

WELCOME!

Presentation begins at 6:30 p.m.



www.gmx-way.com

Public Hearing

**SR 924 / Gratigny Parkway and
NW 67th Avenue/Ludlam
Road Partial Interchange**

GMX Project: 92408

ETDM NO.: 14342

June 24, 2026



GREATER MIAMI EXPRESSWAY

Public Hearing Purpose

- Share information with the public about
 - The proposed improvements;
 - Its conceptual design;
 - All alternatives under study; and
 - The potential beneficial and adverse social, economic, and environmental impacts upon the community.
- Serves as an official forum for the public to express their opinions and concerns regarding the project.

Meeting Format

1

Open House

2

Presentation

3

Comment
Period



Title VI Non-discrimination

The Greater Miami Expressway Agency is required to comply with various **non-discrimination laws and regulations**, including **Title VI of the Civil Rights Act of 1964**.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express concerns about Title VI may do so by contacting:

Mayra Diaz, Senior Planning Manager

Phone: 305-637-3277

Email: mdiaz@gmx-way.com

Tere Garcia, Public Information Officer

Phone: 786-277-9292

Email: tgarcia@gmx-way.com

**Greater Miami Expressway Agency
3790 NW 21 Street, Miami, FL 33142
www.mdxway.com**

Laws and Regulations

This public hearing is being held in accordance with:

- **Section 120.525, F.S.** – Meetings, hearings, and workshops
- **Section 286.011, F.S.** – Government in the Sunshine Law
- **Section 335.199, F.S.** – Transportation projects modifying access to adjacent property
- **Section 339.155, F.S.** – Transportation planning
- **Section 421.55, F.S.** – Relocation of displaced persons, the Federal Highway Administration's Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended and the Florida Department of Transportation (FDOT), Right of Way Procedures Manual.
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and Other Nondiscrimination Laws
- **40 CFR Part 1506**, Other Requirements of **NEPA**

About the Project

- GMX Strategic Master Plan identified core principles to improve transportation: introducing technology, identifying new approaches to mobility, and investing in key projects.
- One of the projects identified was the evaluation of a new partial interchange at SR 924/Gratigny and NW 67th Avenue / Ludlam Road.

What is a PD&E Study?

TRANSPORTATION DELIVERY PROCESS

1 PLANNING

2 PROJECT DEVELOPMENT AND
ENVIRONMENT STUDY (PD&E)

3 DESIGN

4 RIGHT OF WAY

5 CONSTRUCTION

6 MAINTENANCE

A PD&E Study is a comprehensive study that evaluates social, economic, and environmental potential impacts associated with a proposed transportation improvement and incorporates public input so GMX can make an informed decision on the improvement.

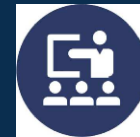
WHAT IS INVOLVED?



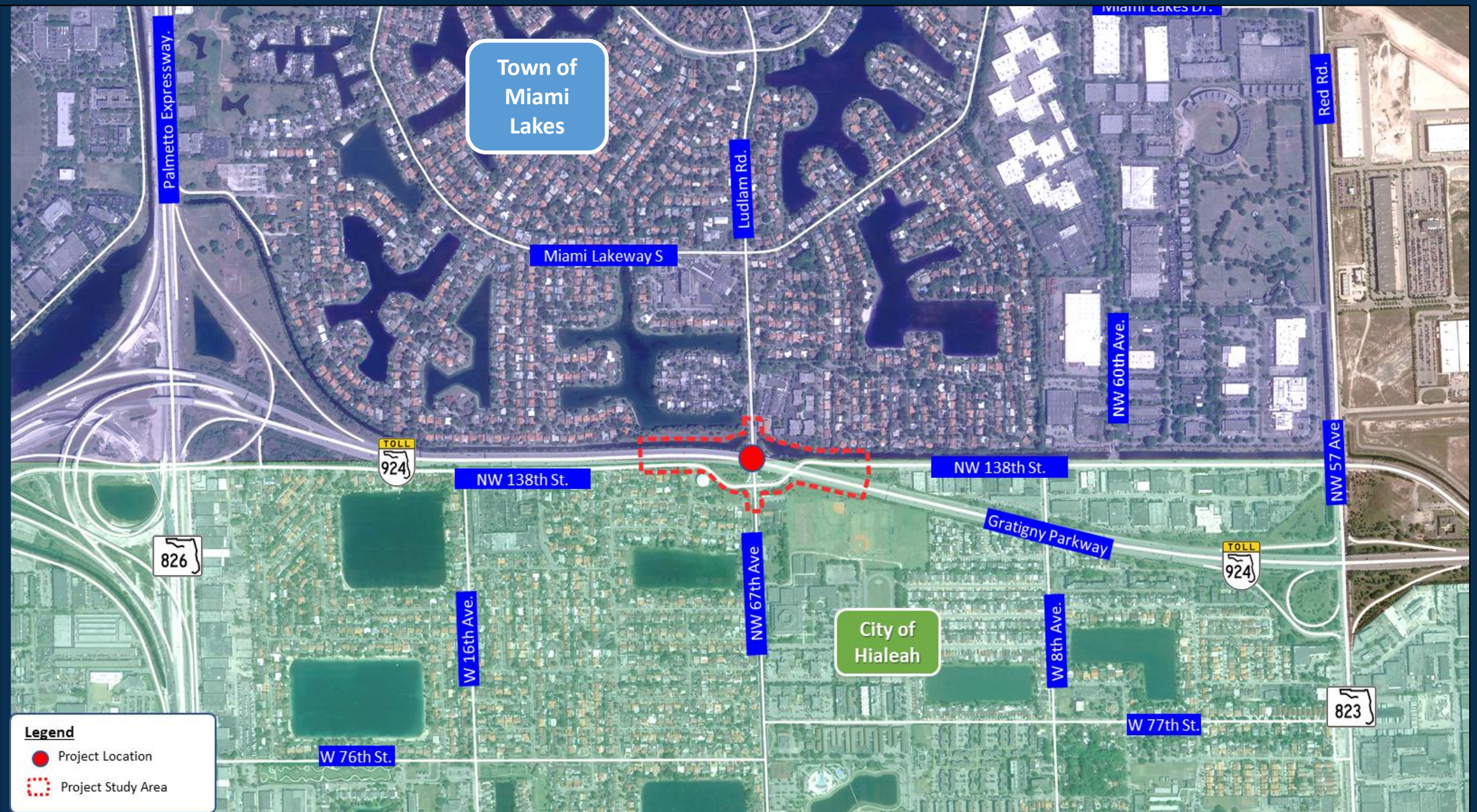
Engineering



Environmental

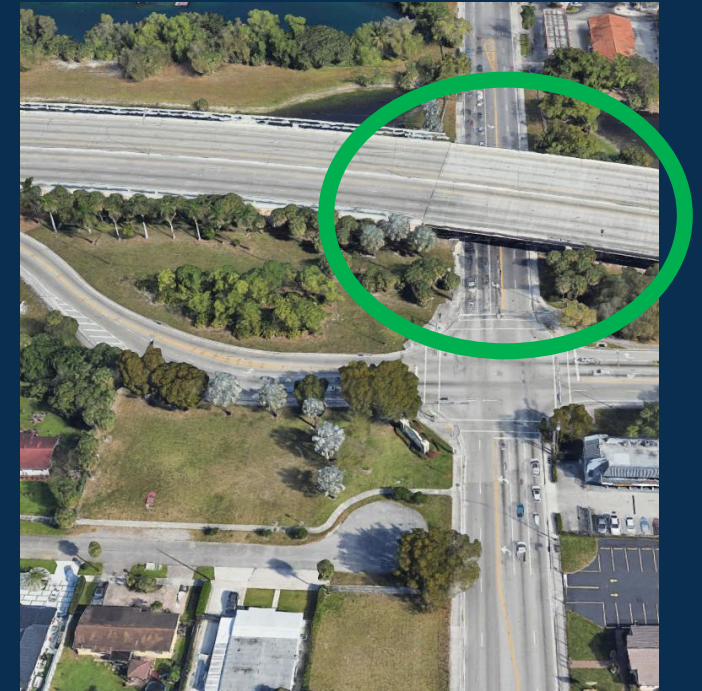


Public Involvement



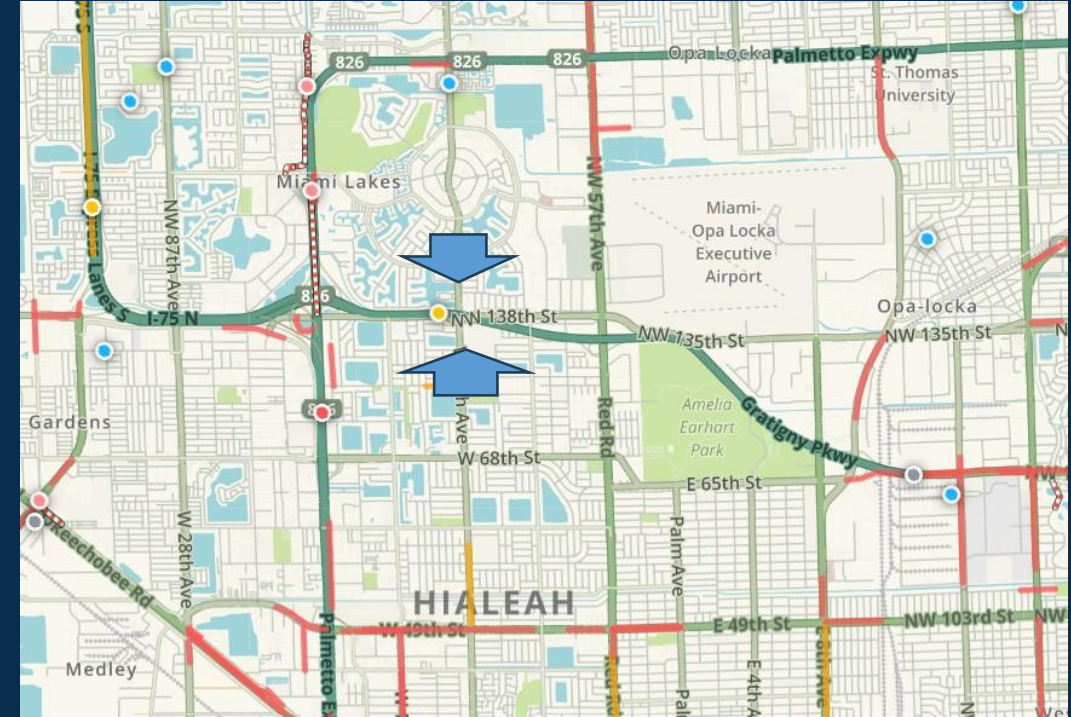
Project Purpose and Need

- Lack of adequate connection to expressway systems resulting in significant congestion and extended travel times
- The area has experienced steady growth in population and economic activity increasing transportation demand
- The purpose of the project is to improve system links and enhance accessibility to and from the expressway network
- Providing congestion relief to the Town of Miami Lakes and the City of Hialeah



Benefits of the Project

- Provides additional links to expressway system
- Addresses residents and businesses existing and future transportation needs
- Improves mobility and accessibility to the area
- Provides congestion relief along key network area roadways



Consistency with Planning Documents

GREATER MIAMI EXPRESSWAY AGENCY (GMX)

FY 2026-2030 WORK PROGRAM

GREATER MIAMI EXPRESSWAY AGENCY (GMX) FY 2026-2030
TRANSPORTATION IMPROVEMENT PROGRAM (CONTINUED)

