



Florida Department of Transportation

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GOVERNOR

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

March 17, 2008

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

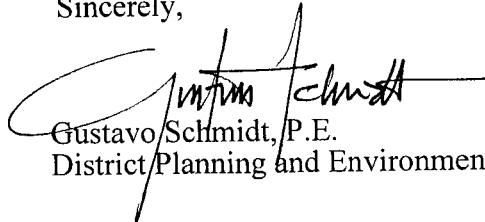
Attn: Ms. Nahir DeTizio

Dear Mr. Gibbs:

Subject:	Phase of Reevaluation:	Construction Advertisement
	State Road No.:	862
	State Road Name:	I 595
	Financial Project ID:	420809-3-52-01
	Federal Project ID:	5951-553-I
	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,



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

GS:alb
Attachment

Florida Department of Transportation
PROJECT REEVALUATION

I. GENERAL INFORMATION (originally approved document)

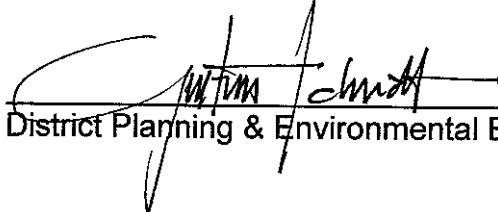
- a. Reevaluation Phase: Construction Advertisement
- b. Document Type and Date of Approval: Categorical Exclusion II, June 29, 2006
- c. Project Numbers: N/A 595 1 539 I 409354-1-22-01
 ETDM Federal Aid Financial Project ID
- d. Project Local Name, Location and Limits: I-595 (SR-862), From I-75 to I-95, Broward County, Florida
- e. Segments of Highway Being Advanced: From I-75 to 1 mile east of US-441 (SR-7), Financial Project: 420809-3-52-01, Federal Aid Project: 5951-553-1
- 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



District Planning & Environmental Engineer

3/17/08
Date

III. FHWA CONCURRENCE BLOCK

for 

Federal Highway Administration, Division Administrator

4/8/08
Date

**IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE
(SINCE FHWA APPROVAL OF DESIGN CHANGE REEVALUATION ON 11/28/07)**

		YES / NO		COMMENTS
A. NATURAL ENVIRONMENT				
1.	Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2.	Coastal and Marine	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.2</u>
3.	Contamination Sites	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.3</u>
4.	Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5.	Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
6.	Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
7.	Navigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.7</u>
8.	Special Designations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
9.	Water Quality/Quantity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
10.	Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
11.	Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment A.11</u>
B. CULTURAL IMPACTS				
1.	Historic/Archaeological	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Attachment B.1</u>
2.	Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3.	Section 4(f) Potential	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment B.3</u>
C. COMMUNITY IMPACTS				
1.	Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2.	Economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3.	Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
4.	Mobility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
5.	Relocation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C.5</u>
6.	Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
D. OTHER IMPACTS				
1.	Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D.1</u>
2.	Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____

V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA SINCE FHWA APPROVAL OF DESIGN CHANGE REEVALUATION ON 11/28/07

Recommended Changes

Public-Private Partnership (P3)

Different phases of many of the I-595 improvement projects were initially funded in the FDOT Five-Year Work Program (2007 – 2012) with only four project segments funded for construction. Depending on available funding sources, the approximately \$1.5B total I-595 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 years with the concessionaire being responsible for each of those five elements.

FHWA approved this recommended change on November 28, 2007. Figure 1 is a project location map that depicts the independent project segments that will be advanced through a P3 procurement process. There have been no major design changes or revised design criteria since FHWA approval of the Design Change Reevaluation on 11/28/07.

Design Variations and Exceptions

The Design Exception / Design Variation Packages for the Indicative Preliminary Design concept are currently being finalized for final review and approval by FDOT District 4, Florida's Turnpike Enterprise, and FDOT Central Office, as appropriate. All Design Exceptions have been coordinated with FHWA and are being updated per comments received. Minor refinements to the design variations and exceptions are anticipated as the design progresses. The summary of all proposed design variations and exceptions is included as Appendix A.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

The following is a list of commitments pertaining to the I-595 corridor improvements and a status update since FHWA approval of the Design Change Reevaluation on 11/28/07.

1. **An evaluation of the use of tolls for the reversible lanes portion of the project is proposed in the I-595 PD&E Study. 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 November 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.

Status as of March 2008: The FDOT has completed a *Draft Comprehensive Traffic and Revenue Study* for the proposed I-595 Express Toll Lanes. The study considered the current economic growth outlook in South Florida along with the future traffic levels along I-595. In addition, the study conducted *stated preference surveys* along the I-595 corridor at high volume locations such as malls, as well as license plate survey sites positioned to capture motorists accessing I-595 from I-75. The stated preference surveys were designed to determine the value-of-time of motorists traveling in the I-595 corridor and their potential willingness to use express toll lanes under different hypothetical tolling arrangements. The study concluded that express toll lanes are an important component of the solutions for traffic operations and mobility for the long term on I-595. The Draft Traffic and Revenue Study is included as Appendix B.

