



Florida Department of Transportation

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GOVERNOR

PLANNING AND ENVIRONMENTAL MANAGEMENT – DISTRICT 4
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STEPHANIE C. KOPELOUSOS
SECRETARY

November 14, 2007

Mr. David C. Gibbs, Division Administrator
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attn: Ms. Nahir DeTizio

Dear Mr. Gibbs:

| | | |
|-----------------|-------------------------------|---|
| Subject: | Phase of Reevaluation: | Design Change |
| | State Road No.: | 862 |
| | State Road Name: | I 595 |
| | Financial Project ID: | 420809-3-52-01 |
| | Federal Project ID: | Not Yet Assigned |
| | County: | Broward |
| | Description: | Interstate 595 reversible lanes, braided interchange ramps, noise walls, canal bulkhead |

This Reevaluation is submitted for your review and concurrence in accordance with Florida Department of Transportation procedures.

Sincerely,

For: Gustavo Schmidt, P.E.
District Planning and Environmental Engineer

GS:alb
Attachment

**Florida Department of Transportation
PROJECT REEVALUATION**

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Change
- b. Document Type and Date of Approval: Categorical Exclusion II, June 29, 2006
- c. Project Numbers:


| | | |
|------|-------------|----------------------|
| N/A | 595 1 539 I | 409354-1-22-01 |
| ETDM | Federal Aid | Financial Project ID |
- d. Project Local Name, Location and Limits: I-595 (SR-862), From I-75 to I-95, Broward County, Florida
- e. Segments of Highway Being Advanced: From I-75 to 1 mile east of US-441 (SR-7), Financial Project ID: 420809 3 52-01, Federal Aid: Not Yet Assigned
- f. Name of Analyst(s): Ann Broadwell, Steve Braun, Erik Neugaard, Jeff Easley, and Phil Schwab

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly impact the quality of the human environment. Therefore, the original Administration Action remains valid.

It is recommended that the project identified herein be advanced to the next phase of project development.


REVIEWER SIGNATURE BLOCK



For: District Environmental Management Office Engineer

11 / 14 / 07
Date

III. FHWA CONCURRENCE BLOCK



For: Federal Highway Administration, Division Administrator

11 / 29 / 07
Date

V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA

Project Background:

The I-595 Project Development and Environment (PD&E) Study received Location Design Concept Acceptance (LDCA) on June 29, 2006 for the preferred alternative, Alternative 2A. Alternative 2A provides the following improvements:

- Elevated Reversible lanes, serving express traffic, to/from I-75/Sawgrass Expressway from/to east of I-95/SR-9.
- Direct connect ramp to/from Florida's Turnpike to/from the reversible lanes
- Continuous connection of SR-84 between Davie Road and SR-7
- Collector-Distributor (C-D) system between Davie Road and I-95
- Two-lane off-ramps
- Braided interchange ramps to eliminate mainline weaving segments
- Combined ramps and cross-street bypasses to reduce congestion
- Modifications to the I-595/Florida's Turnpike interchange
- A new ramp from WB I-595 to NB Florida's Turnpike
- Future transit is accommodated within the corridor, both on the south side of I-595, and in the median of I-595 beneath the elevated reversible lanes
- Offsite drainage ponds for water quality and water quantity needs

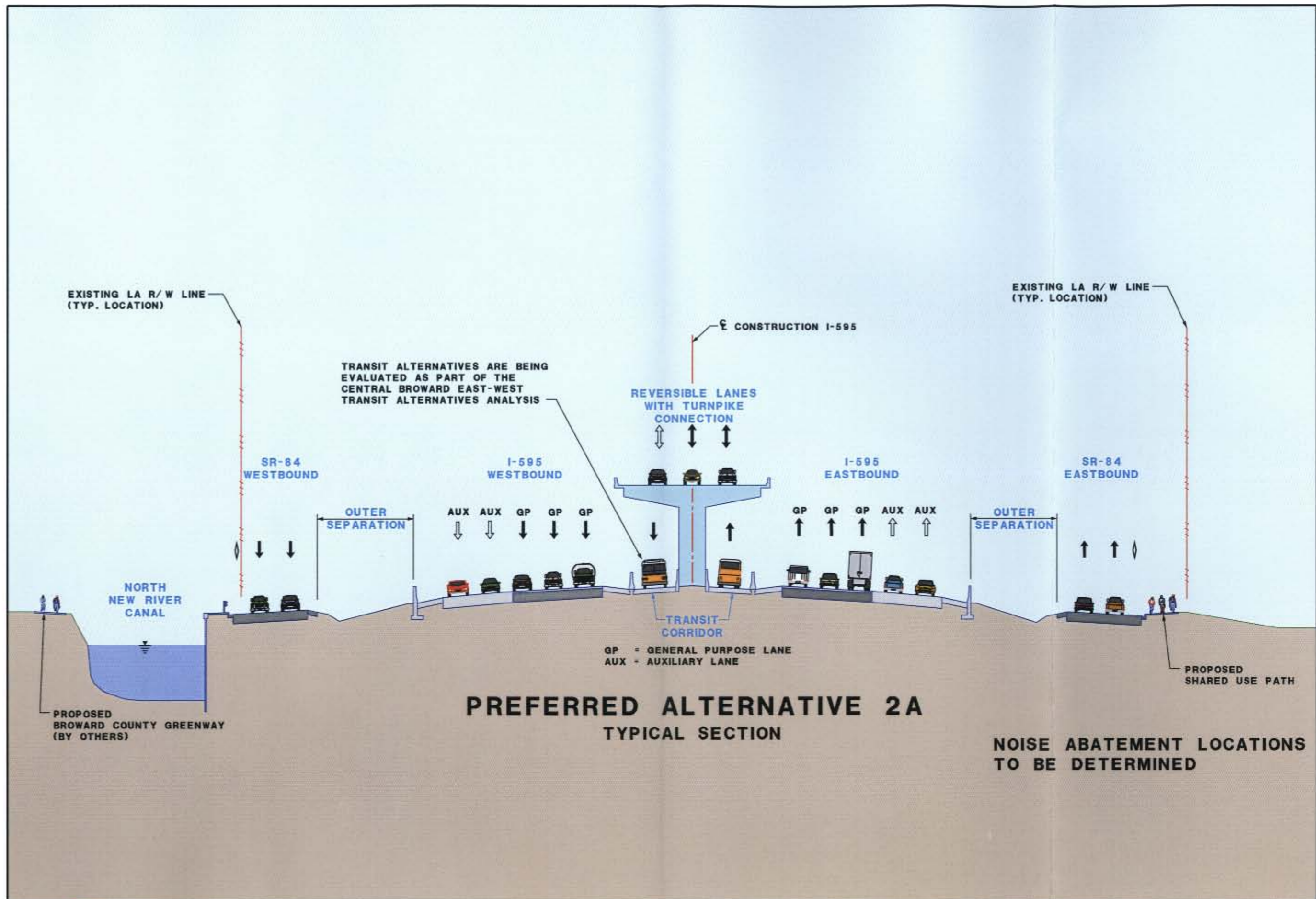
The proposed typical section for the PD&E Study's Preferred Alternative is shown in Figure 1.

The initial project phasing plan for the improvements recommended above divided and prioritized the corridor into 18 independent project segments. The 15 I-595 corridor projects, and the 3 Turnpike projects to be constructed within the I-595 corridor project limits are shown in Figure 2 and the preliminary implementation schedule is shown in Figure 3.

Recommended Changes

Public-Private Partnership (P3)

As shown in Figure 3, different phases of projects 1 – 10A were initially funded in the FDOT Five-Year Work Program (2007 – 2012) with only project segments 1 – 4 funded for construction. Depending on available funding sources, the approximately \$1.5B total improvement program would not be completed until 2024. In an effort to advance the project by at least 10 years, FDOT proposes to advance the I-595 corridor improvements in a Public Private Partnership (P3) contract with one concessionaire being responsible for the entire project. The project will be a Design/Build/Finance/Operate/Maintain long-term lease commitment for 35 to 50



EMM: 413276-1 **SEGMENT 6**
Limits: WEST OF SW 136 AVE. TO EAST OF NOB HILL RD. (WB)
Roadway: 3.4 miles of I-595 mainline widening for auxiliary lanes (varies 1-2 lanes); addition of median lanes for I-595 access from Express Lanes system; milling and resurfacing of existing mainline (varies 3-4 lanes); reconfiguration of on and off-ramps; and reconstruction of SR 84 and intersection with Hiatus Rd.
Bridges: bridge widenings for I-595 over 136th Ave., Hiatus Rd., and Nob Hill Rd.; new bridge for bypass over Hiatus Rd.; and reconstruction of I-595 bridge over Flamingo Rd.

EMM: 419342-1
Limits: DIRECT CONNECTION FROM I-595 REVERSIBLE LANES TO I-75 MEDIAN
Roadway: Future direct connection of the Reversible Lanes from the median of I-595 to the median of I-75 south of I-595
Status: To be further evaluated as part of the on-going I-75 PD&E Study

EMM: 413058-1 **SEGMENT 4**
Limits: EAST OF NOB HILL RD. TO EAST OF UNIVERSITY DR. (WB)
Roadway: 2.1 miles of I-595 mainline widening for auxiliary lanes (varies 1-3 lanes); milling and resurfacing of existing mainline (3 lanes); reconfiguration of on and off-ramps; and reconstruction of SR 84 and intersections with Pine Island Rd. and University Dr.
Bridges: bridge widenings for I-595 over Pine Island Rd. and University Dr.; new bridges for ramp braid (west of Pine Island Rd.) and off-ramp bridge over University Dr.

EMM: 413272-1 **SEGMENT 3**
Limits: EAST OF UNIVERSITY DR. TO WEST OF DAVIE RD. (WB)
Roadway: 0.9 miles of I-595 mainline widening for auxiliary lanes (varies 1-2 lanes); milling and resurfacing of existing mainline (3 lanes); reconfiguration of on and off-ramps; and reconstruction of SR 84
Bridges: new bridge for ramp braid (west of Davie Rd.)

EMM: 409353-1 (TPK Project #1) **SEGMENT 1- TPK A**
Limits: WEST OF DAVIE RD. TO SR 7 (SR-7/ TPK INT) (WB)
Roadway: 1.9 miles of I-595 mainline widening for auxiliary lanes (varies 1-2 lanes); addition of median lanes for access to Express Lanes system; milling and resurfacing of existing mainline (varies 2-3 lanes); reconfiguration of on and off-ramps; reconstruction/extension of SR 84 from Davie Rd. to SR 7; and new ramp connection for WB I-595 to NB Turnpike
Bridges: bridge widenings for I-595 over Davie Rd. and SR 7 interchange (3 bridges); new bridges for WB I-595 to NB Turnpike connection and braided ramp (west of SR 7)

EMM: 409354-2 **SEGMENT 11**
Limits: SR 7 TO I-95 (WB)
Roadway: 0.8 miles of I-595 mainline widening for auxiliary lanes (varies 1-2 lanes); addition of median lanes for access to Express Lanes system; milling and resurfacing of existing mainline (varies 3-4 lanes); and continuous connection of collector-distributor system from SR 7 to I-95
Bridges: bridge widenings for I-595 over Pond Apple Slough and I-95; and NB I-95 to WB I-595 ramp over I-95; new bridges for collector distributor system over Pond Apple Slough and SW 26th Terr. (2 bridges); and reconstruction of I-595 bridge over SR 84

EMM: 413274-1 **SEGMENT 8**
Limits: WEST OF SW 136 AVE. TO WEST OF NOB HILL RD. (EB)
Roadway: 2.8 miles of I-595 mainline widening for auxiliary lanes (varies 1-2 lanes); addition of median lanes for access to Express Lanes system; milling and resurfacing of existing mainline (varies 3-4 lanes); reconfiguration of on and off-ramps; and reconstruction of SR 84
Bridges: bridge widenings for I-595 over 136th Ave., Flamingo Rd., and Hiatus Rd.; new bridges for ramp braids (east and west of Hiatus Rd.) and bypass bridge over Hiatus Rd.

EMM: 413057-1 **SEGMENT 7**
Limits: WEST OF NOB HILL RD. TO EAST OF PINE ISLAND RD. (EB)
Roadway: 1.8 miles of I-595 mainline widening for auxiliary lanes (varies 1-2 lanes); milling and resurfacing of existing mainline (3 lanes); reconfiguration of on and off-ramps; and reconstruction of SR 84
Bridges: bridge widenings for I-595 over Nob Hill Rd. and Pine Island Rd.; new bridges for ramp braid (east of Nob Hill Rd.) and bypass bridge over Pine Island Rd.