Project Limits	Phase	Expenditures Thru FY24	Projected Expenditures for FY 2025	FY26 THRU FY30 (\$000's)					Cost Remaining	Total Project Cost
				FY 2026	FY 2027	FY 2028	FY 2029	FY 2030		
92408-001 SR 924 Partial Interchange at NW 67th Avenue				New SR 924 westbound and eastbound on-ramp from NW 67th Avenue and new SR 924 westbound off-ramp to NW 67th Avenue.						
SR 924 at NW 67th Avenue	Project Development	1,496	433	775	579	0	0	0	0	3,283
	Final Design	0	0	0	0	0	0	0	0	0
	Right-of-Way	0	0	979	11,751	1,959	0	0	0	14,689
	Construction	0	0	0	0	0	0	0	0	0
	Design/Build	0	0	0	239	21,511	23,211	8,333	0	\$53,293
TOTAL		\$1,496	\$433	\$1,754	\$12,569	\$23,469	\$23,211	\$8,333	\$0	\$71,265



XA92408	SR 924 / GRATIGNY PARKWAY - PARTIAL INTERCHANGE	0.0	Interchange Improvements	4-155	\$71,285	\$1,929	Activity /Phase	Funding Source	Proposed Funding (in \$000s)				
									2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 - 2030
92408	AT NW 67 AVENUE		PD&E Underway				ROW	GMX	979	11,751	1,959	0	0
							PDE	GMX	775	579	0	0	0
							DSB	GMX	0	239	21,511	23,211	8,333



Existing Conditions - Roadways

SR 924/ Gragny Parkway

- Six lanes tolled urban freeway – SIS Facility
- 12-ft travel lanes with 22-ft median including 2-ft concrete barrier
- 12-ft outside shoulder (10-ft paved) and 10-ft paved inside shoulder
- Existing Design Speed of 65 mph and Posted Speed of 55 mph



NW 67th Avenue

- Four lane urban minor arterial roadway
- Existing travel lane widths is 11-ft
- Existing raised median varies – 10-ft minimum
- Sidewalk on both sides varies from 5-ft -6-ft
- Design and Posted Speed of 40 mph

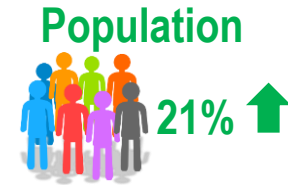


Existing Conditions - Traffic

2025 Existing Average Annual Daily Traffic (AADT)

- SR 924/Gratigny Parkway = 83,500 vpd
- NW 67th Avenue (W 76th St to NW 138th Street) = 29,000 vpd
- NW 67th Avenue (NW 138th Street to Miami Lakes Dr) = 29,500 vpd

2050 Future Forecast



Alternatives Considered

- **No Build (No-Action) Alternative**
- **Transportation System Management & Operations (TSM&O) Improvements**
 - **Not applicable as a stand-alone approach. Build Alternative will incorporate TSM&O improvements to optimize the performance of the facility including:**
 - Incident Management CCTV Cameras
 - Wrong Way Driving Detection Technology
 - Vehicle Detection System
- **Build Alternative**
 - **New Partial Interchange (SR 924 / Gratigny Parkway at NW 67th Ave / Ludlam Road)**

No Build (No-Action) Alternative

- The No Build (No-Action) Alternative is a baseline alternative that does not propose any improvements to the existing facility.
- Along with the proposed improvements, the No Build (No-Action) is studied and assessed to verify if it meets the purpose and need of this PD&E study.

Advantages:

- No expenditure of public funds for design
- No Right of Way Acquisition, Construction, or Utility Relocation
- No direct or indirect impacts
Environmental or Sociocultural impacts

Disadvantages:

- Does not alleviate Congestion, Operational, Safety, and Mobility issues currently experienced along network roadways.
- Does not provide enhanced access to area.
- Does not satisfy the purpose and need for this project.

Build Alternative – New Partial Interchange



Build Alternative features

- Westbound SR 924 Entrance Ramp (new tolling point)
- Eastbound SR 924 Entrance Ramp
- Westbound SR 924 Exit Ramp
- New signalized intersection
- Modify existing signalized intersection
- Canal realignment
- Relocation of the Existing Mainline tolling

Build Alternative – New Partial Interchange

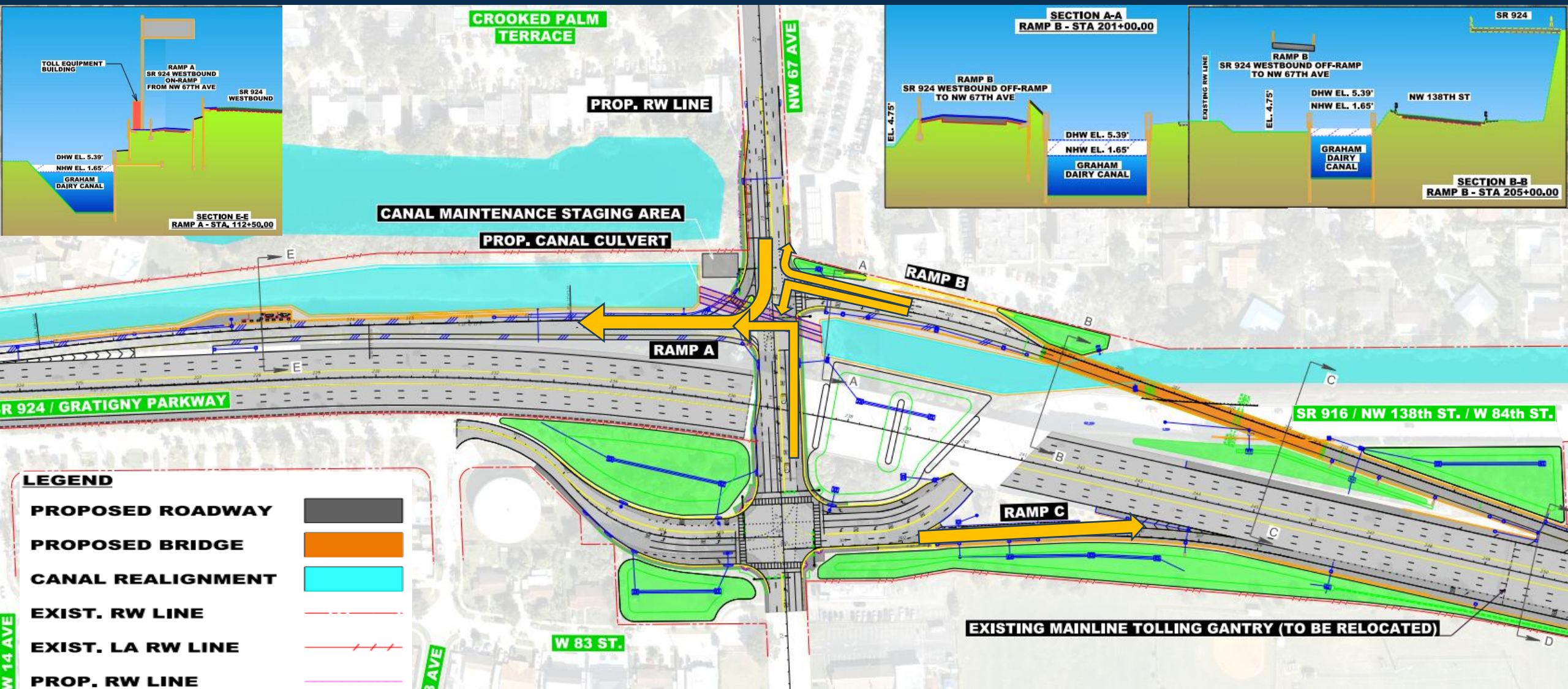
Advantages:

- New access from SR 924 / Gratigny Parkway to NW 67th Avenue enhancing travel options for Town of Miami Lakes and the City of Hialeah.
- Transportation Network benefits safety, mobility, access and connectivity as compared to the No Build Alternative.
- Improvements minimize direct and indirect impacts to the environmental and community.
- Supports the project's purpose and need.

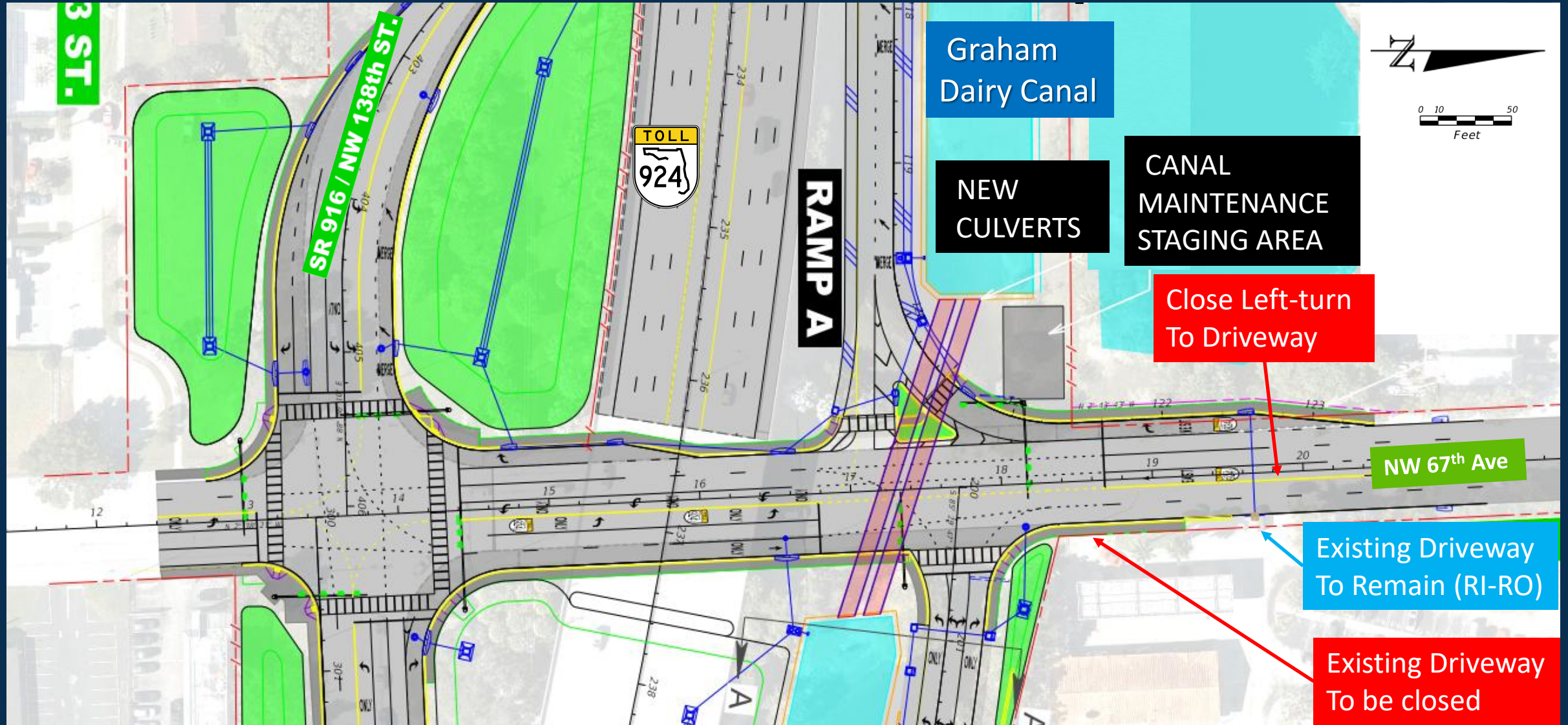
Disadvantages:

- Construction project and expenditure of Public Funds.
- Requires realignment of the Graham Dairy Canal to accommodate the new partial interchange configuration.
- Requires relocation of several utilities.
- Includes minor right of way acquisition for construction of Ramp A (NW 67th Ave. to WB SR 924).
- Requires access management changes (Median restrictions and driveway modification / closures at Exxon Gas Station.

