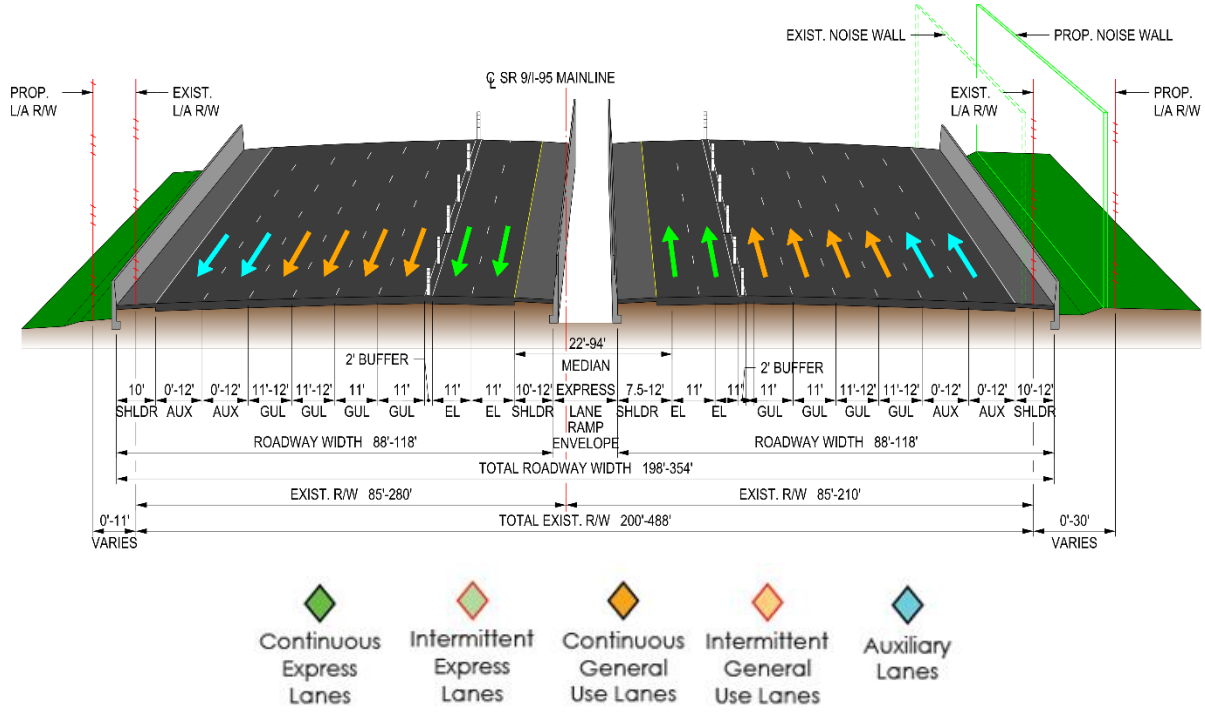


Figure 3 - 6: Proposed Typical Section - Alternative 2 – I-95/SR 9 Mainline and Express Lanes

SR 860/Miami Gardens Drive - The proposed improvements at SR 860/Miami Gardens Drive consist of grade-separated on-ramps as depicted in **Figure 3 - 7**. This configuration will allow for traffic to free flow onto the mainline, as opposed to Alternative 1.

With the new interchange configuration, eastbound traffic going to I-95/SR 9 will have a choice of grade-separated on-ramp bridges to avoid the need for a left-turn signal. Westbound traffic going to I-95/SR 9 will also have a choice of grade-separated on-ramp bridges.

Traffic desiring to go southbound coming from SR 860/Miami Gardens Drive crosses over the I-95/SR 9 mainline on a second level flyover bridge before merging with the I-95/SR 9 southbound general-purpose lanes. Traffic desiring to go northbound merges with the I-95/SR 9 general purpose lanes north of the interchange. This configuration will allow for traffic to free flow onto the mainline. Southbound traffic from I-95/SR 9 to SR 860/Miami Gardens Drive crosses over the I-95/SR 9 mainline on a second level flyover bridge before coming to a signalized

intersection at SR 860/Miami Gardens Drive. **Figure 3 - 8** depicts a rendering of the proposed SR 860/Miami Gardens Drive typical section for Alternative 2.

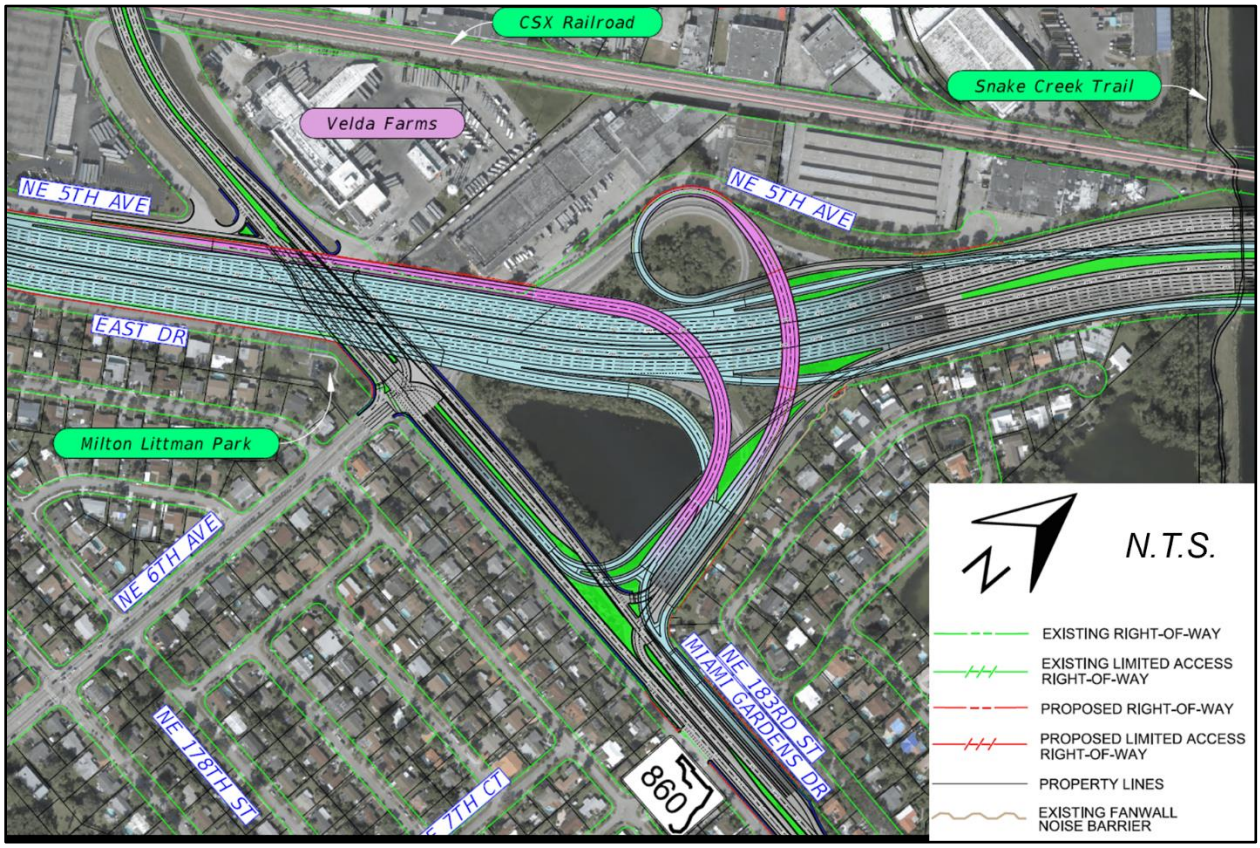


Figure 3 - 7: Proposed Configuration - Alternative 2 – SR 860/Miami Gardens Drive

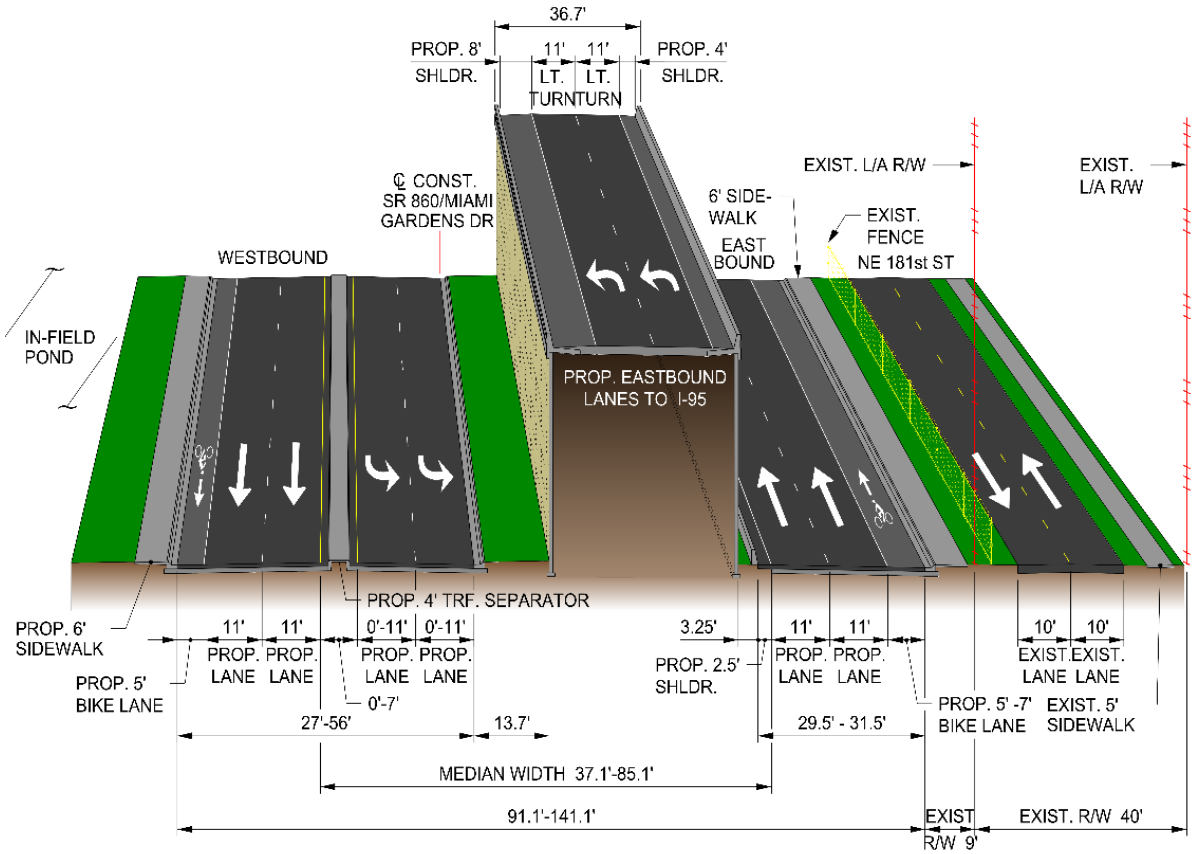


Figure 3 - 8: Proposed Typical Section - Alternative 2 – SR 860/Miami Gardens Drive

CR 854/Ives Dairy Road - Improvements at CR 854/Ives Dairy Road interchange consist of reconfiguring the diamond interchange to a Single Point Urban Interchange (SPUI) as depicted in **Figure 3 - 9**. Similar to Alternative 1, an additional eastbound lane and bicycle lanes are provided along the arterial. The proposed SPUI configuration allows for an additional sidewalk along the arterial, as opposed to Alternative 1. **Figure 3 - 10** depicts a rendering of the proposed CR 854/Ives Dairy Road typical section for Alternative 2.

Figure 3 - 9: Proposed Configuration - Alternative 2 – CR 854/Ives Dairy Road

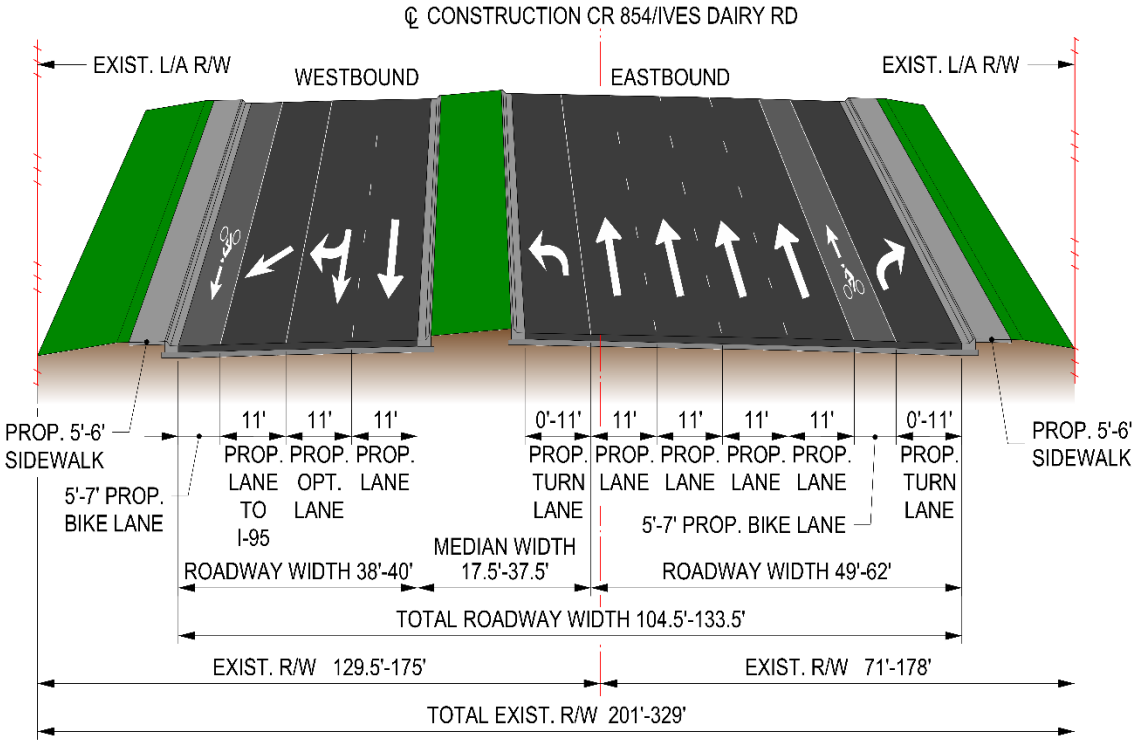


Figure 3 - 10: Proposed Typical Section - Alternative 2 – CR 854/Ives Dairy Road

3.6 Alternative 3 (Preferred Alternative)

I-95/SR 9 Mainline and Express Lanes - Based on feedback from the Public Alternatives Workshop, Alternative 3 is the preferred design alternative and was developed based on a combination of Alternative 1 and Alternative 2, with refinements. Alternative 3 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. **Figure 3 - 11** depicts a rendering of the proposed mainline typical section for the Alternative 3. Improvements with this alternative include: 12-foot wide travel lanes in reconstruction areas; at least one 12-foot wide travel lane provided along the mainline throughout the entire corridor; 11-foot wide lanes for the express lanes. Shoulders vary from 10 to 12-foot wide and a 2-foot wide buffer with express lane markers is provided between the express lanes and the general purpose lanes.

Same as in Alternative 2, the auxiliary lane eliminates the need to weave across the general-purpose lanes to access the express lanes. A series of braided movements are proposed for the express lanes access points.

The following is a description of the proposed northbound express lane access points within the project limits for Alternative 3:

- Just north of SR 860/Miami Gardens Drive, the northbound ingress for traffic coming from the southern limit of the project is from the outside lane, braids over the general-purpose lanes and connects to the express lanes in the center of the facility.
- North of the Snake Creek Canal (C-9) and south of CR 854/Ives Dairy Road, the northbound egress shifts towards the median, braids over the express lanes and general-purpose lanes, and continues as a Collector-Distributor (CD) road system. The CD road system provides an exit to CR 854/Ives Dairy Road and splits off a connection to the general-purpose lanes by braiding over the northbound off-ramp to CR 854/Ives Dairy Road.
- As part of the DDI proposed at CR 854/Ives Dairy Road, the northbound on-ramp splits one lane, braids over the general-purpose lanes, and connects to the express lanes in the center of the facility. The braid system occurs within the vicinity of the Miami-Dade County/Broward County Line. Express lane access from SR 860/Miami Gardens Drive merges with the traffic from CR 854/Ives Dairy Road just north of the proposed DDI (note: it is assumed the existing express lane ingress, located just north of the project limits in Broward County, will be replaced by this proposed ingress in Miami-Dade County).

The following is a description of the proposed southbound express lane access points within the project limits for Alternative 3:

- At the DDI proposed at CR 854/Ives Dairy Road, the southbound on-ramp splits one lane, braids over the general-purpose lanes, and connects to the express lanes in the center of the facility. Express lane access from the northern limits of the project splits from the southbound general purpose lanes from the outside lane and merges with the traffic from CR 854/Ives Dairy Road just south of the proposed DDI.
- North of SR 860/Miami Gardens Drive, the southbound egress braids over the express lanes and general purpose lanes providing access to the southbound I-95/SR 9 general purpose lanes and the Golden Glades Interchange south of the project limits.

It should be noted that the existing southbound express lane egress in Broward County will be modified (by others) to also provide braided ramp access; and the southernmost connection point of that express lane egress point will be located within the limits of this project near the County line. Coordination between the two projects will continue in the design phase.

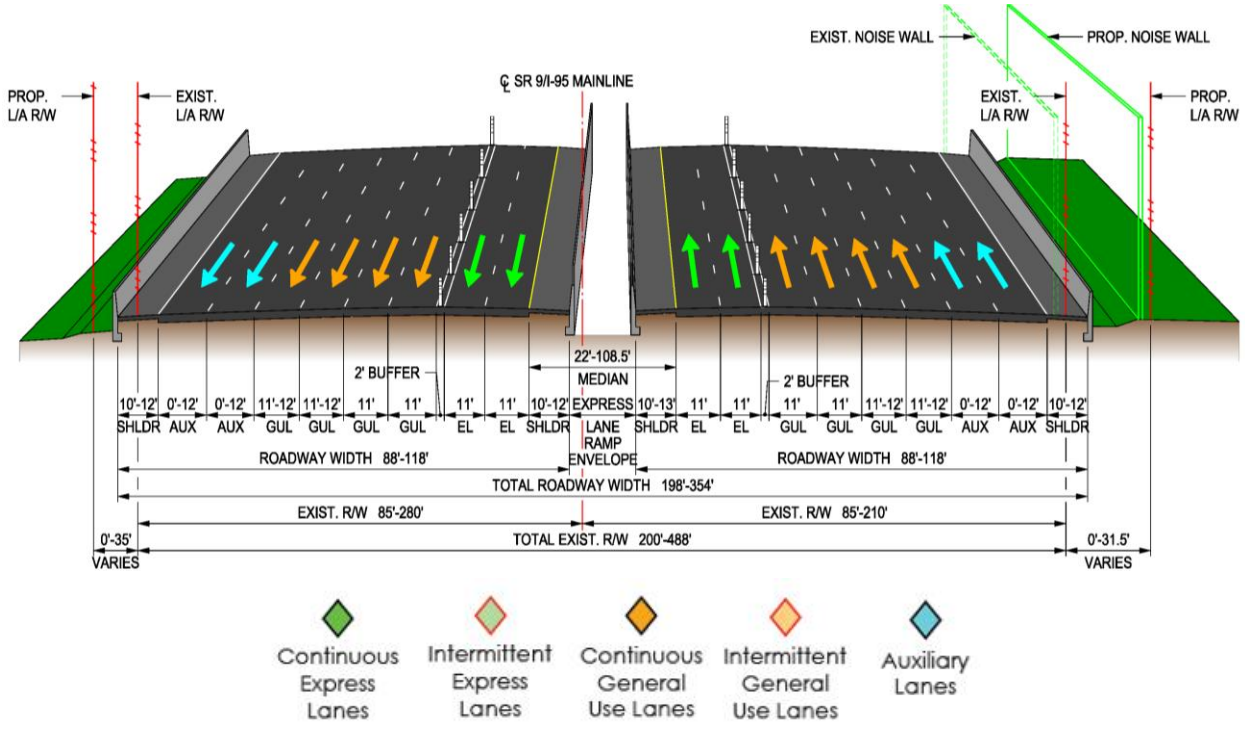


Figure 3 - 11: Proposed Typical Section - Alternative 3 – I-95/SR 9 Mainline and Express Lanes

SR 860/Miami Gardens Drive - Same as in Alternative 2, the proposed improvements at SR 860/Miami Gardens Drive consist of grade-separated on-ramps to northbound and southbound I-95/SR 9 as depicted in **Figure 3 - 12**.

With the new interchange configuration, eastbound traffic going to I-95/SR 9 will have a choice of grade-separated on-ramp bridges to avoid the need for a left-turn signal. Westbound traffic going to I-95/SR 9 will have a choice of at-grade on-ramps.

Traffic desiring to go southbound coming from SR 860/Miami Gardens Drive crosses over the I-95/SR 9 mainline on a second level flyover bridge before merging with the I-95/SR 9 southbound general purpose lanes. Traffic desiring to

go northbound merges with the I-95/SR 9 general purpose lanes north of the interchange. This configuration will allow for traffic to free flow onto the mainline. **Figure 3 - 13** depicts a rendering of the proposed SR 860/Miami Gardens Drive typical section for Alternative 3.

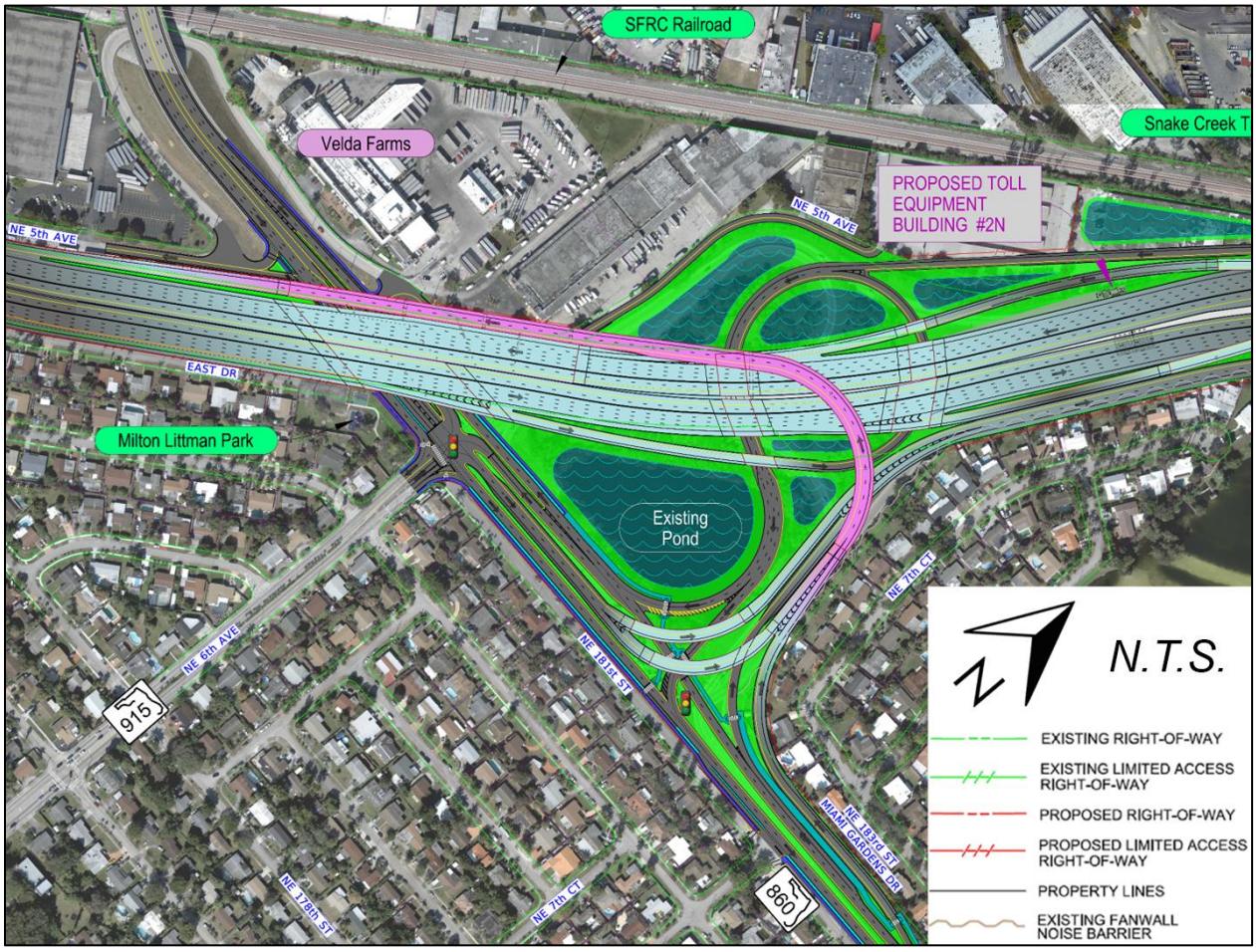


Figure 3 - 12: Proposed Configuration - Alternative 3 – SR 860/Miami Gardens Drive

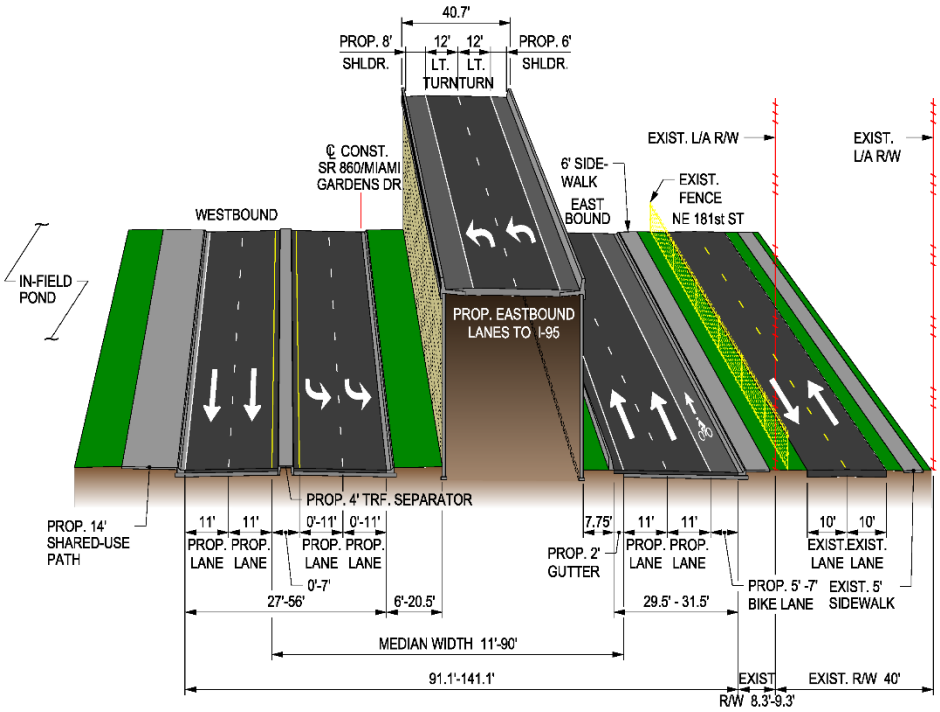


Figure 3 - 13: Proposed Typical Section - Alternative 3 – SR 860/Miami Gardens Drive

CR 854/Ives Dairy Road - Same as in Alternative 1, improvements at CR 854/Ives Dairy Road interchange consist of reconfiguring the interchange to a DDI as depicted in **Figure 3 - 14**. An additional eastbound lane is provided to help reduce the congestion of traffic in the area. This Alternative provides sidewalk on the south side of the road, ranging from five to six feet wide. There will be an addition of bicycle lanes along the arterial, fulfilling the project's Purpose and Need to enhance multi-modal transportation options and access to transit within the project area. **Figure 3 - 15** depicts a rendering of the proposed CR 854/Ives Dairy Road typical section for this Alternative.

Figure 3 - 14: Proposed Configuration - Alternative 3 – CR 854/Ives Dairy Road

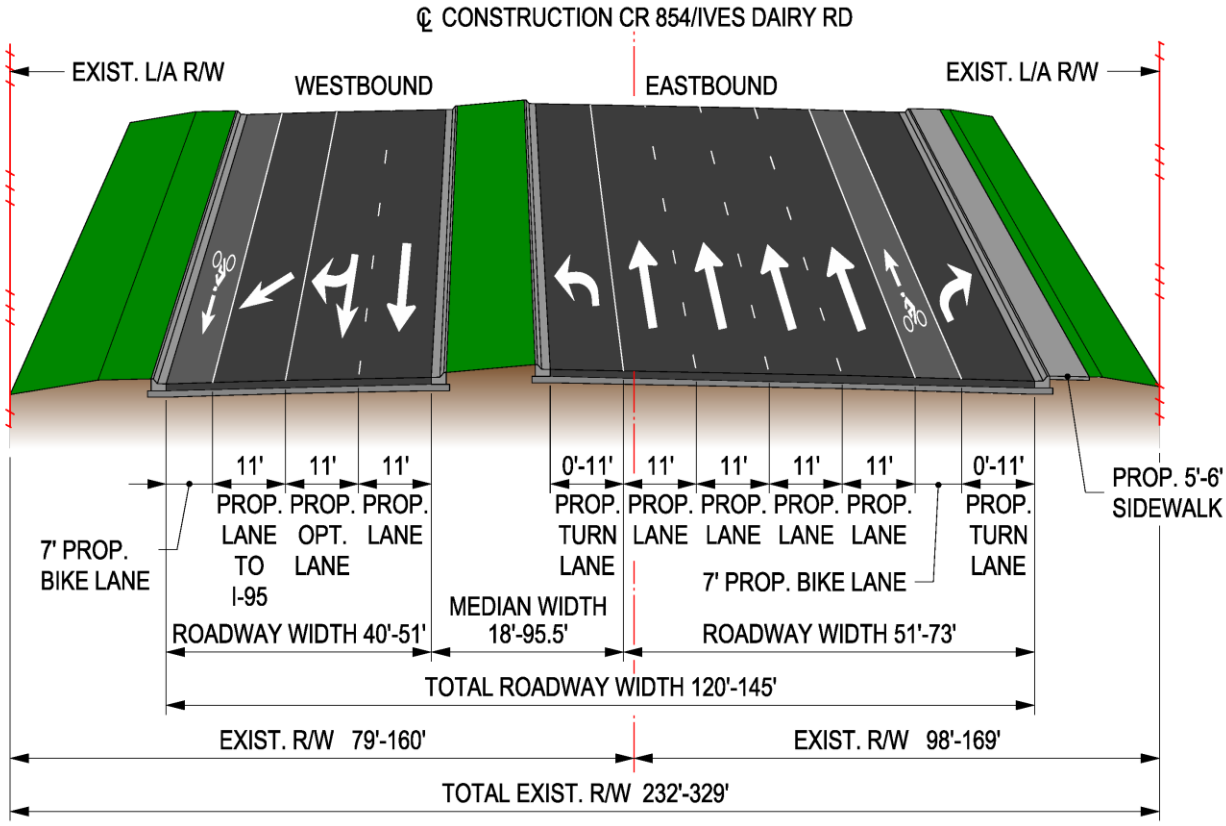


Figure 3 - 15: Proposed Typical Section - Alternative 3 – CR 854/Ives Dairy Road

4.0 EXISTING CONDITIONS COMMUNITY CHARACTERISTICS

4.1 Process Overview

A Sociocultural Effects (SCE) Evaluation is a process used to evaluate and address the effects of a transportation action on a community and its quality of life.

The SCE evaluation process assesses social, economic, land use changes, mobility, aesthetics effects, and relocations, including community assessments for distinct populations. Project benefits and effects are assessed in the SCE evaluation with special consideration for these distinct communities including minority, low-income, and other potentially underrepresented populations.

The SCE evaluation process is supported by the development of a Community Characteristics Inventory (CCI). The CCI is a comprehensive summary of community attributes used to support a better understanding of the affected community by describing the sociocultural context of the project area including community facilities/services; presence of certain population groups; and indications of community values, concerns, and preferences.

The data used for the CCI and sociocultural effects evaluation is downloaded from the Florida Geographic Data Library (FGDL) and other sources as listed in this document. This report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, *Sociocultural Effects Evaluation*.

4.2 SCE Evaluation Study Area

The project is located primarily within unincorporated Miami-Dade County and extends along I-95 (SR 9) from south of SR 860 (Miami Gardens Drive) to south of Hallandale Beach Boulevard (SR 858). The SCE evaluation study area incorporates an area that extends a quarter of a mile from the centerline of the aforementioned roadways and ramp network. The SCE study area is urbanized supporting a wide range of land uses. **Figure 4-1** illustrates the location and extent of the SCE study area.

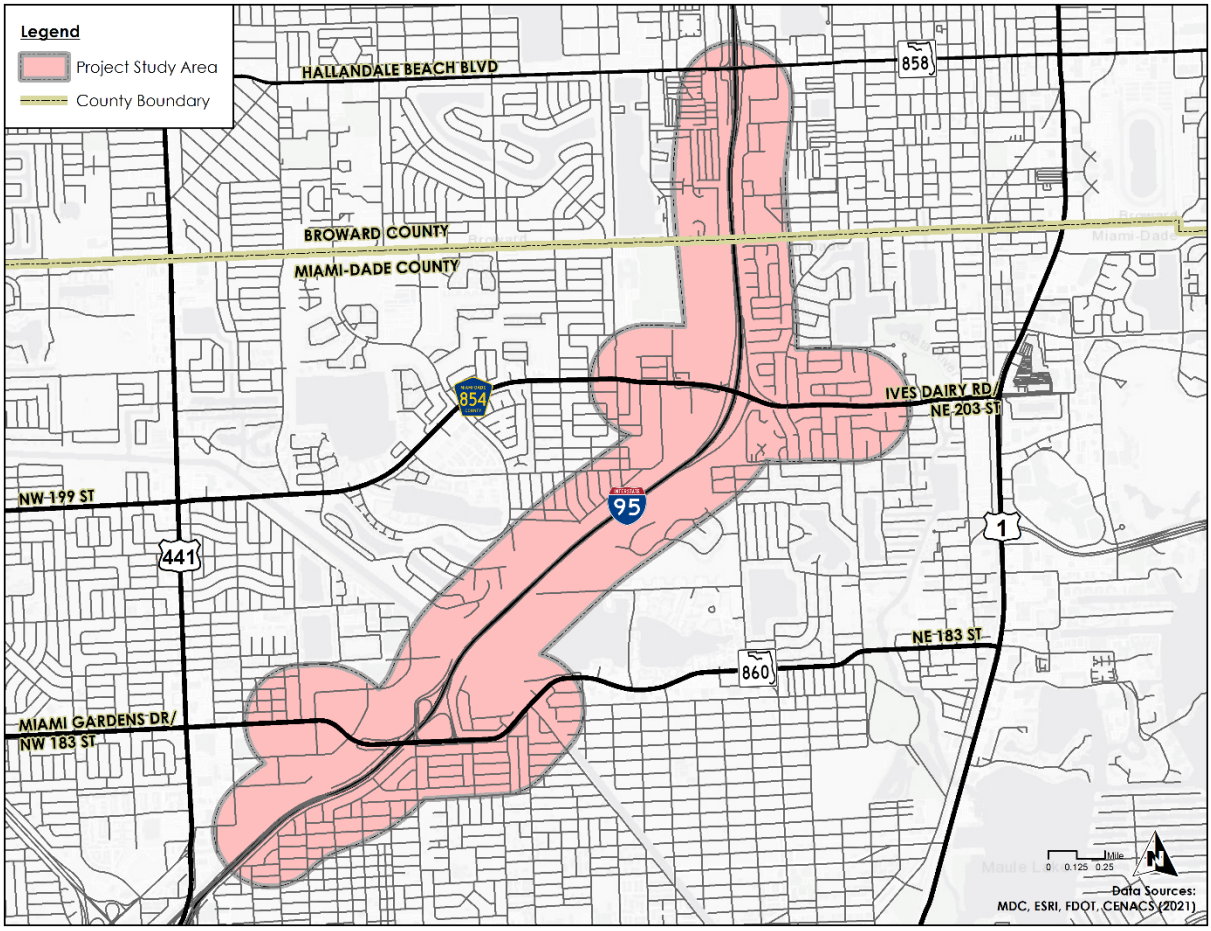


Figure 4 - 1: Sociocultural Effects Evaluation Study Area Map

4.3 SCE Demographics

Demographic data describes a population based on a range of characteristics. It is primarily collected by state or federal agencies such as the Census Bureau. It covers various topics about people in communities including: count, age, race and ethnicity, income, education, travel behavior, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the background of the community. Demographic data also aids in developing context sensitivity in the project and avoidance, minimization, and mitigation activities.

The 2019-2023 American Community Survey Five-Year Estimate developed by the US Census Bureau serves as the basis for the demographic data reported below. **Tables 4-1** to **4-6** and **Figures 4-2** to **4-30** summarize characteristics of the

population within the SCE study area including portions of 24 different US Census Block Groups. The tables also provide county and state population estimates to support a regional comparison.

While not as racially diverse as Miami-Dade County (87.0%), the SCE study area supports a higher minority population percentage (73.7%) than Broward County (68.5%) and Florida (48.6%) more generally. Several differences between the study and county populations were noted. The single most predominant difference between the study area and county populations is the size of the African American community. African American residents make up 33.9% of the population within the SCE study area, the same group makes up 15.4% of Miami-Dade County and 28.5% of Broward County residents. Additionally, the study area has a lower median age (37.1) when compared to Miami-Dade and Broward Counties (42.6 years and 43.3 years respectively). Highlights are included in **Table 4-1** to identify population characteristics in the SCE Study Area that fall outside of the ranges observed in the reference geographies.

Table 4 - 1: Demographic Comparison, Total Population

Evaluation Criteria	SCE Study Area	Miami-Dade County	Broward County	Florida
Total Population	39,722	2,692,708	1,991,677	21,928,881
Percent White	38.0%	37.0%	42.3%	59.9%
Percent Black	33.9%	15.4%	28.5%	15.3%
Percent Asian	1.6%	1.6%	3.7%	2.9%
Percent Other*	5.3%	7.6%	5.3%	5.6%
Percent Two or More Races	20.9%	38.2%	19.9%	16.0%
Percent Hispanic (regardless of race)	35.4%	68.7%	32.1%	26.7%
Percent Minority**	73.7%	87.0%	68.5%	48.6%
Percent Under the Age of 18	26.2%	20.1%	21.0%	19.6%
Percent Age 65 or Older	15.5%	16.8%	17.5%	21.7%
Median Age	37.1	42.6	43.3	45.2
*Population includes persons identified as American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race. **Combines Race and Ethnicity to identify the total population that is a member of either a racial or ethnic minority.				

The SCE study has a white population percentage of 38.0%, which is higher than Miami-Dade County (37.0%), but lower than Broward County (42.3%) and Florida (59.9%). **Figure 4-2** illustrates the percent of the population that is white within SCE study area.

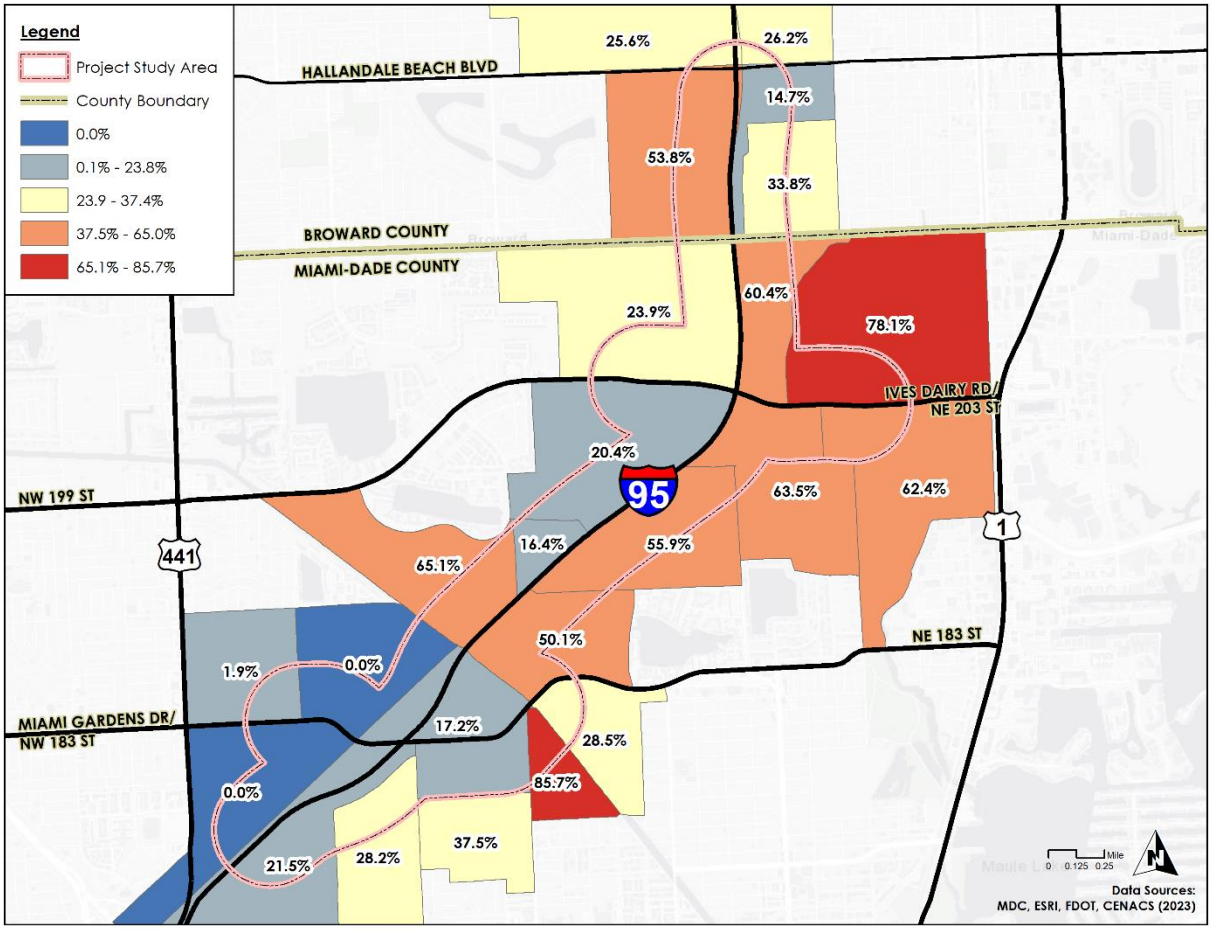


Figure 4 - 2: Percent of the Population that is White

The SCE study area has a black population percentage of 33.9%, which is higher than Miami-Dade County (15.4%), Broward County (28.5%) and Florida (15.3%). **Figure 4-3** illustrates the percent of the population that is black within SCE study area.

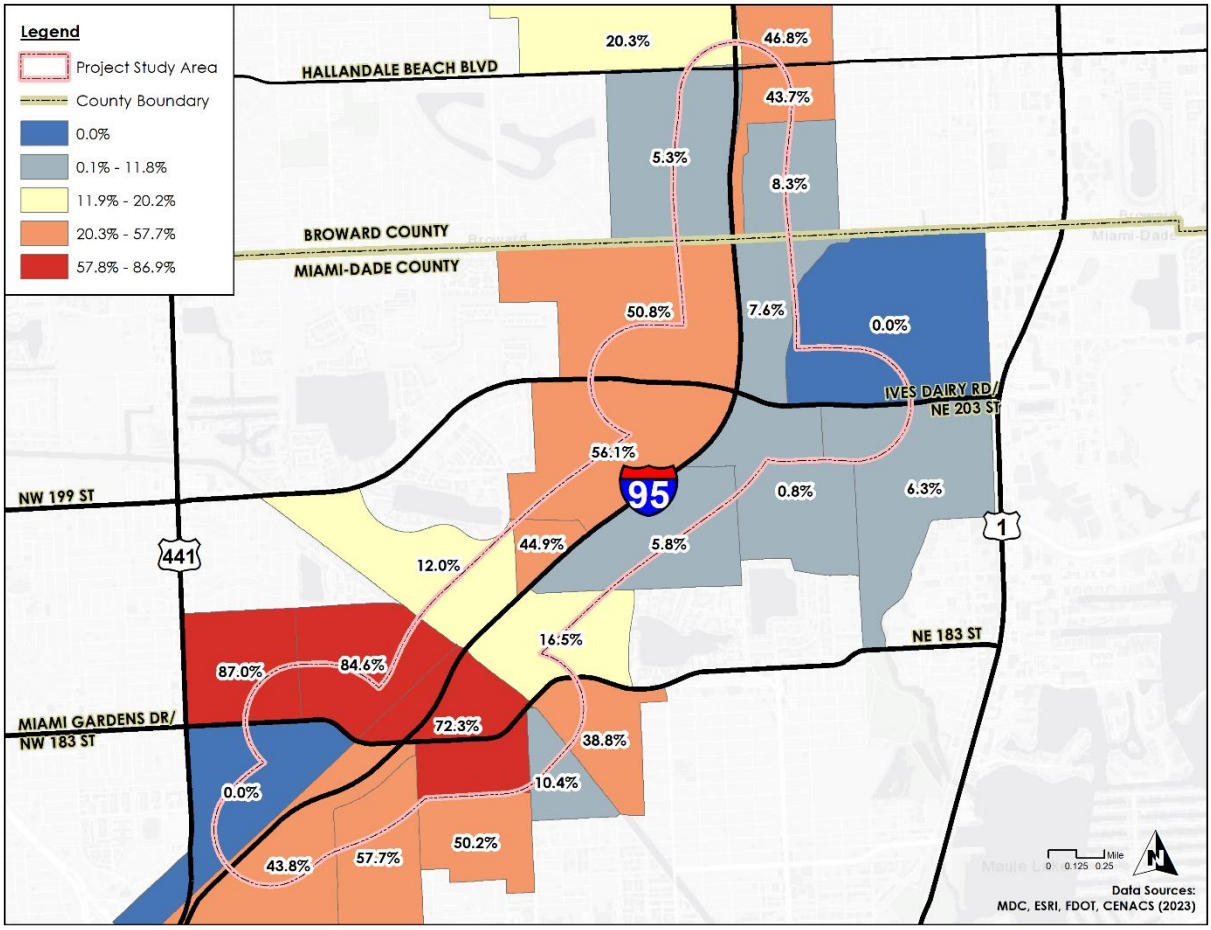


Figure 4 - 3: Percent of the Population that is Black

The SCE study area has an Asian population percentage of 1.6%, which is the same as Miami-Dade County (1.6%), but lower than Broward County (3.7%) and Florida (2.9%). **Figure 4-4** illustrates the percent of the population that is Asian within SCE study area.

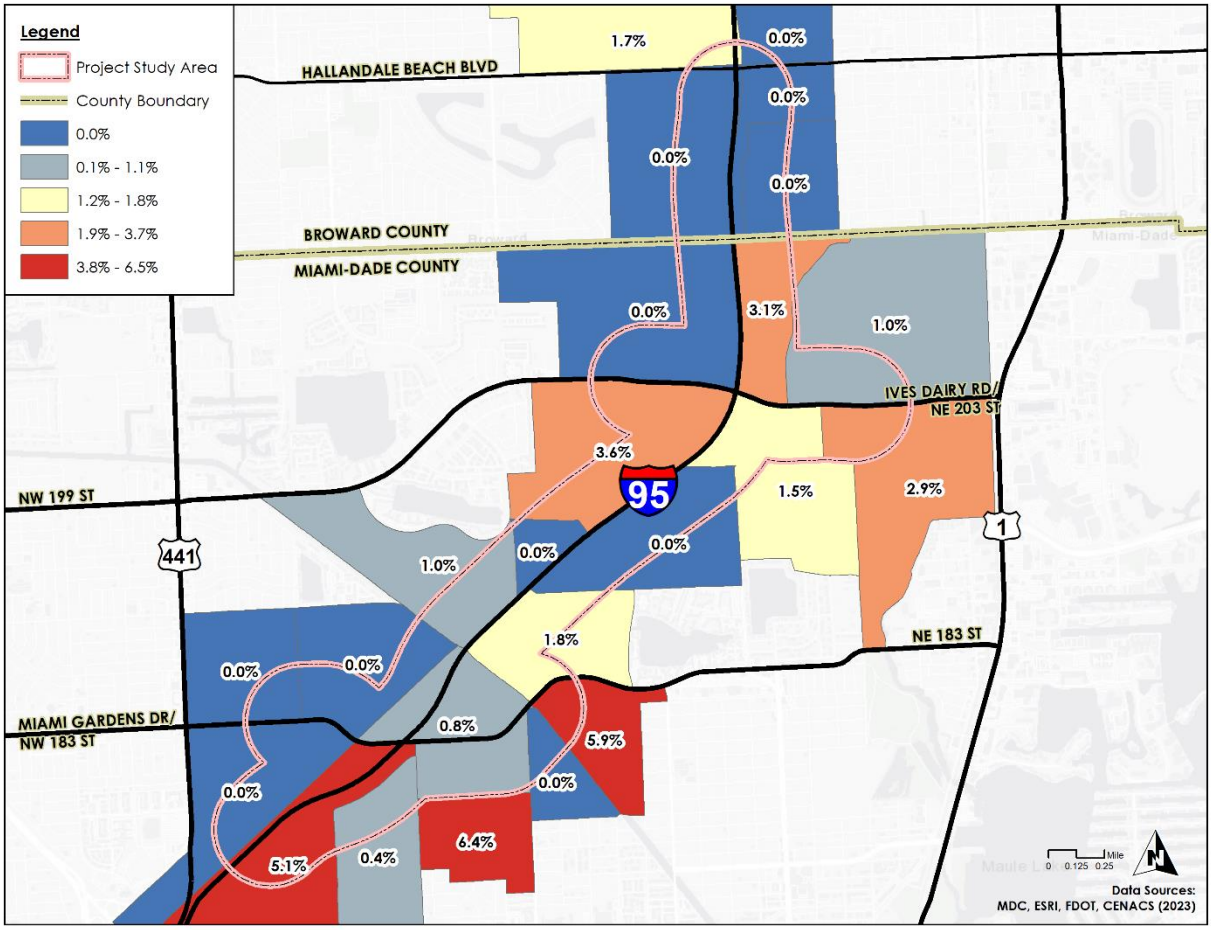
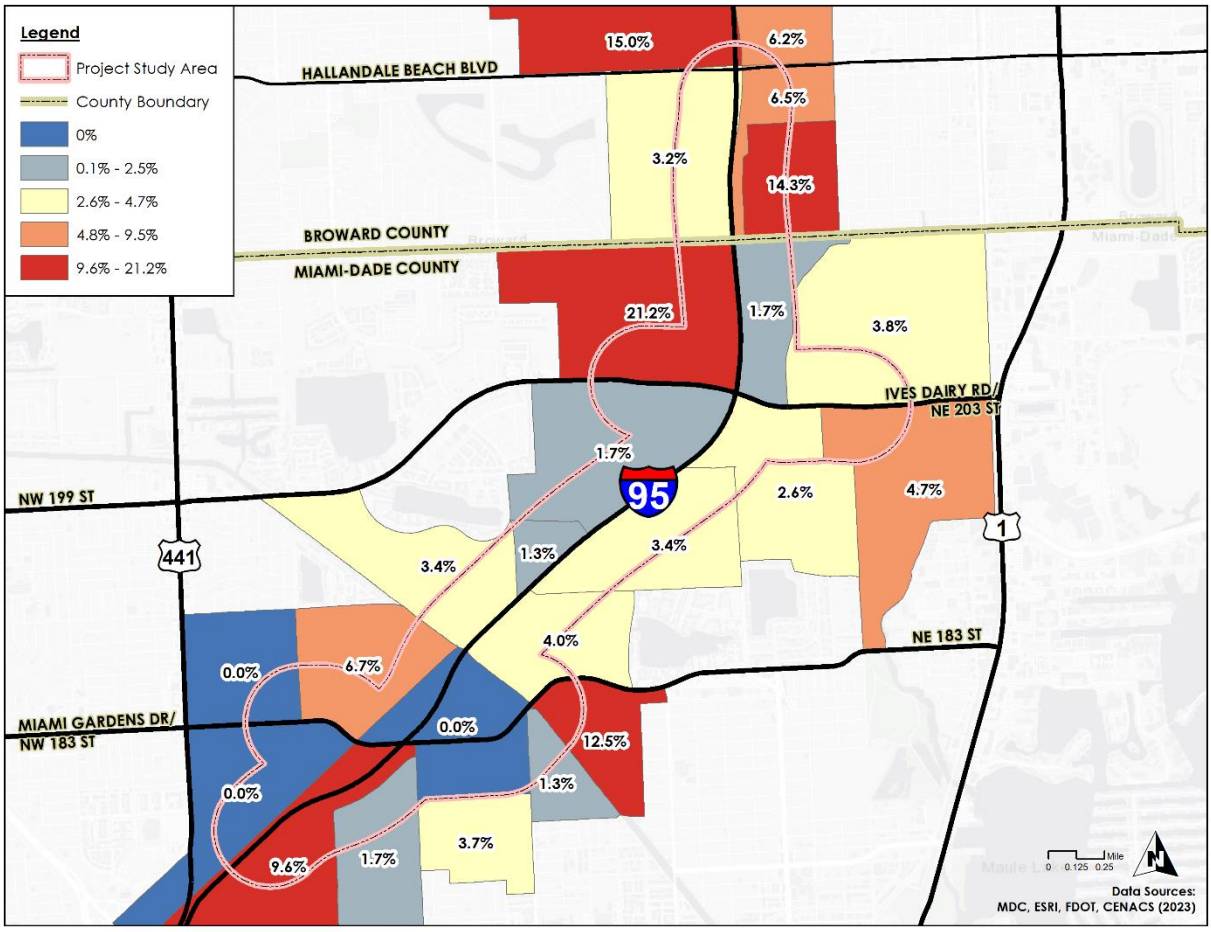


Figure 4 - 4: Percent of the Population that is Asian

American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Races combine in the SCE study area to represent a population percentage of 5.3%, which is lower than Miami-Dade County (7.6%), but similar to Broward County (5.3%) and Florida (5.6%). **Figure 4-5** illustrates the percent of the population assigned to the "Other" category within SCE study area.



*Other = Population includes persons identified as American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race.

Figure 4 - 5: Percent of the Population that is Other

The SCE study area has a Hispanic (regardless of race) population percentage of 35.4%, which is lower than Miami-Dade County (68.7%), but higher than Broward County (32.1%) and Florida (26.7%). **Figure 4-6** illustrates the percent of the population that is Hispanic within SCE study area.

