



Sociocultural Effects Report

**SR 9/I-95 @ SR 842/Broward Boulevard (Broward
Boulevard from West of SW 24th Avenue to East of
NW/SW 18th Avenue)
Project Development & Environment (PD&E) Study**

Efficient Transportation Decision Making (ETDM) No.: 14226

**Broward County, Florida
Financial Project ID Number: 435513-1-22-02**

**Prepared for:
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309**

February 2019

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

[Page blank for two-sided printing]

Executive Summary

The Florida Department of Transportation (FDOT), District Four, is currently conducting a Project Development and Environment (PD&E) Study that is evaluating potential improvements to the SR-9/I-95 and SR-842/Broward Boulevard Interchange in the City of Fort Lauderdale, Broward County, Florida. The primary purpose of this study is to develop and evaluate design concepts to improve traffic flow to and from I-95 and along Broward Boulevard, connectivity between the 95 Express Lanes and Broward Boulevard, and intermodal connectivity. The primary need for this project is to enhance system linkage and modal interrelationships at the I-95/Broward Boulevard Interchange.

The project area extends along SR-9/I-95 from just south of Davie Boulevard to just south of Sunrise Boulevard, a distance of approximately two miles, and along Broward Boulevard from NW 24th Avenue (milepost 4.886) to east of NW/SW 18th Avenue (milepost 5.4), a distance of approximately one half mile. The study area includes the median ramp connections to the Park-and-Ride lots from I-95 north and south of Broward Boulevard.

The project study area is located in an urbanized, built-out area of Broward County that also serves as a gateway to the City of Fort Lauderdale. Land uses along I-95 include residential, industrial, commercial, and public/institutional uses, with higher concentrations of residential on the east side and higher concentrations of industrial and commercial uses on the west side. The public/institutional uses are scattered throughout the study area. Land uses along Broward Boulevard within the study area are primarily commercial with some public/institutional uses.

The study area has a larger percentage of minority residents, approximately 59 percent, according to the 2011-2015 U.S. Census American Community Survey (ACS) than either the City of Fort Lauderdale or Broward County. It also has a larger Hispanic population (24 percent) than the City of Fort Lauderdale, but less than the County's 27 percent. The study area has more residents under the age of 21, over the age of 65, and a higher percentage of households that do not have access to an automobile in comparison to the City and County. Average household incomes are lower in the study area, consistent with the higher poverty rates.

The Sociocultural Effects (SCE) Evaluation was prepared in accordance with FDOT PD&E Manual, Part 2, Chapter 4 (Sociocultural Effects Evaluation, revised June 14, 2017) and the FDOT Practical Application Guides for SCE Evaluations (dated April 13, 2013), to present the findings of the SCE Evaluation for the proposed project. The purpose of this SCE evaluation is to determine and evaluate the effects that the proposed project may have on the community and the quality of life of its citizens. The SCE Evaluation is a proactive process that ensures that community values and concerns receive adequate attention during transportation development. The process focuses on a transportation project's potential effects on social, economic, land use, mobility, aesthetic, and relocation issues.

The overall SCE Evaluation's degree of effect for the project on the community is minimal. The project is anticipated to result in potential minimal effects to some elements of the affected community, while it is anticipated to enhance other elements. Potentially affected community elements include noise and visual impacts. Expected enhanced community elements include safety, accessibility, and connectivity.

Proposed mitigation measures include additional noise barriers and landscaping to reduce the effects of the anticipated noise and visual impacts. Enhancements to the community that help to offset negative effects include wider sidewalks along the bridges over the South Florida Rail Corridor (SFRC) and I-95, the addition of bicycle lanes to these same bridges, and improvements to the Park-and-Ride lot that will enhance the experience and functionality of transit users and operators. The wider sidewalks and addition of bicycle lanes will improve safety in the area as well.

A list of commitments to address community needs and minimize potential community impacts is included in the Type 2 Categorical Exclusion.

FDOT has conducted outreach efforts throughout the study duration. Additional efforts are being implemented to reach out to minority and low-income populations that are potentially negatively affected by the proposed improvements. In addition to the required scheduled meetings such as the Public Kick-Off Meeting and the Alternatives Public Workshop, FDOT has held several small group meetings with local civic groups and is planning meetings with homeowner's associations and additional outreach to religious institutions to raise awareness about the project and the upcoming Public Hearing, scheduled for June 12, 2018.

In addition, FDOT has met multiple times with the City of Fort Lauderdale regarding the project and has made presentations to the Broward Metropolitan Planning Organization's (MPO) Technical Advisory Committee, Citizen Advisory Committee and Board.

The public outreach efforts will conclude with a Public Hearing, which will be documented in the final version of this report.

Contents

Executive Summary.....	i
Contents	iii
List of Tables	vi
List of Figures	vi
List of Appendices	vii
Abbreviations	viii
Glossary.....	ix
1.0 Introduction	1
2.0 Project Description.....	3
2.1 Project Location	3
2.2 Description of Existing Facilities	3
2.3 Purpose and Need.....	7
2.3.1 System Linkage	7
2.3.2 Modal Interrelationships.....	7
2.3.3 Capacity	7
2.3.4 Safety.....	8
2.3.5 Transportation Demand	8
2.3.6 Social Demands and Economic Development	8
2.3.7 Emergency Evacuation.....	8
2.4 Description of the Proposed Action	9
2.4.1 Mainline I-95 Build Alternative	9
2.4.2 Broward Boulevard Interchange Build Alternatives	10
2.4.3 Eastbound Broward Boulevard to Southbound 95 Express Alternatives	12
2.4.4 Park-and-Ride Lot Build Alternatives.....	12
2.4.5 Preferred Alternative	22
3.0 Methodology	24
4.0 Study Area	25
5.0 Community Characteristics Summary and Map	27
5.1 Data Collection Methodology.....	27
5.2 Social	29
5.2.1 Population.....	29
5.2.2 Demographics.....	29
5.2.3 Limited English Proficiency.....	31
5.2.4 Age Distribution	31

5.2.5	Vehicle Ownership and Transportation	32
5.2.6	Households	32
5.2.7	Occupancy and Tenure	33
5.2.8	Community Facilities.....	33
5.2.9	Community Redevelopment Agencies	35
5.2.10	Community Cohesion	36
5.3	Economic	37
5.3.1	Labor Force and Occupations	37
5.3.2	Employers	37
5.3.3	Income	38
5.4	Land Use.....	38
5.4.1	Existing Land Use.....	38
5.4.2	Future Land Use	40
5.5	Mobility.....	42
5.5.1	Modal Choices	42
5.5.2	Traffic Patterns	43
5.5.3	Public Parking.....	43
5.6	Aesthetic Effects	43
5.6.1	Noise/Vibration	44
5.6.2	Visual Resources	44
6.0	Potential Effects.....	57
6.1	Methodology	57
6.2	Social	59
6.2.1	Demographics.....	59
6.2.2	Community Cohesion	59
6.2.3	Safety.....	60
6.2.4	Community Goals / Quality of Life	60
6.2.5	Cumulative Effects.....	61
6.3	Economic	61
6.3.1	Business Impacts.....	61
6.3.2	Long-Term Economic Impacts.....	62
6.3.3	Construction Impacts.....	62
6.3.4	Property Values	62
6.3.5	Cumulative Effects.....	63
6.4	Land Use.....	63
6.4.1	No Build Alternative	63

6.4.2 Preferred Alternative 63

6.4.3 Cumulative Effects 64

6.5 Mobility 64

6.5.1 Accessibility 64

6.5.2 Connectivity 67

6.5.3 Traffic Patterns 67

6.5.4 Public Parking 68

6.5.5 Cumulative Effects 68

6.6 Aesthetic 68

6.6.1 Noise 68

6.6.2 Visual Impact 70

6.7 Relocation Potential 75

6.7.1 Cumulative Effects 75

6.8 Environmental Justice 76

6.8.1 Methodology 77

6.8.2 Potential Impacts to Environmental Justice Populations 78

6.8.3 Cumulative Effects 82

7.0 Public Involvement 83

7.1 MPO Coordination 84

7.2 Elected Official and Agency Meetings 84

7.3 Public Meetings 84

7.3.1 Public Kick-Off Meeting 85

7.3.2 Technical Workshops 85

7.3.3 Alternatives Public Workshops 85

7.4 Small Group and Stakeholders Meetings 86

7.5 Public Hearing 88

7.6 Results of Public Involvement 88

8.0 Conclusions 89

9.0 References 90

Appendix A – Final ETDM Programming Screen Summary Report 91

Appendix B – Inventory of Existing Businesses in the Study Area 92

Appendix C – Small Group and Stakeholders Sample Presentation 93

Appendix D – Public Involvement Summaries 94

List of Tables

Table 1 Overall Demographics	29
Table 2 Community Facilities	35
Table 3 Visual Character Analysis Results.....	52
Table 4 Degree of Effect.....	58
Table 5 ETDM Programming Screen Summary of Sociocultural Effects.....	58
Table 6 Summary of Degrees of Effect by Sociocultural Issue and Natural Resources	79
Table 7 Religious Institutions Contacted Regarding Public Hearing.....	83
Table 8 Small Group and Stakeholder Meetings Summary	87
Table 9 Summary of Effects on Sociocultural Resources	89

List of Figures

Figure 1 Study Limits.....	2
Figure 2 Existing Sidewalk Widths in Study Area.....	5
Figure 3 Existing Park-and-Ride Conditions.....	6
Figure 4A 95 Express Ingress-Egress Connections with Broward Boulevard Interchange	13
Figure 4B 95 Express Ingress-Egress Connections with Broward Boulevard Interchange	14
Figure 5 Alternative 1 – Tight Diamond	15
Figure 6 Alternative 2A – Displaced Left	16
Figure 7 Alternative 2B – Modified Displaced Left	17
Figure 8 Alternative 1 – With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative	19
Figure 9 Alternative 2 – With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative	20
Figure 10 Alternative 3 – With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative	21
Figure 11 Sociocultural Effects Study Area	26
Figure 12 Comparison of Census Geographies Relative to the Study Area Boundary	28
Figure 13 Ethnicity	30
Figure 14 Age Distribution	32
Figure 15 Community Facilities in the Study Area	34
Figure 16 Northwest-Progresso-Flagler Heights CRA Boundary.....	36
Figure 17 Labor Force and Occupations.....	37
Figure 18 Household Income	38
Figure 19 Future Land Uses in the Study Area	41
Figure 20 Elevated Roadway Improvement Areas.....	46
Figure 21 Key Viewpoints in the Study Area	53

Figure 22 | View from NW 21st Terr. Looking East at I-95..... 54
Figure 23 | View from NW 22nd Rd. Looking Southeast at I-95..... 55
Figure 24 | View from NW 21st Ave Looking West at I-95 56
Figure 25 | View from NW 7th St. Looking West at I-95..... 56
Figure 26 | Potential Accessibility Impact to 1901 W Broward Blvd. Property 66
Figure 27 | FDOT and FHWA Visual Impact Assessment Comparison 71
Figure 28 | Visual Impact Matrix 74
Figure 29 | Right-of-Way Encroachments along East Side of SR9/I-95..... 76
Figure 30 | View from NW 21st Ave. Prior to Hurricane Irma (Storm occurred in September 2017)..... 81
Figure 31 | View from NW 21st Ave. After Hurricane Irma..... 81

List of Appendices

- Appendix A – Final ETDM Programming Summary Screen Report
- Appendix B – Inventory of Existing Businesses in the Study Area
- Appendix C – Renderings to Assist with the Visual Impact Assessment of the Preferred Alternative
- Appendix D – Public Involvement Summaries

Abbreviations

ACS	American Community Survey
CD	Collector-Distributor
CFR	Code of Federal Regulation
CRA	Community Redevelopment Agency
EPA	United States Environmental Protection Agency
FDEP	Florida Department of Environmental Protection
FDEO	Florida Department of Economic Opportunity
FDOT	Florida Department of Transportation
HOV	High Occupancy Vehicles
LOS	Level of Service
LDCA	Location and Design Concept Acceptance
MPO	Metropolitan Planning Organization
MOU	Memorandum of Understanding
NEPA	National Environmental Policy Act
NRCS	Natural Resource Conservation Service
NWPF	Northwest-Progresso-Flagler Heights
NWRAC	Northwest Regional Activity Center
PD&E	Project Development and Environment Study
SCE	Socio-Cultural Effects
SFRC	South Florida Rail Corridor
SIS	Strategic Intermodal System
USDOT	United States Department of Transportation

Glossary

American Community Survey (ACS): A resource of the U.S. Census that provides yearly updates to some of the information collected during the decennial Census, including population, employment, educational attainment, housing tenure, etc.

Collector-Distributor (CD): A supplemental facility to move weaving and merging traffic away from high-speed mainlines.

Community Redevelopment Association (CRA): A special area designation that can be applied under certain circumstances, pursuant to Florida Statutes Chapter 163, Part III, that allows for a city or county to utilize special funding or financing tools to foster and support redevelopment of the designated area.

Metropolitan Planning Organization (MPO): A policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas of populations over 50,000, as determined by the U.S. Census.

[Page blank for two-sided printing]

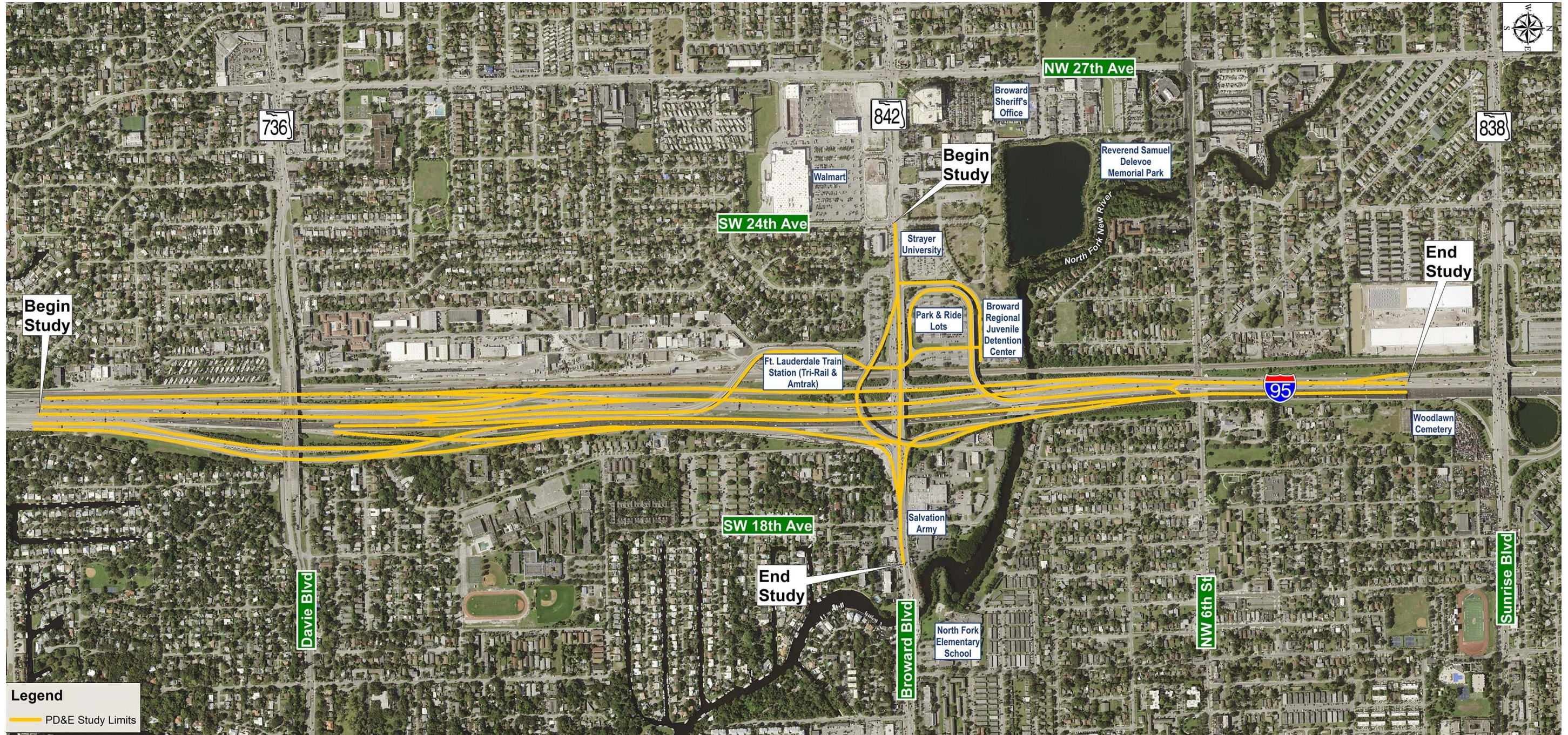
1.0 Introduction

The Florida Department of Transportation (FDOT), District Four, is currently conducting a Project Development and Environment (PD&E) Study that is evaluating potential improvements to the SR-9/I-95 and SR-842/Broward Boulevard Interchange in the City of Fort Lauderdale, Broward County, Florida. The primary purpose of this study is to develop and evaluate design concepts that will improve traffic flow to and from I-95, as well as along Broward Boulevard, increase connectivity between the 95 Express Lanes and Broward Boulevard, and improve intermodal connectivity. Improved connectivity and traffic flow will be achieved via widening along Broward Boulevard and I-95, new ramps to connect the 95 Express Lanes, and the re-alignment of existing ramps.

A PD&E Study is a process followed by the FDOT to evaluate social, economic and environmental impacts associated with a planned transportation improvement project. FDOT established the PD&E process as the state's procedure for complying with the National Environmental Policy Act (NEPA) of 1969. The goal of a PD&E Study is to obtain Location and Design Concept Acceptance (LDCA) approval from the Office of Environmental Management, which pursuant to 23 United States Code (U.S.C.) 327 and the implementing Memorandum of Understanding (MOU) executed on December 14, 2016, has assumed Federal Highway Administration's (FHWA's) responsibilities under NEPA for highway projects on the State Highway System (SHS).

This Sociocultural Effects Report contains an evaluation of the effects of the SR-9/I-95 and SR-842/Broward Boulevard Interchange Project on the social, economic, land use, mobility, and aesthetic features of the Study Area. This report is prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4, dated June 14, 2017. The purpose of this report is to document the sociocultural effects in support of the PD&E study consistent with federal, state and local objectives.

Figure 1 | Study Limits



2.0 Project Description

2.1 Project Location

The Interchange of I-95 at Broward Boulevard is located in central Broward County in the City of Fort Lauderdale, in Sections 4, 5, 8, and 9 of Township 50 S, Range 42 E. The PD&E Study limits extend along SR-9/I-95, from just south of Davie Boulevard to just south of Sunrise Boulevard, a distance of approximately two miles, and along Broward Boulevard from NW 24th Avenue (milepost 4.886) to east of NW/SW 18th Avenue (milepost 5.4), a distance of approximately one half mile. The study area includes the median ramp connections to the Park-and-Ride lots from I-95 north and south of Broward Boulevard. The South Florida Rail Corridor (SFRC) / CSX Railroad is adjacent to and runs parallel along the west side of I-95 in this area. The study limits are shown in **Figure 1**.

2.2 Description of Existing Facilities

The typical section of I-95 within the study area varies. From the Davie Boulevard interchange to SW 5th Place the typical section of I-95 is an eight-lane facility comprised of three General Purpose Lanes in each direction and one Special Use Lane (previously designated for High Occupancy Vehicle (HOV) use and in transition to managed toll lanes under the 95 Express Project) in each direction. From the vicinity of SW 5th Place, where the northbound Collector-Distributor (CD) road ramp system merges traffic from I-595 into the General Purpose Lanes, and through to the Sunrise Boulevard interchange, I-95 is a 10-lane facility comprised of four General Purpose Lanes in each direction and one Special Use Lane in each direction (same condition as noted above). Southbound ingress to I-95 from Broward Boulevard is provided at the western terminal intersection by a single lane access right turn lane from eastbound Broward Boulevard and a double left turn lane from westbound Broward Boulevard. Egress from southbound I-95 to Broward Boulevard is provided by a ramp with a single right turn lane for traffic heading west on Broward Boulevard and a double left turn lane for traffic heading east on Broward Boulevard.

Currently, northbound ingress to I-95 from Broward Boulevard is provided by a single lane access ramp from westbound Broward Boulevard at the eastern terminal intersection and a single lane flyover from eastbound Broward Boulevard west of the western terminal intersection. Egress to Broward Boulevard from northbound I-95 is provided by a ramp, which is part of the northbound CD road ramp system that was recently reconstructed to include triple right turn lanes for traffic heading eastbound on Broward Boulevard and double left turn lanes for traffic heading westbound on Broward Boulevard. Additional ingress and egress to I-95 is provided through the Park-and-Ride lot. For both directions of travel along I-95 ingress and egress is provided by single lane ramps that cross over the southbound lanes of I-95 and connect with the Special Use Lanes (conversion of single HOV to dual Express Lanes under construction) located in the inside roadway of northbound and southbound I-95.

Broward Boulevard is a six-lane urban divided roadway with a raised median within the vicinity of the I-95 Interchange. In its current configuration there are no provisions for dedicated bicycle traffic within

these limits outside of the general travel lanes. Seven-foot wide sidewalks are provided on both sides of Broward Boulevard between NW/SW 22nd Avenue and NW/SW 18th Avenue west of NW/SW 22nd Avenue. Westbound Broward Boulevard to the west of NW/SW 22nd Avenue the sidewalk is seven feet wide, and in the eastbound direction the sidewalk is six feet wide, shown in **Figure 2**. Broward Boulevard provides the main entry way to the downtown Fort Lauderdale Central Business District from I-95 and the east-west connection between US-1 and SR-817/University Drive in the City of Plantation.

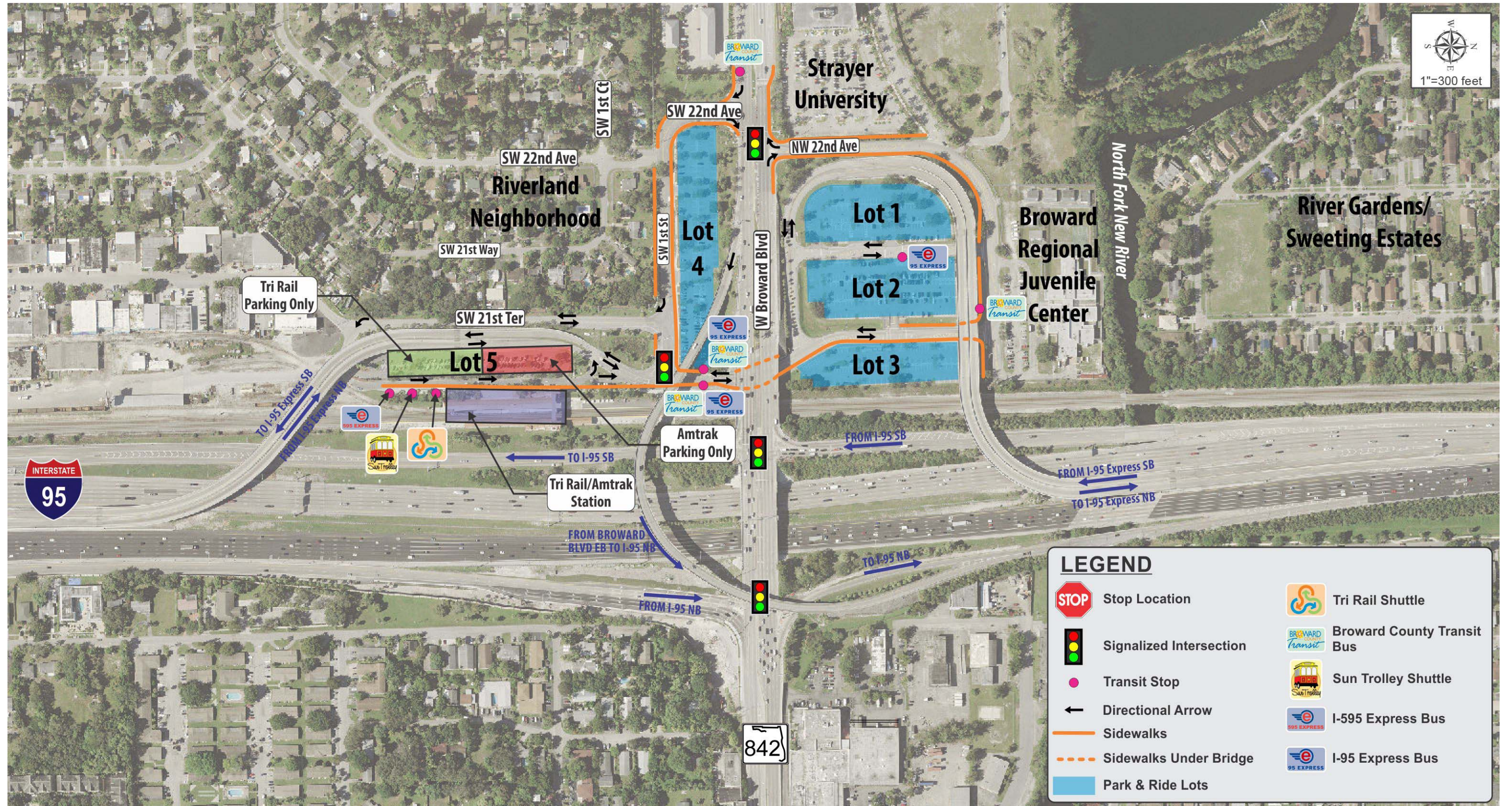
There are a number of transit options within the operating area of the I-95 at Broward Boulevard Interchange that provide direct service and transfer connections along the north-south and east-west corridors. These include passenger rail services (Tri-Rail and Amtrak) and bus services (Broward County Transit, Breeze, Sun Trolley, 95 Express Bus, Tri-Rail Commuter Connector). There is a Park-and-Ride lot located within the interchange area on the southwest and northwest quadrants. The existing conditions at the Park-and-Ride lot include the provision of 794 parking spaces throughout five parking lots, shown in **Figure 3**. Spaces in Lot 5 are designated for Amtrak and Tri-Rail parking only while the spaces in Lots 1-4 are available for any purpose, including car pools and 95 Express Bus. There are no designated bicycle facilities within the Park-and-Ride lot and minimal sidewalk facilities. Access to the Park-and-Ride lots is provided via Broward Boulevard and I-95. Ingress from eastbound Broward Boulevard is provided via a left turn lane at NW 24th Avenue (Lots 1-3) and via right turn lane at SW 22nd Avenue / SW 1st Street (Lots 4-5). Ingress from westbound Broward Boulevard is provided via right turn lanes at NW 22nd Avenue and NW 24th Avenue. Egress to westbound Broward Boulevard is provided via the intersections with NW 22nd Avenue and NW 24th Avenue, requiring drivers coming from the south to circulate through the northern parking areas. Egress to eastbound Broward Boulevard is provided via SW 22nd Avenue / SW 1st Street and NW 24th Avenue. Ingress from both northbound and southbound I-95 are provided in a similar manner with northbound vehicles exiting on the south side of Broward Boulevard and merging into SW 21st Terrace and southbound vehicles existing on the north side of Broward Boulevard with connections to NW 22nd Avenue and SW 22nd Avenue / SW 1st Street provided via access roads within the parking areas. Egress to southbound I-95 is provided on the south side of Broward Boulevard via a ramp that crosses over the southbound General Use Lanes of I-95 and connects to the southbound HOV lane. Egress to northbound I-95 is provided by a direct connect flyover ramp on the north side of Broward Boulevard, accessed from the northern parking area, which crosses over the southbound General Use Lanes of I-95 and connects to the northbound HOV lane.

Broward Boulevard's elevation over I-95 creates vertical access challenges for transit users, bicyclists and pedestrians looking to connect with the transit services available in the Park-and-Ride and Transit Station area northwest and southwest of the interchange. As a result of these challenges and due to its location as the entry way to downtown Fort Lauderdale, this interchange has been the subject of a variety of studies including the City of Fort Lauderdale's Gateway Vision and FDOT's Broward Boulevard Transit Corridor Study. Each of these studies has evaluated these challenges and recommended improvements to the west side of the interchange where connections to Tri-Rail and the 95 Express Bus services are offered. These prior studies and recommendations will be considered as the alternatives are developed during this study.

Figure 2 | Existing Sidewalk Widths in Study Area



Figure 3 | Existing Park-and-Ride Conditions



2.3 Purpose and Need

The primary purpose of this study is to develop and evaluate design concepts that will improve traffic flow to and from I-95, as well as along Broward Boulevard, increase connectivity between the 95 Express Lanes and Broward Boulevard, and improve intermodal connectivity. The primary need for this project is to enhance system linkage and modal interrelationships at the I-95/Broward Boulevard Interchange. Secondary considerations for the purpose and need are further described in the following sections that include Capacity, Safety, Transportation Demand, Social Demands, Economic Development, and Emergency Evacuation.

2.3.1 System Linkage

Broward Boulevard is a state road (SR 842) that provides the main entry way to the downtown Fort Lauderdale Central Business District from I-95 and the east-west connection between US-1 and SR 817/University Drive in the City of Plantation. Broward Boulevard continues west toward SR 823/Flamingo Road as a County Road. The section of Broward Boulevard from I-95 to NE 3rd Avenue is part of the state's Strategic Intermodal System (SIS), which consists of high-priority transportation facilities and services of statewide and interregional significance. I-95 north and south of Broward Boulevard is also a SIS facility and serves as the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. These SIS facilities are critical to the movement of people and goods in Florida, and their function is considered to be vital to Florida's economic competitiveness.

2.3.2 Modal Interrelationships

Transit services along Broward Boulevard are currently experiencing recurring congestion that reduces vehicle speeds, increases operating costs, and makes scheduling of buses from a system level challenging. There are a number of transit options on Broward Boulevard that provide direct service and transfer connections along the corridor. These include passenger rail service (Tri-Rail and Amtrak) and bus service (Broward County Transit, Breeze, Sun Trolley, 95 Express Bus, and Tri-Rail Commuter Connector). The operation of these services is vital to the mobility of the entire corridor.

The desired geometric and operational improvements to the Broward Boulevard Interchange and surrounding transit facilities will reduce bus travel times, improve intermodal connectivity, and improve access to bus stops and transfers. 95 Express Bus service is desired to access Broward Boulevard more effectively from the 95 Express Lanes and the existing Park-and-Ride lots. Functionality of the I-95 median ramps and Park-and-Ride road network is to be improved for the intermodal services within the interchange area.

2.3.3 Capacity

I-95 within the project limits currently operates at Level of Service (LOS) F. Broward Boulevard within the project limits also operates at LOS F. Without improvements, the driving conditions will continue to

operate well below acceptable LOS standards into the future. The 95 Express Phase 3 improvements will help improve the mainline I-95 corridor LOS by adding one travel lane in each direction in the form of an Express Lane, managing congestion along I-95. The improvements proposed as part of the interchange project will be developed to complement the 95 Express Lanes improvements by enhancing existing connectivity within the Park-and-Ride lots, improving existing I-95/Broward Boulevard terminal intersections, and providing improved Express Lane access to Broward Boulevard.

2.3.4 Safety

The comprehensive improvements to the interchange and surrounding transit facilities will improve the interaction between the different modes of transportation in the vicinity. The improvements are to include safe connections for pedestrians using transit services, circulation of traffic within the Park-and-Ride lot network, and access between the Express Lanes and Broward Boulevard. Additionally, the capacity improvements will aid in reducing the number of crashes within the project limits.

2.3.5 Transportation Demand

The Broward Boulevard Interchange Project PD&E Study is included in the Broward Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) for Fiscal Years (FY) 2015-2019 and the FDOT Work Program FY 2015-2019.

The Broward MPO's 2035 Long Range Transportation Plan (LRTP) included improvements to all I-95 interchanges in Broward County under Illustrative Roadway Projects. Illustrative projects are those that cannot be included in the Cost Feasible Plan due to financial constraints but would be included in a future approved TIP. The MPO's 2040 LRTP, Commitment 2040, adopted by reference the Strategic Intermodal System 2040 Cost Feasible Plan, which includes modifications to the I-95/Broward Boulevard Interchange in the first five years.

2.3.6 Social Demands and Economic Development

Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Broward MPO 2035 LRTP predicted that the population would grow from 1.7 million in 2005 to 2.3 million by 2035, an increase of 29 percent. Jobs were predicted to increase from 0.7 to 1 million during the same time period, an increase of 37 percent. Commitment 2040 revised the growth projections to 1.9 million persons and 0.8 million jobs by 2040. These numbers reflect growth rates of 13.4 percent for population and 10.4 percent for jobs by 2040. These numbers, however, only account for the projected growth in Broward County and do not reflect the number of commuters from adjacent areas who may use this interchange to access jobs.

2.3.7 Emergency Evacuation

The project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials designated on the state evacuation route. I-95 serves as part of the

emergency evacuation route network designated by the Florida Division of Emergency Management and Broward County. Broward Boulevard moves traffic from the east and west to I-95. I-95 is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network (i.e., I-595 and the Florida's Turnpike).

2.4 Description of the Proposed Action

This project proposes improvements to the I-95 at Broward Boulevard Interchange complementing the surrounding multimodal facilities. The proposed interchange improvements will be compatible with the proposed 95 Express Phase 3 program, which will introduce two tolled, express lanes each direction, in place of the existing HOV lanes, from Stirling Road in Broward County to Linton Boulevard in Palm Beach County. 95 Express Phase 3A, which extends from Broward Boulevard to south of SW 10th Street, and includes the limits of the proposed interchange improvements, began construction in mid-2016. Functionality of the I-95 median ramps and Park-and-Ride road network is to be improved for the intermodal services within the interchange area.

The proposed improvements for the I-95 at Broward Boulevard Interchange consist of four elements:

- Improvements to the mainline of I-95 to accommodate ingress and egress ramps for 95 Express and the existing Broward Boulevard Interchange ramps,
- Three alternatives for the Broward Boulevard east and west terminal intersections to improve interchange operations,
- Two options for the eastbound Broward Boulevard to southbound 95 Express movement, and
- Conceptual plans for the Park-and-Ride lot to improve circulation and conditions for all users.

The mainline improvements are consistent across each of the three interchange alternatives. Each of the Park-and-Ride concepts was designed to work with the proposed mainline and interchange improvements.

The Build Alternatives under consideration are described in **Sections 2.4.1, 2.4.2, 2.4.3, and 2.4.4**. Also, under consideration is the No Action Alternative. The No Action Alternative assumes no proposed improvements and serves as a baseline for comparison against the Build Alternatives.

2.4.1 Mainline I-95 Build Alternative

The proposed improvements to the I-95 mainline account for the programmed implementation of 95 Express (under construction at the time of this PD&E Study), which adds one additional Special Use Lane in each direction and modifies the use of these lanes to include managed toll lanes. The resulting typical section becomes a 12-lane facility comprised of four General Purpose Lanes and two Special Use Lanes in each direction.

The ingress and egress ramps connecting to Broward Boulevard are proposed to be modified in a similar manner for each of the Interchange Build Alternatives. For northbound ingress to I-95 there are no proposed modifications to the existing single lane ramps that provide access from westbound and

eastbound Broward Boulevard. For northbound egress from I-95, the existing ramp is proposed to be widened to allow for additional storage, however the turn lane configuration remains the same with dual left and triple right turn lanes. Southbound ingress to I-95 differs based on the Interchange Build Alternative and is addressed in those sections that follow. Southbound egress from I-95 is proposed to be widened for each of the Interchange Build Alternatives to accommodate one additional turn lane for left turns and two additional turn lanes for right turns, resulting in triple left and triple right turn lanes.

The primary proposed improvements for the mainline, which are shown in **Figures 4A and 4B**, are for new braided ramps providing direct ingress and egress between the 95 Express lanes and the existing Broward Boulevard service interchange ramps without requiring drivers to weave through the General Use Lanes. For southbound 95 Express egress, the proposed improvements include a braided ramp (in the vicinity of NW 6th Street/Sistrunk Boulevard) over the southbound I-95 General Use Lanes with a connection to the west terminal intersection of the Broward Boulevard service interchange. Similarly, ingress to southbound 95 Express includes a braided ramp over the southbound I-95 General Use Lanes located just south of Broward Boulevard.

For the northbound direction, egress from 95 Express near Davie Boulevard is proposed through the use of a braided ramp over the northbound I-95 General Use Lanes with a connection to the northbound CD road ramp system that terminates at the east terminal intersection of the Broward Boulevard service interchange. Ingress from the Broward Boulevard service interchange to the northbound 95 Express lanes is proposed through a braided ramp over the northbound I-95 General Use Lanes in the vicinity of NW 6th Street/Sistrunk Boulevard.

2.4.2 Broward Boulevard Interchange Build Alternatives

The proposed improvements to Broward Boulevard include the replacement of the bridge that spans I-95 and the SFRC with a wider and higher bridge span, the provision of three through lanes of traffic with six-foot wide sidewalks and seven-foot wide bicycle lanes in each direction, and three interchange alternatives, which are further described below. The replacement of this bridge span is common to all three interchange alternatives and is being proposed to accommodate necessary turn lanes at the intersections as well as to provide an envelope for a future premium transit stop with connectivity between East-West service along Broward Boulevard, and the many multimodal transit services provided in the Broward Boulevard Park-and-Ride Lot/Transit Station on the north and south sides of Broward Boulevard. In each of the interchange alternatives, the service interchange ramps are proposed for reconstruction to accommodate the wider and higher proposed bridge span. Most of the ingress and egress ramps are also proposed to include additional lanes to accommodate the forecasted 2040-year traffic.

The proposed interchange alternatives include Tight Diamond, Displaced Left Turn, and Modified Displaced Left Turn. Each of these alternatives is described below. For each of these alternatives the northbound ingress to I-95 remains as a single lane flyover access ramp.

Interchange Build Alternative 1 – Tight Diamond

The Tight Diamond Interchange is a compressed version of the diamond interchange designed to accommodate right-of-way constraints. The interchange consists of two closely spaced signalized intersections at the crossing of the ramp terminals. The key operational aspect of a Tight Diamond Interchange is signal coordination to ensure efficient progression of traffic and minimum storage of vehicles between the terminals. The existing interchange is a Tight Diamond Interchange and this alternative will improve the existing operation through the addition of turn lanes at the ramp terminal locations and optimization of the intersection signal timings. Specifically, one additional left turn lane is proposed for southbound ingress from Broward Boulevard to I-95 resulting in triple left turn lanes for traffic traveling westbound. An additional right turn lane is also proposed resulting in double right turn lanes for eastbound traffic on Broward Boulevard. There are no proposed improvements to the northbound ingress ramps from Broward Boulevard. These improvements are illustrated in **Figure 5**.

Interchange Build Alternative 2A – Displaced Left

The Displaced Left Turn Interchange is also known as the Continuous Flow Interchange. The main geometric feature of the Displaced Left Turn Interchange is the removal of left turn movements from the main intersection to an upstream signalized location to reduce the number of traffic signal phases and conflict points. For this alternative, the westbound left turn movements are displaced at the east ramp terminal intersection to a new roadway that is south and runs parallel to the eastbound through lanes where it combines with the displaced left turn lanes from the northbound ramp. This configuration enables the westbound left turn lanes to execute the left turn simultaneously with the westbound through traffic and, under a different signal phase, transition the traffic from the northbound ramp on to the westbound at the west ramp terminal intersection. This proposed alternative increases the number of right turn lanes for the southbound ingress to I-95 from eastbound Broward Boulevard, resulting in dual right turn lanes. Although displaced as previously described, the left turn lanes for southbound ingress remain as dual left turn lanes as is currently provided. These improvements are illustrated in **Figure 6**.

Interchange Build Alternative 2B – Modified Displaced Left

The Modified Displaced Left Turn Interchange provides for the displacement of the northbound exit ramp onto a new roadway (bridge structure) over I-95 that is on the south side of Broward Boulevard, and runs south of and parallel to the eastbound Broward Boulevard through lanes. The northbound ramp left-turn traffic is then transitioned on to westbound Broward Boulevard at the west ramp terminal intersection. There are three westbound left-turn lanes at the east ramp terminal intersection. The inner left-turn lane is a buffer left turn lane providing direct connection to southbound 95 Express and the outer two left-turn lanes are for general use that feed into southbound I-95 and the CD road. This alternative involves partial right of way acquisitions along Broward Boulevard near NW/SW 18th Avenue. These improvements are illustrated in **Figure 7**. Interchange Build Alternative 2B – Modified Displaced Left is the preferred interchange build alternative for having the best operational results.

2.4.3 Eastbound Broward Boulevard to Southbound 95 Express Alternatives

In the preferred Broward Boulevard Build Alternative (Build Alternative 2B – Modified Displaced Left), there is a barrier separation on the southbound entrance ramp that restricts Broward Boulevard eastbound right turn traffic from entering the express lanes via the new braided ramp for westbound to southbound 95 Express. Thus, the eastbound traffic on Broward Boulevard destined to the southbound 95 Express lanes must use an alternative route. For eastbound motorists seeking access to southbound 95 Express, there are two options as follows:

- Option 1 (via SW 1st St) – This option directs eastbound Broward Boulevard traffic seeking southbound 95 Express to use SW 1st Street, from SW 22nd Avenue, to access the legacy HOV southbound entrance ramp at the south side of the Park and Ride Lot just south of Broward Boulevard.
 - Alternative 1: No Action
 - Alternative 2 – T-Intersection at SW 21st Terrace and Roundabout at Access Road
 - Alternative 3 – Double Roundabout
 - Alternative 4 – Combined Roundabout
- Option 2 (via Flyover) – This option provides a free flow flyover ramp to provide ingress access for the eastbound Broward Boulevard traffic. The flyover ramp spurs off of the existing Broward Boulevard eastbound to northbound on-ramp and connects to the legacy HOV southbound entrance ramp prior to merging on 95 Express.

Of these, Option 1, Alternative 4 (Combined Roundabout) was selected as the Preferred Alternative. These improvements are illustrated in **Figure 6**. Further description and evaluation of each alternative is in the Preliminary Engineering Report.

2.4.4 Park-and-Ride Lot Build Alternatives

Three concept alternatives were developed to address vehicular circulation through the northern lots. Each of the alternatives includes a realignment of Access Road to provide for a straighter geometry and adjusts the parking areas and other roadway connections as necessary. Specifically, the parking spaces provided in Lot 3 will be shifted west and accommodated in the area currently identified as Lots 1 and 2. Each alternative also provides additional sidewalk throughout the northern parking areas, identifies crosswalks, and proposes a canopy for the sidewalks connecting the train station to the newly created area underneath the expanded Broward Boulevard bridge structure.

The primary difference between these alternatives is the proposed location of the 95 Express Bus stops and the use of the newly created space underneath the expanded Broward Boulevard bridge structure. These alternatives are concepts and the details of the improvements will be determined as part of the Design phase of the project.

Figure 4A | 95 Express Ingress-Egress Connections with Broward Boulevard Interchange



Figure 4B | 95 Express Ingress-Egress Connections with Broward Boulevard Interchange



Figure 5 | Alternative 1 – Tight Diamond



Figure 6 | Alternative 2A – Displaced Left



Figure 7 | Preferred Alternative (Alternative 2B – Modified Displaced Left with Combined Roundabout)



Park-and-Ride Alternative 1

The 95 Express Bus stop in the northern parking area is retained in its current location and a Park-and-Ride facility is provided on the opposite side of the existing bus stop. The 95 Express Bus stops currently located on Access Road just south of the Broward Boulevard bridge structure are relocated north to allow for passenger loading underneath the expanded bridge structure. A traffic signal is proposed at the intersection of Access Road with the roadway that provides ingress and egress from I-95 on the north side of the parking area to accommodate left turns by transit vehicles. The additional space provided underneath the bridge is not identified for any specific use aside from being reserved to accommodate an elevator and other access features to allow for a transfer between the possible future transit station in the median of Broward Boulevard and this lower level. These concepts are illustrated in **Figure 8**.

Park-and-Ride Alternative 2

In this alternative the 95 Express Bus stop in the northern parking area is shifted south and a Park-and-Ride facility is provided on the east-west access road that becomes the I-95 ingress and egress ramps. At the terminus of the I-95 ramps in the northern lot, a roundabout is proposed in lieu of the existing three-sided interchange. The area underneath the expanded bridge structure is proposed to be used for the 95 Express Bus stops currently located just south of the bridge structure. This concept provides for a more formal transit boarding and alighting area. These concepts are illustrated in **Figure 9**.

Park-and-Ride Alternative 3

This alternative builds on the previous Alternative 2 with the addition of a roundabout to access the formal transit station area created underneath the expanded bridge structure. These concepts are illustrated in **Figure 10**.

Figure 8 | Alternative 1 – With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative

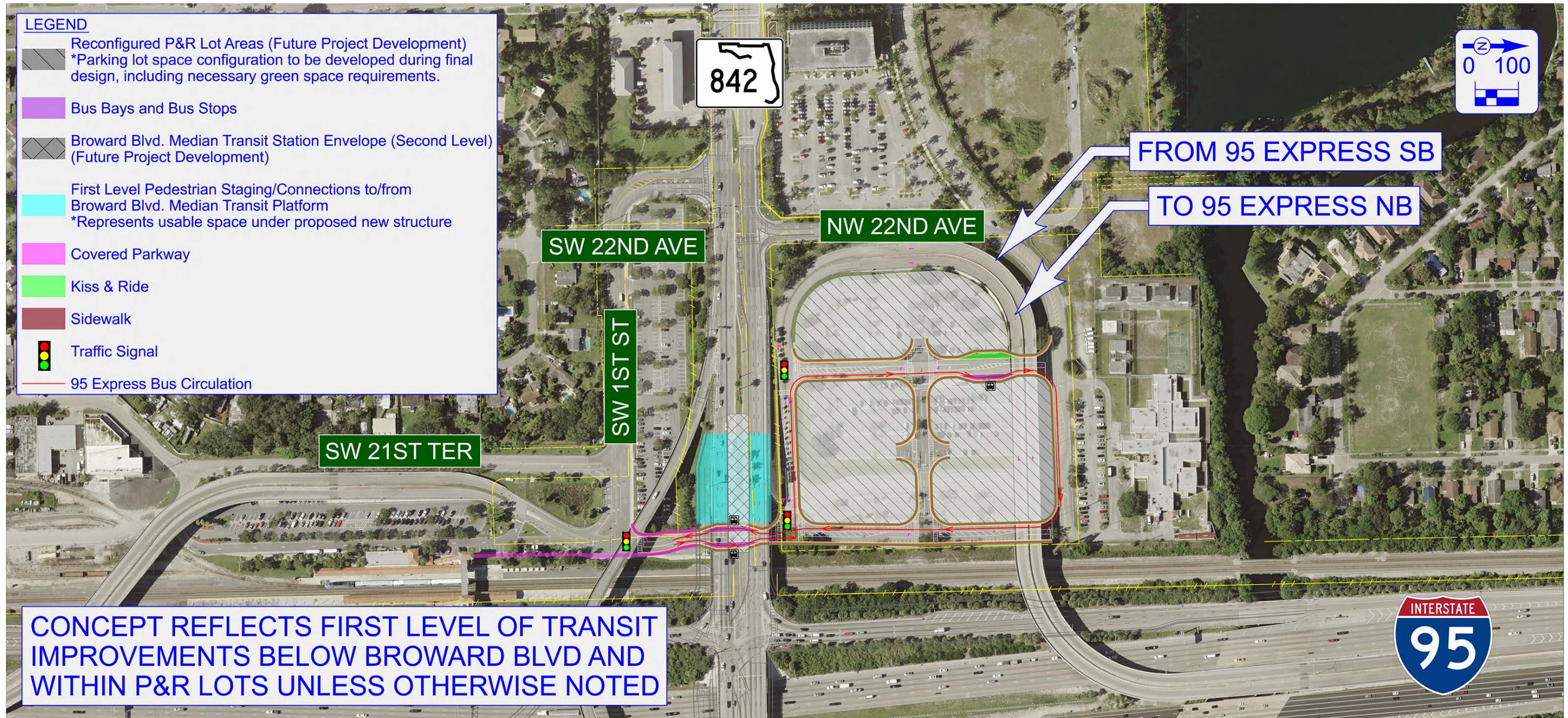


Figure 9 | Alternative 2 – With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative

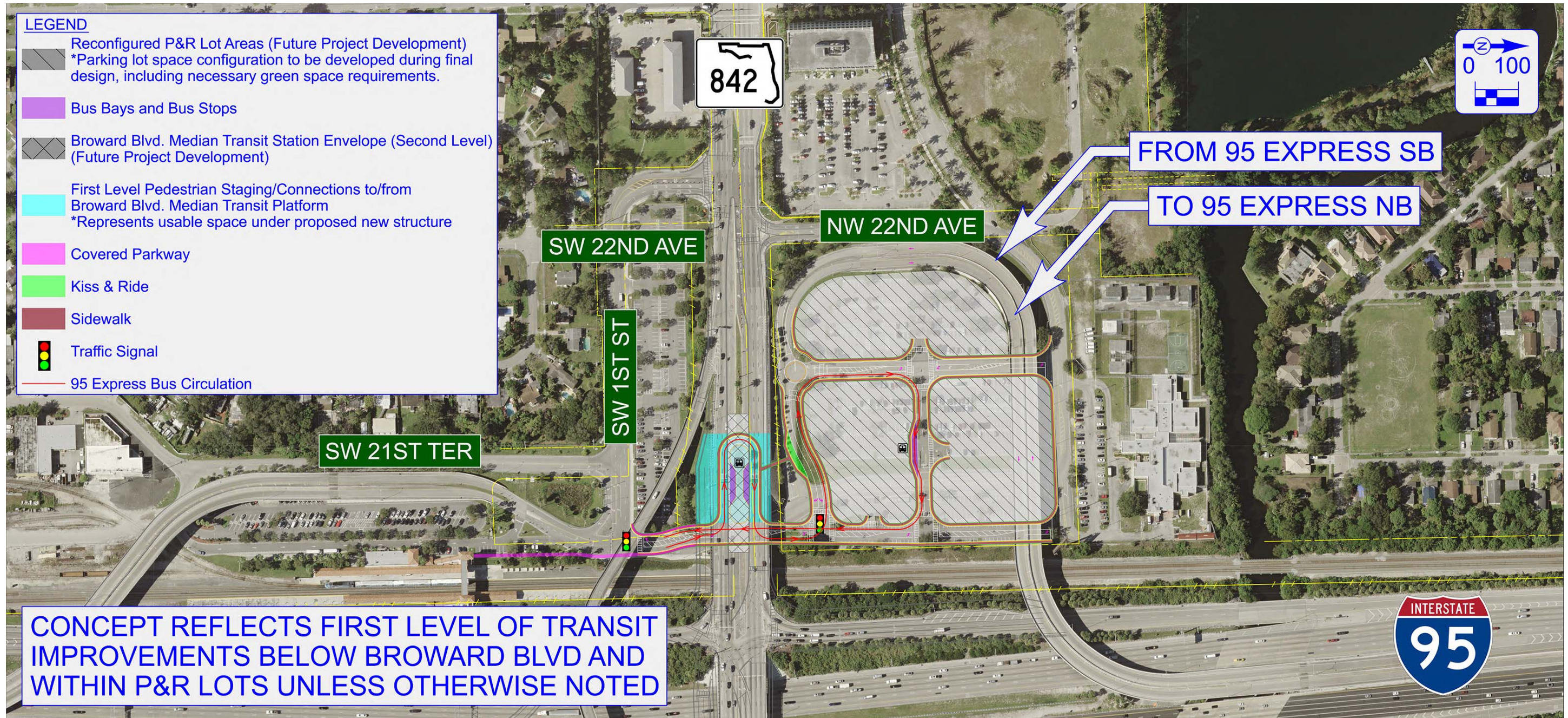
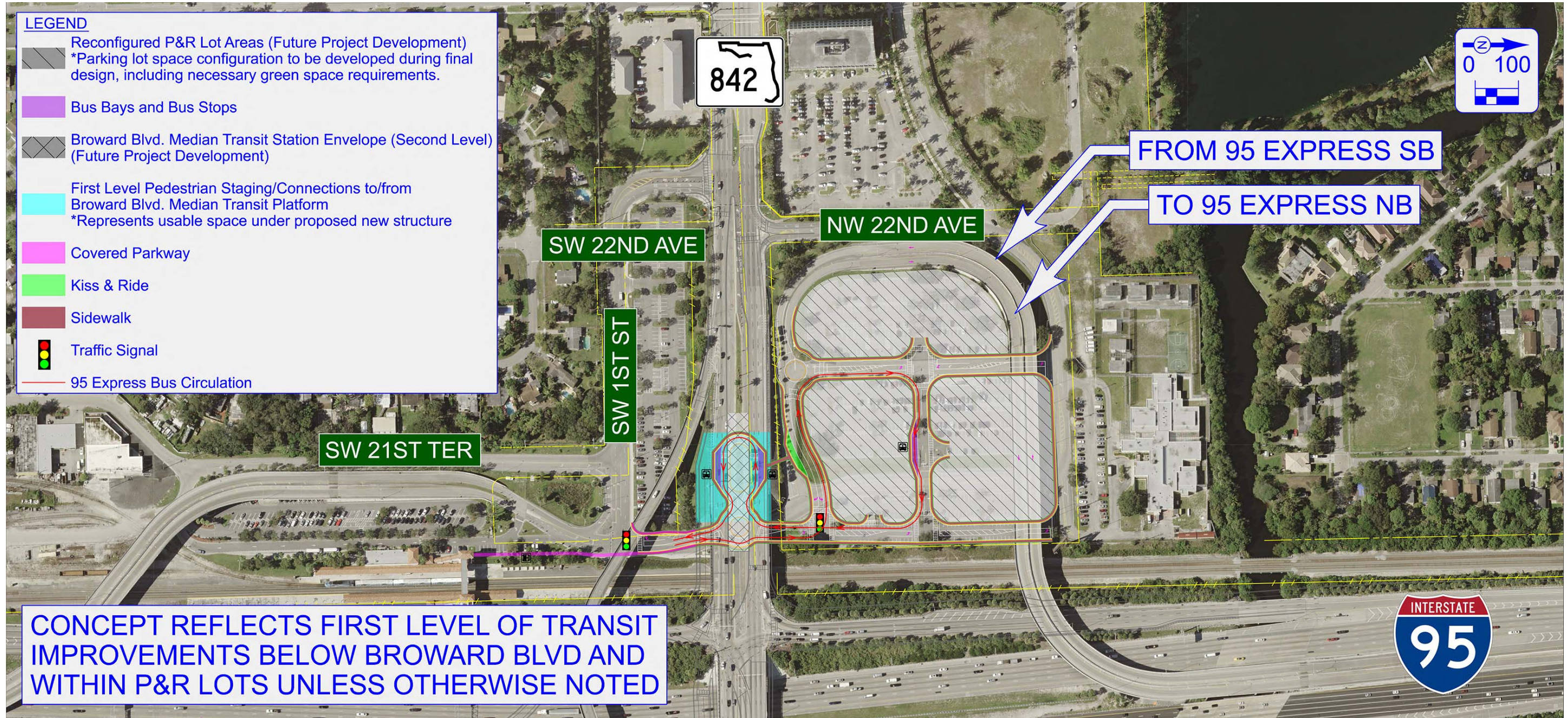


Figure 10 | Alternative 3 – With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative



2.4.5 Preferred Alternative

The Preferred Alternative for this study is a combination of the Mainline I-95 Build Alternative; Interchange Build Alternative 2B; Eastbound Broward Boulevard to Southbound 95 Express Option 1, Sub-Alternative 4, Combined Roundabout Sub-Alternative; and Park-and-Ride Alternative 3. This alternative meets the purpose and need for the project and was selected for having the best operational results at the I-95 ramps' intersections with Broward Boulevard. A typical section package for the Preferred Alternative is provided in Preliminary Engineering Report.

The Preferred Alternative includes the following improvements.

Mainline I-95 Improvements

- The construction of single-lane elevated braided ramps over the General Use Lanes to provide access to and from the southbound and northbound 95 Express Lanes (**Figures 4A and 4B**).
 - **Southbound 95 Express Egress:** New braided ramp over the southbound I-95 General Use Lanes with a connection to the west ramp terminal intersection of the Broward Boulevard service interchange to provide egress from 95 Express near NW 6th Street/Sistrunk Boulevard.
 - **Southbound 95 Express Ingress:** New braided ramp over the southbound I-95 General Use Lanes located just south of Broward Boulevard that provides ingress access for the westbound traffic on Broward Boulevard via the west ramp terminal intersection of the Broward Boulevard service interchange.
 - **Northbound 95 Express Egress:** New braided ramp from 95 Express near Davie Boulevard over the northbound I-95 General Use Lanes with a connection to the northbound CD road ramp system that terminates at the east terminal intersection of the Broward Boulevard service interchange.
 - **Northbound 95 Express Ingress:** New braided ramp over the northbound I-95 General Use Lanes in the vicinity of NW 6th Street/Sistrunk Boulevard. This elevated braided ramp provides direct access between Broward Boulevard and the northbound 95 Express Lanes, using the existing eastbound to northbound flyover, and westbound to northbound ramp, for access to northbound 95 Express.

Broward Boulevard Interchange Improvements

- The addition of triple left and triple right turn lanes for the southbound I-95 exit ramp to Broward Boulevard.
- Replacement of the Broward Boulevard bridge structures over I-95 and the SFRC to accommodate additional turn lanes, a minimum of six-foot sidewalks and seven-foot bike lanes in each direction, and a future premium transit stop in the median.
- Provide three westbound left-turn lanes at the east ramp terminal intersection. The inner left-turn lane is a buffer left turn lane providing direct connection to southbound 95 Express and the outer two left-turn lanes are for general use that feed into southbound I-95 and the CD road.

- Displacement of northbound exit ramp traffic heading west onto a new two-lane roadway (bridge structure) that is on the south of Broward Boulevard over I-95, and runs south of and parallel to the eastbound Broward Boulevard through lanes. The northbound ramp left-turn traffic is transitioned on to the westbound Broward Boulevard roadway at the west ramp terminal intersection (**Figure 7**).

Broward Boulevard Eastbound to 95 Express Southbound Improvements

- Barrier separation on the southbound entrance ramp that restricts Broward Boulevard eastbound right turn traffic from entering the express lanes via the new braided ramp for westbound to southbound 95 Express. Eastbound to southbound express lane traffic must continue to use the legacy HOV ramps via SW 22nd Avenue and SW 1st Street.
- Construct a combined dual intersection roundabout along SW 1st Street at SW 21st Terrace and the Connector Ramps to and from southbound 95 Express (**Figure 7**).

Park and Ride Lot Improvements

- Improvements to the Park-and-Ride facility that provide additional sidewalks for pedestrians, a covered waiting area for Express Bus users and improved circulation for vehicles by constructing roundabouts (**Figure 10**).

3.0 Methodology

The methodology used for evaluating sociocultural effects of the project have been established by following the guidance of FDOT's PD&E Manual, Part 2, Chapter 4, Sociocultural Effects Evaluation, effective June 14, 2017. The procedure for this Sociocultural Effects Evaluation process includes:

Step 1: Review Project Information. The ETDM programming screen summary was reviewed and summarized for each category and discussed in Section 6.0 under each respective resource. The Final ETDM Programming Screen Summary Report is included in Appendix A.

Step 2: Defining the Study Area. The study area was defined to include adjacent neighborhoods, setting a ¼ mile buffer around the project area.

Step 3: Prepare Community Information. The existing conditions, such as community boundaries, community desired features and demographics of the area within the buffer were analyzed and summarized in Section 5.0.

Step 4: Evaluate the Sociocultural Effects. The process for evaluation of the sociocultural effects includes identifying resources, evaluating feasible alternatives as well as the No Action Alternative, review issues stated in the ETDM report, assess direct and indirect effects, as well as the severity of impacts to the area.

Step 5: Identifying Solutions to Project Impacts. Potential solutions/enhancements will be reviewed from previous studies. Outreach for this project will focus on the most affected populations and neighborhoods. Methods to avoid, minimize, or mitigate project effects or enhancing the project will be recommended.

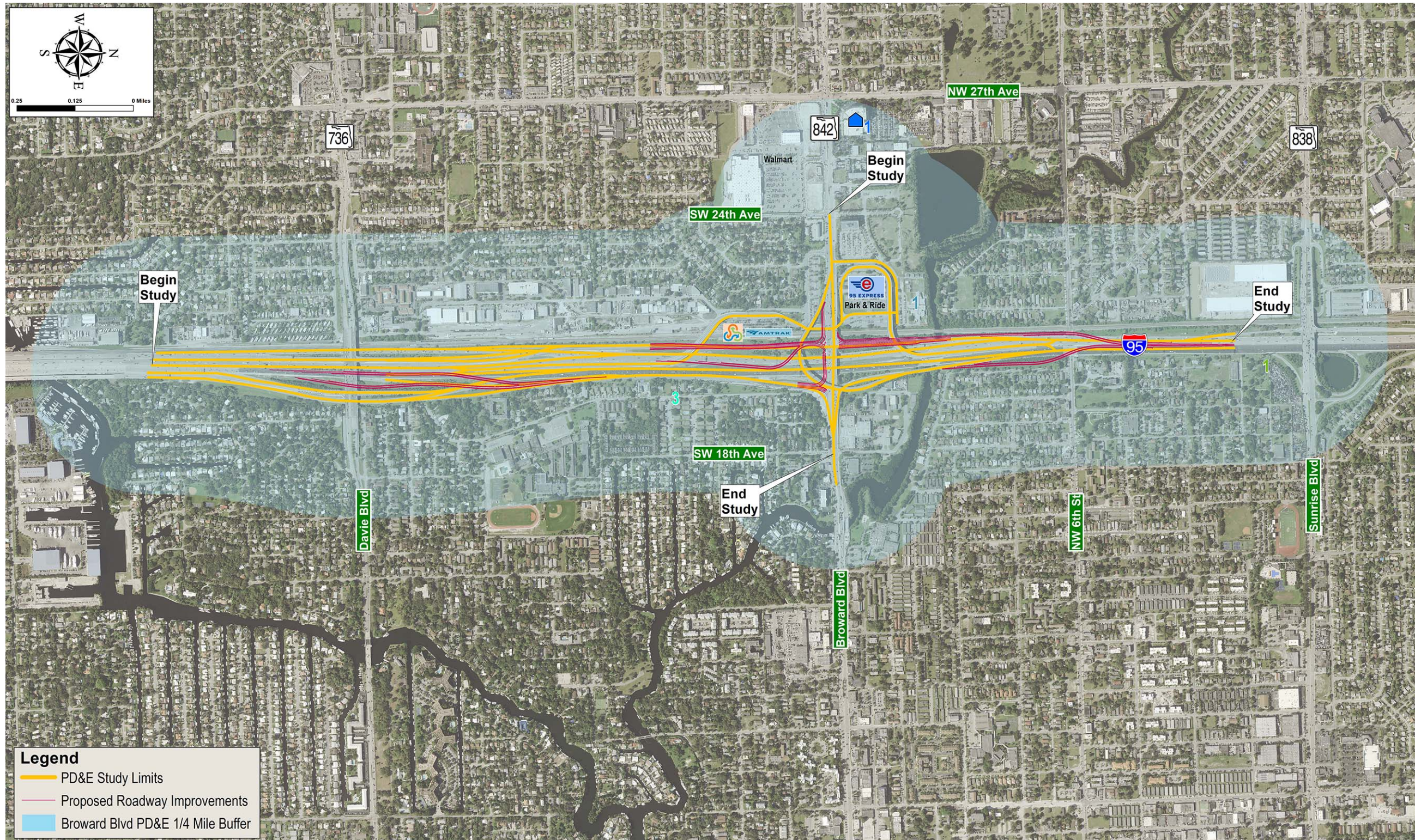
The data being reviewed for this sociocultural effects study are the 2015 ACS Block Group data and the 2010 ACS Blocks. The differences between the two data sets are that Census Blocks are the smallest geographic area for which the Bureau of the Census collects and tabulates decennial Census data; meanwhile Block Groups are the next level above in geographic hierarchy, which are a combination of Census Blocks that is a subdivision of a Census Tract. This allows a variety of data to different geographic sizes.

4.0 Study Area

The project limits extend along I-95 from south of Davie Boulevard to south of Sunrise Boulevard and along Broward Boulevard from NW 24th Avenue to east of NW/SW 18th Avenue. The study area was defined as ¼ mile buffer around the project limits, in accordance with Part 2, Chapter 4, Section 4.2.2 of the PD&E Manual, which recommends that the study area should be large enough to include underrepresented populations adjacent to the project limits. The rationale for using the ¼ mile buffer is tied to the limits along Broward Boulevard, which extend approximately ¼ mile east and west from I-95, and to ensure that residential neighborhoods on both sides of I-95 were included in the study area.

Figure 11 shows the study area limits that are described in this report.

Figure 11 | Sociocultural Effects Study Area (MAP TO BE UPDATED WITH NEW LIMITS AND ONLY BUFFER DISPLAYED)



5.0 Community Characteristics Summary and Map

5.1 Data Collection Methodology

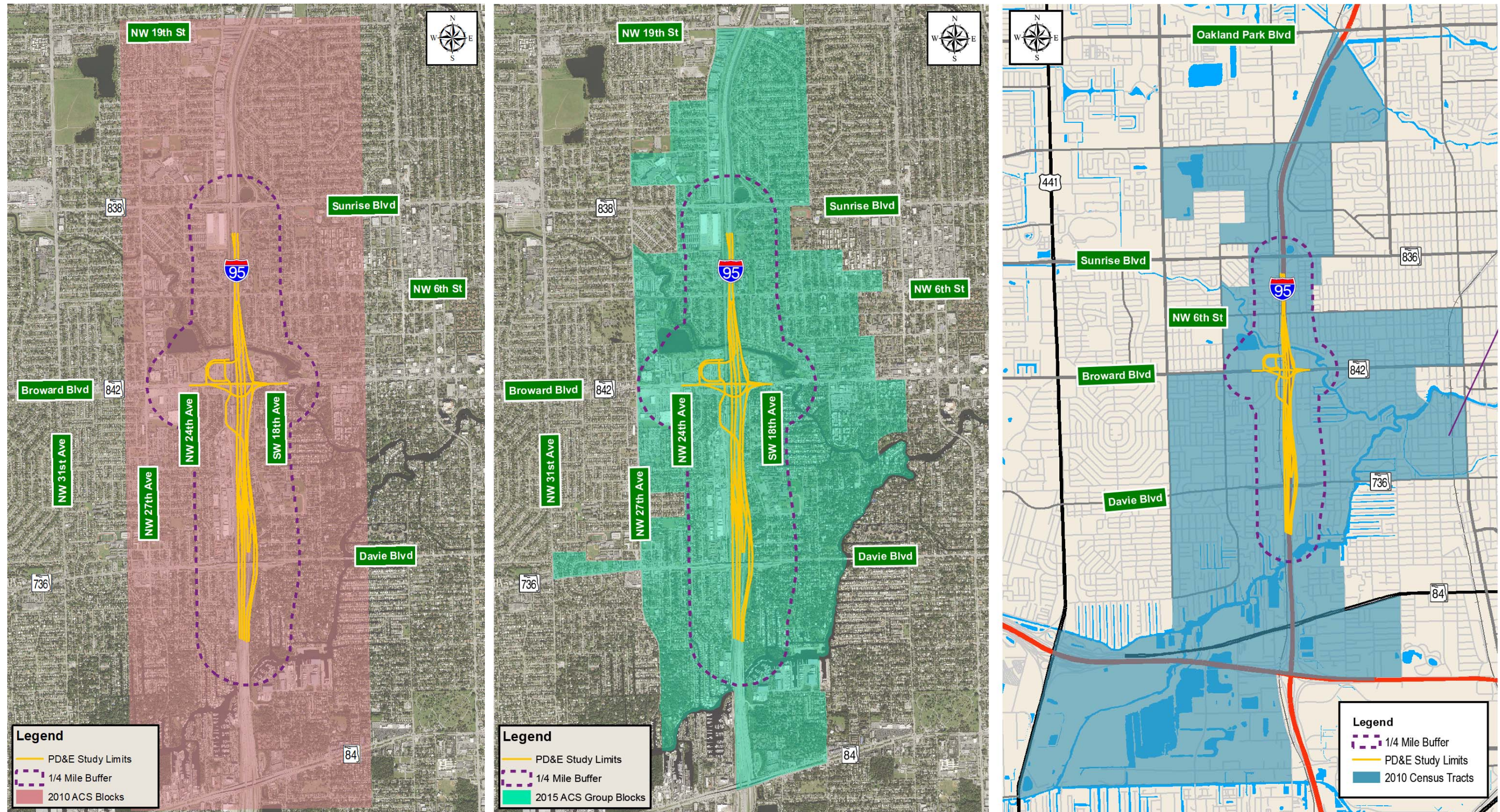
The ETDM Programming Summary Report that was initially created for this project depicted limits of only the east-west study area along Broward Boulevard (see **Figure 11**) and not the north-south limits along I-95 as shown in **Figure 10**. Since the study area of the project was extended further north and south along I-95, the data and analysis contained in this document were updated to reflect the characteristics of the community and facilities within the entire study area.

Community information collected for the study area describes the history, present physical and sociocultural characteristics, and future trends in the study area for use in identifying and assessing sociocultural effects. Information was organized and summarized for each SCE issue as it relates to specific communities and populations.

The ETDM Programming Summary Report was based on the 2010 decennial Census data. Additional information from the 2010 Census was collected for the expanded Study Area. The U.S. Census Bureau's (USCB) American Community Survey (ACS) which provides sample data collected from approximately 3 million addresses each year was the major source of information used to report the community's characteristics. As the ACS does not provided data by Block, Block Group data was used for this analysis. Census Tract data was also discussed in this report to bring attention to the general area for topics which were not discussed on the Census Block group and Census Block surveys. The Census Tract data expands farther than the study area so this data is to gain perspective of the employer industries in the area, as well as nationalities and Limited English Proficiency. **Figure 12** shows a comparison of the geographic coverage of each of these Census geographies, Block, Block Group, and Tract, relative to the study area boundary.

Geographic Information Systems (GIS) and other maps were used to identify communities and facilities within the study area. Planning documents for the City of Fort Lauderdale were also reviewed to verify that this project aided the comprehensive plan and was beneficial for the future of the area and city.

Figure 12 | Comparison of Census Geographies Relative to the Study Area Boundary (MAP BEING UPDATED WITH NEW LIMITS)



5.2 Social

5.2.1 Population

The 2015 ACS Block Group data shows that the population of the study area is 15,995, the population of Fort Lauderdale is over 173,000, and the population of Broward County is over 1.8 million people. The Broward MPO 2040 LRTP has estimated an increase of population by 12 percent, which would grow from 1.7 million in 2010 to 1.9 million by 2040. The same report estimated that there would be a 10.4 percent increase in jobs in the area between 2010 and 2040.

5.2.2 Demographics

5.2.2.1 Ethnicity

The area is composed of diverse ethnic groups. The 2011- 2015 ACS Data shows that study area has a higher percentage of minority, especially Black or African American, residents than either the City of Fort Lauderdale or Broward County. **Table 1** provides a comparison of the demographics of the study area to the City of Fort Lauderdale and Broward County. The study area also has a larger percentage of Hispanic population than Fort Lauderdale but it is still lower than the County’s Hispanic population. This information is illustrated in **Figure 13**.

