

Sociocultural Effects Evaluation Update

Florida Department of Transportation

District 4

I-95 PD&E

Limits of Project: from south of Hallandale Beach Boulevard to north of Hollywood Boulevard

Broward County, Florida

Financial Management Number: 436903-1-22-02

ETDM Number: 14254

Date: March 2024

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.



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## 1.0 EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District 4 is conducting an Interstate 95 (I-95) Project Development and Environment (PD&E) Study to evaluate interchange improvements at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. The project is in Broward County, Florida and is contained within the municipalities of Hallandale Beach, Pembroke Park, and Hollywood. The project is approximately three miles long and extends from south of Hallandale Beach Boulevard to north of Hollywood Boulevard (Mileposts 0.0-3.1).

This Sociocultural Evaluation (SCE) Report is prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4 (Sociocultural Effects Evaluation), dated July 1, 2023. The purpose of this report is to document the effects the project will have on residents and businesses in the study area in support of the environmental study consistent with federal, state, and local objectives for the preferred alternative.

The preferred alternative is not anticipated to adversely directly or indirectly affect land use, social, economic, Section 4(f) historic and archaeological sites or recreation areas, aesthetics, community cohesion, community features, and demographics. Environmental justice issues are not anticipated as a result of the preferred alternative. This alternative is also anticipated to enhance mobility with a potential to enhance economics. A total of 35 parcels will be impacted by the preferred alternative (12 residential sites, 18 commercial/industrial sites, and five miscellaneous sites consisting of road right-of-way, ditches, etc.) that results in the relocation of five residences. These relocations will be conducted in accordance with FDOT's Conceptual Stage Relocation Plan (CSR). While existing landscaping will be impacted, the FDOT intends to coordinate with the Cities of Hallandale Beach, Hollywood, and the Town of Pembroke Park on those relocations and landscape replacement during the project's design phase.

## 2.0 PROJECT OVERVIEW

### 2.1 PROJECT DESCRIPTION AND LOCATION

The FDOT District Four is conducting a PD&E Study for I-95 from south of Hallandale Beach Boulevard (SR 858) to north of Hollywood Boulevard (SR 820), a distance of approximately three miles (see **Figure 2.1**). 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 project is approximately three miles long and extends from the Broward/Miami-Dade County Line to Johnson Street (Mileposts 0.0 – 3.1).

I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. I-95 is one of the two major expressways, Florida's Turnpike being the other that connects major employment centers and residential areas within the South Florida tri-county area. I-95 is part of the state's Strategic Intermodal System (SIS) and the National Highway System. In addition, I-95 is designated as an evacuation route along the east coast of Florida.

I-95, within the project limits, currently consists of eight general use lanes (four in each direction) and four dynamically tolled express lanes (two in each direction). This segment of I-95 is functionally classified as a Divided Urban Principal Arterial Interstate and has a posted speed limit of 65 miles per hour.

The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access.

There are three existing full interchanges within the project limits located at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. All three roadways are classified as Divided Urban Principal Arterials. 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.

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 operation of the interchanges.

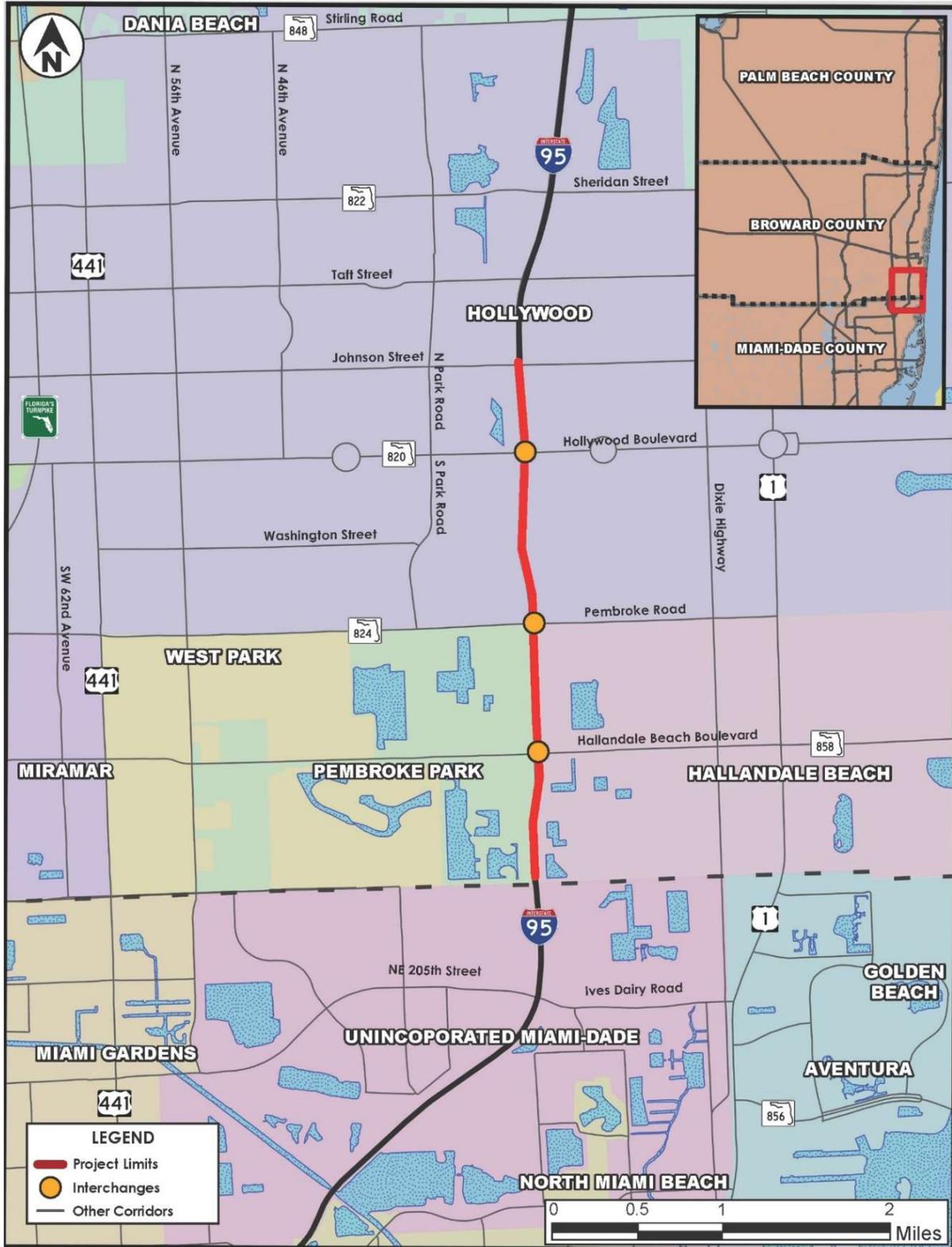


Figure 2.1 – Project Location Map



## 2.2 PURPOSE AND NEED OF THE PROJECT

The overall goals and objectives of this PD&E Study are described below:

- Evaluate the implementation of potential interchange and intersection improvements that will improve capacity, operations, safety, mobility, and emergency evacuation.
- Identify the appropriate interstate/interchange access improvements that, combined with Transportation Systems Management and Operations (TSM&O) improvements, will service the users of the area, and achieve the Purpose and Need.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the I-95 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.
- Maintain consistency with the current I-95 Express Lanes and local projects.
- Prioritize the proposed improvements based on the area needs (short-term vs. long-term), logical segmentation and funding.

The need for this project is to increase interchange and ramp terminals intersection capacity at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. Other considerations for the purpose and need of this project include safety, system linkage, modal interrelationships, transportation demand, social demands, economic development, and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below:

**Capacity** – The I-95 ramps at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard are currently congested and affecting traffic operations along I-95 between the interchange ramps and at the arterial intersections near I-95.



Without future improvements, the driving conditions will continue to deteriorate well below acceptable Level of Service (LOS) standards. The following I-95 freeway segments will operate below LOS D within at least one peak-hour period before the year 2045:

- Ives Dairy Road northbound on-ramp to Hallandale Beach Boulevard northbound off-ramp
- Hallandale Beach Boulevard northbound on-ramp to Pembroke Road northbound off-ramp
- Pembroke Road northbound on-ramp to Hollywood Boulevard northbound off-ramp
- Hollywood Boulevard northbound on-ramp to Sheridan Street northbound off-ramp
- Sheridan Street southbound on-ramp to Hollywood Boulevard southbound off-ramp
- Pembroke Road southbound on-ramp to Hallandale Beach Boulevard southbound off-ramp
- Hallandale Beach Boulevard southbound on-ramp to Ives Dairy Road southbound off-ramp

Additionally, the following intersections will fall below LOS D during at least one peak-hour period before the year 2045:

- Hallandale Beach Boulevard northbound ramp terminal
- Hallandale Beach Boulevard southbound ramp terminal
- Hollywood Boulevard southbound ramp terminal
- Hollywood Boulevard/28<sup>th</sup> Avenue

The improvements proposed as part of this project will increase the capacity of the interchanges and the ramp terminal intersections.

**Safety** – The crash safety analysis indicates that the I-95 study area segments have experienced greater overall number of crashes for the years 2012 through 2014 than what would typically be anticipated on similar facilities. A review of the crash data indicates that traffic operational improvements could address some of the safety issues.



Additional I-95 entry and exit ramp capacity at these interchanges will improve the safety and overall flow of traffic within the project corridor and adjacent intersections.

**System Linkage** – I-95 is part of the State's SIS and the National Highway System. I-95 provides limited access connectivity to other major arterials such as I-595 and Florida's Turnpike. The project is not proposing to change system linkage. However, potential interchange modifications would improve movements within the existing network systems.

**Modal Interrelationships** – There are sidewalks in both directions and public transit routes along Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. Additionally, there is a Tri-Rail Station in the northwest quadrant of the I-95/Hollywood Boulevard Interchange.

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 in the area.

**Transportation Demand** – The I-95 PD&E Study phase from south of Hallandale Beach Boulevard to north of Hollywood Boulevard is included in the Broward Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), FDOT Work Program, FDOT State TIP (STIP), and FDOT SIS Five Year Plan.

**Social Demands and Economic Development** – Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Broward County MPO LRTP predicted that the population would grow from 1.9 million in 2018 to 2.2 million by 2045, an increase of 16 percent. Jobs were predicted to increase from 0.9 to 1.2 million during the same period, an increase of 25 percent.

The project intersects the cities of Hallandale Beach, Pembroke Park, and Hollywood, the third largest city in Broward County.



**Emergency Evacuation** – The project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials designated on the state evacuation route. 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 and by Broward County. Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard move traffic from the east to I-95. I-95 is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways in the state evacuation route network (i.e., I-595 and the Florida's Turnpike).

### 2.3 EXISTING CONDITIONS

I-95, within the study limits, consists of eight 11- to 12-foot-wide general use lanes (four lanes in each direction), four 11-foot wide dynamically tolled express lanes (two in each direction), 12-foot-wide auxiliary lanes at selected locations, 12-foot-wide paved outside shoulders, 6 to 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and outside roadway guardrails. The express lanes are buffer separated from the general use lanes with express lane markers and a 3-foot-wide buffer. **Figure 2.2** shows the roadway section north of Hallandale Beach Boulevard and **Figure 2.3** shows the roadway section north of Pembroke Road. **Figure 2.4** depicts the existing conditions schematic line diagram.

The existing limited access right of way varies slightly within the study limits. The right of way is generally consistent throughout the corridor except at the interchanges, where it varies to accommodate entrance and exit ramps. **Table 2.1** summarizes the available right of way along the corridor.

**Table 2.1 – Summary of Existing Limited Access Right of Way**

I-95 Roadway Section	Right of Way Width (feet)
Miami-Dade/Broward County Line – Hallandale Beach Boulevard	303
Hallandale Beach Boulevard – Pembroke Road	300
Pembroke Road – Hollywood Boulevard	315
Hollywood Boulevard – Johnson Street	343

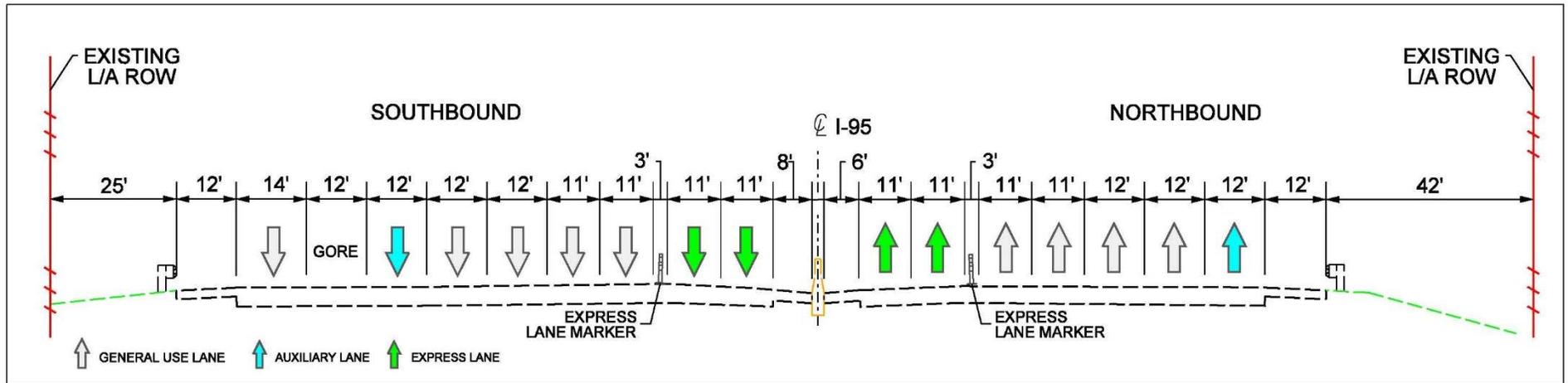


Figure 2.2 – Existing Roadway North of Hallandale Beach Boulevard

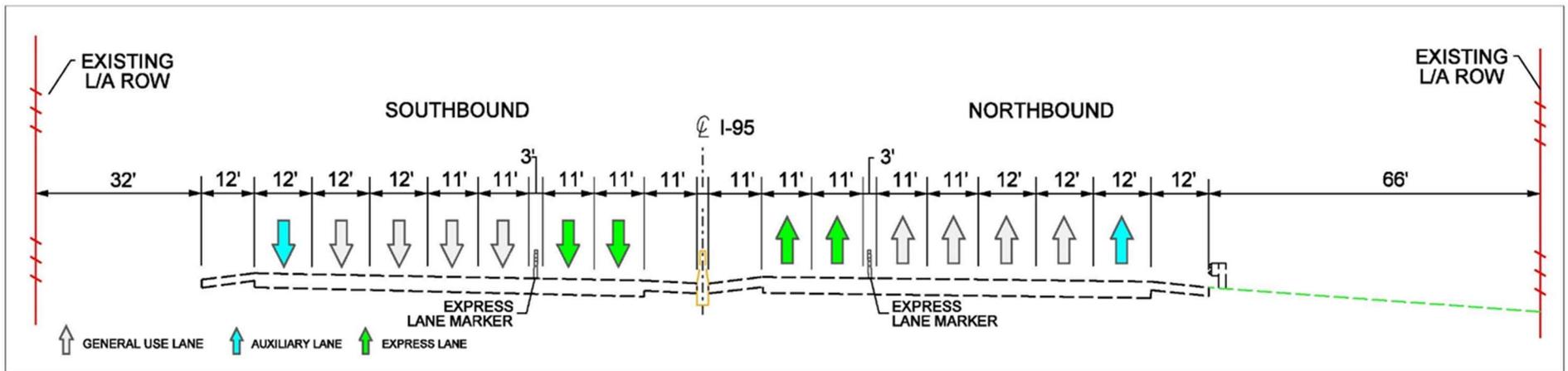
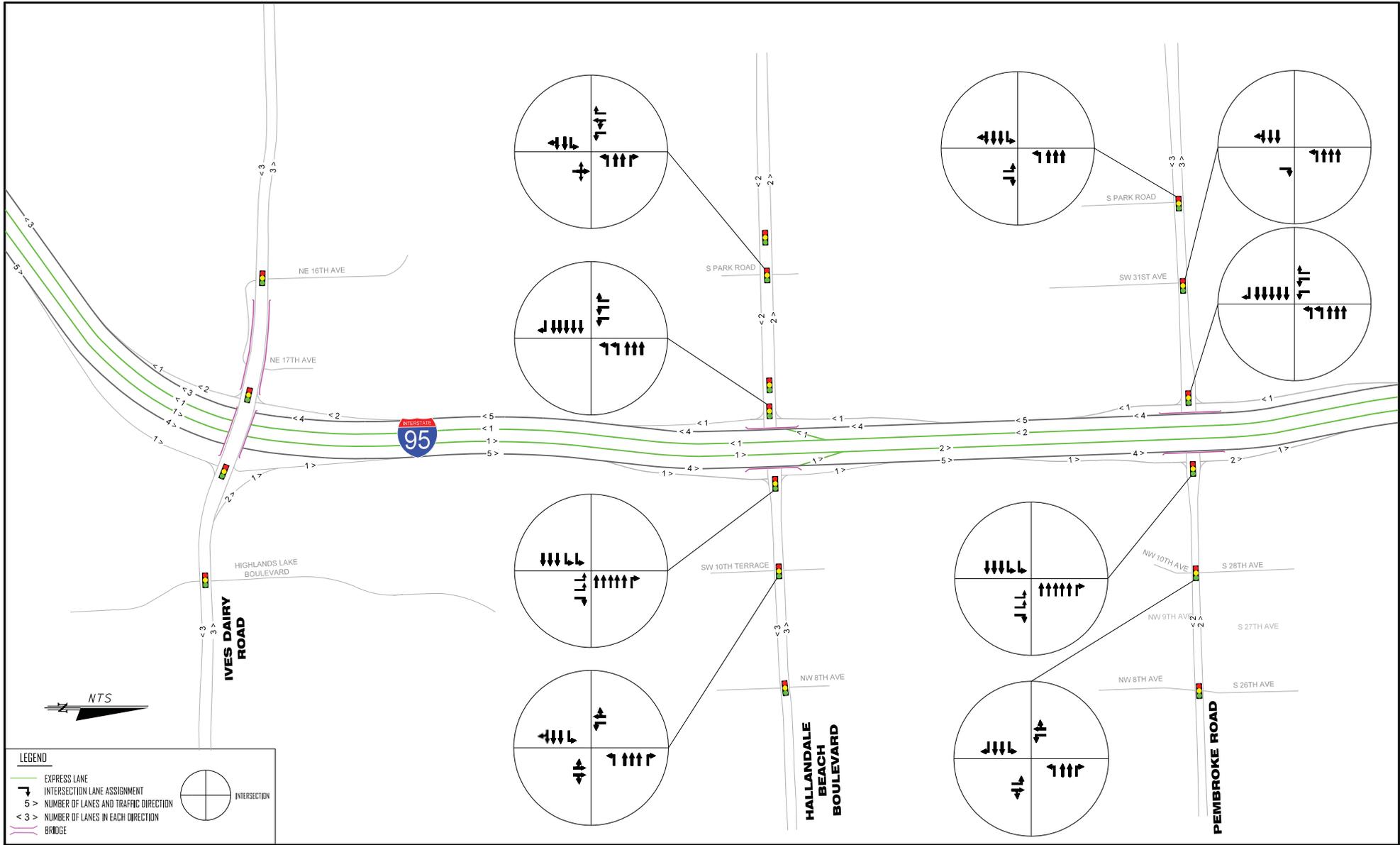
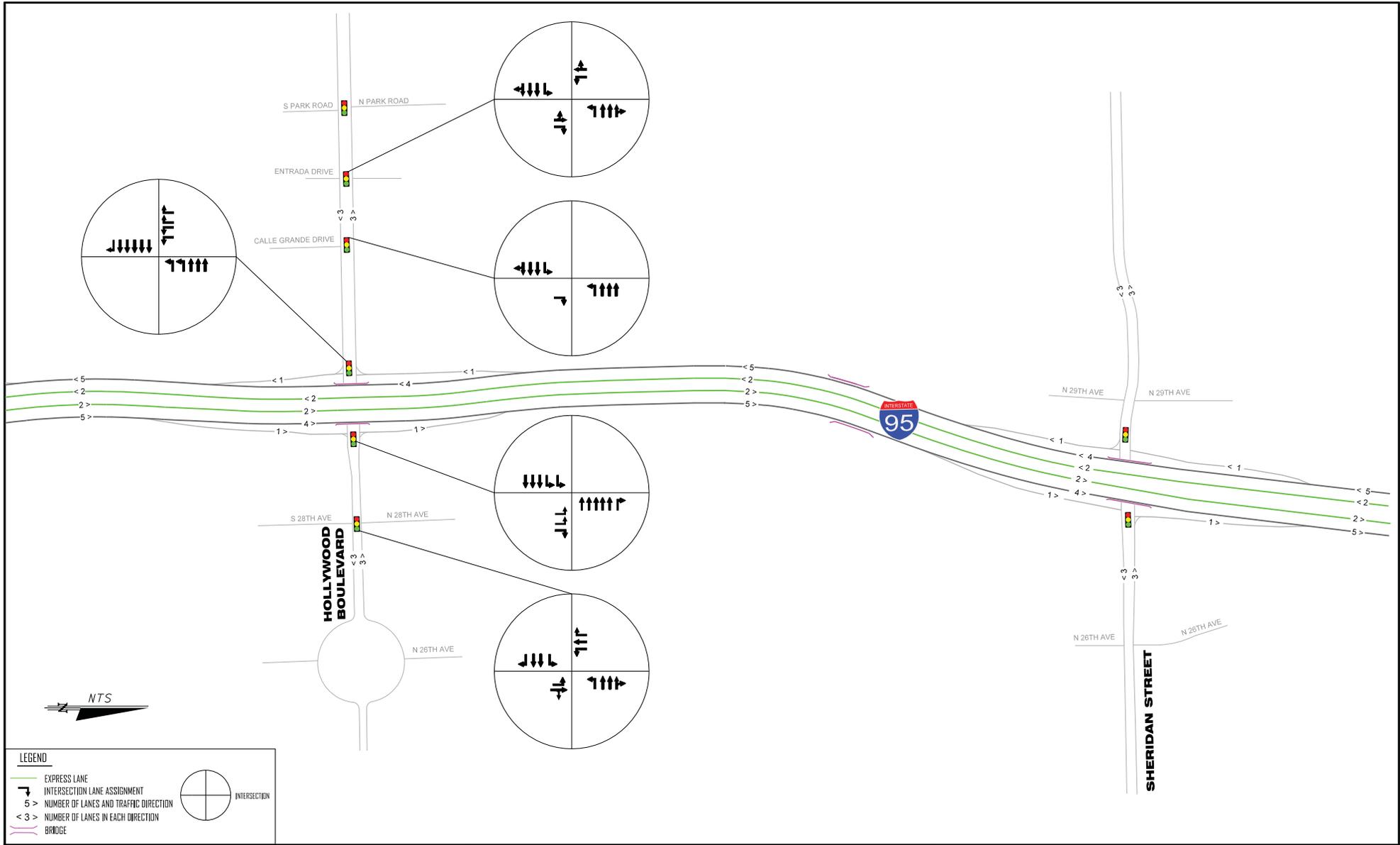


Figure 2.3 – Existing Roadway North of Pembroke Road





**LEGEND**

- EXPRESS LANE
- INTERSECTION LANE ASSIGNMENT
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION
- < 3 > NUMBER OF LANES IN EACH DIRECTION
- BRIDGE

NTS

INTERSECTION

**FDOT** FLORIDA DEPARTMENT OF TRANSPORTATION  
 DISTRICT FOUR  
 3400 WEST COMMERCIAL BOULEVARD  
 FORT LAUDERDALE, FL 33309

OCTOBER 2020

**I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY**  
 from South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820)  
 FPD No.: 438903-1-22-02  
 ETOB No.: 14254

**SR 9 (INTERSTATE 95)  
 LANE GEOMETRY AND CONFIGURATIONS  
 EXISTING LINE DIAGRAM**

FIGURE 2.4



### 3.0 PROJECT ALTERNATIVES

Alternatives evaluated during the PD&E Study include the No-Build Alternative and two Build Alternatives. Alternatives were developed and evaluated based on the ability to meet the project's purpose and need.

