

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TECHNICAL REPORT COVERSHEET

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ENVIRONMENTAL
MANAGEMENT
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Draft Sociocultural Effects Evaluation Report

Florida Department of Transportation

District Four

SR 9/I-95

Limits of Project: FROM SOUTH OF SR 870/COMMERCIAL BOULEVARD TO NORTH OF CYPRESS
CREEK ROAD

Broward County, Florida

Financial Management Number: 435808-1-22-02

ETDM Number: 14222

July 31, 2018

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.

Executive Summary

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment Study (PD&E) for improvements to SR 9/I-95 from south of SR 870/Commercial Boulevard to north of Cypress Creek Road in Broward County, Florida (Mile Post 14.5 to 17.0).

The primary objective of this project is to increase capacity and improve traffic operations on I-95 and the Cypress Creek Road/I-95 and Commercial Boulevard (SR 870)/I-95 interchanges. The purpose of these improvements is also intended to improve safety within the vicinity, including access to I-95 and the arterial intersections. The improvements proposed as part of this project will complement the I-95 Express Lanes improvements.

The Sociocultural Effects (SCE) Evaluation Report focuses on social and economic issues, land use, mobility, aesthetics and the possible relocation of residents and businesses. This SCE report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4 (dated June 14, 2017). The SCE evaluation is the process of determining and evaluating the effects a transportation action may have on a community and the quality of life of its citizens. It is the policy of the FDOT to work proactively with communities in implementing the principles, concepts and philosophy of Sociocultural Effects Evaluation throughout the transportation project development process.

This project is expected to enhance mobility between communities and improve access to major transportation facilities, businesses, and regional destinations of the area. There are no major social issues associated with the project. A Conceptual Stage Relocation Plan has been prepared by the FDOT Right of Way Office due to potential impacts to businesses as a result of this project.

The project supports the land use vision depicted through the Broward County Comprehensive Development Plan, including the multimodal, mixed-use area surrounding the Uptown Urban Village project. Potential relocations of three (3) businesses are proposed. No adverse social impacts are anticipated as a result of the proposed project.

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1 Introduction

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment (PD&E) Study for improvements to the Commercial Boulevard and Cypress Creek Road interchanges and along I-95 from South of Commercial Boulevard to north of Cypress Creek Road (Mile Posts 14.5 to 17.0), a distance of approximately two and a half miles in Broward County, Florida.

The purpose of this report is to present the findings of the Sociocultural Effects (SCE) Evaluation for the proposed improvements. This SCE Report was prepared in accordance with the FDOT PD&E Manual, Part 2, Chapter 4 (Sociocultural Effects Evaluation, June 14, 2017) and the FDOT SCE Handbook (dated November 2005).

The SCE Evaluation is the process of determining and evaluating the effects a transportation action may have on a community and the quality of life of the citizens. SCE Evaluation is a proactive process that ensures that community values and concerns receive adequate attention during transportation development. The evaluation process is an integral part of project planning and development. The process focuses on a transportation projects' potential effects on social, economic, land use, mobility, aesthetic, and relocation issues. The SCE Evaluation process involves affected communities and residents, as well as transportation planners and decision makers, to evaluate the potential effects of a transportation action on a community and provides that human values and concerns receive due attention.

It is the policy of FDOT to work proactively with communities in implementing the principles, concepts and philosophy of Community Impact Assessment and SCE Evaluation throughout the transportation project development process. The collection and analysis of sociocultural data allows the FDOT to fully understand the segments of the public that may be impacted by this project. Public participation was sought and encouraged throughout the study without regard to race, color, national origin, age, sex, religion, disability, or family.

1.2 Project Background

I-95 is one of the most important surface transportation facilities along the east coast of Florida. As part of the state's Strategic Intermodal System (SIS), it is a critical asset for moving people and goods within the 12 coastal counties, including Miami-Dade, Broward, and Palm Beach Counties.

FDOT is conducting a comprehensive systematic analysis of the I-95 interchanges in Broward and Palm Beach Counties for the first time since the initial construction of the interstate in the 1970s. Per the I-95 Interchange Master Plan, FDOT has developed preliminary design concepts to address traffic spillback onto I-95, improve traffic operations at the interchanges, reduce congestion which has reached unacceptable levels during peak hours, and to enhance overall safety at each interchange, including those at Cypress Creek Road and Commercial Boulevard. These preliminary design concepts were developed in separate Interchange Concept Development Reports (ICDR) for each interchange completed in February 2016 (Commercial Boulevard) and June 2015 (Cypress Creek Road).

The intent of the I-95 PD&E Study from south of Commercial Boulevard to north of Cypress Creek Road is to study in further detail the preliminary design concepts from the I-95 Interchange Master Plan ICDRs in addition to other alternatives. This PD&E Study will also include a No-Action

alternative which assumes no proposed improvement and serves as a baseline for comparison against other alternatives.

1.3 Project Description

This project is proposing improvements to the Commercial Boulevard and Cypress Creek Road interchanges and along I-95 from south of Commercial Boulevard to north of Cypress Creek Road, a distance of approximately two and a half miles in Broward County, Florida. A project location map is depicted in **Figure 1-1**.

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 one of the two major expressways, Florida's Turnpike being the other, that connect the major employment centers and residential areas within the South Florida tri-county area. I-95 is part of the state's SIS and the National Highway System (NHS). In addition, I-95 is designated as an evacuation route along the east coast of Florida.

I-95, within the project limits, currently has six general purpose lanes (three in each direction) and two High Occupancy Vehicle (HOV) lanes (one in each direction). This segment of I-95 is functionally classified as a Divided Urban Principal Arterial Interstate and has a posted speed limit of 65 miles per hour. The access management classification for this corridor is Class 1.2, Freeway in an existing urbanized area with limited access. There are two full interchanges within the project limits located at Commercial Boulevard and Cypress Creek Road, as well as entry ramps from N. Andrews Avenue and from Cypress Creek Park and Ride Lot to I-95 southbound.

The proposed improvements will be compatible with the proposed I-95 Express Lanes Phase 3 Project, 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. Phase 3A, which extends from Broward Boulevard to south of SW 10 Street and includes the limits of the proposed interchange improvements, began construction in early 2016.

1.4 Purpose and Need

The primary need for this project is to increase capacity and improve traffic operations on I-95 and at the Cypress Creek Road/I-95 and Commercial Boulevard (SR 870)/I-95 interchanges. The project is also intended to improve safety within the vicinity, including access to I-95 and the arterial intersections. Secondary considerations for the purpose and need of this project include system linkage, modal interrelationships, transportation demand, social demands and economic development, and evacuation.

I-95 within the project limits currently operates at Level of Service (LOS) F. Additionally, Commercial Boulevard operates at LOS E east of I-95 and LOS F west of I-95, while Cypress Creek Road operates at LOS E on both sides of I-95. Without improvements, the driving conditions will continue to deteriorate well below acceptable LOS standards. The I-95 Express Phase 3 improvements will help maintain or slightly improve the I-95 corridor LOS by adding one travel lane in each direction in the form of an Express Lane. The improvements proposed as part of this project will complement the I-95 Express Lanes improvements.

The existing Cypress Creek Park and Ride southbound on-ramp and Commercial Boulevard southbound on-ramp provide less than 500 feet of weave distance before the acceleration lane drops and merges with the general-purpose traffic. This forces commuters to merge with the general-purpose traffic while accelerating which is an unsafe maneuver.

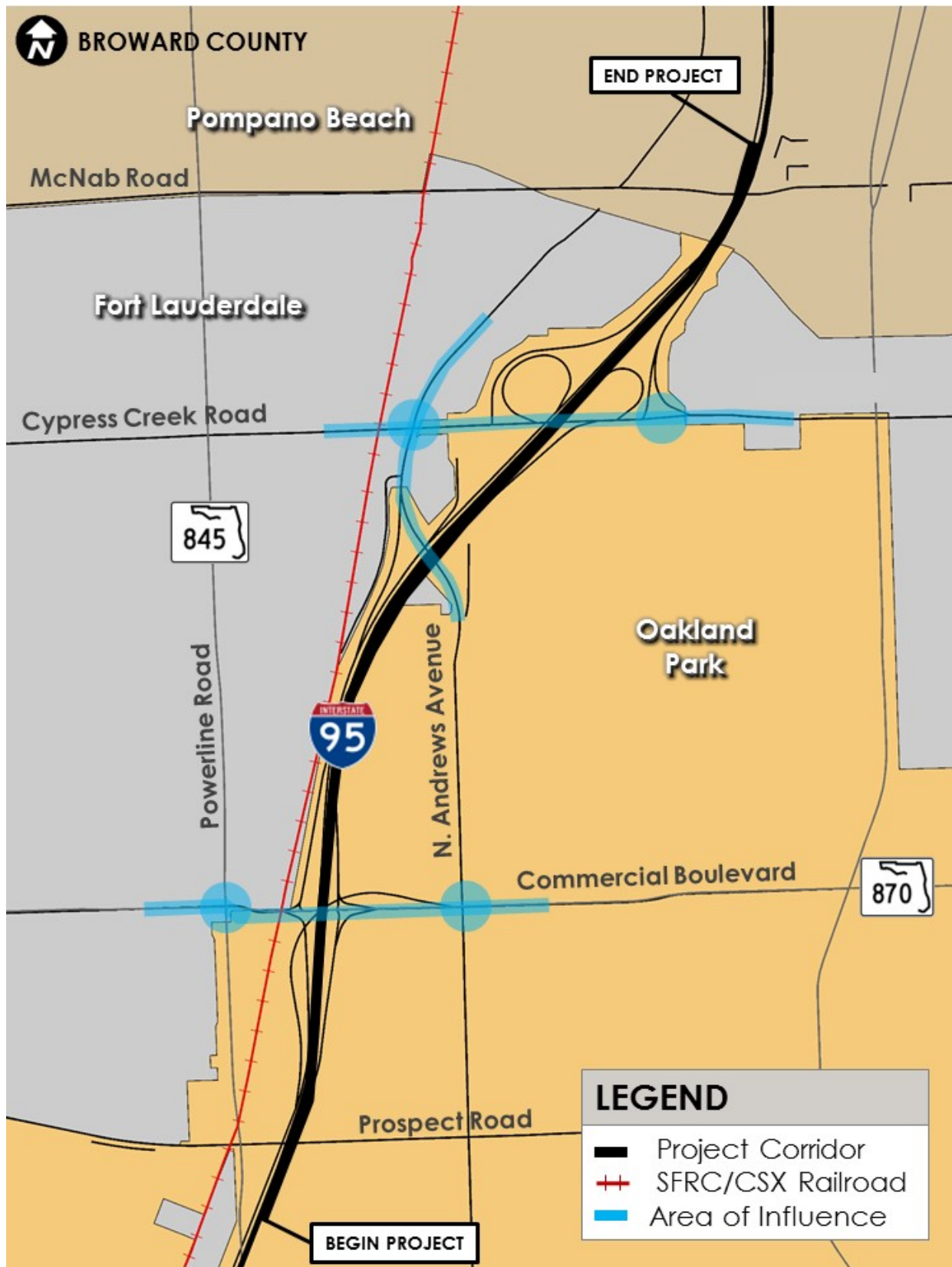


Figure 1-1 Project Location Map

The proposed modifications will improve the safety of the project corridor. The buses travelling onto I-95 from the Cypress Creek Park and Ride will be provided greater distance prior to merging with I-95 southbound traffic. Additionally, the existing substandard vertical clearance of the North Andrews Avenue bridge over I-95 will be resolved with the bridge replacement.

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, Commercial Boulevard, and Cypress Creek Road serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and by Broward County. Commercial Boulevard and Cypress Creek Road move traffic from the east 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).

The Cypress Creek Road Interchange Project is included in the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) for Fiscal Years (FY) 2016-2020, the FDOT Work Program FY 2017- 2021, the FDOT State TIP FY 2016-2020, and the FDOT SIS Five Year Plan FY 2016-2020 for PD&E Phase in FY 2016.

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.

1.5 Proposed Improvements

A recommended alternative was selected following the June 29, 2017 Alternative Public Workshop based on results from the alternative analysis process, public, local and state officials input, and coordination with FDOT. Alternative 1A-6 was selected as the recommended Build Alternative. This alternative meets the purpose and need of the project. The proposed improvements under this alternative achieve the objectives of the department to improve traffic operations and enhance overall safety within the project study area while minimizing cost and environmental and socio-economic impacts. A full description of all build alternatives evaluated is included in the Preliminary Engineering Report prepared for this project.

The following are the proposed improvements associated with Alternative 1A-6:

I-95 Mainline Improvements

- Maintain the proposed I-95 Express Lanes Phase 3 project improvements, 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.
- Provide a Collector-Distributor (CD) road system to carry a large volume of the Cypress Creek Road traffic desiring to go southbound onto I-95. The CD road system starts at the Cypress Creek Park & Ride on-ramp and merges with the existing I-95 southbound on-ramp from North Andrews Avenue. The CD road system continues southbound over Commercial Boulevard and merges with the I-95 mainline just north of Powerline Road.
- Reconstruct the North Andrews Bridge over the I-95 mainline.

Commercial Boulevard Interchange Improvements

I-95 Northbound Off-Ramp:

- Provide two additional eastbound right turn lanes to have a triple right turn movement to Commercial Boulevard east.

I-95 Southbound Off-Ramp:

- Provide one additional westbound right turn lane to have a dual right turn movement to Commercial Boulevard west.

Commercial Boulevard and Powerline Road Intersection:

- Provide one additional Powerline Road southbound left turn lane by removing one of the three thru lanes to have a triple left turn movement to Commercial Boulevard east.
- Provide one additional Commercial Boulevard westbound thru lane by removing one of the two westbound to southbound left turn lanes to have four thru westbound lanes.
- Provide one additional Commercial Boulevard eastbound thru lane east of Powerline Road.

Commercial Boulevard and N. Andrews Avenue Intersection:

- Provide one additional North Andrews Avenue southbound left turn lane to have dual left turn lanes to Commercial Boulevard east.
- Provide one additional Commercial Boulevard eastbound thru lane to have four eastbound thru lanes.
- Reduce existing westbound through lanes from three to two lanes.
- Provide a one lane bridge across North Andrews Avenue to accommodate Commercial Boulevard westbound traffic to the existing I-95 westbound to southbound flyover on-ramp. The proposed one lane bridge merges with the existing I-95 westbound to southbound at-grade ramp which accommodates the North Andrews Avenue southbound and northbound traffic heading to southbound I-95. This reconfigured I-95 westbound to southbound flyover on-ramp will have two lanes at the entrance and will drop to one lane after the third span of the flyover bridge. The first three spans of the flyover bridge will be reconstructed.
- Convert existing two-lane frontage road located at the northeast quadrant of the intersection to a one lane frontage road in the westbound direction. The west end of the proposed one lane frontage road turns northward before approaching North Andrews Avenue and terminates at the intersection of NE 1 Avenue and NE 51 Street.

Cypress Creek Road Interchange Improvements

I-95 Northbound Off-Ramps:

- Replace the existing I-95 northbound to westbound off-ramp loop at the northwest quadrant of the interchange with a bridge parallel to the existing I-95 mainline northbound bridge over Cypress Creek Road. The bridge accommodates the I-95 northbound to Cypress Creek westbound traffic to a stop condition at Cypress Creek Road. This movement will require signalization.
- Widen the northbound to eastbound off-ramp with an additional eastbound right turn lane to have a dual right turn movement to Cypress Creek Road eastbound. This movement will require signalization.

I-95 Northbound On-Ramp:

- Remove the Cypress Creek Road westbound free flow right on-ramp onto I-95 northbound. Provide one additional Cypress Creek Road westbound right turn lane to have a dual right turn lane I-95 on-ramp which will drop to one lane before merging with the I-95 mainline.

I-95 Southbound On-Ramp from N. Andrews Avenue:

- Reconstruct and widen to provide an additional lane; tie in to the proposed CD road system which starts from the Cypress Creek Park and Ride.

Cypress Creek Road and N. Andrews Avenue Intersection:

- Maintain existing number of lanes at the north and south legs of the intersection.
- Remove one Cypress Creek Road eastbound thru lane between NW 6 Way and North Andrews Avenue and provide one additional right turn lane to have dual right turn lanes from Cypress Creek Road eastbound to North Andrews Avenue southbound.

N. Andrews Avenue and N. Andrews Way Intersection:

- Maintain existing number of lanes at all legs of the intersection.

Cypress Creek Road and NE 7 Avenue Intersection:

- Provide one additional left turn lane to have dual left turn lanes from Cypress Creek Road eastbound to NE 7 Avenue northbound.

2 Community Characteristics Inventory and Impact Analysis

The Sociocultural Effects Evaluation (SCE) process is supported by the development of a Community Characteristics Inventory (CCI) and Impact Analysis for each defined community within the study area. The CCI is a comprehensive summary of the quantitative and qualitative data used to support the decisions made during the SCE Evaluation process. The CCI is used to acquire a better understanding of the affected community and potential issues considered in an effort to evaluate the effect of a transportation action of the community. A CCI is valuable to the identification and later resolution of issues.

2.1 Study Area

The study area is defined as the geographic areas that include all communities with the potential to be affected by a transportation action. The study area typically includes communities immediately surrounding the project but may also extend beyond the typical project corridor.

The locations of sociocultural resources within 1,320-ft from the I-95 centerline, from south of SR 870/Commercial Boulevard at the southern limit, to north of Cypress Creek Road at the northern limit are shown in **Figure 2-1**. A 1,320-ft buffer is used as it is the largest recommended buffer width from the Environmental Screening Tool (EST). Final impacts to residents and businesses were considered in the Conceptual Stage Relocation Plan (CSRP). Potential adverse sociocultural effects are not likely to occur.

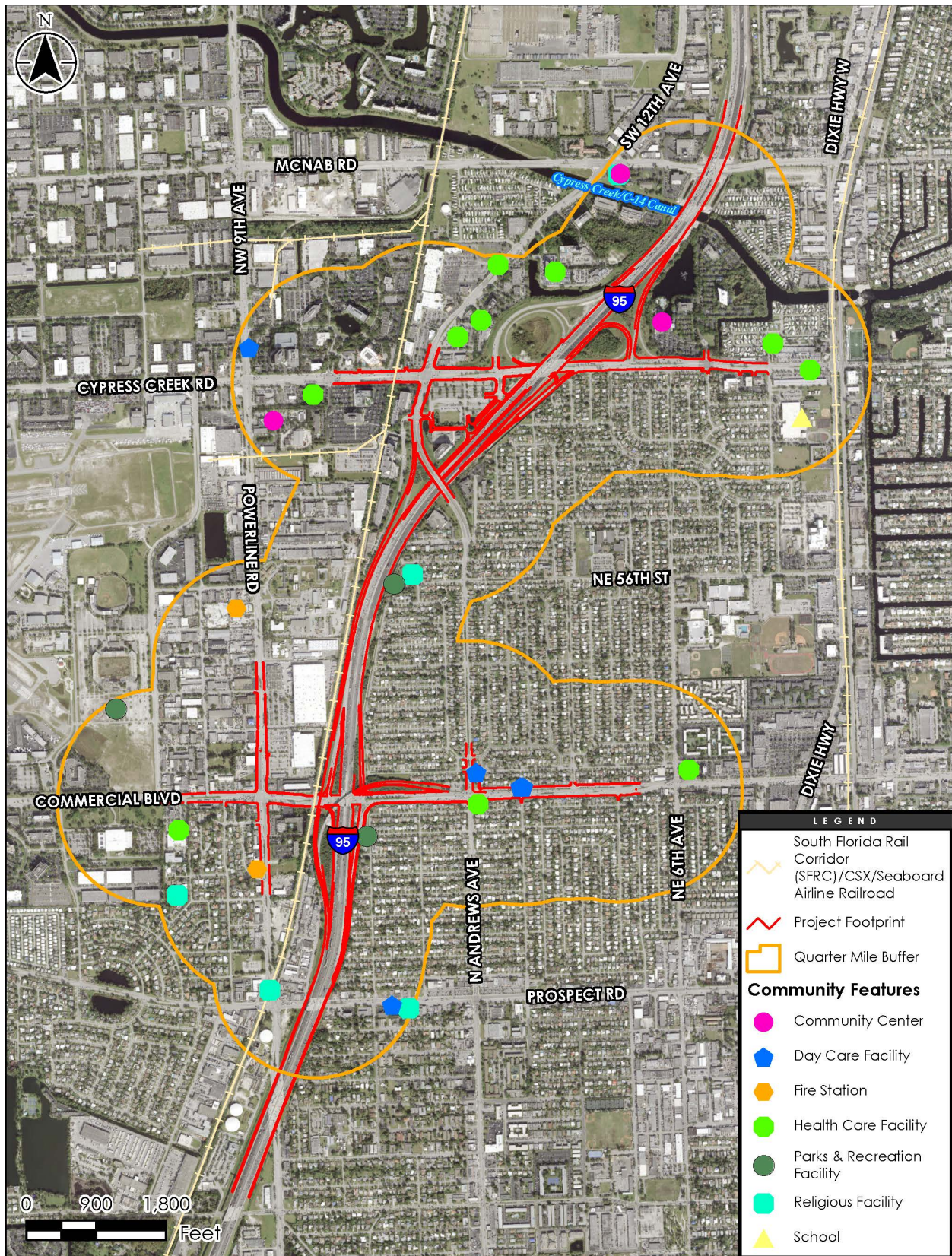


Figure 2-1 Sociocultural Effects Study Area

2.1.1 Social issues

How a transportation project impacts social issues is a function of the existing communities in the project study area. These potential social issues may impact community cohesion, demographics, safety and emergency response times, compatibility with community goals and quality of life. This project was reviewed by the Environmental Technical Advisory Team (ETAT) through the Efficient Transportation Decision Making (ETDM) Screening Tool, and the Federal Highway Administration (FHWA) and FDOT District Four assigned a Summary Degree of Effect (DOE) of Minimal for Social impacts, as access to residences and businesses may be temporarily affected during construction, and some right of way acquisition is required for interchange improvements. The U.S. Environmental Protection Agency (USEPA) assigned a Degree of Effect of None.

There are no major impacts to social resources associated with the proposed project. Through the Public Involvement Plan, the study team reached out to the communities located along the project corridor. This project is expected to have a positive effect on the area by improving traffic operations and enhance connectivity and accessibility to major arterials.

Communities

A community is defined by geographic, man-made or natural, boundaries with respect to both people and places. The people who comprise a community may share similar social, cultural, ethnic, economic, political, or religious characteristics, as well as common histories. They may attend the same schools, churches, or social clubs. These people may intersect in social settings and share similar values. The project corridor is located within the Cities of Fort Lauderdale, Oakland Park, and Pompano Beach in Broward County, as illustrated in **Figure 1-1**.

The following tables identify the community facilities that are located within the SCE study area.

