

# STATE ENVIRONMENTAL IMPACT REPORT

Florida Department of Transportation

PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70)

District: Florida's Turnpike Enterprise

County: Broward County

ETDM Number: 14350

Financial Management Number: 442212-1-22-01

Project Manager: Jazlyn Heywood

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

The final SEIR reflects consideration of the PD&E Study and the public hearing.

Date:

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District Secretary or Designee

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Figure 1 - Project Location Map



# 1. Project Information

## 1.1 Project Description

This is a Project Development and Environment (PD&E) study for evaluating the widening of the Turnpike from south of I-595 to Wiles Road, including express lanes, in Broward County. Florida's Turnpike Enterprise (Enterprise), part of the Florida Department of Transportation (FDOT), is evaluating alternatives to widen the Florida's Turnpike (State Road (SR) 91) from south of I-595 to Wiles Road (milepost (MP) 53 to 70), a distance of approximately 17 miles. As part of the study, all existing interchanges within the project limits and the need for a new interchange at Oakland Park Boulevard and Cypress Creek Road/McNab Road were evaluated. The project is in Broward County, Florida within the following eleven municipalities Coconut Creek, Davie, Deerfield Beach, Fort Lauderdale, Lauderdale Lakes, Lauderhill, Margate, North Lauderdale, Plantation, Pompano Beach, and Tamarac. The project location map on the preceding page (**Figure 1**), shows the study area for the PD&E Study.

Currently, the Florida's Turnpike varies from eight to ten lanes (four lanes plus an auxiliary lane in each direction) from south of I-595 to south of Atlantic Boulevard and has six lanes (three lanes in each direction) from south of Atlantic Boulevard to Wiles Road. The roadway is functionally classified as an Urban Principal Arterial - Freeway and Expressway and has a posted speed limit of 70 miles per hour (mph). The access management classification is Class 1, and the corridor does not have a context classification.

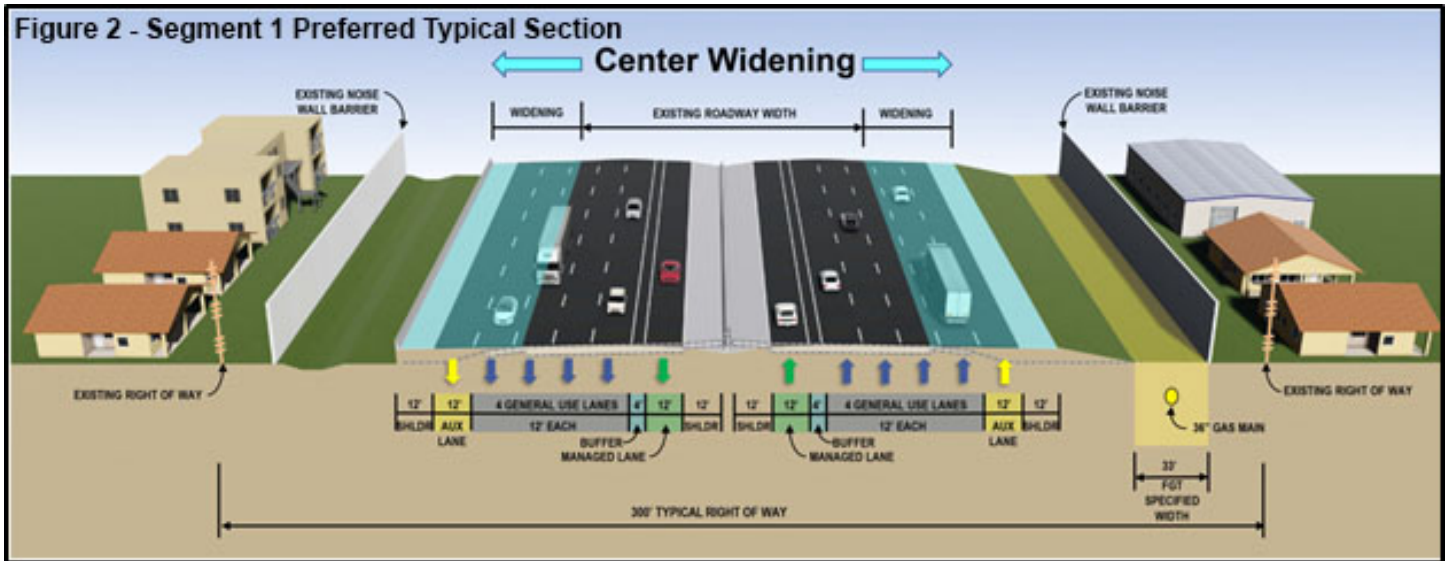
Previous planning efforts conducted by the Enterprise concluded that major operational, safety, and capacity improvements are needed along Florida's Turnpike to improve the current and future peak period traffic operations along the mainline and at the interchanges. Improvements to the mainline, existing interchanges and the two proposed interchanges are expected to reduce the potential for traffic incidents and accommodate travel at acceptable levels of service.

The Florida's Turnpike mainline improvements evaluated under this PD&E are divided into two main segments. Segment-1 extends from the begin study limits south of the I-595 interchange to south of the Atlantic Boulevard interchange. Segment-2 continues north from south of Atlantic Boulevard to the end of the study limits at Wiles Road. The segmentation is due to the difference in existing conditions specific to each segment.

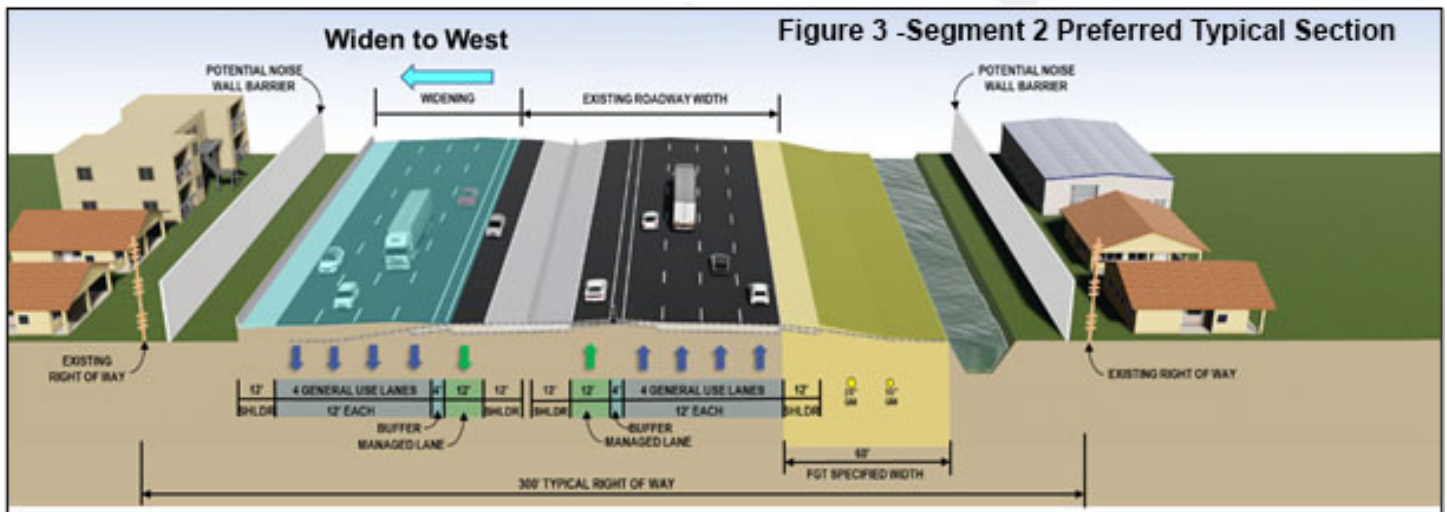
Below is a summary of the proposed elements for the Preferred Alternative for the Florida's Turnpike Mainline.

- Segment 1 (from south of I-595 interchange to south of Atlantic Boulevard) (**Figure 2**) - Center widening with four general use lanes, a managed lane, and a continuous auxiliary lane in each direction.





- Segment 2 (from south of Atlantic Boulevard to Wiles Road) (**Figure 3**) - widening to the west provides four general use lanes and a managed lane.



Below is a summary of the proposed elements for the Preferred Alternative the the Florida's Turnpike interchanges.

- I-595 Interchange - Preferred Build Alternative 1 will reduce the travel lanes and shoulder to accommodate the additional auxiliary lane.
- Sunrise Boulevard Interchange - Preferred Build Alternative 1 replaces the existing ramp bridge over the Florida's Turnpike Mainline and relocates the existing toll gantry for traffic entering the Florida's Turnpike's mainline southbound. In addition, the ramps to and from the north will need to be realigned to tie into the widened Florida's Turnpike Mainline.
- Oakland Park Boulevard Interchange - Preferred Build Alternative 1 introduces a new reliever interchange at Oakland Park Boulevard to be built in the vacant parcel located on the north-west quadrant of the Florida's Turnpike and Oakland Park Boulevard intersection.
- Commercial Boulevard Interchange - Preferred Build Alternative 1 maintains the existing interchange configuration while replacing the existing Commercial Boulevard bridge and ramp bridge over Florida's Turnpike to accommodate

the ultimate Mainline widening.

- Cypress Creek Road Interchange - Preferred Build Alternative 1 proposes a new Partial Cloverleaf interchange that will provide access to and from the north to Cypress Creek Road. This alternative also introduces a new intersection on the east side of Florida's Turnpike Mainline for the northbound on-ramp, a signalized southbound off-ramp, and westbound Cypress Creek intersection.
- Atlantic Boulevard Interchange - Preferred Build Alternative 1 proposes widening the existing single-lane northbound off-ramp to a two-lane off-ramp with double right-turn and left turn lane onto Atlantic Boulevard.
- Coconut Creek Parkway Interchange - Preferred Build Alternative 2 provides new diamond type southbound on-ramp and northbound off-ramps to and from Coconut Creek Parkway.
- Sample Road Interchange - Preferred Build Alternative 1 proposes a new ramp intersection at Sample Road on the westside of Florida's Turnpike and relocates the existing southbound ramps. The exiting southbound loop ramps are replaced with two new diamonds type ramps, and the ramps bridge over the Turnpike is removed.

Additional details regarding the preferred interchange alternatives are provided in the Preliminary Engineering Report found in the project file.

## 1.2 Purpose and Need

The purpose of this project is to reduce congestion along the Florida's Turnpike Mainline to accommodate current and future traffic volumes generated by anticipated growth and development in Broward County and adjacent counties.

The need for this project is to improve current and future peak period traffic operations and safety issues at the interchanges and throughout the corridor. According to the Broward Metropolitan Planning Organization's (MPO) Metropolitan Transportation Plan (MTP), Commitment 2045, indicate that the population of Broward County is expected to grow from 1.9 million to 2.2 million (15.7% increase) between 2018 and 2045. Employment is projected to grow by 44% through 2045. The anticipated population growth is expected to increase traffic volume which will ultimately hinder traffic operations and increase safety concerns. The proposed project will improve travel time, reliability, enhance safety, improve regional connectivity and emergency response and evacuation times.

### 1.2.1 Project Status

The project is in the Broward MPO jurisdiction. The project is listed in the FDOT's State Transportation Improvement Program (STIP) with funding for PD&E prior to 2023. The Broward MPO Transportation Improvement Program (TIP) Fiscal Years 2020 - 2024 includes funding for Florida's Turnpike Widening from I-595 to Wiles Road for PD&E. Design, right-of-way acquisition, and construction are not currently funded.

### 1.2.2 Enhance Safety

The crash analysis shows that a total of 1,919 crashes were reported along the Turnpike Mainline, ramps, and interchange ramp termini within the project limits between 2012 and 2016.

An examination of the northbound Florida's Turnpike heatmap shows a high concentration of crashes at north of I-595 near the reversible ramps, at West Broward Boulevard south of the Sunrise Boulevard interchange, and north of Oakland Park Boulevard interchange where the Florida's Turnpike alignment shifts from north to northeast. Similar examination of the southbound Florida's Turnpike heat map shows a high concentration of crashes near the Sunrise Boulevard, Commercial Boulevard, Cypress Creek Road, and Sample Road interchange areas. Most crashes within the project limits were off-road accounting for 31% of crashes, followed by rear end collisions which accounted for 26%. This project seeks

to reduce congestion and improve operations, thus mitigating the existing crash patterns. Additional information is documented in the Systems Interchange Justification Report (SIJR).

### **1.2.3 Accommodate Travel Demands**

A need exists to improve local and regional traffic operations along the Florida's Turnpike, as the projected future traffic results in an unacceptable level of service (LOS) for both the Mainline and existing interchanges within the project limits. The existing number of lanes along the project corridor will not accommodate the future transportation demands based on projected population, employment growth, and requirements as an evacuation route. Consequently, additional capacity is needed on the Florida's Turnpike to meet the future transportation demands as outlined in the Broward MPO 2045 MTP.

### **1.2.4 Improve Travel Time Reliability**

Current conditions along the Florida's Turnpike highlight a need to improve travel time reliability. The project corridor along with the interchange ramps within the project limit currently experiences moderate to severe congestion during both the AM and PM peak hours. The proposed widening is anticipated to improve travel times for all users including emergency responders.

### **1.2.5 Improve Regional Connectivity**

Within the study area, Florida's Turnpike is part of the State's Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that are designed to provide the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens and visitors.

Florida's Turnpike provides north-south connectivity from Miami-Dade County to Sumter County and connects to I-75, northwest of Orlando. The project is located within a segment of the roadway network which is vital to the south Florida region. Corridor improvements are needed to enhance and maintain south Florida's economic and employment viability. The widening of the Turnpike will provide congestion relief which will ultimately improve operational safety along the facility.

### **1.2.6 Enhance Emergency Response and Evacuation**

The Florida's Turnpike is a designated hurricane evacuation route, critical in facilitating traffic movement during emergency evacuation periods. With the population increase forecasted for the region, widening the Florida's Turnpike Mainline would provide greater capacity to efficiently move large volumes of traffic during emergency evacuation events.

## **1.3 Planning Consistency**

The project is in the Broward MPO jurisdiction. The project is listed in the FDOT's State Transportation Improvement Program (STIP) with funding for PD&E prior to 2023 (**Attachment 1**).

The Broward MPO Transportation Improvement Program (TIP) Fiscal Years 2020 - 2024 includes funding for the Florida's Turnpike Widening from I-595 to Wiles Road for PD&E. Design, right-of-way acquisition, and construction are not currently funded.

## 2. Environmental Analysis Summary

Issues/Resources	Substantial Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. Cultural Resources</b>				
1. Florida Historical Resources Act (FHRA), Chapter 267, Florida Statutes (F.S.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 6(f) of the Land and Water Conservation Fund Act of 1965	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. Natural Resources</b>				
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Aquatic Preserves and Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>6. Physical Resources</b>				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Bicycles and Pedestrians	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* **Impact Determination:** Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.



### 3. Social and Economic

#### 3.1 Social

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

The entire project corridor has a higher minority (78%) and low-income population (43%) as compared to the rest of Broward County, which is 64% minority and 32% low-income. Minority and low-income populations are found on both sides of Florida's Turnpike, with a slightly higher number of minority block groups (37) on the east side versus the west side (27). Similarly, there is a slightly higher number of low-income block groups (11) on the east side versus the west side (10). Minority and low-income populations are found distributed throughout the length of the corridor and on both sides of the Turnpike. Additional details regarding the demographics of the project corridor are included in Section 3.1 in the Sociocultural Effects Evaluation (SCE). Please see the SCE located in the project file for additional information.

Due to this corridor's population characteristics and distribution of minority and low-income populations on both sides of Florida's Turnpike, any adverse impacts within the corridor would be borne by minority and low-income populations. These adverse impacts include noise and vibration, increased traffic on Oakland Park Boulevard and Cypress Creek Road associated with new Turnpike access points, aesthetic effects associated with the new interchange structures. As outlined in the Conceptual State Relocation Plan (CSRP), this project involves a total of 23 residential relocations including six (6) residential relocations near the Sunrise Boulevard interchange associated with the mainline widening, and 17 residential relocations on NW 41st Terrace, located north of Commercial Boulevard (SR 870), associated with the construction of a stormwater treatment pond. There are no business relocations. Please see the CSRP located in the project file for additional information.

Those individuals that use the transit system will still have this service available. The research obtained from the CSRP, as well as consultations with local government agencies reveals programs to assist business development and relocation. Relocation benefits provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended appear to be adequate.

Minority and low-income populations were invited to participate in the project development process at public and community meetings held throughout the PD&E Study. Mitigation measures developed include consideration of noise abatement and construction of noise walls determined to be feasible and reasonable under federal and state regulations during the design phase, improvements to Cypress Creek Road and Oakland Park Boulevard to accommodate increase traffic, landscaping to mitigate viewshed impacts at the new interchanges, and relocation assistance for relocated homes as appropriate. Mitigation measures developed for these adverse effects are described in Section 5.4 in the SCE. Please see the SCE located in the project file for additional information.

Although potential adverse effects to minority and low-income populations within the corridor are anticipated, these adverse effects are not anticipated to be significant, and a substantial need for the proposed improvements exists. The mobility benefits associated with the proposed improvements extend far outside the study corridor to Turnpike users within Broward County and the entire South Florida region. The proposed improvements are anticipated to reduce congestion,

enhance access to the Turnpike, improve travel times and reliability, and improve safety.

The proposed improvements are not anticipated to have a substantial impact on social resources.

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

### 3.2 Economic

Florida's Turnpike Mainline is a critical component of the surface transportation system in Broward County. It promotes the movement of goods and people between airports, seaports, employment centers and residential areas throughout South Florida. The corridor also provides access to facilities of regional and statewide significance. Additionally, it is part of the Florida Strategic Intermodal System (SIS).

The widening of Florida's Turnpike Mainline, the proposed improvements to existing interchanges, and the proposed new interchanges will aid in the efficient movement of goods, people and services and thereby enhance the stated purpose of the SIS, which directly benefits the local and state economy. The proposed improvements are anticipated to enhance business and employment opportunities both locally and regionally.

### 3.3 Land Use Changes

Land use changes are anticipated to result from the proposed improvements, initially with the direct conversion of existing land uses to transportation right-of-way. 23 single family homes will be converted from residential to transportation right-of-way. The former Inverrary golf course will be converted to transportation right-of-way with the construction of the new interchange at Oakland Park Boulevard and realigned Rock Island Road.

The proposed pond sites and floodplain compensation sites located within Fern Forest Nature Center would convert approximately 23.27 acres of park land to stormwater and floodplain compensation sites.

The proposed new interchanges at Oakland Park Boulevard and Cypress Creek Road could indirectly result in land use changes along these two roadways. Both new interchanges are in locations that are already developed, but with the new connection with Florida's Turnpike could encourage redevelopment because of the improved regional accesses to these arterial roadways from the Turnpike, including office, retail, commercial, and institutional uses. **Attachment 2** includes an existing land use map of the project area. Please see the SCE located in the project file for additional information regarding land use.

The proposed improvements are not anticipated to have a substantial impact on land use changes.

### 3.4 Mobility

The purpose of this project is to increase operational capacity to provide for future travel demand while improving safety, addressing roadway and structural improvements and enhancing travel conditions / operations throughout the study limits. Thus, mobility is enhanced with the recommended alternative.

The Preferred Build Alternative provides improved service to motorists with the addition of capacity on Florida's Turnpike mainline and providing additional interchange access. These additional interchanges will preserve existing bicycle and pedestrian facilities at interchange locations where they currently exist. Improved access to Florida's Turnpike with modifications to existing interchanges and the addition of two new interchanges is anticipated to benefit transit users taking Broward County Transit Routes that use Florida's Turnpike (Routes 18, 19, and Breeze express bus service).

The proposed improvements are anticipated to enhance mobility in the project corridor.

### **3.5 Aesthetic Effects**

Florida's Turnpike is an existing, limited-access transportation facility extending through highly developed Broward County. Florida's Turnpike pre-dates most of the surrounding community's development. The widening of Florida's Turnpike mainline enhance the transportation corridor's function and are compatible with the existing facility's relationship to the surrounding community.

Viewshed impacts are anticipated as part of the proposed improvements. The widening of Florida's Turnpike mainline to the west will result in additional pavement closer to adjacent land uses. In some locations, proposed noise barriers may be constructed that would block the view of Florida's Turnpike from adjacent properties. The proposed interchange improvements will alter the appearance of the current interchanges at all six locations.

The proposed new interchange at Oakland Park Boulevard is anticipated to impact the viewshed of surrounding properties. Currently, Oakland Park Boulevard is already bridged over Florida's Turnpike. The proposed Oakland Park Boulevard interchange concept includes an additional bridge over Florida's Turnpike in front of the Hawaiian Gardens Condominiums. Although the existing noise wall shields the view of Florida's Turnpike from the condominiums, the bridge and ramps signage and lighting could potentially be visible from Hawaiian Gardens Condominiums. The re-alignment of Rock Island Road associated with the Oakland Park Boulevard interchange would also bring elevated travel lanes and a new bridge within the viewshed of the Hills of Inverrary condominiums along Lime Hill Road.

Currently Cypress Creek Road is bridged over Florida's Turnpike. The proposed interchange concept would add a loop ramp that connects to the elevated bridge. The loop ramp is located in the south quadrant of the intersection, where no residential development is present. Impacts to the viewsheds of the surrounding residential communities on the opposite quadrants are anticipated to be minimal as views from these communities is already obscured by existing vegetation and distance from the proposed loop ramp.

The proposed improvements are not anticipated to have a substantial impact on aesthetics within the project corridor.

### **3.6 Relocation Potential**

This project will have relocation impacts that will include 23 residential displacements. There are no business relocations.

Last Resort Housing is used when a highway project cannot proceed to construction because suitable, comparable and/or adequate replacement sale or rental housing is not available and cannot otherwise be made available to displacees within the payment limits. While the current Broward County real estate market is not experiencing a shortage of comparable replacement housing, in order to assure all displacees are placed in decent safe and sanitary replacement dwellings, Last Resort Housing will be used in the manner necessary to fulfill the requirements of the Uniform Relocation Act.

Those individuals that use the transit system will still have this service available. The research obtained from the CSRP, as well as consultations with local government agencies, reveals programs to assist business development and relocation. Relocation benefits provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended appear to be adequate and the project will have no significant on relocation potential.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons.

## 4. Cultural Resources

### 4.1 Florida Historical Resources Act (FHRA), Chapter 267, Florida Statutes (F.S.).

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 04/17/2023. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

A pedestrian survey of the Area of Potential Effect (APE) was conducted to document any cultural material encountered within the APE, identify any potential areas of increased archaeological site potential, document current conditions within the APE, and determine where subsurface testing was feasible. Due to the results of the current pedestrian survey, the level of previous survey work that occurred during the aforementioned survey efforts, and the previous coordination of those survey efforts with the SHPO, subsurface testing for the current survey focused primarily on areas of newly proposed right-of-way (ROW). Historic resources survey efforts focused on the entire historic resources APE due to the potential for resources to have become newly historic since the previous survey work occurred.

The majority of the archaeological APE is located within the existing ROW that has been surveyed for archaeological resources during eight previous cultural resources survey efforts. Most of the archaeological APE is also within areas of existing ROW that have been disturbed during the construction, modification, and maintenance of the Florida's Turnpike mainline (SR 91), I-595, W. Sunrise Boulevard, W. Oakland Park Boulevard, NW 55th Avenue, W. Commercial Boulevard, W. Cypress Creek Road, W. Atlantic Boulevard, and W. Sample Road. These areas have also been modified during the installation of collocated underground utility corridors, drainage facilities, retention ponds, and drainage features. No archaeological sites were recorded within or adjacent to the current APE during the aforementioned archaeological survey efforts, and no archaeological sites or archaeological occurrences were newly identified within the current APE during the current survey. While subsurface testing was not feasible within segments of the APE due to hardscape, underground utilities, drainage ditches, excavated ponds, and standing water, 32 shovel tests were excavated within the archaeological APE where feasible. Based on the results of the current survey, as well as the results of the pedestrian surveys and subsurface testing conducted within the APE during the previous survey efforts, the archaeological APE exhibits a low potential for encountering intact archaeological deposits or significant archaeological sites.

The historic resources field survey and research resulted in the identification of 149 historic resources within the APE, consisting of 21 previously recorded resources and 128 newly recorded resources. Of the 149 total resources, there is one linear resource (8BD3226), one cemetery (8BD8423), two bridges, 18 resource groups, and 127 structures. Two of the newly-identified resources are recommended eligible for listing on the National Register: the Plantation Village Shopping Center/8BD8428 and the Turnpike Toll Plaza/8BD8542. The Plantation Village Shopping Center/8BD8428 is an example of a Colonial Revival Style commercial structure with excellent integrity. The structure is recommended individually eligible for the National Register under Criterion C for Architecture. The Turnpike Toll Plaza/8BD8542 is the last remaining original toll booth constructed by the Florida Turnpike Authority when the Sunshine State Parkway was constructed through the project area in the 1950s. It is recommended individually eligible under Criterion A in the area of Transportation for its association with the development of the state in the Post World War II era.

The remaining 147 historic resources have been determined ineligible or are considered ineligible for listing on the National Register. Historical research and field survey did not reveal any significant associations with the resources. Several of the resources also are examples of typical architecture found in South Florida and have significant alterations. There were multiple types of resource groups recorded within the APE. These include condominium/apartment complexes, golf courses, a hospital, and mobile home parks. Historical research, field survey, and reconnaissance survey of the surrounding areas outside of the APE did not reveal any potential historic districts. Florida Master Site File (FMSF) forms for newly recorded and select previously recorded historic resources are included in the CRAS Volume II.

The SHPO provided concurrence on 4/17/2023, that the CRAS is complete and sufficient and concurs with the recommendations provided for SHPO/FDHR Project File Number 2018-2570C ( **Attachment 3**).

The CRAS is located in the project file for additional information on cultural resources. This project is anticipated to have no significant effect on historic resources.

## **4.2 Section 6(f) of the Land and Water Conservation Fund Act of 1965**

The following evaluation was conducted pursuant to Section 6(f) of the land and water conservation fund of 1965.

Tradewinds Park, which is owned and managed by Broward County is a Section 6(f) resource located within the project corridor at the Sample Road Interchange. Tradewinds Park includes 626.7 acres on the north and south sides of Sample Road, west of the Florida Turnpike. South of Sample Road, the park offers a disc golf course, a lake for fishing, and athletic fields. North of Sample Road, the park offers horse stables, an educational farm, and model steam engine rides. Both sides of the park contain nature boardwalks, bike paths, playgrounds, picnic areas, and rental shelters.

Because the recommended alternative consists of adding capacity to Florida's Turnpike by widening the existing 6-lane section to 10 lanes, right-of-way (ROW) acquisition is required from various parcels located adjacent to the corridor, including area from Tradewinds Park. Several Florida Gas Transmission (FGT) gas lines run along the east side of the Turnpike, constraining design on that side. Therefore, proposed travel lanes will be shifted to the west to avoid conflicts with FGT.

The mainline shift requires the reconstruction of the Sample Road interchange bridge and provides an opportunity to improve the interchange configuration.

The proposed additional interchange area required for the W. Sample Road interchange improvements does not affect the recreational uses at the park. No recreation resources, facilities, or opportunities will be lost by the conversion. The bike path will be relocated under a new Sample Road bridge to maintain its recreational use, park access and circulation, fulfilling Goal 3-1, improve urban recreational opportunities (The Statewide Comprehensive Outdoor Recreation Plan (SCORP) - 2018). The conversion of the parkland is to be replaced using two parcels currently owned by FTE and maintained as transportation ROW which are adjacent to the Tradewinds Park Section 6(f) boundary. These replacement sites include a portion of the area currently occupied by the southbound interchange ramp/loop in the southwest quadrant of the Turnpike and Sample Road interchange, and an area located west of the existing limit of access fence approximately 1,475 feet north of Sample Road. Tradewinds Park is receiving the replacement sites for future park land.

FTE is currently completing the Section 6(f) of the Land and Water Conservation Fund (LWCF) Act Small Conversion (NPS Form 10-904 [Rev. 12/2019]). As reflected in the LWCF Proposal Description and Environmental Screening Form

(PD/ESF), minor to no environmental impacts would occur on resources being removed from Section 6(f)(3) protection, on the remaining Section 6(f)(3) area, and on the contiguous new replacement land by placing it under Section 6(f)(3) protection. Based on the information included within the PD/ESF, it is anticipated that the entire conversion proposal would be categorically excluded from further environmental review under the National Environmental Policy Act (NEPA).

This project is anticipated to have no significant effect on Section 6(f) resources.

### **4.3 Recreational Areas and Protected Lands**

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

This project is not anticipated to have any involvement with state-owned conservation lands subject to review and approval by the Acquisition and Restoration Council.



## 5. Natural Resources

### 5.1 Wetlands and Other Surface Waters

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

Wetlands within the project area consist of mixed wetlands forest communities, in which neither hardwoods or conifers achieve a 66 percent dominance of the crown canopy composition. Common vegetation within this wetland type includes; laurel oak (*Quercus laurifolia*), red maple (*Acer rubrum*), bald cypress (*Taxodium distichum*), wax myrtle (*Myrica cerifera*), and Peruvian primrose willow (*Ludwigia peruviana*).

The wetlands and other surface waters within the project study area were overlaid with the preferred roadway and preferred pond sites to identify areas of impacts. Anticipated wetland impacts for the roadway Preferred Build Alternative is estimated at 1.16 acres.

As outlined in the Location Hydraulics Report, pond alternatives located within the C-14 and Hillsboro basin include stormwater ponds or floodplain compensation site alternatives which are located within wetlands. The preferred pond site alternatives in the Hillsboro basin do not include sites located within wetlands. The preferred ponds site alternatives in the C-14 basin, include five pond sites or floodplain compensation sites, which are anticipated to impact wetlands. These alternatives are; Pond Sites 1B, 1C, 1D, 2C, and Floodplain Compensation Site 2. These five preferred pond sites or floodplain compensation sites are anticipated to impact 27.45 acres of forested wetlands.

As shown in the **Table 5-1**, total impacts to forested wetlands is anticipated at 28.61 acres.

The Uniform Mitigation Assessment Method (UMAM) was established to fulfill the mandate of subsection 373.414(18), F.S., which requires the establishment of a uniform mitigation assessment method to determine the amount of mitigation needed to offset adverse impacts to wetlands and other surface waters and to award and deduct mitigation bank credits. Functional loss was calculated by wetland and natural other surface water habitat type for the preferred alternative using the UMAM. As shown in the **Table 5-1**, total functional loss to wetlands is anticipated at 20.21 units.

**Table 5-1 - Wetland Impacts**

Wetland Identification	Wetland Type	UMAM Score (Delta Value)	Total Impact Acreage	Functional Loss Value
91 (Tradewinds Park)	Forested	0.60	1.16	0.70
93 (Fern Forest Nature Center)	Forested	0.77	23.27	17.84
94	Forested	0.40	4.18	1.67
Total			28.61	20.21

It has been determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. As the project advances through subsequent phases, avoidance and minimization of wetland impacts will continue to be



considered to the maximum extent practicable. Therefore, through appropriate mitigation during the design and permitting phase, the proposed project is expected to result in no significant impacts to wetlands.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. 1344. Compensatory mitigation for this project will be completed through the use of mitigation banks and any other mitigation options that satisfy state and federal requirements. The proposed project will have no significant short-term or long-term adverse impacts to wetlands because any unavoidable impacts to wetlands will be mitigated to achieve no net loss of wetland function.

