

SR-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



95 EXPRESS



TAC/CAC Meetings – August 27, 2025
MPO Board Meeting – September 4, 2025

I-95 PD&E Study Overall Project

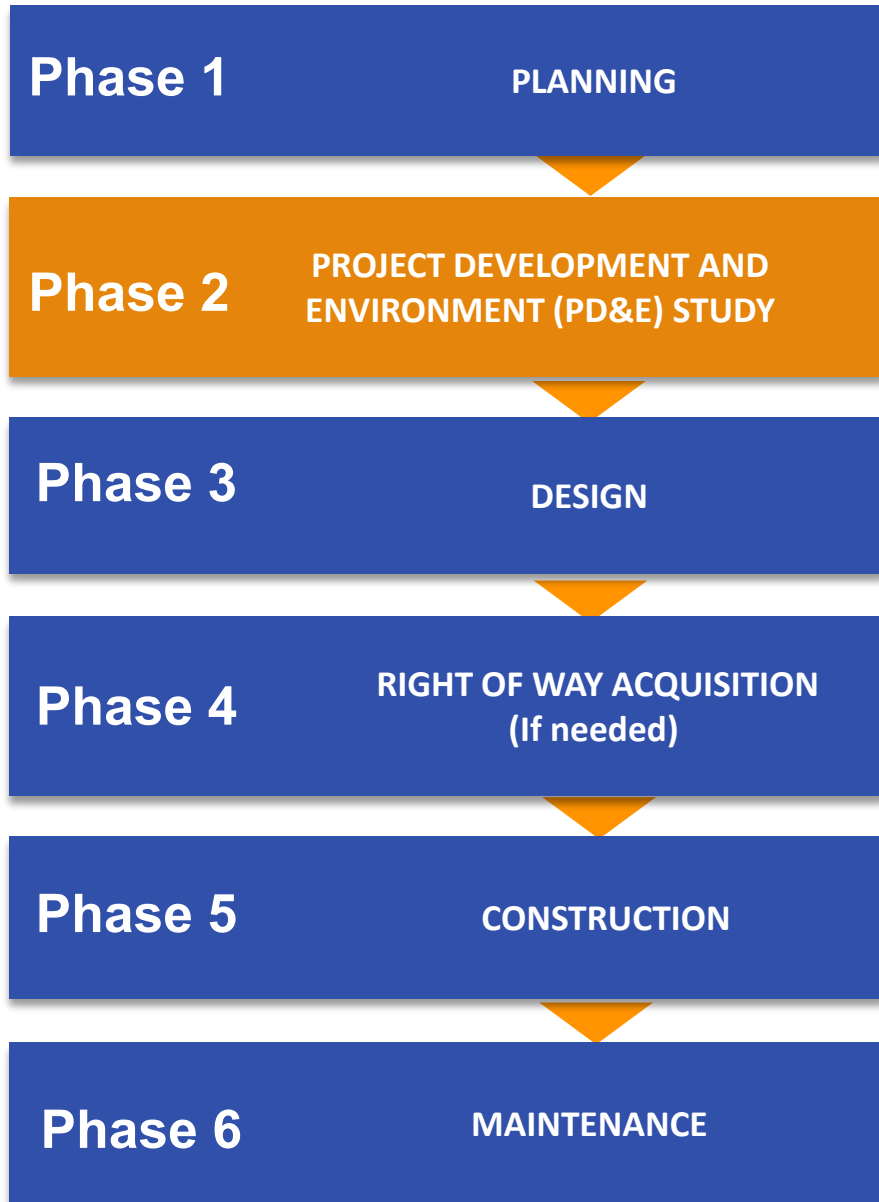


● FPID 436903-1: Study Interchanges



— FPID 439170-1: Express Lane Study Limits
● FPID 439170-1: Study Interchanges





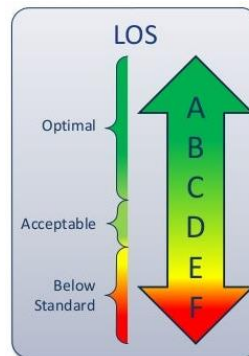
PHASE 2: PD&E Study

- ✓ Formal FDOT process to ensure that consideration is given to environmental impacts, social impacts, public input, engineering design, and project costs
- ✓ Required to satisfy 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 next logical step from previously conducted I-95 Master Plan (completed 2015)