Schools

Table 2-1 Schools	
Name	Address
Pride and Joy Learning Center	400 West Prospect Road, Suite 2-6
DeVry University and Keller Graduate School of Management	600 Corporate Drive
James S. Rickards Middle School	6000 NE 9 Avenue

Emergency and Medical Facilities

Healthcare facilities, nursing homes, law enforcement, and fire departments.

Table 2-2 Healthcare Facilities	
Name	Address
Lifestyle Lift	6600 N. Andrews Avenue, Suite 555
Armor Correctional Health Services, Inc. (Main Jail, serves Broward Sheriff's Correction Center on Powerline Road)	555 SE 1 Avenue

Table 2-2
Healthcare Facilities

Name	Address
MD Now Medical Centers, Inc.	6300 N. Andrews Avenue
Cypress Creek Medical Center	912 NE 62 Street
Concentra Medical Center	6521 N. Andrews Avenue
Total Pediatric Care	100 E. Commercial Blvd
US Healthworks Medical Group of Florida, Inc.	1100 W. Commercial Blvd
Take Care Health Systems	601 E. Commercial Blvd
Paul H. Gilwit, MD	800 W. Cypress Creek Road
East Cypress Women's Center, Inc.	962 E. Cypress Creek Road

Table 2-3
Nursing Homes

Name	Address
Laguna Pointe (Assisted Housing)	905 SW 15 Street
Rene and Eva Sanchez (Group Care Facility owner / operator)	619 NW 45 Street
Michael Gagne (Group Care Facility owner / operator)	100 NW 54 Street
Robert and Toni McElveen (Group Care Facility owner / operator)	5730 N. Andrews Avenue
Paradise Manor (Group Care Facility)	365 NW 43 Court
Joanne Kretzschmar (Group Care Facility owner / operator)	6000 NE 5 Avenue
John and Kristine Canada (Group Care Facility owner / operator)	4731 NW 3 Avenue
Robert and Sandra Helland (Group Care Facility owner / operator)	416 NW 45 Court

Table 2-4
Fire Departments

Name	Address
Oakland Park Fire Department and Rescue Station 20	4721 NW 9 Avenue

Other Community Facilities:

Community Centers, Religious Facilities, Other Social Services, and Government Buildings

Table 2-5
Community Centers

Name	Address
Knights of Columbus 14698 – Saint Henry	1500 S. Andrews Avenue
Rotary Club – Fort Lauderdale Cypress Creek	400 Corporate Drive
Boys and Girls Club	877 NW 61 Street

Table 2-6
Religious Facilities

Name	Address
Pentecostal Ministries Upon a Solid Foundation	4445 Powerline Road
Assembly of Christian Churches	301 NW 56 Street
Community of Christ	330 W. Prospect Road
Saint Henry Catholic Church	1500 S. Andrews Avenue
Twin Lakes Baptist Church	4701 NW 11 Avenue

Cultural Resources

Cultural resources or “historic properties,” as defined by the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-655, as amended), are any “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP).” The term “historic structures” includes bridges, houses, buildings, and constructed features which, with few exceptions, are at least fifty years old. Historic districts consist of historic buildings and other elements which retain identity and integrity as a whole. Cemeteries and burial places are also considered cultural resources. Archaeological sites, also referred to as “archaeological resources,” represent the locations of prehistoric or historic activities. Cultural resources serve as tangible expressions of shared community values and help define the character of a community or neighborhood.

Potential involvement with cultural resources was studied separately in the Cultural Resource Assessment Survey (CRAS) prepared for this project. The purpose of the CRAS was to locate and identify any archaeological sites and historic resources within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the NRHP.

The CRAS was conducted in compliance with Section 106 of the NHPA of 1966 by 36 CFR 800-*Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the *National Environmental Policy Act (NEPA)* of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR’s *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the *FDOT Project Development and Environment Manual* (effective June 14, 2017). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

No newly or previously recorded archaeological sites were identified within the archaeological APE. Subsurface testing was not feasible within the archaeological APE due to the presence of existing pavement, sidewalks, berms, landscaping, and buried utilities. The pedestrian survey of the archaeological APE confirmed the developed nature of the project corridor and the low potential for finding intact archaeological sites.

The CRAS identified a total of 173 historic resources within the historic APE. The identified historic resources include one historic railroad (Seaboard Air Line (CSX) Railroad – 88D4649) and 172 historic buildings.

The Seaboard Air Line (CSX) Railroad (88D4649) was previously recorded in several locations throughout Broward County during previous surveys, but it was not documented within the current project APE at its intersection within Cypress Creek Road, Commercial Boulevard and Powerline Road (see **Figure 2-1**). The Seaboard Air Line (CSX) Railroad (88D4649) is considered eligible for inclusion in the National Register. All other historic resources located within the current APE are considered individually ineligible for inclusion in the National Register. One potential historic linear resource, the Cypress Creek (C-14) Canal, was identified on historic aerial photographs. For additional information on historic and archaeological resources within the study area, please refer to the CRAS, which is on file at District Four.

Public Parks and Recreational Areas

Section 4(f) of the U.S. Department of Transportation Act of 1966 protects public parks, recreation areas, wildlife and waterfowl refuges, and historic sites. There are three publicly owned parks and recreational areas within the SCE study area that are potentially subject to Section 4(f) protection. **Table 2-7** identifies the parks and recreational areas located within the SCE study area. A Determination of Applicability (DOA) and No-Use Determination was prepared for this project in January and February 2018, respectively, for North Andrews Gardens Volunteer Park and North Andrews Gardens Neighborhood Park as these resources are adjacent to the project corridor. It was determined that the project will not effect either park property. Lockhart Stadium is located with the SCE study area; however, it is not located within or adjacent to the project.

Table 2-7
Parks and Recreational Areas

Name	Address
North Andrews Gardens Volunteer Park	518 NW 48 Court
North Andrews Gardens Neighborhood Park	300 NW 56 Street
Lockhart Stadium	5301 NW 12 Avenue

Physical Barriers

Physical barriers are natural or man-made obstructions to the interconnectivity between or within communities. I-95, SR 870/Commercial Boulevard and Cypress Creek Road function as man-made obstructions to the interconnectivity between communities on either side of the roadways. No natural obstructions to the interconnectivity between or within communities occur within the SCE study area.

2.1.1.1 Demographics

Demographic data describes the community's population. It is primarily collected by local, state or federal agencies such as the Census Bureau and other local government departments. The data includes a range of topics about people in communities, such as population size, gender, age composition, ethnic backgrounds, household characteristics, and geographic distribution. Such data assists in the design of public participation, outreach, and education strategies that reflect the various ages, educational and economic backgrounds present in the community.

Increases and decreases in population are not expected as result of this project. The population is expected to increase or decrease in response to regional factors unrelated to the project and it is anticipated that any future growth in the study area will be in accordance with the Broward County Comprehensive Plan. The project will not change or alter the demographic mix of the population along the corridor.

The U.S. Census Bureau provides census data in the following geographic units:

- **States and Equivalent Areas:** States and Equivalent Entities are the primary governmental divisions of the United States. In addition to the 50 states, the Census Bureau treats the District of Columbia, Puerto Rico, American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the U.S. Virgin Islands as the statistical equivalents of states for the purpose of data presentation. This dataset for the SCE study area includes the entire state of Florida.
- **Metropolitan Areas (MAs):** A MA consists of a large population nucleus of 50,000 population or greater, together with adjacent communities having a high degree of social and economic integration with that core. MAs typically comprise at least one county. This dataset for the SCE study area includes Broward County and Palm Beach County.
- **Urban Areas (UAs):** An urbanized area consists of densely developed territory that contains 50,000 or more people. The Census Bureau delineates UAs to provide a better separation of urban and rural territory, population, and housing in the vicinity of large places. The Fort Lauderdale-Hollywood-Pompano Beach UA includes the SCE study area, as well as a large area outside of the SCE study area.
- **Places:** Incorporated places are concentrations of population such as cities that have legally prescribed boundaries, powers, and functions. Other population centers without legally defined corporate limits or corporate powers are defined by the Census Bureau in cooperation with state officials and local data users. These are called Census-Designated Places (CDPs) and are identified in data tables by the acronym CDP following the place name. The project corridor passes through or is immediately adjacent to portions of the municipalities of Oakland Park, Fort Lauderdale, and Pompano Beach. Although these datasets cover relatively large geographical areas, they provide significant information that can be used to and for the desired demographic analysis since they contain large areas outside the SCE study area. However, it is important to note that the I-95 Highway is a major thoroughfare and draws users from both inside and outside the ¼ mile SCE study area.
- **Voting Districts:** Voting Districts (VTDs) refer to the generic name for geographic entities, such as precincts, wards, and election districts, established by state governments for the purpose of conducting elections.

- **ZIP Code Tabulation Area (ZCTA™):** ZCTAs are approximate representations of five- or three-digit U.S. Postal Service ZIP Code service areas. ZCTAs are composed of census blocks and represent the majority ZIP Code for addresses within a census block.
- **Census Tracts:** Census tracts are small statistical subdivisions of counties which generally have stable boundaries and an average population between 1,200 and 8,000 persons. Census tract boundaries are delineated with the intention of being maintained over a long time so that statistical comparisons can be made from census to census. Census tracts occasionally are split due to population growth or merged as a result of substantial population decline.
- **Block Groups:** Block groups are statistical divisions of census tracts and are generally defined to contain between 600 and 3,000 people. Block groups are used to present data and control block numbering. The SCE study area intersects 18 block groups, covering approximately 5,779 acres. The geographic boundaries of the block groups are also too small to define useful community boundaries.
- **Blocks:** Blocks are the smallest geographical unit for which the Census Bureau collects data. Census blocks are bounded by visible features, such as streets, roads, streams, and railroad tracks, and by nonvisible boundaries, such as selected property lines and city, township, school district, and county limits and short line-of-sight extensions of streets and roads. Generally, census blocks are small in area; for example, a block in a city bounded on all sides by streets. Census blocks in suburban and rural areas may be large, irregular, and bounded by a variety of features, such as roads, streams, and transmission lines. In remote areas, census blocks may encompass hundreds of square miles. Census blocks cover the entire territory of the United States, Puerto Rico, and the Island Areas. Census blocks nest within all other tabulated census geographic entities and are the basis for all tabulated data. Although the blocks in the SCE area are too small to define useful community boundaries, they provide significant information regarding those communities located closest to the project corridor and which are most likely to be affected by the proposed improvements. The Census Blocks associated with the project are shown in **Figure 2-2** through **Figure 2-4**.

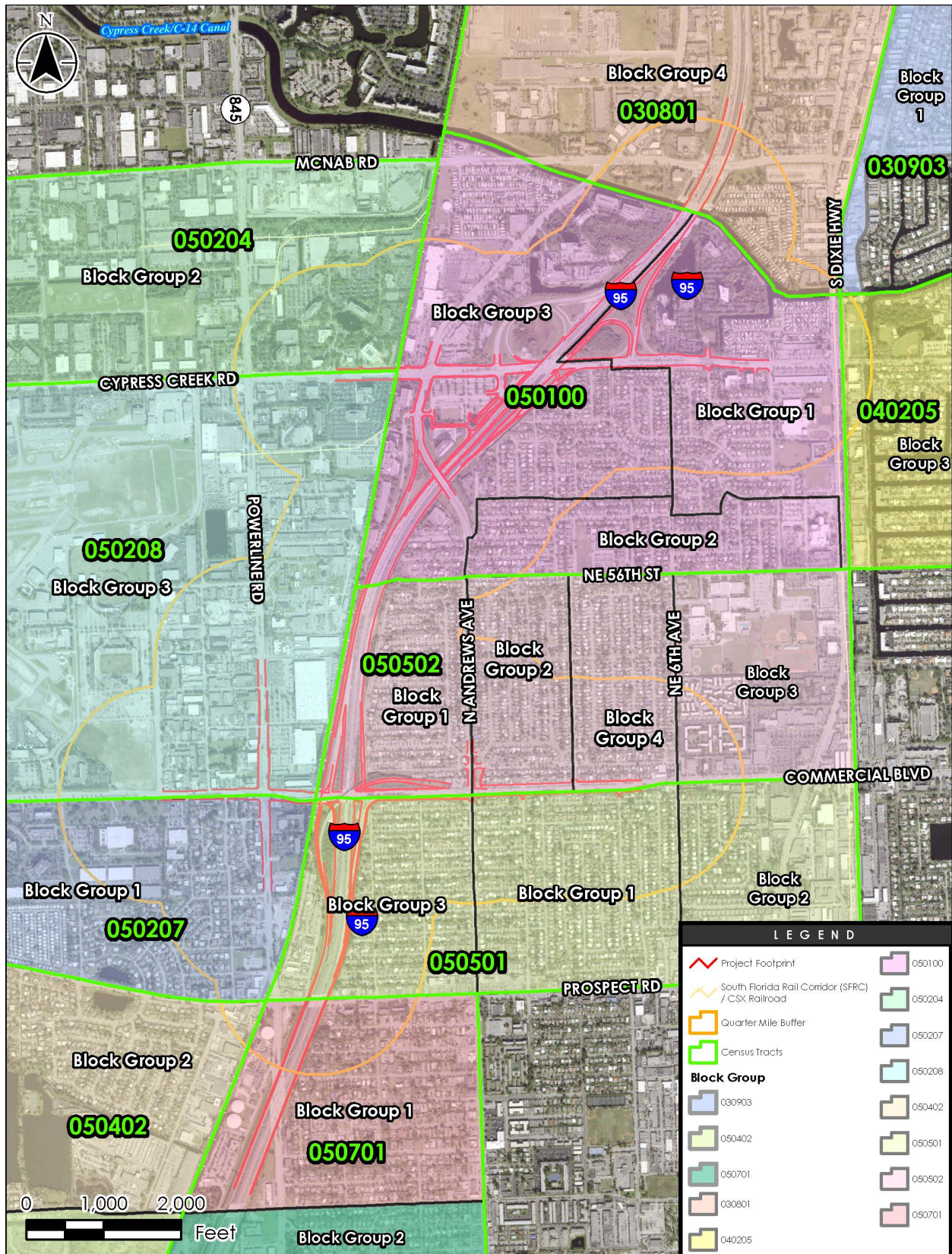


Figure 2-2 Census Blocks Groups within Project Area

SR 9/I-95 PD&E STUDY

From South of SR 870/Commercial Boulevard to North of Cypress Creek Road
FM# 435808-1-22-02/ ETDM 14222

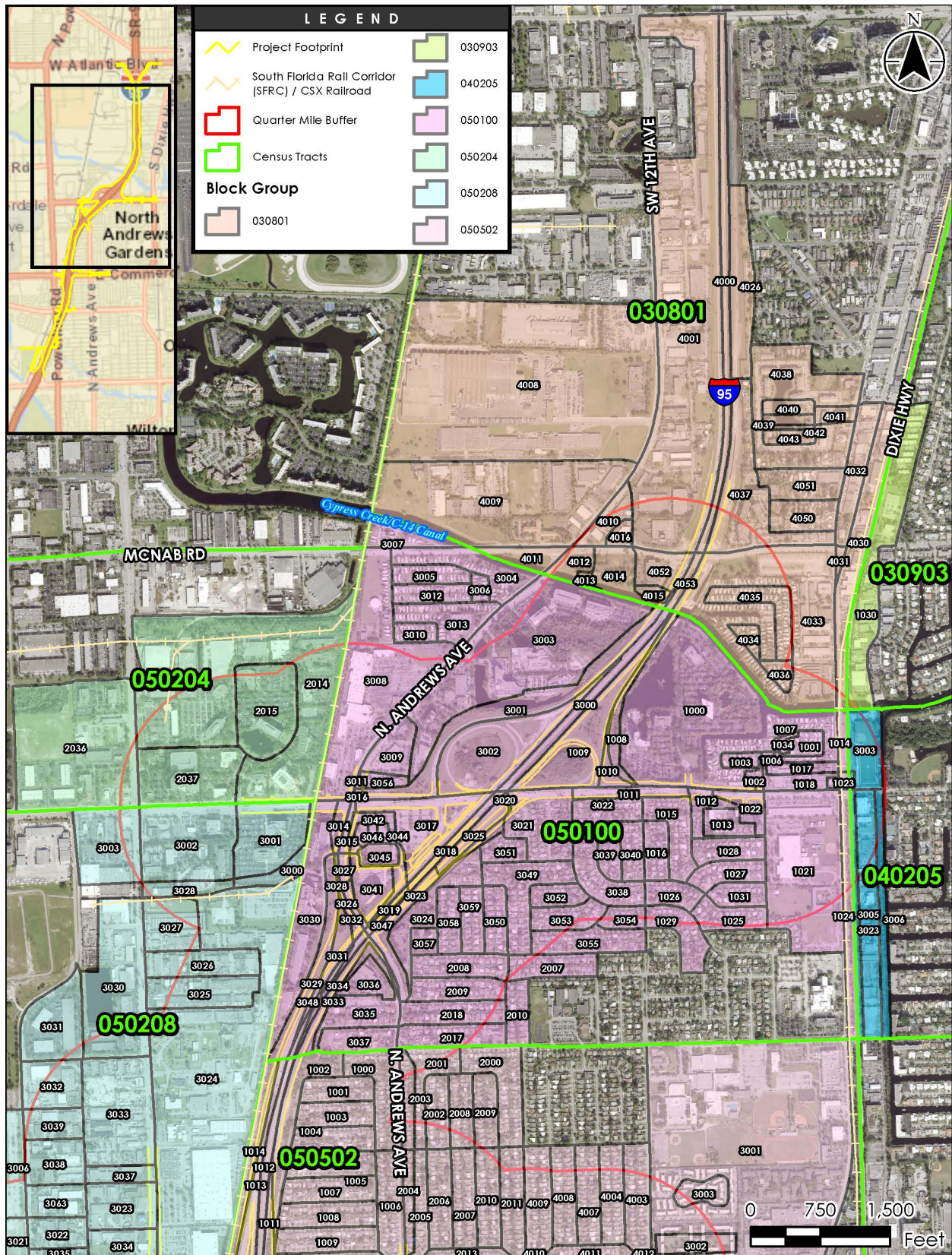


Figure 2-3 Census Blocks – North of SR 870/Commercial Boulevard to northern limit



Table 2-8 summarizes the demographic information about the population within the SCE study area. This information was based on a density analysis of the block groups obtained from the American Community Survey (ACS). Broward County demographic data is comparable; however Broward County is 27% Black or African American and 0.50% Other.

Table 2-8 2014 Study Area Demographics		
Race	Population	Percentage
White – non-Hispanic	6,488	45.92
Black or African American	1,907	13.52
Hispanic	4,409	31.21
Native American, American Indian, Native Hawaiian, Pacific Islander, or Alaska Native	45	0.32
Asian	241	1.71
Other	1,039	7.36
TOTAL	14,129	

Demographic information concerning education and age may indicate that electronic/internet communication, such as a project website or on-line survey, may not be appropriate for a specific community. According to the ACS, approximately nine percent of the population is age 65 or older, and approximately 27 percent of those residents in the area (age 25 or older) are not high school graduates. The number of individuals who speak less than proficient English can also be determined, and public information can be provided in an appropriate language. Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency (LEP)" was signed into law by President Clinton in 2011, to ensure that people with LEP have meaningful access to programs and activities of agencies receiving federal financial assistance. The ACS estimates approximately 19 percent of the project area population (approximately 946 people age 5 or older) are limited in English proficiency.

The United States Department of Transportation (USDOT) published Policy Guidance Concerning Recipients' Responsibilities to LEP Persons in December 2005. The Safe Harbor guidance within the USDOT Guidance Document (Section VI: Selecting Language Assistance Services. B: Written Language Services (Translation), Safe Harbor), with which FDOT complies, states that adherence to the following will provide strong evidence that the recipient's action is in compliance with Title VI written-translation obligations: (a) "...provides written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered."

2.1.1.2 Community Cohesion

As part of community cohesion, residents have a sense of belonging to their neighborhood or community, including commitment to the community or level of attachment to neighbors, institutions in the community, or particular subgroups. Community cohesion also includes the degree of social networking in a community, including the degree to which residents cooperate and interact. The project is located along the existing I-95 corridor within the City of Fort Lauderdale in Broward County. The limits of the project are shown in **Figure 1-1**.

I-95 is an existing limited access facility. SR 870/Commercial Boulevard and Cypress Creek Road are existing full interchanges. The proposed interchange improvements will reduce congestion and improve local and regional mobility. The proposed interchange improvements will be compatible with the proposed I-95 Express Lanes Phase 3 Project and will not change the relationships of the existing communities. A noise barrier is recommended along the east side of I-95 between NW 57 Street and N. Andrews Avenue. Bicycle lanes are proposed on Powerline Road, Cypress Creek Road and SR 870/Commercial Boulevard, which will improve interconnectivity. The project is not anticipated to have effects on community cohesion, create isolated areas, disrupt social relationships and patterns, or disrupt connectivity to community activity centers.

2.1.1.3 Safety and Emergency Response

The SCE Evaluation includes the effects of the transportation project on neighborhood safety. In this context, the evaluation of safety considers whether residents feel safe in their neighborhood and includes issues ranging from emergency response times, access to community facilities, and livable community features. There is one emergency facility, Oakland Park Fire Department and Rescue Station 20, located to the west of the project corridor on NW 9 Avenue.

The addition of auxiliary lanes will improve the safety and overall flow of traffic within the project corridor. The existing Oakland Boulevard northbound on ramp, Cypress Creek Park and Ride southbound on ramp and Commercial Boulevard southbound on ramp provide less than 500 feet of weave distance before the acceleration lane drops and merges with the general-purpose traffic. This forces commuters to merge with the general-purpose traffic while accelerating which is an unsafe maneuver. Weave distances and decision time will be increased with the modification of the entrance ramps from a lane drop to a continuous auxiliary lane. Drivers whose destination is to the downstream arterial will be allowed to remain in their lane and will no longer be forced to merge with I-95 general-purpose traffic.

I-95, SR 870/Commercial Boulevard and Cypress Creek Road serve as part of the emergency evacuation route network. These corridors are critical in facilitating traffic during emergency evacuation periods as they connect to other major arterials and highways of the state evacuation route network. The proposed improvements will enhance connectivity and accessibility to major arterials on the state evacuation route.

The proposed Cypress Creek Park and Ride and SR 870/Commercial Boulevard ramp modifications will also improve the safety of the project corridor. The buses travelling onto I-95 from the Cypress Creek Park and Ride will be provided greater acceleration distance prior to merging with I-95 southbound traffic. Additionally, the existing substandard vertical clearance of the N. Andrews Avenue Bridge over I-95 will be resolved with the bridge replacement.

