

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR-9/I-95 @ SR-842/BROWARD BOULEVARD

District: FDOT District 4

County: Broward County

ETDM Number: 14226

Financial Management Number: 435513-1-22-02

Federal-Aid Project Number: N/A

Project Manager: Anson Sonnett

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. Submitted pursuant 49 U.S.C. § 303.

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

Acceptance:

Director of the Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

Anson Sonnett, PE
Section Leader/Project Manager
Florida Department of Transportation
3400 W. Commercial Blvd.
Fort Lauderdale, FL 33309-3421

954) 777-4474
Anson.Sonnett@dot.state.fl.us

Prime Consulting Firm:
HDR Engineering, Inc.

Consulting Project Manager:
Will Suero, PE

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

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

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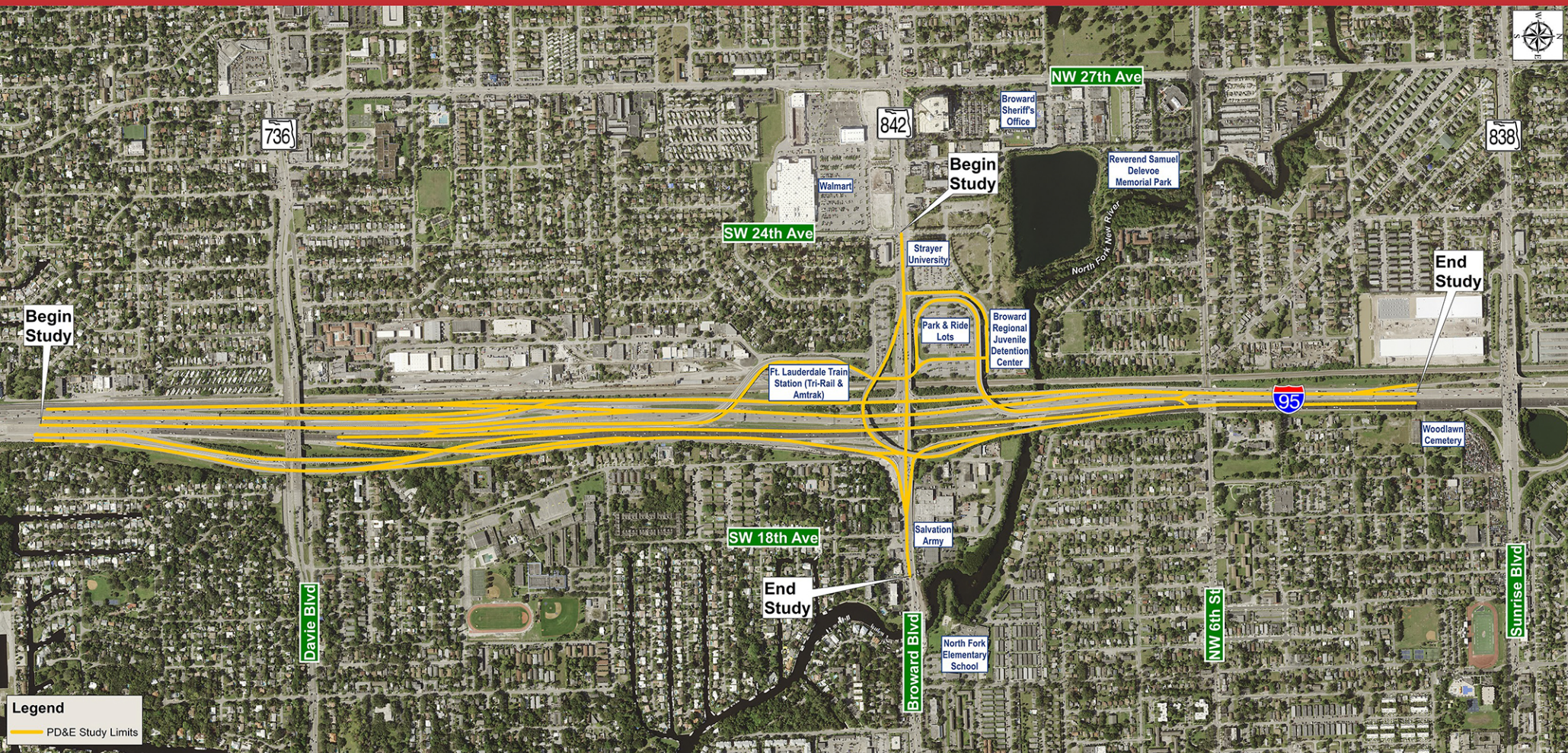
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Project Development & Environment (PD&E) Study

I-95 at Broward Boulevard Interchange
Broward County, Florida



Legend
— PD&E Study Limits

1. Project Information

1.1 Project Description

The Interchange of I-95 at Broward Boulevard is located in central Broward County in the City of Fort Lauderdale, between the Davie Boulevard Interchange (one mile to the south) and the Sunrise Boulevard Interchange (one mile to the north). 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 limits for this report extend from just south of Davie Boulevard to just south of Sunrise Boulevard, a distance of approximately two miles, along I-95 and from NW 24th Avenue to east of NW/SW 18th Avenue along Broward Boulevard. The study limits are depicted in the project location map above.

The typical section of I-95 within the study area varies. From the Davie Boulevard interchange to SW 5th Place (PI.) 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 dual managed toll lanes under the 95 Express project) in each direction. From the vicinity of SW 5th Pl., 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 and from 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.

SR-842/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. 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. 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, Sun Trolley, 95 Express Bus, and the Tri-Rail Commuter Connector shuttle service). 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. 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 and via right turn lane at SW 22nd Ave/SW 1st St. Ingress from westbound Broward Boulevard is provided via right turn lanes at NW 22nd Ave and NW 24th Avenue. Egress to westbound Broward Boulevard is provided via the intersections with NW 22nd Ave 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 Ave/SW 1st St. 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 multi-modal interconnectivity improvements on the west side of the interchange where connections to Tri-Rail and the 95 Express Bus services are offered. These prior studies and recommendations were considered as the alternatives were developed during this study.

