TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information

County: Palm Beach County
Project Name: SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.
Project Limits: SR 80 MP 19.1 to 20.4 and I-95 MP 24.3 to 25.3
Project Numbers:

14183	435516-1-22-02	N/A
ETDM (if applicable)	Financial Management	Federal-Aid

Project Location Map Documentation:
- [1 - Figure1.1.1_ProjectLocation]

b. Proposed Improvements:

The I 95 at SR 80 interchange is located between the Forest Hill Boulevard interchange (1.45 miles to the south), and the Belvedere Road interchange (1.01 miles to the north), and in proximity to multiple municipalities including the City of West Palm Beach, Town of Cloud Lake, Town of Glen Ridge, and unincorporated Palm Beach County.

I-95 is currently a ten-lane, divided interstate freeway from north of the Congress Avenue interchange to north of the PGA Boulevard interchange providing four general purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction. Auxiliary lanes are also provided in both the northbound and southbound directions on various segments throughout the corridor. The existing right-of-way varies as it approaches the interchange, but the typical right-of-way ranges from approximately 300 to 600 feet. As part of the Strategic Intermodal System (SIS) and one of two major expressways (Florida's Turnpike being the other) that connect the major employment centers and residential areas of Miami-Dade, Broward and Palm Beach Counties, I-95 serves an important role in facilitating the north-south movement of traffic in Southeast Florida.

Under the jurisdiction of the Florida Department of Transportation (FDOT), SR 80 is an eight-lane divided, urban principal arterial designated as an SIS facility west of I-95, and a four-lane divided, urban principle arterial east of I-95. This east-west facility currently bridges over the South Florida Rail Corridor (SFRC) / CSX Railroad and I-95. SR 80 at the I-95 interchange is a typical diamond configuration and has dual left-turn lanes and a single right-turn lane in both the eastbound and westbound directions to access the I-95 on-ramps. The existing right-of-way varies from approximately 135 feet east of I-95 to 180 feet west of I-95. Sidewalks and designated bicycle lanes are provided along both sides of SR 80 within the area of influence.

The proposed improvements include the following:

- **I-95 / SR 80 Interchange**
  - Construct new flyover for NB I-95 to WB SR 80. This proposed flyover elevates to the third level and serves NB to WB traffic with destinations west of Australian Avenue and South Congress Avenue.
  - Construction of new flyover for EB SR 80 to NB I-95. This proposed flyover elevates to the third level with access at Gem Lake Drive.
  - The southbound on-ramp from SR 80 to I-95 is widened from one-lane to two lanes.
  - The existing northbound terminal intersection is modified to accommodate: three northbound left-turn lanes, two northbound right-turn lanes, two eastbound left-turn lanes, three eastbound through lanes, five westbound through lanes and one westbound right-turn lane. All movements will operate under signal control.
  - The existing southbound terminal intersection is modified to accommodate: two southbound left-turn lanes, three southbound right-turn lanes, three eastbound through lanes, two eastbound right-turn lanes, three westbound through lanes, and two westbound left-turn lanes. All lanes will operate under signal control.

- **SR 80 at Gem Lake Drive**
  - The eastbound approach is modified to accommodate one left-turn lane, four through lanes and, one shared through/right-

turn lane.
- The westbound approach is modified to accommodate one left-turn lane, four through lanes and one shared through/right-turn lane.

- **SR 80 at Parker Avenue**
  - The eastbound approach is modified to accommodate one left-turn lane, two through lanes and one right-turn lane.

c. Purpose and Need:

The need for the project is based on the need to improve operational capacity, improve overall traffic operations in order to accommodate future growth and development, improve safety conditions, and enhance emergency evacuation and response times.

This project is anticipated to improve traffic operations at the I-95 and SR 80 interchange and study area roadways / intersections by implementing operational and capacity improvements to meet the future travel demand projected as a result of Palm Beach County population and employment growth.

