

**DRAFT**  
**STATE ENVIRONMENTAL IMPACT REPORT**

**WIDENING FLORIDA'S TURNPIKE FROM GRIFFIN  
ROAD TO NORTH OF SUNRISE BOULEVARD**

**Financial Project ID No.: 406094-1**

**BROWARD COUNTY, FLORIDA**



**Prepared for:**

**FLORIDA'S TURNPIKE ENTERPRISE**

**Prepared by:**

**Reynolds, Smith and Hills, Inc.  
1715 N. Westshore Blvd., Suite 500  
Tampa, Florida 33607**

**August 28, 2003**

**STATE ENVIRONMENTAL IMPACT REPORT**

**1. GENERAL INFORMATION:**

Project Name: Widening Florida's Turnpike from Griffin Road to North of Sunrise Boulevard

Project Limits: Griffin Road (Mile Post 53.8) to North of Sunrise Boulevard (Mile Post 59.5)

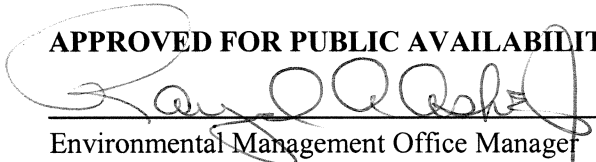
Financial Project ID Number: 406094-1

County: Broward

**2. PROJECT DESCRIPTION:**

- a. Existing Conditions: See Section 2.a. of the Attachment for project details.
- b. Proposed Improvements: See Section 2.b. of the Attachment for project details.

**3. APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING)**

  
Environmental Management Office Manager

8 / 28 / 03  
Date

A Public Hearing was held on \_\_\_ / \_\_\_ / \_\_\_  
Date

**4. APPROVAL OF FINAL DOCUMENT (AFTER PUBLIC HEARING)**

\_\_\_\_\_  
Executive Director

\_\_\_ / \_\_\_ / \_\_\_  
Date

*The final SEIR reflects full consideration of the comments and responses resulting from the public hearing*

**5. IMPACT EVALUATION**

Topical Categories	S I g n	M I n	N o n e	N o I n v	REMARKS
<b>A. SOCIAL IMPACTS</b>					
1. Land Use Changes	[ ]	[ ]	[X]	[ ]	See Section A.1. of Attachment
2. Community Cohesion	[ ]	[ ]	[ ]	[X]	
3. Relocation Potential	[ ]	[ ]	[X]	[ ]	See Section A.3. of Attachment
4. Community Services	[ ]	[ ]	[ ]	[X]	
5. Title VI Considerations	[ ]	[ ]	[X]	[ ]	See Section A.5. of Attachment
6. Controversy Potential	[ ]	[X]	[ ]	[ ]	See Section A.6. of Attachment
7. Bicycles and Pedestrians	[ ]	[ ]	[X]	[ ]	See Section A.7. of Attachment
8. Utilities and Railroads	[ ]	[X]	[ ]	[ ]	See Section A.8. of Attachment
<b>B. CULTURAL IMPACTS</b>					
1. Historic Sites / District	[ ]	[ ]	[ ]	[X]	See Section B.1. of Attachment
2. Archaeological Sites	[ ]	[ ]	[ ]	[X]	See Section B.1. of Attachment
3. Recreation Areas	[ ]	[ ]	[ ]	[X]	
<b>C. NATURAL ENVIRONMENT</b>					
1. Wetlands	[ ]	[ ]	[ ]	[X]	See Section C.1. of Attachment
2. Aquatic Preserves	[ ]	[ ]	[ ]	[X]	
3. Water Quality	[ ]	[ ]	[X]	[ ]	See Section C.3. of Attachment
4. Outstanding Fla. Waters	[ ]	[ ]	[ ]	[X]	
5. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]	
6. Floodplains	[ ]	[X]	[ ]	[ ]	See Section C.6. of Attachment
7. Coastal Barrier Islands	[ ]	[ ]	[ ]	[X]	
8. Wildlife and Habitat	[ ]	[ ]	[X]	[ ]	See Section C.8. of Attachment
9. Farmlands	[ ]	[ ]	[ ]	[X]	
<b>D. PHYSICAL IMPACTS</b>					
1. Noise	[ ]	[X]	[ ]	[ ]	See Section D.1. of Attachment
2. Air	[ ]	[ ]	[X]	[ ]	Passed Screening Test
3. Construction	[ ]	[ ]	[X]	[ ]	See Section D.3. of Attachment
4. Contamination	[ ]	[X]	[ ]	[ ]	See Section D.4. of Attachment
5. Navigation	[ ]	[ ]	[X]	[ ]	See Section D.5. of Attachment
<b>E. PERMITS REQUIRED</b> See Section E. of Attachment					

