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S.R. 9 / I-95 PD&E STUDY

from Miami-Dade / Broward County Line to North of Griffin Rd.

FPID No. 439170-1-22-02 / ETDM No. 14500



5:30 pm
Alternatives Public Workshop



October 29, 2025 (Virtual)
November 6, 2025 (In-Person)





Leslie Wetherell, PE
FDOT Project Manager
Florida Department of Transportation



Aniruddha "Rudy" Gotmare, PE
Consultant Project Manager
Scalar Consulting Group, LLC

Virtual Alternatives Public Workshop October 29, 2025

- GoTo Webinar online platform
- No cost to the public to log-in
- 5:30 p.m.

In-Person Alternatives Public Workshop November 6, 2025

Dr. Martin Luther King Jr. Community Center

- 2400 Charleston Street
Hollywood, FL 33020
- 5:30 p.m.

Agenda



1 Study Limits

2 PD&E Study Process

3 Project Purpose and Need

4 Existing Conditions

5 Project Goals and Objectives

6 Alternatives

7 Schedule / Public Outreach

8 Public Comments



All attendees
will be placed in
‘Listen Only’
mode
throughout the
Virtual
Alternatives
Public
Workshop.



Type your
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**Questions
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Responses to
comments and
questions will
be provided
later.



This meeting is being recorded.



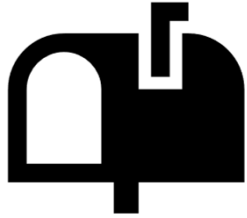
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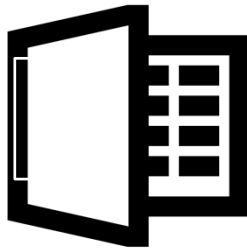
Property owner/tenant letters



Emails to project
contacts list



Project webpage



Florida Administrative
Register



Newspaper



Social media

This Alternatives Public Workshop is being held in accordance with the following:

- 1. Section 120.525, F.S.** – Meetings, hearings, and workshops
- 2. Section 286.011, F.S.** – Government in the Sunshine Law
- 3. Section 335.199, F.S.** – Transportation projects modifying access to adjacent property
- 4. Section 339.155, F.S.** – Transportation planning
- 5. Americans with Disabilities Act of 1990 (ADA)**
- 6. Title VI of the Civil Rights Act of 1964** and Other Nondiscrimination Laws
- 7. 49 CFR Part 24**, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs
- 8. 40 CFR Part 1506**, Other Requirements of **National Environmental Policy Act (NEPA) of 1969**



The environmental review, consultation, and other actions required by applicable federal environmental laws for the 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 (FHWA) and Florida Department of Transportation (FDOT).



The proposed project is being developed in accordance with the Civil Rights Act of 1964. Under Title VI of the Civil Rights Act, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting either:

Sharon SinghHagyan

FDOT District 4 Title VI Coordinator

3400 West Commercial Boulevard

Fort Lauderdale, FL 33309

(954) 777- 4190

Toll Free: (866) 336-8435, ext. 4190

Sharon.SinghHagyan@dot.state.fl.us

Al Sanders

State FDOT Title VI Coordinator

605 Suwannee Street

Tallahassee, Florida 32399-0450

(850) 414-4764

Toll Free: (866) 374-3368, ext. 4764

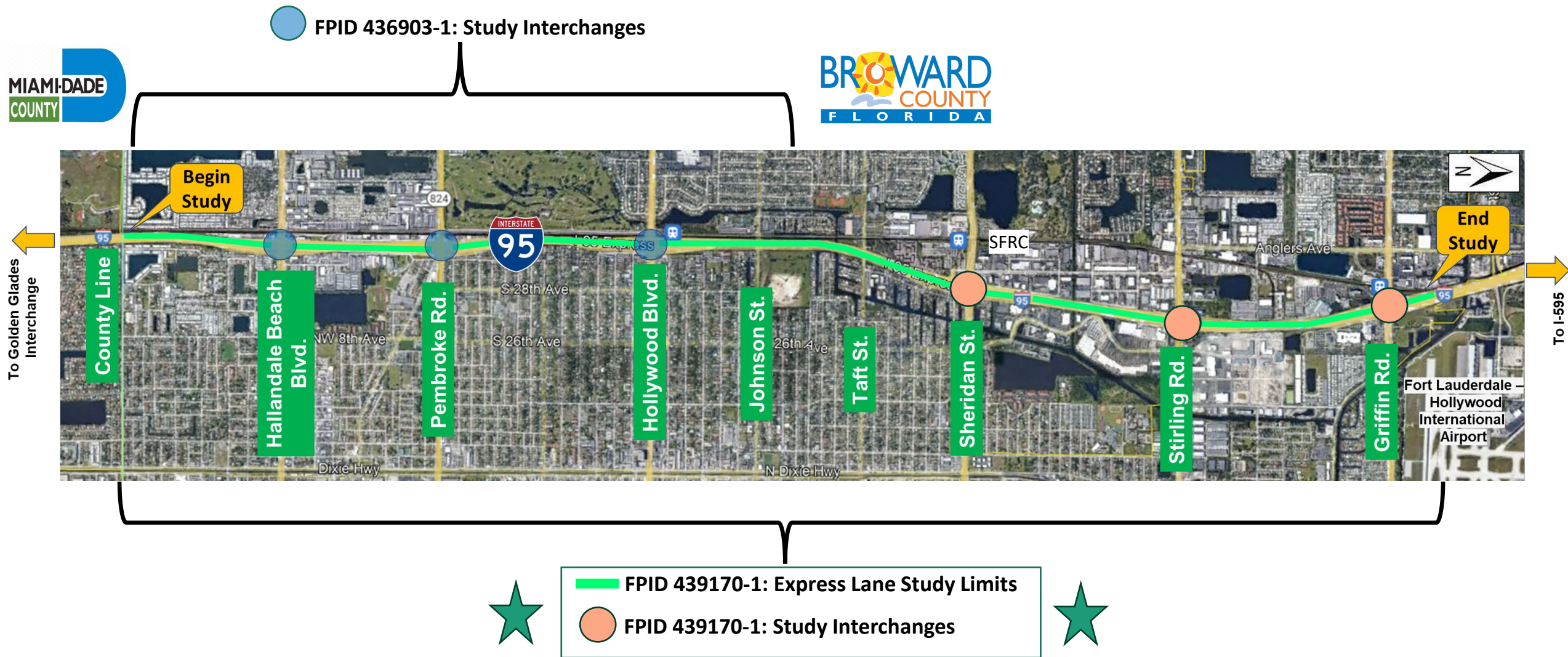
Aldrin.Sanders@dot.state.fl.us

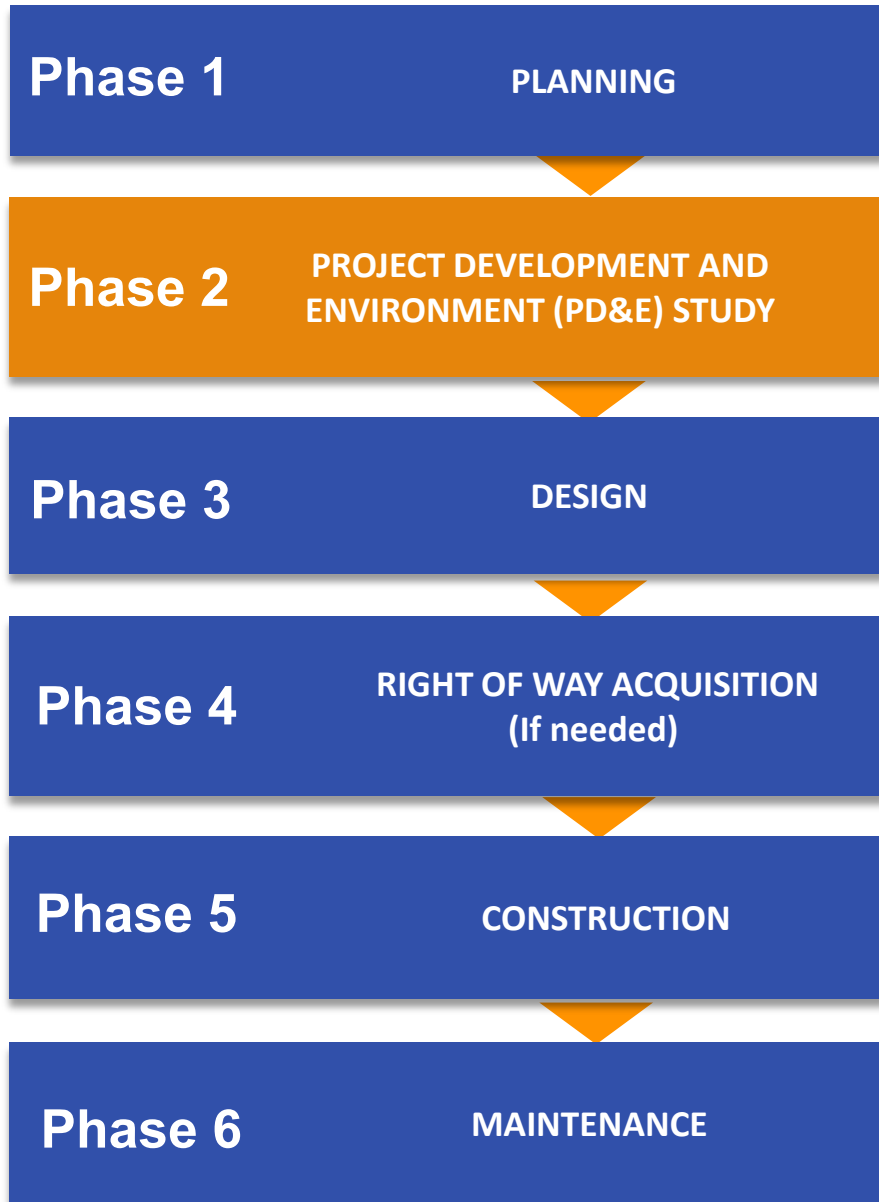
Project Limits and Study Area

- Municipalities
 - ✓ Hallandale Beach
 - ✓ Pembroke Park
 - ✓ Hollywood
 - ✓ Dania Beach
- I-95: 65 mph
 - ✓ 8 general use lanes (four in each direction)
 - ✓ Between two to four Express Lanes
- 6.6 Miles
- Improvements at 3 Interchanges
 - ✓ Sheridan Street
 - ✓ Stirling Road
 - ✓ Griffin Road
- Intersection Improvements
 - ✓ Griffin Road at Old Griffin Road
- Evaluating:
 - ✓ Interchanges
 - ✓ Express Lane (entrance/exit) Improvements



I-95 PD&E Study Overall Project





PHASE 2: PD&E Study

- ✓ Formal FDOT process to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs.
- ✓ Required to comply with the National Environmental Policy Act.
- ✓ Involves engineering analysis and environmental evaluation, all accomplished within the context of a public participation plan.

This PD&E Study is the next step from the previously conducted I-95 Master Plan (completed 2015) prior to design.

The purpose of the study is to:

- ✓ Improve mainline operations and improve traffic operations at the existing interchanges, cross streets, and managed lanes now and in the future.
- ✓ Enhance safety along S.R. 9/I-95 from Miami-Dade/Broward County Line to north of Griffin Road in Broward County, Florida.
- ✓ Address local concerns and area needs on adjacent major arterials, which are major roadways including Sheridan Street, Stirling Road, Griffin Road, and Old Griffin Road.
- ✓ Implement short-term and long-term solutions to enhance connectivity to major employment centers and residential areas.
- ✓ Provide opportunities to program and fund smaller projects within overall study limits through “Project Segmentation”.



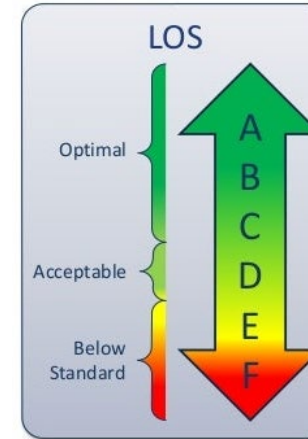
Existing Traffic:

- Population and employment growth are contributing to an increase in traffic volumes.
- 2024 Annual Average Daily Traffic (AADT) between 213,000 and 267,000 vehicles.
 - ✓ Congested interchanges, ramp terminals, and cross streets
 - ✓ Sheridan Street, Stirling Road, and Griffin Road: eastbound recurring congestion
 - ✓ Off-ramp queue spills over to the I-95 mainline



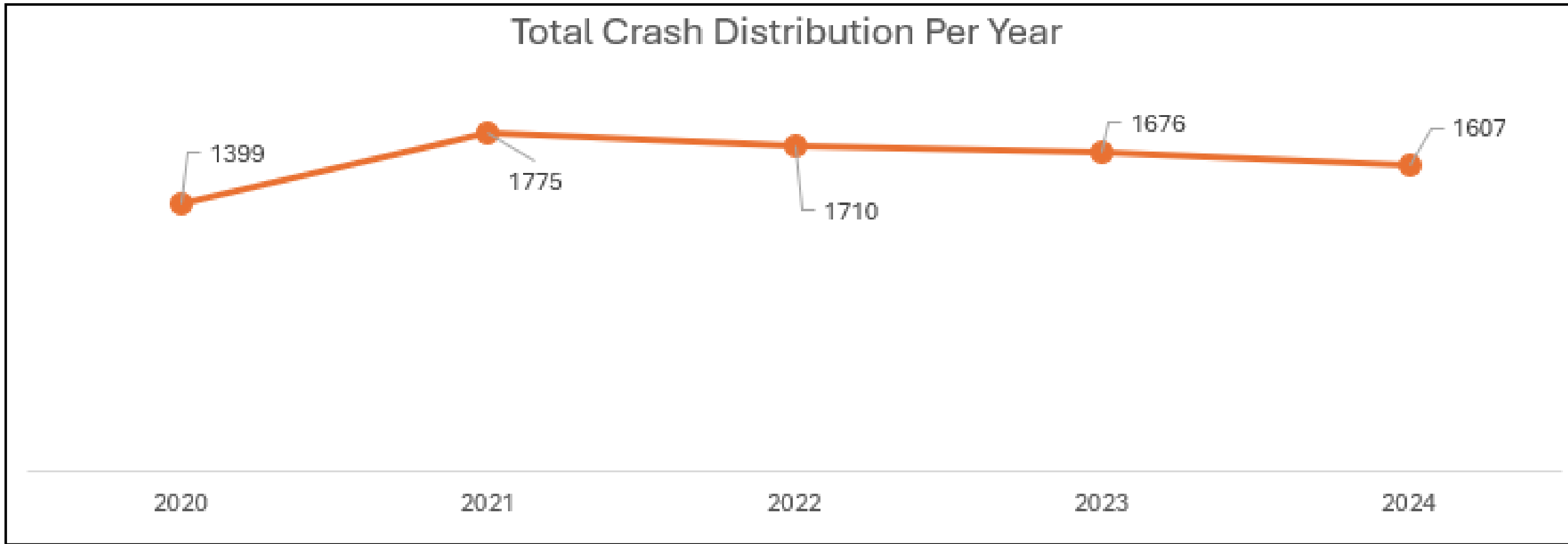
Future Traffic

- Traffic demand is projected to increase at an annual rate of 0.5%.
- Projected 2050 AADT estimated between 303,000 and 333,000 vehicles.
- Level of Service (LOS) is failing at Griffin Road, Stirling Road, and Sheridan Street Intersections.



I-95 Segment	2050 No Build			
	Lanes	AADT	Volume/ Capacity	Year of Failure
Griffin Road to I-595	12	303,000	1.18	2020
Stirling Road to Griffin Road	12	332,000	1.29	2020
Sheridan Street to Stirling Road	12	333,000	1.30	2020

Total Crash Distribution by Year along S.R. 9/I-95 in Study Limits



The Project would alleviate safety concerns with safety emergency responses.



S.R. 9/I-95 and the project interchanges are **designated evacuation routes** according to the Florida Division of Emergency Management and Broward County



▪ Supply Chain

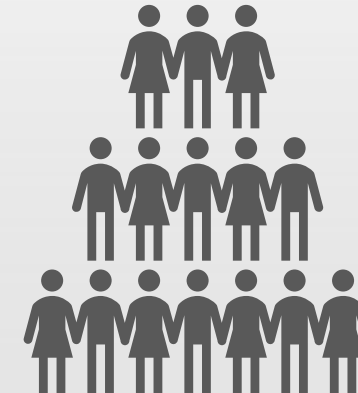
- ✓ Connects major employment and population centers.
- ✓ Supports the movement of freight and goods.
 - ✓ Ports, airports, seaports
 - ✓ Supply chain and logistics

▪ Growth

- ✓ According to the Broward MPO Long Range Transportation Plan (LRTP), Broward County's population is expected to grow by 27% between 2015 and 2045.
- ✓ Employment is expected to increase by 25% in that same period.

▪ Connectivity

- ✓ The project will enhance connectivity to employment centers, schools, and recreational facilities.