The project is located within the New River watershed. The Pembroke Pines Mitigation Bank (PPMB) is located within the New River watershed. Review of the USACE Regulatory In-lieu Fee and Bank Information Tracking System (RIBITS), shows that PPMP (SAJ-1993-00370) has 55.96 available palustrine (freshwater) credits available within the mitigation bank service area.

This project is not anticipated to have a significant impact on wetlands. Wetlands related permits expected to be acquired for this project include USACE Section 10 or Section 404 Permit, Section 408 Permit, a DEP or SFWMD Environmental Resource Permit, a DEP National Pollutant Discharge Elimination System Permit, a SFWMD Right-of-Way Permit, and a State 404 Permit. Please see the Natural Resources Evaluation (NRE) located in the project file for additional information on wetlands and other surface waters.

## **5.2 Aquatic Preserves and Outstanding FL Waters**

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

## **5.3 Water Resources**

Project improvements will be designed to meet the regulatory requirements of the South Florida Water Management District (SFWMD), Florida Department of Environmental Protection (FDEP), United States Army Corps of Engineers (USACE), the requirements outlined in the FDOT Drainage Manual, and the requirements of the Enterprise.

In addition to providing water quality treatment for the increase in impervious area associated with these improvements, water quality treatment will also be considered for any impervious area that was previously permitted for treatment if the existing permitted stormwater management facility will be impacted by the proposed improvements.

Based on the information presented in the Pond Siting Report (PSR), nutrient water quality treatment is not required.

In the proposed condition, historic drainage patterns are anticipated to be maintained for both on-site and offsite stormwater runoff. The outfall location of each basin will also remain the same as it is in the existing condition. Remnant, or excess parcels south of Atlantic Boulevard have already been converted into existing stormwater management facilities during previous corridor improvements. North of Atlantic Boulevard the remnant parcel at MP 70 will be incorporated into pond alternative analysis.

As described in the PSR Section 6.1, water quality credits do exist within some of the existing dry detention swales along the corridor. However, the assumption made during this analysis is that proposed improvements will significantly impact most of these existing linear systems making it difficult to use the credits as existing compensatory treatment

opportunities. Within existing permitted interchange ponds along the corridor, there is an insignificant volume of treatment credit, and these ponds were assumed to remain intact along with their permitted water quality volume assuming they were not impacted by the proposed interchange improvements. Therefore, required treatment volumes have been established for each sub-basin based on the additional impervious area plus any treated impervious area associated with past improvements where appropriate (i.e. - outside existing permitted interchange ponds). However, because the SFWMD does not require treatment of the entire directly connected impervious area, treatment was evaluated using a basin-wide approach, taking advantage of available stormwater management opportunities within each sub-basin to treat as much pavement as possible. Within some of the sub-basins, the entire available pavement was treated to compensate for not treating any pavement or treating a reduced area of pavement within the other sub-basins. **Attachment 5** includes meeting minutes of the interagency permitting meeting.

This project is not anticipated to have a significant impact on water resources. Please see the PSR located in the project file for additional information on water resources.

## 5.4 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

## 5.5 Floodplains

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

Project Improvements will encroach into the various interconnected floodplains adjacent to the corridor. A volumetric analysis of the impacts resulting from roadway improvements and compensation for these impacts has been included in the Location Hydraulics Report (LHR). The limits of Zone AE and Zone AH have been outlined on the drainage maps. Zone X is the only other flood zone within the vicinity of the corridor and it is typically located adjacent to the corridor beyond the limits of Zone AE and Zone AH.

The highly urbanized nature of this corridor and lack of undeveloped parcels minimizes the opportunities for offsite floodplain compensation. However, where possible offsite undeveloped areas were considered as well as available infield areas within the existing and proposed interchanges. Except for the area between Broward Boulevard and Sunrise Boulevard, two potential floodplain compensation areas were identified within the six basins within the project limits.

The floodplain areas within the project limits are located in high density, urbanized areas; however, the encroachment areas are classified as minimal. Minimal encroachments on a floodplain occur when there is floodplain involvement but the impacts on human life, transportation facilities, and natural and beneficial floodplain values are not significant and can be resolved with minimal efforts. Normally, these minimal efforts to address the impacts will consist of applying FDOT's drainage design standards and following the South Florida Water Management District's procedures to achieve results that will not increase or significantly change the flood elevations and/or limits.

Furthermore, the project will not affect existing flood heights or floodplain limits. There will be no significant change in the potential for interruption or termination of emergency service or emergency evacuation routes as the result of construction of this project. Therefore, it has been determined that this encroachment is not significant.

It has been determined, through consultation with local, state, and federal water resources and floodplain management agencies that there is no regulatory floodway involvement on the project and that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

This project is anticipated to have no significant effect on floodplains. Please see the LHR located in the project file for additional information regarding floodplains.

## 5.6 Coastal Barrier Resources

The Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA) are not applicable to this project since there is no federal funding.

## 5.7 Protected Species and Habitat

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

The project study area was evaluated for the presence of federal and/or state protected species and their suitable habitat in accordance with Section 7 of the Endangered Species Act (ESA) and Part 2, Chapter 16 of the PD&E Manual. The following lists summarize the effect determinations that have been made for each federal- and state-managed/protected species based upon their probability ranking and the implementation measures and/or commitments to offset any potential impacts to each species. **Attachment 4** includes meeting minutes of a technical assistance meeting held with USFWS. The NRE, Section 3, includes details of the effect determinations summarized below.

The project will have no effect the following federally listed species:

- Florida panther,
- West Indian manatee,
- Southeastern beach mouse,
- Eastern black rail,
- Everglade snail kite,
- American crocodile,
- Bartram's hairstreak butterfly,
- Florida leafwing butterfly,
- Miami blue butterfly and,
- Florida bonneted bat

The project may affect, but is not likely to adversely affect the following federally listed species:

- Eastern indigo snake and,
- Wood stork

As the project will include the implementation measures outlined below, the project will have no adverse effect anticipated on the following state listed species:

- Florida burrowing owl;
- Gopher tortoise,
- Wading birds including little blue heron,
- tricolored heron, and roseate spoonbill,
- Southeastern American kestrel and
- Florida sandhill crane.

As the project will include the implementation measures outlined below, the project will have no effect anticipated on the following state listed species:

- Florida pine snake

The project will have no adverse effect anticipated on the following managed/protected species:

- Bald eagle,
- Osprey,
- Bats,
- Florida black bear.

In order to assure that the proposed project will not adversely impact these species, the Enterprise will include the following implementation measures:

- During the design permitting phases, updated surveys for the following species will be performed: gopher tortoise, burrowing owl, sandhill crane nests and eagle nests.
- If any gopher tortoise burrows are located, a permit will be obtained from the FWC.
- During the design and permitting phases of this project, the Enterprise will conduct surveys to identify any osprey nests within the project area. If nest removal is deemed necessary, the Enterprise will remove nest(s) when they are inactive (i.e., without eggs or flightless young).

The project is anticipated to implement the following commitments regarding listed species:

- The Enterprise will complete a wood stork suitable foraging habitat assessment during the project's Design phase to ensure that the proper amount of mitigation is procured for impacts to suitable wood stork foraging habitat in accordance with the wood stork consultation key.
- The project will implement the most updated version of the U.S. Fish & Wildlife Service (USFWS) approved Standard Protection Measures for the Eastern Indigo Snake (most updated version) during the proposed roadway improvements.
- The Enterprise will reinitiate technical assistance with the USFWS during the project's design phase regarding the Florida bonneted bat.

Permits anticipated to be acquired include a FWC Gopher Tortoise Relocation Permit and a FWC Burrowing Owl Permit if these species are documented during field reviews conducted during the design and permitting phases. Please see the NRE located in the project file for additional information regarding protected species and habitat. This project is anticipated to have no significant effect on protected species and habitat.

## 5.8 Essential Fish Habitat (EFH)

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

Based on the project location, information provided in the ETDM website, and GIS-based analysis of impacts, NOAA's NMFS has provided input in the ETDM screening (# 14350) that the project overlaps the South Fork of the New River (North New River Canal) downstream of the salinity control structure at Sewell Lock. The NMFS noted that South Atlantic Fishery Management Council (SAFMC) has designated mangroves, sand/mud bottom and associated water column as EFH. Mangroves are also considered Habitat Area of Particular Concern (HAPC). HAPC's are subsets of EFH that are rare, particularly susceptible to human induced degradation, especially ecologically important, or located in an environmentally stressed area. Following a meeting with NMFS staff on November 17, 2021 (**Attachment 6**), the NMFS inquired if a benthic survey for seagrass would be conducted, and if the project would affect mangroves.

At the Turnpike / I-595 Interchange (Exit 54), the project evaluated four viable interchange alternatives. The recommended improvement at this interchange is Alternative 4, Option E. This alternative uses a practical design approach to accommodate the additional auxiliary lane by reducing lane and shoulder widths. Lane widths and shoulder widths would not meet Florida Design Manual (FDM) standards and would require design exceptions to be approved by The FDOT Central Office Design Engineer.

The recommended improvement at this interchange will be confined to the existing bridge limits and are not anticipated to require any work within the North New River Canal or result in a need for benthic habitat survey or evaluation of shading impacts. Therefore, Florida's Turnpike Enterprise has recommended that the project has no effect on EFH.

Please see the NRE located in the project file for additional information regarding essential fish habitat. It is anticipated that this project will have no effect on EFH.

## 6. Physical Resources

### 6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

Within the study area there are 26 (27 if you count the existing barrier in Plantation Park (CNE SB02) that will be split into two smaller sections to accommodate the future roadway design as two separate barriers) existing noise barriers that will be retained in the future design. To determine if noise barriers were feasible and reasonable in areas with existing barriers, the base condition for determining impacts and benefits in the barrier analysis assumed no barriers as part of the build alternative. For consistency with other FDOT projects the criteria for reasonableness and feasibility were applied to a future condition that included both existing and new barriers compared against this "no-barrier" condition. It should be noted that the existing barriers are not adequate by themselves to eliminate all noise impacts behind those barriers within this project. Therefore, additional new barriers were considered to supplement the existing noise barriers being retained.

For the year 2045 Build condition, noise levels were modelled in TNM at 1,956 receptor locations representing 10,441 residential and 177 special land use noise sensitive sites. Noise levels at 4,424 residences and 67 non-residential "special land use" sites, are predicted to approach or exceed the NAC for the year 2045 Build Alternative and therefore considered "impacted".

Analyses were performed of the impacted locations to determine if noise abatement was potentially feasible and reasonable under FDOT policy, including the no-barrier analysis of existing noise barriers. The noise barrier analysis performed to date and summarized in **Table 6-1** indicates that noise barriers could potentially provide reasonable and feasible noise abatement for 3,142 of the 4,424 impacted residences (including existing barrier "no-barrier" analysis impacts), as well as provide a 5 dB(A) noise reduction benefit to 2,200 non-impacted residences. Noise abatement was not determined feasible and reasonable for any of the 67 impacted special use sites; however, some of the special use locations will receive incidental benefits from noise barriers for the residential areas. The results of the noise barrier evaluations where noise abatement was determined to be potentially feasible and reasonable are summarized by noise sensitive area in **Table 6-1**.



Table 6-1 – Potentially Feasible and Reasonable Noise Barrier Evaluation Summary

## Turnpike (SR 91) Widening from 595 to Wiles - PD&amp;E Study Report

Noise Barrier System (CNEs included in barrier system)	Communities Potentially Benefited by Noise Barrier System	Number of Impacted Residences <sup>1</sup>	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) <sup>7</sup>	Preliminary Noise Barrier Location	Total Noise Barrier System Cost (includes costs of existing barriers) <sup>2</sup>	New Construction Noise Barrier Cost <sup>3</sup>	Number of Residences Potentially Benefited by a Noise Barrier <sup>4</sup>		Total Noise Barrier System Cost Per Benefited Residence <sup>5</sup>
										Impacted	Total	
NOISE BARRIERS NORTHBOUND SIDE OF TURNPIKE ( <i>italics indicate existing barriers, black text indicates new proposed barriers</i> )												
#1 (NB01)	Broadview Park and Washburn Park	98	<i>1370+50</i>	<i>1392+60</i>	<i>22</i>	<i>2190</i>	<i>ROW<sup>6</sup></i>	\$2,761,200	\$0	94	155	\$17,814
			<i>1365+30</i>	<i>1372+00</i>	<i>8</i>	<i>670</i>	<i>SH<sup>8</sup></i>					
			<i>1349+80</i>	<i>1367+10</i>	<i>22</i>	<i>1750</i>	<i>ROW<sup>6</sup></i>					
#2 (NB02)	Plantation Walking Park, Lauderdale Golf Estates	35	<i>1396+20</i>	<i>1423+80</i>	<i>20</i>	<i>2750</i>	<i>ROW</i>	\$1,650,000	\$0	33	61	\$27,049
#3 (NB03)	Breezeswept Park Estates	83	<i>1458+10</i>	<i>1500+00</i>	<i>11</i>	<i>4220</i>	<i>ROW<sup>6</sup></i>	\$3,514,200	\$701,400	69	188	\$18,693
			1448+60	1497+00	14	4880	SH <sup>8</sup>					
			1445+40	1448+60	8	300	SH <sup>8</sup>					
#4 (NB04 & NB05)	The Flair, Castle Gardens II, Woodsdale Oaks	184	1509+00	1523+00	22	1600	ROW <sup>6</sup>	\$5,308,200	\$2,257,200	145	227	\$23,384
			1555+50	1565+50	22	1000	ROW <sup>6</sup>					
			<i>1565+50</i>	<i>1574+50</i>	<i>22</i>	<i>900</i>	<i>ROW<sup>6</sup></i>					
			1574+50	1577+50	22	300	ROW <sup>6</sup>					
			1586+50	1591+70	22	520	ROW <sup>6</sup>					
			<i>1523+00</i>	<i>1553+80</i>	<i>20</i>	<i>3080</i>	<i>ROW<sup>6</sup></i>					
			<i>1577+50</i>	<i>1586+50</i>	<i>19</i>	<i>900</i>	<i>ROW<sup>6</sup></i>					
#5 (NB06)	Hawaiian Gardens Apartments	318	<i>1613+50</i>	<i>1635+00</i>	<i>16</i>	<i>2150</i>	<i>ROW<sup>6</sup></i>	\$2,134,800	\$1,102,800	272	284	\$7,517
			1608+00	1613+80	22	500	ROW <sup>9</sup>					
			1608+80	1641+00	8	3290	SH <sup>8</sup>					
#6 (NB07)	Monterey, Oakland Estates, Mainlands (portion East of Turnpike)	190	<i>1637+60</i>	<i>1662+60</i>	<i>19</i>	<i>2440</i>	<i>ROW<sup>6</sup></i>	\$3,896,400	\$0	175	191	\$20,400
			<i>1662+40</i>	<i>1700+60</i>	<i>18</i>	<i>3790</i>	<i>ROW<sup>6</sup></i>					
			<i>1700+40</i>	<i>1710+60</i>	<i>15</i>	<i>1020</i>	<i>ROW<sup>6</sup></i>					
#7 (NB08)	Imperial Estates	147	<i>1714+00</i>	<i>1746+80</i>	<i>18</i>	<i>3670</i>	<i>ROW<sup>6</sup></i>	\$1,981,800	\$0	143	291	\$6,810

**Table 6-1 – Potentially Feasible and Reasonable Noise Barrier Evaluation Summary****Turnpike (SR 91) Widening from 595 to Wiles - PD&E Study Report**

Noise Barrier System (CNEs included in barrier system)	Communities Potentially Benefited by Noise Barrier System	Number of Impacted Residences <sup>1</sup>	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) <sup>7</sup>	Preliminary Noise Barrier Location	Total Noise Barrier System Cost (includes costs of existing barriers) <sup>2</sup>	New Construction Noise Barrier Cost <sup>3</sup>	Number of Residences Potentially Benefited by a Noise Barrier <sup>4</sup>		Total Noise Barrier System Cost Per Benefited Residence <sup>5</sup>
										Impacted	Total	
#8 (NB09 & NB10)	The Asher, Palm Aire Village West, The Gardens, Royal Poinciana Condominiums, St. Andrews at Palm Aire, Palm Aire Country Club Apts., Palm Aire	733	1790+00	1792+00	17	200	ROW <sup>6</sup>	\$6,131,700	\$2,233,200	495	873	\$7,024
			1784+40	1790+00	17	560	ROW <sup>6</sup>					
			1790+00	1820+20	17	2830	ROW <sup>6</sup>					
			1770+00	1784+40	17	1440	ROW <sup>6</sup>					
			1847+30	1888+20	16	4090	ROW <sup>6</sup>					
			1887+00	1891+00	16	430	ROW <sup>6</sup>					
			1820+20	1834+60	14	1430	SH <sup>9</sup>					
			1838+20	1855+00	14	1680	SH <sup>9</sup>					
			1834+60	1838+20	8	360	SH <sup>9</sup>					
#9 (NB11)	Legacy at Palm Aire, Residences at Palm Aire, Golf View Estates	180	1897+60	1938+50	22	4110	ROW <sup>6</sup>	\$2,712,600	\$2,712,600	180	373	\$7,272
<b>NOISE BARRIERS SOUTHBOUND SIDE OF TURNPIKE (<i>italics indicate existing barriers, black text indicates new proposed barriers</i>)<sup>1</sup></b>												
#10 (SB01)	Plantation Harbour	35	1358+70	1381+50	18	2300	ROW <sup>6</sup>	\$1,684,200	\$0	34	41	\$41,078
			1343+20	1361+40	8	1820	SH <sup>9</sup>					
#11 (SB02)	Plantation Park	106	1395+20	1407+00	16	1180	ROW <sup>6</sup>	\$2,602,200	\$246,600	86	158	\$16,401
			1406+00	1432+20	14	2630	SH <sup>9</sup>					
			1430+00	1443+50	16	1260	ROW <sup>6</sup>					
			1442+00	1446+50	14	450	SH <sup>9</sup>					
			1446+50	1448+90	8	210	SH <sup>9</sup>					
#12 (SB03)	Plantation Gardens	73	1448+90	1501+00	14	5220 <sup>6</sup>	SH <sup>9</sup>	\$2,192,400	\$2,192,400	71	123	\$17,824
#13 (SB04 & SB05)	Woodstock Lodge Condos,, Sunshine Villas, Tree Garden Condos, Windermere, Riviera Hills Apartments, Royal Oaks, and Stonebridge Gardens	878	1516+00	1527+30	20	1830	ROW <sup>6</sup>	\$6,327,600	\$1,844,000	748	1416	\$4,469
			1555+50	1567+00	20	1150	ROW <sup>6</sup>					
			1527+30	1554+10	20	2670	ROW <sup>6,10</sup>					
			1504+00	1515+80	20	1180	ROW <sup>6</sup>					
			1567+00	1606+40	18	3940	ROW <sup>6</sup>					
#14 (SB07)	Woodlands, Mainlands Park (portion west of Turnpike/South of Commercial Blvd.)	96	1655+00	1713+30	14	5900 <sup>7</sup>	SH <sup>9</sup>	\$2,520,000	\$2,520,000	80	173	\$14,566



**Table 6-1 – Potentially Feasible and Reasonable Noise Barrier Evaluation Summary****Turnpike (SR 91) Widening from 595 to Wiles - PD&E Study Report**

Noise Barrier System (CNEs included in barrier system)	Communities Potentially Benefited by Noise Barrier System	Number of Impacted Residences <sup>1</sup>	Noise Barrier Approx. Begin Station	Noise Barrier Approx. End Station	Preliminary Noise Barrier Height (ft.)	Preliminary Noise Barrier Length (ft.) <sup>7</sup>	Preliminary Noise Barrier Location	Total Noise Barrier System Cost (includes costs of existing barriers) <sup>2</sup>	New Construction Noise Barrier Cost <sup>3</sup>	Number of Residences Potentially Benefited by a Noise Barrier <sup>4</sup>		Total Noise Barrier System Cost Per Benefited Residence <sup>5</sup>
										Impacted	Total	
#15 (SB08)	Mainlands Park (portion west of Turnpike/North of Commercial Blvd.), Pompano Park Neighborhood	44	1731+10	1734+80	14	370	SH <sup>9</sup>	\$1,145,400	\$365,400	26	36	\$31,817
			1734+20	1747+20	20	1300	ROW <sup>8</sup>					
			1745+00	1750+00	14	500	SH <sup>9</sup>					
#16 (SB08)	Avana Cypress Creek Apts.	20	1764+60	1769+00	22	440	ROW <sup>6</sup>	\$290,400	\$290,400	15	15	\$19,360
#17	Sanctuary Apartments	120	1770+90	1779+90	8	890	SH <sup>9</sup>	\$528,600	\$213,600	66	75	\$6,777
			1779+90	1785+00	21	500	ROW <sup>6</sup>					
#18 (SB09)	Oakland Hills	61	1794+70	1799+50	14	500	SH <sup>9</sup>	\$1,129,800	\$210,000	54	70	\$16,140
			1798+90	1820+80	14	2190	ROW <sup>6</sup>					
#19 (SB10)	Sunshine Drive	170	1895+00	1925+00	22	3000	ROW <sup>6</sup>	\$1,980,000	\$1,980,000	161	226	\$8,761
#20 (SB11)	Wynmoor Village	218	1955+70	1972+60	22	1690	ROW <sup>6</sup>	\$3,738,600	\$3,738,600	195	341	\$10,964
			1977+00	2006+00	22	2880	ROW <sup>6</sup>					
			2002+70	2008+50	14	580	SH <sup>9</sup>					
			2010+30	2015+30	14	500	SH <sup>9</sup>					
			1973+00	1982+00	8	940	SH <sup>9</sup>					
			2008+50	2010+30	8	180	SH <sup>9</sup>					

1 Impacts counts are based on setting all existing barrier to a height of zero as a part of the existing barrier methodology being used for this project.

2 Unit cost of \$30/ft<sup>2</sup> for all noise barriers, cost includes both existing barrier and newly constructed noise barriers as part of the existing noise barrier methodology.

3 Cost for only new construction portion of noise barrier systems.

4 Total includes impacted/benefited residences and residences with a predicted noise level that does not approach or exceed 67 dBA, but are incidentally benefited. All benefits are calculated with the barrier system in consideration being compared to a "no-barrier" condition where any existing barriers set to a height of zero as a part of the existing barrier methodology being used for this project.

5 Cost of noise barrier systems that include existing barrier segments uses the full preliminary noise barrier cost that includes the cost of the existing noise barriers as a part of the existing noise barrier analysis methodology being used on this project.

6 Barrier in **RED** are existing barrier that will remain in the future condition. Their costs are included in the total costs for consistency in analyzing all noise barrier systems, but they will not incur and additional costs to construct.

7 Full height is for length indicated. The length for any required taper in height at a shoulder noise barrier termination would be in addition to the length indicated.

8 ROW – Noise barrier constructed at the Right of Way

9 SH – Noise barrier constructed at the shoulder of the roadway

10 Barrier shortened from existing barrier length to accommodate future roadway widening.

The PD&E study phase analysis indicates that noise barriers are potentially feasible and reasonable at 20 noise sensitive areas. **Table 6-1** shows the noise sensitive areas where preliminary noise barriers were determined to be potentially feasible and reasonable. The potentially feasible and reasonable noise barriers meet the FDOT's cost per benefit criteria with a preliminary cost of under the \$42,000 per benefited receptor criterion. Noise barriers at these 20 locations will be given further consideration during the Design phase of this project. The dimensions of noise walls are subject to change during the design phase of the project. Furthermore, it should be noted that as part of the conceptual PD&E assessment process, several noise wall locations appear to have engineering constraints that may render them non-constructible, or which could result in them not being cost-reasonable. While these constraints will be assessed with greater scrutiny in future design projects, an effort was made to identify those walls that may have such potential constraints in the NSR.

### Statement of Likelihood

FTE is committed to the construction of feasible and reasonable noise abatement measures. 20 potentially feasible and reasonable noise barrier systems have been identified for this project (see Table 4-1 for more detail on the noise barriers) contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;

- Community input supporting types, heights, and locations of the noise barrier(s) is provided to FTE ; and
- Safety and engineering aspects have been reviewed and any conflicts or issues resolved.

A land use review will be performed during the design phase to identify all noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the project's Date of Public Knowledge. The date that the State Environmental Impact Report is approved by FTE will be the Date of Public Knowledge. If the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those sensitive sites will be evaluated for traffic noise impacts and abatement considerations.

## 6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

As outlined in the Air Quality Technical Memorandum (AQTM), the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour National Ambient Air Quality Standards for this pollutant with either the Build or No Build Alternatives. As such, the project "passes" the screening model.

The project is located in an area which is designated in attainment for CO Ambient Air Quality Standards under the criteria provided in the Clean Air Act. Therefore, the Clean Air Act conformity requirements as related to transportation improvements do not apply to the project.

Construction activities will cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to all applicable State and local regulations and to the FDOT Standard Specifications for Road and Bridge Construction.

Please see the AQTM located in the project file for additional information. This project is anticipated to have no significant effect on air quality.

## 6.3 Contamination

A Contamination Screening Evaluation Report (CSER) has been prepared for this project in accordance with Part 2, Chapter 20 "Contamination" of the FDOT PD&E Manual, revised July 1, 2020. The objective of this contamination screening was to identify and evaluate contamination sources that can potentially impact the proposed project schedule and costs.

The evaluation included reviewing environmental databases and aerial photographs, performing a visual reconnaissance of the project corridor and surrounding area, obtaining pertinent environmental records from state and local agencies, and assigning potential contamination ratings for each source within and adjacent to the project corridor. Through this process, 206 potential contamination sources were identified within 500 feet of the project corridor. In general, the environmental databases indicated these sources were associated with hazardous waste generators, former or current petroleum/spill sites containing UST and/or AST systems and known or former cleaning/dry cleaning facilities.

As shown in **Table 6-2**, evaluation of each site's history and characteristics identified 10 - High, 14 - Medium, 77 - Low, and 105 - No contamination risk rated sources associated with hazardous waste or petroleum impacts as shown on the attached Potential Contamination Site Map. Based on these risk ratings, construction activities may encounter soil or groundwater contamination which can potentially impact worker health, the environment, and construction schedule and costs if these sites are not addressed during the design phase. Furthermore, certain construction activities, such as dewatering, can exacerbate existing groundwater contamination plumes, if not controlled.

<b>Table 6-2: Summary of Potential Contamination Source Risk Ratings</b>	
<b>Risk Rating</b>	<b>Number of Sites</b>
High	10
Medium	14
Low	77
No	105
<b>Total</b>	<b>206</b>

All High and Medium risk rated sites identified in this CSER will be re-evaluated for their potential to impact the project during the design / right-of-way (ROW) acquisition phases as applicable, to determine if a Level II Contamination Assessment is warranted. Level II Contamination Assessment activities will be completed within the project limits for those sites determined to have potential to impact construction / ROW acquisition. Upon completion of the Level II Contamination Assessments, appropriate environmental actions may be considered. If applicable, environmental notes and specifications may be included in the construction documents. Construction activities near Low and No risk sites generally have no concerns for encountering contamination; therefore, a Level II Contamination Assessment is not warranted.

Please see the CSER located in the project file for additional information. This project is anticipated to have no significant effect on contamination.

## 6.4 Utilities and Railroads

The Florida Gas Transmission (FGT) is a major utility within existing state right-of-way which constrains the project's alternatives. From I-595 to Atlantic Boulevard, there is an existing 36-inch gas line located on the east side of the Florida's Turnpike near the right-of-way line with a 33-foot specified width near the eastern right-of-way line. From Atlantic Boulevard to Wiles Road, there are two gas lines (18-inch and 24-inch) existing along the east side of the Florida's Turnpike further away from the right-of-way line. The specified width for segment 2 is 60-foot which spans the northbound paved shoulder. Widening the Turnpike, within the specified width, would require the need to relocate the gas lines to the nearest practical location outside of the FDOT's right-of-way.

The existing utility facilities within the study area were identified throughout the project corridor as part of this PD&E Study. A list of the existing Utility Agencies Owners (UAOs) along the project corridor was obtained through field review and further verified by contacting Sunshine 811. All the UAOs identified in the field were also noted on the Sunshine 811 list.

Existing utility facilities include power, gas, water, wastewater, reuse, and communications. The existing UAOs, the identified UAO contacts, and facility type are summarized in the table below.

Additional information on the coordination with the UAO within the project area is documented in the Utility Assessment Report found in the project file.

Utility Agency Owner	Facilities	Contact Person	Email
American Traffic Solutions (Verra)	Communication, Electric	Santiago Martinez	santiago.martinez@verramobility.com
AT&T Corp. c/o PEA, Inc	Communication	Kenny Wagner	swagner@pea-inc.net
AT&T Florida (Distribution)	Communication	Larry Sixto	ls7319@att.com
Atlantic Broadband (FiberLight)	Communication	Javares Hall	jhall@atlanticbb.com
Broward County Utilities	Water & Sewer	George Lopez	galopez@broward.org
CenturyLink (Lumen)	Communication	Zeke Reid	<a href="mailto:ezekiel.reid@lumen.com">ezekiel.reid@lumen.com</a>
City of Coconut Creek	Water & Sewer	Eileen Cabrera	ecabrera@coconutcreek.net
City of Deerfield Beach	Water & Sewer	Priscilla Cygielnik	<a href="mailto:pcygielnik@deerfield-beach.com">pcygielnik@deerfield-beach.com</a>
City of Fort Lauderdale	Water & Sewer	Scott Teschky	steschky@fortlauderdale.gov
City of Lauderhill	Water & Sewer	Joan Fletcher	jfletcher@lauderhill-fl.gov
City of Margate	Water & Sewer	Curt Keyser	ckeyser@margatefl.com
City of North Lauderdale	Water & Sewer	Neil Buckeridge	<a href="mailto:nbuckeridge@nlauderdale.org">nbuckeridge@nlauderdale.org</a>
City of Plantation	Water & Sewer	Danny Polio	<a href="mailto:dpolio@plantation.org">dpolio@plantation.org</a>
City of Pompano Beach	Water & Sewer	Tracy Wynn	tracy.wynn@copbfl.com
City of Sunrise - Gas	Gas	Kelly Kinnett	<a href="mailto:kkinnett@sunrisefl.gov">kkinnett@sunrisefl.gov</a>
City of Sunrise - Water/Wastewater	Water & Sewer	Kathy Crisci	<a href="mailto:kcrisci@sunrisefl.gov">kcrisci@sunrisefl.gov</a>
City of Tamarac - Fiber	Communication	Ray Gagnon	rayg@tamarac.org
City of Tamarac Utilities	Water & Sewer	Mustafa Albassam	mustafa.albassam@tamarac.org
Comcast	Communication	Richard Sees	<a href="mailto:richard.sees@comcast.com">richard.sees@comcast.com</a>
Crown Castle	Communication	Danny Haskett	danny.haskett@crowncastle.com
Direct Plus, LLC.	Communication	Chris Campos	<a href="mailto:chris.campos@mastec.com">chris.campos@mastec.com</a>

Ferncrest Utilities	Water & Sewer	Stanley Mazurkiewicz	<a href="mailto:smazurkiewicz@thiscd.org">smazurkiewicz@thiscd.org</a>
Florida Gas Transmission	Gas Pipeline	Joseph Sanchez	<a href="mailto:joseph.e.sanchez@energytransfer.com">joseph.e.sanchez@energytransfer.com</a>
FPL Distribution	Electric / Power	Byron Sample	<a href="mailto:byron.a.sample@fpl.com">byron.a.sample@fpl.com</a>
FPL Transmission	Electric / Power	James Joseph	<a href="mailto:james.joseph@fpl.com">james.joseph@fpl.com</a>
FPL Fiber	Communication	Julian Salcedo	<a href="mailto:julian.salcedo@fpl.com">julian.salcedo@fpl.com</a>
Hotwire Communications	Communication	Walter Sancho-Davila	<a href="mailto:walter.sancho-davila@hotwirecommunication.com">walter.sancho-davila@hotwirecommunication.com</a>
I-595 Express	Communication, Electric	Diana Maldonado	<a href="mailto:dmaldonado@i595express.com">dmaldonado@i595express.com</a>
TECO People's Gas	Gas	Max Chamorro	<a href="mailto:mjchamorro@tecoenergy.com">mjchamorro@tecoenergy.com</a>
Town of Davie Utilities	Water & Sewer	William Peele	<a href="mailto:bill_peele@davie-fl.gov">bill_peele@davie-fl.gov</a>
Verizon / MCI	Communication	John Hanson	<a href="mailto:john.r.hanson1@verizon.com">john.r.hanson1@verizon.com</a>

This project is anticipated to have no significant effect on utilities. There are currently no railroad crossings within or adjacent to the project study limits. This project is anticipated to have no involvement with railroads.