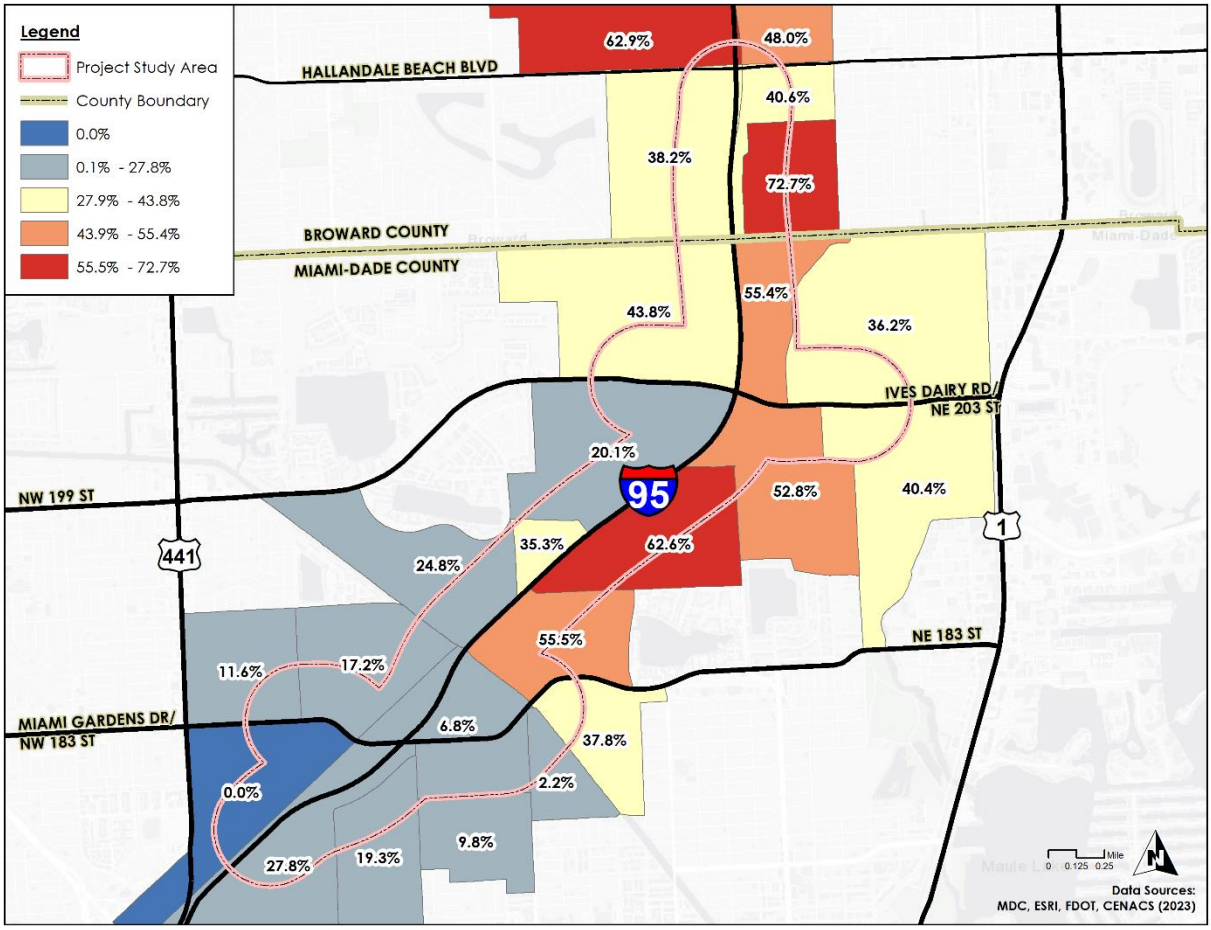


Figure 4 - 6: Percent of the Population that is Hispanic (regardless of race)

The SCE study area has a Minority population percentage of 73.7%, which is lower than Miami-Dade County (87.0%), but higher than Broward County (68.5%) and Florida (48.6%). **Figure 4-7** illustrates the percent of the population that is Minority within SCE study area.

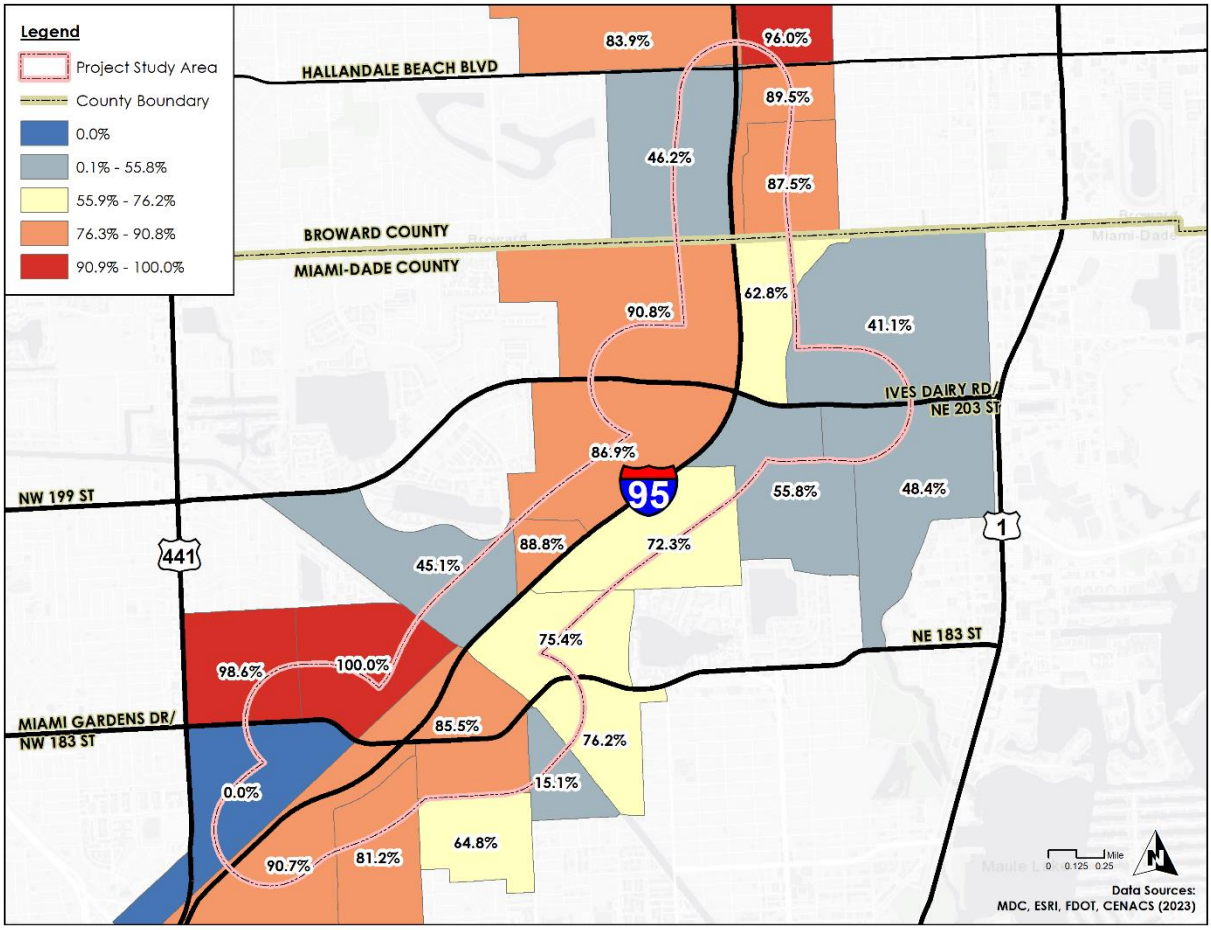


Figure 4 - 7: Percent of the Population that is Minority

The SCE study area has an Age 18 and Under population percentage of 26.2%, which is higher than Miami-Dade County (20.1%), Broward County (21.0%) and Florida (19.6%). **Figure 4-8** illustrates the percent of the population that is under the age of 18 within SCE study area.

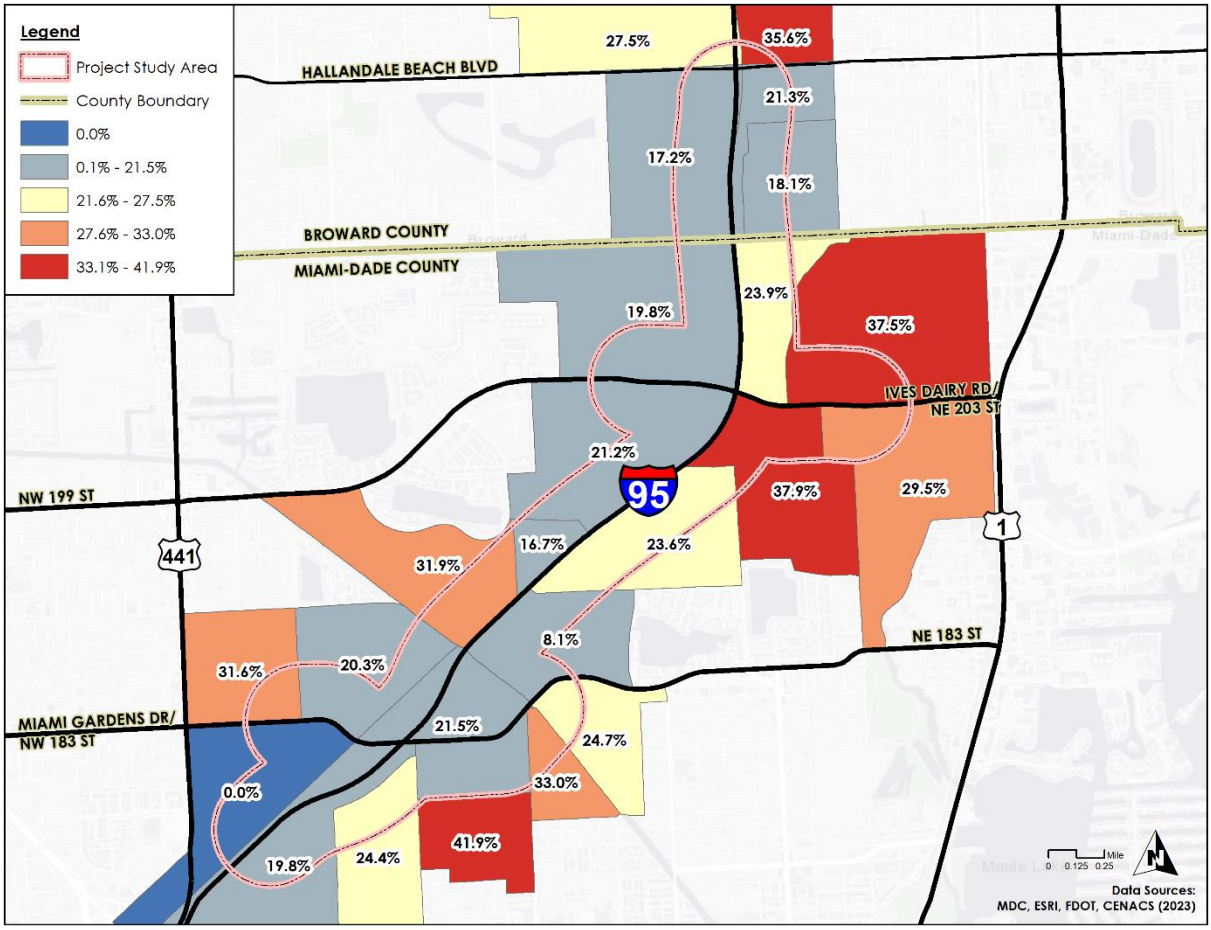


Figure 4 - 8: Percent of the Population that is Under the Age of 18

The SCE study area has an Age 65 or Older population percentage of 15.5%, which is lower than Miami-Dade County (16.8%), Broward County (17.5%) and Florida (21.7%). **Figure 4-9** illustrates the percent of the population that is age 65 or older within SCE study area.

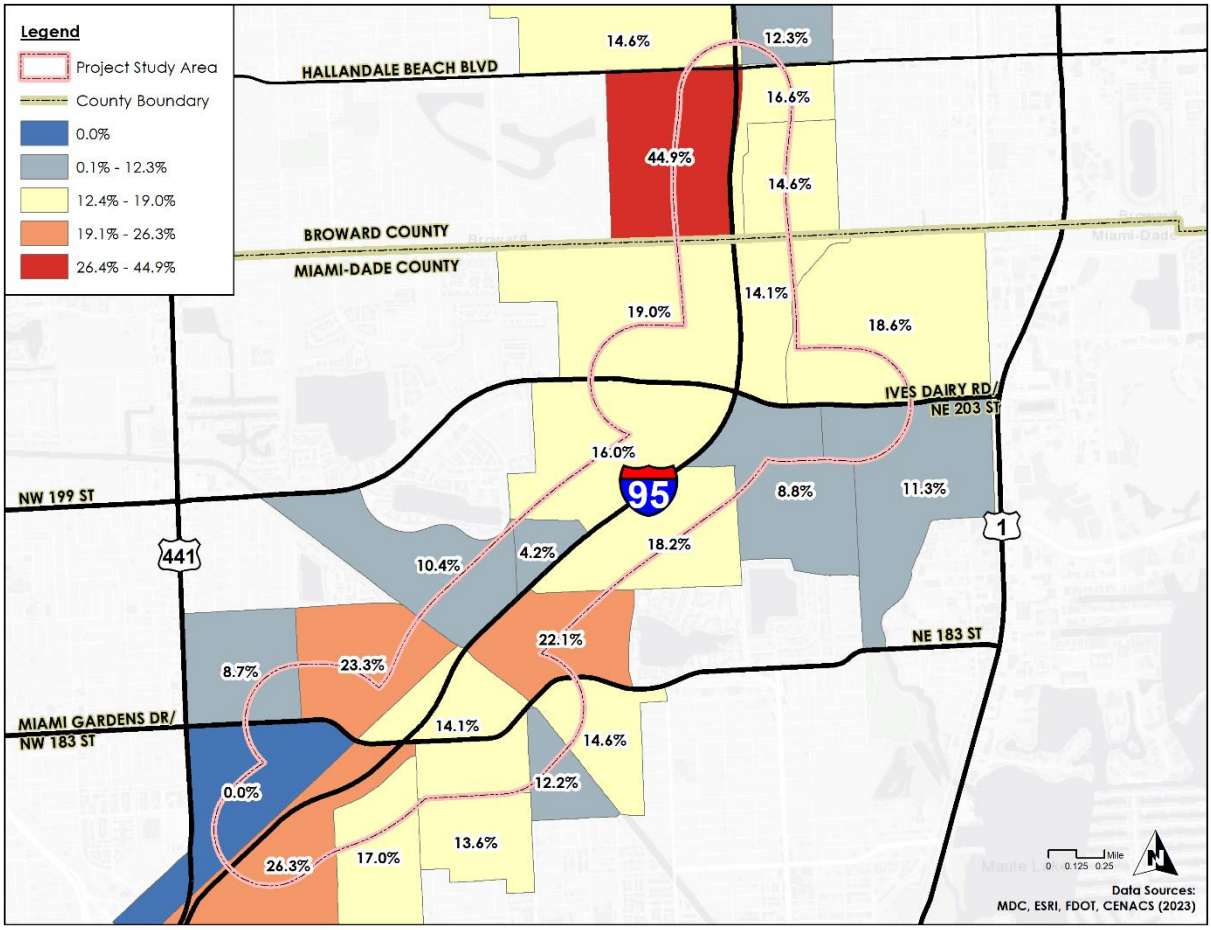


Figure 4 - 9: Percent of the Population that is Age 65 or Older

The SCE study area has a Median Age population of 37.1, which is lower than Miami-Dade County (42.6), Broward County (43.3) and Florida (45.2). **Figure 4-10** illustrates the median age of the population within SCE study area.

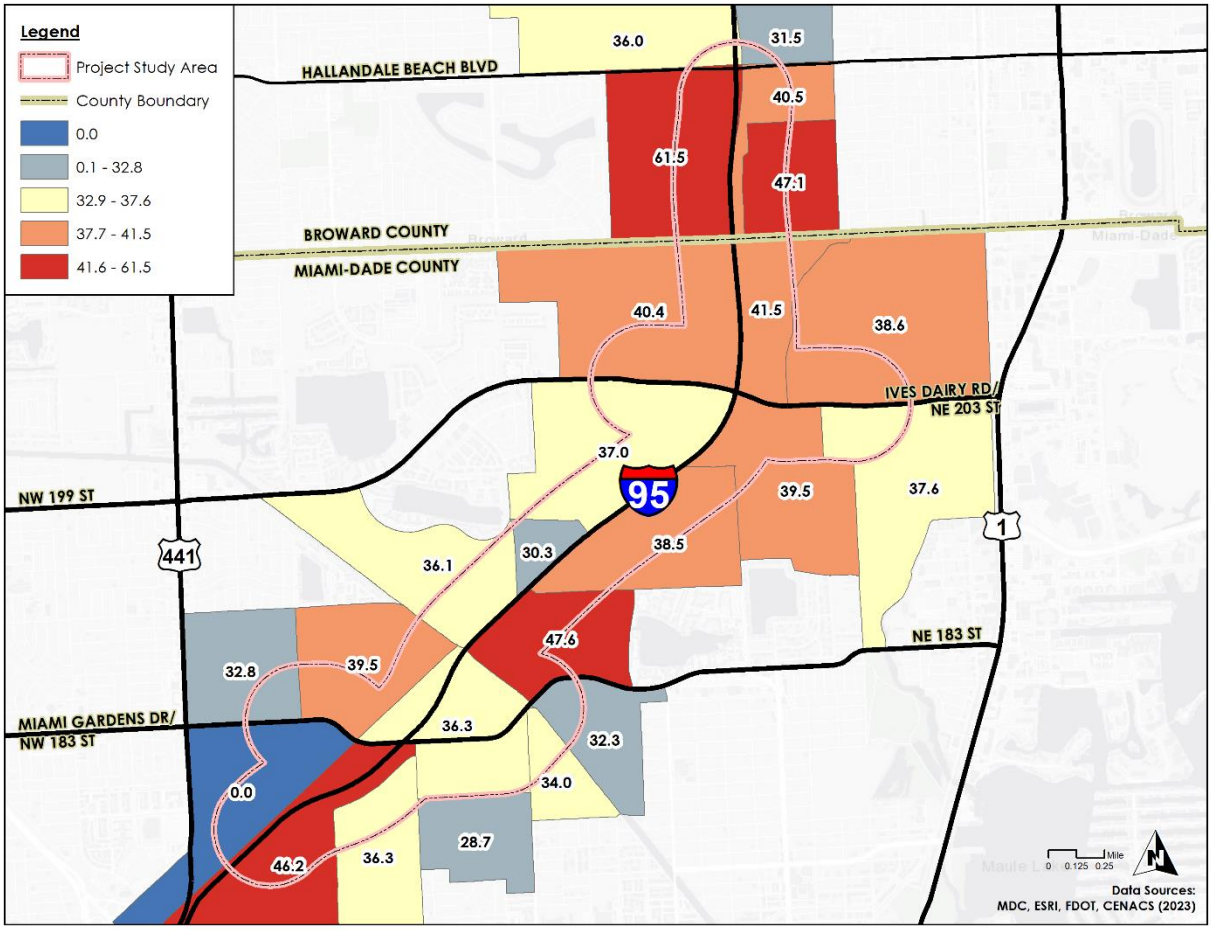


Figure 4 - 10: Median Age of the Population within Study Area

Table 4-2 highlights a comparison of income within the SCE study area, Miami-Dade County, Broward County and the State of Florida.

Table 4 - 2: Demographic Comparison, Income

Evaluation Criteria	SCE Study Area	Miami-Dade County	Broward County	Florida
Median Household Income	$69,478	$72,311	$ 74,531	$73,311
Percent of the Population with Income Below the Poverty Line	12.1%	14.9%	12.5%	13.3%

The SCE study area has a median household income of $69,478, which is lower than Miami-Dade County ($72,311), but lower than Broward County ($74,531) and Florida ($73,311). **Figure 4-11** illustrates the median household income of the population within SCE study area.

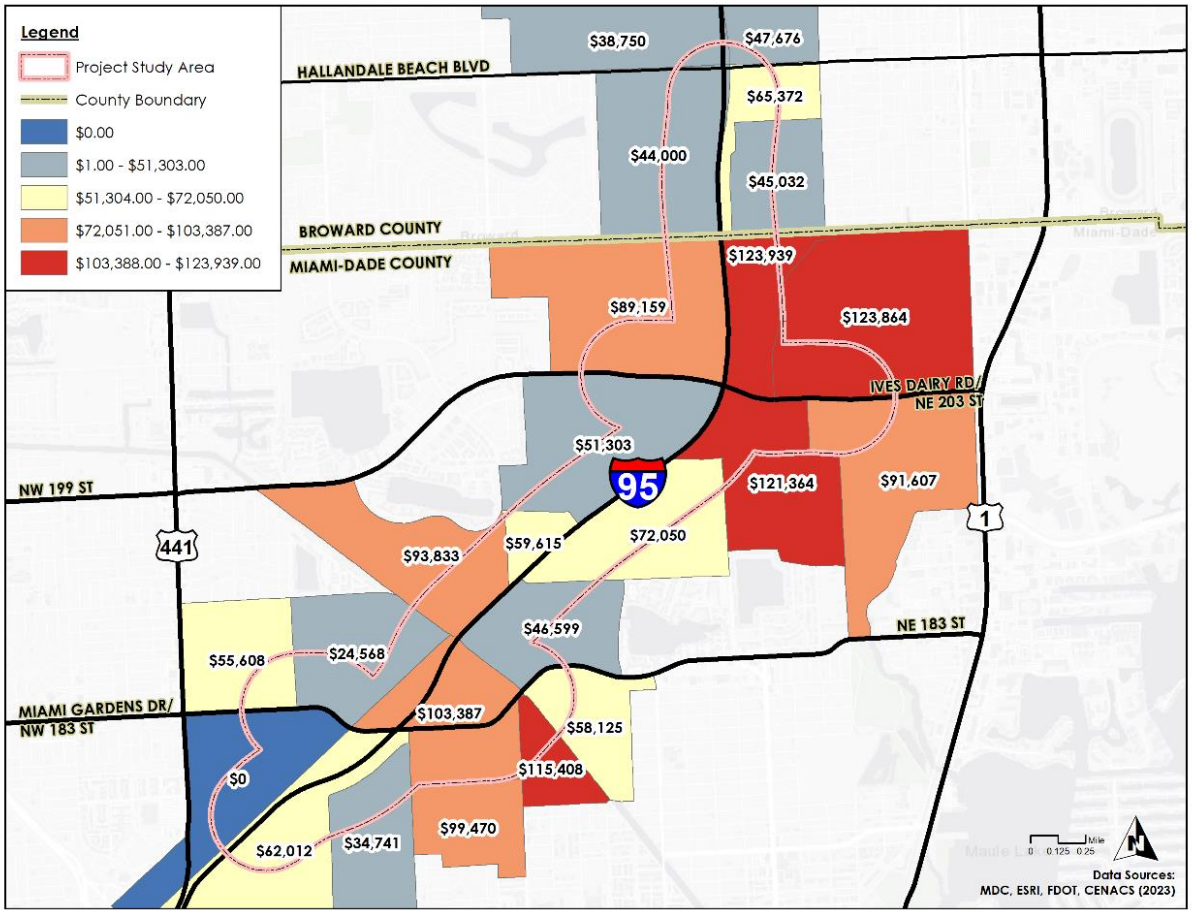


Figure 4 - 11: Median Household Income

The SCE study area has a population percentage of 12.1% with income below the poverty line, which is lower than Miami-Dade County (14.9%), Broward County (12.5%) and Flori96.da (13.3%). **Figure 4-12** illustrates the percent of the population with income below the poverty line within SCE study area.

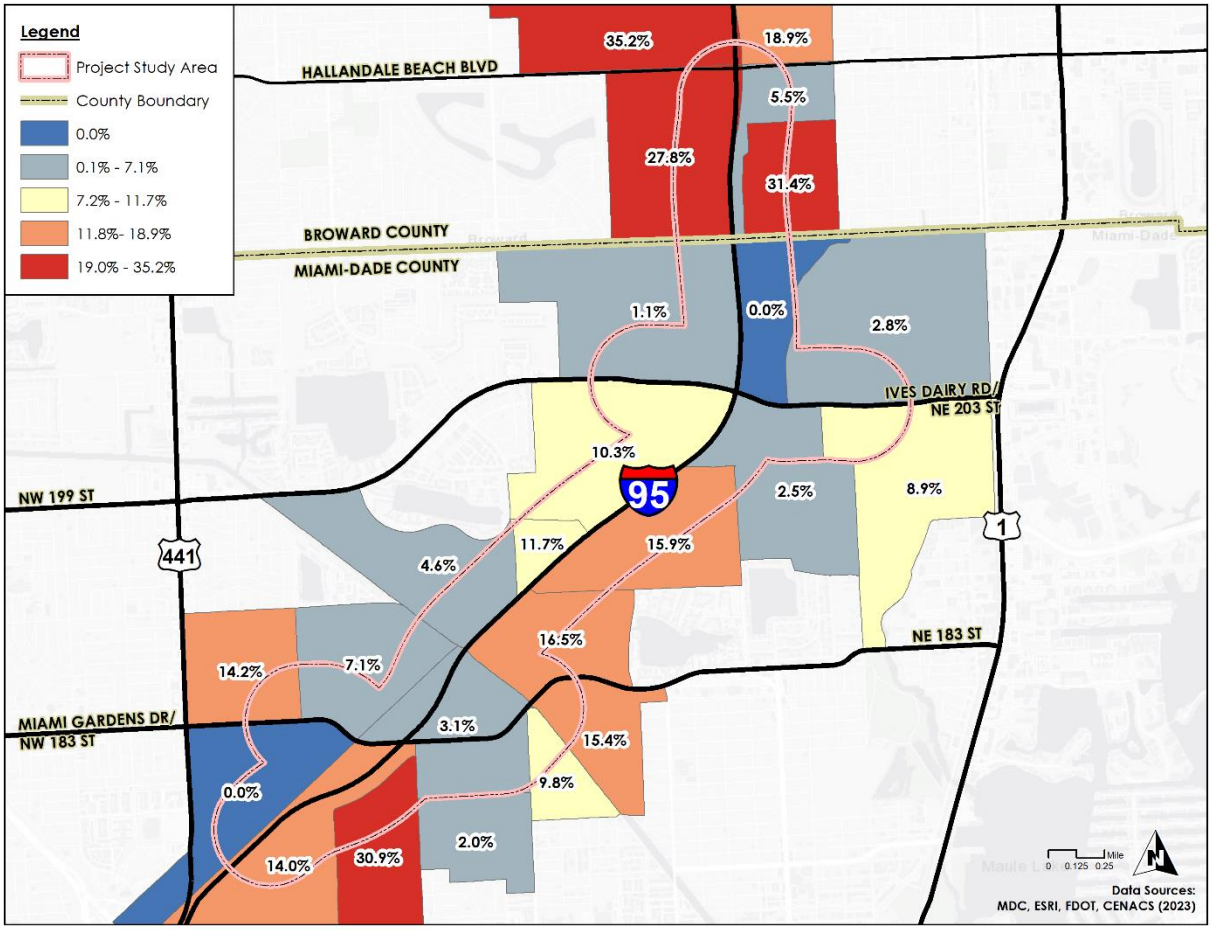


Figure 4 - 12: Percent of the Population with Income Below the Poverty Line

Table 4-3 highlights a comparison of educational attainment within the SCE study area, Miami-Dade County, Broward County and the State of Florida.

Table 4 - 3: Demographic Comparison, Education (Highest Level of Attainment)

Evaluation Criteria	SCE Study Area	Miami-Dade County	Broward County	Florida
Percent of the Population 25 Years or Older with Less Than a High School Diploma or Equivalent	8.7%	12.1%	7.0%	7.5%
Percent of the Population 25 Years or Older with a High School Diploma or Equivalent	54.9%	59.6%	64.5%	64.8%
Percent of the Population with a Bachelor's, Degree or Higher	21.3%	23.8%	25.5%	24.0%

The SCE study area has a population percentage of 8.7% that are 25 years or older with less than a high school diploma, which is lower than Miami-Dade County (12.1%), but higher than Broward County (7.0%) and Florida (7.5%). **Figure 4-13** illustrates the percent of the population that is age 25 or older with less than a high school diploma within the SCE study area.

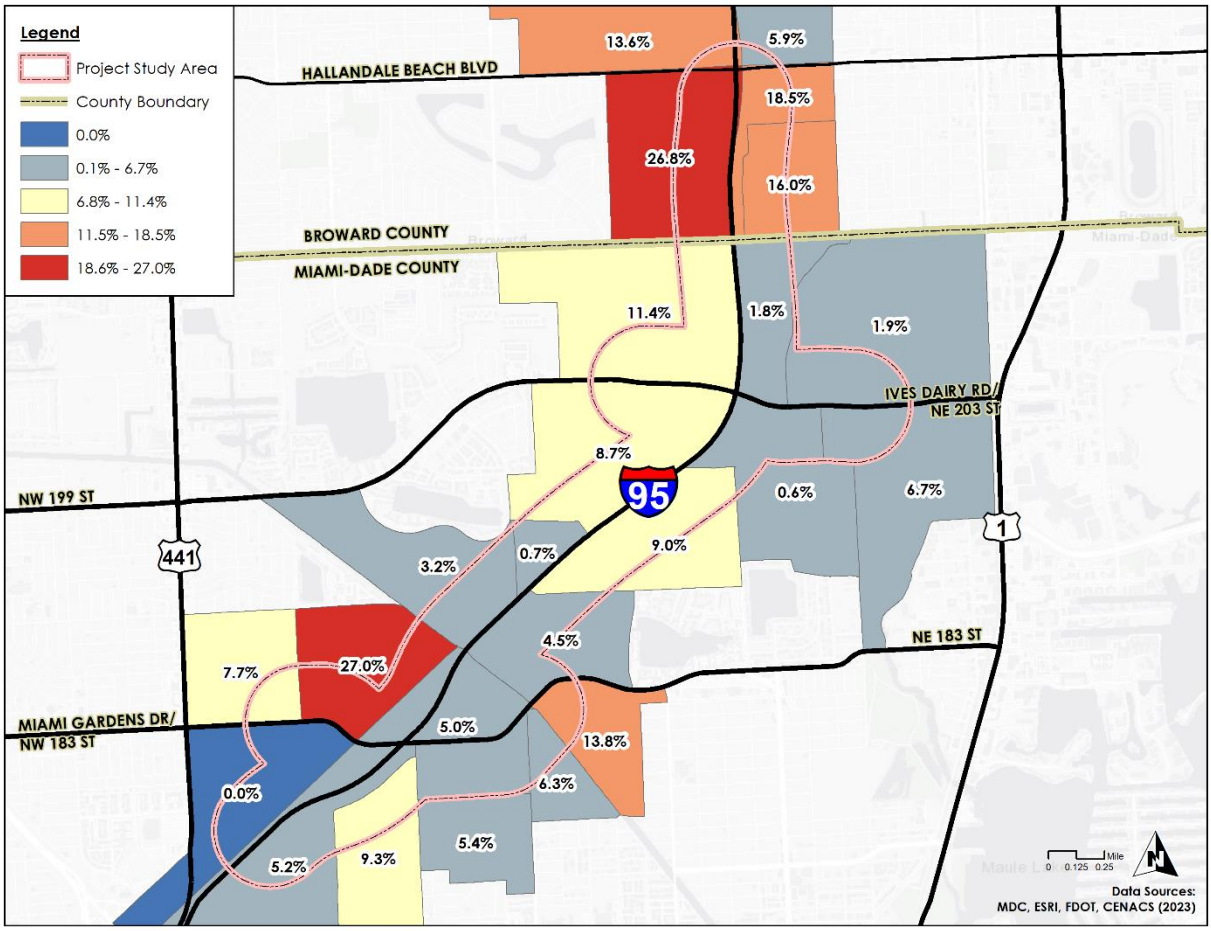


Figure 4 - 13: Percent of the Population 25 Years or Older with Less Than a High School Diploma or Equivalent

The SCE study area has a population percentage of 54.9% that are 25 years or older with a high school diploma (or equivalent) as the highest level of educational attainment, which is lower than Miami-Dade County (59.6%), Broward County (64.5%) and Florida (64.8%). **Figure 4-14** illustrates the percent of the population that is age 25 or older with a high school diploma within SCE study area.

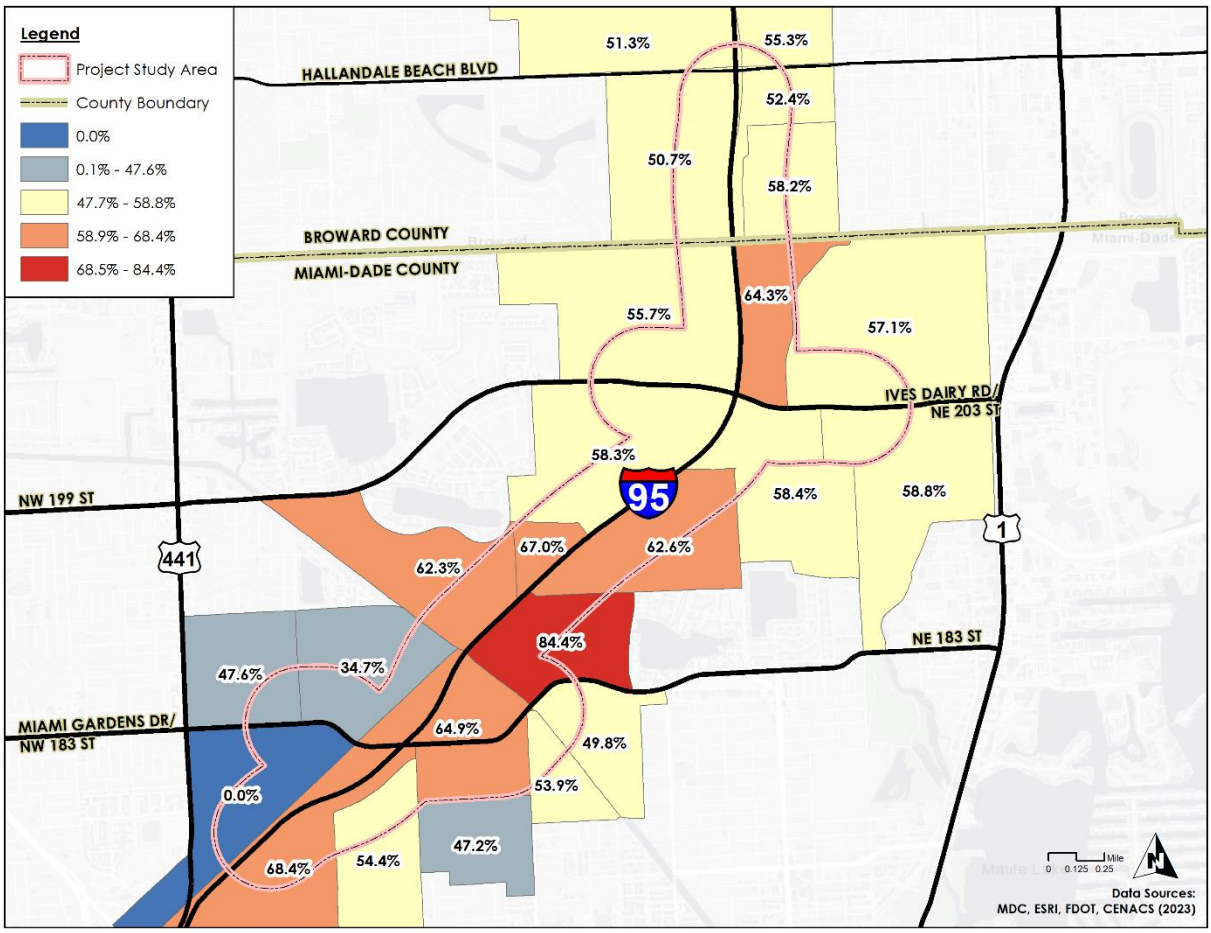


Figure 4 - 14: Percent of the Population 25 Years or Older with Highest Educational Attainment a High School Diploma (or Equivalent)

The SCE study area has a population percentage of 21.3% with a Bachelor's, Master's, Doctorate, or Professional Degree, which is lower than Miami-Dade County (23.8%), Broward County (25.5%) and Florida (24.0%). **Figure 4-15** illustrates the percent of the population that with a Bachelor's, Master's, Doctorate, or Professional Degree within SCE study area.

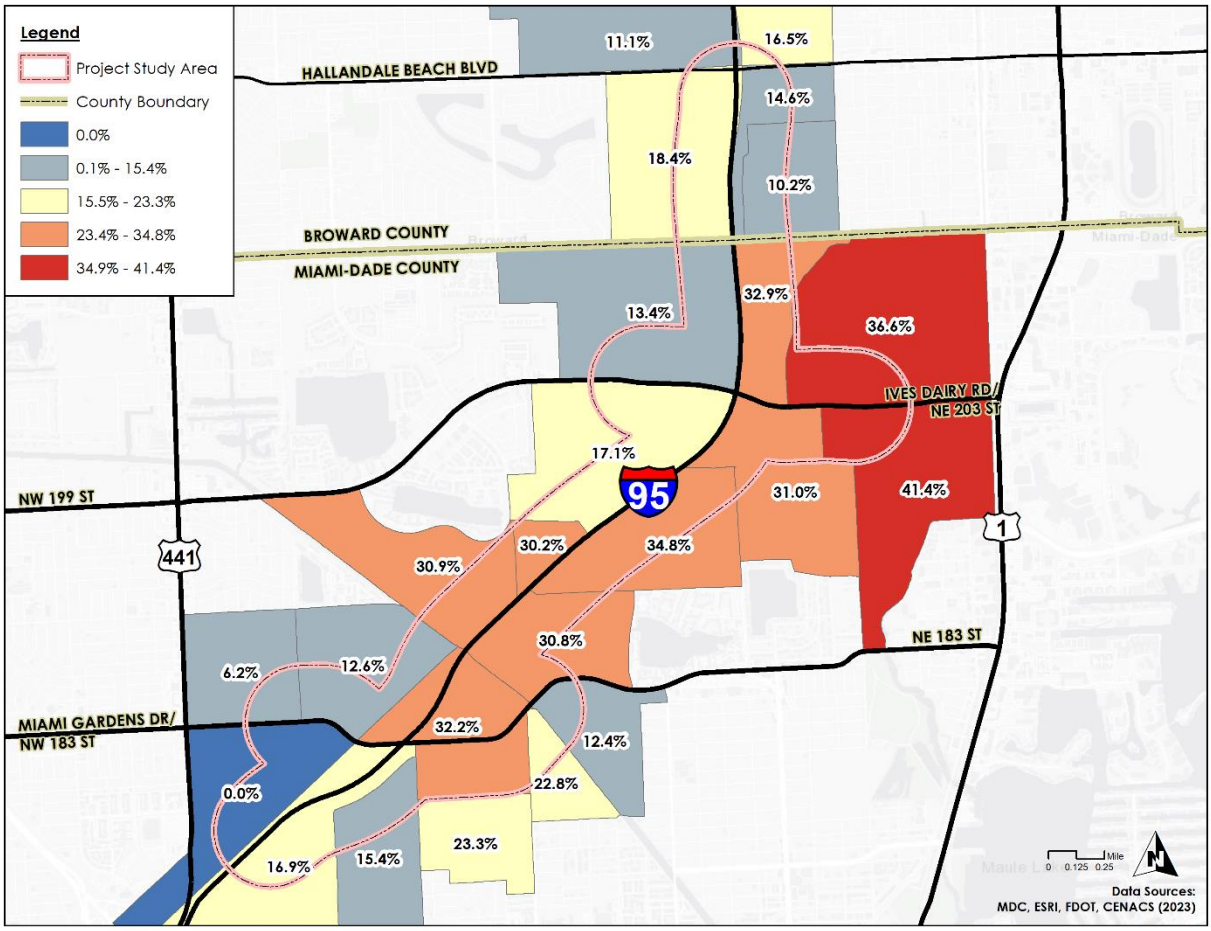


Figure 4 - 15: Percent of the Population with a Bachelor's, Master's, Doctorate, or Professional Degree

Table 4-4 highlights a comparison of English spoken within the SCE study area, Miami-Dade County, Broward County and the State of Florida. Limited English Proficiency (LEP) is defined as the percentage of the population whose primary language is one other than English and that speaks English "Less than Very Well".

Table 4 - 4: Demographic Comparison, Language

Evaluation Criteria	SCE Study Area	Miami-Dade County	Broward County	Florida
Percent of the Population Five Years and Older that Speaks English Only	38.8%	23.5%	53.6%	66.3%
Percent of the Population Five Years and Older that Speaks a Language Other than English at Home	50.8%	71.0%	40.9%	28.6%
Percent of the Population Five Years and Older that Is Considered to be Limited English Proficient	22.5%	34.6%	16.5%	12.1%

The SCE study area has a population percentage of 38.8% that speaks only English, which is higher than Miami-Dade County (23.5%), but lower than Broward County (53.6%) and Florida (66.3%). **Figure 4-16** illustrates the percent of the population that speaks only English within SCE study area.

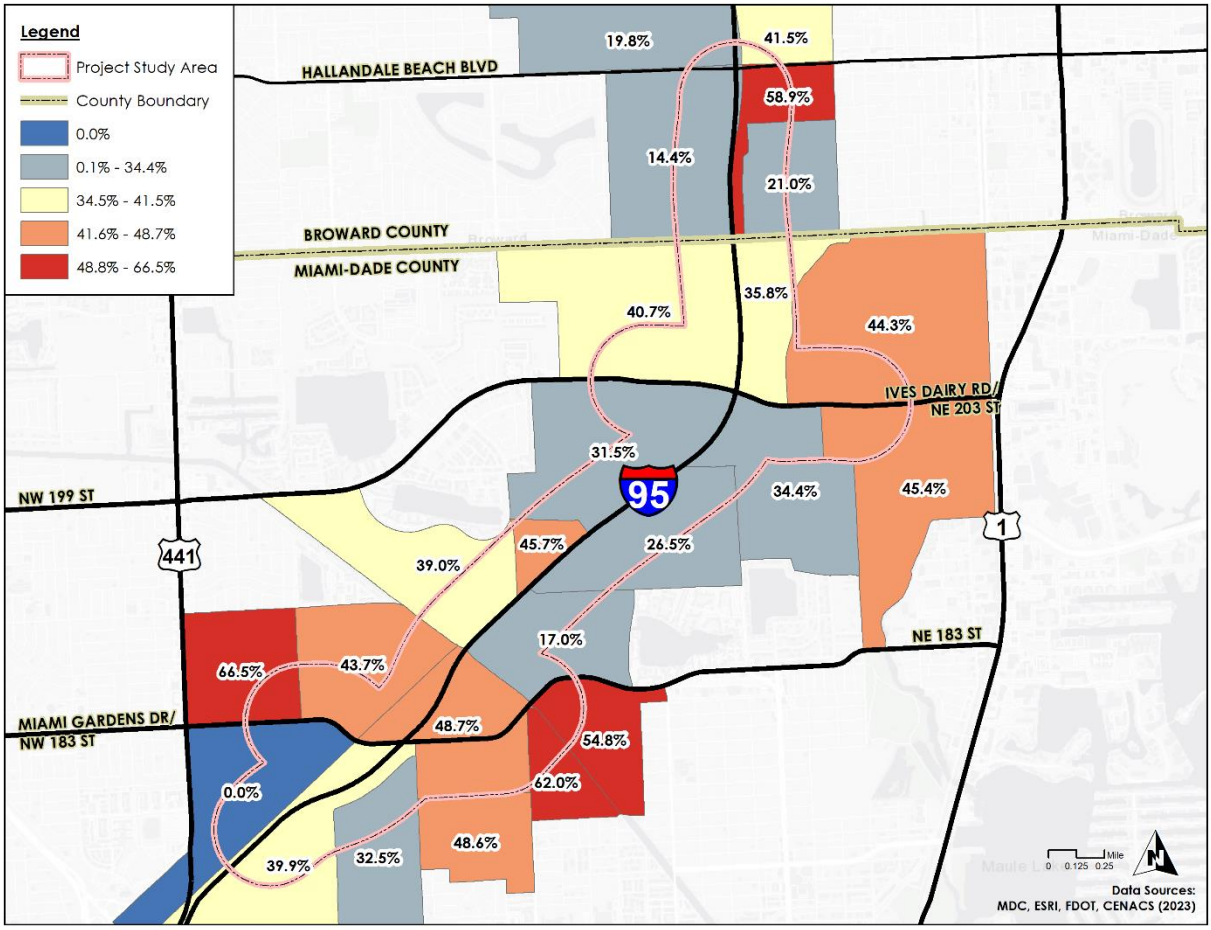


Figure 4 - 16: Percent of the Population that Speaks Only English

The SCE study area has a population percentage of 50.8% that are 5 years or older that speaks a language other than English at home, which is lower than Miami-Dade County (71.0%), but higher than Broward County (40.9%) and Florida (28.6%). **Figure 4-17** illustrates the percent of the population that speaks a language other than English at home within SCE study area.

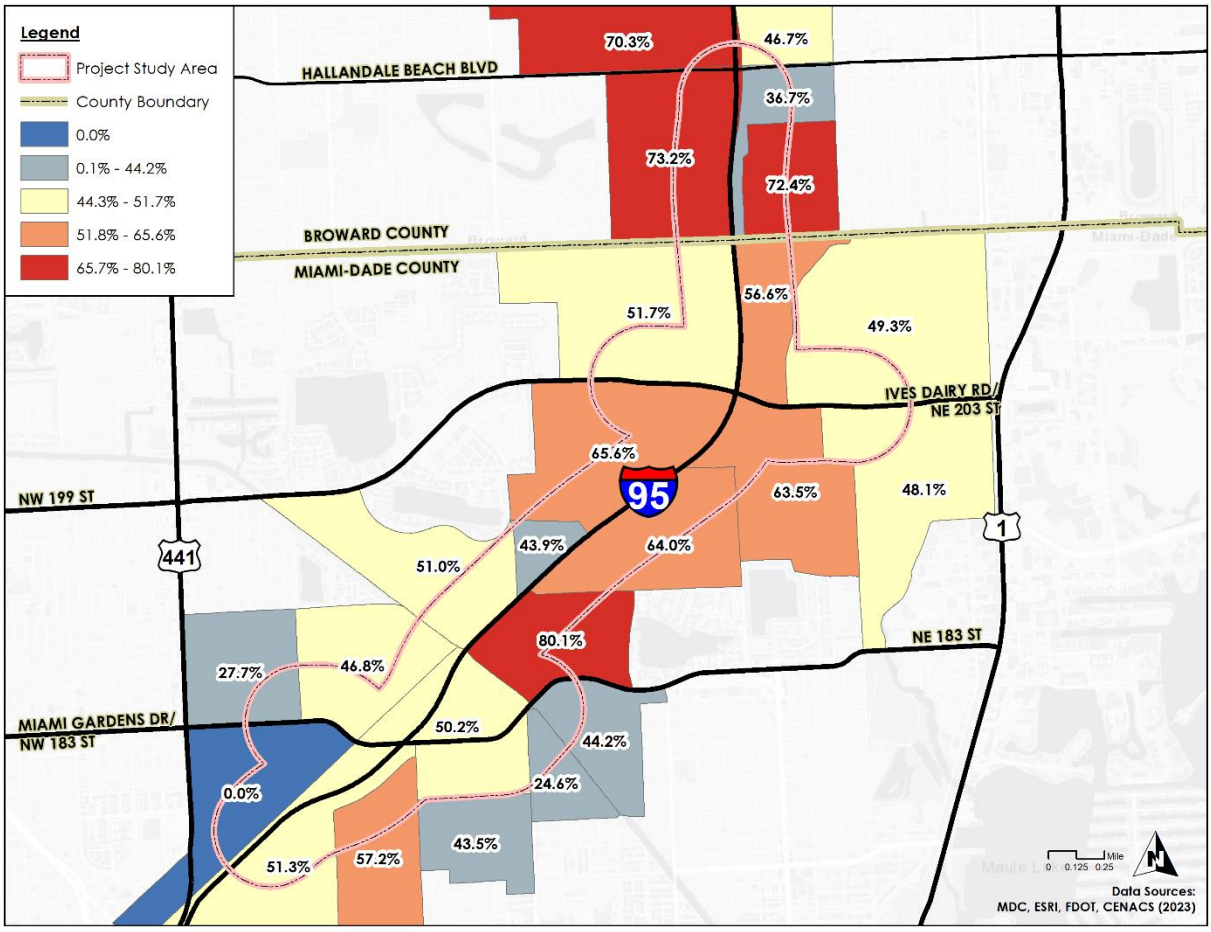


Figure 4 - 17: Percent of the Population Five Years and Older That Speaks a Language Other Than English at Home

The SCE study area has a population percentage of 22.5% that are 5 years or older and speak English "Less Than Very Well" and as such are considered Limited English Proficient (LEP). The LEP population percentage is lower than Miami-Dade County (34.6%) but higher than Broward County (16.5%) and Florida (12.1%). **Figure 4-18** illustrates the percent of the population with limited English proficiency within SCE study area.

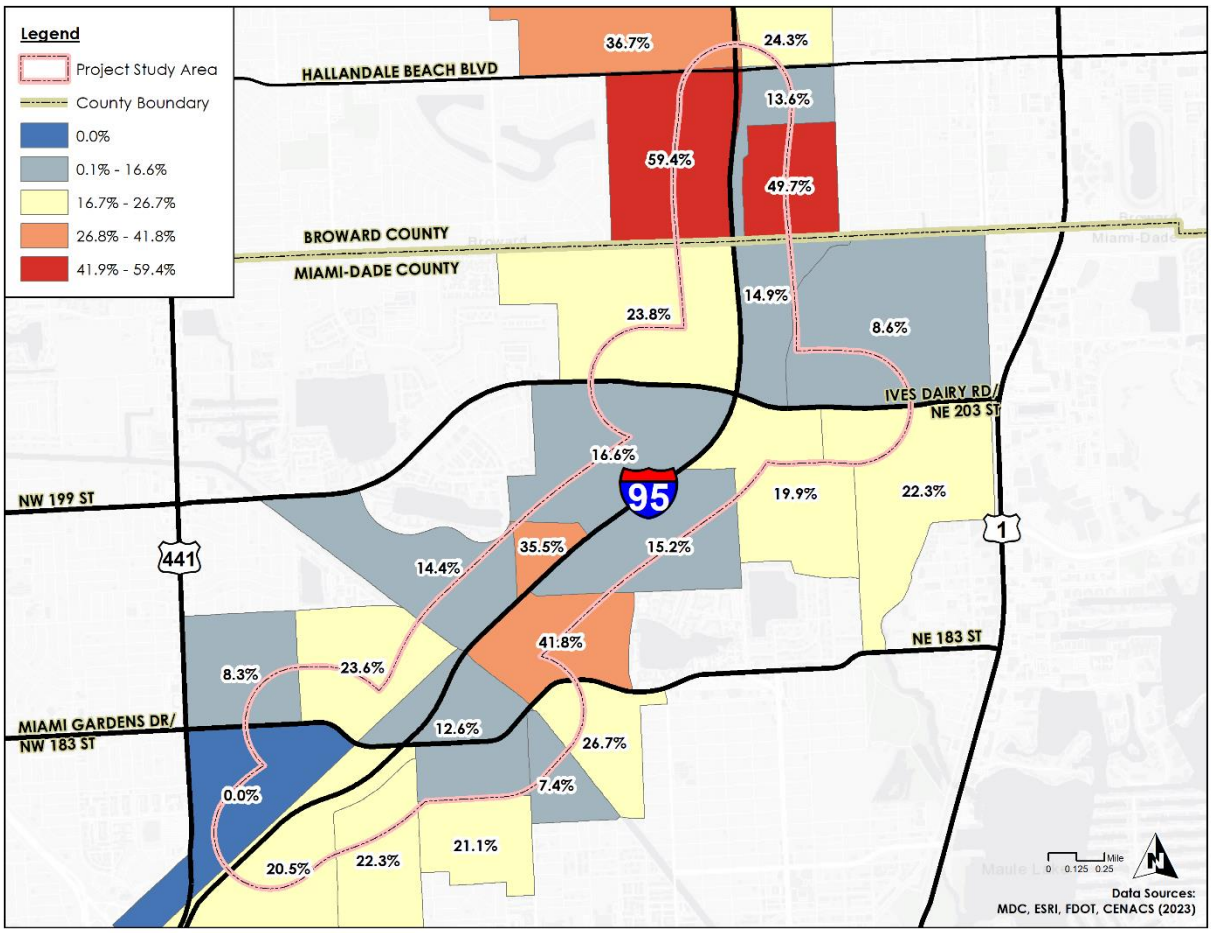


Figure 4 - 18: Percent of the Population Five Years and Older that Is Considered to be Limited English Proficient

Table 4-5 highlights a comparison of households and housing units within the SCE study area, Miami-Dade County, Broward County and the State of Florida.

Table 4 - 5: Demographic Comparison, Households and Housing Units

Evaluation Criteria	SCE Study Area	Miami-Dade County	Broward County	Florida
Total Number of Households	14,070	967,696	764,297	8,550,911
Average Household Size (People per Household)	2.81	2.76	2.66	2.51
Total Number of Housing Units	16,974	1,089,934	879,964	10,082,356
Percentage of Housing Units Occupied	81.6%	88.8%	86.9%	84.8%
Percent of Occupied Housing Units, Owner-Occupied	50.7%	46.3%	54.9%	57.1%
Median Owner-Occupied Home Value	$375,767	$431,643	$393,636	$332,782

The SCE study area has a total of 14,070 households, compared to the households in Miami-Dade County (967,696), Broward County (764,297) and Florida (8,550,911). **Figure 4-19** illustrates the households within SCE study area.

