

I-95 ingress and egress is provided by single-lane ramps that cross over the southbound lanes of I-95 and connect with the Special Use Lanes located in the center of I-95.

E.1 Background

Broward Boulevard's elevation over I-95 creates vertical access challenges for transit users, bicyclists and pedestrians looking to connect with the transit services available in the Park-and-Ride and Transit Station area northwest and southwest of the interchange. As a result of these challenges and due to its location as the entryway to downtown Fort Lauderdale, this interchange has been the subject of a variety of studies including the City of Fort Lauderdale's Gateway Vision and FDOT's Broward Boulevard Transit Corridor Study. In 2010, the I-95 at Broward Boulevard Interchange Operational Analysis Report (IOAR) identified the need to improve the southbound exit ramp.

FDOT District Four completed a Corridor Traffic Analysis Report (CTAR) for the 95 Express Phase 3 project in November 2014. The CTAR demonstrated the engineering and operational acceptance of the proposed expansion of the I-95 express lanes system from Stirling Road in Broward County to Linton Boulevard in Palm Beach County.

The Interchange Master Plan (IMP) for Broward County which addressed the traffic and safety issues at the 16 interchanges along I-95, including the adjacent Sunrise Boulevard interchange, was completed in February 2016. Subsequently, an Interchange Concept Development Report (ICDR) was prepared to evaluate the specific issues associated with the current interchange configuration and a concept plan was developed to improve traffic operations at the Sunrise Boulevard interchange. The ICDR recommended improvements for the west ramp terminal intersection of Sunrise Boulevard, and did not include the Broward Boulevard Interchange because that was left to the future Project Development & Environment (PD&E) Study that is the subject of this I-95 at Broward Boulevard Systems Interchange Modification Report (SIMR).

Due to the potential impact of the Woodlawn Cemetery located on the southeast quadrant of the I-95 at Sunrise Boulevard interchange, the improvements for the Sunrise Boulevard Interchange were addressed for the west ramp terminal intersection only. The east side of the interchange would be included in the I-95 at Broward Boulevard interchange PD&E study for feasibility study only, and the west side of the interchange would advance directly to the design phase since the improvements identified in the ICDR did not require a PD&E study. The IOAR documenting the traffic analysis was completed for the I-95 at Sunrise Boulevard west ramp terminal and recommended design concepts to improve the operation of the I-95 southbound ramps and the ramp terminal on the west side of the interchange. The east ramp terminal intersection of I-95 at Sunrise Boulevard was addressed using a feasibility review technical memorandum as an off-shoot of the I-95 at Broward Boulevard PD&E Study. This Technical Memorandum is included as an **Appendix B** to this SIMR.

E.2 Purpose and Need

Following the safety, operational and engineering (SO&E) acceptability of the CTAR study, FDOT is currently implementing Phase 3 of the 95 Express Lanes continuing 29 miles north from Stirling Road in

Broward County to Linton Boulevard in Palm Beach County. The 95 Express Phase 3A project will convert the existing HOV lane to dual Express Lanes in each direction and modify the use of these lanes to include managed toll lanes. The resulting typical section becomes a 12-lane facility comprised of four General Purpose Lanes and two Special Use Lanes in each direction. Currently, single-lane HOV ramps from I-95 provide access to the Park-and-Ride lot located within the I-95 at Broward Boulevard interchange area. This Park-and-Ride lot includes parking spaces for Amtrak, Tri-Rail and general purpose, including car pools and 95 Express Bus. Access to the Park-and-Ride lots is provided via Broward Boulevard and HOV ramps from I-95 sometimes require drivers coming from the south to circulate through the northern parking areas. As a result of these challenges, improved connections between the I-95 Express Lanes and Broward Boulevard service interchange ramps, as well as the surrounding intermodal facilities, are desired and are the basis of the PD&E Study.

The primary purpose of the I-95 at Broward Boulevard PD&E Study is to improve traffic flow to and from I-95 and along Broward Boulevard; to improve connectivity between the 95 Express Lanes and Broward Boulevard; and to improve intermodal connectivity. Detailed purpose and need for the I-95 at Broward Boulevard Interchange PD&E Study is documented in **Section 1**. The primary need for this I-95 at Broward Boulevard PD&E Study is to enhance system linkage and modal interrelationships at the I-95 at Broward Boulevard interchange. Secondary purpose and need considerations include Capacity, Safety, Transportation Demand, Social Demands, Economic Development, and Emergency Evacuation.

This I-95 at Broward Boulevard Systems Interchange Modification Report (SIMR) documents the travel demand modeling, traffic forecasting, and operational analysis for the Build Alternative that includes proposed modifications as part of the I-95 at Broward Boulevard PD&E study and adjacent Sunrise Boulevard east ramp terminal intersection. Therefore, the purpose of the SIMR is to provide the required technical documentation for obtaining safety, operational and engineering (SO&E) acceptability of the proposed modifications.

E.3 Methodology

A Methodology Letter of Understanding (MLOU) was developed and approved by the Florida Department of Transportation (FDOT) District Four Interchange Review Committee (DIRC) and the FDOT Central Office in August 2018 for the I-95 at Broward Boulevard SIMR. This MLOU was a revision to the original I-95 at Broward Boulevard Interchange Modification Report (IMR) MLOU approved in February 2017. When the original IMR MLOU was developed, the I-95 at Broward Boulevard PD&E Study scope of work included a standalone Feasibility Study for the northbound ramp terminal intersection (east intersection) of the I-95 at Sunrise Boulevard interchange. This Feasibility Study was focused on determining operational improvements needed only at the Sunrise Boulevard east terminal ramp intersection and the recommendation was not expected to be part of the IMR. The recommendation from the Feasibility Study did not include any environmental impacts. Therefore, FDOT District Four decided to include the Sunrise Boulevard east ramp terminal improvements along with the original IMR SO&E request and reclassify the IAR to an SIMR. SIMR MLOU also incorporates changes to the Federal Highway Administration's (FHWA) Interstate Access Policy (dated May 22, 2017). Based on the revised FHWA policy changes, the IAR addresses following two policy points in the SIMR documentation and the remaining six of eight FHWA policy points to be addressed in the NEPA documentation: