

cc: Re evaluation file copy



# Florida Department of Transportation

**CHARLIE CRIST**  
GOVERNOR

PLANNING AND ENVIRONMENTAL MANAGEMENT – DISTRICT 4  
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December 21, 2007

**STEPHANIE C. KOPELOUSOS**  
SECRETARY

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

Attn: Ms. Nahir DeTizio

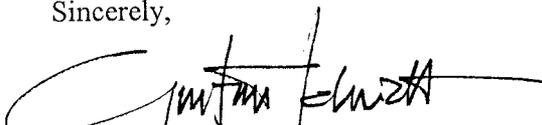
Dear Mr. Gibbs:

This Project Reevaluation is submitted for your review and concurrence in accordance with the procedures of the Florida Department of Transportation. The project information is as follows:

<b>State Road No.:</b>	<b>ICTF Overpass / Eller Drive</b>
<b>Financial Project ID:</b>	<b>403984-1-32-01</b>
<b>Federal Project ID:</b>	<b>SFTL-203-R</b>
<b>County:</b>	<b>Broward County</b>
<b>Description:</b>	<b>Eller Drive from SR 5 (US 1) to McIntosh Road</b>
<b>Phase of Reevaluation:</b>	<b>Design Change</b>

We appreciate your review and concurrence with our findings. Please feel free to contact us should you have any questions.

Sincerely,



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

**Florida Department of Transportation  
PROJECT REEVALUATION FORM**

**I. GENERAL INFORMATION** (originally approved document)

- a. Reevaluation Phase: Design Change
- b. Document Type and Date of Approval: Type 2 Categorical Exclusion, approved on May 14, 2004
- c. Project Numbers: N/A FL-56-001R 403984-1-22-01  
State Federal Aid Financial Project Work Program
- d. Project Local Name, Location and Limits: Eller Drive from SR 5 (US 1) to McIntosh Road. in Broward County.
- e. Segments of Highway Being Advanced: 403984-1-22-01  
Limits: Eller Drive from SR 5 (US 1) to McIntosh Road. in Broward County.
- f. Name of Analyst(s): Garett Lips- FDOT Sr. Environmental Specialist

**II. CONCLUSION AND RECOMMENDATION**

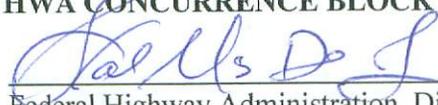
The above environmental document has been reevaluated as required by 23 CFR 771 or the Project Development and Environment Manual of FDOT, and it was determined that no substantial changes have occurred in the social, economic, or environmental effects of the proposed action that would significantly 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 12/24/07  
Date

**III. FHWA CONCURRENCE BLOCK**

  
 Federal Highway Administration, Division Administrator 2/17/08  
Date

*further clarification submitted to our office on January 22, 2008.*

**IV. CHANGES IN IMPACT STATUS OR DOCUMENT COMPLIANCE**

	YES / NO		COMMENTS
<b>A. SOCIAL IMPACTS</b>			
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment A.1</u>
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>B. CULTURAL IMPACTS</b>			
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"/>	_____
<b>C. NATURAL ENVIRONMENT</b>			
1. Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C.1</u>
2. Aquatic Preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment C.2</u>
10. Farmlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
11. Visual/Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
<b>D. PHYSICAL IMPACTS</b>			
1. Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
2. Air	<input type="checkbox"/>	<input checked="" type="checkbox"/>	_____
3. Construction	<input type="checkbox"/>	<input type="checkbox"/>	_____
4. Contamination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Attachment D.1</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 Type 2 Categorical Exclusion (CatEx II) document for this project was approved on May 14, 2004. This project proposes the improvement of a 0.65 mi segment of Eller Drive in Broward County. The project limits are from 1-595 to just east of McIntosh Road. This project reevaluation documents major design changes since the originally approved 2004 Cat Ex II.