Table 1 | Overall Demographics

Geographic Area	Study Area		City of Fort Lauderdale		Broward County	
Total Population	15,995		173,570		1,843,152	
White	6,536	40.9%	108,037	62.2%	1,154,135	62.6%
Black or African American	8,620	53.9%	55,652	32.1%	513,087	27.8%
American Indian and Alaska Native	42	0.3%	246	0.1%	4,446	0.2%
Asian	38	0.2%	2,311	1.3%	64,492	3.5%
Native Hawaiian and Other Pacific Islander	0	0.0%	111	0.1%	868	0.0%
Some Other Race	573	3.6%	3,869	2.2%	55,033	3.0%
Two or More Races	186	1.2%	3,344	1.9%	51,091	2.8%
Total Not White Population	9,459	59.1%	65,533	37.8%	689,017	37.4%

Figure 13 | Ethnicity



Source: 2011-2015 U.S. Census American Community Survey

5.2.2.2 Nationality

The study area's percentage of foreign born population, 27.18 percent, is higher than Fort Lauderdale's (23.27 percent) but lower than the County average of 32.2 percent. The data collected for the study area was Census Tract data from 2011-2015 ACS 5 year estimates. As illustrated in **Figure 12**, Census Tracts are a larger scale of recording Census data than of Block Groups and Blocks; thus this data is for an area larger than the defined study area. However, the smallest geography at which the 2011-2015 ACS survey for place of birth is tabulated is the Census Tract level.

5.2.3 Limited English Proficiency

The FHWA describes Limited English Proficiency, or LEP, as "individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English". The ACS 2011-2015 Census Tract level data identifying households that are linguistically isolated was reviewed to determine the LEP population within the study area.

Using data presented by the ACS for Census Tracts in 2015, it is estimated that 7.08 percent of people in the study area do not speak English very well; meanwhile 4.21 percent do not speak English at all. That is a combined total of 11.29 percent of people who speak less than very well in the study area. In comparison, Broward County has a percentage of 15.3 percent, and Fort Lauderdale has 11.3 percent who speak English less than very well.

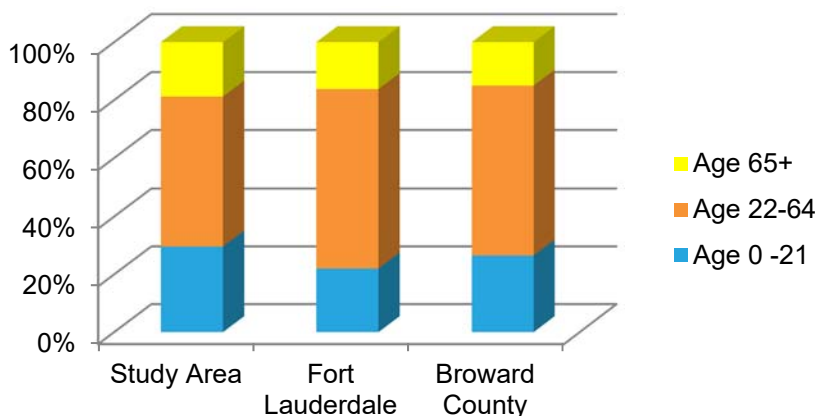
In the study area, 23 percent of the population speak Spanish, and 9 percent speak Indo-European languages. At each public meeting, individuals speaking Spanish are made available to assist any individuals in need of translation services to ensure that equal access to the project information is available.

5.2.4 Age Distribution

Age distribution of an area is one indication of its economic and income earning potential. A larger percentage of working-age residents (20 to 64) allow for greater income earning potential. Age data can also aid in the identification of areas that may have special mobility needs if there are higher concentrations of school-aged children under 16 and adults over 65. The data reviewed from the 2015 ACS shows that the average median age for the study area is 33.8, which is lower than that of Broward County's median age of 40 and Fort Lauderdale's median age of 42. **Figure 14** shows the age distribution for the study area, the City of Fort Lauderdale and Broward County.

Within the study area approximately 30 percent of the population is under 21, 51 percent is between the ages of 22 and 64, and 19 percent are 65 or older. Compared to the City of Fort Lauderdale and Broward County, the study area has a higher percentage of its population in the 21 and younger and the 65 and over age ranges. Both the City and the County have higher percentages of their population in the 22 to 64 age range. When looking more closely at children 17 or younger, the study area has a higher percentage of children in this age range (25 percent) when compared to both the City (18 percent) and the County (22 percent).

Figure 14 | Age Distribution



Source: 2011-2015 U.S. Census American Community Survey

5.2.5 Vehicle Ownership and Transportation

Vehicle ownership is an important trend to review in the study area. Identifying the potential project effects on mobility and accessibility to other means of travel than automobiles is important for minimizing the effects on the community. As an example, if a household does not have access to a vehicle, members of the household must rely on other forms of transportation means, such as friends, family or the public transportation system.

The study area data shows that 10.9 percent of households in the area do not have access to a vehicle. That is a higher percentage of households without vehicles than the County average of 7.66 percent and Fort Lauderdale’s average of 9.72 percent.

The most used form of transportation to work in the study area, as well as at both the City and County level, is driving alone in a car, truck or van. The study area does have a larger percentage of public transportation riders who use the service for means of transportation to work, 7.25 percent, than of Fort Lauderdale’s 5.18 percent, and Broward County’s 3.06 percent.

5.2.6 Households

To examine household data, information from both the 2010 and 2015 Census data sets was required. Since the 2010 data is available at the Block level, it is more precise to the study area and shows a total of 4,021 households. As previously discussed, the 2015 ACS data is available at the Block Group level, which is larger, and therefore includes a larger number of households, 4,696.

In 2010, the study area consisted of 58.3 percent of family households, which is lower than Broward County at 63.3 percent and higher than the City of Fort Lauderdale at 47.6 percent family households. Data from the 2015 ACS is not provided for this measure since the smallest geographic unit is the Census Tract, which provides data for a significantly larger area than the defined study area.

5.2.7 Occupancy and Tenure

Block Group data from 2015 ACS shows that 18.1 percent of households were vacant in the study area. Household vacancy was slightly higher in the study area than in Broward County as a whole, which was at 17.7 percent in the year 2015. However this percentage is lower than the vacancy experienced in Fort Lauderdale, 22.1 percent, for the year 2015.

In the study area, 40.1 percent of the households were owner-occupied in the year 2015. This is a smaller percentage of owner-occupied households compared to both the County and the City of Fort Lauderdale, which had estimated owner-occupancy percentages of 63.5 and 52.3, respectively.

5.2.8 Community Facilities

Community facilities provide a focal point for neighborhoods and communities, as well as providing services to the surrounding areas. Community facilities in an area are public and private schools, religious facilities, community centers, parks, police and fire services, medical facilities, historic places, as well as other public facilities such as post offices and libraries.

Table 2 lists the schools, parks and religious facilities found within the study area. In addition to these there are two community centers, one cemetery, one convention center, one public safety building that houses the Broward County Sheriff, and one correctional facility in the area. The location of all of these facilities is provided in **Figure 15**. Historic places are identified and discussed in more detail in the Cultural Resources Assessment Survey document, and include Woodlawn Cemetery (recently listed on the National Register of Historic Places), the Seaboard Air Lines (CSX) Railroad, and the Seaboard Air Lines Railroad Station.

Figure 15 | Community Facilities in the Study Area

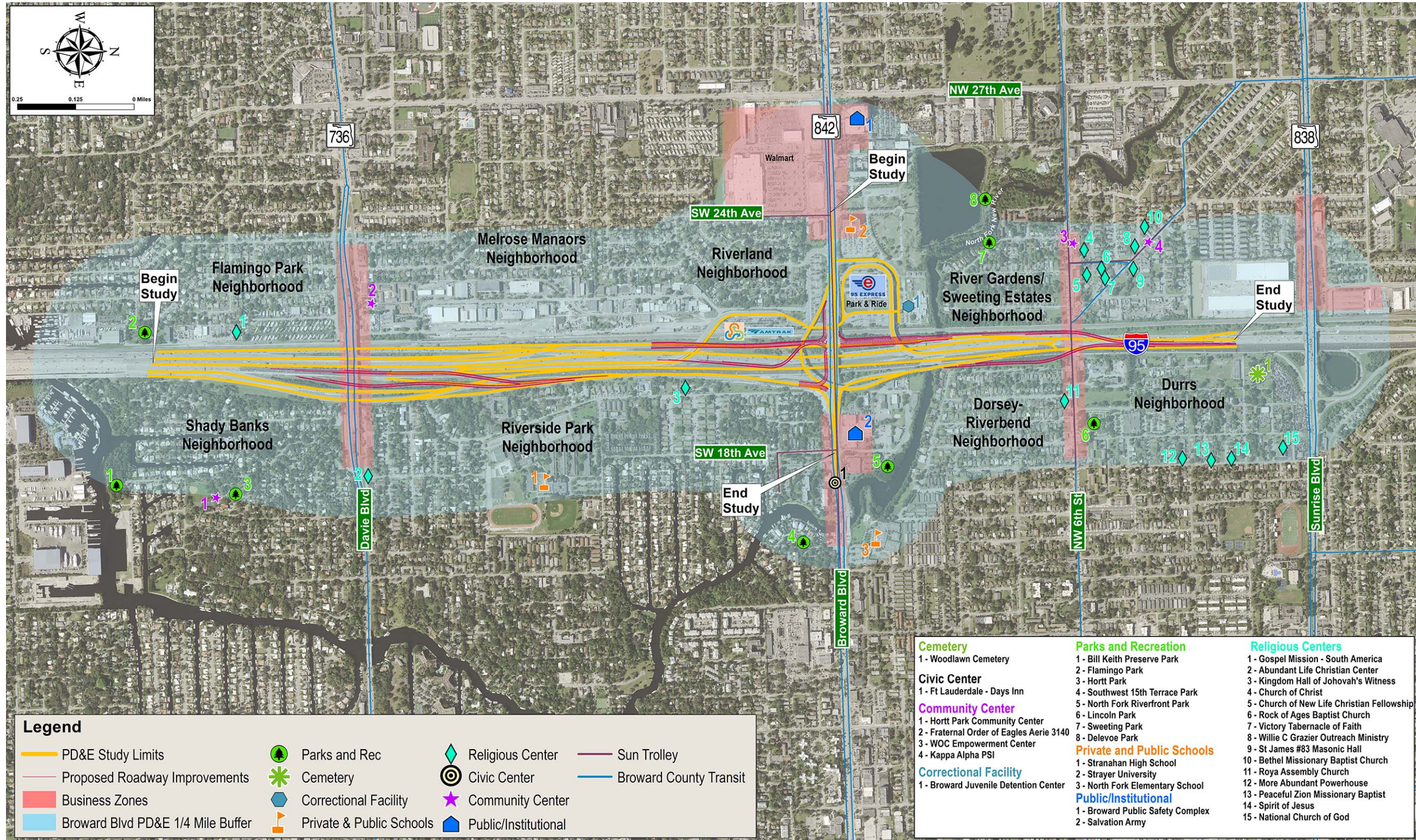


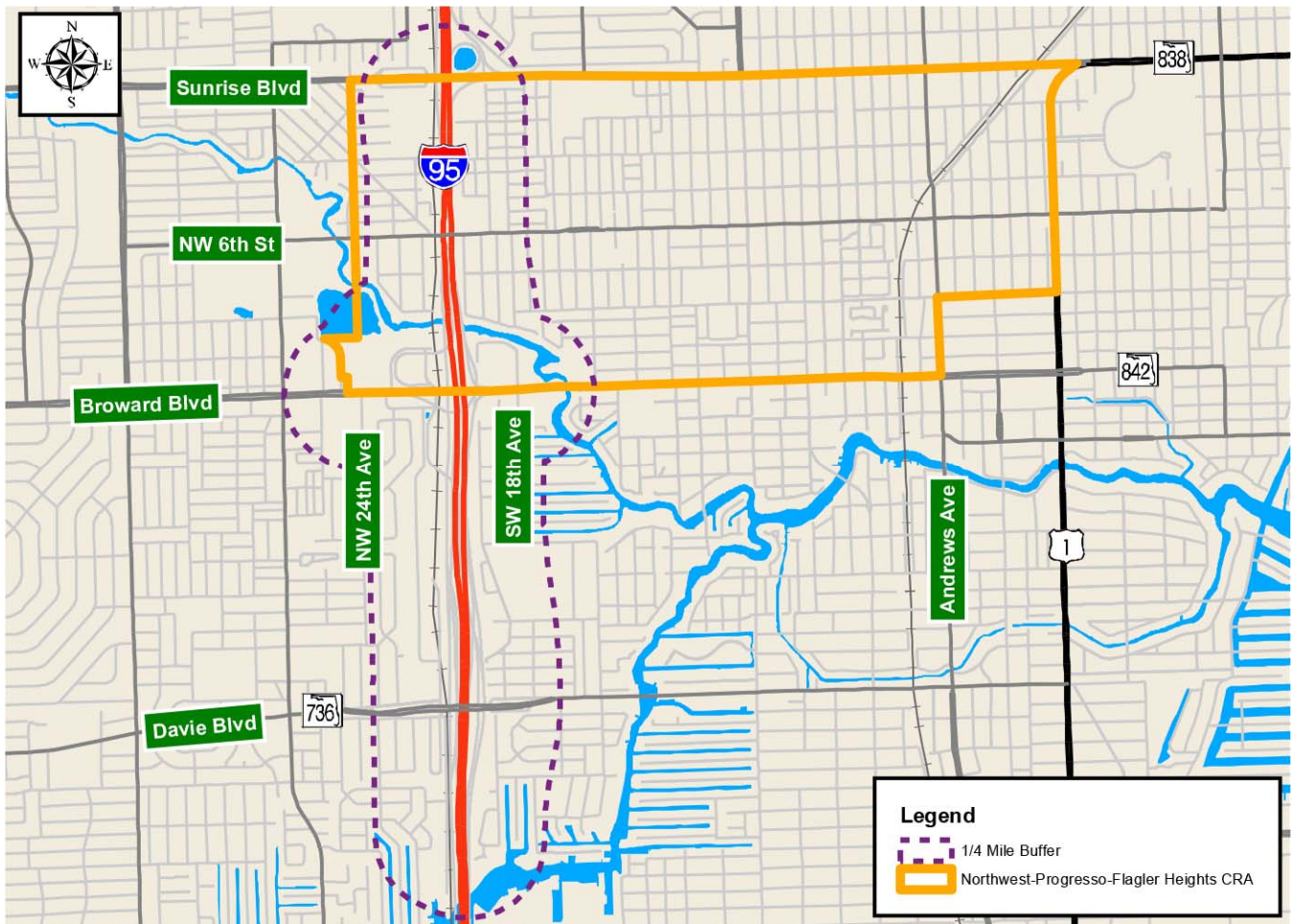
Table 2 | Community Facilities

Community Facilities - Schools	
<u>Public</u>	<u>Private</u>
Stranahan High School	Strayer University
North Fork Elementary School	
Walker Elementary School	
Community Facilities - Parks	
Delevoe Park	Lincoln Park
Hortt Park	Bill Keith Preserve Park
Flamingo Park	Sweeting Park
North Fork Riverfront Park	Southwest 15 th Terrace Park
Community Facilities – Historic Places	
Woodlawn Cemetery	Seaboard Air Lines (CSX) Railroad
Seaboard Air Lines Railroad Station	
Community Facilities – Religious Facilities	
Abundant Life Christian Center	Bethel Missionary Baptist Church
Royal Assembly Church	Peaceful Zion Missionary Baptist Church
National Church of God	Gospel Mission – South America
Church of Christ	Rock of Ages Baptist Church
Church of New Life Christian Fellowship	Willie C Frazier Outreach Ministry
Kingdom Hall of Jehovah’s Witness	More Abundant Powerhouse
Victory Tabernacle of Faith	Spirit of Jesus
St. James #83 Masonic Hall	

5.2.9 Community Redevelopment Agencies

There is one Community Redevelopment Agency (CRA) in the study area. This CRA is referred to as the Northwest-Progresso-Flagler Heights (NWPF) CRA. The NWPF CRA is located between Sunrise Boulevard on the north, Broward Boulevard on the south, the City corporate limits on the west, and Federal Highway on the east; except for the portion lying south of N.E. 4th street and east of Andrews Avenue between Broward Boulevard and Federal Highway, and is depicted in **Figure 16**. The CRA’s purpose is to prevent the spread of blighted areas. The goal is to positively impact the quality of life of the residents in the CRA area, eliminating slum and blight, through the implementation of the CRA’s redevelopment plan. Aiming to expand economic opportunities in the area as well as fostering a dynamic and vibrant commercial and residential environment.

Figure 16 | Northwest-Progresso-Flagler Heights CRA Boundary



5.2.10 Community Cohesion

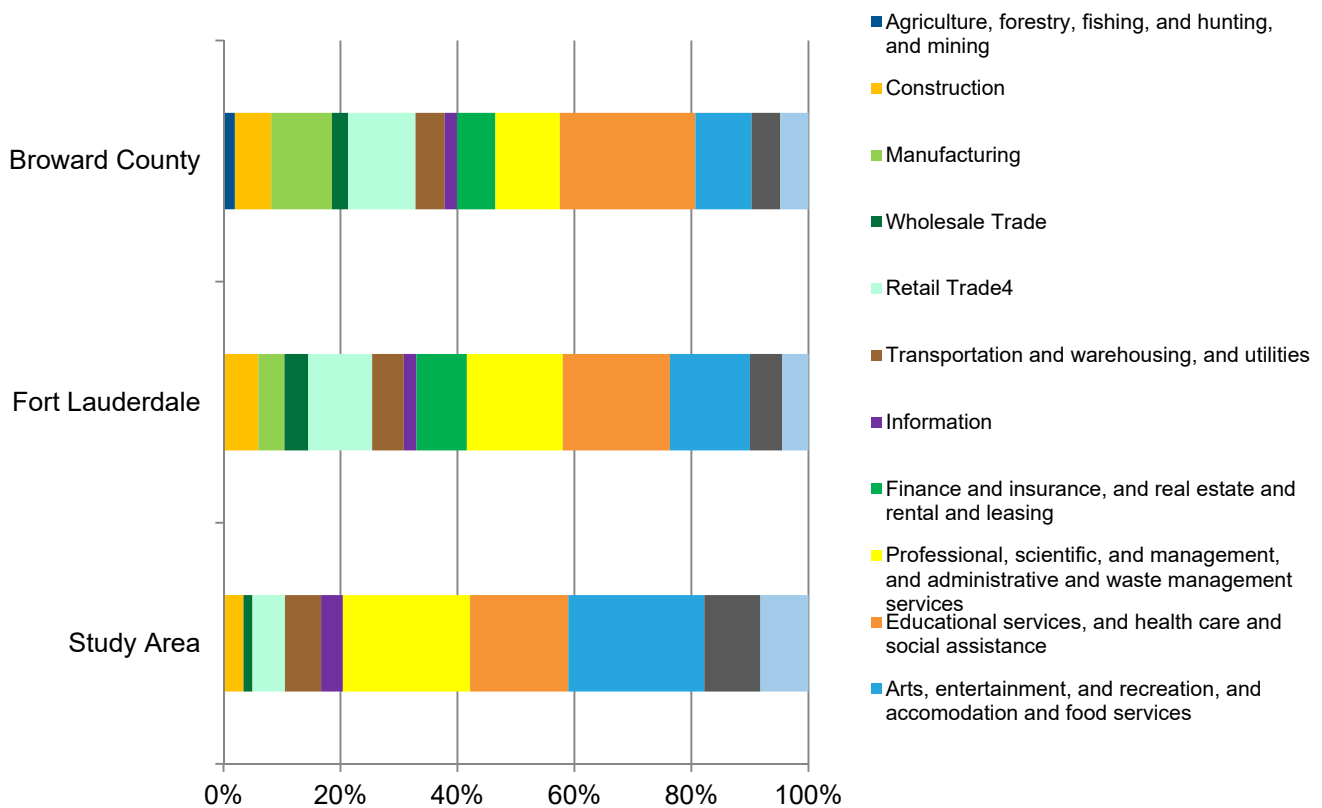
Community cohesion is the sense of place residents feel within their community, and where there is quality interaction between the members of the community in participation or gathering in local facilities and/or activities. Cohesive communities have characteristics such as long-term residency, interaction among neighbors, participation in organizations, long-serving community leadership. Community cohesion can span a single neighborhood, multiple neighborhoods, or even a small town. I-95 was constructed over 30 years ago and at that time created a division between the communities on the east and west sides of it. The SFRC, which was constructed as the Seaboard Air Line Railroad in the 1920s, and the North and South Forks of the New River, separated communities in the study area prior to the construction of I-95. The proposed improvements are within existing FDOT rights-of-way and will not further impact the existing community cohesion.

5.3 Economic

5.3.1 Labor Force and Occupations

Data from the 2011-2015 ACS 5 year estimate for Census Tracts (414, 427, and 428) was analyzed to understand the labor force and occupations in the study area. The data (see **Figure 17**) shows that the major industry in the study area is “Arts, entertainment, and recreation, and accommodation, and food services”. The major industry for Fort Lauderdale and Broward County is “Educational services, and health care and social assistance”.

Figure 17 | Labor Force and Occupations



Source: 2011-2015 U.S. Census American Community Survey

5.3.2 Employers

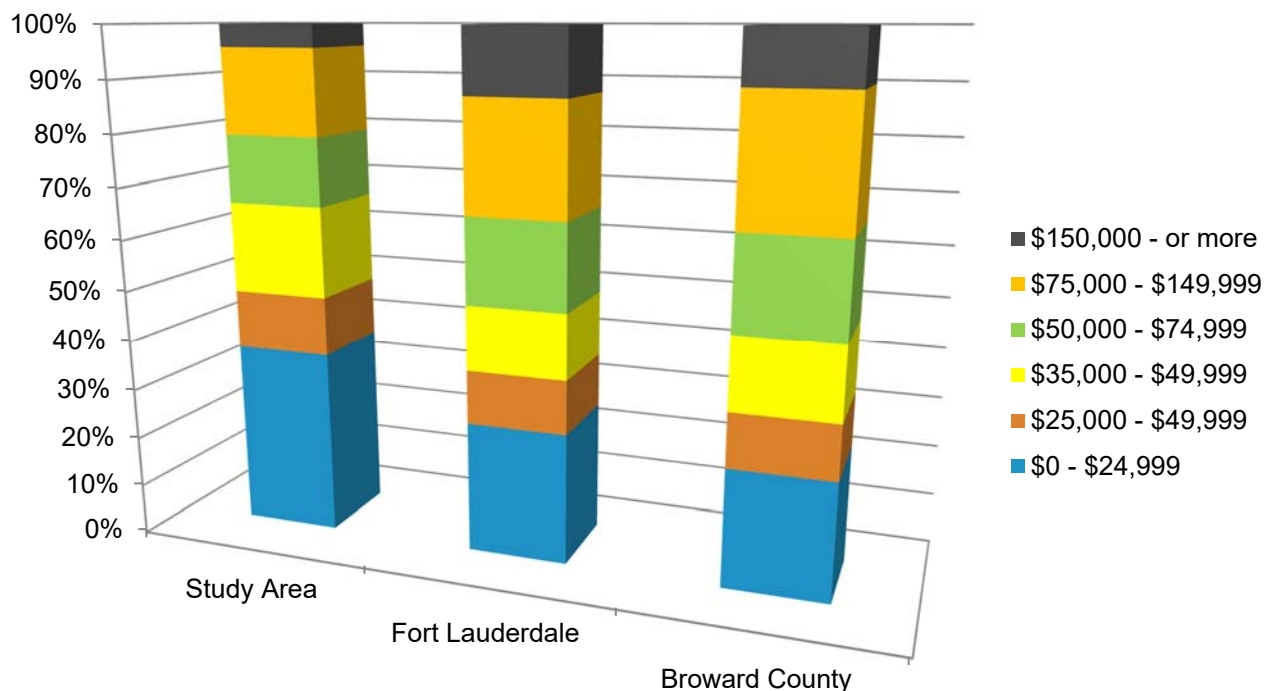
An existing business inventory was completed in 2017 for this study and is contained in **Appendix B**. The study area contains a variety of commercial, office, and industrial uses. To the west of I-95 the large employers of the area are Walmart, Strayer University, Broward Public Safety Complex, and the Broward Juvenile Detention Center. To the east of I-95, the large employer in the study area is the Salvation Army. The area contains a variety of local businesses in the industrial area along I-95.

5.3.3 Income

The study area varies greatly in land uses and economics. Reviewing the 2015 ACS, the data shows that the study area is below the City and County level of average median household income. The data indicates that the study area’s average median household income is \$37,492, meanwhile, Fort Lauderdale’s is \$46,089 and Broward County’s is \$51,968.

Poverty level is relatively high in comparison to the City and County as well, with the study area having a poverty level of 34.76 percent, Fort Lauderdale’s at 20.63 percent and Broward County’s at 14.55 percent (see **Figure 18**).

Figure 18 | Household Income



Source: 2011-2015 U.S. Census American Community Survey

5.4 Land Use

5.4.1 Existing Land Use

The study area contains a variety of existing land uses, ranging from single family homes to commercial and industrial uses. As further described below, the study area is also home to several large employers and public uses. Community facilities, such as parks and religious institutions, are integrated

throughout the study area. The project limits are within the incorporated area of the City of Fort Lauderdale, in Broward County.

Beginning from the west of I-95 at the southern point of the study area, south of Davie Boulevard, the study area consists of industrial zones adjacent to I-95. This industrial zone abuts neighborhoods comprised primarily of single family homes. There are commercial uses located on both the north and south sides of Davie Boulevard, located immediately adjacent to Davie Boulevard or the frontage road. Going north past Davie Boulevard, the industrial area remains adjacent to I-95, with single family homes and some low-rise apartments neighboring the industrial zone.

Along Broward Boulevard to the west of I-95, lie the majority of large employers of the area, including Wal-Mart, Strayer University, Broward County Public Safety Complex and the Broward Juvenile Detention Center. The newest development in this area is the Riverland Marketplace, where the Wal-Mart is located, on the corner of Broward Boulevard and Riverland Road.

The SFRC runs adjacent to I-95, with the access to the Tri-Rail / Amtrak Fort Lauderdale station provided from Broward Boulevard. The station's passengers arrive either via bus or vehicles, including taxis and ride-share services. Train passengers who arrive in their private vehicle are offered parking in several locations adjacent to the station. To the north of the Tri-Rail station is a Park-and-Ride lot that can be utilized by train passengers and is primarily utilized by passengers of the 95 Express Bus that offers service to downtown Miami and the Civic Center area of Miami from this location.

To the north, from Broward Boulevard to Sunrise Boulevard the land uses are similar, with single family homes, low-rise apartments, small businesses, and warehouse space. The non-residential uses in this area are located adjacent to the SFRC. A small portion of the study area extends north of Sunrise Boulevard and the existing land uses here are similar to the rest of the study area. There are a few commercial uses along Sunrise Boulevard and a public storage facility adjacent to the rail corridor. The remainder of the area is used for residential, predominantly single family homes.

Continuing the review of the eastern half of the study area just south of Davie Boulevard, east of I-95 are single family homes as well as commercial uses on Davie Boulevard. In between Davie Boulevard and Broward Boulevard there is a mixture of land uses, including single family homes and low-rise apartments. A large portion of the area consists of Stranahan High School. Just north of Stranahan High School, the land uses return to single family and low-rise apartments.

Along Broward Boulevard, to the east of I-95, there are office, commercial and residential areas. In the study area, the north side of Broward Boulevard contains a Salvation Army Rehabilitation Center as well as a Salvation Army Super Store; the south side of Broward Boulevard contains a mix of single family homes and low-rise apartments neighboring the commercial uses. There is also a hotel located on the south side of Broward Boulevard within the study area, a Days Inn.

To the north of Broward Boulevard, along the east side of I-95, a similar land use pattern continues. The predominant use in the area is residential, primarily single family homes, although there are several low-rise and public housing apartment buildings within this area. There are several commercial

uses located along NW 6th Street/Sistrunk Boulevard and Sunrise Boulevard within the study area. Other notable non-residential uses are:

- the City of Fort Lauderdale's Sustainable Development Center and its associated park, located north of NW 6th Street/Sistrunk Boulevard between NW 19th Avenue and NW 18th Avenue; and
- Woodlawn Cemetery, located between I-95 and NW 19th Avenue on the north side of NW 9th Street.

To the north of Sunrise Boulevard on the east side of I-95, there are commercial uses fronting Sunrise Boulevard. Behind these commercial uses are single family homes.

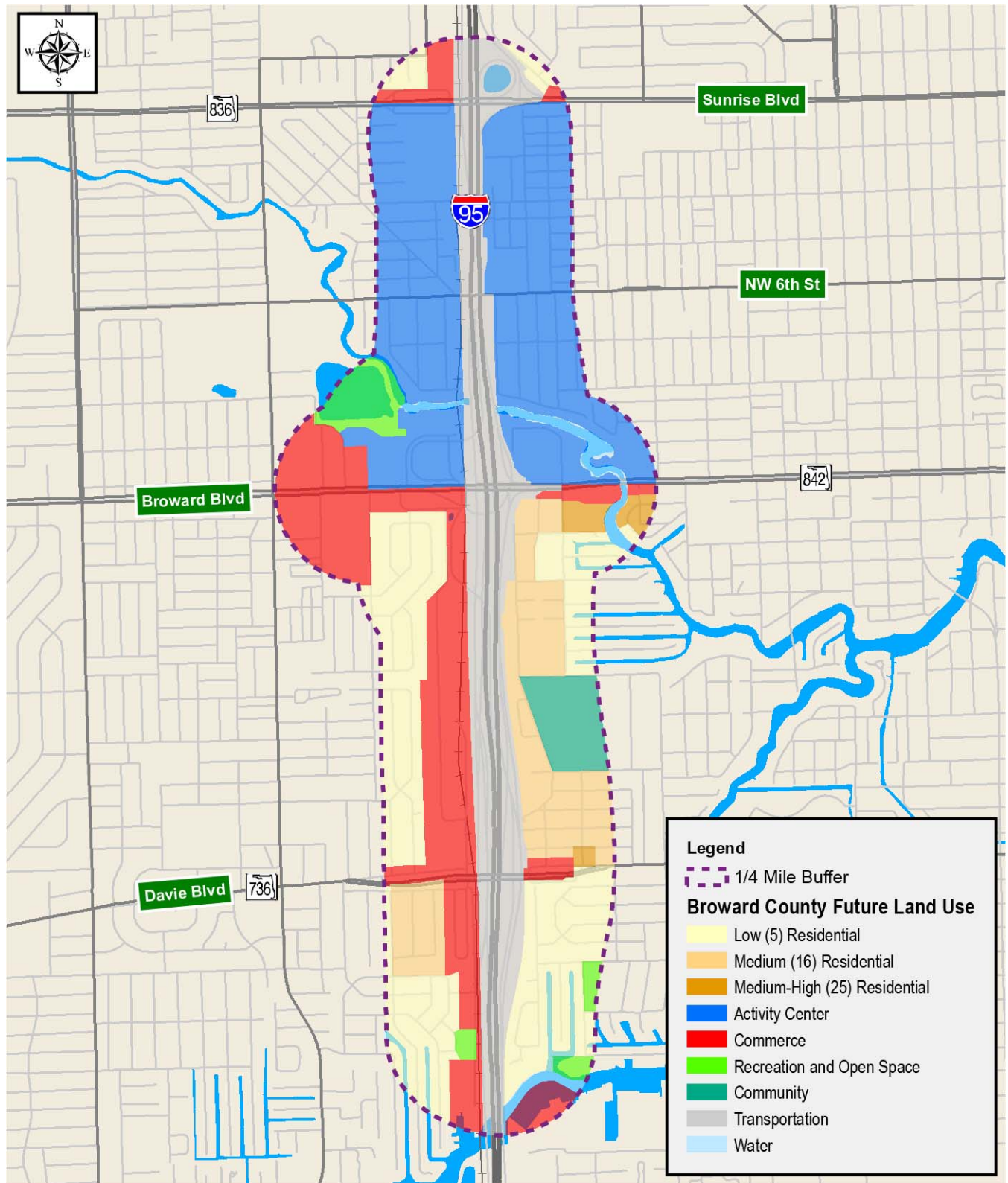
5.4.2 Future Land Use

Future Land Use is controlled by the Broward Planning Council's Land Use Plan. Each city adopts its own comprehensive plan that must be consistent with the Future Land Use assigned by the Planning Council. The project area is built out and there are no major expected changes to the land use patterns beyond the existing land uses.

A portion of the project area is located in the Northwest Regional Activity Center (NWRAC), a City of Fort Lauderdale Future Land Use designation. The boundaries of the NWRAC are Broward Boulevard to Sunrise Boulevard and the FEC Railway to SW/NW 24th Avenue. Within the project area, the NWRAC encompasses the area between Broward Boulevard and Sunrise Boulevard both east and west of I-95. The goal of the NWRAC is to promote a mixture of uses that encourage active pedestrian friendly environment, preserve the cultural diversity in the area, and conserve the residential neighborhoods.

Figure 19 illustrates the Future Land Use designations in the study area. The areas adjacent to I-95 and the major arterials are predominantly Commerce or Activity Center (NWRAC), with the exception of the lands located on the east side of I-95 south of Broward Boulevard, which are designated for residential use. The majority of the residential lands are designated Low Residential with a maximum density of five units per acre. The next most prevalent residential land use is Medium Residential with a maximum density of 16 units per acre. There are small pockets of Medium-High Residential adjacent to Broward Boulevard and Davie Boulevard on the east side of I-95 that permit a maximum density of 25 units per acre. Other Future Land Use designations in the study area include Recreation and Open Space, Community, and Transportation.

Figure 19 | Future Land Uses in the Study Area



5.5 Mobility

5.5.1 Modal Choices

This area functions as a critical connection point to an array of travel options. **Figure 3** illustrates the various parking areas and transit services that utilize the study area.

Broward County Transit, the public transit authority in Broward County, has three bus routes (Routes 9, 22, and 81) that run on Broward Boulevard. Route 22 circulates within the Park and Ride lot that is located in the northwest quadrant of the interchange and stops at a total of six bus stops within the Park and Ride lot. Routes 9 and 81 have bus stops located on Broward Boulevard. Miami-Dade Transit (MDT) runs the 95 Express Bus service from the Broward Boulevard Park and Ride lot to Downtown Miami on weekdays during the AM/PM peak hours. There are multiple stops within the Park and Ride for 95 Express, including a stop in front of the train stations.

The FDOT owns the 67-mile SFRC that passes through the study area. This facility is the historic Seaboard Air Lines (CSX) Railroad that is eligible for listing on the National Register of Historic Places and is further discussed in the Cultural Resources Assessment Study. A number of passenger and freight services operate on this railroad including Tri-Rail, a commuter rail line managed by the South Florida Regional Transportation Authority (SFRTA) that provides service from Miami-Dade to Palm Beach County; Amtrak, a private national passenger rail service; and freight services operated by CSX.

Tri-Rail provides three commuter buses from the Ft. Lauderdale Station; Commuter Connectors 1, 2, and 3. Commuter Connectors 1 and 2 run on the weekdays while 3 only runs on the weekends. All three commuter buses provide service to the downtown area and circulate south of Broward Boulevard.

Sun Trolley is a free trolley service that provides routes throughout Fort Lauderdale. Sun Trolley has two routes with a bus stop in front of the train stations at the Park and Ride lot; the Neighborhood Link and the NW Community Link. As its name indicates, the NW Community Link provides service northwest of the Broward Boulevard Interchange meanwhile the Neighborhood Link provides service to the east and the west of the interchange.

The Park and Ride facilities consist of five lots as shown in **Figure 3**. Three of the parking areas are located north of Broward Boulevard and are for general use, including 95 Express passengers and carpools. There are two smaller lots located south of Broward Boulevard. One lot is for 95 Express passengers and the other lot, which is located directly in front of the station building, is dedicated to and Tri-Rail and Amtrak passengers. This lot is relatively small compared to the amount of passengers that commute on the train and many Tri-Rail customers overflow into the parking areas located further north, including those located on the north side of Broward Boulevard.

Pedestrians can access sidewalks throughout all of Broward Boulevard and use sidewalk facilities within the Park and Ride Lots. The only crosswalks available to cross Broward Boulevard are located at SW/NW 24th Avenue and at SW/NW 18th Avenue. Passengers connecting to these routes have a

lengthy walk from the Park and Ride lots to the bus stops and vice versa. There are crosswalks located at various points throughout the Park and Ride lots. There are no pedestrian facilities on I-95.

5.5.2 Traffic Patterns

I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. I-95 is part of the SIS and the National Highway System. In addition, I-95 is designated as an evacuation route along the east coast of Florida.

The typical section of I-95 within the study area varies. From the Davie Boulevard Interchange to SW 5th Pl. the typical section of I-95 is an eight-lane facility comprised of three General Purpose Lanes in each direction and one Special Use Lane (previously designated for HOV use and in transition to managed toll lanes) in each direction. From the vicinity of SW 5th Place, where the northbound CD road ramp system merges traffic from I-595 into the General Purpose Lanes, and through to the Sunrise Boulevard Interchange, I-95 is a 10-lane facility comprised of four General Purpose Lanes in each direction and one Special Use Lane in each direction. I-95 has a posted speed limit near the Broward Boulevard Interchange of 65 mph.

The Broward Boulevard Interchange is currently a diamond interchange. Broward Boulevard is a six lane east-west arterial. Within the project limits, Broward Boulevard is functionally classified as a Divided Urban Principal Arterial with a posted speed limit of 40 mph. Broward Boulevard from I-95 to NE 3rd Avenue is a designated SIS Connector providing access to the Greyhound Bus Station located just east of NW 2nd Avenue in Fort Lauderdale. The Broward Boulevard Interchange currently provides direct connect HOV access with a southbound entrance ramp from Broward Boulevard onto I-95, and a northbound exit ramp from I-95 to Broward Boulevard.

5.5.3 Public Parking

Public parking in the study area is limited to the facilities provided in the Park-and-Ride lot and street parking provided along NW 6th Street/Sistrunk Boulevard. All other parking areas are part of private developments and are not available for public parking.

5.6 Aesthetic Effects

Aesthetics is the perception of what is pleasing to the visual, auditory, and olfactory senses. For the purposes of this SCE, it refers to the collective community vision of what constitutes a pleasing environment. Civic pride is often associated with the aesthetic qualities of a community. These qualities make a community unique among its neighbors and special to its residents.

Opinions regarding aesthetic qualities are highly subjective and vary within the community. However, resources that are generally considered to contribute to the aesthetic quality of a community include street trees, scenic views, parks, green spaces, water features, historic structures, local landmarks, and cultural resources. Those structures or features that elicit negative reaction generally include landfills,

automobile salvage yards, and abandoned buildings or deteriorating structures. The following section describes the existing noise and visual resources in the study area.

5.6.1 Noise/Vibration

During the ETDM screening, noise was rated as a minimal effect of the project. This was primarily due to the existence of sound barriers along the entire eastern limits of the project, as well as the addition of new sound barriers being constructed adjacent to River Gardens/Sweeting Estates (a part of the I-95 Express Lanes Phase 3A-1 project). From the North Fork of the New River to SW 6th Street, there will be a 22 foot tall ground mounted sound barrier to the west of the railroad tracks. There will also be an 8 feet shoulder mounted sound barrier along the southbound I-95 shoulder of equal length.

A traffic noise study was conducted in accordance with Title 23 CFR 772, Procedure for Abatement of Highway Traffic Noise and Construction Noise (dated March 2018) and also references Chapter 18 of Part 2 of the PD&E Manual entitled Highway Traffic Noise (dated June 14, 2017). The noise sensitive sites potentially impacted by the project improvements were identified and classified by FHWA's Noise Abatement Criteria (NAC) Activity Categories. The noise sensitive sites evaluated for potential noise impacts due to the planned improvements along I-95 include:

- Single and multi-family residences east and west of I-95 (Activity Category B);
- One recreational/cemetery area (Activity Category C); and
- One place of worship buildings (Activity Category D).

FHWA's Traffic Noise Model (TNM) Version 2.5 (February 2004) was used to predict future traffic noise levels at the representative noise sensitive sites potentially impacted by the project and to analyze the effectiveness of noise barriers. The existing traffic noise levels were taken from a previously completed PD&E study for SR-9/I-95 from Stirling Road to North of Oakland Park Boulevard, which was completed in 2013. The study area is currently under construction for improvements to the 95 Express Lanes and therefore would not be representative of typical existing conditions. The results from this prior PD&E study are considered to be valid since the same model is being used and the existing highway and traffic conditions have not changed significantly since the completion of that study.

The TNM 2.5 predicted noise levels and the other referenced noise levels in this report represent the hourly equivalent sound level [Leq(h)]. Leq(h) is the steady-state sound level, which contains the same amount of acoustic energy as the actual time-varying sound level over a one-hour period. Leq(h) is measured in A-weighted decibels [dB(A)], which closely approximate the human frequency response.

5.6.2 Visual Resources

There are no Scenic Highways or significant viewsheds within the project area. The area is urban in nature and views are interrupted by above-ground utilities, elevated roadways, billboards, and other similar obstructions. There are however, several parks and open space areas and mature landscaping exists throughout the study area. The initial study area for visual impacts was based on the same ¼ mile buffer used for other social issues and shown in **Figure 11**. Following field reviews and a review of

the proposed improvements, three specific areas were selected for further analysis. The following sections describe the existing conditions and the process by which the four areas were selected for additional analysis.

5.6.2.1 Data Collection and Local Plans

Aerial maps overlaid with the proposed improvements were utilized to identify potential areas of visual impacts. These initially included all of the areas adjacent to proposed elevated roadway improvements, as shown in **Figure 20**. Field reviews were conducted to determine existing views from project-adjacent areas.

In addition to mapping data, local plans, including the City and County comprehensive plans and the NWPF CRA Plan, were reviewed for information related to the study area. Information from these plans is summarized below.

City of Fort Lauderdale Comprehensive Plan

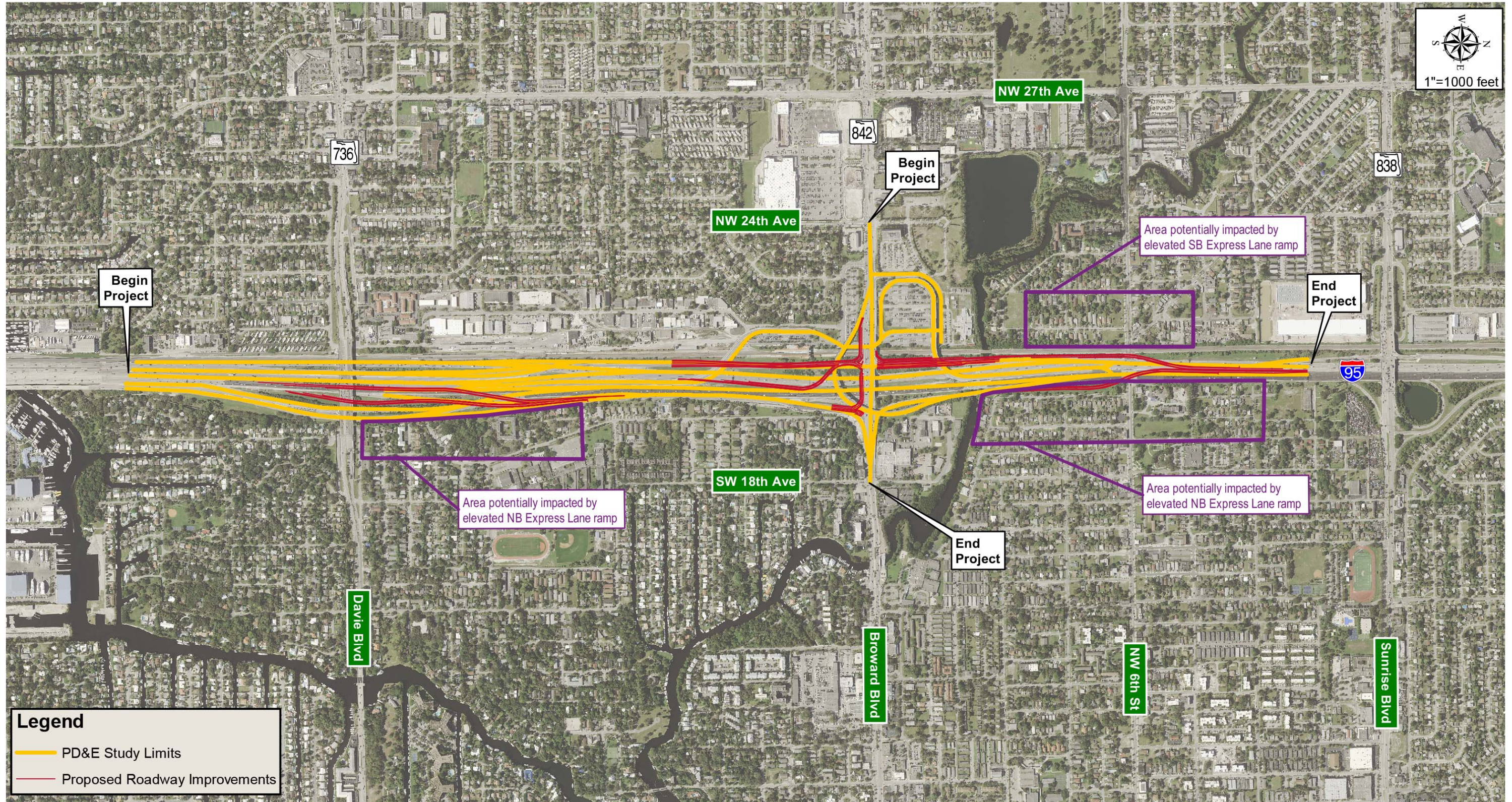
Housing Element, Policy 1.2.2 – “Improve aesthetics of selected roadway vistas through the development of corridor plans that include planting of trees and other visual accents.”

Parks and Recreation Element, Objective 2.1 – “The City shall improve its visual attractiveness as possible, both through positive measures of orderly development and beautification as well as consistent efforts to avoid, remove, or diminish the impact of unsightly features.”

Northwest-Progresso-Flagler Heights Community Redevelopment Plan

There are no specific objectives or policies in this plan related to visual resources. The focus on the plan is improving infrastructure and encouraging development and investment within the CRA boundaries. The Plan also focuses on preserving existing neighborhoods and expanding housing opportunities. No policies in the plan that specifically address visual or aesthetic issues.

Figure 20 | Elevated Roadway Improvement Areas



Broward County Comprehensive Plan

Similar to the CRA Plan, there are no specific policies in the County's Comprehensive Plan that address visual resources or viewshed protection. There are several policies related to I-95 and those are shown below.

Transportation Element, Policy 3.4.18 – “Recognizing the growing need for regional connectivity, coordinate with the FDOT, appropriate municipalities, the MPO and the SFRTA to continue implementing strategies to maintain Level of Service Standards on the SIS/FISH, including strategies to facilitate local traffic to use alternatives to the SIS/FIHS as a means of protecting interregional and intrastate functions. Among the strategies that Broward County will continue to help implement are:

3. Support interchange improvements, where appropriate, on I-95, I-595, I-75 and Florida's Turnpike mainline.

9. Continue to support measures that will alleviate noise levels along federal and state transportation roadways, particularly in planning, designing, and implementing new roadways, expanding existing roadways, and/or significantly altering the alignment of existing roadways.”

5.6.2.2 Affected Viewers and Sensitivity

This section will discuss the viewer groups which may have their views affected due to the proposed construction of new ramps. These viewer groups include residents, businesses, and transportation users, including drivers, bus and train passengers and bicyclists.

Viewer sensitivity is the extent the visual environment affects a viewer group. Low viewer sensitivity results when a group is not for the most part concerned about the view, or when few viewers experience a definite view. High viewer sensitivity occurs when there are many people with a frequent view or for a long period of time, and are concerned about the impact to their view. The level of concern is a particular response that is due to factors such as the aesthetic character in nearby landscape, the activity the viewers are involved in, their interests, expectations, and ideals.

Residents

Residents of the neighborhoods immediately adjacent to I-95 are an important viewer group. The residential areas located south of Broward Boulevard on the east side of I-95 have low viewer sensitivity as there is ample landscaping provided to block the views of I-95 from their homes. Similarly, the residential areas located to the west of I-95 and south of Broward Boulevard are separated from the highway by business and industrial uses that block their direct line of sight of any of the existing or proposed improvements; therefore, this residential group also has low viewer sensitivity.

The residential areas north of Broward Boulevard on both the east and west sides of I-95, especially south of Sistrunk Boulevard/NW 6th Street have high viewer sensitivity. The reasons for this level of viewer sensitivity is the direct line of sight these residences have to I-95, their frequency in the area and their sensitivity to the neighboring aesthetics. There are no significant buildings to block their views.

Their current views of SR 9/I-95 are limited by landscaping within the FDOT right-of-way, some of which were destroyed by a recent hurricane.



Businesses/Industrial Uses

Employees and business owners in areas adjacent to I-95 have high exposure to the project improvements but are likely to be focused on their activity and less aware of their surroundings. Many of these areas are already open to views of I-95 and the proposed improvements are not out of character of the existing views. It is anticipated that their sensitivity is low. This will be confirmed through public outreach efforts leading up to the Public Hearing scheduled for June 12, 2018.

Transportation Users

Drivers and bus passengers are the only viewer group with views from I-95. This viewer group would have a high awareness to this project. Drivers, bus passengers and bicyclists on local roadways would also have a view from those roadways that cross over or under I-95 in the project area, such as Davie Boulevard, Broward Boulevard, Sistrunk Boulevard/NW 6th Street and Sunrise Boulevard. Similarly, train passengers using Tri-Rail through the study area would have a view of the west side of I-95. The level of sensitivity to the visual quality of the area may be based on if the transportation user lives in the area, but for the majority of motorists that are commuters, the concern may be low due to the short period of time it takes to pass the area.

5.6.2.3 Visual Character

The existing visible environment is a description of the visual character. The visual character is brought together by a mixture of land and water forms, transportation and utility facilities as well as development and vegetation. This is a general collection of the existing views that surround the area as well as the specific view of the I-95 corridor. The following is the overall visual character for each of the areas along the I-95 corridor, as discussed in 5.4.

Southwest Quadrant of I-95 and Davie Blvd

Immediately adjacent to I-95 in this area are a mobile home park and a business/industrial area. Located west of these uses are single family neighborhoods. In the mobile home and business/industrial area there is little vegetation except for a few mature trees and grassy areas. The landform is flat so I-95 is clearly visible from these areas. There is more landscaping in the single family home areas and the views of I-95 are obstructed by the adjacent buildings or this additional landscaping. This area was not identified as being visually impacted by the project as there are no proposed improvements on this portion of I-95 that would be visible by a sensitive use group from this area.

West of I-95 between Davie Blvd and Broward Blvd

The land uses immediately adjacent to I-95 in this area are all industrial or transportation in nature. Just south of Broward Boulevard is the Tri-Rail Station that includes an historic building and nice landscaping. However, existing flyover ramps obstruct the view of the station by most of the single family areas to the west. South of the Tri-Rail Station and continuing all the way to Davie Boulevard, the land use is industrial, including rail yards and buildings used for industrial purposes. There is no landscaping in this area. Immediately to the west are single family areas and their views of I-95 are blocked by these industrial buildings and existing transportation structures. This area was not identified as being visually impacted by the project as there are no proposed improvements on this portion of I-95 that would be visible by a sensitive user group.

West of I-95 between Broward Blvd and Sunrise Blvd

Except for the residential area located between the North Fork of the New River and NW 6th Street/Sistrunk Boulevard, the land uses immediately adjacent to I-95 in this area include transportation (Park-and-Ride lot), a public use (correctional facility) and industrial uses. The industrial areas are a mixture of big box structures and open air storage. Residential neighborhoods are located to the west of these areas and their view of I-95 is obstructed either by the existing industrial buildings or mature landscaping. In addition to the homes along NW 21st Terrace, there are a few residential uses mixed in along NW 22nd Road that have a view of I-95. The homes along NW 21st Terrace back up to the SFRC and have views of elevated portions of I-95 as it crosses over NW 6th Street/Sistrunk Boulevard. Based on the proposed flyover ramp that will allow egress from the southbound Express Lanes to Broward Blvd and the higher sensitivity of the residents along NW 21st Terrace and NW 22nd Road to changes in their viewshed, these two locations were selected for further analysis.

Northwest Quadrant of I-95 at Sunrise Blvd

Immediately adjacent to I-95 are the SFRC and industrial uses. These are bordered on the west by residential areas and public schools. The view of I-95 from the more sensitive viewers is blocked by the industrial buildings. As there are no improvements proposed north of Sunrise Boulevard, this area was not identified for further analysis.

Southeast Quadrant of I-95 at Davie Blvd

The land uses in this area are predominantly residential, even immediately adjacent to I-95. There is significant landscaping in this area, especially in terms of tall trees that are used to block the view of I-95 from the residences. Davie Boulevard is elevated over I-95 and there are existing elevated ramps that allow egress from I-95 to Davie Boulevard. The proposed improvements, which include a flyover ramp to allow egress from the General Purpose Lanes, will be located inside the existing egress ramp to Davie Boulevard and is required to pass under the existing Davie Boulevard bridge structure. Although the user group is more sensitive, the presence of the landscaping and existing ramps limits the visual impact that the proposed improvements will have on this area.

East of I-95 between Davie Boulevard and Broward Boulevard

The majority of the land uses adjacent to I-95 in this area are residential. Their view of I-95 is obstructed by existing mature trees and noise walls. Due to the flat landform and abundance of landscaping, residential uses further back from I-95 are not able to see the roadway. The improvements proposed in this area include a flyover ramp that allows egress from the Express Lanes to Broward Boulevard. The location of this flyover is inside the existing CD ramp system, and therefore the view of these improvements are blocked by the existing roadway structures, as well as the noise wall and landscaping.

East of I-95 between Broward Boulevard and Sunrise Boulevard

The land uses in this area are a mixture of public uses, residential, and industrial. Immediately adjacent to I-95 and north of Broward Boulevard is The Salvation Army. Between the North Fork of the New River and NW 6th Street/Sistrunk Boulevard is a residential area. Prior to Hurricane Irma, the residential area south of NW 6th Street/Sistrunk Boulevard had an obstructed view of I-95 due to a landscape berm that runs along the east side of I-95. Hurricane Irma caused significant damage to this landscaping and the residents in this area can now see I-95.

North of NW 6th Street/Sistrunk Boulevard is another public use, a City of Fort Lauderdale facility, small businesses mixed with residential, the Woodlawn Cemetery and an open air storage use. North of NW 6th Street/Sistrunk Boulevard the views of I-95 are obstructed from the residential areas by either buildings or mature trees.

The proposed improvements in this area include the construction of a new flyover ramp to allow ingress into the northbound Express Lanes from Broward Boulevard. The proposed flyover ramp extends north of NW 6th Street/Sistrunk Boulevard. The height of the proposed flyover is higher than any existing roadway structures in this area. In addition to adding a higher vertical structure, the placement of this structure is closer to the homes along NW 21st Avenue than the existing I-95 structures, albeit in I-95 right-of-way. Given the sensitivity of these viewers to the proposed improvements, two areas from this segment were selected for further viewshed analysis.

Northeast Quadrant of I-95 at Sunrise Boulevard

Immediately adjacent to I-95 in this area is residential. The view of I-95 is obstructed by a noise wall and there are some mature trees located throughout the area that provide further obstruction. As there are no improvements proposed north of Sunrise Boulevard, this area was not identified for further analysis.

Table 3 summarizes the areas reviewed above in terms of those requiring further analysis and those that do not. The rows highlighted in blue are the areas where additional analysis is needed.

5.6.2.4 Existing Visual Quality at Key Viewpoints

FHWA's Visual Impact Assessment (VIA) guidelines recognizes three types of visual perception that correspond to three different types of resources:

Natural Harmony: "People interpret the visual resources of the natural environment as being harmonious or inharmonious...Viewers have a concept of what constitutes natural harmony. The greater the degree to which the natural visual resources...meet the viewer's preferred concept of natural harmony, the higher value the viewer places on those visual resources." (FHWA, 2015)

Cultural Order: "People interpret the visual resources of the cultural environment as being orderly or disorderly... The greater the degree to which the visual resources...meet the viewer's preferred concept of cultural order, the higher value the viewer places on those visual resources." (FHWA, 2015)

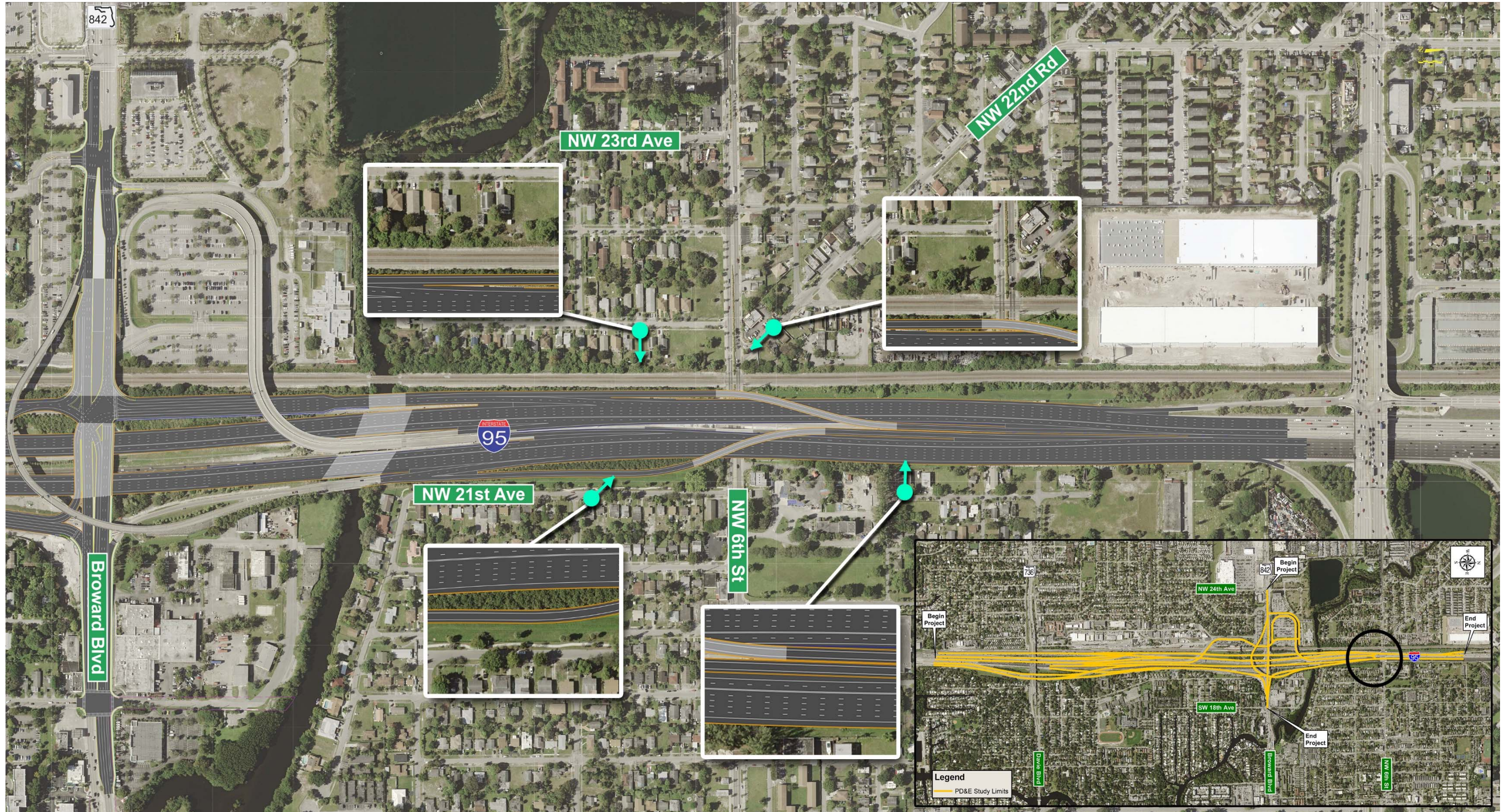
Project Coherence: "When viewing the project environment, viewers evaluate the coherence of the project components, determining if the project's composition is coherent or incoherent... The greater the degree to which the visual resources of the project environment meet the viewer's preferred concept of project coherence, the higher value the viewer places on those visual resources." (FHWA, 2015)

The overall visual quality of each area determined to need additional analysis in **Table 3** is discussed in the following sections. Specific viewpoints are also discussed. Because it is not feasible to analyze all the views in which the alternative would be seen, it is necessary to select a number of key viewpoints that would most clearly display the visual effects of a project. Key viewpoints also represent the primary viewer groups potentially affected by the proposed project. Key viewpoints are shown in **Figure 21** and rated in terms of visual quality in **Figure 24**.

Table 3 | Visual Character Analysis Results

Location	Viewer Sensitivity	Existing Obstructions	Proposed Improvements	Determination
Southwest Quadrant of I-95 at Davie Blvd.	Moderate	Yes	No	No Additional Analysis Needed – No Improvements
West of I-95 between Davie Blvd. and Broward Blvd.	Low	No	Yes but inside of existing roadway ramp structures and elevated roadway structures exist	No Additional Analysis Needed – Urban Area with Improvements Located on the Inside of Existing Roadway Structures
West of I-95 between Broward Blvd. and Sunrise Blvd.	High	Yes	Yes and higher than existing roadway structures and located outside of existing roadway structures	Analysis Needed – Urban Area with Improvements Located on the Outside of Existing Roadway Structures
Northwest Quadrant of I-95 at Sunrise Blvd.	Low	Yes	No	No Additional Analysis Needed – No Improvements
Southeast Quadrant of I-95 at Davie Blvd.	High	Yes	Yes but inside of existing roadway ramp structures and elevated roadway structures exist	No Additional Analysis Needed – Urban Area with Improvements Located on the Inside of Existing Roadway Structures
East of I-95 between Davie Blvd. and Broward Blvd.	High	Yes	Yes but inside of existing roadway ramp structures and elevated roadway structures exist	No Additional Analysis Needed – Urban Area with Improvements Located on the Inside of Existing Roadway Structures
East of I-95 between Broward Blvd. and Sunrise Blvd.	High	Yes but recently damaged during hurricane	Yes and higher than existing roadway structures and located outside of existing roadway structures	Analysis Needed – Urban Area with Improvements Located on the Outside of Existing Roadway Structures
Northeast Quadrant of I-95 at Sunrise Blvd.	High	Yes	No	No Additional Analysis Needed – No Improvements

Figure 21 | Key Viewpoints in the Study Area



West of I-95 between Broward Boulevard and Sunrise Boulevard

The general visual quality of this area is low to moderate due to the lack of natural resources, a sense of disorder in the land use patterns, and the coherence of the existing transportation improvements. Immediately adjacent to I-95 the only natural resources present are trees and other landscape materials that have been planted to obstruct the view of the I-95. The residential lots south of NW 6th Street/Sistrunk Boulevard have landscaping in a random fashion with not every house having the same level of landscaping as its neighbor. The cultural order is higher on the south side of NW 6th Street/Sistrunk Boulevard as the land uses are more consistent. On the north side of NW 6th Street/Sistrunk Boulevard, the cultural order is lower as the land uses are more inconsistent and scattered and there is even less landscaping. In terms of coherence, the fact that I-95 is elevated through this area, and has been for over 30 years, means that most viewers are aware of it and expect to see it.

Viewpoint 1 – NW 21st Terrace

As one of the areas where a new elevated flyover ramp is proposed, it was determined that additional analysis should be conducted for this viewpoint. From NW 21st Terrace, I-95 is partially visible in areas where no landscaping is present or where signs extend above the canopy. The addition of an elevated ramp may increase the visibility of I-95 for the residents in this area. The visual quality in this area is moderate as there are a few natural vistas but the cultural order and coherence are higher.

Figure 22 | View from NW 21st Terr. Looking East at I-95



Viewpoint 2 – NW 22nd Road

NW 22nd Road ties into NW 6th Street/Sistrunk Boulevard at a diagonal and therefore has a clear view of the existing I-95 structure as it passes over NW 6th Street/Sistrunk Boulevard. The visual quality in this area is low as there is no sense of natural harmony, cultural order is low due to the mixture of land uses without any apparent sense of order (for example a scrap yard adjacent to residential), and there is a mixture of elevated roadways with above-ground utilities and a large metal billboard structure.

Figure 23 | View from NW 22nd Road Looking Southeast at I-95



East of I-95 between Broward Boulevard and Sunrise Boulevard

The general visual quality of this area is moderate to high due to recent improvements along NW 6th Street/Sistrunk Boulevard that included landscaping and a themed sidewalk and lighting design. Natural vistas in the area are limited to remaining vegetation around houses and businesses. Cultural order is higher as the land uses follow a more traditional pattern with non-residential uses lining the major roadways with residential located behind. This is especially true for the south side of NW 6th Street/Sistrunk Boulevard and less so on the north side where there is more mixing of uses, including two large public use parcels. As on the west side of I-95, the elevated section of I-95 over NW 6th Street/Sistrunk Boulevard has been in place for over 30 years and is part of the expected fabric of the community.

Viewpoint 3 – NW 21st Avenue

NW 21st Avenue is a residential street with homes that face I-95. This is the area where prior to Hurricane Irma in September 2017, the view of I-95 was obstructed by a landscaped berm. Prior to the hurricane, the visual quality of this area was moderately high since there was a significant amount of natural views, the cultural order was high, and the presence of 95 was accepted due to the landscaped berm. After the hurricane, residents were upset to notice I-95 when the vegetation was damaged. And since the storm, much of that vegetation has been removed, as is shown in the images below. Following the storm, the visual quality is reduced to moderate or even low with the loss of the vegetation.

Figure 24 | View from NW 21st Ave Looking West at I-95



Viewpoint 4 – NW 7th Street

NW 7th Street provides access from a residential area adjacent to I-95. It is one-way only and separates the residential area on its north from the City of Fort Lauderdale’s property to the south. The visual quality of this area is moderately high as there is significant vegetation that obstructs views of I-95, the land use pattern is fairly consistent creating a sense of order, and as with the other areas, the presence of I-95 is accepted due to the length of time it has been there and the obstruction of it by landscaping and buildings.

Figure 25 | View from NW 7th Street Looking West at I-95



6.0 Potential Effects

6.1 Methodology

The methodology for evaluating the sociocultural effects of this project was developed using the guidance of FDOT's *Practical Application Guides for SCE Evaluations*. The process for conducting the SCE Evaluation included the following steps: 1) determine the types of effects on each resource; 2) evaluate the relative magnitude of the sociocultural effects; 3) propose potential mitigation measures; and 4) determine the degree of effect.

Each sociocultural effect issue was evaluated with consideration to the following types of effects:

- Positive and negative effects;
- Short and long term effects;
- Compatibility with community goals;
- Effects identified by the community; and
- Level of controversy.

The relative magnitude of sociocultural effects can vary across communities, neighborhoods, and stakeholder groups, due to differing degrees of sensitivity toward a particular issue or impact. An impact that is perceived by one community as significantly adverse might be widely tolerated or even desirable in another. Guidance in making this determination is gained through adaptation of criteria established by the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the NEPA (40 CFR 1508.7 and 1508.8), including:

- Probability of the effect occurring;
- Number of individuals affected;
- Likely duration of the impact;
- Relative value of benefits or costs to groups (i.e., the intensity of the impact);
- Extent that negative effects can be mitigated;
- Likelihood and nature of secondary effects;
- Relevance to present and future policy decisions;
- Level of uncertainty over possible effects; and
- Presence or absence of controversy.

Another consideration is the balancing of negative and beneficial effects. For example, the additional lanes constructed as part of a widening project may reduce pedestrian mobility mid-block, but are offset by crosswalk facilities constructed as part of the same project.

Table 4 provides the evaluation criteria used in determining the degree of effect to Sociocultural Resources.

Table 4 | Degree of Effect

Degree of Effect to Sociocultural Resources	Description
Not Applicable/ No Involvement	There is no presence of the issue in relationship to the project, or the issue is irrelevant in relationship to the proposed transportation action.
Enhanced	Project has positive effect on community. Affected community supports the proposed project.
None	Project has no adverse effect on the affected community.
Minimal	Project has little potential for negative effects on the community. Initial community outreach reveals little or no community concern about the alternative.
Moderate	The community is potentially affected by the proposed alternative, but acceptable avoidance, minimization, or mitigation options are available.
Substantial	Possible effects on the quality of the human environment are likely to be highly controversial.
Potential Dispute	The proposed alternative is detrimental to public health and safety, or could violate federal, state, or local law. If the proposed alternative is not modified or eliminated, dispute resolution is required before the project proceeds to final design.

Source: FDOT, *Practical Application Guides for SCE Evaluations, Introduction & Overview*

The proposed project has been subjected to preliminary regulatory agency coordination and review through the FDOT ETDM Environmental Screening Tool. A Programming Screen Summary Report was generated on October 30, 2015 and updated on June 6, 2016. **Table 5** summarizes the degree of SCE determined by FDOT District Four, Florida Department of Environmental Protection (FDEP), Florida Department of Economic Opportunity (DEO), U.S. Environmental Protection Agency (USEPA), FHWA, and the Natural Resources Conservation Service (NRCS).

Table 5 | ETDM Programming Screen Summary of Sociocultural Effects

Agency	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic	Economic	Mobility
FDOT District Four	Minimal	Minimal	None		Minimal	Enhanced	Enhanced
FDEO	None					None	
FDEP							
USEPA		None					
FHWA	Minimal	Minimal	None	None	Minimal	Minimal	Enhanced
NRCS				None			

6.2 Social

This section describes various social resources which could be affected by the project including demographics, community cohesion, safety, and community goals/quality of life. During the ETDM Programming Screen review, FHWA assigned a degree of effect of minimal to the Social issue, USEPA assigned a degree of effect of none, and FDOT District Four assigned a degree of effect of minimal. FDOT District Four was the only agency to provide comments on social resources during the ETDM Programming Screen. A summary of these comments is provided below.

“This project will support increasing social and economic demands expected due to continued population and employment growth in this area. The proposed project is anticipated to improve traffic flow and safety to the surrounding communities and businesses. Temporary modifications to provide access to businesses and local services may be needed. The Riverside Park and Riverland neighborhoods are the residential areas most likely to be affected by short term construction impacts. A Summary DOE of Minimal has been assigned for the Social category.”

6.2.1 Demographics

Section 5.2.2 describes the demographics of the population within the study area. There are no residential relocations resulting from the project and therefore there are no anticipated changes to the study area demographics or population. The demographic make-up of the community is expected to remain the same under the No Action Alternative or the Preferred Alternative. The degree of effect for demographics is none.

6.2.2 Community Cohesion

This section considers the effects each project alternative could have on community life. These include considerations that could alter social and physical connections between individuals and groups in the area such as:

- Physical barriers
- Traffic pattern changes
- Social pattern changes
- Connectivity changes

Community cohesion is expected to remain the same under the No Action Alternative or the Preferred Alternative. With the exception of potential full or partial closure of SW 22nd Avenue at SW 1st Street, there are no physical barriers that would limit the existing traffic patterns in the community. Almost all proposed improvements are included within existing FDOT right-of-way and do not create additional or remove existing barriers within the community. The degree of effect for Community Cohesion is minimal.

6.2.3 Safety

This section considers the effects each project alternative could have on safety, which ranges from emergency services response times to bicycle and pedestrian safety.

6.2.3.1 No Action Alternative

The No Action Alternative would not impact emergency services response times. The bicycle and pedestrian facilities in existence today would remain, and thus bicyclists traveling east and west on Broward Boulevard would not have designated facilities on the bridge section that crosses I-95.

6.2.3.2 Preferred Alternative

It is anticipated that safety would be enhanced by the project. While the Preferred Alternative would not impact emergency services response times, it does include the widening of the existing sidewalks to six and eight feet and the creation of designated seven foot wide bicycle lanes in both directions along Broward Boulevard. The degree of effect for safety is enhanced.

6.2.4 Community Goals / Quality of Life

There are several community plans that include the study area: the City of Fort Lauderdale Comprehensive Plan, the Northwest CRA Master Plan, and several studies that were focused specifically on improvements to the interchange, including the [Broward Boulevard Gateway Implementation Plan](#) and FDOT's Broward Boulevard Transit Corridor Study. In addition to goals related to revitalization, specific objectives identified in these plans include implementation of traffic calming to reduce cut through traffic, improving pedestrian safety across the Broward Boulevard Bridge over I-95, and improving vertical circulation to the transit facilities located underneath the Broward Boulevard bridge.

