



Florida Department of Transportation  
District Four



# ***I-95 AT SOUTHERN BOULEVARD (SR 80)*** ***Project Development and Environment Study***

## **Public Hearing**

**Palm Beach County, Florida**  
**Financial Project ID No.: 435516-1-22-02**  
**Efficient Transportation Decision Making Number  
(ETDM): 14183**

**October 19, 2017**  
**5:30 p.m.**



# *Applicable Laws and Regulations*

- Section 120.525, Florida Statutes; Meetings, hearings, workshops
- Section 286.011, Florida Statutes; Sunshine Law
- Section 335.199, Florida Statutes; Access Changes
- Section 339.155, Florida Statutes; Transportation Planning
- American with Disabilities Act of 1990 (ADA)
- 49 Code of Federal Regulations, Part 24; Uniform Relocation Assistance and Real Property Acquisition
- 40 Code of Federal Regulations, Part 1506; Other requirements of the National Environmental Policy Act (NEPA)
- Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws



## ***Title VI***

- Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability or family status.
- Persons wishing to express their concerns about Title VI may do so by contacting either:

**Florida Department of Transportation,  
Tallahassee**

State Title VI Coordinator  
Jacqueline Paramore  
Equal Opportunity Office  
605 Suwannee Street, MS 65  
Tallahassee, Florida 32399-0450  
(850) 414-4753

[jacqueline.paramore@dot.state.fl.us](mailto:jacqueline.paramore@dot.state.fl.us)

**Florida Department of Transportation,  
District 4**

District Four Title VI Coordinator  
Shavon Nelson  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309-3421  
(954) 777-4190 or  
Toll free at (866) 336-8435, ext. 4190  
[shavon.nelson@dot.state.fl.us](mailto:shavon.nelson@dot.state.fl.us)



# ***Memorandum of Understanding***

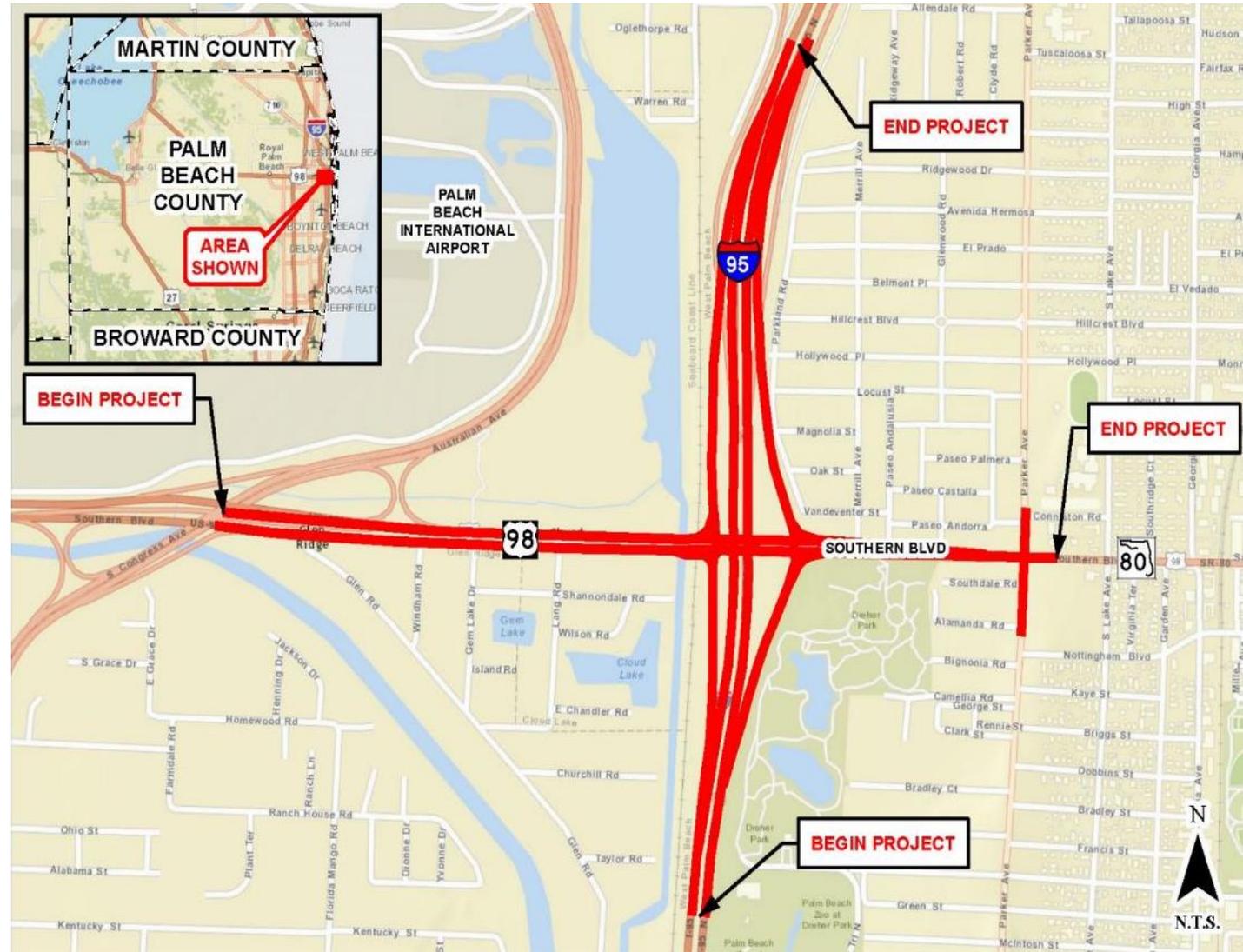
- The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.
- The FDOT Office of Environmental Management in Tallahassee is the approving authority.
- This project will continue to comply with all applicable state and federal rules and regulations.



