

Type 2 Categorical Exclusion

SR 9/Interstate 95 from South of SR 869 (SW 10 Street- MP 22.00)
to North of SR 810 (Hillsboro Boulevard- MP 25.10)
Project Development & Environment Study
Broward County, Florida

Financial Management Number: 436964-1-22-01
Federal Aid Project Number: 0202-054-P
ETDM Number: 14244

Prepared For:
Florida Department of Transportation, District IV



October 2019

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

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1.0 PROJECT INFORMATION

County: Broward County
Project Name: SR 9/I-95 from South of SW 10th Street to North of Hillsboro Boulevard
Bridge Number: 880071
Project Limits: SR 9/I-95 from South of SW 10th Street (MP 22.00) to North of Hillsboro Boulevard (MP 25.10)
Project Numbers: Financial Management Number: 436964-1-22-01
Federal Aid Project Number: 0202-054-P
ETDM Number: 14244
Project Manager: Robert E. Bostian, Jr.

1.1 Cooperating Agencies

This project does not include any cooperating agencies.

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1.3 Has FDEP Determined Coastal Zone Consistency?

In accordance with the Florida Department of Transportation (FDOT) Project Development & Environment (PD&E) Manual, Part 2, Chapter 14 – Coastal Zone Consistency (dated January 14, 2019), this project was reviewed by the Florida Department of Environmental Protection (FDEP) for consistency with the Florida Coastal Zone Management Plan and was determined to be consistent on October 14, 2015. This review was conducted by the FDEP through the Efficient Transportation Decision Making (ETDM) Programming Screen process. A copy of the ETDM Programming Screen Summary Report has been included as **Attachment A**.

1.4 Project Description and Location

Part 2, Chapter 1 [Project Description and Purpose and Need (PPE)] of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

The FDOT is currently conducting a PD&E study for State Road (SR) 9/Interstate (I)-95 from south of SW 10th Street to north of Hillsboro Boulevard.

The project extends along I-95 from just south of SW 10th Street to just north of Hillsboro Boulevard and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard (**Figure 1-1**). The entire project lies within the city of Deerfield Beach. I-95 is part of the Strategic Intermodal System (SIS) and the National Highway System which is Florida's high priority network of transportation facilities important to the state's economy, mobility and defense.

This study will evaluate the potential modification of the existing merge and diverge ramp areas along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Blvd. Interchange. Improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard as well as improvements along SW 10th Street and Hillsboro Blvd. will also be considered.

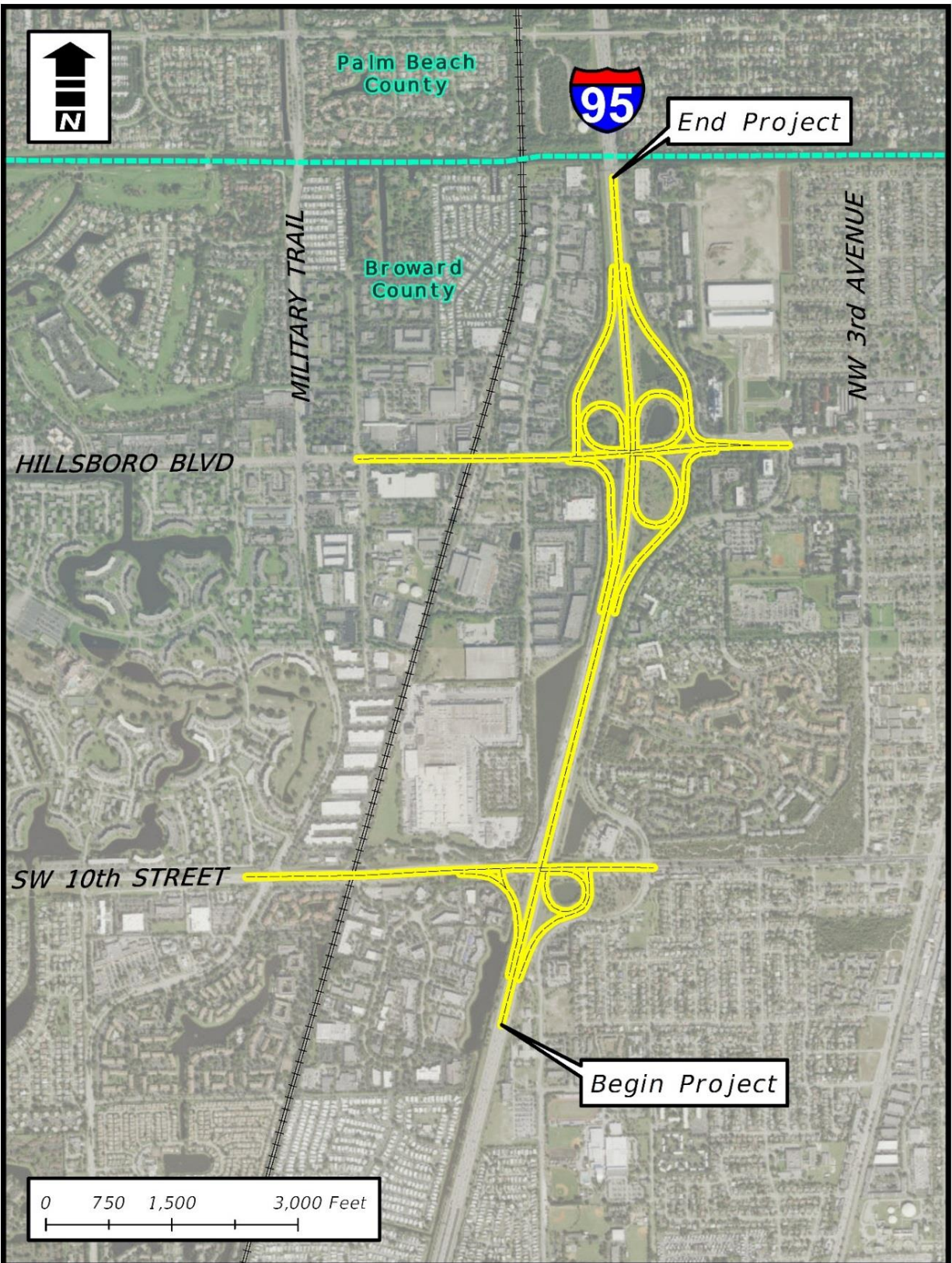


Figure 1 - 1: Project Study Area

1.4.1 Existing Conditions

Due to the uniqueness of this project, the analysis and evaluation of the existing conditions was separated into three corridors; I-95 (SR 9), SW 10th Street (SR 869) and Hillsboro Boulevard (SR 810). Data gathering for each of these corridors focused on the areas of roadway, bridge and environmental characteristics. Assessment of the existing conditions began with the collection and review of all data pertaining to the existing facilities which included conducting on-site field inventories, review of existing documents, as well as, review of other pertinent data used for the evaluation of these transportation facilities. The general characteristics of the roadway facilities located within the project limits are described in the sections below. A summary is presented in **Table 1-1**.

The following data below is based on information gathered from, including but not limited to, the FDOT's Roadway Characteristics Inventory, Straight Line Diagrams (SLDs), Broward County Metropolitan Planning Organization (MPO), Broward County Traffic and Engineering Division and field reviews.

Table 1 - 1: Summary of Roadway Characteristics

Typical Section Element	Roadway	
	Interstate 95	SW 10 th Street and Hillsboro Boulevard
Facility Type	Freeway, Limited Access, SIS Facility	Arterial
Functional Classification	Urban Principal Arterial - Interstate	Urban Principal Arterial - Other
Access Management Classification (FDOT)	Class 1	Class 5
Typical Section	<p>North of Sample Road to North of Hillsboro Boulevard Interchange: Northbound and Southbound: 3 GP, 1 EP / BW</p> <p>South of Sample Road Interchange: Northbound and Southbound: 1 AUX, 3 GP, 1 HOV / BW</p> <p>Wall Median</p>	<p>Eastbound & Westbound: 3 Lanes/Raised Median</p>
Posted Speed Limit	65 mph	45 mph
<p>Legend: AUX- Auxiliary Lane GP- General Purpose Lane EP- Express Lane BW- Barrier</p>		

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1.4.1.1 Typical Sections

The following **Table 1-2** depicts the existing typical section characteristics for each corridor.

Table 1 - 2: Existing Typical Section Characteristics

Typical Section Element	Roadway		
	Interstate 95	SW 10 th Street	Hillsboro Boulevard
Number of Travel Lanes	8	6	6
Travel Lane Width	12-feet	11 to 12-feet	11-feet
Parking Lane Width	n/a	n/a	n/a
Curb and Gutter	n/a	Type F	Type F
Inside Shoulders Width	12-feet	n/a	n/a
Outside Shoulders Width (Bike Lane)	12-feet	Varies 4-feet to 8-feet	Varies 4-feet to 6-feet
Median Width	26.5-feet	14-feet to 17.5-feet	15.5-feet
Sidewalk Width	n/a	Varies 5-feet to 6-feet	Varies 6-feet to 7-feet
Right-of-Way Width	240-feet to 300-feet	106-feet (+)	106-feet to 136-feet

Interstate 95

Within the limits of the study, I-95 is an eight-lane divided limited access facility consisting primarily of a two and a half-foot (2.5') center barrier wall with two twelve-foot (12') paved inside shoulders (one in each direction). The inside lane in each direction is a twelve-foot (12') wide Express Lane (EP) lane with a two-foot (2') striped buffer area separating the EP lane from the three twelve-foot (12') general purpose lanes. In each direction, along the outside of the general-purpose lanes is a twelve-foot (12') shoulder (ten-foot (10') paved and two-foot (2') unpaved). In the northbound direction, a twelve-foot (12') auxiliary lane exists between the SW 10th Street on-ramp and Hillsboro Boulevard off-ramp. Additionally, in the southbound direction a twelve-foot (12') auxiliary lane exists between the Hillsboro Boulevard on-ramp and SW 10th Street off-ramp. The existing roadway segment is depicted in **Figure 1-2** and the typical section for this corridor is shown in **Figure 1-3**.

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Figure 1 - 2: Roadway Segment – I-95 Corridor

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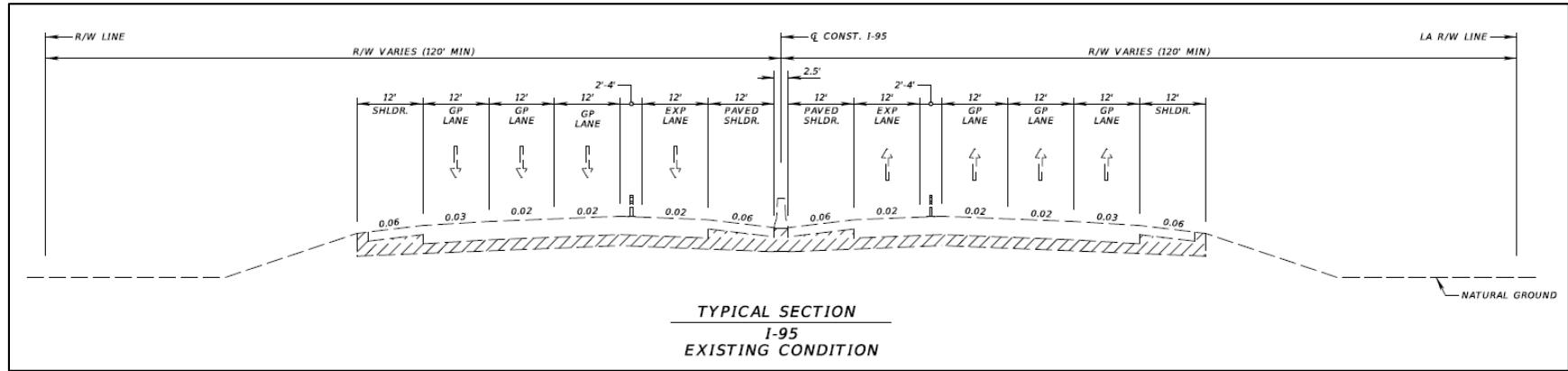


Figure 1 - 3: Existing Typical Section - Interstate 95

DRP

SW 10th Street

Eastbound along SW 10th Street (SR 869) from approximately 1000-feet west of the intersection at Military Trail to the intersection, three twelve-foot (12') lanes, a four to five-foot (4' to 5') bike lane, and an eight-foot (4' paved and 4' unpaved) outside shoulder exist. In the center, there is a 17.5 foot raised curb and gutter median.

Westbound along SW 10th Street (SR 869) from approximately 1000-feet west of the intersection at Military Trail to the intersection, there are two twelve-foot (12') lanes, a four-foot (4') bike lane and four-foot (4') unpaved shoulder.

In each direction, from the intersection at Military Trail to East Newport Center Drive, there are three twelve-foot (11') lanes, a four-foot (3') bike lane, two-foot (2') curb and gutter with a five-foot (5') concrete sidewalk running along at the back of curb. In the center of the roadway there is a raised curb and gutter median that varies in width from 14.0 to 17.5 feet. In the westbound direction, the outside lane is an auxiliary lane used for right turns and/or acceleration that terminates at the intersection with Military Trail. In the eastbound direction, a fourth (outside) 12 to 14-foot wide lane exists as an auxiliary lane used for right turns and/or acceleration and terminates at the southbound on-ramp to I-95.

From East Newport Center Drive to SW Natura Boulevard/FAU Research Park Boulevard, there are three eleven-foot (11') lanes in each direction, two-foot (2') curb and gutter with a six-foot (6') concrete sidewalk running along at the back of curb with no bicycle lane or shoulder. Eastbound the third lane (outside) terminates at the northbound entrance ramp to I-95 and then reemerges west of the northbound I-95 off-ramp intersection continuing to the FAU Research Park Boulevard intersection. Westbound are three eleven-foot (11') lanes, two-foot (2') curb and gutter with a six-foot (6') concrete sidewalk running along at the back of curb with no bike lane or shoulder present. A fourth westbound lane emerges at the southbound I-95 off-ramp intersection and terminates at the East Newport Center Drive intersection. In the center of the roadway there is a raised curb and gutter median that varies in width from 14 to 17.5 feet.

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The existing roadway segment is depicted in **Figure 1-4** and typical section for this corridor is shown in **Figure 1-5**.



Figure 1 - 4: Existing Roadway Segment – SW 10th Street

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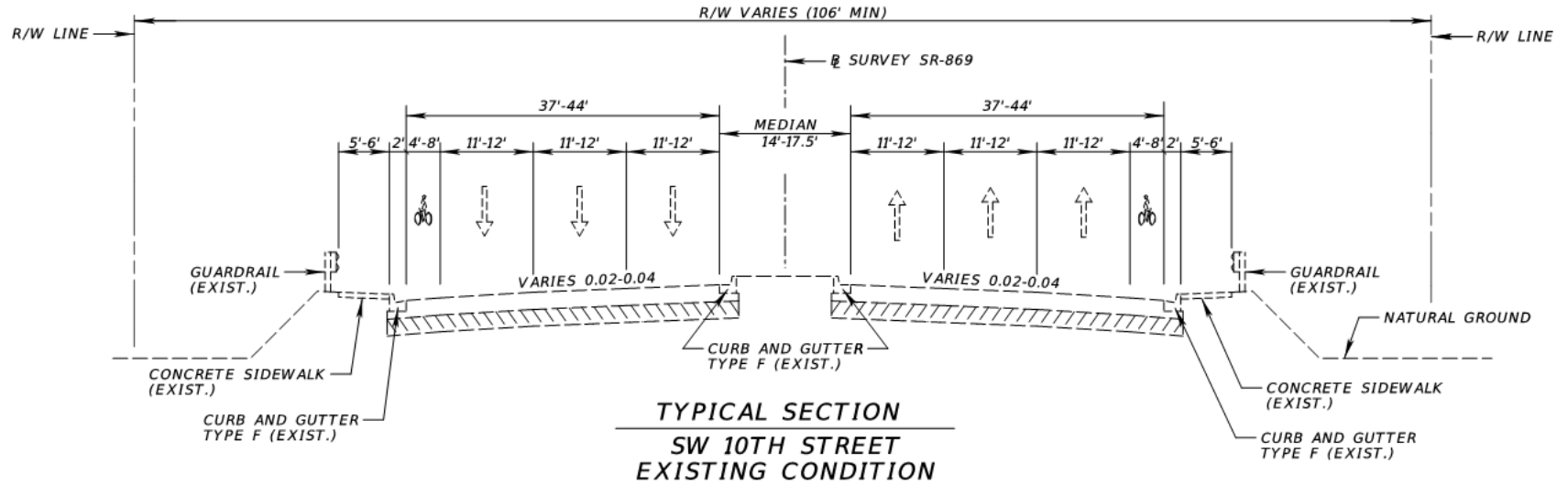


Figure 1 - 5: Existing Typical Section – SW 10th Street

Hillsboro Boulevard

Hillsboro Boulevard (SR 810) from east of the Military Trail intersection to the intersection with Natura Boulevard/Fairway Drive is an urban arterial typical section with a fifteen and a half-foot (15.5') raised median, six eleven-foot (11') thru lanes (3 lanes in each direction) and two four-foot (4') bicycle lanes (one in each direction) with Type F curb and gutter on both sides of the roadway. In each direction outside the bicycle lanes is a two-foot (2') curb and gutter with six-foot (6') concrete sidewalk running along at the back of curb. Total right-of-way width varies.

The existing roadway segment is depicted in **Figure 1-6** and typical section for this corridor is shown in **Figure 1-7**.



Figure 1 - 6: Existing Roadway Segment – Hillsboro Boulevard

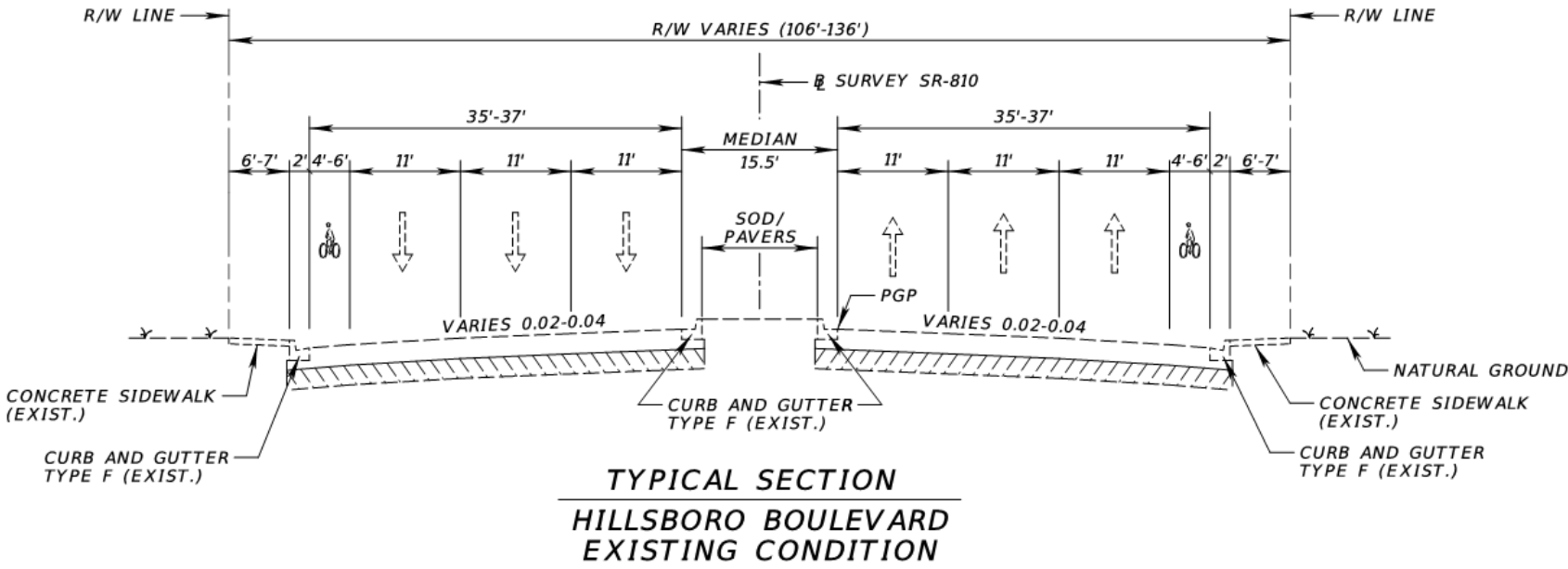
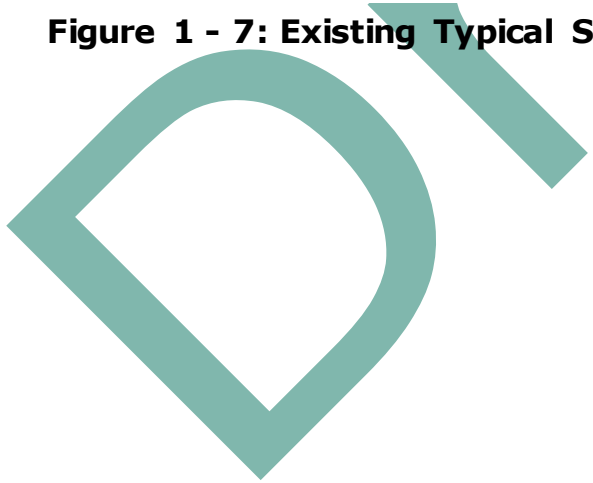


Figure 1 - 7: Existing Typical Section - Hillsboro Boulevard



1.4.1.2 Right-of-Way

Interstate 95

The existing right-of-way along I-95 varies with a minimum of 240 feet and varies based on shoulder width and natural ground.

SW 10th Street

The existing right-of-way along SW 10th Street varies with a minimum of 125 feet and varies based on median width, shoulder width and natural ground with a typical width between 180 to 250 feet.

Hillsboro Boulevard

The existing right-of-way along Hillsboro Boulevard varies from 106 feet to 136 feet and varies based on median width.

1.4.1.3 Design and Posted Speed

The posted speed limit for I-95 is 65 miles per hour (mph). The posted speed limit for SW 10th Street is 40 mph eastbound between Military Trail and Natura/FAU Research Park Boulevard and 45 mph westbound. The posted speed limit for Hillsboro Boulevard is 40 mph.

1.4.1.4 Multi-Modal Facilities

Multi-modal facilities include pedestrian and bicycle features as well as existing transit services along each I-95, SW 10th Street and Hillsboro Blvd.

1.4.1.4.1 Pedestrian

Continuous sidewalks exist on the north and south side of SW 10th Street and Hillsboro Boulevard. I-95 is limited access facility and as such does not provide sidewalks along the corridor.

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1.4.1.4.2 Bicycle

Continuous bicycle lanes exist on the north and south side of SW 10th Street and Hillsboro Boulevard. I-95 is limited access facility and as such does not provide bicycle facilities along the corridor.

1.4.1.4.3 Transit

No designated transit services including Broward County Transit (BCT) Routes or commuter rail services are provided on the I-95 corridor or within the area of the SW 10th Street interchange.

Hillsboro Boulevard is serviced by BCT Route #48, which provides a connection from SR 7 to Deerfield Beach including a direct connection to the Deerfield Beach Station located just west of the Hillsboro interchange (**Figure 1-8**).

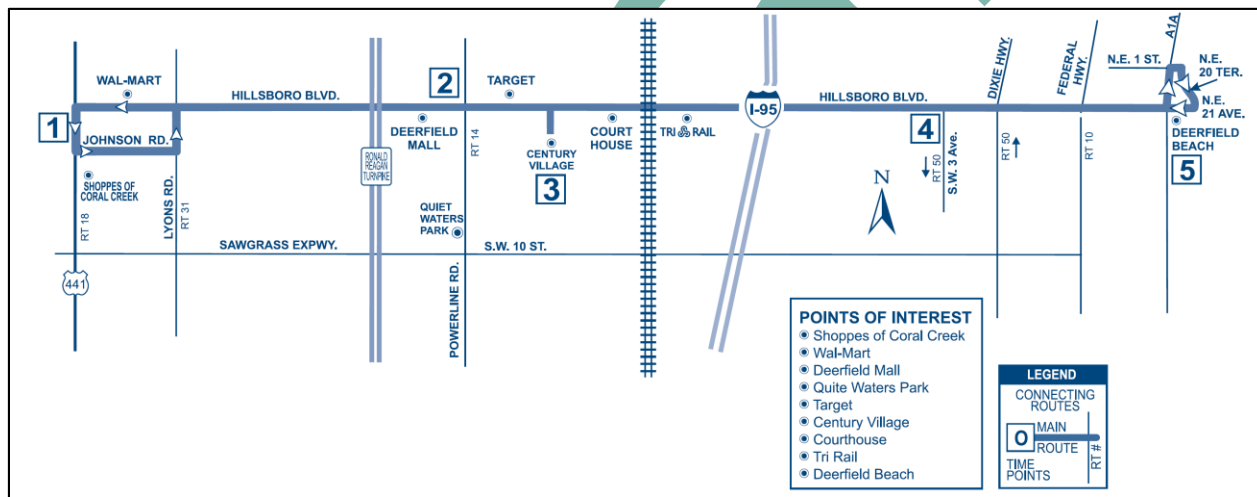


Figure 1 - 8: BCT Route 48

The Deerfield Beach Station provides commuter rail service for Tri-Rail and Amtrak which provide connections south to Miami-Dade County including Tri-Rail’s southernmost terminus at Miami Airport Station (Miami Intermodal Center) and Amtrak’s southernmost terminus at Miami Station, and to the north with Tri-Rail’s northernmost terminus in West Palm Beach at Mangonia Park Station and Amtrak providing service throughout the state of Florida (**Figure 1-9**).

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Figure 1 - 9: Deerfield Beach Station

1.5 Purpose and Need

Part 2, Chapter 1 [Project Description and Purpose and Need (PPE)] of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

The purpose of this project is to eliminate existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard, and on SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The primary need for the project is based on capacity/operational and safety issues, with secondary considerations for the needs of evacuation and emergency services, transportation demand, system linkage, modal interrelationships, and social demands and economic development.

1.5.1 Capacity/Operational Deficiencies

A need exists to improve traffic operations along I-95 between the SW 10th Street and Hillsboro Boulevard interchanges, especially at existing merge and diverge ramps that are the sources of traffic turbulence and collisions. The mainline directional volumes range from 4,400 to 5,850 vehicles per hour (vph) with ramp volumes from 800 to 1,250 vph at SW 10th Street and 400 to 1,000 vph at Hillsboro Boulevard.

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Operational analyses along I-95 indicate that all freeway segments in the study area operate at Level of Service (LOS) D or better except for the following:

- The diverge segment at I-95 southbound off-ramp to SW 10th Street eastbound and westbound during the AM and PM peak periods;
- The I-95 mainline segment between I-95 SB on-ramp from SW 10th Street eastbound and westbound and I-95 SB off-ramp to Sample Road eastbound and westbound during the PM peak period;
- The I-95 mainline between I-95 southbound On-Ramp from Palmetto Park Boulevard eastbound and I-95 southbound Off-Ramp to Hillsboro Boulevard eastbound and westbound during the AM peak period;
- The merge at I-95 southbound on-ramp from Hillsboro Boulevard westbound during AM and PM peak periods; and
- The diverge segment at I-95 northbound off-ramp to Hillsboro Boulevard eastbound during the AM peak period.

These conditions are existing concerns and are projected to worsen in the future if no action is taken. Year 2040 traffic projections show the mainline directional volumes ranging from 6,000 to 7,300 vph. Year 2040 peak hour directional volumes on I-95 Express are forecasted to range an additional 1,300 to 2,550 vph within the I-95 corridor. Operational analyses under the "No-Action" option in year 2040 reflects implementation of two major programmed improvements: 1) I-95 Express Phase 3 (and 2) I-95 Ramp Metering. All of the mainline freeway segments in the study area would operate at a deficient LOS (E or F) during one or both peak periods with the exception that the merge segment for I-95 SB On-Ramp from westbound Hillsboro Boulevard would operate at LOS D during the PM peak hour.

1.5.2 Safety

A need exists to resolve safety issues within the project limits along I-95 as well as SW 10th Street and Hillsboro Boulevard. Crash analyses for the years 2008 through 2012 reveal that the I-95 segment within the Hillsboro Boulevard interchange area is classified as a high crash segment for four of the five study years. It should also be noted that the existing interchanges are closely located together and have short weave distances. Crash rates along SW 10th Street in the vicinity of I-95 exceed the statewide average for similar

facilities for all five study years, but the segment along Hillsboro Boulevard in the vicinity of I-95 does not. Field observations indicate that the number of crashes along the Hillsboro Boulevard project segment may be influenced by queues extending from the railroad crossing into this area.

1.5.3 Evacuation and Emergency Services

The South Florida region has been identified by the National Oceanic and Atmospheric Administration (NOAA) as an area with a high degree of vulnerability to hurricanes and the Florida Division of Emergency Management has designated specific evacuation routes through the region. Both SW 10th Street and Hillsboro Boulevard are designated as emergency evacuation routes from I-95 to SR 5/US-1 and A1A. I-95 is designated as an emergency evacuation route throughout Broward County. A need exists to enhance capacity and traffic circulation along evacuation routes to improve evacuation and enhance emergency response.

1.5.4 Transportation Demand

A need exists to improve capacity and safety while meeting transportation demand and maintaining consistency with other transportation plans and projects, such as the Broward County Interchange Master Plan (IMP) and I-95 Express Lanes Phase III Project. The project is included in the FDOT Work Program with PE is scheduled for fiscal years 2017 and 2018. The Broward County MPO 2035 Long Range Transportation Plan (LRTP) included improvements to all I-95 interchanges in Broward County under Illustrative Roadway Projects. Illustrative projects are those that cannot be included in the cost feasible plan due to financial constraints but could be included in a future approved Transportation Improvement Program.

1.5.5 System Linkage

A need exists to ensure that I-95 continues to meet the minimum requirements of a component of the state's SIS and the National Highway System (NHS), as well as provides access connectivity to other major arterials such as I-595 and Florida's Turnpike SIS and the National Highway System (NHS), as well as provides access and connectivity to other major arterials such as I-595 and Florida's Turnpike.

1.5.6 Modal Interrelationships

There exists a need for capacity improvements along the I-95 project corridor to enhance the mobility of public transit and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area.

Increased mobility to public transit operations are needed and will benefit as a result of this project. Although no designated Broward County Transit (BCT) Routes are provided within the SW 10th Street interchange area, Hillsboro Boulevard is serviced by BCT Route #48, which provides a connection from SR 7 to Deerfield Beach including a direct connection to the Deerfield Tri-Rail Station located just west of the Hillsboro interchange.

1.5.7 Social Demands and Economic Development

Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Broward County MPO 2035 LRTP predicted that the population would grow from 1.7 million in 2005 to 2.3 million by 2035, an increase of 29 percent. Jobs were predicted to increase from 0.7 to 1 million during the same time period, an increase of 37 percent. A need exists for the proposed improvements to support the predicted social and economic travel.

1.6 Project Alternatives

Alternatives evaluated during the PD&E Study include the No-Action Alternative, the Transportation Systems Management and Operations (TSM&O) alternative, and the Build Alternatives as described below. Alternatives were developed and evaluated based on the ability to meet the project purpose and needs. For additional information, please refer to the Preliminary Engineering Report completed for this project, which is in the StateWide Environmental Project Tracker (SWEPT) project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material under the project file.

1.6.1 No-Action Alternative

The No-Action Alternative assumes that no improvements would be implemented within the project corridor. It serves as a baseline for comparison against the Build Alternatives. It will however, include on-going construction projects and all funded or programmed improvements scheduled to be opened to traffic in the analysis years being considered. These improvements must be part of the FDOT's adopted Five-Year Work Program, Broward County MPO, Cost Feasible LRTP, transportation elements of Local Government Comprehensive Plans (LGCP), or developer-funded transportation improvements specified in approved development orders.

The advantage of the No-Action Alternative is that it requires no expenditure of public funds for design, right-of-way acquisition, construction or utility relocation. In addition, there would be no disruptions due to construction, no direct or indirect impacts to the environment and/or the socio-economic characteristics from the project. However, the No-Action Alternative does not address the purpose and need of the project and operational and safety conditions within the project area will become progressively worse as traffic volumes continue to increase.

1.6.2 Transportation Systems Management and Operations (TSM&O)

Transportation Systems Management and Operations (TSM&O) aims to optimize the performance of existing multimodal infrastructure through implementation of systems and services to preserve capacity and improve the safety and reliability of our transportation system. TSM&O improvements include traffic management and operations solutions such as Information Technology System (ITS) devices, signal retiming, and adaptive signal control.

However, a TSM&O Alternative will not significantly improve the capacity issues through the corridor by the design year 2040. Long-term improvements are necessary to mitigate the existing traffic conditions and increase capacity to accommodate future travel demand.

1.6.3 Build Alternatives

Build Alternatives were developed along I-95, SW 10th Street and Hillsboro Boulevard to address the purpose and need of the project.

1.6.3.1 I-95

Build Alternatives considered along I-95 include:

- Two 12-foot wide express lanes (one in each direction)
- Six 12-foot wide general purpose lanes (three in each direction)
- Four-foot wide buffer with tubular markers separating the general purpose lanes from the express lanes
- A 12-foot wide paved inside shoulder
- A 12-foot wide outside shoulder (ten-feet paved and two-feet unpaved)
- A 2.5-foot wide center barrier wall
- Twelve-foot wide auxiliary lanes at selected locations

Alternative 1:

Alternative 1 provides a 3-lane, physically separated collector-distributor (CD) roadway on the east side of I-95 between SW 10th Street and Hillsboro Boulevard that combines the eastbound to northbound and westbound to northbound on-ramps. A proposed auxiliary lane on the west side combines the eastbound to southbound and westbound to southbound on-ramps. Widening is proposed in the median along I-95 to provide one 12 foot express lane in each direction.

Alternative 2:

Alternative 2 provides a braided ramp for the 3-lane proposed northbound CD roadway on the east side of I-95 to separate the traffic destined to I-95 mainline from traffic exiting at Hillsboro Boulevard. A braided ramp is also proposed on the west side of I-95 for the southbound CD roadway to separate the traffic destined to I-95 mainline from traffic exiting at SW 10th Street. Widening is proposed in the median along I-95 to provide one 12-foot express lane in each direction.

1.6.3.2 SW 10th Street

Build Alternatives considered along SW 10th Street provide two connector lanes in each direction with direct connect access ramps to/from the I-95 managed lanes. A westbound on-ramp and eastbound off-ramp access to the connector lanes is provided just east of the Military Trail intersection. Improvements at the northbound off-ramp terminal to accommodate triple lefts and triple rights as well as relocating the westbound to northbound entrance ramp from the southeast quadrant of the interchange to the northeast quadrant remain the same for both Build Alternatives.

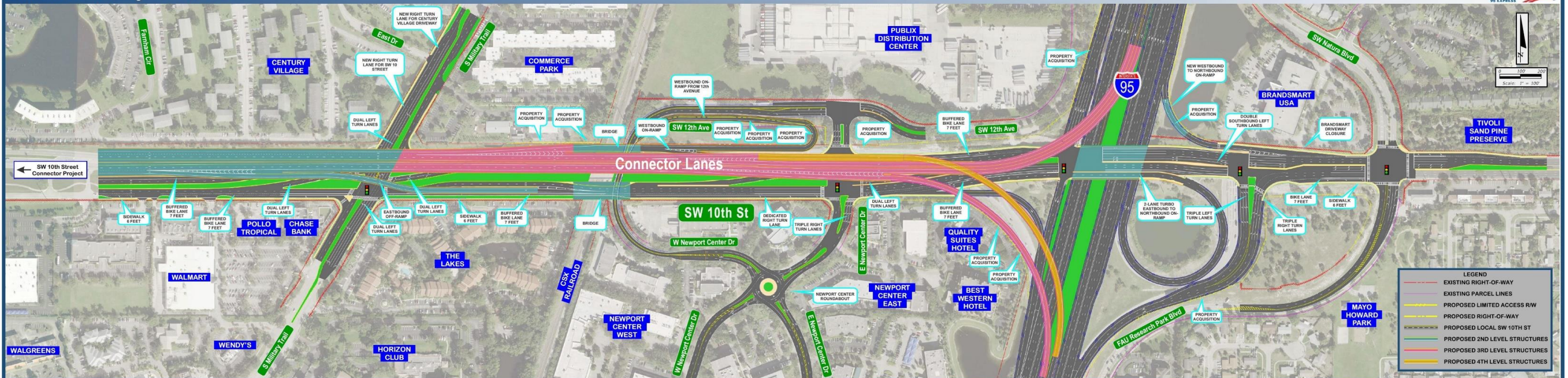
Three 12-foot lanes with 7-foot buffered bike lanes and 6-foot sidewalks are provided along local SW 10th Street. A roundabout is provided at the intersection of W. and E. Newport Center Drive. Triple rights are provided at the northbound and southbound legs of the SW 12th Avenue/E. Newport Center Drive intersection. Two alignments were considered for the connector lanes:

- North Alignment (**Figure 1-10**), and
- Center Alignment (**Figure 1-11**).

Both north and center alignment options are basically the same. The north alignment; however, provides direct access to the connector lanes from SW 12th Avenue. Minor right-of-way acquisition is required for the north alignment on the north and south sides of SW 10th Street including six privately-owned and three government-owned parcels. No relocations are required.

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SW 10th Street - North Alignment - Structures



SW 10th Street - North Alignment - Ground Level Improvements at Intersections

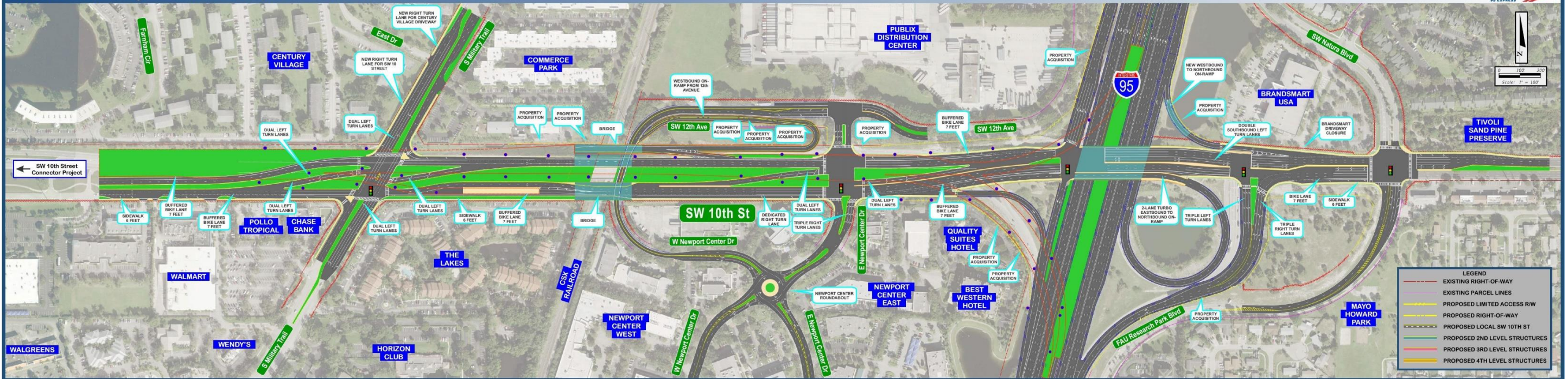


Figure 1 - 10: SW 10th Street – North Alignment Concept Plan

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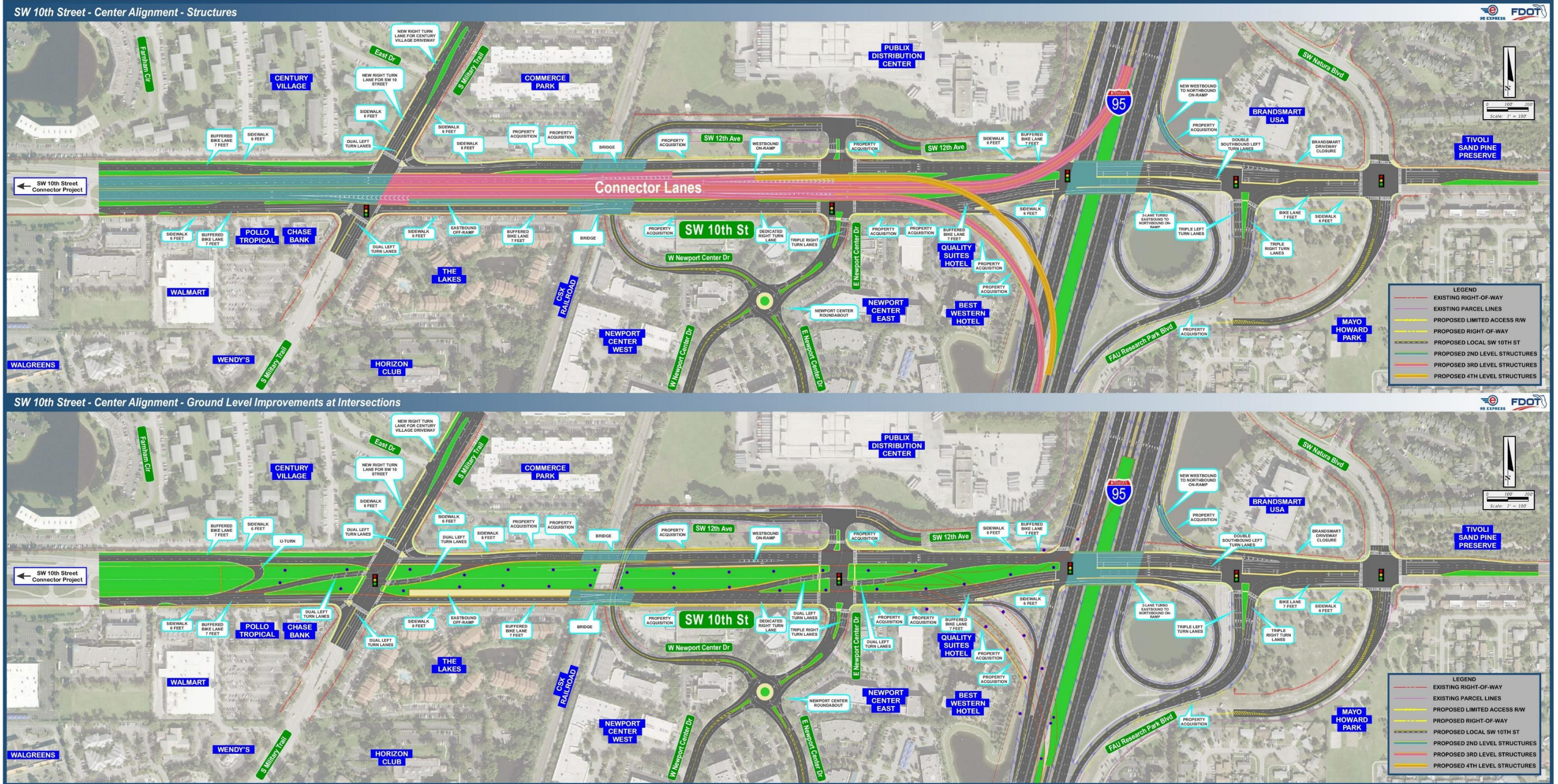


Figure 1 - 11: SW 10th Street – Center Alignment Concept Plan

1.6.3.3 Hillsboro Boulevard

Two Build Alternatives were considered along Hillsboro Boulevard. Alternative 1 proposes a depressed section while Alternative 2 proposes an elevated section. Improvements at the I-95 ramp terminals remained the same for both Build Alternatives and include providing a 2-lane northbound exit ramp combining both exit ramps into a single ramp with a signal controlled northbound exit ramp terminal with expanded storage for a triple left and double right turn lanes. Additional improvements include expanding the north leg of Jim Moran Boulevard to allow for southbound double left and double right turn lanes, extending the northbound to westbound left turn lane storage and the eastbound to southbound right turn storage at Natura Boulevard.

Alternative 1:

Alternative 1 proposes a depressed section from Goolsby Boulevard to SW 12th Avenue with two 11-foot lanes in each direction and a 7.5-foot inside shoulder. An access road is proposed on each side with one 11-foot lane, a 7-foot buffered bike lane and a 6-foot sidewalk. This Alternative was deemed not viable due to impacts to the South Florida Rail line (**Figure 1-12**) and access to adjacent properties.

Alternative 2:

Alternative 2 proposes an elevated section from Goolsby Boulevard to SW 12th Avenue with two 11-foot lanes in each direction, a 7.5-foot inside shoulder, and a 13-foot median (**Figure 1-13**). An access road is proposed on each side with one 11-foot lane, a 7-foot buffered bike lane and a 6-foot sidewalk. This Alternative was deemed not viable due to the access impacts to adjacent properties and the steep profile grade required to meet existing grade before the I-95 interchange.

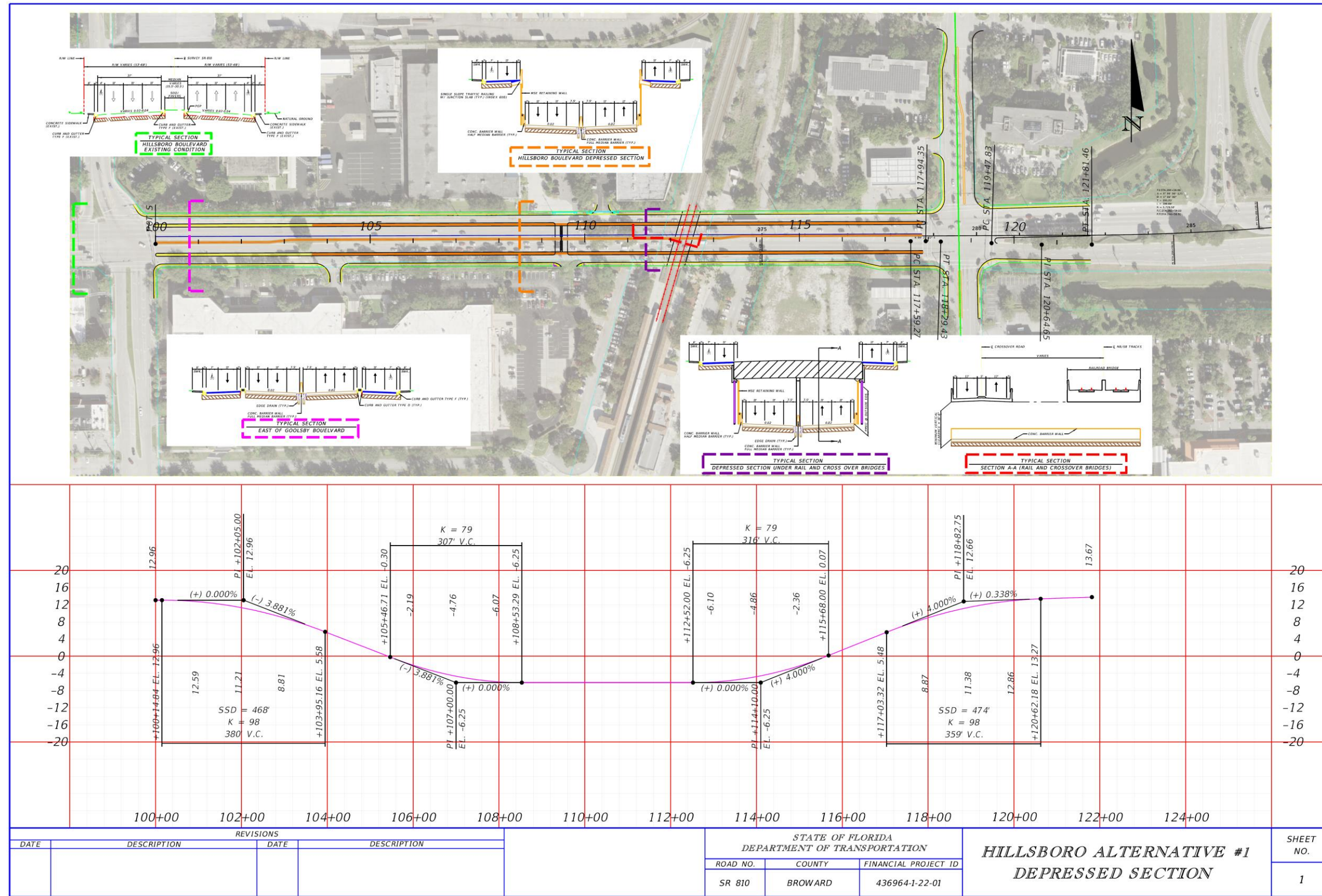


Figure 1 - 12: Hillsboro Boulevard – Concept Plan – Alternative 1

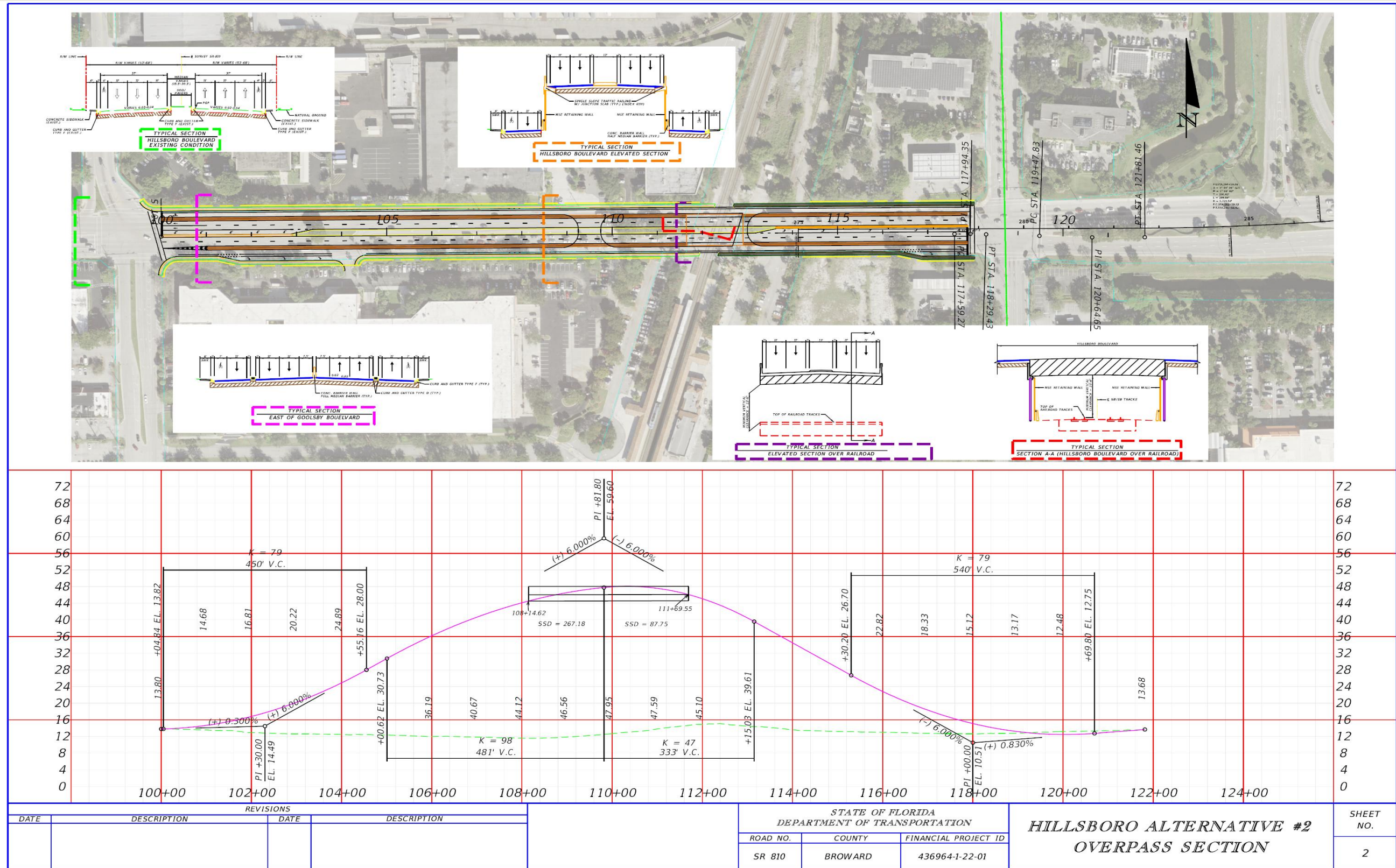


Figure 1 - 13: Hillsboro Boulevard – Concept Plan – Alternative 2

1.6.3.4 Bridge Widening (I-95 Northbound Bridge over Hillsboro Boulevard)

The existing I-95 northbound bridge over Hillsboro Boulevard (Bridge No. 860194) has a concrete superstructure with pre-stressed American Association of State Highway and Transportation Officials (AASHTO) Type II and Type III beams set on a curved alignment with a slight skew along the substructure of the multi-column intermediate piers and pile end bents. The bridge was constructed originally around 1972 and was widened along the inside with the original outside traffic railing being replaced with FDOT F Shape Traffic Railing (Index No. 14286) around 1990. The bridge is comprised of four simple spans of 41 feet-3 inches, 74 feet-3 inches, 74 feet-3 inches and 41 feet-3 inches for a total overall length of 231 feet-0 inches. The total bridge width is approximately 87 feet-2 inches. The bridge currently carries an HOV lane, three travel lanes, one merge lane, and shoulders on both sides. A FDOT F shape concrete traffic railing barrier borders the bridge on each side. According to the as-built plans, the minimum vertical clearance is approximately 15.40 feet. To accommodate roadway improvements on I-95, Bridge No. 860194 northbound lanes will need to be widened to accommodate the additional express lane and one general purpose lane. The engineering analysis performed concluded that the best option for widening the bridge is strengthening two existing beams with insufficient load rating factors or replacing them along with partial reconstruction of the deck.

Please refer to the Preliminary Engineering Report for details of the engineering analysis performed for this bridge.

1.6.4 Preferred Alternative

For additional information on the following, please refer to the Preliminary Engineering Report completed for this project, which is in the SWEPT project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material under the project file.

1.6.4.1 I-95

The preferred alternative for the I-95 corridor is Build Alternative 2. Build Alternative 2 proposes to add one tolled express lane in each direction in the median along I-95 while maintaining the existing access points south of the

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SW 10 Street interchange and north of the Hillsboro Boulevard interchange. The existing number of general-purpose lanes throughout the I-95 corridor will be maintained and the express lanes will be separated from the general-purpose lanes with tubular markers and a 4-ft wide buffer. A CD road and braided ramps are proposed on the east side of I-95 for the NB traffic and a separate CD road and braided ramps on the west side of I-95 is proposed for the SB traffic.

The proposed direct connect ramps will connect I-95 express lanes to the SW 10 Street connector lanes. In addition, outside widening of the I-95 NB mainline is proposed to provide an auxiliary lane for traffic exiting to Hillsboro Boulevard.

For WB traffic on SW 10 Street a new NB ramp is introduced to eliminate the left turn movement at the current intersection. For EB traffic, the existing NB ingress loop ramp is expanded to two lanes for added capacity. Both ingress ramps intersect and braid over the NB egress ramp that is heading to Hillsboro Boulevard.

For NB traffic, the I-95 egress ramp that serves vehicles exiting to Hillsboro Boulevard starts north of the SW 10 Street overpass bridge and goes under the braided ingress ramp for the NB traffic coming from SW 10 Street. Traffic from the NB ingress ramps from SW 10 Street braid over the egress ramp and serve the SW 10 Street EB and WB traffic heading NB on I-95. This NB ingress begins the I-95 auxiliary lane just south of the Hillsboro Boulevard overpass bridge and continues north connecting with the auxiliary lane being built by the I-95 Express Phase 3B-1 project to the north of Hillsboro Boulevard.

A similar braided CD road configuration is also proposed on the west side of I-95 for the SB traffic on I-95 and coming from EB/WB Hillsboro Boulevard ingress ramps. At Hillsboro Boulevard traffic from both the SB ingress ramps merge and braid under the egress ramp from SB I-95 that is heading to SW 10 Street.

The WB traffic on Hillsboro Boulevard heading SB will utilize a realigned loop ingress ramp that has a new bridge over Hillsboro Boulevard separate from the existing bridge. The new bridge provides the desired 16'6" vertical clearance over Hillsboro Boulevard and reduces traffic impacts during

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construction. For EB traffic from Hillsboro Boulevard heading SB the existing ramp is maintained with minor alignment adjustments to merge with the WB traffic from the loop ramp to braid under the SB egress ramp that is heading to SW 10 Street.

1.6.4.2 SW 10th Street

The preferred alternative for SW 10 Street is the modified north alignment. The modified north alignment provides three 11-ft lanes with 7-ft buffered bike lanes and 6-ft sidewalks in each direction for the SW 10 Street local traffic. However, no sidewalk is provided along the north side from East Newport Center Drive/SW 12 Avenue intersection to Military Trail. Two 12-ft connector lanes are provided in each direction with direct connect ramps to/from the I-95 express lanes providing regional connectivity to the express lanes network. In the EB direction along the connector lanes an egress ramp departs from the connector lanes west of the Military Trail intersection braiding over the EB SW 10 Street local lanes connecting along the outside. The egress ramp allows access to the Newport Center and to ramps to NB and SB I-95.

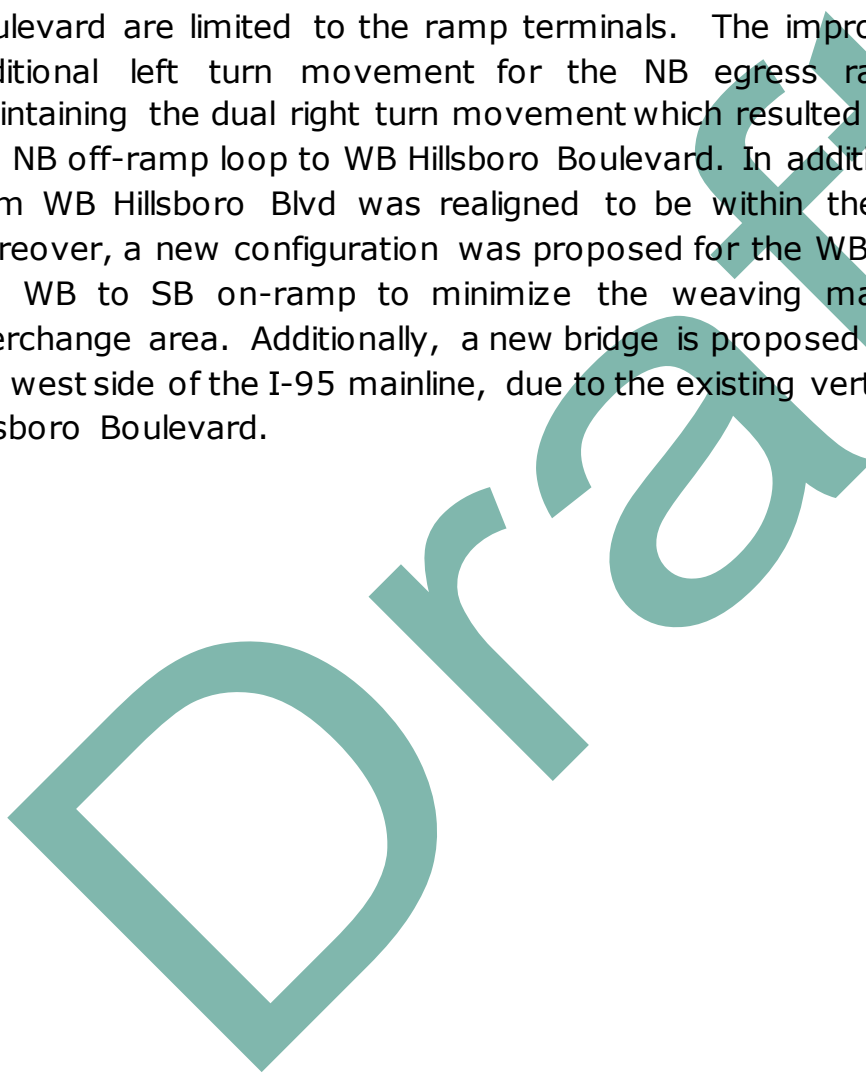
On SW 10 Street at the NB and SB legs of the East Newport Center Drive intersection triple right turn lanes and no left turn or through lanes are provided. In addition, dual left turn lanes and exclusive right turn lanes are provided for the EB and WB movements at this intersection. This configuration allows improved operations and mitigates congestion for the intersection, the interchange ramp intersections and along SW 10 Street.

A roundabout is provided at the intersection of West and East Newport Center Drive to improve left turn movements at the Newport Center. A loop ramp is provided along SW 12 Avenue that connects directly to the SW 10 Street connector lanes to improve operations of the East Newport Center Drive intersection with SW 10 Street by allowing WB traffic making a right turn to bypass the signal.

Expand the NB exit ramp terminal to accommodate triple left and triple right turn lanes. The intersection at Natura Boulevard is expanded to accommodate double left and single right turn lanes on all intersection approaches.

1.6.4.3 Hillsboro Boulevard

Alternatives 1 and 2 along Hillsboro Boulevard proposing a depressed profile under the SFRC or a grade separation over the railroad tracks were considered non-viable due to significant impacts to property access, right of way, utilities, and major temporary traffic control impacts for both the railroad tracks and Hillsboro Boulevard. Therefore, the proposed improvements along Hillsboro Boulevard are limited to the ramp terminals. The improvements include an additional left turn movement for the NB egress ramp terminal while maintaining the dual right turn movement which resulted in the elimination of the NB off-ramp loop to WB Hillsboro Boulevard. In addition, the NB on-ramp from WB Hillsboro Blvd was realigned to be within the proximity of I-95. Moreover, a new configuration was proposed for the WB to NB on-ramp and the WB to SB on-ramp to minimize the weaving maneuvers within the interchange area. Additionally, a new bridge is proposed to be constructed on the west side of the I-95 mainline, due to the existing vertical clearance above Hillsboro Boulevard.



2.0 PLANNING CONSISTENCY

The project improvements are included in the 2040 Long-Range Transportation Plan (LRTP) and the five-year Transportation Improvement Program (TIP) for Broward County, as well as the State Transportation Improvement Program (STIP). A copy of the Planning Consistency documentation is included as **Attachment B**.

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3.0 SOCIAL AND ECONOMIC

3.1 Social Resources

Part 2, Chapter 4 (Sociocultural Effects Evaluation) of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

For additional information on the following, please refer to the Sociocultural Effects Evaluation (SCEE) report completed for this project, which is in the SWEPT project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material under the project file.

3.1.1 Community Cohesion

The improvements to the I-95 mainline will occur within the existing right-of-way and are not expected to have an effect on the surrounding community. Improvements at SW 10th Street include ramp and local roadway modifications and the incorporation of elevated express lanes. North-south connectivity across SW 10th Street will be maintained at existing signalized intersections. Bicycle lanes and sidewalks will also be maintained along the length of the SW 10th Street to support local use. The elevated express lanes are intended to divert regional traffic off of local surface streets and on to the elevated lanes. Reduced traffic on surface streets will allow for better local circulation and access. Improvements at Hillsboro Boulevard include ramp modifications and a grade separation on Hillsboro Boulevard at the CSX crossing. These improvements would not result in long-term disruption of the surrounding community.

I-95, Hillsboro Boulevard, and SW 10th Street exist as major roadways in northern Broward County. The proposed improvements would require additional right-of-way, but would not displace existing residents, businesses, or affect community focal points. The proposed improvements would occur along existing road corridors and are not expected to result in major changes in land use or serve to divide or isolate a population. Overall, the proposed roadway improvements would not affect existing community networks; therefore, a degree of effect of minimal is assigned to this issue.

3.1.2 Safety and Emergency Response/Evacuation

Crash analyses conducted for the five-year period from 2008 through 2012 showed that the I-95 segment within the Hillsboro Boulevard interchange area is classified as a high crash segment in four of the five study years. Crash rates along SW 10th Street near I-95 exceed the statewide average for similar facilities for all five study years, but the segment along Hillsboro Boulevard near I-95 does not. Field observations indicate that the number of crashes along the Hillsboro Boulevard project segment may be influenced by queues extending from the CSX railroad crossing. Additionally, crashes on I-95 may be influenced by the short weaving distance between the existing interchanges.

Both SW 10th Street and Hillsboro Boulevard are designated as emergency evacuation routes from I-95 to SR 5/US-1 and A1A. I-95 is designated as an emergency evacuation route throughout Broward County. A need exists to enhance capacity and traffic circulation along evacuation routes to improve evacuation and enhance emergency response.

The No-Action Alternative would leave the facility as it is currently and therefore not improve safety or capacity. This could impact the ability of local emergency service response (police, fire rescue and EMS) to reach those in need. The Build Alternatives are intended to address safety and operational deficiencies on I-95 and at the SW 10th Street and Hillsboro Boulevard interchanges and increase roadway capacity to meet future demand. Therefore, conditions related to Safety and Emergency Response/Evacuation will be Enhanced by the proposed project.

3.1.3 Special Designations

The US Department of Treasury and the Internal Revenue Service (IRS) have designated the area that occupies the southeast quadrant of the I-95 interchange at SW 10th Street as a "Qualified Opportunity Zone".

Opportunity Zones are part of a new federal tax incentives program to attract new capital investment and job opportunities to disadvantaged areas. Qualified Opportunity Zones retain their designation for 10 years. Within each

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zone, investors can defer taxes on financial gains, so long as the gain is reinvested in a Qualified Opportunity Fund. Opportunity Zones are expected to spur public-private partnerships in disadvantaged communities.

The proposed improvement of the SW 10th Street interchange would improve traffic conditions along SW 10th Street and access to I-95, part of Florida’s SIS which is important to local, regional, and state economies.

Overall, implementation of the proposed project supports this special designation, and is expected to enhance access and mobility in an area targeted for economic investment by the US Department of Treasury.

3.2 Economic Resources

For additional information on the following, please refer to the Sociocultural Effects Evaluation (SCEE) report completed for this project, which is in the SWEPT project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material under the project file.

3.2.1 Business Access and Activity

Based on figures produced by the US Census Bureau reported in the Longitudinal Employer-Household Dynamics database, the SCEE study area currently supports 13,275 jobs (**Table 3-1**). The Professional, Scientific, and Technical Services; Administration & Support, Waste Management and Remediation; and Transportation and Warehousing sectors support the greatest share of the job market.

Table 3 - 1: SCEE Study Area Jobs by NAICS Industry Sector

NAICS Industry Sector	Year 2015	
	Count	Share
Mining, Quarrying, and Oil and Gas Extraction	27	0.2%
Construction	596	4.5%
Manufacturing	1,186	8.9%
Wholesale Trade	1,263	9.5%
Retail Trade	1,100	8.3%
Transportation and Warehousing	1,410	10.6%
Information	233	1.8%
Finance and Insurance	715	5.4%

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NAICS Industry Sector	Year 2015	
	Count	Share
Real Estate and Rental and Leasing	300	2.3%
Professional, Scientific, and Technical Services	2,132	16.1%
Management of Companies and Enterprises	889	6.7%
Administration & Support, Waste Management and Remediation	1,478	11.1%
Educational Services	28	0.2%
Health Care and Social Assistance	849	6.4%
Arts, Entertainment, and Recreation	10	0.1%
Accommodation and Food Services	962	7.2%
Other Services (excluding Public Administration)	97	0.7%

Both Build Alternatives for SW 10th Street include a roundabout modification to New Port Center Drive which will reduce congestion thereby improving access to the adjacent commercial center and Publix Distribution Center. Intersection improvements on SW 10th Street at FAU Research Park Boulevard would improve access to the newly designated “Opportunity Zone” economic investment area. Activity in the Transportation and Warehousing job sectors would receive direct benefit from the improved traffic operations in the area.

The proposed improvements on Hillsboro Boulevard will improve access to the Tri-Rail and Amtrak services provided at the Deerfield Beach Rail Station and the adjacent Transit Oriented Development (TOD), and improve access to governmental services provided at the Broward County North Regional Courthouse.

Bicycle and pedestrian access will be maintained along both SW 10th Street and Hillsboro Boulevard. No commercial businesses will be relocated. Overall, the project is expected to improve access to existing local businesses and support a more reliable regional transportation system.

3.2.2 Tax Base

The vast majority of the proposed improvements will occur within the existing right-of-way. The proposed Build Alternatives will not result in the displacement of any homes or businesses. Partial acquisition of a limited number of parcels relative to each alternative will occur with a negligible reduction to the tax base when compared to total revenue collected. No

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change in land use classification is expected to result from the proposed improvements.

This project will not have significant adverse effects on the tax base within the City of Deerfield Beach or Broward County. The enhanced mobility has the potential to attract new businesses and support the continued growth within the tax base resulting in a long-term net economic gain.

3.3 Land Use Changes

3.3.1 Existing Land Use

Existing land use was assessed through review of current zoning map information. GIS shapefiles were downloaded from the City of Deerfield Beach and compared to the SCEE study area. **Table 3-2** reports total area by zoning classification found within the study area. **Figure 3-1** shows the location of each zoning district.

The project is located in an urbanized area of the City of Deerfield Beach. The predominant land use present is residential (40 percent) followed by industrial (34 percent) and business/commercial (16 percent).

Table 3 - 2: SCEE Study Area Zoning Classifications

Zoning Class	Zoning Description	Acres
B-1, B-2, B-2c, B-3	Business and Commercial	210.7
CF	Community Facility	62.9
I, PID	Industrial and Planned Industrial	434.9
PUD	Planned Unit Development	141.2
RM-10, RM-10(5), RM-13c, RM-15, RM-25	Residential, Multi-Family	178.4
RP-10(7), T-1c, T-1Cc	Residential, Mobile Home	118.6
RS-4c, RS-5, RS-7	Residential, Single Family	79.8
S	Open Space	61.6
TOD	Transit Oriented Development	8.7

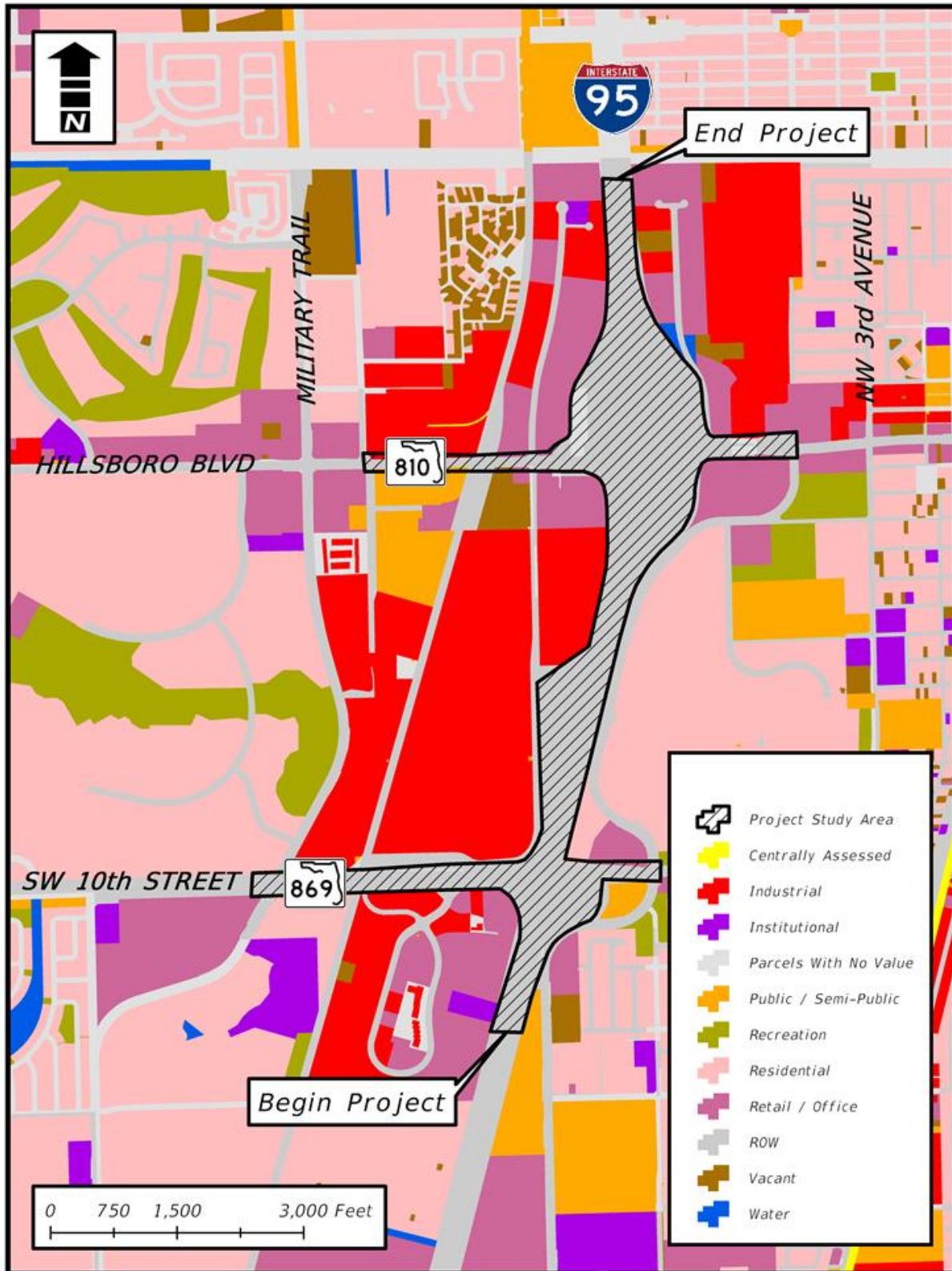


Figure 3 - 1: Project Corridor Land Use

3.3.2 Future Land Use

The City of Deerfield Beach Future Land Use Map (adopted December 3, 2013) shown in **Figure 3-2** predicts that land uses within the project area will remain similar except for the conversion of the former Deerfield Country Club Golf Course into an employment center. The anticipated employment center has been branded as the Hillsboro Technology Center.

SW 10th Street Interchange

The City of Deerfield Beach Future Land Use Map shows the area west of the SW 10th Street Interchange as Industrial. The NE quadrant of the interchange is shown as Residential Moderate [10 dwelling units per acre (DU/AC)], Commercial and Conservation. The SE quadrant shows as Community Facility, Recreation Open Space, Residential - Medium (15 DU/AC), Residential Moderate (10 DU/AC) and Residential Low (5 DU/AC).

Hillsboro Boulevard Interchange

The City of Deerfield Beach Future Land Use Map shows the NW quadrant of the Hillsboro Boulevard Interchange as Industrial and Commercial while the NE quadrant is shown as Industrial, Commercial, Recreation Commercial, Recreation Open Space and Employment Center. The SE quadrant shows as Commercial, Residential Moderate (10 DU/AC) and Recreation Open Space. The SW quadrant shows as Commercial, Industrial and York Residential Transit Oriented Development.

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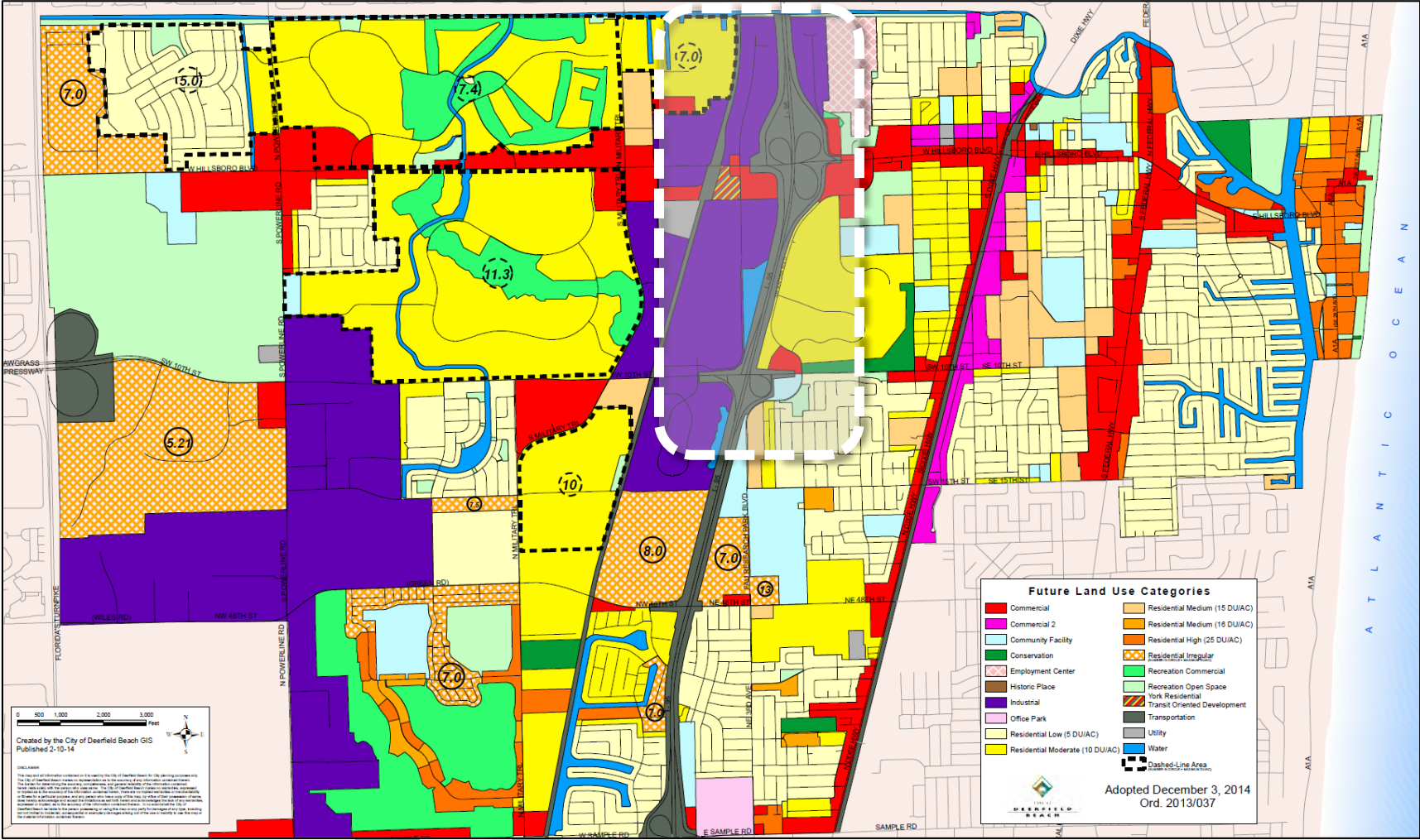


Figure 3 - 2: Future Land Use Map

3.4 Mobility

The elimination of existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th St and Hillsboro Blvd and on SW 10th Street and Hillsboro Boulevard near I-95 would improve existing capacity/operational and safety issues. Improved operations and reduced congestion on SW 10th Street and Hillsboro Boulevard as well as on I-95 would enhance the mobility of public transit and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks.

Additionally, the inclusion of managed lanes at SW 10th Street would connect workers, businesses, and residents within Deerfield Beach and the SCEE study area to a more reliable regional transportation system that extends across Miami-Dade, Broward and into Palm Beach Counties.

With the implementation of the managed lanes, north-south connectivity across SW 10th Street will be maintained at existing signalized intersections, and local improvements, including a roundabout on Newport Center Drive, will enhance local circulation. Bicycle lanes and sidewalks will also be maintained along the length of the SW 10th Street to support local use. The elevated express lanes are intended to divert regional traffic off of local surface streets and on to the elevated lanes. Reduced traffic on surface streets will allow for better local circulation and access. The proposed interchange improvements and inclusion of a grade separation on Hillsboro Boulevard would improve safety, eliminate periodic traffic delays, and enhance access to/from the Deerfield Beach Train Station that supports regional (Tri-Rail) and intercity (Amtrak) passenger rail service.

Based on the foregoing, a degree of effect of Enhanced is assigned to the Mobility issue.

3.5 Aesthetic Effects

Part 2, Chapter 5 [Aesthetic Effects (CBT)] of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

3.5.1 Viewshed

Improvements to I-95, SW 10th Street, and Hillsboro Boulevard would occur within an urbanized area of the City of Deerfield Beach. Proposed improvements to I-95 would occur within the existing right-of-way and are not expected to have a detrimental visual effect on the surrounding community. Similarly, the proposed interchange ramp improvements and new grade separated rail crossing associated with Hillsboro Boulevard would have a limited visual impact.

Improvements at SW 10th Street would incorporate 4th level structures likely to exceed 100 feet in height, and 3rd level structures likely to exceed 75 feet in height above existing grade. The proposed structures would extend west from I-95 through an area of commercial and industrial development before crossing the CSX rail corridor. Once west of the rail corridor, the 3rd level structures would pass within close proximity of two residential developments, Century Village and The Lakes at Deerfield Apartments.

Transportation infrastructure including rail lines, bridges, and roadway all contribute to the existing visual character of the area. However, if constructed, the managed lanes structure would be the predominant visual feature present in the corridor. The project is likely to be perceived by many members of the public as incompatible with the community's aesthetic character.

Continued public coordination is recommended to identify context sensitive design solutions that lessen the visual impact of the viaduct. Based on the potential for contention related to project aesthetics, the degree of effect is deemed Moderate.

3.6 Relocation Potential

The conceptual plans presented for each alternative shown previously in this document identify several areas of expanded right-of-way, but also indicate that no relocations would occur as a result of the Build Alternatives.

3.7 Farmland Resources

In accordance with the Farmland Protection Policy Act of 1984 and the FDOT PD&E Manual, Part 2, Chapter 6 – Farmlands (dated January 14, 2019), this project was reviewed for involvement with farmlands. No farmlands were determined to exist along the project corridor; therefore, no impacts to farmlands will occur as a result of the proposed roadway improvements.

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4.0 CULTURAL RESOURCES

4.1 Section 106 Protected Resources (National Historical Preservation Act)

A Cultural Resource Assessment Survey (CRAS) was conducted for the proposed project in accordance with Stipulation VII of the Section 106 Programmatic Agreement among the FHWA, the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017).

The CRAS identified one cultural resource within the Area of Potential Effect (APE): the Seaboard Air Line (CSX) Railroad (8BD4649). The segment of this resource within the current APE, spanning approximately 1,225 feet and extending both to the north and south from SW 10th Street, is consistent with nearby segments, and accordingly, is considered eligible for listing in the National Register under Criterion A in the categories of Transportation and Community Planning and Development. However, the limited nature of the proposed improvements will have no adverse effects on the National Register eligibility of this linear resource. The SHPO concurred with this finding December 3, 2018 (**Attachment C**).

For additional information regarding cultural and historical resources, please refer to the Cultural Resource Assessment Survey report completed for this project, which is in the SWEPT project file at the FDOT District Four office in Fort Lauderdale, Florida.

4.2 Section 4(f) Pursuant to USDOT Act of 1966

In compliance with the Department of Transportation Act of 1966 [Title 49, U.S. Code, Section 1653(f)], as amended, and in accordance with the FDOT PD&E Manual, Part 2, Chapter 7 – Section 4(f) Evaluations (dated January 14, 2019), the study corridor was evaluated for potential Section 4(f) involvement. The provisions of Section 4(f) apply to any significant publicly-owned parks, recreation areas, or wildlife and waterfowl refuges; historic and archeological sites; and properties which represent public multiple-use land

holdings. For additional information on Section 4(f) resources, please refer to the Section 4(f) Determination of Applicability prepared for this project, which is in the SWEPT project file at the FDOT District Four office in Fort Lauderdale, Florida.

4.2.1 Section 4(f): Recreation

Four park/recreational resources within the vicinity of the project study corridor were identified for potential Section 4(f) involvement with this project:

- Willie James Linear Park (500 SW 10th Street); owned by the City of Deerfield Beach
- Tivoli Sand Preserve (501 SW 10th Court); owned by the City of Deerfield Beach
- Teen Center (1303 FAU Research Park Boulevard); owned by the City of Deerfield Beach
- Mayo Howard Park (1131 FAU Research Park Boulevard); owned by the City of Deerfield Beach

A Section 4(f) Determination of Applicability report was prepared for these four sites. The project would not acquire land from any of the Section 4(f) resources, and there would be no short-term or long-term impacts to the resources by the proposed project. Access to all Section 4(f) resources would be maintained during construction because all the Section 4(f) sites have local street access (no access from I-95). In addition, none of the sites were sensitive to proximity impacts, including noise. The FDOT has determined that there will be no Section 4(f) involvement with the above referenced four resources. Section 4(f) coordination documentation for these sites is included in **Attachment D**.

4.2.2 Section 4(f): Historical and Archeological

Part 2, Chapter 8 (Archaeological and Historical Resources) of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

A CRAS was conducted for the proposed project in accordance with Stipulation VII of the Section 106 Programmatic Agreement as discussed in Section 4.1,

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above. The CRAS identified one cultural resource within the APE: the Seaboard Air Line (CSX) Railroad (8BD4649), which is considered eligible for listing in the National Register (see Section 4.1, above).

The limited nature of the proposed improvements will have no adverse effects on the National Register eligibility of this linear resource. The SHPO concurred with this finding December 3, 2018. Therefore, FDOT has determined that there will be no Section 4(f) involvement with this resource.

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5.0 NATURAL RESOURCES

For additional information on the following, please refer to the Natural Resources Evaluation (NRE) report completed for this project, which is in the SWEPT project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material in the project file.

5.1 Protected Species and Habitat

The project study area was evaluated for potential occurrences of federally listed and state-listed plant and animal species in accordance with Section 7 of the ESA of 1973, as amended; the Fish and Wildlife Conservation Act; the Migratory Bird Treaty Act; Part 2, Chapter 16 of the FDOT PD&E Manual; and Chapters 5B-40 and 68A-27, F.A.C. It is important to note that all federally listed species are also considered state-listed species. The project study area was also evaluated for the occurrence of federally designated Critical Habitat as defined by Congress in 50 C.F.R. 17.

The project was screened through the ETDM Programming Screen process (ETDM Project #14244) in 2015/2016. During this time, the United States Fish and Wildlife Service (FWS) and Florida Fish and Wildlife Conservation Commission (FWC) commented on potential effects of the project to wildlife and habitat resources. Both agencies indicated that the project may contain suitable wood stork (*Mycteria americana*) foraging habitat. The FWC indicated that the following federally listed species may occur within or adjacent to the project study area: American alligator (*Alligator mississippiensis*) and eastern indigo snake (*Drymarchon corais couperi*). The FWC further indicated that the following state-listed species have potential to utilize habitats within the project study area: gopher tortoise (*Gopherus polyphemus*), little blue heron (*Egretta caerulea*), tricolored heron (*Egretta tricolor*), least tern (*Sternula antillarum*), roseate spoonbill (*Platalea ajaja*), and Florida burrowing owl (*Athene cunicularia floridana*). The FWC added that Florida burrowing owls have been documented within the infield regions of the I-95 and Glades Road interchange north of the project limits; this species may use similar habitat within the infield regions of the project study area.

The project is located within the FWS Consultation Areas for the Everglade snail kite (*Rostrhamus sociabilis plumbeus*) and the wood stork, and falls

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within the core foraging areas (CFA) of four (4) active nesting wood stork colonies.

5.1.1 Species Occurrence and Effect Determinations

The project alternatives were evaluated for potential occurrences of federally listed and state-listed animal and plant species in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended; the Fish and Wildlife Conservation Act; the Migratory Bird Treaty Act; Part 2, Chapter 16 of the FDOT PD&E Manual; and Chapters 5B-40 and 68A-27 Florida Administrative Code (F.A.C.). Based on this evaluation, a total of 12 federally listed animal species (plus 1 candidate species), 4 federally listed plant species, 8 state-listed animal species, and 15 state-listed plant species were identified as potentially occurring within the limits of the viable Build Alternatives. Additionally, while not state or federally listed under the ESA, the bald eagle (*Haliaeetus leucocephalus*) and osprey (*Pandion haliaetus*) were included in the protected species analysis due to the regulatory protections associated with these species. **Table 5-1** provides a summary of the federally listed and state-listed animal and plant species with potential to occur within the limits of the viable Build Alternatives, along with their corresponding effect determinations.

Table 5 - 1: Summary of Listed Species and Effect Determinations

	Scientific Name	Common Name	Effect Determination	Status	
				Federal	State
Federally Listed Wildlife Species	<i>Aphelocoma coerulescens</i>	Florida scrub-jay	No Effect	T	FT
	<i>Calidris canutus rufa</i>	Red knot	No Effect	T	FT
	<i>Charadrius melodus</i>	Piping plover	No Effect	T	FT
	<i>Crocodylus acutus</i>	American crocodile	No Effect	T	FT
	<i>Drymarchon corais couperi</i>	Eastern indigo snake	No Effect	T	FT
	<i>Grus americana</i>	Whooping crane	No Effect	E	FE
	<i>Mycteria americana</i>	Wood stork	May Affect, Not Likely to Adversely Affect	T	FT
	<i>Picoides borealis</i>	Red-cockaded woodpecker	No Effect	E	FE

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	Scientific Name	Common Name	Effect Determination	Status	
				Federal	State
	<i>Peromyscus polionotus niveiventris</i>	Beach mouse	No Effect	T	FT
	<i>Puma concolor</i>	Puma	No Effect	T(S/A)	FT(S/A)
	<i>Puma concolor coryi</i>	Florida panther	No Effect	E	FE
	<i>Rostrhamus sociabilis plumbeus</i>	Everglade snail kite	No Effect	E	FE
Federally Listed Plant Species	<i>Cucurbita okeechobeensis</i> ssp. <i>Okeechobeensis</i>	Okeechobee gourd	No Effect	E	FE
	<i>Dalia carthagenensis floridana</i>	Florida prairie-clover	No Effect	E	FE
	<i>Jacquemontia reclinata</i>	Beach jacquemontia	No Effect	E	FE
	<i>Polygala smallii</i>	Tiny polygala	No Effect	E	FE
State-Listed Wildlife Species	<i>Athene cunicularia floridana</i>	Florida burrowing owl	No adverse effect anticipated	NL	T
	<i>Egretta caerulea</i>	Little blue heron	No adverse effect anticipated	NL	T
	<i>Egretta tricolor</i>	Tricolored heron	No adverse effect anticipated	NL	T
	<i>Falco sparverius paulus</i>	Southeastern American kestrel	No adverse effect anticipated	NL	T
	<i>Gopherus polyphemus</i>	Gopher tortoise	No adverse effect anticipated	C ⁽¹⁾	T
	<i>Grus canadensis pratensis</i>	Florida sandhill crane	No adverse effect anticipated	NL	T
	<i>Platalea ajaja</i>	Roseate spoonbill	No adverse effect anticipated	NL	T
	<i>Sternula antillarum</i>	Least tern	No adverse effect anticipated	NL	T
State-Listed Plant Species	<i>Acrostichum aureum</i>	Golden leather fern	No adverse effect anticipated	NL	T
	<i>Aeschynomene pratensis</i> var. <i>pratensis</i>	Meadow jointvetch	No adverse effect anticipated	NL	E
	<i>Asplenium dentatum</i>	American toothed spleenwort	No adverse effect anticipated	NL	E

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	Scientific Name	Common Name	Effect Determination	Status	
				Federal	State
	<i>Asplenium serratum</i>	American bird's nest fern	No adverse effect anticipated	NL	E
	<i>Chamaesyce cumulicola</i>	Sand-dune spurge	No adverse effect anticipated	NL	E
	<i>Conradina grandiflora</i>	Large-flowered rosemary	No adverse effect anticipated	NL	T
	<i>Ctenitis sloanei</i>	Florida tree fern	No adverse effect anticipated	NL	E
	<i>Epidendrum nocturnum</i>	Night scented orchid	No adverse effect anticipated	NL	E
	<i>Heliotropium gnaphalodes</i>	Sea rosemary	No adverse effect anticipated	NL	E
	<i>Lechea cernua</i>	Nodding pinweed	No adverse effect anticipated	NL	T
	<i>Okenia hypogaea</i>	Burrowing four- o'clock	No adverse effect anticipated	NL	E
	<i>Ophioglossum palmatum</i>	Hand fern	No adverse effect anticipated	NL	E
	<i>Tillandsia flexuosa</i>	Banded wild-pine	No adverse effect anticipated	NL	T
	<i>Trichostigma octandrum</i>	Hoop vine	No adverse effect anticipated	NL	E
	<i>Zanthoxylum coriaceum</i>	Biscayne prickly ash	No adverse effect anticipated	NL	E

F = Federally Listed / E = Endangered / T = Threatened / FT = Federally Threatened / FE = Federally Endangered / T(S/A) = Threatened due to similar appearance / NL = Not Listed

(1) The gopher tortoise is currently a candidate species for federal protection under the ESA.

5.1.2 Designated Habitats

The project study area was evaluated for the presence of federally designated Critical Habitat as defined by Congress in 50 Code of Federal Regulations (C.F.R.) 17. Based on this evaluation, it was determined that no federally designated Critical Habitat is present within or directly adjacent to any of the alternatives.

5.1.3 Agency Coordination

The project was screened through the ETDM Programming Screen process (ETDM Project #14244) in 2015/2016. During this time, the FWS and FWC commented on potential effects of the project to wildlife and habitat resources.

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Both agencies indicated that the project may contain suitable wood stork (*Mycteria americana*) foraging habitat. The FWC indicated that the following federally listed species may occur within or adjacent to the project study area: American alligator (*Alligator mississippiensis*) and eastern indigo snake (*Drymarchon corais couperi*). The FWC further indicated that the following state-listed species have potential to utilize habitats within the project study area: gopher tortoise (*Gopherus polyphemus*), little blue heron (*Egretta caerulea*), tricolored heron (*Egretta tricolor*), least tern (*Sternula antillarum*), roseate spoonbill (*Platalea ajaja*), and Florida burrowing owl (*Athene cunicularia floridana*). The FWC added that Florida burrowing owls have been documented within the infield regions of the I-95 and Glades Road interchange north of the project limits; this species may use similar habitat within the infield regions of the project study area. The FDOT submitted an ESA Section 7 Consultation/Concurrence letter to the FWS on December 5, 2018 (see **Attachment E**) to request written concurrence on the effects to the listed species. A copy of the NRE was appended to that letter for FWS review. FWS concurred with the effect determinations and concluded that the proposed action is not likely to adversely affect and federally listed species or designated critical habitat protected by the ESA. The FWS response letter is attached as **Attachment F**.

5.2 Wetlands and Other Surface Waters

In accordance with Presidential Executive Order 11990 entitled "Protection of Wetlands" and United States Department of Transportation Order 5660.1A, "Preservation of the Nation's Wetlands" and Part 2, Chapter 9 of the FDOT PD&E Manual, the project study area was reviewed to identify, quantify, and map wetland communities that are located within the proposed project boundaries. In order to protect, preserve, and enhance wetlands to the fullest extent possible, the FDOT has assessed wetlands that may be affected by proposed roadway improvements.

Wetland/surface water habitats were delineated and assessed in accordance with the State of Florida Wetlands Delineation Manual (Chapter 62-340, F.A.C.) and the guidelines found within the Regional Supplement to the USACE Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region (USACE 2010). No viable wetland habitat was observed within the limits of the project

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study area; however, ten surface water habitats were identified, delineated, and assessed.

5.2.1 Surface Water Habitats

The surface water habitats within both Build Alternatives are identical in size and nature and consist primarily of upland-cut drainage conveyances and stormwater retention features associated with I-95. Based on desktop (GIS, aerial, etc.) reviews and field verification, a total of ten individual surface water features, comprising a total of 13.63 acres, were identified within the limits of the project study area (see **Figure 5-1** for individual surface water locations). Individual surface water habitats located within the project study area, by Florida land use, cover and forms classification system (FLUCFCS) code and FWS classification, are summarized in **Table 5-2**. Descriptions of each are also provided below.

Table 5 - 2: Summary of Individual Surface Waters

SW ID	FLUCFCS Description	FLUCFCS Code	FWS Wetland Classification*	Acres in Study Area
SW-1	Reservoirs <10 acres	534	POWHx	5.46
SW-2	Reservoirs <10 acres	534	POWHx	0.22
SW-3	Reservoirs <10 acres	534	POWHx	0.03
SW-4	Reservoirs <10 acres	534	POWHx	1.47
SW-5	Reservoirs <10 acres	534	POWHx	0.29
SW-6	Streams and Waterways	510	PEM1Cx	0.66
SW-7	Reservoirs <10 acres	534	POWHx	2.69
SW-8	Reservoirs <10 acres	534	POWHx	1.97
SW-9	Streams and Waterways	510	PEM1Cx	0.57
SW-10	Streams and Waterways	510	PEM1Cx	0.27
Total				13.63

***FWS Wetland Descriptions:**

PEM1Cx: Palustrine, Emergent, Persistent, Seasonally Flooded, Excavated
POWHx: Palustrine, Open Water, Permanently Flooded, Excavated

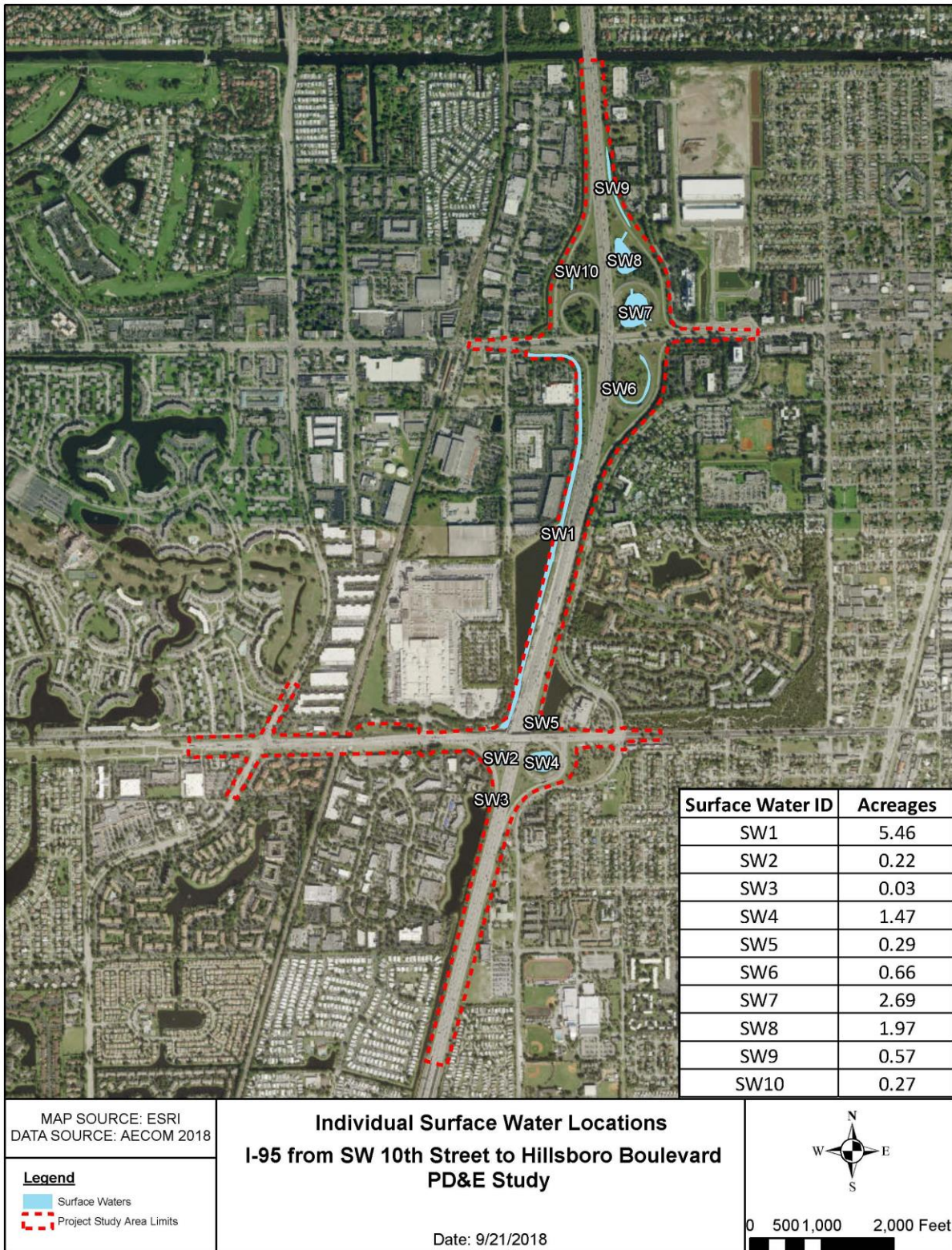


Figure 5 - 1: Individual Surface Water Locations

5.2.2 Wetland and Surface Water Impacts

No wetland or surface water impacts will result from the No-Action Alternative. Both viable Build Alternatives will result in identical acreage of impacts to state and federally jurisdictional surface waters. The existing surface waters within the project study area all provide low quality habitat due to their location with a densely developed urban area and proximity to the existing roadway corridor. The proposed surface water impacts will occur to excavated stormwater management facilities associated with I-95 in which water quality/quantity impacts will be addressed through improvements to the existing stormwater management system. As such, compensatory mitigation is not proposed, and a wetland functional assessment was not conducted as part of this NRE. **Table 5-3** below provides a summary of proposed impacts to individual surface water features within the project study area. Individual impact areas were determined based on the footprint of proposed new roadway construction (not the total acreage of each surface water feature within the project ROW). As shown below in **Table 5-3**, no impacts are proposed to SW-4, SW-8, SW-9, or SW-10.

Table 5 - 3: Summary of Proposed Surface Water Impacts

SW ID	FLUCFCS Description	FLUCFCS Code	Acres of Impact	Total Acres in Study Area
SW-1	Reservoirs <10 acres	534	1.5	5.46
SW-2	Reservoirs <10 acres	534	0.17	0.22
SW-3	Reservoirs <10 acres	534	0.03	0.03
SW-4	Reservoirs <10 acres	534	0	1.47
SW-5	Reservoirs <10 acres	534	0.16	0.29
SW-6	Streams and Waterways	510	0.06	0.66
SW-7	Reservoirs <10 acres	534	0.07	2.69
SW-8	Reservoirs <10 acres	534	0	1.97
SW-9	Streams and Waterways	510	0	0.57
SW-10	Streams and Waterways	510	0	0.27
Total			1.99	13.63

5.2.3 Avoidance and Minimization

Avoidance and minimization of impacts were demonstrated through utilization of the existing, previously disturbed right-of-way for the majority of the study area. Additionally, all unavoidable surface water impacts will be minimized to

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greatest extent practicable during the project's design and permitting phase, and best management practices will be implemented during construction and operation of the project in accordance with FDOT's Standard Specifications for Road and Bridge Construction (FDOT 2017).

5.2.4 Agency Coordination

Regulatory agencies that provided comments during the ETDM Programming Screen process included the Florida Department of Environmental Protection (FDEP), USACE, U.S. Environmental Protection Agency (USEPA), South Florida Water Management District (SFWMD), National Marine Fisheries Service (NMFS), and FWS. The Degree of Effect (DOE) for the Wetlands issue varied by alternative from 0 (None) to 3 (Moderate). The NMFS assigned a 0 (None) DOE for the project since it does not affect coastal or marine resources. The USEPA expressed concerns regarding potential water quality issues and assigned a 3 (Moderate) DOE to the project. The USACE noted that, while the Hillsboro Canal is federally jurisdictional, the remaining surface waters within the project study area are not federally jurisdictional as they are excavated features associated with a stormwater management system. The USACE also noted that the project may qualify for a Regional General Permit-92 or a Nationwide Permit. The wetland permitting agencies indicated that impacts to wetlands should be avoided and minimized to the greatest extent practicable, the design should meet state water quality and quantity standards, and best management practices should be implemented during construction.

5.3 Essential Fish Habitat

Part 2, Chapter 17 (Essential Fish Habitat) of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

Prior coordination with the NMFS during the ETDM Programming Screen process indicated that the proposed project does not appear to directly impact any NMFS trust resources [listed/protected marine species or Essential Fish Habitat (EFH)]. This was confirmed during the project data reviews and on-site surveys. Therefore, no impacts to EFH resources will occur as a result of this project.

5.4 Floodplains

Pursuant to Presidential Executive Order 11988, entitled “Floodplain Management,” U.S. Department of Transportation Order 5650.2, and Chapter 23, CFR 650A, and in accordance with the FDOT PD&E Manual, Part 2, Chapter 13 – Floodplains (dated January 14, 2019), the project alternatives were analyzed for potential floodplain impacts.

The Federal Emergency Management Agency (FEMA), in implementing the National Flood Insurance Program, established a system of building guidelines. All local and state building ordinances are based upon these guidelines. This project will comply with all applicable federal, state, and local ordinances relating to floodplains. In accordance with the FDOT’s latest edition of *Standard Specifications for Road and Bridge Construction*, BMPs will be utilized during the construction phase of the project for erosion control and water quality considerations.

FEMA Flood Insurance Rate Maps (FIRM) were used to evaluate the 100-year floodplain encroachment. The project area is located within four FEMA FIRM panels (August 2014) (**Figure 5-2**). The floodplain encroachments are within the zones AE and AH with base flood elevations (BFE) ranging from 12 to 16 feet (NAVD 88).

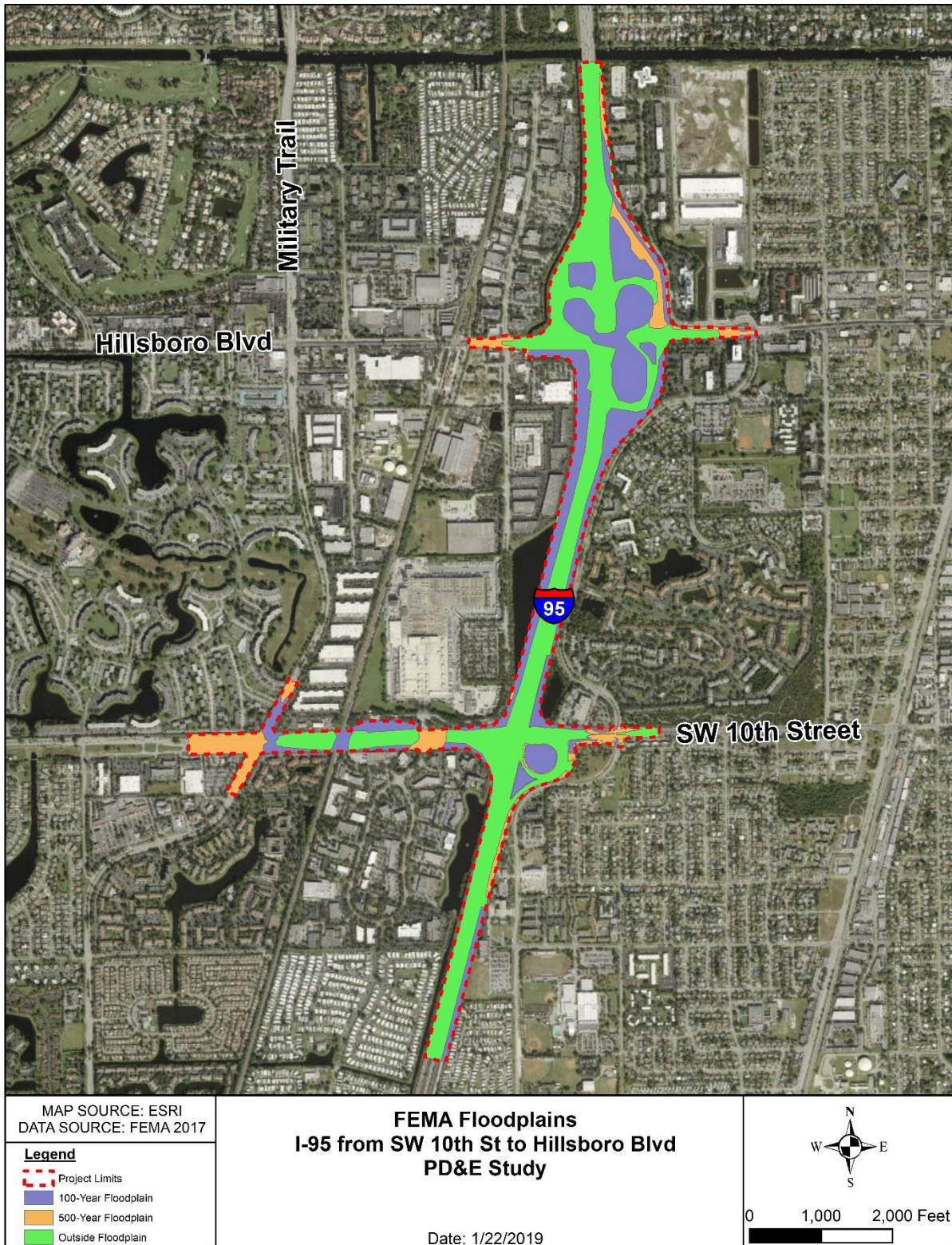


Figure 5 - 2: FEMA Floodplains

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Zone AE are areas that have a one percent probability of flooding every year (also known as the “100-year floodplain”) and where base flood elevations have been established. This floodplain zone is present intermittently throughout the project corridor. Zone AH is a special flood hazard area inundated by a 100-year flood event, with flood depths of one to three feet and characterized by areas of ponding. The base flood elevations have been determined. This floodplain (Zone AH) is concentrated mostly along SW 10th Street, Military Trail, and Hillsboro Boulevard within the project study area as well as along the eastern edge of the project - north of Hillsboro Boulevard and south of SW 10th Street. Properties in Zone AE and AH are considered to be at high risk of flooding under the National Flood Insurance Program. Construction in Zone AE and Zone AH areas must meet local floodplain zoning ordinance requirements.

Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are basically due to restrictions imposed by the geometrics of design, existing development, cost feasibility, or practicability. Therefore, potential floodplain compensation areas are being considered at several offsite locations (**Figure 5-3**). The exact locations and configurations will be finalized during the Final Design phase of the project. The proposed system will be hydraulically equivalent to or greater than that of the existing system and backwater surface elevations are not expected to increase. As a result, this project will not affect existing flood heights or floodplain limits. Therefore, it has been determined that floodplain encroachment is not significant for this project. Please refer to Section 5.6 for information relating to the proposed stormwater management system.

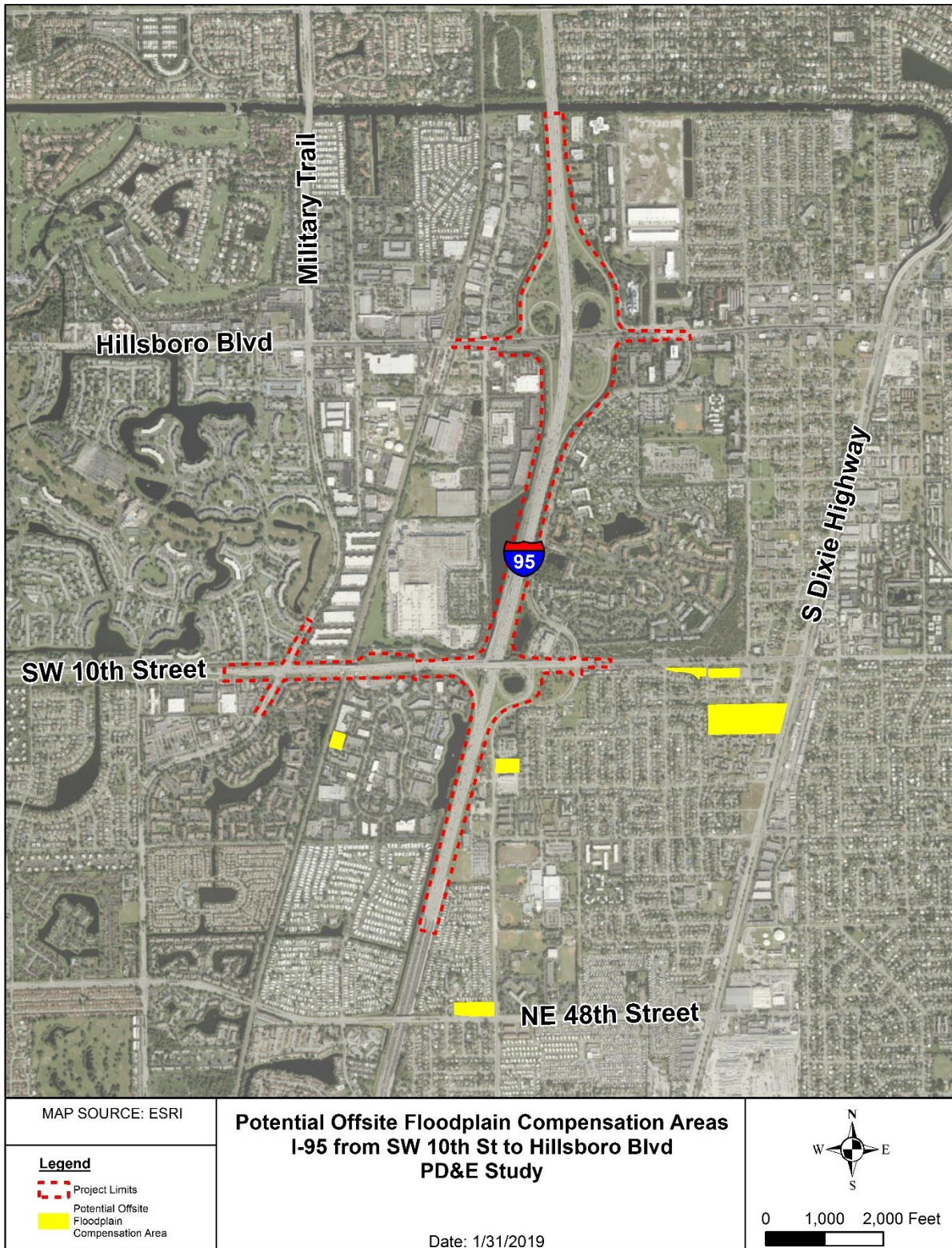


Figure 5 - 3: Potential Offsite Floodplain Compensation Areas

5.5 Sole Source Aquifer

The ETDM Programming Screen Summary Report was published on July 11, 2016 (ETDM#14244). For the issue of Water Quality and Quantity, the U.S. Environmental Protection Agency's (EPA) degree of effect was determined to be Moderate (reviewed by EPA on October 24, 2015 by Ms. Kim Gates). The comments from the EPA included the following:

The Biscayne aquifer, which underlies Broward County, supplies virtually all of the potable water needs for residents in densely populated Dade, Broward, Palm Beach, and Monroe Counties. The Biscayne aquifer is highly susceptible to contamination due to its high permeability and proximity to the land surface.

A number of freshwater ponds, which are hydraulically connected to the Biscayne Aquifer, are located in the project corridor. Broward County's 2A Wellfield Protection Area may also be located in the project corridor.

Contaminated stormwater runoff in the project corridor could impact the Biscayne Aquifer and Broward County's 2A Wellfield Protection Area.

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 project study area was evaluated for contamination concerns. These concerns were assessed in the contamination screening contamination report (CSER) as part of this study. The contamination concerns are summarized in section 6.3 of this document. In summary, no underground plumes or monitoring wells will be affected by the proposed project. All necessary precautions and BMPs pertaining to construction will be followed to prevent adverse impacts to the underlying sole source aquifer.

Additionally, for all Build Alternatives, the proposed stormwater management facilities (SMF) will be constructed first, treating stormwater as the roadway is constructed. Water quality will be accomplished using a combination of wet

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and dry detention volumes as required by South Florida Water Management District (SFWMD). Drainage inlets will also have inlet protections to prevent silt or debris discharges during construction. After construction is completed, the SMFs will continue to treat stormwater discharges from the newly constructed roadway. The SFWMD and FDOT stormwater quality and quantity criteria are anticipated to be met with construction of the new stormwater management system. Therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

The proposed project is not anticipated to have negative impacts to the Biscayne Aquifer system, which is the sole source of potable water for most of southeastern Florida. The FDOT requested the EPA's concurrence that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project. The written request included the EPA's Sole Source Aquifer Checklist and the Water Quality Impact Evaluation Checklist. The EPA concurred that there will be no significant impact to the Biscayne Aquifer. The EPA's response letter is attached as **Attachment G**.

5.6 Water Quality and Stormwater

Part 2, Chapter 11 (Water Quality and Stormwater) of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

5.6.1 Existing Drainage Conditions

Along SW 10th Street, from east of Military Trail to west of the railroad tracks, the proposed roadway improvements are within the Broward County Water Control District (BCWCD) #2 C-2 canal basin. Drainage for this portion is incorporated in the adjacent SW 10th Street Connector PD&E Study from Florida's Turnpike/ Sawgrass Expressway to SR 9/I-95 (FM 439891-1-22-02). Drainage improvements include collection and conveyance of runoff and proposed stormwater management facilities (SMF) within the C-2 canal basin.

Along SW 10th Street west of I-95, storm water is currently not treated. However, east of I-95, storm water is treated by a borrow lake, located at the southeast corner of the interchange.

Storm water collected along existing I-95 is not treated and is discharged to the BCWCD#2 C-1 canal located west of I-95. However, the current

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construction project (managed lanes) is adding treatment for new impervious areas only. Due to the widening of this project, portions of the new treatment areas need to be removed. Any treatment removed will be replaced. The C-1 canal is used by the County for flood protection and to prevent saltwater intrusion.

Along Hillsboro Boulevard, storm water is currently not treated and discharges to the BCWCD#2 C-1 canal. Again, the current construction project (managed lanes) is adding treatment for new impervious areas only. Any treatment removed will be replaced.

The BCWCD#2 C-1 canal ultimately discharges to the Hillsboro Canal, north of the project limits.

5.6.2 Proposed Drainage Conditions

For all Build Alternatives, the proposed stormwater management facilities (SMF) will be constructed first, treating stormwater as the roadway is constructed. Water quality will be accomplished using a combination of wet and dry detention volumes as required by South Florida Water Management District (SFWMD). Drainage inlets will also have inlet protections to prevent silt or debris discharges during construction. After construction is completed, the SMFs will continue to treat stormwater discharges from the newly constructed roadway. The SFWMD and the FDOT require that the post-development discharge rates not exceed the pre-development discharge rates. The proposed design will be analyzed with the SFWMD 25 year - 72 hour storm event. The SFWMD and FDOT stormwater quality and quantity criteria are anticipated to be met with construction of the new stormwater management system. Therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

A Water Quality Impact Evaluation Checklist was prepared for this project and is included in the Technical Materials in the project file. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction and through the use of BMPs, including temporary erosion control measures.

5.7 Aquatic Preserves

In accordance with Chapter 18-20, Florida Administrative Code, and the FDOT PD&E Manual, Part 2, Chapter 10 – Aquatic Preserves and Outstanding Florida Waters (dated January 14, 2019), the project corridor was evaluated for the potential presence of aquatic preserves. No aquatic preserves are located within the project area; therefore, no impacts to aquatic preserves are anticipated as a result of the proposed project.

5.8 Outstanding Florida Waters

In accordance with Chapter 62-302, Florida Administrative Code, and the FDOT PD&E Manual, Part 2, Chapter 10 – Aquatic Preserves and Outstanding Florida Waters (dated January 14, 2019), the project corridor was evaluated for the potential presence of Outstanding Florida Waters. No Outstanding Florida Waters are located within the project area; therefore, no impacts to Outstanding Florida Waters are anticipated as a result of the proposed project.

5.9 Wild and Scenic Rivers

In accordance with the FDOT PD&E Manual, Part 2, Chapter 12 – Wild and Scenic Rivers (dated January 14, 2019), the project corridor was evaluated for the potential presence of wild and scenic rivers. No wild and scenic rivers are located within the project area; therefore, no impacts to wild and scenic rivers are anticipated as a result of the proposed project.

6.0 PHYSICAL

6.1 Highway Traffic Noise

Part 2, Chapter 19 (Highway Traffic Noise) of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

In summary, traffic noise levels were predicted for noise sensitive locations along the project corridor for the existing conditions and the design year (2040) No-Action and recommended Build Alternatives. Build Alternative traffic noise levels at the residences are expected to range from approximately 53.8 to 71.1 dB(A) during the project's design year. Build Alternative traffic noise levels at the non-residential/special-use sites are expected to range from approximately 45.6 dB(A) inside the UM Health offices Church to 78.4 dB(A) on the basketball court at the Deerfield Beach Teen Center. The worst-case design year traffic noise levels with the Build Alternative are predicted to be no more than 6.8 dB(A) greater than existing levels and 6.2 dB(A) greater than the expected design year No-Action noise levels.

Design year traffic noise levels with the planned improvements are predicted to approach or exceed the FHWA NAC for residential use [67 dB(A)] at 55 residences. The design year traffic noise level with the planned improvements is predicted to equal the NAC at a basketball court at the City of Deerfield Beach Teen Center, the walking trail at the Tivoli Sand Pine Preserve park and the playground at the JM Family Daycare Center for [All Activity Class C sites, NAC = 67.0 dB(A)]. Therefore, based on the FHWA and FDOT methodologies used to evaluate traffic noise levels in this study, modifications proposed with this project were determined to generate noise impacts at noise sensitive sites within the project study area and consideration of noise abatement is required to mitigate these impacts. An analysis of noise abatement measures considered for the sites that approach or exceed the NAC is presented in the Noise Study Report. Although a number of sites approach or exceed the NAC, the proposed improvements do not result in any substantial noise increases (i.e., greater than 15 dB(A) over existing levels).

In accordance with traffic noise study requirements set forth by both the FHWA and FDOT, noise barriers were considered for all noise sensitive receptor sites where design year Build Alternative traffic noise levels were

predicted to equal or exceed the NAC. Noise barriers were evaluated at three locations to mitigate noise impacts.

6.2 Noise and Vibration

During construction of the project, there is the potential for noise impacts to be substantially greater than those resulting from normal traffic operations due to the heavy equipment typically used to build roadways. In addition, construction activities may result in vibration impacts. Therefore, early identification of potential noise/vibration sensitive sites along the project corridor is important in minimizing noise and vibration impacts. The project area does include museums, parks, country clubs, government service facilities, medical facilities, a fire rescue, a school, and a religious center that may be affected by noise and vibration associated with construction activities. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction*. According to Section 335.02 of the Florida Statutes, the FDOT is exempt from compliance with local ordinances. However, it is the FDOT's policy is to follow the requirements of local ordinances to the extent that is considered reasonable. Also, the contractor will be instructed to coordinate with the project engineer and the Department Noise Specialist should unanticipated noise or vibration issues arise during project construction.

6.2 Air Quality

Part 2, Chapter 19 (Air Quality) of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

Potential air quality impacts in the area surrounding the project corridor were assessed for the project Build Alternatives, including the No-Action Alternative. O₃, NO_x, and PM-10 are analyzed at the program level unless specific review of an individual project is requested by appropriate reviewing agencies (these pollutants are not analyzed at the project level since Broward County is currently designated as in attainment for all of the NAAQS under the criteria provided in the CAA). Since CO is a localized pollutant that is emitted directly into the atmosphere by vehicles, it is analyzed for individual roadway projects where substantial changes to the traffic conditions are anticipated.

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The project was reviewed for air quality impacts consistent with the FHWA discussion paper *Appropriate Level of Highway Air Quality Analysis for a CE, EA/FONSI, and EIS*. Estimates of CO were predicted for the default receptors which are located at pre-determined worst-case locations from the edge of the roadway. Based on the results from the CO Florida 2012 screening models, 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. The one-hour and eight-hour estimates predicted by the CO Florida 2012 models are directly compared to the current one-and eight-hour NAAQS for CO, which are 35 PPM and 9 PPM, respectively.

The CO screening analysis for this project indicates that the worst-case one-hour CO level is 8.7 PPM during the opening year (2027) and 8.4 PPM during the design year (2040). The predicted worst-case eight-hour CO level is estimated to be 5.2 PPM during the opening year (2027) and 5.0 PPM during the design year (2040). The project "passes" the screening model by achieving CO levels well below the one-hour and eight-hour NAAQS CO standards.

The South Florida region is currently in attainment for all of the pollutants for which NAAQS have been developed. Broward County is currently designated as in attainment for all of the NAAQS under the criteria provided in the CAA. Therefore, the project is located in an area which is designated as attainment under the criteria provided in the CAA; the CAA conformity requirements do not apply to the project.

Based on the air quality analysis conducted for this project, air quality impacts are not expected to occur as a result of this project.

For additional information, please refer to the Air Quality Technical Memorandum (AQTM) report completed for this project, which is in the SWEPT project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material in the project file.

6.2.1 Agency Coordination

Agency coordination to obtain air quality related information occurred through the ETDM Programming Screen (ETDM #14244) and the Advance Notification (AN) process. The ETDM Programming Screen review occurred between 2015

and 2016, and the most recent ETDM Programming Screen Summary Report was published on July 11, 2016. The EPA reviewed the project and listed a degree of effect of 'Minimal' for air quality for all Build Alternatives. The summary degree of effect for air quality for all Build Alternatives was also listed as 'Minimal' in the ETDM Programming Screen Summary Report.

6.2.2 Construction Air Quality Impacts

Construction activities for the proposed action may potentially have short-term air quality impacts within the immediate vicinity of the project. Construction activities may generate temporary increases in air pollutant emissions in the form of dust from earthwork and unpaved roads and smoke from open burning. Such emissions and potential impacts will be minimized by adherence to all applicable state and local regulations and to the latest edition of the FDOT *Standard Specifications for Road and Bridge Construction*.

6.3 Contamination

A contamination screening evaluation was performed to evaluate the potential presence of contaminated sites within project corridor. A Contamination Screening Evaluation Report (CSER) was prepared pursuant to the FHWA's Technical Advisory T 6640.8A and in accordance with the FDOT PD&E Manual, Part 2, Chapter 20 – Contamination (dated June 14, 2017).

A review of all available data occurred, including agency file reviews at the Florida Department of Environmental Protection (FDEP), U.S Environmental Protection Agency (USEPA), and the Broward County Environmental Protection and Growth Management Department (EPGMD). Public file review summaries were provided by Environmental Data Resources, Inc. In addition, aerial photographs from 1963 to 2017 were reviewed from the Broward County Public Works Department for the project corridor and a site reconnaissance was performed on June 7, 2018 to further evaluate the potential for environmental contamination. The field reconnaissance also served to confirm current business address listings and site conditions.

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Categorical Exclusion

As a result of a review of all available data, such as agency file reviews at Broward County EPGMD, and FDEP; the EDR database report; historic data reviews including aerial photography; and the site reconnaissance; the following eight (8) sites were identified to pose potential contamination concerns to the proposed project. Remaining sites identified in the above-referenced sources are not considered to pose potential contamination concerns either because of the current regulatory status of the site and/or their position with respect to the project corridor and the groundwater direction at their location (down-gradient/cross-gradient). The eight (8) identified sites, with risk rating (no risk, low risk, and medium risk) associated with the project development, are identified on **Figure 6-1** and are summarized in **Table 6-1**.

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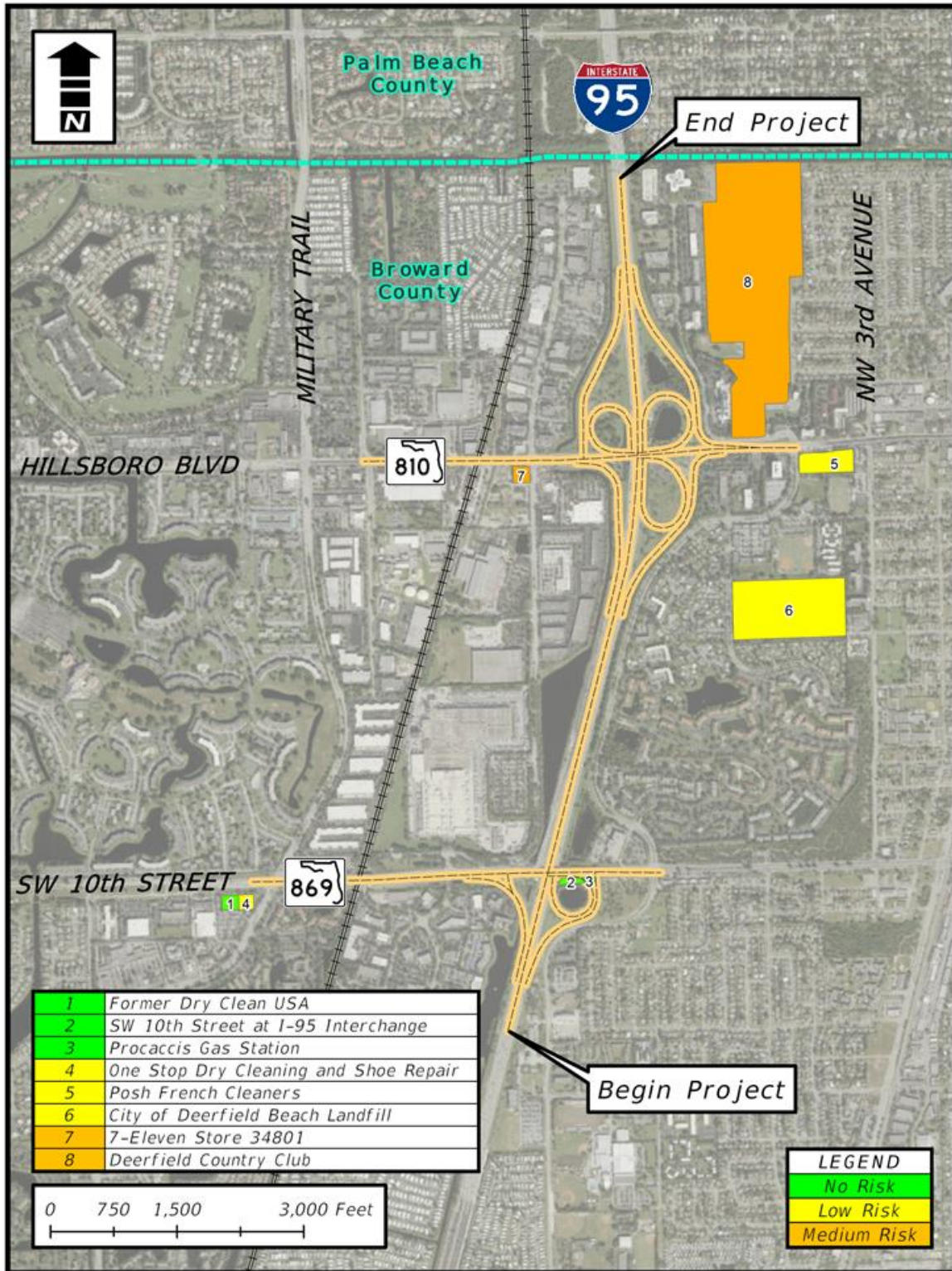


Figure 6 - 1: Potential Contamination Concerns

Table 6 - 1: Potential Contaminated Sites in the Vicinity of the PD&E Study

Site ID	Property Description	Permit # / Facility ID	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating
1	Former Dry-clean USA 1379 South Military Trail Deerfield Beach FL 33441	06-9500804	FDEP	No	200 feet southwest	Former Dry Cleaner facility; Demolished. Site Closure without restrictions issued in 2013	NO
2	SW 10 th Street at I-95 Interchange Deerfield Beach FL 33441 Broward County	23473	FDEP	No	Within the project corridor	Former spills	NO
3	Procaccis Gas Station 1100 SW 10 th Street Deerfield Beach FL 33441	9602459	FDEP	No	Within the project corridor	Former gasoline station that was removed in 1999	NO
4	One Stop Dry Cleaning and Shoe Repair 1323 South Military Trail Deerfield Beach FL 33441	06-9800735	FDEP	No	200 feet southwest	Closure without restrictions issued in 2017	LOW
5	Posh French Cleaners 498 W Hillsboro Boulevard Deerfield Beach FL 33441	06-9500890	FDEP	Yes	175 feet southeast	Site Closure without restrictions issued in 2008	LOW
6	City of Deerfield Beach Landfill /Transfer Station 360 SW 4 th Street	SW 53368 /95123 /96035	FDEP	No	700 feet southeast	Former landfill, Soil contamination	LOW

Type 2
 Categorical Exclusion

Site ID	Property Description	Permit # / Facility ID	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating
	Deerfield Beach FL 33442						
7	7-Eleven Store No. 34801 1200 W Hillsboro Boulevard Deerfield Beach FL 33442	8502350	FDEP	Yes	150 feet south	Site Closure without restrictions issued, active gasoline station	MEDIUM
8	Deerfield Country Club 50 Fairway Drive Deerfield Beach FL 33441	1898B	EPGMD	Yes	Adjacent to Hillsboro Blvd	Arsenic contamination in soil and groundwater	MEDIUM

Type 2
Categorical Exclusion

The FDOT District IV Planning and Environmental Management Office will utilize the information contained in this report to determine the need for additional investigation during the design phase of the Project. The Level II Contamination Assessment investigation may be conducted prior to any right of way acquisition and/or at the early stages of design phase, should any become necessary. Based on the findings of updated future review and Level II investigation, the design engineers may be instructed to avoid the areas of concern or to include special provisions with the plans to require that the construction activities performed in the areas of concern be performed or supervised by a contamination assessment and remediation contractor specified by the FDOT.

It must be recognized that the possibility exists that some contaminated substances, petroleum products, or environmental contamination not identified during this assessment may exist on or in the immediate vicinity of the project. This is because regulatory agency records are not always complete; not all leaks, spills, and discharges are reported; not all USTs and ASTs are registered. It is unknown if any registered substances were illegally dumped or were deposited during past construction activities.

If construction dewatering will be necessary during construction, a Water Use Permit from SFWMD may be required. The contractor will be held responsible for ensuring compliance with any necessary dewatering permit(s). The dewatering plan will need to consider the radius of influence of any dewatering activity on nearby contamination plumes to avoid potential contamination plume exacerbation. All permits will be obtained in accordance with Federal, State, and local laws and regulations and in coordination with the District Contamination Impact Coordinator (DCIC).

For additional information, please refer to the CSER completed for this project, which is in the SWEPT project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material in the project file.

6.4 Coastal Barrier Resources

In accordance with the FDOT PD&E Manual, Part 2, Chapter 15 – Coastal Barrier Resources (dated January 14, 2019), this project was reviewed for involvement with coastal barrier resources. No coastal barrier resources exist

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Categorical Exclusion

within the project limits; therefore, no impacts to coastal barrier resources are anticipated as a result of this project.

6.5 Utilities and Railroads

Part 2, Chapter 21 (Utilities and Railroads) of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

6.5.1 Utilities

The following utility companies and government utility owners have facilities located near or within the project limits. Existing utility owners and contact information is listed in **Table 6-2**.

Table 6 - 2: Utility Agency Owners

No.	Utility Company	Address	Contact	Phone Number	Email
1	AT&T Distribution	8601 W. Sunrise Boulevard – 1st Floor Plantation, FL 33322	Mr. Otis Keeve	(954) 723-2540	ok1184@att.com
2	Broward County Traffic Engineering	2300 W. Commercial Blvd. Fort Lauderdale, Florida 33309	Bret Henderson	(954) 847-2702	brhenderson@broward.org
3	Broward County Water and Wastewater Services	2555 West Copans Road, Pompano Beach, FL 33069	Latissa Collins	(954) 831-4132	lcollins@broward.org
4	Comcast Cable	2601 SW 145 Ave. Miramar, FL 33027	Leonard Maxwell-Newbold	(954) 447-8405	Leonard_Maxwell-Newbold@cable.comcast.com
5	City of Deerfield Beach	200 Goolsby Blvd. Deerfield Beach, FL 33442	Rocky Figueroa	(954) 422-5822	rfigueroa@deerfield-beach.com
6	CVE Master Management Co Inc. **	277 Goolsby Blvd. Unit 4C Deerfield Beach, FL 33442	Craig A Smith and Associates Inc. (Jim Driscoll)	(561) 314-4445	jdriscoll@craigasmith.com

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7	Florida Department of Transportation (FDOT)	3400 W Commercial Blvd, Fort Lauderdale, FL 33309	Carolyn Leach	(954) 847-2690	Carolyn.Leach@dot.state.fl.us
8	Florida Power & Light - Broward	Post Office Box 8248 Ft. Lauderdale, FL 33340-8248	Byron Sample	(954) 321-2056	byron.a.sample@fpl.com
9	FPL Fibernet LLC	810-B Charlotte Ave. West Palm Beach, FL 33401	Jacob Marroney	(561) 616-1884	Jacob.Marroney@fpl.com
10	Level 3 Communications	2121 W. Prospect Rd Tamarac, FL 33309	Jake Jacobson	(877) 366-8344	jake.jacobson@level3.com
11	MCI (Verizon Business Communications) *	2400 N. Glenville Drive Richardson, TX 75082	John Bachelder	(972) 729-6322	John.bachelder@verizon.com
12	TECO Peoples Gas South Florida	5101 NW 21 Avenue Suite 460 Ft. Lauderdale, FL 33309	Max Chamorro	(954) 453-0812	mjchamorro@tecoenergy.com

* Hillsboro Boulevard and SW 10th Street only
** SW 10th Street only

These utility companies and government utility owners will be coordinated with during the Final Design phase of this project.

6.5.2 Railroad Crossing

The South Florida Rail Corridor (SFRC)/CSX Railroad runs parallel to the west side of the I-95 interchange at a distance of 2,250 feet and SW 10th Street crosses over the tracks with a bridge. The SW 10th Street typical section within the limits of the limited access right-of-way is a six-lane urban divided roadway with a raised, landscaped median. In the eastbound direction, a drop right-turn lane is provided for the I-95 northbound on-ramp and in the westbound direction, a single left turn is provided for the I-95 southbound on-ramp.

The SFRC/CSX Railroad runs parallel to the west side of the I-95 interchange at an approximate distance of 1,900 feet and crosses Hillsboro Boulevard at grade. The Hillsboro Boulevard typical section within the limits of the limited access right-of-way is a six-lane urban divided roadway with a raised, landscaped median. Underneath the I-95 overpass, the eastbound and westbound lanes are separated by median containing a raised concrete barrier

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wall as well as support piers for the I-95 overpass. In the eastbound direction, a right-turn lane is provided for the I-95 northbound on-ramp and in the westbound direction, an auxiliary lane is provided for the transition between the I-95 northbound off-ramp merge lane and the right-turn lane provided for the I-95 southbound on-ramp.

6.6 Construction

Construction activities will be controlled in accordance with the latest edition of the *FDOT's Standard Specifications for Road and Bridge Construction* (see Technical Materials) and through the use of BMPs.

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7.0 ENGINEERING ANALYSIS

For additional information on engineering analysis, please refer to the Preliminary Engineering Report (PER) completed for this project, which is in the SWEPT project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material.

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8.0 PERMITS

Both the USACE and SFWMD regulate impacts to wetlands and surface waters within the project study area. Other resource agencies, including the NMFS, EPA, and FWS, and FWC, review and comment on wetland permit applications. In addition, the FDEP regulates stormwater discharges from construction sites. The complexity of the permitting process will depend greatly on the degree of the impact to jurisdictional areas. As a precursor to the permitting process, the project was introduced to the SFWMD and USACE on June 21, 2018. No comments adverse to the proposed project were received during this agency meeting (please reference the NRE for a copy of the agency meeting minutes).

It is anticipated that the following permits will be required for this project:

<u>Permit</u>	<u>Issuing Agency</u>
Section 404 Wetland Dredge and Fill Permit	USACE
Environmental Resource Permit (ERP)	SFWMD
National Pollutant Discharge Elimination System (NPDES)	FDEP

It is anticipated that a Regional General or Nationwide Permit will be required from the USACE. These permits will require compliance with the 404(b)(1) guidelines including verification that all impacts have first been avoided to the greatest extent possible; that unavoidable impacts have been minimized to the greatest extent possible; and that unavoidable impacts have been mitigated in the form of wetlands creation, restoration, and/or enhancement.

The SFWMD requires an ERP when construction of any project results in the creation of a new or modification of an existing stormwater management system or results in impacts to waters of the state. As with USACE permits, the complexity associated with the ERP permitting process will depend on the size of the project and/or the extent of wetland impacts. The SFWMD will likely require an Individual ERP for this project.

40 C.F.R. Part 122 prohibits point source discharges of stormwater to waters of the United States without a NPDES permit. Under the State of Florida's delegated authority (from the EPA) to administer the NPDES program, construction sites that will result in greater than one acre of disturbance must

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file for and obtain either coverage under an appropriate generic permit contained in Chapter 62- 621, F.A.C. or an individual permit issued pursuant to Chapter 62-620, F.A.C. A major component of the NPDES permit is the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharges from the site and identifies specific engineering practices (i.e., best management practices) that will be used to reduce the pollutants from stormwater discharge.

Depending on the types of permits needed from the regulatory agencies, the permitting process typically ranges from 90 to 180 days.

For additional information regarding permits, please refer to the NRE completed for this project, which is in the SWEPT project file at the FDOT District Four offices in Fort Lauderdale, Florida and listed as Technical Material in the project file.

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9.0 PUBLIC INVOLVEMENT

A public involvement program was developed and implemented for the PD&E Study. The program is documented in the Public Involvement Program (PIP), a companion document to this PD&E study (see Technical Materials). The PIP was updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques as they evolved during the life of the study. The purpose of the program is to outline the public involvement approach to be taken with the project, provide and share project information with people living and working in the area, listen to ideas and concerns and to solicit and incorporate input received during the study process. For this project, the PIP focused on the ETDM Programming Screen process, elected official and agency meetings, a series of public informational meetings and several community outreach techniques including a project website and project newsletters.

Public information meetings began in March of 2017 and have continued throughout the study process. Exhibits and project information were provided for public review and comment at each meeting. FDOT representatives were available at each meeting to discuss the project and answer questions, as were members of the consultant team.

9.1 Public Kick-Off Meetings

A Public Kick-Off Meeting was held on March 14, 2017 at the Doubletree by Hilton Hotel on 100 Fairway Boulevard, Deerfield Beach, FL 33441 from 5:30 p.m. to 7:30 p.m.

Notice of the Public Kick-off Meeting was published in the Sun Sentinel – Northeast Zone newspaper on March 5, 2017. Notices were sent to property owners and tenants located within at least 300 feet on either side of the project corridor, public officials, and individuals interested in the project. Meeting notices were posted with the Florida Administrative Register (FAR) on March 6, 2017, on the FDOT website, and through an FDOT media release.

The purpose of this meeting was to provide the community a forum through which to learn about the improvements being studied as well as the PD&E

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process in general, and to provide the FDOT with initial concerns and areas to look into as part of the study. Numerous exhibits and project information were provided for public review. Forty-five people signed in at the registration table.

An additional Public Kick-Off Meeting was held on April 6, 2017 at the Doubletree by Hilton Hotel on 100 Fairway Boulevard, Deerfield Beach, FL 33441 from 5:30 p.m. to 7:30 p.m.

Notice of the Public Kick-off Meeting was published in the Sun Sentinel – Northeast Zone newspaper on March 26, 2017. Notices were sent to property owners and tenants located within at least 300 feet on either side of the project corridor, public officials, and individuals interested in the project. Meeting notices were posted with the Florida Administrative Register (FAR) on March 29, 2017, on the FDOT website, and through an FDOT media release.

The purpose of the meeting was to introduce the local agencies and the public to the project, explain the PD&E process, and gather input. This Kick-Off Meeting presented the same information as the meeting that was held on March 14, 2017 and was intended to provide another opportunity for the public to provide input on this project.

The Kick-off Meeting began as an open house, with FDOT personnel stationed at aerial displays and available to answer questions about the project. At 6:00 p.m. there was a brief PowerPoint presentation with a recorded voice-over. The presentation lasted approximately ten minutes. Project staff remained after the presentation for any additional questions and discussion with those in attendance. Fifty-seven people signed in at the registration table.

9.2 Alternatives Public Workshop

An Alternatives Public Workshop was held in conjunction with the SW 10th Street Connector, SR 869/SW 10th Street from Florida's Turnpike/Sawgrass Expressway to SR 9/I-95 PD&E Study on April 24, 2018. The workshop was an open house from 2:30-7:30 p.m. at the Doubletree by Hilton Hotel on 100 Fairway Boulevard, Deerfield Beach, FL, 33441.

Notice of the Alternative Public Workshop was published in the Sun Sentinel newspaper on April 13, 2018. Notices were sent to property owners and

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tenants located within at least 300 feet on either side of the project corridor, public officials, and individuals interested in the project. Meeting notices were posted with the Florida Administrative Register (FAR) on April 16, 2018, on the FDOT website, and through an FDOT media release.

The workshop consisted of a joint project open house in the hotel ballroom, with FDOT personnel stationed at aerial displays and other project information boards to answer questions about the project. A presentation with a recorded voice-over was provided in a separate room at regularly scheduled intervals, followed by question and answer sessions with project staff. A court reporter was present to record public comments.

Two hundred and twelve people signed in at the registration table, not including project staff.

9.3 Public Hearing

The public hearing is scheduled for October 29, 2019.

10.0 COMMITMENTS SUMMARY

Part 2, Chapter 22 (Commitments) of the FDOT PD&E Manual (January 14, 2019) was used to evaluate the following section.

No project commitments resulted from the PD&E Study.

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11.0 APPROVAL AND SIGNATURE

Director of OEM Signature

Date

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12.0 TECHNICAL MATERIALS

The following ancillary documents have been prepared as part of the study. These documents have been summarized here in. However, for additional details these documents are available in the SWEPT project file for review at the FDOT District Four offices located in Fort Lauderdale, Broward County, Florida.

- Preliminary Engineering Report (PER)
- Natural Resources Evaluation (NRE)
- Air Quality Technical Memorandum (AQTM)
- Sociocultural Effects Evaluation (SCEE)
- Cultural Resources Assessment Survey (CRAS)
- Noise Study Report (NSR)
- Contamination Screening Evaluation Report (CSER)
- Location Hydraulics Report
- Systems Interchange Modification Report (SIMR)
- Public Involvement Program (PIP)
- Sole Source Aquifer (SSA) Cover Letter
- Sole Source Aquifer (SSA) Checklist
- Water Quality Impact Evaluation (WQIE) Checklist
- Pond Siting Report
- FDOT's Standard Specifications for Road and Bridge Construction

13.0 ATTACHMENTS

Attachment A: ETDM Programming Screen Summary Report

Attachment B: Planning Consistency Documentation

Attachment C: SHPO Concurrence Request Letter and SHPO Concurrence Letter

Attachment D: Section 4(f) Determination of Applicability Report and Coordination Documentation

Attachment E: ESA Section 7 Consultation/Concurrence Request Letter

Attachment F: FWS Effect Determination Concurrence Letter

Attachment G: EPA Sole Source Aquifer Concurrence Letter

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Attachment A

ETDM Programming Screen Summary Report



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

605 Suwannee Street
Tallahassee, FL 32399-0450

**JIM BOXOLD
SECRETARY**

ETDM Summary Report

Project #14244 - I-95 from SW 10th St to Hillsboro Blvd

Final Programming Screen - Published on 07/11/2016

Generated by Anson Sonnett (on behalf of FDOT District 4)

Printed on: 7/11/2016

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Introduction to Programming Screen Summary Report

The Programming Screen Summary Report shown below is a read-only version of information contained in the Programming Screen Summary Report generated by the ETDM Coordinator for the selected project after completion of the ETAT Programming Screen review. The purpose of the Programming Screen Summary Report is to summarize the results of the ETAT Programming Screen review of the project; provide details concerning agency comments about potential effects to natural, cultural, and community resources; and provide additional documentation of activities related to the Programming Phase for the project. Available information for a Programming Screen Summary Report includes:

- Screening Summary Report chart
- Project Description information (including a summary description of the project, a summary of public comments on the project, and community-desired features identified during public involvement activities)
- Purpose and Need information (including the Purpose and Need Statement and the results of agency reviews of the project Purpose and Need)
- Alternative-specific information, consisting of descriptions of each alternative and associated road segments; an overview of ETAT Programming Screen reviews for each alternative; and agency comments concerning potential effects and degree of effect, by issue, to natural, cultural, and community resources.
- Project Scope information, consisting of general project recommendations resulting from the ETAT Programming Screen review, permits, and technical studies required (if any)
- Class of Action determined for the project
- Dispute Resolution Activity Log (if any)

The legend for the Degree of Effect chart is provided in an appendix to the report.

For complete documentation of the project record, also see the GIS Analysis Results Report published on the same date as the Programming Screen Summary Report.

#14244 I-95 from SW 10th St to Hillsboro Blvd

District: District 4

County: Broward

Planning Organization: FDOT District 4

Plan ID: Not Available

Federal Involvement: FHWA Funding Other Federal Permit

Phase: Programming Screen

From:

To:

Financial Management No.: 436964-1-22-01

Contact Information: Shandra Davis-Sanders (954) 677-7896 shandra.davis@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Re-published on 07/11/2016 by Anson Sonnett
Issues and Categories are reflective of what was in place at the time of the screening event.

	Social and Economic						Cultural			Natural				Physical							
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1	2	3	0	0	2	1	1	2	3	2	3	3	3	2	0	2	2	3	2	N/A	3
<i>Re-Published: 07/11/2016 Reviewed from 09/09/2015 to 10/24/2015</i>																					

Purpose and Need

Purpose and Need

The purpose of this project is to eliminate various existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard, and also on SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The primary need for the project is based on capacity/operational and safety issues, with secondary considerations for the needs of evacuation and emergency services, transportation demand, system linkage, modal interrelationships, and social demands and economic development.

Capacity/Operational Deficiencies

A need exists to improve traffic operations along I-95 between the SW 10th Street and Hillsboro Boulevard interchanges, especially at existing merge and diverge ramps that are the sources of traffic turbulence and collisions. The mainline directional volumes range from 4,400 to 5,850 vehicles per hour (vph) with ramp volumes from 800 to 1,250 vph at SW 10th Street and 400 to 1,000 vph at Hillsboro Boulevard.

Operational analyses along I-95 indicate that all freeway segments in the study area operate at Level of Service (LOS) D or better except for the following:

- The diverge segment at I-95 southbound (SB) off-ramp to SW 10th Street EB and WB during the AM and PM peak periods;
- The I-95 mainline segment between I-95 SB on-ramp from SW 10th Street eastbound (EB) and westbound (WB) and I-95 SB off-ramp to Sample Road EB and WB during the PM peak period;
- The I-95 mainline between I-95 SB On-Ramp from Palmetto Park Boulevard EB and I-95 SB Off-Ramp to Hillsboro Boulevard EB and WB during the AM peak period;
- The merge at I-95 SB on-ramp from Hillsboro Boulevard WB during AM and PM peak periods; and
- The diverge segment at I-95 northbound (NB) off-ramp to Hillsboro Boulevard EB during the AM peak period.

These conditions are existing concerns and are projected to worsen in the future if no action is taken. Year 2040 traffic projections show the mainline directional volumes ranging from 6,000 to 7,300 vph. Year 2040 peak hour directional volumes on I-95 Express are forecasted to range an additional 1,300 to 2,550 vph within the I-95 corridor.

Operational analyses under the "No Build" option in year 2040 reflects implementation of two major programmed improvements: 1) I-95 Express Phase 3 (two express travel lanes in each direction), and 2) I-95 Ramp Metering. All of the mainline freeway segments in the study area would operate at a deficient LOS (E or F) during one or both peak periods with the exception that the merge segment for I-95 SB On-Ramp from WB Hillsboro Boulevard would operate at LOS D during the PM peak hour.

Safety

A need exists to resolve safety issues within the project limits along I-95 as well as SW 10th Street and Hillsboro Boulevard. Crash analyses for the years 2008 through 2012 reveal that the I-95 project segment within the SW 10th Street interchange area is not a high crash segment but the I-95 segment within the Hillsboro Boulevard interchange area is classified as a high crash segment for four of the five study years. It should also be noted that the existing interchanges are closely located together and have short weave distances. Crash rates along SW 10th Street in the vicinity of I-95 exceed the statewide average for similar facilities for all five study years, but the segment along Hillsboro Boulevard in the vicinity of I-95 does not. Field observations indicate that the number of crashes along the Hillsboro Boulevard project segment may be influenced by queues extending from the railroad crossing into this area.

Evacuation and Emergency Services

The South Florida region has been identified by the National Oceanic and Atmospheric Administration (NOAA) as an area with a high degree of vulnerability to hurricanes and the Florida Division of Emergency Management has designated specific evacuation routes through the region. Both SW 10th Street and Hillsboro Boulevard are designated as emergency

evacuation routes from I-95 to SR 5/US-1 and A1A. I-95 is designated as an emergency evacuation route throughout Broward County. A need exists to enhance capacity and traffic circulation along evacuation routes to improve evacuation and enhance emergency response.

Transportation Demand

A need exists to improve capacity and safety while meeting transportation demand and maintaining consistency with other transportation plans and projects, such as the Broward County Interchange Master Plan (IMP) and I-95 Express Lanes Phase III Project. The project is included in the FDOT Work Program for fiscal years 2016 to 2020, where PD&E is scheduled for fiscal years 2015 and 2016 and PE is scheduled for fiscal years 2017 and 2018. The Broward County MPO 2035 Long Range Transportation Plan (LRTP) included improvements to all I-95 interchanges in Broward County under Illustrative Roadway Projects. Illustrative projects are those that cannot be included in the cost feasible plan due to financial constraints but could be included in a future approved Transportation Improvement Program.

System Linkage

A need exists to ensure that I-95 continues to meet the minimum requirements of a component of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS), as well as provides access connectivity to other major arterials such as I-595 and Florida's Turnpike.

Modal Interrelationships

There exists a need for capacity improvements along the I-95 project corridor to enhance the mobility of public transit and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area.

Increased mobility to public transit operations are needed and will benefit as a result of this project. Although no designated Broward County Transit (BCT) Routes are provided within the SW 10th Street interchange area, Hillsboro Boulevard is serviced by BCT Route #48, which provides a connection from SR 7 to Deerfield Beach including a direct connection to the Deerfield Tri-Rail Station located just west of the Hillsboro interchange.

Social Demands and Economic Development

Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Broward County MPO 2035 LRTP predicted that the population would grow from 1.7 million in 2005 to 2.3 million by 2035, an increase of 29 percent. Jobs were predicted to increase from 0.7 to 1 million during the same time period, an increase of 37 percent. A need exists for the proposed improvements to support the predicted social and economic travel demands.

Project Description

This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps) in Broward County, Florida (see Location Map in the EST). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extend from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

I-95 within the project limits currently has six general purpose lanes (three in each direction) and two High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of I-95 is functionally classified as a Divided Urban Principal Arterial Interstate and has a posted speed limit of 65 miles per hour. The access management classification for this

corridor is Class 1.2, Freeway in an existing urbanized area with limited access. SW 10th Street is classified as a six lane divided State Principal arterial west of I-95 and as a six lane divided City Minor Arterial east of I-95. Hillsboro Boulevard is classified as a six-lane divided State Minor Arterial west of I-95 and as a State Principal Arterial east of I-95. Year 2013 AADT for I-95 was approximately 102,000 vehicles per day (vpd) NB and 102,000 vpd SB. Forecasted Year 2040 AADT for I-95 NB is approximately 129,000 vpd and 132,000 vpd SB in the vicinity of Hillsboro Boulevard, with 147,000 vpd NB and 146,000 vpd SB in the vicinity of SW 10th Street.

This project will evaluate the potential modification of the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges, consider the replacement of the existing SW 10th Street bridge over I-95 and the provision of a grade separation at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard, located 1900 feet west of the existing interchange.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Planning Consistency Status

Federal Consistency Determination

Date: 10/14/2015

Determination: CONSISTENT with Coastal Zone Management Program.

Lead Agency

Federal Highway Administration

Participating and Cooperating Agencies

Participating and Cooperating agencies are not applicable for this class of action.

Exempted Agencies

Agency Name	Justification	Date
US Coast Guard	US Coast Guard has requested to be exempt from reviewing any projects that do not impact navigable waterways.	08/28/2015
Federal Transit Administration	FTA has requested to be exempt from reviewing any non-transit projects.	08/28/2015

Community Desired Features

No desired features have been entered into the database. This does not necessarily imply that none have been identified.

User Defined Communities Within 500 Feet

No user defined communities were found within a 500 ft. buffer distance for this project.

Census Places Within 500 Feet

- DeLand Southwest

Purpose and Need Reviews

FDOT District 4

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/22/2015	Gaspar Jorge Padron (gaspar.padron@dot.state.fl.us)	No Purpose and Need comments found.

FL Department of Agriculture and Consumer Services

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/09/2015	Steve Bohl (Steve.Bohl@freshfromflorida.com)	No Purpose and Need comments found.

FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/12/2015	Adam Biblo (adam.biblo@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/14/2015	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/01/2015	Ginny Jones (ginny.jones@dos.myflorida.com)	none

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/20/2015	Jennifer Goff (jennifer.goff@MyFWC.com)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	10/22/2015	Luis Lopez (luis.d.lopez@dot.gov)	Planning consistency will need to be met before FHWA can approve the environmental document. The public needs to be aware of the funding situation and timeframe of the project development and delivery. The study area identified in the map just included on of the 3 ramps of the partial cloverleaf interchange. If this is correct, the PD&E needs to explain why those ramps were left out the study.

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	09/15/2015	Brandon Howard (Brandon.Howard@noaa.gov)	None

National Park Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/19/2015	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/14/2015	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

South Florida Water Management District

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/16/2015	Mindy Parrott (mparrott@sfwmd.gov)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/09/2015	Randy Turner (Randy.L.Turner@usace.army.mil)	No Purpose and Need comments found.

US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/23/2015	Kim Gates (gates.kim@epa.gov)	No comments at this time.

US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	09/11/2015	John Wrublik (john_wrublik@fws.gov)	No Purpose and Need comments found.

The following organizations were notified but did not submit a review of the Purpose and Need:

- Seminole Tribe of Florida

Alternative #1

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
Alternative was not named.	?	?	Widening	ETAT Review Complete	5.92 mi.		None Selected	Y

Segment Description(s)

Location and Length

Segment Record	Segment Name	Facility Name	Beginning Location	Ending Location	Length (mi.)	Roadway Id	BMP	EMP
S-001	Unnamed Segment	Unnamed Segment			5.92			

Jurisdiction and Class

Segment Record	Segment Name	Jurisdiction	Urban Service Area	Functional Class
S-001	Unnamed Segment			

Base Conditions

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

Interim Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

Needs Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

Cost Feasible Plan

Segment Record	Segment Name	Year	AADT	Lanes	Config
S-001	Unnamed Segment				

Funding Sources

No funding sources found.

Project Effects Overview for Alternative #1

Issue	Degree of Effect	Organization	Date Reviewed
Social and Economic			
Land Use Changes	0 None	FL Department of Economic Opportunity	10/23/2015
Land Use Changes	2 Minimal	Federal Highway Administration	10/22/2015
Land Use Changes	2 Minimal	FDOT District 4	10/22/2015
Social	3 Moderate	US Environmental Protection Agency	10/24/2015
Social	2 Minimal	Federal Highway Administration	10/22/2015
Social	2 Minimal	FDOT District 4	10/22/2015
Relocation Potential	0 None	FDOT District 4	10/23/2015
Relocation Potential	0 None	Federal Highway Administration	10/22/2015
Farmlands	0 None	Federal Highway Administration	10/22/2015
Farmlands	0 None	Natural Resources Conservation Service	10/14/2015
Aesthetic Effects	2 Minimal	Federal Highway Administration	10/22/2015

Aesthetic Effects	2	Minimal	FDOT District 4	10/22/2015
Economic	0	None	FL Department of Economic Opportunity	10/23/2015
Economic	1	Enhanced	Federal Highway Administration	10/22/2015
Economic	1	Enhanced	FDOT District 4	10/22/2015
Mobility	1	Enhanced	Federal Highway Administration	10/22/2015
Mobility	1	Enhanced	FDOT District 4	10/22/2015
Cultural				
Section 4(f) Potential	2	Minimal	Federal Highway Administration	10/22/2015
Historic and Archaeological Sites	2	Minimal	Federal Highway Administration	10/22/2015
Historic and Archaeological Sites	3	Moderate	FL Department of State	10/01/2015
Recreation Areas	2	Minimal	US Environmental Protection Agency	10/23/2015
Recreation Areas	2	Minimal	Federal Highway Administration	10/22/2015
Recreation Areas	N/A	N/A / No Involvement	National Park Service	10/19/2015
Recreation Areas	2	Minimal	South Florida Water Management District	10/16/2015
Recreation Areas	2	Minimal	FL Department of Environmental Protection	10/14/2015
Natural				
Wetlands	3	Moderate	US Environmental Protection Agency	10/24/2015
Wetlands	2	Minimal	Federal Highway Administration	10/22/2015
Wetlands	2	Minimal	South Florida Water Management District	10/16/2015
Wetlands	2	Minimal	FL Department of Environmental Protection	10/14/2015
Wetlands	2	Minimal	US Army Corps of Engineers	10/09/2015
Wetlands	0	None	National Marine Fisheries Service	09/15/2015
Wetlands	2	Minimal	US Fish and Wildlife Service	09/11/2015
Water Quality and Quantity	3	Moderate	US Environmental Protection Agency	10/24/2015
Water Quality and Quantity	2	Minimal	Federal Highway Administration	10/22/2015
Water Quality and Quantity	2	Minimal	South Florida Water Management District	10/16/2015
Water Quality and Quantity	2	Minimal	FL Department of Environmental Protection	10/14/2015
Floodplains	3	Moderate	US Environmental Protection Agency	10/23/2015
Floodplains	2	Minimal	Federal Highway Administration	10/22/2015
Floodplains	2	Minimal	South Florida Water Management District	10/16/2015
Wildlife and Habitat	2	Minimal	Federal Highway Administration	10/22/2015
Wildlife and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	10/20/2015

Wildlife and Habitat	0 None	FL Department of Agriculture and Consumer Services	10/09/2015
Wildlife and Habitat	2 Minimal	US Fish and Wildlife Service	09/11/2015
Coastal and Marine	0 None	Federal Highway Administration	10/22/2015
Coastal and Marine	0 None	South Florida Water Management District	10/16/2015
Coastal and Marine	0 None	National Marine Fisheries Service	09/15/2015
Physical			
Noise	2 Minimal	Federal Highway Administration	10/22/2015
Air Quality	2 Minimal	US Environmental Protection Agency	10/23/2015
Air Quality	2 Minimal	Federal Highway Administration	10/22/2015
Contamination	3 Moderate	US Environmental Protection Agency	10/23/2015
Contamination	3 Moderate	Federal Highway Administration	10/22/2015
Contamination	3 Moderate	South Florida Water Management District	10/16/2015
Contamination	3 Moderate	FL Department of Environmental Protection	10/14/2015
Infrastructure	2 Minimal	Federal Highway Administration	10/22/2015
Navigation	N/A N/A / No Involvement	Federal Highway Administration	10/22/2015
Navigation	N/A N/A / No Involvement	US Army Corps of Engineers	10/09/2015
Special Designations			
Special Designations	3 Moderate	US Environmental Protection Agency	10/23/2015
Special Designations	0 None	Federal Highway Administration	10/22/2015
Special Designations	0 None	South Florida Water Management District	10/16/2015

ETAT Reviews and Coordinator Summary: Social and Economic

Land Use Changes

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/09/2015 by FDOT District 4

Comments:

This project will be completed within existing right-of-way. It is compatible with the existing and future land use patterns of the area and not anticipated to affect the land use patterns in the project area. FDEO indicated that the project is compatible with the community's development goals and marginally compatible with the local government comprehensive plan. FDEO assigned a degree of effect of None. FHWA assigned a degree of effect of Minimal and stated that minimal to no land use effects are expected. A Summary Degree of Effect of **Minimal** has been assigned to the Land Use Changes issue.

Public outreach will be conducted during the PD&E Stage in coordination with the Broward County MPO and the City of Deerfield to solicit feedback on potential adverse effects as a result of the project.

Degree of Effect: 0 *None* assigned 10/23/2015 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The local government's comprehensive plan: City of Deerfield Beach Comprehensive Plan, January 28, 2014.

Comments on Effects to Resources:

Project compatibility with community development goals? Yes.

Project compatibility with the local government(s) comprehensive plan?

Marginally. Would temporarily mitigate Level of Service Standard deficiency for I-95. In contrast, Section 3.7.2 of the Transportation Element, Implementation of Future Expected Roadway Improvements specifies, that for I-95, alleviation of congestion will rely on transit enhancements planned for this corridor.

Is the project on the Future Transportation Map?

No.

Future Land Use Map categories that surround the project: Transportation; Commercial; Commercial 2; Residential Moderate; Residential Medium; Community Facility; Water; and, Industrial.

Local parks (City or County) within a quarter mile of the project: Mayo Howard Park (Deerfield Beach City Park).

Does the project encroach on a military base? Is the project within an Area of Critical State Concern, encroach on a military base, or located in the project in a Rural Area of Opportunity? No.

Is the project within the Coastal High Hazard Area?No.

Is the project within an Area of Critical State Concern? No.

Other planning items that would affect or be enhanced by the project:

The project will improve the traffic flow merging onto I-95 and merging off I-95.

Contact information for the affected local government: Amanda Martinez, Director, Planning & Development Services, City of Deerfield Beach, (954) 480-4208

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Land uses have been identified in the report.

Comments on Effects to Resources:

The project is expected to be constructed within the existing ROW and doesn't foresee any changes on travel patterns. Minimal to no effects on land uses are expected.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 10/22/2015 by Gaspar Jorge Padron, FDOT District 4

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

City of Deerfield Beach Future Land Use Plan

200-Foot Buffer:

2008 SFWMD FL Land Use and Land Cover / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 4.7 / 14.22%
1330 MULTIPLE DWELLING UNITS LOW RISE / 3.3 / 1.35%
1340 MULTIPLE DWELLING UNITS HIGH RISE / 2.9 / 1.2%
1400 COMMERCIAL AND SERVICES / 42.1 / 17.26%
1411 SHOPPING CENTERS / 3.2 / 1.31%
1550 OTHER LIGHT INDUSTRY / 13 / 5.32%
1700 INSTITUTIONAL / 6.4 / 2.61%
1820 GOLF COURSE / 3.6 / 1.45%
4130 SAND PINE / 0.5 / 0.21%
4340 UPLAND MIXED CONIFEROUS HARDWOOD / 3.6 / 1.48%
5300 RESERVOIRS / 7.5 / 3.07%
8140 ROADS AND HIGHWAYS / 153.4 / 62.81%

2010 Census Designated Places (1)

Deerfield Beach

Developments of Regional Impact (1)

Newport Center [ADA NO: 1982-020]

500-Foot Buffer:

2008 SFWMD FL Land Use and Land Cover / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 19.4 / 3.95%
1330 MULTIPLE DWELLING UNITS LOW RISE / 29 / 5.92%
1340 MULTIPLE DWELLING UNITS HIGH RISE / 10 / 2.04%
1400 COMMERCIAL AND SERVICES / 141.7 / 28.9%
1411 SHOPPING CENTERS / 10.6 / 2.15%
1550 OTHER LIGHT INDUSTRY / 45.3 / 9.25%
1700 INSTITUTIONAL / 21.1 / 4.3%
1820 GOLF COURSE / 12.4 / 2.52%
4130 SAND PINE / 1.9 / 0.38%
4340 UPLAND MIXED CONIFEROUS HARDWOOD / 7.6 / 1.54%
5300 RESERVOIRS / 22.6 / 4.61%
8140 ROADS AND HIGHWAYS / 164.8 / 33.61%
1850 PARKS AND ZOOS / 3.5 / 0.72%
1900 OPEN LAND / 0.5 / 0.1%

1320-Foot (Quarter Mile) Buffer:

2008 SFWMD FL Land Use and Land Cover / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 103.7 / 8.65%
1330 MULTIPLE DWELLING UNITS LOW RISE / 122.6 / 10.22%
1340 MULTIPLE DWELLING UNITS HIGH RISE / 46.3 / 3.86%
1400 COMMERCIAL AND SERVICES / 364.5 / 30.4%
1411 SHOPPING CENTERS / 12.4 / 1.03%
1550 OTHER LIGHT INDUSTRY / 163.4 / 13.7%

1700 INSTITUTIONAL / 43.1 / 3.6%
1820 GOLF COURSE / 52.9 / 4.41%
4130 SAND PINE / 5.5 / 0.46%
4340 UPLAND MIXED CONIFEROUS HARDWOOD / 7.6 / 0.63%
5300 RESERVOIRS / 30.1 / 2.51%
8140 ROADS AND HIGHWAYS / 199.2 / 16.61%
1850 PARKS AND ZOOS / 24.9 / 2.07%
1900 OPEN LAND / 4.4 / 0.37%
1310 FIXED SINGLE FAMILY UNITS / 0.3 / 0.03%
1320 MOBILE HOME UNITS / 5 / 0.42%
5120 CHANNELIZED WATERWAYS CANALS / 1.2 / 0.1%

Comments on Effects to Resources:

The City of Deerfield Beach Future Land Use Map (adopted December 3, 2013) predicts that land uses within the project area will remain similar except for the conversion of the former Deerfield Country Club Golf Course into an employment center. The project will be constructed mostly within existing right of way with the potential only for minor impacts to commercial properties which would be unlikely to result in changes to existing land use. The project will support the future growth and accommodate transportation to the employment centers in the project area.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

During the Project Development phase, FDOT District Four, in coordination with the Broward Metropolitan Planning Organization and the City of Deerfield Beach, will solicit input from residents and local businesses that may be impacted by the interchange improvements.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Social

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 12/09/2015 by FDOT District 4

Comments:

This project will support increasing social and economic demands expected due to continued population and employment growth in this area. The proposed project is anticipated to improve traffic flow and safety to the surrounding communities, social service facilities, recreational assets, and businesses. The project vicinity contains minority and low-income populations and Community Development Block Grant Targeted Areas. Due to these sensitive populations, the USEPA gave the Social issue a Moderate rating. FHWA anticipated Minimal effects. Thus, a Summary DOE of **Moderate** has been assigned for the Social category.

During the PD&E phase, a Community Awareness Memorandum as recommended by USEPA, and a Sociocultural Effects Evaluation in accordance with Part 2, Chapter 9 of the FDOT PD&E Manual will be performed. Public outreach will be conducted by FDOT District Four in coordination with the Broward County MPO and the City of Deerfield Beach to solicit input from the general public to ensure that both the social and transportation needs of the community are addressed through the project.

Degree of Effect: 3 *Moderate* assigned 10/24/2015 by Kim Gates, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

- Community Awareness Memorandum (PD&E Manual, Part 1, Chapter 11), and
- Sociocultural Effects (SCE) Evaluation Technical Memorandum (PD&E Manual, Part 2, Chapter 13).

Direct Effects

Identified Resources and Level of Importance:

Based on available information (primarily USEPA's EJSCREEN tool, <http://www2.epa.gov/ejscreen>), the project could have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

According to EJSCREEN, the population within 1/2 mile of the I-95 & Hillsboro Blvd interchange is:

- 67% minority,
- 47% low income,
- 12% linguistically isolated, and
- 19% with less than a high school education.

Also according to EJSCREEN, the population within 1/2 mile of the I-95 & SW 10th Street interchange is:

- 62% minority,
- 52% low income,
- 18% linguistically isolated, and
- 16% with less than a high school education.

Furthermore, the areas in the project vicinity are Community Development Block Grant (CDBG) Targeted Areas by the City of Deerfield Beach, <http://www.deerfield-beach.com/DocumentCenter/View/5312>

The Preliminary Environmental Discussion Comments Report identified several social services and recreational assets in the vicinity of the project corridor, including:

- South Florida Railway Museum (1300 West Hillsboro Boulevard),
- Assembly of God New Life (1015 W Newport Center Drive #105),
- Grace Christian Church (W Hillsboro Boulevard),
- Westside Park Recreation Center (445 SW 2nd Street),
- Broward County Fire Department and Rescue Station 111 (232 Goolsby Boulevard),
- Broward County North Regional County Court (1600 W Hillsboro Boulevard),
- U.S. Post Office - Deerfield Beach Annex (155 Goolsby Boulevard),
- Mayo Howard Park located at 1131 FAU Research Park Boulevard,
- Westside Park located at 445 SW 2nd Street, and
- Tivoli Sand Pine Preserve located along SW 10th Street between SW Natura Boulevard and SW Martin Luther King Jr Ave.

Additionally, the Seaboard Air Line Railway Station, which was recorded in the National Register of Historic Places in 1990 (<http://www.broward.org/History/NationalRegister/Pages/SeaboardAirLineRailwayStation.aspx>), and the Oveta McKeithen Recreational Complex (<http://www.deerfield-beach.com/index.aspx?NID=1223>) are located in the project study area.

Comments on Effects to Resources:

According to FDOT's PD&E Manual, Part 1, Chapter 11 Public Involvement, "[p]rojects processed through the ETDM EST have undergone a Sociocultural Effects Evaluation (SCE) as part of the screening process prior to the PD&E phase." And, according to FDOT's Practical Application Guides for SCE Evaluations - ETDM Process (April 23, 2013), "The timing of the SCE evaluation process for Planning and Programming screens [is] generally within the 45-day review period during which the Environmental Technical Advisory Team (ETAT) reviews and comments on a project." However, based on available information, USEPA could not determine if a Sociocultural Effects Evaluation will be conducted for this project. The Preliminary Environmental Discussion Comments Report identified several social services and recreational assets in the vicinity of the project corridor, and the Project Description stated that "an extensive Public Involvement Plan (PIP) will be prepared and conducted during the PD&E phase of this project." But conducting outreach to establish community concerns and preferences and to ascertain which public involvement activities will be appropriate during PD&E was not addressed.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

USEPA recommends development of a Community Awareness Memorandum to describe how affected communities and sensitive community issues will be identified, documented (preferably in a Sociocultural Effects Evaluation Technical Memorandum), and dealt with during the public involvement process.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Resources have been identified in the report.

Comments on Effects to Resources:

Access to properties could be affected during the construction phase of the project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The public must be involved in the project development. The access to properties during and after project delivery should be maintained.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Gaspar Jorge Padron, FDOT District 4

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

200-Foot Buffer:

2010 Amtrak Intercity Railroad Terminals

Deerfield Beach

2010 Census Designated Places (1)

Deerfield Beach

Bus Transit Routes (3)

Route 92

Route 93

Route 48 (Fixed Route from most recent Broward County Transit Map)

Developments of Regional Impact (1)

Newport Center [ADA NO: 1982-020]

Facility Crossings (10)

I-95 Northbound

SR 810 Hillsboro Boulevard

I-95 Southbound

SW 10th Street/SR 869

I-95/SR 9

SCL RR

SCL RR

SW 12th Avenue

SW 12th Avenue

FDOT RCI Bridges (5)

860123

860557

860124

860564

860194

Geocoded Civic Centers (2)

Deerfield Beach Country Club

Hilton Deerfield Beach

Geocoded Cultural Centers (1)

South Florida Railway Museum

Geocoded Laser Facilities (1)

Dentist - 10 Fairway Drive

Geocoded Religious Centers (2)

Assembly of God New Life

Grace Christian Church

Geocoded Social Service Facilities (4)

Food for the Poor

Florida Counseling & Wellness

Allied Barton Security Services

Barton Protective Services

Railroads in the State of Florida (1)

CSX Mainline

Transportation Disadvantaged Service Provider Areas (2)

-BROWARD

-BREVARD, BROWARD, DUVAL, MANATEE, PINELLAS - TMS OF BREVARD, INC.

500-Foot Buffer:

Community and Fraternal Centers 2015 (1)

Westside Park Recreation Center

Fixed-Guideway Transit Network Stations

Deerfield Beach Station - Tri County Commuter

Geocoded Government Buildings (1)

Broward County - County Court - North Regional Courthouse

Geocoded Religious Centers (3) (2 within 200 feet)

Church of Latter Day Saints

Geocoded Social Service Facilities (7) (4 within 200 feet)

Food for the Poor

Kasky, PA

Pegasus Home Health Care Inc

Railroads in the State of Florida (2) (1 within 200 feet)

CSX Spur

1320-Foot (Quarter Mile) Buffer:

Bus Transit Routes (5) (3 within 500 feet)

Route 50

Route 97

Geocoded Assisted Housing (2)

Lakes at Deerfield

Praxis of Deerfield Beach III

Geocoded Cultural Centers (2) (1 within 500 feet)

Century Plaza Branch Library

Geocoded Government Buildings (3) (1 within 500 feet)

US Post Office - Village

US Post Office - Deerfield Beach Carrier Annex

Geocoded Laser Facilities (2) (1 within 500 feet)

Hillsboro Urgent Care - 1855 W Hillsboro Boulevard

Geocoded Religious Centers (3 within 500 feet)

More than Conquerors Ministries

Temple Beth Israel at Century Village East

Examsoft Worldwide

Geocoded Schools (1)

University of Miami

Geocoded Social Service Facilities (19) (7 within 500 feet)

Ali Florida Fire and Mold

Image

Deerfield Beach City of Public Works Environmental Services

Puffin Learning Academy

Jodi B Green PA

Israel Humanitarian Foundation

Jewish National Fund Broward & Palm Beach Counties

Adventures in Early Learning

Deerfield Beach CBOC

Baroum Nabil A MD PA 100 S Military

Tropical Palms Hand Therapy Incorporated

Van Pelt and Associates Physical Rehabilitation Services

Group Care Facilities (3)

06-51-01204

06-51-02247

06-51-04374

Comments on Effects to Resources:

This project will support increasing social and economic demands on the I-95 corridor due to continued population and employment growth in this area. The project is located entirely within the City of Deerfield Beach, Broward County, Florida in an urbanized area. The proposed improvements involve existing roads and thus would not create any physical barriers between neighborhoods. Right of way impacts, if any, would be limited to partial acquisition of commercial/industrial property. There are no residences adjacent to the project; therefore, relocations are not anticipated. The residences east of I-95 are behind Natura Boulevard. The project would not result in changes to population or demographics.

Community facilities in the project vicinity include two (2) civic centers, two (2) cultural centers, three (3) government buildings, six (6) religious centers, one (1) school, and nineteen (19) social service facilities. Direct impacts would not occur; however, temporary disruptions to access may occur during construction.

The 2013 American Community Survey showed that eight (8) of the ten (10) block groups within 500 feet of the project limits have a lower median income than Broward County. The block groups that intersect the project have median incomes that range from \$3,676 to \$63,640, while Broward County has a median income of \$51,251. The block groups within 500 feet of the project area have a lower percentage of minority residents than the Broward County with 47 percent minority population compared to 59 percent minority population in the County. The project would not involve displacement of any minority and/or low-income residences or businesses and does not include tolling. Effects of construction would be temporary and would occur throughout the corridor. The project is not expected to cause minority or low-income populations to experience disproportionately high or adverse impacts.

The purpose and needs notes that the I-95 segment within the Hillsboro Boulevard interchange area was considered a high crash segment during a 2008 to 2012 study. The proposed improvements to provide increase weaving distances and a grade separation of the CSX Railroad crossing at Hillsboro Boulevard would enhance safety.

The proposed improvements to the interchanges will improve vehicular traffic flow, and provide enhanced access to and from I-95,

including the future managed lanes.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

During the Project Development and Environment study, FDOT District Four will coordinate with the Broward County Metropolitan Planning Organization and the City of Deerfield Beach to conduct public outreach and obtain feedback to ensure that the social and transportation needs of the community are addressed during the interchange improvements. FDOT District Four will inform the community of its construction schedule and access disruptions through signage, websites, and/or other means, as appropriate.

There are households with limited ability to speak English; thus, it is recommended that FDOT District Four further refine the limited English speaking households and possible requirements during the PD&E study as part of any public involvement efforts.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Relocation Potential

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/09/2015 by FDOT District 4

Comments:

Improvements proposed to SR-9/I-95 from SW 10th Street to Hillsboro Boulevard will occur primarily within the existing right-of-way. FHWA rated effects as None. No relocations are anticipated; therefore, a Summary DOE of **No Involvement** has been assigned to the relocation issue.

Degree of Effect: 0 None assigned 10/23/2015 by Richard Young, FDOT District 4

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

200-Foot Buffer:

2008 SFWMD Residential Areas / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 4.7 / 14.22%
1330 MULTIPLE DWELLING UNITS LOW RISE / 3.3 / 1.35%
1340 MULTIPLE DWELLING UNITS HIGH RISE / 2.9 / 1.2%

2010 Amtrak Intercity Railroad Terminals

Deerfield Beach

Developments of Regional Impact (1)

Newport Center [ADA NO: 1982-020]

Geocoded Civic Centers (2)

Deerfield Beach Country Club
Hilton Deerfield Beach

Geocoded Cultural Centers (1)

South Florida Railway Museum

Geocoded Laser Facilities (1)

Dentist - 10 Fairway Drive

Geocoded Religious Centers (2)

Assembly of God New Life

Assembly of God New Life
Grace Christian Church

Geocoded Social Service Facilities (4)

Food for the Poor
Florida Counseling & Wellness
Allied Barton Security Services
Barton Protective Services

Comments on Effects to Resources:

The proposed improvements are anticipated to be mostly accommodated within existing right-of-way. Slight acquisitions may be proposed to accommodate improvements to turning movements. The potential right-of-way impacts may affect commercial or industrial properties but would not impact any structures or require relocations. Refinement of the proposed improvements should help to determine if impacts can be avoided or minimized.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

During the Project Development phase, FDOT District Four, in coordination with the Broward Metropolitan Planning Organization and the City of Deerfield Beach, will solicit input from residents and local businesses that may be impacted by the interchange improvements. FDOT District Four will determine which businesses, if any, may experience impacts during the PD&E Study.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Farmlands

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/09/2015 by FDOT District 4

Comments:

NRCS has determined that there are no prime, unique, or locally important farmland soils within the project area. According to Part 2, Chapter 28, Section 28-2.1 of the FDOT PD&E Manual, transportation projects situated within urbanized areas with no adjacent present or future agricultural lands are excluded from Farmland Assessments. Because the project is located within a designated urban area anticipated to continue to support residential and industrial uses, a Summary DOE of **None** has been assigned to the Farmlands issue.

Degree of Effect: 0 *None* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 10/14/2015 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The USDA-NRCS considers soil map units with important soil properties for agricultural uses to be Prime Farmland. In addition, the USDA-NRCS considers any soils with important soil properties and have significant acreages that are used in the production of commodity crops (such as, cotton, citrus, row crops, specialty crops, nuts, etc.) to be considered as Farmlands of Unique Importance or Farmlands of Local Importance. Nationally, there has been a reduction in the overall amount of Prime and Unique Farmlands through conversion to non-farm uses. This trend has the possibility of impacting the nation's food supply and exporting capabilities.

Comments on Effects to Resources:

There are no Important Farmland soils or agricultural lands within the 200 foot buffer width for this project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Aesthetic Effects

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/09/2015 by FDOT District 4

Comments:

Due to the urbanized nature of the area and the improvements being located on existing highways, the improvements are unlikely to impact the aesthetic environment. The potential grade separation at Hillsboro Boulevard and CSX Railroad would be a new

structure; however, the area already has bridge structures at the interchange. FHWA rated aesthetic effects as Minimal due to the urbanized nature of the area. The Summary Degree of Effect (DOE) of **Minimal** has been assigned to the Aesthetic Effects issue.

Public outreach will be conducted during the Project Development and Environment (PD&E) phase by FDOT District Four in coordination with the Broward County Metropolitan Planning Organization (MPO) and the City of Deerfield Beach. This will include soliciting opinions on community preferences as they relate to improving the aesthetics of the area.

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Communities have been identified in the report.

Comments on Effects to Resources:

No permanent impacts are expected but any potential impacts should be minimized and mitigated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Gaspar Jorge Padron, FDOT District 4

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

200-Foot Buffer:

2008 SFWMD Residential Areas / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 4.7 / 14.22%
1330 MULTIPLE DWELLING UNITS LOW RISE / 3.3 / 1.35%
1340 MULTIPLE DWELLING UNITS HIGH RISE / 2.9 / 1.2%

National Register of Historic Places (1)

Seaboard Air Line Railway Station, Old

Noise Barriers (3)

FDOT District 4 ID 499
FDOT District 4 ID 527
FDOT District 4 ID 574

OGT: Multi-Use Trails Opportunities (1)

Hillsboro Canal Corridor

Public Land (1)

Tivoli Sand Pine Preserve

500-Foot Buffer:

2008 SFWMD Residential Areas / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 19.4 / 3.95%
1330 MULTIPLE DWELLING UNITS LOW RISE / 29 / 5.92%

1340 MULTIPLE DWELLING UNITS HIGH RISE / 10 / 2.04%

1320-Foot (Quarter Mile) Buffer:

2008 SFWMD Residential Areas / Acres / Percent

- 1210 FIXED SINGLE FAMILY UNITS / 103.7 / 8.65%
- 1330 MULTIPLE DWELLING UNITS LOW RISE / 122.6 / 10.22%
- 1340 MULTIPLE DWELLING UNITS HIGH RISE / 46.3 / 3.86%
- 1310 FIXED SINGLE FAMILY UNITS / 0.3 / 0.03%
- 1320 MOBILE HOME UNITS / 5 / 0.42%

Florida Site File Historic Standing Structures (1)

SCL Railroad Depot

Geocoded Parks (2)

- Westside Park
- Mayo Howard Park

Noise Barriers (4) (3 within 500 feet)

FDOT District 4 ID 700

Comments on Effects to Resources:

There is a residential area east of Natura Boulevard and south of Hillsboro Boulevard within 500 feet of the improvements. Other features associated with aesthetics include the Tivoli Sand Pine Preserve, two (2) parks, the Seaboard Airline Railway Station, the SCL Railroad Depot, and four (4) noise barriers. Facilities on the west side of I-95 are generally industrial; however, impacts of noise and vibration should be identified.

Due to the urbanized nature of the area and the improvements being located on existing highways, the improvements are unlikely to impact the aesthetic environment. The potential grade separation at Hillsboro Boulevard and CSX Railroad would be a new structure; however, the area already has bridge structures at the interchange. Construction would result in temporary noise, vibration and visual impacts.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

During the Project Development phase, FDOT District Four, in coordination with the Broward Metropolitan Planning Organization and the City of Deerfield Beach, will solicit input from residents and local businesses to obtain feedback regarding preferences for the project related to aesthetics.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Economic

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 12/09/2015 by FDOT District 4

Comments:

Broward County is expected to see continuous population and employment growth through 2035. The project is expected to support future growth and accommodate transportation to the employment centers in the project area. The Florida Department of Economic Opportunity assigned a DOE of None to the Economic issue. FHWA noted that there could be temporary effects during construction; however, still assigned a DOE of Enhanced. A Summary DOE of **Enhanced** has been assigned to the Economic issue.

During the PD&E phase, public outreach will be conducted by FDOT District Four in coordination with the Broward County MPO and the City of Deerfield Beach to solicit input from local residents and businesses regarding potential economic enhancements/impacts as a result of the project. Access to businesses and government services will be maintained during construction.

Degree of Effect: 0 None assigned 10/23/2015 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The local government's comprehensive plan: City of Deerfield Beach Comprehensive Plan, January 28, 2014.

Comments on Effects to Resources:

Does the project have potential to attract new development?No.

Does the project have potential to generate jobs? No.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 1 Enhanced assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Resources have been identified in the report.

Comments on Effects to Resources:

Temporary effects could include impact on the access to these facilities during construction. Access to these facilities should be maintained during construction period.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 1 Enhanced assigned 10/22/2015 by Gaspar Jorge Padron, FDOT District 4

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

2008 SFWMD FL Land Use and Land Cover / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 4.7 / 14.22%

1330 MULTIPLE DWELLING UNITS LOW RISE / 3.3 / 1.35%

1340 MULTIPLE DWELLING UNITS HIGH RISE / 2.9 / 1.2%
1400 COMMERCIAL AND SERVICES / 42.1 / 17.26%
1411 SHOPPING CENTERS / 3.2 / 1.31%
1550 OTHER LIGHT INDUSTRY / 13 / 5.32%
1700 INSTITUTIONAL / 6.4 / 2.61%
1820 GOLF COURSE / 3.6 / 1.45%
4130 SAND PINE / 0.5 / 0.21%
4340 UPLAND MIXED CONIFEROUS HARDWOOD / 3.6 / 1.48%
5300 RESERVOIRS / 7.5 / 3.07%
8140 ROADS AND HIGHWAYS / 153.4 / 62.81%

2010 Amtrak Intercity Railroad Terminals

Deerfield Beach

2010 Census Designated Places (1)

Deerfield Beach

Developments of Regional Impact (1)

Newport Center [ADA NO: 1982-020]

Railroads in the State of Florida (1)

CSX Mainline

500-Foot Buffer:

2008 SFWMD FL Land Use and Land Cover / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 19.4 / 3.95%
1330 MULTIPLE DWELLING UNITS LOW RISE / 29 / 5.92%
1340 MULTIPLE DWELLING UNITS HIGH RISE / 10 / 2.04%
1400 COMMERCIAL AND SERVICES / 141.7 / 28.9%
1411 SHOPPING CENTERS / 10.6 / 2.15%
1550 OTHER LIGHT INDUSTRY / 45.3 / 9.25%
1700 INSTITUTIONAL / 21.1 / 4.3%
1820 GOLF COURSE / 12.4 / 2.52%
4130 SAND PINE / 1.9 / 0.38%
4340 UPLAND MIXED CONIFEROUS HARDWOOD / 7.6 / 1.54%
5300 RESERVOIRS / 22.6 / 4.61%
8140 ROADS AND HIGHWAYS / 164.8 / 33.61%
1850 PARKS AND ZOOS / 3.5 / 0.72%
1900 OPEN LAND / 0.5 / 0.1%

Railroads in the State of Florida (2) (1 within 200 feet)

CSX Spur

1320-Foot (Quarter Mile) Buffer:

2008 SFWMD FL Land Use and Land Cover / Acres / Percent

1210 FIXED SINGLE FAMILY UNITS / 103.7 / 8.65%
1330 MULTIPLE DWELLING UNITS LOW RISE / 122.6 / 10.22%
1340 MULTIPLE DWELLING UNITS HIGH RISE / 46.3 / 3.86%
1400 COMMERCIAL AND SERVICES / 364.5 / 30.4%
1411 SHOPPING CENTERS / 12.4 / 1.03%
1550 OTHER LIGHT INDUSTRY / 163.4 / 13.7%
1700 INSTITUTIONAL / 43.1 / 3.6%
1820 GOLF COURSE / 52.9 / 4.41%
4130 SAND PINE / 5.5 / 0.46%
4340 UPLAND MIXED CONIFEROUS HARDWOOD / 7.6 / 0.63%
5300 RESERVOIRS / 30.1 / 2.51%
8140 ROADS AND HIGHWAYS / 199.2 / 16.61%
1850 PARKS AND ZOOS / 24.9 / 2.07%
1900 OPEN LAND / 4.4 / 0.37%
1310 FIXED SINGLE FAMILY UNITS / 0.3 / 0.03%
1320 MOBILE HOME UNITS / 5 / 0.42%
5120 CHANNELIZED WATERWAYS CANALS / 1.2 / 0.1%

Comments on Effects to Resources:

As discussed in the purpose and need, Broward County is expected to see continuous population and employment growth through

2035. In the project vicinity, there are industrial and commercial developments west of I-95 and near the interchanges. Additionally, the former Deerfield Country Club Golf Course is planned to be converted into an employment center. The project is not anticipated to require any business relocations, although some businesses may experience temporary disruption during the construction phase. The project will support future growth and accommodate transportation to the employment centers in the project area. Thus, while construction may have temporary economic impacts, the overall impact of the project will support economic growth.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

During the Project Development phase, FDOT District Four, in coordination with the Broward Metropolitan Planning Organization and the City of Deerfield Beach, will solicit input from residents and local businesses regarding potential economic enhancements/impacts as a result of the project. Access to business should be maintained during construction.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Mobility

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 12/09/2015 by FDOT District 4

Comments:

Construction may cause temporary effects on mobility in the area; however, the overall effect of the project would be to improve mobility. FHWA rated the Mobility issue as Enhanced. Therefore, a Summary Degree of Effect of **Enhanced** has been assigned to the Mobility issue.

To avoid potential effects, public outreach will be conducted by FDOT District Four in coordination with Broward County MPO and the City of Deerfield Beach during the Project Development and Environmental phase. Public outreach programs will be conducted to solicit community opinions and preferences, identify project-related effects and refine plans to minimize the effects on area mobility.

Degree of Effect: 1 *Enhanced* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Resources have been identified in the report.

Comments on Effects to Resources:

The project will improve mobility in the area. Also, access to bike/peds and to transit should be maintain during construction and should be improved with the project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: **1** *Enhanced* assigned 10/22/2015 by Gaspar Jorge Padron, FDOT District 4

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

200-Foot Buffer:

2010 Amtrak Intercity Railroad Terminals

Deerfield Beach

Bus Transit Routes (3)

Route 92

Route 93

Route 48 (Fixed Route from most recent Broward County Transit Map)

Facility Crossings (10)

I-95 Northbound

SR 810 Hillsboro Boulevard

I-95 Southbound

SW 10th Street/SR 869

I-95/SR 9

SCL RR

SCL RR

SW 12th Avenue

SW 12th Avenue

FDOT RCI Bridges (5)

860123

860557

860124

860564

860194

Railroads in the State of Florida (1)

CSX Mainline

Transportation Disadvantaged Service Provider Areas (2)

-BROWARD

-BREVARD, BROWARD, DUVAL, MANATEE, PINELLAS - TMS OF BREVARD, INC.

500-Foot Buffer:

Fixed-Guideway Transit Network Stations

Deerfield Beach Station - Tri County Commuter

Railroads in the State of Florida (2) (1 within 200 feet)

CSX Spur

1320-Foot (Quarter Mile) Buffer:

Bus Transit Routes (5) (3 within 200 feet)

Route 50

Route 97

Comments on Effects to Resources:

Capacity improvements at the I-95/Hillsboro Boulevard and I-95/SW 10th Street interchanges will enhance the mobility of people and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area.

Mobility may be temporarily impacted during construction; however, the overall effect would be enhanced.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

During the Project Development phase, FDOT District Four, in coordination with the Broward Metropolitan Planning Organization and the City of Deerfield Beach, will solicit input from residents and local businesses to obtain feedback regarding preferences for the project related to mobility.

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Cultural

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/09/2015 by FDOT District 4

Comments:

There are three public parks owned and maintained by the City of Deerfield Beach in the project vicinity:

- Tivoli Sand Pine Park/Sand Pine Preserve located along SW 10th Street between SW 3rd Avenue and Natura Boulevard,
- Mayo Howard Park located at 1131 FAU Research Park Boulevard, and
- Westside Park located at 445 SW 2nd Street.

FHWA rated Section 4(f) issue as minimal because work is limited to the FDOT right-of-way. The Summary DOE assigned to the section 4(f) issue is *Minimal*. If during project development a potential for section 4(f) impacts develops, then FDOT would coordinate with the officials with jurisdiction and FHWA.

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Resources have been identified in the report.

Comments on Effects to Resources:

Project is expected to be constructed within existing ROW. Any potential impact to any Section 4(f) resources will require coordination with the officials with jurisdiction and FHWA.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 12/09/2015 by FDOT District 4

Comments:

There is one National Register of Historic Places listed site within the project study area, the Seaboard Air Line Railway Station (8BD128). A Cultural Resources Assessment Survey (CRAS) was prepared for the I-95 corridor from north of Oakland Park Boulevard (SR 816) to south of Glades Boulevard (SR 808) in August 2013 for the I-95 Express project, ETDM Number 3330, FM Numbers 409359-1-22-01 and 409355-1-22-01. The CRAS did not identify any additional resources eligible for listing in the National Register within the study area for this project.

FHWA assigned a Minimal DOE and Florida Department of State (FDOS) assigned a Moderate DOE. The Seminole Tribe of Florida did not provide review input. FDOS stated that direct impacts to the Seaboard Air Line Railway Station are unlikely but that the resource is vulnerable to indirect effects and should be considered during project development. FDOS also noted that if there is ground disturbance outside of the previous survey then there would be potential to impact unrecorded cultural resources, although it is unlikely that unrecorded resources occur in the project area. A Summary DOE of **Moderate** has been assigned to the historic and archaeological sites issue.

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

A CRAS was prepared in 2013. It identified the resources within the project's limit.

Comments on Effects to Resources:

The analysis must consider the existing resources and should avoid any impacts to it.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 10/01/2015 by Ginny Leigh Jones, FL Department of State

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

Once the Area of Potential Effect (APE) is determined for the proposed project, the extent of the 2013 survey should be compared to the current project APE. Those areas not covered in the 2013 survey should be subjected to a comprehensive survey. For those areas that need to be surveyed, all cultural resources, including potential historic districts, within the area of potential effect should be documented and assessed for NRHP eligibility. The resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 12 and will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

Direct Effects

Identified Resources and Level of Importance:

As reported in the PED, there is one resource - the Seaboard Air Line Railway Station (8BD128) recorded near the project area. This resource is listed on the National Register of Historic Places and is near the Hillsboro Boulevard interchange.

It is unlikely there are unrecorded resources in the project area since I-95 was surveyed in 2013 (also noted in the PED). However, depending on the interchange improvements, portions of those areas may need to be surveyed if they fall outside of the 2013 survey boundaries.

Comments on Effects to Resources:

It is unlikely there will be direct impacts to the Seaboard Air Line Railway Station (8BD128). If there is ground disturbance planned for areas not previously surveyed in 2013, there is a potential to impact unrecorded cultural resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

It is unlikely there are unrecorded cultural resources in the project area. Historic aerials demonstrate that historic development near the project area was centered around Dixie Highway - well east of the current project. One exception to this development was the presence of Hillsboro Boulevard and the Seaboard Air Line Railway and Station in the 1958 aerial. However, any historic development near the project area along Hillsboro Boulevard is likely gone, except for the Seaboard Air Line Station.

Comments on Effects to Resources:

The Seaboard Air Line Railway Station is vulnerable to indirect impacts from the interchange improvements. This resource should be considered during the development of the interchange improvement design.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

This office will consult with the project sponsors to avoid, minimize, or mitigate any adverse effects to significant cultural resources.

The following organization(s) were expected to but did not submit a review of the Historic and Archaeological Sites issue for this alternative: Seminole Tribe of Florida

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/09/2015 by FDOT District 4

Comments:

There are three public parks owned and maintained by the City of Deerfield Beach in the project vicinity:

- Tivoli Sand Pine Park/Sand Pine Preserve located along SW 10th Street between SW 3rd Avenue and Natura Boulevard,
- Mayo Howard Park located at 1131 FAU Research Park Boulevard, and
- Westside Park located at 445 SW 2nd Street, south of Hillsboro Boulevard.

The project will be limited to existing right-of-way and therefore minimal impacts are anticipated to these resources. FHWA, SFWMD, USEPA, and FDEP also rated effects to recreation as minimal. NPS identified No Involvement. Therefore, a Summary DOE of *Minimal* has been assigned to the Recreation Areas issue.

Degree of Effect: 2 *Minimal* assigned 10/23/2015 by Kim Gates, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

No follow-up on Section 4(f) resources needed. However, USEPA would like to review PD&E support documentation for other resources within its purview.

Direct Effects

Identified Resources and Level of Importance:

Section 4(f) of the U.S. Department of Transportation Act of 1966 requires consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. USEPA notes that two public parks and one preserve owned and maintained by the City of Deerfield Beach are located in the project vicinity:

- Mayo Howard Park located at 1131 FAU Research Park Boulevard,
- Westside Park located at 445 SW 2nd Street, and
- Tivoli Sand Pine Preserve located along SW 10th Street between SW Natura Boulevard and SW Martin Luther King Jr Ave.

The Preliminary Environmental Discussion (PED) Comments Report identified the Seaboard Air Line Railway Station as a National Register-eligible resource within the project study area. This information is not correct. The station was added to the National Register in 1990 (<http://www.broward.org/History/NationalRegister/Pages/SeaboardAirLineRailwayStation.aspx>).

Comments on Effects to Resources:

The PED Comments Report indicates that, because work will be limited to within the FDOT right-of-way, impacts on Section 4(f) resources are anticipated to be minimal. If right-of-way impacts on Section 4(f) resources are identified during PD&E, USEPA notes that FDOT will submit the required Section 4(f) Evaluation for a formal Determination of Section 4(f) Applicability.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Resources have been identified in the report.

Comments on Effects to Resources:

The project needs to make sure that access to the resources are not affected during and after construction of the project. Coordination with appropriate officials would be required accordingly.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: N/A *N/A / No Involvement* assigned 10/19/2015 by Anita Barnett, National Park Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/16/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

As described in the preliminary comments.

Comments on Effects to Resources:

As described in the preliminary comments.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/14/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The City of Deerfield Beach's Tivoli Sand Pine Preserve is located within the 500-ft. project buffer zone.

Comments on Effects to Resources:

The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary and cumulative impacts of any interchange construction on the above public lands.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Natural Wetlands

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 12/09/2015 by FDOT District 4

Comments:

The surrounding area is largely developed, paved, cleared and landscaped, with minimal wetland habitat. Some of the stormwater

swales located within and adjacent to the right-of-way may support hydrophytic vegetation, but are components of the highway drainage system and are constructed man-made features. Potential impacts to wetlands will be assessed during the PD&E study and avoidance and minimization strategies will be implemented during the design process. FHWA, FDEP, USFWS, SFWMD, and USACE assigned a Minimal DOE for the wetlands issue and emphasized the desire for avoidance and minimization strategies. NMFS rated wetlands impacts as None. USEPA rated wetlands as Moderate due to concern about contaminated stormwater runoff impacting the freshwater ponds in the project corridor. Therefore, the Summary DOE for the wetlands issue is **Moderate**.

A new ERP or modification of the existing permit 88-0040-S will be required from the SFWMD. Depending on the extent of impacts jurisdictional palustrine wetlands, the project may qualify for the USACE Regional General Permit-92 or may be verified with a Nationwide Permit.

During the PD&E phase, further coordination will occur with the agencies to determine what documentation will be required to address agency concerns over potential wetland impacts. Necessary measures will be taken to avoid and/or minimize impacts to wetlands to the greatest extent practicable during project design. Should avoidance and/or minimization not be practicable, a Mitigation Plan will be prepared. In addition, existing compensatory mitigation sites within the area of influence will be identified and reviewed. Further, best management practices will be utilized during project construction and all applicable permits (including an ERP) will be obtained in accordance with federal, state, and local laws and regulations.

Degree of Effect: 3 Moderate assigned 10/24/2015 by Kim Gates, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

- Wetlands Evaluation Report (PD&E Manual, Part 2, Chapter 18), and
- Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20).

Direct Effects

Identified Resources and Level of Importance:

According to the National Wetlands Inventory Map (<http://www.fws.gov/wetlands/Data/Mapper.html>), a number of freshwater ponds are located in the project corridor.

Comments on Effects to Resources:

Contaminated stormwater runoff could impact the freshwater ponds in the project corridor.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

To the extent practicable, USEPA encourages FDOT to avoid, minimize, and mitigate stormwater impacts on the freshwater ponds, especially the surface water bodies identified in the City of Deerfield Beach's Future Land Use Map (<http://www.deerfield-beach.com/DocumentCenter/View/555>).

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Wetlands have been identified within 200' from project study area.

Comments on Effects to Resources:

Effects will be study during the PD&E.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/16/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

A new ERP or modification of permit 88-00040-S would be required.

Direct Effects

Identified Resources and Level of Importance:

As described in the preliminary comments.

Comments on Effects to Resources:

None expected based on the project description and the preliminary evaluation. At the time of application for an Environmental Resource Permit, wetland and surface water impacts will be evaluated. Impacts to wetlands and surface waters must meet the criteria in Section 10 of Applicant's Handbook Volume I, including Elimination and Reduction as well as mitigation.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/14/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 30.7 acres of palustrine wetlands within the 500-ft. project corridor.

Comments on Effects to Resources:

If interchange ramp expansion is proposed, an environmental resource permit (ERP) will be required from the South Florida Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of interchange construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future transportation improvement projects in the vicinity of the subject project should also be addressed.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/09/2015 by Randy Turner, US Army Corps of Engineers

Coordination Document: Permit Required

Coordination Document Comments:

The project as proposed, may qualify for the Department of the Army's Regional General Permit (RGP) - 92 for impacts to the palustrine wetlands. Depending on the amount of proposed impacts to waters of the U.S., the project maybe verified with a Nationwide Permit.

Direct Effects

Identified Resources and Level of Importance:

A review of the EST revealed the presence of approximately 30.7 acres of palustrine wetlands within a 500 foot buffer; 13.4 palustrine acres within a 200 foot buffer; and, 7.9 acres within a 100 foot buffer. The project area is adjacent to heavily used roadway systems and a surface water canal tributary to the Hillsboro Canal along the west side of the project area. The only jurisdictional waters of the U.S. within the project area appear to be the surface waters of the canal and any adjacent wetlands. The other surface waters appear to be stormwater pond systems. The level of importance would be minimal.

Comments on Effects to Resources:

Upon initial review it appears that any wetland or surface water impacts could be avoided by bridge/culverting the canal waters. The palustrine wetlands are along existing, high-usage roadways which would have already been secondarily impacted so a functional assessment should reveal a lower quality of wetlands along the corridor.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The Corps recommends a continued emphasis on wetland avoidance and minimization opportunities throughout the planning process. A wetland survey should be conducted along the project corridor to identify any existing wetlands, and if any are found, a jurisdictional determination should be completed. A review of the Corps RIBITS indicates that all of the proposed project corridor would traverse the geographical service areas of the federally approved FP&L Everglades Phase II Mitigation Bank (MB), which has 462.57 WATER assessed palustrine credits available; Florida Wetlandsbank at Pembroke Pines MB, which has 67.99 Integrated Functional Index assessed palustrine credits available; and Loxahatchee MB, which has 51.99 palustrine forested and 133.13 Modified WRAP palustrine emergent credits available. Any unavoidable wetland impacts should be assessed using the same assessment methodology of the MB (s) that credits may be purchased from.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

A review of the EST revealed the presence of approximately 30.7 acres of palustrine wetlands within a 500 foot buffer; 13.4 palustrine acres within a 200 foot buffer; and, 7.9 acres within a 100 foot buffer. The project area is adjacent to heavily used roadway systems and a surface water canal tributary to the Hillsboro Canal along the west side of the project area. The only jurisdictional waters of the U.S. within the project area appear to be the surface waters of the canal and any adjacent wetlands. The other surface waters appear to be stormwater pond systems. The level of importance would be minimal.

Comments on Effects to Resources:

Given the current project's location amid high-usage roadway systems, there should not be any significant additional effects to the canal or adjacent wetlands.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The Corps recommends a continued emphasis on wetland avoidance and minimization opportunities throughout the planning process. A wetland survey should be conducted along the project corridor to identify any existing wetlands, and if any are found, a jurisdictional determination should be completed. A review of the Corps RIBITS indicates that all of the proposed project corridor would traverse the geographical service areas of the federally approved FP&L Everglades Phase II Mitigation Bank (MB), which has 462.57 WATER assessed palustrine credits available; Florida Wetlandsbank at Pembroke Pines MB, which has 67.99 Integrated Functional Index assessed palustrine credits available; and Loxahatchee MB, which has 51.99 palustrine forested and 133.13 Modified WRAP palustrine emergent credits available. Any unavoidable wetland impacts should be assessed using the same assessment methodology of the MB (s) that credits may be purchased from.

Degree of Effect: 0 *None* assigned 09/15/2015 by Brandon Howard, National Marine Fisheries Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None

Comments on Effects to Resources:

None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Magnuson-Stevens Act: Based on a site inspection on September 9, 2015, the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 09/11/2015 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Wetlands

Comments on Effects to Resources:

Wetlands provide important habitat for fish and wildlife, and are known to occur within the project area. We recommend that these valuable resources be avoided to the greatest extent practicable. If impacts to these wetlands are unavoidable, we recommend the

FDOT provide mitigation that fully compensates for the loss of important resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 12/09/2015 by FDOT District 4

Comments:

Presently, stormwater drainage and treatment is provided primarily by a series of dry swales and ponds. The project would increase the impervious area. A new ERP or modification of the existing permit 88-0040-S will be required from the SFWMD. FHWA, SFWMD, and FDEP concurred with a Minimal DOE to the issue of water quality and quantity provided that the project is designed to meet water quality and quantity criteria of the ERP Applicant's Handbook Volumes I and II, including Appendix E. USEPA assigned a Moderate rating due to the potential for contaminated stormwater runoff which could impact the Biscayne Sole Source Aquifer and Broward County's 2A Wellfield Protection Area. Therefore, the Summary DOE assigned to the Water Quality and Quantity issue is **Moderate**.

During the PD&E phase, FDOT District Four will conduct a Water Quality Impact Evaluation, in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual. FDOT will coordinate with appropriate agencies for the design of the proposed stormwater system and the requirements for stormwater treatment, evaluating existing stormwater treatment adequacy and details on the future stormwater treatment facilities. All necessary permits will be obtained in accordance with federal, state, and local laws and regulations. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction.

Degree of Effect: 3 *Moderate* assigned 10/24/2015 by Kim Gates, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20)

Direct Effects

Identified Resources and Level of Importance:

The Biscayne aquifer, which underlies Broward County, supplies virtually all of the potable water needs for residents in densely populated Dade, Broward, Palm Beach, and Monroe Counties. The Biscayne aquifer is highly susceptible to contamination due to its high permeability and proximity to the land surface

(http://my.sfwmd.gov/portal/page/portal/xrepository/sfwmd_repository_pdf/2013_1ec_plan.pdf).

A number of freshwater ponds, which are hydraulically connected to the Biscayne Aquifer, are located in the project corridor. Broward County's 2A Wellfield Protection Area may also be located in the project corridor

(http://www.broward.org/PollutionPrevention/Wellfield/Documents/Official11_5_13WPZOrdMap.pdf).

Comments on Effects to Resources:

Contaminated stormwater runoff in the project corridor could impact the Biscayne Aquifer and Broward County's 2A Wellfield Protection Area.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

To the extent practicable, USEPA encourages FDOT to avoid, minimize, and mitigate impacts on surface waters and stormwater

To the extent practicable, USEPA encourages FDOT to avoid, minimize, and mitigate impacts on surface waters and stormwater management systems in the project vicinity. In addition, we recommend performing a Water Quality Impact Evaluation and coordinating with the South Florida Water Management District and Broward County.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Resources have been identified in the report.

Comments on Effects to Resources:

No additional comments.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/16/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

A new ERP or modification of 88-00040-S will be necessary.

Direct Effects

Identified Resources and Level of Importance:

As described in the preliminary evaluation.

Comments on Effects to Resources:

SFWMD concurs with the assignment of a minimal degree of effect, provided that the project is designed to meet the stormwater water quality and quantity criteria of the ERP Applicant's Handbook Vols. I & II., including appendix E.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/14/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Additional runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern.

Comments on Effects to Resources:

Every effort should be made to maximize the treatment of stormwater runoff from the proposed interstate improvements project to prevent ground and surface water contamination. Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. We recommend that the PD&E study include an evaluation of existing stormwater treatment adequacy and details on the future stormwater treatment facilities. Retrofitting of stormwater conveyance systems would help reduce impacts to water quality.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 12/09/2015 by FDOT District 4

Comments:

A new Environmental Resource Permit (ERP) or modification of the existing permit 88-0040-S will be required from the SFWMD. SFWMD and FHWA rated the floodplains issue as Minimal. USEPA rated the floodplains issue as Moderate because the PED Comments Report indicates that the project will increase the impervious area, which will increase stormwater runoff and affect existing drainage patterns in the surrounding area. Therefore, a Summary DOE of **Moderate** has been assigned to the Floodplain issue.

A Location Hydraulic Report will be prepared during the PD&E phase in accordance with the PD&E Manual, Part 2, Chapter 24.

Degree of Effect: 3 *Moderate* assigned 10/23/2015 by Kim Gates, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

- Location Hydraulic Report (PD&E Manual, Part 2, Chapter 24), and
- Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20).

Direct Effects

Identified Resources and Level of Importance:

Protection of floodplains and floodways is required by Executive Order 11988, "Floodplain Management", USDOT Order 5650.2, "Floodplain Management and Protection", and Federal-Aid Policy Guide 23 CFR 650A. USEPA notes that portions of the project corridor are located within flood zones AE and AH. Moreover, numerous stormwater management ponds and NPDES stormwater

outfall sites are located in the project corridor (see Broward County Water Resources Fact Book, June 2015, [http://www.awra.org/memberservices/brochures/Broward County Brochure.pdf](http://www.awra.org/memberservices/brochures/Broward_County_Brochure.pdf)).

Comments on Effects to Resources:

According to the Preliminary Environmental Discussion (PED) Comments Report, FDOT anticipates minimal effects on floodplains. However, the PED Comments Report also indicates that the project will increase the impervious area, which will increase stormwater runoff and affect existing drainage patterns in the surrounding area. Information should have been provided about the efficacy of the existing stormwater management infrastructure, whether work will be performed below the 100-year flood elevation, and if the project will involve modification and/or replacement of any existing drainage structures or construction of any new drainage structures. As stated in FDOT's PD&E Manual, Part 2, Chapter 24 Floodplains, "[p]rojects that affect flood heights and flood limits, even minimally, may require further evaluation to support statements that emphasize the insignificance of the modifications."

Recommended Avoidance, Minimization, and Mitigation Opportunities:

USEPA recommends hydraulic and risk evaluations to identify the least environmentally damaging alternative and assess measures to avoid, minimize, and mitigate impacts to the floodplains, to the extent practicable.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

No additional resources.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/16/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

A new ERP or modification of 88-00040-S will be necessary.

Direct Effects

Identified Resources and Level of Importance:

As described in the preliminary evaluation.

Comments on Effects to Resources:

SWFMD concurs with the assignment of a minimal degree of effect, provided that the project is designed to meet the stormwater water quality and quantity criteria of the ERP Applicant's Handbook Vols. I & II., including appendix E.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/09/2015 by FDOT District 4

Comments:

Core Foraging Areas (CFA) of two active wood stork nests and the USFWS designated consultation area for snail kites overlap the project area. No areas of designated Critical Habitat are present. FHWA rated the wildlife and habitat issue as **Minimal**. USFWS rated the wildlife and habitat issue as **Minimal** but recommended that FDOT prepare a **Biological Assessment** due to the potential occurrence of the wood stork. FFWCC stated that impacts could be minimal provided that construction avoids the Tivoli Sand Pines Preserve and that water quality best management practices are implemented. FFWCC recommended that FDOT perform plant mapping and wildlife surveys and develop a plan to address potential impacts, including avoidance measures for the Florida burrowing owl. Therefore, the Summary DOE assigned to the Wildlife and Habitat issue is **Minimal**.

During the PD&E phase further coordination will occur with USFWS and FFWCC to determine what documentation will be required to analyze potential wildlife issues. The final design of the project will avoid and/or minimize impacts to wetlands and wildlife and habitat to the greatest extent possible and best management practices will be utilized during project design and construction. Appropriate mitigation will also be provided for unavoidable impacts.

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Resources have been identified but it is not clear if a survey has been performed to identify any other species in the study area.

Comments on Effects to Resources:

Effects will be discussed in the PD&E study.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/20/2015 by Jennifer Goff, FL Fish and Wildlife Conservation Commission

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed ETDM #14244, Broward County, and provides the following comments related to potential effects to fish and wildlife resources of this Programming Phase project.

The Project Description Summary states that this project involves improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 between these interchanges, a distance of approximately 1.8 miles. The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The Project Description did not address the possible need for new Drainage Retention Areas (DRAs) to handle the stormwater runoff from the expanded roadways.

An assessment of the project area was performed on lands within 500 feet of the proposed alignment to determine potential impacts to habitat which supports listed species and other fish and wildlife resources. Our inventory included a review of aerial and ground-level photography, various wildlife observation and landcover data bases, along with coordination with FWC biologists and other State and Federal agencies. A GIS analysis was performed using the Florida Department of Transportation's (FDOT) Environmental Screening Tool to determine the potential quality and extent of upland and wetland habitat, and other wildlife and fisheries resource information. We have reviewed the Preliminary Environmental Discussion Comments Report provided by the FDOT, and offer the following comments and recommendations.

Our assessment reveals that land use in the project area is almost entirely urban, with 93.99% of the assessment area classified as Transportation and High or Low Intensity Urban. Other landcover types include Open Water (borrow/stormwater lakes and their associated drainage canals at 4.37%, 253.0 acres), Sand Pine Scrub (within the Tivoli Sand Pine Preserve at 1.53%, 7.5 acres), and Rural Lands (0.11%, 0.6 acres). The Tivoli Sand Pine Preserve, a 22.52-acre area adjacent to the north side of SW 10th Street, and which is owned and managed by the City of Deerfield Beach, provides the most valuable wildlife habitat in the project vicinity.

Based on range and preferred habitat type, the following species listed by the Federal Endangered Species Act and the State of Florida as Federally Endangered (FE), Federally Threatened (FT), State-Threatened (ST), or State Species of Special Concern (SSC) have the potential to occur in the project area: American alligator (FT based on similarity of appearance to American crocodile), Eastern indigo snake (FT), wood stork (FT), gopher frog (SSC), gopher tortoise (ST), Florida burrowing owl (SSC), least tern (ST), limpkin (SSC), snowy egret (SSC), little blue heron (SSC), tricolored heron (SSC), roseate spoonbill (SSC), and white ibis (SSC). Special attention is warranted regarding burrowing owls, which have been documented in the I-95 interchange infields at nearby Glades Road, and may also utilize similar habitat at the subject interchanges.

The GIS analysis revealed several specific characteristics associated with lands along the project alignment that provide an indication of potential habitat quality or sensitivity that will require field studies to verify the presence or absence of listed wildlife species and the quality of wildlife habitat resources. In the FWC's Integrated Wildlife Habitat Ranking System, 2.9% of the assessment area is ranked Medium, and in the Florida Natural Areas Inventory Critical Lands and Waters Identification Project (CLIP), 1.58% is ranked Priority 2 (high) for Biodiversity Resources. The project is within the Core Foraging Area of four wood stork colonies, and is within the U.S. Fish and Wildlife Service Consultation Area for the Snail Kite.

Comments on Effects to Resources:

Primary wildlife issues associated with this project include: potential adverse impacts to the Tivoli Sand Pine Preserve; potential adverse effects to a moderate number of species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern; and potential for water quality impacts during construction.

Based on the project information provided, we believe that direct and indirect effects of this project could be minimal provided that construction, including any new DRAs, avoids impacting the Tivoli Sand Pine Preserve, and that water quality BMPs are included in the project design.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

We recommend that the Project Development and Environment Study address natural resources by including the following measures for conserving fish and wildlife and habitat resources that may occur within and adjacent to the project area.

1. Plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern should be performed. Basic guidance for conducting wildlife surveys may be found in the FWC's Florida Wildlife Conservation Guide at:

<http://myfwc.com/conservation/value/fwcg/>.

2. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. Equipment staging areas should be located in previously disturbed sites to avoid habitat destruction or degradation. The plan should address specific habitat needs which are biologically compatible with the recovery of the target species. For guidance in this effort, FWC's Draft Species Action Plans should be consulted at: <http://myfwc.com/wildlifehabitats/imperiled/species-action-plans/>.

3. Florida burrowing owls may be present in the project area. Avoidance and minimization measures for burrowing owls include: Avoid construction activities that would impact active burrowing owl nests. Burrowing owl nests are generally considered to be active from February to July. Avoid adverse impacts to burrowing owl nests by establishing a 150-foot radius around the burrow entrance that is staked and roped -off prior to construction. Take care to avoid digging or using heavy equipment near burrow entrances during the breeding season so as not to collapse burrows and potentially trap owls or destroy eggs. If impacts to burrowing owl burrows or nests are unavoidable, please contact the FWC staff identified below to discuss potential permitting alternatives.

4. For impacts to other state-listed species, refer to the FWC's Draft Species Action Plans which include methods for avoidance as well as options and state requirements for minimizing and mitigating potential impacts.

5. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat functional values for listed species which are lost as a result of the project. Replacement habitat for mitigation should be type for type, as productive, and equal to or of higher functional value. Please notify us immediately if the design, extent, or footprint of the current project is modified, as we may choose to provide additional comments and/or recommendations.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Brian Barnett at (772) 579-9746 or email brian.barnett@MyFWC.com to initiate the process for further overall coordination on this project.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 10/09/2015 by Steve Bohl, FL Department of Agriculture and Consumer Services

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 09/11/2015 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally listed species and fish and wildlife resources

Comments on Effects to Resources:

Federally-listed species -

The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of Federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources. Based on review of our GIS database, the Service notes that the following Federally listed species may occur in or near the project area.

Wood Stork

The project corridor is located in the Core Foraging Areas (CFA)(within 18.6 miles) of two active nesting colonies of the endangered wood stork (*Mycteria americana*). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology" (Methodology) on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can be found at: <http://www.fws.gov/verobeach/ListedSpeciesBirds.html> . The Service believes that the following federally listed species have the potential to occur in or near the project site include the wood stork. Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

Fish and Wildlife Resources -

Wetlands provide important habitat for fish and wildlife, and are known to occur within the project area. We recommend that these valuable resources be avoided to the greatest extent practicable. If impacts to these wetlands are unavoidable, we recommend the FDOT provide mitigation that fully compensates for the loss of important resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 0 None assigned 12/09/2015 by FDOT District 4

Comments:

The proposed project corridor is not located within a Coastal Barrier Resource Area, and Essential Fish Habitat is not located within the project limits. Consequently, FHWA, SFWMD, and NMFS anticipated that the effect to coastal and marine will be None; therefore, the Summary DOE is **None**.

Degree of Effect: 0 None assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 10/16/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 09/15/2015 by Brandon Howard, National Marine Fisheries Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

None

Comments on Effects to Resources:

None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Magnuson-Stevens Act: Based on a site inspection on September 9, 2015, the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact areas that support essential fish habitat (EFH) or NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-297); and this project will not require an EFH Assessment. Further consultation on this matter is not necessary unless future modifications are proposed and you believe that the proposed action may result in adverse impacts to EFH.

Endangered Species Act: We are not aware of any threatened or endangered species or critical habitat under the purview of NMFS

that occur within the project area. However, it should be noted that a "no effect" determination must be made by the action agency and the reasoning underlying the determination should be documented in a project file. Please coordinate closely with the U.S. Fish and Wildlife Service for other species listed under the Endangered Species Act that may require consultation.

Fish and Wildlife Coordination Act: Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's National Marine Fisheries Service (NMFS) concludes the proposed work would not directly impact wetlands areas that support NOAA trust fishery resources. NMFS has no comments or recommendations to provide pursuant to the Fish and Wildlife Coordination Act.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Physical

Noise

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/09/2015 by FDOT District 4

Comments:

Residential, commercial/retail, public, institutional and industrial properties were identified in the immediate vicinity of the project corridor. Residential land uses are located east of I-95 to the south of Hillsboro Boulevard. While temporary construction noise impacts may have short-term effects on adjacent properties, overall noise and vibration-related impacts as a result of the project are anticipated to be minimal. FHWA also anticipates noise effects to be minimal. Therefore, a Summary DOE of *Minimal* has been assigned to the Noise issue.

During the PD&E phase, a Noise Study Report will be prepared if warranted by the proposed project alternatives in accordance with Part 2, Chapter 17 of the FDOT PD&E Manual.

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Resources have been identified within the project area.

Comments on Effects to Resources:

A study will be prepared to assess potential noise impacts to the existing resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/09/2015 by FDOT District 4

Comments:

The proposed project corridor is located within the Southeast Florida Airshed, which is a USEPA-designated Air Quality Maintenance Attainment Area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. However, as a former ozone nonattainment area, the project is subject to the maintenance plan approved by USEPA as a revision to Florida's State Implementation Plan (75 FR 29671, May 27, 2010). Therefore, if federal funds are used for the proposed improvements then a transportation conformity demonstration will be necessary to show that estimated pollutant/precursor emissions associated with the project are within the emissions limits specified in the SIP.

USEPA and FHWA rated air quality issue as Minimal due to impacts during construction, but no permanent effects to air quality are anticipated. Minor air quality enhancement can be expected because the improvements are likely to reduce idling traffic conditions. A Summary DOE of *Minimal* has been assigned to the Air Quality issue.

An Air Quality Technical Memorandum will be prepared as a support document to the PD&E Study in accordance with Part 2, Chapter 16 of the FDOT PD&E Manual.

Degree of Effect: 2 *Minimal* assigned 10/23/2015 by Kim Gates, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

Air Quality Technical Memorandum (PD&E Manual, Part 2, Chapter 16, Section 16-3)

Direct Effects

Identified Resources and Level of Importance:

The project area is in attainment with the Clean Air Act's National Ambient Air Quality Standards (NAAQS). However, as a former ozone nonattainment area, the project is subject to the maintenance plan approved by USEPA as a revision to Florida's State Implementation Plan (75 FR 29671, May 27, 2010). As noted in Part 2, Chapter 16 of FDOT's PD&E Manual, current information on the NAAQS compliance status of areas in Florida is available in USEPA's "Green Book" (<http://www.epa.gov/oar/oaqps/greenbk/>).

Comments on Effects to Resources:

FDOT's PD&E Manual further states that USEPA promulgated transportation conformity regulations in 1993 to implement NAAQS requirements. These regulations (40 CFR Part 93) apply to transportation (highway) plans, programs, and projects within nonattainment or maintenance areas that are developed, funded, or approved under U.S.C. Title 23 or the Federal Transit Act.

Therefore, if federal funds are used for the proposed improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps), then a transportation conformity demonstration will be necessary to show that estimated pollutant/precursor emissions associated with the project are within the emissions limits specified in the SIP.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Clean Air Act requirements doesn't apply to this project.

Comments on Effects to Resources:

Not additional comments.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Contamination

Project Effects

Coordinator Summary Degree of Effect: **3** *Moderate* assigned 12/09/2015 by FDOT District 4

Comments:

A review of Geographic Information System data revealed the presence of dry cleaning sites, hazardous waste facilities, petroleum contamination monitoring sites, storage tank contamination monitoring sites, and Resource Conservation and Recovery Act regulated facilities within a quarter mile of the project, and two solid waste, CERCLA, and/or superfund sites within one mile of the project.

Due to the potential presence or documented presence of contamination associated with these sites and a Moderate degree of effect being assigned by SFWMD, USEPA, FDEP, and FHWA, a Summary DOE of **Moderate** has been assigned to the contamination issue.

A CSER will be prepared in accordance with Part 2, Chapter 22 of the FDOT PD&E Manual, including site specific surveys to assess existing or historical contamination sources and their proximity to construction activities. Contamination (including any required permits) will be evaluated during project development in accordance with federal, state and local laws and regulations. SFWMD noted that if dewatering is necessary, a water use permit may be required. A general permit under rule 40E-2.061(2), FAC may be applicable.

Degree of Effect: **3** *Moderate* assigned 10/23/2015 by Kim Gates, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

Contamination Screening Evaluation Report (PD&E Manual, Part 2, Chapter 22)

Direct Effects

Identified Resources and Level of Importance:

USEPA notes that more than 90 potentially contaminated facilities and sites are present within a quarter-mile of the project corridor, and two solid waste, RCRA, and/or CERCLA sites were identified within one mile of the project corridor.

Comments on Effects to Resources:

USEPA supports the contamination assessment process described in FDOT's PD&E Manual (Part 2, Chapter 22). Each property within the project corridor (including the buffer areas) needs to be evaluated for the presence of potential contamination within the right-of-way or contamination that may have migrated onto or under the right-of-way.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

USEPA recommends avoidance of, or minimized impacts to, these facilities/sites to the extent practicable.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Contamination facilities have been identified in the report.

Comments on Effects to Resources:

Contamination areas should be avoided, minimized and mitigated as possible.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 10/16/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

If dewatering is necessary, a water use permit may be required. A general permit is available in rule 40E-2.061(2), FAC. Projects that do not qualify for the general permit will require a water use permit from SFWMD.

Direct Effects

Identified Resources and Level of Importance:

Staff concurs with the preliminary evaluation.

Comments on Effects to Resources:

Construction methodologies, such as dewatering, must be designed to minimize movement of contaminant plumes.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 10/14/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

GIS data indicates that there are 2 FDEP dry cleaning program sites, 17 hazardous waste facilities, 10 petroleum contamination monitoring sites, 29 storage tank contamination monitoring sites and 13 RCRA regulated facilities within the 500-ft. project buffer zone.

Comments on Effects to Resources:

A Contamination Screening Evaluation (similar to Phase I and Phase II Audits) may need to be conducted along the project rights-of-way considering the proximity to the listed petroleum and hazardous material handling facilities. The Contamination Screening Evaluation should outline specific procedures that would be followed by the applicant in the event drums, wastes, tanks or potentially contaminated soils are encountered during construction. Special attention should be made in the screening evaluation to historical land uses (such as solid waste disposal) that may have an affect on the proposed project, including stormwater retention and treatment areas.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 12/09/2015 by FDOT District 4

Comments:

The project corridor includes the SW 10th Street Bridge over I-95 and the I-95 over Hillsboro Boulevard Bridge. CSX railroad mainline runs within 2,000 feet east of the project limits and the Amtrak Deerfield Beach terminal is located southwest of the Hillsboro Boulevard interchange. The proposed project will utilize existing right-of-way. FHWA stated that effects to existing infrastructure would be minimal to none. A Summary DOE of *Minimal* has been assigned to the Infrastructure issue.

Degree of Effect: 2 *Minimal* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

No additional resources besides the one mentioned in the report.

Comments on Effects to Resources:

Minimal to no effects are expected on the existing infrastructure.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Navigation

Project Effects

Coordinator Summary Degree of Effect: N/A N/A / *No Involvement* assigned 12/09/2015 by FDOT District 4

Comments:

USACE and FHWA assigned a DOE of None because no navigable waters were identified in the project area. Therefore, a Summary DOE of **No Involvement** has been assigned to the Navigation issue.

Degree of Effect: N/A N/A / *No Involvement* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: N/A N/A / *No Involvement* assigned 10/09/2015 by Randy Turner, US Army Corps of Engineers

Coordination Document: Permit Required

Coordination Document Comments:

Permit required for any discharge of fill material into waters of the U.S. Section 404 of the Clean Water Act.

Direct Effects

Identified Resources and Level of Importance:

No navigable waters were identified within the project area. The project will have no impacts to navigation.

Comments on Effects to Resources:

N/A

Recommended Avoidance, Minimization, and Mitigation Opportunities:

N/A

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

N/A

Comments on Effects to Resources:

N/A

Recommended Avoidance, Minimization, and Mitigation Opportunities:

N/A

ETAT Reviews and Coordinator Summary: Special Designations

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 12/21/2015 by FDOT District 4

Comments:

There are no Outstanding Florida Waters, Aquatic Preserves, Scenic Highways/Byways, or Wild and Scenic Rivers reported within the project area. The FHWA and SFWMD rated the DOE as None. However, USEPA noted the Biscayne Bay sole source aquifer, sensitive karst area, and wellfield protection area as special designations which must be protected from groundwater contamination. USEPA assigned a Moderate DOE. Therefore, a Summary DOE of **Moderate** has been assigned to the issue Special Designations. As recommended by USEPA, FDOT will seek to avoid, minimize, and mitigate impacts of stormwater runoff in the project vicinity.

Degree of Effect: 3 *Moderate* assigned 10/23/2015 by Kim Gates, US Environmental Protection Agency

Coordination Document: PD&E Support Document As Per PD&E Manual

Coordination Document Comments:

Water Quality Impact Evaluation (PD&E Manual, Part 2, Chapter 20)

Direct Effects

Identified Resources and Level of Importance:

Sole Source Aquifer - In southeast Florida, the Biscayne aquifer supplies virtually all of the potable water needs for over 4 million residents in densely populated Dade, Broward, Palm Beach, and Monroe Counties. Water from the Biscayne aquifer is also transported by pipeline to the Florida Keys. USEPA has designated the Biscayne aquifer as a Sole Source Aquifer.

Sensitive Karst Area - The Biscayne aquifer is mainly composed of two lithostratigraphic formations dominated by eogenetic karst limestone: the Miami Limestone and the Fort Thompson Formation (<http://www.sciencedirect.com/science/article/pii/S0022169414003229>). The Biscayne aquifer is highly susceptible to contamination due to its high permeability and proximity to the land surface (http://my.sfwmd.gov/portal/page/portal/xrepository/sfwmd_repository_pdf/2013_lec_plan.pdf).

Wellfield Protection Area - Because the Biscayne aquifer is extremely porous and the water table is very close to the surface, pollutants discharged onto the ground or that occur in surface waters can contaminate the groundwater and be drawn into wells that supply drinking water. To reduce the risk of pollution and the cost of public water treatment, Broward County and local municipalities oversee protection programs in areas around networks of drinking water wells (<http://www.broward.org/POLLUTIONPREVENTION/WELLFIELD/Pages/ProtectionProgram.aspx>).

Comments on Effects to Resources:

Contaminated stormwater runoff in the project corridor could impact the surrounding surface water bodies, which are hydraulically connected to the Biscayne Aquifer. Contaminated stormwater runoff could also impact Broward County's 2A Wellfield Protection Area (http://www.broward.org/PollutionPrevention/Wellfield/Documents/Official11_5_13WPZOrdMap.pdf).

Recommended Avoidance, Minimization, and Mitigation Opportunities:

To the extent practicable, USEPA encourages FDOT to avoid, minimize, and mitigate impacts of stormwater runoff in the project vicinity. In addition, we recommend performing a Water Quality Impact Evaluation and coordinating with the South Florida Water Management District and Broward County.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 10/22/2015 by Luis D Lopez, Federal Highway Administration

Coordination Document: PD&E Support Document As Per PD&E Manual

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 10/16/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Recommendations

There are no general project recommendations identified for this project in the EST.

Anticipated Permits

Permit	Type	Conditions	Assigned By	Date
Environmental Resource Permit	Water		FDOT District 4	12/10/15
Regional General Use Permit	USACE		FDOT District 4	12/10/15

Anticipated Technical Studies

Technical Study Name	Type	Conditions	Assigned By	Date
Public Involvement Plan	ENVIRONMENTAL		FDOT District 4	12/10/2015
Noise Study Report	ENVIRONMENTAL		FDOT District 4	12/10/2015
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 4	12/10/2015
Air Quality Technical Memorandum	Other		FDOT District 4	12/10/2015
Wetlands Technical Memorandum	ENVIRONMENTAL		FDOT District 4	12/10/2015
Preliminary Engineering Report	ENGINEERING		FDOT District 4	12/10/2015
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 4	12/10/2015
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 4	12/10/2015

Class of Action

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Type 2 Categorical Exclusion	Endangered Species Assessment Consultation	Federal Highway Administration	No Cooperating Agencies have been identified.	No Participating Agencies have been identified.

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Anson Sonnett	FDOT District 4	ACCEPTED	06/15/2016	FDOT ETDM Coordinator
Luis D Lopez	Federal Highway Administration	ACCEPTED	07/11/2016	Lead Agency ETAT Member

Dispute Resolution Activity Log

There are no dispute actions identified for this project in the EST.

Appendices

Preliminary Environmental Discussion Comments

Social and Economic

Land Use Changes

Project Level

Comments:

The existing land uses in the vicinity of the project corridor were identified using the Environmental Screening Tool (EST). This project lies within the City of Deerfield Beach. West of I-95 within the project limits, the dominant land uses are industrial and commercial, including a Publix distribution center and several hotels at the interchanges. Additional land uses west of I-95 include City of Deerfield government offices located west of the CSX railroad and south of Hillsboro Boulevard, and a residential development southwest of SW 10th Street and the railroad. East of I-95 and south of Hillsboro Boulevard, land use is mainly single and multi-family residential with a mixture of commercial development at the interchanges. North of Hillsboro Boulevard, land use is mainly commercial along I-95 and Hillsboro Boulevard. Set behind the commercial development is the former Deerfield Country Club Golf Course.

The City of Deerfield Beach Future Land Use Map (adopted December 3, 2013) predicts that land uses within the project area will remain similar except for the conversion of the former Deerfield Country Club Golf Course into an employment center. The anticipated employment center has been branded as the Hillsboro Technology Center.

The SR-9/I-95 from SW 10th Street to Hillsboro Boulevard Project is included in the FDOT Work Program for fiscal years 2016 to 2020, where Project Development and Environment (PD&E) is scheduled for fiscal year 2016 and Preliminary Engineering is scheduled for fiscal year 2019. The Broward County Metropolitan Planning Organization (MPO) 2035 Long Range Transportation Plan (LRTP) included improvements to all I-95 interchanges in Broward County under Illustrative Roadway Projects. Illustrative projects are those that cannot be included in the cost feasible plan due to financial constraints but could be included in a future approved Transportation Improvement Program.

This project is designed to complement the I-95 Express project, and will improve connectivity to the area. This project is not anticipated to affect the land use patterns in the project corridor or the expected levels of development activity therein. Overall impacts to surrounding land uses are anticipated to be Minimal.

Social

Project Level

Comments:

Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Broward County MPO 2035 LRTP predicts that the population will grow from 1.7 million in 2005 to 2.3 million by 2035, an increase of 29 percent. Jobs are predicted to increase from 0.7 to 1 million during the same time period, an increase of 37 percent.

The project is located within Deerfield Beach, Broward County, Florida. The 2013 American Community Survey showed that 8 of the 10 block groups within 200 feet of the project limits have a lower median income than Broward County. The block groups that intersect the project have median incomes that range from \$3,676 to \$63,640, while Broward County has a median income of \$51,251. The project area has a slightly lower percentage of minority residents than the county (55 percent compared to 59 percent).

Based on US DOT Policy Guidance, the FDOT has identified four factors to help determine if Limited English Proficiency (LEP) services would be required as listed in the FDOT PD&E Manual, Part 1, Chapter 11, Section 11.1.2.2. Based on review of these factors, LEP services will need to be considered as part of the public involvement plan. Refinement of the LEP population totals and requirements will be further evaluated in the PD&E study as part of the public involvement efforts.

Several social services and recreational assets exist in the vicinity of the project corridor. These include:

- South Florida Railway Museum (1300 West Hillsboro Boulevard)
- Assembly of God New Life (1015 W Newport Center Drive #105)
- Grace Christian Church (W Hillsboro Boulevard)
- Westside Park Recreation Center (445 SW 2nd Street)
- Broward County Fire Department and Rescue Station 111 (232 Goolsby Boulevard)
- Broward County North Regional County Court (1600 W Hillsboro Boulevard)
- U.S. Post Office - Deerfield Beach Annex (155 Goolsby Boulevard)

While access to these facilities may be temporarily impacted during construction, long-term impacts are not anticipated and all work is proposed within the existing ROW.

The proposed project is anticipated to improve traffic flow and safety to the surrounding communities and businesses. Construction may result in temporary noise impacts for residents within the vicinity of the project and may require temporary modifications to access local services. However, impacts will be temporary in nature and overall impacts on the social environment and community cohesion are anticipated to be Minimal.

This project will be developed in accordance with the Civil Rights Act of 1964 and 1968, along with Title VI of the Civil Rights Act, Executive Order 12898 (Environmental Justice), which ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers.

Relocation Potential

Project Level

Comments:

Improvements proposed to SR-9/I-95 from SW 10th Street to Hillsboro Boulevard will occur primarily within the existing ROW. Partial right-of-way impacts may occur along Hillsboro Boulevard west of I-95 and at the northeast quadrant of the I-95/SW 10th Street Interchange; however, the potential impacts would not affect residential properties and relocations are not anticipated. It is anticipated that the effect to relocation potential will be None.

Farmlands

Project Level

Comments:

Farmlands were not reported within a 200-foot buffer of the interchange. Based on a review of existing land use in the vicinity of the project corridor, there are no agricultural parcels in the project area. The project occurs entirely within the Miami Urbanized Area. According to Part 2, Chapter 28, Section 28-2.1 of the FDOT PD&E Manual, transportation projects situated entirely within urbanized areas are excluded from Farmland Assessments. Additionally, work will be limited to within the existing ROW. Overall impacts to farmland are anticipated to be None.

Aesthetic Effects

Project Level

Comments:

The proposed improvements to SR-9/I-95 from SW 10th Street to Hillsboro Boulevard will utilize existing ROW; however, it would likely result in minor visual impacts to surrounding communities. Construction activities would result in a temporary disturbance of the existing visual quality and character of the surrounding environment. However, this disturbance is temporary and should not pose a long term visual impact for local areas where construction would occur. Outdoor advertising signs exist within a quarter mile of the project corridor. Impacts to permitted signs and their viewsheds will need to be addressed as plans develop. Overall impacts to visual quality and surrounding aesthetics are anticipated to be Minimal.

Economic

Project Level

Comments:

The project corridor is surrounded by residential, commercial/retail, public, institutional and industrial uses. The proposed construction will mainly utilize existing ROW along I-95 and at the interchanges. Access to adjacent businesses could temporarily be affected during construction.

The proposed project will improve traffic flow in the region, which will result in improvements to mobility and reduce congestion in a busy residential, commercial and industrial area that includes a variety of retail establishments, businesses and services both east and west of I-95. Therefore, it is anticipated that the overall project effect to the economy of the area would be Enhanced.

Mobility

Project Level

Comments:

Overall the proposed project will improve safety and overall flow of traffic along I-95 from SW 10th Street to Hillsboro Boulevard and at the interchanges. SW 10th Street provides east-west connection to US-1, Florida's Turnpike, and US 441. Hillsboro Boulevard provides east-west connection with US-1 and major arterials to the west. SW 10th Street west of I-95, Hillsboro Boulevard from I-95 to Goolsby Boulevard, and I-95 are part of the state's Strategic Intermodal System (SIS), and provide high-priority transportation facilities and services of statewide and interregional significance. The I-95 corridor is the primary interstate facility along the Atlantic

Seaboard, and a major north-south transportation spine of the Atlantic Commerce Corridor, with access to all three South Florida Ports. The I-95 corridor is a major connector between Palm Beach, Broward and Miami-Dade Counties, and is designated as a major evacuation route.

Although no designated Broward County Transit (BCT) Routes are provided within the SW 10th Street interchange area, Hillsboro Boulevard is serviced by BCT Route #48, which provides a connection from SR 7 to Deerfield Beach including a direct connection to the Deerfield Tri-Rail Station located just west of the Hillsboro interchange. There are no bicycle lanes in the project area; however, SW 10th Street west of Military Trail is equipped with bicycle lanes.

The proposed project will improve the flow of traffic to and from I-95 along Hillsboro Boulevard and SW 10th Street, and on I-95 between the interchanges, to support the region's growth, and improve mobility and safety. It is anticipated that the effect to mobility will be Enhanced.

Cultural

Section 4(f) Potential

Project Level

Comments:

There are three public parks owned and maintained by the City of Deerfield Beach in the project vicinity:

- Tivoli Sand Pine Park/Sand Pine Preserve located along SW 10th Street between SW 3rd Avenue and Natura Boulevard,
- Mayo Howard Park located at 1131 FAU Research Park Boulevard, and
- Westside Park located at 445 SW 2nd Street.

While not anticipated, if there is potential for ROW impacts to one of the parks, or temporary impacts to access, then a Determination of Applicability will be prepared.

Historic and archeological sites may be considered Section 4(f) resources; historic and archeological resources within the vicinity of the project area are listed in the Historic and Archeological Sites section. Because work is limited to within FDOT ROW, impacts to Section 4(f) resources are anticipated to be Minimal.

Historic and Archaeological Sites

Project Level

Comments:

The EST review identified one National Register-eligible resource within the project study area, the Seaboard Air Line Railway Station (BD00128).

A Cultural Resources Assessment Survey (CRAS) was prepared for the I-95 corridor from north of Oakland Park Boulevard (SR 816) to south of Glades Boulevard (SR 808) in August 2013 for the I-95 Express project, ETDM Number 3330, FM Numbers 409359-1-22-01 and 409355-1-22-01. The CRAS did not identify any additional resources eligible for listing in the National Register within the study area for this project. It is anticipated that impacts to Historical and Archaeological Sites will be Minimal.

Recreation Areas

Project Level

Comments:

There are three public parks owned and maintained by the City of Deerfield Beach in the project vicinity:

- Tivoli Sand Pine Park/Sand Pine Preserve located along SW 10th Street between SW 3rd Avenue and Natura Boulevard,
- Mayo Howard Park located at 1131 FAU Research Park Boulevard, and
- Westside Park located at 445 SW 2nd Street, south of Hillsboro Boulevard.

Tivoli Sand Pine Park is a conservation area with a public walkway accessed by SW 10th Street at SW 6th Avenue. Mayo Howard is a neighborhood park accessed by FAU Research Park Boulevard. Westside Park is a neighborhood park with mixed use recreation. Because work will be limited to the FDOT ROW, it is anticipated that the effect to recreation areas will be Minimal.

Natural

Wetlands

Project Level

Comments:

The surrounding area is largely developed, paved, cleared and landscaped, with minimal wetland habitat. The EST showed 13.39 acres of palustrine wetlands within 200 feet of the project. Some of the stormwater swales located within and adjacent to the ROW may support hydrophytic vegetation, but are components of the highway drainage system and are constructed man-made features. Potential impacts to wetlands will be assessed during the PD&E study. Avoidance and minimization strategies will be implemented during the design process. Wetland impacts are anticipated to be Minimal.

Water Quality and Quantity

Project Level

Comments:

Presently, stormwater drainage and treatment is provided primarily by a series of dry swales and ponds. The proposed project lies approximately 1,000 feet south of the Hillsboro Canal; however, impacts are not anticipated. The project would increase the impervious area. The project is located within a verified impaired water basin, the ICWW Above Pompano. The increased pollutant loading will be analyzed during the Water Quality Impact Evaluation (WQIE) as per Part 2, Chapter 20 of the PD&E manual. The WQIE will comply with the goals of the Clean Water Act. The project will be designed to meet state water quality and quantity requirements, and best management practices will be utilized during construction. It is anticipated that the effect to water quality and quantity will be Minimal.

Floodplains

Project Level

Comments:

According to the FEMA Flood Insurance Rate Map data, portions of the project are located within flood zones AE and AH. Flood zones AE and AHE are defined as areas within the 100-year floodplain, with average floodplain elevations of seven feet and one to three feet, respectively. Properties within Flood Zone Areas AE and AH have a one percent annual chance of flooding.

The project is not anticipated to affect existing flood heights or floodplain limits. It is anticipated that the effect on floodplains will be Minimal.

Wildlife and Habitat

Project Level

Comments:

Core Foraging Areas (CFA) of two active wood stork nests and the US Fish and Wildlife Service (FWS) designated consultation area for snail kites overlap the project area. No areas of designated Critical Habitat are present. The proposed project corridor will utilize existing ROW; therefore, minimal involvement regarding wildlife and habitat resources is anticipated due to the limited amount of suitable habitat along the project corridor. It is anticipated that the effect to wildlife and habitat will be Minimal.

Coastal and Marine

Project Level

Comments:

The proposed project corridor is not located within a Coastal Barrier Resource Area, and Essential Fish Habitat is not located within the project limits. Consequently, it is anticipated that the effect to coastal and marine will be None.

Physical

Noise

Project Level

Comments:

Residential, commercial/retail, public, institutional and industrial properties were identified in the immediate vicinity of the project corridor. Residential land uses are located east of I-95 to the south of Hillsboro Boulevard. Natura Boulevard is in between the project and residential areas. The EST identified one constructed noise wall at I-95 north at Hillsboro Boulevard and two recommended noise walls located near SW 10th Street and Military Trail. While temporary construction noise impacts may have short-term effects on adjacent properties, overall noise and vibration-related impacts as a result of the project are anticipated to be Minimal. A Noise Study Report will be prepared to determine potential noise effects.

Air Quality

Project Level

Comments:

The proposed project corridor is located within the Southeast Florida Airshed, which is a US Environmental Protection Agency designated Air Quality Maintenance Attainment Area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air conformity requirements do not apply to this project at this time. However, an Air Quality Technical Memorandum will be prepared as a support document to the PD&E Study. Air quality effects from the proposed project are anticipated to be Minimal.

Contamination

Project Level

Comments:

A review of the EST identified a number of potentially contaminated facilities within a quarter mile of the project corridor including 20 petroleum contamination monitoring sites, 2 dry cleaners, 29 other storage tank contamination monitoring, and 40 hazardous waste facilities, such as automotive and pharmacy retail stores. (Note that some facilities are included in multiple databases.)

The following solid waste, CERCLA and superfund sites were identified within one mile of the project corridor:

- City of Deerfield Beach Transfer Station - 360 SW 4th Street - FDEP ID# 95123
- Deerfield Beach Old City Landfill - Natura Avenue - FDEP ID# 53368

The proposed project corridor will utilize existing ROW. Moderate involvement regarding sources of contamination may occur given the proximity of these facilities to the project. A Contamination Screening Evaluation Report (CSER) prepared for the I-95 corridor from north of Oakland Park Boulevard (SR 816) to south of Glades Boulevard (SR 808) for the I-95 Express project indicated that asbestos containing materials (ACMs) testing was conducted for bridges along this corridor, and that ACM were not detected. A CSER will be prepared to determine any contamination impacts. Avoidance, minimization, and mitigation strategies as well as any necessary special construction provisions will be developed based on the CSER, to avoid impacts and to ensure human health and safety if avoidance is not possible. It is anticipated that the impact to contamination will be Moderate.

Infrastructure

Project Level

Comments:

The project corridor includes the SW 10th Street Bridge over I-95 and the I-95 over Hillsboro Boulevard Bridge. The project is also considering a new ramp from SW 10th Street to I-95 which includes a bridge over a retention pond and a grade separation at Hillsboro Boulevard and the railroad. CSX railroad mainline runs within 2,000 feet east of the project limits and the Amtrak Deerfield Beach terminal is located southwest of the Hillsboro Boulevard interchange. The proposed project will utilize existing ROW. It is anticipated that overall impacts to infrastructure will be Minimal.

Navigation

Project Level

Comments:

The proposed project corridor does not intersect any navigable waters. It is anticipated that the effect to Navigation will be No Involvement.

Special Designations

Special Designations: Outstanding Florida Waters

Project Level

Comments:

The proposed project corridor is not located within an Outstanding Florida Water. It is anticipated that the effect to Outstanding Florida Waters will be No Involvement.

Special Designations: Aquatic Preserves

Project Level

Comments:

The proposed project corridor is not located within an Aquatic Preserve. It is anticipated that the effect to Aquatic Preserves will be No Involvement.

Special Designations: Scenic Highways

Project Level

Comments:

The proposed project corridor is not designated a Scenic Highway. It is anticipated that the effect to Scenic Highways will be No Involvement.

Special Designations: Wild and Scenic Rivers

Project Level

Comments:

The proposed project corridor is not located in the vicinity of a Wild and Scenic River. It is anticipated that the effect to Wild and Scenic Rivers will be No Involvement.

Advance Notification Comments

There are no Advance Notification (AN) Package comments for this project.

GIS Analyses

Since there are so many GIS Analyses available for Project #14244 - I-95 from SW 10th St to Hillsboro Blvd, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fl-a-etat.org/est/index.jsp?tpID=14244&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Republished on 07/11/2016 by Anson Sonnett Milestone** is selected. GIS Analyses snapshots have been taken for Project #14244 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

There are no attachments for this project.

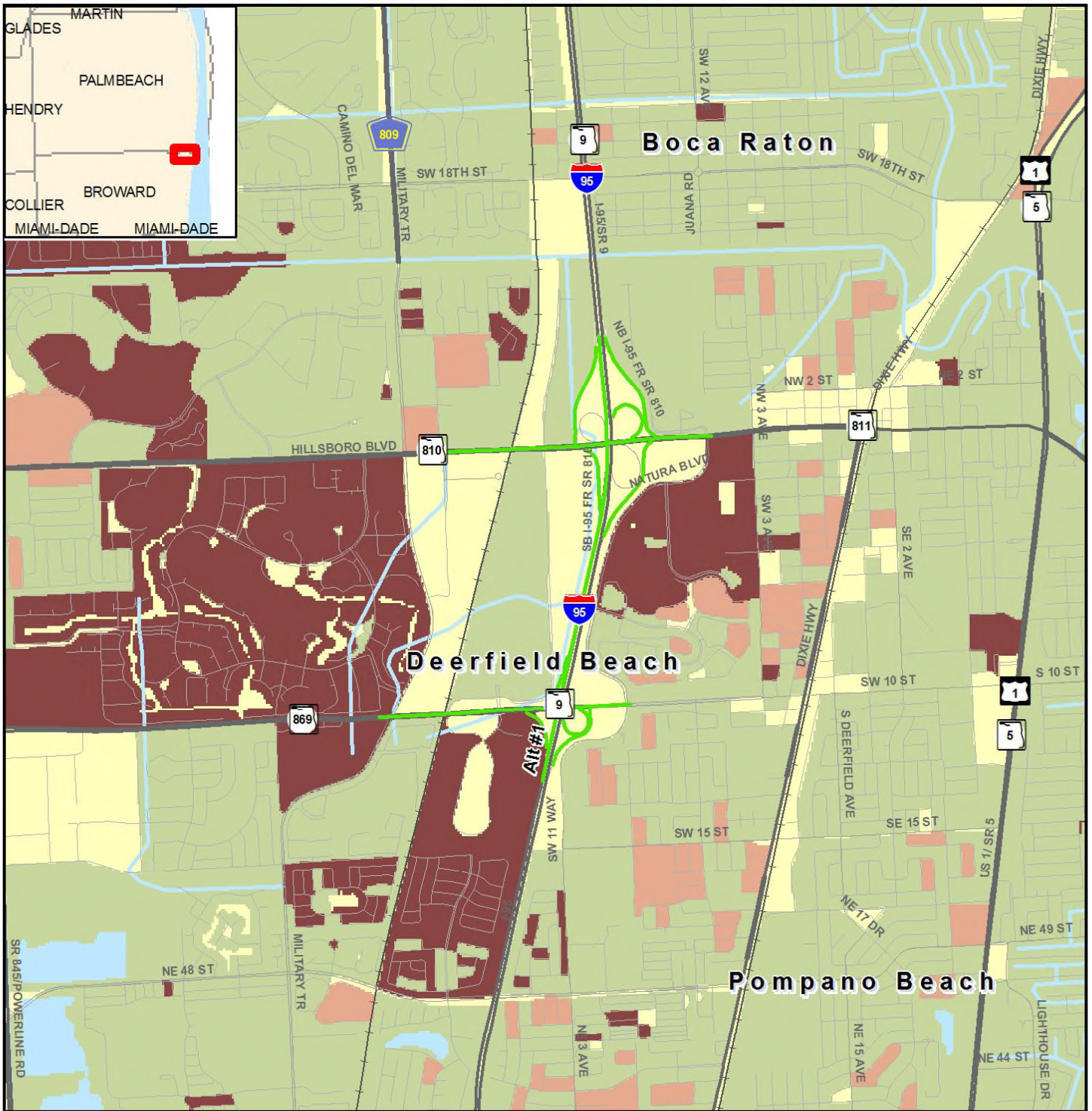
Degree of Effect Legend

Color Code	Meaning	ETAT	Public Involvement
N/A	Not Applicable / No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.	

0	None (after 12/5/2005)	The issue is present, but the project will have no impact on the issue; project has no adverse effect on ETAT resources; permit issuance or consultation involves routine interaction with the agency. The <i>None</i> degree of effect is new as of 12/5/2005.	No community opposition to the planned project. No adverse effect on the community.
1	Enhanced	Project has positive effect on the ETAT resource or can reverse a previous adverse effect leading to environmental improvement.	Affected community supports the proposed project. Project has positive effect.
2	Minimal	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
2	Minimal to None (assigned prior to 12/5/2005)	Project has little adverse effect on ETAT resources. Permit issuance or consultation involves routine interaction with the agency. Low cost options are available to address concerns.	Minimum community opposition to the planned project. Minimum adverse effect on the community.
3	Moderate	Agency resources are affected by the proposed project, but avoidance and minimization options are available and can be addressed during development with a moderated amount of agency involvement and moderate cost impact.	Project has adverse effect on elements of the affected community. Public Involvement is needed to seek alternatives more acceptable to the community. Moderate community interaction will be required during project development.
4	Substantial	The project has substantial adverse effects but ETAT understands the project need and will be able to seek avoidance and minimization or mitigation options during project development. Substantial interaction will be required during project development and permitting.	Project has substantial adverse effects on the community and faces substantial community opposition. Intensive community interaction with focused Public Involvement will be required during project development to address community concerns.
5	Potential Dispute (Planning Screen)	Project may not conform to agency statutory requirements and may not be permitted. Project modification or evaluation of alternatives is required before advancing to the LRTP Programming Screen.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
5	Dispute Resolution (Programming Screen)	Project does not conform to agency statutory requirements and will not be permitted. Dispute resolution is required before the project proceeds to programming.	Community strongly opposes the project. Project is not in conformity with local comprehensive plan and has severe negative impact on the affected community.
	No ETAT Consensus	ETAT members from different agencies assigned a different degree of effect to this project, and the ETDM coordinator has not assigned a summary degree of effect.	
	No ETAT Reviews	No ETAT members have reviewed the corresponding issue for this project, and the ETDM coordinator has not assigned a summary degree of effect.	

Project-Level Hardcopy Maps

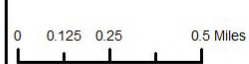
14244 I-95 from SW 10th St to Hillsboro Blvd



Age Distribution Map

- ETDM Alternative
 - ETDM Alternative Terminus
 - Major Road
 - Local Road or Trail
- Median Age**
- | | | | |
|--------|---------|---------|------|
| 0 - 18 | 18 - 30 | 30 - 65 | > 65 |
|--------|---------|---------|------|

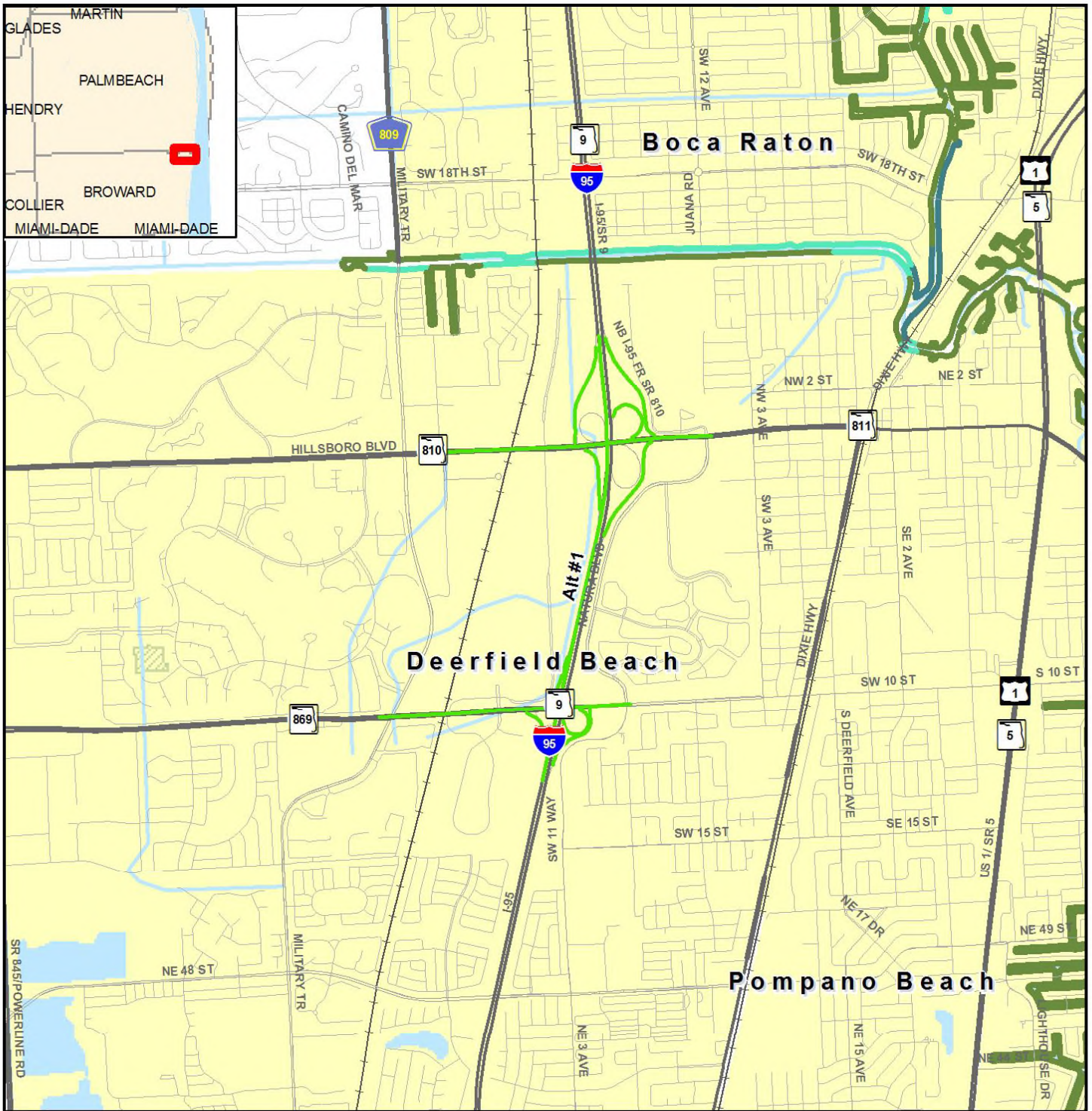
Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)



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14244 I-95 from SW 10th St to Hillsboro Blvd

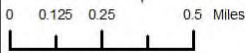


Coastal and Marine Map

- ETDM Alternative
- ETDM Alternative Terminus
- City Limits
- Navigable Water Way
- Swamp or Marsh
- Exposed Rocky Platform
- Sand Beach
- Gravel Beach/Riprap
- Exposed Tidal Flat
- Sheltered Tidal Flat
- Mixed Sand And Gravel Beach
- Sheltered Rock/Seawall/Vegetated
- Exposed Vertical Rocky Shore/Seawall

- Coastal Barrier Resource Area
- Continuous Seagrass
- Discontinuous Seagrass
- Aquatic Preserve
- Non-vegetated Wetland
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

Data Sources: NAVTEQ; US Geological Survey; Florida Marine Research Institute; Florida Department of Transportation; Florida Department of Environmental Protection; National Oceanic and Atmospheric Association; Florida Water Management Districts

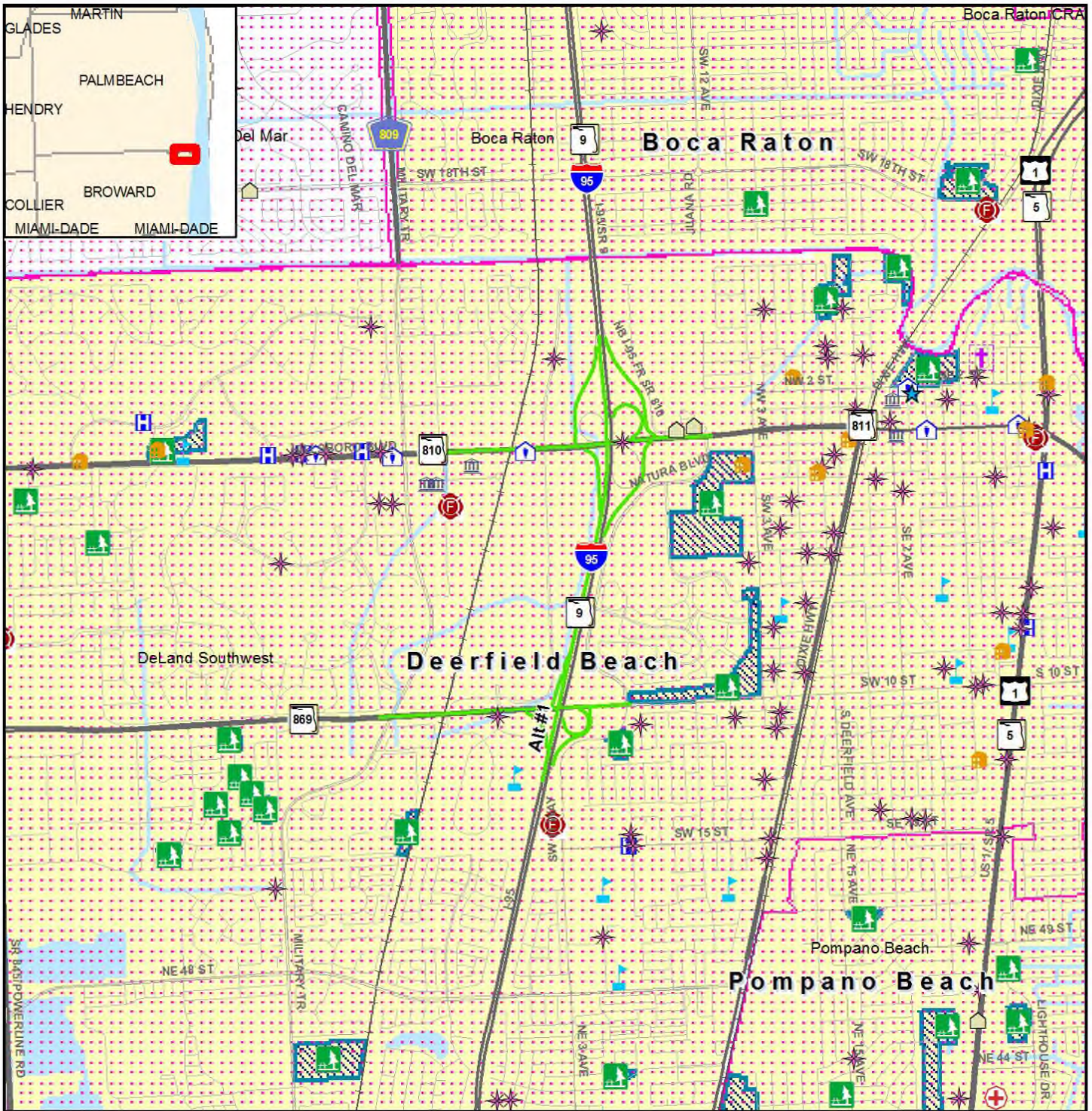


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14244 I-95 from SW 10th St to Hillsboro Blvd



Community Services Map

- | | | | | |
|---------------------------|------------------|------------------|-------------|---------------------------------|
| ETDM Alternative | Government | Law Enforcement | Health Care | Recreational Trail |
| ETDM Alternative Terminus | Civic Center | Place of Worship | School | Community Boundary |
| Major Road | Cemetery | Cultural Center | Park | Conservation or Recreation Area |
| Local Road or Trail | Social Service | Fire Station | | |
| City Limits | Community Center | | | |

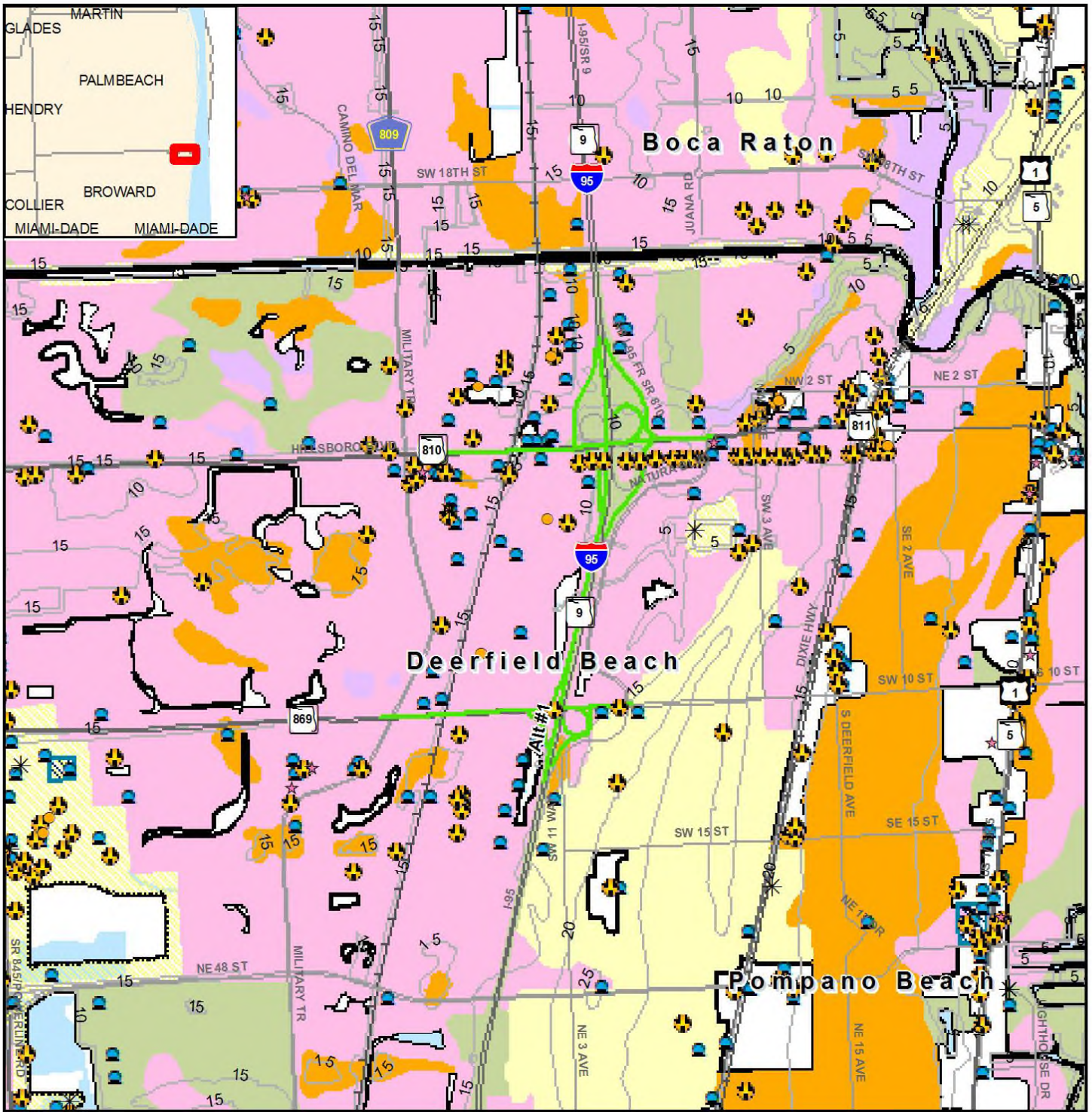
Data Sources: US Geological Survey; FL Department of Transportation; NAVTEQ; FL Property Appraisers; FL Natural Areas Inventory



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14244 I-95 from SW 10th St to Hillsboro Blvd



Contamination Map

- | | | | |
|---------------------------|-------------------------|------------------------------|-------------------------|
| ETDM Alternative | Hazardous Material Site | 5 FT Contour | Somewhat Poorly Drained |
| ETDM Alternative Terminus | Power Plant | NPL Remediation Site | Poorly Drained |
| Major Road | Superfund Site | Brownfield Area | Very Poorly Drained |
| Local Road or Trail | Nuclear Site | Somewhat Excessively Drained | Unclassified |
| Toxic Release Inventory | FDEP Tanks | Moderately Well Drained | |
| Dry Cleaning Facility | | | |
| Solid Waste Facility | | | |

Data Sources: NAVTEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection; FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service

0 0.15 0.3 0.6 Miles



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etdm
Environmental Screening Tool

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14244 I-95 from SW 10th St to Hillsboro Blvd



Farmlands Map

- | | | |
|--|---|--|
| ■ ETDM Alternative | ■ Cropland/Pastureland | □ Prime Farmland Soils |
| ● ETDM Alternative Terminus | ■ Nurseries/Vineyards | ■ Specialty Farms |
| — Major Road | ■ Tree Crops | ■ Rural Open Lands |
| — Local Road or Trail | | |
| ■ City Limits | | |

Data Sources:
 NAVTEQ
 Florida Water Management Districts
 US Geological Survey
 Natural Resources Conservation Services

0 0.15 0.3 0.6 Miles



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 Environmental Screening Tool



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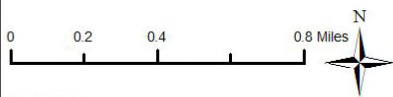
14244 I-95 from SW 10th St to Hillsboro Blvd



Floodplains Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Special Flood Hazard Area

Data Sources:
 NAVTEQ
 US Geological Survey
 Federal Emergency Management Agency



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14244 I-95 from SW 10th St to Hillsboro Blvd



Historic Resource Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- Pre 1970
- Post 1980
- 1970 - 1979
- Parcels w/ no values
- ★ Historic Structure
- Historic Bridge
- State Historic Highway
- ⊠ Historic Cemetery
- Historic Resource Group
- ⊠ Cultural Resource Field Survey Area

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Department of State,
 Bureau of Archaeological Research

Note: Historic properties depicted on this map represent resources listed in the Florida Master Site File excluding archeological site locations, which, pursuant to Chapter 267.135, Florida Statutes, may be exempt from public record (Chapter 119.07, Florida Statutes). Absence of features on the map does not necessarily indicate an absence of resources in the project vicinity.

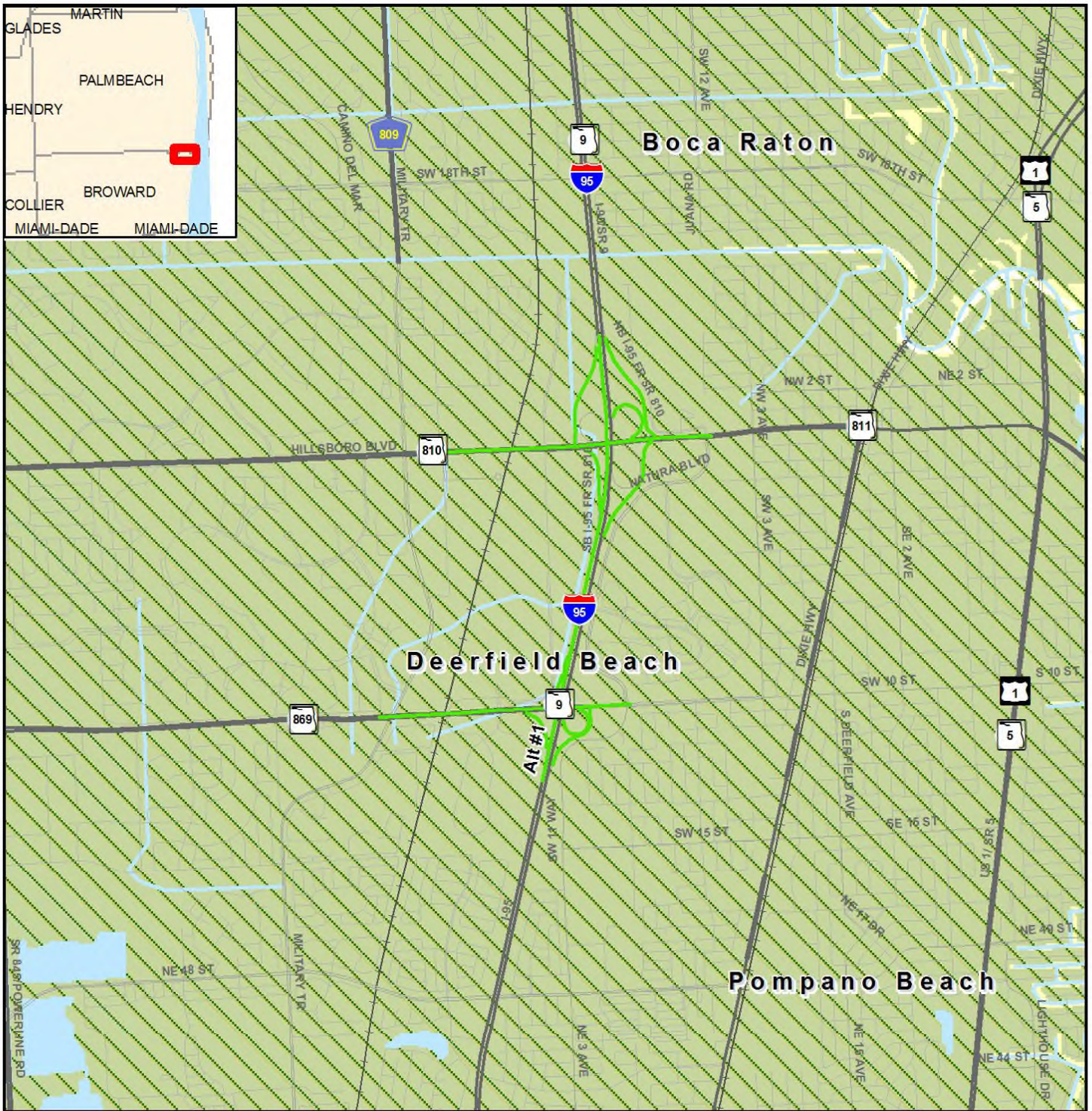
0 0.15 0.3 0.6 Miles



8/30/2015



14244 I-95 from SW 10th St to Hillsboro Blvd



Hydrogeology Map

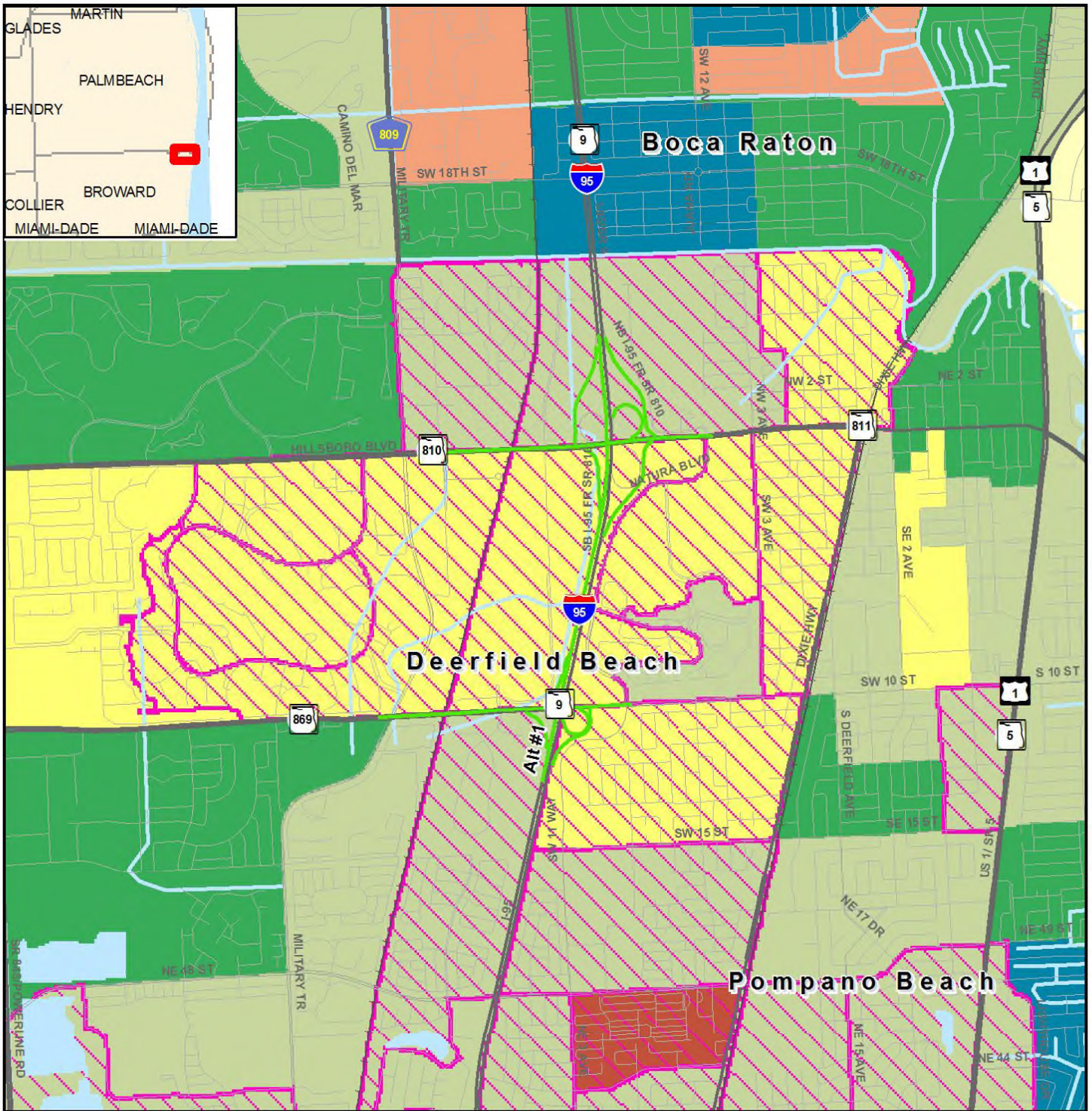
<ul style="list-style-type: none"> ■ ETDM Alternative ● ETDM Alternative Terminus — Major Road — Local Road or Trail ■ City Limits 	<p>Recharge Areas of the Floridan Aquifer</p> <ul style="list-style-type: none"> Discharge 1 to 5 Discharge > 5 Discharge < 1 Recharge 1 to 10 Recharge > 10 Recharge < 1 	<p>Surface Geology</p> <ul style="list-style-type: none"> ■ Eocene ■ Miocene ■ Miocene/Pliocene ■ Oligocene ■ Oligocene/Miocene ■ Pleistocene ■ Holocene ■ Pleistocene/Holocene ■ Pliocene ■ Pliocene/Pleistocene
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Data Sources: NAVTEQ; US Geological Survey
 Florida Department of Transportation
 South West Florida Water Management District
 Florida Geological Survey

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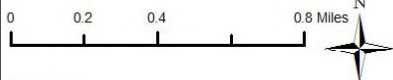
14244 I-95 from SW 10th St to Hillsboro Blvd



Income Map

- ETDM Alternative
 - ETDM Alternative Terminus
 - Major Road
 - Local Road or Trail
 - > 20% Below Poverty
- | Median Household Income | |
|-------------------------|------------------|
| | 0 - 10,000 |
| | 10,001 - 29,999 |
| | 30,000 - 49,999 |
| | 50,000 - 79,999 |
| | 80,000 - 125,000 |
| | > 125,000 |

Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)



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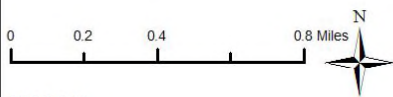
14244 I-95 from SW 10th St to Hillsboro Blvd



Integrated Wildlife Model Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- Low Habitat Quality
- Medium Habitat Quality
- High Habitat Quality

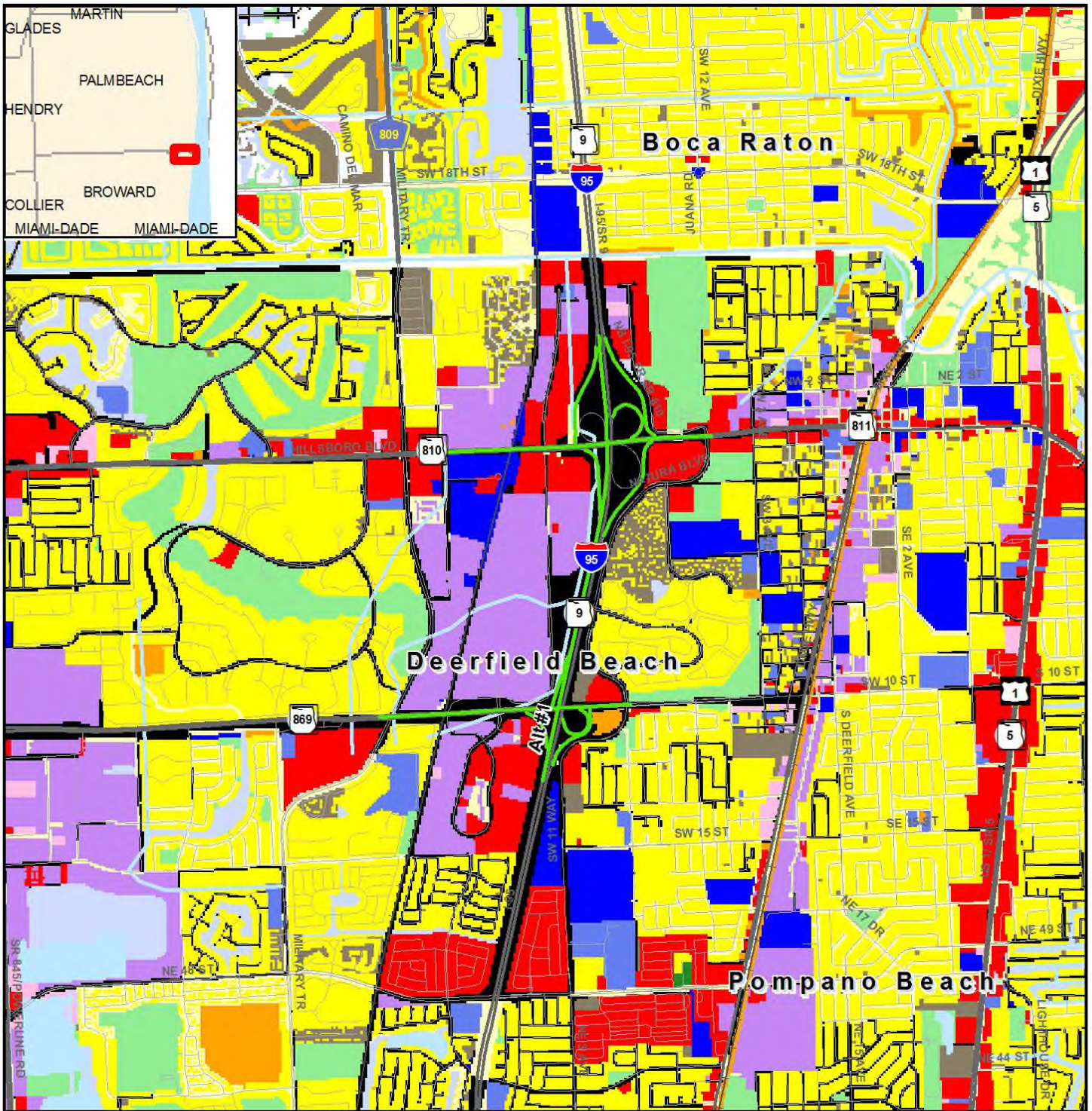
Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission



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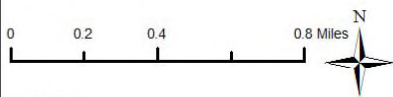
14244 I-95 from SW 10th St to Hillsboro Blvd



Land Use Map

- | | | | |
|--|---|--|---|
| ■ ETDM Alternative | ■ Agricultural | ■ Other | ■ Retail/Office |
| ● ETDM Alternative Terminus | ■ Industrial | ■ Public | ■ Vacant (Residential) |
| — Major Road | ■ Institutional | ■ Right-of-Way | ■ Vacant (Nonresidential) |
| — Local Road or Trail | ■ Mining | ■ Recreational | ■ Water |
| | ■ Open (Not Agricultural) | ■ Residential | □ No Data |

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Revenue
 Florida Department of Transportation
 Florida County Property Appraiser Offices

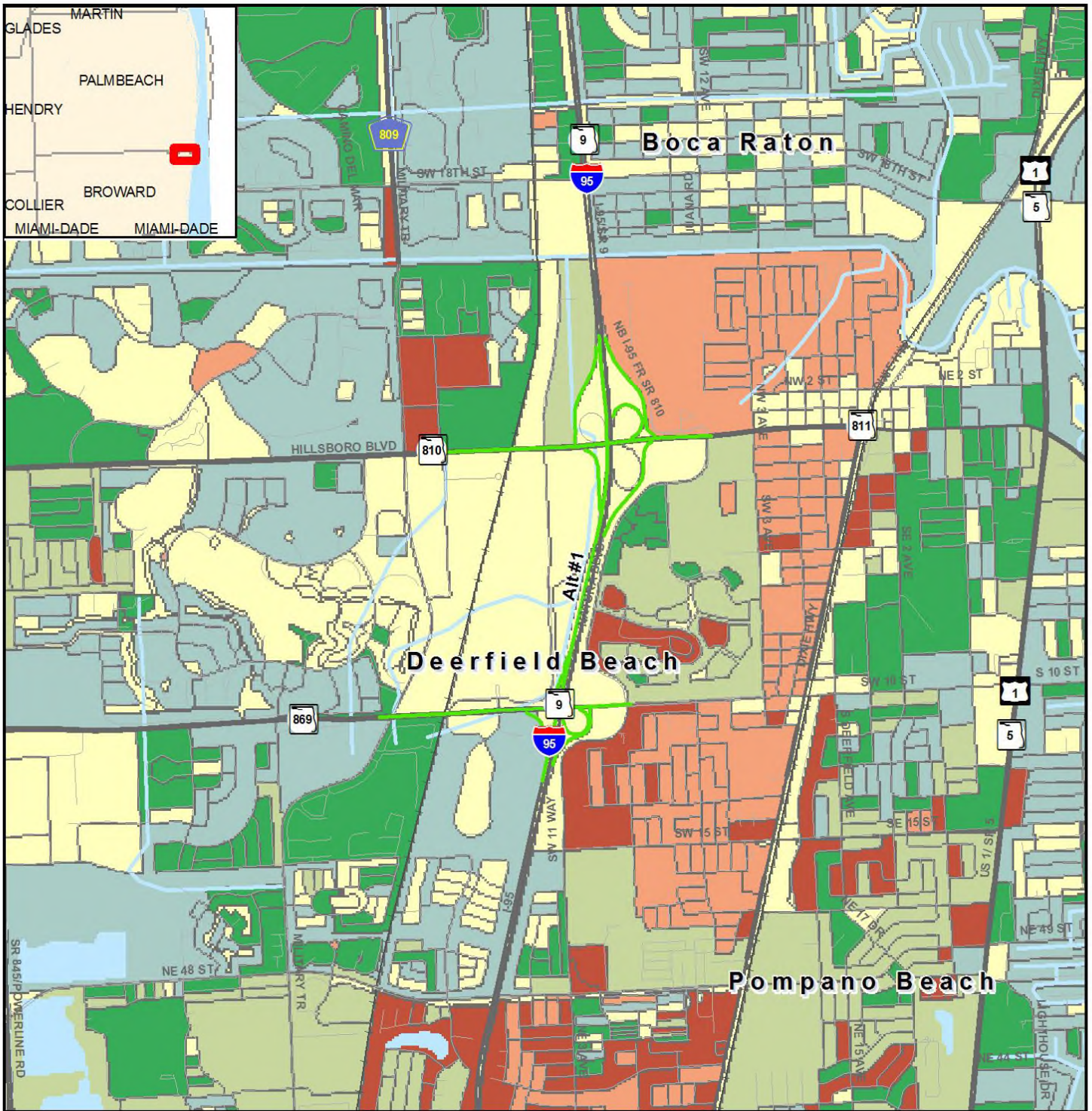


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14244 I-95 from SW 10th St to Hillsboro Blvd



Minority Population Map

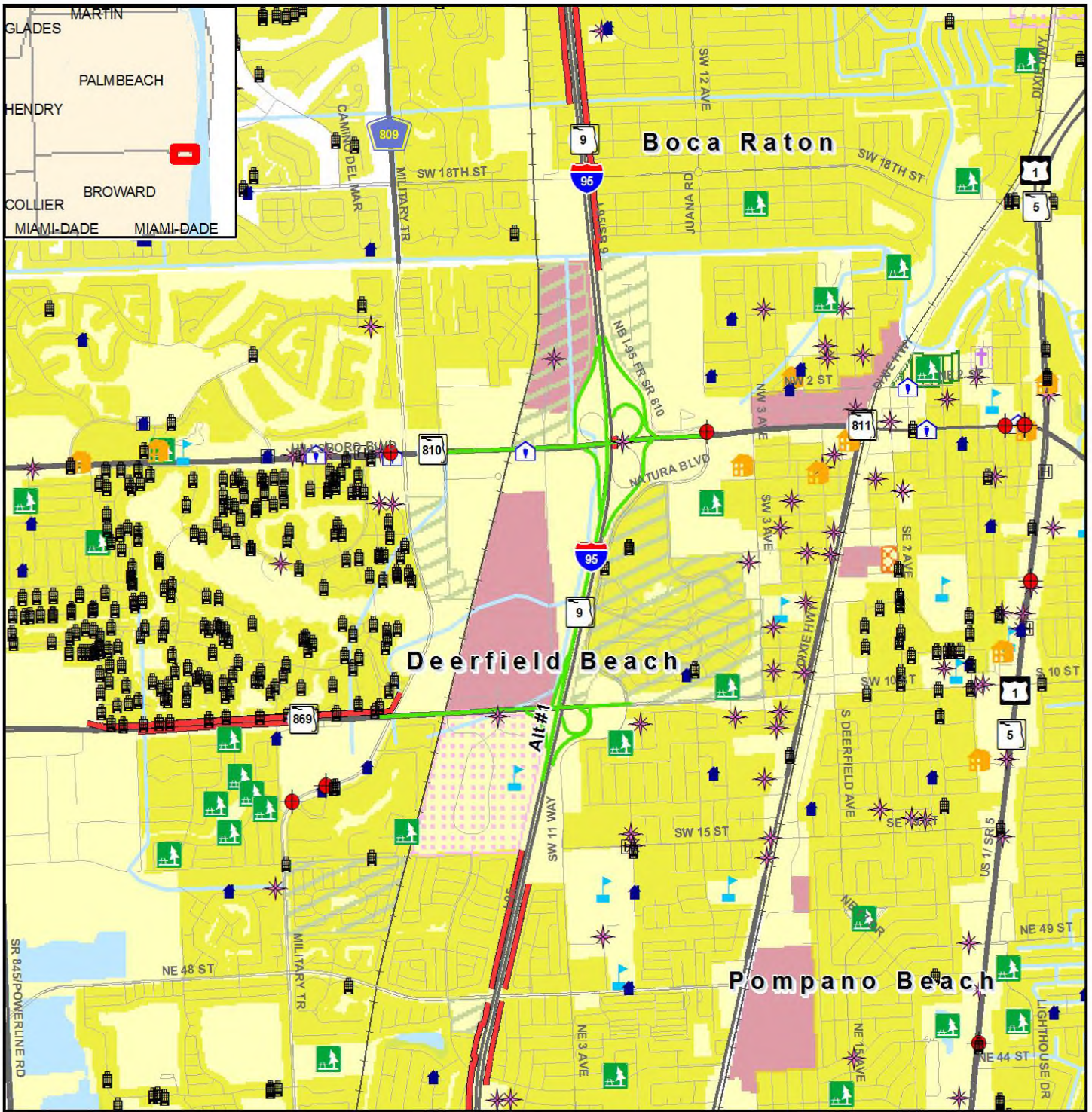
Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)



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14244 I-95 from SW 10th St to Hillsboro Blvd



Noise Map

ETDM Alternative	Condo Owners Associations	Cultural Center	Historic Cemetery	Industrial
ETDM Alternative Terminus	Hospitals	Health Care	Planned Unit Developments	Residential
City Limits	Laser On-site	Park	Wildlife Refuges	HUD Renewal
Noise Barriers	Group Care Facilities	National Parks	National Park Projects	Nat'l Estuarine Reserves
Existing Trails	Cemetery	Marine Sanctuaries	Military Installations	Enterprise Zones
	Community Center	School		DRI

Data Sources:
GeoPlan Center, US Geological Survey, US Census Bureau, HUD, Florida DOT, US Fish and Wildlife, National Park Service, NOAA, National Estuarine Research, Enterprise Florida

Scale: 0 0.15 0.3 0.6 Miles

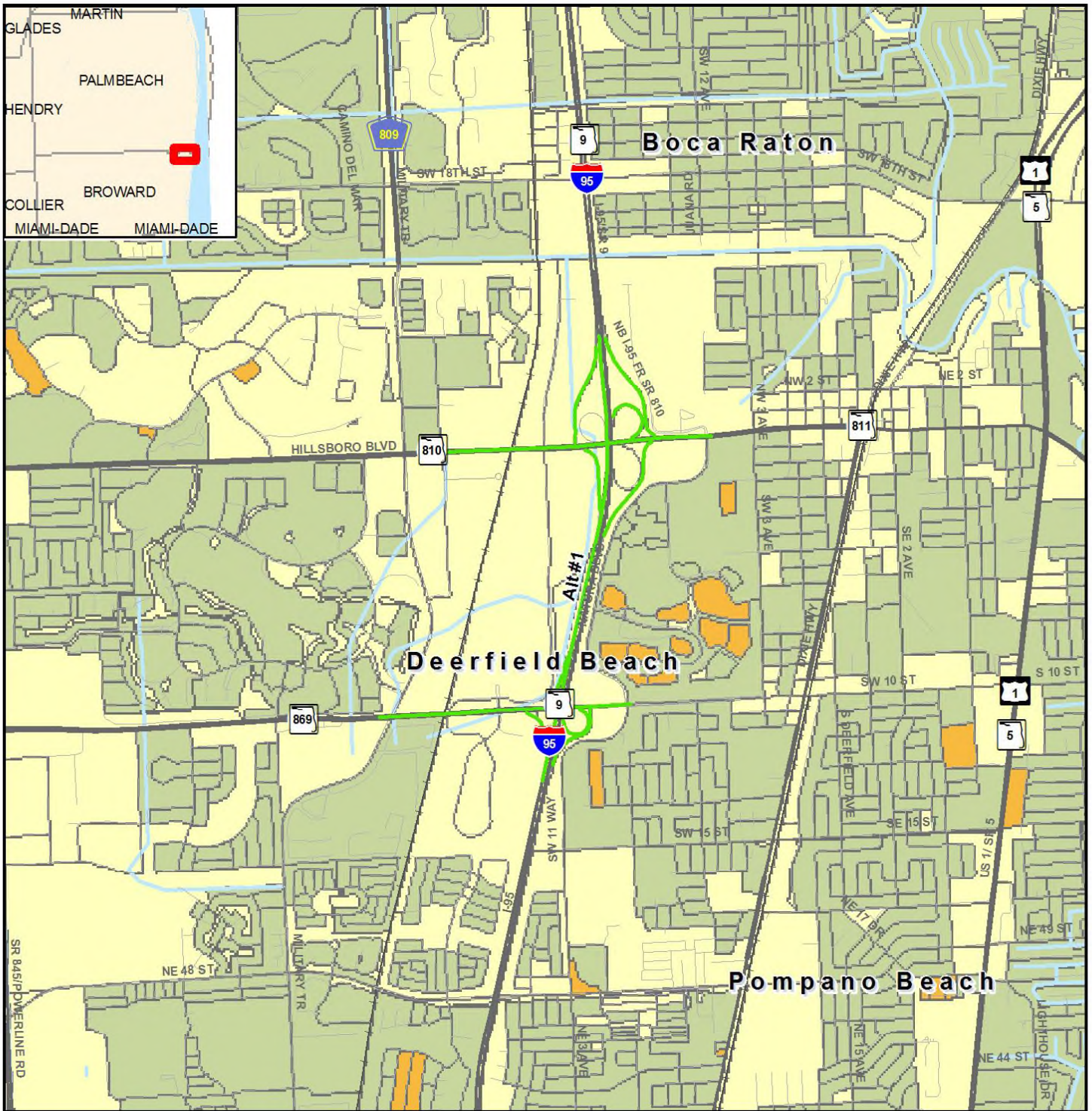
8/30/2015

Environmental Screening Tool

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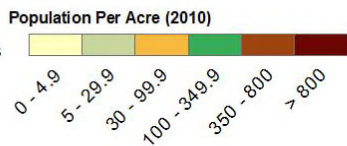
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14244 I-95 from SW 10th St to Hillsboro Blvd



Population Density Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail



Data Sources:
 US Geological Survey
 FL Department of Transportation
 NAVTEQ
 US Census Bureau (2010)

0 0.125 0.25 0.5 Miles



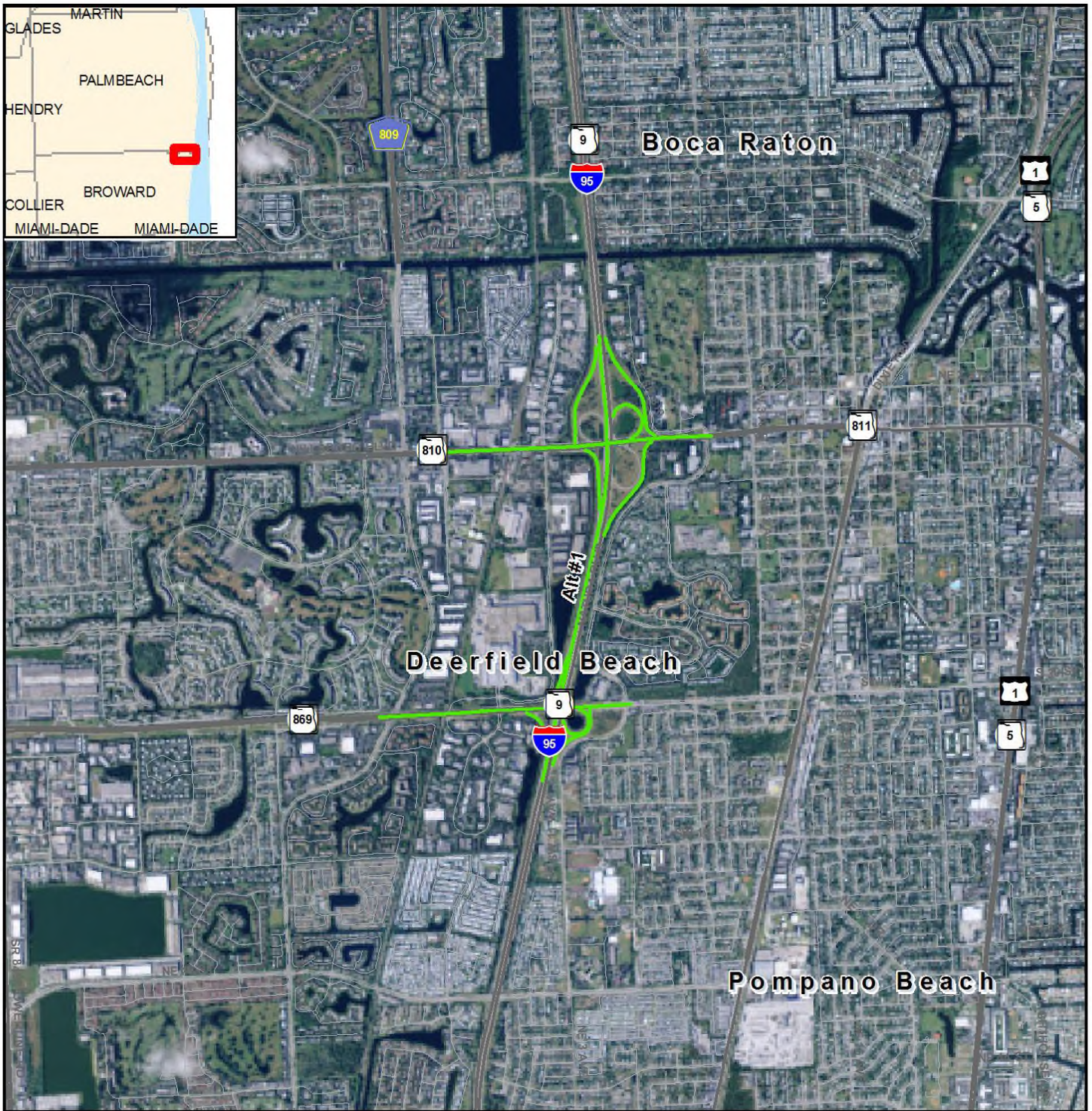
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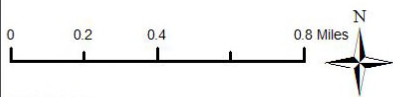
14244 I-95 from SW 10th St to Hillsboro Blvd



Project Aerial Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail

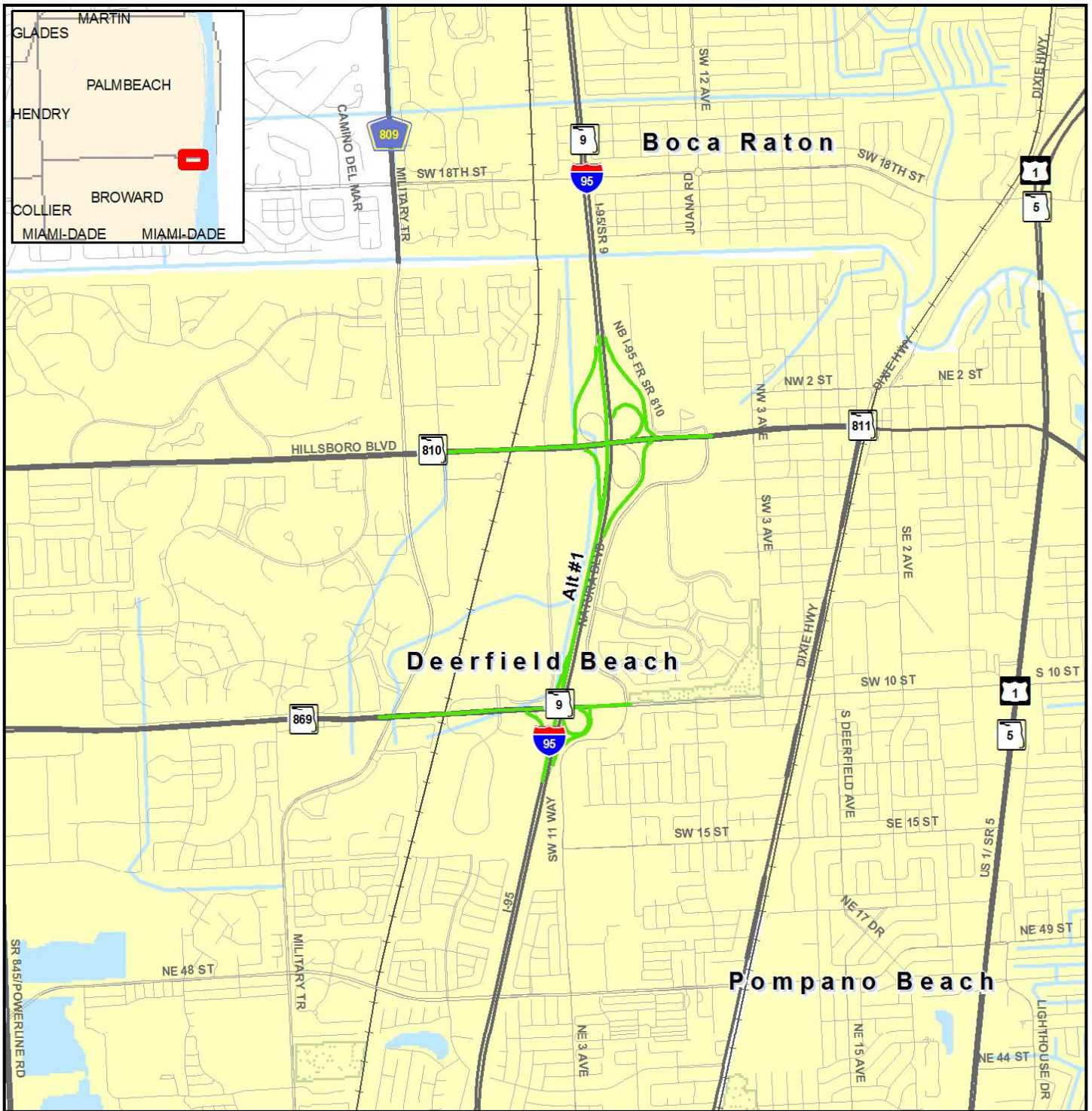
Data Sources:
 Highways - NAVTEQ
 Digital Orthophotograph - ArcGIS Online



8/30/2015

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14244 I-95 from SW 10th St to Hillsboro Blvd



Project Base Map

- ETDM Alternative
- ETDM Alternative Terminus
- Local Road or Trail
- Major Road
- City Limits
- Managed Conservation Lands

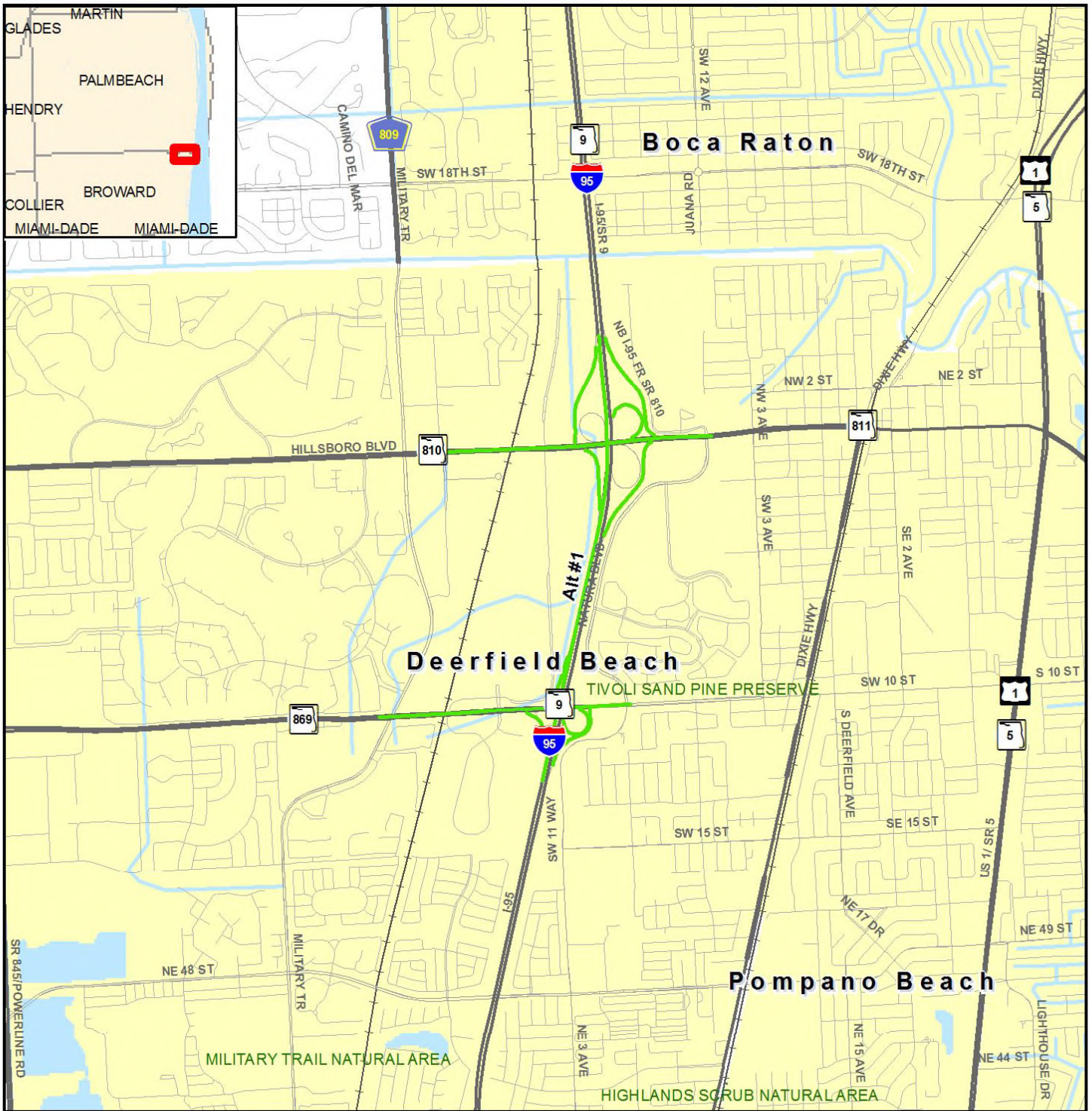
Data Sources:
 NAVTEQ
 US Geological Survey
 US Census Bureau
 County Property Appraisers
 Florida Natural Areas Inventory



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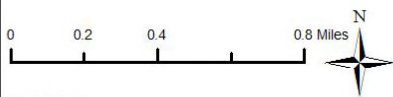
14244 I-95 from SW 10th St to Hillsboro Blvd



Recreational Areas Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- Conservation or Recreation Area

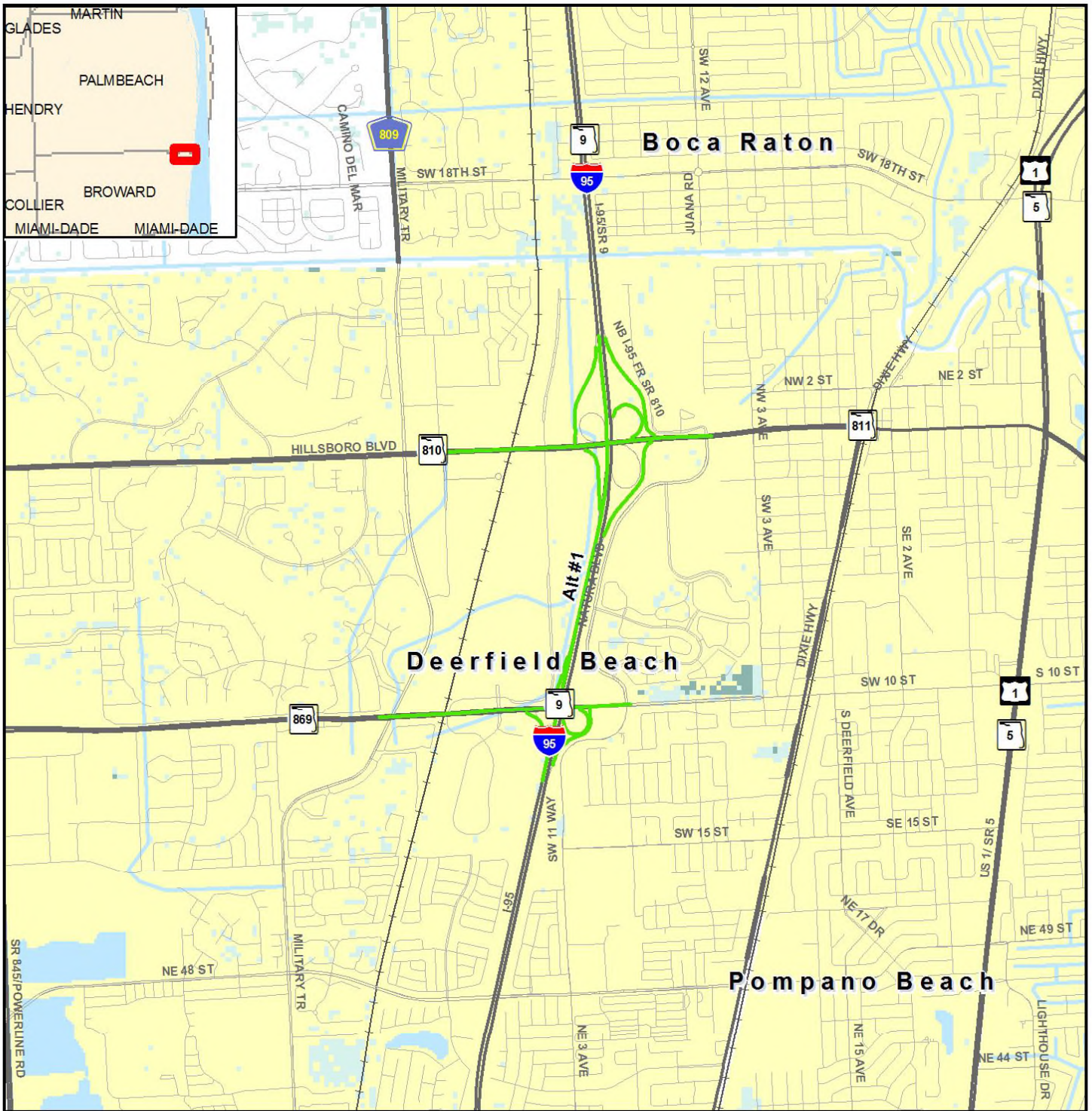
Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Natural Areas Inventory



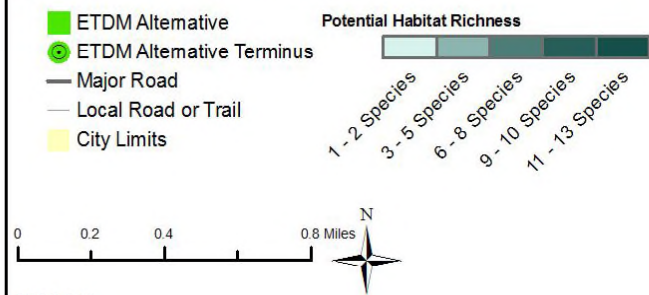
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14244 I-95 from SW 10th St to Hillsboro Blvd



Species Potential Map



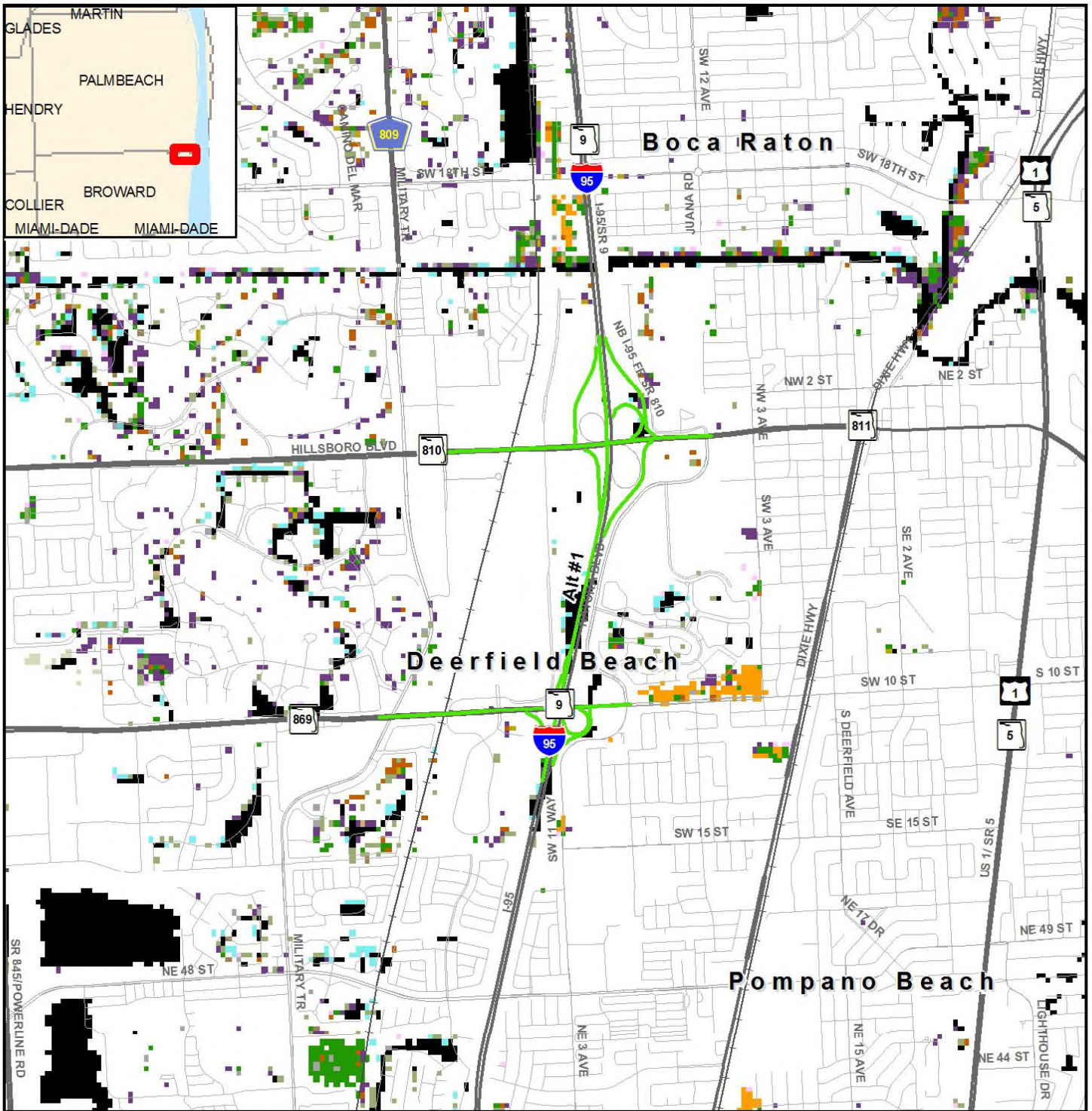
Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission



8/30/2015

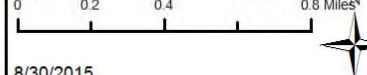
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14244 I-95 from SW 10th St to Hillsboro Blvd



Vegetation Map

- | | | | | | |
|---------------------------|----------------------------------|---------------------------|----------------------------|---------------------|-------------------|
| ETDM Alternative | Dry Prairie | Cattail Marsh | Bottomland Hardwood Forest | Bare Soil/Clearcut | Australian Pine |
| ETDM Alternative Terminus | Mixed Hardwood-pine Forest | Shrub Swamp | Salt Marsh | Improved Pasture | Melaleuca |
| Not Classified | Hardwood Hammocks and Forests | Bay Swamp | Mangrove Swamp | Unimproved Pasture | Brazilian Pepper |
| Coastal Strand | Pinelands | Cypress Swamp | Scrub Mangrove | Sugarcane | High Impact Urban |
| Sand/Beach | Cabbage Palm-live Oak Hammock | Cypress/Pine/Cabbage Palm | Tidal Flats | Citrus | Low Impact Urban |
| Xeric Oak Scrub | Tropical Hardwood Hammock | Mixed Wetland Forest | Open Water | Row and Field Crops | Extractive |
| Sand Pine Scrub | Freshwater Marsh and Wet Prairie | Hardwood Swamp | Shrub and Brushland | Other Agriculture | Exotic Plants |
| Sandhill | Sawgrass Marsh | Hydric Hammock | Grassland | | |



Data Sources: NAVTEQ; Florida Department of Transportation; Florida Fish and Wildlife Conservation Commission



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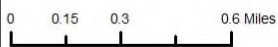
14244 I-95 from SW 10th St to Hillsboro Blvd



Water Resource Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- ⊕ 1st Magnitude Spring
- River, Stream or Canal
- Navigable Water Way
- SFWMD Canals
- Drainage Basin
- Outstanding Florida Water
- Surface Water Class I
- Surface Water Class II
- Water Body
- Swamp/Marsh

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Department of Environmental Protection
 Florida Geological Survey
 US Bureau of Transportation Statistics



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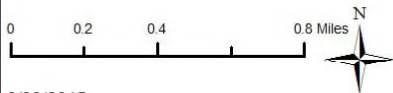
14244 I-95 from SW 10th St to Hillsboro Blvd



Wetlands Map

- ETDM Alternative
- ETDM Alternative Terminus
- Major Road
- Local Road or Trail
- City Limits
- River, Stream or Canal
- Water Body
- Swamp/Marsh
- Non-vegetated Wetland
- Vegetated Non-forested Wetland
- Wetland Forested Mixed
- Wetland Coniferous Forest
- Wetland Hardwood Forest

Data Sources:
 NAVTEQ
 Florida Water Management Districts
 US Geological Survey



8/30/2015

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Attachment B

Planning Consistency Documentation

Planning Requirements for Environmental Document Approvals

Document Information:

Date compiled: 8/1/2019 Document Type: _____ Document Status: _____

Project Name: SR-9/I-95 from South of SW 10th Street to North of Hillsboro Blvd. FM #: 436964-1

Project Limits: South of SW 10th Street to North of Hillsboro Blvd. ETDM #: _____

Are the limits consistent with the plans? Yes. The STIP and TIP limits match the plans.

Identify MPO(s) (if applicable): Broward MPO Original PD&E FAP#: _____

Currently Adopted CFP-LRTP	COMMENTS
Y	Broward MPO's 2040 LRTP Plan (Page 46-47)

PHASE	Currently Approved TIP	Currently Approved STIP	Current STIP	Adopted FY2019/20 TIP	FY2019/20 Roll Forward Report	Approved TIP \$ FY	Approved STIP \$ FY	Current STIP \$ FY	Adopted FY2019/20 TIP \$ FY	FY2019/20 Roll Forward Report \$ FY	COMMENTS
Environmental (ENV)	Y	Y	Y	N	Y	40,000	40,000	29,979		20,000	The ENV phase is not programmed in the FY2019/20 TIP; however, \$20,000 for ENV is programmed in the Roll Forward report which is expected to be amended into the FY2019/20 TIP by the MPO Board in September/October.
						FY 2019	FY 2019	FY 2019/20		FY 2020	
Preliminary Design & Engineering (PD&E)	Y	Y	Y	N	Y		101,257	1,623,198		16,130	The PD&E phase is not programmed in the FY2019/20 TIP; however, \$16,130 for PD&E is programmed in the Roll Forward report which is expected to be amended into the FY2019/20 TIP by the MPO Board in September/October.
							FY 2019	FY2019/20		FY 2020	
Right of Way (ROW)	Y	Y	Y	N	Y	28,964,970	28,964,970	28,870,947		28,144,373	The ROW phase is not programmed in the FY2019/20 TIP; however, \$28,144,373 for ROW is programmed in the Roll Forward report which is expected to be amended into the FY2019/20 TIP by the MPO Board in September/October.
						FY 2019	FY 2019	FY 2019/20/21		FY 2020/21	
Preliminary Engineering (PE)	Y	Y	Y	Y	Y	2,750,000	2,755,262	2,755,262	2,750,000	2,753,255	No TIP amendment is needed.
						FY 2022	FY 2019/22	FY 2019/20/22	FY 2022	FY 2020/22	

Project Segmented: N

Preparer's Name: John Podczerwinsky

Preparer's Signature: *John Podczerwinsky*

Date: 8/1/2019 8/1/2019 Phone # 954-777-4651

Email: John.Podczerw@dot.state.fl.us

Phase	Fund Source	2020	2021	2022	2023	2024	Total
SR-9/I-95 FROM SOUTH OF SHERIDAN STREET TO NORTH OF GRIFFIN ROAD - FM# 4391701					Length: 4.480		*SIS*
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: MANAGED BY FDOT		
					LRTP#: Pg. 47		
SIS 2ND FIVE YEARS; INTERCHANGE IMPROVEMENTS							
PDE	ACNP	0	0	500,000	2,500,000	0	3,000,000
ENV	DS	0	0	0	0	30,000	30,000
Total		0	0	500,000	2,500,000	30,000	3,030,000
<i>Prior Years Cost</i>		<i>Future Years Cost</i>		51,651,695	<i>Total Project Cost</i>		54,681,695
SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. - FM# 4369641					Length: 7.250		*SIS*
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: MANAGED BY FDOT		
					LRTP#: Pg. 47		
2019 MPO PRIORITY #5 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD CONSTRUCTION ON 436964-2							
PE	DI	0	0	2,750,000	0	0	2,750,000
Total		0	0	2,750,000	0	0	2,750,000
<i>Prior Years Cost</i>		37,783,208	<i>Future Years Cost</i>		<i>Total Project Cost</i>		40,533,208
SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. - FM# 4369642					Length: 5.084		*SIS*
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: MANAGED BY FDOT		
					LRTP#: Pg. 46		
2019 MPO PRIORITY #5 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD DESIGN & R/W ON SEG 1							
RRU	DI	0	0	0	0	3,000,000	3,000,000
Total		0	0	0	0	3,000,000	3,000,000
<i>Prior Years Cost</i>		<i>Future Years Cost</i>		402,971,121	<i>Total Project Cost</i>		405,971,121
SR-9/I-95 MOBILITY HUB AT CYPRESS CREEK ROAD - FM# 4358085					Length: .880		*Non-SIS*
Type of Work: WIDEN/RESURFACE EXIST LANES					Lead Agency: MANAGED BY FDOT		
					LRTP#: Pg. 6		
WIDENING FOR ADDITIONAL TURN LANE AND BIKE LANES, SIDEWALK CONSTRUCTION, RESURFACING. WEST CYPRESS CREEK RD FROM POWER LINE RD TO W OF SFRC; NW 59TH CT; N ANDREWS WAY. NO RIGHT OF WAY REQUIRED SEE WP45 FOR ADDITIONAL COMMENTS PRIOR YEAR MPO PRIORITY							
CST	SU	0	0	0	0	2,817,494	2,817,494
CST	SA	0	0	0	0	150,000	150,000
Total		0	0	0	0	2,967,494	2,967,494
<i>Prior Years Cost</i>		<i>Future Years Cost</i>		<i>Total Project Cost</i>		2,967,494	

Phase	Fund Source	2019	2020	2021	2022	2023	Total	
SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. - FM# 4369642 (TIP#)					Length: 5.084	*SIS*		
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: MANAGED BY FDOT			
Project Type: Imported					LRTP#: Pg. 46			
RRU	DI	0	0	0	3,000,000	1,000,000	4,000,000	
DSB	DI	0	0	0	0	2,000,000	2,000,000	
DSB	ACNP	0	0	0	0	187,408,360	187,408,360	
DSB	LFB	0	0	0	0	100,000,000	100,000,000	
DSB	PKLF	0	0	0	0	20,000,000	20,000,000	
DSB	PKYI	0	0	0	0	80,000,000	80,000,000	
Total		0	0	0	3,000,000	390,408,360	393,408,360	
<i>Prior Years Cost</i>		<i>Future Years Cost</i>		<i>Total Project Cost</i>			393,408,360	
SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. - FM# 4369641 (TIP#)					Length: 7.250	*SIS*		
Type of Work: INTERCHANGE IMPROVEMENT					Lead Agency: MANAGED BY FDOT			
Project Type: Imported					LRTP#: Pg. 47			
SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT								
ROW	DI	23,643,345	0	0	0	0	23,643,345	
ROW	DIH	326,000	0	0	0	0	326,000	
ROW	DSB2	4,995,625	0	0	0	0	4,995,625	
ENV	DDR	40,000	0	0	0	0	40,000	
PE	DI	0	0	0	2,750,000	0	2,750,000	
Total		29,004,970	0	0	2,750,000	0	31,754,970	
<i>Prior Years Cost</i>		8,074,066	<i>Future Years Cost</i>		<i>Total Project Cost</i>			39,829,036
SR-9/I-95 FROM SR-869/SW 10TH STREET TO BROWARD/PALM BEACH COUNTY LINE - FM# 4331086 (TIP#)					Length: 1.771	*SIS*		
Type of Work: ADD SPECIAL USE LANE					Lead Agency: MANAGED BY FDOT			
Project Type: Imported					LRTP#: Pg. 47			
CDC ON SEGMENT 433108-1 BROWARD COUNTY; 2014 MPO #19 (3B)								
INC	ACNP	1,000,000	1,500,000	0	0	0	2,500,000	
Total		1,000,000	1,500,000	0	0	0	2,500,000	
<i>Prior Years Cost</i>		49,565,856	<i>Future Years Cost</i>		<i>Total Project Cost</i>			52,065,856



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Web Application

Federal Aid Management Office Cynthia Lorenzo - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria
Approved STIP
Detail Report
Financial Project:436964 1

HIGHWAYS							
Item Number: 436964 1 Project Description: SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.							
District: 04		County: BROWARD		Type of Work: INTERCHANGE - ADD LANES		Project Length: 7.250MI	
Extra Description: 2019 MPO PRIORITY #5 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROS S STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBOR O BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD CONSTRUCTION ON 43 6964-2							
Phase / Responsible Agency		Fiscal Year					
		<2019	2019	2020	2021	2022	>2022
ENVIRONMENTAL / MANAGED BY FDOT							
Fund Code:	DDR - DISTRICT DEDICATED REVENUE		40,000				40,000
P D & E / MANAGED BY FDOT							
Fund Code:	DDR - DISTRICT DEDICATED REVENUE	962,182	78,764				1,040,946
	DI - ST. - S/W INTER/INTRASTATE HWY	79,708					79,708
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	17,656	22,493				40,149
	DS - STATE PRIMARY HIGHWAYS & PTO	1,830,350					1,830,350

Phase: P D & E Totals		2,889,896	101,257				2,991,153
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	DI - ST. - S/W INTER/INTRASTATE HWY	5,113,114				2,750,000	7,863,114
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	14,738	5,262				20,000
Phase: PRELIMINARY ENGINEERING Totals		5,127,852	5,262			2,750,000	7,883,114
RIGHT OF WAY / MANAGED BY FDOT							
Fund Code:	DI - ST. - S/W INTER/INTRASTATE HWY		23,643,345				23,643,345
	DIH - STATE IN-HOUSE PRODUCT SUPPORT		326,000				326,000
	DSB2 - EVERGLADES PKY/ALLIGATOR ALLEY		4,995,625				4,995,625
Phase: RIGHT OF WAY Totals			28,964,970				28,964,970
Item: 436964 1 Totals		8,017,748	29,111,489			2,750,000	39,879,237
Project Totals		8,017,748	29,111,489			2,750,000	39,879,237
HIGHWAYS Totals		8,017,748	29,111,489			2,750,000	39,879,237
Grand Total		8,017,748	29,111,489			2,750,000	39,879,237

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.
 For additional information please e-mail questions or comments to:
 Cynthia Lorenzo: cynthia.lorenzo@dot.state.fl.us or call 850-414-4448

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Web Application

Federal Aid Management Office Cynthia Lorenzo - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria
Current STIP Detail Report
Financial Project:436964 1

HIGHWAYS									
Item Number: 436964 1 Project Description: SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.									
District: 04		County: BROWARD		Type of Work: INTERCHANGE - ADD LANES		Project Length: 7.250MI			
Extra Description: 2019 MPO PRIORITY #5 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROS S STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBOR O BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD CONSTRUCTION ON 43 6964-2									
Phase / Responsible Agency			Fiscal Year						
			<2019	2019	2020	2021	2022	>2022	All Years
ENVIRONMENTAL / MANAGED BY FDOT									
Fund Code:	DDR - DISTRICT DEDICATED REVENUE			9,979	20,000				29,979
P D & E / MANAGED BY FDOT									
Fund Code:	DDR - DISTRICT DEDICATED REVENUE	947,996							947,996
	DI - ST. - S/W INTER/INTRASTATE HWY	79,708	1,546,458						1,626,166
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	18,939	38,407	16,130					73,476
	DS - STATE PRIMARY HIGHWAYS & PTO	1,830,350	22,203						1,852,553

Phase: P D & E Totals		2,876,993	1,607,068	16,130			4,500,191
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
Fund Code:	DI - ST. - S/W INTER/INTRASTATE HWY	42,407				2,750,000	2,792,407
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	15,342	2,007	3,255			20,604
Phase: PRELIMINARY ENGINEERING Totals		57,749	2,007	3,255		2,750,000	2,813,011
RIGHT OF WAY / MANAGED BY FDOT							
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP			1,000,000	25,617,598		26,617,598
	DI - ST. - S/W INTER/INTRASTATE HWY		726,393	164,727	1,294,500		2,185,620
	DIH - STATE IN-HOUSE PRODUCT SUPPORT		181	67,548			67,729
Phase: RIGHT OF WAY Totals			726,574	1,232,275	26,912,098		28,870,947
Item: 436964 1 Totals		2,934,742	2,345,628	1,271,660	26,912,098	2,750,000	36,214,128
Project Totals		2,934,742	2,345,628	1,271,660	26,912,098	2,750,000	36,214,128
HIGHWAYS Totals		2,934,742	2,345,628	1,271,660	26,912,098	2,750,000	36,214,128
Grand Total		2,934,742	2,345,628	1,271,660	26,912,098	2,750,000	36,214,128

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.
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 Cynthia Lorenzo: cynthia.lorenzo@dot.state.fl.us or call 850-414-4448

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Eligible project screening

Candidate projects considered for funding will be screened against such items as:

- Demonstrated project purpose and need;
- Demonstrated inclusion within local plans/program/studies;
- Demonstrated public support; and
- Demonstrated ability to fund project operation and maintenance.

Eligible project evaluation

Once basic eligibility screening is complete, further analysis will be conducted based upon available safety, traffic and transit data, followed by subsequent project scoring and ranking. FDOT involvement in this analysis will result in a determination of feasibility for proposed improvements. This analysis will ultimately conclude with further assessment by us in relation to such subjective measures, such as equitable geographic distribution of proposed projects and EJ and Title VI considerations from a system's level perspective.

As the specifics of this new Complete Streets and other Localized Initiatives Program are developed and refined, other planning partners and agencies will be engaged for involvement or feedback. This will ensure a transparent process is developed, including a project selection procedure that is understandable to the public, with accompanying information on award selection discussion and scoring. Projects identified in the previous plan, *Transformation 2035*, may be considered in the ranking of the new annual award

process. We intend to identify potential funding recipients and adequately assist in education through such means as direct outreach or conducting workshops.

Facilities extending beyond the MPO planning area

There are a number of agencies and private entities responsible for the development of transportation projects that have impacts beyond our planning area. Most of the following systems (and their operators) are direct recipients of Federal funds or loans, have independent authority and/or an ownership interest to develop financially constrained plans including operation and maintenance. The fiscally constrained plans developed for these facilities are incorporated into *Commitment 2040* in their entirety by reference.

Strategic Intermodal System

FDOT is the agency responsible for the designation, implementation and management of the Florida Transportation Plan which includes the Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that flows from one mode to the next with the goal of providing the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens.

Florida Statutes §339.62 through §339.65 define FDOT's role to designate the SIS, to plan and fund its components. The last major update to the SIS 2040 Cost Feasible Plan

was completed in 2013, which lists affordable projects. It identified more than \$2.3 billion of investments planned for interstates, Turnpike facilities, Port Everglades, Fort Lauderdale-Hollywood International Airport and the Florida East Coast Railroad (FEC).²⁶



Construction of I-595; completed in 2014

Port Everglades

Port Everglades contributes substantially to the region's economy, is a leading container port in Florida and is one of the most active cargo ports in the United States. Additionally, Port Everglades is a major cruise port. The Port is thus a significant economic asset to the region. Port Everglades is a self-funded enterprise of Broward County government that maintains a master plan which guides its investment strategies and lists affordable projects.²⁷



Port Everglades

Fort Lauderdale-Hollywood International Airport

Just as Port Everglades is essential to the mobility of freight and passengers, the Fort Lauderdale-Hollywood International Airport is also a facility with regional impacts on the flow of people, goods and the economy. We continue to collaborate with the airport on its growth which, ultimately, will lead to business attraction, promote economic growth and create new jobs. The airport is also a self-funded enterprise of Broward County government that maintains a master plan which directs its investment strategies and lists affordable projects.²⁸

²⁶For additional additional information the SIS, visit <http://www.dot.state.fl.us/planning/sis/>.

²⁷For additional information on Port Everglades' Master Plan, visit www.broward.org/port/masterplan/Pages/Default.aspx.

²⁸For additional information on Fort Lauderdale/Hollywood International Airport's Master Plan, visit www.broward.org/Airport/Community/Pages/MasterPlanUpdate.aspx.

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
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 =====

BROWARD MPO

ITEM NUMBER:436962 1 PROJECT DESCRIPTION:SR-9/I-95 @COPANS RD FR S OF NB EXIT RAMP TO N OF SB TO WB EXIT RAMP *SIS*
 DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE JUSTIFICA/MODIFICA
 EX DESC:COMBINE THE SB TO EB EXIT, SB TO WB EXIT AND WB TO SB ENTRANCE RAMPS ONTO A SINGLE RAMP, PHYSICALLY SEPARATED FACIL
 ITY FROM THE THE MAINLINE. PROVIDE A TWO-LANE SB EXIT RAMP WITH A CHOICE LANE FOR THE OUTSIDE GP LANE. COMBINE THE
 NB ENTRANCE RAMPS ONTO A SINGLE RAMP, PHYSICALLY SEPARATED FACILITY FROM THE THE MAINLINE.
 ROADWAY ID:86070000 PROJECT LENGTH: 3.466MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	2,450,000	0	0	0	0	0	0	2,450,000
DIH	38,803	218	0	0	0	0	0	39,021
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	1,286,600	0	0	0	0	0	1,286,600
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	21,240,994	0	0	0	0	0	21,240,994
ACSA	0	245,898	0	0	0	0	0	245,898
DDR	0	1,026,000	0	0	0	0	0	1,026,000
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	8,510	0	0	0	0	0	0	8,510
TOTAL 436962 1	2,497,313	23,799,710	0	0	0	0	0	26,297,023
TOTAL PROJECT:	2,497,313	23,799,710	0	0	0	0	0	26,297,023

ITEM NUMBER:436964 1 PROJECT DESCRIPTION:SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. *SIS*
 DISTRICT:04 COUNTY:BROWARD TYPE OF WORK:INTERCHANGE - ADD LANES
 EX DESC:2019 MPO PRIORITY #5 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD;
 SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD CONS
 TRUCTION ON 436964-2
 ROADWAY ID:86070000 PROJECT LENGTH: 7.250MI LANES EXIST/IMPROVED/ADDED: 8/ 8/ 1

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	2024	GREATER THAN 2024	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	947,996	0	0	0	0	0	0	947,996
DI	1,626,166	0	0	0	0	0	0	1,626,166
DIH	57,346	16,130	0	0	0	0	0	73,476
DS	1,852,553	0	0	0	0	0	0	1,852,553
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DI	42,407	0	0	2,750,000	0	0	0	2,792,407
DIH	17,349	3,255	0	0	0	0	0	20,604
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNP	0	1,000,000	25,617,598	0	0	0	0	26,617,598
DI	726,393	164,727	1,294,500	0	0	0	0	2,185,620
DIH	181	67,548	0	0	0	0	0	67,729
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	9,979	20,000	0	0	0	0	0	29,979
TOTAL 436964 1	5,280,370	1,271,660	26,912,098	2,750,000	0	0	0	36,214,128
TOTAL PROJECT:	5,280,370	1,271,660	26,912,098	2,750,000	0	0	0	36,214,128

Attachment C

SHPO Concurrence Request Letter and SHPO Concurrence Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

November 13, 2018

Dr. Timothy Parsons, Director and
State Historic Preservation Officer
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32301

2018 NOV 19 P 3:29
STATE HISTORIC PRESERVATION DIVISION

Subject: **Request for Review**
Cultural Resource Assessment Survey
SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Financial Management #: 436964-1-22-01
Broward County, Florida

Attention: Adrienne Daggett

Dear Ms. Daggett;

The Florida Department of Transportation (FDOT), District Four, is currently conducting a Project Development & Environment (PD&E) Study to evaluate alternatives for improvements to SR-9/I-95 from SW 10th Street to Hillsboro Boulevard in Broward County, Florida. The limits of the project include I-95 from just south of SW 10th Street to just north of Hillsboro Boulevard and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard, and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the city of Deerfield Beach. This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard. In addition, the project proposes improvements along both SW 10th Street and Hillsboro Boulevard near I-95. This project will evaluate the potential modification of the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges, consider the replacement of the existing SW 10th Street bridge over I-95 and the provision of a grade separation at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard.

No newly or previously recorded archaeological sites were identified within the archaeological area of potential effect (APE). Two shovel tests were excavated within the archaeological APE. No cultural material was recovered. No subsurface testing could be conducted in most of the project area due to the presence of existing pavement, berms, and buried utilities.

The historic resources survey resulted in the identification of one linear resource within the project APE, the Seaboard Air Line (CSX) Railroad (8BD4649). While the current segment within the APE has not been previously recorded, a segment to the north, at Hillsboro Boulevard, was determined eligible by the SHPO. This segment was determined National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development. The segment within the current APE,

*Cultural Resources Assessment Survey
I-95 from SW 10th Street to Hillsboro Blvd.
FM 436964.1*

spanning approximately 1,225 feet and extending both to the north and south from SW 10th Street, is consistent with nearby segments, and accordingly, is considered eligible for listing in the National Register under Criterion A in the categories of Transportation and Community Planning and Development.

No impacts to the CSX Railroad are anticipated to result from proposed improvements. The rail line will continue to operate in its current alignment. Therefore, 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,




Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures
cc. file

Cultural Resources Assessment Survey
I-95 from SW 10th Street to Hillsboro Blvd.
FM 436964.1

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 2015-4758C.

SHPO Comments:

For  Deputy SHPO
Timothy A. Parsons
State Historic Preservation Officer
Florida Division of Historical Resources

12/3/18
Date

Attachment D
*Section 4(f) Determination of Applicability Report &
Coordination Documentation*

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Project Name: SR 9/I-95 Interchanges from SW 10th Street to Hillsboro Boulevard
FM#: 436964-1-22-02 **ETDM#:** 14244 **FAP#:** To be Determined
Project Review Date: 11/20/2017
FDOT District: 4
County(ies): Broward

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

Project Description including Section 4(f) Specific Information:

This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes consistent with the adjacent SW 10th Street PD&E Study and the I-95 Phase 3b project. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered. There are five park/natural areas that are located adjacent or to the project area. No Section 4(f) use is proposed to all eligible Section 4(f) resources because no right of way will be required from them and they are located a distance from proposed project alternatives. This DOA form outlines the Mayo Howard Park resource under the jurisdiction of the City of Deerfield Beach (1131 FAU Research Park Boulevard).

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: Mayo Howard Park is a 4.8 acre recreational park with a walking path/fitness trail, pavillion, volleyball court, two childrens playgrounds, and picnic area.

Criteria of Selected Property Type(s):

Public Parks and Recreation Areas

- Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
- Must be open to the public during normal hours of operation
- The major purpose must be for park or recreation activities
- Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
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Wildlife and Waterfowl Refuge

- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;
- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species**;
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

4.8 acres

Who/what organization owns/manages the property?

The City of Deerfield Beach owns and manages the property.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

The primary function is recreation.

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

The following facilities are located on the property:

Two children's playgrounds

Pavillion

Picnic tables

One sand volleyball court

Bathrooms

parking lot

What is the function of/or the available activities on the property?

Childrens activities, picniking, volleyball etc.

Access and Usage of the property by the Public:

The park can be accessed by automobile and pedestrians from FAU Research Boulevard. The City has no information on usage.

Relationship to other similarly used lands/facilities in the vicinity:

None

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

None

Describe project activities that could potentially "use" the resource:

None

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

N/A

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

The proposed project will not acquire any property from the park and this resource is a distance from proposed alternatives. See attached map. Access to the park will be maintained during construction.

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Signature: Chris D. David : 11/20/2017
Preparer Date

Signature: Ann Broadwell 12/18/17
Environmental Manager, or designee Date

OEM
Concurrence: _____

Signature: _____
Director of OEM, or designee Date

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) NO USE DETERMINATION

650-050-49
Environmental
Management
06/17

Project Name:	SR 9/I-95 Interchanges from SW 10th Street to Hillsboro Boulevard				
FM#:	436964-1-22-02	ETDM#:	14244	FAP#:	TBD
Project Review Date:	11/20/2017				
FDOT District:	4				
County(ies):	Broward				

Project Description including Section 4(f) Specific Information:

Project Description including Section 4(f) Specific Information:

This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes consistent with the adjacent SW 10th Street PD&E Study and the I-95 Phase 3b project. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered. There are four park/natural areas that are located adjacent to the project area. No Section 4(f) use is proposed to all five areas because no right of way will be required from these resources and these resources are located a distance from the project alternatives; access to all properties will be maintained during construction. This No Use Form outlines the Mayo Howard Park under the jurisdiction of the City of Deerfield Beach, located at 1131 FAU Research Park Boulevard.

Type of Property: Public Parks and Recreation Areas

Description of Property: The park located adjacent to the southeast quadrant of the I-95 @ SW 10th Street Interchange. It is a 4.8 acre park with a walking path/fitness trail, pavilion, two childrens playgrounds, sand volleyball court, and picnic area.

Establishing Section 4(f) Use of the Property

Will the property be "used" as defined in **Section 4(f)** Resources chapter of the FDOT PD&E Manual? Examples of a "use" include but are not limited to new right of way, new easements, and temporary occupancy?

Yes

No

An explanation of the relationship between the Section 4(f) property and the project:

The linear Park is located adjacent to SW 10th Street which is approximately 20 feet from proposed improvements.

Documentation

The following items **must** be attached to this form to ensure proper documentation of the Section 4(f) No Use:

1. DOA form and documentation (*Including the Form and Attachments*)
2. Required communications with the OWJ

Signatures

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) NO USE DETERMINATION

650-050-49
Environmental
Management
06/17

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Signature: Christie Ruffalo 11/20/2017
Preparer Date

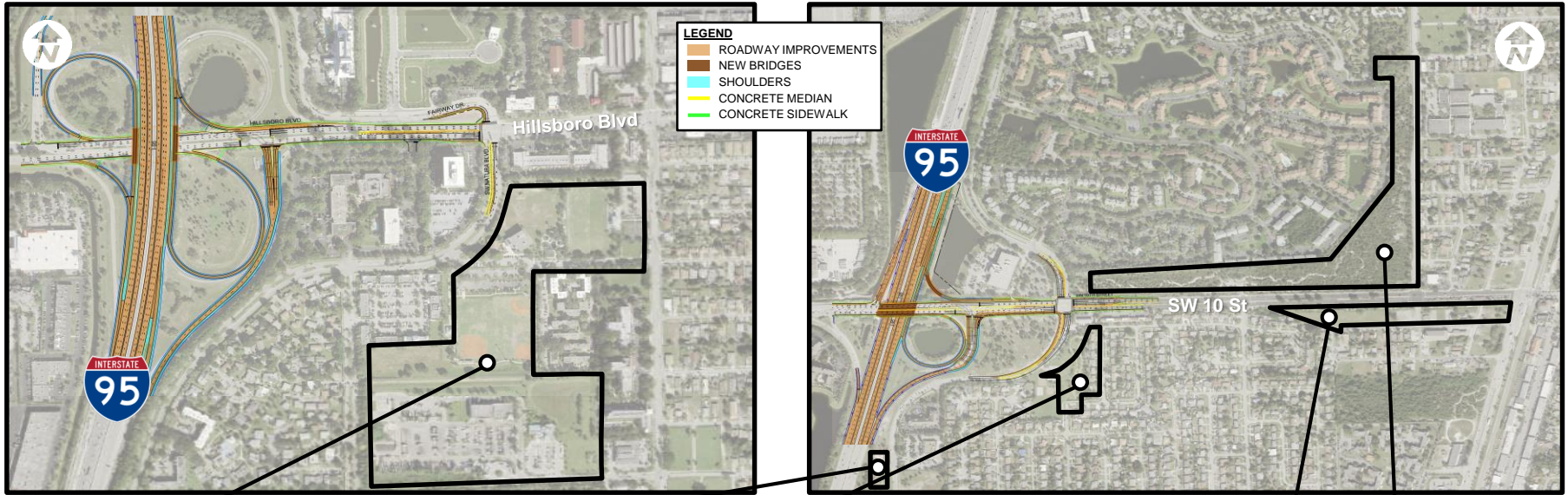
Signature: Ann Broadwell 12/18/17
Environmental Manager, or designee Date

OEM

Concurrence:

Signature: _____ Date _____
Director of OEM, or designee

Potential Section 4(f) Resources (Parks) – I-95/SW 10th Street to Hillsboro Blvd PD&E



Oveta McKeithen Recreational Complex
 445 SW 2nd Street
 Owned and managed by City of Deerfield Beach



Teen Center
 1345 FAU Research Park Boulevard
 Owned and managed by City of Deerfield Beach



Mayo Howard Park
 1131 SW 11th Way
 Owned and managed by City of Deerfield Beach



Tivoli Sand Pine Preserve
 SW 10th Street/3rd Avenue
 Owned by Broward County / City of Deerfield Beach
 Managed by City of Deerfield Beach



Reverend Willie James Ford Linear Park
 500 SW 10th Street
 Owned and managed by City of Deerfield Beach



Mr. Anson Sonnett, P.E Project Manager
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Ft. Lauderdale, FL 33309

September 28, 2017

Subject: Section 4(f) Statement of Significance for Parks
SR 9/I-95 from South of SW 10th Street Interchange to North of Hillsboro Boulevard
Interchange Project Development & Environment Study
FM Number: 436964-1-22-01
ETDM Number: 14244
County: Broward

Dear Mr. Sonnett:

Regarding your interest in the following City of Deerfield Beach Parks: Mayo Howard Park (1131 FAU Research Park Boulevard); Tivoli Sand Pine Preserve (501 SW 10th Street); and Reverend Willie James Ford Linear Park (500 SW 10th Street), Teen Center (1345FAU Research Park Boulevard) and Oveta McKeithen Recreational Complex (445 SW 2nd Street) as it relates to the above referenced Project Development and Environment (PD&E) Study, I submit the following information for use in the Section 4(f) Determination of Applicability. Mayo Howard Park, Tivoli Sand Pine Preserve, Teen Center and Oveta McKeithen Recreational Complex are publicly owned parks available to the public for recreational use. Similarly, the Reverend Willie James Linear Park is a publicly owned trail also open to the public for recreational use.

According to the FDOT PD&E Manual, Part 2 Chapter 7 a Statement of Significance is necessary from the Official with Jurisdiction over Section 4(f) resources. The manual states that "*Significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives*". I am the Official with Jurisdiction and attest that the above referenced parks play an important role in meeting the park objectives of the surrounding community and appears to meet the requirement of significant Section 4(f) resources.



If you have any further questions or comments, please contact me at (954) 777-4152.

Sincerely yours,

A handwritten signature in blue ink that reads "Burgess Hanson". The signature is written in a cursive, flowing style.

Burgess Hanson
City Manager

cc: Ms. Ann Broadwell, FDOT District Four
Ms. Lynn Kelley, FDOT District Four
Ms. Vilma Croft, P.E., HNTB Inc.
Ms. Christie Pritchard, Pritchard Environmental LLC

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Project Name: SR 9/I-95 Interchanges from SW 10th Street to Hillsboro Boulevard
FM#: 436964-1-22-02 **ETDM#:** 14244 **FAP#:** TBD
Project Review Date: 11/20/2017
FDOT District: 4
County(ies): Broward

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

Project Description including Section 4(f) Specific Information:

This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes consistent with the adjacent SW 10th Street PD&E Study and the I-95 Phase 3b project. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered. There are four park/natural areas that are located adjacent to the project area. No Section 4(f) use is proposed to all five areas because no right of way will be required from these resources and no indirect or direct impacts are expected based on all of the project alternatives. This DOA form outlines the Teen Center under the jurisdiction of the City of Deerfield Beach, located at 1345 FAU Research Blvd. This teen center is only open to a select group of teens from ages 13-18 so it does not qualify as a Section 4(f) resource even though the City of Deerfield Beach included it in their Statement of Significance Letter.

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
 Wildlife and Waterfowl Refuges
 Historic Sites

Description of Property: The Teen Center is a recreational facility and open green space which offers youth ages 13-18 a place to participate in various programs including technology, field trips, garden club, and radio controlled cars etc. The center has limited access to the public because it is only open to members of the center.

Criteria of Selected Property Type(s):

- Public Parks and Recreation Areas**
- Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
 - Must be open to the public during normal hours of operation
 - The major purpose must be for park or recreation activities
 - Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Wildlife and Waterfowl Refuge

- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;
- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species**;
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

██████████

Who/what organization owns/manages the property?

██████████

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
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06/17

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?
[REDACTED]

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:
[REDACTED]

What is the function of/or the available activities on the property?
[REDACTED]

Access and Usage of the property by the Public:

Relationship to other similarly used lands/facilities in the vicinity:
[REDACTED]

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:
[REDACTED]

Describe project activities that could potentially "use" the resource:
[REDACTED]

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:
[REDACTED]

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:
[REDACTED]

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.
3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (*include criterion of eligibility*) or a Historic District if applicable.

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

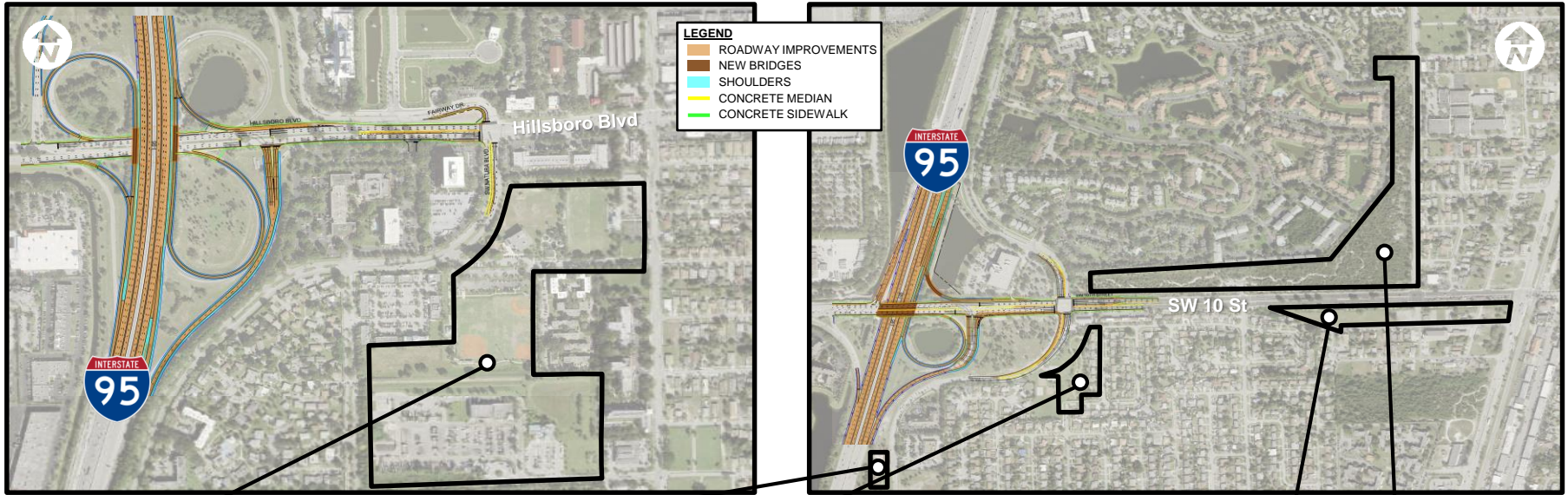
Signature: Chris D. Davis : 11/20/2017
Preparer Date

Signature: Ann Broadwell 12/18/17
Environmental Manager, or designee Date

OEM
Concurrence: _____

Signature: _____ Date _____
Director of OEM, or designee

Potential Section 4(f) Resources (Parks) – I-95/SW 10th Street to Hillsboro Blvd PD&E



Oveta McKeithen Recreational Complex
 445 SW 2nd Street
 Owned and managed by City of Deerfield Beach



Teen Center
 1345 FAU Research Park Boulevard
 Owned and managed by City of Deerfield Beach



Mayo Howard Park
 1131 SW 11th Way
 Owned and managed by City of Deerfield Beach



Tivoli Sand Pine Preserve
 SW 10th Street/3rd Avenue
 Owned by Broward County / City of Deerfield Beach
 Managed by City of Deerfield Beach



Reverend Willie James Ford Linear Park
 500 SW 10th Street
 Owned and managed by City of Deerfield Beach



Mr. Anson Sonnett, P.E Project Manager
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Ft. Lauderdale, FL 33309

September 28, 2017

Subject: Section 4(f) Statement of Significance for Parks
SR 9/I-95 from South of SW 10th Street Interchange to North of Hillsboro Boulevard
Interchange Project Development & Environment Study
FM Number: 436964-1-22-01
ETDM Number: 14244
County: Broward

Dear Mr. Sonnett:

Regarding your interest in the following City of Deerfield Beach Parks: Mayo Howard Park (1131 FAU Research Park Boulevard); Tivoli Sand Pine Preserve (501 SW 10th Street); and Reverend Willie James Ford Linear Park (500 SW 10th Street), Teen Center (1345FAU Research Park Boulevard) and Oveta McKeithen Recreational Complex (445 SW 2nd Street) as it relates to the above referenced Project Development and Environment (PD&E) Study, I submit the following information for use in the Section 4(f) Determination of Applicability. Mayo Howard Park, Tivoli Sand Pine Preserve, Teen Center and Oveta McKeithen Recreational Complex are publicly owned parks available to the public for recreational use. Similarly, the Reverend Willie James Linear Park is a publicly owned trail also open to the public for recreational use.

According to the FDOT PD&E Manual, Part 2 Chapter 7 a Statement of Significance is necessary from the Official with Jurisdiction over Section 4(f) resources. The manual states that "*Significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives*". I am the Official with Jurisdiction and attest that the above referenced parks play an important role in meeting the park objectives of the surrounding community and appears to meet the requirement of significant Section 4(f) resources.



If you have any further questions or comments, please contact me at (954) 777-4152.

Sincerely yours,

A handwritten signature in blue ink that reads "Burgess Hanson". The signature is written in a cursive, flowing style.

Burgess Hanson
City Manager

cc: Ms. Ann Broadwell, FDOT District Four
Ms. Lynn Kelley, FDOT District Four
Ms. Vilma Croft, P.E., HNTB Inc.
Ms. Christie Pritchard, Pritchard Environmental LLC

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Project Name:	SR 9/I-95 Interchanges from SW 10 th Street to Hillsboro Boulevard				
FM#:	436964-1-22-02	ETDM#:	14244	FAP#:	TBD
Project Review Date:	11/20/2017				
FDOT District:	4				
County(ies):	Broward				

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

Project Description including Section 4(f) Specific Information:

This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes consistent with the adjacent SW 10th Street PD&E Study and the I-95 Phase 3b project. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered. There are five park/natural areas that are located adjacent to the project area. No Section 4(f) use is anticipated to eligible Section 4(f) resources because no right of way will be required from them and they are located a distance from the proposed alternatives. This DOA form outlines the Tivoli Sand Preserve which under the jurisdiction of the City of Deerfield Beach, located at 510 SW 10th Street.

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: Tivoli Sand Preserve is a natural area which provides a walking path and pavilion with benches for passive recreation. The site is a sand pine habitat for several flora and fauna.

Criteria of Selected Property Type(s):

Public Parks and Recreation Areas

- Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
- Must be open to the public during normal hours of operation
- The major purpose must be for park or recreation activities
- Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

Wildlife and Waterfowl Refuge

FLORIDA DEPARTMENT OF TRANSPORTATION
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- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;
- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species**;
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (*be sure to document these communications in writing*).

What is the size and location of the property (*include a map of the resource*)?

22.23 acres

Who/what organization owns/manages the property?

The City of Deerfield Beach owns and manages the property.

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

FLORIDA DEPARTMENT OF TRANSPORTATION
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The primary function is to provide a pineland scrub habitat for fauna and flora and to provide passive recreation including hiking.

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

The following is a listing of facilities on the property:

Walking path which comprises a concrete pathway approximately 5200 Linear Feet that circles around the site

Pavilion with benches

Parking lot

Interpretive signage along pathway

What is the function of/or the available activities on the property?

Hiking; this is also a nature preserve which provides gopher tortoise habitat

Access and Usage of the property by the Public:

The City has no information on usage. Access to this facility is by pedestrians and/or automobile through SW 10th Street.

Relationship to other similarly used lands/facilities in the vicinity:

There is no other facility that is similar to this park.

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

This site provides pineland scrub habitat for several types of flora and fauna.

Describe project activities that could potentially "use" the resource:

None

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

N/A

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

See enclosed map; there will be no Section 4(f) use by the proposed project because there will be no right of way acquisition of the Tivoli Sand Preserve and access to the resource will be maintained throughout the construction of the project.

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.

FLORIDA DEPARTMENT OF TRANSPORTATION
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3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (*include criterion of eligibility*) or a Historic District if applicable.

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Signature: Christine Rutledge : 11/20/2017
Preparer Date

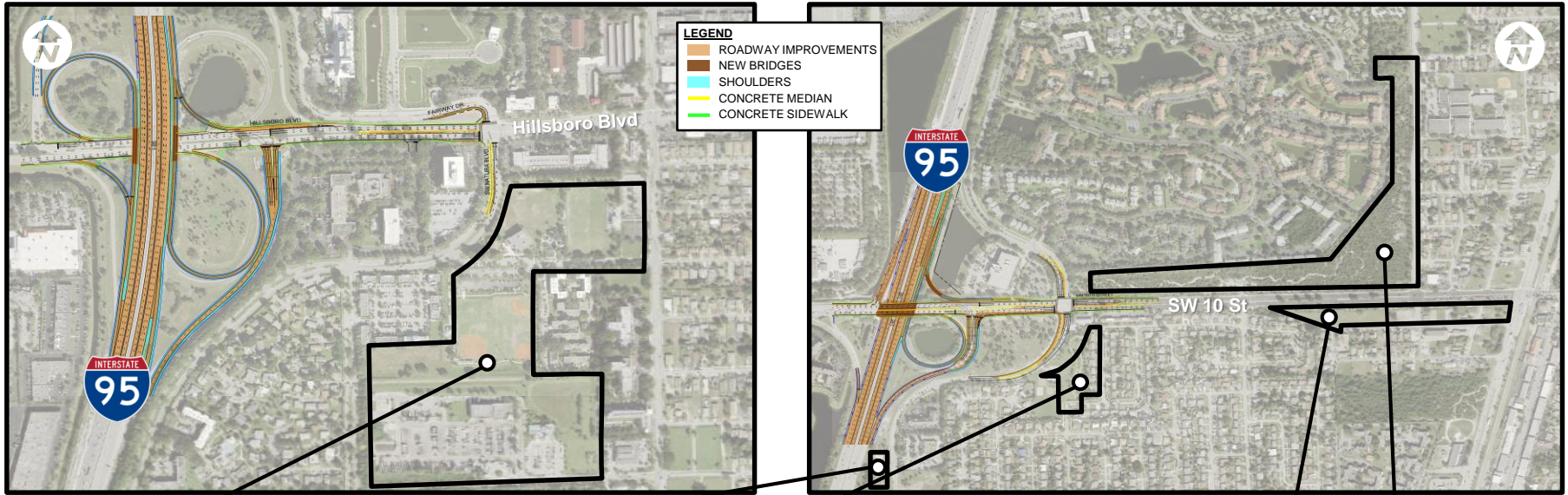
Signature: Ann Broadwell 12/18/17
Environmental Manager, or designee Date

OEM

Concurrence: _____

Signature: _____ Date _____
Director of OEM, or designee

Potential Section 4(f) Resources (Parks) – I-95/SW 10th Street to Hillsboro Blvd PD&E



Oveta McKeithen Recreational Complex
 445 SW 2nd Street
 Owned and managed by City of Deerfield Beach



Teen Center
 1345 FAU Research Park Boulevard
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Mayo Howard Park
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Reverend Willie James Ford Linear Park
 500 SW 10th Street
 Owned and managed by City of Deerfield Beach



Mr. Anson Sonnett, P.E Project Manager
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Ft. Lauderdale, FL 33309

September 28, 2017

Subject: Section 4(f) Statement of Significance for Parks
SR 9/I-95 from South of SW 10th Street Interchange to North of Hillsboro Boulevard
Interchange Project Development & Environment Study
FM Number: 436964-1-22-01
ETDM Number: 14244
County: Broward

Dear Mr. Sonnett:

Regarding your interest in the following City of Deerfield Beach Parks: Mayo Howard Park (1131 FAU Research Park Boulevard); Tivoli Sand Pine Preserve (501 SW 10th Street); and Reverend Willie James Ford Linear Park (500 SW 10th Street), Teen Center (1345FAU Research Park Boulevard) and Oveta McKeithen Recreational Complex (445 SW 2nd Street) as it relates to the above referenced Project Development and Environment (PD&E) Study, I submit the following information for use in the Section 4(f) Determination of Applicability. Mayo Howard Park, Tivoli Sand Pine Preserve, Teen Center and Oveta McKeithen Recreational Complex are publicly owned parks available to the public for recreational use. Similarly, the Reverend Willie James Linear Park is a publicly owned trail also open to the public for recreational use.

According to the FDOT PD&E Manual, Part 2 Chapter 7 a Statement of Significance is necessary from the Official with Jurisdiction over Section 4(f) resources. The manual states that "*Significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives*". I am the Official with Jurisdiction and attest that the above referenced parks play an important role in meeting the park objectives of the surrounding community and appears to meet the requirement of significant Section 4(f) resources.



If you have any further questions or comments, please contact me at (954) 777-4152.

Sincerely yours,

A handwritten signature in blue ink that reads "Burgess J. Hanson". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

Burgess Hanson
City Manager

cc: Ms. Ann Broadwell, FDOT District Four
Ms. Lynn Kelley, FDOT District Four
Ms. Vilma Croft, P.E., HNTB Inc.
Ms. Christie Pritchard, Pritchard Environmental LLC

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Project Name:	SR 9/I-95 Interchanges from SW 10 th Street to Hillsboro Boulevard				
FM#:	436964-1-22-02	ETDM#:	14244	FAP#:	TBD
Project Review Date:	11/20/2017				
FDOT District:	4				
County(ies):	Broward				

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes consistent with the adjacent SW 10th Street PD&E Study and the I-95 Phase 3b project. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered. There are five park/natural areas that are located adjacent or to the project area. No Section 4(f) use is proposed to eligible Section 4(f) resources because no right of way will be required from them and they are located a distance from the project alternatives. This DOA form outlines the Willie James Linear Park resource under the jurisdiction of the City of Deerfield Beach (500 SW 10th Street).

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: The linear park comprises 2025 feet of a concrete parkway located on the south side of SW 10th Street. It is a walking pathway which starts east of Mayo Howard Park and ends just west of Dixie Highway.

Criteria of Selected Property Type(s):

- Public Parks and Recreation Areas**
 - Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
 - Must be open to the public during normal hours of operation
 - The major purpose must be for park or recreation activities
 - Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

Wildlife and Waterfowl Refuge

FLORIDA DEPARTMENT OF TRANSPORTATION
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650-050-45
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- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;
- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species**;
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (*be sure to document these communications in writing*).

What is the size and location of the property (*include a map of the resource*)?

2,025 Linear Feet; See Map.

Who/what organization owns/manages the property?

The City of Deerfield Beach owns and manages the property.

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

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The primary function is for recreation.

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

The following is a listing of facilities on the property:

Walking path which comprises a concrete pathway approximately 2,025 Linear Feet.

What is the function of/or the available activities on the property?

walking, hiking, bicycling.

Access and Usage of the property by the Public:

The City has no information on usage. Access to this facility is by pedestrians through SW 10th Street.

Relationship to other similarly used lands/facilities in the vicinity:

This pathway is similar to the pathway within Tivoli Sand Preserve and Mayo Howard Park.

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

None

Describe project activities that could potentially "use" the resource:

None

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

N/A

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

See enclosed map, there will be no Section 4(f) use by the proposed project because there will be no right of way acquisition of the linear park, and access to the pathway will be maintained throughout the construction of the project.

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.
3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (*include criterion of eligibility*) or a Historic District if applicable.

Signatures

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
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06/17

3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (*include criterion of eligibility*) or a Historic District if applicable.

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Signature: Christine P. [Signature] : 11/20/2017
Preparer Date

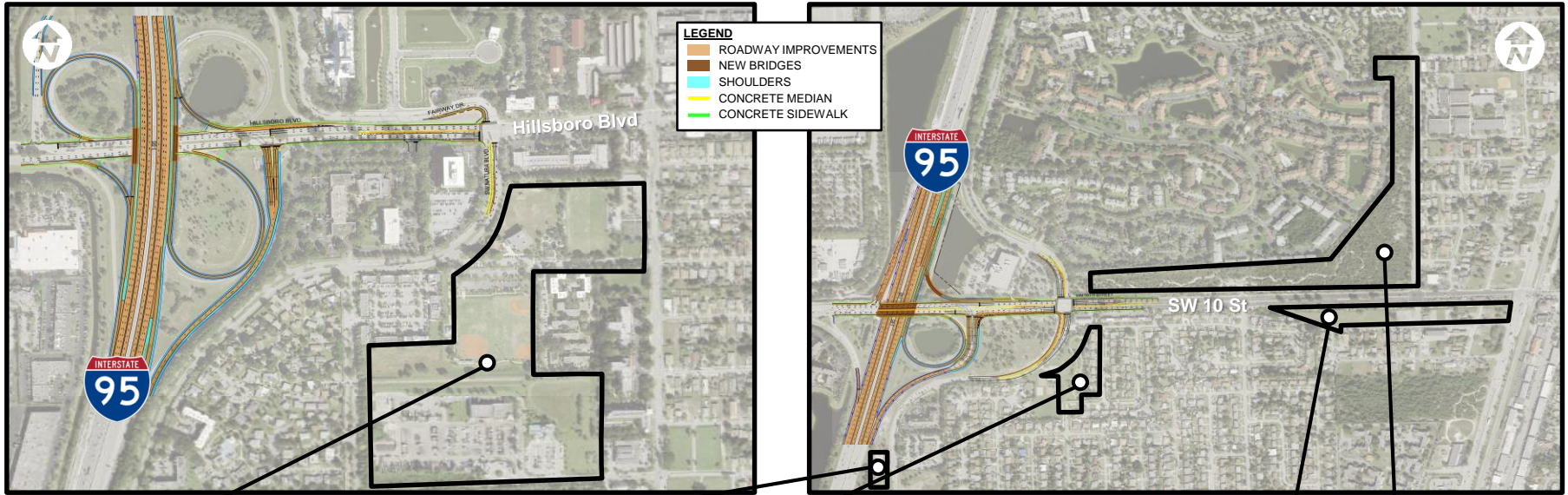
Signature: Ann Broadwell : 12/18/17
Environmental Manager, or designee Date

OEM

Concurrence: _____

Signature: _____ : _____
Director of OEM, or designee Date

Potential Section 4(f) Resources (Parks) – I-95/SW 10th Street to Hillsboro Blvd PD&E



Oveta McKeithen Recreational Complex
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Mr. Anson Sonnett, P.E Project Manager
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Ft. Lauderdale, FL 33309

September 28, 2017

Subject: Section 4(f) Statement of Significance for Parks
SR 9/I-95 from South of SW 10th Street Interchange to North of Hillsboro Boulevard
Interchange Project Development & Environment Study
FM Number: 436964-1-22-01
ETDM Number: 14244
County: Broward

Dear Mr. Sonnett:

Regarding your interest in the following City of Deerfield Beach Parks: Mayo Howard Park (1131 FAU Research Park Boulevard); Tivoli Sand Pine Preserve (501 SW 10th Street); and Reverend Willie James Ford Linear Park (500 SW 10th Street), Teen Center (1345FAU Research Park Boulevard) and Oveta McKeithen Recreational Complex (445 SW 2nd Street) as it relates to the above referenced Project Development and Environment (PD&E) Study, I submit the following information for use in the Section 4(f) Determination of Applicability. Mayo Howard Park, Tivoli Sand Pine Preserve, Teen Center and Oveta McKeithen Recreational Complex are publicly owned parks available to the public for recreational use. Similarly, the Reverend Willie James Linear Park is a publicly owned trail also open to the public for recreational use.

According to the FDOT PD&E Manual, Part 2 Chapter 7 a Statement of Significance is necessary from the Official with Jurisdiction over Section 4(f) resources. The manual states that "*Significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives*". I am the Official with Jurisdiction and attest that the above referenced parks play an important role in meeting the park objectives of the surrounding community and appears to meet the requirement of significant Section 4(f) resources.



If you have any further questions or comments, please contact me at (954) 777-4152.

Sincerely yours,

A handwritten signature in blue ink that reads "Burgess Hanson". The signature is written in a cursive, flowing style.

Burgess Hanson
City Manager

cc: Ms. Ann Broadwell, FDOT District Four
Ms. Lynn Kelley, FDOT District Four
Ms. Vilma Croft, P.E., HNTB Inc.
Ms. Christie Pritchard, Pritchard Environmental LLC

Attachment E

ESA Section 7 Consultation/Concurrence Request Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ERIK R. FENNIMAN
INTERIM SECRETARY

December 5, 2018

Via Electronic Mail

Roxanna Hinzman
Field Supervisor
South Florida Ecological Services Office
US Fish and Wildlife Service
1339 20th Street
Vero Beach, FL 32960

Attn: John Wrublik

Subject: ESA Section 7 Consultation/Concurrence Request Letter
Project Name: State Road 9 / Interstate 95
From South of SW 10th Street to North of Hillsboro Boulevard
Financial Management No.: 436964-1-22-02
Federal Aid Project No.: 0202-054-P
ETDM No.: 14244
County: Broward

Dear John:

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment Study (PD&E) for the referenced project. The project extends along I-95 from just south of SW 10th Street (MP 22.00) to just north of Hillsboro Boulevard (MP 25.10) and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the City of Deerfield Beach.

The PD&E Study evaluated improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard. SW 10th Street provides a direct connection between I-95 and the Sawgrass Expressway. The study is also evaluating improvements along both SW 10th Street and Hillsboro Boulevard near I-95. Additionally, this study evaluates the potential modification of the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges, considers the replacement of the existing SW 10th Street bridge over I-95 and provisions of a grade separation at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard. This project connects into the State Road 869 / SW 10th Street Connector Project to the west along SW 10th Street (FM#

439891-1-22-02), which is being conducted as a separate PD&E Study by the FDOT concurrent with this project.

This project, along State Road 9 / Interstate 95 from south of SW 10th Street to north of Hillsboro Boulevard, was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) and the final programming screen was published July 11, 2016 (ETDM #14244 - <https://etdmpub.florida-estat.org/est/>).

A Natural Resource Evaluation (NRE) has been prepared for the project and is attached. The project results in no wetland impacts and 1.99 acres of fill impacts in man-made surface waters (swales, ditches and stormwater retention ponds). The project corridor is located within the Core Foraging Areas of four active wood stork nesting colonies and the US Fish and Wildlife Service (USFWS) Consultation Area for the Everglade snail kite. The project is not within any USFWS designated critical habitat.

Twelve federally listed animal species and four federally listed plant species were identified as potentially occurring within the limits of the viable Build Alternatives. Based on the review of available data (species habitat needs, past known occurrence, species range, etc.), field surveys, and an assessment of the proposed construction elements associated with each of the viable build alternatives, the following effects determinations have been made:

	Scientific Name	Common Name	Effect Determination
Federally Listed Wildlife Species	<i>Aphelocoma coerulescens</i>	Florida Scrub-jay	No Effect
	<i>Calidris canutus rufa</i>	Red Knot	No Effect
	<i>Charadrius melodus</i>	Piping Plover	No Effect
	<i>Crocodylus acutus</i>	American Crocodile	May Affect, Not Likely to Adversely Affect
	<i>Drymarchon corais couperi</i>	Eastern Indigo Snake	May Affect, Not Likely to Adversely Affect
	<i>Grus americana</i>	Whooping Crane	May Affect, Not Likely to Adversely Affect
	<i>Mycteria americana</i>	Wood Stork	May Affect, Not Likely to Adversely Affect
	<i>Picoides borealis</i>	Red-cockaded Woodpecker	No Effect
	<i>Peromyscus polionotus niveiventris</i>	Beach Mouse	No Effect
	<i>Puma concolor</i>	Puma	No Effect
	<i>Puma concolor coryi</i>	Florida panther	No Effect
	<i>Rostrhamus sociabilis plumbeus</i>	Everglade Snail Kite	No Effect

	Scientific Name	Common Name	Effect Determination
Federally Listed Plant Species	<i>Cucurbita okeechobeensis</i> ssp. <i>Okeechobeensis</i>	Okeechobee Gourd	No Effect
	<i>Dalia carthagenensis floridana</i>	Florida Prairie-clover	No Effect
	<i>Jacquemontia reclinata</i>	Beach Jacquemontia	No Effect
	<i>Polygala smallii</i>	Tiny Polygala	No Effect

As part of the standard specifications, FDOT incorporates the most current versions of the Standard Protection Measures for the Eastern Indigo Snake during construction.

The purpose of this letter is to request written concurrence on the effects to listed species. Enclosed is the NRE for your review. Please call me at 954-777-4325 if you have any questions.

Sincerely,

Ann Broadwell
Environmental Administrator
FDOT – District 4

cc: Robert E. Bostian, Jr. P.E., FDOT
Lynn Kelley, FDOT
Vilma Croft, P.E. HNTB
Keith Stannard, AECOM

Attachment F

FWS Effect Determination Concurrence Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial
Fort Lauderdale, FL 33309

December 5, 2015



U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
772-562-3909 Fax 772-562-4288

FWS Log No. 04EF2000-2015-I-0322
2015-CPA-0417

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the South Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.


Roxanna Hinzman, Field Supervisor

2/22/15
Date

Via Electronic Mail

Roxanna Hinzman
Field Supervisor
South Florida Ecological Services Office
US Fish and Wildlife Service
1339 20th Street
Vero Beach, FL 32960

Attn: John Wrublik

Subject: ESA Section 7 Consultation/Concurrence Request Letter
Project Name: State Road 9 / Interstate 95
From South of SW 10th Street to North of Hillsboro Boulevard
Financial Management No.: 436964-1-22-02
Federal Aid Project No.: 0202-054-P
ETDM No.: 14244
County: Broward

Dear John:

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment Study (PD&E) for the referenced project. The project extends along I-95 from just south of SW 10th Street (MP 22.00) to just north of Hillsboro Boulevard (MP 25.10) and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the City of Deerfield Beach.

The PD&E Study evaluated improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard. SW 10th Street provides a direct connection between I-95 and the Sawgrass Expressway. The study is also evaluating improvements along both SW 10th Street and Hillsboro Boulevard near I-95. Additionally, this study evaluates the potential modification of the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges, considers the replacement of the existing SW 10th Street bridge over I-95 and provisions of a grade separation at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard. This project connects into the State Road 869 / SW 10th Street Connector Project to the west along SW 10th Street (FM#

Attachment G

EPA Sole Source Aquifer Concurrence Letter



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

MAY 20 2019

Ms. Ann Broadwell
Environmental Administrator
Florida Department of Transportation – District 4
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Subject: Sole Source Aquifer Review for the FDOT, District 4 - Project Development and Environment (PD&E) study along I-95 from SW 10th Street to Hillsboro Boulevard in the City of Deerfield Beach, Broward County, Florida – FM No. 436964-1-22-01; Federal Aid Project Number: 0202-054-P

Dear Ms. Broadwell:

The U.S. Environmental Protection Agency (EPA) Region 4, received your January 4, 2019 request to assess the above referenced projects and we reviewed it pursuant to Section 1424(e) of the Safe Drinking Water Act. The assessment is to determine if the project lies within the boundaries (recharge and streamflow source zones) of an EPA designated Sole Source Aquifer (SSA); and to determine if the project poses potential, adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area. If the aquifer is contaminated, there would be a significant hazard to public health and an economic burden for those using the aquifer as a drinking water source.

The project has been determined to lie **inside** the designated boundaries of the Biscayne Aquifer and based on the information provided, is not expected to cause a significant impact to the aquifer system. However, it is requested that all debris from any demolition of the existing structures are properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes should be followed. During construction, it is the EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State and local government permits, ordinances, planning designs, construction codes, operation & maintenance requirements, and engineering as well as any contaminant mitigation recommendations outlined by Federal and State agency reviews. All best management practices for erosion and sedimentation control should be followed. State and County environmental offices should be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. <http://www.dep.state.fl.us/swapp/Default.htm>

Please note that this “no significant impact” finding has been determined based on the information provided and under Section 1424(e) of the Safe Drinking Water Act only. If there are any significant changes to the project, it is requested that the EPA Region 4 office be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Larry Cole at 404-562-9474 or cole.larry@epa.gov or Mr. Khurram Rafi at 404-562-9283 or rafi.khurram@epa.gov.

Sincerely,

A handwritten signature in blue ink that reads "Tara L. Houda". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Tara L. Houda
Lieutenant Commander, U.S. Public Health Service
Acting Chief, Ground Water/UIC & GIS Section
Safe Drinking Water Branch