The Department has acknowledged that the reversible lanes will be express toll lanes in all presentations and meetings with residents and local government. The Community Update Open House held on February 12, 2008 had separate display boards for tolling. The advertisement for the open house identified that the reversible lanes would be express toll lanes. In addition, the press release, invitation letters, and collateral materials also explained the purpose of the tolling. Samples of these materials can be referenced in Appendix C, *Public Involvement Overview: Community Update Open House and Noise Workshops*.

2. The South Florida Water Management District (SFWMD) North New River Canal (NNRC) 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 November 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.

Status as of March 2008:

- The response letter to the SFWMD Right of Way Division Request for Additional Information received on January 18, 2008, FDOT will indicate under Response No. 22 that wind loadings are just one of several factors used in the design of sound barrier walls and that the FDOT wind loading design is for sustained winds of 110 mph. Furthermore, the response will indicate that such wind load design has been used by the state for sound barrier walls for over a decade and that wind loading designs for sustained winds of 155 mph really pertain to signs, luminaires, and signals.
- In the SFWMD Right of Way Occupancy permit sketches submitted to SFWMD on December 10, 2007, minimum 100 foot length staging areas are provided upstream and downstream of all bridge crossings on the north bank of the NNRC. Such staging areas are not available on the south side of the canal.
- In the SFWMD Right of Way Occupancy permit sketches submitted to SFWMD on December 10, 2007, the proposed sound barrier wall ends just west of SFWMD Lot 29, thus providing SFWMD with full maintenance access to the Sewell Lock. However, per Comment No. 28 provided in the SFWMD Right of

Way Division Request for Additional Information received on January 18, 2008, SFWMD is now also requesting elimination of proposed sound barrier wall to the west of Lot 29 to ensure adequate maintenance access can be provided for the immediate westerly section of the NNRC north canal bank. The sound barrier walls and incidental bulkhead concept designs have been updated to address this concern. The proposed sound barrier walls will be designed to be accommodated on top of concrete barriers walls and bulkheads along the south bank of the NNRC.

- In the follow-up letter to the SFWMD Right of Way Division Request for Additional Information received on January 18, 2008, FDOT will confirm under Response No. 30 that a 3 ft wide asphalt mow strip will be provided adjacent to proposed sound barrier walls. A sound barrier typical section for portions of the proposed sound barrier walls along the north bank of the NNRC will be provided as part of the response package.
- In the SFWMD Right of Way Occupancy permit sketches submitted to SFWMD on December 10, 2007, the proposed sound barrier walls have been located 4 ft from the residential property line. However, per Comment No. 21 provided in the SFWMD Right of Way Division Request for Additional Information received on January 18, 2008, SFWMD is now requesting the sound barrier walls be located closer to the residential property line. The sound barrier walls and incidental bulkhead concept designs have been updated to address this concern. The proposed sound barrier walls will be designed to be accommodated on top of concrete barriers walls and bulkheads along the south bank of the NNRC.
- In the SFWMD Right of Way Occupancy permit sketches submitted to SFWMD on December 10, 2007, an approximate 1000 ft long section of the NNRC northern canal bank was proposed to be reduced below the requested 40 ft width (to 35 ft) due to efforts required for maintaining the existing width of the canal and accommodating a braided ramp (i.e. between Sta. 360+00 and Sta. 370+00). However, per Comment No. 23 provided in the SFWMD Right of Way Division Request for Additional Information received on January 18, 2008, SFWMD is requesting that the Department maintain the minimum 40 ft width to ensure adequate maintenance access can be provided for this section of the NNRC north canal bank. The sound barrier walls and incidental bulkhead concept designs have been updated to address this concern. The proposed sound barrier walls will be designed to be accommodated on top of concrete barriers walls and bulkheads along the south bank of the NNRC.
- In the SFWMD Right of Way Occupancy permit sketches submitted to SFWMD on December 10, 2007, FDOT has maintained its commitment to not meander the sound barrier walls for trees and fences, and holds to the 4 ft offset from the northern residential right-of-way line. However, per Comment No. 21 provided in the SFWMD Right of Way Division Request for Additional Information received on January 18, 2008, SFWMD is now requesting the sound barrier walls be located closer to the residential property line. The sound barrier walls and incidental bulkhead concept designs have been updated to address this concern. The proposed sound barrier walls will be designed to be

accommodated on top of concrete barriers walls and bulkheads along the south bank of the NNRC.

- In the SFWMD Right of Way Occupancy permit sketches submitted to SFWMD on December 10, 2007, the proposed sound barrier walls were not staggered to provide access to the existing docks within the NNRC. Per Comment No. 29 of the SFWMD Right of Way Division Request for Additional Information received on January 18, 2008, SFWMD does not have issue with such, however, is requesting that the docks be removed if they cannot be accessed by the maintaining owners. Nevertheless, the sound barrier walls and incidental bulkhead concept designs have been updated to address other concerns. The proposed sound barrier walls will be designed to be accommodated on top of concrete barriers walls and bulkheads along the south bank of the NNRC, and therefore no access will be impeded to existing docks.
3. The I-595 corridor passes over an area impacted by a deep groundwater contamination plume from an offsite source identified by the United States Environmental Protection Agency 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 U.S. Environmental Protection Agency 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 November 2007: The design change does not require additional coordination with EPA regarding the activities allowed by the Consent Decree.

Status as of March 2008: There have no substantial construction plan changes within the FPR Superfund plume since the PD&E Study. A review of the Consent Decree in regard to constructability of the project has been completed by FDOT to provide general guidelines to the Concessionaire in the development of final design plans. The Concessionaire shall adhere to, and abide by, any and all mandated provisions and stipulations found within the Consent Decree. The Concessionaire will be responsible for any contamination assessment necessary and any necessary remediation based upon the final project design. The Concessionaire shall provide plans to the District Contamination Impact Coordinator (DCIC) for constructability review and approval. The DCIC will review the plans, coordinate with the EPA as necessary, and advise/recommend the course of action if/when contamination issues are apparent. The DCIC will coordinate with the Concessionaire's delegated, qualified authority concerning the removal, handling, transportation and disposal of

previously identified and/or unknown undesirable, contaminated and/or hazardous material encountered during construction.

In the event that any suspected contamination is encountered during construction, or if any spill of contaminated or hazardous materials occurs, the Concessionaire shall stop work immediately and notify the Department's Project Manager who will coordinate with the DCIC. The DCIC will coordinate with the Concessionaire's delegated, qualified authority concerning the removal, handling, transportation and disposal of previously identified and/or unknown undesirable, contaminated and/or hazardous material encountered during construction.

If any dewatering activities will be performed – especially in the vicinity of the Turnpike interchange and the FPR Superfund plume Florida Department of Environmental Protection (FDEP), Broward County Environmental Planning Department (BCEPD) and SFWMD permits will be needed. These permits will likely include groundwater influence and groundwater treatment system modeling, and may require review by the EPA.

The Concessionaire will be responsible for responding to, and addressing the removal, handling, transportation and disposal of all contaminated material releases during the construction and management of the Project. This will include – but is not limited to – contaminated and hazardous materials release associated with traffic incidents, unauthorized dumping and/or similar incidents.

4. 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 NNRC (immediately north of I-595) to the north bank of the NNRC (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 NNRC 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 NNRC 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 NNRC to connect it to the south bank of the 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 November 2007: 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 includes a pedestrian bridge over navigable waters of the NNRC. 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 NNRC 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 University Drive 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.

Status as of March 2008: There has been continued coordination with Broward County concerning the multi-use bridge over the NNRC east of SR-7. This pedestrian/bicyclist bridge is included in this reevaluation to address the National Environmental Policy Act (NEPA) requirements of the United States Coast Guard (USCG) permit application process. Broward County will continue to be responsible for the engineering requirements associated with the vertical and horizontal clearances required by USCG, responding to Public Notice Comments, funding and constructing of the Greenway Bridge east of SR 7. The Greenway will be constructed from this new bridge east to Red Road as part of the P3 project in order to avoid construction activity and scheduling conflicts that may occur due to the construction of the noise walls. A Memorandum of Agreement (MOA) between FDOT and Broward County is currently being finalized to define the terms and conditions for both parties in the funding, design, construction and maintenance of the Greenway improvements. A copy of the MOA is included as Appendix D. Figure 2 depicts the proposed Broward County Greenway and identifies limits and responsibilities of construction.

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 November 2007: The project maintained an active website and an active mailing list with residents who were concerned about the project. In addition, 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, Davie and Weston, State Representatives 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.

Status as March 2008: The Community Update Open House for the I-595 Corridor Roadway Improvements Project/595Express was held on Tuesday, February 12, 2008, at the Renaissance Plantation Hotel located at 1230 South Pine Island Road in Plantation, Florida. The Community Update Open House served as an opportunity for residents interested in the I-595 project to get up-to-date information about the project. At the Open House, attendees had access to several display boards, showing the proposed improvements by stations of interest as well as locations relevant to the surrounding communities. The topics covered by the display boards and staff at these stations included the following: Overall Project Improvements, Express Lanes, Project Schedule and Key Milestones, Tolling, Public-Private Partnership, Noise, Transit, Right of Way, Broward County Greenway, and Environmental Considerations. The workshop also provided attendees an opportunity to view the project video. FDOT provided experienced personnel/specialists at each station in order to assist attendees with specific questions. There was also a Comment area that provided attendees an opportunity to provide verbal comments to a court reporter or to complete a written comment form with the option of turning it in at the meeting or mailing the comments to FDOT at a later date. Comments received to date, are included in Appendix C. Approximately 275 people attended the event. This included residents, business owners, interested parties, several elected officials and media representatives. Most of those present visited the section devoted to noise study results and noise wall proposed locations. Many of the attendees completed comment sheets or spoke to the court reporter as indicated in the comments section of the public involvement record. Media outlets WFOR-TV Channel 4 and WPLG-TV Channel 10 filed stories from the meeting. The *Public Involvement Overview: Community Update Open House and Noise Workshops* is included as Appendix C.

The Community Update Open House was conducted after nine noise workshops were held in Davie and Plantation in January 2008. These noise workshops gave specific examples of the physical impacts expected from the noise walls recommended to be constructed in conjunction with the I-595 project. Impacted residents of those communities were sent notices in the mail, as well as a noise survey which gave residents the opportunity to tell the FDOT whether or not they wanted a noise barrier and what kind of noise barrier they would want. Elected officials were also provided notice of these meetings. Residents were provided with handouts further explaining the advantages and disadvantages of noise walls, examples of what noise walls look like and information on how the noise walls would abate the sound from the roadway. Also included in the package was a flyer promoting the Community Update Open House.

Additionally, this project was included on the agenda for the Broward County Metropolitan Planning Organization (MPO) on February 14, 2008 and March 13, 2008 along with the MPO's Citizens Involvement Roundtable on February 5, 2008 and March 4, 2008 and Technical Coordinating Committee on January 28, 2008 and February 25, 2008.

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 the Turnpike 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.

Status as of March 2008: This coordination is ongoing. No Change.

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

Status as of November 2007: 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 NNRC and FDOT has requested SHPO to concur with the proposed changes. 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; and the aesthetics of the noise walls viewed from the canal will be provided to SHPO as it becomes available.

Status as of March 2008: No change in status. FDOT continues to be 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 NNRC; and the aesthetics of the noise walls viewed from the canal will be provided to SHPO as it becomes available. Specifically, further coordination will be initiated with SHPO upon completion of the revised Noise Study Reevaluation Report and the determination of the sound barrier wall locations.

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

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

Status as of March 2008: Public involvement has, and will continue to be an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. The Department's Public Information Consultant (PIC) will be charged with continuing the public information program currently underway and will be the point of contact during the design and construction phases of the Project. The draft CAP is included as an attachment to this document. As explained in detail in the *Request for Proposal*, the Concessionaire will provide support for the public involvement effort as follows:

- 1. Community Awareness Plan (CAP)**

The Concessionaire will review and comment on the Project Community Awareness Plan (CAP) provided by the Department in order to assist the PIC with key details of the Project. The CAP is a living document that will

undergo continual updates. The Concessionaire will be responsible for all updates to the CAP relating to Project issues, impacts, schedule and activities, and as a minimum, shall submit for concurrence by FDOT at each phase submittal.

2. Initial Public Information Meeting

Prior to the Concessionaire initiating construction activities, the Department will conduct a public information meeting, updating the community on the status of the Project. This effort will be coordinated with the FDOT District 4 Public Information Office for review and concurrence.

3. Other Public Meetings

The Concessionaire shall provide all support necessary, including the preparation of material and the availability of staff, for the PIC to hold various public meetings.

4. Public Involvement Data

The Concessionaire will be responsible for the following:

- Coordinating with the PIC
- Community Awareness Plan (CAP) updates
- Providing required expertise (staff members) to assist the PIC on an as-needed basis
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments, and other agencies.

5. Project Newsletter / Brochures

The Project newsletter will be prepared by the PIC, posted on the Project website, and mailed as requested periodically to provide the public with updated Project information and developments. Brochures will also be developed to explain design and construction work, the schedule, and eventually I-595 public information/construction office contact information. The Concessionaire will be responsible for providing and reviewing the technical information needed for these documents. This will include attending meetings, providing graphics, and working with the FDOT District 4 Public Information Office to clarify the message to the community on the latest activities.

6. Public Information During Construction

The Department's PIC will be responsible for the day to day construction concerns and notifications. The PIC will be responsible for updating the CAP as more construction details are known, and working to advise the local press and community of the Project activities. The PIC will serve as the project spokesperson and "face" of the Project to the community during the construction phase of the Project. The FDOT District 4 Public Information Office will provide oversight of all public involvement activities.

The Concessionaire will be responsible for providing a liaison to work with the Oversight CEI and PIC, providing all necessary information, graphic materials and meeting support.

7. Public Information During Operations and Maintenance

Florida's Turnpike Sun Pass Customer Service operation will handle all day to day tolling customer services requests and concerns. The FDOT District 4 Public Information Office will coordinate with local press and the community to advise of pertinent operations and maintenance issues that may occur during this phase. The Concessionaire will serve as a resource to FTE and FDOT as necessary to answer questions and/or provide information. The Concessionaire's Customer Relations staff will field and respond to public requests and complaints, and keep the Department informed of safety related issues on a daily basis, as well as through documentation in the monthly Operations Report.

8. Project Website / Hotline

The Department will be responsible for maintaining the current I-595 project web site, www.i-595.com. The Concessionaire will be asked to provide information for the following:

- General project and contact information (assign technical personnel)
- Newsletters, announcements, etc. for current and upcoming public meetings and events (provide technical information)
- Frequently asked questions (FAQ's) about the Project
- Project schedules and status updates
- Graphics, renderings, plans and technical documents to incorporate into the website or for Public Records Requests
- Public requests for information and feedback on information disseminated by the Department (assist with responses in a timely fashion).

A project hotline is currently maintained by the Department's PIC. It will be further used by the Department to accept calls from constituents and to provide updates, announcements, and traffic information to the public. The Concessionaire may be contacted to assist in responding to public concerns or to make them aware of issues brought up by the public.

9. Media Relations and Access

Media relations and access strategies will be developed by the Department to establish the protocol and schedule in providing information to the media, as well as receiving and responding to media inquiries. To ensure the accuracy and consistency of all information to be provided, all correspondence and communication with the media will be coordinated through the FDOT District 4 Public Information Office, and reviewed by the appropriate FDOT District 4 staff as necessary prior to release. The

Concessionaire will serve as a resource to the Department in providing information and/or responding to media inquiries.