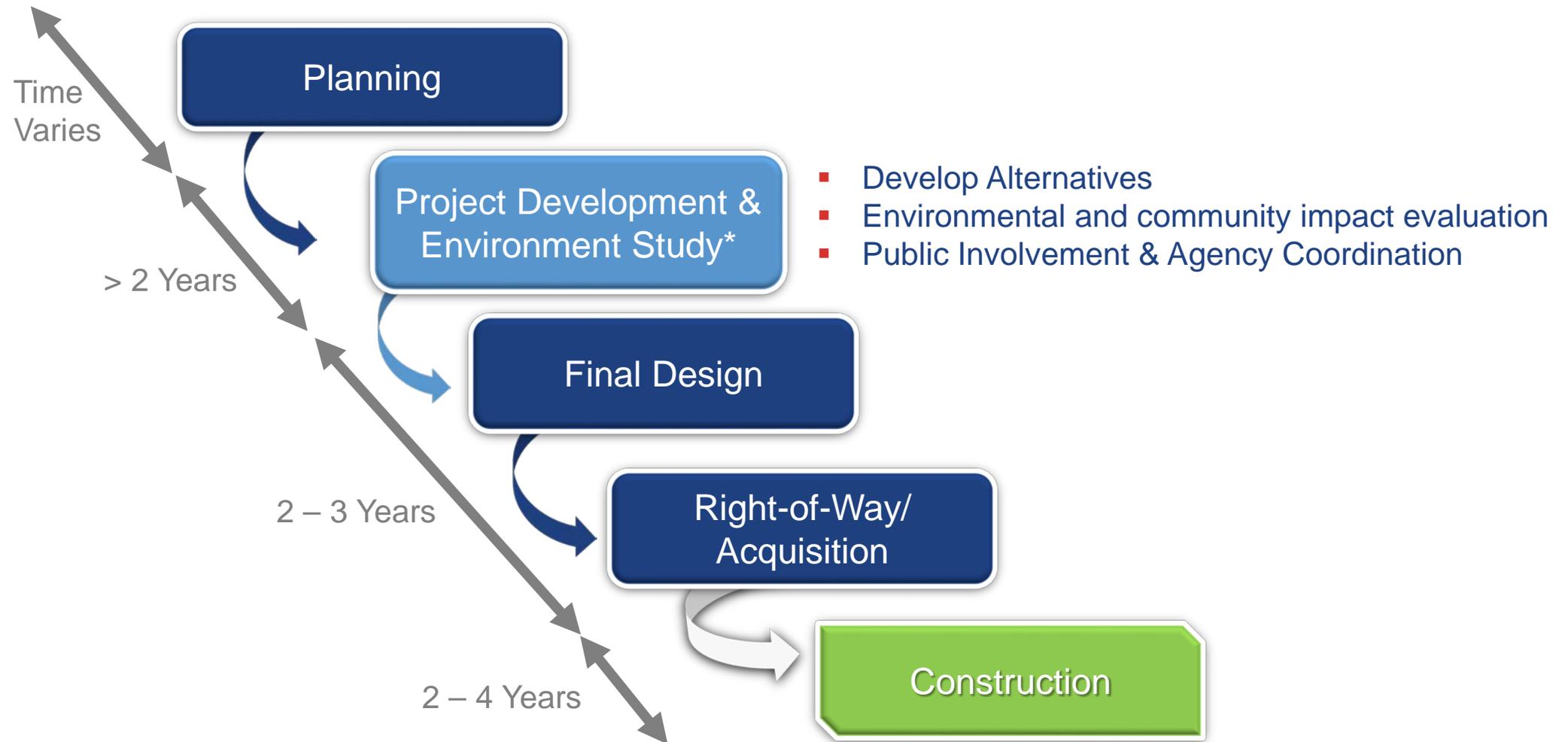
# Study Area

Location:

- I-95 at Southern Boulevard (SR 80) Interchange
- West Palm Beach, Glen Ridge, Cloud Lake
- Southern Boulevard from Australian Avenue to Parker Avenue

