

FINAL 11-01-22

**LANDSCAPE AESTHETIC ASSESSMENT
TECHNICAL MEMORANDUM**

Florida Department of Transportation

Florida's Turnpike District

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

Date: November 2022

TABLE OF CONTENTS

Section 1

1.0	INTRODUCTION.....	1-1
1.1	INTRODUCTION.....	1-1
1.2	PROJECT DESCRIPTION	1-1
1.3	PURPOSE AND NEED	1-3

Section 2

2.0	EXISTING CONTEXT & LANDSCAPE APPROACH	2-1
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LIST OF FIGURES

<u>Figure</u>	<u>Page Number</u>
Figure 1-1 Project Location Map	1-1

1.0 Introduction

1.1 Introduction

This memorandum documents the preliminary Landscape Aesthetic Assessment process and coordination efforts used to develop and evaluate the widening of the Florida's Turnpike Mainline from south of I-595 (milepost [mp] 53) to Wiles Road (MP 70), approximately 17 miles.

1.2 Project Description

The project is located in Broward County, Florida and is contained within the following eleven municipalities Coconut Creek, Davie, Deerfield Beach, Fort Lauderdale, Lauderdale Lakes, Lauderdale Hill, Margate, North Lauderdale, Plantation, Pompano Beach and Tamarac. Figure 1-1 Project Location Map shows the limits of the PD&E Study.



Figure 1-1 Project Location Map

Currently, the Turnpike Mainline is typically eight to ten lanes (four lanes plus an auxiliary lane in each direction) from south of I-595 to south of Atlantic Boulevard and six lanes (three lanes in each direction) from south of Atlantic Boulevard to Wiles Road. The study consists of evaluating the widening of the Turnpike Mainline to ten lanes plus an auxiliary lane from south of I-595 (MP 53) to south of Atlantic Boulevard (MP 66) and widening to ten lanes from Atlantic Boulevard (MP 66) to Wiles Road (MP 70).

Land use adjacent to the Turnpike Mainline within the project limits is predominately residential with areas of commercial and industrial land uses toward the northern end of the project.

The improvements being evaluated also include milling and resurfacing, bridge construction and existing interchange improvements. The existing interchanges within the limits of the study include I-595, Sunrise Boulevard, Commercial Boulevard, Atlantic Boulevard, Coconut Creek Parkway and Sample Road. The evaluation for two potential new reliever interchanges, one at Cypress Creek Road/McNab Road and one at Oakland Park Boulevard, is also part of the PD&E Study.

The purpose of this project is to evaluate increasing capacity of Florida's Turnpike Mainline to accommodate future traffic volumes generated by anticipated growth and development in Broward County, Florida.

Population and employment projections referenced in the Broward Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP), 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 25% through 2045. Furthermore, the Southeast Florida region, made up of Broward County, Miami-Dade County, and Palm Beach County, collectively has a population of 5.85+ million people and is expected to reach nearly 7.5 million over the next 25 years, making it the fourth most populous urbanized area in the nation.

Widening of Florida's Turnpike Mainline is needed to accommodate Year 2045 travel demands, to enhance the safety of the corridor and the mobility in the area. The potential new interchanges would relieve existing interchanges improving current and future traffic operations, improve regional connectivity and enhance emergency response and evacuation.

1.3 Purpose and Need

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2.0 Existing Context & Landscape Approach

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For the purpose of this Landscape aesthetic assessment, the limits of the project have been divided into two zones, Roadway Widening and Interchange Improvements. In the narrative below, the zones are analyzed for context, design, and aesthetic considerations that will inform the landscape approach for each.

Roadway Widening

- The corridor contains stretches of mature shade trees of variable species located between the existing shoulder limits and R/W. The widening of the Turnpike will impact landscape assets on both sides of the right of way. Trees impacted by roadway improvements and new clear zone requirements should be evaluated for relocation prior to construction and the remaining trees should be protected from construction activities, if feasible.



- Palm clusters are planted along some of the existing noise walls, evidence of investment by FTE as part of previous improvement projects. Palms impacted by roadway improvements and new clear zone requirements should be relocated prior to construction and the remaining should be protected from construction activities, if feasible.



