

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

District: FDOT District 4

County: Broward County

ETDM Number: 14291

Financial Management Number: 439891-1-22-02

Federal-Aid Project Number: N/A

Project Manager: Robert Bostian

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

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management  
Florida Department of Transportation

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

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

On 06/04/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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# 1. Project Information

## 1.1 Project Description

The Florida Department of Transportation (FDOT) is evaluating alternatives to improve State Road (SR) 869 (Sawgrass Expressway / SW 10th Street) from Florida's Turnpike to west of I-95, a distance of approximately three miles.

Technically, Sawgrass Expressway ends and SW 10th Street begins at Powerline Road. However, most residents refer to SR 869 between Turnpike and I-95 as SW 10th Street and for that reason, the project limits will be referred to as SW 10th Street throughout this report. The project is located in Broward County, Florida within the municipality of Deerfield Beach. The project location map shows the limits of the SW 10th Street Connector Project Development and Environment (PD&E) Study.

SW 10th Street currently consists of six lanes (three in each direction) from Florida's Turnpike to SR 845 (Powerline Road), four lanes (two in each direction) from Powerline Road to east of Military Trail, and five lanes (two westbound and three eastbound) from west of Military Trail to I-95. These segments of SW 10th Street are functionally classified as a Divided Urban Principal Arterial and have posted speed limits of 45 miles per hour (mph) from Florida's Turnpike to Military Trail, and 40 mph from Military Trail to I-95. The access management classification from Florida's Turnpike to Powerline Road is limited access Class 1. East of Powerline Road, the access management classification is restricted Class 3. The context classification from Florida's Turnpike to just east of Military Trail is Suburban Residential (C3R) and from just east of Military Trail to I-95 the context classification is Suburban Commercial (C3C).

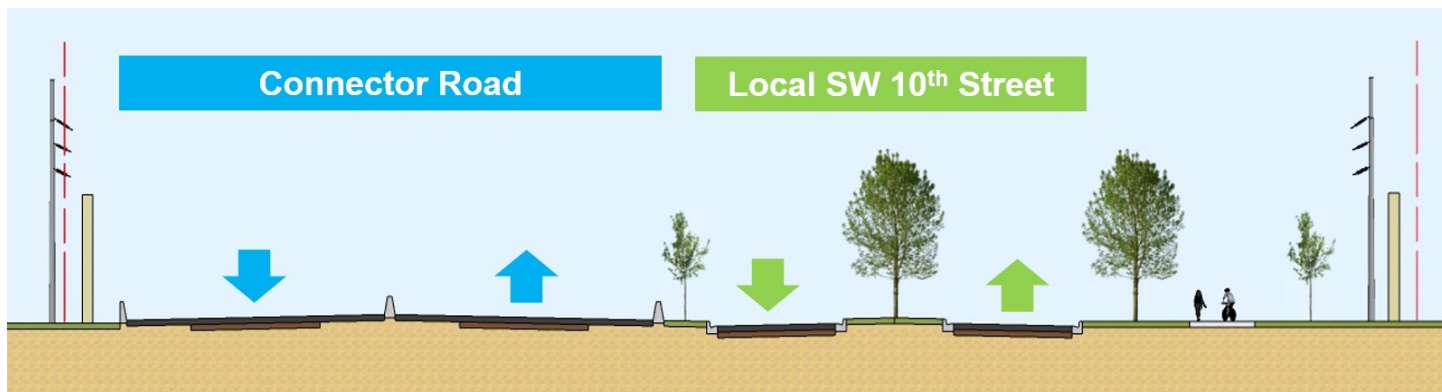
Within the project area, SW 10th Street is an east-west principal arterial that connects three limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. SW 10th Street is part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). In addition, SW 10th Street is designated as an evacuation route. In its existing condition, SW 10th Street from Sawgrass Expressway / Florida's Turnpike to I-95 is a missing link in the limited access roadway network. The project proposes to add a limited access facility alongside the existing arterial facility to close the gap and provide a continuous high-speed link while maintaining a separate arterial corridor for SW 10th Street.

The proposed improvements are expected to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the local road network and utilize the limited access / managed lane facility. The ability to provide relief for local traffic is an objective of the improved connectivity between the three limited access facilities and is accomplished by providing dual systems (local access and limited access) within the existing SW 10th Street corridor. Improvements are planned for the interchange at the Sawgrass Expressway / Florida's Turnpike (FM Number 437153-1) to the west and I-95 at SW 10th Street interchange (FM Number 436964-1) to the east.

In this document, the term "managed lanes" is used to describe the proposed limited access connection between the existing limited access facilities of I-95 and the Sawgrass Expressway. Through this PD&E Study, the FDOT has determined that the managed lanes proposed in this study will not be tolled initially but will provide a physically-separated, high-speed connection to adjacent tolled express lanes and general purpose lanes on I-95 and the Sawgrass Expressway. The SW 10th Street managed lanes, also referred to as the "Connector Road" will not have truck restrictions.

### Summary of Preferred Alternative

The SW 10th Street project is unique in that it seeks to provide a corridor featuring dual facilities: a four-lane, low-speed roadway (referred to as local lanes) serving the local community and a four-lane, high-speed limited access facility serving I-95 on the east and Sawgrass Expressway on the west, as shown in Figure 1.1.1 below.



**Figure 1.1.1: Dual Facilities in One Corridor**

Below is a brief description of the two-build alternative. The Preliminary Engineering Report (PER) contains a detailed description of both these alternatives, including figures, and is available under separate cover.

The Connector Road features two 12-foot lanes, 12-foot inside paved shoulders, and 12-foot paved outside shoulders in each direction separated by a center barrier wall. Barrier wall is also present along the edge of the paved outside shoulders. The SW 10th Street local lanes typical section features two 11-foot travel lanes in each direction, curb and gutter, a raised median, and a 12-foot wide shared use path.

Two Build Alternatives are going to be presented at the Public Hearing. The fundamental difference between the alternatives is whether the two local access ramps just east of Powerline Road are present. The two alternatives are named: the With Powerline Road Ramps Alternative, and the Without Powerline Road Ramps Alternative. Both alternatives include the typical section described above and have the following SW 10th Street ramp connections:

- Eastbound Egress Ramp - Vehicles travelling eastbound on the Connector Road can exit to local SW 10th Street just prior to Newport Center.
- Westbound Ingress Ramp - Vehicles travelling westbound on SW 10th Street and vehicles travelling eastbound on local SW 12th Avenue can access the Connector Lanes just east of the railroad.

The With Powerline Road Ramps also includes two additional connections:

- Westbound Egress Ramp - Vehicles travelling westbound on the Connector Road can exit to local SW 10th Street just east of Powerline Road.
- Eastbound Ingress Ramp - Vehicles traveling eastbound on SW 10th Street can access the Connector Road just east of Powerline Road.

The westbound egress ramp from the Connector Road to local SW 10th Street is a left-hand exit that transitions below-grade to braid beneath the at-grade eastbound connector lanes. The westbound egress ramp is proposed to be a depressed ramp, to minimize the use of overpasses adjacent to residential properties. The Without Powerline Road Ramp Alternative does not include the two above connections which leaves additional green space in the middle of the corridor near multiple residential neighborhoods.

Both Alternatives carry the managed lanes over Powerline Road and Military Trail and provide connections to and from the Sawgrass Expressway via a braded ramp with the westbound local lanes accessing the Sawgrass Expressway by passing over the eastbound Connector Road. The Connector Road also has connections to the I-95 express lanes and general purpose lanes in each direction. The ramp connections to I-95 are included in the I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study (FM# 436964-1).

## 1.2 Purpose and Need

### Purpose and Objectives

The purpose of this project is to improve regional connectivity by providing a separate limited access connection between the Sawgrass Expressway and I-95 which will increase capacity and improve existing operational and safety deficiencies along SW 10th Street between the Sawgrass Expressway, Florida's Turnpike and I-95 while also improving the regional transportation network.

### Need for the Project

The primary need for this project is to improve system linkage, operational deficiencies, and safety on SW 10th Street, with secondary considerations for the needs of modal interrelationships, transportation demand, social demands and economic development, and emergency response / evacuation. The primary and secondary needs for the project are discussed in further detail below.

### Project Status

The SW 10th Street Connector project is in the Broward Metropolitan Planning Organization (MPO) jurisdiction. The Broward MPO Transportation Improvement Program (TIP) Fiscal Year 2020 - 2024 Administrative Modification includes funding for the SW 10th Street Connector from Powerline Road to west of Military Trail Project for Preliminary Engineering, Right-of-Way, and Construction. The FDOT State Transportation Improvement Program (STIP) 2019 includes funding for Preliminary Engineering and Right-of-Way. Funding for a Design-Build method of delivery is included beyond year 2023. The FDOT SIS Adopted Five Year Plan includes funding for the SW 10th Street Connector from Powerline Road to west of Military Trail Project for Preliminary Engineering, Right-of-Way, and Construction. The Broward MPO Commitment 2045 Metropolitan Transportation Plan (MTP) also includes funding for Preliminary Engineering, Right-of-Way, and Construction.

The TIP and STIP have slightly different total funding amounts, \$443 million versus \$435 million, respectively. However, the 2020 STIP is anticipated to bring the total and breakdown per phase into alignment with the TIP. However, the TIP, STIP, and MTP have different physical project limits than the proposed PD&E Study. The planning documents include SW 10th Street from Powerline Road to Military Trail whereas, this PD&E Study extends the limits along SW 10th Street from the Sawgrass Expressway / Florida's Turnpike to just west of I-95. The PD&E study limits originally matched the planning documents; however, the limits were extended in order to provide independent utility and a more logical termini for the project. The FDOT is coordinating with the Broward MPO to update the TIP and MTP to reflect the current study limits.

### System Linkage

Within the project area, SW 10th Street is part of the state's SIS and the NHS. The SIS is an intermodal network of transportation facilities that are designed to provide 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 and visitors. The NHS is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

The SW 10th Street corridor provides the opportunity for commuters and local residents to connect to three major limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. The ability to provide relief for local traffic is a component of the proposed connectivity improvements between the three limited access facilities by providing dual



systems (Local Access and Limited Access) within the SW 10th Street right-of-way. These facilities are also on the regional freight network as identified in the March 2010 South Florida Regional Freight Plan (project #269). Florida's Turnpike provides limited access north-south connectivity from Miami-Dade County to Orlando and connects to I-75 northwest of Orlando. The Sawgrass Expressway provides limited access connectivity from the I-75 / I-595 Interchange to the Florida's Turnpike and SW 10th Street Interchange. I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard. This project introduces a new limited access connection between the Sawgrass Expressway and I-95 that provides regional connectivity by completing a missing link of the existing limited access network, while also providing congestion relief on the local facility and thus improving operational safety of all the facilities.

The SW 10th Street Connector PD&E Study has been advanced to move forward in coordination with the I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study (FM# 436964-1) to the east as well as the Sawgrass Expressway widening and interchange PD&E Study (FM# 437153-1) to the west.

### **Transportation Demand**

Transportation demand is evaluated based on current and historical traffic volumes and traffic characteristics such as turning movement counts, peaking, directional factors, ridership data, and bicycle and pedestrian activities. A need exists to improve local and regional traffic operations along the SW 10th Street corridor. Traffic volumes along SW 10th Street between the Sawgrass Expressway / Florida's Turnpike and I-95 have consistently increased over the past 15 years (2001 to 2016) and are expected to continue to grow through design year 2040. The 2016 Average Annual Daily Traffic (AADT) on SW 10th Street was as follows:

- Sawgrass Expressway / Florida's Turnpike to Powerline Road experienced an AADT of 38,000 vehicles per day (vpd);
- Powerline Road to Military Trail experienced an AADT of 46,000 vpd; and
- Military Trail to I-95 experienced an AADT of 54,000 vpd.

The existing traffic on SW 10th Street between Powerline Road and I-95 exceeds the capacity of a four-lane arterial roadway which can accommodate approximately 40,000 vpd. The capacity of SW 10th Street from Sawgrass Expressway / Florida's Turnpike to Powerline Road is 60,000 vpd. With the anticipated growth and the combination of local traffic and those travelers going from one limited access facility to the next, this segment is expected to reach capacity before 2040.

Additionally, five intersections currently fall below acceptable Level of Service (LOS) targets (LOS D or better) during either the a.m. or p.m. peak during the existing conditions:

- SW 10th Street at Powerline Road operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at SW 30th Avenue operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at SW 24th Avenue operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at Military Trail operates at LOS F in both the a.m. and p.m. peak; and
- SW 10th Street at the I-95 Northbound ramps operate at LOS D in the a.m. peak and LOS F in the p.m. peak.

These conditions are existing concerns and are projected to worsen in the future if no action is taken. Even with an assumed 10 percent travel time savings or reduction in delay from possible traffic signal optimization, the peak hour traffic volumes are not anticipated to operate at an acceptable LOS. Additional information on the existing and future traffic conditions can be found in the Project Traffic Analysis Report (PTAR), available under separate cover.

### **Social Demand and Economic Development**

Social and economic demands on the SW 10th Street corridor will continue to increase as population and employment increase in Broward County, and the greater south Florida region. The University of Florida Bureau of Economic and Business Research (BEBR) high end estimate predicts Broward County's population will grow to 2.3 million by 2040, an

increase of 34 percent from the year 2011. This regional population growth will increase travel demands on the SW 10th Street corridor. Due to the built-out nature of the local area surrounding the SW 10th Street corridor, the growth will occur in the region as a whole, necessitating connections between the limited access facilities.

Multiple residential developments and businesses are located along the SW 10th Street corridor; therefore, this project will consider livability issues as well as vehicular movement. Capacity improvements to SW 10th Street have previously not advanced to design and construction. However, the Broward MPO Board directed its staff to reach out to communities along the corridor and initiate a consensus building effort to evaluate the best way to accommodate the long-term traffic demands as well as the local community considerations. As part of this consensus-building effort, the Community Oversight Advisory Team (COAT), was assembled to represent the communities along the corridor, as well as throughout the greater north Broward County area, to identify the long-term opportunities and vision for the corridor. The COAT developed recommendations for the corridor to be considered by the FDOT in evaluating improvements during the PD&E Study.

### **Modal Interrelationships**

Currently, SW 10th Street has five-foot paved shoulders that are designated bicycle lanes in both directions. Existing sidewalks are located along SW 10th Street's eastbound and westbound lanes from Military Trail to I-95; however, from Waterways Boulevard to Military Trail, sidewalks are only present in the eastbound direction. No Broward County Transit (BCT) services are provided along SW 10th Street. However, Military Trail and Powerline Road both have transit options, Tri-Rail and Broward County Bus Route No. 14, respectively. The City of Deerfield Beach has partnered with BCT to provide Express I and II routes which is a community bus service. Express I and II Bus Routes are available Monday through Friday from 8 a.m. to 4 p.m. Express Bus I Route utilizes SW 10th Street from the eastern project limits to Powerline Road. The Express I Route has one stop adjacent to the corridor - Stop 5 (Walmart). Express II Route utilizes SW 10th Street outside of the project limits. The Broward MPO assigned a LOS F to the bicycle, pedestrian, and transit services along SW 10th Street. Additionally, the 2045 SIS Multi-Modal Unfunded Needs Plan listed adding capacity to this segment of SW 10th Street as a needed improvement. The proposed improvements will provide future accommodations for bicyclist and pedestrians, and transit modes.

### **Safety**

From 2012 to 2016, the SW 10th Street project corridor experienced a total of 896 crashes of which 342 were injury crashes and one was a fatal crash. Three segments and five intersections along the SW 10th Street corridor were identified as high crash locations during at least one year between 2012 and 2016 and are shown below in Table 1.2.1. The majority of crashes were rear end collisions accounting for 490 crashes, followed by angle collisions accounting for 102 crashes, and 97 sideswipe crashes. The total number of crashes has increased over the five-year period, with an average of 179 crashes per year. This project seeks to reduce congestion and improve operations, thus mitigating existing crash patterns. The project also aims to enhance corridor safety through the addition of improved bicycle / pedestrian features along local SW 10th Street. Additional crash information and analysis is located in the PTAR, available under separate cover.

SW 10th Street, Florida's Turnpike, Sawgrass Expressway, and I-95 are part of the emergency evacuation network as designated by both the Florida Division of Emergency Management (FDEM) and Broward County. SW 10th Street moves traffic from the east to I-95, Florida's Turnpike, and the Sawgrass Expressway. The project is anticipated to improve emergency evacuation by enhancing capacity and connectivity to major arterials designated on the state evacuation route. Improved travel times would also result in improved emergency response for local residents and for transport to regional facilities. Broward County Fire and Rescue Station 66 is located at 590 South Powerline Road, approximately 0.3 miles to the north of the study area.

	Description	Begin MP	End MP	Years on High Crash List
<b>Segments</b>				
1	Powerline Road to Quiet Waters Business Park driveway	0.000	0.300	2012, 2013, 2014
2	East of Palm Trails Plaza driveway to east of Military Trail	1.315	1.449	2012, 2013, 2014, 2015, 2016
3	West of Newport Center Drive to east of Newport Center Drive	1.749	1.849	2015, 2016
<b>Intersections</b>				
1	SW 10th Street and SW 28th Avenue	0.699		2013
2	SW 10th Street and Military Trail	1.427		2012, 2013, 2014, 2015, 2016
3	SW 10th St and I-95 SB On-Ramp	1.955		2013
4	SW 10th St and I-95 SB Off-Ramp	2.010		2012, 2013, 2015, 2016
5	SW 10th St and I-95 NB On & Off-Ramp	2.118	2.149	2012, 2013, 2014, 2015

Table 1.2.1: SW 10th Street High Crash Locations

### 1.3 Planning Consistency

Currently Adopted LRTP-CFP	COMMENTS			
Yes	Included in 2045 MTP.			
	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
TIP	Y	2,875,000	2024	
STIP	Y	4,445,000	<2020, 2020, & >2023	Work Program has PE equal to \$2,879,017 in years 2020 and 2022
<b>R/W</b>				
TIP	Y	35,598,013	2020, 2021	
STIP	Y	16,799,214	<2020, 2020, & 2021	Work Program has R/W equal to \$35,598,013 for years 2020 and 2021
<b>Construction</b>				
TIP	Y	396,431,698	2024	
STIP	Y	397,097,698	>2023	



## 2. Environmental Analysis Summary

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

### USCG Permit

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

\* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

### 3. Social and Economic

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

#### 3.1 Social

This project was screened through the Environmental Screening Tool (EST) as part of the Efficient Transportation Decision Making (ETDM) Programming Screen phase (ETDM #14291). Socioeconomic data was generated and is included in the Programming Screen Summary Report, prepared under separate cover, published on December 9, 2016.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

A Sociocultural Effects (SCE) evaluation was conducted for the project and the results are summarized in SCE Report, available under separate cover. Field reviews and existing Geographic Information System (GIS) data were used to assess the socioeconomic characteristics and impacts associated with the project.

##### Demographic Profile

An analysis of minority and low-income populations was conducted through a review of census data, field reconnaissance and public meetings. The 2017 Census Tract data was used for the demographic comparison and analysis contained in this document. A "Census Tract" is an area roughly equivalent to a neighborhood established by the Bureau of Census for analyzing populations. They generally encompass a population between 2,500 to 8,000 people. The Bureau of Census describes them as "relatively permanent," but they do change over time. The study area intersects nine Census Tracts as shown in Figure 3.1.1.

According to the 2017 Census data, the study area is comprised of approximately 44% minority populations as shown in Figure 3.1.2. The minority population within the study area is significantly lower than Broward County (61%). The largest difference between the population distribution in the study area versus Broward County is the higher percentage of White (61% versus 38%) which is primarily a result of the lower Black and Hispanic populations (15% and 20% compared to 27% and 28%, respectively).