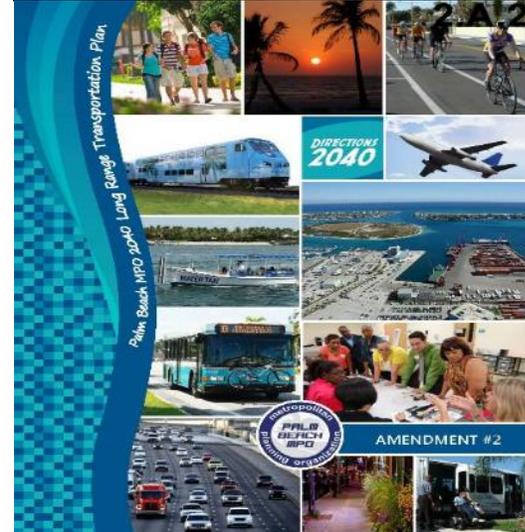


# Project Development - Process Flowchart



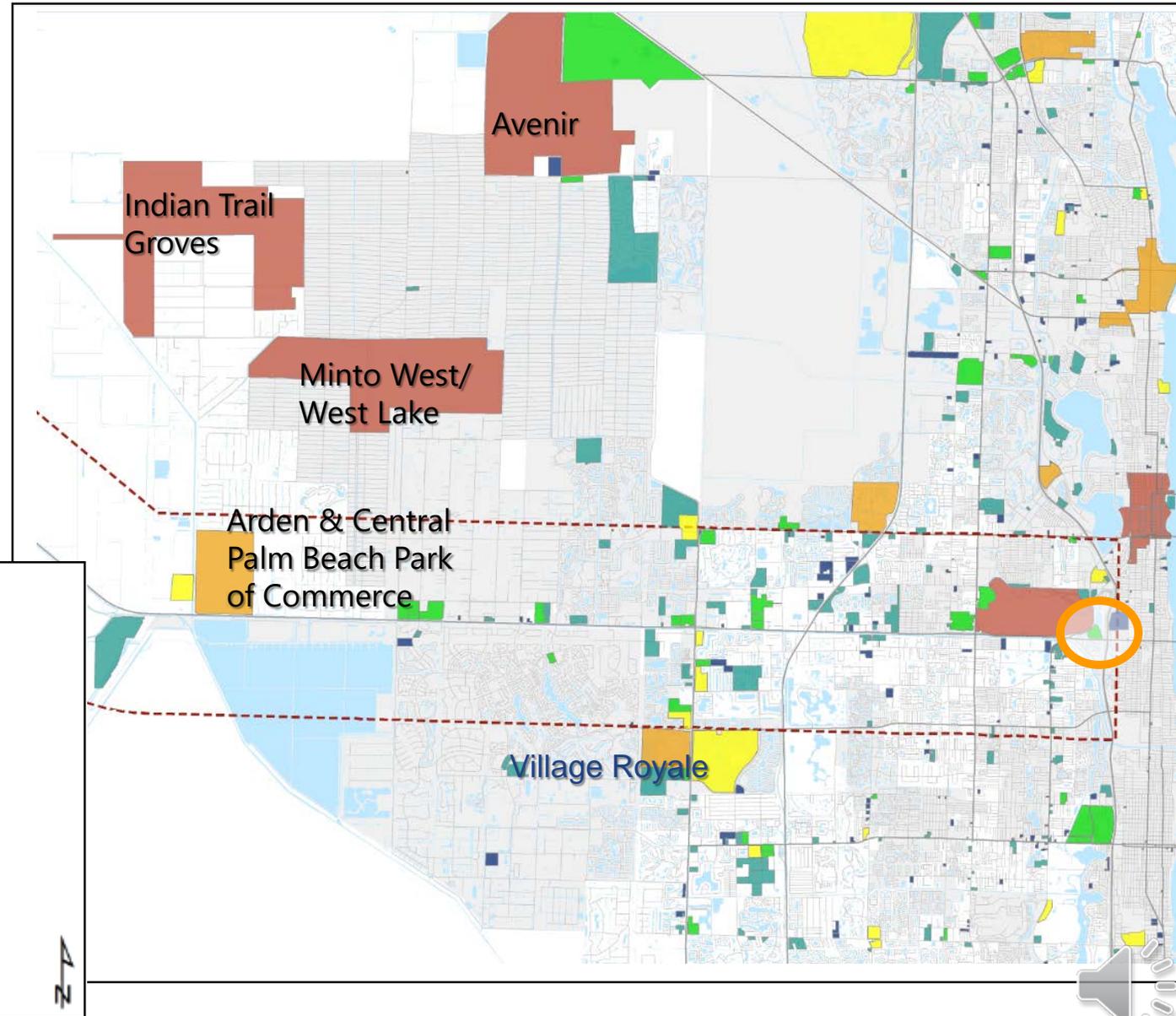
# Purpose and Need for the Study

- Established during the ETDM process with agency input
- Enhance overall traffic operations and safety at the interchange
- Improve capacity and meet future travel demand resulting from population and employment growth for this critical east / west mobility link



# Purpose and Need for the Study

- Growth expected from approved developments:
  - 14,000 homes
  - 150,000+ new trips
  - 30,000 anticipated to utilize SR 80



# Purpose and Need for the Study

- Emergency Evacuation
- Consistent with local transportation plans
  - Palm Beach MPO 2040 Long Range Transportation Plan



PROJECTS FUNDED WITH STRATEGIC INTERMODAL SYSTEM & TURNPIKE REVENUES						2015-2040	2015-2019	2020	2021-2025	2026-2030	2031-2040
Map No.	Facility Name	From	To	Improvement	Total Capital Cost (Million\$)						
Proposed Strategic Intermodal System Improvements											
H-9	I-95	@ Donald Ross Rd		Interchange Improvement	\$4.5	C					
H-25	I-95	@ Blue Heron Blvd		Interchange Improvement	\$2.8	B/C					
H-65	I-95	@ Linton Blvd		Interchange Improvement	\$20.9	C					