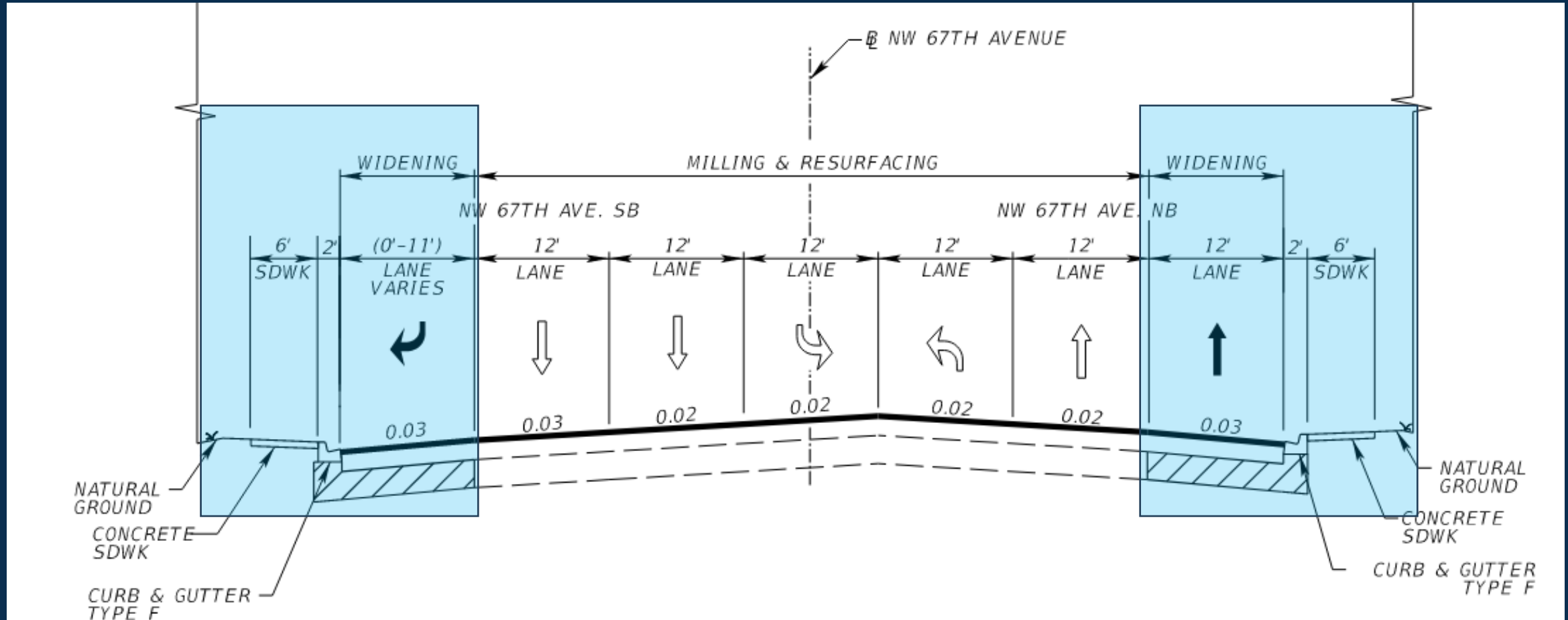
Concept Proposed New Movements



Preliminary Concept Proposed NW 67 Avenue Improvements

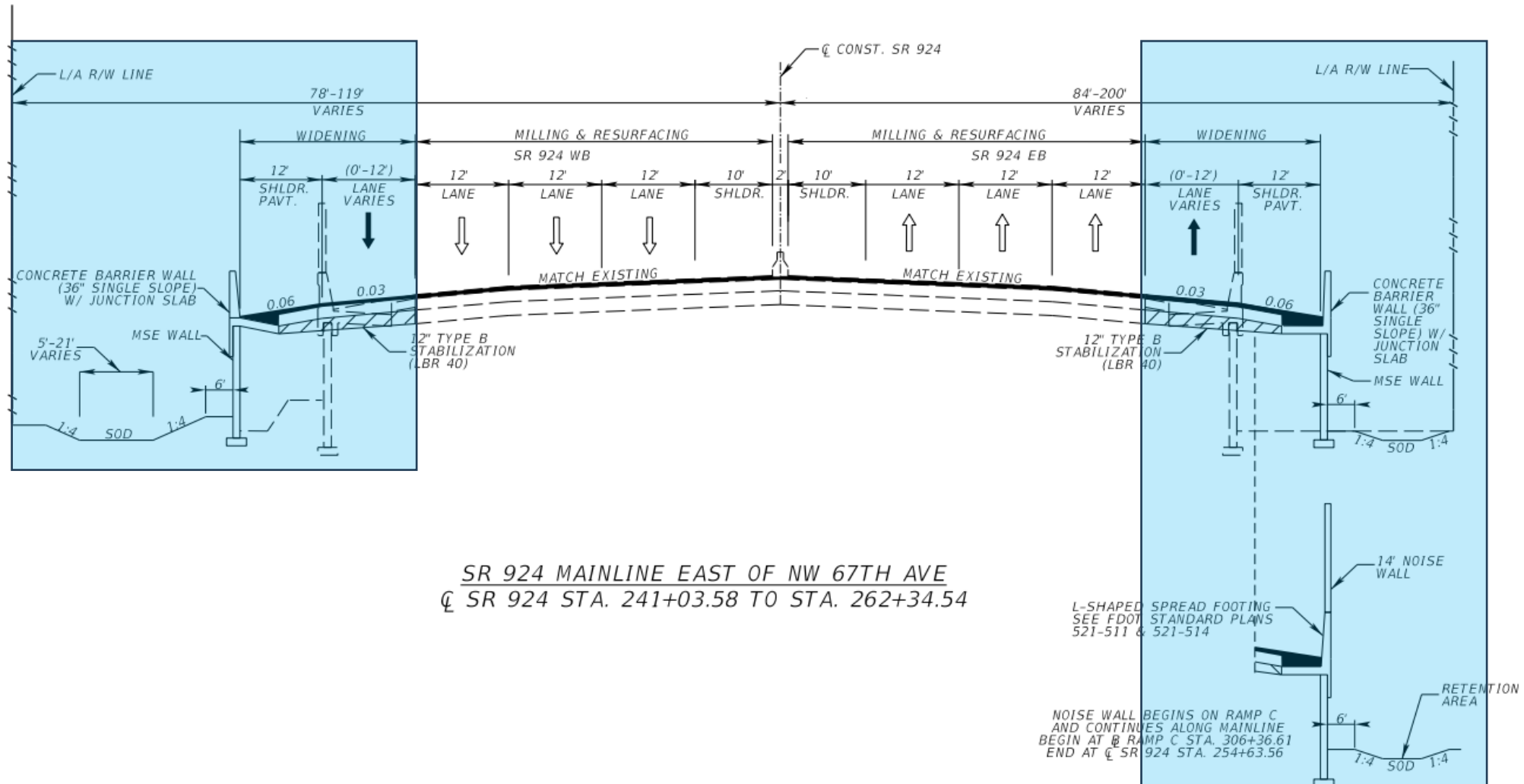


Widening and Reconstruction along NW 67th Avenue

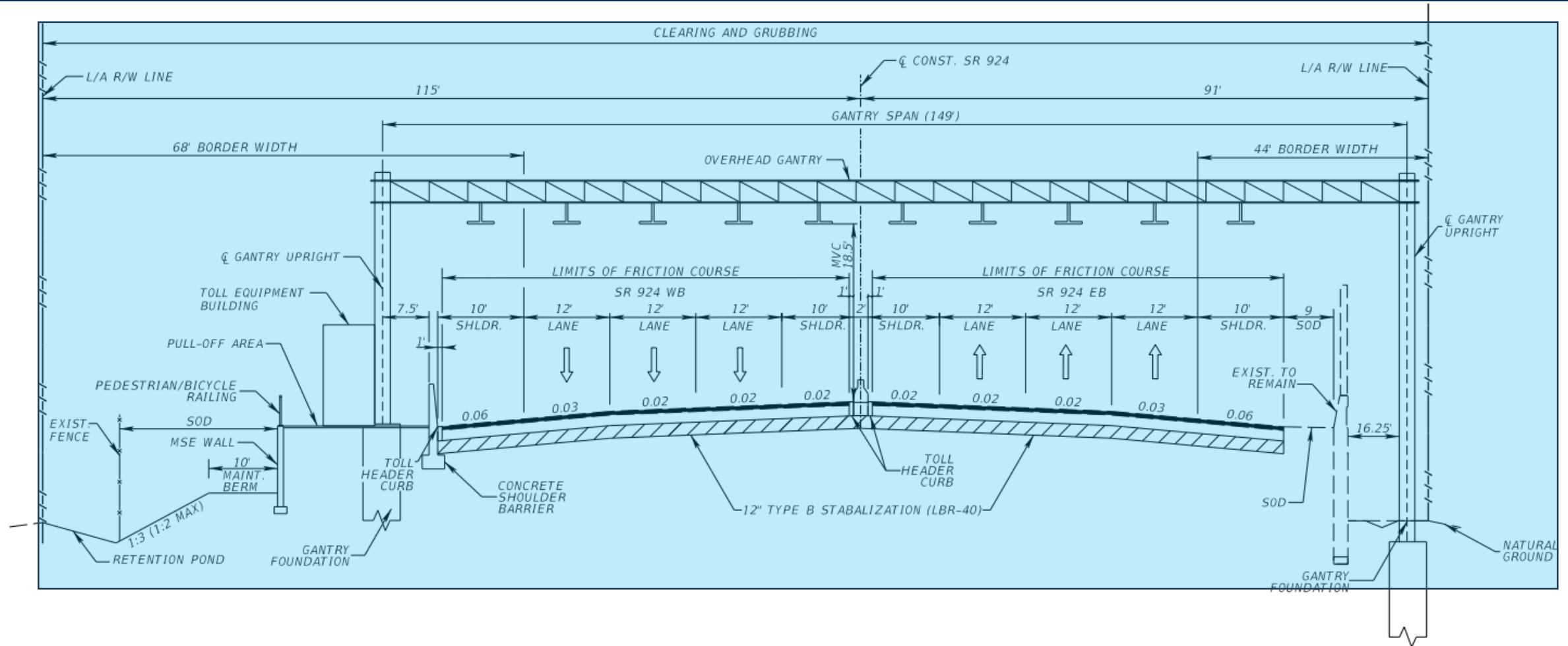


The diagram illustrates the proposed widening and resurfacing of NW 138th Street. The street is divided into two main sections: a 144'-180' section on the left and a 90'-143' section on the right, both labeled as 'VARIES'. The left section is labeled 'NW 138TH ST. WB' and the right section is labeled 'NW 138TH ST. EB'. The widening sections are shown in light blue, while the milling & resurfacing section is shown in white. The widening sections include a 2' curb and gutter, a 12' lane, and a 6' sidewalk. The milling & resurfacing section includes a 12' lane. The diagram also shows the natural ground profile, the concrete sidewalk (SDWK), and the curb & gutter type F. The street is labeled 'NW 138TH STREET' at the top. The diagram includes various dimensions and labels for the widening and resurfacing sections, such as 'WIDENING', 'MILLING & RESURFACING', 'NW 138TH ST. WB', 'NW 138TH ST. EB', '2' (0'-12') LANE VARIES', '12' LANE', '6' SDWK', '0.02', '0.02-0.03', '0.03', and '0.035'. It also shows the 'L/A R/W LINE', 'R/W LINE', and 'NATURAL GROUND'.