Opportunities were identified during Value Engineering (VE) sessions and at the onset of the project design by the contracted consultant to minimize right-of-way impacts and acquisition costs. The design team's efforts revealed that shifting the alignment to the north reduced the total number of right of way parcels required to be purchased from four parcels to one. Three of these parcels were located along the south side of Eller Drive, and are currently being used as warehouses, a surface parking lot, and other commercial purposes with associated high real estate costs. The remaining parcel is located on the north side of Eller Drive, and is currently being developed into a parking lot. The design change alignment shift resulted in a reduction of the number of parcels estimated in the PD&E study and the overall right of way need as a result of the design change will reduce the overall number of parcels and the acreage is currently estimated to be 0.80 acres. The parcel owner, at this time, is agreeable with FDOT's proposal to buy a portion of the property and is actively negotiating the transaction.

The overall shift in the approved PD&E alignment varies between 0.0' to 105.0', with the maximum shift associated with Eller Drive and NE 7 Ave intersection. The Department has been working closely with the affected property owner to coordinate the roadway expansion and development of the property.

The design team also has incorporated recommendations to further reduce the overall footprint of the project by minimizing the outside shoulder widths from 12.0' to 10.0' and the inside shoulder widths from 8.0' to 6.0', both Westbound (WB) and Eastbound (EB), from Sta. 552+30 to Sta. 570+30. The net result is a 4.0 feet reduction of the typical section, see typical section attachment.

The team has further developed the project design and has proposed the concept of a single structure to bridge between 7<sup>th</sup> and 14<sup>th</sup> Avenues, from Sta. 549+97 to Sta. 562+98. This bridging concept was evaluated and recommended by the Value Engineering Team. The original PD&E design proposed a mechanically stabilized earth (MSE) wall, and two bridge structures: one bridge was proposed over NE 7 Ave (Sta. 551+38 to Sta. 552+34), and the other one was proposed at SE 14 Ave (Sta. 558+64 to Sta. 561+47). The project team believes the maintenance of traffic during the construction phase of a single structure will maintain the flow of vehicles to the maximum extent practical, there will be a reduction in the cost of construction, and an increase in open space that will be available to be utilized as a stormwater retention pond.

The following are other proposed design changes, (See Figure 3, EXPRESS CONNECTOR PD&E VS. DESIGN)

1. Shifted EB Eller Drive Ramp alignment so that the tangent length between the reverse curves met design criteria. This modification eliminated the need for a design variation through placement of the gore at the specified spacing from EB I-595.
2. Adding an off-ramp from I-595 EB to remove traffic from the intersection at NE 7 Avenue. The Port to Port ramp bridge length was reconfigured and shortened to reduce construction costs. As a result of the reconfiguration, the Decision Sight Distance for this exit ramp was improved and is anticipated to enhance safety.
3. Reducing limits of construction along McIntosh Road. The originally proposed milling and resurfacing along McIntosh Road will be reduced by 150.0', and will terminate closer to the Eller Drive/ McIntosh intersection.
4. Service Road South was partially relocated beneath the mainline alignment. This change reduces the right of way acquisition costs associated with the Frazer Commercial Warehouse property.
5. NE 7<sup>th</sup> avenue was realigned to provide a standard T-intersection in lieu of the non standard curved intersection.
6. WB interstate 595 ramp was relocated due to EB Eller Drive ramp relocation and to improve the EB Eller drive exit ramp to NE 7<sup>th</sup> Avenue.
7. The realignment of the EB Eller Drive mainline required the milling and resurfacing of the mainline under SR-5/US-1 for proper gore spacing and markings.
8. Service Road North was relocated to the north right of way line to better utilize all of the existing right of way. This change improved the rail road track alignment and eliminated one crossing with Service Road North. The intersection of the North Service/South Service /SE14th Avenue was improved by eliminating many of the traffic train conflicts, thereby enhancing safety and improving mobility.