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 November 2007: 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.

Status as of March 2008: See Attachment D.1. Noise. Noise barriers at fourteen locations were recommended for further consideration and public input as part of the Design Change Reevaluation which was approved on November 28, 2007. Except for the noise barrier recommended for Sunshine City Mobile Home Park, the locations include all those that were recommended during the PD&E Study. Since the PD&E Study, all the mobile homes associated with Sunshine City Mobile Home Park have been removed. The land is currently vacant. Due to the land use change and the lack of noise sensitive sites, the consideration of noise abatement measures or noise barriers is no longer warranted. Therefore, a noise barrier is no longer being recommended at this location (i.e., north of I-595 and east of SW 136th Avenue).

Coordination with adjacent property owners and those impacted by traffic noise in these communities has been ongoing since the approval of the Design Change Reevaluation (November 28, 2007) to obtain their input regarding the recommended noise barriers. The following is a list of the eight noise workshops that were conducted in January 2008.

January 15, 2008 (Tuesday)

Noise Workshop #1 for Lake View Estates (6:30 pm), Isla del Sol (7:30 pm)
Location: Renaissance Plantation, 1230 South Pine Island Road, Plantation

January 16, 2008 (Wednesday)

Noise Workshop #2 for Manaranda Village, The Trellises, Davide Isles, Jacaranda Villas (6:30 pm), Plantation Acres (7:30 pm)
Location: Renaissance Plantation, 1230 South Pine Island Road, Plantation

January 24, 2008 (Thursday)

Noise Workshop #3 for Plantation Point (6:30 pm), Plantation Harbor (7:30 pm)
Location: Renaissance Plantation, 1230 South Pine Island Road, Plantation

January 30, 2008 (Wednesday)

Noise Workshop #4 for Evergreen Place (6:30 pm), Arrowhead and Valencia Village (7:30 pm)
Location: Arrowhead Golf and Tennis Club, 8201 SW 24th St, Davie

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 November 2007: No change. This will be stipulated in the Request for Proposals for the P3 Project.

Status as of March 2008: This requirement has been provided in the Request for Proposals Design and Construction Criteria for the P3 contract and will be enforced during construction.

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. The project website will also serve as a 24/7 update on the latest construction activities.

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

Status as of March 2008: This requirement has been provided in the Request for Proposals Technical Requirements for the P3 contract and will be enforced during construction.

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 November 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.

Status as of March 2008: Based upon a field review with National Marine Fisheries Service (NMFS) on March 13, 2008, the placement of bulkhead east of Sewall Lock will impact wetlands located along the shoreline of the North New River Canal. FDOT will coordinate with Army Corps of Engineers (ACOE), SFWMD and BCEPD to determine the Uniform Mitigation Assessment Methodology (UMAM) score and further discuss mitigation during the permit application process.

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 November 2007: No change. This section of improvements is outside the limits of the P3 project.

Status as of March 2008: No change

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 November 2007: No change. This will be stipulated in the RFP for the P3 Project.

Status as of March 2008: This requirement has been provided in the Request for Proposals Technical Requirements for the P3 contract and will be enforced during construction.

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 November 2007: No change. This will be stipulated in the RFP for the P3 Project.

Status as of March 2008: This requirement has been provided in the Request for Proposals Technical Requirements for the P3 contract and will be enforced during construction.

VII. PERMITS STATUS

The proposed project improvements require several different types of permits from federal, state, and local jurisdictional regulatory agencies, including the ACOE, United States Coast Guard (USCG), FDEP, SFWMD, 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 Right of Way Occupancy Permit
- SFWMD Water Use (Dewatering) Permit
- BCEPD Environmental General Resource License
- BCEPD Surface Water Management License
- Broward County Tree Removal 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

The permit packages for all of the above permits, with the exception of the BCEPD Environmental General Resource License, Tree Removal permits, NPDES permit, and the Water Use permit, were submitted by FDOT to the applicable agencies in December 2007. Requests for Additional Information letters have been issued by SFWMD, BCEPD, and USCG, for which responses are currently being prepared. No other agencies have yet developed and/or issued Requests for Additional Information.

The Concessionaire will be responsible for obtaining the remaining permits, as well as all other necessary permit modifications and/or construction phase permits necessary to construct the project improvements. In addition, 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 respective 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.

List of Appendices

Appendix A	Summary of Design Variations and Exceptions
Appendix B	Draft I-595 Traffic and Revenue Study
Appendix C	Public Involvement Overview: Community Update Open House and Noise Workshops
Appendix D	Draft Broward County Memorandum of Agreement
Appendix E	National Marine Fisheries Service Correspondence
Appendix F	U.S. Fish and Wildlife Service Correspondence

