

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TECHNICAL REPORT COVERSHEET

650-050-38
ENVIRONMENTAL
MANAGEMENT
06/29

Draft Type 2 Categorical Exclusion

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.

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

Director of the Office of Environmental Management
Florida Department of Transportation

Date

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM**1. PROJECT DESCRIPTION AND PURPOSE AND NEED****a. Project Information****Project Name:** SR 9/I-95 from South of SR 870/Commercial Boulevard to North of Cypress Creek Road**Project Limits:** South of SR 870/Commercial Boulevard to North of Cypress Creek Road (MM 14.5 to MM 17.0)**County:** Broward County**ETDM Number (If applicable):** 14222**Financial Management Number:** 435808-1-22-02**Federal-Aid Project Number:****Project Manager:** Nadir Rodrigues**b. Proposed Improvements:** See Section 1.5**c. Purpose and Need:** See Section 1.4**d. Project Planning Consistency:**

Currently Adopted CFP-LRTP	COMMENTS				
Yes	Identified in Broward County MPO, 2040 CFP LRTP, SR 9/I-95 from S. of SR 870/Commercial Blvd. to N. of Cypress Creek Rd., Final Design funding in Fiscal Year 2019 with \$10,691,000 programmed.				
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/ STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Yes	Yes	\$440,000 \$10,691,363	2017/2018 2018/2019	Pages from TIP/STIP/LRTP included in Appendix A
R/W	No	No	\$0	N/A	
Construction	No	No	\$0	N/A	

***Include pages from TIP/STIP/LRTP**

2. COOPERATING AGENCIES:
☐ COE ☐ USCG ☐ FWS ☐ EPA ☐ NMFS ☒ NONE
3. ENVIRONMENTAL ANALYSIS:**Impact Determination***

Issues/Resources	Yes	No	Enhance	NoInv	Supporting Information**
A. SOCIAL & ECONOMIC					
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.1.1
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.1.2
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.1.3
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Section 2.1.4
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.1.5
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.1.6
7. Farmland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Section 2.1.7
B. CULTURAL					
1. Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.2.1
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.2.2
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.2.3
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.2.4
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.3.1
2. Aquatic Preserves and Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Section 2.3.2
3. Water Quality and Quantity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.3.3
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.3.4
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.3.5
6. Coastal Zone Consistency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Section 2.3.6
7. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Section 2.3.7
8. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.3.8
9. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Section 2.3.9
D. PHYSICAL					
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.4.1
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.4.2
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.4.3
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.4.4
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.4.5
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See Section 2.4.6
7. Navigation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Section 2.4.7
a. <input checked="" type="checkbox"/> A USCG Permit IS NOT required.					
b. <input type="checkbox"/> A USCG Permit IS required.					

* Impact Determination: Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement.

**Basis of decision is documented in the referenced attachment(s).

E. ANTICIPATED PERMITS:

- Modification to USACE Standard Permit No. SAFJ-2014-01584
- General Environmental Resource Permit (ERP) from SFWMD
- Modification to SFWMD Permit 06-01465-S
- Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) Permit

4. COMMITMENTS:

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 FDOT 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, the Design Phase shall further analyze the proposed bridge across N. Andrews Avenue to address design questions posed by the public and to conduct additional outreach during design related to this concept.
3. The FDOT will implement the most current versions of the following protection measures which will be included in the construction documents and implemented during construction: US Fish and Wildlife Service (USFWS) *Standard Protection Measures of the Eastern Indigo Snake*.

5. PUBLIC INVOLVEMENT:

1. ☐ A public hearing is not required.
2. ☒ A public hearing will be held August 23, 2018. This draft document is publicly available and comments and can be submitted to FDOT until September 04, 2018.

District Contact Information:

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3. ☐ A public hearing was held on (insert date) and the transcript is available.
4. ☐ An opportunity for a public hearing was afforded and was documented (insert date).

6. DISTRICT DETERMINATION

This project has been developed without regard to race, color, national origin, age, sex, religion, disability or family status.

FDOT Project Manager

___ / ___ / ___
Date

FDOT Environmental Manager or Designee

___ / ___ / ___
Date

7. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

Signature below constitutes Location and Design Concept Acceptance:

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

Director of the Office of Environmental
or Designee

___ / ___ / ___

Date

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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.

This Type 2 Categorical Exclusion contains information used to evaluate environmental impact determinations for the proposed project.

1.1 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.

1.2 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.



Figure 1-1 Project Location Map

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.

1.3 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.

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.

1.4 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 ENVIRONMENTAL ANALYSIS

Summarized below are the results of the environmental data collection and analysis conducted as part of this PD&E Study. The purpose of this analysis was to determine the effects associated with the recommended Build Alternative being considered for this project. This analysis was conducted using the information obtained from detailed studies of the Social & Economic, Cultural, Natural and Physical environments conducted for this project; as well as comments made by the various Environmental Technical Advisory Team (ETAT) members through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST). The ETDM Programming Screen Summary Report (#14222) was published on February 4, 2016. This report is on file at FDOT District Four.

2.1 SOCIAL AND ECONOMIC

2.1.1 SOCIAL

This project was reviewed by the ETAT through the ETDM EST, and the Federal Highway Administration (FHWA) and FDOT District Four assigned a 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 improvements. The U.S. Environmental Protection Agency (USEPA) assigned a DOE of None. A review of the potential impacts to demographics, community cohesion, safety and community goals, and quality of life issues was conducted.

Demographic information was obtained from the United Census Bureau, 2014 American Community Survey (ACS) 5-Year Estimates for census blocks within a 1,320-foot buffer. A density analysis of the block groups within the study area is summarized in **Table 2-1**. The demographic information indicates a minority population of 54%, a total minority population of 7,641 individuals, slightly less than the Broward County average of 65%.

Table 2-1
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	

In accordance with the Title VI of the Civil Rights Act of 1964 and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency", 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 (PIP) and in the Public Involvement Summary Report on file at FDOT District Four.

Community services located within the projected area include three educational facilities, five religious facilities, 19 medical and emergency facilities, and eight community centers and religious facilities. Based on the recommended Build Alternative, no adverse impacts to community facilities and services are anticipated. Access to all properties in the immediate project vicinity will be maintained through controlled construction scheduling.

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 1-1-1**. The proposed interchange improvements will reduce congestion and improve local and regional mobility, will be compatible with the proposed I-95 Express Lanes Phase 3 Project and will not change the relationships of the existing communities. 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.

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. The proposed CD road system and interchange improvements will improve safety and overall flow of traffic within the project corridor. Additionally, the existing substandard vertical clearance of the N. Andrews Avenue Bridge over I-95 will be resolved with the bridge replacement.

I-95, 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.

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 are evaluated.

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 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 Commercial Boulevard and Cypress Creek Road.

Overall, there are no major social issues associated with the recommended Build Alternative. The proposed project will improve safety, improve connectivity to communities, and provide enhanced mobility of goods and improve access to businesses in the area. This project is expected to have a positive effect on the area by improving traffic operations and enhancing connectivity and accessibility to major arterials.

No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a, no further Environmental Justice analysis is required.

2.1.2 ECONOMIC

This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary DOE of Substantial. The project was assigned a Substantial DOE by the Florida Department of Economic Opportunity (FDEO), Minimal by FHWA, and Enhanced by FDOT District Four. The project supports the land use vision according to the Broward County Comprehensive Plan. The recommended Build Alternative does not eliminate existing pedestrian features along the arterial roadway and enhances connectivity concerns by providing bicycle lanes and operational improvements. 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. 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.

The project area's character is not anticipated to have major impacts as a result of this project. 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 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). 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 Commercial Boulevard will not impact existing or future land use. 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.

2.1.3 LAND USE CHANGES

This project has been reviewed by the appropriate agencies in the ETDM EST and has been assigned a Summary DOE of Substantial. A DOE of Minimal was assigned by the FHWA, and a DOE of Substantial was assigned by the FDEO. FDEO listed concerns regarding elimination of pedestrian access to the Park and Ride Lot across N. Andrews Avenue and severing of vehicle access to N. Andrews Way, due to a braided ramp proposed on N. Andrews Avenue. Based on the recommended Build Alternative, the braided ramp alternative has been eliminated, and current access will remain.

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 and City of Oakland Park have concerns regarding certain aspects of the proposed project including right of way acquisitions. The City of Fort Lauderdale, City of Oakland Park, South Florida Regional Transportation Authority (SFRTA), FDOT, Broward County MPO, 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.

The project is anticipated to have minimal effect on the character of the area, as it is located in the Fort Lauderdale Uptown District, the second largest commercial district in Broward County. To further characterize the project area, the existing land uses, and cover types were identified with a 500-foot project buffer using the latest South Florida Water Management District (SFWMD) land use data and the Florida Land Use Cover and Forms Classification System (FLUCCS) codes. Land use information can be seen below in **Figure 2-1** and **Figure 2-2**. The primary land use within the project area is existing right of way that includes major roads and highways. Existing land use adjacent to the west of I-95 consists primarily of commercial and light industrial use, while existing land use adjacent to the east of I-95 is primarily residential.

Future land use data from the Broward County GIS data download center includes plans for the Uptown Urban Village Master Plan and the Cypress Creek Mobility Hub Master Plan. 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 pedestrian and bicycle facilities, and promote the use of multiple modes of transportation within this Hub. A Land Use Plan Amendment 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 proposed improvements aim to achieve an acceptable level of service by accommodating future travel demands. The recommended Build Alternative is anticipated to have minimal effect on the land use within the area. The character of the area will remain unchanged and will continue to support the existing and future land uses.