#### 3.1 NO-BUILD ALTERNATIVE

The No-Build Alternative includes the existing transportation network and any funded, planned, or programmed improvements open to traffic by the design year. The No-Build Alternative includes only those improvements that are elements of the MPO's Transportation Improvement Program, the 2045 Cost Feasible LRTP, the FDOT's Adopted Five Year Work Program, any local government comprehensive plans and/or any development mitigation improvement projects that are elements of approved development orders.

The No-Build Alternative includes currently planned and programmed improvements. One of the programmed improvements is the safety short-term interim improvements at the Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard interchanges. The No-Build Alternative includes the ongoing District Four I-95 Express Phase 3C Construction Project between south of Hollywood Boulevard and north of I-595. This construction project will add additional express lane access points (northbound egress and southbound ingress) within the Hollywood Boulevard Interchange. The No-Build Alternative also includes the District Six I-95 Planning Study between US 1 (Downtown Miami) and the Miami-Dade/Broward County Line. This planning study is proposing to add mainline capacity and interchange improvements by the design year of this project.

This alternative is considered to be a viable alternative to serve as a comparison to the study's proposed build alternatives.

The No-Build Alternative roadway sections are the same as the existing sections plus any future planned improvements. I-95, within the study limits, consists of eight 11- to 12-foot-wide general use lanes (four lanes in each direction), four 11-foot wide dynamically tolled express lanes (two in each direction), 12-foot-wide auxiliary lanes at selected locations, 12-foot-wide paved outside shoulders, 6 to 11-foot wide paved inside shoulders, a 2-foot wide median barrier wall, and

outside roadway guardrails. The express lanes are buffer separated from the general use lanes with express lane markers and a 3-foot-wide buffer. **Figure 3.1** shows the roadway section north of Hallandale Beach Boulevard and **Figure 3.2** shows the roadway section north of Pembroke Road. **Figure 3.3** depicts the No-Build Alternative schematic line diagram.

## 3.2 BUILD ALTERNATIVES

Two build alternatives were evaluated to improve traffic operations within the study area for the I-95 mainline and interchanges. Build alternatives were developed with the goal of reducing congestion and delay while also maximizing the efficiency of the transportation system.

**Alternative 1** – This alternative 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 Road and Hollywood Boulevard in the northbound direction and to Pembroke Road and Hallandale Beach Boulevard in the southbound direction will be 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 will continue separated from the I-95 mainline braiding over the Hallandale Beach Boulevard on-ramp and continuing along the right of way line until reaching the cross-street ramp terminal. This new exit ramp bypasses and avoids conflicts with the Hallandale Beach Boulevard on-ramp. The same design continues northbound to Hollywood Boulevard and southbound to Pembroke Road and Hallandale Beach Boulevard. **Figure 3.4** shows the roadway section north of Hallandale Beach Boulevard and **Figure 3.5** shows the roadway section north of Pembroke Road. **Figure 3.6** shows the Lane Geometry and Configurations of Alternative 1.

**Alternative 2** – This alternative proposes a collector distributor roadway system within the I-95 mainline project area. The collector distributor roadway system will remove 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 will utilize a new collector distributor off-ramp just south of Hallandale Beach Boulevard. The collector distributor roadway system will extend to just north of Hollywood Boulevard serving the exit traffic to Pembroke Road,

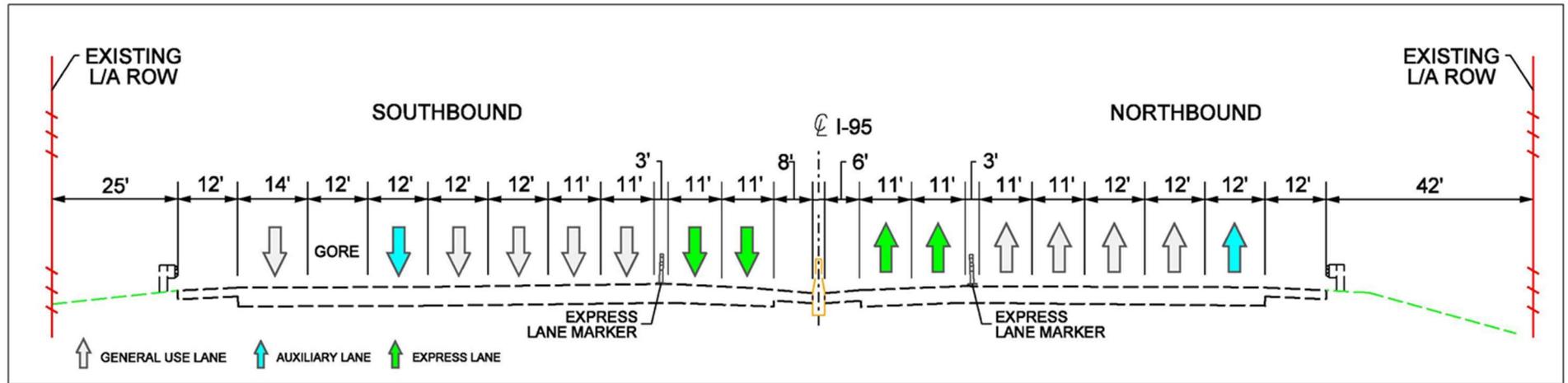


Figure 3.1 – No-Build Alternative North of Hallandale Beach Boulevard

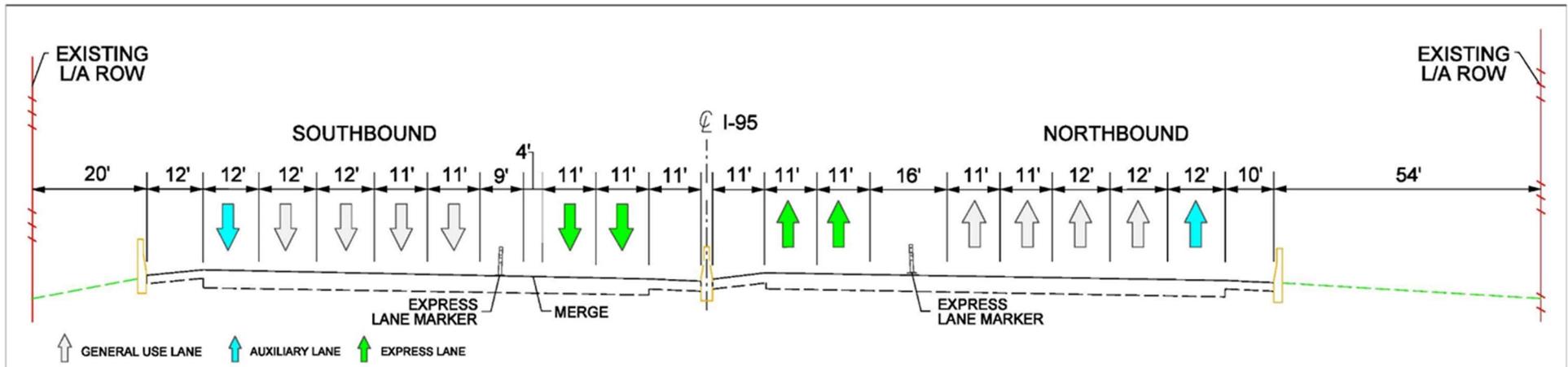
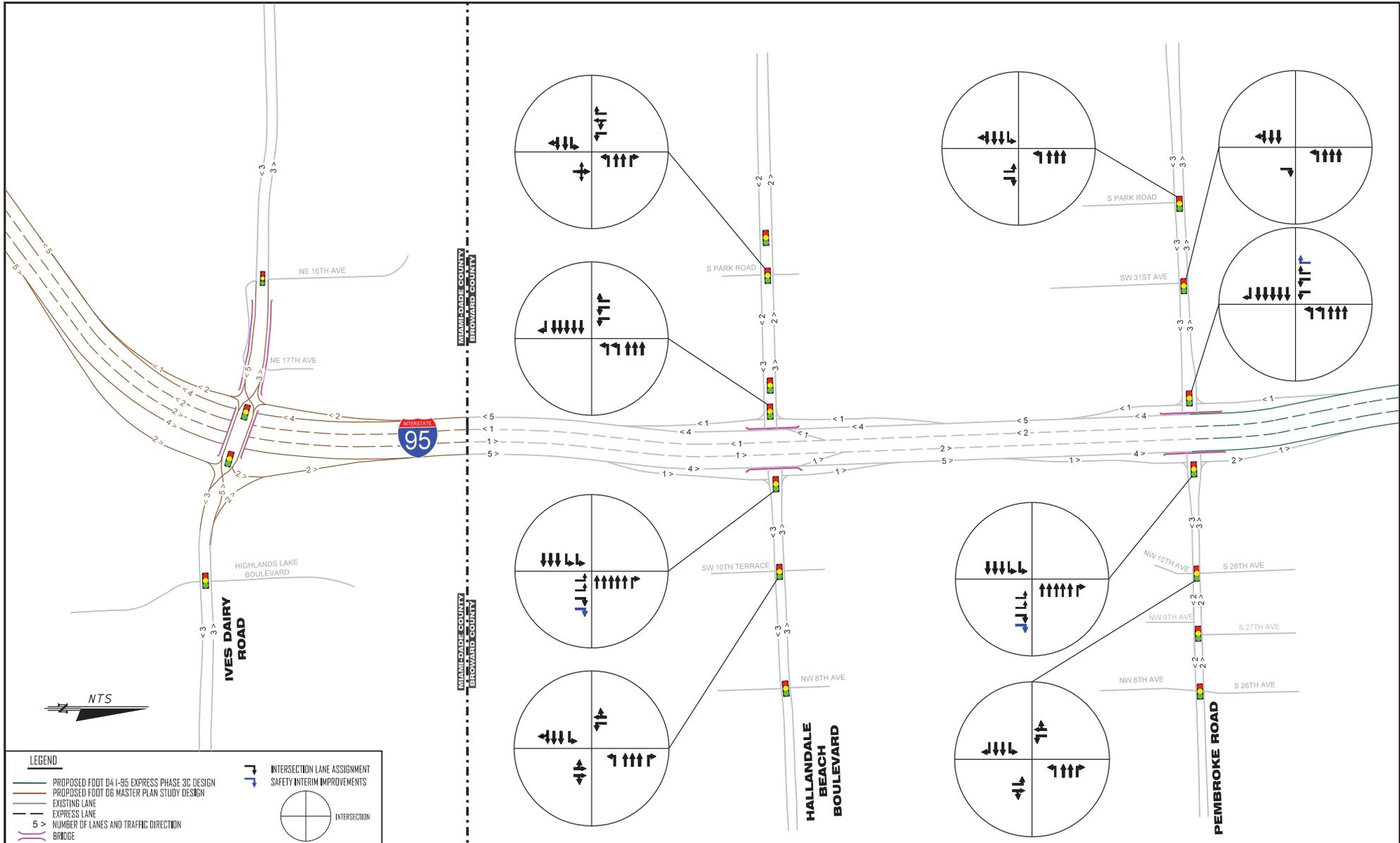


Figure 3.2 – No-Build Alternative North of Pembroke Road



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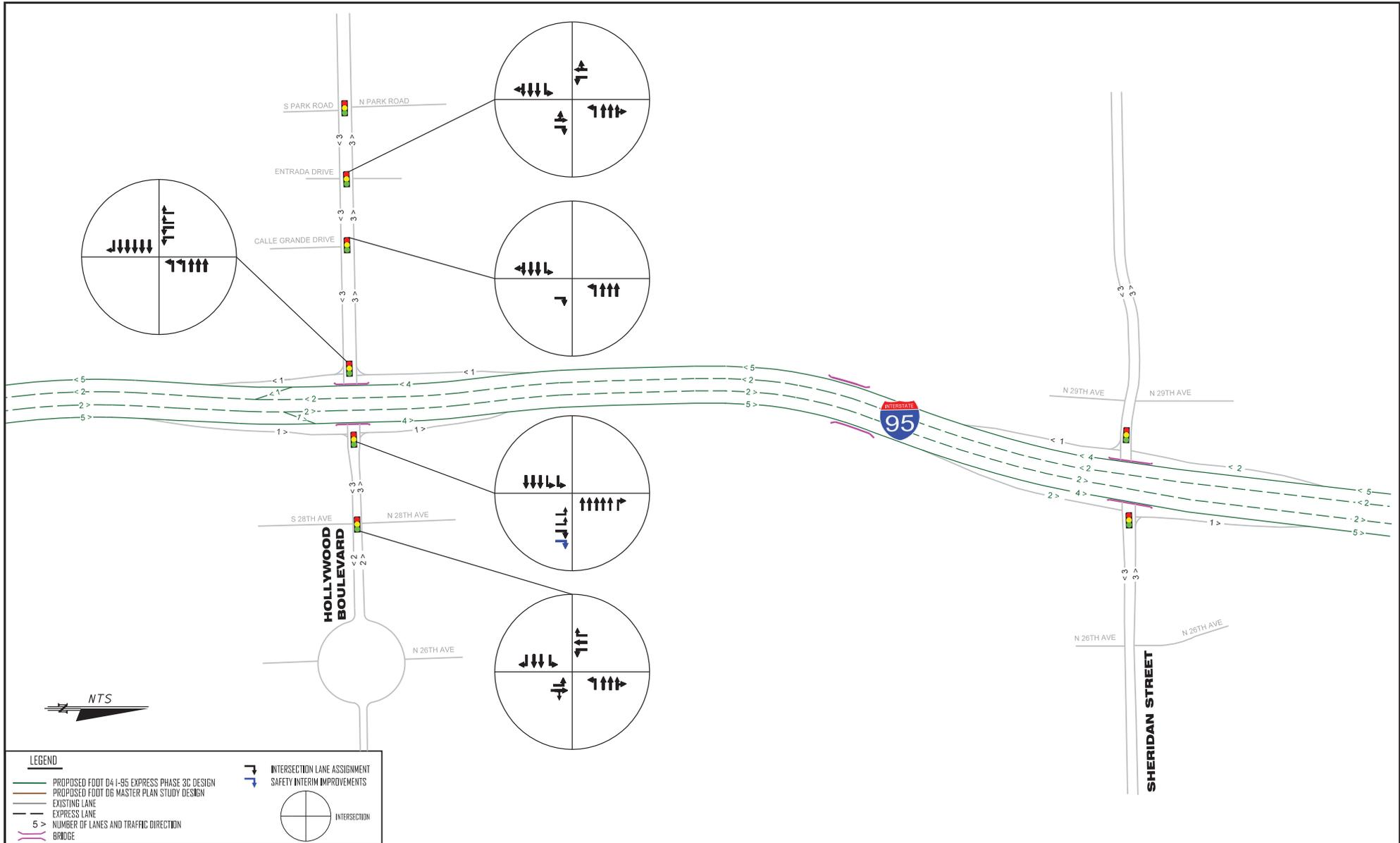
SEPTEMBER 2020



I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY  
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FPOD No: 436903-I-22-02  
ETDM No: 14254

SR 9 (INTERSTATE 95)  
LANE GEOMETRY AND CONFIGURATIONS  
2045 NO-BUILD LINE DIAGRAM

FIGURE  
3.3



**LEGEND**

- PROPOSED FDOT 04 I-95 EXPRESS PHASE 3C DESIGN
- PROPOSED FDOT 06 MASTER PLAN STUDY DESIGN
- EXISTING LANE
- EXPRESS LANE
- NUMBER OF LANES AND TRAFFIC DIRECTION
- BRIDGE

INTERSECTION LANE ASSIGNMENT  
 SAFETY INTERIM IMPROVEMENTS  
 INTERSECTION

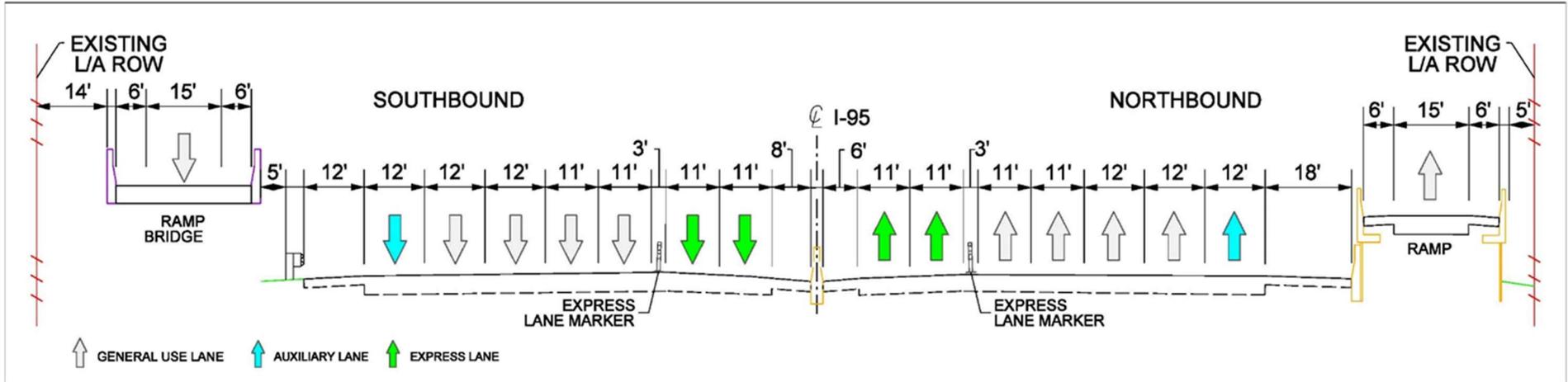


Figure 3.4 – Alternative 1 North of Hallandale Beach Boulevard

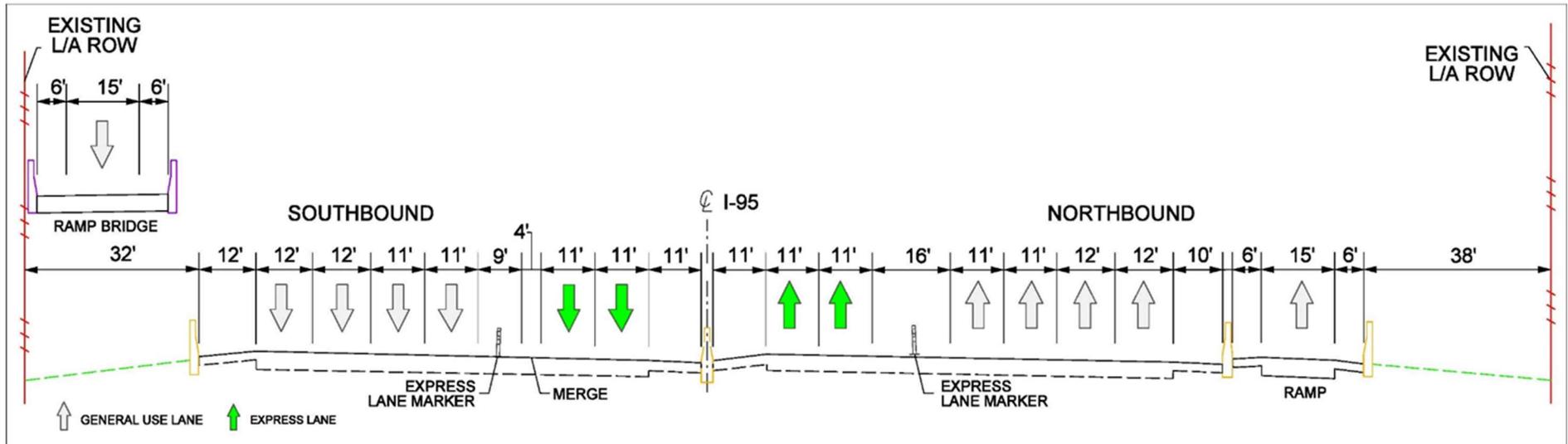
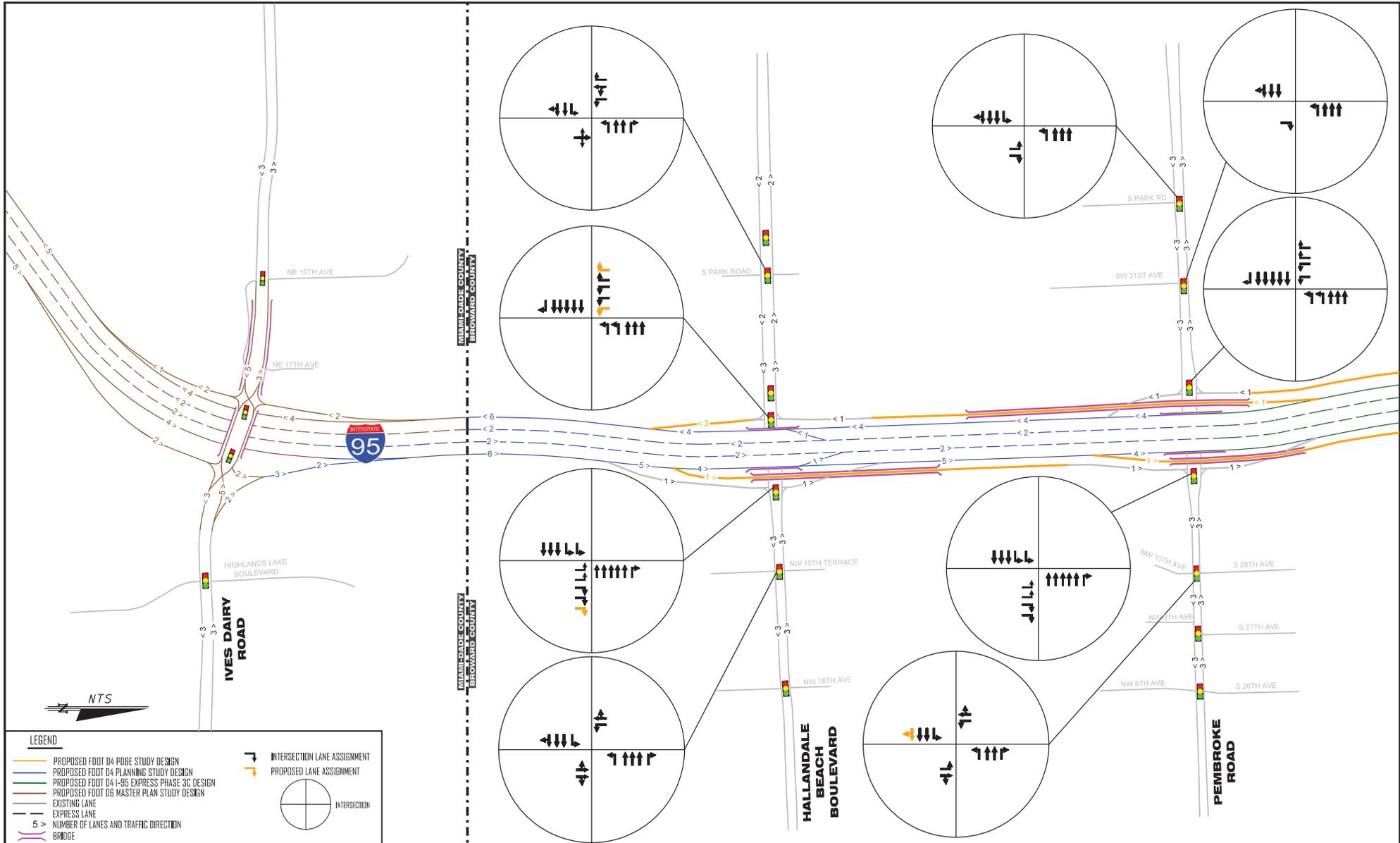


