



I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY

From South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820)
FPID No.: 438903-I-22-02 • ETDM No.: 14254



Newsletter 3 - August/September 2021

NEWSLETTER This is the third in a series of newsletters about the I-95 PD&E Study. Through these newsletters, FDOT notifies the public about upcoming meetings and provide periodic updates on study activities.

ABOUT THE STUDY

The Florida Department of Transportation (FDOT) District Four is performing a Project Development and Environment (PD&E) Study for the Interstate 95 (I-95) from south of Hallandale Beach Boulevard (SR 858) to north of Hollywood Boulevard (SR 820), a distance of approximately three miles (**see Project Location Map**). The PD&E Study is proposing improvements to the Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard interchanges. The project is located in Broward County, Florida and is contained within the municipalities of Hallandale Beach, Pembroke Park, and Hollywood. The PD&E Study is evaluating the potential modification of existing entrance and exit ramps serving the three interchanges within the project limits. Widening and turn lane modifications at the ramp terminals were also evaluated to facilitate the ramp modifications and improve the access and operations of the interchanges. The study will evaluate the social, economic, physical and environmental impacts associated with the potential improvements.

This study is being coordinated with the following four adjacent studies/projects:

- I-95 Planning Study between US 1 (Downtown Miami) and the Miami-Dade/Broward County Line
- I-95 PD&E Study between Miami Gardens Drive and the Miami-Dade/Broward County Line
- I-95 Corridor Planning Study between the Golden Glades Interchange and I-595
- 95 Express Phase 3C Construction Project between south of Hollywood Boulevard and SW 42nd Street

WHAT IS A PD&E STUDY?

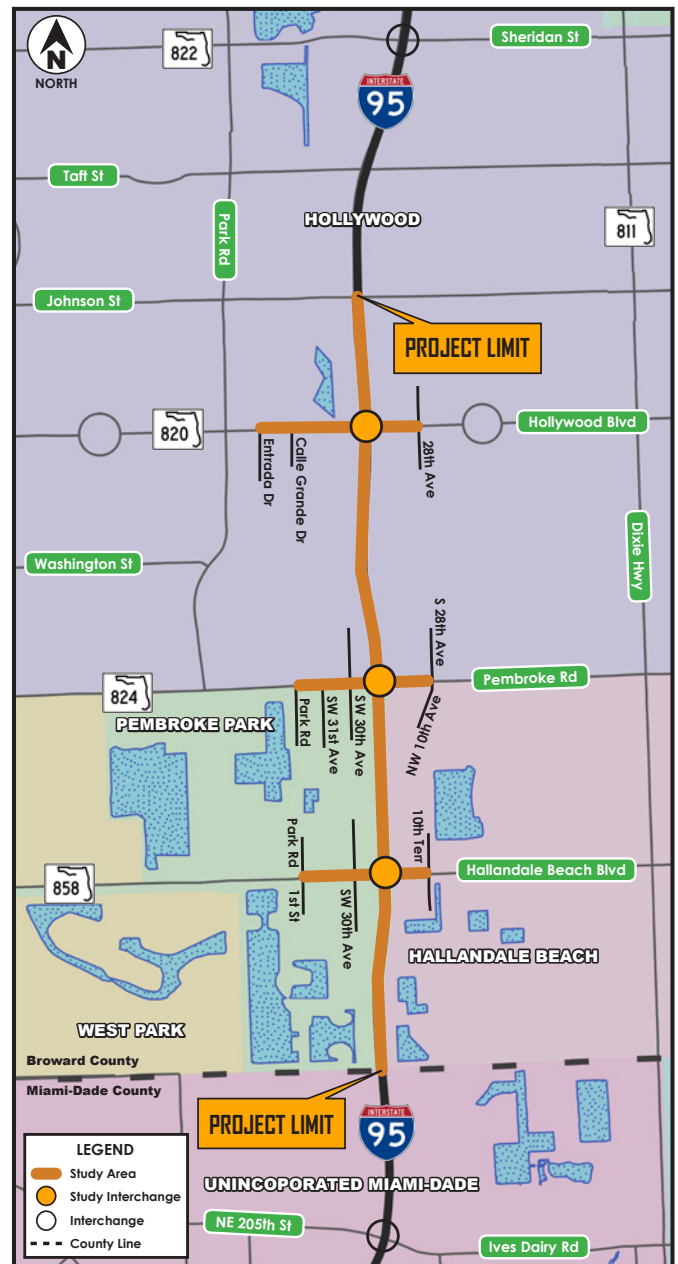
A PD&E Study is the formal process that FDOT uses to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs when evaluating improvements. A PD&E Study is required to satisfy the National Environmental Policy Act (NEPA) process. 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 December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