Based upon the traffic operations analysis conducted for the I-95 at SR 80 interchange and adjacent signalized intersections [documented in the *I-95 (SR 9) Interchange at Southern Boulevard (SR 80) in Palm Beach County Interchange Concept Development Report*], the existing AM and PM peak hour traffic conditions for the four study intersections along SR 80 range from LOS A to D in the AM peak hour, and from LOS B to D in the PM peak hour. Without interchange improvements, the future year (2040) AM peak LOS will decline and range from B to F. PM peak hour LOS will range from C to F. Although all of the intersections along SR 80 operate at LOS D or better under existing conditions, it should be noted that several of the individual through and turning movements at the intersections (which include the I-95 on / off-ramp approaches) operate at LOS F during both the AM and PM peak periods. Without the proposed improvements, the intersections are projected to experience excessive delays and queuing, and operate below acceptable LOS targets by the 2040 Design Year.

Commercial retail / office, hotel and residential land uses are located adjacent to the interchange. Residential, hotel and commercial office uses are located along SR 80 west of I-95. Predominantly residential and industrial uses are located to the west of Gem Lake Drive, while residential and commercial uses are located to the east of I-95. According to the Future Land Use Maps for Palm Beach County, the project area is to remain relatively unchanged.

Population within the vicinity of the interchange is anticipated to increase by approximately 12% from 2005 to 2035 with the majority of the growth occurring southeast of the I-95 at SR 80 interchange. Employment is expected to increase by approximately 784% from 2005 to 2035 with major increases in the areas located northeast and southwest of the interchange. These projections are based on data derived from the enhanced Southeast Regional Planning Model (SERPM) version 6.5, Managed Lanes Model (upgraded to include specific subarea improvements for the I-95 Interchange Master Plan). As such, the proposed improvements will be critical in supporting growth within the vicinity of the interchange and the overall vision of Palm Beach County.

The *I-95 (SR 9) Interchange at Southern Boulevard (SR 80) in Palm Beach County Interchange Concept Development Report* (ICDR), dated February 2014, included a safety analysis of the project area. The total number of crashes in the three-year period 2010 through 2012 was 119, with 31% of those being rear-end type crashes, the predominant type of incident. FDOT's high crash location reports, for the period 2010 through 2012, provide locations that have a higher crash rate as compared to crash rates for similar statewide roadways. Based on FDOT's 2011 high crash location report, the I-

95 at SR 80 interchange is considered a high crash location.

The proposed improvements will provide additional through and turn lanes, as well as interchange ramp improvements, to help reduce conflict points and the potential occurrence of collisions at the interchange.

I-95 and SR 80 serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management. Also designated by Palm Beach County as evacuation facilities, I-95 and SR 80 are critical in facilitating traffic flows during emergency evacuation periods as they connect other major arterials and highways of the state evacuation route network. This project is anticipated to improve emergency evacuation capabilities by enhancing connectivity and accessibility to I-95 and other major arterials designated on the state evacuation route network from the west and east, and increase the operational capacity of traffic that can be evacuated during an emergency event.

Transportation Demand and Capacity

The existing I-95 / SR 80 interchange operates at an overall acceptable level of service (LOS D or better) during AM and PM peaks. However, traffic congestion and long delays are experienced in the movements to / from I-95 during AM and PM peak periods. Travel demand forecasts indicate that the interchange is expected to experience substantial traffic growth in future years. Based on the anticipated future growth in traffic, operating conditions at the interchange will further deteriorate with increased congestion and the on-set of failing conditions (LOS F) by year 2040. The proposed project will address these concerns by increasing capacity at the interchange and providing acceptable operating conditions (LOS D or better) through year 2040.

Planning Consistency

See Project Planning Consistency table in section d below.

Social Demand and Economic Development

Commercial retail, office, hotel and residential land uses are located adjacent to the interchange. Residential, hotel and commercial office uses are located along SR 80 west of I-95. Predominantly residential and industrial uses are located west of Gem Lake Drive, while residential and commercial retail uses are located to the east of I-95. According to the Future Land Use Maps for Palm Beach County, the project area is to remain relatively unchanged.
Population in the vicinity of the interchange is expected to increase by approximately 12% from 2005 to 2035 with the majority of growth occurring southeast of the I-95 / SR 80 interchange. Employment is expected to increase by approximately 784% from 2005 to 2035 with major increases in the areas located northeast and southwest of the interchange. These projections are based on data derived from the enhanced Southeast Regional Planning Model (SERPM) version 6.5, Managed Lanes Model.