EMM: 413273-1 **SEGMENT 9**
Limits: EXPRESS LANES SYSTEM - WEST OF 136th AVENUE TO EAST OF SR-7
Roadway: Addition of 3 elevated express lanes in the median of I-595 with western access/egress points between I-75 and Flamingo Rd. and eastern access/egress points between the Turnpike and SR 7 Interchanges

EMM: 419339-1 **SEGMENT 5**
Limits: EAST OF PINE ISLAND RD. TO EAST OF UNIVERSITY DR. (EB)
Roadway: 1.7 miles of I-595 mainline widening for auxiliary lanes (varies 1-3 lanes); milling and resurfacing of existing mainline (3 lanes); reconfiguration of on and off-ramps; and reconstruction of SR 84
Bridges: bridge widening for I-595 over University Dr.; new bridge for ramp braid (east of University Dr.)

EMM: 413271-1 (TPK Project #2) **SEGMENT 2 - TPK B**
Limits: EAST OF UNIVERSITY DR. TO EAST OF TPK (EB)
Roadway: 1.7 miles of I-595 mainline widening for auxiliary lanes (varies 1-3 lanes); milling and resurfacing of existing mainline (varies 2-3 lanes); reconfiguration of on and off-ramps; reconstruction of SR 84 and intersection with Davie Rd.; extension of SR 84 east of Davie Rd.; and reconstruction of EB I-595 to NB Turnpike ramp
Bridges: bridge widening for I-595 over Davie Rd.; new bridge for EB I-595 to NB Turnpike ramp

EMM: 419327-1 (TPK Project #3) **SEGMENT TPK D**
Limits: TPK SB FLYOVER RAMP TO I-595
Roadway: Reconstruction of the SB Turnpike to I-595 on-ramp
Bridges: Reconstruction of bridge for the SB Turnpike to I-595 on-ramp over the Turnpike

EMM: 419338-1 (TPK Project #5) **SEGMENT TPK E**
Limits: TPK FROM GRIFFIN RD. TO I-595 (NB)
Roadway: Addition of NB Turnpike auxiliary lanes (2 lanes) from Griffin Rd. to the NB Turnpike to I-595 on-ramp; reconstruction of the NB Turnpike to I-595 on-ramp to provide separate ramps for the I-595 EB and WB connections

EMM: 419341-1 **SEGMENT 10**
Limits: EXPRESS LANES DIRECT CONNECTION FROM I-595 TO TURNPIKE
Roadway: Addition of elevated Express Lane ramps providing a direct connection between the I-595 and Turnpike medians; Turnpike widening/reconstruction from Griffin Rd. to Peters Rd. to accommodate the direct connections in the Turnpike median

EMM: 419336-1 (TPK Project #3) **SEGMENT TPK C**
Limits: TPK FROM I-595 TO GRIFFIN RD. AND SB ON-RAMP (SB)
Roadway: Reconstruction of the I-595 to SB Turnpike on-ramp; reconstruction of SB Turnpike off-ramp and bypass lane to Griffin Rd.
Bridges: Reconstruction of bridges for the I-595 to SB Turnpike on-ramp over the infield lake and Turnpike (2 bridges)

EMM: 413277-1 **SEGMENT 12**
Limits: EAST OF TPK TO I-95 (EB)
Roadway: 1.4 miles of I-595 mainline widening for auxiliary lanes (varies 1-2 lanes); addition of median lanes for I-595 access from Express Lanes system; milling and resurfacing of existing mainline (varies 3-4 lanes); reconfiguration of I-595/Turnpike ramps access to SR 7, SR 84 and I-95; and continuous connection of collector-distributor system from SR 7 to I-95
Bridges: bridge widenings for I-595 over SR 7 (4 bridges), SR 84 ramp, and Pond Apple Slough; new bridges for collector distributor over SR 7 access ramp and SW 26th Terr./Angler's Ave. (2 bridges); and reconstruction of I-595 bridge over SR 84

Legend

- Braided Ramp Locations
- Bypass Lane System
- I-595 Westbound Projects
- I-595 Eastbound Projects
- I-595 Express Lanes
- I-75 Projects
- Florida's Turnpike Projects
- SR-84 Continuous Connection
- ▲ Collector-Distributor System



STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

I-595 REEVALUATION

I-595 CORRIDOR
PROJECT SEGMENTS

FIGURE 2

| Segment | Financial ID | I-595 Segment Limits | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 |
|---------------|--------------|--|---------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| - | 420809-1 | CORRIDOR LINE & GRADE DEVELOPMENT (CDC) | CONCEPT DEVELOPMENT PHASE | | | | | | | | | | | | | | | | |
| 1 (TPK A) | 409353-1 | W. OF DAVIE RD. TO SR 7 (SR-7/ TPK INT) (WB) | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | | | | |
| 2 (TPK B) (a) | 413271-1 | E. OF UNIVERSITY DR. TO E. OF TPK (EB) | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | | | | | |
| 3 | 413272-1 | E. OF UNIVERSITY DR. TO W. OF DAVIE RD. (WB) | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | | | | | |
| 4 | 413058-1 | E. OF NOB HILL RD. TO E. OF UNIVERSITY DR. (WB) | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | | |
| - | 421854-1 | ADVANCED ROW ACQUISITION | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | | | | | | | | | | | |
| 5 | 419339-1 | E. OF PINE ISLAND RD. TO E. OF UNIVERSITY DR. (EB) | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | | |
| 6 | 413270-1 | W. OF SW 136 AVE TO E. OF NOB HILL RD. (WB) | | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | |
| 7 | 413057-1 | W. OF NOB HILL RD. TO E. OF PINE ISLAND RD. (EB) | | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | |
| 8 | 413274-1 | W. OF SW 136 AVE. TO W. OF NOB HILL RD. (EB) | | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | |
| 9 (a) | 413273-1 | REVERSIBLE LANES FROM W. OF SW 136TH AVE. TO E. OF SR 7 | | | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | |
| 10 (a) | 419341-1 | DIRECT CONN. (EAST) FROM REV. LANES TO TPK MEDIAN N. & S. OF I-595 | | | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | |
| 10A (a) | TBD | SEGMENTS 11 & 12 INTERIM IMPROVEMENTS TO ACCOMMODATE REV. LANES (EAST) | | | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | |
| 11A | 409354-3 | ENVIRONMENTAL MITIGATION FOR SEGMENTS 11 & 12 | | | | | | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | |
| 11 | 409354-2 | SR 7 TO I-95 (WB) | | | | | | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | |
| 12 | 413277-1 | E. OF TPK TO I-95 (EB) | | | | | | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES |
| TPK C (b) | 419336-1 | TPK FROM I-595 TO GRIFFIN RD. AND SB ON-RAMP (SB) | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | |
| TPK D (a&b) | 419337-1 | TPK SB FLYOVER RAMP TO I-595 | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | |
| TPK E (a&b) | 419338-1 | TPK FROM GRIFFIN RD. TO I-595 (NB) | | DESIGN / ROW PHASES | DESIGN / ROW PHASES | DESIGN / ROW PHASES | | | | | CONSTRUCTION PHASES | CONSTRUCTION PHASES | CONSTRUCTION PHASES | | | | | | |
| I-75A (c) | 419342-1 | DIRECT CONN. (WEST) FROM REV. LANES TO I-75 MEDIAN SOUTH OF I-595 | | | | | | | | | | | | | | | | | |



CONCEPT DEVELOPMENT PHASE



DESIGN / ROW PHASES



CONSTRUCTION PHASES



STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

I-595 REEVALUATION

PRELIMINARY PROJECT
SCHEDULE

FIGURE 3

years with the concessionaire being responsible for each of those five elements. Figure 4 is a project location map that depicts the independent project segments that will be advanced through a P3 procurement process.

Typical Section

Alternative 2A, the approved elevated express lanes typical section, is shown in Figure 1. This elevated typical section was one of four typical sections that were presented to the public at workshops conducted on April 13 and 14, 2005, and one of two presented at the Public Hearing conducted on November 29, 2005. The second express lane typical section that was presented at the Public Hearing (Alternative 1B) included two at-grade express lanes without a connection to Florida's Turnpike and accommodated an envelope for elevated transit between Eastbound SR-84 and Eastbound I-595 (see Figure 5, Alternative 1B). At the time of the public meetings both options were presented as viable and that in either case the express lanes were at least 10-15 years from being implemented.

Subsequent to LDCA, the Central Broward East-West Transit Study has been advanced into the Federal Transit Authority (FTA) Draft Environmental Impact Statement (DEIS) phase for further evaluation. The separate transit study proposes an east-west transit system in Broward County which utilizes the I-595 corridor. Based on information from that study, a more detailed profile has been developed to accommodate the potential transit alignment and stations within the median beneath the elevated reversible lanes. This new profile raises the elevation of the express lanes from 34 feet to 94 feet in order to accommodate transit entering and exiting the median as well as accommodating the potential station platform locations.

The FDOT presented the advancement of the project to several local and state officials. The FDOT also initiated noise workshops and received negative comments regarding the visual and noise concerns of elevating the express lanes in the median. Since the express lanes were to be constructed in the near future with the P3 contract versus being unfunded and not likely to be built for 15 years, many of the communities have now gone on record against the elevated express lanes but supportive of an at-grade express lane system. The Town of Davie, the City of Plantation and the Board of Broward County Commissioners have all passed resolutions against the Elevated Express Lane System. The City of Plantation and Broward County have specifically stated that they are supportive of an at-grade express lane system in the median of I-595 (See Appendix A). In light of the advancement of the express lanes, the initial reaction from the public and the profile requirements needed to accommodate transit in the median, the FDOT completed an investigation of an alternative typical section that could provide similar benefits as the approved alternative while also reducing the visual impact concerns voiced by the public. From this investigation, an at-grade alternative was developed and the corridor has been evaluated based on the design change.



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P3 FIRM PROJECTS

| SEGMENTS | SEGMENTS LIMITS |
|-----------|--|
| 1 (TPK A) | W. OF DAVIE RD. TO SR 7 (SR-7/ TPK INT) (WB) |
| 2 (TPK B) | E. OF UNIVERSITY DR. TO E. OF TPK (EB) |
| 3 | E. OF UNIVERSITY DR. TO W. OF DAVIE RD. (WB) |
| 4 | E. OF NOB HILL RD. TO E. OF UNIVERSITY DR. (WB) |
| 5 | E. OF PINE ISLAND RD. TO E. OF UNIVERSITY DR. (EB) |
| 6 | W. OF SW 136 AVE TO E. OF NOB HILL RD. (WB) |
| 7 | W. OF NOB HILL RD. TO E. OF PINE ISLAND RD. (EB) |
| 8 | W. OF SW 136 AVE. TO W. OF NOB HILL RD. (EB) |
| 9 | REVERSIBLE LANES FROM W. OF SW 136TH AVE. TO E. OF SR 7 |
| 10 | DIRECT CONN. (EAST) FROM REV. LANES TO TPK MEDIAN N. & S. OF I-595 |
| 10A | SEGMENTS 11 & 12 INTERIM IMPROVEMENTS TO ACCOMMODATE REV. LANES (EAST) |
| TPKC | TPK FROM I-595 TO GRIFFIN RD. AND SB ON-RAMP (SB) |
| TPKD | TPK SB FLYOVER RAMP TO I-595 |
| TPKE | TPK FROM GRIFFIN RD. TO I-595 (NB) |

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PROJECTS BY OTHERS

| SEGMENTS | SEGMENTS LIMITS |
|----------|---|
| 11 | SR 7 TO I-95 (WB) |
| 12 | E. OF TPK TO I-95 (EB) |
| I-75 A | DIRECT CONN. (WEST) FROM REV. LANES TO I-75 MEDIAN SOUTH OF I-595 |