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

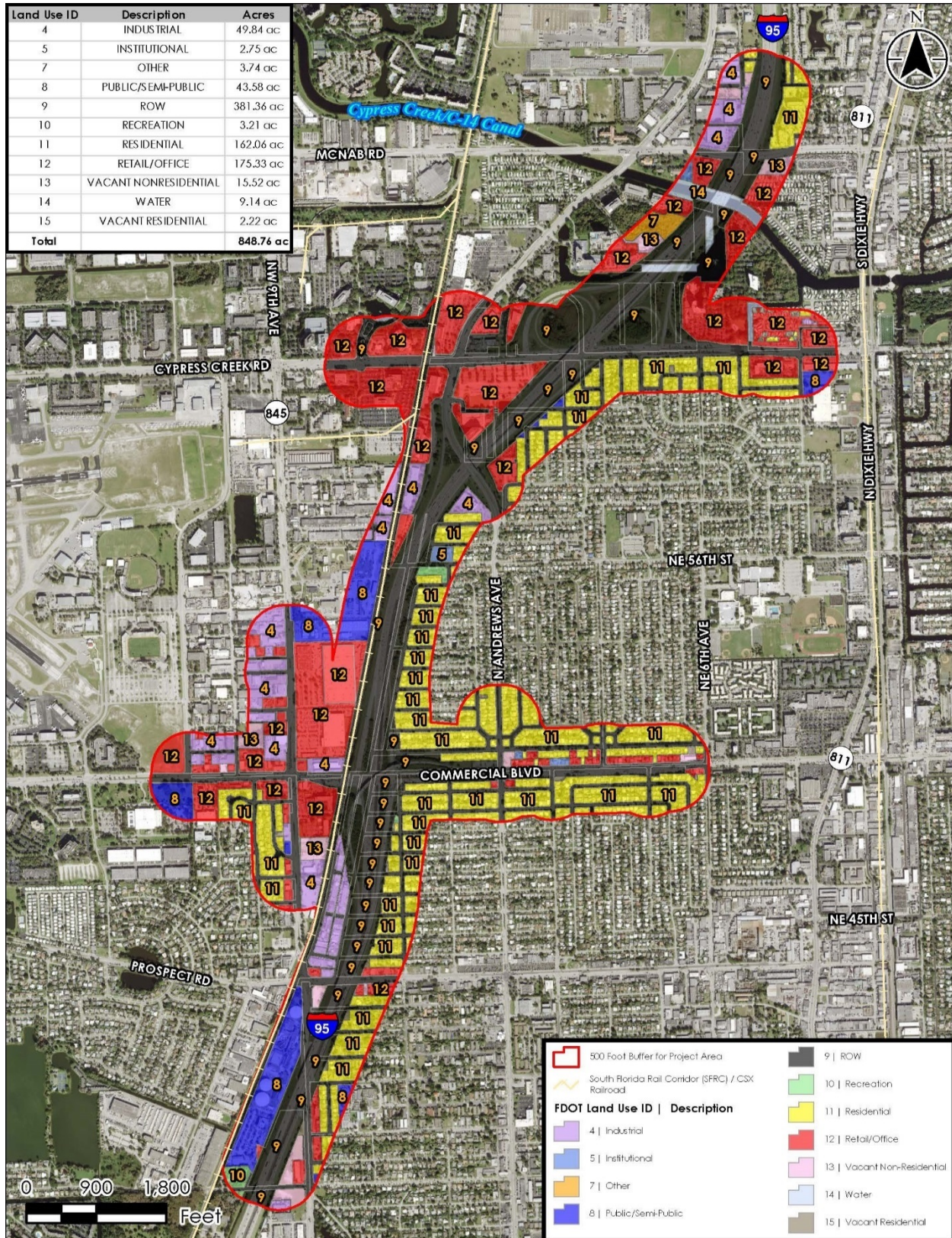


Figure 2-1 Existing Land Use

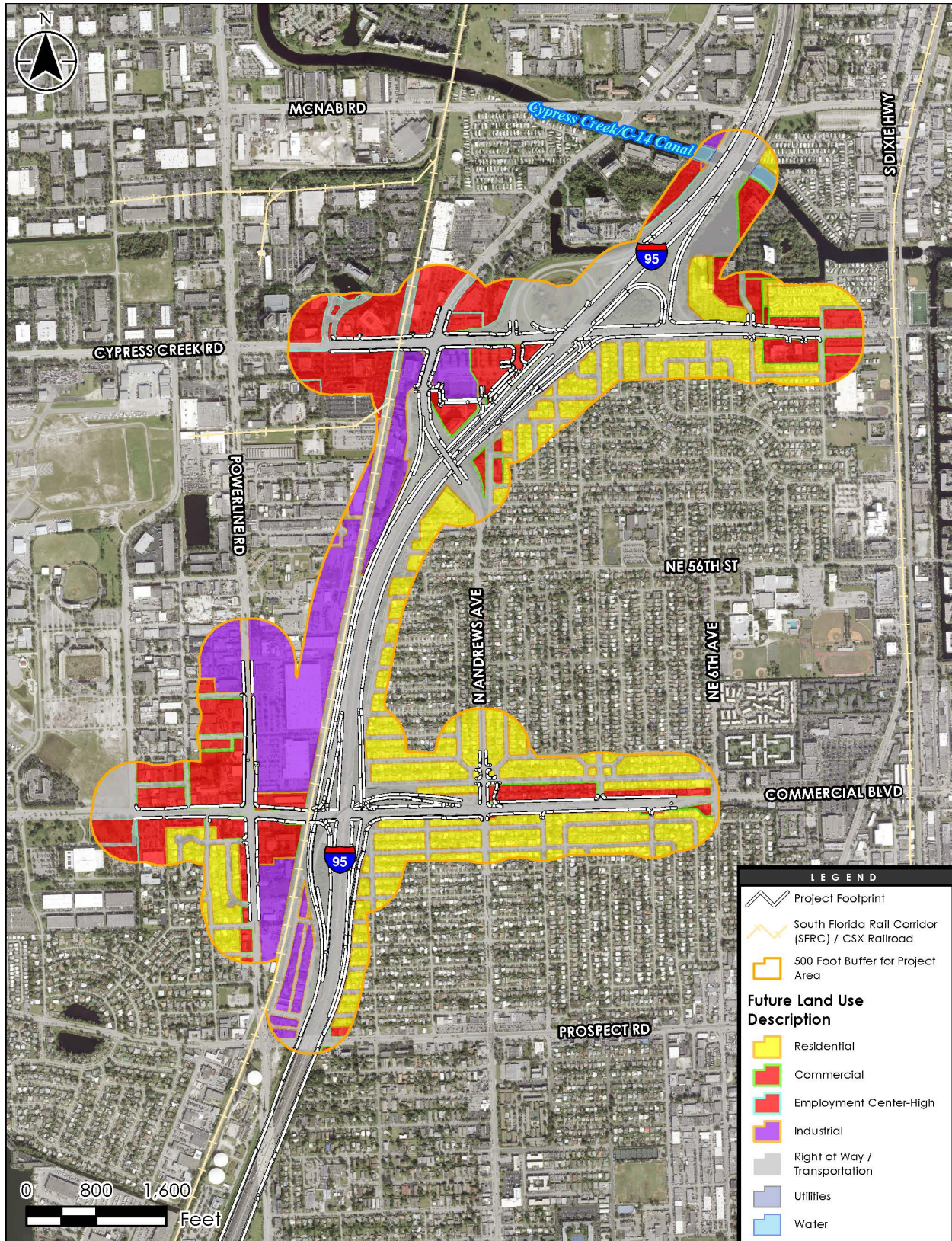


Figure 2-2 Future Land Use

2.1.4 MOBILITY

This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a DOE of Enhance by FHWA. I-95 is an existing limited access facility and Commercial Boulevard and Cypress Creek Road are existing full interchanges. The proposed interchange improvements will reduce congestion and improve local and regional mobility. Physical barriers are not proposed for the project. The project is not anticipated to have effects on community cohesion, create isolated areas, disrupt social relationships and patterns, or affect connectivity to community activity centers.

Overall, the improvements proposed as part of this project will complement the 95 Express Phase 3 improvements. The proposed CD road system and interchange improvements 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.

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, Commercial Boulevard and Cypress Creek Road.

I-95, 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.

2.1.5 AESTHETICS

This project has been reviewed by the appropriate agencies using the ETDM EST and has been assigned a summary DOE of minimal by FDOT District Four. Due to the urbanized nature of the corridor, improvements are unlikely to impact the aesthetics of the environment. During project development, public outreach was conducted by FDOT District Four in coordination with the Broward MPO and local municipalities to solicit opinions on preferences related to design elements.

It is not expected that improvements to the facility could result in major aesthetic impacts. Minor aesthetic impacts are a concern to the City of Oakland Park with the proposed bridge across N. Andrews Avenue to accommodate Commercial Boulevard westbound traffic to the existing I-95 westbound to southbound flyover on-ramp. As a result of this concern, a commitment has been included for the Design Phase to further analyze the proposed bridge across N. Andrews Avenue to address design questions posed by the public and to conduct additional outreach during design related to this concept. The Design Phase will continue public outreach with the City of Oakland Park pertaining to this concern.

Noise and vibration related effects may be of concern to residents since the project traverses residential areas. However, due to existing noise barriers and consistency with future land use plans, impacts are anticipated to be minor. Highway landscaping is viewed by both motorists and citizens along the corridor. Landscaping will be impacted on Commercial Boulevard and on Cypress Creek Road. During final design, coordination with the Cities of Oakland Park and Fort Lauderdale should occur to determine if they desire landscaping relocations.

Additionally, this project has no involvement with scenic highways.

2.1.6 RELOCATION POTENTIAL

Through the ETDM EST, the summary DOE assigned to relocation was moderate. FHWA made the following summary comment: *no relocations are expected, but right of way acquisitions from some commercial and residential properties.*

A Conceptual Stage Relocation Plan (CSRP) was prepared for the project and is on file at FDOT District Four. There are no residential household displacements, however the recommended Build Alternative proposes three business relocations (Shell Gas Station, 890 West Commercial Boulevard; Chevron Gas Station, 4999 NW 9 Avenue; Dunkin Donuts 1070 West Commercial Boulevard) and 11 sign relocations. 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. Substantial controversy was not identified during the public outreach activities conducted during the study.

In order to minimize the unavoidable effects of right of way acquisition and displacement of people, the FDOT will carry out a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). The FDOT 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. Relocation advisory services and resources are available to the resident and business to be relocated without discrimination.

2.1.7 FARMLAND

Natural Resources Conservation Service (NRCS) and FHWA assigned a DOE of none for Farmlands through the ETDM EST. The project is within the Miami Urbanized Area. According to Part 2, Chapter 6, Farmland, Section 6.2.1 of the FDOT PD&E Manual (June 14, 2017), transportation projects within urbanized areas with no adjacent present or future agricultural lands are excluded from coordination with the NRCS.

This project has no involvement with Farmlands and is not subject to the provisions of the Farmland Protection Policy Act of 1981.