## 6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Construction activities will be controlled in accordance with the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction and through the use of Best Managements Practices (BMPs).

Construction noise and vibration impacts to the project corridor will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. According to Section 335.02 of the Florida Statutes, the FDOT is exempt from compliance with local ordinances. However, it is the FDOT's policy to follow the requirements of local ordinances to the extent that is considered reasonable. Also, the contractor will be instructed to coordinate with the project engineer and the Department Noise Specialist should unanticipated noise or vibration issues arise during project construction.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the FDOT's latest edition of Standard Specifications for Road and Bridge Construction and through the use of BMPs. This project is anticipated to have no significant effects from construction activities.

## 6.6 Bicycles and Pedestrians

The Florida's Turnpike is a limited access facility which only allows vehicular traffic along the corridor. Per Florida Statutes section 316.091, pedestrian and bicycle traffic are prohibited along Florida's Turnpike, therefore, bicycle facilities are not present along the project corridor.

Within the project limits, bicycle and pedestrian facilities are found on streets crossing Florida's Turnpike. None of the bicycle or pedestrian facilities on cross-streets without an interchange are expected to be affected. Bicycle and pedestrian



facilities at interchange locations within the project limits including Sample Road, Atlantic Boulevard, Commercial Boulevard, Sunrise Boulevard, and I-595, will be preserved, and the existing bicycle lane along Sunrise Boulevard will be widened from four feet to seven feet as part of the proposed improvements. The new interchanges proposed at Oakland Park Boulevard and Cypress Creek Road will include bicycle and pedestrian facilities crossing Florida's Turnpike Mainline. This project is anticipated to have no significant effect on bicycle and pedestrian facilities.

## 6.7 Navigation

The project limits include the North Fork of the North New River Canal, located directly north of the Turnpike / I-595 Interchange (Exit 54). In accordance with 33 CFR 2.36, the North Fork of the North New River Canal is the only navigable waterway within the project limits. The preferred alternative uses a practical design approach to accommodate the additional auxiliary lane by reducing lane and shoulder widths. Lane widths and shoulder widths would not meet Florida Design Manual (FDM) standards and would require design exceptions to be approved by The FDOT Central Office Design Engineer.

The preferred alternative does not include structural modifications to the crossing of the North Fork of the North New River Canal. This project is anticipated to have no significant effect on navigation.

## 7. Permits

The following environmental permits are anticipated for this project:

### Federal Permit(s)

USACE Section 10 or Section 404 Permit  
USACE Section 408 Permit

### Status

To be acquired  
To be acquired

### State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)  
DEP National Pollutant Discharge Elimination System Permit  
FWC Gopher Tortoise Relocation Permit  
WMD Right of Way Permit  
State 404 Permit

### Status

To be acquired  
To be acquired  
To be acquired  
To be acquired  
To be acquired

### Other Permit(s)

FWC Gopher Tortoise Relocation Permit  
FWC Burrowing Owl Incidental Take Permit

### Status

To be acquired  
To be acquired

### Permits Comments

The Florida Department of Environmental Protection (FDEP), U.S. Army Corps of Engineers (USACE) and the South Florida Water Management District (SFWMD) regulate impacts to wetlands within the study area. The State 404 Program, administered by FDEP, is responsible for overseeing permitting for any project proposing dredge or fill activities within state assumed waters, or "non-retained waters". The State 404 Program is a separate program from the existing ERP program, and projects within state-assumed waters require both an ERP and a State 404 Program authorization. In summary, the retained waters shown on **Figure 4** are the G-15 Canal, the C-12 Canal, the C-13 Canal and the C-14 Canal. Other agencies, including the USFWS, the U.S. Environmental Protection Agency (EPA), and the FWC, review and comment on wetland permit authorizations.



The project area also spans several federally authorized projects, such as the G-15 Canal, the C-12 Canal, the C-13 Canal and the C-14 Canal. Section 408 is the process that allows alteration to a federally authorized project. The proposed project cannot pose a risk to the public interest and will not impair the usefulness of the federally authorized project. This requirement was established in Section 14 of the Rivers and Harbors Act of 1899, codified at 33 United States Code (USC) 408 (Section 408). A Section 408 authorization is anticipated for each crossing of a federally authorized project.



The federally authorized projects are managed by the SFWMD. As outlined by chapters 373, F.S., and 40E-6, F.A.C., a SFWMD Right of Way Occupancy Permit will be required for any use of lands managed by SFWMD.

**Attachment 5** includes minutes of interagency permitting meetings.

An FWC gopher tortoise relocation permit and a burrowing owl incidental take permit may be required if these species are documented during project surveys.

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## 8. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the PRELIMINARY\_ENGINEERING\_REPORT.

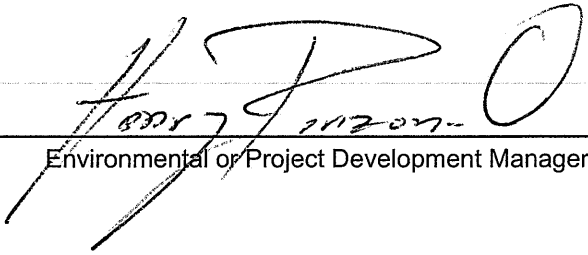
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## 9. Project Commitments

To minimize the impacts of this project to the social, cultural, natural and physical environment, Florida Department of Transportation (FDOT) has identified the following commitments:

1. The Enterprise will complete a wood stork suitable foraging habitat assessment during the project's Design phase to ensure that the proper amount of mitigation is procured for impacts to suitable wood stork foraging habitat in accordance with the wood stork consultation key.
2. The project will implement the USFWS-approved Standard Protection Measures for the Eastern Indigo Snake (most updated version) during the proposed roadway improvements.
3. The Enterprise will reinitiate technical assistance with the USFWS during the project's design phase regarding the Florida bonneted bat.
4. A land use review will be performed during the design phase to identify all noise sensitive sites that may have received a building permit subsequent to the noise study but prior to the project's Date of Public Knowledge. The date that the State Environmental Impact Report is approved by the Enterprise will be the Date of Public Knowledge. If the review identifies noise sensitive sites that have been permitted prior to the Date of Public Knowledge, then those sensitive sites will be evaluated for traffic noise impacts and abatement considerations.
5. All High and Medium risk rated sites identified in the Contamination Screening Evaluation Report will be re-evaluated for their potential to impact the project during the design / ROW acquisition phases as applicable, to determine if a Level II Contamination Assessment is warranted. Level II Contamination Assessment activities will be completed within the project limits for those sites determined to have potential to impact construction / ROW acquisition.
6. The Enterprise is committed to the construction of feasible and reasonable noise abatement measures at locations identified in the Noise Study Report, contingent upon the following conditions during future Design phases:
  - Final recommendations on the construction of abatement measures is determined during the project's final design phase and through the public involvement process;
  - Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement;
  - Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
  - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the FTE; and
  - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

## 10. Approved for Public Availability

  
\_\_\_\_\_  
Environmental or Project Development Manager

Date: 8/20/2023

## 11. Public Involvement

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

### Summary of Activities Other than the Public Hearing

Agency coordination has occurred throughout the Project Development & Environment (PD&E) phase of the project and will continue as the project moves forward into subsequent design and construction phases. Agencies consisted of Broward County, Broward Metropolitan Planning Organization (MPO) and Municipalities such as City of Coconut Creek, Town of Davie, City of Deerfield Beach, City of Fort Lauderdale, City of Lauderdale, City of Lauderdale Lakes, City of Lauderhill, City of Margate, City of North Lauderdale, City of Plantation, City of Pompano Beach, and City of Tamarac. Also, project representatives coordinated with Elected Officials in Broward County, City of Coconut Creek and the State Representative in District 96. As of May 2023, the project was presented at the following Commissioner Workshops: City of Lauderhill and City of Tamarac.

The following table includes a list of coordination meetings as of May 2023.

Agency	Meeting Type	Dates
Broward County	Appointed Officials/ City Staff	8/14/19; 10/24/19; 2/21/20; 11/2/21; 11/4/22
Broward County	Elected Official	Commissioner Mark Bogen, District 2 (1/27/22)
Broward County	Elected Official	Commissioner Steve Geller, District 5 (1/27/22)
Broward County	Elected Official	Vice Mayor Lamar Fisher, District 4 (2/1/22)
Broward County	Elected Official	Commissioner Torey Alston, District 9 (2/2/22)
Broward County	Elected Official	Mayor Michael Udine, District 3 (2/2/22)
Broward County	Elected Official	Commissioner Beam Furr, District 6 (2/9/22)
Broward County	Elected Official	Commissioner Jared Moskowitz, District 8 (2/9/22)
Broward County	Parks Department	Sawgrass Expansion (12/7/22); Tradewinds Meeting (1/9/23)
Broward MPO	Board Meetings	8/13/19; 11/14/19; 9/8/20; 11/2/21; 2/10/22
Broward MPO	CAC & TAC Meetings	10/23/19; 1/26/22
Broward MPO	FTAC Meetings	1/27/22
Broward MPO	Staff	11/7/22
City of Coconut Creek	Appointed Officials/ City Staff	7/15/19; 11/13/21; 11/8/22
City of Coconut Creek	Elected Official	Mayor Becky Tooley, District A (1/4/22)
City of Coconut Creek	Elected Official	Vice Mayor Josh Rydell, District E (1/4/22)
City of Coconut Creek	Elected Official	Commissioner Jackie Railey, District B (1/4/22)
City of Coconut Creek	Elected Official	Commissioner Sandy Welch, District C (1/4/22)
City of Coconut Creek	Elected Official	Commissioner Lou Sarbone, District D (1/4/22)
Town of Davie	Appointed Officials/ City Staff	7/16/19; 11/2/21; 12/16/22
City of Deerfield Beach	Appointed Officials/ City Staff	7/16/19

City of Fort Lauderdale	Appointed Officials/ City Staff	8/14/19; 11/3/21; 11/29/22
City of Lauderdale Lakes	Appointed Officials/ City Staff	7/18/19; 11/1/21; 11/8/22
City of Lauderdale Lakes	Commissioner Meetings & Workshops	3/21/22
City of Lauderhill	Appointed Officials/ City Staff	8/13/19; 11/1/21; 12/15/22
City of Lauderhill	Commissioner Meetings & Workshops	5/17/21
City of Margate	Appointed Officials/ City Staff	7/17/19
City of North Lauderdale	Appointed Officials/ City Staff	7/17/19; 11/16/21; 11/8/22
City of Plantation	Appointed Officials/ City Staff	7/18/19; 11/3/21; 11/7/22
City of Pompano Beach	Appointed Officials/ City Staff	8/13/19; 11/3/21; 6/8/22; 10/12/22; 11/17/22
City of Pompano Beach	Commissioner Meetings & Workshops	Commission (9/13/22); Planning & Zoning (10/12/22)
City of Tamarac	Appointed Officials/ City Staff	7/16/19; 11/1/21; 2/16/22; 11/16/22
City of Tamarac	Commissioner Meetings & Workshops	3/21/22
District Four Interchange Review Coordination (DIRC) Meetings	DIRC Meetings	10/24/19; 7/22/21; 9/23/21; 10/27/22
FDOT District Four Coordination Meetings	FDOT D4 Meetings	8/24/20; 11/19/21; Segmentation #1 (4/27/21); Segmentation #2 (10/13/22)
Kristin Jacobs, State Representative, District 96	State Representative	1/30/20
Christine Hunschofsky, State Representative, District 96	State Representative	1/17/22
Interagency Meetings	USFWS	Pre-Meeting (2/7/23); 2/9/23
Old Plantation Water Control District	Stormwater Stakeholders	12/10/21; Environmental Look Around Follow Up Meeting (2/1/22)

A history of public outreach events is included in the table below:

#### Public Outreach Events

Meeting	Meeting Type	Date & Time	Location
Public Kickoff Meeting	In-Person	11/21/19 from 5:30 PM to 7:30 PM	Junior Achievement of South Florida 1130 Coconut Creek, Boulevard Coconut Creek, FL 33066
Broward College	Virtual	12/14/20 from 3:30 PM to 4:15 PM	GoToMeeting



Broward College	Virtual	2/2/21 from 11:00 AM to 11:30 AM	Microsoft Teams Meeting
Inverrary Association & Law Offices of Elaine Gatsos	In-Person	10/5/21 from 1:30 PM to 3:00 PM	The Hills of Inverrary on Lime Hill Road off of Inverrary Blvd.
Florida Medical Center	In-Person	10/5/21 from 3:30 PM to 4:30 PM	Florida Medica Center Board Room 5000 W. Oakland Park Blvd. Fort Lauderdale, FL 33313
Inverrary Association Project Briefing	In-Person	11/8/22 from 11:30 AM to 12:00 PM	Inverrary Association Building 3310 Inverrary Blvd. Lauderhill, FL 33419
Wynmoor Community Meeting	In-Person	11/30/21 from 2:00 PM to 4:00 PM	Wynmoor Clubhouse 1310 Avenue of the Stars Coconut Creek, FL 33066
Alternatives Public Information Meeting	Hybrid	Virtual 1/18/22 at 5:30 PM	Virtual/Online via computer, tablet or smartphone via GoToWebinar.
		In-Person 1/19/22 from 5:30 PM to 7:30 PM	Signature Grand 6900 State Road 84 Davie, FL 33317
Sunshine Drive Community Meeting	In-Person	3/16/23 from 5:30 PM to 7:30 PM	Rowe Activity Center 900 NW 43rd Avenue Coconut Creek, FL 33066
Public Hearing	Hybrid	Virtual TBD	Location TBD

Meeting minutes for all meetings are available in the Comments and Coordination report in the project file.  
Please see the Public Involvement Plan located in the project file for additional information regarding public involvement.

**Date of Public Hearing:** 07/20/2023

#### **Summary of Public Hearing**

This section will be completed following the Public Hearing

## 12. Technical Materials

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

SOCIOCULTURAL\_EFFECTS\_EVALUATION  
CULTURAL\_RESOURCES\_EVALUATION\_REPORT  
NATURAL\_RESOURCES\_EVALUATION  
LOCATION\_HYDRAULICS\_REPORT  
POND\_SITING\_REPORT  
NOISE\_STUDY\_REPORT  
CONTAMINATION\_SCREENING\_EVALUATION\_REPORT  
PRELIMINARY\_ENGINEERING\_REPORT

## **Attachments**

### **Planning Consistency**

Attachment 1 STIP

### **Social and Economic**

Attachment 2 Existing Land Use Map

### **Cultural Resources**

Attachment 3 SHPO Signed Concurrence

### **Natural Resources**

Attachment 4 USFWS Meeting Minutes

Attachment 5 Interagency Meeting Minutes

Attachment 6 Interagency NMFS Meeting Minutes

### **Physical Resources**

Potential Contamination Sites Map

## **Planning Consistency Appendix**

Contents:

Attachment 1 STIP

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Florida Department of

TRANSPORTATION

[E-Updates](#) | [FL511](#) | [Site Map](#) | [Translate](#)



- [Home](#)
- [About FDOT](#)
- [Contact Us](#)
- [Maps & Data](#)
- [Offices](#)
- [Performance](#)
- [Projects](#)

Web Application

Federal Aid Management Sean McAuliffe - Manager

STIP Project Detail and Summaries Online Report

\*\* Repayment Phases are not included in the Totals \*\*

Selection Criteria	
Approved STIP Financial Project:442212 1 As Of:7/1/2022	Detail Related Items Shown

TURNPIKE							
Item Number: 442212 1		Project Description: PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70)					*SIS*
District: 04	County: BROWARD	Type of Work: PD&E/EMO STUDY				Project Length: 16.101MI	
		Fiscal Year					
Phase / Responsible Agency		<2023	2023	2024	2025	2026	>2026 All Years
P D & E / MANAGED BY FDOT							
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	8,788,505	9,876				8,798,381
CONSTRUCTION / MANAGED BY FDOT							
Fund Code:	PKYI-TURNPIKE IMPROVEMENT	13,212					13,212
Item: 442212 1 Totals		8,801,717	9,876				8,811,593
Project Totals		8,801,717	9,876				8,811,593
Grand Total		8,801,717	9,876				8,811,593

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:

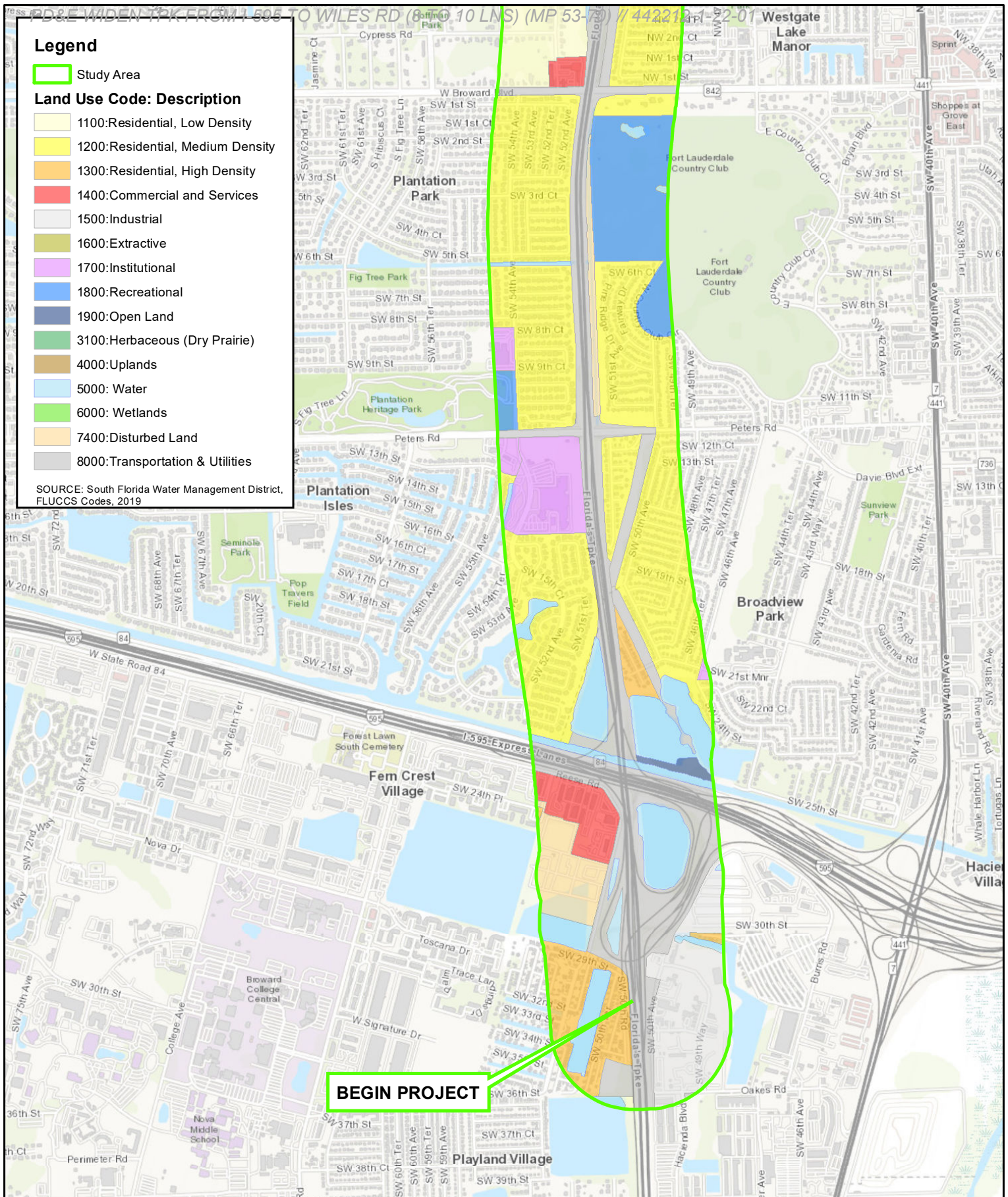


## **Social and Economic Appendix**

### **Contents:**

Attachment 2 Existing Land Use Map

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Florida's Turnpike (SR 91) Widening Project  
Development & Environment (PD&E) Study  
From South of I-595 to Wiles Road  
Broward County, Florida  
Financial Project ID Number: 442212-1-22-01  
FDM Number 14350

0 500 1,000 2,000 Feet




EXISTING LAND USES  
SHEET 1 OF 5
















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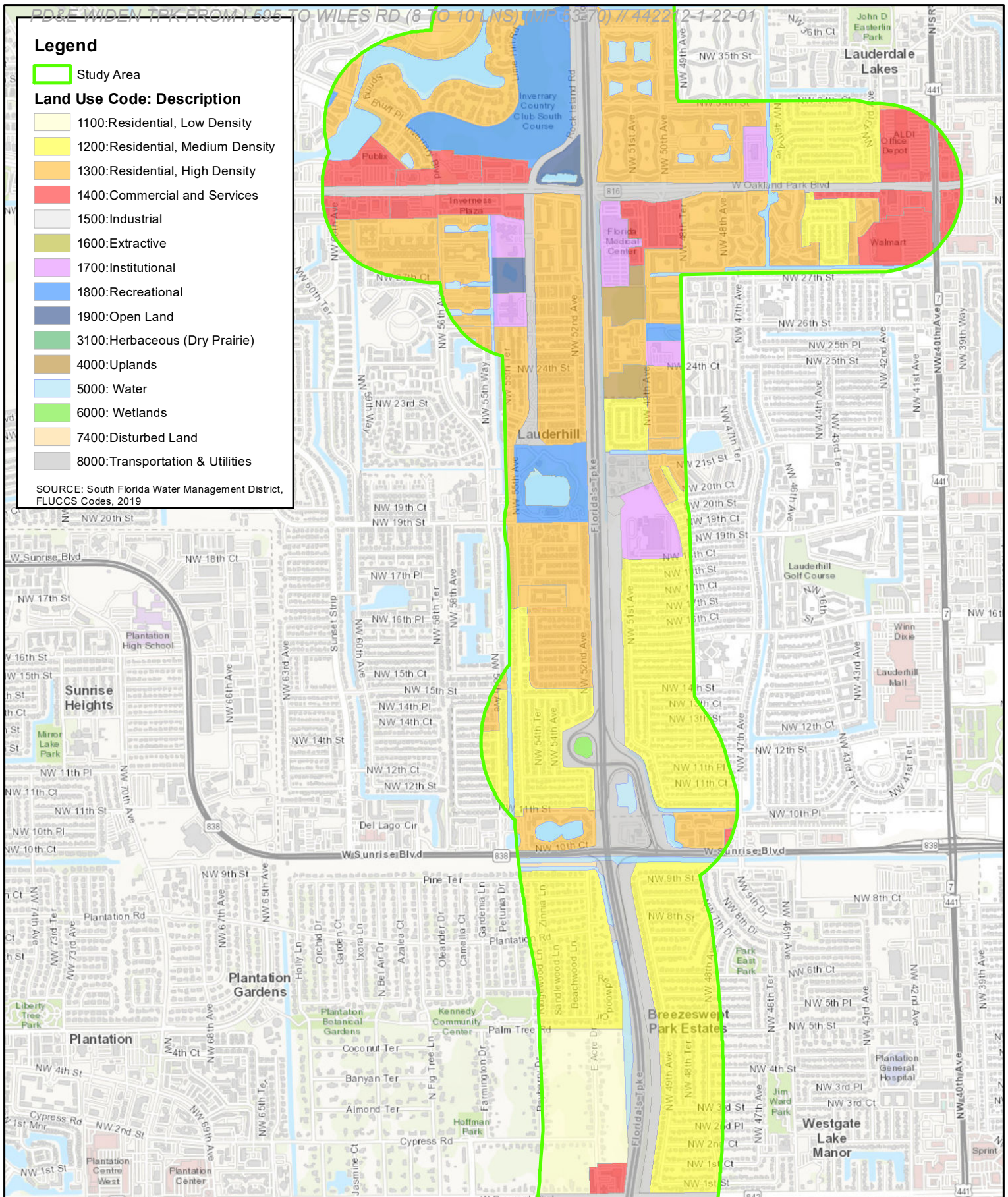
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 Study Area

### Land Use Code: Description

-  1100: Residential, Low Density
-  1200: Residential, Medium Density
-  1300: Residential, High Density
-  1400: Commercial and Services
-  1500: Industrial
-  1600: Extractive
-  1700: Institutional
-  1800: Recreational
-  1900: Open Land
-  3100: Herbaceous (Dry Prairie)
-  4000: Uplands
-  5000: Water
-  6000: Wetlands
-  7400: Disturbed Land
-  8000: Transportation & Utilities

SOURCE: South Florida Water Management District, FLUCCS Codes, 2019



Florida's Turnpike (SR 91) Widening Project  
Development & Environment (PD&E) Study  
From South of I-595 to Wiles Road  
Broward County, Florida  
Financial Project ID Number: 442212-1-22-01

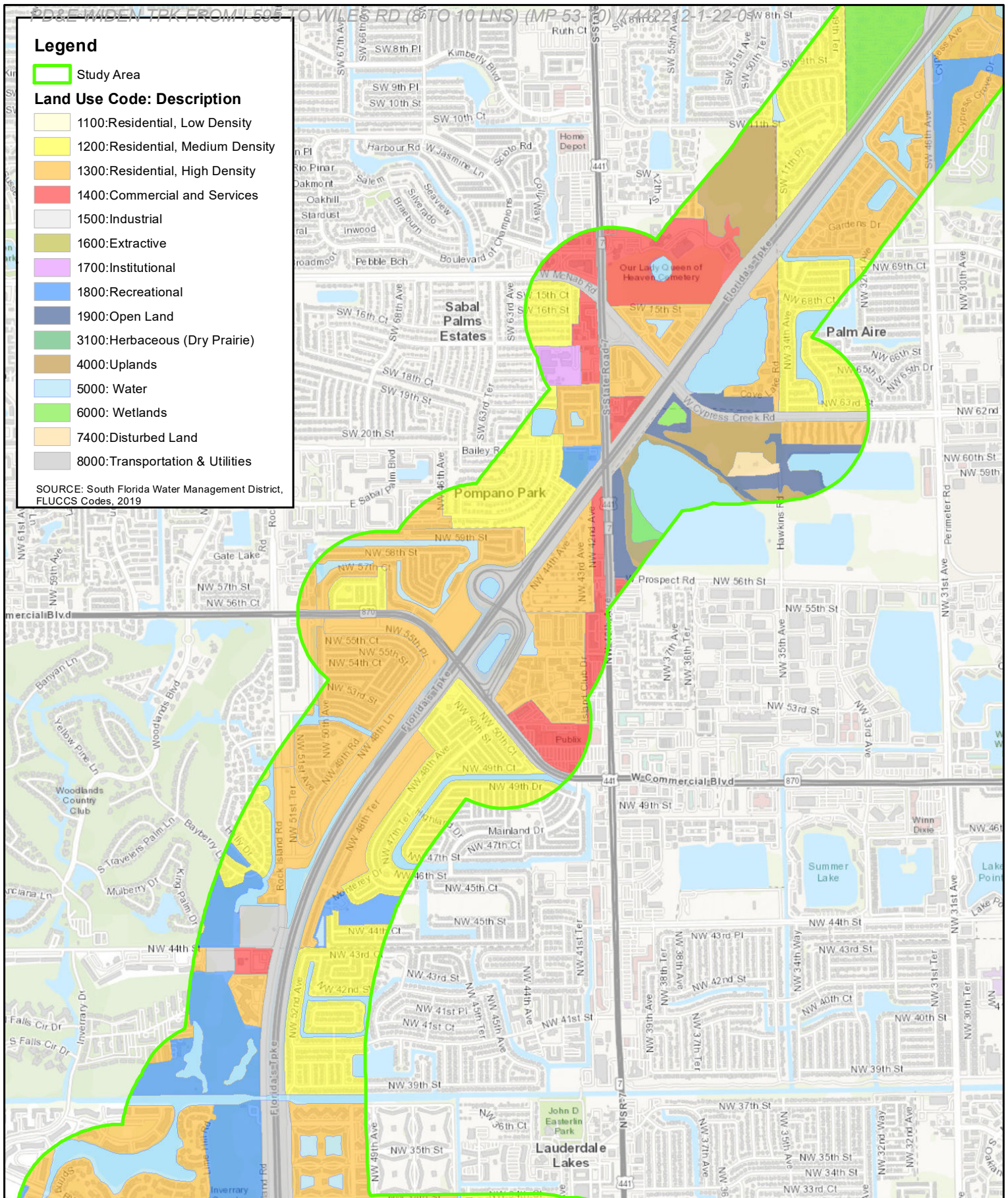
ETDM Number 14350

0 500 1,000 2,000 Feet



EXISTING LAND USES  
SHEET 2 OF 5





Florida's Turnpike (SR 91) Widening Project  
Development & Environment (PD&E) Study  
From South of I-595 to Wiles Road  
Broward County, Florida  
Financial Project ID Number: 442212-2-22-01  
FDOM Number: 14350