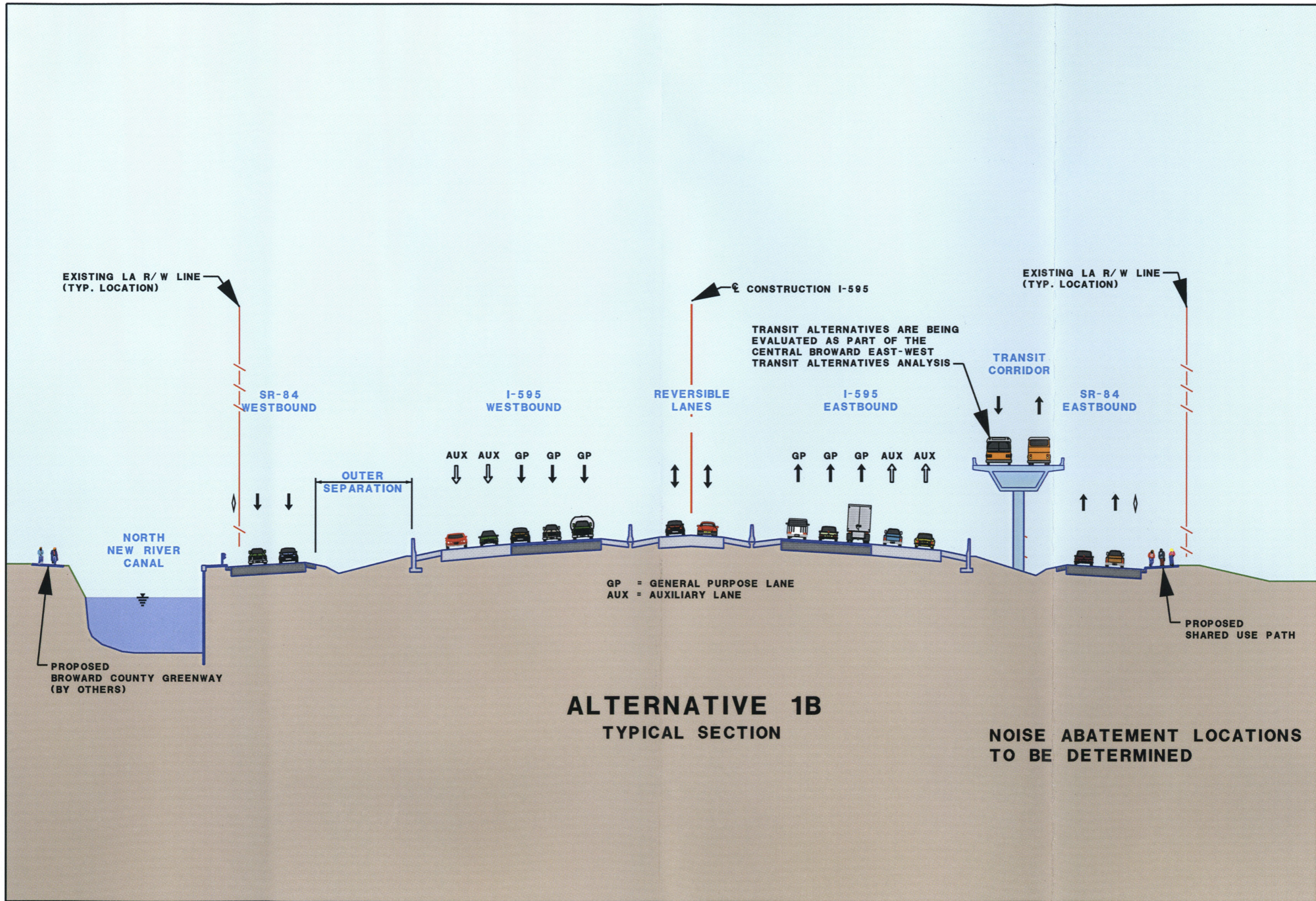


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

I-595 REEVALUATION

P3 PROJECTS

FIGURE 4



ALTERNATIVE 1B
TYPICAL SECTION

NOISE ABATEMENT LOCATIONS
TO BE DETERMINED

A new typical section has been proposed that would place the three reversible lanes at-grade (3L-AG) in the median from Flamingo Road to west of Davie Road (Figure 6). The reversible lanes would be elevated at Davie Road in order to provide a direct connection to/from Florida's Turnpike and follow the same alignment from that point as proposed in the PD&E Study. Figure 6 depicts the new proposed typical section. In order to accommodate the three at-grade reversible lanes in the median, the westbound I-595 mainline would be shifted a maximum of 22 feet to the north from Flamingo Road to east of Davie Road. The eastbound alignment of I-595 would be essentially the same as the PD&E concept.

Transit Considerations

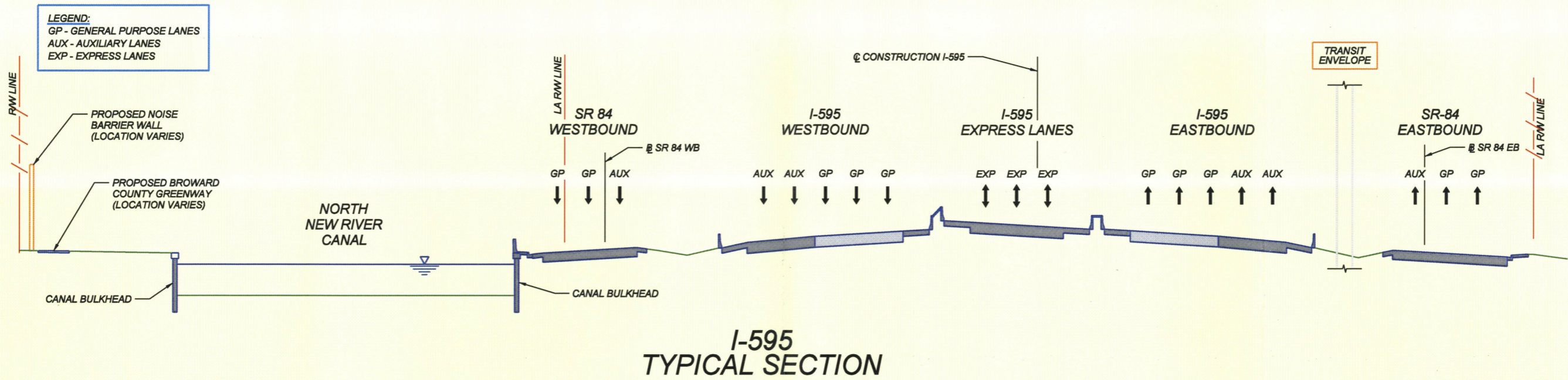
Alternative 2A could accommodate future transit within the corridor; both on the south side of I-595, and in the median of I-595 beneath the elevated reversible lanes (see Figure 1). With the 3L-AG alternative, the proposed transit alignment can be accommodated within the corridor, both on the south side of I-595 or in the median of I-595 elevated above the at-grade reversible lanes. For the transit alignment on the south side, transit platforms would have no further impact to mainline or express lane geometry. For the transit alignment in the median, further coordination is required in order to evaluate what impact transit platforms would have to the mainline and express lanes.

Stormwater Management Facilities

Although the approved PD&E documents demonstrated the need for off-site wet detention facilities, the focus of such facilities was primarily on the limited undeveloped properties along the corridor. The *PD&E Preliminary Drainage and Pond Siting Report* indicated that approximately 64.34 acres of land would be required to provide the corridor water quality requirements, of which approximately 55.58 acres would be provided through acquisition of off-site, undeveloped parcels.

As part of the re-evaluation, an alternatives stormwater management facility analysis was conducted to determine other innovative ways in which the corridor drainage needs could be handled without the acquisition of undeveloped properties. This analysis led to communication with several private golf course owners along the corridor to evaluate the potential for shared-use drainage facilities within the golf course pond systems. Presently, the FDOT is negotiating permanent drainage easements with four golf courses owners along the corridor, including: Lago Mar Golf Course, Jacaranda Golf Course, Pine Island Ridge Golf Course, and Arrowhead Golf Course. With the successful execution of these shared-use drainage agreements, the drainage need for off-site, undeveloped properties will be eliminated.

The elimination of the drainage need for off-site, undeveloped properties has significant benefits for the public. In addition to the cost savings for the project, private land ownership interests are maintained for the limited and valuable



undeveloped, real estate remaining along the corridor. Local government concerns over potential loss of tax base due to the drainage use of these properties rather than commercial or residential use are also eliminated.

North New River Canal

At the mainline bridges over Hiatus Road, Nob Hill Road, and Pine Island Road, the new alignment shifts to the north approximately 22 feet. This design change impacts the necessary length of bulkhead along the North New River Canal, as well as the required placement of the bulkhead within the canal. In areas where the shift in alignment results in the placement of bulkhead beyond the offset in which the existing design water surface elevation coincides with the canal side slope, a bulkhead is proposed on the north side of the canal to compensate for any potential reduction in canal conveyance capacity. In addition to the bulkhead requirements, the design change impacts several bridges over the canal, thereby requiring partial or full reconstruction of all bridges over the canal between Commodore Drive and Pine Island Road.

The offset of the potential bulkhead along the north side of the canal will be limited since South Florida Water Management District (SFWMD) requires a minimum width of 40 feet of berm along their canals for maintenance and construction access. Several coordination meetings have been conducted with SFWMD to discuss the potential impacts to the canal. SFWMD Right-of-Way Division staff has stated that since all future access to the canal will only be available from the north side of the canal it desires that the minimum of 40 feet width be maintained between any potential sound walls and bulkhead. Any reductions in the 40 feet width will require a waiver by its Governing Board. The design change alignment currently shows two locations along the North New River Canal that may require such waiver. In these two locations, FDOT has committed to implement design features along the canal bank that will not require SFWMD to maintain these areas, such as final asphalt or concrete surfaces.

Similar to the PD&E preferred alternative, a hydraulic analysis of the North New River Canal is required to determine the maximum allowable encroachment of the I-595 roadway improvements into the North New River Canal and therefore the final bulkhead requirements. The shift in alignment would require approximately 35,000 linear feet or 6.7 miles of bulkhead on the south side of the canal and approximately 17,000 linear feet or 3.2 miles of bulkhead on the north side of the canal for a total of approximately 53,000 linear feet or 10.0 miles of bulkhead. This bulkheading represents 7.5% of the overall 133 miles of canal banks along the North New River Canal, which is a 33% increase in bulkheading from what was proposed in the PD&E Study. These quantities may increase or decrease pending the results of the hydraulic analysis. Figure 7 depicts the bulkhead locations from the PD&E study and the new bulkhead locations needed for the 3L-AG alternative.



LEGEND:

| | |
|---------------------------------------|--|
| — | PD&E PROPOSED BULKHEAD |
| — | ADDITIONAL BULKHEAD REQUIRED BY 3L-AG |
| — | PD&E PROPOSED BULKHEAD NOT REQUIRED BY 3L-AG |

On October 12, 2007, the FDOT met with the State Historic Preservation Office (SHPO) regarding the Design Change of the I-595 preferred alternative. FDOT stated the canal will not be re-routed, cut off, filled in, substantially widened or severed from other waterways. The direction of water flow will not be modified; no crossovers or elements will be introduced that will limit navigability; the canal will not be separated from other related waterways; and no ancillary historic resources original to the canal's design or purpose will be removed. The canal is currently navigable from the Sewell Lock downstream to the Atlantic Ocean; the canal's navigability or use will not be affected by the bulkheads. The canal will still retain the ability to convey its importance as an example of an early water management system and as one of the primary canals of the Everglades Drainage District. Therefore, the improvements will have no adverse effect on the North New River Canal. FDOT has requested SHPO to concur with the proposed changes (See Appendix B) This finding of no adverse effect is consistent with the earlier determination of no adverse effect on the canal in the 2006 Case Study Report. This finding is also consistent with the types of improvements that do not rise to the level of adverse effect according to the Historic Canals Committee, which held its initial meeting on June 25, 2007.

The design change likely increases the quantity of canal dredging required for the project since additional bridge crossing work and bulkhead work is now proposed. The quantity of canal dredging that will be required per the design change will be determined by the results of the hydraulic analysis and through further consultation with SFWMD staff.

In addition to the requirements of SFWMD, utility adjustments are anticipated for the City of Sunrise. Within the SFWMD right of way, the City of Sunrise owns a number of water mains and force mains. Impacts to the City of Sunrise utilities on the north side of NNRC will be considered. Utility coordination efforts with the City of Sunrise are ongoing.

Design Variations and Exceptions

A summary of potential design variation and exceptions will be provided once horizontal and vertical grades are further developed and defined for the at-grade reversible lanes.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

The following is a list of commitments pertaining to the I-595 corridor improvements made by FDOT during the PD&E Study, and the current status of each commitment. The first section is a summary of the understandings established with FHWA at the conclusion of the *I-95/I-595 Master Plan Study*. The second section summarizes agreements reached between the FDOT and agencies having jurisdiction over facilities or resources adjacent to or within the I-595 corridor that are immediately impacted by, or have the potential to be impacted by, the proposed corridor improvements. The third set of commitments indicates how future aspects of the project will be conducted to assure that the interests of public agencies, elected officials, citizens, and related projects are respected as the proposed I-595 corridor improvements are enacted in the coming years.