H-64	I-95	@ Atlantic Ave		Interchange Improvement	\$9.4	D/B/C					
H-69	I-95	@ Soanis River Blvd		New Interchange	\$81.9	B/C					
H-44	Southern Blvd/SR 80	L-8 Canal	Crestwood/Forest Hill Blvd	Widen 4L to 6L	\$26.3	B/C					
H-1	SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L	\$10.0	D/B/C					
H-6	SR 710	W of Indiantown Rd	W of Prattville Rd	Widen 2L to 4L	\$41.3	D/B/C					
H-29	SR 710	W of Congress Ave		Widen 2L to 4L	\$42.0	B/C					
H-7	SR 710	Austrian		Widen 2L to 4L	\$73.0	D/B/C					
H-67	I-95 Managed Lanes			Add Managed Lanes	\$167.0	D/C	C	C			
H-57	I-95			Interchange Improvement	\$87.9	D		B/C			
H-46	I-95			Interchange Improvement	\$136.7	D		C			
				Widen 4L to 6L	\$35.3	D		B/C			
				Widen 4L to 6L	\$63.3			C			
				Interchange Improvement	\$86.7	D			C		
				Interchange Improvement	\$97.7			D/B	B/C		
				Interchange Improvement	\$150.1				D/B/C		
				Interchange Improvement	\$53.3				D/B/C		
				Interchange Improvement	\$71.4				D/B/C		
				Interchange Improvement	\$73.9				D/B/C		
				Interchange Improvement	\$86.7				D/B	C	
				Managed Lanes	\$56.4		D	B	C		
				Widen 4L to 6L	\$59.6					B/C	
Improvements											
				to 6L	\$296.2				D/B/C		
				to 6L	\$274.9				D/B/C		
				8L	\$297.8				D/B/C		
				age	\$113.1						D/B/C