Household Income Characteristics summarized from the 2017 American Community Survey (ACS) five-year estimates indicate that the median household income of the study area is approximately \$40,299, with approximately 15.6% of households having incomes below the federal poverty level. Figure 3.1.2 shows the percent of households below the poverty line for each census tract and block group. In Broward County, the median household income is approximately \$60,427, with approximately 13.3% of households with income below the federal poverty line. So although the median household income in the study area is significantly lower than in Broward County, the percent of households below the poverty line is relatively similar. A reason for this discrepancy could be the large percentage of elderly in study area (discussed below), particularly those living in Century Village, who are living on retirement income / savings.

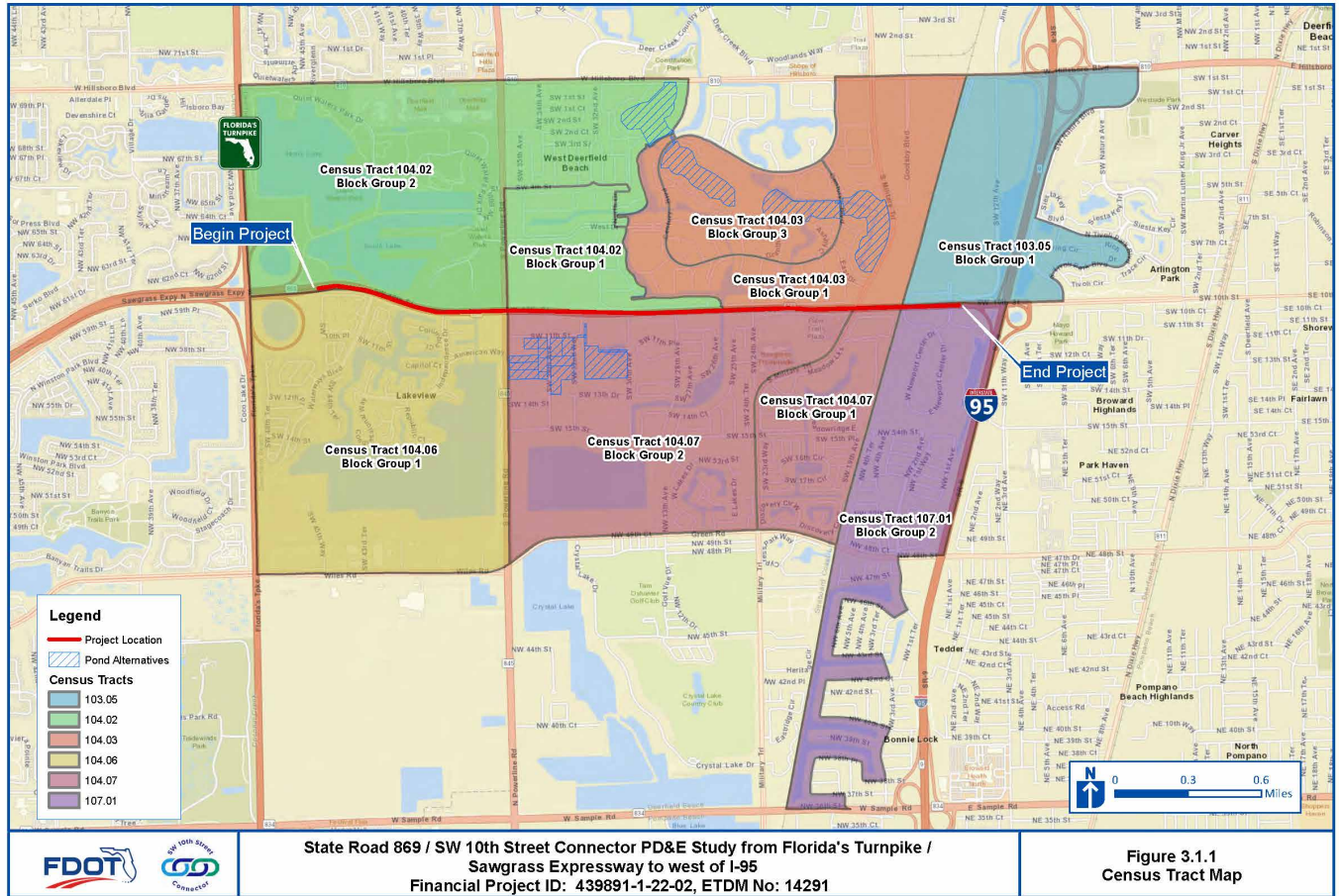


Figure 3.1.1: Census Tract Map



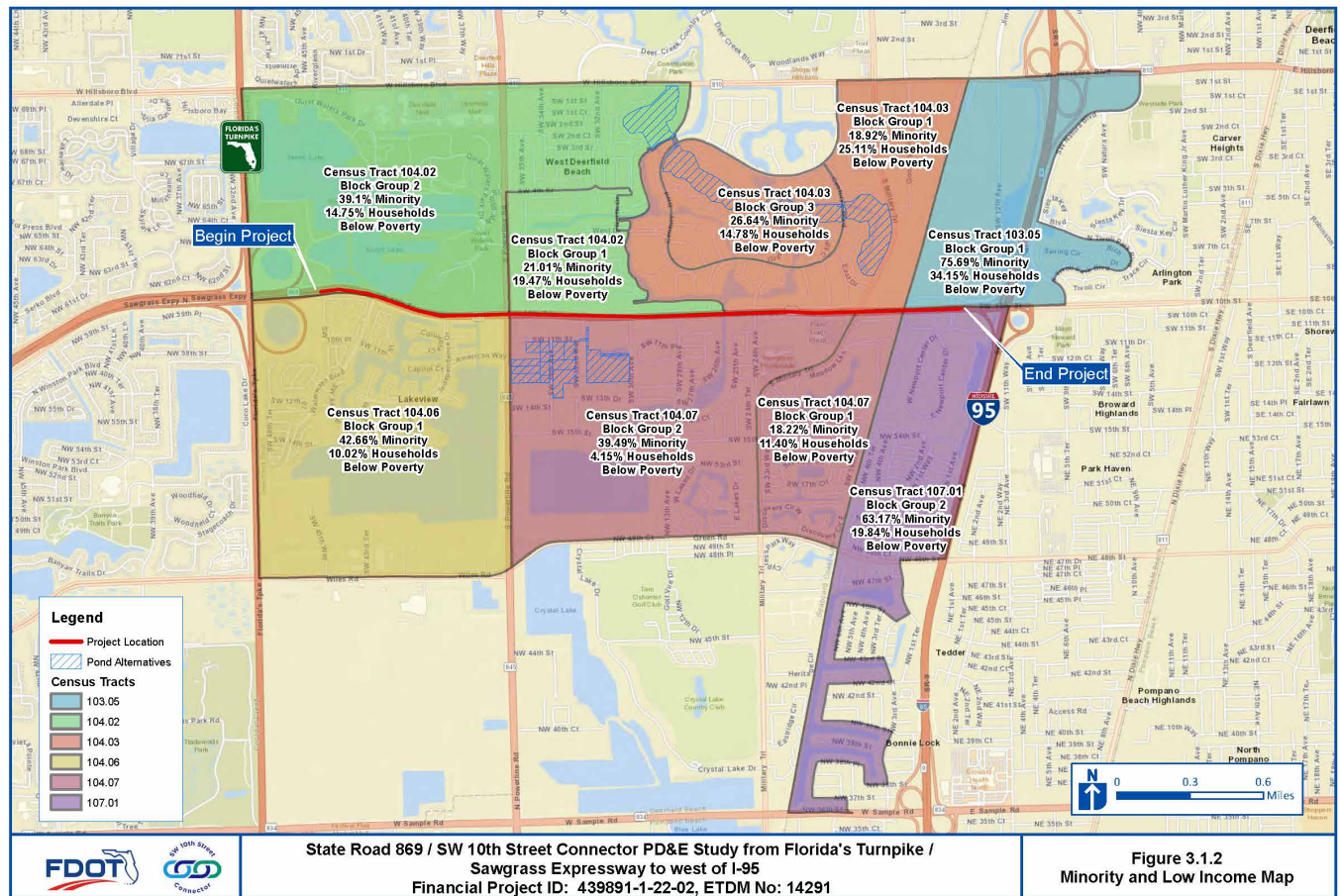


Figure 3.1.2: Minority and Low Income Map

In addition to ethnicity and household income, the ACS five-year estimates were reviewed to evaluate the percentage of households with one or more persons 65 years or older and the percentage of persons with Limited English Proficiency. The percentage of elderly households within the study area is 51% and ranges from 0% to 92% within each of the census block groups in the study area. The highest percentage of elderly population occurs north of the study area in Census Tract 104.03, Block Group 1 (92%). This Census Tract encompasses all of the Century Village retirement community. The least percentage of elderly population occurs near I-95, north of SW 10th Street in Census Tract 103.05, Block Group 1 (0%). In Broward County the percentage of elderly households is 15.7%.

Limited English Proficiency is defined as people who speak English less than "very well" or "not at all." These people have a limited ability to read, write, speak, or understand English. The percentage of persons with Limited English Proficiency for the entire study area is 9.5% and ranges from 3% to 22.6% within each of the block groups in the study area. The lowest percentage of persons with Limited English Proficiency is in Census Tract 104.07, Block Group 1 (3%), which is south of SW 10th Street. The highest percentage of persons with Limited English Proficiency is in Census Tract 103.05, Block Group 1 (22.6%), which is east of I-95 and north of SW 10th Street. The percent of the population with Limited English Proficiency in Broward County is 15.9%. Presidential Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency, ensures people with LEP will have meaningful access to programs and activities of agencies receiving federal financial assistance. Due to the higher percentage of persons with Limited English Proficiency, all public meetings have been advertised in both English and Spanish for the public notifications and newspaper advertisements. In addition, the handouts in Spanish were available at each meeting. Numerous members of the public involvement team were available for Spanish translation services at the public meetings.

The proposed improvements will not result in adverse impacts to minority, low-income households, elderly, or Limited English Proficient populations. Because this is a roadway project, there will be temporary construction impacts from noise, access, and travel along the roadway, but the impacts will be the same for all persons that use the roadway and thus not disproportionately adverse. The project is expected to enhance access for all users because there will be reduced congestion within the corridor and improved sidewalks and bicycle facilities.

No changes to the population or demographic characteristics of the study area are anticipated to result from the project as it remains mostly within an existing roadway corridor. Based on the analysis for this PD&E Study, the project will not cause a disproportionately high and adverse effects on any minority or low-income population in accordance with the provisions of the President's Executive Order on Environmental Justice (EO 12898). Therefore, no further Environmental Justice analysis is required.

### **Community Focal Points**

Community focal points are public or private locations, facilities or organizations that are important to local residents and Communities. Community focal points can include religious facilities, medical and emergency facilities, education facilities, government facilities, parks, social services facilities, and community and cultural centers. Few community focal points are located within a quarter-mile of the project corridor.

In the quarter-mile project buffer, the following resources were identified and are shown on Figure 3.1.3:

#### Health Care Facilities

- Grand Villa of Deerfield Assisted Living Facility

#### Daycare Facilities

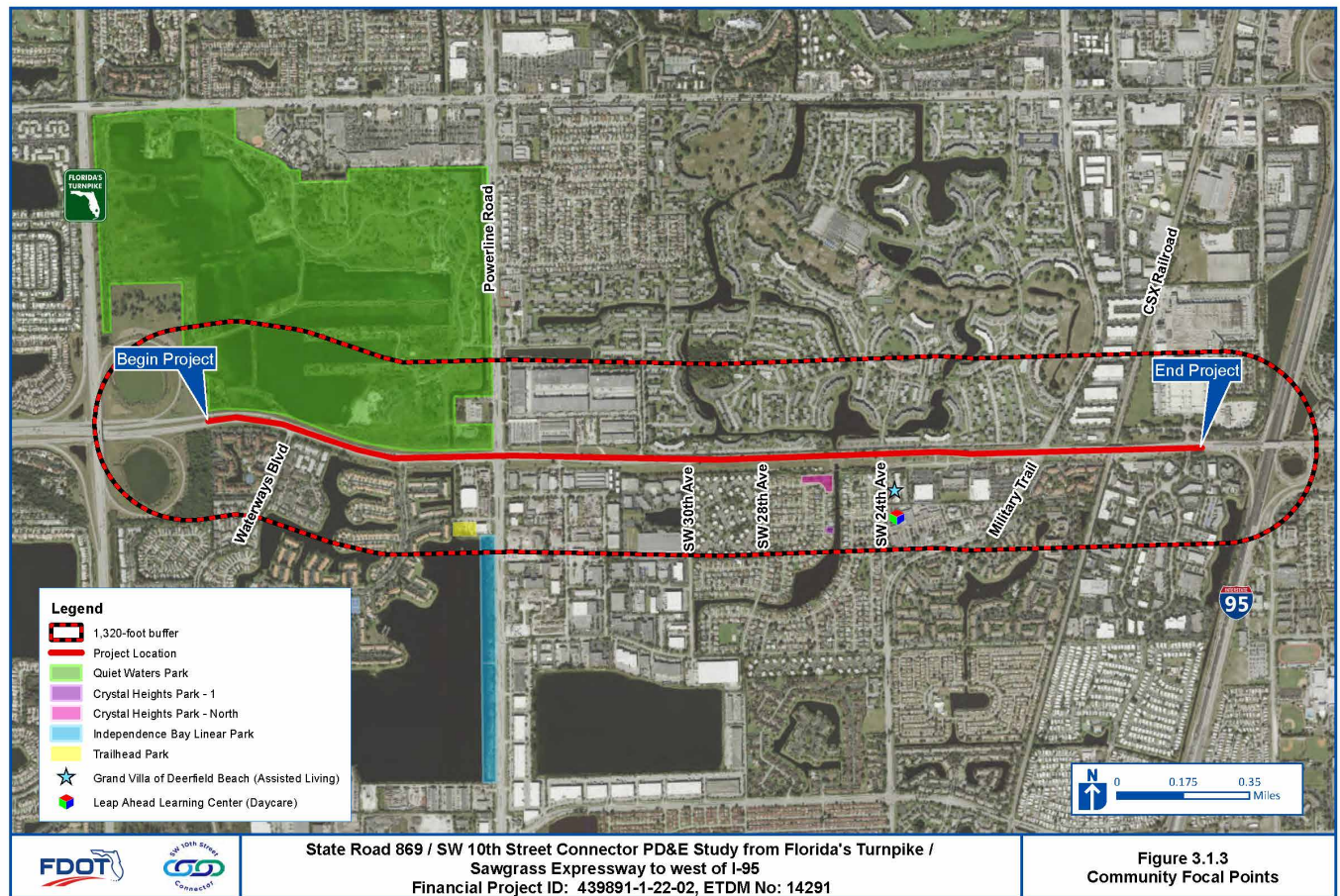
- Leep Ahead Learning Center

#### Parks

- Quiet Waters Park
- Crystal Heights Park North
- Crystal Heights Park - 1
- Trailhead Park
- Independence Bay Linear Park

Some of the gated adjacent residential neighborhoods have community centers or club houses, but these are not open to or accessible by the public. There are no direct or indirect impacts to any of the identified community focal points or the community centers and club houses within the adjacent developments. Additional information about parcels impacted and potential relocations are included in Section 3.6.





**Figure 3.1.3: Community Focal Points**

The project will not result in the division of neighborhoods or substantial impacts to community cohesion. Enhanced bicycle and pedestrian accommodations will improve connections to local community focal points and commercial facilities along the corridor.

## 3.2 Economic

The University of Florida Bureau of Economic and Business Research (BEBR) high-end estimate predicts Broward County's population will grow to 2.3 million by 2040, an increase of 34 percent from the year 2011. This regional population growth will increase travel demands on the SW 10th Street corridor. Due to the built-out nature of the local area surrounding the SW 10th Street corridor, the growth will occur in the region as a whole, necessitating connections between the limited access facilities. The SW 10th Street Connector will improve regional linkage and delay.

There are numerous businesses, both commercial and industrial, along SW 10th Street. There are two large industrial parks at the intersection of SW 10th Street and Powerline Road (Quiet Waters Business Park and Deerfield Storage), a commercial business park (Colonnade Business Park), several other commercial businesses along SW 10th Street, and the Publix Distribution Center at the east end of the study area. Some of the industrial businesses and the Publix Distribution Center are freight distributors and therefore need suitable roadways connecting to and from their businesses. Meetings were held with several business owners along the corridor whose access may be affected by the project, and modifications were implemented to better meet the business s needs, where appropriate. The project was designed to



minimize business disruptions. Additional meetings with businesses will be conducted during the final design phase.

The proposed improvements will result in the closure of one full median opening, and two directional median openings. The full median opening closure, Quiet Waters Business Park, will be mitigated with a new signalized median opening on Powerline Road, just south of West Drive. The two directional median openings that require closure are to the frontage road that runs along the south side of SW 10th Street to access the Colonnade Business Park which includes the neighborhood Walmart. Under the proposed conditions, westbound traffic on SW 10th Street can access the business park via Military Trail or by doing a U-Turn at SW 24th Avenue. A number of crashes were reported at the two directional median openings that are proposed to be closed. The proposed modifications will improve safety for motorists.

All residences and businesses that currently have access to SW 10th Street will retain access to SW 10th Street, during and after construction. The exact configuration of driveways and access points will be determined during the final design phase. Changes to median openings and entrances will improve safety and traffic flow and are expected to have negligible economic impacts. The local economy would benefit from the proposed project due to improved access to I-95, Florida's Turnpike, and the Sawgrass Expressway.

### 3.3 Land Use Changes

The project lies within the City of Deerfield Beach, in Broward County, Florida. The project limits are not within the City of Deerfield Beach Community Redevelopment Area. The primary land uses in the project corridor include: residential (multi-family and single family), recreational, industrial, and commercial.

The Broward County Future Land Use Plan (FLU) is consistent with the existing land use. However, the SW 10th Street corridor is built-out with little undeveloped land in the project corridor; thus, the project will not result in induced development. Therefore, land use changes are not anticipated due to the addition of limited access facility in the SW 10th Street corridor. The proposed project is included in the Broward MPO TIP, and MTP, and the FDOT SIS Adopted Five Year Plan. This project has been included in these plans for several years due to the need for additional capacity and a regional link between limited access facilities. Furthermore, the existing right-of-way was originally acquired to accommodate an expressway connection and is sufficiently wide to facilitate this improvement with only minor right-of-way acquisitions required.

### 3.4 Mobility

The existing SW 10th Street corridor accommodates the following mobility options: transit (buses), pedestrian and bicycle accommodations, and cars. Sidewalks are only located along the south side of SW 10th Street and only for a portion of the study area. Five-foot designated bike lanes are located along SW 10th Street in both directions in the study area.

The proposed project includes a 12-foot wide shared use path on the south side of SW 10th Street to accommodate pedestrians and bicyclists. Military Trail will have sidewalk and bicycle lanes on both sides of the road from SW 10th Street to East Drive. The sidewalk extension along Military Trail will connect Century Village, a retirement community, to SW 10th Street. This connection will allow pedestrians or cyclists from Century Village to use the proposed shared use path along SW 10th Street to connect to community focal points like Quiet Waters Park, or businesses in the area. The intersections at Military Trail and Powerline Road will be enhanced to provide safer crosswalks for pedestrians and cyclists. High-visibility crosswalks will be included at all signalized intersections. The shared use path, pedestrian and bicycle facilities along Military Trail, and improved signalized intersections will help improve mobility within the study area.

particularly for non-driving populations (i.e., elderly, disabled, and low-income individuals) of which there is a relatively high percentage within the corridor.