2.2 CULTURAL

2.2.1 SECTION 4(f)

The following evaluation was conducted pursuant to 23 CFR 774, Parks, Recreation Areas, Wildlife and Waterfowl Refuges and Historic Sites.

Through the ETDM EST, a summary DOE of minimal was assigned for Section 4(f). Two Section 4(f) resources were identified in proximity to the project area. **Table 2-2** lists the identified potential resources and a brief discussion of these resources follows.

Table 2-2 List of Potential Section 4(f) Resources I-95								
Parcel Number	Resource Name	Location	Distance to Project Area	Owner/ Official with Jurisdiction	Size (Acres)	Access Change	Facility	Approval Option
494215054870	North Andrews Gardens Neighborhood Park	500 NW 56 Street	60 Feet east of I-95	City of Oakland Park	1.80	No	Neighborhood Park/Play-ground	No Use
494215022212	North Andrews Gardens Volunteer Park	518 NW 48 Court	75 Feet east of I-95	City of Oakland Park	0.33	No	Neighborhood Park/Walking Path	No Use

2.2.1.1 NORTH ANDREWS GARDENS NEIGHBORHOOD PARK

North Andrews Gardens Neighborhood Park is owned and operated by the City of Oakland Park. The park is located at 500 NW 56th Street, east of I-95. The 1.80-acre property includes a playground, picnic tables, benches and a pathway. No right of way will be acquired from Neighborhood Park, and access to the park will be maintained during and after construction. There will be no significant increase in noise levels, and the existing noise barrier located between I-95 and the park property will remain.

2.2.1.2 NORTH ANDREWS GARDENS VOLUNTEER PARK

North Andrews Gardens Volunteer Park is owned and operated by the City of Oakland Park. The park is located at 518 NW 48 Court, east of I-95. The 0.33-acre property includes benches, a pathway and open green space. No right of way will be acquired from Volunteer Park, and access to the park will be maintained during and after construction. There will be no significant increase in noise levels, and the existing noise barrier located in between I-95 and the park property will remain.

2.2.1.3 SEABOARD AIR LINE RAILROAD

The Seaboard Air Line (CSX) Railroad (8BD4649), a historically significant resource runs parallel to I-95 and falls within the project area. The federal Fixing America's Surface Transportation Act (FAST Act, 2015) serves as the current regulatory and funding framework for transportation planning and Section 11502 of the FAST Act exempts a "use" of railroad lines, rail transit lines, or elements thereof, that are in use or that were historically used for the transportation of goods or passengers from Section 4(f) review. The exemption to Section 4(f) applies regardless of whether the railroad or rail transit line, or element thereof, is listed on or is eligible for listing on the National Register of Historic Places (NRHP) per the FDOT PD&E Manual Part 2, Chapter 7, Section 4(f) Resources (June 14, 2017). Therefore, the Seaboard Air Line (CSX) Railroad is exempt from Section 4(f) review.

2.2.1.4 SECTION 4(f) DETERMINATION OF APPLICABILITY

A Section 4(f) Determination of Applicability (DOA) for the project area was completed in accordance with FDOT PD&E Manual Part 2, Chapter 7, Section 4(f) Resources (June 14, 2017), and is on file at FDOT District Four. The purpose of this Section 4(f) DOA is to apply Section 4(f) criteria to determine the applicability of the two identified resources located in proximity to the I-95 project area and proposed improvements. Although Section 4(f) is applicable to both parks, the project will not entail a "use" of either property. In concurrence with this finding, No Use Determination forms were signed by FDOT OEM on January 8, 2018.

2.2.2 HISTORIC DISTRICTS/SITES

Through ETDM EST, a moderate DOE was assigned by the Florida Department of State (FDOS), and a minimal DOE was assigned by FHWA for Historic Sites. The FDOS commented that the area around Cypress Creek adjacent to I-95 has a high potential for unrecorded archaeological sites. The potential for direct impacts to resources within I-95 right of way is minimal. Potential impact risks are higher in areas where new right of way is being acquired. FHWA commented that a Cultural Resource Assessment Survey (CRAS) is necessary in accordance with Part 2, Chapter 8, Archaeological and Historical Resources (June 14, 2017) of the FDOT PD&E Manual.

In accordance with the procedures contained in 36 CFR Part 800, a CRAS, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project, and is on file at FDOT District Four. The objective was to locate, identify, and bound any historic and archaeological structures and potential districts within the project's Area of Potential Effect (APE) and assess their potential for listing in the NRHP. The CRAS identified 173 total historic resources within the APE, including one historic railway and 172 historic buildings. The Seaboard Air Line (CSX) Railroad (8BD4649) was previously documented in several previous surveys throughout Broward County, but it had not been documented within the current APE at the intersections of Cypress Creek Road, Commercial Boulevard, and Powerline Road. The 172 historic buildings document are all newly recorded. Of all 173 sites, only the Seaboard Air Line (CSX) Railroad (8BD4649) is considered eligible for listing in the NRHP, while the other sites are considered individually ineligible for inclusion in the NRHP.

On April 25, 2018 FDOT submitted a letter to the SHPO to address project related effects relative to resource 8BD4649, Seaboard Air Line (CSX) Railroad, which is eligible for inclusion in the NRHP. The improvements recommended within Commercial Boulevard and Cypress Creek Road will only impact the westbound rail signals and will require additional pavement across the tracks. The rail signals are modern features, and the tracks ties and bed will not be touched. These improvements

are common improvements at rail crossings and will not compromise any characteristics or features that contribute to the Railroad's significance. No further work is recommended. Therefore, these improvements will not adversely affect the significant historic linear resource, and no physical changes will be made to the historic materials that make up the Railroad. The SHPO reviewed the CRAS, and provided concurrence with the findings of the CRAS, on May 18, 2018.

2.2.3 ARCHAEOLOGICAL SITES

Through the ETDM EST review process, FDOS noted that a previous CRAS was prepared for the 2013 I-95 express project, but an additional study may be required for areas not adequately addressed and where new right of way would be required. FDOS also noted the area around Cypress Creek as high potential for unrecorded archaeological sites. The potential for direct impacts to resources within the right of way on I-95 is minimal; areas where new right of way is being required have a high potential for impacts.

No previously recorded or newly recorded archaeological sites were identified within the archaeological APE. Background research and a pedestrian survey indicated that there is a low probability of finding intact archaeological sites within the archaeological APE. Subsurface archaeological testing was not feasible within most of the archaeological APE due to the existence of pavement, sidewalks, berms, buried utilities, landscaping and residential and commercial frontage.

2.2.4 RECREATION AREAS

Through the ETDM EST, a minimal DOE was assigned by FHWA and SFWMD. A DOE of none was assigned by USEPA and the Florida Department of Environmental Protection (FDEP), and no involvement was assigned by the National Park Service (NPS).

Two recreational resources were identified within the study area, North Andrews Gardens Volunteer Park and North Andrews Gardens Neighborhood Park. No impacts to either park property is proposed. As discussed in **Section 2.2.1.4**, these sites have been evaluated through a Section 4(f) DOA and these resources are not anticipated to be directly impacted by the project. A determination of No Use was issued by FDOT OEM on January 8, 2018.

2.3 NATURAL

2.3.1 WETLAND AND OTHER SURFACE WATERS

The following evaluation was conducted pursuant to Presidential Executive Order 119900 of 1977 as amended, Protection of Wetlands and the USDOT order 5660.1A, Preservation of the Nation's Wetlands.

Through the ETDM EST, a DOE of none was assigned by the National Marine Fisheries Service (NMFS), and a minimal DOE was assigned by USEPA, FDEP, United States Army Corps of Engineers (USACE), United States Fish and Wildlife Service (USFWS), SFWMD, and FHWA. The EST review process identified wetlands and surface waters, including natural wetlands and stormwater management/drainage features, within a 200-foot buffer. Because the project area is largely developed, paved and landscaped, impacts will be minimal.

The wetland evaluation, included in the Natural Resources Evaluation (NRE), was completed in accordance with the FDOT PD&E Manual, Part 2, Chapter 9, Wetlands and Other Surface Waters (June 14, 2017) and conducted pursuant to the Presidential Executive Order (EO) 11990 of 1997 as amended, Protection of Wetlands and the USDOT order 5660.1A, Preservation of the Nation's Wetlands. The evaluation identifies and describes existing wetlands and surface waters within and adjacent to the project limits, assesses potential impacts and evaluates avoidance, minimization and potential mitigation options. The NRE, is on file at FDOT District Four.

Study methodology included review of the ETAT comments, aerial photographs, GIS databases, previous permit documentation, and field reviews conducted on November 8, 2016 and September 5, 2017. Geographic Information System (GIS) analysis utilized a 500-foot buffer for review of natural resources. The wetlands and surface water evaluation identified one natural wetland area (W-1), 18 engineered stormwater swales containing hydrophytic vegetation, and five other surface waters.

A total of 31.53 acres of wetlands and other surface waters exist within the project study area: 12.95 acres of natural jurisdictional wetlands, 11.68 acres of swales and 6.90 acres of other surface waters. Most of this area, including the natural wetland area (W-1), is not anticipated to be directly or indirectly impacted by the recommended Build Alternative. Approximately 0.07 acres of swales would be directly impacted by a proposed collector-distributor ramp over two stormwater swales (SW-1 and SW-2). Impacts would include shading and or dredge/fill impacts but would not affect the drainage capacity and hydrology of the two swales. Potential impacts associated with the recommended Build Alternative are quantified in **Table 2-3**.

Although impacts are not proposed within Wetland Community W-1, a Uniform Mitigation Assessment Methodology (UMAM) was conducted, and a summary is provided in **Table 2-4**. UMAM assessments were not completed for stormwater swales or surface waters.

Table 2-3 Potential Wetland impacts, I-95			
ID No.	FLUCCS Code	USFWS Code	Potential Impacted Area (Acres)
SW-1 and SW-2	514	PEM1A	0.07

Table 2-4
UMAM Assessment Results

Assessment Area	FLUCCS	UMAM SCORE (CURRENT)			
		Location and Landscape Support	Water Environment	Community Structure	Total Score (Functional Value)
W-1	630	2	4	3	0.30

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV Chapter 373, F.S., and 33 U.S.C.§. Any direct impacts would be offset through a permit modification to USACE Permit No. SAJ-2014-01584, which authorized the creation of over 20 acres of swales within the limits of this project. The additional acreage would effectively cover the proposed potential impacts of 0.07 acres of swales. No further mitigation such as on-site/off-site wetland restoration or the purchase of mitigation credits is anticipated to be required for this project.

