

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
 - **Americans with Disabilities Act of 1990 (ADA)**
 - **Title VI of the Civil Rights Act of 1964 and Other Nondiscrimination Laws**
- ❑ **49 CFR Part 24**, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs
- ❑ **40 CFR Part 1506**, Other Requirements of the **National Environmental Policy Act (NEPA)**



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This public hearing is being held in accordance with the laws and regulations listed on this slide.

This public hearing was advertised consistent with Federal and State requirements and is being conducted consistent with the Americans with Disabilities Act of 1990.

Public Hearing – Title VI Non-Discrimination



The Florida Department of Transportation 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 their concerns about Title VI may do so by contacting either:

District Four - Florida Department of Transportation
District Four, Title VI Coordinator

Sharon SinghHagyan

3400 West Commercial Boulevard

Fort Lauderdale, Florida 33309-3421

(954) 777-4190 or

Toll free at (866) 336-8435, ext. 4190

Sharon.SinghHagyan@dot.state.fl.us

or

Tallahassee Office - Florida Department of Transportation, State Title VI Coordinator

Jacqueline Paramore

Equal Opportunity Office

605 Suwannee Street, MS 65

Tallahassee, Florida 32399-0450

(850) 414-4753

Jacqueline.Paramore@dot.state.fl.us

All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.



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The Florida Department of Transportation is required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. This hearing is being held to give all interested persons the right to understand the project and comment on their concerns to the Department.

Public Participation at this hearing 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 either the Florida Department of Transportation, District Four Title VI Coordinator or the Florida Department of Transportation Statewide Title VI Coordinator. The contact information for these officials are shown on the screen as well as in the hearing notifications and on the project website.

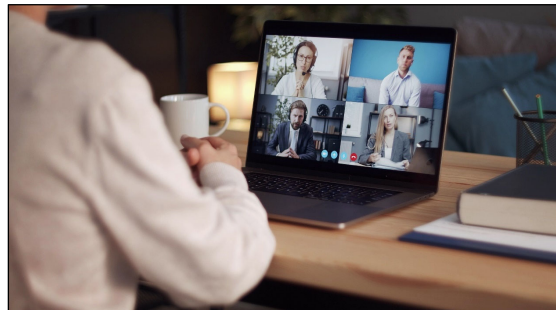
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.



This environmental study has been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to Title 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and Federal Highway Administration signed on December 14, 2016. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

Purpose of Tonight's Public Hearing

- ❑ Share information with the public
- ❑ Serves as an official forum to discuss the maps, drawings, and other information about the project
- ❑ Provide an opportunity for public input
- ❑ All public comments will become part of the project's public record

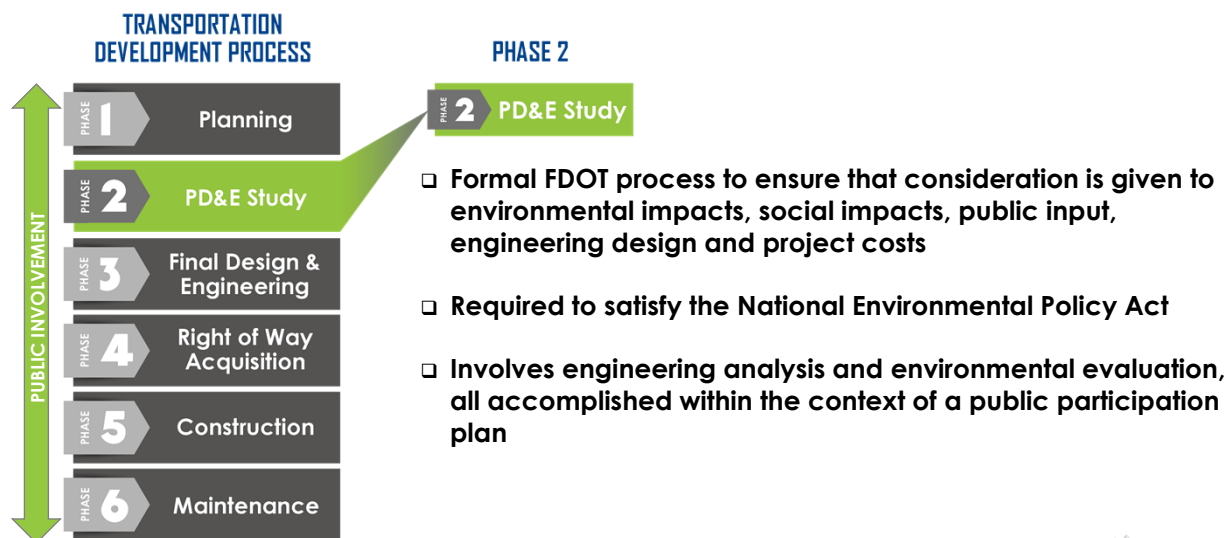


The purpose of this Public Hearing is to share information with the public about the proposed improvements and their potential environmental impacts.

This public hearing serves as an official forum to discuss the maps, drawings, and other information about the project, providing an opportunity to the public to express their opinions and concerns regarding the location, conceptual design and potential social, economic, and environmental effects of the proposed improvement on the community.

This meeting is being recorded and will be available on the project website after September 2nd. Following this presentation, the hearing will be open for public comments. All written and oral public comments will become part of the public record for the project.

What is a PD&E Study?



The Project Development and Environment Study or PD&E is the second step of the Project Development process that the Florida Department of Transportation follows to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs when evaluating a planned transportation improvement project.

The PD&E process was established by the FDOT as the state’s procedure for complying with the National Environmental Policy Act or NEPA (say “neepah”) of 1969 and is required to secure Federal approval and funding.

The PD&E process is an integrated work effort involving engineering analysis and environmental evaluation, all accomplished within the context of a public participation plan.

- ❑ From: South of Hallandale Beach Boulevard
(Miami-Dade/Broward Countyline)
- ❑ To: North of Hollywood Boulevard
(Johnson Street)
- ❑ 3 Miles
- ❑ 3 Interchanges
- ❑ Broward County, Florida
- ❑ Municipalities:
 - Hallandale Beach
 - Pembroke Park
 - Hollywood



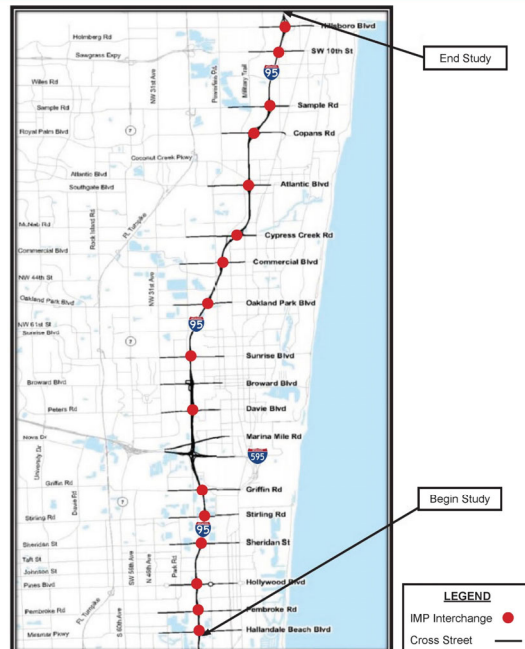
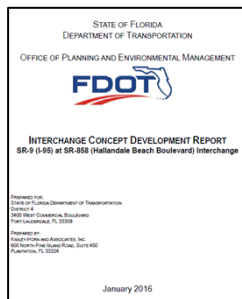
The I-95 corridor project limits run from south of Hallandale Beach Boulevard to north of Hollywood Boulevard, approximately three miles. There are three existing interchanges within the project limits located at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard.

The project is located in Broward County, Florida and is contained within the municipalities of Hallandale Beach, Pembroke Park, and Hollywood.

Previous Interchange Planning Study



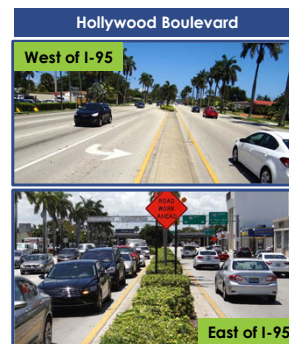
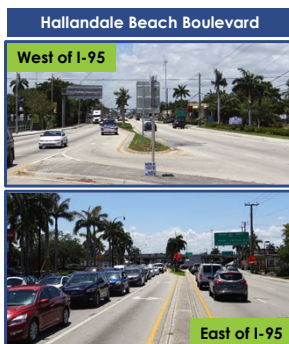
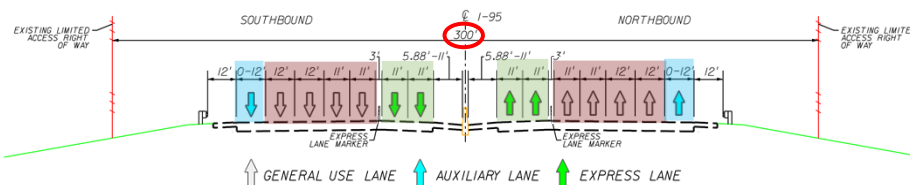
- ❑ I-95 Interchange Planning Study (2016)
- ❑ Study determined that the proposed interchange improvements were feasible, viable and constructible
- ❑ Study recommended a detailed analysis to support the feasibility and viability during the PD&E Study phase



In 2016, FDOT District Four evaluated the feasibility of implementing interchange improvements on I-95 at 16 of the 19 interchanges in Broward County, which included Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard. The planning study, called *I-95 Broward Interchanges Masterplan*, evaluated and screened concepts, which focused on preliminary engineering efforts and future traffic projections.