Needs of Project – Varying Modes of Travel

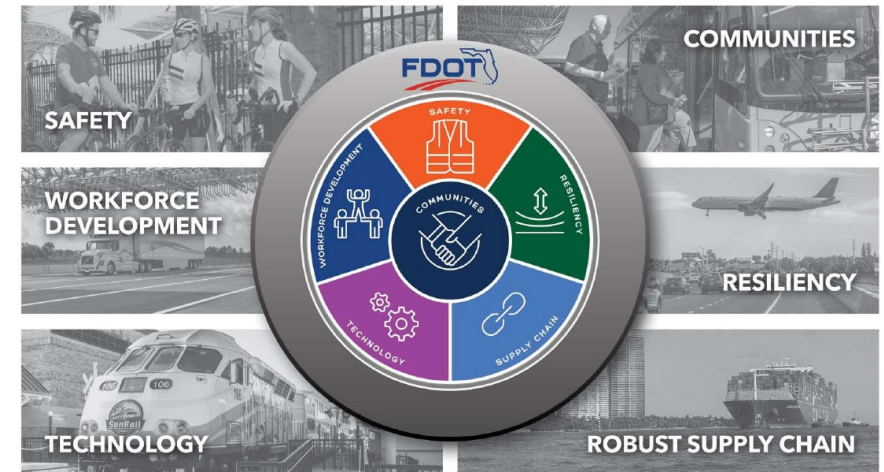
Truck, Transit, Bicycle, and Pedestrian Needs

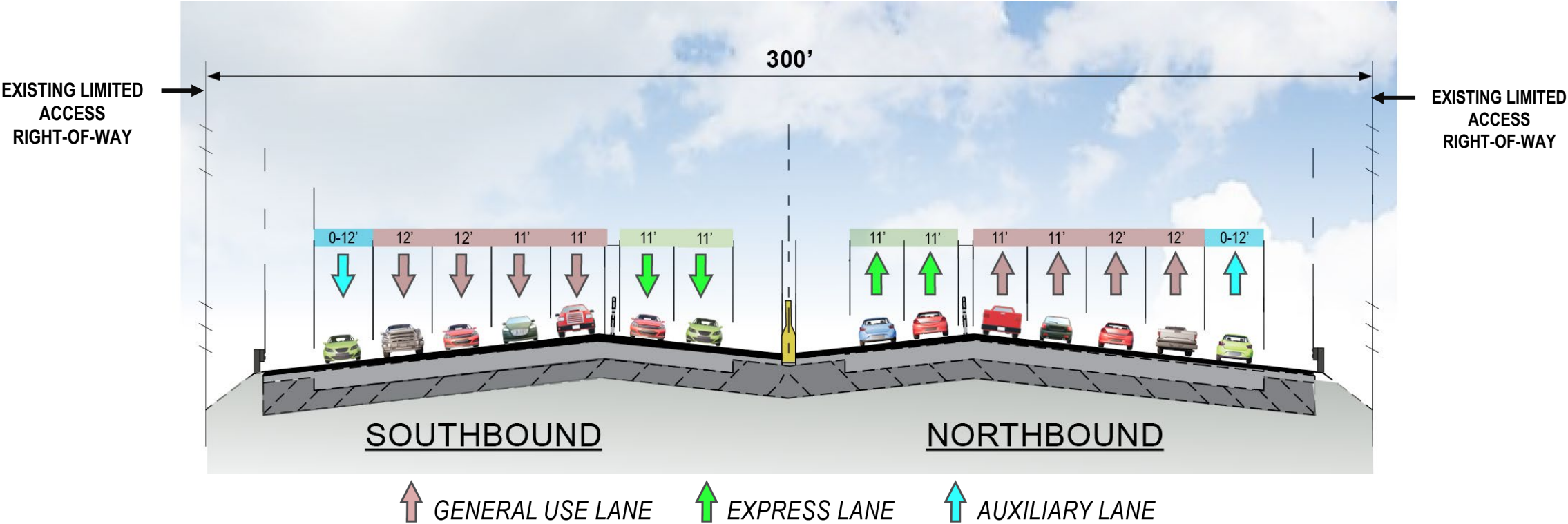
- Part of the National Highway Freight Network
 - ✓ About 9% of traffic are trucks
- Serves premium express transit routes for Broward County and Miami-Dade County.
- At the interchanges:
 - ✓ There are sidewalks on both sides of the cross streets passing underneath the I-95 bridges.
 - ✓ There is opportunity to provide at-grade bicycle facilities along roadway arterials.



Helping the Community

- **Local Traffic**
 - ✓ Consider transportation improvements on major cross streets within study limits.
 - ✓ Provide enhancement features
- **Old Griffin Road**
 - ✓ Provide streamlined connection to I-95
- **Connectivity**
 - ✓ Analyzing ways to provide an environment that safely accommodates pedestrians, bicyclists, and transit users.
- **Implement Short-term and Long-term Solutions**
 - ✓ Provide opportunities for short-term and long-term projects that will help the community.
 - ✓ “Low-cost high impacts” improvements
 - ✓ Relieve congestion within the community
- **Project Segmentation**
 - ✓ Identify smaller segments of I-95 for improvements

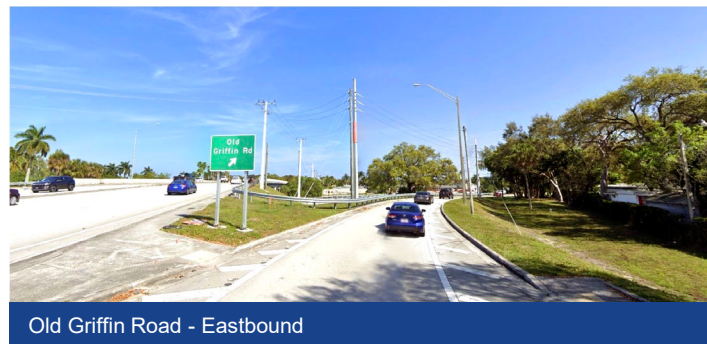
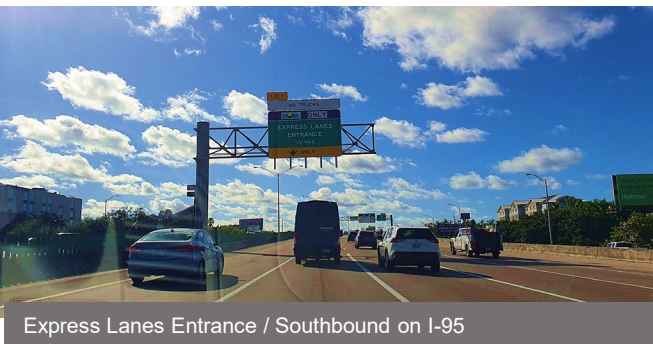
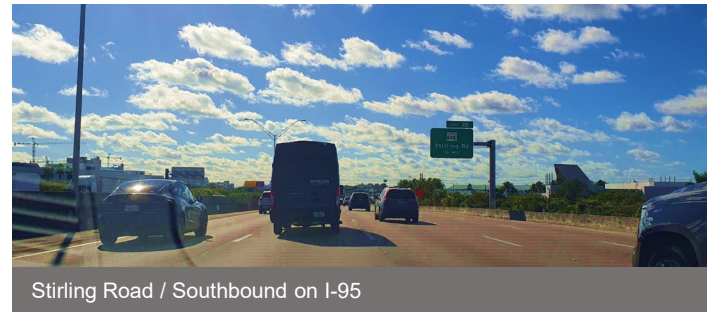




National Highway Freight Network
National Highway System

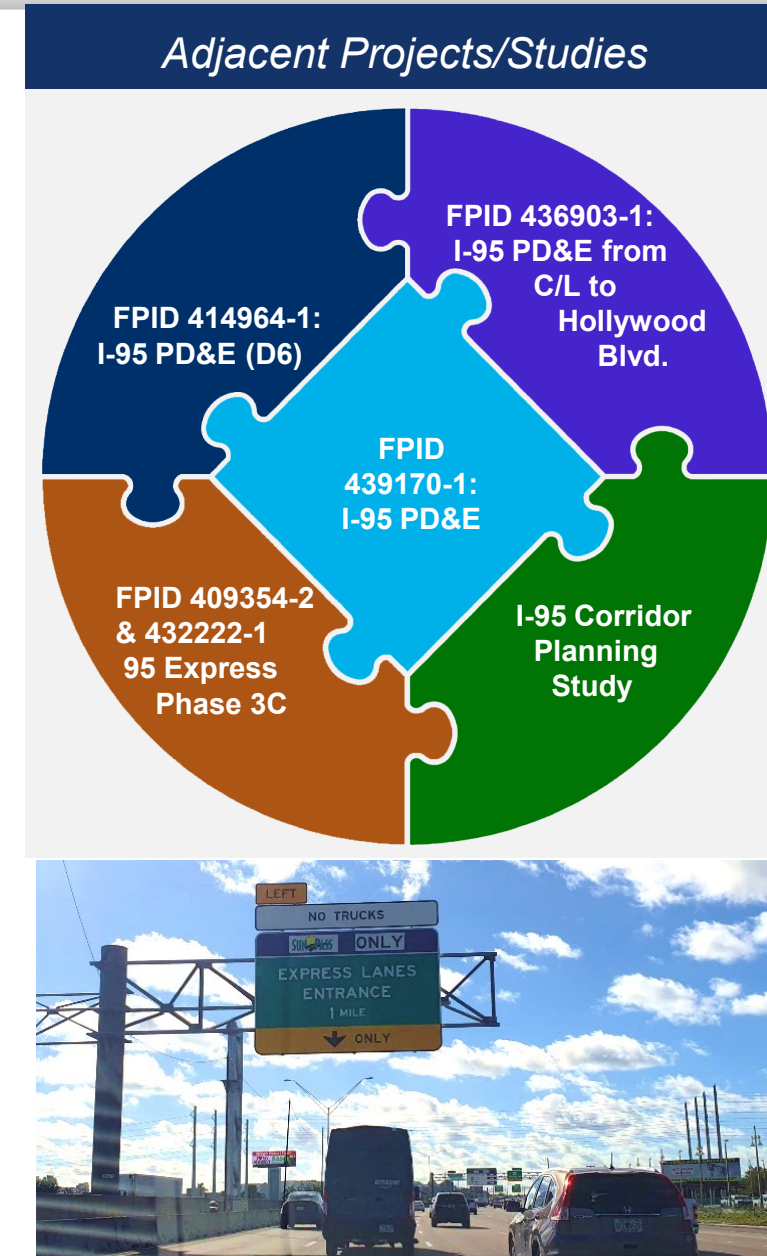


- Proximity of South Florida Rail Corridor (SFRC) at-grade railroad crossings which serves Tri-Rail, Amtrak, and freight – train frequency and gate closures
- Fort Lauderdale-Hollywood International Airport glidepath
- Transit access to and from Sheridan Street Tri-Rail Station
- Old Griffin Road/Griffin Road
- Drainage, existing bridges, utilities



Project Goals and Objectives

- ✓ Potential Interchange improvements at Sheridan Street, Stirling Road, and Griffin Road.
- ✓ Mainline/collector-distributor (CD) facilities from north of Hollywood Boulevard to north of Griffin Road.
- ✓ Express lane access points – elevated braided ramps over the S.R. 9/I-95 corridor mainline from Ives Dairy Road to north of Griffin Road.
- ✓ Address wrong-way crashes at Old Griffin Road.
- ✓ Evaluate environmental impacts associated with the potential improvements.
- ✓ Maintain consistency with the current I-95 Express Lanes, Master Plans, adjacent projects, and local projects.
- ✓ Satisfy the Study's Purpose and Need.
- ✓ Obtain approval to implement improvements.