**6. COMMITMENTS AND RECOMMENDATIONS**

To be completed after Public Hearing

## **1.0 INTRODUCTION**

Florida's Turnpike Enterprise has prepared this State Environmental Impact Report (SEIR) to comply with Chapters 334, 338, 339, Florida Statutes in implementing the Florida Transportation Plan for the proposed construction of a transportation project that is an element of the State Highway System. The purpose of this document is to evaluate the environmental impacts associated with the proposed improvements to SR 91 (Florida's Turnpike). All documentation of compliance with the Florida Department of Transportation (FDOT) policies, state and federal laws, rules and regulations are contained within the SEIR. More detailed support documentation, including a Preliminary Engineering Analysis; Environmental Technical Compendium including, air quality, contamination screening, wetlands and threatened and endangered species evaluations; Noise Study Report, Cultural Resource Assessment Report, and other technical supporting documentation is maintained on file. Concurrent to this Project Development and Environment (PD&E) study, a separate PD&E study is being conducted for the segment of Florida's Turnpike from north of the Sunrise Boulevard interchange to south of Atlantic Boulevard. The project study area and the project limits are illustrated on Figure 1-1.

The proposed widening of Florida's Turnpike is consistent with the Broward County Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan (LRTP) for 2025. The LRTP is consistent with all local governments' Comprehensive Plans, which have been found to be in compliance by the Department of Community Affairs. The proposed project is also consistent with the Broward County MPO Transportation Improvement Program for fiscal years 2001/02-2005/06.

Due to the large volume of traffic projected to use Florida's Turnpike by the 2030 design year, the proposed improvements are needed in order to alleviate congestion and to enhance the emergency evacuation potential of the corridor.

**Figure 1-1. Project location map.**

Because of the existing configuration of Florida's Turnpike and the limited amount of available right-of-way, only a single Build Alternative was developed. The No Build Alternative was also evaluated. Following consideration of the alternatives under review, as well as the need for the project, it has been concluded that the Build Alternative is the recommended alternative.

## **2.0 PROJECT DESCRIPTION**

This PD&E Study evaluates the proposed widening of Florida's Turnpike, from Griffin Rd. (MP 53.8) to north of Sunrise Blvd. (MP 59.5), from six lanes to ten lanes (the addition of a through lane and an auxiliary lane in each direction). The proposed project is approximately 5.7 miles long and is located within the city limits of Davie, Plantation, and Lauderdale, as well as unincorporated Broward County. This section of Florida's Turnpike is classified as an Urban Principal Arterial – Other Freeways and Expressways and serves as a primary north-south route for the middle part of Broward County.

### **2.a. EXISTING ROADWAY CHARACTERISTICS**

Florida's Turnpike from Griffin Road to north of Sunrise Boulevard is currently a six-lane expressway toll facility. Interchanges exist at Griffin Road, I-595, and at Sunrise Boulevard. Florida's Turnpike is currently a six-lane expressway toll facility with three lanes in each direction. The existing typical section for Florida's Turnpike is contained in Appendix A. The existing Florida's Turnpike mainline roadway consists of six 12-foot wide travel lanes, three in each direction, separated by a 20-foot wide paved median with concrete barrier. The existing outside shoulders are 12-foot wide. The existing inside shoulders are 10-foot wide in the northbound direction and 8-foot wide in the southbound direction.