- The proposed noise walls along the corridor provide opportunities for artful aesthetic enhancements, including graphic insets with themes that can help enhance the corridor's gateway character. Noise walls would also benefit from the addition of landscape enhancements consistent with those currently observed along the corridor where applicable.
- Landscape improvements along this corridor are limited by the existing canals on both sides and the FGT (Florida Gas Transmission) easement along the east side of the northbound lanes. The preservation of existing trees and palms, where possible, should be emphasized during the design phase.
- A proposed alignment shift for the Turnpike between STA. 1450+00 and STA. 1485+00 (between Broward Blvd. and Sunrise Blvd.) may provide a potential planting opportunities along the east side of the northbound lanes between the edge of travel lane and FGT easement. The feasibility of adding guardrails along this stretch should be evaluated during the design phase to maximize the allowable planting area.

Interchange Improvements

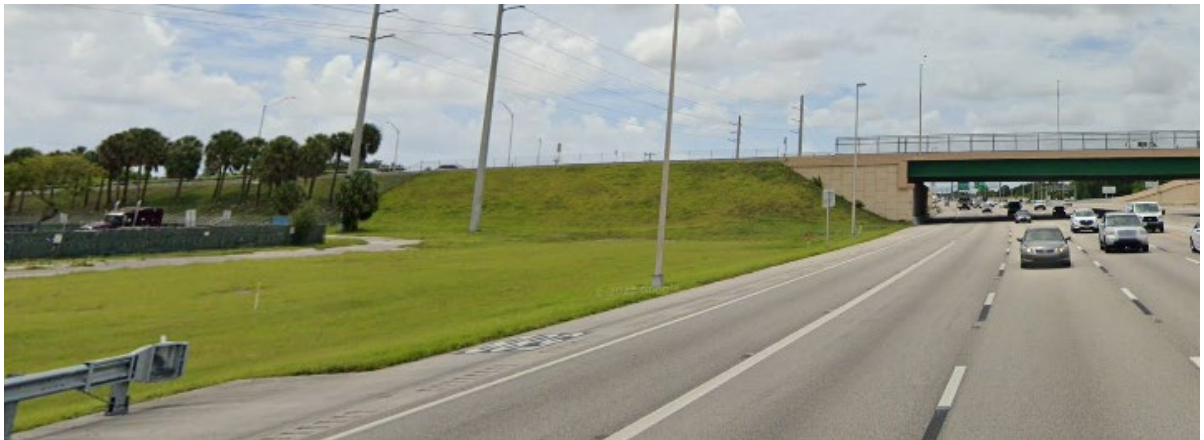
- There are several interchanges within the project limits that propose major improvements including Coconut Creek Parkway/Hammondville Road and Sample Road. The proposed interchange improvements will impact the existing landscape assets in the medians and the Turnpike on/off ramp approaches. All desirable, healthy, viable trees should be relocated to new locations in coordination with the corresponding jurisdictional agencies.

SECTION 1 – PROJECT SUMMARY

- Sunrise Blvd interchange improvements were recently completed and no landscape improvements were implemented as a part of that project. Landscape improvements should be implemented in coordination with any available Landscape Opportunity Plan, or an evaluation of opportunity areas should be performed to plan for landscape enhancements at this interchange.



- Landscape improvements at all interchanges should take special consideration to enhance the approaches to the overpasses with a focus on landscape improvement assets that benefit both the mainline and bisecting roadways.



- In addition to the existing interchanges there are two new proposed interchanges at Oakland Park Blvd. and W McNab Road /NW 62nd Street. Existing desirable, healthy, and viable trees should be prioritized for protection or relocation. Landscape opportunity areas should be evaluated to identify potential landscape enhancements, providing for trees and palms within the medians, at approaches, along the mainline, and within ramp areas to improve the landscape aesthetic of the corridor. Plantings in medians under bridges is not

SECTION 1 – PROJECT SUMMARY

recommended per Florida's Turnpike guidance. Hardscape alternatives, such as stamped / colored concrete or paver installation should be carefully evaluated during the final design phase of project development.