The proposed project will not change the connectivity between residential and non-residential areas along the corridor. Currently, SW 10th Street has only one access point on the north side of the road between Powerline Road and Military Trail, Quiet Waters Business Park. As described in Section 3.2, this access point is proposed to be replaced with a signalized intersection on Powerline Road. Therefore, the addition of the managed lanes / Connector Road on the north side of the corridor, will not affect the connectivity between the existing communities and / or businesses.

The existing traffic congestion along SW 10th Street results in user delays. The proposed project will enhance mobility, alleviate congestion, and promote regional connectivity by separating traffic into two corridors: limited access (longer / regional trips) and local lanes (shorter trips). Regional traffic travelling along either the Sawgrass Expressway, Florida's Turnpike, or I-95 will be able to seamlessly transition to other SIS systems, without having to travel through local "stop and go" traffic. This results in an enhancement of the overall SIS system in South Florida and improves the connectivity for regional traffic movement. Furthermore, the capacity improvements will also enhance emergency evacuation, first responder response time, and safety.

The Preferred Alternative is expected to enhance mobility in the project area.

### 3.5 Aesthetic Effects

The majority of the project study area consists of residential houses, two- and three-story apartment buildings/condominiums, and some single-story commercial buildings. Views within the area consist of the existing four-lane SW 10th Street which has well landscaped medians that provide an aesthetic feature for the corridor.

The proposed project includes overpasses at the following locations: just east of Florida's Turnpike, Powerline Road, just east of Powerline Road for the eastbound entrance ramp to the managed lanes, and Military Trail / South Florida Rail Corridor. The overpasses will alter the existing viewshed of the local community; however, the overpasses are located in mostly non-residential areas along the corridor to minimize aesthetic impacts.

Concepts shown at the Alternatives Public Workshop #2 included an overpass at Waterways Boulevard as shown in Figure 3.5.1. Concerns were expressed by the Waterways community regarding the location of the proposed overpass bridge at the Waterways entrance and their viewshed. Post-workshop, the overpass was shifted to the west (just east of Florida's Turnpike) to minimize impacts on the viewshed within the vicinity of the Waterways community as shown in Figure 3.5.2. The FDOT commits to minimizing the length of elevated roadways adjacent to residential areas. Specifically, the grade-separated roadways at Military Trail and Powerline Road will be as short as possible and will transition to an at-grade section on both the east and west approaches at Powerline Road and the western approach of the Military Trail intersection as quickly as possible while following FDOT design standards. The proposed overpass in the vicinity of Waterways Boulevard will not be located directly in front of Waterways Boulevard and will instead be located west of this intersection.



**Figure 3.5.1: Waterways Viewshed (APW #2)**



**Figure 3.5.2: Waterways Viewshed (post APW #2)**



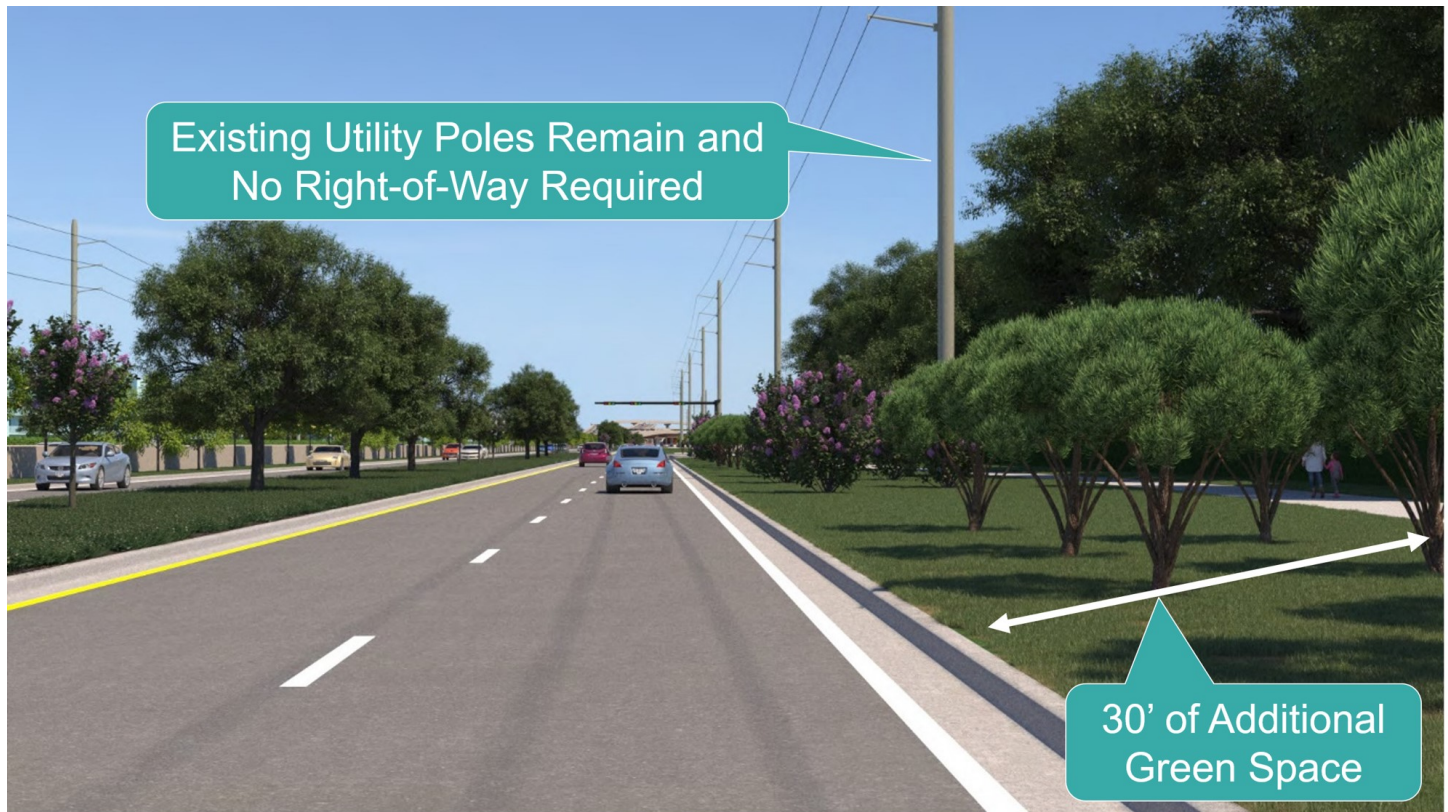
The With Powerline Road Ramps Alternative includes a depressed westbound exit ramp from the managed lanes to local SW 10th Street. The depressed section was included in the project to reduce visual and noise impacts for residents living in Century Village, Waterford Courtyards, and Waterford Homes. The Without Powerline Road Ramps eliminates the ramps just east of Powerline Road, thereby removing the need for any depressed elements. With this alternative, an additional 30 feet of green space is added in the middle of the corridor (SW 30th Avenue to SW 24th Avenue) for additional landscaping.

The proposed project will reduce the amount of green space available for landscaping in the corridor. However, some green space will remain, and landscaping will be maximized in the space available as shown in Figures 3.5.3 and 3.5.4.

A separate contract for landscaping will be implemented at the completion of the construction project. FDOT commits that landscaping and aesthetic treatments will be coordinated with the local communities and the City of Deerfield Beach during the final design phase. Aesthetic treatments and landscaping schemes will be in conformance with the City of Deerfield Beach guidelines (Pioneer Grove Design Standards and Landscape Manual).



**Figure 3.5.3: With Powerline Road Ramps Rendering (SW 30th Avenue looking East)**



**Figure 3.5.4: Without Powerline Road Ramps Rendering (SW 30th Avenue looking East)**

### 3.6 Relocation Potential

A Conceptual Stage Relocation Plan (CSRP) was prepared for this project. The CSRP indicates that the project will require eight business relocations and no residential relocations. The eight businesses have a structure (building or parking lot) within the right-of-way acquisition area and may be eligible for relocation. Table 3.6.1 lists the businesses that may require relocation and the number of employees potentially affected.

Folio Number	Business	Number of Employees	Comments
484203090030	Deerfield Storage	10 to 20	A portion of the frontage and one building may be affected.
484210020040	Med-Care Pharmacy	10 to 20	A portion of the front parking lot will be affected which may require the business to be relocated.
484211100020 (Palm Trails Plaza, LLC)	UPS Store	10 to 20	Five businesses operate at this location, and one storefront is currently vacant. All six businesses may need to be relocated if the City of Deerfield Beach does not approve a set-back variance.
	Metro PCS	10 to 20	
	Jimmy John's	10 to 20	
	Sal's Restaurant & Pizzeria	30 to 40	
	Family Wellness Physicians	5 to 10	
	Vacant	N/A	

**Table 3.6.1: Potential Businesses to be Displaced**

There appears to be adequate onsite space on the remainder property for continued operation of Deerfield Storage and Med-Care Pharmacy, and these relocations are highly unlikely. If the City of Deerfield Beach disapproves a set-back variance for the Palm Trails Plaza shopping center, six businesses may need to be relocated. There is a sufficient number of available commercial replacement properties in case any business needs to be relocated.

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

### **3.7 Farmland Resources**

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



## 4. Cultural Resources

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

### 4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 10/02/2018. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

No newly or previously recorded archaeological sites were identified within the archaeological area of potential effect (APE). Seven 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, drainage ditches, and buried utilities.

The historic resources survey resulted in the identification of one newly identified historic structure. This structure, located at 3165-3175 SW 10th Street, Deerfield Beach, Florida (8BD6685) is of Masonry Vernacular style construction. The structure lacks historical associations and physical integrity and is considered National Register-ineligible.

While the segment of Military Trail within the current project APE is not historic, portions of Military Trail located outside of the current APE, to the north, have been determined ineligible for listing in the National Register by SHPO in 2016 and in 2017. An analysis of historic aerials revealed no evidence of the original trail within the APE and no physical evidence was identified during the survey. Therefore, Military Trail was not documented as part of the current study.

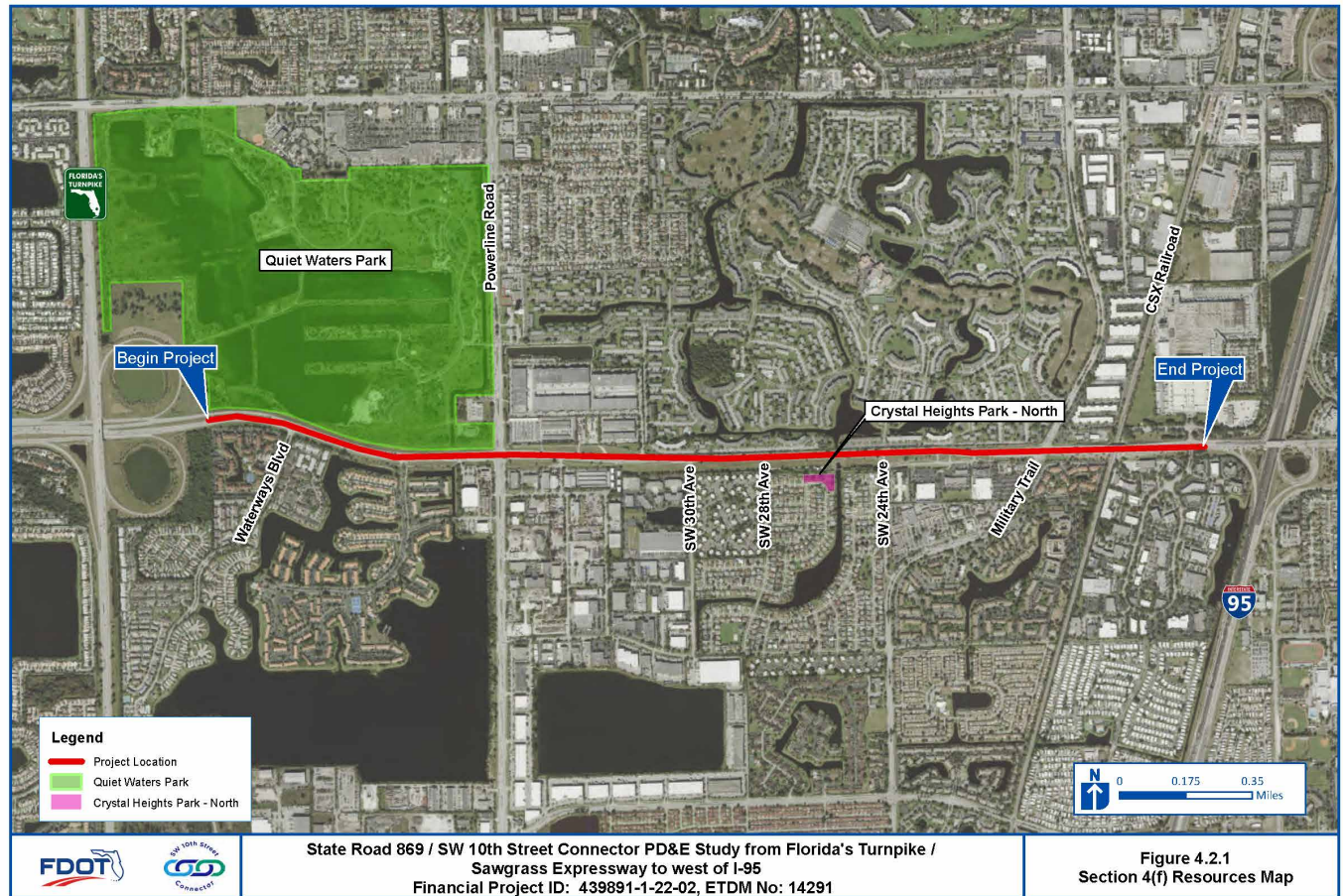
The SHPO concurred with the findings in the CRAS in a letter dated October 2, 2018. For more information on the historic or archeological survey refer to the CRAS.

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

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

There are two Section 4(f) resources within the project corridor: Crystal Heights Park - North and Quiet Waters Park. The location of these Section 4(f) resources are shown in Figure 4.2.1.





**Figure 4.2.1: Section 4(f) Resource Map**

Crystal Heights Park - North is a 1.37-acre community park in the Crystal Heights / Waterford Homes neighborhood. The park is located adjacent to the C-2 Canal and the City of Deerfield Beach parcel. The project requires no temporary or permanent right-of-way acquisition from Crystal Height Park - North and there are no proximity impacts that rise to the level of substantial impairment. Access to Crystal Height Park - North will not be impacted by construction; there is no direct access from SW 10th Street, the access is from SW 10th Drive within the Crystal Heights Subdivision (Waterford Homes). As part of the Determination of Applicability (DOA) documentation, a determination of Section 4(f) No Use was approved by the Office of Environmental Management (OEM) on December 14, 2018.

Quiet Waters Park is a 431.4-acre regional park owned and managed by Broward County Parks and Recreation. The park is adjacent to SW 10th Street between Florida's Turnpike and Powerline Road. The project requires no temporary or permanent right-of-way acquisition from Quiet Waters Park and the park is not sensitive to proximity impacts such as noise. Access to Quiet Waters Park will not be impacted during construction; the entrance to the park is located on Powerline Road, just north of SW 10th Street. The DOA for Quiet Waters Park was prepared in 2018 when a full depressed alternative was still under evaluation. The full depressed alternative would have required construction easements and temporary impacts to the park, as documented in the DOA. However, since then, the project has eliminated the full depressed alternative and the project will no longer have any direct or indirect impacts, so there will be no use of this resource within the meaning of Section 4(f). A Section 4(f) No Use Form has been prepared to document this change.

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

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

#### **4.4 Recreational Areas and Protected Lands**

There are no other protected public lands in the project area.

DRAFT

## 5. Natural Resources

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

### 5.1 Protected Species and Habitat

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

A Protected Species and Habitat Assessment was conducted, and the results were summarized in the Natural Resource Evaluation (NRE). Table 5.1.1 summarizes the likelihood of occurrence for state and federally listed species based on the assessment of potential habitat and/or actual observance of the species.

Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
<b>Mammals</b>				
Florida bonneted bat	<i>Eumops floridanus</i>	E	FE	Low
West Indian manatee	<i>Trichechus manatus</i>	T	FT	Low
<b>Birds</b>				
Everglade snail kite	<i>Rostrhamus sociabilis plumbeus</i>	E	FE	Low
Wood stork	<i>Mycteria americana</i>	T	FT	Medium
Florida burrowing owl	<i>Athene cunicularia floridana</i>	NL	ST	Low
Tricolored heron	<i>Egretta tricolor</i>	NL	ST	Medium
Roseate spoonbill	<i>Platalea ajaja</i>	NL	ST	Medium
Little blue heron	<i>Egretta caerulea</i>	NL	ST	Medium
Bald eagle*	<i>Haliaeetus leucephalus</i>	NL	NL	High
<b>Reptiles</b>				
Eastern indigo snake	<i>Drymarchon corais couperi</i>	T	FT	Low
Gopher tortoise	<i>Gopherus polyphemus</i>	C	ST	Low
<b>Plants</b>				
Florida royal palm	<i>Roystonea elata</i>	NL	SE	Low
Large-flowered rosemary	<i>Conradina grandiflora</i>	NL	ST	Low
Based on <i>Florida's Endangered and Threatened Species</i> updated January 2017 available on <a href="http://myfwc.com/wildlifehabitats/imperiled/">http://myfwc.com/wildlifehabitats/imperiled/</a> . Federal Status: E = Endangered; T = Threatened; SSC = Species of Special Concern; C = Candidate Species; NL = Not Listed State Status: FE- Federally Endangered; FT - Federally Threatened; ST- State Threatened; SE - State Endangered. Note: Coordination is not required with FWC for Federally listed species. * The Bald eagle is still protected under the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act and FWC Management Plan regulations.				

Table 5.1.1: Potential Federal and State Listed Fauna and Flora Species

As of 2008, the bald eagle is no longer listed by US Fish and Wildlife Service (USFWS) or Florida Fish and Wildlife Conservation Commission (FWC) as endangered or threatened. Bald eagles are still protected under the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and FWC's bald eagle rule. There is one bald eagle nest documented in the FWC Eagle Nest Locator database just north of SW 10th Street, adjacent to Quiet Waters Park and the northbound



off-ramp from Florida's Turnpike as shown in Figure 5.1.1.



**Figure 5.1.1: Bald Eagle Nest Map**

Per the FWC's online eagle nest locator database, the eagle nest (Nest ID BO003) was last active in 2014. The Florida's Turnpike Enterprise (FTE) is conducting a separate PD&E Study (FM# 437153-1) along the Sawgrass Expressway, which is located at the western end of the project study area. As part of the Sawgrass PD&E Study, FTE conducted bald eagle monitoring from October 2017 through May 2018 to determine the status of an existing eagle nest (Nest ID BO003). Nest BO003 was no longer remaining; however, an alternate nest (Alternate Nest 1) was identified and is located approximately 458 feet north of the Sawgrass Expressway / SW 10th Street interchange.

Construction for this project would occur within 330 feet from the eagle's nest. A teleconference was conducted with USFWS on September 5, 2018 and USFWS indicated that based on the schedule, providing definitive recommendations or determinations on permitting requirements was considered premature. FDOT commits to conducting eagle nest survey / monitoring during the nesting period prior to construction of the proposed project and coordinating the results with USFWS. Technical assistance and possible permitting would occur following the updated survey when the current condition of the nest is known.