6.2.4.1 No Action Alternative

The No Action Alternative would not help achieve the stated objectives in these plans. It would not provide wider sidewalks across the Broward Boulevard Bridge nor would it redirect traffic from the 95 Express Lanes to Broward Boulevard, and thereby continue the use of SW 1st Street for vehicles traveling northbound on the 95 Express Lanes and exiting at Broward Boulevard.

6.2.4.2 Preferred Alternative

The Preferred Alternative would help to achieve most of the stated objectives by improving the pedestrian and bicycle facilities provided on the Broward Boulevard bridge structure, reserving space in the median for a future transit station that has ample space for an elevator and stairwell to accommodate the desired vertical circulation between Broward Boulevard and the Park-and-Ride lot, and by providing a northbound exit ramp from the 95 Express Lanes that connects to Broward Boulevard without requiring the use of SW 1st Street, and thereby providing an option that could reduce traffic through the Riverland neighborhood despite the Broward Boulevard eastbound to 95 Express southbound movement, located on the southwest quadrant of the interchange. In contrast, new ramps required to provide ingress and egress to the 95 Express Lanes will result in highway structures being

located closer to existing residential areas north of Broward Boulevard near NW 6th Street/Sistrunk Boulevard, albeit within existing FDOT right-of-way. Landscaping will be installed to minimize the visual intrusion of these structures.

Mitigation of the visual impacts and the continuance of community cohesion combined with meeting several of the community's objectives (landscaping, bicycle lanes, sidewalks), as well as the enhancement of safety, community goals, and quality of life, will result in a degree of effect of minimal.

6.2.5 Cumulative Effects

The project is anticipated to enhance safety and community goals and quality of life. Reasonably foreseeable actions from local plans promote revitalization of the area and increasing quality of life. Therefore, the project in conjunction with other reasonably foreseeable future actions would not contribute to cumulative social impacts.

6.3 Economic

This section considers the effects the Preferred Alternative could have on the economic conditions of the study area, including impacts to businesses, longer-term economic impacts, construction impacts, impacts to the tax base or property values, and cumulative impacts. During the ETDM Programming Screen review, FHWA assigned a degree of effect of Minimal to the Economic issue, FEO assigned a degree of effect of No Involvement, and FDOT District Four assigned a degree of effect of Enhanced for the following reasons.

“The project is anticipated to enhance travel patterns and access to employment and government centers via I-95, Tri-Rail and transit. The I-95/Broward Boulevard Interchange consists of high-priority transportation facilities and services of statewide importance. Potential employment opportunities, including short-term, construction-related work are also expected.

During the Project Development phase, public outreach will be conducted by FDOT District Four in coordination with the Broward County Metropolitan Planning Organization and the City of Fort Lauderdale to solicit input from local residents and businesses regarding potential economic enhancements/impacts as a result of the project. Access to businesses and government services will be maintained during construction.”

6.3.1 Business Impacts

6.3.1.1 No Action Alternative

The No Action Alternative would not have any direct business impacts as no improvements would be made that would affect business operations in the study area.

6.3.1.2 Preferred Alternative

The Preferred Alternative may have short-term business impacts in terms of potential employment opportunities during construction. While the majority of the construction will occur within the FDOT right-of-way, there will be partial takes of three businesses on the southwest corner of SW 18th Avenue and Broward Boulevard, a partial take of a gas station property in the southeast corner of SW 18th Avenue and Broward Boulevard, as well as a slight area of property from the Salvation Army parcel located in the northwest corner of the same intersection. Access to all other existing businesses will be provided at all times during construction. The degree of effect is moderate.

6.3.2 Long-Term Economic Impacts

6.3.2.1 No Action Alternative

The No Action Alternative will not have any long-term economic impacts.

6.3.2.2 Preferred Alternative

The Preferred Alternative will not spur additional development in the study area and any employment created as a result of the construction will be temporary. The partial takes of the three businesses on the southwest corner of SW 18th Avenue and Broward Boulevard may have a potential long-term impact on property taxes with their removal from the taxable base. The degree of effect is minimal.

6.3.3 Construction Impacts

6.3.3.1 No Action Alternative

The No Action Alternative will not have any construction impacts.

6.3.3.2 Preferred Alternative

The Preferred Alternative may affect access to businesses in the study area along Broward Boulevard; however, FDOT commits to ensuring that access is continuously provided to these businesses during construction. The degree of effect is minimal.

6.3.4 Property Values

6.3.4.1 No Action Alternative

The No Action Alternative does not impact any adjacent properties and therefore does not affect the tax base or property values in the area.

6.3.4.2 Preferred Alternative

The Preferred Alternative requires one small area of one property located on Broward Boulevard just east of I-95. This property is owned and operated by The Salvation Army. As a non-profit entity, the

Salvation Army does not pay property taxes. Therefore, this property acquisition will not affect the tax base.

Residents on the east and west side of I-95, between Broward Boulevard and NW 6th Street/Sistrunk Boulevard expressed concern about the impact of the proposed improvements on their property values. Various research papers were reviewed that conclude that improvements to highways tend to positively affect adjacent properties, whether residential or commercial, as a result of the improved access. One paper (Arizona DOT) found that increasing traffic volumes had a negative impact on detached residential units. While the proposed improvements include the addition of a new lane in each direction along I-95, these lanes are tolled and are designed to alleviate congestion within the corridor as opposed to providing for an increase in overall capacity. Therefore, the improvements will not result in a substantial increase in traffic volumes on I-95. The degree of effect is minimal.

6.3.5 Cumulative Effects

The project is anticipated to enhance economic impacts for businesses by creating temporary employment and easing congestion. The project does not provide new access and therefore will not result in long-term economic impacts in terms of spurring new development. Reasonably foreseeable actions from local plans promote continued economic growth in the area. Therefore, the project in conjunction with other reasonably foreseeable future actions would not contribute to cumulative economic impacts.

6.4 Land Use

During the ETDM Programming Screen review, the FHWA and FDOT District Four assigned a degree of effect of Minimal to the land use issue. FDEO assigned a degree of effect of No Involvement. FDEO noted that the project is compatible with the City of Fort Lauderdale's Comprehensive Plan and stated the City's concerns about potential impacts to neighborhoods adjacent to the ramps and the need to improve bicycle and pedestrian connectivity along Broward Boulevard over I-95.

The project is included in the Broward MPO's 2040 LRTP and in the approved 2017 TIP. See the Type 2 Categorical Exclusion for excerpts from planning documents.

6.4.1 No Action Alternative

The study area is mostly built out and future land use plans are similar to existing land use. Land use would remain the same under the No Action Alternative.

6.4.2 Preferred Alternative

The Preferred Alternative does not result in any land use changes as it is mainly located within the existing right-of-way except for the one small area of The Salvation Army property, the partial take of the gas station property, and partial take of the three businesses by SW 18th Avenue that were previously described. The use of this small area of the Salvation Army does not affect the use of the

existing parcels, which is public/institutional. The partial business takes by SW 18th Avenue and the gas station will not affect the existing land use of the parcels which is commercial. Based on the land use patterns and inclusion of the project in plans, the degree of effect is minimal.

6.4.3 Cumulative Effects

Since the area is already built out and the future land use plan is similar to the existing use, land use patterns would be expected to remain similar. Therefore, no secondary or cumulative land use impacts are anticipated to result from the project.

6.5 Mobility

During the ETDM Programming screen, both FHWA and FDOT District Four assigned a degree of effect of Enhanced for mobility. In its comments FDOT District Four noted that the project would likely improve intermodal mobility and safety through the proposed bicycle and pedestrian improvements, improved connections from the 95 Express Lanes to Broward Boulevard, and circulation improvements in the Park-and-Ride lot.

The Systems Interchange Modification Report (SIMR) provides operational and safety analyses for the project for the design year of 2040. The operational conditions show improvement with the Preferred Alternative in terms of less delay during the PM peak period, improved Level of Service (LOS) at four interchanges, and improved safety due to reduced congestion. The factors associated with mobility are discussed in more detail in the following sections.

6.5.1 Accessibility

6.5.1.1 No Action Alternative

There are no changes to accessibility under the No Action Alternative.

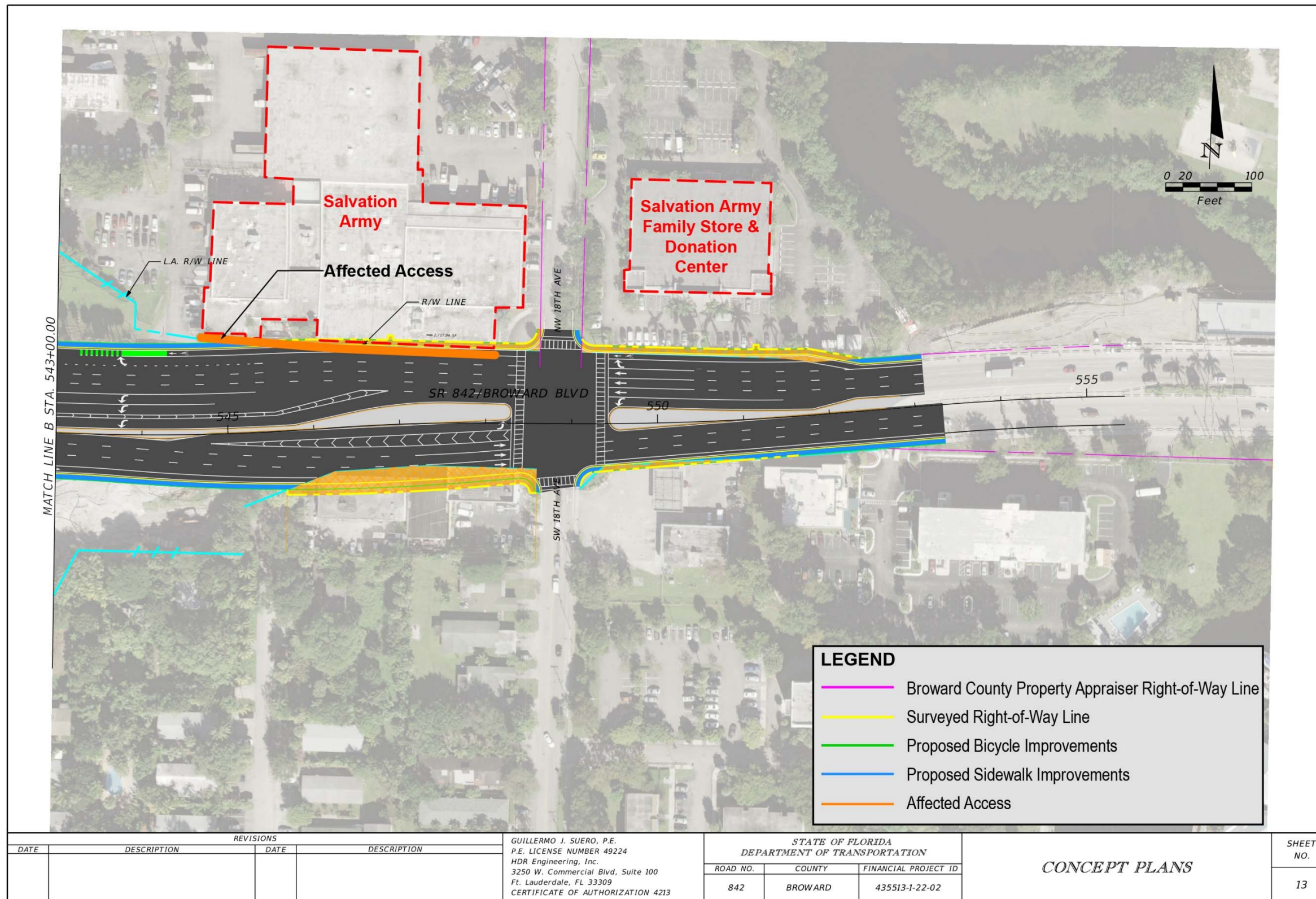
6.5.1.2 Preferred Alternative

For vehicular traffic in the study area, the Preferred Alternative may affect accessibility for two locations in the study area; one property in both the short and long-term horizons. The Salvation Army property located at 1901 W. Broward Boulevard, Fort Lauderdale, FL is the one of the properties that may be affected. In this instance the access to the site is not impacted, rather a portion of a drive aisle that provides access to the front of the building from the parking areas on the side and back is required to accommodate the proposed improvements. This drive aisle is located partially within FDOT-owned right-of-way and the remainder within the private property limits as shown in **Figure 26**. There are other means of access to the parking areas from the property so the proposed impact would not affect the ability of the property to be utilized in the future. FDOT will continue to work with The Salvation Army to address this impact during the right-of-way and design phases of the project.

The other location where access may be impacted is the access road into the Riverland neighborhood in the southwest quadrant of the study area at SW 1st St and SW 22nd Avenue. This intersection would

be identified as either a full closure or a right in/right out for eastbound SW 1st St traffic only and will be decided on upon further coordination with the community.

Figure 26 | Potential Accessibility Impact to 1901 W Broward Boulevard Property



For all other portions of the study area, accessibility during construction may be affected; however, FDOT will ensure that each business retains access during the construction period.

For transit riders, there is the potential for improved accessibility under the Preferred Alternative with the space reserved in the median for a future premium transit station that would accommodate vertical circulation between Broward Boulevard and the Park-and-Ride Lot and the multitude of transit services offered at the Park-and-Ride Lot level. The project includes bike lanes along the Broward Boulevard Bridge over both the SFRC and I-95, which are not provided under the No Action Alternative, and thereby increase the accessibility of the study area by means of bicycles. Further, wider sidewalks are provided on the bridge structures over the SFRC and I-95, enhancing pedestrian conditions.

The overall degree of effect is enhanced.

6.5.2 Connectivity

6.5.2.1 No Action Alternative

The No Action Alternative does not affect connectivity in the study area.

6.5.2.2 Preferred Alternative

The Preferred Alternative improves intermodal connectivity in the study area, specifically for bicyclists and transit riders. As noted above, bicycle lanes will be provided on the bridge over I-95 allowing for a continuous connection from the east side of I-95 to the west side via Broward Boulevard this improvement also allows transit riders to use their bicycles to access destinations in downtown Fort Lauderdale from Tri-Rail, Amtrak or the 95 Express Bus. Additional sidewalks are proposed in the Park-and-Ride Lot to provide better connectivity between the Tri-Rail station and the parking areas. If the space in the Broward Boulevard median is used in the future for a transit station, this will improve the connectivity between the transit services operating along Broward Boulevard and those operating at the Park-and-Ride Lot level, including the 95 Express buses, Tri-Rail, and Amtrak. Despite the full or partial closure at SW 1st Street and SW 22nd Avenue, the degree of effect is enhanced.

6.5.3 Traffic Patterns

6.5.3.1 No Action Alternative

In the short-term, the No Action Alternative would have no impact on traffic patterns. In the long-term, congestion may affect traffic patterns in the study area. Under the No Action conditions, by the year 2040 six intersections will not meet the LOS standard in either the AM or PM peak period condition, three of these intersections will not meet the LOS standard in both the AM and PM peak periods.

6.5.3.2 Preferred Alternative

The Preferred Alternative will affect traffic patterns by allowing 95 Express Lane users to access Broward Boulevard from a direct ramp as opposed to circulating through the Park-and-Ride Lot as is currently required. The overall result is not a significant change in travel patterns given the number of employment and leisure destinations accessed via Broward Boulevard. However, if the volume of traffic

using SW 1st Street to access Broward Boulevard is reduced as a result of these changes, the residents that live along SW 1st Street or who have to use it to access Broward Boulevard will benefit. The eastbound Broward Boulevard to southbound 95 Express traffic movement will continue to use SW 1st Street via SW 22nd Avenue to connect to the express system via the existing HOV legacy ramps. This movement is not a change from the existing pattern today although it would benefit from the new combined roundabout in order to access the ramps and improvement movement within the Park-and-Ride footprint. The degree of effect is none.

6.5.4 Public Parking

Public parking would remain the same under the No Action and the Preferred Alternative. There will be no impact to on-street parking provided along NW 6th Street/Sistrunk Boulevard and the proposed modifications to the Park-and-Ride Lot are not anticipated to reduce the number of spaces provided. The degree of effect is none.

6.5.5 Cumulative Effects

Related regional projects include 95 Express and limited-stop bus service on Broward Boulevard. The 95 Express managed toll lanes are currently being constructed within the study area from south of Broward Boulevard to south of Glades Road. Additional improvements from south of Stirling Road to south of Broward Boulevard are expected to begin construction in 2019. The limited-stop bus service on Broward Boulevard will provide service from downtown Fort Lauderdale, the Central Terminal, to the West Regional Terminal located in Plantation. Both of these projects improve mobility in the area and connect to this proposed project. Therefore, the cumulative impact on regional transportation would be enhanced.

6.6 Aesthetic

During the ETDM Programming Screen both FDOT District Four and FHWA assigned a degree of effect of Minimal for the aesthetics issue. FDOT commented that the project area is urban in nature and aesthetic effects are anticipated to be limited. FDOT recommended that public outreach be conducted in coordination with the Broward MPO and the City of Fort Lauderdale.

6.6.1 Noise

6.6.1.1 No Action Alternative

The No Action Alternative for this project includes the addition of the 95 Express Lanes that are currently under construction in the study area. Noise abatement measures were already identified for the 95 Express Lanes and will be installed, as appropriate, as part of the current construction project. Therefore, a comparison of existing conditions to the No Action Alternative was not completed.

6.6.1.2 Preferred Alternative

The predicted noise levels for the Preferred Alternative, on the average, are 3.4 dB(A) higher than No Action conditions along I-95 at receptor sites that experience an increase in predicted noise levels and exceeded the impact criteria. The expected increases in noise levels are attributed to future increases in traffic volumes and to the new braided ramps associated with the 95 Express Lanes. These braided ramps will be elevated above I-95 in both the north and southbound directions south of Sunrise Boulevard and in the northbound direction north of Davie Boulevard.

Predicted design year 2040 noise levels for the Preferred Alternative were compared to the NAC and to existing/No Action predicted levels to assess potential noise impacts. With the Preferred Alternative, design year traffic noise levels will approach [i.e., within 1.0 dB(A)] or exceed the NAC at 41 residential sites, and one recreational/cemetery area along the east side of I-95. Although a number of sites approach or exceed the NAC, the proposed improvements do not result in any substantial noise increases [i.e., greater than 15 dB(A) per FHWA criteria].

Noise barriers were considered for all noise sensitive receptor sites along I-95 where design year traffic noise levels were predicted to approach or exceed the NAC. The noise sensitive receptor sites were grouped together into common noise environments (CNEs) that represent a group of impacted receptor sites of the same Activity Category that are exposed to similar noise sources and levels and that would benefit from the same noise barrier or barrier system. Four separate CNEs were used:

- CNE E4S – Represents the 19 impacted residences in the Riverbend Community (east of I-95);
- CNE E4N – Represents the 16 residences in the Liberty Park Community (east of I-95);
- CNE E5 – Represents the Woodlawn Cemetery (east of I-95); and
- CNE W4 – Represents the six residences in River Gardens/Sweeting Estates and Washington Park (west of I-95).

Noise barriers were determined to be a reasonable and feasible noise abatement measure at three of the CNEs (E4S, E4N and W4) and are recommended for further consideration during the Final Design phase and further public input. Noise barriers recommended for CNE-E4S and -W4 represent replacement noise barriers for the existing and planned shoulder mounted noise barriers that are required to be replaced to construct the improvements associated with the Build Alternative. The recommended noise barriers benefit 27 of the 41 residences with reduction from the existing noise barrier impacted by the Build Alternative. The elevated roadways in the vicinity of these communities and the 8-foot-tall height limitation on bridge and Mechanically Stabilized Earth (MSE) walls limit the ability to provide benefits to all of the impacted residences in these communities. Noise barriers were determined not to be a feasible and reasonable abatement measure for the Woodlawn Cemetery site (CNE E5) and are not recommended for further consideration and public input. The traffic noise impacts at fourteen residences in the vicinity of proposed noise barriers and the recreational use/cemetery are considered an unavoidable consequence of the project.

Concern for noise impacts was raised during the Public Kick-off Meeting, stakeholder meetings, and the Alternatives Public Workshop. FDOT will present the results of this noise study during the public hearing and during stakeholder meetings to be conducted during the winter/spring of 2019.

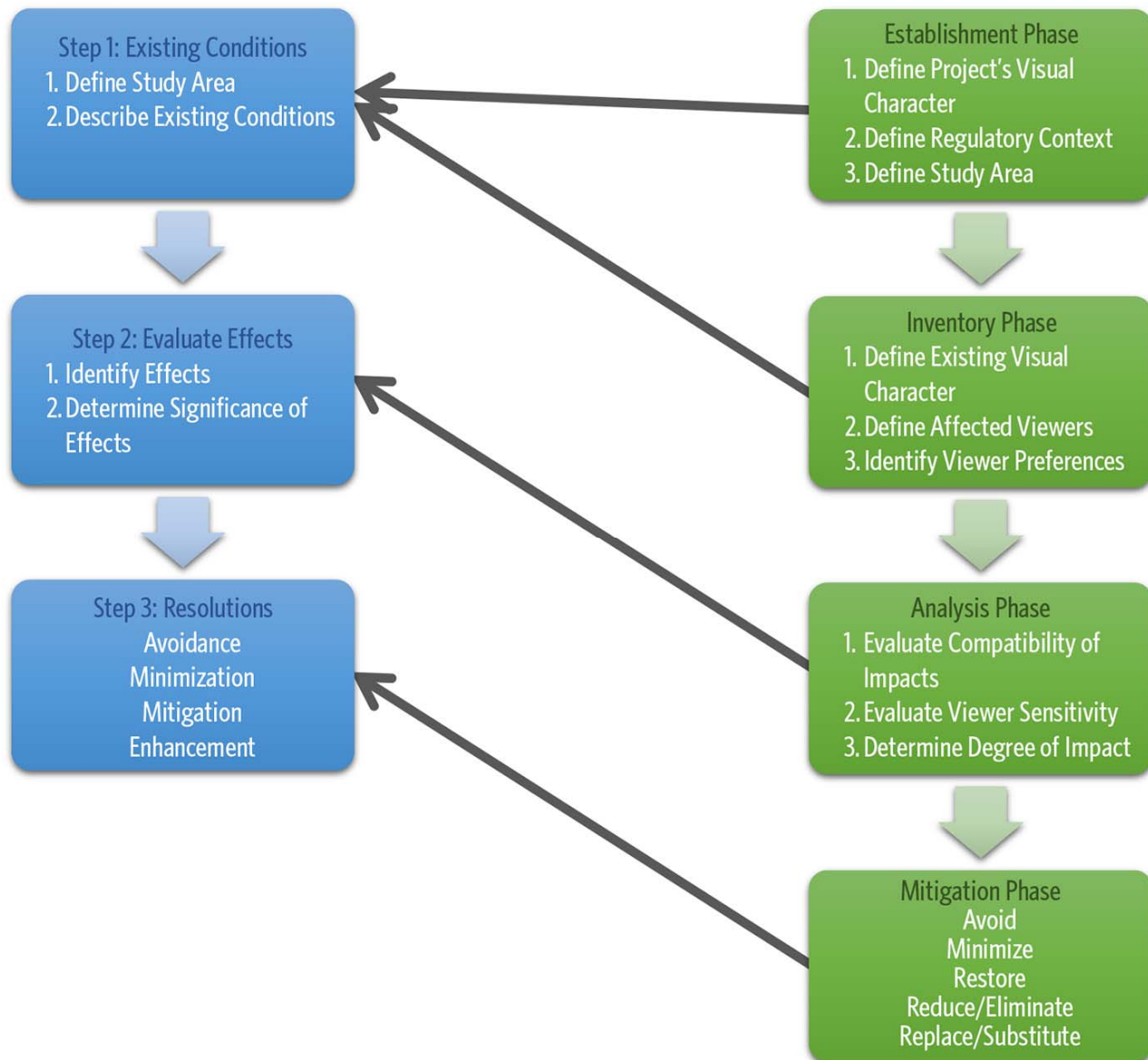
For more detailed noise analysis results, please refer to the Noise Study Report. Because traffic noise will increase under either alternative, and the noise impacts due to the Preferred Alternative are not substantial, the degree of effect for noise is minimal.

6.6.2 Visual Impact

The visual impact analysis followed the process identified in Chapter 5 of Part 2 of the PD&E Manual entitled Aesthetic Effects (dated June 14, 2017). This three step process includes identifying existing conditions, evaluating effects and recommending resolutions to issues. To supplement this process, the FHWA's visual impact assessment method (FHWA 2015) was also employed, which is consistent with provisions of the PD&E Manual. FHWA's method consists of four phases, establishment, inventory, analysis and mitigation. **Figure 27** compares FDOT's and FHWA's processes.

As indicated in **Figure 27**, phases one and two of the FHWA process are consistent with the first step of the FDOT process. This information was provided in the Existing Conditions section of this report (Section 5.6.2). Phase three of the FHWA process is consistent with step two of the FDOT process, which is to determine the effects of the project on the visual quality of the study area and to determine the degree of effect. The final phase or step in both processes is the identification of resolutions or mitigations to the visual impacts. These last two phases or steps are addressed in this section of the document.

Figure 27| FDOT and FHWA Visual Impact Assessment Comparison



6.6.2.1 No Action Alternative

The No Action Alternative does not have any effect on the existing visual qualities or resources of the study area.

6.6.2.2 Preferred Alternative

The Preferred Alternative would affect the visual quality and character of the study area in the following ways (refer to **Figure 21**):

- Addition of elevated braided ramps in two locations;
- Shadow from the elevated braided ramps in one location;

- Removal of existing landscaping to accommodate the elevated braided ramp in one location; and
- Placement of support structures for the elevated braided ramps in two locations.

To assist the project team and the public in understanding the impact that these improvements would have on the visual character of the study area, a series of renderings were created that illustrate the potential build conditions. These renderings are included in a sample presentation that have been presented at Small Group and Stakeholder meetings as **Appendix C**.

FDOT's analysis of visual effects is based on five different considerations.

- **Character:** Used to understand the existing conditions of the study area and focused on issues such as architectural styles, adjoining land uses, density (urban, rural), level of maintenance, lighting, vegetation, vehicle speeds, sounds and vibrations.
- **Compatibility:** Used to understand how the proposed project "fits" into the community in terms of how it effects issues such as access, community cohesion, sense of ownership/public boundaries, traffic patterns/congestion, the project's design compatibility with the community setting, and color and materials coordination.
- **Community Values:** Used to understand how the project contributes to public perceptions and to inform the degree of effect. This includes items such as community goals, cultural significance, gateways and focal points, local plan consistency, open space, quality of life, safety, and special community designations.
- **Sensitive Areas:** Another part of the existing conditions inventory, this is the identification of any resources that contribute to a community's identity, such as "name-sake" water bodies, bike routes, parks, pedestrian facilities, areas of recognized beauty, and the presence of these aides in determining the degree of effect by determining the level of sensitivity the community has for these resources.
- **Visual Features:** These include scenic spaces (views and vistas), tree cover, natural shade/shadow patterns, vegetation and screening, water bodies, light features and evident lighting levels, other natural green spaces, recognized safety features, visual clutter, and simplicity and attractiveness of signing. These features should be considered in terms of both short- and long-term impacts from the project.

FHWA's assessment is based on two factors: compatibility and sensitivity. These two factors are combined to determine the degree of effect. Compatibility focuses on whether the proposed project contrasts or not with the natural, cultural and project environment. Sensitivity considers viewer exposure and viewer awareness. Exposure is measured based on the proximity of viewer to the improvements, the number of viewers impacted (extent), and the duration of the view. Awareness is measured using the dimensions of attention (how routine is the view), focus (level of detail/focal points), and protection (whether the view or object being viewed is protected by either legal or social means).

After review both FDOT's and FHWA's assessment procedures, it appears there is significant overlap. FHWA's Compatibility factor encompasses FDOT's Character and Compatibility considerations.

FHWA's Sensitivity factor encompasses FDOT's Community Values, Sensitive Areas, and Visual Features considerations. Therefore to simplify this analysis, FHWA's assessment factors will be used.

In section 5.6.2, two types of viewsheds/landscape units were identified: Urban Area with Improvements Located on the Outside of Existing Roadway Structures and Urban Area with Improvements Located on the Inside of Existing Roadway Structures. Within each of these viewsheds/landscape units there are two types of viewers: neighbors and travelers. **Figure 28** is the visual impact matrix developed to compare the existing visual quality to the future visual quality with the project. This matrix is based on FHWA's *Guidelines for the Visual Impact Assessment of Highway Projects*, 2015.

(This section of the document will be completed following planned outreach with the affected communities in December 2018 through March 2019.)

Figure 28 | Visual Impact Matrix

To be provided following the community outreach.

6.7 Relocation Potential

The ETDM Programming Screen review assigned a degree of effect of none to the Relocation issue. Both FDOT District Four and FHWA assigned this same degree of effect. With the one minor exception noted in the Accessibility section of this document (The Salvation Army property located at 1901 W. Broward Boulevard, Fort Lauderdale, FL), all of the proposed improvements are designed to utilize existing FDOT right-of-way. There is an existing business, located on the east side of I-95 at 737 NW 20th Avenue, Fort Lauderdale, that encroaches into the FDOT right-of-way with its buildings and other structures (see **Figure 29**). The existing noise wall in this area was constructed so as to not interfere with these structures; however, the proposed design requires the majority of the available right-of-way within this area. FDOT is currently exploring options for addressing this issue and a resolution will be determined prior to the Public Hearing.

Other than small amount of right-of-way required from the Salvation Army parcel, the partial take at the gas station, and the partial take of three parcels on the corner of SW 18th Avenue, and the encroachment described above, there are no business or residential property relocations required for the Preferred Alternative. In order to minimize the unavoidable effects of right-of-way acquisition, FDOT will conduct a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-66 as amended by Public Law 100-17) and the established guidelines by which these programs are administered. For detail on the Right of Way and Relocation Program, please see the *Conceptual Stage Relocation Plan*.

Since the project involves a minor amount of right-of-way acquisition but will carry out a Right of Way and Relocation Program, the degree of effect for relocation is minimal.

6.7.1 Cumulative Effects

The right-of-way acquisitions required will not result in any major relocations of either business or residential properties and therefore are not anticipated to change the composition of the community nor result in cumulative impacts.

Figure 29 | Right-of-Way Encroachments along East Side of SR9/I-95



6.8 Environmental Justice

During the ETDM review, FDOT District Four assigned a degree of effect of Minimal to the Social issue. The following comments were received regarding the surrounding communities:

“The area from NW 4th Street to SW 5th Street and from SW/NW 24th Avenue to SW/NW 18th Avenue has a lower median household income than the County as a whole (\$28,967 in 2013 compared to \$51,251). It also has a larger percentage of minority residents than the County as a whole (53 percent compared to 37 percent)...residents within the general vicinity of the project corridor may experience temporary noise impacts during the construction phase of the project. However, impacts will be temporary in nature. These temporary impacts should not be disproportionately high or adverse for low-income and/or minority residents.”

In acknowledgement of the existing minority population in the area, this section was prepared in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* and the FDOT PD&E Manual, Part II, Chapter 9. The methodology used to analyze environmental justice impacts is consistent with the Council on Environmental Quality report, *Environmental Justice Guidance under the National Environmental Policy Act* and FHWA's *Guidance on Environmental Justice and National Environmental Policy Act*.

6.8.1 Methodology

Agencies that are federal or anticipate receiving federal funds are required to address environmental justice in minority and low-income populations. Although not a federal agency, FDOT is anticipating receiving federal dollars for the construction of this project and, in acknowledgement of the existing concentration of minority and low-income populations in the study area, is following available guidance on impact assessment to these populations. Minority and low-income populations are defined below according to the United States Department of Transportation (USDOT) Order 5610.2(a):

- Minority populations are any readily identifiable groups of minority persons who live in geographic proximity that will be similarly affected by the proposed project. Minority persons include those who are:
 - Black (having origins in any of the black racial groups),
 - Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race),
 - Asian American (having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands), or
 - American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition)
- Low-income populations are any readily identifiable groups of low-income persons who live in geographic proximity that will be similarly affected by the proposed project. The USDOT defines low-income persons as those whose household income falls at or below the Department of Health and Human Services (HHS) poverty guidelines; however, for this analysis, low-income persons are defined as those whose median household income is below 80 percent of Broward County's median income. The U.S. Department of Housing and Urban Development Public Housing/Section 8 income limits, derived from the United States Housing Act of 1937 as amended, define low-income families as those whose incomes do not exceed 80 percent of the median family income for the area. This definition was chosen because the Census data available provided a different measure of poverty (poverty thresholds) than the HHS.

Executive Order (EO) 12898 requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations. In response to EO 12898, the USDOT issued Order 5610.2, Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The USDOT Order defines

adverse effects as the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in receipt of, benefits of USDOT programs, policies, or activities.

According to the USDOT Order, a disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

1. Is predominantly borne by a minority populations and/or a low-income population, or
2. Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

The study approach for this environmental justice analysis consisted of the following six steps:

1. Identify minority and/or low-income populations
2. Public outreach (Efforts are detailed in Section 7.0 Public Involvement)
3. Identify adverse effects for the Preferred and No Action Alternatives
4. Identify avoidance, minimization, mitigation, enhancements, and other project benefits
5. Determine if adverse effects are disproportionately high
6. Additional outreach (Described in Section 7.0 Public Involvement)

6.8.2 Potential Impacts to Environmental Justice Populations

Census data used to analyze potential environmental justice impacts confirmed that the majority of the study area contains high minority and low-income population concentrations. Thus, the communities in the study area are considered minority and/or low-income populations and any adverse impacts would be predominantly borne by a minority and/or low-income population. Therefore, any significant and adverse impacts, if not offset by benefits, would have a disproportionately high and adverse effect.

In the previous sections of this document (6.2 to 6.7), the potential degrees of effect were identified for various issues. **Table 6** below summarizes these findings and the following sections discuss the potential impacts for the No Action and Preferred Alternative where a degree of effect of Minimal or higher was assigned.

Table 6 | Summary of Degrees of Effect by Sociocultural Issue and Natural Resources

	Issue	Potential Degree of Effect
Social	Demographics	None
	Community Cohesion	Minimal
	Safety	Enhanced
	Quality of Life	Minimal
Economic	Business Impacts	Moderate
	Long-Term	Minimal
	Construction	Minimal
	Property Values	Minimal
	Land Use	Minimal
Mobility	Accessibility	Enhanced
	Connectivity	Enhanced
	Traffic Patterns	Minimal
	Public Parking	None
Aesthetic	Noise	Minimal
	Visual Impact	-
	Relocation	Minimal
	Contamination	Moderate
	Wetlands & Habitat	Minimal
	Protected Species	Minimal
	Cultural Resources	None
	Parks and Recreation Lands	None

The No Action Alternative would negatively affect safety, businesses, accessibility, connectivity, and transportation needs being met. The No Action Alternative would not address bicycle and pedestrian issues along Broward Boulevard, thereby continuing the unsafe conditions present today and limiting accessibility and connectivity to areas on the opposite side of I-95 for individuals without personal cars. The No Action Alternative would not provide employment opportunities in the short-term that will be created by the construction of the project. The No Action Alternative does not provide for circulation and

other improvements for the Park-and-Ride Lot that will enhance conditions for all users of that facility, nor does it provide an envelope for future premium transit along Broward Boulevard, or the potential future connection of the transit from Broward Boulevard down to the Park-and-Ride Lot.

Noise levels would increase under both the No Action and the Preferred Alternative due to increased traffic volumes in the future. The predicted noise levels for the Preferred Alternative are on the average, 3.4 dB(A) higher than the predicted noise levels for the No Action Alternative. The Preferred Alternative provides the possibility of additional noise barriers to mitigate for predicted increases.

The Preferred Alternative would provide benefits to contamination, noise, safety, connectivity, accessibility, and short-term employment impacts. A total of 78 potential contaminated sources were identified within the study area with the following risk levels: 13 High, 17 Medium, 27 Low and 21 No Risk. The Preferred Alternative provides an opportunity to address these potential contamination sources and thereby benefit the local community. As previously noted, the Preferred Alternative provides the opportunity to construct additional noise barriers to mitigate for anticipated increases in noise resulting from traffic growth along I-95. The Preferred Alternative also provides for the construction of wider sidewalks and bike lanes along Broward Boulevard over the SFRC and I-95. Currently there are no bike lanes along Broward Boulevard over either the SFRC or I-95. These improvements will enhance the safety of bicyclists, pedestrians, and motorists; as well as the accessibility and connectivity for bicyclists and pedestrians. The Preferred Alternative will offer the opportunity for construction jobs for the neighboring communities.

The Preferred Alternative may have negative effects on the visual quality of the community, specifically along NW 21st Avenue; however these anticipated negative effects are offset by accompanying benefits. The construction of the braided ramp along the east side of I-95, adjacent to NW 21st Avenue, creates an unavoidable visual barrier for the residents, blocking their view of traffic on I-95. The current conditions rely on landscaping to provide this visual barrier and following Hurricane Irma in September 2017, the barrier was destroyed (see **Figures 30** and **31**). Residents attended the Alternatives Public Workshop held for this project to request that the barrier be replaced. The construction of a ramp will create a more permanent visual barrier that will not be impacted by natural disasters or other conditions, such as drought or pests. Further, the braided ramp provides additional noise mitigation benefits for the residents along NW 21st Avenue. In addition, landscaping will be provided along the ramp to mitigate for its visual impacts.

Figure 30 | View from NW 21st Avenue Prior to Hurricane Irma (Storm occurred in September 2017)



Source: HDR, 2017. Image taken on

Figure 31 | View from NW 21st Avenue After Hurricane Irma



Source: HDR, 2018. Image taken on February 6, 2018

Although the braided ramps being constructed as part of the Preferred Alternative are serving the 95 Express Lanes, which are tolled, the General Purpose lanes of I-95 would remain toll free. This continues to provide low-income persons with a non-tolled alternative to the Express Lanes. Access to the I-95 General Purpose lanes remains the same, via Broward Boulevard in this area, therefore residents will not be required to travel additional distance. If residents from the surrounding community wish to access the 95 Express Lanes, they will have the benefit of being able to access them from Broward Boulevard, instead of having to travel further north or south along I-95 to the next access point.

The Preferred Alternative would not result in any significant adverse environmental impacts. Therefore, the preliminary finding is that no minority or low-income populations would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required. This preliminary finding will be reevaluated after additional input is received during the Public Hearing. Additionally, FDOT will be conducting small group meetings with representatives from the minority and low-income communities leading up to the Public Hearing. Specific input will be sought as to whether or not the community agrees with the assessment of impact, assessment of benefits, and the commitments to enhancement and mitigation.

Even though the project was determined to not have significant impacts, FDOT will seek to avoid, minimize, and mitigate for any negative effect resulting from the project to the extent practicable. A list of commitments to address community needs and minimize community impacts is included in the Type 2 Categorical Exclusion.

6.8.3 Cumulative Effects

As previously discussed, the local planning efforts are geared towards improving the community. Other projects such as the proposed limited stop bus service on Broward Boulevard will improve mobility for local area residents. This project will have impacts to visual quality; however, with the proposed mitigation measures, there will not be adverse cumulative effects as described in the resource sections above. Because there are no adverse cumulative effects for any resources and some resources are enhanced, the project, combined with reasonably foreseeable future projects, would not contribute to cumulative environmental justice impacts.

7.0 Public Involvement

A Public Involvement Plan (PIP) was developed at the beginning of the study with the purpose of outlining the public involvement approach to be taken. The PIP was updated and amended throughout the project development process to incorporate the latest public involvement policies, techniques and comments as they evolved through the life of the project, and to guide the design of special events and study groups that were identified during the course of the study. Public outreach activities were designed to ensure that the public was informed, provided opportunities to comment and ask questions, and so the FDOT could use these comments to guide the study. These outreach activities commenced at the onset of the PD&E Study and continued during the development and evaluation of alternatives and the selection of the Preferred Alternative. Public involvement activities included close coordination and periodic meetings with the City of Fort Lauderdale, Broward County, the Broward MPO, transit agencies that serve the study area, pertinent agencies at the state, county and municipal levels, adjacent property owners, and adjacent neighborhood associations. Prior to the Public Hearing, additional outreach efforts were undertaken with religious institutions in the study area. Specifically, informational flyers were distributed to the entities shown in **Table 7** to explain the project and offer the opportunity to give a presentation to the congregation upon request.

Table 7 | Religious Institutions Contacted Regarding Public Hearing

#	Name	Address	Initial Contact	Result
1	National Church of God	977 NW 17 Ave.	<i>Pending</i>	
2	The Spirit of Jesus Deliverance Center	1701 NW 8 Pl.	<i>Pending</i>	
3	Peaceful Zion Missionary Baptist	1701 NW 8 Ct.	<i>Pending</i>	
4	More Abundant Powerhouse	1700 NW 8 St.	<i>Pending</i>	
5	Bethel Missionary Baptist Church	2211 NW 7 St.	<i>Pending</i>	
6	Willie C Frazier Outreach Ministry	675 NW 22 Rd.	<i>Pending</i>	
7	St James # 83 Masonic Hall	670 NW 22 Rd.	<i>Pending</i>	
8	Victory Tabernacle of Faith	643 NW 22 Rd.	<i>Pending</i>	
9	Rock of Ages Baptist Church	2177 NW 6 Ct.	<i>Pending</i>	
10	Church of Christ	2212 NW 6 Ct.	<i>Pending</i>	
11	Church of New Life Christian Fellowship	2158 NW 6 Ct.	<i>Pending</i>	
12	Kingdom Hall of Jehovah's Witnesses	433 SW 20 Ave.	<i>Pending</i>	
13	Royal Assembly Church	1964 NW 6 St.	<i>Pending</i>	
14	Royal Assembly Church of the Living God	540 NW 20 Ave.	<i>Pending</i>	
15	Abundant Life Christian Center	1801 Davie Blvd.	<i>Pending</i>	
16	Gospel Mission-South America	1401 SW 21 Ave.	<i>Pending</i>	
17	New Mount Olive Baptist Church	400 NW 9 Ave.	<i>Pending</i>	
18	Mount Hermon AME Church	401 NW 7 Ter.	<i>Pending</i>	

7.1 MPO Coordination

The initial coordination meeting was held with the MPO staff on September 5, 2017, to present the alternatives under consideration to the MPO prior to the Alternatives Public Workshop. Presentations were made to the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) on April 25, 2018, and to the Board on May 10, 2018, for the purpose of reviewing the alternatives evaluated and the proposed Preferred Alternative prior to the public hearing. Since these meetings, the alternatives have had modifications and will be presented to the CAC/TAC at the January 23, 2019 meeting and to the MPO Board at their February 14, 2019 meeting prior to the public hearing.

7.2 Elected Official and Agency Meetings

A kick off meeting for agency and elected officials was held on November 3, 2016 at the City of Fort Lauderdale City Hall. The purpose of the meeting was to inform attendees about the purpose and need for the project, the study area limits, and receive comments about the project. The meeting was attended by three representatives from the City of Fort Lauderdale. They expressed enthusiasm about potential solutions and asked if a parking deck was still a possible option. This led to a discussion about a Broward Boulevard median station at 2nd level for premium transit that could include an elevator to the park-and-ride level (1st level). There was also discussion about replacing the existing Broward Boulevard bridge structures over I-95 and the SFRC to support future light rail. It was noted that the alternatives considered would include replacement of both existing bridges to accommodate future rail, if warranted. Noted concerns included The Salvation Army's concern about the intersection at Broward Boulevard and NW 18th Avenue, Riverland residents' sensitivity to noise, and the development coming to the west of I-95 between 21st Avenue and 31st Avenue. The City commented that their bicycle and pedestrian standards should be applied to make this area better.

A follow up meeting with the City of Fort Lauderdale was held on October 30, 2018 in order to brief attendees on the updated changes to the proposed improvements.

7.3 Public Meetings

The Notice to Proceed with the PD&E Study was issued on May 17, 2016 and the first public meeting was held on November 9, 2016. Three public meetings and two technical workshops were held prior to the public hearing. The public meetings included a Public Kick-Off Meeting and two Alternatives Public Workshops; a second Alternatives Public Workshop was held due to the occurrence of Hurricane Irma the week prior to the initial Alternatives Public Workshop. The two technical workshops were held with transportation partners regarding the proposed improvements to the Park-and-Ride lot at the interchange. All of the formal public meetings were advertised in the Sun-Sentinel and notification letters were sent to property owners within 300 feet of the right-of-way, which included over 1,120 addresses. Public notices were also distributed at the Tri-Rail station and placed on cars parked in the Park-and-Ride lot. More details about each of these meetings is provided in this section and public comments received during the meetings are contained in **Appendix D**.

7.3.1 Public Kick-Off Meeting

The Public Kick-Off Meeting was held on November 9, 2016, at 5:30 p.m. at the Reverend Samuel Delevoe Memorial Park located at 2520 NW 6 Street, Fort Lauderdale, FL 33311. This park is located immediately adjacent to the study area. The meeting began as an open house at 5:30 where attendees could review information provided on boards (see **Appendix D**) and speak with project team representatives. A formal presentation was given at 6:00 p.m. and a question/comment period followed. The purpose of the meeting was to provide the community an opportunity to learn about the improvements being studied and the PD&E process in general, and to provide an opportunity to raise initial concerns and issues that should be considered as part of the study. More than 25 people attended the meeting and several questions were asked regarding noise abatement, project schedule and cost, and improvements to the Park-and-Ride lot. No written comments were received.

7.3.2 Technical Workshops

The first technical workshop was held on February 14, 2017, from 10 a.m. until 3 p.m. at the FDOT Traffic Management Center located at 2300 W. Commercial Boulevard, Fort Lauderdale, FL 33309. The purpose of this meeting was to review the issues and potential solutions for the Park-and-Ride lot and a potential median transit station on Broward Boulevard. Participants at this meeting were from Broward County, the Broward MPO, the City of Fort Lauderdale, FDOT, Miami-Dade County, the South Florida Regional Transportation Authority, South Florida Commuter Services, and Sun Trolley. A detailed summary of the meeting and a list of attendees is included in **Appendix D**. Key issues raised during this first charrette included pedestrian safety, lower level circulation challenges, and need for improved connection between lower level and Broward Boulevard.

The second technical workshop was held on October 2, 2017 from 10:30 a.m. until noon at the HDR Office located at 3250 W. Commercial Boulevard, Suite 100, Fort Lauderdale, FL 33309. The purpose of this meeting was to share the Park-and-Ride alternatives developed and receive comments. Participants at this meeting were from the same agencies as the prior meeting. A detailed summary of the meeting and the list of attendees is included in **Appendix D**. The main issues discussed during this meeting were additional improvements for bicycles and pedestrians within the lot, identification of a bus layover area on the plan, and the circulation needs of the buses.

7.3.3 Alternatives Public Workshops

Two Alternatives Public Workshops were held for this project. The first workshop was held on September 14, 2017, at 5:30 p.m. at the Reverend Samuel Delevoe Memorial Park located at 2520 NW 6 Street, Fort Lauderdale, FL 33311. Hurricane Irma impacted South Florida a few days before the scheduled workshop and many areas were still without power. However it was decided to move forward with the workshop since the meeting facility did have power and there was not sufficient time to notify the public of its cancellation. The meeting started as an open house and a formal presentation was given at 6:00 p.m. The primary purpose of the meeting was to provide the public an opportunity to review the alternatives under consideration and to provide comments about the project. Display materials included general information about the PD&E process, project-specific information such as

the schedule and Purpose and Need, the mainline and interchange alternatives, noise analysis information, sociocultural resources, and information about the proposed use of the pond in Reverend Samuel Delevoe Memorial Park for drainage. (This proposed use of the pond has since been determined to not be necessary and is no longer a consideration for the project.) Comments received during this workshop were focused on stormwater and the use of the pond in the park. Several representatives from Broward County stated objections to the use of the pond for project drainage. A summary of the meeting and the materials displayed is included in **Appendix D**.

The second Alternatives Public Workshop was held on November 14, 2017, at the same time and in the same location as the first workshop. This workshop followed the same format, starting with an open house followed by a formal presentation, and presented the same materials and information from the workshop in September. Comments received during this workshop were focused on potential right-of-way impacts, damage to landscaping that screens I-95 from the adjacent neighborhoods, and other construction projects in the area. A summary of the questions and comments raised during this workshop is provided in **Appendix D**.

7.4 Small Group and Stakeholders Meetings

In addition to the formal public meetings standard for PD&E studies, the project team has held several meetings with small groups and individuals as well as staff from the City of Fort Lauderdale regarding this project. Meetings have consisted of adjacent property owners that were tied to the 95 Express project and with the community regarding Woodlawn Cemetery to introduce them to the project and review the findings of an interchange feasibility study conducted for Sunrise Boulevard. The project team is planning meetings with adjacent Homeowner Associations, Churches, and/or neighborhood groups prior to the Public Hearing to review the potential visual impacts of the proposed braided ramps on the neighborhoods north of Broward Boulevard. **Table 8** below provides a summary of the meetings that have been held regarding this project and it will be updated to include additional outreach that occurs prior to the Public Hearing. **Appendix C** includes a sample of the presentations given to small groups and stakeholders since the updates to the Preferred Alternative. This presentation includes renderings that were developed to display the potential visual impacts to the community.

Table 8 | Small Group and Stakeholder Meetings Summary

Meeting Audience	Meeting Date	Number of Attendees	Issues Discussed
Woodlawn Cemetery Community Group	10/27/16	N/A	Introduced the project and listened to community's concerns about existing exit ramps on to Sunrise Blvd.
City of Fort Lauderdale	2/17/17	7	Recent or proposed development in the study area and desire to have this project include gateway features (landscaping and signs)
Riverland Developer	3/20/17	3	Use of NW 22 nd Ave. and Park-and-Ride lot by proposed development
City of Fort Lauderdale	8/28/17	7	Bicycle and pedestrian improvements included in the project, ability to support future transit modes, and gateway features
Woodlawn Cemetery Community Group	8/31/17	N/A	Sunrise Blvd. Interchange feasibility results
City of Fort Lauderdale	1/19/18	6	Bicycle and pedestrian improvements, gateway features, and proposed dog park
Dorsey Riverbend HOA	11/26/18	-	Purpose is to discuss proposed improvements and potential effects on community
Riverland Civic Association	12/03/18	-	Purpose is to discuss proposed improvements and potential effects on community
Riverside Park Residents Association	12/05/18	-	Purpose is to discuss proposed improvements and potential effects on community
Durrs Community Association	01/03/19	Scheduled	Purpose is to discuss proposed improvements and potential effects on community
River Gardens/Sweeting Estates Homeowner's Association (HOA)	01/28/19	Scheduled	Purpose is to discuss proposed improvements and potential effects on community
Franklin Park HOA	TBD		
National Church of God	TBD		
The Spirit of Jesus Deliverance Center	TBD		
Peaceful Zion Ministry Baptist	TBD		
Bethel Missionary Baptist Church	TBD		
Willie C. Frasier Outreach Ministry	TBD		
Rock of Ages Baptist Church	TBD		
Church of Christ	TBD		
Royal Assembly Church of the Living God	TBD		
New Mount Olive Baptist Church	TBD		
Mount Hermon AME Church	TBD		

7.5 Public Hearing

The Public Hearing is scheduled for March 18, 2019.

7.6 Results of Public Involvement

8.0 Conclusions

Applying FDOT’s approach for determining degree of effect, as shown in **Table 4**, the overall SCE Evaluation’s degree of effect for the project on the community is minimal since the project may have negative effects on some elements of the affected community, including noise and visual impact. However, some elements of the affected community will be enhanced, such as improved bicycle and pedestrian facilities that will improve safety and future improved connections for transit users, and may offset negative effects. FDOT will continue stakeholder meetings leading up to the public hearing in seeking to address the visual impacts of the project. A summary of effects on the various sociocultural resources for the Preferred Alternative is provided in **Table 9**.

Table 9 | Summary of Effects on Sociocultural Resources

	Resource	Degree of Effect
Social	Demographics	None
	Community Cohesion	Minimal
	Safety	Enhanced
	Community Goals/Quality of Life	Minimal
Economic	Business Impacts	Moderate
	Construction	Minimal
	Long-Term	Minimal
	Property Values	Minimal
Land Use	Land Use	None
Mobility	Accessibility	Enhanced
	Connectivity	Enhanced
	Traffic Patterns	Minimal
	Public Parking	None
Aesthetics	Noise	Minimal
	Visual Impact	Moderate
Relocation	Relocation	Minimal

The visual impact of the elevated ramp structures is unavoidable unless the No Action is selected. The No Action alternative, however, does not meet the purpose and need. FDOT is committed to mitigating negative visual effects to the greatest extent practicable. FDOT will be meeting with affected residents to discuss mitigation options, such as landscaping, to reduce the visual impacts.

A list of commitments to address community needs will be included in the Type 2 Categorical Exclusion.

9.0 References

Broward County. Comprehensive Plan. June 2014.

Broward County Planning Council. Broward County Land Use Plan of the Broward County Comprehensive Plan. September 2017.

Broward Metropolitan Planning Organization. Commitment 2040: The Long Range Transportation Plan for Broward County. Adopted December 11, 2014; amended February 11, 2016, May 12, 2016; and July 13, 2017.

City of Fort Lauderdale. Comprehensive Plan. Adopted 2008; updated 2015.

City of Fort Lauderdale. Fort Lauderdale: Building a Livable Downtown (Downtown Master Plan). Adopted November 18, 2003; updated May 2007.

City of Fort Lauderdale. Community Redevelopment Plan for the Northwest-Progresso-Flagler Heights (NPF) Area. March 15, 2016.

City of Fort Lauderdale. Fort Lauderdale: Northwest Regional Activity Center Master Plan. January 21, 2015.

Federal Highway Administration. Guidelines for the Visual Impact Assessment of Highway Projects. January 2005.

Florida Department of Transportation. Project Development and Environment Manual. June 14, 2017.

Florida Department of Transportation. Practical Application Guides for SCE Evaluations. December 31, 2015.

Florida Department of Transportation. Strategic Intermodal System 2040 Cost Feasible Plan. September 2014.

"The Economic Impact of Upgrading Roads," published June 2009. The full report can be accessed at <http://www.lrrb.org/PDF/200916.pdf>.

"Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor," published October 2001, Arizona Department of Transportation. The report can be accessed at <https://repository.asu.edu/attachments/74139/content/HighwaysPropertyValues.pdf>.

Appendix A – Final ETDM Programming Screen Summary Report



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

605 Suwannee Street
Tallahassee, FL 32399-0450

**JIM BOXOLD
SECRETARY**

ETDM Summary Report

Project #14226 - SR-9/I-95 and SR 842/Broward Boulevard Interchange

Final Programming Screen - Published on 06/06/2016

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

Printed on: 6/06/2016

Table of Contents

Chapter 1 Overview	2
Chapter 2 Project Details	3
2.1. Purpose and Need	3
Chapter 3 Alternative #1	8
3.1. Alternative Description	8
Chapter 4 Eliminated Alternative Information	48
4.1. Eliminated Alternatives	48
Chapter 5 Project Scope	49
5.1. General Project Recommendations	49
5.2. Required Permits	49
5.3. Required Technical Studies	49
5.4. Class of Action	49
5.5. Dispute Resolution Activity Log	49
Appendices	50
6.1. Preliminary Environmental Discussion Comments	50
6.2. Advance Notification Comments	59
6.3. GIS Analyses	59
6.4. Project Attachments	59
6.5. Degree of Effect Legend	59

Introduction to Programming Screen Summary Report

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

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

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

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

#14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange

District: District 4

Phase: Programming Screen

County: Broward

From: NW 24th Avenue

Planning Organization: FDOT District 4

To: NW 18th Avenue

Plan ID: Not Available

Financial Management No.: 435513-1-22-01

Federal Involvement: FHWA Funding Other Federal Permit

Contact Information: Sabrina Aubery (954) 777-4585 sabrina.aubery@dot.state.fl.us

Snapshot Data From: Programming Screen Summary Report Re-published on 06/06/2016 by Anson Sonnett
Issues and Categories are reflective of what was in place at the time of the screening event.

	Social and Economic						Cultural			Natural				Physical							
	Land Use Changes	Social	Relocation Potential	Farmlands	Aesthetic Effects	Economic	Mobility	Section 4(f) Potential	Historic and Archaeological Sites	Recreation Areas	Wetlands	Water Quality and Quantity	Floodplains	Wildlife and Habitat	Coastal and Marine	Noise	Air Quality	Contamination	Infrastructure	Navigation	Special Designations
Alternative #1 - SR 9/I-95 & SR842 Interchange From: NW 24th Avenue To: NW 18th Avenue Re-Published: 06/06/2016 Reviewed from 06/26/2015 to 08/10/2015	2	2	0	N/A	2	1	1	2	3	0	3	2	2	2	3	2	2	3	2	0	0

Purpose and Need

Purpose and Need

The primary need for this project is to enhance system linkage and modal interrelationships at the I-95/Broward Boulevard interchange. Secondary considerations for the purpose and need of this project include capacity, safety, transportation demand, social demands and economic development, and emergency evacuation. The primary and secondary needs for the project are discussed in further detail below.

System Linkage

Broward Boulevard is a state road (SR 842) that provides the main entry way to the Downtown Fort Lauderdale Central Business District from I-95 and the east-west connection between US-1 and SR 817/University Drive in Plantation. Broward Boulevard continues west toward SR 823/Flamingo Road as a county road. The section of Broward Boulevard from I-95 to NE 3rd Avenue is part of the state's Strategic Intermodal System (SIS), which consists of high-priority transportation facilities and services of statewide and interregional significance. I-95 north and south of Broward Boulevard is also an SIS facility and serves as the primary north-south interstate facility that links all major cities along the Atlantic Seaboard and is one of the most important transportation systems in southeast Florida. These SIS facilities are critical to the movement of people and goods in Florida, and their function is considered to be vital to Florida's economic competitiveness.

The proposed improvements to the Broward Boulevard interchange at I-95 will improve the flow of traffic to and from I-95 and along Broward Boulevard. The existing I-95 northbound and southbound median ramps that service the adjacent Park-and-Ride lots are desired to provide a direct connection between the I-95 Express Lanes and Broward Boulevard as well as the surrounding intermodal facilities.

Modal Interrelationships

Transit services along Broward Boulevard are currently experiencing recurring congestion that reduces vehicle speeds, increases operating costs, and makes scheduling of buses from a system level challenging. There are a number of transit options on Broward Boulevard that provide direct service and transfer connections along the corridor. These include passenger rail service (Tri-Rail and Amtrak) and bus service (Broward County Transit, Breeze, Sun Trolley, I-95 Express Bus, Tri-Rail Shuttle and Tri-Rail NW Community Link). The operation of these services is vital to the mobility of the entire corridor.

The desired geometric and operational improvements to the Broward Boulevard interchange and surrounding transit facilities will reduce bus travel times, improve intermodal connectivity, and improve access to bus stops. I-95 Express Bus service is desired to access Broward Boulevard directly from the Express Lanes and the Park & Ride lots, as well as vehicular traffic. Functionality of the I-95 median ramps and Park & Ride road network is to be improved for the intermodal services within the interchange area.

Capacity

I-95 within the project limits currently operates at Level of Service (LOS) F. Broward Boulevard within the project limits also operates at LOS F. Without improvements, the driving conditions will continue to operate well below acceptable LOS standards into the future. The I-95 Express Phase 3 improvements will help improve the mainline I-95 corridor LOS by adding one travel lane in each direction in the form of an Express Lane and managing congestion along I-95. The improvements proposed as part of the interchange project will be developed to compliment the I-95 Express Lanes improvements by enhancing existing connectivity within the Park & Ride lots, improving existing I-95/Broward Boulevard terminal intersections, and providing direct Express Lane access to Broward Boulevard.

Safety

The comprehensive improvements to the interchange and surrounding transit facilities will improve the interaction between the different modes of transportation in the vicinity. The improvements are to include safe connections for pedestrians with transit services, circulation of traffic within the Park & Ride lot network, and access between the Express Lanes and Broward Boulevard. Additionally, the capacity improvements will aid in reducing the number of crashes within the project limits.

Transportation Demand

The Broward Boulevard Interchange Project PD&E is included in the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) for Fiscal Years (FY) 2015-2019 and the FDOT Work Program FY 2015-2019.

The Broward County MPO 2035 Long Range Transportation Plan (LRTP) included improvements to all I-95 interchanges in Broward County under Illustrative Roadway Projects. Illustrative projects are those that cannot be included in the cost feasible plan due to financial constraints but would be included in a future approved TIP.

Social Demands and Economic Development

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

Emergency Evacuation

The project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials designated on the state evacuation route. I-95 serves as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Broward County. Broward Boulevard moves traffic from the east and west to I-95. I-95 is critical in facilitating traffic during emergency evacuation periods as it connects to other major arterials and highways of the state evacuation route network (i.e., I-595 and the Florida's Turnpike).

Project Description

This project proposes improvements to the I-95/Broward Boulevard interchange complementing the surrounding multimodal facilities. The proposed improvements extend along Broward Boulevard from NW 24th Avenue to NW 18th Avenue, a distance of approximately one half mile, as well as the median ramp connections to the Park & Ride lots from I-95 north and south of Broward Boulevard in Broward County, Florida as shown in **Figure 1**.

Broward Boulevard is a six lane east-west arterial thorough Broward County and the City of Fort Lauderdale. Within the project limits, Broward Boulevard is functionally classified as a Divided Urban Principal Arterial with a posted speed limit of 40 mph. Broward Boulevard from I-95 to NE 3rd Avenue is a designated Strategic Intermodal System (SIS) connector providing access to the Greyhound Bus Station located just east of NW 2nd Avenue. The Fort Lauderdale Amtrak/Tri-Rail station and South Park-and-Ride Lot are located in the southwest quadrant of the interchange at I-95 and Broward Boulevard. A North Park-and-Ride Lot exists in the northwest quadrant of the interchange. In addition to Broward Boulevard, the Park-and-Ride lots can be accessed directly via I-95 median ramps, which are also designated SIS connectors. I-95 north and south of Broward Boulevard is a designated SIS facility and its interchange with Broward Boulevard provides critical access to multimodal services, such as AMTRAK/TRI-RAIL passenger rail, I-95 Express Bus, Broward County Transit, Breeze, Sun Trolley, Tri-Rail Shuttle and Tri-Rail NW Community Link.

The proposed interchange improvements will be compatible with the proposed I-95 Express Phase 3 program which will introduce two tolled, express lanes in place of the existing HOV lanes from Broward Boulevard in Broward County to

Linton Boulevard in Palm Beach County. I-95 Express Phase 3A, which extends from Broward Boulevard to south of SW 10th Street and includes the limits of the proposed interchange improvements, is funded for construction to begin in early 2016.

This Broward Boulevard interchange project will evaluate comprehensive improvements to the I-95/Broward Boulevard interchange complementing the surrounding multimodal facilities. The proposed improvements will incorporate concepts from several transit and interchange studies and stakeholders within the project area, including but not limited to the following:

- City of Fort Lauderdale Gateway Vision providing multimodal accommodations.
- I-95 Express Lanes along I-95 in Broward County. The Ultimate concept desires reconstruction of the existing median flyover ramps between northbound and southbound I-95 and the Park-and-Ride lots for direct Express Lane access to Broward Boulevard in addition to the Park-and-Ride facility.
- Improvements to existing and planned transit services connecting with the Broward Boulevard Park-and-Ride Lot.
- Broward Boulevard Transit Corridor for express bus service between Plantation to Downtown Fort Lauderdale, including a station at the I-95 interchange. Improved connection of the Park-and-Ride lots on the north and south sides of Broward Boulevard.
- Modification of the existing I-95 southbound general purpose to Broward Boulevard exit and entrance ramps.
- Modifications of the existing I-95 northbound general purpose to Broward Boulevard exit and entrance ramps.
- Replacement of the Broward Boulevard Bridge over the North Fork of New River

The programmed funds for the Project Development and Environment Study for this project are estimated at \$3,650,000 in the Florida Department of Transportation Work Program.

Construction costs are estimated at \$80,000,000.

Logical Termini

The logical termini of the proposed improvements along Broward Boulevard extend from NW 24th Avenue to NW 18th Avenue, a distance of approximately one half mile. The logical termini along I-95 extend from north of Davie Boulevard to south of Sunrise Boulevard where the existing Park-and-Ride ramps depart and enter mainline I-95 from the median.

Summary of Public Comments

Summary of Public Comments is not available at this time.

Planning Consistency Status

Federal Consistency Determination

Date: 08/10/2015

Determination: CONSISTENT with Coastal Zone Management Program.

Lead Agency

Federal Highway Administration

Participating and Cooperating Agencies

Cooperating Agencies

- US Coast Guard

Participating Agencies

- US Army Corps of Engineers

Exempted Agencies

No exemptions have been assigned for this project.

Community Desired Features

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

User Defined Communities Within 500 Feet

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

Census Places Within 500 Feet

- Fort Lauderdale
- Washington Park

Purpose and Need Reviews

FL Department of Economic Opportunity

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	08/06/2015	Matt Preston (matt.preston@deo.myflorida.com)	No Purpose and Need comments found.

FL Department of Environmental Protection

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	08/10/2015	Lauren Milligan (lauren.milligan@dep.state.fl.us)	No Purpose and Need comments found.

FL Department of State

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	07/27/2015	Ginny Jones (ginny.jones@dos.myflorida.com)	NONE

FL Fish and Wildlife Conservation Commission

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	08/05/2015	Scott Sanders (scott.sanders@myfwc.com)	No Purpose and Need comments found.

Federal Highway Administration

Acknowledgment	Date Reviewed	Reviewer	Comments
Accepted	08/11/2015	Luis Lopez (luis.d.lopez@dot.gov)	<p>Please clarify and correct the following conflicting information:</p> <ul style="list-style-type: none"> i. The Transportation Demand section identifies that the project's PD&E phase is currently in the MPO's Transportation Improvement program in Fiscal years 2015-2019 - no cost for this phase is identified. ii. In the next paragraph it states that the Long Range Transportation Plan includes this project in the Illustrative Roadway projects - but does not include any estimates for the project costs - including PD&E iii. Under the Project Description Section - it identifies that the PD&E phase is programmed in the FDOT's Work program for \$3,650,000. <p>Please clarify how this project PD&E Phase has been included in the TIP without being funded in the LRTP Cost Feasible Plan. Was an amendment processed to the LRTP?</p> <p>Please coordinate efforts to ensure consistency with this project in the required MPO and other planning programs.</p> <p>Please include in the project description a full project cost estimate and phases of the project costs, phases (PDE/ROW/CON) and anticipated programming dates as well.</p> <p>Since this project is in the programming screen why are there not any public comments available in this ETAT Tool? This project, according to the narrative, is included in the MPO's LRTP (as illustrative) and in the TIP. Both the LRTP and the TIP require public involvement and MPO discussion. Please include any feedback and input from the different plan developments regarding this project.</p> <p>How do the public and other partners view this project? Has there been any controversy or negative public input on the need</p>

for this project or for the project impacts?
Please include current and forecast traffic data (besides the LOS provided and population changes) to support the need of the project to ease congestion and improve mobility. This discussion is not clearly identified in the section.
Part of the secondary considerations for this project are listed as safety, social demand, and emergency evacuation. Please include narrative and data to support these considerations.

National Marine Fisheries Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	07/30/2015	Brandon Howard (Brandon.Howard@noaa.gov)	None

National Park Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	10/06/2015	Anita Barnett (anita_barnett@nps.gov)	No Purpose and Need comments found.

Natural Resources Conservation Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	07/07/2015	Rick Robbins (rick.a.robbins@fl.usda.gov)	No Purpose and Need comments found.

South Florida Water Management District

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	07/27/2015	Mindy Parrott (mparrott@sfwmd.gov)	No Purpose and Need comments found.

US Army Corps of Engineers

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	08/06/2015	Randy Turner (Randy.L.Turner@usace.army.mil)	No Purpose and Need comments found.

US Environmental Protection Agency

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	08/03/2015	Maher Budeir (budeir.maher@epa.gov)	No Purpose and Need comments found.

US Fish and Wildlife Service

Acknowledgment	Date Reviewed	Reviewer	Comments
Understood	07/31/2015	John Wrublik (john_wrublik@fws.gov)	No Purpose and Need comments found.

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

- FL Department of Agriculture and Consumer Services
- Federal Transit Administration
- Seminole Tribe of Florida

Alternative #1 - SR 9/I-95 & SR842 Interchange

Alternative Description

Name	From	To	Type	Status	Total Length	Cost	Modes	SIS
SR 9/I-95 & SR842 Interchange	NW 24th Avenue	NW 18th Avenue	Traffic Operation Enhancement	ETAT Review Complete	? mi.		Roadway Transit Bicycle Pedestrian	Y

Project Effects Overview for Alternative #1 - SR 9/I-95 & SR842 Interchange

Issue	Degree of Effect	Organization	Date Reviewed
Social and Economic			
Land Use Changes	2 Minimal	Federal Highway Administration	08/12/2015
Land Use Changes	2 Minimal	FDOT District 4	08/10/2015
Land Use Changes	0 None	FL Department of Economic Opportunity	08/06/2015
Social	2 Minimal	Federal Highway Administration	08/12/2015
Social	2 Minimal	FDOT District 4	08/10/2015
Social	0 None	US Environmental Protection Agency	08/03/2015
Relocation Potential	0 None	Federal Highway Administration	08/12/2015
Relocation Potential	0 None	FDOT District 4	08/10/2015
Farmlands	0 None	Federal Highway Administration	08/12/2015
Farmlands	0 None	Natural Resources Conservation Service	07/07/2015
Aesthetic Effects	2 Minimal	Federal Highway Administration	08/12/2015
Aesthetic Effects	2 Minimal	FDOT District 4	08/10/2015
Economic	2 Minimal	Federal Highway Administration	08/12/2015
Economic	1 Enhanced	FDOT District 4	08/10/2015
Economic	0 None	FL Department of Economic Opportunity	08/06/2015
Mobility	1 Enhanced	Federal Highway Administration	08/12/2015
Mobility	1 Enhanced	FDOT District 4	08/10/2015
Cultural			
Section 4(f) Potential	2 Minimal	Federal Highway Administration	08/12/2015
Historic and Archaeological Sites	2 Minimal	Federal Highway Administration	08/12/2015
Historic and Archaeological Sites	3 Moderate	FL Department of State	07/29/2015
Recreation Areas	2 Minimal	Federal Highway Administration	08/12/2015
Recreation Areas	0 None	FL Department of Environmental Protection	08/10/2015
Recreation Areas	0 None	US Environmental Protection Agency	08/03/2015
Recreation Areas	0 None	South Florida Water Management District	07/27/2015

Natural

Wetlands	2	Minimal	Federal Highway Administration	08/12/2015
Wetlands	2	Minimal	FL Department of Environmental Protection	08/10/2015
Wetlands	2	Minimal	US Army Corps of Engineers	08/06/2015
Wetlands	2	Minimal	US Environmental Protection Agency	08/03/2015
Wetlands	3	Moderate	National Marine Fisheries Service	07/30/2015
Wetlands	2	Minimal	South Florida Water Management District	07/27/2015
Wetlands	2	Minimal	US Fish and Wildlife Service	06/29/2015
Water Quality and Quantity	2	Minimal	Federal Highway Administration	08/12/2015
Water Quality and Quantity	2	Minimal	FL Department of Environmental Protection	08/10/2015
Water Quality and Quantity	2	Minimal	US Environmental Protection Agency	08/03/2015
Water Quality and Quantity	2	Minimal	South Florida Water Management District	07/27/2015
Floodplains	2	Minimal	Federal Highway Administration	08/12/2015
Floodplains	0	None	US Environmental Protection Agency	08/03/2015
Floodplains	2	Minimal	South Florida Water Management District	07/27/2015
Wildlife and Habitat	2	Minimal	Federal Highway Administration	08/12/2015
Wildlife and Habitat	2	Minimal	FL Fish and Wildlife Conservation Commission	08/05/2015
Wildlife and Habitat	2	Minimal	US Fish and Wildlife Service	06/29/2015
Coastal and Marine	0	None	Federal Highway Administration	08/12/2015
Coastal and Marine	3	Moderate	National Marine Fisheries Service	07/30/2015
Coastal and Marine	0	None	South Florida Water Management District	07/27/2015

Physical

Noise	2	Minimal	Federal Highway Administration	08/12/2015
Air Quality	2	Minimal	Federal Highway Administration	08/12/2015
Air Quality	2	Minimal	US Environmental Protection Agency	08/03/2015
Contamination	3	Moderate	Federal Highway Administration	08/12/2015
Contamination	3	Moderate	FL Department of Environmental Protection	08/10/2015
Contamination	3	Moderate	US Environmental Protection Agency	08/03/2015
Contamination	3	Moderate	South Florida Water Management District	07/27/2015
Infrastructure	2	Minimal	Federal Highway Administration	08/12/2015
Navigation	0	None	Federal Highway Administration	08/12/2015

Special Designations

Special Designations	N/A N/A / No Involvement	Federal Highway Administration	08/12/2015
Special Designations	0 None	US Environmental Protection Agency	08/03/2015
Special Designations	0 None	South Florida Water Management District	07/27/2015

ETAT Reviews and Coordinator Summary: Social and Economic

Land Use Changes

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

This project is included in the City of Fort Lauderdale Comprehensive Plan. The area north of the interchange, both east and west of I-95, is included in the Northwest Regional Activity Center (NWRAC). This project is compatible with the existing and future land use patterns of the area and not anticipated to affect the land use patterns in the project area.