A number of existing bridges are located within the project limits. These include Florida's Turnpike over Griffin Road/Orange Avenue/C-11 Canal, Florida's Turnpike over I-595/North New River Canal, Peters Road over Florida's Turnpike, Florida's Turnpike over Broward Boulevard, Florida's Turnpike over C-12 Canal, Sunrise Boulevard over Florida's Turnpike, and the Sunrise Boulevard Ramps over Florida's Turnpike.

The existing right-of-way within the project limits along Florida's Turnpike varies, but is generally 300 feet in width. The roadway runoff in the existing condition drains to roadside ditches, which ultimately flow to South Florida Water Management District (SFWMD) canals. There are three canals within the limits of this project (C-11, North New River, and C-12) that are owned and operated by the SFWMD. The water elevations in these canals are controlled through the use of pump stations.

## **2.b. PROPOSED IMPROVEMENTS**

Due to the existing configuration of Florida's Turnpike and the limited amount of available right-of-way, only a single Build Alternative was developed. The proposed mainline would consist of eight 12-foot wide through lanes, four in each direction, with an additional 12-foot wide auxiliary lane placed on each side between the Griffin Road and I-595 interchange ramps and between the I-595 interchange ramps and Sunrise Boulevard interchange for a total of ten lanes, five in each direction. The proposed typical section is shown in Appendix A. The northbound and southbound roadways would be separated by a 26-foot wide paved median (12-foot wide paved shoulder for each direction of travel with a concrete barrier in the center). The outside shoulders would be 12 feet wide (ten feet of which would be paved). Florida's Turnpike widening would necessitate the replacement of the bridges that carry Peters Road and Sunrise Boulevard over Florida's Turnpike.

### **3.0 AFFECTED ENVIRONMENT**

Potential project impacts to the social, cultural, natural, and physical categories of the environment were evaluated and described in the following sections.

#### **A. SOCIAL IMPACTS**

##### **1. Land Use Changes**

###### **Existing Land Use**

Existing land use in the project area was developed based on the SFWMD's 1995 land use/cover type mapping, which is based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT, January, 1999). Because land uses have changed since the development of the SFWMD map, FLUCFCS mapping was updated based on recent field reviews. The dominant land uses within the project area are fixed single-family residences (low density – FLUCFCS 111, medium density – FLUCFCS 121, mobile homes – FLUCFCS 122, and high density – FLUCFCS 131). The Ft. Lauderdale Country Club (recreational, golf courses – FLUCFCS 182) is located on the east side of Florida's Turnpike between Peters Road and West Broward Boulevard. The southern portion of the project corridor is dominated by light industrial and industrial land uses (industrial – FLUCFCS 500).

###### **Future Land Use**

Because the project area is almost entirely developed, the future land use is similar to the existing land use. The only changes to the project area in the future may occur within a couple of existing agricultural parcels located on the west side of Florida's Turnpike, and south of Griffin Road. The current FLUCFCS codes for these parcels are agriculture – row crops (FLUCFCS 214) and fallow crop land (FLUCFCS 261). It is anticipated that these parcels may be developed for residential or commercial uses in the future. Because the proposed project will be constructed primarily within the existing right-of-way and the majority of the project corridor is developed, no foreseeable secondary social, economic, and environmental impacts caused by induced development resulting from the proposed widening and interchange improvements are anticipated.

### **3. Relocation Potential**

Additional right-of-way may be acquired in the northeast quadrant of the Sunrise Boulevard interchange and along the northern side of the C-12 Canal. No business or residential displacements will result from acquiring additional right-of-way.

### **5. Title VI Considerations**

This project has been developed in accordance with the *Civil Rights Act of 1964*, as amended by the *Civil Rights Act of 1968*.