I-95 at Sheridan Street Interchange

Alternative 1 - Diamond Interchange Improvements
(Modify Existing)

Alternative 2 - NB to WB Flyover (Median Alignment)

I-95 at Stirling Road Interchange

Alternative 1 - Diamond Interchange Improvements
(Modify Existing)

Alternative 2 - Diverging Diamond Interchange (DDI)

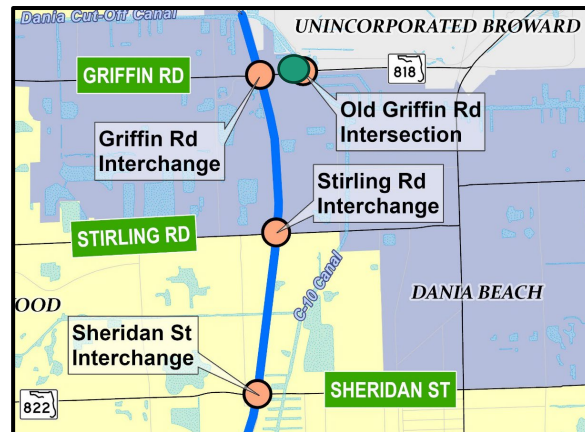
I-95 at Griffin Road Interchange

Diamond Interchange Improvements (Modify Existing)

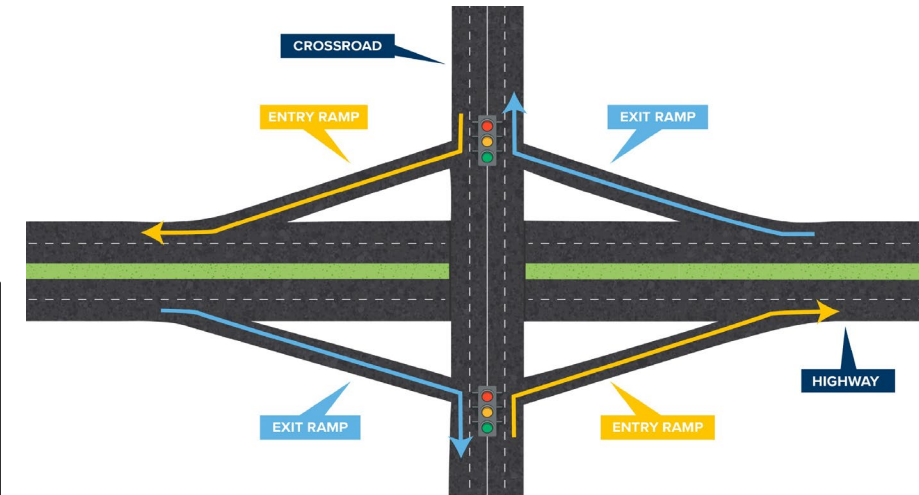
Griffin Road/Old Griffin Road Intersection.

Alternative 1 - Free Flow

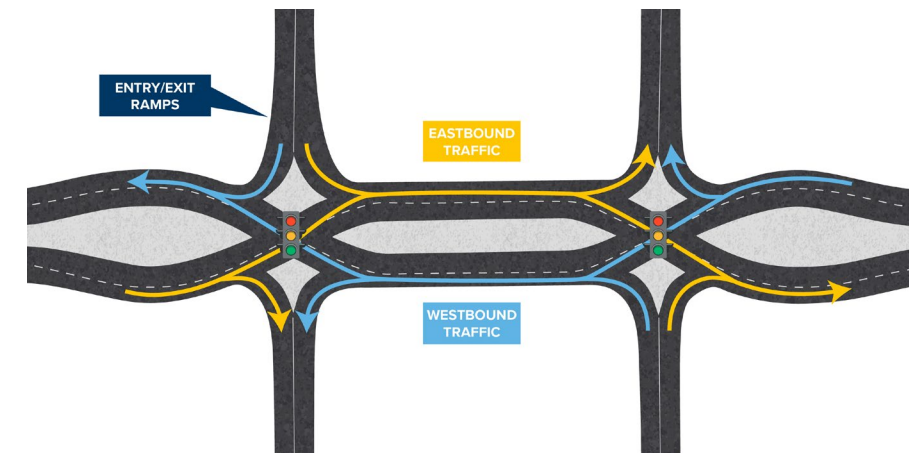
Alternative 2 - Partially Signalized Intersection



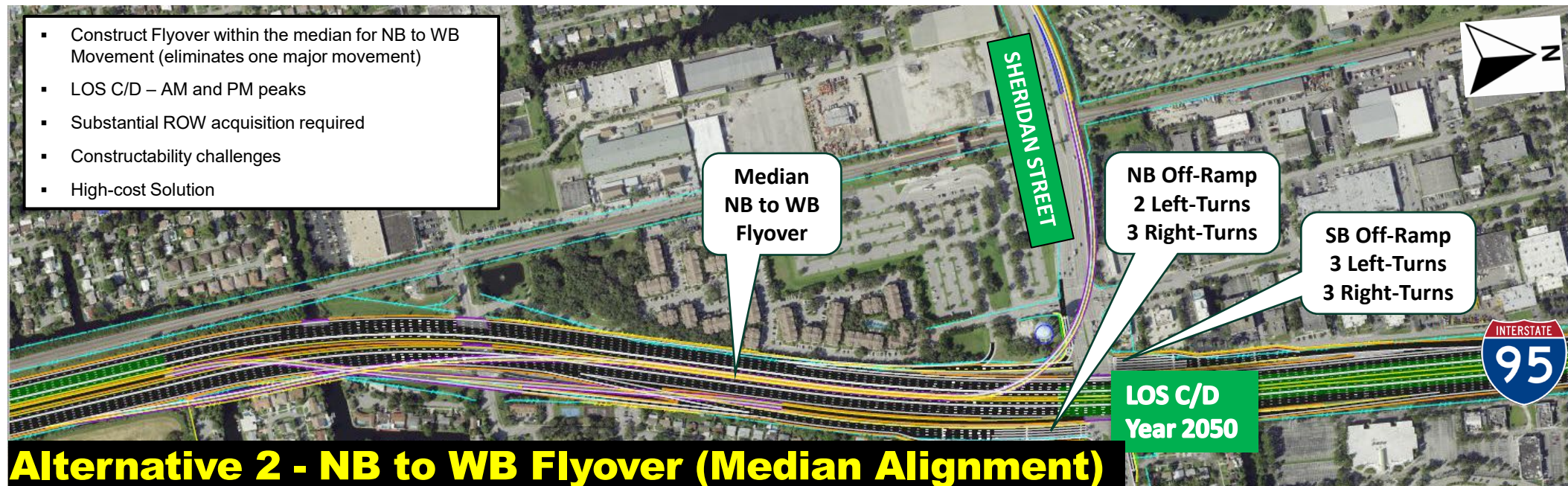
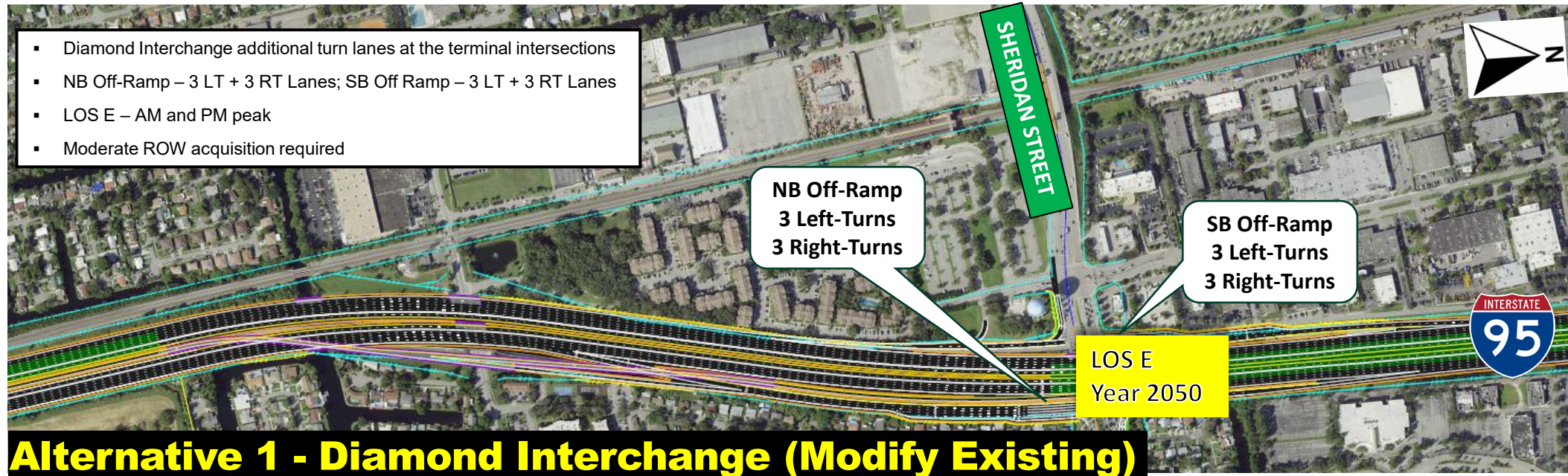
Diamond Interchange