## VI. MITIGATION STATUS AND COMMITMENT COMPLIANCE

Commitments made by the FDOT in the original Categorical Exclusion Type II approved for the project on May 14, 2004 have been adhered to and will continue to be adhered to during project implementation. These commitments are as follows:

1. Access to businesses, residences, and through traffic will be maintained to the maximum extent possible during the construction phase of the project. Two lanes of traffic will be maintained continuously in each direction during construction. Pedestrian facilities will be available at all times.  
**Update:** *No change with respect to this design change.*
2. To minimize the adverse effects on air and noise quality from construction activities, the contractor will adhere to air quality and noise provisions of the FDOT Standard Specifications for Road and Bridge Construction, latest edition, as well as appropriate Best Management Practices.  
**Update:** *No change with respect to this design change.*
3. The contractor shall dispose of all oil, chemicals, fuel, etc., in an acceptable manner according to local, state, and Federal regulations and shall not dump these 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.

**Update:** *No change with respect to this design change.*

4. No resources will be lost within the project boundaries with respect to the issue of "Limitation on Commitment of Resources."

**Update:** *No change with respect to this design change.*

5. A protected species survey will be conducted prior to construction.

**Update:** *No change with respect to this design change.*

6. Wetland impacts which will result from the construction of this project will be mitigated pursuant to S. 373.4137 F.S. to satisfy all mitigation requirements of Part N. Chapter 373, F.S. and 33 U.S.C.S. 1344.

**Update:** *The wetland impacts have been calculated for the project and an agreement with Broward County is being developed to use a county owned parcel to adequately mitigate all permitted wetland impacts. Coordination meetings with the natural resource regulatory agencies have provided a forum to obtain their tentative approval for using the Broward County Sheridan Street Natural Area for mitigation, pending the permit application and mitigation site design plan submittal.*

7. During the construction phase, if there are any listed species spotted within the project area, appropriate permits/measures will be taken during that time to minimize or eliminate the impacts.

**Update:** *No change with respect to design change.*

8. The following recommendations should be taken into consideration based on the status of each potential contamination site identified: Status of the application and remediation activities at Fleet Transport Company Inc. should be verified prior to construction to determine if remediation has started. Provisions for known contamination that could not be remediated or avoided by redesign should be addressed in the General Notes of the design plans. If construction activities encounter contamination within the project limits, which this report did not identify, steps must be taken to remove or render safe the contamination prior to continuation of construction. Standard Specifications for Areas of Unforeseen Contamination will be followed and Technical Special Provisions for Excavation in Areas of Identified Contamination will be included in the construction contract documents, as needed.

**Update:** *The Contamination Screening Evaluation Report (CSER) was updated with an addendum in March 2007 to include potential contamination risks associated with shifting the alignment to the north. Testing for contaminated soil and ground water will be performed once the design progresses enough so that all locations for subterranean work or dewatering activities are known.*

9. The USFWS's *Standard Local Operating Procedures for Endangered Species (SLOPES)* require the applicant to replace lost foraging habitat by at least a 1 to 1 ratio to minimize adverse effects to the wood stork. In an email message dated September 16, 2003, the FDOT committed to provide wetlands mitigation for the project that complies with the

USFWS's SLOPES requirement for the wood stork. Based on this commitment, the USFWS concurred with the FDOT's determination for the wood stork.

**Update:** *FDOT will include all lost functions, time lag and risk factors into the development of the proposed mitigation site with guidance from the USFWS. All potential wood stork foraging habitat will be fully compensated and replaced.*

10. No additional commitments and recommendations were defined subsequent to the Public Hearing on October 9, 2003.

**Update:** *No change with respect to this design change.*

## VII. PERMIT STATUS

<u>Agency</u>	<u>Permit status:</u>
U.S. Army Corps of Engineers	Application being prepared
South Florida Water Management District-	Application being prepared
Broward County Tree Relocation Permit	Application being prepared

## ATTACHMENTS

### A.1 RELOCATION POTENTIAL

The design consultant team assessed the project during the first stages of initial engineering to determine if further avoidance and minimization efforts could yield any reductions in real estate acquisitions. The design team evaluated moving the alignment slightly north of the preferred alternative. Their analysis revealed there would be overall reduction in additional right of way takes, from four parcels to one. However, the one parcel that is still required will have a larger area of parcel take required to accommodate the revised project alignment. The property owner has been a willing participant in selling the required property to FDOT.