### **6. Controversy Potential**

To ensure open communication and agency and public input and coordination, Florida's Turnpike Enterprise mailed the Advance Notification (AN) package to the Florida State Clearinghouse on March 19, 2002. Responses to the AN package are contained in Appendix B. The SFWMD commented that the proposed project would require an Environmental Resource Permit (ERP) and the proposed project must meet the SFWMD's water quality and quantity criteria. The SFWMD also commented that wetland impacts should be minimized and mitigation will be required for unavoidable wetland impacts. The SFWMD also responded that separate Right-Of-Way Occupancy Permits would be required for any proposed construction within the rights-of-way for the C-11, C-12, and North New River Canal. A Water Use Permit may be required for dewatering activities. If dewatering is to occur within areas of contamination, a pre-application meeting with the SFWMD water use staff and the appropriate staff from the FDEP should be scheduled to discuss management of dewatering effluent, including the design of appropriate containment/treatment methods.

The Broward County Board of County Commissioners (BCBOCC) commented that traffic noise was of a concern to county residents. The BCBOCC stated that Florida's Turnpike Enterprise had agreed to the construction of noise walls in locations meeting established state and federal noise criteria, noise in residential communities directly adjacent to the corridor would be mitigated with noise barriers and landscaping, and instances where residences are directly adjacent to the project and are not recommended for a noise wall will be brought back to the

MPO for explanation and further consideration. The BCBOCC emphasized their support for the Florida Turnpike Enterprise's commitments made to the MPO.

The FDEP commented that several areas of potential contamination are located within close proximity to the project area. The FDEP requested that any evaluation of potential contamination should be send to the FDEP's Southeast District Office Waste Cleanup Section. The FDEP discourages dewatering in areas that are contamination to reduce the probability of spreading contamination to previously uncontaminated areas.

The South Florida Regional Planning Council (SFRPC) stated that the project must be consistent with the goals and policies of the local governments through which it will be located. The SFRPC also stated that impacts to natural systems be minimized and sensitive wildlife, marine life, and vegetative communities be identified within the project area in order to be consistent with the Strategic Regional Policy Plan for South Florida (SRPP). The SFRPC commented that the proposed project is generally consistent with the goals and policies of the SRPP in that it addresses the importance of improving transportation infrastructure to support the region's economic development.

A Public Informational Meeting was held April 10, 2003 at the Coconut Creek High School in Broward County. Approximately 169 members of the public attended this meeting and 26 comments on the proposed project were received. A majority of the comments were regarding the potential increase in noise from the proposed project, as well as the future locations of noise barriers. Public comments and responses are contained in the project files. A Public Hearing is tentatively scheduled for August 2003.

## **7. Bicycles and Pedestrians**

Pedestrians and bicycles are not permitted on Florida's Turnpike, a limited access expressway. Peters Road has a six-foot wide sidewalk on both sides of the road and Sunrise Boulevard has a six-foot wide sidewalk on the north side of the road. On Sunrise Boulevard, the only marked bicycle facilities are four-foot wide bikeways provided on the north and south sides of the road that extend east of the entrance to Florida's Turnpike. The geometry provided on Peters Road

would not change from the existing structure, which provides three travel lanes with sidewalks on both side of the roadway. Sunrise Boulevard would have three through lanes and an auxiliary lane in each direction with four-foot wide bicycle lanes for each direction of travel. A sidewalk would be provided on the north side of the road.

## **8. Utilities and Railroads**

No railroads are located within the project area. There are no significant impacts to utilities along the project corridor. It will be necessary to relocate a segment of the Florida Gas Transmission line buried within the existing Florida's Turnpike right-of-way as a result of this project. This will occur near the Sunrise Boulevard crossing. Relocations will be coordinated with the appropriate utility companies to minimize disruption of service to the public. All utility relocations are expected to be accommodated within the existing roadway right-of-way.

## **B. CULTURAL IMPACTS**

### **1. Historic Sites/District**

A Cultural Resource Assessment, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. A search of the Florida Master Site File (FMSF) and field surveys revealed that no historic resources within the vicinity of the project are eligible for listing on the National Register of Historic Places (NRHP). After consultation with the SHPO, it has been determined that no National Register properties would be impacted. The SHPO coordination letter dated August 5, 2003 is included in Appendix D.

