

## 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, April 3, 2025 (Virtual)**, and **Tuesday, April 8, 2025 (In-Person)**. The purpose of this public hearing is to present the latest 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 have been 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.

## 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 has been 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		2023		2024		2025			
	Jul	Oct	Jan	Apr	Jul	Oct																
Begin Study	◆																					
Data Collection																						
Public Kick-off Meeting				◆																		
Engineering and Environmental Analyses																						
Alternatives Public Workshop																						
Select Preferred Alternative																						
Corridor Planning Study																						
Preferred Alternative Refinements																						
1st Public Hearing																						
Draft Documentation																						
2nd Public Hearing <b>TONIGHT'S MEETING</b>																						◆
Final Documentation																						
Location and Design Concept Acceptance (Study Completed)																						◆
Public Involvement																						

◆ Design Phase - Scheduled for Fiscal Year 2025    ◆ 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/sefi/future/95/858-820/> or contact:

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# 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.: 436903-I-22-02 • ETDM No.: 14254



Newsletter 4 - April 2025

**NEWSLETTER** This is the fourth 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 completing 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 City of Hallandale Beach, Town of Pembroke Park, and City of 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 May 26, 2022 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

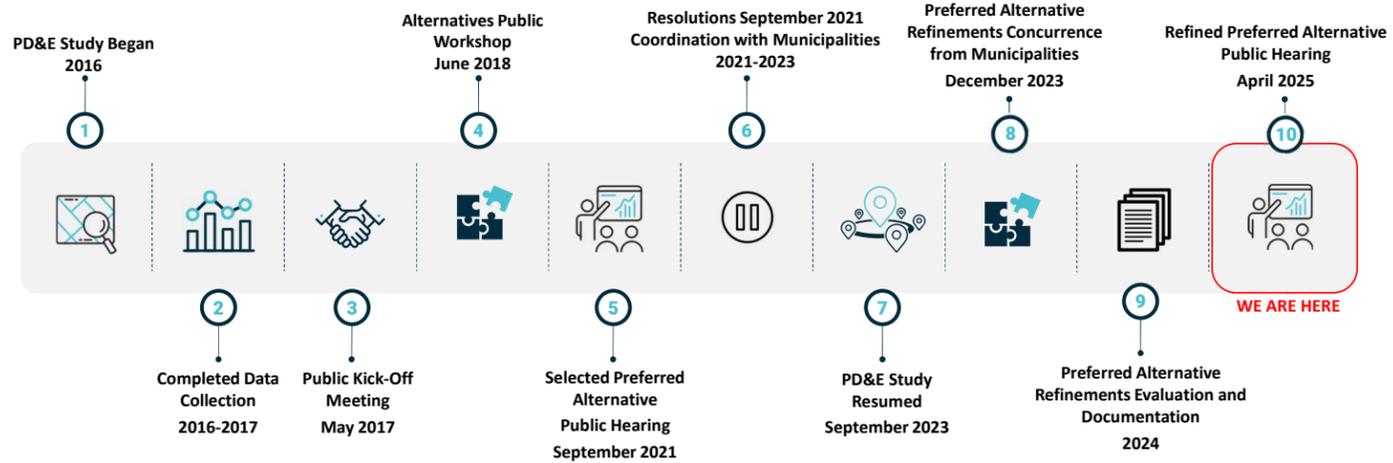
components of the process:

- 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.