2.1.1.4 Community Goals/Quality of Life

All local governments in Florida are required to adopt a Comprehensive Plan. The Comprehensive Plan includes goals related to future land use, transportation, housing, recreation, and capital improvements. As transportation actions can affect communities and influence the quality of life of its citizens, it is important that potential impacts and benefits to community facilities, cultural resources, public parks and recreation areas, community cohesion, safety/emergency response, and compatibility with community goals and issues as described below be evaluated.

The Goals, Objectives, and Policies presented in the Broward County Comprehensive Plan Elements reflect the directives of the citizenry and the Board of County Commissioners. According to the Comprehensive Plan, it is among the Goals of Broward County to:

- Promote the efficient use of public facilities and services through planned communities with mixed land uses and consideration of all transportation modes.
- Provide levels of service for public facilities and services sufficient to meet the existing and future needs of Broward County's population.
- Coordinate transportation and land use planning activities to ensure multi-modal facilities and services are available to meet the existing and future needs of Broward County's population and economy.

The City of Fort Lauderdale's plan for the area features the concept of creating a walkable, mixed-use urban transit village in the vicinity of the project area surrounding the Cypress Creek Tri-rail station, branded the Uptown Urban Village. Additionally, this plan includes improvements to the Cypress Creek Mobility Hub to create a walkable and bikeable mixed-use area centered around transit access at the Tri-Rail Station. Even though the existing transportation facilities on SR 870/Commercial Boulevard and Cypress Creek Road do not support an optimal walkable corridor, the proposed project will promote mixed transportation use by incorporating designated bicycle lanes along SR 870/Commercial Boulevard and Cypress Creek Road. Pedestrian access will be maintained on existing sidewalks throughout the project corridor.

2.1.2 Economic Issues

Economics is a key variable in trying to establish the profile of a community. The SCE handbook states that economic conditions and employment describes a community's economic history, current economic wellbeing, and potential resources. This information takes into account employment levels, types of jobs, per capita income, poverty, unemployment rates, the range of incomes in the community, and trends in employment opportunities (e.g., family-owned businesses versus national chain businesses). Based on the 2014 data from Broward County, median household income in the project area is estimated to be \$50,664 with approximately 22 percent of the population below the poverty level compared to the Broward County median income of \$52,954.

This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary Degree of Effect of Substantial. The project was assigned a Substantial Degree of Effect by the Florida Department of Economic Opportunity, Minimal by FHWA, and Enhanced by FDOT District Four. The Florida Department of Economic Opportunity commented that the City of Fort Lauderdale's plan for the area features the concept of creating a walkable, mixed-use urban village in the vicinity of the project area. This strategy is intended to facilitate economic development in part by providing safe multimodal access to commercial/business attractors located there. They further commented that the project would have a negative impact on potential economic development, and except for those jobs generated during the construction of the project, the project's adverse impact on the City of Fort Lauderdale's strategy to create a walkable mixed-use transit village is likely to negatively impact potential job creation in the immediate area. The FHWA commented that temporary impacts to the businesses and right of way acquisition from parcels could impact commercial properties, and bicycle and pedestrian facilities should be incorporated. The project supports the land use vision according to the Broward County Comprehensive Plan. The project area's character is not anticipated to have major impacts as a result of this project. While the project does not eliminate the existing

walkability impediments associated with the existing roadways, the project does address connectivity concerns by providing bicycle lanes and operational improvements.

2.1.2.1 Commerce

There are a variety of commercial establishments that are located within the SCE study area immediately adjacent to the I-95 corridor and along the intersecting major roadways. Such establishments include, hotels (Westin – Fort Lauderdale); commercial strip malls, educational centers including DeVry, and office buildings. These businesses, which are also important community resources, contribute to the quality of life, and provide employment opportunities for residents in the study area. Most employees and patrons accessing businesses within the SCE study area likely use I-95 or cross I-95 at one of its interchanges. **Table 2-9** identifies the top employment centers within the Greater Fort Lauderdale area, according to the data obtained from the South Florida Business Journal and Greater Fort Lauderdale Alliance.

As part of the Strategic Intermodal System (SIS) facility, I-95 is critical to the economic vitality of the state as I-95 promotes the movement of goods and passengers within the southeastern coast of Florida. The proposed improvements to I-95 and the addition of the CD road system will enhance the mobility of goods by alleviating current and future congestion at the SR 870/Commercial Boulevard and Cypress Creek Road interchanges and on the surrounding freight network. Reduced congestion will serve to maintain and improve access to the major transportation facilities and businesses in the area (including connectors to freight activity centers/local distribution facilities or between the regional freight corridors).

Table 2-9 Largest Private Employers - Greater Fort Lauderdale Area	
Employers	Employees
Nova Southeastern University	7,462
AutoNation	4,000
American Express	3,500
Spirit Airlines	1,800
Citrix	1,700
JM Family Enterprises, Inc.	1,685
Kaplan	1,665
Actavis	1,620
DHL Express	1,400
Rick Case Automotive Group	1,379
Ultimate Software	1,327
City Furniture	1,266
The Castle Group	1,100
Sitel	1,000
Patriot National	988
Point Blank Enterprises	974
Centene	877
Sun Sentinel Co.	800
Zimmerman	650
Weatherby Healthcare	457
Magic Leap	450
Trivida Health	440

2.1.2.2 Tax Base

The effect of a project on the tax base of a community may range from negligible to very significant. When considering effects on the tax base, many variables are reviewed. These variables include property values, the millage rate of a community, total ad valorem revenue collected by the community, the percentage of the budget of the community that is funded by ad valorem revenue, the percentage of the total ad valorem revenue collected in the study area, and the effect of the project on property values in the study area.

This project will not have any adverse effects on the tax base of Broward County and the other adjacent municipalities. The enhanced mobility has the potential to support increased vehicular traffic for the Uptown Urban Village Project and other future development areas west of I-95.

Per the results of the Conceptual Stage Relocation Plan, the project proposes right-of-way acquisition which has the potential to relocate three (3) businesses:

- Shell Gas Station (890 West Commercial Boulevard)
- Chevron Gas Station (4999 NW 9 Avenue)
- Dunkin Donuts (1070 West Commercial Boulevard)

As a result of the business displacements above, there will be minimal impact to the remaining businesses and to the community.

2.1.3 Land Use Issues

Land use is defined as the human use of land. Land use planning is the systematic assessment of land. This information describes how communities govern their use of land to best meet the needs of the people while safeguarding resources for the future. The congested conditions that the study area roadways experience is primarily associated with existing land use. The area has experienced rapid development over the past 20 years with associated transportation improvements trying to keep pace.

This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary Degree of Effect of Substantial. It was assigned a Degree of Effect of Minimal by FHWA and FDOT District Four, and Substantial by the Florida Department of Economic Opportunity. As the project supports the land use vision depicted through the Broward County Comprehensive Plan, effects on the area's character resulting from the improvements are anticipated to be minor. However, the City of Fort Lauderdale has concerns regarding certain aspects of the proposed project. The City of Fort Lauderdale, City of Oakland Park, South Florida Regional Transit Agency (SFRTA), Florida Department of Transportation, Broward Metropolitan Planning Organization, and Envision Uptown (a local non-profit organization in the area) have been working on visioning and implementation strategies to create a multimodal, mixed-use area surrounding the Cypress Creek Tri-rail station branded the Uptown Urban Village.

2.1.3.1 Land Use Patterns

The Existing Land Use Map (**Figure 2-5**) shows the current land use along the project corridor as mainly commercial, light industrial (west side of I-95) and single-family residential (east side of I-95) land use.

Figure 2-6 shows the existing neighborhoods surrounding the project area. As the project improvements are to the existing I-95, SR 870/Commercial Boulevard and Cypress Creek Road facilities, the proposed improvements are anticipated to have minimal effect on the project area's character. The project is expected to support the residential, commercial, and light industrial uses in the project area. Furthermore, the project is located in the Fort Lauderdale Uptown District, which is the second largest commercial district in Broward County.

The Uptown Urban Village Master Plan is being developed to amend the current land use designations to a single land use designation that supports a mix of uses and multi-modal developments. In addition, a Master Plan for the Cypress Creek Mobility Hub is being developed to spur continued growth and development, enhance walkability and bikeability, and promote the use of multiple modes of transportation within this Hub. A Land Use Plan Amendment (LUPA) is currently being applied for by the City of Fort Lauderdale to amend the future land use from employment center, commercial, office and industrial to transit oriented development for Uptown Urban Village.

The existing project facility does not support an optimal walking corridor; however, the proposed project will provide improved access to and from various land uses through multi modes of transportation. The City of Fort Lauderdale Future Land Use Map is included as **Figure 2-7**.

SR 9/1-95 PD&E STUDY

From South of SR 870/Commercial Boulevard to North of Cypress Creek Road
FM# 435808-1-22-02/ ETDM 14222

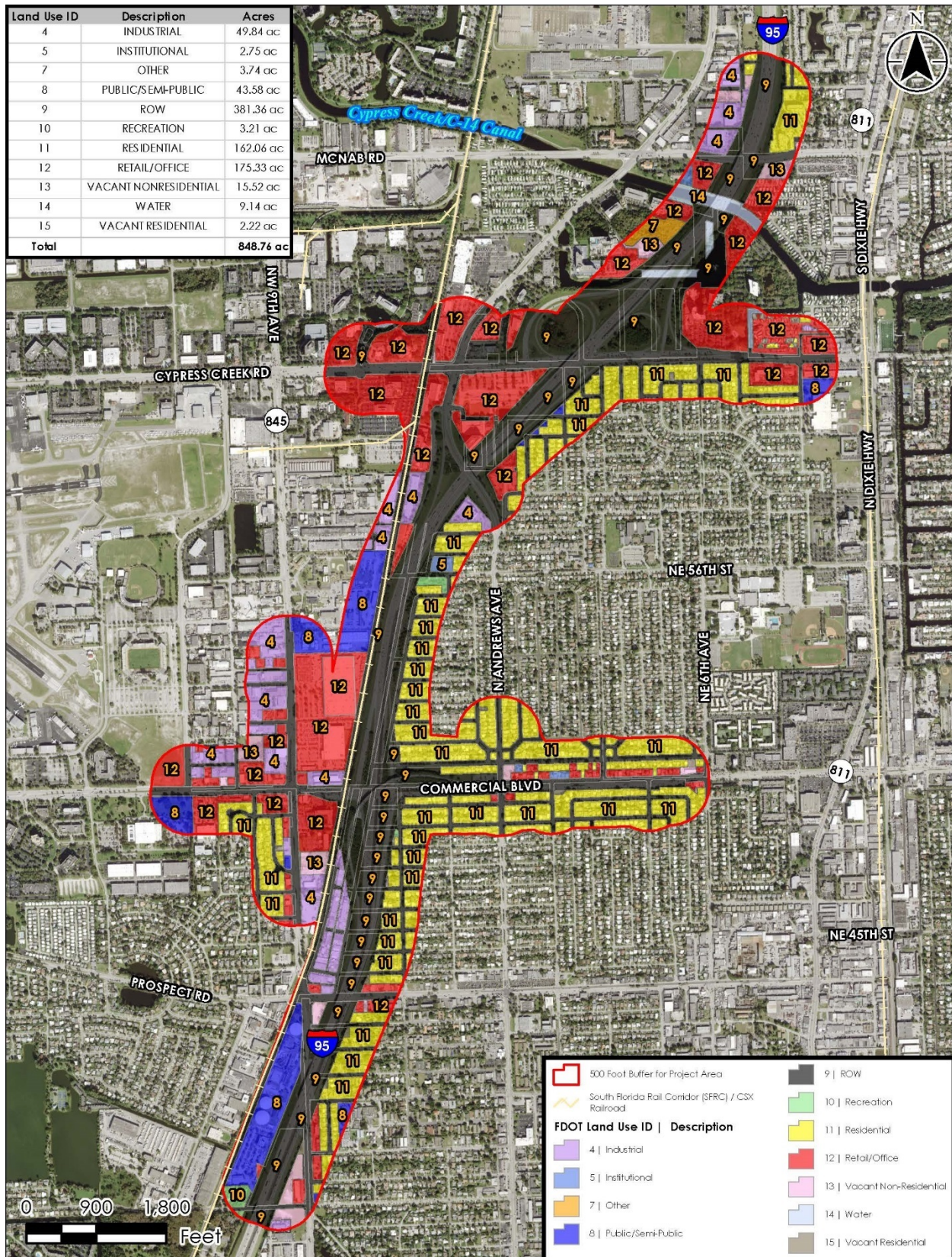


Figure 2-5 Existing Land Use

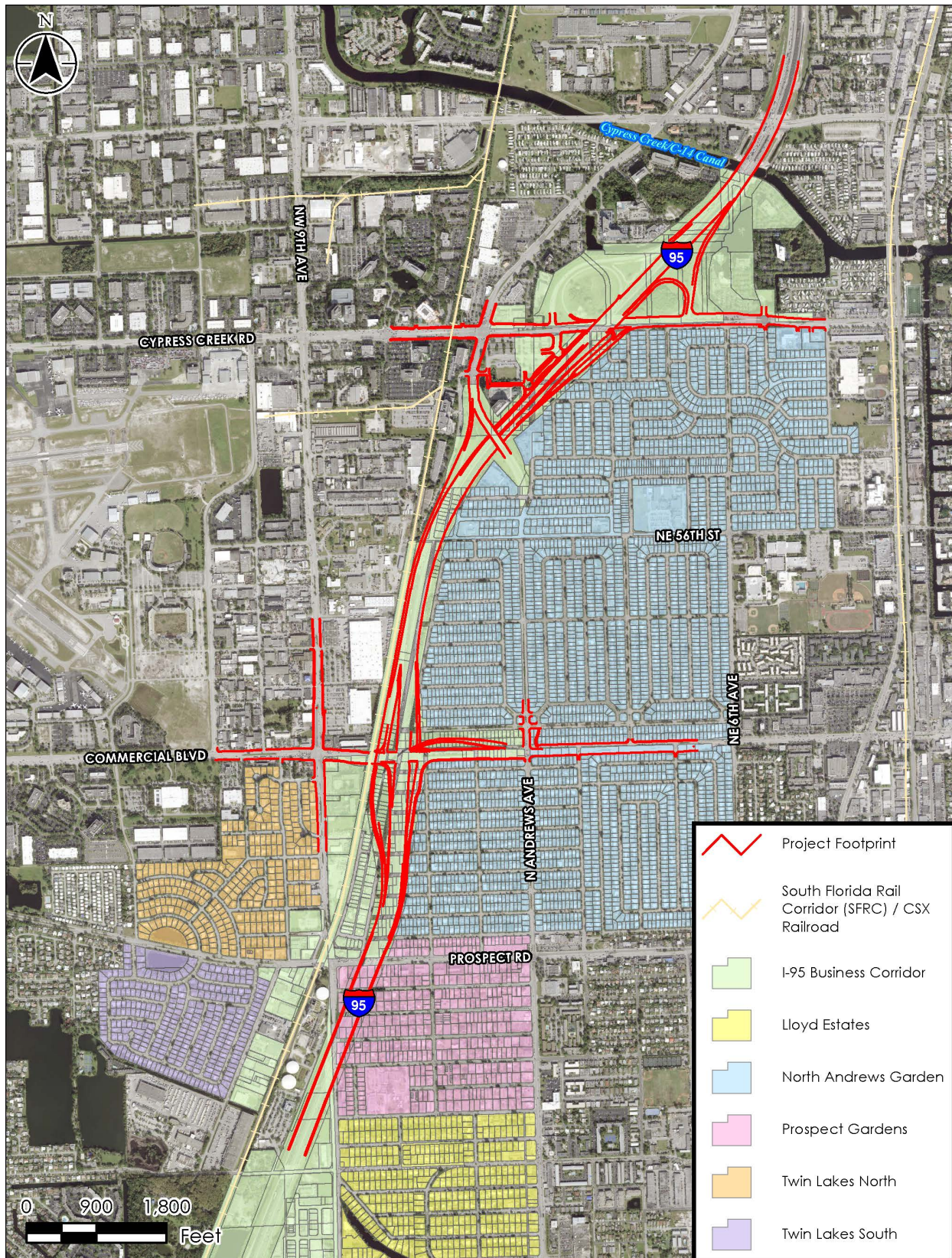


Figure 2-6 Adjacent Neighborhoods

SR 9/I-95 PD&E STUDY

From South of SR 870/Commercial Boulevard to North of Cypress Creek Road
FM# 435808-1-22-02/ ETDM 14222

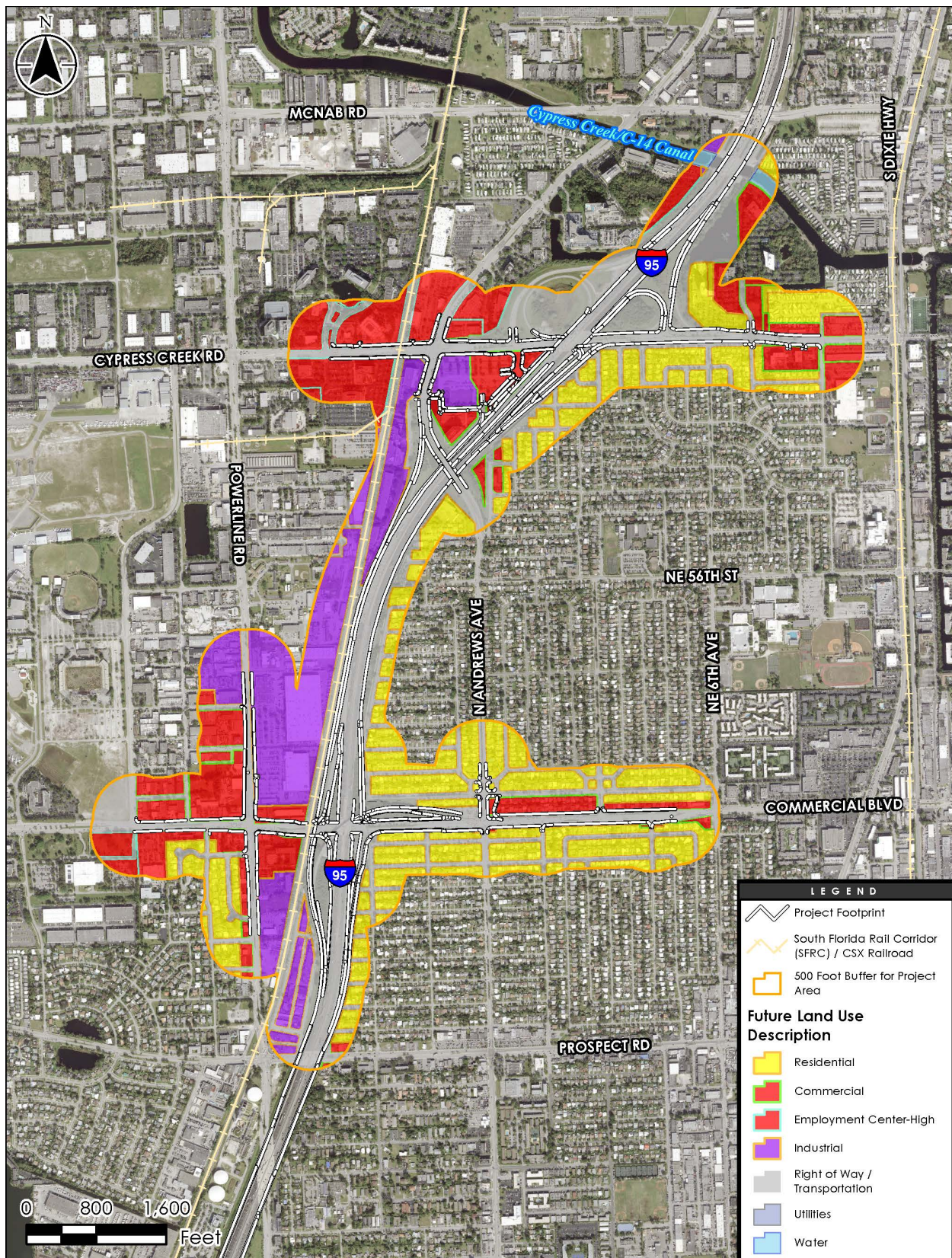


Figure 2-7 Future Land Use

2.1.3.2 Planning Consistency

The Cypress Creek Road Interchange Project is included in the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) for Fiscal Years (FY) 2016-2020, the FDOT Work Program FY 2017- 2021, the FDOT State TIP FY 2016-2020, and the FDOT SIS Five Year Plan FY 2016-2020 for PD&E Phase in FY 2016. The project is included in the State Transportation Improvement Program (STIP) for Fiscal Years 2018-2019.

The Broward County MPO 2035 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 proposed project is compatible with local growth management policies and adopted land use plans. The proposed construction of the CD road system, the flyover and frontage road improvements at SR 870/Commercial Boulevard will not impact existing or future land use.

2.1.3.3 Growth Trends and Issues

Prior to the construction of I-95 in the 1960s, most of the land in the study area was in a natural state or cleared for development. After I-95 was constructed, the area became densely developed with residential properties to the east, and commercial properties to the west. The existing land use within the project area continues to be a mix of residential and commercial uses. **Figure 2-5** illustrates the existing land use for the vicinity surrounding the I-95 study area. As depicted, the majority of the area is fully developed. Commercial, residential, and transportation uses are the most dominant land uses in the study area and are found consistently throughout the area east and west of the I-95 corridor.

The population of Broward County is expected to grow from 1,935,878 in 2017 to approximately 2,000,000 in 2025 (US Census Bureau and Greater Fort Lauderdale Alliance). Population growth will result in more concentrations and new housing developments thereby demanding increased surface transportation.

The area surrounding I-95 is fully developed and future land uses will continue to reflect mixed-use development. Any changes in land use identified in the Future Land Use Plan were considered as part of the future traffic development through the transportation modeling process. The character of the study area remains relatively unchanged. The proposed interchange improvements aim to achieve acceptable LOS in the future condition by accommodating future travel demand projected as a result of Broward County population and employment growth. It will also allow I-95 to continue to serve as a critical arterial in facilitating the north-south movement of traffic in southeast Florida as it connects major employment centers, residential areas, and other regional destinations between Miami-Dade, Broward, and Palm Beach Counties. The population is expected to increase or decrease in response to regional factors unrelated to the project and it is anticipated that any future growth in the study area will be in accordance with the Broward County Comprehensive Plan.

2.1.4 Mobility Issues

Mobility is the ability of people to move about freely utilizing all modes of travel including vehicular, pedestrian, bicycle, and transit. FDOT's mission statement is centered on providing a "safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities." During construction,

the safety and mobility of both vehicular and pedestrian traffic must be addressed and impacts to transit and businesses must be minimized.

This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary Degree of Effect of Enhanced. Overall, the improvements proposed as part of this project will complement the I-95 Express Lanes improvements with the addition of auxiliary lanes in both the northbound and southbound directions. The auxiliary lanes will provide additional capacity and will help alleviate congestion for commuters travelling in the general-purpose lanes of this facility. Capacity improvements along the I-95 project corridor will enhance the mobility of goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area.