### **2. Archaeological Sites**

A Cultural Resource Assessment, including background research and a field survey coordinated with the SHPO, was performed for the project. No archaeological sites were identified, nor are any expected to be encountered during subsequent project development. After consultation with the SHPO, it has been determined that no archaeological sites should be impacted. The SHPO coordination letter dated August 5, 2003 is included in Appendix D.

## **C. NATURAL ENVIRONMENT**

### **1. Wetlands**

A wetland evaluation was conducted for this project in accordance with state requirements and Executive Order 11990, Protection of Wetlands. No wetlands were observed within the project area during field reviews. Because no wetlands were determined to be within the limits of the proposed project, no impacts to wetlands will result from widening of Florida's Turnpike. Surface waters within the project area are comprised of ditches, canals, and borrow ponds. Approximately 20.8 acres of surface waters will be impacted by the proposed project. All practical measures to avoid construction in surface waters has been taken; however, impacts to surface waters will be unavoidable because of the engineering constraints associated with the proposed roadway design that will be constructed primarily within the existing right-of-way. It is anticipated that mitigation will not be required for impacts to surface waters.

### **3. Water Quality**

A Water Quality Impact Evaluation (WQIE) was performed for the proposed project. The WQIE is contained in Appendix C. Any proposed stormwater management facilities design will include, at a minimum, the water quality treatment requirements as required by the SFWMD. Outfalls for the project will not be into any designated Outstanding Florida Waters (OFW). Therefore, no adverse impacts to water quality are anticipated from the proposed project.

### **6. Floodplains**

According to the Federal Emergency Management Agency, National Flood Insurance Program, Q3 Digital Flood Data Disk for South Florida, the majority of the project is within the 100-year floodplain. Only a section of the project on the west side between Florida's Turnpike borrow pit and I-595 is not within the 100-year floodplain. The flood depths range between one (1) to three (3) feet throughout the project. Runoff will be conveyed to a series of dry detention ditches/wet detention ponds within Turnpike/FDOT-owned land and discharged into the C-11, C-12 and North New River Canals. The C-11 and C12 canals are regulated by SFWMD.

Compensation for floodplain impacts will be provided in accordance with SFWMD criteria. There are no regulatory floodways within the project area. Therefore, the proposed project will not impact any floodplains or regulatory floodways. A Location Hydraulics Report has been prepared for this project documenting the potential impacts of this project. This report is on file at the Florida's Turnpike Enterprise district office.

## **8. Wildlife and Habitat**

In accordance with Section 7(c) of the Endangered Species Act of 1973 and the FDOT PD&E Manual Volume 2, Chapter 27, an Endangered Species Biological Assessment was prepared. Literature review, agency coordination, and field reviews were used to obtain existing information concerning listed species within the study area. The listed species or evidence of their presence that were observed during the wildlife surveys included one federally listed species [Wood Stork (*Mycteria americana*)] and five state listed species [Southeastern American Kestrel (*Falco sparverius paulus*), Little Blue Heron (*Egretta caerulea*), Tricolored Heron (*Egretta tricolor*), Snowy Egret (*Egretta thula*), and White Ibis (*Eudocimus albus*)].

Approximately 20.8 acres of surface waters will be impacted by the proposed project. Although these surface waters may be used as foraging habitat by listed wading birds, such as Wood Storks. Because of the developed nature of the project corridor, numerous surface waters are located within the vicinity of the proposed project, and the project being constructed within existing right-of-way, it is anticipated that the proposed would have no affect on Wood Storks or any other state or federally listed species. Detailed information for the listed species assessment that was conducted can be found in the Environmental Technical Compendium.

## **D. PHYSICAL IMPACTS**

### **1. Noise**

A noise study was conducted to determine the significance of traffic noise levels on the noise-sensitive sites within the project corridor for both the No-Build and Build Alternatives. Noise levels at 531 residences are predicted to approach (i.e. within 1 dBA) or exceed the Noise Abatement Criteria (NAC) of 67 dBA for the design year Build Alternative.