In accordance with EO 11990, the project has been evaluated to minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands. The recommended Build Alternative meets the purpose and need of the project while minimizing environmental impacts. Additional measures including staging restrictions, proper erosion control measures and Best Management Practices (BMPs) will be evaluated during the design phase and implemented during construction to further minimize wetland impacts. Based on the recommended Build Alternative the proposed project will have no significant short-term or long-term adverse impacts to wetlands. More details on wetland impacts are available in the NRE on file at FDOT District Four.

2.3.2 AQUATIC PRESERVES AND OUTSTANDING FLORIDA WATERS

This project has no involvement with Aquatic Preserves or Outstanding Florida Waters.

2.3.3 WATER QUALITY AND QUANTITY

During the ETDM EST review process, FHWA, USEPA, SFWMD and FDEP assigned a DOE of minimal. FHWA and USEPA stated that the project will increase impervious surfaces which will increase runoff with contamination. The FDEP also commented on the increase in impervious surfaces, as well as a potential alteration of existing surface water hydrology and natural drainage patterns, and a reduction in flood attenuation capacity of area canals, ditches and sloughs. They stated that every effort should be made to maximize the treatment of stormwater runoff from the proposed improvements to prevent ground and surface water contamination. The SFWMD stated that the project will require an Environmental Resource Permit (ERP), and there is potential to modify one or more of the following existing permits: I-95 (06-1465-S) and Cypress Creek Park and Ride Area (06-00257-S/88-00050-S).

The project area lies within the jurisdiction of SFWMD, specifically within the Coral Reef and North Fork Middle River watersheds. SFWMD requires that all projects meet State water quality and quantity criteria as set forth in Chapter 62-302, Florida Administrative Code (FAC). A review of

previous drainage plans, and existing permit information, shows that runoff is being collected and treated by various dry and wet retention ponds. Excess runoff is conveyed to nearby canals via roadside swales, pipes and culverts. Surface runoff discharges into either the C-13 or C-14 Canal. The approach to meet water quality requirements is to provide treatment for the increase in impervious area and restore or replace existing permitted treatment facilities impacted by the project. A preliminary analysis of drainage requirements indicates that existing surplus capacities are sufficient enough to accommodate proposed roadway improvements under the recommended Build Alternative.

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer, the principal drinking water source for the area. In accordance with the Sole Source Aquifer Program, authorized by Section 1424(e) of the Safe Drinking Water Act of 1974, FDOT requested concurrence from the EPA regarding potential impacts to the Biscayne Aquifer. On March 6, 2018, the EPA concurred that the project is not expected to cause significant impacts to the aquifer system as long as proper protection measures were followed.

In accordance with Section 403.0885, F.S., a National Pollutant Discharge Elimination System (NPDES) stormwater permit will be acquired prior to construction. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with the NPDES permit, including the preparation of a Stormwater Pollution Prevention Plan; the latest edition of the FDOT Standard Specifications for Road and Bridge Construction; and the BMPs including temporary erosion features during construction. FDOT will continue to coordinate water quality and quantity impacts and stormwater management with the appropriate regulatory agencies as required throughout the design and permitting phases of the project, as well as during and after construction.

A Water Quality Impact Evaluation (WQIE) was completed for the project in accordance with FDOT PD&E Manual Part 2, Chapter 11, Water Quality and Quantity (June 14, 2017). Results confirmed that the proposed stormwater facility design will include, at a minimum, the requirements for water quality impacts required by SFWMD. It is therefore anticipated that no adverse effects will occur to the water quality within the project area.

2.3.4 WILD AND SCENIC RIVERS

This project has no involvement with Wild and Scenic Rivers.

2.3.5 FLOODPLAINS

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

During the ETDM EST review process, FHWA and SFWMD assigned a DOE of minimal to Floodplains while the USEPA assigned a DOE of none. I-95 is designated as an evacuation route along the east coast of Florida. A review of the Flood Insurance Rate Map published by Federal Emergency Management Agency (FEMA), indicates that a portion of the study area is located in Special Flood Zones AE, AH and X. Areas identified in zone AE and AH have a 1% annual chance of flooding during the Base Flood (100-year flood). Areas identified in zone X are estimated to have less than 1 foot or no flooding at all during the Base Flood. Additional details are available in the Preliminary Drainage Report, on file at FDOT District Four.

No adverse impacts are anticipated to the floodplain, as required by the SFWMD permitting requirements. Encroachments due to the proposed roadway improvements are being

compensated within the proposed stormwater management system, mostly through the use of dry and wet-detention, and dry-retention ponds.

There is no change in flood "Risk" or adverse floodplain impacts associated with this project. The following floodplain statement is a slightly modified version of statement number 3, in Chapter 13 of the PD&E Manual, tailored for this project.

Modifications to existing drainage structures included in this project will result in an insignificant change in their capacity to carry floodwater. This change will cause minimal increases in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values or any significant change in flood risks or damage. In addition, this project will not result in any new or increased adverse environmental impacts. There will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

2.3.6 COASTAL ZONE CONSISTENCY

FDEP is responsible for the review of federal activities for consistency with the Coastal Zone Management Act (CZMA) and its implementing regulations, 15 CFR Part 930. FDEP facilitates coordination between the participating agencies of the Florida Coastal Management Program (FCMP). Based on comments provided by FCMP agencies, FDEP makes a determination on behalf of the State of Florida regarding the consistency of a proposed federal action. On May 21, 2015, as part of the ETDM EST review process, this project was determined to be consistent with the Coastal Zone Management Program. Therefore, as per the FDOT PD&E Manual, Part 2, Chapter 14, Coastal Zone Consistency (June 14, 2017), the State of Florida has determined that this project is consistent with the Florida Coastal Zone Management Plan.

2.3.7 COASTAL BARRIER RESOURCES

This project is located more than three miles west of the Atlantic Ocean and Intracoastal Waterway, and is therefore not located within a Coast Barrier Resource Area.

2.3.8 PROTECTED SPECIES AND HABITAT

Through the ETDM EST, a DOE of minimal was assigned by FHWA, Florida Fish and Wildlife Commission (FWC) and USFWS. FWC stated no significant wildlife resources were identified in the project area. FHWA and USFWS identified Consultation Area for the Everglade snail kite and designated Rare and Imperiled Fish habitat for the mangrove rivulus within 200 feet of the project limits. However, the project is within a highly urbanized area that lacks suitable habitat for either species. USFWS and FHWA also determined that the project falls within the core foraging area (CFA) for three wood stork colonies. USFWS identified the potential for the federally listed Eastern indigo snake and federally listed plant species to occur near the project limits. As previously noted, suitable habitat in the area is lacking, and maintenance and mowing of the area significantly reduces the potential for plant species to be present.

A Protected Species and Habitat Evaluation was completed, as part of the NRE, to identify potential occurrence of any federal or state listed protected species, and habitat impacts within the proposed improvements associated with the recommended Build Alternative. The evaluation was completed in accordance with Section 7(c) of the Endangered Species Act (ESA) of 1973, as amended, the FDOT PD&E Manual, Part 2, Chapter 16, Protected Species and Habitat (June 14,

2017), and satisfies the requirement for a Biological Assessment. The Protected Species and Habitat Evaluation identified 15 federally and/or state listed species that could potentially occur within the project area.

The four federally listed and one candidate species (T = Threatened, E = Endangered, CS = Candidate) under the purview of the USFWS are: wood stork (T), Everglade snail kite (E), West Indian manatee (T), Eastern indigo snake (T) and gopher tortoise (CS). The 11 state listed species under the purview of FWC are: least tern, little blue heron, tricolored heron, snowy egret, reddish egret, white ibis, black skimmer, burrowing owl, roseate spoonbill, gopher tortoise and mangrove rivulus. **Table 2-5** summarizes the names, protected status and occurrence potential of the 15 listed species.

Table 2-5 Limited Species and the Potential to Occur within the Project Area/Vicinity				
Common Name	Common Name	Federal Status	State Status	Occurrence Potential
Birds				
Wood Stork	<i>Mycteria Americana</i>	T	T	Low
Everglade Snail Kite	<i>Rostrhamus sociabilis plumbeus</i>	E	E	Low
Least Tern	<i>Sterna antillarum</i>	NL	T	Low
Little Blue Heron	<i>Egretta caerulea</i>	NL	SSC	Low
Tricolored Heron	<i>Egretta tricolor</i>	NL	SSC	Low
Snowy Egret	<i>Egretta thula</i>	NL	SSC	Moderate
Reddish Egret	<i>Egretta rufescens</i>	NL	SSC	Low
White Ibis	<i>Eudocimus albus</i>	NL	SSC	Low
Black Skimmer	<i>Rynchops niger</i>	NL	SSC	Low
Burrowing Owl	<i>Athene cunicularia</i>	NL	SSC	Low
Roseate Spoonbill	<i>Platalea ajaja</i>	NL	SSC	Low
Mammals				
West Indian Manatee	<i>Trichechus manatus latirostris</i>	T	T	Low
Reptiles				
Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	T	T	Low
Gopher Tortoise	<i>Gopherus polyphemus</i>	CS	T	Low
Fish				
Mangrove Rivulus	<i>Rivulus marmoratus</i>	NL	SSC	Low

Legend: E = Endangered; T = Threatened; SSC = Species of Special Concern; CS = Candidate Species; NL = Not Listed

Field surveys conducted on November 8, 2016 and September 5, 2017, found no evidence of the occurrence of any of the listed species. Due to the limited suitable habitat within the highly developed project area, no direct, indirect or cumulative impacts are anticipated as a result of the project. Although the project is within the CFA of three wood stork colonies, there are no proposed impacts to the one natural wetland, and proposed impacts to roadside swales is limited to 0.07 acres. Therefore, the effect determination for the wood stork is "May Affect, Not Likely to Adversely Affect". An effect determination of "May Affect, Not Likely to Adversely Affect" for the Eastern indigo snake was applied per the programmatic effect determination key. The project is not located in open water or salt marsh, and all required permits for this project will be conditioned for use of the USFWS's most current guidance for Standard Protection Measures for the Eastern Indigo Snake during site preparation and project construction (included in USACE permit No. SAJ-2014-01584). Although no manatees were observed during wildlife surveys for this study, a section of the Cypress Creek (C-14) Canal crosses under I-95 within the study area. However, no work is proposed within or above this canal or any other surface waters for project. Therefore, the effect determination for the West Indian manatee is "No Effect". No active tortoise burrows were observed within the project limits; therefore, the gopher tortoise determination is "No Effect". "No Effect" is the effect determination for all state listed species. A summary of effect determinations can be found in **Table 2-6**.