Future Traffic

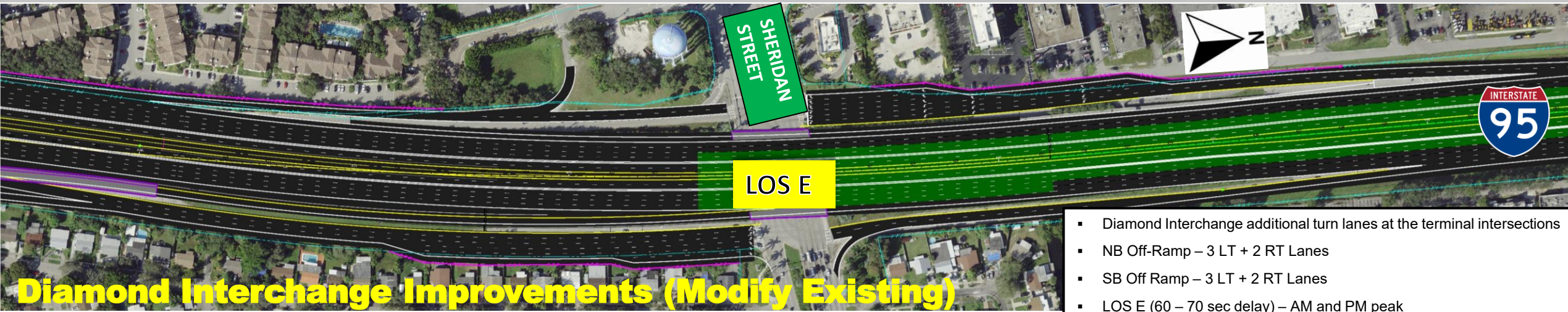
- Traffic demand projected to continue increasing at 0.5% per year.
- Projected 2050 AADT estimated between 248,000 and 333,400 vehicles.
- Level of Service (LOS) is failing at Griffin Road, Stirling and Sheridan Street Intersections



I-95 Segment	2045 'No-Build'					
	Lanes	AADT	AM	PM	Volume/ Capacity	Year of Failure
Griffin Road to I-595	5	134,000	9,424	8,372	1.13	2020
Stirling Road to Griffin Road	5	137,000	9,316	7,724	1.12	2020
Sheridan Street to Stirling Road	5	141,000	9,338	7,748	1.12	2020



Alternatives - Sheridan Street Interchange



Diamond Interchange Improvements (Modify Existing)

- Diamond Interchange additional turn lanes at the terminal intersections
- NB Off-Ramp – 3 LT + 2 RT Lanes
- SB Off Ramp – 3 LT + 2 RT Lanes
- LOS E (60 – 70 sec delay) – AM and PM peak
- Moderate ROW acquisition required