### C.1 WETLANDS

Mangrove and freshwater wetlands will be adversely affected by the construction of the proposed project. Currently, 2.35 acres of wetland are anticipated to be directly impacted, with a calculated total functional loss of 1.2 acres. The most recent assessment done included an analysis of the current status and functions of the wetlands. About 1.0 acre is low quality wetlands, characterized as: freshwater, scrub-shrub with extensive exotic vegetation infestation. Roughly 1.35 acres of tidally influenced mangrove wetlands will also be impacted. This recent assessment offers a slight increase from the anticipated amount determined during the 2004 PD&E, which was calculated to be 1.05 acres, with an estimated functional loss of about 0.60 acres. The additional impacts are attributed to the shift of the alignment to the north to reduce right of way costs. The additional wetland impacts will be sufficiently mitigated to offset all anticipated functional losses and will include an additional time lag factor. The ACOE and the SFWMD have tentatively agreed to the mitigation FDOT proposed at the Broward County Sheridan Street Natural Area.

### C.2 WILDLIFE AND HABITAT

Additional wetland impacts will result in a loss of suitable foraging habitat for wading birds including the wood stork; however, the proposed mitigation at Broward County Sheridan Street Natural Area will adequately compensate for all lost potential foraging habitat, and it will also include applicable temporal factors. The USFWS is a partner in developing the mitigation plan for this project. To minimize adverse effects to the wood stork, FDOT will provide compensation for any additional wood stork foraging habitat lost due to the action. The compensation will

consider wetland type, location, function, and value (hydrology, vegetation, prey utilization), to ensure wetland mitigation provided as compensation adequately replaces wetland functions lost due to the project. Wetland compensation will be of the same hydro-period and located within the CFAs of the affected wood stork colonies.

#### D.1 CONTAMINATION

The CSER developed during the PD&E in December 2003 identified 11 potential sites of contamination. The development of the northern shift in the alignment during design in 2006 prompted the generation of an addendum to the Eller Drive CSER. In March 2007, FDOT consultants re-assessed the corridor for any sites of Recognized Environmental Concern (REC) that could be anticipated to contribute additional contamination risk during the construction of this project. The addendum to the CSER presented 12 potential sites. Seven sites were designated to have a medium potential for contamination impacts, three sites were designated as having a high potential for contamination impacts, and two sites were determined to have a low potential for contamination impacts. The project will be evaluated during the constructability plans review phase when the extent of subterranean work is known. If potential sources of contamination are determined to be in an area of excavation or dewatering that may result in increased health risk to workers or being moved, thereby exacerbating the extent of subsurface contamination, then a Phase II contamination assessment will be done.