The Protected Species and Habitat Assessment evaluated the effects of the project on five federally listed species and seven state listed species that may occur within the SW 10th Street study area. Surveys for gopher tortoise, Florida



burrowing owl, and plants were conducted in September 2017. No adverse effects are anticipated for the state listed species. The project is not located within any USFWS designated critical habitat. Table 5.1.2 shows effects determinations made for the federally listed species evaluated.

<b>Species</b>	<b>Effect Determination</b>
Florida bonneted bat	No effect
West Indian manatee	No effect
Everglade snail kite	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Eastern indigo snake	May affect, not likely to adversely affect

Table 5.1.2: Federally Listed Species Effects Determinations

In a letter dated October 30, 2018, the USFWS determined that the project was not likely to adversely affect any federally listed species or designated critical habitat. Avoidance and minimization of listed species impacts will continue to be evaluated during the final design, permitting, and construction phases of this project. For more information on protected species and habitat, reference the NRE, available under separate cover.

## 5.2 Wetlands and Other Surface Waters

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

A wetland evaluation was conducted, and the results are summarized in the NRE. Based on this evaluation, there are no wetlands and eight surface waters in the study area as shown on Figure 5.2.1. The surface waters consist of man-made drainage swales along the roadside and canals. The proposed project is anticipated to impact four surface waters (SW 4, 6, 7, and 8) for a total of 2.31 acres, and no wetlands. The surface water impacts are to roadside ditches, canals, and ponds. The impacts will not affect listed species and will be replaced by the proposed stormwater ponds.

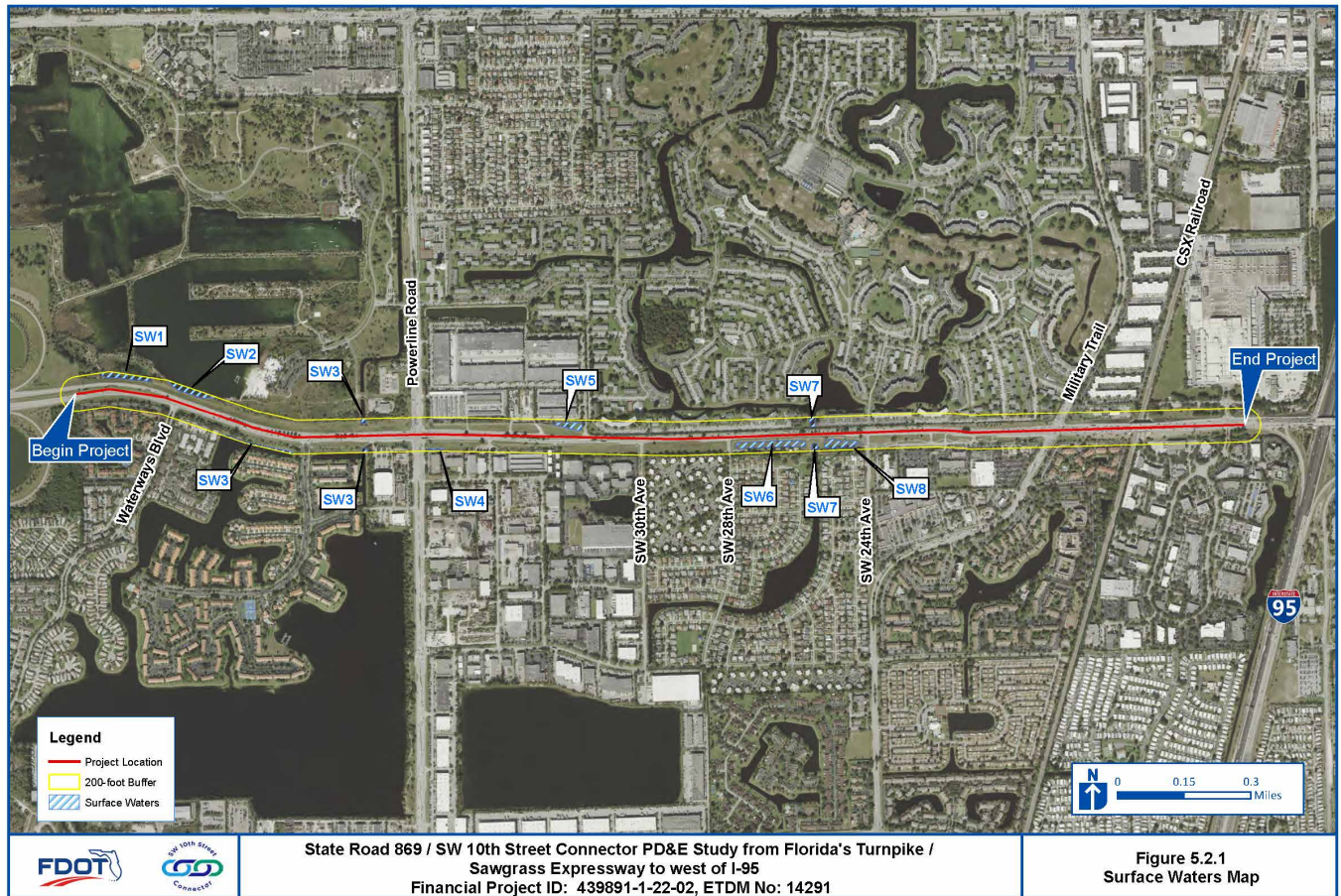


Figure 5.2.1: Surface Waters Map

### 5.3 Essential Fish Habitat (EFH)

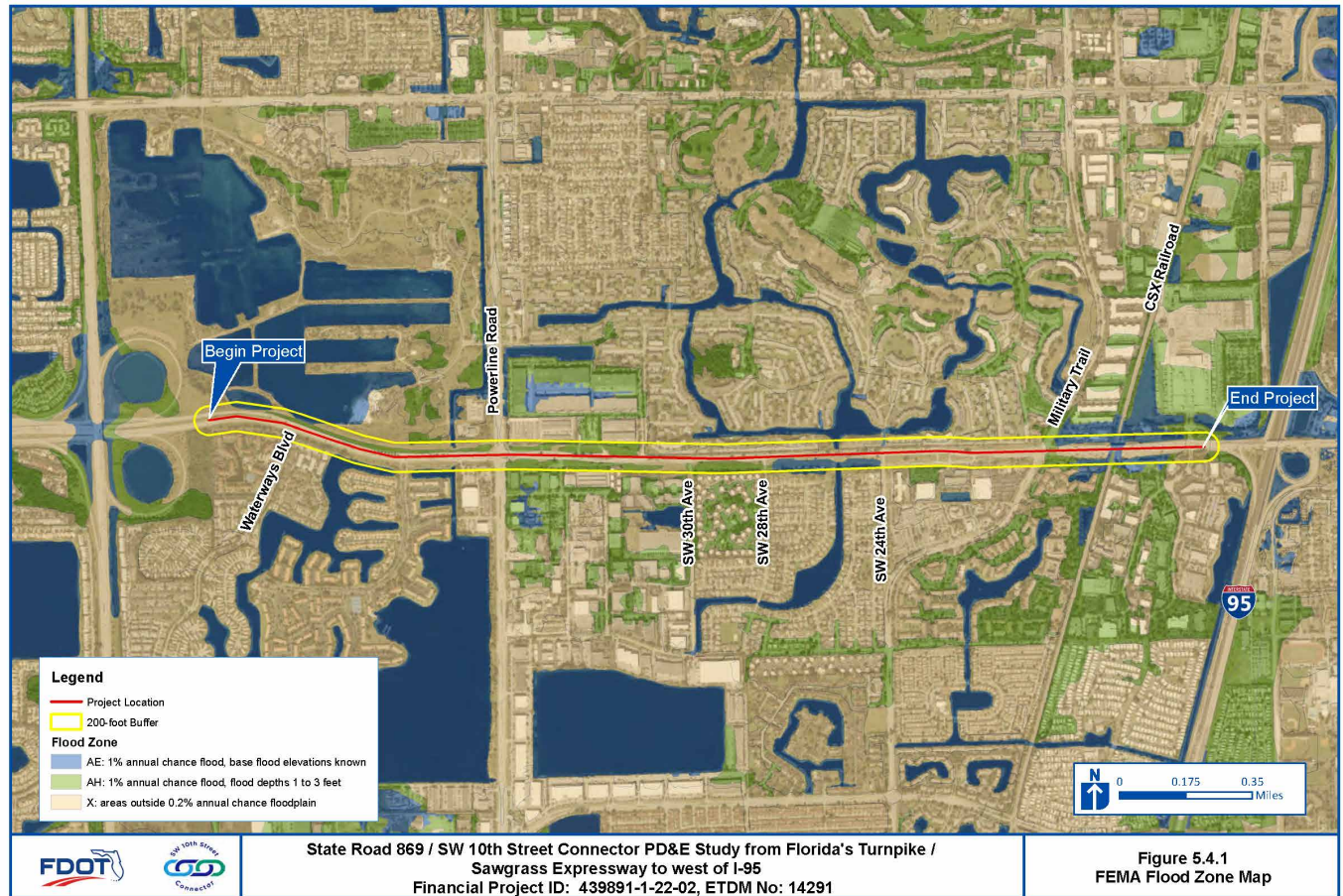
There is no Essential Fish Habitat (EFH) in the project area.

### 5.4 Floodplains

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

Based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), the study area is located within FEMA flood zones AE, AH, and X. Flood Zone AE represents areas of 1% annual chance flood where base flood elevations are known, Zone AH represents areas of 1% annual chance flood with flood depths of one to three feet, and Zone X represents areas outside the 0.2% annual chance floodplain. See Figure 5.4.1 for the FEMA Flood Zone Map.





**Figure 5.4.1: FEMA Flood Zone Map**

The project will result in minimal encroachments to floodplains. Encroachments resulting from the construction of the project will be fully compensated within the proposed stormwater management facilities to ensure there will be no increase in flood elevations and/or limits. Based on the proposed improvements in the C-3 Canal Basin, a minimum pond volume of 5,727 cubic yards (CY) or 3.6 acre-feet are required to offset the 100-year floodplain encroachment volume. The C-3 Canal Basin proposed pond will provide at least 44,835 CY (27.79 acre-feet) of compensation volume, with a surplus compensation volume of 39,107 CY. In the C-2 Canal Basin, a minimum pond volume of 27,540 CY (17.1 acre-feet) is required to offset the 100-year floodplain encroachment volume. The C-2 Canal Basin proposed pond will provide at least 100,769 CY (62.46 acre-feet) of compensation volume, with a surplus compensation volume of 73,229 CY.

The proposed drainage system will perform hydraulically in a manner equal to or greater than the existing system, and floodplain surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

It has been determined, through consultation with local, state, and federal water resources and floodplain management agencies that there is no regulatory floodway involvement on the project and that the project will not support base floodplain development that is incompatible with existing floodplain management programs.



## 5.5 Sole Source Aquifer

### Biscayne Aquifer

The project is located within the limits of the Biscayne Sole Source Aquifer. The proposed stormwater management facilities will be constructed first, treating stormwater as the roadway is constructed. Additionally, Best Management Practices (BMPs) such as sump inlets, baffles, and/or pollution control will be incorporated into the collection and conveyance design to further facilitate removal of roadway runoff pollutants prior to discharge into the receiving stormwater management facilities.

The With Powerline Road Ramps Alternative requires construction of a depressed ramp 40 feet below the existing ground, at approximately the upper limits of the Biscayne Aquifer. Construction of the depressed roadway section is expected to require sheet piles and ground anchors to a greater depth, encroaching beyond the upper limits of the Biscayne Aquifer. The Without Powerline Road Ramps Alternative does not include any depressed elements and therefore, will not require this type of construction activities (tremie seal, ground anchors, etc.).

Both build alternatives require the construction of bridge foundations which may encroach into the upper limits of the Biscayne Aquifer. Foundation construction will adhere to BMPs widely utilized throughout South Florida for similar projects with similar encroachments.

In a letter received February 25, 2020, the US Environmental Protection Agency (USEPA) determined that if the proper BMPs are implemented, the project should have no significant impact to the aquifer system. The USEPA is requiring FDOT adhere to the list of BMPs as related to groundwater protection. Temporary construction elements, such as temporary sheeting, in conjunction with permanent features such as the tremie seal, will be constructed using non-hazardous materials. During all construction, the FDOT must adhere to the list of BMPs provided below:

- FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP); and
- FDOT Standard Specifications for Road and Bridge Construction:
  - Section 6 - Control of Materials;
  - Section 104 - Prevention, Control, and Abatement of Erosion and Water Pollution; and
  - Section 455 - Structures Foundation

## 5.6 Water Resources

The existing drainage within the study limits consists primarily of an open swale system that collects and retains roadway runoff, with overflow discharges to the Broward County Water Control District (BCWCD) #2 C-3 and C-2 canals.

Proposed stormwater management facilities will be constructed first, treating stormwater as the roadway is constructed. Additionally, BMPs such as sump inlets, baffles, and/or pollution control structure(s) will be incorporated into the collection and conveyance design to further facilitate removal of roadway runoff pollutants prior to discharge into the receiving stormwater management facilities or receiving waterbodies. Water quality, attenuation, and floodplain compensation will be accomplished using wet detention/retention pond volumes as required by South Florida Water Management District (SFWMD). To accommodate the contributing runoff within the C-3 Basin, the existing ponds within the Florida's Turnpike / Sawgrass Expressway interchange will be expanded upon. Contributing runoff within the C-2 Basin will be accommodated within new offsite ponds located within existing industrial sites and/or vacated golf course sites in the vicinity of the SW 10th Street corridor. After construction is completed, the stormwater management facilities will continue to treat and

attenuate stormwater discharges from the newly constructed roadway. The proposed stormwater management facilities will meet all SFWMD and FDOT criteria, therefore, water quality impacts to downstream receiving waters are not anticipated to occur. A preliminary pond siting evaluation was conducted for this study and the results are summarized in the Pond Siting Report (PSR), dated January 2018.

A Water Quality Impact Evaluation (WQIE) was conducted for the project to comply with the Clean Water Act and the Safe Drinking Water Act. Four Environmental Look Around (ELA) meetings were held on February 15, 2018, February 21, 2018, October 12, 2018, and October 24, 2018. More information about the ELA meetings and the water quality and quantity is contained in the WQIE. The results of the WQIE indicate that the project will not result in significant impacts to water quality. Stormwater treatment facilities will be designed in accordance with applicable state and local regulations. The FDOT commits to evaluating additional measures for water quality treatment for retention ponds in the next phase of this project including: baffles and weirs.

### **5.7 Aquatic Preserves**

There are no aquatic preserves in the project area.

### **5.8 Outstanding Florida Waters**

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

### **5.9 Wild and Scenic Rivers**

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

### **5.10 Coastal Barrier Resources**

There are no Coastal Barrier Resources in the project area.

## 6. Physical Resources

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

### 6.1 Highway Traffic Noise

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

A traffic noise study, dated July 2020, was performed to evaluate the two Build Alternatives. Design year traffic (2040) noise levels for the Build Alternatives will approach or exceed the Noise Abatement Criteria (NAC) at noise sensitive sites along the project corridor. The With Powerline Road Ramps Alternative is anticipated to impact 157 residences and six non-residential receptor sites along the project corridor. The Without Powerline Road Ramps Alternative is anticipated to impact 152 residences and six non-residential receptor sites along the project corridor. Consequently, the feasibility and reasonableness of noise barriers were considered for those noise sensitive sites predicted to be impacted for each of the Build Alternatives.

Five separate Common Noise Environments (CNEs) were used to assess noise barriers for the noise sensitive sites that approach or exceed the NAC:

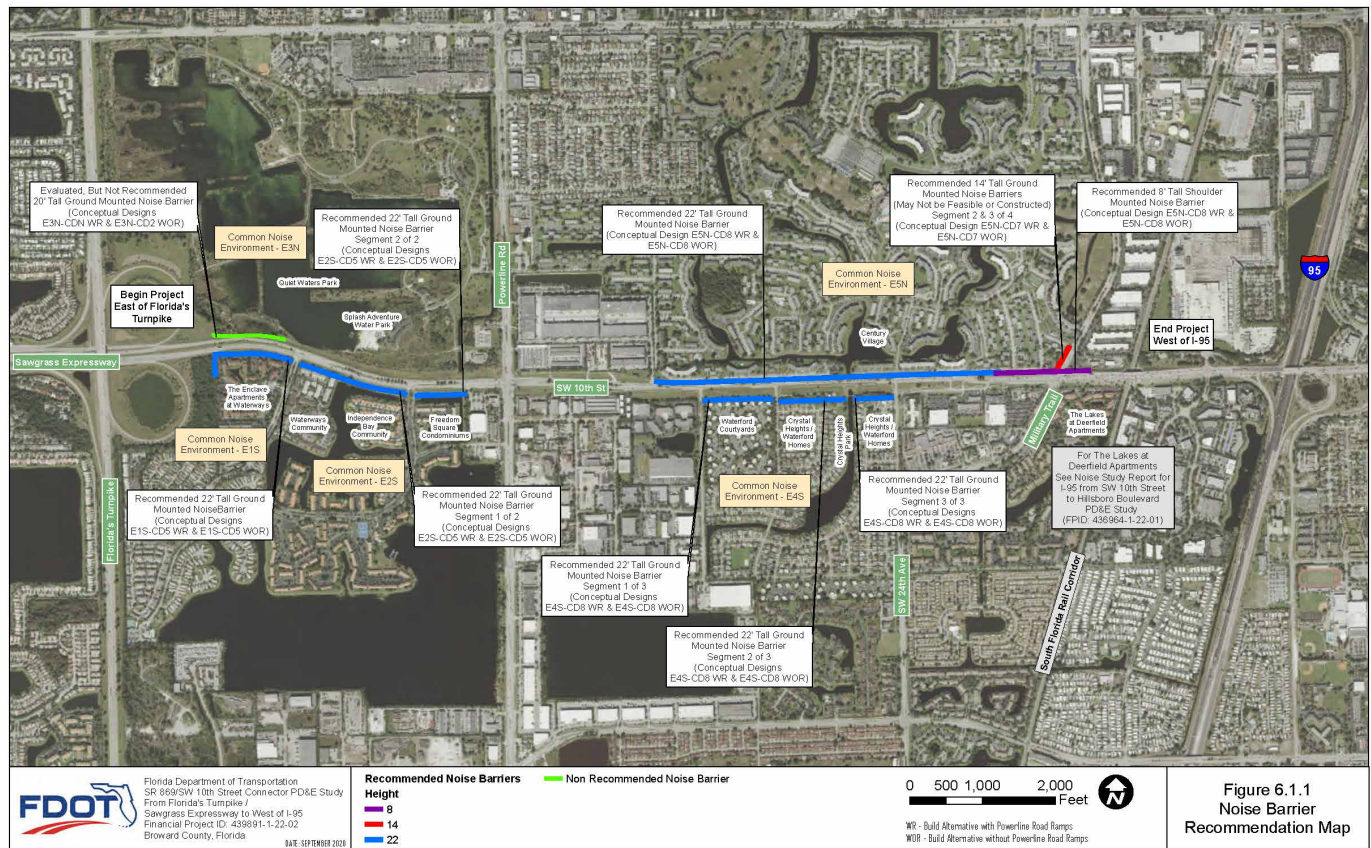
- E1S - Represents the impacted residences in the Enclave Apartments at Waterways (i.e., 21 residences With Powerline Road Ramps and 18 residences Without Powerline Road Ramps);
- E2S - Represents the impacted residences in the Waterways, Independence Bay, and Freedom Square residential developments (i.e., 49 residences for both Build Alternatives);
- E3N - Represents two segments of a recreation trail within Quiet Waters Park ('300 feet and '100 feet);
- E4S - Represents the impacted residences within the Waterford Courtyards and Waterford Homes (aka Crystal Heights) and one non-residential site (Crystal Heights Park) (i.e., 22 residences and one non-residential site for both Build Alternatives); and
- E5N - Represents the impacted residences and two non-residential sites (i.e., park benches) within Century Village (i.e., 65 residences and two non-residential sites With Powerline Road Ramps and 63 residences and two non-residential sites Without Powerline Road Ramps).