The planning study determined that the proposed improvements were feasible, viable and constructible. The study recommended a detailed analysis and further evaluations to support the feasibility and viability of these improvements during the PD&E Study phase.

Existing Corridor Characteristics



National Highway System

SIS
Strategic Intermodal System



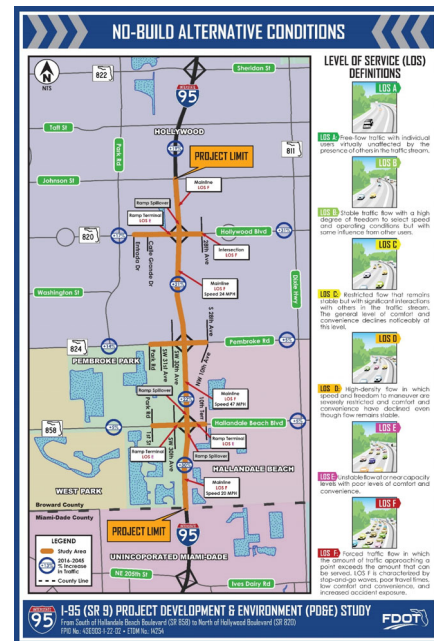
I-95, within the project limits, currently consists of eight general use lanes (four in each direction), four dynamically-tolled express lanes (two in each direction) and auxiliary lanes between interchanges. The existing limited access right of way width varies within the study limits but is generally 300 feet. The right of way is typical throughout the corridor except at the interchanges, where it varies to accommodate entrance and exit ramps.

Hallandale Beach Boulevard consists of four lanes west of I-95 and six lanes east of I-95. Pembroke Road and Hollywood Boulevard each have six lanes west of I-95 and four lanes east of I-95.

I-95 is part of the National Highway System and is designated as a Strategic Intermodal System facility. The Strategic Intermodal System is a statewide network of Florida's transportation facilities that are regionally significant to the state to move people, goods and services.

I-95, Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management.

- ❑ Evaluate Interchange Improvements
- ❑ Identify Ramp Terminal Intersection Improvements
- ❑ Evaluate the social, economic, physical and environmental impacts associated with the potential improvements
- ❑ Evaluate Traffic Operations
 - Opening Year 2030
 - Design Year 2045
- ❑ Identify a Preferred Alternative



This 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 evaluated to facilitate the ramp modifications and improve the access and operations of the interchanges.

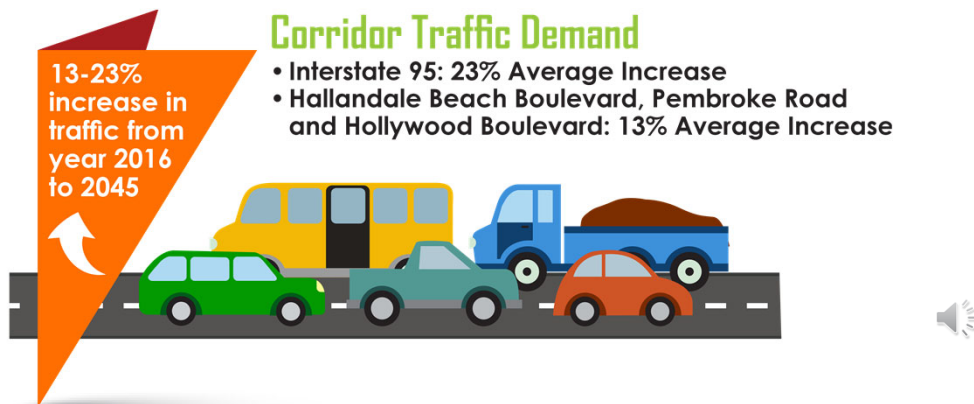
The study will evaluate the social, economic, physical and environmental impacts associated with the potential improvements.

The PD&E Study is also evaluating the traffic demand and operations by the opening and design years with the goal of identifying a preferred alternative that meets the purpose and needs of the project.

□ Purpose

- The primary purpose of this project is to add interchange capacity to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. The project also includes operational, intersection capacity and safety enhancements.

□ Needs



The primary purpose of this project is to add interchange capacity to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. The project also includes operational, intersection capacity and safety enhancements.

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

Corridor Traffic Demand – The traffic model volume projections are forecasting a 13-23% increase in traffic within the study area between the years 2016 and 2045.

Collisions due to heavy congestion and constant stop-and-go



Safety

- Over 2,800 crashes on I-95 between 2008-2015.
- Congestion and additional future traffic will increase accidents within the area.



Safety – The study area has experienced greater overall number of crashes than what would typically be anticipated on similar facilities. A preliminary crash safety analysis indicated that the study area has experienced over 2,800 crashes on I-95 between the years 2008 and 2015. These crashes are due to the heavy levels of congestion and operational weaving conditions. Congestion and additional future traffic will lead to an increase in accidents with recurrent low speed operations.



Transit Operations

- Existing congestion impacts transit operations.
- Additional capacity provides opportunities for transit expansions.

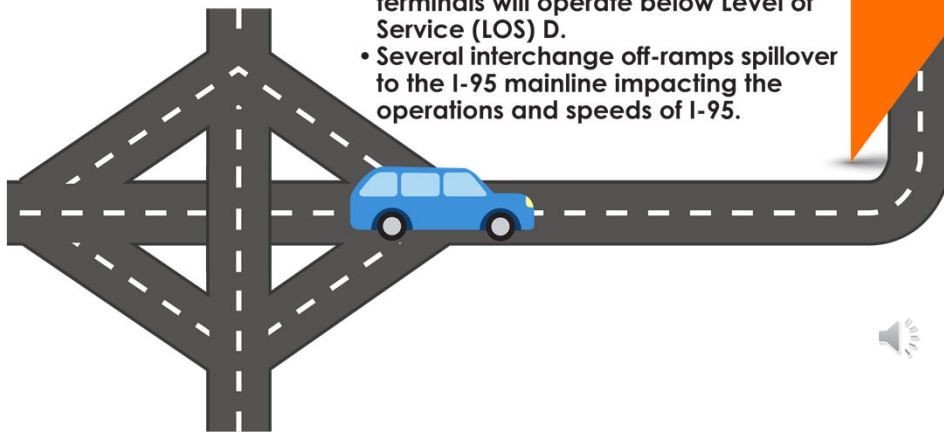


Transit Operations - Existing corridor and interchange congestion is impacting transit operations and not allowing the opportunity for future transit line expansions that could complement other transit services. Additional capacity provides opportunities for transit expansions.

Interchange Capacity Needs

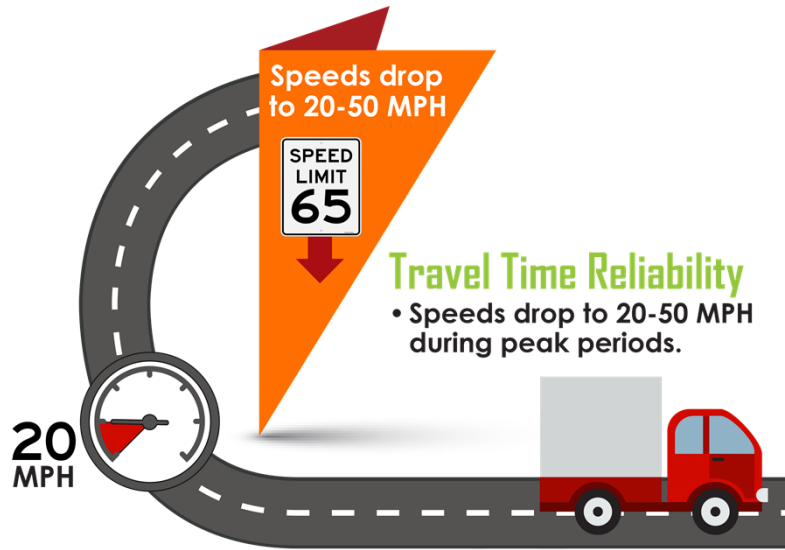
- I-95 freeway segments between interchanges and interchange ramp terminals will operate below Level of Service (LOS) D.
- Several interchange off-ramps spillover to the I-95 mainline impacting the operations and speeds of I-95.

Additional capacity is needed now



I-95 freeway segments between interchanges and interchange ramp terminals will operate below level of service D.

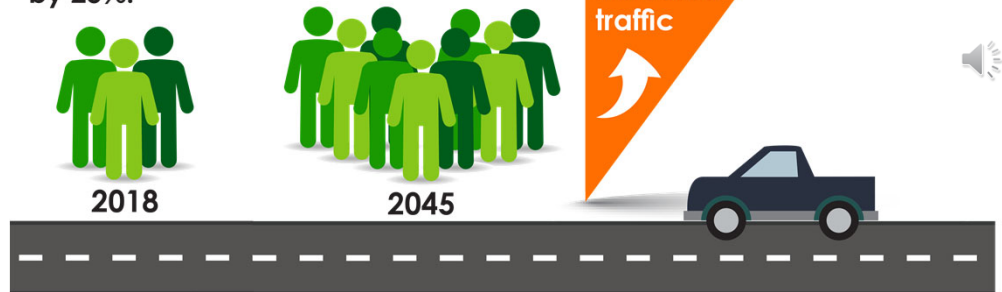
Several interchange off-ramps spillover to the I-95 mainline impacting the operations and speeds of I-95. Additional capacity is needed now.



Travel Time Reliability - The posted speed of the corridor is 65 miles per hour. Current average travel speeds are dropping to between 20 and 50 miles per hour during peak periods.