ATTACHMENTS

A.2. Coastal and Marine

This project, including the design change approved on November 28, 2007, was again coordinated with the National Marine Fisheries Service (NMFS) during a teleconference on March 6, 2008, and a field review on March 13, 2008. Design changes that have occurred since November 28, 2007 include the addition of approximately 4,000 feet of additional bulkheading of the NNRC between Florida's Turnpike and SR-7. In addition, the North New River Greenway bridge Broward County will be constructing over the NNRC immediately east of SR-7 has been incorporated into the National Environmental Policy Act (NEPA) review of the P3 Project. Though Broward County originally planned to construct this bridge to provide a connection between Riverland Woods Park (located on the north side of the NNRC) and the original alignment of the North New River Greenway (on the south side of the canal), the bridge is also a necessary component of the relocation of the Greenway section between SR-7 and theoretical SW 51st Avenue to the north side of the canal. The bridge will be a single span bridge that will not require additional pilings placed in the NNRC, which is considered Essential Fish Habitat (EFH) downstream of Structure G-54 (at Sewell Lock Park). The additional bulkheading will provide additional substrate to which sessile marine organisms can attach. The NMFS concurs that no additional impacts to Essential Fish Habitat are anticipated. A copy of the correspondence is included as Appendix E.

A.3. Contamination Sites

The following sections summarize the findings of specialized contamination assessment activities performed subsequent to the PD&E Study. Procedures the Concessionaire will need to follow when working in contaminated areas are provided in the "Contamination Summary" section.

Individual Level II Parcel Assessments

Soil and groundwater assessment was performed at multiple locations along I-595 between 136th Avenue and SR-7. This work included the advancement and sampling of 216 soil and groundwater direct push assessment locations, and an additional 83 temporary monitoring wells/soil borings were sampled.

Soil analytical results identified metals, primarily arsenic, in concentrations above Florida Department of Environmental Protection (FDEP) residential soil cleanup target levels (SCTL) in numerous locations; however, most of these concentrations were found to be below the commercial/industrial SCTL. There were an additional seventeen borings found with concentrations of petroleum-based compounds above FDEP residential SCTLs identified during the Level II assessment.

Groundwater analytical results identified metals, primarily arsenic, in concentrations above FDEP groundwater cleanup target levels (GWCTLs) in more than sixty locations; however, the majority of these locations did not have dissolved metals concentrations

above the GWCTL. There were an additional eleven found with groundwater concentrations of petroleum-based compounds above FDEP GWCTLs identified during the Level II assessment.

Sunniland/Alligator Alley Pipeline

Soil boring and temporary monitoring wells were installed at 45 locations along the pipeline, at approximately 2,500-foot intervals and at major changes in direction or elevation along the pipeline.

Soil sampling data indicate arsenic or (PAHs) were above the FDEP residential SCTL levels at seven locations. PAHs were detected above the commercial/industrial SCTL at one location. Groundwater sampling data indicates there were no contaminants with concentrations exceeding the FDEP GWCTL. Proper handling, storage, transportation and disposal of the contaminated soils will be required. Arsenic and PAH contaminated soils can be properly disposed of in a Broward County landfill.

North New River Canal

Sediment sampling was performed on the NNRC to establish existing sediment quality between 136th Avenue and SR-7.

The sediment sampling results indicates potential arsenic and lead contamination hazards that exceed the FDEP residential SCTL for soils. The contaminated sediments cannot be used as clean fill in residential or other public use areas, or within municipal well fields. However, since none of the sediment contaminant concentration levels exceed the FDEP SCTLs, the material could potentially be used in roadbed embankments and fill in areas with which the public does not have direct contact. Remediation and disposal are other alternatives that may be considered for the contaminated sediments.

Proper handling, storage, transportation and disposal of the contaminated sediments will be required. Arsenic and lead contaminated sediments can be properly disposed in a Broward County landfill. Based on hand coring of the sediments, it is estimated that approximately 35,000 cubic yards of contaminated sediment may have to be excavated west of the Sewell Lock to 136th Avenue.

Lago Mar Golf Course

Sediment and surface water sampling was conducted at the Lago Mar Golf Course to establish baseline data for sediment and surface water quality of the ponds prior to expansion and introduction of storm water runoff from the improved I-595 corridor.

Sediment sampling data indicates 2-(2-methyl-4-chlorophenoxy) propionic acid (MCP), arsenic, and benzo(a)pyrene as possible contaminants. Proper handling, storage, transportation and disposal of the contaminated sediments will be required. The contaminated sediments can be disposed of properly a Broward County landfill. Surface water sampling data indicates dieldrin, benzo(a)anthracene, and mercury as possible contaminants.

Pine Island Ridge Golf Course

Sediment and surface water sampling was conducted at the Pine Island Ridge Golf Course to establish baseline data for sediment and surface water quality of the ponds prior to expansion and introduction of storm water runoff from the improved I-595 corridor.

Sediment sampling data indicates MCP, arsenic, benzo(a)anthracene, and benzo(a)pyrene as possible contaminants. Proper handling, storage, transportation and disposal of the contaminated sediments will be required. The contaminated sediments can be properly disposed in a Broward County landfill. Surface water sampling data indicates mercury, benzo(a)anthracene, benzo(b)fluoranthene, phenanthrene, and phosphorus as possible contaminants.

