

I-595 PROJECT IMPLEMENTATION STRATEGY

1.) Major 'Bottleneck' Locations

- ***I-95/I-595 Interchange Phase I - Construction FY 09/10
Southbound to Westbound and Northbound to Westbound
ramp improvements***
- ***SR 84 Westbound Continuous Connection -
Construction FY 09/10***
- ***136th Avenue Slip Ramp Reliever -
Construction FY 07/08***

- ***University Dr NB to I-595 WB
Ramp Braid/Rebuild Flyovers***

- ***NB-EB Turnpike
Improvements***

- ***SB Turnpike
Ramp Improvements***

2a.) Transit Production - Alternatives Analysis Study

2b.) Reversible Lane Production - NEPA Process

- ***I-595 Eastbound to
Turnpike Improvements***

3.) Ramp Operational Efficiency Improvements (Isolated 'Bottlenecks')

- ***Pine Island to Nob hill
Ramp braid***
- ***Nob Hill to Pine Island
Ramp Braid***
- ***Hiatus to Flamingo
Ramp Braid***
- ***Flamingo to Hiatus
Ramp Braid***

4.) Remaining Ultimate Project Buildout

- ***Collector-Distributor System from I-95 to Davie Rd.***
- ***I-95/I-595 Interchange - Phase II***
- ***Flyovers on SR 84 west of University Drive***

I-595 SEGMENTATION MATRIX

PROJECT	ENVIRONMENTAL REQUIREMENT	IMR / IJR IOAR	NEED	CONSTRUCTION (MILLIONS)	R/W (MILLIONS)	ISSUES
I-95 / I-595 Interchange Improvements	EA	IMR	OPERATIONAL	25.0	23.0	1) Navigable Waters 2) Impacts to Approved Mitigation Area 3) Wetland Impacts
SW 136th Slip Ramp	PROGRAMATIC CATX OR FHWA LETTER	IOAR	↑	1.5		
Pine Island to Nob hill Ramp Resequencing	CATX TYPE II	↑		6.0		1) Noise
Pine Island to Nob hill Ramp braid	↑			4.0		1) Noise
Nob Hill to Pine Island Ramp Resequencing	↑			6.0		1) Noise
Nob Hill to Pine Island Ramp Braid	↑			4.0	5.0	1) Noise
Hiatus to Flamingo Ramp Resequencing	↑			6.0		1) Noise
Hiatus to Flamingo Ramp Braid	↑			4.0		1) Noise
Flamingo to Hiatus Ramp Resequencing	↓			3.0 / 3.0		1) Noise
Flamingo to Hiatus Ramp Braid	CATX TYPE II	↓		4.0	5.0	1) Noise
University Dr NB to I-595 WB Ramp Braid/Flyover	CATX TYPE II	IOAR		7.0		1) Noise
NB-EB Turnpike Improvements	EA	IOAR*	↓	10.0	4.0	1) SuperFund Site
WB-NB Turnpike Improvements	CATX TYPE II	IMR*	OPERATIONAL	33.0		1) Noise 2) Navigable Waterway
SB Turnpike Ramp Improvements	CATX TYPE II	IOAR*	CAPACITY	15.0		1) Noise
I-595 CD System to Turnpike Improvements	EA	SYSTEM IMR	CAPACITY	25.0		1) Noise 2) Navigable Waterway 3) Wetland Impacts
Reversible lanes	EA	SYSTEM IMR / IOAR	CAPACITY	54.0		1) Noise
I-595 Causeway	EA	IOAR	CAPACITY	61.5	23.0	1) Navigable Waterway 2) Wetland Impacts 3) Impacts to an Approved Mitigation Area
I-595 Eastbound to Turnpike Improvements	CATX TYPE II	IOAR	CAPACITY	5.0		1) Wetland Impacts 2) Waters of the State
Rail	DEIS	ALTERNATIVE ANALYSIS	CAPACITY	381.6	50.1	

* May be completed as one analysis