FDOE indicated that the project is essentially neutral in regard to compatibility with the community's development goals; however, the City of Fort Lauderdale staff indicated that it "will be imperative" that the design team reach out to area neighborhoods and City staff as the project could have significant adverse impacts on neighborhoods around the ramp connections to Broward Boulevard, depending on the ultimate design of the project. The design team should reach out to neighborhood stake holders to ensure continuity and connectivity of bicycle and pedestrian facilities on Broward Boulevard and to transit facilities. A Summary Degree of Effect of *Minimal* was assigned to Land Use Changes.

Public outreach will be conducted during the Planning and Development Stage in coordination with the Broward Metropolitan Planning Organization and the City of Fort Lauderdale to solicit feedback on potential adverse effects as a result of the project.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 08/10/2015 by Shandra Davis-Sanders, FDOT District 4

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

It is recommended that community outreach be conducted to solicit feedback on potential effects to land uses as a result of the project.

Direct Effects

Identified Resources and Level of Importance:

City of Fort Lauderdale Future Land Use Map

100-Foot Buffer:

2010 Census Designated Places (2)

- Fort Lauderdale
- Washington Park

2008 SFWMD FL Land Use and Land Cover / Acres / Percent (8)

- 1210 Fixed Single Family Units / 5.4 / 6.1%
- 1330 Multiple Dwelling Units - Low Rise / 6.2 / 6.99%
- 1400 Commercial and Services / 12.4 / 14%
- 1490 Commercial and Services Under Construction / 2.7 / 3.05%
- 1550 Other Light Industry / 7.7 / 8.67%
- 5120 Channelized Waterways - Canals / 0.9 / 1.05%
- 8120 Railroads and Railyards / 5.8 / 6.56%
- 8140 Roads and Highways / 47.4 / 53.6%

Sections 4, 5, 8, 9/ Township 50 South/ Range 42 East

500-Foot Buffer:

2008 SFWMD FL Land Use and Land Cover / Acres / Percent (11)

- 1210 Fixed Single Family Units / 22.2 / 13.63%
- 1330 Multiple Dwelling Units - Low Rise / 16.1 / 9.92%
- 1400 Commercial and Services / 20.9 / 12.86%
- 1490 Commercial and Services Under Construction / 13.1 / 8.06%
- 1550 Other Light Industry / 15.9 / 9.78%
- 1850 Parks and Zoos / 0.3 / 0.17%
- 1900 Open Land / 0.1 / 0.03%
- 1920 Inactive Land With Street Pattern / 1.6 / 1%
- 5120 Channelized Waterways - Canals / 3.6 / 2.23%
- 8120 Railroads and Railyards / 10 / 6.13%
- 8140 Roads and Highways / 58.8 / 36.18%

Comments on Effects to Resources:

This project lies within the City of Fort Lauderdale. South of Broward Boulevard, the dominant land use is residential. Single family homes comprise the majority of the residential units to the southwest of the interchange, and a mixture of single family homes and multiple dwelling low rise units are present to the southeast. Adjacent to I-95 to the west is the Seaboard Coast Line, with the Fort Lauderdale Broward Amtrak/Tri-Rail Station located southwest of the interchange. Park and Ride lots for the Fort Lauderdale Broward Amtrak/Tri-Rail Station are located west of the railroad on both the north and south sides of Broward Boulevard. North of the interchange, the dominant land use is public and institutional. On the northwest quadrant, north of the North Park and Ride lot is the Broward Regional Juvenile Center and Justice Department. North of the Justice Center, beyond the North Fork of the New River (NFNR), are single family homes. On the northeast quadrant is a Salvation Army and Salvation Army Thrift store. These facilities are located west and east of NW 18th Avenue, respectively. North of the Salvation Army, beyond the NFNR, are single family homes.

Future land use plans are included in Comprehensive Plans, which are required by cities in accordance with Chapter 163, Florida Statutes, and 9J-5, Florida Administrative Code. The City of Fort Lauderdale Comprehensive Plan (Ordinance C- 08-18) Volume II - Future Land Use Element predicts that land uses within the vicinity of the interchange will remain unchanged. The area north of the interchange, both east and west of I-95, is included in the Northwest Regional Activity Center (NWRAC), which extends from Broward Boulevard (southern boundary) to Sunrise Boulevard (northern boundary) from roughly SW/NW 24th Avenue (western boundary) to the FEC rail line (eastern boundary). While changes to the land use patterns along Broward Boulevard and within the vicinity of the interchange are not anticipated to change, subsections of the NWRAC along Sistrunk Boulevard and NW 7th Avenue may be subject to future zoning modification recommendations to encourage sustainable mixed use re-development. The purpose of the NWRAC is to foster an active pedestrian friendly environment while preserving the residential neighborhoods and cultural diversity of the area.

This project is compatible with the existing and future land use patterns of the area and will improve connectivity to the area. This project is not anticipated to affect the land use patterns in the project area or the expected levels of development activity therein. Overall impacts to surrounding land uses are anticipated to be Minimal.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 08/06/2015 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comprehensive Plan(s) Reviewed:

City of Fort Lauderdale 2008 Comprehensive Plan.

Comments on Effects to Resources:

Compatibility with Community Development Goals and Comprehensive Plan:

As described in this proposal, the project is essentially neutral in regard to compatibility with the community's development goals. City of Fort Lauderdale staff notes that the project could have significant adverse impact on neighborhoods around the ramp connections to Broward Boulevard, depending upon the ultimate design of these facilities and other design responses that may be incorporated into the project. City staff notes that to facilitate compatibility with community development goals, it will be imperative that the design team reach out to area neighborhoods and City staff early in the planning process, with an awareness of the need to plan for mitigation of potentially adverse impacts.

City staff related that key issues for neighborhood stakeholders included ensuring the continuity and connectivity of bicycle and pedestrian facilities on Broward Boulevard, and in particular, to and along that segment of Broward Boulevard spanning I-95. Additionally, City staff noted the importance of maintaining good bicycle and pedestrian access to transit facilities and services in the area.

The project is compatible with the Comprehensive Plan. As examples, the project is compatible with:

Goal 1 of the Transportation Element, summarized as the improvement of the multimodal transportation system, with an emphasis on public transportation systems, coordinated with other agencies.

Objective 1.2 of the Transportation Element, "Continue to provide for a convenient multimodal transportation network."

Policy 1.3.1 of the Transportation Element, summarized as work with other agencies to identify techniques and opportunities to increase the use of existing park and ride lots in the City and to reduce VMT/capita within the community and region.

Future Transportation Map:

There is no Future Transportation Map within the adopted portion of the Comprehensive Plan. The Department recommends a map be added to the Comprehensive Plan that includes this project.

Land Uses:

The Future Land Uses that surround the project include: Transportation; NW Regional Activity Center; Commercial; Office Park; Medium 15; and, Industrial.

Parks:

The proposed project is located within a quarter mile of the following parks: For the City of Fort Lauderdale - Sweeting Park, North Fork Riverfront Park, North Fork School Park, Lincoln Park, and Little Lincoln Park. For Broward County - Rev. Samuel Delevoe Memorial Park. FDOT should analyze potential impacts to these 4(f) resources.

Area of Critical State Concern (ACSC), Coastal High Hazard Area (CHHA), and Military Bases:

The project is not located within an ACSC, nor does the project encroach on a military base. Portions of the project are located

within the CHHA.

Other Planning-Related Items:

[From Comprehensive Plan Support Document] Multiple SIS facilities impacted: I-95; W. Broward Blvd. (east of I-95); and, Ft. Lauderdale Amtrak/Tri-Rail Station. W. Broward Blvd. is a designated bicycle facility (unmarked lane). CSX RR is parallel and adjacent to I-95. Transit stops are provided along Broward Blvd. Both Broward Blvd. and I-95 are Over-Capacity Roadways (2008), and projected to be in 2030. Broward Blvd., within the project area, is designated as a Light Rail Transit project, per the 2030 Cost Feasible Transit Plan projects listed in the Support Document.

Contact Information:

Karen Mendrala (City of Fort Lauderdale). Phone number: (954) 828-3798.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Social

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

This project will support increasing social and economic demands expected due to continued population and employment growth in this area. The proposed project is anticipated to improve traffic flow and safety to the surrounding communities and businesses. Temporary modifications to provide access to businesses and local services may be needed. The Riverside Park and Riverland neighborhoods are the residential areas most likely to be affected by short term construction impacts. A Summary DOE of *Minimal* has been assigned for the Social category.

During the Project Development phase, a Sociocultural Effects Evaluation in accordance with Part 2, Chapter 9 of the FDOT PDE&E Manual will be performed. Public outreach will be conducted by FDOT District Four in coordination with the Broward County Metropolitan Planning Organization and the City of Fort Lauderdale to solicit input from the general public to ensure that both the social and transportation needs of the community are addressed through the project.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 08/10/2015 by Shandra Davis-Sanders, FDOT District 4

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

Coordination Document Comments:

A Sociocultural Effects Evaluation is recommended during the Project Development phase to ensure that the social and transportation needs of the community are addressed during the interchange improvements, and that unknown potential project effects can be avoided or addressed.

Direct Effects

Identified Resources and Level of Importance:

Identified Resources and Level of Importance:

100-Foot Buffer:

2010 Census Designated Places (2)

- Fort Lauderdale
- Washington Park

Florida Site File Resource Group (1)

- Seaboard Air Line (CSX) Railroad

Correctional Facilities (1)

- Broward Juvenile Detention Center

Front Porch Communities (1)

- Dorsey Riverbend Neighborhood

Geocoded Social Service Facilities (2)

- The Salvation Army-Individual and Family Services
- The Salvation Army-Social and Human Services

Parcel Derived Religious Centers

- Salvation Army, Inc. - Church

SFWMD Residential Areas 2008 (2)

- 1210 FIXED SINGLE FAMILY UNITS / 5.4 / 6.1%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 6.2 / 6.99%

500-Foot Buffer:

Additional Geocoded Social Service Facilities (1)

- Fort Lauderdale City - Housing Authority - Elderly Social Services-Government Social Services

Local Florida Parks and Recreational Facility Boundaries (1)

- North Fork Riverfront Park - Nature Park/Water Access

Public Lands (1)

- North Fork Riverwalk

SFWMD Residential Areas

- 1210 FIXED SINGLE FAMILY UNITS / 22.2 / 13.63%
- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 16.1 / 9.92%

1320-Foot (Quarter Mile) Buffer:

Geocoded Fire Stations (1)

- Broward County Department of Fire Rescue and Emergency

Geocoded Law Enforcement Facilities (1)

- Broward County Sheriff's Office (HQ) - Sheriff's Office

Geocoded Religious Centers (2)

- Set Free Ministries International Incorporated Ministries Churches

-Kingdom Hall of Jehovah's Wtns Jehovah's Witness Churches

Additional Parcel Derived Religious Centers (1)

- Central Ft Lauderdale Congregation

Geocoded Schools (1)

- North Fork Elementary School

Additional Geocoded Social Service Facilities (1)

- Fort Lauderdale - Housing Authority - Elderly Social Services - Government Social Services

Additional Local Florida Parks and Recreational Facility Boundaries (2)

- Delevoe Park - Neighborhood Park / Mixed Use Recreation

- Sweeting Park - Nature Park / Water Access

SFWMD Residential Areas (4)

- 1210 FIXED SINGLE FAMILY UNITS / 97.1 / 24.85%

- 1310 FIXED SINGLE FAMILY UNITS / 3.3 / 0.84%

- 1320 MOBILE HOME UNITS / 0.5 / 0.13%

- 1330 MULTIPLE DWELLING UNITS - LOW RISE / 42 / 10.75%

Comments on Effects to Resources:

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

The area from NW 4th Street to SW 5th Street and from SW/NW 24th Avenue to SW/NW 18th Avenue has a lower median household income than the County as a whole (\$28,967 in 2013 compared to \$51,251). It also has a larger percentage of minority residents than the county as a whole (53 percent compared to 37 percent).

This project will support increasing social and economic demands due to continued population and employment growth in this area. The proposed project is anticipated to improve traffic flow and safety to the surrounding communities and businesses. Construction may cause the need for temporary modifications to provide access to local services. However, impacts will be temporary in nature and overall impacts on the social environment and community cohesion are anticipated to be Minimal.

Riverside Park, Riverland, Dorsey Riverbend, River Garden and Sweeting Estate are the surrounding neighborhoods. The residential area most likely to be affected by short term construction impacts are those located in the southeast quadrant of the I-95/Broward Boulevard Interchange, in the Riverside Park neighborhood. While these residential areas are generally located one block south of Broward Boulevard, residents within the general vicinity of the project corridor may experience temporary noise impacts during the construction phase of the project. However, impacts will be temporary in nature. These temporary impacts should not be disproportionately high or adverse for low-income and/or minority residents. Right-of-way (ROW) acquisition impacts are not anticipated.

The proposed project will improve the flow of traffic to and from I-95 along Broward Boulevard to support the region's growth, and improve mobility and safety. The improvements are to include safe connections for pedestrians and transit services, and circulation of traffic within the Park and Ride lot network. It will also improve bus flow and access to public transit, which will benefit the local community.

Community services in close proximity to the project include an elementary school, an elderly assistance organization, a religious institution, a juvenile detention center, a park and several social service centers. Access to these facilities will be maintained. The effect to the community services are expected to be Minimal.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 08/03/2015 by Maher Budeir, US Environmental Protection Agency

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Relocation Potential

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 10/01/2015 by FDOT District 4

Comments:

No impacts to residential or commercial properties are anticipated for this project. While improvements are expected to occur within land owned by the Broward Regional Juvenile Center, impacts are limited to connections between existing facilities and will not impact Broward Regional Juvenile Center facilities. Therefore, a Summary Degree of Effect of **None** has been assigned to the Relocation Potential issue.

As part of the PD&E process, a Conceptual Stage Relocation Plan shall be prepared if relocations are determined to be necessary. If right of way or relocations are required, FDOT will carry out a right of way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended by the Public Law 100 -17).

Degree of Effect: 0 *None* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 08/10/2015 by Shandra Davis-Sanders, FDOT District 4

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

During the Project Development phase, additional evaluation should indicate whether impacts to right-of-way are avoided or minimized.

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

Correctional Facilities (1)

Broward Juvenile Detention Center

Comments on Effects to Resources:

Impacts to residential and commercial properties are not proposed for this project. The work will occur within existing FDOT right-of-way along the I-95 corridor, the Broward Boulevard Corridor, and the existing Park & Ride facility. The northern portion of the Park & Ride facility, the existing ramp from the Park & Ride onto northbound I-95, the ramp from southbound I-95 to the Park & Ride, and NW 22nd Avenue lie within land owned by the Broward Regional Juvenile Center. While improvements will occur within this area, impacts are limited to connections between existing facilities and will not impact the Broward Regional Juvenile Center facilities.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Farmlands

Project Effects

Coordinator Summary Degree of Effect: N/A N/A / *No Involvement* assigned 10/01/2015 by FDOT District 4

Comments:

NRCS has determined that there are no prime, unique, or locally important farmland soils within the project area. According to Part 2, Chapter 28, Section 28-2.1 of the FDOT PD&E Manual, transportation projects situated within urbanized areas with no adjacent present or future agricultural lands are excluded from Farmland Assessments. Because the project is located within a designated urban area anticipated to continue to support residential and industrial uses, a Summary Degree of Effect of **No Involvement** has been assigned to the Farmlands issue.

Degree of Effect: 0 *None* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 07/07/2015 by Rick Allen Robbins, Natural Resources Conservation Service

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

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

Comments on Effects to Resources:

Conducting GIS analysis of Prime Farmland (using USDA-NRCS data) and Important (Prime, Unique, Local) Farmland Analysis (using existing 2011 SFWMD land use data and 2014 SSURGO data) has resulted in the determination that there are no Prime, Unique, or Locally Important Farmland soils within any buffer width within the Project Area. Therefore, no degree of effect to agricultural resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Aesthetic Effects

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

Prominent aesthetic features in the area include the North Fork of the New River and the view of the main approach to the City of Fort Lauderdale. However, the project area is urban in nature and therefore aesthetic effects are anticipated to be limited. Therefore, a Summary Degree of Effect of **Minimal** has been assigned to the Aesthetic Effects issue.

Public outreach will be conducted during the Project Development phase by FDOT District Four in coordination with the Broward Metropolitan Planning Organization and the City of Fort Lauderdale. This will include soliciting opinions on community preferences as they relate to improving the aesthetics of the area.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No comments at this stage of the process.

Comments on Effects to Resources:

No comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 08/10/2015 by Shandra Davis-Sanders, FDOT District 4

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

The proposed project is compatible with the existing aesthetics. During the Project Development phase, public outreach should be conducted by FDOT District Four in coordination with the Broward Metropolitan Planning Organization and local municipalities that will include soliciting opinions on community preferences as they relate to improving the aesthetics of the area.

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

2010 Census Designated Places (2)

- Fort Lauderdale
- Washington Park

Enterprise Zones (1)

- Broward County [EZ-0601]

Noise Barriers (2)

- FDOT District: 4, ID: 421
- FDOT District: 4, ID: 422

FDOT RCI Bridges (12)

- 860271
- 860269
- 860258
- 860257
- 860638
- 860260
- 860270
- 860602
- 860601
- 860600
- 860628
- 860598

Facility Crossings (12)

- SR-842 BROWARD BLVD
- RAILROAD
- SR 9/ I-95
- RAILROAD
- ACCESS RD

- RAMP 86070142
- N.FORK NEW RIVER
- ACCESS RD
- RAMP 86070144
- RAMP 86070143
- N FORK NEW RIVER
- RAMP 86070142

Railroads in the State of Florida (1)

- MAINLINE 2215.1082

SFWMD Residential Areas 2008 (2)

- 1210 Fixed Single Family Units / 5.4 / 6.1%
- 1330 Multiple Dwelling Units - Low Rise / 6.2 / 6.99%

500-Foot Buffer:

SFWMD Residential Areas 2008 (2)

- 1210 Fixed Single Family Units / 22.2 / 13.631%
- 1330 Multiple Dwelling Units - Low Rise / 16.1 / 9.92%

Comments on Effects to Resources:

The project area is a highly urbanized residential and commercial area, and contains the confluence of diverse demographics and income levels. The area does not have a defined or uniform visual character. Prominent aesthetic features in the area include the North Fork of the New River, and the view of the main approach to the City of Fort Lauderdale's downtown. Due to the urbanized nature of the area, improvements are unlikely to negatively impact the aesthetics of the environment. This project is an opportunity to improve the aesthetics of the area.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Economic

Project Effects

Coordinator Summary Degree of Effect: 1 *Enhanced* assigned 10/01/2015 by FDOT District 4

Comments:

The project is anticipated to enhance travel patterns and access to employment and government centers via I-95, Tri-Rail and transit. The I-95/Broward Boulevard interchange consists of high-priority transportation facilities and services of statewide importance. Potential employment opportunities, including short-term, construction-related work are also expected.

During the Project Development phase, public outreach will be conducted by FDOT District Four in coordination with the Broward County Metropolitan Planning Organization and the City of Fort Lauderdale to solicit input from local residents and businesses regarding potential economic enhancements/impacts as a result of the project. Access to businesses and government services will be maintained during construction.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

The project corridor is surrounded by residential, commercial/retail, public, institutional and industrial uses.

Comments on Effects to Resources:

The project should avoid and minimize as possible the disruption of adequate access to the identified properties.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: i *Enhanced* assigned 08/10/2015 by Shandra Davis-Sanders, FDOT District 4

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

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

Direct Effects

Identified Resources and Level of Importance: City of Fort Lauderdale Future Land Use Map

100-Foot Buffer:

2010 Census Designated Places (2)

- Fort Lauderdale
- Washington Park

Enterprise Zones (1)

- Broward County [EZ-0601]

2008 SFWMD FL Land Use and Land Cover / Acres / Percent (8)

- 1210 Fixed Single Family Units / 5.4 / 6.1%
- 1330 Multiple Dwelling Units - Low Rise / 6.2 / 6.99%
- 1400 Commercial and Services / 12.4 / 14%
- 1490 Commercial and Services under Construction / 2.7 / 3.05%
- 1550 Other Light Industry / 7.7 / 8.67%
- 5120 Channelized Waterways - Canals / 0.9 / 1.05%
- 8120 Railroads and Railyards / 5.8 / 6.56%
- 8140 Roads and Highways / 47.4 / 53.6%

500-Foot Buffer:

2008 SFWMD FL Land Use and Land Cover / Acres / Percent (11)

- 1210 Fixed Single Family Units / 22.2 / 13.63%
- 1330 Multiple Dwelling Units - Low Rise / 16.1 / 9.92%
- 1400 Commercial and Services / 20.9 / 12.86%
- 1490 Commercial and Services Under Construction / 13.1 / 8.06%
- 1550 Other Light Industry / 15.9 / 9.78%
- 1850 Parks and Zoos / 0.3 / 0.17%

- 1900 Open Land / 0.1 / 0.03%
- 1920 Inactive Land With Street Pattern / 1.6 / 1%
- 5120 Channelized Waterways - Canals / 3.6 / 2.23%
- 8120 Railroads and Railyards / 10 / 6.13%
- 8140 Roads and Highways / 58.8 / 36.18%

Comments on Effects to Resources:

The primary need for this project is to enhance system linkage and modal interrelationships at the I-95/Broward Boulevard (SR 842) interchange. Broward Boulevard provides the main entry to the Downtown Fort Lauderdale Central Business District for commuters arriving from other parts of South Florida via I-95, Tri-Rail or transit Express bus service. The section of Broward Boulevard from I-95 to NE/SE 3rd Avenue is part of the state's Strategic Intermodal System (SIS), which consists of high-priority transportation facilities and services of statewide and interregional significance. This project will Enhance travel patterns and access to this major employment and government center. The improved traffic patterns should also increase efficiency in bus services.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 None assigned 08/06/2015 by Matt Preston, FL Department of Economic Opportunity

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

Comprehensive Plan(s) Reviewed:

City of Fort Lauderdale 2008 Comprehensive Plan.

Comments on Effects to Resources:

The project is not located within a Rural Area of Opportunity. The project has little potential to attract new development. Potential employment opportunities could include short-term, construction-related work.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Mobility

Project Effects

Coordinator Summary Degree of Effect: 1 Enhanced assigned 10/01/2015 by FDOT District 4

Comments:

Construction may cause temporary effects on mobility in the area; however, the project will likely improve mobility and safety in the

immediate vicinity, and in the region. The proposed project will provide a direct connection from the I-95 Express Lanes to Broward Boulevard and to transit facilities, create safe connections for pedestrians and transit services, and improve circulation of traffic within the Park & Ride lot network. Therefore, a Summary DOE of **Enhanced** has been assigned to the Mobility issue.

To avoid potential effects, public outreach will be conducted by FDOT District Four during the Project Development phase. Public outreach programs will be conducted to solicit community opinions and preferences, identify project-related effects and refine plans to minimize the effects on area mobility.

Degree of Effect: **1** *Enhanced* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: **1** *Enhanced* assigned 08/10/2015 by Shandra Davis-Sanders, FDOT District 4

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

The project will likely improve intermodal mobility in the immediate vicinity and in the region. Construction may cause temporary effects on mobility in the area. To avoid potential effects, it is recommended that a public outreach program be conducted to identify project-related effects, solicit community preferences and refine plans to minimize the effects on area mobility.

Direct Effects

Identified Resources and Level of Importance:

100-Foot Buffer:

2010 Amtrak Intercity Railroad Terminals (1)

- Fort Lauderdale

Bus Transit Routes (3)

- Route 09 / 5699.3854

- Route 22 / 35787.9734

- Route 81 / 11398.7708

Fixed-Guideway Transit Network Stations (1)

- Fort Lauderdale Tri-County Commuter Rail

Potential Navigable Waterways (1)

- New River

Railroads in the State of Florida (1)

- MAINLINE 2215.1082

Transportation Disadvantaged Service Provider Areas (TDSP) in Florida - 2010 (2)

- Broward - Broward County Board of County Commissioners
- TMS (Transportation Management Services), Inc.

Comments on Effects to Resources:

Overall the proposed project will improve safety and overall flow of traffic at the I-95/Broward Boulevard Interchange. Broward Boulevard (SR 842) provides east-west connection to US-1 and SR 823/Flamingo Road. Broward Boulevard and I-95 are part of the state's Strategic Intermodal System (SIS), and provide high-priority transportation facilities and services of statewide and interregional significance. The I-95 corridor is the primary interstate facility along the Atlantic Seaboard, and a major north-south transportation spine of the Atlantic Commerce Corridor, with access to all three South Florida Ports. The I-95 corridor is a major connector between Palm Beach, Broward and Miami-Dade Counties, and is designated as a major evacuation route.

The proposed project will improve the flow of traffic to and from I-95 along Broward Boulevard to support the region's growth, and improve mobility and safety. The improvements are to include safe connections for pedestrians and transit services, and circulation of traffic within the Park and Ride lot network. This project will provide a direct connection from the I-95 Express Lanes to Broward Boulevard. Express Lanes will also have direct access to the nearby transit facilities (Tri-Rail, Amtrak, and bus service). Circulation of traffic between the Express Lanes, and the bus and rail services will be kept separate from the mainline I-95 traffic and thus improve travel times for all methods of transportation in the area. It is anticipated that the effect to mobility will be Enhanced.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Mobility issue for this alternative: Federal Transit Administration

ETAT Reviews and Coordinator Summary: Cultural

Section 4(f) Potential

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

The Reverend Samuel Delevoe Memorial Park (a Broward County Park) and the North Fork Riverwalk Park (City of Fort Lauderdale Park) are located in close proximity to the project area. Historic and archeological sites within the vicinity of the project may also be considered Section 4(f) resources.

Because work is limited to within the FDOT right of way, a Summary Degree of Effect of **Minimal** has been assigned to the Section 4(f) Potential issue.

During Project Development, a Section 4(f) Determination of Applicability will be conducted in coordination with FHWA in accordance with Part 2, Chapter 13 of the FDOT PD&E Manual to determine the extent of Section 4(f) involvement and focus any required documents on the avoidance and/or minimization of impacts. No Environmental Technical Advisory Team reviews were submitted for the Section 4(f) potential Issue.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

The project should avoid any impacts to any 4(f) resources as first strategy with any resources in the area.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Historic and Archaeological Sites

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 10/01/2015 by FDOT District 4

Comments:

A Cultural Resources Assessment Survey (CRAS) was prepared for the I-95 corridor from Stirling Road (SR 848) to north of Oakland Park Boulevard (SR 816), as part of the PD&E Study prepared in August 2013 for the I-95 Express project. National Register of Historic Places (NRHP)-eligible sites within the project corridor include the CSX Railroad (8BD4649) and Seaboard Airline Railroad Station (8BD142). Direct impacts to the Seaboard Airline Railroad Station (8BD142) should be avoided. Another nearby resource of concern is the Annie Tommy Camp archaeological site (8BD2915), which is outside the proposed project limits, but which the Florida Department of State has pointed out is a sensitive site.

The Florida Department of State has indicated that the project can move into the effects discussion for Section 106 if the Area of Potential Effect (APE) for the recent study adequately covers the project area. If further survey is warranted, than a CRAS will be conducted (in accordance with Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 12). Any potential impacts to such resources will be avoided and/or minimized during the process. The proposed project is within the jurisdictional limits of the City of Fort Lauderdale Certified Local Government. Therefore, the City Historic Preservation Officer should be consulted during the PD&E.

This project is assigned a Summary Degree of Effect of *Moderate* for Historic and Archaeological Sites.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 07/29/2015 by Ginny Leigh Jones, FL Department of State

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

As mentioned in the PED, it appears that the project area has been previously comprehensively surveyed. As part of the PD&E, the appropriate APE for the current project should be compared to previous surveys to ensure the entire APE has been recently surveyed. If the previous survey coverage is adequate, then the project can move into the effects discussion for Section 106. If further survey is warranted, then the resultant survey report shall conform to the specifications set forth in Chapter 1A-46 Florida Administrative Code, FDOT PD&E Manual Part 2, Chapter 12. The additional survey and/or effects discussion will need to be forwarded to this agency (or the appropriate Federal Agency) for review and comment.

The proposed project is within the jurisdictional limits of the City of Fort Lauderdale Certified Local Government (CLG). The City Historic Preservation Officer should be consulted during the PD&E.

Direct Effects

Identified Resources and Level of Importance:

As reported in the Preliminary Environmental Discussion (PED), the CSX Railroad (8BD4649) and Seaboard Airline Railroad Station (8BD142) are both located within the project corridor. These resources are eligible for the National Register of Historic Places (NRHP). A nearby resource of concern is the Annie Tommy Camp archaeological site (8BD2915).

Most - if not all - of the project area has been surveyed for cultural resources so most of the resources should have already been identified.

Comments on Effects to Resources:

Because of the location and nature of the project the Seaboard Airline Railroad Station (8BD142) is vulnerable to direct impacts from the project. Direct impacts include structural changes to the station.

Direct impacts to the CSX Railroad (8BD4649) would involve changing the route of the railroad or severing the railroad. This appears unlikely from the proposed project.

Currently it does not appear that the proposed project will intersect with the Annie Tommy Camp archaeological site (8BD2915). However, because of the sensitivity of the site and the close proximity of the site to the project, FDOT should be aware of this site as the project progresses during the PD&E and Design phases.

Anytime there are NRHP-listed or eligible resources within a project corridor, this office considers the Project Effects as Moderate.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

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

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

The Seaboard Airline Railroad Station (8BD142) and CSX Railroad are significant cultural resources within the project corridor. It is unlikely there are unrecorded resources adjacent to the project area, but this will need to be verified during the PD&E process.

Comments on Effects to Resources:

Regardless of the acquisition of new ROW, if any of the resources adjacent to the project corridor are evaluated as significant they are vulnerable to indirect effects. The Seaboard Airline Railroad Station (8BD142) is vulnerable to indirect effects (visual, audible, and atmospheric changes which affect the character and setting of the property) from this project due to the nature and location of the project.

It is unlikely that the CSX Railroad (8BD4649) will be indirectly impacted by the proposed project.

Anytime there are NRHP-listed or eligible resources within a project corridor, this office considers the Project Effects as Moderate.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

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

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

Recreation Areas

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 10/01/2015 by FDOT District 4

Comments:

The City of Fort Lauderdale's North Fork Riverwalk Park is located within the 500-ft project buffer zone. No impacts are anticipated, therefore a Summary Degree of Effect of **None** has been assigned to the Recreation Areas issue.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

The Riverwalk Park has been already identified.

Comments on Effects to Resources:

The project needs to be developed in a way that the Riverwalk Park functions and access don't get affected.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 08/10/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

The City of Fort Lauderdale's North Fork Riverwalk public conservation area is located within the 500-ft. project buffer zone.

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 08/03/2015 by Maher Budeir, US Environmental Protection Agency

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 07/27/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

No Marine/Coastal Resources, Areas with Special Designations or recreational areas within the ROW at this location.

Comments on Effects to Resources:

None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Recreation Areas issue for this alternative:
National Park Service

ETAT Reviews and Coordinator Summary: Natural Wetlands

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 10/30/2015 by FDOT District 4

Comments:

The proposed project lies south and west of the North Fork of New River and the surrounding estuarine habitats. A review of the Environmental Screening Tool revealed approximately 3.4 acres of wetlands may occur within a 500-foot buffer. Several agencies commented that wetlands may occur in or near the project site. However, the surrounding area is largely developed, paved, cleared and landscaped, with minimal estuarine wetland habitat. Some of the stormwater swales located within and adjacent to the right of way may support hydrophytic vegetation, but are components of the highway drainage system and are constructed man-made features.

The Florida Department of Environmental Protection FDEP and the South Florida Water Management District indicated that an Environmental Resources Permit (ERP) will be required. Existing ERPs in the area can likely be modified for this project: I-95 (06-01465-S) and Broward Boulevard Park & Ride Lot (06-01469-S).

The National Marine Fisheries Service stated that tidal mangrove areas in the New River adjacent to the project consist of Essential Fish Habitat (EFH) and may provide habitat for the endangered smalltooth sawfish. Impacts to these areas are not anticipated. However, if the project is expanded to include the North Fork of the New River, and the mangrove resources are impacted, an EFH assessment will be prepared and an Endangered Species Biological Assessment will reflect these impacts.

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

Due to the proximity of the North Fork of the New River and the potential of impacting EFH, a Summary Degree of Effect of **Moderate** has been assigned to Wetlands.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 08/10/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

The National Wetlands Inventory GIS report indicates that there are 3.4 acres of estuarine wetlands within the 500-ft. project corridor.

Comments on Effects to Resources:

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

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 08/06/2015 by Randy Turner, US Army Corps of Engineers

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

The project may not need a Department of the Army authorization if the only impacts are to upland cut roadside ditches that are not connected to downstream waters of the U.S. A wetland survey should be conducted along the project corridor to identify any existing wetlands, and if any are found, a jurisdictional determination should be completed.

Direct Effects

Identified Resources and Level of Importance:

A review of the EST revealed the presence of approximately 3.4 acres of estuarine wetlands within a 500 foot buffer; 1.4 acres of estuarine wetlands within a 200 foot buffer; and 0.5 acre estuarine wetlands within a 100 foot buffer. The majority of wetland acreage within the buffers are the North Fork New River surface waters or riverine surface waters. The project area is highly commercial and residential developed on both sides of I-95 and along Broward Boulevard. The level of importance would be minimal.

Comments on Effects to Resources:

It is assumed there would be no impact to the river's surface waters or any adjacent wetlands. The level of importance would be minimal.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The Corps recommends a continued emphasis on wetland avoidance and minimization opportunities throughout the planning process. A review of the Corps RIBITS indicates that all of the proposed project corridor would traverse the geographical service area of the FP&L Everglades Phase II Mitigation Bank. The bank has 310.51 estuarine credits available. Any unavoidable wetland impacts should be assessed using the mitigation bank's credit assessment method WATER.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

A review of the EST revealed the presence of approximately 3.4 acres of estuarine wetlands within a 500 foot buffer; 1.4 acres of estuarine wetlands within a 200 foot buffer; and 0.5 acre estuarine wetlands within a 100 foot buffer. The majority of wetland acreage within the buffers are the North Fork New River surface waters or riverine surface waters. The project area is highly commercial and residential developed on both sides of I-95 and along Broward Boulevard. The level of importance would be minimal.

Comments on Effects to Resources:

It is assumed there would be no impact to the river's surface waters or any adjacent wetlands. The level of importance would be minimal.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The Corps recommends a continued emphasis on wetland avoidance and minimization opportunities throughout the planning process. A review of the Corps RIBITS indicates that all of the proposed project corridor would traverse the geographical service area of the FP&L Everglades Phase II Mitigation Bank. The bank has 310.51 estuarine credits available. Any unavoidable wetland impacts should be assessed using the mitigation bank's credit assessment method WATER.

Degree of Effect: 2 *Minimal* assigned 08/03/2015 by Maher Budeir, US Environmental Protection Agency

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

Direct Effects

Identified Resources and Level of Importance:

3.4 acres of estuarine wetlands

Comments on Effects to Resources:

The EST identifies 3.4 acres of wetlands to be within the 500 foot buffer. The area is mostly developed, however a wetland evaluation report should delineate existing wetlands. Once wetlands are identified, project development should focus on avoidance of wetlands. Unavoidable impact should be fully mitigated.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 Moderate assigned 07/30/2015 by Brandon Howard, National Marine Fisheries Service

Coordination Document: Tech Memo Required

Coordination Document Comments:

A substantial adverse effect to EFH will occur if the North Fork of the New River is impacted. EFH should be avoided, minimized and mitigated. The project site is also accessible to smalltooth sawfish. Juvenile smalltooth sawfish, listed as endangered under the Endangered Species Act (ESA), use red mangrove prop roots as nursery habitat. An EFH assessment and ESA biological assessment should be prepared if this is the case.

Direct Effects

Identified Resources and Level of Importance:

Based on our review of the information provided on the ETDM website, and a site visit on July 29, 2015, NOAA's National Marine Fisheries Service (NMFS) has determined that estuarine shrub/scrub wetlands occur at the project site. The preliminary environmental documentation in the EST states that there will be no impacts to coastal and marine resources. However, the project location map overlaps the North Fork of the New River. This area contains tidal waters and mangroves. These wetlands are of moderate quality and are dominated by a subcanopy of red mangrove (*Rhizophora mangle*). The South Atlantic Fishery Management Council (SAFMC) has designated mangrove as essential fish habitat (EFH) as well as a Habitat Area of Particular Concern (HAPC). HAPC's are subsets of EFH that are rare, particularly susceptible to human-induced degradation, especially ecologically important, or located in an environmentally stressed area. More information on the ecological services of these habitats and their ecological connections with seagrasses and coral habitat are available in amendments to fishery management plans and in *Fishery Ecosystem Plan of the South Atlantic Region*, which is available at www.safmc.net.

Comments on Effects to Resources:

A substantial adverse effect to EFH will occur if the North Fork of the New River is impacted. EFH should be avoided, minimized and mitigated. The project site is also accessible to smalltooth sawfish. Juvenile smalltooth sawfish, listed as endangered under the Endangered Species Act (ESA), use red mangrove prop roots as nursery habitat. An EFH assessment and ESA biological assessment should be prepared if this is the case.

With modification to the intersection, impervious surface area will be replaced. Surface and stormwater runoff into the surrounding wetlands and the North Fork of the New River may result. The discharge of hydrocarbons and other contaminants may degrade water quality. Subsequently, NOAA trust resources located in the receiving waters could be adversely affected. To the extent practicable, runoff from the new bridge should be treated before discharged into the lagoon.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Given the proximity of the proposed project to HAPC and to ensure that adequate wetland conservation and impact avoidance measures are being implemented, NMFS recommends that the following measures be implemented as project development progresses from EST to PD&E, design, and construction:

- 1) Adverse impacts to wetlands should be sequentially avoided and/or minimized, and unavoidable impacts should be offset in a manner that precludes a net loss of wetland function.

2) A habitat characterization of the wetlands within the project site, including the size and location of wetlands that would be directly and/or indirectly impacted by the proposed project should be prepared.

3) Information on measures to avoid and/or minimize adverse impacts to EFH within the vicinity of the project site should be identified.

4) Conservation measures (i.e., best management practices for water quality and erosion control) should be included in the project design and implemented during project construction.

5) A Stormwater Management Plan for containment/treatment of surface and stormwater runoff from impervious surfaces should be prepared. Treatment should be in accordance with state and federal (NPDES) standards. Details of the stormwater plan should include location, area, and cross section of proposed stormwater swales, and/or ponds and information on wetland vegetation planting if proposed.

6) A mitigation plan should be developed that includes the following items:

Detailed overview and cross-sectional drawings of the mitigation area(s) with elevations.

A vegetative planting plan for the mitigation site.

A detailed description of the proposed mitigation plan, including success criteria. The mitigation plan should contain sufficient detail to ensure no net loss of wetland functions and values as a result of project authorization.

7) Timely coordination between NMFS and FDOT staff should continue through project planning and until environmental issues are addressed and resolved.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 07/27/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

An Environmental Resource Permit modification is required. See Water Quality and Quantity comments for permit numbers. If widening of the bridge over the New River, or if adding new bridges over the River, a sovereign submerged lands public easement/ or a SFWMD Right of Way permit may be required.

Direct Effects

Identified Resources and Level of Importance:

Wetlands and other surface waters, including the New River.

Comments on Effects to Resources:

Wetlands and surface waters are minimal at this location based on available information. At the time of application for an Environmental Resource Permit, wetland and surface water impacts will be evaluated. Impacts to wetlands and surface waters must meet the criteria in Section 10 of Applicant's Handbook Volume I, including Elimination and Reduction, threatened and endangered species criteria, and mitigation.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 06/29/2015 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Wetlands

Comments on Effects to Resources:

Wetlands provide important habitat for fish and wildlife. According to the data provided in the Environmental Screening Tool, wetlands may occur in or near the project site. However, this information has not yet been verified by field inspections. In the event that wetlands are found to occur in the project area, we recommend that the project be designed to avoid these valuable resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Water Quality and Quantity

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

Presently, stormwater drainage and treatment is provided primarily by a series of dry swales and ponds. A reservoir is located approximately 0.25 miles northwest of the proposed project; however, impacts are not anticipated. The project would increase the impervious area. Stormwater runoff from the additional road surface may alter adjacent estuarine habitats and surface waters through increased pollutant loading. The project will be designed to maintain pre-development hydroperiods, and water quality treatment will be provided in accordance with regulatory requirements to accommodate increased runoff into the North Fork of the New River.

The South Florida Water Management District stated that an Environmental Resource Permit (ERP) is required and there is a potential to modify existing permits: I-95 (06-01465-S) and Broward Boulevard Park & Ride Lot (06-01469-S). The project must meet the criteria of the ERP Applicant's Handbook Volumes I and II.

During project development, FDOT District Four will conduct a Water Quality Impact Evaluation, in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual. FDOT will coordinate with relevant agencies for the design of the proposed stormwater system and the requirements for stormwater treatment, evaluating existing stormwater treatment adequacy and details on the future stormwater treatment facilities. All necessary permits will be obtained in accordance with federal, state, and local laws and regulations.

Overall, a Summary Degree of Effect of **Minimal** is assigned for water quality.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 08/10/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: Permit Required

Direct Effects

Identified Resources and Level of Importance:

Stormwater runoff from the increased interstate interchange surfaces may alter adjacent wetlands and surface waters through additional pollutant loading.

Comments on Effects to Resources:

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

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 08/03/2015 by Maher Budeir, US Environmental Protection Agency

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

Direct Effects

Identified Resources and Level of Importance:

Groundwater aquifer and New River

Comments on Effects to Resources:

Additional impervious surfaces within the proposed project will add to contaminant loading and alter flow. Storm water management system should be optimized to minimize impact on water quality and provide the retention necessary to manage water flow properly and in accordance with federal, state and local regulation.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 07/27/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

An Environmental Resource Permit is required. There is potential to modify existing permits: I-95 (06-01465-S) and Broward Blvd Park and Ride Lot (06-01469-S).

Direct Effects

Identified Resources and Level of Importance:

Surface waters, including the New River.

Comments on Effects to Resources:

SFWMD concurs with the assignment of a minimal degree of effect, provided that the project is designed to meet the storm water water quality and quantity criteria of the ERP Applicant's Handbook Vols. I & II, including additional treatment that may be required prior to discharge into impaired water bodies. Impacts to floodplain storage need to be compensated per ERP Applicant's Handbook Volume II, if applicable.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Floodplains

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

An Environmental Resource Permit (ERP) from the South Florida Water Management District (SFWMD) will be required. Existing permits, I-95 (06-01465-S) and Broward Boulevard Park & Ride Lot (06-01469-S) may potentially be modified to include this project. Also, as indicated by SFWMD, impacts to floodplain storage need to be compensated per ERP Applicant's Handbook Volume II. A Summary Degree of Effect of *Minimal* has been assigned to the Floodplains issue.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 08/03/2015 by Maher Budeir, US Environmental Protection Agency

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 07/27/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: Permit Required

Coordination Document Comments:

An Environmental Resource Permit is required. There is potential to modify existing permits: I-95 (06-01465-S) and Broward Blvd Park and Ride Lot (06-01469-S).

Direct Effects

Identified Resources and Level of Importance:

Surface waters, including the New River.

Comments on Effects to Resources:

SFWMD concurs with the assignment of a minimal degree of effect, provided that the project is designed to meet the storm water water quality and quantity criteria of the ERP Applicant's Handbook Vols. I & II, including additional treatment that may be required prior to discharge into impaired water bodies. Impacts to floodplain storage need to be compensated per ERP Applicant's Handbook Volume II, if applicable.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Wildlife and Habitat

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

The US Fish and Wildlife Service (FWS) commented that the project corridor is located in the Core Foraging Areas (CFA) of two active wood stork nesting colonies and that the following federally listed species have the potential to occur in or near the project site: Eastern Indigo snake, West Indian manatee, Everglades snail kite, and federally listed plants within in Broward County. FWS also identified the potential for wetlands in or near the project area and recommended the project be designed to avoid these wetlands to the greatest extent practicable.

A Florida Fish and Wildlife Conservation Commission (FWC) Manatee Protection Zone within the North Fork at the New River is located north and east of the project area.

The proposed project corridor will only utilize existing right of way; therefore, minimal involvement regarding wildlife and habitat resources is anticipated due to the limited amount of suitable habitat along the project corridor. Impact to wetlands or drainage features adjacent to the roadway may result in a reduction of suitable foraging habitat within the CFA for wood storks. Potential temporary involvement with manatee habitat may result from work within or over the North Fork of the New River.

A Summary Degree of Effect of *Minimal* has been assigned to the wildlife and habitat issue, based upon site conditions and limited wildlife habitat present.

During project development, an Endangered Species Biological Assessment (ESBA) will be prepared in compliance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 USC 1531 et seq) and in accordance with Part 2, Chapter 27 of the FDOT PD&E Manual. To address potential federal wildlife issues, the final design of the project will avoid and/or minimize impacts to wetlands/wildlife and habitat to the greatest extent possible and best management practices will be utilized during project design and construction. Appropriate mitigation will also be provided for unavoidable impacts.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 08/05/2015 by Scott Sanders, FL Fish and Wildlife Conservation Commission

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

No significant fish, wildlife or habitat resources were identified in the project area.

Comments on Effects to Resources:

Minimal impacts to fish, wildlife or habitat resources are anticipated to result from this project.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

None identified.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 Minimal assigned 06/29/2015 by John Wrublik, US Fish and Wildlife Service

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

Federally listed species and fish and wildlife resources

Comments on Effects to Resources:

Federally-listed species -

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

Wood Stork

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

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology" (Methodology) on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can found on our website at: http://www.fws.gov/verobeach/BirdsPDFs/20120712_WOST_Forage_Assessment_Methodology_Appendix.pdf .

The Service believes that the following federally listed species have the potential to occur in or near the project site: wood stork, Eastern indigo snake (*Drymarchon corais couperi* = *Drymarchon couperi*), West Indian manatee (*Trichechus manatus*) and Federally listed plants in Broward County at <http://ecos.fws.gov/ipac/>. Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

Fish and Wildlife Resources -

Wetlands provide important habitat for fish and wildlife. According to the data provided in the Environmental Screening Tool,

wetlands may occur in or near the project site. However, this information has not yet been verified by field inspections. In the event that wetlands are found to occur in the project area, we recommend that the project be designed to avoid these valuable resources to the greatest extent practicable. If impacts to wetlands are unavoidable, we recommend that the FDOT provides mitigation that fully compensates for the loss of wetland resources.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Wildlife and Habitat issue for this alternative: FL Department of Agriculture and Consumer Services

Coastal and Marine

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 10/01/2015 by FDOT District 4

Comments:

Based on review of the Efficient Transportation Decision Making website and a site visit on July 29, 2015, the National Marine Fisheries Service determined that estuarine shrub/scrub wetlands occur in association with this project if work includes the North Fork of the New River. The North Fork of the New River contains tidal waters and mangroves, including red mangroves (*Rhizophora mangle*). Red mangroves have been designated as essential fish habitat (EFH) and Habitat Area of Particular Concern, as well as provide juvenile nursery habitat for the endangered smalltooth sawfish. The South Florida Water Management District did not identify marine/Coastal Resources within the project area; however their review did not include an assessment of the river as this is outside of the limits considered in this screening.

If the North Fork of the New River is included in the scope of the project, an EFH assessment will be required and the Endangered Species Biological Assessment will be prepared to include a discussion of these resources. A Summary Degree of Effect of **Moderate** has been assigned to the Coastal and Marine issue.

Degree of Effect: 0 *None* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 07/30/2015 by Brandon Howard, National Marine Fisheries Service

Coordination Document: Tech Memo Required

Coordination Document Comments:

A substantial adverse effect to EFH will occur if the North Fork of the New River is impacted. EFH should be avoided, minimized and mitigated. The project site is also accessible to smalltooth sawfish. Juvenile smalltooth sawfish, listed as endangered under the Endangered Species Act (ESA), use red mangrove prop roots as nursery habitat. An EFH assessment and ESA biological assessment should be prepared if this is the case.

Direct Effects**Identified Resources and Level of Importance:**

Based on our review of the information provided on the ETDM website, and a site visit on July 29, 2015, NOAA's National Marine Fisheries Service (NMFS) has determined that estuarine shrub/scrub wetlands occur at the project site. The preliminary environmental documentation in the EST states that there will be no impacts to coastal and marine resources. However, the project location map overlaps the North Fork of the New River. This area contains tidal waters and mangroves. These wetlands are of moderate quality and are dominated by a subcanopy of red mangrove (*Rhizophora mangle*). The South Atlantic Fishery Management Council (SAFMC) has designated mangrove as essential fish habitat (EFH) as well as a Habitat Area of Particular Concern (HAPC). HAPC's are subsets of EFH that are rare, particularly susceptible to human-induced degradation, especially ecologically important, or located in an environmentally stressed area. More information on the ecological services of these habitats and their ecological connections with seagrasses and coral habitat are available in amendments to fishery management plans and in *Fishery Ecosystem Plan of the South Atlantic Region*, which is available at www.safmc.net.

Comments on Effects to Resources:

A substantial adverse effect to EFH will occur if the North Fork of the New River is impacted. EFH should be avoided, minimized and mitigated. The project site is also accessible to smalltooth sawfish. Juvenile smalltooth sawfish, listed as endangered under the Endangered Species Act (ESA), use red mangrove prop roots as nursery habitat. An EFH assessment and ESA biological assessment should be prepared if this is the case.

With modification to the intersection, impervious surface area will be replaced. Surface and stormwater runoff into the surrounding wetlands and the North Fork of the New River may result. The discharge of hydrocarbons and other contaminants may degrade water quality. Subsequently, NOAA trust resources located in the receiving waters could be adversely affected. To the extent practicable, runoff from the new bridge should be treated before discharged into the lagoon.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Given the proximity of the proposed project to HAPC and to ensure that adequate wetland conservation and impact avoidance measures are being implemented, NMFS recommends that the following measures be implemented as project development progresses from EST to PD&E, design, and construction:

- 1) Adverse impacts to wetlands should be sequentially avoided and/or minimized, and unavoidable impacts should be offset in a manner that precludes a net loss of wetland function.
- 2) A habitat characterization of the wetlands within the project site, including the size and location of wetlands that would be directly and/or indirectly impacted by the proposed project should be prepared.
- 3) Information on measures to avoid and/or minimize adverse impacts to EFH within the vicinity of the project site should be identified.
- 4) Conservation measures (i.e., best management practices for water quality and erosion control) should be included in the project design and implemented during project construction.
- 5) A Stormwater Management Plan for containment/treatment of surface and stormwater runoff from impervious surfaces should be prepared. Treatment should be in accordance with state and federal (NPDES) standards. Details of the stormwater plan should include location, area, and cross section of proposed stormwater swales, and/or ponds and information on wetland vegetation planting if proposed.
- 6) A mitigation plan should be developed that includes the following items:

Detailed overview and cross-sectional drawings of the mitigation area(s) with elevations.

A vegetative planting plan for the mitigation site.

A detailed description of the proposed mitigation plan, including success criteria. The mitigation plan should contain sufficient detail to ensure no net loss of wetland functions and values as a result of project authorization.

- 7) Timely coordination between NMFS and FDOT staff should continue through project planning and until environmental issues are

addressed and resolved.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 07/27/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

No Marine/Coastal Resources, Areas with Special Designations or recreational areas within the ROW at this location.

Comments on Effects to Resources:

None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

ETAT Reviews and Coordinator Summary: Physical Noise

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/30/2015 by FDOT District 4

Comments:

Residential, commercial/retail, public, institutional and industrial properties were identified in the immediate vicinity of the project corridor. Residential land uses are located southeast and southwest of the I-95/Broward Boulevard Interchange, and north of the interchange east and west of I-95 from the north bank of the North Fork of the New River to Sistrunk Boulevard. Noise walls are in place on the east side of the I-95 corridor where residential land uses are present east of the roadway.

While temporary construction noise impacts may have short-term effects on adjacent properties, overall noise and vibration-related impacts as a result of the project are anticipated to be minimal. Therefore, a Summary Degree of Effect of **Minimal** is assigned to the Noise issue.

During the PD&E phase, a Noise Study Report will be prepared if warranted by the proposed project alternatives in accordance with Part 2, Chapter 17 of the FDOT PD&E Manual. No Environmental Technical Advisory Team reviews were submitted for Noise.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Air Quality

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

The proposed project corridor is located within the Southeast Florida Airshed, which is a US Environmental Protection Agency-designated Air Quality Maintenance Attainment Area for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air conformity requirements do not apply to this project at this time.

Temporary impacts to air quality will occur during project construction however, no permanent effects to air quality are anticipated. Minor air quality enhancement can be expected because the improvements are likely to reduce idling traffic conditions. A Summary Degree of Effect of *Minimal* has been assigned to the Air Quality issue.

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

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No comments at this stage of the process.

Comments on Effects to Resources:

No comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 2 *Minimal* assigned 08/03/2015 by Maher Budeir, US Environmental Protection Agency

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

Direct Effects

Identified Resources and Level of Importance:

Air Quality

Comments on Effects to Resources:

Short term impacts are likely due to construction, however long term impacts should be none or enhanced since the improvements are likely to reduce idling traffic conditions.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Measures should be taken to minimize emissions and control dust during construction.

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Contamination

Project Effects

Coordinator Summary Degree of Effect: 3 *Moderate* assigned 10/01/2015 by FDOT District 4

Comments:

A review of Geographic Information System data revealed the presence of dry cleaning sites, hazardous waste facilities, petroleum contamination monitoring sites, solid waste facilities, storage tank contamination monitoring sites and Resource Conservation and Recovery Act regulated facilities within the 500-foot project buffer zone. The Contamination Screening Evaluation Report (CSER) prepared for the I-95 corridor from Stirling Road (SR 848) to north of Oakland Park Boulevard (SR 816) indicated that asbestos containing materials (ACMs) testing was conducted for bridges along this corridor; however, ACM were not detected.

Due to the potential presence or documented presence of contamination associated with these sites, a Summary Degree of Effect (DOE) of **Moderate** has been assigned to the contamination issue.

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

Degree of Effect: 3 *Moderate* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No comments at this stage of the process.

Comments on Effects to Resources:

No comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 08/10/2015 by Lauren P. Milligan, FL Department of Environmental Protection

Coordination Document: To Be Determined: Further Coordination Required

Direct Effects

Identified Resources and Level of Importance:

GIS data indicates that there is 1 FDEP dry cleaning program site, 5 hazardous waste facilities, 11 petroleum contamination monitoring sites, 2 solid waste facilities, 12 storage tank contamination monitoring sites and 7 RCRA regulated facilities within the 500-ft. project buffer zone.

Comments on Effects to Resources:

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

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 08/03/2015 by Maher Budeir, US Environmental Protection Agency

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

Direct Effects

Identified Resources and Level of Importance:

Groundwater aquifer and soils

Comments on Effects to Resources:

Given the number of potentially contaminated facilities within 500 feet, existing subsurface contamination is likely. Construction activities can potentially mobilize and negatively impact existing plumes. A CSER is recommended to better identify potential subsurface contamination plumes in the vicinity of the project. In addition to the CSER, The USEPA recommends having contingencies in place to identify and properly manage contaminated media as well as hazardous waste that maybe encountered during construction.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 3 *Moderate* assigned 07/27/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: To Be Determined: Further Coordination Required

Coordination Document Comments:

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

Direct Effects

Identified Resources and Level of Importance:

Surface and ground water

Comments on Effects to Resources:

There are multiple contaminated sites within the area, as noted by the preliminary comments. Construction methodologies, such as dewatering, must be designed to minimize movement of contaminant plumes.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Infrastructure

Project Effects

Coordinator Summary Degree of Effect: 2 *Minimal* assigned 10/01/2015 by FDOT District 4

Comments:

Infrastructure within the project corridor includes Broward Boulevard bridges over I-95 and the Seaboard Coast Line, a northbound on-ramp for traffic from eastbound Broward Boulevard entering the general purpose lanes, and ramps to accommodate traffic to and from the Park & Ride lot. The proposed project will generally utilize existing right of way with the exception of a portion of the project proposed within land owned by the Broward Regional Juvenile Center. A Summary Degree of Effect of **Minimal** was assigned to the Infrastructure issue.

Degree of Effect: 2 *Minimal* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

No additional comments at this stage of the process.

Comments on Effects to Resources:

No additional comments at this stage of the process.

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Navigation

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 10/01/2015 by FDOT District 4

Comments:

No Environmental Technical Advisory Team reviews were submitted for Navigation. The project will not involve impacts to navigable waterways. Therefore, a Summary Degree of Effect of **None** has been assigned to the Navigation issue. If the scope of work is modified during the PD&E Study to include navigable waterways in the area (i.e. the North Fork of the New River), coordination with the US Army Corps of Engineers and the US Coast Guard may be required.

Degree of Effect: 0 *None* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

The following organization(s) were expected to but did not submit a review of the Navigation issue for this alternative: US Army Corps of Engineers

ETAT Reviews and Coordinator Summary: Special Designations

Special Designations

Project Effects

Coordinator Summary Degree of Effect: 0 *None* assigned 10/01/2015 by FDOT District 4

Comments:

There are no Outstanding Florida Waters, Aquatic Preserves, Scenic Highways/byways, or Wild and Scenic Rivers reported within the project area. A Summary Degree of Effect of **None** has been assigned to the issue Special Designations.

Degree of Effect: N/A *N/A / No Involvement* assigned 08/12/2015 by Luis D Lopez, Federal Highway Administration

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 08/03/2015 by Maher Budeir, US Environmental Protection Agency

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

Direct Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Degree of Effect: 0 *None* assigned 07/27/2015 by Mindy Parrott, South Florida Water Management District

Coordination Document: No Involvement

Direct Effects

Identified Resources and Level of Importance:

No Marine/Coastal Resources, Areas with Special Designations or recreational areas within the ROW at this location.

Comments on Effects to Resources:

None

Recommended Avoidance, Minimization, and Mitigation Opportunities:

CLC Recommendations:

Indirect Effects

Identified Resources and Level of Importance:

Comments on Effects to Resources:

Recommended Avoidance, Minimization, and Mitigation Opportunities:

Eliminated Alternatives

There are no eliminated alternatives for this project.

Project Scope

General Project Recommendations

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

Anticipated Permits

Permit	Type	Conditions	Assigned By	Date
SFWMD Environmental Resource Permit	Water		FDOT District 4	06/23/15
Bridge Permit	USCG		FDOT District 4	02/10/16
NPDES General Permit	FDEP		FDOT District 4	06/23/15
Nationwide Permit	USACE		FDOT District 4	06/23/15

Anticipated Technical Studies

Technical Study Name	Type	Conditions	Assigned By	Date
Design Traffic Technical Memorandum	ENGINEERING		FDOT District 4	06/23/2015
Location Hydraulics Report	ENGINEERING		FDOT District 4	06/23/2015
Typical Section Package	ENGINEERING		FDOT District 4	06/23/2015
Public Involvement Plan	ENVIRONMENTAL		FDOT District 4	06/23/2015
Class of Action Determination	ENVIRONMENTAL		FDOT District 4	06/23/2015
Contamination Screening Evaluation Report	ENVIRONMENTAL		FDOT District 4	06/23/2015
Sociocultural Effects Evaluation	Other		FDOT District 4	06/23/2015
Preliminary Engineering Report	ENGINEERING		FDOT District 4	06/23/2015
Air Quality Technical Memorandum	ENVIRONMENTAL		FDOT District 4	06/23/2015
Water Quality Impact Evaluation (WQIE)	ENVIRONMENTAL		FDOT District 4	06/23/2015
Cultural Resource Assessment Survey	ENVIRONMENTAL		FDOT District 4	06/23/2015
Interchange Modification Report (IMR)	ENGINEERING		FDOT District 4	06/23/2015
Pond Siting Report	ENGINEERING		FDOT District 4	06/23/2015

Class of Action

Class of Action Determination

Class of Action	Other Actions	Lead Agency	Cooperating Agencies	Participating Agencies
Type 2 Categorical Exclusion	Section 4(f) Evaluation Section 106 Consultation	Federal Highway Administration	US Coast Guard	US Army Corps of Engineers

Class of Action Signatures

Name	Agency	Review Status	Date	ETDM Role
Shandra Davis-Sanders	FDOT District 4	ACCEPTED	05/02/2016	FDOT ETDM Coordinator
Luis D Lopez	Federal Highway Administration	ACCEPTED	06/05/2016	Lead Agency ETAT Member

Dispute Resolution Activity Log

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

Appendices

Preliminary Environmental Discussion Comments

Social and Economic

Land Use Changes

Project Level

Comments:

Degree of Effect: Minimal

The existing land uses in the vicinity of the project corridor were identified using the Environmental Screening Tool (EST). This project lies within the City of Fort Lauderdale. South of the interchange, the dominant land use is residential except for the rail station, discussed below. Single family homes make up the majority of the residential units to the southwest of the interchange, and a mixture of single family homes and multiple dwelling low rise units are present to the southeast. Adjacent to I-95 to the west is the Seaboard Coast Line, with the Fort Lauderdale Broward Amtrak/Tri-Rail Station just southwest of the interchange. Park and Ride lots for the Fort Lauderdale Broward Amtrak/Tri-Rail Station are located west of the railroad on both the north and south sides of Broward Boulevard. North of the interchange, the dominant land use is public and institutional. On the northwest quadrant, north of the North Park and Ride lot is the Broward Regional Juvenile Center and Justice Department, located on NW 22nd Avenue. North of the Justice Center, beyond the North Fork of the New River (NFNR), are single family homes. On the northeast quadrant is a Salvation Army and Salvation Army Thrift store. These facilities are located west and east of NW 18th Avenue, respectively. North of the Salvation Army, beyond the NFNR, are single family homes.

Future land use plans are included in Comprehensive Plans, which are required by cities in accordance with Chapter 163, Florida Statutes, and 9J-5, Florida Administrative Code. The City of Fort Lauderdale Comprehensive Plan (Ordinance C-08-18) Volume II - Future Land Use Element predicts that land uses within the vicinity of the interchange will remain unchanged. The area north of the interchange, both east and west of I-95, is included in the Northwest Regional Activity Center (NWRAC), which extends from Broward Boulevard (southern boundary) to Sunrise Boulevard (northern boundary) from roughly SW/NW 24th Avenue (western boundary) to the FEC line (eastern boundary). While changes to the land use patterns along Broward Boulevard and within the vicinity of the interchange are not anticipated to change, subsections of the NWRAC along Sistrunk Boulevard and NW 7th Avenue may be subject to future zoning recommendations to encourage sustainable mixed use re-development. The purpose of the NWRAC is to foster an active pedestrian friendly environment while preserving the single family residential neighborhoods and cultural diversity of the area.

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

Social

Project Level

Comments:

Degree of Effect: Minimal

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

The project is located within Fort Lauderdale, Broward County, Florida. The residential areas most likely to be affected by short term construction impacts are those located in the southeast quadrant of the I-95/Broward Boulevard Interchange. While these residential areas are generally located one block south of Broward Boulevard, residents within the general vicinity of the project corridor may experience temporary noise impacts during the construction phase of the project. The area from NW 4th Street to SW 5th Street and from SW/NW 24th Avenue to SW/NW 18th Avenue has a lower median household income than the County as a whole (\$28,967 in 2013 compared to \$51,251). It also has a larger percentage of minority residents than the county as a whole (53 percent compared to 37 percent). However, impacts will be temporary in nature. Right-of-way (ROW) acquisition impacts are not anticipated.

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

- The Kingdom Hall of Jehovah's Witnesses (433 SW 20th Avenue)
- The Amtrak Station (200 SW 21st Terrace)
- The Salvation Army (1901 W Broward Boulevard)
- The YMCA East Broward Boulevard Family Center (1830 W Broward Boulevard)
- The Broward County Juvenile Detention Center (222 NW 22nd Avenue)
- The North Fork Riverfront Park (200 NW 18th Avenue)

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

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

Relocation Potential

Project Level

Comments:

Degree of Effect: None

Improvements proposed to the I-95/Broward Boulevard Interchange occur within existing ROW. Access to adjacent businesses, residences, and the Broward Regional Juvenile Detention

Center could potentially be temporarily affected; however, relocations are not anticipated. It is anticipated that the effect to relocation potential will be None.

Farmlands

Project Level

Comments:

Degree of Effect: None

Farmlands were not reported within a 200-foot buffer of the interchange. Based on a review of existing land use in the vicinity of the project corridor, the area includes residential, commercial and industrial uses with one general land use agricultural parcel. This parcel is a garden gallery used to showcase landscape architecture designs. The project occurs entirely within the Miami Urbanized Area. According to Part 2, Chapter 28, Section 28-2.1 of the FDOT PD&E Manual, transportation projects situated entirely within urbanized areas are excluded from Farmland Assessments. Additionally, work will be limited to within existing ROW. Overall impacts to farmland are anticipated to be None.

Aesthetic Effects

Project Level

Comments:

Degree of Effect: Minimal

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

Economic

Project Level

Comments:

Degree of Effect: Enhanced

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

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

Mobility

Project Level

Comments:

Degree of Effect: Enhanced

Overall the proposed project will improve safety and overall flow of traffic at the I-95/Broward Boulevard Interchange. Broward Boulevard (SR 842) provides east-west connection to US-1 and SR 823/Flamingo Road. Broward Boulevard and I-95 are part of the state's Strategic Intermodal System (SIS), and provide high-priority transportation facilities and services of statewide and interregional significance. The I-95 corridor is the primary interstate facility along the Atlantic Seaboard, and a major north-south transportation spine of the Atlantic Commerce Corridor, with access to all three South Florida Ports. The I-95 corridor is a major connector between Palm Beach, Broward and Miami-Dade Counties, and is designated as a major evacuation route.

The proposed project will improve the flow of traffic to and from I-95 along Broward Boulevard to support the region's growth, and improve mobility and safety. The improvements are to include safe connections for pedestrians and transit services, and circulation of traffic within the Park and Ride lot network. This project will provide a direct connection from the I-95 Express Lanes to Broward Boulevard. Express Lanes will also have direct access to the nearby transit facilities (Tri-Rail, Amtrak, and bus service). Circulation of traffic between the Express Lanes, the bus and rail services will be kept separate from the mainline I-95 traffic and thus improve travel times for all methods of transportation in the area. It is anticipated that the effect to mobility will be Enhanced.

Cultural

Section 4(f) Potential

Project Level

Comments:

Degree of Effect: Minimal

The Riverwalk Park, a recreational facility managed by the City of Fort Lauderdale, is located in close proximity to the project area. Historic and archeological sites may be considered Section 4(f) resources; historic and archeological resources within the vicinity of the project area are listed in the Historic and Archeological Sites section. Because work is limited to within FDOT ROW, impacts to Section 4(f) resources are anticipated to be Minimal.

Historic and Archaeological Sites

Project Level

Comments:

Degree of Effect: Minimal

A review of the EST identified the following eight historical and archaeological sites within the project limits:

- Fort Lauderdale Freight Station - 300 SW 21st Terrace - Historical structure
- Seaboard Airline Railroad Station - 200 SW 21st Terrace - Historical structure
- Salvation Army Warehouse - 108 NW 20th Avenue - Historical structure
- Private Residence - 2124 NW 4th Street - Historical structure
- Private Residence - 2015 NW 3rd Court - Historical structure
- Annie Tommy Camp - Archaeological & historic site
- Commercial - 1701 W Broward Boulevard - Historical structure
- Commercial - 1500 W Broward Boulevard - Historical structure

A Cultural Resources Assessment Survey (CRAS) was prepared for the I-95 corridor from Stirling Road (SR 848) to north of Oakland Park Boulevard (SR 816), as part of the PD&E Study prepared in August 2013 for the I-95 Express project. The CRAS stated that it was unlikely most of the significant historic structures would be affected by work within the FDOT ROW. Portions of the Seaboard Air Line/CSX Railroad are considered eligible for listing in the National Register of Historic Places. A Historic Resources Reconnaissance Survey and Archaeological Resources Technical Memo dated 2012 (Tech Memo), prepared for the Central Broward East-West Transit Study, indicated the Seaboard Airline Railroad Station is considered National Register eligible. The Tech Memo also indicated that initial surveys of the Annie Tommy Camp did not evaluate local or National Register eligibility. Additional testing to establish eligibility was recommended because the site is likely to be of critical concern to the Seminole Tribe of Florida. No other eligible National Register properties were identified in the vicinity of the project corridor. A CRAS will be prepared to determine impact on historical structures. Because work will be limited to within ROW, impacts to historical and archaeological sites are anticipated to be Minimal.

Recreation Areas

Project Level

Comments:

Degree of Effect: Minimal

Only one recreation area/feature was reported within a 200-foot project buffer of the interchange: Riverwalk Park (200 NW 18th Avenue), a two-acre recreational park owned and managed by the City of Fort Lauderdale. The park is only accessible by way of NW 18th Avenue. Because work will be limited to the FDOT ROW, it is anticipated that the effect to recreation areas will be Minimal.

Natural

Wetlands

Project Level

Comments:

Degree of Effect: Minimal

The New River is approximately 30 miles long and flows west to east, originating in the Everglades. The proposed project lies south and west of the North Fork of New River and the surrounding estuarine habitats. However, the surrounding area is largely developed, paved, cleared and landscaped, with minimal estuarine wetland habitat.

Some of the stormwater swales located within and adjacent to the ROW may support hydrophytic vegetation, but are components of the highway drainage system and are constructed man-made features. A Wetlands Evaluation Report (WER) will be prepared to determine potential wetland impacts. Wetland impacts are anticipated to be Minimal.

Water Quality and Quantity

Project Level

Comments:

Degree of Effect: Minimal

Presently, stormwater drainage and treatment is provided primarily by a series of dry swales and ponds. A reservoir is located approximately 0.25 miles northwest of the proposed project; however, impacts are not anticipated. The project would increase the impervious area. Stormwater runoff from the additional road surface may alter adjacent estuarine habitats and surface waters through increased pollutant loading. Water quality treatment will be provided in accordance with regulatory requirements to accommodate increased runoff into the North Fork of the New River. It is anticipated that the effect to water quality and quantity will be Minimal. A Water Quality Impact Evaluation (WQIE) will be prepared to determine potential water quality and quantity impacts.

Floodplains

Project Level

Comments:

Degree of Effect: Minimal

According to the FEMA Flood Insurance Rate Map data, the project is located all within Flood Zone AE. Flood Zone AE is defined as areas within the 100-year floodplain, with an average floodplain elevation of seven feet. Properties within a Flood Zone Area AE have a one percent annual chance of flooding. The project is not anticipated to affect existing flood heights or floodplain limits. It is anticipated that the effect on floodplains will be Minimal.