Diverging Diamond Interchange



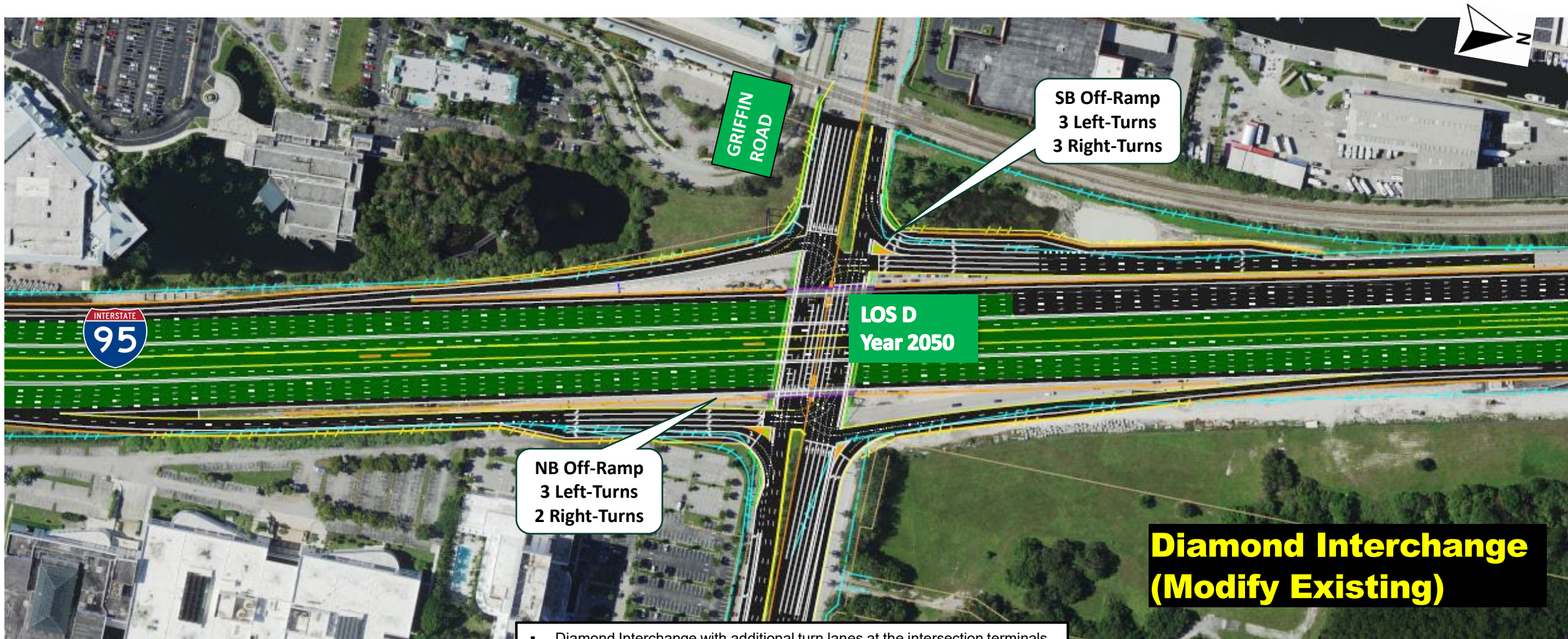
Alternatives – I-95 at Sheridan Street Interchange



Alternatives – I-95 at Stirling Road Interchange

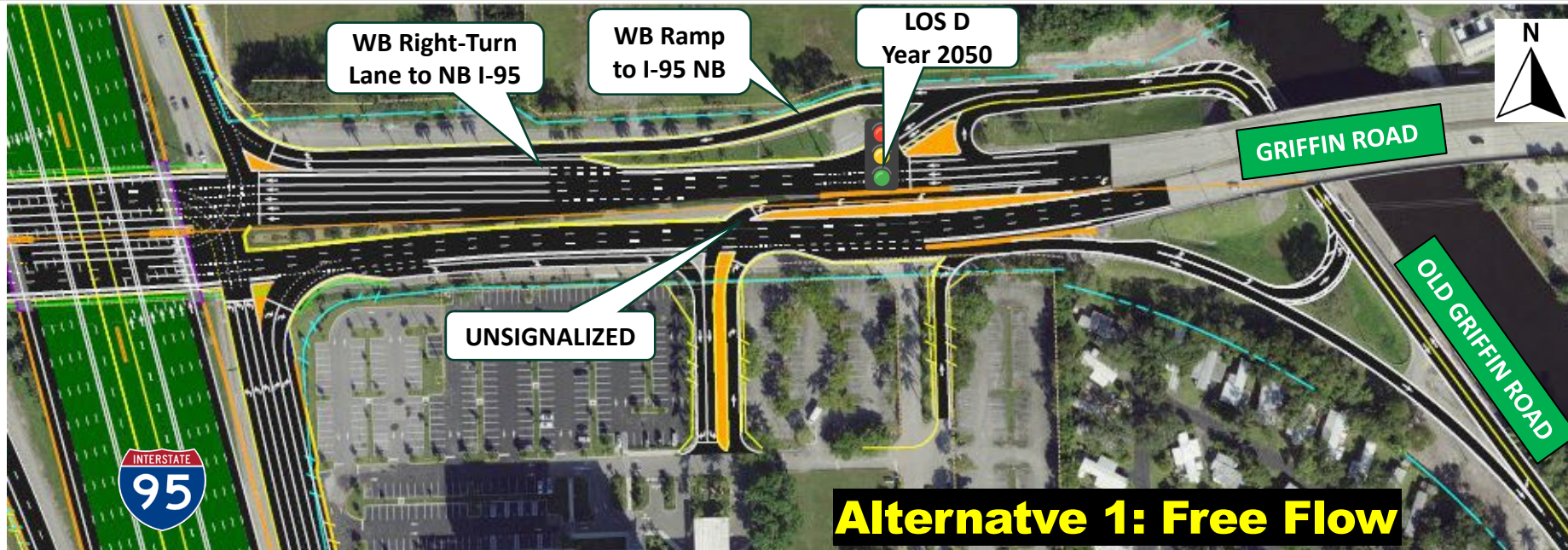


Alternatives – I-95 at Griffin Road Interchange

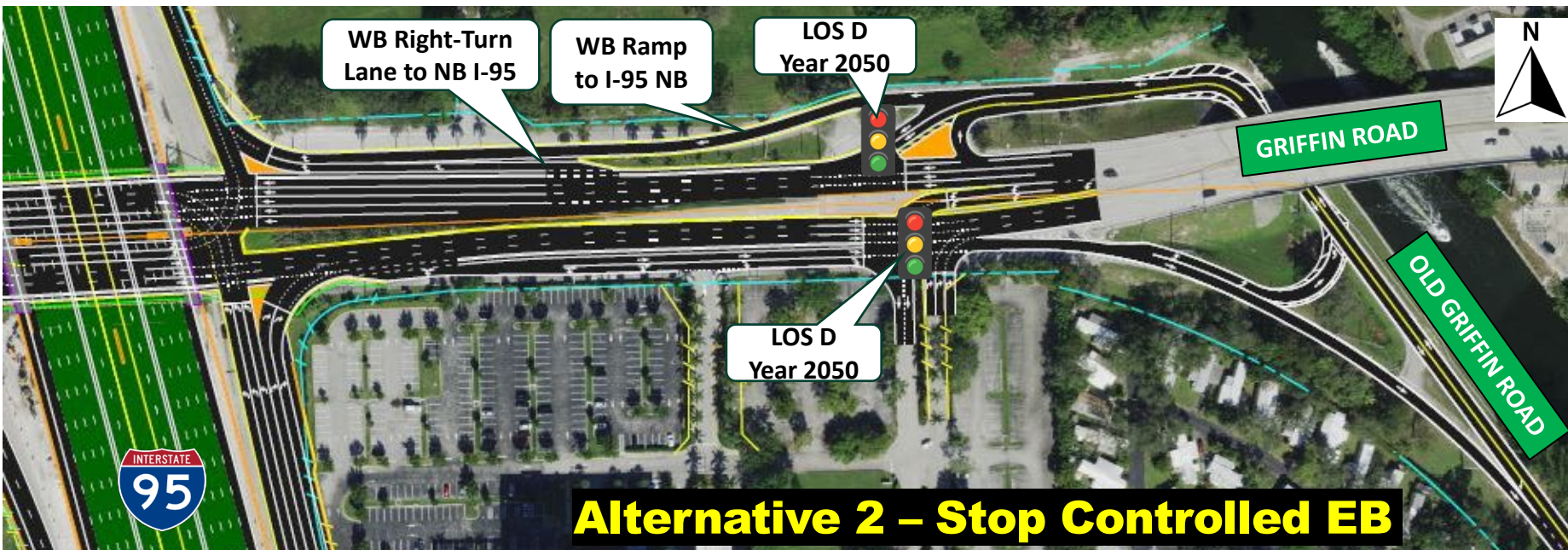


- Diamond Interchange with additional turn lanes at the intersection terminals
- NB Off-Ramp – 3 LT + 2 RT Lanes; SB Off-Ramp – 3 LT + 3 RT Lanes
- LOS D – AM and PM peak
- Limited ROW acquisition required