Asbestos

Sixty-four bridges along the corridor were assessed and sampled for asbestos containing material (ACM). The surveys were conducted to accommodate the National Emissions Standards for Hazardous Air Pollutants (NESHAP) requirements for the proposed roadway modifications, in accordance with FDOT Procedure #625-020-020. One bridge, Number 860158, which is the University Drive crossing of the NNRC, was found to have asbestos-graphite bearing pads. The Concessionaire will be required to utilize a specially trained Contamination and Remediation (CAR) construction contractor for any construction activities that may involve the asbestos-graphite bearing pads on Bridge Number 860158.

No other bridges tested along the corridor were found to have ACM.

Lead Bridge Paint

A bridge summary paint screening report was performed to identify possible risks for contaminants from future bridge construction and demolition. Paint samples from 29 bridges along I-595 were analyzed for lead, cadmium, chromium, and zinc. Laboratory analyses of the paint samples for Toxic Characteristic Leaching Procedure (TCLP) indicate that there were no hazardous levels of contaminants found in the bridge paint systems.

Contamination Summary

The Conclusions and Recommendations sections of the *Level II Contamination Assessment Reports* detail where additional Level II investigation will be required during the subsequent design phase. Copies of all the sampling reports are available for review at the FDOT District IV Office in Fort Lauderdale as well as on the project website www.i-595.com. The FDOT CAR contractors recommend that roadway and utility construction should be designed to avoid the contaminated areas.

If design of the roadway and supporting infrastructure (mast arms, storm drainage, sidewalks, etc) is not practical, then it is recommended to consider additional Level II

assessment in these areas to delineate the affected areas and prepare a plan for limited remediation of the soil and/or groundwater as needed.

If remediation is needed, it should be completed by specially trained CAR construction contractors before roadway construction approaches these areas. In addition, it is recommended that construction workers be notified of the elevated soil and groundwater concentrations. This is to allow any necessary precautions, should construction activities be conducted within the affected areas. Finally, no drainage structures should be installed, nor should dewatering be permitted in the areas of elevated groundwater concentrations.

A.7. Navigation

As noted in Section A.2, the North New River Greenway Bridge that Broward County will be constructing over the NNRC immediately east of SR-7 has been incorporated into the NEPA review of the P3 Project. Broward County will continue to be responsible for the engineering requirements associated with the vertical and horizontal clearances required by USCG, responding to Public Notice Comments, funding and constructing of the Greenway Bridge east of SR 7. The Greenway will be constructed from this new bridge east to Red Road as part of the P3 project in order to avoid construction activity and scheduling conflicts that may occur due to the construction of the noise walls. A Memorandum of Agreement (MOA) between FDOT and Broward County is currently being finalized to define the terms and conditions for both parties in the funding, design, construction and maintenance of the Greenway improvements. Figure 2 depicts the proposed Broward County Greenway and identifies limits and responsibilities of construction.

A.11. Wildlife and Habitat

This project, including the design change approved on November 28, 2007, was again coordinated with the U.S. Fish and Wildlife Service (FWS) on March 11, 2008. The FWS concurs that no additional risks to listed species are anticipated. Appendix F contains a copy of the referenced concurrence correspondence. The North New River Greenway Bridge that Broward County will be constructing over the NNRC immediately east of SR-7 has been incorporated into the NEPA review of the P3 Project.

B.1. Historic/Archaeological

The design change approved on November 28, 2007 included the approximately 2-foot shift in alignment of the NNRC, as well as the concurrence of the State Historic Preservation Officer (SHPO) that the shift in alignment would not have an adverse effect on the eligibility of the NNRC to be listed on the *National Register of Historic Places (NHRP)*.

FDOT continues to be committed to continued coordination with SHPO on the project improvements related to the canal throughout the design phase. Further coordination

will be initiated with SHPO upon completion of the revised Noise Study Reevaluation Report and the determination of the sound barrier wall locations.

B.3. Section 4(f) Potential

There has been no design changes associated with Section 4(f) Resources since the Design Change Reevaluation approved on November 28, 2007. Portions of the North New River Greenway will still be constructed with the construction of the proposed improvements to I-595. In addition, as noted in Sections A.2 and A.7, the North New River Greenway Bridge Broward County will be constructing over the NNRC immediately east of SR-7 has been incorporated into the NEPA review of the P3 Project. FDOT is currently finalizing a Memorandum of Agreement with Broward County regarding the details of funding, design and construction responsibilities and sequencing, as well as the maintenance of the North New River Greenway after construction.

C.5. Relocation

The original Conceptual Stage Relocation Plan (CSRP) for this project was completed in November 2005. The project limits for this project have not changed, but in the time since the 2005 CSRP was completed a design change was made that includes an at-grade reversible alignment alternative (3L-AG) as the preferred alternative and was divided into two segments. The first segment, which is designated by financial project identification number 4218542, also known as the I-595 P3 Project, has project limits from east of State Road 7 to I-75. The second segment runs east of State Road 7 to just east of I-95 and has not been assigned a financial project identification number at this time. An update of the CSRP was completed in March 2008.

The 2005 CSRP listed twenty-seven residential relocations all within a mobile home community located in the southwest quadrant of the I-595/Florida Turnpike interchange. The Florida Turnpike Enterprise has been and will continue to handle the acquisition and relocation of the mobile home community, which is being affected by a partial acquisition and contains those twenty-seven relocations. To date, twenty-six have already been relocated; fourteen within the same mobile home community and the remaining twelve to a mix of other mobile home communities and conventional housing. The one remaining residential relocation will be relocating to another site within the same mobile home community.