The anticipated increased traffic demand will result in increased congestion along the corridor if no improvements are done. I-95, SR 870/Commercial Boulevard, and Cypress Creek Road all serve as part of the emergency evacuation routes and play an important role in facilitating traffic during an evacuation. The proposed project is anticipated to enhance capacity and traffic circulation, thereby enhancing mobility.

Cypress Creek Road also serves as an important intermodal route providing access to the Cypress Creek Park and Ride which includes a Tri-Rail Station, Tri-Rail shuttles, and bus service. In addition, bicyclists will benefit from the proposed project due to the addition of bicycle lanes along Powerline Road, SR 870/Commercial Boulevard and Cypress Creek Road.

2.1.4.1 Accessibility

I-95 is one of the most important surface transportation facilities along the east coast of Florida, providing for the regional movement of goods and people within the twelve coastal counties, including Miami-Dade, Broward, and Palm Beach Counties. I-95 is accessible via the two existing interchanges within the study area: SR 870/Commercial Boulevard and Cypress Creek Road. Sidewalks are provided along both sides of SR 870/Commercial Boulevard, N. Andrews Avenue (passes over I-95) and Cypress Creek Road.

The project is expected to enhance access between communities and improve viable access to the major transportation facilities, businesses, and regional destinations of the area (including connectivity to the Cypress Creek Mobility Hub and the Cypress Creek Park and Ride Lot). Additionally, the proposed project is anticipated to enhance operational capacity and relieve congestion at the existing I-95 interchanges. Semi-direct access to the Universal Palms Hotel from Powerline Road southbound is proposed to be closed. However, there is access approximately 160 feet south of this location for a U-turn.

The sequence of construction will be planned in such a way as to minimize traffic delays. Temporary lane closures may be required and will be limited to off-peak hours, if possible. The local news media will be notified in advance of road closings and other construction-related activities. A sign providing the name, address, and telephone number of an FDOT contact person will be displayed on-site to assist the public in obtaining answers to questions or complaints about project construction. Pedestrian and bicycle facilities along the roadway crossings over or under I-95 will not be impacted.

The proposed typical sections for Powerline Road, Commercial Boulevard and Cypress Creek Road provide designated bicycle lanes adjacent to the travel lanes in both directions.

2.1.4.2 Connectivity

The project is located within the City of Fort Lauderdale, Oakland Park and Pompano Beach in Broward County. Designated by the Florida Division of Emergency Management, I-95 serves as part of the emergency evacuation route network. I-95 is also a part of the Florida's SIS and the NHS. I-95 provides limited access connectivity to other major arterials such as I-595 and Florida's Turnpike. It also serves the local multi-modal transportation network by providing access to the Cypress Creek Mobility Hub and connecting to the Cypress Creek Park and Ride Lot.

The proposed improvements to the interchanges within the project limits will help improve connectivity within the roadway network in the area. The enhanced mobility on I-95 will improve the flow of traffic of the surrounding arterials. The CD road system will carry a large volume of the Cypress Creek Road traffic headed southbound to I-95 and will remove the existing safety concern of closely spaced southbound on-ramps from Cypress Creek Road.

The proposed project is also anticipated to enhance emergency evacuation and response times by improving connectivity and accessibility to I-95 and other major arterials designated on the state evacuation route network. In addition, the project will increase the number of residents that can be evacuated during an emergency event through expanded operational capacity.

2.1.4.3 Traffic Circulation

I-95 is part of the state's SIS, and the NHS. I-95 provides limited access connectivity to other major arterials such as I-595 and Florida's Turnpike. It also serves the local multi-modal transportation network by providing access to the Cypress Creek Mobility Hub and connecting to the Cypress Creek Park and Ride Lot.

The proposed improvements to the interchanges within the project limits will help improve connectivity within the roadway network in the area. The enhanced mobility of the CD road system along I-95 will improve the flow of traffic of the surrounding arterials. The auxiliary lanes being constructed as part of the 95 Express Lanes Phase 3 construction project will allow traffic to stay in their lane if their destination is to travel to the downstream arterial.

The proposed Commercial Boulevard westbound bridge over N. Andrews Avenue which connects to the existing I-95 westbound to southbound flyover will improve traffic operations at the intersection of Commercial Boulevard and N. Andrews Avenue. In particular, the existing long westbound queue that is trying to reach the existing I-95 westbound to southbound flyover. The proposed bridge eliminates access to eastbound Commercial Boulevard from NE 3 Avenue and requires reconfiguration of the existing frontage road that runs parallel to Commercial Boulevard. The frontage road will be reduced to a single westbound lane and all traffic from the frontage road and NE 3 Avenue will be rerouted to NW 51 Street to maintain connectivity to Commercial Boulevard.

Due to safety concerns, a raised median is proposed at the N. Andrews Avenue and NW 51 Street intersection to prevent left turns. The close proximity of Commercial Boulevard to NW 51 Street is a safety concern to allow left turns at NW 51 Street.

2.1.4.4 Public Parking

There are no public parking facilities within the corridor.

2.1.5 Aesthetic Issues

Aesthetic issues in transportation planning encompass how the community is affected visually by a project. Potential impacts include actual or perceived changes to viewsheds, exposure to noise and vibration, and compatibility of the project with the surrounding area. The placement and design of a transportation facility can diminish the aesthetic character of the surrounding area due to contrasts between natural landforms or existing structures. Roadway elements, blocked views, or a facility with a scale that is out of proportion to the surrounding landscape elements are other factors that can interfere with the aesthetic character of an area.

This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary Degree of Effect of Minimal by FHWA and FDOT District Four. FDOT District Four made the following summary comment:

The surrounding project area is urban in nature and impacts to aesthetics are anticipated to be limited. Therefore, a Summary DOE of Minimal has been assigned to the Aesthetics Effects Issue. During the Project Development phase, public outreach will be conducted by FDOT District Four in coordination with the Broward Metropolitan Planning Organization and the Cities of Oakland Park and Fort Lauderdale to solicit opinions and preferences from residents and businesses on potential project effects and general design concepts related to aesthetics.

There are surrounding communities, businesses and two residential areas consisting of 51 acres located along the project corridor. Other features include two parks, two day care facilities and a health care facility. The proposed improvements are relatively minor changes to existing facilities. Improvements will not significantly affect visual aesthetics or cause substantial noise impacts. A noise barrier is recommended along the east side of I-95 between NW 57 Street and N. Andrews Avenue.

Highway aesthetics/landscaping is viewed from both motorists and citizens living along the corridor. Landscaping will be impacted on SR 870/Commercial Boulevard and on Cypress Creek Road. During final design, the Design Team should coordinate with the City of Oakland Park to determine if they desire this landscaping to be relocated.

A Public Involvement Plan (PIP) with extensive outreach was implemented during the study. There were no comments received from the public regarding aesthetics issues.

2.1.5.1 Noise and Vibration Issues

Potential project-related impacts to noise and vibration sensitive land uses, as well as any measured proposals to abate the impacts, are addressed in the Noise Study Report prepared for the proposed project, on file at the FDOT District Four.

Approximately 507 residences and 14 non-residential sites were identified along the project corridor with the potential to be impacted by the project. Build Alternative traffic noise levels are predicted to approach or exceed the 67 dB(A) at 47 residences and 72 dB(A) at one non-residential site, the Moonlight Diner. The proposed improvements do not result in any substantial noise increases (i.e., greater than 15 dB(A) over existing levels). A noise barrier is recommended along the east side of I-95 between NW 57 Street and N. Andrews Avenue.

Construction activities may generate temporary noise and vibrations that impact those businesses and residents within the immediate project vicinity. The Contractor will adhere to the measures outlined in the latest edition of the FDOT *Standard Specifications for Road and Bridge*

Construction. The removal of structures and debris will be in accordance with the local and state permitting agencies.

Temporary noise impacts will occur from use of heavy equipment. In addition, construction activities may result in vibration impacts. Early identification of potential noise or vibration sensitive sites along the project corridor is important to minimize noise and vibration impacts. Construction noise and vibration will be minimized by adherence to the controls listed in the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction*. According to Section 335.02 of the Florida Statutes, the FDOT is exempt from compliance with local ordinances. However, it is the FDOT's policy to follow the requirements of local ordinances to the extent that is reasonable.

As stated in the ETDM Summary, the project area is located within the area of residential, commercial, and industrial properties. Social centers, such as assisted living centers, were identified in the vicinity of the proposed project. Noise and vibration sensitive sites will be coordinated with during construction.

2.1.5.2 Viewshed

Impacts to the existing viewshed are not anticipated to change substantially for the surrounding area. However, construction of the CD road system impacts the viewshed from the Best Western hotel and Universal Palms Hotel as the CD road system will be constructed on the west side of I-95, closer to the hotels. In addition, construction of the I-95 westbound to southbound flyover on-ramp bridge across North Andrews Avenue at SR 870/Commercial Boulevard will impact the viewshed from the North Andrews Garden Neighborhood and I-95 Business Corridor. The northbound bridge parallel to I-95 over Cypress Creek Road will impact the views from adjacent residential and commercial properties. Landscaping will be impacted on SR 870/Commercial Boulevard for the construction of the flyover and frontage road improvements and in the median on Cypress Creek Road, east of I-95. However, landscaping will be coordinated during final design.

Construction activities for the proposed project will generate visual impacts of a temporary nature for those businesses and residents within the immediate project vicinity. The Contractor will adhere to the measures outlined in the latest edition of the FDOT *Standard Specifications for Road and Bridge Construction*.

2.1.5.3 Compatibility/Visual Project Fit

The project entails improvements along I-95, the Cypress Creek Road/I-95 and SR 870/Commercial Boulevard/I-95 Interchanges. The view adjacent to I-95 generally includes residential and commercial uses on either side. The project area includes transportation facilities, I-95, SR 870/Commercial Boulevard, and Cypress Creek Road, that traverse through a developed urban area, with very few notable aesthetic characteristics. The project is compatible with the surrounding areas and no impacts to community resources are anticipated as a result of this project.

No unique or historic architectural features exist along the corridors of the proposed project. North Andrews Gardens Volunteer Park and North Andrews Gardens Neighborhood Park are located adjacent to the east edge of I-95. However, these parks are separated from I-95 by noise barriers. This project is not anticipated to cause any adverse impacts to the visual/aesthetic quality or characteristics of the project corridor.

2.1.6 Relocation Issues

Through the ETDM process, the Summary Degree of Effect assigned to relocation was moderate. FHWA made the following summary comment:

No relocations are expected but ROW acquisitions from some commercial and residential properties.

A Conceptual Stage Relocation Plan was prepared for this project by the FDOT District 4 Right of Way Department. There are no residential household displacements on this project. However, the preferred Alternative proposes three (3) business relocations and eleven sign relocations.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, the Florida Department of Transportation 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 (Public Law 91-646 as amended by Public Law 100-17). The Florida Department of Transportation provides advance notification of impending Right of Way acquisition. Before acquiring Right of Way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that FDOT has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupant relocatees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or publicly subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project.
- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the department.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant is eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

The brochures that describe in detail FDOT's Relocation Assistance Program and Right of Way acquisition program are "Residential Relocation Under the Florida Relocation Assistance Program", "Relocation Assistance Business, Farms and Non-profit Organizations", "Sign Relocation Under the Florida Relocation Assistance Program", "Mobile Home Relocation Assistance", and "Relocation Assistance Program Personal Property Moves". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

2.1.6.1 Non-Residential

Per the results of the Conceptual Stage Relocation Plan, three (3) businesses have structures within the area of acquisition with the preferred Alternative:

- Shell Gas Station (890 West Commercial Boulevard)
- Chevron Gas Station (4999 NW 9 Avenue)
- Dunkin Donuts (1070 West Commercial Boulevard)

A sufficient number of available commercial properties are for sale and rent in the project area. Although it is very unlikely that the currently available replacement sites will be available when the acquisition and relocation phases of the project are initiated, we can anticipate that other sites in the search area will become available.

Impacts on those Businesses Remaining and on the Community

As a result of the business displacements, the greatest effect to the community will likely be the acquisitions of the Shell and Chevron gas stations. Since there are at least four gas stations in the general area, the community will not greatly be affected.

The nearest Dunkin Donuts is 0.5 miles northeast, located at BJ's Wholesale. In addition, there are at least three coffee shops in the general area. It is unlikely that the community will be greatly affected by this relocation.

Estimated Income – Business

The actual average business incomes of the three (3) businesses that could be relocated are unknown. However, based on their size, earning potential and the number of staff employed, their estimated incomes were determined as follows:

- Shell Gas Station (greater than \$500,000)
- Chevron Gas Station (greater than \$500,000)
- Dunkin Donuts (\$200,000 to \$500,000)

Discussion with Local Governments on Potential Business Displacements

FDOT and its consultant met with various local officials concerning this project. Although there were no formal discussions regarding the impact to business displacements, various meetings have been held with local municipalities. However, there are several organizations within Broward County that offer resources and assistance to businesses within the area.

2.1.6.2 Sign Relocation

A total of eleven business trade signs are affected with the preferred Alternative. Outdoor Advertising Signs (ODA) and signs associated with whole business acquisitions will be handled in the acquisition process.

Table 2-10 Sign Relocations	
Business Sign	Folio Number
Advanced Auto Parts	494216010310
Miami Subs (3 signs)	494215000042
BJ's Wholesale Club	494215130010
Xtreme Action Park	494215000031
McDonald's (2 signs)	494216040161
KFC	494216040190
Valvoline	494216040190
Universal Palms Hotel	494215000072

2.1.7 Title VI/Civil Rights Issues

In accordance with the Title VI of the Civil Rights Act of 1964 and Executive Order 13166, "Improving Access to Services for Persons with LEP", the project team will continue to make every effort to reach out to disadvantaged groups. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Public involvement has been conducted by FDOT, with attention to Environmental Justice, to ensure transportation needs are addressed throughout the project. This outreach is detailed in the project's Public Involvement Plan, on file at District Four and in the Public Involvement Section.

The proposed project is not anticipated to displace any residents within the community. Changes to social relationships and patterns and disruptions to community cohesion are not anticipated since the proposed project is located along an existing I-95 facility. The proposed project will improve safety, improve connectivity to communities, and provide enhanced mobility of goods and improve access to businesses in the area.

2.1.7.1 Non-Discrimination Consideration

A review of the potential impacts to demographics, community cohesion, safety and community goals, and quality of life issues was conducted (see **Table 2-8**). Approximately 54% of the population within the Study Area is considered a minority population based on the 2014 ACS. This is slightly less than the Broward County average of nearly 65%. The median household income is \$50,664 compared to the Broward County average of \$52,954. A review of the potential impacts to demographics, community cohesion, community goals and quality of life issues was conducted and impacts are anticipated to be minimal.

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended; Title VI of the 1964 Civil Rights Act; and Title VII of the Civil Rights Act of 1968 (Fair Housing Act). Relocation

advisory services and resources are available to the resident and business to be relocated without discrimination.

3 Public Involvement

3.1 Advance Notification

This project is a federal aid action. As part of the agency coordination, this project was screened through the FDOT ETDM #14222 and an Advance Notification (AN) package was sent to various local, regional, and federal agencies on April 10, 2015.

3.2 Public Involvement Plan

A Public Involvement Plan (PIP) was initiated as part of this PD&E Study. This plan is in compliance with FDOT's PD&E Manual, Section 339.155, Florida Statutes (F.S.); Council of Environmental Quality (CEQ) Regulations for implementing the procedural provisions of NEPA and 23 Code of Federal Regulations (CFR) 771. The purpose of the PIP is to assist in providing information to and obtaining input from concerned citizens, agencies, private groups (residential/business), and governmental entities. The overall goal of this plan is to help ensure that the study reflects the values and needs of the communities it is designed to benefit.

3.2.1 Outreach Activities

Several measures were taken to ensure that the public was always informed of the project issues and had a way to communicate their concerns to the department. These measures included:

- Newspaper Ads
- Invitational/Information Letters
- Newsletters/Factsheets
- Press Releases
- Public Notices
- Project Website (www.95commercialtocypress.com)

3.2.2 Identification of Agencies, Elected Officials and Affected Public

FDOT has identified federal, state, regional and local agencies having a concern in this project due to jurisdictional review or expressed interest. These agencies were contacted directly by FDOT through the Advance Notification (AN) process during the Programming Screening event of the ETDM process in accordance with the PD&E Manual, Part 1, Chapter 3, Preliminary Environmental Discussion and Advanced Notification. A contact list was developed including the Environmental Technical Advisory Team (ETAT) Members and federally recognized Native American Tribes.

Local, state, and national interest groups or organizations having a direct or expressed interest in the project study were also identified and contacted by FDOT. As other concerned public interest organizations were identified throughout the study process, they also were listed and contacted.

3.2.3 Agency/Stakeholder Coordination

During the study, the project team met and discussed the project and issues with the following agencies, cities, committees, and stakeholders:

- Envision Uptown
- Broward County
- Broward Metropolitan Planning Organization (MPO)
- Broward MPO Bicycle and Pedestrian Advisory Committee (BPAC)
- City of Oakland Park
- City of Fort Lauderdale
- N. Andrews Neighborhood Association
- Cypress Creek Mobility Hub
- Cypress Creek Park and Ride Developer
- Uptown Land Use Plan Amendment (LUPA)
- Zimmerman Advertising
- Keith & Schnars, Inc.
- AutoNation

3.2.4 Project Kick-Off Meeting

An Elected / Agency Officials Kick-off Meeting and Public Kick-off Meeting were held on Tuesday, May 24, 2016 in accordance with the PIP. The meetings consisted of a presentation and overview of the project followed by a question and answer session. The following is a summary of the public involvement efforts conducted in preparation for the kick-off meetings and subsequent coordination and responses to comments made.

Invitational Letters:

A letter and a copy of the Public Notice for the Kick-off Meeting were mailed to Native American Tribes on April 26, 2016. Elected and Agency Officials and ETAT representatives were also sent a letter and a copy of the Public Notice via e-mail on April 26, 2016. Property Owners and Interested Stakeholders were notified by letter enclosed with the Meeting Location Map via US Mail on April 29, 2016.

Public Advertisement:

The Kick-off meeting was advertised in the following:

- Sun Sentinel on May 10, 2016
- Noticed on the FDOT official website
- FDOT District Four Press Release May 17, 2016
- Project website: www.95commercialtocypress.com
- Florida Administrative Register (FAR) May 13, 2016

- Broward MPO Currents May 5, 2016

Presentation and Displays:

The following was on display and presented at the meeting:

- Welcome Board
- Title VI Board
- Location Map Board
- PD&E Study Process Board
- Purpose and Need Board

The following informational brochures were available:

- Project Fact Sheet

Elected / Agency Officials Kick-off Attendance:

- Elected Officials: 0
- Appointed Officials: 20
- Project Kick-off: 30 attendees total (including FDOT and Consultant Staff)

Public Kick-off Attendance:

- Elected Officials: 0
- Appointed Officials: 13
- Project Kick-off: 54 attendees total (including FDOT and Consultant Staff)

Available Comment Forms:

The following forms were available for the public to provide comments:

- Public Comment Form
- Online Comment Form

Questions and Comments Received:

During the Kick-off meetings a total of sixteen (16) questions were asked. The questions were regarding several issues such as: project completion date, environmental concerns, Complete Streets design, I-95 managed lanes project, I-95 congestion, and weaving issues on the interchanges. At the Kick-off meeting one (1) written comment was received and following the meeting six (6) online comments were received. All comments received at the Kick-off meeting, on the project website, or at the District are part of the official record for the project.

3.2.5 Alternative Public Workshop

An Alternatives Public Workshop was held on Thursday, June 29, 2017 in accordance with the PIP developed for the above referenced project. The following provides a summary of the public involvement efforts conducted in preparation for the Alternatives Public Workshop and

subsequent coordination and responses to comments made. The meeting was conducted as an informal open house. The project website was updated to reflect all documentation shown at the Alternative Public Workshop.

Invitational Letters:

A letter and a copy of the Public Notice for the Alternatives Public Workshop was mailed to Native American Tribes on June 02, 2017. Elected and Agency Officials and ETAT representatives were also sent a letter and a copy of the Public Notice via e-mail on June 02, 2017. Property Owners and Interested Stakeholders were notified by letter enclosed with the Meeting Location Map via US Mail on June 06, 2017.

Public Advertisement:

The Alternatives Public Workshop was advertised in the following:

- Sun Sentinel on June 22, 2017
- Noticed on the FDOT official website
- FDOT District Four Public Notice June 19, 2017
- Press Release June 19, 2017
- Project website: www.95commercialtocypress.com
- Florida Administrative Register (FAR) June 19, 2017

Presentation and Displays:

The following was on display and presented at the meeting:

- Welcome Board
- Title VI Board
- Project Location Board
- Station 1: Project Background and History Boards
 - About the Study
 - Project Development & Environment (PD&E) Study
- Station 2: I-95 Mainline Improvements Board
- Station 3: Commercial Boulevard and Powerline Road Intersection Boards
 - Commercial Boulevard and Powerline Road Intersection Board Alternative 1
 - Commercial Boulevard and Powerline Road Intersection Board Alternative 2
 - Commercial Boulevard and Powerline Road Intersection Board Alternative 3
- Station 4: Commercial Boulevard and N. Andrews Avenue Intersection Boards
 - Commercial Boulevard and N. Andrews Avenue Intersection Board Alternative 1
 - Commercial Boulevard and N. Andrews Avenue Intersection Board Alternative 2
 - Commercial Boulevard and N. Andrews Avenue Intersection Board Alternative 3
- Station 5: Cypress Creek Road Interchange Boards
 - Cypress Creek Road Interchange Alternative 1

- Cypress Creek Road Interchange Alternative 2

Alternatives Public Workshop Attendance:

- Elected Officials: 0
- Appointed Officials: 3
- Public: 70 attendees total (including FDOT and Consultant Staff)

Available Comment Forms:

The following forms were available for the public to provide comments:

- Public Comment Form
- Online Comment Form

Comments Received:

During the Alternatives Public Workshop a total of ten (10) written comments were received. All comments received at the Alternatives Public Workshop, on the project website, or at the District are part of the official record for the project.

3.2.6 Public Hearing

A Public Hearing is scheduled for August 23, 2018 in accordance with the PIP developed for the above referenced project. The meeting will begin as an open house followed by a formal presentation and a comment period. Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the proposed alignment and to other public officials, regulatory agencies, organizations, and individuals interested in the project.

3.2.7 Public Involvement Summary

A public involvement summary will be produced at the conclusion of the study, containing, at a minimum, all documentation regarding public participation performed throughout the study period. This summary will include all comments and responses received from the public, as well as Advance Notification, coordination with local officials and agencies, and public meetings; the verbatim transcript from the public hearing; proof of advertisements, sign-in sheets, public hearing certification by the Project Manager, and all public correspondence. The Public Involvement Summary will be kept on file at District Four.