Status of Master Plan Based Understanding with FHWA

At the conclusion of the *I-95/I-595 Master Plan Study*, FDOT made a presentation to FHWA which covered the study findings and proposed a series of follow-up actions regarding the I-595 corridor. As a result of the presentation, conducted on July 10, 2001, FDOT and the FHWA came to an understanding of how to proceed with these actions. The following is a summary of each of the key items presented to FHWA, the understanding reached between FHWA and FDOT regarding that proposal, the status of each proposal as of March 2006, as well as the current status as of October 2007.

1. **The alternatives to be studied during the I-595 PD&E Study should only include the Master Plan LPA Build Alternative, and variations of it, and a No Build Alternative.** This is possible because 15 different build alternatives were examined during the Master Plan Study. The Master Plan LPA, which had a design year of 2020, is to be updated and further developed during this PD&E phase of study to accommodate traffic for a design year of 2034, which is an additional 14 years of traffic growth within the corridor.

Understanding: The I-595 PD&E Study build alternative will consist of the Master Plan LPA concept, modified to accommodate an additional 14 years of growth in the I-595 corridor, and using 2034 as the forecast year for design traffic.

Status as of March 2006: The Master Plan Locally Preferred Alternative (LPA) concept was modified to accommodate Year 2034 traffic. This modified version of the LPA became Alternative 1A of the I-595 PD&E Study. Due to right of way impacts associated with Alternative 1A, other design concepts were developed that combined a series of design modifications to meet year 2034 travel demands within the I-595 corridor.

Status as of October 2007: The proposed At-Grade typical section addresses much of the concerns voiced by the public while still providing the additional capacity and system connections that address the design year traffic in a safe and efficient manner. The advancement of the corridor through a public private partnership

allows the improvements to be built in such a manner that they will be operating at a satisfactory Level of Service for their design life.

2. **For PD&E projects of a Type 2 Categorical Exclusion or lesser class of action, no Public Hearing will be conducted.** Public Hearings will be conducted for projects requiring an Environmental Assessment or Environmental Impact Statement. The public will have another opportunity to review these projects during the Broward County MPO's annual *Transportation Improvement Program (TIP)* adoption process.

Understanding: The FHWA agreed to this proposal.

Status as of March 2006: Several changes to the Master Plan LPA Build Alternative were required to minimize potential environmental impacts, construction costs, and the right of way acquisition needed to implement the I-595 corridor improvements based on the 2034 design year traffic. Therefore, FHWA and FDOT decided that a formal Public Hearing would need to be conducted during the I-595 PD&E Study to present the design alternatives and the No Build alternative that were evaluated during the study. A formal Public Hearing was conducted on November 29, 2005.

Status as of October 2007: The design change addresses most of the public opposition that the project has faced subsequent to the Public Hearing that was conducted on November 29, 2005. Since the design change decreases impacts, it was concluded that another Public Hearing would not be necessary to address the design changes. The FDOT has presented the design change to elected officials and the Broward County Metropolitan Planning Organization (MPO). The FDOT intends on continuing noise workshops with communities to coordinate the final placement of noise walls. The FDOT will also hold a general public information meeting prior to the selection of the Concessionaire, as well as prior to any construction activities.

In order to manage congestion and provide for a reliable travel time, the FDOT is planning on tolling the express lanes. The tolling activity will not be part of the P3 contract. FDOT plans on conducting a Public Hearing for tolls while the P3 contract is active.

3. **An Interchange Operational Analysis Report (IOAR) using Highway Capacity Software (HCS) will be prepared for the segment of I-595 between University Drive and the west end of the study corridor. A Systems Interchange Modification Report (SIMR) using CORSIM will be prepared for the I-595 segment between I-95 and University Drive.**

Understanding: The FHWA agreed to a traffic operational approach that could be used in subsequent development of systems interchange analyses and reports to the FHWA. Agreement was reached on creating a SIMR for the segment of I-595 between I-95 and the University Drive interchange (inclusive).

Status as of March 2006: In a letter dated January 28, 2005, FHWA approved the SIMR prepared for the I-595 corridor (from I-75 to I-95).

Status as of October 2007: The proposed design change has no impact on the approved SIMR.

4. **Design Exceptions are proposed for the viaduct that spans Pond Apple Slough Natural Area and the vertical and horizontal curves of the University Drive flyover ramp replacement.** Reducing the width of the shoulders to less than 10 feet, in select areas, and reducing selected through-lane segments to less than 12 feet will dramatically reduce the right of way acquisition and construction costs of improvements within the I-595 corridor. This can be accomplished by restriping the existing roadway surface rather than constructing modifications to it. It is also proposed that FHWA authorize FDOT to reconstruct the flyover ramps at the University Drive interchange in-kind, as long as there are no crash or safety concerns within the interchange area. These proposals for the I-595/University Drive interchange will reduce right of way impacts in that portion of the corridor. As part of its understanding with FDOT, any design exceptions requested from FHWA will be supported by safety and design parameter analyses.

Understanding: With proper documentation of safety impacts and design parameter analyses, FHWA will grant design exceptions and in-kind reconstruction of the University Drive interchange flyover ramp replacements as part of a coordinated effort to reduce right of way acquisition and construction costs.

Status as of March 2006: The restriping project for adding an additional lane in the westbound direction on the viaduct section has been approved by the FHWA and has been constructed. Design exceptions were required for substandard shoulder widths on I-595 westbound over the south fork of the New River, I-595 westbound over SR-84, I-595 westbound over SR-7, and the I-595 westbound ramp from I-95 southbound.

Analysis of crash data within the I-595 corridor indicates that there is not a crash problem within the I-595/University Drive interchange area. Therefore, the design exceptions and in-kind ramp reconstruction previously identified for this interchange area have been incorporated into the improvements proposed for the I-595 corridor.

Status as of October 2007: The design change eliminates some of the previously identified shoulder width exceptions. The P3 Project will not improve the WB

substandard mainline shoulder width east of SR-7; it will reduce the shoulder width EB to 2' and an exception will be submitted for review and approval.

5. **Level of Service failures are unresolved for the EB on-ramps at Nob Hill Road, Pine Island Road, and Davie Road.** Continuing Level of Service failures along the EB on-ramps at the Nob Hill Road, Pine Island Road, and Davie Road interchanges may remain unresolved under the proposed design concept due to geometric constraints and proposed construction costs of alternate treatments. The I-595 PD&E Study will go forward with the philosophy that the Interstate highway mainline will be given priority in the system for moving corridor traffic. Areas that may not accommodate the demand will be restricted to on-ramps only.

Understanding: FHWA agrees with the philosophy that the Interstate mainline should be given priority in achieving acceptable operational performance levels. However, FHWA expects FDOT to fully document any proposed design solutions that result in any Level of Service failures remaining in the corridor after all proposed improvements are constructed to demonstrate that the failures have been moved away from the mainline and onto the ramps.

Status as of March 2006: All proposed failures remaining within the I-595 corridor have been identified and documented in this study. The documentation that these failures do not occur on mainline segments, but rather at the on-ramps, is provided in **Section 6.0 of the CE2.**

Status as of October 2007: The proposed improvement from the I-595 PD&E Study will go forward with the philosophy that the Interstate highway mainline will be given priority in the system for moving corridor traffic. Areas that may not accommodate the demand will be restricted to on-ramps only. The P3 Project will not improve the WB substandard mainline shoulder width east of SR-7; it will reduce the shoulder width EB to 2' and an exception will be submitted for review and approval.

6. **An evaluation of the use of tolls for the reversible lanes portion of the project is proposed in the I-595 PD&E Study.** Florida's Turnpike Enterprise will perform a detailed Toll and Revenue Analysis for the reversible lanes portion of the project corridor. The reversible lanes are the only portion of the corridor for which tolls are being considered.

Understanding: The FHWA has agreed that an analysis of the feasibility of placing tolls on the reversible lanes as a means of generating revenues that could capitalize a significant percentage of the reversible lanes construction costs is warranted.

Status as of March 2006: Florida's Turnpike Enterprise is currently developing a revenue model and report to determine the feasibility of placing tolls on the reversible lanes. The evaluation and coordination regarding the tolling of reversible

lanes will continue to be evaluated into the design phase of the project. Consideration will be given to tolling these lanes as not only a means of generating revenue, but also as a way to manage the traffic through congestion pricing.

Status as of October 2007: The design change has no impact on this but it is planned that the reversible lanes will be tolled. In order to manage congestion and ensure travel time the FDOT is planning to toll the express lanes. The FDOT is currently preparing a Toll and Revenue Study to assist in developing the District 4 Work Program by incorporating projected traffic revenues from the tolling of these express lanes. This study is independent of the P3 contract and will be implemented independent of the P3 construction activities. This study will also provide information regarding potential rate structures that will ultimately be used as part of a Public Hearing for the tolling and any necessary rule changes that would be necessary to provide the FDOT the authority to charge a toll on the express lanes. This Public Hearing will be conducted prior to any toll collecting on the corridor. A subsequent Reevaluation will document the results of the Public Hearing for tolling and address the tolling component of the project in more detail.

7. **Impacts to Tri-Rail Double Tracking and Fort Lauderdale-Hollywood International Airport Expansion projects will be avoided.** The I-595 PD&E Study proposed improvements will not encroach into or negatively impact vertical clearances for the rail corridor or the airport approach glide paths. Modifications to I-595 developed as part of the airport's access changes will be included in the study documents.

Understanding: The FHWA agreed with this concept. However, proposed changes in I-595/airport access identified by Broward County may be reflected in the proposed design concept when identified as being performed "by others."

Status as of March 2006: Through subsequent refinements of the scope of services for the I-595 PD&E Study, the limits of the study corridor addressed only mainline improvements through the I-595/I-95 interchange. The eastern terminus of the I-595 PD&E Study did not extend far enough to the east to involve either the Tri-Rail line or airport access improvements. Coordination with Broward County regarding proposed improvements with the I-595/I-95 interchange will continue through the design and construction phases of the project.

Status as of October 2007: No change

PD&E Study Commitments

As the I-595 PD&E Study progressed, several special agreements were developed between the FDOT and other public agencies with regard to specific project elements.

1. The SFWMD North New River Canal runs parallel to the study corridor throughout the project length. The FDOT made several commitments related to preserving the flow capacity and maintainability of the canal while making improvements to the I-595 mainline, the SR-84 frontage road system, and several interchange areas. These commitments included the following:
 - FDOT will provide SFWMD with the wind loadings that are used in the design of the noise walls.
 - FDOT will provide a 100 feet staging area next to all bridge structures.
 - FDOT will provide a minimum 25 feet gap, or appropriate maintenance access approved by SFWMD, in the noise wall at the SFWMD "Lot #29" (purchased by SFWMD for maintenance of Sewell Lock).
 - FDOT will provide a 3-foot asphalt mow strip, similar to a guardrail treatment, in front of proposed noise walls. This will assist the SFWMD with maintenance adjacent to the walls.

In the event that noise abatement measures cannot be constructed on the south side of the canal and therefore must be provided on the north side of the canal, FDOT will adhere to the following commitments:

- FDOT will typically locate the noise walls ± 4 feet from the residential property line to allow for construction of the wall and foundation.
- FDOT will encroach into the SFWMD right of way for the noise walls on the north side of the SFWMD right of way, where the existing canal right of way is more than 44 feet. The FDOT will provide a minimum of 40 feet from top of bank to the noise wall for maintenance of the canal.
- FDOT will not meander the noise walls for trees and fences but will hold to the northern SFWMD right of way line and the ± 4 feet offset.
- FDOT may need to provide access to docks located south of the proposed noise walls. To accomplish this, it may be necessary to stagger the walls, which would ultimately reduce the berm width. The issue of access and its design will be coordinated with the SFWMD during the design phase of the project.

Status as of October 2007: It is anticipated that two locations that may reduce the above maintenance area below the 40 feet as specified above. In these two locations, FDOT has committed to implement design features along the canal bank that will not require SFWMD to maintain these areas, such as final asphalt or concrete surfaces.