The study's Preferred Alternative includes:

- A series of new flyover ramps to allow ingress and egress between the 95 Express Lanes and Broward Boulevard, for both the north- and southbound directions, with the exception of the continued use of the existing HOV legacy ramp for the eastbound Broward Boulevard to Southbound 95 Express;
- Replacement of the Broward Boulevard bridge segment that spans I-95 with a wider bridge segment to allow for additional turn lanes and bicycle and pedestrian improvements;
- Replacement of the Broward Boulevard bridge segment that spans the SFRC with a wider bridge segment to allow for additional turn lanes, bicycle and pedestrian improvements, and an envelope for a potential future premium transit stop in the median of Broward Boulevard, for connectivity between east/west transit on Broward Boulevard and the Park and Ride Lot/Transit Station below as well as the Ft. Lauderdale Train Station;
- Reconstruction of the southbound General Purpose Lanes exit ramp to accommodate additional turn lanes and storage;
- Reconstruction of the northbound General Purpose Lanes exit ramp to accommodate additional storage;
- Displacement of northbound exit ramp traffic heading west onto a new roadway (bridge structure); and
- Improvements to the Park-and-Ride Lot to allow for improved circulation for vehicles, transit modes, and pedestrians.

The proposed improvements to the 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.

1.2 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.

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 System Linkage, Modal Interrelationships, Capacity, Safety, Transportation Demand, Social Demands, Economic Development, and Emergency Evacuation.

-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.

-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, Sun Trolley, 95 Express Bus, Tri-Rail Shuttle and the 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 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.

-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, and when added to the existing HOV lane each direction, will result in dual express lanes each direction, 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

-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.

-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.

-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.

-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).

1.3 Planning Consistency

Currently Adopted LRPT-CFP	COMMENTS
Yes	Mention of the SIS Funding Strategy First Five Year Plan on Page 47 of the currently adopted Commitment 2040 LRTP. SIS Funding Strategy First Five Year Plan displays the funding of PE, ENV, and ROW.

	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	8,600,000.00	2021	See attached TIP Page.
STIP	Y	8,600,000.00	2021	See attached STIP Page.
R/W				
TIP	Y	1,000,000.00	2021	See attached TIP Page.
STIP	Y	1,000,000.00	>2021	See attached STIP Page.
Construction				
TIP	N			See attached TIP Page. Expected \$108,761,695.00 in FY 2024 based on Draft Tentative Work Program.
STIP	Y	106,773,552.00	>2021	See attached STIP Page. Expected \$108,761,695.00 in FY 2024 based on Draft Tentative Work Program.

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2. Environmental Analysis Summary

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

USCG Permit

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

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

3. Social and Economic

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

3.1 Social

The social factors evaluated in the Social Cultural Effects Report (SCER) are demographics, community cohesion, safety, and community goals/quality of life.

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 for the surrounding communities and businesses. Temporary modifications to provide access to businesses and local services may be needed during construction. The Riverside Park and Riverland neighborhoods are the residential areas most likely to be affected by short term construction impacts.

There are no residential relocations resulting from the project and therefore the demographic make-up of the community is expected to remain the same under the No Build Alternative or the Preferred Alternative.

The Preferred Alternative would help enhance most of the stated factors 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. 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 St. /Sistrunk Boulevard, albeit within existing FDOT right-of-way. The eastbound Broward Boulevard to southbound 95 Express traffic would continue to use SW 1st Street as a means of access through a newly added roundabout. 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 and community goals, and quality of life will result in a degree of effect of minimal. Reasonably foreseeable actions from local plans promote revitalization of the area and increasing quality of life. No minority or low-income populations have been identified that 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. Therefore, the project in conjunction with other reasonably foreseeable future actions would not contribute to cumulative social impacts.

3.2 Economic

The SCER evaluated the effects that 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.

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 at 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 has been an ongoing effort conducted by FDOT District Four in coordination with the Broward County MPO 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.

The Preferred Alternative is anticipated to require a partial take of three businesses on the southwest corner of Broward Boulevard and NW/SW 18th Street and will require a partial take of a gas station property located in the southeast corner of the same intersection. The business partial takes may adversely affect the property taxes collected on these parcels. The Preferred Alternative will also take a small area in northwest corner of Broward Boulevard and NW/SW 18th Street. 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. The majority of the construction will occur within the FDOT right-of-way and access to existing businesses will be provided at all times during construction.

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

3.3 Land Use Changes

The project is compatible with the City of Fort Lauderdale's Comprehensive Plan.

The study area is mostly built out and future land use plans are similar to existing land use.

The Preferred Alternative overall 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 and the three business partial takes, and the gas station partial take previously described. The use of the Salvation Army small area does not affect the use of the existing parcels, which is public/institutional. The partial take of the three businesses and the gas station take would no affect the land use of commerce. Since the area is already built out and the future land use plan is similar to the existing use with slight variation, land use patterns would be expected to remain similar. Therefore, since no secondary or cumulative land use impacts are anticipated to result from the project the degree of effect is minimal.

3.4 Mobility

During the Efficient Transportation Decision Making Programming screen, both Federal Highway Administration and FDOT District Four assigned a degree of effect of Enhanced for mobility. The project is to improve intermodal mobility and safety through the proposed bicycle and pedestrian improvements, connections between the 95 Express Lanes and Broward Boulevard, and circulation 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.

For vehicular traffic in the study area, the Preferred Alternative may affect accessibility for one property in both the short and long-term horizons, The Salvation Army property, as aforementioned. 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. 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. 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 increasing the accessibility of the study area by means of bicycles. 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.

For pedestrians, mobility will be improved by wider sidewalks on the bridge structures over the SFRC and I-95, and additional sidewalks in the Park and Ride lot.

The Preferred Alternative will improve 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 Public parking would remain the same under the Preferred Alternative. There will be no impact to on-street parking provided along NW 6th St./Sistrunk Boulevard and the proposed modifications to the Park-and-Ride Lot are not anticipated to reduce the number of spaces provided.

The overall degree of effect for mobility is enhanced. .

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 Rd. Additional improvements from south of Stirling Rd. 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.

3.5 Aesthetic Effects

The project area is urban in nature and aesthetic effects are anticipated to be limited.

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 build or no build conditions, and the noise impacts due to the Preferred Alternative are not substantial, the degree of effect for noise is minimal.

The Preferred Alternative would affect the visual quality and character of the study area in the following ways: addition of the 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. Further description of details and renderings of these aesthetic impacts are located in the Social Cultural Evaluation Report.

