



Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

**JIM BOXOLD
SECRETARY**

May 17, 2016

Mr. James Christian, Division Administrator
3500 Financial Plaza, Suite 400
Tallahassee, FL 32312

Attention: Mr. Mark Clasgens, P.E., Transportation Engineer

Subject:	Phase of Reevaluation:	Design Change and Right-of-Way
	State Road:	I-595/SR 862 and I-95/SR 9
	Financial Project No.:	409354-2-52-01
	Federal Aid Project No.:	5951-539-I (409354.1 PD&E) and 0951-697-I (409354.2)
	Description:	I-595/I-95 Express Lanes Direct Connect: I-95 from Stirling Road to Broward Boulevard and I-595 from SR 7 to I-95 Interchange
	County:	Broward

Dear Mr. Christian:

This Design Change and Right-of-Way Reevaluation is submitted for your review and approval. This project is fully funded for the right-of-way phase, as well as construction. We look forward to your concurrence in order to proceed with the project.

Sincerely,

Steven C. Braun, P.E.
District Planning and Environmental Engineer

SB:bw
Attachments

Florida Department of Transportation PROJECT REEVALUATION FORM

I. GENERAL INFORMATION (originally approved document)

- a. Reevaluation Phase: Design Change and Right of Way
- b. Document Type and Date of Approval: Type 2 Categorical Exclusion (CE-II), FM# 409354-1: I-595 (SR 862) CE-II approved 6/29/06 and FM# 429804-1: SR9/I-95 CE-II approved 9/3/13
- c. Project Numbers:
- | | | | | |
|--------------|-------|-------------|-------------------|--------------|
| • I-595 PD&E | N/A | 5951-539-1 | 409354-1 | N/A |
| • I-95 PD&E | N/A | N/A | 429804-1 | N/A |
| | State | Federal Aid | Financial Project | Work Program |
- d. Project Local Name, Location and Limits:
- I-595 (SR 862) from the I-75 Interchange to the I-95 Interchange
 - I-95 (SR 9) from Stirling Road to North of Oakland Park Boulevard
- e. Segment of Highway Being Advanced:
- FM# 409354-2: I-595/I-95 Express Lanes Direct Connect, I-95 from Stirling Road to Broward Boulevard and I-595 from SR 7 to I-95 Interchange, Broward County
- f. Project Segment Planning Consistency

Currently Adopted CFP-LRTP	COMMENTS				
Y	Referenced in pages 50-51 of Commitment 2040, project is identified in District 4 SIS Plan. Refer to Appendix A for the relevant TIP, STIP, Commitment 2040 & SIS pages.				
409354-2					
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	\$1,500,000	2020	Initial Design is in process and funded. FM# 433108-1
Right of Way	Y	Y	\$1,247,750 \$2,474,414	2016 2017	
Railroad & Utilities	Y	Y	\$250,000 \$2,500,000	2019 2020	
Environmental	Y	Y	\$215,644	2015	
Design Build	Y	Y	\$248,953,505	2020	


g. Name of Analyst(s): Maria Lucia Rojas, PLEMO PE Trainee and Brook Wolfe, PLEMO In-House Specialist (Stantec)

II. CONCLUSION AND RECOMMENDATION

The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment (PD&E) Manual of the Florida Department of Transportation (FDOT). Through the reevaluation, it was determined that no substantial changes have occurred to the social, economic, or environmental impacts of the proposed action that would significantly affect the quality of the human environment. Therefore, the original Administrative Action remains valid.

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

REVIEWER SIGNATURE BLOCK



District Planning and Environmental Engineer
5/17/16
Date

III. FHWA (or Lead Federal Agency) CONCURRENCE BLOCK



for Federal Highway Administration, Division Administrator
6/14/16
Date

IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE

	YES / NO		COMMENTS
A. SOCIAL IMPACTS			
1. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Community Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Title VI Consideration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Controversy Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Utilities & Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
B. CULTURAL IMPACTS			
1. Section 4(f) Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Pedestrian/Bicycle Facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
C. NATURAL ENVIRONMENT			
1. Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See C.1 Section VIII</u>
2. Aquatic Preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See C.3 Section VIII</u>
4. Outstanding Florida Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Coastal Zone Consistency	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Coastal Barrier Islands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Wildlife and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See C.9 Section VIII</u>
10. Essential Fish Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See C.10 Section VIII</u>
11. Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Visual/Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
D. PHYSICAL IMPACTS			
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See D.1 Section VIII</u>
2. Air	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See D.4 Section VIII</u>
5. Navigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

V. EVALUATION OF MAJOR DESIGN CHANGES AND REVISED DESIGN CRITERIA (e.g., Typical Section Changes, Alignment Shifts, Right of Way Changes, Bridge to Box Culvert, Drainage Requirements, Revised Design Standards).

The segment currently being advanced is the I-595/I-95 Express Lanes (Phase 3C) Direct Connect project, referred to throughout this document as the “Direct Connect” project. The Direct Connect project limits include SR 862/I-595 from SR 7/US 441 to the I-95 interchange and SR 9/I-95 from south of Stirling Road to south of Broward Boulevard. The I-595 project limits were originally evaluated in the I-595 PD&E study (FM# 409354.1, LDCA 6/26/06) and the I-95 limits were evaluated by the I-95 PD&E study (FM# 429804.1, LDCA 9/3/13). The Direct Connect concept was developed to improve the connectivity between the I-95 and I-595 corridors, including connectivity to the existing and proposed express lanes.

The I-595 Express lanes were previously constructed under FM# 420809.3 (previously advanced under separate reevaluation) and are located west of the Direct Connect limits. The proposed I-95 Express lanes will be constructed as part of the Direct Connect project – the segment being advanced. The Direct Connect concept will allow express lanes users to enter and exit either corridor with more ease and provides choice of continuing within express lanes or switching to general purpose lanes. The Direct Connect concept is included in the I-95 Express Phase 3 Design-Build project under Phase 3C. Refer to the Project Location Map in **Appendix B**.

The existing I-595 corridor from SR 7 to the I-95 Interchange is mostly elevated structure which spans Pond Apple Slough with a viaduct. The existing typical section consists of three general purpose lanes and two auxiliary lanes in each direction, a varying median, and a 3 ft. inside shoulder. Refer to the existing I-595 typical section in **Appendix C**.

The existing typical section on I-95 from Stirling Road to South of Broward Boulevard consists of one High Occupancy Vehicle (HOV) lane, 3-4 general purpose lanes, and one auxiliary lane in each direction. Refer to the existing I-95 typical section in **Appendix C**.

Since the Direct Connect is a segment of the I-95 Express Phase 3 corridor, it should be noted that the existing I-95 HOV lanes are set to be converted into Express Lanes/High Occupancy Toll (HOT) lanes. Through widening and restriping, the proposed I-95 Express Phase 3 typical section includes 2 HOT lanes on the inside in both directions. There are 6 existing interchanges along this corridor and they are:

- Stirling Road (SR 848) and I-95
- Griffin Road (SR 818) and I-95
- I-595 (SR 862) and I-95
- Marina Mile Boulevard (SR 84) and I-95
- Davie Boulevard (SR 736) and I-95
- Broward Boulevard (SR 842) and I-95

This Design Change/Right of way Acquisition Reevaluation documents and evaluates the design changes which have occurred since the I-595 PD&E and I-95 PD&E were approved by FHWA in accordance with the NEPA process. The major design changes include the following:

1. Direct Connect Flyover Ramps: The original I-595 PD&E recommended eastbound and westbound Collector-Distributor (CD) roadways along the outside of the I-595 mainline to connect to the I-95 general purpose ramps. The preferred alternative maintained the existing 10 general

purpose lanes along the I-595 mainline and required widening to the outside of the existing bridge. Refer to the Preferred Alternative I-595 typical section in **Appendix D**.

The Direct Connect concept recommends flyover ramps connecting the I-595 inside lanes to I-95 Express instead of CD roads to the outside general purpose ramps/lanes. Three flyover ramps are proposed: two ramps connecting the I-595 inside lanes to/from the north segment and to/from the south segment of I-95 Express and one braided ramp connecting the I-95 Express to the I-595 westbound outside lane. The proposed typical section includes twelve general purpose lanes (six lanes in each direction) on the I-595 mainline. A Systems Interchange Modification Report (SIMR) Reevaluation was conducted to assess traffic operations for the Direct Connect. The SIMR Reevaluation was reviewed by the District Interchange Review Committee (DIRC) and approved by Federal Highway Administration (FHWA) on November 12, 2015. Refer to the Modified Preferred Alternative I-595 typical section in **Appendix E** and the ramp configuration in the Direct Connect concept in **Appendix F**.

2. Right of Way Acquisition: The original I-595 PD&E preferred alternative with the CD roads required 7.862 acres of right of way acquisition. The proposed Direct Connect concept requires 0.230 acres of right of way acquisition. Refer to Direct Connect vs. Approved PD&E Right of Way in **Appendix G**. This change results in a significant reduction in right of way acquisition, business impacts, wetland impacts, and project costs.

3. SR 84/Marina Mile Boulevard and I-95 Interchange: Existing bridge columns at the I-95 and SR 84 Interchange conflict with the proposed widening for the I-95 express lanes. Furthermore, based on a comprehensive crash analysis of the I-95 exit to SR 84, safety improvements are warranted. Therefore, the 3rd level eastbound bridge, the 2nd level westbound bridge, the northbound ramp, and the southbound ramp of the SR 84 interchange will be reconstructed. Design and safety workshops were held to develop the concept. Refer to SR 84 Interchange Concept in **Appendix H**.

4. Design Standards: The project will be designed using the current FDOT Design Standards and Standard Specifications for Road and Bridge Construction, as amended by the Contract Documents.

VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

As documented in the 2006 I-595 Cat-Ex II, the proposed improvements for the I-595 viaduct across the South Fork of the New River immediately adjacent to the Pond Apple Slough Natural Area were anticipated to directly impact 2.1 acres of wetlands and shade an additional 4.3 acres. No other wetland impacts were anticipated.

The I-95 Express project was not anticipated to impact any wetlands according to the 2013 Cat-Ex II. However, approximately 4.49 acres of Other Surface Water (OSW) impacts were anticipated for the entire corridor, only a portion of which is within the segment being advanced.

The proposed roadway and bridge modifications include inside widening of both the I-595 westbound and eastbound bridges, as well as 4-ft of outside widening along the I-595 eastbound bridge. As such, the anticipated wetland impacts are limited to the areas beneath the bridges and to a 4-ft width wetland fringe within the I-595 L/A ROW directly south of the existing I-595 eastbound bridge. There are no anticipated impacts to wetlands north of the I-595 bridges nor to any wetlands located south of the I-595 L/A ROW. A map of the impacted Pond Apple Slough wetlands is located in **Appendix I**.

Wetland impact acreages for the Direct Connect project are currently estimated at 1.8 acres (0.15 acres of freshwater and 1.65 acres of estuarine wetland impacts), a reduction of 4.6 acres since the I-595 PD&E. All unavoidable wetland impacts are being addressed with FDOT's construction of a 6.94 acre forested estuarine mitigation site known as FDOT's Pond Apple Slough (PAS) mitigation site. FDOT's PAS mitigation site consists of three individual mitigation areas – Wetlands 1, 2 and 3. Construction and planting of Wetlands 2 and 3 were recently completed. Construction is complete at Wetland 1 and 2; planting completion of Wetland 3 is anticipated by June 30, 2016. Wetland credits generated and subsequent credit deductions will be tracked using a mitigation credit ledger.

The following commitments have been made by the FDOT, both from the I-595 PD&E and the I-95 PD&E. They will be adhered to during the Final Design and/or Construction phases. The Project Commitment Record Spreadsheet is included in **Appendix K**.

I-595 PD&E Study Commitments

1. The South Florida Water Management District (SFWMD) North New River Canal runs parallel to the study corridor throughout the project length. The FDOT made several commitments related to preserving the flow capacity and maintainability of the canal while making improvements to the I-595 mainline, the SR 84 frontage road system, and several interchange areas. These commitments included the following:

- FDOT will provide SFWMD with the wind loadings that are used in the design of the noise walls.
- FDOT will provide a 100 feet staging area next to all bridge structures.
- FDOT will provide a minimum 25 feet gap, or appropriate maintenance access approved by SFWMD, in the noise wall at the SFWMD "Lot #29" (purchased by SFWMD for maintenance of Sewell Lock).
- FDOT will provide a 3-foot asphalt mow strip, similar to a guardrail treatment, in front of proposed noise walls. This will assist the SFWMD with maintenance adjacent to the walls.

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

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

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

2. In a meeting held on October 21, 2005, the United States Coast Guard agreed that the 55-foot vertical clearance criterion for the North New River Canal will not apply to the proposed bridges (i.e. direct connection ramp/bridge from/to Florida's Turnpike, WB I-595 ramp/bridge to NB Florida's Turnpike, and the New River Greenway Pedestrian Bridge) crossing over the section of canal between Sewell Lock and SR 7. The FDOT committed to maintain at least 20-foot of vertical clearance and 30-foot of horizontal clearance (15 feet each side of the centerline of the waterway) for navigation.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

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

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

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

Meetings were held with the U.S. Environmental Protection Agency and plans were reviewed for all improvements within the I-595 corridor including Florida's Turnpike interchange and mainline. Based on this coordination, a Consent Decree was drafted and lodged by the U.S Department of Justice which provides provisions to design and construct all roadway improvements within the contaminated area. The FDOT committed to adhere to all provisions of the Consent Decree and coordinate with the EPA on any substantial construction plan changes during the final design phase. A copy of the Consent Decree is provided in the *Contamination Screening Evaluation Report*.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

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

Status: No change. The proposed design changes described in Section V above reduce wetland impacts by widening the I-595 mainline primarily to the inside, rather than to the outside adjacent to Pond Apple Slough. All unavoidable wetland impacts are being addressed with FDOT's construction of a 6.94 acre forested estuarine mitigation site known as FDOT's PAS mitigation site.

6. Broward County has developed its Greenways System plan to connect all major neighborhoods within the County using travel ways designed for non-motorized transportation modes. The countywide Greenways System will consist of bicycle and equestrian paths, nature trails, and waterways. Portions of SR 84 and I-595 crossroads have been designated as major components of this Greenways System. FDOT agreed to modify its plans for the corridor by relocating the Greenway from the south bank of the North New River Canal (immediately north of I-595) to the north bank of the North New River Canal (immediately south of SW 25th Street) between SR 7 and theoretical SW 51st Avenue. The relocated Greenway would be within 200 feet of the existing alignment and would occupy SFWMD right of way for the North New River Canal from SR 7 to SW 41st Avenue, Broward County right of way for SW 25th Street between SW 41st Avenue and SW 44th Terrace, and SFWMD right of way for the North New River Canal from SW 44th Terrace to theoretical SW 51st Avenue. At theoretical SW 51st Avenue, a new bridge will be constructed for the Greenway over the North New River Canal to connect it to the south bank of the North New River Canal, where it will continue to Davie Road immediately adjacent to the canal bulkhead. From Davie Road to Sewell Lock Park, the Greenway will follow its current alignment. FDOT has committed to construct the relocated section of the Greenway prior to impacting the existing section thereby resulting in no net loss of Greenway or its function. As a result, there will be minimal impacts to the Greenway during construction as documented in the *Programmatic Section 4(f) Evaluation* that was approved by FHWA on March 14, 2006. See Appendix G of that report for the Section 4(f) approval letter from FHWA. The Broward County Greenways Project Manager has concurred with this proposed action.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

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

Status: No change. This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3). The transit envelop for the projected service plan on I-595 terminates west of the proposed Direct Connect project improvements. The Direct Connect project does not impact the commitment to preserve a transit envelop along the I-595 corridor.

8. To minimize adverse effects to the endangered Wood stork, the FDOT will determine if there are any active Wood stork breeding colonies within 18.6 miles of the proposed improvements at the time the Environmental Resource Permit (ERP) application is submitted to the US Army Corps

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

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

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

Status: No change. The proposed design changes described in Section V above reduce wetland impacts and associated wood stork foraging habitat impacts by widening the I-595 mainline primarily to the inside, rather than to the outside adjacent to Pond Apple Slough. All unavoidable wetland impacts are being addressed with FDOT's construction of a 6.94 acre forested estuarine mitigation site known as FDOT's PAS mitigation site.

FDOT anticipates that the Standard Manatee Construction Conditions for In-Water Work and the Standard Protection Measures for the Eastern indigo snake will be included in the environmental permits to be issued for the project. The Contract Documents for the project include all permits. If these conditions are not included in the permits upon issuance, FDOT will include the Construction Conditions/Protection Measures as Technical Special Provisions to the contract documents. In addition, the Contract Plans will prohibit in-water work between November 15 and March 31 within the FP&L Cooling Canal and the South Fork of the New River due to their designation as a Warm Water Aggregation Area for the manatee.

9. The FDOT will provide the following information to the National Marine Fisheries Service (NMFS) as the project progresses to the design, permitting, and implementation stage:

- A detailed description of the construction activities. The information will describe whether subaqueous work will be implemented, types of construction methods proposed (i.e., pile drivers, cranes, dredges, hoppers, or barges, etc).
- A list of conservation and avoidance measures for listed species on construction methods (i.e., best management practices for water quality protection and erosion control to be implemented in the project design and implemented during construction).
- A short description or drawings of the new bridge(s) over tidal waters. The drawing or description will indicate the number of piles in the water for the bridge fenders and the location of the new piers.
- A Stormwater Management Plan. The plan will include the type of treatment and maintenance of the stormwater treatment system.

Status: To follow through on providing information to NMFS through design, permitting, and implementation stage, FDOT has continued coordination with NMFS throughout the design process. A Technical Memorandum dated April 1, 2016 was submitted to NMFS to reinstate consultation for the Direct Connect project in order to update NMFS during the Design phase. The Technical Memorandum (Appendix J, Regulatory Correspondence) addressed the above referenced information, as available thus far in the design, and requested Reasonable Assurance from NMFS that consultation will be completed for the project prior to letting. NMFS provided Reasonable Assurance in an email dated April 26, 2016 (Appendix J). NMFS Consultation is on-going and all Section 7 coordination will be completed prior to the submittal of the Construction Advertisement Reevaluation for the project.

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

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

11. In order to minimize the unavoidable effects of right of way acquisition and displacement of people, the FDOT will carry out a Right of Way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

Status: No change. Right of Way acquisition for the Direct Connect project improvements does not result in any relocations or displacements.

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

Status: FDOT coordinated with local elected officials and agencies throughout the duration of the I-595 Express Lanes Project (FM# 420809.3, 2009-2014). FDOT has and will continue coordination with the public, municipalities, and the Broward MPO for the Direct Connect project, the segment being advanced.

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

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

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

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

Status: FDOT prepared and followed the CAP (available at www.595express.info) throughout the I-595 Express Lanes Project (FM# 420809.3, 2009-2014) ensuring public involvement throughout the project. FDOT has continued and will continue coordination meetings related to the Direct Connect project with the public, municipalities, and the Broward MPO since June 2014. The Construction Engineering and Inspection's (CEI's) Public Involvement Consultant (PIC) will prepare the CAP for the Direct Connect in coordination with FDOT and the contractor. Furthermore, the contractor is required to adhere to all PD&E commitments during the design-build phase.

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

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The noise abatement evaluation conducted during the PD&E phase concluded that barriers were neither reasonable nor feasible within I-595 segment being advanced. The potential noise barrier locations will be reevaluated based on the proposed Direct Connect design changes, as warranted. The results of the updated noise evaluation will be documented in the next reevaluation and prior to construction advancement. Should the updated noise evaluation conclude that noise abatement barriers are reasonable and feasible, community input will be solicited. The commitment was addressed in previous reevaluation(s) for and satisfied with the construction of the I-595 Express Lanes Project (FM# 420809.3).

17. FDOT will maintain access to businesses and residences to the maximum extent possible during construction.

Status: No change. The FDOT Standard Specifications for Road and Bridge Construction require that access is maintained to all businesses and residences throughout construction (Section 102 - Maintenance of Traffic)

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

Status: No change. This commitment is addressed by FDOT Standard Specifications for Road and Bridge Construction and Design Standards, which will be included in the contract documents for the project.

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

Status: No change. Unlike the original construction of 595, haul roads and access roads for this project will be minimal. The bridge widening adjacent to the Pond Apple Slough will be completed from the top of the bridge, rather than from below. Dry ponds are proposed below the bridge to treat stormwater runoff prior to discharge to Pond Apple Slough. A temporary access road will be required to access the area under the bridge and to construct the dry ponds. The temporary access road will be constructed to the north of the existing 595 bridge and will connect to SR 84, minimizing wetland impacts and eliminating haul road impacts within Pond Apple Slough to the south of 595.

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

Status: No change. This commitment is addressed by FDOT Standard Specifications for Road and Bridge Construction, which will be included in the contract documents for the project.

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

Status: No change. This commitment is addressed by FDOT Standard Specifications for Road and Bridge Construction, which will be included in the contract documents for the project.

22. For modifications to the existing I-595 stormwater management ponds, the area of the ponds with a water depth between 0-2 feet will be maintained or increased so there will be no net loss of potential wood stork foraging habitat.