Table 2-6 Federal and State-Listed Species Effect Determination				
Common Name	Scientific Name	Federal Status	State Status	Effect Determination
Mammals				
West Indian Manatee	<i>Trichechus manatus</i>	T	T	No Effect
Birds				
Wood Stork	<i>Mycteria americana</i>	T	T	May Affect, Not Likely to Adversely Affect
Everglade Snail Kite	<i>Rostrhamus sociabilis plumbeus</i>	E	E	No Effect
Least Tern	<i>Sterna antillarum</i>	NL	T	No Effect
Little Blue Heron	<i>Egretta caerulea</i>	NL	SSC	No Effect
Tricolored Heron	<i>Egretta tricolor</i>	NL	SSC	No Effect
Snowy Egret	<i>Egretta thula</i>	NL	SSC	No Effect
Reddish Egret	<i>Egretta rufescens</i>	NL	SSC	No Effect
White Ibis	<i>Eudocimus albus</i>	NL	SSC	No Effect
Black Skimmer	<i>Rynchops niger</i>	NL	SSC	No Effect
Burrowing Owl	<i>Athene cunicularia</i>	NL	SSC	No Effect
Roseate Spoonbill	<i>Platalea ajaja</i>	NL	SSC	No Effect
Reptiles				
Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	T	T	May Affect, Not Likely to Adversely Affect
Gopher Tortoise	<i>Gopherus polyphemus</i>	CS	T	No Effect
Fish				
Mangrove Rivulus	<i>Rivulus marmoratus</i>	NL	SSC	No Effect

Legend: E = Endangered; T = Threatened; SSC = Species of Special Concern; CS = Candidate Species; NL = Not Listed

On April 30, 2018 a Concurrence Request letter was sent to USFWS regarding federally listed species with the potential to occur in the project area. Three species had an effect determination of "No Effect" (West Indian manatee, Everglade snail kite and gopher tortoise), and two had an effect determination of "May Affect, Not Likely to Affect" (Eastern indigo snake and wood stork). USFWS responded on May 2, 2018 and concurred that the proposed project is not likely to adversely affect any federally listed species or designated habitat protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1521 et. Seq.). No further actions are required unless project modifications are made, additional information involving potential effects becomes available, or new species are listed, in which case reinitiation of consultation may be necessary.

2.3.9 ESSENTIAL FISH HABITAT

Through the ETDM EST review process, the NMFS indicated the project area does not contain areas that support Essential Fish Habitat (EFH) or National Oceanic and Atmospheric Administration (NOAA) trust fishery resources. Therefore, there is no involvement with or adverse effect on EFH. NMFS had no comments pursuant to the EFH requirements of the Magnuson-Stevens Fishery Conservation and Management Act (P.L. 104-927). NMFS concluded that this project will not require an EFH assessment, and further consultation with the NMFS is not necessary unless future modifications to the project could result in adverse impacts to EFH.

2.4 PHYSICAL

2.4.1 HIGHWAY TRAFFIC NOISE

A DOE of minimal was assigned during the ETDM EST review process by FHWA. FHWA identified residential, commercial, retail and industrial properties in the immediate vicinity of the project corridor. Currently there are noise barriers adjacent to the residential properties. Areas sensitive to noise and vibration were identified, and while construction noise may have short-term effects, overall noise-related impacts are anticipated to be minimal.

A traffic noise study was completed in accordance with the FDOT PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise (June 14, 2017) and Title 23 Code of Federal Regulations (CFR) Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. The prediction of existing and future traffic noise levels with and without the recommended Build Alternative was performed using the FHWA Traffic Noise Model 2.5 (TNM 2.5). A Noise Study Report (NSR) was prepared for the project and is on file at FDOT District Four.

FHWA has established Noise Abatement Criteria (NAC) for seven land use activity categories. These criteria determine when an impact occurs and when consideration of noise abatement is required. Maximum noise level thresholds have been established for five of these activity categories. These maximum thresholds, or criteria levels, represent acceptable traffic noise level conditions. Noise abatement measures must be considered when predicted noise levels approach or exceed the NAC levels or when a substantial noise increase occurs. The FDOT defines "approach" as within one dB(A) of the FHWA criteria. A substantial noise increase is defined as when the existing noise level is predicted to be exceeded by 15 dB(A) or more as a result of the transportation improvement project.

Within the project study limits, there are 521 noise sensitive sites consisting of 507 residences and 14 special land use sites: three recreational areas, one school playground, one outdoor dining area, two churches, two chiropractic clinics and five hotel pools. Exterior traffic noise levels were predicted for the residential and recreational sites as well as the school playground, outdoor dining area and hotel pools. Interior traffic noise levels were predicted for the churches and chiropractic clinics.

Results of the noise monitoring analysis for the recommended Build Alternative indicate traffic noise levels at the residences are predicted to range from 55.4 to 71.7 dB(A), and from 36.9 to 72.0 dB(A) at non-residential/special use sites. Design year traffic noise levels are predicted to approach, meet or exceed the respective FHWA NAC for Activity Category B sites, 67 dB(A) at 47 residences and equal the NAC for Activity Category E sites, 72.0 dB(A), at only one special land use site, the outdoor dining area. Since, noise impacts at noise sensitive sites are predicted based on the recommended Build Alternative, consideration of noise abatement measures is required to mitigate these impacts. Noise abatement measures were evaluated for the 47 residences and 1 special land use site predicted to be impacted by the proposed project. The results of the evaluation indicate that the construction of a noise barrier appears to be a potentially feasible and cost reasonable method of reducing traffic noise impacts for 12 impacted residences located on the east side of I-95 between NW 57th St to North Andrews Avenue.

The likelihood of providing the noise barrier mentioned above as a potential abatement measure varies. The FDOT is committed to the construction of the noise barriers 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 FDOT 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.

As described above, noise abatement measures were found to be feasible for 12 of the 47 residences analyzed. Noise barriers were not feasible and cost reasonable for the remaining 35 impacted residences or the outdoor seating area, the one (1) special land use site. This was due to the inability of the evaluated noise barriers to meet the minimum requirements for feasibility and reasonableness because of site specific geometry, conflicts with utilities, or failing to provide a 5.0 dB(A) reduction for at least two impacted receptors.

2.4.2 AIR QUALITY

Through the ETDM EST review process, the USEPA and FHWA assigned a DOE of minimal to Air Quality. FHWA noted that the project is not located within a USEPA-designated Air Quality Maintenance or Non-Attainment area, therefore the Clean Air Act conformity requirements do not apply. Long-term impacts on air quality should be minimal or negligible and no permanent effects to air quality are anticipated. Short-term impacts due to dust and emissions should be minimized using BMPs. As support to the PD&E study, an Air Quality Technical Memorandum (AQTM) was prepared in accordance with Part 2, Chapter 19, Air Quality (June 14, 2017) of the FDOT PD&E manual. The AQTM is on file at FDOT District Four.

The recommended Build Alternative was subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. The FDOT's screening model for CO uses the latest EPA-approved software to produce estimates of one-hour and eight-hour CO at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the current one-hour and eight-hour National Ambient Air Quality Standards (NAAQS) for CO.

The traffic data input used in the model was from the roadway intersection forecast to have the highest total approach traffic volume. This location was at the I-95/Commercial Boulevard interchange. The No-Action and recommended Build Alternatives for both the opening year (2020) and the design year (2040) were evaluated.

Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of the roadway. Based on the results from the screening model, the highest project-related CO one-hour and eight-hour levels are not predicted to meet or exceed the one-hour or eight-hour NAAQS for this pollutant with either the No-Action or recommended Build Alternative. As such, the project "passes" the screening model. The results of the screening model are attached to the AQTM.

The project is expected to improve traffic flow by improving the operation of the I-95 Interchanges and arterial roadways. The planned improvements are expected to improve overall traffic operations, thereby relieving congestion, within the project study area, which should reduce operational greenhouse gas emissions.

2.4.3 CONTAMINATION

Through the ETDM EST, FDEP, SFWMD and FHWA assigned a moderate DOE, while the USEPA assigned a substantial DOE, reporting several potential contamination sites within a 500-foot project buffer. A Contamination Screening Evaluation Report (CSER) was completed in accordance with FDOT PD&E Manual Part 2, Chapter 20, Contamination (June 14, 2017). This report evaluated potential and existing contamination sources within the project area buffer. The CSER is on file at FDOT District Four.

Available state, local and federal records were reviewed to identify all contamination sites within 500 feet, solid waste sites within one-quarter mile, and superfund sites within one mile. Sites were evaluated independently.

Each site identified within the defined buffers from the proposed improvements was evaluated for its potential impact and assigned a rating of High, Medium, Low, or No potential risk. A total of 54 potential contamination sites were identified. Sites were rated based on their characteristics and distance from the proposed improvements. Risk ratings were assigned in accordance with Part 2, Chapter 20, Section 2.2.4 of the FDOT PD&E Manual (June 14, 2017). The risk rating distribution for these identified sites/facilities is presented in **Table 2-7**.

Table 2-7 Summary of Potential Contamination Sources by Risk Rating	
Risk Rating	Number of Sites SR 9/I-95
High	7
Medium	7
Low	40
No	0
Total	54

No: No potential contamination impact to subject site/corridor

Low: Subject site/corridor have ongoing contamination issues, however, not likely to impact the project

Medium: Potential to impact the subject site/corridor from petroleum or hazardous substance contamination

High: Contamination will substantially impact construction activities, have right of way acquisition implications, or other liability to FDOT

A Level II contamination assessment will be conducted during the design phase for high and medium sites that have the potential to impact construction. The high and medium sites are presented in **Table 2-8**.