The design change identified in the Design Change Reevaluation approved in November 2007, resulted in a change of the total number of business relocations. The 2005 CSRP listed twenty-two business relocations. The 2008 CSRP reflects a net increase of seventeen business relocations, with the number of anticipated relocations increasing on the non-P3 segment of the project and decreasing on the P3 segment of the project. Nineteen additional relocations on the non-P3 segment are due to the expansion of a commercial condominium located north of I-595, east of 30th Avenue. The condo park constructed an additional building within the proposed new right of way.

Thus, the increase in commercial relocations is due to the new construction, and is not due to a change in limits of acquisition. The 2008 CSRPs contained a search of the current commercial real estate market that found a sufficient number of commercial replacement property resources available for sale and for rent to accommodate the number of relocations on this project. Table C.5.1 summarizes the change in relocations.

**Table C.5.1
Relocations**

	Residential	Business	Personal Property	Sign	Total
CSRPs Dated 11/04/2005	27	22	4	12	65
CSRPs Updated 3/12/2008	1	39	3	3	46
Net Difference	-26	+17	-1	-9	

D.1. Noise

Noise barriers at 14 locations were recommended for further consideration and public input as part of the Design Change Reevaluation which was approved on November 28, 2007. The recommended locations for noise barriers are referred to by the community name that the noise barrier is intended to benefit. The following lists the locations where noise barriers were recommended for public input as of November 2007.

- Paradise Village and Kings Manor
- Plantation Acres
- Hawks Landing
- The Palms Apartments
- The Trellises, Davide Isles, and Jacaranda Village
- Evergreen Place
- Arrowhead Golf and Tennis Club and Valencia Village
- Lake View Estates
- Isla del Sol
- New River Cove Apartments
- Lauderdale Little Ranches
- Everglades Lakes Mobile Home Park
- Plantation Harbor
- Plantation Point and Broadview Park

Except for the noise barrier recommended for Sunshine City Mobile Home Park, the locations where noise barriers were recommended include all those that were recommended during the PD&E Study. Since the PD&E Study, all the mobile homes associated with Sunshine City Mobile Home Park have been removed. The land is currently vacant. Due to the land use change and the lack of noise sensitive sites, the

consideration of noise abatement measures or noise barriers is no longer warranted. Therefore, a noise barrier is no longer being recommended at this location (i.e., north of I-595 and east of SW 136th Avenue).

Coordination with adjacent property owners and those impacted by traffic noise in these communities has been ongoing since the approval of the Design Change Reevaluation (November 28, 2007) to obtain their input regarding the recommended noise barriers. Noise Barrier Survey Forms were sent by certified mail to the adjacent property owners who may be affected if the noise barriers are constructed at the recommended locations. The Survey Forms were used to document each property owner's position regarding the recommended noise barrier. In addition, these property owners were invited to one of eight noise barrier workshops conducted between January 15 to January 30, 2008 to provide them an opportunity to discuss any concerns and/or questions with the noise barrier recommendations. In addition, these stakeholders were also invited to a Community Update Open House on February 12, 2008. A list of the community noise workshops is shown below.

January 15, 2008 (Tuesday)

Noise Workshop #1 for Lake View Estates (6:30 pm), Isla del Sol (7:30 pm)
Location: Renaissance Plantation, 1230 South Pine Island Road, Plantation

January 16, 2008 (Wednesday)

Noise Workshop #2 for Manaranda Village, The Trellises, Davide Isles, Jacaranda Villas (6:30 pm), Plantation Acres (7:30 pm)
Location: Renaissance Plantation, 1230 South Pine Island Road, Plantation

January 24, 2008 (Thursday)

Noise Workshop #3 for Plantation Point (6:30 pm), Plantation Harbor (7:30 pm)
Location: Renaissance Plantation, 1230 South Pine Island Road, Plantation

January 30, 2008 (Wednesday)

Noise Workshop #4 for Evergreen Place (6:30 pm), Arrowhead and Valencia Village (7:30 pm)
Location: Arrowhead Golf and Tennis Club, 8201 SW 24th St, Davie

Samples of the materials related to the noise workshops can be referenced in Appendix C - Public *Involvement Overview: Community Update Open House and Noise Workshops*.

The survey results are currently being compiled to evaluate the support for the recommended noise barriers and determine if any additional refinements are required to the dimensions or locations of the recommended noise barriers. The property owners for The Palms Apartments and Paradise Village have indicated they do not support the recommended noise barrier and prefer that no noise barrier be constructed. Noise

barriers at these two locations are no longer being recommended for further consideration for design and construction. The recommended noise barriers for the other communities will continue to be recommended for design and construction unless the survey results show that a majority of property owners support the no noise barrier option.

A Noise Study Reevaluation Report is being prepared that will summarize the methodology, results, and recommendations of the November 2007 Design Change Reevaluation. In addition, this report will include the results of the noise barrier surveys, document the changes in the recommended noise barrier designs, and describe the locations and dimensions of those noise barriers recommended for design and construction.



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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 CDC

P3 PROJECTS
LOCATION MAP

FIGURE 1