The PD&E process requires the combined efforts of professional engineers, planners and scientists who collect and analyze project-related information to develop the best solution for a community's transportation needs while minimizing impacts. The process is an integrated work effort involving engineering analysis and environmental evaluation, all accomplished within the context of a public participation program. The following are the key

components of the process:

- Data Collection
- Traffic Forecasts
- Alternatives Analysis and Development (including a No-Action/No-Build Alternative)
- Engineering Analysis
- Environmental Analysis
- Documentation
- Public and Agency Involvement

The final phase of the PD&E process involves the preparation of preliminary engineering and environmental documentation.



ALTERNATIVES CONSIDERED

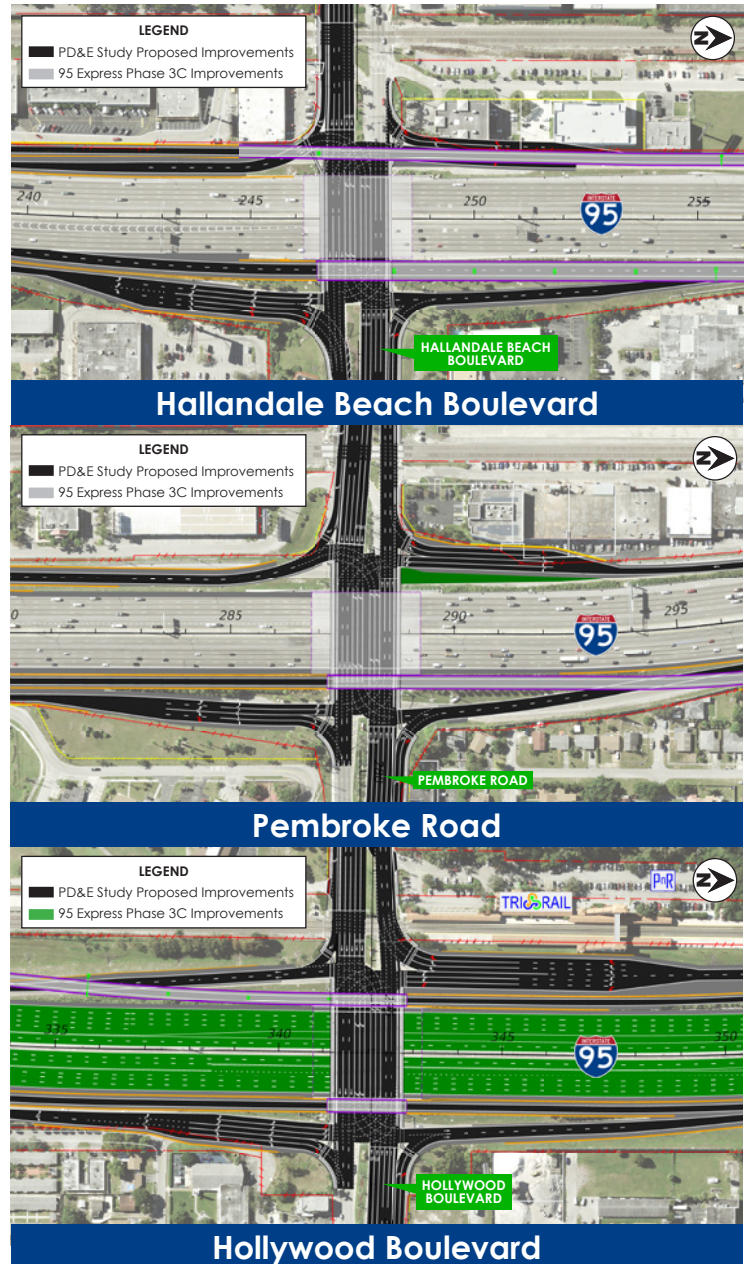
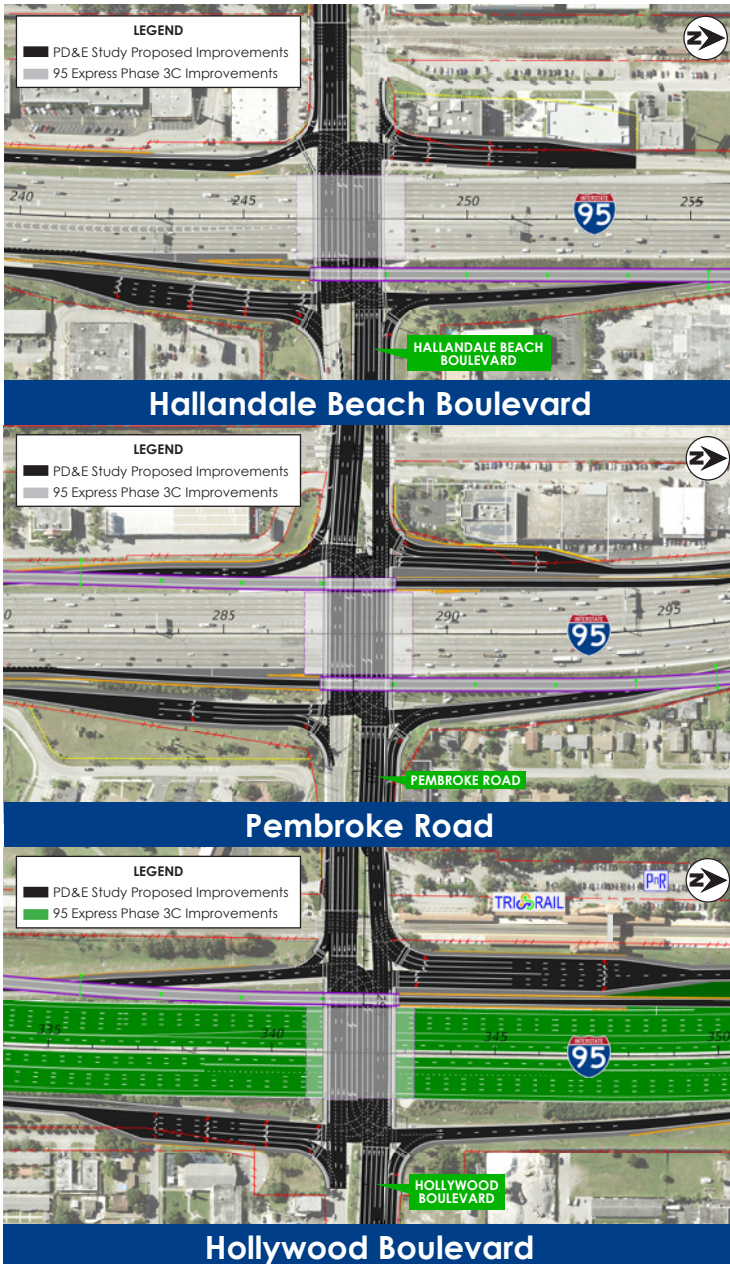
The alternatives considered as part of this PD&E Study include the No-Build Alternative, and two Build Alternatives.