Table 6.1.1 summarizes the results of the noise barrier analyses and recommendations for each of the locations where noise barriers were evaluated. For the two Build Alternatives, noise barriers at four of the CNEs (E1S, E2S, E4S, and E5N) were determined to be feasible and cost reasonable and are recommended for further consideration during the final design phase and for public input. The locations of the recommended noise barriers are depicted on Figure 6.1.1. As presented in Table 6.1.1, the recommended conceptual noise barrier designs for the Without Powerline Road Ramps Alternative have the same dimensions as recommended for the With Powerline Road Ramps Alternative. Therefore, regardless of the Build Alternative chosen as the Preferred, the noise barrier recommendations will be the same.



Noise Sensitive Area (General Location)/Common Noise Environment (CNE) Identification Number	Build Alternative	Optimal Conceptual Noise Barrier Design Identification	Noise Barrier Type	Height (Feet)	Length (Feet)	Begin Station Number	End Station Number	Number of Impacted Receptor Sites	Maximum Noise Reduction for Impacted Receptor Sites dBA	Number of Impacted/Benefited Receptor Sites	Total Number of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites	Estimated Cost (\$30.00 per square foot)	Average Cost per Site Benefited	Does Optimal Barrier Design Meet FDOT's Reasonable Noise Abatement Criteria of \$42,000 per Benefited Receptor Site and 7.0 dBA Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?
East of Florida's Turnpike to Powerline Road																
The Enclave Apartments at Waterways (South of SW 10 <sup>th</sup> Street and West of Waterways Boulevard)/E1S	With Powerline Road Ramps	E1S-CD5 WR	Ground Mounted	22	1,400	54+00	66+60	21	9.4	21	56	9.4	\$924,000	\$16,500	YES	YES
	Without Powerline Road Ramps	E1S-CD5 WOR	Ground Mounted	22	1,400	54+00	66+60	18	9.9	18	53	6.9	\$924,000	\$17,434	YES	YES
Waterways, Independence Bay, and Freedom Square Communities (South of SW 10 <sup>th</sup> Street and East/ West of Independence Boulevard)/E2S	With Powerline Road Ramps	E2S-CD5 WR	Ground Mounted (Segment 1)	22	1,540	69+50	94+40	49	9.1	47	53	7.4	\$1,496,200	\$28,268	YES	YES
			Ground Mounted (Segment 2)	22	730	85+40	92+60									
	Without Powerline Road Ramps	E2S-CD5 WOR	Ground Mounted (Segment 1)	22	1540	69+50	94+40	49	9.1	47	53	7.3	\$1,496,200	\$28,268	YES	YES
			Ground Mounted (Segment 2)	22	730	85+40	92+60									
Quiet Waters Park Recreational Trail (North of SW 10 <sup>th</sup> Street and West of Power Line Road)/E3N	With Powerline Road Ramps	E3N-CD2 WP	Ground Mounted	20	1030	57+00	66+50	Special Land Use	7.1	---	---	---	\$618,000	---	NO (Usage of Recreational Trail Less Than Required to be Cost Reasonable)	NO
	Without Powerline Road Ramps	E3N-CD2 WOP	Ground Mounted	20	1030	57+00	66+50	Special Land Use	7.2	---	---	---	\$618,000	---	NO (Usage of Recreational Trail Less Than Required to be Cost Reasonable)	NO
Powerline Road to Military Trail																
Waterford Courtyards, Crystal Heights, and Crystal Heights Park (South of SW 10 <sup>th</sup> Street and East of SW 30 <sup>th</sup> Avenue)/E4S	With Powerline Road Ramps	E4S-CD6 WR	Ground Mounted (Segment 1)	22	960	125+00	134+60	22	13.8	22	48	9.4	\$1,610,400	\$33,550	YES	YES
			Ground Mounted (Segment 2)	22	930	135+40	144+60									
			Ground Mounted (Segment 3)	22	550	145+60	151+10									
	Without Powerline Road Ramps	E4S-CD6 WOR	Ground Mounted (Segment 1)	22	960	125+00	134+60	22	12.3	21	46	9.2	\$1,610,400	\$35,009	YES	YES
			Ground Mounted (Segment 2)	22	930	135+40	144+60									
			Ground Mounted (Segment 3)	22	550	145+60	151+10									
Century Village (North of SW 10th Street and West of Military Trail)/E5N	With Powerline Road Ramps	E5N-CD6 WR	Ground Mounted (Segment 1)	22	4,760	118+40	166+00	65	14.2	55	88	8.2	\$3,453,600	\$36,245	YES	YES
			Shoulder Mounted (Segment 2)	8	1,300	165+40	178+40									
	Without Powerline Road Ramps	E5N-CD6 WOR	Ground Mounted (Segment 1)	22	4,760	118+40	166+00	63	14.2	53	91	8.3	\$3,453,600	\$37,952	YES	YES
			Shoulder Mounted (Segment 2)	8	1,300	165+40	178+40									
Alternative Conceptual Noise Barrier Designs Recommendations for Common Noise Environment E5S (Currently Not Feasible due Insufficient Right-of-Way to Construct, will be Further Evaluated in the Final Design Phase)																
Century Village (North of SW 10th Street and West of Military Trail)/E5N	With Powerline Road Ramps	E5N-CD7 WR	Ground Mounted (Segment 1)	22	4,760	118+40	166+00	65	14.2	65	110	8.0	\$3,646,800	\$33,153	YES	YES
			Ground Mounted (Segment 2)	14	60	173+00	173+60									
			Ground Mounted (Segment 3)	14	400	173+60	175+60									
			Shoulder Mounted	8	1,300	165+00	178+00									
	Without Powerline Road Ramps	E5N-CD7 WOR	Ground Mounted (Segment 1)	22	4,760	118+40	166+00	63	14.2	63	113	8.1	\$3,646,800	\$32,273	YES	YES
			Ground Mounted (Segment 2)	14	60	173+00	173+60									
			Ground Mounted (Segment 3)	14	400	173+60	175+60									
			Shoulder Mounted	8	1,300	165+00	178+00									

Table 6.1.1: Noise Barrier Evaluation Summary



**Figure 6.1.1: Noise Barrier Recommendation Map**

The cost per benefited site of the recommended conceptual noise barrier designs are within FDOT's noise barrier cost criteria of equal to or less than \$42,000 per benefited site and they will meet FDOT's noise reduction reasonableness criteria of 7 dB(A) at one or more benefited impacted sites. The recommended noise barriers for the With Powerline Road Ramps Alternative are expected to reduce traffic noise by at least 5 dB(A) at 245 residences including 145 of the 157 impacted residences. The recommended noise barriers for the Without Powerline Road Ramps Alternative are expected to reduce traffic noise by at least 5 dB(A) at 243 residences including 139 of the 152 impacted residences. Additional noise barrier analysis will be performed during the final design phase to confirm the dimensions of the recommended noise barriers at these locations. Final decisions on barrier dimensions are made during the final design phase of the project and after determining the support for noise barriers from the benefited noise sensitive sites.

For Century Village (CNE E5N), an alternative conceptual noise barrier design was recommended for further consideration in the final design phase for the two Build Alternatives. The dimensions and effectiveness of the alternative conceptual noise barrier design for each of the Build Alternatives are included at the end of Table 6.1.1. This conceptual noise barrier design represents the optimal noise barrier for Century Village. Due to insufficient right-of-way and potential overhead electric lines, the ground mounted noise barrier segments along Military Trail are not considered feasible. However, this conceptual barrier design is recommended for further evaluation in the final design phase since it represents the optimal conceptual noise barrier design at this location. Compared to the recommended noise barrier design for Century Village, this design provides benefit to all the impacted sites in this community for both the Build Alternatives.

Noise barriers were not found to be cost reasonable at the Quiet Waters Park recreational trails (CNE-E3N) for either of the two Build Alternatives. The usage of this trail was less than required to be cost reasonable; therefore, a noise barrier is not recommended for further consideration or construction at this location. Based on the noise analyses performed to date, there appears to be no feasible solution currently available to mitigate the noise impacts at this recreational area or the 12 impacted residences not benefited with the noise barrier recommendations for the With Powerline Road Ramps Alternative or at the 13 impacted residences not benefited with the Without Powerline Road Ramps Alternative noise barrier recommendations. Therefore, the traffic noise impacts to these noise sensitive sites associated with the two Build Alternatives are an unavoidable consequence of the project.

FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in Table 6.1.1 and Figure 6.1.1 upon the following conditions:

- Final recommendations on the construction of abatement measures is determined during the project's final design and through the public involvement process;
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

It is likely that the noise abatement measures for the identified locations will be constructed if found feasible based on the contingencies listed above. If, during the final design phase, any of the contingency conditions listed above cause abatement to no longer be considered reasonable or feasible for a given location(s), such determination(s) will be made prior to requesting approval for construction advertisement. Commitments regarding the exact abatement measure locations, heights, and type (or approved alternatives) will be made during project reevaluation and at a time before the construction advertisement is approved.

Due to public comments regarding construction noise, the FDOT commits to constructing ground-mounted noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.

## 6.2 Air Quality

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

An Air Quality screening dated July 2020 was conducted for this project. The proposed project is located in Broward County, which is currently designated as being in attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide, and lead.

The No Build and two Build Alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT's screening model, CO Florida 2012, uses the United States Environmental Protection Agency (USEPA) software [Motor Vehicle Emission Simulator (MOVES) version 2010a and CAL3QHC] to produce estimates of one-hour and eight-hour CO concentrations at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and



eight-hour National Ambient Air Quality Standards for CO that are 35 parts per million (ppm) and 9 ppm, respectively.

The highest total traffic volumes for the No Build and two Build Alternatives are associated with the SW 10th Street and Powerline Road Intersection. Both the No Build and Build Alternatives were evaluated for the design year (2040). Estimates of CO were predicted for the default receptors that are located 10 feet to 150 feet from the edge of the roadway. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient Air Quality Standards for this pollutant with either the No Build or the two Build Alternatives. As such, the project "passes" the screening model.

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

### 6.3 Contamination

A Level I contamination screening evaluation was conducted, and the results are summarized in the Contamination Screening Evaluation Report (CSER) dated December 2018. A total of 23 potentially contaminated and/or known to be contaminated sites were identified along the project corridor with risk evaluation ratings ranging from No Risk to High Risk. Twenty-two facilities were identified in the GeoSearch Radius Report. The remaining facility is the Century Village Golf Course pond site alternatives. The sites evaluated in the CSER are summarized in the attached potential contamination sites table and shown on Figure 6.3.1.

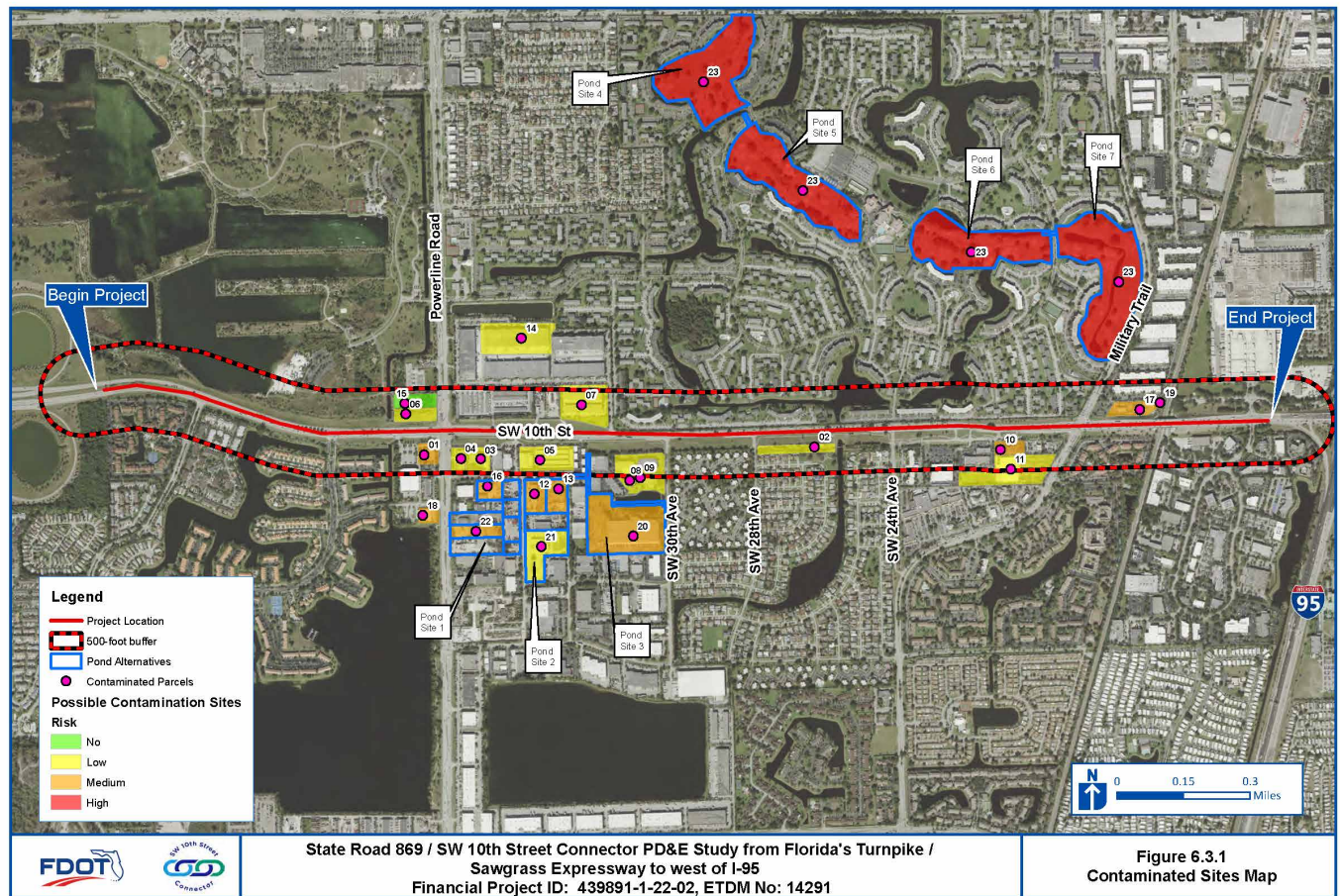
Ten medium-risk facilities and one high-risk site were identified in the corridor:

- Site 1 - Shell First Coast Energy - Medium Risk;
- Site 10 - Brothers Dry Cleaning Inc. - Medium Risk;
- Site 12 - City of Deerfield Beach - Medium Risk;
- Site 13 - East Coast Asphalt Corporation - Medium Risk;
- Site 16 - Man-Con Inc. / Stan Freitag Equipment Rental, Inc. - Medium Risk;
- Site 17 - Cen-Deer Management, Inc. / Nanaks Landscaping / Trolley Tours - Medium Risk;
- Site 18 - Cache Cleaners - Medium Risk;
- Site 19 - Deerfield Beach City Well #17 - Medium Risk;
- Site 20 - Rexall Sundown, Inc. - Medium Risk;
- Site 22 - Hardrives Asphalt Company - Medium Risk; and
- Site 23 - Century Village Golf Course - High Risk.

Pond Site 6 is the Preferred Pond Site. Therefore, the project impacts three medium risk sites and one high risk site:

- Site 1 - Shell First Coast Energy - Medium Risk;
- Site 10 - Brothers Dry Cleaning Inc. - Medium Risk;
- Site 17 - Cen-Deer Management, Inc. / Nanaks Landscaping / Trolley Tours - Medium Risk; and
- Site 23 - Century Village Golf Course pond site alternatives - High Risk.





**Figure 6.3.1: Contamination Sites Map**

Based on these risk ratings, construction activities may encounter soil or groundwater contamination, which can potentially impact worker health, the environment, and construction schedule and costs if these sites are not addressed during subsequent phases of the project. Because contaminated soil and groundwater has the potential to exist at or in close proximity to the project corridor, further site-specific Level II Assessments (including groundwater and soil sampling) at all medium and high risk rated sites will be conducted, if needed, and addressed during future phases.

## 6.4 Utilities and Railroads

The existing and proposed utilities located within the study area were identified throughout the project corridor as part of this PD&E Study. A list of the existing Utility Agencies / Owners (UAOs) was obtained by contacting Sunshine 811. A field review was also conducted to further identify any designated existing facilities in the project corridor. All the UAOs identified in the field were also noted on the Sunshine 811 list. Table 6.4.1 provides a list of the utility providers and the anticipated cost to relocate those facilities (as provided by the UAOs). Utility relocations will be coordinated further during the design phase. The proposed project is expected to have no significant utility impacts.

Utility Agency Owner	Facilities Impacted	Potential Relocation Cost
ATT Corp	N/A	N/A
ATT Florida	BFO, BT, OFO, MH,	\$5,475,250
Broward County Water and Sewer	RW, WM, FM	\$1,696,000

City of Deerfield Beach	WM, FM, BRW	\$3,333,000
Fiberlight LLC	OFO	\$10,000
Crown Castle Fiber	BFO	\$255,000
Florida Gas Transmission	N/A	N/A
FPL Distribution	OE, BE	\$9,547,500
FPL Transmission	OE	\$12,600,000
Level 3	BFO, OFO	\$800,000
Sprint	BFO	\$100,000
TECO Peoples Gas	GM	\$393,000
Teleport Comm America	N/A	N/A
Verizon / MCI	N/A	N/A
Total Utility Impact Cost (Full Depressed Alternative)		\$34,209,750
<b>Total Utility Impact Cost (Proposed Project ~ 80% x Full Depressed)</b>		<b>\$26 million</b>

Table 6.4.1: Utility Impacts

The City of Deerfield Beach maintains three public water supply wells (WW-22, WW-23, and FA-2) along the southern side of SW 10th Street, as shown in Figure 6.4.1. Wells WW-22 and WW-23 are constructed into the Biscayne Aquifer whereas FA-2 is constructed into the upper Floridan aquifer.