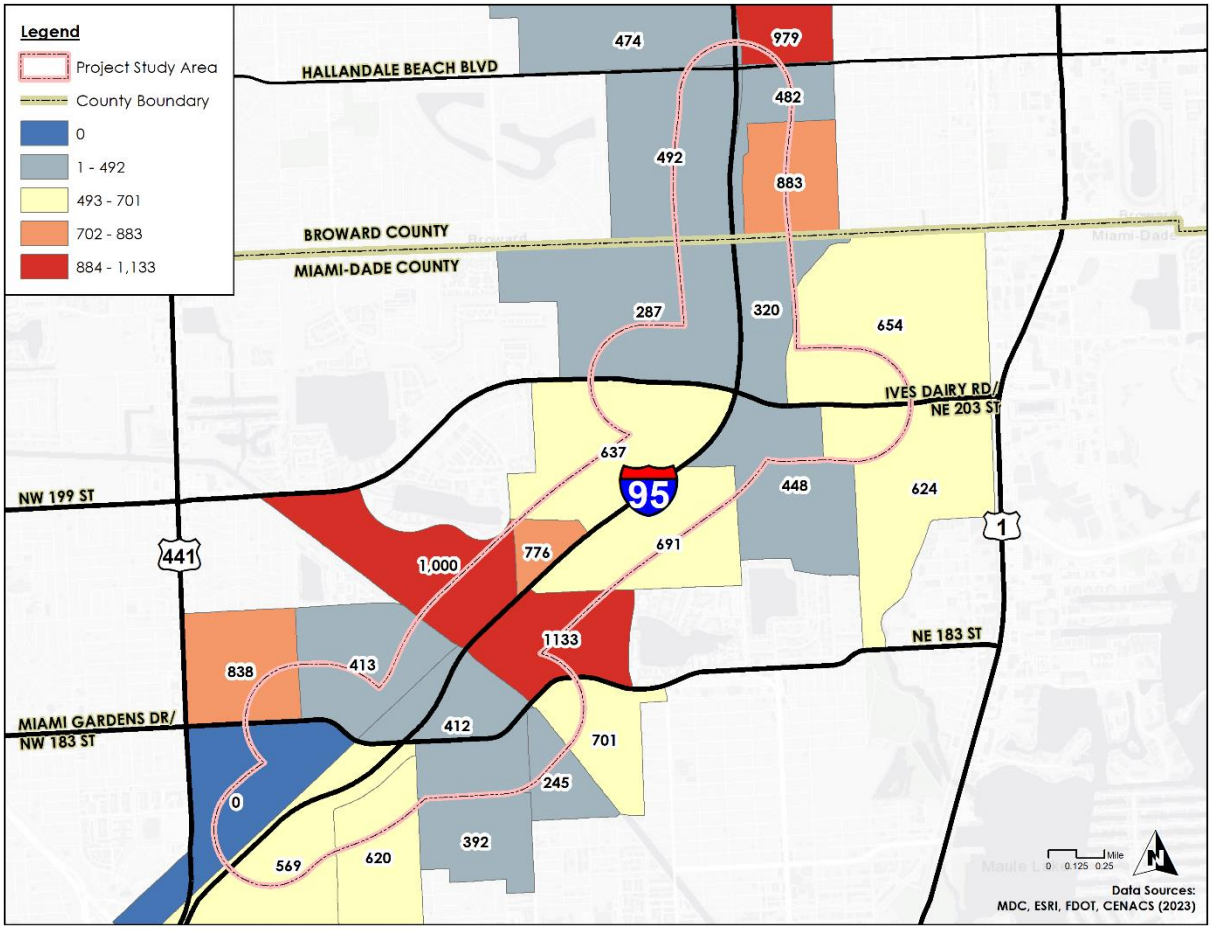


Figure 4 - 19: Total Number of Households

The SCE study area has an average household size (people per household) of 2.81, which is higher than the average household sizes in Miami-Dade County (2.76), Broward County (2.66) and Florida (2.51). **Figure 4-20** illustrates the average household size within SCE study area.

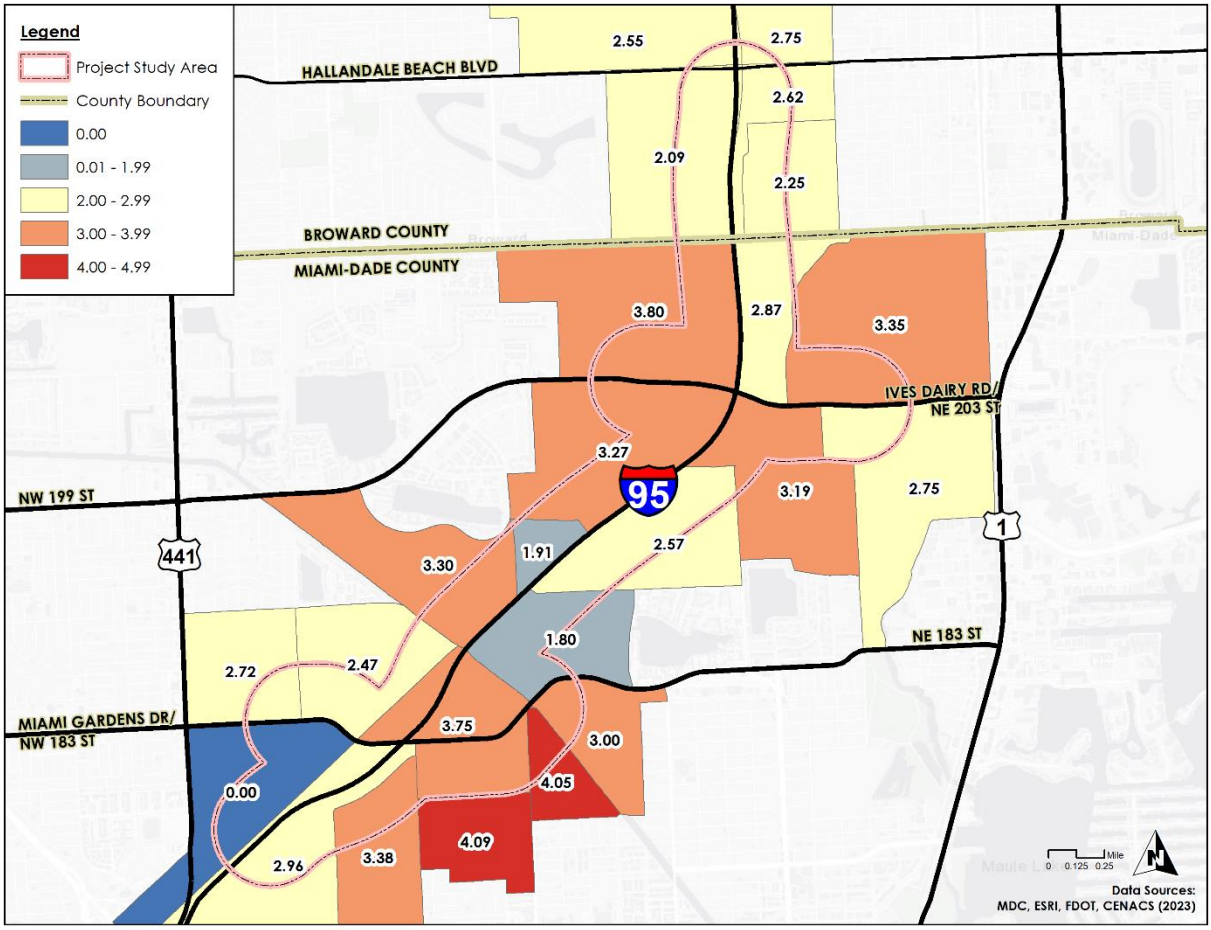


Figure 4 - 20: Average Household Size (People Per Household)

The SCE study area has a total of 16,974 housing units, compared to the housing units in Miami-Dade County (1,089,934), Broward County (879,964) and Florida (10,082,356). **Figure 4-21** illustrates the households within SCE study area.

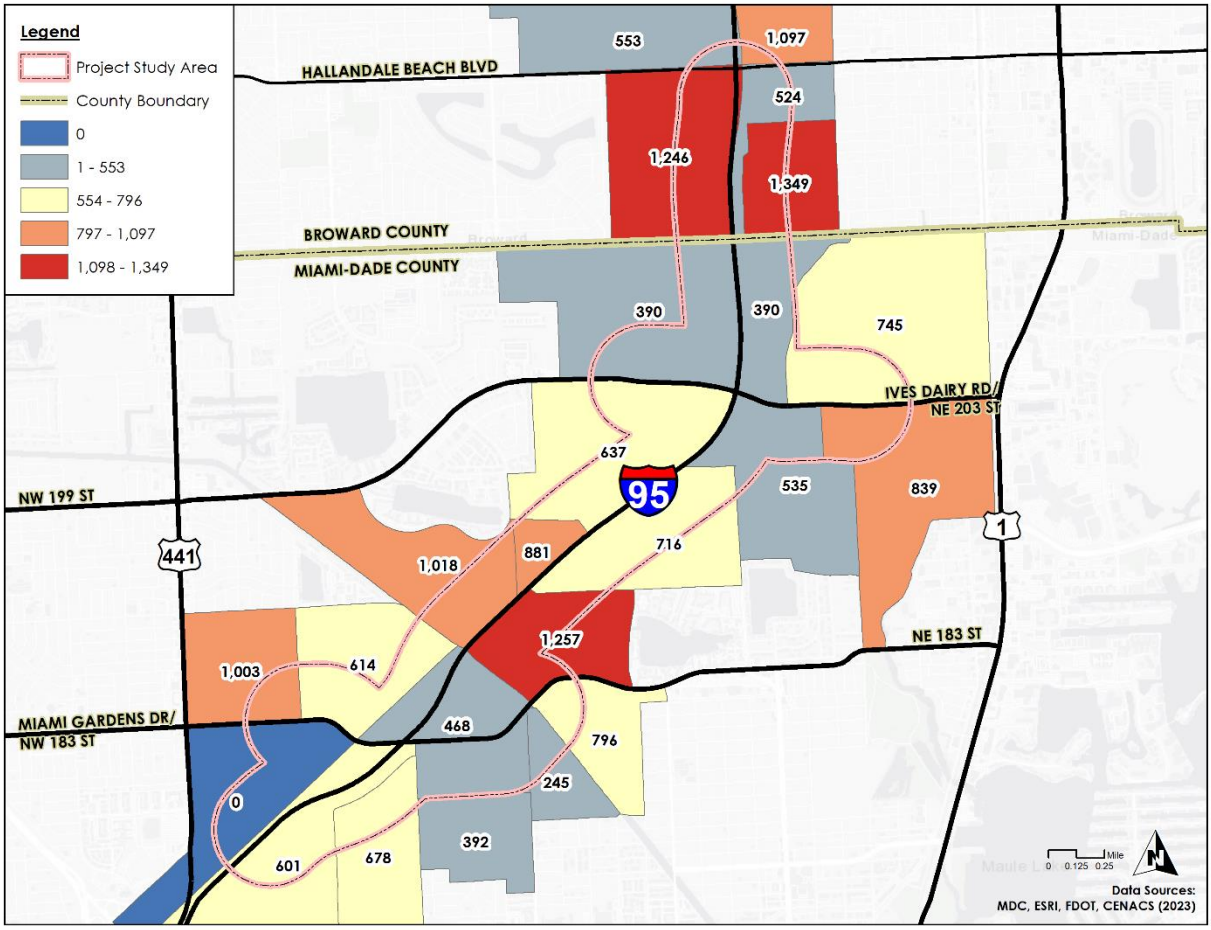


Figure 4 - 21: Total Number of Housing Units

The SCE study area has an occupied housing unit percentage of 81.6%, which is lower than Miami-Dade County (88.8%), Broward County (86.9%) and Florida (84.8%). **Figure 4-22** illustrates the percent of the housing units occupied within SCE study area.

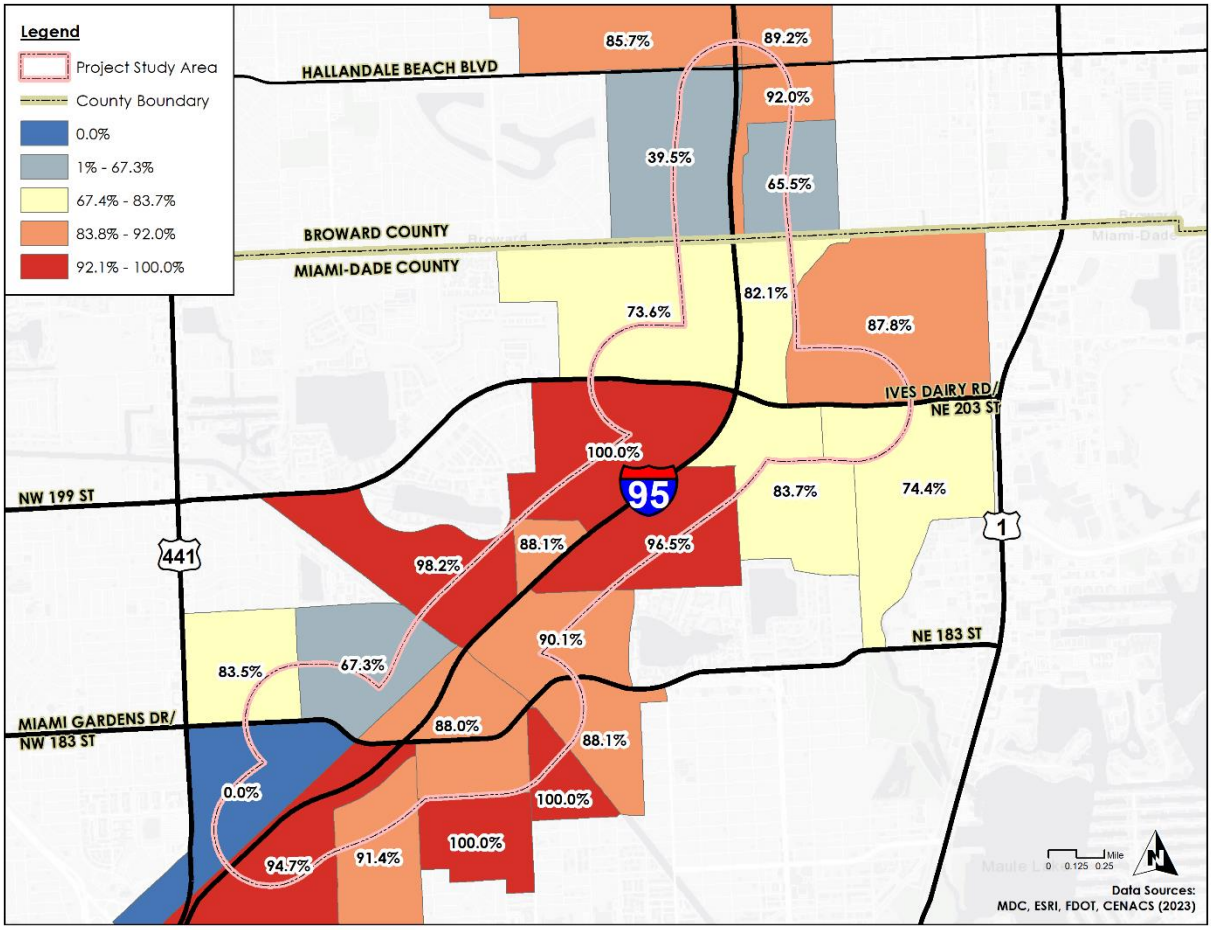


Figure 4 - 22: Percentage of Housing Units Occupied

The SCE study area has an owner-occupied housing unit percentage of 50.7%, which is higher than Miami-Dade County (46.3%), but lower than Broward County (54.9%) and Florida (57.1%). **Figure 4-23** illustrates the percent of the housing units that are owner occupied within SCE study area.

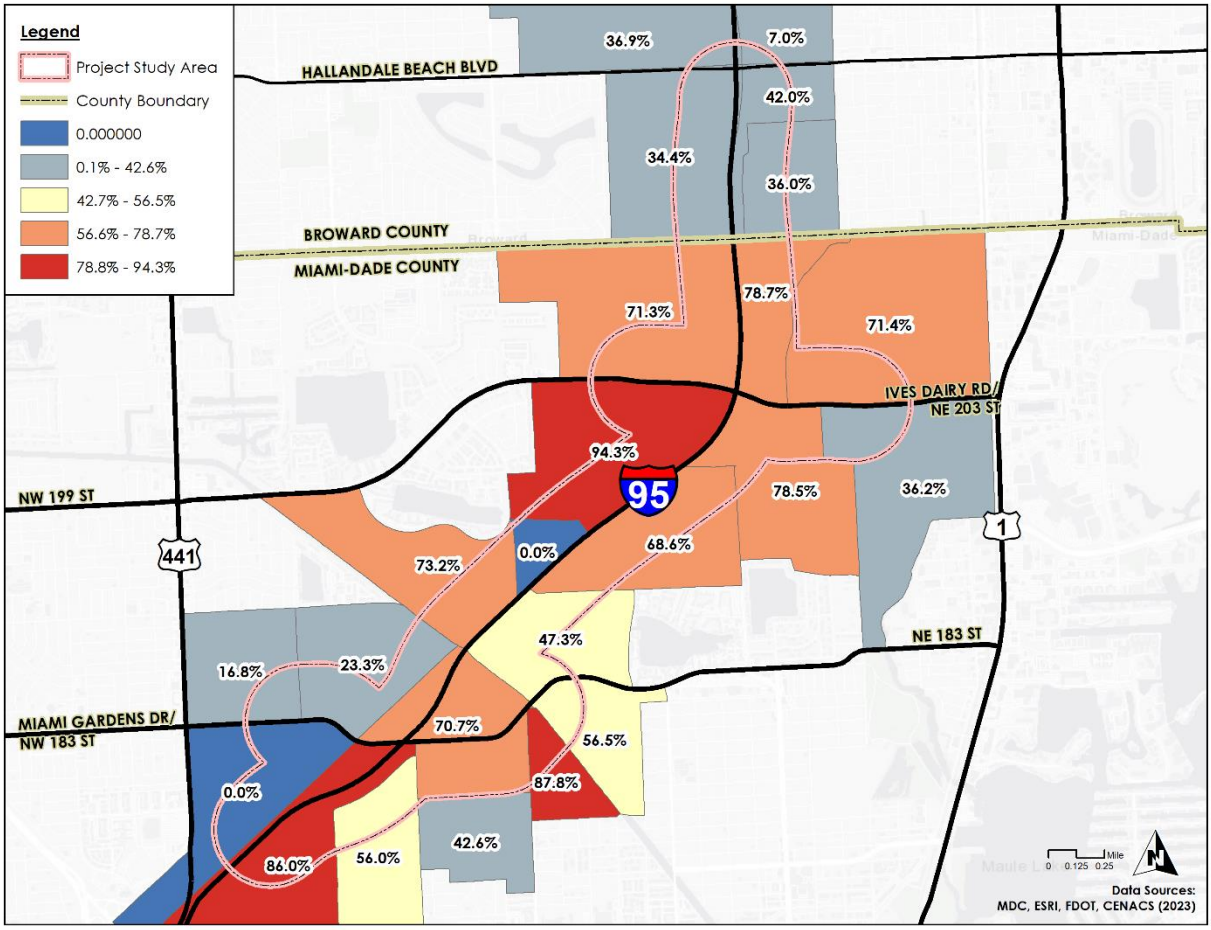


Figure 4 - 23: Percent of Occupied Housing Units, Owner-Occupied

The SCE study area has median owner-occupied home value of $375,767, compared to Miami-Dade County ($431,643), Broward County ($393,636) and Florida ($332,782). **Figure 4-24** illustrates the households within SCE study area.

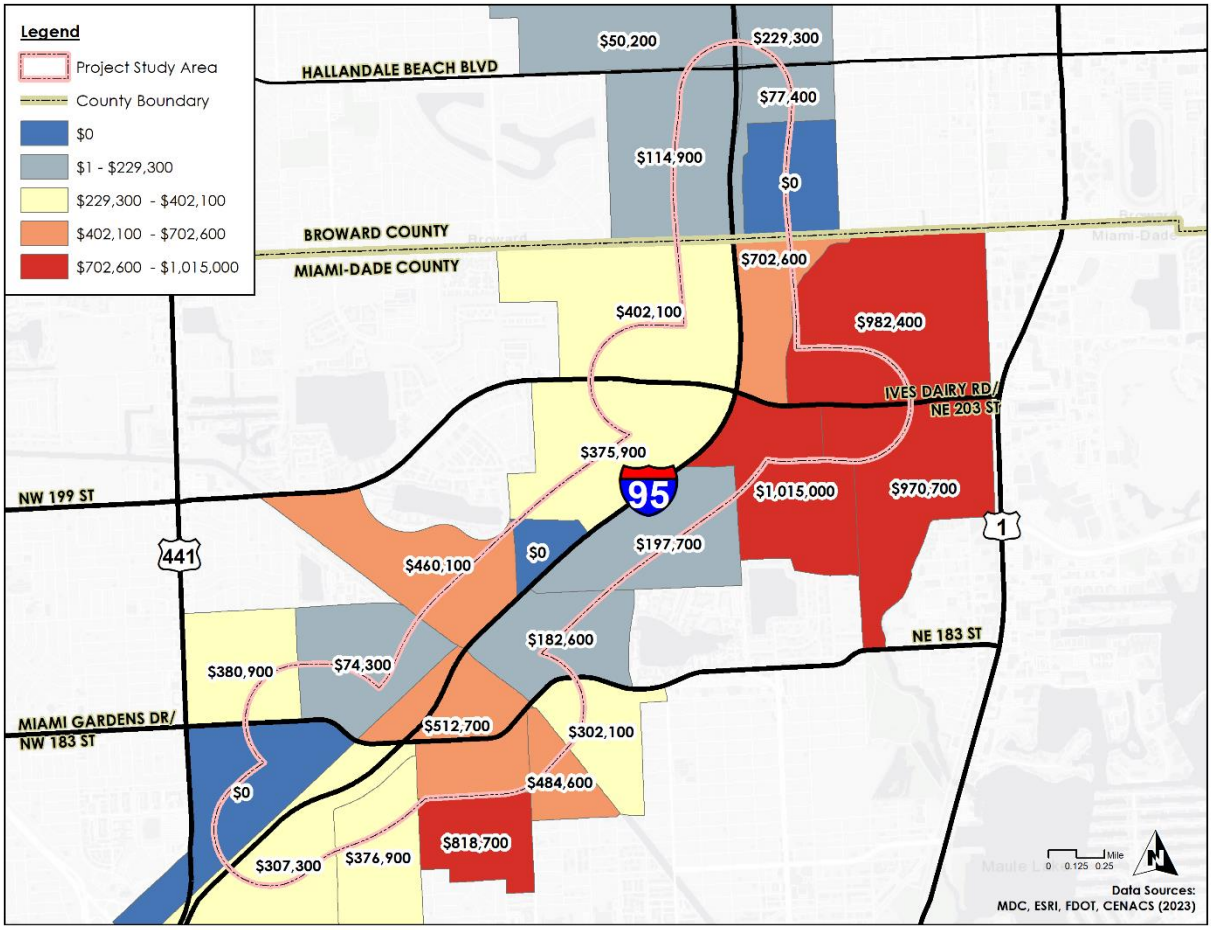


Figure 4 - 24: Median Owner-Occupied Home Value

Table 4-6 highlights transportation modes used within the SCE study area, Miami-Dade County, Broward County and the State of Florida.

Table 4 - 6: Demographic Comparison, Transportation

Evaluation Criteria	SCE Study Area	Miami-Dade County	Broward County	Florida
Percent of the Population that Commute to/from Work via a Car, Truck, Van, or Motorcycle	79.9%	79.8%	81.3%	81.3%
Percent of the Population that Walks to/from Work	0.8%	2.0%	1.2%	1.4%
Percent of the Population that takes Public Transportation (Excluding Taxicab)	3.8%	3.3%	2.0%	1.2%
Percent of the Population that Travels to/from Work via "Other" Means	2.0%	1.5%	1.6%	1.4%
Percent of the Population that Works from Home	8.9%	12.3%	13.1%	13.9%
Percent of Occupied Housing Units with No Vehicle Available	5.4%	9.7%	6.8%	5.9%

The population percentage within the SCE study area that commutes to/from work via car, truck or van is 79.9%. This is lower than Miami-Dade County (79.8%), Broward County (81.3%), and Florida (81.3%). **Figure 4-25** illustrates the population percentage within SCE study area.

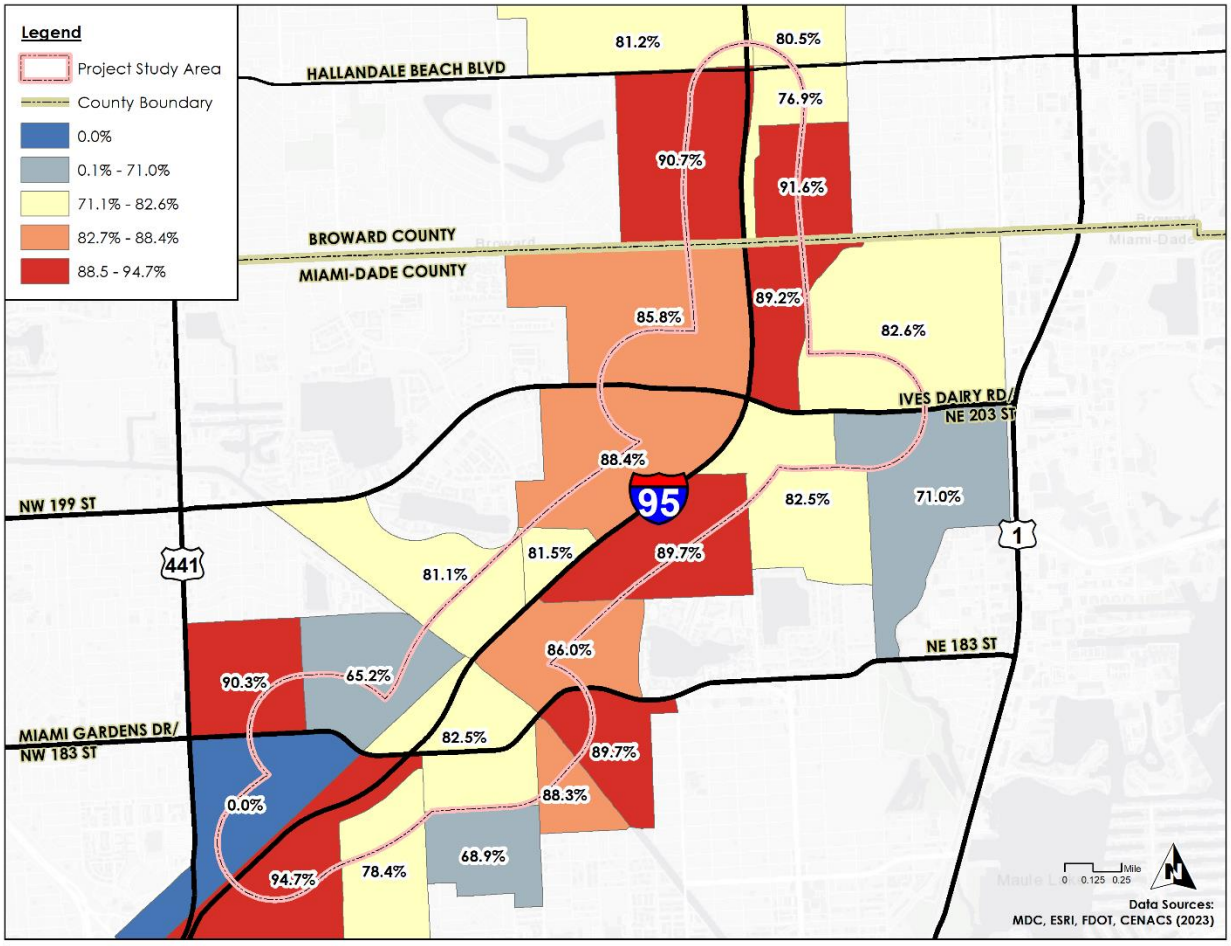


Figure 4 - 25: Percent of the Population that Commute to/from Work via a Car, Truck, Van, or Motorcycle

The population percentage within the SCE study area that walks to/from work is 0.8%. This is lower than Miami-Dade County (2.0%), Broward County (1.2%), and Florida (1.4%). **Figure 4-26** illustrates the population percentage within SCE study area.

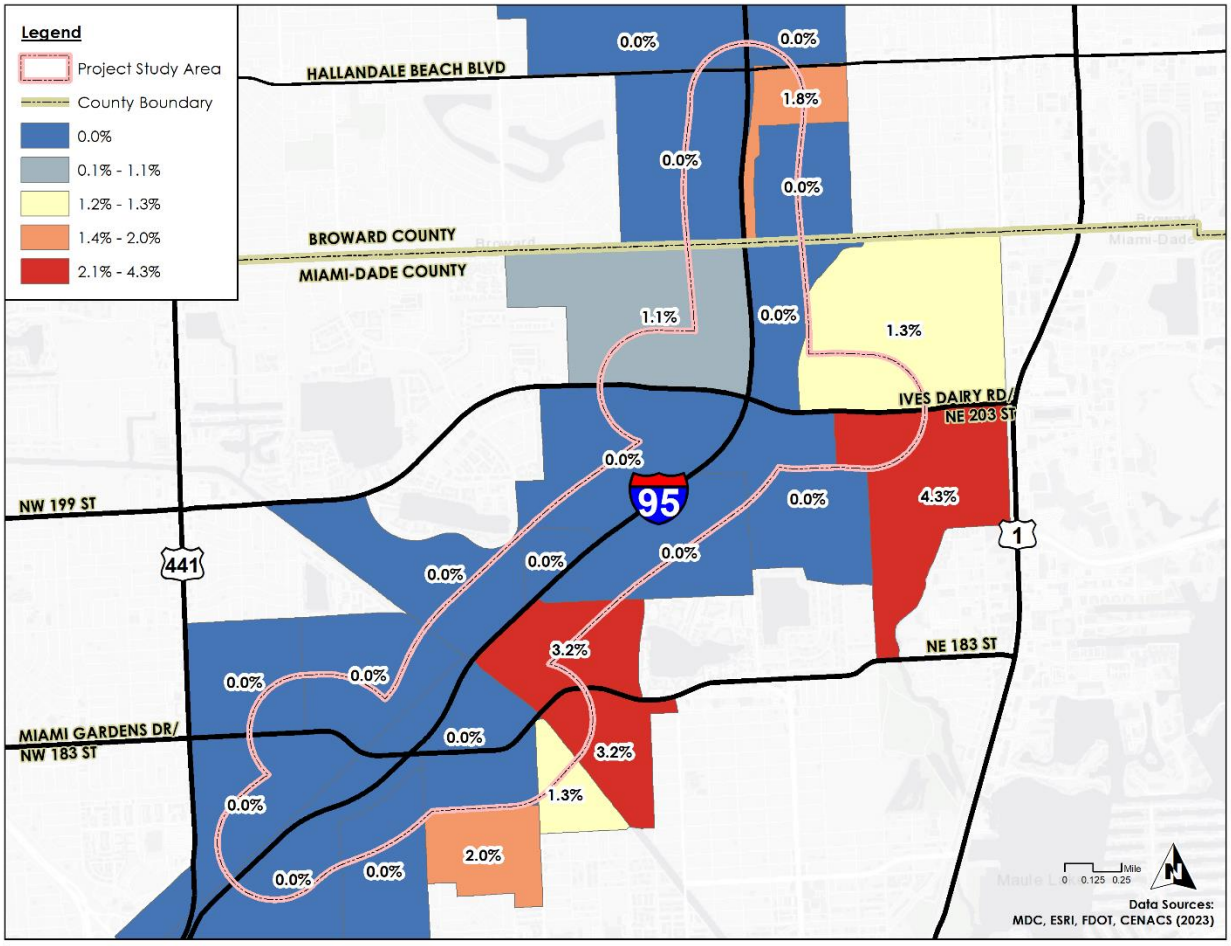


Figure 4 - 26: Percent of the Population that Walks to/from Work

The population percentage within the SCE study area that takes public transportation, excluding taxicabs, is 3.8%. This is higher than Miami-Dade County (3.3%), Broward County (2.0%), and Florida (1.2%). **Figure 4-27** illustrates the population percentage within SCE study area.

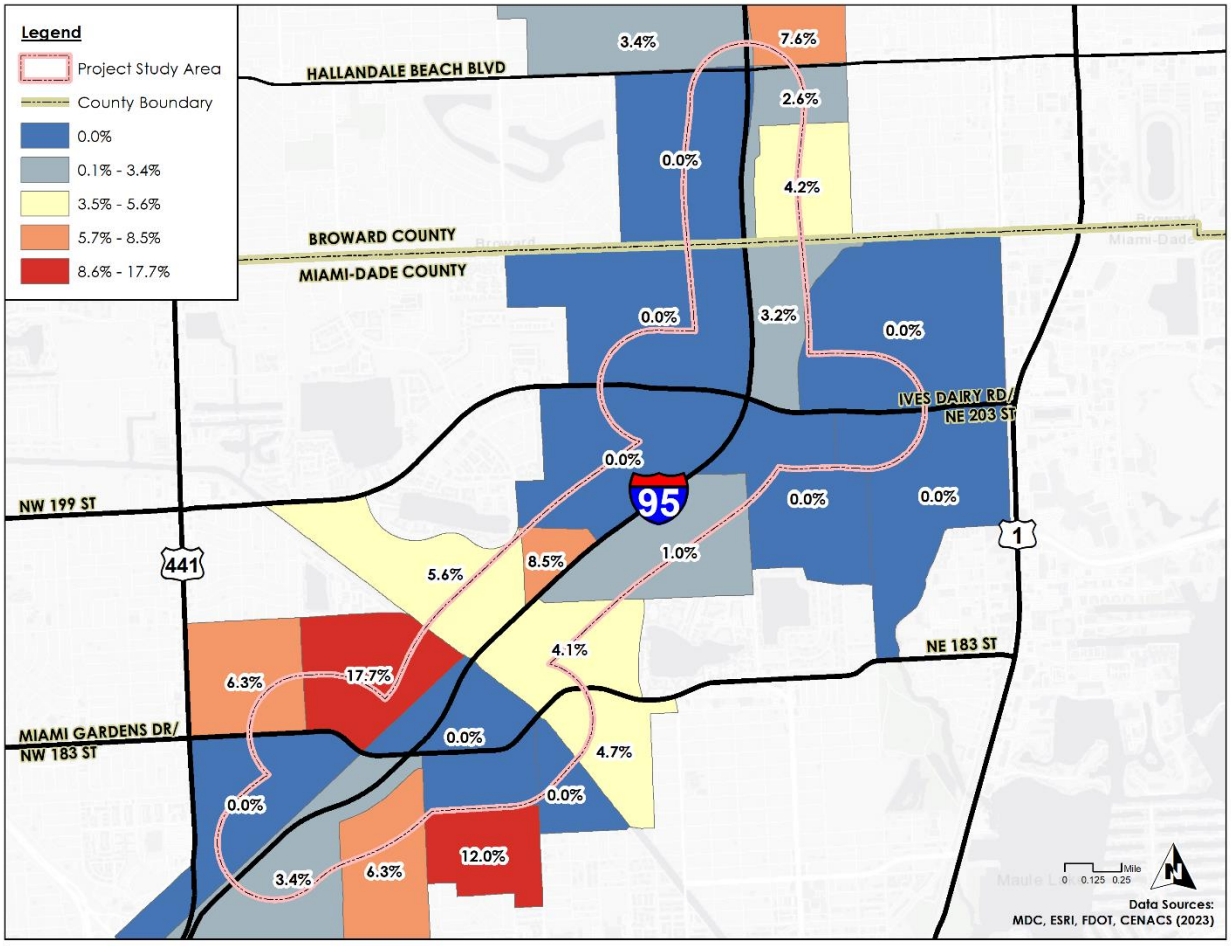


Figure 4 - 27: Percent of the Population that takes Public Transportation (Excluding Taxicab)

The population percentage within the SCE study area that travels to/from work via "other" means is 2.0%. This is higher than for Broward County (1.6%), Miami-Dade County (1.5%) and Florida (1.4%). **Figure 4-28** illustrates the population percentage within SCE study area.

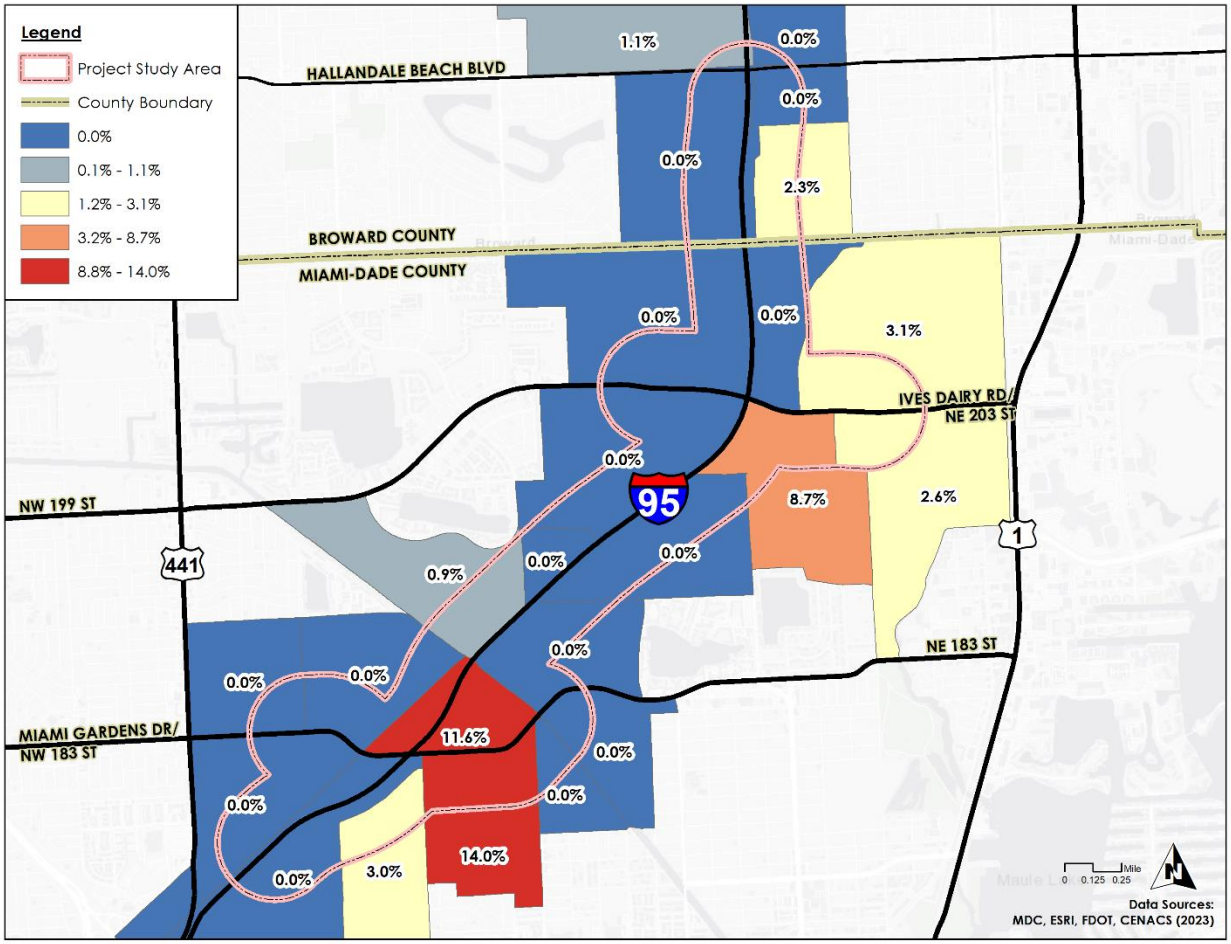


Figure 4 - 28: Percent of the Population that Travels to/from Work via "Other" Means

The population percentage within the SCE study area that works from home is 8.9%. This is lower than Miami-Dade County (12.3%), Broward County (13.1%), and Florida (13.9%). **Figure 4-29** illustrates the population percentage within SCE study area.

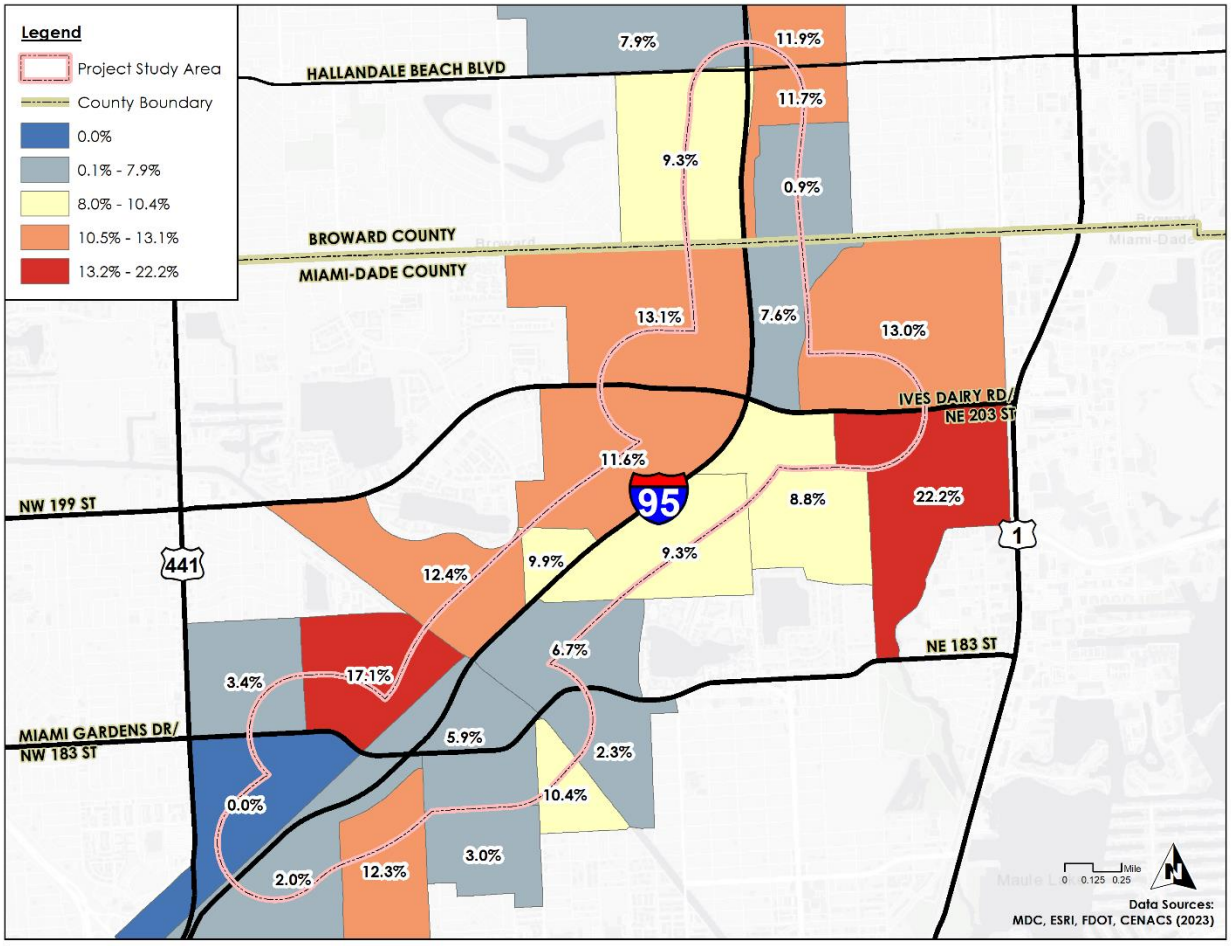


Figure 4 - 29: Percent of the Population that Works from Home

The population percentage of housing units within the SCE study area with no vehicle available is 5.4%. This is lower than Miami-Dade County (9.7%), Broward County (6.8%), and Florida (5.9%). **Figure 4-30** illustrates the population percentage within SCE study area.

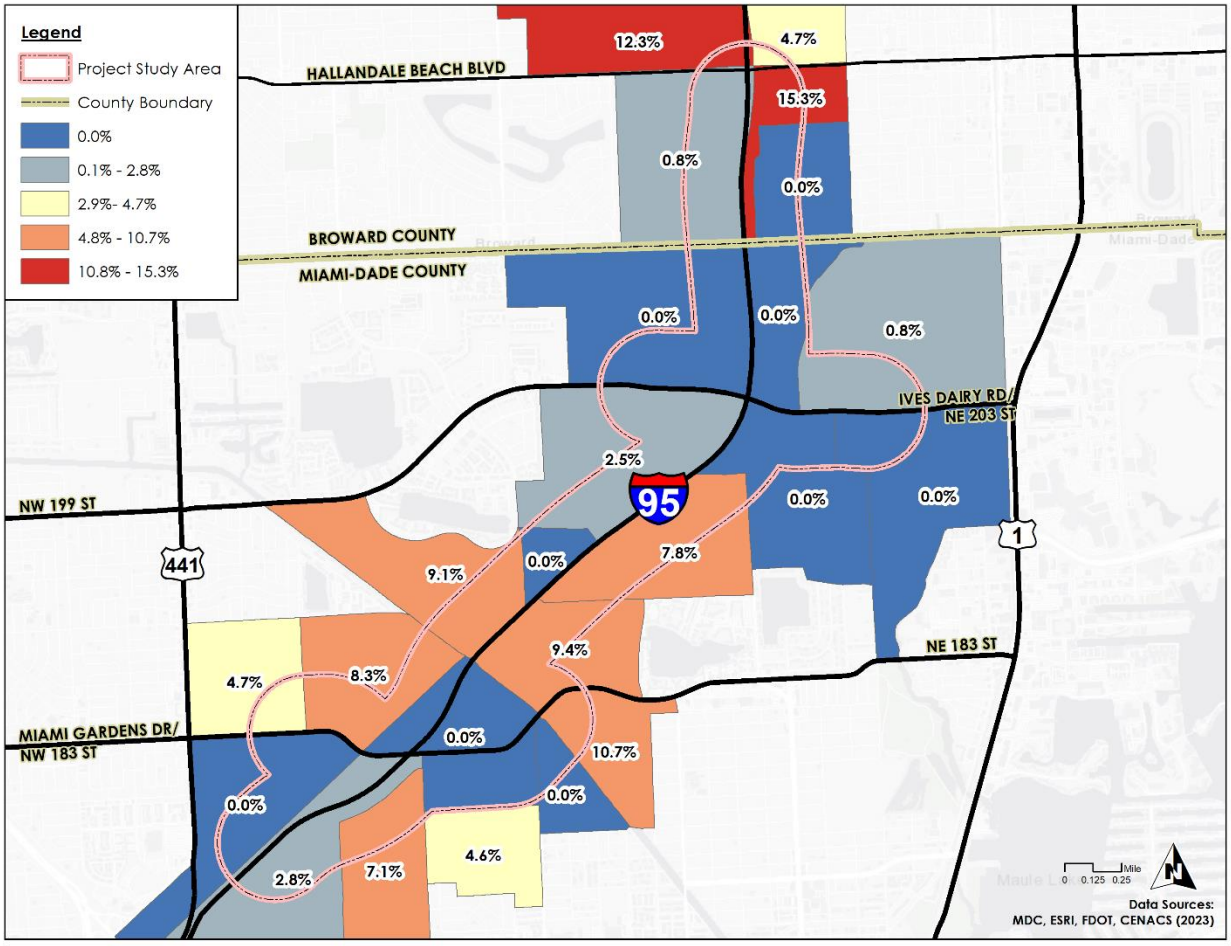


Figure 4 - 30: Percent of Occupied Housing Units with No Vehicle Available

4.4 Community Focal Points

Community focal points are public or private facilities, organizations, or locations that hold special importance to local residents. These types of facilities include:

- Public and Private Schools
- Religious Centers
- Parks & Recreational Facilities
- Hospitals
- Group Care Facilities
- Law Enforcement Facilities
- Community Centers
- Government Buildings
- Fire Stations
- Cultural Centers
- Civic Centers
- Cemeteries
- Social Service Facilities
- Airports
- HealthCare Facilities
- Existing Recreational Trails
- Planned Trails
- Bike Lanes

Tables 4-7 to **4-18** describe the community focal points present within the quarter-mile SCE study area.

The SCE study area has six public schools, and they are listed in **Table 4-7**. **Figure 4-31** illustrates the locations of the six public schools within SCE study area.

Table 4 - 7: Public Schools in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	HIGHLAND OAKS MIDDLE SCHOOL	2375 NE 203 ST
2	MADIE IVES K-8 PREPARATORY ACADEMY	20770 NE 14 AVE
3	VIRGINIA A BOONE-HIGHLAND OAKS SCHOOL	20500 NE 24 AVE
4	GULFSTREAM ACADEMY OF HALLANDALE BEACH	1000 S W 3 ST

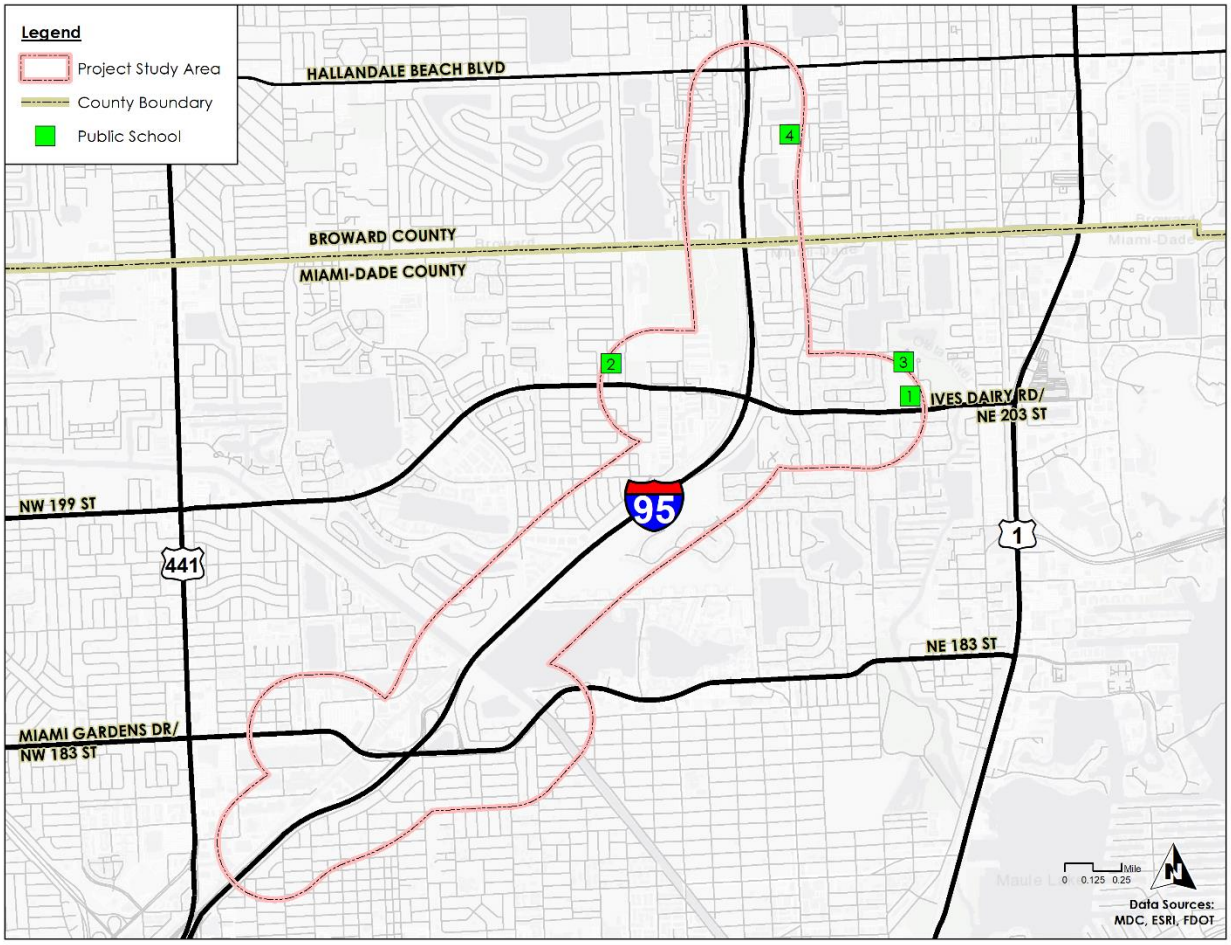


Figure 4 - 31: Public Schools in SCE Study Area

The SCE study area has one private school, and it is listed in **Table 4-8**. **Figure 4-32** illustrates the location of the private school within SCE study area.

Table 4 - 8: Private Schools in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	YESHIVA TORAS CHAIM TORAS EMES (KLURMAN CAMPUS)	1025 MIAMI GARDENS DR

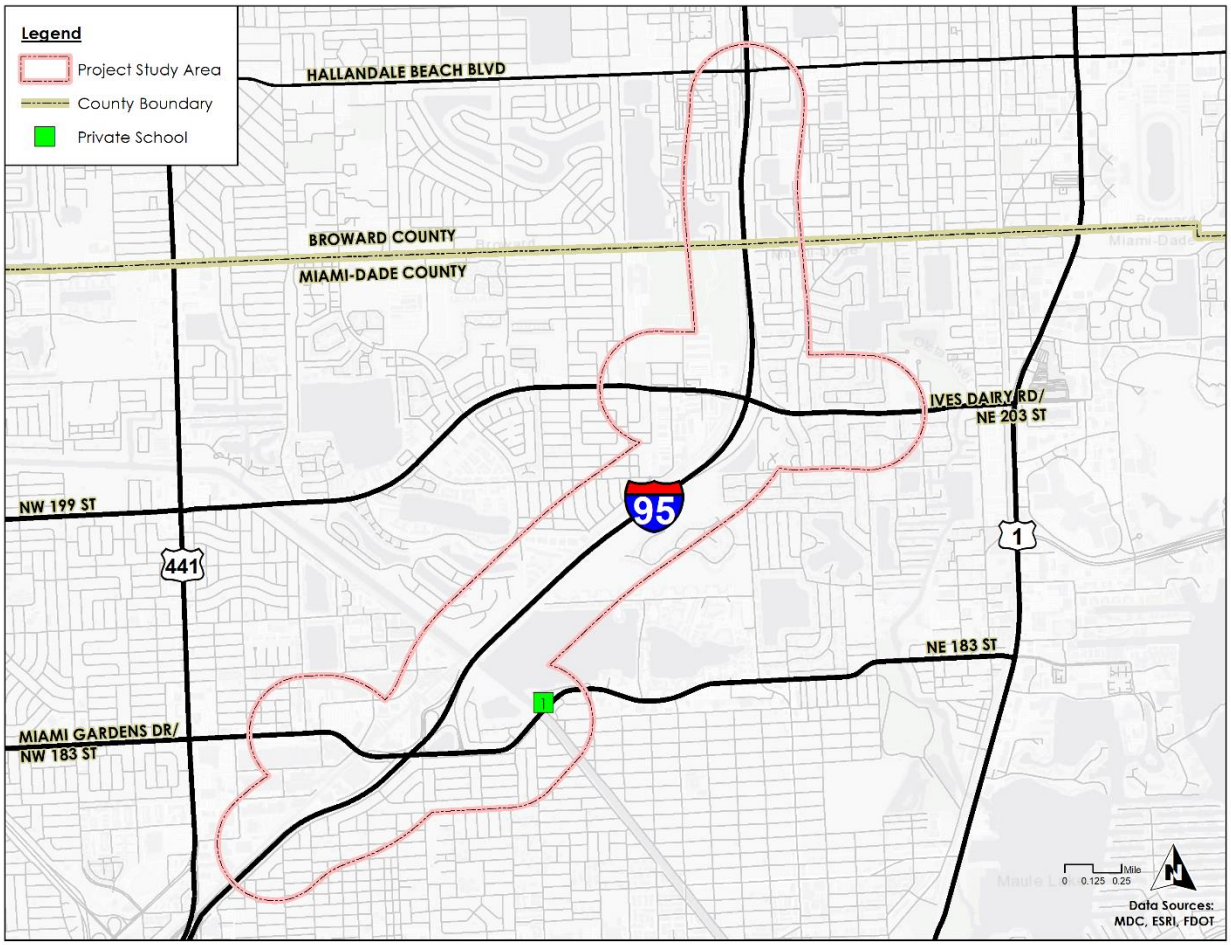


Figure 4 - 32: Private Schools in SCE Study Area

The SCE study has four religious centers, and they are listed in **Table 4-9**. **Figure 4-33** illustrates the location of the four religious centers within SCE study area.