BUILD ALTERNATIVE 1

Alternative 1 proposes braided ramps between interchanges to improve substandard weaving movements along I-95. In this alternative, the on-ramps from each interchange will remain unchanged. However, the off-ramps to Pembroke Rd. and Hollywood Blvd. in the northbound direction and to Pembroke Rd. and Hallandale Beach Blvd. in the southbound direction will be located one interchange prior to the destination interchange. For example, travelers destined northbound to Pembroke Rd. would use an exit ramp located just south of the Hallandale Beach Blvd. corridor right after the Hallandale Beach Blvd. off-ramp. The new exit ramp will continue separated from the I-95 mainline until reaching the cross-street ramp terminal. The same design continues northbound to Hollywood Blvd. and southbound to Pembroke Rd. and Hallandale Beach Blvd.

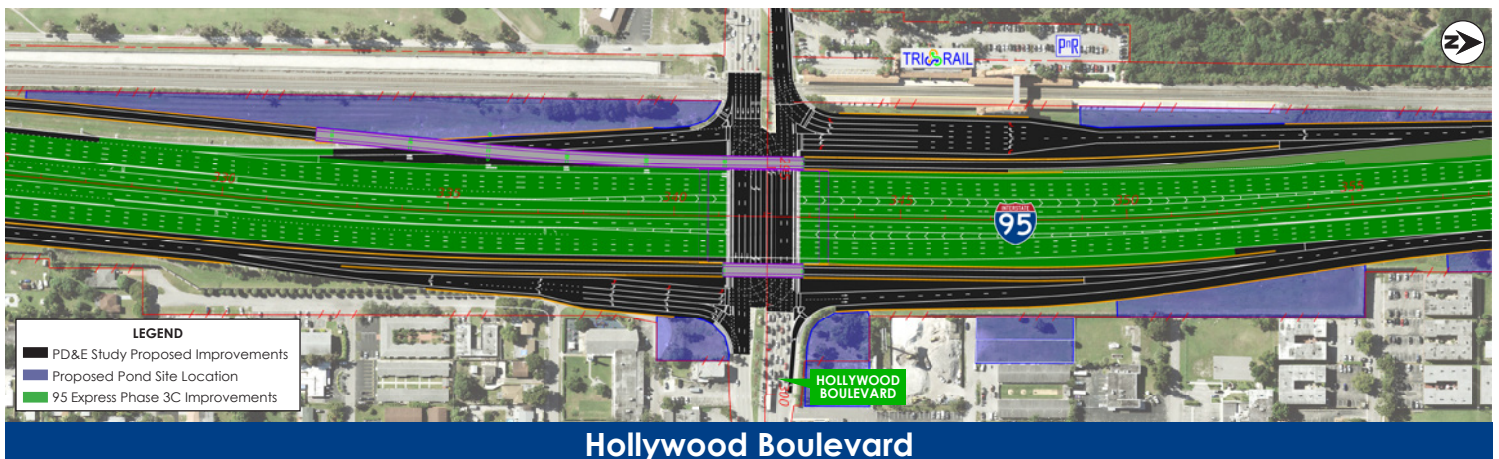