Status: No change. No changes to the existing I-595 stormwater management facilities are proposed for the Direct Connect project. New (additional) stormwater management facilities are proposed along I-95. The Design Build RFP will include the above information and the contractor will be required to adhere to all PD&E commitments.

I-95 PD&E Study Commitments (any commitments which were also covered by the I-595 commitments have been removed from the list below to eliminate redundancy).

1. The FDOT will coordinate with the City of Oakland Park regarding any potential impacts to the interchanges or potential pond sites within their city as this project progresses through the design and construction phases.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in the I-95 Express Lanes Phase 3A1 Design-Build Project RFP (FM# 433108.4).

2. Utility Agency Owners (UAO) with facilities within the vicinity of the North Woodlawn Cemetery will refrain from relocating any facilities within the limits of the cemetery. The FDOT will also avoid the construction of any new underground utilities within the state R/W adjacent to the cemetery property.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in the I-95 Express Lanes Phase 3A1 Design-Build Project RFP (FM# 433108.4).

3. The FDOT will incorporate design variances and exceptions for the 300-foot area in front of the North Woodlawn Cemetery, such that there will be no new engineering features located in front of the cemetery.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in the I-95 Express Lanes Phase 3A1 Design-Build Project RFP (FM# 433108.4).

4. The contractor will be restricted from staging along the shoulder adjacent to the North Woodlawn Cemetery.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in the I-95 Express Lanes Phase 3A1 Design-Build Project RFP (FM# 433108.4).

5. Before construction begins, an unanticipated finds plan will be developed. The plan will include specific procedures to be taken in the event that unanticipated finds, including human remains, are encountered during construction.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in the I-95 Express Lanes Phase 3A1 Design-Build Project RFP (FM# 433108.4). However, Unanticipated Finds are addressed by FDOT Standard Specifications for Road and Bridge Construction (Section 7-1.6 Discovery of an Unmarked Human Burial).

6. During construction, an archaeological monitor will be present during all subsurface excavations conducted within 250 feet of North Woodlawn Cemetery. Monitoring will be conducted in accordance with the unanticipated finds plan.

Status: This commitment does not apply to the segment being advanced (FM# 409354.2). The commitment was addressed in the I-95 Express Lanes Phase 3A1 Design-Build Project RFP (FM# 433108.4).

7. The FDOT will perform detailed safety evaluations at the identified high crash locations after the PD&E Study or during design to quantitatively determine the impact of the proposed improvements and evaluate and address safety improvements if required. The detailed analysis will include preparation of collision diagrams, additional field reviews, expected value analysis

and review of police reports (if necessary) to identify the crash patterns and potential countermeasures at each of the identified locations.

Status: No change. Phase 2 has been able to implement these design changes that include two 12-foot general purpose lanes, a buffer between the general purpose lanes and toll lanes, and full size shoulders. Results from FDOT's evaluations have been considered in the scope of the Direct Connect project, as applicable, and any identified safety improvements have been incorporated into the design.

8. The FDOT will prepare an Incident Management Plan for the deployment of the next phase of express lanes. This plan will build upon and be coordinated with the existing Incident Management Plan in place for Phases I and II and with our agency partners. The plan will be submitted to FHWA for review and approval.

Status: FDOT prepared the Incident Management Plan for all segments of I-95 Express Phase 3. It was included in the RFP for Phase 3A and has been reviewed by FHWA. The Incident Management Plan will be included in the Direct Connect Design Build RFP and the contractor will be required to adhere to all PD&E commitments.

9. The FDOT is in the process of completing a study for the development of a Regional Concept of Transportation Operations. FDOT will continue to work with our agency partners to prepare a Concept of Operations plan. This plan will be submitted to FHWA for review and approval.

Status: FDOT completed the Concept of Operations Plan for all segments of I-95 Express Phase 3 in October 2014. It was included in the RFP for Phase 3A and has been reviewed by FHWA. The Concept of Operations Plan will be included in the Direct Connect Design Build RFP and the contractor will be required to adhere to all PD&E commitments.

10. The FDOT will evaluate the feasibility of providing all 12-ft wide general purpose lanes in the constrained typical sections during the final design phase.

Status: No change. General Purpose lane widths are still under evaluation at the following constrained locations from the PD&E Study: 42nd Street, SR 84, South Fork New River Bridge, and Davie Blvd.

VII. PERMITS STATUS

It is anticipated that the following permits will be required for the proposed construction. Permit applications will be prepared and submitted during the design and permitting phase.

- SFWMD Environmental Resource Permit
- SFWMD Water Use Permit for Dewatering
- SFWMD Right-of-Way Occupancy Permit
- USACE Section 404 Dredge and Fill Permit
- U.S. Coast Guard (USCG) Bridge Permit
- Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) Permit

ATTACHMENTS

VIII. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE

B.2 Historic Sites/Districts

A Cultural Resources Assessment Survey (CRAS) was completed during each of the PD&E Studies for I-95 and I-595 in accordance with the National Historic Preservation Act of 1966, as amended, and Florida Statute 267. The December 2005 CRAS for the I-595 Corridor evaluated two previously recorded archaeological sites (8BD82 and 8BD3208) and five historic resources (8BD58, 8BD3279, 8BD4072, 8BD4073, and 8BD4074). Three of these resources – Cherry Camp (8BD82), Sewell Lock (8BD58), and the North New River Canal (8BD3279) were listed or considered eligible for listing in the National Register of Historic Places (NRHP). The remaining resources were ineligible. The Florida Division of Historical Resources (FDHR) concurred with FDOT's findings that the I-595 project would have no effect on the eligible resources in letters to FHWA dated April 25, 2006 and January 09, 2006 (**Appendix J**).

The September 2013 CRAS for the I-95 Corridor evaluated nine historic resources (8BD3221, 8BD3225, 8BD4432, 8BD4649, 8BD4879, 8BD1452, 8BD2562, 8BD3220, and 8BD3340). Five of these resources – Seaboard Air Line/CSX Railroad (8BD4649), North Woodlawn Cemetery (8BD4879), Seaboard Air Line Railroad Station (8BD1452), the Link Trainer Building (8BD2562), and the CSXT Railroad Bridge (8BD3340) were listed or considered eligible for listing in the NRHP. The remaining resources were ineligible or had insufficient information for eligibility determination. No archaeological sites were identified within the project's Area of Potential Effect (APE). FHWA and FDHR concurred with FDOT's eligibility determinations on March 22, 2013 and March 27, 2013, respectively (**Appendix J**). A Section 106 Determination of Effects for the Seaboard Airlines/CSX Railroad (8BD4649) was submitted to FHWA on August 7, 2013 for transmittal to the SHPO. The FHWA and the SHPO provided concurrence on August 22 and 28, 2013, respectively, that the Recommended Alternative will have no adverse effect on the National-Register eligible Seaboard Airlines/CSX Railroad (**Appendix J**). A Section 106 Determination of Effect was also completed for the North Woodlawn Cemetery (8BD4879); however, this resource is not located within the Direct Connect APE.

A CRAS Update was prepared in September 2015 as part of the current reevaluation process for the Direct Connect project. The CRAS survey identified six historic resources located in the historic resources APE of the Direct Connect project. These resources include four previously recorded historic resources: 300 SR 84 (8BD4074), South New River Canal (8BD4153), Seaboard Air Line (CSX) Railroad (8BD4649), and FPL Cooling Canal (8BD5236). Two newly recorded historic resources were also documented within the project APE: Chase Roofing (8BD5478) and 2190 W SR 84 (Building #2) (8BD5479).

The South New River Canal (8BD4153) and the Seaboard Air Line (CSX) Railroad (8BD4649) were already determined NRHP-eligible by the State Historic Preservation Office (SHPO). They remain eligible based on the 2015 current survey. The FPL Cooling Canal (8BD5236) and 300 SR 84 (8BD4074) were previously determined ineligible for inclusion in the NRHP by the SHPO. The 2015 survey also concurred with these previous determinations. The two newly recorded historic resources, both of which are buildings, are considered ineligible for inclusion in the National Register. FHWA and SHPO concurred with FDOT's eligibility determinations on November 6, 2015 and November 23, 2015, respectively (**Appendix J**).

C.1 Wetlands

As documented in the 2006 I-595 Cat-Ex II, the proposed improvements for the I-595 viaduct across the South Fork of the New River immediately adjacent to the Pond Apple Slough Natural Area were anticipated to directly impact 2.1 acres of wetlands and shade an additional 4.3 acres. No other wetland impacts were anticipated.

The I-95 Express project was not anticipated to impact any wetlands according to the 2013 Cat-Ex II. However, approximately 4.49 acres of OSW impacts were anticipated for the entire corridor, only a portion of which is within the segment being advanced.

The proposed roadway and bridge modifications include inside widening of both the I-595 westbound and eastbound bridges, as well as 4-ft of outside widening along the I-595 eastbound bridge. As such, the anticipated wetland impacts are limited to the areas beneath the bridges and to a 4-ft width wetland fringe within the I-595 L/A ROW directly south of the existing I-595 eastbound bridge. There are no anticipated impacts to wetlands north of the I-595 bridges nor to any wetlands located south of the I-595 L/A ROW. A map of the impacted Pond Apple Slough wetlands is located in **Appendix I**.

As indicated in the table below, the current concept design results in approximately 1.8 acres of total wetland impacts, versus 6.4 acres of total wetland impacts associated with the previously approved PD&E study. All unavoidable wetland impacts are being addressed with FDOT's construction of a 6.94 acre forested estuarine mitigation site known as FDOT's PAS mitigation site. FDOT's PAS mitigation site consists of three individual mitigation areas – Wetlands 1, 2 and 3. Construction and planting of Wetlands 2 and 3 were recently completed. Construction is complete at Wetland 1; planting completion is anticipated by June 30, 2016. Wetland credits generated and subsequent credit deductions will be tracked using a mitigation credit ledger.

WETLAND AREA	Impact	Assessment	Mitigation Credits Required	Mitigation Banks within Service Area
	(Acres)	Score		
Freshwater Forested Wetlands (4-ft Fringe on southside of I-595 eastbound bridge)	0.15	0.82	0.12	EMB/LMB
Total Freshwater Forested Mitigation Required			0.12	
Estuarine Forested Wetlands (Within Areas 6 and 7) (White Mangroves between bridges)	1.65	0.50	0.83	ONSITE
Total Estuarine Forested Mitigation Required			0.83	

C.3 Water Quality

Water quality treatment and attenuation will be provided within existing and proposed dry detention ponds, in accordance with South Florida Water Management District (SFWMD) and FDOT criteria. Runoff from the I-595 viaduct, west of the bridge apex over the South Fork of the New River canal will be collected via a new bridge deck drainage system and conveyed into new dry detention pond(s) located below the bridge, with discharge of treated stormwater to Pond Apple Slough. Runoff from the I-595 viaduct, east of the bridge apex over the South Fork of the New River canal, as well as the segment of I-595 on embankment between SW 26th Terrace and I-95, will be collected via a new bridge deck drainage system and closed drainage system,

respectively. The runoff will be conveyed into existing linear dry retention ponds (swales) and existing wet detention facilities (below the viaduct) and interconnected with new dry detention ponds located below the viaduct and within adjacent Broward County surplus lands. Treated overflow from the proposed stormwater management system will be discharged to the FP&L cooling canal which ultimately flows into the South Fork of the New River.

Runoff from I-95 will be conveyed by open and closed drainage systems, and treated and attenuated within existing dry retention ponds and wet retention ponds located within the I-95/I-595 interchange, which ultimately discharges to Osceola Creek via an existing control structure.

The final drainage design will meet all applicable water quality standards as required by the SFWMD. Best Management Practices will be implemented and the Contractor will be required to adhere to the FDOT Standard Specifications for Road and Bridge Construction to minimize any water quality impacts during construction.

C.9 Wildlife and Habitat

An Endangered Species Biological Assessment Report was prepared during the PD&E phases for each of the I-595 and the I-95 Express projects. The ESBA for the I-595 project determined that American alligator, Eastern indigo snake, wood stork, and the Florida manatee had the potential to occur within the project corridor. In a letter dated March 6, 2006, USFWS concurred with FDOT's findings that the project *may affect, but is not likely to adversely affect* the American crocodile, Audubon's crested caracara, bald eagle, snail kite, and wood stork. With the implementation of the USFWS Construction Conditions for manatees and Eastern indigo snakes, no effects to these species were anticipated. Regulatory correspondence is included in **Appendix J**.

Likewise, the ESBA for the I-95 Express project determined that the project *may affect, but is not likely to adversely affect* the West Indian manatee, Eastern indigo snake, and wood stork. USFWS concurred with FDOT's findings in a letter dated May 14, 2013 (**Appendix J**).

A Technical Memorandum dated April 1, 2016 was submitted to NMFS to reinitiate ESA and EFH consultation for the Direct Connect project because NMFS requested undated information during the design phase. The Technical Memorandum (**Appendix J**) addressed the ESA information requested by NMFS in a letter dated February 23, 2006 (**Appendix J**) during the PD&E phase. The Technical Memorandum also addressed the smalltooth sawfish, which was not addressed during the original PD&E. FDOT requested Reasonable Assurance from NMFS that consultation will be completed for the Direct Connect project prior to letting. NMFS provided Reasonable Assurance in an email dated April 26, 2016 (**Appendix J**). NMFS Consultation is on-going, and all Section 7 coordination will be completed prior to the Construction Advertisement Reevaluation.

Since the original PD&E Study, the South Fork of the New River and the FP&L Cooling Canal have been designated as a Warm Water Aggregation Area (WWAA) for the manatee. According to the Effect Determination Key for the Manatee in Florida, any type of in-water activity in a WWAA results in a *May Affect* determination and requires consultation. Therefore, FDOT submitted a letter to USFWS dated April 4, 2016 to reinitiate consultation for the manatee. FDOT has committed to implementing the USFWS *Standard Manatee Construction Conditions for In-Water work* during construction and, more importantly, all in-water work within the FP&L Cooling Canal and the South Fork of the New River will be prohibited between November 15 and March 31st, when manatees are likely to be present. With the implementation of these protection measures,

FDOT has determined that the project *may affect, but is not likely to adversely affect* the manatee. USFWS concurred with the updated determination of effect on May 4, 2016 (**Appendix J**)

Adverse impacts to protected wildlife and plant species or their critical habitats are not anticipated as a result of the Direct Connect project. The preliminary design has avoided and minimized wetland impacts to the greatest extent practicable. Wetland impacts were reduced from 6.4 acres anticipated during PD&E to 1.8 acres. All unavoidable wetland impacts are being addressed with FDOT's construction of a 6.94 acre forested estuarine mitigation site known as FDOT's PAS mitigation site. Regulatory coordination will continue throughout design and permitting. FDOT is committed to implementation of the USFWS *Standard Manatee Construction Conditions for In-Water work*, *Standard Smalltooth Sawfish Conditions for In-Water Work*, and the *Standard Protection Measures for the Eastern indigo snake* during construction.

C.10 Essential Fish Habitat

As documented in the 2006 Essential Fish Habitat (EFH) Assessment report prepared during the PD&E Study for I-595, the EFH associated with this project includes all tidally-influenced surface waters and the hydrologically-connected freshwater wetlands downstream of the SFWMD G-54 salinity control structure. The project area includes EFH-Habitat Area of Particular Concern (HAPC) for the snapper-grouper complex, penaeid shrimp, and red drum. The preferred alternative was anticipated to directly impact 2.1 acres of freshwater wetlands and shade 4.3 additional acres. Because these wetlands are hydrologically connected downstream of the SFWMD G-54 salinity control structure, the wetland impacts were also considered EFH impacts.

The 2013 EFH Assessment Report for the I-95 Express project determined that estuarine scrub/shrub mangroves, sand/mud bottom, and palustrine emergent (tidal freshwater) EFH habitats are within the project area. The preferred alternative was anticipated to directly impact 0.31 acres of EFH, consisting of: 0.11 acres of mangroves, 0.19 acres of sand/mud bottom, and less than 0.01 acres of tidal freshwater (SAV). The EFH Assessment Report was submitted to the NMFS on May 13, 2013, requesting that the NMFS provide concurrence that the project would not have a substantial adverse impact on EFH and managed species. On June 20, 2013, the NMFS provided concurrence with the findings of the EFH Assessment including conceptual mitigation, noting that the project would not have an adverse impact on EFH (see **Appendix J**).

As discussed in previous sections of this reevaluation, the current Direct Connect concept results in approximately 1.8 acres of total wetland/EFH impacts, versus the 6.4 acres of total wetland/EFH impacts associated with the previously approved PD&E study.

A Technical Memorandum dated April 1, 2016 was submitted to NMFS to reinstate ESA and EFH consultation for the Direct Connect project as requested by NMFS. The Technical Memorandum (**Appendix J**) addressed the ESA information requested by NMFS in a letter dated February 23, 2006 (**Appendix J**) during the PD&E phase, as available thus far in the design. In a second letter with the same date (**Appendix J**), NMFS had no further comments on the PD&E EFH report. FDOT requested Reasonable Assurance from NMFS that ESA consultation will be completed for the Direct Connect project prior to letting. NMFS provided Reasonable Assurance in an email dated April 26, 2016 (**Appendix J**). NMFS Consultation is on-going, and all Section 7 coordination will be completed prior to and documented in the future Construction Advertisement Reevaluation.

The EFH impacts associated with the I-595 Direct Connect project are also permanent jurisdictional wetland impacts. All unavoidable wetland impacts are being addressed with FDOT's

construction of a 6.94 acre forested estuarine mitigation site known as FDOT's PAS mitigation site. Mitigation will offset the permanent impacts to both EFH and wetlands.

D.1 Noise

The 2006 I-595 Noise Study evaluated two potential noise barriers within the segment of I-595 being advanced. Neither barrier, both of which were considered along the north side of I-595 east of SR 7, was deemed feasible or reasonable. Likewise, none of the five potential noise barriers within the I-95 segment being advanced were deemed reasonable or feasible during the 2013 I-95 Noise Study.

The potential noise barrier locations will be reevaluated based on the proposed Direct Connect design changes, as warranted. The results of the updated noise evaluation will be documented in the next reevaluation and prior to construction advancement. FDOT is committed to the construction of feasible and reasonable noise abatement measures at noise-impacted locations contingent upon the following conditions:

1. Detailed noise analyses during the reevaluation process support the need, feasibility and reasonableness of providing abatement;
2. Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
3. Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District Office; and
4. Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

D.4 Contamination

A Contamination Screening and Evaluation Report (CSER) and a Level II Sampling Plan was completed for the Direct Connect project (I-95 Phase 3C Express Lanes) in October 2014.

Based on the Level II Sampling Plan; FDOT [through its Districtwide Contamination Assessment and Remediation Contractor (DWCAR)] performed an assessment of the soil and groundwater at 32 locations in March and April 2015 along the right of way where contamination is known or suspected.

The Level II results indicated minor soil and groundwater contamination above State Cleanup Target Levels along the I-95 corridor at various locations.

The Level II results along the right-of-way adjacent to and under the 595 overpass indicated soil and groundwater contamination. Level II Soil and Groundwater Assessment was conducted through a previous project FM #432797.1 which included a proposed outfall ditch under I-595. During construction the contractor discovered unsuitable material and odors indicating possible contamination. The District Contamination Impact Coordinator (DCIC) was contacted and through the DWCAR Contractor a soil and groundwater assessment was conducted. The results indicated that there were elevated soil and groundwater contamination levels in this area and the construction of the outfall ditch was halted. Since this discovery additional Level II Soil and Groundwater Assessment has occurred through the Direct Connect project. The Department has coordinated with the District Wide Contamination Assessment and Remediation Contractor to remove the unsuitable material under the I-595 bridges. Once the excavation activities are

complete then further evaluation of site soil and groundwater conditions will be conducted. FDOT will develop an engineered solution to either remediate the contaminated groundwater or implement engineering controls to manage the contamination during construction.

Asbestos Surveys were conducted on the bridges on this project. The bridges were sampled for accessible asbestos containing materials (ACM). The ACM survey results yielded no bridges containing hazardous material.