Population Growth

- Broward County population will increase by 16% between 2018 and 2045.
- Broward County employment will grow by 25%.



Population Growth – The population of Broward County is expected to increase by 16% between the years 2018 and 2045. Employment is expected to grow by 25%. This projected increase in population and employment will result in increased traffic.

Modal Interrelationships

- Capacity improvements within the study area will enhance the mobility of people and goods by alleviating current and future congestion at the interchanges and on the surrounding freight and transit networks.
- Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area.

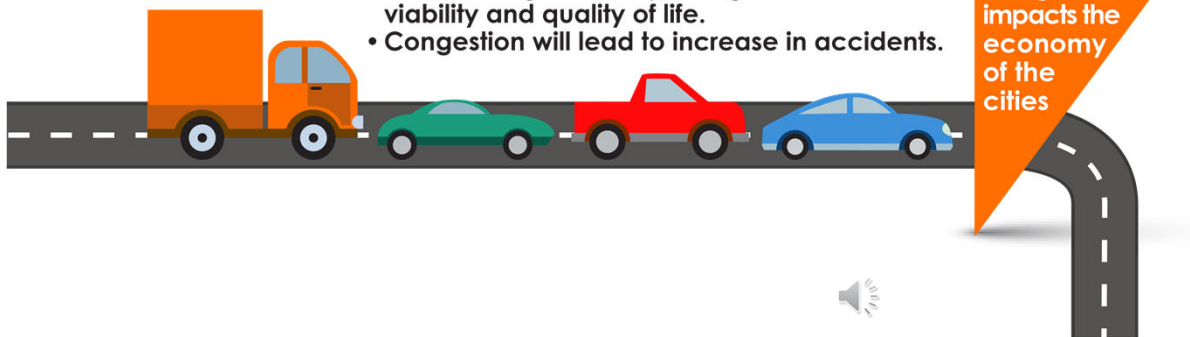
Improve park and ride lot, transit routes, and Tri-Rail operations



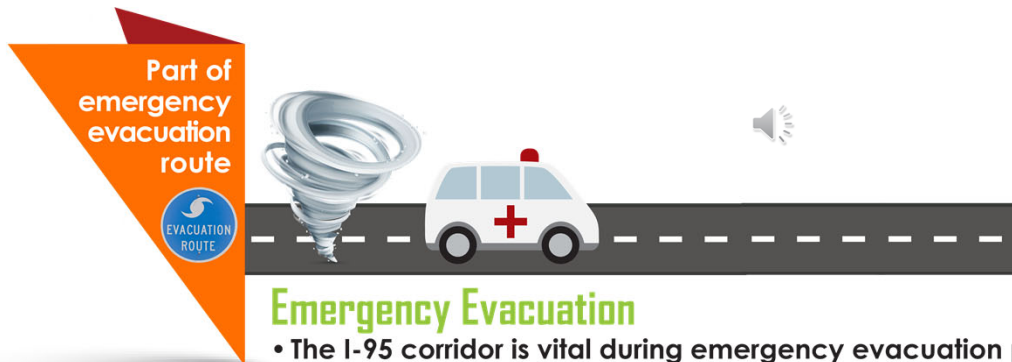
Modal Interrelationships - Capacity improvements within the study area will enhance the mobility of people and goods by alleviating current and future congestion at the interchanges and on the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area.

Long-Term Mobility

- Residents and workers in the area will face severe congestion impacting their economic viability and quality of life.
- Congestion will lead to increase in accidents.



Long-Term Mobility – Segments of I-95 and interchange ramp terminal intersections are currently operating at unacceptable levels of service. Residents and workers in the surrounding area will face severe congestion leading to an increase in accidents and to decreasing productivity that would impact the economic viability and quality of life in the cities surrounding the corridor.



Emergency Evacuation

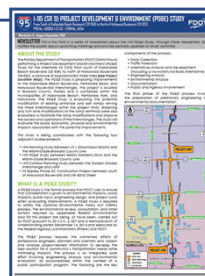
- The I-95 corridor is vital during emergency evacuation periods.
- Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard are also part of the emergency evacuation routes network.

Emergency Evacuation – All four corridors serve as part of the emergency evacuation routes network. I-95 is vital in facilitating traffic movement during emergency evacuation periods as it connects to other major roadways and highways of the state evacuation route network.

FDOT has been coordinating meetings with the public, agencies and stakeholders throughout the entire study

- **Public Meetings**
 - Public Kick-off Meeting – May 25, 2017
 - Alternatives Public Workshop – June 7, 2018
 - Public Hearing – **Tonight's Meeting**
- **Other Meetings**
 - Small Group Meetings
 - One-on-One Stakeholder Meetings
- **Newsletters**
- **Project Website**

www.fdot.gov/projects/sefl/future/95/858-820/



Two public meetings and a Public Hearing are to be held to involve the public, local officials and interested agencies in the project development process. These public meetings and the Public Hearing provide information regarding the project's status and seek public input. A Public Kick-off Meeting was held on May 25, 2017. An Alternatives Public Workshop was held on June 7, 2018. Today, we are holding the Public Hearing.

Small group meetings and one-on-one stakeholder meetings have been held with public officials and other stakeholders throughout the study. The intent of these meetings is to present the latest project information and to provide opportunities to discuss specific issues and/or concerns.

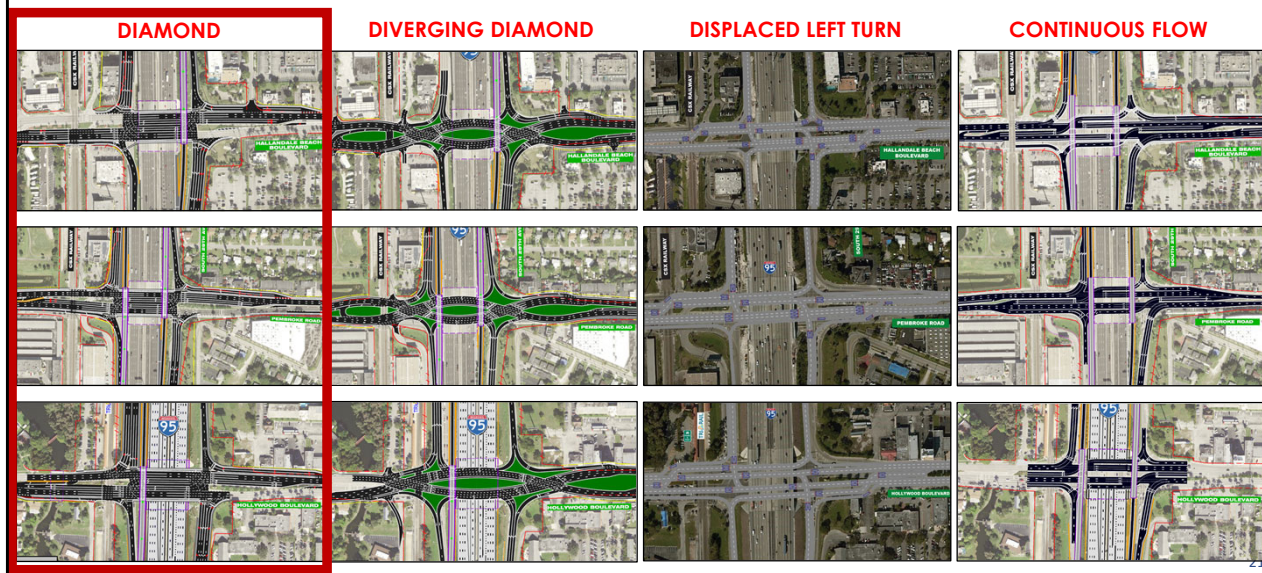
Four project newsletters were prepared for the study. Newsletters were distributed at all the meetings.

A project website was developed for the PD&E Study and includes all pertinent

information about the project. The project website is another method used to allow the public to communicate with the project team and provide comments.

Alternatives Analysis - Interchanges

- ❑ Evaluate alternatives that will address existing and projected operating deficiencies
- ❑ Multiple interchange alternatives were considered, including a No-Build Alternative



The objective of this PD&E Study is to evaluate interchange alternatives that will address existing and projected traffic operating deficiencies along this section of I-95. In order to keep up with the growing traffic demand within the study area, multiple alternatives were considered in this PD&E Study, including a No-Build No-Construction Alternative.

Four interchange concepts were evaluated during the screening process:
The first one was a Diamond Interchange, which is the existing configuration, but with additional ramp terminal intersection turn lanes.
The second one was a Diverging Diamond Interchange
The third one was a Displaced Left Turn Lane Interchange
And the fourth one was a Continuous Flow Intersection with U-turns

The recommended interchange concept moving forward as part of the study was to maintain the Diamond Interchanges and add ramp terminal intersections capacity.

The other 3 interchange configurations required additional right of way impacts, railroad crossing impacts and or were not compatible with the proposed improvements along I-95. Therefore, these interchange concepts were no longer

considered in the study.