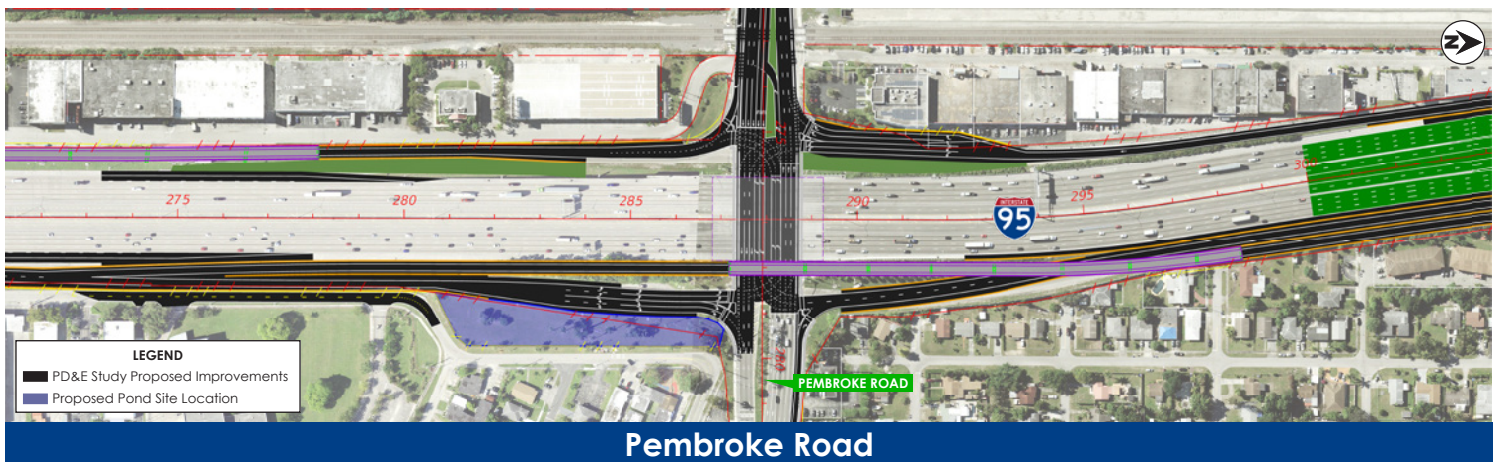
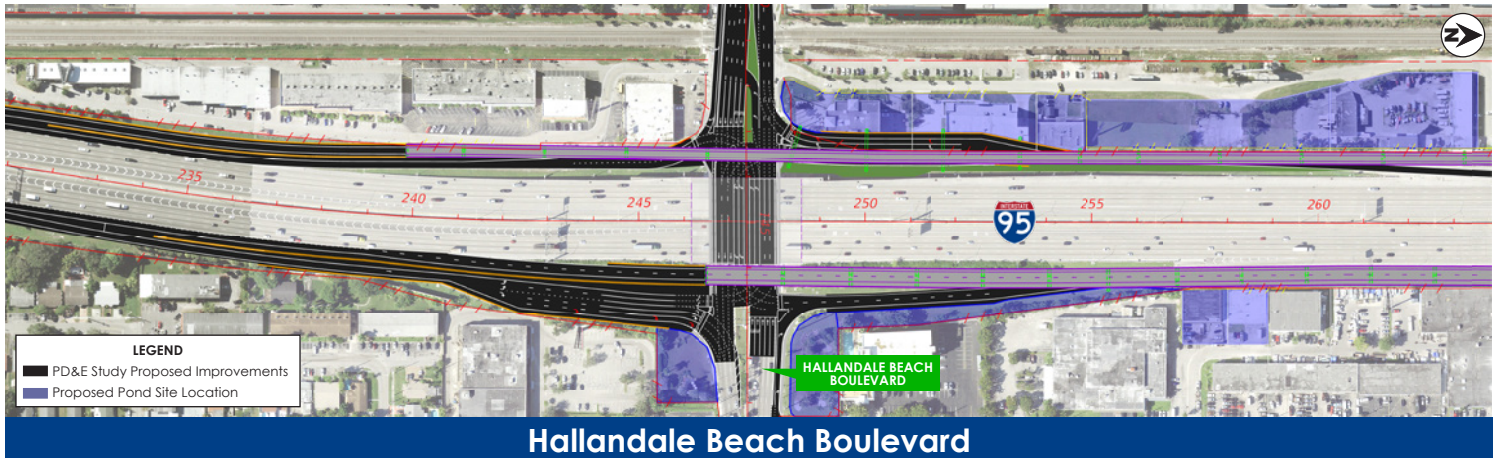
BUILD ALTERNATIVE 2

Alternative 2 proposes a collector distributor (CD) roadway system within the I-95 mainline project area. The CD system will remove the Pembroke Rd. Interchange from directly interacting with the I-95 mainline. In the northbound direction, all exiting traffic to Pembroke Rd. and Hollywood Blvd. will utilize a new CD off-ramp just south of Hallandale Beach Blvd. The CD system will extend to just north of Hollywood Blvd. serving the exit traffic to Pembroke Rd., entry traffic from Pembroke Rd. and entry traffic from Hollywood Blvd. In the southbound direction, the new CD system will not be continuous, it will end and begin at Pembroke Rd. The first section combines the off-ramps to Hollywood Blvd. and Pembroke Rd. and the second section moves the Pembroke Rd. on-ramp to enter I-95 south of the Hallandale Beach Blvd. on-ramp.