Appendix A
TIP/STIP/SIS/2040 Commitment

Phase	Fund Source	2016	2017	2018	2019	2020	Total
I-95/SR91-595/SR862 I-95 TO I-595 INTERCHANGE - FM# 4093542 (TIP#)							
Type of Work: INTERCHANGE IMPROVEMENT							
Project Type: Imported							
ROW	DDR	1,197,750	623,939	0	0	0	1,821,689
ROW	DIH	50,000	44,000	0	0	0	94,000
ROW	DS	0	1,806,475	0	0	0	1,806,475
RRU	ACNP	0	0	0	250,000	2,500,000	2,750,000
DSB	ACNP	0	0	0	0	217,580,544	217,580,544
DSB	SA	0	0	0	0	396,900	396,900
DSB	DI	0	0	0	0	30,976,061	30,976,061
PE	ACNP	0	0	0	0	1,500,000	1,500,000
Total		1,247,750	2,474,414	0	250,000	252,953,505	256,925,669
Prior Years Cost		215,644	Future Years Cost		Total Project Cost		
					257,141,313		
IMPROVE INTERCHANGE AT SAWGRASS XWAY & CORAL RIDGE DR (MP 14) - FM# 4354611 (TIP#)							
Type of Work: INTERCHANGE IMPROVEMENT							
Project Type: Imported							
PE	PKYI	0	0	314,950	0	0	314,950
CST	PKYI	0	0	0	3,367,206	0	3,367,206
Total		0	0	314,950	3,367,206	0	3,682,156
Prior Years Cost		51,739	Future Years Cost		Total Project Cost		
					3,733,895		
ITS EQUIPMENT REPLACEMENT CONSULTANT / GRANT - FM# 4309474 (TIP#)							
Type of Work: ITS COMMUNICATION SYSTEM							
Project Type: Imported							
CAP	DITS	0	0	0	1,969,000	0	1,969,000
Total		0	0	0	1,969,000	0	1,969,000
Prior Years Cost			Future Years Cost		Total Project Cost		
					1,969,000		
ITS EQUIPMENT REPLACEMENT CONSULTANT / GRANT - FM# 4309473 (TIP#)							
Type of Work: ITS COMMUNICATION SYSTEM							
Project Type: Imported							
CAP	DITS	0	0	1,716,000	0	0	1,716,000
Total		0	0	1,716,000	0	0	1,716,000
Prior Years Cost			Future Years Cost		Total Project Cost		
					1,716,000		

Effective Date: 07/01/2015

Florida Department of Transportation

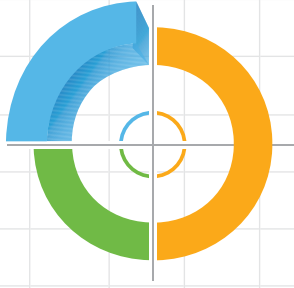
Run: 04/04/2016 10.03.24

Approved STIP[View Approved STIP Phase Grouping Crosswalk](#)**Item Segment: 409354 2**

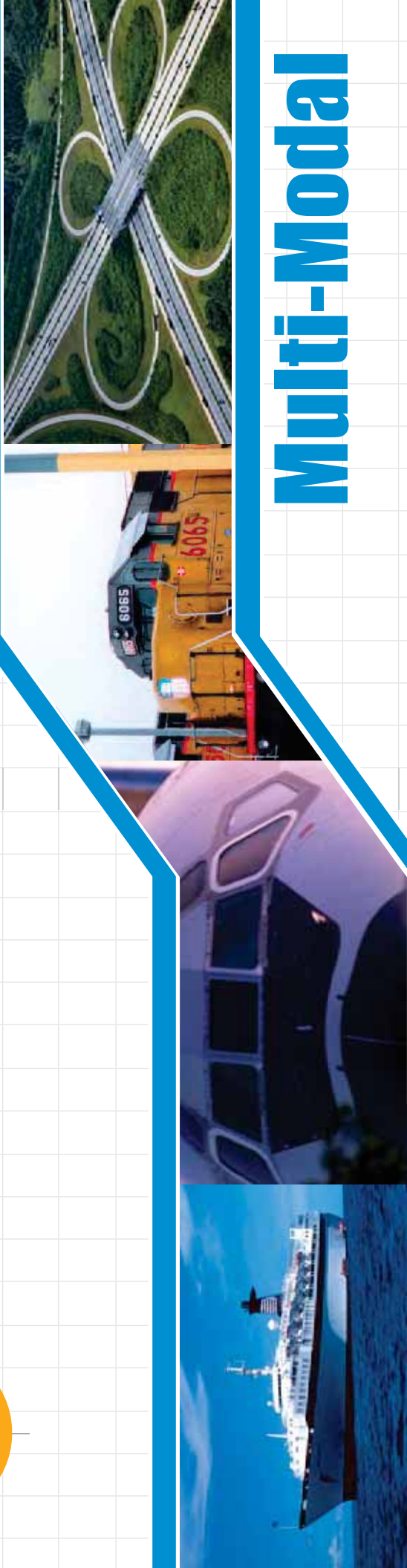
Fund	<2016	2016	2017	2018	2019	>2019	All Years
HIGHWAYS							
Item Number: 409354 1	Project Description: I-595/SR-862 FROM W OF I-75/SAWGRASS X-WAY TO I-95						*SIS*
District: 04	County: BROWARD	Type of Work: PD&E/EMO STUDY				Project Length: 36.000	
P D & E / MANAGED BY FDOT							
-TOTAL OUTSIDE YEARS	5,390,116	0	0	0	0	0	5,390,116
Item 409354 1 Totals:	5,390,116	0	0	0	0	0	5,390,116

Item Number:	409354 2	Project Description:	I-95/I-595 EXPRESS LANES DIRECT CONNECT, I-95 FR STIRLING TO BROWARD BL				*SIS*
District:	04	County:	BROWARD	Type of Work:	INTERCHANGE IMPROVEMENT	Project Length:	6.113
Extra Description:	I-95/I-595 EXPRESS LANES DIRECT CONNECT, I-95 LIMITS FROM S OF STIRLING RD TO S OF BROWARD BLVD.(3C) SB/WB +NB/WB RAMPS + 5 LANE WB CAUSEWAY PD&E UNDER 409354-1 2014 MPO PRIORITY #19						
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	1,500,000	1,500,000
RIGHT OF WAY / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	0	1,197,750	623,939	0	0	0	1,821,689
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	50,000	44,000	0	0	0	94,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	0	1,806,475	0	0	0	1,806,475
RAILROAD & UTILITIES / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	250,000	2,500,000	2,750,000
ENVIRONMENTAL / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	215,644	0	0	0	0	0	215,644
DESIGN BUILD / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	217,580,544	217,580,544
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	0	0	30,976,061	30,976,061
SA -STP, ANY AREA	0	0	0	0	0	396,900	396,900
Item 409354 2 Totals:	215,644	1,247,750	2,474,414	0	250,000	252,953,505	257,141,313

Item Number: 409354 3	Project Description: BROWARD COUNTY WETLAND MITIGATION	*SIS*
District: 04 County: BROWARD	Type of Work: WETLAND MITIGATION/RESTORATION	Project Length: 1.647
Extra Description: CONSTRUCTION VIA PUSH BUTTON JPA WITH BROWARD COUNTY		
PRELIMINARY ENGINEERING / MANAGED BY FDOT		



SECOND FIVE YEAR PLAN



Multi-Modal

FY 2019/2020 through FY 2023/2024

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation

2019/2020

FY 2023/2024



District 4 SIS Plan



MAP ID	FACILITY	DESCRIPTION	2020	2021	2022	2023	2024	TOTAL DISTRICT MANAGED	TOTAL STATE MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ROW	CON
4208091	I-595/SR-862 FROM E OF I-75 TO W OF I-95	Preliminary Engineering	\$125	\$125	\$125	\$125	\$125	\$0	\$625					
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95	Add 3 Reversible Use Lanes	\$89,024	\$91,632	\$94,317	\$97,080	\$99,925	\$64,152	\$407,825					
4145613	I-75/SR-93 INTERCHNG @ MIRAMAR PKWY: N OF HEFT TO N OF MIRAMAR PKW	Modify Interchange	\$0	\$0	\$5,200	\$0	\$0	\$0	\$5,200					
4151521	I-75/SR-93 INTERCHNG @SR-820 PINES BLVD F N OF MIRAMAR PKWY T N OF PI	Modify Interchange	\$0	\$0	\$0	\$4,840	\$0	\$0	\$4,840					
4215481	I-75/SR-93 INTRCHNG @ ROYAL PALM BLVD F S OF SW 36 ST TO N OF SW 14 ST	Modify Interchange	\$0	\$919	\$0	\$11,486	\$0	\$0	\$12,405					
4093542	I-95/I-595 EXPRESS LANES DIRECT CONNECT,I-95 FR STIRLING TO BROWARD B	Modify Interchange	\$258,852	\$0	\$0	\$0	\$0	\$0	\$258,852					
4355141	I-95/SR-9 @ SUNRISE BLV INTERCHANGE ULTIMATE IMPROVEMENT	Modify Interchange	\$11,508	\$0	\$1,000	\$0	\$156,367	\$0	\$168,875					
4355131	I-95/SR-9 BROWARD BLVD INTERCHANGE ULTIMATE IMPROVEMENT	Modify Interchange	\$0	\$8,620	\$1,000	\$0	\$116,623	\$0	\$126,243					
4192511	SR-710/BEELINE HWY FROM NORTHLAKE BLVD TO SR-708/BLUE HERON BLVD	Add 2 Lanes to build 4 Lanes	\$0	\$5,530	\$0	\$0	\$0	\$0	\$5,530					
4192522	SR-710/WARFIELD BLVD FR MARTIN POWER PLANT TO CR609/SW ALLAPATTAH	Add 2 Lanes to build 4 Lanes	\$5,014	\$0	\$0	\$0	\$0	\$5,014	\$0					
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE	Modify Interchange	\$6,020	\$0	\$1,000	\$0	\$80,843	\$0	\$87,863					
4355161	SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.	Modify Interchange	\$0	\$7,645	\$5,828	\$0	\$103,205	\$0	\$116,678					
4331081	SR-9/I-95 FROM ATLANTIC AVE. TO BROWARD/PALM BEACH COUNTY LINE	Preliminary Engineering	\$99,277	\$167,025	\$0	\$0	\$0	\$0	\$266,302					
4331091	SR-9/I-95 FROM BROW/PALM BCH CO LIN TO LINTON BLVD.	Preliminary Engineering	\$3,093	\$32,975	\$0	\$0	\$0	\$0	\$36,068					
ANNUAL TOTALS			\$472,913	\$314,471	\$108,470	\$113,531	\$557,088	\$69,166	\$1,497,306					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental

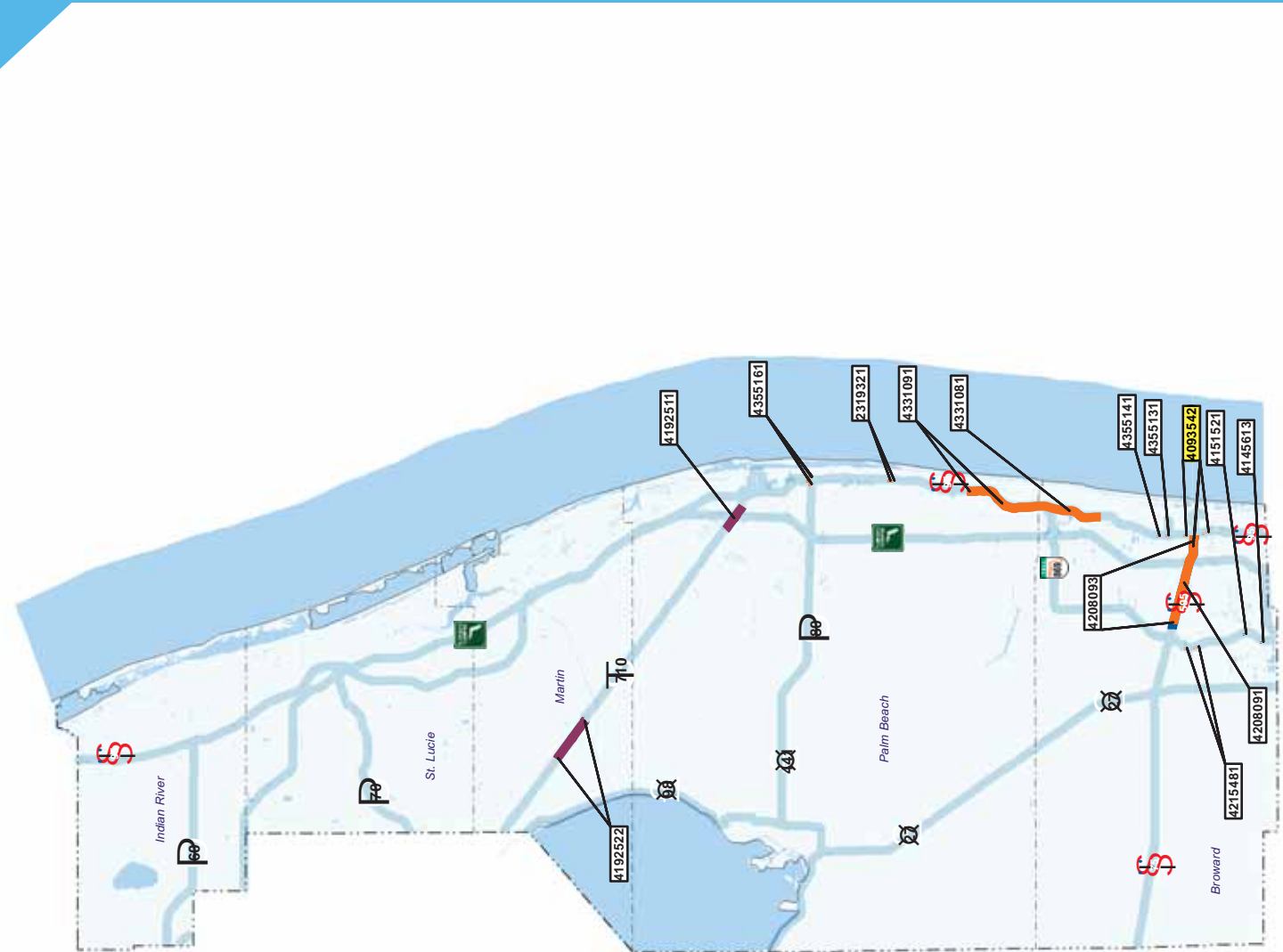
PE - Preliminary Engineering

ROW - Right-of-Way

CON - Construction and Support and May Include Grants

DISTRICT 4

Second Five Years



STRATEGIC INTERMODAL SYSTEM	
Capacity Improvement Projects	
Approved Plan	
FY 2019/2020 through FY 2023/2024 (as of July 1, 2014)	
LEGEND	
Project Phase	
Project Development & Environment	Green line
Preliminary Engineering	Blue line
Right-Of-Way	Purple line
Construction	Orange line
NOTES	
Projects color coded by highest project phase.	
Some projects may overlap on map.	
Project costs are subject to change.	
HIGHWAY	

Commitment 2040 describes those transportation projects and programs that have been determined to be needed, are financially feasible and for which Federal funds will be sought utilized by us for the years 2019 - 2040. Some readers may be interested in the approaches used to develop the plan, and in the findings of supporting technical analyses and public outreach efforts. This section of *Commitment 2040* describes how interested readers can access referenced plans and supporting technical materials.

Transportation Improvement Program

Our Transportation Improvement Program (TIP) is a comprehensive list of federal, state and locally funded transportation projects. All modes of transportation are included in the TIP. This includes transit, roadways, bridges, aviation, seaport, rail and commuter rail, bicycle facilities, pedestrian projects, and environmental enhancement projects like landscaping and greenways. FDOT's *Work Program* is used to produce our five-year TIP.

Produced annually, the TIP is known as a short-range plan because it allocates resources for the upcoming 5-year period. Project phases from inception to completion include:

- Planning (PLN)
- Project Development and Environmental Study (PD&E)
- Preliminary Engineering (PE)
- Right of Way Acquisition (ROW)
- Construction (CST)
- Construction, Engineering and Inspection (CEI)
- Maintenance (MNT)

Our current TIP is actively underway. It has served as the starting point for Commitment 2040, and its projects are fully incorporated into this plan. The TIP is amended annually. As these amendments are made, they too are incorporated into the plan. For more information on the most current TIP, visit <http://www.browardmpo.org/programs/transportation-improvement-program>.

Plans incorporated by reference

Commitment 2040 builds on prior investments in the region's transportation infrastructure by recognizing the strategic investments already identified as needed and financially feasible by our planning partners. Each of these partners has conducted detailed technical analyses and extensive public outreach to develop their plans. These planning partners were consulted during the development of *Commitment 2040* so that it would build on and complement plans already developed. In many cases these other plans are already being implemented. These partners receive federal funding directly, are recipients of additional non-federal funds, and are responsible for developing transportation plans that focus on specific types of transportation assets and mobility needs.

Strategic Intermodal System

Florida Department of Transportation (FDOT) is responsible for the designation, implementation, and management of Florida's Strategic Intermodal System (SIS). The SIS is an intermodal network of transportation facilities that flows from one mode to another with the goal of providing the highest degree of mobility for people and goods traveling through the state. The SIS is an

integral piece of Florida's goal to enhance the state's economic competitiveness and the quality of life for its citizens.

Florida Statutes §339.62 through §339.65 define FDOT's role to designate the SIS, to plan and to fund its components. Components of the SIS include:

- Highway corridors established under Florida Statute §339.65;
- The National Highway System;
- Airport, seaport, and spaceport facilities;
- Rail lines and rail facilities;
- Selected intermodal facilities; passenger and freight terminals; and other components that serve as existing or planned connectors between these components; and,
- Other existing or planned corridors that serve a statewide or inter-regional purpose.

The last major update of the SIS Plan was completed in 2013. It identified approximately \$2.3 billion of investment in Broward County. To review FDOT's plan for the SIS, visit www.dot.state.fl.us/planning/sis/.

Port Everglades

As one of Florida's deep water ports, Port Everglades is both an important economic engine for the region, and a facility that is part of the SIS. Port Everglades is owned and operated by Broward County government as a self-funding division. Port Everglades is responsible for maintaining its own long-range plan. The most recent plan update was completed in 2014. The Port Everglades Master Plan identified approximately \$1.6

billion in necessary investments over the next 20 years based on current conditions and economic forecasts. To review the Port Everglades Master Plan and its investment strategies, visit www.broward.org/port/masterplan/Pages/Default.aspx.

Fort Lauderdale-Hollywood International Airport

Fort Lauderdale-Hollywood International Airport is one of Florida's most active airports and is designated as a SIS facility. Like Port Everglades, the airport is owned and operated by Broward County government as a self-funding division. It is responsible for maintaining its own long-range plan. The airport is actively implementing many capacity improvements it has identified to improve its ability to move both people and goods. For information on the Master Plan Update for Fort Lauderdale-Hollywood International Airport, visit www.broward.org/Airport/Community/Pages/MasterPlanUpdate.aspx.

South Florida Regional Transportation Authority

The South Florida Regional Transportation Authority (SFRTA), as the successor to the Tri-County Commuter Rail Authority, is the agency responsible for owning, operating and maintaining a regional transit system in the tri-county area of Broward, Miami-Dade and Palm Beach counties. SFRTA is enabled by Florida Statute §343.54 with the authority and responsibility to develop and adopt a plan for the operation, maintenance, and expansion of its transit system. SFRTA's plan must address the development of public and private revenue sources, the transit services to be provided and any potential expansions to current services. Under Florida Statutes, the SFRTA has the authority to expand

Appendix B

Project Location Map

DESIGN-BUILD SEGMENTS

Phase 3A-1 (Broward Blvd to Commercial Blvd)

Limits: South of Broward Blvd to North of Commercial Blvd
(MP 9.011 - MP 15.537) (6.526 miles)
ADD SPECIAL USE LANE
FPID: 433108-4
County: Broward
Fed. Aid: 0951-671-1
Construction (Design-Build): FY 2015
Project Manager: Robert Bostian

Limits: Miami-Dade/Broward County Line to Davie Blvd
(MP 0.000 - MP 16.826) (10.655 miles (total length is sum of all ramp lengths))
ITS COMMUNICATION SYSTEM
FPID: 428009-1
County: Broward
Fed. Aid: 0951-671-1
Construction (Design-Build): FY 2015
Project Manager: Robert Bostian

Phase 3A-2 (Commercial Blvd to SW 10th St)

Limits: North of Commercial Blvd to South of SW 10th St
(MP 15.537 - MP 22.89) (7.353 miles)
ADD SPECIAL USE LANE
FPID: 433108-5
County: Broward
Fed. Aid: 0951-676-1
Construction (Design-Build): FY 2015
Project Manager: Robert Bostian

Phase 3B-1 (SW 10th St to Glades Rd)

Limits: South of SW 10th St to Broward/Palm Beach County Line
(MP 22.890 - MP 25.334) (2.444 miles)
ADD SPECIAL USE LANE
FPID: 433108-6
Fed. Aid: N/A
County: Broward
Construction (Design-Build): FY 2017
Project Manager: Robert Bostian

Limits: Broward/Palm Beach County Line to South of Glades Rd
(MP 0.000 - MP 2.719) (2.719 miles)
ADD SPECIAL USE LANE
FPID: 433109-4
County: Palm Beach
Fed. Aid: N/A
Construction (Design-Build): FY 2017
Project Manager: Robert Bostian

Phase 3B-2 (Glades Rd to Linton Blvd)

Limits: South of Glades Rd to South of Linton Blvd
(MP 2.719 - MP 8.100) (5.381 miles)
ADD SPECIAL USE LANE
FPID: 433109-5
Fed. Aid: N/A
County: Palm Beach
Construction (Design-Build): FY 2019
Project Manager: Robert Bostian

Phase 3C (Stirling Rd to Broward Blvd)

Limits: South of SR 848/Stirling Rd to South of SR 842/Broward Blvd / I-95 - I-595 Interchange
(MP 4.758 - MP 9.011) (4.253 miles)
ADD SPECIAL USE LANE
FPID: 409354-2
County: Broward
Fed. Aid: N/A
Construction (Design-Build): FY 2020
Project Manager: Robert Bostian