System Linkage

SR 80 is a major east-west thoroughfare in Palm Beach County and an SIS facility linking two major north-south expressway facilities; I-95 and Florida's Turnpike. Both of these facilities provide access to major employment facilities and locations of regional significance in Palm Beach, Broward and Miami-Dade Counties. I-95 is the backbone of the

commerce route for south Florida providing access to the seaports and airports on the eastern seaboard. Other major north-south arterials such as US 27, SR 7 / US 441, Dixie Highway and US 1, are also linked by the SR 80 corridor. Improvements to the interchange will provide much needed congestion relief for commercial vehicles and commuters wishing to access I-95 and areas to the north and south of SR 80. Although the Palm Beach International airport is in the vicinity of the project, SR 80 does not provide direct access to the airport. The airport is mainly accessed through a system of direct connections on I-95 north of SR 80. 1.3 miles west of the project limits, Kirk Road provides access to Perimeter Road and a number of private aviation companies and other offices on the airport property.

Traffic Safety

The FDOT's Crash Analysis Reporting System (CARS) database was researched to update the data presented in the ICDR, and identify and extract crashes reported along the study corridor during the five year period from 2010 through 2014. Crash data for the SR 80 corridor from west of Australian Avenue to east of Lake Avenue revealed that a total of 268 reported crashes occurred from January 2010 through December 2014. During the study period, one (1) fatal crash occurred in 2011 and one (1) in 2013. A majority of the crashes experienced along the study corridor were rear-end collisions accounting for 93 crashes (34.7%), followed by fixed object collisions accounting for 44 crashes (16.4%), and 39 sideswipe crashes (14.6%).

Crash data for the I-95 corridor from north of Forest Hill Boulevard to South of Belvedere Road revealed that a total of 825 reported crashes occurred from January 2010 through December 2014. During the study period, one (1) fatal crash occurred in 2012 and one (1) in 2013. A majority of the crashes experienced along the study corridor were rear-end collisions accounting for 238 crashes (28.8%), followed by fixed object collisions accounting for 206 crashes (25.0%), and 142 sideswipe crashes (17.2%). No safety deficiencies were noted in the evaluation of the crash data.

Roadway Deficiencies

Currently, SR 80 provides FDOT standard width travel and turn lanes, sidewalks and bicycle lanes on each side of the corridor and has no noted roadway or structural deficiencies. The bridges within the project limits are not classified as structurally deficient, nor functionally obsolete. SR 80 bridges over the I-95 mainline, bridges 930539 and 930462, eastbound and westbound respectively, are slightly deficient in meeting the vertical clearance criteria. Currently measured at 16.28 feet above the highway surface, each bridge is 0.22 feet lower than the required 16.50 feet of required vertical clearance.

Modal Interrelationships

There are no Palm Tran bus routes along this segment of SR 80, however, there is a transfer location for Palm Tran Route 2 in the parking lot of the Hilton Palm Beach Airport Hotel in the northwest quadrant of the interchange. This quadrant of the interchange has also been identified by the South Florida Regional Transportation Authority (SFRTA), who operates the TriRail service, as a potential location for a future train station. This parcel of land is currently owned by Palm Beach County and would be ideal for a park and ride lot location which would facilitate the implementation of express buses to operate on the future extension of the managed lanes on I-95. This idea was preliminarily discussed with County officials who were receptive to the suggestion.

d. Project Planning Consistency:

Currently Adopted CFP-LRTP	COMMENTS
Yes	

PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP $	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	$7,625,000 / $7,625,000	2021 / 2021	
R/W	Y	Y	$8,403,273 / $8,403,273	2020 to 2023 / 2020 to >2022	
Construction	Y	Y	$109,509,983/ $106,923,438	>2023 / >2022	Construction funding includes Railroad and Utilities

**** Include pages from current TIP/STIP/LRTP***

Project Plan Consistency Documentation:
- [2 - Planning Consistency]

TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

2. COOPERATING AGENCY

3. ENVIRONMENTAL ANALYSIS

	Issues/Resources	Significant Impacts?* Yes	No	Enhance	NoInv	Supporting Information**
A.	**SOCIAL & ECONOMIC**					
1.	Social	☐	☒	☐	☐	[3]
2.	Economic	☐	☒	☐	☐	[3]
3.	Land Use Changes	☐	☒	☐	☐	[3]
4.	Mobility	☐	☐	☒	☐	[3]
5.	Aesthetic Effects	☐	☒	☐	☐	[3]
6.	Relocation Potential	☐	☒	☐	☐	[3]
7.	Farmlands	☐	☐	☐	☒	[3]
B.	**CULTURAL**					
1.	Section 4(f)	☐	☒	☐	☐	[4][5]
2.	Historic Sites/Districts	☐	☒	☐	☐	[5][6][7]
3.	Archaeological Sites	☐	☐	☐	☒	[5]
4.	Recreation Areas	☐	☐	☐	☒	[5]
C.	**NATURAL**					
1.	Wetlands and Other Surface Waters	☐	☒	☐	☐	[8][10]
2.	Aquatic Preserves and Outstanding FL Waters	☐	☐	☐	☒	[8]
3.	Water Quality and Quantity	☐	☒	☐	☐	[8]
4.	Wild and Scenic Rivers	☐	☐	☐	☒	[8]
5.	Floodplains	☐	☐	☐	☒	[8]
6.	Coastal Zone Consistency	☐	☐	☐	☒	[8]
7.	Coastal Barrier Resources	☐	☐	☐	☒	[8]
8.	Protected Species and Habitat	☐	☒	☐	☐	[8][9][10][11]
9.	Essential Fish Habitat	☐	☐	☐	☒	[8]
D.	**PHYSICAL**					
1.	Highway Traffic Noise	☐	☒	☐	☐	[12]
2.	Air Quality	☐	☒	☐	☐	[12]
3.	Contamination	☐	☒	☐	☐	[12]
4.	Utilities and Railroads	☐	☒	☐	☐	[12]
5.	Construction	☐	☒	☐	☐	[12]
6.	Bicycles and Pedestrians	☐	☒	☐	☐	[12]
7.	Navigation	☐	☐	☐	☒	[12]

a. ☒ A USCG Permit IS NOT required.

b. ☐ A USCG Permit IS required.

*** Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

****** Supporting Information is documented in the referenced attachment(s).

E. ENGINEERING ANALYSIS SUPPORT

- [13 - 435516-1-22-02_PER Report]

F. ANTICIPATED PERMITS

South Florida Water Management District Environmental Resource Permit
South Florida Water Management District Water Use Permit (construction dewatering)
US Army Corps of Engineers Dredge and Fill Permit
Palm Beach County Right-of-Way Permit
Florida Department of Environmental Protection NPDES Permit

4. COMMITMENTS - ADDITIONAL INFORMATION

1. Minor roadway improvements in front of the northern access point to Dreher Park on SR 80 consist of milling and resurfacing in front of the entrance. Every effort will be made to avoid any temporary closure of the entrance during construction. Should temporary impacts be unavoidable, the other access locations to the park will remain open, including the main access point on Summit Boulevard to the south and the pedestrian access location on the east side of the park.
2. FDOT is committed to reevaluate noise barrier locations and feasible noise abatement measures during the final design process. A commitment to construct feasible and reasonable noise barriers will be contingent upon the following conditions:
   - Detailed noise reevaluation during the final design process establishes the need for abatement;
   - Detailed noise barrier analysis indicates that the cost of the barriers will not exceed the cost reasonableness criteria;
   - Community input regarding desires, types, heights, and locations of barriers is received by the FDOT and supports the construction of noise barriers;
   - Preferences regarding compatibility with adjacent land uses, particularly as expressed by officials having jurisdiction over such lands, have been addressed;
   - Safety and engineering aspects related to roadway users and adjacent property owners have been reviewed and any conflicts or issues resolved; and
   - Any other mitigating circumstances revealed during final design have been analyzed and resolved.
3. FDOT agrees to follow the U.S. Fish and Wildlife Service (USFWS) *Standard Protection Measures for the Eastern Indigo Snake* (the current version at the time of construction) during implementation of the project, and Technical Special Provisions will be incorporated into the contractor's bid documents.
4. FDOT will determine if there are any active wood stork breeding colonies within a determined distance of the proposed improvements at the time the Environmental Resource Permit (ERP) application is submitted to the U.S. Army Corps of Engineers (USACE). If the proposed improvements are determined to be within the core foraging area 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. If the replacement of wetlands within the core foraging area is not practicable, the FDOT will coordinate with the USFWS to identify acceptable wetland compensation outside the core foraging area, such as purchasing wetland credits from a "USFWS Approved" mitigation bank or permittee-responsible mitigation area.
5. Upon locating a dead wood stork specimen, initial immediate notification will be made to the nearest Service Law Enforcement Office (Address: 10426 NW 31st Terrace, Miami, FL 33172, 305-526-2695). Secondary notification will be made to the FFWCC; South Region (Address: 8535 Northlake Boulevard, West Palm Beach, FL 33412, 561-625-5122). Care will be taken in handling any dead specimens of proposed or listed species found in the project area to preserve the specimen or its remains in the best possible state. In conjunction with the preservation of any dead specimens, the finder has the responsibility to ensure evidence intrinsic to determining the cause of death of the specimen is not unnecessarily disturbed. The finding of dead specimens does not imply enforcement proceedings pursuant to the Endangered Species Act of 1973 as amended. The reporting of dead specimens is required to enable the Service to determine if take is reached or exceeded and to ensure the terms and conditions are appropriate and effective.
6. A preconstruction survey for gopher tortoises and burrowing owls will be performed prior to construction. If tortoises, burrowing owls and/or their burrows are found within proposed impact areas, coordination with the FFWCC will be initiated.
7. Modifications to the existing drainage systems are sufficient to accommodate the stormwater treatment and attenuation volumes associated with the additional impervious area from the Preferred Alternative (Alternative 4). Existing drainage systems shall be modified in substantial conformance with the Conceptual Drainage Report to avoid new ponds or right-of-way.
8. During final design, further refinements will be evaluated to minimize visual obstruction of the outdoor advertising sign located in the SW quadrant of the interchange in the Town of Cloud Lake.
9. Coordination will continue to occur with Palm Beach International Airport (PBIA) and the Federal Aviation Administration (FAA) for the flyovers during final design.