In accordance with FDOT requirements, noise abatement measures were evaluated for each of the 531 residences, which approach or exceed the NAC. Following analysis of abatement alternatives, available right-of-way, safety criteria, constructability and maintenance issues associated with providing noise abatement along this project corridor, construction of noise barriers within Turnpike right-of-way was determined to be the most reasonable and feasible abatement alternative. A design goal of 10.0 dBA noise reduction with a minimum reduction of 5.0 dBA was used in the development and evaluation of the noise barriers. The cost of constructing noise barriers was based on FDOT's current estimate of \$25.00 per square-foot, plus applicable and necessary, additional costs associated with earthwork, drainage, utilities relocation and/or infrastructure modifications. The FDOT's cost guideline of \$30,000 per benefited receiver site was used to determine the cost reasonableness.

Table D-1 summarizes the noise barrier recommendations. As indicated in Table D-1, noise barriers were found cost reasonable and are recommended for design and construction in six of the nine areas evaluated. Noise barriers are not recommended for construction in three areas, as they were not cost reasonable. The noise barriers recommended for construction would provide benefit to 336 residences that approach or exceed the NAC. The construction cost of these noise barriers is estimated to be \$7,926,300 or \$19,005 to \$29,388 per benefited site. Based on the results of this traffic noise analysis, all of the six proposed noise barriers would provide a minimum 5.0 dBA of noise reduction for a cost less than 30,000 per benefited site.

A Noise Study Report has been prepared and is on file at the Florida's Turnpike Enterprise office.

Table D-1. Noise Barrier Recommendations

Residential Area (Community)	Location Relative to Florida's Turnpike	Number Of Residences Predicted to Approach or Exceed Noise Abatement Criteria in the Design Year (2030)	Noise Barrier Location (Type)	Height (feet)	Length (feet)	Begin Station	End Station	Number Of Benefited Residences	Average Insertion Loss (dBA)	Estimated Overall Cost	Cost Per Benefited Residence	Noise Barrier Meets FDOT Noise Abatement Criteria	Noise Barrier Recommended for Construction
<b>NOISE SENSITIVE AREAS WEST OF FLORIDA'S TURNPIKE</b>													
Newmans Survey	South of Griffin Road	4	Right of Way Line	20	600	4692+00	4698+00	3	5.5	\$300,000	\$100,000	No	No
			Shoulder	8	1,500	4691+00	4704+00	3	5.2	\$300,000	\$100,000	No	
Lauderdale Little Ranches	North of Griffin Road	22	Right of Way Line	22	2,700	4709+00	4736+00	25	6.8	\$1,503,000	\$60,120	No	No
			Shoulder (Mainline)	8	1,800	4705+00	4723+00	21	5.8	\$756,000	\$36,000	No	
			Shoulder (Exit Ramp)	8	1,800	4722+00	4740+00						
Everglades Lakes Mobile Home Park	South of I-595	30	Right of Way	14	1,629	4752+00	4767+80	30	10.9	\$570,150	\$19,005	Yes	Yes
Plantation Harbour	North of I-595 and South of Peters Road	21	Shoulder	8	1,900	4823+00	4842+00	13	6.3	\$380,000	\$29,231	Yes	Yes
Plantation Park, Plantations, and Plantation Gardens	North of Peters Road and South of Sunrise Boulevard	124	Shoulder	8	10,600	4854+00	4960+00	86	6.3	\$2,155,600	\$25,065	Yes	Yes
Bowling Green Apartments and Falcon Subdivision	North of Sunrise Boulevard	58	Right of Way (South of Loop Ramp)	12	5,290	4854+00	4907+00	114	11.9	\$2,742,800	\$24,060	Yes	Yes
			Right of Way (North of Loop Ramp)	18	3,400	4983+00	5014+00						
<b>NOISE SENSITIVE AREAS EAST OF FLORIDA'S TURNPIKE</b>													
Plantation Point and Lauderdale Golf Estates	North of I-595 and South of Broward Boulevard	82	Shoulder	8	7,000	4809+00	4879+00	49	5.5	\$1,440,000	\$29,388	Yes	Yes
Breezeswept Park Estates	North of Broward and South of Sunrise Boulevard	62	Shoulder	8	5,300	4905+00	4958+00	43	6.1	\$1,060,000	\$24,651	Yes	Yes
Flair Subdivision	North of Sunrise Boulevard	34	Right of Way	18	3,505	4969+70	5001+70	31	6.7	\$1,577,250	\$50,879	No	No
			Shoulder	8	4,080	4968+41	5007+68	6	5.5	\$897,600	\$149,600	No	