APPROVED PD&E STUDIES

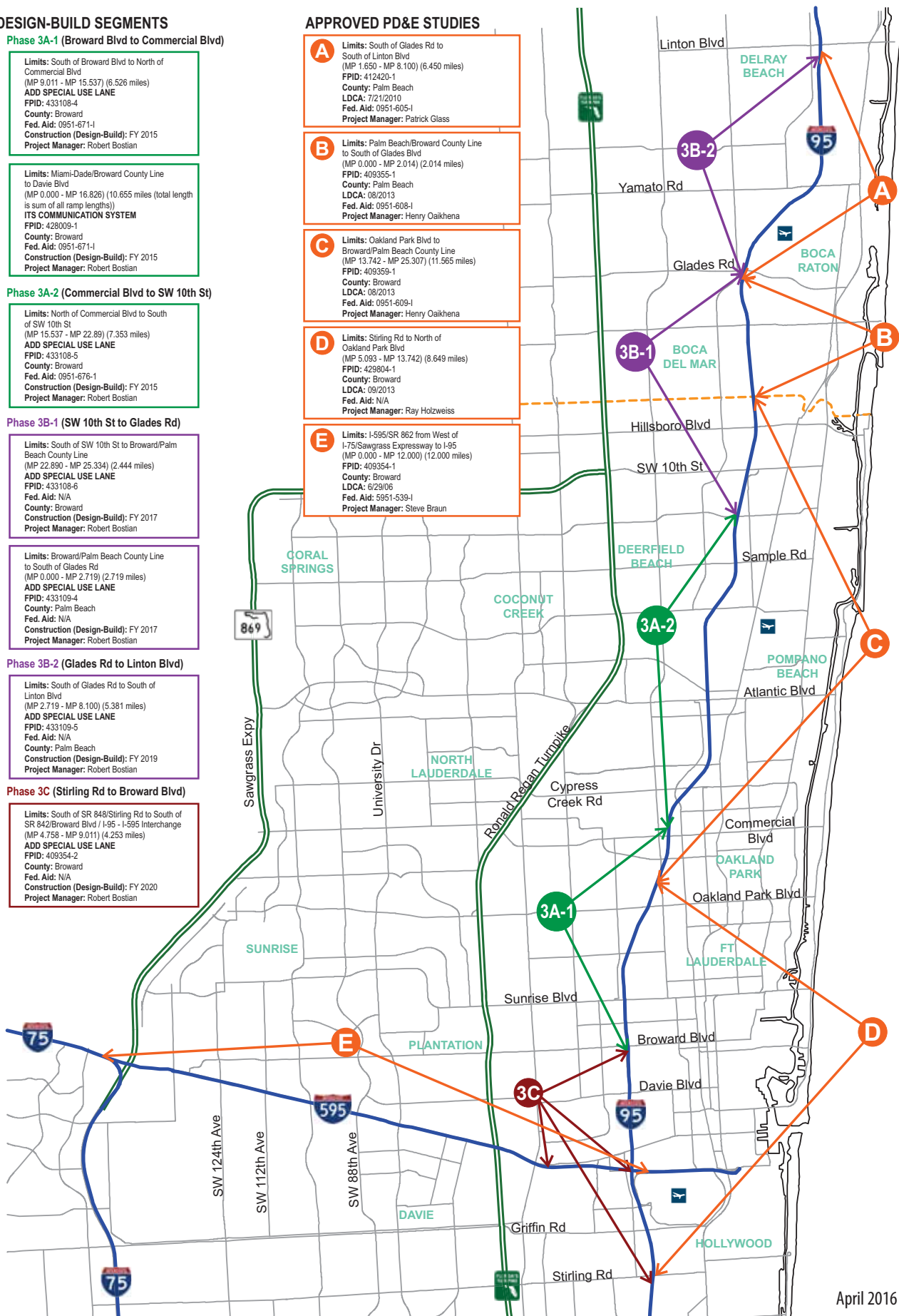
A Limits: South of Glades Rd to South of Linton Blvd
(MP 1.650 - MP 8.100) (6.450 miles)
FPID: 412420-1
County: Palm Beach
LDCA: 7/21/2010
Fed. Aid: 0951-605-1
Project Manager: Patrick Glass

B Limits: Palm Beach/Broward County Line to South of Glades Blvd
(MP 0.000 - MP 2.014) (2.014 miles)
FPID: 409355-1
County: Palm Beach
LDCA: 08/2013
Fed. Aid: 0951-608-1
Project Manager: Henry Oakhena

C Limits: Oakland Park Blvd to Broward/Palm Beach County Line
(MP 13.742 - MP 25.307) (11.565 miles)
FPID: 409359-1
County: Broward
LDCA: 08/2013
Fed. Aid: 0951-609-1
Project Manager: Henry Oakhena

D Limits: Stirling Rd to North of Oakland Park Blvd
(MP 5.093 - MP 13.742) (8.649 miles)
FPID: 429804-1
County: Broward
LDCA: 09/2013
Fed. Aid: N/A
Project Manager: Ray Holzweiss

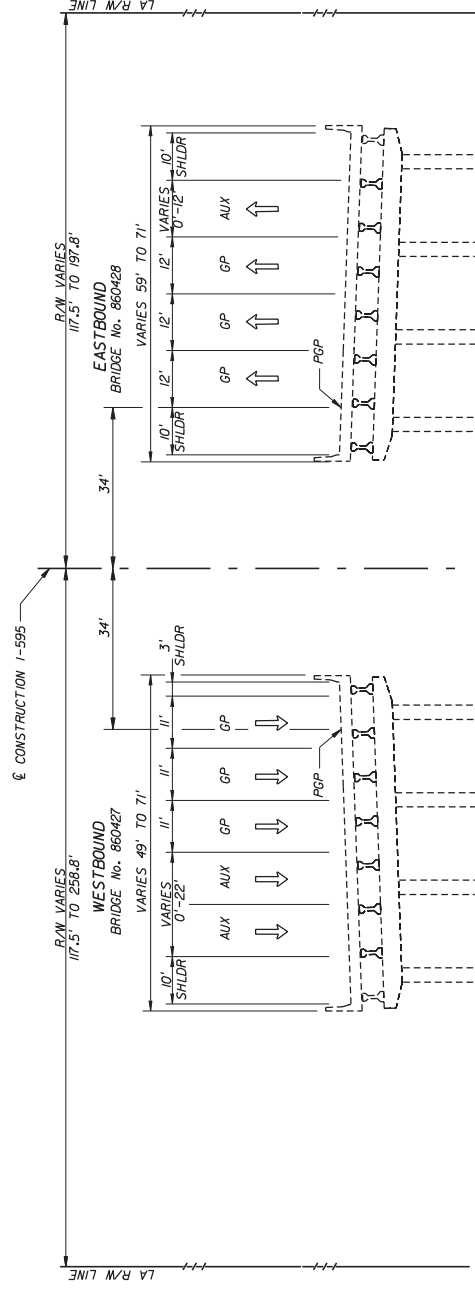
E Limits: I-595/SR 862 from West of I-75/Sawgrass Expressway to I-95
(MP 0.000 - MP 12.000) (12.000 miles)
FPID: 409354-1
County: Broward
LDCA: 6/29/06
Fed. Aid: 5951-539-1
Project Manager: Steve Braun



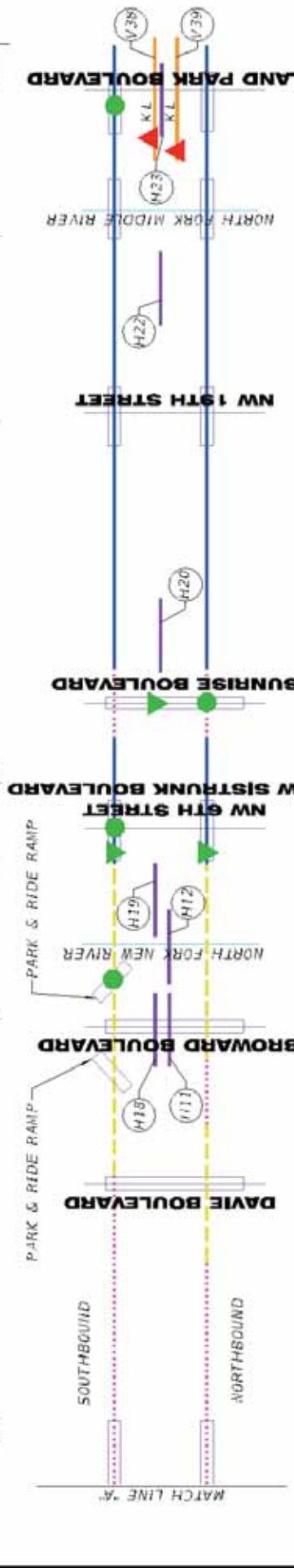
April 2016

Appendix C

Existing Typical Sections

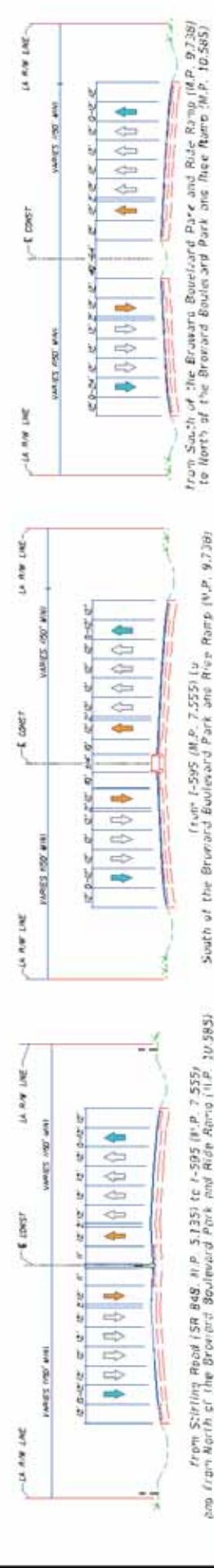


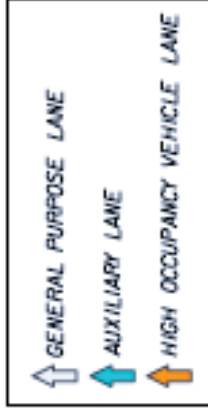
I-595 (SR-862) EXISTING BRIDGE TYPICAL SECTION 4
FROM WEST OF SR-7 TO I-95



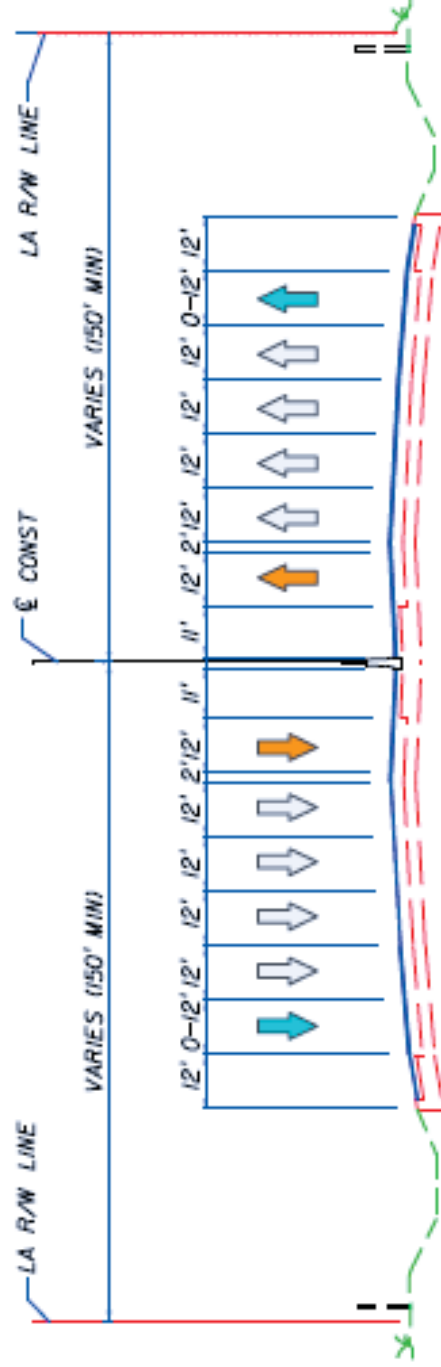
LEGEND

- OVERPASS STRUCTURE
- PULL FOOT / AASHTO STANDARDS
- PROPOSED SHOULDER VARIATION AND LANE WIDTH EXCEPTION (11' AND 2' WIDE BUFFER)
- PROPOSED LANE AND SHOULDER WIDTH EXCEPTIONS AND 2' WIDE BUFFER
- VERTICAL ALIGNMENT DESIGN VARIATION
- HORIZONTAL ALIGNMENT DESIGN VARIATION
- VERTICAL CLEARANCE DESIGN VARIATION
- STOPPING SIGHT DISTANCE DESIGN VARIATION
- LOAD RATING < 1 (FURTHER ANALYSIS DURING DESIGN)
- HORIZONTAL CURVE NUMBER
- VERTICAL CURVE NUMBER



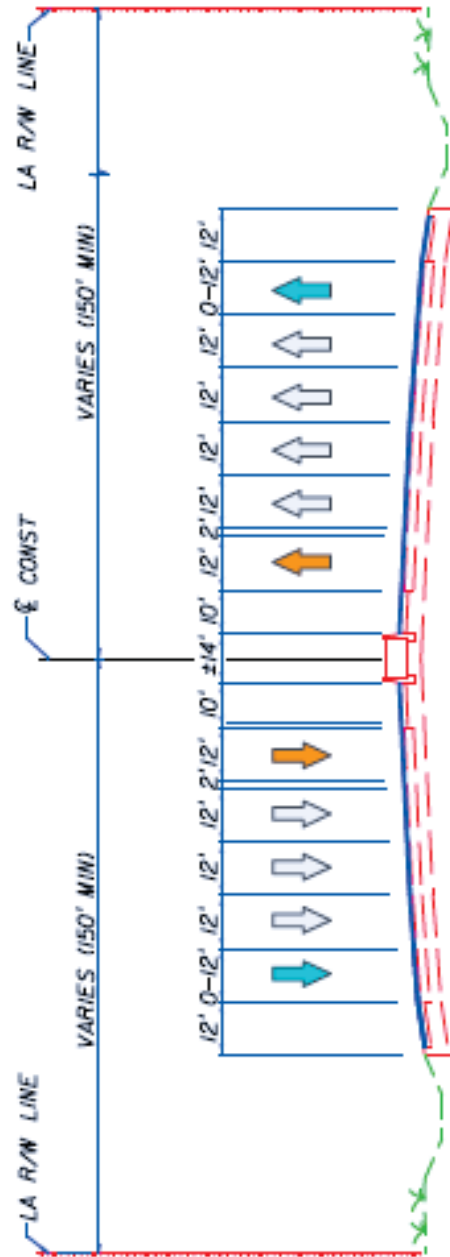


NOT TO SCALE



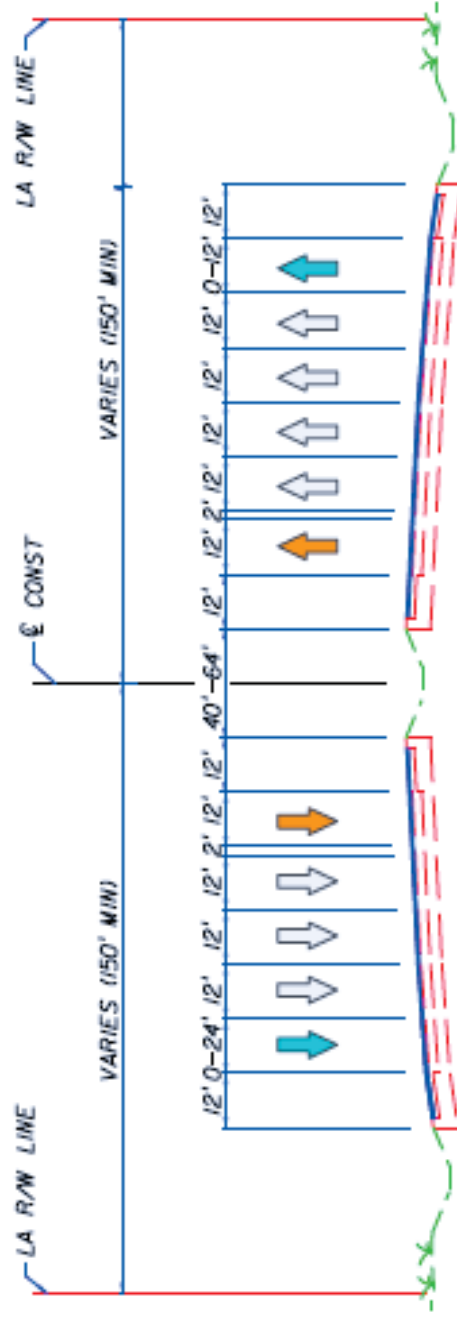
from Stirling Road (SR 848, M.P. 5.135) to I-595 (M.P. 7.555)
 and from North of the Broward Boulevard Park and Ride Ramp (M.P. 10.585)
 to Oakland Park Boulevard (SR 816, M.P. 13.742)

NOT TO SCALE



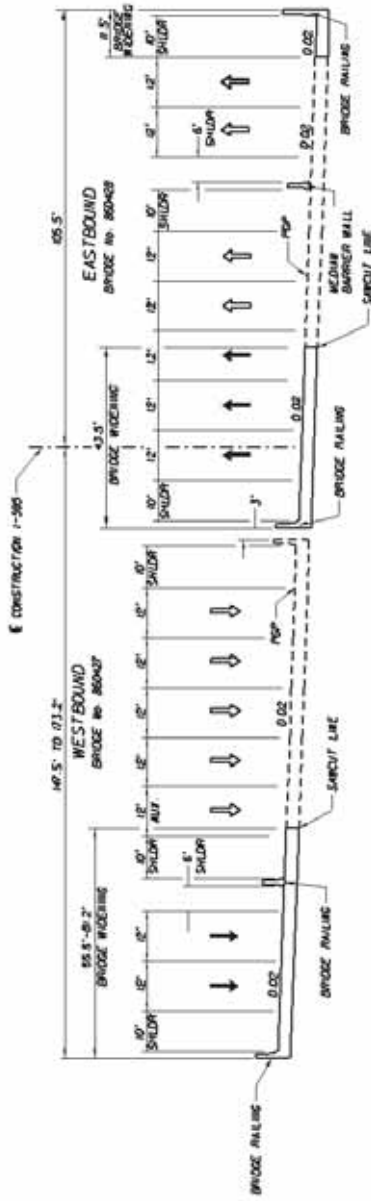
from I-595 (M.P. 7.555) to
South of the Broward Boulevard Park and Ride Ramp (M.P. 9.738)

NOT TO SCALE

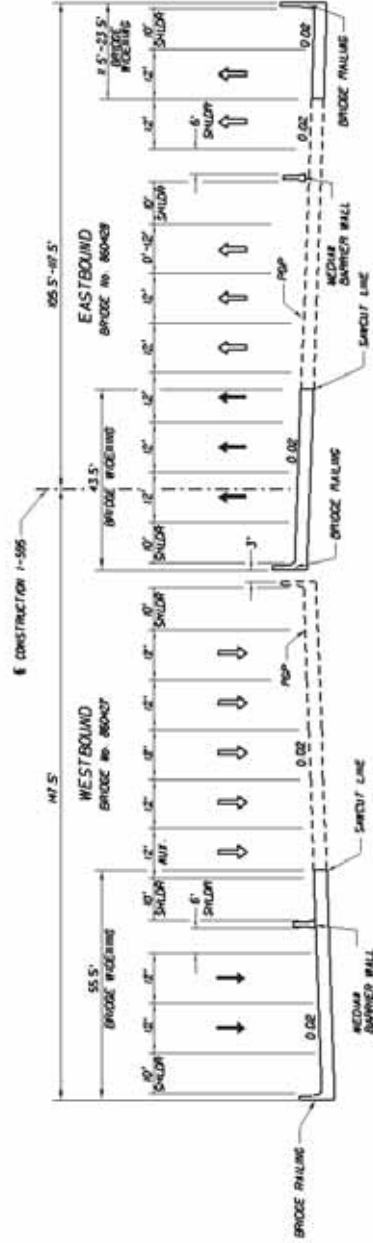


from South of the Broward Boulevard Park and Ride Ramp (M.P. 9.738) to North of the Broward Boulevard Park and Ride Ramp (M.P. 10.585)