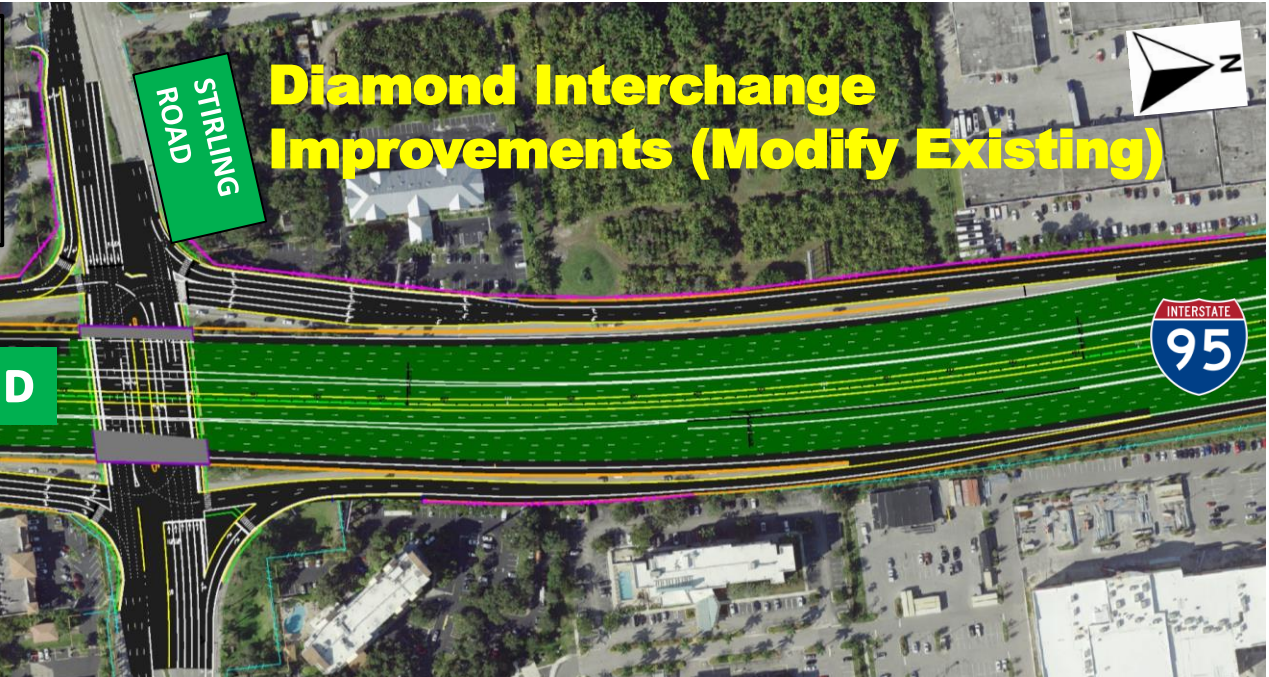
- Construct Flyover within the median for NB to WB Movement (eliminates one major movement)
- LOS C/D – AM and PM peaks
- Substantial ROW acquisition required
- Constructability challenges
- High-cost Solution



NB to WB Flyover (Median Alignment)

Alternatives - Stirling Road Interchange

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



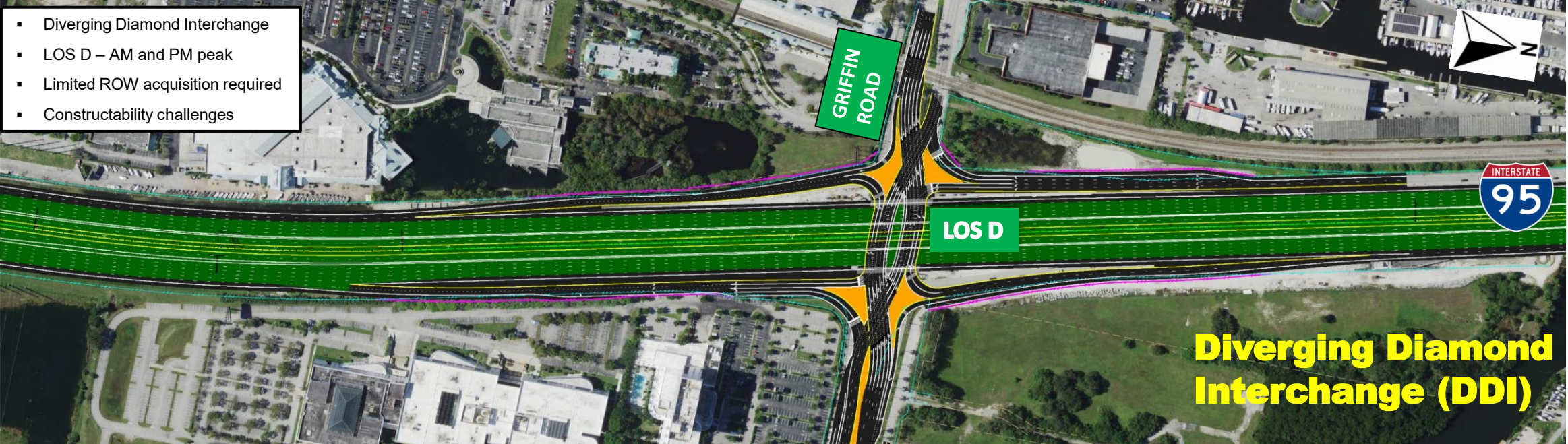
- Diverging Diamond Interchange
- LOS D – AM and PM peak
- Limited ROW acquisition required
- Constructability challenges

