

1 Project Overview

1.1 Introduction

The intent of this project is to address existing and short term operational conditions at the ramp terminal of SR 9 (I-95) and Griffin Road (SR 818). This Interchange Operational Analysis Report (IOAR) has been prepared to evaluate the impacts of signaling the I-95 northbound right-turn movement and adding a second northbound right-turn lane at the I-95 northbound off ramp at Griffin Road. The Florida Department of Transportation (FDOT), District 4 is the applicant seeking approval of this IOAR that presents the necessary documentation for such improvements. The proposed improvements are intended to address queue backups to the I-95 northbound off-ramp termini intersection that occur during the AM and PM peak periods.

In 2003 the state of Florida established the Strategic Intermodal System (SIS), which consists of high priority transportation facilities and services of statewide and interregional significance. These SIS facilities are critical to the movement of people and goods in Florida, and their function is considered to be vital to Florida's economic competitiveness.

I-95, which is a designated SIS facility, is a north-south roadway that links northern and southern limits of Florida. It is a vital thoroughfare that links multi-modal hubs to facilitate the safe and efficient movement of goods and people. The interchange of I-95 at Griffin Road is a heavily traveled location.

As additional development is realized in Broward County and traffic volumes in the area continue to increase, the I-95 at Griffin Road interchange requires operational improvements to allow it to operate acceptably. The Florida Department of Transportation (FDOT) District 4 evaluated traffic operations at the I-95 interchange at Griffin Road and assessed short-term alternatives for improving traffic operations.

Field reviews were conducted in July of 2016 to observe traffic operations at the interchange of I-95 and Griffin Road. Congestion was observed during both the AM and PM peak hour along Griffin Road, as well as the northbound exit ramp termini intersection. In addition, excessive vehicular delay was noticed for the westbound through movements on Griffin Road, as well as the northbound left and right-turn movement on the exit ramp.

The purpose of this Interchange Operational Analysis Report (IOAR) is to document the need for and feasibility of short term improvements. Preliminary engineering plans were developed to address operational deficiencies within the existing right-of-way to minimize impacts and costs. Conceptual design plans for the improvements are provided in this report for the project, along with a cost estimate and documentation of the benefits of the project. The concept developed throughout this report is to:

- ***Signalize the I-95 Northbound Right-Turn Movement and Add a Second Northbound Right-Turn Lane.*** By adding turn lanes and signaling the I-95

northbound off-ramp right-turn movement at Griffin Road, the improvements would decrease delay for motorists to reach Griffin Road and to ensure that queues not impact I-95 mainline operations.

1.2 Project Location

The interchange at I-95 and Griffin Road is located within the limits of the City of Dania Beach, located approximately 3.2 miles east of the Turnpike and 1.3 miles west of US 1. The intersection of Griffin Road and Old Griffin Road is approximately a quarter mile from the interchange. Griffin Road is an east-west arterial through Broward County. The project location map is depicted in **Figure 1**.

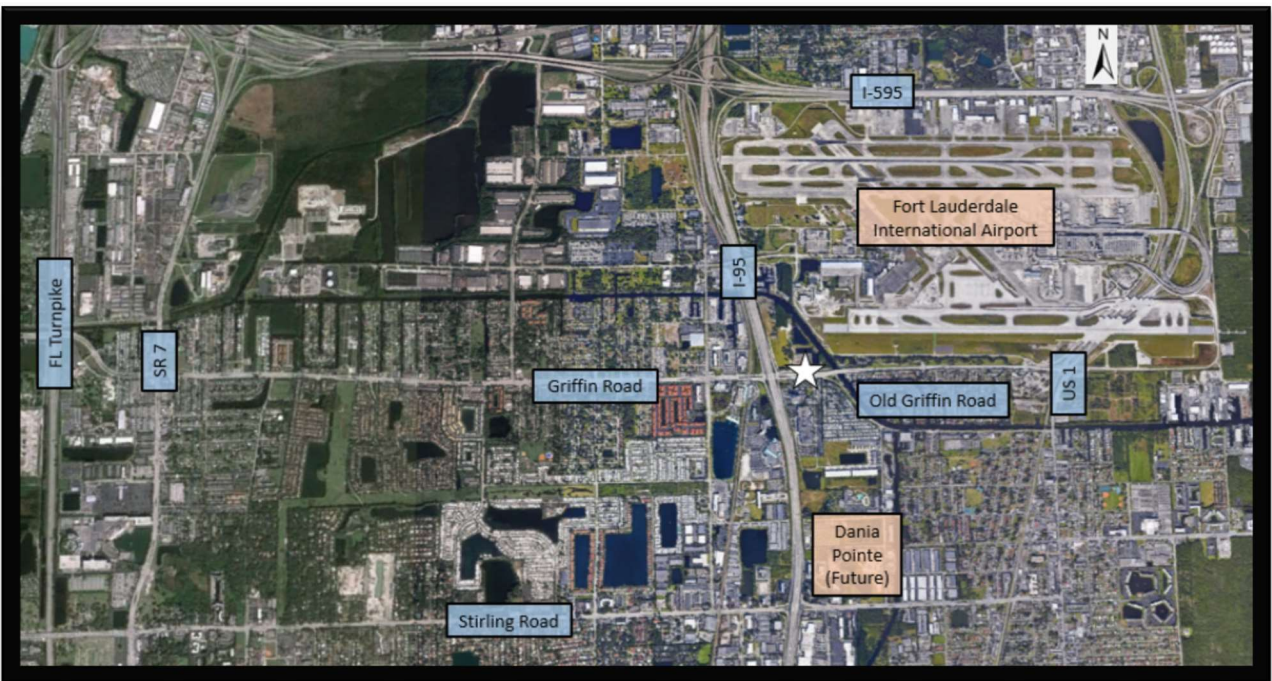


FIGURE 1 PROJECT LOCATION MAP

2 Methodology

2.1 Area of Influence

The IOAR study limits include the following road segment and project intersections, depicted in **Figure 1** Griffin Road from I-95 to Old Griffin Road including the intersection at I-95 northbound off ramp terminal and the intersection of Old Griffin Road and Griffin Road.