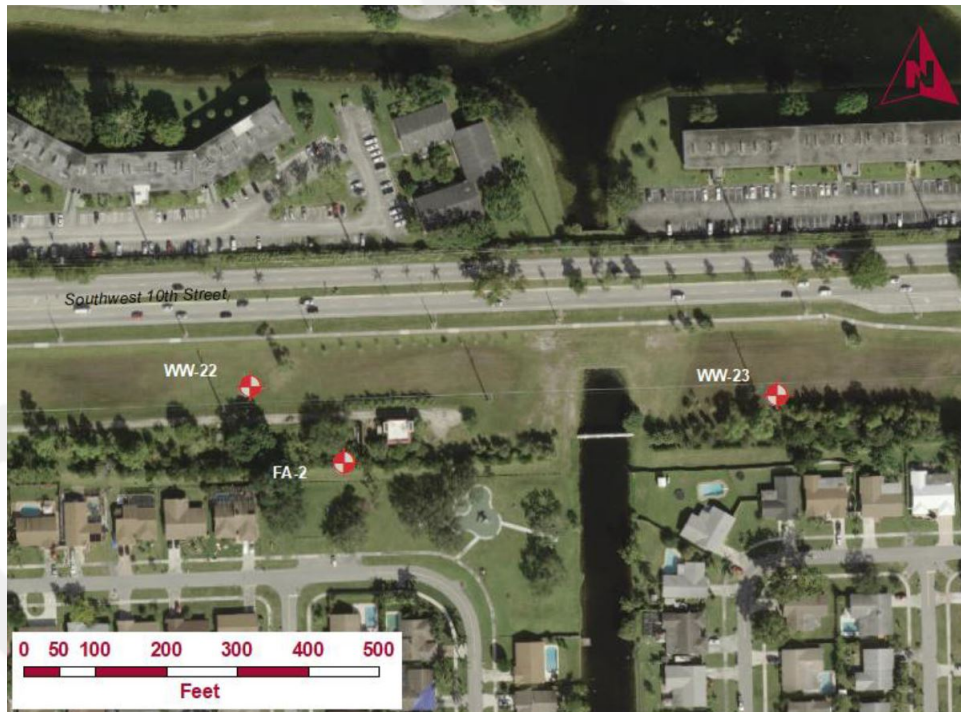


Table 6.4.1: Deerfield Beach Public Water Supply Well Locations

None of the alternative stormwater management facilities fall within the limits of a permitted public water supply wellfield cone of depression (Protection Ordinance for Zone 3). Therefore, there will be no negative impacts on the wellfields. FDOT commits to working with the City of Deerfield Beach to avoid impacts to their West Well Field.



The South Florida Rail Corridor / CSX Railroad lies approximately 0.2 miles east of the Military Trail. SW 10th Street currently overpasses the CSX Railroad. The project proposes to have both local SW 10th Street and the Connector Road overpass the CSX Railroad, to match the existing condition. The project will have no permanent impacts on the existing railroad or railroad right-of-way. Coordination has been ongoing through the adjacent I-95 PD&E Study (FM Number 436964-1).

## 6.5 Construction

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

A complete reconstruction of SW 10th Street will be necessary for the Preferred Alternative. Details of the construction phasing are included in the Preliminary Engineering Report. Construction activities for the proposed improvements will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impact will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled using watering or the application of calcium chloride in accordance with FDOT's Standard Specifications for Road and Bridge Construction as directed by the FDOT Project Manager. Noise and vibration impacts will be from the heavy equipment movement and the driving of support piles for the elevated roadways and the depressed section. Noise control measures will include those contained in FDOT's Standard Specifications for Road and Bridge Construction.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and using BMPs. Stormwater pollution prevention measures will be developed per FDOT standards and in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements.

A Transportation Management Plan (TMP) will be prepared during the final design phase to minimize traffic delay and crashes during construction. Signs will be used as appropriate to provide notice of lane closures and other pertinent information to the traveling public. The local news media will be notified in advance of lane closings and other construction related activities, which could excessively inconvenience the community so that motorists, residents, and businesspersons can plan travel routes in advance.

A sign providing the name, address, and telephone number of a Department contact person will be displayed on site to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain one lane of traffic in each direction at all times, and to comply with the BMPs of FDOT. Also, present traffic movements will be maintained at all times. No locations will require temporary roads or bridges.



The removal of structures and debris will be in accordance with local and state regulatory agencies permitting this operation. The contractor is responsible for methods of controlling pollution on haul roads (if used), in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in the FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

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## **7. Engineering Analysis Support**

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report.

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## 8. Permits

The following environmental permits are anticipated for this project:

### Federal Permit(s)

USACE Section 10 or Section 404 Permit

### Status

To be acquired

### State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

### Status

To be acquired

To be acquired



## 9. Public Involvement

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

### Summary of Activities Other than the Public Hearing

Public involvement activities were completed in accordance with Section 339.155, Florida Statutes; executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; and Code of Federal Regulations 771.

A public involvement program was developed and implemented for the SW 10th Street PD&E Study, as documented in the Public Involvement Plan (PIP). 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 solicit and incorporate input received during the study process. For this project, the PIP focused on elected and appointed officials, agency meetings, a series of public meetings and several community outreach techniques including a project website.

Public and Agency Kick-off Meetings, two Public Alternatives Meetings, one Project Update Webinar held on three days, and numerous other public involvement meetings have been held for this project. A summary of all public involvement activities is included separately in the Comments and Coordination Report.

### Kick-off Meeting

An Elected Officials and Agency Kick-off Meeting was held on November 15, 2017 from 2:30 p.m. to 4:30 p.m. followed by a Public Kick-off Meeting from 5:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. The meetings were held to inform elected officials, agency representatives, and the public of the PD&E Study and give them the opportunity to express their views regarding the proposed project. A presentation was given at both meetings that provided information regarding the process of the study, an overview of the project alternatives, the purpose and need for the project, and the project schedule. Following the presentation, FDOT staff and consultants were available to answer questions. A court reporter was present to take notes of those attending who wished to speak and provide comments. Two hundred and fifty-three persons registered as having attended the Public Kick-off Meeting, including FDOT staff and engineering consultant representatives. Comments and questions from the public were focused on: property value impacts, noise, traffic, and quality of life.

### Public Alternatives Workshops

The first Alternatives Public Workshop was held on April 24, 2018 from 2:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. This workshop began as an open house, followed by a formal presentation with two question and answer (Q&A) sessions. The presentation provided the need for the project, information on the progress of the study, an overview of the project alternatives and the project schedule. The Q&A sessions gave attendees an opportunity to ask questions or voice concerns. Throughout the workshop, FDOT staff and consultants were available to answer questions. A court reporter was present to take notes of those attending who wished to speak and to record the Q&A sessions. Two hundred and sixty people attended the first Alternatives Public Workshop, this included 40 FDOT staff and consultant representatives and 220 interested persons.

Two build alternatives were presented at the first Alternatives Public Workshop: the North Alignment and the Center Alignment. These alternatives included a depressed section from just west of Powerline Road to the C-2 Canal. The North

Alignment placed the managed lanes on the north side of the corridor and the local lanes on the south side of the corridor. The Center alignment placed the managed lanes in the center with local SW 10th Street on either side, as a one-way frontage road system. The majority of the comments received included concerns about the depressed section, noise, traffic, and decrease in property values. Based on feedback from this public workshop, and additional community and stakeholder meetings, the North Alignment was favored and carried forward for further study.

The second Alternatives Public Workshop was held on November 29, 2018 from 2:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. This workshop was held as an open house format, and FDOT staff and consultants were available to answer questions and help throughout the workshop. There was also a presentation running concurrently every half hour. The presentation provided the need for the project, information on the progress of the study, an overview of the project alternatives and the project schedule. A court reporter was present to take notes of those attending who wished to speak and provide comments. Two hundred and eighty-five people participated at the second Alternatives Public Workshop. This total included 53 FDOT and Florida's Turnpike Enterprise staff and consultants and 232 interested persons.

Due to the concerns raised about the impacts of the depressed section at the first public workshop, additional alternatives were developed that reduced the limits of the depressed section for the second Alternatives Public Workshop. Five build alternatives with a north alignment were presented: the Full Depressed Alternative, three Partial Depressed Alternatives, and a Non-Depressed / No Managed Lane Access Alternative. Many attendees were in favor of the Non-Depressed Alternative, others favored the No-Build or the Partially Depressed Alternatives. There were various questions about tolling and the desire for trucks to use the managed lanes. Businesses owners wanted to know detailed information regarding access to their property. Questions regarding the Sawgrass Expressway project timing and alternatives, and concerns about pollution, noise and property values were also raised.

### **MPO and COAT Meetings**

In 2015, the Broward MPO created the COAT. The COAT was tasked with obtaining consensus on a vision for the SW 10th Street corridor. The team was comprised of members from the surrounding community (businesses and homeowner representatives) as well as elected and appointed officials. The composition of the team consisted of:

- Nine members from the City of Deerfield Beach:
  - Four residents from communities adjacent to SW 10th Street;
  - Two business representatives; and
  - Three citywide representatives.
- Eight members from the SW 10th Street Study Area:
  - Two from the City of Coconut Creek;
  - Two from the City of Coral Springs;
  - Two from the City of Parkland; and
  - Two representing Broward County interests.

The COAT ultimately provided 18 recommendations and 15 sub-recommendations to the Broward MPO in 2016. The PD&E team has had numerous meetings with the COAT since the start of the PD&E Study, the meeting minutes for those meetings are included in the Comments and Coordination Report, available under separate cover.

Subsequent to the second Alternatives Public Workshop, the COAT was re-engaged for a series of three meetings (April to June 2019) along with numerous stakeholder meetings, including meetings with elected officials, neighborhood groups, and businesses in an effort to select a Preferred Alternative and move to a Public Hearing. The Broward MPO was also

engaged for several meetings and provided input on modifications to the alternatives presented at the second Alternatives Public Workshop. As a result of those meetings, the following modifications were made:

- Westward shift of overpass at Waterways Boulevard;
- Provide a new signalized median opening on north leg of Powerline Road for Quiet Waters Business Park;
- Allow trucks in the managed lanes / Connector Road (exception to FDOT policy);
- The Connector Road would not be tolled initially;
- Add a 10-foot shared use path along south side of SW 10th Street between Waterways Boulevard and Powerline Road; and
- Include an 8-foot sidewalk along south side of SW 10th Street between Powerline Road and Military Trail.

As a result of stakeholder coordination and COAT meetings, FDOT made a commitment that the Connector Road, which will be part of the FDOT Managed Lanes Network, will allow trucks to use the facility within the project's limits. FDOT also commits that the managed lanes will open without tolling, and a separate public hearing would be conducted to introduce tolling on the managed lanes. Also, if the facility is ever tolled, it would be done electronically, and vehicles would not be required to stop.

After considering the various social, cultural, environmental and engineering issues associated with the Build Alternatives, the Westbound Depressed Exit Ramp was selected as the FDOT Preferred Alternative and a Public Hearing was scheduled for October 2019.

At the October 2019 MPO meeting, the City of Deerfield Beach and Broward MPO Board raised concerns that the FDOT Preferred Alternative was not addressing the COAT recommendations to their expectations. As a result, FDOT decided to postpone the Public Hearing. Subsequently, city staff met with the FDOT and identified five concerns regarding the project:

1. Connector Lanes do not connect directly to I-95 General Purpose Lanes;
2. Needs more Complete Street elements on local SW 10th Street (Safety and Multi-Modal);
3. Not enough depressed section elements (Aesthetics & Noise);
4. Not enough green space; and
5. Will not provide full access to/from Turnpike from Local SW 10th Street (related to the Sawgrass Expressway / Florida's Turnpike project (FM Number 437153-1)).

As a result, the FDOT developed and evaluated solutions that could be incorporated into the Westbound Depressed Exit Ramp Alternative and has coordinated with the City to get feedback. As a result, the following improvements were added to the project:

- Direct connections from the Connector Road to the I-95 general purpose and express lanes (improvements included in the I-95 at SW 10th Street interchange project (FM Number 437153-1));
- Addition of a 12-foot wide shared use path, instead of buffered bicycle lanes and sidewalk; and
- Creation of a new alternative (Without Powerline Road Ramps) that provides an additional 30 feet of green space in the corridor for landscaping.

Appendix I of the PER includes a table of the COAT recommendations along with a disposition of how each recommendation is implemented or considered and a reference for where additional information on that topic can be found. A list of the meetings held with the MPO and/or COAT (as of September 1, 2020) is shown below in Table 9.1.1.



Stakeholder	Meeting	Date(s)
<b>Broward Metropolitan Planning Organization (MPO)</b>		
Broward MPO Logistics for COAT		10/9/17
MPO Meeting with Director Gregory Stuart		11/14/17 & 3/22/18
Broward MPO Follow-up Meeting		7/16/18
Alternatives Workshop Discussion		7/18/18
Broward MPO Presentation Review Meeting		10/8/18
MPO Planning and Logistics Meeting for COAT		10/9/17
Meeting with MPO Staff to Discuss Alternative Workshop, Workshop Results and Public Involvement		6/29/18, 7/8/18, 8/24/18 & 10/11/18
Board Meeting		5/10/18, 10/11/18, 2/14/19, 7/11/19 & 7/9/20
Executive Committee		12/7/17, 5/3/18, 6/6/19, 7/7/20
Citizens' Advisory Committee (CAC)		4/25/18, 10/24/18, 6/26/19 & 5/27/20
Technical Advisory Committee (TAC)		4/25/18, 10/24/18, 6/26/19 & 5/27/20
Broward MPO Engagement Forum		1/10/19 & 1/9/20
<b>Community Oversight Advisory Team (COAT)</b>		
Pre-Kick-Off meeting		10/11/17
Pre-Alternatives Public Workshop #1		3/29/18
Project Update		11/19/18
COAT Workshop Meeting		2/28/19
COAT Recommendation Review Meeting #1		4/25/19
COAT Recommendation Review Meeting #2		5/16/19
COAT Recommendation Review Meeting #3		6/6/19

Table 9.1.1: Broward MPO &amp; COAT Meetings

### Project Update Webinars

Due to the State of Emergency declared by Governor DeSantis in Executive Order 20-52 as a result of the COVID-19 pandemic, a series of webinars was held in place of a third in-person Alternatives Public Meeting. The webinars were held on June 18, 2020, June 29, 2020, and July 1, 2020 from 7:00 p.m. to 8:30 p.m. via the GoToWebinar platform. In advance of the webinars, the exhibit boards were posted to the project website in an "Exhibit Room" layout, so that stakeholder could easily navigate through the exhibit boards, similar to an in-person public meeting. The webinar was divided into two sections: slideshow presentation (7:00 p.m. to approximately 7:35 p.m.) and the Q&A period (7:35 p.m. to 8:30 p.m.). The presentation covered the project updates since the last public meeting, Alternatives Public Workshop No. 2. The Q&A period covered questions asked in advance of the webinar, and also questions that were submitted during the webinar via the question / chat function. The presentation and Q&A slides were posted onto the website following the meeting. A matrix of the questions and answers for each question was also posted onto the project website.

Two build alternatives were presented during the webinars: the With Powerline Road Ramps Alternative and the Without Powerline Road Ramps Alternative. The With Powerline Road Ramps Alternative is a variation of the Partial Depressed - Westbound Exit Ramp Alternative presented at the second Alternative's Public Workshop. The Without Powerline Road Ramps Alternative is very similar to the With Ramp Alternative, except it removes the two ramps located just east of Powerline Road in order to provide additional green space and landscaping in the corridor, in response to the City's concerns described above. A total of 330 people attended Webinar No. 1 and the majority of comments received related to noise, accessibility, and the adjacent Florida's Turnpike Study. A total of 377 people attended Webinar No. 2 and the

majority of comments received related to noise walls and accessibility. Attendance dropped for Webinar No. 3, down to 92 attendees, and only a handful of comments were received.

### Stakeholder Meetings

Throughout the duration of the PD&E Study, meetings were held with stakeholders that had interest in the project. At all these meetings, stakeholders were updated on project developments and were asked to share information that could assist the project team in the development of alternatives. A list of the meetings (as of September 1, 2020) is shown below in Table 9.1.2 and Table 9.1.3.

Meeting	Date(s)
<b>Broward County</b>	
Mayor / Commissioner Beam Furr, District 6	11/6/17 & 5/9/19
Vice Mayor / Commissioner Mark Bogen, District 2	10/2/17, 4/20/18, 5/7/18, 9/26/18 & 6/12/19
Vice Mayor Dale V.C. Holness, District 9	4/15/19
Commissioner Nan Rich, District 1	10/9/17
Commissioner Michael Udine, District 3	10/2/17, 5/7/18, 9/24/18, & 4/3/19
Commissioner Chip LaMarca, District 4	10/9/17
Commissioner Lamar Fisher, District 4	12/14/18
Commissioner Steve Geller, District 5	10/9/17
Commissioner Tim Ryan, District 7	11/13/17
Commissioner Barbara Sharief	5/6/19
County Administrator Bertha Henry and Richard Tornese	10/3/18
Broward County EPMG Drainage Meeting	2/21/18
Broward County Water Main	3/21/18
Broward County Resiliency	2/20/20
<b>City of Deerfield Beach</b>	
Mayor / Commissioner Bill Ganz	9/26/17, 1/30/18, 8/24/18, 2/6/19, 6/12/19, 1/17/20 & 5/21/20
Vice Mayor / Commissioner Gloria Battle, District 2	9/26/17, 4/9/18 & 10/1/18
Chamber of Commerce	9/11/18 & 8/2/19
City Commission Meeting	6/16/20
City Manager Burgess Hanson	1/29/2018
Commissioner Bernie Parness, District 3	9/26/17, 3/6/18, 10/16/18, 3/5/20
Commissioner Todd Drosky, District 4	10/10/17, 1/31/18, 8/24/18, 9/13/18, 1/4/19, 2/11/19, 4/24/19, 7/30/19
City of Deerfield Beach District 4 Community Meeting at Constitution Park with Commissioner Todd Drosky	5/31/18
Project Update, Future Maintenance and Landscape Preliminary Discussion with Thomas Good	1/22/18, 1/29/18, 12/16/19
Drainage and Utility Meeting	2/9/18 & 6/21/18
Coordination Meeting with City of Deerfield Beach Staff	8/1/18, 2/13/20, 3/6/20, 5/22/20, 6/12/20, 7/10/20, 7/29/20, 8/14/20
Florida's Turnpike Enterprise Meeting with the City	1/11/19 & 6/10/20
<b>City of Coconut Creek</b>	
City Manager Mary Blasi	11/8/17

Commissioner Mikkie Belvedere, District B	10/15/18
Vice Mayor Sandra Welch, District C	12/12/18
Commissioner Becky Tooley, District A	12/13/18
<b>City of Coral Springs</b>	
Commissioner Larry Vignola, Seat 3	5/7/18, 3/19/19 & 6/18/19
City Staff	5/13/19
Commissioners Workshop	9/25/19
<b>City of Dania Beach</b>	
Commissioner Bill Harris	7/8/19
<b>City of Hillsboro</b>	
Vice Mayor Irene Kirdahy / City Manager	6/25/19
<b>City of Hollywood</b>	
Commissioner Richard Blattner, District 4	11/2/17 & 4/4/19
<b>City of Parkland</b>	
Mayor Christine Hunschofsky	11/13/17, 10/22/18 & 7/8/19
City Manager / City Staff Meeting	7/3/19
City Engineer	9/1/20
<b>City of Pompano</b>	
Vice Mayor Barry Moss, District 5	4/12/19
<b>City of Sunrise</b>	
Commissioner Lawrence A. Sofield	3/25/19
Sean Dinneen, Assistant City Manager and Christine Pfeffer, Communications Director	9/1/20
<b>City of Tamarac</b>	
Vice Mayor/Commissioner Debra Placko	3/20/19
<b>City of Oakland Park</b>	
Commissioner Michael Carn	7/1/19
<b>City of Lauderhill</b>	
Vice Mayor Margaret Bates	6/25/19
<b>City of Lauderdale By the Sea</b>	
Vice Mayor Elliot Sokolow	6/25/19
<b>City of Lighthouse Point</b>	
Commissioner Sandy Johnson, Seat #5	5/21/19
<b>City of Margate</b>	
Commissioner Joanne Simone, Seat #5	7/9/19
<b>City of Plantation</b>	
Mayor Lynn Stone	7/10/19
<b>City of Pembroke Pines</b>	
Mayor Frank C. Otis	6/4/19
<b>Town of Davie</b>	
Councilman Bryan Caletka	4/5/19
<b>City of Weston</b>	
Commissioner Byron Jaffe	6/3/19