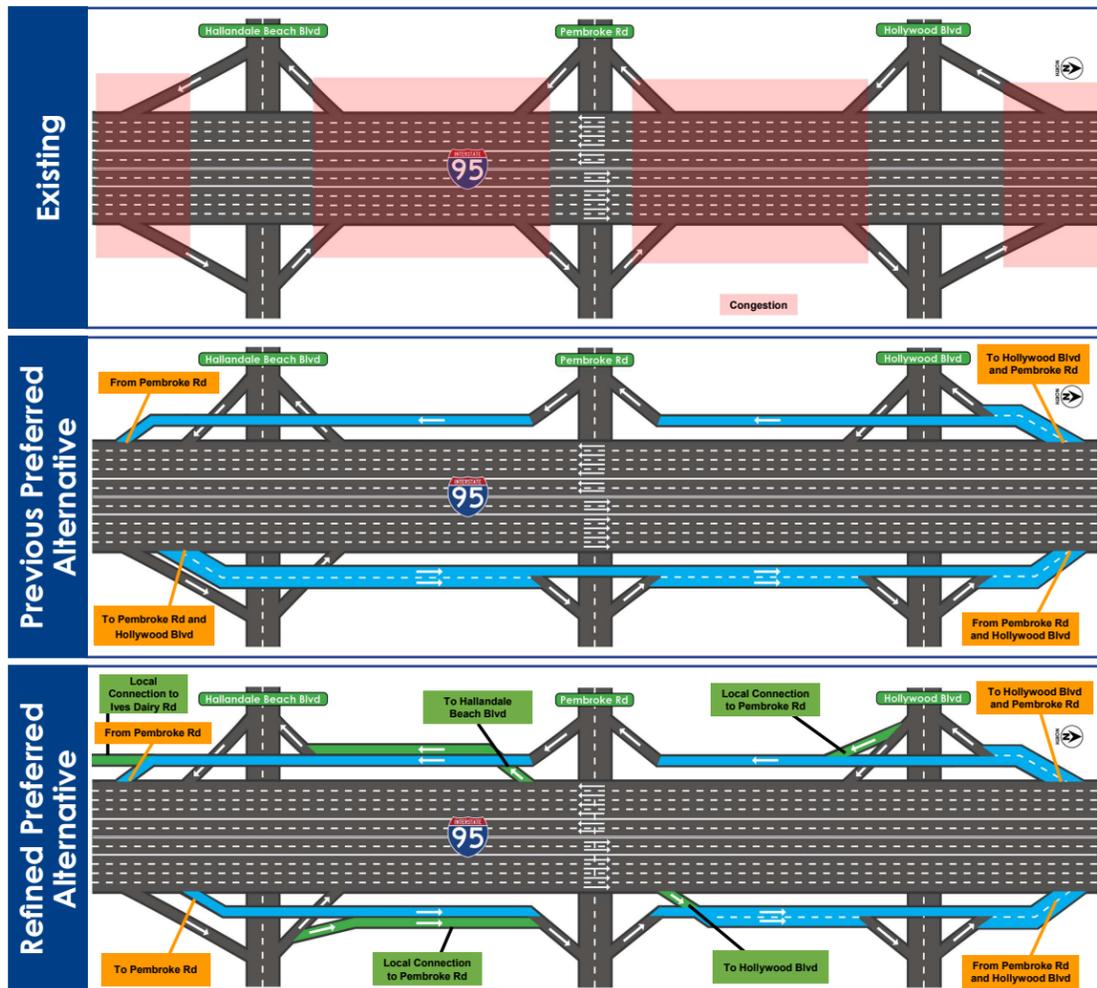


# PROJECT HISTORY AND COMMUNITY INVOLVEMENT



The PD&E Study began in 2016 after a previous planning study recommended a more detailed evaluation of interchange improvements to address the needs of the area. A Public Kick-off Meeting was held in May 2017 to share information about the study and provide the opportunity for the public to express their comments and concerns regarding the project. In June 2018, an Alternatives Public Workshop was held to present the initial study results and obtain comments regarding the alternatives being considered. A preferred alternative was selected in 2021 and presented at a Public Hearing in September 2021. Subsequent coordination with the local municipalities after the Public Hearing generated several requests to modify the preferred alternative in specific areas to meet their local needs. Therefore, FDOT addressed these requests and evaluated several modifications to the preferred alternative. Between 2023 and 2024, FDOT completed the evaluation and finalized the refinements to the preferred alternative. The refinements were presented to the local municipalities, obtaining concurrence to complete the PD&E Study.

The schematic line diagrams below depict the I-95 existing conditions, the previous preferred alternative, and the refined preferred alternative.