Appendix D
Preferred Alternative I-595 Typical Sections



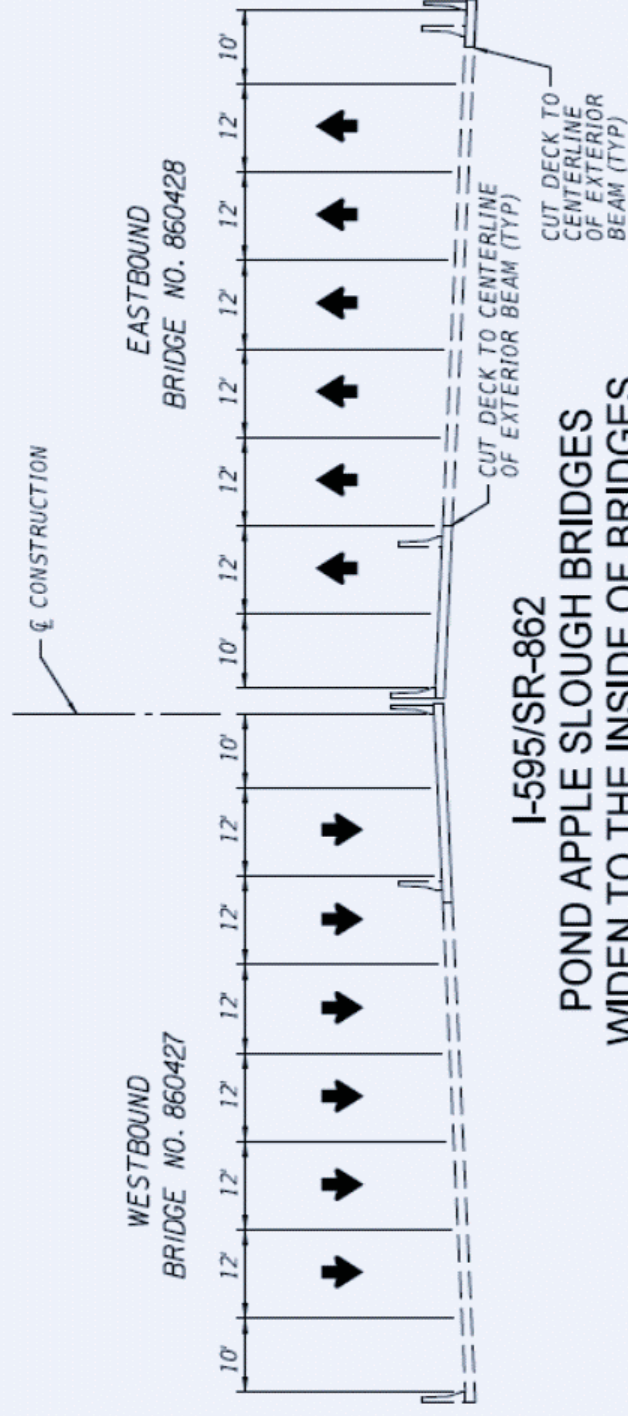
I-595 (SR-862) PREFERRED ALTERNATIVE
BRIDGES OVER POND APPLE SLOUGH
(SUPERELEVATED SECTION)



I-595 (SR-862) PREFERRED ALTERNATIVE
BRIDGES OVER POND APPLE SLOUGH

REVISIONS				STATE OF FLORIDA			PREFERRED ALTERNATIVE TYPICAL SECTIONS		SHEET NO.
DATE	BY	DESCRIPTION		DEPARTMENT OF TRANSPORTATION					16
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
				862	BROWARD	409354-I-22-QI			

Appendix E
Modified Preferred Alternative I-595 Typical Sections



I-595/SR-862

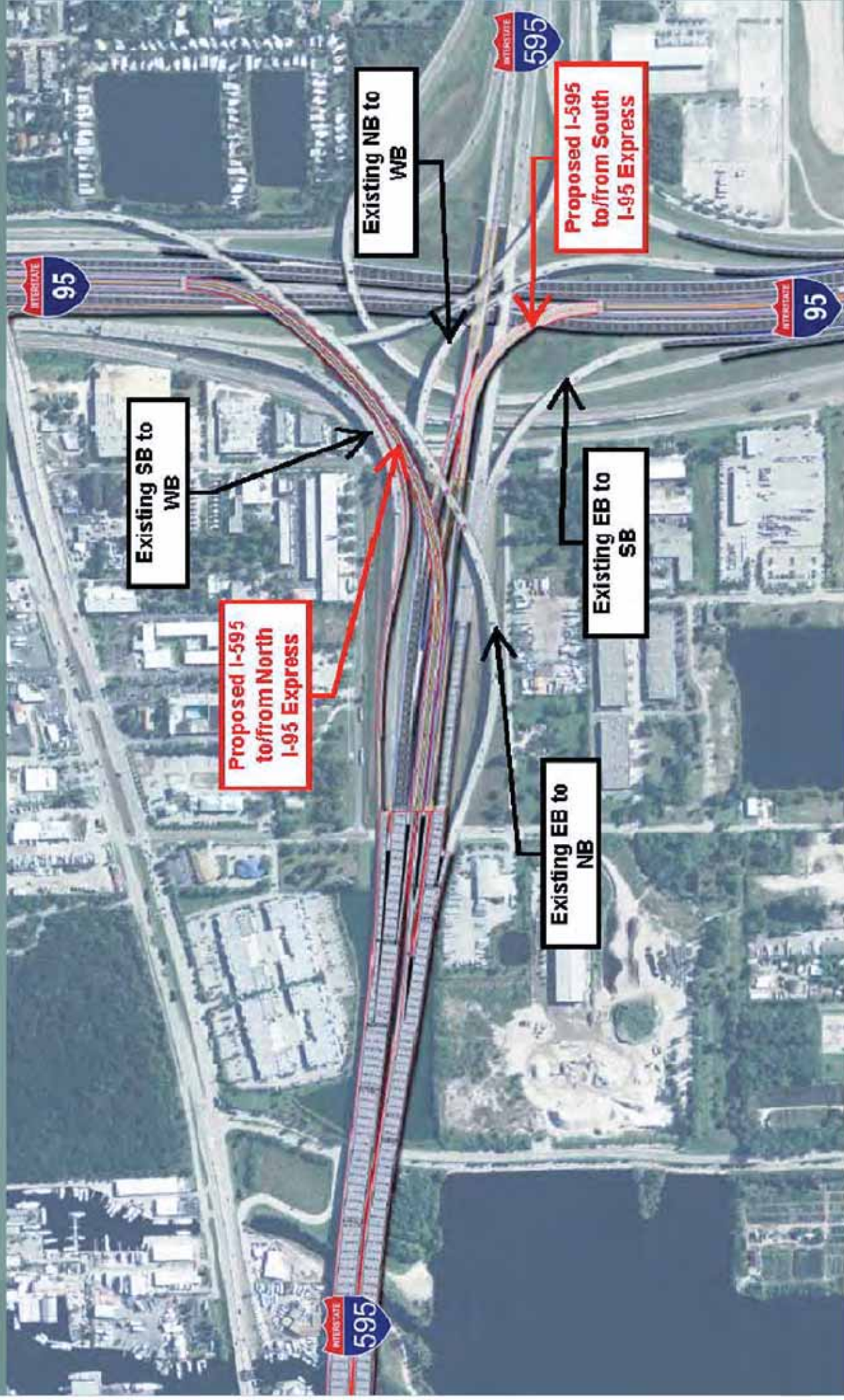
POND APPLE SLOUGH BRIDGES
WIDEN TO THE INSIDE OF BRIDGES

WIDEN 4' TO THE OUTSIDE EASTBOUND BRIDGE ONLY

Appendix F

Direct Connect Concept

I-595 DIRECT CONNECT CONCEPT



Appendix G
Direct Connect Right of Way vs. Approved PD&E Right of
Way

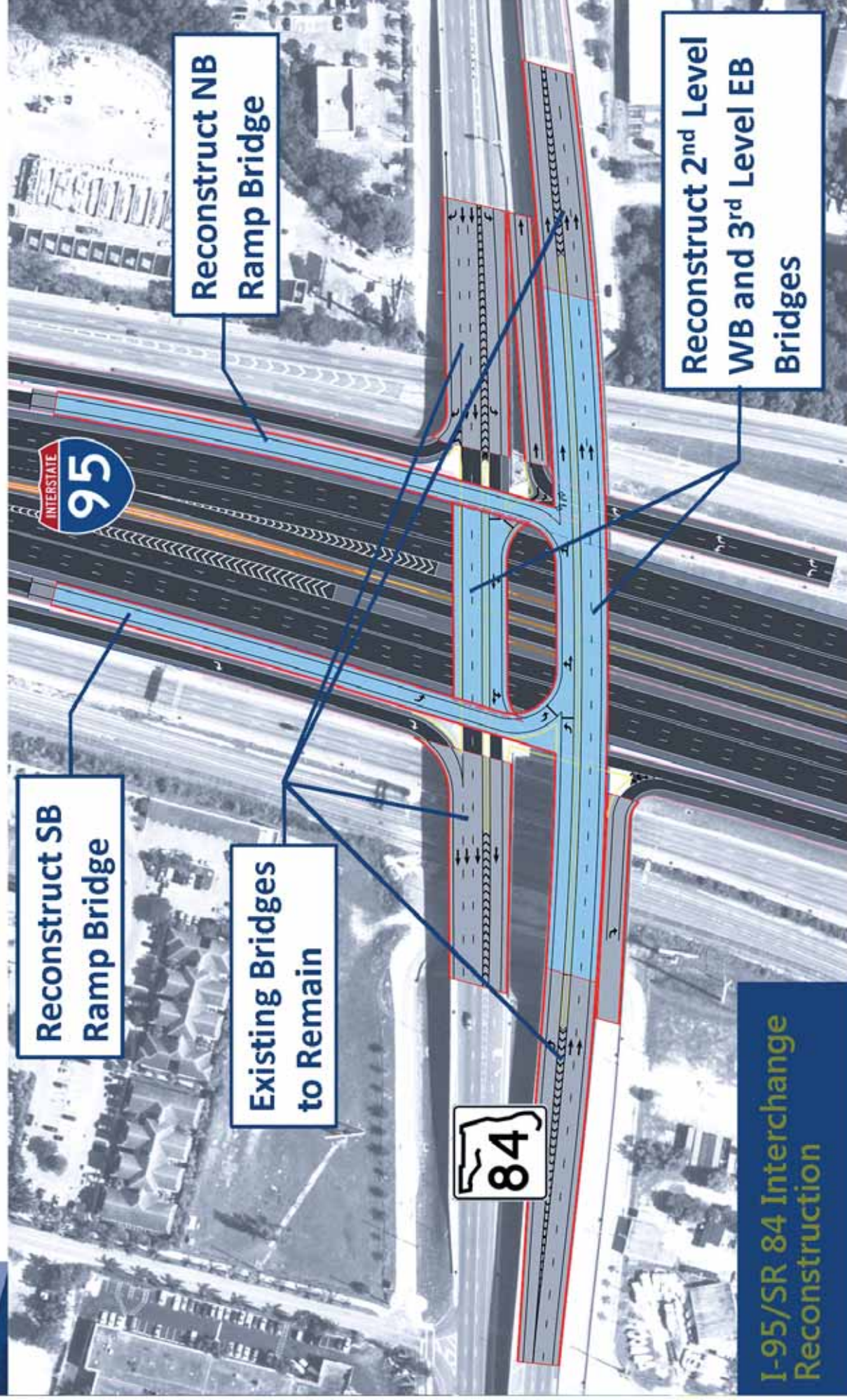
Appendix H

SR 84 Interchange Concept



95 EXPRESS

PHASE 3C PROJECT HIGHLIGHTS



**I-95/SR 84 Interchange
Reconstruction**

Appendix I
Map of Impacted Pond Apple Slough Wetlands



Note: Figure is for illustrative purposes and is not drawn to scale.

Legend

- Freshwater Forested Wetland
- Unvegetated Mud Bottom
- Estuarine Forested Wetland
- Other Surface Water (OSW)
- Impacts



I-95 Express Lanes Phase 3C
FDIP 409354-2-52-01
Broward County, FL

FDOT District IV
 3400 W Commercial Blvd
 Fort Lauderdale, Florida 33309



Begin Project

Appendix J

Regulatory Correspondence

1. March 29, 2016 FDOT Request to NMFS to Reinitiate Consultation and Technical Memorandum
2. April 26, 2016 NMFS Reasonable Assurance Email
3. April 25, 2006 & January 9, 2006 I-595 DHR CRAS Concurrence
4. March 22 & 27, 2013 I-95 FHWA & SHPO CRAS Concurrence
5. August 22 & 28, 2013 I-95 FHWA & SHPO Section 106 Concurrence
6. November 6 & 23, 2015 Direct Connect FHWA & SHPO CRAS Update Concurrence
7. March 6, 2006 USFWS I-595 Concurrence Letter
8. May 14, 2013 USFWS I-95 Concurrence Letter
9. February 23, 2006 NMFS 595 ESA Request for Additional Information during design Letter
10. April 4, 2016 FDOT Request to FWS to Reinitiate Consultation for the Manatee Letter
11. May 4, 2016 FWS Manatee Consultation Concurrence Letter
12. June 20, 2013 NMFS I-95 EFH Concurrence Letter
13. February 23, 2006 NMFS I-595 NMFS EFH Concurrence Letter



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

March 29, 2016

Mr. Brandon Howard
United States Department of Commerce
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
400 North Congress Avenue
Suite 120
West Palm Beach, FL 33401

Subject: NMFS Consultation for EFH and ESA

Project:	I-595 PD&E	I-95 Managed Lanes PD&E	I-595 to I-95 Direct Connect (3C)
FM#:	409354-1 (PD&E)	429804-1 (PD&E)	409354-2 (Design/Construction)
ETDM:	N/A	13168	
LDCA:	6/29/2006	09/03/2013	

Dear Mr. Howard:

At this time, FDOT is conducting a Design Change and Right of Way Reevaluation to advance the segment of the I-595 PD&E study that is currently in the design phase – the Direct Connect project - to the right of way phase. The limits of this segment are from SR 7 to I-95 and include the viaduct over the Pond Apple Slough. The PD&E preferred typical section (see **Attachment 1, PD&E Typical Sections**) of the viaduct included one new lane in each direction on separate structure and had anticipated wetland impacts of 6.4 acres. The current design, the Direct Connect concept, recommends inside flyover ramps connecting the I-595 inside lanes to I-95 Express instead of new structures to the outside (see **Attachment 2, Direct Connect Typical Sections**). The current Direct Connect design reduced wetland impacts to 1.8 acres (4.6 acre reduction).

The purpose of this letter is to re-initiate EFH and ESA consultation with your agency for the segment being advanced. The enclosed Technical Memorandum addresses the information requested by NMFS during the PD&E Phase in a letter dated February 23, 2006. We understand that NMFS may require additional information during the reinitiated consultation process prior to issuance of concurrence. FDOT is committed to continued coordination and to providing all required information not already addressed in the Technical Memorandum prior to letting of the project (FY 2020).

Based on FDOT's coordination of past projects within the area of the Direct Connect project, we anticipate that the consultation process for the Direct Connect project will be concluded informally. We have included examples of past project documents, concurrence letters, and an overview map showing the location of each past project in relation to the Direct Connect project in *Attachment 2 – Previously Coordinated Projects*.

For documentation purposes in support of the current NEPA Reevaluation, FDOT is requesting that NMFS provide Reasonable Assurance that the consultation process can be completed for this project, provided that FDOT provides timely responses to any NMFS' requests for information.

We appreciate your evaluation of this information and request. If you have any questions regarding the attached documents or require additional information, please contact me.

Sincerely,

A handwritten signature in blue ink that reads "Ann Broadwell". The signature is fluid and cursive, with the first name "Ann" and last name "Broadwell" clearly distinguishable.

Ann Broadwell
District Environmental Administrator

Attachments

cc: David Bogardus, FDOT

Wolfe, Brook

Subject: FW: I-95/I-595 Direct Connect - Pond Apple Slough

From: Brandon Howard - NOAA Federal [<mailto:brandon.howard@noaa.gov>]

Sent: Tuesday, April 26, 2016 2:58 PM

To: Broadwell, Ann L; Bogardus, David

Cc: Pace Wilber - NOAA Federal

Subject: I-95/I-595 Direct Connect - Pond Apple Slough

Hi Ann and David.

I have reviewed the package dated March 29, 2016. The purpose of this email is to provide reasonable assurance for NEPA reevaluation, and to request additional information required for the EFH and ESA consultation processes.

Impacts to wetlands and EFH were reduced from 6.4 acres to 1.8 acres due to realignment of lanes. The proposed project impacts are commensurate with other projects around the State, and in District 4 specifically, where both consultation processes have been successfully completed. NMFS supports the onsite mitigation plan at Pond Apple Slough. This will ensure lost ecological functions are replaced in a way that will offset impacts to federally managed fishery species using the impact area.

To formally initiate the consultation processes, NMFS requests the following information.

- Please complete the Section 7 checklist.
- Please provide Parts I and II of the UMAM sheets for the EFH mitigation portion of the project. We understand that Everglades Mitigation Bank and Loxahatchee Mitigation Bank require a different functional assessment.
- Please provide a complete mitigation plan that includes a monitoring schedule, maintenance plans, long-term stewardship plans, and work schedule.

Based on similar projects in the area that have gone through the EFH and ESA consultation processes, NMFS is reasonably certain that consultation can be completed in a timely manner given close coordination between our agencies continues.

Brandon

--

Brandon Howard
Fishery Biologist
NOAA Fisheries Service
400 N Congress Avenue, Suite 110
West Palm Beach, Florida 33401

561-249-1652

FAX 561-429-4168

brandon.howard@noaa.gov

http://sero.nmfs.noaa.gov/habitat_conservation/index.html



FLORIDA DEPARTMENT OF STATE
Sue M. Cobb
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

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

April 25, 2006

RE: DHR Project File Number: 2006-3175
 Received by DHR: April 17, 2006
 Project: *SR 862 (I-595) Project Development and Environment (PD&E Study Section 106
 Determination and Evaluation of Effects Case Study Report from I-75 Interchange to the I-95
 Interchange*
 Federal-aid Project No.: 5951 539-I
 Financial Management #: 409354-1-22-01
 County: Broward

Dear Mr. Gibbs:

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

Two significant historic resources, the Sewell Lock (8BD58) and the North New River Canal (8BD3279), were identified in the Cultural Resource Assessment Survey (CRAS) conducted for this project. The effects case study determined that there will be no effect on the Sewell Lock based on its distance away from the proposed improvements and that the addition of bulkheads to the North New River Canal will have no adverse effect on this resource. Our office concurs with these determinations. Please note that if noise walls are needed to be installed on or near the bulkheads, as described in the effects case study, our office requests further consultation to discuss possible avoidance and/or minimization of potential adverse effects to the canal.

We would also like to reiterate the recommendation that the boundary fence planned for the potentially eligible *Cherry Camp* archaeological site be kept in place for the duration of the I-595 project. Although this site is located outside of the project area, it was the subject of a Conservation Plan that was

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

☐ Director's Office
 (850) 245-6300 • FAX: 245-6435

☐ Archaeological Research
 (850) 245-6444 • FAX: 245-6436

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

☐ Historical Museums
 (850) 245-6400 • FAX: 245-6433

☐ Palm Beach Regional Office
 (561) 279-1475 • FAX: 279-1476

☐ St. Augustine Regional Office
 (904) 825-5045 • FAX: 825-5044

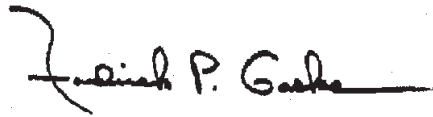
☐ Tampa Regional Office
 (813) 272-3843 • FAX: 272-2340

Mr. David C. Gibbs
Page Two
April 25, 2006

recommended in the CRAS for the Westbound I-595 to Westbound SR 84 Slip Ramp project. As part of this plan, the installation of a boundary fence was proposed in order to prevent staging areas or temporary access roads from impacting the site.

If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us, or at 850-245-6432.

Sincerely,

A handwritten signature in black ink, reading "Frederick P. Gaske". The signature is written in a cursive style with a long horizontal line extending to the right.

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

XC: Ms. Ann Broadwell, FDOT, District Four



FLORIDA DEPARTMENT OF STATE
Sue M. Cobb
 Secretary of State
 DIVISION OF HISTORICAL RESOURCES

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

January 9, 2006

RE: DHR Project File Number: 2005-12519
 Received by DHR: November 29, 2005
 Project: *Cultural Resource Assessment Survey (CRAS) for the SR-862 (I-595) Project Development and Environment (PD&E) Study from I-75 Interchange West of 136th Avenue to the I-95 Interchange*
 Federal-aid Project No.: ~~5951-547~~ 5951 539-I (project numbers corrected)
 Financial Management #: ~~413282-1-52-01~~ 409354-1-22-01 (project numbers corrected)
 County: Broward

Dear Mr. Gibbs:

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

A cultural resources assessment survey (CRAS) was conducted and two archaeological sites (8BD82 and 8BD3208) and five historic resources (8BD58, 8BD3279, 8BD4072-4074) were identified within the project's area of potential effect. The *Sewell Lock* (8BD58) is listed in the National Register of Historic Places (NRHP) and two resources, the *Cherry Camp* site (8BD82) and the *North New River Canal* (8BD3279), have been previously determined potentially eligible for listing. The four remaining resources (8BD3208, 8BD4072-4074) were determined to be ineligible for NRHP listing. Based on the information provided, our office finds the submitted report complete and sufficient and concurs with the findings.