0 500 1,000 2,000 Feet




EXISTING LAND USES  
SHEET 3 OF 5






















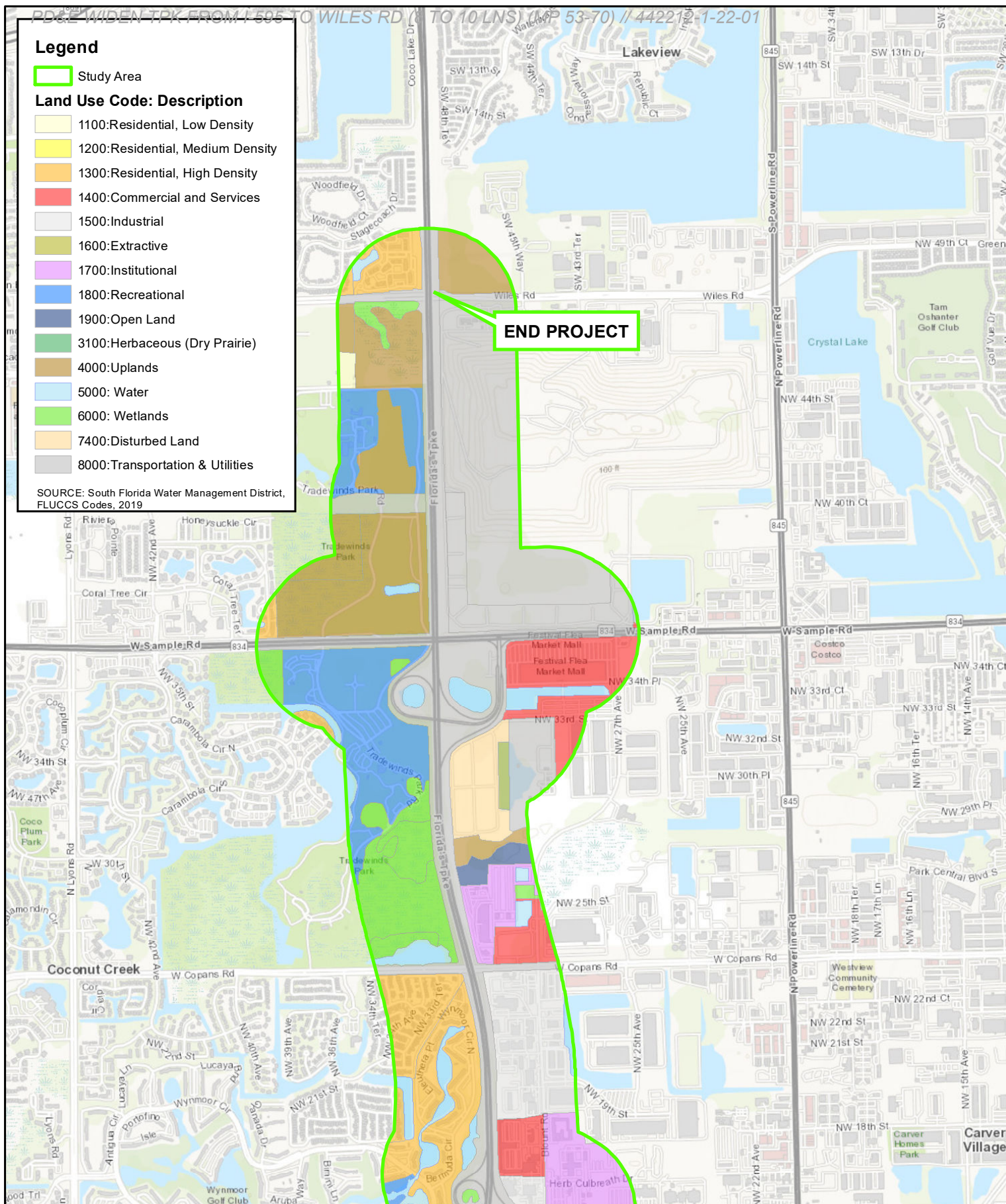
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SOURCE: South Florida Water Management District, FLUCCS Codes, 2019



Florida's Turnpike (SR 91) Widening Project  
Development & Environment (PD&E) Study  
From South of I-595 to Wiles Road  
Broward County, Florida  
Financial Project ID Number: 442212-1-22-01

State Environmental Impact Report

0 500 1,000 2,000 Feet



EXISTING LAND USES  
SHEET 5 OF 5

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## **Cultural Resources Appendix**

### **Contents:**

Attachment 3 SHPO Signed Concurrence

DRAFT



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

FLORIDA'S TURNPIKE ENTERPRISE  
P.O. Box 613069, Ocoee, FL 34761

JARED W. PERDUE, P.E.  
SECRETARY

March 20, 2023

Ms. Alissa S. Lotane  
Director, Division of Historical Resources  
& State Historic Preservation Officer  
Office of Cultural and Historical Programs  
Division of Historical Resources  
500 South Bronough Street  
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

RE: **Cultural Resource Assessment Survey Report, Volumes I and II**  
**Florida's Turnpike (SR 91) Widening PD&E Study**  
**From South of I-595 to Wiles Road**  
**Broward County, Florida**  
**FPID No: 442212-1-22-01**

Dear Ms. Lotane:

The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE) conducted a cultural resources assessment survey (CRAS) for the Florida's Turnpike (SR 91) Widening Project Development & Environment (PD&E) Study from south of I-595 to Wiles Road in Broward County, Florida (Financial Project ID [FPID] No. 442212-1-22-01). The purpose of this survey was to locate, identify, and bound any previously recorded or unrecorded cultural resources within the project area of potential effect (APE) and to assess these resources in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the Florida Division of Historical Resources (FDHR's) *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *PD&E Manual* (effective July 1, 2020). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated). Principal Investigators also meet the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44716) for archaeology, history, architecture, architectural history, or historic architecture.

The archaeological APE consisted of the footprint of the existing right of way (ROW) containing the proposed improvements, as well as the footprint of newly proposed areas of ROW and easement. The historic resources APE consisted of the footprint of all existing and proposed ROW and easements containing the improvements. It also included all adjacent parcels/resources for a distance of up to 200 feet

[www.fdot.gov](http://www.fdot.gov)

Ms. Alissa S. Lotane

Florida's Turnpike (SR 91) Widening PD&E Study, Orange County, Florida (442212-1-22-01)

March 20, 2023

Page 2 of 3

from the existing and proposed ROW and easements, unless the improvements were contained within existing ROW with extant noise walls located near the edge of the ROW (that would not be moved as a result of the current work). In areas with extant noise walls that would not be moved, the historic resources APE did not expand outside of the existing ROW for at-grade improvements. The historic resources APE also consisted of a 250-foot buffer off newly elevated improvements or existing elevated improvements that will be widened, regardless of their proximity to existing noise walls. Due to the widening of the Turnpike facility into an existing canal on the west side of the Turnpike facility, the APE was expanded along East Acre Drive, from W. Broward Boulevard to Palm Tree Road, to include adjacent residential resources. The project improvements include changes to one previously recorded historic canal, which is included in the APE. The project improvements do not include any changes to three previously recorded historic canals that pass beneath the Turnpike. Therefore, these canals were excluded from the APE.

Large portions of the project APE established for the current CRAS located along the Florida's Turnpike (SR 91) and I-595 (SR 862), fall within areas previously surveyed for cultural resources. Due to existing conditions and the previous surveys, subsurface testing for the current survey focused primarily on areas of newly proposed ROW. Historic resources survey efforts focused on the entire historic resources APE due to the potential for resources to have become newly historic since the previous survey work occurred.

No archaeological sites were recorded within or adjacent to the current APE. While subsurface testing was not feasible within segments of the APE due to hardscape, underground utilities, drainage ditches, excavated ponds, and standing water, 34 shovel tests were excavated within the archaeological APE where feasible. Based on the results of the current survey and previous survey efforts, the archaeological APE exhibits a low potential for encountering intact archaeological deposits or significant archaeological sites.

The historic resources field survey and research resulted in the identification of 149 historic resources within the APE, consisting of 21 previously recorded resources and 128 newly recorded resources. Of the 149 total resources, there is one linear resource (8BD3226), one cemetery (8BD8423), two bridges, 18 resource groups, and 127 structures. Two of the newly identified resources are recommended eligible for listing on the National Register: the Plantation Village Shopping Center/8BD8428 and the Turnpike Toll Plaza/8BD8542. The Plantation Village Shopping Center/8BD8428 is an example of a Colonial Revival Style commercial structure with excellent integrity. The structure is recommended individually eligible for the National Register under Criterion C for Architecture. The Turnpike Toll Plaza/8BD8542 is the last remaining original toll booth constructed by the Florida Turnpike Authority when the Sunshine State Parkway was constructed through the project area in the 1950s. It is recommended individually eligible under Criterion A in the area of Transportation for its association with the development of the state in the Post World War II era.

The remaining 147 historic resources have been determined ineligible or are considered ineligible for listing on the National Register. Historical research and field survey did not reveal any significant associations with the resources. Several of the resources also are examples of typical architecture found in South Florida and have significant alterations. There were multiple types of resource groups recorded within the APE. These include condominium/apartment complexes, golf courses, a hospital, and mobile home parks. Historical research, field survey, and reconnaissance survey of the surrounding areas outside of the APE did not reveal any potential historic districts. The field survey revealed that the previously recorded and National Register–ineligible McArthur Toll Plaza located at 5101 W Sunrise Boulevard (8BD4453) has been demolished and is no longer extant within the historic resources APE.



Ms. Alissa S. Lotane  
Florida's Turnpike (SR 91) Widening PD&E Study, Orange County, Florida (442212-1-22-01)  
March 20, 2023  
Page 3 of 3

Volume I of this CRAS Report contains the main body of the report, the FDHR/SHPO concurrence letters associated with previous survey efforts, and a mapping set depicting current conditions within the archaeological APE, zones of archaeological site potential, and shovel test locations. Volume II of this CRAS Report contains a mapping set depicting the identified historic resources within the historic resources APE, all newly prepared and updated Florida Master Site File forms, and the associated Survey Log.

The CRAS Report is provided for your review and comment. If you have any questions or need assistance, please contact me at 407.264.3301 or via email at [Philip.Stein@dot.state.fl.us](mailto:Philip.Stein@dot.state.fl.us). Thank you for your continued assistance on FTE projects.



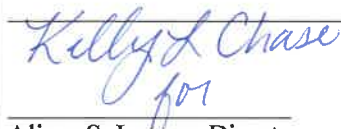
Philip Stein  
Environmental Administrator  
Florida's Turnpike Enterprise

CC: Lisa K. Stone, Kimley-Horn  
Kathleen S. Hoffman, Janus Research

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2018-2570C. Or, the SHPO finds the attached document contains \_\_\_\_\_ insufficient information.

SHPO Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



Alissa S. Lotane, Director  
Division of Historical Resources  
& State Historic Preservation Officer

4/17/2023  
Date



## **Natural Resources Appendix**

### **Contents:**

Attachment 4 USFWS Meeting Minutes

Attachment 5 Interagency Meeting Minutes

Attachment 6 Interagency NMFS Meeting Minutes

DRAFT



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

Turkey Lake Service Plaza  
Mile Post 263 | Bldg. #5315  
P.O. Box 613069, Ocoee, Florida 34761

JARED W. PERDUE, P.E.  
SECRETARY

# USFWS Technical Assistance Meeting


**PROJECT:** Turnpike Mainline Widening PD&E Study (FPID#: 442212-1-22-01)  
From South of I-595 to Wiles Road MP 53 to MP 70  
Broward County

**MEETING DATE:** February 09, 2023

**MEETING TIME:** 10:00 AM

**LOCATION:** Microsoft Teams

### ATTENDEES:

John Wrublik Philip Stein Doug Zang, AICP Fred Gaines, PWS Lisa Stone, PE Chris Dailey	USFWS Technical Lead FTE Environmental Administrator  FTE/Atkins GEC FTE/Atkins GEC Kimley-Horn PM RS&H Environmental Lead
---	---

- Introductions
- Project Description  
FTE staff provided a brief project introduction

Kimley-Horn staff provided a study overview covering the following items:

- Project study area
- Interchange improvements and new interchanges evaluated
- Mainline widening alternatives evaluated

RS&H staff provided a summary of federally listed species and preliminary effect determinations.

- Florida bonneted bat (FBB)
  - Summary of pedestrian surveys conducted in 2019
  - NRE includes a determination of "May Affect Likely to Adversely Affect" (MALAA)
  - NRE includes a commitment to evaluate acoustic monitoring within mainline widening and final pond sites during design and permitting.
- West Indian manatee
  - No effect
- Wood stork

- Project includes commitment for mitigation at a service-approved mitigation bank and on-site foraging habitat replacement.
  - “May Affect, Not Likely to Adversely Affect” (MANLAA)
- All other federally-listed species were determined to have *No Effect*.
- **Discussion Items**

USFWS staff notes that the FBB is likely the only species with potential occurrence within the project area.

FTE staff noted that the PD&E provides an outline for the scoping of the eventual design and permitting phases and asked if FTE should anticipate acoustic monitoring.

USFWS staff noted that Turnpike is providing FBB due diligence. USFWS indicated that within areas of scattered mature tree impacts, cavity hole/roost surveys have generally been sufficient. Acoustic monitoring has not been required for similar projects in southeast Florida with FDOT Districts Four and Six.

FTE staff noted that it would be anticipated that Technical Assistance with USFWS during the design and permitting phase would be reinitiated. USFWS staff provided concurrence with that approach.

**Meeting concluded at approximately 10:15 PM.**

**Attachments: PowerPoint slide**

# TURNPIKE

SOUTH OF I-595  
TO WILES ROAD

# PD&E

**Broward County, FL**  
**Project Number: 442212-1**

## **USFWS Technical Assistance Meeting**

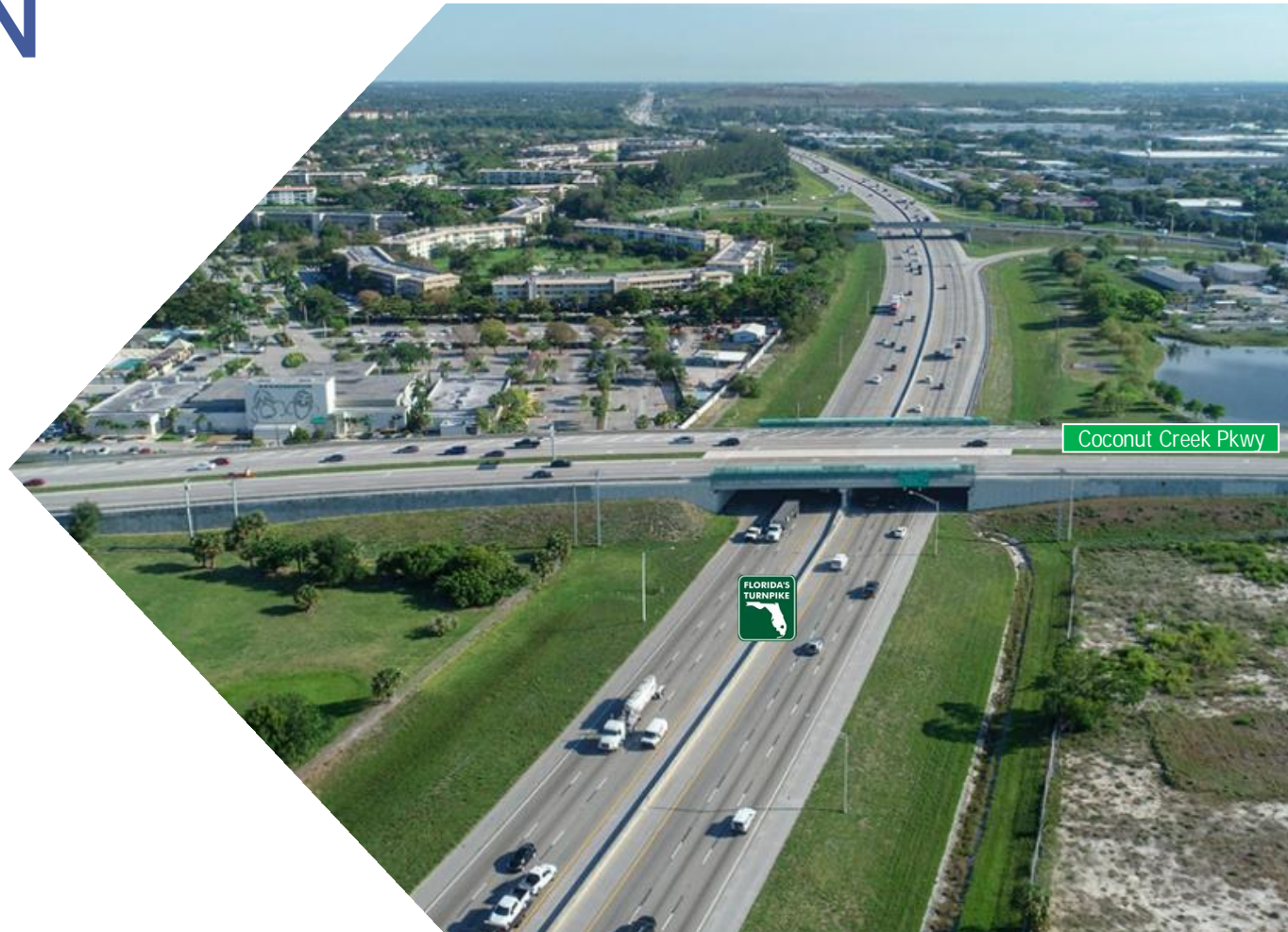
**February 9, 2023**





# PRESENTATION OUTLINE

1. Study Overview
2. Recommended Build Alternatives
3. Listed Species
4. Next Steps







## STUDY OVERVIEW

### Potential New Interchanges

- Oakland Park Blvd.
- Cypress Creek Rd.

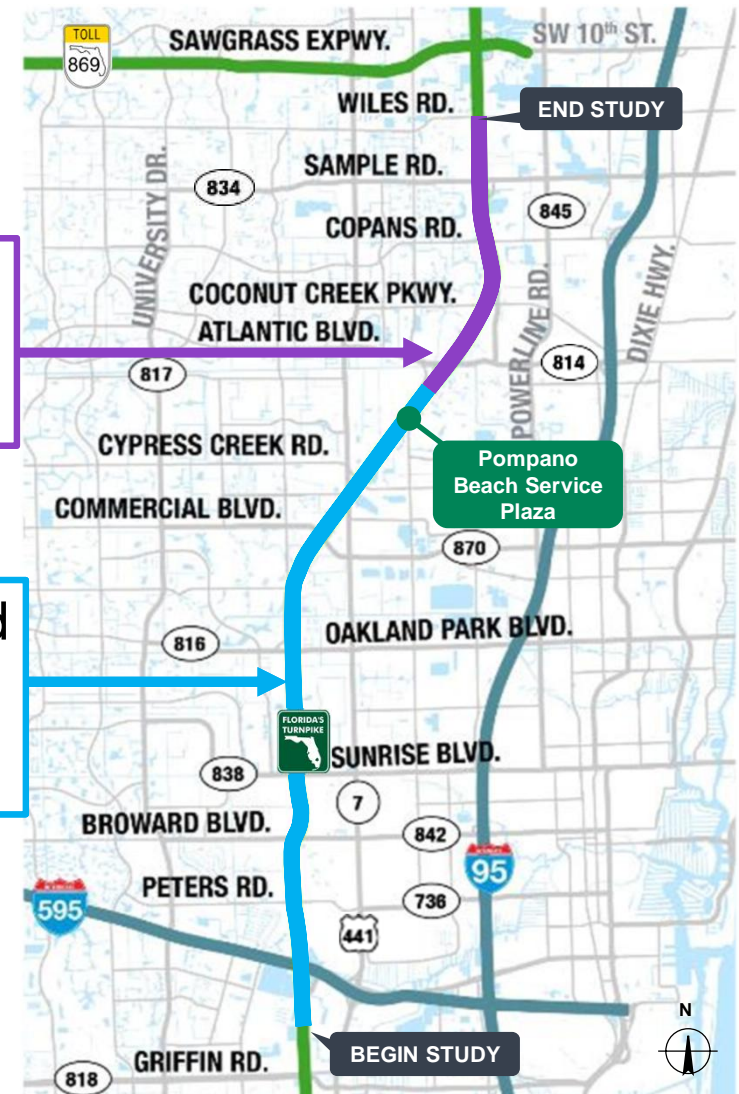




## STUDY OVERVIEW

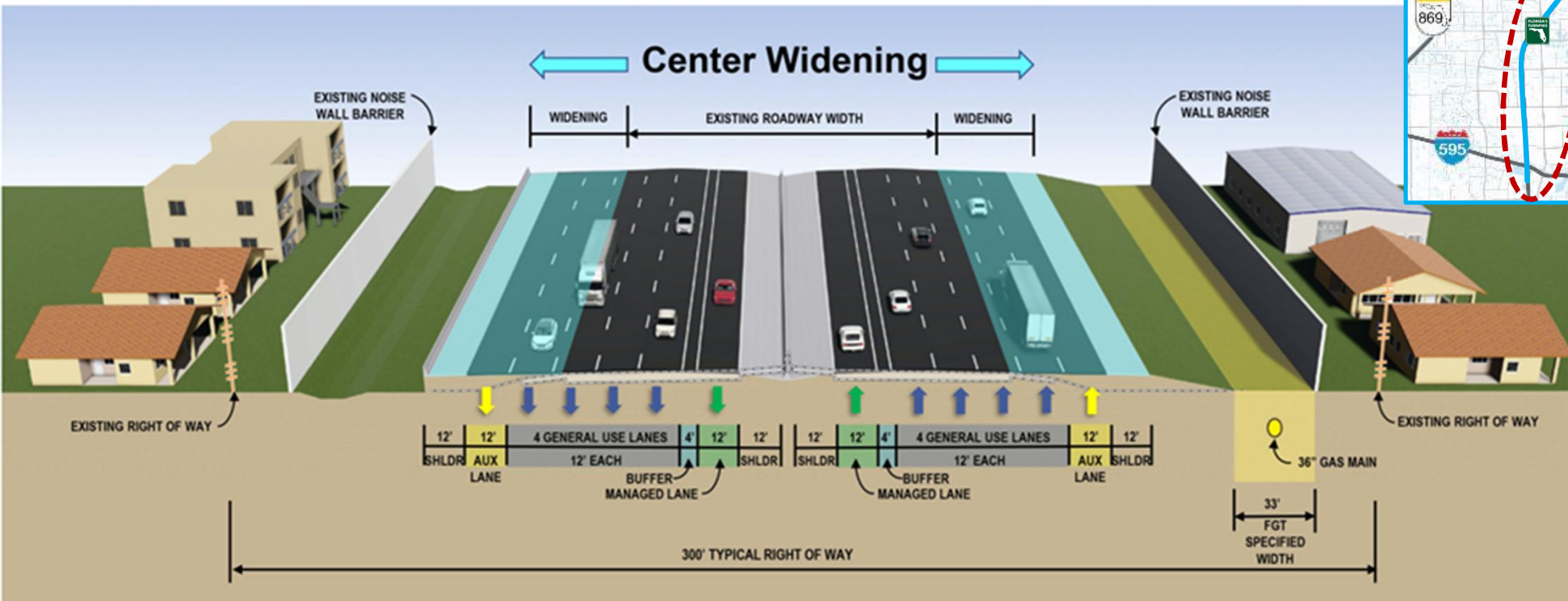
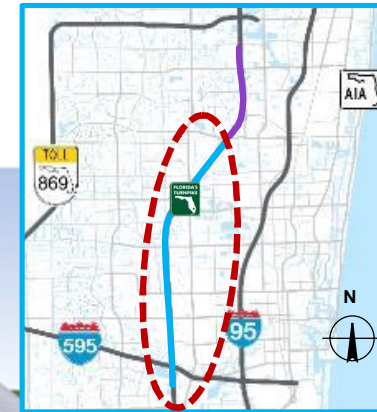
From S. of Atlantic Blvd to Wiles Rd  
**8 lanes needed now**  
**10 lanes needed by 2040**

From S. of I-595 to S. of Atlantic Blvd  
**10 lanes needed by 2025**  
**> 10 lanes needed by 2040**



# RECOMMENDED MAINLINE WIDENING ALTERNATIVE

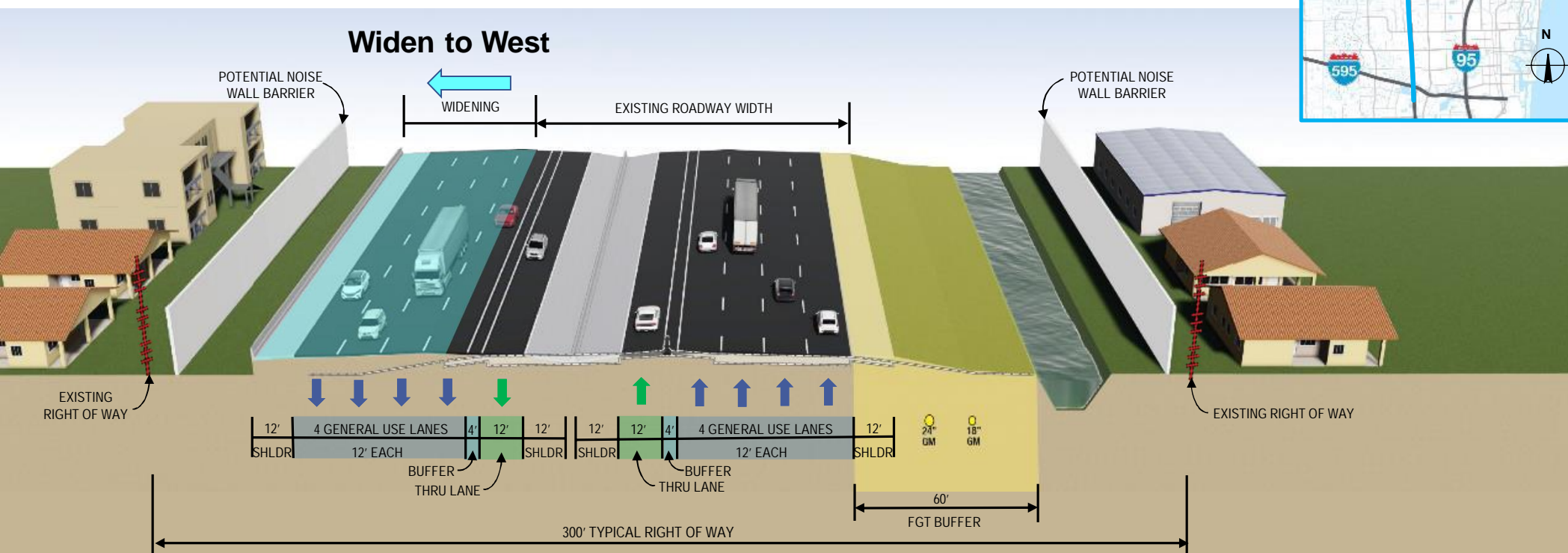
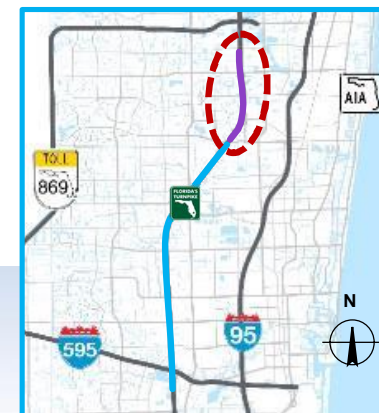
*From South of I-595 to Atlantic Blvd*





## RECOMMENDED MAINLINE WIDENING ALTERNATIVE

*From South of Atlantic Blvd to Wiles Road (4 miles)*





## Listed Species

### Florida Bonneted Bat

- Southern half of project is within Urban Bat Consultation Area.
- The project is not within the draft Critical Habitat Area (FWS-R4-ES-2019-0106 November 22, 2022).



## Listed Species

### Florida Bonneted Bat

- Pedestrian surveys within existing right of way conducted in 2019 were negative for roosting activity
  - Maintained right of way includes mostly immature landscaping palms under 30'
  - Bridges did not include any cavities for roosting. No roosting noted.
- No acoustic monitoring conducted in 2019

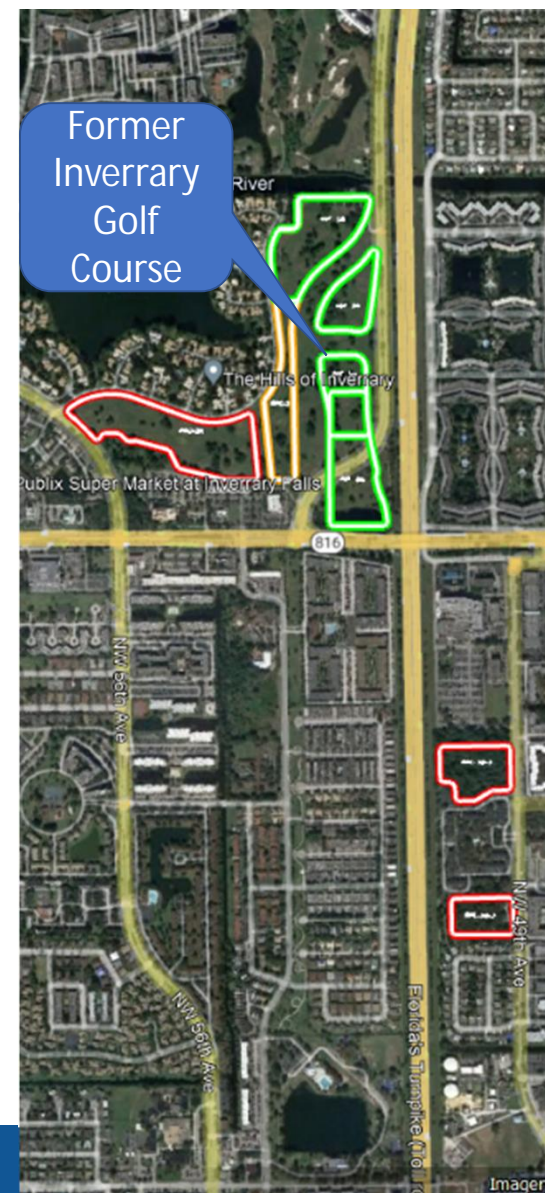
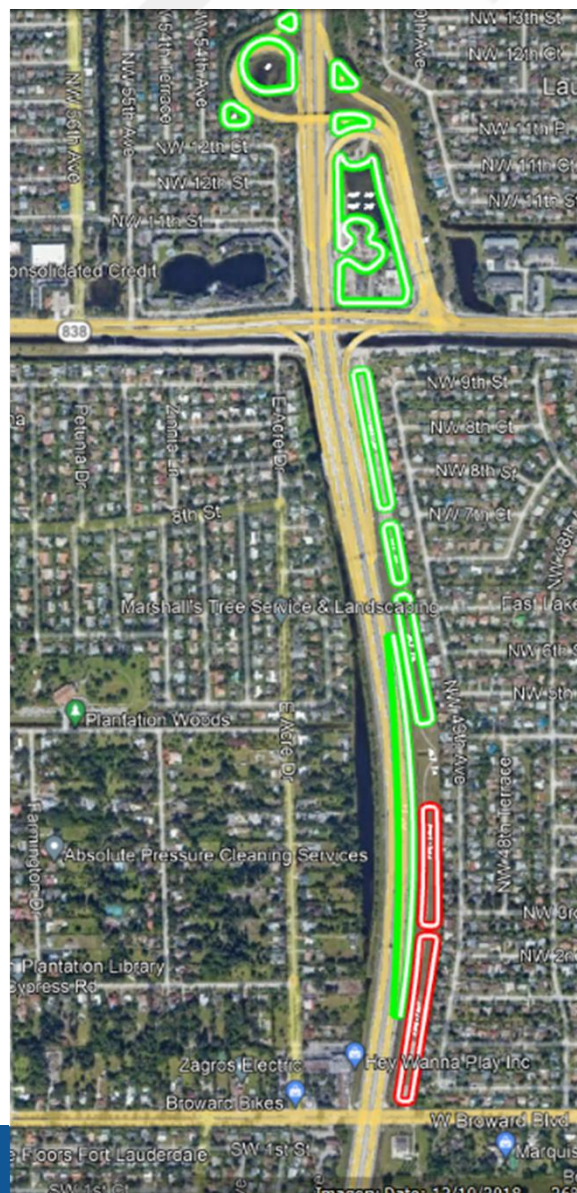




## Listed Species

# Florida Bonneted Bat

- Pond site alternatives are primarily located in undeveloped areas within or adjacent to the Turnpike





## Listed Species

### Florida Bonneted Bat

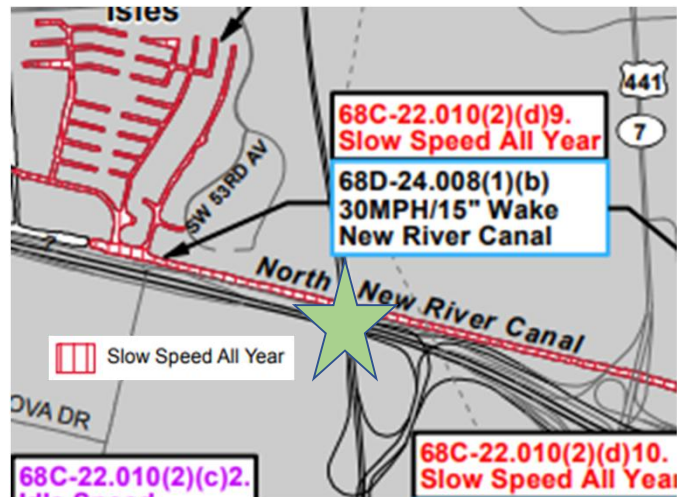
- NRE includes a determination of “May Affect Likely to Adversely Affect” (MALAA)
- NRE recommended Technical Assistance with USFWS during design and permitting phase
  - Commitment to evaluate acoustic monitoring within mainline widening and final pond sites during design and permitting.