3.6 Relocation Potential

All of the proposed improvements are designed to utilize existing FDOT right-of-way, except for the Salvation Army property take, the gas station partial take, and the three business partial takes previously mentioned in Section 3.2. There are no 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.

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

3.7 Farmland Resources

Farmland impacts resulting from the project was conducted pursuant to the Farmland Protection Policy Act of 1981 (7 CFR Part 658).

The project does not meet the definition of farmland as defined in 7 CFR Part 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Ft. Lauderdale with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

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

4.1 Section 106 of the National Historic Preservation Act

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

The original CRAS was reviewed by the State Historic Preservation Officer (SHPO), who concurred with the findings on November 17, 2017. No newly or previously recorded archaeological sites were identified within the archaeological APE. Background research and a reconnaissance survey determined that the APE has a low probability for archaeological sites. Subsurface testing was not feasible within the archaeological APE due to the presence of existing pavement, sidewalks, landscaping, berms, and buried utilities. The CRAS identified a total of 52 historic resources within the historic APE. The identified historic resources include one cemetery (North Woodlawn Cemetery- 8BD4879), two resource groups (Seaboard Air Line [CSX] Railroad-8BD4649 and the Salvation Army Complex- 8BD6346), and 49 buildings (8BD1452 and 8BD6298-8BD6344). Four of the historic resources were previously recorded (8BD1452, 8BD3414, 8BD4649, and 8BD4879), and 48 are newly recorded (8BD6298-8BD6344 and 8BD6347).

Three historic resources, Seaboard Airline Railroad Station at 200 SW 21st Terrace (8BD1452), Seaboard Air Line (CSX) Railroad (8BD4649), and North Woodlawn Cemetery (8BD4879), were previously determined National Register-eligible by the SHPO. All other historic resources located within the current APE are considered individually ineligible for inclusion in the National Register. Almost all the newly recorded historic buildings are representative of common postwar constructed architecture that does not possess sufficient significance for individual listing in the National Register.

All newly identified historic resources received Florida Master Site File forms.

In November of 2018, there was an addendum to the CRAS Report. The CRAS Addendum specifically evaluated the design options for the eastbound Broward Boulevard to southbound 95 Express movement.

Within the APE of the addendum, there were 36 historical resources identified; 32 newly recorded historic buildings (8BD6748-8BD6779) and four previously recorded historic resources: Seaboard Airline Railroad Station (8BD1452), Seaboard Air Line (CSX) Railroad (8BD4649), 1800-1803 W Broward Boulevard (8BD6339), and Salvation Army Complex (8BD6347). Two historic resources, Seaboard Airline Railroad Station at 200 SW 21st Terrace (8BD1452) and Seaboard Air Line (CSX) Railroad (8BD4649), were previously determined National Register-eligible by the SHPO.

A Section 106 Evaluation and Determination of Effects Case Study was conducted in February of 2018. The case study looked at potential effects that the improvements may have on the identified National Register-eligible and -listed historic resources were evaluated. The proposed project will have no adverse effect on the Seaboard Air Line (CSX) Railroad (8BD4649) and North Woodlawn Cemetery (8BD4879). An adverse effect to the Seaboard Airline Railroad Station (8BD1452) is unlikely and it is recommended further consultation take place in order to ensure the design of canopy structure will be sensitive to the historic station building.

Based on the findings of the CRAS and the Case Study, there are no significant impacts anticipated for any cultural resources.

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

The following evaluation was conducted pursuant to PART 774-PARKS, RECREATION AREAS, WILDLIFE AND WATERFOWL REFUGES, AND HISTORIC SITES (SECTION 4(f)).

A memorandum, dated September 2017, was prepared by FDOT documenting the evaluation of and coordination related to all potential Section 4(f) sites located around the project area.

The following park/recreational resources have been identified within one mile from the project area:

- Delevoe Park (2520 NW 6th Street; owned and managed by Broward County)
- Sweeting Park (433 NW 23rd Avenue; owned and managed by City of Ft. Lauderdale)
- North Fork Riverfront Park (200 NW 18th Avenue; owned and managed by City of Ft. Lauderdale)
- Townsend Park (1500 Argyle Drive, owned and managed by City of Ft. Lauderdale)
- Sailboat Bend Preserve (1401 SW 2nd Street; owned and managed by City of Ft. Lauderdale)
- North Fork School Park (101 NW 15th Avenue; owned and managed by City of Ft. Lauderdale)
- Riverside Park (555 SW 11th Avenue; owned and managed by City of Ft. Lauderdale)
- Guthrie - Blake Park (2801 SW 2nd Street; owned and managed by City of Ft. Lauderdale)
- Lincoln Park (600 NW 19th Avenue; owned and managed by City of Ft. Lauderdale)
- Little Lincoln Park (1721 NW 6th Street; owned and managed by City of Ft. Lauderdale)
- Provident Park (1412 NW 6th Street; owned and managed by City of Ft. Lauderdale)
- Mizell Center (1409 NW 6th Street; owned and managed by City of Ft. Lauderdale)
- Walker Park (1001 NW 4th Street; owned and managed by City of Ft. Lauderdale)
- Stranahan High School (1500 SW 5th Place; owned and managed by Broward County School Board with athletic fields)
- North Fork Elementary (101 NW 15th Avenue, no recreational facilities adjacent to project area)

As discussed above, with the exception of North Fork Elementary and the Delevoe Park, all of the resources listed are located within the vicinity of the project area, and because of their distance to the project area, no Section 4(f) use is expected from these resources. Although North Fork Elementary is adjacent to the project area, it does not have any recreational facilities adjacent to the project area, therefore, this site is not considered a Section 4(f) resource. The project

team coordinated with Broward County Parks and Recreation Department regarding Delevoe Park. As part of the Pond Siting Evaluation process, the Project team evaluated the potential for joint use stormwater within Delevoe Park, which is a Broward County owned and managed park. Because of the proposal in the park, a Section 4(f) Determination of Applicability (DOA) form was prepared and submitted to Office of Environmental Management (OEM) on August 30, 2017, and approved on September 19, 2017 (see attached Section 4(f) DOA form). The DOA form also included a recommendation to pursue a Section 4(f) *de minimis* use for the proposed use of the park property because of the need for a joint use stormwater easement within the park. A Section 4(f) *de minimus* Notification Letter was submitted from the District to Broward County Parks and Recreation Department. The purpose of this letter was to notify the Official with Jurisdiction (OWJ) over the park, that the FDOT intended to pursue a Section 4(f) *de minimis* use as proposed drainage into the park (see attached *de minimis* notification letter). The public was given an opportunity to review this drainage concept in the park during the Public Workshop held on September 14, 2017. On the same day, in response to the *de minimis* notification letter, Broward County submitted a formal letter of objection to the *de minimis* use (See Broward County objection letter). At this point in time, the project team is evaluating both on-site and off-site areas within the FDOT right of way for stormwater management needs, and has not made a formal determination to pursue the pond within the Delevoe park property. Should no other options be deemed feasible through the pond siting evaluation process, FDOT and the project team would revisit the possible use of the Delevoe Park Pond as an option.