2. In a meeting held on October 21, 2005, the United States Coast Guard agreed that the 55-foot vertical clearance criterion for the North New River Canal will not apply to the proposed bridges (i.e. direct connection ramp/bridge from/to Florida's Turnpike,

WB I-595 ramp/bridge to NB Florida's Turnpike, and the New River Greenway Pedestrian Bridge) crossing over the section of canal between Sewell Lock and SR-7. The FDOT committed to maintain at least 20-foot of vertical clearance and 30-foot of horizontal clearance (15 feet each side of the centerline of the waterway) for navigation.

Status as of October 2007: No change.

3. Access to Sewell Lock Park, located on the north side of the I-595 corridor west of the Davie Road interchange, is provided from SR-84 WB. The Park is a historic site and a Section 4(f) resource owned by the Broward County Parks and Recreation Department. FDOT agreed that no permanent impacts to either Sewell Lock Park or its access from SR-84 will result from the improvements proposed for the I-595 corridor.

Status as of October 2007: No change.

4. The I-595 corridor passes over an area impacted by a deep groundwater contamination plume from an offsite source identified by the U.S. Environmental Protection Agency (EPA) under Sections 106 and 107 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA aka. Superfund). The offsite source of contamination is known as the Florida Petroleum Reprocessors (FPR) Superfund Site. Meetings were held with the EPA and plans were reviewed for all improvements within the I-595 corridor including Florida's Turnpike interchange and mainline. Based on this coordination, a Consent Decree was drafted and lodged by the U.S Department of Justice which provides provisions to design and construct all roadway improvements within the contaminated area. The FDOT committed to adhere to all provisions of the Consent Decree and coordinate with the EPA on any substantial construction plan changes during the final design phase. A copy of the Consent Decree was provided in the *Contamination Screening Evaluation Report*.

Status as of October 2007: See Attachment A.3. Contamination Sites. The design change does not require additional coordination with EPA regarding the activities allowed by the Consent Decree.

5. Pond Apple Slough Natural Area is a wetland area located adjacent to the I-595 corridor east of the SR-7 interchange area. FDOT committed to the SFWMD and the Broward County Parks and Recreation Department that designs developed for improvements to the I-595 corridor will minimize impacts to limited access right of way adjacent to Pond Apple Slough Natural Area and provide any mitigation measures that are required by the jurisdictional agencies.

Status as of October 2007: No change based on the design change. This section of the corridor is outside of the influence of the design change and is not included in the P3 project.

6. Broward County has developed its Greenways System plan to connect all major neighborhoods within the County using travelways designed for non-motorized transportation modes. The countywide Greenways System will consist of bicycle and equestrian paths, nature trails, and waterways. Portions of SR-84 and I-595 crossroads have been designated as major components of this Greenways System.

Through coordination with Broward County, the FDOT agreed to modify its plans for the corridor by relocating the Greenway from the south bank of the North New River Canal (immediately north of I-595) to the north bank of the North New River Canal (immediately south of SW 25th Street) between SR-7 and theoretical SW 51st Avenue. The relocated Greenway would be within 200 feet of the existing alignment and would occupy SFWMD right of way for the North New River Canal from SR-7 to SW 41st Avenue, Broward County right of way for SW 25th Street between SW 41st Avenue and SW 44th Terrace, and SFWMD right of way for the North New River Canal from SW 44th Terrace to theoretical SW 51st Avenue. At theoretical SW 51st Avenue, a new bridge will be constructed for the Greenway over the North New River Canal to connect it to the south bank of the North New River Canal, where it will continue to Davie Road immediately adjacent to the canal bulkhead. From Davie Road to Sewell Lock Park, the Greenway will follow its current alignment.

FDOT has committed to construct the relocated section of the Greenway prior to impacting the existing section thereby resulting in no net loss of Greenway or its function. As a result, there will be minimal impacts to the Greenway during construction as documented in the *Programmatic Section 4(f) Evaluation* that was approved by FHWA on March 14, 2006. The Broward County Greenways Project Manager has concurred with this proposed action. The relocation of the Broward County Greenway is acceptable to the SFWMD as long as it remains flush with the ground and does not impact the SFWMD's ability to maintain the canal bank. Erosion concerns must be addressed during construction and final disposition of the Greenway.

Status as of October 2007: See Attachment B.3. Section 4(f) Potential.

7. FDOT has included recommendations for the location of a transit envelope within the I-595 corridor suitable for future implementation of a light rail transit (LRT) system. These envelopes have been incorporated into the typical sections developed for each Build Alternative proposed for the I-595 corridor improvements. This includes an understanding that the Federal Transit Authority (FTA) Preliminary Engineering phase for the *Central Broward East-West Transit Alternatives Analysis (CBE-WTAA)* will evaluate the transit project's location and impacts in more detail. FDOT will re-

evaluate the I-595 PD&E Study before advancing the right of way phase of any I-595 corridor project.

Status as of October 2007: Through extensive coordination with the ongoing Central East-West Transit Study, an envelope for the transit alignment has been accommodated in the corridor. The alignment envelope that is being preserved is located between eastbound SR-84 and eastbound I-595. The P3 firm's design will be required to accommodate future transit within the corridor. They will also be required to provide verification that all transit criteria can be met within the final roadway design.

8. To minimize adverse effects to the endangered Wood stork, the FDOT will determine if there are any active Wood stork breeding colonies within 18.6 miles of the proposed improvements at the time the Environmental Resource Permit (ERP) application is submitted to the US Army Corps of Engineers (ACOE). If the proposed improvements are determined to be within the core foraging area (18.6 miles) of any active Wood stork breeding colony, any wetlands impacted will be replaced within the core foraging area of the active Wood stork breeding colony. The compensation plan will include a temporal lag factor, if necessary, to ensure wetlands provided as compensation adequately replace the wetland functions lost due to the project, and the wetlands offered as compensation will be of the same hydroperiod as the wetlands impacted. If the replacement of wetlands within the core foraging area is not practicable, the FDOT will coordinate with the U.S. Fish and Wildlife Service (USFWS) to identify acceptable wetland compensation outside the core foraging area, such as purchasing wetland credits from a "FWS Approved" mitigation bank.

The FDOT agrees to follow the USFWS Standard Construction Conditions for the Florida Manatee during implementation of the project, and Technical Special Provisions will be incorporated into the contractor's bid documents

The FDOT agrees to follow the USFWS Standard Protection Measures for the Eastern indigo snake during implementation of the project, and Technical Special Provisions will be incorporated into the contractor's bid documents.

Status as of October 2007: See Attachment A.11. Wildlife and Habitat.

9. The FDOT will provide the following information to the National Marine Fisheries Service (NMFS) as the project progresses to the design, permitting, and implementation stage:
 - A detailed description of the construction activities. The information will describe whether subaqueous work will be implemented, types of construction methods proposed (i.e., pile drivers, cranes, dredges, hoppers, or barges, etc).

- A list of conservation and avoidance measures for listed species on construction methods (i.e., best management practices for water quality protection and erosion control to be implemented in the project design and implemented during construction).
- A short description or drawings of the new bridge(s) over tidal waters. The drawing or description will indicate the number of piles in the water for the bridge fenders and the location of the new piers.
- A Stormwater Management Plan. The plan will include the type of treatment and maintenance of the stormwater treatment system. The treatment will be in accordance with state and federal (NPDES) standards.

Status as of October 2007: See Attachment A.2. Coastal and Marine.

10. The FDOT will keep a boundary fence around the Cherry Camp archaeological site (8BD82) for the duration of the I-595 construction projects to prevent staging areas or temporary access roads from impacting the site.

Status as of October 2007: No change

11. 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).

Status as of October 2007: No change.

Commitments for Later Phases of the Project

The following commitments have been made by the FDOT and will be adhered to during the final design and/or construction phases:

1. FDOT will continue to coordinate with elected officials and agency/municipality representatives over the course of the final design phase of the project.

Status as of October 2007: FDOT has met with several elected officials for every significant milestone of the project. The FDOT has met with elected officials including the mayors of Plantation and Weston along with most County commissioners to discuss the potential to advance the corridor as a P3 project. This opportunity was also presented to the Town of Davie and the Broward County MPO. The FDOT had also presented the potential design change for an at-grade typical section to the Davie Town Council, Mayor of Plantation, MPO Chair, Mayor of Broward County and the Broward County MPO. The FDOT will continue to hold Noise Workshops with communities to finalize the noise wall locations. Additionally,

general public information meetings will also be conducted as the project continues to advance.

2. FDOT will continue to coordinate with the Turnpike Enterprise regarding the design of I-595/Florida's Turnpike interchange structures, project funding, sequencing of the improvements, and the design and construction schedules.

Status as of October 2007: District 4 has had several meetings with Florida's Turnpike Enterprise and will continue to meet and ultimately develop a Memorandum of Understanding (MOU) for the project that will clearly define project roles for each district that will be used for the duration of the P3 project.

3. FDOT will continue to coordinate with the State Historic Preservation Officer (SHPO) regarding the design of noise walls adjacent to the North New River Canal.

Status as of October 2007: See Attachment B.1. Historical/Archaeological.

4. FDOT will create a Community Awareness Plan (CAP) so that public involvement is maintained throughout the entire project.

Status as of October 2007: No change. Although this project will be implemented through P3, the concessionaire will still be required to create and implement the CAP.

5. FDOT will seek community input regarding the desires, types, heights, and locations of noise abatement barriers where it has been deemed reasonable and feasible during the PD&E process. The FDOT is committed to the construction of feasible noise abatement measures at noise-impacted locations, contingent upon the following conditions: detailed noise analyses during the final design process support the need for abatement; reasonable cost analyses indicate that the economic cost of the barriers will not exceed the guidelines; preferences regarding the compatibility of the proposed mitigation measures with adjacent land uses, particularly as addressed by officials having jurisdiction over such land uses has been noted; safety and engineering aspects as related to the roadway user and the adjacent property owner(s) have been reviewed; and any other mitigating circumstances identified in the FDOT *PD&E Manual*, Volume II, Section 17-4.6.1.

Status as of October 2007: See Attachment D.1. Noise.

6. FDOT will maintain access to businesses and residences to the maximum extent possible during construction. Will be stipulated in the Request for Proposals (RFP) for the P3 Project.

Status as of October 2007: No change. This will be stipulated in the Request for Proposals for the P3 Project.

7. FDOT will require that the sequence of construction be planned in such a way as to minimize traffic delays. The project will involve the development and use of a Maintenance of Traffic Plan / Traffic Control Plan. The local news media will be notified in advance of road closings and other construction-related activities, which could inconvenience the community so that business owners, residents, and/or tourists in the area can plan travel routes in advance. A sign providing the name, address, and telephone number of an FDOT contact person will be displayed onsite to assist the public in obtaining answers to questions or complaints about project construction.

Status as of October 2007: No change. This will be stipulated in the RFP for the P3 Project.

8. FDOT will mitigate for any wetland impacts resulting from the construction of this project by using one of the options discussed during the Interagency Meeting on June 28, 2005. These options include, but do not limit FDOT to, rehydration of Pond Apple Slough Natural Area; property acquisition and wetland restoration adjacent to I-595 and Pond Apple Slough Natural Area; purchase of credits in an appropriate Wetland Mitigation Bank; or utilization of the Senate Bill. FDOT will maintain coordination with all appropriate regulatory and government agencies regarding the mitigation required for unavoidable impacts to wetlands adjacent to Pond Apple Slough Natural Area.

Status as of October 2007: No change. This section of improvements is not included in the new alternative which places the three reversible lanes at-grade (Alternative 3L-AG), and is currently unfunded. Pond Apple Slough is not in the P3. Existing ponds at the four golf courses are being field verified to determine presence of wetlands and Waters of the State. Wetland impacts associated with the golf course ponds will be avoided or minimized during the Permitting Phase.

9. FDOT will evaluate the use of drainage structures, such as box culverts, to minimize or avoid haul road impacts to natural flow areas from the limited access right of way into Pond Apple Slough Natural Area.

Status as of October 2007: No change. This section of improvements is outside the limits of the P3 project.

10. FDOT will require the contractor to adhere to air quality and noise provisions of the FDOT *Standard Specifications for Road and Bridge Construction*, as well as appropriate Best Management Practices, to minimize the adverse effects on air and noise quality from construction activities.

Status as of October 2007: No change. This will be stipulated in the RFP for the P3 Project.

11. FDOT will require the contractor to dispose of all oil, chemicals, fuel, etc., in an acceptable manner according to local, state, and federal regulations and forbid any dumping of contaminants on the ground or in sinkholes, canals, or borrow lakes. Appropriate Best Management Practices will be used during the construction phase for erosion control and water quality in order to obtain Chapter 62-25, F.A.C. compliance. In addition, the contractor will be required to adhere to the FDOT *Standard Specifications for Road and Bridge Construction*.