# Adjacent Studies

- SR 80 Corridor Action Plan
  - [www.sr80actionplan.com](http://www.sr80actionplan.com)
  - Develop a long term Action Plan for the 45-mile segment from US 27 to I-95
  - Complete by first quarter of 2018
- I-95 Managed Lanes Master Plan
  - [www.95express.com/PBC-Planning-Study](http://www.95express.com/PBC-Planning-Study)
  - Identify long term capacity needs along I-95
  - Evaluate managed lane concepts
  - Complete by Spring 2018



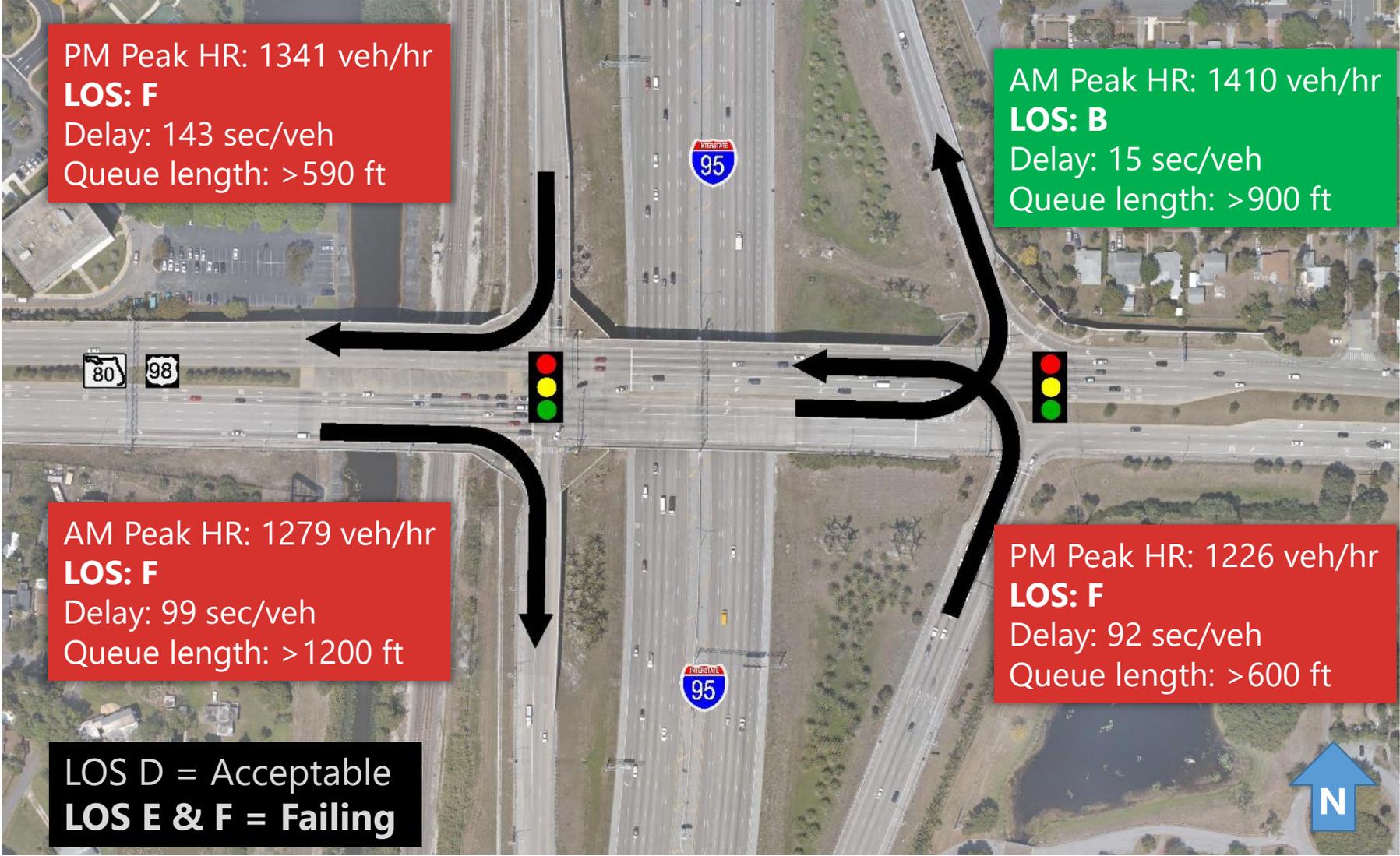
**SR 80  
Corridor  
Action Plan**  
From US-27 to I-95