Figure 3.5 – Alternative 1 North of Pembroke Road



FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT FOUR  
3400 WEST COMMERCIAL BOULEVARD  
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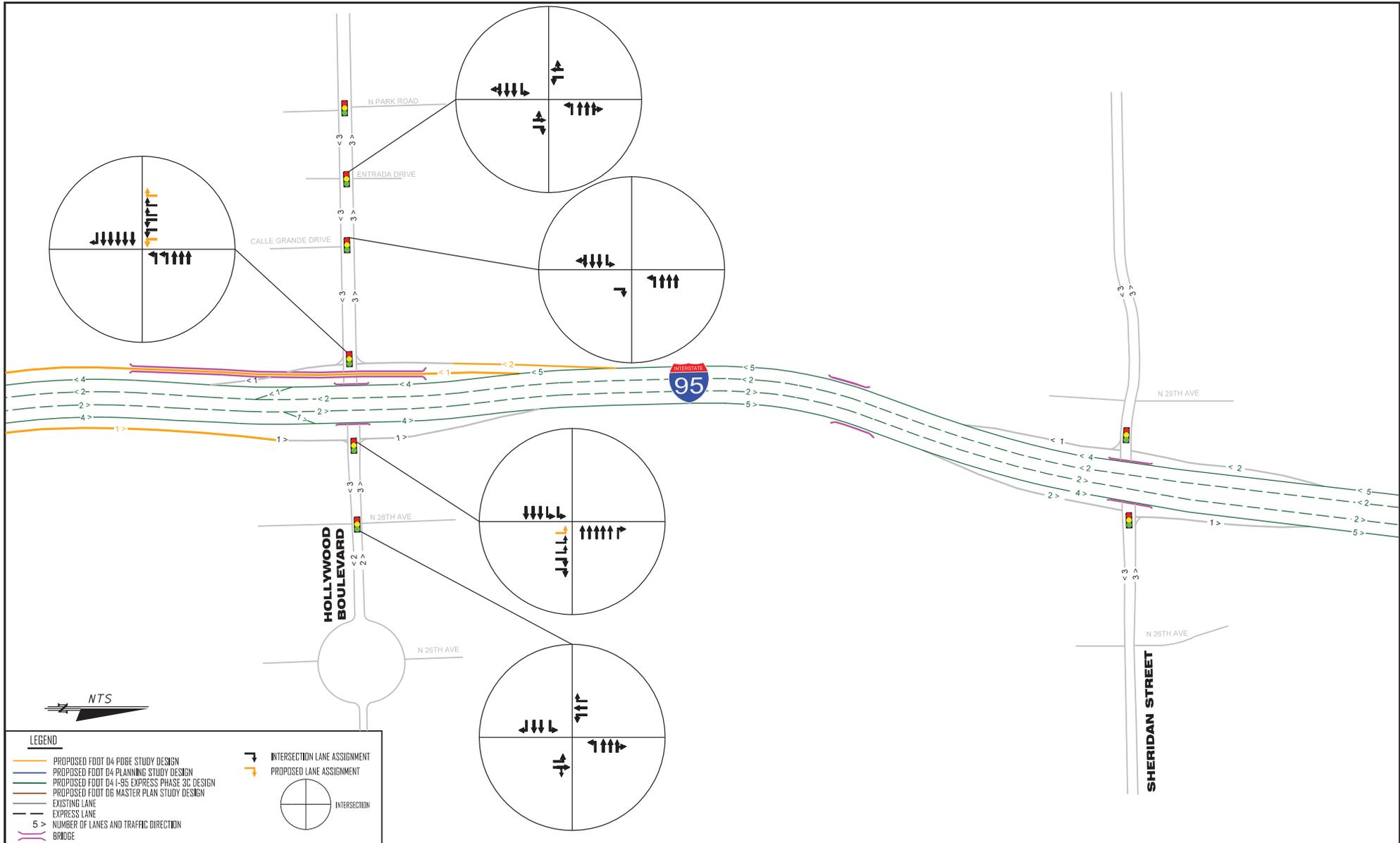
OCTOBER 2020



I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY  
from South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820)  
FPOD No: 436903-I-22-02  
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SR 9 (INTERSTATE 95)  
LANE GEOMETRY AND CONFIGURATIONS  
ALTERNATIVE 1 LINE DIAGRAM

FIGURE  
3.6



**LEGEND**

- PROPOSED FDOT D4 PD&E STUDY DESIGN
- PROPOSED FDOT D4 PLANNING STUDY DESIGN
- PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C DESIGN
- PROPOSED FDOT D6 MASTER PLAN STUDY DESIGN
- EXISTING LANE
- EXPRESS LANE
- 5 > NUMBER OF LANES AND TRAFFIC DIRECTION BRIDGE
- INTERSECTION
- PROPOSED LANE ASSIGNMENT
- INTERSECTION LANE ASSIGNMENT

**FDOT** FLORIDA DEPARTMENT OF TRANSPORTATION  
 DISTRICT FOUR  
 3400 WEST COMMERCIAL BOULEVARD  
 FORT LAUDERDALE, FL 33309

OCTOBER 2020

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**SR 9 (INTERSTATE 95)  
 LANE GEOMETRY AND CONFIGURATIONS  
 ALTERNATIVE 1 LINE DIAGRAM**

FIGURE 3.6



entry traffic from Pembroke Road and entry traffic from Hollywood Boulevard. In the southbound direction, the new collector distributor roadway system will not be continuous, it will end and begin 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 on-ramp. **Figure 3.7** shows the roadway section north of Hallandale Beach Boulevard and **Figure 3.8** shows the roadway section north of Pembroke Road. **Figure 3.9** shows the schematic geometric layout of Alternative 2.

Widening and turn lane modifications at the ramp terminals were evaluated to facilitate the ramp modifications and improve the access and operation of the interchanges. These improvements are the same in both alternatives.

### 3.3 PREFERRED ALTERNATIVE

Alternative 2 was selected in September 2021 as the preferred alternative. Subsequent coordination with the local municipalities 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.

In 2023, FDOT completed the evaluation and finalized the refinements to the preferred alternative. The refined preferred alternative is proposing a combination of ramp modifications and collector distributor roads adjacent to the I-95 mainline lanes. Collector distributor roads are extra lanes between the interstate freeway lanes and local frontage/crossing roads. Their primary purpose is to move vehicle lane changing away from the high-speed traffic on the interstate lanes. Lane changes occur on the collector distributor roads as vehicles move from the interstate to the frontage roads or other connecting roadways and vice versa.

**Figure 3.10** shows a schematic line diagram of the refined preferred alternative.

**Northbound Direction** – In the northbound direction, the preferred alternative is proposing two auxiliary lanes between Ives Dairy Road and Hallandale Beach Boulevard. The outside auxiliary lane becomes the exit ramp to Hallandale Beach

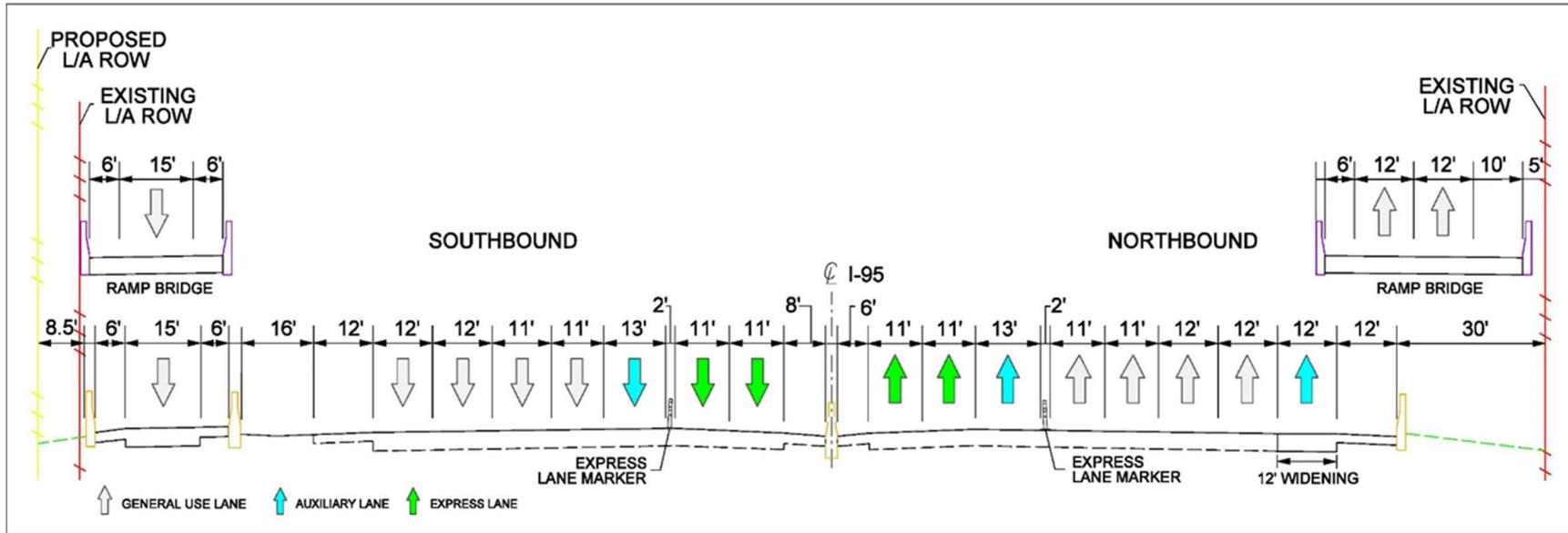


Figure 3.7 – Alternative 2 North of Hallandale Beach Boulevard

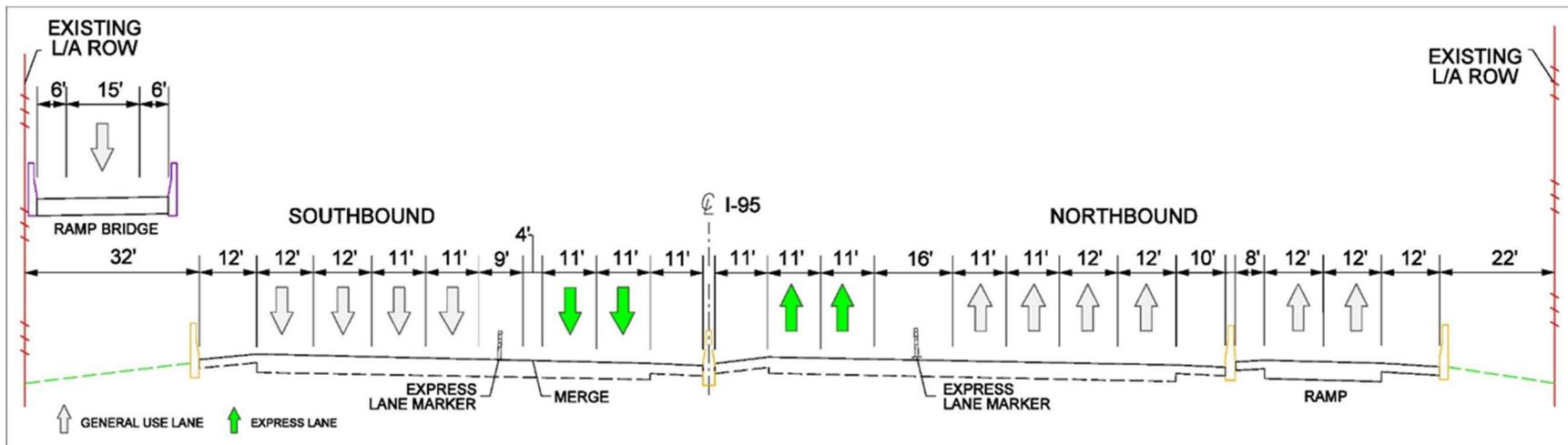
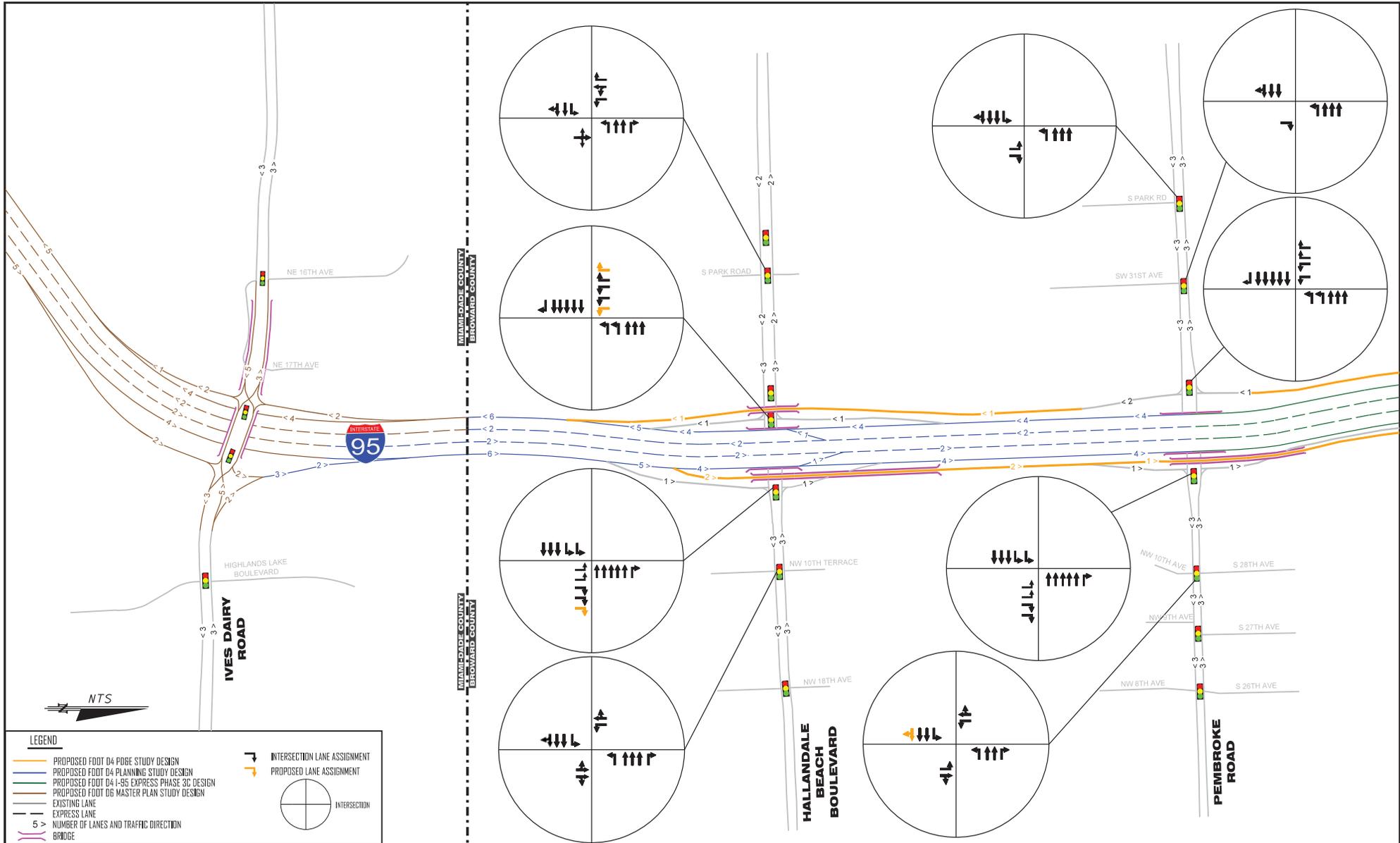


Figure 3.8 – Alternative 2 North of Pembroke Road



FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT FOUR  
3400 WEST COMMERCIAL BOULEVARD  
FORT LAUDERDALE, FL 33309

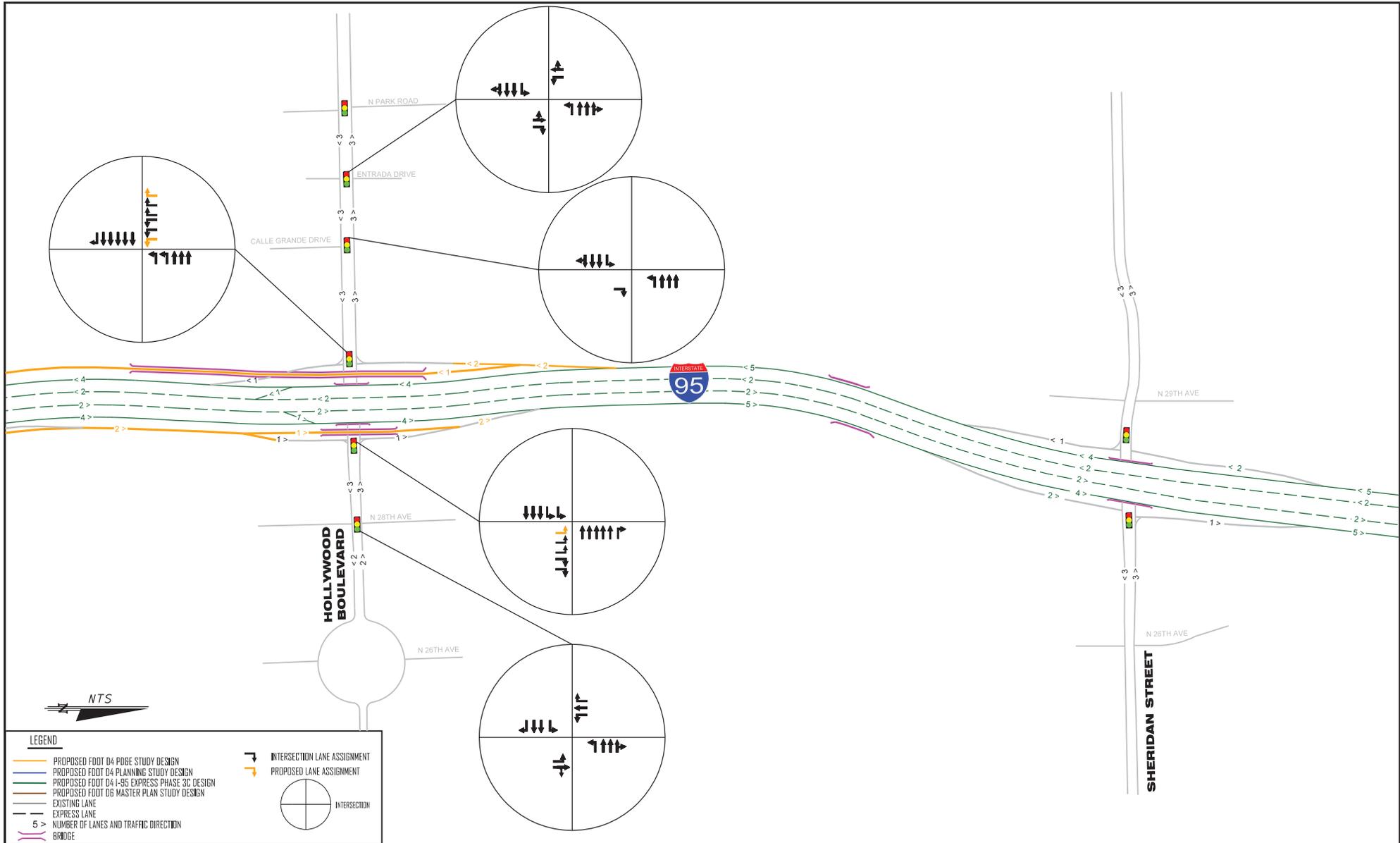
OCTOBER 2020



I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY  
from South of Hallandale Beach Boulevard (SR 858) to North of Hollywood Boulevard (SR 820)  
FPO No: 436903-I-22-02  
ETDM No: 14254

SR 9 (INTERSTATE 95)  
LANE GEOMETRY AND CONFIGURATIONS  
ALTERNATIVE 2 LINE DIAGRAM

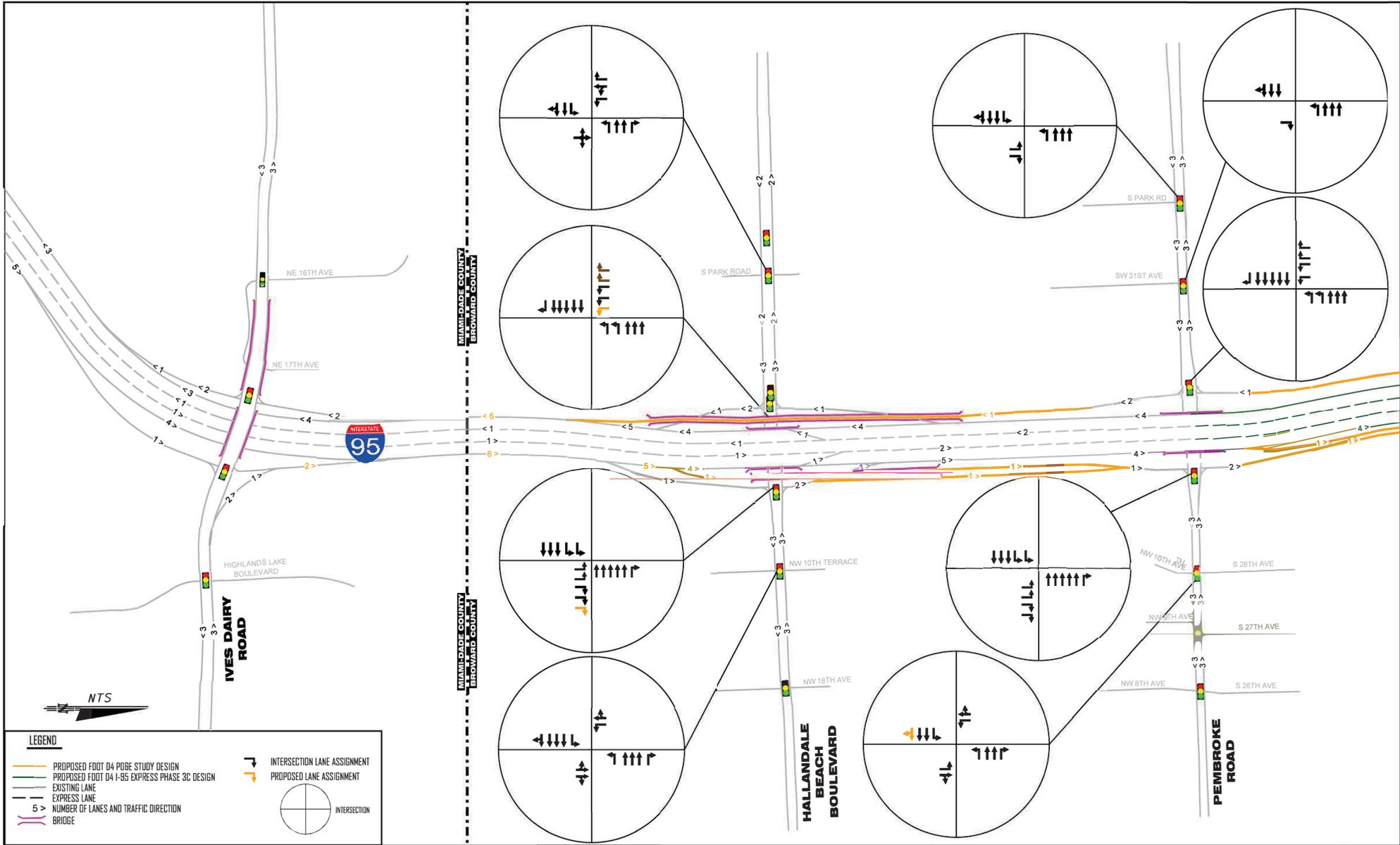
FIGURE  
3.9



**LEGEND**

- PROPOSED FDOT D4 PD&E STUDY DESIGN
- PROPOSED FDOT D4 PLANNING STUDY DESIGN
- - - PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C DESIGN
- PROPOSED FDOT D6 MASTER PLAN STUDY DESIGN
- EXISTING LANE
- - - EXPRESS LANE
- NUMBER OF LANES AND TRAFFIC DIRECTION BRIDGE