SR 924 / Gratigny Parkway Mainline Widening

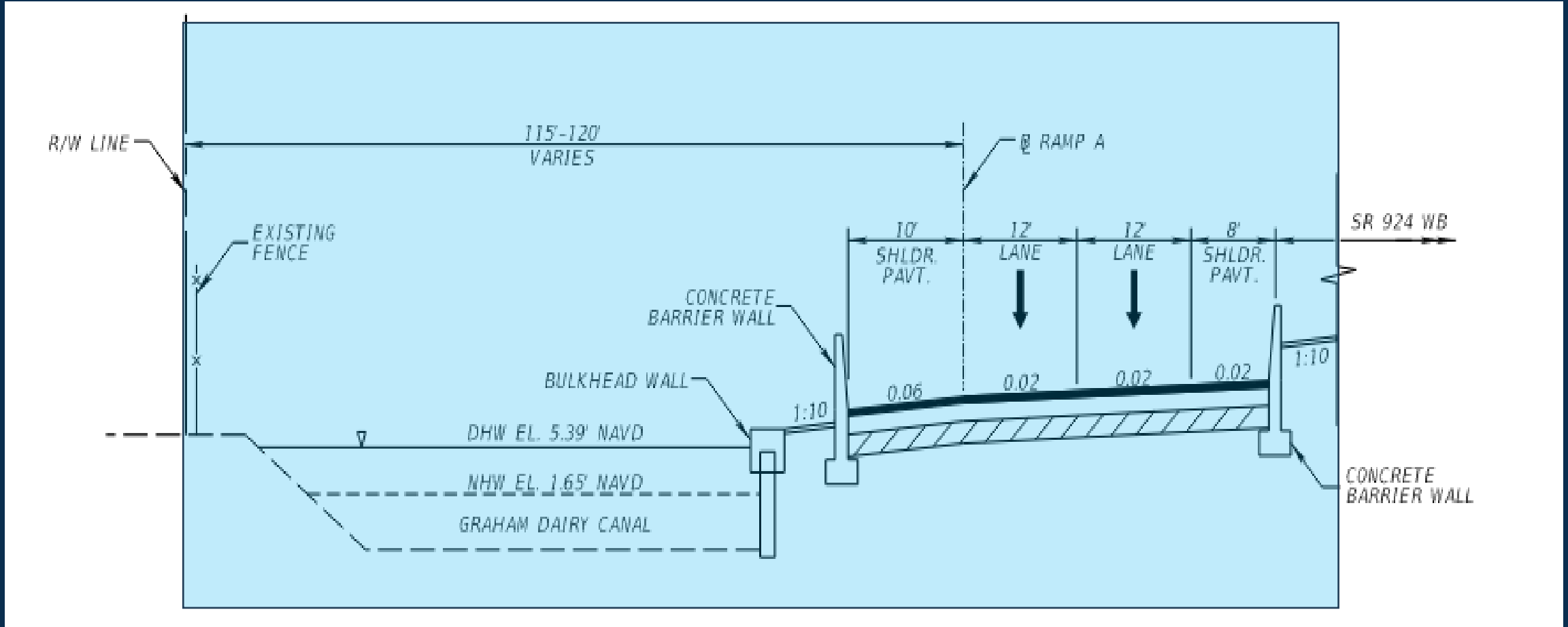


SR 924 / Gratigny Parkway Mainline Tolling Gantry

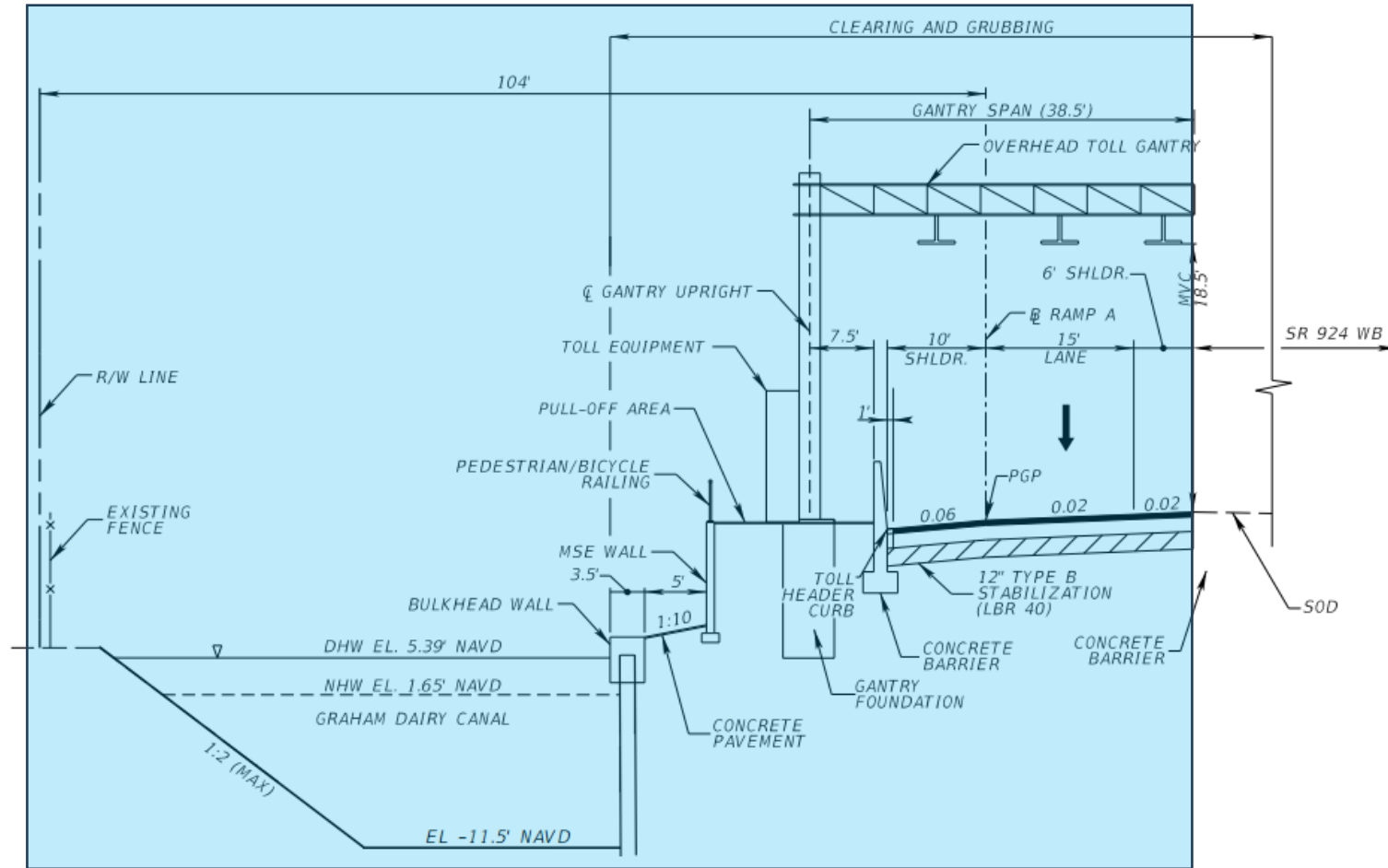


SR 924 MAINLINE AT RELOCATED TOLLING GANTRY
CL SR 924 STA. 259+62.85

Ramp A - NW 67th Ave to Westbound SR 924

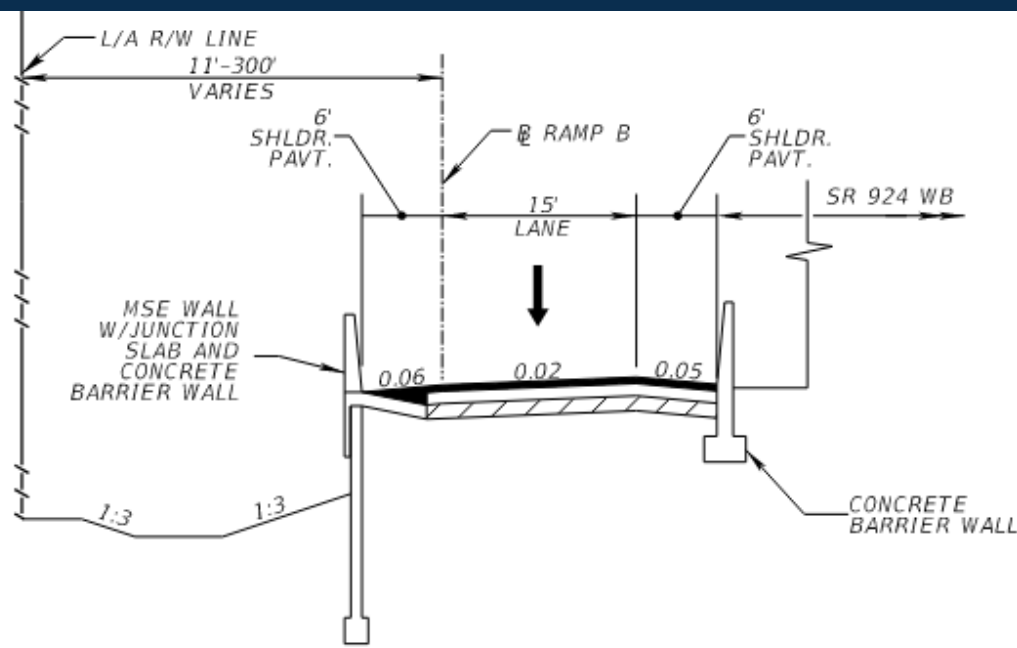


Ramp A - NW 67th Ave to Westbound SR 924 Tolling Gantry

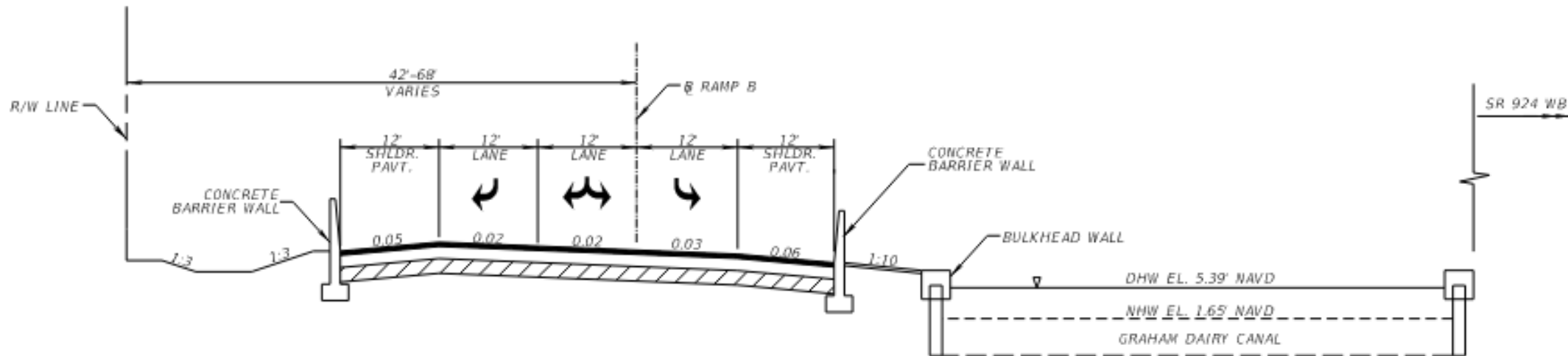


RAMP A AT TOLLING FACILITY

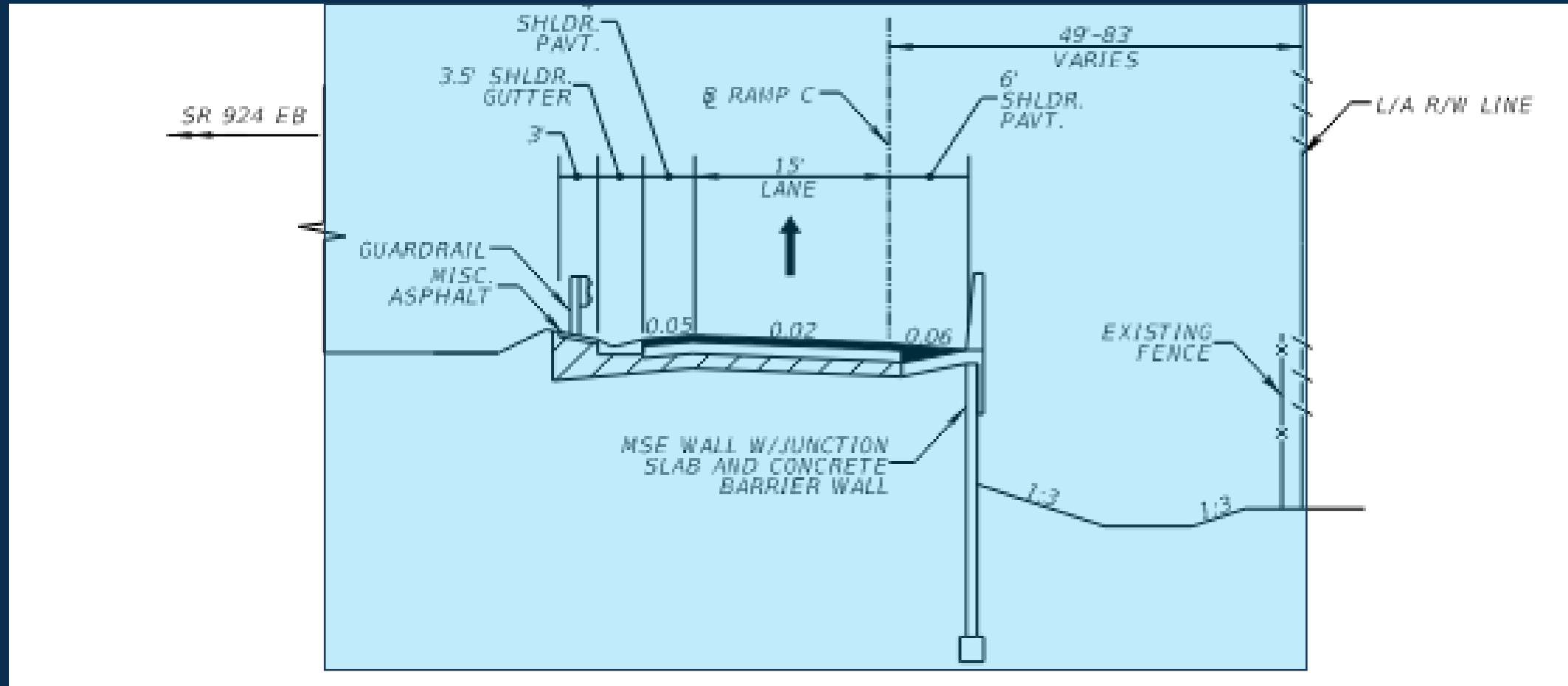
℄ RAMP A STA.112+49.84
= ℄ 924 STA 228+11.48



Ramp B - Westbound SR 924 to NW 67th Ave



Ramp C – NW 67th Ave via Eastbound NW 138th St to Eastbound SR 924



New Westbound On-Ramp (Ramp A) View from NW 67th Ave



New Westbound Off-Ramp (Ramp B) to NW 67th Ave



New Westbound Off-Ramp (Ramp B) to NW 67th Ave



New Eastbound On-Ramp (Ramp C) to SR 924



Public Alternatives Meeting held on January 8, 2026

Public comments provided include:

- New Interchange traffic impacts along NW 67th Avenue / Ludlam Road (Increases in Traffic along NW 67th Avenue)
- Traffic Impacts along NW 67th Avenue and adjacent schools
- Separation of New Signalized Ramps between SR 924 Ramps (Ramp A and B) and the existing traffic signal at NW 138th Street
- Aesthetic Concerns of Ramp B (Westbound SR 924 to NW 67th Avenue / Ludlam Road Off-Ramp)
- Consider removal / modifications to Ramp B configurations to not connect directly to NW 67th Avenue
- Consider addition of traffic signal at NW 67th Avenue and Crooked Palm Terr
- Consider building only Ramps A (WB 924 On Ramp) and Ramp C (EB SR 924 On Ramp) from NW 67th Ave
- Noise Impacts of the project on the adjacent residential properties



Alternatives Evaluation Criteria

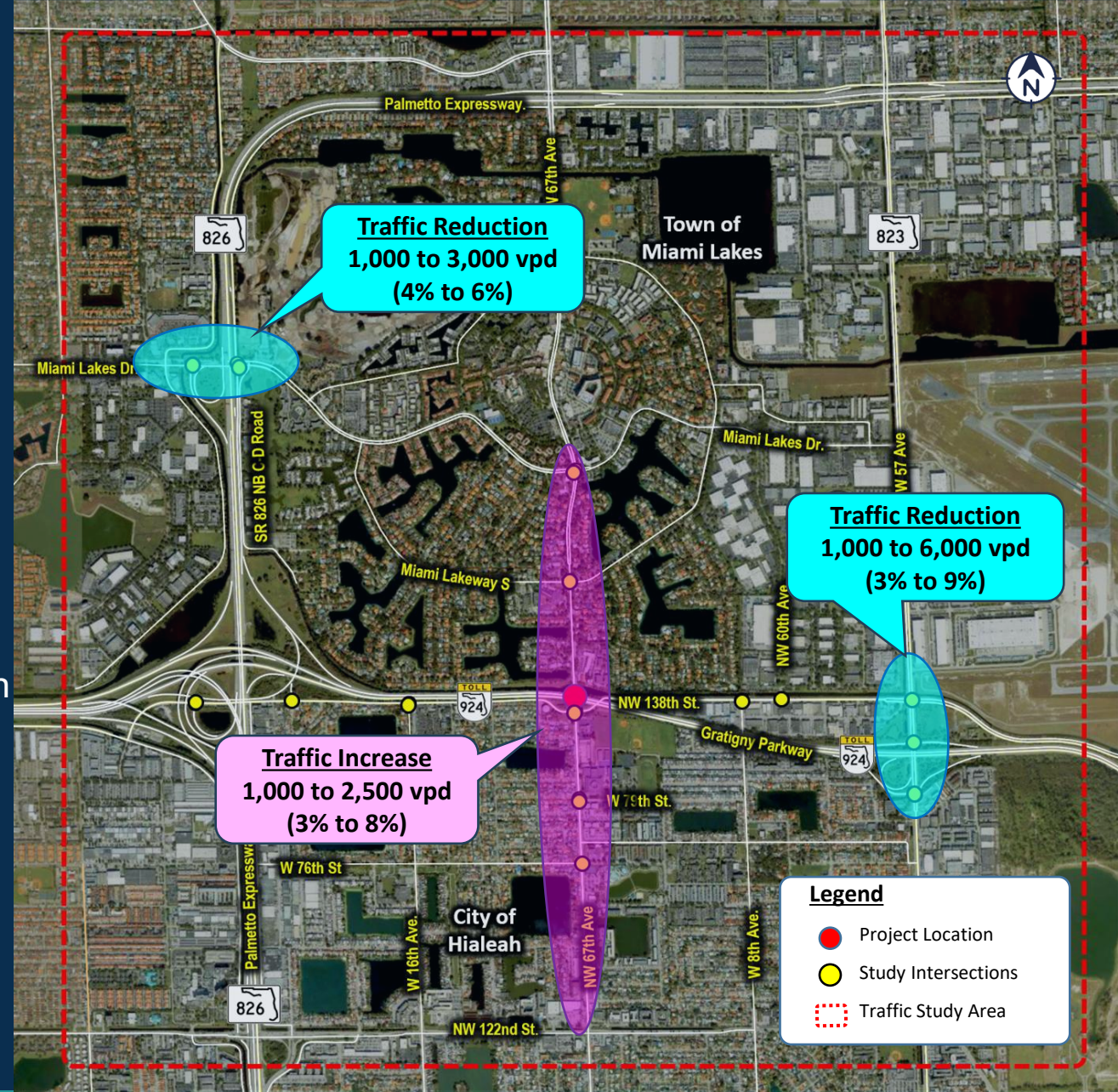
- **Engineering Analysis**
 - Geometric Design
 - Traffic Operations and Safety
 - Level of Service (LOS)
 - Travel Time and Delay
 - Potential Crash Reduction
 - Drainage Impacts
 - Utility Impacts
 - Temporary Traffic Control Impacts
- **Right-of-Way Impacts**
 - Number of Parcels Impacted
 - Number of Potential Relocations
 - Total ROW required
- **Multimodal Accommodations**
 - Pedestrian facilities
 - Bicycle facilities
 - Transit
- **Environmental Impacts**