Table 4 - 9: Religious Centers in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	JOVITA COJAB	1054 NE 185 ST
2	YESHIMA TORAS CHAIM	1025 NE 183 ST
3	WORDS OF LIFE FELLOWSHIP	20051 NE 15 CT
4	SAINT BASIL BYZANTINE CATHOLIC CHURCH	1475 NE 199 ST

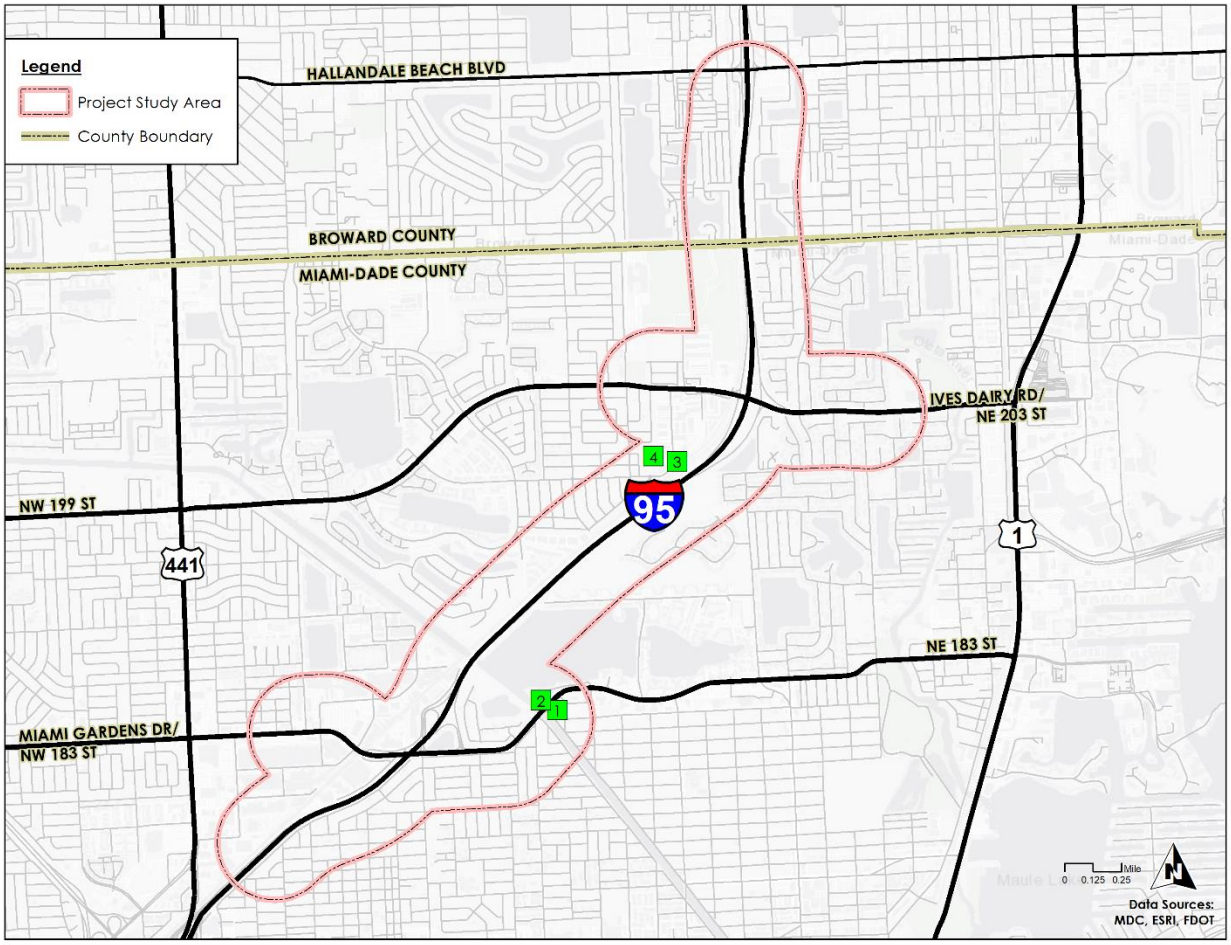


Figure 4 - 33: Religious Centers in SCE Study Area

The SCE study area has four park and recreational facilities, and they are listed in **Table 4-10**. **Figure 4-34** illustrates the location of the four park and recreational facilities within SCE study area.

Table 4 - 10: Park and Recreational Facilities in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	MILTON LITTMAN PARK	600 NE MIAMI GARDENS DR
2	IVES ESTATES TOT LOT	19598 NE 12 AVE
3	IVES ESTATES TENNIS CENTER	1475 IVES DAIRY RD
4	IVES ESTATES PARK	20901 NE 16 AVE

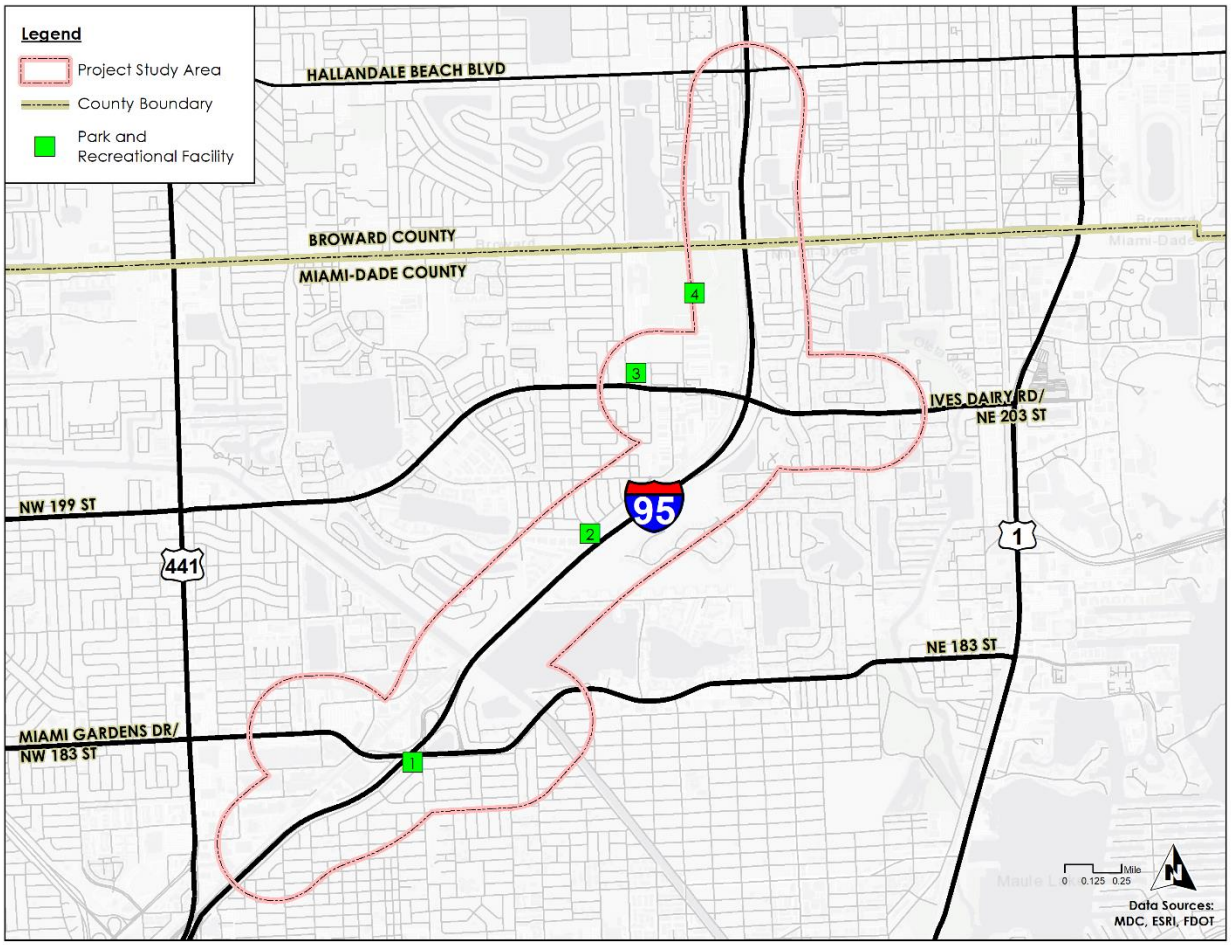


Figure 4 - 34: Park and Recreational Facilities in SCE Study Area

The SCE study area has no hospitals; however, there are two within close proximity and they are listed in **Table 4-11**. **Figure 4-35** illustrates the location of the two hospitals within close proximity to SCE study area.

Table 4 - 11: Hospitals in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	JACKSON NORTH MEDICAL CENTER	160 NW 170 ST
2	AVENTURA HOSPITAL	20900 BISCAYNE BLVD

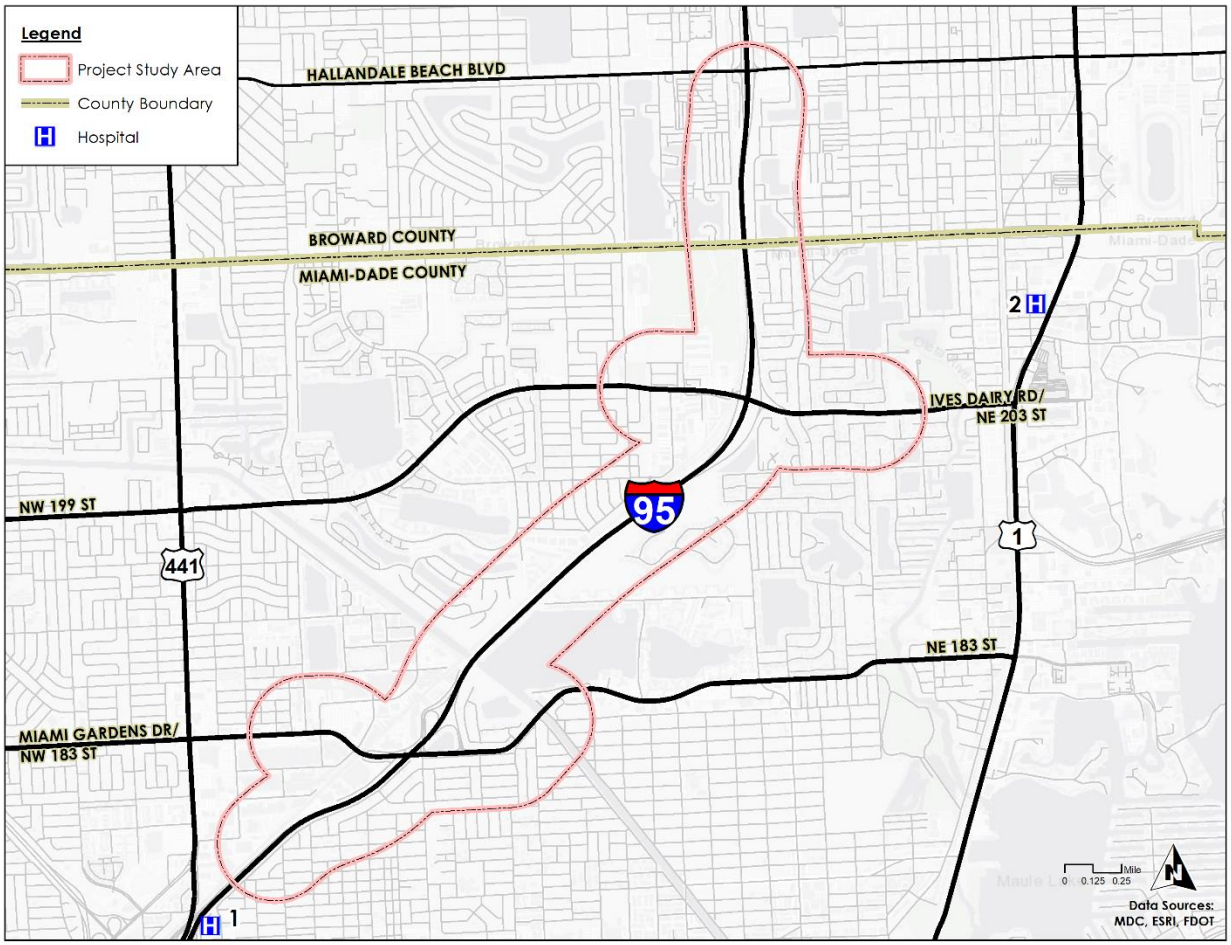


Figure 4 - 35: Hospitals in SCE Study Area

The SCE study area has four group care facilities, and they are listed in **Table 4-12**. **Figure 4-36** illustrates the location of the four group care facilities within SCE study area.

Table 4 - 12: Group Care Facilities in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	YESHIVA TORAS CHAIM	1025 NE MIAMI GARDENS DR
2	TRANSITIONS RECOVERY PRO. (RES)	19377 NE 10 AVE
3	HIGHLAND OAKS MIDDLE SCHOOL	2375 NE 203 ST
4	MADIE IVES COMMUNITY ELEMENTARY	20770 NE 14 AVE

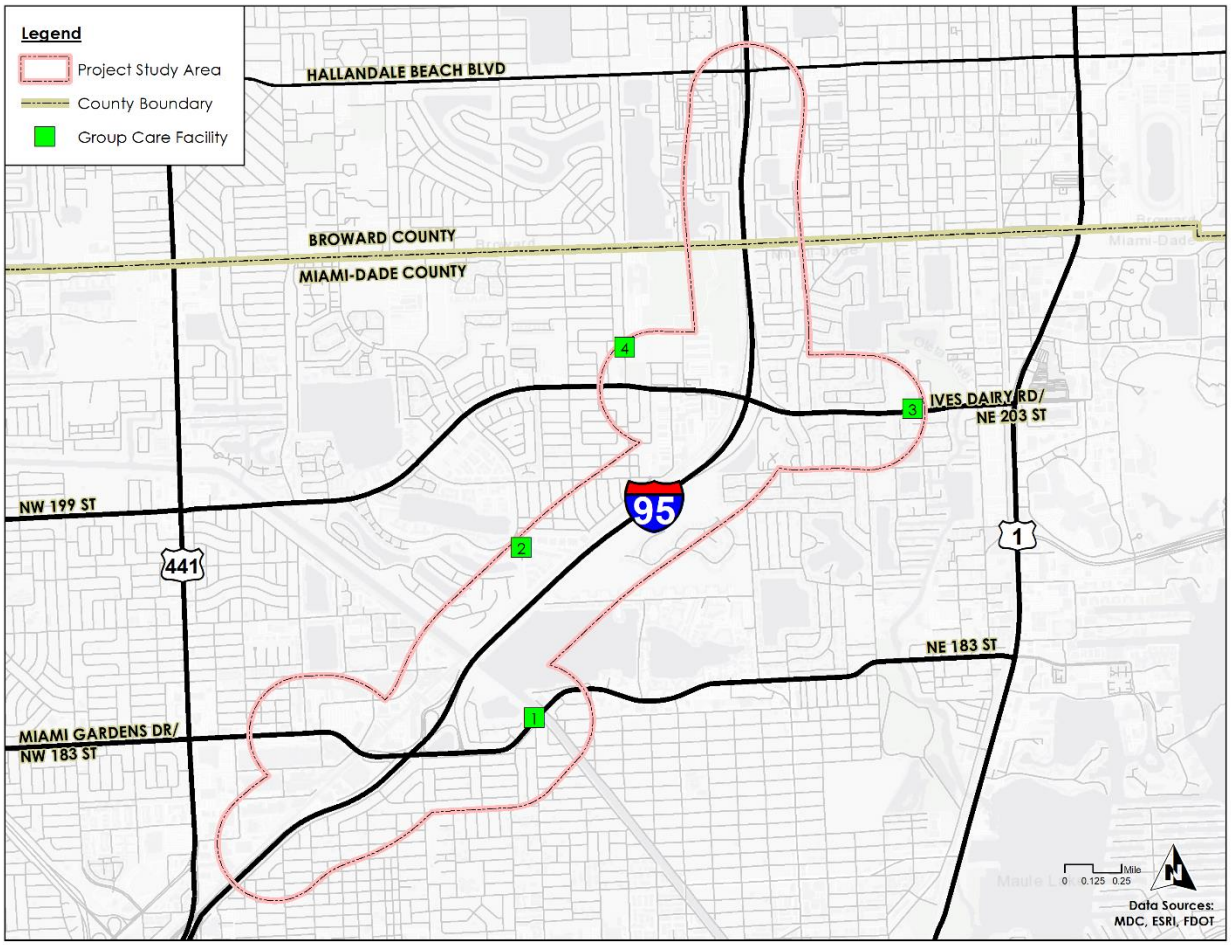


Figure 4 - 36: Group Care Facilities in SCE Study Area

The SCE study area has no law enforcement facilities; however, there are four within close proximity and they are listed in **Table 4-13**. **Figure 4-37** illustrates the location of the four law enforcement facilities within close proximity to SCE study area.

Table 4 - 13: Law Enforcement Facilities in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	NORTH MIAMI BEACH POLICE DEPARTMENT	16901 NE 19 AVE
2	AVENTURA POLICE DEPARTMENT	19200 W COUNTRY CLUB DR
3	HALLANDALE POLICE DEPARTMENT	400 S FEDERAL HWY
4	BROWARD COUNTY SHERIFF'S OFFICE - DISTRICT 1 - WEST PARK/PEMBROKE PARK	3201 W HALLANDALE BEACH BLVD

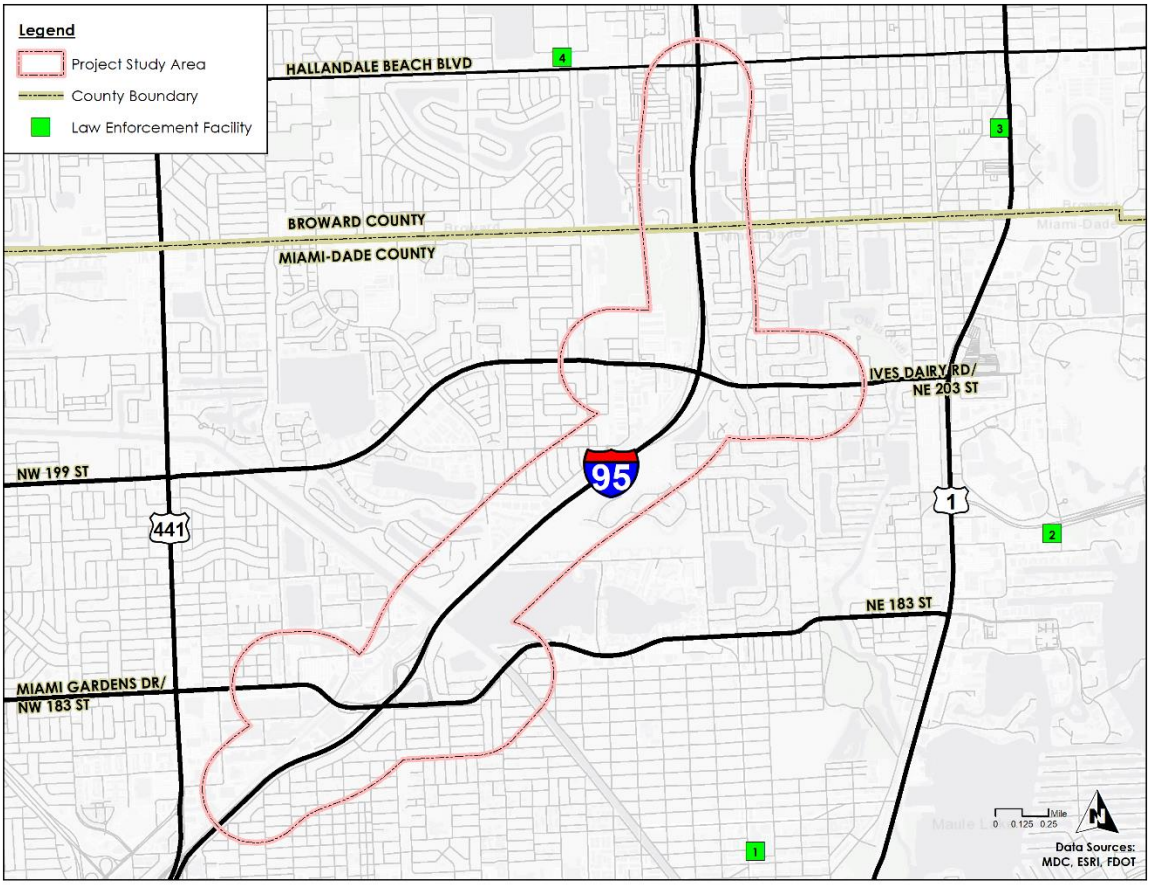


Figure 4 - 37: Law Enforcement Facilities in SCE Study Area

The SCE study area has one community center, and it is listed in **Table 4-14**. **Figure 4-38** illustrates the location of the one community center within SCE study area.

Table 4 - 14: Community Centers in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	HALLANDALE ADULT COMMUNITY CENTER	1000 S W 3 ST

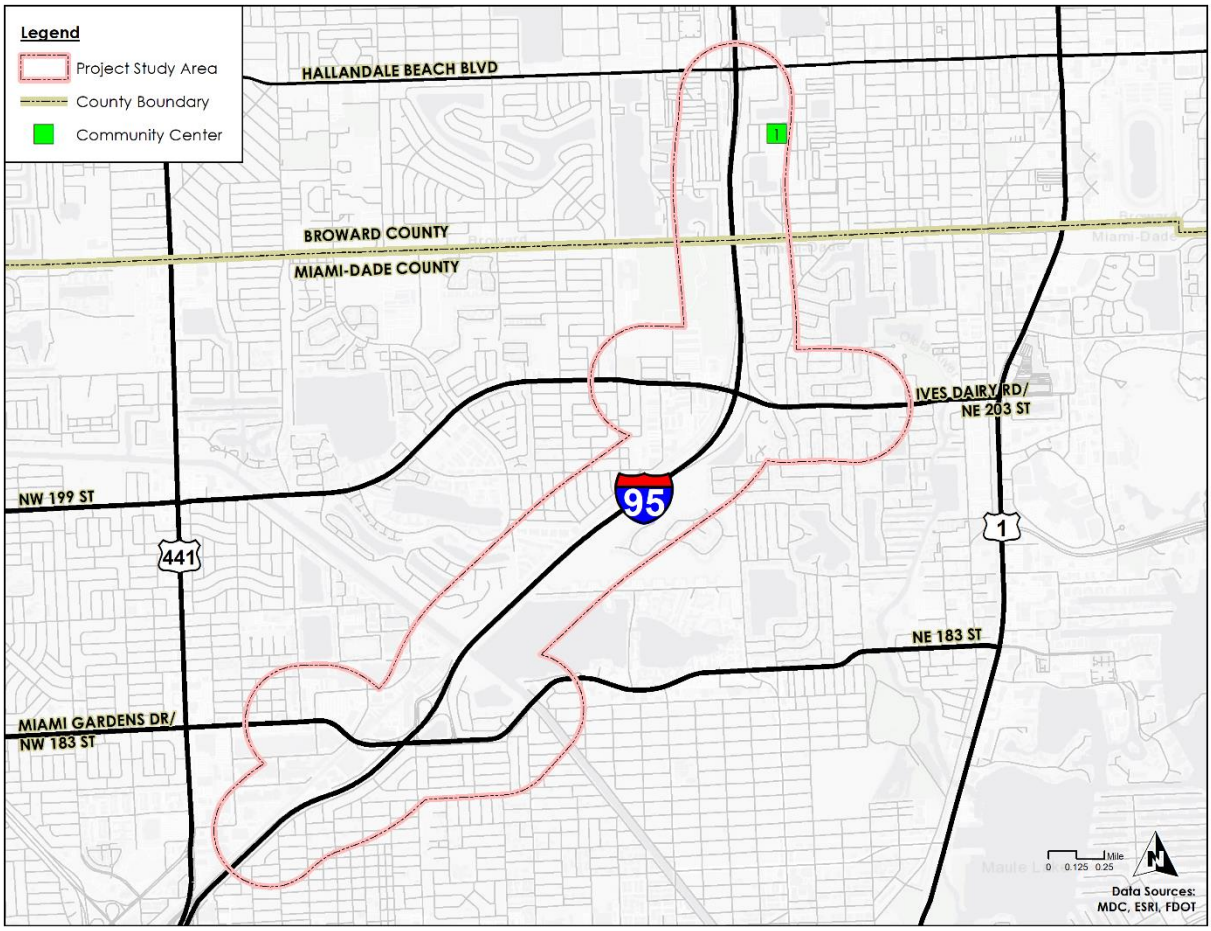


Figure 4 - 38: Community Centers in SCE Study Area

The SCE study area has one fire station, and it is listed in **Table 4-15**. **Figure 4-39** illustrates the location of the one fire station within SCE study area.

Table 4 - 15: Fire Stations in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	NORTH MIAMI BEACH FIRE 31	17050 NE 19TH AVE
2	AVENTURA SOUTH FIRE 33	2601 POINT EAST DR
3	AVENTURA FIRE 8	2900 AVENTURA BLVD
4	HIGHLAND OAKS FIRE 63	1655 NE 205TH ST

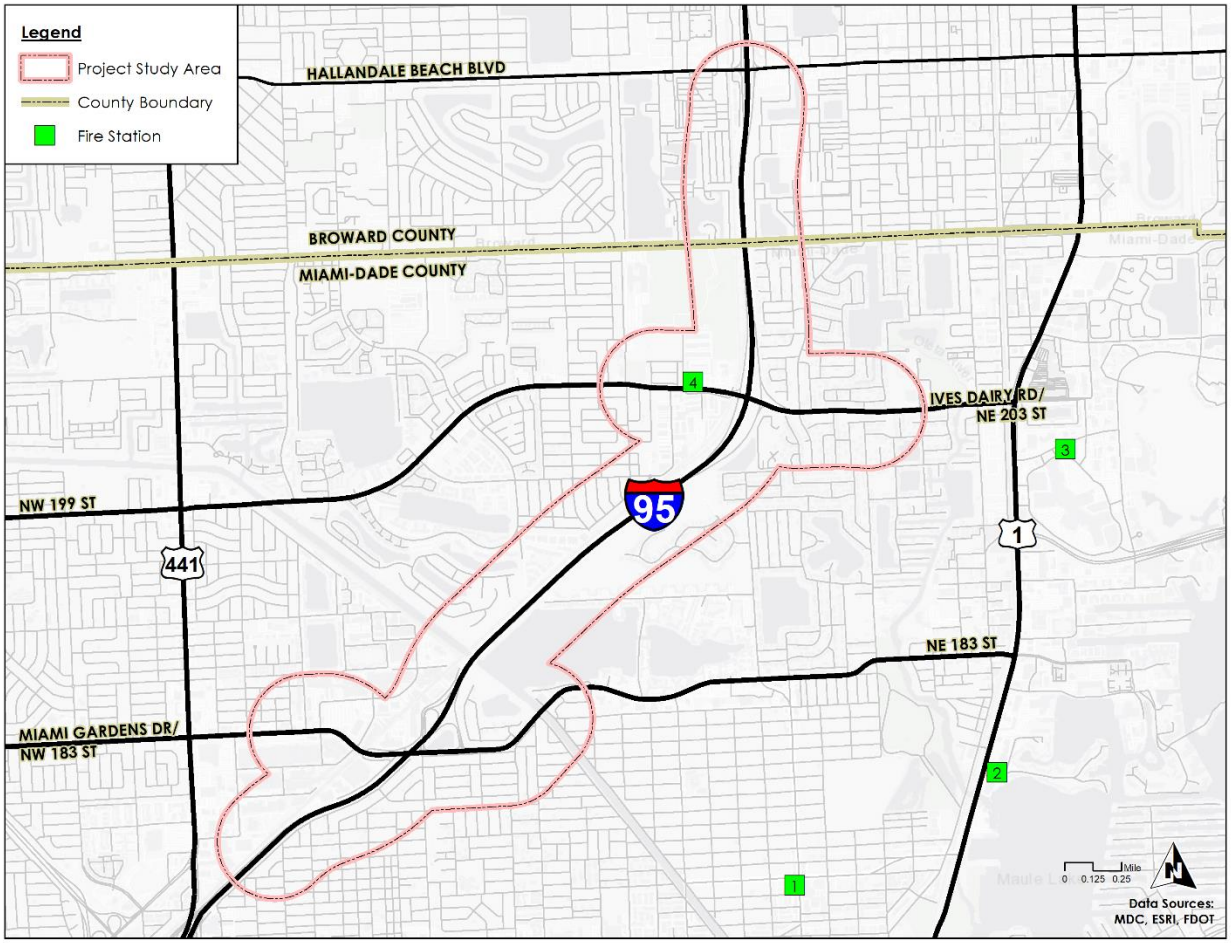


Figure 4 - 39: Fire Stations in SCE Study Area

The SCE study area has three health care facilities. They are listed in **Table 4-16**. **Figure 4-40** illustrates the location of the three health care facilities within SCE study area.

Table 4 - 16: HealthCare Facilities in SCE Study Area

MAP ID#	FACILITY	ADDRESS
1	ORION MEDICAL ENTERPRISES	19559 NE 10 AVE
2	A BIRTH CENTER	3001 W HALLANDALE BEACH BLVD, SUITE 200
3	VENETIAN ISLE MEDICAL	3001 W HALLANDALE BEACH BLVD

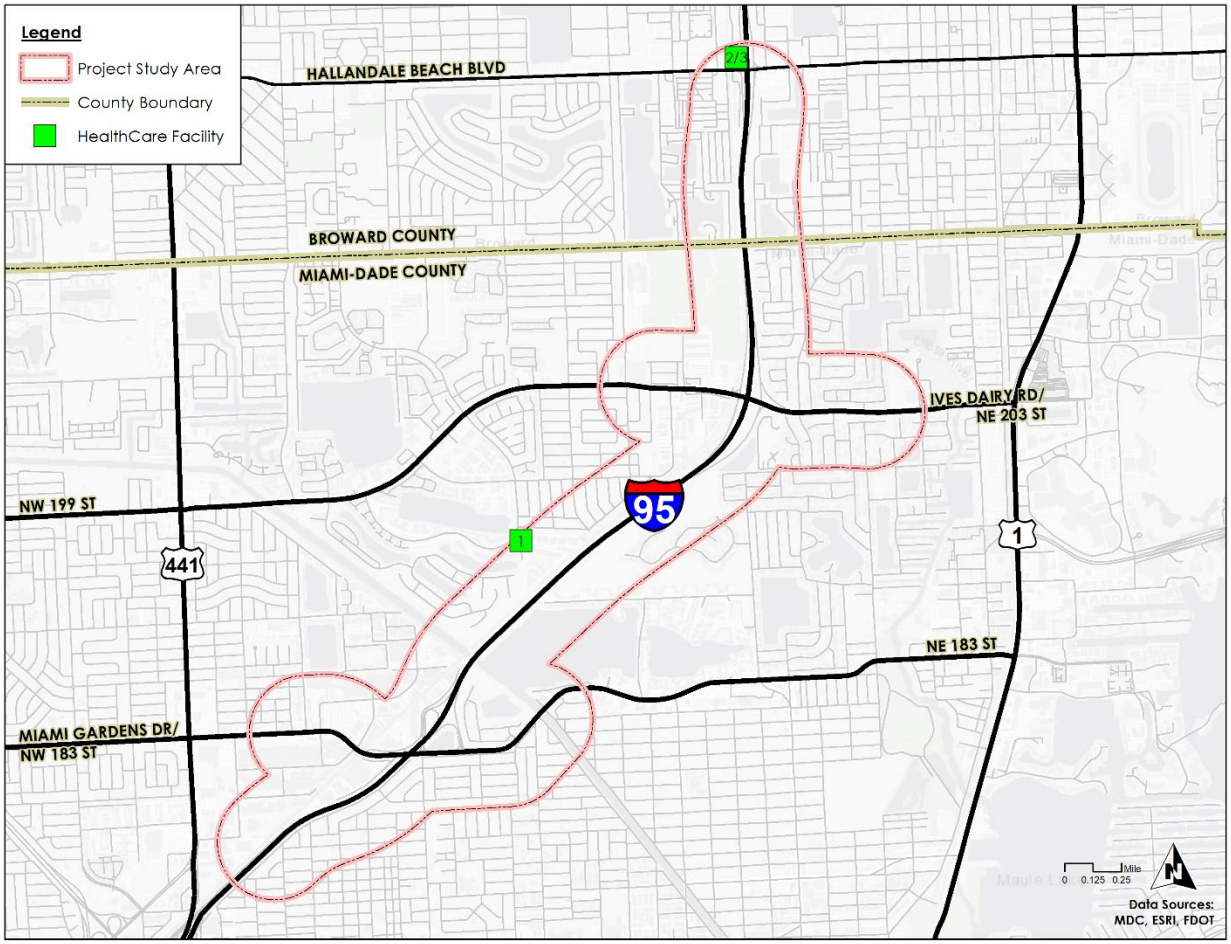


Figure 4 - 40: HealthCare Facilities in SCE Study Area

The SCE study area has one existing recreational trail, and it is listed in **Table 4-17**. **Figure 4-41** illustrates the location of the one existing recreational trail within SCE study area.

Table 4 - 17: Existing Recreational Trails in SCE Study Area

MAP ID#	FACILITY
1	SNAKE CREEK TRAIL

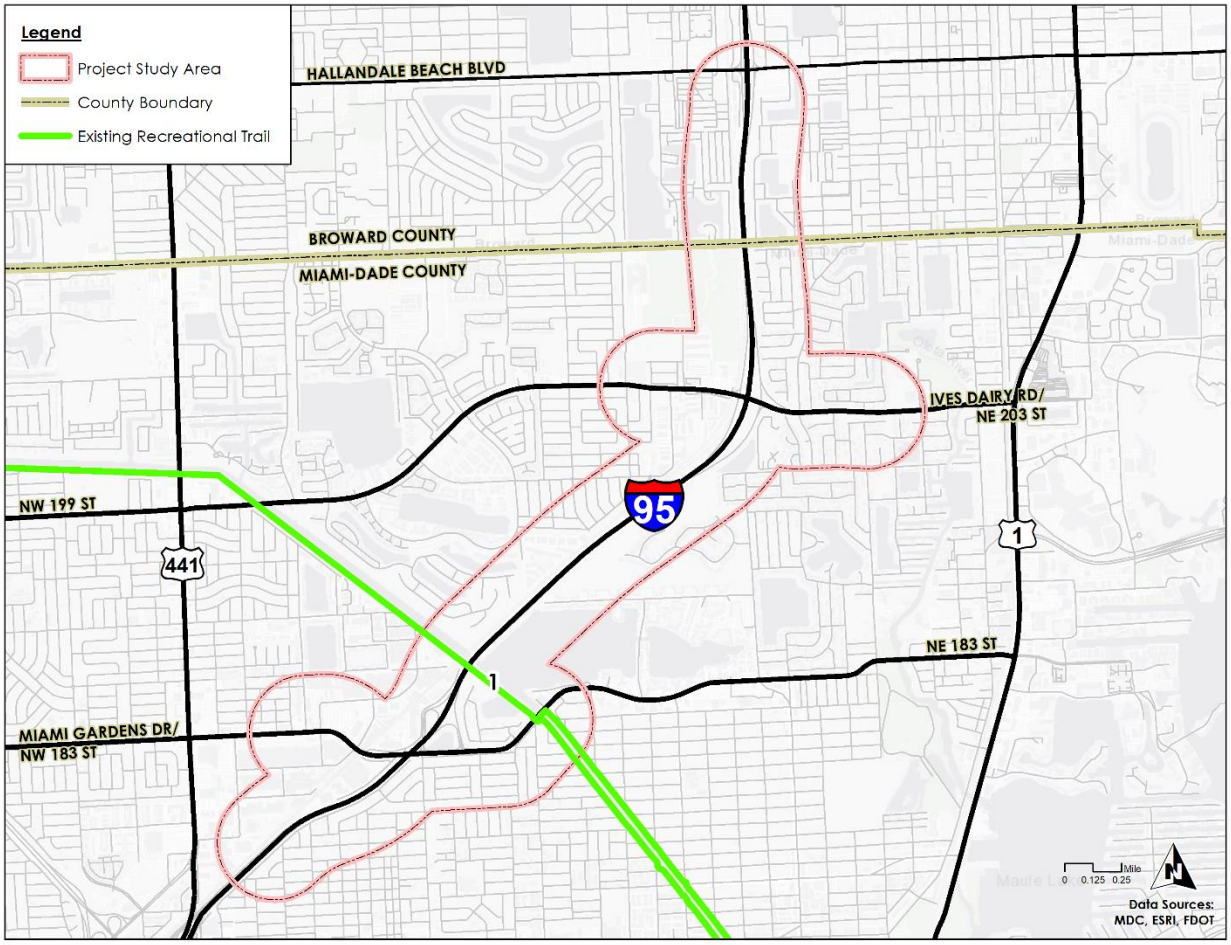


Figure 4 - 41: Existing Recreational Trails in SCE Study Area

The SCE study area has two bike lanes, and they are listed in **Table 4-18**. **Figure 4-42** illustrates the location of the three bike lanes within SCE study area.

Table 4 - 18: Existing Bike Lanes in SCE Study Area

MAP ID#	FACILITY
1	MIAMI GARDENS DR
2	HALLANDALE BEACH BLVD

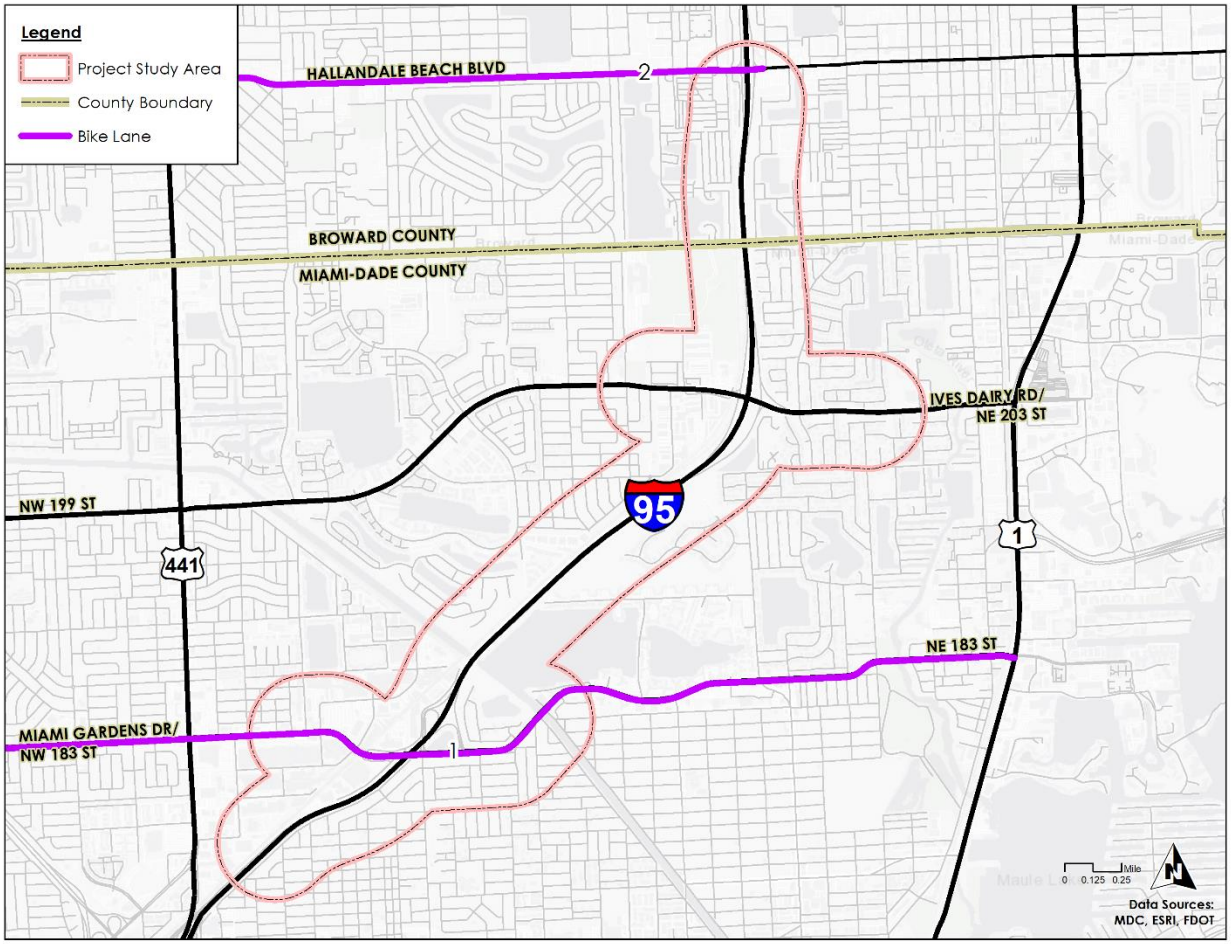


Figure 4 - 42: Bike Lanes in SCE Study Area

The are no government buildings, cultural centers, civic centers, cemeteries, social service facilities, airports, or planned trails within the SCE study area.

4.5 Community Engagement

A Public Involvement Plan (PIP) was developed and is being implemented for the I-95 PD&E Study from south of Miami Gardens Drive to north of Broward County line. The PIP is a working document that is updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques as they evolve during the life of the project. The PIP outlines the public involvement approach and activities required to be undertaken with the project, including lists of the contact persons, such as citizens, private groups (residential/business), officials, agencies, stakeholders, and media, and the means used to involve them in the process.

Public information meetings began in July 2021 and have continued throughout the study process. Exhibits and project information has been and will continue to be provided for public review and comment at each meeting. Exhibit and project information is also available on the project website at (http://www.fdotmiamidade.com/i95northPDE). FDOT representatives have been and will be available at each meeting to discuss the project and answer questions, as well as members of the consultant team.

Kick-Off Meetings - Both an elected officials/agency and public Kick-Off Meetings were held on July 29th, 2021, virtually and in person, at Trinity Church, 17801 NW 2 Avenue, Miami, Florida 33169. Attendees were notified of the meetings in both English and Spanish through newspaper advertisements, notification letters, and a project website. The purpose of these meetings was to provide the officials and the community a forum through which to learn about the improvements being studied as well as the PD&E process in general, and to provide FDOT with initial concerns to consider in the study. Information including numerous exhibits was provided for public review. A project fact sheet describing the PD&E study was distributed to meeting attendees. The meetings consisted of a brief presentation of the project followed by a question-and-answer period, which allowed elected officials/agencies and the public to engage in the PD&E development process by providing comments and questions.

Elected Officials/Agencies/Stakeholders Briefings - Briefings were held with the elected officials/agencies/stakeholders prior to the alternatives public workshop and will also occur prior to the public hearing.

Briefings were held with the following elected officials/agencies/stakeholders prior to the scheduled public meetings:

- City of Doral
- City of South Miami
- Village of Pinecrest
- Miami-Dade County
- Commissioner Carollo, District 3
- Commissioner Reyes, District 4
- Commissioner Rebecca Sosa's Special Project Liaison, District 6
- Commissioner Xavier L. Suarez's Aid, District 7
- Commissioner Jose Diaz, District 12
- Federal Highway Administration (FHWA)

Alternatives Public Workshop - The workshop was held on June 7th, 2022, at the Aventura Branch Library, 2930 Aventura Boulevard, Miami, Florida 33180. A presentation was given on the two alternative concepts being analyzed at the time, Alternatives 1 and 2. Attendees had the opportunity to review project maps, the two alternative concepts, and discuss any issues or concerns. The public was advised that a third Alternative would be studied after the workshop, which would become the Preferred Alternative.

City of North Miami Beach Public Information Meeting – A meeting was held on March 14th, 2025, to brief North Miami Beach City Manager, Mario A. Diaz, and the Public Works Department on the project and to request approval for City Manager Diaz to sign 4(f) package/concurrence.

Project Advisory Group (PAG) - A PAG was selected with the assistance of local governments; composed of local citizens having an active role in the community, such as representatives from impacted/interested cities, counties, regional agencies, TPOs and committees, and neighborhood associations or other groups within the project area.

An initial PAG meeting was held on September 2nd, 2021. A second PAG meeting was held prior to the alternatives public workshop on June 1st, 2022. A third PAG meeting will be held prior to the Public Hearing.

Public Hearing - A Public Hearing is planned in May 2025 at Trinity Church, 17801 NW 2 Avenue, Miami, Florida 33169. The purpose of this hearing will be to present to the public the Preferred Alternative and seek public input. Numerous exhibits detailing the project will be provided for public review. A project fact sheet describing the PD&E study to date will be distributed to all the attendees.

Public Comment Received – The multiple outreach activities outlined above resulted in response from the many community stakeholders. Key public viewpoints and opinions expressed related to the I-95 improvement include the following:

- Multiple community stakeholders and groups inquired about potential traffic noise impacts on the surrounding residential communities and the consideration of noise walls.
- Specific questions of ROW impacts and the potential for relocations was expressed as a concern by the public.
- The public expressed an interest in the impact of the proposed improvements on traffic operations and multiple specific locations.
- The public expressed an interest in expediting the project as construction is projected to occur nearly 10 years from the current date.
- The project affects a diverse community. The request was made that public outreach materials need to be made available in English, Spanish, and Haitian Creole.
- The public posed questions about project resiliency and the consideration of sea level rise.
- The public posed concerns about the presence of a homeless encampment within the I-95 ROW near Snake Creek.
- The public posed questions related to the consideration of the presence of threatened and endangered species.
- The public expressed an interest in land scaping and street lighting improvements.

An exercise at the June 7th, 2022, public workshop asked participants to "In one word, describe your top priority for this I-95 North corridor". The following topics were noted:

- Traffic
- Preservation
- Mobility
- Safety
- Traffic Mobility
- Flow
- Access
- Noise
- Congestion Relief
- Efficiency
- Improvement
- Resiliency
- Right-of-Way Acquisition

Please see **Appendix A** for the Public Involvement Summary.

5.0 POTENTIAL EFFECTS

Transportation projects may result in various environmental effects, both positive and negative. Guidance published in 40 CFR §§1500-1508 describes three general effect categories to include in evaluations: direct, indirect, and cumulative. Each effect category is differentiated based on causation and timing factors. See below for a description of each:

- **Direct effects** are caused by the action and occur at the same time and place;
- **Indirect effects** are caused by the action and are later in time or farther removed in distance but still reasonably foreseeable;
- **Cumulative effects** result from the incremental effects of an action when added to other past, present, and reasonably foreseeable actions regardless of which agency or person undertakes the action.

As part of its ETDM process, the FDOT characterizes project effects. The Degree of Effect (DOE) indicates the relative intensity of a potential project effect and serves to standardize the description of effects in impact assessments. The DOE classification system will be used in this report to support the evaluation of direct, indirect, and cumulative effects. **Table 5-1** below introduces DOE classifications used by FDOT.

Table 5 - 1: Project Degree of Effect Classifications

N/A	Not applicable or no involvement
Enhanced (1)	Positive effect on resources
None (0)	No effect on resources
Minimal (2)	Little adverse effect on resources
Moderate (3)	Resources are affected; avoidance, minimization options available
Substantial (4)	Substantial interaction required; avoidance, minimization, mitigation
Dispute (5)	Does not conform to agency requirements

5.1 Efficient Transportation Decision Making (ETDM) Screening

The proposed project has been subjected to evaluation for sociocultural effects. The FDOT evaluated the project (ETDM #14419) as part of the ETDM programming screening process in 2020. Results of the evaluation are recorded in a project Programming Screen Summary Report included in the project file in SWEPT. The Final Programming Screen Summary Report includes preliminary assessment of environmental effects and documentation of regulatory agency coordination. **Table 5-2** summarizes the degree of effect assigned by the participating agencies including comments made by: US Environmental Protection Agency, National Parks Service, Natural Resources Conservation Service, National Marine Fisheries Service, US Army Corps of Engineers, US Fish and Wildlife Service, US Coast Guard, South Florida Water Management District, FDOT District Six, Florida Department of Agriculture and Consumer Services, Florida Department of Environmental Protection, Florida Department of State, and Florida Department of Economic Opportunity.

Table 5 - 2: Summary Degree of Effect Assigned During the ETDM Screening

Social and Economic							Cultural			Natural					Physical						
Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Resources	Historic and Archaeological	Recreation Areas	Wetlands and Surface Waters	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
2	2	2	N/A	2	2	1	3	3	3	3	2	2	2	2	2	2	3	3	3	N/A

Issues described in the Final Programming Screen Summary Report relevant to the SCE evaluation generally highlight minimal to moderate environmental effects. Results describe no involvement to farmlands, and minimal involvement to land use changes, social, relocation potential, aesthetic effects, economic, water quality and quantity, floodplains, wildlife and habitat, coastal and marine, noise, and air quality. Moderate involvement is to be expected regarding the following: Section 4(f) resources, historic and archaeological sites, recreation areas,

wetlands and surface waters, contamination, infrastructure, and navigation. No issues were identified as having a substantial degree of effect pertaining to the project.

5.2 Social

This section presents the potential social impacts of the project on the communities within the study area. Analysis here considers the potential for effects on community groups and community resources, potential demographic shifts including the influx or departure of populations, and the effect of the project in the creation/elimination of barriers to community interaction. Finally, consideration is given in this section to safety and emergency response impacts including those affecting pedestrians, bicyclists, and motorists.

Based on the information included in the following subsections and primarily as a result of needed right-of-way expansion, a Summary Degree of Effect of Minimal has been assigned to the Social issue.

5.2.1 Demographics

Demographic data describes a population based on a range of characteristics. It is primarily collected by local, state, or federal agencies such as the Census Bureau. It covers various topics about people in communities including: count, age, race and ethnicity, income, education, daily behavior, and geographic distribution. This data assists in designing public participation, outreach, and education strategies that reflect the background of the community. Demographic data also aids in developing context sensitivity in the project and targeting potential effects avoidance, minimization and mitigation activities.

Demographic information reported in **Section 4.3** and trend data taken from the Sociocultural Data Report (SDR) produced for the SCE study area through FDOT's Environmental Screening Tool (EST) and current demographic GIS data show the characteristics (racial and ethnic composition, educational attainment, income level, and vehicle access) of the local population within an established community have remained relatively constant over the past decade.

In comparison to the No-Build Alternative, all the Build Alternatives would provide congestion relief by adding additional capacity to the State Highway System.

Additionally, the Build Alternatives would improve system to system connectivity between Miami-Dade and Broward County. The Build Alternatives are intended to improve traffic operations along an existing transportation corridor in an area that is generally built-out. The Build Alternatives will support the population growth regulated by local land development plans. The future land use pattern described in the Miami-Dade County Comprehensive Development Master Plan, Future Land Use Map is similar to the pattern of development that is now present.

It is not anticipated that any of the alternatives would result in either the influx of a new or displacement of a segment of the existing population. It is not likely any of the alternatives would change the demographic composition of the established communities within the study area.

5.2.2 Community Cohesion

Community cohesion refers to the quantity and quality of interaction among people in a community and is exhibited by the degree to which residents know and care about their neighbors and participate in neighborhood activities. A cohesive community often exhibits an outward identify. Each alternative is evaluated to identify if the proposed action will influence the way community members interact with one another.

Of the three Build Alternatives, none involve neighborhood division or social isolation including impacts to existing access ways and routes. I-95 is an existing facility; thus, the neighborhoods that abut the corridor should experience minimal change. Right-of-way impacts will affect a relatively small number of residential and commercial properties within adjacent neighborhoods. However, two of the Build Alternatives are anticipated to result in the relocation of properties (see **Section 5.7** and **Appendix B** for additional right-of-way impact information).

The Build Alternatives, when compared to the No-Build Alternative, would improve the future year operation of multiple freeway segments on I-95 and at intersections within the surrounding community. The improved operation of these facilities would reduce congestion on local roadways, which will improve access to local business and activities and reduce the barrier that congestion creates within surrounding neighborhoods. The integrity of existing communities will be maintained and impacts to community cohesion are anticipated to be minimal.

5.2.3 Safety / Emergency Response

Safety

To determine the number of crashes occurring along the corridor the FDOT Crash Analysis Reporting System (CARS) was used. Between the five-year period of January 1, 2018 to December 31, 2022, there was a total of 693 reported crashes along SR 9/I-95 within the study area during the 5-year period; 131 occurred in 2018, 157 in 2019, 129 in 2020, 162 in 2021 and 114 in 2022. Based on crash severity, of the 693 reported crashes, 600 (86.6%) were property damage only crashes, 92 (13.3%) were injury type crashes, and 1 (0.1%) were fatal crashes. There was a total of 209 (30%) night/dusk/dawn crashes reported, which is higher than the districtwide average for all roadways of 25 percent; and 89 (13%) of the total crashes occurred under wet/slippery pavement conditions, which is higher than the statewide average for all roadways of 11 percent. Among the contributing causes documented in the crash data, Operated Motor Vehicle in a Careless or Negligent Manner (361 – 52%) and Failed to Yield Right-Of-Way (93 - 13%) were among the highest. There were two pedestrian and one bicycle reported crashes. Rear End (321 - 46%) and Sideswipe (221 - 32%) crash types had the highest frequencies.

A high Crash Location review was also conducted. The high crash location map was obtained from Signal 4 Analytics. The analysis uses crash coefficient levels over 99.99 %, crash rates over 1.00 and a minimum count of eight crashes to establish and rank high crash urban locations. The analysis indicates that the majority of the study area is within a high crash segment along SR 9/I-95.
High Crash Segment Locations on SR 9/I-95:

- Between MP 13.110 and MP 14.501: north of the GGI and south of the SR 860/Miami Gardens Drive interchanges.
- Between MP 14.633 and MP 16.087: north of the Miami Garden Drive and south of the Ives Dairy Road interchanges.

The crash data shows a concentration within the areas with higher traffic friction (i.e., merge, diverge, and weaving), including the access points to and from the Express Lanes. The safety analysis indicates that Rear End and Sideswipe crash types had the highest frequencies; these types of crashes are consistent with reoccurring congestion. The main purpose of this project is to address the

deficient operational capacity and relieve existing/future congestion along the SR 9/I-95 corridor and its interchanges at SR 860/Miami Gardens Drive and Ives Dairy Road, which in turn will improve safety and reduce travel time. To improve safety along the SR 9/I-95 study corridor, the following improvements were recommended for consideration: implement an additional express lane in each direction; implement braided ramps; implement general use and auxiliary lanes; and reduce friction areas.