Wildlife and Habitat

Project Level

Comments:

Degree of Effect: Minimal

Core Foraging Areas (CFA) of two active wood stork nests and the US Fish and Wildlife Service (FWS) designated consultation area for snail kites overlap the project area. A Florida Fish and Wildlife Conservation Commission (FWC) Manatee Protection Zone within the North Fork at the New River is located north and east of the project area. The proposed project corridor will only utilize existing ROW; therefore, minimal involvement regarding wildlife and habitat resources is anticipated due to the limited amount of suitable habitat along the project corridor. Impact to wetlands or drainage features adjacent to the roadway may result in a reduction of suitable foraging habitat within the CFA for wood storks. Potential temporary involvement with manatee habitat may result from work within or over the North Fork of the New River. It is anticipated that the effect to wildlife and habitat will be Minimal. An Endangered Species Biological Assessment (ESBA) will be prepared to determine any impacts on endangered or

threatened species.

Coastal and Marine

Project Level

Comments:

Degree of Effect: None

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

Physical

Noise

Project Level

Comments:

Degree of Effect: Minimal

Residential, commercial/retail, public, institutional and industrial properties were identified in the immediate vicinity of the project corridor. Residential land uses are located southeast and southwest of the I-95/Broward Boulevard Interchange, and north of the interchange east and west of I-95 from the north bank of the North Fork of the New River to Sistrunk Boulevard. Noise walls are in place on the east side of the I-95 corridor where residential land uses are present east of the roadway.

While temporary construction noise impacts may have short-term effects on adjacent properties, overall noise and vibration-related impacts as a result of the project are anticipated to be Minimal. A Noise Study Report will be prepared to determine potential noise effects.

Air Quality

Project Level

Comments:

Degree of Effect: Minimal

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

Contamination

Project Level

Comments:

Degree of Effect: Moderate

A review of the EST identified the following potentially contaminated facilities within a quarter mile of the project corridor:

- Fort Lauderdale City - Former Nursing Home - 2137 NW 4th Street - FDEP ID# 9806409
- MCI-Worldcom-N. Fork New River - N. Fork New River - FDEP ID# NA
- Foster, Floyd - 2020 NW 3rd Court - FDEP ID# NA
- Everglades Fertilizer Co - 2001 W Broward Boulevard - FDEP ID# NA
- Kauffs Towing - 201 NW 20th Avenue - FDEP ID# 9300638
- Fabrications Plus - 101 NW 20th Avenue - FDEP ID# NA
- Salvation Army - 1901 W Broward Boulevard - FDEP ID# 8943416
- Yellow Freight System Inc - 108 NW 20th Avenue - FDEP ID# 9100558
- Corporate Connection Sovereign Tours - 177 NW 18th Avenue - FDEP ID# 8622594
- New River - FDEP ID# NA
- City of Fort Lauderdale - N. Fork New River - N. of 200 NW 18th Avenue - FDEP ID# NA
- Salvation Army - 1901 W Broward Blvd - FDEP ID# 8943416
- Florida DEP SIS Everglades Fert Co - 2001 W Broward Boulevard - EPA ID# 110005627027
- Johnnie & Mack Paint & Body - 2121 W Broward Boulevard - EPA ID# 110002552149
- BP AMOCO #958 - 1776 W Broward Boulevard - FDEP ID# 8501538 and EPA ID# 110032784020
- Sunnyreach Acres - Residential - 100 SW 18th Avenue - FDEP ID# 8733093
- Schembri, Craig - 1701 W Broward Boulevard - FDEP ID# NA
- Renne, Len & Melody - 1500 W Broward Boulevard - FDEP ID# NA
- Stellar Alon Growth, LLC - 1544 Argyle Drive - FDEP ID# NA
- Feenstra, Hermanes and Tubina - 1536 Argyle Drive - FDEP ID# NA
- 1718 W Las Olas Boulevard - 1718 W Las Olas Boulevard - FDEP ID# NA
- Professional Lithography Inc - 250 SW 33rd Street - FDEP ID# NA
- Jam Environmental & Vacuum LLC - 228 SW 21st Terrace - FDEP ID# NA
- Tire Eliminators Inc - 401 SW 21st Terrace - FDEP ID# 9100189
- Dyal Tile & Terrazzo Co Inc - 239 SW 21st Terrace - FDEP ID# 8628069
- Professional Funeral Service Inc - 225 SW 21st Terrace - FDEP ID# 8944924
- Broward-Nelson Fountain Service - 241 SW 21st Terrace - FDEP ID# 8628054
- Huron Machine - 228 SW 21st Terrace - FDEP ID# NA
- C&L Transportation - 2101 W Broward Boulevard - FDEP ID# 8501664
- Zayre Dept Store #691 - 2265 W Broward Boulevard - FDEP ID#8733224
- Broward Blvd Shopping Center - 2245 W Broward Boulevard - FDEP ID# 9100153
- Racetrac #665 - 2300 W Broward Boulevard - FDEP ID# 9803839
- Fort Lauderdale Nissan Inc -122 SW 22nd Avenue - FDEP ID# NA
- Fashion Cleaners Inc - 2427 W Broward Boulevard - FDEP ID# 9202386 and 9500294, EPA ID# 110001740411
- LLC - Vacant - Former Transmission Shop - 2501 W Broward Boulevard - FDEP ID# 9814239
- A-1-A Atlantic Moving & Storage CO - 2549 W Broward Boulevard - FDEP ID# 8622338
- Broward County Public Safety Complex - 2601 W Broward Boulevard - FDEP ID# 9102649
- Collision Masters - 720 SW 27th Avenue - FDEP ID# NA

The proposed project corridor will utilize existing ROW. Moderate involvement regarding sources of contamination may occur given the proximity of these facilities to the project. Broward Boulevard bridges over I-95 are also included in the project area. A Contamination Screening Evaluation Report (CSER) prepared for the I-95 corridor from Stirling Road (SR 848) to north of Oakland Park Boulevard (SR 816) indicated that asbestos containing materials (ACMs) testing was conducted for bridges along this corridor, and that ACM were not detected. It is anticipated that the impact to contamination will be Moderate. A CSER will be prepared to determine any contamination impacts.

Infrastructure

Project Level

Comments:

Degree of Effect: Minimal

The project corridor includes Broward Boulevard bridges over I-95 and the Seaboard Coast Line, a northbound on-ramp for traffic from eastbound Broward Boulevard entering the general purpose lanes, and ramps to accommodate managed lane traffic to and from the Park and Ride lot. Three wireless antenna structures are located within half a mile of the project corridor: Broward County Board of County Commissioners (2601 W Broward Boulevard), New Cingular Wireless PCS, LLC (20 NW 25th Terrace), and Harris Corporation (1300 W Broward Boulevard). The proposed project will utilize existing ROW. It is anticipated that overall impacts to infrastructure will be Minimal.

Navigation

Project Level

Comments:

Degree of Effect: None

I-95 crosses the North Fork of the New River approximately 0.2 miles north of Broward Boulevard. Broward Boulevard crosses the North Fork of the New River approximately 0.3 miles east of the I-95 mainline. Because this project does not include work over the North Fork of the New River in either location, it is anticipated that overall impacts to navigation for this project will be None.

Special Designations

Special Designations: Outstanding Florida Waters

Project Level

Comments:

Degree of Effect: N/A / No Involvement

The proposed project corridor is not located within an Outstanding Florida Water. Consequently, no involvement regarding these specially designated resources is anticipated.

Special Designations: Aquatic Preserves

Project Level

Comments:

Degree of Effect: N/A / No Involvement

The proposed project corridor is not located within an Aquatic Preserve. Consequently, no involvement regarding these specially designated resources is anticipated.

Special Designations: Scenic Highways

Project Level

Comments:

Degree of Effect: N/A / No Involvement

The proposed project corridor is not designated a Scenic Highway. Consequently, no involvement regarding these specially designated resources is anticipated.

Special Designations: Wild and Scenic Rivers

Project Level

Comments:

Degree of Effect: N/A / No Involvement

The proposed project corridor is not located in the vicinity of a Wild and Scenic River. Consequently, no involvement regarding these specially designated resources is anticipated.

Advance Notification Comments

Federal Highway Administration Comment --

Mobility/Freight:

Business and commercial -What operational improvements are being considered as part of or independent of this project to assist with access to/from the existing businesses?

Truck traffic - is this a corridor used for freight? Please include truck and commercial vehicle traffic and data. What is the anticipated growth of the freight volume over the next 20 years especially considering the developments and economic centers planned along this corridor? Have any outreach efforts been made to the freight providers for their input for operational improvements?

Transit and Social

The ETAT tool indicates that there is a larger population of minority residents in this area than the county as a whole. Regardless of whether there will be temporary impacts to the residents due to the project or long term, what outreach efforts will be made to mitigate these impacts on residents' mobility and access during this project?

How many of the impacted residents are limited English proficient? What outreach efforts will be planned specific to this population?

--Luis D Lopez, 8/12/2015

No response

GIS Analyses

Since there are so many GIS Analyses available for Project #14226 - SR-9/I-95 and SR 842/Broward Boulevard Interchange, they have not been included in this ETDM Summary Report. GIS Analyses, however, are always available for this project on the Public ETDM Website. Please click on the link below (or copy this link into your Web Browser) in order to view detailed GIS tabular information for this project:

<http://etdmpub.fl-a-etat.org/est/index.jsp?tpID=14226&startPageName=GIS%20Analysis%20Results>

Special Note: Please be sure that when the GIS Analysis Results page loads, the **Programming Screen Summary Report Re-published on 06/06/2016 by Anson Sonnett Milestone** is selected. GIS Analyses snapshots have been taken for Project #14226 at various points throughout the project's life-cycle, so it is important that you view the correct snapshot.

Project Attachments

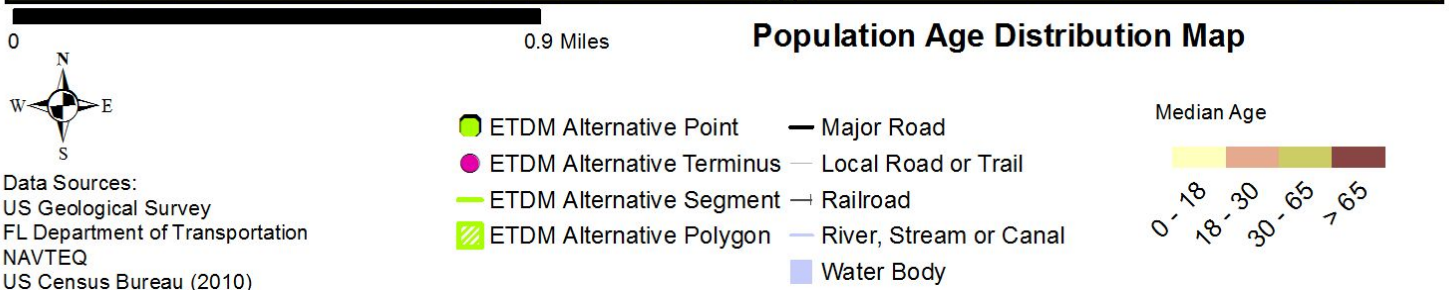
There are no attachments for this project.

Degree of Effect Legend

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

Project-Level Hardcopy Maps

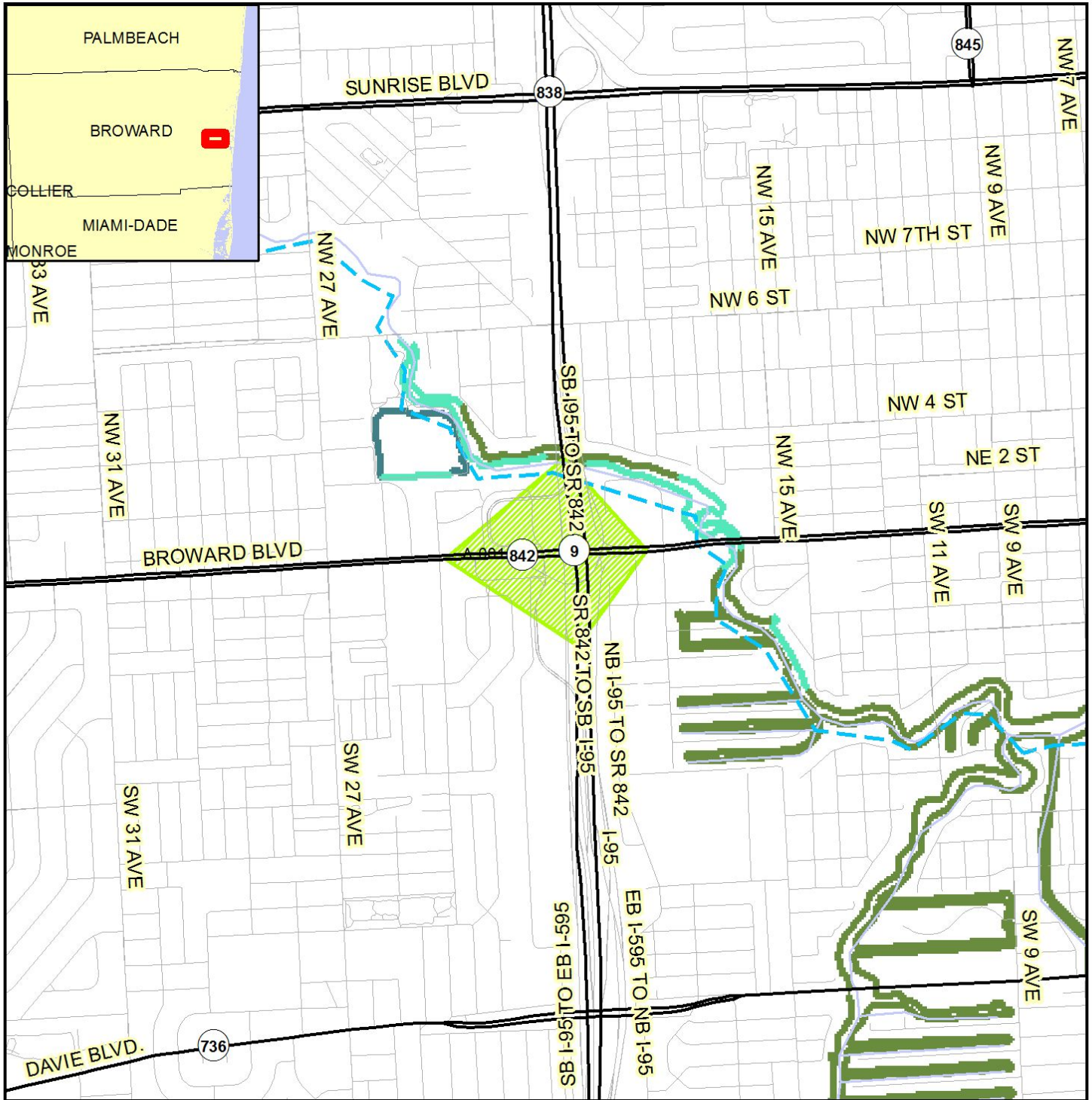
14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



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

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



0 0.4 Miles

Coastal and Marine Resource Map

ETDM Alternative Point	Major Road	Continuous Seagrass	Gravel Beach/Riprap
ETDM Alternative Terminus	Local Road or Trail	Discontinuous Seagrass	Exposed Tidal Flat
ETDM Alternative Segment	River, Stream or Canal	Coastal Barrier Resource Area	Sheltered Tidal Flat
ETDM Alternative Polygon	Water Body	Swamp or Marsh	Mixed Sand And Gravel Beach
Aquatic Preserve	Navigable Water Way	Exposed Rocky Platform	Sheltered Rock/Seawall/Vegetated
		Sand Beach	Exposed Vertical Rocky Shore/Seawall

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

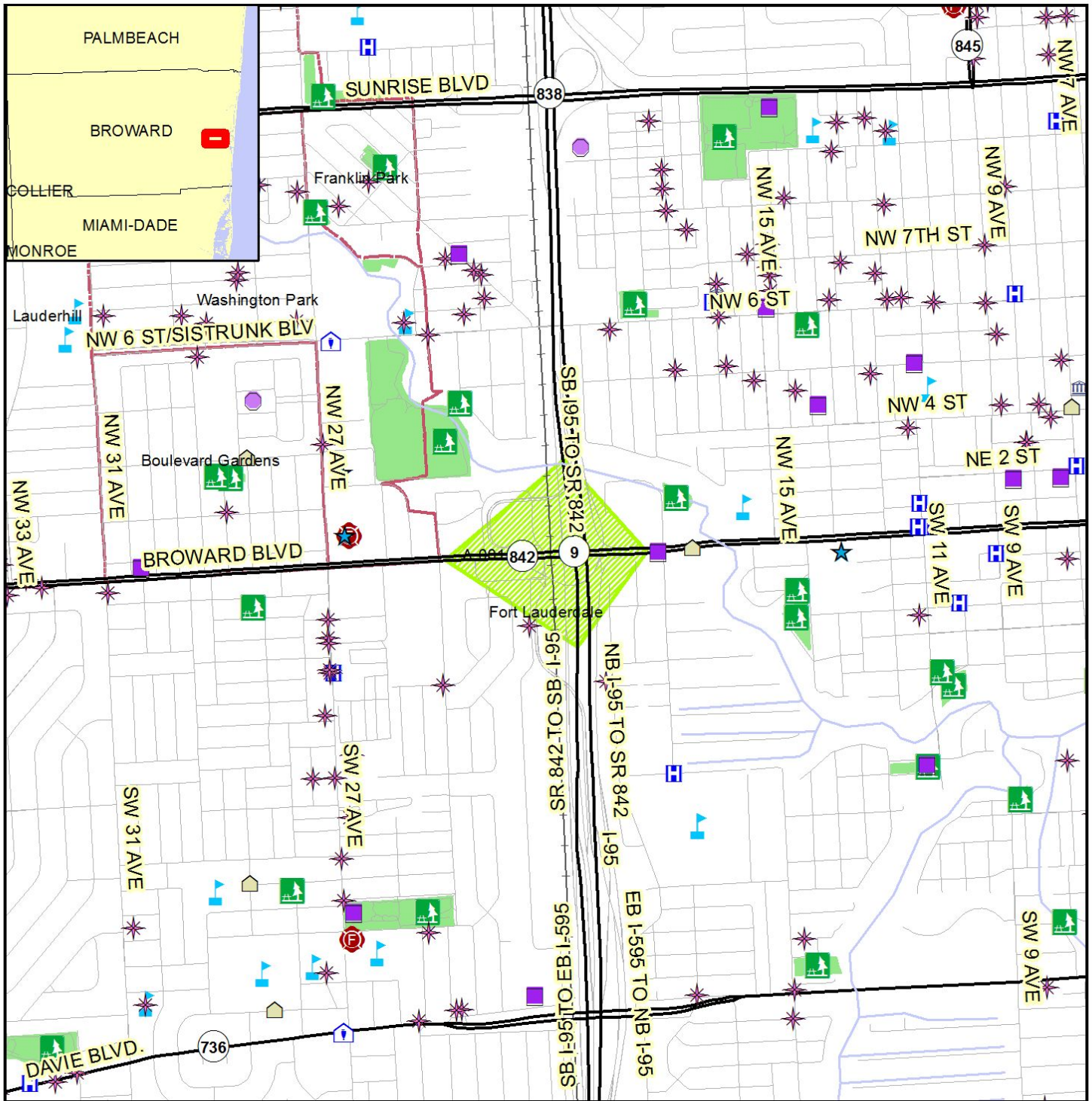
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



0.00.05 Miles



- | | | | |
|---------------------------|------------------|-----------------|---------------------------------|
| ETDM Alternative Point | Government | Cultural Center | River, Stream or Canal |
| ETDM Alternative Terminus | Civic Center | Fire Station | Recreational Trail |
| ETDM Alternative Segment | Cemetery | Health Care | Railroad |
| ETDM Alternative Polygon | Social Service | School | Community Boundary |
| Major Road | Community Center | Water Body | Conservation or Recreation Area |
| Local Road or Trail | Law Enforcement | Park | |
| | Place of Worship | | |

Data Sources:

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

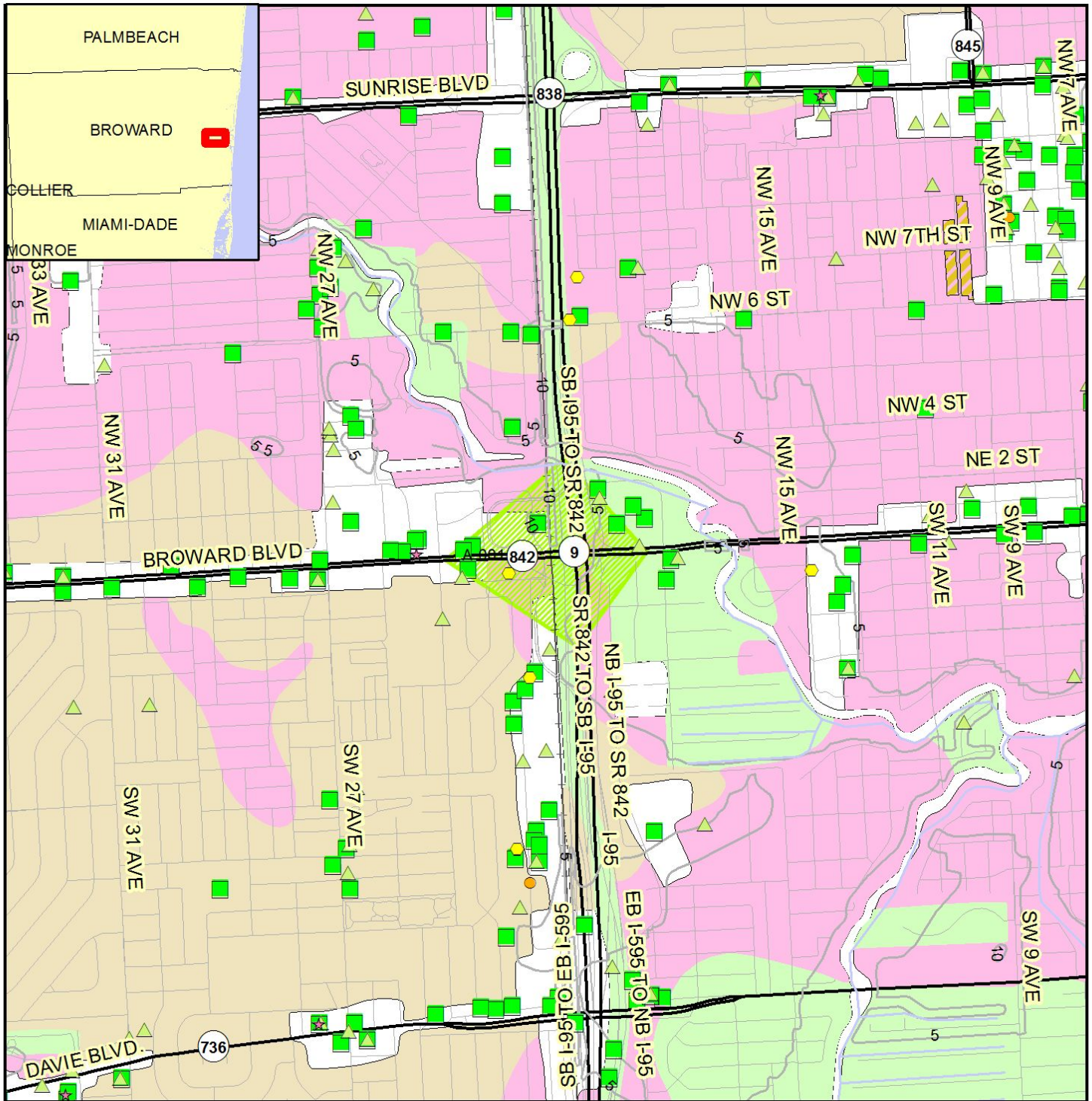
etdm
Efficient Transportation Decision Making

est
Environmental Screening Tool

Map Generated on: 6/23/2015

Centennial
FDOT
1915 * 2015

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Potential Contamination Assessment Map

- | | | | | | |
|----------------------------|---|---|---|---|--|
| <p>0
N
E
S</p> | <p>0.4 Miles</p> <ul style="list-style-type: none"> ETDM Alternative Point ETDM Alternative Terminus ETDM Alternative Segment ETDM Alternative Polygon Major Road | <ul style="list-style-type: none"> Local Road or Trail Railroad River, Stream or Canal Toxic Release Inventory Dry Cleaning Facility Solid Waste Facility | <ul style="list-style-type: none"> NPL Remediation Site Hazardous Material Site Power Plant Superfund Site Nuclear Site | <ul style="list-style-type: none"> FDEP Tanks Brownfield Area 5 FT Contour Water Body Swamp/Marsh | <p>Soil Drainage</p> <ul style="list-style-type: none"> Excessively Drained Somewhat Excessively Drained Moderately Well Drained Well Drained Somewhat Poorly Drained Poorly Drained Very Poorly Drained Unclassified |
|----------------------------|---|---|---|---|--|

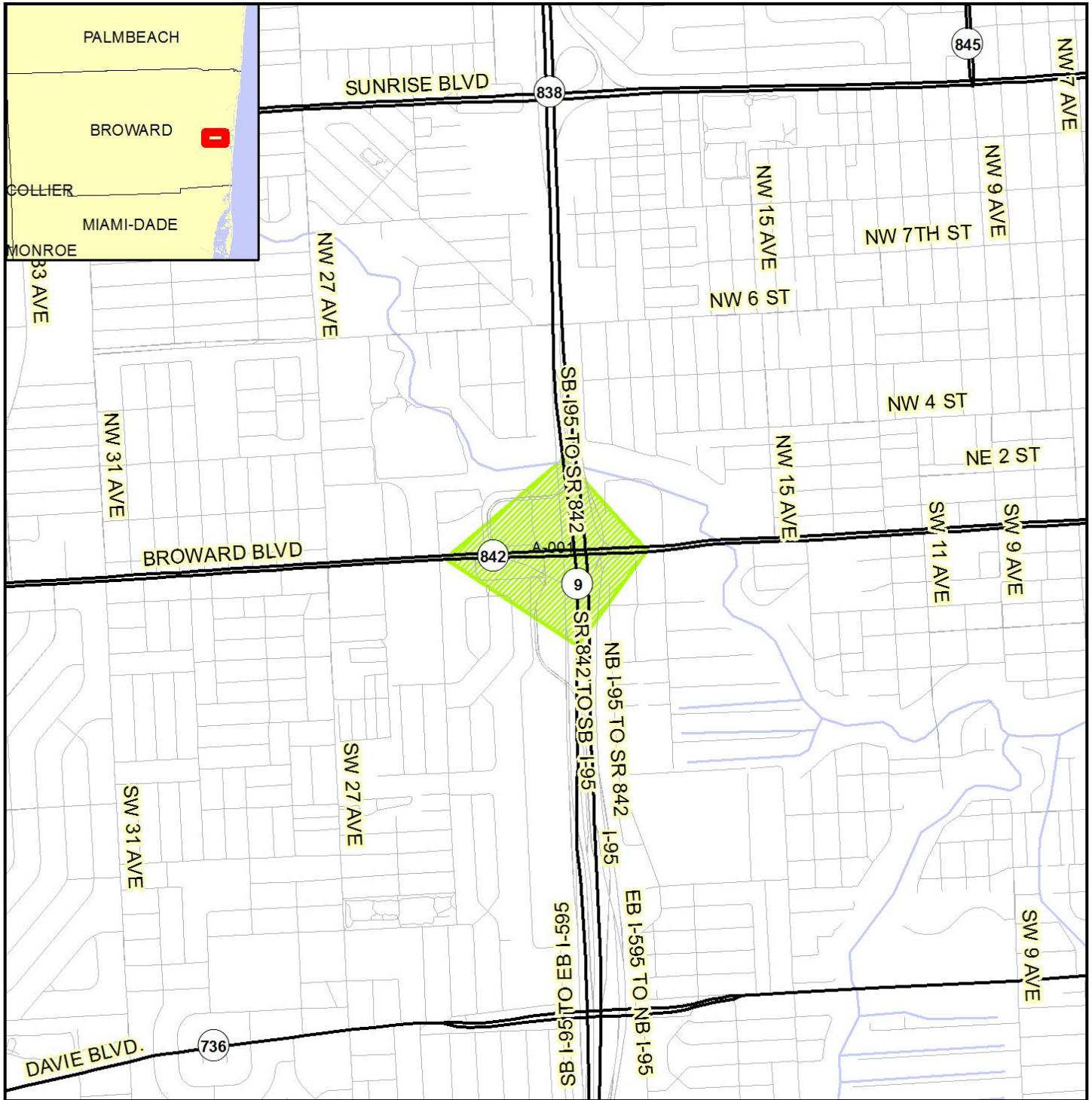
Data Sources:
 NAVTEQ; US Geological Survey; FL Department of Transportation; FL Department of Environmental Protection;
 FL Water Management Districts; US Environmental Protection Agency; Natural Resource Conservation Service
 This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis
 without warranties of any kind, express or implied.



Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Farmlands Resource Map

0 0.5 Miles



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- River, Stream or Canal
- Water Body
- Nurseries/Vineyards
- Specialty Farms
- Tree Crops
- Cropland/Pastureland
- Rural Open Lands
- Prime Farmland Soils

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

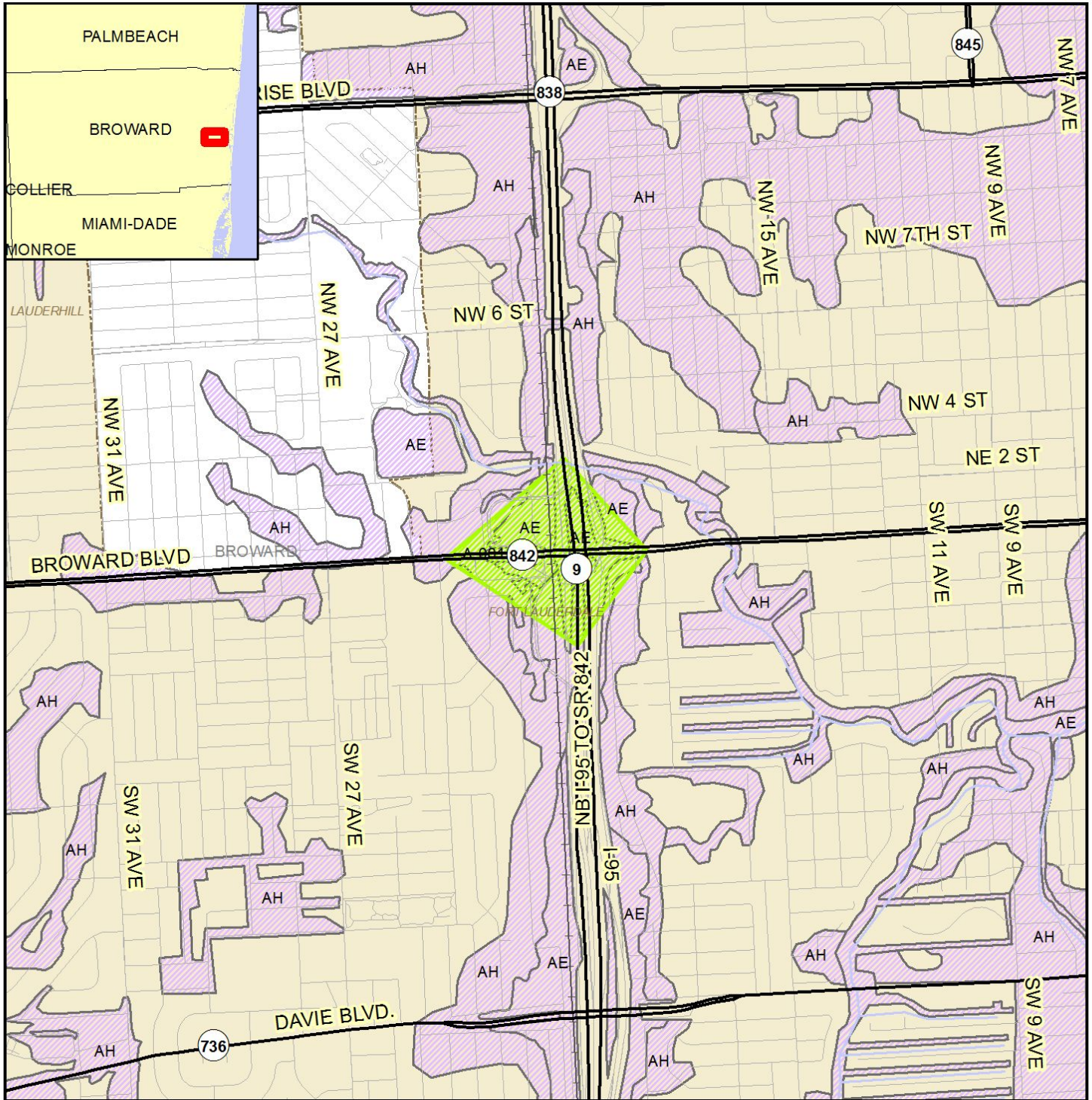
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



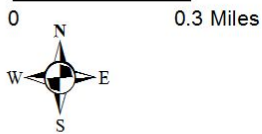
Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Floodplain Resource Map

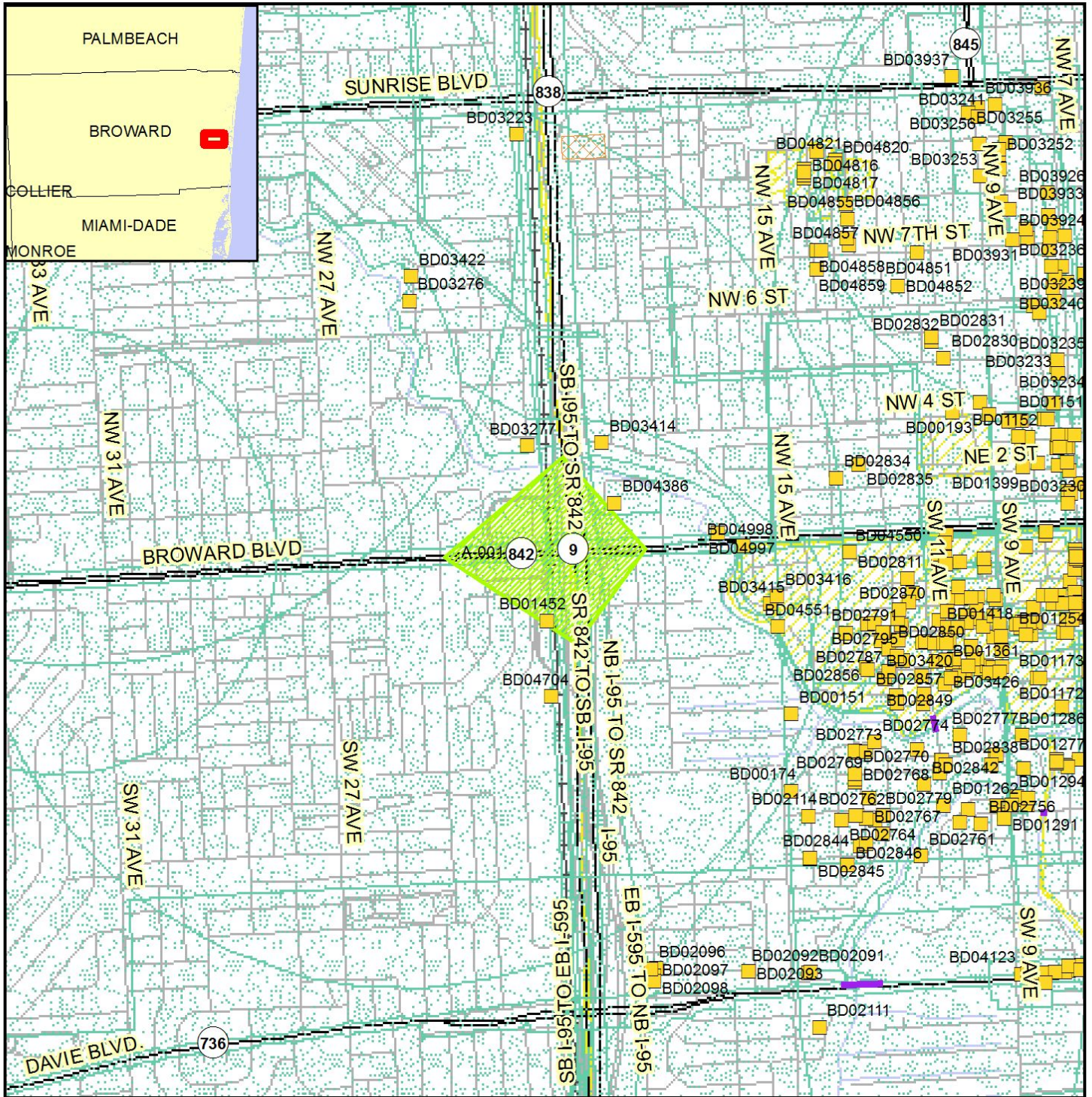


Data Sources:
 NAVTEQ
 US Geological Survey
 Federal Emergency Management Agency

- | | |
|---------------------------|---------------------------|
| ETDM Alternative Point | Railroad |
| ETDM Alternative Terminus | River, Stream or Canal |
| ETDM Alternative Segment | Water Body |
| ETDM Alternative Polygon | City Limits |
| Major Road | County Boundaries |
| Local Road or Trail | Special Flood Hazard Area |

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



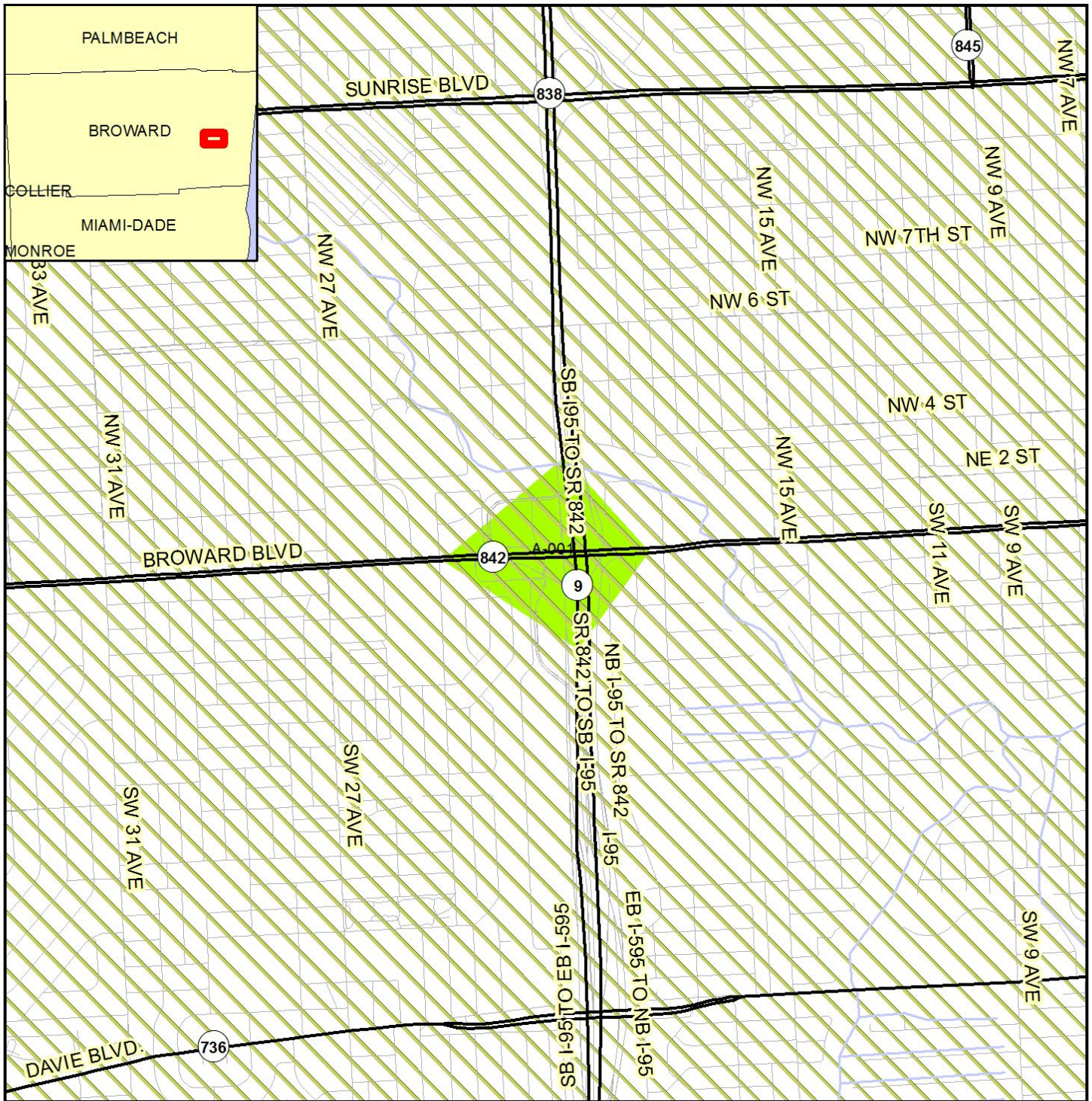
Historic Resources Map

0 0.9 Miles

<p> </p> <p> Data Sources: NAVTEQ US Geological Survey Florida Department of Transportation Florida Department of State, Bureau of Archaeological Research </p>	<p> ETDM Alternative Point ETDM Alternative Terminus ETDM Alternative Segment ETDM Alternative Polygon Major Road Local Road or Trail </p>	<p> River, Stream or Canal Water Body Swamp/Marsh Railroad Historic Structure Historic Cemetery </p>	<p> Historic Bridge Historic Resource Group Cultural Resource Field Survey Area State Historic Highway </p>
---	---	---	--

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

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Hydrogeology Resource Map

- | | | | |
|---|--|--|--|
| <p>0 0.4 Miles</p> <p> N
E
S
W</p> <ul style="list-style-type: none"> ETDM Alternative Point ETDM Alternative Terminus ETDM Alternative Segment ETDM Alternative Polygon Major Road Local Road or Trail | <ul style="list-style-type: none"> River, Stream or Canal Water Body Swamp/Marsh | <p>Recharge Areas of the Floridan Aquifer</p> <ul style="list-style-type: none"> Discharge 1 TO 5 Discharge > 5 Discharge < 1 Recharge 1 TO 10 Recharge > 10 Recharge < 1 | <p>Geological Epoch</p> <ul style="list-style-type: none"> Eocene Holocene Miocene Miocene/Pliocene Oligocene |
| | | <ul style="list-style-type: none"> Oligocene/Miocene Pleistocene Pleistocene & Holocene Pliocene Pliocene/Pleistocene | |

Data Sources: NAVTEQ; US Geological Survey; Florida Department of Transportation; South West Florida Water Management District; Florida Geological Survey

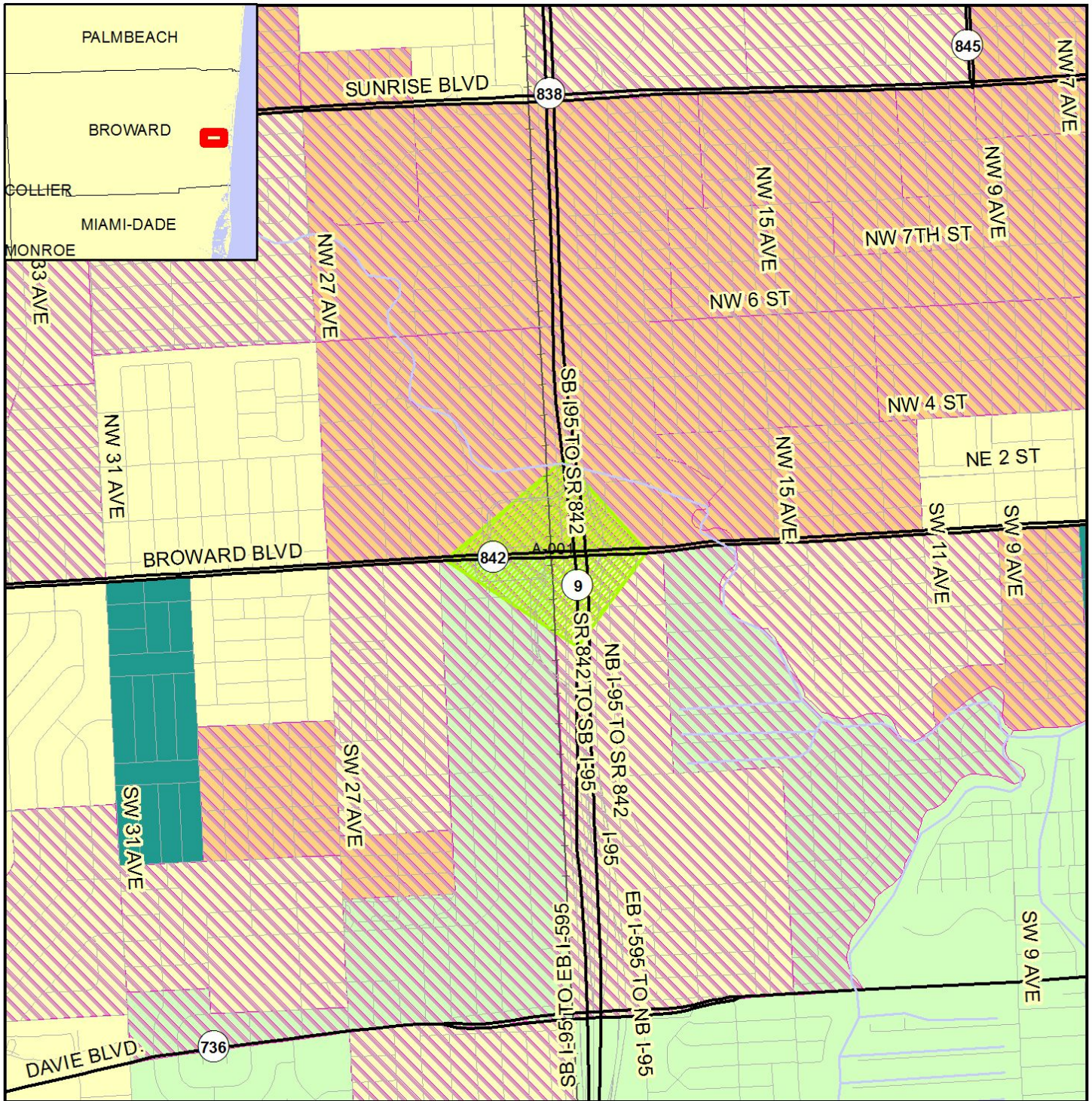
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



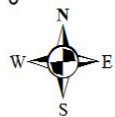
Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue

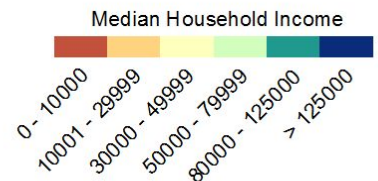


0 0.5 Miles



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

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- > 20% Below Poverty
- Water Body



Income Distribution Map

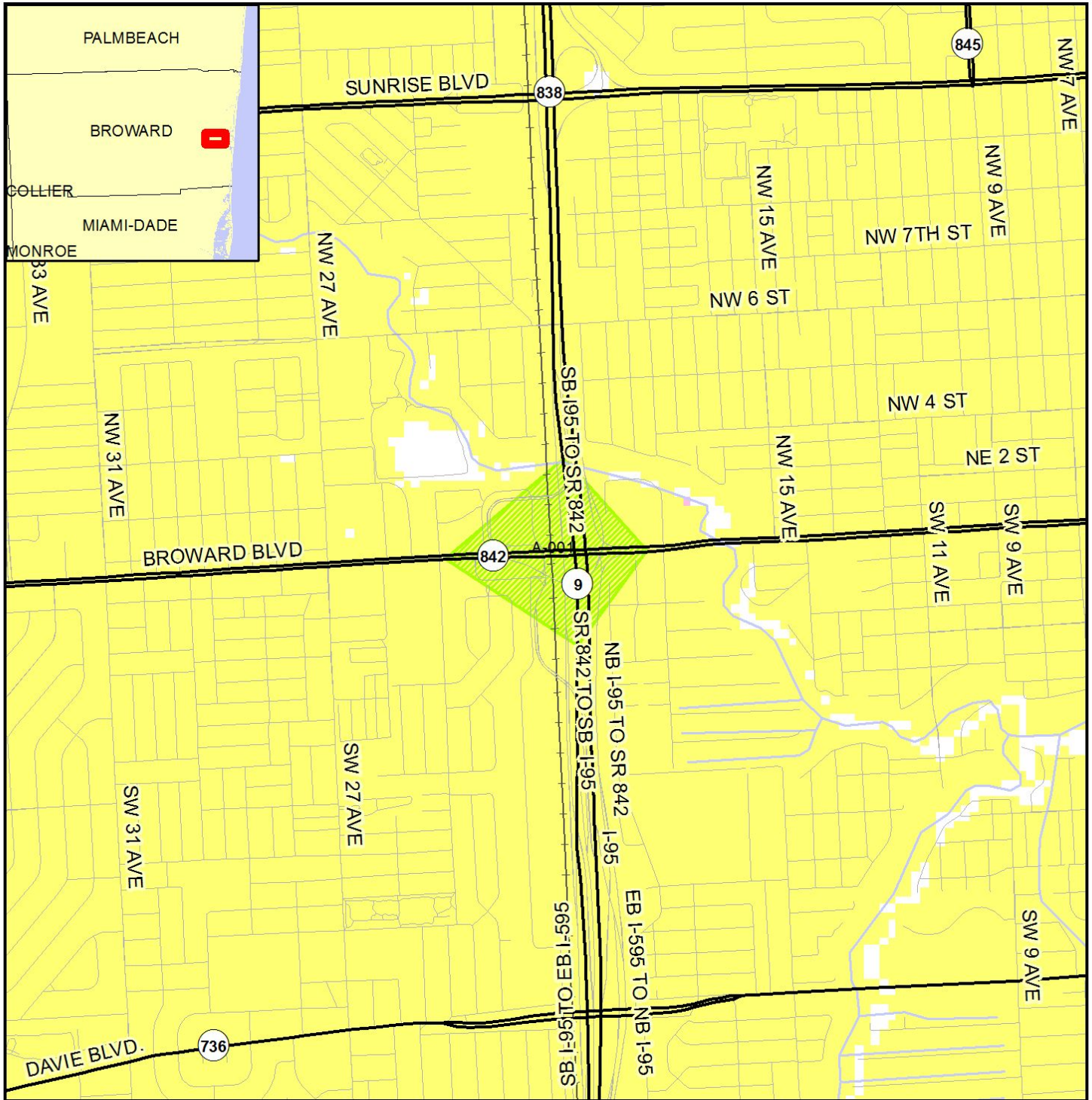
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Integrated Wildlife Habitat Ranking System Map

- | | | |
|---------------------------|------------------------|------------------------|
| ETDM Alternative Point | Railroad | Low Habitat Quality |
| ETDM Alternative Terminus | River, Stream or Canal | Medium Habitat Quality |
| ETDM Alternative Segment | Water Body | High Habitat Quality |
| ETDM Alternative Polygon | Major Road | Local Road or Trail |

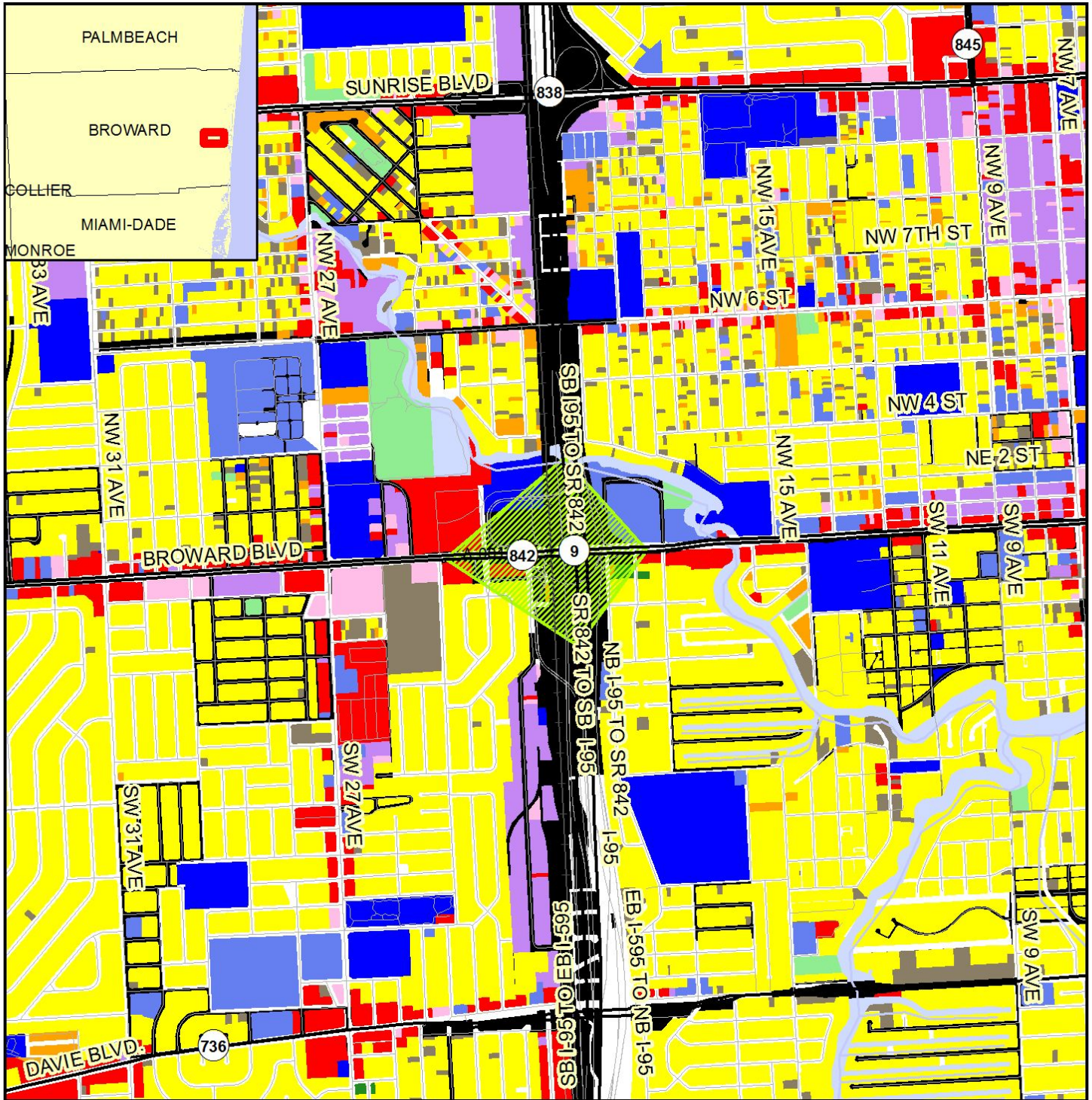
Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



Map Generated on: 6/23/2015

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



0 0.2 Miles



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

Land Use Map

- | | | | |
|---------------------------|------------------------|-------------------------|-------------------------|
| ETDM Alternative Point | Railroad | Open (Not Agricultural) | Retail/Office |
| ETDM Alternative Terminus | River, Stream or Canal | Other | Vacant (Residential) |
| ETDM Alternative Segment | Agricultural | Public | Vacant (Nonresidential) |
| ETDM Alternative Polygon | Industrial | Right-of-Way | Water |
| Major Road | Institutional | Recreational | No Data |
| Local Road or Trail | Mining | Residential | |

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



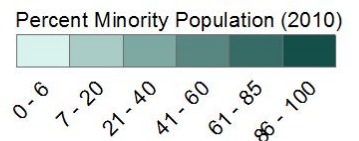
Minority Population Distribution Map

0 0.07 Miles



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

- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body



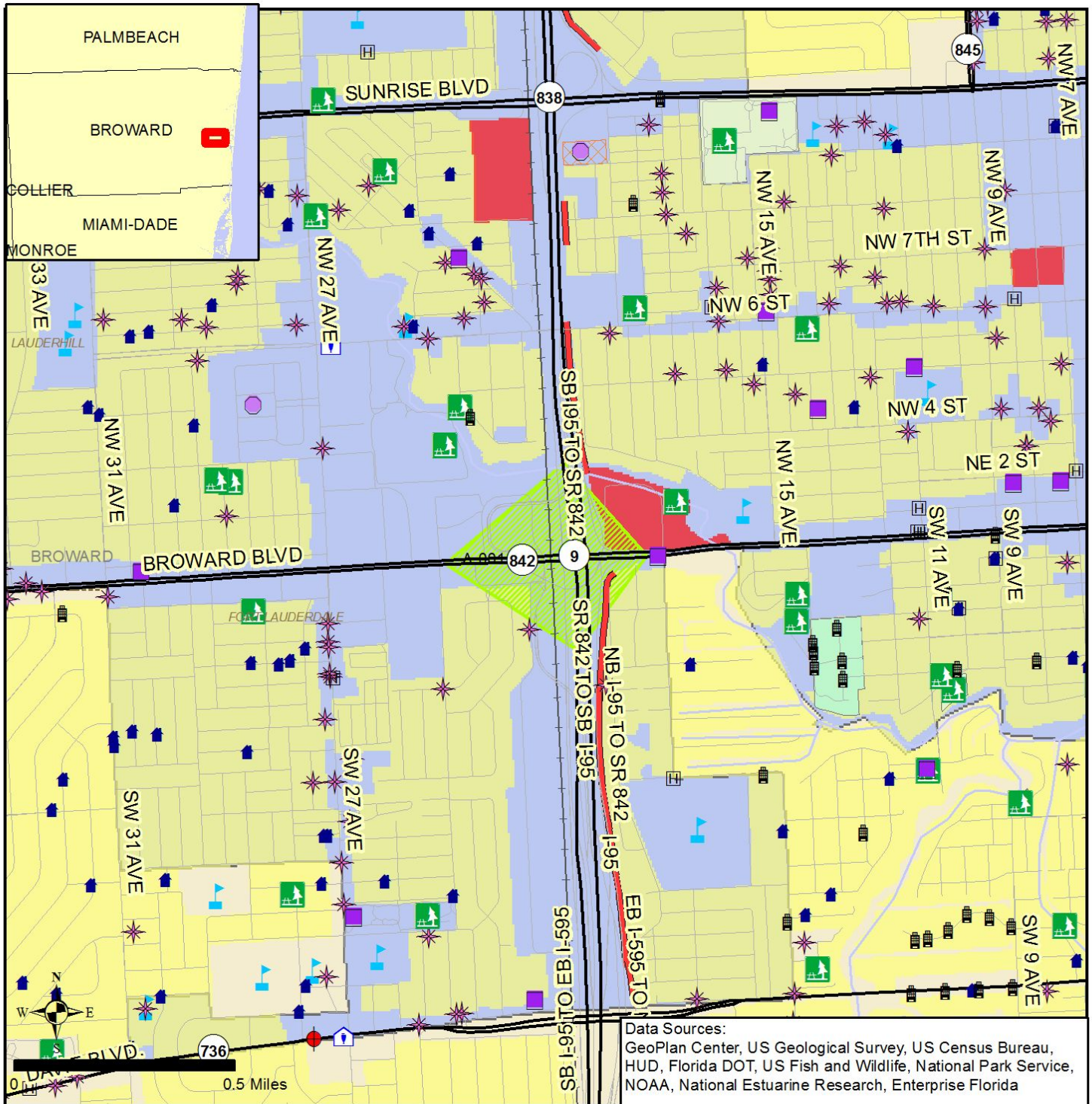
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



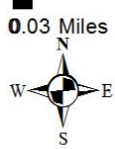
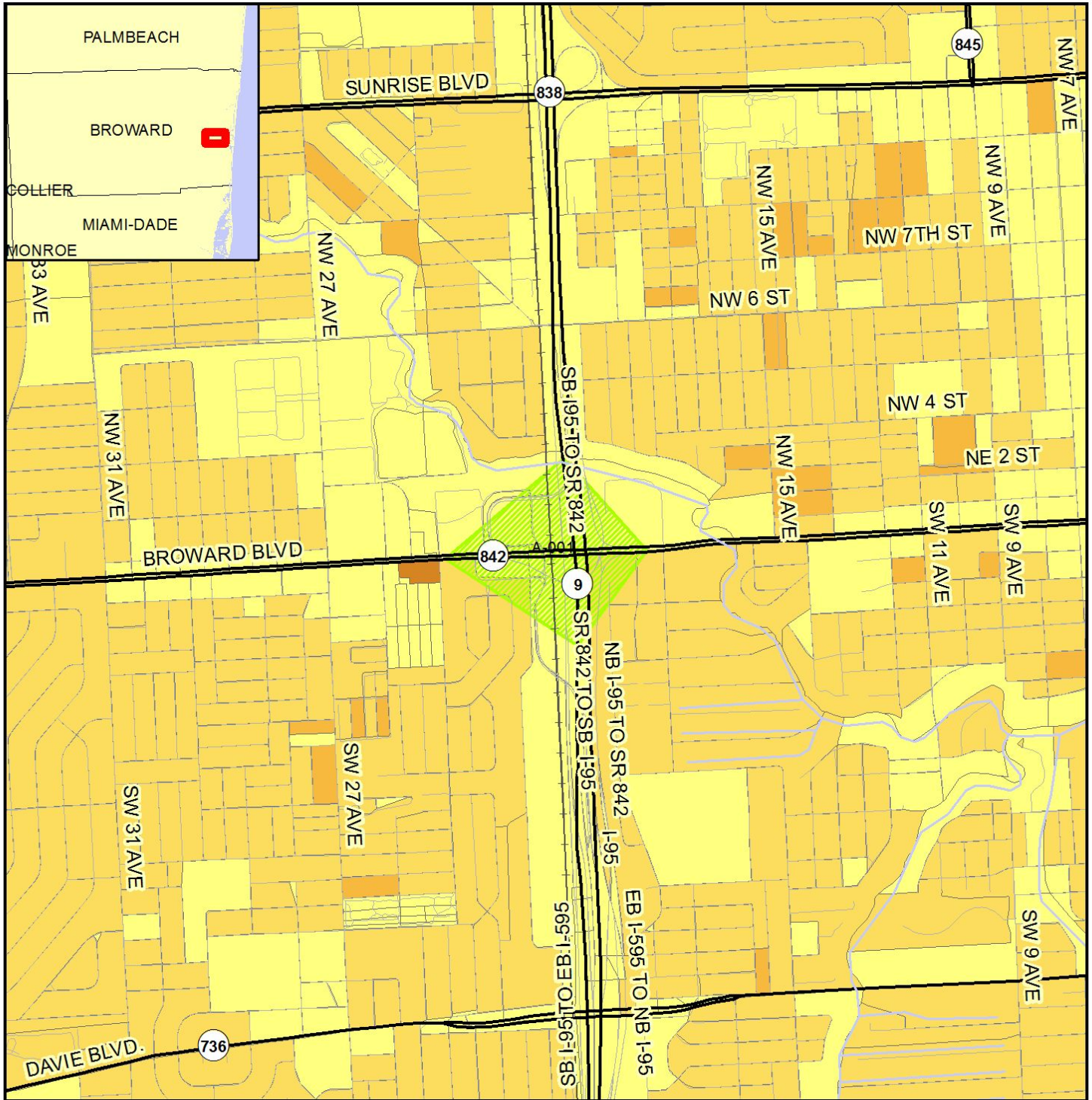
Data Sources:
GeoPlan Center, US Geological Survey, US Census Bureau, HUD, Florida DOT, US Fish and Wildlife, National Park Service, NOAA, National Estuarine Research, Enterprise Florida

Noise Map

- | | | | | |
|---------------------------|---------------------------|-----------------------|---------------------------|--------------------------|
| ETDM Alternative Point | Existing Trails | Laser On-site | Place of Worship | Military Installations |
| ETDM Alternative Segment | Railroad | Group Care Facilities | School | Industrial |
| ETDM Alternative Polygon | River, Stream or Canal | Cemetery | Historic Cemetery | Residential |
| ETDM Alternative Terminus | Water Body | Community Center | Planned Unit Developments | HUD Renewal |
| County Boundaries | Swamp/Marsh | Cultural Center | Wildlife Refuges | Nat'l Estuarine Reserves |
| City Limits | Airport | Health Care | National Parks | Enterprise Zones |
| Major Road | Condo Owners Associations | Park | National Park Projects | DRI |
| Local Road or Trail | Hospitals | | Marine Sanctuaries | |
| Noise Barriers | | | | |

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

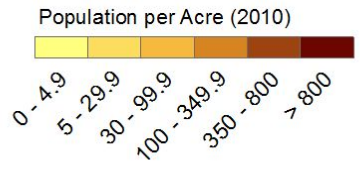
14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



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

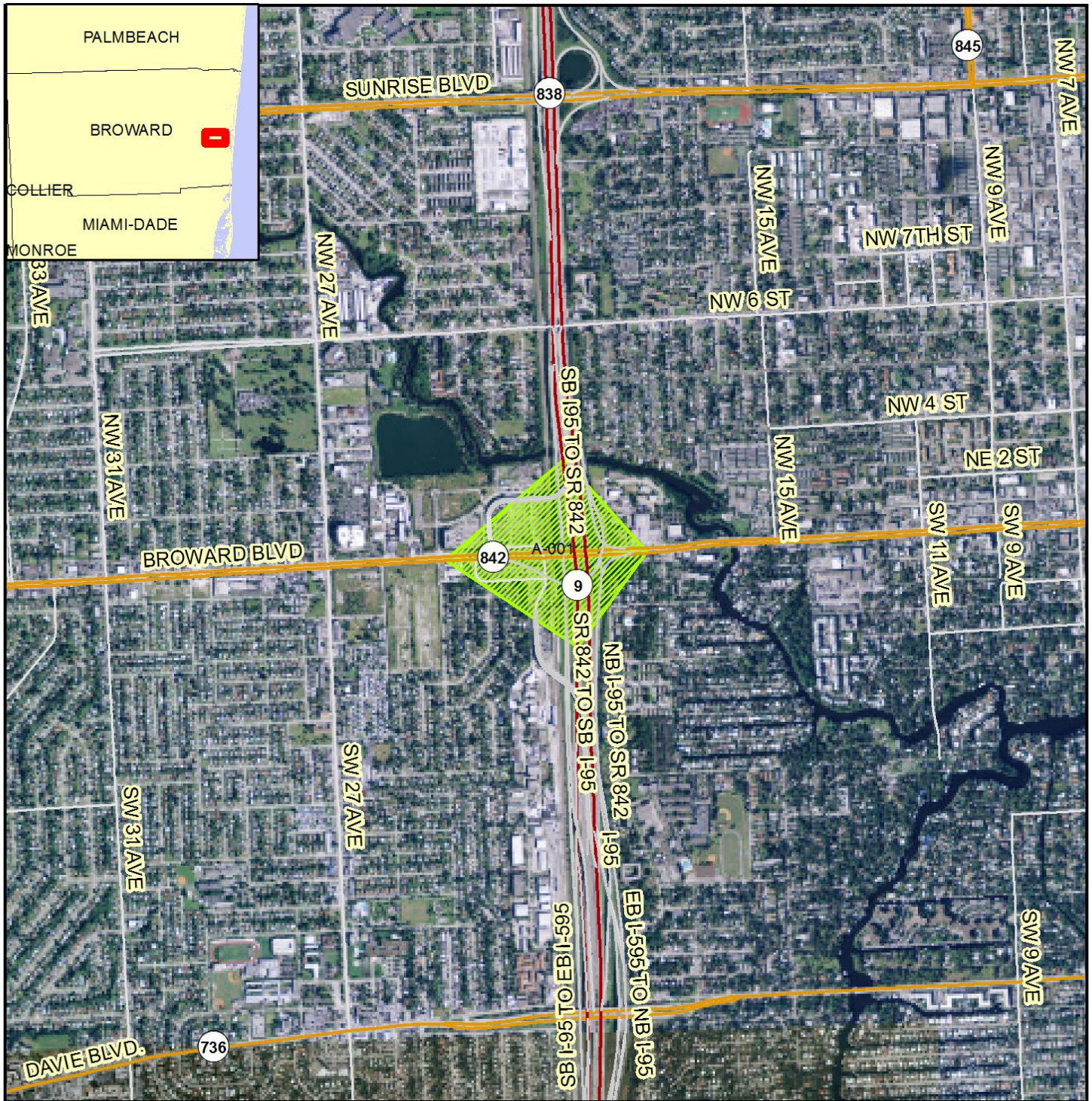
- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ETDM Alternative Polygon
- Major Road
- Local Road or Trail
- Railroad
- River, Stream or Canal
- Water Body

Population Density Map



This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



0 0.6 Miles

Project Aerial Map



- ETDM Alternative Point
- ETDM Alternative Terminus
- ETDM Alternative Segment
- ▨ ETDM Alternative Polygon
- Primary and Limited Access Highway
- Secondary, Unlimited Access Highway
- Other Highway Feature
- Local Road

Data Sources:
Highways - NAVTEQ
Digital Orthophotograph - US Geological Survey

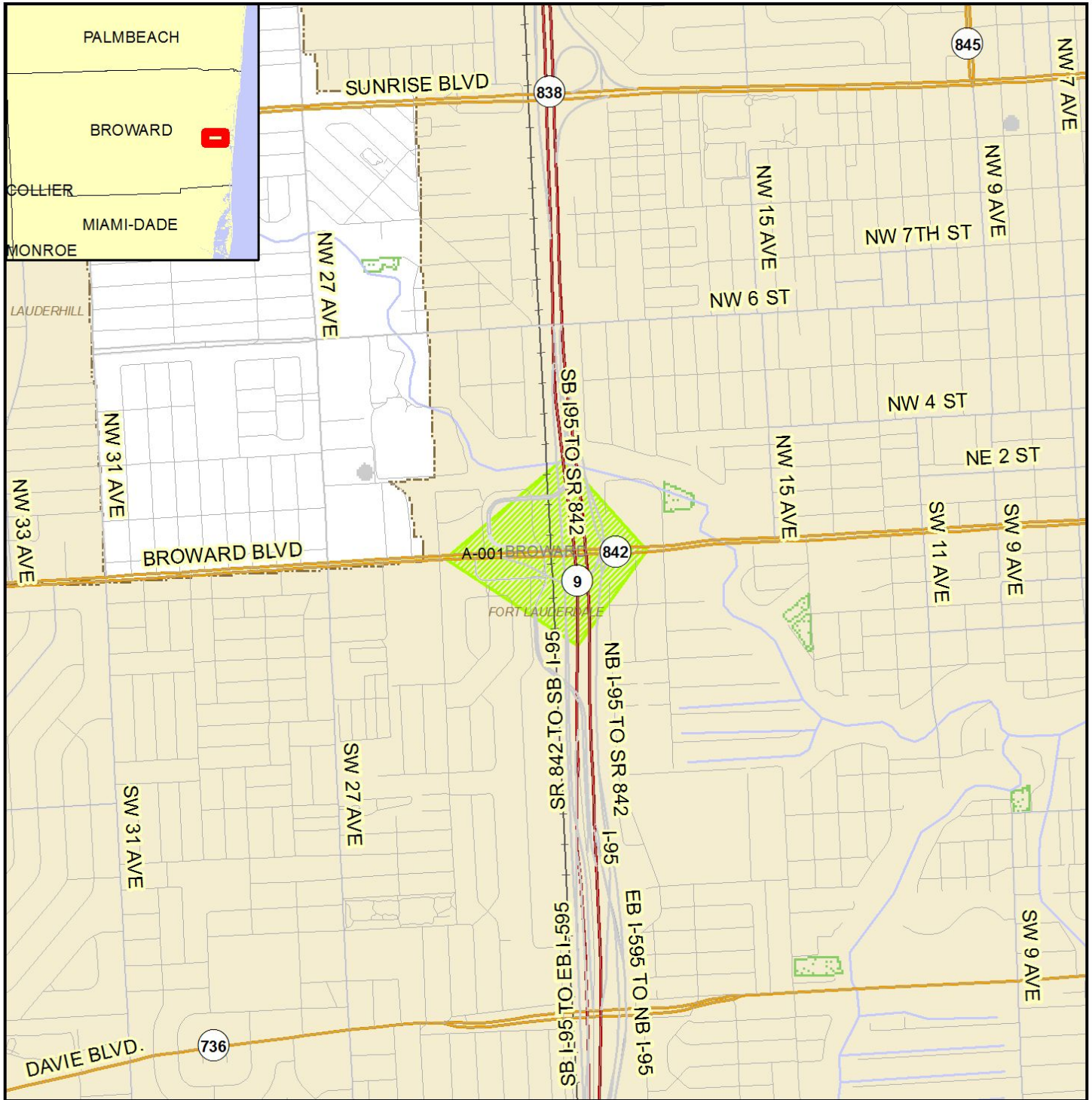
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