 - Socio-Economic Impacts
 - Cultural and Historic Impacts
 - Natural Resource Impacts
 - Contamination Sites Impacted
 - Visual and Aesthetics
- **Project Costs**
 - Construction Costs
 - Right of way Costs

Alternatives Evaluation Criteria

		No-Build Alternative	Build Alternative 1
Engineering			
Meets Purpose and Need	No	 Preferred Alternative	Yes
Traffic Operations & Mobility	Poor		Fair
Safety	Poor		Fair
Pedestrian, Bicycle & Transit Facilities	Poor		Good
Access Management Impacts	None		1 Driveway Closure & 1 Driveway Restriction; 1 Median Closure
Maintenance of Traffic Impacts	None		Medium
Utility Impacts	None		Medium
Environmental			
Visual and Aesthetic Potential	None		Medium
Right of Way Impacts	None		1 Residential property
Relocation Potential	None		None
Historic Sites Impacts	None		None
Protected Species and Habitat	None		Minimal
Highway Traffic Noise	None		Minimal
Air Quality Improvements	No		Yes
Potential Contamination Impacts	No		Minimal
Project Costs			
Total Project Costs (Design and Construction)	None		\$81.1 Million
Right of Way Costs	None		\$0.25 Million

Traffic Analysis Summary

- Proposed interchange at SR 924 and NW 67th Avenue results in traffic redistributing from the existing SR 924 at NW 57th Avenue and SR 826 at Miami Lakes Drive interchange areas as follows:
 - 3% to 9%** reduction in traffic volumes at SR 924 and NW 57th Avenue interchange.
 - 4% to 6%** reduction in traffic volumes at SR 826 and Miami Lakes Drive interchange.
 - 3% to 8%** increase in traffic volumes along the NW 67th Avenue corridor.
- Overall roadway network is expected to operate similar or better than the No-Build scenario due to the redistribution of traffic and the proposed improvements.



Traffic Operational Analysis – SR 924 / Gratigny Parkway

- The Build Alternative maintains LOS D or better at all locations in 2050.
- Most segments operate at LOS B or C under both AM and PM peak periods.
- The Build Alternative generally maintains or improves traffic densities compared to No-Build.
- Operational improvements were observed at several key merge, diverge, and ramp segments.
- Overall, the Build Alternative accommodates future traffic demand while preserving corridor mobility.