5. PUBLIC INVOLVEMENT

1. ☐ A public hearing is not required.
2. ☐ A public hearing will be held N/A. This draft document is publicly available and comments can be submitted to FDOT until N/A.
   District Contact Information: N/A.
3. ☒ A public hearing was held on 10/19/2017 and the transcript is available.
   - [14 - Public Hearing Certification and Transcript]
4. ☐ An opportunity for a public hearing was afforded and was documented N/A .

6. DISTRICT DETERMINATION

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

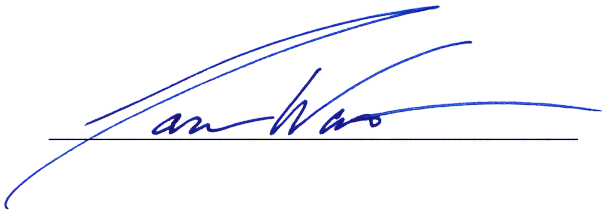
Humberto Arrieta	October 1, 2018
FDOT Project Manager	Date
Ann Broadwell	October 1, 2018
FDOT Environmental Manager or Designee	Date

7. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

This action has been determined to be a Categorical Exclusion which meets the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions and this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated 12/14/2016 and executed by the Federal Highway Administration and FDOT.



January 4, 2019

Jason Watts
Director of the Office of Environmental Management or Designee

Date

8. SUPPORTING INFORMATION

1 43551612202-CE2-D4-Project_Location_Map-2017-0317.pdf
2 43551612202-CE2-D4-Planning_Consistency-2018-1227.pdf
3 43551612202-CE2-D4-Section_3_-_A-2018-1120.pdf
4 43551612202-CE2-D4-Email_DOA_Concurrence-2018-0807.pdf
5 43551612202-CE2-D4-Section_3_-_B-2018-1227.pdf
6 43551612202-CE2-D4-SHPO_concurrence-2017-0414.pdf
7 43551612202-CE2-D4-Section_106_Case_Study_concurrence-2018-0117.pdf
8 43551612202-CE2-D4-Section_3_-_C-2019-0102.pdf
9 43551612202-CE2-D4-NMFS_Concurrence-2017-0615.pdf
10 43551612202-CE2-D4-USFWS_Concurrence-2017-0629.pdf
11 43551612202-CE2-D4-ETDM_excerpt_FWC-2019-0102.pdf

12 43551612202-CE2-D4-Section_3_-_D-2018-1227.pdf
13 43551612202-CE2-D4-435516-1-22-02_PER_Report-2018-0905.pdf
14 43551612202-CE2-D4-Approved_Public_Hearing_Certification__SR-9_I-95_-2018-0130.pdf