Table 2-8
Summary of High and Medium Contamination Source Sites

Site Name and Location	Risk Rating
Site No. 8 Florida Department of Transportation Carmen Siding, Ft. Lauderdale, FL	Medium
Site No. 10 Marathon-Cypress Creek #581 850 East Cypress Creek Road, Ft. Lauderdale, FL	High
Site No. 13 Executive Cleaners/Nu-Look 1 Hour Cleaners #47 900 NE 62 Street, Ft. Lauderdale, FL	Medium
Site No. 14 Cypress Creek Cleaners 821 NE 62 Street/899 NE 62 Street, Oakland Park, FL	Medium
Site No. 18 Powertrain Rebuilders, Inc. 897 ½ East Cypress Creek Road, Suite 100, Oakland Park, Florida, FL	Medium
Site No. 20 FDOT Operations Center (DOT Dump Site 1) 5548 NW 9 Avenue, Ft. Lauderdale, FL	High
Site No. 29 Circle K #4865 1177 West Commercial Boulevard, Ft. Lauderdale, FL	Medium
Site No. 30 7-Eleven Food Store #34825 901 West Commercial Boulevard, Ft. Lauderdale, FL	High
Site No. 33 Adventure Petroleum 4999 NW 9 Avenue, Ft. Lauderdale FL	High
Site No. 34 Shell – First Coast Energy #1818 890 NW 50 Street, Ft. Lauderdale, FL	High
Site No. 37 Sunoco Twin Oil Company 4891 Powerline Road, Oakland Park, FL	High
Site No. 45 Hollingsworth Solderless Terminal 700 NW 57 Place, Ft. Lauderdale, FL	High
Site No. 48 Graphic Products, Inc. 1140 NW 55 Street, Ft. Lauderdale, FL	Medium
Site No. 49 D&B Paint Manufacturing Company 1100 NW 55 Street, Ft. Lauderdale, FL	Medium

Site references and additional information: Contamination Screening Evaluation Report, PD& Study, SR 9/I 95 from south of Commercial Boulevard to north of Cypress Creek Road (MP 14.5 to 17.0 May 2018)

2.4.4 UTILITIES AND RAILROADS

FHWA provided a DOE or minimal during the ETDM EST review process. While infrastructure-related features were identified within the vicinity, the proposed improvements within the I-95 mainline and the interchanges will primarily be within the existing limited access right of way. Therefore, minimal utilities impacts are expected to the I-95 mainline and the interchanges. The proposed improvements to the adjacent arterial intersection of Commercial Boulevard/Powerline Road and Commercial Boulevard/N. Andrews Avenue will require right of way acquisition and therefore, moderate utilities impacts are anticipated. In particular to the FPL transmission lines along the east side of Powerline Road.

There are 21 existing Utility Agency Owners (UAOs) with facilities within the study area as described in **Table 2-9**. The existing utilities are described in **Table 2-9** and include overhead power lines, underground fiber optic, cable, water distribution, sanitary and storm sewer, and gas distribution. All utility companies contacted have responded and provided as-builts, marked plans or a letter indicating they have no facilities in the area.

The interchange improvements along the side streets will have varying limits, and the impact on the type of facility has to be carefully considered. Impacts to underground facilities such as water, waste water and gas mains will typically lie within the project limits. However, telecommunication facilities (underground and aerial) may have an existing splice point required for relocation and or adjustment, beyond the project limits. Overhead electric facilities may have to extend relocation beyond the project limits as well due to sudden change in alignment or impact to an existing pole that is relied on for structural support.

Table 2-9 Summary of Utilities	
Utility Agency Owner	Facility Type
Allied Fiber LLC	Fiber
American Traffic Solutions	Telecommunications
ATT&T Distribution Florida	Telecommunications
Broward County Water & Sewer	Water & Wastewater
Century Link (QWEST)	Fiber Optic
City of Fort Lauderdale	Water & Sewer
City of Pompano Beach	Water & Sewer
City of Oakland Park	Water & Sewer
Comcast	Cable TV
Crown Castle	Fiber
Fiberlight LLC	Telecommunications
Fibernet Direct	Telecommunications
Florida Power & Light – Distribution	Electric
Florida Power & Light - Transmission	Electric
Hotwire Communications	Telecommunications
Level 3 Communications, LLC	Telecommunications
MCI (Verizon)	Telecommunications
Sice Inc	Telecommunications
Sprint (Nextel)	Fiber Optic

Table 2-9 Summary of Utilities	
Utility Agency Owner	Facility Type
TECO Peoples Gas	Gas
XO Communications	Telecommunications

The CSX railroad runs south to north, parallel to the west of I-95 in the project area, and crosses Cypress Creek Road at grade between NW 6 Way and N. Andrews Avenue and it crosses Commercial Boulevard at grade between Powerline Road and I-95. The length of the railroad extends to the north and south beyond the project area and the right of way is approximately 100 feet in width.

This CSX railroad runs a commuter rail line managed by the SFRTA. This commuter rail line has a Tri-Rail stop in the study area, the Cypress Creek Tri-Rail Station, located at 5910 NW 9 Avenue, Fort Lauderdale FL 33309. The first stop at the Cypress Creek Tri-Rail Station is at 4:54 AM and the last stop is at 10:34 PM on weekdays. Weekends and holidays have a first stop time of 6:12 AM and a last stop of 10:37 PM.

Tri-Rail operates shuttles to and from stations. These shuttle services are known as Commuter Connectors. There are currently three Commuter Connector lines available from the Cypress Creek Station; CC1, CC2, and CC3. The routes run to the southeast, southwest, and north of the station respectively. The Commuter Connectors do not utilize I-95 for their routes, but do utilize Commercial Boulevard, Cypress Creek Road, N. Andrews Avenue, McNab Road, and Dixie Highway.

Tri-Rail, railroad operations, and Commuter Connector operations have no anticipated impacts due to the project and will be maintained during future construction.

2.4.5 CONSTRUCTION

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

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

2.4.6 BICYCLES AND PEDESTRIANS

As I-95 is a limited access facility, bicycles and pedestrians are not allowed along the corridor. Therefore, no accommodations for pedestrians or bicycles are provided along I-95. However, bicycle and pedestrian facilities are present along the overpasses and underpasses of the interchange cross streets. There will be no impact to these facilities based on the recommended Build Alternative.

All arterial street segments within the study area have sidewalks on both sides. These existing sidewalks will either remain or be replaced to standard width where arterial streets widenings are proposed. Seven-foot bike lanes are proposed on both sides of Commercial Boulevard and Cypress Creek Road. Four-foot bike lanes are proposed along N. Andrews Avenue between Cypress Creek Road and N. Andrews Way to minimize right of way impacts and to provide continuity with the existing four-foot bike lanes along N. Andrews Avenue, north of Cypress Creek Road.

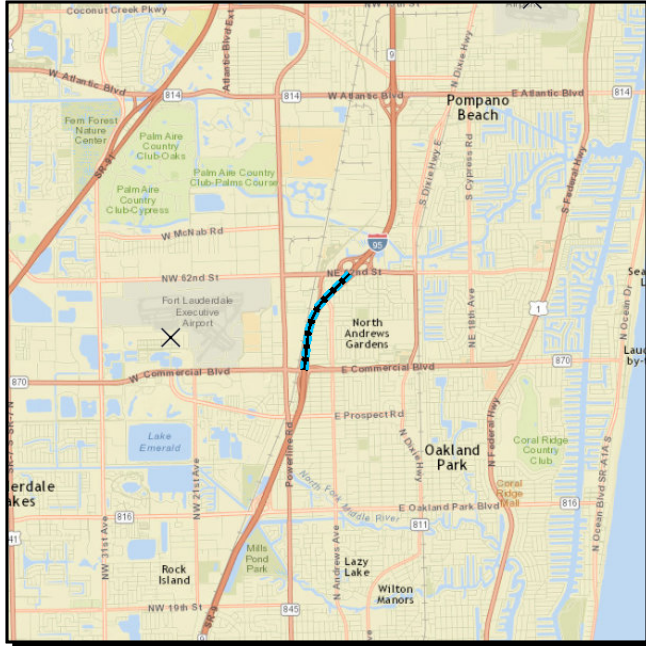
2.4.7 NAVIGATION

During the ETDM EST review process, FHWA assigned a DOE of none as no navigable waterways are present within the project area. Therefore, this project will not involve impacts to navigable waterways.

Appendix A

Planning Consistency

4358081

SR-9/I-95 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD SIS**Work Summary:** PD&E/EMO STUDY**From:****To:****Lead Agency:** MANAGED BY FDOT**Length:** 6.755**LRTP #:** Pg. 43

Phase	Fund Source	2018	2019	2020	2021	2022	Total
PE	SU	440,000	0	0	0	0	440,000
PE	DIH	0	150,000	0	0	0	150,000
PE	DDR	0	9,832,644	0	0	0	9,832,644
PE	DS	0	708,719	0	0	0	708,719
Total		440,000	10,691,363	0	0	0	11,131,363

Prior Year Cost: 3,209,126**Future Year Cost:****Total Project Cost:** 14,340,489**Project Description:**



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TRANSPORTATION

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Federal Aid Management Office [James Jobe - Manager](#)

STIP Project Detail and Summaries Online Report

Selection Criteria	
Approved STIP	Detail Report
Financial Project:435808	Related Items Shown

HIGHWAYS								
Item Number: 435808 1		Project Description: SR-9/I-95 FROM S. OF SR-870/COMMERCIAL BLVD. TO N. OF CYPRESS CREEK RD						
District: 04		County: BROWARD		Type of Work: PD&E/EMO STUDY		Project Length: 6.755MI		
Phase / Responsible Agency		Fiscal Year						
		<2018	2018	2019	2020	2021	>2021	All Years
P D & E / MANAGED BY FDOT								
Fund Code:	DIH - STATE IN-HOUSE PRODUCT SUPPORT	26,859	3,090					29,949
	DS - STATE PRIMARY HIGHWAYS & PTO	3,183,177						3,183,177
Phase: P D & E Totals		3,210,036	3,090					3,213,126
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	DDR - DISTRICT DEDICATED REVENUE			9,832,644				9,832,644
	DIH - STATE IN-HOUSE PRODUCT SUPPORT			150,000				150,000
	DS - STATE PRIMARY HIGHWAYS & PTO			708,719				708,719
	SU - STP, URBAN AREAS > 200K		440,000					440,000
Phase: PRELIMINARY ENGINEERING Totals			440,000	10,691,363				11,131,363
Item: 435808 1 Totals		3,210,036	443,090	10,691,363				14,344,489
Project Totals		3,210,036	443,090	10,691,363				14,344,489
HIGHWAYS Totals		3,210,036	443,090	10,691,363				14,344,489
Grand Total		3,210,036	443,090	10,691,363				14,344,489

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:

James Jobe: james.jobe@dot.state.fl.us or call 850-414-4448

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Florida Department of Transportation
Consistent, Predictable, Repeatable

Eligible project screening

Candidate projects considered for funding will be screened against such items as:

- Demonstrated project purpose and need;
- Demonstrated inclusion within local plans/program/studies;
- Demonstrated public support; and
- Demonstrated ability to fund project operation and maintenance.