- ❑ **Two Build Alternatives, Alternatives 1 and 2, were fully evaluated within the study area, which were presented during the 2018 Alternatives Public Workshop.**
- ❑ **Both alternatives considered relocating interchange ramps and added exclusive turn lanes at the ramp terminal intersections. Both alternatives maintaining the existing diamond interchange configuration.**

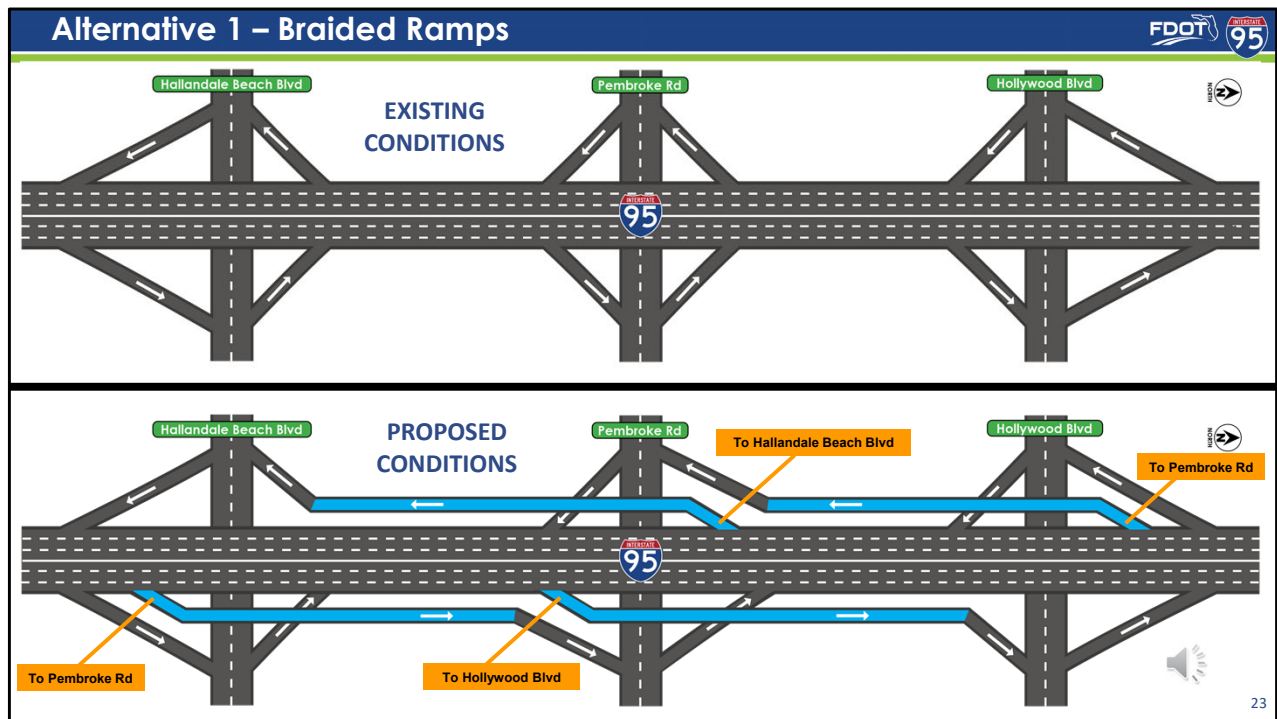


Alternative 1

Alternative 2

Two build alternatives were selected to move forward as part of the PD&E process, Alternatives 1 and 2. These alternatives were fully evaluated within the study area and were presented during the 2018 Alternatives Public Workshop.

Both alternatives considered relocating interchange ramps and added exclusive turn lanes at the ramp terminal intersections. Both alternatives maintained the existing diamond interchange configuration.



Alternative 1 proposes braided ramps between interchanges to improve the operations in and out of the interstate. These schematic line diagrams depict the I-95 existing conditions on top and the Alternative 1 proposed conditions on the bottom.

A schematic line diagram is a simple way of presenting an idea depicting the significant components of a system.

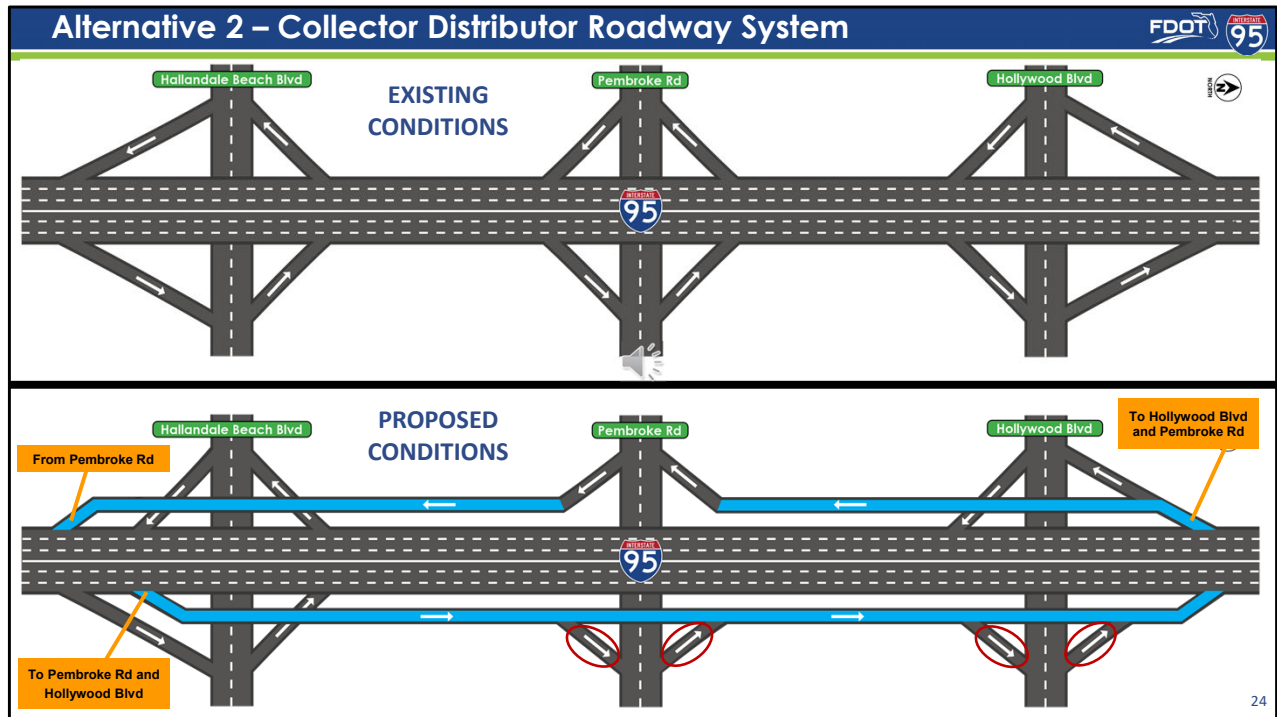
The gray color represents existing conditions, and the blue color represents the proposed improvements.

In this alternative, the on-ramps from each interchange remain unchanged. However, the off-ramps to Pembroke Road and Hollywood Boulevard in the northbound direction and to Pembroke Road and Hallandale Beach Boulevard in the southbound direction were located one interchange prior to the destination interchange. For example, travelers destined northbound to Pembroke Road would use an exit ramp located just south of the Hallandale Beach Boulevard corridor right after the Hallandale Beach Boulevard off-ramp. The new exit ramp goes over Hallandale Beach Boulevard and continues separated from the I-95 mainline until reaching Pembroke

Road. The same design is proposed downstream to exit at Hollywood Boulevard going over Pembroke Road.

The same design is also proposed in the southbound direction to Pembroke Road going over Hollywood Boulevard and to Hallandale Beach Boulevard going over Pembroke Road.

These new exit ramps bypass and avoid conflicts with the existing on-ramps improving the operations between the I-95 mainline traffic and the interchange traffic exiting and entering the mainline.



Alternative 2 proposes a collector distributor roadway system within the I-95 mainline project area. The collector distributor roadway system removes the Pembroke Road Interchange from directly interacting with the I-95 mainline. In the northbound direction, all exiting traffic to Pembroke Road and Hollywood Boulevard utilizes a new collector distributor off-ramp just south of Hallandale Beach Boulevard. The collector distributor roadway system extends to just north of Hollywood Boulevard serving the exit traffic to Pembroke Road, entry traffic from Pembroke Road, exit traffic to Hollywood Boulevard and entry traffic from Hollywood Boulevard.

In the southbound direction, the new collector distributor roadway system is not continuous, it ends and begins at Pembroke Road. The first section combines the off-ramps to Hollywood Boulevard and Pembroke Road and the second section moves the Pembroke Road on-ramp to enter I-95 south of the Hallandale Beach Boulevard onramp.

QUALITATIVE COMPARISON				
Variables/Parameters	No-Build Alternative	Build Alternative 1	Build Alternative 2	Best Build Alternative
				Alt. 1 Alt. 2
Engineering				
Geometric Compliance to Design Criteria	No change	Meets criteria Substandard interchange spacing Relocation of off-ramps impacts uniformity of the corridor	Meets criteria Combines ramps improving interchange spacing Maintains ramp uniformity	<input checked="" type="checkbox"/>
Multimodal Facilities	No change	Provides the ability to enhance bus service operations Improves bicycle and pedestrian facilities Impacts public transportation shuttle route between Pembroke Road and Hollywood Boulevard	Provides the ability to enhance bus service operations Improves bicycle and pedestrian facilities Impacts public transportation shuttle route between Pembroke Road and Hollywood Boulevard	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Mobility	Increased congestion	Adds capacity Improves the traffic operations of the area	Adds capacity Improves the traffic operations of the area Removing the Pembroke Road interchange from directly intersecting with I-95 Improves the mobility and access in and out of Pembroke Road	<input checked="" type="checkbox"/>
Safety Improvements	Includes planned/programmed ramp terminal safety improvements	Reduces long-term crashes related to heavy congestion, mainline weaving maneuvers, mainline and ramp speed differentials and interstate access.	Reduces long-term crashes related to heavy congestion, mainline weaving maneuvers, mainline and ramp speed differentials and interstate access Reduces the number of entrances and exits to/from I-95	<input checked="" type="checkbox"/>
Drainage Analysis	No impact	Less impacts than Alternative 2 Alternative 1 requires a smaller roadway footprint	More impacts than Alternative 1 Alternative 2 requires a larger roadway footprint	<input checked="" type="checkbox"/>
Structures Analysis	No change	New bridges = 4, Bridge widenings = 2, Less new bridges than Alternative 2	New bridges = 5, Bridge widenings = 2, More new bridges than Alternative 1	<input checked="" type="checkbox"/>
Utility Impacts	No impact	5 Major impacts, 7 Minor impacts	5 Major impacts, 7 Minor impacts	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Maintenance of Traffic	No impact	Moderate impacts during construction, Less impacts than Alternative 2	Moderate impacts during construction, More impacts than Alternative 1	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Purpose and Need	Does not meet	Meets	Meets	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Totals				19 22

Alternative 2 was selected as the 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.