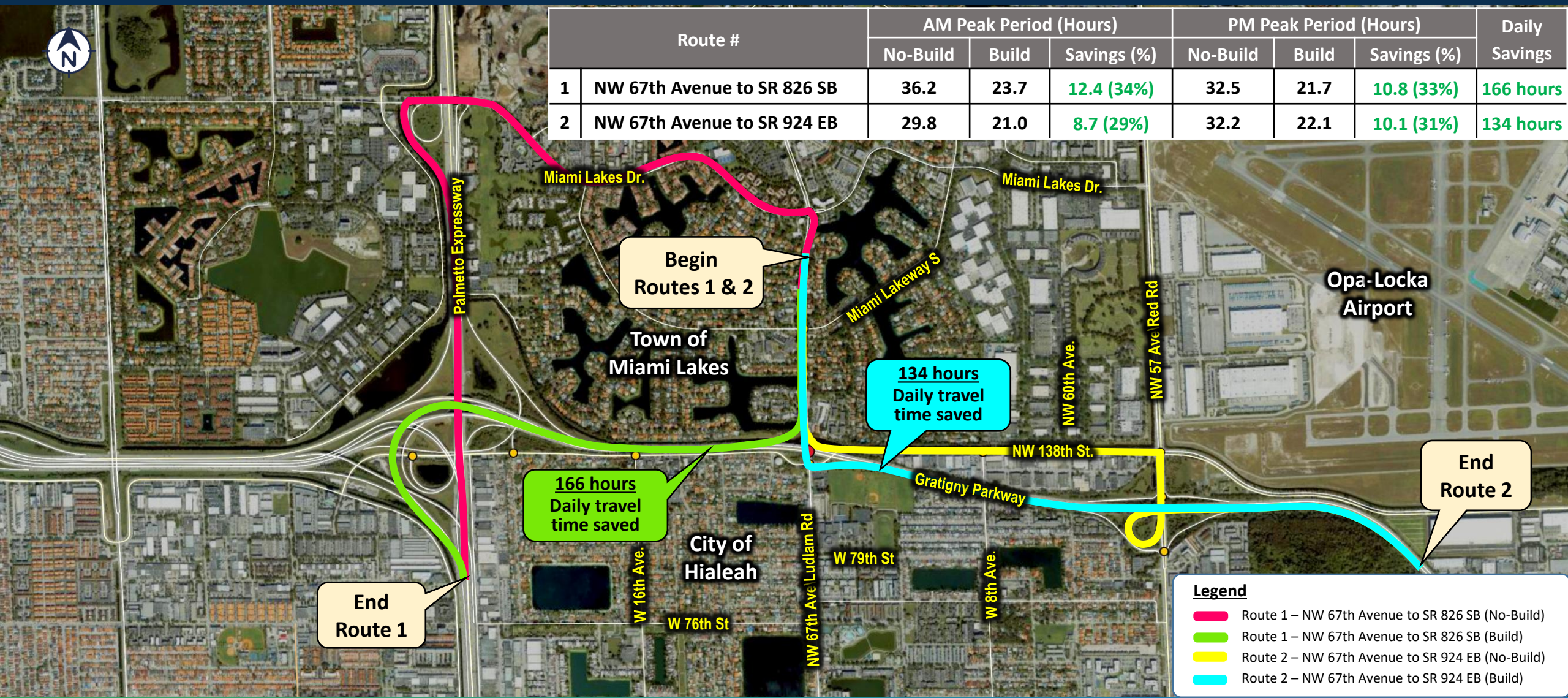
	No.	Location	2050 No-Build				2050 Build			
			AM Peak Period		PM Peak Period		2050 Build		2050 Build	
			Density	LOS	Density	LOS	Density	LOS	Density	LOS
EASTBOUND	1	SR 924 Mainline EB	15.1	B	17.0	B	15.1	B	14.5	B
	2	SR 924 EB on-ramp from SR 826 SB	16.4	B	17.6	B	16.0	B	15.2	B
	3	SR 924 EB on-ramp from SR 826 NB	21.9	C	21.7	C	20.2	C	20.9	C
	4	SR 924 Mainline EB	20.8	C	-	-	19.4	C	20.0	C
	5	SR 924 EB on-ramp from NW 67th Ave	-	-	-	-	20.9	C	21.3	C
	6	SR 924 Mainline EB	-	-	20.8	C	22.3	C	22.6	C
	7	SR 924 EB off-ramp to NW 57th Ave	20.9	C	21.0	C	23.9	C	24.2	C
	8	SR 924 Mainline EB	13.0	B	12.7	B	13.7	B	14.4	B
	9	SR 924 EB on-ramp from NW 57th Ave SB	15.1	B	15.0	B	14.7	B	15.2	B
	10	SR 924 EB on-ramp from NW 57th Ave NB	16.0	B	15.9	B	15.6	B	16.0	B
WESTBOUND	1	I-75 NB on-ramp from SR 826 SB	27.8	D	26.0	C	27.2	D	23.1	C
	2	SR 924 Mainline WB	18.5	C	22.5	C	24.0	C	20.0	C
	3	SR 924 WB off-ramp to SR 826 NB	16.2	B	19.8	C	22.4	C	20.1	C
	4	SR 924 WB off-ramp to SR 826 NB	17.6	B	22.1	C	23.9	C	21.5	C
	5	SR 924 WB on-ramp from NW 67th Ave	-	-	-	-	22.7	C	20.1	C
	6	SR 924 Mainline WB	18	C	22.6	C	17.6	B	14.8	C
	7	SR 924 WB off-ramp to NW 67th Ave	-	-	-	-	21.6	C	17.9	B
	8	SR 924 WB on-ramp from NW 57th Ave	18.3	C	22.9	C	21.6	C	17.9	B
	9	SR 924 Mainline WB	10.9	A	14.8	B	16.1	B	13.8	B
	10	SR 924 WB off-ramp to NW 57th Ave	13.0	B	17.7	B	18.9	C	15.7	B

Traffic Operational Analysis - Intersections

- Proposed improvements and traffic redistribution result in none of the study intersections operating at LOS F under Build conditions.
- Approximately **641 hours** of daily **network-wide** travel time savings compared to the No-Build condition.

	Intersection	2050 No-Build				2050 Build				Daily Travel Time Savings (Hours)
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period		
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
1	NW 67th Ave and Miami Lakes Dr	49.1	D	61.1	E	53.2	D	67.8	E	46
2	NW 67th Ave and Miami Lakeway S	44.0	D	39.4	D	50.4	D	46.3	D	42
3	NW 67th Ave and NW 138th St	72.8	E	83.7	F	59.9	E	61.7	E	-102
4	NW 67th Ave and W 79th St	14.5	B	24.1	C	16.3	B	27.3	C	8
5	NW 67th Ave and W 76th St	24.4	C	23.3	C	28.8	C	32.6	C	25
6	NW 57th Ave and NW 138th St	71.3	E	83.6	F	47.1	D	71.4	E	-207
7	NW 57th Ave and SR 924 WB Ramp Terminal	37.6	D	48.3	D	27.3	C	33.0	C	-119
8	NW 57th Ave and SR 924 EB Ramp Terminal	43.6	D	49.8	D	34.3	C	37.7	D	-95
9	Miami Lakes Drive and SR 826/ SB off-ramp Terminal	59.0	E	59.5	E	45.5	D	48.5	D	-107
10	Miami Lakes Drive and SR 826/ NB off-ramp Terminal	83.0	F	95.6	F	72.1	E	77.1	E	-93
11	NW 138th St and W 16th Ave	21.4	C	21.8	C	13.7	B	14.5	B	-23
12	NW 138th St and W 8th Ave	30.5	C	33.1	C	18.7	B	17.1	B	-59
13	NW 138th St and NW 60th Ave	22.7	C	27.1	C	11.1	B	12.8	B	-51
14	NW 138th St and SR 826 SB off-ramp Terminal	12.4	B	12.1	B	1.8	A	1.5	A	-31
15	NW 138th St and SR 826 NB on-ramp Terminal	11.5	B	11.9	B	1.1	A	1.3	A	-31
16	NW 67th Avenue and SR 924 Ramp Terminal	-	-	-	-	33.5	C	35.2	D	156
Total Delay Reduction per Day (Hours)										-641

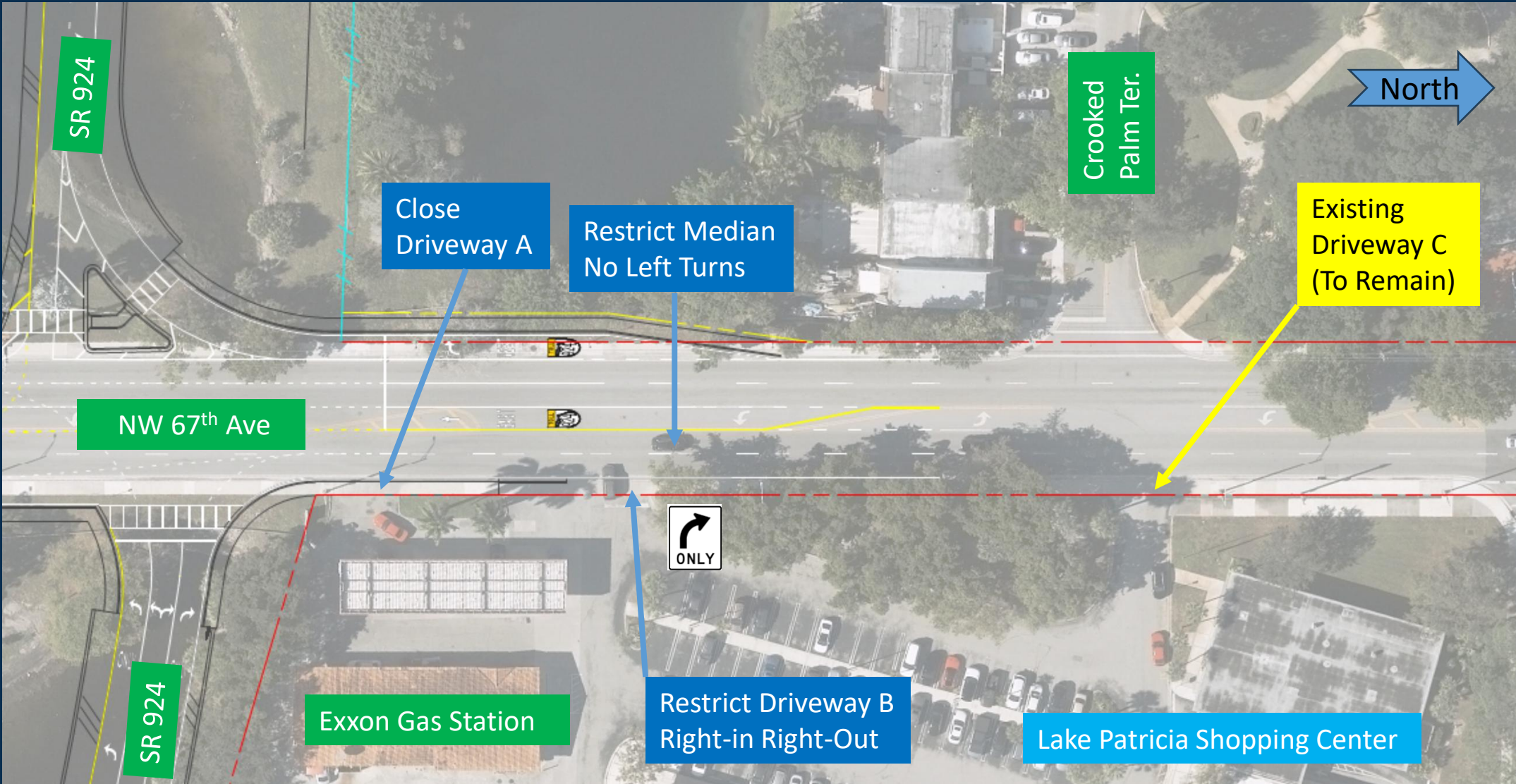
Travel Time Savings – 2 Key Routes



Access Management – Existing Conditions



Access Management – Proposed Changes



Right of Way Acquisition

- 1 Residential Partial Property impacted for a total of 0.05 acres.
- No Residential or Commercial relocations required
- GMX right of way specialists available to address questions