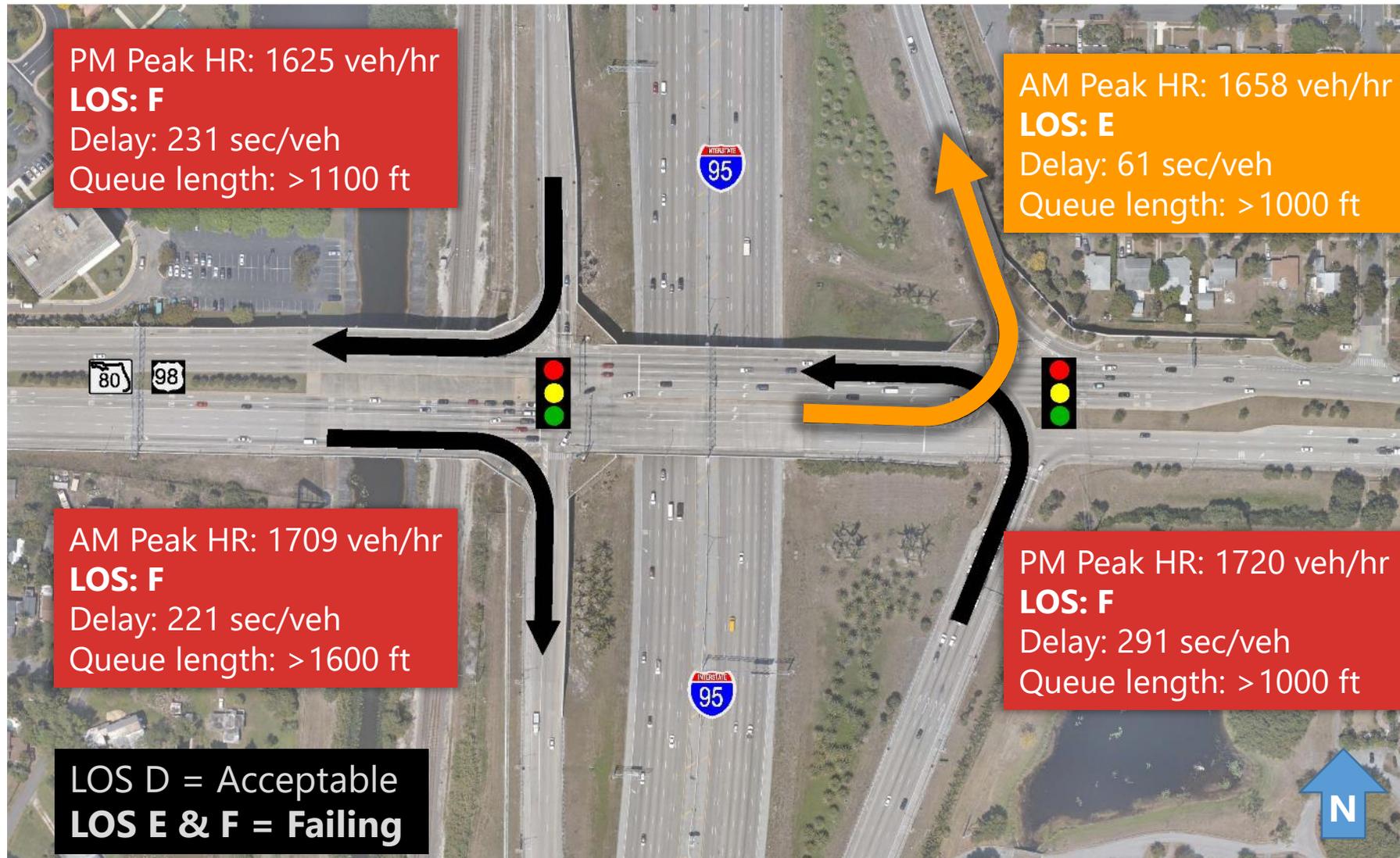
# Traffic Conditions on SR 80



# Current Year (2015) Traffic

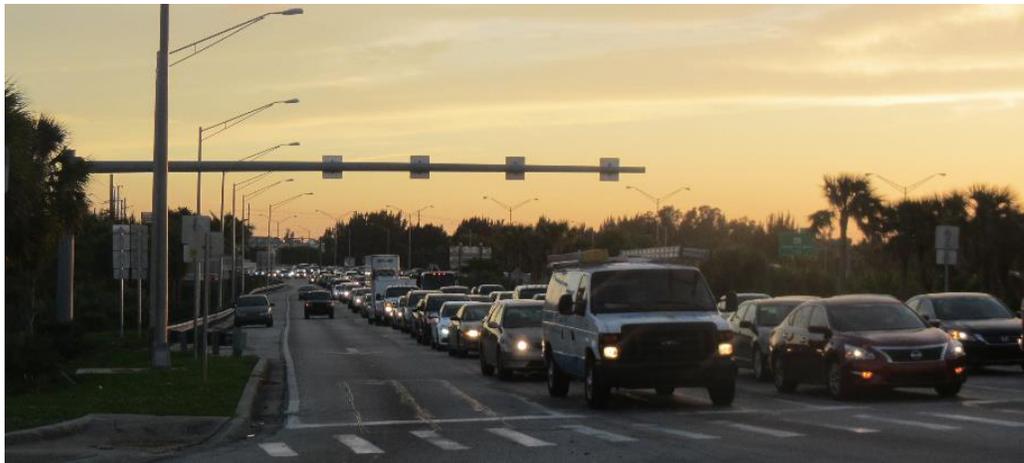


# Design Year (2040) Traffic – No Build



## ***No Build Alternative***

- No improvements to the existing facility
- Traffic conditions will continue to deteriorate
- Congestion and delay will increase
- Emergency response times will increase
- Noise levels will increase, air quality will decrease