Eligible project evaluation

Once basic eligibility screening is complete, further analysis will be conducted based upon available safety, traffic and transit data, followed by subsequent project scoring and ranking. FDOT involvement in this analysis will result in a determination of feasibility for proposed improvements. This analysis will ultimately conclude with further assessment by us in relation to such subjective measures, such as equitable geographic distribution of proposed projects and EJ and Title VI considerations from a system's level perspective.

As the specifics of this new Complete Streets and other Localized Initiatives Program are developed and refined, other planning partners and agencies will be engaged for involvement or feedback. This will ensure a transparent process is developed, including a project selection procedure that is understandable to the public, with accompanying information on award selection discussion and scoring. Projects identified in the previous plan, *Transformation 2035*, may be considered in the ranking of the new annual award

process. We intend to identify potential funding recipients and adequately assist in education through such means as direct outreach or conducting workshops.

Facilities extending beyond the MPO planning area

There are a number of agencies and private entities responsible for the development of transportation projects that have impacts beyond our planning area. Most of the following systems (and their operators) are direct recipients of Federal funds or loans, have independent authority and/or an ownership interest to develop financially constrained plans including operation and maintenance. The fiscally constrained plans developed for these facilities are incorporated into *Commitment 2040* in their entirety by reference.

Strategic Intermodal System

FDOT is the agency responsible for the designation, implementation and management of the Florida Transportation Plan which includes the Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that flows from one mode to the next with the goal of providing the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens.

Florida Statutes §339.62 through §339.65 define FDOT's role to designate the SIS, to plan and fund its components. The last major update to the SIS 2040 Cost Feasible Plan

was completed in 2013, which lists affordable projects. It identified more than \$2.3 billion of investments planned for interstates, Turnpike facilities, Port Everglades, Fort Lauderdale-Hollywood International Airport and the Florida East Coast Railroad (FEC).²⁶



Construction of I-595; completed in 2014

Port Everglades

Port Everglades contributes substantially to the region's economy, is a leading container port in Florida and is one of the most active cargo ports in the United States. Additionally, Port Everglades is a major cruise port. The Port is thus a significant economic asset to the region. Port Everglades is a self-funded enterprise of Broward County government that maintains a master plan which guides its investment strategies and lists affordable projects.²⁷



Port Everglades

Fort Lauderdale-Hollywood International Airport

Just as Port Everglades is essential to the mobility of freight and passengers, the Fort Lauderdale-Hollywood International Airport is also a facility with regional impacts on the flow of people, goods and the economy. We continue to collaborate with the airport on its growth which, ultimately, will lead to business attraction, promote economic growth and create new jobs. The airport is also a self-funded enterprise of Broward County government that maintains a master plan which directs its investment strategies and lists affordable projects.²⁸

²⁶For additional additional information the SIS, visit <http://www.dot.state.fl.us/planning/sis/>.

²⁷For additional information on Port Everglades' Master Plan, visit www.broward.org/port/masterplan/Pages/Default.aspx.

²⁸For additional information on Fort Lauderdale/Hollywood International Airport's Master Plan, visit www.broward.org/Airport/Community/Pages/MasterPlanUpdate.aspx.



District 4 SIS Interstate Plan



MAP ID	FACILITY	DESCRIPTION	2018	2019	2020	2021	2022	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4363081	Eastbound SR-84 to Southbound SR-93/I-75 On-ramp	Modify Interchange	\$661	\$0	\$6,216	\$0	\$0	\$0	\$6,877	\$0	●	●		●	
4208093	I-595/SR-862/ P3 from E. of I-75 to W. of I-95	Managed Lanes	\$298,071	\$86,394	\$83,945	\$85,417	\$87,745	\$405,334	\$236,238	\$0	●			●	
4327091	I-75/SR-93 East Side Ramp Improvements at Griffin Road	Modify Interchange	\$3	\$16,794	\$0	\$0	\$0	\$0	\$16,797	\$0	●			●	
4093542	I-95/I-595 Express Lanes Direct Connect, I-95 Fr Stirling to Broward Bl	Modify Interchange	\$485,676	\$15,035	\$11,957	\$0	\$0	\$14,955	\$497,712	\$0	●	●	●	●	
4397571	SR-84/ramp U9 from I-595 C-d Road Eb to I-5958 Eb And SR84 Eb	Modify Interchange	\$20	\$3,165	\$0	\$0	\$0	\$0	\$3,185	\$0	●				●
4111892	SR-862/I-595 E/w Central Broward Transit Analysis	Project Dev. & Env.	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$0	●				
4218542	SR-862/I-595/p3/r/w from I-75 to W. of I-95	Right Of Way	\$330	\$0	\$0	\$0	\$0	\$326	\$4	\$0				●	
4127331	SR-9/I-95 @ 10th Ave North In Lake Worth	Modify Interchange	\$330	\$1,000	\$0	\$2,650	\$5,253	\$6,907	\$2,326	\$0	●	●		●	
4369631	SR-9/I-95 @ 6th Avenue South	Modify Interchange	\$829	\$20	\$0	\$5,492	\$1,284	\$6,111	\$1,514	\$0	●	●	●	●	●
4397591	SR-9/I-95 @ Belvedere Rd Nb off-ramp	Modify Interchange	\$0	\$0	\$209	\$0	\$1,043	\$0	\$1,253	\$0	●				●
2319321	SR-9/I-95 @ Gateway Blvd. Interchange	Modify Interchange	\$6,000	\$0	\$11,734	\$0	\$39,200	\$56,029	\$906	\$0	●			●	●
4132571	SR-9/I-95 @ Hypoluxo Road	Modify Interchange	\$0	\$325	\$0	\$2,250	\$587	\$2,837	\$325	\$0	●	●		●	
4132581	SR-9/I-95 @ Lantana Road	Modify Interchange	\$330	\$0	\$0	\$2,030	\$5,369	\$6,612	\$1,117	\$0	●	●		●	
4353841	SR-9/I-95 @ Linton Boulevard Interchange	Modify Interchange	\$2,796	\$12,419	\$1,944	\$547	\$0	\$9,999	\$7,708	\$0	●	●	●	●	●
4358031	SR-9/I-95 @ Northlake Boulevard Interchange	Modify Interchange	\$5,101	\$0	\$20,215	\$29,361	\$24,040	\$78,626	\$93	\$0	●	●		●	●
4130482	SR-9/I-95 @ Oslo Road Interchange	Modify Interchange	\$10,303	\$0	\$0	\$0	\$0	\$210	\$10,093	\$0	●	●	●	●	
4132651	SR-9/I-95 @ Pga Boulevard/central Boulevard	Modify Interchange	\$8	\$8,845	\$0	\$0	\$0	\$8,707	\$145	\$0	●	●		●	
4355161	SR-9/I-95 @ SR-80/southern Blvd. Interchg. Ultim. Imprvmt.	Modify Interchange	\$2	\$0	\$0	\$7,625	\$5,828	\$13,453	\$2	\$0	●	●		●	
4358041	SR-9/I-95 @ SR-804/boynton Beach Blvd Interchange	Modify Interchange	\$5,151	\$0	\$17,128	\$0	\$0	\$21,985	\$294	\$0	●	●		●	
4347221	SR-9/I-95 @ SR-806/atlantic Avenue Interchange	Modify Interchange	\$11,317	\$1,219	\$0	\$0	\$0	\$6,454	\$6,081	\$0	●			●	●
4124204	SR-9/I-95 @ SR-808/glades Road	Modify Interchange	\$501	\$23,552	\$0	\$0	\$0	\$23,394	\$660	\$0	●			●	●
4369581	SR-9/I-95 @ SR-834/sample Rd Fr S of Nb Exit Ramp to N of Nb Ent. Ramp	Modify Interchange	\$403	\$1,236	\$1,396	\$14,222	\$0	\$14,812	\$2,445	\$0	●	●	●	●	●
4355131	SR-9/I-95 @ SR-842/broward Boulevard	Modify Interchange	\$7	\$0	\$0	\$8,620	\$1,000	\$9,620	\$7	\$0	●	●	●	●	
4355141	SR-9/I-95 @ Sunrise Blvd. Interchange Improvement	Modify Interchange	\$33	\$0	\$10,610	\$0	\$0	\$10,612	\$30	\$0	●	●	●		●
4369621	SR-9/I-95 @copans Rd Fr S of Nb Exit Ramp to N of Sb to Wb Exit Ramp	Modify Interchange	\$1,324	\$944	\$18,800	\$0	\$0	\$19,724	\$1,344	\$0	●	●	●		●
4363031	SR-9/I-95 And SR-824/pembroke Road	Add Turn Lane	\$60	\$1,600	\$0	\$0	\$0	\$1,660	\$0	\$0	●				●
4353371	SR-9/I-95 at St Lucie West Blvd	Modify Interchange	\$1	\$6,927	\$150	\$0	\$0	\$0	\$4,039	\$3,039	●				●
4331088	SR-9/I-95 Fr Miami-dade/broward County Line to Palm Beach County Line	Preliminary Engineering	\$3,789	\$2,300	\$3,000	\$1,500	\$0	\$7,500	\$3,089	\$0	●				●
4331094	SR-9/I-95 from Brow/palm Bch Co Line to South of Glades Rd.	Add 2 Special Use Lanes	\$1,938	\$1,600	\$1,050	\$0	\$0	\$4,119	\$469	\$0	●	●	●	●	
4331091	SR-9/I-95 from Broward/palm Beach County Line to Linton Blvd.	Managed Lanes	\$3	\$500	\$0	\$0	\$0	\$500	\$3	\$0	●				
4331096	SR-9/I-95 from Broward/palm Beach County Line to North of Linton Blvd.	Preliminary Engineering	\$2,299	\$1,800	\$1,000	\$1,000	\$0	\$4,000	\$2,099	\$0	●				●
4259281	SR-9/I-95 from Miami-dade/broward Cl to SR-842/broward Blvd	Project Dev. & Env.	\$0	\$0	\$0	\$2,030	\$0	\$0	\$2,030	\$0	●				
4331081	SR-9/I-95 from N. of Stirling Road to Broward/palm Beach County Line	Managed Lanes	\$503	\$0	\$0	\$0	\$0	\$0	\$503	\$0	●				●
4365191	SR-9/I-95 from S of 45th Street to N of 45th St	Modify Interchange	\$21	\$0	\$0	\$6,000	\$14,917	\$20,817	\$121	\$0	●	●		●	
4331086	SR-9/I-95 from S. of Sw 10th Street to Broward/palm Beach County Line	Add 2 Special Use Lanes	\$1,345	\$1,000	\$1,500	\$0	\$0	\$3,845	\$0	\$0			●		●
4358081	SR-9/I-95 from S. of SR-870/commercial Blvd. to N. of Cypress Creek Rd	Project Dev. & Env.	\$443	\$10,691	\$0	\$0	\$0	\$0	\$11,134	\$0	●	●			
4369031	SR-9/I-95 from S. of SR-858/hallandale Bch Blvd to N. of Hollywood Blvd	Project Dev. & Env.	\$11	\$0	\$8,100	\$0	\$0	\$0	\$8,111	\$0	●	●			
4331095	SR-9/I-95 from South of Glades Rd. to South of Linton Blvd.	Add 2 Special Use Lanes	\$500	\$107,508	\$1,006	\$3,000	\$2,000	\$98,924	\$15,090	\$0	●	●			●