Emergency Response

The project is anticipated to have a positive impact on emergency evacuation and response. By improving the operations of the SR 860/Miami Gardens Drive and Ives Dairy Road interchanges and reducing the level of traffic congestion in the I-95 general use lanes, the project will provide a more consistent traffic flow during peak traffic periods shortening emergency response service times. Additionally, I-95 is designated as an emergency evacuation route by the Florida Division of Emergency Management. The improved roadway will enhance emergency evacuation through the added capacity.

5.2.4 Community Goals/ Quality of Life

Both local and state documents show support of the proposed improvement of I-95 from Miami Gardens Drive to the Broward County Line. The Miami Dade 2045 LRTP identifies the project in Table 7-2 'FDOT SIS Projects'. The 2018 Miami-Dade Freight Plan Update lists the project in Table 8.5 'Freight Related Highway projects'. Both plans identify I-95 as an important corridor for regional mobility.

The FDOT incorporates the project into their plans with reference to the project identified in the SISs 1st Five Year Plan FY 2021/22 – 2025/26, the SIS 2nd Five Year Plan FY 2027/28 – FY 2031/32, and the SIS Long Range Cost Feasible Plan FY 2029 – 2045. Additionally, the FDOT includes the project in the FY 2024 - 2028, Adopted Five Year Work Program, and the FY 2023/24 – 2026/27 State Transportation Improvement Plan.

The proposed Build Alternatives for I-95 are part of a larger set of improvements throughout Southeast Florida that either are in operation, under construction, or in the planning and design phase. This includes two other sections of I-95: 1) SR 93/I-75 to west of NW 17th Avenue and 2) West Flagler Street to north of NW 154th

Street and along I-75 from SR 826/Palmetto Expressway to NW 170th Street in Miami-Dade County.

The abovementioned roadways along with the express lanes planned/operating along I-595, I-95, Turnpike Mainline, I-75, and the Sawgrass Expressway complete a network of connected roadways, thereby supporting access and mobility in the area and region.

In addition to planned improvements, Miami-Dade County has established policy related to the community's goals in operating the transportation system. Policy TC-1B of the adopted Transportation Element of the Miami-Dade Comprehensive Development Master Plan establishes minimum acceptable peak period operating level of service standards for all State and County roads. The improvement of I-95 and resultant improved level of service meets this community goal and enhances the experience of facility users.

5.2.5 Special Community Designations

One census tract within the quarter mile SCE study area qualifies as a "Qualified Opportunity Zone". This zone is located between the county line and Hallandale Beach Blvd. **Figure 5-1** illustrates the Qualified Opportunity Zones within the SCE study area. These zones were established by congress in the Tax Cuts and Jobs Act of 2017 as a tax incentive for reinvestment in low-income communities. Qualified Opportunity Zones retain their designation for 10 years. Within each zone, investors can defer taxes on financial gains, so long as the gain is reinvested in a Qualified Opportunity Fund. Opportunity Zones are expected to spur public-private partnerships in disadvantaged communities.

As part of Florida's SIS highway network, I-95 supports vital commerce as it connects the employment and population centers of the region. The proposed transportation investment and resulting improvements are anticipated to serve all populations along the corridor and within the region equally as the improvements will enhance mobility along all of SR 826 and its interconnecting highway network.

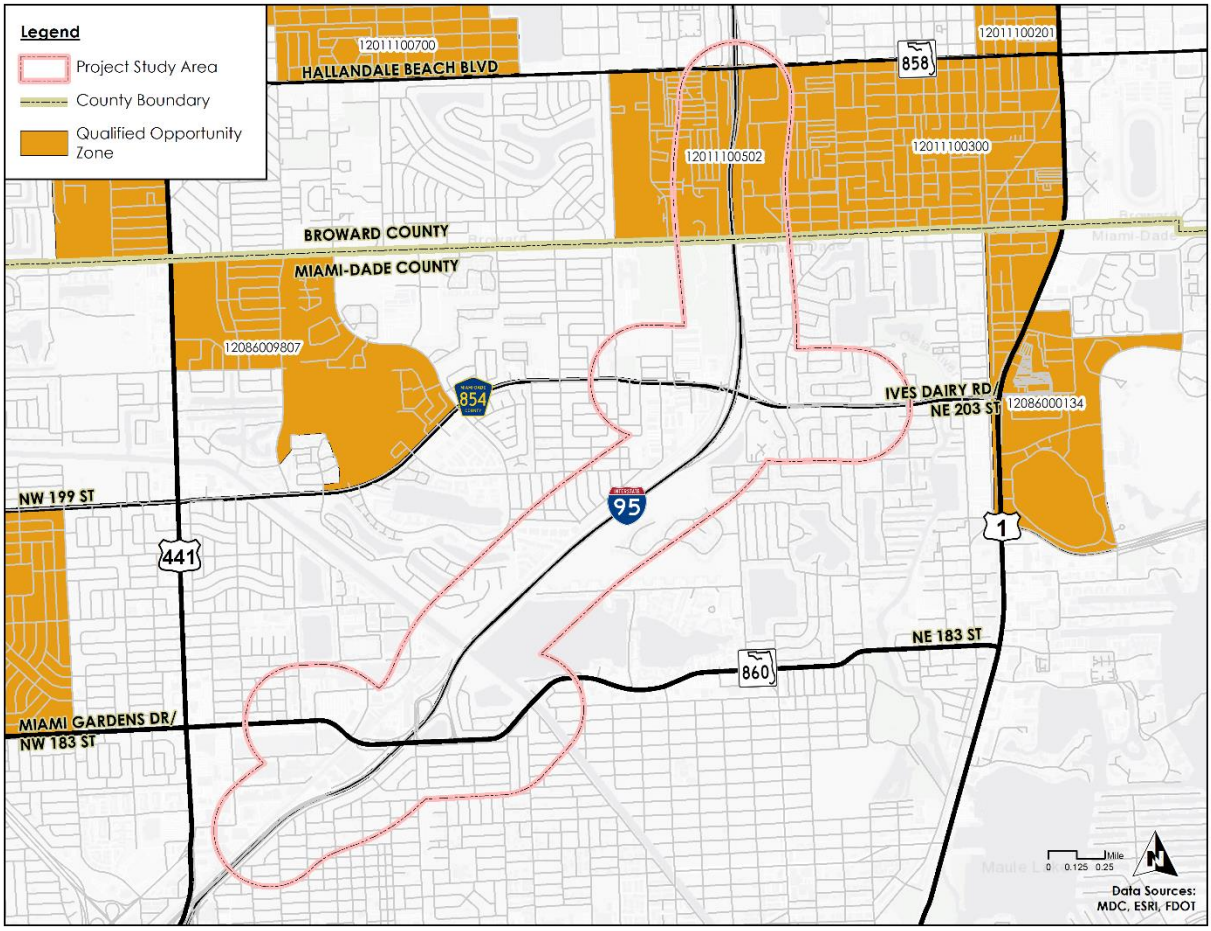


Figure 5 - 1: Qualified Opportunity Zones Map

5.3 Economic

This section presents a summary of the potential economic impacts of the project in the study area, local area, and region. Potential project effects on business and employment activity in the study area, including industries with specific needs (e.g., freight distributor) or significance (e.g., regional employer) are discussed. Economic-oriented land uses/designations and special designations (e.g., economic improvement zones) are assessed. Consideration is given to potential impacts on the local government tax base. Changes to routes, access, and parking affecting businesses, employment centers, or community facilities are identified.

Based on information included in the following subsections describing economic effects, a Summary Degree of Effect of Minimal has been assigned to the Economic issue.

5.3.1 Business and Employment Activity and Access

Based on figures produced by the US Census Bureau reported in the Longitudinal Employer-Household Dynamics database, the SCE study area currently supports 3,362 jobs (**Table 5-3**). The Wholesale Trade, Retail Trade, Management of Companies and Enterprises, and Accommodations and Food Services support the greatest share of the job market.

Table 5 - 3: SCE Study Area Jobs by NAICS Industry Sector

NAICS Industry Sector	Year 2022	
	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%
Utilities	0	0.0%
Construction	163	4.8%
Manufacturing	201	6.0%
Wholesale Trade	751	22.3%
Retail Trade	486	14.5%
Transportation and Warehousing	122	3.6%
Information	19	0.6%
Finance and Insurance	16	0.5%
Real Estate and Rental and Leasing	69	2.1%
Professional, Scientific, and Technical Services	181	5.4%
Management of Companies and Enterprises	626	18.6%
Administration & Support, Waste Management and Remediation	140	4.2%
Educational Services	51	1.5%
Health Care and Social Assistance	84	2.5%
Arts, Entertainment, and Recreation	23	0.7%
Accommodation and Food Services	342	10.2%
Other Services (excluding Public Administration)	88	2.6%
Public Administration	0	0.0%

Traffic volumes on arterial roadways traversed by the project will be maintained by each of the Build Alternative. Therefore, traffic-based businesses such as retail trade are not expected to be negatively affected. Additionally, no existing businesses will be bypassed and current access will be unaffected by the Build

Alternatives. No disproportionate impacts to businesses within minority and low-income areas will occur as a result of the Build Alternatives.

5.3.2 Tax Base

Though the project occurs primarily within existing right-of-way, all three Build Alternatives will require additional right-of-way and result in impacts to adjacent parcels. Though the additional areas of right-of-way will remove that portion of property from local tax rolls, the area of impact is small and not anticipated to displace existing use. Impacts to the local tax base are anticipated to be minimal. Relocation potential is discussed further in **Section 5.7**.

5.3.3 Traffic Patterns

A Traffic Report has been developed as part of the FDOT PD&E Study. The report is available in SWEPT for review. The findings of this report are considered in the context of sociocultural effects and incorporated into this document.

Construction activities may have a temporary impact on the circulation of traffic in and near the project area. During construction, motorists and other people living and working in the surrounding area could experience minor inconveniences associated with traffic delays, construction, dust, and noise.

Construction impacts will be short-term and occur only during the construction period. Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project.

5.3.4 Business Access

Access to businesses will be maintained with all Build Alternatives. Access to some businesses will be modified but no closures are proposed by the project. Temporary impacts may occur during construction; however, no existing businesses will be bypassed as a result of the proposed improvements.

5.3.5 Special Needs Patrons

The improvements to I-95 will be developed using design standards outlined in the current FDOT Design Manual (FDM). These standards reflect accessibility

requirements identified in the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Florida Accessibility Code (FACBC).

5.4 Land Use Changes

The following section identifies the project's consistency with local and regional land use and transportation plans and evaluates the project's consistency with the physical character of the area. The land use analysis considers the project's compatibility with the community's existing/planned land use patterns and urban form. Additionally, the evaluation includes the identification of the potential for effects on unique community features (e.g., historic landmarks/structures), and changes in acreage devoted to public spaces including conservation lands and parks.

Based on information included in the following subsections and general consistency of the project with local plans, a Summary Degree of Effect of Minimal has been assigned to the Land Use issue.

5.4.1 Land Use – Urban Form

Existing land use was assessed through GIS shapefiles that were downloaded from the Florida Geographic Data Library (FGDL) and compared to the SCE study area. The land use dataset contains generalized land use derived from 2024 parcel specific land use for FDOT. **Table 5-4** reports total area by zoning description found within the study area.

A total of thirteen generalized land use classifications were identified within the project study area consisting primarily of Residential (40.9%), followed by Public/Semi-Public (16.4%), and Industrial (13.7%). No farmlands are present.

Table 5 - 4: Generalized Land Use in SCE Study Area

Zoning Description	Acres	Percent
Acreage Not Zoned for Agriculture	1.34	0.1%
Centrally Assessed	1.52	0.1%
Industrial	222.44	13.9%
Institutional	16.78	1.1%
Parcels With No Values	26.43	1.7%
Public/Semi-Public	261.43	16.4%

Recreation	116.82	7.3%
Residential	653.27	41.0%
Retail/Office	80.28	5.0%
ROW	57.33	3.6%
Vacant Nonresidential	11.74	0.7%
Vacant Residential	79.75	5.0%
Water	65.99	4.1%

A map depicting the generalized land uses within the SCE study area is included as **Figure 5-2.**

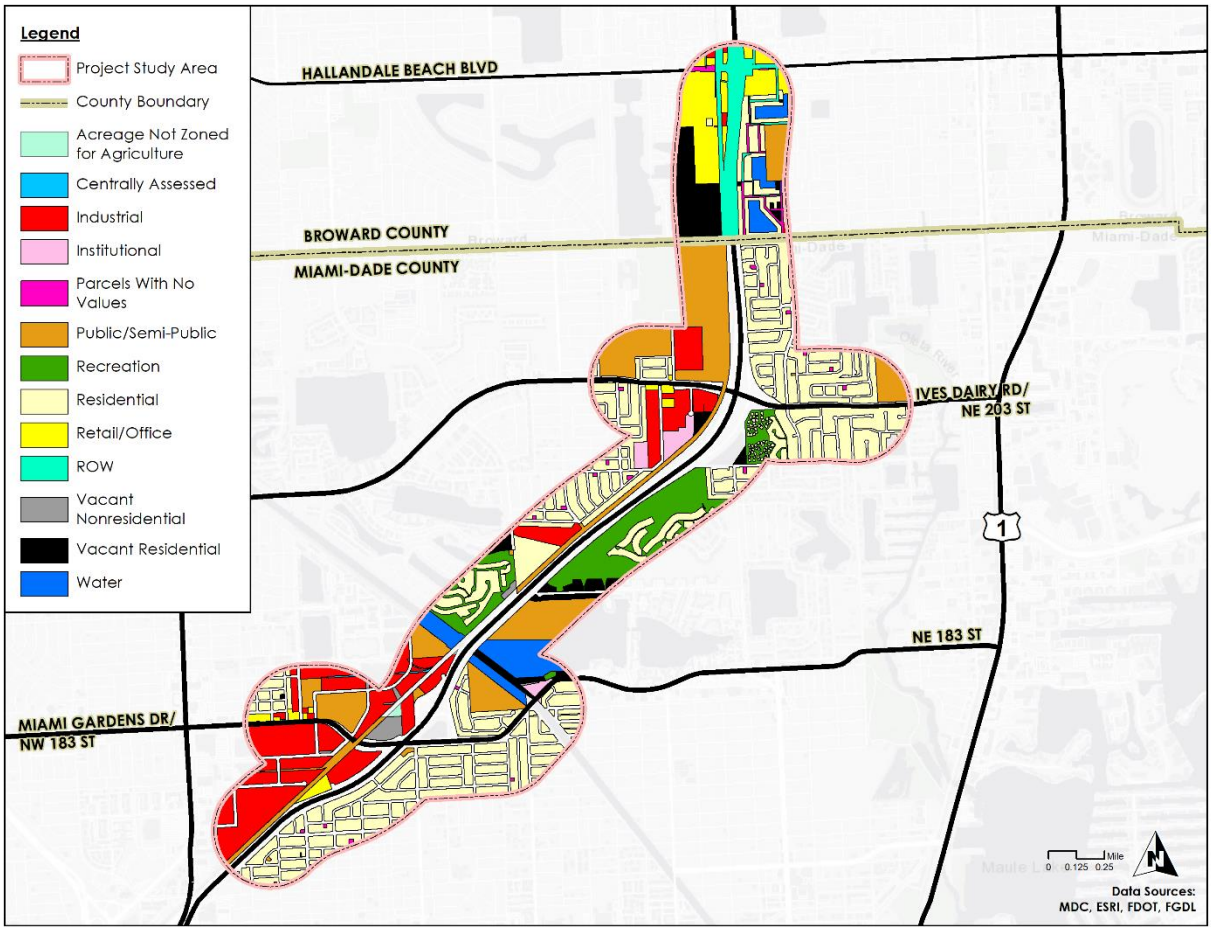


Figure 5 - 2: Generalized Land Use in SCE Study Area

The proposed project is not anticipated to result in the relocation of any existing use, but will impact adjacent use through a number of smaller parcel impacts. Alternative 1 is anticipated to impact 18 parcels and require a total of 25,969.57 square feet (0.6 acre) of additional right-of-way. This area represents 0.51% of the total area of the affected parcels. Alternative 2 is anticipated to impact 43

parcels and require a total of 45,997.70 square feet (1.1 acres). This area represents 0.50% of the total area of the affected parcels. Alternative 3 is anticipated to impact 62 parcels and require a total of 450,783.65 square feet (10.4 Acres). This area represents 3.81% of the total area of the affected parcels. Each impact is summarized in **Tables 5-5** through **5-7**.

Table 5 - 5: Right-of-Way Impacts – Alternative 1

Property ID	Potential Impact Area (Sq. Feet)	Total Parcel Area (Sq. Feet)	% of Total Area	Note
34-2207-046-0020	5,622.06	206,910.00	2.72%	Cadillac -Parking spots
30-2206-001-0070	183.48	407,634.00	0.05%	Minimal
30-2206-000-010	13,936.70	243,282.00	5.73%	Frozen Wheels Mostly NE 5th Ave
30-2205-060-1800	1,921.77	3,982,690.80	0.05%	Golf Course - No large impact
514228NR0010	8.09	625.00	1.29%	Residential Complex No large impact, line moves
07-2206-004-0060	15.10	8,550.00	0.18%	MGD - Residential home No large impact, line moves
30-1232-000-0241	438.52	10,431.00	4.20%	IDR - Little Dolphin Day Care No large impact, sidewalk moves inside lot
30-1233-018-0100	589.28	9,150.00	6.44%	IDR - Residential home No large impact, line moves
30-1233-018-0070	541.45	9,255.00	5.85%	IDR - Residential home No large impact, line moves
30-1233-010-0580	137.21	7,500.00	1.83%	IDR - Residential home No large impact, line moves
30-1233-038-0260	56.41	14,675.00	0.38%	IDR - Residential home No large impact, line moves
30-1233-059-0220	711.08	17,225.00	4.13%	IDR - Residential home No large impact, line moves
30-1233-010-0250	78.02	9,773.00	0.80%	IDR - Residential home No large impact, line moves
30-1233-059-0410	51.05	84,029.00	0.06%	IDR - Residential homes general parking lot No large impact, line moves
30-1233-018-0100	589.28	9,150.00	6.44%	IDR - Residential home No large impact, line moves
30-1233-028-0170	263.37	20,250.00	1.30%	IDR - Residential home No large impact, line moves
30-1233-028-0180	669.00	14,580.00	4.59%	IDR - Residential home No large impact, line moves

Table 5 - 5: Right-of-Way Impacts – Alternative 1 Continued

Property ID	Potential Impact Area (Sq. Feet)	Total Parcel Area (Sq. Feet)	% of Total Area	Note
-	157.70	-	-	IDR - No property associated No large impact, line moves
-	TBD	-	-	East Dr (see Appendix B)
Sum	**25,969.57**	**5,055,709.80**	**0.51%**	

Table 5 - 6: Right-of-Way Impacts – Alternative 2

Property ID	Potential Impact Area (Sq. Feet)	Total Parcel Area (Sq. Feet)	% of Total Area	Note
34-2207-046-0020	2,538.45	206,910.00	1.23%	Cadillac - does not affect parking spots
30-2206-001-0070	197.40	407,634.00	0.05%	Minimal
30-2206-000-010	12,245.59	243,282.00	5.03%	Frozen Wheels - No Parking but internal road Access will be maintained at all times during/after construction
07-2206-004-0080	315.29	16,507.00	1.91%	MGD Interchange - Residential home No large impact, line moves
07-2206-004-0090	254.24	7,875.00	3.23%	MGD Interchange - Residential home No large impact, line moves
07-2206-004-0100	255.92	7,875.00	3.25%	MGD Interchange - Residential home No large impact, line moves
07-2206-004-0110	239.99	7,875.00	3.05%	MGD Interchange - Residential home No large impact, line moves
07-2206-004-0120	41.89	7,875.00	0.53%	MGD Interchange - Residential home No large impact, line moves
07-2206-004-0170	251.52	13,228.00	1.90%	MGD Interchange - Residential home No large impact, line moves
30-2205-000-0320	5,759.54	2,632,766.40	0.22%	West Lake New reclaimed land from water
30-2205-018-0001	304.72	146,070.28	0.21%	Residential complex No large impact, line moves
30-2205-047-0001	255.21	60,146.07	0.42%	Rolling Green Condominiums Residential complex Will require relocation
30-2205-060-1800	305.35	3,982,690.80	0.01%	Golf Course - No large impact
514228NR0010	1.02	24,156.26	0.00%	Residential Complex No large impact, line moves
514228590010	5,068.10	66,813.78	7.59%	Commercial Area No large impact, line moves
514228000120	6,572.99	36,006.02	18.26%	Commercial Area No large impact, line moves
514228AG0200	48.40	11,278.25	0.43%	Residential No large impact, line moves
514228360030	1,998.91	29,236.03	6.84%	Residential No large impact, line moves

Table 5 - 6: Right-of-Way Impacts – Alternative 2 Continued

Property ID	Potential Impact Area (Sq. Feet)	Total Parcel Area (Sq. Feet)	% of Total Area	Note
30-2206-036-0190	1,200.59	781,593.00	0.15%	DOT No large impact, line moves
34-2112-023-0010	1,303.83	217,808.00	0.60%	The Office No large impact, line moves
07-2206-004-0080	315.29	16,507.00	1.91%	MGD - Residential home No large impact, line moves
07-2206-004-0320	86.16	640.00	13.46%	MGD - No associated lot No large impact, line moves
07-2206-004-0070	124.41	10,822.00	1.15%	MGD - Residential home No large impact, line moves
07-2206-004-0060	217.77	8,550.00	2.55%	MGD - Residential home No large impact, line moves
07-2206-004-0050	353.77	8,386.20	4.22%	MGD - Residential home No large impact, line moves
07-2206-004-0040	391.06	7,500.00	5.21%	MGD - Residential home No large impact, line moves
07-2206-004-0030	461.77	9,120.00	5.06%	MGD - Residential home No large impact, line moves
07-2206-004-0020	482.92	9,200.00	5.25%	MGD - Residential home No large impact, line moves
07-2206-004-0010	156.89	9,135.00	1.72%	MGD - Residential home No large impact, line moves
07-2207-055-0030	156.89	9,919.00	1.58%	MGD - Residential home No large impact, line moves
07-2207-055-0020	261.89	8,020.98	3.27%	MGD - Residential home No large impact, line moves
07-2207-055-0010	42.67	8,925.00	0.48%	MGD - Residential home No large impact, line moves
30-1232-000-0241	438.52	10,431.00	4.20%	IDR - Little Dolphin Day Care No large impact, sidewalk moves inside lot
30-1233-018-0100	589.28	9,150.00	6.44%	IDR - Residential home No large impact, line moves
30-1233-018-0070	541.45	9,255.00	5.85%	IDR - Residential home No large impact, line moves
30-1233-010-0580	47.01	7,500.00	0.63%	IDR - Residential home No large impact, line moves

Table 5 - 6: Right-of-Way Impacts – Alternative 2 Continued

Property ID	Potential Impact Area (Sq. Feet)	Total Parcel Area (Sq. Feet)	% of Total Area	Note
30-1233-038-0260	5.56	14,675.00	0.04%	IDR - Residential home No large impact, line moves
30-1233-059-0220	325.66	17,225.00	1.89%	IDR - Residential home No large impact, line moves
30-1233-010-0250	160.43	9,773.00	1.64%	IDR - Residential home No large impact, line moves
30-1233-018-0100	589.28	9,150.00	6.44%	IDR - Residential home No large impact, line moves
30-1233-028-0170	263.37	20,250.00	1.30%	IDR - Residential home No large impact, line moves
30-1233-028-0180	669.00	14,580.00	4.59%	IDR - Residential home No large impact, line moves
-	157.70	-	-	IDR - No property associated No large impact, line moves
-	TBD	-	-	NE 5th Ave (see Appendix B)
-	TBD	-	-	East Dr/Milton Littman Park (see Appendix B)
Sum	**45,997.70**	**9,136,340.07**	**0.50%**	

Table 5 - 7: Right-of-Way Impacts – Alternative 3

Property ID	Potential Impact Area (Sq. Ft.)	Total Parcel Area (Sq. Ft.)	% of Total Area	Note
34-2207-046-0020	3,767.52	206,910.00	1.82%	Along East Drive near I-95 NB, residential area – small impact, line moves
-	24,654.81	-	-	Along East Drive near I-95 NB, residential area – small impact, line moves
-	3,203.79	-	-	Milton Littman Park at MGD Interchange – small impact
07-2206-004-0100	199.22	7,875.00	2.53%	MGD Interchange, residential home – small impact
07-2206-004-0170	255.29	13,228.00	1.93%	MGD Interchange, residential home – small impact
07-2206-004-0180	1,261.96	12,795.00	9.86%	MGD Interchange, residential home – small impact
07-2206-004-0190	1,165.50	9,150.00	12.74%	MGD Interchange, residential home – small/medium impact
07-2206-004-0200	1,054.07	9,605.64	10.97%	MGD Interchange, residential home – small/medium impact
07-2206-004-0210	943.24	-	-	MGD Interchange, residential home – small/medium impact
07-2206-004-0220	942.48	8,475.00	11.12%	MGD Interchange, residential home – small/medium impact
07-2206-004-0230	941.71	8,025.00	11.73%	MGD Interchange, residential home – small/medium impact
07-2206-004-0240	944.65	6,640.00	14.23%	MGD Interchange, residential home – small/medium impact
07-2206-004-0250	933.25	7,500.00	12.44%	MGD Interchange, residential home – small/medium impact
07-2206-004-0260	1,274.80	11,526.00	11.06%	MGD Interchange, residential home – small/medium impact
07-2206-004-0270	1,577.66	18,010.00	8.76%	MGD Interchange, residential home – small impact
30-2206-000-0020	1,648.86	630,537.00	0.26%	Snake Creek Canal – small impact
30-2206-000-0020	1,648.86	-	-	Snake Creek Canal – small impact
30-2206-000-0040	1,609.34	-	-	Snake Creek Canal (lake) – small impact

Table 5 - 7: Right-of-Way Impacts – Alternative 3 Continued

Property ID	Potential Impact Area (Sq. Ft.)	Total Parcel Area (Sq. Ft.)	% of Total Area	Note
30-2205-000-0280	5,224.29	2,048,626.80	0.26%	Snake Creek Canal (lake) – small impact
30-2205-000-0320	32,345.05	2,632,766.40	1.23%	Snake Creek Canal (lake) – small impact
30-2205-018-0001	8,377.38	146,070.28	5.74%	Residential complex – small impact to parking lot
-	2,662.45	146,070.28	1.82%	NE 191st Street Cul de sac – small impact
30-2205-047-0001	11,822.87	60,146.07	19.66%	Rolling Green Condominiums Residential complex Will require relocation
30-2205-060-1800	174,525.52	3,982,690.80	4.38%	Golf Course in a gated community – small impact
30-1233-038-0010	282.52	9,516.00	2.97%	IDR Interchange, residential home – small impact
-	2,801.56	XXXX	-	IDR Interchange, residential home – small impact
30-1233-015-0100	794.50	8,720.00	9.11%	IDR Interchange, residential home – small impact
30-1233-015-0110	385.41	8,720.00	4.42%	IDR Interchange, residential home – small impact
30-1233-030-0310	171.00	8,850.00	1.93%	North of IDR Interchange, residential home – small impact
30-1233-030-0320	266.82	7,975.00	3.35%	North of IDR Interchange, residential home – small impact
30-1233-030-0330	304.92	8,000.00	3.81%	North of IDR Interchange, residential home – small impact
30-1233-030-0340	976.35	7,535.00	12.96%	North of IDR Interchange, residential home – small impact
30-1233-030-0350	117.61	7,500.00	1.57%	North of IDR Interchange, residential home – small impact
34-2207-046-0020	2,322.97	206,910.00	1.12%	Cadillac car dealer – small impact, does not affect parking spots
30-2206-000-0101	11,084.67	243,282.00	4.56%	Warehouse (food suppliers) – small impact to parking lot
30-2206-053-0010	25,236.52	148,148.00	17.03%	Self-storage facility (Public Storage) Will require relocation
30-2206-035-0010	101,299.41	-	-	Retail and church building Will require relocation

Table 5 - 7: Right-of-Way Impacts – Alternative 3 Continued

Property ID	Potential Impact Area (Sq. Ft.)	Total Parcel Area (Sq. Ft.)	% of Total Area	Note
30-2206-000-0122	420.15	-	-	Snake creek canal
30-2206-036-0190	511.39	781,593.00	0.07%	MGD sidewalk – small impact, line moves
34-2112-023-0010	1,324.30	217,808.00	0.61%	MGD office and club – small impact to front yard
07-2206-004-0080	5,568.77	12,940.00	43.04%	MGD residential home – medium impact
07-2206-004-0320	640.00	640.00	100.00%	MGD residential home – no associated lot, full take
07-2206-004-0070	5,735.33	10,822.00	53.00%	MGD residential home – large impact
07-2206-004-0060	1,109.69	8,550.00	12.98%	MGD residential home – small/medium impact
07-2206-004-0050	680.34	8,386.20	8.11%	MGD residential home – small impact
07-2206-004-0040	516.13	7,500.00	6.88%	MGD residential home – small impact
07-2206-004-0030	653.37	9,120.00	7.16%	MGD residential home – small impact
07-2206-004-0020	678.80	9,200.00	7.38%	MGD residential home – small impact
07-2206-004-0010	282.37	9,135.00	3.09%	MGD residential home – small impact
07-2207-055-0030	27.91	9,919.00	0.28%	MGD residential home – small impact
07-2207-055-0020	2.47	8,020.98	0.03%	MGD residential home – small impact
07-2207-055-0010	68.40	8,925.00	0.77%	MGD residential home – small impact
30-1232-000-0241	957.10	10,431.00	9.18%	IDR daycare facility – small impact to front yard, sidewalk moves inside lot
30-1233-059-0410	405.51	-	-	IDR parking lot – small impact
30-1233-059-0220	1,002.54	17,225.00	5.82%	IDR residential home – small impact
30-1233-010-0250	119.49	9,772.56	1.22%	IDR residential home – small impact
30-1233-010-0580	51.15	7,500.00	0.68%	IDR residential home – small impact

Table 5 - 7: Right-of-Way Impacts – Alternative 3 Continued

Property ID	Potential Impact Area (Sq. Ft.)	Total Parcel Area (Sq. Ft.)	% of Total Area	Note
30-1233-018-0070	263.15	9,225.00	2.85%	IDR residential home – small impact
-	106.96	-	-	NE 20th Court Cul de sac near IDR – small impact
30-1233-018-0100	262.01	9,150.00	2.86%	IDR residential home – small impact
30-1233-028-0170	159.46	20,250.00	0.79%	IDR residential home – small impact
30-1233-028-0180	208.03	14,580.00	1.43%	IDR residential home – small impact
Sum	**450,783.65**	**11,832,496.01**	**3.81%**	

5.4.2 Plan Consistency

Local planning documents including LRTPs, local comprehensive plans, and sub-area plans help local governments establish priorities in investment and identify specific initiatives.

As noted previously in **Section 5.2.4**, the project is listed in the Miami-Dade TPO's 2045 LRTP with partial funding for PRE-ENG and in the TPO's FY 2024 – 2028 TIP as a Federally-Funded Project. Additionally, the project is listed in FDOT's FY 2024 - 2028, Adopted Five Year Work Program, and the FY 2024/25 – 2028/29 STIP. Finally, the project is listed in the FDOT SISs Five Year Plan for FY 2024/25 – 2028/29.

5.4.3 Growth Trends and Issues

A population and employment analysis conducted by the Miami-Dade TPO for the 2045 LRTP shows that between 2015 and 2045 population is expected to grow by approximately 920,000 (34.0%) and employment is expected to grow by over 500,000 (38.0%).

A population and employment analysis conducted by the Broward MPO for the 2040 LRTP shows that between 2010 and 2040 population is expected to grow by approximately 1,962,000 (13.4%) and employment is expected to grow by over 806,000 (10.4%).

The projected growth in Miami-Dade and Broward Counties, regulated by the adopted land use plans, will result in a significant increase in travel demand and further deteriorate the conditions of the already congested I-95 corridor. The additional capacity and systems reliability provided by the Build Alternatives is intended to support the planned growth and provide some accommodation to the projected increase in population, employment, and travel demand.

5.4.4 Focal Points

Community focal points are notable public and private locations, facilities, or organizations that are important to the local residents. The full list of community focal points within the SCE Study Area can be found in **Section 4.4**. Analysis shows four parks/recreational facilities (Ives Estates Park, Ives Estates Tot Lot, Ives Estates Tennis Center and Milton Littman Park); one recreational trail (Snake Creek Trail) four religious centers (Jovita Cojab, Yeshima Toras Chaim, Words of Life Fellowship and Saint Basil Byzantine Catholic Church); and one fire station (Miami-Dade County Fire Department Station 63-Highlands Oaks) as present within a quarter-mile project buffer. Of these resources, only Milton Littman Park is anticipated to be directly impacted by the Build Alternatives. The park will see minor adjustment to its northern and western limits. Impacts to this resource are expected to be limited with little to no permanent effect on the activities, features, and attributes supported by the park.

The Section 4(f) assessment for Ives Estates Park, Ives Estates Tot Lot, Ives Estates Tennis Center, Milton Littman Park and Snake Creek Trail is still ongoing and the findings of that process will be added to the SCE and included in the project file in SWEPT once complete.

5.5 Mobility

This section identifies potential project effects on mobility and accessibility in the SCE study area with emphasis on non-driving population groups (i.e., elderly, young, disabled, and low-income individuals). Changes to modal choice, system connectivity, and traffic circulation were assessed.

The elimination of existing operational and safety deficiencies along I-95 between the Golden Glades Interchange and Hallandale Beach Boulevard would improve existing capacity/operational and safety issues. Improved operations and

reduced congestion on Miami Gardens Drive and Ives Dairy Road as well as on I-95 would enhance the mobility of public transit and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks. Based on information included in the following subsections and improvement of accessibility and mobility overall, a Summary Degree of Effect of Enhanced has been assigned to the Mobility issue.

5.5.1 Mobility Choices

The proposed corridor improvements will enhance multimodal systems operations in several different ways. The proposed interchange improvements at Miami Gardens Drive and Ives Dairy Road will add the needed capacity to improve access to the freeway system. These interchange improvements enhance the local bus service operations by improving reliability and travel time. The SCE study area is currently served by 11 bus routes - (7) in Miami-Dade and (4) in Broward County. The crossing roadway improvements, at selected locations, will improve the bicycle and pedestrian facilities.

5.5.2 Transportation Disadvantaged

Based on improved interchange and roadway operations resulting from the project, the transportation-disadvantaged would experience better connectivity and accessibility to essential services (employment centers, support services, etc.) through a more reliable transit system due to operational and capacity improvements.

5.5.3 Connectivity

Due to I-95 being an existing facility, no changes to roadway system connectivity are expected to result from the project.

5.5.4 Traffic Circulation

A Traffic Report has been developed as part of the FDOT PD&E Study. The report is available in the project file in SWEPT. The findings of this report are considered in the context of sociocultural effects and incorporated into this document. Level of Service (LOS) varies among the three alternatives. Overall, the Build Alternatives are anticipated to enhance corridor operations.

The proposed improvements in Alternative 1 consists of two continuous express lanes, four general purpose lanes, and one auxiliary lane in each direction from north of the Golden Glades Interchange to the Broward County line. Within the project limits, for Alternative 1 there will continue to be two express lane ingress points. One will be located in the northbound direction between the northbound off- and onramps of SR 860/Miami Gardens Drive interchange and the other will be located in the southbound direction north of Snake Creek Canal. There will also continue to be two express lane egress points. One will be located in the southbound direction, south of SR 860/Miami Gardens Drive providing access to the Golden Glades Interchange; and the other in the northbound direction, north of Snake Creek Canal providing access to CR 854/Ives Dairy Road and southern Broward County. The proposed improvements at SR 860/Miami Gardens Drive consist of consolidating the ramp terminal to one location for both northbound and southbound on and off ramps. This single ramp terminal intersection would be located at the existing ramp terminal intersection on the east side of the SR 9/I-95 corridor with an expanded Turbo 'T' intersection. The existing signalization conditions will remain in place. The eastbound dual left turn lanes are proposed to remain at-grade similar to existing conditions. Improvements at CR 854/Ives Dairy Road interchange consist of reconfiguring the interchange to a DDI. An additional eastbound lane is provided to help reduce the congestion of traffic in the area.

The proposed improvements in Alternative 2 consists of two continuous express lanes and four general purpose lanes throughout the entire project corridor. A significant difference between Alternative 1 and Alternative 2 is that a series of braided movements are proposed for the express lanes access points, and two auxiliary lanes are provided in each direction for Alternative 2, rather than one auxiliary lane in each direction. In conjunction with the braided ramps, the second auxiliary lane eliminates the need to weave across the general-purpose lanes to access the express lanes. The proposed improvements at SR 860/Miami Gardens Drive consist of consolidating the ramp terminal to one location (similar to Alternative 1), but with grade-separated on-ramps. This configuration allows for traffic to free flow onto the mainline, as opposed to Alternative 1, which provides at grade traffic signal control. Improvements at CR 854/Ives Dairy Road interchange consist of reconfiguring the existing diamond interchange to a Single Point Urban Interchange. Similar to Alternative 1, an additional eastbound lane is provided along the arterial.

The proposed improvements in Alternatives 3 are based on a combination of Alternative 1 and Alternative 2, with refinements. Alternative 3 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. Same as in Alternative 2, the braided ramps and additional auxiliary lanes eliminate the need to weave across the general-purpose lanes to access the express lanes. Same as in Alternative 2, the proposed improvements at SR 860/Miami Gardens Drive consist of a grade-separated on-ramp. This configuration will allow for traffic to free flow onto the mainline. In addition, the northbound and southbound off ramp will connect at a signalized intersection in advance of the modified single ramp terminal to the east of SR 9/I-95. The purpose for this new signal-controlled intersection is to eliminate the weaving friction along the segment between the two intersections. Same as in Alternative 1, improvements at CR 854/Ives Dairy Road interchange consist of reconfiguring the interchange to a DDI. An additional eastbound through lane is provided to help reduce the congestion of traffic in the area.

The I-95 section is projected to have lower densities and volume over capacity ratios with the proposed improvements when compared against the No-Build Alternative. Widening and turn lane modifications along the cross streets are adding capacity to facilitate the interchange ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges. Delay and queuing on the intersecting arterial/collector roadways will be reduced improving traffic circulation in the residential and business centers near each interchange. Overall, the proposed improvements are reducing the amount of delay at each intersection improving the flow of traffic and the number of vehicles being processed.

5.5.5 Public Parking

No public parking is expected to be impacted or modified as a result of this project.

5.6 Aesthetic Effects

This section assesses the project's compatibility with the community's aesthetic values related to noise, vibration, and physical appearance. The section examines the type and intensity of project impacts on noise sensitive sites (e.g., residential areas, hotels, nursing homes, and parks); vibration sensitive sites (e.g.,

residential uses, eye clinics, dentist offices, and hospitals); special viewsheds and vistas; community focal points; historic structures, districts, and landmarks; and community character.

Based on information included in the following subsections describing noise and visual impacts, a Summary Degree of Effect Moderate has been assigned to the Aesthetics issue.

5.6.1 Noise and Vibration

The information presented in this section is a summary of the Noise Study Report (NSR) and companion document to this study

A traffic noise study was performed in accordance with 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, the FDOT's PD&E Manual, Part 2, Chapter 18, *Highway Traffic Noise*, and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook.

Traffic noise levels were predicted for noise sensitive locations along the project corridor for the existing conditions and the design year (2050) No-Build and preferred Build Alternatives. Build Alternative traffic noise levels are expected to range from approximately 48.7 to 77.8 dB(A) during the project's design year. Worst-case design year traffic noise levels with the Build Alternative are predicted to be no more than 16.4 dB(A) greater than existing traffic noise levels due to the removal of existing noise barriers along the corridor. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the FHWA Noise Abatement Criteria (NAC) at 274 residences, a park, and a daycare center playground. One (1) residence along I-95 in the Highland Lakes community is also predicted to experience a substantial noise level increase [i.e., at least 15 dB(A) over the existing noise level] due to the removal of an adjacent existing noise barrier.

In accordance with traffic noise study requirements set forth by both the FHWA and FDOT, noise barriers were considered for all noise sensitive receptor sites where design year Build Alternative traffic noise levels were predicted to equal or exceed the NAC. Noise barriers were evaluated at 13 locations to mitigate noise impacts. The locations where barriers were evaluated or planned are depicted in the figures in **Appendix C**.

Noise barriers were recommended at the following locations:

- **I95-E1** – East side of I-95 between the southern project terminus and Miami Gardens Drive. This noise barrier system would replace an existing 4 to 20-foot tall ground-mounted and shoulder/ structure-mounted noise barrier system in its entirety. The replacement 8 to 22-foot tall ground and structure-mounted noise barrier system would be located along northbound I-95. Expected to benefit all 40 of the impacted residences and 17 non-impacted residences in the Highland Manor community along this segment of I-95.
- **I95-E2** – East side of I-95 between Miami Gardens Drive and the Snake Creek Canal. This noise barrier would replace an existing 8 to 19-foot tall FanWall ground-mounted noise barrier. The replacement 14 to 22-foot tall ground and structure-mounted noise barrier system would be located along the northbound I-95 on-ramps from Miami Gardens Drive and the northbound I-95 mainline. Expected to benefit 10 of the 11 impacted residences and 4 non-impacted residences in the Pickwick Lakes Estates community along this segment of I-95.
- **I95-E3** – East side of I-95 north of the Snake Creek Canal. This noise barrier would replace an existing 14-foot tall ground-mounted noise barrier with a new 14 to 22-foot tall ground and structure-mounted noise barrier system along northbound I-95. Expected to benefit 37 of the 58 impacted residences and 13 non-impacted residences in the Riviera and Rolling Green condominiums along this segment of I-95.
- **I95-E4** – East side of I-95 between Ives Dairy Road and the Broward County Line. This noise barrier would replace an existing 15 to 19-foot tall FanWall ground-mounted noise barrier. The replacement 8 to 22-foot tall ground and structure-mounted noise barrier system would be located along the northbound I-95 on-ramps from Ives Dairy Road and the northbound I-95 mainline. Expected to benefit all 12 of the impacted residences and 47 non-impacted residences in the Highland Lakes community along this segment of I-95.

Noise barriers were also evaluated at the following locations but are not recommended for further consideration at this time (unless otherwise noted below) since they did not meet FDOT's Noise Reduction Design Goal and/or FDOT's Noise Barrier Cost Reasonableness Criteria or were determined not to be feasible for construction:

- **I95-SCT** – Snake Creek Trail, east side of I-95 over the Snake Creek Canal. No existing noise barrier - Did not provide a noise level reduction meeting the FDOT's noise reduction design requirement of 7 dB(A) at one or more benefited sites.
- **I95-W1** – Aventura Harbor Apartments, west side of I-95 between NE 10th Avenue and NE 196th Street – Supplementing the existing 22-foot tall noise barrier with noise barriers greater in size did not provide a noise level reduction meeting the FDOT's noise reduction design requirement of 7 dB(A) at one or more benefited sites.
- **MGD-LP** – Milton Littman Park, east side of I-95 at Miami Gardens Drive - Did not provide a noise level reduction meeting the FDOT's noise reduction design requirement of 7 dB(A) at one or more benefited sites.
- **MGD-S1** – Highland Manor, south side of Miami Gardens Drive, east of I-95 – Estimated cost per benefited sites exceeds the FDOT's reasonable cost criteria of $42,000 per benefited receptor site.
- **IDR-S1** – Highland Lakes and Oak Forest, south side of Ives Dairy Road, east of I-95 – Insufficient available right-of-way (ROW) and utility conflicts are expected in narrow median between Ives Dairy Road and the adjacent frontage road. However, this noise barrier could be further evaluated during the project's Design Phase when additional design information would be available to better define the available ROW at this location.
- **IDR-N1** – Murray Homes, north side of Ives Dairy Road, west of I-95 – Insufficient available ROW and utility conflicts are expected in narrow median between Ives Dairy Road and the adjacent frontage road. However, this noise barrier could be further evaluated during the project's Design Phase when additional design information would be available to better define the available ROW at this location.
- **IDR-N2** – Little Dolphins Daycare, north side of Ives Dairy Road, west of I-95 – Did not provide a noise level reduction meeting the FDOT's noise reduction design requirement of 7 dB(A) at one or more benefited sites.
- **IDR-N3** – Highland Lakes, north side of Ives Dairy Road between Highland Lakes Boulevard and the eastern project limits - Utility conflicts, insufficient available ROW. However, this noise barrier could be further evaluated during the project's Design Phase when additional design information would be available to better define the available ROW at this location.
- **Individual Single-Family Home** – A single-family home represented by Representative Model Receptor HL-IDR-S-1 on **Sheet 7** in **Appendix C** is located at the southwestern corner of the Ives Dairy Road/Highland Lakes

Boulevard intersection is expected to be impacted by traffic noise. Does not meet the FDOT's noise reduction feasibility criterion requiring that a noise barrier must provide a 5.0 dB(A) reduction for at least two impacted receptors to be considered feasible.

At this time, noise barriers are not recommended for further consideration or construction at these locations. However, where noted, noise barriers could be further evaluated during the project's Design Phase when additional design information becomes available. Based on the noise analyses performed to date, there are no apparent solutions available to mitigate the noise impacts at the locations identified above. The traffic noise impacts to these noise sensitive sites are considered to be an unavoidable consequence of the project.

A new community of over 100 single-family homes is planned on the former site of the Presidential Estates Golf Course between I-95 and Presidential Estates community. Although construction of this community has not yet begun, it is expected to begin soon. A review of the Miami-Dade County permits website did not find that any permits for this construction have been granted for this new development by Miami-Dade County as of December 02, 2024. The permit status for this property will be reviewed again prior to the project's Date of Public Knowledge (DPK). If permits have been granted for construction of noise sensitive use on this property, the FDOT will evaluate potential traffic noise impacts from this project and will consider noise abatement for those sites predicted to be impacted. In accordance with FDOT policy, the FDOT is not responsible for providing noise abatement for sites with permits that were approved after the DPK.

5.6.2 Viewshed

Impacts of views/vistas from/of I-95 are anticipated to be limited as the roadway is an existing facility. The project corridor is approximately four miles and is urbanized supporting a wide range of land uses at varying densities. Improvements to I-95, Miami Gardens Drive, and Ives Dairy Road would occur within an urbanized area of Miami-Dade and Broward Counties. Proposed improvements to I-95 would occur within the existing right-of-way and are not expected to have a detrimental visual effect on the surrounding community. Similarly, the proposed interchange ramp improvements and bridge widening associated with Snake Creek Canal would have a limited visual impact.

Improvements at Miami Gardens Drive would incorporate multi-level structures above existing grade but isn't likely to be perceived by many members of the public as incompatible with the community's aesthetic character.

The project will construct new elevated ramps in the north-east quadrant of the Miami Gardens Drive interchange that will be plainly visible above the recommended replacement noise barrier. It is recommended that measures, such as an opaque visual barrier, are considered that will reduce the sightlines between traffic on these ramps and homes in the Pickwick Lake Estates community north of Miami Gardens Drive.

5.6.3 Compatibility

The project proposes the improvement of an existing segment of I-95. The landscape within the I-95 corridor in Miami-Dade and Broward Counties is highly urbanized. I-95 is one of the many transportation features that contributes to the urban character of the area including seaports, airports, railways and roadways. The presence of this type of major roadway is consistent with the built environment and generally compatible with the surrounding visual esthetic.

The project as proposed is likely to result in noise impacts that may have some disruption on daily activities or serve as an annoyance at affected locations along the corridor. Impacts to these and other noise sensitive sites along the project corridor are considered an unavoidable consequence of the project. Some public controversy may center on resultant noise impacts.

5.7 Relocation Potential

A Conceptual Stage Relocation Tech Memorandum has been developed as part of the FDOT PD&E Study. The findings of this report are considered in the context of sociocultural effects and incorporated into this document.

5.7.1 Residential

The conceptual design plans for each alternative identify several areas of expanded right-of-way. The expanded areas of right-of-way for Alternative 1 will require no residential relocations. Alternative 2 and the Preferred Alternative each require 1 residential relocation at Rolling Green Condominiums, located at 1101

NE 191st Street. Proposed improvements related to project drainage are anticipated to impact the northern end of this four-story tower and the parking lot adjacent to the west. The parcel information found on the Miami-Dade County Property Appraisers Office website for Rolling Green Condominiums is shown as **Figure 5-3.**

5.7.2 Non-Residential

The expanded areas of right-of-way for Alternatives 1 and 2 will require no non-residential relocations. The Preferred Alternative requires 2 potential commercial relocations, which are Public Storage, located at 18450 NE 5th Avenue and the parcel owned by NDW PORTER LLC, located at 18500 NE 5th Avenue. The Public Storage is expected to remain in operation; however, the proposed roadway improvements will result in a partial taking and loss of one of five self-storage buildings requiring approximately 30-50 personal property moves. The parcel owned by NDW PORTER LLC is a warehouse divided into multiple businesses and will be a full take. The parcel information for the 2 commercial relocations found on the Miami-Dade County Property Appraisers Office website for Public Storage and NDW PORTER LLC are shown as **Figure 5-4** and **Figure 5-5**, respectively.

Affected parcels and their corresponding impacts are identified in **Appendix B.**

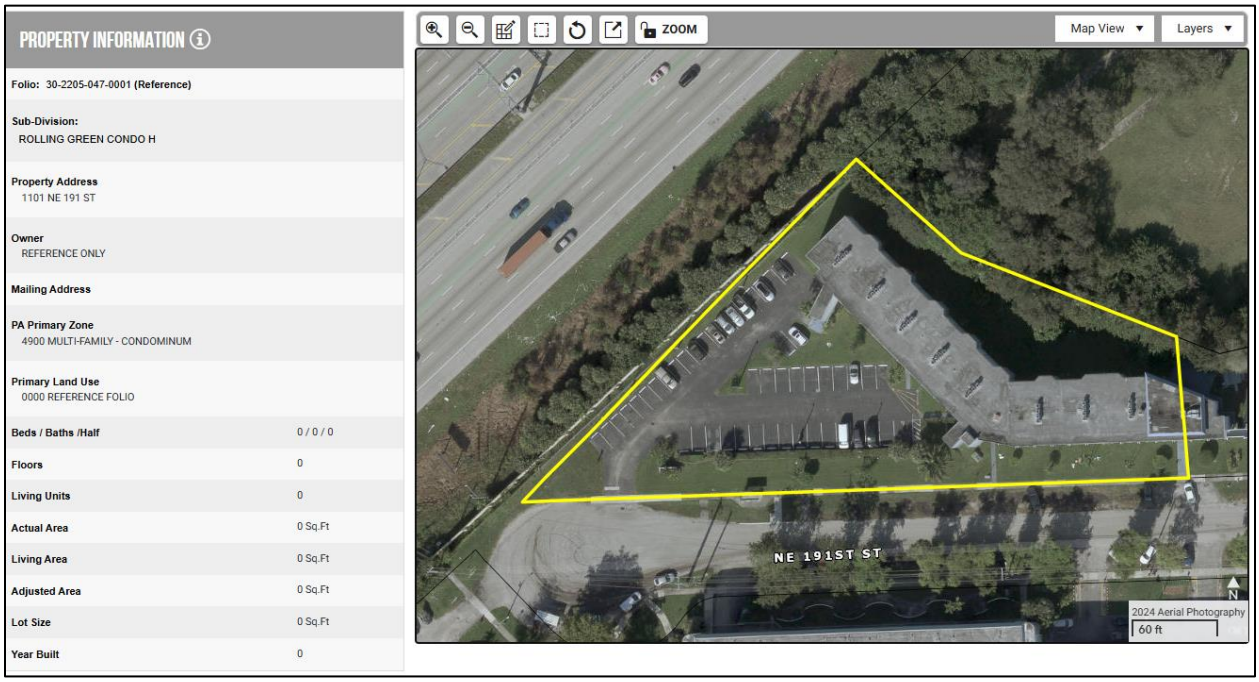


Figure 5 - 3: Rolling Green Condominiums Parcel

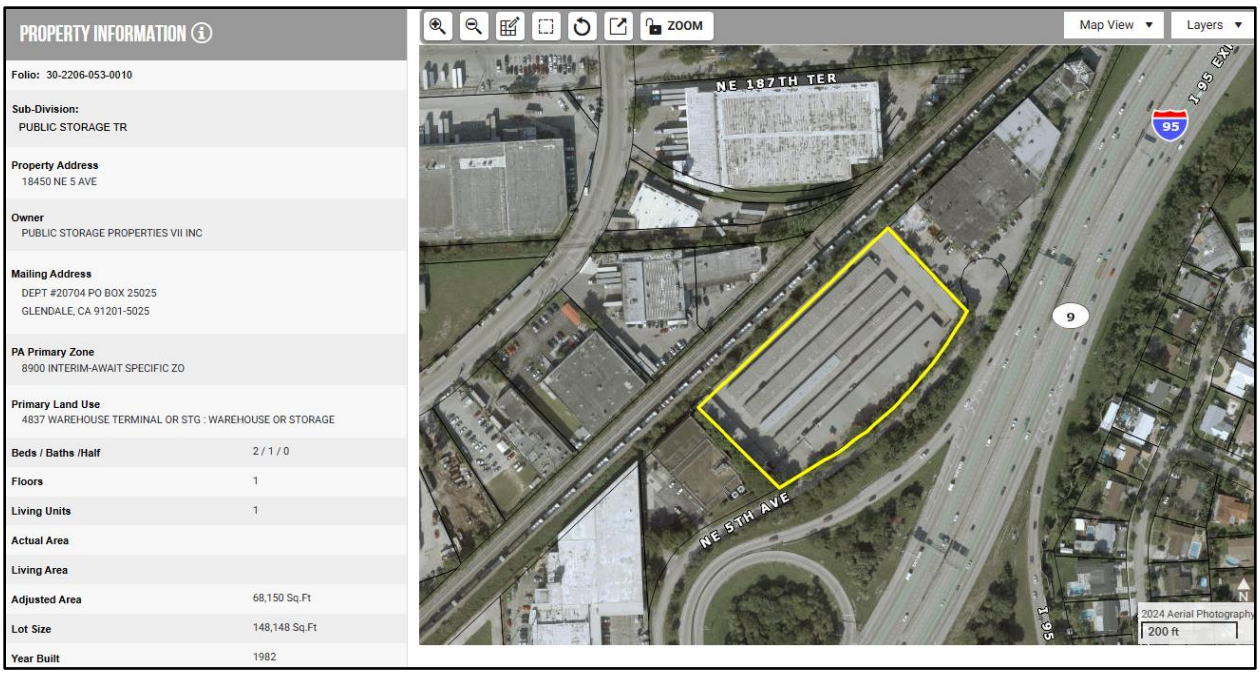


Figure 5 - 4: Public Storage Parcel

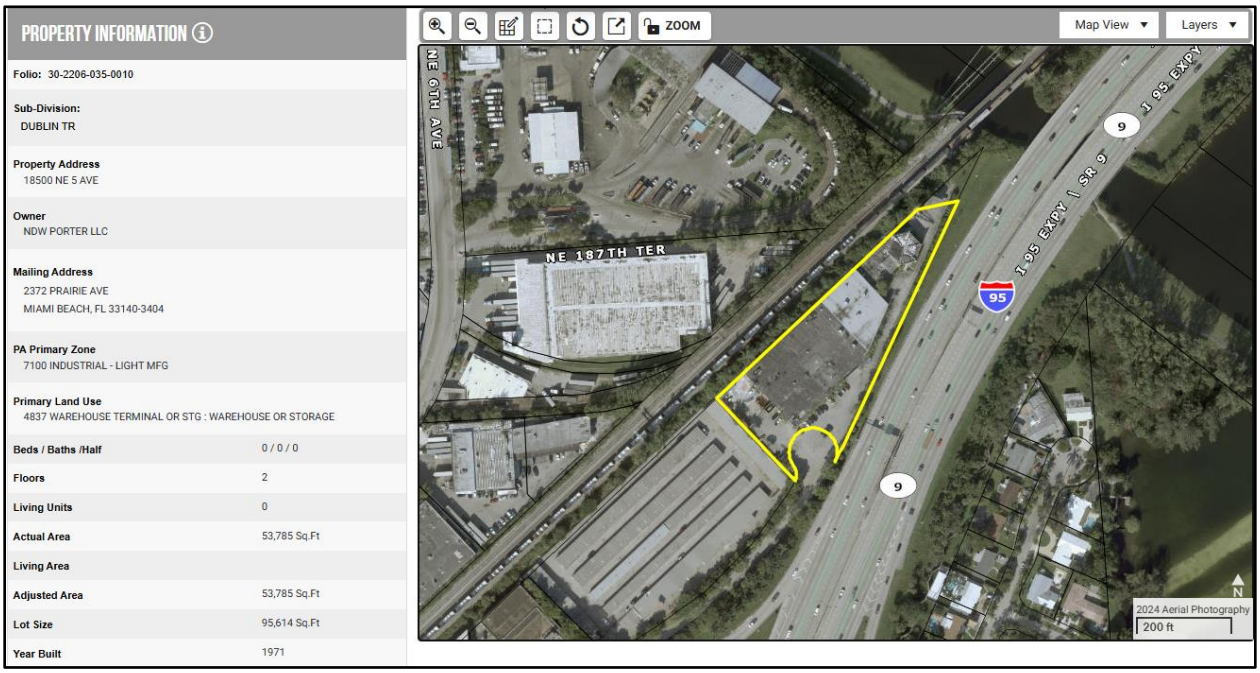


Figure 5 - 5: NDW PORTER LLC Parcel

No adverse disproportionate impacts to protected populations are expected to occur as a result of the potential relocations associated with the Preferred Alternative.