I:\GriffintoSunrise\RecommendationsBarrierSumTabV2.xls|v2

Note: Noise Barriers Recommended for Construction are Shaded

### **3. Construction**

Construction activities for the proposed project will have minimal, temporary, yet unavoidable air, water quality, traffic flow, and visual impacts for motorists within the vicinity of the project. Any potential construction noise or vibration impacts will be minimized by adherence to noise control measures found in the most recent edition of the FDOT Standard Specifications for Road and Bridge Construction, “Prevention, Control, and Abatement of Erosion and Water Pollution” and through the use of Best Management Practices.

Maintenance of traffic (MOT) and sequence of construction will be planned and scheduled as to minimize traffic delays throughout the project. During final design, a MOT Plan will be developed and approved for use, in accordance with the latest edition of the FDOT Roadway and Traffic Design Standards. Visual impacts associated with the storage of construction materials and establishment of temporary construction facilities will occur, but are temporary and short term.

### **4. Contamination**

Each property within the vicinity of and/or adjacent to the proposed project was evaluated for the determination of the contamination potential of the property. Sites were rated as No risk, Low risk, Medium risk, or High risk. Ninety potential contamination sites were identified within the project corridor. Four sites were rated High, seven sites were rated Medium, 21 sites were rated Low, and 58 sites were rated No for potential contamination involvement with the proposed project. Three sites rated High (Oil Conservationists, Inc., Terra Construction, Inc., and Florida Petroleum Reprocessors, which is a Superfund Site) are located adjacent to the project right-of-way. Four sites rated Medium (Continental Concrete, Forman Property Use #8734868, Bates and Daly co., and Continental Florida Materials) are located adjacent to the project right-of-way. During the design phase, further evaluation of these adjacent sites will be required in order to verify the presence of contamination within the proposed right-of-way. In addition, the Broward County 21<sup>st</sup> Manor Dump is located approximately 1,450 feet from the proposed right-of-way. Any remediation of potential contamination will be conducted prior to construction. Details concerning the contamination screening conducted for this project can be found in the Environmental Technical Compendium prepared for this project.

## **5. Navigation**

The North New River Canal is designated as a navigable waterway because it is tidal. Any alternations to bridges that cross this canal may require a US Coast Guard (USCG) Bridge Permit. Proposed bridge alternations proposed include increasing the height of the bridge over the North New River Canal. Continued coordination with the USCG will be conducted in order to insure that bridge navigation requirements are met. Therefore, the proposed project will not affect navigable waterways.

#### **E. PERMITS REQUIRED**

An Individual Environmental Resource Permit and a Right-of-Way Occupancy Permit will be required from the SFWMD, and if dewatering is necessary, a special Water Use Permit will also be required from the SFWMD. A Dredge and Fill Permit may be required from the USACE. A National Pollutant Discharge Elimination System will be required from the FDEP, which was delegated this responsibility from the Environmental Protection Agency. A Coast Guard Bridge Permit may be required for any bridge alterations over the North New River Canal. Permits for stormwater outfalls from the Old Plantation Water Control District and Central Broward Water Control District. A Wetland License and Stormwater License may be required from the Broward County Department of Planning and Environmental Protection.

**APPENDIX B**  
**AGENCY COORDINATION AND**  
**PUBLIC INVOLVEMENT**

**APPENDIX A**  
**PRELIMINARY ENGINEERING ANALYSIS**  
**(TO BE INCLUDED IN FINAL SEIR)**

**TYPICAL SECTIONS INCLUDED FOR REFERENCE**

**APPENDIX C**  
**WATER QUALITY IMPACT EVALUATION**