## Listed Species

# West Indian Manatee

- Project crosses the North New River Canal.
  - No improvements planned at the North New River Canal
  - All other canal crossings are upstream of control structures
  - Preliminary determination of "*No Effect*"

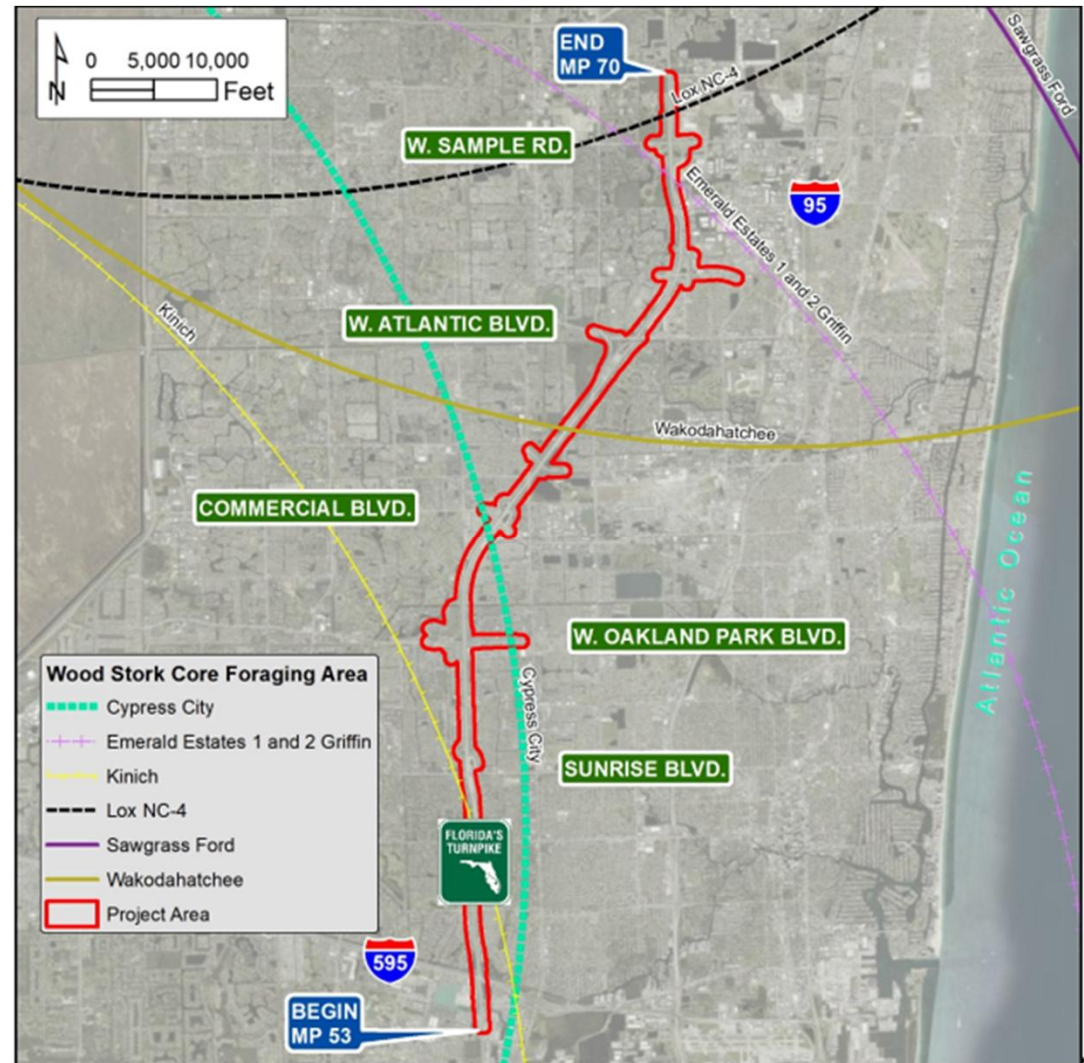




## Listed Species

### Wood Stork

- Project crosses six Core Foraging Areas
- Project includes commitment for mitigation at a service-approved mitigation bank and on-site foraging habitat replacement
  - Preliminary determination of *"may affect, but is not likely to adversely affect"* (MANLAA)





## Listed Species Summary

Species	Common Name	USFWS Status	Habitat Proximity	Potential for Occurrence	Effect Determination
<b><u>Mammals</u></b>					
<i>Eumops floridanus</i>	Florida bonneted bat	E	Near R/W	Low	MALAA
<i>Trichechus manatus</i>	West Indian manatee	T	Within R/W	None	No effect
<i>Peromyscus polionotus niveiventris</i>	Southeastern beach mouse	T	Distant	None	No effect
<b><u>Birds</u></b>					
<i>Rostrhamus sociabilis</i>	Everglade snail kite	E	Distant	None	No effect
<i>Mycteria americana</i>	Wood stork	T	Near R/W	Moderate	MANLAA
<i>Laterallus jamaicensis</i>	Eastern black rail	T	Distant	None	No effect
<b><u>Reptiles</u></b>					
<i>Crocodylus acutus</i>	American crocodile	T	Distant	None	No effect
<i>Drymarchon couperi</i>	Eastern indigo snake	T	Near	Low – no documented occurrence within 0.6 mile	No effect

**Ranking:**

E – endangered

T – threatened



## Listed Species Summary (continued)

Species	Common Name	USFWS Status	Habitat Proximity	Potential for Occurrence	Effect Determination
<b><u>Insects</u></b>					
<i>Strymon acis bartrami</i>	Bartram's hairstreak butterfly	E	Distant	None	No effect
<i>Anaea troglodyta flridalis</i>	Florida leafwing butterfly	E	Distant	None	No effect
<i>Cyclargus</i> (=Hemiargus) <i>thomasi</i> <i>bethunebakeri</i> )	Miami blue butterfly	E	Distant	None	No effect

**Ranking:** E - endangered, T – threatened





## NEXT STEPS

1. Complete draft documentation
2. Finalize right of way needs, including drainage sites
3. Hold Public Hearing

What  
Next?



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

Florida's Turnpike Enterprise  
P.O. Box 613069, Ocoee, FL 34761  
407-532-3999

KEVIN J. THIBAUT, P.E.  
SECRETARY

### FDOT/SFWMD/USACE/USEPA Interagency Meeting


**PROJECT:** Turnpike Mainline Widening PD&E Study (FPID 442212-1-22-01)  
From South of I-595 to Wiles Road MP 53 to MP 70  
Broward County

**MEETING DATE:** May 20, 2021

**MEETING TIME:** 11:20 AM

**LOCATION:** WebEx

**ATTENDEES:**

Dustin Wood, PE	SFWMD	Erin Yao, PE 	FTE
Jesse Markle, PE	SFWMD	Fred Gaines, PWS	FTE/Atkins
Beverly Miller	SFWMD	Jazlyn Heywood, PE	FTE/Atkins
Teri Swartz, PE	SFWMD	Lisa Stone, PE	Kimley Horn
Andrea Sanchez	SFWMD	Rob Garrigues, PE	RS&H
Wayne Blythe	SFWMD	Chris Dailey	RS&H
Cynthia Ovdenk	USACE	Gin Ng, PE	Kimley Horn
Alya Singh-White	USEPA		

### Introductions

### Project Description

RS&H staff described the project limits and proposed improvements through the corridor. The attached slides were used to illustrate the proposed improvements. Below is a summary of the improvements discussed:

- North New River Basin
  - New bridge structure over SFWMD North New River Canal
  - North New River is tidal and includes navigational clearances.
- C-12 Canal Basin
  - Roadway shifts to the west
  - Existing Turnpike bridge over the SFWMD C-12 Canal can accommodate improvements.
  - Sunrise Blvd, east of Florida's Turnpike – additional eastbound thru-lane. Existing canal volume to be maintained.
- C-13 Canal Basin
  - New mainline and additional local bridges over the SFWMD C-13 Canal.
  - No changes to the existing canal volume are anticipated.

*Improve Safety, Enhance Mobility, Inspire Innovation*

[www.fdot.gov](http://www.fdot.gov)

- A maintenance access will be evaluated and coordinated with SFWMD.
- C-14 Canal Basin
  - Replacement of mainline bridges and ramp bridges over the SFWMD C-14 Canal.
  - No changes to the existing canal volume are anticipated.
  - A maintenance access will be evaluated and coordinated with SFWMD.
- Atlantic Avenue to Wiles Road
  - No additional canal crossings in this section

### **Discussion Items**

- SFWMD staff noted that WBID 3277A is a verified impaired WBID and would have to provide 150% treatment in the nutrient analysis. FTE staff noted that it is unclear how the additional treatment would benefit the removal of copper. FTE staff indicated that FDOT is continuing to work with SFWMD on this issue relative to direct discharges to impaired waterbodies, and the comment is appreciated.
- SFWMD staff provided clarification that the improvements within the C-12, C-13 and C14 Canal Right of Ways will require a USACE S408 review. The North New River Canal at the project location is not a USACE S408 resource.
- SFWMD staff noted that the ROW permit drawings and documents should have the existing SFWMD canal right of way clearly shown as “SFWMD ROW”. FTE staff noted that SFWMD has provided existing ROW information, and that info will be passed along to the project team. SFWMD staff noted the following ROW Occupancy Permit numbers:
  - North New River – Permit #8098
  - C-12 – Permit # 469
  - C-13 – Permit # 448
  - C-14 – Permit # 493
- FTE staff asked if there was Comprehensive Everglades Restoration Plan (CERP) information support that SFWMD could provide, especially for the C-12, C-13 and C-14 Canals. SFWMD staff noted that and CERP information will be passed along. USACE noted that they will also provide any CERP information available to FTE.
- FTE staff asked if there was any guidance on retained waters. USACE noted that FDOT will work through the SFWMD for the S408 permits.
- RS&H staff asked if there were any ongoing projects that had any potential for joint-use stormwater. FTE noted that there will be some ongoing stakeholder meetings scheduled and joint-use will be a discussion item. SFWMD staff noted that as meetings are set, invite SFWMD staff as optional attendees.

**Meeting concluded at approximately 11:57 am.**

### **Action Items**

Invite SFWMD staff to stakeholder meetings regarding joint-use stormwater opportunities.

**Attachments: Detailed maps and slides**



## **AGENDA**

### **SFWMD COORDINATION MEETING**

**Widen Turnpike from I-595 to Wiles Road**

**FPID: 442212-1-22-01**

**Broward County, Florida**

**Contract Number C-A352**

PROJECT MANAGER:	Jazlyn Heywood, PE		
DESIGN CONSULTANT:	Kimley-Horn and Associates, Inc.		
CONSULTANT PM:	Lisa Stone, PE		
SUBCONSULTANTS:	RS&H	Marlin Engineering	Wantman Group
	Tierra South Florida	Janus Research	Infinite Source Comm.
DATE:	TBD		
MEETING LOCATION:	Teleconference		

#### **1. Introductions**

- FTE
- SFWMD
- USACE
- USCG
- USFWS
- NMFS

#### **2. Overall Project Information**

- Project Need
- General Project Description/Project Limits
- Current PD&E Schedule/Status

#### **3. Proposed Design**

- Roadway Improvements
  - Center Widening (Begin Project to C-14 Canal)
  - Centerline West Shift (C-14 Canal to Wiles)
- North New River Canal
  - Modifications at the I-595 Interchange
- C-12 Canal
  - Modifications at Sunrise Blvd.
  - Required Canal Typical Section
  - Anticipated Cross-sections
- C-13 Canal
  - Bridge Modifications
  - Required Canal Typical Section
  - Anticipated Cross-sections



- C-14 Canal
  - Bridge Modifications
  - Required Canal Typical Section
  - Anticipated Cross-sections
- Stormwater Management Anticipated Design Criteria
  - Water Quality – Add any WBIDs impaired for nutrients, (direct discharge only)
  - Water Quantity – Add Wellfield map (project limits to powerpoint)
  - Floodplain Impacts and Compensation -
  - Wellfields
  - Wetlands
  - Listed Species
- Anticipated Design Permits
  - SFWMD ROW Occupancy
  - SFWMD Water Use
  - USACE 408 – C 12, C14, C14
  - USACE 404 Retained Waters
  - USCG – North New River bridge permit, lighting
  - USFWS
  - NMFS
    - Essential Fish Habitat at North New River

#### **4. Environmental Look Around**

- Regional/Joint Use Stormwater Opportunities
- Comprehensive Everglades Restoration Projects (CERP)

#### **5. Miscellaneous Discussion**

#### **6. Action Items**



# **PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY FOR THE WIDENING OF FLORIDA'S TURNPIKE (STATE ROAD 91) FROM SOUTH OF I-595 TO WILES ROAD**

## **AGENCY PRE-APPLICATION MEETING**

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**MAY 20, 2021  
DETAILED MAPS AND EXHIBITS**

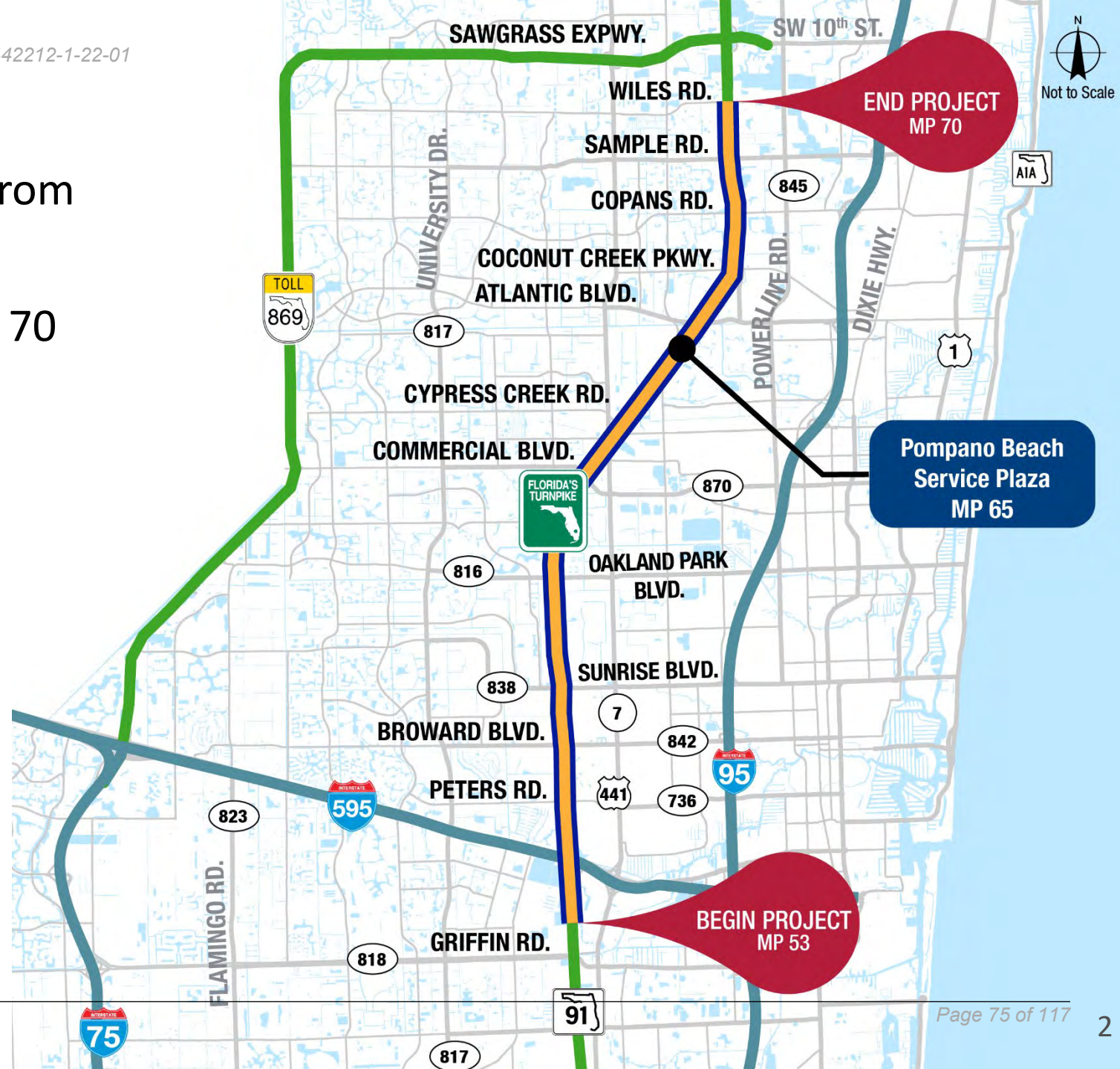
**Broward County, FL**



# STUDY LIMITS

RD&E WIDEN TRK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70) // 442212-1-22-01

- Florida's Turnpike (State Road 91) from south of I-595 to Wiles Road
- Milepost (MP) 53 to Milepost (MP) 70
- Distance of approximately 17 miles





# North New River Basin (Begin Project to Peters Rd.)

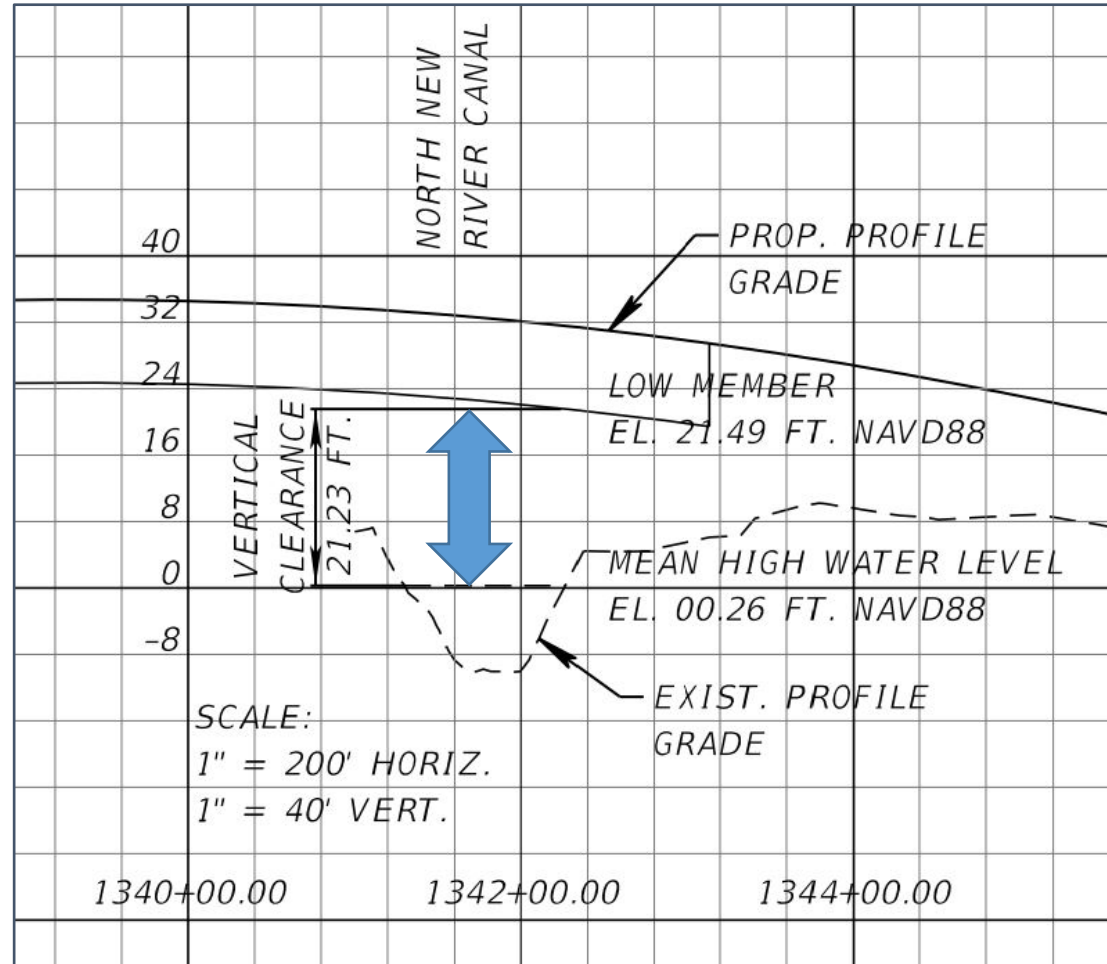
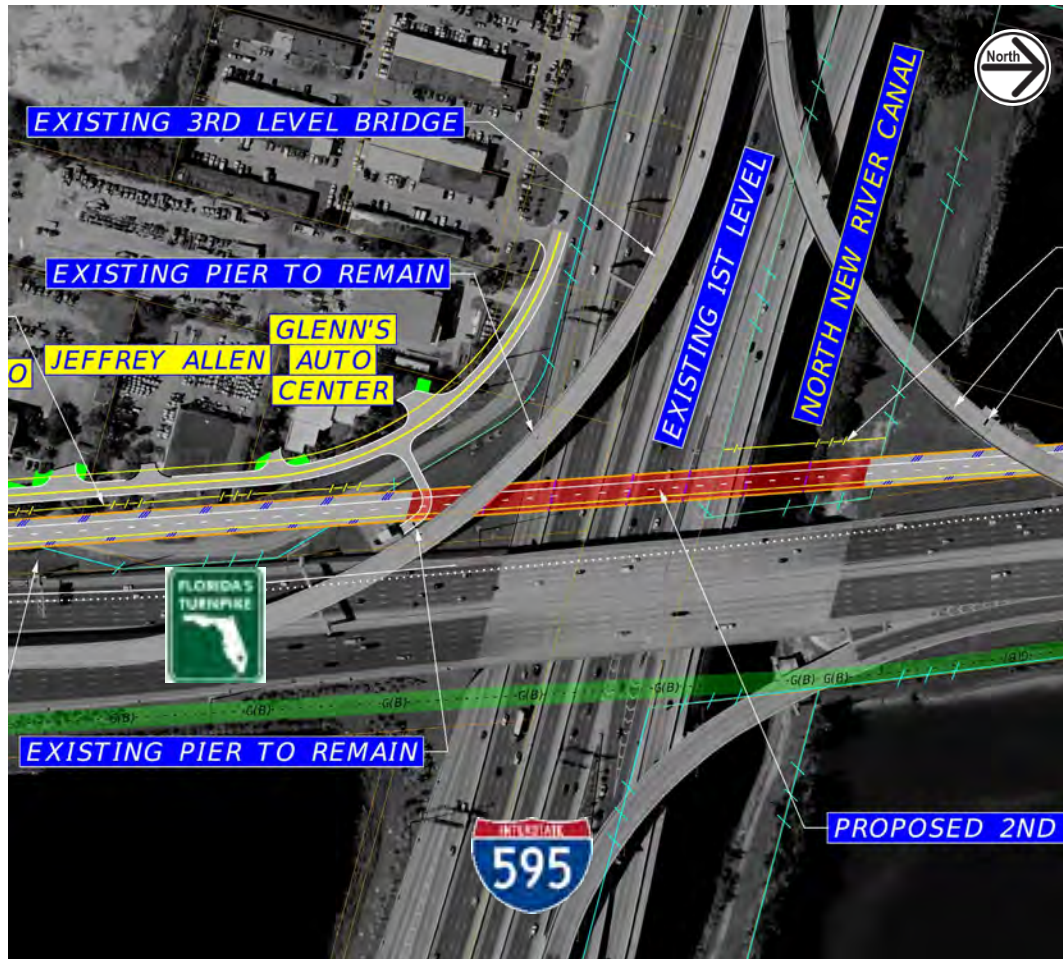




# PD&E WIDEN TPK FROM I-595 TO WILLES RD (8 TO 10 LNS) (MP 53-70) // 442212-1-22-01

## North New River Canal (Begin Project to Peters Rd)

- North New River Canal is tidally influenced
- Estimated vertical clearance is 21+'
- New bridge will match existing bridge span



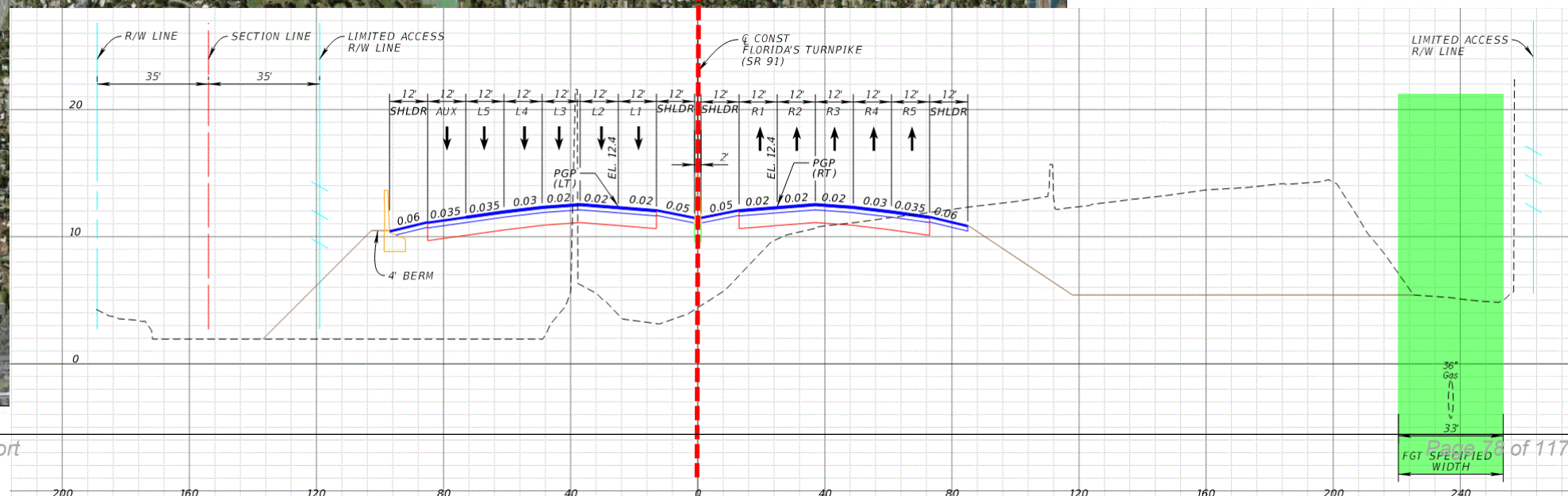


# RD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70) // 442212-1-22-01

## C-12 Canal Basin (Peters Rd. to Sunrise Blvd.)

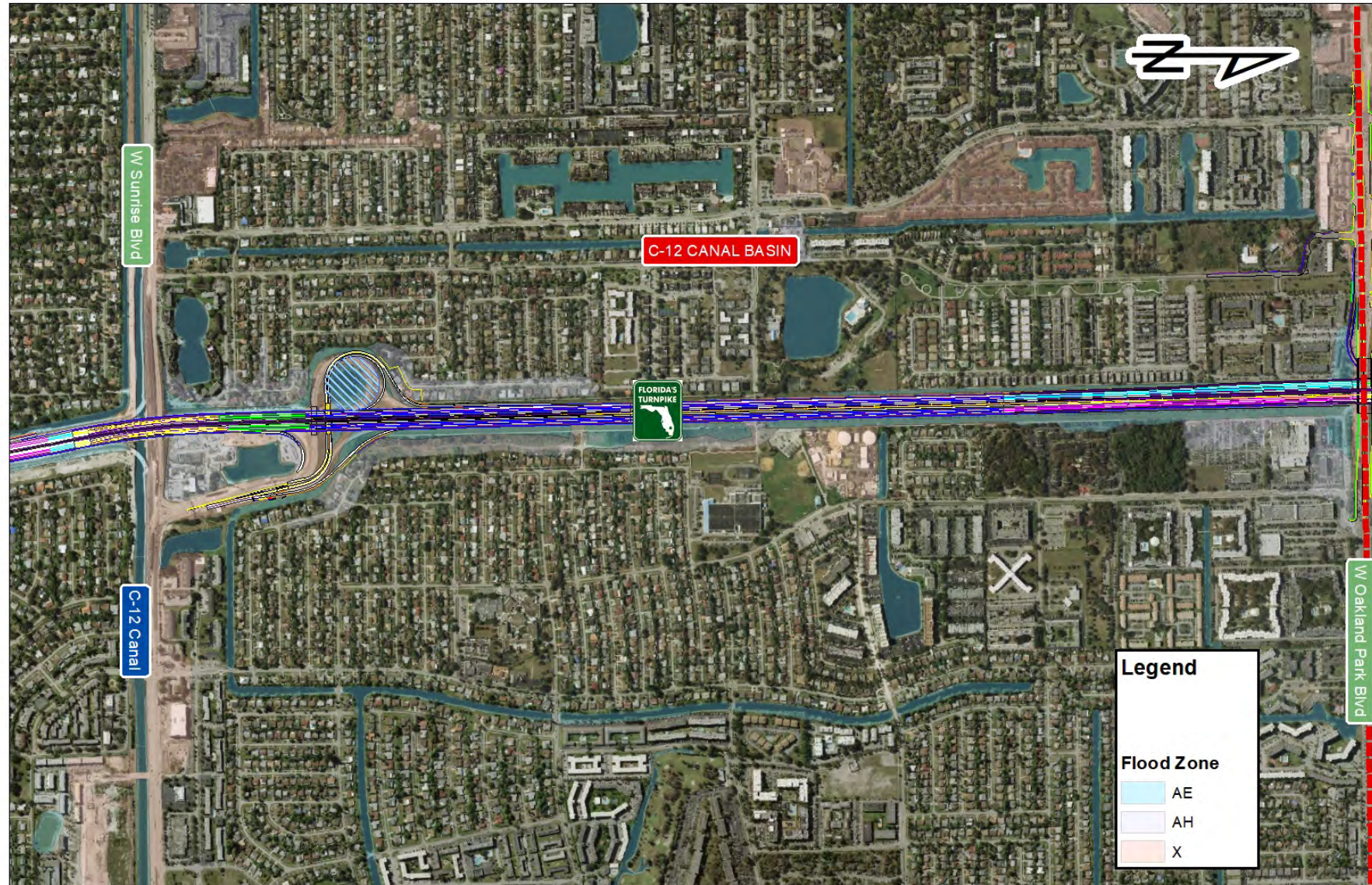


- Horizontal shift to the west
- Shared canal encroachment





**C-12 Canal Basin (Sunrise Blvd. to Oakland Park Blvd.)**





# C-12 Canal Basin (Sunrise Blvd. to Oakland Park Blvd.)

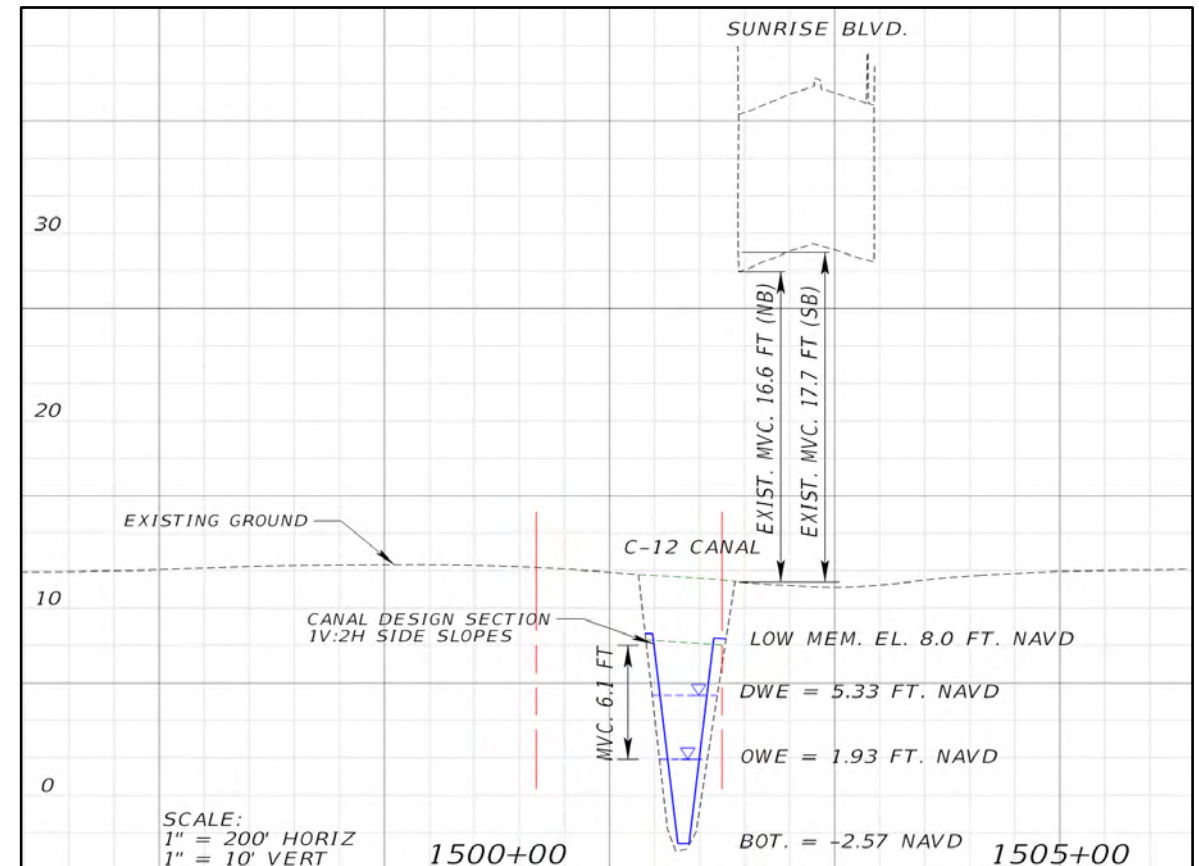


Plan View



Existing Condition

- Turnpike bridge over C-12 was constructed in 1983 and widened in 2011 and 2019.
- Existing bridge section accommodates ultimate Turnpike widening section