Alternatives - Griffin Road at Old Griffin Road Intersection



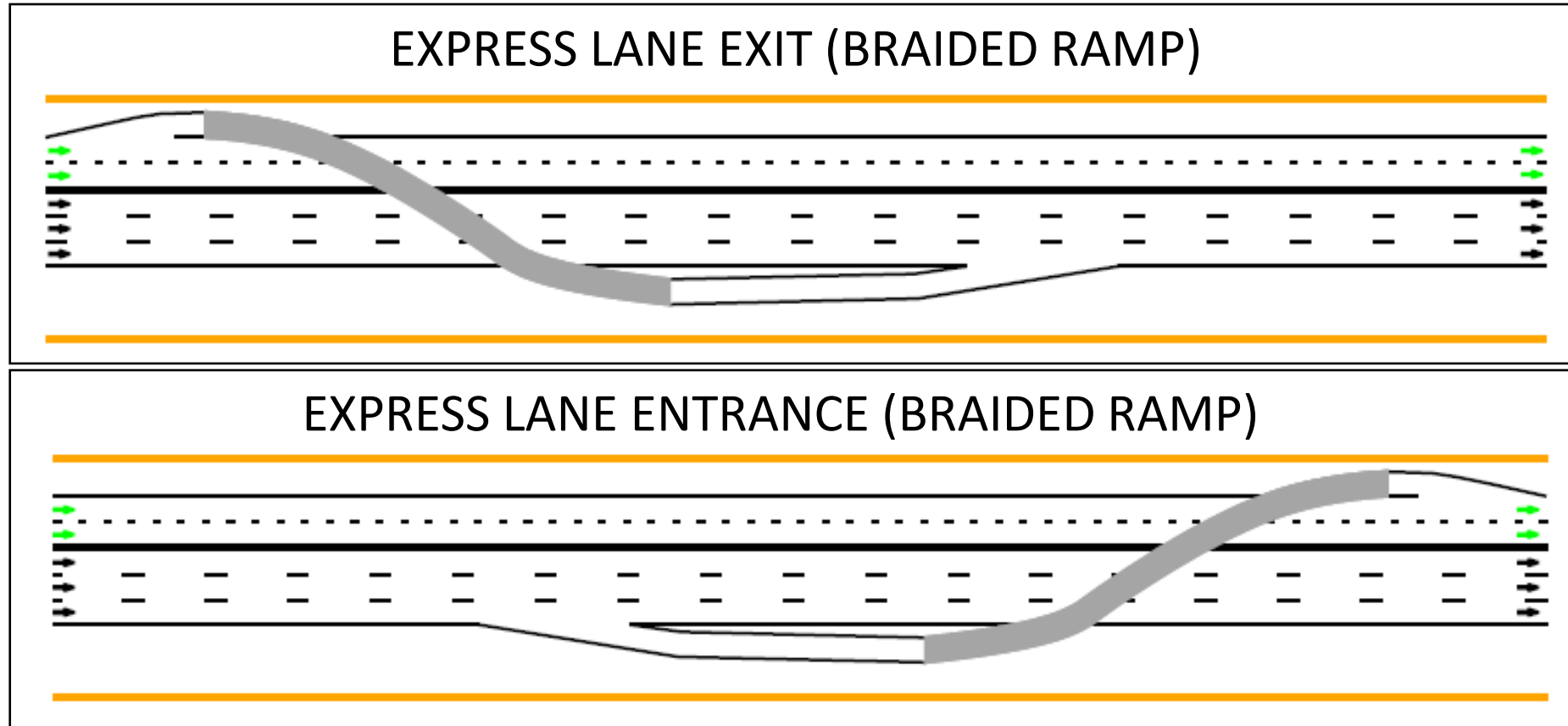
- Signal only in westbound direction (LOS D)
- Allows free-flow movement eastbound
- WB to SB left turn made when there is a gap in traffic
- Provides WB ramp with direct connect to I-95 northbound
- Concept stays within ROW



- Signals in both directions (LOS D)
- Provides WB ramp with direct connect to I-95 northbound
- Concept stays within ROW

I-95 POTENTIAL MAINLINE IMPROVEMENTS

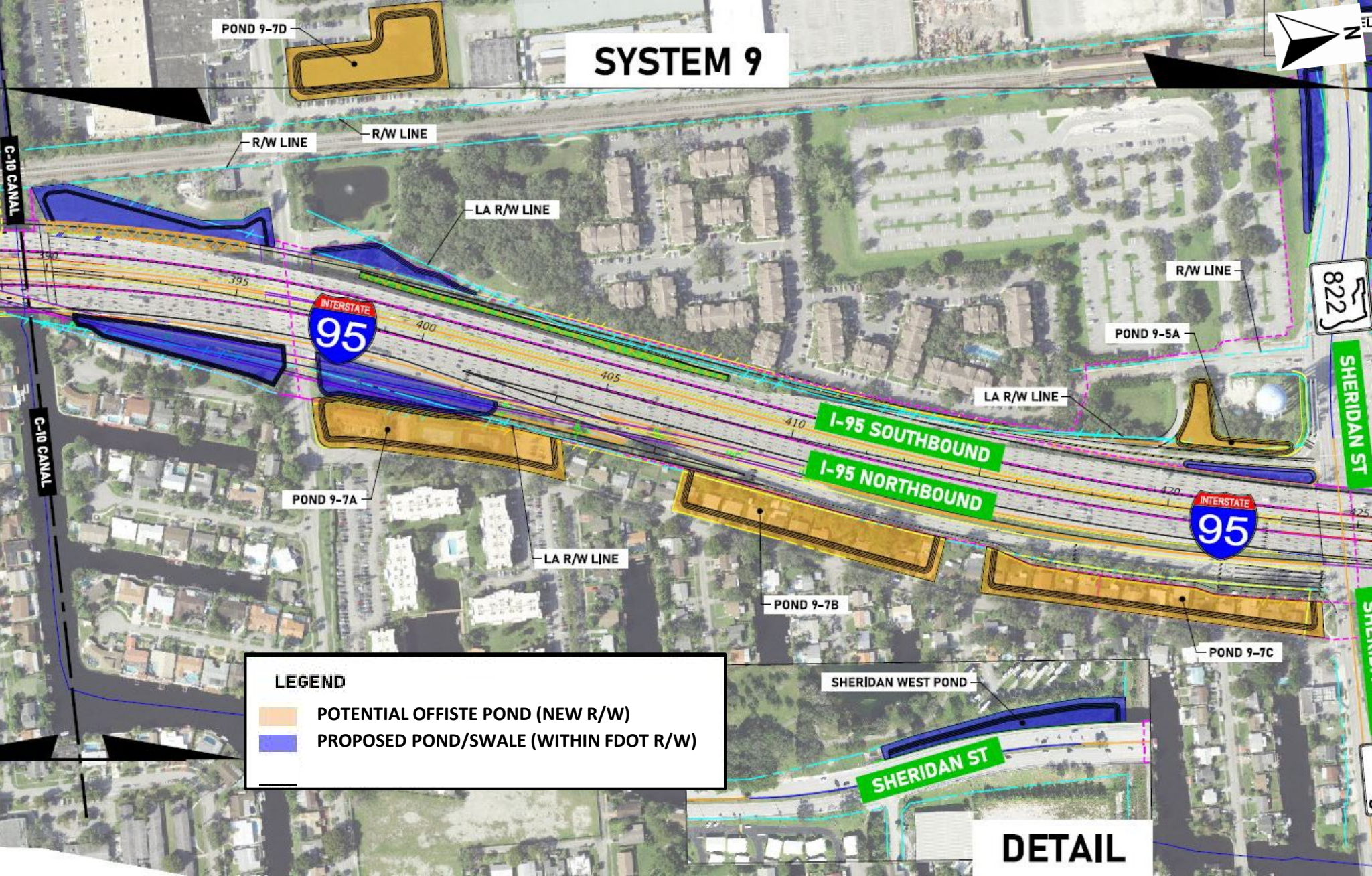
1. Interchange Improvements plus Express Lanes Elevated Access Points (Braided Ramps where Feasible)



2. Considering Combinations of 1 above plus other improvements between interchanges

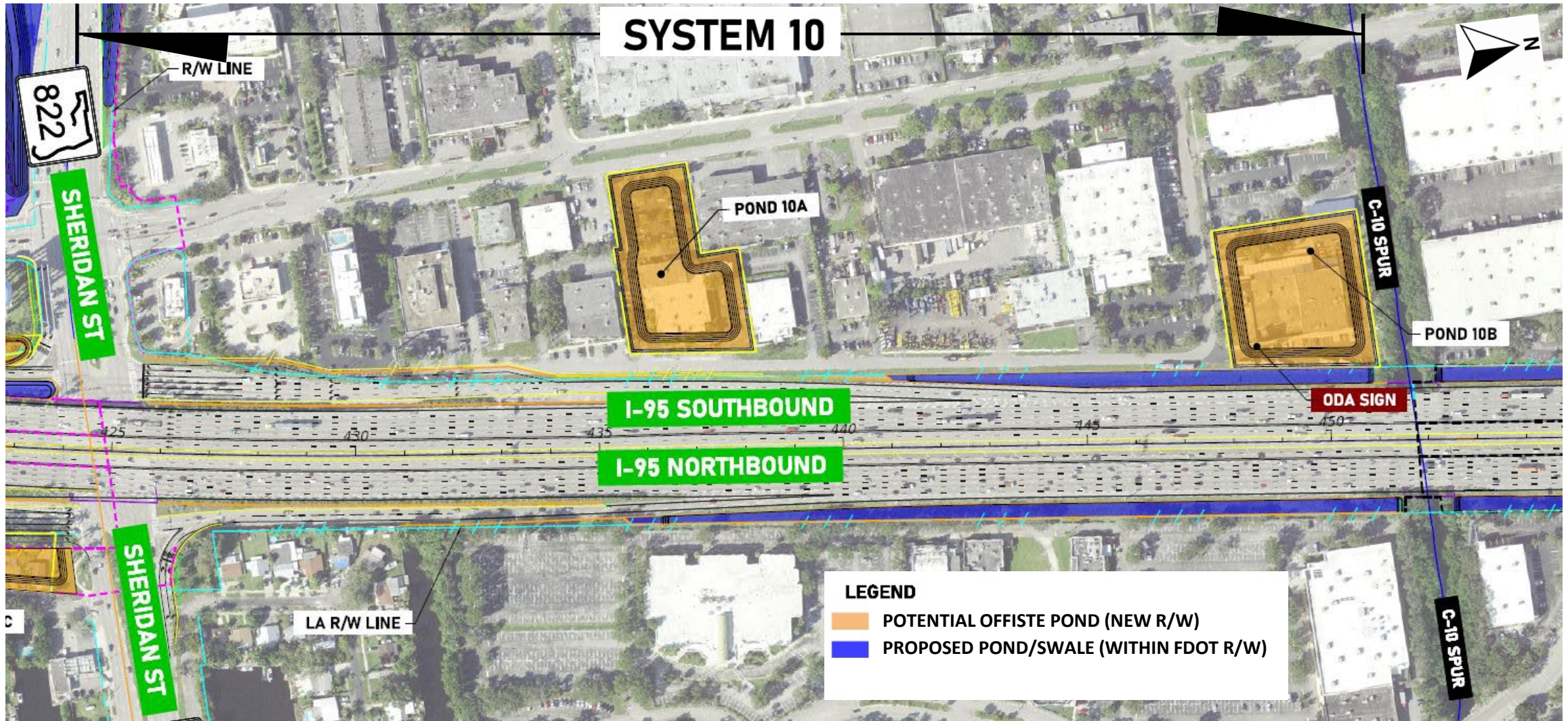
- Dual on and off-ramps
- Continuous auxiliary lanes (to maintain local connectivity between interchanges)

Potential Drainage – North of Taft Street to Sheridan Street



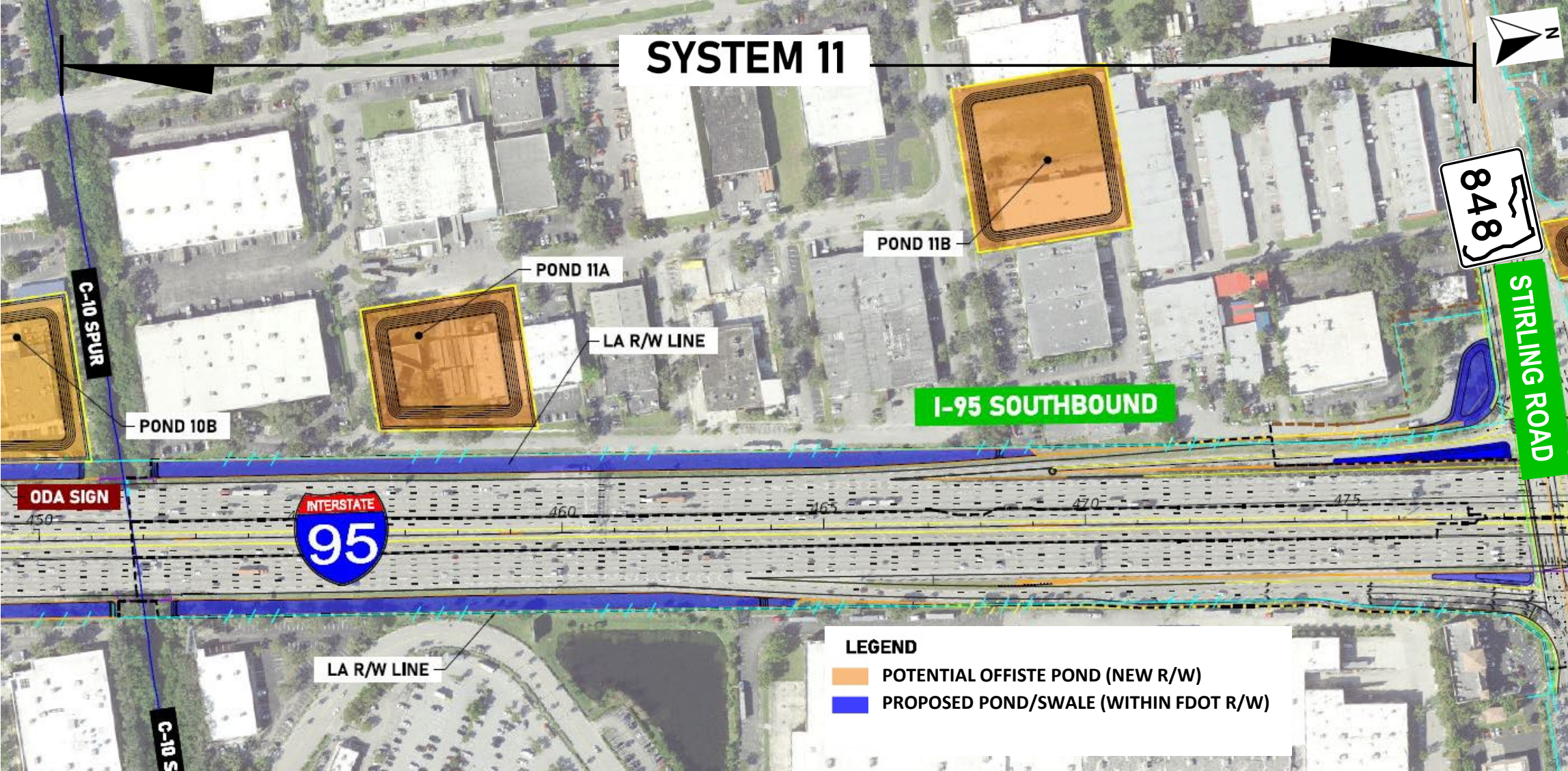
- SYSTEM 9 REQUIRES OFFSITE PONDS
- MAINLINE: OFFSITE PONDS 9-7 (ALT. A, B, C)
- FLY-OVER: OFFSITE POND 9-5A

Potential Drainage – Sheridan Street to C-10 Spur Canal



- SYSTEM 10 CONSIDERS WALLED SWALES WITHIN THE ROW WITH OFFSITE PONDS AS A SECONDARY ALTERNATIVE
- MAINLINE: OFFSITE PONDS 10 (ALT. A, B)

Potential Drainage – C-10 Spur Canal to Stirling Road



- SYSTEM 11 CONSIDERS WALLED SWALES WITHIN THE ROW WITH OFFSITE PONDS AS A SECONDARY ALTERNATIVE
- MAINLINE: OFFSITE PONDS 11 (ALT. A, B)

Potential Drainage – Stirling Road to Griffin Road



- SYSTEM 12 REQUIRES OFFSITE PONDS OR WALLED SWALES OUTSIDE ROW
- SWALE 12: WALLED SWALES WITH ENCROACHMENT OUTSIDE ROW
- MAINLINE: OFFSITE PONDS 12 (ALT. A, B):