Alternatives - Griffin Road Interchange

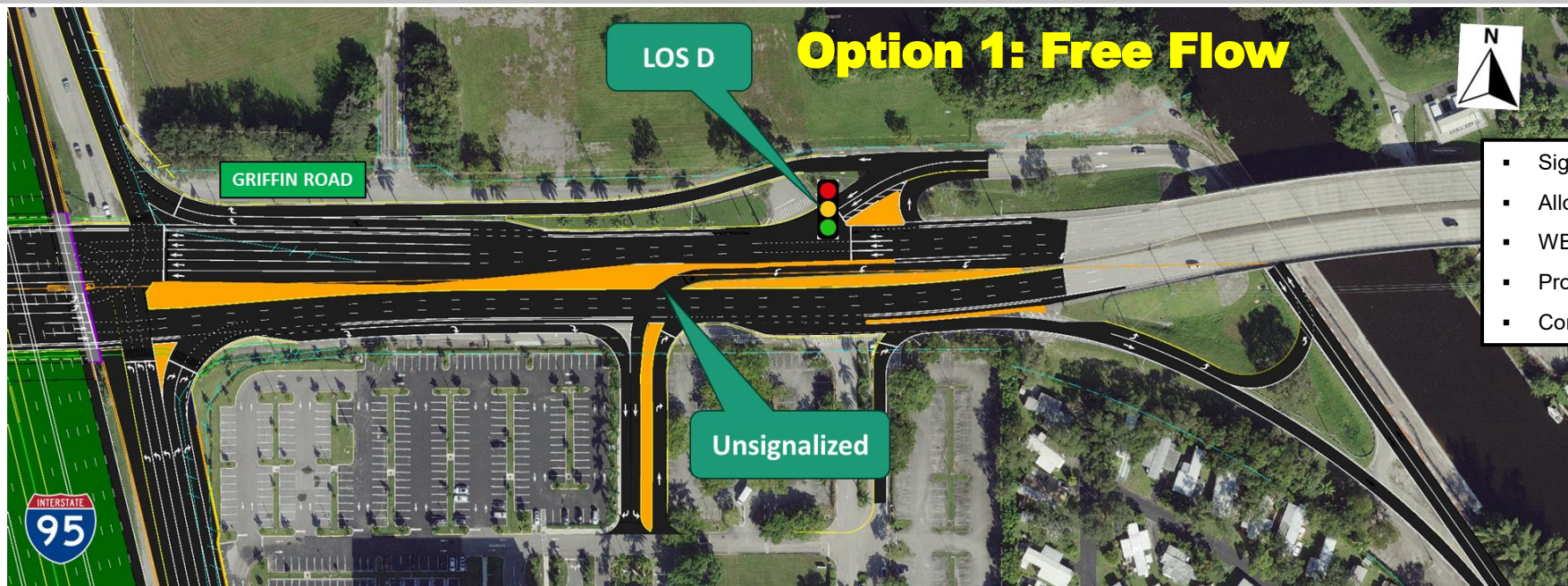
- Diamond Interchange with additional turn lanes at the terminal intersections
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- Diverging Diamond Interchange
- LOS D – AM and PM peak
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- Constructability challenges