An alternatives evaluation matrix was developed to compare the alternatives across the range of issues affected by the project. Based on the results of this evaluation, Build Alternative 2 was the highest ranked and consequently chosen as the Preferred Alternative.

Alternative 2 - Preferred Alternative Benefits



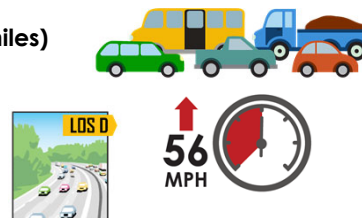
CAPACITY

- ❑ The collector distributor roadway system removes I-95 mainline traffic, which provides more capacity to several mainline segments of I-95
- ❑ Adds additional exclusive turn lanes at the ramp terminals



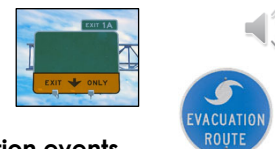
OPERATIONS

- ❑ Combines ramps improving interchange spacing (from 0.7 to 1.8 miles)
- ❑ Reduces the number of weaving movements (from 8 to 3)
- ❑ No speed differentials between the mainline and ramps
- ❑ Increases operating speeds along I-95 by 10-21 MPH
- ❑ Provides the most locations with Level of Service (LOS) D or better
- ❑ No off-ramp spillovers to the I-95 mainline



SAFETY

- ❑ Reduces the number of entrances and exits to and from I-95 (from 12 to 8)
- ❑ Requires less signage on the mainline
- ❑ Reduces long-term crashes and total number of crashes
- ❑ Provides more off-ramp storage when exiting I-95
- ❑ Additional lanes and capacity for emergency response and during evacuation events



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Alternative 2 will meet the purpose and need of this project, which is to add capacity to meet future transportation demand, improve interchange operations and enhance safety.

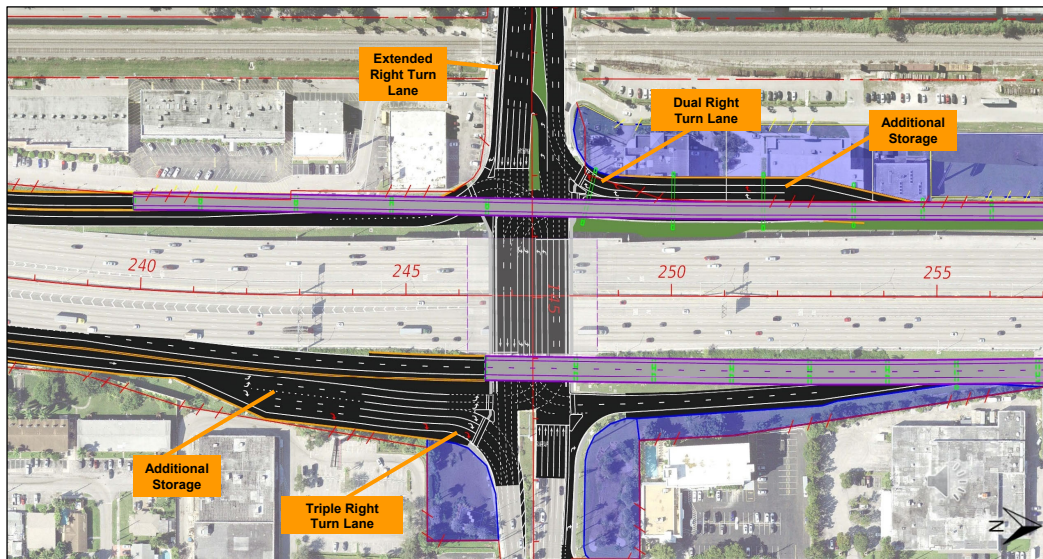
From the capacity perspective, the proposed collector distributor roadway system removes I-95 mainline traffic, which provides more capacity to several mainline segments of I-95.

The operations between I-95 and the interchanges improve significantly by increasing the interchange spacing from 0.7 to 1.8 miles, reducing the number of weaving movements from 8 to 3, increasing the mainline speeds by 10 to 21 miles per hour and eliminating all off-ramp spillovers to I-95.

Safety is improved by reducing the number of entrances and exits to and from I-95 from 12 to 8, reducing the number of roadway signs along I-95 and providing more off-ramp storage when exiting I-95.

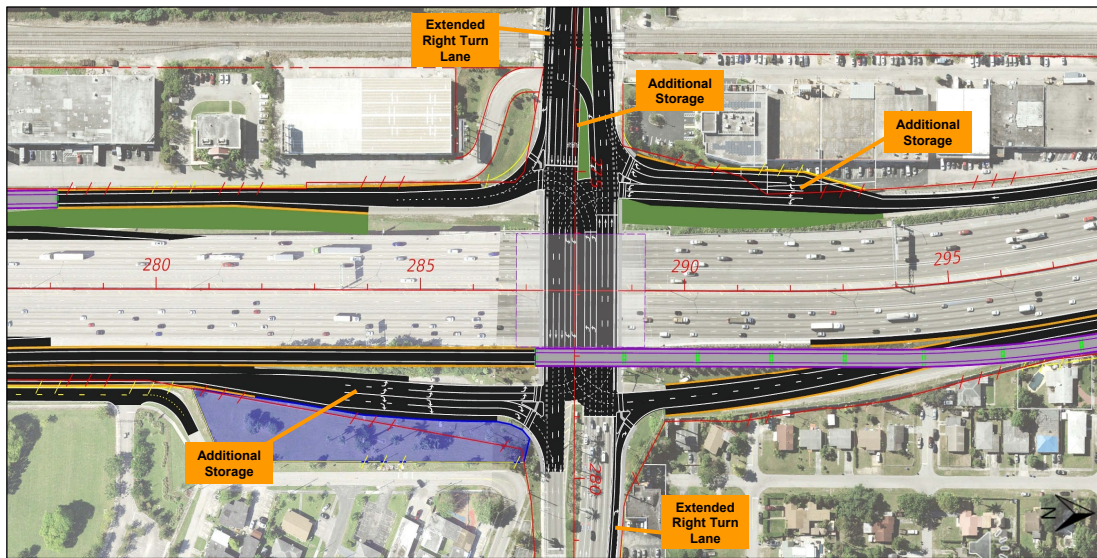
In the case of an evacuation event, this section of I-95 will have additional lanes with the preferred alternative. The additional lanes will make the corridor more effective

during emergency evacuation events and emergency response.



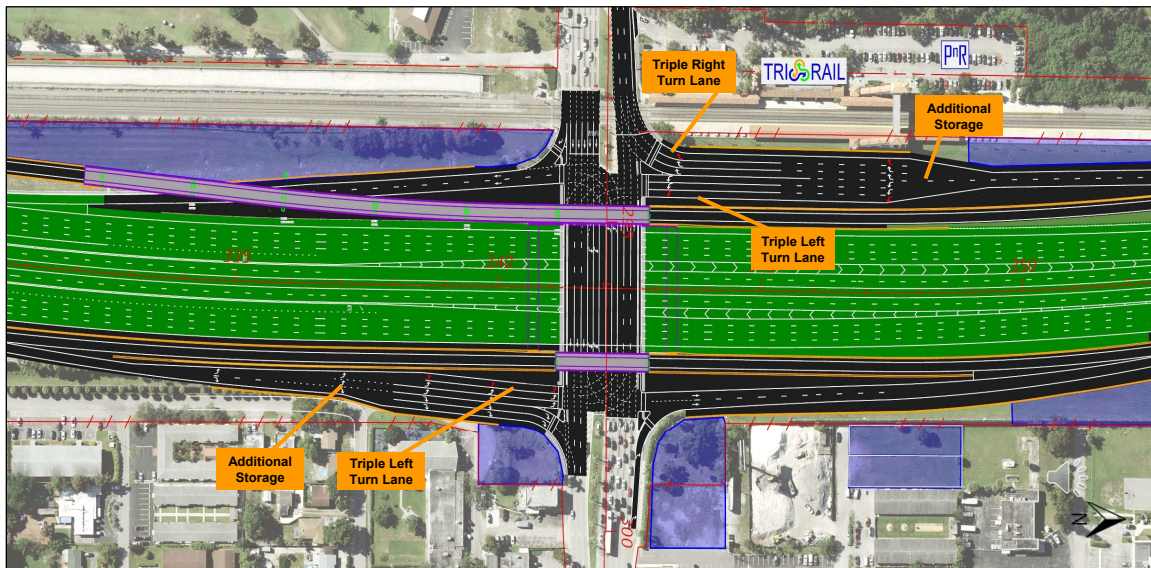
The preferred alternative is proposing the following improvements at the Hallandale Beach Boulevard ramp terminal intersections:

- An additional northbound right turn lane for a total of 3 right turn lanes and additional storage.
- An additional southbound right turn lane for a total of 2 right turn lanes and additional storage.
- Extended the eastbound to southbound right turn lane approximately 850 feet.