FIGURE 1  
PROJECT LOCATION MAP

# Eller Drive Broward County



Map by FDOT District IV GIS

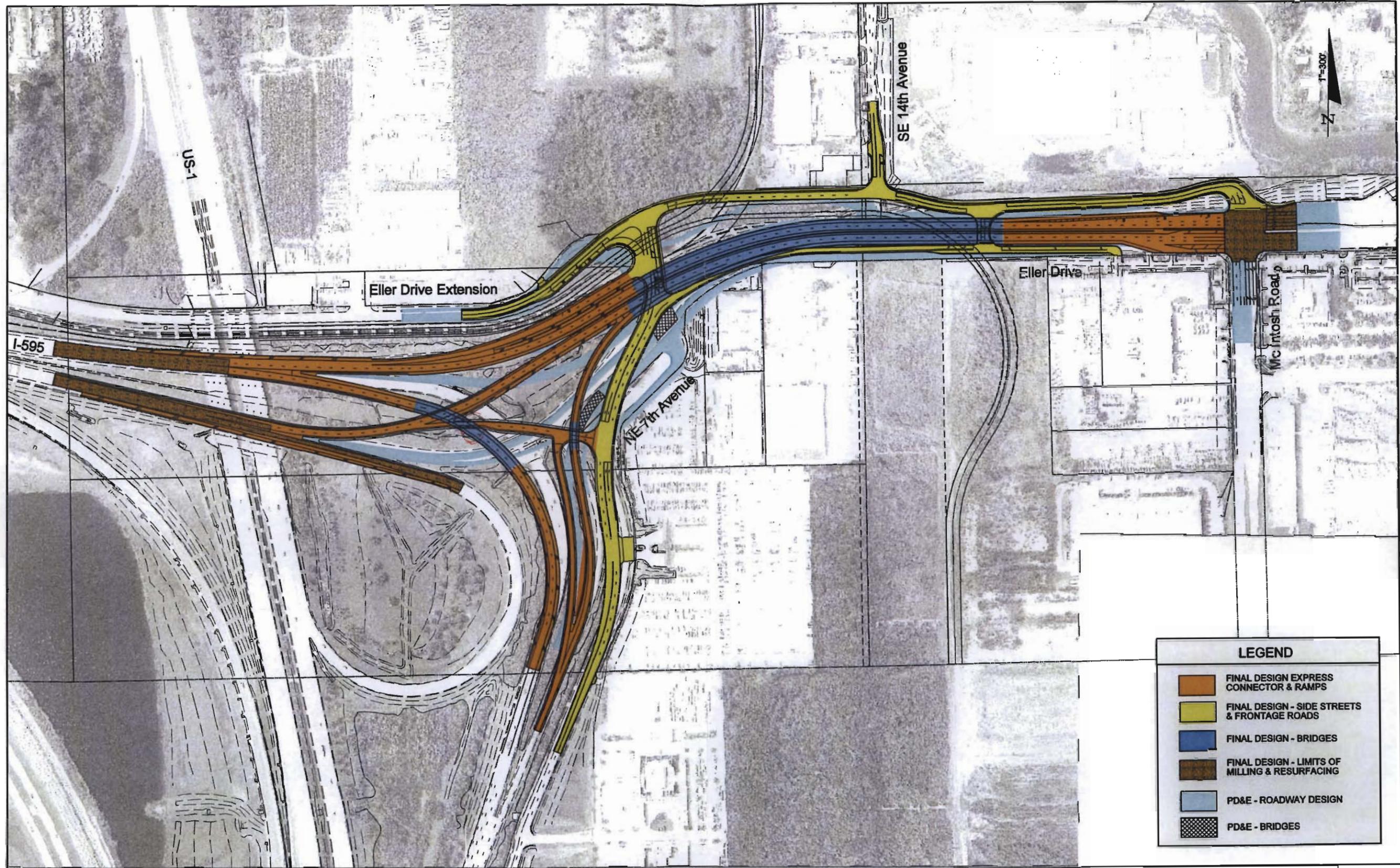
**Florida  
Department of  
Transportation  
District Four  
3400 W  
Commercial  
Blvd  
Fort  
Lauderdale  
Florida 33309**



**DISCLAIMER :** This is a product of the Florida Department of Transportation. The data depicted here have been developed using the best possible datasets

FIGURE 2

PD&E ALTERNATIVE 2-C



LEGEND	
	FINAL DESIGN EXPRESS CONNECTOR & RAMPS
	FINAL DESIGN - SIDE STREETS & FRONTAGE ROADS
	FINAL DESIGN - BRIDGES
	FINAL DESIGN - LIMITS OF MILLING & RESURFACING
	PD&E - ROADWAY DESIGN
	PD&E - BRIDGES

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

**TYLINTERNATIONAL**  
 1601 N.W. 49TH STREET, SUITE 203  
 FORT LAUDERDALE, FL 33309  
 P 954.491.5556 F 954.491.6117  
 CERTIFICATE OF AUTHORIZATION 00002017  
 J. DWAYNE DARBONNE, P.E.  
 P.E. LICENSE NO. 39520