As you may be aware, in December of 2005, Sherry Anderson from our office along with representatives from the Florida Department of Transportation, District Five, conducted a field visit to the project

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

<input type="checkbox"/> Director's Office (850) 245-6300 • FAX: 245-6435	<input type="checkbox"/> Archaeological Research (850) 245-6444 • FAX: 245-6436	<input checked="" type="checkbox"/> Historic Preservation (850) 245-6333 • FAX: 245-6437	<input type="checkbox"/> Historical Museums (850) 245-6400 • FAX: 245-6433
<input type="checkbox"/> Palm Beach Regional Office (561) 279-1475 • FAX: 279-1476	<input type="checkbox"/> St. Augustine Regional Office (904) 825-5045 • FAX: 825-5044	<input type="checkbox"/> Tampa Regional Office (813) 272-3843 • FAX: 272-2340	

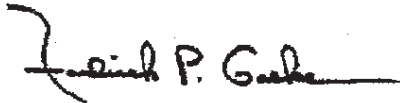
Mr. David C. Gibbs
January 9, 2006
Page 2

corridor. Although the *Cherry Camp* site is located outside of the project area, it was the subject of a Conservation Plan that was recommended in the CRAS for the Westbound I-595 to Westbound SR 84 Slip Ramp project. As part of this plan, the installation of a boundary fence was proposed in order to prevent staging areas or temporary access roads from impacting the site. We recently asked that this fence be erected as soon as possible due to the fact that an emergency response staging area is currently located in the vicinity of the site. Our office further recommends that this boundary fence be kept in place for the duration of the I-595 project.

The field visit also indicated that there would be some changes occurring in the vicinity of the *Sewell Lock* and the *North New River Canal*. Our office looks forward to further consultation with you regarding the project plans and assessment of effects to these two significant resources.

If you have any questions concerning our comments, please contact Sherry Anderson, Architectural Historian, Transportation Compliance Review Program, by email sanderson@dos.state.fl.us, or at 850-245-6432.

Sincerely,



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

XC: Ms. Ann Broadwell, FDOT, District Four



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 W. Commercial Blvd.
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

January 29, 2013

Ms. Linda Anderson
U.S. Department of Transportation
Federal Highway Administration
Florida Division Office
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2013 MAR 26 P 3:49

Subject: **Request for Review**
Cultural Resource Assessment Survey (CRAS)
SR 9/I-95 from SR 848 (Stirling Road) to north of SR 816 (Oakland Park Boulevard)
Financial Management Number: 429804-1-22-01
ETDM Number: 13168
Broward County, Florida

Dear Ms. Anderson:

FDOT, District 4 is currently conducting a Project Development & Environment (PD&E) study for the proposed widening of SR-9/I-95 in Broward County, Florida. The limits of the project are from Stirling Road to north of Oakland Park Boulevard. The primary purpose of the project is to relieve congestion along the I-95 corridor by converting the existing High Occupancy Vehicle (HOV) lanes to tolled express lanes and adding one additional lane to the median, in each direction. All improvements will be constructed within current FDOT right of way (ROW). This CRAS was undertaken in order to locate and evaluate archaeological and historic resources within the Area of Potential Effect (APE) and to assess eligibility for inclusion in the National Register of Historic Places (NRHP) according to criteria set forth in 36 CFR 60.4.

No newly or previously recorded archaeological sites were identified within the project APE. The historic resources survey resulted in the identification of four previously recorded historic resources and one newly recorded resource within the APE. The resources include one cemetery, one roadway section, one railroad, and two canals. Florida Master Site File (MSF) forms were not updated for three of the previously recorded resources, as they were found to be unchanged since their recordation. The MSF form for the Seaboard Air Line (CSX) Railroad was updated. Previously recorded segments of this resource have been determined to be eligible for listing on the NRHP. The segment that is the subject of this CRAS is also considered eligible for listing. The newly recorded resource, the North Woodlawn Cemetery, is also considered eligible for listing in the NRHP. A Determination of Eligibility (DOE) for the cemetery is included with this CRAS.

SR-9 (I-95)
FM 429804.1
Cultural Resources Assessment Survey

A reconnaissance survey was also undertaken in order to identify any significant historic resources adjacent to the current I-95 ROW. The reconnaissance survey resulted in the identification of four previously recorded historic resources, one of which is currently listed (Link Trainer Building) and two of which are considered eligible for listing (CSX Railroad Station and the CSX Railroad Bridge). The Dania Canal Railroad Bridge was determined ineligible for listing in 1999; however, this resource should be reevaluated, as it is likely a contributing resource to a potential CSX Railroad linear historic district.

Please complete the signature block below and forward the additional report copy to SHPO. If you have questions regarding the subject project, please contact me at 954-777-4325, or Lynn Kelley at 954-777-4334.

Sincerely,



Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures

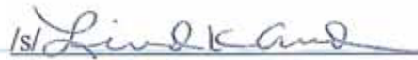
Cc: Ray Holzweiss-- District Four
Roy Jackson - CEMO
Project File

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and ☒ approves / ☐ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.


FHWA Comments:

SEE ATTACHED FHWA COMMENTS	FDOT RESPONSES OF 3-20-13.
PLEASE ADDRESS COMMENTS	OPINION TO LINDA ANDERSON, FHWA.
P: 850-553-2226. E: linda.anderson@dot.gov. PLEASE CC:	
LYNN KELLEY, FDOT DM; MARK CLASGEN, FHWA; & ROY JACKSON, FDOT CEMO.	


David C. Hawk
Acting Division Administrator
Florida and Puerto Rico Divisions
Federal Highway Administration

3-22-13
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2013-897.


Robert Bendus
Director, and State Historic Preservation Officer
Florida Division of Historical Resources

3/27/13
Date

Anderson, Linda (FHWA)

From: Anderson, Linda (FHWA)
Sent: Wednesday, March 06, 2013 12:06 PM
To: Kelley, Lynn (Lynn.Kelley@dot.state.fl.us)
Cc: Jones, Ginny L. (Ginny.Jones@DOS.MyFlorida.com); 'Jackson, Roy'
Subject: CRAS for SR 9/I-95 from Stirling Road to North of Oakland Park Blvd., FM # 42980412201

FHWA has reviewed the CRAS for SR 9/I-95 from Stirling Road to North of Oakland Park Blvd., FM # 42980412201, and has the following comments:

1. Does this CRAS clear drainage facilities? Please note pond on plan sheet 8 in area of high site potential. Is this an existing pond or a planned pond? If planned, was it tested for archaeological resources in a previous CRAS? If not, why wasn't it tested during this CRAS?
2. FHWA's understanding of this project is that the outer edges of outer lanes will not move; instead, lanes will be added in the median. If this is the case, why was shovel testing done outside of lanes, especially in areas where FDOT ROW appears to be too narrow for ponds?
3. Per page 69, no shovel testing was done in areas of low archaeological probability. Per Roy Jackson, low probability zones should have a 100m testing interval with judgment exercised as there are a number of acceptable reasons for not digging in low probability zones. Please test areas of low probability or provide a detailed explanation about why shovel testing is not appropriate in these areas.

FHWA is concerned about the thoroughness of archaeological field testing, but concurs with the NRHP-eligibility determinations for historic resources. FHWA will reserve its determination on the project until it receives a response to the above comments.

Meanwhile, the CRAS will be sent to SHPO via shuttle today for concurrent review. Please cc SHPO on FDOT responses to the above comments. SHPO needs to refrain from concurrence or lack of until FHWA has made its determination.

Thanks.

Linda Anderson
Environmental Protection Specialist
Federal Highway Administration
545 John Knox Rd., Ste. 200
Tallahassee, FL 32303
P: 850-553-2226
F: 850-942-8308

From: [Kelley, Lynn](#)
To: [Anderson, Linda \(FHWA\)](#); [Fusconi, Vincent](#)
Subject: FW: response to FHWA comments: CRAS for SR 9/I-95 from Stirling Road to North of Oakland Park Blvd., FM # 42980412201
Date: Thursday, March 21, 2013 3:45:50 PM
Attachments: [FHWA comments response edited noon 3 14.docx](#)

Hi Linda,

(in red ink)

I was wondering if the attached responses had answered your concerns. Let me know – thanks!

From: Kelley, Lynn
Sent: Wednesday, March 20, 2013 1:37 PM
To: Linda.Anderson@dot.gov
Cc: Fusconi, Vincent; Holzweiss, Ray; Broadwell, Ann L
Subject: FW: response to FHWA comments: CRAS for SR 9/I-95 from Stirling Road to North of Oakland Park Blvd., FM # 42980412201

Linda, please see attached responses. Please let me know if this is helpful. Thank you!

1. Does this CRAS clear drainage facilities? Please note pond on plan sheet 8 in area of high site potential. Is this an existing pond or a planned pond? If planned, was it tested for archaeological resources in a previous CRAS? If not, why wasn't it tested during this CRAS? – Drainage facilities are not specifically addressed in the CRAS, but all planned drainage facilities for this project fall within the existing FDOT ROW. As such, any new drainage facilities would have fallen within the archaeological APE that was tested for the current project.

The pond on plan sheet 8 that is mentioned is an existing pond. The reference to this pond is only made in Appendix E – Shovel Test Maps. This appendix contains the plan maps overlain with the locations of excavated shovel tests and other notes that were taken during the field survey. The location of this existing pond was noted during the field survey to explain why no shovel testing was conducted there. This notation is not included anywhere else in the CRAS (for instance, in Appendix C).

2. FHWA's understanding of this project is that the outer edges of outer lanes will not move; instead, lanes will be added in the median. If this is the case, why was shovel testing done outside of lanes, especially in areas where FDOT ROW appears to be too narrow for ponds? – The outer edges of lanes will be moved throughout much of the corridor. It is only in the vicinity of North Woodlawn Cemetery that FDOT has made a commitment not to widen or conduct any ground disturbance beyond the edge of the existing pavement.

As with most projects, field testing and research conducted for this CRAS was conducted as multiple alternatives and engineering options were being considered. As such, the archaeological fieldwork was designed at the time to adequately test all possible alternatives, including widening past the edge of existing pavement. The initial results of the CRAS were provided to the FDOT design team as early as possible in order to help them design alternatives that avoid and minimize impacts on any potential cultural resources.

The recommended alternative proposes to widen I-95 on the outside in order to accommodate the new Express Lanes system in the median. However, at the vicinity of the North Woodlawn Cemetery, I-95 will be widened by approximately 6-ft toward the median to avoid impacting this resource. The existing edge outside edge of pavement will remain and the inside shoulder width will be reduced to accommodate the express and general purpose lanes with no impacts to the cemetery.

3. Per page 69, no shovel testing was done in areas of low archaeological probability. Per Roy Jackson, low probability zones should have a 100m testing interval with judgment

exercised as there are a number of acceptable reasons for not digging in low probability zones. Please test areas of low probability or provide a detailed explanation about why shovel testing is not appropriate in these areas. – The archaeological testing was perhaps not explained well enough in the CRAS report. A more detailed explanation is provided here.

A Research Design that included background research for this project, including initial zones of archaeological probability, was prepared and presented to FDOT before any field-testing was conducted. The initial Archaeological Site Potential Zones included in the Research Design were reformatted as Figures 9-1, 9-2, and 9-3 within the current CRAS report.

However, it should be noted that, because of the highly urbanized nature of the project corridor, the initial field reconnaissance and utility coordination revealed that very little of the project corridor was actually testable. This was due to a number of factors including the extensive modifications to the natural ground surface associated with the construction and subsequent modification of the Interstate and the presence of extensive buried utilities. Because of this, some portions of the project corridor that were initially evaluated as having high or moderate archaeological site potential were evaluated in the field as untestable. This was also true for all portions of the project corridor that were initially evaluated as having low archaeological site potential in the original Research Design.

The field crew did their best to include notes and take photographs that document why testing in large portions of the project corridor was not possible. Their notes are overlain on plan maps in Appendix E. Noted disturbances that precluded archaeological testing includes existing ponds, berms, buried utilities, etc.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

August 7, 2013

3400 W. Commercial Blvd.
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

Mr. David Hawk
Division Administrator (Acting)
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Attention: Ms. Linda Anderson, Environmental Specialist

Subject: **Request for Review**
Evaluation of Effects to the Seaboard Airline/CSX Railroad
Interstate 95 (I-95)/State Road (SR) 9
From: Stirling Road
To: Oakland Park Boulevard
County: Broward
FM Number: 429804-1-22-01
ETDM Number: 13168

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2013 AUG 27 P 2:18

Dear Mr. Hawk:

FDOT, District 4 is currently conducting a Project Development and Environment (PD&E) study for the proposed widening of SR-9/I-95 in Broward County, Florida. The limits of the project are from Stirling Road to north of Oakland Park Boulevard. The primary purpose of the project is to relieve congestion along the I-95 corridor by converting the existing High Occupancy Vehicle (HOV) lanes to tolled express lanes and adding one additional lane to the median, in each direction. All improvements will be constructed within current FDOT right of way (ROW).

As part of the PD&E, a Cultural Resource Assessment Survey (CRAS) was undertaken in order to locate and evaluate archaeological and historical resources within the Area of Potential Effect (APE) and to assess eligibility for inclusion in the National Register of Historic Places (NRHP) according to criteria set forth in 36 CFR 60.4. As a result of this CRAS, the Seaboard Airline/CSX Railroad (8BD4649) was identified in the APE, and this resource has been previously determined eligible for inclusion in the National Register of Historic Places (National Register) by the State Historic Preservation Officer (SHPO). The segment within the project APE, constructed circa 1927, maintains its original route and historic integrity. It also would be considered a contributing segment to a linear historic district, should this railroad ever be evaluated comprehensively.

Mr. David Hawk
Seaboard Airline/CSX Railroad Effects, Broward County
FM 429804-1-22-01
August 7, 2013
Page 2

The Seaboard Air Line/CSX Railroad is located adjacent to the western project ROW along much of the project's length. Only approximately 1.45 miles of the tracks are included within the APE, as the railroad enters and exits the APE at several locations within the project limits. During the course of this study, coordination with the CSX Transportation (CSXT) was maintained. The proposed project improvements are all within the FDOT right of way, and no project improvements that may indirectly or directly result in adverse effects to the Seaboard Airline/CSX Railroad are anticipated. During construction, flagging operations may be required if equipment is needed within 25-feet from the centerline of the tracks. The FDOT has indicated that continued coordination with the CSXT will be provided during the next phase of the study.

The Seaboard Airline/CSX Railroad has been determined eligible for listing in the National Register due to its contributions to the patterns of development and transportation in Florida. Based on the project information available, the FDOT finds that the project will have no adverse effect on the significant railroad or the characteristics that determine its National Register eligibility.

Please complete the signature block below and forward all associated information to SHPO. If you have any questions or comments regarding this submittal, please do not hesitate to contact me at 954-777-4325 or Lynn Kelley at (954) 777-4334.

Sincerely,



Ann Broadwell
District Environmental Administrator

Enclosures

Cc: Ray Holzweiss – District Four
Roy Jackson, CEMO
Project File

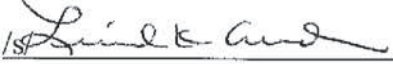
Mr. David Hawk
Seaboard Airline/CSX Railroad Effects, Broward County
FM 429804-1-22-01
August 7, 2013
Page 3

The FHWA finds the attached Effects Finding complete and sufficient and ☒ approves / ☐ does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached Effects Finding and the SHPO's opinion on the findings contained in this letter and in the comment block below.


FHWA Comments:

PLEASE ADDRESS COMMENTS / OPINION TO LINDA ANDERSON, FHWA, P: 850-553-2226, E: linda.anderson@dot.gov. PLEASE CC: ANN BROADWELL, FDOT DY; MARK LUSGENS, FHWA; AND BOY JACKSON, FDOT CEMO.
--


David Hawk
Division Administrator (Acting)
Florida Division
Federal Highway Administration

8-22-13
Date

The Florida State Historic Preservation Officer finds the attached Effects Finding complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2013-3697.


Robert F. Bendus
State Historic Preservation Officer
Florida Division of Historical Resources

8/28/13
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

September 30, 2015

RECEIVED

Mr. Luis Lopez
U.S. Department of Transportation
Federal Highway Administration
400 W. Washington Street, Room 4101
Orlando, FL 32801

PLANNING & ENVIRONMENTAL
MANAGEMENT

NOV 30 2015

DISTRICT FOUR
RECEIVED

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BUREAU OF
ENVIRONMENTAL
2015 NOV -10 P 1:57

Subject: **Request for Review**
Cultural Resources Assessment Survey (CRAS) Update
SR-9/I-95 and SR-862/I-595 Express Lanes Direct Connect
Financial Management #: 409354-2-58-01
Broward County, Florida

Dear Mr. Lopez:

The Florida Department of Transportation (FDOT), District Four, is currently conducting a Reevaluation of the SR-9/I-95 Express Lanes Project (Phase 3c) which includes a direct connect interchange to SR-862/I-595 in Broward County, Florida. The Direct Connect project limits include SR 862/I-595 from SR 7/US 441 to the I-95 interchange and SR 9/I-95 from Stirling Road to South of Broward Boulevard. The I-595 project limits were originally evaluated in the I-595 Project Development & Environment (PD&E) study (FM# 409354.1) and the I-95 limits were evaluated by the I-95 PD&E study (FM# 429804.1). The Direct Connect concept was developed to improve the connectivity between the I-95 and I-595 corridors, including connectivity to the existing and proposed express lanes. The I-595 Express lanes were previously constructed under FM# 420809.3 (previously advanced under separate reevaluation) and are located west of the Direct Connect limits. The proposed I-95 Express lanes will be constructed as part of this Direct Connect project.

The project area was initially surveyed in 2005 and in 2012 during the PD&E Studies listed above. In addition, the I-595 project area has previously been subject to a reevaluation during the 2013 *CRAS reevaluation of SR 862 (I-595) PD&E Study from the I-75 Interchange to the I-95 Interchange, Broward County, Florida*. Since the previous surveys were conducted, changes have been proposed that include four additional areas of proposed right of way (ROW) and design changes. Therefore, the purpose of the current CRAS reevaluation is to identify any resources within the updated project area of

potential effect (APE), and to assist in the avoidance of resources listed in, determined eligible, or considered eligible for the National Register of Historic Places (National Register).

No previously recorded or newly recorded archaeological sites were identified. Six historic resources were identified within the historic resources APE. These include four previously recorded historic resources and two newly recorded historic resources. The South New River Canal (8BD4153) and the Seaboard Air Line (CSX) Railroad (8BD4649) have already been determined National Register-eligible by the SHPO. They remain eligible based on this current survey. The FPL Cooling Canal (8BD5236) and 300 SR 84 (8BD4074) have been determined ineligible for inclusion in the National Register by the SHPO. The current survey also concurs with these previous determinations. The two newly recorded historic resources, both of which are buildings, are considered ineligible for inclusion in the National Register.

FDOT requests concurrence with the determinations made in the attached report. Please complete the signature block below and forward the additional report copy to SHPO. If you have questions regarding the subject project, please contact me at 954-777-4325, or Lynn Kelley at 954-777-4334.

Sincerely,

A handwritten signature in black ink that reads "Ann Broadwell". The signature is fluid and cursive, with the first name "Ann" and last name "Broadwell" clearly distinguishable.

Ann Broadwell
Environmental Administrator
FDOT - District 4

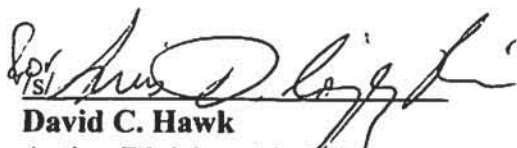
Enclosures

Cc: Robert Bostian- District Four
Project File

The FHWA finds the attached Cultural Resources Assessment Report complete and sufficient and ✓ approves / does not approve the above recommendations and findings.

The FHWA requests the SHPO's opinion on the sufficiency of the attached report and the SHPO's opinion on the recommendations and findings contained in this cover letter and in the comment block below.

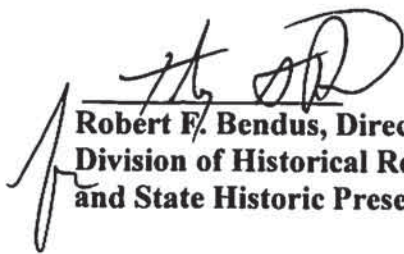
FHWA Comments:



David C. Hawk
Acting Division Administrator
Florida and Puerto Rico Divisions
Federal Highway
Administration

11/06/2015
Date

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2015 - 5499.



Robert F. Bendus, Director
Division of Historical Resources
and State Historic Preservation Officer

11/23/15
Date



United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960



March 6, 2006

Steven Braun
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421

Service Consultation Code: 41420-2006-I-0045
Federal Activity Code: 41420-2006-FA-0252
Date Received: January 3, 2006
Project: Improvements to Interstate 595
County: Broward

Dear Mr. Braun:

The Fish and Wildlife Service (Service) has reviewed your letter and draft Endangered Species Biological Assessment dated January 31, 2006, submitted by the Florida Department of Transportation (FDOT) on behalf of the Federal Highway Administration for the project referenced above. This letter is submitted in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 *et seq.*).

PROJECT DESCRIPTION

The FDOT proposes to conduct a Project Development and Environment Study for improvements to Interstate 595 from the Interstate 75 (I-75) interchange to the Interstate 95 interchange. The project improvements include: the construction of reversible lanes from I-75 to State Road 7; connecting State Road 84 from Davie Road to SR 7; modifying the interchange at Florida's Turnpike, constructing two-lane off ramps where needed along the corridor; installing curb and gutter systems for stormwater collection at selected locations along the corridor; and widening and paving shoulders for bicycle use along State Road 84. Two alternatives are being proposed for the reversible lanes within the corridor. Alternative 1B proposes that the two 12-foot wide reversible lanes be constructed within the center median at grade, while Alternative 2A would construct the reversible lanes on a bridge structure in the median. The project site is located in Broward County, Florida.