The preferred alternative is proposing the following improvements at the Pembroke Road ramp terminal intersections:

- Additional northbound off-ramp storage.
- Extended the westbound to northbound right turn lane approximately 350 feet.
- Additional southbound off-ramp storage.
- Extended the eastbound to southbound right turn lane approximately 400 feet.
- Additional eastbound to northbound left turn lane storage.

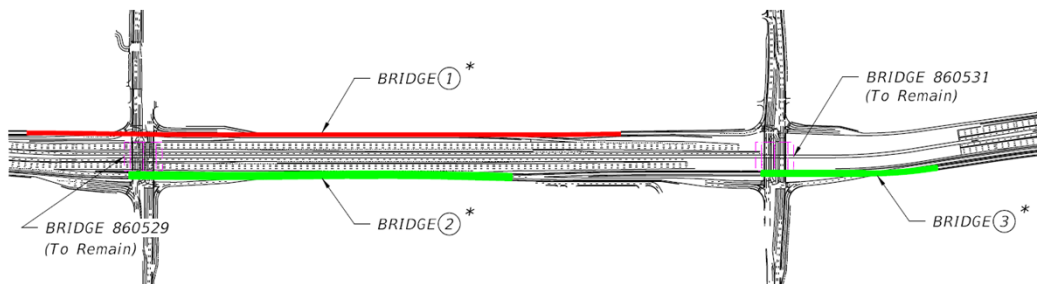


The preferred alternative is proposing the following improvements at the Hollywood Boulevard ramp terminal intersections:

- An additional northbound left turn lane for a total of 3 left turn lanes and additional storage.
- An additional southbound left turn lane for a total of 3 left turn lanes and additional storage.
- An additional southbound right turn lane for a total of 3 right turn lanes and additional storage.

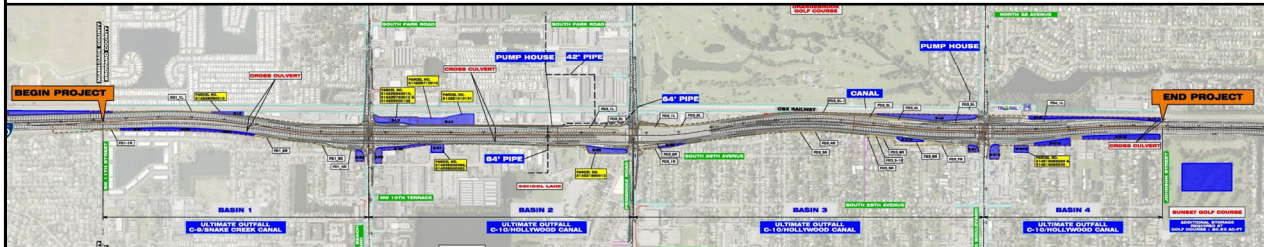
- ❑ 6 New Bridges
- ❑ 1 Bridge Widening

SUMMARY OF STRUCTURES	
ITEM	QUANTITY
█ PROPOSED NEW BRIDGES STEEL	1
█ PROPOSED NEW BRIDGES CONCRETE	5
█ PROPOSED BRIDGE WIDENINGS	1
█ EXISTING BRIDGE REMAIN	5



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As part of the preferred alternative, 6 new bridges will be added to the corridor with 1 bridge widening, in this case Johnson Street over I-95.



- ❑ **Drainage Systems – Four Systems**
- ❑ **Stormwater Attenuation and Floodplain Compensation – Attenuation and floodplain compensation are to be achieved via existing/proposed dry/wet retention ponds and French Drains**
- ❑ **Water Quantity/Quality – Improvements will meet the existing water quality, water quantity and discharge attenuation standards as required by the South Florida Water Management District.**



The existing corridor’s 4 drainage systems will be enhanced to accommodate the stormwater runoff from the roadway improvements. This will be accomplished by increasing the capacity of the roadway swales and reconfiguring and optimizing the size and locations of all the ponds within the existing and proposed right of way. Stormwater runoff will be conveyed and contained via existing and proposed dry and wet retention ponds and French Drains. Stormwater management systems proposed by this study will meet the existing water quality and quantity standards. Discharge attenuation requirements will be met as required by the South Florida Water Management District.

- ❑ Social and Economic Effects
- ❑ Land Use, Mobility, Aesthetics
- ❑ Relocation Potential
- ❑ Cultural/Archaeological Resources
- ❑ Community Features
- ❑ Recreational Resources
- ❑ Wetlands/Surface Waters
- ❑ Water Quality
- ❑ Wildlife and Habitat
- ❑ Noise and Air Quality
- ❑ Contamination



The PD&E Study evaluated the social, economic, physical and environmental impacts associated with the potential improvements. These environmental considerations were considered during the selection of the preferred alternative.

- ❑ No displacement or isolation of any neighborhood/population
- ❑ Relocation will occur with residential and commercial properties
- ❑ No impact to community features anticipated
- ❑ Changes to demographics are not anticipated
- ❑ Improved access to local businesses and neighborhoods
- ❑ Potential to promote economic growth



The social evaluation determined that no displacement or isolation of any population will result from the proposed improvements. Relocation impacts will occur with residential and commercial properties. No impacts to community facilities will result from the project. Safety, emergency evacuation and mobility will be enhanced by the proposed project.

Eight out of 13 census blocks have resident populations with greater than 50% minority populations and households below poverty level to be greater than 20%. Changes in demographics or overall land use are not anticipated with the preferred alternative. Therefore, impacts to these communities, as a result of this project, are not anticipated.

The preferred alternative supports economic development by improving mobility and reducing congestion. Drivers exiting I-95 to the interchanges will be able to arrive at their cross street destinations faster by avoiding congestion along I-95, shorter queues at the ramp terminals and less traffic signal cycles; thereby enhancing both

mobility and potentially economics.

LAND USE

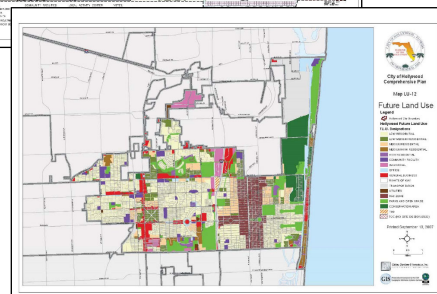
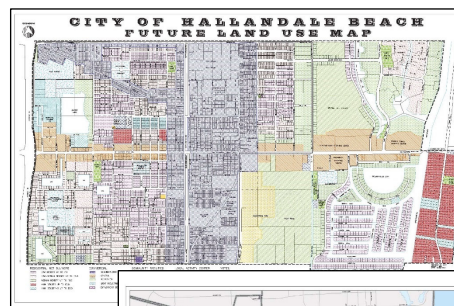
- ❑ Project occurs in existing urban environment
- ❑ No significant changes in land use

MOBILITY

- ❑ Improves safety
- ❑ Shuttle route Impact
- ❑ Improves emergency evacuation
- ❑ Reduces traffic congestion

AESTHETIC EFFECTS

- ❑ Potential increased visual awareness of the corridor

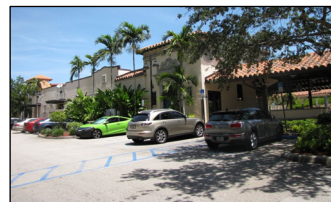


The land use evaluation determined that the project occurs in an existing urban environment, which is essentially built out. Therefore, no significant land use changes are anticipated.

The preferred alternative will improve mobility, travel speeds, and travel time within the study area. No disruption in pedestrian traffic or travel between communities is anticipated except for the existing shuttle route between the Pembroke Road Interchange and Hollywood Boulevard Interchange. This shuttle route will be impacted by the preferred alternative by not accommodating direct travel between the two interchanges using I-95. However, this shuttle can travel along the adjacent parallel corridors to I-95. While one shuttle service may be required to modify existing routes, service is not anticipated to be impacted.

The aesthetic effects evaluation determined a potential for increased visual awareness of the roadway corridor with the addition of elevated ramps, bridges, and noise walls.

- ❑ Cultural Resource Assessment Surveys were conducted in 2018 and 2020
- ❑ Over 200 historic resources within the Area of Potential Effect
- ❑ 3 historical resources are considered National Register-Eligible: Seaboard Airline Railway Station, Seaboard Air Line (CSX) Railroad, and Stratford's
- ❑ The State Historic Preservation Officer concurred with the findings of the CRAS surveys and effects (2019 and 2020)




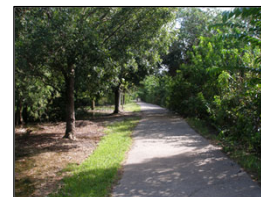
Cultural resource assessment surveys were conducted in 2018 and 2020 in compliance with Section 106 of the National Historic Preservation Act of 1966. Overall, the historic resources surveys resulted in the identification of over 200 historic resources within the Area of Potential Effect. Of the identified historic resources, three are considered eligible for listing in the National Register. The State Historic Preservation Officer concurred with the findings of the surveys in 2019 and 2020. As part of the Section 106 process and the next steps, it is anticipated that there will be no adverse effects on the three National Register eligible resources based on the improvements.