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

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

4.4 Other Protected Public Lands

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

5. Natural Resources

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

5.1 Protected Species and Habitat

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

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

Based on the Natural Resource Evaluation (NRE) that was conducted, Eleven federally listed animals and two plant species were determined to potentially occur within, or within the vicinity of, the project area based on United States Fish and Wildlife Service (USFWS) sources. However, little suitable habitat remains available for use by listed species in this developed project area. cursory wildlife surveys were conducted in April 2017 and December 2017.

Based on the limited available habitat and the proposed improvements, it was determined that the project will have "no effect" on the following federally listed species: Everglades snail kite (*Rostrhamus sociabilis plumbeus*); American alligator (*Alligator mississippiensis*); American crocodile (*Crocodylus acutus*); Hawksbill (*Eretmochelys imbricata*), Leatherback (*Dermochelys coriacea*), Green (*Chelonia mydas*), and Loggerhead sea turtles (*Caretta caretta*); Beach jacquemontia (*Jacquemontia reclinata*); and Tiny Polygala (*Polygala smallii*). It was determined that the project "may effect, not likely to adversely affect" the following species: Wood stork (*Mycteria americana*); West Indian manatee; Smalltooth sawfish; and the Eastern Indigo snake (*Drymarchon corais couperi*). USFWS concurred with these effects determinations on May 2, 2018.

The Fish and Wildlife Conservation Commission (FWC) maintains the list of animals designated as federally endangered, federally threatened, state threatened, or species of special concern. While the USFWS has primary responsibility for Florida species that are federally endangered or threatened, the FWC works in partnership to help conserve these species. Some listed and non-listed species are also considered managed species because of the well-developed programs that address their conservation, management, or recovery. Recently, FWC also developed a comprehensive Imperiled Species Management Plan (FWC, 2016) for the state's 57 state-listed species. The state-listed species and their corresponding listing status are summarized in the table below.

Likelihood of Occurrences of State Listed Species within the Project Area

5.2 Wetlands and Other Surface Waters

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

The Preferred Alternative was evaluated for potential impacts to wetlands and other surface waters. One wetland exists as a fringe mangrove on the banks of the tidal North Fork of the New River. Seven surface waters exist within the project

area, including the North Fork of the New River and six permitted stormwater management areas containing hydrophytic vegetation. The Preferred Alternative encroaches upon the fringe mangrove wetland (W-1) and North Fork of the New River (SW-4), however, they are already planned to be fully impacted and mitigated by the I-95 Express Phase 3A-1 project (FPID No. 433108-5-52-01), authorized under South Florida Water Management District (SFWMD) Environmental Resource Permit No.06-01465-S and United States Army Corps of Engineers (USACE) Dredge & Fill Permit No. SAJ 2014-01584. No impacts are anticipated to occur at surface waters (SW) 1, 2 or 6. The remaining surface waters (SW-3, SW-5, and SW-7) will be mitigated through offsetting stormwater management areas to be constructed as part of the Preferred Alternative.

The direct impacts of acreages to wetlands and surface waters in the project area is displayed in the table below.

Direct Impacts Acreages to Wetlands and Surface Waters within a 500-foot Buffer of the Project Area

5.3 Essential Fish Habitat (EFH)

An Essential Fish Habitat (EFH) Assessment has been prepared and consultation has been completed in accordance with the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). It has been determined that this project will not have adverse effects to EFH. Should any changes occur during the design and permitting process that affect the consultation, re-initiation of the consultation process will be coordinated with National Marine Fisheries Service (NMFS).

The National Marine Fisheries Service (NMFS) has designated areas of this location as EFH, due to the presence of fringe mangroves. While the Preferred Alternative will result in shading and pile driving impacts to the North Fork of the New River, any impacts to critical habitats and EFH have already been mitigated by the I-95 Express Phase 3A-1 project. As such, it was determined that the project "may effect, not likely to adversely affect" the West Indian manatee (*Trichechus manatus*) and the Smalltooth sawfish (*Pristis pectinata*). NMFS indicated that re-initiation of EFH consultation will not be required based on the previous consultation for the I-95 Express Phase 3A project and that ESA consultation for the Smalltooth sawfish will not require re-initiation if the means and methods for the proposed widening are the same as those used by the I-95 Phase 3A project. The proposed I-95 Broward Boulevard Interchange project is anticipated to use the same construction means and methods as described in the I-95 Phase 3A project. Therefore, the bridge widening associated with this project does not meet the criteria to trigger re-initiation of consultation with the NMFS.

5.4 Floodplains

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

The Location Hydraulic Report identifies that the project falls within the Federal Emergency Management Administration (FEMA) defined Zones X, AE, and AH. Zone X is an area considered to be outside of the 500-year flood. Zone AE is a special flood hazard area subject to inundation by the 100-year flood, with determined base flood elevations. Zone AH is a

special flood hazard area, also subject to inundation by the 100-year flood, that experiences flood depths of 1 to 3 feet (which are usually areas of ponding), with determined base flood elevations. The project will result only in minimal encroachments to floodplains; 2.2 acres of Zone AE and 2.1 acres of Zone AH. These base floodplain encroachments will be constrained to along the east and west sides of I-95, and within the median of the I-95 mainline, as well as along Broward Boulevard. Encroachments resulting from the construction of the project will be fully compensated within the proposed stormwater management facilities to ensure there will be no increase or significant change to flood elevations and/or limits. Therefore, this encroachment is not significant.