Status as of October 2007: No change. This will be stipulated in the RFP for the P3 Project.

VII. PERMITS STATUS

The proposed project improvements will require several different types of permits from federal, state, and local jurisdictional regulatory agencies, including the ACOE, United States Coast Guard (USCG), Florida Department of Environmental Protection (FDEP), SFWMD, Broward County Environmental Protection Department (BCEPD), Town of Davie, City of Plantation, Central Broward Water Control District (CBWCD), Old Plantation Water Control District (OPWCD), and Tindall Hammock Irrigation and Soil Conservation District (THISCD).

FDOT has identified a number of major regulatory permits that will be required for the project, including:

- ACOE Dredge/Fill Permit
- USCG Bridge Permit
- FDEP NPDES Stormwater Pollution Prevention Plan
- SFWMD Individual Environmental Resource Permit
- SFWMD Standard General Right of Way Occupancy Permit
- SFWMD Water Use (Dewatering) Permit
- BCEPD Environmental General Resource License
- BCEPD Surface Water Management License
- Town of Davie Tree Removal License
- City of Plantation Tree Removal License
- CBWCD Surface Water Management Master Plan Permit
- OPWCD Surface Water Management Master Plan Permit
- THISCD Surface Water Management Master Plan Permit

While no major permitting changes are required due to the design change, the existing SFWMD Standard General Environmental Resource Permits for Lago Mar Golf Course, Pine Island Ridge Golf Course, and Jacaranda Golf Course must be modified by their owners. Arrowhead Golf Course, which does not currently have an existing SFWMD Environmental Resource Permit, must apply for and obtain a SFWMD Standard General Environmental Resource Permit in order to implement the proposed drainage design changes.

The additional bridge modifications or replacements over the North New River Canal between Commodore Drive and Pine Island Road, the additional bulkhead within the North New River Canal, and the addition of the Broward County Greenway will result in additional encroachments within the SFWMD right of way. These design changes will be included in the SFWMD Standard General Right of Way Occupancy Permit. In addition, the Greenway bridge over a navigable section of the North New River Canal will need to be included in the USCG Bridge Permit.

The permit packages for all of the above permits, with the exception of the Tree Removal permits, NPDES permit, and the Water Use permit, are currently being developed and will be submitted by FDOT to the applicable agencies in December



ATTACHMENTS

A.1. Air Quality

The proposed concepts associated with Alternative 3L-AG were reviewed to determine if the design changes would affect the analysis or results of the PD&E Air Quality Study. The latest conceptual design plans show SR-84 in the same location in the vicinity of the air quality receiver site (RS-1) and also reflect the same number of I-595 travel lanes that were used in the air quality analysis during the PD&E Study. RS-1 is located approximately 50 feet south of SR-84 and approximately 750 feet west of University Drive (Station 1420+00). Therefore, the previous air quality analysis at the University Drive Interchange remains valid. However, SR-84 does shift 12 feet closer (i.e., 35 feet to 23 feet) to the residence (Station 1205+30) that is the closest to SR-84 within the project corridor. This residence is located approximately 760 feet west of Flamingo Road.

The FDOT's Air Quality Screening model was run to ensure the carbon monoxide (CO) concentrations at this residence were not any higher than the concentrations predicted at the University Drive Interchange during the PD&E Study. The modeling results with the proposed design changes indicate that the 8-hour CO concentration increased by 0.4 parts per million (ppm) from 5.8 ppm to 6.2 ppm at the closest residence in the vicinity of the Flamingo Road Interchange. However, the CO concentration is not any higher than what was presented in the Air Quality Report for the University Drive Interchange. The 8-hour CO concentration at Site RS-1 at the University Drive Interchange was 6.8 ppm for the approved PD&E Study Alternative (2A) in the Design Year based on the results in the Air Quality Report. The CO concentration is lower because the traffic volumes at the Flamingo Road Interchange are much less than at the University Drive Interchange.

Since the proposed design changes do not require an update to the air quality analysis conducted during the PD&E Study, the PD&E Study conclusion that the project will not have a significant adverse impact on air quality remains valid.

A.2. Coastal and Marine

As described in the CE II document, SFWMD Structure G-54, located immediately upstream (west) of Historic Sewell Lock on the SFWMD North New River Canal (G-15), prevents saline water from flowing west during high tide. Waters immediately east of Structure G-54 are considered estuarine, and the substrate within these waters are considered Essential Fish Habitat (EFH). The PD&E Alternative proposed bulkhead along approximately 1¼ miles of the south bank of the North New River Canal between Sewell Lock and SR-7. The new ramps from I-595 to Florida's Turnpike would have required the installation of foundations in the canal and would result in approximately 0.5 acres of additional shading impacts. Alternative 3L-AG will also require

approximately 1¼ miles of bulkhead. Bridge piles may also be required within the North New River Canal.

The installation of the bulkhead will result in direct impacts to the rock walls that provide a hard substrate to which algae and sessile invertebrate food sources can attach. However, it is anticipated that algae and sessile invertebrate food sources will also attach to the bulkhead, so this impact is considered temporary. The SFWMD will require the proposed bulkhead downstream of Structure G-54 be anchored at the toe with rubble rip rap to improve and accelerate fish habitat. Further coordination with NMFS will continue regarding the bulkheading when the design details are available.

Because the SFWMD requires the cross sectional area of the canal to be maintained, they may also require dredging the canal where the construction of the bulkhead results in a loss of canal cross-sectional area. For either alternative, this will result in direct impacts to the sediment and debris on the bottom of the canal that may support managed species. However, the bottom area will increase as a result of the bulkheading and will provide additional sediment cover for boring invertebrate food sources. The bulkheading will also provide additional area for the accumulation of the scattered rocks and other debris that provide potential refuge for larval and juvenile stages of the managed species and their food sources. Therefore, this impact is also considered temporary for either alternative.

The installation of pilings for the new ramps, if necessary within the canal, will also provide additional hard substrate to which algae and sessile invertebrate food sources can attach. It is anticipated that this additional hard substrate will more than offset the minor impacts associated with the additional shading. Overall, no long term impacts are anticipated to affect the North New River Canal EFH as a result of the either alternative.

A.3. Contamination Sites

A comprehensive contamination evaluation was completed for the project during the PD&E Phase, during which over 1,000 sites within one half-mile of the I-595 corridor were researched. Since most of the data collection for the *Contamination Screening Evaluation Report (CSER)* was conducted in 2005, the CSER is currently being updated by reviewing the changes at these sites, identifying new concerns, and identifying the exact location of several sites on which I-595 was constructed.

The I-595 corridor passes over an area affected by the deep groundwater contamination plume from an offsite source identified by the EPA under Sections 106 and 107 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA aka. Superfund). The offsite source of contamination is known as the Florida Petroleum Reprocessors (FPR) Superfund Site.

Meetings were held with the EPA and plans were reviewed for all improvements within the I-595 corridor, including Florida's Turnpike interchange and mainline. Based on this

coordination, a Consent Decree was drafted and lodged (July 29, 2005) by the U.S. Department of Justice which provides provisions to design and construct all roadway improvements within the contaminated area. As stated in the Consent Decree Section IX, 26. (b) (i): "If any portion of Projects FM No: 409354-1, FM No.: 411189-2, FM No.: 407481-2, FM No.: 231739-3, FM No.: 231727-1, FPID No.: 406094-1, and FPID No.: 406095-4, including all subsequent phases interferes with or adversely affects the implementation, integrity, or protectiveness of the remedial measures to be performed pursuant to this Consent Decree, that portion may proceed only insofar as it is constructed according to concept and design plans reviewed and approved by the EPA on March 31, 2004."

The FDOT continues to adhere to all provisions of the Consent Decree as published in the Federal Register on August 11, 2005 (Volume 70, Number 154, Page 46889) and coordinate any substantial plans changes with the EPA, Region 4, Southeast Headquarters. Construction impacts are being minimized by the avoidance of areas of known and/or suspected contamination during the design of the drainage, lighting and signalization improvements. No change in status has occurred at this site.

A Level 2 Contamination Assessment is currently being performed along the project corridor and at proposed offsite stormwater management pond sites that have been assigned high or medium risks associated with contamination. This evaluation also includes an assessment of bridges for asbestos and lead-based paint.

FDOT will be conducting soil and groundwater testing to determine whether there is contamination at any of the medium and high risk locations. The results of the testing and appropriate recommendations will be documented in the Construction Advertisement Re-evaluation.

A.5. Floodplains

Alternative 3L-AG will require additional fill be placed within the floodplain. According to the Flood Insurance Rate Map (FIRM) of Broward County, Florida, Community Panel numbers 12011C0195F, 12011C0214F, 12011C0215F, 12011C0302F and 12011C0306F, dated August 18, 1991 and obtained from the FEMA Map Service Center (www.fema.gov) in March 2005, portions of the project are located within the 100-yr Floodplain with the 100-yr flood elevation ranging from 6-7 feet NGVD. Although the I-595 alignment is elevated well above the 100-yr flood elevation with elevations ranging from 11 feet to over 30 feet NGVD; SR-84 is aligned much nearer to the 100-yr flood elevation.

The widening of I-595 for Alternative 3L-AG, like the widening proposed for the PD&E Alternative, will take place almost entirely within the existing right of way with the use of Mechanically Stabilized Earth (MSE) vertical walls between I-595 and SR-84, and with the use of bulkheads along portions of the North New River Canal. Although the construction of the MSE walls and seawalls will create minor encroachment into the

floodplain, any encroachment will be mitigated through storage provided in the proposed drainage facilities, as well as by compensating storage provided within the North New River Canal by excavation and dredging activities.

A.6. Infrastructure

As described previously in Section V, I-595 provides a Strategic Intermodal System (SIS) connection between Florida's east and west coasts, as well as a direct connection to Fort Lauderdale-Hollywood International Airport (FLL) and Port Everglades. The alignment is also being considered for the Central East-West Transit alignment. Alternative 3L-AG will require that the transit alignment be placed on the north or south side of the project corridor, instead of in the median as proposed in the PD&E Preferred Alternative.

The existing utilities along the corridor include Bellsouth (telephone and fiber optic), MCI/Sprint (fiber optic cable), FP&L (electric), City of Hollywood (water and sewer), and City of Fort Lauderdale (water and sewer). An FP&L company substation is located west of the southwest quadrant of the I-595/Davie Road interchange. West of Florida's Turnpike, an abandoned Enron/Sunniland pipeline runs parallel to I-595 on the north side of SR-84. There is also a Florida Gas Transmission gas pipeline passing through the I-595/Florida's Turnpike interchange. The exact locations of these utilities are currently being surveyed for the design phase.

The only change in status of the utilities is that Alligator Alley Pipeline Company acquired the abandoned Enron/Sunniland Pipeline. Alternative 3L-AG will relocate the northernmost SR-84 travel lane over the Alligator Alley Pipeline.

In locations where design modifications, or design exceptions and/or variations, cannot avoid utility relocations, the need for utility relocations and costs associated with the relocations will be determined during final design. Most utility companies have technologies to alter facilities without inconvenience to the customers. However, to the extent feasible, mitigation measures for utility disruptions will include the following measures.

- Minimizing or eliminating impact to major existing utilities
- Maintaining utility connections in temporary locations
- Minimizing the time without service
- Installing alternate or new service before disconnecting the existing service
- Allowing service disruption only during periods of non-usage or minimum usage

A.9. Water Quality/Quantity

Implementation of Alternative 3L-AG will result in additional impervious area, and therefore slightly additional stormwater treatment volume and attenuation requirements. The FDOT is currently negotiating shared-use agreements with four private golf courses

located along the project corridor to accept some of the stormwater management from the I-595 corridor, including; Pine Island Ridge, Arrowhead, Jacaranda and Lago Mar. Presently, the FDOT is negotiating permanent drainage easements with four golf courses owners, including: Lago Mar Golf Course, Jacaranda Golf Course, Pine Island Ridge Golf Course, and Arrowhead Golf Course. These golf courses will provide the necessary water quality treatment and water quantity treatment for runoff from three of the ten drainage basins within the project limits, while runoff from four of the ten basins will be accommodated in interchange infield pond areas, runoff from one basin will be accommodated in an adjacent rock pit which the FDOT has perpetual drainage flowage rights, and runoff from the two remaining basins will be accommodated with exfiltration trench located within the roadway right-of-way.