The relatively few parcels affected when compared to the community overall and the avoidance of impacts to community focal points limit the impact of the relocations on the community overall. Additionally, no non-residential uses have unique or special characteristics that are not likely to be reestablished in the community. To minimize the unavoidable effects of ROW acquisition and displacement of people, the FDOT will carry out a ROW and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of Displaced Persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17.

5.7.3 Public Facilities

There are no public facilities proposed for relocation.

6.0 RECOMMENDATIONS AND COMMITMENTS

6.1 Summary of Project Effects

The SCE Evaluation is intended to be a planning tool that incorporates community values, quality of life, and socioeconomic interests into the transportation planning process. As documented in this evaluation, development of the proposed capacity improvements would result in a range of community effects.

Project effects related to six key socioeconomic topics are documented in **Table 6-1**. In addition to the listing of effects, a degree of effect for each SCE topic is included to convey the overall character of expected impacts and/or benefits. Reference can be made to the bulleted information in the table to identify key points supporting the assignment of each degree of effect.

6.2 Conclusions

The purpose of this project is to improve capacity, operations (including freeway/interchange accessibility and movement), safety, emergency evacuation, multimodal access, and regional connectivity.

Currently experiencing poor LOS and safety issues due to design (capacity, weaving, merging, diverging, etc.), the elimination of existing operational and safety deficiencies along I-95 between the Golden Glades Interchange and Hallandale Beach Boulevard would improve existing capacity/operational and safety issues. Improved operations and reduced congestion on Miami Gardens Drive and Ives Dairy Road as well as on I-95 would enhance the mobility of public transit and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks.

The proposed project improvements are part of a larger, regional effort to provide additional express lane capacity/continuous managed lanes along the I-95 corridor, both within Miami-Dade County and to the north in Broward and Palm Beach Counties. The intent is to collectively improve the overall reliability and performance of the interstate system in moving high volumes of goods and people at efficient speeds.

Table 6 - 1: Summary of Sociocultural Effects

SCE Issue	Effect	Degree of Effect
Social	• Limited to no direct effect on community focal points • No division or isolation of existing populations • Temporary construction impacts	Minimal
Economic	• Limited reduction in taxable land • Improved access to local business and neighborhoods • Supports freight movement • Improves access in specially designated "Opportunity Zone"	Enhanced
Land Use	• Project occurs in existing urban environment • Existing land use will remain unchanged • No direct negative impacts to community focal points	Minimal
Mobility	• Reduced traffic congestion • Improves safety • Improved regional access • Temporary disruptions to traffic	Enhanced
Aesthetics	• Potential for public concern • Noise impacts at 274 residences and 9 locations at 3 SLUs	Moderate
Relocations	• Three relocations • 18 to 62 parcels impacted by partial takings • Right-of-Way impacts are to support additional capacity along I-95 and improvements at the interchanges	Substantial

The Build Alternatives are expected to improve roadway congestion on surface streets that often creates a barrier surrounding neighborhoods. This will further improve access to local business and activity centers, spurring economic development. Additionally, the Build Alternatives will help support the expected population growth identified in the Miami Dade 2045 LRTP. Due to I-95 being an existing facility the future land use appears to be consistent with what is now present as well as with what the Build Alternatives propose. The integrity of existing communities will be maintained and impacts to community cohesion are anticipated to be minimal.

The proposed roadways fit with the visual character of other major infrastructure elements found in metropolitan areas. Noise barriers were evaluated for residences and special land use sites that approach, meet, or exceed the NAC. The results of the noise analysis are summarized in **Section 5.6**. Noise barriers are

recommended for further consideration during the project's design phase at four locations. Noise barriers are not recommended for further consideration at eight locations as they were not found to be feasible or cost reasonable. There appears to be no apparent solutions available to mitigate the noise impacts at the 274 residential or at three special use sites along the project corridor.

The Build Alternatives result in impacts to between 18 and 62 parcels. The results of the right-of-way impact analysis are summarized in **Section 5.4**. There would be little to no direct effect to the community focal points. No adverse disproportionate impacts to protected populations are expected to occur as a result of the potential relocations (for additional detail, see **Section 5.7**). Overall, the project will enhance the community it supports.

Overall, the project offers significant mobility benefits. However, some potential for public controversy exists related to the unavoidable number of noise impacts, number of parcels impacted by needed right-of-way expansion and the potential relocation of 3 parcels.

6.3 Recommendations for Resolving Issues

In light of the analysis presented, the added roadway capacity is expected to have positive effects on local economic activity and mobility with limited negative sociocultural effects. Continued public engagement efforts are suggested to identify the level of concern present within the community related to property acquisition and increased noise and vibration. Public coordination will take place throughout the PD&E process.

Impacts will be managed and addressed as appropriate before, during and after the project in accordance with FDOT and other agency policies, programs, and procedures.

6.4 Project Commitments

No commitments related to SCE issues were identified.

7.0 COMMUNITY ASSESSMENT, CIVIL RIGHTS, AND RELATED ISSUES

7.1 Protected Populations in the Study Area

The project has been developed in accordance with the requirements of Title VI of the Civil Rights Act of 1964. This project is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI of the Civil Rights Act provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of federal, state, or local government.

Analysis to identify population groups protected under Title VI of the Civil Rights Act of 1964 (Title VI), and related nondiscrimination statutes and regulations, and other protected population groups (disabled, limited English proficient, and low-Income) was undertaken as part of the SCE.

The US Environmental Protection Agency's Council on Environmental Quality (CEQ) provides guidance in identifying the presence of protected populations at rates more likely to result disproportionate negative effect. Those thresholds are described below.

- A **50%** criterion population analysis to determine those area geographies where minority and/or low-income individuals equal to or exceeded 50% of the population.
- A **meaningfully greater** criterion analysis in which minority and/or low-income population percentages within individual geographies (census block groups) were compared to the reference population (county) and found to exceed the reference area population.

The demographic analysis included in **Section 4.3** identifies underrepresented groups and shows that the minority population (race and Hispanic combined) within the study area is 73.7% of the total population, a figure midway between the county-wide averages in Broward (68.5%) and Miami-Dade Counties (87.0%). However, the Black / African American population in the SCE study area (33.9%) exceeds both Broward (28.5%) and Miami-Dade (15.4%) averages. The low-income population present within the SCE study area (12.1%) is lower than the two

county averages present in Broward (12.5%) and Miami-Dade (14.9%). Finally, the size of the LEP population present within the study area (22.5%) is consistent with an area that transitions between the two counties with LEP percentages of 16.5% in Broward and 34.6% in Miami-Dade.

7.2 Coordination and Participation

All community participation efforts associated with the project are based on the Public Involvement Plan approved by the District in June 2021. This plan identifies potentially vulnerable groups located in the project study area including low-income and minority groups and programs efforts to solicit meaningful participation from these groups. Engagement activities completed in support of the project include direct mailings, distribution of print media, online and social media posts, public notices and advertisements, local government presentations, public meetings, and establishment of a Project Advisory Gorup (PAG).

The PAG was established with the assistance of local governments; composed of participants from each municipal jurisdiction within the project limits, resource agencies, community organizations and other representatives from the study area. Two hybrid online/in-person meetings of the PAG have been held within the affected communities with both attended by more than 20 advisory group participants. In addition to the PAG meetings a hybrid Alternatives Public Workshop was held at the Aventura Branch Library to solicit community engagement hosting more than 25 participants online and numerous in-person participants. Comment received through the public participation thus far in the project is summarized in **Section 4.5**.

7.3 Summary of Project Effects

As noted previously in **Section 5.7**, the Preferred Alternative will require the relocation of three properties, as well as acquisition of additional right-of-way along the corridor. However, it is important to note that the proposed improvements will not result in the displacement or isolation of any population.

The noise analysis performed shows noise levels are predicted to approach or exceed the FHWA NAC at 274 residences, a park, and a daycare center playground. There appears to be no apparent solutions available to mitigate the noise impacts at the impacted residential or special use sites along the project

corridor. These unavoidable impacts are distributed across US Census Block Groups affecting both protected and unprotected populations at generally consistent rates.

The project will ultimately improve capacity, operations, safety, emergency evacuation, multimodal access, and regional express lane network connectivity. The proposed project will enhance local and regional mobility. Improved freeway, interchange, and intersection operations benefit all drivers as congestion is reduced. The crossing roadway improvements, at selected locations, will improve the bicycle and pedestrian facilities. Additionally, the transportation-disadvantaged would experience better connectivity and accessibility to essential services (employment centers, support services, etc.) through a more reliable transit system due to operational and capacity improvements.

When project effects, including right-of-way and noise impacts, are evaluated in the context of the identified disadvantaged populations, it is apparent that potential negative effects are distributed along the project corridor across a range of jurisdictions and neighborhoods, and not focused on a single area.

Overall, some potential for public controversy exists related to the number of right-of-way takings and noise impacts.

7.4 Mitigation and Enhancement Actions

Noise barriers were considered for all noise sensitive receptor sites where design year Build Alternative traffic noise levels were predicted to equal or exceed the NAC. Noise barriers were evaluated at twelve locations to mitigate noise impacts. Noise barriers were recommended at four locations where they met FDOT's Noise Reduction Design Goal and FDOT's Noise Barrier Cost Reasonableness Criteria. The recommended noise barriers occur in different Census Block Groups that support minority and low-income populations that exceed and fall below that of the identified reference geographies. Impacts and mitigation related to noise are distributed across the project study area and not focused in a single location, but distributed across populations.

7.5 Findings Regarding Disproportionate Adverse Effects

The SCE evaluation process assesses project effects on potentially underrepresented population groups protected under Title VI of the Civil Rights Act of 1964 (Title VI), and related nondiscrimination statutes and regulations. EPA guidance suggests a comparative analysis be used to consider the conditions faced by an appropriate comparison population when establishing the presence of a disproportionality effect on underrepresented populations.

Project effects including negative noise and property acquisition impacts resulting from the Build Alternatives occur throughout the project corridor with no single area of focus. The rate of potentially underrepresented residents is also generally evenly distributed along the project corridor with most census block groups containing population rates similar to the referenced county averages. With both population and effects generally evenly distributed across the study area.

Based on the foregoing and though potentially underrepresented populations are present, the makeup of the corridor reflects that of the region and project impacts are generally evenly distributed across the study area without a concentration of impacts in an area supporting a protected group. The Build Alternatives would not result in disproportionately high and adverse effects on a minority, low-income, or any other population protected under nondiscrimination laws and regulations.

Appendix A – Public Involvement Summary

Public Involvement Summary

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing Agency Coordination

The ETDM process was utilized to gather feedback from the Environmental Technical Advisory Team (ETAT) on all environmental impact topics relevant to the PD&E Study. ETAT comments provided valuable preliminary insights into perceived environmental concerns, which were carefully considered during the analysis conducted for each project alternative.

A comprehensive Public Involvement Plan (PIP) was developed specifically for the PD&E Study. As a dynamic and evolving document, the PIP is regularly updated and amended throughout the project development process to reflect the latest public involvement policies and techniques. It outlines the strategies and activities required to engage the public effectively, including detailed lists of contact persons such as citizens, private groups (residential and business), elected officials, agencies, stakeholders, and media representatives. The PIP also specifies the methods used to involve these groups in the decision-making process.

To ensure transparency and collaboration, aerial maps depicting all alignment and design concepts under consideration, along with draft engineering and environmental study documentation, were provided to the Miami-Dade County Department of Transportation and Public Works (DTPW). Their review and written comments were actively solicited to inform the project. Additionally, briefings were conducted with key elected officials, agencies, and stakeholders prior to hosting public meetings. These briefings included the following entities:

- Miami-Dade County
- City of North Miami Beach
- City of Aventura

A PD&E Study fact sheet and project exhibits were presented during these briefings.

Public Involvement

Public information meetings commenced in July 2021 and have continued throughout the study process. At each meeting, exhibits and project information have been, and will continue to be, made available for public review and comment. This information is also accessible on the project website at (http://www.fdotmiamidade.com/i95northPDE). Representatives from the FDOT and members of the consultant team have been, and will remain, available at each meeting to discuss the project and address questions.

Kick-Off Meetings

On Thursday, July 29, 2021, a Public Kick-off Meeting for the I-95/SR 9 PD&E Study was held from 6:00 p.m. to 7:30 p.m. The meeting was conducted both virtually via GoToWebinar and in-person at Trinity Church, located at 17801 NW 2 Avenue, Miami, FL 33169. The purpose of the meeting was to discuss the objectives of the PD&E Study, specifically addressing deficient operational capacity and relieving existing and future congestion along the corridor. Meeting notifications were distributed to over 3,500 people through various outreach methods including direct mailers, eblast campaigns, community partners, newspaper advertisements (both print and digital), and social media postings through FDOT District Six and municipal platforms. A total of 43 individuals registered for the meeting, with 27 attendees participating.

The presentation commenced with Community Outreach Specialist Monica Diaz outlining the meeting guidelines, reviewing FDOT Title VI policies and NEPA Assignment Statement, and acknowledging elected officials. FDOT Project Manager Auraliz "Lola" Benitez welcomed attendees, and AECOM Consultant Project Manager Jenn L. King led the presentation. Topics covered included the study area overview, PD&E study definitions and processes, existing roadway conditions, environmental elements, anticipated permits, public involvement programs, project schedule, and work program phases.

Attendee comments and questions during the open discussion highlighted several concerns, including:

- Requests and concerns regarding noise mitigation, particularly the need for additional noise walls in the Snake Creek and Aventura Isles areas.
- Questions regarding the direction of potential roadway expansions and concerns over impacts on private property.
- Concerns about homelessness near the I-95/SR 9 bridge infrastructure and the related noise and safety issues.
- Questions about traffic management strategies during construction phases.
- Inquiries about air quality improvements and concerns regarding adjacent private properties.
- Clarifications regarding eminent domain concerns, relocation possibilities, and property acquisition processes.
- Discussion of potential park-and-ride locations, multi-modal improvements, and traffic flow improvements at interchanges like CR 854/Ives Dairy Road and SR 860/Miami Gardens Drive.
- Concerns regarding emergency response times due to congestion and suggestions to coordinate closely with Miami-Dade County to enhance emergency services.

All attendees were informed about the opportunity to submit further comments and that the comment period would remain open following the meeting. Comments received from attendees were noted and will be considered during the project's subsequent phases, including alternatives development and environmental analysis. Follow-up action items included addressing homeless activity and fencing concerns near the Snake Creek Canal railroad crossing and coordinating efforts to improve emergency response services in collaboration with Miami-Dade County.

Elected Officials/Agencies/Stakeholders Briefings

Briefings with elected officials, agencies, and stakeholders were conducted prior to the Alternatives Public Workshop and, again, before the Public Hearing. These briefings ensure that key stakeholders remain informed and have the opportunity to provide input throughout the project development process.

Project Advisory Group (PAG)

A PAG was established with the assistance of local governments. The PAG comprises local citizens actively involved in the community, including representatives from impacted or interested cities, counties, regional agencies, Transportation Planning Organizations (TPOs), committees, neighborhood associations, and other groups within the project area.

The initial PAG meeting was held on September 2, 2021, followed by a second meeting on June 1, 2022, prior to the Alternatives Public Workshop. A third PAG meeting will be held on April 30, 2025 (before the Public Hearing). These meetings provide a platform for PAG members to actively engage in the project development process and offer valuable input.

2021-09-02 - PAG #1

On Thursday, September 2, 2021, the first PAG Meeting for the I-95/SR 9 PD&E Study was held from 11:00 a.m. to 12:00 p.m. The meeting was conducted both virtually via GoToWebinar and in-person at Trinity Church, located at 17801 NW 2 Avenue, Miami, FL 33169. The purpose of the PAG meeting was to present details about the project and provide stakeholders and elected officials an opportunity to participate in the PD&E planning and development stages by offering comments and questions about the existing corridor conditions. The meeting also included an interactive polling and mapping exercise to gather additional feedback.

Meeting notifications were disseminated through invitation letters, direct communications, and announcements in the Florida Administrative Register (FAR). A total of 34 individuals registered for the meeting, with 23 attendees participating. Community Outreach Specialist Monica Diaz initiated the meeting by outlining the rules of engagement and reviewing the

meeting agenda. FDOT Project Manager Auraliz "Lola" Benitez welcomed attendees, and AECOM Consultant Project Manager Jenn L. King led the detailed presentation covering the project overview, background, study process, purpose and need, existing roadway conditions, preliminary traffic study areas, environmental and engineering considerations, anticipated permits, public involvement opportunities, and the project schedule.

The open discussion portion included significant attendee concerns and inquiries, such as:

- Coordination regarding the maintenance responsibilities of lands adjacent to Snake Creek Canal Trail with the Aventura Isles Association.
- Questions on the possibility of implementing special-use shoulders similar to other roadways.
- Concerns regarding concurrent projects and their cumulative impact on local neighborhoods.
- Clarifications requested about impacts on the Pickwick Lakes community, particularly regarding landscaping, noise, safety, and property damages.
- Requests for information on the proposed park-and-ride lot and associated transit services at Ives Dairy Road.
- Concerns about noise mitigation, especially for the Presidential Estates community.
- Safety and homelessness issues related to the Snake Creek Trail and underpass areas, including potential measures such as fencing or strategic wall placement.

All attendees were encouraged to submit further comments following the meeting. Comments provided during the session were documented and will inform the development and refinement of project alternatives. Action items included addressing neighborhood concerns related to construction traffic, landscaping coordination with North Miami Beach, and managing safety and homeless encampments near project areas.

2022-06-01 - PAG #2

On Wednesday, June 1, 2022, the second PAG Meeting for the I-95/SR 9 PD&E Study was held at 10:00 a.m. The meeting was conducted both virtually via GoToWebinar and in-person at the Aventura Branch Library, located at 2930 Aventura Blvd, Miami, FL 33180. The purpose of this meeting was to discuss proposed alternatives for the I-95/SR 9 corridor, engaging stakeholders and elected officials in the PD&E planning and development process by soliciting feedback through an interactive polling and mapping exercise.

Meeting notifications were disseminated through direct invitations and announcements. The meeting began with Community Outreach Specialist Monica Diaz outlining the rules of engagement, Title VI discrimination guidelines, and the NEPA Assignment Statement. FDOT Project Manager Auraliz "Lola" Benitez welcomed attendees, followed by introductions from

the AECOM Consultant Project Manager Jenn L. King, Roadway Design Lead James Ford (HNTB), and Structural Design Lead Saul Perez (AECOM).

The presentation included detailed information about the project location, overview, purpose and needs, and existing conditions. Additional topics covered were environmental considerations, noise analysis, engineering issues, multimodal transportation, and proposed alternatives for the I-95 corridor, express lane entrances/exits, and interchanges at SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road. A qualitative comparison matrix of alternatives was also presented.

Significant discussion items raised during the question-and-answer session included:

- Concerns regarding drainage issues associated with past widening projects and confirmation that the current study includes comprehensive drainage design.
- Suggestions for additional east-west connectivity to address limited current roadway crossings.
- Questions about the inclusion and feasibility of transit enhancements, particularly the possibility of bus-on-shoulder operations.
- Clarifications about proposed capacity improvements and benefits compared to existing conditions.
- Concerns regarding noise impacts and the anticipated privacy considerations and noise walls.
- Discussions regarding the impact of express lanes on overall traffic congestion and their effectiveness in improving travel times.

Interactive polling gathered participant insights on community representation, top priorities for the corridor, and commuting behaviors. Attendees were encouraged to submit further comments, and feedback provided during the meeting will inform the subsequent phases of the PD&E Study. Action items from the session included coordination on bus shoulder operations with Miami-Dade County's Department of Transportation and Public Works (DTPW) and addressing community requests regarding enhanced transit and noise mitigation strategies.

Alternatives Public Workshop

The Alternatives Public Workshop was held on June 7, 2022, at the Aventura Branch Library, located at 2930 Aventura Boulevard, Aventura, Florida 33180. During the workshop, a presentation was delivered outlining the two alternative concepts under analysis at the time, Alternatives 1 and 2. Attendees were given the opportunity to review project maps, examine the alternative concepts, and discuss any issues or concerns. The public was also

informed that a third alternative would be studied following the workshop, which would ultimately become the preferred alternative.

On Tuesday, June 7, 2022, an Alternatives Workshop for the I-95/SR 9 PD&E) Study was held at 6:00 p.m. The meeting took place both virtually via GoToWebinar and in-person at the Aventura Branch Library, located at 2930 Aventura Blvd, Miami, FL 33180. The workshop aimed to present proposed project alternatives, providing stakeholders and elected officials an opportunity to participate actively in the PD&E planning and development process by sharing comments and feedback through an interactive polling and mapping exercise.

Meeting notifications were disseminated through direct invitations, announcements in the Florida Administrative Register, and advertisements in the Miami Herald. Community Outreach Specialist Monica Diaz initiated the meeting by outlining rules of engagement and discussing the NEPA Assignment Statement. FDOT Project Manager Auraliz "Lola" Benitez welcomed attendees, followed by introductions from AECOM Consultant Project Manager Jenn L. King, Roadway Design Lead James Ford (HNTB), Structural Design Lead Saul Perez (AECOM), and Environmental Lead Keith Stannard (AECOM).

The presentation included a comprehensive overview of the project location, study process, schedule, existing roadway conditions, key engineering topics, environmental considerations, and the qualitative comparison of proposed alternatives. Interactive polling allowed attendees to express preferences and priorities for corridor improvements.

Notable discussion items included:

- Clarification regarding the impacts of proposed bridges and ramps on nearby communities, specifically addressing concerns from Pickwick Estates.
- Queries on why the proposed alternatives were not initially combined, leading to an explanation of the alternatives evaluation process and the potential for combining the best elements.
- Questions about the anticipated improvements to traffic flow near Ives Dairy Road and the express lane merges.

Interactive polling captured attendee insights regarding community representation, top corridor priorities, and commuting behaviors. Participants were encouraged to submit further comments, with feedback being considered for refinement of project alternatives.

Public Information Meeting #2 (Miami Gardens Drive area)

On Thursday, December 5, 2024, a Public Information Meeting for the I-95/SR 9 PD&E Study was held from 5:30 p.m. to 7:30 p.m. The meeting took place virtually via GoToWebinar and in-person at the North Dade Regional Library, located at 2455 NW 183 Street, Miami

Gardens, FL 33056. The purpose of the meeting was to present the proposed improvements, latest conceptual designs, potential impacts, and gather input from the public. The meeting featured an open house starting at 5:30 p.m., followed by a formal presentation at 6:00 p.m. and concluded with a question-and-answer session.

Meeting notifications were distributed via direct invitations, announcements in the Florida Administrative Register, and advertisements in the Miami Herald. Community Outreach Specialist Yaisel Gonzalez from Infinite Source Communications began the meeting by outlining the engagement guidelines and reviewing the NEPA Assignment Statement. FDOT Project Manager Auraliz "Lola" Benitez introduced the project team, including James Ford (HNTB), Jenn L. King (AECOM), Saul Perez, Victor Somajano (AECOM), and Keith Stannard (AECOM).

The presentation covered the PD&E study process, project location and objectives, purpose and need, no-build and three build alternatives, detailed analysis of the Preferred Alternative (Alternative 3), environmental considerations, potential impacts, and multimodal enhancements such as sidewalks and bike lanes. Emphasis was placed on improving regional mobility, emergency access, tolling modifications, and enhancing multimodal transportation options.

Key points raised during the open discussion included:

- State Representative Wallace Aristide inquired about employment opportunities for residents.
- Livins Jean, resident of 310 East Drive, raised concerns regarding potential property damage caused by construction activities.
- Brandt Absolu, a virtual attendee, questioned if alternative interchange configurations were considered for Ives Dairy Road.
- Luis Malvarez asked about noise wall placement and its construction timing in relation to existing walls.
- Mary Frances also questioned the noise wall construction timeline and specific placement relative to current structures.
- Brett Ostry inquired about potential eminent domain considerations and impacts on current residents.
- Raul Cordero raised concerns about replacing pylons with concrete barriers between express lanes and regular travel lanes.

All attendees were encouraged to provide further comments, which will be considered in the ongoing refinement of the project design. Action items included providing additional

details to State Representative Wallace Aristide and Livins Jean regarding employment opportunities, noise walls, and construction concerns.

Public Hearing

A Public Hearing is scheduled to take place on May 22, 2025, at Trinity Church, located at 17801 NW 2nd Avenue, Miami, Florida 33169. The purpose of this hearing is to present the preferred alternative to the public and gather their input.

Attendees will have access to numerous exhibits detailing the project, which will be available for review. Additionally, a project fact sheet summarizing the PD&E study to date will be distributed to all attendees.

Date of Public Hearing: 05/22/2025

Summary of Public Hearing

To be Added.

Appendix B – Right-of-Way Impact Information

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112

℄ or ℄ Alignment

Existing R/W

Existing L/A R/W

County Boundary

Proposed R/W

Proposed L/A R/W

Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

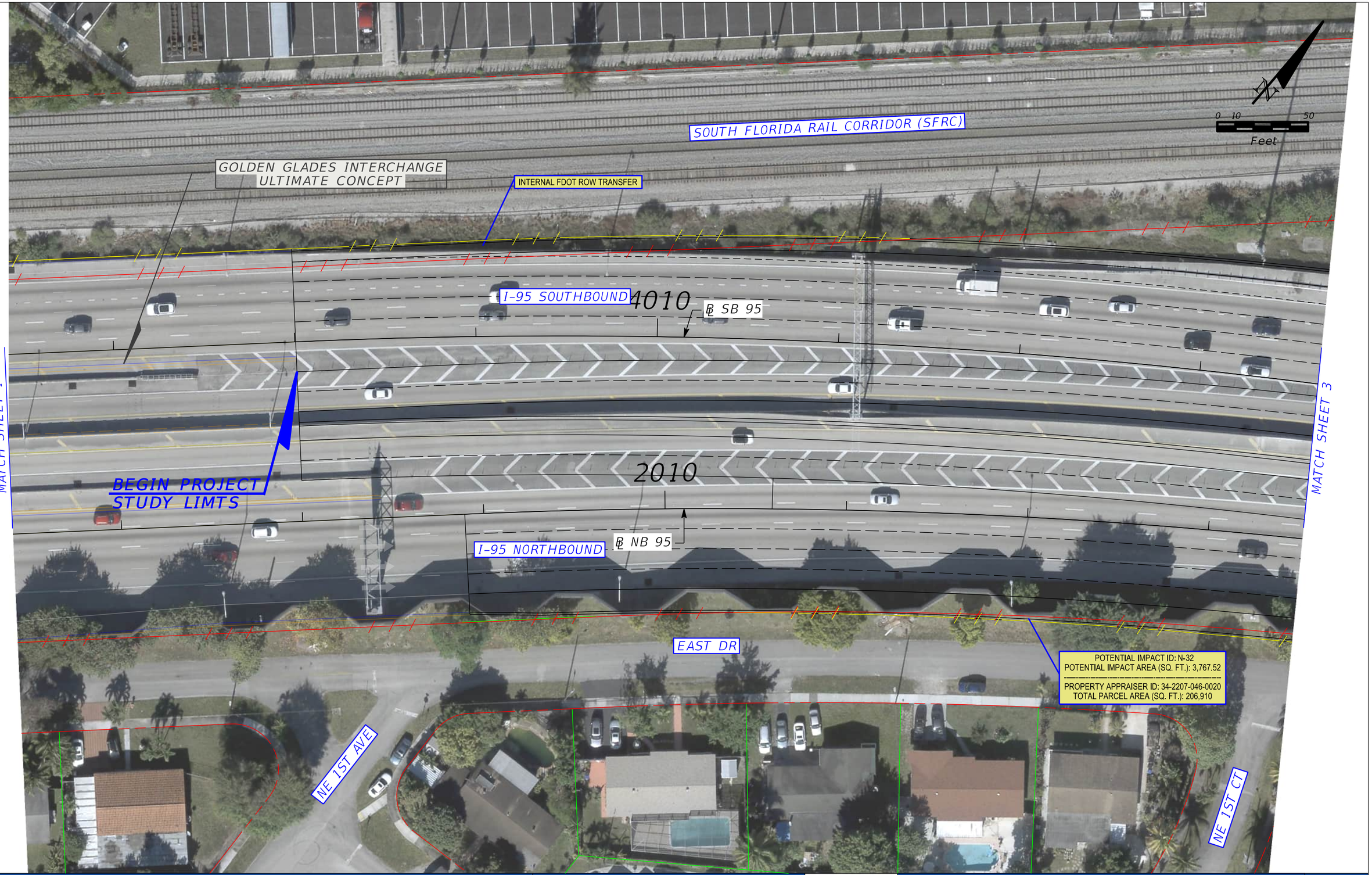
INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
1

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
2

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
3

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112

℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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INTERSTATE 95
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
4

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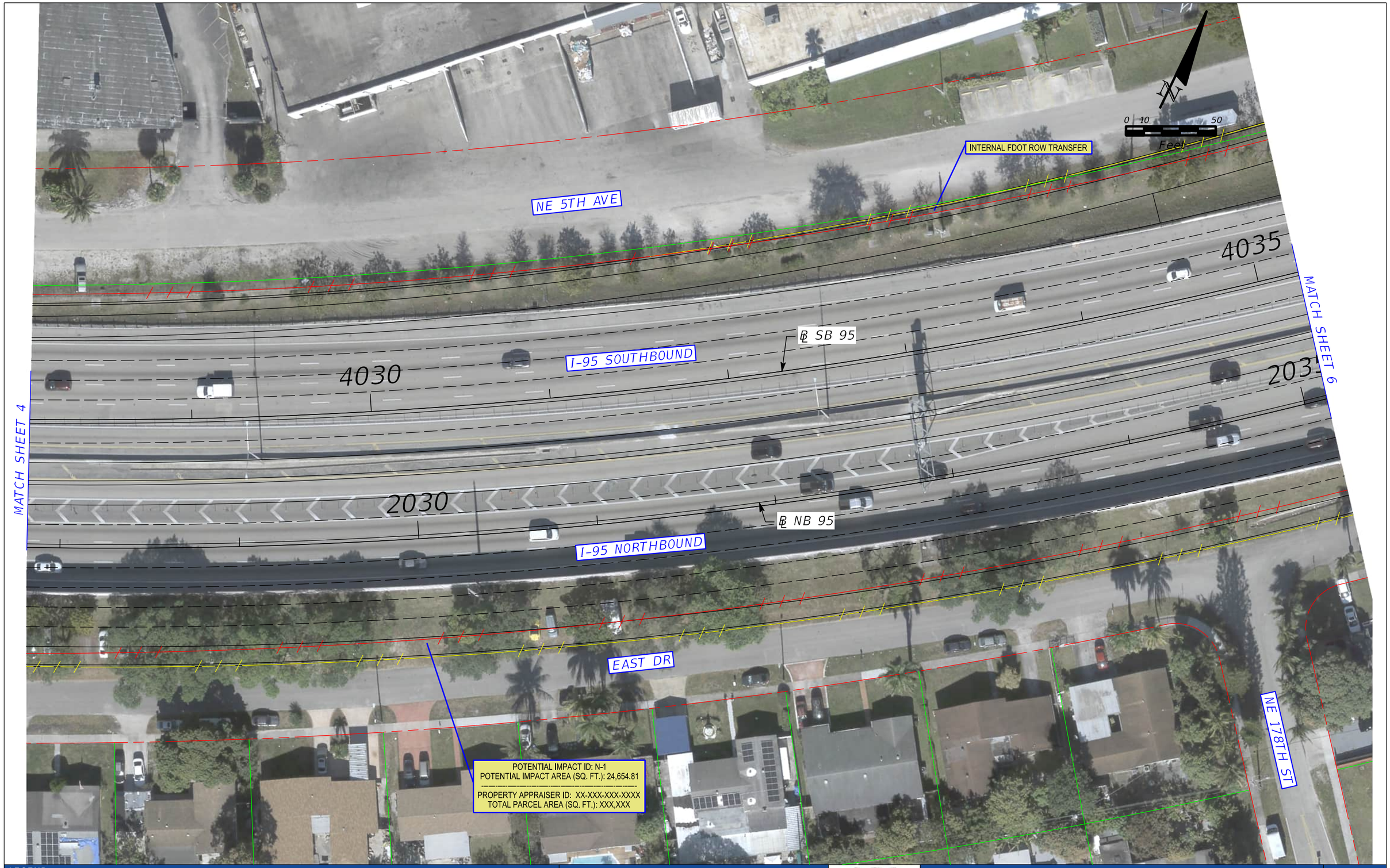

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- County Boundary
- Parcel Boundary
- Existing R/W
- Proposed R/W
- Existing L/A R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
5

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℗ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

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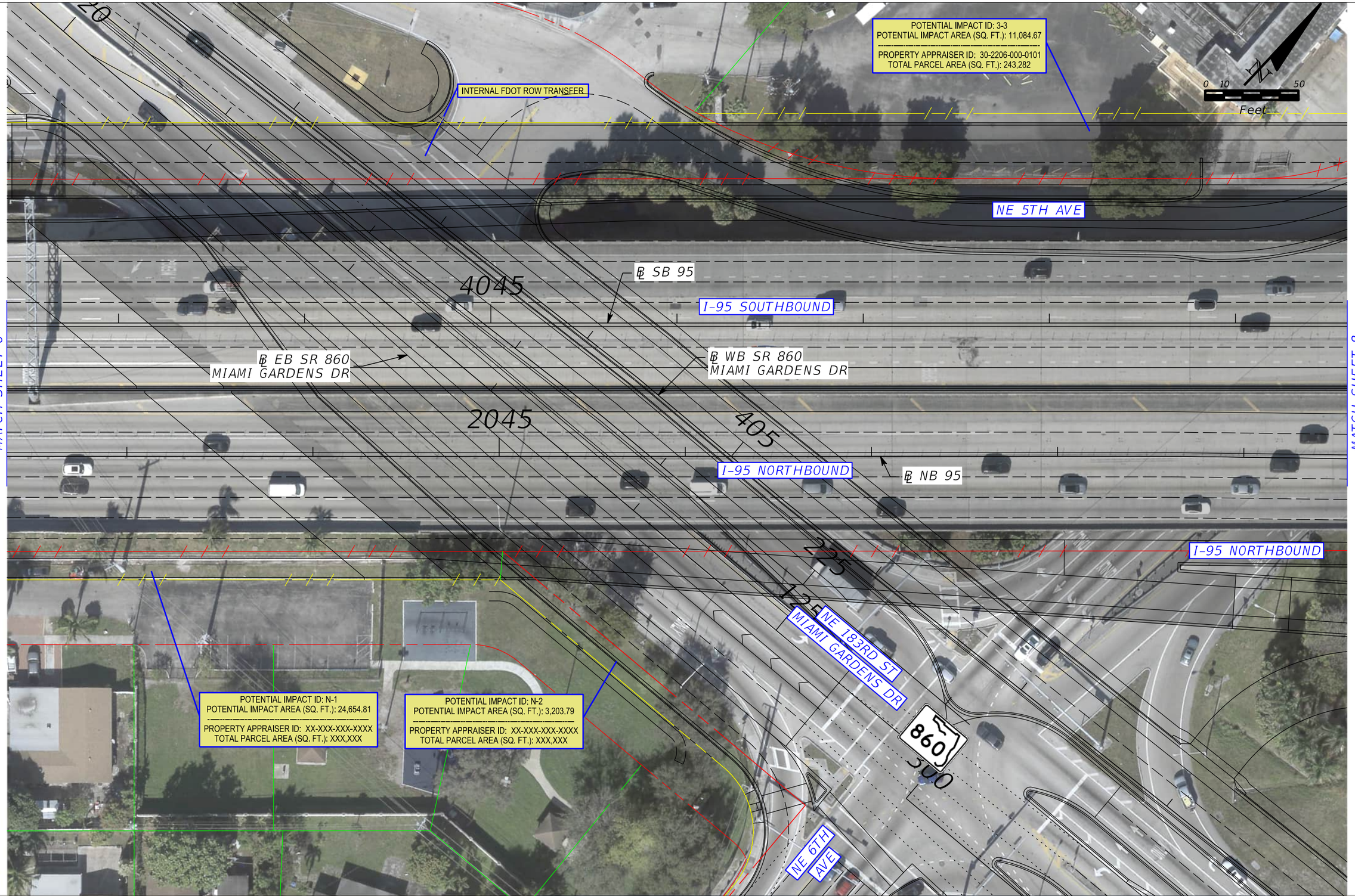

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 7

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

POTENTIAL IMPACT ID: 3-3
POTENTIAL IMPACT AREA (SQ. FT.): 11,084.67

PROPERTY APPRAISER ID: 30-2206-000-0101
TOTAL PARCEL AREA (SQ. FT.): 243,282

NE 5TH AVE

0 10 50
Feet

4055

℄ SB 95

I-95 SOUTHBOUND

4050

2055

MATCH SHEET 11

MATCH SEE 7

2050

℄ NB 95

I-95 NORTHBOUND

INFORMATION ONLY
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LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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INTERSTATE 95
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
8

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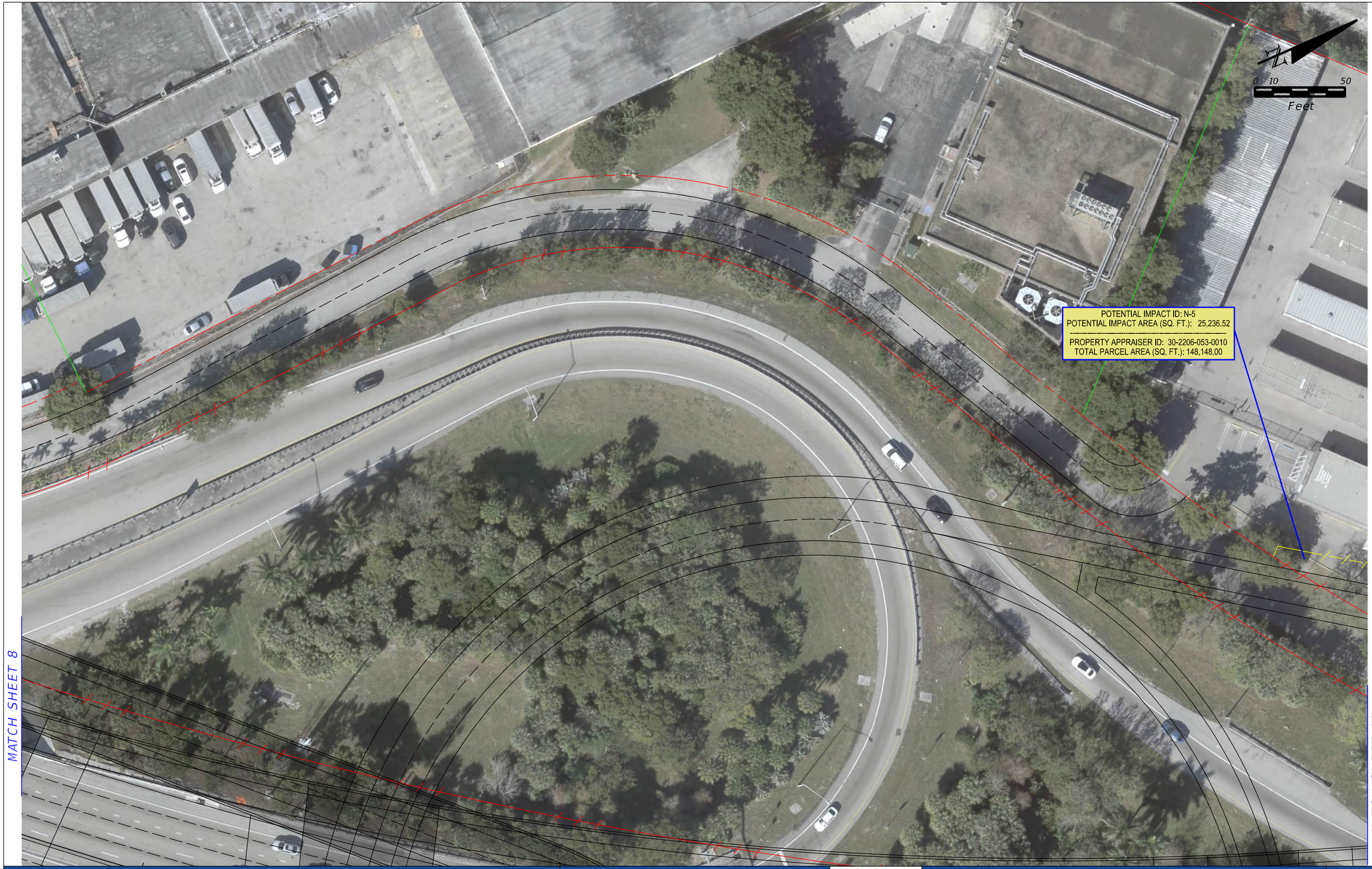

INFORMATION ONLY
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 9

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
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LEGEND

112 ℄ or ℄ Alignment
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Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
9A

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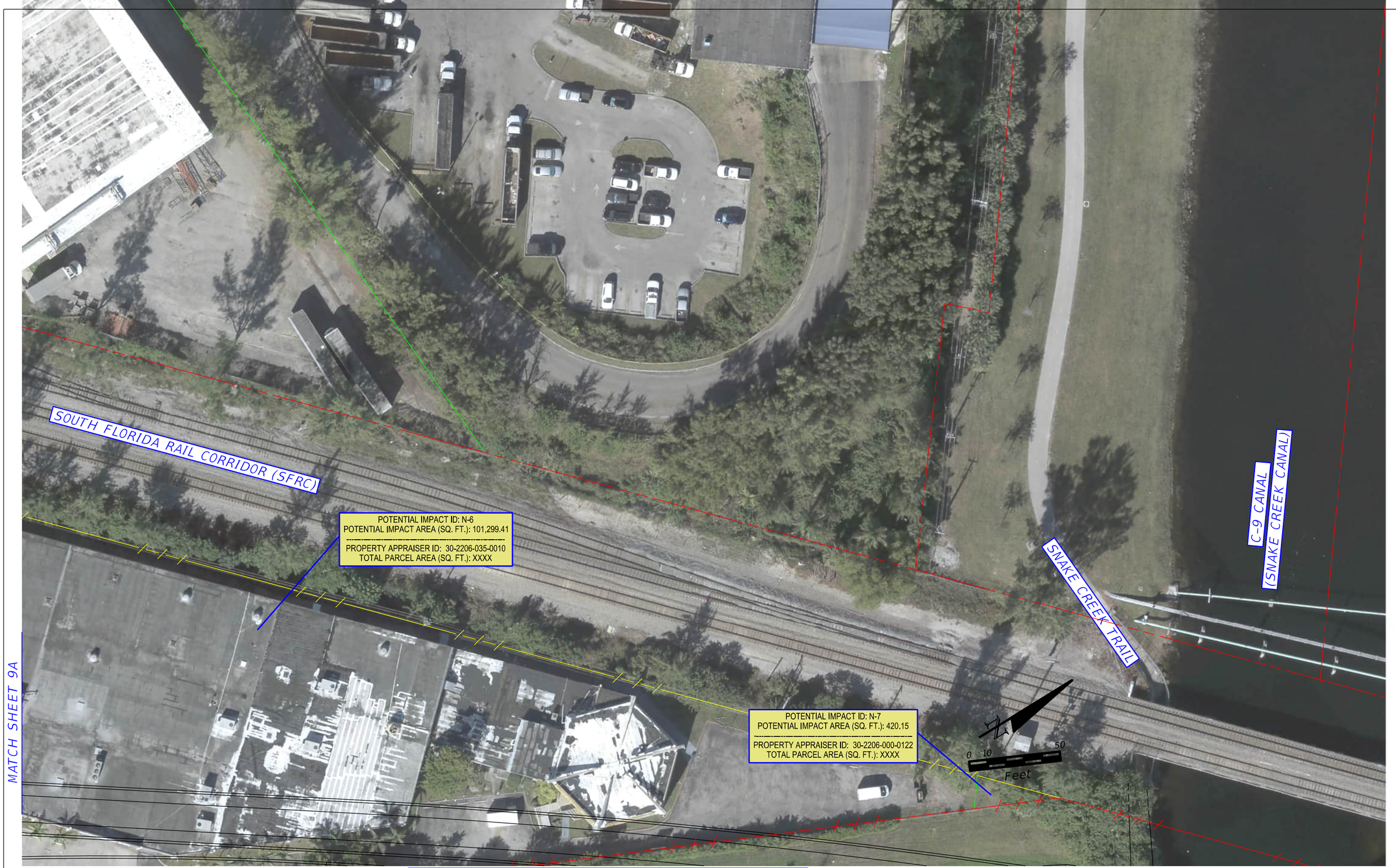

INFORMATION ONLY
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LEGEND

- 112 — ℄ or ℄ Alignment
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- County Boundary
- Proposed R/W
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- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
9B

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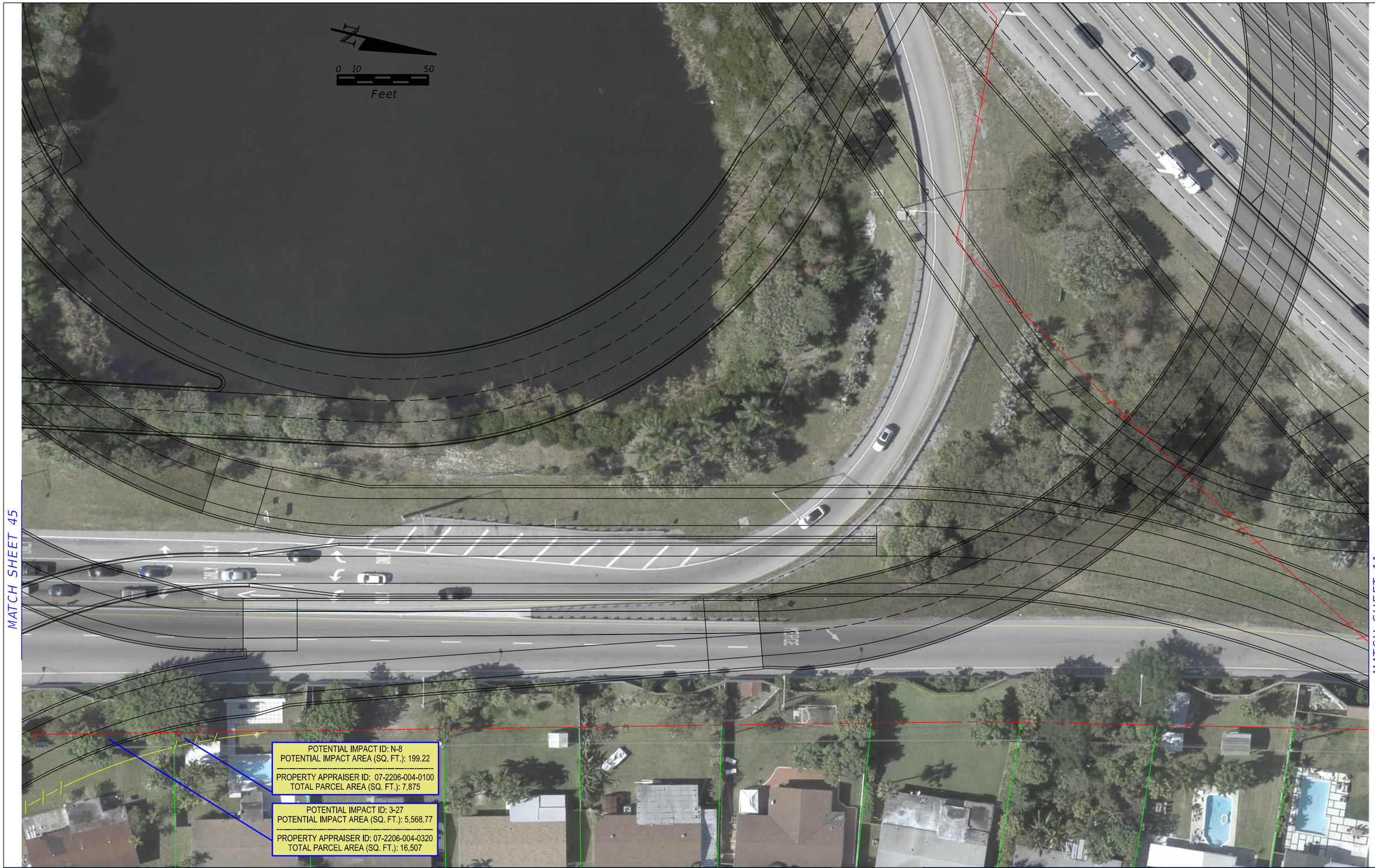

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
10

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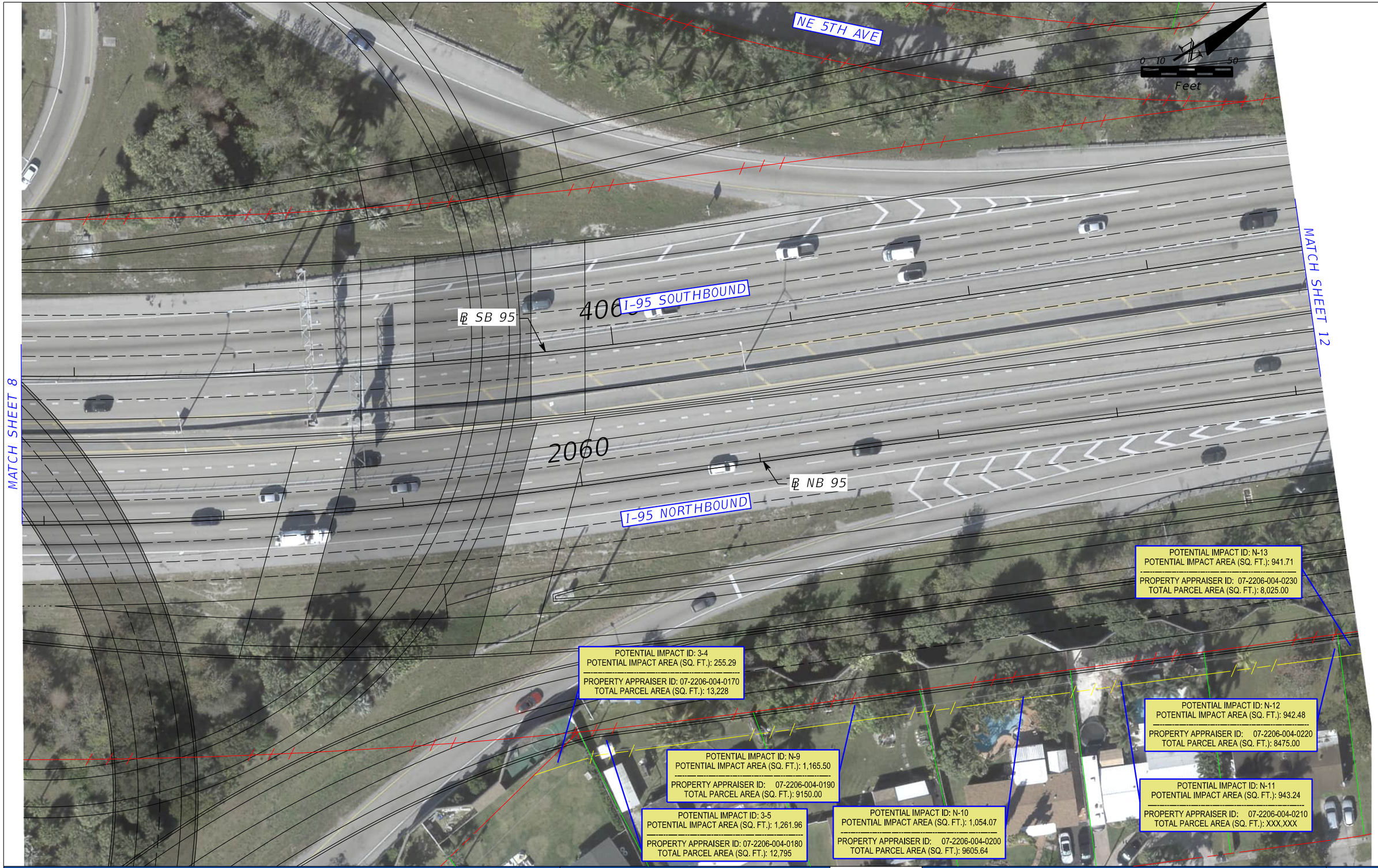