5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Quality and Stormwater

Several types of stormwater management facilities alternatives are commonly used on roadway projects. The more commonly used alternatives in south Florida, particularly for roadway projects, include wet detention ponds, dry detention ponds, retention ponds, and French drains (exfiltration trenches). However, each of these stormwater management facility types has different design criteria and application.

Based on the proposed improvements, impacts to existing stormwater management facilities, available existing and proposed right-of-way, modification and expansion of the existing stormwater management facilities to create additional storage volume will be necessary in order to accommodate additional water quality treatment, discharge attenuation and floodplain compensation.

Based on the conceptual drainage design evaluation for the proposed interchange improvements, the stormwater management facilities required to meet FDOT drainage criteria, as well as SFWMD permit criteria, can be fully accommodated within the I-95, Park & Ride, and Broward Boulevard existing and proposed roadway right-of-way. It is therefore anticipated that no adverse effects will occur to the water quality within the project area.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

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

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

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6. Physical Resources

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

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 and Section 335.17, F.S., Procedures for Abatement of Highway Traffic Noise and Construction Noise.

As detailed in the Noise Study Report, the design year traffic noise levels (2040) for the Preferred Alternative will approach or exceed the Noise Abatement Criteria (NAC) at 41 residences and at one special land use within the project limits. Consequently, the feasibility and reasonableness of noise barriers were considered for those noise sensitive sites predicted to be impacted.

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

- E4S - Represents the 19 impacted residences in the Riverbend Community;
- E4N - Represents the 16 residences in the Liberty Park Community;
- E5 - Represents the Woodlawn Cemetery; and
- W4 - Represents the six residences in River Garden/Sweeting Estates and Washington Park.

Noise barriers at three of the CNEs (E4S, E4N, and W4) were determined to be feasible and cost reasonable and/or represent replacement noise barriers and are recommended for further consideration during the design phase and for 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 walls limit the ability to provide benefits to all of the impacted residences in these communities.

The estimated cost of the recommended noise barriers is \$1,935,600. Noise barriers were not found to be cost reasonable at the Woodlawn Cemetery (CNE-E5). The usage of the cemetery was less than required to be cost reasonable; therefore, a noise barrier is not recommended for further consideration or construction at this location. Based on the noise analyses performed to date, there appears to be no apparent solutions available to mitigate the noise impacts at this cemetery or the 14 impacted residences in the vicinity of the existing and proposed noise barriers. The traffic noise impacts to these noise sensitive sites are an unavoidable consequence of the project.

FDOT is committed to the construction of feasible noise abatement measures at the noise impacted locations identified above contingent upon the following conditions:

- Final recommendations on the construction of abatement measures is determined during the project's Final Design and through the public involvement process;

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

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

6.2 Air Quality

The following evaluation was conducted in accordance with the Clean Air Act of 1967.

An Air Quality Technical Memorandum was developed in January of 2018 to document the findings of the air quality analysis. Broward County is currently designated as being in attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide, and lead. The Preferred Build Alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT's screening model, CO Florida 2012, uses the United States Environmental Protection Agency (USEPA) software [Motor Vehicle Emission Simulator (MOVES) version 2010a and CAL3QHC2] to produce estimates of one-hour and eight-hour CO concentrations at default air quality receptor locations. The one-hour and eight hour estimates can be directly compared to the one- and eight-hour National Ambient Air Quality Standards for CO that are 35 parts per million (ppm) and 9 ppm, respectively.

The highest total approach traffic volume for the Preferred Alternative was associated with the I-95 and Broward Boulevard interchange. It was also evaluated for both the opening year 2020 and the design year 2040. Estimates of CO were predicted for the default receptors that are located 10 feet to 150 feet from the edge of the roadway. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient Air Quality Standards for this pollutant with the Preferred Alternative. As such, the project "passes" the screening model.

The project is located in an area which is designated in attainment for all of the National Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to the project. Construction activities will cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to all applicable State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

Available records reported many sources associated with hazardous waste management, petroleum storage systems/spills, cleaning or dry cleaning activities, and environmental contamination within a 500 foot radius of the project corridor. An evaluation of site characteristics for these sources and associated environmental information (e.g. undocumented or documented soil, groundwater, and/or hazardous material impacts) identified 78 sources/facilities with a risk rating distribution as follows: 13 - High, 17 - Medium, 27 - Low, and 21 - No. Based on these risk ratings, construction activities may encounter soil or groundwater contamination which can potentially impact worker health, the environment, and construction schedule and costs if these sites are not addressed in the design.

A Level II Assessment is recommended for 13 sources/facilities that have the potential to adversely impact the project. The Level II Assessment should include the advancement of environmental soil borings and discrete groundwater sampling at specific locations within the project corridor that require subsurface construction (i.e. soil excavation and/or dewatering activities) near sources identified as having potential contamination. The Level II Assessment should include the collection and analysis of soil and groundwater samples for the appropriate analytical group parameters.

Knowing the extent of impacted media at these areas of concern during the design phase can expedite handling, disposal and/or treatment requirements, as well as protecting worker safety during construction. It can also identify locations within the project corridor where certain construction methods may exacerbate contaminant plumes and identify measures to mitigate those effects.

6.4 Utilities and Railroads

Based on field evaluation there is an electrical distribution overhead line crossing I-95 approximately 650 feet north of Davie Boulevard and a high voltage electrical transmission line crossing I-95 over the NW 6th St. Bridge as well as overhead power lines cross Broward Boulevard just east of SW 22nd Avenue Exploratory utility test holes were not part of the project's scope.

The Preferred Alternative can possibly impact the distribution overhead line crossing I-95 approximately 650 feet north of Davie Boulevard and a high voltage electrical transmission line crossing I-95 over the NW 6th St. Bridge. Underground utilities may be impacted by drainage modifications, new signal mast arms, and overhead sign structures. Resurfacing will also impact existing manholes located within the pavement. Coordination during the design phase will be required with the utility owners.

All proposed improvements have new Broward Boulevard bridges over the South Florida Rail Corridor. The new bridges will have a vertical clearance of 23.5 feet, less than the 24.25 feet required for potential future electrification, to avoid impacts to the existing eastbound Broward Boulevard to northbound I-95 flyover ramp. This will require a design variation.