THREATENED AND ENDANGERED SPECIES

American crocodile

The project occurs within the geographic range of the endangered American crocodile (*Crocodylus acutus*). The project is not expected to significantly affect the American crocodile and the FDOT has determined the project "may affect, but is not likely to adversely affect the crocodile. The Service concurs with this determination.

Audubon's crested caracara

The project occurs outside the geographic range of the threatened Audubon's crested caracara (*Polyborus cheriway*). The FDOT has determined the project "may affect, but is not likely to adversely affect the caracara. The Service concurs with this determination.

Bald eagle

The project site is located within geographic range of the threatened bald eagle (*Haliaeetus leucocephalus*). Active nesting territories of the bald eagle are not known to occur in or near the project corridor. The FDOT has determined the project "may affect, but is not likely to adversely affect the bald eagle. The Service concurs with this determination.

Snail kite

The project site is located within geographic range of the endangered Everglade snail kite (*Rostrhamus sociabilis plumbeus*). The project is not expected to significantly affect snail kite nesting areas. The FDOT has determined the project "may affect, but is not likely to adversely affect the snail kite. The Service concurs with this determination.

Florida panther

The project occurs outside of the Service's consultation area for the endangered Florida panther. The FDOT has determined the project will not affect the Florida panther. The Service supports this determination.

West Indian manatee

The project site is located within geographic range of the endangered West Indian manatee (*Trichechus manatus*). To protect manatees, the FDOT has agreed to follow the Service's *Standard Manatee Construction Conditions* during implementation of the project. The Corps has determined the project will "not affect" the manatee. The Service supports this determination.

Eastern indigo snake

The project occurs within the geographic range of the threatened eastern indigo snake (*Drymarchon corais couperi*). During construction, the FDOT has agreed to implement the Service's *Standard Protection Measures for the Eastern Indigo Snake* (Service 2002a), which will minimize adverse effects to this species.

Wood stork

The project site is located within the core foraging area (CFA) (within 18.6 miles) of an active breeding colonies of the endangered wood stork (*Mycteria americana*). The Service believes the loss of wetlands within a CFA may reduce foraging opportunities for wood storks. To minimize adverse effects to the wood stork, the Service's *Draft Supplemental Habitat Management Guidelines for the Wood Stork in the South Florida Ecological Services Consultation Area* (Service 2002b) (Guidelines) recommends the applicant replace wetlands lost due to the action. The compensation plan should include a temporal lag factor, if necessary, to ensure wetlands provided as compensation adequately replace the wetland functions lost due to the project. Moreover, wetlands offered as compensation should be of the same hydroperiod, and located within the CFA of the affected wood stork colony. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside the CFA would be acceptable to the Service, provided the impacted wetlands occur within the permitted service area of the bank.

The FDOT has determined the project "may affect, but is not likely to adversely affect" the wood stork. The project will result in impacts to wetlands that may provide foraging habitat for the wood stork. To compensate for impacts to wetlands, the FDOT has agreed to provide wetland mitigation that complies with the Guidelines. The Service concurs with the FDOT's determination for the wood stork.

This letter fulfills the requirements of section 7 of the Act and no further action is required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.

FISH AND WILDLIFE RESOURCES

The project has the potential to impact fish and wildlife habitat and protected lands located at Pond Apple Slough, Secret Wood, and Hacienda Flores conservation areas. We recommend the project be designed to avoid and minimize impacts to these areas to the greatest extent practicable.

Thank you for allowing us to provide these comments and for your cooperation and effort in protecting federally listed species. If you have any questions regarding this project, please contact John Wrublik at 772-562-3909, extension 282.

Sincerely yours,



James J. Slack
Field Supervisor
South Florida Ecological Services Office

cc:

EPA, West Palm Beach, Florida (Richard Harvey)
FWC, Vero Beach, Florida (Joe Walsh)

LITERATURE CITED

- U.S. Fish and Wildlife Service (Service). 2002a. Draft standard protection measures for the eastern indigo snake. South Florida Ecological Services Office; Vero Beach, Florida.
- U.S. Fish and Wildlife Service (Service). 2002b. Draft Supplemental Habitat Management Guidelines for the Wood Stork in the South Florida Ecological Services Consultation Area. Fish and Wildlife Service, South Florida Ecological Services Office; Vero Beach, Florida.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
1339 20th Street
Vero Beach, Florida 32960



May 14, 2013

PLANNING & ENVIRONMENTAL
MANAGEMENT

MAY 20 2013

DISTRICT FOUR
RECEIVED

Ann Broadwell
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

Service CPA Activity Code: 2013-CPA-0190
Service Consultation Code: 2013-I-0169
Date Received: May 8, 2013
Project: Interstate 95 from Stirling Road to
Oakland Park Boulevard
County: Broward

Dear Ms. Broadwell:

The U.S. Fish and Wildlife Service (Service) has reviewed your letter dated May 8, 2013, and other information submitted by the Florida Department of Transportation (FDOT), on behalf of the Federal Highway Administration, for the project referenced above. This letter is submitted in accordance with section 7 of the Endangered Species Act of 1973, as amended (Act) (87 Stat. 884; 16 U.S.C. 1531 *et seq.*).

PROJECT DESCRIPTION

The FDOT is proposing improvements to an 8.65-mile section of Interstate 95 (I-95) from Stirling Road to north of Oakland Park Boulevard. The improvements consist of converting the existing High Occupancy Vehicle lanes to tolled express lanes. The project will also add an additional tolled express lane to the both the northbound and southbound lanes. The purpose of the project is to improve traffic movement and reduce traffic congestion. The project will impact 1.7 acres of wetlands. The FDOT will compensate for impacts to wetlands by providing credits from a Service-approved wetland mitigation bank. The project site is located in Broward County, Florida.

THREATENED AND ENDANGERED SPECIES

West Indian manatee

The project occurs within the geographic range of the endangered West Indian manatee (*Trichechus manatus*). The Service notes that the project will not affect seagrasses. To provide protection for manatees during construction of the project, the FDOT has agreed to follow the



Standard Manatee Protection Construction Conditions for In-Water Work (FWC 2011). The FDOT has determined the project “may affect, but is not likely to adversely affect” the manatee. Based on the information provided, the Service concurs with this determination.

Eastern indigo snake

The project occurs within the geographic range of the threatened eastern indigo snake (*Drymarchon corais couperi*). Eastern indigo snakes were not observed during pedestrian surveys of the project footprint. To minimize adverse effects to this species during construction, the FDOT has agreed to follow the Service’s *Standard Protection Measures for the Eastern Indigo Snake* (Service 2004a) during construction of the project. The FDOT has determined the project “may affect, but is not likely to adversely affect” the eastern indigo snake. Based on the adherence to the indigo snake protection measures, the Service concurs with this determination.


Wood stork

The project site is located within the geographic range of the endangered wood stork (*Mycteria americana*). The project is not located within a core foraging area (CFA; within 18.6 miles) of an active breeding colony of the wood stork. Further, wetlands impacted by the project will be mitigated through purchase of credits at a Service-approved bank. The FDOT has determined the project “may affect, but is not likely to adversely affect” the wood stork. Based on the information provided, the Service concurs with the FDOT’s determination for the wood stork.

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

Thank you for your cooperation in the effort to protect fish and wildlife resources. If you have any questions regarding this project, please contact John Wrublik at 772-469-4282.

Sincerely yours,


for

Larry Williams
Field Supervisor
South Florida Ecological Services Office

cc: electronic only

FWC, Tallahassee, Florida (FWC-CPS)

NOAA Fisheries, West Palm Beach, Florida (Brandon Howard)

Corps, Palm Beach Gardens, Florida (Garett Lips)

LITERATURE CITED

- Florida Fish and Wildlife Conservation Commission (FWC). 2011. Standard Manatee Conditions for In-water Work. Tallahassee, Florida.
http://myfwc.com/media/415448/Manatee_StdCondIn_waterWork.pdf
- U.S. Fish and Wildlife Service. 2004a. Standard protection measures for the eastern indigo snake. Fish and Wildlife Service, South Florida Ecological Services Office; Vero Beach, Florida.
- U.S. Fish and Wildlife Service. 2004b. Draft Supplemental Habitat Management Guidelines for the Wood Stork in the South Florida Ecological Services Consultation Area. Fish and Wildlife Service, South Florida Ecological Services Office; Vero Beach, Florida.



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February 23, 2006

F/SER4:MM/dd

Mr. Steven C. Braun, P.E.
District Planning and Environmental Management
Florida Department of Transportation, District 4
3400 West Commercial Boulevard
Ft. Lauderdale, Florida 33309-3421

Dear Mr. Braun:

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The project is located in south Florida and transverse east to west in Broward County. The total length of the project is 10 miles from the I-75/Sawgrass Expressway to the eastern limit of I-95 interchange. The project is in the Project Development and Environment (PD&E) stage. The proposed improvements that are being studied include: 1) Reversible lanes serving traffic from I-75 to east of SR 7; 2) Continuous connection of SR 84 between Davie Road and SR 7; 3) Collector-Distributor system between Davie Road and I-95; 4) Modifications to the I-595/Florida's Turnpike interchange; 5) Braided interchange ramps to eliminate mainline weaving segments; 6) Bypass systems that combine two interchanges of traffic on one ramp to reduce the number of entrance/exit points along mainline; 7) Two-lane off-ramps, as needed; 8) Stormwater collection systems; 9) Bicycle lanes along the shoulder; 10) Bi-directional path along the outside of eastbound SR 84 between SW 136th Ave and Davie Road; and 11) Transit system integrated in the corridor. The eastern part of the project corridor entails impacting estuarine habitat in Apple Pond slough. Construction activities and methods are not defined at this point and no specific conservation measures are provided.

NMFS understands that the project is in the PD&E stage and the implementation date of the project is not certain. However, based on the information provided we are unable to concur with your determination. The information provided is not sufficient to adequately evaluate the effects of the project to listed species. As one of the Cooperating Agencies for the proposed project, we request that you provide the following information as the project progresses to the design, permitting, and implementation stage or the information may be incorporated in your final ESBA:

1. A detailed description of the construction activities. The information should describe whether inwater work will be implemented, types of construction methods proposed (i.e. pile drivers, cranes, dredger, hoppers, or barges, etc.);

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4. A Stormwater Management Plan. The plan should include the type of treatment and maintenance of the stormwater treatment system. In addition, the treatment should be in accordance with state and federal (NPDES) standards.

The above information will assist in the effects analysis and whether direct or indirect impacts may occur. It will also provide us a concept whether the provided list of conservation measures during construction activities are adequate to protect listed species or additional provisions are needed. To assist you, we have enclosed additional information on other statutory requirements that may apply to this action, as well as NMFS' new mechanism to allow you to track the status of this and other ESA consultations.

We appreciate your continued cooperation in the conservation of listed species and look forward to continue working with you in the future. Questions should be directed to Ms. Madelyn T. Martinez at (727) 824-5329 or by e-mail at Madelyn.Martinez@noaa.gov.

Sincerely,



/ for

Roy E. Crabtree, Ph.D.
Regional Administrator

cc: (via electronic mail)
COE, Palm Beach Gardens
USCG
USFWS, Vero Beach
FDEP
FDOT, District 4, Ann Broadwell
SFWMD
F/SER47, Karaszia
F/SER47, Martinez

Additional Considerations for ESA Section 7 Consultations (Revised 12-6-2005)

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Essential Fish Habitat (EFH) Recommendations: In addition to its protected species/critical habitat consultation requirements with NMFS' Protected Resources Division (PRD) pursuant to section 7 of the ESA, prior to proceeding with the proposed action the action agency must also consult with NMFS' Habitat Conservation Division (HCD) pursuant to the Magnuson-Stevens Fishery Conservation and Management Act's (MSA) requirements for essential fish habitat (EFH) consultation (16 U.S.C. 1855 (b)(2) and 50 CFR 600.905-.930, subpart K). The action agency should also ensure that the applicant understands the ESA and EFH processes; that ESA and EFH consultations are separate, distinct, and guided by different statutes, goals, and time lines for responding to the action agency; and that the action agency will (and the applicant may) receive separate consultation correspondence on NMFS letterhead from HCD regarding their concerns and/or finalizing EFH consultation.

Public Consultation Tracking System (PCTS) Guidance: PCTS is an online query system allowing federal agencies and U.S. Army Corps of Engineers' (COE) permit applicants to track the status of NMFS consultations under ESA section 7 and under MSA sections 305(b)2 and 305(b)(4): Essential Fish Habitat. Access PCTS via: www.nmfs.noaa.gov/pcts. Federal agencies are required to enter an agency-specific username and password to query the Federal Agency Site. The Corps Permit Site allows COE permit applicants the ability to check on the current status of Clean Water Act section 404 permit actions for which NMFS has conducted an ESA section 7 consultation with the COE since the beginning of the 2001 fiscal year (no password needed).

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February 23, 2006

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District Planning and Environmental Management
Florida Department of Transportation, District 4
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/ for

Roy E. Crabtree, Ph.D.
Regional Administrator

cc: (via electronic mail)
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Mr. Steven C. Braun, P.E.
District Planning and Environmental Management
Florida Department of Transportation, District 4
3400 West Commercial Boulevard
Ft. Lauderdale, Florida 33309-3421

Dear Mr. Braun:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the Florida Department of Transportation's (FDOT) draft Essential Fish Habitat (EFH) Assessment for the I-595 Road Improvement Project in Broward County, Florida (Financial Project Number: 409354-1-22-01). The draft EFH assessment was included in your letter dated January 31, 2006, as a response to our December 31, 2003, and March 31, 2005, letters requesting additional information as well as an agency coordination meeting on June 28, 2005. It is anticipated that approximately six acres of direct and indirect impacts to mangrove habitat would result from the proposed project and several mitigation plans are proposed. Your letter solicits NMFS comments and concurrence for the proposed project.

NMFS understands that the project is in the Project Development and Environment stage and the final road designs and implementation date of the project is not certain. Based on the information provided, FDOT has addressed our concerns in the draft EFH assessment and we have no additional comments regarding that assessment. As a Cooperating Agency for the proposed project, we look forward in reviewing your proposed mitigation plan alternatives as the project progresses to the design, permitting, and implementation stages. From the list of proposed mitigation plan alternatives in the draft EFH assessment, we recommend the acquisition of the five vacant parcels on the east side of South Fork New River as the preferred mitigation for the unavoidable impacts to mangrove habitat.

Thank you for the opportunity to provide comments. Questions should be directed to the attention of Ms. Madelyn T. Martinez. She may be reached by telephone at (727) 824-5329 or by e-mail at Madelyn.Martinez@noaa.gov.

Sincerely,

/ for

Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division



cc: (via electronic mail)
COE, Palm Beach Gardens
USCG
USFWS, Vero Beach
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SFWMD
F/SER4
F/SER47, Karaszia
F/SER47, Martinez



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

FWS Log No. 2016-I-0311

The proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.).

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

 5/4/16
Larry Williams, State Supervisor Date



Florida Department of Transportation

Commercial Blvd.
Tallahassee, FL 32309

JIM BOXOLD
SECRETARY

Project:	I-595 PD&E	I-95 Managed Lanes PD&E	I-595 to I-95 Direct Connect (3C)
FM#:	409354-1 (PD&E)	429804-1 (PD&E)	409354-2 (Design/Construction)
ETDM:	N/A	13168	
LDCA:	6/29/2006	09/03/2013	

Dear Mr. Wrublik:

FDOT is conducting a Design Change and Right of Way Reevaluation to advance the I-95 Phase 3C, I-95/595 Direct Connect project, referred to throughout this document as the "Direct Connect" project, to the right of way phase. The Direct Connect project limits include SR 862/I-595 from SR 7/US 441 to the I-95 interchange and SR 9/I-95 from Stirling Road to South of Broward Boulevard (see enclosed Project Location Map). The I-595 project limits were originally evaluated in the I-595 PD&E study (FM# 409354.1, LDCA 6/26/06) and the I-95 limits were evaluated by the I-95 PD&E study (FM# 429804.1, LDCA 9/3/13). The Direct Connect concept was developed to improve the connectivity between the I-95 and I-595 corridors, including connectivity to the existing and proposed express lanes.

The proposed construction activities for the Direct Connect project primarily consist of structures improvements, along with drainage, lighting, signing and pavement marking, and ITS improvements. The existing I-595 eastbound bridge (No. 860428) and I-595 westbound bridge (No. 860427) cross over the Pond Apple Slough, South Fork of the New River, and FPL Cooling Canal, as well as uplands, manmade borrow pits, and local roads (SW 30th Avenue and SW 26th Terrace). Foundation and substructure work within the tidally influenced waters of the South Fork of the New River and associated marina areas will be accomplished predominately from deck barges where water depths permit. There is a potential that small portions of elevated temporary trestle will be needed for foundation construction near upland areas. It is anticipated that superstructure construction will occur from the existing bridge decks. Proposed foundations for Piers 26 and 27 as well as foundations for Pier 28 located within the FPL Cooling Canal will be constructed utilizing land based equipment. Proposed foundation and substructure elements located within the limits of the FPL Cooling Canal, can be accessed and constructed from an upland position.

An Endangered Species Biological Assessment Report was prepared during the PD&E phases for each of the I-595 and the I-95 Express projects. The ESBA for the I-595 project determined that the American alligator, Eastern indigo snake, wood stork, and the Florida manatee had the potential to occur within the project corridor. In a letter dated March 6, 2006, USFWS concurred with FDOT's findings that the project *may affect, but is not likely to adversely affect* the American crocodile, Audubon's crested caracara, bald eagle, snail kite, and wood stork. With the implementation of the USFWS Construction Conditions for manatees and Eastern indigo snakes, it was determined the project would have *no effect* to manatees or Eastern indigo snake. Regulatory correspondence is attached.

The ESBA for the I-95 Express project determined that the project *may affect, but is not likely to adversely affect* the West Indian manatee, Eastern indigo snake, and wood stork. USFWS concurred with FDOT's findings in a letter dated May 14, 2013 (attached).

Since the original I-595 PD&E Study, the South Fork of the New River and the FPL Cooling Canal have been designated as a Warm Water Aggregation Area (WWAA) for the manatee. According to the Effect Determination Key for the Manatee in Florida, any type of in-water activity in a WWAA results in a *May Affect* determination and requires consultation. However, as committed during PD&E, FDOT will implement the USFWS *Standard Manatee Construction Conditions for In-Water work* during construction. More importantly, given the WWAA designation, FDOT will prohibit in-water work within the South Fork of the New River and the FPL Cooling Canal between November 15 and March 31st. With the implementation of these protection measures, FDOT has made a determination *of may affect, not likely to adversely affect*, the West Indian manatee.

There have been no major design, legislature, or habitat changes which would impact the determinations of effect previously granted during the PD&E phases for the other listed species potentially occurring within the project area. Agency coordination with the National Marine Fisheries Service (NMFS) is currently in process to provide additional information requested during the PD&E Phase and regarding the potential Section 7 effects to listed species (smalltooth sawfish) which were not addressed during the original PD&E.

FDOT respectfully requests that the USFWS provide written concurrence on the updated Section 7 determination of effect for the manatee provided within this letter. Thank you for your time and consideration. If you have any questions, please feel free to contact me at (954) 777-4339.

Sincerely,



Ann Broadwell
District Environmental Administrator

Attachments

cc: David Bogardus, FDOT

USFWS SFESO Concurrence Justification Form

Worksheet must be completed with Supervisor Approval Prior to sending concurrence. 04EF2000-2016-8-0045

Project Name: I-595, I-95 Direct Connect Project	FWS Fed Activity #: 04EF2000-2016-I-0435
Project Location: Broward County, Florida	Lead Agency: FHWA/FDOT
Lat/Long: 26.083902°/-80.191826° PID:	Lead Agency #:
File Location: L:\PARC\Broward\2016\ 0135 I595-I95 direct connect project	FWS Biologist: John Wrublik

Brief Project Description:

The Florida Department of Transportation (FDOT) is proposing to construct the I-595 to I-95 Direct Connect Project. The Direct Connect project limits include SR 862/I- 595 from SR 7/US 441 to the I-95 interchange and SR 9/I-95 from Stirling Road to South of Broward Boulevard. The project consists of improvements to the existing structures within the paved roadway, along with drainage, lighting, signing and pavement marking, and Intelligent Transportation System improvements. The project site is located in Broward County, Florida.

Species Present in Project Area and Determination made by Action Agency

Species	Determination	Key Applied Correctly	Std. Protection Measures Used	Survey Conducted	Mitigation	Concurrence
West Indian manatee (WIM)	MANLAA	Yes	Yes	No	N/A	Yes

Justification for Concurrence (Sticker Recommended)

WIM - Some in-water structural construction work is planned for the the South Fork of the New River and the FPL Cooling Canal (recently designated as an Warm Water Aggregation Area [WWAA] for the manatee). To minimize the potential for adverse affects to occur as result of the project, the FDOT will prohibit in-water work within the South Fork of the New River and the FPL Cooling Canal between November 15 and March 31st. In addition, the FDOT has agreed to follow the Service's Standard Protection Measures for the West Indian manatee during construction of the project (<http://www.fws.gov/verobeach/MammalsPDFs/2011%20Standard%20Manatee%20Construction%20Conditions.pdf>).