C-12 Canal Elevation

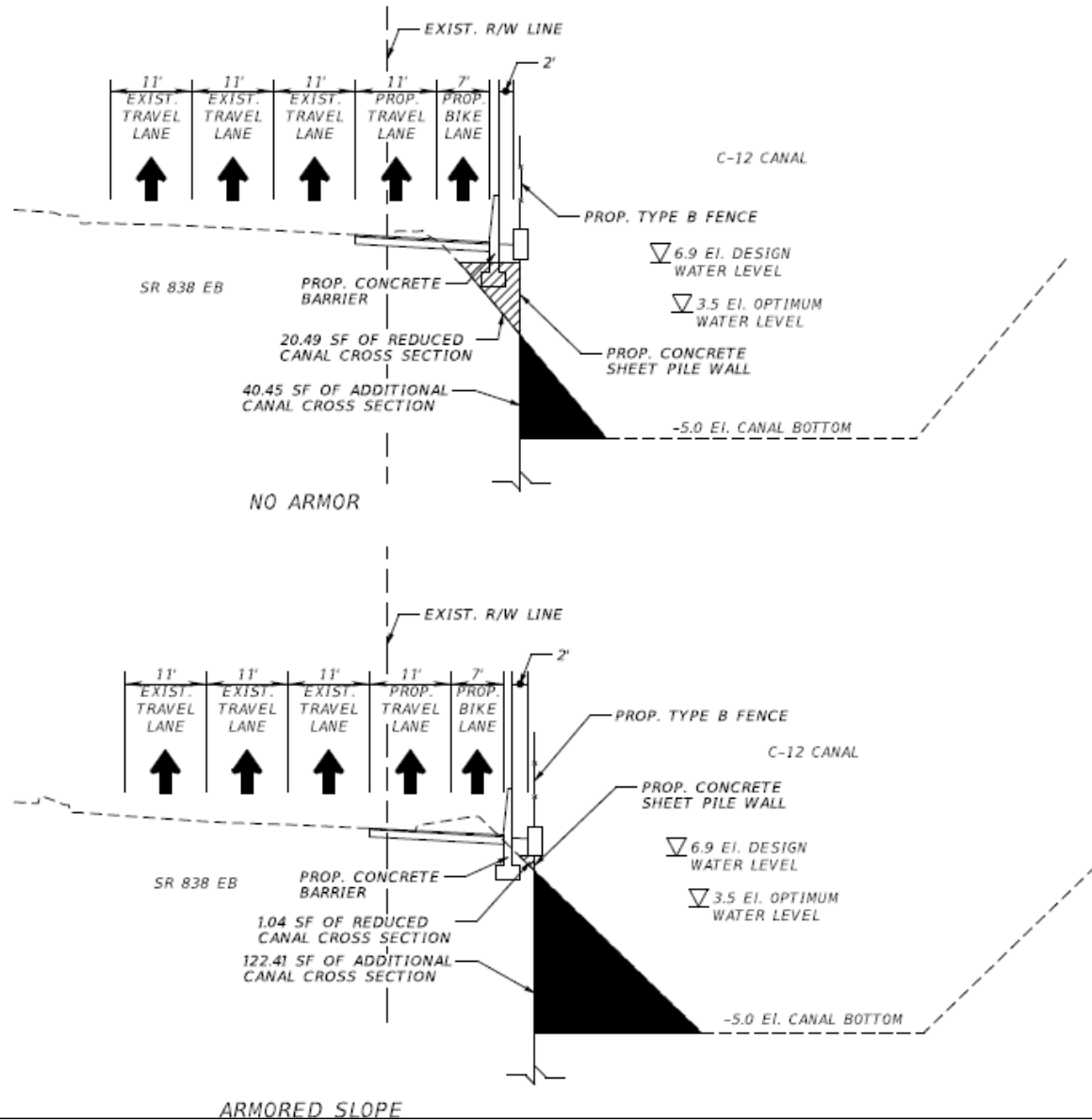
PD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70) W 442212-1-22-01

# C-12 Canal Basin (SR 91 to SR 7)

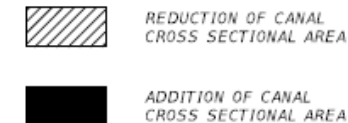




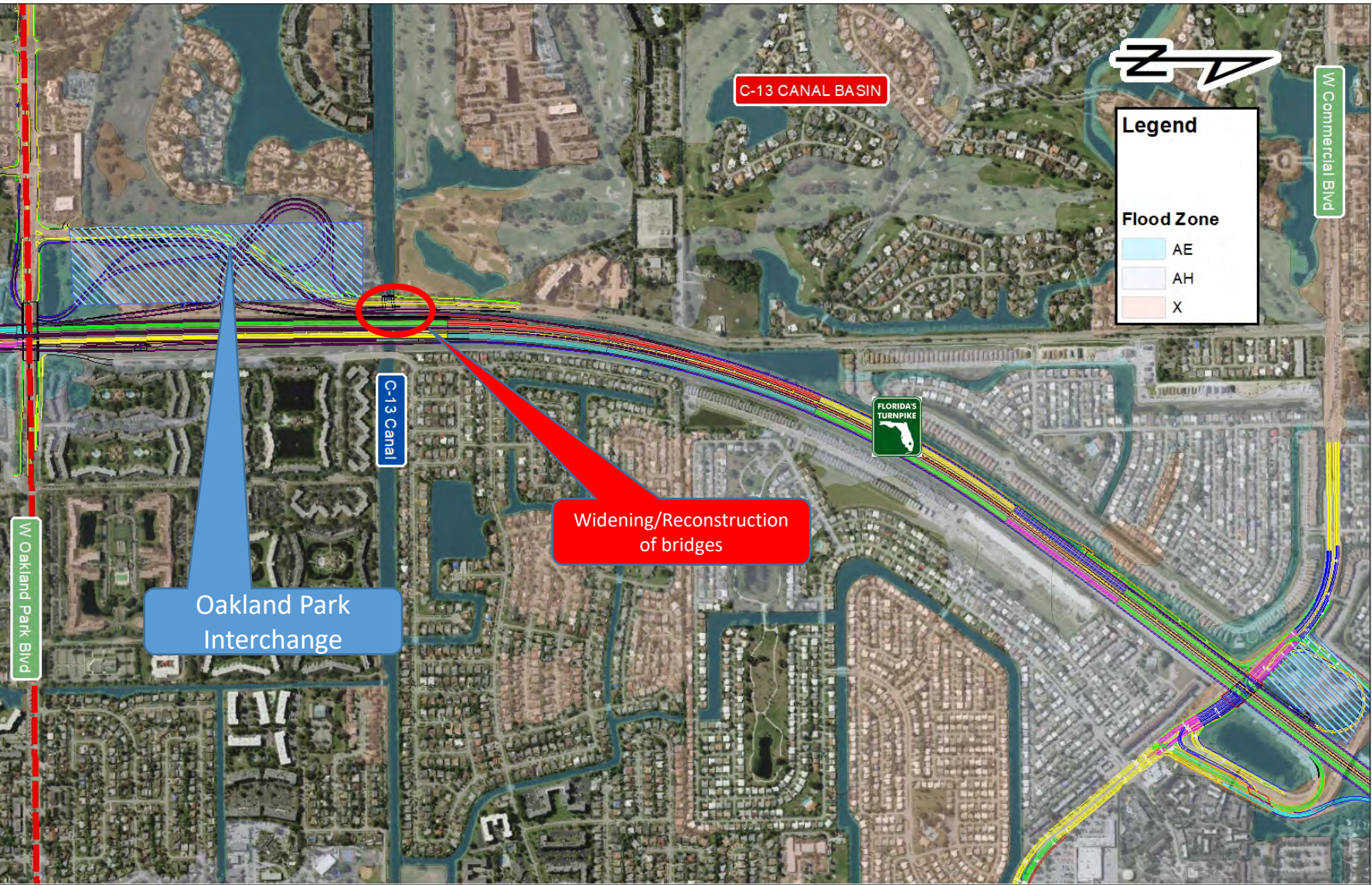
# C-12 Canal Basin (Sunrise Blvd. to Oakland Park Blvd.)



- Additional eastbound thru-lane
- Proposed bulkhead wall
- Existing canal volume will be maintained

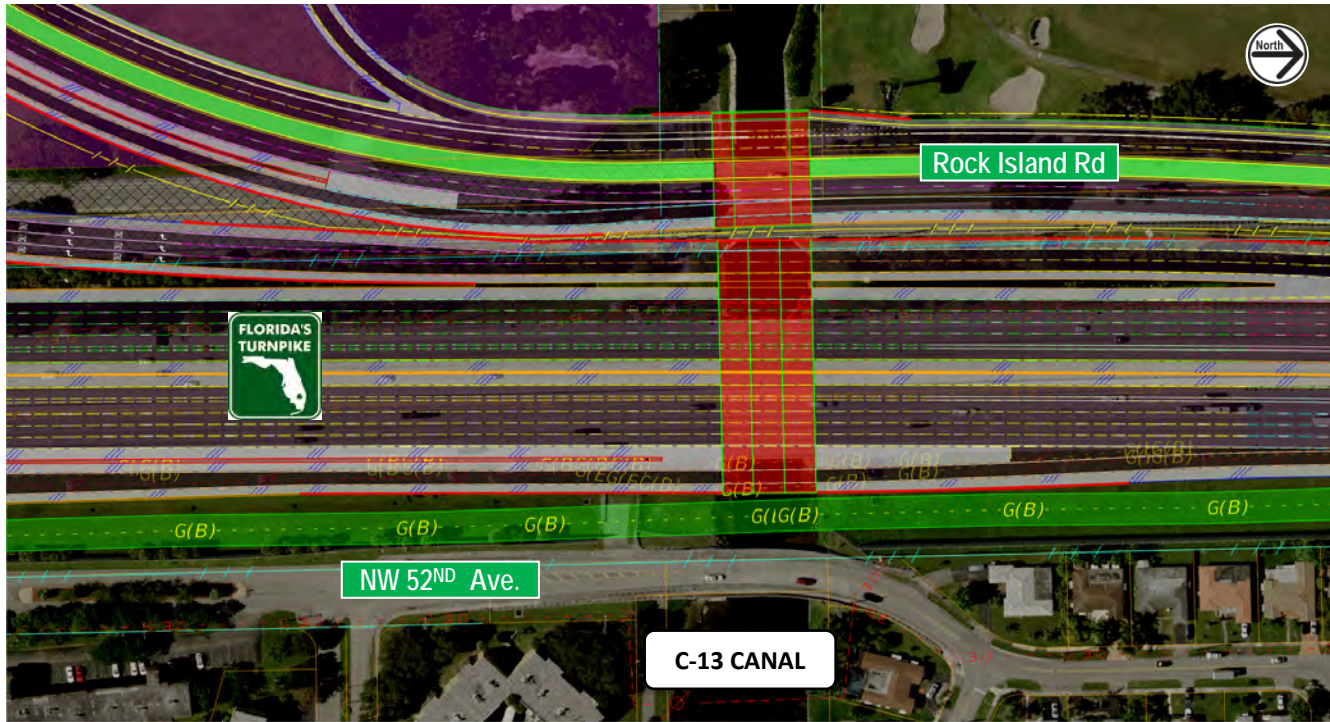


# C-13 Canal Basin (Oakland Park Blvd. to SR 7)





# C-13 Canal Modification (Oakland Park Blvd. to SR 7)

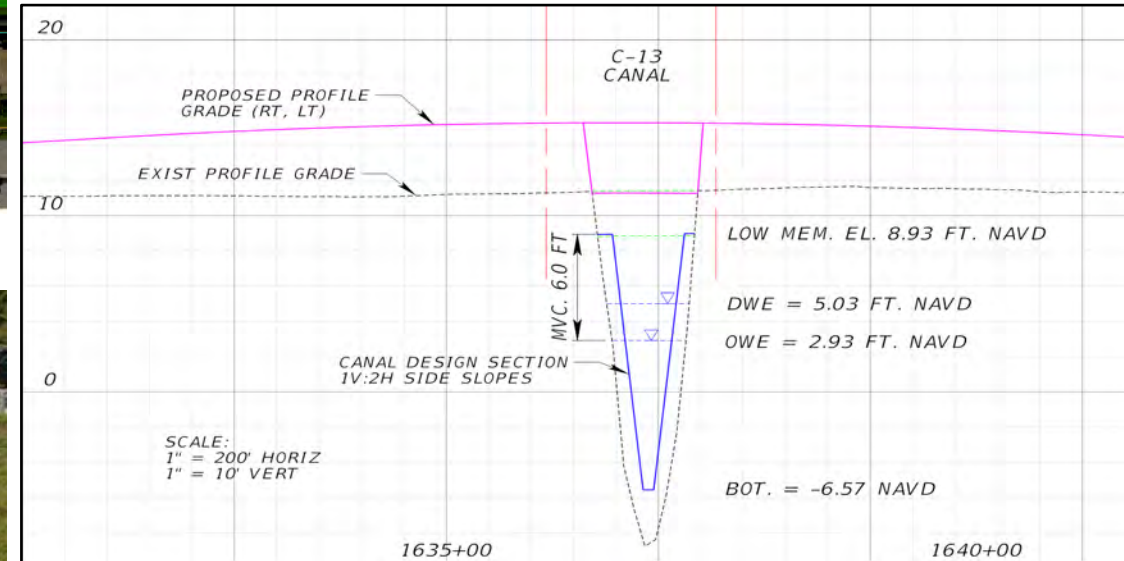


Plan View



Existing Condition

- Replacement of TPK and Rock Island Bridge over C-13 Canal
- Bridge lengths to remain the same
- Canal Design Section will not be affected



C-13 Canal Elevation



# C-13/C-14 Canal Basin





# C-14 Canal Basin (SR 7 to Atlantic Ave.)





# C-14 Canal Modification (SR 7 to Atlantic Ave.)

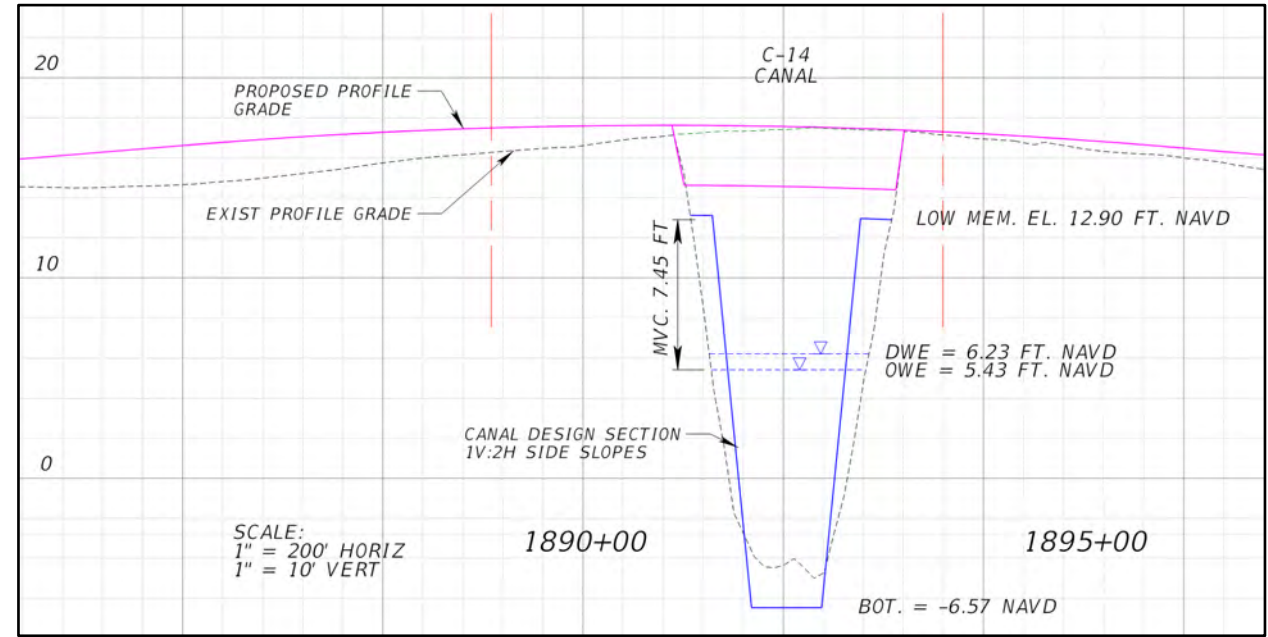


**Plan View**



**Existing Condition**

- Replacement of TPK (SB and NB) and SB on-ramp Bridge over C-14 Canal
- Bridge lengths to remain the same
- Canal Design Section will not be affected

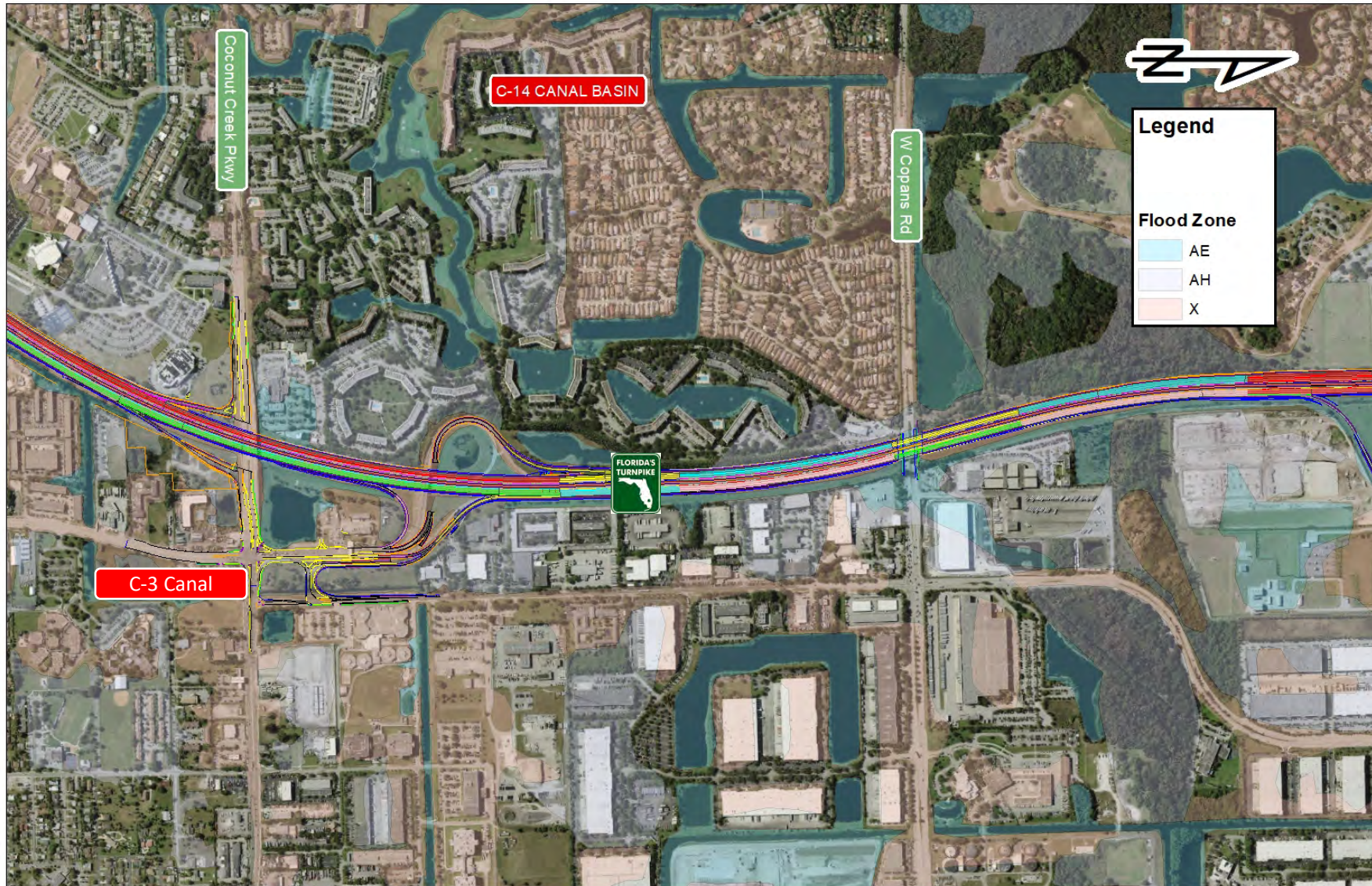


**C-14 Canal Elevation**



FD&E WIDEN I-95 FROM I-595 TO WILES RD (6 TO 10 LNS) (MP 53-70) // 442212-1-22-01

# C-14 Canal Basin (Atlantic Ave. to Sample Rd.)



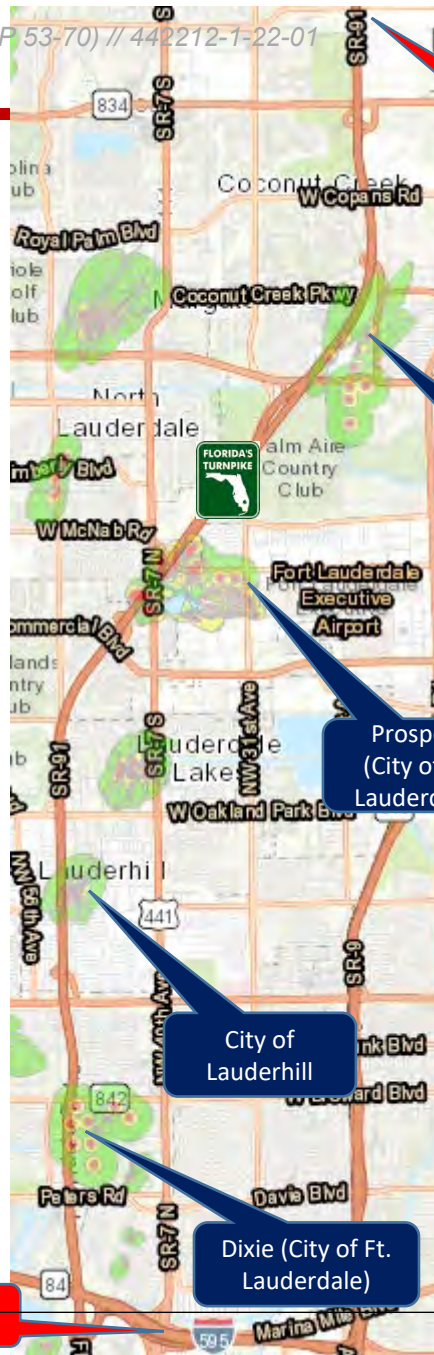


# Hillsboro Canal Basin (Sample Rd. To Wiles Rd.)





AD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70) // 442212-1-22-01



City of Pompano  
Beach

Prospect  
(City of Ft.  
Lauderdale)

City of  
Lauderhill

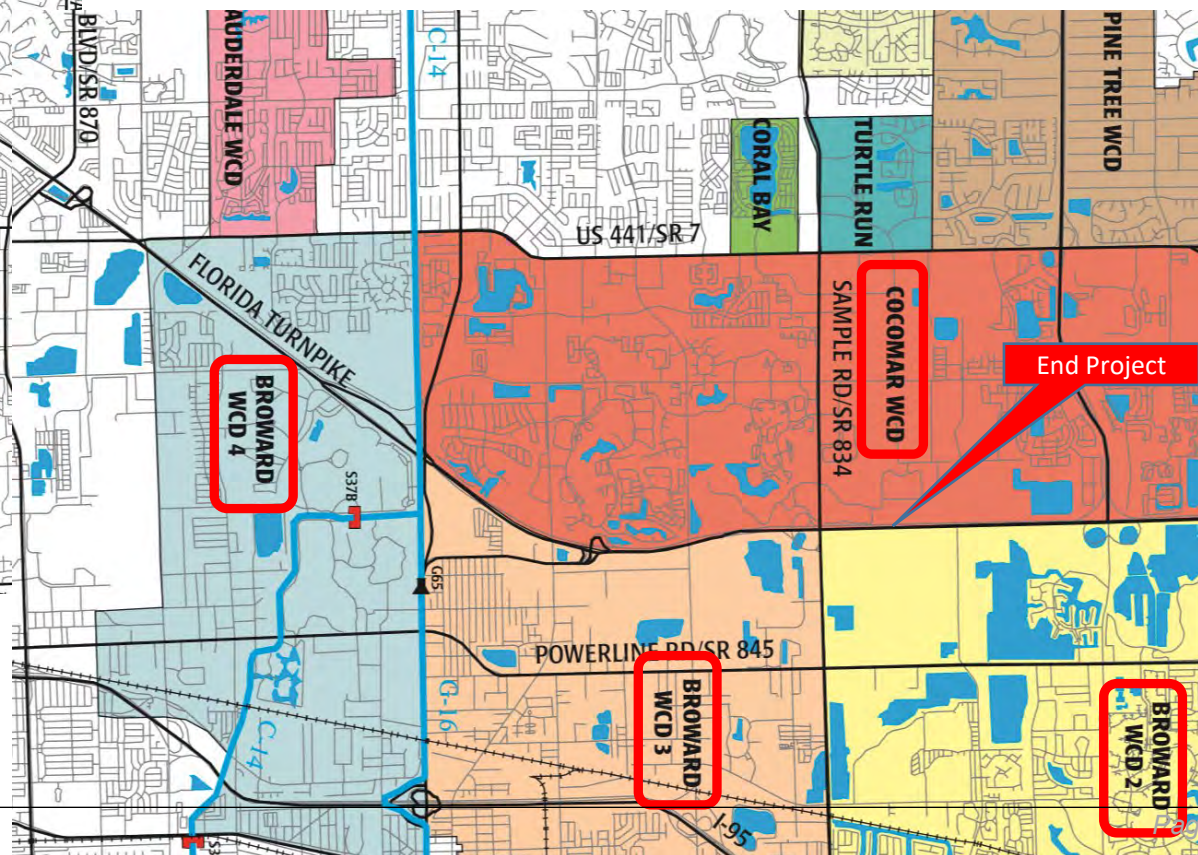
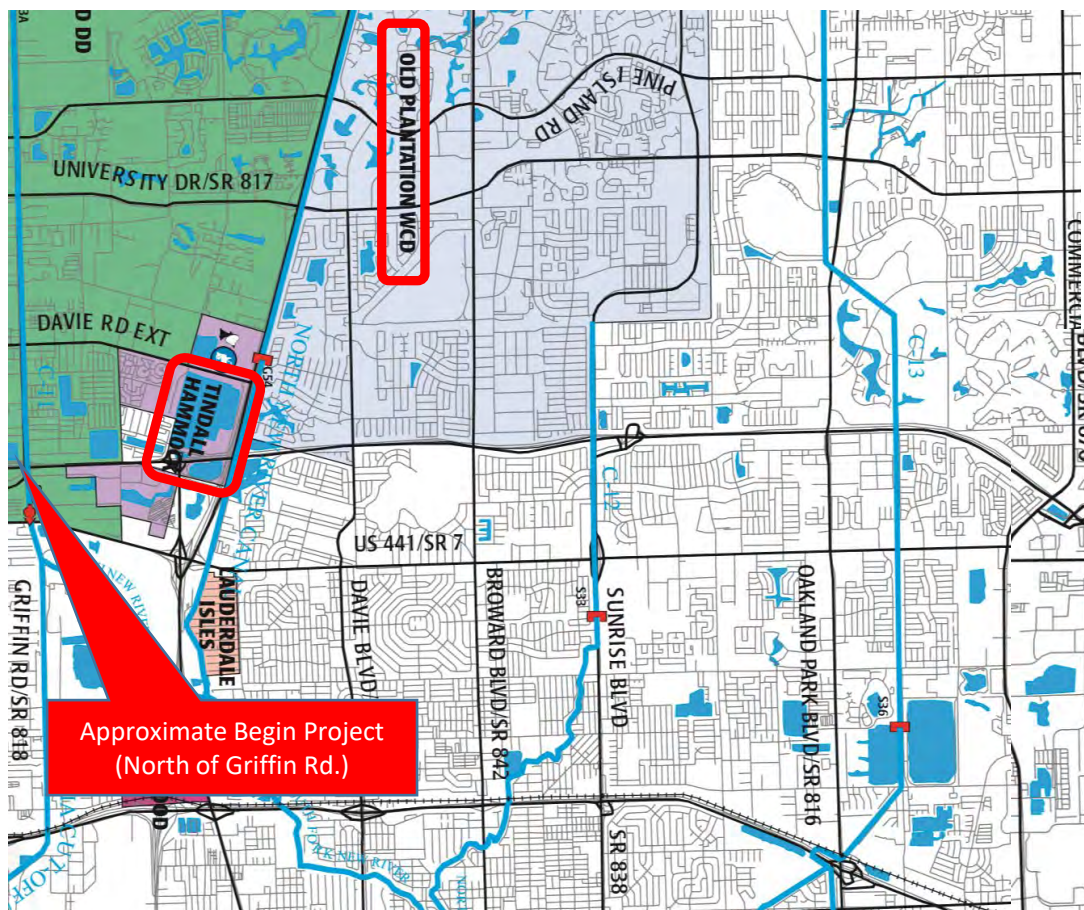
Dixie (City of Ft. Lauderdale)