- INTERSECTION LANE ASSIGNMENT
- PROPOSED LANE ASSIGNMENT
- INTERSECTION

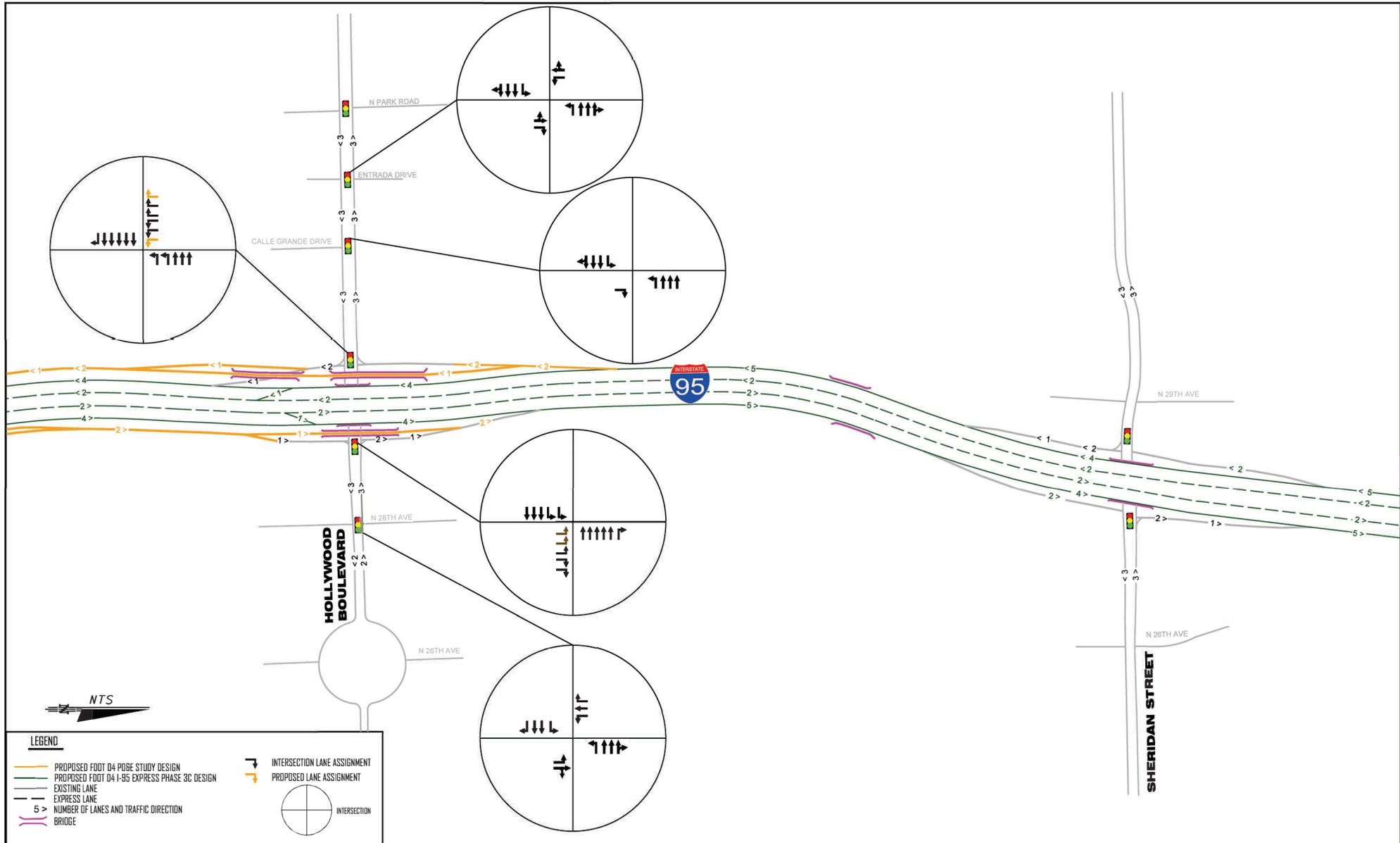


**FDOT** FLORIDA DEPARTMENT OF TRANSPORTATION  
 DISTRICT FOUR  
 3400 WEST COMMERCIAL BOULEVARD  
 FORT LAUDERDALE, FL 33309

**INTERSTATE 95**  
 I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT 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

SR 9 (INTERSTATE 95)  
 LANE GEOMETRY AND CONFIGURATIONS  
 PREFERRED ALTERNATIVE LINE DIAGRAM

FIGURE  
 3.10





Boulevard. The inside auxiliary lane becomes the exit ramp to Pembroke Road, which happens just south of the I-95/Hallandale Beach Boulevard bridge overpass. With this design, the existing exit ramp to Pembroke Road was relocated from south of Pembroke Road to south of Hallandale Beach Boulevard. The exit ramp to Pembroke Road crosses over the entry ramp from Hallandale Beach Boulevard and stays elevated until reaching Pembroke Road. The preferred alternative is proposing a new local ramp connection between Hallandale Beach Boulevard and Pembroke Road. This connection will allow local traffic to travel between the two crossing roadways in the northbound direction without entering the I-95 mainline lanes.

The preferred alternative is also proposing a collector distributor road between Pembroke Road and north of Hollywood Boulevard. The existing exit ramp to Hollywood Boulevard was relocated from south of Hollywood Boulevard to just north of the I-95/Pembroke Road bridge overpass. The entry ramp from Pembroke Road merges with the exit ramp to Hollywood Boulevard becoming a two-lane collector distributor road. The outside lane of the collector distributor road becomes the exit to Hollywood Boulevard and the inside lane becomes the Pembroke Road entry ramp to I-95. The Hollywood Boulevard entry ramp merges with the Pembroke Road entry ramp becoming a two-lane on-ramp to I-95.

**Southbound Direction** – In the southbound direction, the preferred alternative is also proposing a collector distributor road between north of Hollywood Boulevard and Pembroke Road. The collector distributor road begins with a two-lane exit ramp just south of Johnson Street serving Hollywood Boulevard and Pembroke Road. The two lanes continue south until reaching Hollywood Boulevard. Before reaching Hollywood Boulevard, a one-lane left-hand exit ramp opens to continue traveling south to Pembroke Road. The exit ramp to Pembroke Road continues south over Hollywood Boulevard and crosses over the entry ramp from Hollywood Boulevard until reaching Pembroke Road. The preferred alternative is proposing a new local ramp connection between Hollywood Boulevard and Pembroke Road. This connection will allow local traffic to travel between the two crossing roadways in the southbound direction without entering the I-95 mainline lanes.

The preferred alternative is proposing to relocate the existing southbound entry ramp from Pembroke Road to south of Hallandale Beach Boulevard. This entry ramp from Pembroke Road crosses over the southbound exit ramp to Hallandale



Beach Boulevard and stays elevated over Hallandale Beach Boulevard and over the entry ramp from Hallandale Beach Boulevard. The ramp comes down and enters I-95 southbound. This entry ramp from Pembroke Road together with the entry ramp from Hallandale Beach Boulevard becomes two southbound auxiliary lanes between Hallandale Beach Boulevard and Ives Dairy Road.

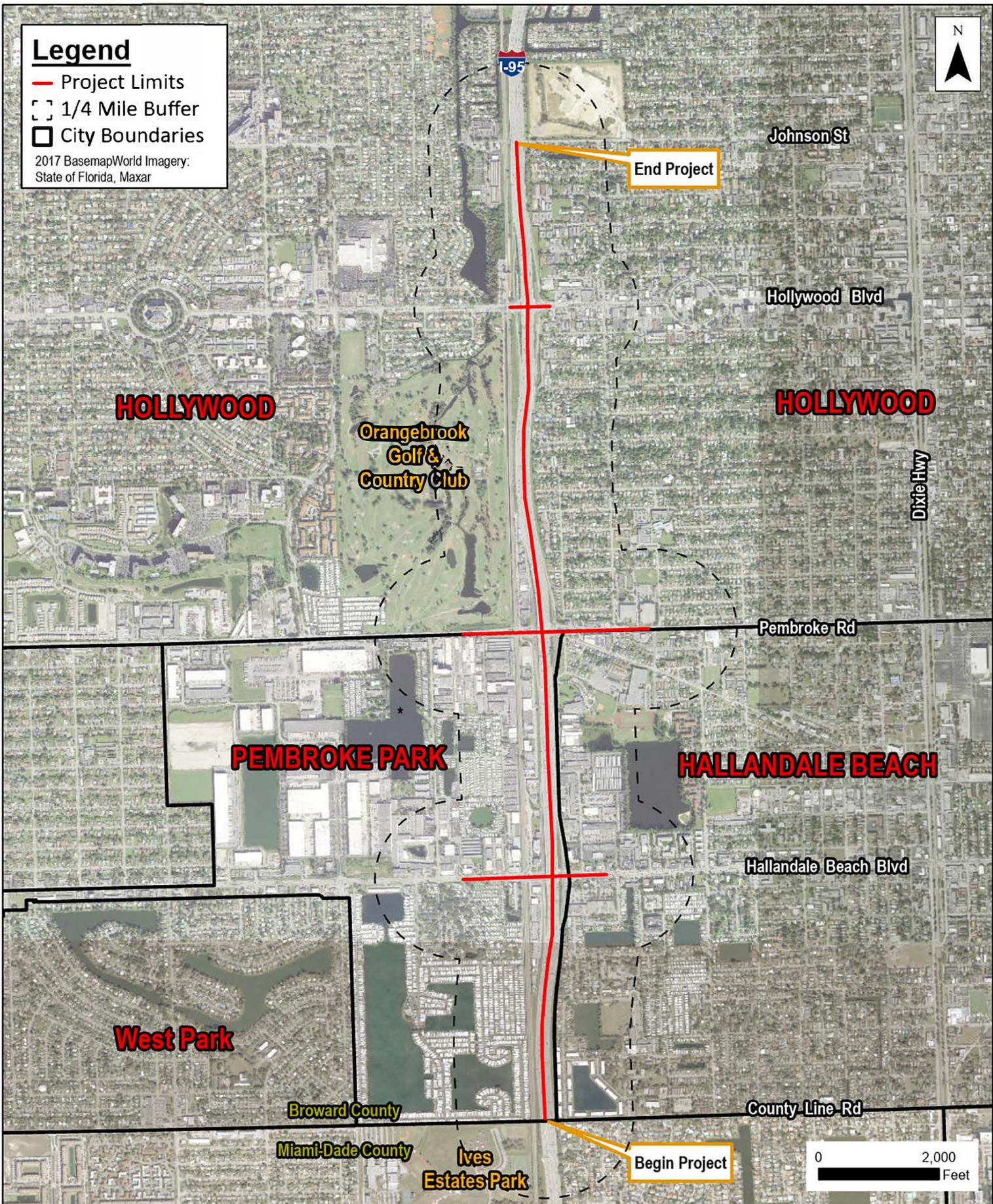
**Intersection Improvements** – Ramp terminal intersection modifications were identified at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard to improve the access and operations to and from I-95. **Figure 3.10** depicts these improvements.

**Stormwater Ponds/Swales** – Twenty-three dry retention swales are proposed along I-95 and one wet detention pond is proposed within the Sunset Property. This pond is located on the east side of I-95 just north of Johnson Street and will be developed in association with the City of Hollywood. The Orangebrook Golf Course and Country Club, owned by the City of Hollywood and a Section 4(f) resource, was considered to provide stormwater treatment area. However, the City of Hollywood is currently redeveloping this property and therefore it is not feasible at this time for use as a stormwater treatment location.

## 4.0 COMMUNITY CHARACTERISTICS INVENTORY

The SCE evaluation addresses proposed transportation actions on communities and their quality of life. The Community Characteristics Inventory (CCI) summarizes quantitative and qualitative data for each defined community within the study area. A comprehensive CCI provides support to the SCE evaluation by defining the affected communities and potential issues resulting from a proposed transportation project.

This project is located in southern Broward County within the incorporated Town of Pembroke Park and the Cities of Hallandale Beach and Hollywood (see **Figure 4.1**). Community features are private or public organizations that local residents rely upon for goods, services, and recreation. **Table 4.1** identifies the major community features within the study area starting from the south terminus and going north. **Figure 4.2** shows the locations of these features (each feature's location is referenced by number).



**Legend**

- Project Limits
- 1/4 Mile Buffer
- City Boundaries

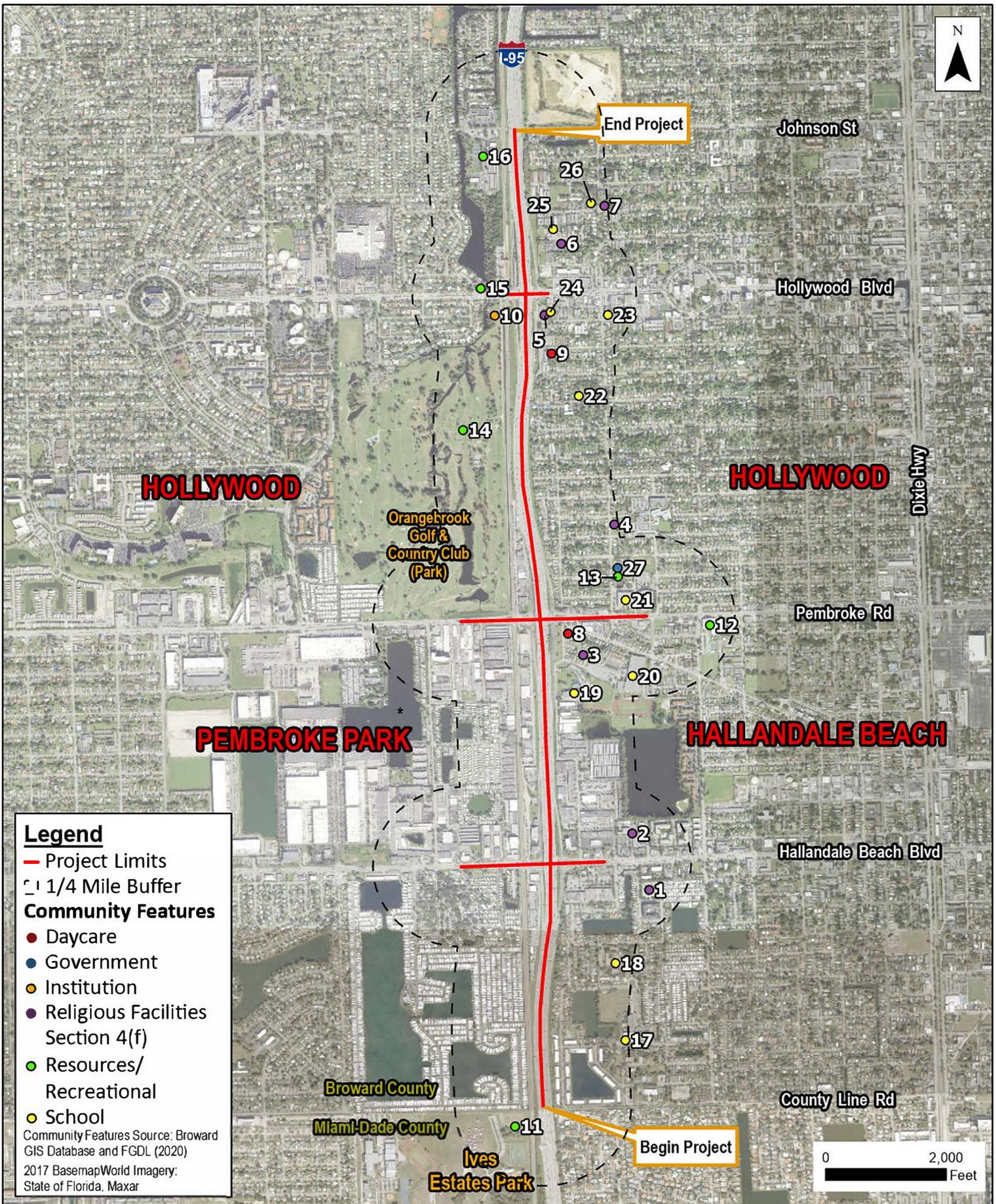
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SR 9/I-95 from South of SR 858/Hallandale Beach Blvd.  
to North of SR 820/Hollywood Blvd. PD&E Study  
Broward County

Cities/Town  
Location Map

Figure 4.1





**Table 4.1 – Community Features**

Feature No.	Type	Name	Address	City
1	Religious Facility	Kingdom Hall of Jehovah's Witnesses	121 SW 10 <sup>th</sup> Avenue	Hallandale Beach
2	Religious Facility	Soul's Harvest Christian Center	972 West Hallandale Beach Boulevard	Hallandale Beach
3	Religious Facility	New Birth Faith Tabernacle Christian Baptist Church	1026 NW 8th Street	Hallandale Beach
4	Religious Facility	Seventh-Day Adventist Church	1237 S 28th Avenue	Hollywood
5	Religious Facility	St. John's Lutheran Church	2919 Van Buren Street	Hollywood
6	Religious Facility	Saint Gregorios Orthodox Church of India	2850 Taylor Street	Hollywood
7	Religious Facility	Christ Ambassadors Ministry	505 N 28 <sup>th</sup> Avenue	Hollywood
8	Daycare	Choices Children's Academy	1048 Foster Road	Hallandale Beach
9	Daycare	Next Generation Academy	2910 Jackson Street	Hollywood
10	Institution	Hollywood Jaycees Hall	2930 Hollywood Boulevard	Hollywood
11	Recreational	Ives Estates Park	20901 NE 16 <sup>th</sup> Avenue	Miami
12	Recreational	Oreste Blake (OB) Johnson Park	1000 NW 8 <sup>th</sup> Avenue	Hallandale Beach
13	Recreational	McNicol Community Center	1411 S 28 <sup>th</sup> Avenue	Hollywood
14	Recreational	Orangebrook Golf & Country Club	400 Entrada Drive	Hollywood
15	Recreational	Lions Park	3003 Hollywood Boulevard	Hollywood
16	Recreational	Stan Goldman Memorial Park	800 Knights Road	Hollywood
17	School	Gulfstream Academy of Hallandale Beach – South Campus	900 SW 8th Street	Hallandale Beach
18	School	Gulfstream Academy of Hallandale Beach K-8	1000 SW 3rd Street	Hallandale Beach



19	School	Lanier-James Education Center	1050 NW 7 <sup>th</sup> Court	Hallandale Beach
20	School	Hallandale High School	720 NW 9 <sup>th</sup> Avenue	Hallandale Beach
21	School	McNicol Middle School	1602 S 27 <sup>th</sup> Avenue	Hollywood
22	School	Grace & Faith International Academy	2835 Madison Street	Hollywood
23	School	Jewish Cooperative School	2751 Van Buren Street	Hollywood
24	School	Creative Beginnings Preschool	2919 Van Buren Street	Hollywood
25	School	Sha'arei Bina School	2907 Taylor Street	Hollywood
26	School	Sunshine Elementary Charter School & Paragon Academy Middle School	502 N 28 <sup>th</sup> Avenue	Hollywood
27	Government	Hollywood Parks, Recreation & Cultural Arts	1405 S 28 <sup>th</sup> Avenue	Hollywood

## 5.0 POTENTIAL EFFECTS

Direct project effects involve changes to a community that may occur as a result of a transportation project. Examples of this effect may include Right of Way (ROW) acquisition and/or residential/business displacements. Indirect effects typically occur over time and could extend beyond the boundary of a community. Examples of indirect effects include improved access to undeveloped areas, development stimulation, increased population, and school overcrowding. Many times, there are differing perceptions of social and economic effects across neighborhoods, communities, and stakeholder groups, as one group may deem an impact as significantly adverse, whereas others may consider it desirable. A cumulative effect is based on the incremental effects of an action when added to other past, present, and reasonably foreseeable actions regardless of the agency or person undertaking the action. As the corridor is fully developed, cumulative impacts as a result of the preferred alternative are not anticipated.



## 5.1 SOCIAL

### 5.1.1 Demographics

Demographic data describes the community's population, including population size, age composition, ethnicity, household information, education, economic information, and geographic distribution. This data can assist planners in designing public outreach and educational materials to reflect the ethnicity, age, education and economic backgrounds of the community's residents. A summary of the population demographics for the incorporated Cities of Hallandale Beach and Hollywood and the Town of Pembroke Park are shown in **Table 5.1**.

The 0.25-mile study area encompasses 15 census blocks (see **Figure 5.1**). A census block is the smallest geographic unit for which the United States (U.S.) Census Bureau tabulates data and is typically bound by streets and other features. Census data collected at the block level provides relevant information about the communities most likely affected by the project. The census blocks selected for evaluation are located directly adjacent to the study area to ensure the census data is representative of the study area.

Refer to **Table 5.2** for the summarized census block data. Census data shows 13 blocks with greater than 50% minority populations. Additionally, the U.S. Census Bureau EDA-Census Poverty Status Viewer identified a majority of the project adjacent to the corridor containing households whose incomes below poverty are reported to be greater than 20%.

As previously stated and identified in the information above, minorities make up the majority of the population in the study area. Due to most of the project corridor being minority populations, no adverse impacts are anticipated. Therefore, in accordance with the provisions of Executive Order (EO) 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.