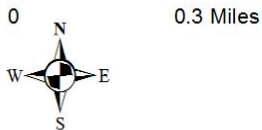
Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Project Location Map

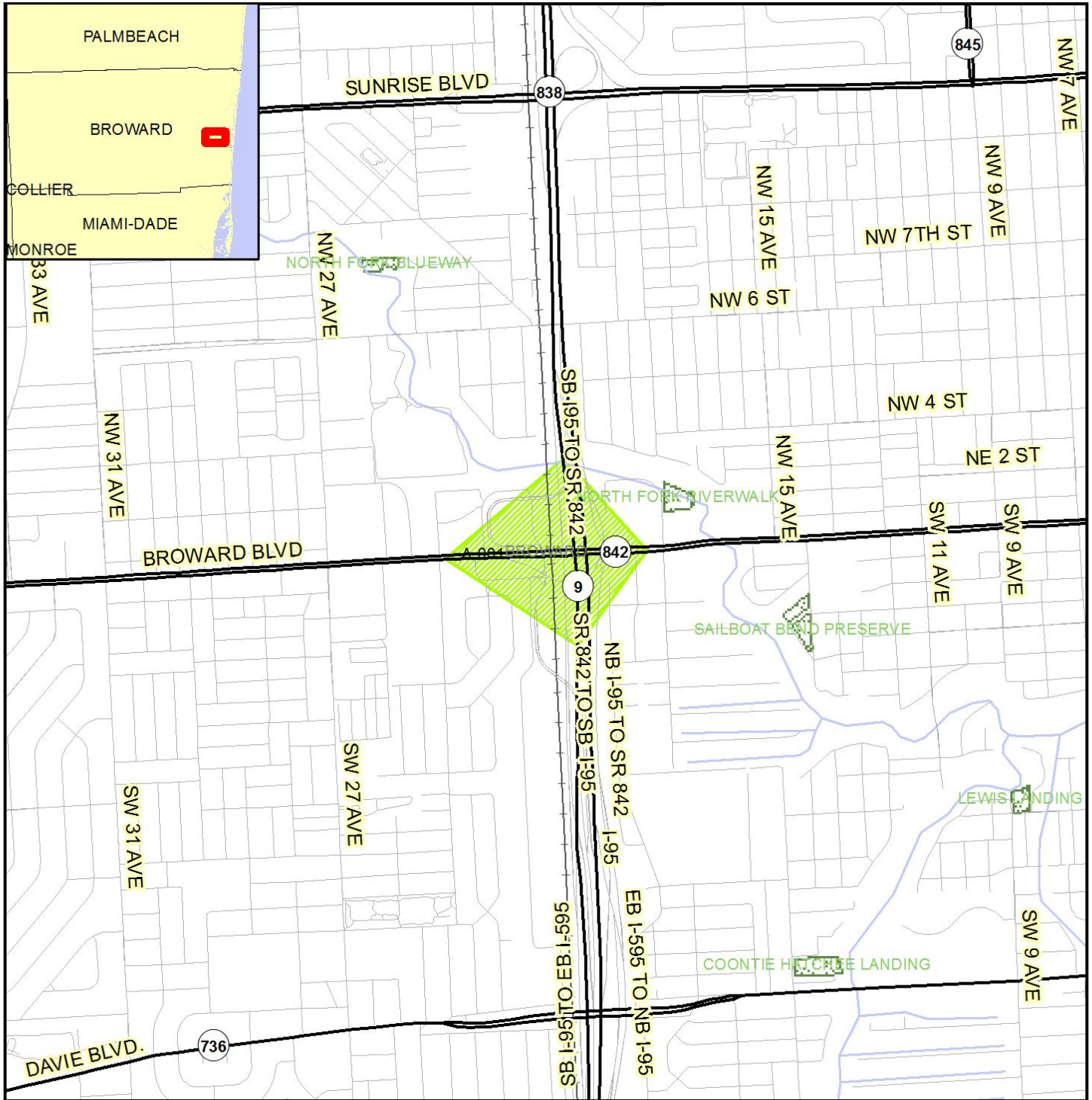


- | | | |
|---------------------------|----------------------------|-------------|
| ETDM Alternative Point | River, Stream or Canal | Toll Road |
| ETDM Alternative Terminus | Water Body | Railroad |
| ETDM Alternative Segment | Swamp/Marsh | Airport |
| ETDM Alternative Polygon | Managed Conservation Lands | City Limits |
| | County Boundaries | |

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

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Conservation and Recreation Area Map



- | | | |
|---------------------------|------------------------|---------------------------------|
| ETDM Alternative Point | River, Stream or Canal | Conservation or Recreation Area |
| ETDM Alternative Segment | Water Body | Railroad |
| ETDM Alternative Polygon | Swamp/Marsh | County Boundary |
| ETDM Alternative Terminus | Major Road | Local Road or Trail |

Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Natural Areas Inventory

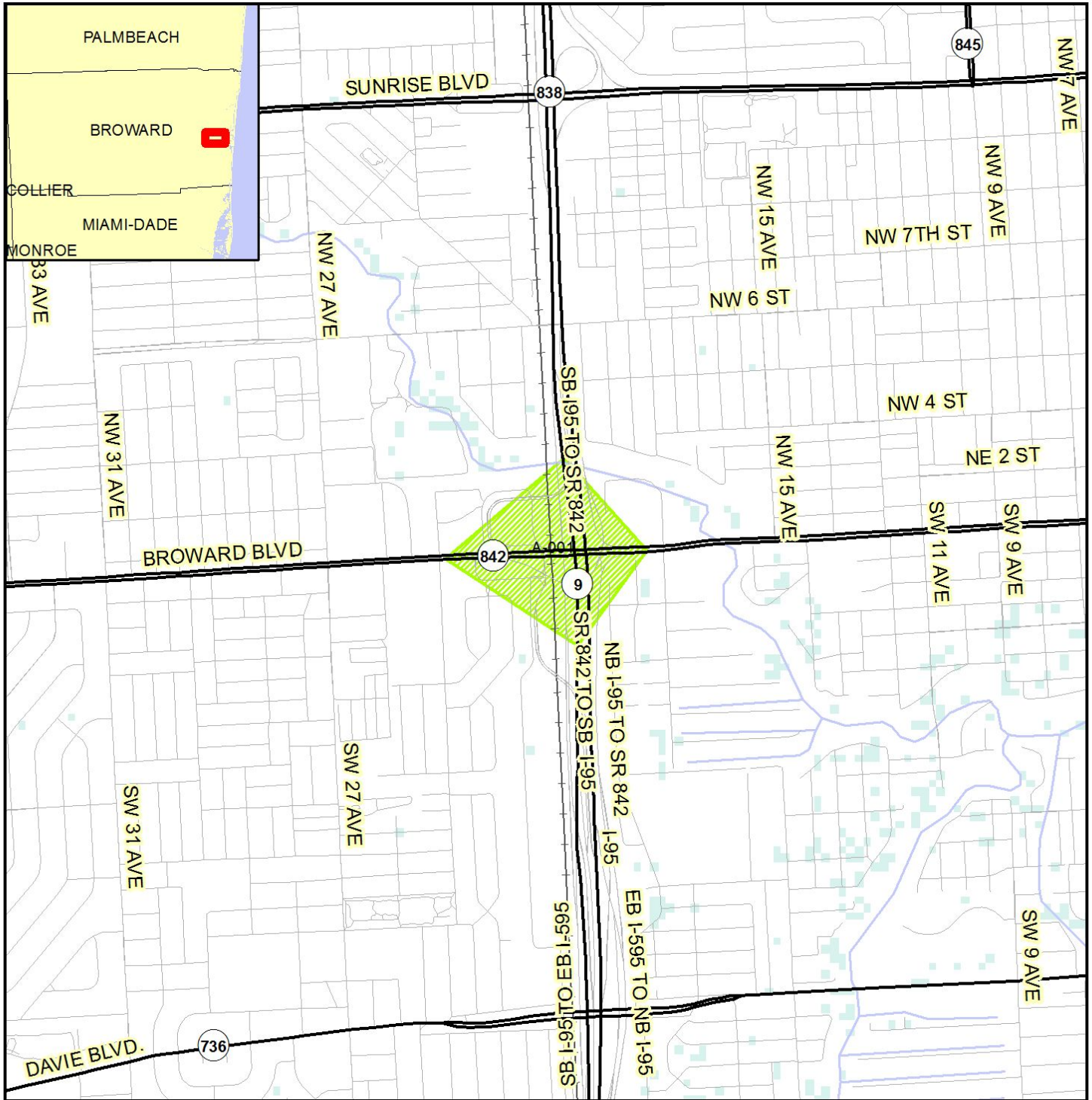
This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



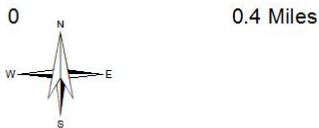
Map Generated on: 6/23/2015



14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Species Potential Habitat Model Map



- | | | |
|--|--|---|
| ■ ETDM Alternative Point | — Railroad | Potential Habitat Richness |
| ● ETDM Alternative Terminus | — River, Stream or Canal | 1 - 2 Species |
| — ETDM Alternative Segment | Water Body | 3 - 5 Species |
| ETDM Alternative Polygon | — Major Road | 6 - 8 Species |
| — Local Road or Trail | | 9 - 10 Species |
| | | 11 - 13 Species |

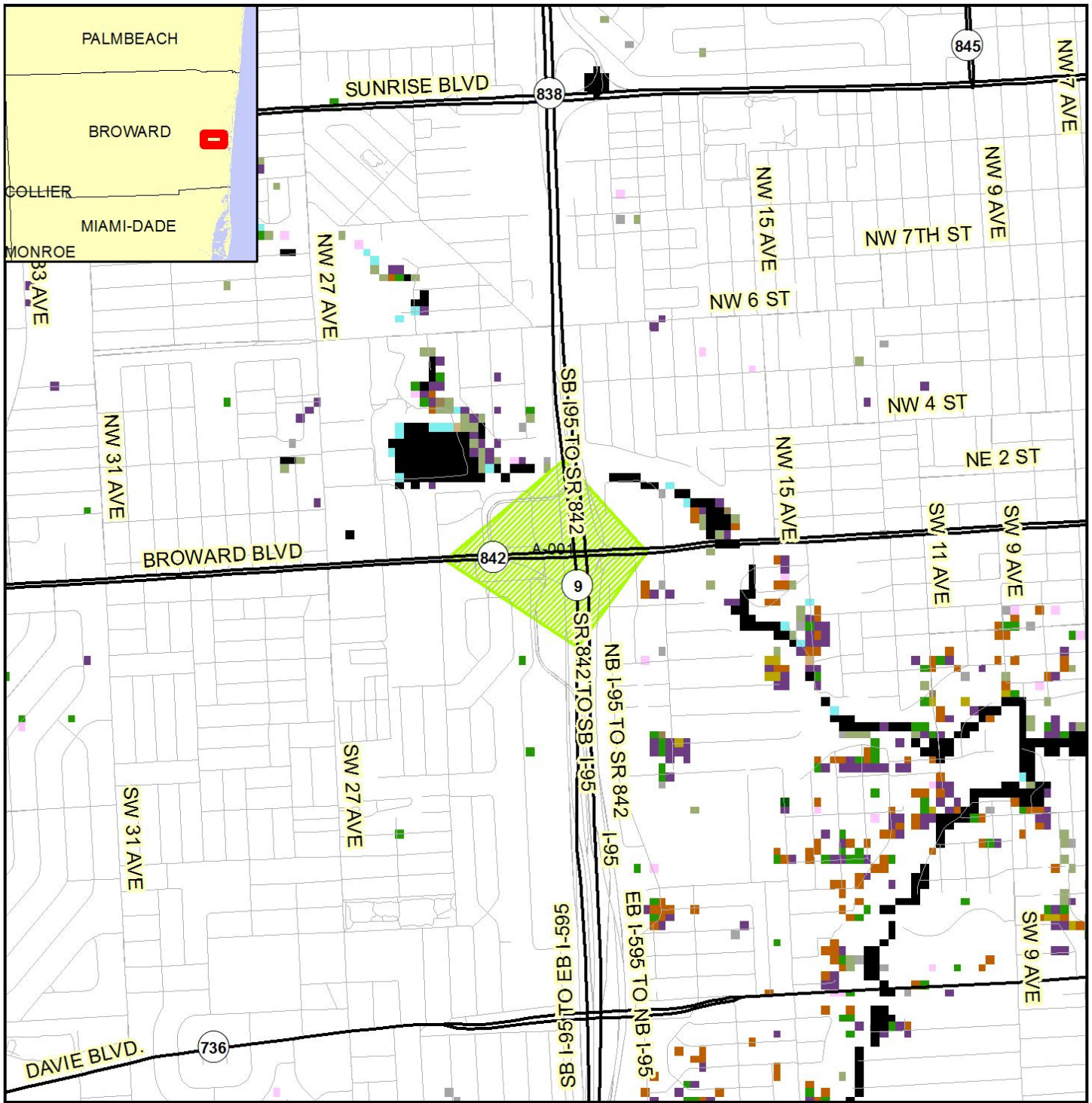
Data Sources:
 NAVTEQ
 US Geological Survey
 Florida Department of Transportation
 Florida Fish & Wildlife Conservation Commission

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



Map Generated on: 6/23/2015

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



0 0.5 Miles

Vegetation and Land Cover Map

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

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

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



Map Generated on: 6/23/2015

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue

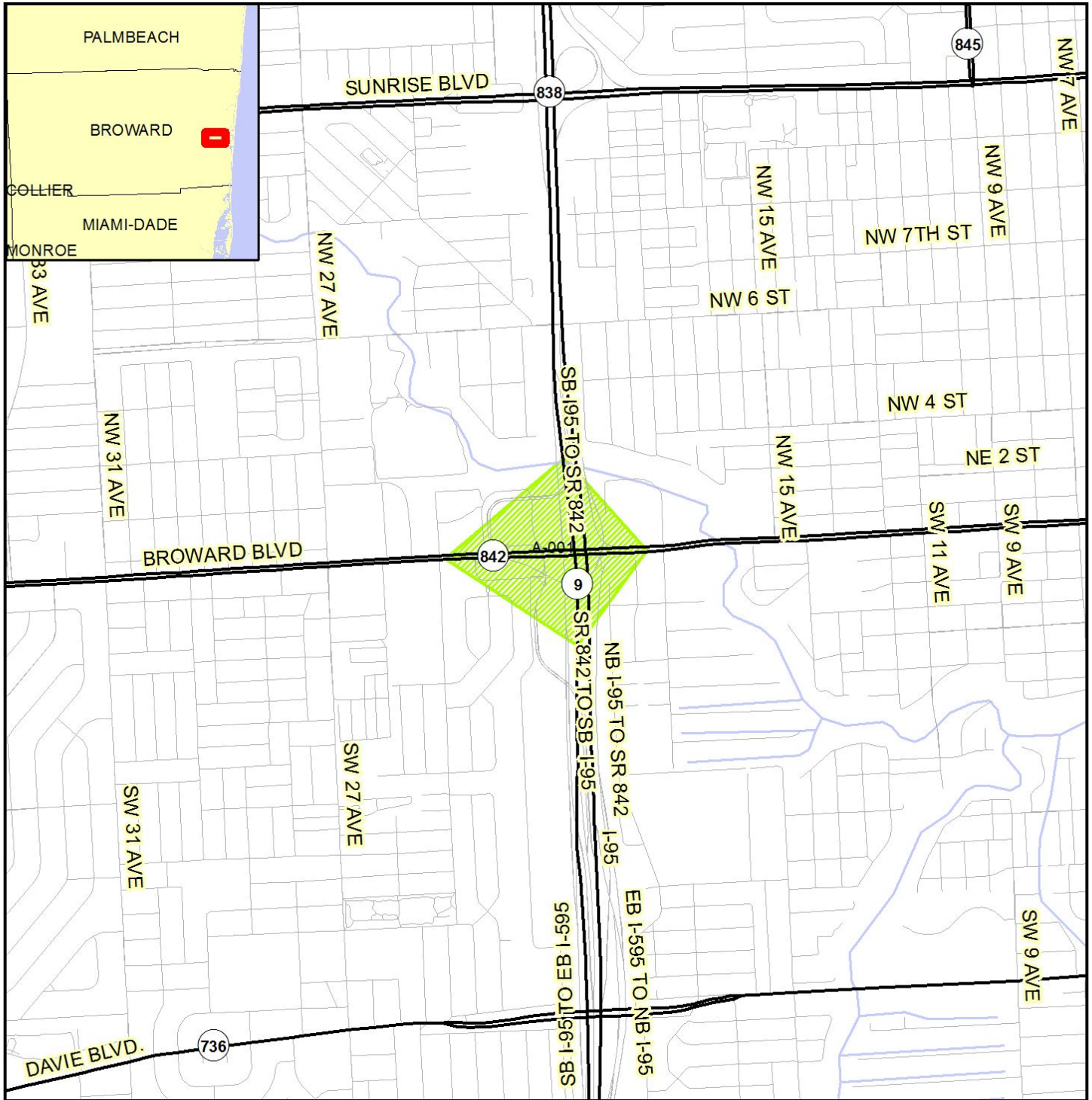


- ### Water Resources Map
- | | | | |
|--|---|---|--|
| ● ETDM Alternative Point | — Railroad | — SFWMD Canals | Surface Water Class I |
| ● ETDM Alternative Terminus | ▲ 1st Magnitude Spring | Drainage Basin | Surface Water Class II |
| ETDM Alternative Segment | — River, Stream or Canal | Outstanding Florida Water | Water Body |
| ETDM Alternative Polygon | — Navigable Water Way | Swamp/Marsh | |

Data Sources: — Major Road
 NAVTEQ — Local Road or Trail
 US Geological Survey Florida Department of Transportation Florida Geological Survey
 Florida Department of Environmental Protection US Bureau of Transportation Statistics

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.

14226 SR-9/I-95 and SR 842/Broward Boulevard Interchange NW 24th Avenue to NW 18th Avenue



Wetland Resource Map

0 0.25 Miles



- | | | |
|---------------------------|------------------------|--------------------------------|
| ETDM Alternative Polygon | Major Road | Non-vegetated Wetland |
| ETDM Alternative Segment | Local Road or Trail | Vegetated Non-forested Wetland |
| ETDM Alternative Terminus | River, Stream or Canal | Wetland Forested Mixed |
| ETDM Alternative Point | Water Body | Wetland Coniferous Forest |
| | | Wetland Hardwood Forest |

Data Sources: NAVTEQ; Florida Water Management Districts; US Geological Survey

This map and its content is made available by the Florida Department of Transportation on an "as is," "as available" basis without warranties of any kind, express or implied.



Map Generated on: 6/23/2015



Appendix B – Inventory of Existing Businesses in the Study Area

#	Business Name	Physical Address	City	State	Zip Code
1	A & K Tree Svc & More	1111 SW 21st Ave # 19	Fort Lauderdale	FL	33312
2	A-1 John J Mislow Plumbing	621 SW 21st Ter # 4	Fort Lauderdale	FL	33312
3	A1 Paradise Plumbing Inc.	260 SW 21st Ter	Fort Lauderdale	FL	33312
4	Accurate Machinery Sales Inc.	215 SW 21st Ter	Fort Lauderdale	FL	33312
5	Acousti Engineering Co	500 SW 21st Ter # B103	Fort Lauderdale	FL	33312
6	Airstron	1559 SW 21st Ave	Fort Lauderdale	FL	33312
7	All State Body	143 SW 21st Way	Fort Lauderdale	FL	33312
8	All White Manufacturing	1507 SW 21st Ave	Fort Lauderdale	FL	33312
9	Allied Refrigeration	621 SW 21st Ter	Fort Lauderdale	FL	33312
10	American Marine Window	500 SW 21st Ter # B104	Fort Lauderdale	FL	33312
11	Art Network	208 SW 21st Ter	Fort Lauderdale	FL	33312
12	ASAP Courier & Logistics Inc.	941 SW 21st Ter	Fort Lauderdale	FL	33312
13	ASF Auto Finance Inc.	1730 W Sunrise Blvd	Fort Lauderdale	FL	33311
14	Aspire Audio Visual	2145 Davie Blvd	Fort Lauderdale	FL	33312
15	Associated Construction & Development	500 SW 21st Ter	Fort Lauderdale	FL	33312
16	Atlantic Mayflower	152 NW 25th Ter	Fort Lauderdale	FL	33311
17	Auto Sensation Inc.	1730 W Sunrise Blvd	Fort Lauderdale	FL	33311
18	B G's Take Out	2014 NW 6th St	Fort Lauderdale	FL	33311
19	Barter's Door & Glass Service Inc.	208 SW 21st Ter # A	Fort Lauderdale	FL	33312
20	Bethel Missionary Baptist Church	2211 NW 7th St	Fort Lauderdale	FL	33311
21	Betty's Soulfood Restaurant	601 NW 22nd Rd	Fort Lauderdale	FL	33311
22	Broward Armature & Generator	340 SW 21st Ter	Fort Lauderdale	FL	33312
23	Broward Marathon	1776 W Broward Blvd	Fort Lauderdale	FL	33312
24	Broward Nelson Fountain Svc	241 SW 21st Ter	Fort Lauderdale	FL	33312
25	Broward Of Broward	501 SW 21st Ter	Fort Lauderdale	FL	33312
26	Broward Tires-Auto Repair LLC	1490 W Broward Blvd	Fort Lauderdale	FL	33312
27	Budget Truck Rental	2549 W Broward Blvd	Fort Lauderdale	FL	33312
28	Burke, William V MD	2307 W Broward Blvd # 200	Fort Lauderdale	FL	33312
29	C P Vegetable Oil	601 SW 21st Ter # 1	Fort Lauderdale	FL	33312
30	Cachi Marine	1915 SW 21st Ave	Fort Lauderdale	FL	33312
31	Caldwell, George L MD	2307 W Broward Blvd # 200	Fort Lauderdale	FL	33312
32	Carcione's Pizza	1879 Davie Blvd	Fort Lauderdale	FL	33312
33	Carrara Performance Center	1915 SW 21st Ave	Fort Lauderdale	FL	33312
34	Carreira, Dominic S MD	2307 W Broward Blvd # 200	Fort Lauderdale	FL	33312
35	Central Station	1341 SW 21st Ter	Fort Lauderdale	FL	33312
36	Chefs Brigade	2209 NW 8th Ct	Fort Lauderdale	FL	33311
37	Church Of Christ	2212 NW 6th Ct	Fort Lauderdale	FL	33311
38	Colaianne Italfloor Tile Mfg.	700 SW 21st Ter	Fort Lauderdale	FL	33312
39	Cozine Supply Inc.	267 SW 21st Ter	Fort Lauderdale	FL	33312
40	Crawford Wood Co Inc.	527 SW 21st Ter # A106	Fort Lauderdale	FL	33312
41	Creative Counters	527 SW 21st Ter # 1	Fort Lauderdale	FL	33312

#	Business Name	Physical Address	City	State	Zip Code
42	CSX	401 SW 21st Ter	Fort Lauderdale	FL	33312
43	Curtisea Marine	1915 SW 21st Ave	Fort Lauderdale	FL	33312
44	Cyril Automotive	1111 SW 21st Ave # 6	Fort Lauderdale	FL	33312
45	D & D Mobile Welding & Fabrication	222 SW 21st Ter	Fort Lauderdale	FL	33312
46	Days Inn-Fort Lauderdale	1700 W Broward Blvd	Fort Lauderdale	FL	33312
47	Deep Green Organic Fertilization	15 SW 19th Ave	Fort Lauderdale	FL	33312
48	Discount Tree Service	2200 NW 9th Pl	Fort Lauderdale	FL	33311
49	Dixon Plywood & Lumber Fort	2121 SW 10th Ct	Fort Lauderdale	FL	33312
50	Dollie's New Image	649 NW 22nd Rd # 2	Fort Lauderdale	FL	33311
51	Dominessy, Kellie Lynn	2307 W Broward Blvd # 200	Fort Lauderdale	FL	33312
52	Dunhill Travel Deals	2307 W Broward Blvd # 402	Fort Lauderdale	FL	33312
53	Eco ATM/Gazelle	2500 W Broward Blvd	Fort Lauderdale	FL	33312
54	Ems Towing	977 NW 19th Ave	Fort Lauderdale	FL	33311
55	Engel Construction Inc.	1523 SW 21st Ave	Fort Lauderdale	FL	33312
56	Enrichment Journeys LLC	2307 W Broward Blvd # 403	Fort Lauderdale	FL	33312
57	Envirocycle	849 SW 21st Ter	Fort Lauderdale	FL	33312
58	Expressive Landscaping & Maintenance	632 NW 21st Ave	Fort Lauderdale	FL	33311
59	Fashion Cleaners Inc.	2427 W Broward Blvd	Fort Lauderdale	FL	33312
60	First American Telecom	1800 W Broward Blvd	Fort Lauderdale	FL	33312
61	Fort Lauderdale Boat	1915 SW 21st Ave	Fort Lauderdale	FL	33312
62	Frank White Plastering	149 SW 22nd Ter	Fort Lauderdale	FL	33312
63	Fraternal Order Of Eagles	2135 Davie Blvd	Fort Lauderdale	FL	33312
64	G Robert Toney & Assoc Inc.	1915 SW 21st Ave	Fort Lauderdale	FL	33312
65	Lapole Dance Stage	2030 NW 6th St	Fort Lauderdale	FL	33311
66	Gospel Mission-South America	1401 SW 21st Ave	Fort Lauderdale	FL	33312
67	Hammad Enterprises	129 NW 25th Ter	Fort Lauderdale	FL	33311
68	Harvey Development	501 SW 21st Ter # 4	Fort Lauderdale	FL	33312
69	Heavenly Cuts & Exqst Designs	216 SW 21st Way	Fort Lauderdale	FL	33312
70	Helget Gas Product	601 SW 21st Ter	Fort Lauderdale	FL	33312
71	Hercserv Inc.	1111 SW 21st Ave # 9	Fort Lauderdale	FL	33312
72	Hertz	200 SW 21st Ter	Fort Lauderdale	FL	33312
73	Hydropik Inc.	1111 SW 21st Ave # 19	Fort Lauderdale	FL	33312
74	Island Paws Animal Grooming	649 NW 22nd Rd # 4	Fort Lauderdale	FL	33311
75	Ivory's Take Out	2270 NW 6th St	Fort Lauderdale	FL	33311
76	J A S Powder Coating	219 SW 21st Ter	Fort Lauderdale	FL	33312
77	J F Smith Design & Build	2145 Davie Blvd # 204	Fort Lauderdale	FL	33312
78	Jam Environmental & Vacuum Service	250 SW 21st Ter	Fort Lauderdale	FL	33312
79	Jersey College-Nursing School	2307 W Broward Blvd	Fort Lauderdale	FL	33312
80	Jet Dock Systems	790 SW 21st Ter	Fort Lauderdale	FL	33312
81	Just For Kids Academy	1725 Davie Blvd	Fort Lauderdale	FL	33312
82	Kandy Land Beauty Bar	2050 NW 6th St	Fort Lauderdale	FL	33311

#	Business Name	Physical Address	City	State	Zip Code
83	Kenney Professional Service LLC	621 SW 21st Ter # 10	Fort Lauderdale	FL	33312
84	Kwikstop	2201 Davie Blvd	Fort Lauderdale	FL	33312
85	L R S LLC	700 SW 21st Ter	Fort Lauderdale	FL	33312
86	L Thomas Chancey Consulting	15 SW 19th Ave	Fort Lauderdale	FL	33312
87	Law Offices Of Angela Dawson	2221 NW 6th St	Fort Lauderdale	FL	33311
88	Lawlor White & Murphey	2211 Davie Blvd	Fort Lauderdale	FL	33312
89	LMP Inc.	515 SW 21st Ter	Fort Lauderdale	FL	33312
90	Lucy's Meat Market	1708 NW 6th St	Fort Lauderdale	FL	33311
91	Mama Lucy's Pizzeria	1712 NW 6th St	Fort Lauderdale	FL	33311
92	Mandalay Complex	1320 SW 22nd Ter	Fort Lauderdale	FL	33312
93	Maritime Capital Group	1915 SW 21st Ave	Fort Lauderdale	FL	33312
94	Martin Woodworks	500 SW 21st Ter # B106	Fort Lauderdale	FL	33312
95	Matrix Z LLC	204 SW 21st Ter	Fort Lauderdale	FL	33312
96	Mayflower	111 NW 25th Ave	Fort Lauderdale	FL	33311
97	Mc Donald's	2300 W Sunrise Blvd	Fort Lauderdale	FL	33311
98	Mega Wattage	850 SW 21st Ter	Fort Lauderdale	FL	33312
99	Midtown Florist	2050 NW 6th St	Fort Lauderdale	FL	33311
100	My Guy Appliance Service	1504 Arpeika St # 1	Fort Lauderdale	FL	33312
101	N & J Graphics & Printing	1924 NW 9th St	Fort Lauderdale	FL	33311
102	N & T Service	2040 NW 6th St	Fort Lauderdale	FL	33311
103	National Home Inspection	1445 SW 21st Ave	Fort Lauderdale	FL	33312
104	National Lift Truck Service	1901 NW 2nd St	Fort Lauderdale	FL	33311
105	National Liquidators	1915 SW 21st Ave	Fort Lauderdale	FL	33312
106	Neewmil Marine	1415 SW 21st Ave	Fort Lauderdale	FL	33312
107	New York Code & Design Academy	2307 W Broward Blvd	Fort Lauderdale	FL	33312
108	Nustar Building Material LLC	109 NW 25th Ter	Fort Lauderdale	FL	33311
109	Omni Boat Canvas	214 SW 21st Ter # 1	Fort Lauderdale	FL	33312
110	Online Vacation Center Holdings	2307 W Broward Blvd # 100	Fort Lauderdale	FL	33312
111	Order My Steps	2307 NW 8th St	Fort Lauderdale	FL	33311
112	Paradise Service Technologies	260 SW 21st Ter	Fort Lauderdale	FL	33312
113	Professional Compliance	2601 W Broward Blvd	Lauderhill	FL	33312
114	Public Storage	1020 NW 23rd Ave	Fort Lauderdale	FL	33311
115	R & R World Famous BBQ	2145 NW 6th St	Fort Lauderdale	FL	33311
116	R J Props	621 SW 21st Ter # 7	Fort Lauderdale	FL	33312
117	Racetrac	2300 W Broward Blvd	Fort Lauderdale	FL	33312
118	St James #83 Masonic Hall	670 NW 22nd Rd	Fort Lauderdale	FL	33311
119	Ray's Market	1707 NW 6th St	Fort Lauderdale	FL	33311
120	Refreshment	501 SW 21st Ter	Fort Lauderdale	FL	33312
121	Roberts Brothers Auto Service	226 SW 21st Ter	Fort Lauderdale	FL	33312
122	Rock Encounters	1111 SW 21st Ave # 3	Fort Lauderdale	FL	33312
123	Rodney's Relocation Service	2001 NW 7th Pl	Fort Lauderdale	FL	33311

#	Business Name	Physical Address	City	State	Zip Code
124	Rolands Plumbing & Gas	214 SW 21st Ter	Fort Lauderdale	FL	33312
125	S C Welding & Fabrication	254 SW 21st Ter	Fort Lauderdale	FL	33312
126	Salt & Pepper Auto Body Repair	2001 NW 7th Pl	Fort Lauderdale	FL	33311
127	Salvage Auto Repair	640 NW 21st Ter	Fort Lauderdale	FL	33311
128	Salvation Army	1901 W Broward Blvd	Fort Lauderdale	FL	33312
129	Scurryfuneral Home LTD	738 NW 22nd Rd	Fort Lauderdale	FL	33311
130	Selepec, Michael	2307 W Broward Blvd # 200	Fort Lauderdale	FL	33312
131	Seven Seas	1500 W Broward Blvd	Fort Lauderdale	FL	33312
132	Mama Lucy Pizza	1712 NW 6th St	Fort Lauderdale	FL	33311
133	Smithco Screens	142 SW 21st Way	Fort Lauderdale	FL	33312
134	Speedy's Food Store One Inc.	1881 Davie Blvd	Fort Lauderdale	FL	33312
135	Speedy's Import & Export Inc.	1905 Davie Blvd	Fort Lauderdale	FL	33312
136	Squeegee Science	500 SW 21st Ter # B102	Fort Lauderdale	FL	33312
137	Stacy Bomar Construction	1111 SW 21st Ave	Fort Lauderdale	FL	33312
138	Steve's Garage	1359 SW 21st Ter	Fort Lauderdale	FL	33312
139	Stone Fabricators Unlimited	700 SW 21st Ter	Fort Lauderdale	FL	33312
140	Stone Fabricators Unlimited	800 SW 21st Ter	Fort Lauderdale	FL	33312
141	Strayer University	2307 W Broward Blvd # 100	Fort Lauderdale	FL	33312
142	Sunrise Recycling LLC	2120 NW 7th St	Fort Lauderdale	FL	33311
143	Sunrise Recycling LLC	700 NW 21st Ter	Fort Lauderdale	FL	33311
144	Sunrise Used Foreign Parts Inc.	977 NW 19th Ave	Fort Lauderdale	FL	33311
145	T L C Recovery Center South	465 SW 20th Ave	Fort Lauderdale	FL	33312
146	Team Of Life Inc.	2136 NW 8th St	Fort Lauderdale	FL	33311
147	Tech Center	2101 Davie Blvd	Fort Lauderdale	FL	33312
148	Tenet Florida Physician Service	2307 W Broward Blvd	Fort Lauderdale	FL	33312
149	Thomas Jay Milanese Contractor	914 NW 19th Ave	Fort Lauderdale	FL	33311
150	Too Quick Food Store	627 NW 17th Ave	Fort Lauderdale	FL	33311
151	TRANSFLO	890 SW 21st Ave	Fort Lauderdale	FL	33312
152	Transport Tech Inc.	621 SW 21st Ter # 1	Fort Lauderdale	FL	33312
153	Triple M Roofing Corp.	914 NW 19th Ave	Fort Lauderdale	FL	33311
154	Tropical Mailing Service Inc.	1111 SW 21st Ave # 24	Fort Lauderdale	FL	33312
155	USA Plastering Inc.	22 NW 25th Ter	Fort Lauderdale	FL	33311
156	Veterans Realty	1730 W Sunrise Blvd	Fort Lauderdale	FL	33311
157	Walmart	2500 W Broward Blvd	Fort Lauderdale	FL	33312
158	Ward, Devan Allen	2307 W Broward Blvd # 200	Fort Lauderdale	FL	33312
159	Winston Lawlor LLP	2211 Davie Blvd	Fort Lauderdale	FL	33312
160	Youth For Christ Outreach	675 NW 22nd Rd	Fort Lauderdale	FL	33311
161	Zuto Enterprises	850 SW 21st Ter	Fort Lauderdale	FL	33312

Appendix C – Small Group and Stakeholders Sample Presentation



SR-9/I-95 @ SR-842/Broward Boulevard Interchange Improvements

Project Development & Environment Study

FPID 435513-1-22-02 ETDM No: 14226

Dorsey Riverbend Civic Association

November 26, 2018

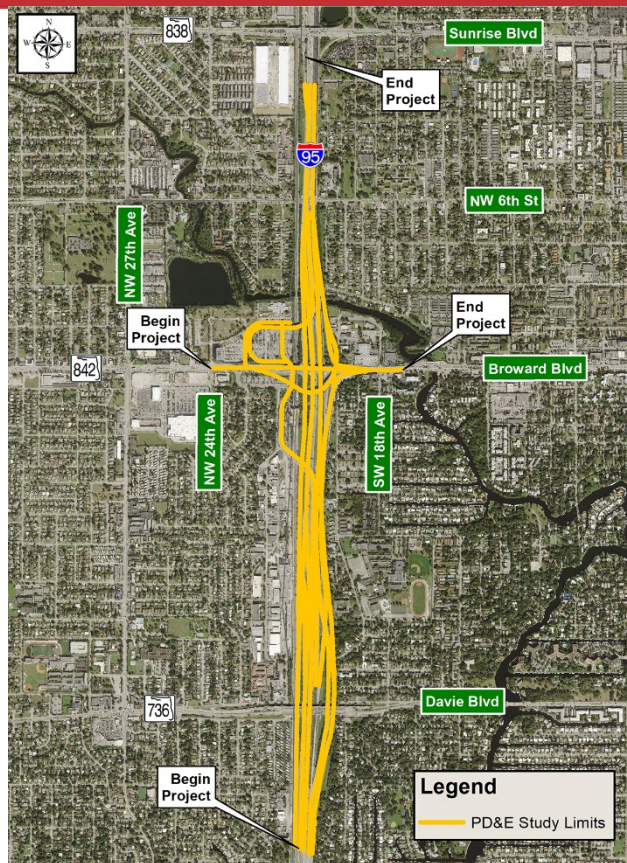
Project Development and Environment (PD&E) Study

- The Project Development and Environment (PD&E) Study is a **process developed by FDOT to evaluate the social, environmental and engineering impacts** associated with a proposed transportation improvement.
- In addition to complying with the National Environmental Policy Act (NEPA) of 1969, the objectives of a PD&E Study are to support decisions concerning **if, where, and what should be built to address the identified transportation needs.**

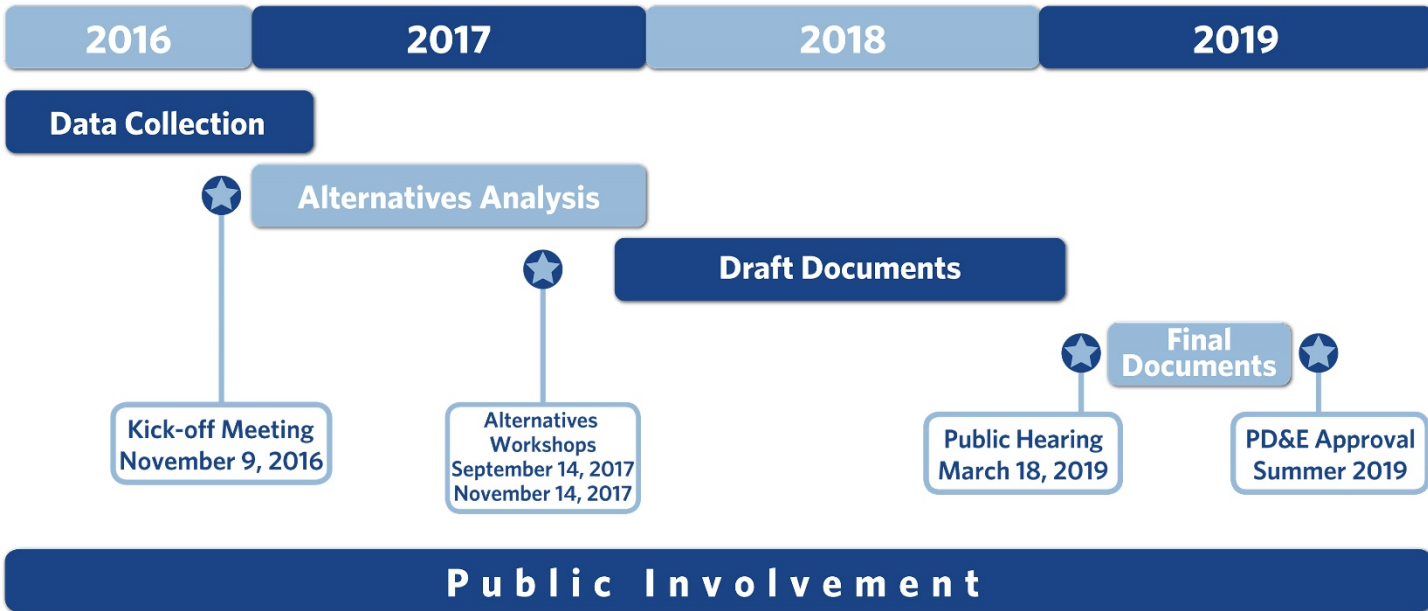


Project Limits and Purpose & Need

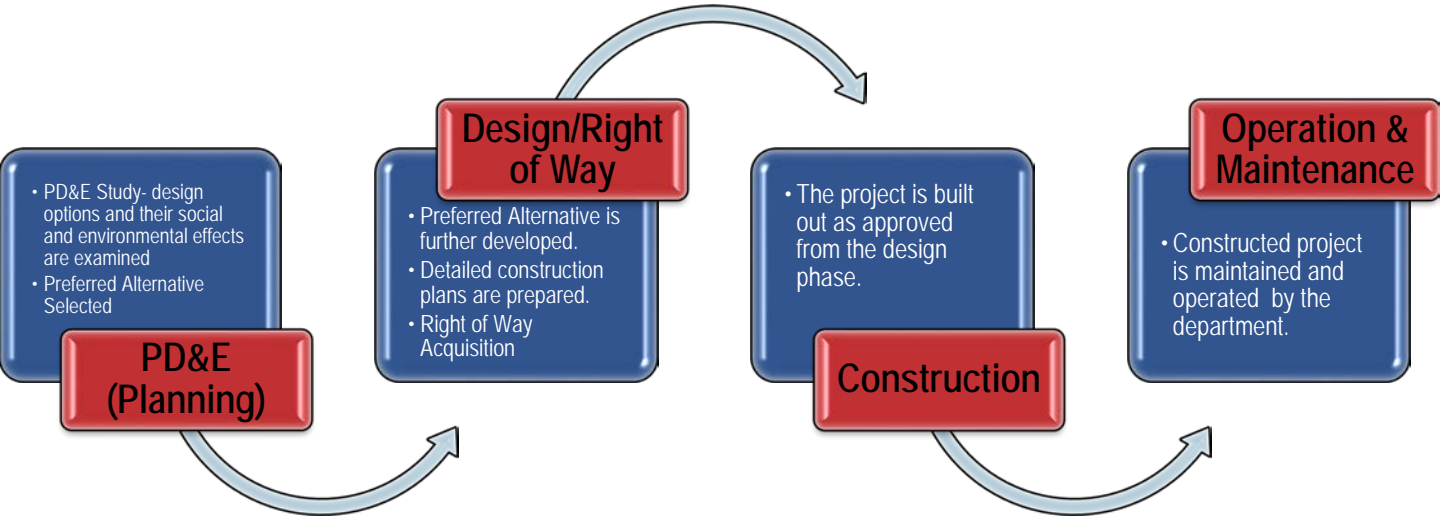
- Project limits: SR 9/I-95 from south of Davie Boulevard to south of Sunrise Boulevard and Broward Boulevard from west of SW 24 Avenue to just east of NW/SW 18 Avenue.
- The primary **purpose** of this study is to develop and evaluate design concepts to:
 - Improve traffic flow to and from I-95 and along Broward Boulevard,
 - Improve connectivity between 95 Express and Broward Boulevard,
 - Improve intermodal connectivity and access.
- The primary **need** for this project is to improve connectivity for all modes of transportation within the study area.



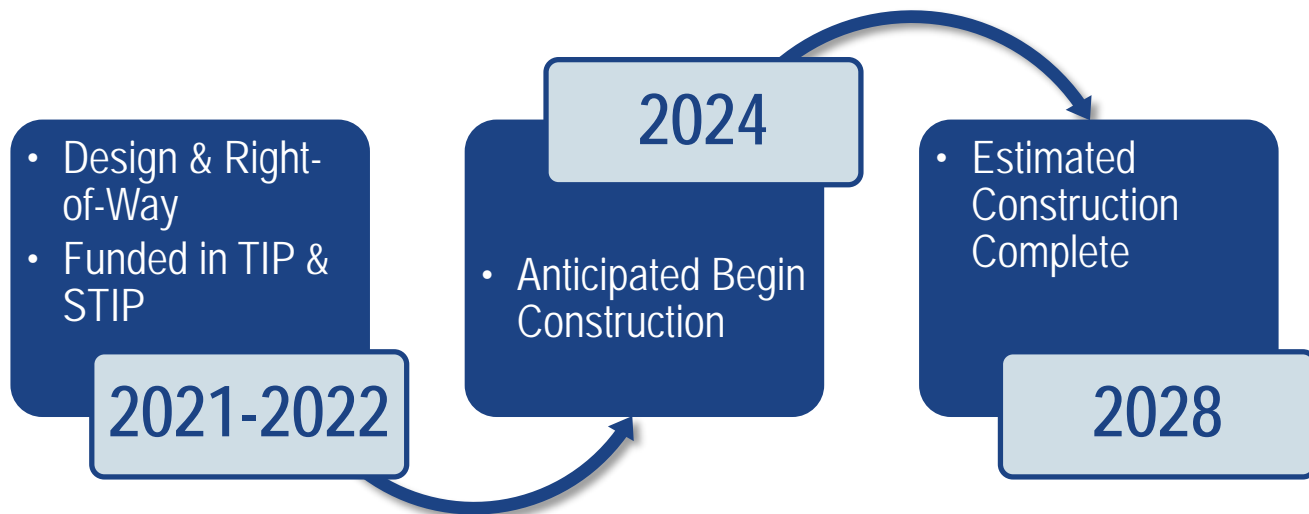
Study Schedule



Project Development Process (Idea to Implementation)



Future Phases (by FDOT Fiscal Years)



CONSIDERED ALTERNATIVES

Considered Alternatives

▪ I-95 Mainline

- Alternative 1: Ingress/Egress Braided Flyover Ramps (With and Without Southbound Ingress Braided Ramp)

▪ Broward Blvd Interchange

- No Action: Existing Interchange Geometry
- Alternative 1: Tight Urban Diamond Interchange (TUDI)
- Alternative 2A: Displaced Left Turn Interchange (DLI)
- Alternative 2B: Modified Displaced Left Turn Interchange (MDLI)

▪ Broward Boulevard EB to SB Express Lane Traffic

○ Option 1 - via SW 1st Street

- Alternative 1 - No-Build
- Alternative 2 - T-Intersection at SW 21st Terr and Roundabout at PnR Access Rd
- Alternative 3 - Double Roundabout
- Alternative 4 - Combined Roundabout

○ Option 2 – via Flyover

Considered Alternatives

- **Sunrise Blvd East Terminal Ramp Intersection**

- No-Build: Existing East Terminal Intersection Geometry
- Alternative 1 (2017 Feasibility): Dual Lane Off-Ramp for EB and WB Sunrise (NE quadrant)
- Alternative 2 (2017 Feasibility): Partial Diamond (NB to EB) with Single Lane Off-Ramp (WB)
- Alternative 3A (2018 SIMR): Signalize Loop Ramp and Extend EB Merge to NW 17th Ave
- Alternative 3B (2018 SIMR): Signalize Loop Ramp and Extend EB Merge to NW 16th Ave
- Alternative 4 (2018 SIMR): Extend EB Merge to NW 17th Ave

RECOMMENDED ALTERNATIVES

Recommended Alternative

- **I-95 Mainline**
 - Alternative 1: Ingress/Egress Braided Flyover Ramps

- **Broward Blvd Interchange**
 - Alternative 2B: Modified Displaced Left Turn Interchange (MDLI)

- **Broward Blvd EB to SB Express Lane Traffic**
 - Option 1 / Alternative 4: Combined Roundabout

- **Sunrise Blvd Interchange**
 - Alternative 3A: Signalize Loop Ramp and Extend EB Merge to NW 17th Ave

I-95 Mainline Alternative: Broward Blvd Interchange Area



Northbound Sunrise Blvd ramp improvements included in SIMR, but not part of the I-95 at Broward Blvd PD&E

I-95 Mainline: Ingress/Egress Braided Flyover Ramps



I-95 Mainline: Ingress/Egress Braided Flyover Ramps



Recommended Alternative

- **I-95 Mainline**

- Alternative 1: Ingress/Egress Braided Flyover Ramps

- **Broward Blvd Interchange**

- Alternative 2B: Modified Displaced Left Turn Interchange (MDLI)

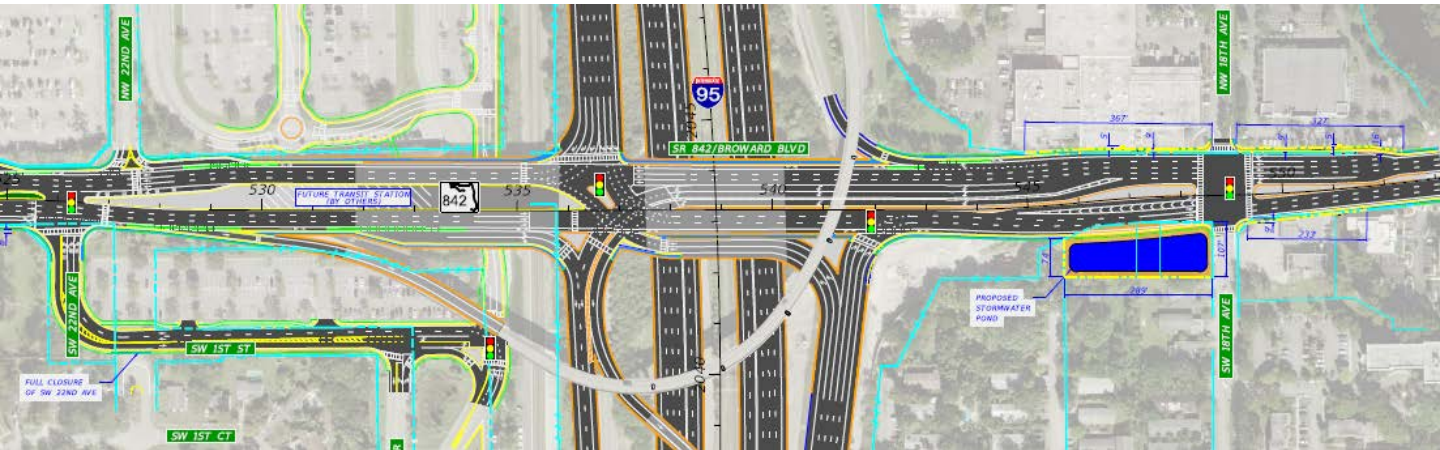
- **Broward Blvd EB to SB Express Lane Traffic**

- Option 1 / Alternative 4: Combined Roundabout

- **Sunrise Blvd Interchange**

- Alternative 3: Signalize Loop Ramp and Extend EB Merge to NW 17th Ave

Broward Blvd Interchange: Modified Displaced Left Interchange (MDLI)

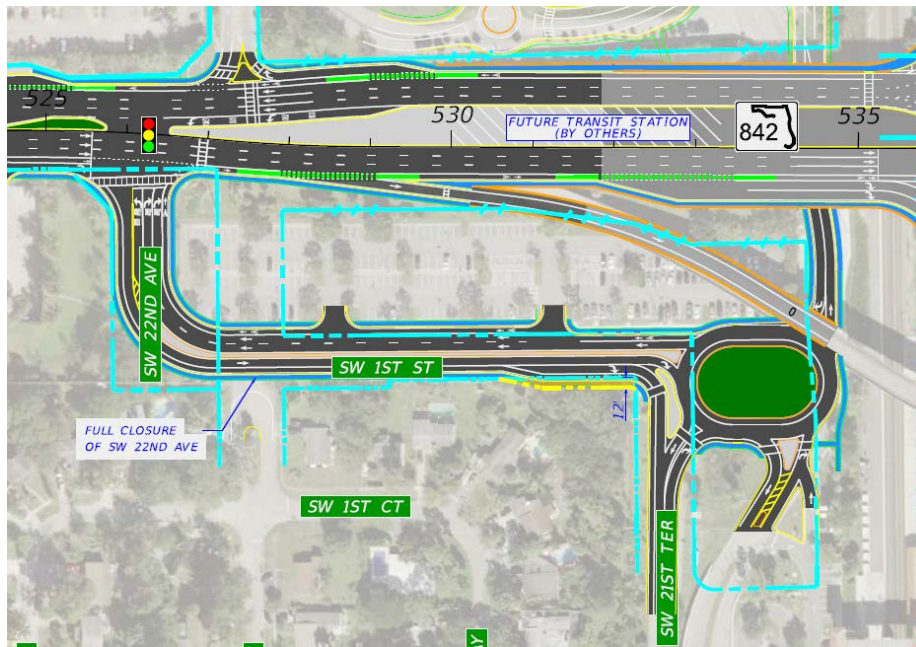


- Reduced ramp queuing
 - Southbound max ramp queue of 650 ft (out of 1,400 ft available)
 - Northbound max ramp queue of 586 ft (out of 4,600 ft available)
- LOS of D or better at every subject intersection
- Provides median transit station

Recommended Alternative

- **I-95 Mainline**
 - Alternative 1: Ingress/Egress Braided Flyover Ramps
- **Broward Blvd Interchange**
 - Alternative 2B: Modified Displaced Left Turn Interchange (MDLI)
- **Broward Blvd EB to SB Express Lane Traffic**
 - Option 1 / Alternative 4: Combined Roundabout
- **Sunrise Blvd Interchange**
 - Alternative 3: Signalize Loop Ramp and Extend EB Merge to NW 17th Ave

Broward Blvd EB to SB Express Lane Traffic: via SW 1st St Alt. 4



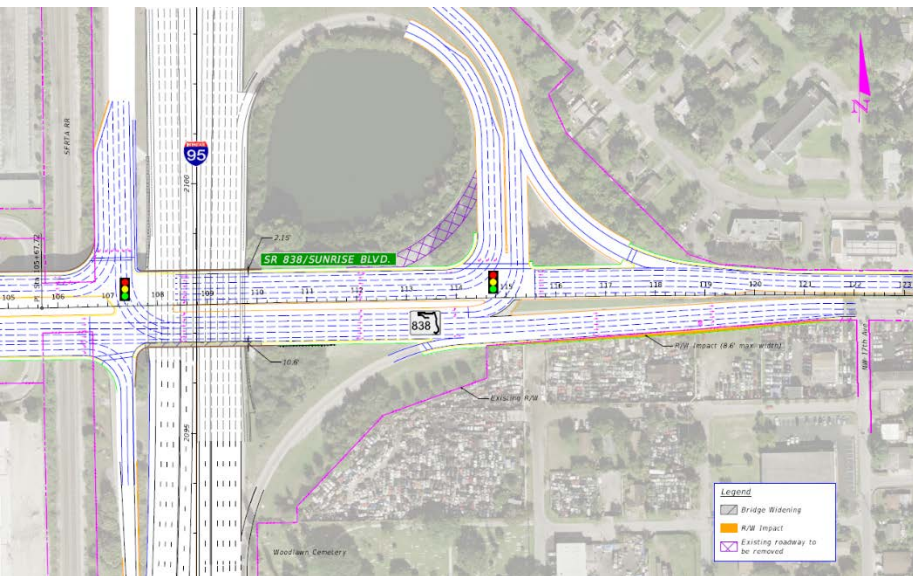
Combined Roundabout

- Combines the intersection of SW 21st Terrace and the existing east signalized intersection into a single roundabout
- All entry approaches are maintained
- Adds eastbound right-turn bypass lane at SW 21st Terrace (requiring ROW)

Recommended Alternative

- **I-95 Mainline**
 - Alternative 1: Ingress/Egress Braided Flyover Ramps
- **Broward Blvd Interchange**
 - Alternative 2B: Modified Displaced Left Turn Interchange (MDLI)
- **Broward Blvd EB to SB Express Lane Traffic**
 - Option 1 / Alternative 4: Combined Roundabout
- **Sunrise Blvd Interchange**
 - Alternative 3A: Signalize Loop Ramp and Extend EB Merge to NW 17th Ave

Sunrise Blvd Interchange: Signalize Loop Ramp and Extend EB Merge to NW 17th Ave



- Integration between east and west (prior IOAR) ramp terminal intersections improvements through updated SIMR
- East and west ramp terminal intersections LOS of D or better
- Accommodates all exit ramp queues

Transit Recommendations: Park-and-Ride Lot/Transit Station



NW 22nd Road Looking Southeast

Proposed Conditions Rendering



Existing Conditions



NW 21st Terrace Wall Option Looking East

Proposed Conditions Rendering



Existing Conditions



NW 21st Terrace Pier Option Looking East

Proposed Conditions Rendering



Existing Conditions



NW 21st Avenue Wall Option Without Landscaping Looking Northwest

Proposed Conditions Rendering



Existing Conditions



NW 21st Avenue Wall Option With Landscaping Looking Northwest

Proposed Conditions Rendering



Existing Conditions



NW 21st Avenue Pier Option Without Looking Northwest

Proposed Conditions Rendering



Existing Conditions



NW 21st Avenue Pier Option With Landscaping Looking Northwest

Proposed Conditions Rendering



Existing Conditions



NW 7th Street Looking West

Proposed Conditions Rendering



Existing Conditions



Next Steps / Remaining Study Schedule

- Documents on Display for Public Hearing – Feb 2019
- Public Hearing – March 18, 2019
- Location, Design, and Concept Acceptance (LDCA) – June 2019



Contact Information

Anson Sonnett, P.E.

Project Manager

Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Phone: (954) 777-4474

Toll Free: 866-336-8435, ext. 4474

Email: anson.sonnett@dot.state.fl.us

Browardat95.95express.com

Appendix D – Public Involvement Summaries



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

Kick-Off Meetings Summary I-95 at Broward Boulevard Interchange Project Development and Environment Study

The I-95 at Broward Boulevard Interchange Project Development and Environment Study (PD&E) Kick-Off meeting for elected officials was held on Thursday, November 3, 2016 at the City of Fort Lauderdale City Hall, 100 N. Andrews Boulevard, 8th floor, Fort Lauderdale, FL 33301. The Kick-Off Meeting began at 3:30 p.m. with a presentation starting soon afterwards, followed by a comment period. Additionally, a Public Kick-Off meeting was held on Wednesday, November 9, 2016, at the Reverend Samuel Delevoe Memorial Park located at 2520 NW 6 Street, Fort Lauderdale, FL 33311. The meeting began as an open house at 5:30 p.m., with a formal presentation at 6:00 p.m. followed by a comment period.

The purpose of this study is to develop and evaluate design concepts to improve connectivity for all modes of transportation within the study limits. The kick-off meetings provided an opportunity for elected officials, property owners and other interested parties to ask questions and to provide comments.

Display boards presented at both kick-off meetings included the project's schedule, the PD&E Study process, overview of the need for the PD&E Study, as well as an aerial of the study area. Prior to the presentations and during the comment period attendees discussed the project one on one with the FDOT Project Manager and Project Consultant staff.

The elected officials Kick-Off meeting was attended by three representatives from the City of Fort Lauderdale. They expressed enthusiasm about potential solutions and asked if a parking deck was still a possible option. This led to a discussion about a Broward Blvd. median station at 2nd level for premium transit that could include an elevator to the park-and-ride level (1st level). There was also discussion about replacing the existing Broward Blvd. bridge structures over I-95 and the SFRC to support future light rail. It was noted that the alternatives considered would be include replacement of both existing bridges to accommodate future rail, if warranted. Noted concerns include The Salvation Army's concern about the intersection at Broward Boulevard and NW 18th Ave, Riverland residents' sensitivity to noise, and the development coming to the west of I-95 between 21st Avenue and 31st Avenue. The City commented that their bicycle and pedestrian standards should be applied to make this area better.

The Public Kick-Off meeting was attended by more than 25 residents, interested parties, FDOT staff and consultants. After the presentation, the floor was opened to questions. See Attachment B.

Attendees to both kick-off meetings were provided with a fact sheet on this PD&E Study as well as three 95 Express Phase 3B fact sheets with information on express lane benefits, project schedule, express lanes entrances and exits and other pertinent information. A follow-up letter was sent to property owners providing them with another opportunity to learn about this study. Recipients were invited to schedule a meeting with the Study Team to either visit their business, meet one-on-one or meet at a residential gathering to discuss the Study. One call was received in response to the letter, but it did not result in a meeting being scheduled.

The meeting was announced by *Palm Beach Post* and *Sun Sentinel* digital advertisement campaigns, FDOT project website, Florida Administrative Review advertisement, a 1,100-piece mailing and approximately 80 emails to elected officials, agencies, residents, businesses and other interested parties.

Submitted by
Laila A. Haddad
Media Relations Group, LLC
November 11, 2016

Attachments:

- A. Q & A Public Kick-Off Meeting
- B. Presentation and Display Boards
- C. Sign-in Sheet Elected/Appointed Officials Kick-Off Meeting
- D. Sign-in Sheets Public Kick-Off Meeting
- E. Public Kick-Off Meeting Photos

Attachment A – Questions from the Wednesday, Nov 9, 2016, Public Kick-Off meeting

Q. How far will the sound barrier extend along southbound I-95 along River Gardens/Sweeting Estates communities? (95 Express Phase 3A project)

A. *There will be a 20-ft tall ground mounted sound barrier from the North Fork of the New River to SW 6th Street, located on the west side of the railroad tracks. Additionally, there will be 8-ft shoulder mounted sound barrier of equal length along the southbound I-95 shoulder.*

Q. What is the construction going on at the northbound 95 exit to eastbound Broward Boulevard? (95 Express Phase 3A project)

A. *The northbound 95 exit ramp to eastbound Broward Boulevard is being widened to become three signalized right turn lanes.*

Q. What is happening on the Broward Boulevard bridge that goes over the N. Fork of the New River?

A. *The bridge is being widened and raised over the river. During construction, a temporary bridge will be in place, as 3 lanes in each direction must be maintained. This bridge replacement will be for 6 lanes, as currently configured, with the addition of sidewalks and bike lanes. It is a two-year project that just began.*

Q. Can there be some fencing erected under the bridge under 95 near the P & R lot to keep the homeless from sleeping under the bridge?

A. *This issue will be considered by FDOT. The new design may help eliminate this problem.*

Q. Currently there is only sidewalk to the P&R lot on one side of the street, can another one be added to other side?

A. *This issue will be considered as part of this study.*

Q. How much will the whole project cost?

A. *It is too early to know yet, as we do not know what will be proposed, but an estimate is \$2.6M for the PD&E, \$8.5M for the Design and \$97.7M for the Construction.*

Q. Does this project include redesign for the Express Lanes?

A. *That is what this study is looking at, express lane connectivity.*

Q. Has it been considered which lanes will be free to get to the express lanes? Will parking continue to be free at P&R?

A. *There will be no tolls on Broward Boulevard. There is no discussion about charging for parking at the P&R.*

Q. Are there plans for the Juvenile Center?

A. *There will be no impact to the Juvenile Center. The plans are to keep the footprint just as it is now. There are no plans to take right-of-way. There is always the possibility it could happen, but there are no plans.*

Q. What is the timeline for this project?

A. *The PD&E is approximately 2 years. Design should be funded in July 2020, possibly in 2019. Construction should be funded in July 2023.*

Q. Is there any possibility that homeowner property will fall victim to this project?

A. At this time we don't expect that to happen. The project is intended to use the existing right-of-way and would not go west of the railroad. Once alternatives are developed, there will be more information about this and it will be shared with the public at the alternatives workshop.

Q. The southbound flyover ramp to the P& R Lot does not have much traffic on it now. Do you expect a large increase? The noise from the motorcycles racing on the ramp is bad.

A. Traffic in general for the Design year 2040 (years 2015 to 2040) will grow 1 to 3% per year. It probably is not feasible to install a sound barrier on an existing bridge structure.

Q. Will there be a Public Hearing and will the public be notified?

A. Yes, there will be a Public Hearing and the public and stakeholders notified as they were for this meeting.

Q. Can trees be planted in along the New River behind the Juvenile Center to mitigate noise? They planted in the past and it seemed to help.

A. The density needed to mitigate sound would be impossible to reach to come close to the mitigation that concrete walls provide. FDOT does not plant landscaping on non-FDOT property. Typically, after a project is completed, FDOT will consider landscaping on the FDOT right of way as a stand-alone project.



**SR-9/I-95 @ SR-842/Broward Boulevard
Interchange Improvements**

Project Development & Environment Study

FPID 435513-1-22-01 ETDM No: 14226

Public Kickoff Meeting Presentation

November 9, 2016

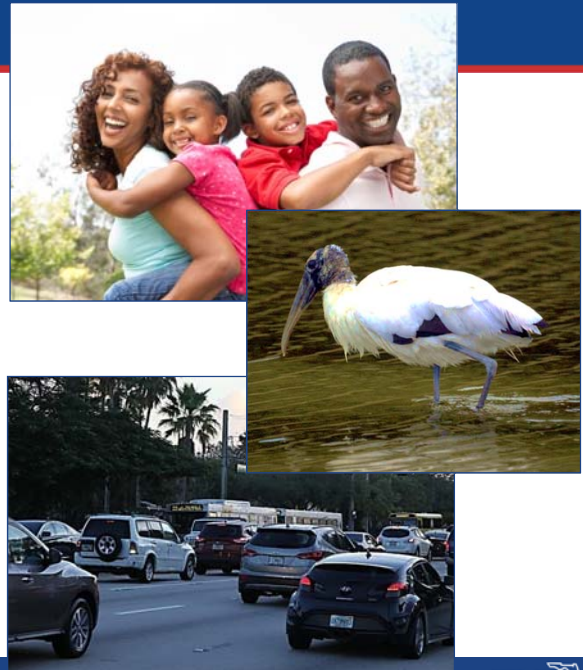


Today's Meeting

- Introduce the Project
- Outline the Study Process and Schedule
- Share Information About the Project
- Receive Comments from Residents and Stakeholders
 - Questions and Concerns
 - Comment Forms
 - Requests for Group Meetings

Study Objectives

- The Project Development and Environment (PD&E) Study is a process developed by FDOT to evaluate the **social, environmental and engineering** impacts associated with a proposed transportation improvement.
- In addition to complying with the National Environmental Policy Act (NEPA) of 1969, the objectives of a PD&E Study are to support decisions concerning **if, where, and what** should be built to address the identified transportation needs.

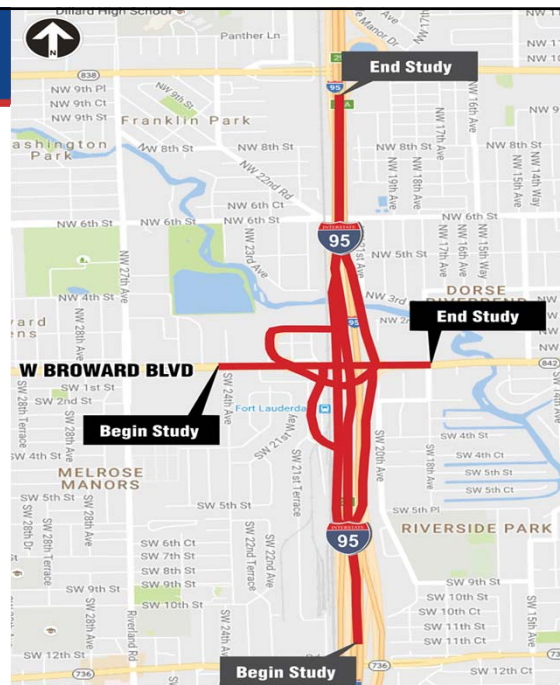


Kick-Off Meeting



About the Project

- Project limits: SR 9/I-95 from north of Davie Boulevard to south of Sunrise Boulevard and Broward Boulevard from west of SW 24 Avenue to east of NW/SW 18 Avenue.
- Interchange serves multiple users:
 - Drivers on I-95, Broward Boulevard, and Local Roads
 - Transit riders:
 - Sun Trolley (operated by the Fort Lauderdale Transportation Management Agency or TMA)
 - Broward County Transit (BCT)
 - 95 Express Bus (operated by Miami Dade Transit or MDT)
 - Tri-Rail
 - Amtrak
 - Pedestrians
 - Bicyclists



Kick-Off Meeting



Purpose and Need

- The primary **purpose** of this study is to develop and evaluate design concepts to:
 - Improve traffic flow to and from I-95 and along Broward Boulevard,
 - Improve connectivity between 95 Express and Broward Boulevard,
 - Improve intermodal connectivity and access.

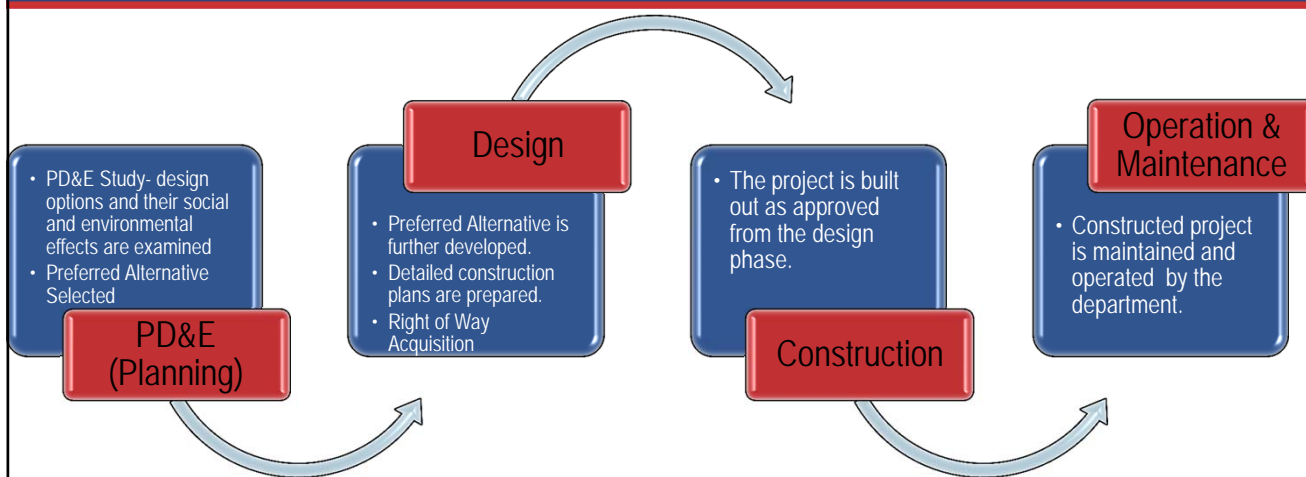
- The primary **need** for this project is to improve connectivity for all modes within the study area.



Kick-Off Meeting



Project Development Process (Idea to Implementation)



Kick-Off Meeting



PD&E Study Process



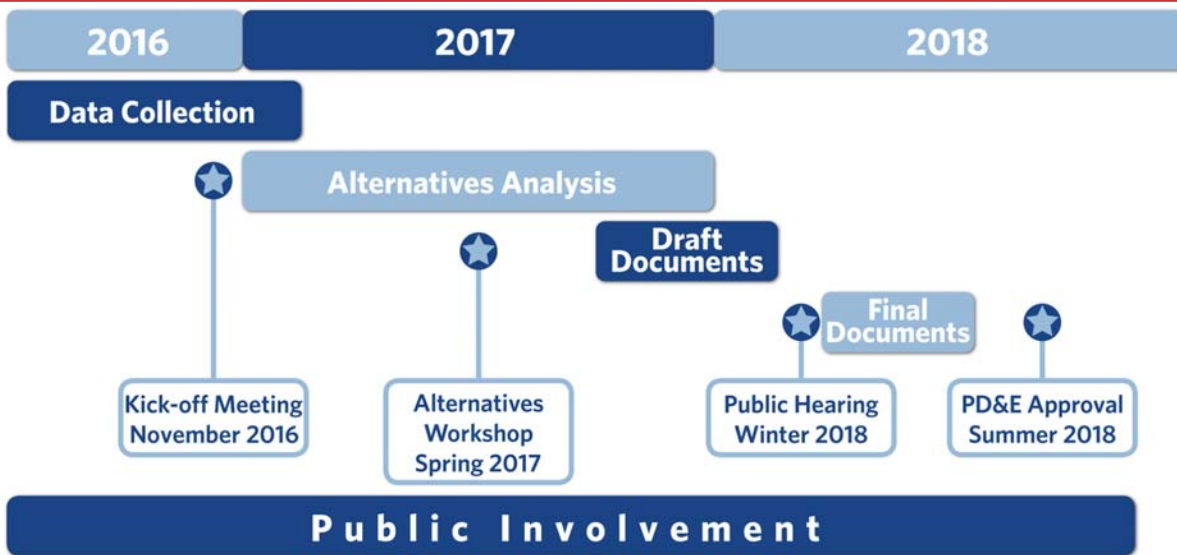
Community Outreach

A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public, and other interested parties have meaningful opportunities for participation throughout the PD&E Study.