Begin Project



# Drainage Stakeholders

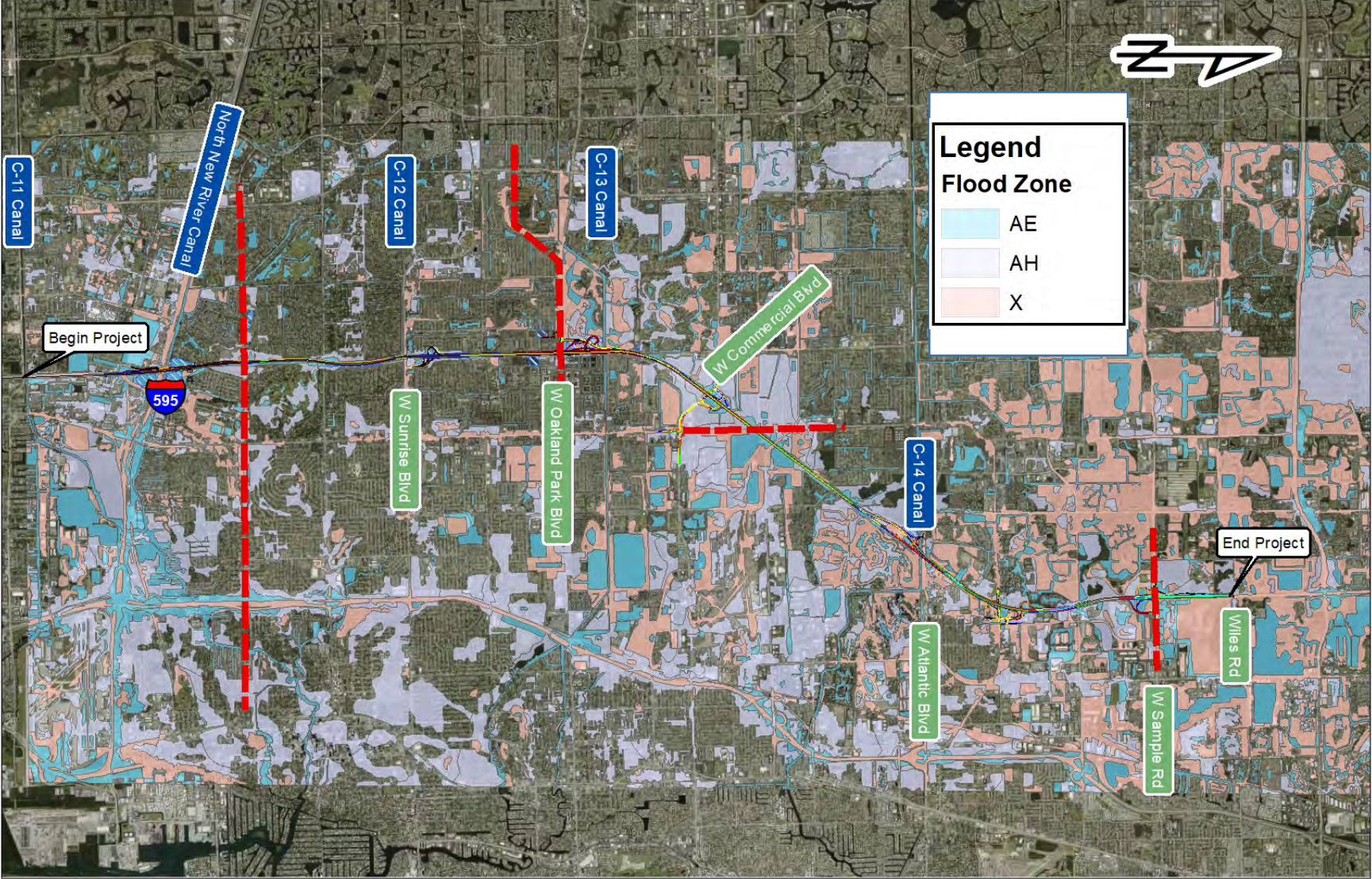
- Tindall Hammack
- Old Plantation WCD
- Broward County – Entire Corridor
- Broward County (WCD 2, 3 and 4)
- C-14 Basin – SR 7 to Sample Road
- Cocomar WCD
- SFWMD – Entire Corridor





FD&E WIDEN TPK FROM I-595 TO WILES RD (8 TO 10 LNS) (MP 53-70) // 442212-1-22-01

# Floodplain and Location Hydraulics





[illegible]

# Anticipated Design Criteria

- Water Quality
  - Presumptive Only
  - Volume equal to additional impervious area plus previously permitted treatment
  - No nutrient removal based on current status of relevant WBID's
- Attenuation
  - Pre/Post peak discharge attenuation 25-year/72-hour frequency storm event
- Floodplain Encroachment
  - Compensation to demonstrate no adverse impacts

# **Shared Stormwater Management Opportunities**

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- Regional or Joint-use opportunities
- Relevant Comprehensive Everglades Restoration Projects



# **Anticipated Permits During Design Phase**

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- State SFWMD
  - ROW Occupancy
  - Water Use
  - Individual Environmental Resource Permit
- Federal
  - USACE 404 – Retained Waters
  - USACE 408 – North New River, C-12, C-13 & C-14
  - USCG Bridge (North New River)
  - NMFS – Essential Fish Habitat Coordination



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

Florida's Turnpike Enterprise  
P.O. Box 613069, Ocoee, FL 34761  
407-532-3999

KEVIN J. THIBAUT, P.E.  
SECRETARY

# National Marine Fisheries Service Technical Assistance Meeting


**PROJECT:** Turnpike Mainline Widening PD&E Study (FPID#: 442212-1-22-01)  
From South of I-595 to Wiles Road MP 53 to MP 70  
Broward County

**MEETING DATE:** June 1, 2021

**MEETING TIME:** 1:00 P.M.

**LOCATION:** Microsoft Teams

### ATTENDEES:

Pace Wilber, PhD	NMFS
Jennifer Schull	NMFS
Annemarie Hammond	FTE
Philip Stein  11/10/21	FTE
Doug Zang, AICP	FTE (Atkins GEC)
Jazlyn Heywood, PE	FTE (Atkins GEC PM)
Fred Gaines, PWS	FTE (Atkins GEC)
Lisa Stone, PE	Kimley-Horn PM
Chris Dailey	RS&H Environmental Lead

- **Introductions**
- **Project Description and Discussion**

FTE staff provided an introduction that this is a follow-up to an interagency meeting that was held on May 20, 2021. NMFS was unable to attend the May 20, 2021 meeting, so this technical assistance meeting was scheduled.

RS&H staff described the PD&E project limits and proposed improvements through the corridor. The attached slides were used to illustrate the proposed improvements. Below is a summary of the improvements discussed:

- North New River Basin
  - New bridge structure over North New River
  - North New River is tidal and includes navigational clearances.
  - North New River in this area is armored with grout-filled mattress in the vicinity of Florida's Turnpike.

*Improve Safety, Enhance Mobility, Inspire Innovation*

[www.fdot.gov](http://www.fdot.gov)

FTE staff noted that the C-12, C-13, and C-14 canal crossings are all behind a salinity barrier. NMFS staff provided concurrence that project impacts upstream of salinity barriers are not NMFS trust resources.

RS&H staff notes that the proposed improvements at North New River would include new piles, matching the existing piles, in the North New River.

NMFS staff notes that this project crossing is a few miles upstream from natural shoreline. NMFS staff asked if the bottom of the North New River is armored? RS&H noted that no benthic survey has been conducted in this location.

FTE staff notes that standard construction precautions for marine mammals would be implemented during construction, and this area does not appear to be suitable smalltooth sawfish habitat.

NMFS staff notes that it is unlikely that this project would affect Endangered Species Act (ESA). NMFS staff notes that it is up to the applicant to make effect determinations, but they do not see a significant issue with species here. FTE suggested a preliminary No Effect determination, and NMFS agreed that sounded reasonable. From an EFH perspective, NMFS staff notes that there could be potential habitat for white shrimp. NMFS staff notes that the lead federal agency would need to ask for consultation because the project is tidal, but unless unexpected seagrass meadow is discovered during permitting, there should not be a significant EFH issue.

FTE staff asked about potential seagrass mitigation approach, if needed. NMFS staff notes that seagrass mitigation bank credits are rare. NMFS staff notes that it would be unlikely to discover a seagrass meadow in this location, but we need to do the due diligence to look.

NMFS staff notes that there may be red mangroves on the shoreline, and if mangroves are within project proposed impacts, then additional coordination with NMFS should occur.

FTE staff notes that there may be a need to match the existing navigational lighting. NMFS staff notes that if there is an opportunity to avoid lighting, that would be preferred. If USCG requires lighting, NMFS staff concurred that it should be included.

**Meeting concluded at approximately 1:22 PM.**

**Action Item:**

Scope activities to address potential NMFS resources during design.

**Attachments: Detailed maps and slides**



# **PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY FOR THE WIDENING OF FLORIDA'S TURNPIKE (STATE ROAD 91) FROM SOUTH OF I-595 TO WILES ROAD**

## **AGENCY PRE-APPLICATION MEETING**

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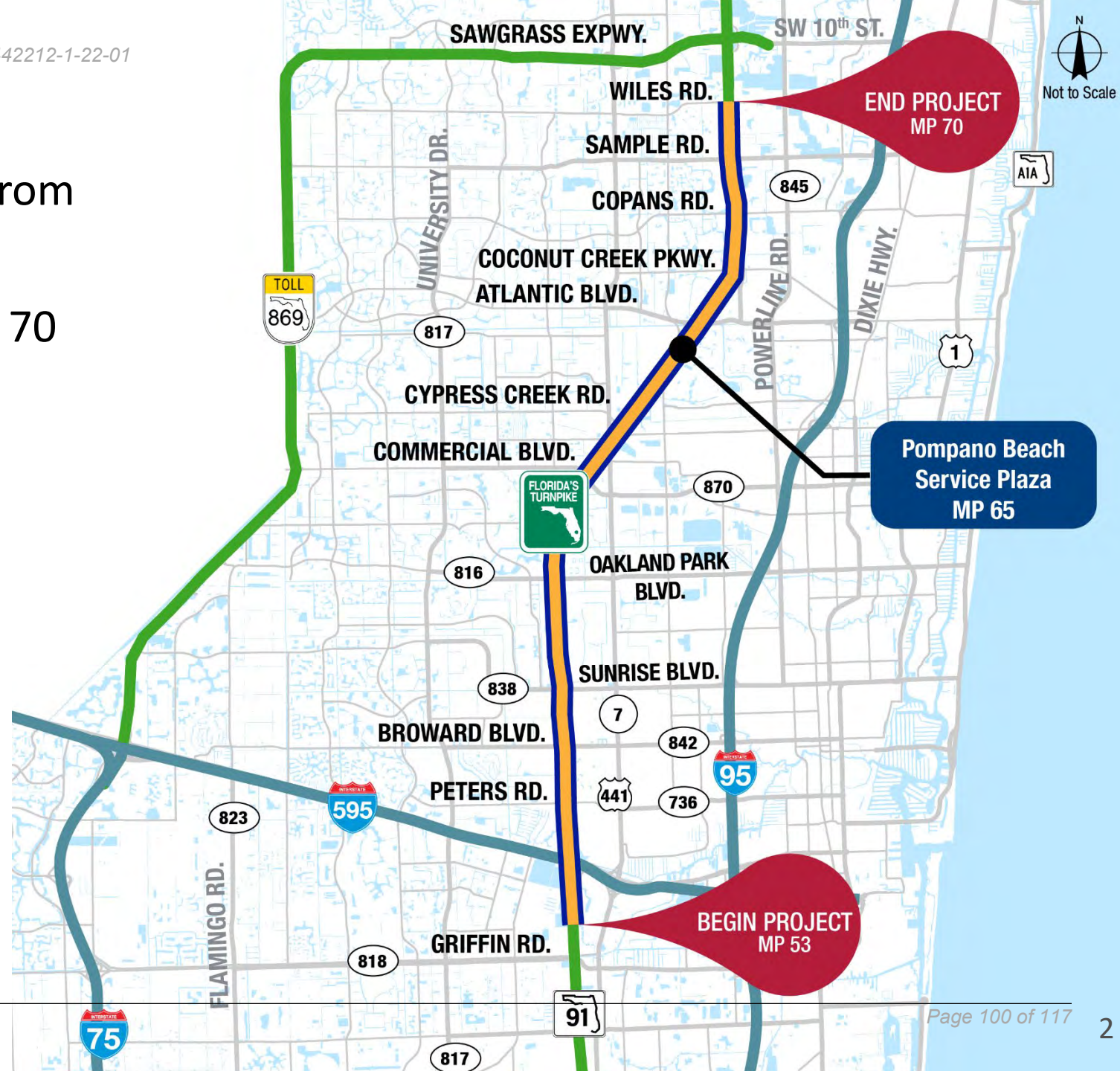
**Broward County, FL**



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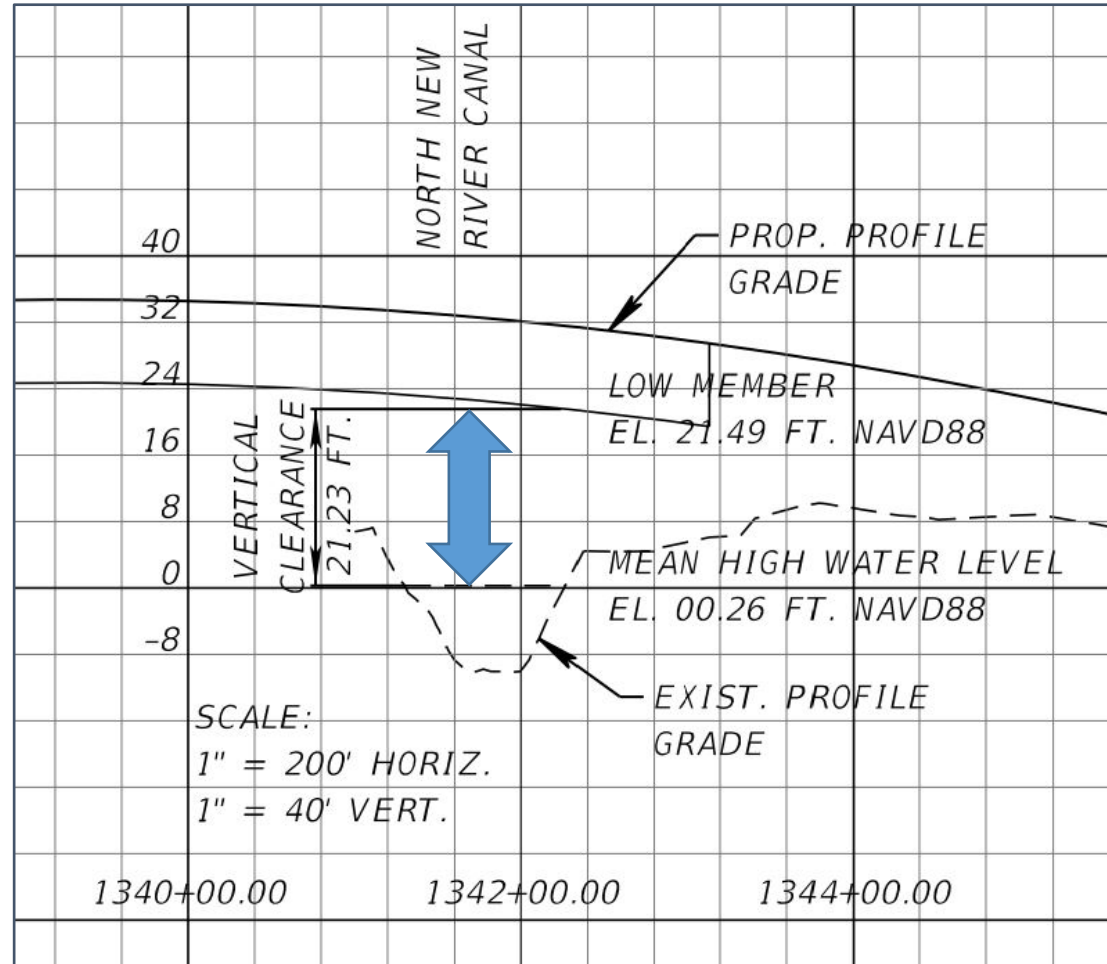
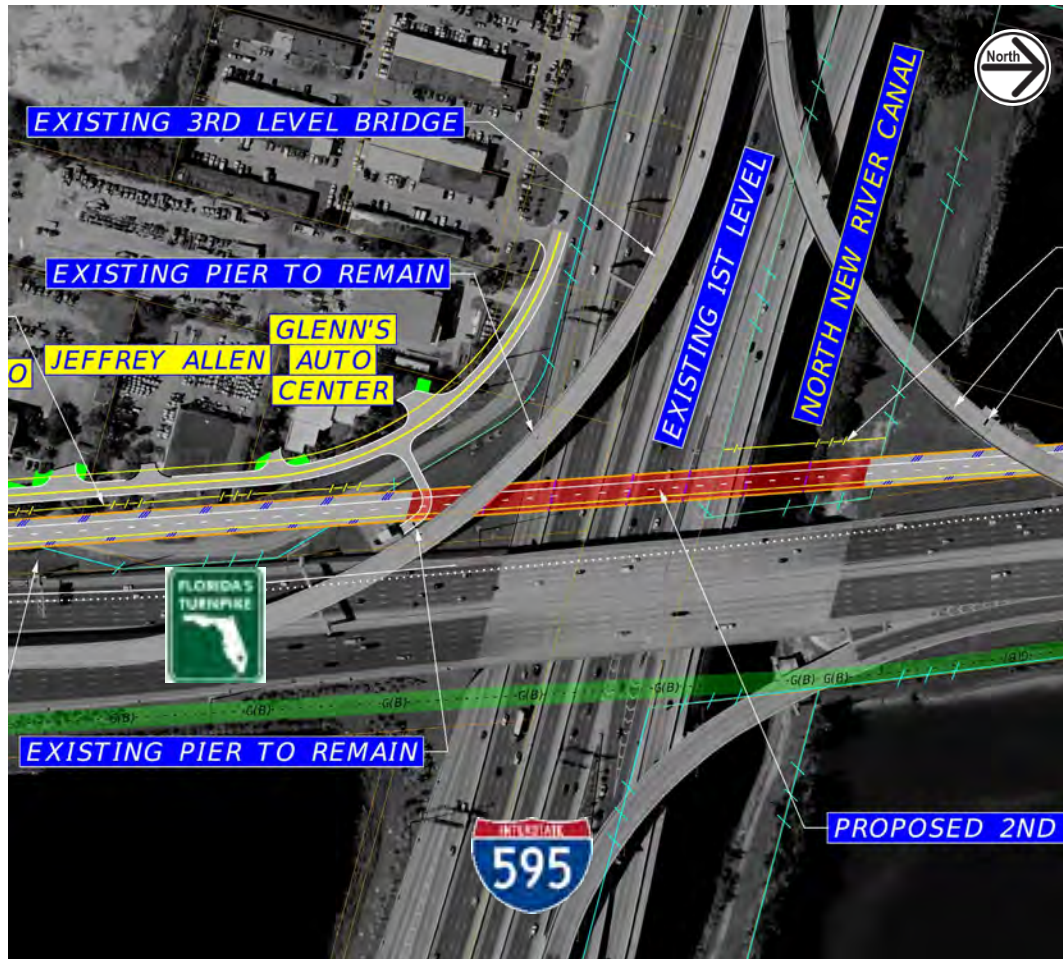




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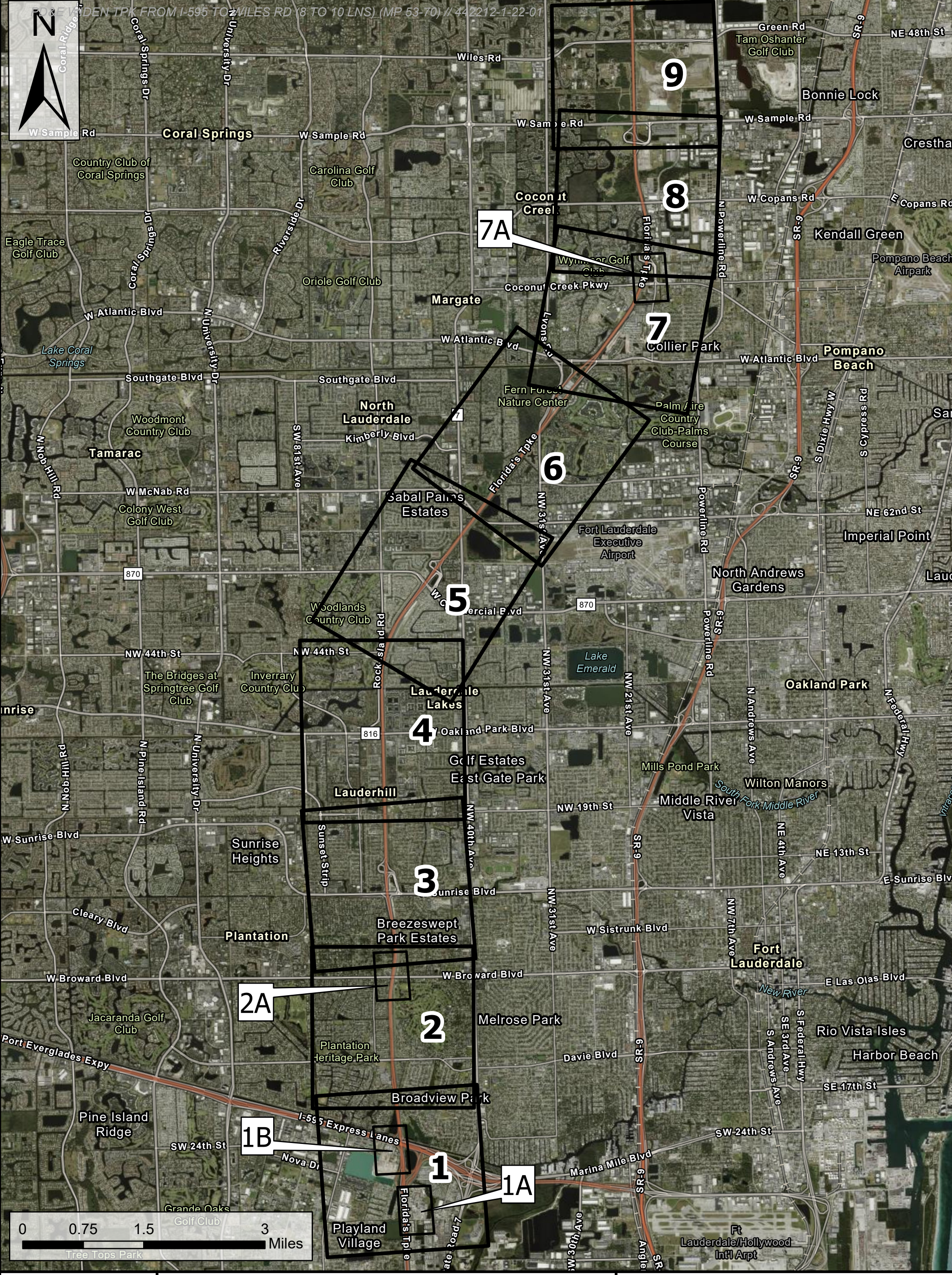
## Physical Resources Appendix



### Contents:

Potential Contamination Sites Map

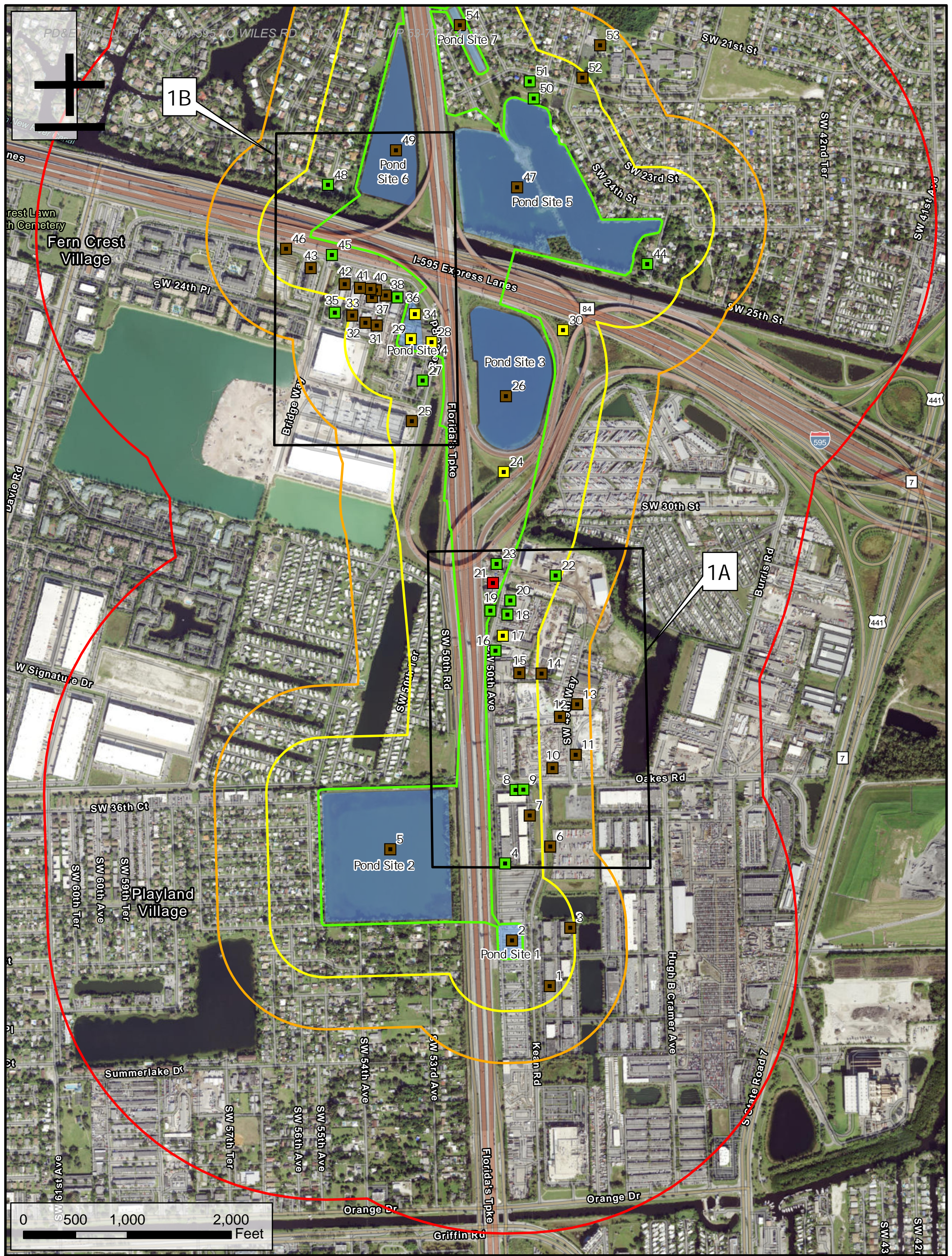
DRAFT





	<p>Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road</p> <p>Figure B-1 Map Sector</p>	<p>Legend</p> <p> Map Sectors with ID</p>
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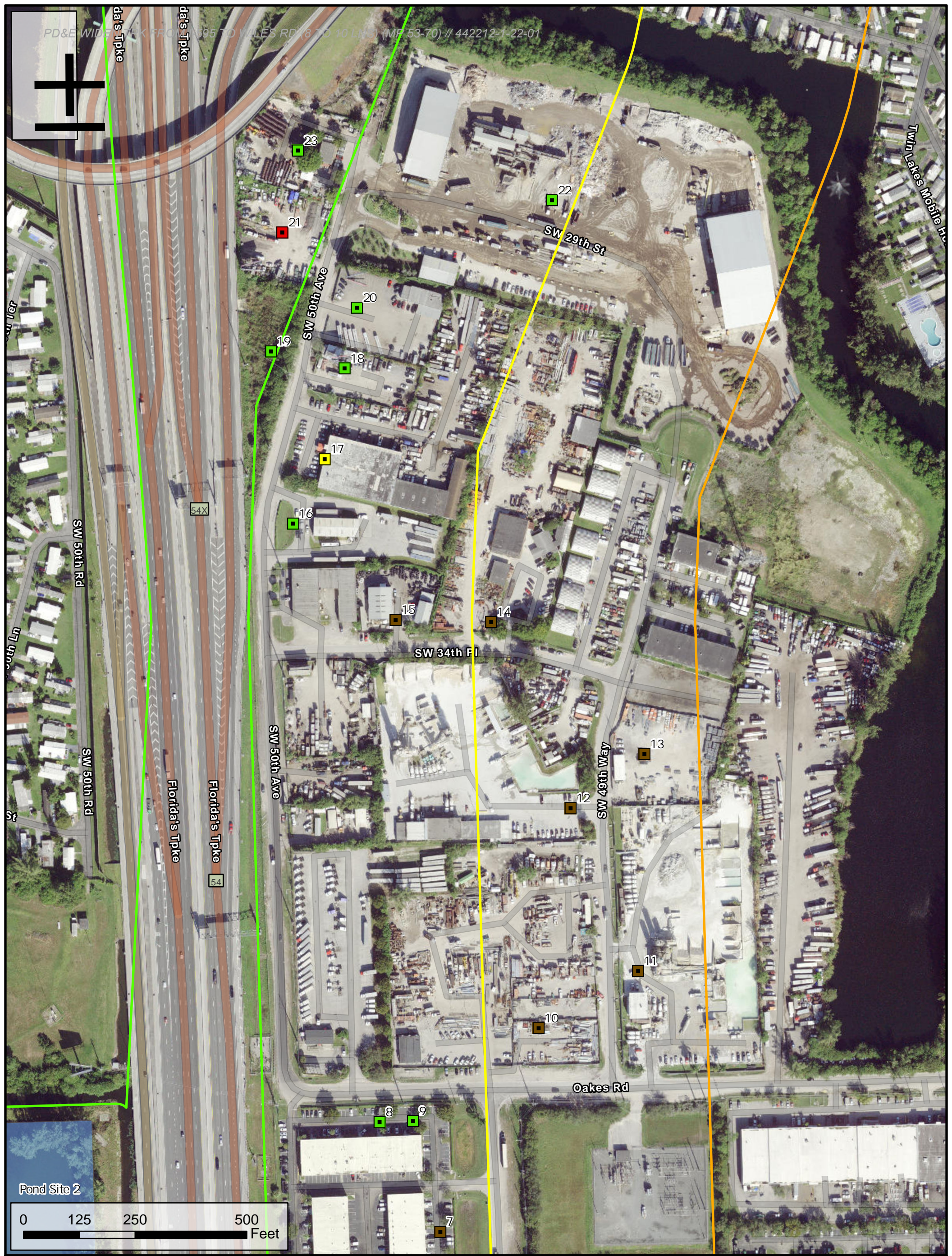
# Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road