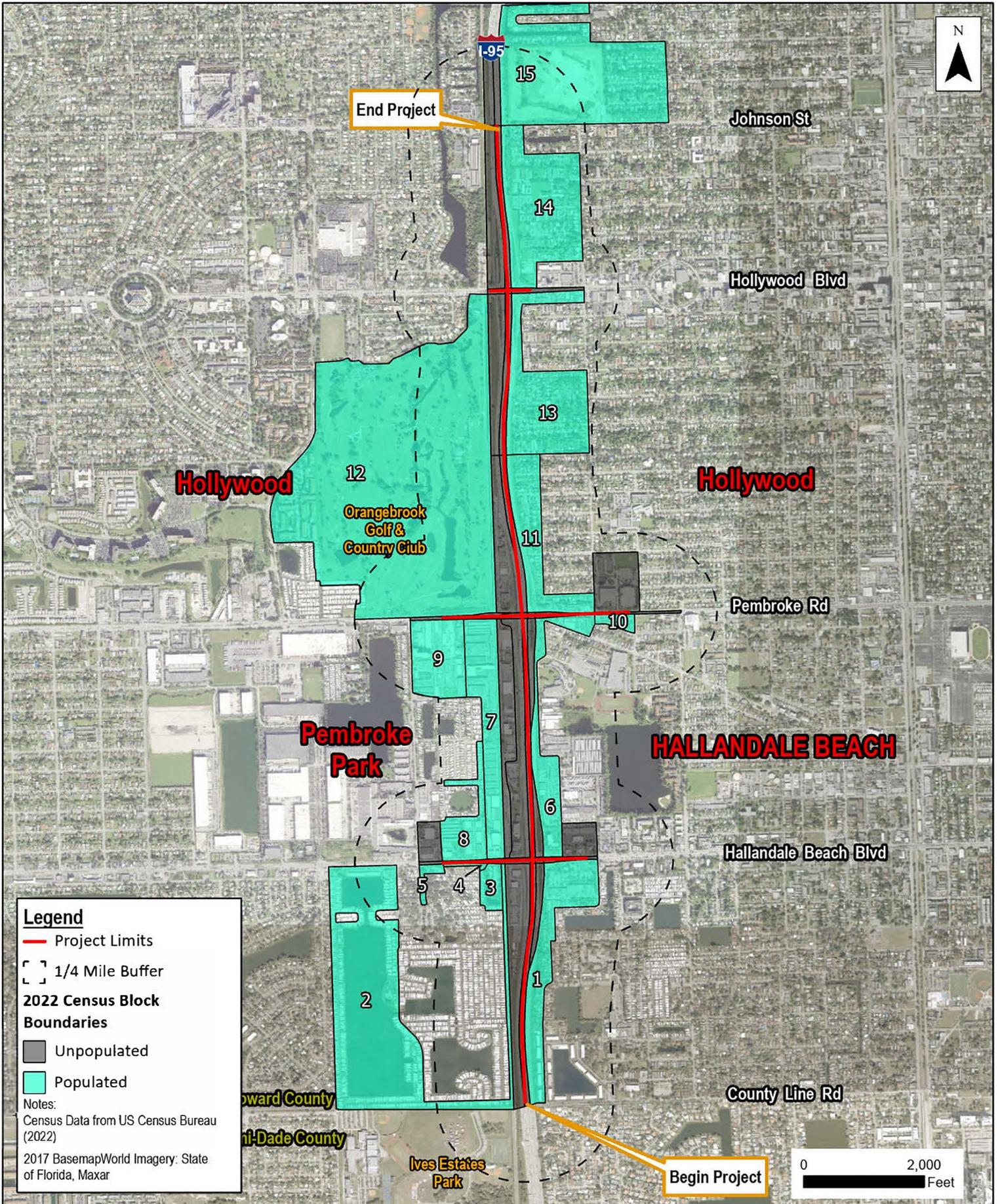
**Table 5.1 – Demographic Summary for the Incorporated Cities/Town**

Category	Hallandale Beach	Pembroke Park	Hollywood
Geographical Area	4.55 sq. miles	1.6 sq. miles	30.8 sq. miles
Total Population	41,202	6,240	152,650
Total Households	19,117	2,415	58,795
<b>Age, Race and Ethnicity</b>			
% Age 65+	22.8%	13.6%	15.7%
% White	62.5%	27.3%	59.8%
% Black or African American	19.1%	50.9%	18.2%
% Other *	2.1%	2.3%	2.8%
% Two or Three Races	12.9%	12.9%	13%
% Hispanic/Latino Origin **	38.2%	34.1%	42%
<b>Educational Attainment</b>			
School Enrollment (Ages 3+)	6,907	1,548	34,744
% Earned High School Graduate or Higher (Ages 25+)	87.1%	80.9%	88.2%
% Earned Bachelor Degree or Higher (Ages 25+)	34.8%	19.9%	29.9%
<b>Employment Status and Work Commute</b>			
% Employed (Ages 16+)	61.4%	64%	68.5%
% Drive Alone to Work	74.9%	82.1%	75.4%
% Use Public Transportation	0.9%	7.6%	1.8%
Mean Travel Minutes to Work	32 minutes	37.3 minutes	29.7 minutes
<b>Household and Income</b>			
Average Persons per Household	2.14	2.57	2.57
Median Value of Owner Occupied Units	\$230,300	Not available	\$296,000
Mean Household Income	\$56,912	\$40,260	\$56,912
% Household Income <50K	55.8%	67.7%	38.8%
% Individuals Below Poverty	20.6%	27.5%	12.4%

Source: <https://www.census.gov/quickfacts/fact/table/US/PST045216>, <https://data.census.gov/cedsci/> and <https://censusreporter.org/search/> from the U.S. Census Bureau and the ACS (American Community Survey) 2010-2022 Data Profiles.

\* Includes American Indian, Alaska Native American, Asian, and Other Ethnicities.

\*\* Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parent or ancestors before their arrival in the United States. People who identify their origin as Hispanic, Latino, or Spanish may be of any race.





**Table 5.2 – Summarized 2020 Census Block Data**

Census Block	Total Area (acres)	Total Population	Households	Black	Latino	Asian	White
1	34.40	372	224	37.63%	53.23%	0.27%	8.60%
2	18.77	108	395	1.85%	32.41%	0.93%	63.89%
3	5.50	24	17	0%	62.5%	0%	29.17%
4	0.77	19	10	73.68%	5.27%	0%	21.05%
5	2.20	25	15	8%	80%	0%	4%
6	21.96	19	1	5.26%	89.47%	5.26%	0%
7	31.17	22	1	0%	54.55%	9.09%	27.27%
8	14.98	126	50	3.97%	78.57%	0%	16.67%
9	23.36	4	3	0%	75%	25%	0%
10	2.96	10	7	0%	60%	0%	20%
11	27.89	320	131	54.06%	27.19%	1.56%	15.94%
12	141.09	769	438	34.07%	40.05%	1.43%	23.41%
13	47.03	398	175	31.16%	38.44%	1.26%	28.39%
14	53.96	860	414	32.91%	42.67%	3.14%	19.53%
15	29.17	452	224	9.29%	34.73%	1.55%	51.33%

\*Note: Percentage of minority is to be considered the sum of Black, Latino, and Asian. Multiple options can be chosen for race/ethnicity, and therefore percentages may not add up to 100%.

### 5.1.2 Community Cohesion

A physical barrier limits or obstructs connectivity between or within communities. I-95 is an existing facility that is a current physical barrier between communities, businesses, residences, and recreational facilities located on either side. Vehicle, pedestrian, and bicycle access to eastern and western destinations are currently provided by Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. The C-10 Canal is a north-south waterway bisecting Hollywood Boulevard, west of I-95. The existing Hollywood Boulevard Bridge over this canal allows access to western destinations. Lastly, the railroad crossings' traffic arms at Hollywood Boulevard, Pembroke Road, and Hallandale Beach Boulevard prohibit east-west travel for vehicles, pedestrians, and bicyclists when down. This disruption is temporary and alleviated when these arms are raised.

New bridge structures on I-95 are proposed as part of the preferred alternative. The I-95 mainline is currently a limited access roadway, so east-west travel is only



available at the existing cross streets (Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard). The proposed bridges are adjacent to I-95's existing mainline and will not inhibit east-west travel (vehicular or pedestrian) between communities. Therefore, direct or indirect impacts to community cohesion are not anticipated.

### 5.1.3 Safety/ Emergency Response

The preferred alternative will enhance safety by addressing the capacity needs and improving the operations and access between the I-95 mainline and interchanges, which will improve travel for local residents and businesses. The proposed improvements are expected to reduce crashes related to I-95 mainline weaving maneuvers. The preferred alternative reduces the number of weaving movements and eliminates speed differentials between the mainline and ramps. The additional ramp terminal capacity and the proposed ramp modifications will provide more off-ramp storage, which eliminates the queue from the ramps extending to the I-95 mainline. The proposed improvements will address the safety issues at the interchange entry and exit points by increasing gaps along the general use lanes providing more space for vehicles entering and exiting I-95 without weaving conflicts and/or last-minute lane changes.

The City of Hollywood and the City of Hallandale Beach have their own police and fire departments located outside the project's 0.25-mile radius. The Town of Pembroke Park contracts their police and fire rescue services through the Broward Sheriff's Office whose offices are located outside the 0.25-mile radius. I-95 is designated as an evacuation route along the east coast of Florida. **Figure 5.2** shows the Broward County evacuation routes.

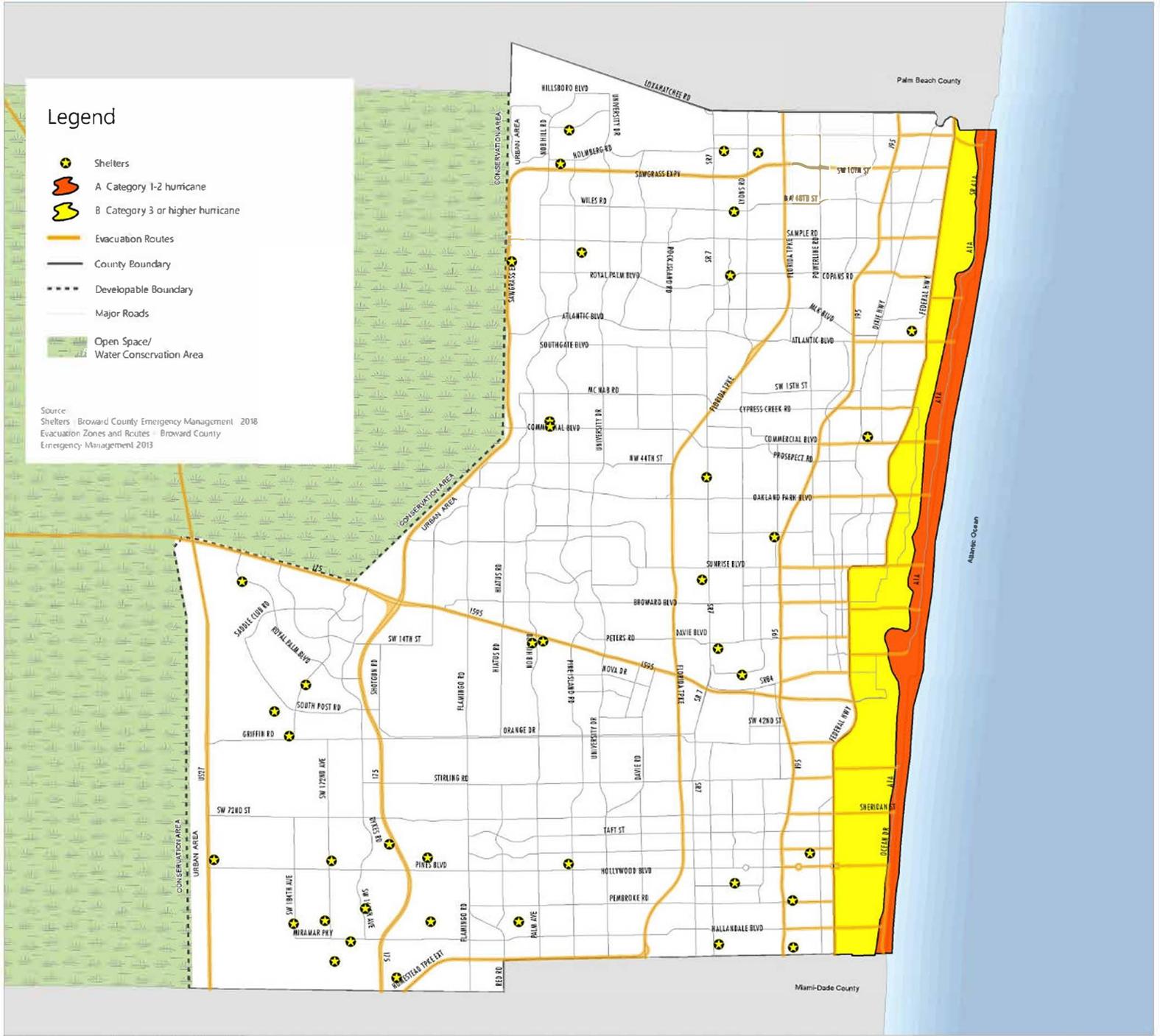
The project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials within the project limits that are designated on the state evacuation route. I-95, Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and by Broward County. Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard move traffic from the east and west to I-95.

# EVACUATION MAP

## Legend

-  Shelters
-  A Category 1-2 hurricane
-  B Category 3 or higher hurricane
-  Evacuation Routes
-  County Boundary
-  Developable Boundary
-  Major Roads
-  Open Space/  
Water Conservation Area

Source:  
Shelters - Broward County Emergency Management - 2018  
Evacuation Zones and Routes - Broward County  
Emergency Management 2013



This map is for conceptual purposes only and is not intended for legal boundary determinations.

Prepared by: G&S  
Planning and Development Management Division  
Broward County  
#22288 04/24/2024



**MAP NO. ND-1**



**SR 9/1-95 from South of SR 858/Hallandale Beach Blvd. to North of SR 820/Hollywood Blvd. PD&E Study Broward County**

**Broward County Evacuation Routes Map**

**Figure 5.2**



This highway is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network (i.e., I-595 and the Florida's Turnpike). Therefore, enhancement to evacuation is anticipated as a result of this project.

#### 5.1.4 Community Goals/ Quality of Life

Pembroke Park community goals include improved human and social services. The City of Hollywood's Strategic Plan focus areas include economic vitality, public safety, and infrastructure and facilities. The City of Hallandale's mission is to "promote economic development and enhance the quality of life by eliminating and preventing blighted conditions through the facilitation of community partnerships, business growth, job creation, and neighborhood rehabilitation". This project is consistent with the Cities goals/missions.

#### 5.1.5 Special Community Designations

There are no special community designations in the project corridor.

### 5.2 ECONOMIC

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.

#### 5.2.1 Business and Employment

Within the census blocks, the SCE study area supports 2,457 jobs in Broward County. Retail Trade supports the greatest share of the job market (see **Table 5.3**).

#### 5.2.2 Tax Base

While occurring mostly in existing ROW, the preferred alternative requires five residential relocations. Some tax revenue will be lost from the affected parcels. Minor ROW impacts to businesses will not impact the tax revenue. While the



county will see an initial loss in value, local businesses and neighborhoods will experience improved access and mobility. This could offset some of the negative effects with properties near the facility and within the study area experiencing an increase in value over time. Relocation potential is discussed further in the sections below.

**Table 5.3 – Job Market Breakdown**

Census Industry Sector Year 2020	Number of Jobs
Construction	262
Manufacturing	279
Wholesale Trade	334
Retail Trade	499
Transportation and Warehousing	12
Information	1
Finance and Insurance	34
Real Estate and Rental and Leasing	61
Professional, Scientific and Technical Services	321
Management of Companies and Enterprises	146
Admin Support, Waste Management and Remediation	74
Educational Services	73
Health Care and Social Assistance	78
Arts, Entertainment and Recreation	9
Accommodation and Food Services	238
Other Services (Excluding Public Administration)	36

Source: <https://onthemap.ces.census.gov/> from the U.S. Census Bureau, based on 2020 Data.

### 5.2.3 Traffic Patterns

A Systems Interchange Modification Report (SIMR) was prepared in support of the I-95 PD&E Study. The SIMR is the traffic report that documents the results of the traffic analysis and provides an assessment of the proposed roadway improvements. A comparative assessment was performed for the No-Build Alternative and the preferred alternative based on Level of Service (LOS). **Tables 5.4 and 5.5** provide the summary of the comparative assessment of the LOS analyses. FDOT recommends a target LOS D for roadways in urban areas. Therefore, LOS D or better was considered an acceptable LOS. As shown in the



two tables, the results from the assessment indicated that the preferred alternative performs better than the No-Build Alternative.

**Table 5.4 – LOS Freeway Segments Analysis – No-Build vs. Preferred Alternatives**

Year	Alternative	I-95 Freeway Segments		
		Total Locations	LOS D or better	LOS E or F
2030	No-Build	43	39	4
	Preferred	43	43	0
2045	No-Build	43	32	11
	Preferred	43	40	3

**Table 5.5 – LOS Intersection Analysis – No-Build vs. Preferred Alternatives**

Year	Alternative	Signalized Intersections		
		Total Intersections	LOS D or better	LOS E or F
2030	No-Build	14	13	1
	Preferred	14	14	0
2045	No-Build	14	10	4
	Preferred	14	13	1

In terms of average speed, the preferred alternative shows better performance than the No-Build Alternative during both peak periods with speed increases of 8% (AM) and 5% (PM). Network delay time reductions for the preferred alternative were 29% (AM) and 24% (PM).

Existing bus stops, bus routes, shuttle services, and TriRail will not be affected. Transit access and operations will not be affected by the proposed improvements but will be improved due to a decrease in congestion.

### 5.2.4 Business Access

Access to businesses will be maintained during construction. No existing businesses will be bypassed as a result of the proposed improvements.



### 5.2.5 Special Needs Patrons

Broward County provides ride sharing transportation for people with disabilities which complies with the complementary paratransit services provisions of the ADA of 1990. Paratransit Services offers bus services throughout Broward County via reservation. The service does not have bus stops, and therefore, can find alternate routes if necessary. Due to this, the Paratransit Services are not anticipated to be affected by construction.

## 5.3 LAND USE CHANGES

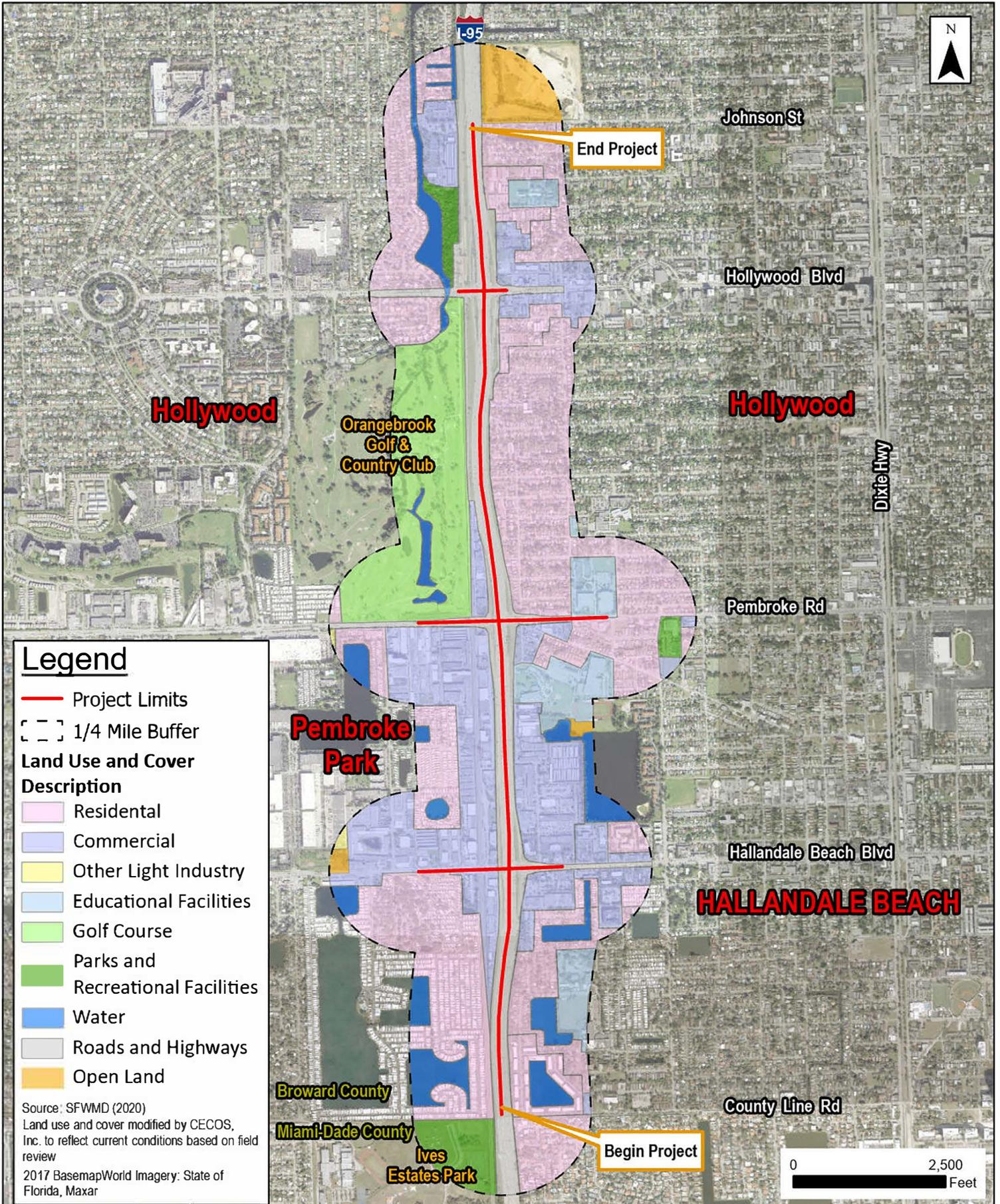
### 5.3.1 Existing and Future Land Use

Existing land use within and adjacent to the project corridor was mapped using Land Use and Cover was classified using South Florida Water Management District (SFWMD) Land Use and Cover nomenclature (see **Figure 5.3**). **Table 5.6** summarizes the existing land use and cover within the study area. The primary land uses adjacent to the project corridor are comprised of residential.

**Table 5.6 – Existing Land Use and Cover within the Study Area**

Land Use and Cover	% Within Study Area
Channelized Waterways, Canals, Reservoirs	6.19
Commercial and Services	21.21
Educational Facilities	5.09
Golf Courses	9.76
Residential	39.46
Open Land	2.32
Other Light Industry	0.13
Parks/Recreation	2.95
Roads	12.9

The Town of Pembroke Park and the Cities of Hallandale Beach and Hollywood, as well as Broward County, adopted comprehensive plans to establish goals, objectives and policies for future growth pursuant to Chapter 163, Florida Statutes.



SR 9/I-95 from South of SR 858/Hallandale Beach Blvd. to North of SR 820/Hollywood Blvd. PD&E Study  
 Broward County

Existing Land Use Map

Figure 5.3





These plans include Future Land Use Elements as well as Transportation Elements. Refer to **Appendix A** for each municipality's and Broward County's future land use maps. As the existing corridor is developed, the future land use associated with it is anticipated to be very similar to the existing land use. The proposed improvements may result in redevelopment within the proposed study area, but this re-development will occur on land previously developed.

As depicted on the City of Hallandale Beach's Future Land Use Map (completed as part of the City's Comprehensive Plan), the existing and future land uses area are similar in that both identify residential, commercial, and educational uses adjacent to I-95. The Town of Pembroke Park's existing land use in the project area is generally residential and commercial uses. As depicted on the City of Hollywood's Future Land Use Map (completed as part of the City's Comprehensive Plan), the project corridor consists of residential, commercial, parks and open space, educational facilities, and Regional Activity Center (RAC). A future RAC is proposed along Hollywood Boulevard, east of I-95 within the study limits. A RAC is a high intensity, high density multi-use area designed as appropriate for growth by the local government or jurisdiction. A RAC is intended to encourage attractive and functional mixed living, working, shopping, education, and recreation centers and encourages mass transit and reduction in auto travel. The existing land use and future land use are similar except for the RAC. Incorporating a potential regional bus service and maintaining the existing shuttle service is consistent with the goals of the City of Hollywood's RAC.

The Broward County Future Land Use Plan was included to show surrounding future land use outside the project area. Overall, the existing and future land use maps of the municipalities are similar, as they both show residential, commercial and activity centers adjacent to the project boundaries.

Based on the above, adverse effects (direct/indirect) to land use are not anticipated as a result of this project.

### 5.3.2 Plan Consistency

This I-95 project is included in the Broward County MPO TIP, the FDOT Work Program, the FDOT STIP, and the FDOT SIS Five Year Work Program. The Broward



County MPO 2045 LRTP included improvements to all I-95 interchanges in Broward County.

### 5.3.3 Growth Trends and Issues

According to the Broward County MPO, by 2045, the population in Broward County is estimated to reach approximately 2.18 million people, with an annual growth rate of 0.6%. By 2045, employment is expected to increase by approximately 25%. Therefore, higher travel demand is anticipated. This project will add additional capacity to improve mobility for the expected population increase.

## 5.4 MOBILITY

### 5.4.1 Mobility Choices and Connectivity

Mobility is defined as the ability of residents and non-residents to move freely within a community and is determined by the degree of accessibility to areas and land uses within a neighborhood. The preferred alternative will improve mobility, travel speeds, and travel time along I-95 as well as on the cross streets, thus improving access to the adjacent communities. No disruption in pedestrian traffic or travel between communities is anticipated.

### 5.4.2 Accessibility

Implementation of this project will not affect access to places of worship or schools along the project corridor. The pedestrian crosswalk connecting to Hallandale High School will be moved to the south, and crosswalk access will be maintained during construction. Short-term impacts caused by construction activities, such as traffic congestion/delays, noise from construction equipment, and dust from roadway construction may occur but will end once construction is complete. Construction impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.



### 5.4.3 Traffic Circulation

A SIMR has been developed as part of the PD&E process. A majority of intersections in the project corridor are currently operating at LOS D or better. With the implementation of the preferred alternative, the intersections will continue to operate at LOS D or better in 2045. FDOT recommends a target LOS D for roadways in urban areas. Therefore, LOS D or better was considered an acceptable LOS.