6.5 Construction

Short-term impacts associated with construction of the proposed improvements are anticipated including potential erosion of areas cleared for construction, temporary increases in noise levels, and fugitive dust from use of heavy construction equipment. Temporary impacts to traffic flow and travel patterns (including temporary detours) are anticipated during construction activities and would occur along existing Interstate, Broward Boulevard, and other roads and at the interchange ramps and intersections during construction activities.

The FDOT *Standard Specifications for Road and Bridge Construction*, latest edition, has standard construction practices which take into consideration many of the direct construction impacts and provides measures to minimize effects. Best management practices will be employed during construction to ensure minimization of impacts.

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7. Engineering Analysis Support

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

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit
USCG Bridge Permit

Status

To be acquired
To be acquired

Local Permit(s)

SFWMD ERP NO. 06-01465-S Modification
SFWMD WATER USE PERMIT NO. 06-06340-W Modification

Status

To be acquired
To be acquired

Permits Comments

- USACOE Dredge & Fill Permit (SAJ-2017-01640(SP-LSL) (I-95 Phase 3C) - Modification; SAJ-2014-01584(SP-GGL) (I-95 Phase 3A) - Modification)
- USCG Bridge Permit Exemption Concurrence for I-95 Bridge over NFNR

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

A 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.

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.

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.

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 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.

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 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. 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.

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 and all materials present at the public meetings is provided with the Social Cultural Evaluation Report.

The initial MPO 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 will be made to the Citizens Advisory Committee and Technical Advisory Committee as well as the MPO Board in early 2019, for the purpose of reviewing the alternatives evaluated and the proposed Preferred Alternative prior to the public hearing.

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 in December 2018/January 2019 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.

Date of Public Hearing: 03/18/2019

Summary of Public Hearing

PENDING

10. Project Commitments

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11. Technical Materials

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

Preliminary Engineering Report

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Attachments

Planning Consistency

Project Plan Consistency Documentation_TIP

Project Plan Consistency Documentation_STIP

Adopted First Five Years SIS Page

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Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation_TIP

Project Plan Consistency Documentation_STIP

Adopted First Five Years SIS Page

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Phase	Fund Source	2019	2020	2021	2022	2023	Total
SR-9/I-95 @ SHERIDAN JOINT USE DEVELOPMENT - FM# 4085932 (TIP#)						*Non-SIS*	*RSP*
Type of Work: CORRIDOR/SUBAREA PLANNING					Lead Agency: FDOT		
Project Type: Imported					LRTP#: Pg. 5		
ROW	DIH	10,000	10,000	10,000	10,000	0	40,000
Total		10,000	10,000	10,000	10,000	0	40,000
<i>Prior Years Cost</i>		<i>467,945</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>507,945</i>
SR-9/I-95 @ SR-834 SAMPLE RD FROM SOUTH OF NB EXIT RAMP TO NB ENTRANCE - FM# 4369581 (TIP#)					Length: 3.378	*SIS*	
Type of Work: INTERCHANGE JUSTIFICA/MODIFICA					Lead Agency: MANAGED BY FDOT		
Project Type: Imported					LRTP#: Pg. 47		
INTERCHANGE MODIFICATION: REALIGN, WIDEN & RELOCATE GORE OF NB EXIT RAMP, COMBINE THE EB TO NB AND WB TO NB ENTRANCE RAMP INTO A PHYSICALLY SEPARATED ROADWAY. SEE SEG COMMENTS FOR MORE DESCRIPTION							
RRU	DSB2	20,000	570,000	0	0	0	590,000
ROW	DIH	74,160	0	0	0	0	74,160
ROW	DDR	1,024,556	241,673	0	0	0	1,266,229
CST	DSB2	0	0	17,419,099	0	0	17,419,099
CST	ACNP	0	0	1,801,930	0	0	1,801,930
Total		1,118,716	811,673	19,221,029	0	0	21,151,418
<i>Prior Years Cost</i>		<i>2,108,847</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>23,260,265</i>
SR-9/I-95 @ SR-842/BROWARD BOULEVARD - FM# 4355131 (TIP#)					Length: .946	*SIS*	
Type of Work: INTERCHANGE IMPROVEMENT					Lead Agency: MANAGED BY FDOT		
Project Type: Imported					LRTP#: Pg. 47		
ULTIMATE IMPROVEMENTS							
PE	DSB2	0	0	8,450,000	0	0	8,450,000
PE	ACNP	0	0	150,000	0	0	150,000
ENV	ACNP	0	0	20,000	50,000	0	70,000
ROW	BNIR	0	0	0	1,000,000	0	1,000,000
Total		0	0	8,620,000	1,050,000	0	9,670,000
<i>Prior Years Cost</i>		<i>3,097,711</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>135,791,263</i>
SR-9/I-95 AND SR-862/I-595 MITIGATION AT POND APPLE VIA PB - FM# 4093543 (TIP#)					Length: 1.647 MI	*SIS*	
Type of Work: ENVIRONMENTAL MITIGATION					Lead Agency: MANAGED BY FDOT		
Project Type: Imported					LRTP#: Pg. 47		
MNT	DDR	164,179	0	0	0	0	164,179
Total		164,179	0	0	0	0	164,179
<i>Prior Years Cost</i>		<i>1,967,161</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>2,131,340</i>

Effective Date: 07/01/2018 **Florida Department of Transportation** **Run: 10/18/2018**
16.48.48

Approved STIP
[View Approved STIP Phase Grouping](#)
[Crosswalk](#)
DISTRICT 4
Item Segment: 435513 1