<b>City of Wilton Manors</b>	
Vice Mayor Tom Green	5/22/19

Table 9.1.2: Elected &amp; Appointed Official Meetings

<b>Stakeholder / Agencies</b>	<b>Date(s)</b>
ASCE Conference	7/9/19
Banyan Trails Community	10/30/18
Broward Business Expo	6/20/19
Broward County Environmental and Consumer Protection Division (ECPD) Drainage / Contamination Meeting	9/10/18
Broward County Parks and Recreation Section 4(f) Meeting for Quiet Waters Park	8/9/18
Broward County Teleconference Watermain Installation on Powerline Road and SW 10th Street	3/21/18
Business Leaders Meeting	6/10/20
Century Village East	2/1/18, 11/8/18, & 7/27/20
Century Village East Master Management	10/12/18, 11/8/18, 1/10/19, 2/28/19 & 3/28/19
Century Plaza Library	9/17/19
City of Deerfield Beach Parks and Recreation Section 4(f) Meeting for Crystal Heights Park	7/16/18
Cocobay Community	11/14/18
Coconut Creek Senior Expo	6/1/18
Coral Springs / Coconut Creek Chamber of Council Government Affairs Committee Meeting	2/13/19
Creek TV Interview	8/21/19
Crystal Key Pointe Community	5/16/18
Discovery Pointe	8/21/19
Dunn's Run Pop-up	10/6/19
Economic Development Committee Meeting	6/25/20
Enclave at Waterways	11/13/18
Express Lane Committee Meeting	6/17/19
FP&L / AT&T Preliminary Coordination Meeting	3/28/18
FP&L Transmission Discussion Meeting	3/28/18 & 1/18/19
FSITE Plangineering Conference	10/30/18
Fort Lauderdale 2019 South Florida Business Conference and Expo	6/20/19
FTAC	12/4/19
FTAC Presentation at Fort Lauderdale Allegiance	8/15/18
Greater Deerfield Beach Chamber of Commerce	9/11/18
Horizon Community	8/7/19
Independence Bay Community	3/19/18, 9/15/18 & 9/23/19
South Florida Water Management and US Army Corps of Engineers Inter-Agency Meeting	2/15/18



Meadow Lakes Community	4/9/18 & 8/20/20
Meadows of Crystal Lakes	9/9/19
Meeting with Dan Glickman to discuss content for Century Village East Meeting on 2/1/19	1/16/18
Meeting with First Responders	8/24/18
Newport Business Center	1/31/18 & 4/11/19
Parkland Chamber of Commerce	11/14/18
Parkland Farmers' Market	11/4/18 & 2/17/19
Parkland Isles Community	2/18/19
Project Update Meeting with FTE Team	4/24/19, 5/8/19, 5/22/19, 5/31/19 & 6/5/19
Publix Pop-Up	9/28/19
Publix Distribution Center	10/17/17 & 2/23/18
Quiet Waters Business Park	3/25/19, 4/16/19, 5/31/19, & 9/19/19
Sawgrass Promenade	9/18/19
Secretary Thibault Visit	3/11/19
The Lakes at Deerfield Apartments Management	3/23/18
The Lakes at Deerfield Apartments Residents	8/21/18 & 9/19/19
Waterford Homes Community	7/18/18, 8/13/19 & 8/5/20
Waterford Courtyard	8/28/2019
Waterways Community	3/22/18, 10/9/18, 8/7/19 & 8/27/20
Western Businesses	3/6/18
Zonta Club of Greater Deerfield Beach	10/16/18

Table 9.1.3: Stakeholder Meetings

**Date of Public Hearing:** 10/15/2020

**Summary of Public Hearing**

TBD

## 10. Commitments Summary

1. FDOT commits that bicycle and pedestrian features will be provided with the project as well as connectivity through the Powerline Road and Military Trail intersections.
2. FDOT commits that the Connector Road, which will be part of the FDOT Managed Lanes Network, will allow trucks to use the facility within the project's limits.
3. FDOT commits to minimizing the length of elevated roadways adjacent to residential areas. Specifically, the grade-separated roadways at Military Trail and Powerline Road will be as short as possible and will transition to an at-grade section on both the east and west approaches at Powerline Road and the western approach of the Military Trail intersection as quickly as possible while following FDOT design standards. The proposed overpass in the vicinity of Waterways Boulevard will not be located directly in front of Waterways Boulevard and will instead be located west of this intersection.
4. FDOT commits that landscaping and aesthetic treatments will be coordinated with the local communities and the City of Deerfield Beach during the final design phase. Aesthetic treatments and landscaping schemes will be in conformance with the City of Deerfield Beach guidelines.
5. FDOT commits that the managed lanes will open without tolling, and a separate public hearing would be conducted if it is determined to introduce tolling on the managed lanes in the future.
6. FDOT commits that, if the facility is tolled in the future, it would be done electronically via open road tolling (i.e., without vehicles being required to stop).
7. FDOT commits to conducting an updated bald eagle survey during the nesting season prior to the start of construction and will coordinate the results with USFWS.
8. FDOT commits to work closely with the City of Deerfield Beach to ensure that there are no impacts to their West Well Field.
9. The FDOT commits to evaluating additional measures for water quality treatment for retention ponds in the next phase of this project including: baffles and weirs.
10. FDOT commits to constructing ground-mounted noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.
11. FDOT is committed to the construction of feasible noise abatement measures at the noise impacted locations identified in Table 4-1 in the Noise Study Report upon the following conditions:
  - Final recommendations on the construction of abatement measures is determined during the project's Final Design and through the public involvement process;
  - Detailed noise analyses during the Final Design process support the need, feasibility and reasonableness of providing abatement;
  - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
  - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
  - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

## 11. Technical Materials

The following technical materials have been prepared to support this environmental document.

Conceptual Stage Relocation Plan  
Crystal Heights Park - Signed DOA  
Quiet Waters Park - Signed DOA  
Cultural Resources Assessment Survey  
No Section 4(f) Use Quiet Waters Park  
Natural Resource Evaluation  
Conceptual Drainage-Pond Siting Report  
Location Hydraulics Memo  
Water Quality Impact Evaluation  
Contamination Screening Evaluation  
Contamination Screening Evaluation - Appendices  
Utility Assessment Report  
Railroad Clear Letter  
Preliminary Engineering Report

## Attachments

### Planning Consistency

Project Plan Consistency Documentation

### Cultural Resources

SHPO Concurrence Letter

OWJ Significance Letter - Crystal Heights Park

OWJ Significance Letter - Quiet Waters Park

### Natural Resources

Sole Source Aquifer Concurrence Letter

USFWS Concurrence Letter



## **Planning Consistency Appendix**

### **Contents:**

Project Plan Consistency Documentation

DRAFT

# Commitment 2045 Metropolitan Transportation Plan

**Final Report**

**Adopted December 12, 2019**



**Table 5-2: Transportation Improvement Program: Roadway Capacity Projects  
(FY 2020–2024) (in YOE dollars) (cont'd)**

FM	Description	Work Mix	PE	ROW	Construction	Total
4433091	SR-842/Broward Blvd from NW/SW 7th Ave to E of SR-5/US-1/Fed Hwy	Intersection Improvement	\$5,000	\$55,000	\$672,767	\$732,767
4361111	SR-858/Hallandale Beach Blvd E of RR Crossing #628290-Y to W of Ansin Blvd	Add Right Turn Lane(s)	-	-	\$27,103	\$27,103
4398911	SR-869/SW 10th St from W of SR-845/Powerline Rd to W of Military Trail	Add Managed Lanes	\$2,875,000	\$35,069,253	\$396,431,698	\$434,375,951
4358086	SR-9/I-95 at Cypress Creek Rd Interchange (East Side)	Interchange Improvement	-	\$1,570,260	-	\$1,570,260
4369581	SR-9/I-95 at SR-834/Sample Rd from S of NB Exit ramp to N of NB Entrance Ramp	Interchange Justification/Modification	\$10,227	\$824,615	\$21,203,079	\$22,037,921
4355131	SR-9/I-95 at SR-842/Broward Blvd	Interchange - Add Lanes	\$8,670,000	\$12,401,102	-	\$21,071,102
4355141	SR-9/I-95 at Sunrise Blvd Interchange Improvement	Interchange Improvement	\$610,412	\$2,994,603	\$28,012,539	\$31,617,554
4369621	SR-9/I-95 at Copans Rd from S of NB exit ramp to N of SB to WB exit ramp	Interchange Justification/Modification	\$218	\$1,286,600	\$22,512,892	\$23,799,710
4391711	SR-9/I-95 at Davie Blvd	Interchange - Add Lanes	\$2,585,000	-	-	\$2,585,000
4391721	SR-9/I-95 at SR-816/Oakland Park Blvd	Interchange - Add Lanes	\$2,585,000	-	-	\$2,585,000
4331088	SR-9/I-95 from Miami-Dade/Broward County Line to Palm Beach County Line	Preliminary Engineering for Future Capacity	-	-	\$4,250,000	\$4,250,000
4309321	SR-9/I-95 from N of SW 10th St to S of Hillsboro Blvd	Interchange Improvement	-	-	\$1,548	\$1,548
4331084	SR-9/I-95 from S of SR-842/Broward Blvd to N of SR-870/Commercial Blvd	Add Special Use Lane	-	\$290	\$393,610	\$393,900
4369031	SR-9/I-95 from S of SR-858/Hallandale Bch Blvd to N of Hollywood Blvd	PD&E/EMO Study	\$13,267,907	-	-	\$13,267,907
4331086	SR-9/I-95 from S of SW 10th St to Broward/Palm Beach County Line	Add Special Use Lane	-	-	\$2,725,500	\$2,725,500
4391701	SR-9/I-95 from S of Sheridan St to N of Griffin Rd	Interchange - Add Lanes	\$3,030,000	-	-	\$3,030,000
4369641	SR-9/I-95 from S of SW 10th St to N of Hillsboro Blvd	Interchange - Add Lanes	\$3,289,385	\$31,144,373	-	\$34,433,758
4417231	SR-9/I-95 NB off-ramp to EB I-595	Add Lanes and Rehabilitate Pavement	\$288,722	-	-	\$288,722
4358082	SR-9/I-95 SB C/D Rd from Cypress Creek Rd to SR-817/Commercial Blvd	Widen/Resurface Existing Lanes	-	\$5,905,101	-	\$5,905,101
4378324	SR-93/I-75 from Sheridan St to Griffin Rd Aux Lanes	Add Auxiliary Lane(s)	\$655,183	-	\$3,973,651	\$4,628,834
4151521	SR-93/I-75 Interchange @ SR-820 Pines Blvd from N of Miramar Pkwy to N of Pines Blvd	Interchange - Add Lanes	\$1,992,342	\$150,000	-	\$2,142,342
4215481	SR-93/I-75 Interchange @ Royal Palm Blvd from Griffin Rd to N of SW 14 St	Add Lanes and Reconstruct	\$20,000	-	\$2,104,600	\$2,124,600
4215486	SR-93/I-75 Interchange @ Royal Palm Blvd from Griffin Rd to Royal Palm Blvd	Add Lanes and Reconstruct	-	-	\$15,636,640	\$15,636,640
4215487	SR-93/I-75 Interchange @ Royal Palm Blvd from S Royal Palm Blvd to S SW 14 St	Add Lanes and Reconstruct	-	-	\$8,801,398	\$8,801,398
4307635	SR-93/I-75 Miami-Dade/Broward County Line to I-595	Preliminary Engineering for Future Capacity	\$25,000	-	-	\$25,000
4061031	Sunrise Blvd / TPK Interchange Modification (SR 838 / SR 91) (MP 58)	Interchange Improvement	\$3,283	\$17,141	\$16,676	\$37,100
4317571	SW 30th Ave from Griffin Rd to SW 45th St	Add Lanes and Reconstruct	-	-	\$63,259	\$63,259
4061561	SW 10th St/TPK (SR91) Interchange Modification (MP 71)	Interchange Justification/Modification	\$2,318	-	-	\$2,318
4193361	TPK ramps from I-595 to Griffin Rd SB Work	Add Lanes and Reconstruct	-	\$386,000	-	\$386,000



April 8, 2020

Mr. Michael Hicks, FCCM, Planning Specialist  
Florida Department of Transportation District Four  
Planning & Environmental Management Office  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309

**RE: Broward MPO FFY 2020 – FFY 2024 TIP Administrative Modification**

Dear Mr. Hicks

The purpose of this letter is to inform you that we have approved administrative modification to the Broward MPO FFY 2020-FFY 2024 Transportation Improvement Program (TIP). This administrative modification was reviewed and approved in response to requests made by your office.

Specifically, the Broward MPO concurs with the modification for fiscal years 2020 through 2024 for the following project:

- **FM# 4398911 SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL**

If you have any questions about this correspondence or require further information, please do not hesitate to call me at (954) 876-0035 or [stuartg@browardmpo.org](mailto:stuartg@browardmpo.org).

Sincerely,

Gregory Stuart  
Executive Director

Cc: Stacie Blizzard, FHWA  
Robert Sachnin, FTA  
John Podczerwinsky, FDOT District 4  
Michael Ronskavitz, Broward MPO  
William L. Cross, P.E., Broward MPO  
Jihong Chen, Broward MPO  
Christopher Restrepo, Broward MPO

Enclosure

**Chair**

Bryan Caletka

**Vice Chair**

Frank C. Ortis

**Deputy Vice Chair**

Patricia Good

**Members | Alternates**

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Richard Blattner  
Michael Carn  
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Yvette Colbourne  
Lamar Fisher  
Beam Furr  
Bill Ganz  
Tom Green  
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Sandy Johnson  
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Michele Lazarow  
Irene Kirdahy  
Robert L. McKinzie  
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Max Pulcini  
Tim Ryan  
Denise "Dee" Schroeder  
Joseph A. Scutotto  
Barbara Sharief  
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Michael Udine  
Sandra L. Welch  
Beverly Williams  
Ana M. Zaide

**Executive Director**

Gregory Stuart

**General Counsel**

Alan Gabriel





## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT  
SECRETARY

April 1, 2020

Mr. Gregory Stuart, Executive Director  
Broward Metropolitan Planning Organization  
100 West Cypress Creek Road  
6th Floor, Suite 650  
Fort Lauderdale, Florida 33309-2181

**SUBJECT: Broward Metropolitan Planning Organization (MPO)  
TIP Modification FY 2019/20 – 2023/24  
FM# 439891-1, SR-869/SW 10 St from W of SR-845/Powerline Rd to West of  
Military Trl**

Dear Mr. Stuart:

The purpose of this letter is to inform you of a FY 2019/20 - 2023/24 Transportation Improvement Program (TIP) modification to the Broward Metropolitan Planning Organization TIP that is needed to reconcile differences between the TIP and the Department's Adopted Five-Year Work Program.

The Broward Metropolitan Planning Organization FY 2019/20 TIP modification is as follows:

EXISTING	FM#	Project Title	Limits				Description	Project Length
	439891-1	SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL	SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL				ADD MANAGED LANES	2.158 MI
	Phase	Fund	FY 2020	FY 2021	FY 2022	FY 2023		
	ROW	BNIR	22,276,254	0	0	0		
	ROW	ACNP	4,468,637	0	0	0		
	ROW	DS	29,048	0	0	0		
	ROW	DIH	295,314	0	0	0		
	RRU	ACNP	0	0	0	8,000,000		
	DSB	ACNP	0	0	0	0		
	DSB	LFB	0	0	0	0		
	DSB	DI	0	0	0	0		
	DSB	DDR	0	0	0	0		

	DSB	PKED	0	0	0	0
	DSB	STED	0	0	0	0
	DSB	PKYI	0	0	0	0
	PE	DI	0	0	0	0
	TOTAL		27,069,253	0	0	8,000,000

PROPOSED	FM#	Project Title	Limits			Description	Project Length
	439891-1	SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL	SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL			ADD LANES	2.158 MI
	Phase	Fund	FY 2020	FY 2021	FY 2022	FY 2023	
	ROW	BNIR	22,276,254	7,500,000	0	0	
	ROW	ACNP	1,719,904	1,028,760	0	0	
	ROW	DS	777,781	0	0	0	
	ROW	DIH	295,314	0	0	0	
	ROW	DDR	2,000,000	0	0	0	
	RRU	ACNP	0	0	0	8,000,000	
	DSB	ACNP	0	0	0	0	
	DSB	LFB	0	0	0	0	
	DSB	DI	0	0	0	0	
	DSB	DDR	0	0	0	0	
	DSB	PKED	0	0	0	0	
	DSB	STED	0	0	0	0	
	DSB	PKYI	0	0	0	0	
	PE	DI	0	0	0	0	
	TOTAL		27,069,253	8,528,760	0	8,000,000	

Once you have processed this TIP modification, please forward the following items as part of one package:

1. A letter from the MPO acknowledging approval of this modification;
2. A copy of the original TIP modification request letter from FDOT;

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3. A copy of the original TIP page;
4. A copy of the modified TIP page.

If you have any questions or need additional information, please contact me at (954) 777-4451.

Sincerely,

DocuSigned by:

Michael Hicks

E843C6E01631487...

Michael Hicks, FCCM  
Planning Specialist  
District Four

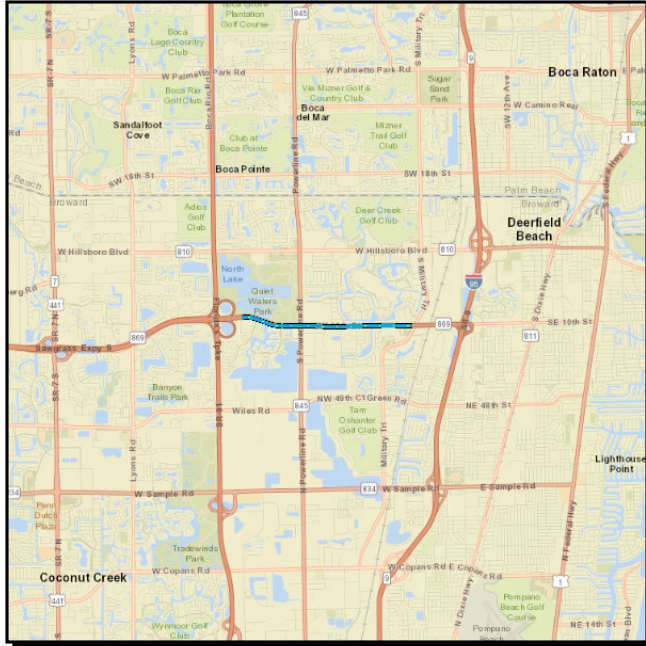
KW/mh

Modified October 25, 2019

4398911

SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL

Non-SIS



Work Summary: ADD MANAGED LANES From:

To:

Lead Agency: MANAGED BY FDOT

Length: 2.158

LRTP #: Pg. 47

Prior Year Cost: 11,050,782  
Future Year Cost: 666,000  
Total Project Cost: 446,092,733  
Project Description: 2019 MPO PRIORITY #5

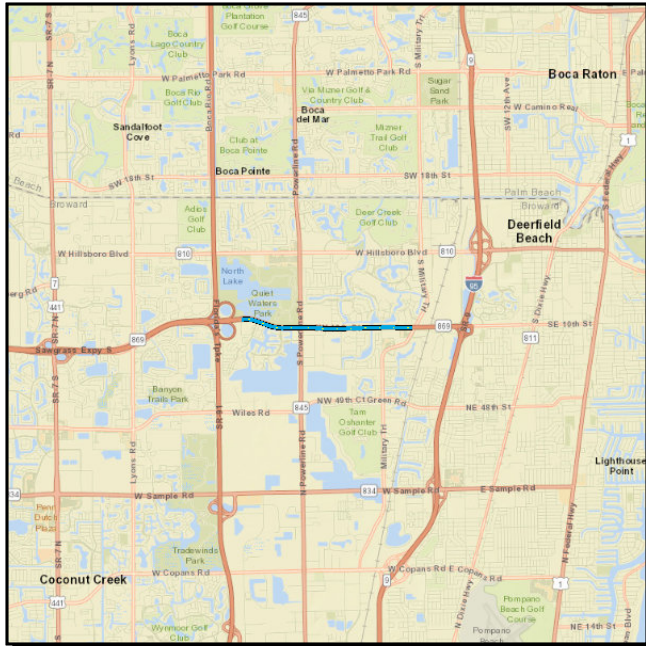
Phase	Fund Source	2020	2021	2022	2023	2024	Total
ROW	BNIR	22,276,254	0	0	0	0	22,276,254
ROW	ACNP	4,468,637	0	0	0	0	4,468,637
ROW	DS	29,048	0	0	0	0	29,048
ROW	DIH	295,314	0	0	0	0	295,314
RRU	ACNP	0	0	0	8,000,000	0	8,000,000
DSB	ACNP	0	0	0	0	99,486,107	99,486,107
DSB	LFB	0	0	0	0	103,063,063	103,063,063
DSB	DI	0	0	0	0	75,987,222	75,987,222
DSB	DDR	0	0	0	0	1,006,720	1,006,720
DSB	PKED	0	0	0	0	35,000,000	35,000,000
DSB	STED	0	0	0	0	13,825,524	13,825,524
DSB	PKYI	0	0	0	0	68,063,062	68,063,062
PE	DI	0	0	0	0	2,875,000	2,875,000
<b>Total</b>		<b>27,069,253</b>	<b>0</b>	<b>0</b>	<b>8,000,000</b>	<b>399,306,698</b>	<b>434,375,951</b>



4398911

SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL

Non-SIS



Work Summary: ADD LANES

From:

To:

Lead Agency: MANAGED BY FDOT

Length: 2.158

LRTP #: Pg. 47

Prior Year Cost: 11,050,782

Future Year Cost: 666,000

Total Project Cost: 454,621,493

Project Description: 2019 MPO PRIORITY #5

The TIP modification (4-8-2020) request advanced the funds for right of way acquisition to facilitate the construction project. This is advanced right of way acquisition.