# Alternatives Analysis

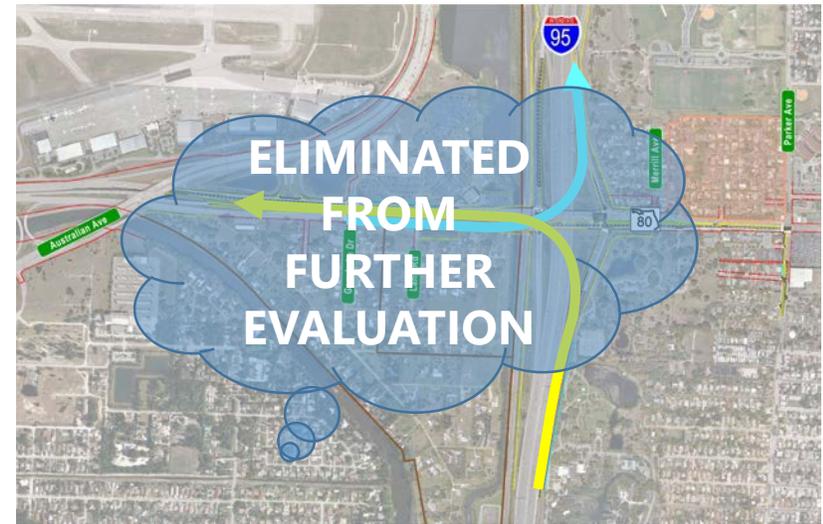
- Meet future travel demand
- Avoid or minimize impacts to the community and environment
- Developed / refined with input from the public, local governments and environmental agencies
- Criteria for comparison of alternatives:
  - Community and environmental impacts
  - Operational behavior, lifespan, costs, and right-of-way acquisition, etc.