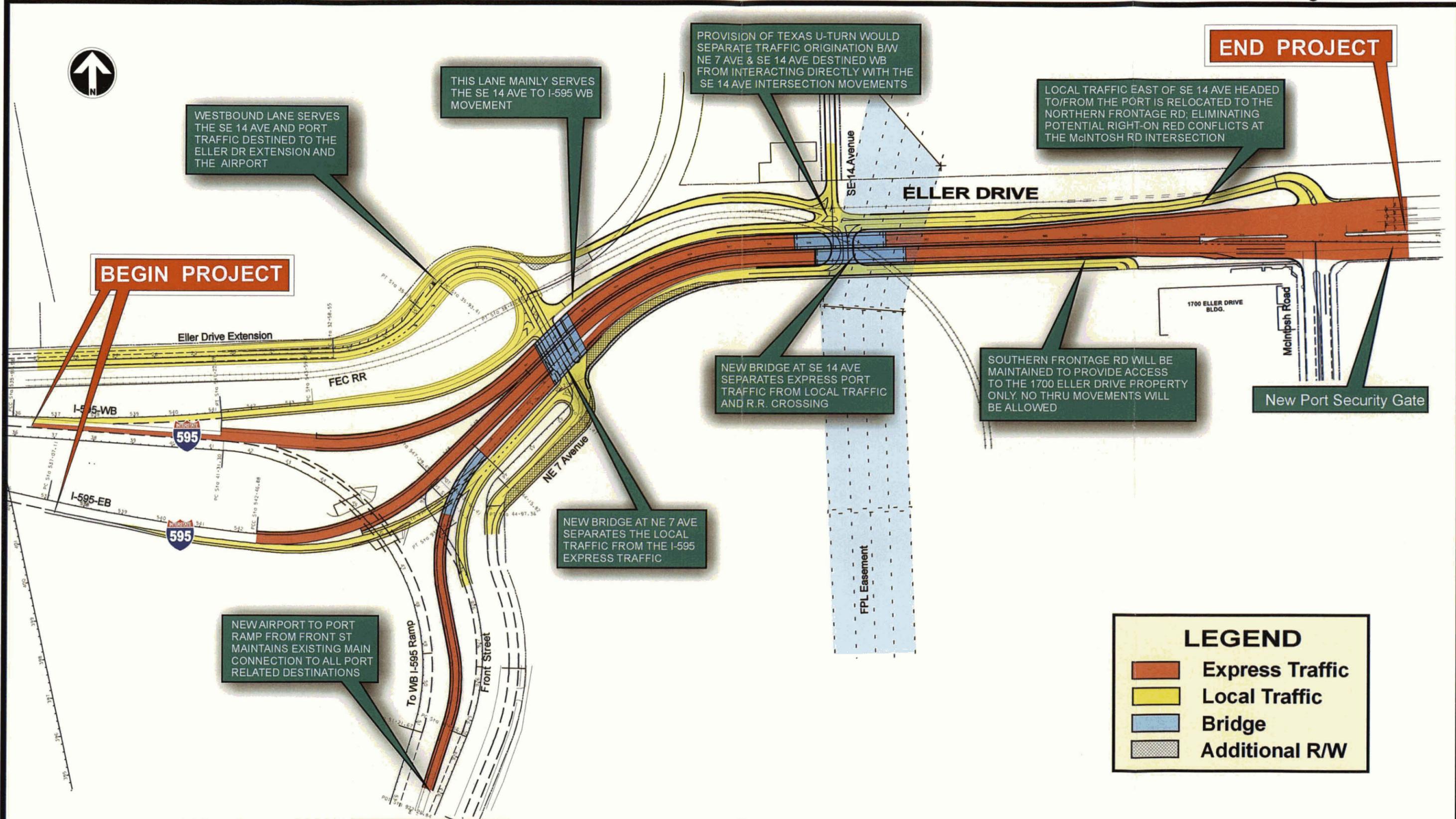
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
93	BROWARD	403984-1-52-01

**EXPRESS CONNECTOR  
 PD&E VS. DESIGN**

SHEET NO.

FIGURE 3

EXPRESS CONNECTOR PD&E VS. DESIGN



**LEGEND**

- Express Traffic
- Local Traffic
- Bridge
- Additional R/W