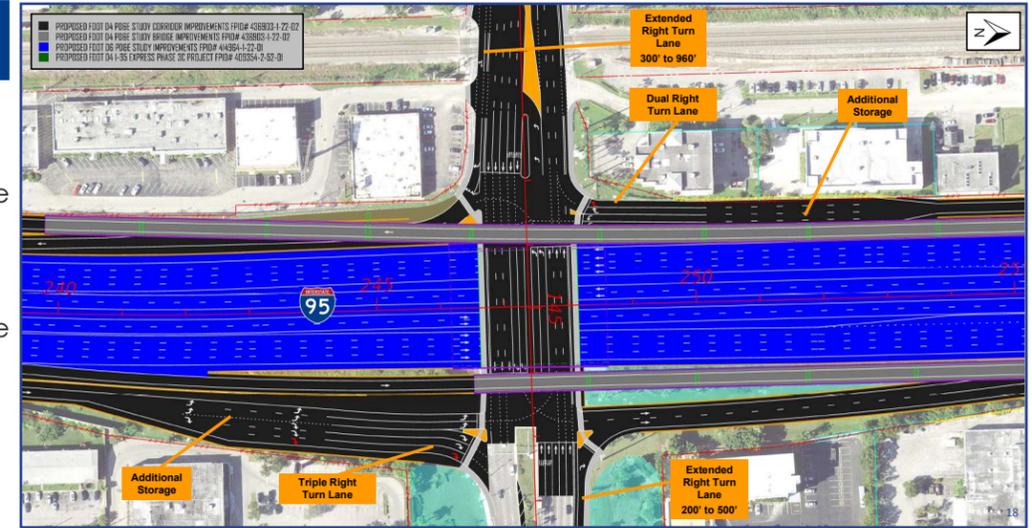


# REFINED PREFERRED ALTERNATIVE – INTERCHANGE IMPROVEMENTS

The refined preferred alternative is proposing interchange, ramp, and intersection improvements to support the optimal operations of the corridor. The PD&E Study is proposing the following improvements:

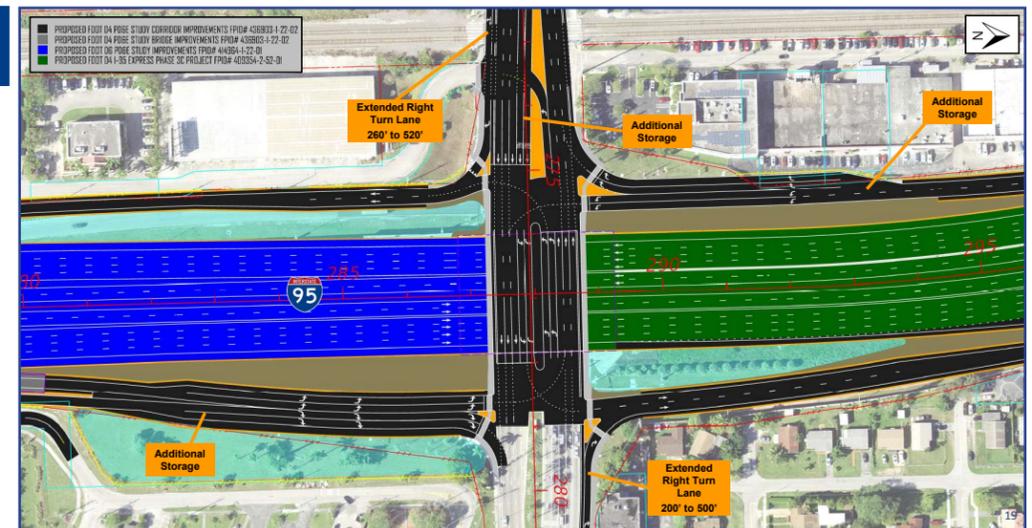
## Hallandale Beach Boulevard

- Northbound off-ramp terminal intersection widening to triple right turn lanes and additional storage
- Southbound off-ramp terminal intersection widening to dual right-turn lanes and additional storage
- Westbound to northbound right-turn lane extension
- Eastbound to southbound right-turn lane extension



## Pembroke Road

- Westbound to northbound right-turn lane extension
- Eastbound to southbound right-turn lane extension
- Eastbound to northbound left-turn lane additional storage
- Northbound off-ramp terminal intersection additional storage
- Southbound off-ramp terminal intersection additional storage



## Hollywood Boulevard

- Northbound off-ramp terminal intersection widening to triple left-turn lanes and additional storage
- Southbound off-ramp terminal intersection widening to triple left-turn lanes, triple right-turn lanes, and additional storage