Richard Glass

Right of Way Project Manager

GMX GEC – Consultant

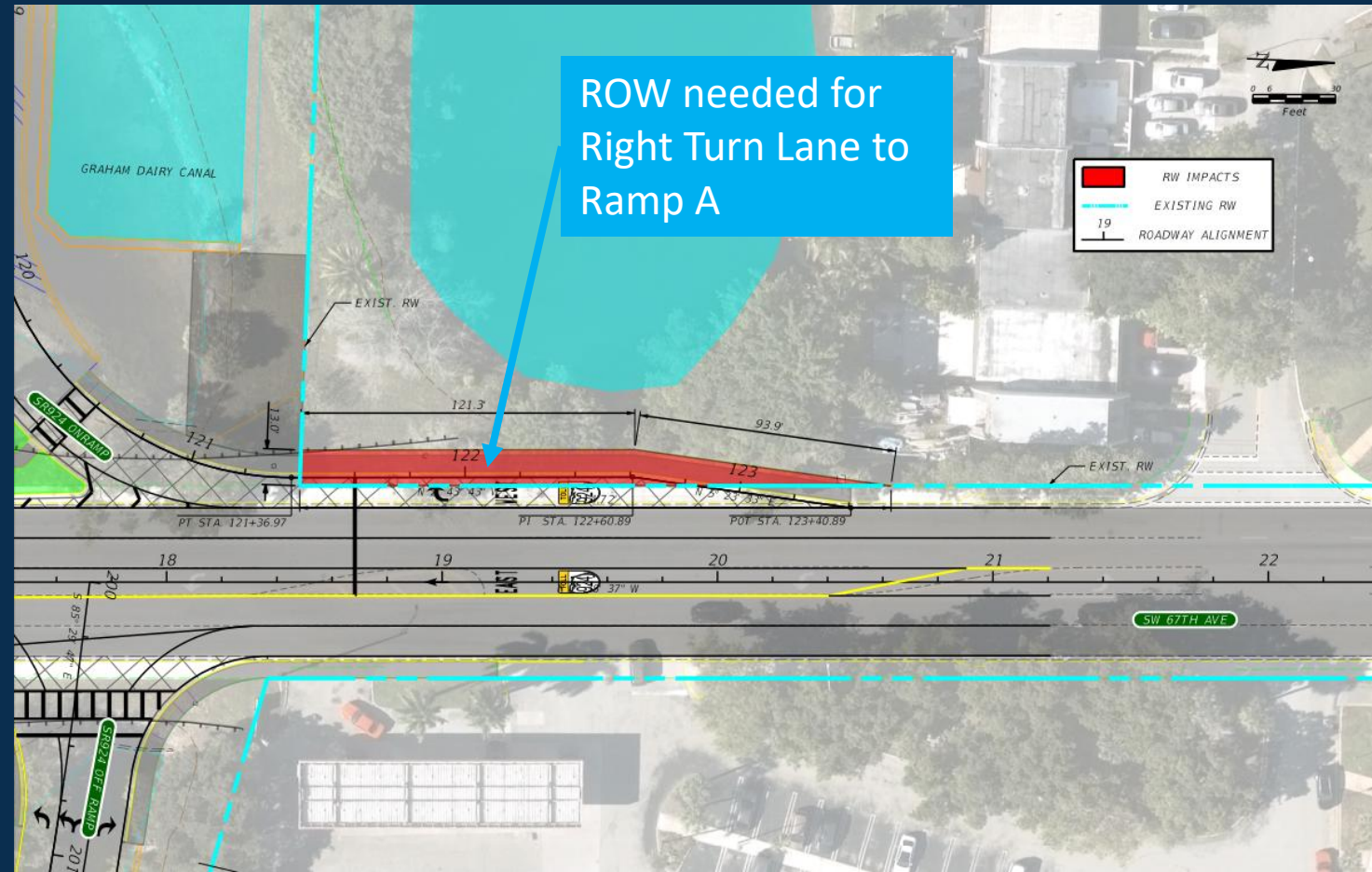
3790 NW 21st Street

Miami, FL 33142

Email:

Richard.Glass@glasslandacq.com

Phone: (305) 270-8980



Environmental Considerations



Community Impacts

- Social
- Economic
- Land Use Changes
- Mobility
- Aesthetics
- Relocation Potential
- Farmland Resources



Physical

- Highway Noise
- Air Quality
- Contamination
- Utilities and Railroad
- Construction
- Navigation



Cultural

- Section 4(f) and 6(f) Resources
- Historic Sites/Districts
- Archaeological Sites
- Recreational

Natural

- Wetland and other Surface Waters
- Aquatic Preserves and other Outstanding Waters
- Wild and Scenic Rivers
- Water Quality and Quantity
- Floodplains
- Coastal Zone Consistency
- Coastal Barrier Resources
- Protected Species And Habitat
- Essential Fish Habitat
- Sole Source Aquifer

Environmental Considerations – No Involvement

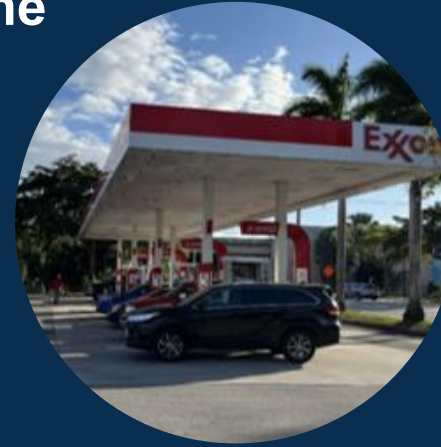
This project does not involve the following resources

- Farmland Resources
- Navigation
- Aquatic Preserves and other Outstanding Waters
- Wild and Scenic Rivers
- Coastal Zone Consistency
- Coastal Barrier Resources
- Essential Fish Habitat
- Sole Source Aquifer

Environmental Considerations – No Significant Impacts

No significant environmental impacts are anticipated for the following resources

- Social and Economic
- Protected Species and Habitats
- Water Quality and Quantity
- Highway Traffic Noise
- Contamination
- Utilities and Railroads
- Construction
- Section 4(f) Resources
- Historic and Archaeological Sites



Social and Economic

- Provides mobility improvements and reduction in network delays to commuters and local community
- Traffic volumes increase on NW 67th Avenue but overall the corridor performs comparable or better than the No Build
- Improves vehicular, pedestrian and bicycle safety
- Minor impact to community features and services. The existing Rotary Centennial Park (Town of Miami-Lakes Mini-Park) constructed on FDOT/GMX will be impacted by the relocation of the Graham Dairy Canal and stormwater management needs for the project.
- Minimal impacts to existing businesses
 - Access Management restrictions at Exxon Gas Station
 - Closure of southernmost driveway
 - Restricted median requires northern gas station driveway restricted to right-in right-out
 - Full access is maintained at shopping centers northernmost driveway

Cultural, Historic and Section 4(f) and 6(f) Resources

- Cultural Resources Assessment Survey (CRAS) was conducted
- No archeological or cultural resources have been documented within the project area.
- A total of 36 historic resources were identified. One previously recorded and 35 newly recorded.
- All previously identified, and newly recorded resources are considered ineligible for inclusion in the National Register of Historic Places.
- Although the Rotary Centennial Park (Mini-Park) is being impacted this is a very small Mini-Park on Public Right of Way owned by FDOT / GMX intended for transportation and water resource needs. There is no 4(f) or 6(f) involvement.



Protected Species and Habitat

- Potential effects to Federal and State listed species were assessed
- No evidence of occurrence of any of the listed species, except for the Gopher Tortoise
- No adverse effect anticipated for Gopher Tortoise or West Indian Manatee.
- May affect, but not likely to adversely affect the American Alligator, Eastern Indigo Snake, Little Blue Heron, Tricolored Heron, Florida Bonneted Bat, Roseate Spoonbill, and Everglade Snail Kite.
- Protection measures will be utilized during construction
- Overall, project will have minimal impacts to wildlife resources



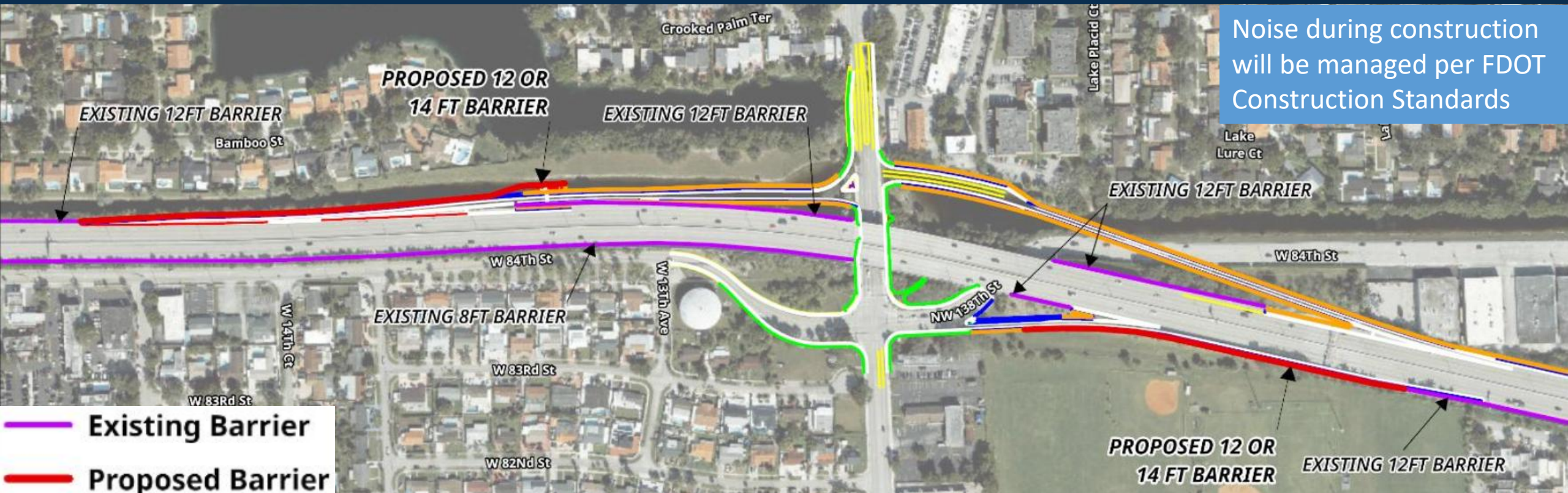
Contamination

- Contamination Screening Evaluation Report
- Zero medium risk sites and One high risk site
- High Risk Site consists of the Sunshine #162 / Miami Lakes Shell/Exxon Station located at 13901 NW 67th Avenue with petroleum groundwater contamination documented in the past.
- Level II assessment is being performed including monitoring of ground water and determining affects that may impact construction activities



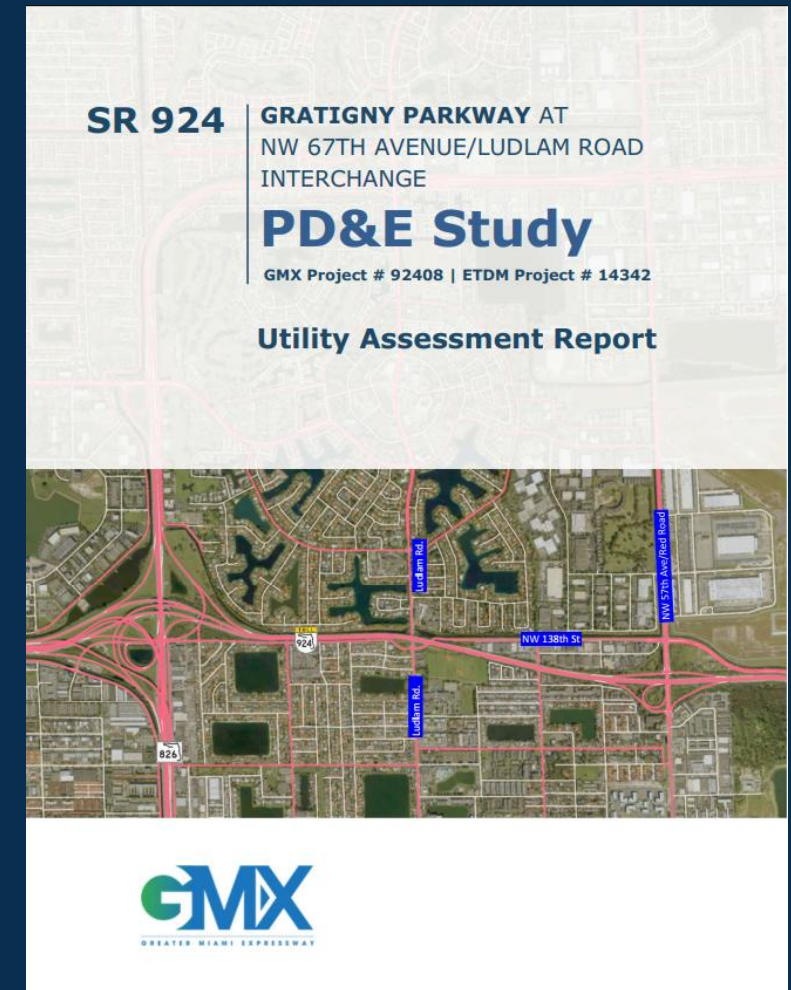
Highway and Construction Noise

- Some existing Noise Walls will be impacted by construction to accommodate ramps.
- These areas will be reconstructed with new Noise Barriers.
- New 12 to 14-ft tall Shoulder Noise Barriers proposed on a portion of Ramp A (NW Quadrant)
- Areas in Orange and Green evaluated and were determined Noise Walls were not reasonable or feasible