All Values in Thousands of "As Programmed" Dollars

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

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

Appendix B

State Historic Preservation Officer (SHPO) Concurrence



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

April 25, 2018

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

Attention: Ginny Jones

Subject: **Request for Review**
Cultural Resource Assessment Survey
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
Broward County, Florida

Dear Ms. Jones;

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

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

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 area and confirmed 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-8BD4649), and 172 historic buildings (8BD6082-8BD6087, 8BD6097-8BD6099, 8BD6101-8BD6105, 8BD6121, 8BD6122, 8BD6129, 8BD6138-8BD6164, 8BD6166-8BD6267, 8BD6277-8BD6290, 8BD6433-8BD6444). The Seaboard Air Line (CSX) Railroad (8BD4649) was previously recorded in several locations throughout Broward County during previous surveys, but it has not been documented within the current project APE at its intersection with Cypress Creek Road, Commercial Boulevard, and Powerline Road. All 172 of the documented historic buildings (8BD6082-8BD6087, 8BD6097-8BD6099, 8BD6101-8BD6105, 8BD6121, 8BD6122, 8BD6129, 8BD6138-8BD6164, 8BD6166-8BD6267, 8BD6277-8BD6290, 8BD6433-8BD6444) were newly recorded as part of this project.

Only one historic resource, Seaboard Air Line (CSX) Railroad (8BD4649), is considered eligible for inclusion in the National Register under Criterion A in the categories of Transportation and Community Planning and Development. All other historic resources located within the current APE are considered individually ineligible for inclusion in the National Register.

With regards to the eligible Seaboard Air Line (CSX) Railroad crossings along Commercial Boulevard and Cypress Creek Road, the recommended improvements include widening to the north/in the westbound direction at both Commercial Boulevard (5 foot widening to the north) and Cypress Creek Road (7 foot widening to the north). At both locations, the widening will only impact the existing westbound rail signals, which are modern features, and will require additional pavement across the tracks at the intersections, (approximately 5 feet of additional pavement width at Commercial Boulevard and 7 feet at Cypress Creek Road). The tracks, ties, and bed will not otherwise be touched. These improvements are common improvements implemented at rail crossings. These will not adversely affect the significant historic linear resource, and no physical changes will be made to the historic materials that make up the Railroad. This work will not compromise any characteristics or features that contribute to the Railroad's significance.

We kindly request that this cover letter and enclosed document are reviewed, and concurrence is provided by your office. This information is provided in accordance with the provisions contained in 36 CFR Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,



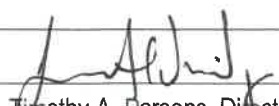
Ann Broadwell
Environmental Administrator
FDOT – District 4

Enclosures
cc. file

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and ☒ concurs/ ☐ does not concur with the determinations of historic significance and effects provided in this cover letter and ☒ does ☐ does not find applicable the determinations of effects and adverse effects provided in this cover letter for SHPO/FDHR Project File Number _____

adverse 2015-1740

SHPO Comments:

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

5/18/2018
[DATE]

Appendix C

Fish and Wildlife Service (FWS) Concurrence

2015 - CPA - 0197
2015 - TA - 0126



Florida Department of

3400 W Commerce
Fort Lauderdale, FL

**RICK SCOTT
GOVERNOR**

April 30, 201



U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
772-562-3909 Fax 772-562-4288

FWS Log No. 2015 - I - 0136

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the South Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.


Roxanna Hinzman, Field Supervisor

5/2/2018
Date

Roxanna Hinzman, Field Supervisor
U.S. Fish and Wildlife Service
South Florida Ecological Services Office
1339 20th Street
Vero Beach, FL 32256-7517

Attention: Mr. John Wrublik

Subject: ESA Section 7 Consultation/Concurrence Request Letter
Project Name: SR 9/I-95
Limits: From South of SR 870/Commercial Blvd to North of Cypress Creek Rd
Financial Management No. 435808-1-22-02
ETDM No. 14222
COUNTY: Broward

Dear Mr. Wrublik,

The Florida Department of Transportation (FDOT) conducted a Protected Species and Habitat Evaluation as part of the Natural Resource Evaluation (NRE) for the above-referenced Project Development & Environment (PD&E) Study, in accordance with Section 7(c) of the Endangered Species Act (ESA) of 1973, as amended, and the FDOT PD&E Manual, Part 2, Chapter 16. The PD&E Study limits for this section of I-95 extend from south of SR 870/Commercial Blvd to north of Cypress Creek Rd, a distance of approximately two miles. The purpose of the project is to increase capacity and improve traffic operations on I-95 and at the Cypress Creek Road/I-95 and (SR 870) Commercial Boulevard/I-95 interchanges. The project is also intended to improve safety within the vicinity, including access to I-95 and the arterial intersections. The Protected Species and Habitat Evaluation documents project involvement with protected species and habitat and determines the potential effects that the proposed improvements may have on those species.

This project was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) and the programming screen was published February 22, 2016 (ETDM No. 14222). The following Federally-listed species under the guidance of the United States Fish and Wildlife Service (USFWS) having the potential to occur within the project study area were evaluated in the NRE: West Indian manatee (*Trichechus manatus*); wood stork (*Mycteria americana*); Everglade snail kite (*Rostrhamus sociabilis plumbeus*); Eastern indigo snake (*Drymarchon corais couperi*); and gopher tortoise (*Gopherus polyphemus*). There is no USFWS-designated Critical Habitat for these or any other species in the project area. The project is, however, located within the USFWS Consultation Area for Everglade snail kite and Core Foraging Area (CFA) for the wood stork. The project area is highly urbanized and developed, with only minimal upland and wetland habitats (mainly engineered drainage swales or other surface waters). No suitable habitat for the snail kite and minimal habitat for the wood stork exists.

The effect determination for each Federally listed species with the potential to occur in the project area is shown in the table below:

Federally Listed Species Effect Determinations			
Common Name	Scientific Name	Federal Status	Effect Determination
West Indian Manatee	<i>Trichechus manatus</i>	Threatened	No Effect
Wood Stork	<i>Mycteria americana</i>	Threatened	May Affect, Not Likely to Adversely Affect
Everglade Snail Kite	<i>Rostrhamus sociabilis plumbeus</i>	Endangered	No Effect
Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	Threatened	May Affect, Not Likely to Adversely Affect
Gopher Tortoise	<i>Gopherus polyphemus</i>	Candidate Species	No Effect

Eastern Indigo Snake (*Drymarchon corais couperi*) – An effects determination was made by utilizing the USFWS Programmatic Key for the Eastern Indigo Snake (January 2010, updated August 2017). In accordance with this key, the project is not located in open water or salt marsh; any and all required permits for this project will be conditioned for use of the USFWS's most current guidance for Standard Protection Measures for the Eastern Indigo Snake during site preparation and project construction (measures which are included in USACE permit No. SAJ-2014-01584 which is anticipated to be modified to accommodate swale impacts for the project), the project will impact less than 25 acres of the snake's habitat, and finally, no gopher tortoises or their burrows (neither active or inactive) were observed within the project area during the field surveys.

Therefore, the FDOT has made the effect determination for the Eastern indigo snake as "**May Affect, Not Likely to Adversely Affect**".

Wood Stork (*Mycteria americana*) - Based upon the updated colony map prepared by the USFWS in June 2016, the project is located within the 18.6-mile Core Foraging Area (CFA) of three wood stork colonies (Sawgrass Ford, Emerald Estates 1 and 2 Griffin, and Wakodahatchee); however, no wood storks were observed foraging within any roadside ditches or storm water facilities within the project corridor. Based upon the distances to the nearby active colonies and the limited, poor quality, exotic infested foraging habitat that exists only in isolated swales and densely vegetated features present alongside this major interstate highway, I-95, the potential for this species to occur within the project limits is low. The project does not propose impacts to the one natural wetland feature (W-1) within the study area and the only proposed impacts to any jurisdictional features are minor alterations (limited to 0.07-acres) to two previously impacted roadside swales (SW 1 and SW 2).

Therefore, the FDOT has made the effect determination for the wood stork as "**May Affect, Not Likely to Adversely Affect**".

The purpose of this letter is to request written concurrence on the effects to listed species and to request comments from the United States Fish and Wildlife Service on the project. At your convenience, the

FDOT is available to assist the USFWS on any ESA issues related to this project. Should you have any questions or require additional information, please contact me at 954-777-4665. Thank you for your assistance with this project.

Sincerely,



Fernando Ascanio
Senior Environmental Specialist
FDOT District Four

cc: Ann Broadwell, FDOT
Nadir Rodrigues, P.E., FDOT
Shandra Davis, FDOT

Attachment: Natural Resources Evaluation Report