

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD

District: FDOT District 4

County: Broward County

ETDM Number: 14500

Financial Management Number: 439170-1-22-02

Federal-Aid Project Number: D421-105-B

Project Manager: Leslie Wetherell

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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

Leslie Wetherell, P.E.
Project Manager
Florida Department of Transportation
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309-3421
(954) 777-4438
Leslie.Wetherell@dot.state.fl.us

Prime Consulting Firm:
GFT Infrastructure, Inc.

Consulting Project Manager:
Aniruddha Gotmare, P.E.

This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 10/11/2022 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

Table of Contents

1. Project Information	2
1.1 Project Description	2
1.2 Purpose and Need	5
1.3 Planning Consistency	7
2. Environmental Analysis Summary	10
3. Social and Economic	11
3.1 Social	11
3.2 Economic	12
3.3 Land Use Changes	13
3.4 Mobility	13
3.5 Aesthetic Effects	13
3.6 Relocation Potential	13
3.7 Farmland Resources	16
4. Cultural Resources	17
4.1 Section 106 of the National Historic Preservation Act	17
4.2 Section 4(f) of the USDOT Act of 1966, as amended	20
4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965	21
4.4 Recreational Areas and Protected Lands	21
5. Natural Resources	22
5.1 Protected Species and Habitat	22
5.2 Wetlands and Other Surface Waters	24
5.3 Essential Fish Habitat (EFH)	25
5.4 Floodplains	25
5.5 Sole Source Aquifer	26
5.6 Water Resources	26
5.7 Aquatic Preserves	27
5.8 Outstanding Florida Waters	27
5.9 Wild and Scenic Rivers	27

5.10 Coastal Barrier Resources	27
6. Physical Resources	28
6.1 Highway Traffic Noise	28
6.2 Air Quality	33
6.3 Contamination	33
6.4 Utilities and Railroads	40
6.5 Construction	42
7. Engineering Analysis Support	44
8. Permits	45
9. Public Involvement	46
10. Commitments Summary	49
11. Technical Materials	50
Attachments	51

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Figure 1 - Project Location Map

I-95 (S.R. 9) PD&E Study
 FPID No. 439170-1-22-02
 ETDM: 14500
 Broward County, FL

Image Source: ESRI
 Image Date: 2024



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1. Project Information

1.1 Project Description

The project proposes to improve traffic operations at the existing interchanges and cross streets and enhance the managed lanes along I-95 (State Road (S.R. 9)) from the Miami-Dade/Broward County Line to north of Griffin Road. The I-95 project corridor is approximately 6.5 miles in Broward County, Florida. This project is within the City of Hallandale Beach, Town of Pembroke Park, City of Hollywood, and City of Dania Beach. The existing interchanges and cross streets that will be evaluated include Sheridan Street (S.R. 822), Stirling Road (S.R. 848), and Griffin Road (S.R. 818). Improvements to the bicycle and pedestrian accommodations along the cross streets were considered as part of the project. There is one navigable waterway crossing of the project corridor (Dania Cut Off Canal) and 19 existing bridges with the study limits.

I-95 is the primary north-south interstate facility that links numerous major cities along the Atlantic coast and is one of the most important transportation systems in southeast Florida. I-95 is part of the Florida Department of Transportation (FDOT) Strategic Intermodal System (SIS), the National Highway Freight Network, and is a designated evacuation route according to the Florida Division of Emergency Management and Broward County. The limited access facility connects major employment centers and residential areas within the South Florida tri-county area. In Broward County, I-95 is one of the several major expressways such as I-595, I-75, and the Florida's Turnpike.

I-95, within the study limits, is functionally classified as an Urban Principal Arterial Interstate and has a posted speed limit of 65 miles per hour. This segment consists of eight general use lanes (four in each direction) and the managed lanes vary between four (two in each direction) and two lanes (one in each direction). The access management classification for the I-95 study corridor is Class 1. There is a total of six existing interchanges within the study limits; however, only three interchanges in the northern section are proposed for improvements as part of this project. All three of these interchanges have a diamond configuration. The cross streets at the interchanges are all six lane divided facilities with varying functional classifications. Sheridan Street is classified as an Urban Principal Arterial Other to the west of the I-95 interchange, and to the east it is classified as an Urban Minor Arterial. Stirling Road is classified an Urban Minor Arterial. Griffin Road is classified as an Urban Principal Arterial Other.

Existing Bridges consist of the following:

BRIDGE NUMBER	LOCATION
860529	Hallandale Beach Boulevard
860531	Pembroke Road
860530	Hollywood Boulevard
860102	SB over Johnson Street
860202	NB over Johnson Street
860574	SB over C-10 / Hollywood Canal
860575	NB over C-10 / Hollywood Canal
860104	Taft Street
860576	SB over Sheridan Street
860577	NB over Sheridan Street
860578	C-10 Spur Canal

860579	SB over Stirling Road
860580	NB over Stirling Road
860554	SB over Griffin Road
860555	NB over Griffin Road
860109	SB over Dania Cut-Off Canal
860209	NB over Dania Cut-Off Canal
860546	SB CD over C-11 Dania Cut-Off Canal
860592	Griffin Road over Dania Cut-Off Canal

Preferred Alternative

Below is a summary of the various components of the preferred alternative.

I-95 at Sheridan Street Interchange

Diamond Interchange (Modify Existing) - This alternative consists of modifying the existing diamond interchange with additional turn lanes at the ramp terminal intersections. The proposed northbound and southbound off-ramps consist of triple left turns and dual right turns. Dual right turn lanes from eastbound on Sheridan Street to southbound I-95 and westbound Sheridan Street to northbound I-95 are also proposed. The proposed improvements are anticipated to produce Level-of-Service (LOS) E in the AM and PM peak hours for the design year 2050. However, outside of the peak hours, the interchange is anticipated to operate at LOS D or better. FDOT recommends a target LOS D or better for roadways in urban areas. Modifying the existing diamond allows for improving the operations of the interchange while minimizing right-of-way acquisition. The bus ramp connecting onto the I-95 southbound ramp will need to be modified due to changes in the profile. The southbound on-ramp to I-95 from Sheridan Street has a profile that is designed for 30mph. The bus access ramp will likely be designed for 25 mph.

I-95 at Stirling Road Interchange

Diverging Diamond Interchange (DDI) - This alternative consists of reconfiguring the existing diamond interchange to a Diverging Diamond Interchange (DDI). A DDI improves traffic flow and safety by temporarily shifting traffic to the left side of the road between freeway ramps, allowing for free-flowing, unhindered left turns onto the highway. This design significantly reduces conflict points compared to traditional intersections, enhancing safety while often serving higher traffic volumes at a lower cost. The proposed improvements are anticipated to produce LOS D (represents a condition of high-density but stable traffic flow) in the AM and PM peak hours for the design year 2050. Implementing the DDI allows for improving the operations of the interchange while minimizing right-of-way acquisition and provides higher reserve capacity than modifying the existing diamond interchange (Alternative A).

I-95 at Griffin Road Interchange

Diamond Interchange (Modify Existing) - This alternative consists of modifying the existing diamond interchange by adding turn lanes at the ramp terminal intersections. The proposed condition for the northbound off-ramp consists of triple left turns and dual right turns. The proposed southbound off-ramp consists of triple left turns and triple right turns. The proposed improvements are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050.

Modifying the existing diamond allows for improving the operations of the interchange while minimizing right-of-way acquisition.

Griffin Road at Old Griffin Road Intersection

Stop Controlled Eastbound - This alternative consists of maintaining signals for both the eastbound and westbound movements on Griffin Road at Old Griffin Road. The proposed signals are anticipated to produce LOS D in the AM and PM peak hours for the design year 2050. On the south side of the intersection, vehicles looking to go westbound on Griffin Road will turn right and loop around under the Griffin Road Bridge. This loop provides an option to go westbound on Griffin Road or to get on a slip ramp to go northbound onto I-95. Right-of-way acquisition for the intersection improvements is not needed. However, a corner clip of right-of-way is needed for the northbound on-ramp to I-95. Based on coordination with the City of Dania Beach, it was decided to remove the westbound right turn lane from Griffin Road to Old Griffin Road. This movement is reassigned by making a U-turn westbound on Griffin Road at Old Griffin Road. The City of Dania Beach supports maintaining the existing signal as they feel it is safer for vehicles entering and exiting from the property on the south side which provides access to Le Meridien Dania Beach and Design Center of the Americas (DCOTA).

I-95 Mainline Improvements

The mainline of I-95 is generally comprised of two express lanes, four to five general purpose lanes, and in some locations, up to two auxiliary lanes between interchanges in each direction. Although capacity improvements for the mainline are not the intent of the study, additional auxiliary lanes are proposed. In addition, elevated express lanes for exits and entrances were evaluated but were only found to be feasible at the following two locations based on geometric and operational constraints:

- 1) Southbound elevated express lane exit south of Pembroke Road
- 2) Northbound elevated express lane exit south of Sheridan Street

The proposed mainline improvements will require milling and overbuild in several areas to accommodate cross slope correction. Below is a summary of the various mainline improvements by segment.

I-95 between Ives Dairy Road to Hallandale Beach Boulevard (Section A) - Within this segment, there is no change in the typical section. The mainline will continue to operate with two express lanes and four general purpose lanes in each direction. There is also an express lane exit ramp in the median for the northbound direction. The two auxiliary lanes in the northbound direction and one in the southbound direction will also be maintained. No additional auxiliary lanes are proposed.

I-95 between Hallandale Beach Boulevard and Pembroke Road (Section B) - Within this segment, there is no proposed change in the lane configurations. However, the inside shoulder in the northbound direction is proposed to be widened from six-ft to 12-ft, which will shift the lanes by six-ft to the outside. To avoid increasing the mainline footprint, the additional six-ft outside widening is accounted for from the separation of the I-95 mainline and northbound on-ramp from Hallandale Beach Boulevard.

I-95 between Pembroke Road and Hollywood Boulevard (Section C) - Within this segment, there is no change in the lane configurations. However, the existing 16-ft between the express lanes and general lanes which accounts for the express lanes exit is proposed to be reduced to a three-ft separation with express lane marker. The remaining 13-ft gets accounted for in the inside shoulder. The express lane exit is proposed to be moved to the inside as a braid over I-95 further north.

I-95 between Hollywood Boulevard and Sheridan Street (Section D) - To accommodate an elevated express lane exit ramp from the median, the mainline consisting of two express lanes, four general purpose lanes, and one auxiliary lane is proposed to be widened by 36-ft to the outside in the northbound direction. In the southbound direction, the mainline is proposed to be widened by 12-ft to accommodate an additional auxiliary lane for a total of two auxiliary lanes. The median modification consists of a slight shift in the alignment to the east south of Sheridan Street.

I-95 between Sheridan Street and Stirling Road (Section E) - Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' (or do nothing alternative which consists of no improvements and just routine maintenance) condition. The proposed improvements consist of widening 12-ft to the outside in both directions to allow for an additional general-purpose lane in each direction.

I-95 between Stirling Road and Griffin Road (Section F) - Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' condition. The proposed improvements consist of widening 12-ft to the outside in both directions to allow for an additional general-purpose lane in each direction.

I-95 between Griffin Road and I-595 (Section G) - Within this segment, the mainline consists of two express lanes, four general purpose lanes, and one auxiliary lane in each direction in the 'No-Build' condition. There is also one auxiliary lane in the northbound direction. The proposed improvements consist of widening 12-ft to the outside in the northbound direction to allow for an additional general-purpose lane. In the southbound direction, the express lane buffer is proposed to be reduced from four-ft to 1.4-ft and the four general purpose lanes are proposed to be reduced from 12-ft wide lanes to 11-ft wide each. This provides for total savings of 6.4-ft in pavement width. This additional width, along with 4.4-ft of pavement widening to the outside is proposed to accommodate an additional 11-ft wide general-purpose lane in the southbound direction. This does require resetting the barrier in the southbound direction between the outside shoulder of the I-95 mainline and the inside shoulder of the adjacent I-95 southbound on-ramp. The inside shoulder of the ramp is also being reduced from 10.4-ft to six-ft. In the northbound direction, 12-ft widening to the outside is proposed to include an additional general-purpose lane.

Figure 2 attached, shows a schematic line diagram of the preferred alternative.

The Preliminary Engineering Report is included in the project file depicts the existing and proposed typical sections.

1.2 Purpose and Need

The purpose of the project is to improve traffic operations at the existing interchanges, cross streets, and managed lanes, address existing and future traffic demand, and enhance safety along S.R. 9/I-95 from Miami-Dade/Broward County Line to north of Griffin Road in Broward County, Florida. The project also addresses other modes of transportation.

Need

Traffic Demand (primary): The year 2021 Annual Average Daily Traffic (AADT) along the SR-9/I-95 project limits ranged between 265,00 vehicles and 286,000 vehicles. Based on the traffic projections prepared for the project, the projected 2050 AADT is estimated to be between 303,000 and 333,000 vehicles per day. The proposed improvements will address existing and future traffic demand through to the design year 2050.

Operational Deficiencies (primary): The I-95 project interchanges, ramp terminals, and cross streets within the study limits are over-saturated. Traffic analysis was conducted for each interchange as part of the FDOT District 4 Interchange Concept Development Report from 2016. According to the study, the following locations are operating at Level of Service (LOS) E or worse during existing conditions (year 2012/2013):

- Stirling Road: I-95 northbound ramp terminal intersection
- Sheridan Street: I-95 northbound ramp terminal intersection

The future analysis, which projected traffic demand to the year 2040, describes the following locations that are expected to operate at LOS E or worse:

- Sheridan Street: All I-95 ramp terminal intersections
- Stirling Road: I-95 Northbound ramp terminal intersection
- Griffin Road: All I-95 ramp terminal intersections
- I-95 southbound freeway segments within the study limits: Eight segments
- I-95 northbound freeway segments within the study limits: Four segments

Safety (primary): A historical crash evaluation of the I-95 study limits revealed a total of 5,716 crashes observed over a five-year period between 2018 and 2022. Seventeen (0.3%) of these crashes were fatal, 85 (1.5%) involved serious injuries and 1045 (18.3%) were coded as injury crashes. The Broward Countywide crash statistics indicate that fatal crashes experienced on the I-95 corridor approximately match the County average of 0.34% whereas serious injury and injury crashes experienced on I-95 exceed the County average of 1.22% and 6.36% respectively. The predominant crash types along the project corridor consisted of rear end at 53.9%, followed by sideswipes at 24.0% and fixed object crashes at 11.0%. The rear end crash types are higher than the Broward County statistic of 32.14%. Higher rear end crash types may be correlated to congestion. A review of FDOT's High Crash Locations indicates that multiple segments of the I-95 corridor experienced abnormally high crash rates in 2018, 2020, 2021 and 2022.

The Broward Metropolitan Planning Organization's (MPO's) Route to 2050 Metropolitan Transportation Plan (MTP) depicts the I-95 study limits as a top corridor for future safety studies due to its high severity index per mile of over 200. The results are similar for the interchange cross streets at Sheridan Street, Stirling Road, and Griffin Road. The severity index is a measure that looks at total crashes and crash severity and uses a weighted average (higher score for incapacitating and fatal crashes) to develop an index that ranks locations in terms of their importance for future safety analysis and improvements. The 2021 Florida Strategic Highway Safety Plan (FSHSP) has identified lane departure crashes as an emphasis area which is a high crash type along the project corridor. Pedestrians, bicyclists and intersections are another emphasis area, which applies to the interchange areas. The proposed improvements include operational improvements at the interchanges which are expected to alleviate crash patterns that are correlated to congestion. Improvements at the cross streets are anticipated to enhance bicycle and pedestrian accommodation, which may also alleviate crash patterns related to those modes.

I-95 and the study interchanges are designated evacuation routes according to the Florida Division of Emergency Management and Broward County. The proposed project improvements will address operational deficiencies which will help to improve travel time during evacuation events and emergency situations.

Other Modes of Transportation (secondary): I-95 is part of the SIS which is a high priority network of transportation facilities important to the State's economy and mobility. The corridor is a primary highway in the National Highway Freight Network. The truck factor varies but is approximately 9% within the I-95 study limits. The limited access corridor also

services several premium express transit routes for Broward County Transit and Miami-Dade County Department of Transportation and Public Works Metrobus system. All of the study interchange areas include sidewalks on both sides of the arterials passing underneath the I-95 bridges. Generally, there is a lack of dedicated bicycle facilities. The Broward MPO Master Plan (dated 2019) confirms the gaps in the existing bicycle network along the project interchange cross streets. This master plan proposes a bicycle facility project along Griffin Road and complete streets projects along Sheridan Street and Stirling Road.

The proposed improvements will address operational deficiencies at the interchanges and improve access to the managed lanes system which is expected to improve traffic flow along the I-95 corridor benefiting all users including freight and premium express bus transit. Improvements at the interchange ramp terminals and arterial cross streets are expected to benefit multiple modes such as vehicles, freight, transit, bicyclists and pedestrians.

1.3 Planning Consistency

The project is listed in the Broward Route to 2050 Metropolitan Transportation Plan (MTP) Cost Feasible Plan provided as an attachment. The project is planned to be segmented as following:

- 439170-3: I-95 from N. of SR 820/Hollywood to N. of SR 822/Sheridan St. (modify interchange)
- 439170-4: I-95 from N. of SR 822/Sheridan St. to N. of SR 848/Stirling Rd. (modify interchange)
- 439170-5: I-95 from N. of SR 848/Stirling Rd. to N. of SR 818/Griffin Rd. (modify interchange)
- 439170-6: I-95 from N. of SR 820/Hollywood Boulevard to N. of SR 818/Griffin Road (CD Roads and express lanes improvements)

Funding is shown for design phases -3, -4, -5, and -6.

The Transportation Improvement Program (TIP - FY 2026 - 2030 only reflects the -1 (PD&E Study phase) and -3 segment and is provided as an attachment along with the State Transportation Improvement Program (STIP). The TIP shows only funding for the design phase -3. The STIP shows design funds for all four segments.

The project is not funded for right-of-way or construction.

Segment Description: 439170-3: I-95 from N. of SR 820/Hollywood to N. of SR 822/Sheridan St. (modify interchange)

Currently Adopted LRTP-CFP	COMMENTS			
Currently Approved	\$	FY	COMMENTS	
PE (Final Design)				
TIP	N	8,010,000	2027	
STIP	Y	8,010,000	2027	
R/W				
TIP	N			The TIP needs to be updated to include -3 Segment.
STIP	N			Currently unfunded.
Construction				
TIP	N			The TIP needs to be updated to include -3 Segment.
STIP	N			Currently unfunded.

Segment Description: 439170-4: I-95 from N. of SR 822/Sheridan St. to N. of SR 848/Stirling Rd. (modify interchange)

Currently Adopted L RTP-CFP	COMMENTS			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	N			The TIP needs to be updated to include -4 Segment.
STIP	Y	8,010,000	>2029	
R/W				
TIP	N			The TIP needs to be updated to include -4 Segment.
STIP	N			Currently unfunded.
Construction				
TIP	N			The TIP needs to be updated to include -4 Segment.
STIP	N			Currently unfunded.

Segment Description: 439170-5: I-95 from N. of SR 848/Stirling Rd. to N. of SR 818/Griffin Rd. (modify interchange)

Currently Adopted L RTP-CFP	COMMENTS			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	N			The TIP needs to be updated to include -5 Segment.
STIP	Y	10,750,000	>2029	
R/W				
TIP	N			The TIP needs to be updated to include -5 Segment.
STIP	N			Currently unfunded.
Construction				
TIP	N			The TIP needs to be updated to include -5 Segment.
STIP	N			Currently unfunded.

Segment Description: 439170-6: I-95 from N. of SR 820/Hollywood Boulevard to N. of SR 818/Griffin Road (CD Roads and express lane improvements)

Currently Adopted L RTP-CFP	COMMENTS			
	Currently Approved	\$	FY	COMMENTS
				Currently, this segment is not in the Cost Feasible Plan (CFP). Coordination with Broward MPO needs to take place to include it in the CFP.
PE (Final Design)				
TIP	N			The TIP needs to be updated to include -6 Segment.
STIP	Y	10,010,000	>2029	
R/W				
TIP	N			The TIP needs to be updated to include -6 Segment.
STIP	N			Currently unfunded.
Construction				

TIP	N			The TIP needs to be updated to include -6 Segment.
STIP	N			Currently unfunded.

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2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

This project is located in southern Broward County within the incorporated Town of Pembroke Park and the Cities of Hallandale Beach, Hollywood, and Dania Beach. For this study, census block data (2022) from each of the incorporated areas was collected. The Sociocultural Effects (SCE) study area is comprised of an approximate 0.25-mile buffer around the corridor.

A summary of the population demographics for the incorporated Cities of Hallandale Beach, Hollywood, and Dania Beach and the Town of Pembroke Park is shown in **Table 1** below. The Sociocultural Data Report (SDR) in the project file provides additional information including County level demographics.

TABLE 1: Demographic Summary for the Incorporated Cities/Town

Category	Hallandale Beach	Pembroke Park	Hollywood	Dania Beach
Geographical Area	4.55 sq. miles	1.6 sq. miles	30.8 sq. miles	8.0 sq. miles
Total Population	41,202	6,240	152,650	11,534
Total Households	19,117	2,415	58,795	4,544
Age, Race and Ethnicity				
% Age 65+	22.8%	13.6%	15.7%	13.2%
% White	62.5%	27.3%	59.8%	60.8%
% Black or African American	19.1%	50.9%	18.2%	20.3%
% Other *	2.1%	2.3%	2.8%	2.7%
% Two or Three Races	12.9%	12.9%	13%	13.1%
% Hispanic/Latino Origin **	38.2%	34.1%	42%	30.3%
Educational Attainment				
School Enrollment (Ages 3+)	6,907	1,548	34,744	2,659
% Earned High School Graduate or Higher (Ages 25+)	87.1%	80.9%	88.2%	94.5%
% Earned Bachelor Degree or Higher (Ages 25+)	34.8%	19.9%	29.9%	20.8%
Employment Status and Work Commute				
% Employed (Ages 16+)	61.4%	64%	68.5%	67.4%
% Drive Alone to Work	74.9%	82.1%	75.4%	71%
% Use Public Transportation	0.9%	7.6%	1.8%	3.4%
Mean Travel Minutes to Work	32 minutes	37.3 minutes	29.7 minutes	28.4 mins
Household and Income				
Average Persons per Household	2.14	2.57	2.57	2.5
Median Value of Owner Occupied Units	\$230,300	Not available	\$296,000	\$316,460
Mean Household Income	\$56,912	\$40,260	\$56,912	\$82,000
% Household Income <50K	55.8%	67.7%	38.8%	51.4%

% Individuals Below Poverty	20.6%	27.5%	12.4%	12.9%
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.				

The surrounding community demographic is heavily comprised of minority populations. The FDOT conducted public outreach with local officials regarding the proposed improvements as well as meetings to discuss the proposed improvements with the public.

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, Hollywood Boulevard, Sheridan Street, Stirling Road, and Griffin Road). The proposed bridges are adjacent to the I-95 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.

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 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. The City of Hollywood and the City of Hallandale Beach have their own police and fire departments and they are located outside of the project's 0.25-mile radius. The Town of Pembroke Park and City of Dania Beach contract their police and fire rescue services through the Broward Sheriff's Office. Disruptions to emergency services are not anticipated with the preferred alternative to due maintained access.

Existing bus stops, bus routes, shuttle services, and Tri-Rail 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.

This project is consistent with the municipality's community goals/missions. There are no special community designations in the project corridor.

3.2 Economic

The preferred alternative supports economic development by improving mobility and reducing congestion. While occurring mostly within existing right of way, the preferred alternative requires the displacement of 14 households and four business relocations. There are also eight personal property relocations and one potential business relocation. Some tax revenue will be lost from the affected parcels. Access to businesses will be maintained during construction. No existing businesses will be bypassed as a result of the proposed improvements. The FDOT has coordinated with FDOT to minimize right-of-way impacts associated with impacting their tax base.

Broward County provides ride sharing transportation for people with disabilities, which complies with the complementary paratransit services provisions of the Americans with Disabilities Act (ADA) of 1990. The service does not have bus stops. Therefore, this service can find alternate routes if necessary. Due to this, the Paratransit Services are not anticipated to be affected by the construction of this project.

3.3 Land Use Changes

The land uses within the 500-foot buffer consists primarily of retail/office (20.34%), residential (15.93%), and public right-of-way (27.93%). The remaining land uses consist of less than 10% coverage each for industrial, centrally assessed, agricultural, recreation, public/semi-public, parcels with no land use value, vacant nonresidential, vacant residential and water. The future land uses surrounding the project corridor will continue to predominantly support commercial and residential without change. The improvements are expected to accommodate existing and proposed development. Other than land use associated with residential and business relocations, the project is not expected to result in land use changes or affect opportunities for growth.

According to the Broward County MPO, by 2050, the population in Broward County is estimated to reach approximately 2,270,735 million people. Therefore, higher travel demand is anticipated. This project will add additional capacity to improve mobility for the expected population increase

3.4 Mobility

I-95 is a limited access facility which connects major employment centers and residential areas within the South Florida tri-county area. The interchanges, which include Sheridan Street, Stirling Road, and Griffin Road, are arterial facilities connecting I-95 to the local communities. 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. Implementation of this project will not affect access to places of worship or schools along the project corridor. Pedestrian crosswalk access will be maintained during construction. Business parking impacts are anticipated.

3.5 Aesthetic Effects

The preferred alternative proposes two new bridges for exiting from the express lanes within the project limits. Aesthetic/visual impacts from the proposed bridges are limited as the majority of the structure is over I-95 although a portion will run along the side of I-95 in a new area that could then obstruct a previously unobstructed view. Existing landscaping will be impacted along the I-95 project corridor and at the interchanges. The FDOT will coordinate with the Cities of Hallandale Beach, Hollywood, and Dania Beach, 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.

3.6 Relocation Potential

The project improvements along the I-95 mainline are expected to require additional right-of-way as well as for the interchange improvements and drainage. Access to adjacent businesses and residences may be affected and/or modified temporarily as a result of the proposed improvements. Any relocations and encroachment into surrounding parcels will be

coordinated with impacted property owners. The Preferred Alternative involves the following:

- Affected Properties: 62
- Displaced Households: 14
- Business Relocations: 4
- Potential Displaced Households: 0
- Personal Property Relocations: 8
- Potential Business Relocations: 1

The Conceptual Stage Relocation Plan (CSRP) included as technical material provides details on the relocations.

The Right of Way Impacts Table is provided below:

Right of Way Impacts Table			
Parcel ID	Property Owner	Address	Approximate R/W Impact Area (SF)
1	MENA, SERGIO D	2922 CLEVELAND ST HOLLYWOOD FL 33020	251
2	SALAHUDDIN, WALI & ROVINA	1400 N 29 CT HOLLYWOOD FL 330202900	662
3	MANN, FREDERICK A	1410 N 29 CT HOLLYWOOD FL 33020	1,284
4	WATER GATE CONDOMINIUM ASSOC	N 28 AVE HOLLYWOOD FL 33020	2,200
5	WATERGATE CONDO ASSN INC	N 28 AVE HOLLYWOOD FL 33020	2,677
6	MARTINEZ, MARTHA S	1902 N 28 AVE HOLLYWOOD FL 33020	1,559
7	PRESTON, GAYLE H	1906 N 28 AVE HOLLYWOOD FL 330201804	973
8	RAMIREZ, JUAN M & BERMUDEZ, YUDISLEIDY	1910 N 28 AVE HOLLYWOOD FL 330201804	872
9	VERIA, MARY	1914 N 28 AVE HOLLYWOOD FL 33020	771
10	WEECH, SCOTT & SHEILA	1922 N 28 AVE HOLLYWOOD FL 330201804	270
11	IRIZARRY, CARMELA	2002 N 28 AVE HOLLYWOOD FL 330201806	168
12	VILLARROEL, PAULA CRUZ, RICHARD JOSEPH	2006 N 28 AVE HOLLYWOOD FL 33020	59
13	FRIMERMAN, HANA	2206 N 28 AVE HOLLYWOOD FL 330201810	7,002
14	NORTH 29TH FL PARTNERS LLC	1900-2300 N 29 AVE HOLLYWOOD FL 33021	19,394
15	ORIMA, FATIMA J & YVON P	2210 N 28 AVE HOLLYWOOD FL 33020	6,785
16	SIGNORELLI, ANNALISA H/E GAMBINO, GILBERT JR	2214 N 28 AVE HOLLYWOOD FL 33020	6,606
17	GONZALEZ, VISMEL CHAMIZO H/E SILVEIRA CARVALHO, KAROLINE	2218 N 28 AVE HOLLYWOOD FL 33020	6,466
18	AKKAQUI, BEATRIZ & KHALED	2222 N 28 AVE HOLLYWOOD FL 33020	6,365
19	ABCD FLORIDA RESI DE LLC	2302 N 28 AVE HOLLYWOOD FL 33020	6,301
20	FERRANS, RICARDO RIQUER, MARTHA	2306 N 28 AVE HOLLYWOOD FL 33020	6,276
21	KENNEDY, ALAN W GARCIA- SANCHEZ, AMANDA A	2310 N 28 AVE HOLLYWOOD FL 330201812	6,289
22	BAKARJIEV, WUDD & TANYA	2314 N 28 AVE HOLLYWOOD FL 33020	6,340

23	CARMODY,JOYCE A	2318 N 28 AVE HOLLYWOOD FL 33020	6,430
24	CSMA FT LLC FIRSTKEY MORTGAGE LLC	2322 N 28 AVE HOLLYWOOD FL 330201812	6,558
25	TANG,YONG ZHANG	2402 N 28 AVE HOLLYWOOD FL 33020	6,725
26	GONZALEZ,LAZARO	2406 N 28 AVE HOLLYWOOD FL 330201814	6,930
27	JONES 2410,LLC	2410 N 28 AVE HOLLYWOOD FL 33020	7,123
28	CITY OF HOLLYWOOD DEPT OF COMMUNITY & ECONOMIC DEV	2890 SHERIDAN ST HOLLYWOOD FL 33020	3,984
29	OAKWOOD PLAZA LP %KIMCO REALTY	3800 OAKWOOD BLVD HOLLYWOOD FL 33020	15
30	OAKWOOD PLAZA LP %KIMCO REALTY	4000 OAKWOOD BLVD HOLLYWOOD FL 33020	5,819
31	STIRLING HOTEL DANIA BEACH LTD	I95 DANIA BEACH FL 33004	1,333
32	KD DANIA BEACH LLC % KOLTER HOSPITALITY	105 NE 1 ST DELRAY BEACH, FL 33444	1,012
33	B & JCM PROPERTIES LLC	1900 STIRLING RD DANIA BEACH FL 33004	12,210
34	CF & A HILL FAMILY LTD	SW 19 CT DANIA BEACH FL 33004	182,306
35	TIGERTAIL INDUSTRIAL PARK LLC	1920-1958 TIGERTAIL BLVD DANIA BEACH FL 33004	7,529
36	DCOTA DEV CO LTD PRTRN %FORTRESS INVESTMENT GROUPS LLC	1855 GRIFFIN RD DANIA BEACH FL 33004	25
37	DCOTA DEVELOPMENT CO LP %FORTRESS INVESTMENT GROUPS LLC	1815-1855 GRIFFIN RD DANIA BEACH FL 33004	5,071
38	COHEN DANIA BEACH HOTEL LLC %FORTRESS INVESTMENT GROUP LLC	1825 GRIFFIN RD DANIA BEACH FL 33004	6,580
39	DERNIER MINUTE INTERESTS, LLC %BASS PRO OUTDOOR WORLD	300 GULFSTREAM WAY DANIA BEACH FL 33004	3,462
40	FLL AIRPORT LODGING LLC	GULFSTREAM WAY DANIA BEACH FL 33004	4,217
41	BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS	1880-1890 GRIFFIN RD DANIA BEACH FL 33004	9,484
42	CITY OF HOLLYWOOD DEPT OF COMMUNITY & ECONOMIC DEV	2933 TAFT ST HOLLYWOOD FL 33021	1,356
43	GIRALDO,GRACIELA VELEZ,MARIA SOFIA	1918 N 28 AVE HOLLYWOOD FL 330201804	378
44	ARSDA INVESTMENTS LLC	2790 STIRLING RD HOLLYWOOD FL 33020	33
45	TIGERTAIL INDUSTRIAL PARK LLC	1900-1908 TIGERTAIL BLVD DANIA BEACH FL 33004	148
46	CITY OF DANIA BEACH	GULF STREAM WAY DANIA BEACH FL 33004	206
47	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	N 29 AVE HOLLYWOOD FL 33020	55,101
48	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	SHERIDAN ST HOLLYWOOD FL 33020	2,981
49	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	N 29 AVE HOLLYWOOD FL 33020	2,381
50	2541 N 29 AVE LLC	2541 N 29 AVE HOLLYWOOD FL 33020	2,118
51	HOLLYWOOD LODGING INC	2601 N 29 AVE HOLLYWOOD FL 33020	2,398
52	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	2414 N 28 AVE HOLLYWOOD FL 33020	3,909

53	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	2801 SHERIDAN ST HOLLYWOOD FL 33020	20,400
54	CITY OF HOLLYWOOD DEPT OF COMMUNITY & ECONOMIC DEV	N 28 TER HOLLYWOOD FL 33020	9,500
55	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	SW Quadrant of Stirling Street	12,429
56	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	1900 STIRLING RD HOLLYWOOD FL 33020	28,156
57	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	1904 STIRLING RD DANIA BEACH FL 33004	89
58	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	I95 DANIA BEACH FL 33004	22,077
59	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	1150 STIRLING RD DANIA BEACH FL 33004	21,039
60	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	GRIFFIN RD DANIA BEACH FL 33315	86,150
61	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	GRIFFIN RD DANIA BEACH FL 33315	1,147
62	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	GRIFFIN RD DANIA BEACH FL 33315	8,881
Total Impacted Parcels:			62
Total Impacted Area:			647,260.0

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of [Miami-Fort Lauderdale Urban Area](#) with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO FDOT has determined that the proposed project will have No Adverse Effect on these resources.

Background research identified seven resource groups and three archaeological sites within the APE. The field survey was conducted in accordance with the approved Research Design and Survey Methodology. Archaeological survey methods included pedestrian survey throughout the APE and subsurface testing at intervals based on archaeological site potential throughout the APE. No archaeological materials were encountered during field survey of the APE.

The Oakwood site (8BD02121) is an archaeological site with a Glades period component and an indeterminate precontact component that overlaps the southern portion of the APE. The site has not been evaluated by the SHPO, but consultation with the Broward County Certified Local Government (CLG) revealed that 8BD02121 is a locally designated resource. Within the APE, subsurface testing was precluded by the presence of an inundated drainage feature and marked subsurface utilities. As the site extends beyond the APE, the District has insufficient information to evaluate **8BD02121 for listing in the National Register of Historic Places (NRHP)**.

The scope of work within the boundary of 8BD02121 is anticipated to be limited to the existing, disturbed right-of-way. No new ground disturbance is proposed at this location. Based on consultation with the Broward County CLG, any work outside of the existing FDOT right-of-way would require a Certificate to Dig (CTD) and further consultation with the County. If work is limited to the existing, disturbed ROW, the District recommends the proposed undertaking will have **no adverse effect on 8BD02121**. Additional consultation with the Broward County CLG and State Historic Preservation Office (SHPO) will be required if proposed work extends beyond the existing right-of-way.

The Stirling site (8BD02904) is an indeterminate precontact archaeological site that overlaps the central portion of the APE. The District plotted four STPs within and adjacent to the site boundary, but only one could be excavated due to the presence of existing pavement and concrete barriers. Marked subsurface utilities and existing pavement precluded the relocation or offsetting of the STPs. As the site extends beyond the APE, the District has **insufficient information to evaluate 8BD02904 for listing in the NRHP**.

The scope of work within the boundary of 8BD02904 is anticipated to be limited to the existing, disturbed ROW. No new ground disturbance is proposed at this location. The District recommends the proposed undertaking will have **no adverse effect on 8BD02904**. Should work outside the existing right-of-way be proposed or should the project design change in a manner that alters the undertaking's relationship with 8BD02904, it is recommended that the District reinstate consultation with the SHPO to assess effects to the resource.

The Old Griffin site (8BD02905) indeterminate precontact archaeological site that overlaps the northern portion of the APE. Within the APE, subsurface testing was precluded by the presence of a steep, artificial embankment and marked subsurface utilities. As the site extends beyond the APE, the District has **insufficient information to evaluate 8BD02905 for listing in the NRHP.**

The scope of work within the boundary of 8BD02905 is anticipated to be limited to the existing, disturbed right-of-way. No new ground disturbance is proposed at this location. The District recommends the proposed undertaking will have **no adverse effect on 8BD02905.** Should work outside the existing right-of-way be proposed or should the project design change in a manner that alters the undertaking's relationship with 8BD02905, it is recommended that the District reinstate consultation with the SHPO to assess effects to the resource.

The survey of the historical built environment resulted in the documentation of 12 historical resources, consisting of seven previously recorded resource groups (8BD03216, 8BD03221, 8BD04087, 8BD04227, 8BD04432, 8BD04649, and 8BD07583), one newly recorded resource group (8BD09445), and four newly recorded historical structures (8BD09441-8BD09444). The District recommends that resource groups **8BD03216 and 8BD03221 remain ineligible for listing in the NRHP**, and that newly recorded historical structures **8BD09441-8BD09444 are ineligible for listing in the NRHP.**

Florida East Coast Railway (8BD04087) is a previously recorded linear resource built circa 1869. Although the resource extends beyond the APE, the District recommends **8BD04087 remains eligible for listing in the NRHP.** The APE intersects only a very small portion of 8BD04087 at the far eastern end of the project limit along Stirling Road. No alterations to the railroad or the crossing are proposed. All work in this area is limited to the existing, disturbed right-of-way and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have **no adverse effect on 8BD04087.**

Seaboard Air Line (CSX) Railroad (8BD04649) is a previously recorded linear resource built circa 1927. Although the resource extends beyond the APE, the District recommends **8BD04649 remains eligible for listing in the NRHP.** 8BD04649 intersects the APE at the railroad's at-grade crossings with Griffin Road and Stirling Road, and the below-grade crossing with Sheridan Street. No alterations to the railroad or the crossings are proposed. All work in this area is limited to the existing, disturbed right-of-way and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD04649.**

Dixie Highway (8BD04227) is a previously recorded linear resource built circa 1922. Although the resource extends beyond the APE, the District recommends **8BD04227 remains eligible for listing in the NRHP.** The APE intersects only a very small portion of 8BD04227 at the far eastern end of the project limit along Sheridan Street. No alterations to Dixie Highway are proposed. All work in this area is limited to the existing, disturbed right-of-way and will not diminish the character defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD04227.**

Griffin Road (8BD04432) is a previously recorded linear resource built circa 1913. As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD04432 for listing in the NRHP.** The scope of work within the boundary of 8BD04432 consists of interchange, ingress, and egress improvements at the Griffin Road and I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet Americans with Disabilities Act (ADA) requirements, updating existing mast arm assemblies, replacing existing

signals, and removing and replacing existing signs and pavement markings. Within the APE, Griffin Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD04432**.

Stirling Road (8BD09445) is a newly recorded linear resource built circa 1949. As the resource extends beyond the APE, the District has **insufficient information to evaluate 8BD09445 for listing in the NRHP**. The scope of work within the boundary of 8BD09445 consists of interchange, ingress, and egress improvements at the Stirling Road and I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Stirling Road is a modernized transportation corridor. The proposed activities will not diminish the character defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD09445**.

Sheridan Street/SR 822 (8BD07583) is a newly recorded segment of a previously linear resource built circa 1957. As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD07583 for listing in the NRHP**. The scope of work within the boundary of 8BD07583 consists of interchange, ingress, and egress improvements at the Sheridan Street and I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Sheridan Street is a modernized transportation corridor. The proposed activities will not diminish the character defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have no adverse effect on **8BD07583**.

The District has determined that no historic properties will be affected by the proposed project. The SHPO concurrence letter dated Dec 27, 2023 and signed 01/25/24 is attached.

A CRAS addendum was conducted in which determined the following findings:

The survey of the historical built environment resulted in the documentation of thirteen historical resources, consisting of one previously recorded historic structure (8BD02562); six previously recorded resource groups (8BD03221, 8BD03216, 8BD04432, 8BD04649, and 8BD07583); four newly recorded structures (8BD10960, 8BD10961, 8BD10963, and 8BD10964); and two newly recorded resource groups (8BD10959 and 8BD10965). The FDOT determined that resource groups **8BD03216 and 8BD03221 remain ineligible for listing in the NRHP**, and that newly recorded historical structures **8BD10959, 8BD10960, 8BD10961, 8BD10963, and 8BD10964 are ineligible for listing in the NRHP**.

The Link Training Facility (8BD02562) is a previously recorded historical structure built circa 1942 and listed in the NRHP on May 20, 1998. The District recommends **8BD02562 remains eligible for listing in the NRHP**. The resource is in the ASA, and the APE is approximately 114 ft (35 m) west of the resource across W Perimeter Road. Project activities near the resource include construction of a Storm Management Facility (SMF) and associated drainage and maintenance areas. The resource was moved from its original location in 1998, and integrity of setting, association, and location are not contributing elements to the significance of 8BD02562. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD02562**.

Seaboard Air Line (CSX) Railroad (8BD04649) is a previously recorded linear resource built circa 1927. Resource 8BD04649 was determined eligible by SHPO on February 1, 2024. Although the resource extends beyond the APE, the District recommends **8BD04649 remains eligible for listing in the NRHP**. Resource 8BD04649 intersects the APE at the railroad's at-grade crossings with Griffin Road, Stirling Road, Taft Street, and the below-grade crossing with Sheridan Street. No alterations to the railroad or the crossings are proposed. All work in this area is limited to the existing, disturbed right-of-way and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD04649**.

Griffin Road (8BD04432) is a previously recorded linear resource built circa 1913. Determination of eligibility for Griffin Road beyond the boundaries of the APE is outside of the scope of this project and thus there is **insufficient information to evaluate the newly recorded segment of 8BD04432 for listing in the NRHP**. The scope of work within the boundary of 8BD04432 consists of SMF construction, including associated drainage and maintenance areas. Within the APE, Griffin Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD04432**.

Stirling Road (8BD09445) is a newly recorded linear resource built circa 1949. As the resource extends beyond the APE, the District has **insufficient information to evaluate 8BD09445 for listing in the NRHP**. The scope of work within the boundary of 8BD09445 consists of SMF construction, including associated drainage and maintenance areas. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD09445**.

Sheridan Street/S.R. 822 (8BD07583) is a newly recorded segment of a previously linear resource built circa 1957. As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD07583 for listing in the NRHP**. The scope of work within the boundary of 8BD07583 consists of SMF construction, including associated drainage and maintenance areas. The proposed activities will not diminish the character-defining qualities that may qualify 8BD07583 for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD07583**.

Taft Street (8BD10965) is a newly recorded linear resource constructed circa 1927. As the resource extends beyond the APE, the District has **insufficient information to evaluate the newly recorded segment of 8BD10965 for listing in the NRHP**. The scope within the boundary of 8BD10965 consists of SMF construction, including associated drainage and maintenance areas. The proposed activities will not diminish the character-defining qualities that may qualify the resource for inclusion in the NRHP. As such, the FDOT determined the proposed undertaking will have **no adverse effect on 8BD10965**.

The FDOT determined that the proposed undertaking should have **no adverse effect** on resources listed, eligible, or potentially eligible for listing in the NRHP and **no additional investigation** within the APE or ASA is necessary.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

There is one park Section 4(f) property where the recommended outcome is programmatic. Below is a summary of the property.

Charles F. Vollman Park, located at 2933 Taft Street, Hollywood, FL 33020

In 2026, the FDOT evaluated the preferred alternative in relation to the above Section 4(f) resource and "Programmatic" determination was made. Charles F. Vollman Park is located at the northwest corner of Taft Street, directly adjacent to I-95 in Hollywood, Florida. Under the Preferred Alternative, the project will require right-of-way, acquisition from the eastern edge of the park totaling approximately 4,356 square feet (0.10 acres). Of this total, approximately 1,307 square feet (0.03 acre) is associated with the proposed mechanically stabilized earth (MSE) retaining wall and roadway expansion, with the remaining area 3,049 square feet (0.07 acres) required for a maintenance easement related to the proposed bridge and roadway improvements.

The area of proposed acquisition consists of a narrow grassy strip with trees located adjacent to the roadway and does not contain designated park amenities. The affected area does not support active or passive recreation, trails, or programmed park facilities. The use will not result in the removal or relocation of recreational features, nor will it adversely affect public access, park operations, or the overall function of Charles F. Vollman Park.

Public access to park and recreational facilities, including parking areas, sidewalks, walking trails, and other amenities, will be maintained during construction and after project completion. Minor, short-term disruptions may occur due to construction and vegetation removal-; however, these effects will be temporary and will not substantially impair the activities, features, or attributes that qualify the park for protection under Section 4(f).

Coordination with the Official with Jurisdiction (OWJ) has taken place and the letter dated 02/19/26 is included as an attachment in the Section 4(f) evaluation.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

Based on evaluation of collected data and field reviews (project scientists conducted general species surveys on January 9-10, February 7, and December 13 and 19, 2024) in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended, and Chapters 5B-40 and 68A-27 of the F.A.C. and in accordance with the Protected Species and Habitat chapter of the FDOT PD&E Manual, the federally and state listed species discussed in **Table 2** and **Table 3** were observed or were determined to have the potential to occur within or adjacent to the project study area. An effect determination was made for each of these federally and state listed species based on an analysis of the potential impacts of the proposed project on each species. Species determined to have no probability of occurrence due to the lack of suitable habitat within the project study area will not be affected by the proposed project; therefore, the proposed project will have No Effect on these species, and they are not discussed or evaluated further. Supporting documentation is included in the Protected Species and Habitat section contained in the Natural Resources Evaluation (NRE) included in the project file.

Table 2: Federally Listed Species Impact Determinations

Project Effect Determination	Federally Listed Species
No Effect	BIRDS
	Everglade snail kite (<i>Rostrhamus sociabilis plumbeus</i>)
	REPTILES
	American crocodile (<i>Crocodylus acutus</i>)
May Affect, Not Likely to Adversely Affect	MAMMALS
	West Indian manatee (<i>Trichechus manatus latirostris</i>)
	Florida bonneted bat (<i>Eumops floridanus</i>)
	REPTILES
	Eastern indigo snake (<i>Drymarchon corais couperi</i>)

Table 3: State Listed Species Impact Determinations

Project Effect Determination	State Listed Species
No Effect Anticipated	BIRDS
	Least tern (<i>Sternula antillarum</i>)
No Adverse Effect Anticipated	REPTILES
	Gopher tortoise (<i>Gopherus polyphemus</i>)
	BIRDS
	Florida burrowing owl (<i>Athene cunicularia floridana</i>)
	Wood stork (<i>Mycteria americana</i>)

Non-Listed Species - The tricolored bat (*Perimyotis subflavus*) and the monarch butterfly (*Danaus plexippus*) are not currently listed under the Endangered Species Act; however, both species have been proposed for federal listing and are therefore evaluated in the NRE.

FDOT consulted with the USFWS on December 3, 2024, to discuss procedures that will be followed for FDOT projects in the preparation for potential ESA listing for the tricolored bat. Based on the Tricolored Bat Consultation Guidance (2025), the project will have "no effect" on the tricolored bat and no further action is required at this time. If the listing status of the tricolored bat is elevated by USFWS to threatened or endangered and the Preferred Alternative is located within the CA, FDOT will coordinate with the USFWS as necessary during the design and permitting phase of the project to determine the appropriate survey methodology.

The monarch butterfly was proposed for listing under the ESA by USFWS on December 12, 2024. Within North America, the monarch butterfly is a highly migratory species that typically winters in Mexico. As this species is currently proposed for listing, consultation is not required at this time. If the monarch butterfly is listed as threatened or endangered by USFWS and the Preferred Alternative impacts this species, FDOT will coordinate with the USFWS as necessary during the design and permitting phase of the project to determine the appropriate survey methodology.

Critical Habitat (CH)

West Indian Manatee (*Trichechus manatus*)

The West Indian manatee, listed as threatened and protected under the Marine Mammal Protection Act (MMPA), inhabits both marine and freshwater habitats and seeks warm-water refuges during the winter months. Although the project area is not located within its designated CA, it lies within a FWC slow-speed protection zone, including the Dania Cut-Off Canal and the Hollywood/C-10 Canal. USFWS-proposed CH for the species is present within the Dania Cut-Off Canal and overlaps portions of the proposed project footprint. During a field review, three manatees were observed within the Hollywood/C-10 Canal within the project study area. Because there will be no net loss in suitable habitat, the project is not anticipated to adversely affect the proposed CH for this species. FDOT will coordinate with the USFWS as necessary upon finalization of the West Indian manatee CH if the project falls within the designated area.

Species and Habitat Protection

During construction, temporary disruptions to foraging habitat may occur within roadside swales, stormwater ponds, and canal systems associated with the I-95 corridor and interchange improvements. However, no long-term adverse impacts to federally or state-listed species are anticipated. To ensure the protection of sensitive species and their habitats, specific commitments have been established for the Florida Bonneted Bat, West Indian Manatee, Monarch Butterfly, Tricolored Bat, and Eastern Indigo Snake. These commitments are detailed below:

1. As per the Florida bonneted bat consultation key, Best Management Practices (BMPs) are required and will be implemented.
2. The most recent version of United States Fish and Wildlife Service's (USFWS') Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction.
3. The USFWS and FWC Standard Manatee Construction Conditions for In-Water Work will be utilized during construction.

4. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area, FDOT will coordinate with the USFWS as necessary during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.

5. FDOT will coordinate with USFWS as necessary upon finalization of the West Indian manatee critical habitat if the Preferred Alternative falls within the designated area.

6. If the listing status of the tricolored bat is elevated by USFWS to threatened or endangered and the Preferred Alternative is located within the consultation area, FDOT will coordinate with the USFWS as necessary during the design and permitting phase of the project to determine the appropriate survey methodology.

Furthermore, BMPs will be implemented throughout the construction phase to mitigate surface water impacts and control sediment and erosion effectively. These measures will ensure the preservation of ecological integrity within the project area while adhering to environmental regulations and standards. In-water construction activities will be temporary and impacts to surface waters will be minimized through design avoidance measures, adherence to permit conditions, and implementation of construction BMPs.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

In accordance with the FDOT PD&E Manual, Executive Order 11990 (Protection of Wetlands), and applicable federal and state regulatory requirements (Section 404 of the Clean Water Act and Chapter 373, Florida Statutes), a wetland and surface water evaluation was conducted for the project. The objectives of this evaluation were to identify existing wetlands and surface waters, evaluate potential impacts to these resources, and assess the function and value of wetlands that could potentially be affected by the project.

Wetlands have very little coverage in the study area, while surface waters are primarily limited to roadside drainage canals and stormwater ponds. Multiple stormwater ponds are also located within 500 feet of the project area, including drainage ponds along the I-95 corridor and within the three project interchanges. Within the project footprint, two estuarine and marine wetlands are present east of I-95 adjacent to the Dania Cut-Off Canal and within Airport Greenbelt Park along Griffin Road. A freshwater emergent wetland is present south of Griffin Road adjacent to the Fort Lauderdale Airport Tri-Rail Station. Other Surface Waters (OSWs), including roadside swales and stormwater ponds, are located within or adjacent to the I-95 right-of-way as part of the existing surface water management system. Three canals (Hollywood/C-10 Canal, C-10 Spur Canal, and Dania Cut-Off Canal) are located within the proposed improvements. Numerous artificial ponds associated with residential communities and golf courses also occur adjacent to the project limits.

The proposed project is anticipated to impact approximately 0.15 acres of roadside swales, 0.91 acres of stormwater ponds, and 0.21 acres of named canals (0.13 acres of the Hollywood/C-10 Canal, 0.05 acres of the C-10 Spur Canal, and 0.03 acres of the Dania Cut-Off Canal). No impacts to jurisdictional wetlands are anticipated. Because jurisdictional wetlands will be avoided, no secondary or cumulative impacts to wetlands are anticipated. Supporting documentation is

included in the Wetland Evaluation section contained in the NRE as technical material.

Therefore, the proposed project will not result in significant adverse impacts to wetlands. No direct, secondary, or cumulative impacts to wetlands are anticipated, and the project is consistent with the FDOT PD&E Manual, Executive Order 11990 (Protection of Wetlands), Section 404 of the Clean Water Act, and Chapter 373, Florida Statutes.

5.3 Essential Fish Habitat (EFH)

EFH within the project area is limited to the Dania Cut-Off Canal. The project would result in approximately 0.03 acres of impacts to unconsolidated bottom substrate associated with roadway widening and bridge modifications over the canal. With avoidance and minimization measures, best management practices (BMPs), adverse effects to EFH are expected to be "minimal". Supporting documentation is included in the EFH section contained in the NRE included in the project file.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The project is located within Federal Emergency Management Agency (FEMA) Insurance Rate Maps (FIRMs) 12011C0558J, 12011C0566J, 12011C0568J and 12011C0731J. The project limits lie within flood zones AH, AE, and X. Generally, the I-95 corridor lies above the 100-year floodplain, while adjacent ponds and swales lie within the lower elevations of Zones AE/AH.

The project corridor has minimal encroachments to existing floodplains and this study presented mitigation alternatives that provide a net improvement to floodplain values. From the PD&E Manual Topic No. 650-000-001 *"Minimal encroachments on a floodplain occur when there is floodplain involvement but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts."*

A summary of floodplain encroachments is provided in the table below.

Summary of Floodplain Encroachments Table

Preferred Alternative	Total Cut (ac-ft)	Total Fill (ac-ft)	Net (ac-ft)
Basin 5	2.00	1.33	0.60
System 9	9.44	7.39	0.38
System 10	3.23	0.34	2.69
System 11	6.01	0.73	5.20
System 12	9.63	6.31	2.25
System 13	9.00	0.28	7.76
TOTAL	39.31	16.38	18.87

Cross drains within the project limits generally inlets to existing roadside dry detention swales. These cross drains have no direct impact to the existing floodplains. Cross Drains lengthening and further modifications will be determined as part of the stormwater management final design. The proposed roadway footprint encroaches into the ditch block in system 12 that outfalls to the C-10 Canal. The ditch block will be redesigned as part of the stormwater management final design.

Modifications to existing drainage structures included in this report will result in an insignificant change in their capacity to carry floodwater. These modifications will cause minimal increases in flood heights and flood limits which will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of modifications to existing drainage structures. Therefore, it has been determined that this encroachment is not significant.

5.5 Sole Source Aquifer

Biscayne Aquifer

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer. In accordance with the Sole Source Aquifer Program, authorized by Section 1424(e) of the Safe Drinking Water Act of 1974, the FDOT is requesting the U.S. Environmental Protection Agency's (EPA) concurrence that no adverse impacts to the Biscayne Aquifer.

Coordination with the USEPA has taken place and the letter dated 03/11/26 is included as an attachment.

5.6 Water Resources

The project will implement stormwater Best Management Practices (BMPs) to satisfy SFWMD regulatory criteria for treatment of pollutants related to transportation projects. New ponds will be constructed or existing wet retention ponds will be expanded/reconstructed to provide water quality and attenuation of roadway runoff. During construction, the project will be required to adhere to the Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) permit.

A Water Quality Impact Evaluation (WQIE) checklist (located in the project file) was performed for the project and the proposed stormwater facility design will meet, at a minimum, the water quantity requirements in Chapter 62-302, Florida Administrative Code (FAC). Therefore, it is anticipated that no adverse effects will occur to water quality within the project area, and that water quality within the project area is anticipated to improve due to the proposed stormwater treatment measures. Water quality impacts resulting from erosion and sedimentation during construction will be avoided and minimized in accordance with an FDEP NPDES Permit, including the preparation of a Stormwater Runoff Control Concept (SRCC); the latest edition of the FDOT Standard Specifications for Road and Bridge Construction; and through the use of BMPs including temporary erosion control features (e.g. turbidity barriers, silt fence) during construction. The proposed stormwater management system will be permitted by SFWMD prior to construction and operation. Additionally, a USACE 404 permit and SFWMD ERP are anticipated.

The study limits of this PD&E overlaps with a separate PD&E (FPID: 436903-1) which extends from south of Hallandale Beach Boulevard to north of Hollywood Boulevard within Basins 1 through 5. That PD&E was completed under the

previous stormwater quality criteria that were in place prior to the June 28, 2024 amendment. That criterion is volumetric water quality and requires the following:

- Wet detention treatment is calculated as the greatest between the first inch of runoff from the developed project, or the total runoff of 2.5 inches times the percentage of imperviousness.
- Dry detention requirements are calculated as 75 percent of the computed amount for wet detention.

The Pond Siting Report (located in the project file) was used to identify the best alternative ponds and swales outside of the existing I-95 right-of-way for each basin to meet SFWMD criteria. Based on the conceptual drainage design analysis, additional off site right-of-way acquisition will be required to comply with SFWMD standards and design criteria.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

A noise Study Report was prepared and is included in the project file.

Design year (2050) traffic noise levels for the preferred alternative will approach [i.e., within 1 dB(A)], meet, or exceed the NAC at 203 residences and seven special land use sites within the project limits within 12 NSAs. In accordance with FHWA and FDOT policies, the feasibility and reasonableness of noise barriers were considered for these impacted noise sensitive sites. The feasibility of noise barriers by NSA is presented in the table below.

Summary of Traffic Noise Impacts by Noise Study Area

Noise Study Area (NSA) Number	Representative Noise Receptor Site Designation	Noise Abatement Activity Category - Criteria	Impacted by Traffic Noise ?	Number of Residential Sites Impacted	Number of Special Land Uses Impacted (Receptor Sites)?	Noise Barriers Potentially Feasible?	Common Noise Environment (CNE) ID / Noise Barrier Analysis Section
Noise Study Segment Number 1 (North of Ives Dairy Road to Hallandale Beach Boulevard) / Noise Study Areas - NSA 1W through NSA 4E							
NSA 1 W (Special Land Use)	Ives Estates Park - West of I-95 between Ives Dairy Road and Miami-Dade/Broward County Line	Recreational NAC C - 66 dB(A)	YES	---	1 (12)	YES	CNE 1-W / Section 4.1.1
NSA 2W (Residential)	Park Lake Estates and Green Acres Village - West of I-95 between Miami-Dade/Broward County Line and South of Hallandale Beach Boulevard	Residential NAC B - 66 dB(A)	NO	0	---	---	---

NSA 3W (Residential)	Green Acres Village and Holiday Mobile Estates - South of Hallandale Beach Boulevard and West of I-95	Residential NAC B - 66 dB(A)	YES	3	---	YES (Possibly Insufficient Right-of-Way Along Hallandale Beach Boulevard to Construct Noise Barrier at this Location)	CNE 2-W / Section 4.1.2
NSA 4E (Residential)	Highland Lakes, Highland Gardens, Ro-Len Lake Gardens, Lakeside Estates, Parkside Manor - East of I-95 between Ives Dairy Road and Hallandale Beach Boulevard	Residential NAC B - 66 dB(A)	YES	59	---	YES (Replacement Noise Barriers)	CNE 3-E / Section 4.1.3
Noise Study Segment Number 2 (Hallandale Beach Boulevard and Pembroke Road) / Noise Study Areas - NSA 5W through NSA 9E							
NSA 5W (Residential)	Lakeshore and Bamboo Mobile Home Parks - West of I-95 and North of Hallandale Beach Boulevard	Residential NAC B - 66 dB(A)	NO	0	---	---	---
NSA 6E (Special Land Use)	Best Western Hotel Pool - East of I-95 and North of Hallandale Beach Boulevard	Sensitive Commercial NAC E - 71 dB(A)	NO	---	0	---	---
NSA 7E (Special Land Use)	Lanier James Education Center - East of I-95	Recreational (Sports Fields) NAC C - 66 dB(A)	YES	---	1 (6)	YES	CNE 4-E / Section 4.2.1
	and South of Pembroke Road	Institutional Interior NAC D - 51 dB(A)	NO	---	0	---	---
NSA 8E (Residential)	Johnson Apartments, Meekins Addition No.1, and Carver Heights - East of I-95 and South of Pembroke Road	Residential NAC B - 66 dB(A)	YES	3	---	YES	CNE 5-E / Section 4.2.2
NSA 9E (Special Land Use)	Choices Children's Academy Playground - East of I-95 and South of Pembroke Road	Recreational NAC C - 66 dB(A)	YES	---	1 (4)	YES	CNE 6-E / Section 4.2.3
Noise Study Segment Number 3 (Pembroke Road to Hollywood Boulevard) / Noise Study Areas - NSA 10W through NSA 17E							
NSA 10W (Special Land Use)	Orangebrook Golf & Country Club - West of I-95 between Pembroke Road and Hollywood Boulevard	Recreational NAC C - 66 dB(A)	YES	---	1 (2)	YES	CNE 7-W / Section 4.3.1

NSA 11W (Special Land Use)	Hollywood Jaycee Hall - West of I-95 and South of Hollywood Boulevard	Outdoor Use Area NAC C - 66 dB(A)	NO	---	0	---	---
		Institutional Interior NAC D - 51 dB(A)	NO	---	0	---	---
NSA 12W (Residential)	Central Golf Section of Hollywood Subdivision - West of I-95 and South of Hollywood Boulevard	Residential NAC B - 66 dB(A)	YES	2	---	NO - An Effective Noise Barrier Would Block the Driveway Used to Access the Property (Not Feasible)	---
NSA 13E (Special Land Use)	McNichol Middle School - East of I-95 and North of Pembroke Road	Outdoor Use Area NAC C - 66 dB(A)	NO	---	0	---	---
		Institutional Interior NAC D - 51 dB(A)	NO	---		---	---
NSA 14E (Residential)	South Hollywood, Bermack Heights, The Town Colony Condominiums, Jaxon Heights, and Hollywood Little Ranches South - East of I-95 between Pembroke Road and Hollywood Boulevard	Residential NAC B - 66 dB(A)	YES	111	---	YES (Replacement Noise Barriers)	CNE 8-E / Section 4.3.2
NSA 15E (Special Land Use)	The Kiddie Kollege of Hollywood Playground - East of I-95 and South of Hollywood Boulevard	Recreational NAC C - 66 dB(A)	NO	---	0	---	---
NSA 16E (Special Land Use)	St. John's Lutheran Church Playground - East of I-95 and South of Hollywood Boulevard	Recreational NAC C - 66 dB(A)	YES	---	1 (3)	YES	CNE 8-E / Section 4.3.2
NSA 17E (Special Land Use)	Stratford's Bar and Grill (Outdoor Seating) - East of I-95 and South of Hollywood Boulevard	Sensitive Commercial NAC E - 71 dB(A)	NO	---	0	---	---
Noise Study Segment Number 4 (Hollywood Boulevard to North of Johnston Street) / Noise Study Areas - NSA 18W through NSA 22E							
NSA 18W (Special Land Use)	Lions Park - West of I-95 and North of Hollywood Boulevard	Recreational NAC C - 66 dB(A)	YES	---	1 (1)	NO - An Effective Noise Barrier Would Block the Driveway Used to Access the Property (Not Feasible)	---

	Stan Goldman Park and Hollywood Dog Park - West of I-95 and North of Hollywood Boulevard	Recreational NAC C - 66 dB(A)	YES	---	1 (3)	YES	CNE 9-W / Section 4.4.1
NSA 19W (Residential)	Orangebrook Golf Estates and Lakeview Heights - West of I-95 and North of Hollywood Boulevard	Residential NAC B - 66 dB(A)	NO	0	---	---	---
NSA 20W (Special Land Use)	Knights of Columbus - West of I-95 and South of Johnston Street	Institutional Interior NAC D - 51 dB(A)	NO	---	0	---	---
NSA 21E (Special Land Uses and Residential)	Cliff's Restaurant (Outdoor Seating) - East of I-95 and North of Hollywood Boulevard	Sensitive Commercial NAC E - 71 dB(A)	NO	---	0	---	---
	Orangebrook Village - East of I-95 and North of Hollywood Boulevard	Residential NAC B - 66 dB(A)	NO	0	---	---	---
	Broward Shrine Club Outdoor Seating - East of I-95 and North of Hollywood Boulevard	Institutional NAC C - 66 dB(A)	NO	---	0	---	---
	Sha'arel Bina School - East of I-95 and North of Hollywood Boulevard	Institutional Interior NAC D - 51 dB(A)	NO	---	0	---	---
NSA 22E (Residential)	Hollywood Little Ranches (North of Hollywood Boulevard)	Residential NAC B - 66 dB(A)	YES	25	---	YES (Replacement Noise Barriers)	CNE 10-E / Section 4.4.2
Total Number of Residential Sites Equal to or Greater than the Noise Abatement Criteria (NAC) of 66 dB(A)				203	---	---	---
Total Number of Non-Residential / Special Land Use Sites Equal to or Greater than the Noise Abatement Criteria (NAC)				---	7	---	---

Noise barriers were not considered a feasible abatement measure at two of the 12 impacted NSAs [i.e., 12W and 18W (Lions Park)] 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 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, a special land use site, located west of I-95 and north of Hollywood Boulevard.

Noise barriers were evaluated for 201 of 203 residences and for five of the special land use sites [i.e., NSAs 1W, 7E, 9E, 10W, and 18W (Stan Goldman Park)] that approach, meet, or exceed the NAC. Thirteen separate CNEs were used to assess noise barriers at these locations (i.e., CNE 1-W through CNE 13-W). The results of the noise barrier analysis for each of these CNEs are summarized in the table below. Of the 13 CNEs presented in the table, noise barriers are recommended for further consideration during the project's design phase and for public input at eight locations (CNEs 2-W, 3-E, 5-E, 8-E, 10-E, 11-W, 12-E, and 13-W). Noise barriers are not recommended for further consideration at five locations (CNEs 1-W, 4-E, 6-E, 7-W, and 9-W). The locations and limits of the noise barriers (both recommended and not recommended) are depicted in Figure 3.2 in Appendix C of the Noise Study Report and in the **Noise Barrier Evaluation Summary and Recommendations** table provided as an attachment.

Noise barriers at one (i.e., CNE 2-W) of the eight 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 \$64,000 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 \$304,000. Noise barriers at six of the eight CNEs where noise barriers have been recommended for further consideration represent replacement noise barrier systems (i.e., CNEs 3-E, 8-E, 10-E, 11-W, 12-E, and 13-W). 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 benefited residence. Since these are replacement noise barriers, the reasonable cost criteria of equal to or less than \$64,000 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 174 residences including 165 of the 195 impacted residences within these areas. In addition, the recommended noise barrier system for CNE 8-E would provide an average of 5.6 dB(A) of 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 \$4,145,400. 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, an engineering constructability review is conducted to confirm that the noise barrier is feasible, and support for a noise barrier 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 five CNEs that represent non-residential/special land use sites (i.e., CNEs 1-W, 4-E, 6-E, 7-W, and 9-W). The usage of the special land use sites was less than required to be cost reasonable. Although noise barriers are not recommended for further consideration at these impacted special land uses, two of the five CNEs (i.e., 4-E and 6-E) would receive incidental benefit from the recommended noise barrier system for CNE 5-E. CNE 5-E would provide an average of 6.9 dB(A) of incidental benefit to CNE 4-E representing a basketball court and a playground associated with Lanier James Education Center and 3.0 dB(A) to CNE 6-E representing a playground associated with Choices Children's Academy.

Based on the noise analysis performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at 35 of the 203 impacted residences or at six of the 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.

Commitments regarding the exact abatement measure locations, heights, and type (or approved alternatives) will be made during project reevaluation and at a time before the construction advertisement is approved.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to **improve** the Level of Service (LOS) and **reduce** delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

An Air Quality Technical Memorandum was prepared and is in the project file. Based on the results from the FDOT screening model, the highest project-related CO one-hour and eight-hour levels are not predicted to meet or exceed the one-hour or eight-hour NAAQS for this pollutant with either the No-Build or Preferred Alternatives. As such, the project passes the screening model.

The Air Quality Technical Memorandum is included in the project file.

6.3 Contamination

A total of 72 sites were investigated for facilities or operations that may present the potential for finding petroleum contamination or hazardous materials and therefore may impact the proposed improvements for this project. Of the 72 sites investigated, the following risk ratings have been applied: **6 High Risk rating sites, 16 Medium Risk rating sites, 41 Low Risk rating sites, and 9 No Risk rating sites** for potential contamination concerns. A summary of the sites is provided in the table below. A Contamination Screening Evaluation Report (CSER) was prepared and included in the project file.

TABLE: POTENTIAL CONTAMINATION SITES

Facility Location Number	Facility Name	Facility Address/ Location	Facility ID	Facility Type	Parcel Distance to ROW (feet)	Remediation Status	Risk Rating
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1	Fort Lauderdale-Hollywood International Airport (FLL)	1410-1470 Lee Wagener Blvd, Unincorporated	8622507, SQG_12204, SQG_1103, FLD984239764, FLD982155244, 8628476, FLR000002907, SQG_5474, FLD984171652, 8732767 / 8622390, FLD981868789, 8622383 / 8732765, FLD984184523, FLD984248922, 9100276, 9813940, 9100730, 9819298, FL0000283168, 8625876, 8733095, 8628153, 8501745, 8501579	UST, SQG, AST, LUST, LAST, Emergency Response Spill Site	0	Various	High
2	Lauderdale Small Boat Club	1740 SW 42nd St, Fort Lauderdale	FLR000232371	VSQG	15	None	Low
3	Nextran Truck Centers (formerly, 4300 Ravenswood LLC, Environmental Waste Systems, State Paving Corporation)	4300 Ravenswood Rd, Dania Beach	8622379	UST, LUST	170	Ongoing	Medium
4	Nautical Ventures Marine Center (formerly, Bonnie's Ravenswood Marina)	4470 Ravenswood Rd, Fort Lauderdale	FLR000055442, 8733225, ERIC_10226	AST, CESQG, CERCLA Superfund Site	200	No Further Action	Medium
5	HCB Test & Yacht Center (formerly, Thunderboat Marina)	2051 Griffin Rd, Fort Lauderdale	8502700, FL0000999789	CESQG, LUST	0	Cleanup Not Required	Low
6	S And H Auto Care and Sales Inc	4741 Ravenswood Rd, Fort Lauderdale	SQG_5565	VSQG	120	None	Low
7	Giant #134 DBA Mobil (formerly, Citgo - Farmers #101, Phillips 66-Farmers #1)	2109 Griffin Rd, Fort Lauderdale	8944565	UST, LUST	130	No Further Action	Medium
8	Dunkin' Donuts LLC (formerly, Gulf Station)	2091 Griffin Rd, Fort Lauderdale	9806500	UST, LUST	0	No Further Action	Low
9	Chevron - 2080 Griffin Holdings LLC (formerly, Amoco Griffin Mini Mart, Olympic Minimart)	2080 Griffin Rd, Fort Lauderdale	8943751	UST, LUST	0	SRCO	Medium

10	Humane Society of Broward County (formerly, Lightning Marine Inc)	2070 Griffin Rd, Fort Lauderdale	FL0000997254, SQG_8348, 8731740	VSQG, UST	0	None	Low
11	FDOT Stormwater Retention Area (formerly, Studiale Property)	1901 Griffin Rd / I-95 SB Exit Ramp and Griffin Rd, Dania Beach	9200241, 9809061	UST, Emergency Response Spill Site	0	None / SRCO	Low
12	Courtyard by Marriott, International Game Fish Association, and Bass Pro Outdoor World, Divers Direct (formerly, Holiday Divers) (all formerly Lindsley Lumber, Tigertail Quarries, Inc.)	200, 300, 400 Gulf Stream Way, 1940 Griffin Road, 1905 Tigertail Blvd, Dania Beach	ERIC_6252, COM_54408, 9046724, 9046329, 9047475, FLD982127417, SQG_11001, FLR000049734, 9700336	LUST, UST, CERCLA Superfund Site, SQG	0	Case closure due to redevelopment and reports of no further actionable contamination	High
13	Le Meridien Parking lot (Northwest) (formerly, Texaco Station #24-021-1312)	1895, 1801 Griffin Rd, Dania Beach	8502017, FLD984173047	UST, LUST, SQG	0	SRCO	Low
14	Le Meridien Dania Beach at Fort Lauderdale Airport (formerly, Wyndham, Sheraton)	1825 Griffin Rd, Dania Beach	9700959	AST, UST	0	None	Low
15	Design Center of the Americas	1855 Griffin Rd, Dania Beach	9100136	UST	0	None	Low
16	FDOT Right-of-Way	I-95 NB & Griffin Rd, Dania Beach	9808385	Emergency Response Spill Site	0	SRCO	No
17	Dania Pointe (formerly, Boomers!, Malibu Grand Prix/Arcade Gaming)	101 Bryan Rd (formerly, 1801 NW 1st Street), Dania Beach	8839733, BF060801000	AST, UST, LUST, Brownfield Area	0	SRCO, Brownfield Area	Low
18	Taco Bell (formerly, Atlantis the Water Kingdom)	2700 Stirling Rd, Hollywood	8732109	UST, LUST, AST	0	No Further Action	Low
19	Mobil Station-Oakwood (formerly, Exxon Co USA #45379)	2780 Stirling Rd, Hollywood	FLD984196105, 8622441	UST, LUST, CESQG	0	No Further Action	Medium
20	FDOT Right-of-Way (formerly Chevron #47265 - Shannehan's)	1881 Stirling Rd, Dania Beach	8502619	UST, LUST	0	No Further Action	Low
21	Las Vegas Cuban Cuisine (formerly, Shell Oil Company)	2810 (formerly, 2800) Stirling Rd, Hollywood	FLD984185751, 8502161	SQG, UST, LUST	0	SRCR	Low

22	FDOT Right-of-Way	I-95 & Stirling Rd SB, Hollywood	9820116	Emergency Response Spill Site	0	No Further Action	No
23	FDOT Right-of-Way (formerly, Texaco #240210911)	1904 Stirling Rd, Dania Beach	FLD 984172825, 8501586	SQG, UST, LUST	0	None	Low
24	Aarons Window Treatments Inc and SiteSurv USA (formerly, Pro Quality Collision, JKL Transmission Parts Inc, Quality Aircraft & Engines Inc)	185 SW 20th Way Ste S4, Dania Beach	FLD 982101602	CESQG	250	None	Low
25	Flooring King and Boat and RV Storage (formerly, Trust No. Bm-1)	5950 Ravenswood Rd, Fort Lauderdale	8628175	UST, LUST	0	No Further Action	Low
26	K1 Speed (formerly, Stirling Rd. Concrete Batch Plant)	2950 (formerly, 2920) Stirling Rd, Hollywood	8627780, AIR_0110018	AST	0	None	No
27	Stirling Logistics Center (formerly, Gold Coast Crane Inc, Liquid Carbonic Corporation, Praxair Distribution, Inc.)	2910 Stirling Rd; 4450 N 29th Ave, Hollywood	FLD045464377, ERIC_10245, 8841174, SQG_10911, 8622411	CESQG, CERCLA Superfund Site, VSQG, AST, UST	0	CERCLA Low Priority, yearly groundwater monitoring	High
28	QC Laboratories Inc, QC Metallurgical Inc, (formerly, Certified Aircraft Parts)	2870 Stirling Rd, Hollywood	FLR000110551, FLD982103467, ERIC_10221, SQG_9745	CESQG, VSQG	0	SRCO Without Controls	Low
29	BJs Wholesale Club #109	4000 Oakwood Blvd, Hollywood	9816453, FLR000142299, SQG_10321	SQG	0	None	Low
30	Carvana Hollywood (formerly, Scozak Realty Inc., Penn Dutch Meats)	3950 N 28th Ter, Hollywood	9046686	LUST	50	NREQ	Medium
31	Toyota Nationwide Lift Trucks, Inc. (formerly, Nationwide Lift Trucks Inc)	3900 N 28th Ter, Hollywood	8942718, SQG_7012	AST, UST, LUST, SQG	50	No Further Action	Low
32	High Performance Motors (formerly, Shimons Cars)	2801 Greene St, Hollywood	FLR000226027	CESQG	0	None	Low
33	Durante Equipment LLC (formerly, CVS Regional Office #64)	3300 N 28th Ter, Hollywood	8627593	AST, UST	50	None	Low
34	United Parcel Service	3101 N 29th Ave, Hollywood	8625855	UST, LUST, AST	150	SRCO	Low

35	National Hollywood Funeral Home & Crematorium (formerly, Graphplex Signs, Himedics Inc.)	2830 N 28th Ter, Hollywood	FLD981754112, AIR_0112789	CESQG	50	None	No
36	Hollywood 95 Office Center (formerly, Lab)	2700 N 29th Ave Ste 301, Hollywood	FL0000962985	SQG	400	None	No
37	Shell-First Coast Energy #1819 (formerly, Sun Tattler Newspaper)	2600 N 29th Ave, Hollywood	FLD004126470, 8627708	SQG, UST, LUST	0	Fieldwork for groundwater sampling is scheduled for January 2025	High
38	McDonald's (formerly, Shell-Lucys)	2851 Sheridan St, Hollywood	8501783	UST, LUST	0	SRCR	Low
39	Topeekeegee Yugnee Park	3300 N Park Road, Hollywood	8841545	UST	0	None	Low
40	Yellow Green Farmer's Market Parking Lot (formerly, Cemex - Hollywood Ready-Mix, Rinker Material Corp/Hwd)	3080 S Sheridan St, Hollywood	8622330, SQG_6070, AIR_0110010	AST, UST, VSQG, LUST	0	No Further Action	Low
41	Chevron (formerly, The Six Hearts Corp)	2730 Sheridan St, Hollywood	8502641	LUST	0	SRCO	Medium
42	FDOT Right-of-Way (formerly, Mobile Service Station #02-A25)	2729 Sheridan St, Hollywood	8502135	UST, LUST	0	No Further Action	Low
43	FDOT Right-of-Way (formerly, Exxon #5355-STEVES)	2801 Sheridan St, Hollywood	8502129	UST, LUST	0	No Further Action	Low
44	Vacant (formerly, Sunset Golf Course)	2727 Johnson St, Hollywood	FLR10TJ71	Golf Course	0	No Further Action with Controls	High
45	Hollywood Tires (formerly, Michel Auto Repairs Inc)	2922 Johnson St, Hollywood	SQG_130394	VSQG	0	None	Low
46	Sunshine Chevron #30 (formerly, Sunset Automotive, Shell Service Station)	3000 Johnson St, Hollywood	8502723	UST, LUST	0	SRCO	Medium
47	Vacant (formerly, Marathon/Sunshine #165)	3034 Johnson St, Hollywood	8502207	UST, LUST	400	NAM	Medium
48	Tri-Rail Hollywood Train Station	3001 Hollywood Blvd, Hollywood	N/A	Emergency Response Spill Site, Railroad	0	NREQ - Cleanup Not Required	Medium
49	FDOT Right-of-Way (formerly, Mobil-Hollywood Blvd, Chevron USA, Inc)	2911 Hollywood Blvd, Hollywood	8502126	UST, LUST	0	Unknown	Medium

50	U-Haul Neighborhood Dealer (formerly, Davo Auto Center)	2828 Hollywood Blvd, Hollywood	8502583	UST, LUST	400	NAM	Medium
51	National Disaster Solutions (formerly, Microfilm Depot, Inc.)	1213 S 30th Ave, Hollywood	FLR000002998, SQG_9439	CESQG	0	None	No
52	Hollywood Woodwork Inc (formerly, Texaco -Pembroke Royal)	2951 Pembroke Rd, 1551 S 30th Ave, Hollywood	FLD982093874, 8625884	SQG, UST, AST, LUST	0	No Further Action	Low
53	Kosher Motors (formerly, Stevens Auto Service Center)	2829 Pembroke Rd, Hollywood	9500022	UST, LUST	0	SRCO	Low
54	James Lanier Education Center, Hallandale High School (formerly, South Area Alternative Education Center, Hallandale Beach Dump)	1050 NW 7th Ave; 720 NW 9th Ave, Hallandale Beach	9100221, 9047348	UST, LUST	30	SRCO / NREQ	Low
55	Hallandale Beach City I-95 Pump Station	2001 SW 30th Ave, Hallandale Beach	9809512	AST	0	None	No
56	Pembroke Park Recycling and Transfer (formerly, ECO Waste Transfer and Recycling, LLC)	1899 SW 31st Ave, Hallandale Beach	55464, 105719	Solid Waste Site	300	None	Medium
57	Vacant (formerly, Petroleum Products Corp)	3130 SW 19th St, Hallandale Beach	ERIC_3796, 8732818	CERCLA Superfund Site, UST	870	CERCLA Superfund Site, Ongoing	High
58	Surraca Studio (formerly, Custom Craft, Edtick, Inc.)	2260 SW 30th Ave, Hallandale Beach	FL0000016436	CESQG	45	None	Low
59	Counter Tops of Broward (formerly, Gallo Marble Enterprises, Inc.)	500 Ansin Blvd, Hallandale Beach	8627989	LUST	55	SRCO	Low
60	Fineline Marine Interiors (formerly, Butch Stores Automotive Inc)	2530 SW 30th Ave, Hallandale Beach	FL0000016436	SQG	40	None	Low
61	1800 Warehouse (formerly, 95 Warehouse LTD)	2401 SW 31st Ave, Pembroke Park	8942651	LUST	300	SRCO	Low
62	Dr's Toy Store, Travertine Mart (formerly, Messingschlager Properties, Bobb's Pianos & Organs)	2514 SW 30th Ave, Hallandale Beach	9401806	LUST	0	SRCO	Low

63	Imperial Stone Corp (formerly, Sungraf Inc)	325 W Ansin Blvd, Hallandale Beach	FLD982160947, AIR_0112101	SQG	0	None	No
64	Integrity Marine Engineering (formerly, B&W Recycling, Pflueger Marine Taxidermy Inc)	301 W Ansin Blvd, Hallandale Beach	FLD984167080	CESQG	0	None	No
65	FDOT Stormwater Retention Area (formerly, Texaco #021-313-FISK'S)	1090 W Hallandale Beach Blvd, Hallandale Beach	8501967	UST, LUST	0	Cleanup Not Required	Low
66	Exxon #4-4893 (formerly, SF Service LLC)	1080 W Hallandale Beach Blvd, Hallandale Beach	8502695	UST, LUST	55	SRCR	Medium
67	Wendy's (formerly, Mobil #03 A8, FDOT Property)	1091 W Hallandale Beach Blvd, Hallandale Beach	8502027	UST, LUST	190	No Further Action	Low
68	Racetrac #491(formerly, Chevron, Capital Bank)	3031 W Hallandale Beach Blvd / NW 31st Ave & Hallandale Beach Blvd, Pembroke Park	9602003, 9101088	UST, LUST	255	SRCO / SRCO	Low
69	FDOT Right-of-Way	East and West Sides of SW 31st Ave, Pembroke Park	9803721	Emergency Response Spill Site	470	SRCO	Low
70	FDOT Right-of-Way	SB I-95 N of Exit 16, Hallandale Beach	9816414	Emergency Response Spill Site	0	SRCO	Low
71	Ives Estates Park (formerly, City of North Miami Beach Ojus Landfill)	20735 NE 16th Ave @ NE 214th St, North Miami Beach	57134, SW-01179	Solid Waste Site	90	Ongoing groundwater monitoring for ammonia and methane	Medium
72	Tri-Rail Mainline Corridor	N/A	N/A	Railroad	0	None	Medium

-Parcel Distance to ROW is defined as the distance from existing ROW to the parcel on which a source of potential for contamination involvement with the project has been identified

-Data Derived from FDEP OCULUS database, FDEP Map Direct application, the EDR report, and field review results.

Medium and High-Risk sites have been determined to contain known contaminants that could potentially affect the proposed project and will undergo a Contamination Level II Assessment, including soil and groundwater testing, if excavation/earthwork, drainage installation, structure installation, dewatering, and/or right-of-way acquisition is proposed adjacent to these sites. Based on the findings of any future review and Level II Assessment, design engineers may be required to avoid identified areas of concern or incorporate special provisions into the construction plans requiring that work in these areas be conducted by, or under the supervision of, an FDOT-approved contamination assessment and

remediation contractor. Additional information may become available, or site-specific conditions may change, after preparation of this report and should be considered prior to right-of-way acquisition and/or commencement of roadway construction.

6.4 Utilities and Railroads

Utility Agency Owners (UAOs) located in the vicinity of the project area were contacted and requested to provide information regarding their utility facilities within the project area. UAOs are provided below in Table 5 - Utility Company Information.

Table 5 - Utility Company Information

UTILITY AGENCY OWNER (UAO)	FACILITY
AT&T Florida 715 N Federal Hwy Hollywood, FL 33020	Telephone/ Communications Fiber
AT&T Transmission 6000 Metro West Blvd Ste 201 Orlando, FL 32835-7631	Communication Lines, long haul Fiber
Bluestream Fiber / Advanced Cable Communications No address provided	Fiber
Broward County Water 2555 W. Copans Rd. Pompano Beach, FL 33069	Water & Sewer
Breezeline / Cocego Fiber 3541 Enterprise Way Miramar, FL 33025	Fiber
City of Dania Beach Water & Sewer 1201 Stirling Road Dania Beach, FL 33004	Water & Sewer
City of Fort Lauderdale Water Utilities	Electric
City of Hallandale Beach Water & Sewer	Electric
City of Sunrise Utilities 10770 W Oakland Park Blvd. Sunrise, FL 33351	Water & Sewer
City of Hollywood Utilities 2600 Hollywood Blvd. Hollywood, FL 33022	Water & Sewer
Crown Castle Fiber 3740 Northwest 82nd Ave, Ste. 1000 Miami, FL 33122	Fiber
Comcast 6565 Nova Drive Davie, FL 33317	CATV / Fiber
Cogent Communications Remote - No address provided	Fiber
Florida Gas Transmission 2301 Lucien Way, Ste. 200 Maitland, FL 32751	High Pressure Gas

Florida City Gas 4045 NW 97th Ave. Doral, FL 33178	Natural Gas
FPL Distribution 7200 NW 4th St. - EPM/AOB Plantation, FL 33317	Electric
FPL Transmission 15430 Endeavor Dr. Jupiter, FL 33478	Electric
Hotwire Communications 2100 W Cypress Creek Rd. Fort Lauderdale, FL 33309	Fiber
Jet Infrastructure f.k.a Buckeye Pipeline 1805 Shea Center Dr., Ste. 140 Highlands Ranch, Co 80129	High Pressure Gas
Lumen (Centurylink) 2121 W Prospect Rd. Tamarac, FL 33309	Fiber
Verizon / MCI 4700 Exchange Ct., Ste. 100 Boca Raton, FL 33431	Fiber
Miami-Dade Water & Sewer 3071 SW 38th Avenue Miami, FL 33146	Water & Sewer
TECO Peoples Gas 5101 NW 21 Ave, Ste. 460 Fort Lauderdale, FL 33309	Gas
Town of Davie Utilities 8800 SW 36th St. Davie, FL 33328	Water & Sewer
Windstream Fiber 1860 Hazelwood Drive SE Marietta, GA 30067	Fiber

A preliminary evaluation of potential impacts to utilities was performed based on the proposed improvements. Additional conflicts may be identified during the Design phase due to proposed drainage, lighting, noise walls, signals, and foundations. Subsurface Utility Engineering for vertical and horizontal information will provide the necessary data to make decisions regarding relocations for potential utility conflicts. Most utility conflicts were identified at major intersections where facilities cross below proposed retaining walls, bridges, and areas with roadway being widened.

A summary of potential conflicts with the existing utility facilities within the study area is described in the Preliminary Engineering Report (PER) and in the Utility Assessment Package (UAP), located in the project file.

Railroads

The South Florida Rail Corridor (SFRC) is a dual railroad track that runs parallel to the west side of the I-95 study corridor and crosses Hallandale Beach Boulevard, Pembroke Road, Hollywood Boulevard, Stirling Road, and Griffin Road at-grade (total of 65 at-grade crossings in Broward County). At Sheridan Street, the railroad tracks cross underneath the roadway. This railroad line is currently under the jurisdiction of the South Florida Regional Transportation Authority (SFRTA) and owned by the FDOT. It was formerly owned by CSX Transportation and continues to carry CSX freight

trains. The SFRTA also operates the commuter (passenger) rail service called Tri-Rail (top speed of 79 mph) on these tracks. Within the study limits, there is the Tri-Rail station called Hollywood Boulevard Station, located in the northwest quadrant of the I-95 at Hollywood Boulevard Interchange. Amtrak also operates passenger trains on the South Florida Rail Corridor. The Sheridan Amtrak Station is co-located with the Tri-Rail Station at the I-95 at Sheridan Street Interchange. Finally, there is also the Fort Lauderdale-Hollywood International Airport Griffin Road/Tri-Rail Station, which is located just west of I-95 and immediately south of Griffin Road. Warning devices typically consist of flashing signals and gates. The SFRC right-of-way width is generally 100-feet.

The proposed project improvements will have no adverse effect on the railroad tracks.

6.5 Construction

Potential construction impacts were evaluated to identify disruptions or benefits due to the project's anticipated construction undertaking and develop measures, where feasible, to reduce disruption to the public and environment. Potential impacts on resources were evaluated including those that affect noise, vibration, air quality, water quality, and water protection.

During construction, the project will adhere to the FDEP NPDES construction permit criteria as well as the associated SWPPP. FDOT will also adhere to construction permit conditions contained within the Environmental Resource Permit and/or Section 404 permit.

Maintenance of Traffic and Access

The construction plan is designed to ensure that toll operations within the I-95 corridor remain functional throughout the project duration, generally avoiding detours or complete road closures. While lane closures or shifts may be necessary during certain phases of construction, advance notice to the public through the CAP will be provided to minimize disruptions to traffic flow.

Temporary sidewalk closures may be needed at Sheridan Street, Stirling Road, and Griffin Road within the interchange areas with I-95 during specific construction phases. To ensure public safety, appropriate signage and fencing will be installed at these locations.

Access to businesses, residences, and recreational areas will be maintained throughout all construction phases. Measures will be implemented to ensure minimal impact on accessibility and to maintain the functionality of these areas for the community.

Safety Considerations

Construction of the Preferred Alternative will require careful planning to ensure the safety of workers, residents, and motorists within the project corridor. Safety measures will include the deployment of clear and visible signage, appropriate barrier placements, regular safety inspections, and adherence to the FDOT Standard Specifications for Road and Bridge Construction. Construction zones will be closely monitored to prevent unauthorized access, and temporary lighting will be installed as necessary to ensure adequate nighttime visibility and safety.

Public Involvement

A comprehensive public involvement program will continue throughout the construction phase to ensure transparent communication with residents, business owners, and commuters. Regular public updates, including construction schedules, progress reports, traffic advisories, and community meetings, will be conducted. Stakeholders will have opportunities to express concerns and ask questions, and FDOT will provide timely responses to minimize inconvenience and enhance public understanding and support.

Disposal of Construction Materials

Disposal of construction materials generated during project implementation will comply with all applicable state and local regulations. Excess material, debris, and waste from the construction process will be transported to FDOT-approved disposal sites. Materials classified as hazardous will be handled and disposed of following strict environmental guidelines to prevent contamination and environmental degradation.

Stockpiling of Construction Materials and Fill

Temporary stockpiling of construction materials and fill will be conducted at pre-approved locations, strategically chosen to minimize impacts on adjacent residential and commercial areas and avoid sensitive environmental habitats. Stockpile locations will be secured and managed to prevent erosion, dust dispersion, and unauthorized access. Appropriate erosion and sediment control measures, such as silt fences and tarping, will be implemented to ensure environmental protection.

Use of Borrow Areas

Borrow areas used for acquiring fill materials will be carefully selected based on environmental, socio-economic, and logistical considerations. Only FDOT-approved borrow areas, in compliance with environmental permitting requirements, will be utilized. These sites will be managed responsibly to prevent impacts to adjacent ecosystems, residential communities, or cultural resources. Upon completion of borrow activities, borrow sites will be rehabilitated according to FDOT standards, including stabilization measures and site restoration.

Mitigation Measures to Reduce Dredge and Fill-related Impacts

To mitigate potential dredge and fill-related impacts, construction activities will follow BMPs outlined by FDOT. Measures such as turbidity curtains, erosion control mats, sediment barriers, and prompt revegetation of disturbed areas will be implemented. Additionally, construction timing and techniques will be optimized to minimize the duration and extent of impacts to surface waters. Coordination with environmental agencies will occur regularly to ensure compliance and effectiveness of mitigation strategies.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the [Draft Preliminary Engineering Report Displayed for Public Hearing](#) .

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit
USCG Bridge Permit

Status

To be acquired
To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit

Status

To be acquired
To be acquired

DRAFT

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A comprehensive Public Involvement Plan (PIP) was developed as part of this PD&E Study and is located in the project file.

The project information has been provided to the public with transparency, and many techniques were implemented to notify the public of the proposed transportation improvement and consistently solicit public input into the project development process. Presentations, exhibits and project information have been provided to the public for review, and their comments have been collected at each meeting.

FDOT specifically requested comments on the submitted alternatives, information, and analyses and the summary included in the comments and coordination section of the Environmental Impacts Statement (DEIS). Through public involvement, FDOT gained insight into an affected community and used this knowledge to evaluate the sociocultural effects of the project alternatives. Another important part of the outreach efforts was to engage other agencies and public entities to identify, evaluate, and address the potential project effects on the surrounding community. Public involvement, in conjunction with other sources of data, played an essential role in transportation projects.

Kick-Off Meetings

A Virtual Public Kick-Off Meeting was held on Thursday, October 12, 2023 at 5:30 PM using the GoTo Webinar format and In-Person on Tuesday, October 17, 2023 at 5:30 PM at the Dr. Martin Luther King Jr. Community Center, located at 2400 Charleston Street Hollywood, FL 33020. Notifications for the meetings were provided through newspaper advertisements, notification letters and flyer (English and Spanish), press release, Florida Administrative Register (FAR) notification, and the project website.

The purpose of these meetings was to introduce the improvements being studied, explain the PD&E process, and gather initial concerns from officials and the community for consideration in the study. Attendees were provided with various exhibits for review. The Virtual meeting included a brief presentation of the project followed by a question-and-answer session. The In-Person meeting was held as an open-house format allowing participants to engage directly with FDOT and provide feedback.

Alternatives Public Workshop

A Virtual Alternatives Public Workshop was held on Wednesday, October 29, 2025, at 5:30 PM using the GoTo Webinar format and In-Person on Thursday, November 6, 2025, at 5:30 PM at the Dr. Martin Luther King Jr. Community Center. Notifications for the meetings were provided through newspaper advertisements, notification letters and flyer (English and Spanish), press release, Florida Administrative Register (FAR) notification, and the project website.

The purpose of these workshops was to present the alternatives under consideration, with a particular focus on the interchanges at Sheridan Street, Stirling Road, and Griffin Road. Attendees were provided the opportunity to review project maps, engage in discussions, and raise any issues or concerns regarding the proposed updates. The Virtual workshop included a brief presentation of the project followed by a question-and-answer session. The In-Person workshop was held as an open-house format allowing participants to engage directly with FDOT and provide feedback.

Pre-Hearing Local Officials, Agencies, Local Governments Meetings

08/23/23 - Broward TAC/CAC: - CAC: FDOT gave a brief presentation on this item. Committee members discussed the item including express bus services, bridge work, and multimodal centers. No members of the public spoke. TAC: FDOT gave a brief presentation on this item. There was no discussion on the item by the committee members that were present. No members of the public spoke.

09/14/23 - Broward MPO: - FDOT gave a brief presentation on this item.

04/18/24 - Project Advisory Group (PAG) Meeting #1: The meeting began with the project team giving introductions followed by an online presentation. After the presentation was given, the team asked the attendees to provide any input/concerns regarding the preliminary concepts shown for the interchanges at Sheridan Street, Stirling Road, and Griffin Road, in addition to the intersection at Griffin Road and Old Griffin Road.

09/16/24 - Broward Aviation: The preliminary interchanges were presented that were shown at the April 2024 PAG meeting to receive initial input from Broward Aviation.

06/26/25 - Project Advisory Group (PAG) Meeting #2: The meeting began with the project team giving introductions followed by a presentation. After the presentation was given, the team asked the attendees to provide any input/concerns regarding the preliminary concepts shown for the interchanges at Sheridan Street, Stirling Road, and Griffin Road, the intersection at Griffin Road and Old Griffin Road, and mainline improvements. This meeting was held to receive final input prior to presenting alternatives to the public at the Alternatives Public Workshop.

08/11/25 - Mayor of Hallandale Beach: Meeting was held with the mayor to go over the alternatives with a short presentation and receive feedback. The mayor mentioned that south of Broward Boulevard in the southbound direction, the Express Lanes quickly transition into one lane as part of the ongoing construction and should be looked into. The mayor expressed concern for lack of east-west movement along Pembroke Road and also on Hallandale Beach Boulevard. The mayor also mentioned the I-95 construction project needs more pump stations and there is lots of standing water following storm events. She also mentioned she is open to partnering for drainage as there is currently flooding issues in the area with water being dumped to just one lake.

08/18/25 - Town of Pembroke Mayor Meeting: Meeting was held with the mayor and the City Manager to go over the alternatives with a short presentation and receive feedback. The mayor and city manager ask about the status of the PD&E study south (Phase 1), which included the interchanges at Hallandale Beach Blvd, Pembroke Rd and Hollywood Blvd. The mayor stated that he was not a proponent of the express lanes. And asked the Department to consider "double-decking" the interstate. The city manager stated that they were concerned about R/W impacts on businesses and residence.

08/21/25 - Hallandale Beach Drainage Meeting: The meeting was held to discuss Chaves Lake and run-off, and contamination concerns related to the I-95 PD&E Study. The meeting opened with a general discussion regarding the hydraulic and environmental aspects of I-95 and Lake Chaves. The City's concern over the potential impacts of the I-95 project to Chaves Lake is due to the City's desire for capacity within the lake for future flooding relief, public use, water quality, etc.

08/26/25 - Mayor of Hollywood: Meeting was held with the mayor, vice mayor, and two City commissioners to go over the alternatives with a short presentation and receive feedback. The mayor asked if the improvements only involve taking slivers of right-of-way or complete houses. The City expressed concerns about the future needing another improvement in next 30 years. FDOT explained we are designing for year 2050 traffic volumes. The City asked why underground ponds aren't being considered. The City followed up asking why not collect water in pipes and carry it over to another location for treatment which may require pump stations. Commissioner Hernandez wanted to see if there is potential to use a vacant parcel further east along Taft Street on the north side along the east side of the canal. The project team indicated that the parcel mentioned is far away from the basin and has a canal in between so it may require pump station and pipes combination that will provide hydrological challenges for moving water and could get very expensive. The mayor mentioned if roadway right-of-way impacts are such that it results in a complete take of houses, then it makes sense to use that for a pond as well.

09/02/25 - Dania Beach Mayor Meeting: Meeting was held with the mayor to go over the alternatives with a short presentation and receive feedback. The mayor was very receptive to the project and was supportive with all the alternatives presented. The mayor stressed that any need for right-of-way must be communicated with the public. The mayor was supportive of the project and thought the project would provide a much-needed benefit to the I-95 corridor as well as the public.

09/15/25 - Broward County: A presentation was given as an overview of the project. Level-of-Service (LOS) challenges are present at all three interchanges (Sheridan Street, Stirling Road, and Griffin Road) and two interchange alternatives have been developed for each interchange to be presented to the public. Feedback was provided for the various alternatives presented.

02/05/26 - PAG Meeting #3: The purpose of the PAG meeting was to show the preferred alternative to be presented at the public hearing seek input at the staff level prior to having additional meetings with the mayors of each city involved. This was the final PAG meeting for the PD&E Study.

02-19-26 - **City of Dania Beach:** The purpose of this meeting was to discuss the preferred alternative to be presented at the public hearing with a focus on the two alternatives developed at the intersection of Griffin Road and Old Griffin Road.

03/02/26 - Broward County Meeting: The purpose of this meeting was to inform the County the change in the preferred alternative for the intersection of Griffin Road at Old Griffin Road from free flow eastbound to stop controlled eastbound on Griffin Road.

Date of Public Hearing:
Summary of Public Hearing
PENDING

The Comments and Coordination Report summarizes the public meetings and results of the public hearing and is included in the project file.

10. Commitments Summary

1. The FDOT will coordinate with the City of Hollywood and Dania Beach regarding landscaping within the interchanges.
2. As per the Florida bonneted bat consultation key, Best Management Practices (BMPs) are required and will be implemented.
3. The most recent version of United States Fish and Wildlife Service's (USFWS') Standard Protection Measures for the Eastern Indigo Snake will be implemented during construction.
4. The USFWS and FWC Standard Manatee Construction Conditions for In-Water Work will be utilized during construction.
5. If the listing status of the monarch butterfly is elevated by USFWS to Threatened or Endangered and the proposed project is located within the consultation area, FDOT will coordinate with the USFWS as necessary during the design and permitting phase of the project to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the monarch butterfly.
6. FDOT will coordinate with USFWS as necessary upon finalization of the West Indian manatee Critical Habitat (CH) if the Preferred Alternative falls within the designated area.
7. If the listing status of the tricolored bat is elevated by USFWS to threatened or endangered and the Preferred Alternative is located within the Consultation Area (CA), FDOT will coordinate with the USFWS as necessary during the design and permitting phase of the project to determine the appropriate survey methodology.
8. The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in the Noise Study Report contingent upon the following conditions:
 - a. Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
 - b. Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
 - c. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
 - d. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
 - e. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Conceptual Stage Relocation Plan
Cultural Resources Assessment Survey (CRAS)
Cultural Resources Assessment Survey Addendum
Natural Resources Evaluation
Pond Siting Report
Water Quality Impact Evaluation
Location Hydraulics Report
Sole Source Aquifer Coordination Letter
Contamination Screening Evaluation Report
Air Quality Technical Memorandum
PROJECT TRAFFIC FORECASTING MEMORANDUM
TRAFFIC DATA COLLECTION & TRAFFIC PROJECTIONS
Draft Preliminary Engineering Report Displayed for Public Hearing
Geotechnical Memorandum
Public Involvement Plan

Attachments

Project Information

Preferred Alternative Line Diagram

Planning Consistency

Transportation Improvement Program

Broward 2050 Metropolitan Transportation Plan (MTP) Cost Feasible Plan

State Transportation Improvement Program

Social and Economic

Land Use Map

Sociocultural Data Report

Cultural Resources

State Historic Preservation Office (SHPO) Signed Concurrence Letter

Section 4(f) Report

Natural Resources

Floodplains Map

Species and Habitat Map

Wetlands Map

Physical Resources

Potential Contamination Sites Map

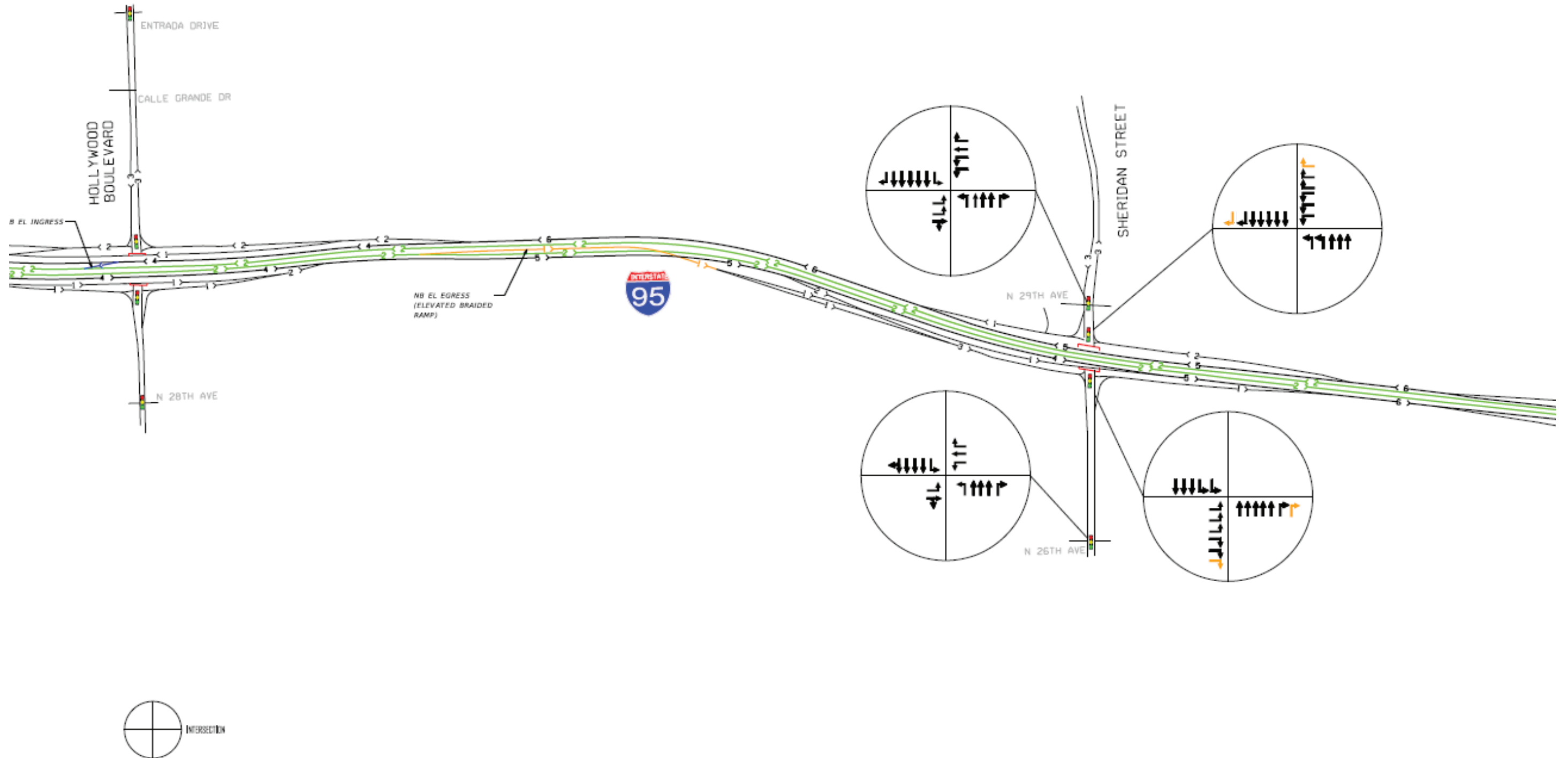
Noise Barrier Evaluation Summary of Recommendations

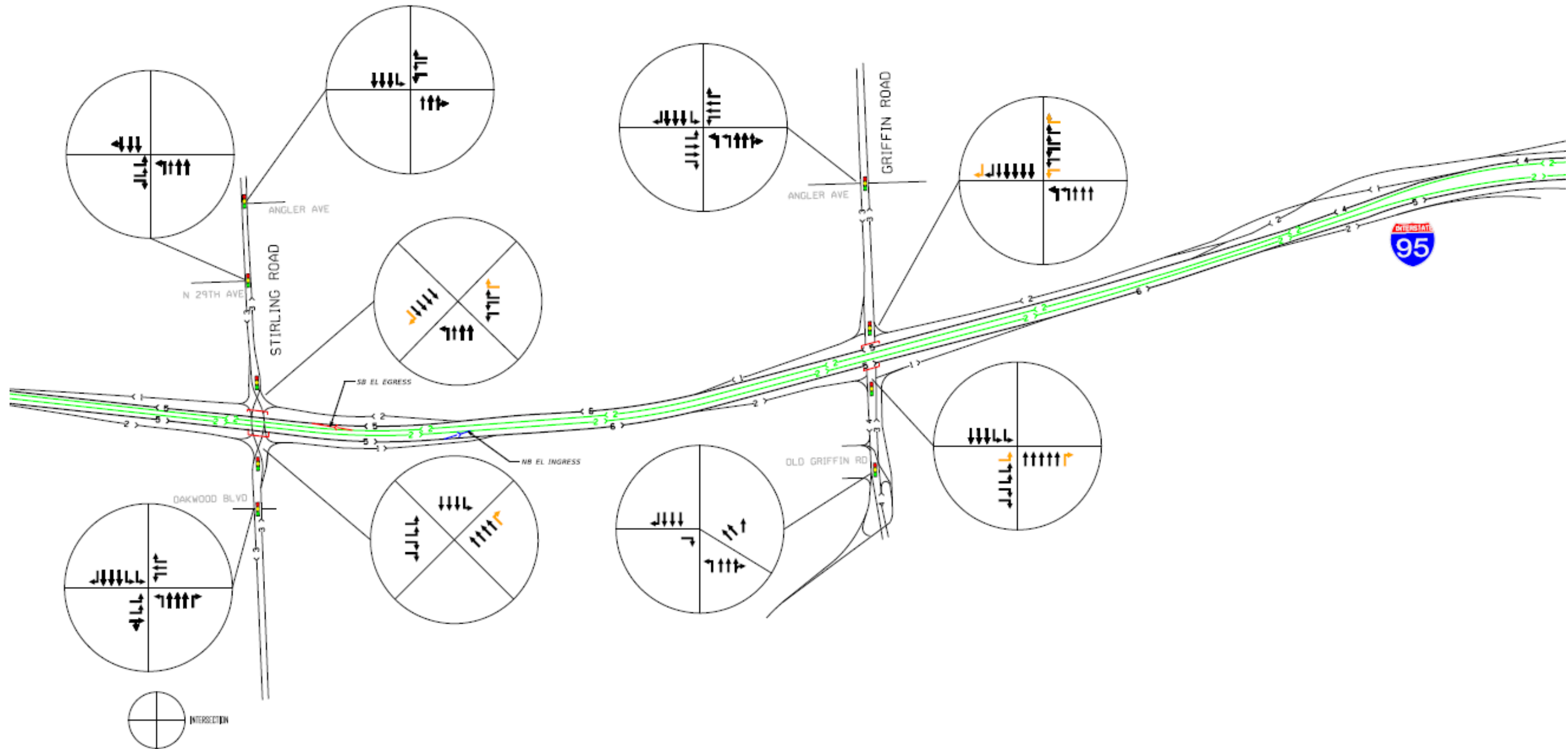
Project Information Appendix

Contents:

Preferred Alternative Line Diagram

DRAFT





Planning Consistency Appendix

Contents:

Transportation Improvement Program

Broward 2050 Metropolitan Transportation Plan (MTP) Cost Feasible Plan

State Transportation Improvement Program

DRAFT

5-Year Summary of Projects by Funding Category

Project #	Project Name	2026	2027	2028	2029	2030	Total
ACNP - ADVANCE CONSTRUCTION NHPP							
4358082	SR-9/I-95 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD	0	0	0	0	60,000	60,000
4358083	SR-9/I-95 E OF 95 RAMPS T/FR COMMERCIAL BLVD N ANDREWS AV FRONTAGE RD	286,320	0	0	0	0	286,320
4358087	SR-9/I-95 @ FROM N OF COMMERCIAL BLVD. TO N OF CYPRESS CREEK ROAD	0	0	0	3,934,000	44,551,707	48,485,707
4369642	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	2,326,601	68,903,080	0	0	0	71,229,681
4391701	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	0	20,000	0	0	0	20,000
4391703	SR-9/I-95 FROM N OF SR-820/HOLLYWOOD TO N OF SR-822/ SHERIDAN ST	0	8,010,000	0	0	0	8,010,000
4398911	SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95	1,457,349	334,000	333,000	0	0	2,124,349
4456731	I-595 EASTBOUND TO NORTHBOUND RAMP AT SR-7/US-441	0	150,000	0	0	0	150,000
Total		35,267,658	110,074,458	4,333,000	8,434,000	53,639,016	211,748,132
ACNR - AC NAT HWY PERFORM RESURFACING							
4461962	SR-845 POWERLINE RD FR N OF S PALM AIRE DR TO SR-814/ATL BLVD	0	0	482,090	0	0	482,090
4463721	SR-824/PEMBROKE RD FROM EAST OF OLEANDER DR TO EAST OF SOUTH 61ST AVE	0	5,283,221	0	0	0	5,283,221
4476751	SR-816/OAKLAND PARK BLVD FROM ROCK ISLAND ROAD TO EAST OF NW 31 AVE	0	1,975,981	0	0	0	1,975,981
4484001	SR-824 / PEMBROKE ROAD FROM EAST OF SW 62ND AVENUE TO SW 31ST AVENUE	0	0	0	4,108,201	0	4,108,201
4484021	SR-A1A FROM SHERIDAN STREET TO E DANIA BEACH BLVD	0	0	3,201,095	0	0	3,201,095
4484041	SR-820/HOLLYWOOD BLVD FROM S 44TH AVENUE TO WEST OF I-95	0	0	0	4,088,705	0	4,088,705
4484061	SR-845/POWERLINE ROAD FROM ATLANTIC BLVD TO NW 30TH PLACE	0	0	1,631,723	0	0	1,631,723
4484081	SR-870/COMMERCIAL BLVD FR SW 31ST AVE TO WEST OF SR-845/POWERLINE ROAD	0	0	0	5,103,195	0	5,103,195
4484091	SR-816/OAKLAND PARK BLVD FROM EAST OF I-95 TO SR-A1A	0	0	3,504,310	0	0	3,504,310

Phase	Fund Source	2026	2027	2028	2029	2030	Total
FM# 4391701	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD						*SIS*
Type of Work	INTERCHANGE JUSTIFICA/MODIFICA						
				MTP ID/Pg: SI022			
						Length 13.183	
						Lead Agency MANAGED BY FDOT	
<i>INTERCHANGE IMPROVEMENTS:SHERIDAN ST, STIRLING & GRIFFIN RD MANAGED LANES INGRESS/EGRESS IMPROVEMENTS: SR-9/I-95 NORTH OF IVES DAIRY RD TO N. OF GRIFFIN RD 2022 MPO ROADWAY PRIORITY #21 (LFA WITH BROWARD COUNTY PHASE 22-01;I-95/GRIFFIN RD-SURTAX)</i>							
ENV	ACNP	0	20,000	0	0	0	20,000
Total		0	20,000	0	0	0	20,000
<i>Prior Years Cost</i>		<i>8,680,441</i>	<i>Future Years Cost</i>		<i>85,941,087</i>	<i>Total Project Cost</i>	
						<i>94,641,528</i>	
FM# 4391703	SR-9/I-95 FROM N OF SR-820/HOLLYWOOD TO N OF SR-822/ SHERIDAN ST						*SIS*
Type of Work	INTERCHANGE JUSTIFICA/MODIFICA						
				MTP ID/Pg: SI006			
						Length 0.0	
						Lead Agency MANAGED BY FDOT	
PE	ACNP	0	8,010,000	0	0	0	8,010,000
Total		0	8,010,000	0	0	0	8,010,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
						<i>8,010,000</i>	
FM# 4358082	SR-9/I-95 FROM S OF COMMERCIAL BLVD. TO CYPRESS CREEK ROAD						*SIS*
Type of Work	INTERCHANGE - ADD LANES						
				MTP ID/Pg: SI007			
						Length 3.468	
						Lead Agency MANAGED BY FDOT	
<i>CYPRESS CREEK RD FROM SFRC TO CENTERLINE OF SR-9/I-95; N ANDREWS AVE FROM N OF NW 57TH ST TO NW 1ST AVE AND BRIDGE; SR-9/I-95 SB OFF RAMP TO COMMERCIAL BLVD; SR-9/I-95 SB ON RAMP FROM EB COMMERCIAL BLVD; SR-9/I-95 SB C-D ROAD FROM S OF COMMERCIAL BLVD TO S OF CYPRESS CREEK ROAD</i>							
RRU	ACNP	0	0	0	0	60,000	60,000
Total		0	0	0	0	60,000	60,000
<i>Prior Years Cost</i>		<i>142,157</i>	<i>Future Years Cost</i>		<i>77,577,695</i>	<i>Total Project Cost</i>	
						<i>77,779,852</i>	
FM# 4093544	SR-9/I-95 FROM S OF SR-820/HOLLYWOOD BLVD TO DAVIE BLVD						*SIS*
Type of Work	LANDSCAPING						
				MTP ID/Pg: PG112			
						Length 7.84	
						Lead Agency MANAGED BY FDOT	
CST	DDR	3,407,216	0	0	0	0	3,407,216
CST	DIH	119,777	0	0	0	0	119,777
Total		3,526,993	0	0	0	0	3,526,993
<i>Prior Years Cost</i>		<i>609,779</i>	<i>Future Years Cost</i>		<i>0</i>	<i>Total Project Cost</i>	
						<i>4,136,772</i>	
FM# 4369643	SR-9/I-95 FROM S OF SR-869 / SW 10TH STREET TO BROWARD/PALM BEACH CL						*SIS*
Type of Work	LANDSCAPING						
				MTP ID/Pg: PG112			
						Length 2.334	
						Lead Agency MANAGED BY FDOT	
<i>STANDALONE DEPENDENT PROJECT ON SR-9 / I-95 CORRIDOR AND INTERCHANGE WITH SR-869 / SW 10TH STREET. DESIGN WILL BE ADVERTISED W/ FM# 439891-2</i>							
PE	DDR	0	0	0	249,792	0	249,792
PE	DIH	0	0	0	39,966	0	39,966
Total		0	0	0	289,758	0	289,758
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>2,772,350</i>	<i>Total Project Cost</i>	
						<i>3,062,108</i>	
















Project Index

FM#	Project Name	Section	Page
4373154	HERBICIDE TREATMENT BROWARD COUNTY	9 - Maintenance	5-9-15
4373155	HERBICIDE TREATMENT BROWARD COUNTY	9 - Maintenance	5-9-16
4374541	SFRC FLAGGING AND EMERGENCY SERVICES	5 - FLP: RAIL	5-5-2
4378323	SR-93/I-75 FROM DADE/BROWARD COUNTY LINE TO S OF GRIFFIN RD.	1 - HIGHWAYS	5-1-40
4378743	BROWARD COUNTY PAVEMENT MARKER	9 - Maintenance	5-9-5
4378793	BROWARD COUNTY STATE MAINTENANCE OF TRAFFIC	9 - Maintenance	5-9-8
4378794	BROWARD COUNTY STATE MAINTENANCE OF TRAFFIC	9 - Maintenance	5-9-8
4378795	BROWARD COUNTY STATE MAINTENANCE OF TRAFFIC	9 - Maintenance	5-9-8
4378803	BROWARD COUNTY SIGN REPLACEMENT	9 - Maintenance	5-9-7
4378804	BROWARD COUNTY SIGN REPLACEMENT	9 - Maintenance	5-9-8
4381161	NE 34 COURT BEGINING AT NE 12 TERRACE TO NE 16 AVENUE	1 - HIGHWAYS	5-1-13
4389915	BROWARD COUNTY CLEARING AND GRUBBING	9 - Maintenance	5-9-2
4389917	BROWARD COUNTY CLEARING AND GRUBBING	9 - Maintenance	5-9-2
4391701	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD	1 - HIGHWAYS	5-1-38
4391703	SR-9/I-95 FROM N OF SR-820/HOLLYWOOD TO N OF SR-822/ SHERIDAN ST	1 - HIGHWAYS	5-1-38
4393245	BROWARD MPO FY 2024/2025-2025/2026 UPWP	7 - TRANSPORTATION PLANNING	5-7-2
4393246	BROWARD MPO FY 2026/2027-2027/2028 UPWP	7 - TRANSPORTATION PLANNING	5-7-2
4393247	BROWARD MPO FY 2028/2029-2029/2030 UPWP	7 - TRANSPORTATION PLANNING	5-7-2
4397803	BROWARD COUNTY MISC ROAD CONCRETE	9 - Maintenance	5-9-4
4397804	BROWARD COUNTY MISC ROAD CONCRETE	9 - Maintenance	5-9-5
4397805	BROWARD COUNTY MISC ROAD CONCRETE	9 - Maintenance	5-9-5
4397815	BROWARD PAVEMENT MARKINGS & STRIPING HAND WORK	9 - Maintenance	5-9-12
4397816	BROWARD PAVEMENT MARKINGS & STRIPING HAND WORK	9 - Maintenance	5-9-12
4398911	SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95	1 - HIGHWAYS	5-1-35
4398912	SR-869/SW 10TH STREET FROM SR-845/POWERLINE ROAD TO MILITARY TRAIL	1 - HIGHWAYS	5-1-35
4402621	BROWARD BOULEVARD FROM FLAMINGO ROAD TO SOUTHWEST 1ST AVENUE	3 - FLP: TRANSIT	5-3-2
4407931	SFRTA - OPERATING ASSISTANCE	4 - FLORIDA RAIL ENTERPRISE	5-4-4
4407941	SFRTA - MAINTENANCE AND DISPATCH	4 - FLORIDA RAIL ENTERPRISE	5-4-4



























Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	I-95 at Oakland Park Blvd.						
SI026							
Project Length:	3.35						
Type of Work:	MODIFY INTERCHANGE						
PDE	\$1,605,590	\$0	\$0	\$0	\$2,585,000	\$0	\$2,585,000
PE	\$2,104,348	\$0	\$0	\$0	\$3,388,000	\$0	\$3,388,000
ROW	\$6,644,720	\$0	\$0	\$0	\$10,698,000	\$0	\$10,698,000
CST	\$43,553,883	\$0	\$0	\$0	\$0	\$89,721,000	\$89,721,000
Total Cost:	\$53,908,541	\$0	\$0	\$0	\$16,671,000	\$89,721,000	\$106,392,000
Municipality:	Oakland Park						
Ownership:	State						
Project Sponsor:							
MTP ID:	I-95 CD Rd. - from N. of SR 820/Hollywood Blvd. to N. of SR 818/Griffin Rd.						
SI021							
Project Length:	7.84						
Type of Work:	MODIFY INTERCHANGE						
PE	\$7,306,569	\$0	\$0	\$10,010,000	\$0	\$0	\$10,010,000
Total Cost:	\$7,306,569	\$0	\$0	\$10,010,000	\$0	\$0	\$10,010,000
Municipality:	Hollywood, Dania Beach						
Ownership:	State						
Project Sponsor:							
MTP ID:	I-95 from Miami-Dade/Broward County Line to N. of Griffin Rd.						
SI022							
Project Length:	10.03						
Type of Work:	MODIFY INTERCHANGE						
ROW	\$62,730,657	\$0	\$0	\$85,941,000	\$0	\$0	\$85,941,000
Total Cost:	\$62,730,657	\$0	\$0	\$85,941,000	\$0	\$0	\$85,941,000
Municipality:	Broward County, Dania Beach, Hollywood, Hallandale Beach						
Ownership:	State						
Project Sponsor:							

Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total
Highways & Freight							
MTP ID:	I-95 from N. of Broward Blvd. to Sunrise Blvd.						 !  !  !  !  !
SI028							
Project Length:	1.00		FM#: 4480181		Funding Source: State		
Type of Work:	ADD LANES & RECONSTRUCT		Additional Work Type		Program: Highways & Freight		
PDE	\$970,874	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
PE	\$2,309,223	\$0	\$0	\$0	\$0	\$4,757,000	\$4,757,000
ROW	\$970,874	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Total Cost:	\$4,250,971	\$0	\$0	\$0	\$0	\$8,757,000	\$8,757,000
Municipality:	Fort Lauderdale		Ownership: State		Project Sponsor:		
MTP ID:	I-95 from N. of SR 822/Sheridan St. to N. of SR 848/Stirling Rd.						   !  
SI023							
Project Length:	1.00		FM#: 4391704		Funding Source: State		
Type of Work:	MODIFY INTERCHANGE		Additional Work Type		Program: Highways & Freight		
PE	\$5,846,715	\$0	\$0	\$8,010,000	\$0	\$0	\$8,010,000
Total Cost:	\$5,846,715	\$0	\$0	\$8,010,000	\$0	\$0	\$8,010,000
Municipality:	Hollywood, Dania Beach		Ownership: State		Project Sponsor:		
MTP ID:	I-95 from N. of SR 848/Stirling Rd. to N. of SR 818/Griffin Rd.						   !  
SI024							
Project Length:	2.00		FM#: 4391705		Funding Source: State		
Type of Work:	MODIFY INTERCHANGE		Additional Work Type		Program: Highways & Freight		
PE	\$7,846,715	\$0	\$0	\$10,750,000	\$0	\$0	\$10,750,000
Total Cost:	\$7,846,715	\$0	\$0	\$10,750,000	\$0	\$0	\$10,750,000
Municipality:	Dania Beach, Broward County		Ownership: State		Project Sponsor:		

Broward MPO Route to 2050 MTP Cost Feasible Plan (Funds are in Year of Expenditure)

Phase	PDC Cost Estimate	2025	2026-2030	2031-2035	2036-2040	2041-2050	Total	
Highways & Freight								
MTP ID:	SR-9/I-95 E OF 95 RAMPS T/FR COMMERCIAL BLVD N ANDREWS AV							     
SI004	FRONTAGE RD							
Project Length:	0.48	FM#: 4358083		Funding Source: State				
Type of Work:	ADD LANES & RECONSTRUCT	Additional Work Type		Program: Highways & Freight				
ROW	\$4,300,672	\$636,000	\$3,221,000	\$1,250,000	\$0	\$0	\$5,107,000	
CST	\$22,605,839	\$0	\$0	\$30,970,000	\$0	\$0	\$30,970,000	
Total Cost:	\$26,906,511	\$636,000	\$3,221,000	\$32,220,000	\$0	\$0	\$36,077,000	
Municipality:	Fort Lauderdale	Ownership: State		Project Sponsor:				
MTP ID:	SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF							         
SI005	GRIFFIN ROAD							
Project Length:	10.03	FM#: 4391701		Funding Source: State				
Type of Work:	INTERCHANGE JUSTIFICA/MODIFICA	Additional Work Type		Program: Highways & Freight				
PDE	\$1,931,731	\$2,009,000	\$0	\$0	\$0	\$0	\$2,009,000	
PE	\$10,243,518	\$0	\$20,000	\$0	\$0	\$0	\$20,000	
ROW	\$87,402,427	\$0	\$0	\$85,941	\$0	\$180,049,000	\$180,134,941	
Total Cost:	\$99,577,676	\$2,009,000	\$20,000	\$85,941	\$0	\$180,049,000	\$182,163,941	
Municipality:	Broward County , Dania Beach, Hollywood, Pembroke Park	Ownership: State		Project Sponsor:				
MTP ID:	SR-9/I-95 FROM N OF SR-820/HOLLYWOOD TO N OF SR-822/ SHERIDAN ST							         
SI006								
Project Length:	1.57	FM#: 4391703		Funding Source: State				
Type of Work:	INTERCHANGE JUSTIFICA/MODIFICA	Additional Work Type		Program: Highways & Freight				
PE	\$6,905,172	\$0	\$8,010,000	\$0	\$0	\$0	\$8,010,000	
Total Cost:	\$6,905,172	\$0	\$8,010,000	\$0	\$0	\$0	\$8,010,000	
Municipality:	Hollywood	Ownership: State		Project Sponsor:				

FDOT OWP - Federal Aid Management; STIP Project Detail and Summaries Online Report

TIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
Approved STIP Financial Project: 439170 1 As Of: 7/1/2025	Detail Related Items Shown

Item Number: 439170 1		Project Description: SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD				*SIS*		
District: 04		County: BROWARD				Project Length: 13.183MI		
Extra Description:		Type of Work: INTERCHANGE JUSTIFICA/MODIFICA						
2022 MPO ROADWAY PRIORITY #21 (LFA WITH BROWARD COUNTY PHASE 22-01:I-95/GRIFFIN RD-SURTAX)		INTERCHANGE IMPROVEMENTS:SHERIDAN ST, STIRLING & GRIFFIN RD MANAGED LANES INGRESS/EGRESS IMPROVEMENTS: SR-9/I-95 NORTH OF IVES DAIRY RD TO N. OF GRIFFIN RD						
Phase / Responsible Agency		Fiscal Year						
P D & E / MANAGED BY FDOT		<2026	2026	2027	2028	2029	>2029	ALL Years
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP		5,659,491		9,915				5,669,406
DDR-DISTRICT DEDICATED REVENUE		7,800						7,800
DS-STATE PRIMARY HIGHWAYS & PTO		2,043						2,043
LF-LOCAL FUNDS		235,000						235,000
NHPP-IM, BRDG REPL, NATNL HWY-MAP21		2,777,937		339				2,778,276
Phase: P D & E Totals		8,682,271		10,254				8,692,525
HIGHWAYS								
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP								85,941,087
ENVIRONMENTAL / MANAGED BY FDOT								
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP					20,000			20,000
Item: 439170 1 Totals		8,682,271		10,254	20,000			85,941,087
Item: 439170 2								94,653,612
Item Number: 439170 2		Project Description: SR-9/I-95 @ SR-848/STIRLING ROAD INTERIM IMPROVEMENTS				*SIS*	Project Length: 1.524MI	
District: 04		County: BROWARD				Type of Work: INTERCHANGE JUSTIFICA/MODIFICA		
Phase / Responsible Agency		Fiscal Year						
P D & E / MANAGED BY FDOT		<2026	2026	2027	2028	2029	>2029	ALL Years
Fund Code: -TOTAL OUTSIDE YEARS		58,927						58,927
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code: -TOTAL OUTSIDE YEARS			926,063					926,063
ENVIRONMENTAL / RESPONSIBLE AGENCY NOT AVAILABLE								
Fund Code: -TOTAL OUTSIDE YEARS			6,148					6,148
Item: 439170 2 Totals			991,138					991,138
Item Number: 439170 3		Project Description: SR-9/I-95 FROM N OF SR-820/HOLLYWOOD TO N OF SR-822/ SHERIDAN ST				*SIS*	Project Length: 0.000	
District: 04		County: BROWARD				Type of Work: INTERCHANGE JUSTIFICA/MODIFICA		
Phase / Responsible Agency		Fiscal Year						
P D & E / MANAGED BY FDOT		<2026	2026	2027	2028	2029	>2029	ALL Years

FDOT OWP - Federal Aid Management; STIP Project Detail and Summaries Online Report

Phase / Responsible Agency	<2026	2026	2027	2028	2029	>2029	All Years
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: ACNP-ADVANCE CONSTRUCTION NHPP				8,010,000			8,010,000
Item: 439170 3 Totals				8,010,000			8,010,000
Item Number: 439170 4							
District: 04							
County: BROWARD							
Project Description: SR-9/I-95 FROM N OF SR-822/SHERIDAN ST TO N OF SR-848/STIRLING RD							
Type of Work: INTERCHANGE JUSTIFICA/MODIFICA							
Project Length: 0.000							
SIS							
Fiscal Year							
	<2026	2026	2027	2028	2029	>2029	All Years
Phase / Responsible Agency							
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: -TOTAL OUTSIDE YEARS						8,010,000	8,010,000
Item: 439170 4 Totals						8,010,000	8,010,000
Item Number: 439170 5							
District: 04							
County: BROWARD							
Project Description: SR-9/I-95 FROM N OF SR-848/STIRLING RD TO N OF SR-818/GRIFFIN RD							
Type of Work: INTERCHANGE JUSTIFICA/MODIFICA							
Project Length: 0.000							
SIS							
Fiscal Year							
	<2026	2026	2027	2028	2029	>2029	All Years
Phase / Responsible Agency							
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: -TOTAL OUTSIDE YEARS						10,750,000	10,750,000
Item: 439170 5 Totals						10,750,000	10,750,000
Item Number: 439170 6							
District: 04							
County: BROWARD							
Project Description: SR-9/I-95 CD RD - N OF SR-820/HOLLYWOOD BLVD TO N OF SR-818/GRIFFIN RD							
Type of Work: INTERCHANGE JUSTIFICA/MODIFICA							
Project Length: 0.000							
SIS							
Fiscal Year							
	<2026	2026	2027	2028	2029	>2029	All Years
Phase / Responsible Agency							
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: -TOTAL OUTSIDE YEARS						10,010,000	10,010,000
Item: 439170 6 Totals						10,010,000	10,010,000
Item Number: 439170 7							
District: 04							
County: BROWARD							
Project Description: SR-9/I-95 EXPRESS LANES FROM MIAMI-DADE/BC COL TO N SR-818/GRIFFIN RD							
Type of Work: INTERCHANGE JUSTIFICA/MODIFICA							
Project Length: 0.000							
SIS							
Fiscal Year							
	<2026	2026	2027	2028	2029	>2029	All Years
Phase / Responsible Agency							
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code: -TOTAL OUTSIDE YEARS						14,010,000	14,010,000
Item: 439170 7 Totals						14,010,000	14,010,000
Project Totals		9,673,409	10,254	8,030,000		128,721,087	146,434,750
Grand Total		9,673,409	10,254	8,030,000		128,721,087	146,434,750

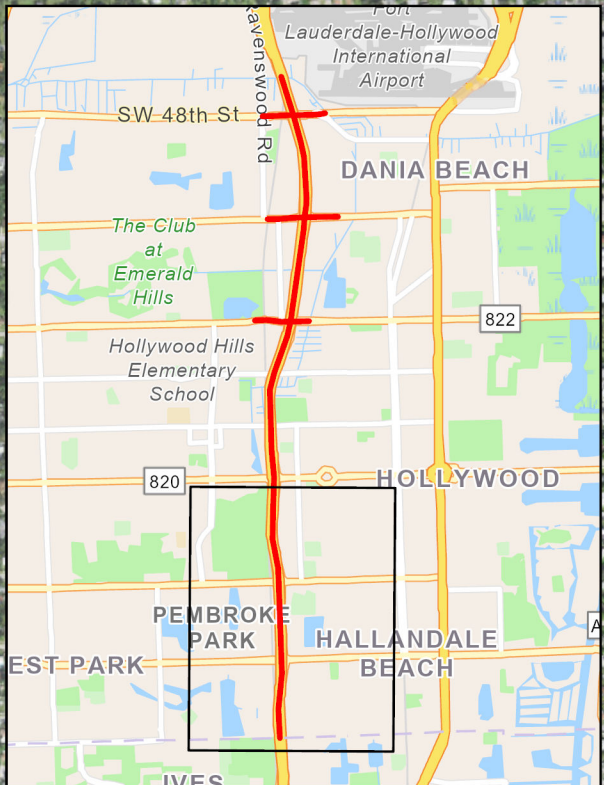
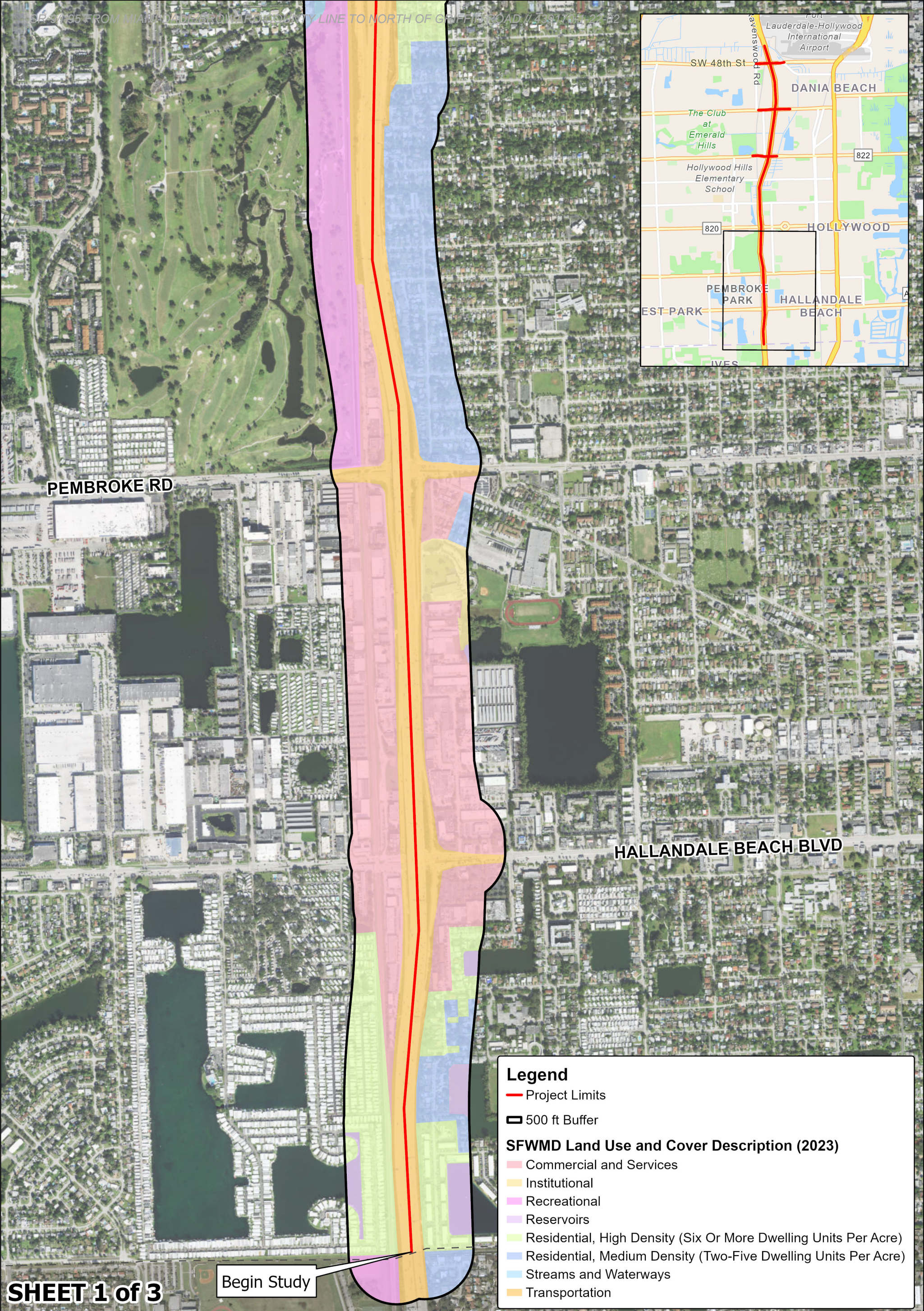
Social and Economic Appendix

Contents:

Land Use Map

Sociocultural Data Report

DRAFT



PEMBROKE RD

HALLANDALE BEACH BLVD

Legend

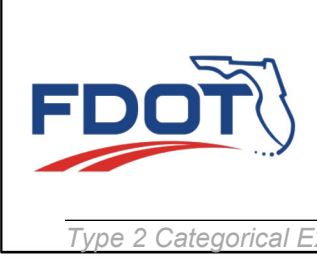
- Project Limits
- 500 ft Buffer

SFWMD Land Use and Cover Description (2023)

- Commercial and Services
- Institutional
- Recreational
- Reservoirs
- Residential, High Density (Six Or More Dwelling Units Per Acre)
- Residential, Medium Density (Two-Five Dwelling Units Per Acre)
- Streams and Waterways
- Transportation

SHEET 1 of 3

Begin Study



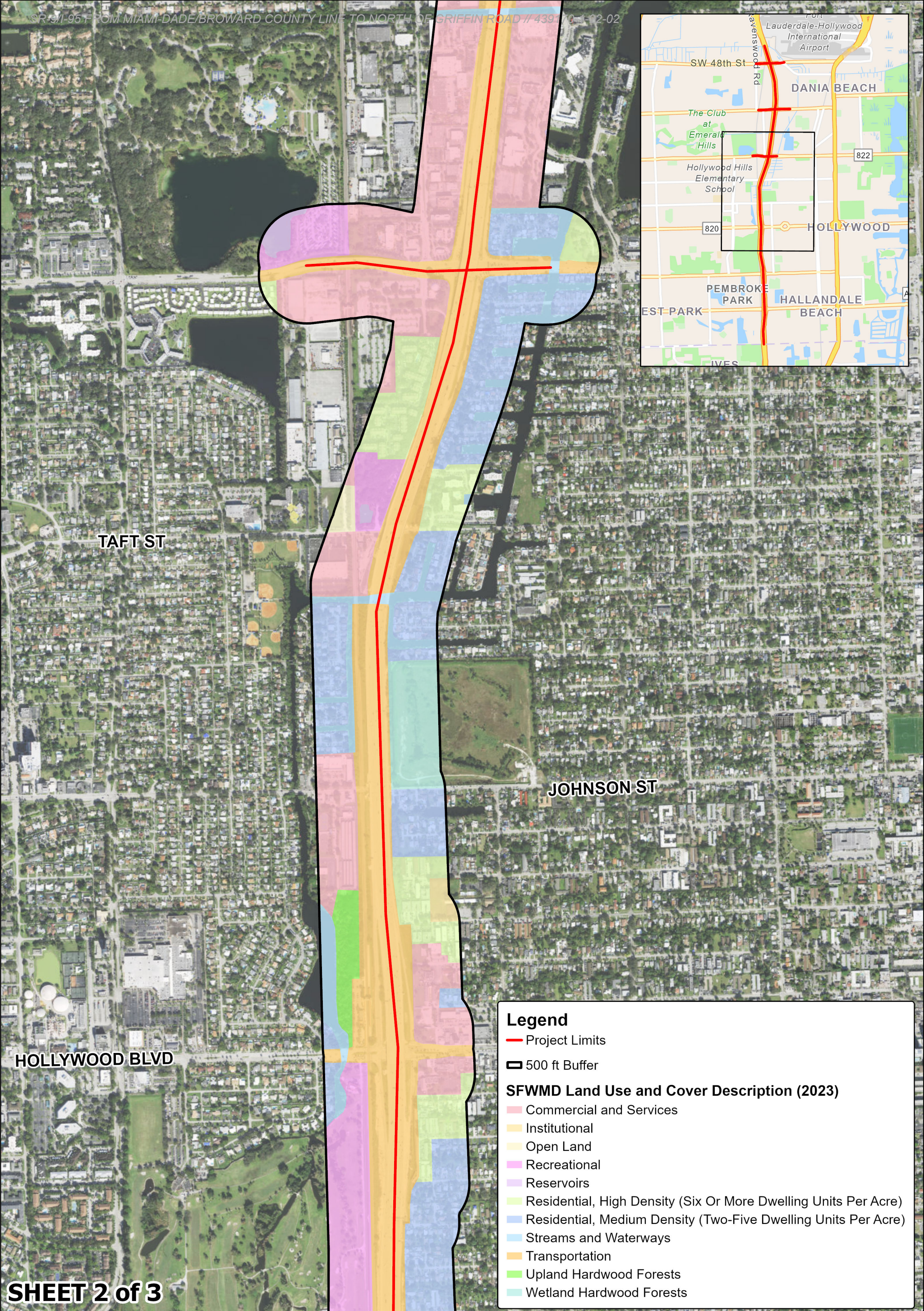
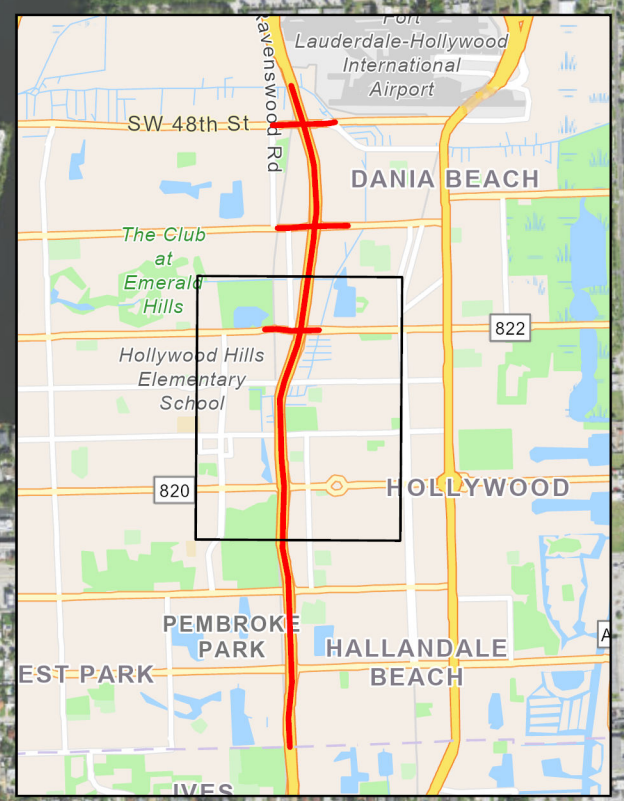
Existing Land Use

FPID No. 439170-1-22-02
 SR-9/I-95 PD&E Study from Miami-Dade/Broward County Line to north of Griffin Road and the cross roads at Griffin Rd, Stirling Rd, and Sheridan Rd
 Broward County, FL

Image Source: ESRI
 Image Date: 2024

0 500 1,000 US Feet

Page 65 of 127



Legend

- Project Limits
- 500 ft Buffer

SFWMD Land Use and Cover Description (2023)

- Commercial and Services
- Institutional
- Open Land
- Recreational
- Reservoirs
- Residential, High Density (Six Or More Dwelling Units Per Acre)
- Residential, Medium Density (Two-Five Dwelling Units Per Acre)
- Streams and Waterways
- Transportation
- Upland Hardwood Forests
- Wetland Hardwood Forests

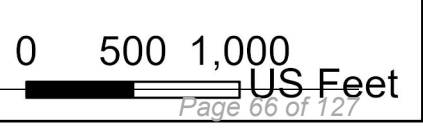
SHEET 2 of 3



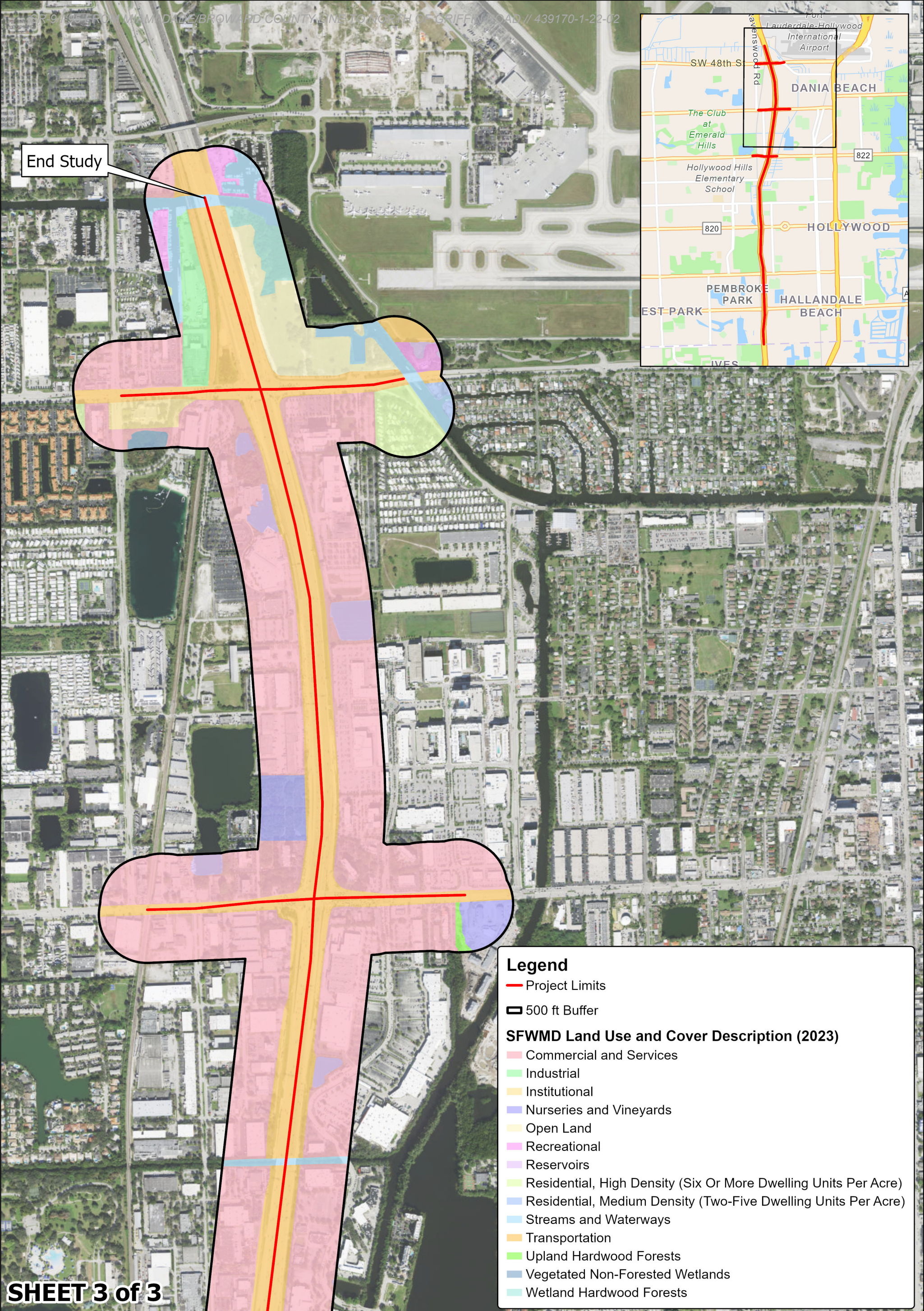
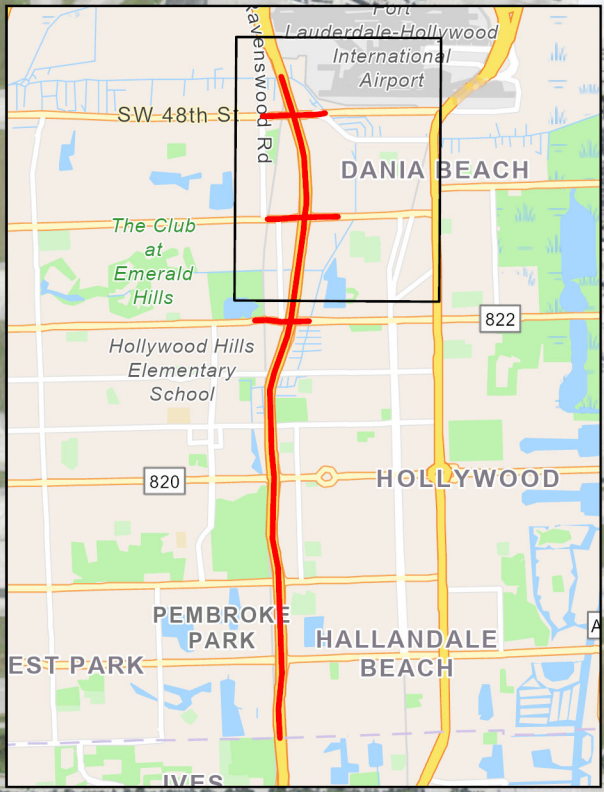
Existing Land Use

FPID No. 439170-1-22-02
 SR-9/I-95 PD&E Study from Miami-Dade/Broward County Line to north of Griffin Road and the cross roads at Griffin Rd, Stirling Rd, and Sheridan Rd
 Broward County, FL

Image Source: ESRI
 Image Date: 2024



End Study



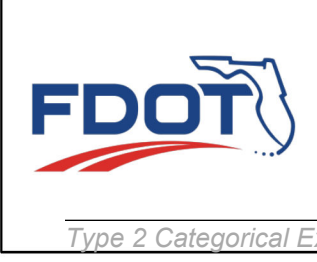
Legend

- Project Limits
- 500 ft Buffer

SFWMD Land Use and Cover Description (2023)

- Commercial and Services
- Industrial
- Institutional
- Nurseries and Vineyards
- Open Land
- Recreational
- Reservoirs
- Residential, High Density (Six Or More Dwelling Units Per Acre)
- Residential, Medium Density (Two-Five Dwelling Units Per Acre)
- Streams and Waterways
- Transportation
- Upland Hardwood Forests
- Vegetated Non-Forested Wetlands
- Wetland Hardwood Forests

SHEET 3 of 3



Existing Land Use

FPID No. 439170-1-22-02
 SR-9/I-95 PD&E Study from Miami-Dade/Broward County Line to north of Griffin Road and the cross roads at Griffin Rd, Stirling Rd, and Sheridan Rd
 Broward County, FL

Image Source: ESRI
 Image Date: 2024

0 500 1,000 US Feet

Page 67 of 127

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*Demographic
Information*

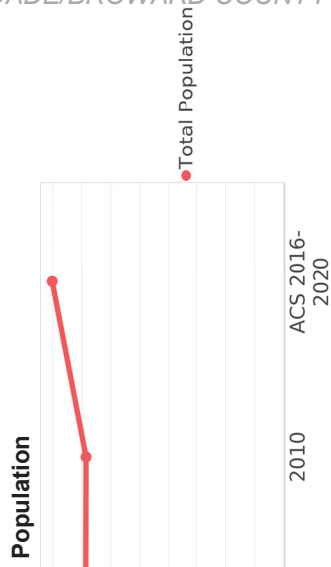


ETDM #14500 - Alternative #1

Buffer Distance: 500 feet
Milestone: 08/23/2022 - Programming Screen ETAT Review Started
Area: 2,369 square miles
Jurisdiction - Cities: Hollywood, Dania Beach, Pembroke Park, Hallandale Beach
Jurisdiction - Counties: Broward, Miami-Dade

General Population Trends

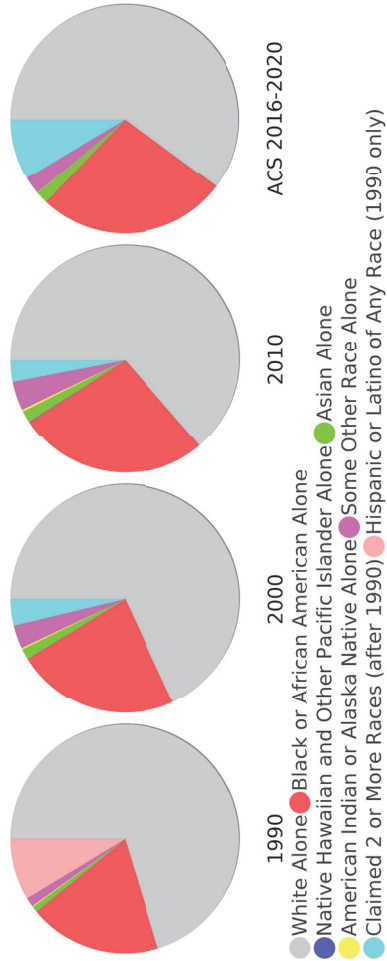
Description	1990	2000	2010 ¹	ACS 2016-2020
Total Population	6,990	6,873	6,854	8,028
Total Households	3,081	2,958	2,841	2,981
Average Persons per Acre	7.93	8.75	9.97	9.85
Average Persons per Household	2.32	2.43	2.43	2.74
Average Persons per Family	2.96	3.15	3.07	3.50
Males	3,249	3,229	3,312	3,865
Females	3,740	3,644	3,541	4,163



Race and Ethnicity Trends

Description	1990	2000	2010 ¹	ACS 2016-2020
White Alone	5,378 (76.94%)	4,678 (68.06%)	4,357 (63.57%)	4,823 (60.08%)
Black or African American Alone	1,436 (20.54%)	1,589 (23.12%)	1,861 (27.15%)	2,169 (27.02%)
Native Hawaiian and Other Pacific Islander Alone	2 (0.03%)	1 (0.01%)	5 (0.07%)	0 (0.00%)
Asian Alone	62 (0.89%)	103 (1.50%)	115 (1.68%)	137 (1.71%)
American Indian or Alaska Native Alone	12 (0.17%)	16 (0.23%)	21 (0.31%)	6 (0.07%)
Some Other Race Alone	98 (1.40%)	225 (3.27%)	281 (4.10%)	201 (2.50%)
Claimed 2 or More Races	NA (NA)	259 (3.77%)	211 (3.08%)	689 (8.58%)
Hispanic or Latino of Any Race	665 (9.51%)	1,282 (18.65%)	1,930 (28.16%)	2,798 (34.85%)
Not Hispanic or Latino	6,325 (90.49%)	5,591 (81.35%)	4,924 (71.84%)	5,230 (65.15%)
Minority	2,143 (30.66%)	3,159 (45.96%)	3,956 (57.72%)	5,161 (64.29%)

Race



Minority Percentage Population



Age Trends

Description	1990	2000	2010 ¹	ACS 2016-2020
Under Age 5	6.05%	6.43%	6.14%	7.87%
Ages 5-17	13.81%	16.56%	14.52%	15.36%
Ages 18-21	4.08%	4.02%	4.36%	4.24%
Ages 22-29	10.63%	9.86%	10.02%	11.02%
Ages 30-39	14.71%	15.19%	13.28%	14.75%
Ages 40-49	11.89%	14.74%	14.95%	13.58%
Ages 50-64	14.82%	15.58%	20.76%	18.50%
Age 65 and Over	23.96%	17.59%	15.90%	14.66%
-Ages 65-74	11.67%	8.12%	8.56%	7.49%
-Ages 75-84	9.00%	6.13%	4.83%	4.47%
-Age 85 and Over	3.28%	3.35%	2.49%	2.68%
Median Age	NA	38	40	37

Percentage Population by Age Group



Income Trends

Description	1990	2000	2010 ¹	ACS 2016-2020
Median Household Income	\$23,351	\$33,791	\$45,069	\$49,771
Median Family Income	\$32,124	\$42,412	\$56,544	\$60,205
Population below Poverty Level	16.98%	18.42%	16.84%	13.73%
Households below Poverty Level	16.98%	17.92%	17.74%	13.62%
Households with Public Assistance Income	6.17%	3.52%	1.02%	1.14%

Median Age Comparison



Disability Trends

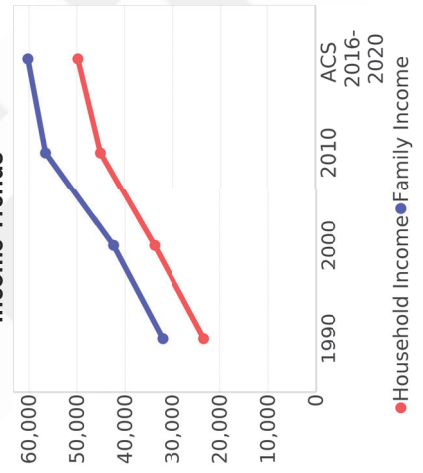
See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 ¹	ACS 2016-2020
Population 16 To 64 Years with a disability	384 (6.81%)	870 (13.58%)	(NA)	(NA)
Population 20 To 64 Years with a disability	(NA)	(NA)	(NA)	320 (6.55%)

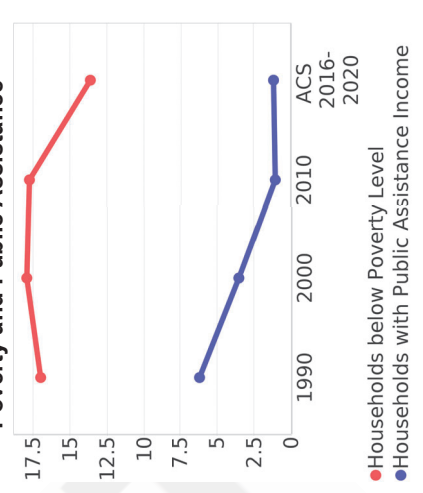
Educational Attainment Trends

Description	1990	2000	2010 ¹	ACS 2016-2020
Less than 9th Grade	503 (9.90%)	331 (6.93%)	357 (7.72%)	230 (4.19%)
9th to 12th Grade, No Diploma	1,135 (22.34%)	838 (17.55%)	473 (10.22%)	490 (8.93%)
High School Graduate or Higher	3,441 (67.74%)	3,606 (75.50%)	3,795 (82.04%)	4,768 (86.86%)
Bachelor's Degree or Higher	671 (13.21%)	813 (17.02%)	1,160 (25.08%)	1,500 (27.33%)

Income Trends



Poverty and Public Assistance



Language Trends

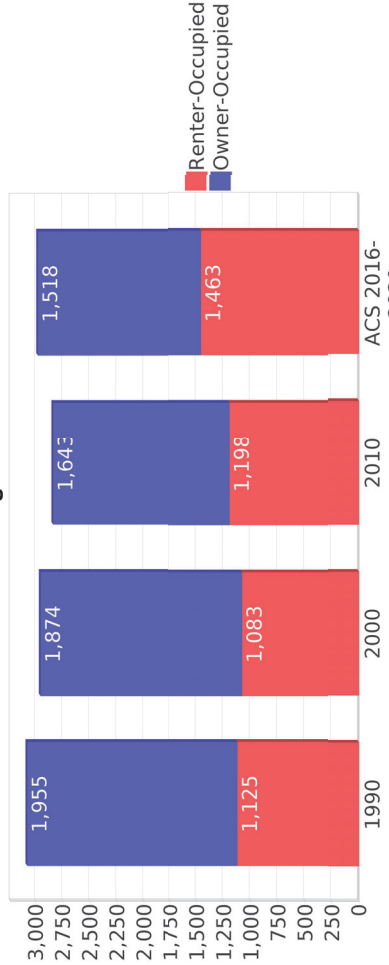
Age 5 and Over

Description	1990	2000	2010 ¹	ACS 2016-2020
Speaks English Well	350 (5.32%)	480 (7.46%)	598 (9.68%)	702 (9.49%)
Speaks English Not Well	NA	234 (3.64%)	453 (7.33%)	600 (8.11%)
Speaks English Not at All	NA	97 (1.51%)	161 (2.61%)	140 (1.89%)
Speaks English Not Well or Not at All	197 (3.00%)	331 (5.15%)	614 (9.94%)	740 (10.01%)
Speaks English Less than Very Well	NA	812 (12.63%)	1,213 (19.63%)	1,443 (19.51%)

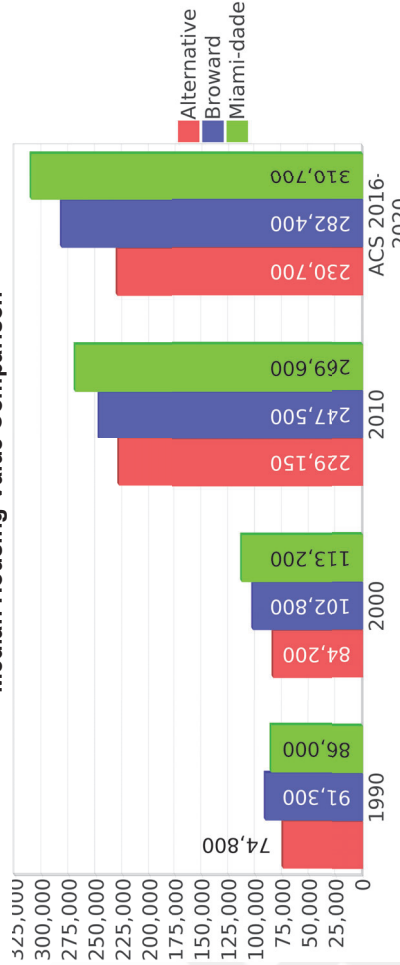
Housing Trends

Description	1990	2000	2010 ¹	ACS 2016-2020
Total	3,760	3,465	3,397	3,576
Units per Acre	3.77	4.06	4.43	3.62
Single-Family Units	1,356	1,476	1,451	1,541
Multi-Family Units	1,259	1,332	1,434	1,521
Mobile Home Units	441	634	585	507
Owner-Occupied Units	1,955	1,874	1,643	1,518
Renter-Occupied Units	1,125	1,083	1,198	1,463
Vacant Units	679	506	555	594
Median Housing Value	\$74,800	\$84,200	\$229,150	\$230,700
Occupied Housing Units w/No Vehicle	504 (16.36%)	459 (15.51%)	313 (11.01%)	239 (8.01%)

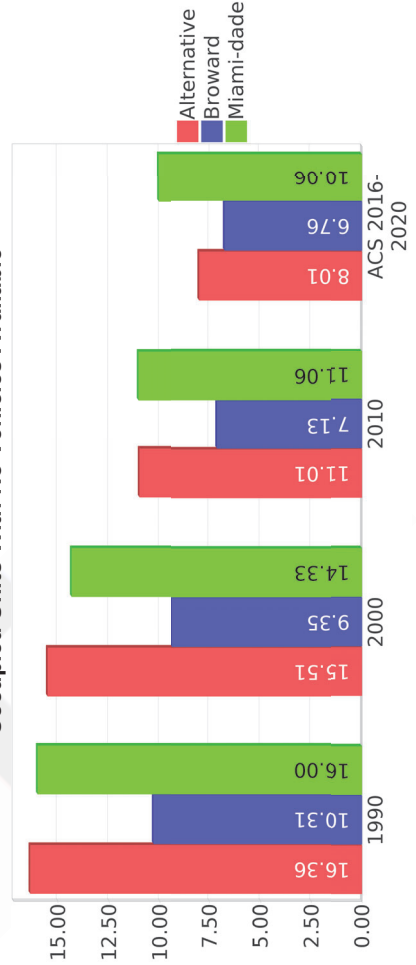
Housing Tenure



Median Housing Value Comparison



Occupied Units With No Vehicles Available



Geographic Mobility

Description	ACS 2016-2020
Median year householder moved into unit - Total	2013
Median year householder moved into unit - Owner Occupied	2006
Median year householder moved into unit - Renter Occupied	2015
Abroad 1 year ago	89
Different house in United States 1 year ago	1,286
Same house 1 year ago	6,513
Geographical Mobility in the Past Year - Total	7,890

Computers and Internet

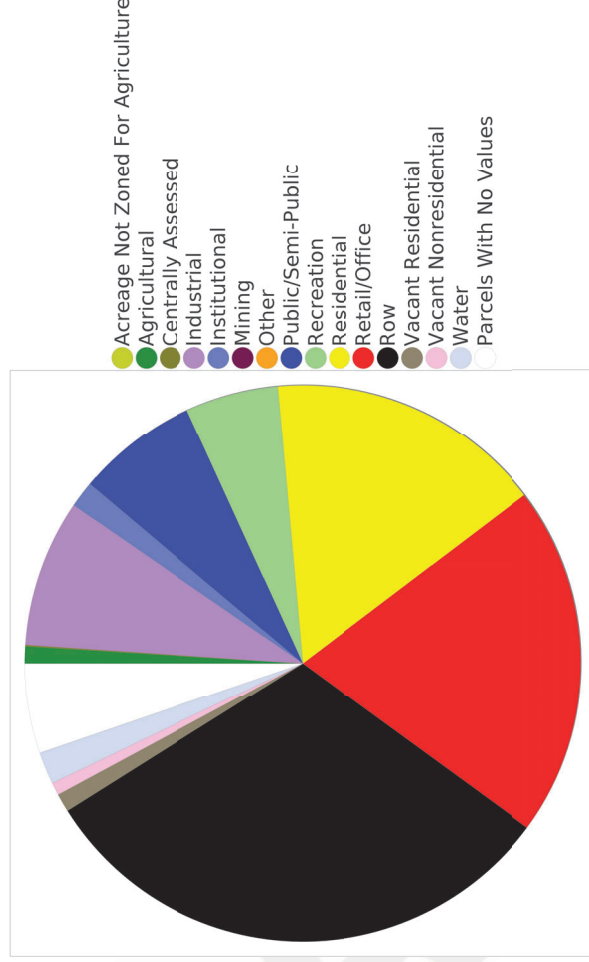
Description	ACS 2016-2020
Total Households Types of Computers in HH	2,981
Households with 1 or more device	2,855
Households with no computer	126
Total Households Presence and Types of Internet Subscriptions	2,981
Households with an internet subscription	2,596
Households with internet access without a subscription	92
Households with no internet access	291

Household Languages

Description	ACS 2016-2020
Total Households by Household Language	2,981
Household Not Limited English Speaking	2,590
Status	
Spanish: Limited English speaking household	296
Indo-European languages: Limited English speaking household	69
Asian and Pacific Island languages: Limited English speaking household	22
Other languages: Limited English speaking household	2

Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	0	0.00%
Agricultural	15	0.99%
Centrally Assessed	1	0.07%
Industrial	128	8.44%
Institutional	23	1.52%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	106	6.99%
Recreation	81	5.34%
Residential	242	15.96%
Retail/Office	306	20.19%
Row	466	30.74%
Vacant Residential	16	1.06%
Vacant Nonresidential	11	0.73%
Water	28	1.85%
Parcels With No Values	79	5.21%



Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Assisted Rental Housing Units

Facility Name	Address	Zip Code
FEDERATION PLAZA	3081 TAFT ST	33021
MERIDIAN - HOLLYWOOD	2900 NORTH 26TH AVENUE	33020

Community and Fraternal Centers

Facility Name	Address	Zip Code
MOOSE LODGE 919 - HOLLYWOOD	2907 TAYLOR ST	33020
HOLLYWOOD JAYCEES HALL	2930 HOLLYWOOD BLVD	33020
HALLANDALE ADULT COMMUNITY CENTER	1000 S W 3RD ST	33009
SE FOCAL POINT SENIOR CENTER	3081 TAFT ST	33021
MOOSE LODGE 919 - HOLLYWOOD	2907 TAYLOR ST	33020
LIONS CLUB - HOLLYWOOD	3081 TAFT ST	33021
KNIGHTS OF COLUMBUS 4851 - FR MONAHAN	600 KNIGHTS RD	33021
HOLLYWOOD JAYCEES HALL	2930 HOLLYWOOD BLVD	33020
MCNICOL COMMUNITY CENTER	1411 S 28TH AVE	33020

Cultural Centers

Facility Name	Address	Zip Code
OAKWOOD 18 CINEMAS	2800 OAKWOOD BLVD	33020
IGFA FISHING HALL OF FAME & MUSEUM	300 GULF STREAM WAY	33004
OAKWOOD 18 CINEMAS	2800 OAKWOOD BLVD	33020
IGFA FISHING HALL OF FAME & MUSEUM	300 GULF STREAM WAY	33004

Fire Department and Rescue Station Facilities

Facility Name	Address	Zip Code
MIAMI-DADE COUNTY FIRE DEPARTMENT STATION 63 (HIGHLAND OAKS)	1655 NE 205TH ST	33179

Law Enforcement Facilities

Facility Name	Address	Zip Code
HOLLYWOOD POLICE DEPARTMENT - NEIGHBORHOOD NETWORK CENTER - EAST	2207 RALEIGH ST	33020

Florida Parks and Recreational Facilities

Facility Name	Address	Zip Code
BOGGS FIELD	2310 N 23RD AVE	33020
AVIATION GREENSPACE	100 TERMINAL DR	33315
CHARLES F VOLLMAN PARK	2933 TAFT ST	33021
STAN GOLDMAN MEMORIAL PARK	800 KNIGHTS RD	33021
LIONS PARK	800 KNIGHTS RD	33021
ROTARY PARK & BOAT RAMP	3150 TAFT ST	33021
WATERVIEW PARK	COOLIDGE ST & WATERVIEW PL	33020
OAKWOOD HILLS PARK	N 26TH AVE & OAKWOOD BLVD	33020
HOWARD CLARK SR LINEAR WALKWAY	SW 24TH ST	33009
BOGGS FIELD	2310 N 23RD AVE	33020
EMERALD HILLS PARK	N 30TH TER & N 39TH ST	33021
AVIATION GREENSPACE	100 TERMINAL DR	33315
IVES ESTATES PARK	20901 NE 16TH AVE	33179
CHARLES F VOLLMAN PARK	2933 TAFT ST	33021
HENRY GRAHAM PARK	2338 SIMMS ST	33020
STAN GOLDMAN MEMORIAL PARK	800 KNIGHTS RD	33021

Facility Name	Address	Zip Code
LIONS PARK	800 KNIGHTS RD	33021

Religious Centers

Facility Name	Address	Zip Code
ST GREGORIOS ORTHODOX CHURCH OF INDIA	2850 TAYLOR ST	33020
NEW BIRTH FAITH TABERNACLE CHURCH	1026 NW 8TH STREET	33009
CARIBBEAN BAPTIST COMMUNICATIONS CENTRE	3400 RALEIGH STREET	33021
ST JOHN'S LUTHERAN CHURCH	2919 VAN BUREN STREET	33020
EBENEZER DELIVERANCE TEMPLE	2340 GRIFFIN RD	33312
NEW HOPE BAPTIST CHURCH	2305 SHERIDAN STREET	33020
UNITY PRACTICAL CHRISTIANITY	2740 VAN BUREN STREET	33020
ST GREGORIOS ORTHODOX CHURCH OF INDIA	2850 TAYLOR ST	33020
ST MARK'S LUTHERAN CHURCH-MISSOURI SYNOD	502 NORTH 28TH AVENUE	33020
NEW BIRTH FAITH TABERNACLE CHURCH	1026 NW 8TH STREET	33009
SHERIDAN HILLS BAPTIST CHURCH	3751 SHERIDAN ST	33021
CHRIST AMBASSADORS CHURCH	505 N 28 AVE	33020
UPON THIS ROCK HOLINESS CHURCH	2228 SIMMS STREET	33020
CARIBBEAN BAPTIST COMMUNICATIONS CENTRE	3400 RALEIGH STREET	33021
ST JOHN'S LUTHERAN CHURCH	2919 VAN BUREN STREET	33020
FAITH DELIVERANCE CATHEDRAL	3051 N 24TH AVENUE	33020
LAEL BAPTIST MISSION	337 SW 13TH STREET	33004
HOLLYWOOD SEVENTH DAY ADVENTIST CHURCH	1237 SOUTH 28TH AVENUE	33020
EBENEZER DELIVERANCE TEMPLE	2340 GRIFFIN RD	33312
NEW HOPE BAPTIST CHURCH	2305 SHERIDAN STREET	33020
SAINT ANDREW'S EPISCOPAL CHURCH	2307 FARRAGUT STREET	33020
PURE CHURCH OF RIGHTEOUSNESS	2259 RALEIGH ST	33020
GREATER ST ADORKOR MISSIONARY	2212 ATLANTA STREET	33020

Public Schools

Facility Name	Address	Zip Code
LANIER-JAMES EDUCATION CENTER	1050 NW 7TH CT	33009
SUNSHINE ELEMENTARY CHARTER SCHOOL	502 N 28TH AVE	33020
GULFSTREAM ACADEMY OF HALLANDALE BEACH	1000 S W 3RD ST	33009
MCNICOL MIDDLE SCHOOL	1602 S 27TH AVE	33020
PARAGON ACADEMY OF TECHNOLOGY	502 N 28TH AVE	33020
HALLANDALE HIGH SCHOOL	720 NW 9TH AVE	33009
LANIER-JAMES EDUCATION CENTER	1050 NW 7TH CT	33009

Mobile Home Parks

Facility Name	Address	Zip Code
OAK RIDGE MHP	3050 HALLANDALE BCH. BLVD.	33009
OCEAN WATERWAY CO-OP, INC.	1500 W GRIFFIN RD	33004
SHELDON'S MOBILE HOME COURT	2333 GRIFFIN RD	33312
LONE PINE MHP WEST	3030 W HALLANDALE BCH BLVD	33009
EMERALD ISLES FOR MOBILE HOMES	11 THRU 21 SW 10TH TERRACE	33009
OAK RIDGE MHP	3050 HALLANDALE BCH. BLVD.	33009
HOLIDAY MOBILE ESTATES	3120 W HALLANDALE BCH BLVD	33009
PINE CREST MOBILE HOME PARK	3030 STIRLING RD	33021
OCEAN WATERWAY CO-OP, INC.	1500 W GRIFFIN RD	33004
BAMBOO PARADISE MOBILE HOME PARK	2425 CHERI LN	33009
GREEN ACRES MH VILLAGE	3100 HALLANDALE BCH BLVD	33009
BAMBOO LAKES MHP	2305 S.W. 31ST COURT	33009
SHELDON'S MOBILE HOME COURT	2333 GRIFFIN RD	33312
LONE PINE MHP WEST	3030 W HALLANDALE BCH BLVD	33009
NORTH COAST T.P. & MARINA	4500 RAVENSWOOD ROAD	33312

Group Care Facilities

Facility Name	Address	Zip Code
FIVE STAR PREMIER RESIDENCES OF HOLLYWOOD	2480 N PARK ROAD	33021
SHA'AREI BINA TORCH ACADEMY FOR GIRLS	2907 TAYLOR STREET	33020
FIVE STAR PREMIER RESIDENCES OF HOLLYWOOD	2480 N PARK ROAD	33021
SHERIDAN MANOR	2415 N 20 AVENUE	33020
JEWISH PARENT COOPERATIVE SCHOOL	2751 VAN BUREN STREET	33020
SHERIDAN HILLS CHRISTIAN SCHOOL	3751 SHERIDAN STREET	33020
NEWPORT HOME CARE	2811 CLEVELAND STREET	33020
SHA'AREI BINA TORCH ACADEMY FOR GIRLS	2907 TAYLOR STREET	33020
AUKELA CHRISTIAN MILITARY ACADEMY	2835 MADISON STREET	33020
SUNSHINE ELEMENTARY CHARTER SCHOOL	502 N 28 AVENUE	33020
PARAGON ACADEMY OF TECHNOLOGY	502 N 28 AVENUE	33020

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

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2000 Census Block Groups

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2010 Census Block Groups

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Census Block Groups

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Data Sources

ACS vs Census Data

(1) The 2010 Census data is represented by a combination of decennial and ACS (2006-2010) data. The General Population Trends, Race and Ethnicity Trends, Age Trends are entirely from decennial. The Income Trends, Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

Area

(2) The geographic area of the community based on a user-defined community boundary or area of interest (AOI) boundary.

Jurisdiction

(3) Jurisdiction(s) includes local government boundaries that intersect the user-defined community or AOI boundary.

Goals, Values and History

(4) Information under the headings Goals and Values and History is entered manually by the user before the Sociocultural Data Report (SDR) is generated. This information is usually not available for communities with boundaries that are based on Census-defined places (i.e., not user-specified).

Demographic Data

(5) Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census for 1990 and 2000 and the American Community Survey (ACS) 5-year estimates for 2006-2010 and ACS 2016-2020. The data was gathered at the block group level for user-defined communities, Census places, and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data

(6) The block group analysis for ETDM project analysis areas, user-defined communities, Census places, and AOI boundaries do not always correspond precisely to block group boundaries. To estimate the actual population more accurately, the SDR analysis adjusts the geographic area and data of affected block groups using the following methodology:

Delete overlapping census blocks with extremely low populations (2 or fewer people)
Remove the portion of the block group that lies outside of the analysis area
Recalculate the demographics assuming an equal area distribution of the population

Note that there may be areas where there is no population.

(7) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>

(8) Use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf>; [http://www.census.gov/pred/www/rpts/Race and Ethnicity FINAL report.pdf](http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf))

(9) The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

(10) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2016-2020 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(11) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

(12) Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

(13) Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

(14) Age trends. The median age for 1990 is not available.

Land Use Data

(15) The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

- (16) Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- (17) Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- (18) Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- (19) Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- (20) Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- (21) Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- (22) Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage

facilities) reported by multiple sources.

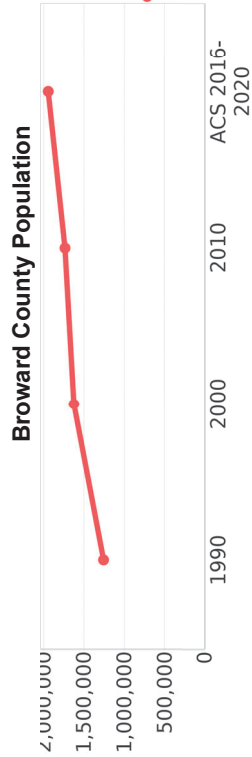
- (23) Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- (24) Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- (25) Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- (26) Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- (27) Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- (28) Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- (29) Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- (30) Private and Public Schools - Identifies private and public schools reported by multiple sources.
- (31) Social Service Centers - Identifies social service centers reported by multiple sources.
- (32) Veteran Organizations and Facilities

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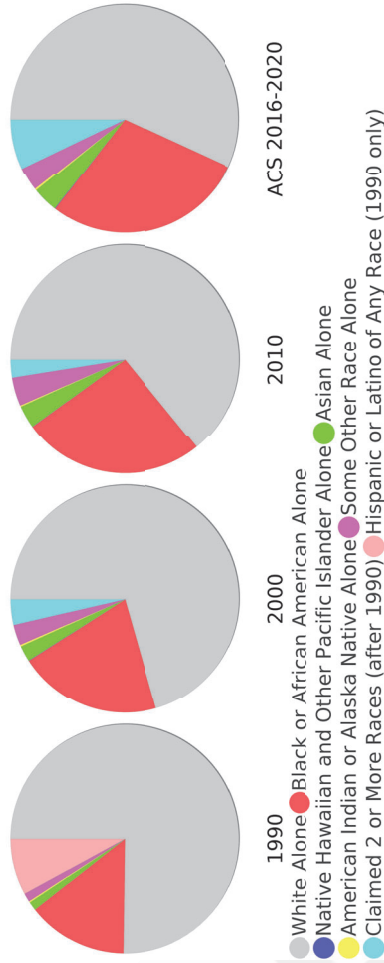
Broward County Demographic Profile

General Population Trends - Broward

Description	1990	2000	2010 ¹	ACS 2016-2020
Total Population	1,255,488	1,623,018	1,734,139	1,942,273
Total Households	528,442	654,445	668,898	704,942
Average Persons per Acre	1.606	2.08	2.217	2.48
Average Persons per Household	2.376	2.448	3.00	2.73
Average Persons per Family	2.987	3.153	3.325	3.57
Males	601,177	782,611	840,414	946,047
Females	654,311	840,407	893,725	996,226



Broward County Race



Race and Ethnicity Trends - Broward

Description	1990	2000	2010 ¹	ACS 2016-2020
White Alone	1,025,583 (81.69%)	1,145,656 (70.59%)	1,111,680 (64.11%)	1,103,866 (56.83%)
Black or African American Alone	193,447 (15.41%)	329,749 (20.32%)	448,777 (25.88%)	555,741 (28.61%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	645 (0.04%)	574 (0.03%)	1,241 (0.06%)
Asian Alone	16,757 (1.33%)	36,505 (2.25%)	55,794 (3.22%)	70,561 (3.63%)
American Indian or Alaska Native Alone	2,634 (0.21%)	3,962 (0.24%)	3,235 (0.19%)	5,129 (0.26%)
Some Other Race Alone	16,694 (1.33%)	47,617 (2.93%)	70,324 (4.06%)	67,771 (3.49%)
Claimed 2 or More Races	(NA)	58,884 (3.63%)	43,755 (2.52%)	137,964 (7.10%)
Hispanic or Latino of Any Race	108,439 (8.64%)	271,523 (16.73%)	415,627 (23.97%)	586,236 (30.18%)
Not Hispanic or Latino	1,147,049 (91.36%)	1,351,495 (83.27%)	1,318,512 (76.03%)	1,356,037 (69.82%)
Minority	315,143 (25.10%)	682,326 (42.04%)	987,249 (56.93%)	1,252,500 (64.49%)

Age Trends - Broward

Description	1990	2000	2010 ¹	ACS 2016-2020
Under Age 5	6.29%	6.30%	6.06%	5.79%
Ages 5-17	14.15%	17.21%	16.73%	15.37%
Ages 18-21	4.37%	4.01%	4.80%	4.35%
Ages 22-29	12.16%	9.58%	10.00%	10.21%
Ages 30-39	16.60%	16.74%	13.60%	13.50%
Ages 40-49	12.52%	15.73%	16.16%	13.55%
Ages 50-64	13.14%	14.39%	18.57%	20.56%
Age 65 and Over	20.77%	16.04%	14.10%	16.67%
-Ages 65-74	10.63%	7.19%	6.80%	9.30%
-Ages 75-84	8.15%	6.24%	4.87%	4.86%
-Age 85 and Over	1.99%	2.62%	2.43%	2.51%
Median Age	NA	38	39	40.5

Income Trends - Broward

Description	1990	2000	2010 ¹	ACS 2016-2020
Median Household Income	\$30,571	\$41,691	\$51,694	\$60,922
Median Family Income	\$36,801	\$50,531	\$62,619	\$73,430
Population below Poverty Level	10.19%	11.51%	12.28%	12.71%
Households below Poverty Level	9.72%	10.80%	11.77%	12.82%
Households with Public Assistance Income	3.97%	2.07%	1.28%	1.86%

Disability Trends - Broward

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 ¹	ACS 2016-2020
Population 16 To 64 Years with a disability	54,712 (5.40%)	194,881 (12.94%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	88,158 (7.60%)

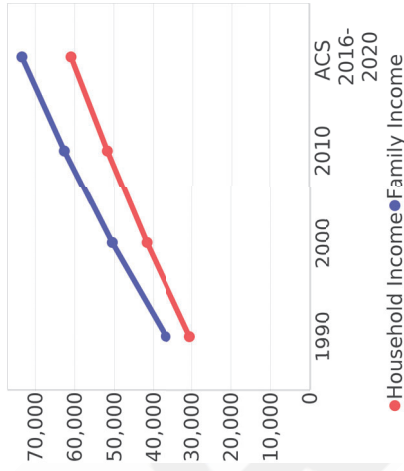
Educational Attainment Trends - Broward

Description	1990	2000	2010 ¹	ACS 2016-2020
Less than 9th Grade	66,349 (7.38%)	61,183 (5.43%)	59,492 (4.98%)	62,581 (4.54%)
9th to 12th Grade, No Diploma	141,784 (15.77%)	142,051 (12.61%)	94,852 (7.94%)	83,669 (6.07%)
High School Graduate or Higher	690,696 (76.84%)	923,268 (81.96%)	1,040,419 (87.08%)	1,232,527 (89.39%)
Bachelor's Degree or Higher	168,799 (18.78%)	276,527 (24.55%)	353,884 (29.62%)	456,701 (33.12%)

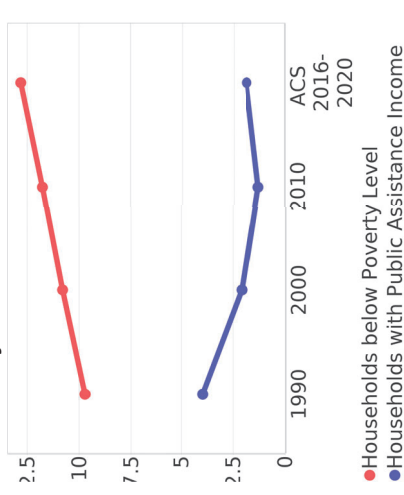
Percentage Population by Age Group - Broward



Income Trends



Poverty and Public Assistance



Language Trends - Broward

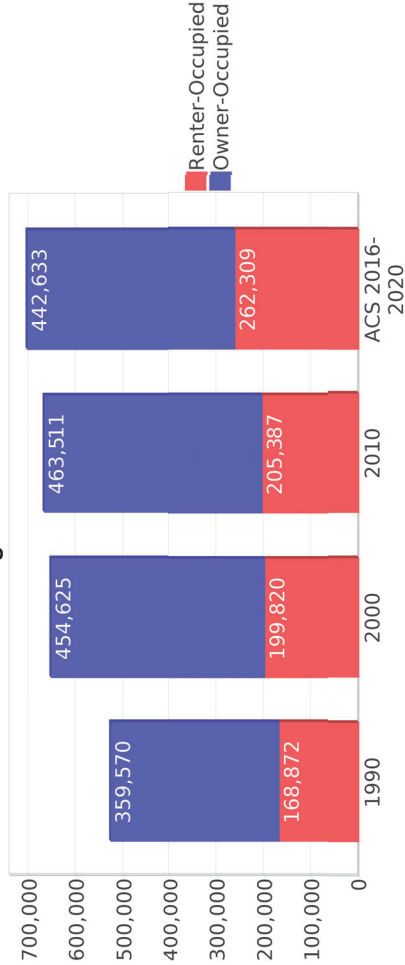
Age 5 and Over

Description	1990	2000	2010 ¹	ACS 2016-2020
Speaks English Well	47,912 (4.07%)	95,561 (6.28%)	123,453 (7.58%)	152,145 (8.31%)
Speaks English Not Well	NA	59,953 (3.94%)	83,745 (5.14%)	97,919 (5.35%)
Speaks English Not at All	NA	17,811 (1.17%)	34,170 (2.10%)	37,501 (2.05%)
Speaks English Not Well or Not at All	32,782 (2.79%)	77,764 (5.11%)	117,915 (7.24%)	135,420 (7.40%)
Speaks English Less than Very Well	NA	173,325 (11.40%)	241,368 (14.82%)	287,565 (15.72%)

Housing Trends - Broward

Description	1990	2000	2010 ¹	ACS 2016-2020
Total	628,660	741,043	806,858	826,382
Units per Acre	0.804	0.95	1.031	1.06
Single-Family Units	257,272	360,764	392,858	408,896
Multi-Family Units	246,239	352,349	390,365	393,649
Mobile Home Units	19,992	26,834	23,136	23,084
Owner-Occupied Units	359,570	454,625	463,511	442,633
Renter-Occupied Units	168,872	199,820	205,387	262,309
Vacant Units	100,218	86,598	137,960	121,440
Median Housing Value	\$91,300	\$102,800	\$247,500	\$282,400
Occupied Housing Units w/No Vehicle	54,467 (10.31%)	61,191 (9.35%)	47,710 (7.13%)	47,689 (6.76%)
Median year householder moved into unit - Total	NA	NA	NA	2012
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2007
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2016
Abroad 1 year ago	NA	NA	NA	26,751
Different house in United States 1 year ago	NA	NA	NA	246,585
Same house 1 year ago	NA	NA	NA	1,646,865
Geographical Mobility in the Past Year - Total	NA	NA	NA	1,646,865

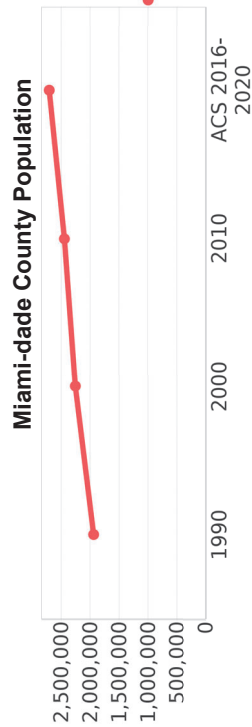
Housing Tenure - Broward



Miami-dade County Demographic Profile

General Population Trends - Miami-dade

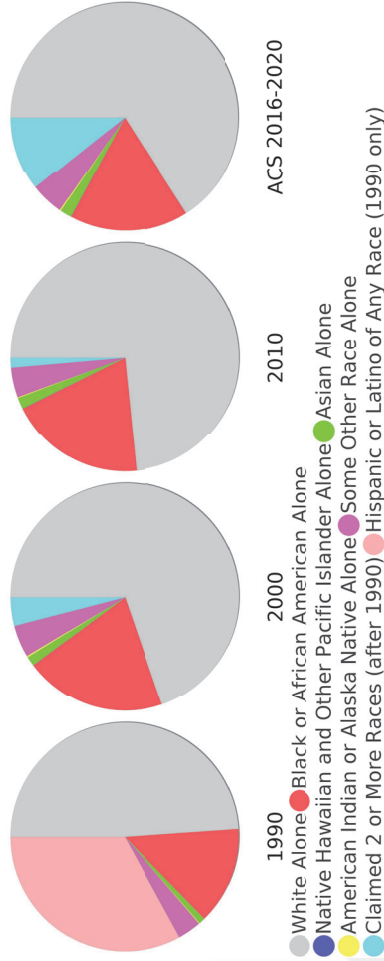
Description	1990	2000	2010 ¹	ACS 2016-2020
Total Population	1,937,094	2,253,362	2,445,374	2,705,528
Total Households	692,355	776,774	827,556	902,200
Average Persons per Acre	1.528	1.774	1.925	2.13
Average Persons per Household	2.798	2.84	3.00	2.95
Average Persons per Family	3.413	3.488	3.591	3.71
Males	928,411	1,086,558	1,182,784	1,315,460
Females	1,008,683	1,166,804	1,262,590	1,390,068



Race and Ethnicity Trends - Miami-dade

Description	1990	2000	2010 ¹	ACS 2016-2020
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	1,783,928 (65.94%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	457,814 (16.92%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	869 (0.03%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	43,192 (1.60%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	5,273 (0.19%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	125,840 (4.65%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	288,612 (10.67%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,843,676 (68.14%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	861,852 (31.86%)
Minority	1,351,487 (69.77%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,339,622 (86.48%)

Miami-dade County Race



Age Trends - Miami-dade

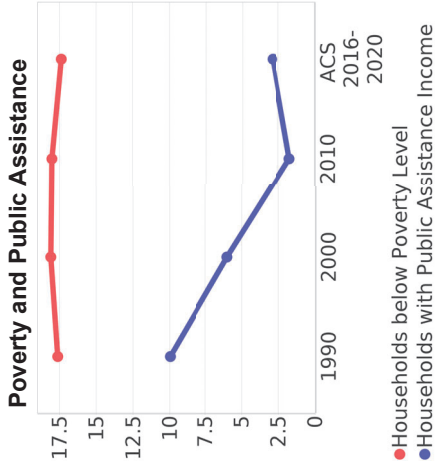
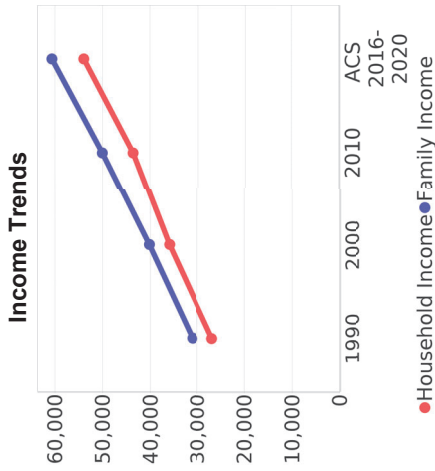
Description	1990	2000	2010 ¹	ACS 2016-2020
Under Age 5	7.21%	6.43%	6.20%	5.80%
Ages 5-17	16.95%	18.31%	16.18%	14.60%
Ages 18-21	5.60%	5.24%	5.83%	4.79%
Ages 22-29	13.10%	10.97%	10.98%	10.71%
Ages 30-39	16.06%	16.33%	14.14%	13.84%
Ages 40-49	12.47%	14.49%	15.67%	14.23%
Ages 50-64	14.63%	14.90%	17.15%	19.76%
Age 65 and Over	13.98%	13.33%	13.86%	16.27%
-Ages 65-74	7.54%	7.23%	7.34%	8.68%
-Ages 75-84	4.88%	4.41%	4.71%	5.16%
-Age 85 and Over	1.55%	1.69%	1.81%	2.44%
Median Age	NA	36	38	40.2

Percentage Population by Age Group - Miami-dade



Income Trends - Miami-dade

Description	1990	2000	2010 ¹	ACS 2016-2020
Median Household Income	\$26,909	\$35,966	\$43,605	\$53,975
Median Family Income	\$31,113	\$40,260	\$50,065	\$60,666
Population below Poverty Level	17.94%	17.97%	17.18%	16.01%
Households below Poverty Level	17.62%	18.10%	18.02%	17.38%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.93%



Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 ¹	ACS 2016-2020
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	109,429 (6.70%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 ¹	ACS 2016-2020
Less than 9th Grade	228,426 (17.83%)	219,066 (14.68%)	202,413 (12.23%)	178,065 (9.25%)
9th to 12th Grade, No Diploma	219,856 (17.16%)	260,287 (17.45%)	178,335 (10.77%)	171,699 (8.92%)
High School Graduate or Higher	833,013 (65.01%)	1,012,436 (67.87%)	1,274,809 (77.00%)	1,576,177 (81.84%)
Bachelor's Degree or Higher	240,460 (18.77%)	323,399 (21.68%)	434,574 (26.25%)	590,305 (30.65%)

Language Trends - Miami-dade

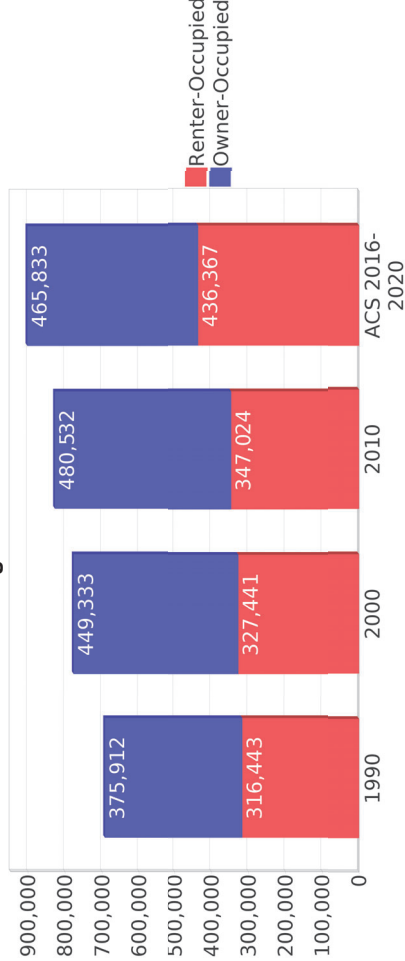
Age 5 and Over

Description	1990	2000	2010 ¹	ACS 2016-2020
Speaks English Well	221,943 (12.34%)	285,783 (13.55%)	302,397 (13.18%)	340,210 (13.35%)
Speaks English Not Well	NA (NA)	261,782 (12.42%)	294,777 (12.85%)	322,484 (12.65%)
Speaks English Not at All	NA (NA)	184,249 (8.74%)	217,650 (9.49%)	217,705 (8.54%)
Speaks English Not Well or Not at All	341,005 (18.96%)	446,031 (21.15%)	512,427 (22.34%)	540,189 (21.20%)
Speaks English Less than Very Well	NA (NA)	731,814 (34.71%)	814,824 (35.52%)	880,399 (34.55%)

Housing Trends - Miami-dade

Description	1990	2000	2010 ¹	ACS 2016-2020
Total	771,288	852,278	980,580	1,032,310
Units per Acre	0.608	0.671	0.772	0.81
Single-Family Units	365,600	448,569	508,364	511,392
Multi-Family Units	301,870	387,550	457,465	507,581
Mobile Home Units	15,359	15,338	14,234	12,890
Owner-Occupied Units	375,912	449,333	480,532	465,833
Renter-Occupied Units	316,443	327,441	347,024	436,367
Vacant Units	78,933	75,504	153,024	130,110
Median Housing Value	\$86,000	\$113,200	\$269,600	\$310,700
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	90,752 (10.06%)
Median year householder moved into unit - Total	NA	NA	NA	2012
Median year householder moved into unit - Owner Occupied	NA	NA	NA	2005
Median year householder moved into unit - Renter Occupied	NA	NA	NA	2015
Abroad 1 year ago	NA	NA	NA	45,317
Different house in United States 1 year ago	NA	NA	NA	271,359
Same house 1 year ago	NA	NA	NA	2,359,939
Geographical Mobility in the Past Year - Total	NA	NA	NA	2,359,939

Housing Tenure - Miami-dade



County Data Sources

ACS vs Census Data

(1) The 2010 Census data is represented by a combination of decennial and ACS (2006-2010) data. The General Population Trends, Race and Ethnicity Trends, Age Trends are entirely from decennial. The Income Trends, Language Trends are entirely from the ACS. The Housing Trends section is derived from both: Decennial (Total # Housing Units, Housing Units per Acre, Owner-Occupied Units, Renter-Occupied Units, Vacant Units); ACS (Single Family Units, Multi-family Units, Mobile Homes, Median Housing Value, Occupied Housing Units w/No Vehicle).

About the Census Data

(34) Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: https://www.census.gov/content/dam/Census/programs-surveys/acs/news/10ACS_keyfacts.pdf) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data.html>

(35) Use caution when interpreting changes in race and ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf>; [http://www.census.gov/pred/www/rpts/Race and Ethnicity FINAL report.pdf](http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf))

(36) The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

(37) Disability data is not included in the 2010 Decennial Census or the 2006-2010 ACS. This data is available in the ACS 2016-2020 ACS. Because of changes made to the Census and ACS questions between 1990 and ACS, disability variables should not be compared from year to year. For example: 1) with the 1990 data, the disabilities are listed as a "work disability" while this distinction is not made with 2000 or ACS data; 2) the ACS data includes the institutionalized population (e.g. persons in prisons and group homes) while this population is not included in 1990 or 2000; and 3) the age groupings changed over the years.

(38) The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- (39) Community and Fraternal Centers https://etdmpub.florida-estat.org/meta/gc_communitycenter.xml
- (40) Correctional Facilities in Florida https://etdmpub.florida-estat.org/meta/gc_correctional.xml
- (41) Cultural Centers in Florida https://etdmpub.florida-estat.org/meta/gc_culturecenter.xml
- (42) Fire Department and Rescue Station Facilities in Florida https://etdmpub.florida-estat.org/meta/gc_firestat.xml
- (43) Local, State, and Federal Government Buildings in Florida https://etdmpub.florida-estat.org/meta/gc_govbuild.xml
- (44) Florida Health Care Facilities https://etdmpub.florida-estat.org/meta/gc_health.xml
- (45) Hospital Facilities in Florida https://etdmpub.florida-estat.org/meta/gc_hospitals.xml
- (46) Law Enforcement Facilities in Florida https://etdmpub.florida-estat.org/meta/gc_lawenforce.xml
- (47) Florida Parks and Recreational Facilities https://etdmpub.florida-estat.org/meta/gc_parks.xml
- (48) Religious Centers https://etdmpub.florida-estat.org/meta/gc_religion.xml
- (49) Florida Public and Private Schools https://etdmpub.florida-estat.org/meta/gc_schools.xml
- (50) Social Service Centers https://etdmpub.florida-estat.org/meta/gc_socialservice.xml
- (51) Assisted Rental Housing Units in Florida https://etdmpub.florida-estat.org/meta/gc_assisted_housing.xml
- (52) Group Care Facilities <https://etdmpub.florida-estat.org/meta/groupcare.xml>
- (53) Mobile Home Parks in Florida https://etdmpub.florida-estat.org/meta/gc_mobilehomes.xml
- (54) Migrant Camps in Florida <https://etdmpub.florida-estat.org/meta/migrant.xml>
- (55) Veteran Organizations and Facilities https://etdmpub.florida-estat.org/meta/gc_veterans.xml
- (56) Generalized Land Use https://etdmpub.florida-estat.org/meta/lu_gen.xml
- (57) Census Block Groups in Florida https://etdmpub.florida-estat.org/meta/e2_cenacs_cci.xml
- (58) 1990 Census Block Groups in Florida https://etdmpub.florida-estat.org/meta/e2_cenblkgrp_1990_cci.xml
- (59) 2000 Census Block Groups in Florida https://etdmpub.florida-estat.org/meta/e2_cenblkgrp_2000_cci.xml
- (60) 2010 Census Block Groups in Florida https://etdmpub.florida-estat.org/meta/e2_cenblkgrp_2010_cci.xml

Cultural Resources Appendix

Contents:

State Historic Preservation Office (SHPO) Signed Concurrence Letter

Section 4(f) Report

DRAFT



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

December 27, 2023

Ms. Alissa S. Lotane, Director and
State Historic Preservation Officer
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32301

Subject: **Request for Review**
Cultural Resource Assessment Survey
SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road
Financial Management #: 439170-1-22-01
Broward County, Florida

Attention: Ms. Alyssa McManus

Dear Ms. McManus;

The Florida Department of Transportation (FDOT) District 4 (District) prepared a Cultural Resource Assessment Survey (CRAS) in support of the State Road (SR) 9/I-95 From Miami-Dade/Broward County Line to North of Griffin Road Project Development & Environment (PD&E) Study in Broward County, Florida. The project length is 6.5 miles (mi) (10.5 kilometers [km]). The purpose of the study is to improve traffic operations at the existing interchanges, cross streets, and managed lanes, address existing and future traffic demand, and enhance safety along the corridor. The project will also address social demands, economic development, and modal interrelationships. The proposed undertaking includes interchange, ingress, and egress improvements at the intersections of SR 9/I-95 and Sheridan Street, Stirling Road, and Griffin Road (known as the Basic Services Area), including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. The project is in Sections 28, 29, 32–34 of Township (T) 50 South (S), Range (R) 42 East (E) and Sections 3–5 and 8–10 of T51S, R42E. The PD&E study is federally funded under Financial Project Identification (FPID) Number 439170-1-22-02.

The Area of Potential Effects (APE) is defined as the existing ROW for the proposed undertaking and was expanded to include adjacent parcels up to 328 feet (ft) (100 meters [m]) from the centerline of the road in areas of new ground disturbance. The CRAS aims to identify and locate any historic resources within the APE and assess their potential for listing in the National Register of Historic Places (NRHP). The CRAS was prepared in accordance with the guidelines of the Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), State Historic Preservation Officer (SHPO), and the FDOT (executed September 27, 2023). The survey methods and report were

*Cultural Resources Assessment Survey
SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road
Financial Management #: 439170-1-22-01
Broward County, Florida*

designed to comply with Chapter 267 of the Florida Statutes, Rule 1A-46 of the Florida Administrative Code, Section 106 of the National Historic Preservation Act of 1966, FDOT's PD&E Manual, FDOT's Cultural Resources Management (CRM) Handbook, and the FDHR's Module 3 Guidelines.

Background research identified seven resource groups and three archaeological sites within the APE. Archaeological survey methods included pedestrian survey throughout the APE and subsurface testing at intervals based on archaeological site potential throughout the APE. No archaeological materials were encountered during field survey of the APE. The Oakwood site (8BD02121) is an archaeological site with a Glades period component and an indeterminate precontact component that overlaps the southern portion of the APE. The site has not been evaluated by the SHPO, but consultation with the Broward County Certified Local Government (CLG) revealed that 8BD02121 is a locally designated resource. Within the APE, subsurface testing was precluded by the presence of an inundated drainage feature and marked subsurface utilities. As the site extends beyond the APE, the District has insufficient information to evaluate 8BD02121 for listing in the NRHP. The scope of work within the boundary of 8BD02121 is anticipated to be limited to the existing, disturbed ROW. No new ground disturbance is proposed at this location. Based on consultation with the Broward County CLG, any work outside of the existing FDOT ROW would require a CTD and further consultation with the County. If work is limited to the existing, disturbed ROW, the District recommends the proposed undertaking will have no adverse effect on 8BD02121. Additional consultation with the Broward County CLG and SHPO will be required if proposed work extends beyond the existing ROW. The Stirling site (8BD02904) is an indeterminate precontact archaeological site that overlaps the central portion of the APE. The District plotted four STPs within and adjacent to the site boundary, but only one could be excavated due to the presence of existing pavement and concrete barriers. Marked subsurface utilities and existing pavement precluded the relocation or offsetting of the STPs. As the site extends beyond the APE, the District has insufficient information to evaluate 8BD02904 for listing in the NRHP. The scope of work within the boundary of 8BD02904 is anticipated to be limited to the existing, disturbed ROW. No new ground disturbance is proposed at this location. The District recommends the proposed undertaking will have no adverse effect on 8BD02904. Should work outside the existing ROW be proposed or should the project design change in a manner that alters the undertaking's relationship with 8BD02904, it is recommended that the District reinstate consultation with the SHPO to assess effects to the resource. The Old Griffin site (8BD02905) indeterminate precontact archaeological site that overlaps the northern portion of the APE. Within the APE, subsurface testing was precluded by the presence of a steep, artificial embankment and marked subsurface utilities. As the site extends beyond the APE, the District has insufficient information to evaluate 8BD02905 for listing in the NRHP. The scope of work within the boundary of 8BD02905 is anticipated to be limited to the existing, disturbed ROW. No new ground disturbance is proposed at this location. The District recommends the proposed undertaking will have no adverse effect on 8BD02905. Should work outside the existing ROW be proposed or should the project design change in a manner that alters the undertaking's relationship with 8BD02905, it is recommended that the District reinstate consultation with the SHPO to assess effects to the resource.

The survey of the historical built environment resulted in the documentation of 12 historical resources, consisting of 7 previously recorded resource groups (8BD03216, 8BD03221, 8BD04087, 8BD04227, 8BD04432, 8BD04649, and 8BD07583), 1 newly recorded resource group (8BD09445), and 4 newly recorded historical structures (8BD09441–8BD09444). The District recommends that resource groups 8BD03216 and 8BD03221 remain ineligible for CRAS, I-95 PD&E Study, FPID 439170-1-22-02 | iv

*Cultural Resources Assessment Survey**SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road**Financial Management #: 439170-1-22-01**Broward County, Florida*

listing in the NRHP, and that newly recorded historical structures 8BD09441–8BD09444 are ineligible for listing in the NRHP. Florida East Coast Railway (8BD04087) is a previously recorded linear resource built circa 1869. Although the resource extends beyond the APE, the District recommends 8BD04087 remains eligible for listing in the NRHP. The APE intersects only a very small portion of 8BD04087 at the far eastern end of the project limit along Stirling Road. No alterations to the railroad or the crossing are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have no adverse effect on 8BD04087. Seaboard Air Line (CSX) Railroad (8BD04649) is a previously recorded linear resource built circa 1927. Although the resource extends beyond the APE, the District recommends 8BD04649 remains eligible for listing in the NRHP. 8BD04649 intersects the APE at the railroad's at-grade crossings with Griffin Road and Stirling Road, and the below-grade crossing with Sheriden Street. No alterations to the railroad or the crossings are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character-defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have no adverse effect on 8BD04649. Dixie Highway (8BD04227) is a previously recorded linear resource built circa 1922. Although the resource extends beyond the APE, the District recommends 8BD04227 remains eligible for listing in the NRHP. The APE intersects only a very small portion of 8BD04227 at the far eastern end of the project limit along Sheriden Street. No alterations to Dixie Highway are proposed. All work in this area is limited to the existing, disturbed ROW and will not diminish the character defining qualities that qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have no adverse effect on 8BD04227. Griffin Road (8BD04432) is a previously recorded linear resource built circa 1913. As the resource extends beyond the APE, the District has insufficient information to evaluate the newly recorded segment of 8BD04432 for listing in the NRHP. The scope of work within the boundary of 8BD04432 consists of interchange, ingress, and egress improvements at the Griffin Road and SR 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Griffin Road is a modernized transportation corridor. The proposed activities will not diminish the character-defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have no adverse effect on 8BD04432. Stirling Road (8BD09445) is a newly recorded linear resource built circa 1949. As the resource extends beyond the APE, the District has insufficient information to evaluate 8BD09445 for listing in the NRHP. The scope of work within the boundary of 8BD09445 consists of interchange, ingress, and egress improvements at the Stirling Road and SR 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Stirling Road is a modernized transportation corridor. The proposed activities will not diminish the character defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have no adverse effect on 8BD09445. Sheridan Street/SR 822 (8BD07583) is a newly recorded segment of a previously linear resource built circa 1957. As the resource extends beyond the APE, the District has insufficient information to evaluate the newly recorded segment of

*Cultural Resources Assessment Survey
SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road
Financial Management #: 439170-1-22-01
Broward County, Florida*

8BD07583 for listing in the NRHP. The scope of work within the boundary of 8BD07583 consists of interchange, ingress, and egress improvements at the Sheridan Street and SR 9/I-95 intersection, including constructing braided ramps, additional turn lanes, and bike lanes, and expanding the storage length on existing turn lanes. Additional project activities include upgrading existing curb ramps to meet ADA requirements, updating existing mast arm assemblies, replacing existing signals, and removing and replacing existing signs and pavement markings. Within the APE, Sheridan Street is a modernized transportation corridor. The proposed activities will not diminish the character defining qualities that may qualify this linear resource for inclusion in the NRHP. As such, the District recommends the proposed undertaking will have no adverse effect on 8BD07583. The District recommends that the proposed undertaking should have no adverse effect on resources listed, eligible, or potentially eligible for listing in the NRHP and no additional investigation within the APE is necessary. Should work outside the existing ROW be proposed or should the project design change in a manner that alters the undertaking's relationship with cultural resources, it is recommended that the District reinitiate consultation with the SHPO and Broward County CLG to assess potential effects to the resources

The District has determined that no historic properties will be affected by the proposed project. I respectfully request your concurrence with this determination.

If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,



Lynn Kelley for Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures
cc. file

Cultural Resources Assessment Survey
SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road
Financial Management #: 439170-1-22-01
Broward County, Florida

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number ~~2024-5732 B~~.

2023-5732 B

SHPO Comments:

Kely L Chase
for

Alissa S. Lotane
State Historic Preservation Officer
Florida Division of Historical Resources

1.25.2024

Date

Section 4(f) Resources

Florida Department of Transportation

SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD

District: FDOT District 4

County: Broward County

ETDM Number: 14500

Financial Management Number: 439170-1-22-02

Federal-Aid Project Number: D421-105-B

Project Manager: Leslie Wetherell

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. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval	1
Charles F. Vollman Park	2
Resource Attachments	5

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Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
Charles F. Vollman Park	Neighborhood Recreation	Park/Rec Area	City of Hollywood Department of Community and Economic Development	Programmatic	Concurrence Pending

Director of the Office of Environmental Management
Florida Department of Transportation

DRAFT

Charles F. Vollman Park

Facility Type: Neighborhood Recreation

Property Classification: Park/Rec Area

Address and Coordinates:

Address: 2933 Taft Street, Hollywood, FL 33020

Latitude: 26.02734 Longitude: -80.16734

Description of Property:

Charles F. Vollman Park is a six-acre community park that includes: shaded paved walking routes, a historic coral rock farmhouse, conserved open spaces, benches, picnic areas, gazebo, ADA-accessible quarter-mile loop trail, water fountain stations, shaded seating areas, signage for local history, native landscaping, small parking lot with handicap spaces, pedestrian bridge connection to adjacent green spaces, and pavilion for community gatherings and events.

Owner/Official with Jurisdiction: City of Hollywood Department of Community and Economic Development

Recommended Outcome: Programmatic (Final Nationwide Section 4(f) Evaluation and Approval for Federally-Aided Highway Projects with Minor Involvements with Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges)

Describe in detail how the Section 4(f) property will be used.

Charles F. Vollman Park is located at the northwest corner of Taft Street, directly adjacent to I-95 in Hollywood, Florida. Under the Preferred Alternative, the project will require right-of-way (R/W) acquisition from the eastern edge of the park totaling approximately 4,356 square feet (0.10 acres). Of this total, approximately 1,307 square feet (0.03 acre) is associated with the proposed mechanically stabilized earth (MSE) retaining wall and roadway expansion, with the remaining area 3,049 square feet (0.07 acres) required for a maintenance easement related to the proposed bridge and roadway improvements.

The area of proposed acquisition consists of a narrow grassy strip with trees located adjacent to the roadway and does not contain designated park amenities. The affected area does not support active or passive recreation, trails, or programmed park facilities. The use will not result in the removal or relocation of recreational features, nor will it adversely affect public access, park operations, or the overall function of Charles F. Vollman Park.

Public access to park and recreational facilities, including parking areas, sidewalks, walking trails, and other amenities, will be maintained during construction and after project completion. Minor, short-term disruptions may occur due to construction and vegetation removal; however, these effects will be temporary and will not substantially impair the activities, features, or attributes that qualify the park for protection under Section 4(f).

Applicability

Yes No

Does the project meet all of the following criteria?

1. The proposed transportation project improves the operational characteristics, safety, and/or physical condition of existing highway facilities on essentially the same alignment

2. The Section 4(f) lands are publicly owned public parks, recreation lands, or wildlife and waterfowl refuges located adjacent to the existing highway.
3. FDOT has determined and the OWJ has concurred the determination that the amount and location of the land to be used will not impair the use of the remaining Section 4(f) land, in whole or in part for its intended purpose.
4. The total amount of land to be acquired from the resource will not exceed the values below:

Size of Section 4(f) Property	Limit of Acreage Acquired
<10 acres	10% of site
10-100 acres	1 acre
>100 acres	1 percent of site

5. FDOT has determined and the OWJ has concurred the determination the proximity impacts of the project on the remaining Section 4(f) land will not impair the use of such land for its intended purpose.
6. The OWJ over the Section 4(f) lands has agreed, in writing, with the assessment of the impacts of the proposed project on, and the proposed mitigation for, the Section 4(f) lands.
7. For lands from a site purchased or improved with funds under the LWCF Act, the Federal Aid in Fish Restoration Act (Dingell-Johnson Act), the Federal Aid in Wildlife Act (Pittman-Robertson Act), or similar laws, or lands otherwise encumbered with a Federal interest (e.g., former Federal surplus property), coordination with the appropriate Federal agency has occurred the agency does objects to the land conversion or transfer.
8. The proposed class of action for the project is a CE or EA

Alternatives and Findings

1. No Build: The No Build Alternative has been studied and does not meet the Section 4(f) prudent and feasible standard. The No Build Alternative is not recommended based on the following:
 - it would not correct the existing or projected capacity deficiencies;
 - it would not correct existing safety hazards;
 - it would not correct existing or deteriorated conditions and maintenance problems; and/or
 - providing such correction would constitute a cost or community impact of extraordinary magnitude, or would result in truly unusual problems when compared with the proposed use of the Section 4(f) lands.
2. Improvement without Using Adjacent Section 4(f) Lands: It is not feasible and prudent to avoid Section 4(f) lands by roadway design or transportation system management. This alternative is not recommended because implementing such measures would result in:
 - substantial adverse community impacts to adjacent homes, businesses or other improved properties;
 - substantial increases in engineering, roadway or structure cost;
 - unique engineering, traffic, maintenance, or safety problem;
 - substantial adverse social, economic, or environmental impacts;
 - the project not meeting identified transportation needs; and/or
 - impacts, costs, or problems that would be truly unusual or unique, or of extraordinary magnitude when compared with the proposed use of Section 4(f) lands.
3. Alternative on New Location: It is not feasible and prudent to avoid Section 4(f) lands by constructing on new alignment. This alternative is not recommended because implementing such measures would result in:
 - Improvements that do not meet the Purpose and Need of the project;
 - substantial increases to costs or substantial engineering difficulties;
 - substantial adverse social, economic, or environmental impacts; and/or
 - impacts, costs, or problems that would be truly unusual or unique, or of extraordinary magnitude when compared with the proposed use of Section 4(f) lands.

Measures to Minimize Harm

- Replacement of lands used with lands of reasonably equivalent usefulness and location and of at least comparable value.
- Replacement of facilities impacted by the project including sidewalks, paths, benches, lights, trees, and other facilities.
- For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge; and
- Incorporation of design features (e.g., reduction in right-of-way width, modifications to the roadway section, retaining walls, curb and gutter sections, and minor alignment shifts); and habitat features (e.g., construction of new, or enhancement of existing, wetlands or other special habitat types); where necessary to reduce or minimize impacts to the Section 4(f) property. Such features should be designed in a manner that will not adversely affect the safety of the highway facility.
- Payment of the fair market value of the land and improvements taken or improvements to the remaining Section 4(f) site equal to the fair market value of the land and improvements taken.
- Such additional or alternative mitigation measures as may be determined necessary based on consultation with the officials having jurisdiction over the parkland, recreation area, or wildlife or waterfowl refuge.

The proposed project meets all the applicability criteria set forth by the Federal Highway Administration's (FHWA) Guidance on Programmatic Section 4(f) Evaluation and Approval for Federally-Aided Highway Projects with Minor Involvements with Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges (23 CFR Part 774). All alternatives set forth in the subject programmatic evaluation were fully analyzed and the findings made clearly applicable to this project. There are no feasible and prudent alternatives to the use or take from the public park, recreation area or wildlife/waterfowl refuge, and the project includes all possible planning to minimize harm.

Public Involvement Activities:

FDOT has transmitted to the Official with Jurisdiction (OWJ) a Statement of Significance Request and Notification of Intent to Pursue a Nationwide Programmatic Section 4(f) Evaluation. FDOT will communicate with the OWJ following the public hearing scheduled for April 30, 2026 (Online) and May 7, 2026 (In-Person) to provide a summary of public comments. At that time, FDOT has requested the OWJ's concurrence (letter attached dated 02/19/26) with the findings and determination.

OEM SME Concurrence Date: Pending

Resource Attachments

Charles F. Vollman Park

Charles F. Vollman Park Project Location Map

Charles F. Vollman Park Impact Map

439170-1-22-02_I-95_Letter

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Charles F. Vollman Park

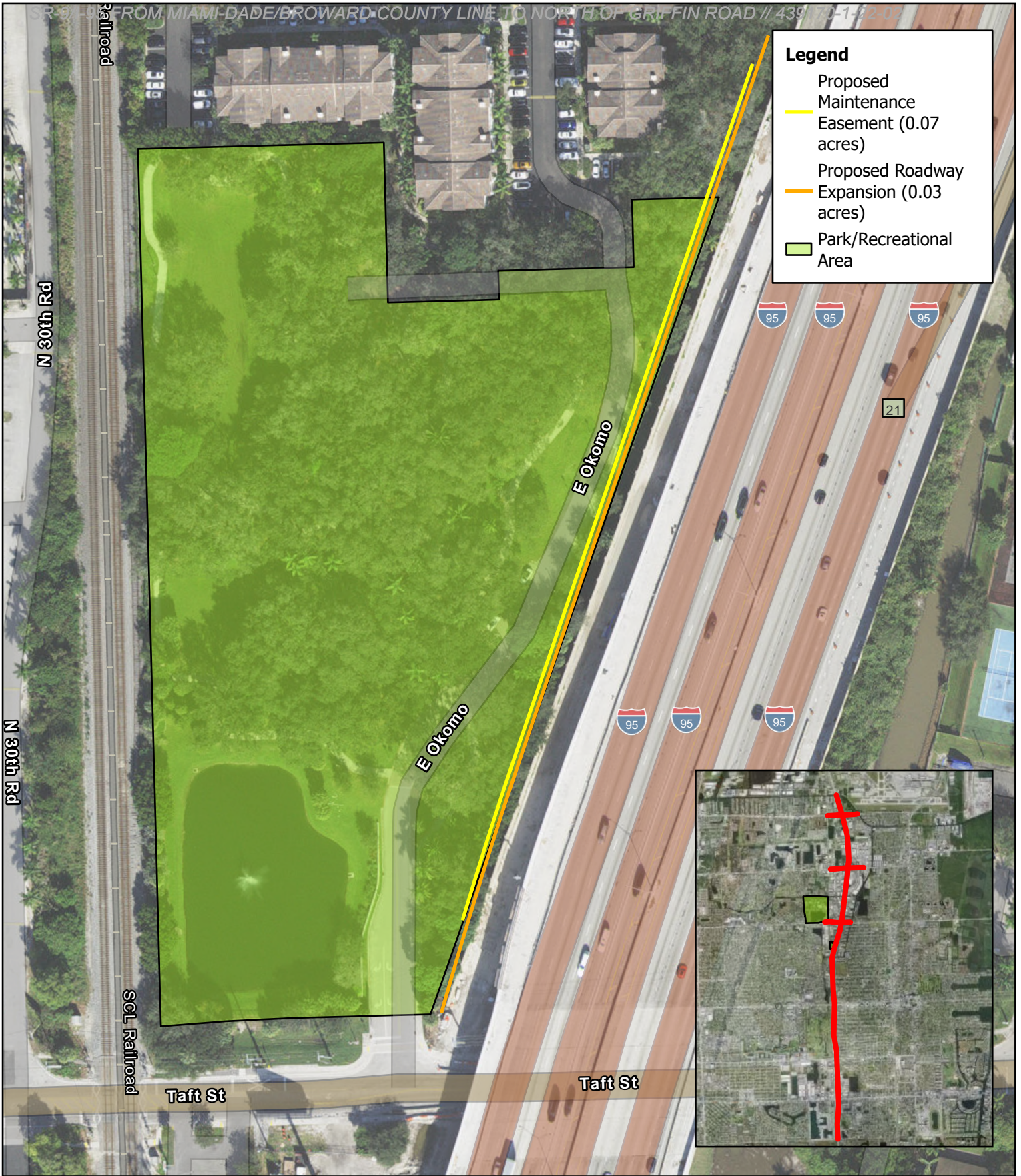
Contents:

Charles F. Vollman Park Project Location Map

Charles F. Vollman Park Impact Map

439170-1-22-02_I-95_Letter

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Legend

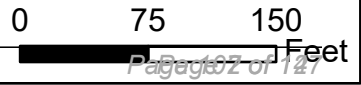
- Proposed Maintenance Easement (0.07 acres)
- Proposed Roadway Expansion (0.03 acres)
- Park/Recreational Area



Charles F. Vollman Park

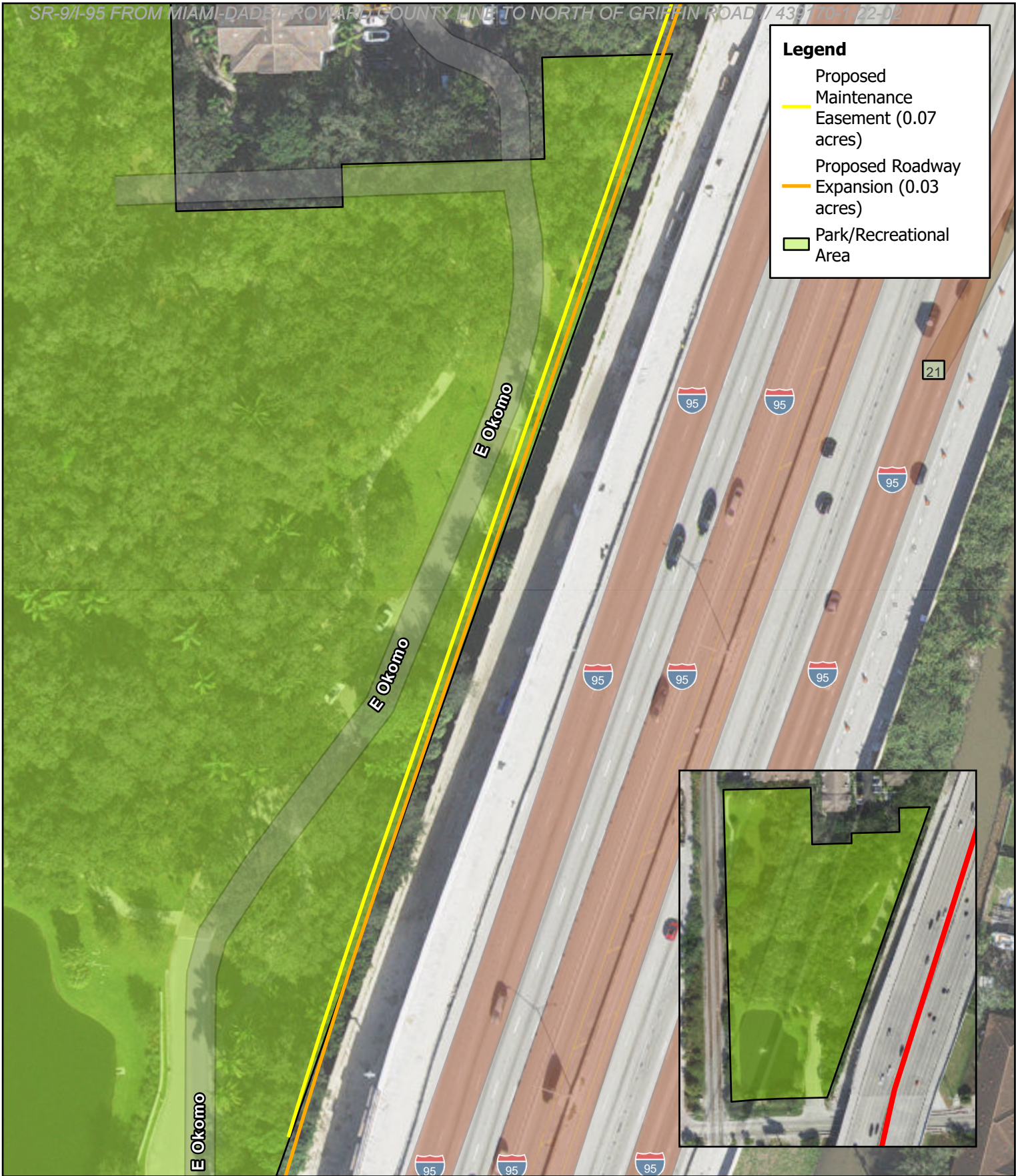
I-95 (S.R. 9) PD&E Study
 From the Miami-Dade County Line to North of Griffin Road
 FPID No. 450334-1-22-01
 Broward County

Image Source: ESRI
 Image Date: 2024



Legend

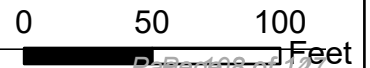
- Proposed Maintenance Easement (0.07 acres)
- Proposed Roadway Expansion (0.03 acres)
- Park/Recreational Area



Charles F. Vollman Park

I-95 (S.R. 9) PD&E Study
 From the Miami-Dade County Line to North of Griffin Road
 FPID No. 450334-1-22-01
 Broward County

Image Source: ESRI
 Image Date: 2024





Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

February 19, 2026
Mr. Karl Chuck, Parks Manager
Parks & Athletics
KChuck@hollywoodfl.org
City of Hollywood
2600 Hollywood Boulevard
Hollywood, FL 33020

**RE: I-95 (S.R. 9) PD&E Study from Miami-Dade County Line to North of Griffin Road
Broward County, Florida
Project Financial ID: 439170-1-22-02
Department of Transportation Act (1966) Section 4(f) Statement of Significance
Request and Notification of Intent to Pursue a Programmatic Determination**

Mr. Chuck,

The Florida Department of Transportation (FDOT), District Four, is conducting a Project Development and Environment (PD&E) Study to evaluate proposed improvements along S.R. 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road in Broward County, Florida. The purpose of the project is to improve traffic operations and safety, and to address existing and future traffic demand within the corridor. The Preferred Alternative includes interchange improvements at Sheridan Street, Stirling Road, and Griffin Road, along with mainline S.R.9/I-95 improvements such as auxiliary lanes, express lane access points, and elevated braided ramps extending from Ives Dairy Road to north of Griffin Road.

Section 4(f) of the Department of Transportation Act of 1966 requires USDOT agencies and their legally authorized designees to make specific findings when a USDOT-funded or approved transportation project requires the use of land from a Section 4(f) protected property. These properties typically include publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic or archaeological site of national, state, or local significance. Section 4(f) applies through the use of federal funding for the subject property.

The FDOT has identified Charles F. Vollman Park, located adjacent to the S.R. 9/I-95 project limits, as a publicly owned recreational resource managed by the City of Hollywood and as a Section 4(f) resource. A primary goal of Charles F. Vollman Park is to provide a recreational green space for public use, offering opportunities for walking, sitting, informal gathering, and enjoyment of a landscaped natural setting. The park functions as a quiet neighborhood park intended for relaxation and casual outdoor use. The attached maps depict the property in relation to the proposed S.R. 9/I-95 improvements.

Statement of Significance Request and Notification of Intent to Pursue a Programmatic Determination

FPID # 439170-1-22-02

I-95 (S.R. 9) From Miami-Dade County Line to North of Griffin Road

The FDOT understands that Charles F. Vollman Park is a significant recreational resource. In this context, "significance" means that in comparing the availability and function of Charles F. Vollman Park with the recreational objectives of the City of Hollywood, the property plays an important role in meeting those objectives. Prior to making a determination of whether Section 4(f) applies, the FDOT's Office of Environmental Management (OEM) requires a statement of significance from the official who has jurisdiction (Official With Jurisdiction, or OWJ) over the subject resource. As such, we are requesting the City of Hollywood's concurrence with the determination that Charles F. Vollman Park meets the Section 4(f) definition of a significant resource.

Under the Preferred Alternative, the concept plan requires right-of-way (ROW) impacts on the west side of S.R. 9/I-95 totaling approximately 4,356 square feet (0.10 acre) from Charles F. Vollman Park. Of this total, approximately 1,307 square feet (0.03 acre) is associated with the proposed mechanically stabilized earth (MSE) wall and roadway expansion, with the remaining area of 3,049 square feet (0.07 acre) required to establish a maintenance easement. Therefore, a total of 0.10 acre of permanent property acquisition from the park is required. The area of proposed acquisition consists of a narrow grassy strip with trees located adjacent to the roadway that does not contain designated park amenities and is not intended for public access or recreational use. The affected area does not support active or passive recreation, trails, or programmed park facilities. As a result, the permanent acquisition will not reduce public access, displace recreational activities, or diminish the functionality of Charles F. Vollman Park. Accordingly, the proposed use will not result in substantial harm to the activities, features, or attributes that qualify the park for protection under Section 4(f).

There will be no proximity impacts that rise to the level of substantial impairment to Charles F. Vollman Park. The proposed roadway improvements will not result in indirect or secondary impacts that would diminish the park's recreational activities, features, or attributes. Public access and recreational use of the park, including access to the walking trail, benches, parking areas, and other amenities, will continue during and after construction. Any temporary construction-related noise, visual presence of equipment, or localized traffic disruptions along S.R. 9/I-95 will be short-term in duration and will not interfere with the public's use and enjoyment of the park.

Based upon the above information, we believe that there will be no adverse effects to the activities, features and attributes that qualify the Charles F. Vollman Park for protection under Section 4(f). The FDOT is proposing to make a Section 4(f) programmatic determination per 23 Code of Federal Regulations Part 774. A programmatic determination applies to a limited and well-defined use of a protected property that meets established programmatic criteria and will not result in substantial impairment of the activities, features, or attributes that qualify the property for protection under Section 4(f) and the OWJ has concurred with the finding.

As part of the requirements, the FDOT is required to provide opportunity for the public to comment on the effects of the proposed action. Notifications will include this proposed Section 4(f) programmatic determination, and the proposed impacts and determination will be presented at a public hearing, tentatively scheduled for April and May 2026. Following the public hearing and review and consideration of any public comments received, FDOT will communicate with you

Statement of Significance Request and Notification of Intent to Pursue a Programmatic Determination

FPID # 439170-1-22-02

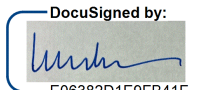
I-95 (S.R. 9) From Miami-Dade County Line to North of Griffin Road

again to provide a summary of public comments. At that time, the FDOT also will request your concurrence with the findings and determination.

If you have any questions or require additional information, please contact me at (954) 777-4438 or at the email address listed above.

At this time we request that if you concur that Charles F. Vollman Park is a significant resource under the meaning of Section 4(f), to please sign and date the concurrence block below and return to me, preferably by email, to Leslie.Wetherell@dot.state.fl.us. Thank you for your assistance with this request.

Sincerely,

DocuSigned by:

E06382D1E9FB41F...

Leslie Wetherell
FDOT Project Manager
Florida Department of Transportation | District Four
3400 W Commercial Blvd, Fort Lauderdale, FL 33309
(954) 777-4438
Leslie.Wetherell@dot.state.fl.us

Attachments:

- Charles F. Vollman Park Location Map
- Charles F. Vollman Park Impact Map
- Preferred Alternative Concept Plan

Statement of Significance Concurrence for **Charles F. Vollman Park**

<h1>X</h1>	
(Signature) Manager (or designee)	(Date)

SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD // 439170-1-22-02

Statement of Significance Request and Notification of Intent to Pursue a Programmatic Determination

FPID # 439170-1-22-02

I-95 (S.R. 9) From Miami-Dade County Line to North of Griffin Road

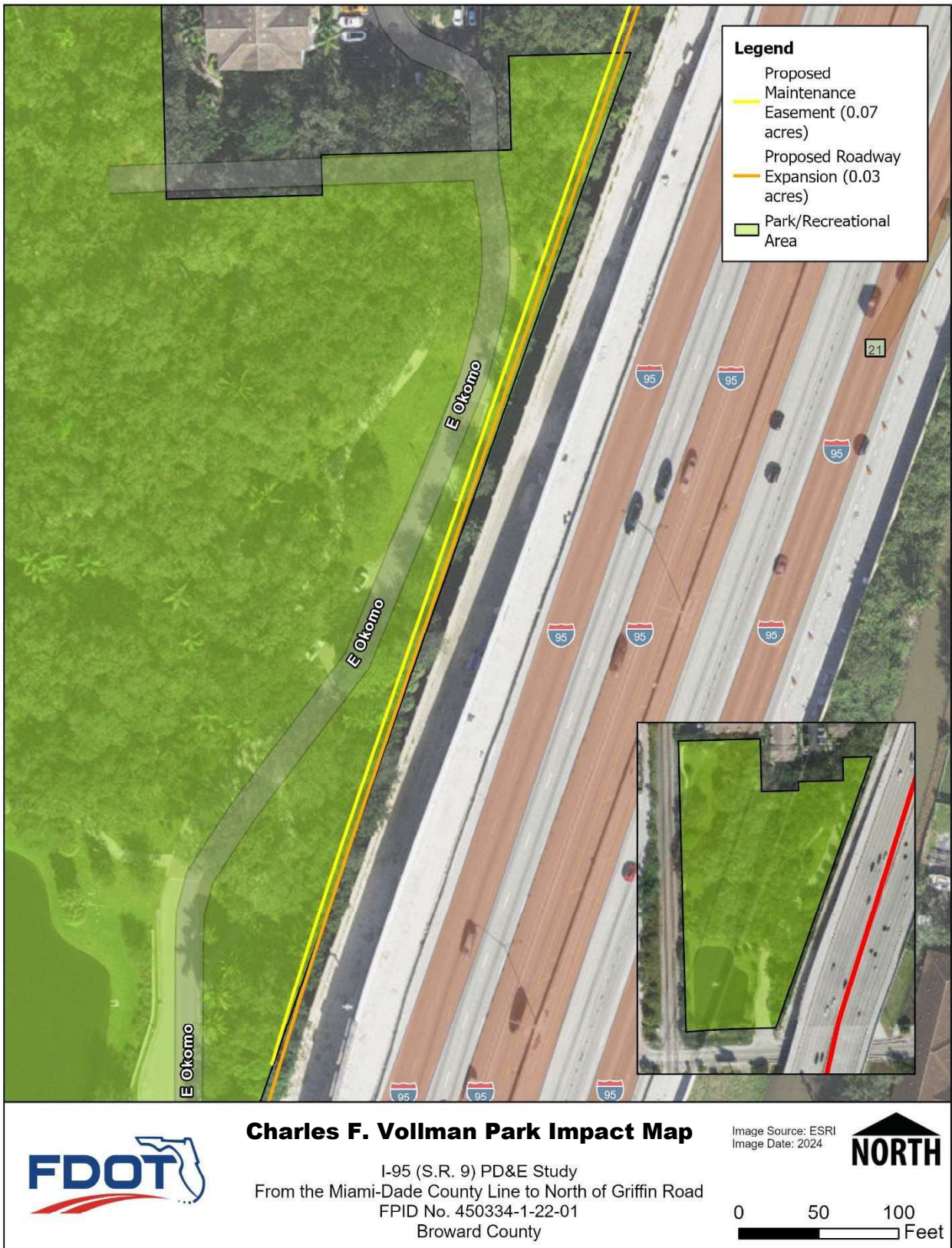


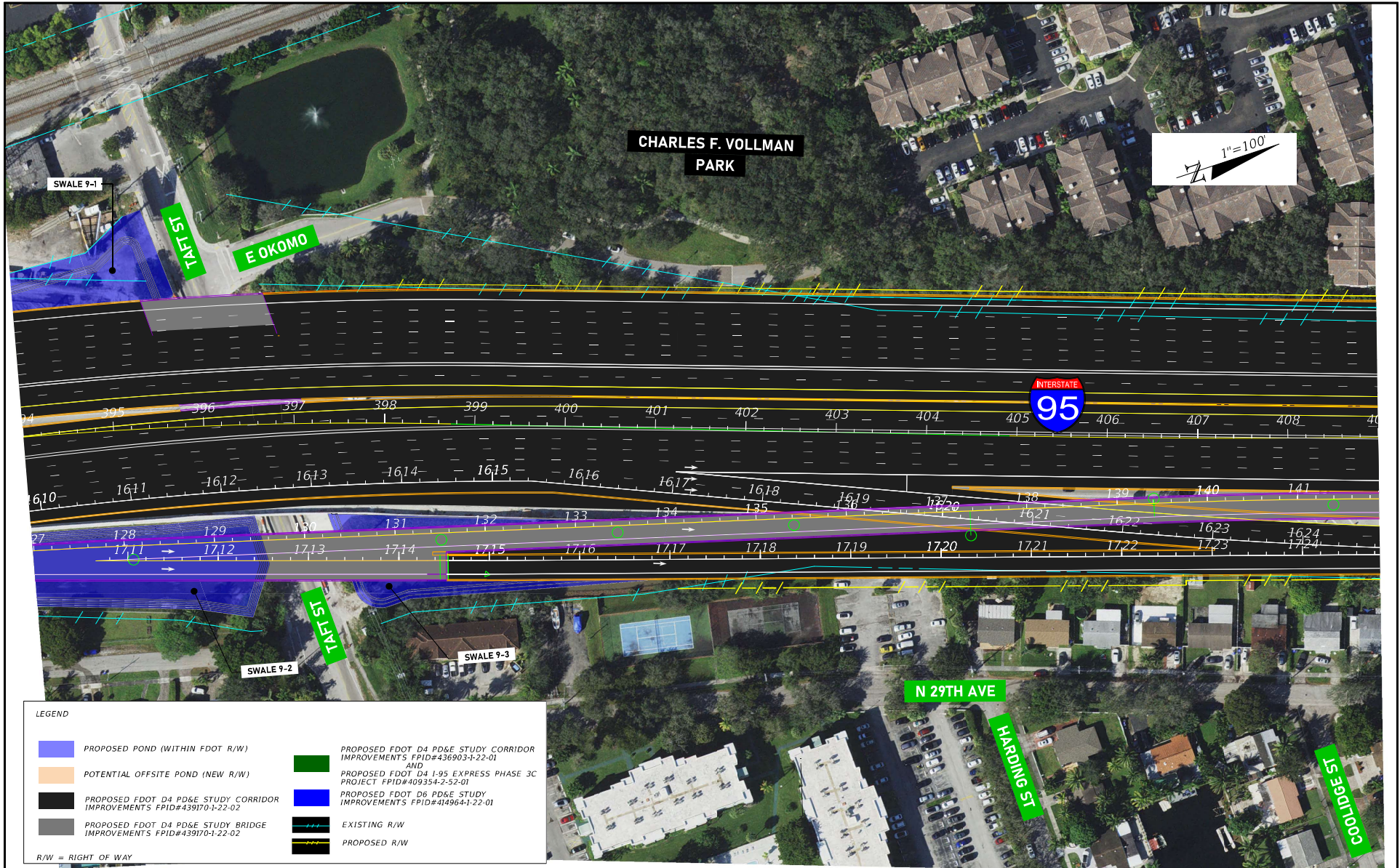
SR-9/I-95 FROM MIAMI-DADE/BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD // 439170-1-22-02

Statement of Significance Request and Notification of Intent to Pursue a Programmatic Determination










FPID # 439170-1-22-02

I-95 (S.R. 9) From Miami-Dade County Line to North of Griffin Road





LEGEND

	PROPOSED POND (WITHIN FDOT R/W)		PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#436903-1-22-01 AND
	POTENTIAL OFFSITE POND (NEW R/W)		PROPOSED FDOT D4 I-95 EXPRESS PHASE 3C PROJECT FPID#409354-2-52-01
	PROPOSED FDOT D4 PD&E STUDY CORRIDOR IMPROVEMENTS FPID#439170-1-22-02		PROPOSED FDOT D6 PD&E STUDY IMPROVEMENTS FPID#414964-1-22-01
	PROPOSED FDOT D4 PD&E STUDY BRIDGE IMPROVEMENTS FPID#439170-1-22-02		EXISTING R/W
			PROPOSED R/W

R/W = RIGHT OF WAY



FLORIDA DEPARTMENT OF TRANSPORTATION
 DISTRICT FOUR
 3400 WEST COMMERCIAL BOULEVARD
 FORT LAUDERDALE, FL 33309
 JANUARY 2026



I-95 (SR 9) PROJECT DEVELOPMENT & ENVIRONMENT STUDY
 From Miami-Dade/Broward County Line to North of Griffin Road
 FPID No.: 439170-1-22-02
 ETDM No.: 14254

**I-95 (SR 9)
 CONCEPT PLANS
 PREFERRED ALTERNATIVE**

SHEET NO.
 14

P:\F123013.00 I-95 PD&E Study - Broward\43917012202\Roadway\PLANDR07.dgn : CL - PLAN 2 [SHEET] 1/20/2026 1:20:45 PM

Natural Resources Appendix

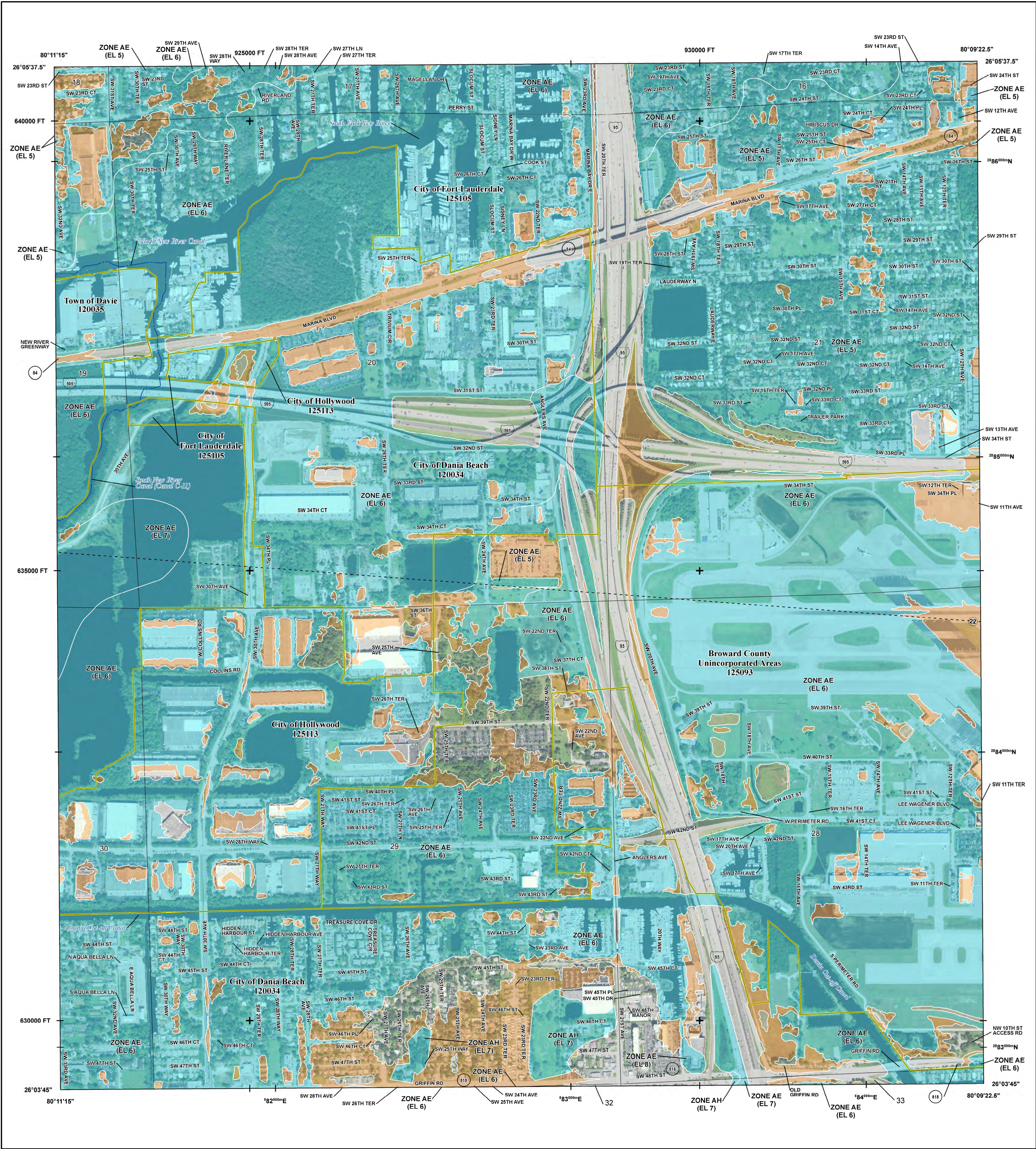
Contents:

Floodplains Map

Species and Habitat Map

Wetlands Map

DRAFT



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT [HTTPS://MSC.FEMA.GOV](https://MSC.FEMA.GOV)

	Without Base Flood Elevation (BFE) Zone A.V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee See Notes. Zone X
	Area with Flood Risk due to Levee Zone D
	NO SCREEN Area of Minimal Flood Hazard Zone X
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	Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

NOTES TO USERS

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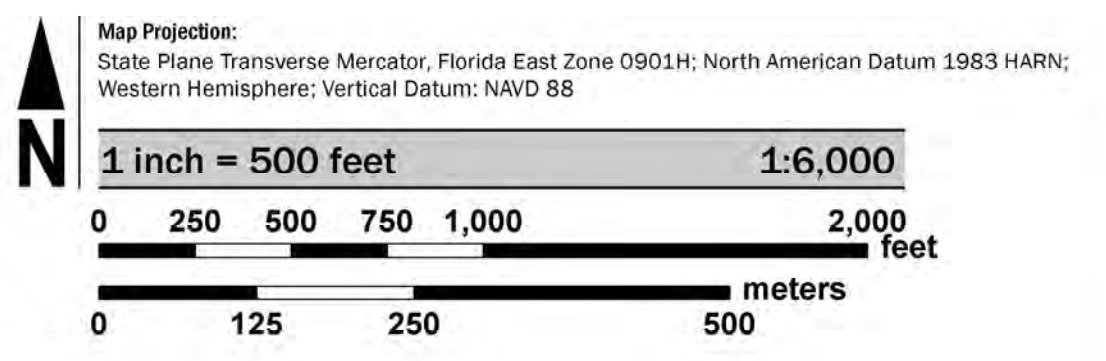
Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

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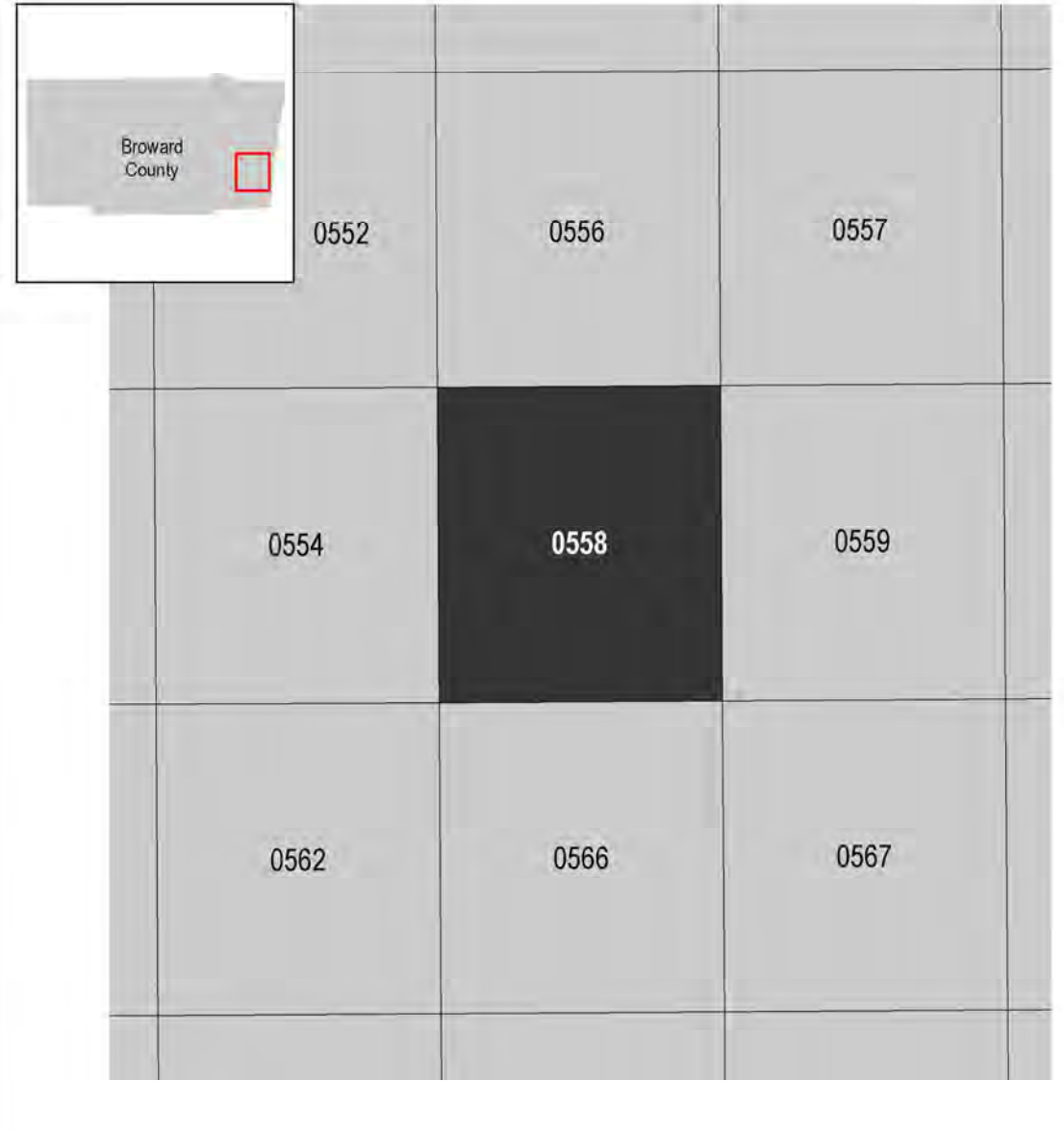
To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided by Broward County, dated 2003, 2004, 2009, and 2013; the U.S. Census Bureau, dated 2019; and the U.S. Department of Agriculture, dated 2018.

SCALE



PANEL LOCATOR



National Flood Insurance Program

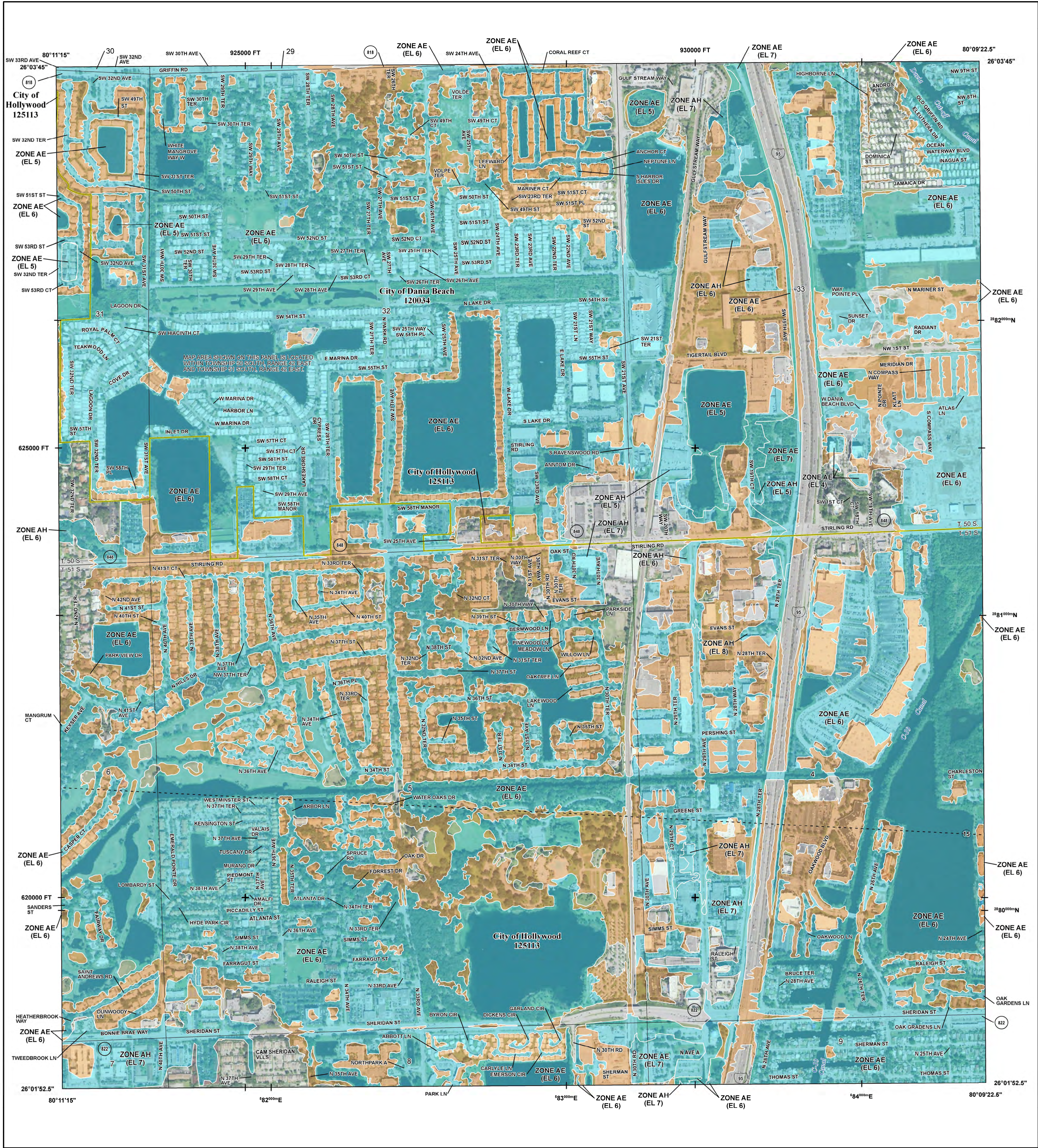
NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

BROWARD COUNTY, FLORIDA
 and Incorporated Areas

PANEL 558 OF 751

COMMUNITY	NUMBER	PANEL	SUFFIX
BROWARD COUNTY	125093	0558	J
DANIA BEACH, CITY OF	120034	0558	J
DAVE, TOWN OF	120035	0558	J
FORT LAUDERDALE, CITY OF	125105	0558	J
HOLLYWOOD, CITY OF	125113	0558	J

VERSION NUMBER: 2.6.3.5
 MAP NUMBER: 12011C0558J
 MAP REVISED: JULY 31, 2024



FLOOD HAZARD INFORMATION

- SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT [HTTPS://MSC.FEMA.GOV](https://MSC.FEMA.GOV)
- Without Base Flood Elevation (BFE) Zone A, V, A99
 - With BFE or Depth Zone AE, AO, AH, VE, AR
 - Regulatory Floodway
 - 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
 - Future Conditions 1% Annual Chance Flood Hazard Zone X
 - Area with Reduced Flood Risk due to Levee See Notes. Zone X
 - Area with Flood Risk due to Levee Zone D
 - NO SCREEN Area of Minimal Flood Hazard Zone X
 - Area of Undetermined Flood Hazard Zone D
 - Channel, Culvert, or Storm Sewer
 - Levee, Dike, or Floodwall
 - Cross Sections with 1% Annual Chance Water Surface Elevation
 - Coastal Transect
 - Coastal Transect Baseline
 - Profile Baseline
 - Hydrographic Feature
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary

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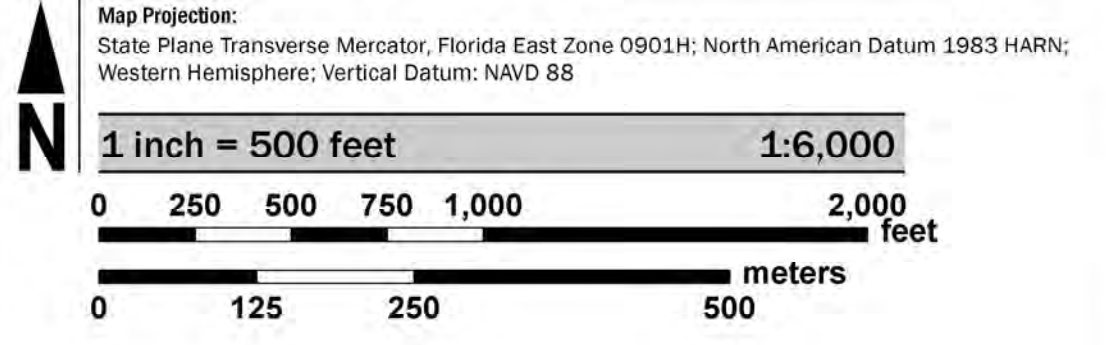
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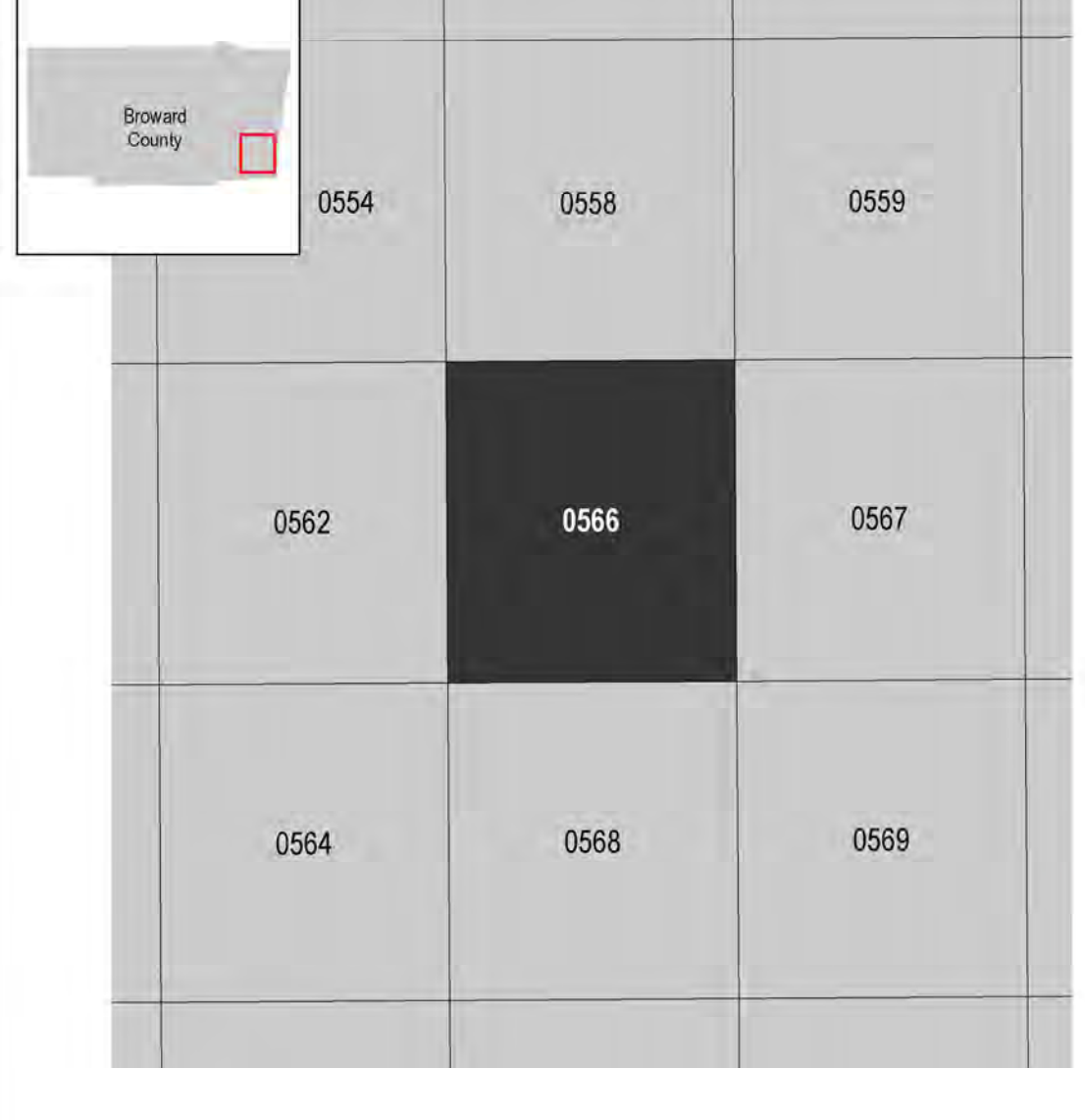
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SCALE



PANEL LOCATOR



National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

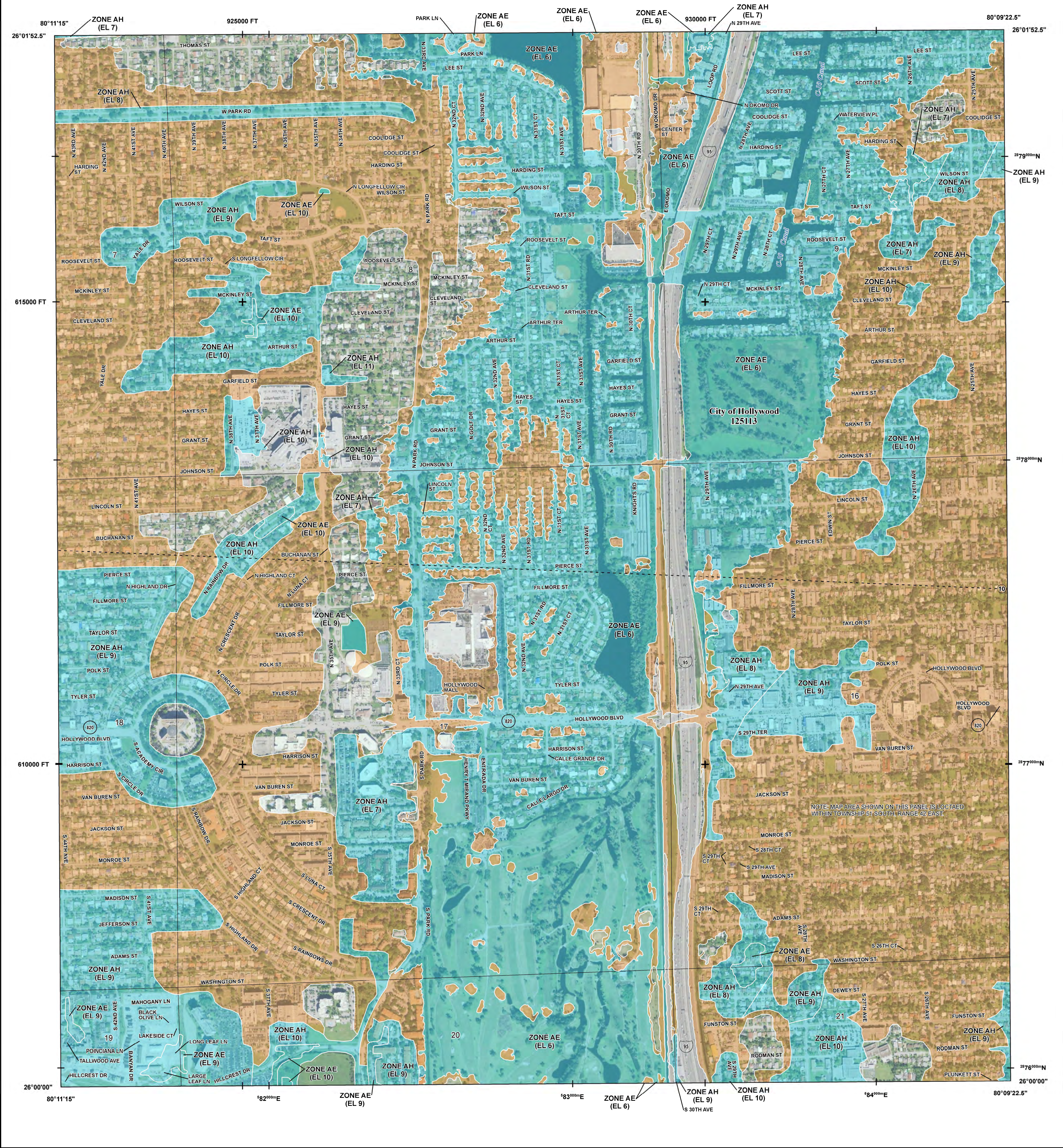
BROWARD COUNTY, FLORIDA
 and Incorporated Areas

PANEL 566 OF 751

Panel Contains:
 COMMUNITY: DANIA BEACH, CITY OF; HOLLYWOOD, CITY OF

NUMBER: 120034
 PANEL: 125113
 SUFFIX: 0566 J

VERSION NUMBER: 2.6.3.5
 MAP NUMBER: 12011C0566J
 MAP REVISED: JULY 31, 2024



FLOOD HAZARD INFORMATION

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	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
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	Area with Reduced Flood Risk due to Levee See Notes, Zone X
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	Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

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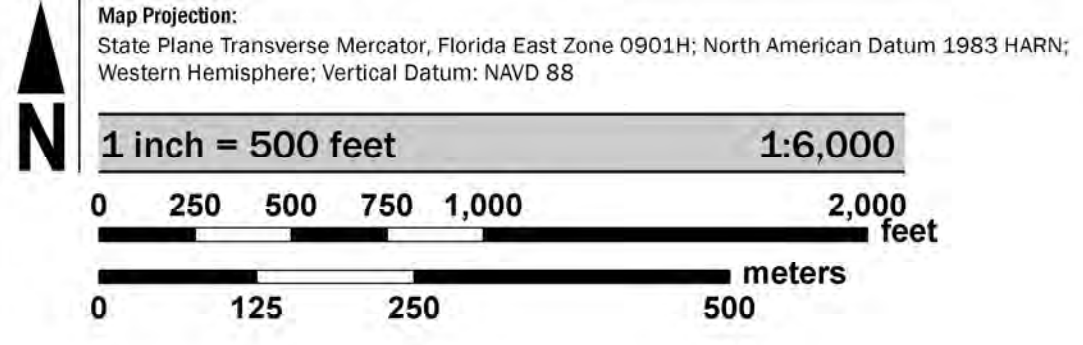
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SCALE



PANEL LOCATOR

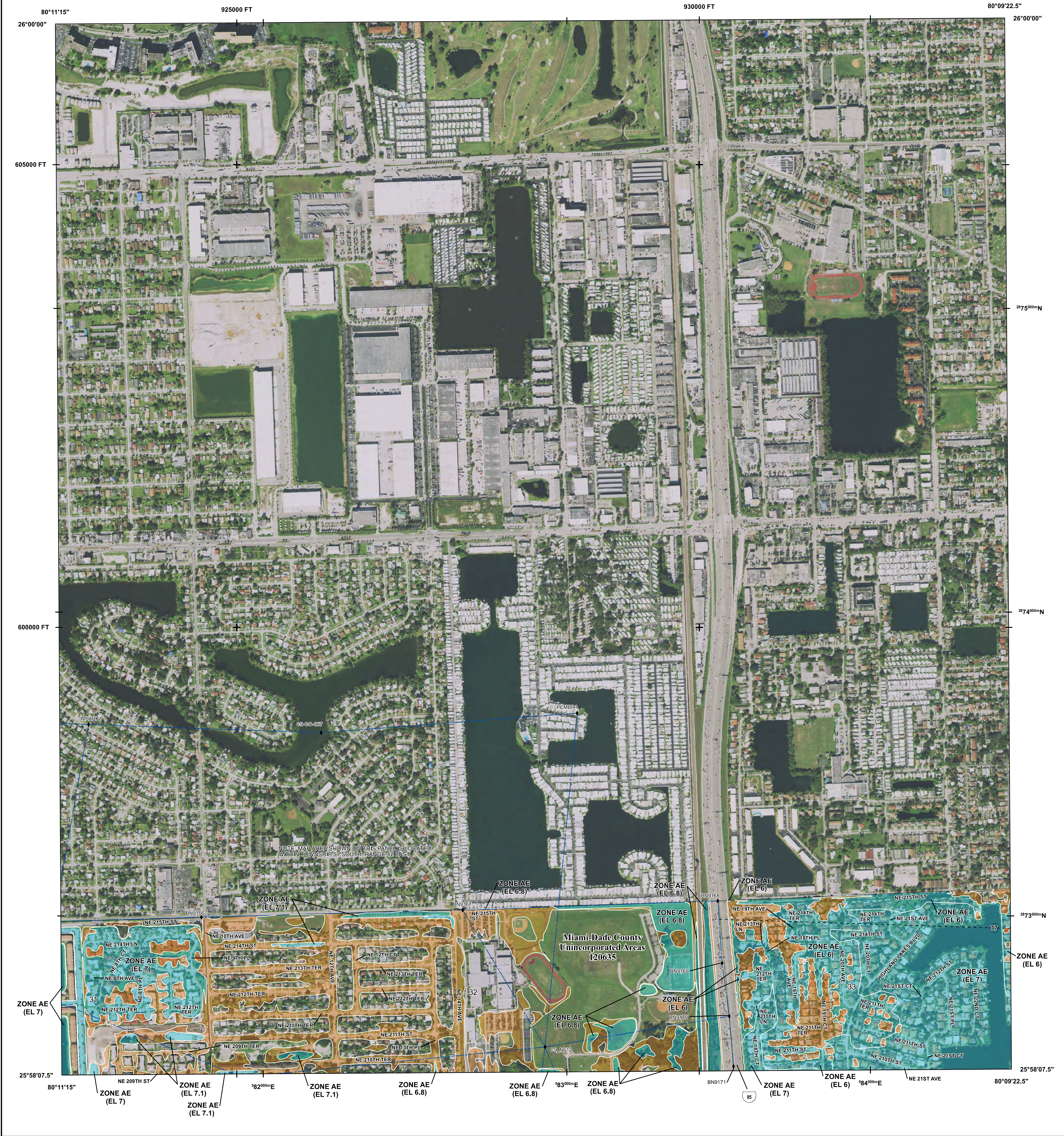


National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP
BROWARD COUNTY, FLORIDA
 and Incorporated Areas
 PANEL 568 of 751
 Community Contains:
 COMMUNITY: HOLLYWOOD, CITY OF
 NUMBER: 125113
 PANEL: 0568
 SUFFIX: J

FEDERAL EMERGENCY MANAGEMENT AGENCY

VERSION NUMBER: 2.6.3.5
 MAP NUMBER: 12011C0568J
 MAP REVISED: JULY 31, 2024



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
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	Without Base Flood Elevation (BFE) Zone A, V, A99 With BFE or Depth Zone AE, AO, AH, VE, AR
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	Hydrographic Feature
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

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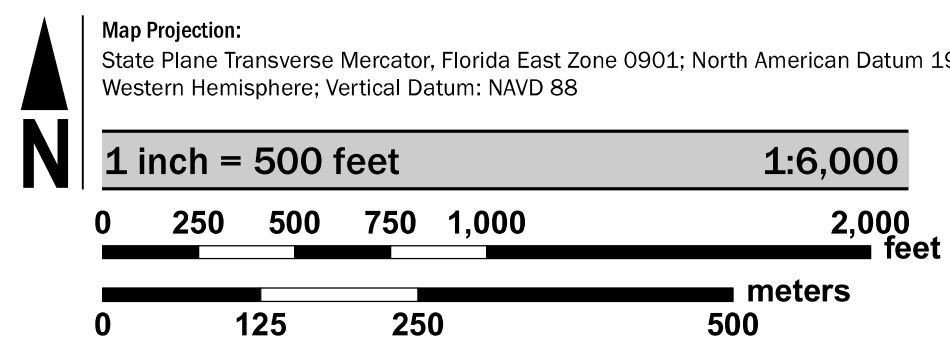
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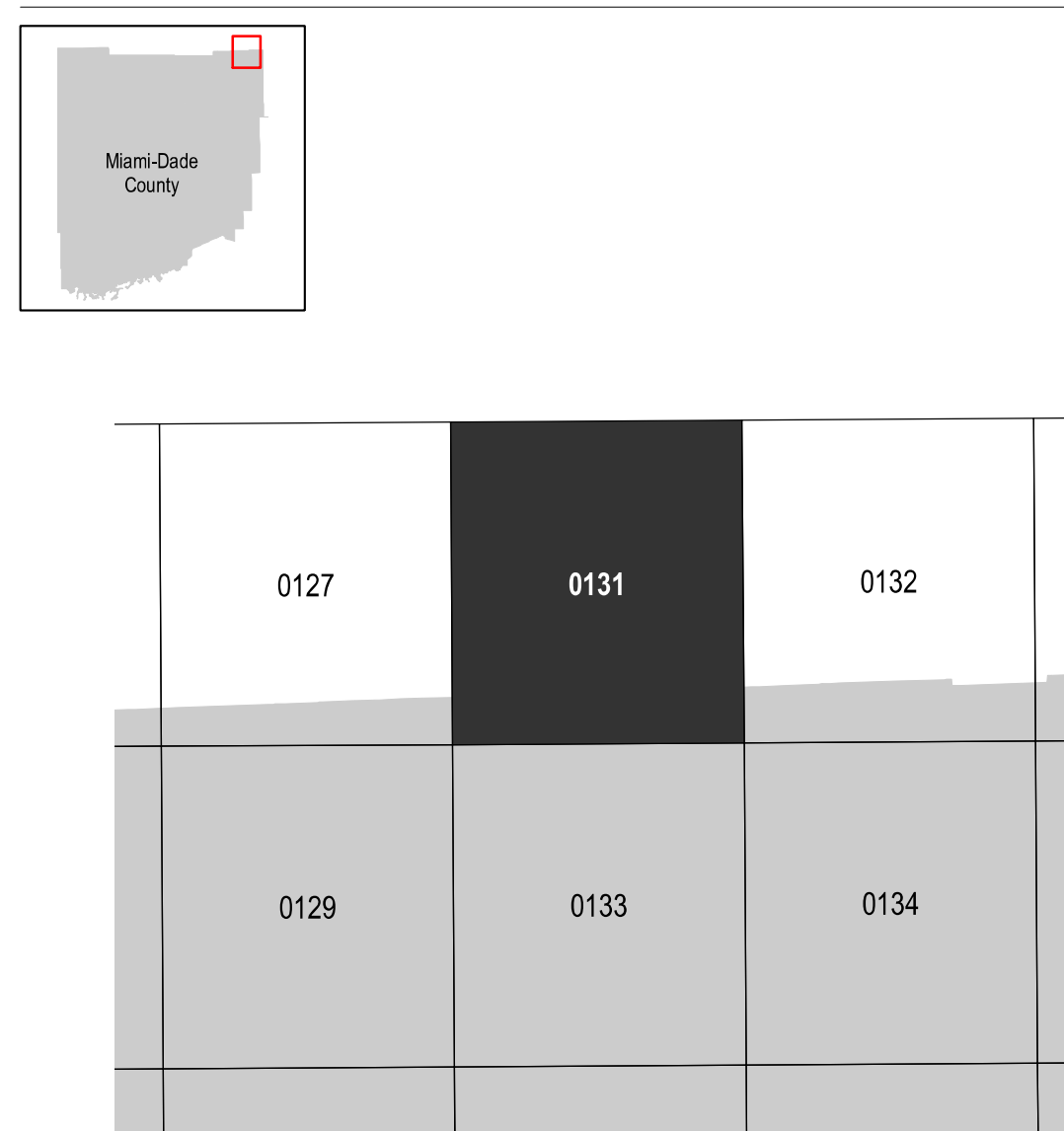
To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-438-6620.

Base map information shown on this FIRM was provided in digital format by Miami-Dade County, dated 2001, 2018 and 2019; the South Florida Water Management District, dated 2003; the U.S. Army Corps of Engineers, dated 2020; and the U.S. Department of Agriculture, dated 2020.

SCALE



PANEL LOCATOR



National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

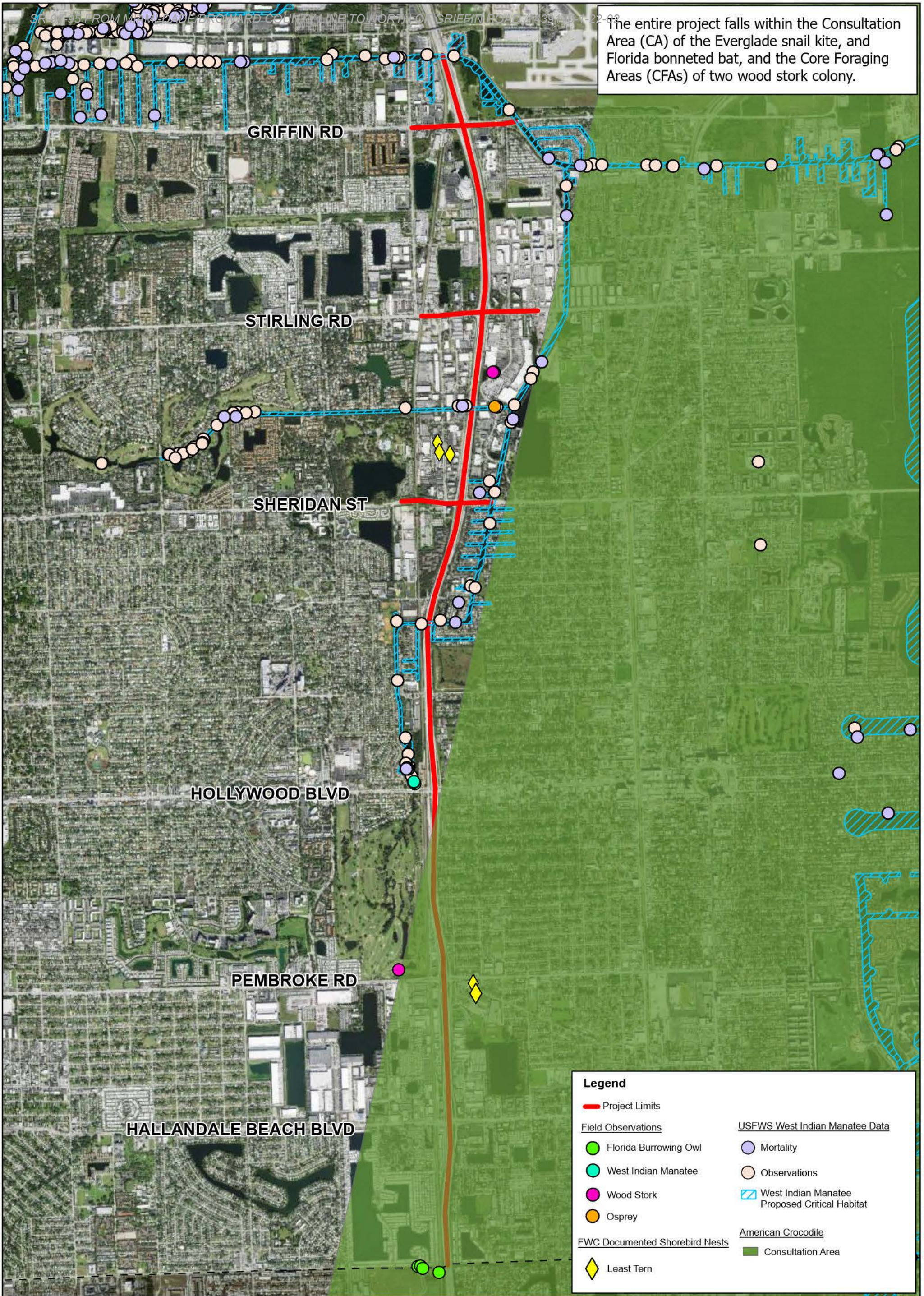
MIAMI-DADE COUNTY, FLORIDA
 and Incorporated Areas

PANEL 131 OF 1031

Panel Contains:
 COMMUNITY MIAMI-DADE COUNTY NUMBER 120635 PANEL 0131 SUFFIX M

REVISED PRELIMINARY
8/8/2024

VERSION NUMBER 2.6.3.5
 MAP NUMBER 12086C0131M
 MAP REVISED



The entire project falls within the Consultation Area (CA) of the Everglade snail kite, and Florida bonneted bat, and the Core Foraging Areas (CFAs) of two wood stork colony.

Legend

Project Limits	Mortality
Field Observations	USFWS West Indian Manatee Data
Florida Burrowing Owl	Observations
West Indian Manatee	West Indian Manatee Proposed Critical Habitat
Wood Stork	American Crocodile
Osprey	Consultation Area
FWC Documented Shorebird Nests	
Least Tern	

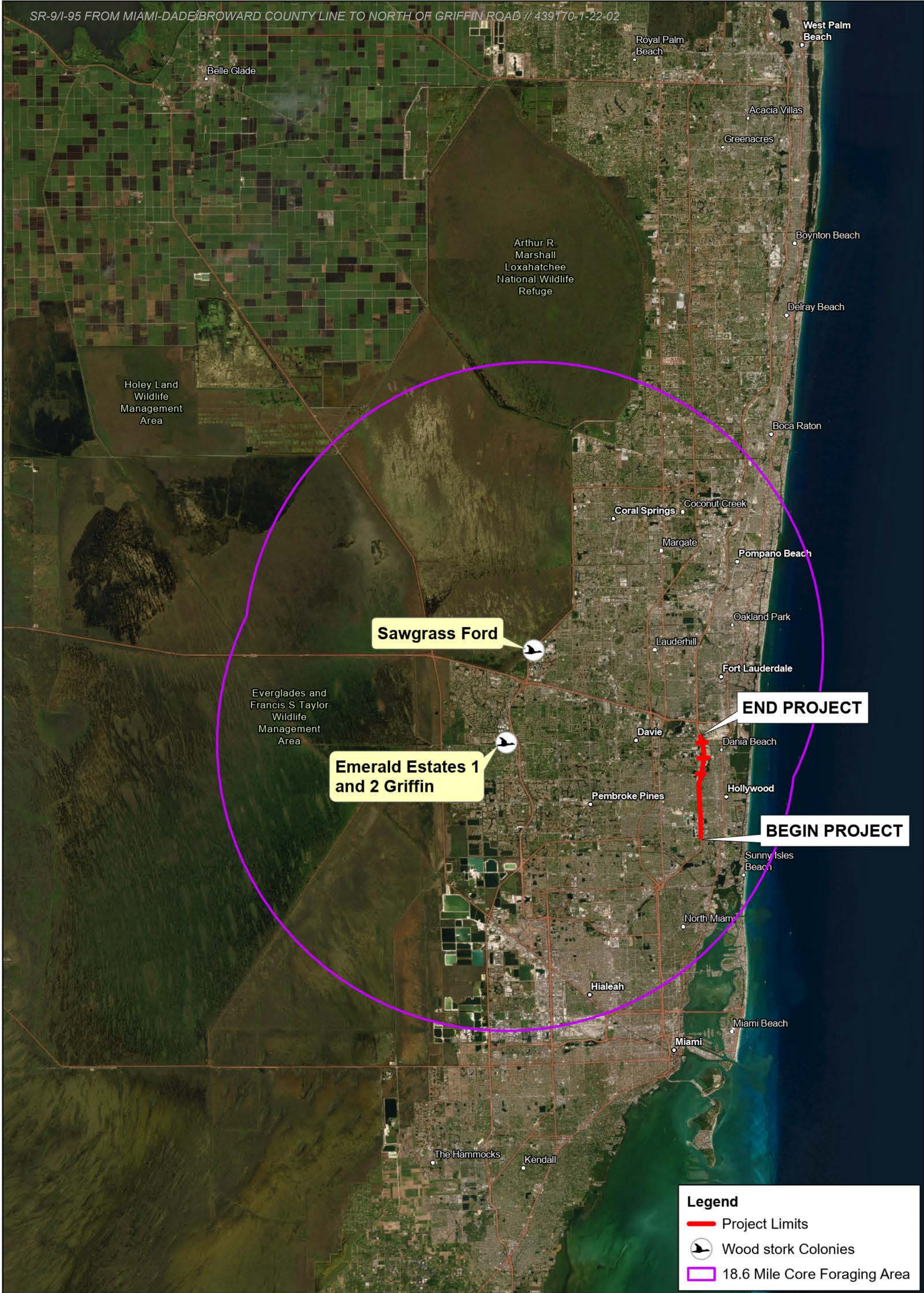


Protected Species

FPID No. 439170-1-22-02
 I-95 (S.R. 9) PD&E Study from Miami-Dade/Broward County Line to north of Griffin Road
 Broward County, FL

Image Source: ESRI
 Image Date: 2024

0 1,500 3,000
 US Feet



Legend

- Project Limits
- Wood stork Colonies
- 18.6 Mile Core Foraging Area

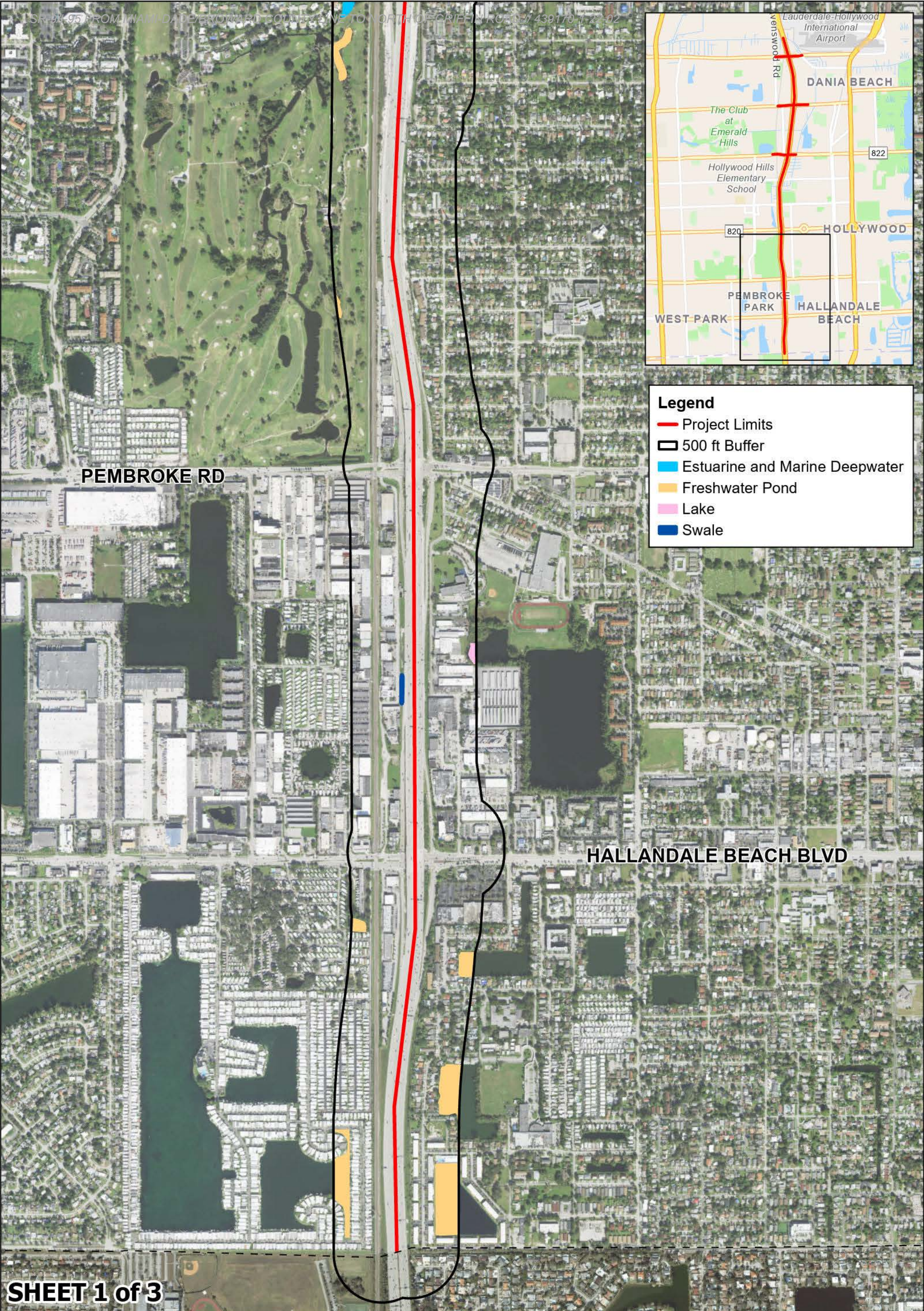


Wood Stork Core Foraging Area

FPID No. 439170-1-22-02
 I-95 (S.R. 9) PD&E Study from Miami-Dade/Broward County Line to north of Griffin Road
 Broward County, FL

Image Source: ESRI
 Image Date: 2024

0 4 8
 Miles



Legend

- Project Limits
- 500 ft Buffer
- Estuarine and Marine Deepwater
- Freshwater Pond
- Lake
- Swale

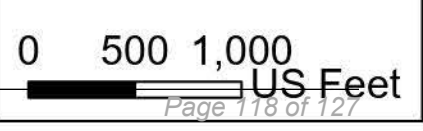
SHEET 1 of 3

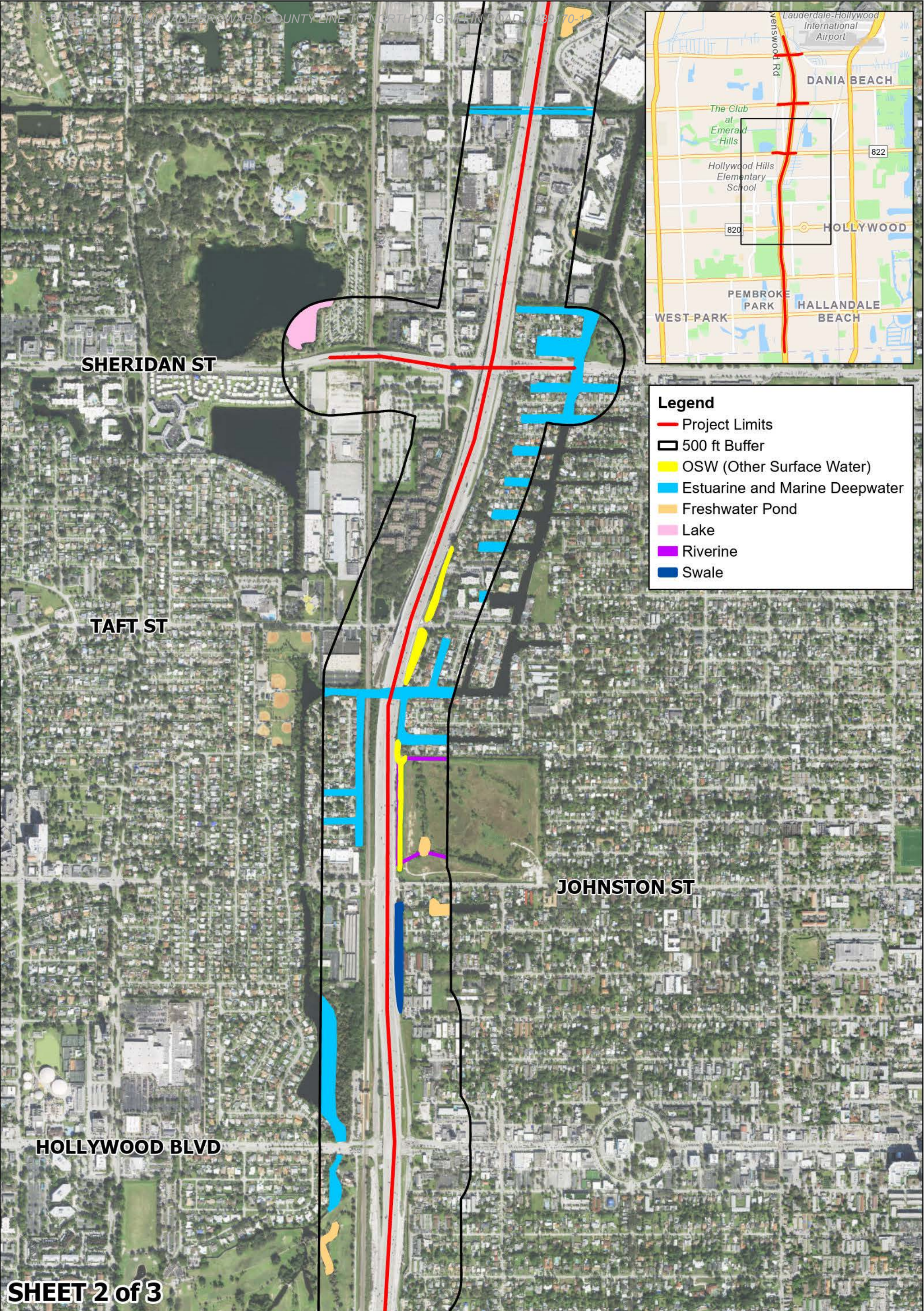
Field Verified Wetlands and Surface Waters



FPID No. 439170-1-22-02
I-95 (S.R. 9) PD&E Study from Miami-Dade/Broward County Line to north of Griffin Road
Broward County, FL

Image Source: ESRI
Image Date: 2024





Legend

- Project Limits
- 500 ft Buffer
- OSW (Other Surface Water)
- Estuarine and Marine Deepwater
- Freshwater Pond
- Lake
- Riverine
- Swale

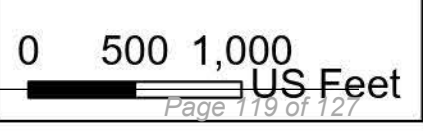
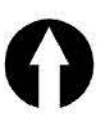
SHEET 2 of 3

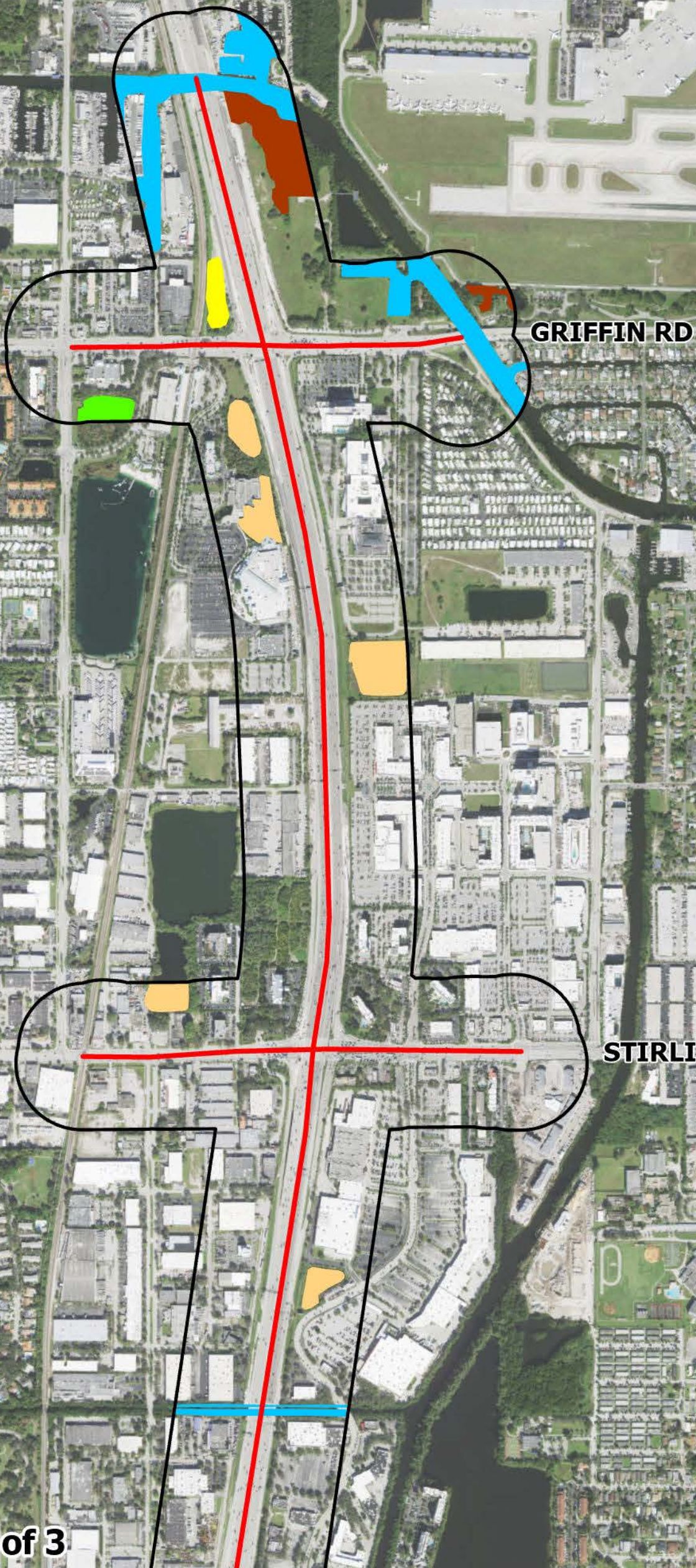
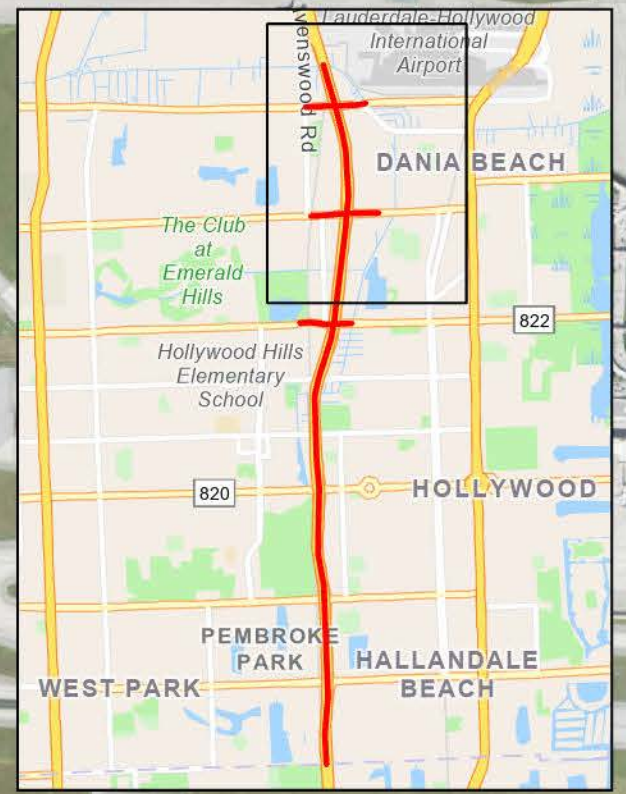
Field Verified Wetlands and Surface Waters



FPID No. 439170-1-22-02
I-95 (S.R. 9) PD&E Study from Miami-Dade/Broward County Line to north of Griffin Road
Broward County, FL

Image Source: ESRI
Image Date: 2024





Legend

- Project Limits
- 500 ft Buffer
- OSW (Other Surface Water)
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Pond

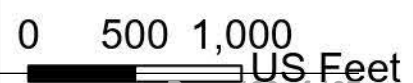
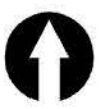
SHEET 3 of 3

Field Verified Wetlands and Surface Waters



FPID No. 439170-1-22-02
I-95 (S.R. 9) PD&E Study from Miami-Dade/Broward County Line to north of Griffin Road
Broward County, FL

Image Source: ESRI
Image Date: 2024



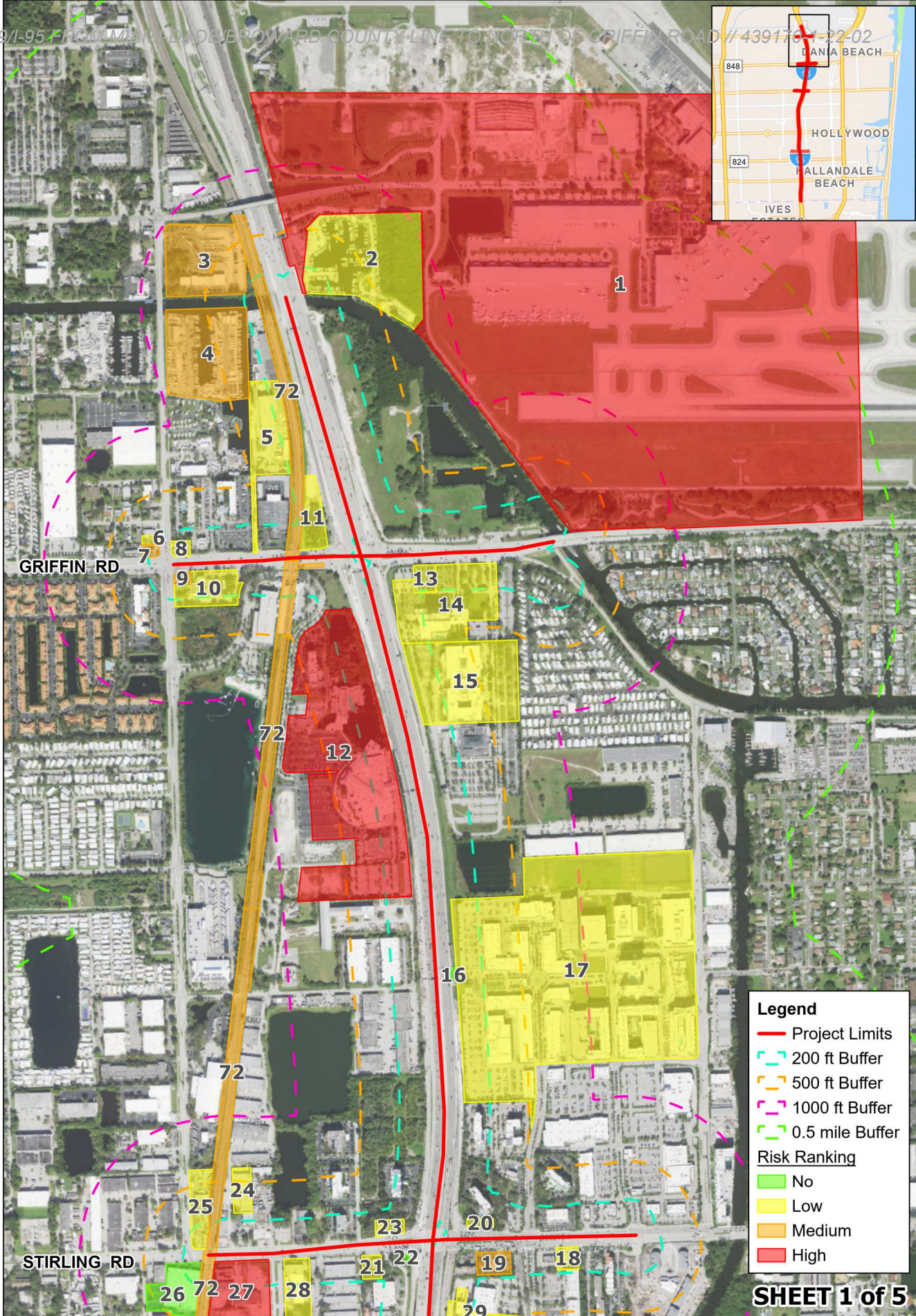
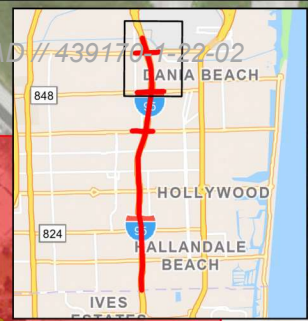
Physical Resources Appendix

Contents:

Potential Contamination Sites Map

Noise Barrier Evaluation Summary of Recommendations

DRAFT



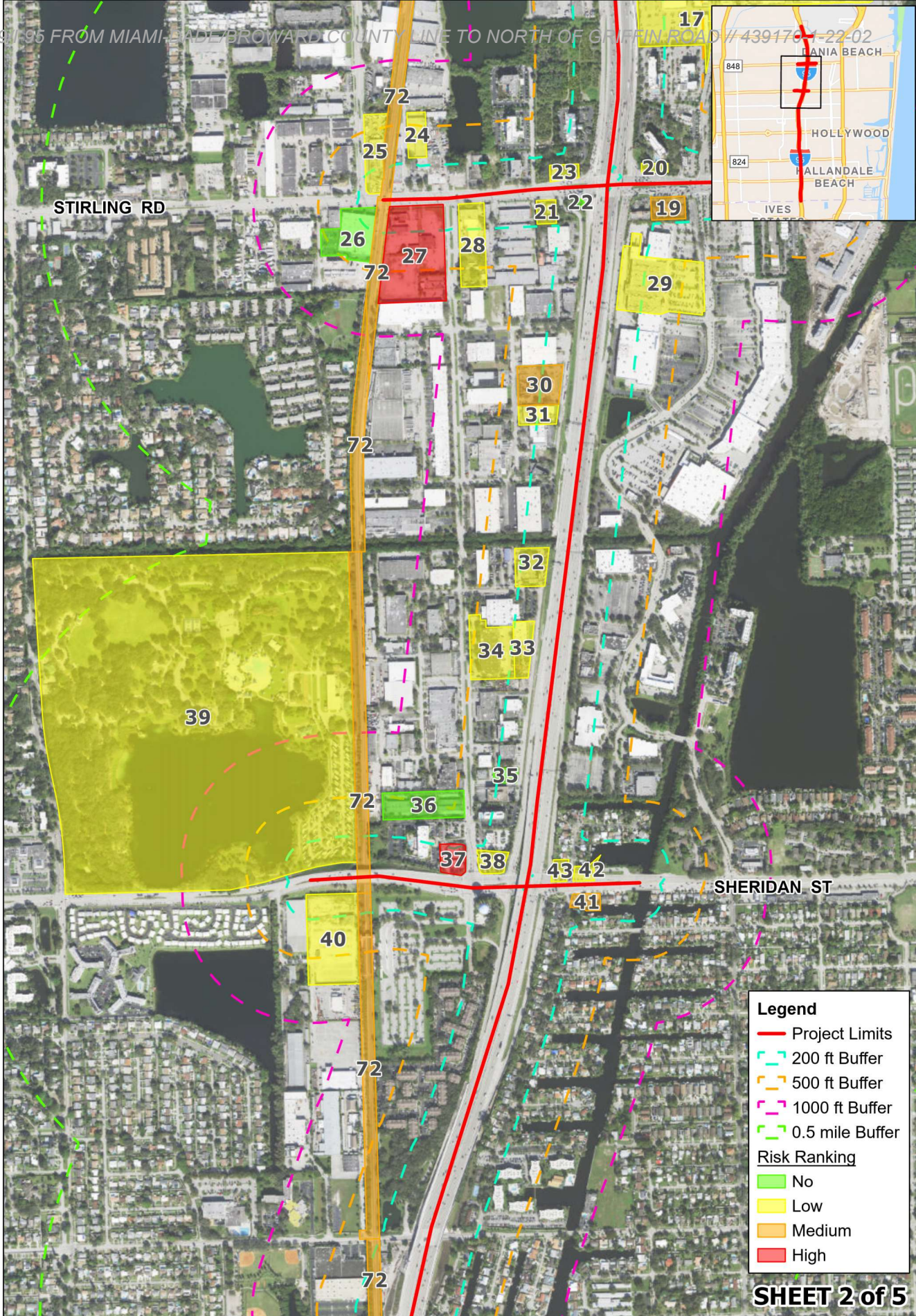
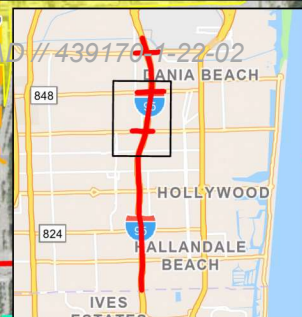
Legend

- Project Limits
- - - 200 ft Buffer
- - - 500 ft Buffer
- - - 1000 ft Buffer
- - - 0.5 mile Buffer

Risk Ranking

- No
- Low
- Medium
- High

SHEET 1 of 5



Legend

- Project Limits
- - - 200 ft Buffer
- - - 500 ft Buffer
- - - 1000 ft Buffer
- - - 0.5 mile Buffer

Risk Ranking

- No
- Low
- Medium
- High

SHEET 2 of 5



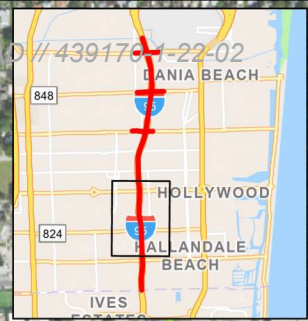
Legend

- Project Limits
- - - 200 ft Buffer
- - - 500 ft Buffer
- - - 1000 ft Buffer
- - - 0.5 mile Buffer

Risk Ranking

- No
- Low
- Medium
- High

SHEET 3 of 5



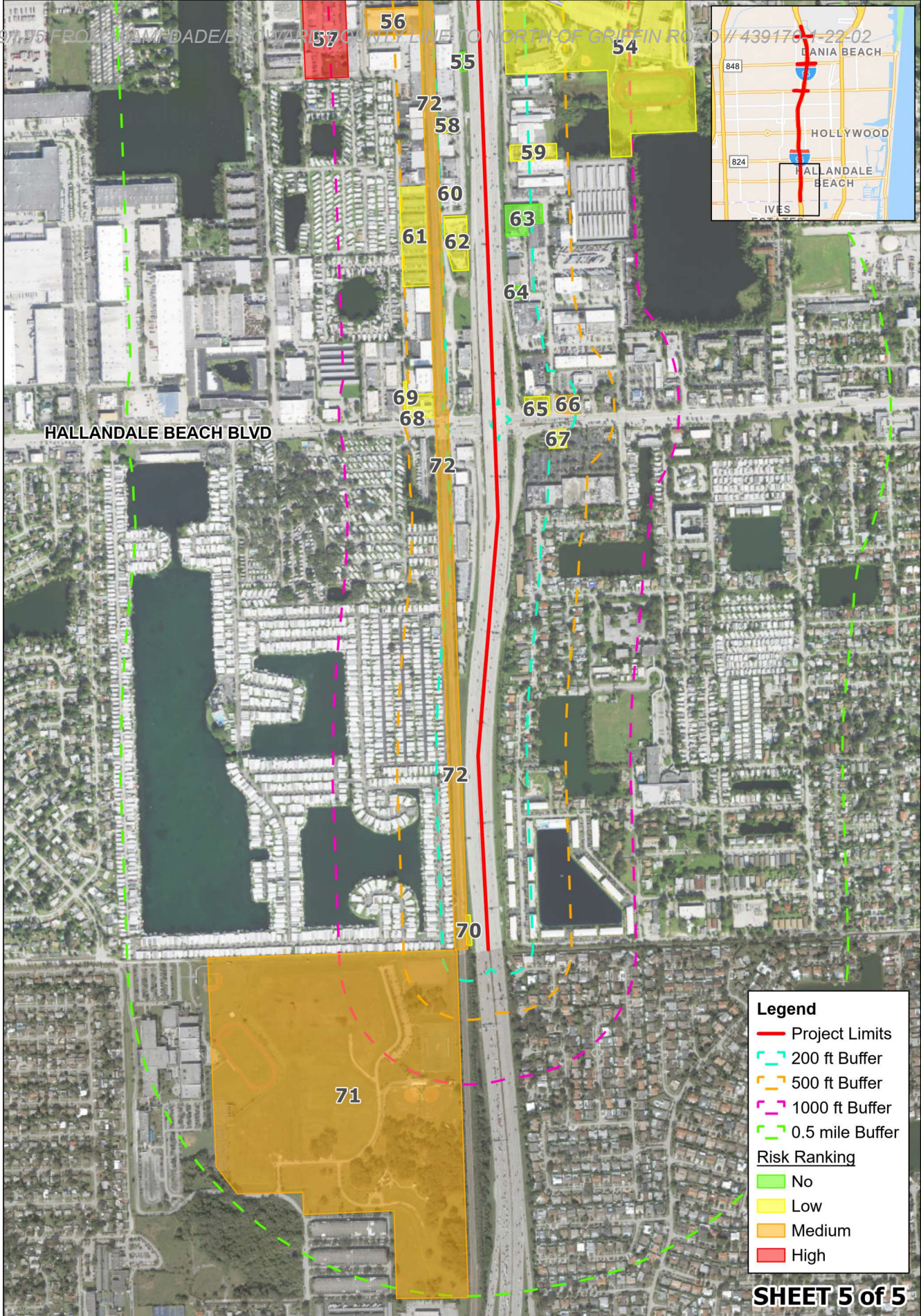
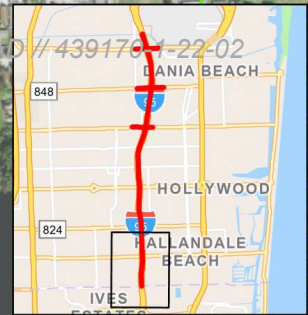
Legend

- Project Limits
- - - 200 ft Buffer
- - - 500 ft Buffer
- - - 1000 ft Buffer
- - - 0.5 mile Buffer

Risk Ranking

- No
- Low
- Medium
- High

SHEET 4 of 5



HALLANDALE BEACH BLVD

Legend

- Project Limits
- - - 200 ft Buffer
- - - 500 ft Buffer
- - - 1000 ft Buffer
- - - 0.5 mile Buffer

Risk Ranking

- No
- Low
- Medium
- High

SHEET 5 of 5



Ranked Contamination Sites

FPID No. 439170-1-22-02

Image Source: ESRI
Image Date: 2024



Noise Barrier Evaluation Summary and Recommendations

Noise Study Area Name / Number	Common Noise Environment (CNE) Identification Number/ (Conceptual Noise Barrier Design Number)	Optimized Conceptual Noise Barrier Design					Number of Impacted Receptor Sites	Number of Impacted/ Benefited Receptor Sites	Number of Benefited Receptor Sites/ Not Impacted	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Maximum Noise Reduction for all Benefited Receptor Sites dB(A)	Cost (\$40 per square foot)	Average Cost/Site Benefited	Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of \$64,000 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
		Noise Barrier Type (Segment)	Height (feet)	Length (feet)	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)	Ground Mounted	22	1,730	179+20	196+50	Special Land Use	--	--	--	8.1	12.2	\$1,522,400	--	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 and 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)	Ground Mounted (Segment 1 of 2)	10	590	132+00	137+90	3	3	17	20	6.8	8.8	\$304,000	\$15,200	NO (Not Feasible - Insufficient Right-of-way to Constructed Noise Barrier)	Yes (See Comments)	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.
		Ground Mounted (Segment 2 of 2)	10	170	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)	South Segment - Replacement Ground Mounted Noise Barrier	16	200	204+80	206+80	10	2	0	2	9.5	12.4	\$128,000	\$64,000	NO (Not Required - In-Kind Replacement Noise Barrier)	Yes (Replacement Noise Barriers)	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.
		North Segment - Replacement Shoulder Mounted Noise Barriers	14	1,080	231+00	241+80	49	42	6	48	7.8	11.5	\$828,800	\$17,267	YES (Not Required - Replacement Noise Barrier System)		
		North Segment - Supplemental Shoulder Mounted Noise Barrier	8	700	235+80	242+80											
Lanier James Education Center - East of I-95 and South of Pembroke Road / NSA 7E	CNE 4-E (CD 4E-4)	Shoulder Mounted (I-95 Northbound)	14	800	277+00	285+00	Special Land Use	---	---	---	6.2	6.5	\$448,000	---	NO (Not Reasonable - Does not meet FDOT's required abatement design goal of 7.0 dB(A))	NO	Represents the optimal conceptual noise barrier design; Does not meet 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. However, would Receive Incidental Noise Reduction Benefit from Conceptual Noise Barrier Design CD 5E-4 Recommended for Meekins Addition No.1 Subdivision and Johnson Apartments (NSA 8E).
Meekins Addition No.1 Subdivision and Johnson Apartments - East of I-95 and South of Pembroke Road / NSA 8E	CNE 5-E (CD 5E-4)	Outside Shoulder: I-95 Northbound	14	1,000	277+00	287+00	3	3	16	19	7.4	9.3	\$896,000	\$47,158	YES	YES	Represents the optimal conceptual noise barrier design; Does meet the Cost Reasonable Criteria and the minimum noise reduction design goal of 7 dB(A); Noise barriers are recommended for further consideration and public input during the project's design phase at this location. Segments of the 14-foot tall shoulder mounted noise barrier on an MSE wall will require a design variation; Lanier James Education Center and Choices Children's Academy playground would receive incidental benefit from this conceptual noise barrier design.
		Outside Shoulder: I-95 Northbound Off Ramp to Pembroke Road	14	600	281+00	287+00											
Choices Children's Academy - East of I-95 and South of Pembroke Road / NSA 9E	CNE 6-E (CD 6E-4)	Ground Mounted (I-95 Eastern Right-of-Way Line)	18	460	284+00	287+60	Special Land Use	---	---	---	6.4	7.0	\$779,200	---	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. However, would Receive Incidental Noise Reduction Benefit from Conceptual Noise Barrier Design CD 5E-4 Recommended for Meekins Addition No.1 Subdivision and Johnson Apartments (NSA 8E).
		Shoulder Mounted (I-95 Northbound Off Ramp to Pembroke Road)	14	800	279+00	287+00											
Orangebrook Golf & Country Club - West of I-95 between Pembroke Road and Hollywood Boulevard / NSA 10W	CNE 7-W (CD 7W-4)	Ground Mounted Noise Barrier (South Segment)	22	260	289+40	292+00	Special Land Use	--	--	--	6.1	7.0	\$228,800	--	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 barriers are 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 South 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)	Segment 1 of 4 - Replacement Shoulder Mounted Noise Barrier	14	3,350	293+80	327+30	111	96	0	96	8.2	12.6	\$2,643,200	\$27,533	YES (Not Required - Replacement Noise Barrier System)	Yes (Replacement Noise Barriers)	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.
		Segment 2 of 4 - Replacement Shoulder Mounted Noise Barrier	14	470	327+30	332+00											
		Segment 3 of 4 - Replacement Shoulder Mounted Noise Barrier	14	540	332+00	337+40											
		Segment 4 of 4 - Supplemental Shoulder Mounted Noise Barrier	14	360	337+40	341+00											
Stan Goldman Park and Hollywood Dog Park - West of I-95 and North of Hollywood Boulevard / NSA 18W	CNE 9-W (CD 9W-4)	Ground Mounted Noise Barrier (I-95 Western Right-of-Way Line)	22	1,500	346+00	361+00	Special Land Use	---	---	---	5.9	6.1	\$1,320,000	---	NO (Not Reasonable - Does not meet FDOT's required abatement design goal of 7.0 dB(A))	NO	Represents the optimal conceptual noise barrier design; Does not meet 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.
Hollywood Little Ranches - East of I-95 and North of Hollywood Boulevard / NSA 22E	CNE 10-E (CD 10E-4)	Segment 1 of 2 - Replacement Shoulder Mounted Noise Barrier	14	1,350	355+20	368+70	25	25	3	28	8.0	12.4	\$1,031,200	\$36,829	YES (Not Required - Replacement Noise Barrier System)	Yes (Replacement Noise Barriers)	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.
		Segment 2 of 2 - Supplemental Shoulder Mounted Noise Barrier	8	860	368+70	377+30											