Evaluation Matrix

Evaluation Criteria		Alternatives: I-95 Mainline and Interchanges						
		'No-Build' Alternative	I-95 Mainline 'Build' Alternative	One of each Alternative below to be combined with I-95 Mainline 'Build' Alternative				
				Alternative 1: Sheridan Street - Diamond Interchange (Modify Existing)	Alternative 2: Sheridan Street - NB to WB Flyover	Alternative 1: Stirling Road - Diamond Interchange (Modify Existing)	Alternative 2: Stirling Road Diverging Diamond Interchange (DDI)	Griffin Road - Diamond Interchange (Modify Existing)
RW IMPACTS	Residential Impacts							
	Number of Parcels Potentially Impacted	0	8	0	7	0	0	0
	Number of Residences Relocated	0	3	0	1	0	0	0
	Business Impacts							
	Number of Parcels Potentially Impacted	0	0	0	2	5	3	4
	Number of Businesses Relocated	0	0	0	0	1	0	0
	Unimproved Properties Impacted	0	0	0	0	0	0	1
ENVIRONMENTAL	Section 4(f) / Public Lands							
	Number of Sites Potentially Impacted	N/A	2	0	1	0	0	0
	Historic/Archeological							
	Number of NRHP-eligible Historic Sites Potentially Impacted	0	0	0	1 NRHP-eligible resource - no adverse effects expected	0	0	0
	Number of Archeological Sites Potentially Impacted	0	3 Sites - None NRHP-listed, no adverse effects expected	0	0	1 Site - not NRHP-listed, no adverse effects expected	0	1 Site - not NRHP-listed, no adverse effects expected
	Wetlands and Surface Waters (acres impacted)	0	3.25	0	0	0	0	0.55
	Aquatic Preserves / Outstanding Florida Waters	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement
	Wild and Scenic Rivers (Impacted)	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement
	Floodplains Encroachment	N/A	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation
	Threatened and Endangered Species	None	Low	Low	Low	Low	Low	Low
	Water Quality	No change	Standards Met	Standards Met	Standards Met	Standards Met	Standards Met	Standards Met
	Farmlands (acres impacted, no ponds)	0	0	0	0	0	0	0
	Noise Impacts	No change	Yes	Yes	Yes	No	No	No
	Potential Contamination Sites							
	Number of High Risk Contamination Sites	0	2	0	1	0	0	1
	Number of Medium Risk Contamination Sites	0	8	1	2	1	1	1

Note: Right-of-way impacts shown do not account for offsite ponds for drainage.

PRELIMINARY: SUBJECT TO CHANGE

Evaluation Matrix - Continued

Evaluation Criteria		Alternatives: I-95 Mainline and Interchanges						
		'No-Build' Alternative	I-95 Mainline 'Build' Alternative	One of each Alternative below to be combined with I-95 Mainline 'Build' Alternative				
				Alternative 1: Sheridan Street - Diamond Interchange (Modify Existing)	Alternative 2: Sheridan Street - NB to WB Flyover	Alternative 1: Stirling Road - Diamond Interchange (Modify Existing)	Alternative 2: Stirling Road Diverging Diamond Interchange (DDI)	Griffin Road - Diamond Interchange (Modify Existing)
ENGINEERING & SAFETY	Utilities							
	Utilities Poles Impacted (distribution, transmission)	0	Yes	Yes	Yes	Yes	Yes	Yes
	Traffic Operations	Low/Low	Medium	Low	Medium	Medium	Medium	Medium
	Access	No change	No change	No change	No change	No change	No change	No change
	Vehicle Safety	Low	Medium	Medium	Medium	Medium	Medium	Medium
	Bike/Ped. Safety	Medium	N/A	Medium	Medium	Medium	Low	Medium
	Constructability (high, moderate, low)	N/A	Medium	High	Low	High	Medium	High
COST	Costs*							
	Construction	\$0	\$383,399,800	\$24,944,400	\$94,638,100	\$21,705,900	\$23,091,400	\$11,809,900
	Design Cost	\$0	\$49,841,974	\$3,242,772	\$12,302,953	\$2,821,767	\$3,001,882	\$1,535,287
	Right-of-Way Acquisition*	\$0	\$2,385,750	\$0	\$7,392,050	\$2,194,220	\$1,387,850	\$2,014,190
	Construction Engineering and Inspection (CEI)	\$0	\$38,339,980	\$2,494,440	\$9,463,810	\$2,170,590	\$2,309,140	\$1,180,990
	Total Project Costs	\$0	\$473,967,504	\$30,681,612	\$123,796,913	\$28,892,477	\$29,790,272	\$16,540,367

Note: Griffin Road cost estimate includes cost for improvements at Old Griffin Road intersection.

*Right-of-way cost shown is associated to roadway improvements only and does not include right-of-way acquisition costs for offsite drainage ponds.

PRELIMINARY: SUBJECT TO CHANGE

PD&E Study Milestone Schedule



Public Engagement Conducted

- ✓ Hybrid Public Kick-off Meeting: April 2023
- ✓ Broward TAC/CAC: August 2023
- ✓ Broward MPO: September 2023
- ✓ Project Advisory Group Meeting #1: April 2024
- ✓ Project Advisory Group Meeting #2: June 2025
- ✓ Broward TAC/CAC: August 2025
- ✓ Broward MPO: September 2025



Current/Upcoming Public Engagement

- ✓ **Hybrid Public Alternatives Workshop**
 - ✓ **Virtual: October 29, 2025**
 - ✓ **In-Person: November 6, 2025**
- ✓ Project Advisory Group Meeting #3: TBD
- ✓ Project Advisory Group Meeting #4: TBD
- ✓ Public Hearing: May 2026 (tentative)



During Alternatives Public Workshop Meeting



Asking Questions and Providing Comments

- Website: www.fdot.gov/projects/i95southbrowardpde
- Call (562) 247-8422; Attendee Code: 455-184-855
- Submit via the question box
- Raise hand

GoToWebinar Panel

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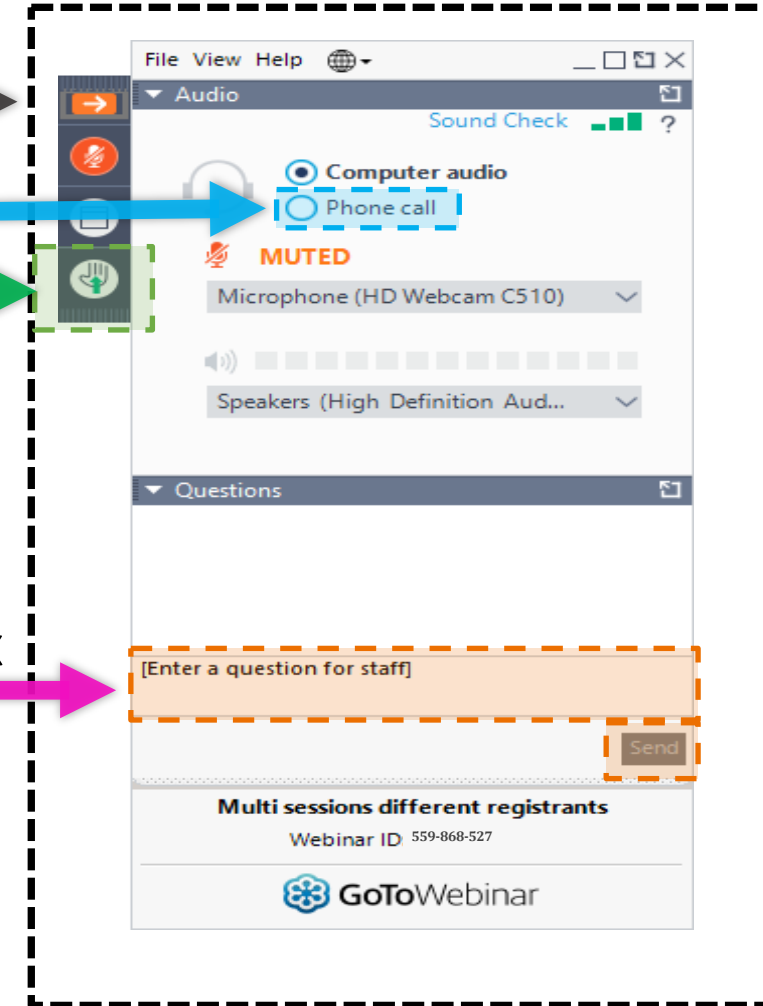
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Question Box

- Will start with questions submitted in advance of the webinar.
- Kindly ask one question at a time if you have multiple inquiries, to ensure that everyone has an equal opportunity to participate.
- Questions submitted during the presentation and question response period will be answered as time permits.
- If you need additional information, please contact the FDOT project manager (contact information provided on the next slide).
- Visit our project website: www.fdot.gov/projects/i95southbrowardpde

After workshop by
November 17, 2025

Leslie Wetherell, P.E.
FDOT Project Manager
Leslie.Wetherell@dot.state.fl.us



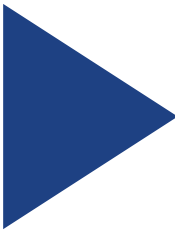
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Fort Lauderdale, FL 33309



(954) 777-4438 or
(866) 336-8435, extension 4438



All comments
and questions
are part of the
**Public
Record.**



**Meeting
recording**
will be
posted on
the project
website.

www.fdot.gov/projects/i95southbrowardpde

**National Highway Traffic Safety Administration (NHTSA)
Pedestrian Safety Month**



Thank you!