### 5.4.4 Public Parking

No public parking is expected to be impacted or modified as a result of this project or during construction.

## 5.5 AESTHETIC EFFECTS

Aesthetic issues related to the SCE evaluation refer to a community's vision of what constitutes a pleasing environment. Resources generally considered to contribute to the aesthetic quality of a community can include trees, parks, green spaces, water features, and local or cultural landmarks. Infrastructure projects can negatively affect the aesthetics of a community. As previously mentioned, the preferred alternative does propose new bridges at Hollywood Boulevard and Hallandale Blvd. Aesthetic/visual impacts from the proposed bridges are not anticipated as they are proposed adjacent to existing bridges and not independently located within a new area that could then obstruct a previously unobstructed view. Existing landscaping will be impacted along the I-95 project corridor. The FDOT will coordinate with the Cities of Hallandale Beach, Hollywood, and the Town of Pembroke Park on replacement landscaping during the project's design phase. Therefore, aesthetic impacts, post-construction, due to landscaping are not anticipated.

### 5.5.1 Noise and Vibration

The information presented in this section is a preliminary summary of the I-95 Noise Study Report (NSR), companion document to this study. The NSR is currently being updated based on the latest analysis and evaluation of the recent conceptual design refinements. Any updates to this preliminary summary will be addressed



once the NSR is finalized as part of this PD&E study. The NSR was performed in accordance with 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise (July 1, 2023), and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook (December 31, 2018).

Design year (2045) traffic noise levels for the preferred alternative will approach [i.e., within 1 dB(A)], meet, or exceed the Noise Abatement Criteria (NAC) at 182 residences and seven special land use sites within the project limits within 13 Noise Study Areas (NSAs). In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for these impacted noise sensitive sites.

Noise barriers were evaluated for 180 of 182 residences and five of the seven special land use sites that approach, meet, or exceed the NAC. Ten separate Common Noise Environments (CNEs) were used to assess noise barriers at these locations (i.e., CNE 1-W through CNE 10-E). The results of the noise barrier analysis for each of these CNEs are summarized in Table 6.16. Of the 10 CNEs presented in Table 6.16, noise barriers are recommended for further consideration during the project's design phase and for public input at four locations (CNEs 2-W, 3-E, 8-E, and 10-E). Noise barriers are not recommended for further consideration at six locations (CNEs 1-W, 4-E, 5-E, 6-W, 7-W, and 9-W).

Noise barriers were not considered a feasible abatement measure at two of the 13 impacted Noise Study Areas (NSA) (i.e., 12W and 18W) since an effective noise barrier at these locations would block direct access to these noise sensitive areas. NSA 12W represents two impacted residences within Central Golf Section of Hollywood subdivision (i.e., NSA 12W) located west of I-95 and south of Hollywood Boulevard. The southern portion of NSA 18W represents the outdoor use areas associated with Lions Park located west of I-95 and north of Hollywood Boulevard.

Noise barriers at one (i.e., CNE 2-W) of the four CNEs where noise barriers have been recommended for further consideration during the project's design phase are not currently considered feasible. The optimal conceptual barrier design at this location meets FDOT's noise barrier cost criteria of equal to or less than \$42,000 per benefited receptor site and FDOT's noise reduction reasonableness criteria of 7 dB(A) at one or more impacted sites. However, there does not appear to be



sufficient right-of-way to construct a noise barrier at this location along the southside of Hallandale Beach Boulevard in the vicinity of the Green Acres Villages and Holiday Mobile Estates communities. Although noise barriers are not currently considered feasible, they are recommended for further evaluation at this location during the project's design phase when additional design information including topographical survey would be available to confirm the available right-of-way at this location. The recommended noise barrier system at this location is expected to reduce traffic noise by at least 5 dB(A) at 20 residences including the three impacted residences within these residential communities. The estimated cost of the recommended noise barrier system is \$228,000.

Noise barriers at three of the four CNEs where noise barriers have been recommended for further consideration represent replacement noise barrier systems (i.e., CNEs 3-E, 8-E, and 10-E). At these three locations, the existing noise barriers or segments of the existing noise barriers would be physically impacted by the proposed improvements and be required to be removed and replaced. The conceptual designs of these replacement noise barriers would be, at a minimum, an in-kind replacement or optimized with supplemental noise barriers to maximize the amount of noise reduction at the impacted noise sensitive receptors. In addition, the recommended conceptual noise barrier designs will meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. Since these are replacement noise barriers, the reasonable cost criteria of equal to or less than \$42,000 per benefited receptor site is not applicable in accordance with FDOT's noise policy. The recommended replacement noise barriers at these three CNEs are expected to reduce traffic noise by at least 5 dB(A) at 163 residences including 146 of the 175 impacted residences within these areas. In addition, the recommended noise barrier system for CNE 8-E would provide incidental benefit to one of the impacted special land uses (i.e., NSA 16E representing a playground associated with St. John's Lutheran Church). The estimated cost of the recommended noise barriers is \$3,112,200.

Additional noise barrier analysis will be performed during the project's design phase when more detailed project design information is available. It is during the project's design phase that final decisions regarding noise barrier length and height are made, and an engineering constructability review is conducted to confirm that the noise barrier is feasible and support for noise barriers from the benefited noise sensitive sites is determined. Note that any of the 14-foot-tall



shoulder mounted noise barriers recommended for construction on a retaining or MSE wall will need approval in writing by the State Structures Design Engineer in accordance with FDOT's noise policy.

Noise barriers were not found to be feasible or cost reasonable at six CNEs. One of the six CNEs represents a residential area (i.e., 4-E). The other five represent non-residential/special land use sites (i.e., CNEs 1-W, 5-E, 6-W, 7-W, and 9-W). The cost of noise barriers at the residential areas would exceed FDOT's reasonable cost criteria of equal to or less than \$42,000 per benefited receptor site and the optimal conceptual noise barrier design did not meet the minimum noise reduction design goal of 7 dB(A) for at least one impacted residence. The usage of the special land use sites were less than required to be cost reasonable.

Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 33 of the 182 impacted residences or at five special land use sites along the project corridor. Therefore, impacts to these and other noise sensitive sites along the project corridor are an unavoidable consequence of the project. **Table 5.7** summarizes the results of the noise study.

### 5.5.2 Viewshed

The new bridges are proposed to be slightly higher than the existing bridges. Therefore, viewshed is anticipated to be minimally impacted.

### 5.5.3 Compatibility

As previously mentioned in Section 5.3, the project is compatible with the current land use and the County's, Town's, and Cities anticipated future land use.

## 5.6 RELOCATIONS

A total of 35 parcels will be impacted by the preferred alternative (12 residential sites, 18 commercial/industrial sites, and five miscellaneous sites consisting of road right-of-way, ditches, etc.) that results in the relocation of five residences. These relocations will be conducted in accordance with the FDOT's CSRP (see in the SWEPT file).

Table 5.7 – Results of Noise Study

Noise Sensitive Area Name / Number	Common Noise Environment (CNE) Identification Number/ (Conceptual Noise Barrier Design Number)	Optimized Conceptual Noise Barrier Design		Cost (\$30 per square foot)	Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of \$42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal and Feasible?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
		Begin Station Number	End Station Number				
Ives Estates Park - West of I-95 between Ives Dairy Road and Miami-Dade / Broward County Line / NSA 1 W	CNE 1-W (CD 1W-4)	179+20	206+60	\$1,808,400	NO (Usage of Park Recreational Facilities Less Than Required to be Cost Reasonable)	NO	Represents the optimal conceptual noise barrier design; Does not meet the Reasonableness Cost Criteria for special land uses; Noise barriers are not recommended for further consideration or public input during the project's design phase at this location.
Green Acres Village and Holiday Mobile Estates - South of Hallandale Beach Boulevard and West of I-95 / NSA 3W	CNE 2-W (CD 2W-2)	132+00	137+90	\$228,000	NO (Not Feasible - Insufficient Right-of-way to Constructed Noise Barrier)	<b>Yes (See Comments)</b>	Not considered a feasible abatement measure due to insufficient existing right-of-way to accommodate a noise barrier at this location; Noise barriers are recommended to be further evaluated at this location during the project's design phase when additional design information including topographical survey would be available.
		138+30	140+00				
Highland Gardens and Parkside Manor Communities - East of I-95 and between Ives Dairy Road and Hallandale Beach Boulevard / NSA 4E	CNE 3-E (CD 3E-1S and CD 3E-4N)	204+80	206+80	\$96,000	NO (Not Required - In-Kind Replacement Noise Barrier)	<b>Yes (Replacement Noise Barriers)</b>	Two segments of the existing ground mounted noise barrier are physically impacted by the widening of I-95 and require replacement; Represents the optimal conceptual replacement noise barrier system design and is recommended for further consideration and public input in the project's design phase.
		231+00	241+80	\$597,600	YES (Not Required - Replacement Noise Barrier System)		
		236+00	242+00				
Meekins Addition No.1 Subdivision - East of I-95 and South of Pembroke Road / NSA 8E	CNE 4-E (CD 4E-5)	274+00	281+00	\$786,600	NO	NO	Represents the optimal conceptual noise barrier design; Does not meet the Cost Reasonable Criteria and the minimum noise reduction design goal of 7 dB(A); Noise barriers are not recommended for further consideration or public input during the project's design phase at this location.
		281+00	287+00				
		278+00	287+00				
Choices Children's Academy - East of I-95 and South of Pembroke Road / NSA 9E	CNE 5-E (CD 5E-4)	283+00	287+60	\$933,600	NO (Usage of Park Recreational Facilities Less Than Required to be Cost Reasonable)	NO	Represents the optimal conceptual noise barrier design; Does not meet the Reasonableness Cost Criteria for special land uses; Noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
		275+00	281+00				
		281+00	287+00				
		280+00	287+00				
Orangebrook Golf & Country Club - West of I-95 between Pembroke Road and Hollywood Boulevard / NSA 10W	CNE 6-W (CD 6W-4S and CD 6W-1N)	289+40	292+00	\$171,600	NO (Usage of Golf Course Less Than Required to be Cost Reasonable)	NO	Represents the optimal conceptual noise barrier design; Does not meet the Reasonableness Cost Criteria for special land uses; Noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
		334+00	338+60	\$220,800			
Hollywood Jaycee Hall - West of I-95 and South of Hollywood Boulevard / NSA 11W	CNE 7-W (CD 7W-2)	337+80	340+60	\$184,800	NO (Usage of Parks and Recreational Facilities Less Than Required to be Cost Reasonable)	NO	Represents the optimal conceptual noise barrier design; Does not meet the Reasonableness Cost Criteria for special land uses; Noise barrier is not recommended for further consideration or public input during the project's design phase at this location.



South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches Communities - East of I-95 between Pembroke Road and Hollywood Boulevard / NSA 14E and St. John's Lutheran Church / NSA 16E	CNE 8-E (CD 8E-3)	298+30	327+30	\$1,772,400	YES (Not Required - Replacement Noise Barrier System)	<b>Yes (Replacement Noise Barriers)</b>	Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement; Represents the optimal conceptual replacement noise barrier system design and is recommended for further consideration and public input in the project's design phase; St. John's Lutheran Church playground would receive incidental benefit from this conceptual noise barrier design.
		327+30	333+00				
		333+00	337+40				
		337+40	340+50				
Stan Goldman Park and Hollywood Dog Park - West of I-95 and North of Hollywood Boulevard / NSA 18W	CNE 9-W (CD 9W-3)	345+00	361+00	\$960,000	NO (Usage of Parks and Recreational Facilities Less Than Required to be Cost Reasonable)	NO	Represents the lowest cost conceptual noise barrier design; The conceptual design meets FDOT's 7.0 dB(A) Noise Reduction Design Goal but does not meet the Reasonableness Cost Criteria; A noise barrier is not recommended for further consideration or public input during the project's design phase at this location.
Hollywood Little Ranches - East of I-95 and North of Hollywood Boulevard / NSA 22E	CNE 10-E (CD 10E-4)	355+20	368+70	\$646,200	YES (Not Required - Replacement Noise Barrier System)	<b>Yes (Replacement Noise Barriers)</b>	Represents the optimal conceptual replacement noise barrier system design and is recommended for further consideration and public input in the project's design phase; Segments of the existing noise barrier are physically impacted by the widening of I-95 and require replacement; 14-foot-tall shoulder mounted noise barrier will require a design variation since it will be on an MSE wall.
		368+70	372+00				



### 5.6.1 Residential

Five residences are proposed for relocation. As relocation activities begin and the needs of individuals to be relocated are determined, a search for specific replacement residential units will be performed.

If Housing of Last Resort becomes necessary, compensation greater than the current maximum replacement housing payment of \$31,000 for owner/occupants and \$7,200 for tenants will be provided.

### 5.6.2 Non-Residential and Public Facilities

No non-residential sites are proposed for relocation.

## 6.0 ENVIRONMENTAL JUSTICE, CIVIL RIGHTS, AND RELATED ISSUES

### 6.1 PROTECTED POPULATIONS IN STUDY AREA

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

The project has been developed in accordance with the requirements of Title VI of the Civil Rights Act of 1964. This project is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI of the Civil Rights Act provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of federal, state, or local government.

Analysis to identify population groups protected under Title VI of the Civil Rights Act of 1964 (Title VI), the President's EO on Environmental Justice (EO 12898), and related nondiscrimination statutes and regulations, and other protected



population groups (disabled, limited English proficient, and low- Income) was undertaken as part of the SCE.

EO 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," directs that Federal agencies identify and address, as appropriate, disproportionately high and adverse health or environmental effects of their programs, policies, and activities on minority populations and low-income populations.

The US Environmental Protection Agency's Council on Environmental Quality (CEQ) provides guidance in identifying the presence of protected populations at rates more likely to result disproportionate negative effect. Those thresholds are described below.

- A 50% criterion population analysis to determine those area geographies where minority and/or low-income individuals equal to or exceeded 50% of the population.
- A meaningfully greater criterion analysis in which minority and/or low-income population percentages within individual geographies (census block groups) were compared to the reference population (county) and found to exceed the reference area population.

The demographic analysis within the study area shows 13 of 15 census blocks with over 50% of a minority population. Due to minority populations being a majority of the population in the study area, minority populations are not anticipated to be disproportionately affected.

## 6.2 SUMMARY OF PROJECT EFFECTS

No change in demographics is anticipated with the preferred alternative. Mobility will be enhanced, and economics has the potential to be enhanced due to improved mobility. The existing corridor is mostly developed, and I-95 and the cross streets will remain on their existing alignment. These neighborhoods are located in an area whose household incomes below poverty are reported to be greater than 20%. Census data showed 13 of 15 census blocks with minority populations greater than 50% therefore, EJ is not a concern.



The project's primary purpose and need is to address traffic operations and capacity constraints on I-95 in order to accommodate future travel demand projected as a result of population and employment growth along the corridor. Secondary considerations for the purpose and need include safety, system linkage, modal interrelationships, transportation demand, social demands, economic development, and emergency evacuation. The number of ROW impacts was reduced to the extent practicable and still meet the project's purpose and need.

The preferred alternative is not anticipated to adversely directly or indirectly affect land use, social, economic, aesthetics, community cohesion, community features, and demographics. Environmental justice issues are not anticipated as a result of the preferred alternative. A total of 35 ROW acquisitions are anticipated. A total of five total relocations are anticipated, all residential. These relocations will be conducted in accordance with the FDOT's CSRP. Therefore, sociocultural impacts are expected to be minimal based on the preferred alternative.

### **6.3 MITIGATION AND ENHANCEMENT ACTIONS**

As previously stated, mobility and connectivity are anticipated to be enhanced by the proposed project by providing additional capacity on I-95. The project is also anticipated to enhance emergency evacuation capabilities by improving the capacity of the roadway and, thereby, increasing the number of residents that can be evacuated safely during an emergency event and enhancing access from the residential areas along the corridor to designated emergency evacuation routes.

### **6.4 FINDINGS REGARDING DISPROPORTIONATE ADVERSE EFFECTS**

The SCE evaluation process assesses project effects on potentially underrepresented population groups protected under Title VI of the Civil Rights Act of 1964 (Title VI), the President's EO on (EO 12898), and related nondiscrimination statutes and regulations. Order 5610.2a, Final DOT Environmental Justice Order, which implements nondiscrimination policy directs that federal actions avoid disproportionately high and adverse effects on minority populations and low-income populations. Environmental Protection Agency



(EPA) guidance suggests a comparative analysis be used to consider the conditions faced by an appropriate comparison population when establishing the presence of a disproportionality effect on underrepresented populations.

Project effects including noise impacts, relocations, and ROW acquisitions occur throughout the project corridor with no single area of focus. Also, minority populations are evenly distributed throughout the project corridor. Therefore, disproportionate adverse effects and environmental justice issues are not anticipated as a result of the project.

## 7.0 COORDINATION AND PARTICIPATION

A comprehensive PIP was initiated as part of this PD&E Study. This program is in compliance with the FDOT's *PD&E Manual, Part 1, Chapter 11; Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; and 23 CFR 771.*

A FDOT webpage was created as an effective means to communicate with the public (<http://www.fdot.gov/projects/sefl/future/95/858-820/>). This webpage serves as the access point for the project, and it includes project information such as: project location map, schedule, objectives, study details, newsletters, fact sheets, FAQ, public notices, and study documents, which will be uploaded as they become available throughout the PD&E Study process. Contact information and related links will also be available. The website follows FDOT guidelines and is user friendly. This website is a means of getting the public involved, staying engaged and contributing to the ongoing dialogue using interactive tools. The number of visitors to the website indicates the level of interest in the project.

### 7.1 PUBLIC KICK-OFF MEETING

On Thursday, May 25, 2017, the FDOT hosted a Public Kick-off Meeting. The meeting was held at the Orangebrook Golf & Country Club, located at 400 Entrada Drive, Hollywood, FL 33021 and was attended by 30 people. This meeting started with a short presentation including introductions, project purpose, schedule, and then opened for questions and responses. Throughout the evening, project information was available for informal review, and members of the project



team were available to hold one-on-one conversations and to respond to individual questions.

Written comments received from the public involved:

- Request for posting of notifications and to eliminate at least one toll lane
- Request to evaluate the train crossings at the three intersections
- Request for a noise wall
- I-95 is not safe
- Request for an increase in public transportation stops/schedule
- Evaluate traffic congestion and noise
- Evaluate safety for traffic exiting I-95

## 7.2 ALTERNATIVES PUBLIC WORKSHOP

On Thursday, June 7, 2018, the FDOT hosted the Alternatives Public Workshop. The meeting was held at the Orangebrook Golf & Country Club, located at 400 Entrada Drive, Hollywood, FL 33021 and was attended by 33 people.

The meeting was conducted as a workshop with the project information made available for informal review. Members of the project team were available to hold one-on-one conversations and to respond to individual questions.

Written comments provided from the public involved:

- Request for additional lighting
- Request of aesthetic improvements (landscaping, for example)
- Request for additional accident data
- Request to eliminate the Tri-Rail Station at Hollywood Boulevard
- Request for drainage improvements/maintenance

## 7.3 PUBLIC HEARING

A hybrid Public Hearing was held virtually in August 2021 and in-person in September 2021 in Broward County. The purpose of this hearing was to present to the public the recommended alternative and seek public input. Numerous



exhibits and project information were provided for review. A project newsletter with information on the PD&E Study to date was distributed to all the attendees.

The following is a summary of the items discussed in the meeting:

- PD&E Study Process
- Project Study Area
- Needs of the Project
- No-Build Conditions
- PD&E Study Schedule
- Project Cost Estimate
- Environmental Features
- Existing Conditions Roll Plot
- 2045 Preferred Alternative Roll Plot Design
- 2045 Preferred Alternative Operations and Benefits
- Noise Wall Recommendations
- Alternative 1 Roll Plot Design
- Alternative 2 Roll Plot Design
- Evaluation Matrix

The virtual hearing was held on Thursday, August 26, 2021, on the GoToWebinar Platform. A total of 44 written comments were received at this hearing. Approximately 112 people attended the meeting.

The following are some of the comment topics provided at the virtual meeting:

- Future Drainage Design, Needs and Impacts
- Right of Way Impacts
- Project Schedule
- Emergency Access
- Construction Timeline
- Interchange Local Access Modifications

The in-person hearing was held on Thursday, September 2, 2021, at the Holiday Inn Fort Lauderdale-Airport Hotel, 2905 Sheridan Street, Hollywood, FL 33020. A total of three written comments were received at this hearing. Approximately 48 people attended the meeting.



The following are some of the comment topics provided at the in-person meeting:

- Right of Way Impacts
- Project Schedule
- City Population Size

Based on the Alternatives Analysis, public input from the Alternatives Public Meeting held on Thursday, June 7, 2018, at the Orangebrook Golf & Country Club, a Virtual Public Hearing was held on August 26, 2021, and an in-person Public Hearing was held on September 2, 2021. A preferred alternative was selected that meets the purpose and need of the project. The proposed improvements under this alternative achieve the objectives of the Department to increase mobility, capacity and enhance overall safety within the project study area while minimizing cost and environmental and socioeconomic impacts.

#### 7.4 POST HEARING COORDINATION

On September 8, 2021, the Town of Pembroke Park passed a resolution opposing the project due to negative impacts to the Town. On September 14, 2021, the City of Hollywood passed a resolution not supporting FDOT's preferred alternative due access concerns, emergency vehicle access, and use of City property for drainage. See **Appendix B** for all resolutions.

FDOT held several meetings post-hearing with the municipalities to discuss an approach to address the issues and concerns raised during the resolutions opposing to the preferred alternative proposed improvements.

- 9/8/21 – Town of Pembroke Park, Town Commission Meeting – Officially presented the PD&E Study recommendations to the Town Commission.
- 9/9/21 – City of Hollywood – 2nd Briefing to staff about the PD&E Study recommendations.
- 9/14/21 – City of Hollywood, City Commission Meeting – Officially presented the PD&E Study recommendations to the City Commission.
- 9/16/21 – City of Hollywood – Meeting with City's emergency response team.
- 10/27/21 – Broward County Traffic Incident Management Team – Discuss with the Broward County Traffic Team and First Responder Groups.



- 11/3/21 – Town of Pembroke Park, follow up meeting with staff - The objective of the meeting was to follow up with the town staff and discuss the solutions being considered by the Department to address the town's concerns from the resolution.
- 11/9/21 – City of Hollywood, follow up meeting with City staff - The objective of the meeting was to follow up with city staff and discuss the solutions being considered by the Department to address the city's concerns from the resolution.

Modifications to the preferred alternative were made and a resolution from the City of Hollywood was then passed on April 4, 2023, supporting FDOT's new preferred alternative. The City of Hallandale sent a letter supporting the project on July 10, 2023. The Town Commission of the Town of Pembroke Park passed a resolution on December 13, 2023, agreeing with the proposed project improvements. See **Appendix B** for all resolutions.

## 7.5 AGENCY COORDINATION

### 7.5.1 ETDM ETAT Review/Commitments

Agency coordination regarding social impacts for this project occurred through the Efficient Transportation Decision Making (ETDM) Programming Screening (ETDM #14254, included by reference). The ETDM Programming Screen Summary Report was published on July 11, 2016. For the I-95 PD&E project, the Florida Department of Economic Opportunity provided a degree of effect of "None" for Land Use Changes. The EPA assigned a determination of effect of "Substantial" to Social. FHWA assigned a degree of effect of "Minimal" to Relocation Potential, Aesthetic Effects, Economic and a degree of effect of "Enhanced" to Mobility.