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℗ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
11

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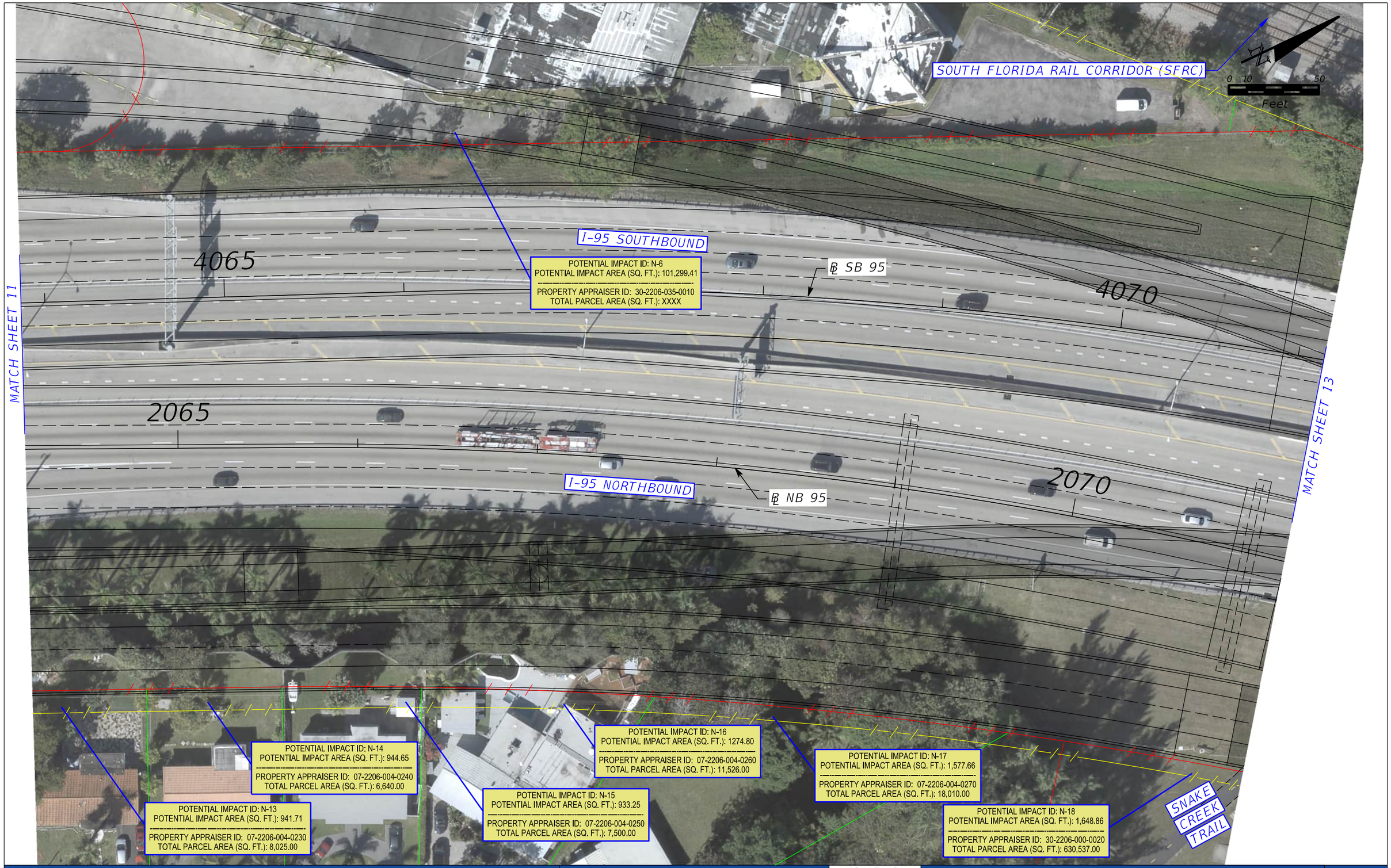

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℗ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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INTERSTATE 95
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I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 12

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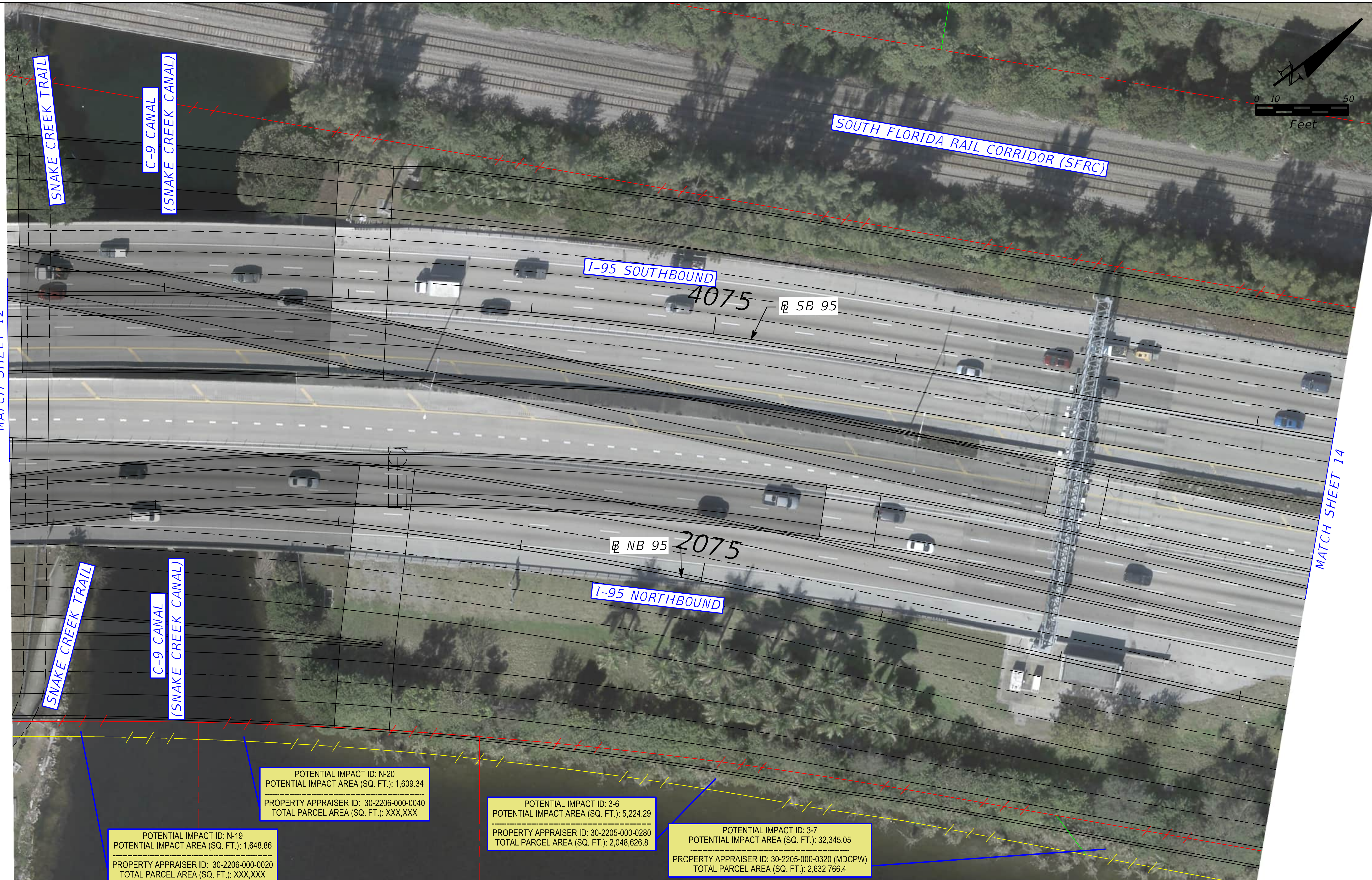

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- County Boundary
- Parcel Boundary
- Existing R/W
- Proposed R/W
- Existing L/A R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
13

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

MATCH SHEET 13

MATCH SHEET 15

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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INTERSTATE 95
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
14

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

MATCH SHEET 14

MATCH SHEET 16

SOUTH FLORIDA RAIL CORRIDOR (SFRC)

0 10 50
Feet

I-95 SOUTHBOUND

℄ SB 95

4090

℄ NB 95

2090

I-95 NORTHBOUND

POTENTIAL IMPACT ID: 3-7
POTENTIAL IMPACT AREA (SQ. FT.): 32,345.05

PROPERTY APPRAISER ID: 30-2205-000-0320 (MDCPW)
TOTAL PARCEL AREA (SQ. FT.): 2,632,766.4

POTENTIAL IMPACT ID: 3-8
POTENTIAL IMPACT AREA (SQ. FT.): 8,377.38

PROPERTY APPRAISER ID: 30-2205-018-0001
TOTAL PARCEL AREA (SQ. FT.): 146,070.28

INFORMATION ONLY
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LEGEND

- 112 — ℄ or ℄ Alignment
- County Boundary
- Parcel Boundary
- Existing R/W
- Proposed R/W
- Existing L/A R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95 — I-95/SR 9 PD&E STUDY

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 15

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

SOUTH FLORIDA RAIL CORRIDOR (SFRC)

0 10 50
Feet

4095

I-95 SOUTHBOUND

℄ SB 95

41

MATCH SHEET 15

MATCH SHEET 17

2095

℄ NB 95

I-95 NORTHBOUND

POTENTIAL IMPACT ID: 3-8A
POTENTIAL IMPACT AREA (SQ. FT.): 2,662.45
PROPERTY APPRAISER ID: XX-XXXX-XXX-XXXX
TOTAL PARCEL AREA (SQ. FT.): 146,070.28

POTENTIAL IMPACT ID: 3-9
POTENTIAL IMPACT AREA (SQ. FT.): 11,822.87
PROPERTY APPRAISER ID: 30-2205-047-0001
TOTAL PARCEL AREA (SQ. FT.): 60,146.07

POTENTIAL IMPACT ID: 3-10
POTENTIAL IMPACT AREA (SQ. FT.): 174,525.52
PROPERTY APPRAISER ID: 30-2205-060-1800
TOTAL PARCEL AREA (SQ. FT.): 3,982,690.8

NE 191ST ST

INFORMATION ONLY
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LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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INTERSTATE 95
I-95/SR 9 PD&E STUDY

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
16

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
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LEGEND

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- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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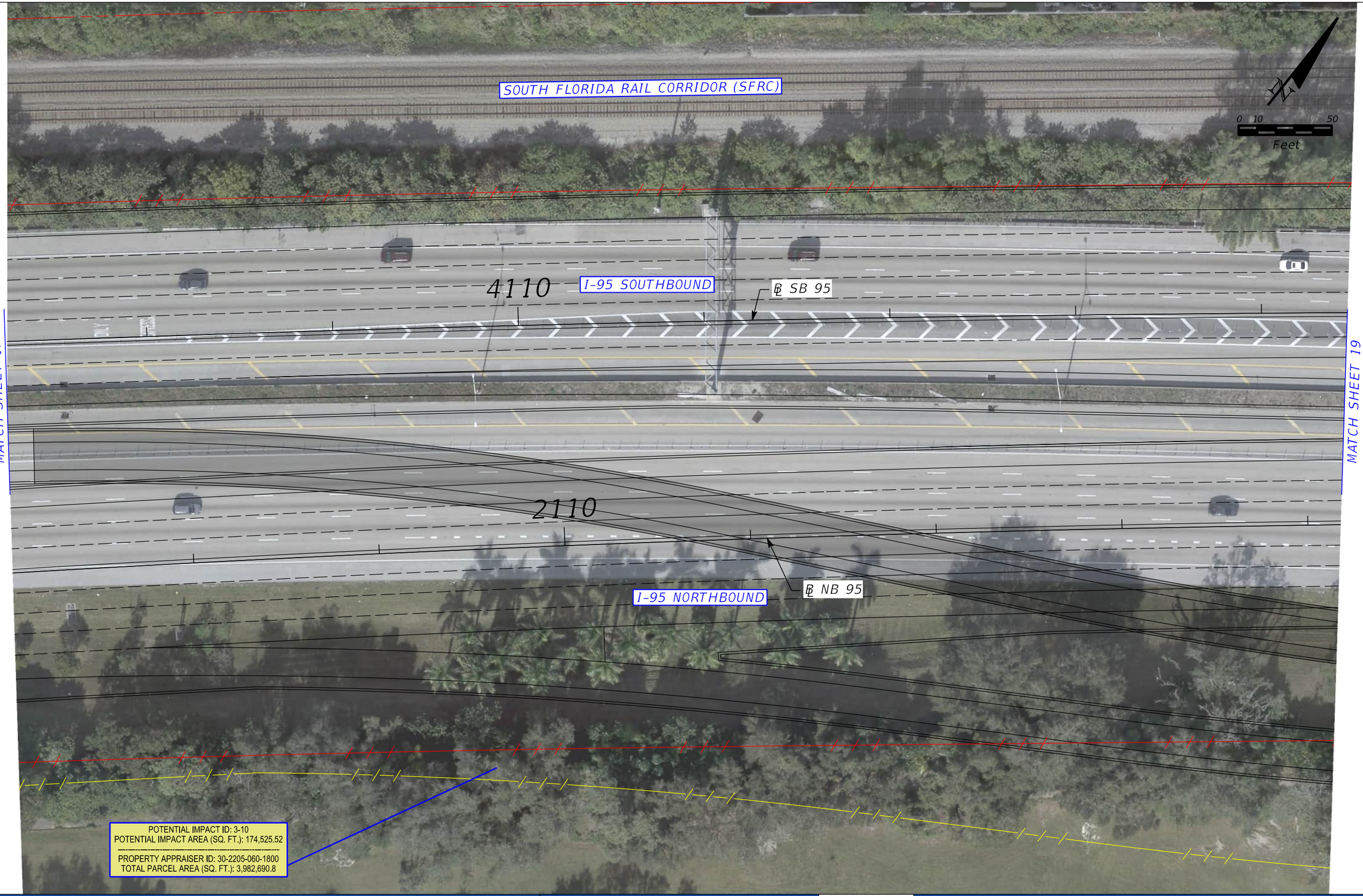
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
17

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



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- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
18

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

SOUTH FLORIDA RAIL CORRIDOR (SFRC)

0 10 50
Feet

I-95 SOUTHBOUND

℄ SB 95

4115

4120

MATCH SHEET 18

MATCH SHEET 20

2115

2120

I-95 NORTHBOUND

℄ NB 95

POTENTIAL IMPACT ID: 3-10
POTENTIAL IMPACT AREA (SQ. FT.): 174,525.52

PROPERTY APPRAISER ID: 30-2205-060-1800
TOTAL PARCEL AREA (SQ. FT.): 3,982,690.8

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
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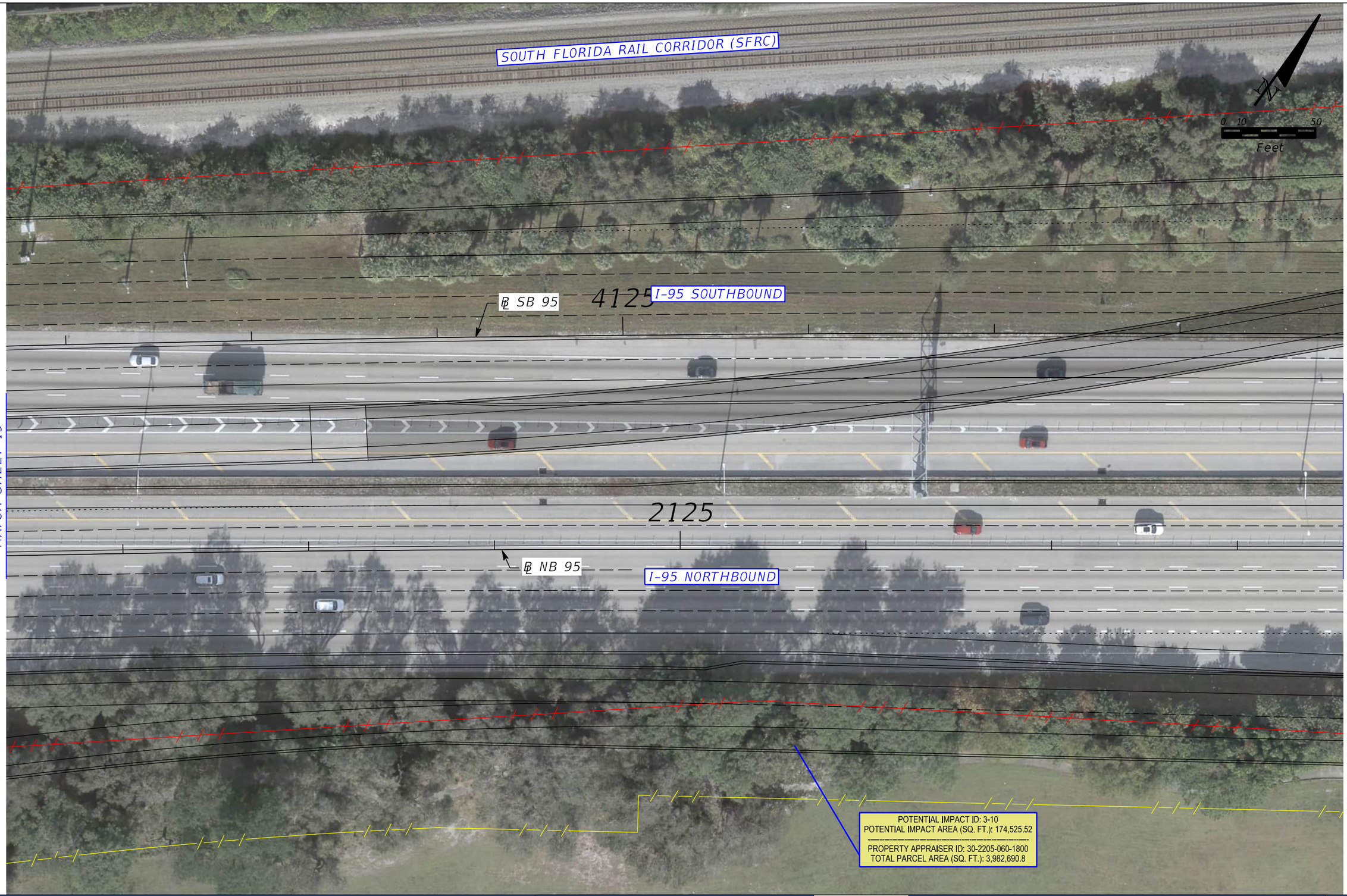
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
19

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



MATCH SHEET 19

MATCH SHEET 21

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95 — I-95/SR 9 PD&E STUDY

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 20

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

SOUTH FLORIDA RAIL CORRIDOR (SFRC)

0 10 50
Feet

4130

I-95 SOUTHBOUND

℄ SB 95

4135

MATCH SHEET 20

2130

2135

MATCH SHEET 22

℄ NB 95

I-95 NORTHBOUND

POTENTIAL IMPACT ID: 3-10
POTENTIAL IMPACT AREA (SQ. FT.): 174,525.52

PROPERTY APPRAISER ID: 30-2205-060-1800
TOTAL PARCEL AREA (SQ. FT.): 3,982,690.8

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112

℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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INTERSTATE 95
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I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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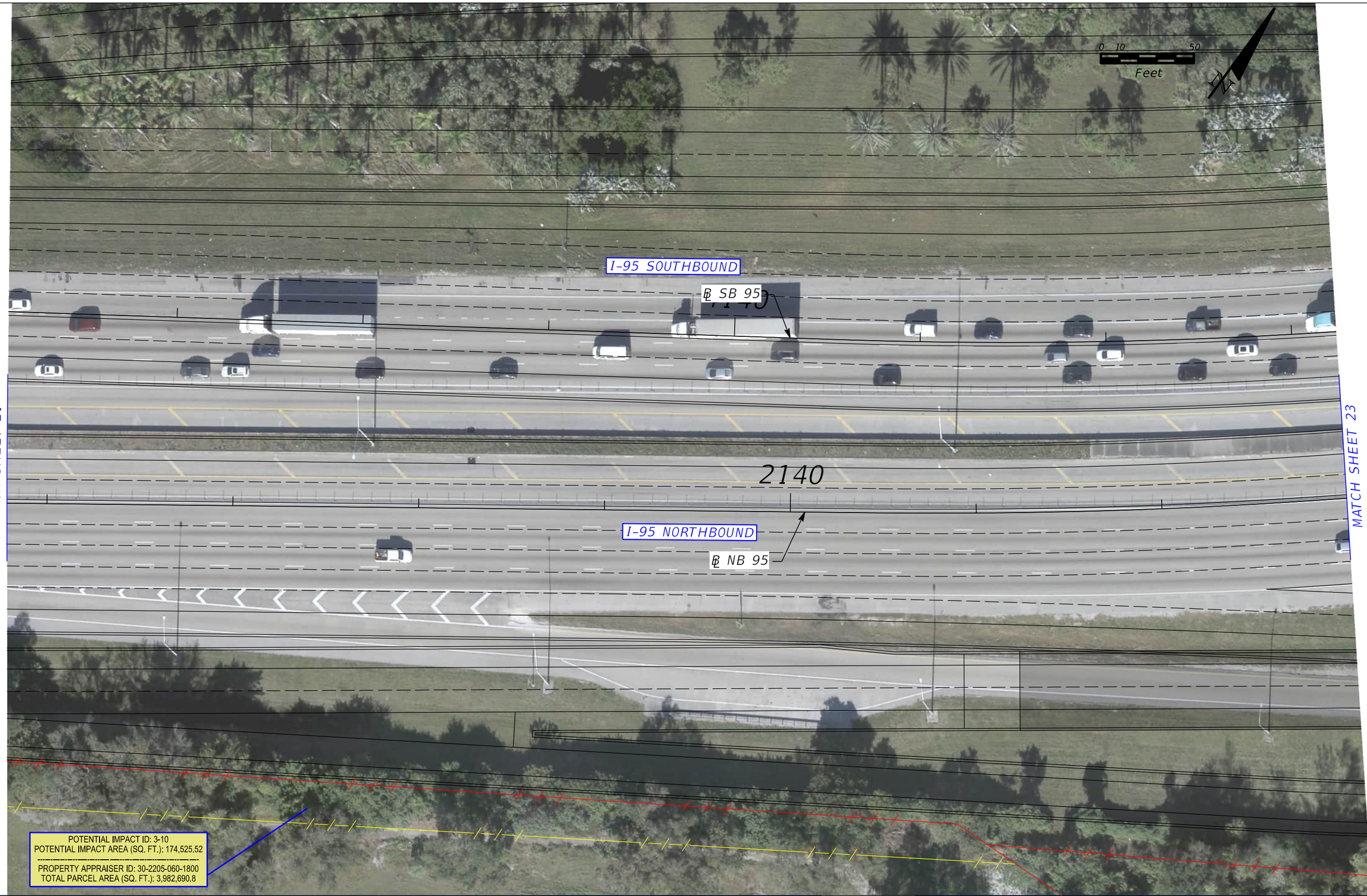
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
21

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95 — I-95/SR 9 PD&E STUDY

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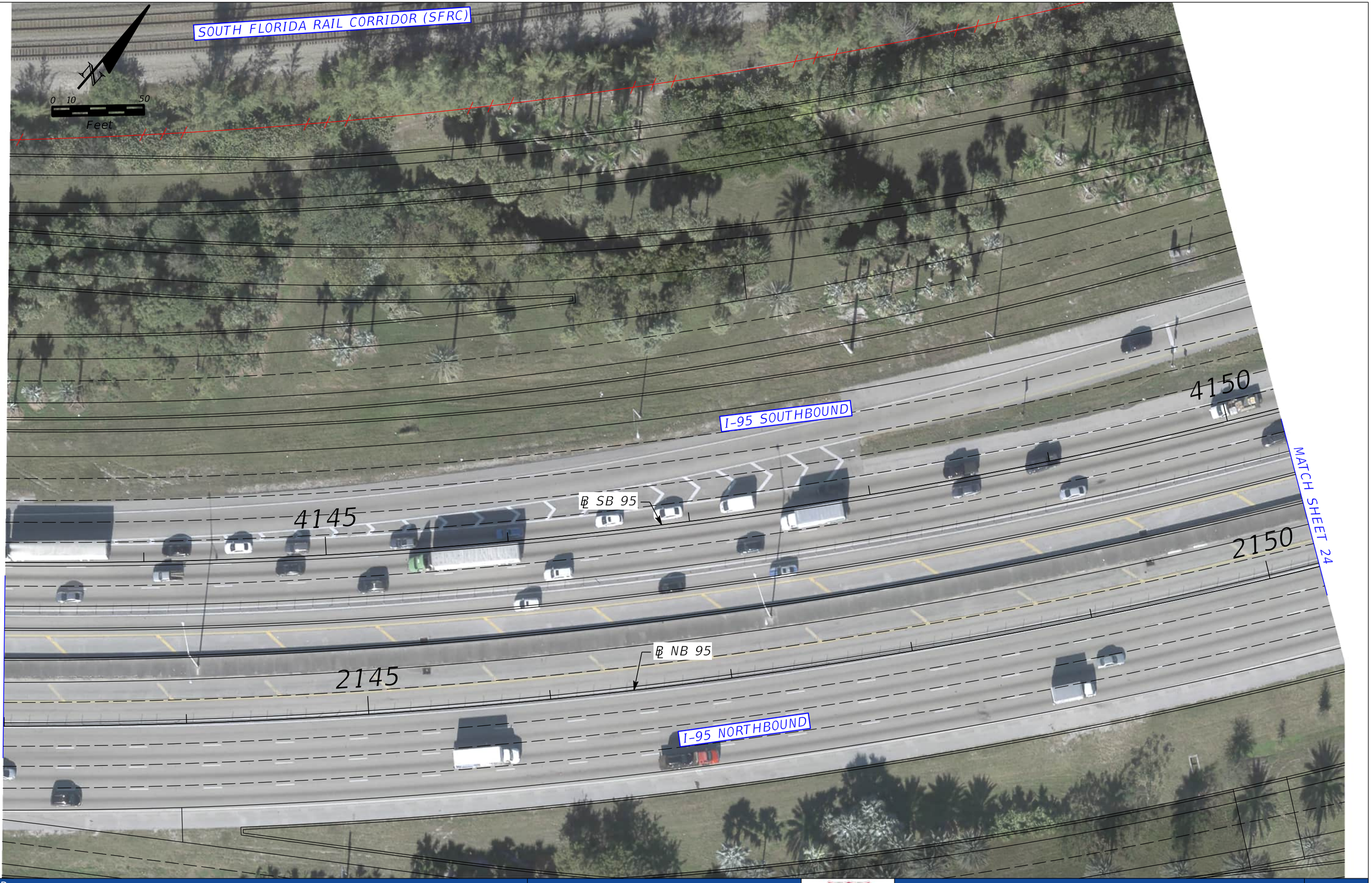
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 22

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- County Boundary
- Parcel Boundary
- Existing R/W
- Proposed R/W
- Existing L/A R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
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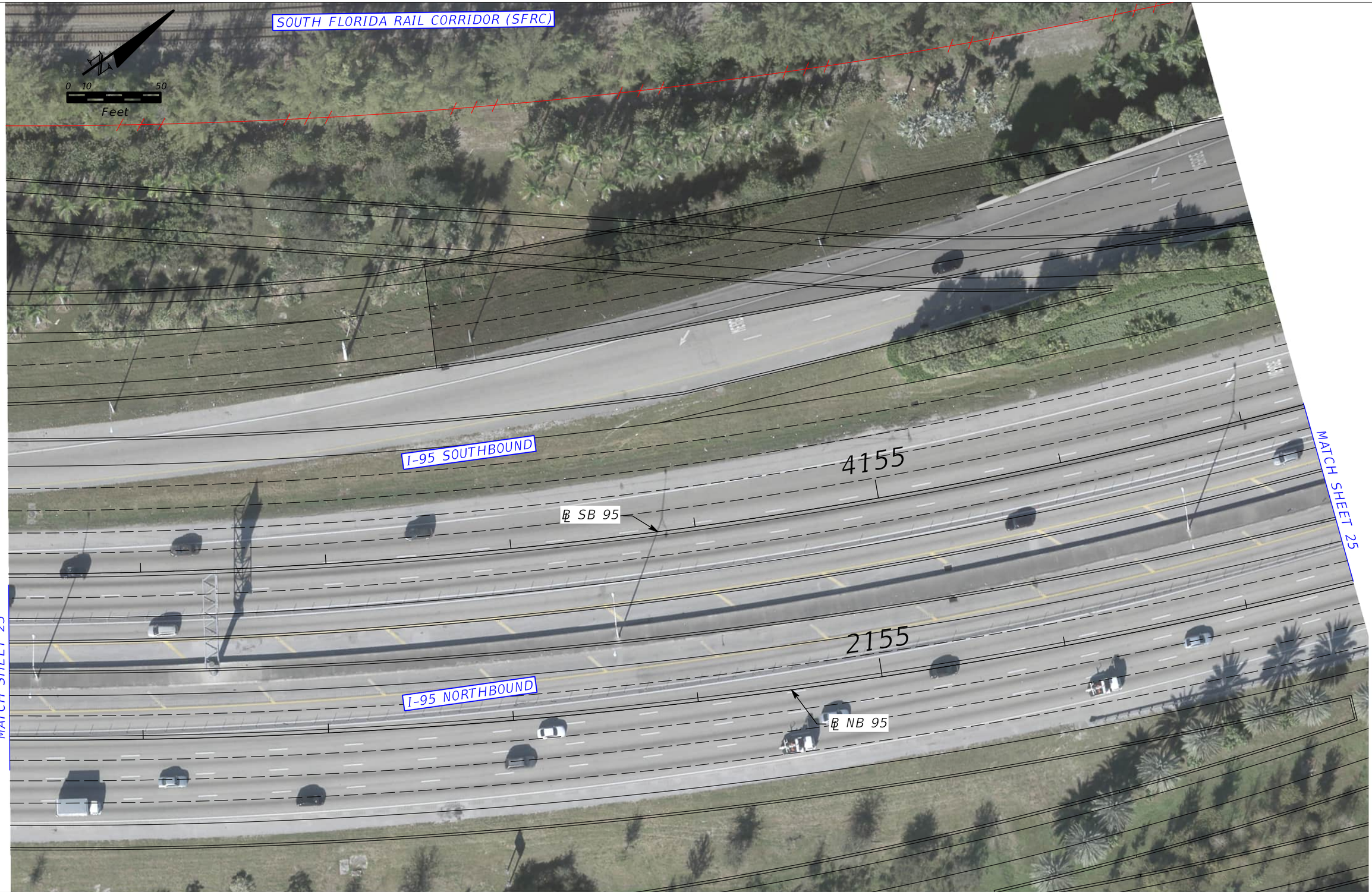
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 23

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment

Existing R/W

Existing L/A R/W

County Boundary

Proposed R/W

Proposed L/A R/W

Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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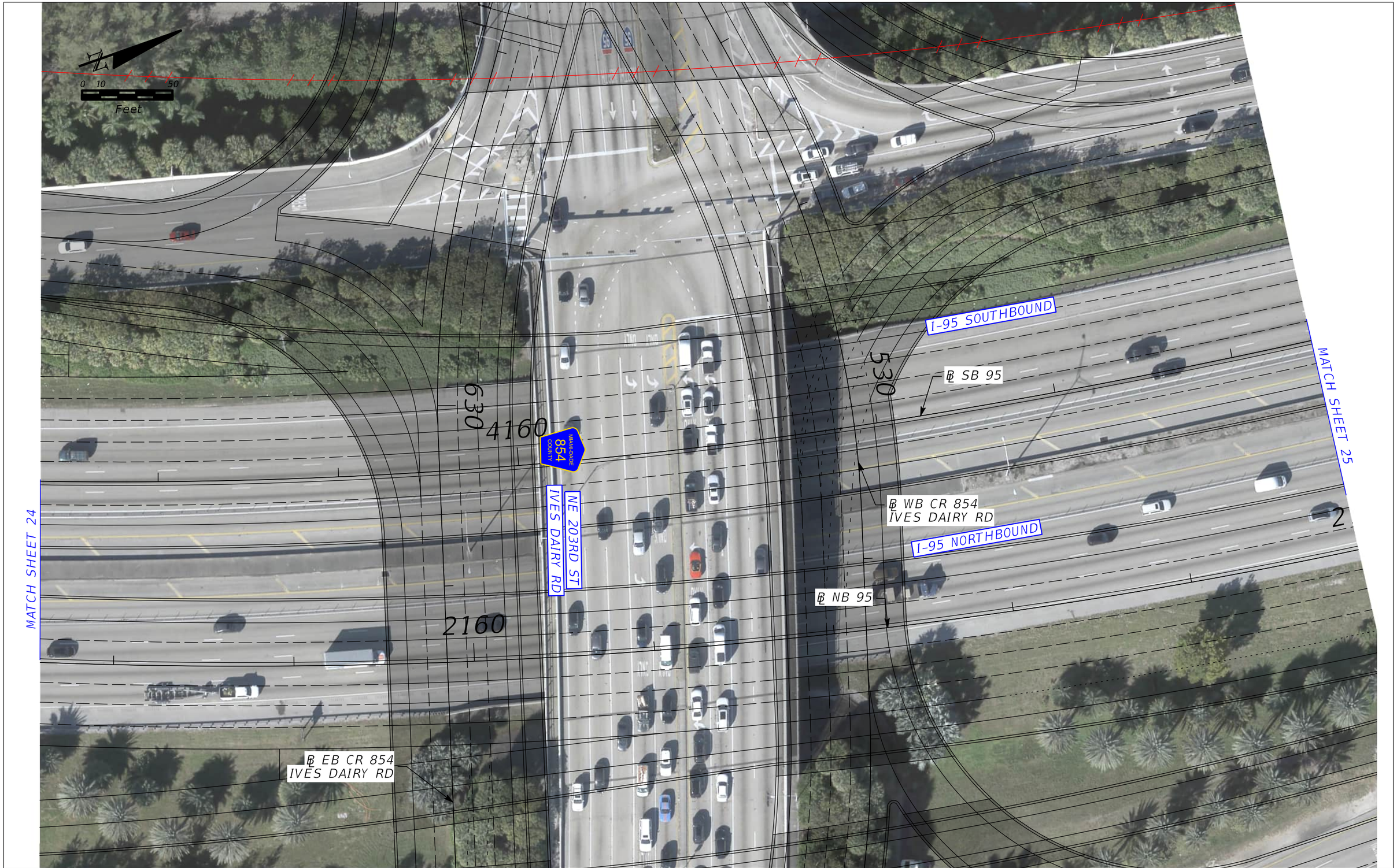
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
24

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment	County Boundary	Parcel Boundary
Existing R/W	Proposed R/W	
Existing L/A R/W	Proposed L/A R/W	

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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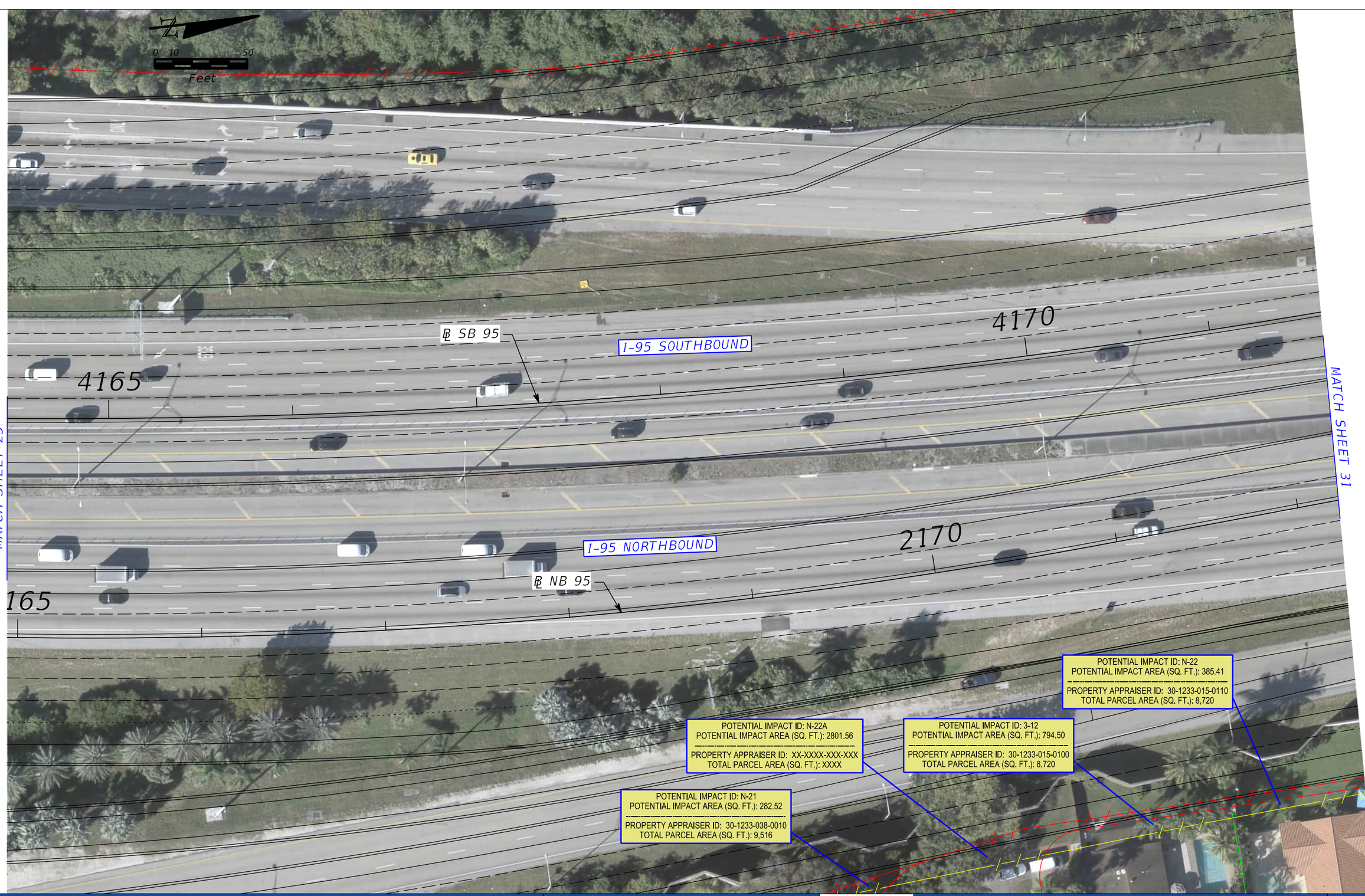
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 25

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112
℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
26

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

MATCH SHEET 22

MATCH SHEET 28

2145

I-95 NORTHBOUND

0 10 50
Feet

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment

Existing R/W

Existing L/A R/W

County Boundary

Proposed R/W

Proposed L/A R/W

Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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INTERSTATE 95
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
27

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
28

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

MATCH SHEET 28

MATCH SHEET 51

℄ EB CR 854
IVES DAIRY RD

NE 203RD ST
IVES DAIRY RD

MIAMI-DADE COUNTY 854

635

0 10 50
Feet

INFORMATION ONLY
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LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
29

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

MATCH SHEET 51

MATCH SHEET 26

POTENTIAL IMPACT ID: N-21
POTENTIAL IMPACT AREA (SQ. FT.): 282.52

PROPERTY APPRAISER ID: 30-1233-038-0010
TOTAL PARCEL AREA (SQ. FT.): 9,516

0 10 50
Feet

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
30

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

MATCH SHEET 51

MATCH SHEET 26

POTENTIAL IMPACT ID: N-22A
POTENTIAL IMPACT AREA (SQ. FT.): 2801.56
PROPERTY APPRAISER ID: XX-XXXX-XXX-XXX
TOTAL PARCEL AREA (SQ. FT.): XXXX

POTENTIAL IMPACT ID: N-22
POTENTIAL IMPACT AREA (SQ. FT.): 385.41
PROPERTY APPRAISER ID: 30-1233-015-0110
TOTAL PARCEL AREA (SQ. FT.): 8,720

POTENTIAL IMPACT ID: 3-12
POTENTIAL IMPACT AREA (SQ. FT.): 794.50
PROPERTY APPRAISER ID: 30-1233-015-0100
TOTAL PARCEL AREA (SQ. FT.): 8,720

POTENTIAL IMPACT ID: N-21
POTENTIAL IMPACT AREA (SQ. FT.): 282.52
PROPERTY APPRAISER ID: 30-1233-038-0010
TOTAL PARCEL AREA (SQ. FT.): 9,516

0 10 50
Feet

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℗ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
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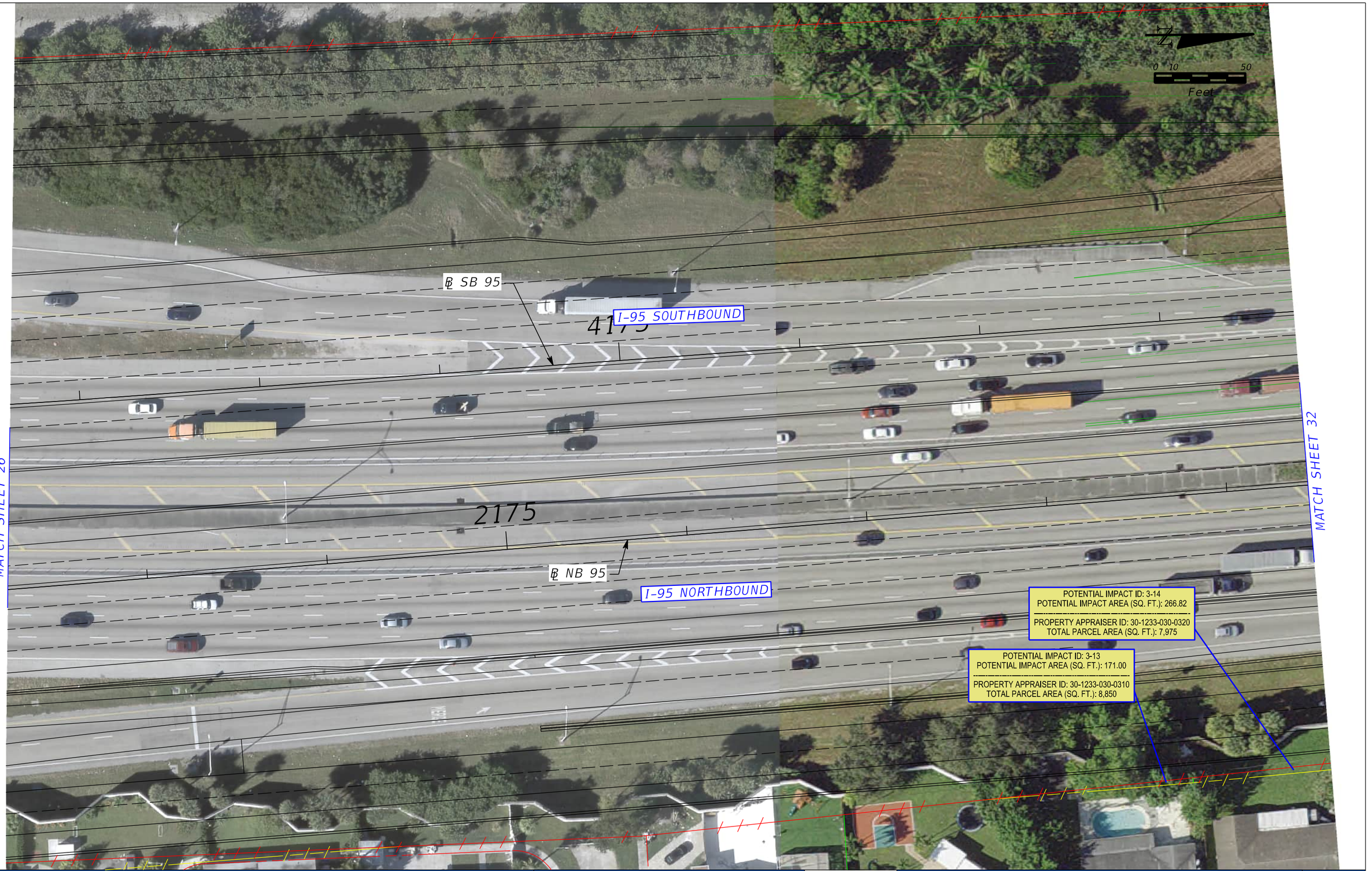
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
30A

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
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LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
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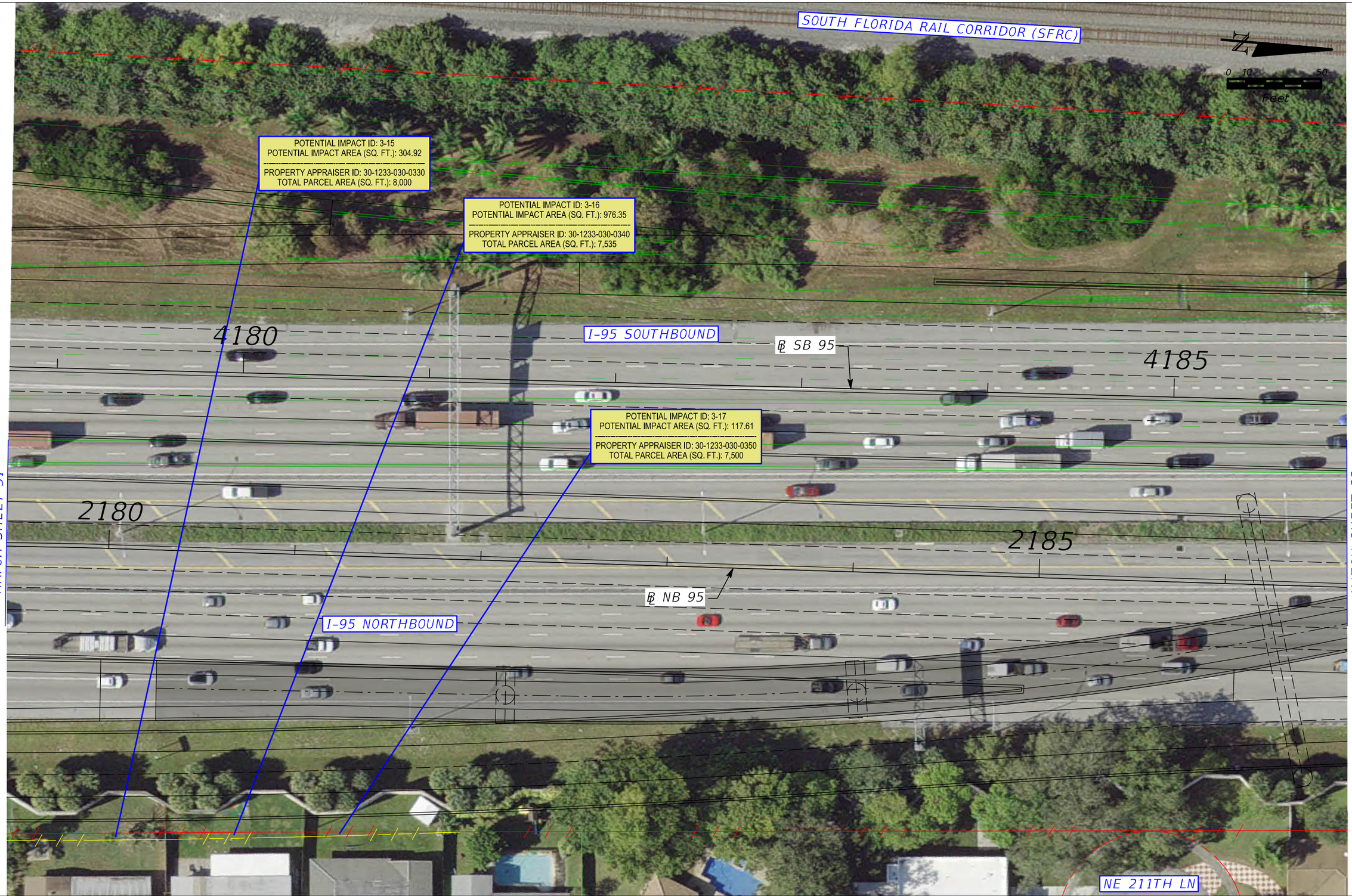
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
31

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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INTERSTATE 95
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I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
32

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

SOUTH FLORIDA RAIL CORRIDOR (SFRC)

N

0 10 50
Feet

I-95 SOUTHBOUND

℄ SB 95

4190

2190

℄ NB 95

I-95 NORTHBOUND

NE 212TH TERR

NE 213TH LN

MATCH SHEET 32

MATCH SHEET 34

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℗ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
33

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
34

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

SOUTH FLORIDA RAIL CORRIDOR (SFRC)

I-95 SOUTHBOUND

℄ SB 95

4205

2205

℄ NB 95

I-95 NORTHBOUND

MATCH SHEET 34

MATCH SHEET 36

N

0 10 50

Feet

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112

℄ or ℄ Alignment

Existing R/W

Existing L/A R/W

County Boundary

Proposed R/W

Proposed L/A R/W

Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95 I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
35

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112

℄ or ℄ Alignment

Existing R/W

Existing L/A R/W

County Boundary

Proposed R/W

Proposed L/A R/W

Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95 — I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
36

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95 I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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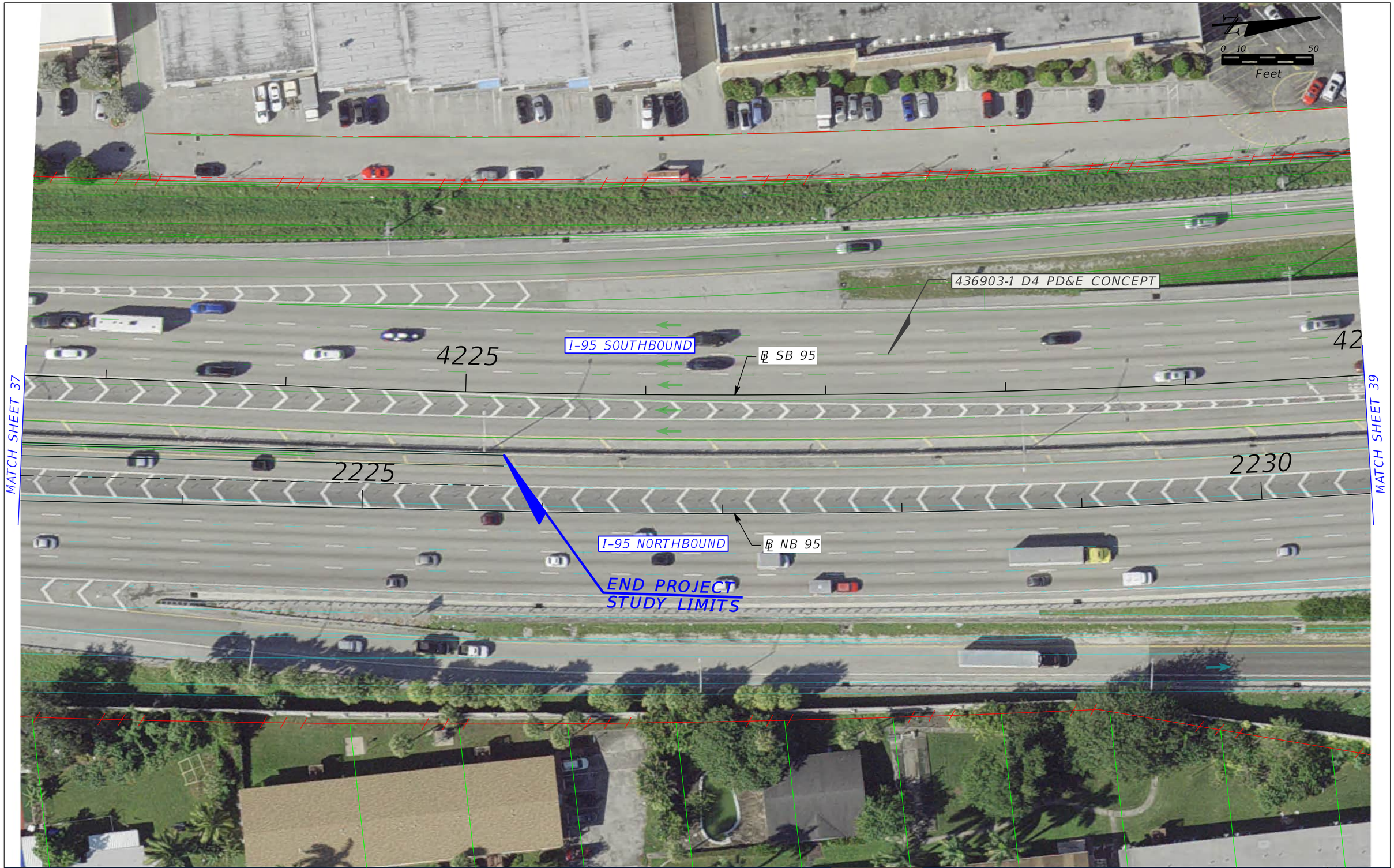
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 37

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
FROM SOUTH OF SR 860/MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT 6
EFFICIENT TRANSPORTATION DECISION MAKING (ETDM) NO.: 14419

ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
38

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
39

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

MATCH SHEET 39

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- County Boundary
- Parcel Boundary
- Existing R/W
- Proposed R/W
- Existing L/A R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 40