Kick-Off Meeting



Study Schedule



Kick-Off Meeting

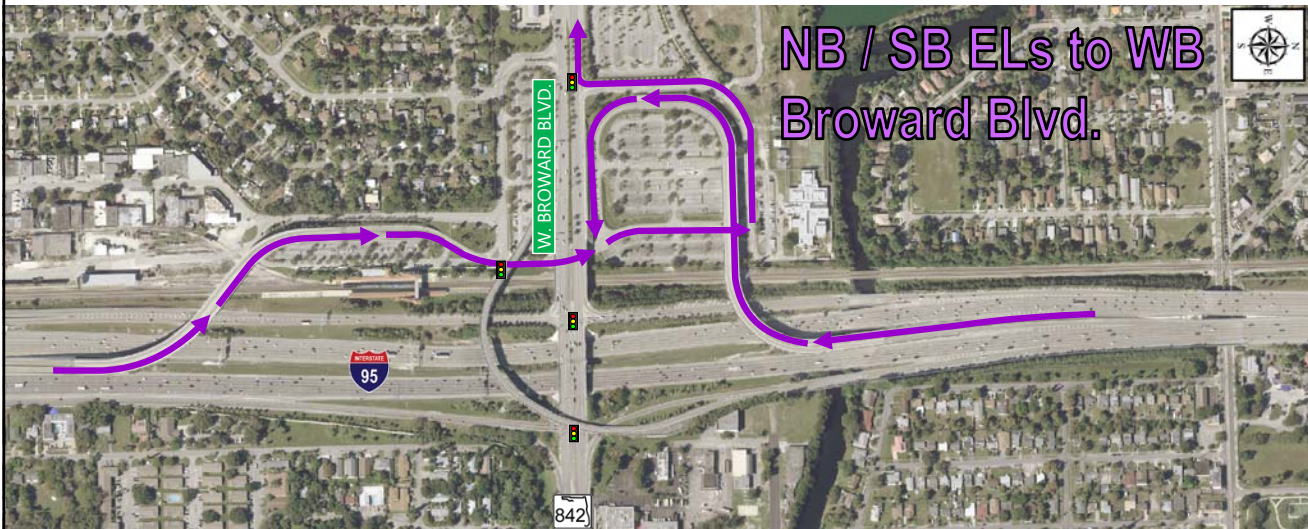


EXISTING CONDITIONS

Kick-Off Meeting



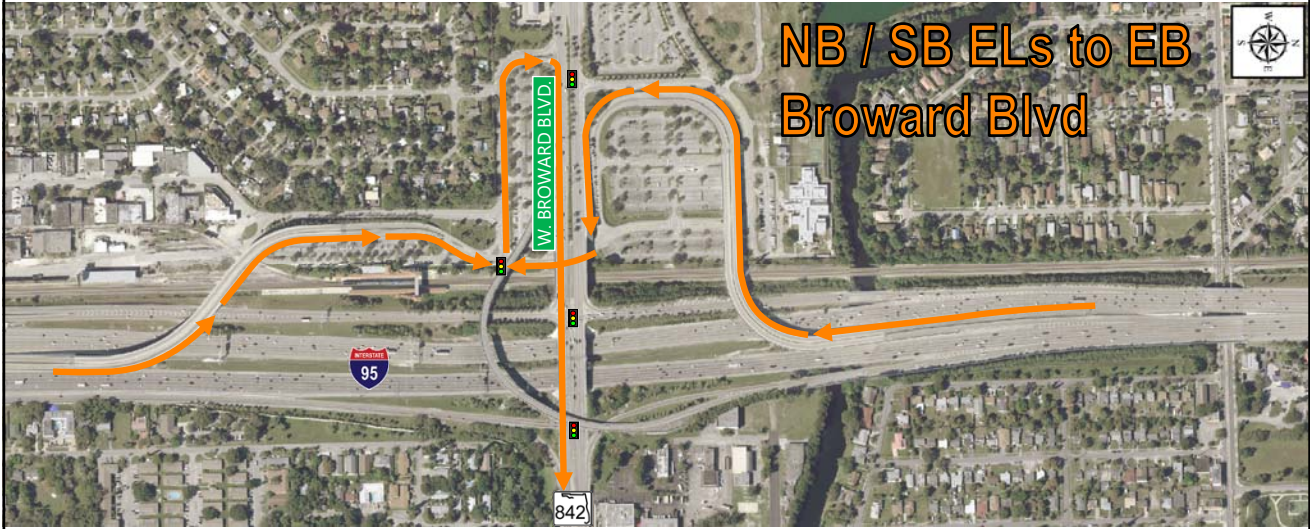
Existing Traffic Movements



Kick-Off Meeting



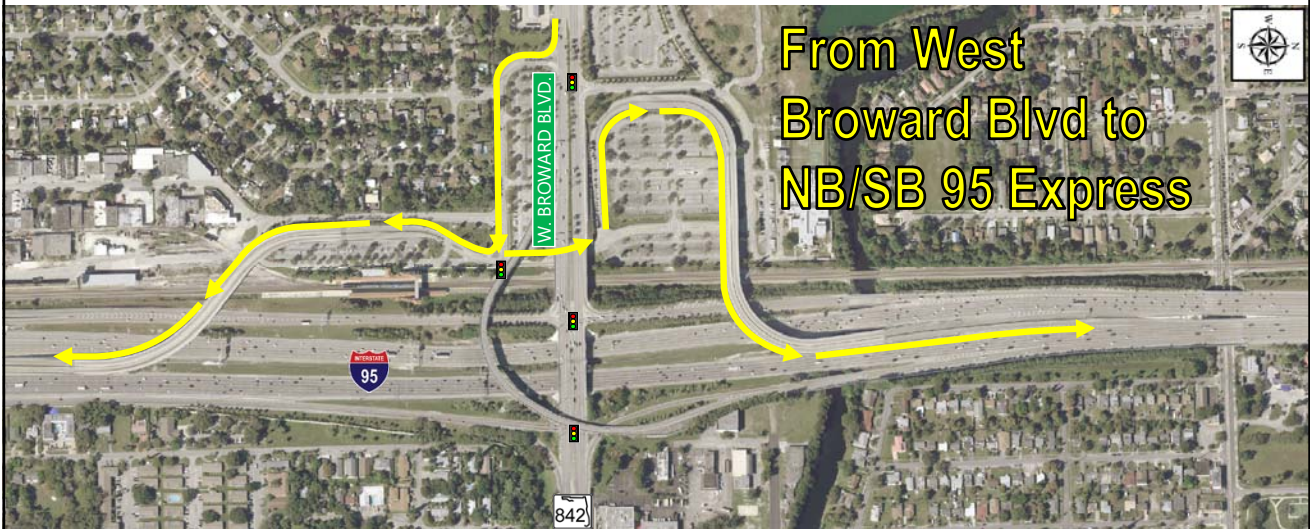
Existing Traffic Movements



Kick-Off Meeting



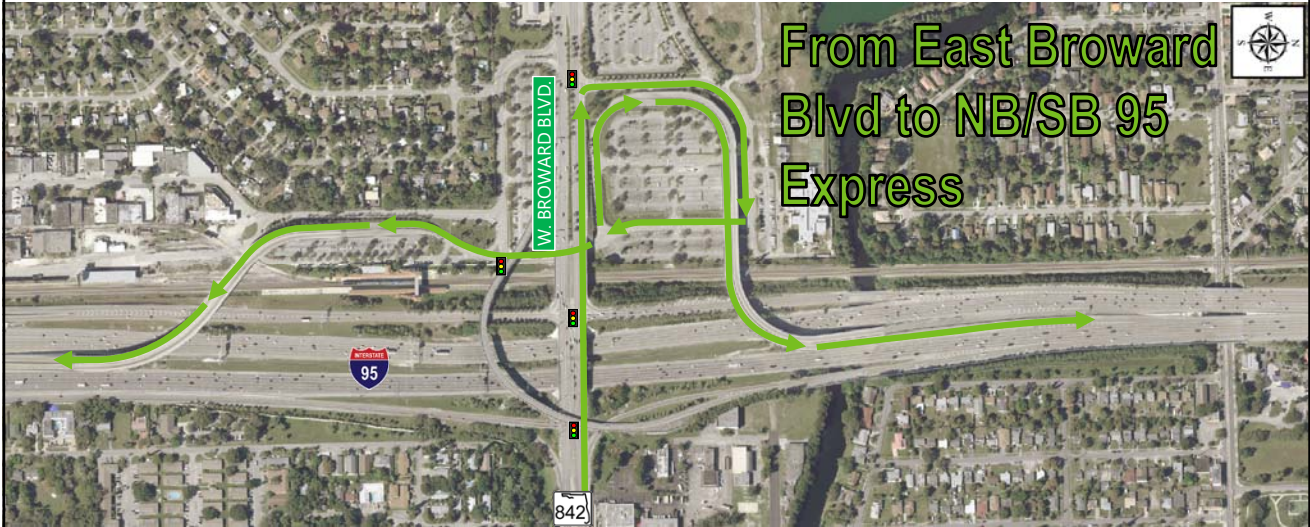
Existing Traffic Movements



Kick-Off Meeting



Existing Traffic Movements



Kick-Off Meeting



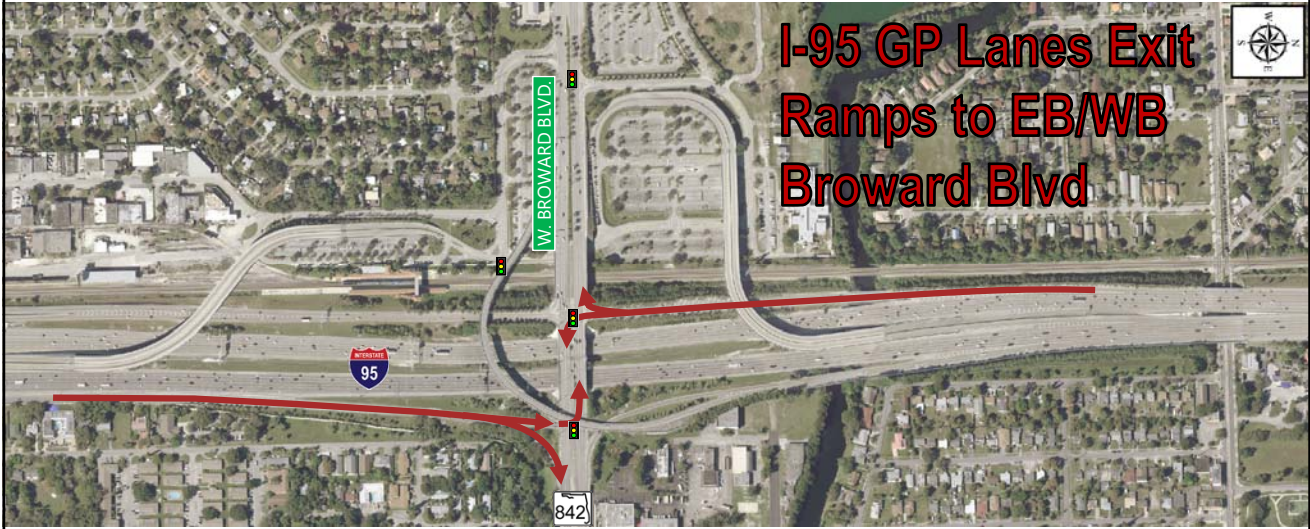
Existing Traffic Movements



Kick-Off Meeting



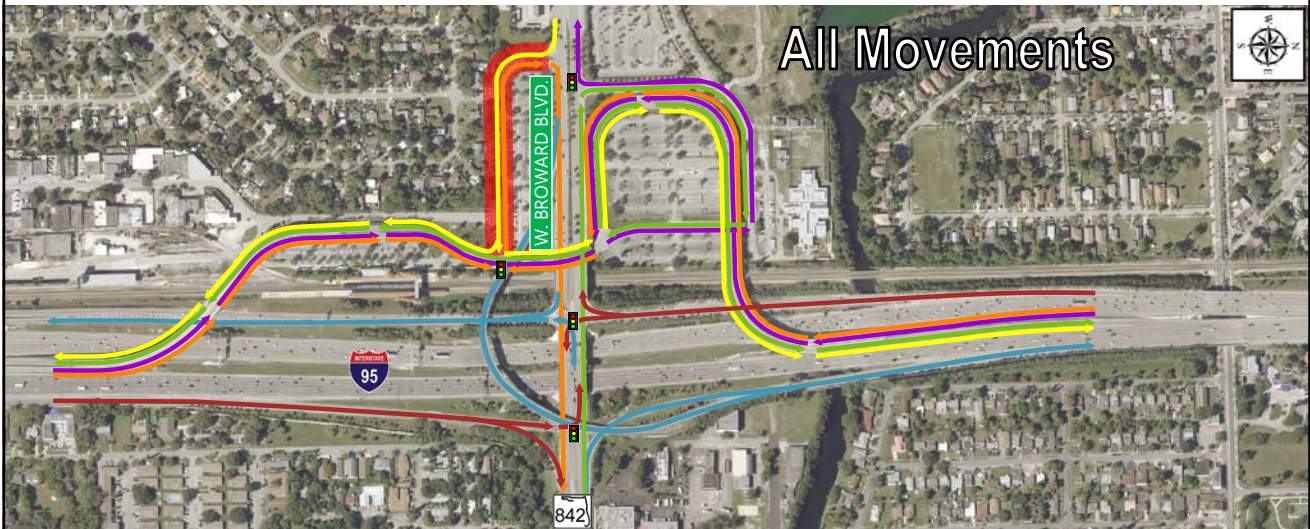
Existing Traffic Movements



Kick-Off Meeting



Existing Traffic Movements



Kick-Off Meeting



Interchange Area Stakeholders

1. City of Fort Lauderdale Neighborhoods
2. Broward Regional Juvenile Detention Center
3. Strayer University
4. Ft. Lauderdale Train Station (Tri-Rail & Amtrak)
5. Park & Ride Lots
6. North Fork Elementary School
7. Broward Sheriff's Office
8. Reverend Samuel Delevoe Memorial Park
9. Salvation Army
10. Walmart



Kick-Off Meeting



Multi-Modal Transportation



Kick-Off Meeting



PROJECT CONSIDERATIONS

Kick-Off Meeting



Project Considerations and Anticipated Issues

- Privacy/Noise Concerns
- Cut-Through Traffic
- Bicycle/Pedestrian Accommodations
- Aesthetics/Landscaping
- Operational Efficiency (SFRTA, BCT & MDT)
- "Gateway" Corridor/City Entrance
- Capacity
- Safety
- Transportation Demand
- Social Demands and Economic Development
- Emergency Evacuation



Kick-Off Meeting



Environmental Considerations

Wetlands

- North Fork of the New River
 - Sporadic red mangroves along open banks
- Develop mitigation plan, if necessary to offset impacts

Wildlife & Habitat

- Little remaining natural habitat
 - Presence of mangroves and potential for Manatees and Smalltooth Sawfish, require coordination and consultations
- Interchange within Core Foraging Area of Wood Stork colonies
- Interchange within the Consultation Area for the Everglades Snail Kite

Avoid and minimize impacts during alternatives development



West Indian Manatee

Kick-Off Meeting



Noise Considerations



Kick-Off Meeting



QUESTIONS?

Kick-Off Meeting



Contact Information

Scott Thurman, P.E.
Project Manager
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Phone: (954) 777-4135
Toll Free: 866-336-8435, ext. 4135

Email: scott.thurman@dot.state.fl.us

Kick-Off Meeting



THANK YOU FOR ATTENDING!

Kick-Off Meeting





Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange
Broward County, Florida

Welcome

Florida Department of Transportation

District Four

Public Kick-Off Meeting



Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange
Broward County, Florida

PD&E stands for Project Development and Environment

A PD&E Study is prepared to determine social, economic and environmental impacts associated with a project. It is conducted to provide the following information:

- Need for the project
- Benefits and impacts to the community and environment
- Design options
- Cost

Why do we conduct PD&E Studies?

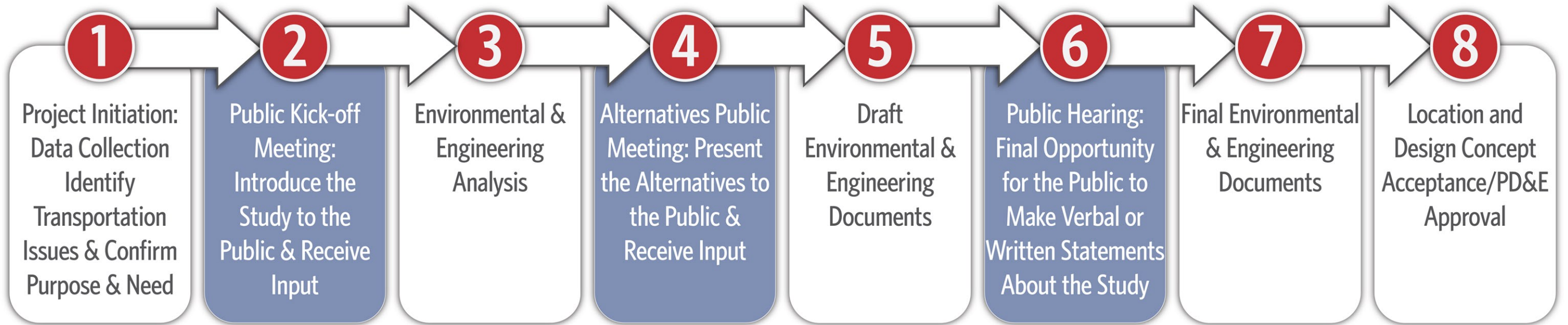
It is required by the National Environmental Policy Act (NEPA), either in order to be eligible for money from the federal government or if federal permits are required.





Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange
Broward County, Florida



Community Outreach

A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public, and other interested parties have meaningful opportunities for participation throughout the PD&E Study.





Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange

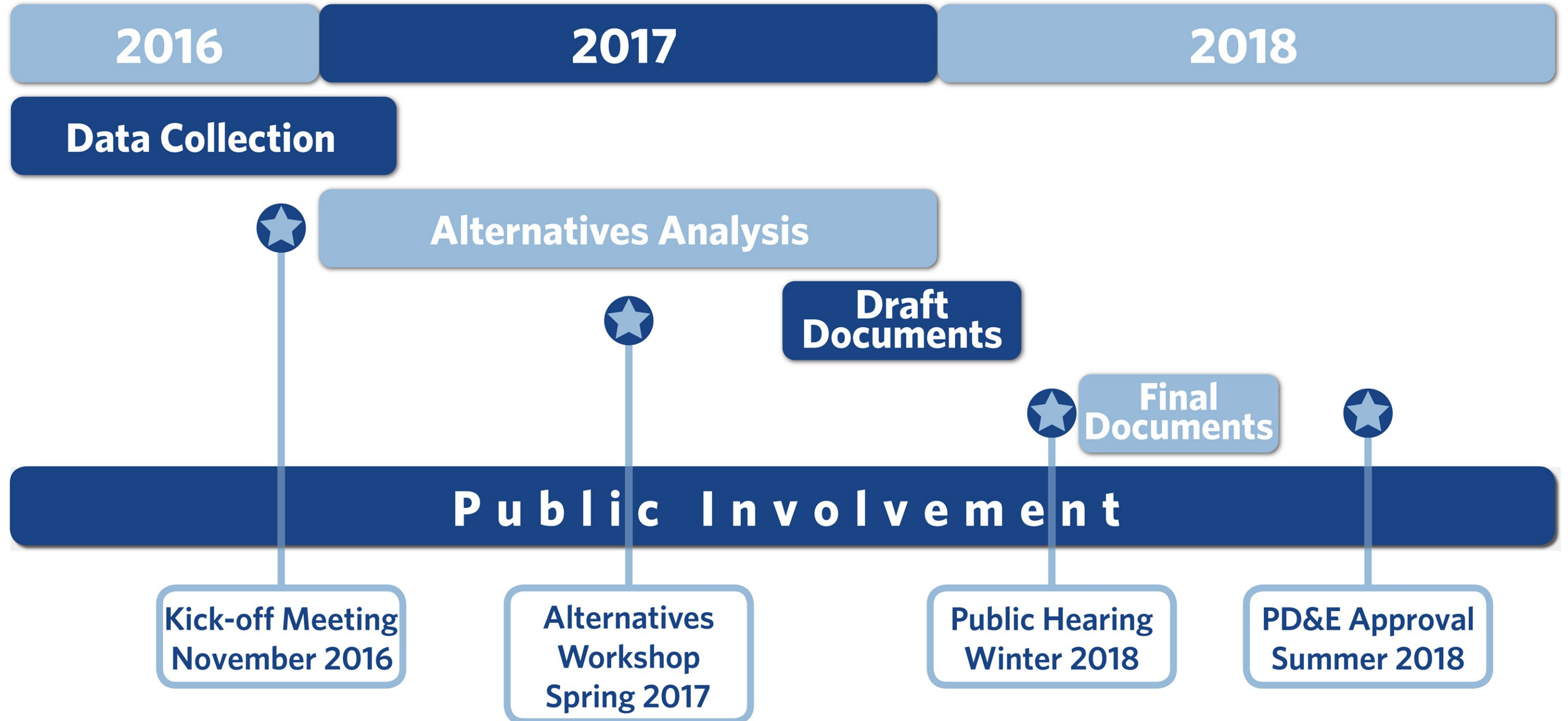
Broward County, Florida





Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange
Broward County, Florida



*Design and Construction occurs after PD&E Approval



Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange
Broward County, Florida

The Florida Department of Transportation is required to comply with various
**Non-discrimination laws and regulations,
including Title VI of the Civil Rights Act of 1964**

Public participation is solicited without regard to race, color,
national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns
about Title VI may do so by contacting either:

Florida Department of Transportation District Four
District Four Title VI Coordinator
Adriene Brown
Title VI Program Office
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190
Toll Free: (866) 336-8435 ext. 4190
adrienne.brown@dot.state.fl.us

Florida Department of Transportation
Statewide Title VI Coordinator
Jacqueline Paramore
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753
Toll Free: (866) 374-FDOT (3368)
jacqueline.paramore@dot.state.fl.us

I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95@SR 842/Broward Boulevard
from West of SW 24 Avenue to East of NW/SW 18 Avenue
Project Development & Environment (PD&E) Study
Financial Project ID Number: 435513-1-22-02
Efficient Transportation Decision Making (ETDM) No.: 14226

Elected Official Kick-off Meeting
Thursday, November 3, 2016
3:30 p.m. Open House/Presentation
City Fort Lauderdale
100 N. Andrews Avenue, 8th Floor
Fort Lauderdale, Florida, 33301

NAME	ORGANIZATION	ADDRESS	PHONE
Louka HASSARD	MRE, LLC	Palmetto Bay	786-837-4881
Graig PINDER	CITY OF FTL TAM		954-828-5295
William Leidy	HDR		954-233-4941
Georgi Gelusnek	FDOT		954-777-4368
Jill Bingley	HDR		954-233-4922
Will Sveto	"		954-233-4934
Gasper J. Padron	FDOT		954-777-4320
Karen Mendrala	City of FTL		954-828-8708
Scott Townsend	FDOT		954-777-4135
Alisa Award	City of FTL		954-828-6078
David Strout	HDR		954-706-9270

I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95@SR 842/Broward Boulevard
from West of SW 24 Avenue to East of NW/SW 18 Avenue
Project Development & Environment (PD&E) Study
Financial Project ID Number: 435513-1-22-02
Efficient Transportation Decision Making (ETDM) No.: 14226



Public Kick-off Meeting
Wednesday, November 9, 2016
5:30 p.m. Open House, 6:00 p.m. Presentation
Reverend Samuel Delevoe Memorial Park
2520 NW 6 Street, Fort Lauderdale, FL 33311

SIGN-IN SHEET

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Tom Reger	Homeowner	2133 SW 1 Ct	(9) 316 1341	trsof1@hotmail.com
CRAIG PINDER	CITY OF FTL	290 NE 3 RD AVE	(9) 828-5295	CPINDER@FORTLAUDERDALE.GOV
Marion Christie-Campbell	—	307 NW 18 th Ave	720-209-7811	DrsMother@6@comcast.net
Dianne Shuler	River Gdns/Sweeting River Estates HOA	401 N.W. 23 Ave. Ft. Laud. 33311	954-830-1917	shdues@comcast.net
Burnette Weeks	" owner "	401 NW 23 Ave Ft. Laud	91-768-9770	
FM #: 435513-1-22-02 / ETDM #: 14226				Page 25 of 78

I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95@SR 842/Broward Boulevard
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226

Public Kick-off Meeting
 Wednesday, November 9, 2016
 5:30 p.m. Open House, 6:00 p.m. Presentation
 Reverend Samuel Delevoe Memorial Park
 2520 NW 6 Street, Fort Lauderdale, FL 33311



SIGN-IN SHEET

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Georgi Celusnek	FDOT	3400 W Commercial Blvd	954-777-4368	georgi.celusnek@dot.state.fl.us
GASPAR J. PADRON	FDOT	3400 W COMMERCIAL BLVD	954 777-4320	gaspar.padron@dot.state.fl.us
EMILIO CORRADO	HDR	3250 W COMMERCIAL BLVD SUITE 100, FT. LAUD.	954-258-4845	ecorrado@hdrinc.com
Will Suen	HOA	"	954-233-4934	will.suen@marin.com
Major Henry Hudson	The Salvation Army	1901 W Broward Blvd	954-463-3125	henry.hudson@uss.salvationarmy.org
B. Adam Sagan		120 SW 20 th Ave	215-300-3201	basagan@yahoo.com
Ron Willam	FDOT	3400 W Commercial Blvd	954-777-4641	ronald.willam@dot.state.fl.us
Abid Hadrous	EAC	5100 NW 33 rd Ave., Suite 243 FL 33326	954-661-2588	ahadrous@eacconsult.com
Lynn Kelley	FOOT		x4334	
Sharon Wood	River Gdns/Sweeting Estates HOA	409 NW 23 Ave	954-812-3397	SWOODS4667@aol.com
Michael Smith		POB 5172, Ft. Land., FL 33310		

I-95 at Broward Boulevard Interchange Broward County, Florida

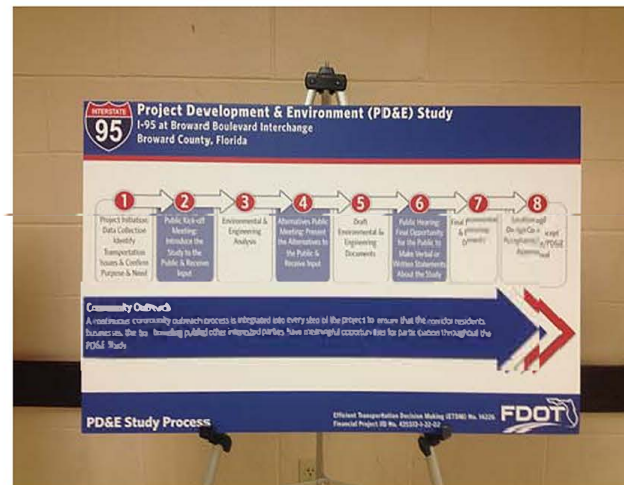
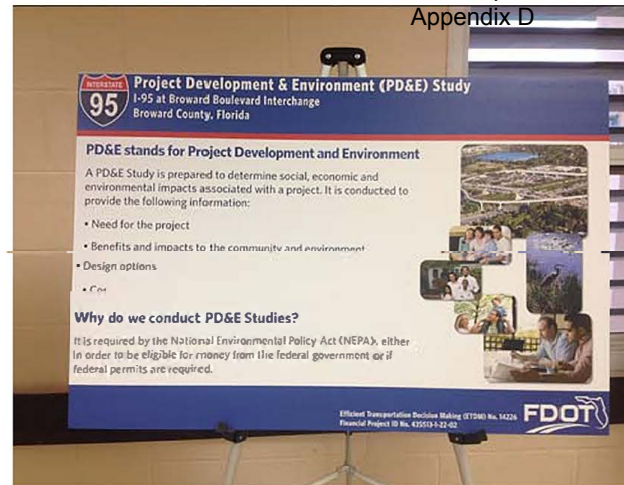
SR-9/I-95@SR 842/Broward Boulevard
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226

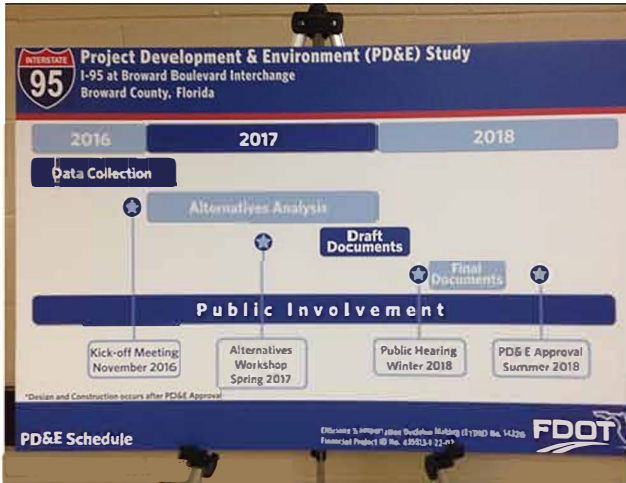


SIGN-IN SHEET

Public Kick-off Meeting
 Wednesday, November 9, 2016
 5:30 p.m. Open House, 6:00 p.m. Presentation
 Reverend Samuel Delevoe Memorial Park
 2520 NW 6 Street, Fort Lauderdale, FL 33311

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Scott Thurman	FDOT		954 777 4315	SCOTT.THURMAN@DOT.STATE.FL.US
Paulette Sumner	MRC	18001 Old Cutler Rd 8th Fl, Palmetto Bay FL 33157	786 510 3921	psumner@mrcmiami.com
Lara Haddad	✓	✓	305 254 8898	lhaddad@mrcmiami.com
Mawrene Balmaceda	HDR		954)233-4933	mawrene.balmaceda@hdrinc.com
Jill Quigley	HDR	3250 W. Commercial Blvd Suite 100 FTL FL	954-233-4922	jill.quigley@hdrinc.com
Claudia Calvo	FDOT	3400 W Commercial Blvd Ft. Lauderdale	954-777-4476	claudia.calvo@dot.state.fl.us
William Leidy	HDR	3250 W. Commercial Blvd Suite 100 Ft. Lauderdale	954-233-4941	william.leidy@hdrinc.com
Downie Lawhorn	MOVIC	126 SW 20th Ave	215 4313132	donald.lawhorn@ychoo.com
Mickey Hinton	DOH = DURRS ^{HDM}	713 New 19th Ave	9545995377	
Leida Lumpkins		4441 NW 13 Ct Lauderhill, FL 33313	9548737087	h.lumpkins@comcast.net
Sandra Bermudez		1922 NW 3rd Ct. Ft. L. 33311	305 684 1302	Sessi2@hotmail.com
FM #: 435513-1-22-02 / ETDM #: 14226				Page 27 of 78





Project Development & Environment (PD&E) Study
I-95 at Broward Boulevard Interchange
Broward County, Florida

PD&E stands for Project Development and Environment

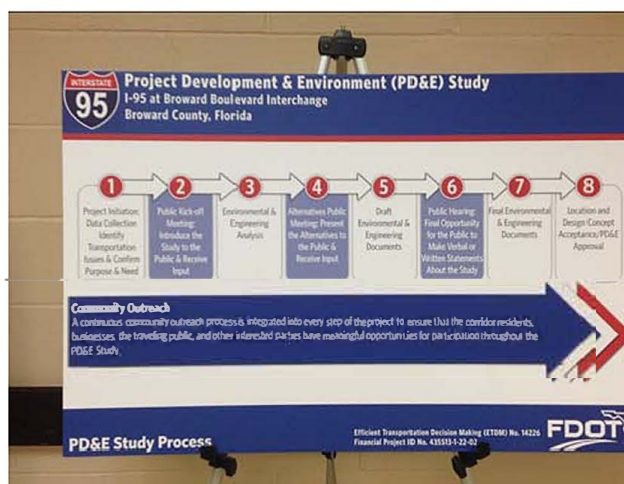
A PD&E Study is prepared to determine social, economic and environmental impacts associated with a project. It is conducted to provide the following information:

- Need for the project
- Benefits and impacts to the community and environment
- Design options
- Cost

Why do we conduct PD&E Studies?

It is required by the National Environmental Policy Act (NEPA), either in order to be eligible for money from the federal government or if federal permits are required.

FDOT
Efficient Transportation Decision Making (ETDM) No. 14226
Financial Project ID No. 435513-22-02







Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

**Alternatives Public Workshop Summary
I-95 at Broward Boulevard Interchange
Project Development and Environment Study**

The I-95 at Broward Boulevard Interchange Project Development and Environment Study (PD&E) Alternatives Public Workshop was held on Thursday, September 14, 2017, at the Reverend Samuel Delevoe Memorial Park located at 2520 NW 6 Street, Fort Lauderdale, FL 33311. The meeting began as an open house at 5:30 p.m., with a formal presentation at 6:00 p.m. followed by a questions and answers period.

The purpose of this study is to develop and evaluate design concepts to improve connectivity for all modes of transportation within the study limits. The Alternatives Public Workshop provided an opportunity for elected officials, property owners and other interested parties to ask questions and to provide comments about the alternative improvements presented as well as on other aspects of the project.

The display boards included an aerial of the study area, proposed sound barriers, and the alternative improvements, including three alternatives for the interchange, and three alternatives for the P&R Lot/Transit Station. Prior to the presentation, attendees discussed the project one on one with the FDOT Project Manager, Department staff, and Project Consultant staff. Attendees were provided with a fact sheet on the PD&E Study.

The Alternatives Public Workshop was attended by nearly 25 residents, interested parties, FDOT staff and consultants. After the presentation, the floor was opened to questions. See Attachment A.

The meeting was announced in the *Sun Sentinel* with a printed legal advertisement, on the FDOT public notices website, in the Florida Administrative Review, and on the Project's website. A 1,650-piece mailing and approximately 100 emails to elected officials, agencies, residents, businesses and other interested parties were sent.

Submitted by Laila A. Haddad
Media Relations Group, LLC 09/15/2017

Attachments:

- A. Q & A Alternatives Public Workshop
- B. Fact Sheet
- C. Sign-in Sheets
- D. Written Comments and attachments
- E. Alternatives Public Workshop photos

Presentation & Display Boards posted:

<http://browardat95.95express.com/documentspublications.html>

**Attachment A – Questions and Comments from the Thursday, September 14, 2017
Alternatives Public Workshop**

- Q.** What will happen with the new Brightline train? Traffic will come from the west along Broward to go to the Brightline train. Won't this increase traffic on Broward Boulevard? Where are people taking the train going to park?
- A.** The Brightline train will be using the Florida East Coast (FEC) Railway tracks which run through downtown Fort Lauderdale. Tri Rail runs on tracks west of I-95. The Brightline train has the potential to alleviate traffic on Broward by removing commuters in vehicles. The Brightline will be building a garage at the station which is approximately 2 miles east of the 95 and Broward Boulevard interchange and Park and Ride lot. Vehicles will be coming from all directions to take the Brightline train, not just from west Broward, along Broward Boulevard. This study is looking at growth within the area from now until the year 2040.
- Q.** How will storm water and flooding be addressed? What is the purpose of saving the water?
- A.** There are many ways to address the storage of storm water. This study is developing alternatives including use of the pond at the Delevoe Park and the use of the FDOT owned right of way. A pond analysis will be conducted to determine if a pond would be needed. It is too early in the study to know what the recommendation will be. FDOT is required to collect the storm water run-off and treat it before it is released into a canal or river, which ultimately goes to the ocean.

Comment Resident/Property owner stated that when work was done on 95 in Oakland Park that his property was flooded with storm water run-off as they removed a pond. He will attend the Public Hearing to learn of the recommended drainage plan. He further stated that he likes the idea of moving the northbound exit ramp to Sunrise Boulevard to the northeast quadrant of the interchange.

Comment A letter was submitted by a Broward County representative, Carlos Adoriso, on behalf of Henry Sniezek, Director of Environmental Protection and Growth Management Division. The letter outlines the reasons the County is opposed to the use of Delevoe Park pond for storm water run-off.

Comment Linda Briggs Thompson with Broward County Parks stated that the Parks Department objects to the use of the pond for drainage as it does not further the objective of using the pond for recreational purposes.

Comment Jill Prizlee, Public Works Engineer with City of Fort Lauderdale, stated that she supports the County's objection to using the pond for storm water drainage. She further encouraged FDOT to look to minimize the incident of vehicles entering 95 ramps in the wrong direction through the design process, she liked the idea of a center pocket for buses on Broward Boulevard and that she would like to work with FDOT to enhance aesthetics within the study area.

Comment Robert Modys, Transportation Planner with City of Fort Lauderdale, stated that he supports the Study's inclusion of bicycles and pedestrian use.



I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95@SR 842/Broward Boulevard
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226

FDOT District 4

Alternatives Public Workshop –Thursday, September 14, 2017

The Florida Department of Transportation (FDOT), District Four, has initiated a Project Development and Environment (PD&E) Study for State Road 9/Interstate 95 (I-95) at SR 842/Broward Boulevard from west of SW 24 Avenue to east of NW/SW 18 Avenue and on I-95 from south of Davie Boulevard to south of Sunrise Boulevard.



PROJECT PURPOSE AND NEED

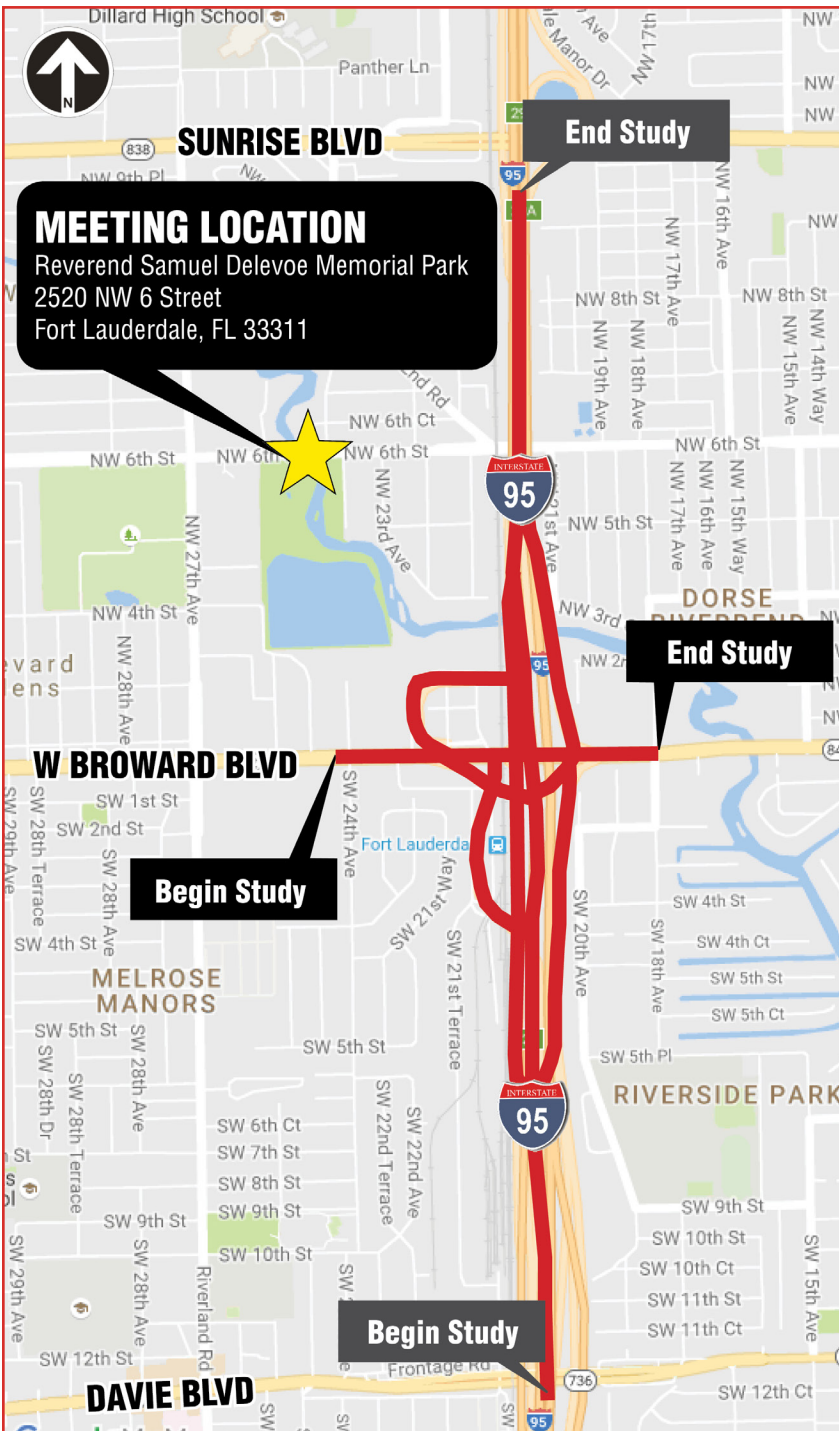
The primary purpose of this study is to develop and evaluate design concepts to improve traffic flow to and from I-95 and along Broward Boulevard, connectivity between the 95 Express Lanes and Broward Boulevard, and intermodal connectivity. More efficient connections between the 95 Express Lanes and Broward Boulevard, as well as the surrounding intermodal facilities, are desired. The proposed improvements will address automobile, transit, bicycle, and pedestrian modes and will ensure the study area continues to meet mobility and safety goals as travel demand continues to grow.

The primary need for this project is to reduce traffic congestion, provide additional system connections, and plan for future growth along the Broward Blvd. Park and Ride Lot and Tri Rail Station.

PUBLIC INVOLVEMENT

FDOT has implemented a public involvement program that began in September 2016 as a part of this PD&E Study. Opportunities for public input will be provided throughout the study process. This process is designed to actively encourage and facilitate the participation of the general public, citizen groups, special interest groups, elected and appointed officials, environmental resource agencies, and other stakeholders. Opportunities to comment include communicating with project staff and attending public meetings.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



Alternatives Public Workshop

Thursday, September 14, 2017
5:30 p.m. Open House
6:00 p.m. Presentation

Reverend Samuel Delevoe
Memorial Park
2520 NW 6 Street
Fort Lauderdale, Florida 33311

FOR MORE INFORMATION, PLEASE CONTACT:



Scott Thurman, P.E., FDOT Project Manager
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
Telephone: (954) 777-4135 or toll free at (866) 336-8435, ext. 4135
Email: Scott.Thurman@dot.state.fl.us

Alternatives Public Workshop
 Thursday, September 14, 2017
 5:30 p.m. Open House, 6:00 p.m. Presentation
 Reverend Samuel DeLoove Memorial Park
 2520 NW 6 Street, Fort Lauderdale, FL 33311

I-95 at Broward Boulevard Interchange
Broward County, Florida
 SR-9/1-95 at SR 842/Broward Boulevard Interchange
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226



SIGN-IN SHEET

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
William Liddy	HDR	3250 W Commercial Blvd Ft. Lauderdale FL 33309	954-233-4941	william.liddy@hdrinc.com
Jorge Vicens	Public Relations Group	18001 Old Cutler Road Delray Beach, FL	305-746-8170	jvicens@urgmiami.com liddy@urgmiami.com
Laila Haddad	HDR	3250 W Commercial Blvd Suite 100 Ft. Lauderdale FL 33309	554-233-4933	l.haddad@urgmiami.com
Marcela Palmareta	U	' '	954-233	marcela.palmareta@urgmiami.com
Kyle Lopez	U	' '	954-777-4135	kyle.lopez@hdrinc.com
Scott Thurmond	Fiber	3400 N. University Blvd. FL 33301	954-519-1206	scott.thurmond@broward.org
Carlyn Adams	Broward County - ENGIN	2 North University Drive Plantation FL 33324	954-357-8120	carlyn.adams@broward.org
Linda Briggs Thompson	Broward County Parks	950 NW 38th Street Boca Raton FL 33431	954-236-7398	linda.thompson@broward.org
Aylin Costa	RS&H	5341 NW 190th Ave Miami FL 33055	954-295-2674	aylin.costa@rsandh.com
Mohammed Haroon (x3)	U	1881 Davie Blvd Ft. Lauderdale	954-433-4	m.haroon@bellsouth.net
Lynn Kelley	FDOT	3400 W. Commercial	754-214-5796	lynn.kelley@dot.state.fl.us
Jose Anderson	U	1420 NW 11 ST		jose.anderson@broward.org

I-95 at Broward Boulevard Interchange Broward County, Florida

Alternatives Public Workshop
 Thursday, September 14, 2017
 5:30 p.m. Open House, 6:00 p.m. Presentation
 Reverend Samuel DeLoe Memorial Park
 2520 NW 6 Street, Fort Lauderdale, FL 33311

SR 9/1-95 at SR 842/Broward Boulevard Interchange
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226



SIGN-IN SHEET

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
<i>David Anderson</i>	FDOT	<i>1620 NW 11th St</i>	<i>954-793-5927</i>	
<i>Kevin Lopez</i>	FDOT	<i>3400 V Commercial Blv</i>	<i>305-778-4308</i>	<i>Kevin.Lopez@dot.state.fl.us</i>
<i>Ian Bivara</i>	<i>Trans Systems</i>		<i>954 200 8264</i>	<i>ibivara@transystems.com</i>
<i>Ann Broadwell</i>	FDOT		<i>954-777-4325</i>	
<i>Will Suero</i>	MDR	<i>3250 W. Fern- Blw</i>	<i>954-233-4934</i>	
<i>Robert M. Dwy</i>	<i>City of Fort Lauderdale</i>		<i>954-828-4911</i>	<i>rdwy@cityoffortlauderdale.gov</i>
<i>Jill Prizlee</i>	<i>City of Fort Lauderdale</i>	<i>PW/Engineering</i>	<i>954.828.5962</i>	<i>jillp@fortlauderdale.gov</i>
<i>Jim Mykytka</i>	<i>RS+H</i>	<i>1915 N Westshore Blvd Suite 500</i>	<i>813-288-5560</i>	<i>Jim.Mykytka@rsandh.com</i>
<i>Denise E. Williams</i>		<i>2019 NW 3rd St</i>	<i>909-906-6225</i>	



I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95 at SR 842/Broward Boulevard Interchange
from West of SW 24 Avenue to East of NW/SW 18 Avenue
Project Development & Environment (PD&E) Study
Broward County, Florida
Financial Project ID Number: 435513-1-22-02

FDOT District 4

Alternatives Public Workshop- September 14, 2017

Name *Linda Thompson*

Address *Broward County Parks 950 NW 38th St. Oakland Park, FL 33309*

Phone *954-357-8120*

Email *lbriggs@broward.org*

Comment *Drainage Option 2 - Impacts to Delevoe Park lake
The Parks department has sought the opportunity to use the
lake for recreational purposes. Using the lake for drainage
for I-95 does not assist Parks in furthering this objective
and is not in Parks best interest.*

For more information please contact:



Scott Thurman, P.E., FDOT Project Manager

3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309

FM #: 435513-1-22-02 / EITDM #: 14226

(954) 777-4135 or toll free at (866) 336-8435, ext. 4135 | Scott.Thurman@dot.state.fl.us



I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95 at SR 842/Broward Boulevard Interchange
from West of SW 24 Avenue to East of NW/SW 18 Avenue
Project Development & Environment (PD&E) Study
Broward County, Florida
Financial Project ID Number: 435513-1-22-02

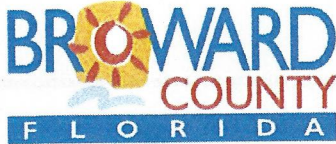
FDOT District 4

Alternatives Public Workshop- September 14, 2017

Name	Carlos Adorasio, Broward County Environment Protection and Growth Management Dept.		
Address	1 N. University Drive, Plantation FL, 33324		
Phone	954 519 1206	Email	C.ADORASIO@broward.org

Comment	See attached 9/14/2017 letter from Henry Snizek, Director, Broward County's Environmental Protection and Growth Management Department, formally objecting to Section 4(f) de minimis Letter for I-95 @ Broward Blvd PD&E Study (Delwood Park).

For more information please contact:



Environmental Protection and Growth Management Department
115 S. Andrews Avenue, Room 329 • Fort Lauderdale, Florida 33301 • 954-357-6612 • FAX 954-357-8655

September 14, 2017

Scott Thurman, PE
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

SUBJECT: Formal Objection to Section 4(f) *de minimis* Letter for I-95 @ Broward Boulevard PD&E Study (Delevoe Park)

Dear Mr. Thurman,

Please be advised that in Broward County's capacity as an official with jurisdiction (OWJ) in the above referenced proposed Florida Department of Transportation determination, the County (OWJ) does not concur with and objects to any finding that the impact to Delevoe Park from the proposed FDOT runoff is *de minimis*.

The County has previously been contacted by FDOT representatives regarding the proposed discharges to Delevoe Park and has provided responses (attached) objecting to such use on the grounds that the Delevoe Park Lake provides flood protection to private commercial development and has no additional flood protection capacity (see SFWMD Permit No. No. 06-04690-P). In addition, the County has water quality concerns posed by the proposed discharges and any potential impacts on existing recreational uses of the Delevoe Park Lake and conflicts with the restrictive covenants governing the use of the park.

Sincerely,

A handwritten signature in blue ink, appearing to read "H. Sniezek".

Henry Sniezek, Director
Environmental Protection and Growth Management Department

Attachments

Cc: Ann Broadwell
Lynn Kelley
Chris Jackson
Will Suero
Jill Quigley
Aylin Costa
Leonard Vialpando
Maite Azcoitia
Dan West

Adoriso, Carlos

From: Vialpando, Lenny
Sent: Thursday, September 14, 2017 3:34 PM
To: Adoriso, Carlos; Briggs, Linda
Subject: FW: I-95 at Broward Blvd. Interchange PD&E Study - Potential Opportunities for Shared Use Drainage at Develoe Park

From: West, Dan
Sent: Friday, October 07, 2016 9:53 AM
To: 'Jackson, Chris' <Chris.Jackson@rsandh.com>
Cc: Suero, Will <Will.Suero@hdrinc.com>; Briggs, Linda <lbriggs@broward.org>; Preston, Gayle <GPRESTON@broward.org>; Wolberg, Valeria <vwolberg@broward.org>
Subject: RE: I-95 at Broward Blvd. Interchange PD&E Study - Potential Opportunities for Shared Use Drainage at Develoe Park

Chris,

I'm back in the office today and wanted to respond to your inquiry. Given what you have stated below, the lake would likely receive more nutrients which would also increase plant growth and significantly change the water quality system. I'm just not convinced this would have any positive effects for the park, especially since we are working internally to find ways to improve the water quality for fishing, boating and other recreational opportunities. Also, to get approval through our Commission and meet the Parks Charter requirements it definitely would need to be beneficial to the lake and park. I hope this helps in your decision making process.

Sincerely,



Dan West, Director
Parks and Recreation Division
950 N.W. 38th Street, Oakland Park, FL 33309
954-357-8106 • Fax 954-357-5991
www.broward.org/parks • www.facebook.com/browardcountyparks

From: Jackson, Chris [<mailto:Chris.Jackson@rsandh.com>]
Sent: Wednesday, October 05, 2016 5:20 PM
To: West, Dan <danwest@broward.org>
Cc: Suero, Will <Will.Suero@hdrinc.com>
Subject: I-95 at Broward Blvd. Interchange PD&E Study - Potential Opportunities for Shared Use Drainage at Develoe Park

Hello Dan,

As we discussed yesterday, RS&H is working with HDR as the drainage sub-consultant on the Florida Department of Transportation (Department) *I-95 at Broward Blvd. Interchange PD&E Study*. The study area includes the I-95 corridor from north of Davie Blvd. to south of Sunrise Blvd., the Broward Blvd. Park and Ride Lot, and Broward Blvd. from just west of NW 22nd Avenue to NW 18th Avenue. The main objectives of the

project would be to provide direct connect express lane connectors from the I-95 Express Phase 3 project(s) to Broward Blvd., and to improve connectivity and circulation of traffic within the Park and Ride lots.

The proposed improvements will increase impervious area within the I-95 corridor, while decreasing existing storage for stormwater runoff. The proposed improvements within the Park and Ride lot(s) and Broward Blvd. will not necessarily increase impervious area or decrease existing storage, however, in the existing condition, Broward Blvd. discharges directly to the North Fork of the New River without any treatment.

To mitigate for these factors, we are exploring several drainage options, one of which includes redirecting the runoff from Broward Blvd. and NW 22nd Avenue (which currently discharges directly to the river through a 72" outfall pipe) to the existing wet pond located within the Reverend Samuel Delevoe Memorial Park. This would obviously be a great benefit to the quality of stormwater discharge into the river but of course the existing wet pond would then function as a stormwater treatment (wet detention) pond.

I would greatly appreciate your initial feedback on this option so that we can understand it's viability moving forward and the stakeholders with the County that would need to be a part of the ultimate decision making. Typically in scenarios like this, the Department would have to develop comprehensive drainage maps, calculations, and models in order to confirm/justify that the wet pond could satisfy the project drainage and regulatory agency permitting requirements, then undergo the surveying, mapping, right-of-way, and legal efforts required to ultimately purchase a permanent flowage easement from the County at fair market value.

Look forward to hearing from you. I've attached a couple exhibits from our original presentation to the Department for your use.

Regards,
Chris

Chris Jackson, PE, LEED AP

Vice President, Transportation-Infrastructure
3125 W Commercial Blvd, Suite 130, Fort Lauderdale, FL 33309
O 954-236-7375 | M 954-205-0288

chris.jackson@rsandh.com

rsandh.com | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

Celebrating 75 years!



Adorasio, Carlos

From: Briggs, Linda
Sent: Thursday, September 14, 2017 3:24 PM
To: Vialpando, Lenny; Adorasio, Carlos
Subject: FW: Delevoe Park
Attachments: Riverbend Corporate Park.pdf

From: Briggs, Linda
Sent: Tuesday, August 08, 2017 11:17 AM
To: Costa, Aylin (Aylin.Costa@rsandh.com)
Cc: Wolberg, Valeria
Subject: FW: Delevoe Park

Hi Aylin,
I shared this with Lenny Vialpando from EPD, because I had heard indirectly of some concerns they were having as well.
Please see the attached and his response below.

Thanks,



Linda Briggs Thompson, Environmental Program Manager
Parks and Recreation, Planning and Development Group
950 NW 38th St., Oakland Park, FL 33309
Office: 954 357-8120 Cell: 954 809-8437
www.broward.org/parks • www.facebook.com/browardcountyparks

From: Vialpando, Lenny
Sent: Tuesday, August 08, 2017 11:15 AM
To: Briggs, Linda <lbriggs@broward.org>
Cc: West, Dan <danwest@broward.org>; Adorasio, Carlos <CADORISIO@broward.org>
Subject: RE: Delevoe Park

Hi Linda,

Per the attached permit/license, the Delevoe Park lake is at capacity.

EPGMD was also previously contacted by E Sciences regarding the FDOT proposal and provide them with same.

Thanks,

LLV



LEONARD VIALPANDO PE, DEPUTY DIRECTOR
ENVIRONMENTAL PROTECTION AND GROWTH MANAGEMENT DEPARTMENT
115 South Andrews Avenue, Rm 329 | Fort Lauderdale, Florida 33301
954-357-6677

From: Briggs, Linda
Sent: Tuesday, August 08, 2017 11:07 AM
To: Vialpando, Lenny <LVIALPANDO@broward.org>
Cc: West, Dan <danwest@broward.org>
Subject: FW: Delevoe Park

Good morning, Lenny,
I think you have heard about FDOT's conceptual plan to put additional drainage in the lake at Delevoe Park for the I-95 improvements. Patrice Eichen is responding to the question of whether the Deed of Restrictive Covenant allows this. I heard –I believe from Martin Gross- that you had concerns regarding whether the lake has the capacity could hold more drainage. Is this the case? If so, I would like pass these concerns on to FDOT and their consultant.

Thanks,



Linda Briggs Thompson, Environmental Program Manager
Parks and Recreation, Planning and Development Group
950 NW 38th St., Oakland Park, FL 33309
Office: 954 357-8120 Cell: 954 809-8437
www.broward.org/parks • www.facebook.com/browardcountyparks

From: Briggs, Linda
Sent: Tuesday, August 08, 2017 10:52 AM
To: Eichen, Patrice <PEICHEN@broward.org>
Subject: RE: Delevoe Park

Thanks Patrice. FDOT is seeking to use the lake at Delevoe to receive drainage from improvements along I-95. They are offering to make improvements at the park. Attached is the deed of restrictive covenant for Delevoe. I am looking for the deed and will send it to you when I find it.

Thanks,



Linda Briggs Thompson, Environmental Program Manager
Parks and Recreation, Planning and Development Group
950 NW 38th St., Oakland Park, FL 33309
Office: 954 357-8120 Cell: 954 809-8437
www.broward.org/parks • www.facebook.com/browardcountyparks

From: Eichen, Patrice
Sent: Tuesday, August 08, 2017 9:02 AM
To: Briggs, Linda <lbriggs@broward.org>
Subject: RE: Delevoe Park

Linda,

I tried reaching you. I am not aware of a separate Ordinance. The Park Charter (Section 8.13), paragraph "H" specifically provides for the Reverend Samuel Delevoe Memorial Park to be exempt from the Charter provisions under paragraphs A-E, which includes the definition of Park Purposes for Regional Parks. I don't have the deed for this Park in front of me to see what it says.; however, if it says the land must be used for park purposes, that term is not specifically defined in the Deed and the County can determine if the intended use is for a park benefit. What joint project is being considered?

Patrice Eichen



Patrice M. Eichen, Assistant County Attorney
Broward County Attorney's Office
115 S. Andrews Avenue, Room 324
Fort Lauderdale, FL 33301
PH: 954-357-7600 FAX: 954-357-7641
peichen@broward.org

From: Briggs, Linda
Sent: Tuesday, August 08, 2017 8:16 AM
To: 'Costa, Aylin' <Aylin.Costa@rsandh.com>
Cc: Jackson, Chris <Chris.Jackson@rsandh.com>; Eichen, Patrice <PEICHEN@broward.org>
Subject: RE: Delevoe Park

Hi Aylin,

The deed of restrictive covenant and the County Charter both say that the park must be used for park purposes. I don't know of a separate county ordinance. I am copying Patrice Eichen from the County attorney's office in case she has any additional thoughts.

Thanks,



Linda Briggs Thompson, Environmental Program Manager
Parks and Recreation, Planning and Development Group
950 NW 38th St., Oakland Park, FL 33309
Office: 954 357-8120 Cell: 954 809-8437
www.broward.org/parks • www.facebook.com/browardcountyparks

From: Costa, Aylin [mailto:Aylin.Costa@rsandh.com]
Sent: Monday, August 07, 2017 6:01 PM
To: Briggs, Linda <lbriggs@broward.org>

Cc: Jackson, Chris <Chris.Jackson@rsandh.com>
Subject: Delevoe Park

Good afternoon Linda!

FDOT asked us if there are any County Ordinances that would preclude us from using the park ponds for joint project?

We understand the Deed of Restrictive Covenants and Charter require that we show a clear benefit to the park for a joint use which would be the end goal, but I could you let us know if there are ordinances as well that may prevent the use of the park property for a purpose other than recreational?

Thank you,
Aylin

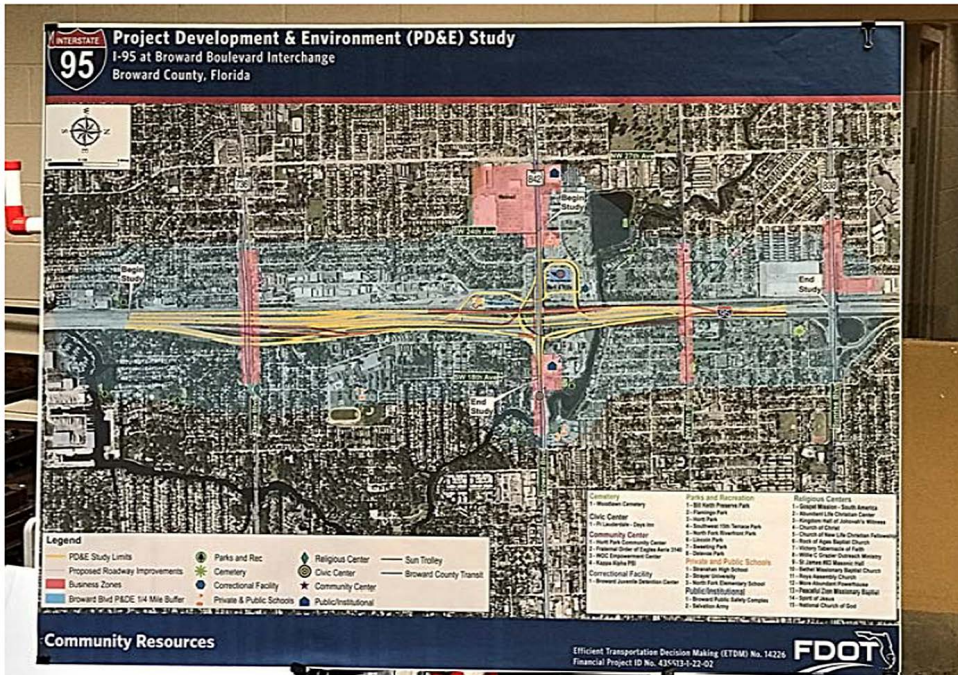
Aylin Costa, P.E.

Senior Transportation Engineer
3125 W Commercial Blvd, Suite 130, Fort Lauderdale, FL 33309
954-236-7398

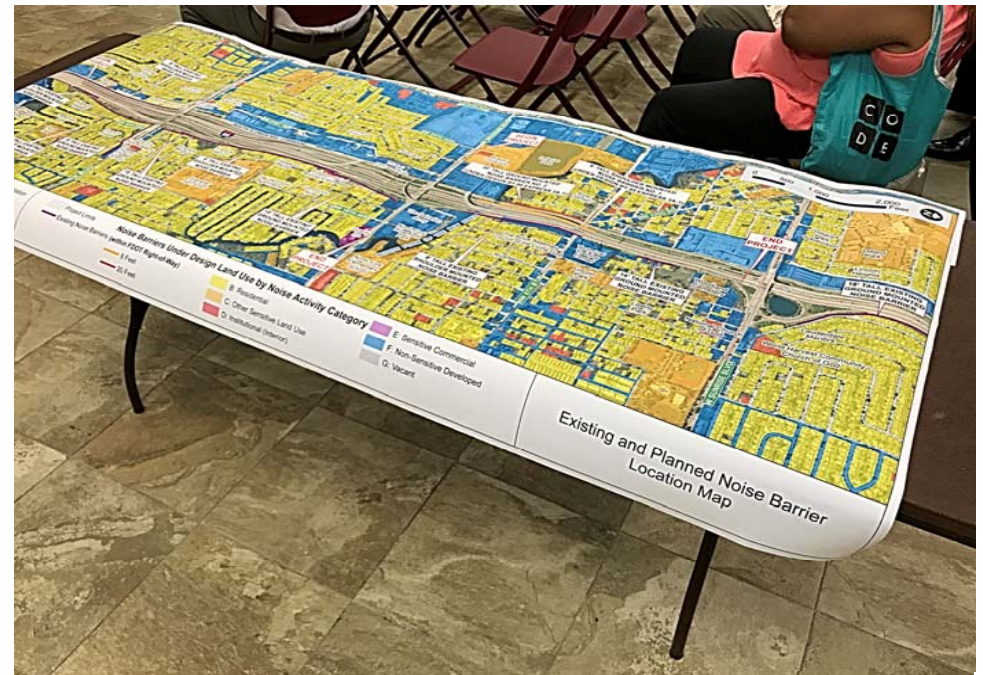
aylin.costa@rsandh.com
rsandh.com | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [Blog](#)

[Stay up-to-date with our latest news and insights.](#)











Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

**Alternatives Public Workshop #2 Summary
I-95 at Broward Boulevard Interchange
Project Development and Environment Study**

The I-95 at Broward Boulevard Interchange Project Development and Environment Study (PD&E) Alternatives Public Workshop #2 was held on Tuesday, November 14, 2017, at the Reverend Samuel Delevoe Memorial Park located at 2520 NW 6 Street, Fort Lauderdale, FL 33311. The meeting began as an open house at 5:30 p.m., with a formal presentation at 6:00 p.m. followed by a question and answer period.

The purpose of this study is to develop and evaluate design concepts to improve connectivity for all modes of transportation within the study limits. A second Alternatives Public Workshop was held to give interested parties, including those who were unable to attend the first workshop held on September 14, 2017 due to Hurricane Irma, an opportunity to ask questions and to provide comments about the alternative improvements presented as well as on other aspects of the project.

The display boards included an aerial of the study area, existing sound barriers, and the alternative improvements, including three alternatives for the interchange, and three alternatives for the P&R Lot/Transit Station. Prior to the presentation, attendees discussed the project one on one with the FDOT Project Manager, Department staff, and Project Consultant staff. Attendees were provided with a fact sheet on the PD&E Study.

During the open house portion of the workshop, there were three individuals who asked questions of the project team. One resident expressed concern about the trimming of vegetation adjacent to I-95, specifically in the vicinity of NW 21st Avenue, just south of NW 6th St/Sistrunk Boulevard. Her specific concern was the increased visibility of I-95 as a result of this trimming. She provided a written comment that is attached to this summary and her concern was forwarded to the 95 Express Phase 3A PIO who has responded to her. The two other individuals with questions were concerned about impacts to rights-of-way, specifically residential properties in the study area. No additional R/W has been identified with the alternatives and as such, there is no further follow up required to address the questions of these two individuals.

The Alternatives Public Workshop was attended by 26 residents, interested parties, local agency partners, FDOT staff and consultants. After the presentation, the floor was opened to questions. See Attachment A.

The meeting was announced in the *Sun Sentinel* with a printed legal advertisement, on the FDOT public notices website, in the Florida Administrative Register, and on the Project's website. A 1,650-piece mailing and approximately 100 emails to elected officials, agencies, residents, businesses and other interested parties were sent.

Submitted by Laila A. Haddad
Media Relations Group, LLC 11/20/2017

Attachments:

- A. Q & A Alternatives Public Workshop
- B. Fact Sheet
- C. Sign-in Sheets
- D. Written Comments and attachments
- E. Alternatives Public Workshop photos

Presentation & Display Boards posted:

<http://browardat95.95express.com/documentpublications.html>

**Attachment A – Questions and Comments from the Tuesday, November 14, 2017
Alternatives Public Workshop #2**

- Q. What is the purpose of the current construction on Broward Boulevard, east of I-95?
- A. The project on Broward Boulevard east of I-95 is widening and raising the bridge over the North Fork of the New River as well as widening Broward Boulevard from NW/SW 18 Avenue to Andrews Avenue. A 4-foot bike lane will be added in each direction, as well as improved crosswalk ramps and added lighting.



I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95@SR 842/Broward Boulevard
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226

FDOT District 4

Alternatives Public Workshop –Tuesday, November 14, 2017

The Florida Department of Transportation (FDOT), District Four, has initiated a Project Development and Environment (PD&E) Study for State Road 9/Interstate 95 (I-95) at SR 842/Broward Boulevard from west of SW 24 Avenue to east of NW/SW 18 Avenue and on I-95 from south of Davie Boulevard to south of Sunrise Boulevard.



PROJECT PURPOSE AND NEED

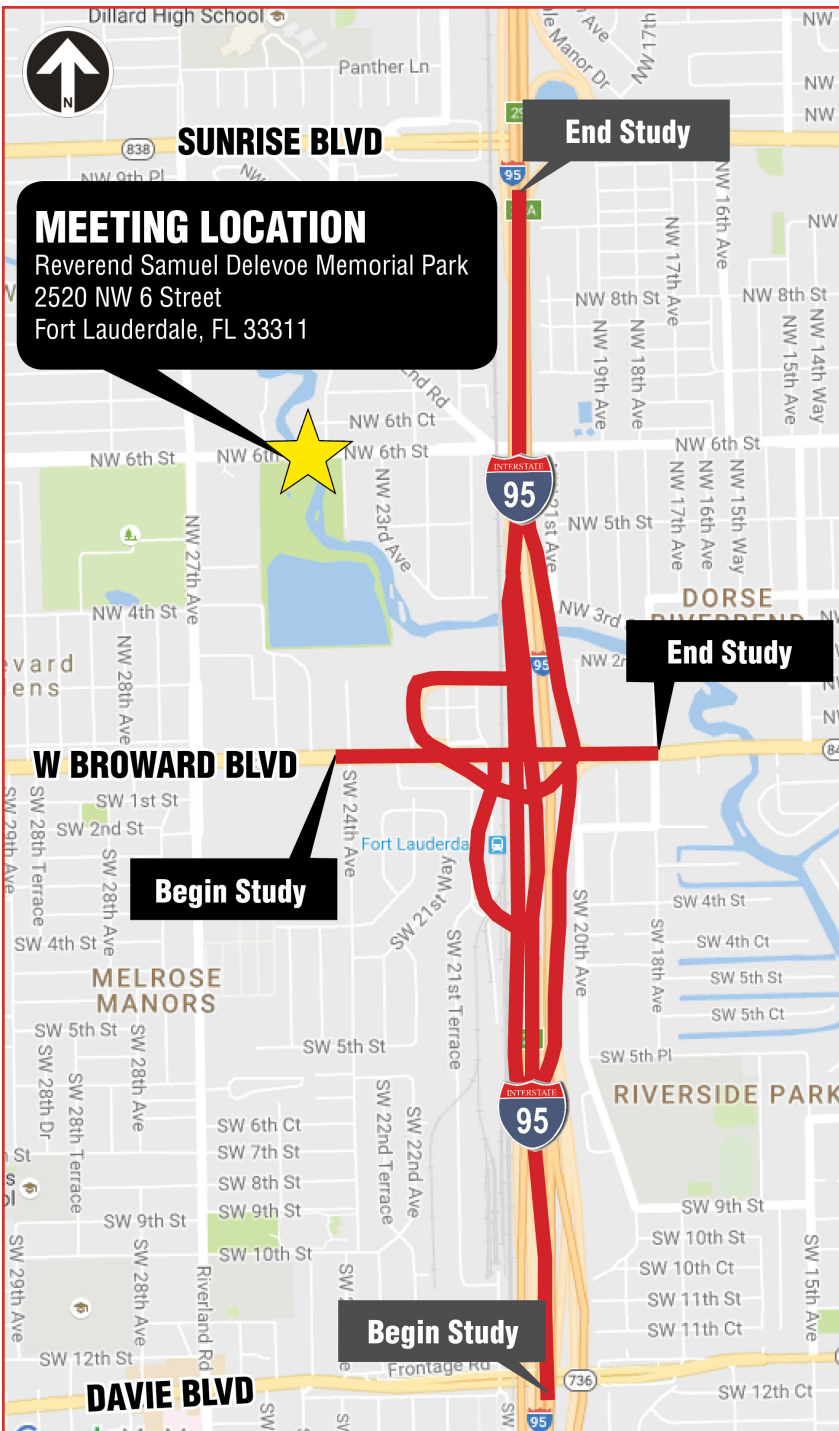
The primary purpose of this study is to develop and evaluate design concepts to improve traffic flow to and from I-95 and along Broward Boulevard, connectivity between the 95 Express Lanes and Broward Boulevard, and intermodal connectivity. More efficient connections between the 95 Express Lanes and Broward Boulevard, as well as the surrounding intermodal facilities, are desired. The proposed improvements will address automobile, transit, bicycle, and pedestrian modes and will ensure the study area continues to meet mobility and safety goals as travel demand continues to grow.