## 8.0 RECOMMENDATIONS AND COMMITMENTS

### 8.1 RECOMMENDATIONS FOR RESOLVING ISSUES

Based on the analysis presented, environmental justice issues are not anticipated as a result of the preferred alternative. This alternative is also anticipated to enhance mobility with a potential to enhance economics. Continued public involvement is recommended to ensure community concerns are addressed. Community concerns include safety, traffic congestion, drainage improvements, and requests to evaluate noise. All of these items are the purpose and goals of the PD&E and are being addressed.



## 8.2 PROJECT COMMITMENTS

- The FDOT will coordinate with the Cities of Hallandale Beach and Hollywood and the Town of Pembroke Park regarding landscaping within the corridor during design phase of the project.
- The FDOT will continue to coordinate with the City of Hollywood on offsite drainage ponds.

# **APPENDIX A**

**Future Land Use Maps**

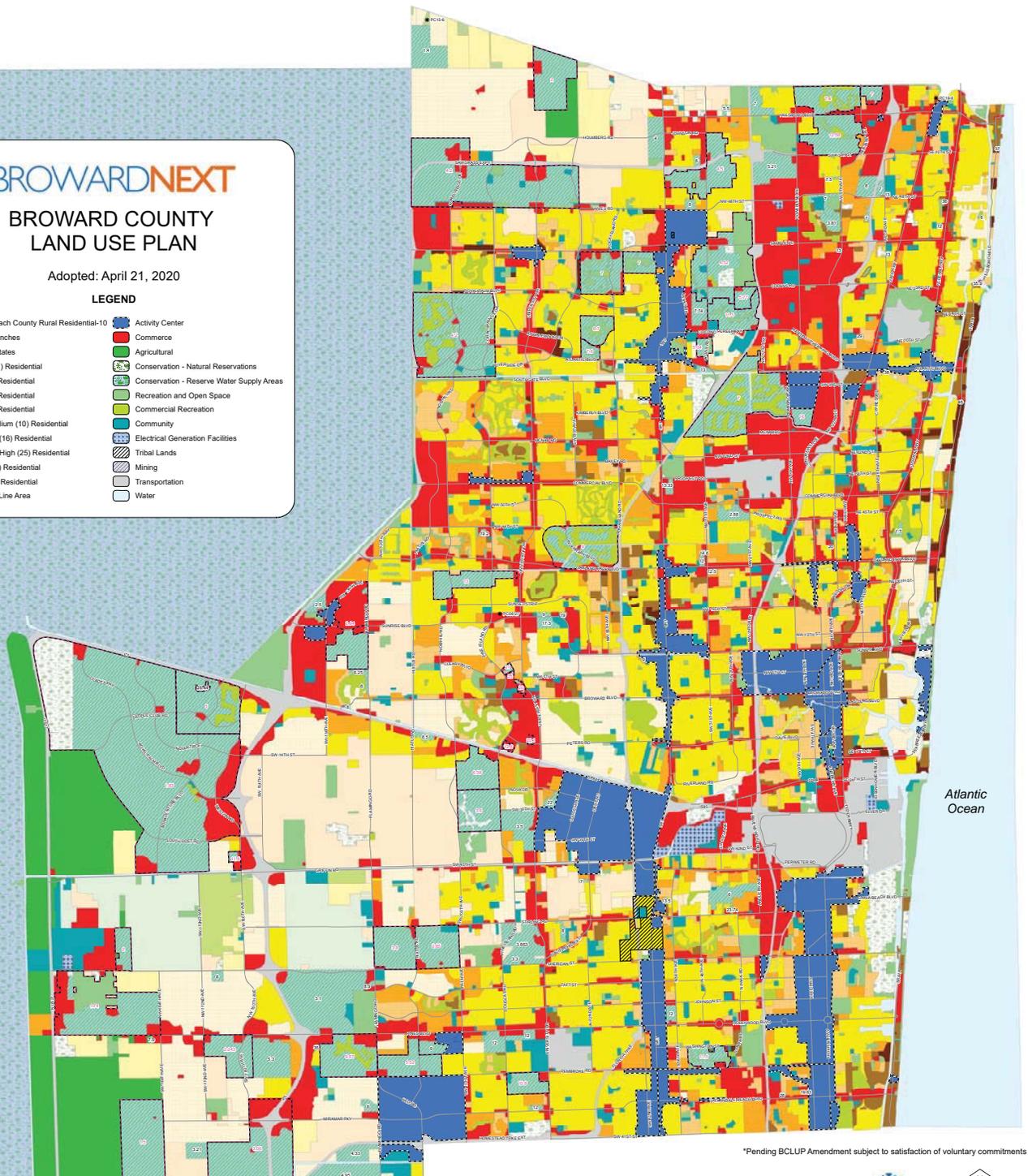
# BROWARDNEXT

## BROWARD COUNTY LAND USE PLAN

Adopted: April 21, 2020

### LEGEND

- |  |   |
|--|---|
|  Palm Beach County Rural Residential-10 |  Activity Center                           |
|  Rural Ranches                          |  Commerce                                  |
|  Rural Estates                          |  Agricultural                              |
|  Estate (1) Residential                 |  Conservation - Natural Reservations       |
|  Low (2) Residential                    |  Conservation - Reserve Water Supply Areas |
|  Low (3) Residential                    |  Recreation and Open Space                 |
|  Low (5) Residential                    |  Commercial Recreation                     |
|  Low-Medium (10) Residential            |  Community                                 |
|  Medium (16) Residential                |  Electrical Generation Facilities          |
|  Medium-High (25) Residential           |  Tribal Lands                              |
|  High (50) Residential                  |  Mining                                    |
|  Irregular Residential                  |  Transportation                            |
|  Dashed-Line Area                       |  Water                                     |



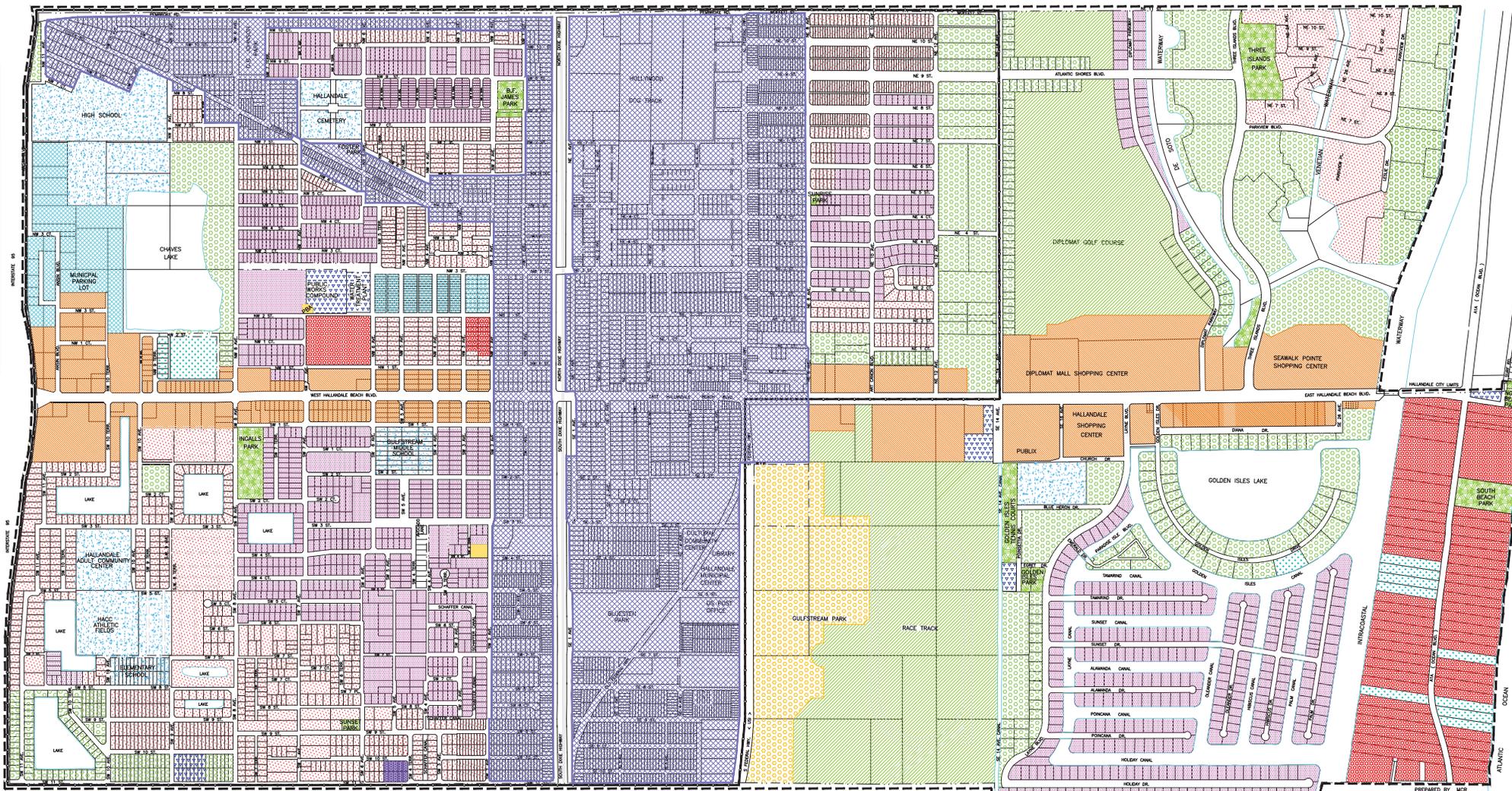
Atlantic Ocean

\*Pending BCLUP Amendment subject to satisfaction of voluntary commitments

Municipal land use plans must be consistent with the Broward County Land Use Plan. The Broward County Planning Council reviews each municipal land use plan pursuant to the Broward County Charter and certifies those municipal land use plans which have been found to be in "substantial conformity" with the Broward County Land Use Plan. When certified by the Council, the municipal land use plan becomes the effective land use plan for the municipal jurisdiction. The land use designations on the Broward County Land Use Plan serve as the basis for municipal jurisdiction. The municipal land use plans may be more restrictive than the Broward County Land Use Plan and may depict uses and categories other than those shown on the Broward County Land Use Plan for specific parcels. Areas designated on the Broward County Land Use Plan Map or particular uses are approximate. The exact boundaries for zoning will be determined by the municipality within the reasonable limits of the designation on the map. For further information regarding identification of the effective land use plan for a specific area or for interpretation of the land use designation for a specific parcel, please contact the Broward County Planning Council at 954.357.8695.



# CITY OF HALLANDALE BEACH FUTURE LAND USE MAP



**RESIDENTIAL NET DU/ACRE**

	LOW DENSITY UP TO 7.0
	LOW-MEDIUM DENSITY UP TO 14.0
	MEDIUM DENSITY UP TO 18.0
	HIGH DENSITY UP TO 25.0
	HIGH DENSITY-2 UP TO 50.0

**COMMERCIAL**

	NEIGHBORHOOD
	GENERAL
	RECREATION
	LIGHT INDUSTRIAL
	EMPLOYMENT CENTER

**COMMUNITY FACILITIES**

	PUBLIC PARKS
	INSTITUTIONAL
	UTILITIES
	HISTORIC

**LOCAL ACTIVITY CENTER**  
THE VILLAGE AT GULFSTREAM PARK LAC

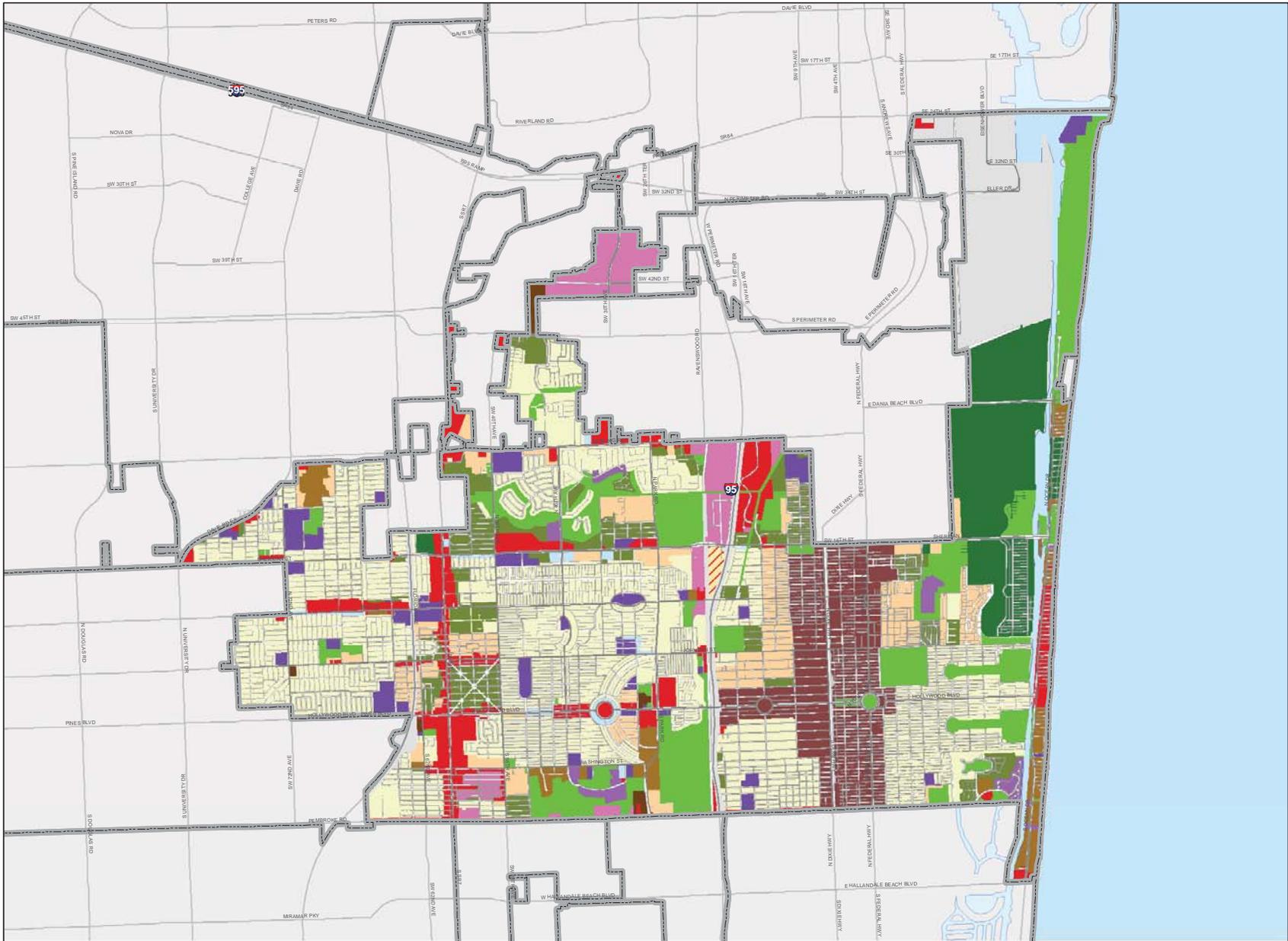
**REGIONAL ACTIVITY CENTER**

- NOTES:**
- (1) RECREATIONAL USES, FUTURE AND EXISTING, REFER TO: FIGURE 8-2, VOLUME II, COMPREHENSIVE PLAN.
  - (2) WATER WELLS AND CONES OF INFLUENCE, REFER TO: FIGURE 7-6, VOLUME II, COMPREHENSIVE PLAN.
  - (3) HISTORICAL DISTRICTS AND STRUCTURES, REFER TO: FIGURE 4-19, VOLUME II, COMPREHENSIVE PLAN.
  - (4) HALLANDALE FUTURE LAND USE PLAN COMPLIES WITH BROWARD COUNTY TRAFFIC WAYS PLAN, REFER TO: FIGURE 3-12, VOLUME II, COMPREHENSIVE PLAN.
  - (5) CITY OF HALLANDALE BEACH FLEXIBILITY ZONES, REFER TO: FIGURE 2-2, VOLUME II, COMPREHENSIVE PLAN.

**TRANSPORTATION CONCURRENCE EXCEPTION AREAS**

	URBAN INFILL AREA
	URBAN REDEVELOPMENT AREA
	CITY LIMITS

PREPARED BY: MGR  
SCALE: 1"=500'  
DATE: 10/09/2012



City of Hollywood  
Comprehensive Plan

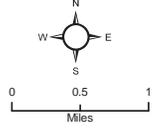
Map LU-12

Future Land Use

Legend

- Hollywood City Boundary
- Hollywood Future Land Use**
- F.L.U. Designations**
- LOW RESIDENTIAL
- LOW MEDIUM RESIDENTIAL
- MEDIUM RESIDENTIAL
- MEDIUM HIGH RESIDENTIAL
- HIGH RESIDENTIAL
- COMMUNITY FACILITY
- INDUSTRIAL
- OFFICE
- GENERAL BUSINESS
- RIGHTS OF WAY
- TRANSPORTATION
- UTILITIES
- RAC ZONE
- PARKS AND OPEN SPACE
- CONSERVATION AREA
- TOD
- TOC (NO SITE DESIGNATED)

Printed September 13, 2007



Calvin, Giordano & Associates, Inc.  
PLANNING SERVICES

GIS  
Produced and maintained by the CGIA  
Geographic Information Systems Services

**LEGEND**

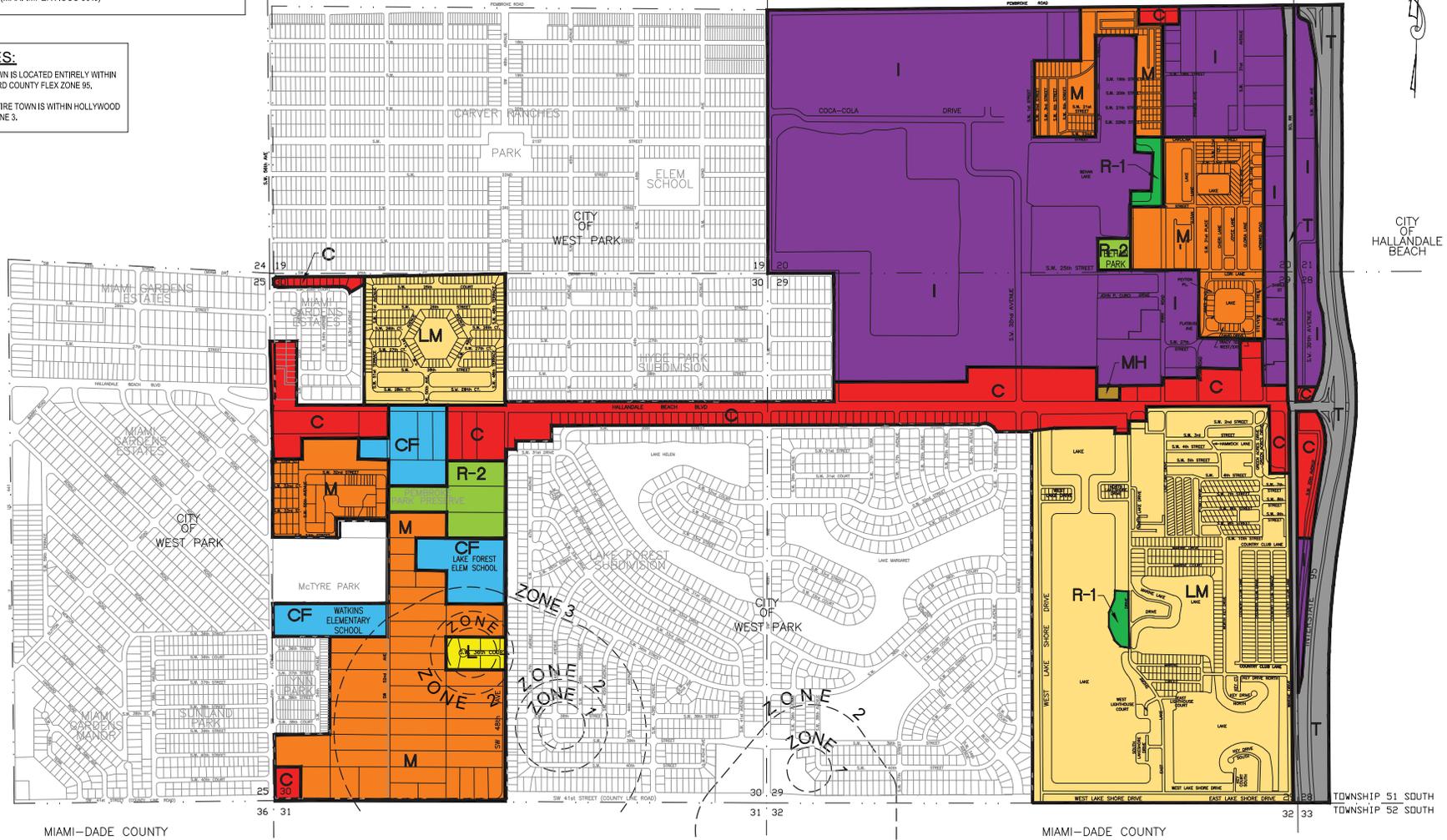
- L  LOW DENSITY (RES.) (0-5 DU/AC)
- LM  LOW MEDIUM DENSITY (RES.) (5-10 DU/AC)
- M  MEDIUM DENSITY (RES.) (10-16 DU/AC)
- MH  MEDIUM HIGH DENSITY (RES.) (16-25 DU/AC)
- T  TRANSPORTATION
- R-1  PRIVATE RECREATION
- R-2  PUBLIC RECREATION
- I  INDUSTRIAL (MAX. IMPERVIOUS 85%)
- CF  COMMUNITY FACILITIES
- C  COMMERCIAL (MAX. IMPERVIOUS 80%)

**NOTES:**

1. THE TOWN IS LOCATED ENTIRELY WITHIN BROWARD COUNTY FLEX ZONE 9S.
2. THE ENTIRE TOWN IS WITHIN HOLLYWOOD WELLZONE 3.

AMENDMENTS SINCE 1989		
DATE	ORD. NO.	PURPOSE
6/25/03	03-06-04	SP SS FUM
6/27/04	HB 1401	WEST PARK CREATED - DEMARINATION
6/16/09	HB 777	MC TYRE PARK DEMARINATION
XX/XX/2016	XX/XX/XX	2016 EBA

RANGE 41 EAST  
RANGE 42 EAST



NO.	DATE	REVISION	BY

Designed: MJM  
Drawn: SDM  
Checked: MJM

**MICHAEL MILLER PLANNING ASSOCIATES, INC.**  
7522 Wiles Rd. Suite B-203  
Coral Springs, Florida 33067  
Tel. (954) 757-9909 Fax. (954) 757-7089

PREPARED FOR  
**TOWN OF PEMBROKE PARK**

**FUTURE LAND USE MAP  
2015-2030**

FUTURE LAND USE MAP  
09/23/16  
SCALE  
1" = 500'

SHEET NO.  
**1**

# **APPENDIX B**

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## **City Resolutions**

RESOLUTION NO. R-2021-242

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA, REJECTING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S ALTERNATIVE PROPOSAL FOR THE I-95 PROJECT DEVELOPMENT & ENVIRONMENT STUDY AND RECOMMENDING THE NO-BUILD ALTERNATIVE FOR THE PROJECT OR MODIFICATION TO THE ALTERNATIVE PROJECT.

WHEREAS, the Florida Department of Transportation ("FDOT") has completed a Project Development and Environment Study ("PD&E") for Interstate 95, from south of Hallandale Beach Boulevard to north of Hollywood Boulevard; and

WHEREAS, the purpose of the PD&E is to reduce congestion and enhance safety within the limits of this project; and

WHEREAS, part of the process for the PD&E is to conduct public meetings and Public Hearings to gather input, and all public comments must be submitted to FDOT by September 22, 2021; and

WHEREAS, the City has reviewed FDOT's recommended alternative proposal as more specifically set forth in Exhibit "A" and has determined that there are several concerns with respect to this alternative as set forth below:

- 1) Elimination of the direct access between Hallandale Beach Boulevard, Pembroke Road and Hollywood Boulevard and the impact on local roadway network.
- 2) Elimination of Hollywood emergency vehicle access to this segment of the I-95.
- 3) FDOT's drainage needs for the new improvements and their intention to utilize approximately eight acres of the newly acquired Sunset property or Orangebrook Golf Course.