4 Conclusions and Recommendations for Resolving Issues

Review and consideration of all potential sociocultural effects that could result from construction of the proposed improvements indicate that the project will have minimal impacts to the communities within the project area. The community will benefit from the anticipated improvements by enhancing capacity and traffic circulation, thereby increasing mobility within the project corridor. Based on the construction of the southbound flyover from SR 870/Commercial Boulevard to I-95, viewshed impacts are anticipated to be minor to the North Andrews Garden Neighborhood. The proposed project is compatible with Uptown Urban Village Master Plan which supports multi-modal developments by incorporating bicycle lanes and provide improved access to and from various land uses through multi modes of transportation.

Minor noise impacts could occur to residences immediately adjacent to the project corridor. A noise study report was prepared to evaluate potential noise impacts to adjacent properties from construction of the proposed improvements. Noise barriers were considered for all noise sensitive receptor sites where traffic noise levels were predicted to equal or exceed the Noise Abatement Criteria (NAC). Based on the results of the analysis, a noise barrier is a potentially feasible and cost reasonable noise abatement measure for twelve impact residences on the east side of I-95 between NW 57 Street and N. Andrews Avenue. Efforts will be made in the Design Phase of this project to further minimize noise impacts and acquisition of adjacent property.

4.1 Project Commitments

The FDOT will make the following commitment related to sociocultural issues:

1. The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise- impacted locations 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 Four 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.
2. As committed to the City of Oakland Park, Alternative 3 will be further analyzed during the Design Phase and additional public outreach will be conducted in support of the analysis.

Appendix A

Alternative Concept Plans

COMPONENTS OF CONTRACT PLANS SET

CONCEPT PLANS

A DETAILED INDEX APPEARS ON THE
KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO. SHEET DESCRIPTION

1	KEY SHEET
2-25	ROADWAY CONCEPTUAL PLANS
26-29	ROADWAY PROFILES
S1-S25	SIGNING CONCEPTUAL PLANS

GOVERNING STANDARDS AND SPECIFICATIONS:

Florida Department of Transportation, Design Standards and revised Index Drawings as appended herein, and Standard Specifications for Road and Bridge Construction, as amended by Contract Documents.

For Design Standards click on the "Design Standards" link at the following web site:
<http://www.dot.state.fl.us/rddesign/>

For the Standard Specifications for Road and Bridge Construction click on the "Specifications" link at the following web site:
<http://www.dot.state.fl.us/specificationsoffice/>

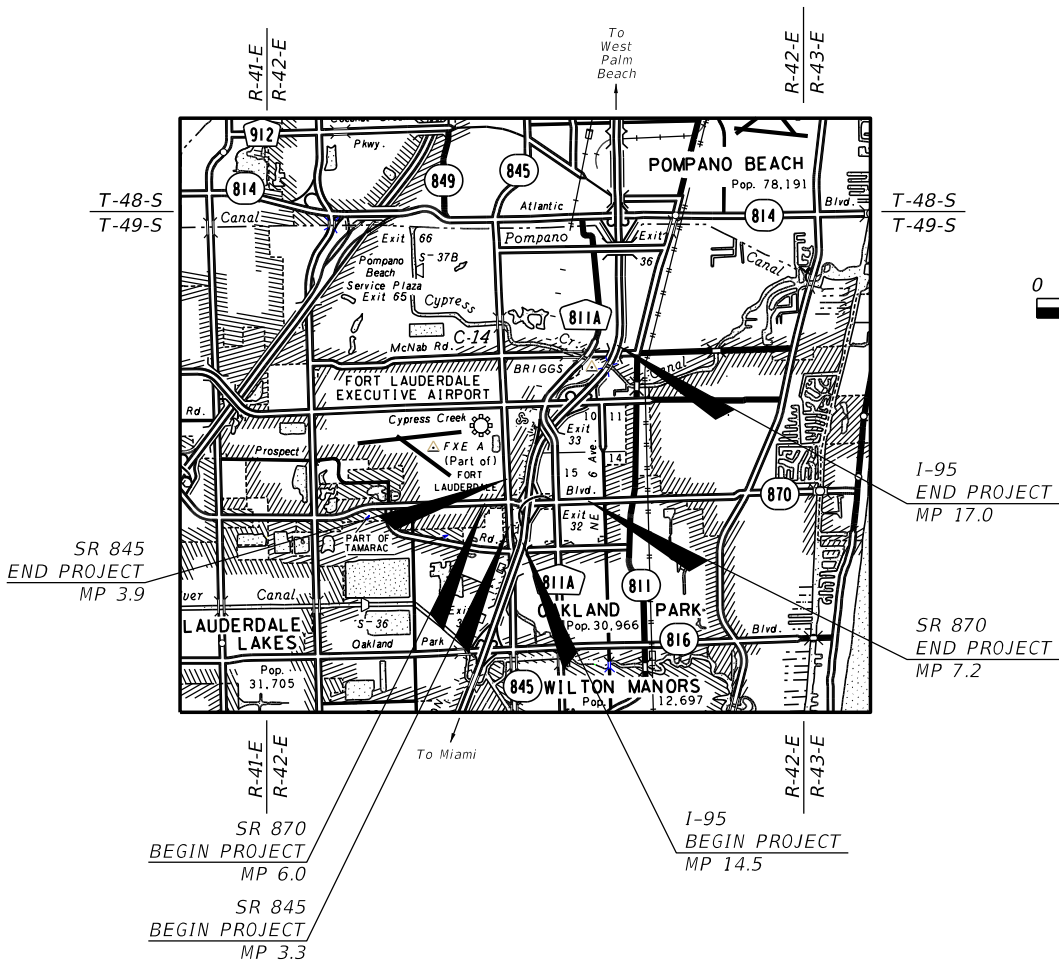
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
PRELIMINARY CONCEPT PLANS

FINANCIAL PROJECT ID 435808-1

BROWARD COUNTY (86070)

STATE ROAD No. 9

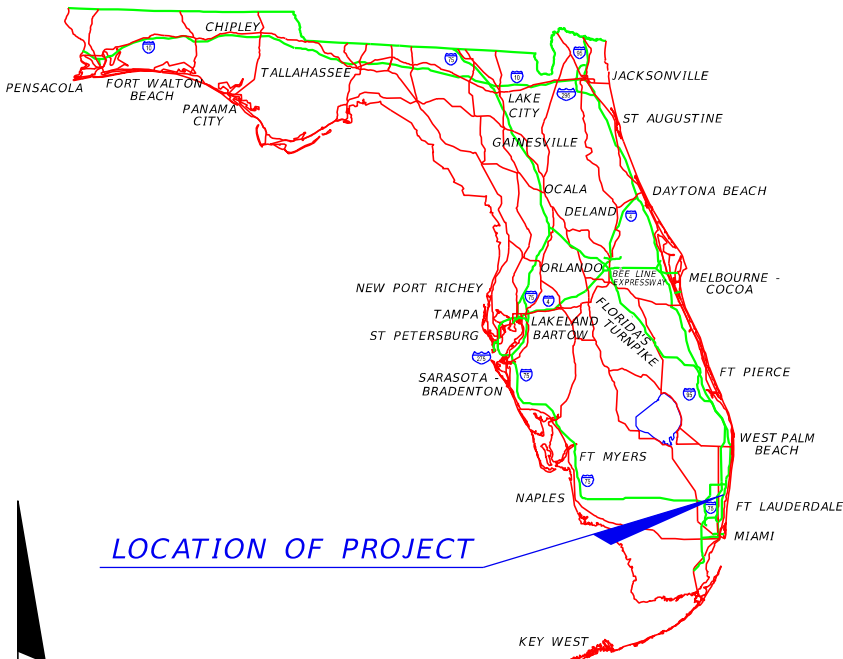
FROM SOUTH OF SR 870/COMMERCIAL BOULEVARD
TO NORTH OF CYPRESS CREEK ROAD



LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY		
BRIDGES		
NET LENGTH OF PROJECT		
EXCEPTIONS		
GROSS LENGTH OF PROJECT		

FDOT PROJECT MANAGER: NADIR RODRIGUES, P.E.

CONSTRUCTION CONTRACT NO.



LOCATION OF PROJECT

ROADWAY SHOP DRAWINGS
TO BE SUBMITTED TO:

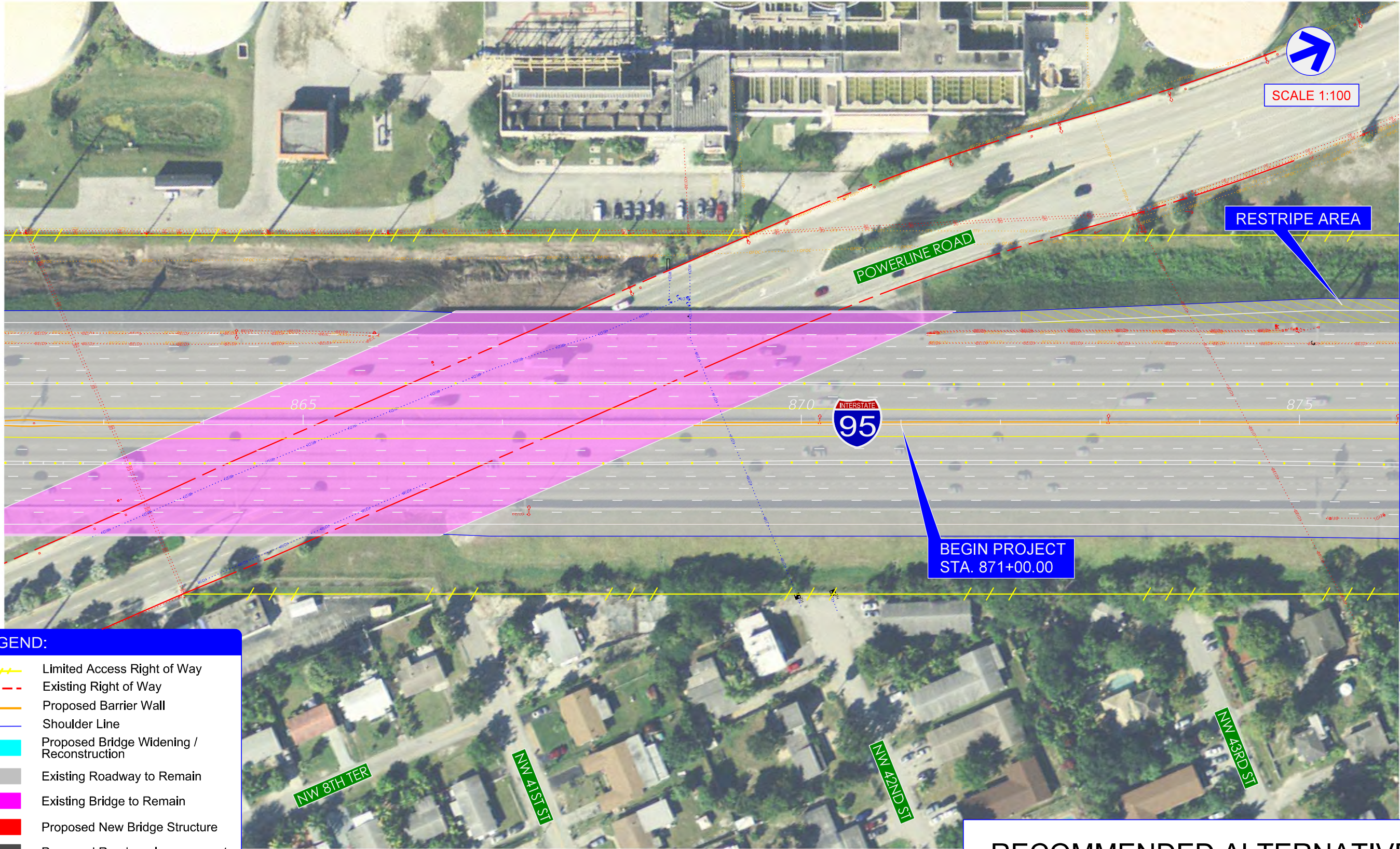
PLANS PREPARED BY:
STANTEC CONSULTING SERVICES, INC.
901 PONCE DE LEON BLVD., SUITE 900
CORAL GABLES, FLORIDA 33134
MIAMI (305)-445-2900 FLORIDA (800)-448-0227
CERTIFICATION OF AUTHORIZATION NO. 00027013
VENDOR ID NO. 650039493001
CONSULTANT CONTRACT NO. C-8F17

NOTE: THE SCALE OF THESE PLANS MAY
HAVE CHANGED DUE TO REPRODUCTION.

ROADWAY PLANS
ENGINEER OF RECORD: SILVIA BELTRE, P.E.

P.E. NO.: 51295

FISCAL YEAR	SHEET NO.
	1

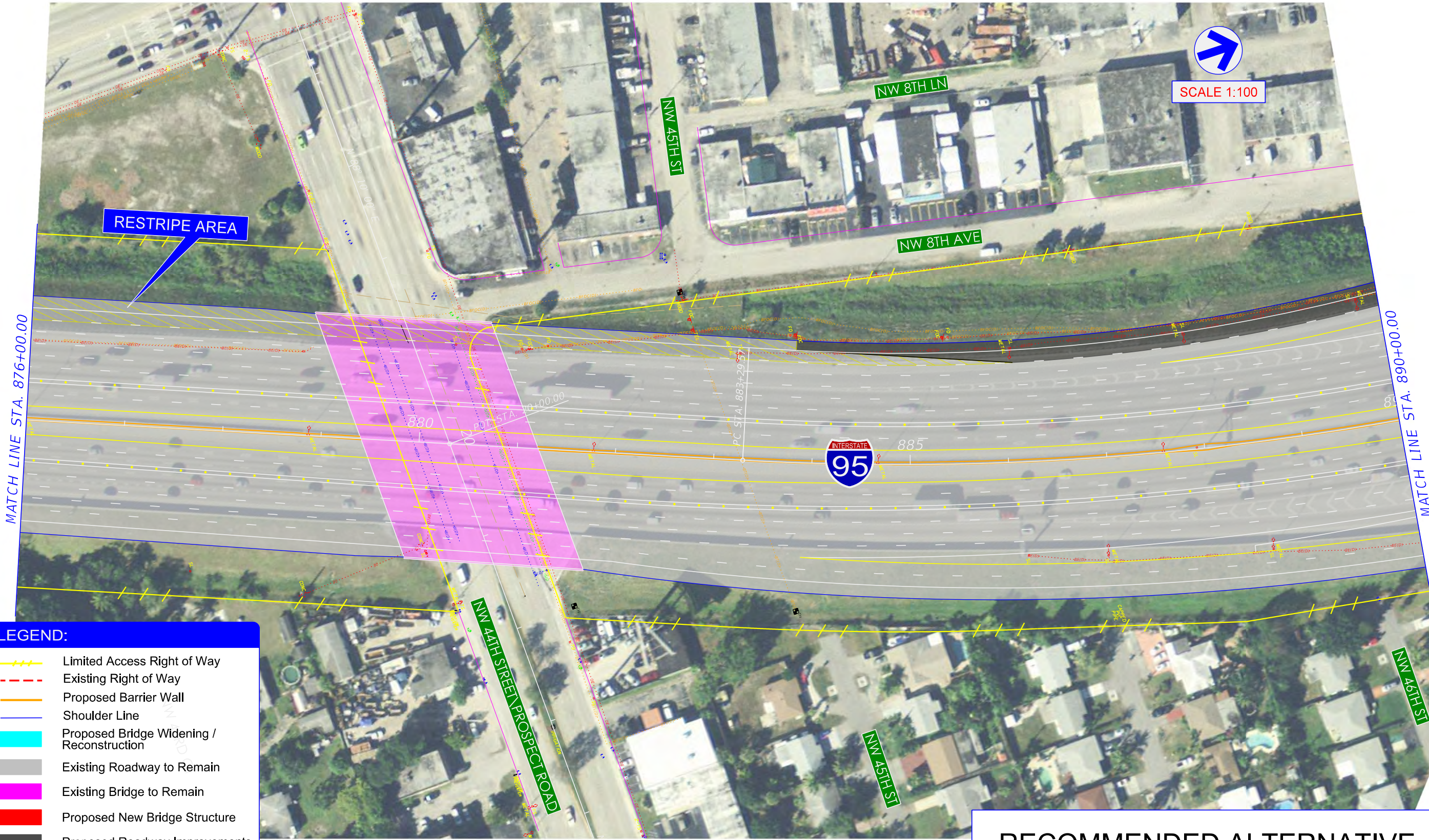


LEGEND:

- Limited Access Right of Way
- - - - Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD. SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 9	BROWARD	435808-1		2

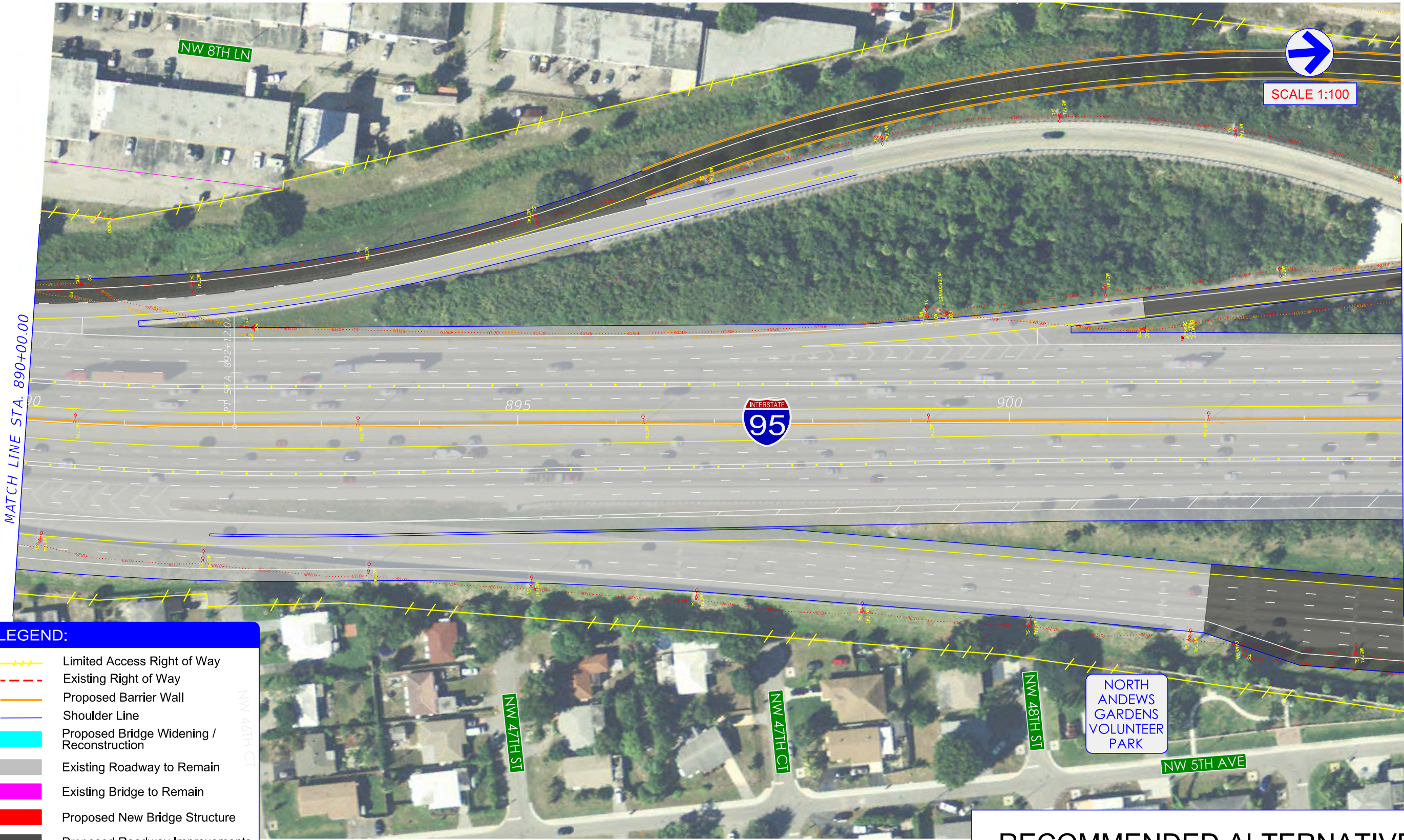


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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
					SR 9	BROWARD	435808-1		



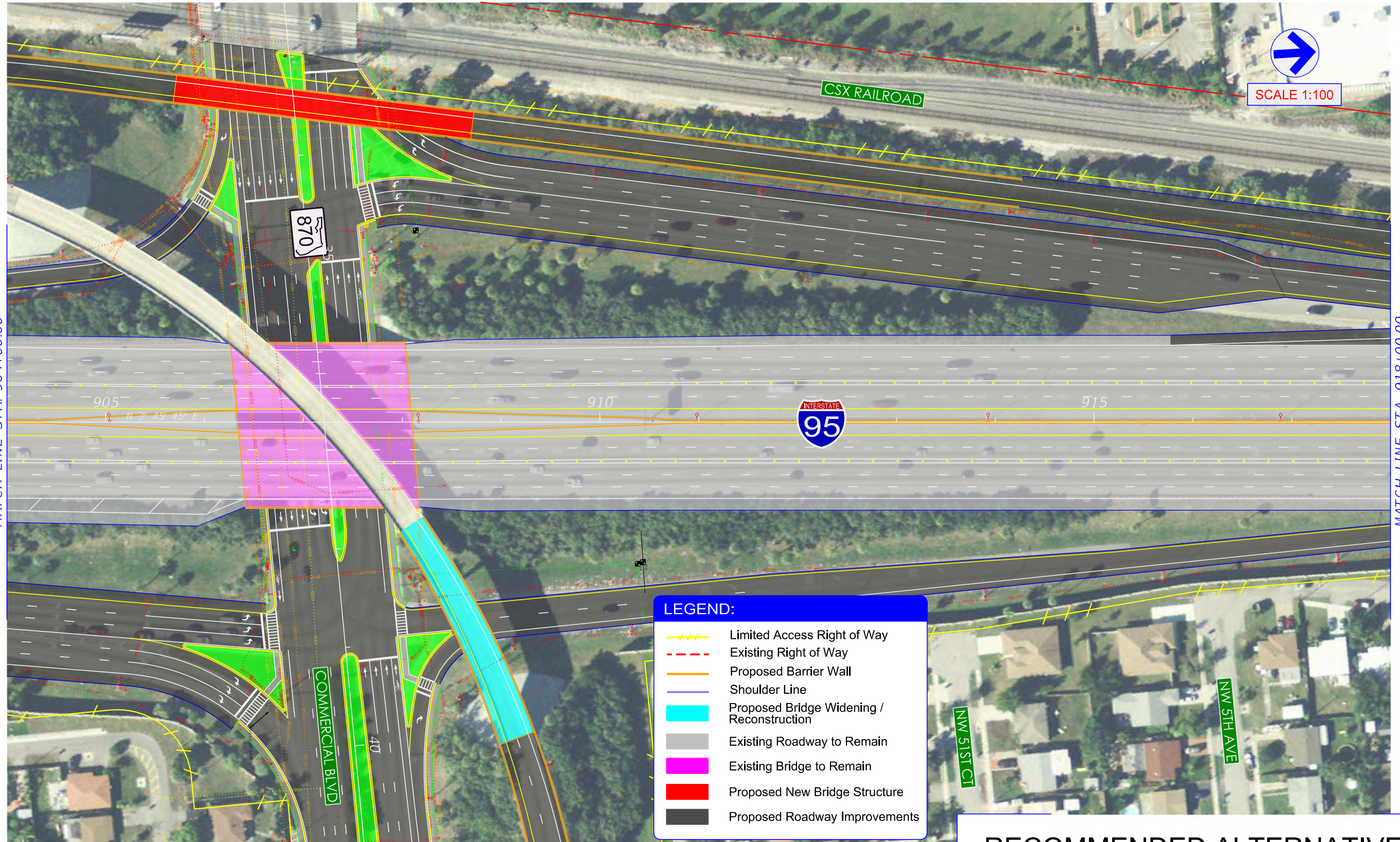
LEGEND:

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RECOMMENDED ALTERNATIVE

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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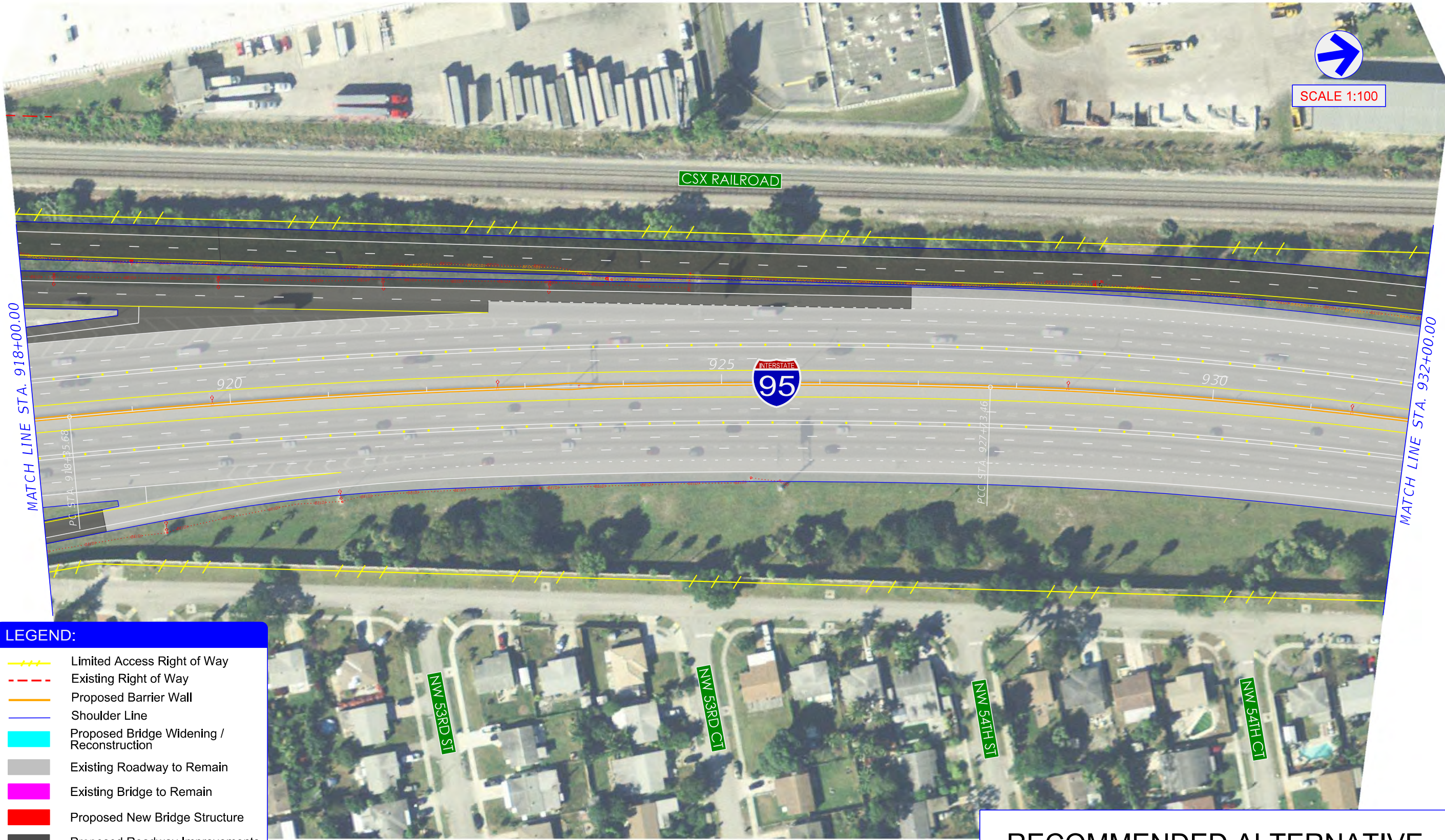
MATCH LINE STA. 904+00.00



MATCH LINE STA. 918+00.00

RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD. SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 5
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 9	BROWARD	435808-1		



LEGEND:

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RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS		SHEET NO. 6
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
					SR 9	BROWARD	435808-1			



REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD. SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 9	BROWARD	435808-1		

MATCH LINE STA. 25+64.50



SCALE 1:100

RESERVED FDOT
PROPERTY FOR
POTENTIAL
95 EXPRESS
BUS SERVICE

MATCH LINE STA. 946+00.00

MATCH LINE STA. 960+00.00

PROPOSED NOISE
BARRIER EXTENSION

LEGEND:

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- Existing Right of Way
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RECOMMENDED ALTERNATIVE

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 9	BROWARD	435808-1		

MATCH LINE STA. 223+87.49



SCALE 1:100

RESERVED FDOT
PROPERTY FOR
POTENTIAL
95 EXPRESS
BUS SERVICE

MATCH LINE STA. 960+00.00

MATCH LINE STA. 974+00.00

LEGEND:

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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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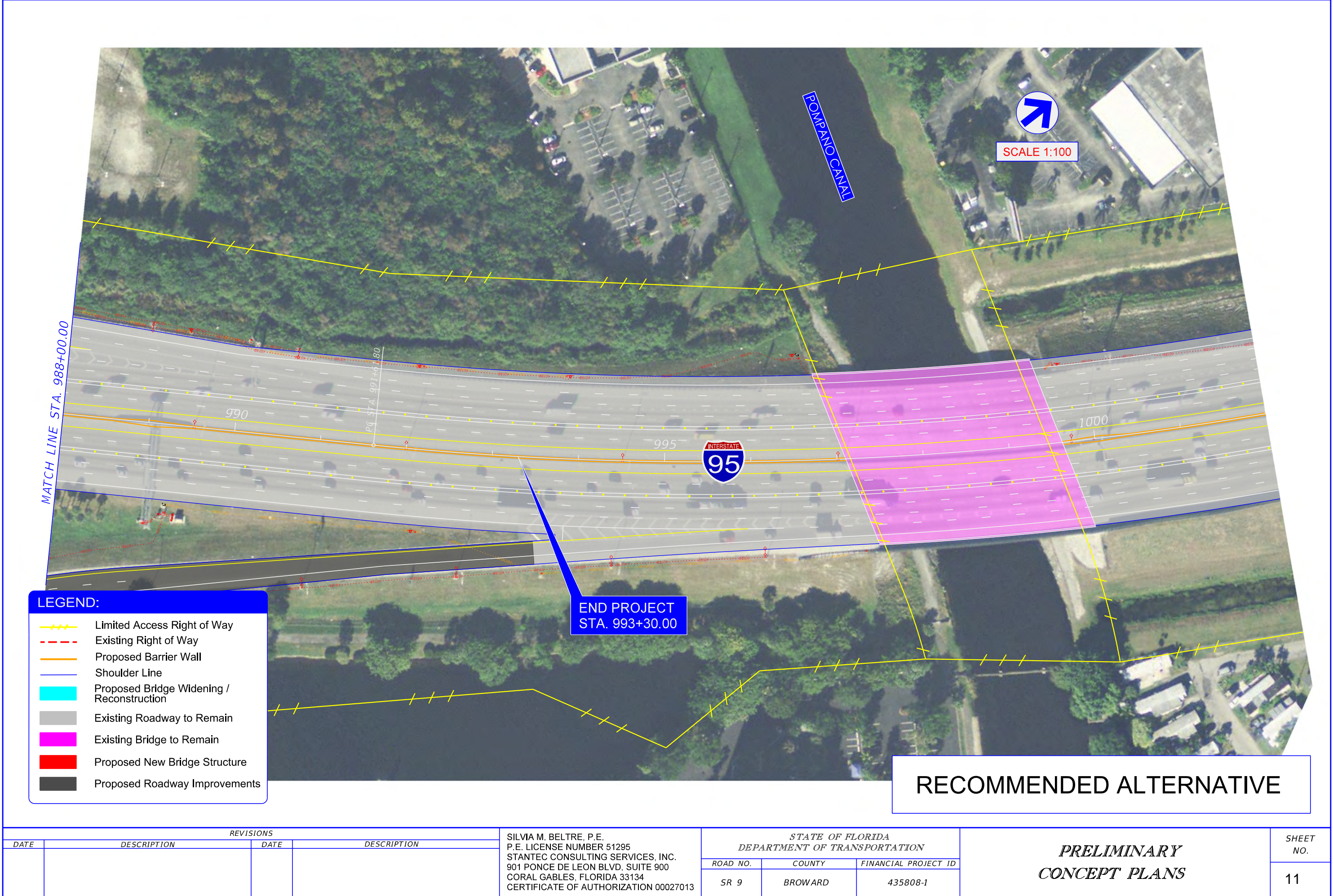


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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		10
					SR 9	BROWARD	435808-1		



LEGEND:

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- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 11
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 9	BROWARD	435808-1		

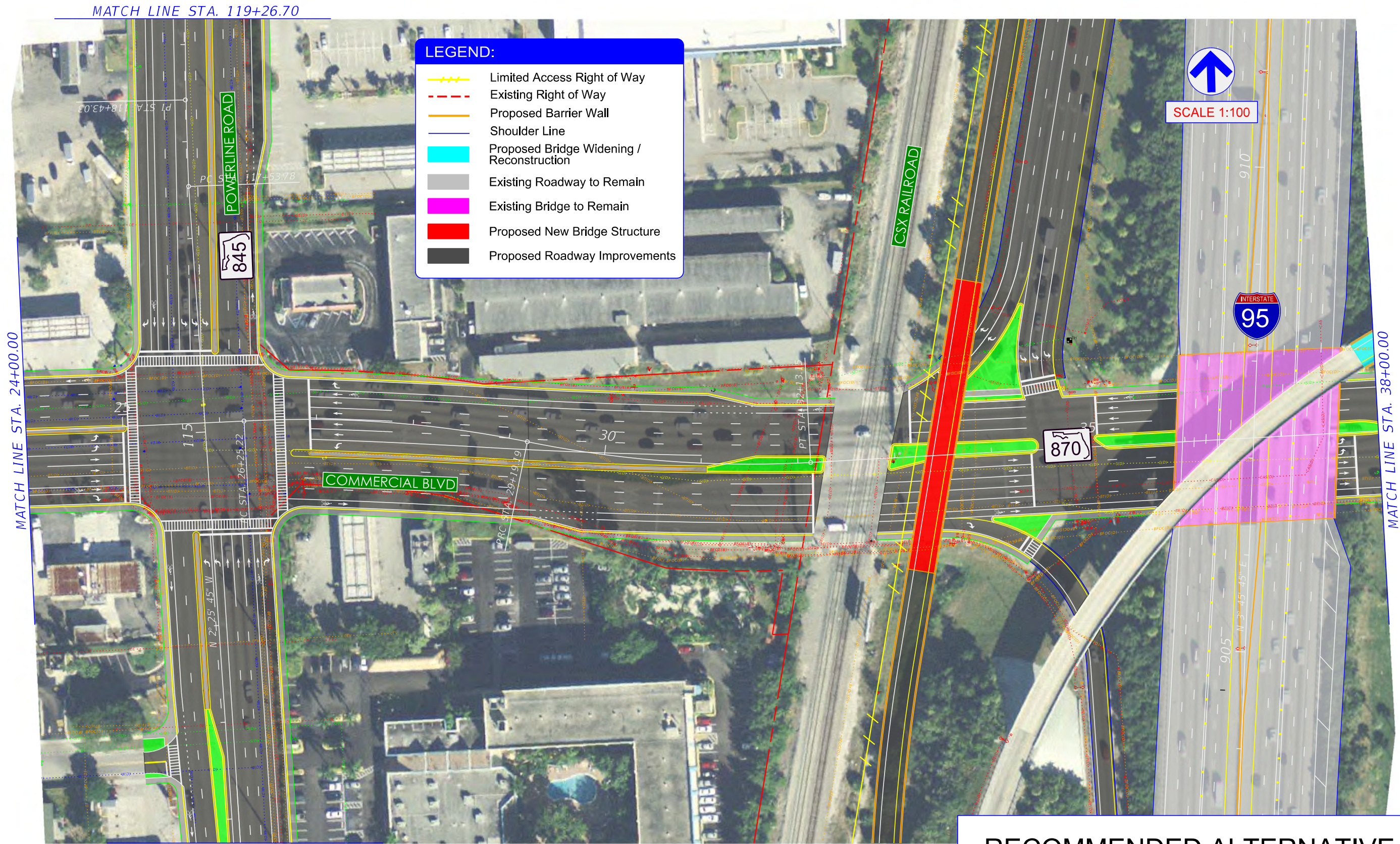


LEGEND:

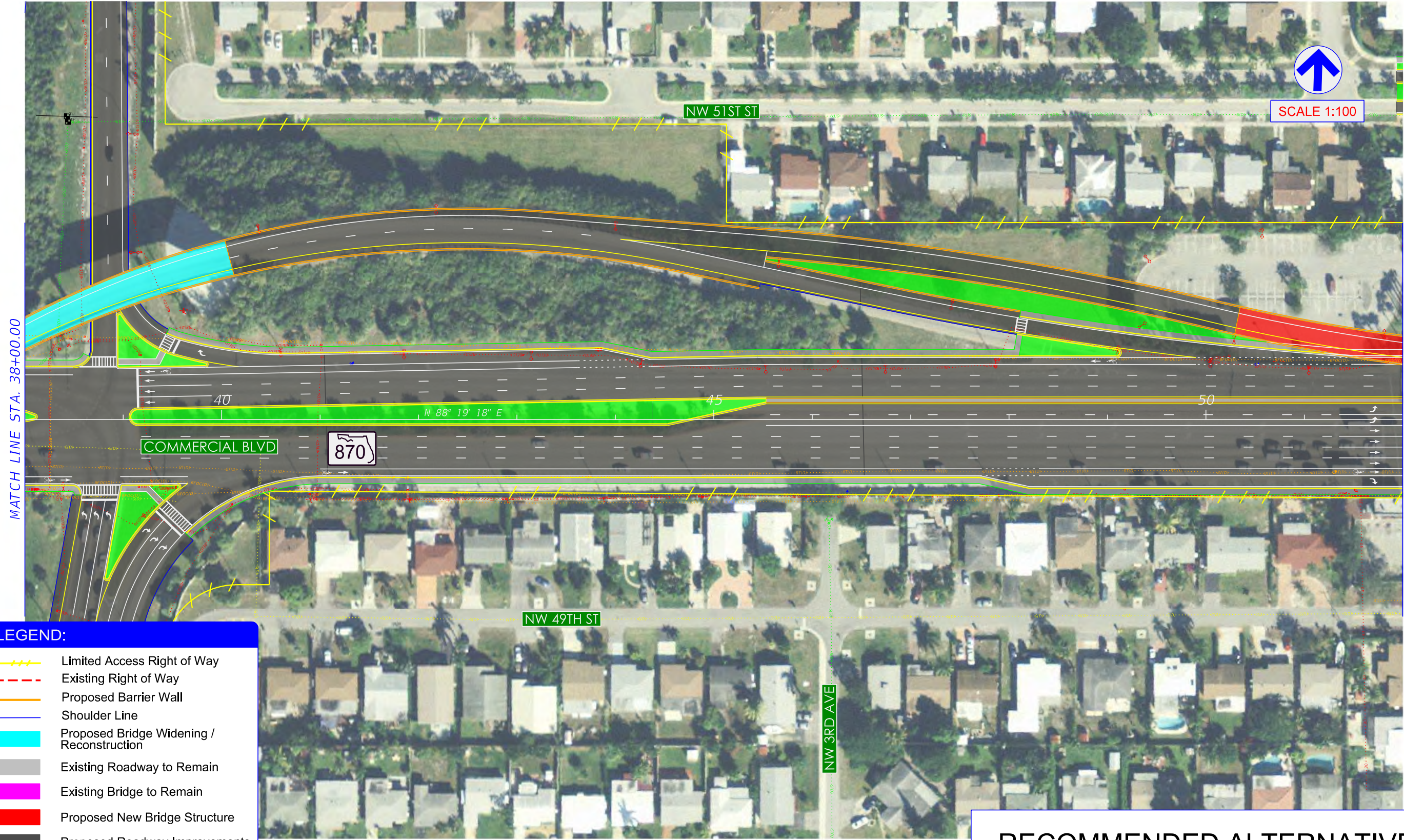
- Limited Access Right of Way
- - - Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 870	BROWARD	435808-1	12	



REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD. SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 13
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 870	BROWARD	435808-1		



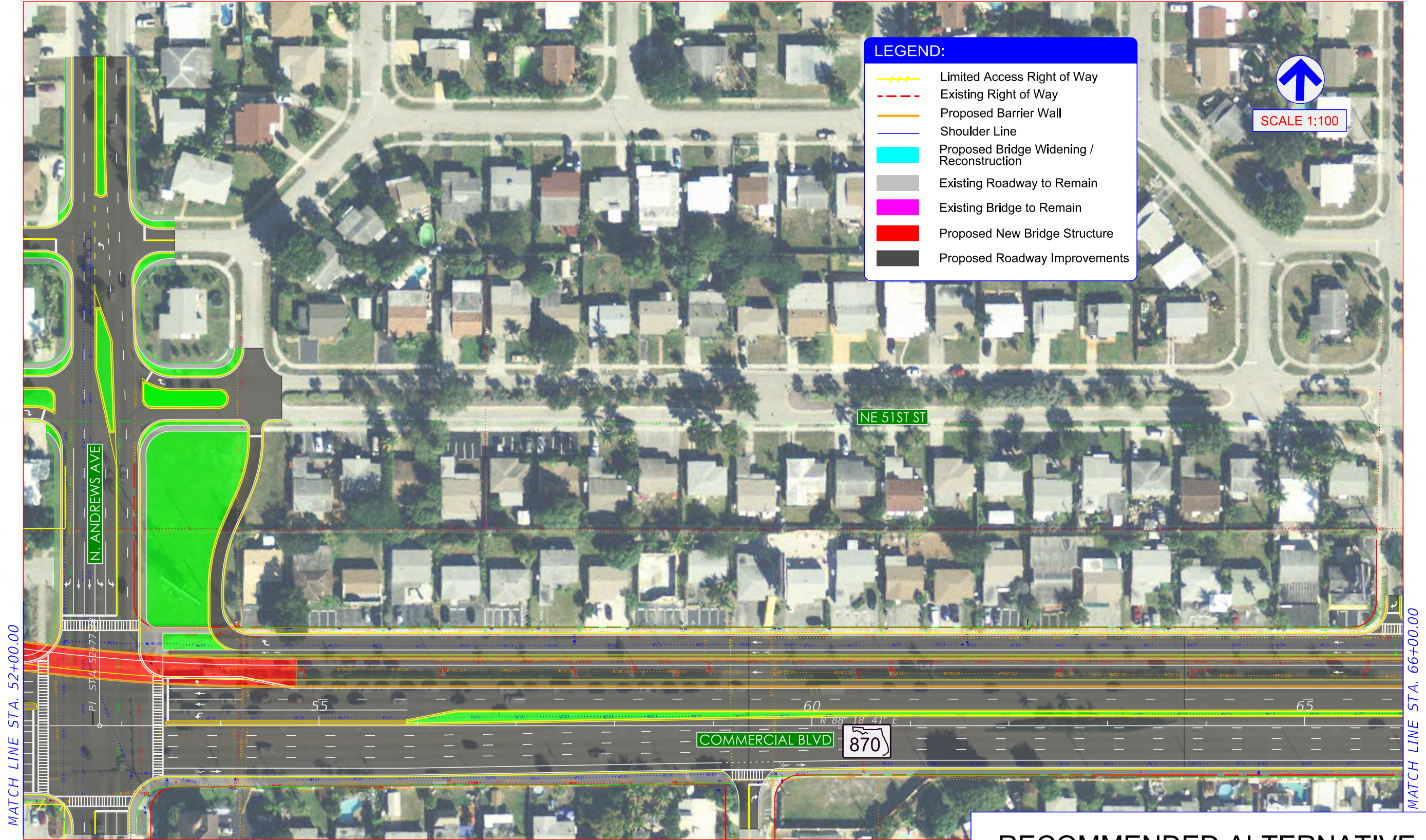
LEGEND:

- Limited Access Right of Way
- - - Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