Fund	<2018	2018	2019	2020	2021	>2021	All Years
HIGHWAYS							
Item Number: 435513 1	Project Description: SR-9/I-95 @ SR-842/BROWARD BOULEVARD						*SIS*
District: 04	County: BROWARD	Type of Work: INTERCHANGE - ADD LANES			Project Length: .946		
Extra Description: ULTIMATE INTERCHANGE IMPROVEMENTS							
P D & E / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	2,630,993	142,584	0	0	0	0	2,773,577
DIH -STATE IN-HOUSE PRODUCT SUPPORT	43,341	41,832	90	0	0	0	85,263
DS -STATE PRIMARY HIGHWAYS & PTO	118,824	80,796	0	0	0	0	199,620
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	150,000	0	150,000
DSB2 -EVERGLADES PKY/ALLIGATOR ALLEY	0	0	0	0	8,450,000	0	8,450,000
RIGHT OF WAY / MANAGED BY FDOT							
BNIR -INTRASTATE R/W & BRIDGE BONDS	0	0	0	0	0	1,000,000	1,000,000
RAILROAD & UTILITIES / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	11,000,000	11,000,000
STED -2012 SB1998-STRATEGIC ECON COR	0	0	0	0	0	5,250,000	5,250,000
CONSTRUCTION / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	61,335,404	61,335,404
STED -2012 SB1998-STRATEGIC ECON COR	0	0	0	0	0	45,438,148	45,438,148
ENVIRONMENTAL / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	20,000	50,000	70,000
DS -STATE PRIMARY HIGHWAYS & PTO	32,854	6,394	0	0	0	0	39,248
Item 435513 1 Totals:	2,826,012	271,606	90	0	8,620,000	124,073,552	135,791,260
Project Total:	2,826,012	271,606	90	0	8,620,000	124,073,552	135,791,260
District 04 Totals:	2,826,012	271,606	90	0	8,620,000	124,073,552	135,791,260
Grand Total	2,826,012	271,606	90	0	8,620,000	124,073,552	135,791,260



District 4 SIS Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2019	2020	2021	2022	2023	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4363081	Eastbound SR-84 to Southbound SR-93/I-75 On-ramp	Modify Interchange	\$278	\$5,690	\$0	\$0	\$0	\$0	\$5,968	\$0		●	●		●
4208093	I-595/SR-862/ P3 from E. of I-75 to W. of I-95	Managed Lanes	\$86,697	\$83,945	\$85,417	\$87,745	\$92,570	\$411,697	\$24,677	\$0		●			●
4327091	I-75/SR-93 East Side Ramp Improvements at Griffin Road	Modify Interchange	\$14,767	\$0	\$0	\$0	\$0	\$0	\$14,767	\$0		●			●
4093542	I-95/I-595 Express Lanes Direct Connect,I-95 Fr Stirling to Broward Bl	Modify Interchange	\$10,599	\$7,026	\$800	\$4,600	\$0	\$4,739	\$18,286	\$0			●	●	●
4397571	SR-84/ramp U9 from I-595 C-d Road Eb to I-595 Eb And SR-84 Eb	Modify Interchange	\$2,965	\$0	\$0	\$0	\$0	\$0	\$2,965	\$0		●			●
4111892	SR-862/I-595 E/w Central Broward Transit Analysis	Project Dev. & Env.	\$15	\$0	\$0	\$0	\$0	\$0	\$15	\$0	●				
4127331	SR-9/I-95 @ 10th Ave North In Lake Worth	Modify Interchange	\$1,020	\$0	\$2,650	\$5,406	\$890	\$6,907	\$3,058	\$0	●	●		●	
4369631	SR-9/I-95 @ 6th Avenue South	Modify Interchange	\$11	\$0	\$5,512	\$1,284	\$12,731	\$18,842	\$696	\$0	●	●	●	●	●
4397591	SR-9/I-95 @ Belvedere Rd Nb off-ramp	Modify Interchange	\$0	\$209	\$60	\$1,750	\$0	\$0	\$2,019	\$0		●	●		●
2319321	SR-9/I-95 @ Gateway Blvd. Interchange	Modify Interchange	\$152	\$10,081	\$971	\$40,462	\$0	\$49,286	\$2,381	\$0	●	●	●	●	●
4132571	SR-9/I-95 @ Hypoluxo Road	Modify Interchange	\$340	\$0	\$2,250	\$587	\$360	\$3,213	\$325	\$0	●	●	●	●	
4132581	SR-9/I-95 @ Lantana Road	Modify Interchange	\$1,018	\$0	\$2,030	\$7,493	\$360	\$8,644	\$2,257	\$0	●	●	●	●	
4353841	SR-9/I-95 @ Linton Boulevard Interchange	Modify Interchange	\$18,874	\$2,109	\$547	\$0	\$0	\$11,884	\$9,647	\$0		●	●	●	●
4358031	SR-9/I-95 @ Northlake Boulevard Interchange	Modify Interchange	\$94	\$9,851	\$8,641	\$31,891	\$0	\$50,385	\$91	\$0	●	●	●	●	●
4130482	SR-9/I-95 @ Oslo Road Interchange	Modify Interchange	\$5,621	\$5,757	\$0	\$0	\$200	\$404	\$11,174	\$0	●	●		●	●
4132601	SR-9/I-95 @ Palm Beach Lakes Blvd	Modify Interchange	\$0	\$0	\$0	\$0	\$1,366	\$1,366	\$0	\$0		●			
4132651	SR-9/I-95 @ Pga Boulevard/central Boulevard	Modify Interchange	\$9,042	\$315	\$0	\$0	\$250	\$9,219	\$388	\$0	●	●	●	●	●
4355161	SR-9/I-95 @ SR-80/southern Blvd. Interchg. Ultim. Imprvmt.	Modify Interchange	\$11	\$755	\$7,625	\$3,512	\$4,137	\$16,028	\$11	\$0	●	●	●	●	
4347221	SR-9/I-95 @ SR-806/atlantic Avenue Interchange	Modify Interchange	\$925	\$0	\$0	\$0	\$0	\$31	\$894	\$0		●		●	●
4124204	SR-9/I-95 @ SR-808/glades Road	Modify Interchange	\$33,707	\$1,036	\$0	\$0	\$0	\$28,901	\$5,843	\$0		●	●	●	●
4363031	SR-9/I-95 @ SR-824/pembroke Road	Add Turn Lane	\$2,553	\$0	\$0	\$0	\$0	\$300	\$2,252	\$0		●			●
4369581	SR-9/I-95 @ SR-834/sample Rd Fr S of Nb Exit Ramp to N of Nb Ent. Ramp	Modify Interchange	\$1,332	\$812	\$19,221	\$0	\$0	\$1,802	\$19,562	\$0		●		●	●
4355131	SR-9/I-95 @ SR-842/broward Boulevard	Modify Interchange	\$0	\$0	\$8,620	\$1,050	\$0	\$1,220	\$8,450	\$0		●	●	●	
4355141	SR-9/I-95 @ Sunrise Blvd. Interchange Improvement	Modify Interchange	\$34	\$11,510	\$0	\$0	\$0	\$2,118	\$9,425	\$0	●	●	●		●
4369621	SR-9/I-95 @copans Rd Fr S of Nb Exit Ramp to N of Sb to Wb Exit Ramp	Modify Interchange	\$948	\$20,466	\$0	\$0	\$0	\$3,236	\$18,178	\$0		●	●		●
4391711	SR-9/I-95 at Davie Boulevard	Modify Interchange	\$0	\$0	\$0	\$0	\$330	\$330	\$0	\$0	●				
4391721	SR-9/I-95 at Oakland Park Boulevard	Modify Interchange	\$0	\$0	\$0	\$0	\$330	\$330	\$0	\$0	●				
4353371	SR-9/I-95 at St Lucie West Blvd	Modify Interchange	\$46	\$0	\$50	\$13,891	\$0	\$0	\$10,886	\$3,100			●		●
4331088	SR-9/I-95 Fr Miami-dade/broward County Line to Palm Beach County Line	Preliminary Engineering	\$2,815	\$3,000	\$1,500	\$0	\$0	\$6,253	\$1,062	\$0		●			●
4331091	SR-9/I-95 from Broward/palm Beach County Line to Linton Blvd.	Managed Lanes	\$503	\$0	\$0	\$0	\$0	\$500	\$3	\$0		●			
4331096	SR-9/I-95 from Broward/palm Beach County Line to North of Linton Blvd.	Preliminary Engineering	\$1,820	\$1,000	\$1,000	\$0	\$0	\$3,500	\$320	\$0		●			●
4259281	SR-9/I-95 from Miami-dade/broward Cl to SR-842/broward Blvd	Project Dev. & Env.	\$0	\$0	\$0	\$2,030	\$0	\$0	\$2,030	\$0	●				
4365191	SR-9/I-95 from S of 45th Street to N of 45th St	Modify Interchange	\$16	\$0	\$6,000	\$2,488	\$0	\$8,388	\$116	\$0	●	●	●	●	
4358081	SR-9/I-95 from S. of SR-870/commercial Blvd. to N. of Cypress Creek Rd	Project Dev. & Env.	\$10,547	\$0	\$0	\$0	\$0	\$0	\$10,547	\$0	●	●			
4369031	SR-9/I-95 from S. of SR-858/hallandale Bch Blvd to N. of Hollywood Blvd	Project Dev. & Env.	\$0	\$8,100	\$0	\$0	\$0	\$0	\$8,100	\$0		●			
4331095	SR-9/I-95 from South of Glades Rd. to South of Linton Blvd.	Add 2 Special Use Lanes	\$107,123	\$792	\$3,000	\$200	\$2,000	\$0	\$113,115	\$0	●	●	●	●	●
4369641	SR-9/I-95 from South of Sw 10th Street to North of Hillsboro Blvd.	Modify Interchange	\$29,111	\$0	\$0	\$2,750	\$0	\$26,393	\$5,468	\$0	●	●	●	●	