Figure B-2  
Map Sector 1

## Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- Inset Map Sectors with ID
- 4 Low Risk Rating with Site Number
- 17 Medium Risk Rating with Site Number
- 21 High Risk Rating with Site Number
- 1 No Risk Rating with Site Number





# Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road

Figure B-3  
Map Sector 1A

## Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- 4 Low Risk Rating with Site Number
- 17 Medium Risk Rating with Site Number
- 21 High Risk Rating with Site Number
- 1 No Risk Rating with Site Number






















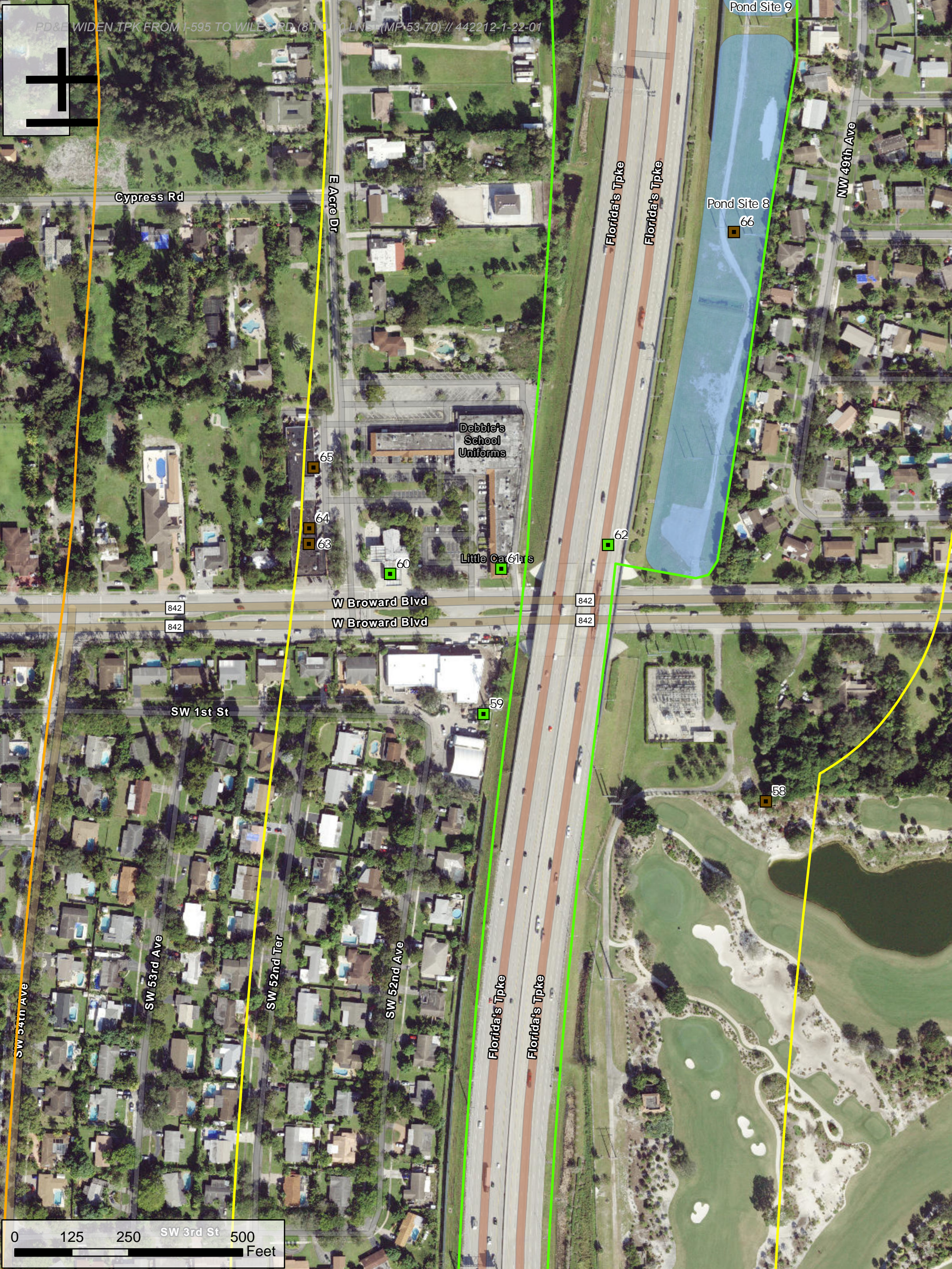
## Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road

Figure B-5  
Map Sector 2

### Legend

-  Project Limits
-  500 Foot Buffer
-  1,000 Foot Buffer
-  0.5 Mile Buffer
-  Proposed Ponds
-  Inset Map Sectors with ID
-  4  Low Risk Rating with Site Number
-  17  Medium Risk Rating with Site Number
-  21  High Risk Rating with Site Number
-  1  No Risk Rating with Site Number



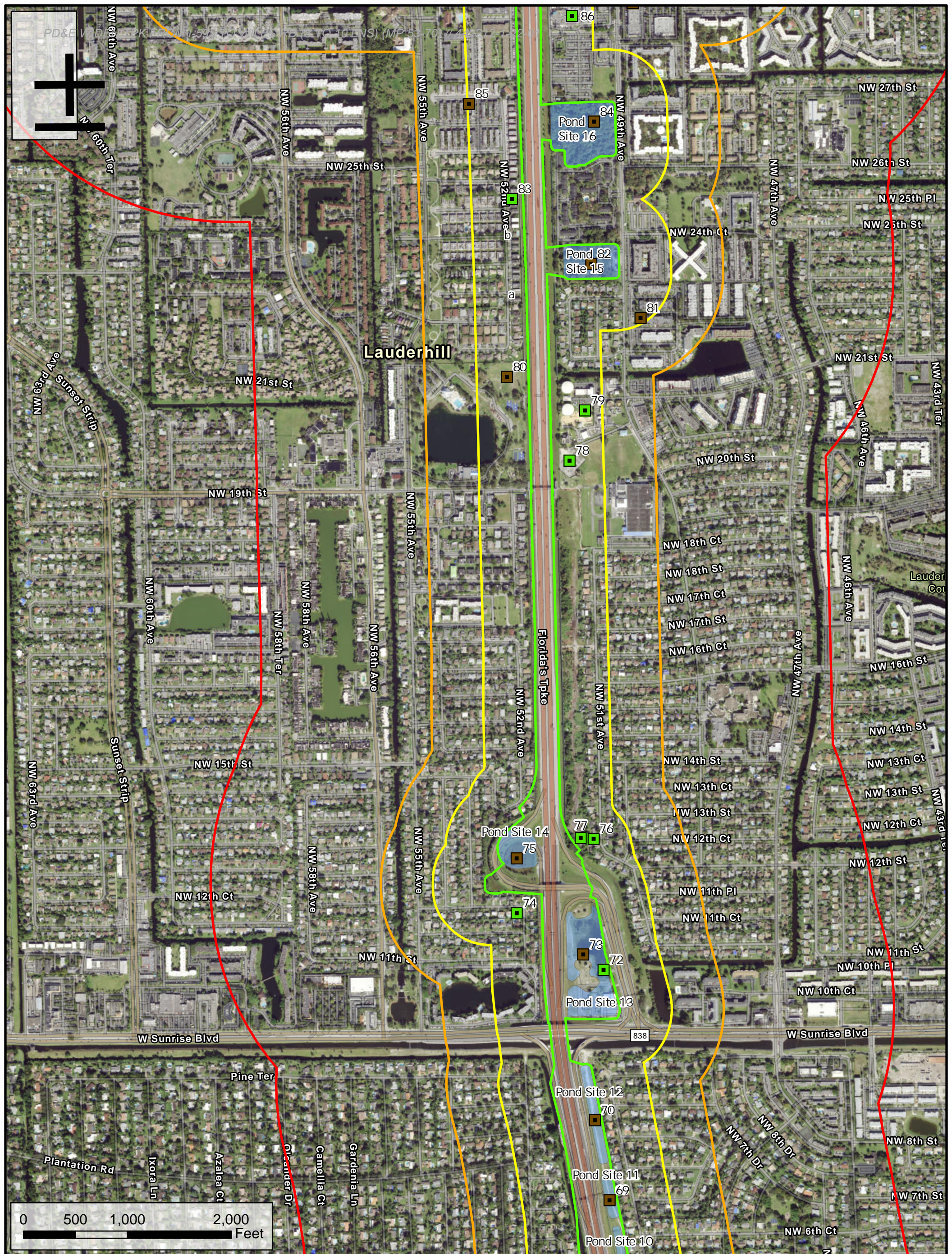


Potential Contamination Sites  
Florida's Turnpike Mainline Widening from  
South of I-595 to Wiles Road

Figure B-6  
Map Sector 2A

- Legend
- Project Limits
  - 500 Foot Buffer
  - 1,000 Foot Buffer
  - 0.5 Mile Buffer
  - Proposed Ponds
  - 4 Low Risk Rating with Site Number
  - 17 Medium Risk Rating with Site Number
  - 21 High Risk Rating with Site Number
  - 1 No Risk Rating with Site Number





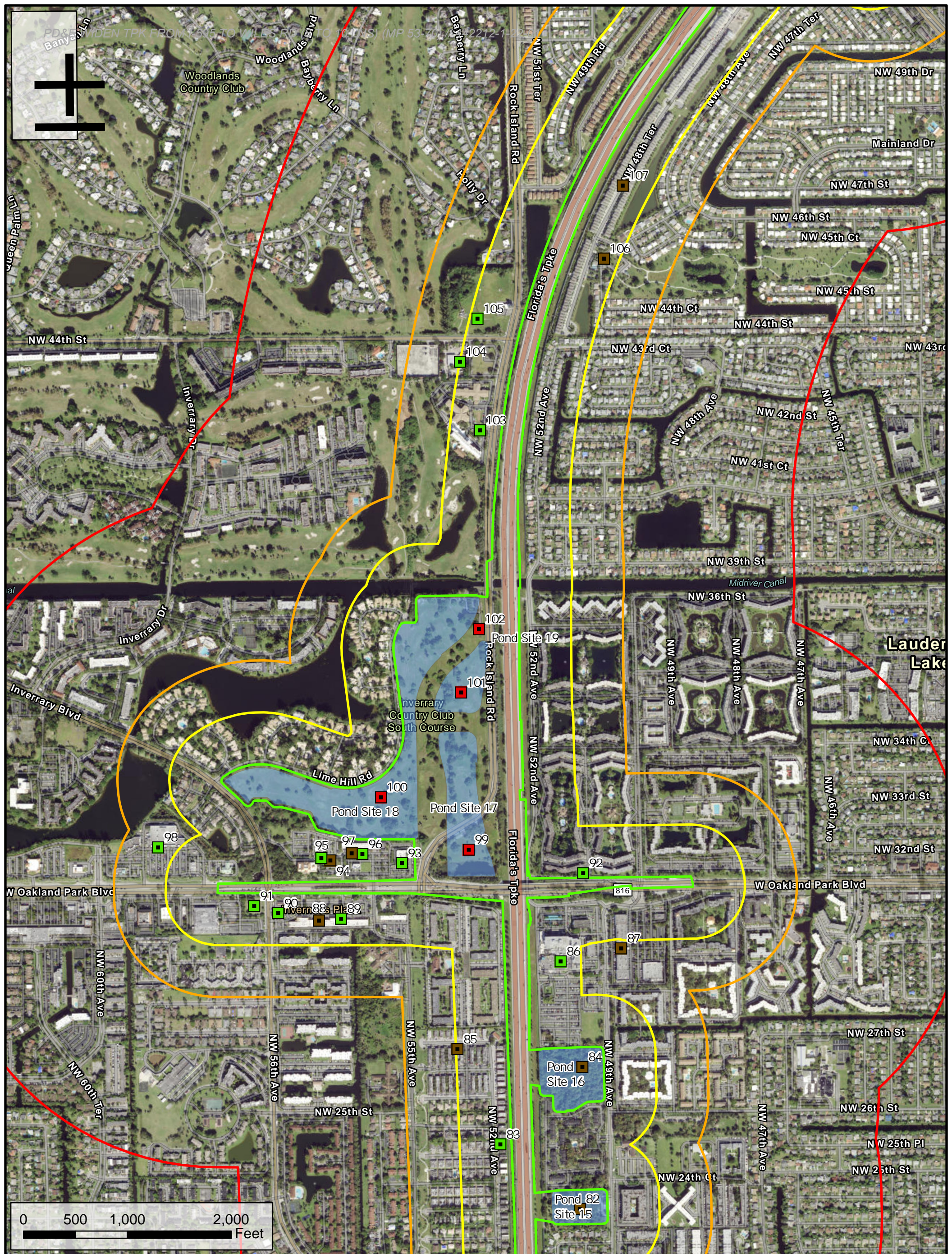
## Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road

Figure B-7  
Map Sector 3

### Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- 4 ■ Low Risk Rating with Site Number
- 17 ■ Medium Risk Rating with Site Number
- 21 ■ High Risk Rating with Site Number
- 1 ■ No Risk Rating with Site Number





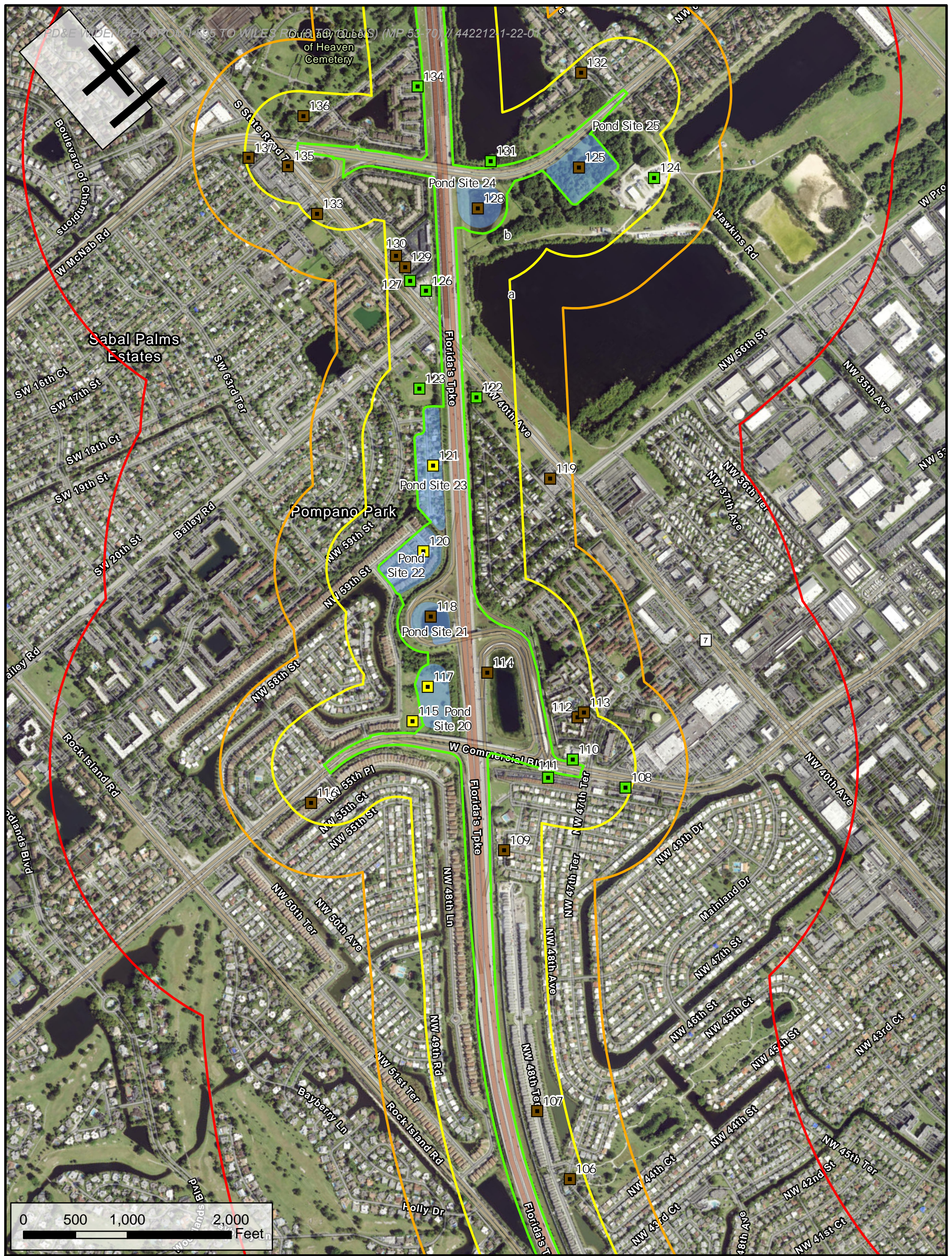
## Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road

Figure B-8  
Map Sector 4

### Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- 4 Low Risk Rating with Site Number
- 17 Medium Risk Rating with Site Number
- 21 High Risk Rating with Site Number
- 1 No Risk Rating with Site Number





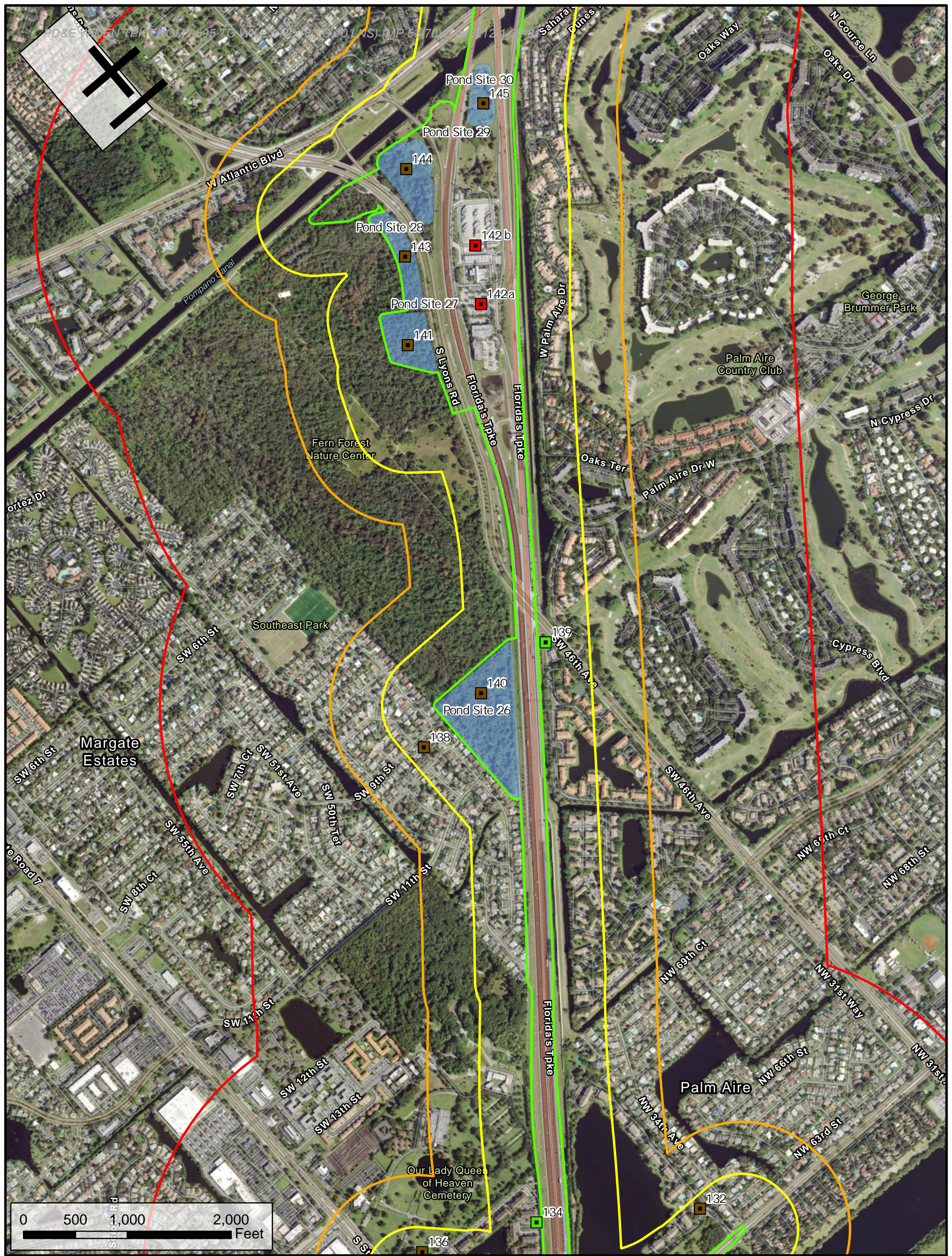
## Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road

Figure B-9  
Map Sector 5

### Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- 4 Low Risk Rating with Site Number
- 17 Medium Risk Rating with Site Number
- 21 High Risk Rating with Site Number
- 1 No Risk Rating with Site Number





Potential Contamination Sites  
Florida's Turnpike Mainline Widening from  
South of I-595 to Wiles Road

Figure B-10  
Map Sector 6

Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- Low Risk Rating with Site Number
- Medium Risk Rating with Site Number
- High Risk Rating with Site Number
- No Risk Rating with Site Number





# Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road

Figure B-11  
Map Sector 7



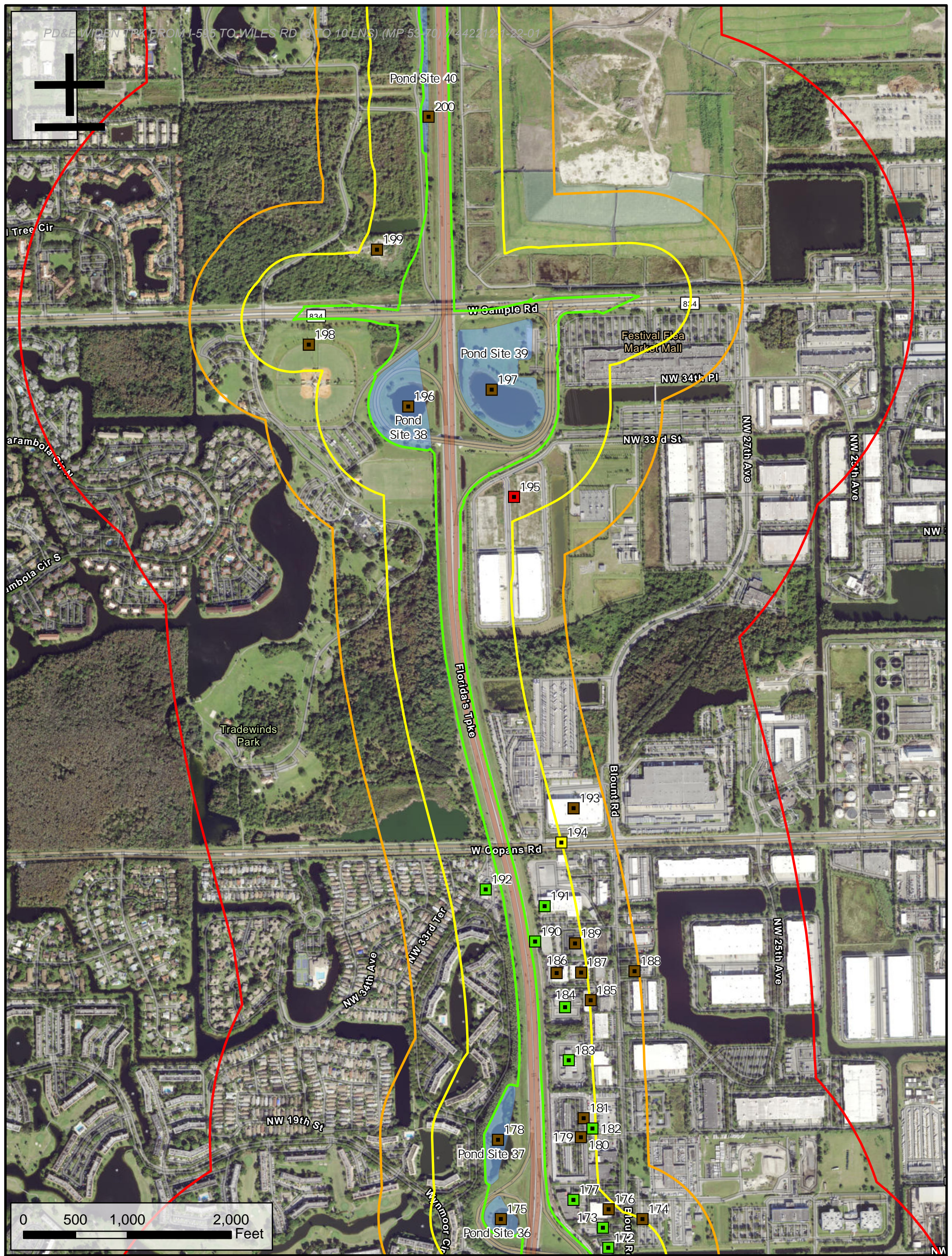
## Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- Inset Map Sectors with ID
- 4 Low Risk Rating with Site Number
- 17 Medium Risk Rating with Site Number
- 21 High Risk Rating with Site Number
- 1 No Risk Rating with Site Number









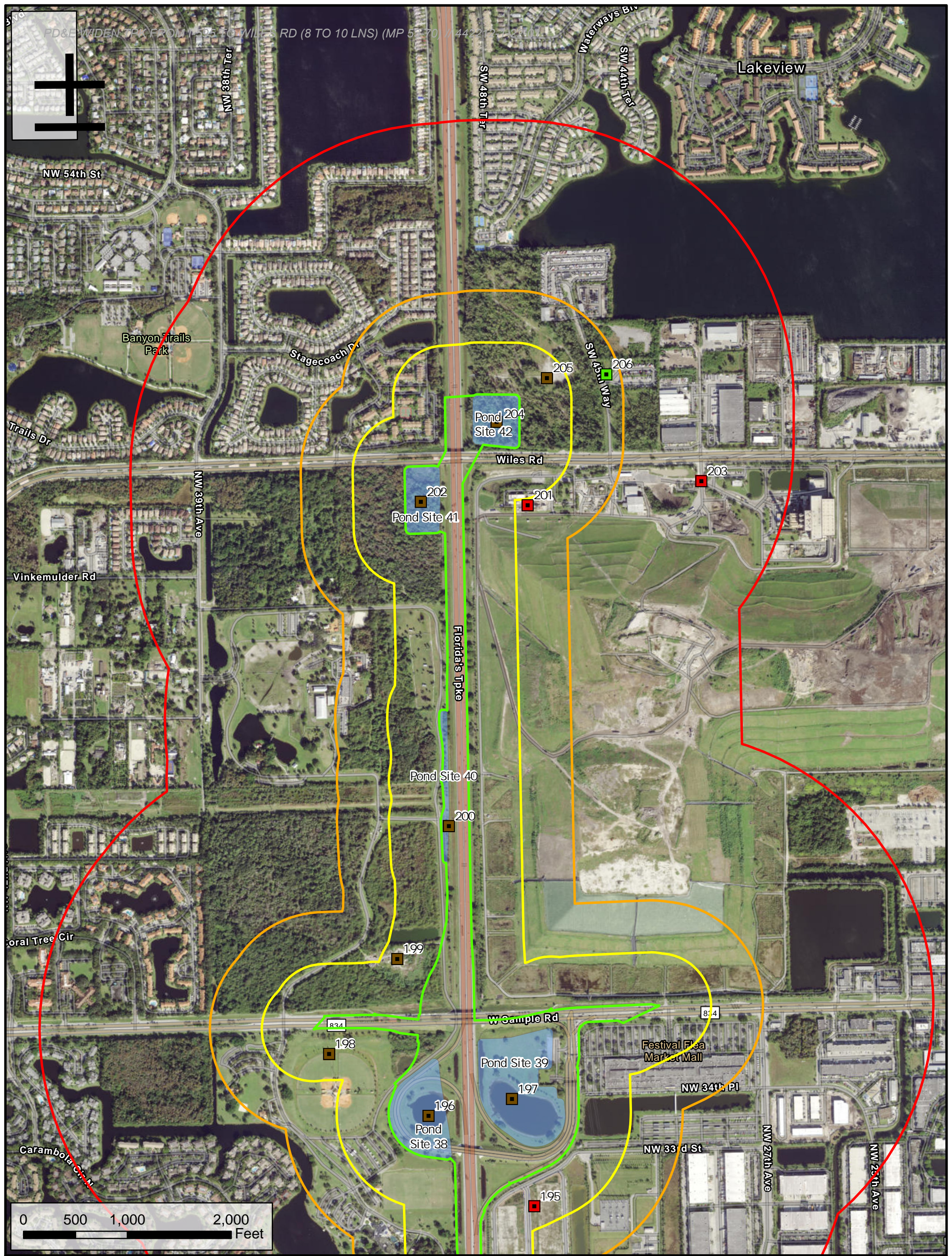
## Potential Contamination Sites Florida's Turnpike Mainline Widening from South of I-595 to Wiles Road

Figure B-13  
Map Sector 8

### Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- 4 Low Risk Rating with Site Number
- 17 Medium Risk Rating with Site Number
- 21 High Risk Rating with Site Number
- 1 No Risk Rating with Site Number





Potential Contamination Sites  
Florida's Turnpike Mainline Widening from  
South of I-595 to Wiles Road

Figure B-14  
Map Sector 9

Legend

- Project Limits
- 500 Foot Buffer
- 1,000 Foot Buffer
- 0.5 Mile Buffer
- Proposed Ponds
- 4 Low Risk Rating with Site Number
- 17 Medium Risk Rating with Site Number
- 21 High Risk Rating with Site Number
- 1 No Risk Rating with Site Number