; and

WHEREAS, based upon the aforementioned concerns, the City does not support the alternative proposal and is recommending either the no build alternative for the project or FDOT modify the proposed alternative to address the above listed concerns.

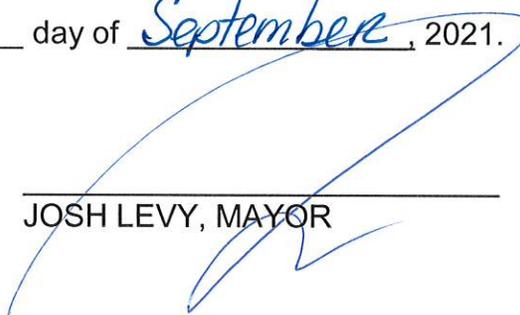
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA:

Section 1: That the foregoing "WHEREAS" clauses are ratified and confirmed as being true and correct and are incorporated in this Resolution.

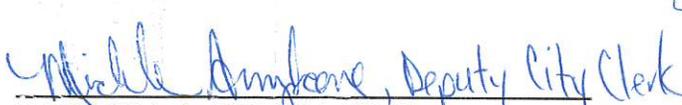
Section 2: That it does not support the proposed alternative proposal set forth in the PD&E and is recommending the no build alternative for the project or modification to the proposal to address the City's concerns set forth in this Resolution.

Section 3: That this Resolution shall be in full force and effect immediately upon its passage and adoption.

PASSED AND ADOPTED this 14 day of September, 2021.

  
\_\_\_\_\_  
JOSH LEVY, MAYOR

ATTEST:

  
\_\_\_\_\_  
PATRICIA A. CERNY, MMC  
CITY CLERK

for

APPROVED AS TO FORM AND LEGAL SUFFICIENCY for the use and reliance of the City of Hollywood, Florida, only.

  
\_\_\_\_\_  
DOUGLAS R. GONZALES  
CITY ATTORNEY

DL

RESOLUTION NO. 2021-045

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA, REQUESTING THAT THE FLORIDA DEPARTMENT OF TRANSPORTATION REMOVE THE IMPACTS TO EXISTING BUSINESSES IN THE TOWN OF PEMBROKE PARK FROM THE PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY FOR INTERSTATE 95 (I-95) FROM SOUTH OF HALLANDALE BEACH BOULEVARD (SR 858) TO NORTH OF HOLLYWOOD BOULEVARD (SR 820) AND ANY FUTURE DESIGN; REQUESTING THE FLORIDA DEPARTMENT OF TRANSPORTATION TO CONSIDER IMPROVEMENTS TO INTERSTATE 95 IN THE TOWN OF PEMBROKE PARK THAT DO NOT INCLUDE IMPACTS TO PROPERTIES IN THE TOWN; AND INSTRUCTING THE TOWN CLERK TO TRANSMIT A COPY OF THIS RESOLUTION TO CERTAIN ENTITIES AND PEOPLE; PROVIDING FOR SEVERABILITY; SUPERSEDING CONFLICTING RESOLUTIONS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Pembroke Park (“Town”) has a transportation network that includes roadways under the control of the Florida Department of Transportation (“Department”); and

WHEREAS, the Town is almost built-out with a large stable residential/mobile home park population; and

WHEREAS, there is limited lands available in the Town for commercial and industrial uses; and

WHEREAS, SW 30th Avenue and West Hallandale Beach Boulevard are key commercial and industrial corridors in the Town; and

WHEREAS, FDOT has proposed a project (the “Project”) to improve Interstate 95 (I-95) from south of Hallandale Beach Boulevard (SR 858) to north of Hollywood Boulevard (SR 820); and

WHEREAS, the Town of Pembroke Park Town Commission reviewed Project Development and Environment (PD&E) Study for the Project and the Town has concerns about how the planned interchange and pond will affect businesses in along SW 30th Avenue and West Hallandale Beach Boulevard, including: significant impact to ad valorem tax revenue for the Town; access to the northern portion of SW 30th Avenue; and limiting economic redevelopment opportunities for the underserved populations of the Town.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA:

Section 1: The Town opposes the Project due to the negative impacts of the Project on the Town of Pembroke Park and requests the FDOT modify the Project to minimize negative impacts to the Town. Specifically, the Town requests that the FDOT project be redesigned so that the Project does not eliminate businesses within the Town.

Section 2: Be it further resolved that this Commission hereby instructs the Town Clerk to transmit a copy of this Resolution to the Florida Department of Transportation Secretary, the District 4 Secretary of the Department, the City of Hollywood, the City of Hallandale Beach, the Broward County state legislative delegation, and the Executive Director of Broward MPO.

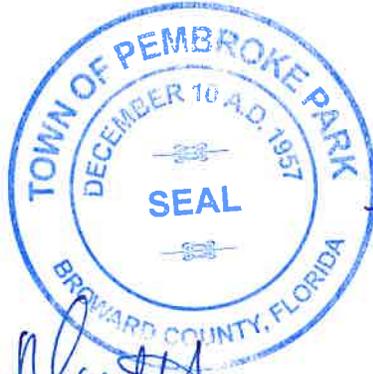
Section 3: That if any clause, section, other part or application of this Resolution is held by any Court of competent jurisdiction to be unconstitutional or invalid, in part or application, it shall not affect the validity of the remaining portions or applications of this Resolution.

Section 4: That all Resolutions or parts of Resolutions in conflict herewith be and the same are hereby superseded to the extent of such conflict.

Section 5: That this Resolution shall be in force and take effect immediately upon its passage and adoption.

PASSED AND ADOPTED, this 8<sup>th</sup> day of September , 2021.

ATTEST:



GEOFFREY JACOBS  
Mayor-Commissioner

MARLEN D. MARTELL  
Town Clerk

Approved as to form and legal sufficiency

MELISSA P. ANDERSON, ESQ  
Town Attorney



Office of the  
City Manager

Dr. Jeremy Earle  
City Manager  
CRA Executive  
Director

---

JOY F. COOPER  
Mayor

ANABELLE LIMA-TAUB  
Vice Mayor

JOY D. ADAMS  
Commissioner

MIKE BUTLER  
Commissioner

MICHELE LAZAROW  
Commissioner

---

400 S. Federal  
Highway  
Hallandale Beach,  
FL 33009  
Ph (954) 457-1300  
Fax (954) 457-1454

[www.coHB.org](http://www.coHB.org)

July 10, 2023

Mr. Kenzot Jasmin, P.E.  
FDOT D-4 Consultant Management  
Florida Department of Transportation (FDOT) District 4  
3400 W. Commercial Blvd.  
Fort Lauderdale, FL 33309

**Subject: Letter of Support for I-95 FDOT Project Development and Environment (PD&E) Study**

Dear Mr. Jasmin,

I am writing to offer the City of Hallandale Beach's support for the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Study for Interstate 95 (I-95), from south of Hallandale Beach Boulevard to north of Hollywood Boulevard.

Our City recognizes that the purpose of the PD&E is to reduce congestion and enhance safety within the limits of this project. When the plan was first presented, the City expressed serious concerns about the threat and potential resulting economic risks of the proposed eminent domain takings on a few properties fronting I-95. I am pleased to acknowledge that the updated refined concept effectively addresses the City's concerns, resulting in a considerable reduction of eminent domain takings.

I want to acknowledge you and your team for your collaboration with the City and express our City's commitment to continued partnership with the FDOT to ensure the successful implementation of this project.

Sincerely,

Sharon Ragoonan for Dr. Jeremy Earle (Jul 11, 2023 08:45 EDT)

Dr. Jeremy Earle  
City Manager/CRA Executive Director

Attachments:

- [I-95 PD&E Rollplot February 2023](#)
- [I-95 PD&E Rollplot June 2023](#)

# City Manager Letter of Support- I-95 FDOT PD&E Study

Final Audit Report

2023-07-11

Created:	2023-07-11
By:	Vanessa Leroy (vleroy@cohb.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAcn1AMLlhRXrH0MlwNBrZXkBkkFPz02zu

## "City Manager Letter of Support- I-95 FDOT PD&E Study" History

-  Document created by Vanessa Leroy (vleroy@cohb.org)  
2023-07-11 - 12:39:02 PM GMT- IP address: 12.174.10.21
-  Document emailed to Jeremy Earle (jearle@cohb.org) for signature  
2023-07-11 - 12:40:25 PM GMT
-  Vanessa Leroy (vleroy@cohb.org) replaced signer Jeremy Earle (jearle@cohb.org) with Sharon Ragoonan for Dr. Jeremy Earle (sragoonan@cohb.org)  
2023-07-11 - 12:42:24 PM GMT- IP address: 12.174.10.21
-  Document emailed to Sharon Ragoonan for Dr. Jeremy Earle (sragoonan@cohb.org) for signature  
2023-07-11 - 12:42:24 PM GMT
-  Email viewed by Sharon Ragoonan for Dr. Jeremy Earle (sragoonan@cohb.org)  
2023-07-11 - 12:43:04 PM GMT- IP address: 12.174.10.21
-  Document e-signed by Sharon Ragoonan for Dr. Jeremy Earle (sragoonan@cohb.org)  
Signature Date: 2023-07-11 - 12:45:22 PM GMT - Time Source: server- IP address: 12.174.10.21
-  Agreement completed.  
2023-07-11 - 12:45:22 PM GMT

RESOLUTION NO. R-2023-082

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S MODIFIED ALTERNATIVE PROPOSAL FOR THE I-95 PROJECT DEVELOPMENT & ENVIRONMENT STUDY.

WHEREAS, the Florida Department of Transportation ("FDOT") has completed a Project Development and Environment Study ("PD&E") for Interstate 95, from south of Hallandale Beach Boulevard to north of Hollywood Boulevard; and

WHEREAS, the purpose of the PD&E is to reduce congestion and enhance safety within the limits of this project; and

WHEREAS, part of the process for the PD&E is to conduct public meetings and public hearings to gather input, and all public comments were to be submitted to FDOT by September 22, 2021; and

WHEREAS, during the public comment process, the City reviewed FDOT's recommended alternative proposal as more specifically set forth in Exhibit "A," and determined that there are several concerns with respect to that alternative; and

WHEREAS, based upon those concerns, on September 14, 2021, the City passed Resolution number R-2021-242, not supporting FDOT's proposed alternative and recommending either the no-build alternative for the project or for FDOT to modify the proposed alternative to address the City's concerns; and

WHEREAS, FDOT has developed an alternative proposal that addresses the City's concerns as shown on the attached Exhibit "B".

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA:

Section 1: That the foregoing 'WHEREAS' clauses are ratified and confirmed as being true and correct and are incorporated in this Resolution.

Section 2: That it supports the modified alternative proposal set forth in the PD&E, attached as Exhibit "B".

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION'S MODIFIED ALTERNATIVE PROPOSAL FOR THE I-95 PROJECT DEVELOPMENT & ENVIRONMENT STUDY.

Section 3: That this Resolution shall be in full force and effect immediately upon its passage and adoption.

PASSED AND ADOPTED this 4 day of April, 2023.

  
\_\_\_\_\_  
JOSH LEVY, MAYOR

ATTEST:

  
  
\_\_\_\_\_  
PATRICIA A. CERNY, MMC  
CITY CLERK

APPROVED AS TO FORM:

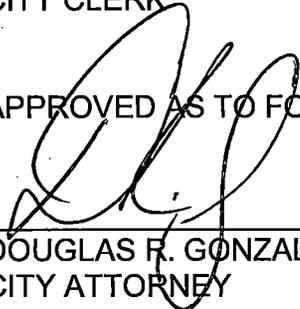
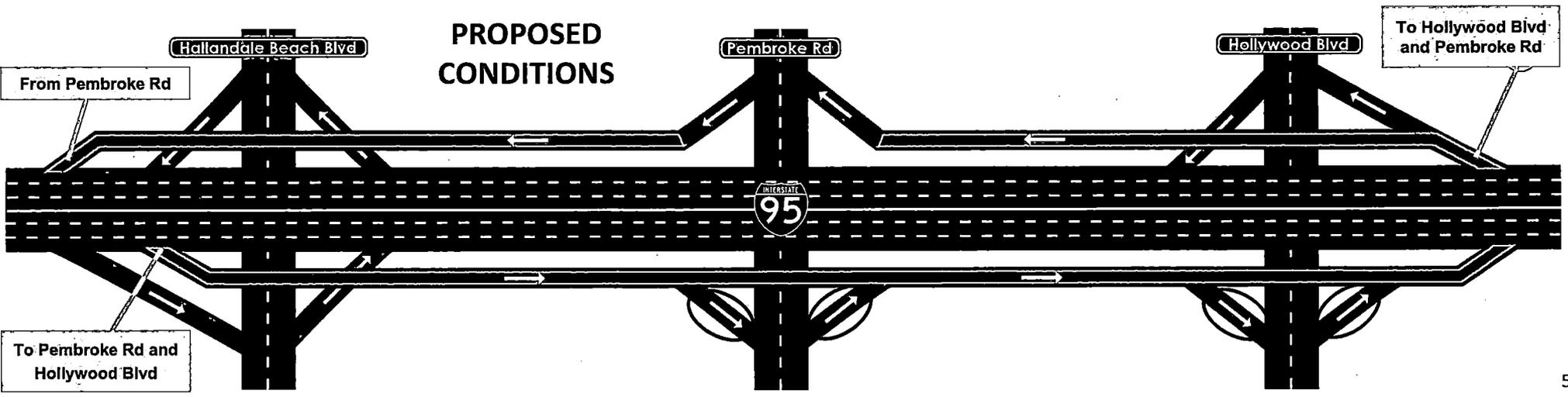
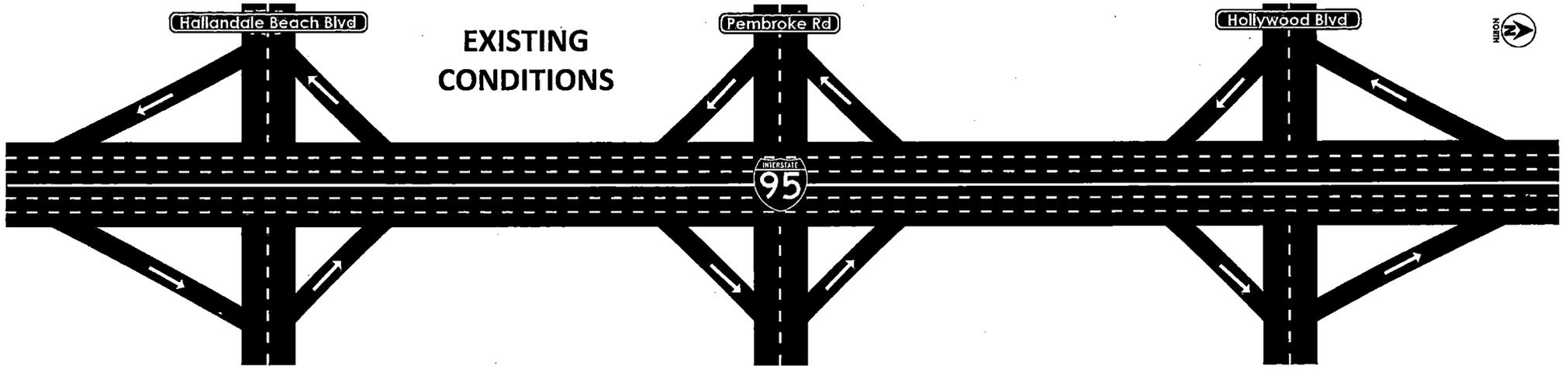
  
\_\_\_\_\_  
DOUGLAS R. GONZALES  
CITY ATTORNEY



Exhibit A

Preferred Alternative – Collector Distributor Roadway System

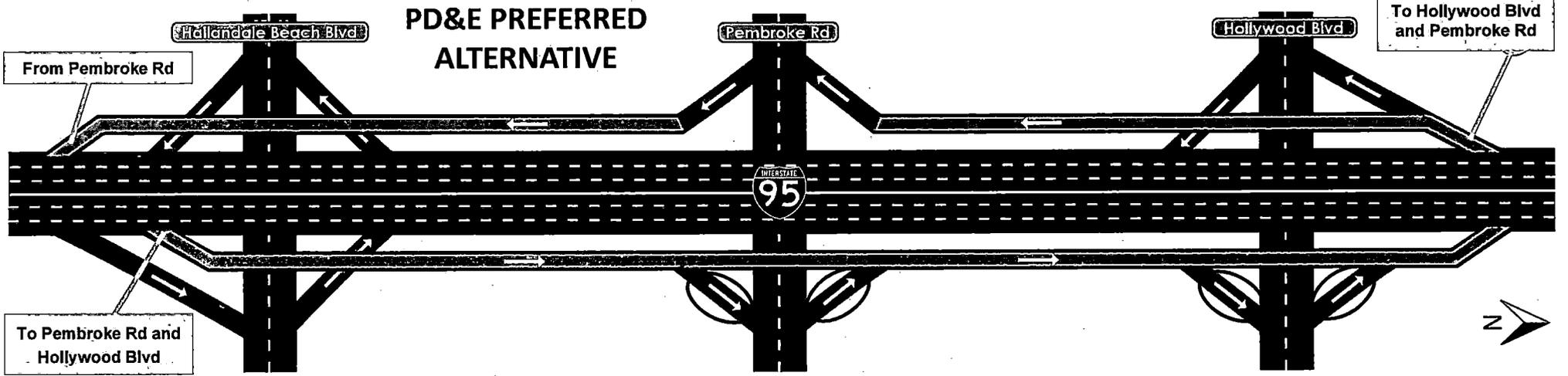


# Exhibit B

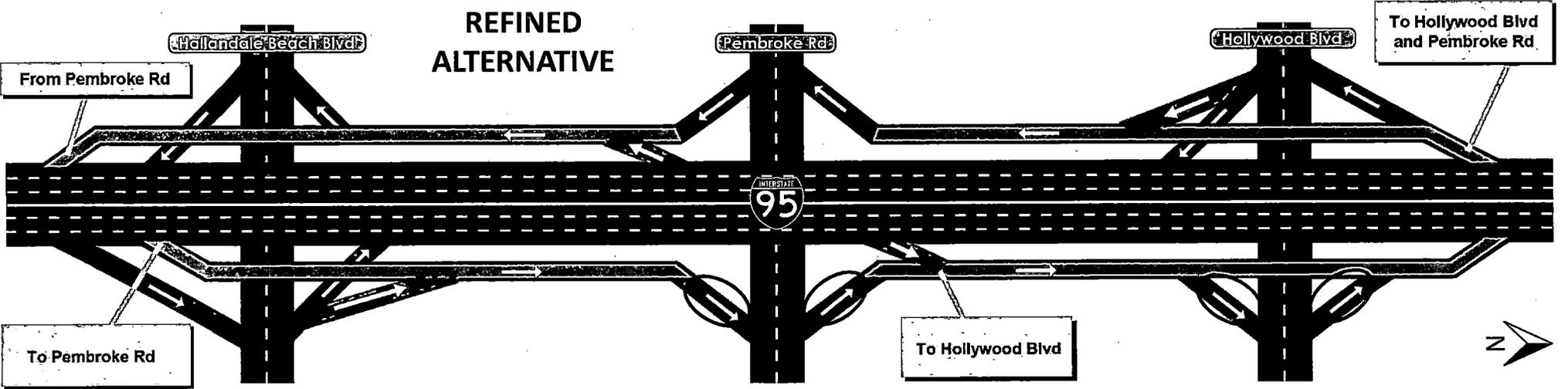
## Preferred Alternative – Design Refinements (Under Development)



### PD&E PREFERRED ALTERNATIVE



### REFINED ALTERNATIVE



**RESOLUTION NO. 2023-027**

**A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA ENDORSING AND SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION PROJECT DEVELOPMENT AND ENVIRONMENT STUDY FOR THE I-95 CORRIDOR FROM SOUTH OF HALLANDALE BEACH BOULEVARD (SR858) TO NORTH OF HOLLYWOOD BOULEVARD (SR820), AS MORE PARTICULARLY DESCRIBED IN EXHIBIT “A,” ATTACHED HERETO AND INCORPORATED HEREIN; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE**

**WHEREAS**, on September 8, 2021, the Town Commission of the Town of Pembroke Park adopted Resolution No. 2021-045, thereby requesting certain revisions and changes to the Florida Department of Transportation (“FDOT”) project development and environment study (“PD&E”) to remove certain impacts to existing businesses in the Town; and

**WHEREAS**, the Town specifically expressed concerns about how the planned interchange and pond location would affect businesses along S.W. 30<sup>th</sup> Avenue and West Hallandale Beach Boulevard, including significant impacts to *ad valorem* tax revenue for the Town, access to the northern portion of S.W. 30<sup>th</sup> Avenue, and limiting economic redevelopment opportunities for the underserved populations of the Town; and

**WHEREAS**, at the Commission workshop on October 25, 2023, representatives from the FDOT presented a revised PD&E study plan to the Town Commission, which sought to address the concerns previously raised by the Town; and

**WHEREAS**, the Town’s professional staff has reviewed the revised PD&E study presented by FDOT and determined that it sufficiently addressed the Town’s concerns; and

**WHEREAS**, the Town’s professional staff supports the revised PD&E study and recommends that the Town Commission endorses the same; and

**WHEREAS**, the Town Commission of the Town of Pembroke Park hereby supports and endorses the revised PD&E study presented by FDOT, a copy of which is attached hereto as Exhibit “A.”

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF PEMBROKE PARK, FLORIDA:**

**Section 1:** That the foregoing “Whereas” clauses are true and correct and expressly made a part of this resolution. Further, that all exhibits attached hereto are incorporated herein and expressly made a part hereof.

**Section 2:** That the Town Commission of the Town of Pembroke Park hereby endorses and supports the FDOT Project Development and Environment Study for the I-95 corridor from south of Hallandale Beach Boulevard (SR858) to north of Hollywood Boulevard (SR820), as more particularly described in Exhibit “A.”

**Section 3:** If any clause, section, other part or application of this Resolution is held by any Court of competent jurisdiction to be unconstitutional or invalid, in part or application, it shall not affect the validity of the remaining portions or applications of this Resolution.

**Section 4:** That all Resolutions or parts of Resolutions in conflict herewith be and the same are hereby superseded to the extent of such conflict.

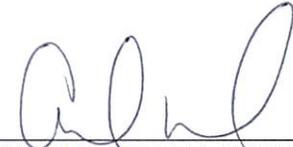
**Section 5:** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

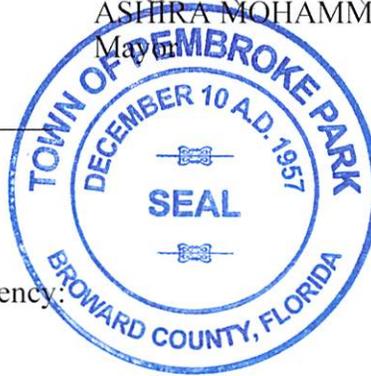
**THE REST OF THIS PAGE HAS BEEN INENTIONALLY LEFT BLANK.**

**PASSED AND ADOPTED this 13th day of December, 2023.**

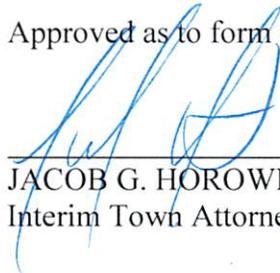
ATTEST:

  
MARLEN D. MARTELL  
Town Clerk

  
ASHIRA MOHAMMED  
Mayor



Approved as to form and legal sufficiency:

  
JACOB G. HOROWITZ, ESQ  
Interim Town Attorney