A.10. Wetlands

No wetland impacts are anticipated as a result of Alternative 3L-AG. Recent field reconnaissance at the above-referenced golf courses that are proposed to accept stormwater runoff from I-595 did not identify any additional wetland impacts.

A.11. Wildlife and Habitat

The current USFWS list of Federally-listed species recorded in Broward County was reviewed to identify changes in status. Since the PD&E Study, no additional Federally-listed species that could potentially occur in the project corridor have been recorded in Broward County.

In October, 2007, the four golf courses were evaluated for potential impacts to Federally-listed species. The evaluations included a literature review and GIS analysis. The species considered include the American alligator, American crocodile, Eastern indigo snake, crested caracara, bald eagle, wood stork, snail kite, Florida panther, Florida manatee, and smalltooth sawfish. It was determined that American alligator, Eastern indigo snake, wood stork, and Florida manatee had potential to occur in the project corridor for Alternative 3L-AG. Only the American alligator and wood stork was determined to potentially occur at any of the golf courses. Field surveys were also conducted at the Pine Island Ridge and Lago Mar golf courses. The only Federally-listed species observed was an American alligator at the Lago Mar Golf Course.

Jacaranda Golf Course and Arrowhead Golf Course could not be accessed due to ongoing negotiations. However, listed species surveys will be conducted at any golf course used for stormwater management prior to design and construction. Though alligators and listed species of wading birds may occur at any of the golf courses, no impacts to these or any other listed species of animals are anticipated. No Federally-listed species of plants are anticipated to occur at any of the golf courses. FDOT has committed to continue its coordination with both the USFWS and NMFS in accordance with the Endangered Species Act.

The Pine Island Ridge and Lago Mar golf courses were also surveyed for gopher tortoises and burrowing owls and no burrows were observed in the vicinity of the existing stormwater ponds that will be expanded for the proposed project. Additional surveys for gopher tortoises and burrowing owls will be performed prior to the design and construction at any other golf course proposed for modification for this project.

B.1. Historic/Archaeological

As described previously in **Section V. Evaluation Of Major Design Changes And Revised Design Criteria – North New River Canal**, a hydraulic analysis of the North New River Canal is required to determine the maximum allowable encroachment of the I-595 roadway improvements into the North New River Canal and therefore the final bulkhead requirements. The shift in alignment would require approximately 35,000 linear feet or 6.7 miles of bulkhead on the south side of the canal and approximately 17,000 linear feet or 3.2 miles of bulkhead on the north side of the canal for a total of approximately 53,000 linear feet or 10.0 miles of bulkhead. This bulkheading represents 7.5% of the overall 133 miles of canal banks along the North New River Canal, which is a 33% increase in bulkheading from what was proposed in the PD&E Study. These quantities may increase or decrease pending the results of the hydraulic analysis. Figure 7 depicts the bulkhead locations from the PD&E study and the new bulkhead locations needed for the 3L-AG alternative.

On October 12, 2007, the FDOT met with the SHPO regarding the Design Change of the I-595 preferred alternative. FDOT stated the canal will not be re-routed, cut off, filled in, substantially widened or severed from other waterways. The direction of water flow will not be modified; no crossovers or elements will be introduced that will limit navigability; the canal will not be separated from other related waterways; and no ancillary historic resources original to the canal's design or purpose will be removed. The canal is currently navigable from the Sewell Lock downstream to the Atlantic Ocean; the canal's navigability or use will not be affected by the bulkheads. The canal will still retain the ability to convey its importance as an example of an early water management system and as one of the primary canals of the Everglades Drainage District. Therefore, the improvements will have no adverse effect on the North New River Canal. FDOT has requested SHPO to concur with the proposed changes (See Appendix B) This finding of no adverse effect is consistent with the earlier determination of no adverse effect on the canal in the 2006 Case Study Report. This finding is also consistent with the types of improvements that do not rise to the level of adverse effect according to the Historic Canals Committee, which held its initial meeting on June 25, 2007.

The design change likely increases the quantity of canal dredging required for the project since additional bridge crossing work and bulkhead work is now proposed. The quantity of canal dredging that will be required per the design change will be determined

by the results of the hydraulic analysis and through further consultation with SFWMD staff.

FDOT is committed to continued coordination on the project improvements related to the canal throughout the design phase. Requested information on the materials that will be used for the bulkheads; modifications to any bridges over the North New River Canal; and the aesthetics of the noise walls viewed from the canal will be provided to SHPO as it becomes available.

B.2. Recreation Areas

The only change is the previously described use of private golf course ponds to accept stormwater runoff from the proposed project. The modifications to the golf courses are anticipated to enhance the golf courses.

B.3. Section 4(f) Potential

A Programmatic Section 4(f) Evaluation was prepared during the PD&E Study for the unavoidable impacts to the Broward County SR-84/North New River Greenway from Davie Road Extension to SR-7. This section included a pedestrian bridge over navigable waters of the North New River Canal. FDOT will have to obtain the USCG Bridge Permit for this western bridge crossing. The PD&E Alternative required relocating a section of the Greenway that has been partially constructed on the south side of the North New River Canal between Davie Road and SR-7, to the north side of the canal. Alternative 3L-AG does not change the alignment of the Greenway from where it was proposed to be located in the approved PD&E concept when LDCA was issued; however, the portion of the SR-84/North New River Greenway located from SW 136th Avenue to Pine Island Road will also be constructed by the P3 contract. Due to construction delays, Broward County has requested FDOT include the Greenways from SW 136th Avenue to Pine Island Road as part of the P3 contract. This will eliminate construction activity and scheduling conflicts that may have arisen in the construction of the noise walls, Greenway path and bulkhead. Broward County has requested that their North New River/SR-84 Greenway be constructed by FDOT as part of the proposed P3 Project. This will be a joint planning effort between Broward County and FDOT. FDOT will, therefore, not adversely impact the Section 4(f) resource (existing or planned) since the resource itself will be constructed as part of the P3 project. This will require the building of a multi-use bridge over navigable waters.

C.1. Aesthetics

The elevated express lane profile requirements to accommodate transit in the median reflect a range from 34' to 94' above existing I-595. During public meetings many residents expressed concern over the visual effect this will have on the communities.

The perception of the elevated structure from the resident's is that it will cause a visual blight on their community and cause a decrease in the value of their homes. In light of the advancement of the express lanes and the reaction from the public, the FDOT completed an investigation of an alternative typical section that could provide similar benefits as the approved alternative while also reducing the visual impact concerns voiced by the public. Changing the approved typical section from elevated to at-grade addresses the concern the residents had over the elevated structure from 136th Avenue to Davie Road. The section that remains elevated is required to have a direct connection to Florida's Turnpike east of Davie Road. This area did receive negative comments from the adjacent community and all efforts have been made to reduce the profiles and move the ramp as far as practical from the residential areas. Overall, the design change results in fewer negative visual impacts than those associated with the PD&E preferred alternative.

An Aesthetics committee is providing criteria in the P3 Request for Proposal so that the bidders will have guidelines to follow for the noise walls, bridges and Mechanically Stabilized Earth (MSE) retaining walls.

C.2. Economics

Because of its critical location in the center of Broward County and its proximity to a wide range of other major transportation hubs and corridors, such as Port Everglades, Fort Lauderdale-Hollywood International Airport, Florida East-Coast Rail Line, and Tri-County Commuter Rail, as well many of the region's major north-south expressways and principal highways, improvements to the I-595 corridor are a boost to the state and regional economic competitiveness in the global market.

An additional objective of Alternative 3L-AG is to complete the a majority of the project through the P3 Plan described in **Section V. Evaluation of Major Design Changes and Revised Design Criteria**. The P3 Plan will allow the project to be completed ten years in advance of the schedule developed for the PD&E Alternative, providing the anticipated economic boost sooner. Furthermore, the improvements in corridor capacity and interchange configurations will result in reduced congestion, less delay, and decreased travel times for goods and freight movement.

C.4. Mobility

Broward County, through its MPO, is unique in Florida for having taken an aggressive, proactive stance regarding freight and goods mobility. It has been a leader in Florida regarding its work to educate the public as to the contributions that freight and goods movement, service delivery, and trucking in general have on the regional economy. The MPO has also:

- Identified a point of contact within the government for coordination of all freight-related matters, established an in-house library of freight movement case studies

and research efforts throughout the world and raised the profile of freight interests to equal those of transit and non-motorized transportation concerns within the MPO.

- Initiated a review of local ordinances affecting truck routing and weight restrictions.
- Reviewed the location and duration of school zones to assure that they are applicable during periods when children are actually present.
- Reviewed geometric design of specific locations identified by transportation system users to identify those sites that present physical impediments to expedient movement of freight and goods.
- Worked with local land use planners to assure that future land use decisions enhance, rather than impede, goods distribution networks.
- Worked with industry professionals, including carriers, couriers, drivers, and warehousing and distribution operators to establish a forum that meets regularly with local transportation officials to identify projects, set priorities for action, identify potential funding sources (including private-sector contributions) and assess progress on shared matters of interest.

Among the research findings of the Broward County MPO has been that 65% of all freight moving in the county is by truck. Further study has shown that the three facilities carrying the largest volumes of that truck traffic are I-95, I-595, and US 27. The I-595 project corridor provides direct links to both I-95 and US 27, via I-75 to the west.

One of the objectives of the Freight and Goods Movement Initiative in Broward County has been to increase the number of trucks making use of Florida's Turnpike for travel to and from southeast Florida, as well as intraregional travel within the area. However, an impediment to its use, particularly for trucks moving to and from the Port and FEC Intermodal Rail Terminal, has been configuration of ramps to and from the Turnpike.

The proposed improvements included in Alternative 3L-AG directly address these concerns, thereby helping to resolve one of the major obstacles in meeting this Freight Movement objective. The role of the I-595 corridor in the SIS, its integration into the growth and success of Port Everglades, and its key role in the general freight and goods movement strategies of the region serve to underscore the economic benefits that will come from maximizing the operational efficiency of the I-595 corridor. By advancing this segment into the P3 Plan, improvements in corridor capacity and interchange configurations will result in reduced congestion, less delay, and decreased travel times for goods and freight movement ten years in advance of the PD&E Alternative.

D.1. Noise

A review of the proposed design changes and the typical sections associated with Alternative 3L-AG indicates that there have been some modifications to the horizontal and vertical geometry of SR-84 and I-595 between SW 136th Street and Davie Road from the approved PD&E Study design concept (i.e., Alternative 2A). In addition, there have been some changes in residential land uses within the project limits. Therefore, changes in design year traffic noise levels and the number of noise sensitive sites

affected by traffic noise are anticipated. A Noise Study is being performed to verify the results and recommendations from the previous PD&E Noise Study Report. Based on the noise analysis performed to date, the design changes will reduce the overall number of sites that approach or exceed the Noise Abatement Criteria. However, the location where noise barriers were previously recommended by the PD&E Study for further consideration during the design phase is unlikely to change. A Noise Study Reevaluation Report is being prepared that will summarize the methodology, results, and recommendations of the latest noise assessment. The FDOT intends on continuing noise workshops with communities to finalize the final placement of noise walls as well as hold a general public information meeting.

APPENDIX A - RESOLUTIONS

Resolution 2007-647

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, OPPOSING THE CONSTRUCTION OF ELEVATED, REVERSIBLE TOLL LANES IN THE I-595 CORRIDOR; OPPOSING CONSTRUCTION OF AN ELEVATED OVERHEAD ROADWAY AS PART OF THE I-595 CORRIDOR'S PROPOSED IMPROVEMENTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a proposal has been made by the Florida Department of Transportation for improvements to the I-595 corridor from the I-75/Sawgrass Expressway to the I-595/I-95 interchange; and

WHEREAS, the proposed improvements include three elevated, reversible lanes and an envelope for a potential grade level transit element to be integrated below the elevated, reversible lanes within the center of the I-595 corridor; and

WHEREAS, the Broward County Board of County Commissioners is opposed to the elevated, reversible lanes; and

WHEREAS, the Broward County Board of County Commissioners supports reversible lanes at grade level, and within the center of the I-595 corridor; NOW, THEREFORE,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA:

Section 1. The Broward County Board of County Commissioners opposes the proposed elevated, reversible lanes in the I-595 corridor.

Section 2. The Broward County Board of County Commissioners supports reversible lanes at grade level, and within the center of the I-595 corridor.

Section 3. A certified copy of this Resolution is to be immediately forwarded to FDOT, and to each member of the Broward County Legislative Delegation and to any other interested person or agency.

Section 4. Effective Date.

This Resolution shall take effect upon adoption.