Phase	Fund Source	2020	2021	2022	2023	2024	Total
ROW	BNIR	22,276,254	7,500,000	0	0	0	29,776,254
ROW	ACNP	1,719,904	1,028,760	0	0	0	2,748,664
ROW	DDR	2,000,000	0	0	0	0	2,000,000
ROW	DS	777,781	0	0	0	0	777,781
ROW	DIH	295,314	0	0	0	0	295,314
RRU	ACNP	0	0	0	8,000,000	0	8,000,000
DSB	ACNP	0	0	0	0	99,486,107	99,486,107
DSB	LFB	0	0	0	0	103,063,063	103,063,063
DSB	DI	0	0	0	0	75,987,222	75,987,222
DSB	DDR	0	0	0	0	1,006,720	1,006,720
DSB	PKED	0	0	0	0	35,000,000	35,000,000
DSB	STED	0	0	0	0	13,825,524	13,825,524
DSB	PKYI	0	0	0	0	68,063,062	68,063,062
PE	DI	0	0	0	0	2,875,000	2,875,000
<b>Total</b>		<b>27,069,253</b>	<b>8,528,760</b>	<b>0</b>	<b>8,000,000</b>	<b>399,306,698</b>	<b>442,904,711</b>

PAGE 161  
AS-OF DATE: 07/01/2019

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
STIP REPORT  
=====

DATE RUN: 07/10/2019  
TIME RUN: 07.17.39  
MBRSTIP-1

HIGHWAYS  
=====

-----  
ITEM NUMBER: 439891 1 PROJECT DESCRIPTION: SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL \*SIS\*  
DISTRICT: 04 COUNTY: BROWARD TYPE OF WORK: ADD MANAGED LANES  
PROJECT LENGTH: 2.158MI

FUND CODE	LESS THAN 2020	2020	2021	2022	2023	GREATER THAN 2023	ALL YEARS
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FEDERAL PROJECT NUMBER: <N/A>

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT

DDR	266,603	0	0	0	0	0	266,603
DI	8,072,574	1,351	0	0	0	0	8,073,925
DIH	251,980	1,384	0	0	0	0	253,364
DS	355,570	0	0	0	0	0	355,570

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

DI	1,560,000	0	0	0	0	2,875,000	4,435,000
DIH	5,983	4,017	0	0	0	0	10,000

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACNP	0	4,468,637	0	0	0	0	4,468,637
BNIR	0	2,949,348	7,500,000	0	0	0	10,449,348
DI	525,600	0	0	0	0	0	525,600
DIH	2,507	295,314	0	0	0	0	297,821
DS	0	1,057,808	0	0	0	0	1,057,808

PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACNP	0	0	0	0	8,000,000	0	8,000,000
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PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT

DDR	9,965	0	0	0	0	0	9,965
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PHASE: DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACNP	0	0	0	0	0	100,152,107	100,152,107
DDR	0	0	0	0	0	1,006,720	1,006,720
DI	0	0	0	0	0	75,987,222	75,987,222
LFB	0	0	0	0	0	103,063,063	103,063,063
PKED	0	0	0	0	0	35,000,000	35,000,000
PKYI	0	0	0	0	0	68,063,062	68,063,062
STED	0	0	0	0	0	13,825,524	13,825,524

TOTAL <N/A>	11,050,782	8,777,859	7,500,000	0	8,000,000	399,972,698	435,301,339
TOTAL 439891 1	11,050,782	8,777,859	7,500,000	0	8,000,000	399,972,698	435,301,339
TOTAL Project:	11,050,782	8,777,859	7,500,000	0	8,000,000	399,972,698	435,301,339

# Office of Work Program and Budget Lisa Saliba - Director

## Five Year Work Program

Selection Criteria	
District 04 (Updated: 1/15/2020-21.15.01) Item Number:439891-1	2020-2025 G1 Broward County

[Display current records in a Report Style](#)  
[Display current records in an Excel Document](#)

### Project Summary

**Transportation System:** INTRASTATE STATE HIGHWAY District 04 - Broward County  
**Description:** SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL  
**Type of Work:** ADD MANAGED LANES [View Scheduled Activities](#)  
**Item Number:** 439891-1 **SIS**  
**Length:** 2.658 [View Map of Item](#)

### Project Detail

Fiscal Year:	2020	2021	2022	2023	2024	2025
Highways/PD & E						(On-Going)
Amount:	\$336,535					
Highways/Preliminary Engineering						(On-Going)
Amount:	\$4,017		\$2,875,000			
Highways/Right of Way						(On-Going)
Amount:	\$27,069,253	\$8,528,760				
Highways/Railroad & Utilities						
Amount:		\$38,000,000				
Highways/Environmental						(On-Going)
Amount:	\$73,483					
Highways/Design Build						
Amount:				\$374,394,766	\$334,000	\$333,000
Item Total:	\$27,483,288	\$46,528,760	\$2,875,000	\$374,394,766	\$334,000	\$333,000

## **Cultural Resources Appendix**

### **Contents:**

SHPO Concurrence Letter

OWJ Significance Letter - Crystal Heights Park

OWJ Significance Letter - Quiet Waters Park

DRAFT





*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

3400 West Commercial Blvd.  
Fort Lauderdale, FL 33309

**MIKE DEW**  
SECRETARY

September 19, 2018

Dr. Timothy Parsons, Director and  
State Historic Preservation Officer  
Division of Historical Resources  
500 South Bronough Street  
Tallahassee, Florida 32301

Subject: **Request for Review**  
Cultural Resource Assessment Survey  
SR 869/SW 10<sup>th</sup> Street Connector  
Financial Management #: 439891-1-22-02  
Broward County, Florida

2018 SEP 11 A 10:46  
HISTORIC PRESERVATION

Attention: Ginny Jones

Dear Ms. Jones;

The Florida Department of Transportation (FDOT), District 4, is currently conducting a Project Development & Environment (PD&E) Study to evaluate alternatives to improve SR 869 (SW 10<sup>th</sup> Street) from the Sawgrass Expressway/Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The alternatives include placing two roadway facilities within the SW 10th Street Corridor. One facility proposed is a four-lane managed lanes roadway to provide a limited access connection from the Florida's Turnpike / Sawgrass Interchange to I-95. The other facility is a four-lane, divided, local roadway with bicycle lanes and sidewalks. Each of the alignments consist of four 12-foot managed lanes, two in each direction separated by a median barrier wall with 8 to 12-foot inside and outside shoulders; four 11-foot local travel lanes separated by a 15.5-foot median; and bicycle lanes and sidewalk. Although the limits of this project extends to west of I-95, this study extends only to Military Trail and the easternmost portion is included within the limits of the CRAS PD&E Study for SR 9/I-95 from south of SW 10th Street to north of Hillsboro Boulevard (FM No. 436964-1-22-01), currently in progress.

No newly or previously recorded archaeological sites were identified within the archaeological Area of Potential Effect (APE). Seven shovel tests were excavated within the project area. No cultural material was recovered during the pedestrian survey or subsurface testing. No subsurface testing could be conducted in most of the project area due to the presence of existing pavement, drainage ditches, and buried utilities.

The historic resources survey resulted in the identification of one newly identified historic structure. This structure, located at 3165-3175 SW 10th Street, Deerfield Beach, Florida (8BD6685) is of Masonry

*Cultural Resources Assessment Survey*  
*SR-869/SW 10<sup>th</sup> Street Connector*  
*FM 439891.1*

Vernacular style construction. The structure lacks historical associations and physical integrity; therefore, it is considered National Register–ineligible.

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. Roy Jackson, FDOT  
file

*Cultural Resources Assessment Survey*  
*SR-869/SW 10<sup>th</sup> Street Connector*  
*FM 439891.1*

**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 2018-4708 2016-.3851**

**SHPO Comments:**


*For*  *Deputy SHPO*  
**Timothy A. Parsons**  
**State Historic Preservation Officer**  
**Florida Division of Historical Resources**

10/2/18  
**Date**



Mr. Robert E. Bostian, Jr., P.E. Project Manager  
Florida Department of Transportation, District Four  
3400 West Commercial Boulevard  
Ft. Lauderdale, FL 33309

July 17, 2018

Subject: Section 4(f) Statement of Significance for Parks  
SR 869/SW 10th Street from Florida's Turnpike (Sawgrass Expressway) to I-95  
Project Development & Environment Study  
FM Number: 439891-1-22-02  
ETDM Number: 14291  
County: Broward

Dear Mr. Bostian;

This missive is in regards to your interest in the following City of Deerfield Beach Park, Crystal Heights Park – North (2601 SW 10<sup>th</sup> Drive), 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, Crystal Heights Park – North is a publicly owned park available 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 Office 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 park plays an important role in meeting the park objectives of the surrounding community and appears to meet the requirement of a significant Section 4(f) resource.



If you should have any further questions or comments, please contact me at (954) 480-4263.

Sincerely yours,

A handwritten signature in black ink that reads "Burgess J. Hanson". The signature is written in a cursive, flowing style.

Burgess Hanson  
City Manager

cc: Ms. Ann Broadwell, FDOT District Four  
Ms. Cassie Piche, RS&H  
Ms. Lynn Kiefer, Kimley-Horn & Associates, Inc.



PARKS AND RECREATION DIVISION • Administrative Offices  
950 N.W. 38<sup>th</sup> St. • Oakland Park, FL 33309-5982 • 954-357-8100 • TTY 954-537-2844 • FAX 954-357-5991

*Winner of the National Gold Medal Award for Excellence in Park and Recreation Management  
Accredited by the Commission for Accreditation of Park and Recreation Agencies (CAPRA)*

August 24, 2018

Mr. Robert E. Bostian, Jr., P.E. Project Manager  
Florida Department of Transportation, District Four  
3400 West Commercial Boulevard  
Ft. Lauderdale, FL 33309

Subject: Section 4(f) State of Significance for Parks  
SR 869/SW 10th Street from Florida's Turnpike (Sawgrass Expressway) to I-95  
Project Development & Environment Study  
FM Number: 439891-1-22-02  
ETDM Number: 14291  
County: Broward

Dear Mr. Bostian:

Regarding your interest in the following Broward County Park, Quiet Waters Park (600 Quiet Waters Park Road) 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. Quiet Waters Park is a County owned park available to the public for recreational use. Some of the unique features at this Broward County regional park are nature trails, campgrounds, water park, cable water-skiing, dog water park, marina, mountain bike trails, and basketball courts. The park is also home to the Renaissance Festival, one of South Florida's most popular annual festivals.

According to the FDOT PD&E Manual, Part 2, Chapter 7, a Statement of Significance is necessary from the Office 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 represent the Office with Jurisdiction and attest that the above referenced park plays an important role in meeting the park objectives of the surrounding community and meets the requirement of a significant Section 4(f) resource.

**Broward County Board of County Commissioners**  
Mark D. Bogen • Beam Furr • Steve Geller • Dale V.C. Hoiness • Chip LaMarca • Nan H. Rich • Tim Ryan • Barbara Sharief • Michael Udine  
Broward.org/Parks • Facebook.com/BrowardCountyParks • Twitter.com/BrowardParks • YouTube.com/BrowardCountyParks

Mr. Robert E. Bostian, Jr., P.E. Project Manager  
Page #2  
August 24, 2018

If you should have any further questions or comments, please contact me at (954) 357-8106.

Sincerely yours,



Dan West  
Director of Parks and Recreation Division  
Broward County

cc: Gayle H. Preston, Broward County Parks and Recreation  
Linda Briggs-Thomas, Broward County Parks and Recreation  
Erik Westberg, Broward County Parks and Recreation  
John Caprio, Broward County Parks and Recreation  
Ann Broadwell, FDOT District Four  
Lynn Kelley, FDOT District Four  
Cassie Piche, RS&H, Inc.  
Lisa Stone, Kimley-Horn & Associates, Inc.

## **Natural Resources Appendix**

### **Contents:**

Sole Source Aquifer Concurrence Letter

USFWS Concurrence Letter

DRAFT





## UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

**FEB 25 2020**

Ms. Ann Broadwell  
Environmental Administrator  
Florida Department of Transportation, District 4  
3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

Subject: Sole Source Aquifer Review/Concurrence for State Road 869 / SW 10th Street Connector.

Dear Ms. Broadwell:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) November 12, 2019 request to review the **State Road 869 / SW 10th Street Connector project** (Project) pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), 42 U.S.C. § 300h-3. The objective of the EPA's review is to determine if the Project lies within the boundaries, including 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.

The Project has been determined to lie **inside** the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, the EPA is requiring that FDOT must adhere to the list of BMPs as related to groundwater protection when required. Temporary construction elements, such as temporary sheeting, in conjunction with the permanent features such as the tremie seal (thick concrete layer poured in the wet) will be constructed using non-hazardous materials. Temporary and permanent construction elements stated above will help establish cells that can be dewatered to allow for the remainder of the permanent features to be constructed. During all construction, the FDOT must adhere to the list of BMPs provided as items 1 and 2 below. The dewatering operation BMPs are listed in item 3 below:

1. FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP)
2. FDOT Standard Specification for Road and Bridge Construction,
  - a. Section 6 – Control of Materials
  - b. Section 104 – Prevention, Control, And Abatement of Erosion and Water Pollution
  - c. Section 455 – Structures Foundations
3. U.S. Bureau of Reclamation Engineering Geology Field Manual – Chapter 20 Water Control. <https://www.usbr.gov/tsc/techreferences/mands/geologyfieldmanual-vol2/Chapter20.pdf>

Furthermore, all debris from any demolition of the existing structures must be 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 must 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, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must 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. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.  
<http://www.dep.state.fl.us/swapp/Default.htm>

The EPA finds that, if the conditions outlined above are adhered to, this Project should have no significant impact to the aquifer system. Please note that this "no significant impact" finding has been determined based on compliance with the requirements outlined above and, on the information provided. Further, this finding only relates to Section 1424(e) of the SDWA, 42 U.S.C. § 300h-3. If there are any significant changes to the Project, the EPA Region 4 office should 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. Khurram Rafi at 404-562-9283 or [Rafi.Khurram@epa.gov](mailto:Rafi.Khurram@epa.gov) or Mr. Larry Cole at 404-562-9474 or [Cole.Larry@epa.gov](mailto:Cole.Larry@epa.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Al M S', followed by a horizontal line.

Alanna M. Conley, Chief  
Groundwater, UIC and GIS Section  
Safe Drinking Water Branch  
EPA, Region 4, Atlanta, GA



2016-11-0542



Florida Department

3400 West Co  
Fort LaudeRICK SCOTT  
GOVERNORU.S. Fish and Wildlife Service  
1339 20<sup>th</sup> Street  
Vero Beach, Florida 32960  
772-562-3909 Fax 772-562-4288FWS Log No. 04EF2000-2016-I-0542

October

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

10/30/18  
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 869 / SW 10th Street Connector from SR 869/Sawgrass  
Expressway to I-95  
Financial Management No.: 439891-1-22-02  
Federal Aid Project No.: To be Determined  
ETDM No.: 14291  
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 from Florida's Turnpike / Sawgrass Expressway to I-95 (SR 869/Sawgrass Expressway MP 21.077 to MP 21.835 and SW 10th Street MP 0.00 to 1.427). The PD&E Study evaluated managed lane alternatives along SW 10<sup>th</sup> Street to connect the three limited access facilities (FL Turnpike, Sawgrass Expressway and I-95) and close the gap by providing a continuous link in the managed lanes network. The project from Powerline Road to Military Trail was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) and the programming screen was published December 9, 2016 (ETDM #14291 - <https://etdmpub.flh-etat.org/est/>). The project from West of the Florida's Turnpike to Powerline Road was screened through ETDM EST and the programming screen was published March 25, 2017 (ETDM #14280).

A Natural Resource Evaluation (NRE) has been prepared for the project and is attached. The project results in no wetland impacts and 2.31 acres of fill impacts in man-made surface waters (ditches, canals and stormwater ponds). The project corridor is located within the Core Foraging Areas of three active wood stork nesting colonies (Lox NC-4, Wakodahatchee, and one unnamed colony in Broward County) and the USFWS-designated Consultation Area for the Everglade snail kite. The project is not within any USFWS designated critical habitat.

www.fdot.gov

Seven federally listed species were evaluated to determine if the proposed project will adversely affect these species. Based on review of available data, in conjunction with field reconnaissance and surveys, the following effects determinations have been made:

Species	Effect Determination
Florida bonneted bat	No effect
West Indian manatee	No effect
Everglade snail kite	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Eastern indigo snake	May affect, not likely to adversely affect

There is a bald eagle nest located at the western end of the project (Nest ID BO003). A teleconference was conducted with USFWS – Atlanta Regional Office on September 5, 2018. Updated surveys will be conducted the nesting season prior to construction and additional coordination will occur at that time.

As part of the standard specifications, FDOT incorporates the most current versions of the Standard Protection Measures for the Eastern Indigo Snake during construction.

In addition to the standard specifications the FDOT commits to the following measures to protect the bald eagle nest and minimize effects on the nesting bald eagles:

- Conduct updated survey the nesting season prior to the start of construction and coordinate results with the USFWS.

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  
 Fernando Ascanio, FDOT  
 Scott Clark, FDOT  
 Cassie Piché, P.E. RS&H  
 Lynn Kiefer, Kimley-Horn and Associates, Inc.  
 Lisa Stone, Kimley-Horn