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
 PE - Preliminary Engineering;
 ENV - Environmental Mitigation;

ROW - Right-of-Way;
 CON - Construction & Support (may Include Grants);

TOTAL LOCAL FUNDS include all funds that start with LF fund code;



District 4 SIS Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2019	2020	2021	2022	2023	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4369642	SR-9/I-95 from South of Sw 10th Street to North of Hillsboro Blvd.	Modify Interchange	\$0	\$0	\$0	\$3,000	\$390,408	\$193,408	\$100,000	\$100,000					●
4372791	SR-9/I-95 from South of Woolbright Road to North of Woolbright Road	Modify Interchange	\$1,033	\$0	\$1,120	\$19,698	\$5,310	\$26,128	\$1,033	\$0	●	●		●	●
4391701	SR-9/I-95 from South of Sheridan Street to North of Griffin Road	Modify Interchange	\$0	\$0	\$0	\$500	\$2,500	\$3,000	\$0	\$0	●				
4397541	SR-9/I-95 Northbound And Southbound off-ramps at Midway Rd.	Modify Interchange	\$0	\$260	\$30	\$1,130	\$0	\$0	\$1,420	\$0		●	●		●
4397611	SR-9/I-95 Northbound And Southbound off-ramps at Gatlin Blvd.	Modify Interchange	\$1	\$0	\$40	\$3,221	\$0	\$0	\$3,263	\$0		●	●		●
4417231	SR-9/I-95 Northbound off-ramp to Eastbound I-595	Add 2 to Build 6 Lanes	\$289	\$0	\$0	\$1,431	\$0	\$0	\$1,719	\$0		●			●
4215483	SR-93/I-75 from N of Griffin Rd. to N of Sw 14th/Indian Trace	Managed Lanes	\$0	\$0	\$431	\$0	\$5,691	\$3,528	\$2,594	\$0		●			●
4151521	SR-93/I-75 Interchnge @SR-820 Pines Blvd F N of Miramar Pkwy T N of Pin	Modify Interchange	\$5,550	\$0	\$0	\$0	\$0	\$0	\$5,550	\$0		●			
4215481	SR-93/I-75 Intrchnge @ Royal Palm Blvd Fr Griffin Rd to N of Sw 14 St	Modify Interchange	\$42	\$11,898	\$0	\$0	\$0	\$0	\$0	\$11,940		●	●		●
ANNUAL TOTALS			\$349,899	\$184,612	\$157,515	\$236,119	\$519,433	\$901,980	\$430,555	\$115,040					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
 PE - Preliminary Engineering;
 ENV - Environmental Mitigation;

ROW - Right-of-Way;
 CON - Construction & Support (may Include Grants);

TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 4

First Five Years

Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2018/2019 through FY 2022/2023
(as of July 1, 2018)

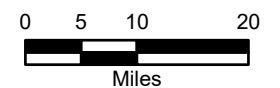
LEGEND

Project Phase

- █ Project Development & Environment
- █ Environmental Mitigation
- █ Preliminary Engineering
- █ Right-Of-Way
- █ Construction

NOTES

- Projects color coded by highest project phase.
- Some projects may overlap on map.
- Project costs are subject to change.



HIGHWAY