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

BEGIN PROJECT STUDY LIMITS

POTENTIAL IMPACT ID: 3-25
POTENTIAL IMPACT AREA (SQ. FT.): 511.39

PROPERTY APPRAISER ID: 30-2206-036-0190
TOTAL PARCEL AREA (SQ. FT.): 781,593

POTENTIAL IMPACT ID: 3-26
POTENTIAL IMPACT AREA (SQ. FT.): 1,324.30

PROPERTY APPRAISER ID: 34-2112-023-0010
TOTAL PARCEL AREA (SQ. FT.): 217,808

200
100

860

205
100

NE 183RD ST
MIAMI GARDENS DR

℄ WB SR 860
MIAMI GARDENS DR

℄ EB SR 860
MIAMI GARDENS DR

MATCH SHEET 42

N

0 10 50
Feet

INFORMATION ONLY
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LEGEND

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- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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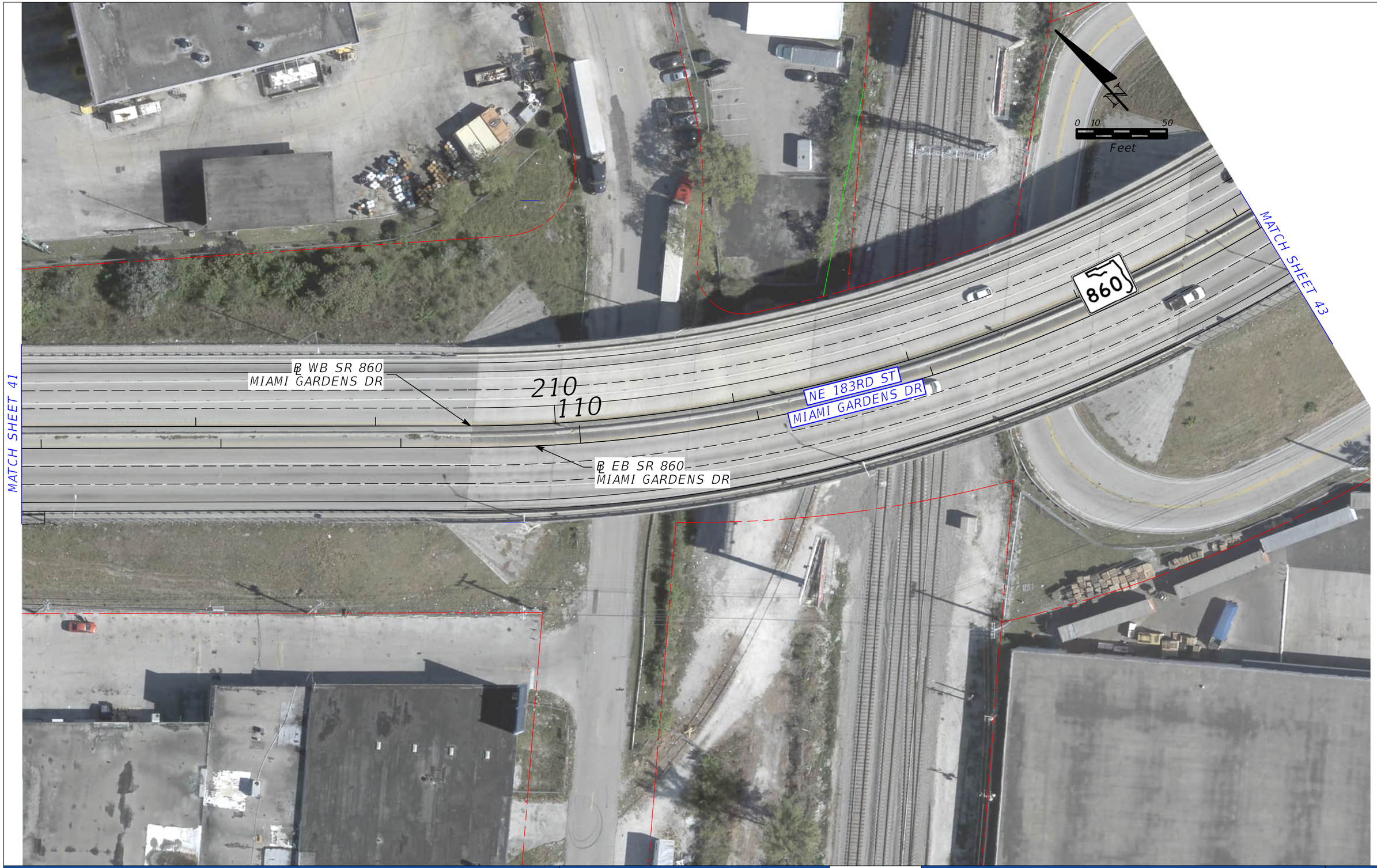
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
41

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment

Existing R/W

Existing L/A R/W

County Boundary

Proposed R/W

Proposed L/A R/W

Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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INTERSTATE 95 I-95/SR 9 PD&E STUDY

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 42

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

N

0 10 50
Feet

400
220
120
215
115

860

℄ WB SR 860
MIAMI GARDENS DR

℄ EB SR 860
MIAMI GARDENS DR

NE 183RD ST
MIAMI GARDENS DR

INTERNAL FDOT ROW TRANSFER

I-95 SOUTHBOUND

I-95 NORTHBOUND

MATCH SHEET 42

MATCH SHEET 7

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
43

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℗ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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INTERSTATE 95
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I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
44

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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INTERSTATE 95
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
44A

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

MATCH SHEET 44

MATCH SHEET 46

POTENTIAL IMPACT ID: 3-28
POTENTIAL IMPACT AREA (SQ. FT.): 5,735.33

PROPERTY APPRAISER ID: 07-2206-004-0070
TOTAL PARCEL AREA (SQ. FT.): 10,822

415

310

420

℄ WB SR 860
MIAMI GARDENS DR

NE 183RD ST
MIAMI GARDENS DR

℄ EB SR 860
MIAMI GARDENS DR

860

POTENTIAL IMPACT ID: 3-27
POTENTIAL IMPACT AREA (SQ. FT.): 5,568.77

PROPERTY APPRAISER ID: 07-2206-004-0320
TOTAL PARCEL AREA (SQ. FT.): 16,507

POTENTIAL IMPACT ID: 3-29
POTENTIAL IMPACT AREA (SQ. FT.):1,109.69

PROPERTY APPRAISER ID: 07-2206-004-0060
TOTAL PARCEL AREA (SQ. FT.): 8,550

POTENTIAL IMPACT ID: 3-30
POTENTIAL IMPACT AREA (SQ. FT.): 680.34

PROPERTY APPRAISER ID: 07-2206-004-0050
TOTAL PARCEL AREA (SQ. FT.): 8,386.2

POTENTIAL IMPACT ID: 3-31
POTENTIAL IMPACT AREA (SQ. FT.): 516.13

PROPERTY APPRAISER ID: 07-2206-004-0040
TOTAL PARCEL AREA (SQ. FT.): 7,500

POTENTIAL IMPACT ID: 3-32
POTENTIAL IMPACT AREA (SQ. FT.): 653.37

PROPERTY APPRAISER ID: 07-2206-004-0030
TOTAL PARCEL AREA (SQ. FT.): 9,120

N

0 10 50
Feet

INFORMATION ONLY
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LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
45

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

POTENTIAL IMPACT ID: 3-32
POTENTIAL IMPACT AREA (SQ. FT.): 653.37
PROPERTY APPRAISER ID: 07-2206-004-0030
TOTAL PARCEL AREA (SQ. FT.): 9,120

POTENTIAL IMPACT ID: 3-33
POTENTIAL IMPACT AREA (SQ. FT.): 678.80
PROPERTY APPRAISER ID: 07-2206-004-0020
TOTAL PARCEL AREA (SQ. FT.): 9,200

POTENTIAL IMPACT ID: 3-34
POTENTIAL IMPACT AREA (SQ. FT.): 282.37
PROPERTY APPRAISER ID: 07-2206-004-0010
TOTAL PARCEL AREA (SQ. FT.): 9,135

POTENTIAL IMPACT ID: 3-35
POTENTIAL IMPACT AREA (SQ. FT.): 27.91
PROPERTY APPRAISER ID: 07-2207-055-0030
TOTAL PARCEL AREA (SQ. FT.): 9,919

POTENTIAL IMPACT ID: 3-36
POTENTIAL IMPACT AREA (SQ. FT.): 2.47
PROPERTY APPRAISER ID: 07-2207-055-0020
TOTAL PARCEL AREA (SQ. FT.): 8,020.98

MATCH SHEET 45

MATCH SHEET 47

℄ WB SR 860
MIAMI GARDENS DR

℄ EB SR 860
MIAMI GARDENS DR

NE 183RD ST
MIAMI GARDENS DR

315

860

425

320

NE 9TH CT

N

0 10 50
Feet

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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INTERSTATE 95
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
46

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

POTENTIAL IMPACT ID: 3-37
POTENTIAL IMPACT AREA (SQ. FT.): 68.40

PROPERTY APPRAISER ID: 07-2207-055-0010
TOTAL PARCEL AREA (SQ. FT.): 8,925

0 10 50
Feet

NE 9TH CT

END PROJECT
STUDY LIMITS

℄ WB SR 860
MIAMI GARDENS DR

430

325

435

NE 183RD ST
MIAMI GARDENS DR

860

℄ EB SR 860
MIAMI GARDENS DR

MATCH SHEET 46

NE 10TH AVE

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- County Boundary
- Parcel Boundary
- Existing R/W
- Proposed R/W
- Existing L/A R/W
- Proposed L/A R/W

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	414964-1-22-01

INTERSTATE 95
I-95/SR 9 PD&E STUDY

I-95/SR 9 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
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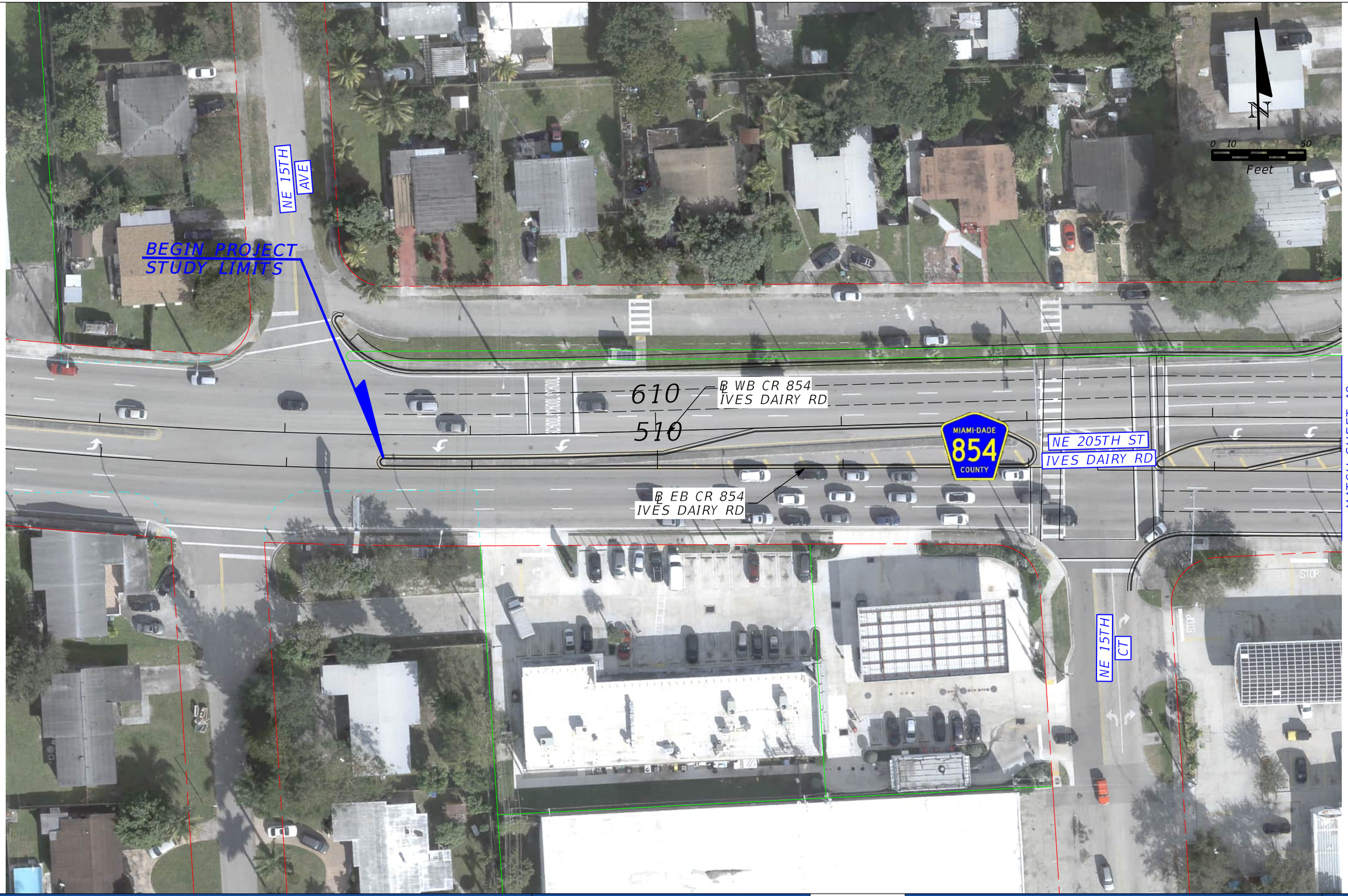
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
47

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
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LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 48

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112 — ℄ or ℄ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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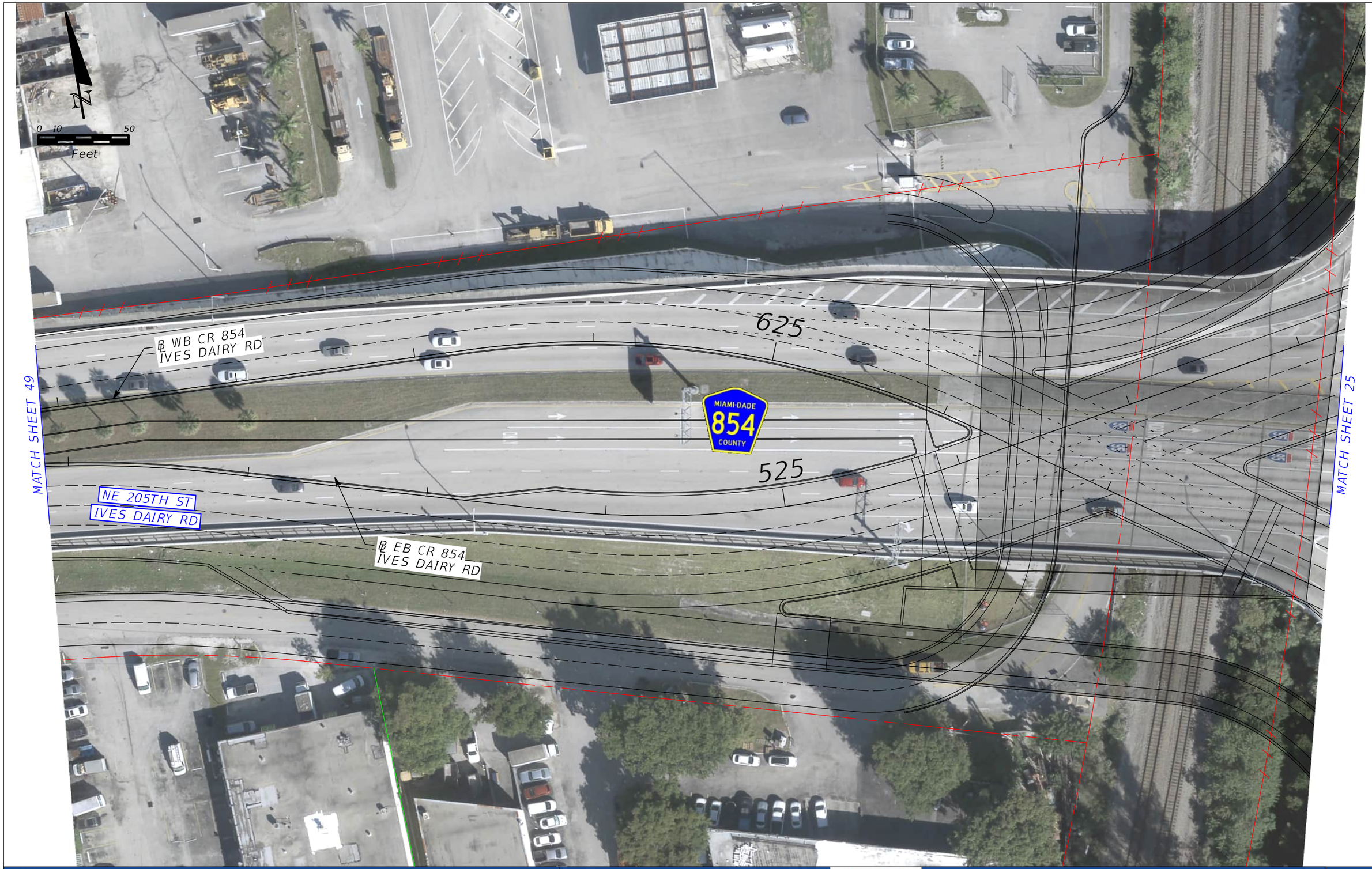
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 49

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
NOT FOR CONSTRUCTION

LEGEND

- 112
- ℄ or ℗ Alignment
- Existing R/W
- Existing L/A R/W
- County Boundary
- Proposed R/W
- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

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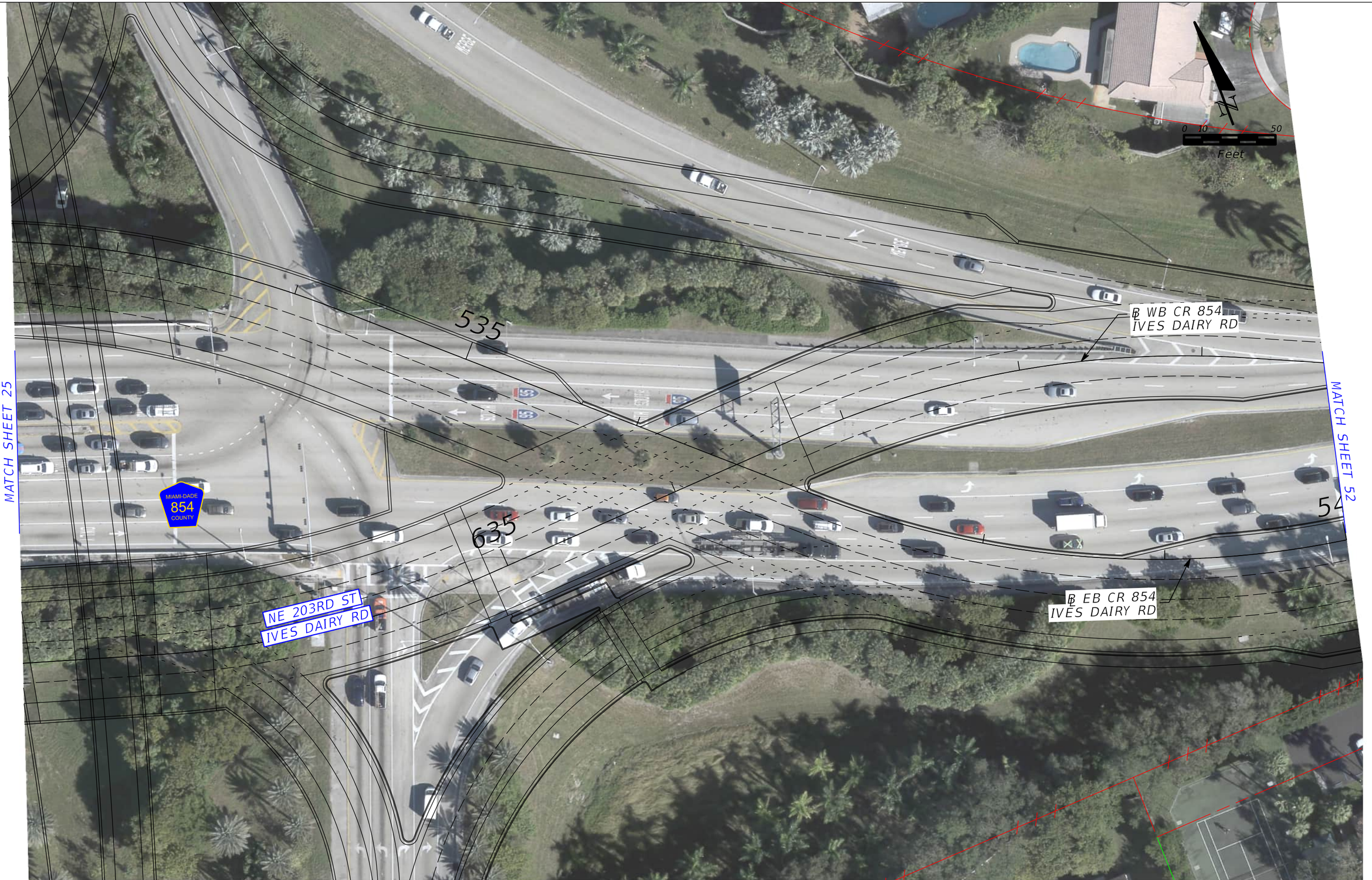
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 50

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



INFORMATION ONLY
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LEGEND

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- Existing L/A R/W
- County Boundary
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- Proposed L/A R/W
- Parcel Boundary

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I-95/SR 9 PD&E STUDY

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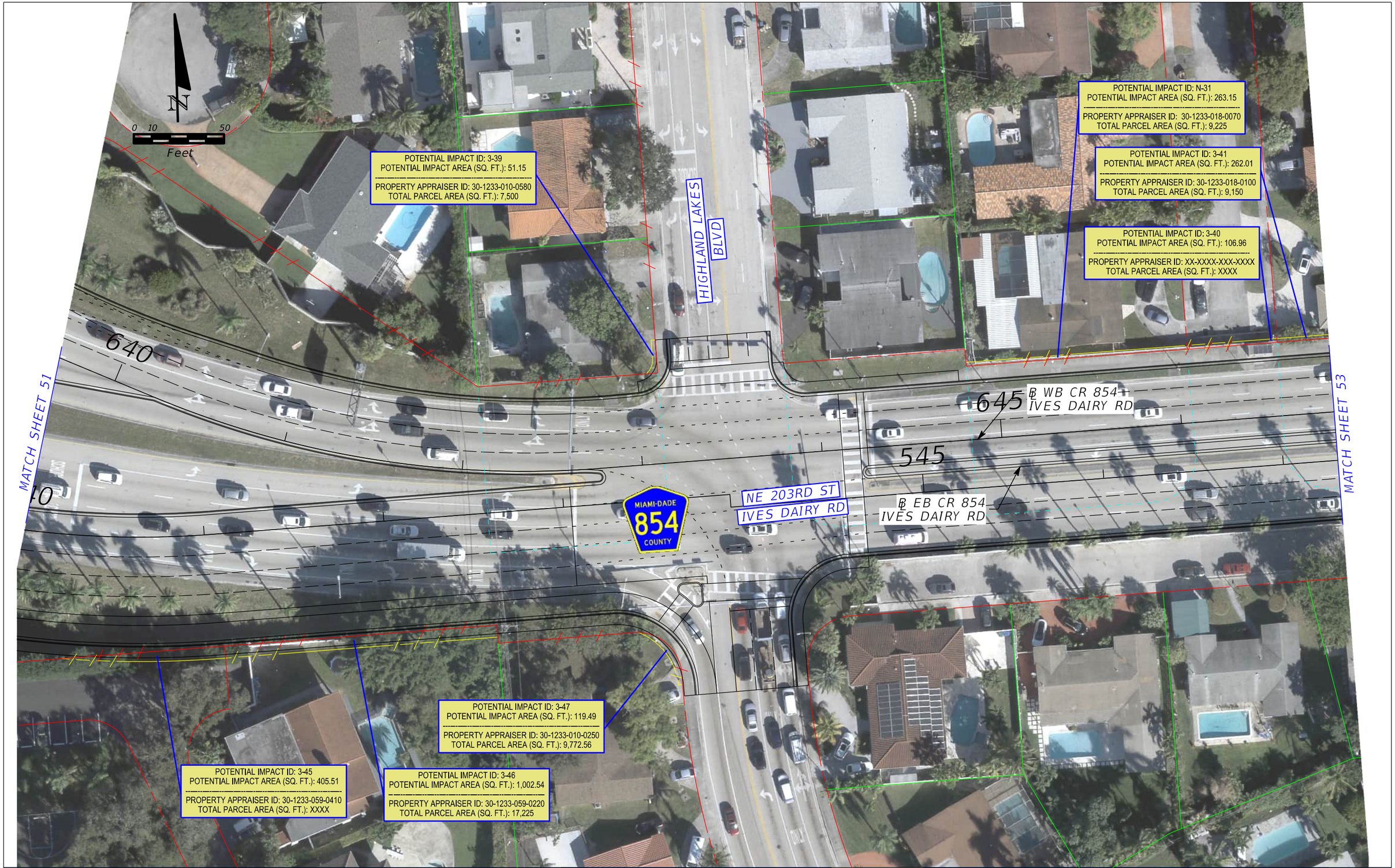
ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
51

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$



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LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
52

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

POTENTIAL IMPACT ID: 3-41
POTENTIAL IMPACT AREA (SQ. FT.): 262.01
PROPERTY APPRAISER ID: 30-1233-018-0100
TOTAL PARCEL AREA (SQ. FT.): 9,150

POTENTIAL IMPACT ID: 3-42
POTENTIAL IMPACT AREA (SQ. FT.): 159.46
PROPERTY APPRAISER ID: 30-1233-028-0170
TOTAL PARCEL AREA (SQ. FT.): 20,250

POTENTIAL IMPACT ID: 3-43
POTENTIAL IMPACT AREA (SQ. FT.): 208.03
PROPERTY APPRAISER ID: 30-1233-028-0180
TOTAL PARCEL AREA (SQ. FT.): 14,580

N

0 10 50
Feet

NE 203RD ST
IVES DAIRY RD

℄ WB CR 854
IVES DAIRY RD

550

MIAMI-DADE
854
COUNTY

℄ EB CR 854
IVES DAIRY RD

MATCH SHEET 52

MATCH SHEET 54

INFORMATION ONLY
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LEGEND

112 ℄ or ℄ Alignment
Existing R/W
Existing L/A R/W
County Boundary
Proposed R/W
Proposed L/A R/W
Parcel Boundary

STATE OF FLORIDA
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO.
53

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

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LEGEND

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- Existing L/A R/W
- County Boundary
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- Proposed L/A R/W
- Parcel Boundary

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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ALTERNATIVE 3
POTENTIAL RIGHT-OF-WAY TAKES

SHEET NO. 54

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

Appendix C – Noise Barrier Recommendations

Begin Project

Begin Noise Barrier I95-E1(b)
Shoulder-Mounted
Length = 1,270-ft, Height = 14-ft
STA 2032+20

Begin Noise Barrier I95-E1(a)
Ground-Mounted
Length = 2,440-ft, Height = 22-ft
STA 2008+00

End Noise Barrier I95-E1(a)
STA 2032+40

I95-E1

HM-95-1
HM-95-2
HM-95-3
HM-95-4
HM-95-5
HM-95-6
HM-95-9
HM-95-10
HM-95-11
HM-95-12
HM-95-17
HM-95-18
HM-95-19
HM-95-20
HM-95-21
HM-95-22

HIGHLAND MANOR

NE 1ST CT
NE 179TH ST
NE 181ST ST
NE 4TH CT
NE 183RD ST
IPCO RD
EAST DR
NE 2ND CT
NE 178TH ST
NE 174TH DR
NE 175TH TER
NE 180TH DR
NE 1ST AVE
NE 174TH ST
NE 2ND AVE
NE 175TH ST
NE 3RD AVE
NE 176TH ST
NE 3RD CT
NE 4TH AVE
NE 177TH ST

0 100 200 400 Feet

Please see Appendix C for Representative Model Receptor details.

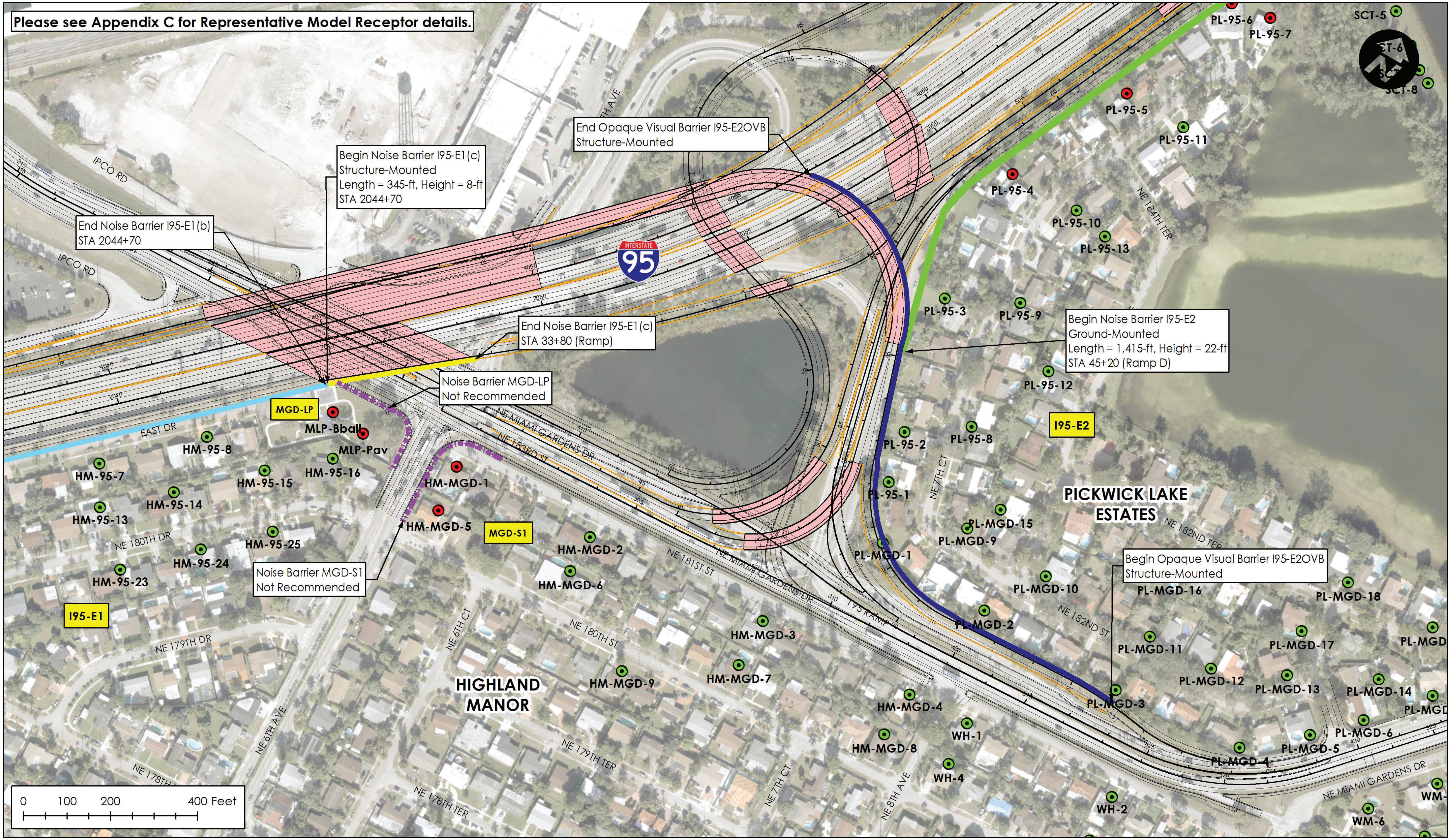
LEGEND

- Proposed Alternative
- Traffic Barrier
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)
- 22-ft Ground-Mounted Noise Barrier
- 14-ft Shoulder-Mounted Noise Barrier

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT DISTRICT VI

PROJECT NO.: 60661171
DRAWING NAME: NOISE BARRIER RECOMMENDATIONS
DWG. NO.: SHEET 1



Please see Appendix C for Representative Model Receptor details.
End Opaque Visual Barrier I95-E2OVB
Structure-Mounted
Begin Noise Barrier I95-E1(c)
Structure-Mounted
Length = 345-ft, Height = 8-ft
STA 2044+70
End Noise Barrier I95-E1(b)
STA 2044+70
End Noise Barrier I95-E1(c)
STA 33+80 (Ramp)
Noise Barrier MGD-LP
Not Recommended
Begin Noise Barrier I95-E2
Ground-Mounted
Length = 1,415-ft, Height = 22-ft
STA 45+20 (Ramp D)
Noise Barrier MGD-S1
Not Recommended
Begin Opaque Visual Barrier I95-E2OVB
Structure-Mounted
95
IPCO RD
EAST DR
NE MIAMI GARDENS DR
NE 183RD ST
NE 180TH DR
NE 181ST ST
NE 179TH DR
NE 180TH ST
NE 179TH TER
NE 178TH TER
NE 6TH AVE
NE 6TH CT
NE 7TH CT
NE 8TH AVE
NE 182ND ST
NE 182ND TER
NE 184TH TER
I-95 RAMP
MGD-LP
MGD-S1
I95-E1
I95-E2
HIGHLAND MANOR
PICKWICK LAKE ESTATES
MLP-Bball
MLP-Pav
HM-95-7
HM-95-8
HM-95-13
HM-95-14
HM-95-15
HM-95-16
HM-95-23
HM-95-24
HM-95-25
HM-MGD-1
HM-MGD-2
HM-MGD-3
HM-MGD-4
HM-MGD-5
HM-MGD-6
HM-MGD-7
HM-MGD-8
HM-MGD-9
PL-95-1
PL-95-2
PL-95-3
PL-95-4
PL-95-5
PL-95-6
PL-95-7
PL-95-8
PL-95-9
PL-95-10
PL-95-11
PL-95-12
PL-95-13
PL-MGD-1
PL-MGD-2
PL-MGD-3
PL-MGD-4
PL-MGD-5
PL-MGD-6
PL-MGD-9
PL-MGD-10
PL-MGD-11
PL-MGD-12
PL-MGD-13
PL-MGD-14
PL-MGD-15
PL-MGD-16
PL-MGD-17
PL-MGD-18
WH-1
WH-2
WH-4
WM-6
SCT-5
SCT-8
0 100 200 400 Feet

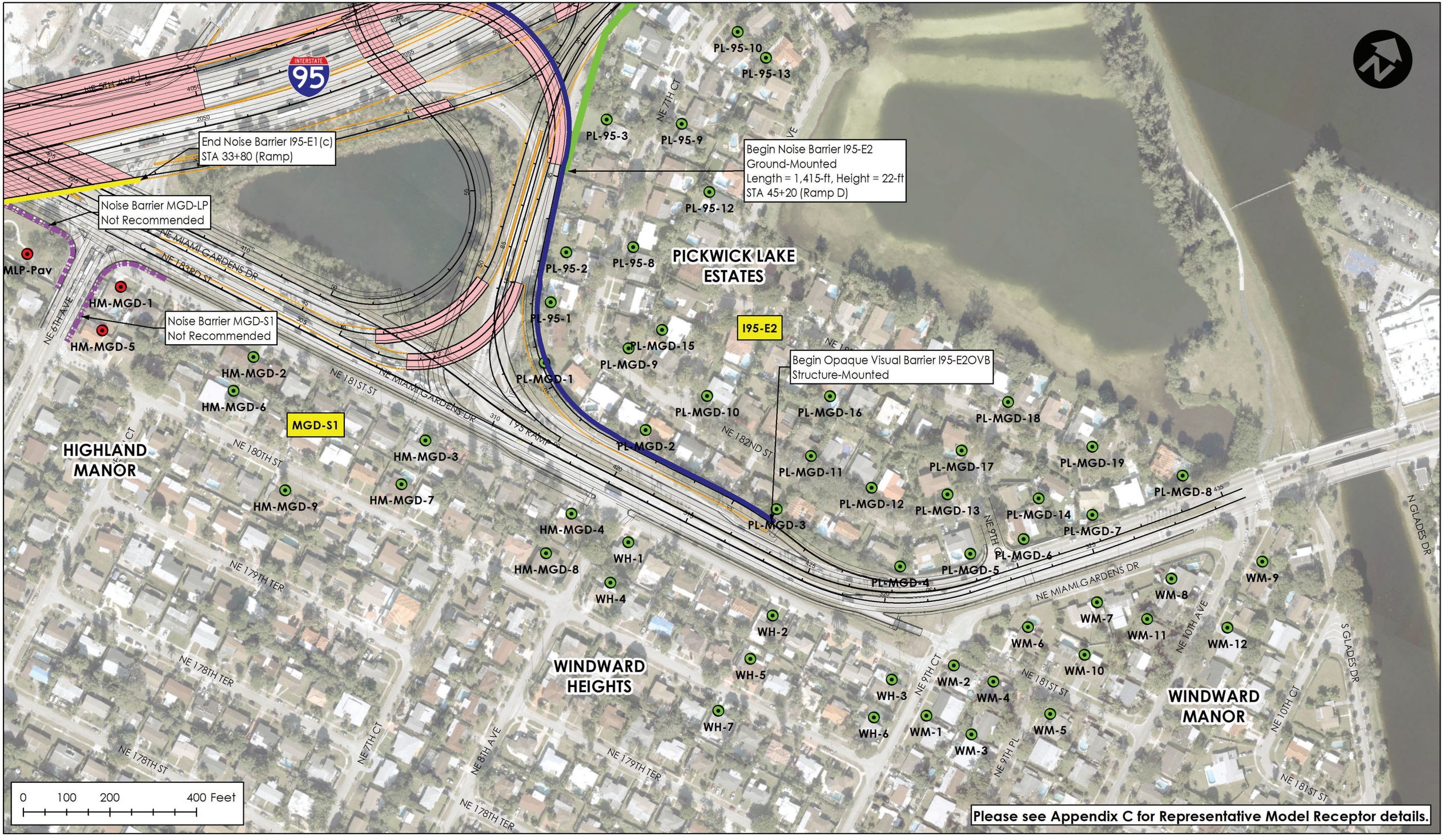
LEGEND

- Proposed Alternative
- Traffic Barrier
- Bridge
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)
- 8-ft Structure-Mounted Noise Barrier
- 8-ft Opaque Visual Barrier
- 14-ft Shoulder-Mounted Noise Barrier
- 22-ft Ground-Mounted Noise Barrier
- Not Recommended Noise Barrier

I-95
FROM S OF MIAMI GARDENS DRIVE
TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT
DISTRICT VI

PROJECT NO.:	60661171
DRAWING NAME:	NOISE BARRIER RECOMMENDATIONS
DWG. NO.:	SHEET 2



LEGEND

- Proposed Alternative
- Traffic Barrier
- Bridge
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)
- 8-ft Structure-Mounted Noise Barrier
- 22-ft Ground-Mounted Noise Barrier
- 8-ft Opaque Visual Barrier
- Not Recommended Noise Barrier

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT DISTRICT VI

PROJECT NO.:	60661171
DRAWING NAME:	NOISE BARRIER RECOMMENDATIONS
DWG. NO.:	SHEET 3

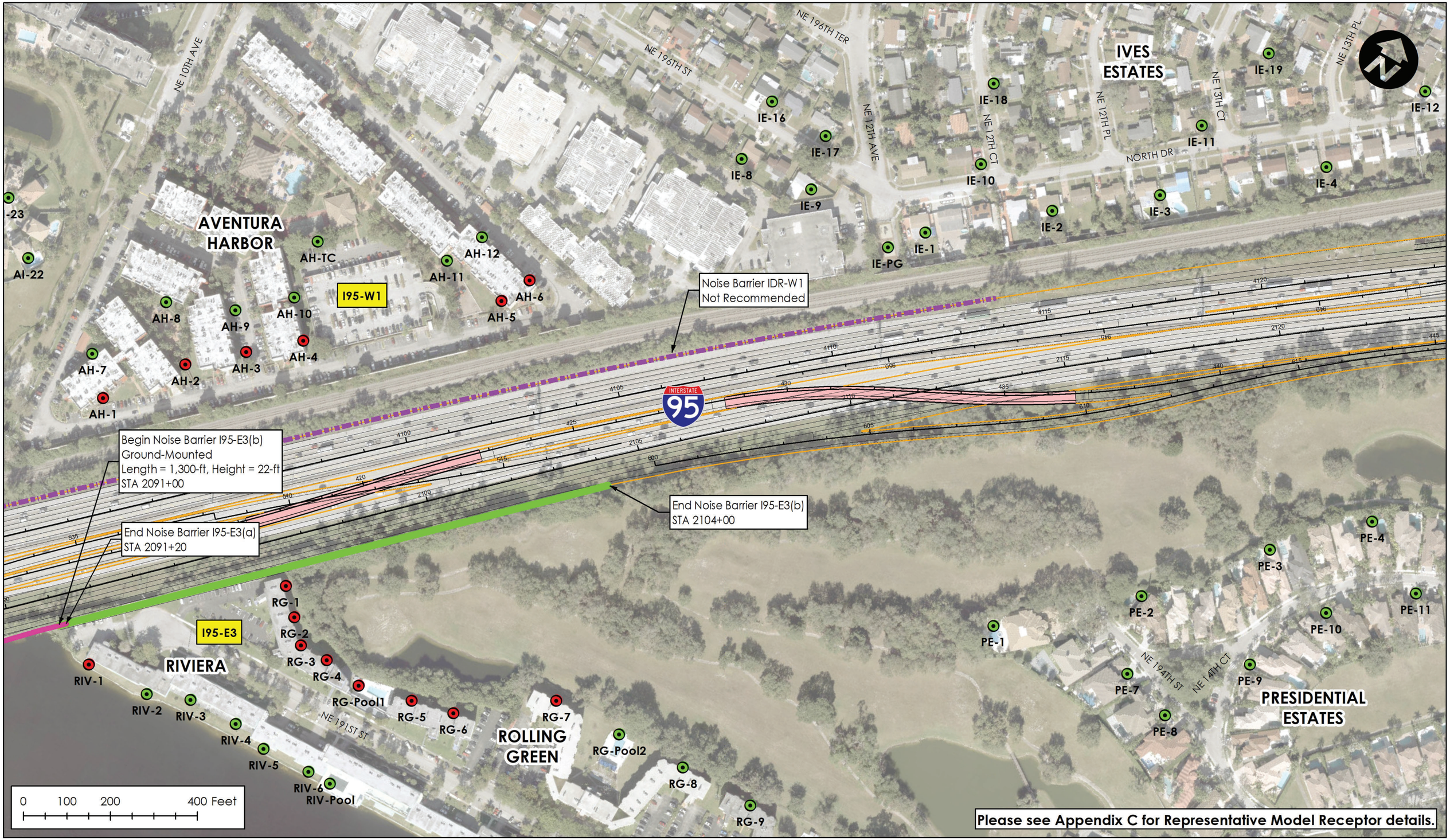
LEGEND

- Proposed Alternative
- Traffic Barrier
- Bridge
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)
- 14-ft Structure-Mounted Noise Barrier
- 22-ft Ground-Mounted Noise Barrier
- Not Recommended Noise Barrier

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT DISTRICT VI

PROJECT NO.: 60661171
DRAWING NAME: NOISE BARRIER RECOMMENDATIONS
DWG. NO.: SHEET 4



LEGEND

- Proposed Alternative
- Traffic Barrier
- Bridge
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)
- 14-ft Structure-Mounted Noise Barrier
- 22-ft Ground-Mounted Noise Barrier
- Not Recommended Noise Barrier

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT DISTRICT VI

PROJECT NO.: 60661171
DRAWING NAME: NOISE BARRIER RECOMMENDATIONS
DWG. NO.: SHEET 5

LEGEND

- Proposed Alternative
- Bridge
- Traffic Barrier
- Representative Model Receptor (Non-Impacted)

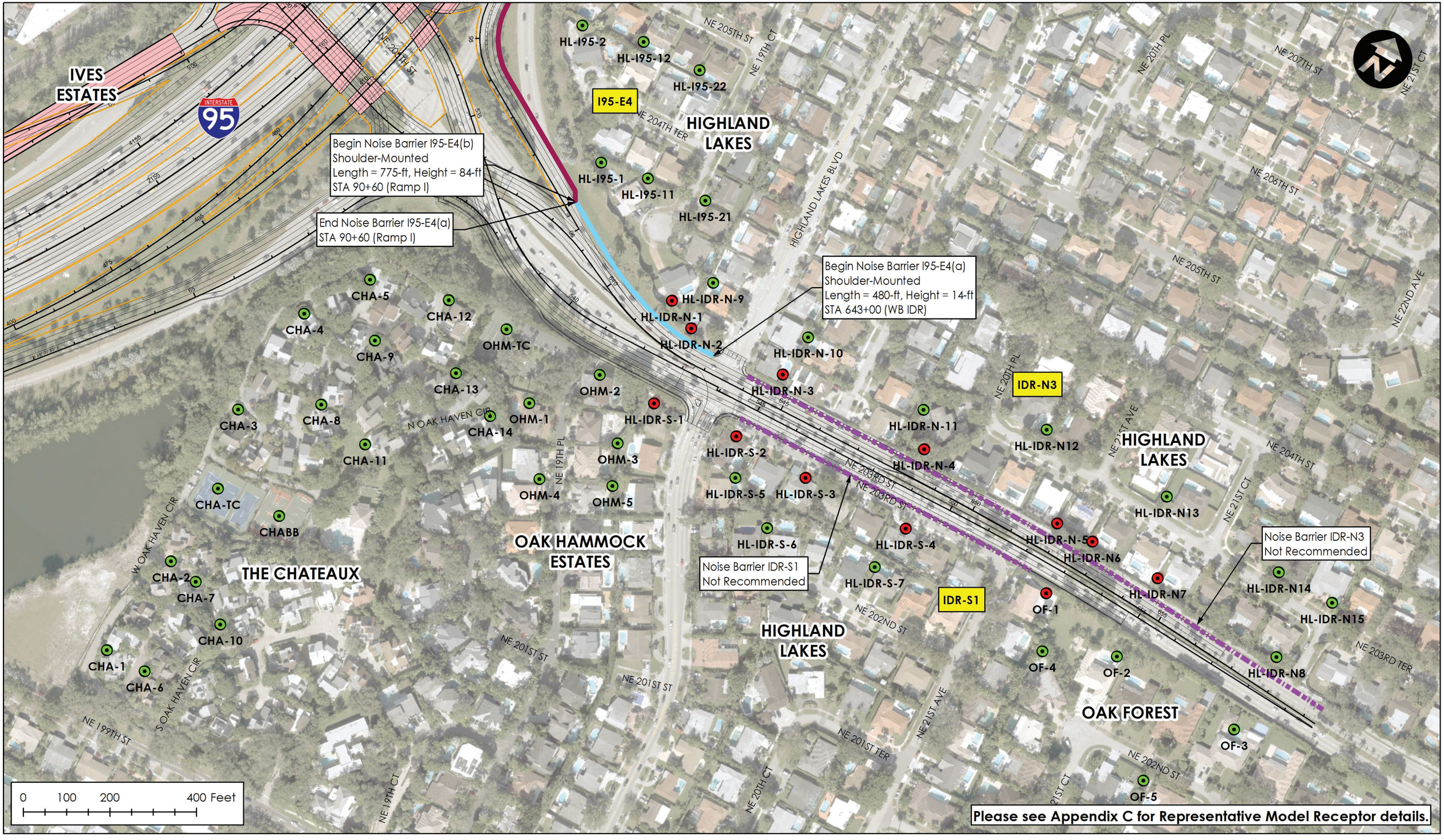
I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT DISTRICT VI

PROJECT NO.: 60661171

DRAWING NAME: NOISE BARRIER RECOMMENDATIONS

DWG. NO.: SHEET 6



LEGEND

- Proposed Alternative
- Traffic Barrier
- Bridge
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)
- 8-ft Shoulder-Mounted Noise Barrier
- 14-ft Shoulder-Mounted Noise Barrier
- Not Recommended Noise Barrier

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT DISTRICT VI

PROJECT NO.: 60661171
DRAWING NAME: NOISE BARRIER RECOMMENDATIONS
DWG. NO.: SHEET 7

Please see Appendix C for Representative Model Receptor details.

Begin Noise Barrier I95-E4(d)
Shoulder-Mounted
Length = 1,715-ft, Height = 22-ft
STA 811+00 (Ramp M)

End Noise Barrier I95-E4(c)
STA 811+20 (Ramp M)

Noise Barrier IDR-N1
Not Recommended

Noise Barrier IDR-N2
Not Recommended

Begin Noise Barrier I95-E4(c)
Structure-Mounted
Length = 1,435-ft, Height = 14-ft
STA 75+00 (Ramp I)

End Noise Barrier I95-E4(b)
STA 75+00 (Ramp I)

MURRAY HOMES

IVES ESTATES PARK

HIGHLAND LAKES

MH-1
MH-2
MH-3
MH-4
MH-5
MH-6
MH-7
LDDC-PG

HL-I95-6
HL-I95-16
HL-I95-26
HL-I95-5
HL-I95-15
HL-I95-25
HL-I95-4
HL-I95-14
HL-I95-24
HL-I95-3
HL-I95-13
HL-I95-23
HL-I95-2
HL-I95-12
HL-I95-22

I95-E4

NE 15TH AVE
NE 206TH ST
NE 16TH AVE
NE 15TH CT
NE 205TH TER
NE 205TH ST
NE 15TH CT
NE 16TH PL
NE 18TH CT
NE 211TH ST
NE 208TH TER
NE 207TH ST
NE 206TH ST
NE 19TH CT
NE 19TH AVE
NE 205TH ST
HIGHLAND LAKES BLVD

0 100 200 400 Feet

LEGEND

- Proposed Alternative
- Traffic Barrier
- Bridge
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)
- 8-ft Shoulder-Mounted Noise Barrier
- 14-ft Structure-Mounted Noise Barrier
- 22-ft Shoulder-Mounted Noise Barrier
- Not Recommended Noise Barrier

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT DISTRICT VI

PROJECT NO.: 60661171
DRAWING NAME: NOISE BARRIER RECOMMENDATIONS
DWG. NO.: SHEET 8

Please see Appendix C for Representative Model Receptor details.

PL-9
PL-5
PL-1
Soccer-W
Soccer-E
End Noise Barrier I95-E4(d)
STA 2197+00
RLG-2
RLG-8
RO-LEN GARDENS
RLG-1
RLG-7
RLG-12
HL-I95-10
HL-I95-20
HL-I95-30
NE 214TH TER
NE 215TH ST
IVES ESTATES PARK
FBall-W
FBall-E
INTERSTATE 95
HL-I95-9
HL-I95-19
HL-I95-29
NE 19TH AVE
I95-E4
BballOut-W
BballOut-E
HL-I95-8
NE 212TH TER
HL-I95-18
HL-I95-28
NE 213TH TER
HIGHLAND LAKES
NE 211TH LN
NE 18TH PL
NE 19TH CT
NE 20TH AVE
PG-W
PG-E
HL-I95-7
HL-I95-17
NE 18TH CT
NE 211TH TER

0 100 200 400 Feet

LEGEND

- Proposed Alternative
- Traffic Barrier
- Bridge
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)
- 22-ft Shoulder-Mounted Noise Barrier

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT DISTRICT VI

PROJECT NO.: 60661171
DRAWING NAME: NOISE BARRIER RECOMMENDATIONS
DWG. NO.: SHEET 9

Please see Appendix C for Representative Model Receptor details.

LEGEND

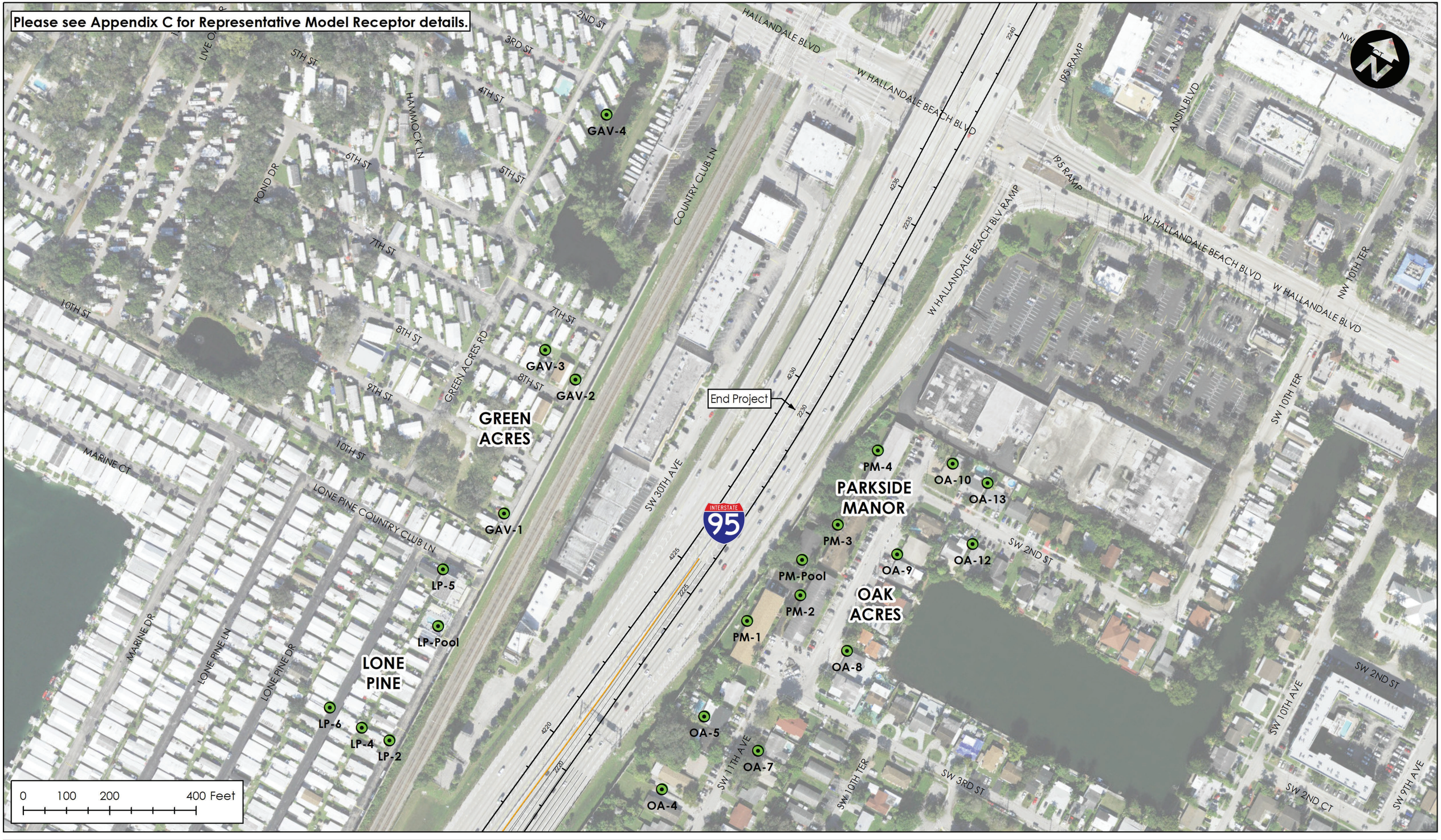
- Proposed Alternative
- Traffic Barrier
- Common Noise Environment
- Representative Model Receptor (Impacted)
- Representative Model Receptor (Non-Impacted)

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT
DISTRICT VI

PROJECT NO.: 60661171
DRAWING NAME: NOISE BARRIER RECOMMENDATIONS
DWG. NO.: SHEET 10

Please see Appendix C for Representative Model Receptor details.



LEGEND

Proposed Alternative

Traffic Barrier

Representative Model Receptor (Non-Impacted)

I-95
FROM S OF MIAMI GARDENS DRIVE TO N OF BROWARD COUNTY LINE
FPID: 414964-1-22-01 / ETDM: 14419

FDOT
DISTRICT VI

PROJECT NO.: 60661171

DRAWING NAME: NOISE BARRIER RECOMMENDATIONS

DWG. NO.: SHEET 11