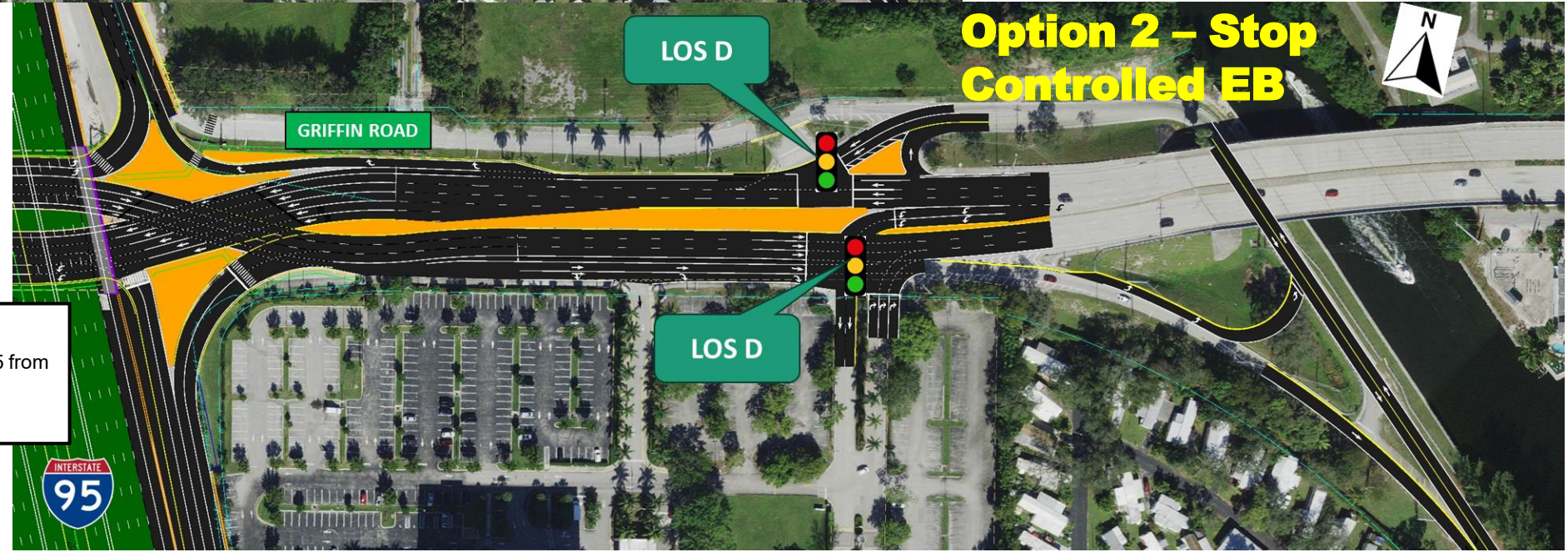


Alternatives - Griffin Road at Old Griffin Road Intersection



Option 1: Free Flow

- 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



Option 2 - Stop Controlled EB

- Signals in both directions (LOS D)
- Provides right turn lane to go northbound on I-95 from Griffin Road
- 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)

PD&E Study Milestone Schedule

Activity	2023				2024				2025				2026				2027
	Jan - March	April - June	July - Sept	Oct - Dec	Jan - March	April - June	July - Sept	Oct - Dec	Jan - March	April - June	July - Sept	Oct - Dec	Jan - March	April - June	July - Sept	Oct - Dec	Jan - March
Begin Study		★															
Data Collection		←→															
Hybrid Public Kick-off Meeting				★													
PAG Meeting #1					★												
Eng. & Env. Analysis			←→														
PAG Meeting #2									★								
Hybrid Public Alternatives Workshop												★					
PAG Meeting #3													★				
Draft Documentation										←→							
PAG Meeting #4														★			
Hybrid Public Hearing														★			
PD&E Study Approval - Location and Design Concept Acceptance (LDCA)																	★



We are here

Next Phases:
 Design (Partially Funded)
 Right of Way (Unfunded)
 Construction (Unfunded)

← Public Engagement →

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




Current/Upcoming Public Engagement


- ✓ **Broward TAC/CAC: August 2025**
- ✓ **Broward MPO: September 2025**
- ✓ Hybrid Public Alternatives Workshop
 - ✓ Virtual: October 29, 2025
 - ✓ In-Person: November 6, 2025
- ✓ Project Advisory Group Meeting #3: December 2025
- ✓ Project Advisory Group Meeting #4: March 2026
- ✓ Public Hearing: May 2026






FLHSMV 

Stop for School Buses | Stay Hands-Free in School Zones







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www.fdot.gov/projects/i95southbrowardpde