The primary need for this project is to reduce traffic congestion, provide additional system connections, and plan for the long-term future of the Broward Blvd. Park and Ride Lot and Transit Station.

PUBLIC INVOLVEMENT

FDOT has implemented a public involvement program that began in September 2016 as a part of this PD&E Study. Opportunities for public input will be provided throughout the study process. This process is designed to actively encourage and facilitate the participation of the general public, citizen groups, special interest groups, elected and appointed officials, environmental resource agencies, and other stakeholders. Opportunities to comment include communicating with project staff and attending public meetings.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



Alternatives Public Workshop

Tuesday, November 14, 2017
5:30 p.m. Open House
6:00 p.m. Presentation

Reverend Samuel Delevoe
Memorial Park
2520 NW 6 Street
Fort Lauderdale, Florida 33311

FOR MORE INFORMATION, PLEASE CONTACT:



Scott Thurman, P.E., FDOT Project Manager
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
Telephone: (954) 777-4135 or toll free at (866) 336-8435, ext. 4135
Email: Scott.Thurman@dot.state.fl.us



I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95 at SR 842/Broward Boulevard Interchange
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226

Alternatives Public Workshop
 Tuesday, November 14, 2017
 5:30 p.m. Open House, 6:00 p.m. Presentation
 Reverend Samuel Delevoe Memorial Park
 2520 NW 6 Street, Fort Lauderdale, FL 33311

SIGN-IN SHEET

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Anthony Thompson	B.C Parks	950 NW 38th St Oakland Pk	954-357-8191	anthompson@broward.org
Mimi Huyenh				
Christopher Restrepo	Broward MPD	100 West Cypress Creek Rd	954-876-0001	restrepo@broward-mpd.org
ROGER LALANNE	BROWARD County	1 N. UNIVERSITY DR	954-577-4627	rlalanne@broward.org
CRAIG PINDER	CITY OF FORT LAUDERDALE	290 NE 3RD AVE	954 828 5295	CPINDER@FORTLAUDERDALE.GOV
Sonya Burrows	Hegro Chamber of Commerce and Bunw's Electric Co.	1552 NW 6th St. Ft. Lauderdale	954-467-2909	BELISSZ@bellsouth.net
Georgi Celusnek	FDOT		954-777-4368	georgi.celusnek@dot.state.fl.us



I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95 at SR 842/Broward Boulevard Interchange
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226

Alternatives Public Workshop
 Tuesday, November 14, 2017
 5:30 p.m. Open House, 6:00 p.m. Presentation
 Reverend Samuel Delevoe Memorial Park
 2520 NW 6 Street, Fort Lauderdale, FL 33311

SIGN-IN SHEET

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Kyle Lopez	HDR inc	917 NW 79th terr	(201)-787-7188	KyleLopez@hdrinc.com
Kolloi Shams	HDR inc	7289 Southgate Blvd, FL	786-308-5942	KShams@hdrinc.com
William Leidy	HDR	3250 W. Commercial Blvd Ft. Lauderdale FL 33309	954-233-4941	william.leidy@hdrinc.com
Jorge Valens	MRC	18001 Old Cutler Rd Palmetto Bay, FL	305-798-8170	jvalens@mrgmiami.com
Jill Quigley	HDZ	3250 W. Commercial Blvd. FT FL 33060	954-233-4922	jill.quigley@hdrinc.com
GASPAR JORGE PADRON	FDOT	3400 W COMMERCIAL BLVD FT. LAUD., FL 33309		
LAILA HADDAD	MRC, LLC	18001 Old Cutler Rd Palmetto Bay 33157	786-837-8441	lhaddad@mrgmiami.com
E. Lustree Rush		537 N.W 21st Terr	954 585 8685	
SHANDRA DAVIS	FDOT	3400 W COMMERCIAL BLVD FT. LAUDERDALE, FL 33309	954)677-7896	shandra.davis@dot.state.fl.us
PAULETTE EVERETT		408 NW 21st Ave	954-763-8676	pauletteeverett@aol.com
Scott Thurman	FDOT	3400 Commercial Blvd FL 33309	954 777 4135	Scott.Thurman@dot.state.fl.gov
Mande Storr		2001 N.W. 3rd CT	954-462-3029	



I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95 at SR 842/Broward Boulevard Interchange
 from West of SW 24 Avenue to East of NW/SW 18 Avenue
 Project Development & Environment (PD&E) Study
 Financial Project ID Number: 435513-1-22-02
 Efficient Transportation Decision Making (ETDM) No.: 14226

Alternatives Public Workshop
 Tuesday, November 14, 2017
 5:30 p.m. Open House, 6:00 p.m. Presentation
 Reverend Samuel Delevoe Memorial Park
 2520 NW 6 Street, Fort Lauderdale, FL 33311

SIGN-IN SHEET

NAME	ORGANIZATION	ADDRESS	PHONE	EMAIL
Mitch Burnstein	WSH	200 E. Broward, Suite 1900	954-763-4242	mburnstein@vsh-law.com
Linda Briggs Thompson	BC Parks	950 NW 38 th St ^{Colcord Park}	954-357-8120	lbriggs@broward.org
Aylin Costa	RS&H	5341 NW 190 th Lane	954-236-7398	Aylin.Costa@rsandh.com
Lynn Kelley	FDOT		84334	lynn.kelley-
Jim Mykytko	FDOT/RS&H Consultant	1715 W Westshore Blvd	813-289-5550	jim.mykytko@rsandh.com
Will Suero	HDR / FDOT consult	3250 W. ^{Comm.} _{Blvd}	954-233-4934	
Nick Sofoul	BC / PDMD	115 S. Andrews Ave ³²⁹⁰²	954 357 6644	nsofoul@broward.org



I-95 at Broward Boulevard Interchange Broward County, Florida

SR-9/I-95 at SR 842/Broward Boulevard Interchange
from West of SW 24 Avenue to East of NW/SW 18 Avenue
Project Development & Environment (PD&E) Study
Broward County, Florida
Financial Project ID Number: 435513-1-22-02

FDOT District 4

Alternatives Public Workshop- November 14, 2017

Name	PAULETTE EVERETT	
Address	408 NW 21st Ave, Ft. Lauderdale	
Phone	954-763-8676	Email PAULETTEEVERETT@bellsouth.net

Comment	unsightly debris from tree-cutting. When all seagrape trees are cut down there is no sound or sight barrier from I-95 traffic currently all along NW 21st Avenue.

For more information please contact:

Laila Haddad

Subject: Written comment about 95 Express Phase 3A1 received at the Broward at 95 PD&E APW

From: Andi Pacini [<mailto:apacini@CORRADINO.com>]

Sent: Friday, November 17, 2017 1:39 PM

To: pauletteeverett@bellsouth.net

Subject: Re: Written comment about 95 Express Phase 3A1 received at the Broward at 95 PD&E APW

Good Afternoon Ms. Everett-

Your comment regarding foliage debris along NW 21st Avenue was forwarded to me by FDOT.

Thank you for taking the time to attend meetings and offer feedback, your valuable input allows FDOT to better serve you and your community.

The sea grapes along NW 21st Avenue had to be trimmed back as they were causing drainage issues at the I-95 northbound entrance ramp from Broward Boulevard. As the dead leaves from the sea grapes fell to the ground, they traveled down the gutter line and clogged up the drainage systems, causing flooding to occur at the ramp.

In the attached picture, I can see where the top of the existing sound wall is now visible. The foliage will grow back and cover that, but had to be trimmed back significantly in order to mitigate the flooding issue and provide optimal motorist safety.

The subcontractor who is responsible for removing the debris has been working along the corridor, however progress has been slow due to high water levels, which has made access challenging. The contractor has informed us that they anticipate all of the clippings to be removed by November 28, weather permitting.

Please feel free to contact me anytime with further questions or for more information.

Thanks so much and have a great weekend,

Andi

Andrea Pacini | I-95 Community Outreach Specialist

I-95 Construction: Broward Blvd. to Donald Ross Rd.

- *95 Express Phase 3A-1 & 3a-2*
- *95 Express Phase 3B-1*
- *Spanish River Boulevard Interchange*
- *I-95 Interchange Improvements Grouping (Palm Beach & Broward)*

The Corradino Group

3998 FAU Boulevard, Suite 309

Boca Raton, FL 33431

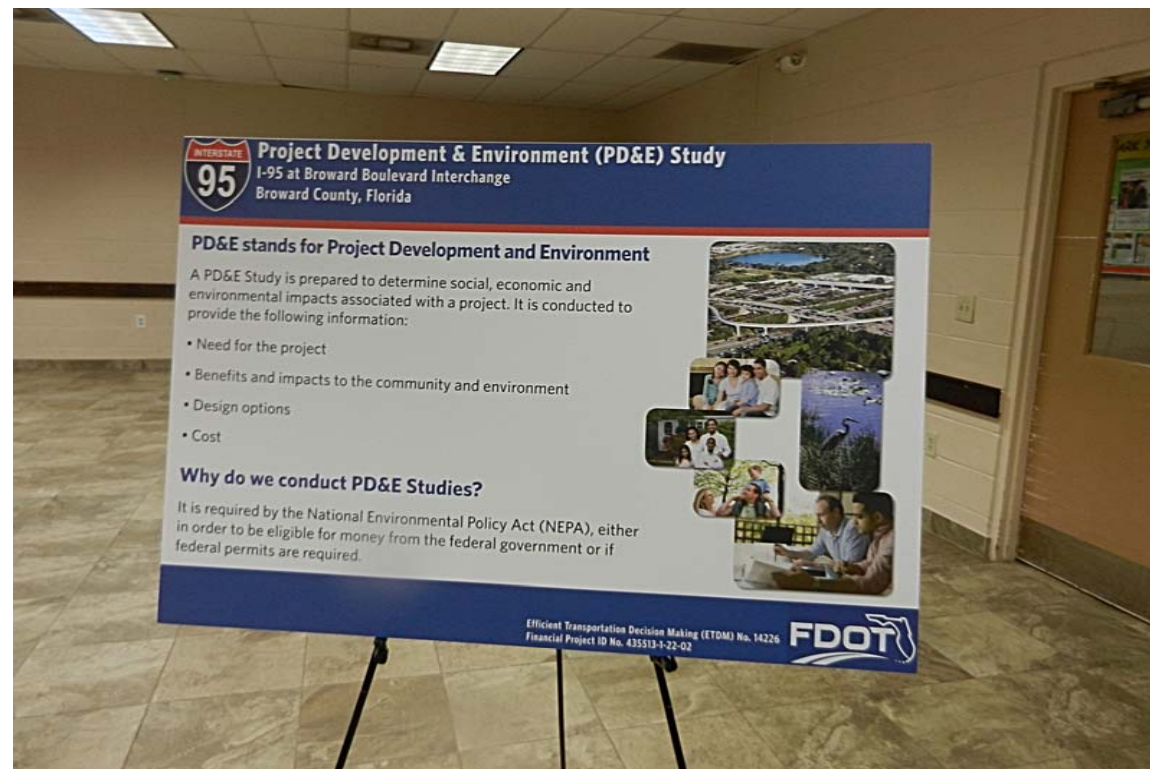
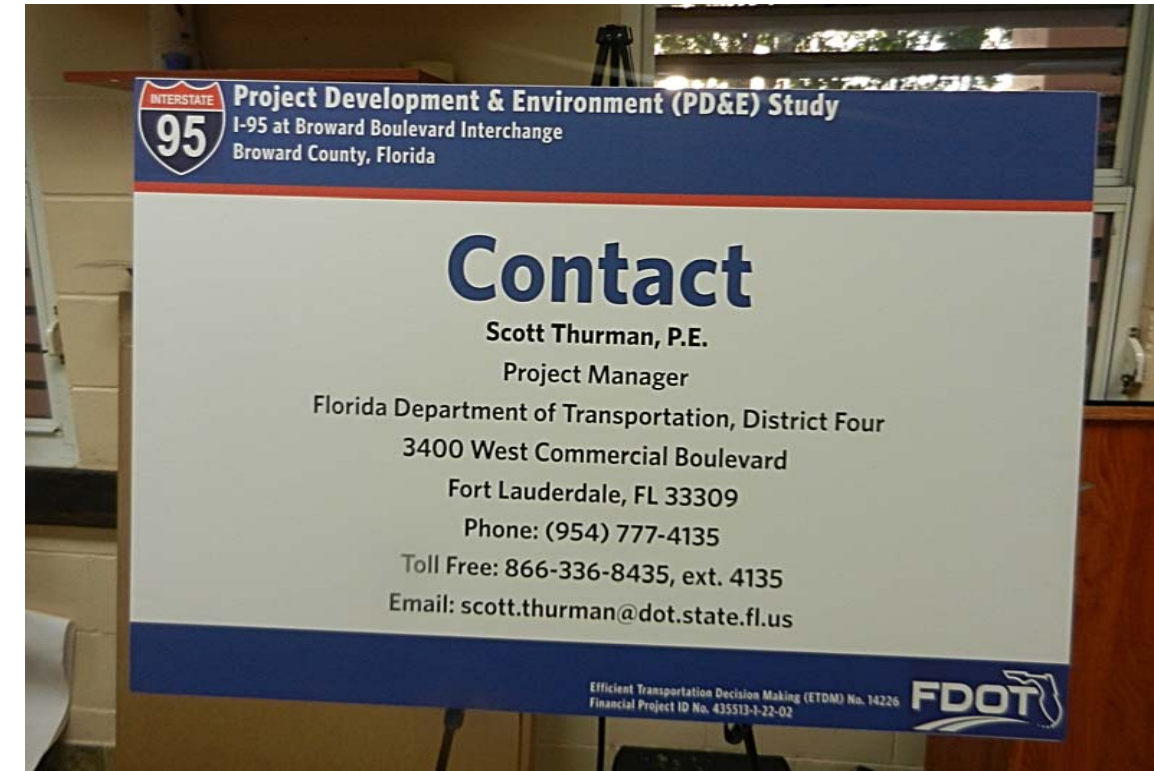
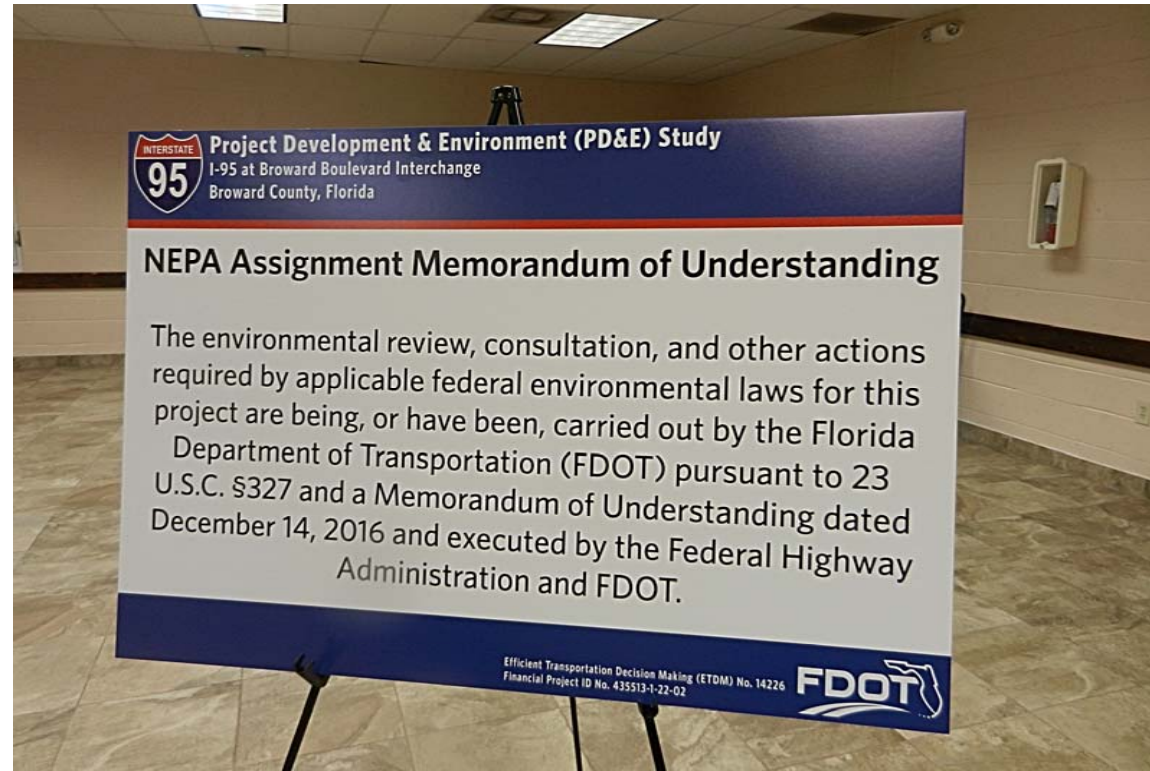
954.299.6561 cell

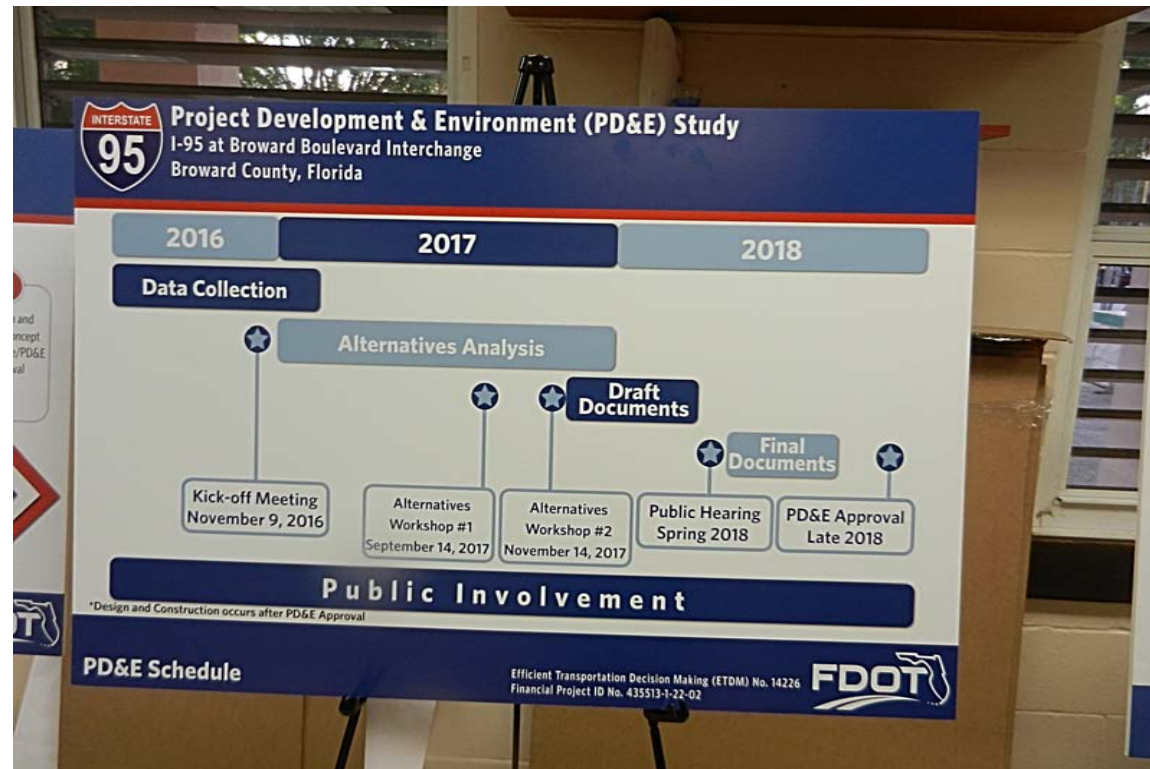
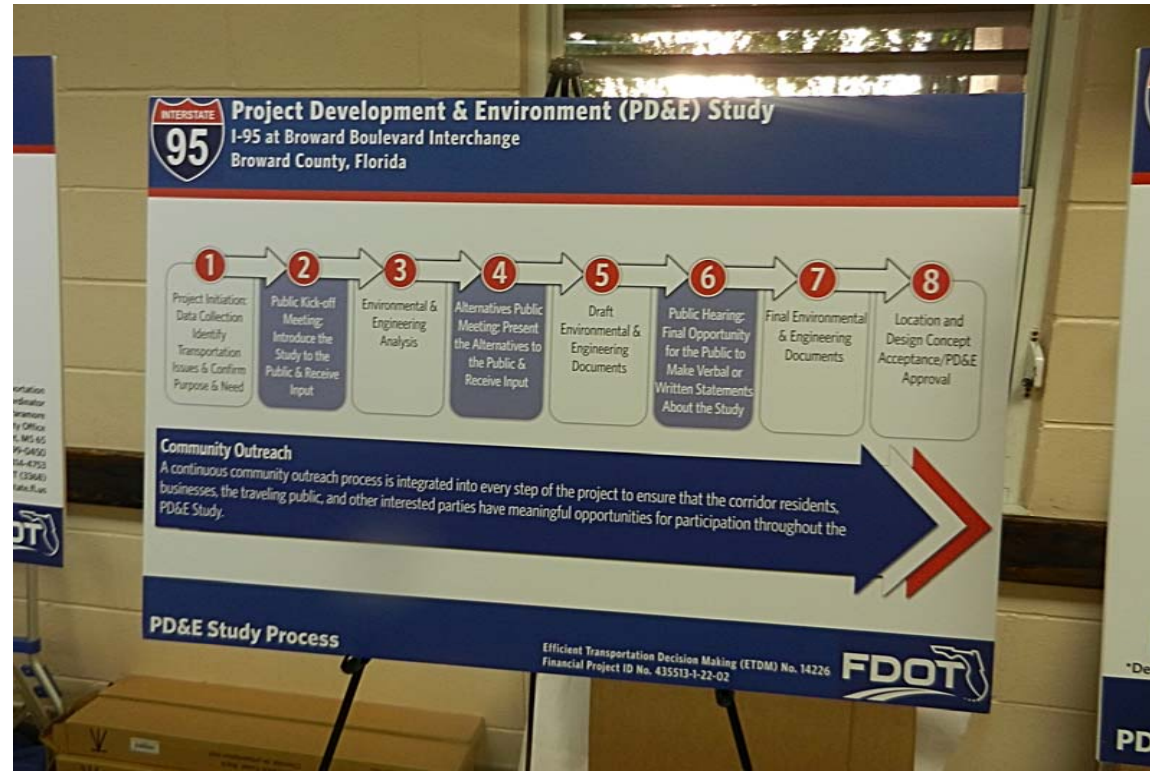
www.d4fdot.com

www.corradino.com









Project Development & Environment (PD&E) Study
 I-95 at Broward Boulevard Interchange
 Broward County, Florida

The Florida Department of Transportation is required to comply with various **Non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either:

Florida Department of Transportation District Four District Four Title VI Coordinator Shavon Nelson Title VI Program Office 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309-3421 (954) 777-4389 Toll Free: (866) 336-8435 ext. 4389 shavon.nelson@dot.state.fl.us	Florida Department of Transportation Statewide Title VI Coordinator Jacqueline Paramore Equal Opportunity Office 605 Suwannee Street, MS 65 Tallahassee, Florida 32399-0450 (850) 414-4753 Toll Free: (866) 374-FDOT (3368) jacqueline.paramore@dot.state.fl.us
---	---

Title VI
 Efficient Transportation Decision Making (ETDM) No. 14226
 Financial Project ID No. 435513-1-22-02
FDOT



95 Express Phase 3A-1: 433108-4-52-01

I-95 at Broward Blvd. PD&E: 435513-1-22-02

FDOT-Transit Partners Coordination Meeting – October 2, 2017 – 10:30 AM

MEETING NOTES

Attendees: See attached sign in sheet.

The following summarizes the issues discussed and conclusions reached at the subject meeting. Below find the agenda.

- Will Suero walked the transit partners through all aspects of the 95 Express 3A-1 concept plans (from the RFP) as well as the future PD&E Park and Ride Lot Master Plans. Each of the Transit Partners and the City had questions and comments/suggestions, as described in these meeting notes.
- A question was raised regarding use of bike lanes and markings in the access roadways around the P&R lot. Will Suero explained that SW 1st St had very limited R/W. FDOT will review this request. It was discussed that in lieu of striped bike lanes, “sharrows” with “Bikes Share the Road Signing” could be used on the access roadways between Broward Blvd. and the Transit Stations and Stops within the P&R Lot.
- Will indicated that the transit partners will be included in the ERC review for the 95 Express 3A-1 Roadway, Signing, and Signalization Plans, which are anticipated in the next 1-2 months. Construction is anticipated to occur in 2018 for the 95 Express improvements in the P&R Lot.
- Craig Pinder of the City of Ft. Lauderdale pointed out that on some days, he has noted EB queue backup between NW 24th Avenue and NW 22nd Avenue, at the 2-phase EB traffic signal allowing traffic to exit the NB EL’s and P&R Lot area. Craig indicated that this situation has only been experienced on some days, and not consistently.
- A question was raised by Eric Zahn of MDT related to signalization on the north side, and increased route circulation time through the lot. It was agreed that MDT may need to adjust their route planning to account for the increased duration in the lot, following opening of 95 Express 3A-1.
- Eric also inquired as to the ability for MDT buses to use the queue jump at Intersection K, for SB entrance to 95 Express SB, as well as any buses for SB to WB at this intersection. Will pointed out that the queue jump would be designed to accommodate the SB access to the SB Express Lanes.
- Eric asked that a layover/staging area be built into the Concept Master Plan for Broward P&R PD&E Concept Master Plan.
- Jonathan Roberson from BCT asked about the width of the median along Broward Blvd, and the potential future median transit station. The width of the median is 52’, permitting Vehicles in both directions simultaneously, as well as pedestrian staging. The bridge is also being designed to accommodate rail transit vehicles from a load perspective, similar to what was done for the bridge to the east of this study area.
- Jonathan also said that the proposed stops for Route 22 shown on the exhibits need to be confirmed by BCT

I-95 Express Lanes Phases 3B-2

FDOT District 4

- A request was made by MDT and the City of Fort Lauderdale to include a crosswalk and pedestrian heads at Intersection G.
- MDT expressed a preference for Park-and-Ride Alternative 3 provided the roundabouts can accommodate a 45 foot bus. The AutoTURN analysis will be re-run to ensure this size bus can be accommodated. It was noted that the MDT Express Bus is 60' and articulated, which has a smaller turn radius than a 45' standard bus.
- Jessica from SFRTA requested a copy of the latest ingress and egress maps for 95 Express. The latest ingress/egress plan for 95 Express Phase 3 is attached to these meeting notes.
- During a follow up call with representatives from Amtrak on 10/4/17, a question was raised about whether or not ingress and egress to the station area would be impacted during construction. Jill Quigley followed up with the Amtrak representatives, copied on these notes, and explained that while there may be temporary construction impacts (lane shifts, overnight lane closures, etc.), access to the Ft. Lauderdale Train Station would be provided throughout all phases of construction when passengers were seeking access into and out of the Station.

ATTACHMENTS: Handouts provided at the meeting for the 95 Express 3A-1 RFP Concept Plans, as well as the I-95 at Broward Blvd. PD&E Interchanged concept (Modified Displaced Left) as well as the P&R Lot/Transit Station Concept Master Plans are all attached to these meeting notes. The Ingress/Egress Plan for 95 Express Phase 3 is also attached.

AGENDA

1. *Introductions*
2. *95 Express 3A-1*
 - a. *Limits – I-95 from Broward Blvd. to N. of Commercial Blvd. Includes P&R Lot work*
 - b. *Schedule – Overall completion by late 2019. Work in P&R Lot anticipated by mid to late 2018*
 - c. *Concept Plan for Broward Blvd. P&R Lot (presented to and accepted by Express Bus Working Group in February 2015)*
 - d. *Feedback/Comments from Transit Partners*
3. *I-95 at Broward Blvd. PD&E*
 - a. *Status (Alts Workshop Session 2, Final Alternatives, Public Hearing)*
 - b. *Recap from February 2017 Workshop*
 - c. *I-95 at Broward Blvd. Interchange Alternative (Modified Displaced Left)*
 - d. *Broward Blvd. P&R Lot/Transit Station Concepts*
 - e. *Feedback/Comments from Transit Partners*
4. *Other Items/Next Steps*

Distribution: All invitees/attendees, Vanita Saini, David Tinder, Javier Manso, Mike Jerew (Amtrak), Danielle Simkunas (Amtrak)

I-95 Express Lanes Phases 3B-2

FDOT District 4

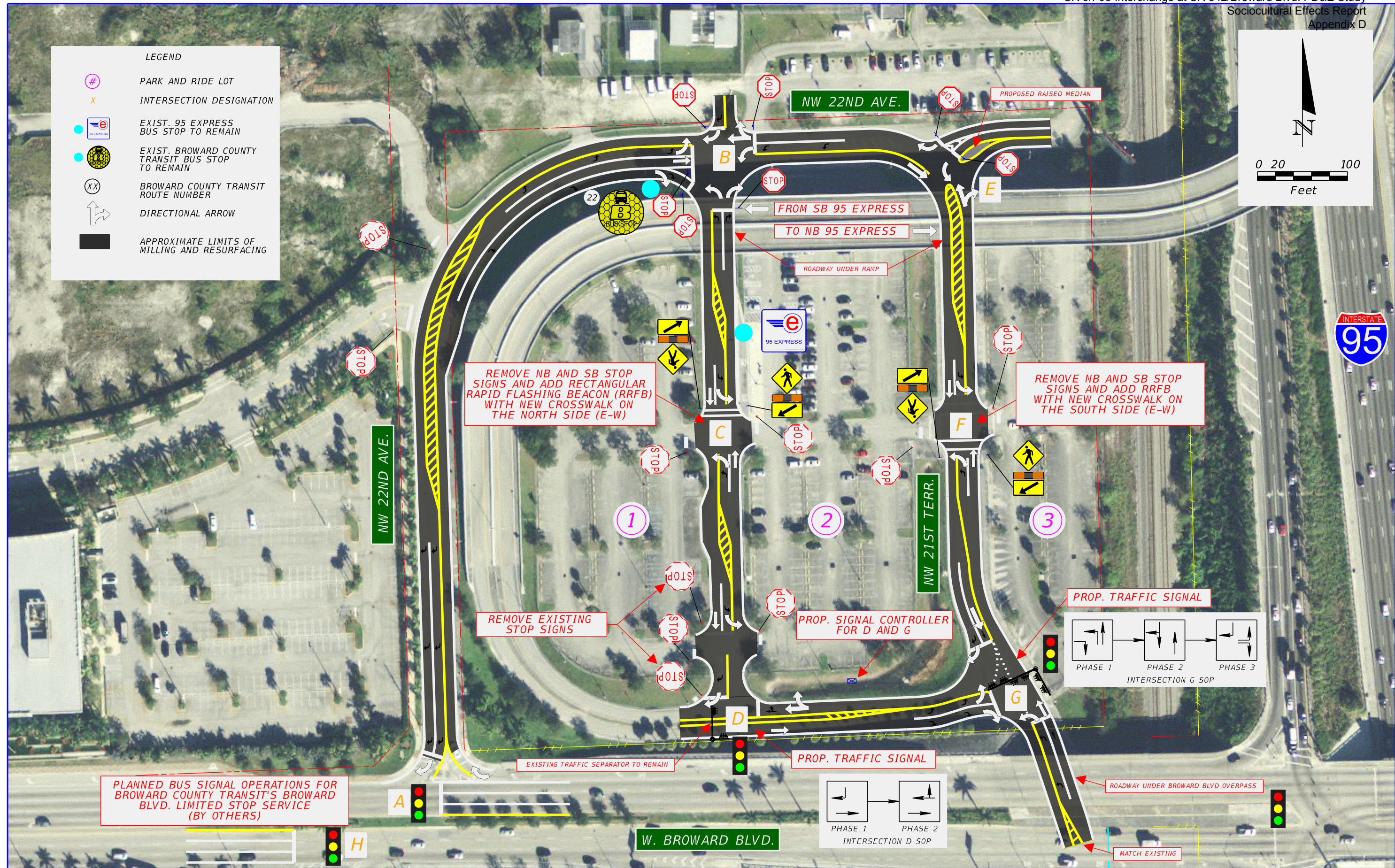
SIGN IN SHEET

I-95 at Broward Blvd. PD&E Study
 Broward Boulevard Park-and-Ride Coordination Meeting
 October 2, 2017 - 10:30 AM

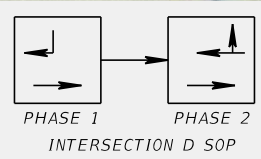
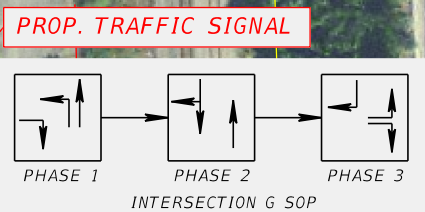
NAME	COMPANY/AGENCY	E-MAIL	INITIAL
Scott Thurman	FDOT	scott.thurman@dot.state.fl.us	ST
Vanita Saini	FDOT	vanita.saini@dot.state.fl.us	
Raymond Freeman	FDOT	raymond.freeman@dot.state.fl.us	
Larry Merritt	FDOT	larry.merritt@dot.state.fl.us	
Newton Wilson	FDOT	newton.wilson@dot.state.fl.us	
Khalilah French	FDOT	khalilah.french@dot.state.fl.us	
Wibet Hay	FDOT	wibet.hay@dot.state.fl.us	Wibet
Christian Rojas	FDOT	christian.rojas@dot.state.fl.us	
David Tinder	New Millenium	dtinder@nmdceng.net	
Isaac Hernandez	BCT	isac.hernandez@broward.org	
Barney McCoy	BCT	bamccoy@broward.org	MM
Abigail Wright	BCT	abwright@broward.org	
Eric Zahn	MDT	eric.zahn@miamidadade.gov	EZ
Gerald Bryan	MDT	gerald.bryan@miamidadade.gov	
Loraine Cargill	SFRTA	cargill@sfrta.fl.gov	
Jessica Vargas Astaiza	SFRTA	vargas@sfrta.fl.gov	
Robin Chiarelli	Sun Trolley	rchiarelli@suntrolley.com	
Karen Warfel	Ft. Lauderdale	kwarfel@fortlauderdale.gov	
James Udvary	SFCS	jim.udvardy@wsp.com	
Jill Quigley	HDR	jill.quigley@hdrinc.com	
Will Suero	HDR	will.suero@hdrinc.com	WS
Javier Manso	HDR	javier.manso@hdrinc.com	
Anna Bielawska	SFRTA	bielawska@sfrta.fl.gov	AB
Roland Rodriguez	Pinnacle	RRodriguez@PinnacleEIT.com	RR
Janelle Cedeno	SFCS	janelle.cedeno@wsp.com	
Craig Pinder	FT. LAUDEDALE BCT	CPINDER@FTLAUDEDALE.GOV	CP
Jenathan Robinson	BCT	jrober@broward.org	JR
Frenia Taylor	BCT	ftaylor@broward.org	FT

LEGEND

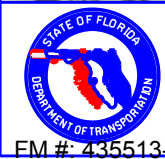
- # PARK AND RIDE LOT
- X INTERSECTION DESIGNATION
- EXIST. 95 EXPRESS BUS STOP TO REMAIN
- EXIST. BROWARD COUNTY TRANSIT BUS STOP TO REMAIN
- XX BROWARD COUNTY TRANSIT ROUTE NUMBER
- DIRECTIONAL ARROW
- APPROXIMATE LIMITS OF MILLING AND RESURFACING



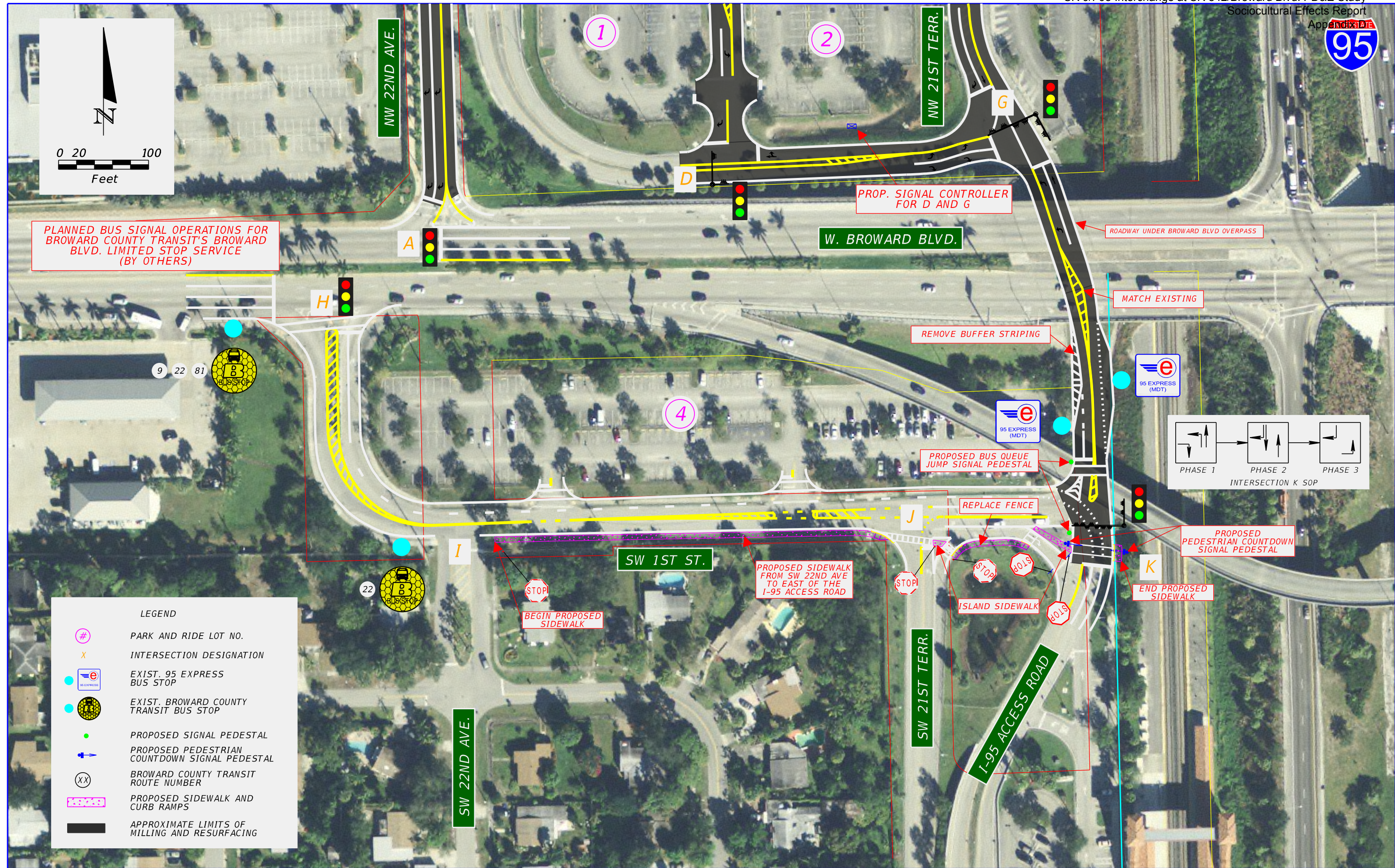
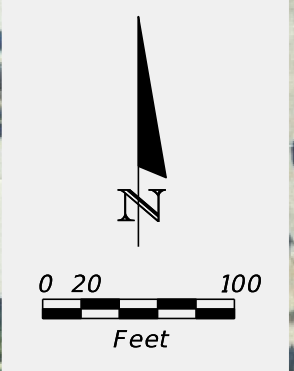
PLANNED BUS SIGNAL OPERATIONS FOR BROWARD COUNTY TRANSIT'S BROWARD BLVD. LIMITED STOP SERVICE (BY OTHERS)



I-95 EXPRESS PHASE 3
BROWARD BLVD / PARK & RIDE LOT DIRECT CONNECT RAMPS
INTERIM CONCEPTUAL PLAN 3A - PROPOSED IMPROVEMENTS



SHEET NO.
 3



PLANNED BUS SIGNAL OPERATIONS FOR BROWARD COUNTY TRANSIT'S BROWARD BLVD. LIMITED STOP SERVICE (BY OTHERS)

PROP. SIGNAL CONTROLLER FOR D AND G

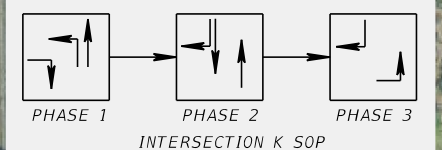
ROADWAY UNDER BROWARD BLVD OVERPASS

MATCH EXISTING

REMOVE BUFFER STRIPING



PROPOSED BUS QUEUE JUMP SIGNAL PEDESTAL



REPLACE FENCE

PROPOSED PEDESTRIAN COUNTDOWN SIGNAL PEDESTAL

SW 1ST ST.

PROPOSED SIDEWALK FROM SW 22ND AVE TO EAST OF THE I-95 ACCESS ROAD

ISLAND SIDEWALK

END PROPOSED SIDEWALK

BEGIN PROPOSED SIDEWALK

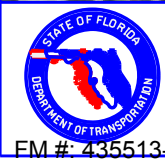
SW 21ST TERR.

I-95 ACCESS ROAD

SW 22ND AVE.

LEGEND

- # PARK AND RIDE LOT NO.
- X INTERSECTION DESIGNATION
- EXIST. 95 EXPRESS BUS STOP
- EXIST. BROWARD COUNTY TRANSIT BUS STOP
- PROPOSED SIGNAL PEDESTAL
- PROPOSED PEDESTRIAN COUNTDOWN SIGNAL PEDESTAL
- BROWARD COUNTY TRANSIT ROUTE NUMBER
- PROPOSED SIDEWALK AND CURB RAMPS
- APPROXIMATE LIMITS OF MILLING AND RESURFACING



I-95 EXPRESS PHASE 3
BROWARD BLVD / PARK & RIDE LOT DIRECT CONNECT RAMPS
INTERIM CONCEPTUAL PLAN 3A - PROPOSED IMPROVEMENTS



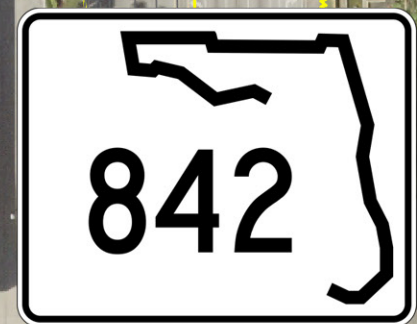
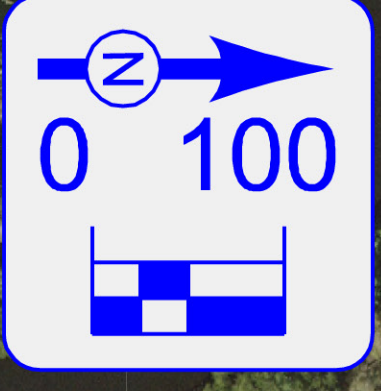


Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange Broward County, Florida

LEGEND

- Reconfigured P&R Lot Areas (Future Project Development)
*Parking lot space configuration to be developed during final design, including necessary green space requirements.
- Bus Bays and Bus Stops
- Broward Blvd. Median Transit Station Envelope (Second Level) (Future Project Development)
- First Level Pedestrian Staging/Connections to/from Broward Blvd. Median Transit Platform
*Represents usable space under proposed new structure
- Covered Parkway
- Kiss & Ride
- Sidewalk
- Traffic Signal
- 95 Express Bus Circulation



FROM 95 EXPRESS SB

TO 95 EXPRESS NB

SW 22ND AVE

NW 22ND AVE

SW 1ST ST

SW 21ST TER

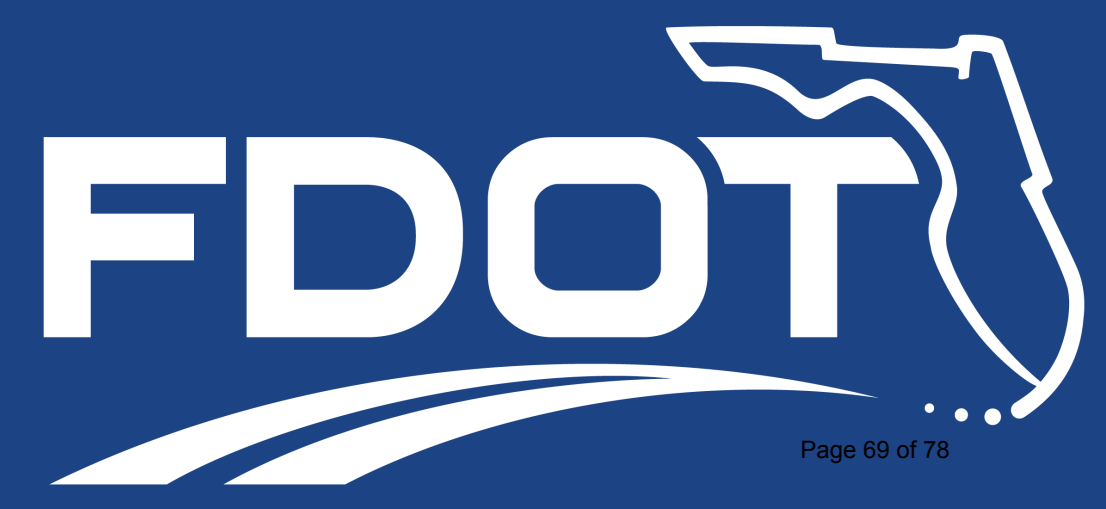
CONCEPT REFLECTS FIRST LEVEL OF TRANSIT IMPROVEMENTS BELOW BROWARD BLVD AND WITHIN P&R LOTS UNLESS OTHERWISE NOTED



Alternative 1

(With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative)

Efficient Transportation Decision Making (ETDM) No. 14226
Financial Project ID No. 435513-1-22-02



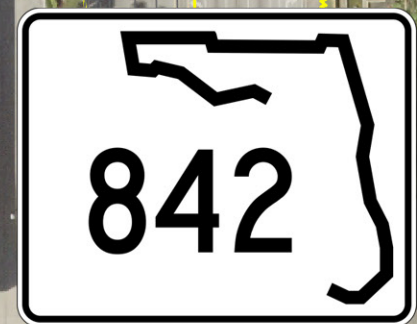
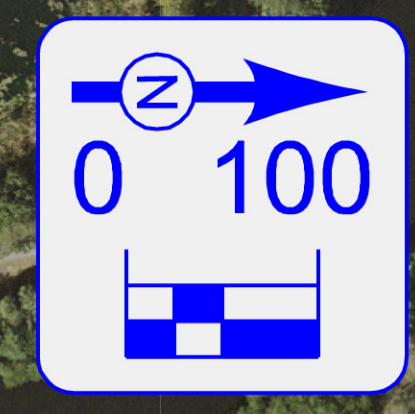


Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange Broward County, Florida

LEGEND

- Reconfigured P&R Lot Areas (Future Project Development)
*Parking lot space configuration to be developed during final design, including necessary green space requirements.
- Bus Bays and Bus Stops
- Broward Blvd. Median Transit Station Envelope (Second Level) (Future Project Development)
- First Level Pedestrian Staging/Connections to/from Broward Blvd. Median Transit Platform
*Represents usable space under proposed new structure
- Covered Parkway
- Kiss & Ride
- Sidewalk
- Traffic Signal
- 95 Express Bus Circulation



FROM 95 EXPRESS SB
TO 95 EXPRESS NB

SW 22ND AVE

NW 22ND AVE

SW 1ST ST

SW 21ST TER

CONCEPT REFLECTS FIRST LEVEL OF TRANSIT IMPROVEMENTS BELOW BROWARD BLVD AND WITHIN P&R LOTS UNLESS OTHERWISE NOTED



Alternative 2

(With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative)

Efficient Transportation Decision Making (ETDM) No. 14226
Financial Project ID No. 435513-1-22-02



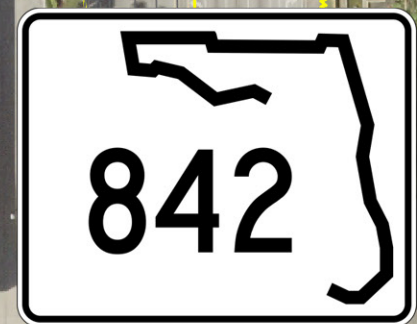
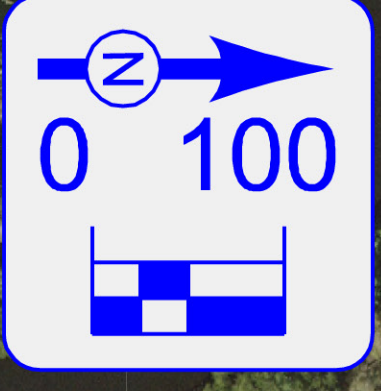


Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange Broward County, Florida

LEGEND

- Reconfigured P&R Lot Areas (Future Project Development)
*Parking lot space configuration to be developed during final design, including necessary green space requirements.
- Bus Bays and Bus Stops
- Broward Blvd. Median Transit Station Envelope (Second Level) (Future Project Development)
- First Level Pedestrian Staging/Connections to/from Broward Blvd. Median Transit Platform
*Represents usable space under proposed new structure
- Covered Parkway
- Kiss & Ride
- Sidewalk
- Traffic Signal
- 95 Express Bus Circulation



FROM 95 EXPRESS SB

TO 95 EXPRESS NB

SW 22ND AVE

NW 22ND AVE

SW 1ST ST

SW 21ST TER

CONCEPT REFLECTS FIRST LEVEL OF TRANSIT IMPROVEMENTS BELOW BROWARD BLVD AND WITHIN P&R LOTS UNLESS OTHERWISE NOTED

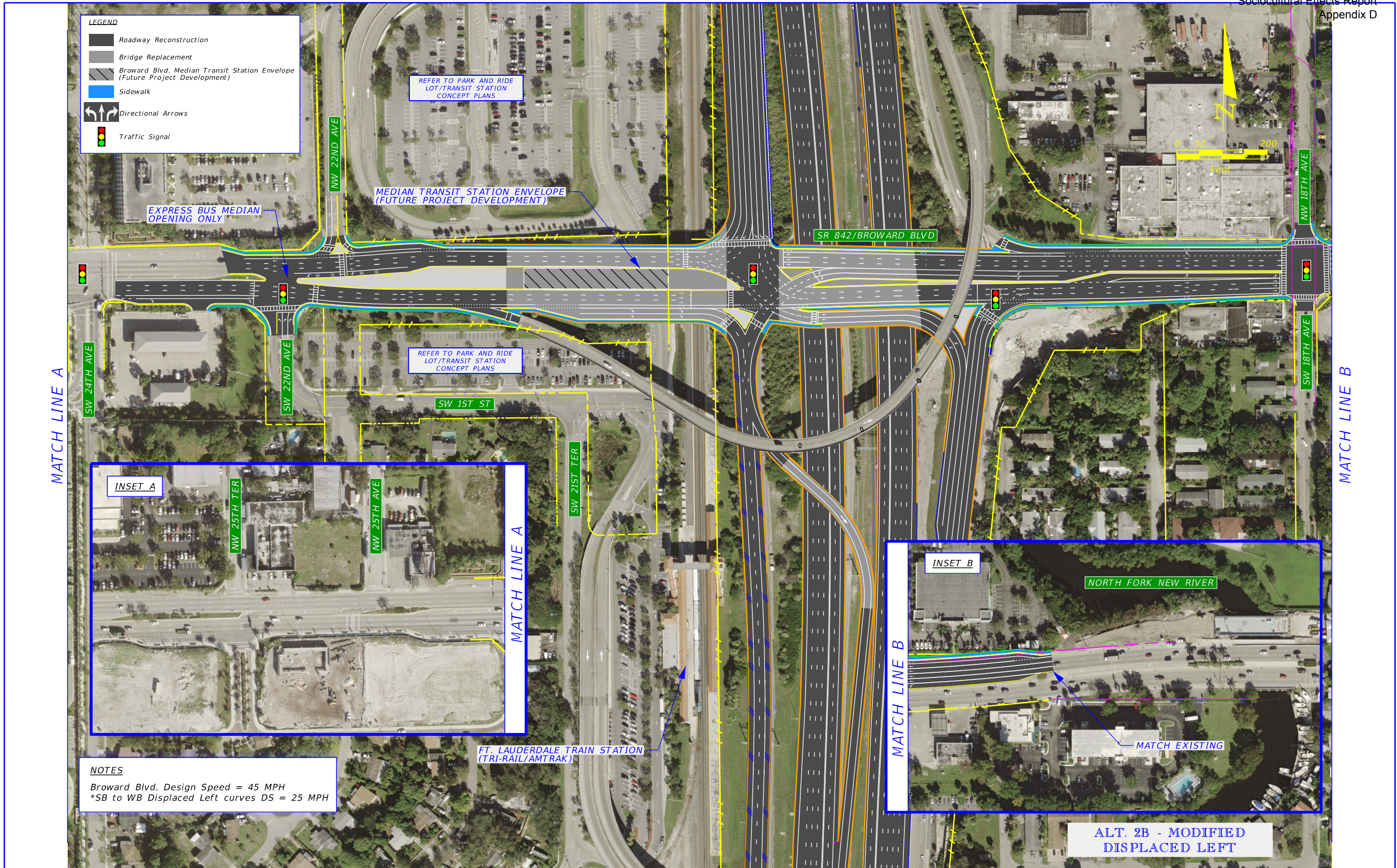


Alternative 3

(With I-95 at Broward Boulevard Interchange Modified Displaced Left Alternative)

Efficient Transportation Decision Making (ETDM) No. 14226
Financial Project ID No. 435513-1-22-02





NOTES
 Broward Blvd. Design Speed = 45 MPH
 *SB to WB Displaced Left curves DS = 25 MPH

REVISIONS				HDR Engineering, Inc. 15450 New Barn Road, Suite 304 Miami Lakes, FL 33014-2169 CERTIFICATE OF AUTHORIZATION 4213	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 3 Page 72 of 78
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
FM #: 435513-1-22-02 / ETDM #: 14226					9	BROWARD	435513-1-22-02	

ALT. 2B - MODIFIED DISPLACED LEFT



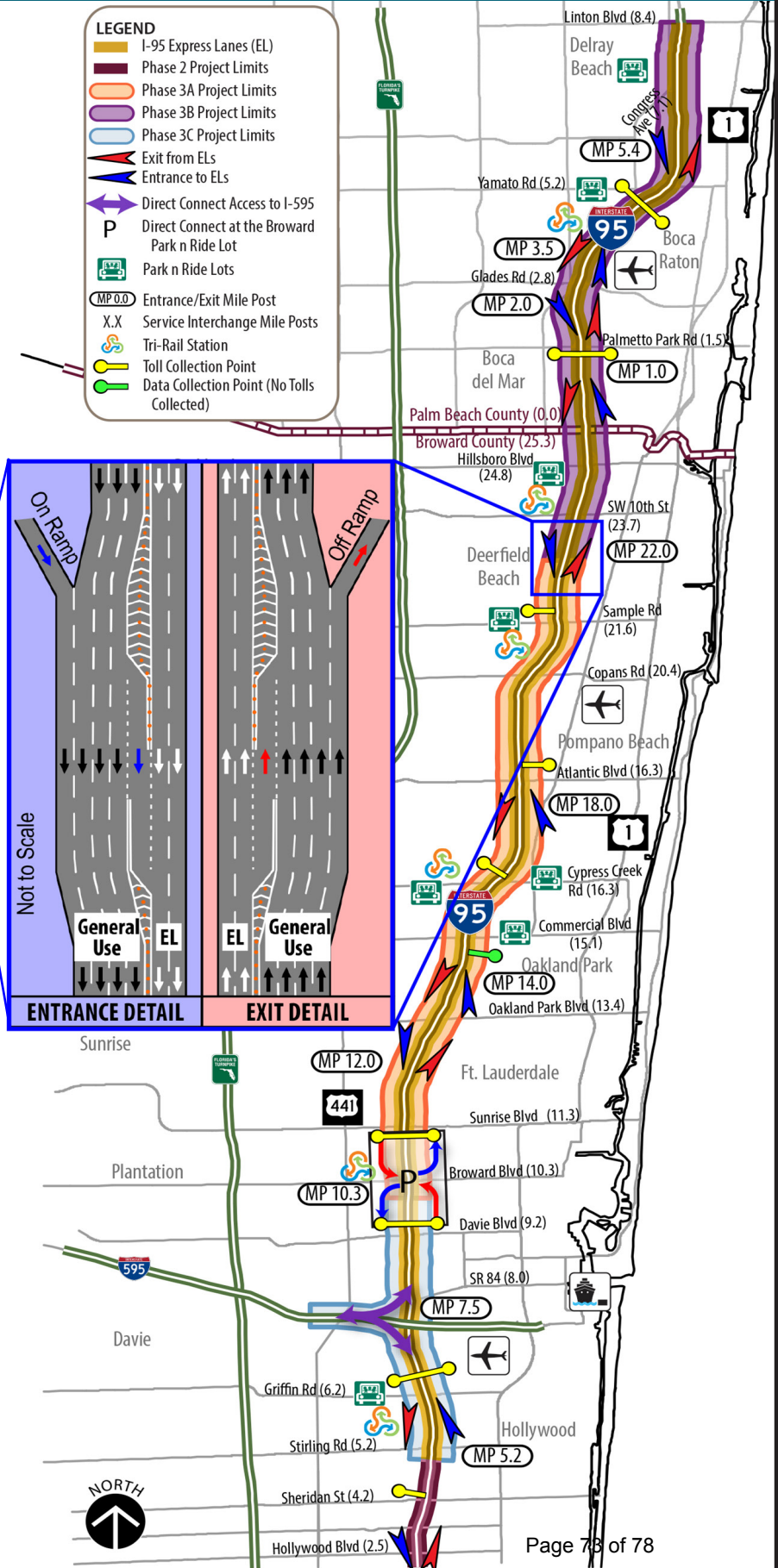
95 Express Phase 3

Express Access Points Fact Sheet: February 2017

The Florida Department of Transportation (FDOT) conducted a Corridor Planning Study (CPS) to examine the feasibility of extending 95 Express further into Broward and Palm Beach Counties. The study confirmed the feasibility of extending 95 Express to relieve congestion and identified potential locations for access to the express lanes. The goals of the FDOT for identifying these express access locations included:

- Prioritize trips of 10 miles or greater and paired interchange origin-destination trips of 300 or greater to optimize the functionality of the express lanes.
- Provide desired weave distance of 1,000 feet per lane shift to/from I-95 entry/exit ramps with the proposed express lane access points.
- Maximize multi-modal connections to airports, seaports, park and ride lots, transit mobility hubs, and Tri-Rail stations.

The access points that were identified in the CPS study were further evaluated and refined during the Project Development & Environment (PD&E) phases, completed in 2013, and in Preliminary Engineering that is being done to prepare for the upcoming construction projects. Modifications to the initial access points have been based on refined analysis from engineering design and traffic operations simulation.



Northbound Exit Point Destinations

Express Lane Exit Point (Direction)	Service Interchange(s) Served	Distance Between EL Exit to EL Exit	Comments
Ives Dairy Rd. (NB)	Ives Dairy Rd. to Stirling Rd.	5 miles	I-95 NB exit from Miami-Dade County has strong origin-destination relationships with the southern Broward communities and existing interchanges (Hallandale Beach Blvd., Pembroke Rd., and Hollywood Blvd.).
Hollywood Blvd. (NB)	Sheridan St. to Sunrise Blvd.	9 miles	I-95 NB exit at Stirling Rd. has strong origin-destination relationships with I-595, Downtown Fort Lauderdale, and existing interchanges (Sheridan St, Griffin Rd., I-595, SR 84, Davie Blvd., Broward Blvd., and Sunrise Blvd.).
Sunrise Blvd. (NB)	Oakland Park Blvd. to Sample Rd.	10 miles	I-95 NB exit at Sunrise Blvd. has strong origin-destination relationships with the Cypress Creek/Andrews Ave. (Uptown Fort Lauderdale) business area, and existing interchanges (Oakland Park Blvd., Commercial Blvd., Cypress Creek Rd., Atlantic Blvd., Copans Rd., and Sample Rd.).
SW 10th St. (NB)	SW 10th St. to Palmetto Park Rd.	4 miles	I-95 NB exit at SW 10th St. has strong origin-destination relationships with the northern Broward and southern Palm Beach communities and existing interchanges (SW 10th St. (Sawgrass Expressway), Hillsboro Blvd., and Palmetto Park Rd.).
Glades Rd. (NB)	Glades Rd. to Yamato Rd.	N/A	I-95 NB exit at Glades Rd. has strong origin-destination relationships with FAU, downtown Boca Raton, and associated employment centers.

Southbound Exit Point Destinations

Express Lane Exit Point (Direction)	Service Interchange(s) Served	Distance Between EL Exit to EL Exit	Comments
Glades Rd. (SB)	Glades Rd. to Palmetto Park Rd.	3 miles	I-95 SB exit at Glades Rd. has strong origin-destination relations with FAU, downtown Boca Raton, and associated employment centers. Set up for potential future Express Lanes from the north.
Broward/Palm Beach County Line (SB)	Hillsboro Blvd. to Atlantic Blvd.	8 miles	I-95 SB from exit at Hillsboro Blvd. has strong origin-destination relationships with the northern Broward communities and existing interchanges (Hillsboro Blvd., SW 10th St. (Sawgrass Expressway), Sample Rd., Copans Rd., and Atlantic Blvd.).
Atlantic Blvd. (SB)	Cypress Creek Rd. to Oakland Park Blvd.	4 miles	I-95 SB exit at Cypress Creek Rd. has strong origin-destination relationships with the Cypress Creek/Andrews Ave. (Uptown Fort Lauderdale) business area and existing interchanges (Cypress Creek Rd., Commercial Blvd., and Oakland Park Blvd.).
Oakland Park Blvd. (SB)	Sunrise Blvd. to Stirling Rd.	8 Miles	I-95 SB exit at Oakland Park Blvd. has strong origin-destination relationships with I-595, Downtown Fort Lauderdale, FLL Airport, Port Everglades seaport, and existing interchanges (Sunrise Blvd., Broward Blvd., Davie Blvd., SR 84, Griffin Rd., and Stirling Rd.).
Stirling Rd. (SB)	Sheridan St. to Hallandale Beach Blvd.	6 miles	I-95 SB exit at Stirling Rd. has strong origin-destination relationships with the southern Broward communities and existing interchanges (Sheridan St., Hollywood Blvd., Pembroke Rd., Hallandale Beach Blvd.).

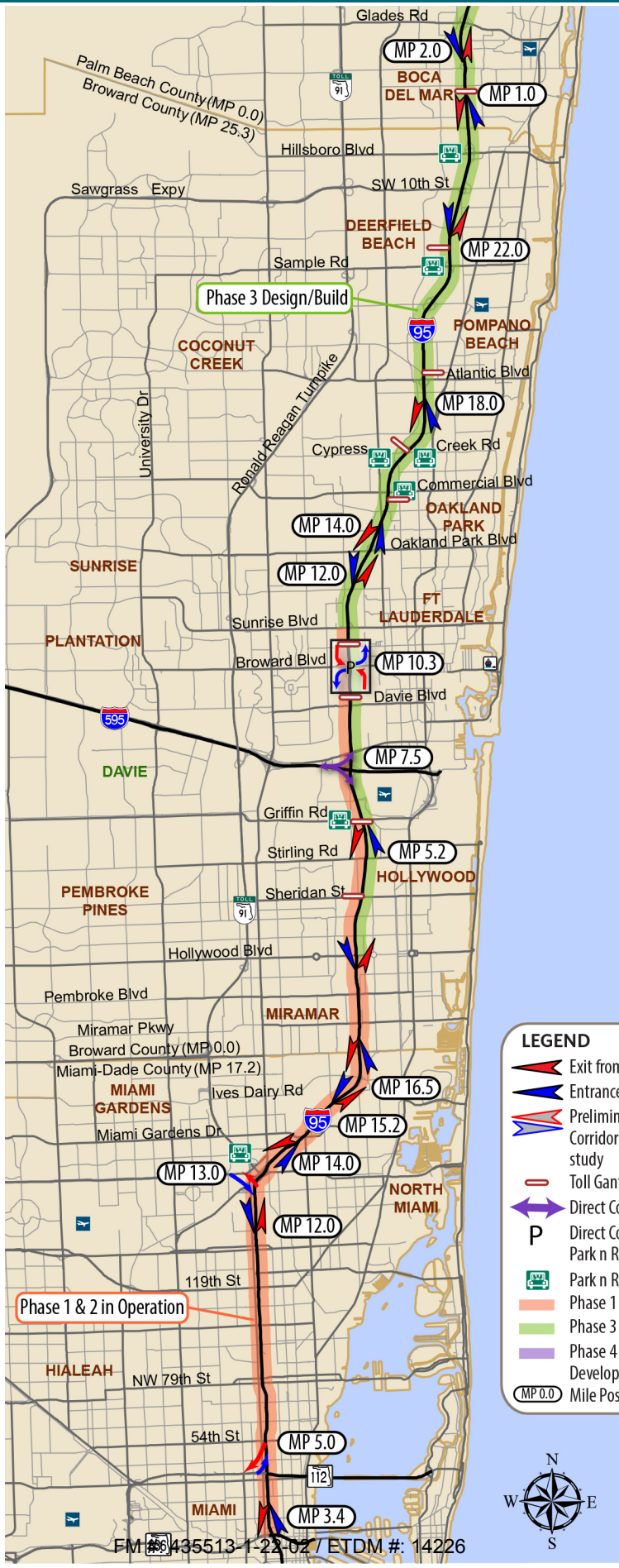
For more information on the 95 Express Phase 3 Project, please call or email:

Florida Department of Transportation - District 4
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

Vanita Saini, PE
Phone: 954-777-4468
Vanita.Saini@dot.state.fl.us

Robert E. Bostian, Jr., PE
Phone: 954-777-4427
Robert.Bostian@dot.state.fl.us

James Hughes, PE
Phone: 954-777-4419
James.Hughes@dot.state.fl.us





Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

RACHEL D. CONE
INTERIM SECRETARY

**Agency Workshop Summary
I-95 at Broward Boulevard Interchange
Project Development and Environment Study**

The I-95 at Broward Boulevard Interchange Project Development and Environment Study (PD&E) Agency Workshop was held on Tuesday, February 14, 2017 at the FDOT Traffic Management Center, 2300 W Commercial Boulevard, Fort Lauderdale, FL 33309. The Workshop began at 10:00 a.m. with a presentation/overview of the PD&E Study and existing conditions starting soon afterwards, followed by open discussion.

The purpose of this Workshop was to gather input and both long and short term improvement ideas from the agencies who currently use the facilities at the Tri-Rail Station/Park& Ride lot at this interchange.

The Agency Workshop was attended by 21 representatives from six agencies which included District 4 FDOT, Miami-Dade Department of Transportation and Public Works, Broward County Transit, City of Fort Lauderdale, the Sun Trolley/Transportation Management Association (TMA) and South Florida Commuter Services.

Submitted by
Laila A. Haddad
Media Relations Group, LLC
February 17, 2017

Attached: Summary of concerns and suggested improvements

Attachment - Concerns and Suggested Improvements

Current Status:

TMA

- Neighborhood and NW Service – 1 stop at P & R

MDT:

- Express Bus service with headways of 15 minutes for downtown (506 weekday riders in Nov 2016) and 30 minutes for Civic Center (192 weekday riders).
- Lot 1 used for layover service.

BCT:

- Local route – 15-minute headway
- New Service – Broward Breeze

FDOT:

- Many passengers dropped off to get to Express Buses on north side

Tri-Rail:

- Connection to Miami from all Tri-Rail stations starts this fall with shuttles

SFCS:

- Observed Tri-Rail passengers using the stop in Lot 1 to board the bus instead of closer stop near station so they can get a seat.
- Observed vehicles blocking bus to ensure passengers catch it.

Other Observation and comments:

- Lot 5 floods – cannot walk or move luggage through it
- Walk from Lot 1 to Lot 2 is dark
- Land west of Lot 1 to be develop and NW 22 Avenue will be access point
- It took Karen 20 minutes to make the right turn onto Broward from NB 95 exit ramp
- People arriving will choose on the fly to go on train or bus based on crashes or rail service being down. Will regional pass holders be monitored to see this use of service?
- Lighting between north and south lots non-existent
- Historical issues with electricity in the entire facility
- People do not stop at stop signs. They roll through. It is an issue for pedestrians
- Circulation is confusing, but signage has improved it somewhat
- Signage needs to be studied as there is one sign on lot 1 & 2 that indicated to go left into the park and ride. It needs to be removed.
- There is a “Do Not Enter” sign between two lanes and you do not know which lane it corresponds to

Potential Improvements/Solutions

- Miami-Dade County to get IT signage, maybe could work with FDOT to get ITS signs in the lots
- Fort Lauderdale is starting a pilot program for an App that shows street parking availability – This is something that could be used here in future Cisco has Smart Park technology.
- Pedestrian connection to Broward
- Security Improvements – more lighting, blue light poles?

- Improvements needed within the lots, specifically to address circulation and signage
- Improvements could be done through MPO mobility plan
- There needs to be pedestrian connection to Broward

Long Term

- Create Kiss-n-Ride spot for express Bus
- Incorporation of Mobility Hub Improvements; This site looks like a Hub but it is not. Need more security
- Account for potential future Public-Private joint use
- ITS signs that provide travel time by mode (FDOT currently exploring this)
- MDT looking for updating design standards to update safety features, but need to wait until their GEC is on board. Will- construction won't be for about 5 years, etc. that can be considered.
- Potential to make a bus bay between lots 1 & 2 that could be a kiss and ride on the pull outs on the south side (this idea was subsequently dismissed)

Median Concept

- To accommodate passengers from adjacent neighborhoods a pedestrian signal for protected crossing to reach median station would need to be added
- Make sure enough area for bus recovery
- Concern about creation of more dark areas that could encourage loitering – need to consider concepts that counteract this
- Elevator and stairs
- What happens to local bus if Wave is in the median? BCT suggested having bus keep current circulation within lots.

Other Discussion

- John Portera - currently no lease or RFP is out for development for this site and it's a difficult lot to develop. The northern-most section of Lots 1, 2, and 3 has a TIITF easement to FDOT only for use as the ramps, part of the street and the surface parking lot. Totaling 4.09 acres, owned by the State of Florida, controlled by the cabinet and managed by DEP. In 2009 they wanted more than \$4M for that land. The southern-most part of the northern lot, the original owner retained the right of first refusal (ROFR) for any public/private development and it was part of the eminent domain settlement. Mickey Leonard was the original owner. It has been reported, but not confirmed, that the ROFR was sold to the Motwani family. In 2007, an unsolicited RFP was received and awarded negotiations to Broward Baron, an associated entity to the Amera Baron entity, which sponsored the Riverland DRI. Micky Leonard protested the initial RFP that then needed to be re-issued. Broward Baron, LLC went into bankruptcy before any joint-use lease was ever executed.
- Could this lot be useful for public development? Lots 1, 2, 3 & 4 = 15 acres
- The City would like to see a Transit Oriented Development (TOD) concept as developers are moving west
- The SFRTA pedestrian study on website [SFRTA.fl.gov/planning/current-projects/SFRTA Pedestrian Access Plan](http://SFRTA.fl.gov/planning/current-projects/SFRTA-Pedestrian-Access-Plan)