Past Service Consultation on the project: In letters to the FDOT dated March 6, 2006, and May 14, 2013, USFWS concurred with FDOT's findings that the project may affect, but is not likely to adversely affect the American crocodile, Audubon's crested caracara, bald eagle, snail kite, wood stork, and the West Indian manatee. Because the designation of the WWMA occurred after these concurrence letters were provided, the FDOT has decided to reinstate consultation with the Service at this time.

John Wrublik 4/20/2016	Cheryl Bluford 5/4/16
Biologist Signature	Supervisor Signature
Date	Date



APPENDIX E

(NMFS Concurrence Letter June 20, 2013)



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701-5505
<http://sero.nmfs.noaa.gov>

June 20, 2013

F/SER4:BH/pw

(Sent via Electronic Mail)

Ann Broadwell
District Environmental Administrator
Florida Department of Transportation, District 4
3400 W Commercial Boulevard
Fort Lauderdale, Florida 33309

Dear Ms. Broadwell:

NOAA's National Marine Fisheries Service (NMFS) reviewed the essential fish habitat (EFH) assessment dated May 13, 2013, for the expansion of Interstate 95 (I-95) adding an express lane between Oakland Park Boulevard and Stirling Road in Broward County (ETDM-13168). The project would directly impact 0.11 acres of mangrove wetlands, 0.01 acres of tidal freshwater submerged aquatic vegetation (SAV), and 0.19 acres of sand and mud bottom. FDOT's initial determination is the project would not have a substantial adverse impact on EFH or federally managed fishery species. As the nation's federal trustee for the conservation and management of marine, estuarine, and anadromous fishery resources, the following comments and recommendations are provided pursuant to authorities of the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

Project Description

FDOT proposes to expand I-95 by adding an additional express lane to both the northbound and southbound lanes. The expansion would occur within the existing median. The new construction would require expansion of bridges over the Dania Cut-Off Canal, North Fork of the New River, and Middle River. NMFS provided comments through the Environmental Screening Tool (ETDM No. 13168) on August 10, 2011, recommending avoidance, minimization, and mitigation for unavoidable impacts to wetlands and EFH. In response, FDOT agreed to use best management practices (BMPs) to minimize impacts to EFH and wetlands, including preparation of a pollution prevention plan for stormwater runoff, use of staked hay bales and turbidity curtains, and re-vegetation of denuded areas. To avoid impacts to EFH, FDOT opted to reduce the project footprint by using retaining walls at bridge crossings instead of earthen embankments with a typical 2:1 slope.

Project Area Essential Fish Habitat and Fishery Species

NMFS examined the site on July 28, 2011. NMFS agrees with the descriptions of EFH and Habitat Areas of Particular Concern provided in section 6.0 of the EFH assessment and will not augment those descriptions here.

Impacts to Essential Fish Habitat

The project would directly impact 0.11 acres of mangrove wetlands and 0.01 acres of tidal freshwater SAV. The fringing mangrove community is vegetated by red (*Rhizophora mangle*), black (*Avicennia germinans*), and white (*Laguncularia racemosa*) mangroves. FDOT's consultant performed an in-water benthic resource assessment on August 22, 2012. The SAV species present are hydrilla (*Hydrilla*



verticillata), Indian waterweed (*Hygrophila polysperma*), and tape grass (*Vallisneria americana*), and bottom coverages range from 25% to 50%. Both Indian waterweed and hydrilla are invasive species. As noted in the EFH assessment, tape grass and mangroves benefit the fish within the New River, Intracoastal Waterway, and adjoining waters by providing water quality benefits and nursery habitat. Additional information about tape grass and mangroves and how these habitats support fishery species is available in *Fishery Ecosystem Plan of the South Atlantic Region* (available at www.safmc.net).

The project would impact 0.19 acres of sand and mud bottom. Sand and mud bottom is EFH for penaeid shrimp and members of the snapper-grouper complex. Impacts to this habitat are proposed from the bridge spans. If inadvertent impacts occur from installation of the retaining walls, the impacts should be minimal and the benthic communities affected should quickly recover their fishery support functions. To avoid and minimize impacts, best management practices, such as vibrating in the sheet pile, constructing from the uplands, and using turbidity curtains, should be used and jetting sheet pile into the bottom should be avoided.

Discussion and Information Needs

Section 7.5 of the EFH assessment provides conceptual mitigation options that include removal of exotic SAV to offset the impacts to SAV and either land acquisition or use of credits from the Everglades Mitigation Bank (EMB) or West Lake Park¹ to offset the impacts to mangroves. NMFS supports removal of exotic SAV from the area to offset the impacts to this habitat. NMFS questions whether impacts to fishery communities that utilize mangrove habitat at these upstream locations on the Dania Cut-Off Canal, North Fork of the New River, and Middle River would be offset by mangrove restoration at the lagoonal West Lake Park. FDOT's final mitigation plan should examine the match in fishery usage between the impact and mitigation areas as well include detailed descriptions of the mitigation sites; detailed plans for each site, including pre-construction and post-construction drawings; and a monitoring plan that defines success criteria and adequately gauges performance of the mitigation sites with respect to those success criteria. The amount of the mitigation should be based on a functional assessment methodology such as the Uniform Mitigation Assessment Procedure (UMAM). Once FDOT chooses a mitigation strategy, FDOT should provide the UMAM scores for NMFS to review.

EFH Conservation Recommendation

Based on the information provided, NMFS finds that the proposed project would have an adverse impact on EFH. Section 305(b)(4)(A) of the Magnuson-Stevens Act requires NMFS to provide EFH conservation recommendations when an activity is expected to adversely impact EFH. Based on this requirement, NMFS provides the following:

EFH Conservation Recommendation

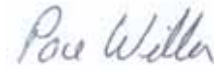
- FDOT shall provide NMFS for review and approval a detailed mitigation plan that fully offsets the unavoidable adverse impacts to mangroves and tidal freshwater SAV.

Section 305(b)(4)(B) of the Magnuson-Stevens Act and its implementing regulation at 50 CFR Section 600.920(k) require your office to provide a written response to this letter within 30 days of its receipt. If it is not possible to provide a substantive response within 30 days, an interim response should be provided to NMFS. A detailed response then must be provided prior to final approval of the action. Your detailed response must include a description of measures proposed by your agency to avoid, mitigate, or offset the adverse impacts of the activity. If your response is inconsistent with our EFH Conservation Recommendation, you must provide a substantive discussion justifying the reasons for not following the recommendation.

¹ FDOT has credits at West Lake Park that remain from a previously approved project.

We appreciate the opportunity to provide these comments. Questions should be directed to the attention of Mr. Brandon Howard in our West Palm Beach Field Office, 400 North Congress Avenue, Suite 120, West Palm Beach, FL 33401. He also may be reached by telephone at (561) 249-1652, or by email at Brandon.Howard@noaa.gov.

Sincerely,



/ for

Virginia M. Fay
Assistant Regional Administrator
Habitat Conservation Division

cc:

SAFMC, Roger.Pugliese@safmc.net
COE, Garrett.G.Lips@usace.army.mil
FWS, John_Wrublik@fws.gov
FDOT, David.Bogardus@dot.state.fl.us
FDOT, Ann.Broadwell@dot.state.fl.us
F/SER4
F/SER47, Karazsia, Howard

Appendix K
Project Commitment Record

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION Project Commitments Record										700-011-35 Construction 11/12	
Document Information:										Document Type:	
Date:		5/10/2016		FM#: 409354-2-52-01 (Design/Construction) PD&E FM# 409354.1: N/A ETDM #: PD&E FM# 429804.1: 13168						Completion Date	
Project Name:		I-595/I-95 Express Lanes Phase 3C - Direct Connect I-95 from Stirling Road to Broward Blvd (PD&E FM# 429804.1) and I-595 from SR 7 to I-95 Interchange (PD&E FM# 409354.1)								Comments	
Project Limits:		PD&E FM# 409354.1: 5951-539-1 PD&E FM# 429804.1: N/A									
Original PD&E FAP#:											
Project Segment Number		Description		To	Approval	Implementation Phase	Status	Comments			
Project Development & Environmental Commitments											
Note: All commitments made during the PD&E Project are documented below in the following sections: Design, Right-of-Way, Construction, and Operations & Maintenance. Design Team will update this spreadsheet during design. CEI Team will update this spreadsheet as items are completed during construction.											
Note: The I-595/I-95 Express Lanes Phase 3C - Direct Connect project consists of segments from two PD&E Studies [I-95 from Stirling Road to Broward Blvd (PD&E FM# 429804.1) and I-595 from SR 7 to I-95 Interchange (PD&E FM# 409354.1)]. Many commitments were redundant between the two PD&E Studies. Redundant commitments are only listed once in this spreadsheet - under PD&E FM# 409354.1. Furthermore, PD&E Commitments which do not apply to Direct Connect segment have been omitted from											
Design Commitments											
409354.1 (PD&E)											
409354.2 (Design/Construction)			Pond Apple Slough Natural Area is a wetland area located adjacent to the I-595 corridor east of the SR 7 Interchange area. FDOT committed to the SFWMD and the Broward County Parks and Recreation Department that designs developed for improvements to the I-595 corridor will minimize impacts to limited access right of way adjacent to Pond Apple Slough Natural Area and provide any mitigation measures that are required by the jurisdictional agencies.	SFWMD and the Broward County Parks and Recreation Department	Vanita Saini	Design - All Phases	On-Going		The current design, as described in the 2016 DC/RW Reevaluation, reduced wetland impacts by widening the I-595 mainline primarily to the inside, rather than to the outside adjacent to Pond Apple Slough. All unavoidable wetland impacts are being addressed with FDOT's construction of a 6.94 acre forested estuarine mitigation site known as FDOT's PAS mitigation site.		
409354.1 (PD&E)			To minimize adverse effects to the endangered Wood stork, the FDOT will determine if there are any active Wood stork breeding colonies within 18.6 miles of the proposed improvements at the time the Environmental Resource Permit (ERP) application is submitted to the US Army Corps of Engineers (ACOE). If the proposed improvements are determined to be within the core foraging area (18.6 miles) of any active Wood stork breeding colony, any wetlands impacted will be replaced within the core foraging area of the active Wood stork breeding colony. The compensation plan will include a temporal lag factor, if necessary, to ensure wetlands provided as compensation adequately replace the wetland functions lost due to the project, and the wetlands offered as compensation will be of the same hydroperiod as the wetlands impacted. If the replacement of wetlands within the core foraging area is not practicable, the FDOT will coordinate with the U.S. Fish and Wildlife Service (USFWS) to identify acceptable wetland compensation outside the core foraging area, such as purchasing wetland credits from a "FWS Approved" mitigation bank.	USFWS	Vanita Saini	Design - Permitting	On-Going		The current design, as described in the 2016 DC/RW Reevaluation, reduced wetland impacts and associated wood stork foraging habitat impacts by widening the I-595 mainline primarily to the inside, rather than to the outside adjacent to Pond Apple Slough. All unavoidable wetland impacts are being addressed with FDOT's construction of a 6.94 acre forested estuarine mitigation site known as FDOT's PAS mitigation site.		
409354.2 (Design/Construction)											
409354.1 (PD&E)			The FDOT agrees to follow the USFWS Standard Construction Conditions for the Florida Manatee during implementation of the project, and Technical Special Provisions will be incorporated into the contractor's bid documents.	USFWS	Vanita Saini	Design - Permitting and Design-Build	On-Going		FDOT anticipates that the Standard Manatee Construction Conditions for In-Water Work will be included in the environmental permits to be issued for the project. The Contract Documents for the project include all permits. If these conditions are not included in the permits upon issuance, FDOT will include the Construction Conditions/Protection Measures as Technical Special Provisions to the contract documents. In addition, the Contract Plans will prohibit in-water work between November 15 and March 31 within the FPL Cooling Canal and the South Fork of the New River due to their designation as a Warm Water Aggregation Area for the manatee.		
409354.2 (Design/Construction)											
409354.1 (PD&E)			The FDOT agrees to follow the USFWS Standard Protection Measures for the Eastern indigo snake during implementation of the project, and Technical Special Provisions will be incorporated into the contractor's bid documents	USFWS	Vanita Saini	Design - Permitting and Design-Build	On-Going		FDOT anticipates that the Standard Protection Measures for the Eastern indigo snake will be included in the environmental permits to be issued for the project. The Contract Documents for the project include all permits. If these conditions are not included in the permits upon issuance, FDOT will include the Protection Measures as Technical Special Provisions to the contract documents.		
409354.2 (Design/Construction)			The FDOT will provide the following information to the National Marine Fisheries Service (NMFS) as the project progresses to the design, permitting, and implementation stage: • A detailed description of the construction activities. The information will describe whether subaqueous work will be implemented, types of construction methods proposed (i.e., pile drivers, cranes, dredges, hoppers, or barges, etc). • A list of conservation and avoidance measures for listed species on construction methods (i.e., best management practices for water quality protection and erosion control to be implemented in the project design and implemented during construction). • A short description or drawings of the new bridge(s) over tidal waters. The drawing or description will indicate the number of piles in the water for the bridge tenders and the location of the new piers. • A Stormwater Management Plan. The plan will include the type of treatment and maintenance of the stormwater treatment system.	NMFS	Vanita Saini	Design - All Phases	On-Going		FDOT has continued coordination with NMFS throughout the design process. A Technical Memorandum dated April 1, 2016 was submitted to NMFS to reinstate consultation for the Direct Connect project. The Technical Memorandum addressed the requested information, as available thus far in the design, and requested Reasonable Assurance from NMFS that consultation will be completed for the project prior to letting. NMFS provided Reasonable Assurance in an email dated April 26, 2016. NMFS Consultation is on-going and will be completed prior to submittal of the Construction Advertisement Reevaluation for the project.		
409354.1 (PD&E)			FDOT will continue to coordinate with elected officials and agency/municipality representatives over the course of the final design phase of the project.	per NEPA	Vanita Saini	Design - All Phases	On-Going		FDOT has and will continue coordination with the public, municipalities, and The Broward MPO for the Direct Connect project.		
409354.2 (Design/Construction)											
409354.1 (PD&E)			FDOT will require that the sequence of construction be planned in such a way as to minimize traffic delays. The project will involve the development and use of Maintenance of Traffic Plan / Traffic Control Plan. The local news media will be notified in advance of road closings and other construction-related activities, which could inconvenience the community so that business owners, residents, and/or tourists in the area can plan travel routes in advance. A sign providing the name, address, and telephone number of an FDOT contact person will be displayed onsite to assist the public in obtaining answers to questions or complaints about project construction.	FHWA/FDOT Policy	Vanita Saini	Design - All Phases and Design-Build	On-Going		This commitment is addressed by FDOT Standard Specifications for Road and Bridge Construction and Design Standards, which will be included in the contract documents for the project.		
409354.2 (Design/Construction)											

Project Segment Number	Description	To	Approval	Implementation Phase	Status	Comments	Completion Date
409354.1 (PD&E) 409354.2 (Design/Construction)	FDOT will evaluate the use of drainage structures, such as box culverts, to minimize or avoid haul road impacts to natural flow areas from the limited access right of way into Pond Apple Slough Natural Area.	SFWMD	Vanita Saini	Design - All Phases and Design-Build	On-Going	Unlike the original construction of 595, haul roads and access roads for this project will be minimal. The bridge widening adjacent to the Pond Apple Slough will be completed from the top of the bridge, rather than from below. Dry ponds are proposed below the bridge to treat stormwater runoff prior to discharge to Pond Apple Slough. A temporary access road will be required to access the area under the bridge and to construct the dry ponds. The temporary access road will be constructed to the north of the existing 595 bridge and will connect to SR 84, minimizing wetland impacts and eliminating haul road impacts within Pond Apple Slough to the south of 595.	
409354.1 (PD&E) 409354.2 (Design/Construction)	For modifications to the existing I-595 stormwater management ponds, the area of the ponds with a water depth between 0-2 feet will be maintained or increased so there will be no net loss of potential wood stork foraging habitat.	USFWS	Vanita Saini	Design - All Phases and Design-Build	On-Going	No changes to the existing I-595 stormwater management facilities are proposed for the Direct Connect project. New (additional) stormwater management facilities are proposed along I-95. The Design Build RFP will include the above information and the contractor will be required to adhere to all PD&E commitments.	
429804.1 (PD&E) 409354.2 (Design/Construction)	The FDOT will perform detailed safety evaluations at the identified high crash locations after the PD&E Study or during design to quantitatively determine the impact of the proposed improvements and evaluate and address safety improvements if required. The detailed analysis will include preparation of collision diagrams, additional field reviews, expected value analysis and review of police reports (if necessary) to identify the crash patterns and potential countermeasures at each of the identified locations.	FHWA	Vanita Saini	Design - All Phases and Design-Build	On-Going	FDOT systemically monitors and responds to high crash segments that are identified within a statewide database. Each high crash segment within the project limits is being addressed through this process. Example of the systematic approach can be seen in the Historical Crash Data Evaluation Report for I-95 Express Phase 1 (FDOT District 6). Mitigation results from FDOT's evaluations have been included in the scope of the Direct Connect project, as applicable, and the identified safety improvements have been included in the design.	
429804.1 (PD&E) 409354.2 (Design/Construction)	The FDOT will prepare an Incident Management Plan for the deployment of the next phase of express lanes. This plan will build upon and be coordinated with the existing Incident Management Plan in place for Phases I and II and with our agency partners. The plan will be submitted to FHWA for review and approval.	FHWA	Vanita Saini	Design	Complete	FDOT prepared the Incident Management Plan for all segments of I-95 Express Phase 3. It was included in the RFP for Phase 3A and has been reviewed by FHWA. The Incident Management Plan will be included in the Direct Connect Design Build RFP and the contractor will be required to adhere to all PD&E commitments.	Oct 2014
429804.1 (PD&E) 409354.2 (Design/Construction)	The FDOT is in the process of completing a study for the development of a Regional Concept of Transportation Operations. FDOT will continue to work with our agency partners to prepare a Concept of Operations plan. This plan will be submitted to FHWA for review and approval.	FHWA	Vanita Saini	Design	Complete	FDOT completed the Concept of Operations Plan for all segments of I-95 Express Phase 3 in October 2014. It was included in the RFP for Phase 3A and has been reviewed by FHWA. The Concept of Operations Plan will be included in the Direct Connect Design Build RFP and the contractor will be required to adhere to all PD&E commitments.	Oct 2014
429804.1 (PD&E) 409354.2 (Design/Construction)	The FDOT will evaluate the feasibility of providing all 12-ft wide general purpose lanes in the constrained typical sections during the final design phase.	FHWA	Vanita Saini	Design - All Phases and Design-Build	On-Going	General Purpose lane widths are still under evaluation at the following constrained locations from the PD&E Study: 42nd Street, SR 84, South Fork New River Bridge, and Davie Blvd.	
Right of Way Commitments							
409354.1 (PD&E) 409354.2 (Design/Construction)	In order to minimize the unavoidable effects of right of way acquisition and displacement of people, the FDOT will carry out a Right of Way and relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).	per NEPA	Vanita Saini	Design & ROW	On-Going	Right of Way acquisition for the Direct Connect project improvements does not result in any relocations or displacements.	
Construction Commitments							
409354.1 (PD&E) 409354.2 (Design/Construction)	FDOT will create a Community Awareness Plan (CAP) so that public involvement is maintained throughout the entire project.	FHWA/FDOT Policy	Vanita Saini	Design-Build	On-Going	The Construction Engineering and Inspection's (CEI's) Public Involvement Consultant (PIC) will prepare the CAP for the Direct Connect project in coordination with FDOT and the contractor.	
409354.1 (PD&E) 409354.2 (Design/Construction)	FDOT will maintain access to businesses and residences to the maximum extent possible during construction.	FHWA/FDOT Policy	Vanita Saini	Design-Build	On-Going	The FDOT Standard Specifications for Road and Bridge Construction require that access is maintained to all businesses and residences throughout construction (Section 102 - Maintenance of Traffic)	
409354.1 (PD&E) 409354.2 (Design/Construction)	FDOT will require the contractor to adhere to air quality and noise provisions of the FDOT Standard Specifications for Road and Bridge Construction, as well as appropriate Best Management Practices, to minimize the adverse effects on air and noise quality from construction activities.	FHWA/FDOT Policy	Vanita Saini	Design-Build	On-Going	No change. This commitment is addressed by FDOT Standard Specifications for Road and Bridge Construction, which will be included in the contract documents for the project.	
409354.1 (PD&E) 409354.2 (Design/Construction)	FDOT will require the contractor to dispose of all oil, chemicals, fuel, etc., in an acceptable manner according to local, state and federal regulations and forbid any dumping of contaminants on the ground or in sinkholes, canals, or borrow lakes. Appropriate Best Management Practices will be used during the construction phase for erosion control and water quality in order to obtain Chapter 62-25, F.A.C. compliance. In addition, the contractor will be required to adhere to the FDOT Standard Specifications for Road and Bridge Construction.	FHWA/FDOT Policy	Vanita Saini	Design-Build	On-Going	This commitment is addressed by FDOT Standard Specifications for Road and Bridge Construction, which will be included in the contract documents for the project.	
Operations & Maintenance Commitments							