No archaeological sites were identified during the survey. Therefore, no adverse impacts to significant archaeological resources are anticipated.

- ❑ Six publicly-owned parks are adjacent to the project corridor:
 - Ives Estates Park
 - Oreste Blake Johnson Park
 - McNicol Community Center
 - Orangebrook Golf and Country Club
 - Lions Park
 - Stan Goldman Memorial Park

- ❑ All parks were determined to be Section 4(f) resources

- ❑ Proposed improvements were designed to avoid impacting these important resources 



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There are six publicly-owned parks within the 1/4-mile study buffer. All the resources were determined to be Section 4(f) recreational resources. However, FDOT determined that the project has no Section 4(f) involvement with the Ives Estates Park and No Use Determinations were made for the remaining parks.

WILDLIFE AND HABITAT

- ❑ Six federally listed animal species
 - Eastern Indigo Snake – May affect
 - Wood Stork – May affect
 - Florida Bonneted Bat – May affect
 - American Crocodile – No effect
 - Everglade Snail Kite – No effect
 - West Indian Manatee – No effect

- ❑ One federally listed plant species
 - Johnson’s Seagrass – No effect

- ❑ No effect to Essential Fish Habitat

- ❑ United States Fish and Wildlife Services (USFWS) concurrence is pending



Six federally listed animal species and one federally listed plant species were identified to potentially occur within the project limits.

Three of the species resulted in an effect determination of “may affect, but not likely to adversely affect”.

Four of the species resulted in an effect determination of “no effect” .

As conservation measures, FDOT will employ the United States Fish and Wildlife Services Standard Protection Measures for the Eastern indigo snake and Florida bonneted bat to ensure that these species are not impacted during construction.

Active wood stork colonies lie within proximity to the corridor. All impacts to wood stork core foraging habitats are anticipated to be addressed through the design of a new stormwater management system for the project or through the purchase of mitigation credits from an approved mitigation bank.

The project will not result in any adverse effect to federally designated Critical Habitats. In addition, no adverse effects are anticipated to any State listed animal and plant species identified to occur within the project limits.

The project has no involvement with Essential Fish Habitat.

The United States Fish and Wildlife Services concurrence with these determinations of effect is currently pending and will be included in the final Natural Resource Evaluation Report for this project.

WATER QUALITY

- ❑ **New stormwater management system anticipated to provide treatment for stormwater runoff - enhancing downstream water quality**
- ❑ **No anticipated impacts to underlying Biscayne Aquifer**
- ❑ **No anticipated impacts to existing wellfields**
- ❑ **Construction erosion/turbidity impacts will be minimized through better management practices**
- ❑ **A Stormwater Pollution Prevention Plan will be incorporated into the project**



Enhancements to existing water quality are anticipated to result from the proposed project. The new stormwater management system is anticipated to provide water quality treatment for stormwater runoff. The project is not anticipated to impact the underlying Biscayne Aquifer, which is the sole source aquifer for drinking water in Broward County. The project will also have no adverse effect to existing wellfields. Construction erosion and turbidity impacts will be minimized through Better Management Practices, which will be incorporated into the Stormwater Pollution Prevention Plan. This plan will be included as a component of the final engineering design for the project.

WETLANDS/SURFACE WATERS

- ❑ **Wetlands evaluated in accordance with Federal Executive Order 11990 – “Protection of Wetlands”.**
 - One mangrove wetland north of the C-10 Canal, north of Hollywood Boulevard
 - Four wet swales with hydrophytic vegetation
 - 12 retention ponds in the vicinity of the Corridor

- ❑ **Impacts anticipated to 1.35 acres of wet swales, no impacts to viable wetlands**

- ❑ **Mitigation through proposed drainage system**



Wetlands were evaluated in accordance with Federal Executive Order 11990 – “Protection of Wetlands”. One mangrove wetland is adjacent to the north side of the C-10 Canal and four man-made, wet stormwater swales with hydrophytic vegetation were observed within the project limits. Twelve man-made retention ponds are located in the vicinity of the project.

The existing mangrove wetland will not be impacted by the project. The four wet stormwater swales will be impacted, for a total of 1.35 acres. None of the existing retention ponds will be impacted. Any surface waters impacts will be mitigated by the construction of new drainage systems.

NOISE

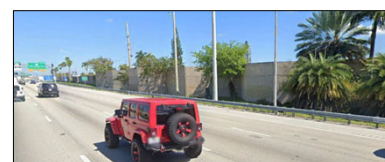
- ❑ **A Noise Study was conducted for the project in accordance with FDOT and Federal Highway Administration (FHWA) policies and requirements**
- ❑ **Approximately 698 residences were identified as being noise sensitive sites**
- ❑ **15 non-residential sites were identified as being noise sensitive**
 - **Schools, parks, places of worship, meeting halls, hotel pools, and restaurants**



A Noise Study was conducted for the project in accordance with FDOT and Federal Highway Administration policies and requirements. Approximately 698 residences in 22 residential communities were identified as being noise sensitive sites within the project limits. 15 non-residential sites were identified as being noise sensitive. These include Schools, Parks, Places of Worship, Meeting Halls, Hotel Pools, and Restaurants.

NOISE

- Traffic noise impacts are predicted to occur at:
 - 182 residences
 - 7 non-residential noise sensitive sites
- Noise walls were evaluated at 12 locations
 - 4 locations were recommended for further consideration in the project’s design phase
 - 8 locations were not recommended for the following reasons:
 - ✓ Construction costs for these noise walls were determined to exceed the FDOT’s reasonable cost criteria (\$42,000 per benefitted site).
 - ✓ It was not possible to reduce the noise levels by at least 7 decibels in accordance with the FDOT’s noise level reduction criteria.
 - ✓ Noise barriers would block direct property access.



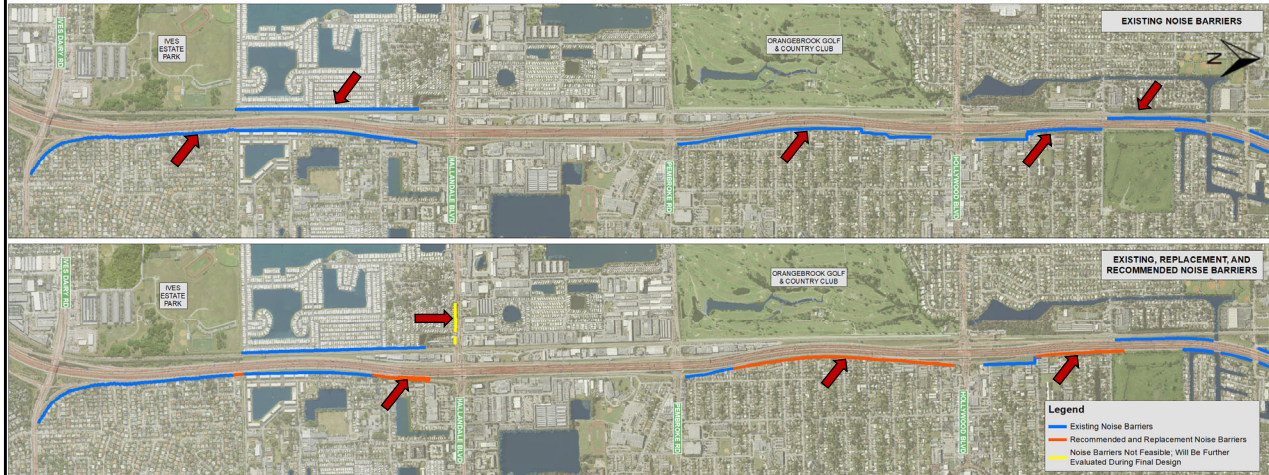
41

Traffic noise impacts are predicted to occur at 182 residences and 7 non-residential sites. Noise barriers were evaluated at 12 locations, 4 were recommended for further consideration in the project’s design phase; the remaining 8 were not recommended for the following reasons:

- Construction costs for these noise walls were determined to exceed the FDOT’s reasonable cost criteria of \$42,000 dollars per benefitted site;
- It was not possible to reduce the noise levels by at least 7 decibels in accordance with the FDOT’s noise level reduction criteria; or
- Would block direct access to the property.

3 of the 4 locations represent replacement of existing noise barriers physically impacted by the project.

NOISE



Five existing noise barriers occur along the project corridor and are identified as blue lines on this figure. 3 out of the 5 existing noise barriers will be physically impacted by the project improvements and will be replaced as identified as the orange lines on the bottom exhibit. Noise barriers along Hallandale Beach Boulevard shown as a yellow line are not currently considered feasible abatement measure due to insufficient right-of-way. However, noise barriers will be further evaluated during the design phase when additional information will be available. Additional information on the recommended and non-recommended noise barriers are documented in the noise study report.

AIR QUALITY

- ❑ No significant impacts to air quality
- ❑ Project area designated as “attainment”
- ❑ The project meets the maximum air quality standards established by the U.S. Environmental Protection Agency



The project is anticipated to cause no significant impacts to air quality. The project area is designated as attainment for meeting the Environmental Protection Agency’s National Ambient Air Quality Standards for air pollutants. Therefore, the Clean Air Act conformity requirements do not apply to this project.