ADOPTED this 11th day of September, 2007. #75

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07-026.05

RESOLUTION NO. 9981

A RESOLUTION OF THE CITY OF PLANTATION, FLORIDA, URGING GOVERNOR CRIST TO VETO HOUSE BILL 985 RELATING TO PRIVATE CORPORATE CONTROL OVER FLORIDA HIGHWAYS AND SPECIFICALLY RELATED TO FUNDING AND CONSTRUCTION OF ELEVATED REVERSIBLE TOLL LANES IN THE I-595 CORRIDOR; AND OPPOSING CONSTRUCTION OF AN ELEVATED OVERHEAD ROADWAY AS PART OF I-595'S PROPOSED IMPROVEMENTS, DIRECTING THE CITY CLERK TO IMMEDIATELY FORWARD A CERTIFIED COPY OF THIS RESOLUTION TO THE GOVERNOR AND TO EACH MEMBER OF THE BROWARD COUNTY LEGISLATIVE DELEGATION; PROVIDING FINDINGS; PROVIDING AN EFFECTIVE DATE THEREFORE.

WHEREAS, the City of Plantation urges Governor Crist to veto House Bill 985 relating to private corporate control over Florida highways and specifically related to funding and construction of elevated reversible toll lanes in the I-595 corridor; and

WHEREAS, the Florida Department of Transportation has proposed improvements for the I-595 Corridor from the I-75/Sawgrass Expressway to the I-595/I-95 interchange; and

WHEREAS, the proposed improvements are along the southern border of the City of Plantation; and

WHEREAS, the proposed improvements are to include three elevated reversible lanes and an envelope for a potential grade level transit element to be integrated below the elevated reversible lanes within the center of the corridor; and

WHEREAS, the City of Plantation is opposed to the elevated reversible lanes; and

WHEREAS, the City of Plantation supports reversible lanes at grade level and within the center of the I-595 corridor;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLANTATION, FLORIDA, THAT:

SECTION 1. The Plantation City Council urges Governor Crist to veto House Bill 985 relating to private corporate control over Florida highways and specifically related to funding and construction of elevated reversible toll lanes in the I-595 corridor.

SECTION 2. The Plantation City Council opposes the proposed elevated reversible lanes in the I-595 corridor.

SECTION 3. The Plantation City Council supports reversible lanes at grade level and within the center of the I-595 corridor.

SECTION 4. The City Clerk is hereby directed to immediately forward a certified copy of this resolution to Governor Crist and to each member of the Broward County Legislative Delegation, and to forward copies to any other interested person or agency.

SECTION 5. This resolution shall take effect immediately upon its passage and adoption.

APPROVED AND ADOPTED by the City Council of the City of Plantation, Florida, this 13 day of June, 2007.


RAE CAROLE ARMSTRONG, MAYOR

ATTEST:


SUSAN K. SLATTERY, CITY CLERK

RESOLUTION R-2007-155

A RESOLUTION OF THE TOWN OF DAVIE, FLORIDA, IN OPPOSITION TO PROPOSED IMPROVEMENTS TO THE I-595 CORRIDOR.

WHEREAS, The Florida Department of Transportation has proposed improvements for the I-595 Corridor from the I-75/Sawgrass Expressway to the I-595/I-95 interchange; and

WHEREAS, The proposed improvements are along the Northern Border of the Town of Davie; and

WHEREAS, The proposed improvements are to include three elevated reversible lanes and an envelope for a potential grade level transit element to be integrated below the elevated reversible lanes within the center of the corridor; and

WHEREAS, The Town of Davie is opposed to the elevated reversible lanes; and

WHEREAS, The Town of Davie is also opposed to future transit in the center of the corridor; and

WHEREAS, The Town of Davie supports reversible lanes at grade level and within the center of the corridor and takes no position as to elevated transit corridor along the Southern Boundary of the North New River Canal.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DAVIE, FLORIDA.

SECTION 1. The Town Council opposes the proposed elevated reversible lanes in the I-595 corridor.

SECTION 2. The Town Council opposes Transit in the center of the I-595 Corridor

SECTION 3. This resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS 6th DAY OF June, 2007



MAYOR/COUNCILMEMBER

ATTEST:



TOWN CLERK

APPROVED THIS 6th DAY OF June, 2007

APPENDIX B – SHPO LETTER



FLORIDA DEPARTMENT OF STATE
Kurt S. Browning
Secretary of State
DIVISION OF HISTORICAL RESOURCES

Ms. Ann Broadwell
Florida Department of Transportation, District 4
3400 West Commercial Boulevard
Ft. Lauderdale, FL 33309-3421

November 19, 2007

RE: DHR Project File Number: 2007-8399
Received by DHR: November 13, 2007
Project: *SR 862 (I-595) from I-75 Interchange to the I-95 Interchange Design Change Reevaluation*
Federal-aid Project No.: 5951 539-I; Financial Management #: 409354-1-22-01
County: Broward

Dear Ms. Broadwell:

Our office reviewed this project in accordance with Section 106 of the National Historic Preservation Act of 1966 as amended, 36 CFR Part 800: Protection of Historic Properties, and Chapter 267, *Florida Statutes*. It is the responsibility of the State Historic Preservation Officer to advise and assist, as appropriate, Federal and State agencies in carrying out their historic preservation responsibilities; to cooperate with agencies to ensure that historic properties are taken into consideration at all levels of planning and development; and to consult with the appropriate agencies on Federal undertakings that may affect historic properties and the content and sufficiency of any plans developed to protect, manage, or to reduce or mitigate harm to such properties.

According to your letter, design changes necessitate additional bulkheading along the *North New River Canal* (8BD3279), which is potentially eligible for listing in the National Register of Historic Places. The standard concrete sheet pile bulkheads are needed for approximately 10 miles, or 7.5% of the overall 133 miles of banks. Based on the information provided, our office concurs that this proposed additional action will not adversely affect the canal conditional upon our review and comment on the design and materials of the bulkheads. Other changes to the canal such as noise walls and modifications to or additions of crossovers, both highway and pedestrian, will be coordinated with our office as information becomes available. If you have any questions, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, at 850-245-6432 or by email sanderson@dos.state.fl.us.

Sincerely,

Frederick P. Gaske, Director, and
State Historic Preservation Officer

XC: Cathy Kendall, FWHA
500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office
(850) 245-6300 • FAX: 245-6436

Archaeological Research
(850) 245-6444 • FAX: 245-6452

Historic Preservation
(850) 245-6333 • FAX: 245-6437

Historical Museums
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STEPHANIE C. KOPELOUSOS
SECRETARY

November 7, 2007

Mr. Fred Gaske, State Historic Preservation Officer
Attention: Ms. Sherry Anderson
Florida Division of Historical Resources
Architectural Historian
Transportation Compliance Review Program
500 S. Bronough Street
Tallahassee, Florida 32399

SUBJECT: I-595 Design Change Reevaluation SHPO Coordination

| | |
|-------------------------|---|
| Financial Project ID: | 409354-1-22-01 |
| Federal Aid Project No: | 5951 539 I |
| County: | Broward |
| Description: | I-595 Capacity and Functional Improvements |
| Limits: | From the I-75 Interchange to the I-95 Interchange |

Dear Mr. Gaske:

This letter serves as documentation of the October 12, 2007 meeting between Ms. Sherry Anderson and representatives from the Florida Department of Transportation (FDOT) District Four regarding the Design Change of the I-595 preferred alternative. The proposed design change will require the construction of additional bulkhead along the National Register of Historic Places (NRHP)-eligible North New River Canal (8BD3279). As discussed in the meeting, the following information is provided to assist in confirming that the expanded bulkhead will not have an adverse effect on the resource.

As part of the FDOT I-595 Project Development and Environment (PD&E) Study, a Section 106 Evaluation and Determination of Effects Case Study Report was prepared and reviewed by the State Historic Preservation Office (SHPO) in March 2006. At that time, FDOT proposed bulkheading approximately 32,000 linear feet or 6.1 miles of the south bank of the North New River Canal, which is equivalent to 9% of the overall canal that stretches 66.3 miles. SHPO concurred with FDOT's findings of no effect in a letter dated April 25, 2006. Figure 1 shows the project location and proposed bulkheading.

The PD&E Study received Location Design Concept Acceptance (LDCA) on June 29, 2006 for the preferred alternative, Alternative 2A. Alternative 2A provides the following improvements:

- Elevated Reversible lanes, serving express traffic, to/from I-75/Sawgrass Expressway from/to east of SR 7
- Direct connect ramp to/from Florida's Turnpike to/from the reversible lanes
- Continuous connection of SR 84 between Davie Road and SR 7
- Collector-Distributor (C-D) system between Davie Road and I-95
- Two-lane off-ramps
- Braided interchange ramps to eliminate mainline weaving segments
- Combined ramps and cross-street bypasses to reduce congestion
- Modifications to the I-595/Florida's Turnpike interchange
- A new WB I-595 ramp to NB Florida's Turnpike at the Turnpike interchange
- Future transit is accommodated within the corridor, both on the south side of I-595, and in the median of I-595 beneath the elevated reversible lanes.

The PD&E Study recommended the typical section is shown in Figure 2.

A new alternative has been proposed that would place the three reversible lanes at-grade in the I-595 median from Flamingo Road to west of Davie Road. The reversible lanes would be elevated at Davie Road in order to provide a direct connection to/from Florida's Turnpike and follow the same alignment from that point as proposed in the PD&E Study. Figure 3 depicts the new proposed typical section. In order to accommodate the three at-grade reversible lanes in the median, the westbound I-595 mainline would be shifted a maximum of 22 feet to the north from Flamingo Road to east of Davie Road. The eastbound alignment of I-595 would be essentially the same as the PD&E concept.

The shift in alignment would require approximately 35,000 linear feet or 6.7 miles of bulkhead on the south side of the canal and approximately 17,000 linear feet or 3.2 miles of bulkhead on the north side of the canal for a total of approximately 53,000 linear feet or 10.0 miles of bulkhead. This bulkheading represents 7.5% of the overall 133 miles of canal banks along the North New River Canal. These quantities may increase or decrease pending the results of the hydraulic analysis. The bulkhead as shown in Figure 1 is required to construct the proposed project.

Similar to the original bulkhead improvements described in the 2006 Case Study Report, the construction of the bulkheads will result in the introduction of non-historic structures into limits of the North New River Canal. When strictly applying the Criteria of Adverse Effect, the addition of the bulkheads will have an effect on the canal's integrity of design and materials. However, the bulkheads will not alter the characteristics of the canal that make it eligible for inclusion in the NRHP to such a degree that it will no longer be eligible. It is eligible under NRHP Criterion A, as part of Florida's early water management system and as one of the primary canals of the Everglades Drainage District.

The canal will not be re-routed, cut off, filled in, substantially widened or severed from other

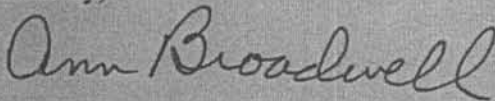
Mr. Fred Gaske
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waterways. The direction of water flow will not be modified; no crossovers or elements will be introduced that will limit navigability; the canal will not be separated from other related waterways; and no ancillary historic resources original to the canal's design or purpose will be removed. The canal is currently navigable from the Sewell Lock downstream to the Atlantic Ocean; the canal's navigability or use will not be affected by the bulkheads. The canal will still retain the ability to convey its importance as an example of an early water management system and as one of the primary canals of the Everglades Drainage District. Therefore, the improvements will have no adverse effect on the North New River Canal. This finding of no adverse effect is consistent with the earlier determination of no adverse effect on the canal in the 2006 Case Study Report. This finding is also consistent with the types of improvements that do not rise to the level of adverse effect according to the Historic Canals Committee, which held its initial meeting on June 25, 2007.

FDOT is committed to continued coordination on the project improvements related to the canal throughout the design phase. Requested information on the materials that will be used for the bulkheads; modifications to any bridges over the North New River; and the aesthetics of the noise walls viewed from the canal will be provided to SHPO as it becomes available.

Thank you for taking the time to meet with us regarding this project, and we appreciate your expeditious review of this information. If possible, FDOT would like to have a written response from your agency regarding the additional bulkheading before November 12, 2007 for inclusion in the re-evaluation submittal to the Federal Highway Administration (FHWA).

Sincerely,



Ann Broadwell
District IV Environmental Administrator

cc:

Cathy Kendall, FHWA
Phil Schwab, RS&H
Erik Neugaard, RS&H
Joseph Borello, FDOT
file