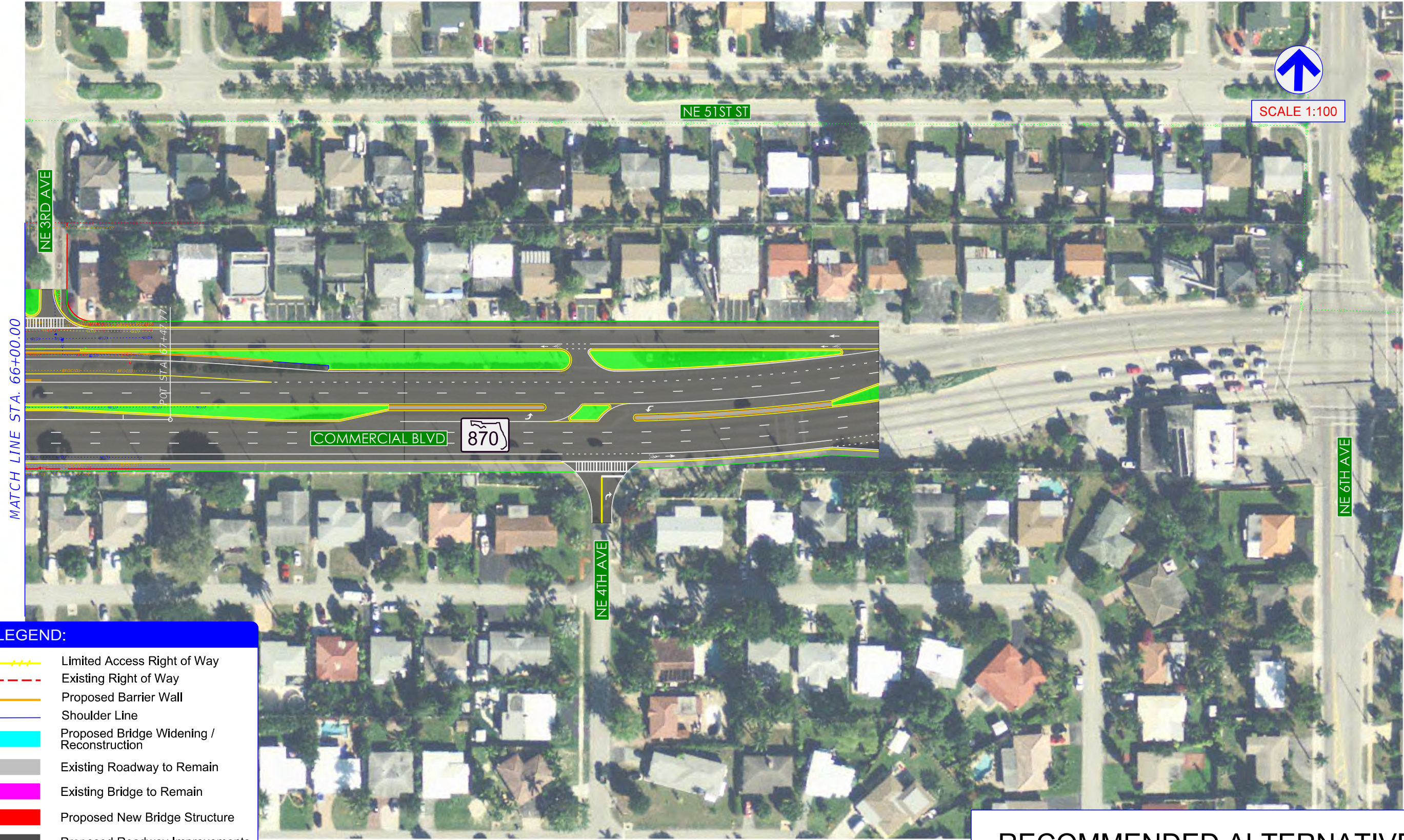
RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 14
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 870	BROWARD	435808-1		

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REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD. SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 15
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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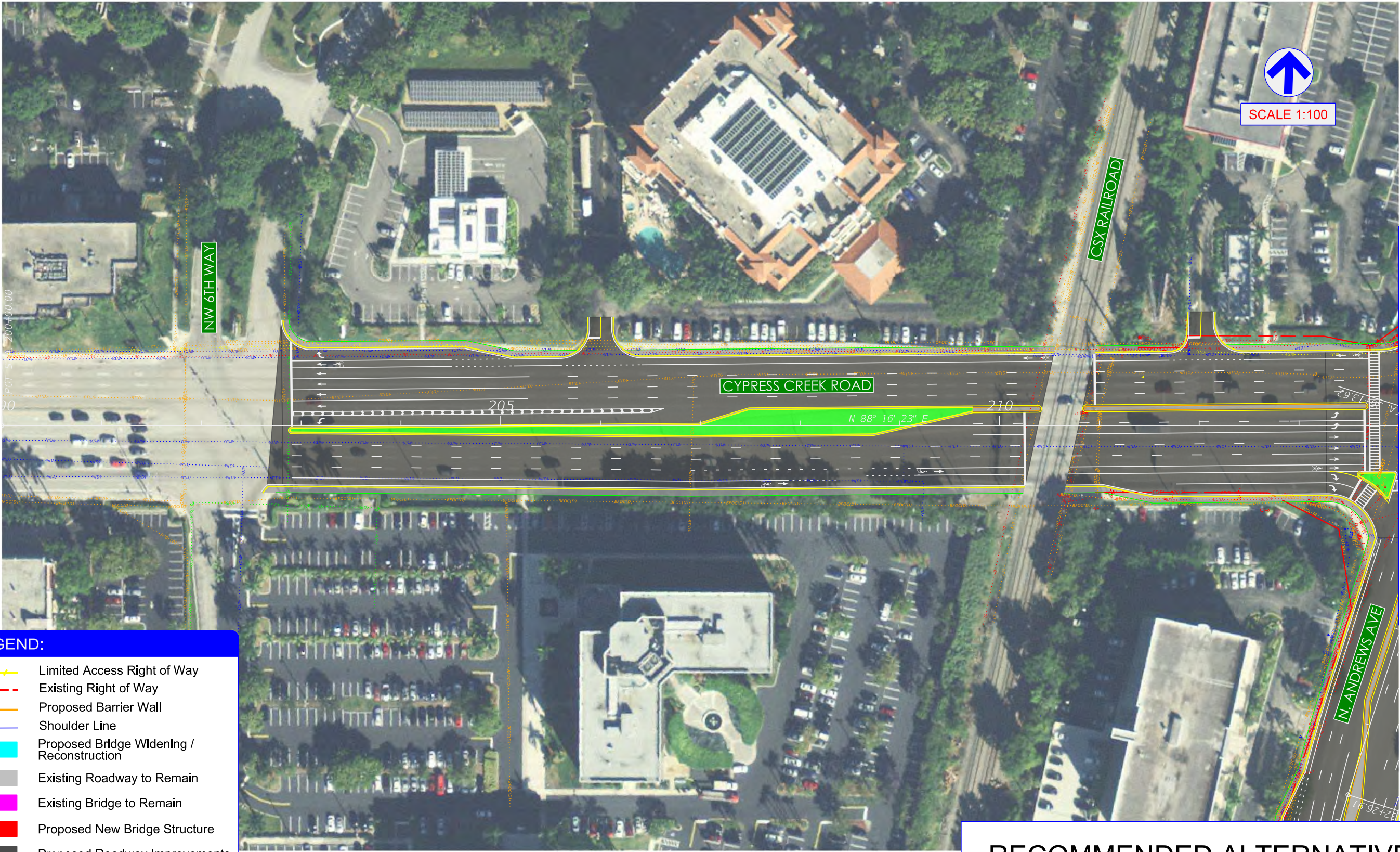


LEGEND:

- Limited Access Right of Way
- - - Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 16
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 870	BROWARD	435808-1		

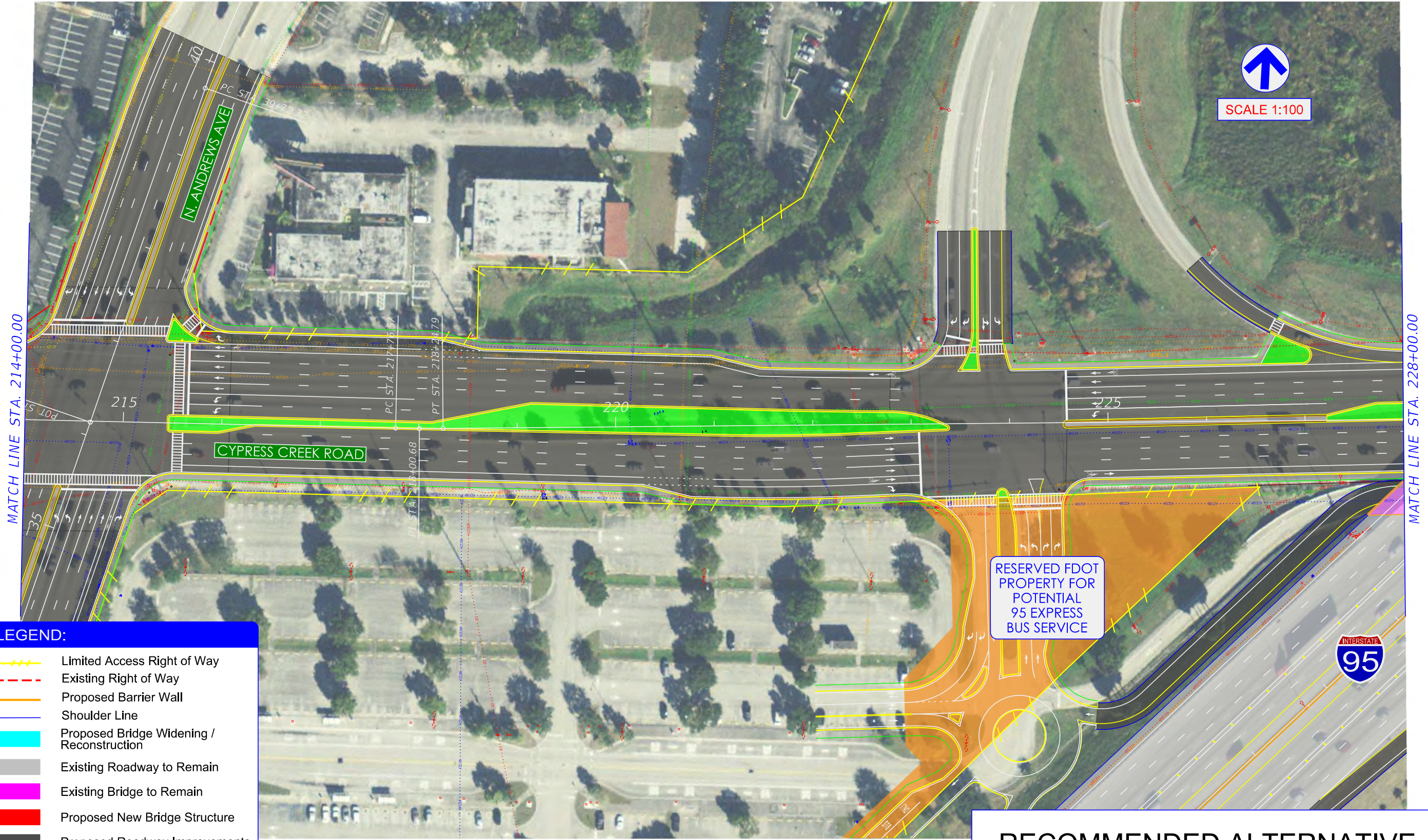


LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 17
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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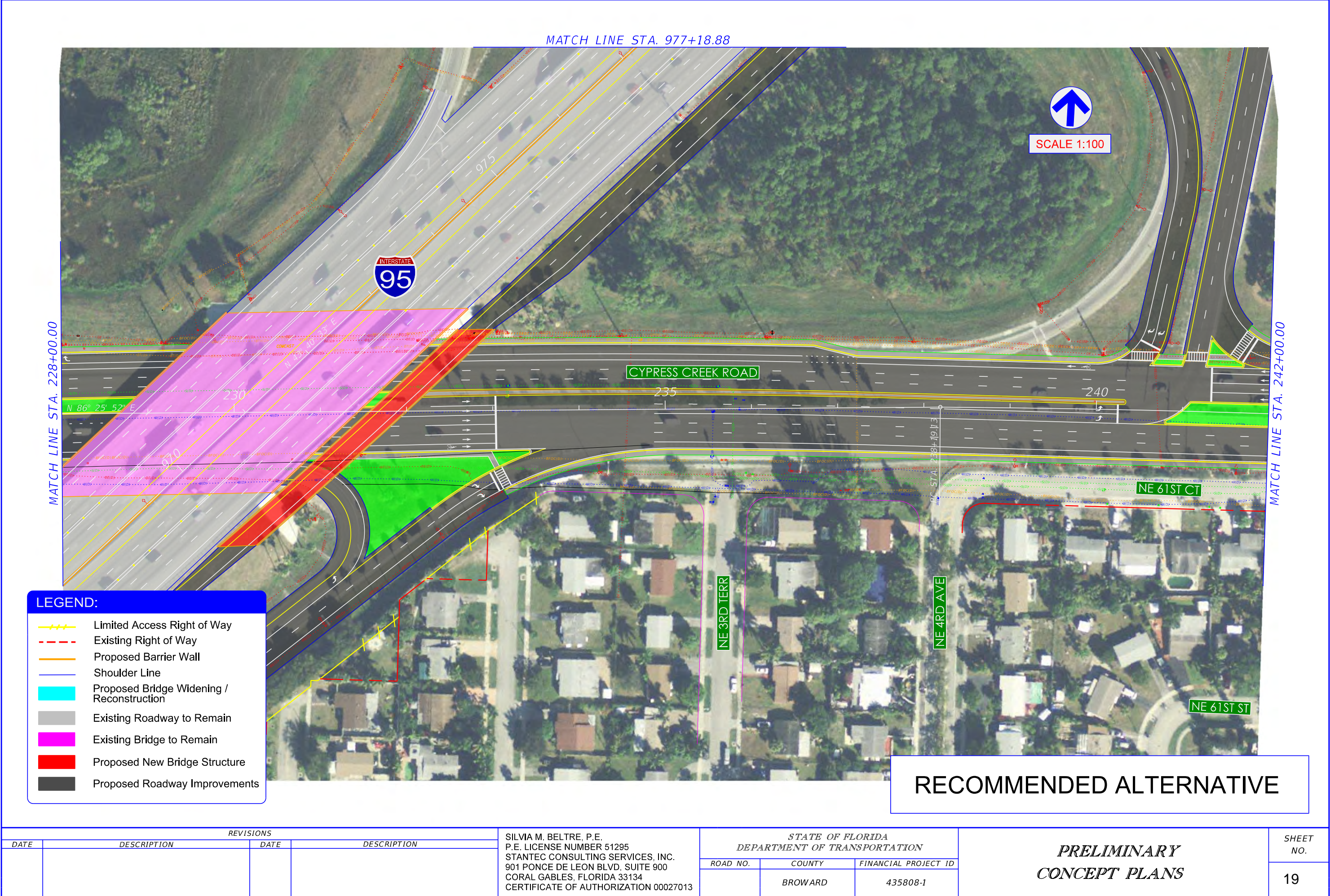


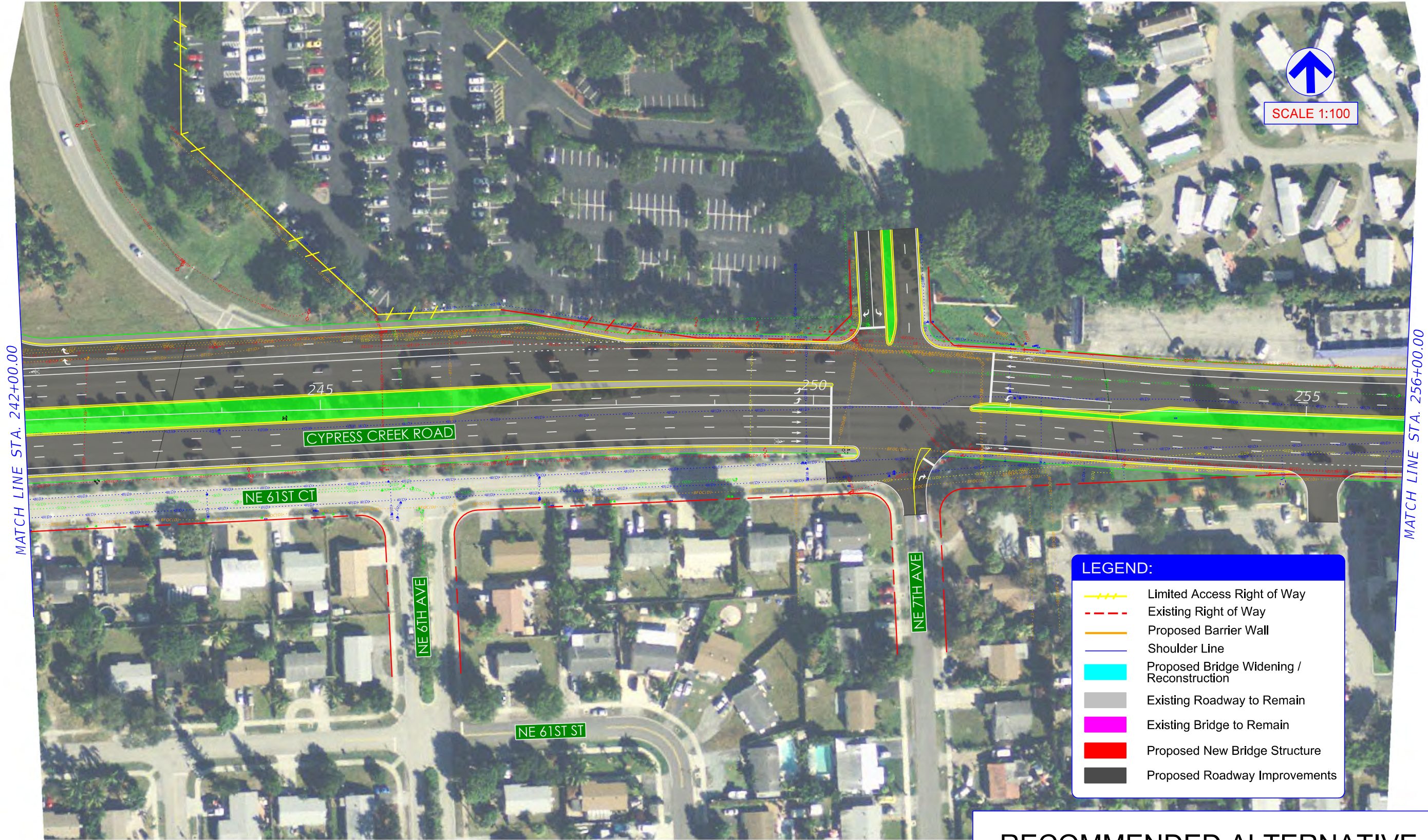
LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

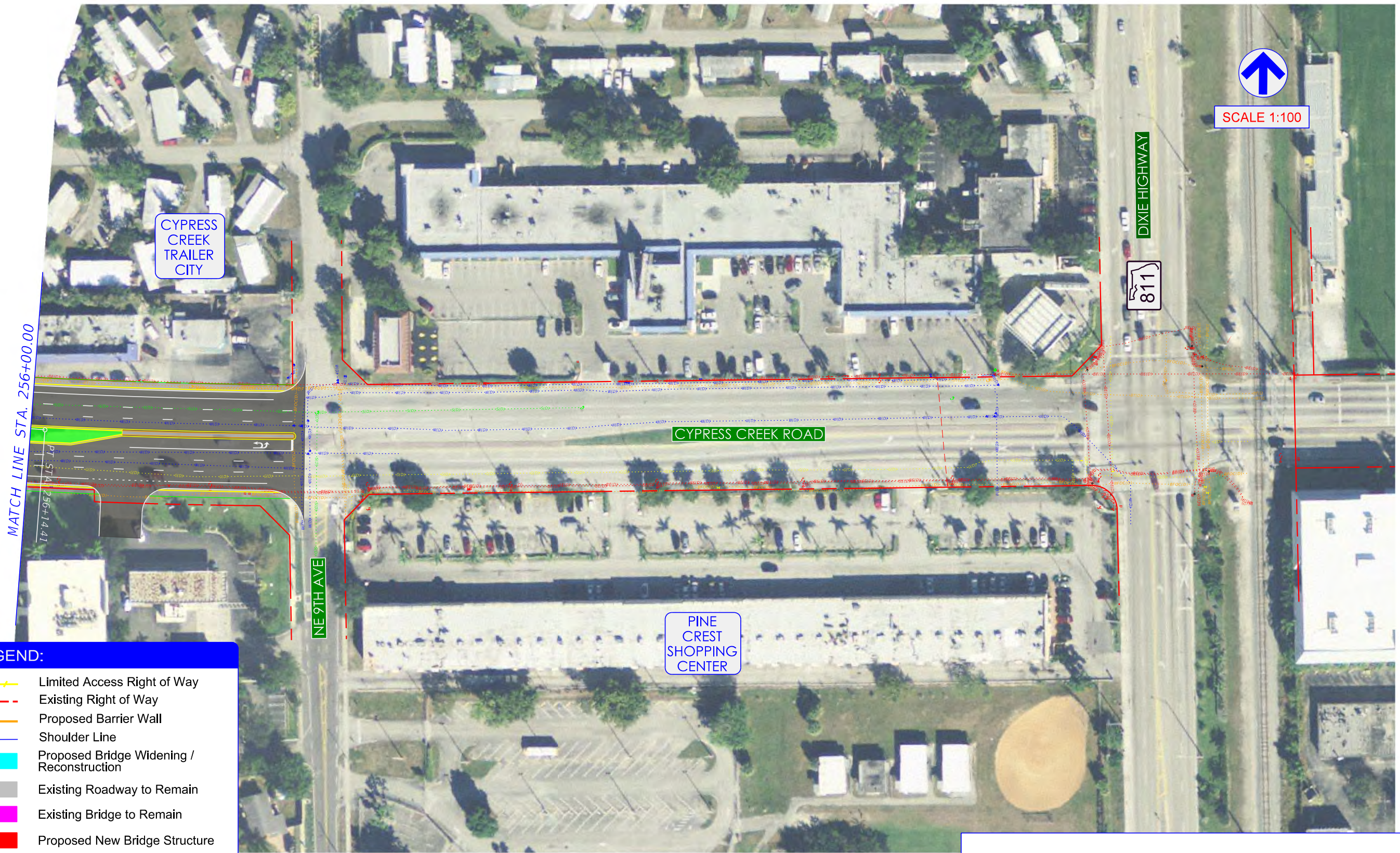
REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 18
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						BROWARD	435808-1		





RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD. SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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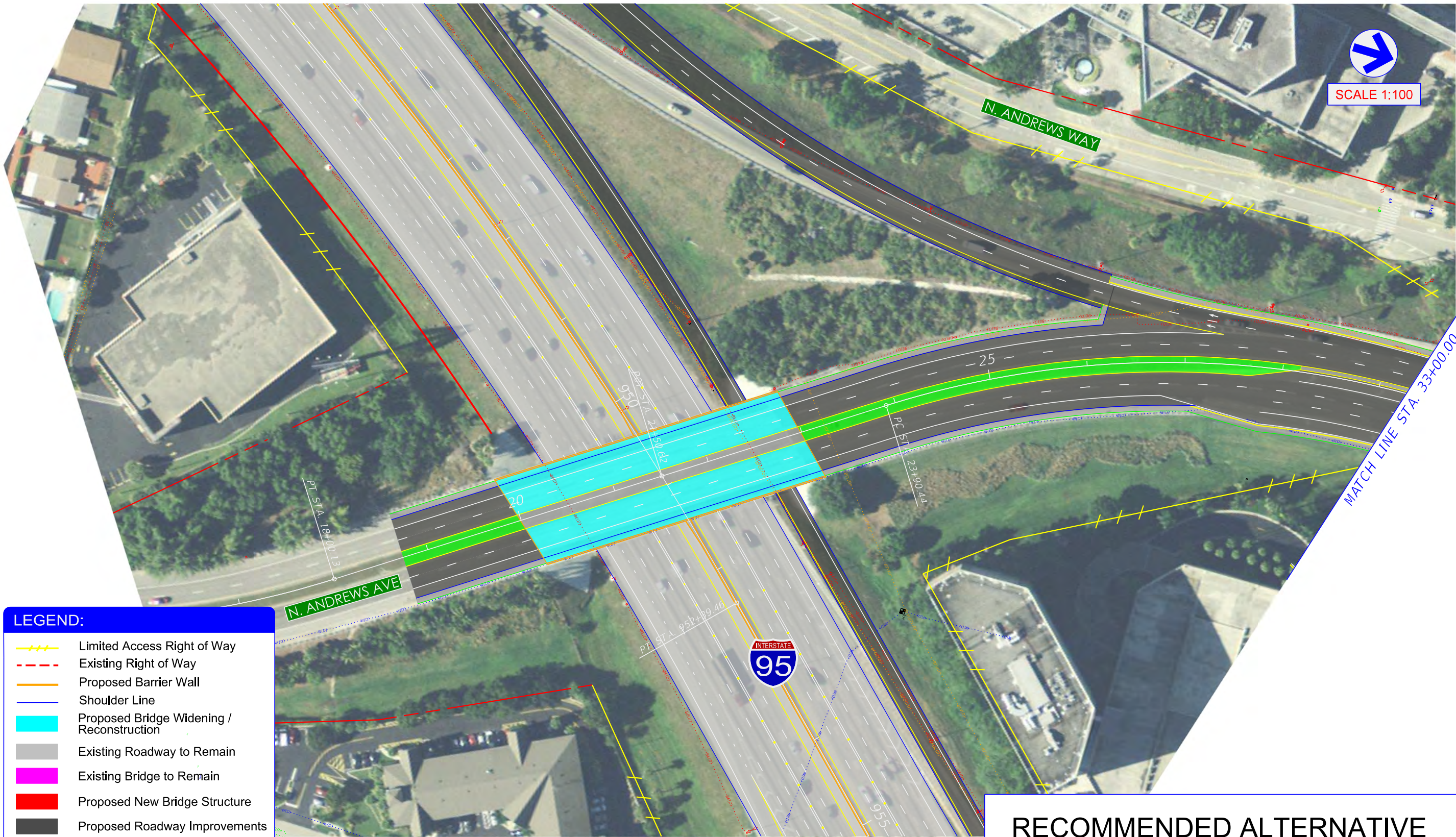


LEGEND:

- Limited Access Right of Way
- Existing Right of Way
- Proposed Barrier Wall
- Shoulder Line
- Proposed Bridge Widening / Reconstruction
- Existing Roadway to Remain
- Existing Bridge to Remain
- Proposed New Bridge Structure
- Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

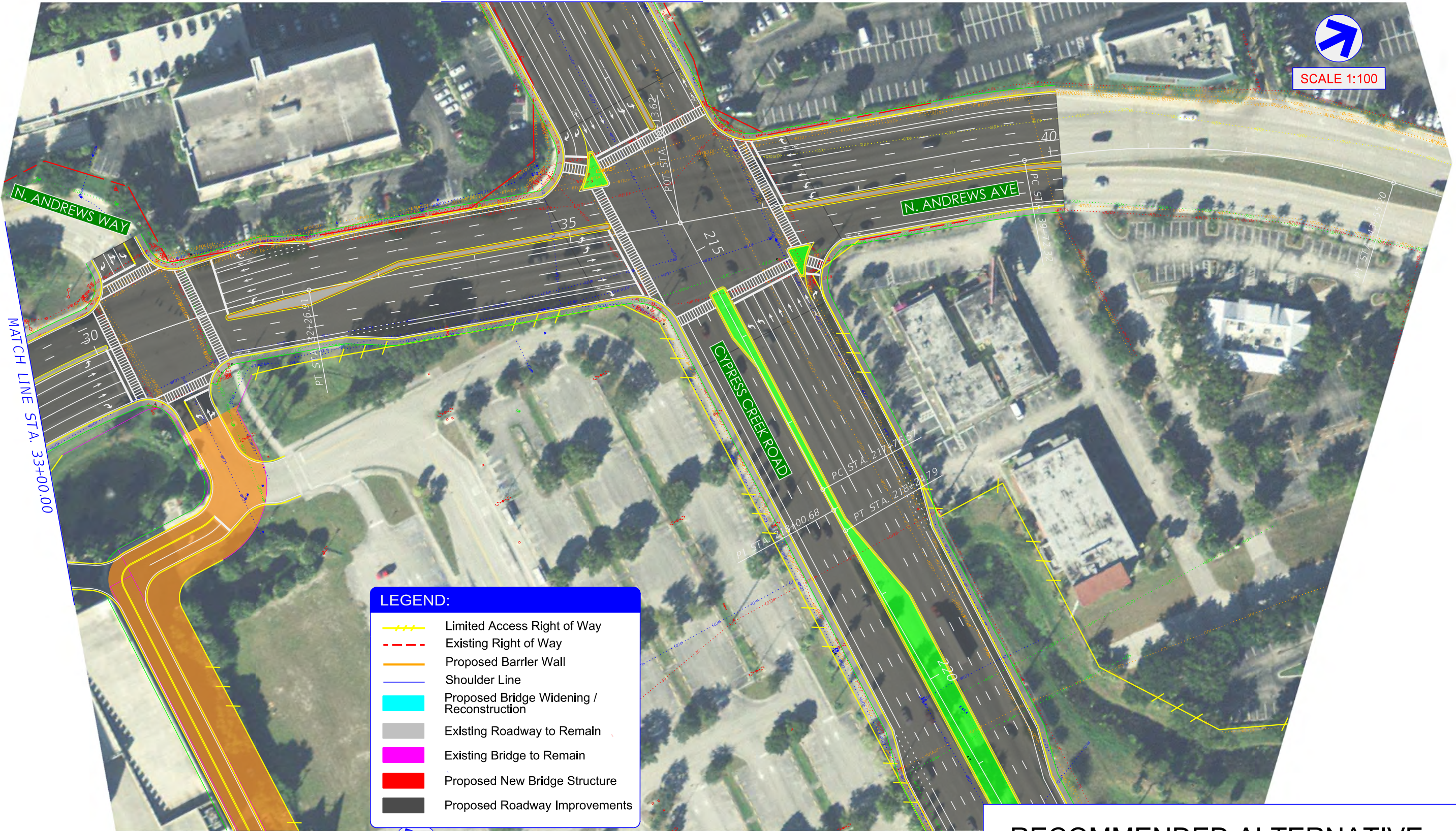
REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		21
					SR 9	BROWARD	435808-1		



RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		PRELIMINARY CONCEPT PLANS		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION						
					ROAD NO.	COUNTY			
						BROWARD	FINANCIAL PROJECT ID	435808-1	22

MATCH LINE STA. 212+10.50



RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 23
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						BROWARD	435808-1		



LEGEND:

Limited Access Right of Way

Existing Right of Way

Proposed Barrier Wall

Shoulder Line

Proposed Bridge Widening / Reconstruction

Existing Roadway to Remain

Existing Bridge to Remain

Proposed New Bridge Structure

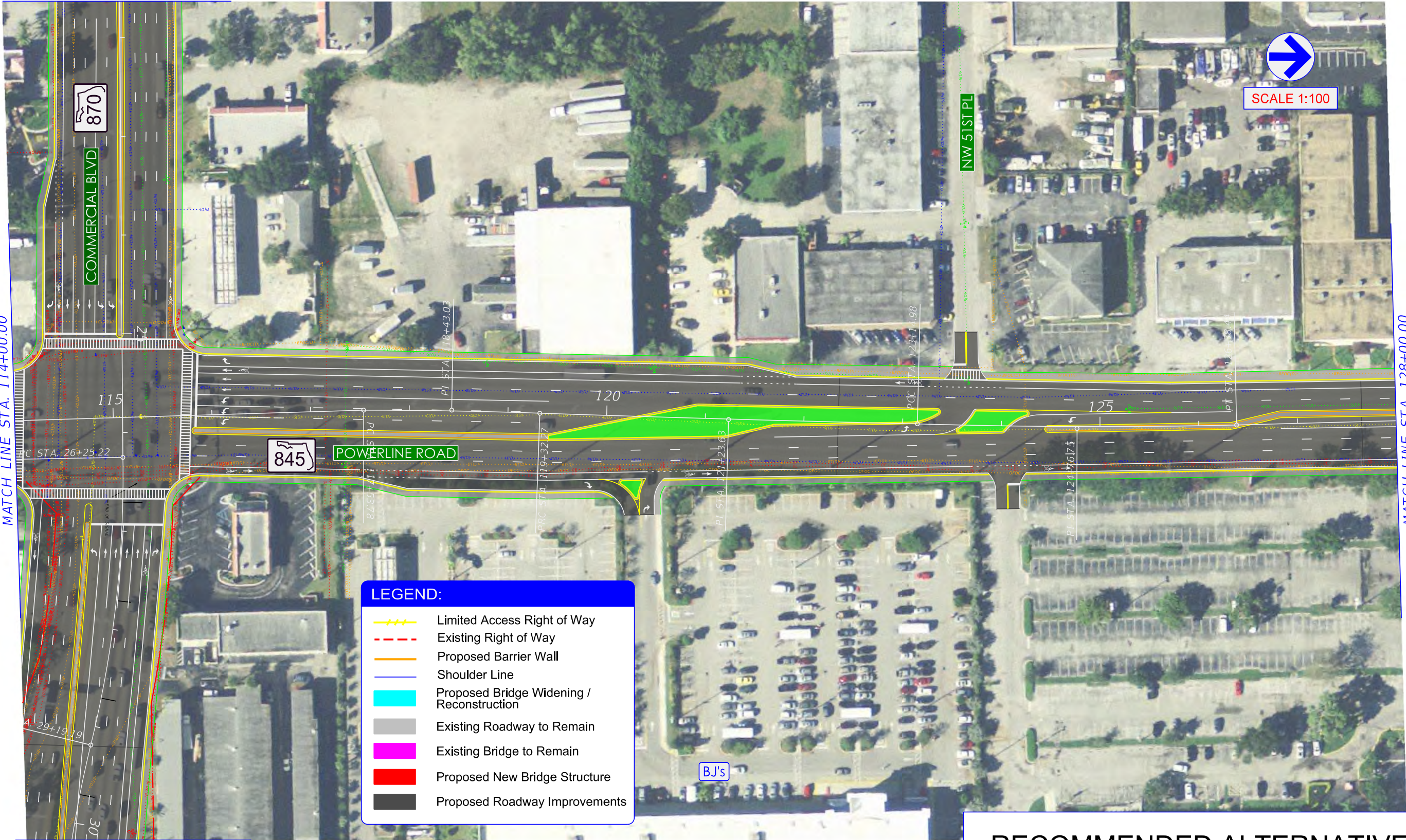
Proposed Roadway Improvements

RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 24
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 845	BROWARD	435808-1		

MATCH LINE STA. 21+63.12

MATCH LINE STA. 114+00.00



MATCH LINE STA. 30+17.48

MATCH LINE STA. 128+00.00

RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD, SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO. 25
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 845	BROWARD	435808-1		

MATCH LINE STA. 128+00.00



RECOMMENDED ALTERNATIVE

REVISIONS				SILVIA M. BELTRE, P.E. P.E. LICENSE NUMBER 51295 STANTEC CONSULTING SERVICES, INC. 901 PONCE DE LEON BLVD. SUITE 900 CORAL GABLES, FLORIDA 33134 CERTIFICATE OF AUTHORIZATION 00027013	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PRELIMINARY CONCEPT PLANS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 845	BROWARD	435808-1		26

Appendix B

Summary of Public Comments

Comments and Response Summary																			
I95 Commercial to Cypress Creek																			
COMMENTS								RESPONSE								REVISED RESPONSES		ADDITIONAL INFORMATION	
No.	First Name	Last Name	Affiliation	Address	E-mail	Phone Number	Preferred Contact Method	Date	Received via	CC'd	Meeting	Question / Comment	Date	Via	Person	Answer		Comment folder location	Notes
1	Steve	Littlefield	Retired home owner	224 nw 51st street Oakland Park Fl 33309	BEANIEANDRAVEN@aol.com	(954) 816-8166	Not specified	#####	Comment Form	N/A	Alternatives Public Workshop	We live next to the westbound for southbound ramp, off commercial Blvd entrance. Our biggest concern is what may happen during construction to our house, patio to the rear, pool deck and swimming pool.				Thank you for your comments. Should these improvements be constructed as a result of the study, the Florida Department of Transportation will evaluate all potential construction impacts on abutting properties and will investigate ways to minimize impacts during the final design phase.	The project is currently in the Project Development and Environment (PD&E) Study Phase. During this phase, FDOT will evaluate potential environmental impacts including construction noise and/or vibration impacts that may result from construction. Based on the results of this analyses, avoidance and/or mitigation options can be evaluated during the next phase of the project (final design phase). The No-Build alternative remains viable throughout the study. A recommended alternative will be presented at the Public Hearing anticipated in the Spring of 2018.		
	Dorothy	Littlefield	Home Owner	224 nw 51st street Oakland Park Fl 33309	BEANIEANDRAVEN@aol.com	(954) 771-0142	Not specified	#####	Comment Form	N/A	Alternatives Public Workshop	The ramp to I-95 to go southbound from W. commercial is where my house backs up to. I have seen the proposals and feel that the vibration from doing the ramp again will cause major destruction with my pool. I watch traffic go up this ramp morning and night and the only time I see it back up is when there is an accident on S.B I-95. I don't see reason to mess with something that is working now.				Thank you for your comments. Should these improvements be constructed as a result of the study, the Florida Department of Transportation will evaluate all potential construction impacts (including vibration) on abutting properties and will investigate ways to minimize impacts during the final design phase. The reason to partially reconstruct the I-95 Westbound to Southbound flyover on-ramp is to improve the operations of the westbound movement of the Commercial Boulevard and N. Andrews Avenue intersection. Existing there is a failing level of service for the westbound movement of the intersection due to the large volume of traffic trying to access the flyover. The Commercial Boulevard and N. Andrews Avenue intersection signal is acting as a meter and only allowing the capacity of one travel lane to enter the flyover at each green light which is the reason there is no back-up along the flyover. However, this is causing a significant delay east of N. Andrews Avenue. The combination of the proposed widening at the beginning of the flyover to two lanes and the additional westbound thru lane west of the intersection will filter twice as many vehicles thru the intersection to access the flyover and hence improve the level of service of the westbound movement along Commercial Boulevard.	The project is currently in the Project Development and Environment (PD&E) Study Phase. During this phase, FDOT will evaluate potential environmental impacts including construction noise and/or vibration impacts that may result from construction. Based on the results of this analyses, avoidance and/or mitigation options can be evaluated during the next phase of the project (final design phase). The partial reconstruction of the I-95 Westbound to Southbound on ramp is part of two of the three alternatives being evaluated at the Commercial Boulevard interchange. This proposed solution is based on the need to improve traffic and operations for the interchange and adjacent intersection of Commercial Boulevard and N. Andrews Avenue based on a 2040 design year. The No-Build alternative remains viable throughout the study. A recommended alternative will be presented at the Public Hearing anticipated in the Spring of 2018.		
	19	Tod	Weston Esq.	Property Owner	51 East Commercial Boulevard Fort Lauderdale, Florida 33334	tweston@todwestonlaw.com	954-772-4100	Not specified	#####	Comment Form	N/A	Alternatives Public Workshop	Commerical Blvd East of 95 Buildings on north side affected drastically as to diminished use, access, and visibility. Although portions is street use on service road - the effect is catastrophic to ongoing businesses and effecting xxx them out of business without use of same. In any event, Alt 1, 2, or 3 impact is great enough to regain full relocation				Thank you for your comment. All three of the potential alternatives at the intersection of Commercial Boulevard and N. Andrews Avenue maintain all proposed improvements within Florida Department of Transportation right of way. At this point of the study, no right of way acquisition or relocations are anticipated along this area of Commercial Boulevard. As part of this Project Development and Environment (PD&E) Study an access management plan will be prepared and presented as part of the public involvement process. The access management plan will evaluate existing and proposed access changes, in particular any potential reconfigurations to the existing frontage road to the north of Commercial Boulevard. All access impacts will be minimize and mitigated accordingly and will be presented to the public. Should you have any questions regarding the right of way process, please feel free to reach out to our right of way specialist, xxxxxx at xxxxxx.	The improvements proposed at the intersection of Commercial Boulevard and N. Andrews Avenue are not anticipated to result in right of way acquisition. The project is currently in the Project Development and Environment (PD&E) Study Phase. During this phase, FDOT will prepare an access management plan. This plan will evaluate existing and proposed access changes including any potential for reconfiguration of the existing frontage road on the north side of Commercial Boulevard. The analysis of the proposed improvements will also include a review of any potential impacts to visibility. The results of these analyses along with the Recommended Alternative will be presented at the Public Hearing anticipated in the Spring of 2018. The No-Build Alternative remains viable throughout the study phase. As the study progresses, should any right of way acquisition be identified as the concepts are finalized, these impacts will be shown during the Public Hearing. If required, right of way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act.	V:\2158\active\215810476\Public Involvement\Stakeholders Meetings & Coordination\Comments and Responses\19_Tod Weston
30	Charles	Gilbert	N. Andrews Gardens	6141 NE 3 Terrace Oakland Park Fl 33334	cgilbert924@gmail.com	(954)304-6589	Not specified	#####	Comment Form		Alternatives Public Workshop	I am in favor of Cypress Creek Road Alternative #1. I live on Cypress Creek Road, east of I-95. I do not favor an overpass that would bring more noise to the neighborhood. We already have I-95 and the airport. Even in the case of a wall on Alternative #2, don't think this would be any better. I like the combining of all southbound on ramps into one lane and then merging later on 95, but is the improvement to flow, really worth expense to improve flow?				Thank you for your comment. The Florida Department of Transportation acknowledges your support for the Cypress Creek Road Alternative #1. As part of the Project Development and Environment (PD&E) Study, a Noise Study Report will be prepared to analyze noise impacts associated with all proposed improvements in order to determine if noise impacts are at or above noise impact criteria per FDOT requirements. If the need for noise abatement is necessary, project specific minimization measures will be considered and incorporated as appropriate. The proposed Collector-Distributor (CD) system which collects all the Cypress Creek interchange on-ramp movements will improve the unsafe weaving maneuver of closely spaced existing southbound on-ramps from Commercial Boulevard, the Cypress Creek Park and Ride and N. Andrews Avenue. The proposed ramp modifications and CD sytem will improve the safety of the project corridor.	The Florida Department of Transportation acknowledges your support for the Cypress Creek Road Alternative #1. The project is currently in the Project Development and Environment (PD&E) Study Phase. During this phase, a Noise Study Report will be prepared to analyze potential noise impacts associated with the proposed improvements. The enclosed noise brochure outlines the process FDOT must follow to evaluate potential noise impacts. The results of the noise analysis along with the Recommended Alternative will be presented at the Public Hearing anticipated in the Spring of 2018. The proposed Collector-Distributor (CD) system which collects all the Cypress Creek interchange on-ramp movements will improve the weaving maneuver associated with the the three existing closely spaced on-ramps to southbound I-95: from Commercial Boulevard, from the Cypress Creek Park and Ride and from N. Andrews Avenue. The proposed ramp modifications and CD sytem will improve safety along the project corridor. Before making a decision on a Recommended Alternative, FDOT will evaluate the alternatives from an engineering, environmental and cost perspective. The results of these analysis will be presented during the Public Hearing previously referenced.	V:\2158\active\215810476\Public Involvement\Stakeholders Meetings & Coordination\Comments and Responses\30_charles gilbert	
31	Ralph	Zeltman	Retired Engineer	2177 NE 63 Court Fort Lauderdale Fl, 33308	zeltman@bellsouth.net	(954) 771-9838	Not specified	#####	Comment Form		Alternatives Public Workshop	Consideration should be given to constructing a FEC Railroad crossing at McNabe Road to alleviate traffic congestion along NE 18th Avenue between Cypress Creek road and Atlantis Blvd				Thank you for your comment. The Florida Department of Transportation acknowledges your concern with the FEC railroad crossing at McNab Road. This FEC railroad crossing with McNab is outside the project limits of this Project Development and Environment (PD&E) Study and will not include any improvements or impacts to this location.	The purpose and need of this study involves improving traffic and safety of I-95 and the interchanges of Cypress Creek Road and Commercial Boulevard. The Florida Department of Transportation acknowledges your concern with the FEC railroad crossing at McNab Road. This FEC railroad crossing with McNab is outside the project limits of this Project Development and Environment (PD&E) Study. However, your concerns will be forwarded to our Traffic Operations department. (ROB TO CHECK WITH ANSON IF HE WANTS TO SEND THIS TO TRAFFIC OPS)	V:\2158\active\215810476\Public Involvement\Stakeholders Meetings & Coordination\Comments and Responses\31_ralph zeltman	
32	Tara	Simon	Resident	361 NW 55 Street Oakland Park Fl, 33309	tararose771@gmail.com	(954) 864-1172	Not specified	#####	Comment Form		Alternatives Public Workshop	- Commercial and powerline, commercial and Andrews both "alternative 3" options seem ideal. - we like both ideal/proposals for the cypress interchange. Cons: - 95 express expansion is causing major vibration of our home (rattling windows, cracks opening on outer walls) and we would like to speak further on this with someone who could hopefully alleviate our concerns.				Thank you for your comment. The Florida Department of Transportation (FDOT) acknowledges your support for both Alternatives 3's at the Commercial Boulevard and Powerline Road intersection and Commercial Boulevard and N. Andrews Avenue intersection and both Alternative 1 and 2 at the Cypress Creek Interchange. FDOT will follow up with the public information officer for the project of the I-95 Express Lanes Expansion who should be able to investigate the matter of vibration or any other concerns related to that project.	Thank you for your comment. The Florida Department of Transportation (FDOT) acknowledges your support for both Alternatives 3's at the Commercial Boulevard and Powerline Road intersection and Commercial Boulevard and N. Andrews Avenue intersection and both Alternative 1 and 2 at the Cypress Creek Interchange. Your vibration concerns regarding the I-95 Express project have been forwarded to xxxx. (Rob to follow-up with Anson - i think he has sent at least one comment to the 95 express team - we should provide a name, number and email so person can follow up)	V:\2158\active\215810476\Public Involvement\Stakeholders Meetings & Coordination\Comments and Responses\32_tara simon	

Comments and Response Summary																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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