CONTAMINATION

- ❑ 52 sites of potential environmental concern were identified within the project area
- ❑ 11 sites are rated as “high risk”
- ❑ 16 sites are rated as “medium risk”
- ❑ 20 sites are rates as “low risk”
- ❑ 5 sites are rated as “no risk”
- ❑ The most common contaminant at the medium and high sites are petroleum constituents
- ❑ Level 2 Contamination Assessment recommended during the project design phase for high and medium risks, prior to right of way acquisition



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Fifty-two sites of potential environmental concern were identified along the project corridor. Eleven sites are ranked as high risk, 16 sites are ranked as medium risk, 20 sites were ranked as low risk, and five sites were ranked as no risk for potential contamination concerns. The most common contaminant at the medium and high sites are petroleum constituents.

A Level II Assessment is recommended if construction activities are proposed within the vicinity of the medium and high sites.

□ Permits anticipated to be required include:

- United States Army Corps of Engineers (USACE) - Section 404 Dredge and Fill Permit and Section 408 Approval
- South Florida Water Management District (SFWMD) Environmental Resources Permit (ERP)
- SFWMD Water Use Permit(s) (Construction Dewatering)
- Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) permit



**US Army Corps
of Engineers®**



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The proposed project will require permits from the United States Army Corps of Engineers, South Florida Water Management District and Florida Department of Environmental Protection.

- ❑ Right of way acquisition is anticipated for this project
- ❑ The estimated right of way cost was generated based on the proposed conceptual design plans
- ❑ 38 impacted parcel properties
 - 16 at Hallandale Beach Boulevard Interchange
 - 16 at Pembroke Road Interchange
 - 6 at Hollywood Boulevard Interchange
- ❑ The estimated right of way cost is approximately \$60.6 M

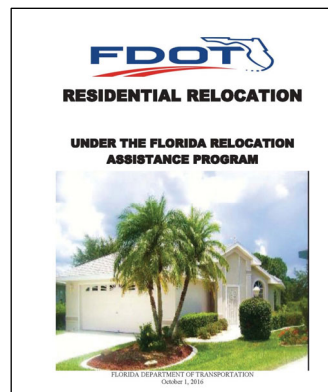
AFFECTED PROPERTIES	
Type of Parcel	Impact
Commercial	15
Residential	9
Industrial	10
Vacant	4
Total Parcel Impacts	38
Total Area Impact (S.F.)	334,092
Total Area Impact (Acre)	7.67
Estimated Relocations and Right of Way Cost	
Residential Parcels	3
Business Parcels	16
Personal Property	2
Estimated Right of Way Cost	\$60.6 Million



Right of way acquisition is anticipated for this project. The estimated right of way cost was generated based on the proposed conceptual design plans. 38 parcel properties are anticipated to be impacted as part of this project along all four corridors within the study area. The estimated right of way cost is approximately \$60.6 million dollars.

- ❑ Relocation of 3 residential parcels and 16 business parcels
- ❑ In compliance with the Uniform Relocation Assistance Act
- ❑ You will be contacted by an appraiser who will inspect your property
- ❑ You may also be eligible for relocation advisory services and payment benefits
- ❑ For more information, please contact:

Dan Marwood
Deputy Right of Way Manager
FDOT District Four Right of Way Office
Phone: (954) 777-4238
Cell: (954) 610-7031
Dan.Marwood@dot.state.fl.us



Florida Statute 339.09
Federal Uniform Relocation Assistance and
Real Property Acquisition Act of 1970
(Public Law 91-646 as amended
by public law 100-17)



One of the unavoidable consequences on a project such as this, is the necessary relocation of families or businesses. On this project, we anticipate the relocation of 3 residential parcels and 16 business parcels. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property.

You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination.

You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal. A special word of caution – if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

Relocation specialists are available here tonight to answer any questions you may have regarding your property.

- ❑ Developed a project cost estimate
- ❑ Generated using the FDOT Long Range Estimate (LRE) cost estimating system
- ❑ Includes the major cost components typically associated with highway construction and right of way acquisition
- ❑ The estimated project total cost is approximately \$285 M

CATEGORY	COST
Construction Cost	\$141.2 million
Maintenance of Traffic (10%)	\$14.1 million
Mobilization (8%)	\$12.5 million
Project Unknown (15%)	\$21.2 million
Utilities	\$4.3 million
Design (12%)	\$17.0 million
Right of Way	\$60.6 million
Construction Engineering and Inspection (10%)	\$14.1 million
Total Cost Estimate	\$285 million

Estimated Costs



The PD&E Study developed a preliminary total project cost estimate for the preferred alternative. The estimated construction cost was generated using the FDOT Long Range Estimate cost estimating system. The project cost estimate includes the major cost components typically associated with highway construction and right of way acquisition. The preliminary total project cost estimate for the preferred alternative is approximately \$285 million dollars.

PD&E Study Milestone 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	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

- ❑ PD&E Study to be completed by January 2022
- ❑ The Design phase is funded in the FDOT Work Program in Fiscal Year 2022
- ❑ Right of way and Construction are currently unfunded



The PD&E Study is anticipated to be completed by January 2022. Over the next several months, the FDOT will continue to finalize the analysis and will seek approval on the improvements presented here at tonight’s public hearing.

Following approval, FDOT will continue with the design phase, right of way acquisition phase and the construction phase as funding becomes available. The design phase is listed in the FDOT Work Program under project number 436903-1. The right of way and construction phases are not currently funded.

1. Complete a “Speaker Card,” available at the sign-in table and make an oral statement at the microphone
2. Make an oral statement to the court reporter
3. Complete a comment form and drop in the comment box provided
4. Email your comments by visiting the project website or directly to the FDOT Project Manager
5. Mail written comments to the FDOT Project Manager



Comment period ends on September 22, 2021



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No final decisions will be made until after we hear your comments. You may provide your comments in five ways. You may complete a speaker card and make an oral statement at the microphone, provide an oral statement to the court reporter, complete a comment form and drop it in the comment box provided, email your comments by visiting the project website or directly to the FDOT project manager, or by mailing written comments to the FDOT project manager. The comment period ends on September 22, 2021.

Send comments no later than September 22, 2021 to:

Mr. Kenzot Jasmin, P.E.
Project Manager
Florida Department of Transportation
District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 777-4462
Kenzot.Jasmin@dot.state.fl.us



Send comments no later than September 22, 2021, to:

Mr. Kenzot Jasmin
FDOT District Four Project Manager
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

Or by email to Kenzot.Jasmin@dot.state.fl.us

He can also be contacted by phone at (954) 777-4462

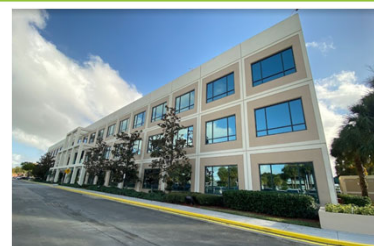
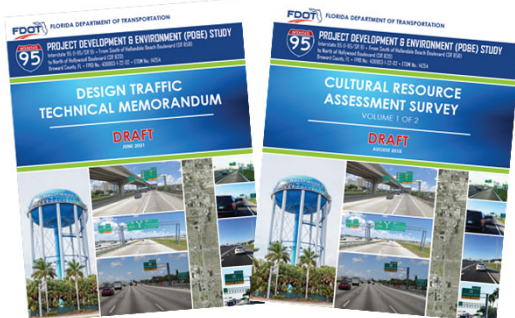
PD&E Study Documents/Reports/Display Boards



- ❑ PD&E Study Documents and Reports are available for public review at the FDOT District Office

FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

- ❑ PD&E Study Documents, Reports and Display Boards are also available on the project website



Welcome

The Florida Department of Transportation (FDOT) District Four is performing a Project Development and Environment (PDE) Study for Interstate 95 (I-95) from south of Hallandale Beach Boulevard (SR 85) to north of Hollywood Boulevard (SR 820), a District of approximately three miles. The objective of this PDE Study is to evaluate interchange improvements to increase interchange and ramp terminal intersection capacity at Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard.

The primary purpose of this project is to add interchange capacity to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. The project also includes operational, intersection capacity and safety enhancements. I-95 is part of the National Highway System and is designated as a Strategic Intermodal System facility. The Strategic Intermodal System is a nationwide network of Florida transportation facilities that are nationally significant to the state to move people, goods and services. I-95, Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management.

www.fdot.gov/projects/sefl/future/95/858-820/

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The PD&E Study documents and reports have been available for review to the public since Thursday, August 5, 2021 at the FDOT District Office located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309. The documents will continue to be on display through September 22, 2021.

For more detailed information about the PD&E Study and the proposed improvements, you may review the maps, drawings, and other information on display immediately following the hearing. FDOT personnel will continue to be available to discuss the project and answer your questions.

Draft documents and public hearing exhibits are also available on the project website.

- ❑ The Department will incorporate your comments into the decision making
- ❑ A final decision will be made on the Preferred Alternative
- ❑ The Final PD&E Study documents are sent to FDOT's Office of Environmental Management in Tallahassee for Location and Design Concept Acceptance (LDCA)
- ❑ The Design phase is estimated to begin in 2022
- ❑ The Right of Way and Construction phases are currently unfunded



The next step on this project is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternative. The Final PD&E Study documents will be sent to the FDOT Office of Environmental Management in Tallahassee, which, based on the Memorandum of Understanding signed with Federal Highway Administration on December 14, 2016, has approval authority on this project granting Location and Design Concept Acceptance.

The design phase is estimated to begin in 2022. The right of way and construction phases are currently unfunded.



Safety Moment

Before we conclude this presentation, the department would like to share its monthly safety campaign, which in this case is Child Safety.

Please remember that Child Safety starts with you. So, when approaching a cross walk, Let's Move Safely Together, look out before you step out.



This concludes our formal presentation session. We now offer you the opportunity to make a statement during the comment period session.