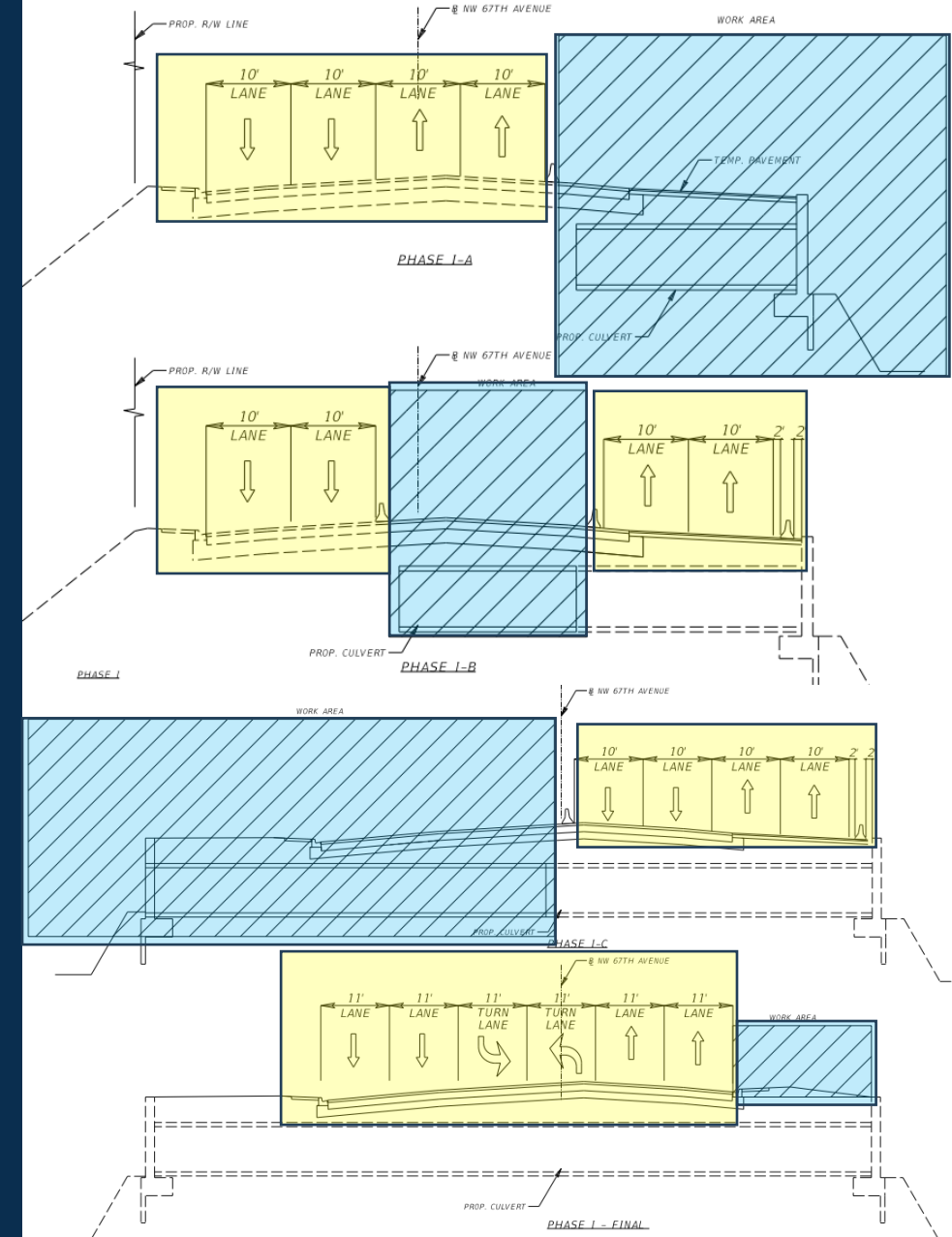
Utility Impacts

- Utility Impact Assessment
- 12 Existing Utility Agency Owners (UAO)
- 3 Non-Utility Agency Owners (Non-UOAs) with facilities within the right of way
- Multiple relocations required
 - FPL Overhead and Buried Electric Lines along NW 67th Ave and NW 138th St due to construction of Ramps A and B
 - Realignment of Graham Dairy Canal and construction of New Culverts will impact Overhead Electric Lines, 16-inch water main, buried fiber optic and communication cables, 4-inch gas mains
 - Widening along NW 67th Avenue may impact additional buried facilities



Temporary Traffic Control

- A significant part of the improvements can be constructed outside of existing travel lanes along SR 924 / Gratiigny Parkway
- Relocation of Graham Dairy Canal and construction of new 10-ft diameter culverts beneath NW 67th Avenue will required culvert construction in multiple phases
- Temporary Traffic Control along NW 67th Avenue to maintain two lanes in operation in each direction
- Relocation of the mainline tolling gantry along SR 924 is needed due to conflict with new Ramp B (Westbound exit to NW 67th Avenue)
- Construction of Bridge components over NW 138th Street will require night-time detour routes for bridge girder erection.
- Off Peak Lane Closures may be needed for construction.



Environmental & Engineering Documents

The Environmental Documents have been available for review 21 days prior to the hearing and will be available for Public Review for 14 days after the Public Hearing at the following locations until July 08, 2026.

Town of Miami Lakes City Hall

6601 Main Street Miami Lakes, FL 33014

(Monday to Friday from 8:00 am to 5:00 pm)

Palm Springs North Branch Library

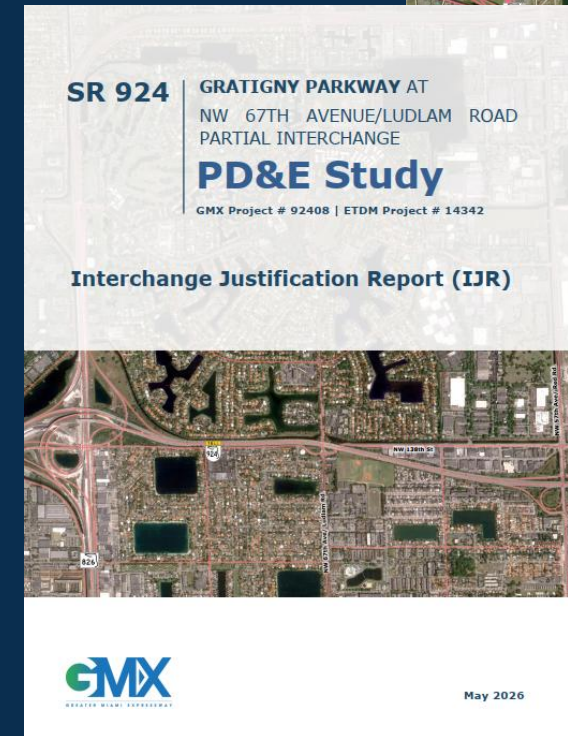
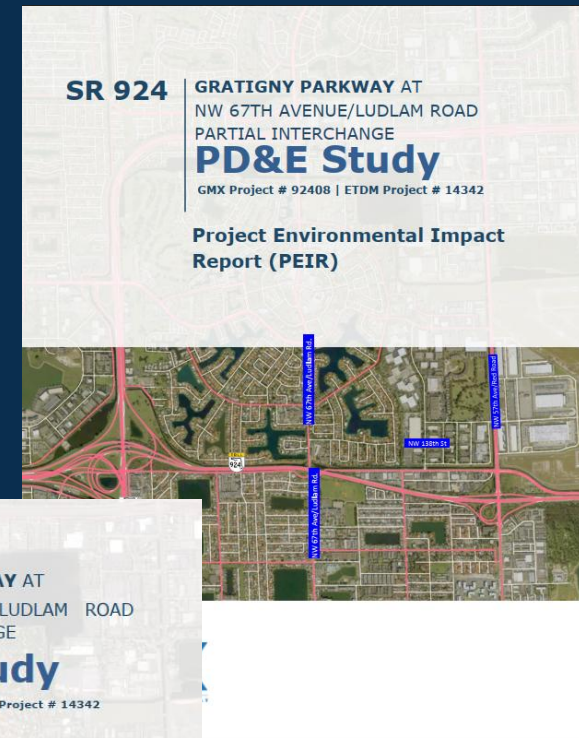
17601 NW 78th Avenue, Suite 111. Hialeah, FL 33015

(Monday to Saturday from 9:30 am to 6:00 pm)

Greater Miami Expressway Agency (GMX) Headquarters

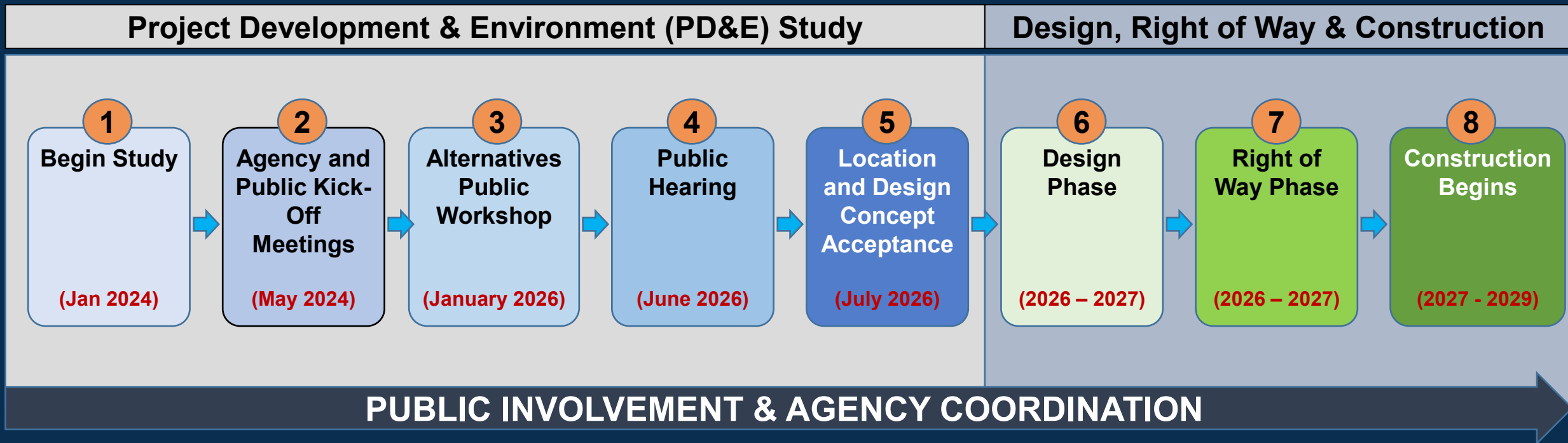
3790 NW 21st Street, Miami, FL 33142

(Monday to Friday from 8:00 am to 5:00 pm)



Next Steps

- GMX will incorporate your comments into the decision making
- A final decision will be made on the Preferred Alternative
- The Final PD&E Documents are prepared and sent to GMX Executive Director and Chief Operating Officer for Approval



Tell us what you think!

- Fill out a comments card and be prepared to give us your comments after the Public Hearing Presentation. A court reporter is ready to document your comments for the Project Administrative Record.
- Submit Comment Forms via email tgarcia@gmx-way.com
- Submit your comments through Website: www.gmx-way.com
- Mail Comment Forms to the GMX Project Manager

Comments postmarked on or before
July 5, 2026

will be included in the Project Administrative Record



Contact Information

Mayra Diaz, Senior Planning Manager

Phone: 305-637-3277

Email: mdiaz@gmx-way.com

Tere Garcia, Public Information Officer

Phone: 786-277-9292

Email: tgarcia@gmx-way.com

Greater Miami Expressway Agency

3790 NW 21 Street, Miami, FL 33142

www.gmx-way.com

Comment Period

- Please limit your comments to 3 minutes
- Speakers
 - Please state your name, address and any affiliation
 - A chime will ring when you have 10 seconds remaining



Thank You!