SELECTION OF PREFERRED ALTERNATIVE

The evaluation methodology used in this study involved a combination of both comparative qualitative and quantitative analyses to determine a preferred alternative, which focused on engineering, socio-economic, environmental and project cost. The key components of the alternative's analysis were purpose and need, travel demand forecasting, geometrics, right of way impacts, construction cost and operational analysis. The alternatives analysis was geared to determine which capacity improvements were necessary to improve traffic operations, safety, transit, system linkage, modal interrelationships, transportation demand, social demand, economic development, interchange access and emergency evacuation. Alternative 2 was selected as the preferred alternative based on the alternatives alignment analysis and the evaluation results documented in this PD&E Study. The improvements vary from minor to major capacity enhancements. The total cost estimate for the preferred alternative is \$224.4 million and \$60.6 million for right of way acquisition (impacts 38 parcel properties).



NOISE

The PD&E Study included the evaluation of potential noise impacts that resulted from the proposed improvements. Noise specialists used the approved federal and state procedure for evaluating whether the existing noise barriers need to be modified or if new barriers would benefit property owners. The analysis identifies qualifying noise barrier locations and preliminary heights. The findings are documented in the Noise Study Report.

PUBLIC HEARING PROCESS

Two identical Public Hearings, one Virtual and one In-Person, are scheduled for **Thursday, August 26, 2021 (Virtual)**, and **Thursday September 2, 2021 (In-Person)**. The purpose of this public hearing is to present the preferred alternative and afford all interested persons the opportunity to express their views concerning the location, conceptual design, social, economic, and environmental effects of the proposed corridor improvements. The public hearing is held following the completion of the draft environmental and engineering reports. Letters of invitation are mailed to property owners along the corridor and to local government officials to notify them of the upcoming public hearing.

The format for the public hearing includes an informal period followed by a formal presentation and a public comment period. Conceptual engineering displays, graphics, and

handouts are available to supplement the public hearing presentation. A verbatim transcript of the public hearing will be developed, which will include comments received at the hearing, as well as written comments received within 20 days after the In-Person Public Hearing. All comments received will be documented as part of the public hearing in the engineering and environmental documents.

Project draft documents are available for review 21 days prior to the public hearing. The information stemming from the public hearing will be documented, summarized and presented on the project website. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

COMMUNITY COORDINATION AND PUBLIC PARTICIPATION

FDOT encourages the public to get involved throughout the study by providing comments, questions and suggestions to the study team. Project-related information will be provided to interested people, property owners, tenants and leaseholders within at least 300 feet of the project limits, including state and local officials, government organizations and other groups. Project information is available through a newsletter, website, and public inquiries. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. All comments or suggestions may be mailed or emailed to the FDOT Project Manager at the address noted below.

PD&E STUDY SCHEDULE

PROJECT MILESTONES	2016		2017				2018				2019				2020				2021				2022	
	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun				
Begin Study	◆																							
Data Collection																								
Public Kick-off Meeting				◆																				
Engineering and Environmental Analyses																								
Alternatives Public Workshop								◆																
Select Preferred Alternative																								
Corridor Planning Study																								
Preferred Alternative Refinements																								
Draft Documentation																								
Public Hearing																					◆			
Final Documentation																								
Location and Design Concept Acceptance (Study Completed)																					◆			
Public Involvement																								

◆ Design Phase - Scheduled for Fiscal Year 2022

• Construction Phase - Unfunded at this time

Schedule Subject to Change

PROJECT CONTACT

If you would like to obtain additional project information, be added to the mailing list or arrange a meeting, please visit our website at <http://www.fdot.gov/projects/sefl/future/95/858-820/> or contact:

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