# Build Alternatives Considered



**Alternative 1**



**Alternative 2**



**Alternative 3**



**Alternative 4**

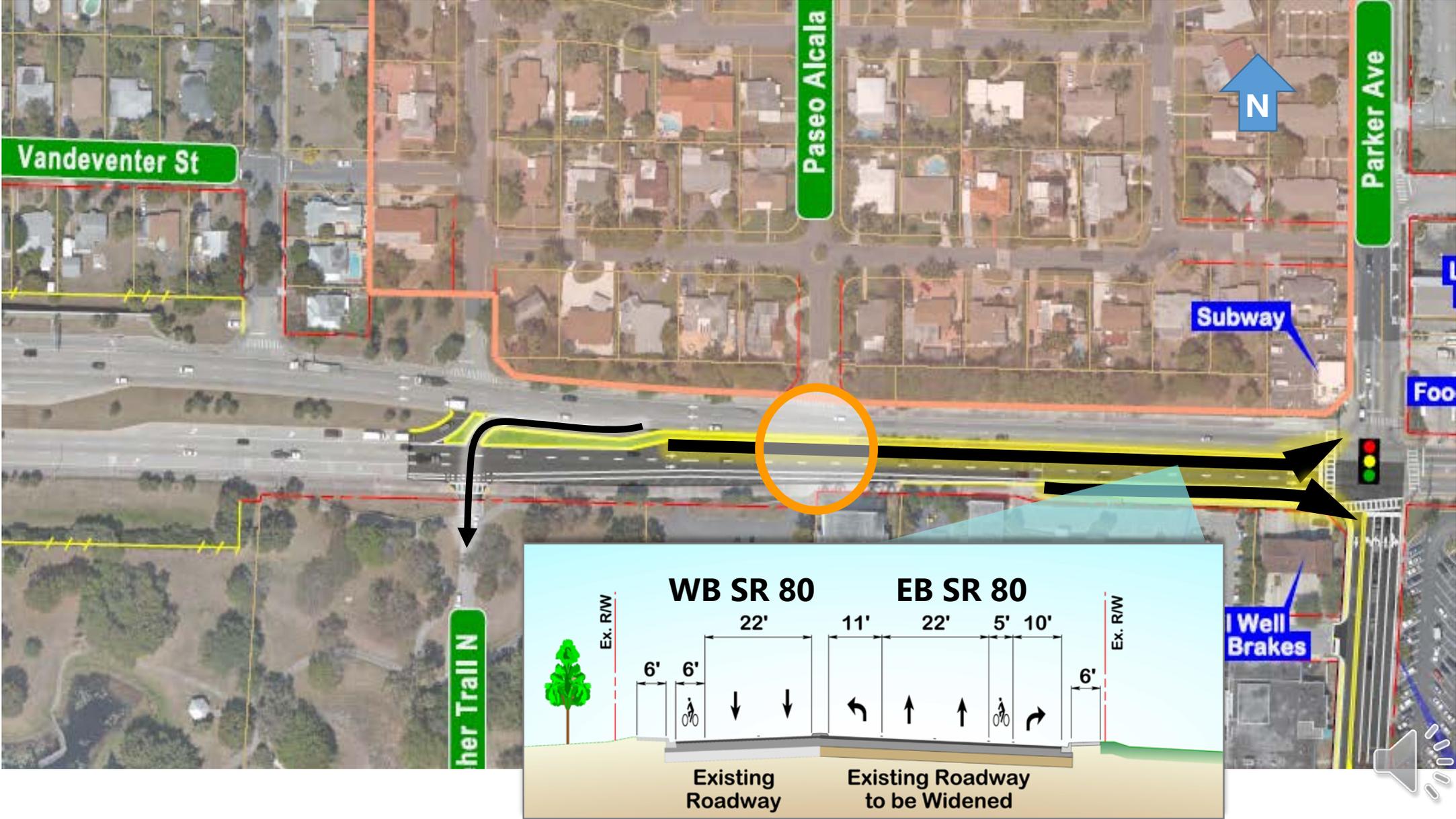


# Common Elements (all Build Alternatives)

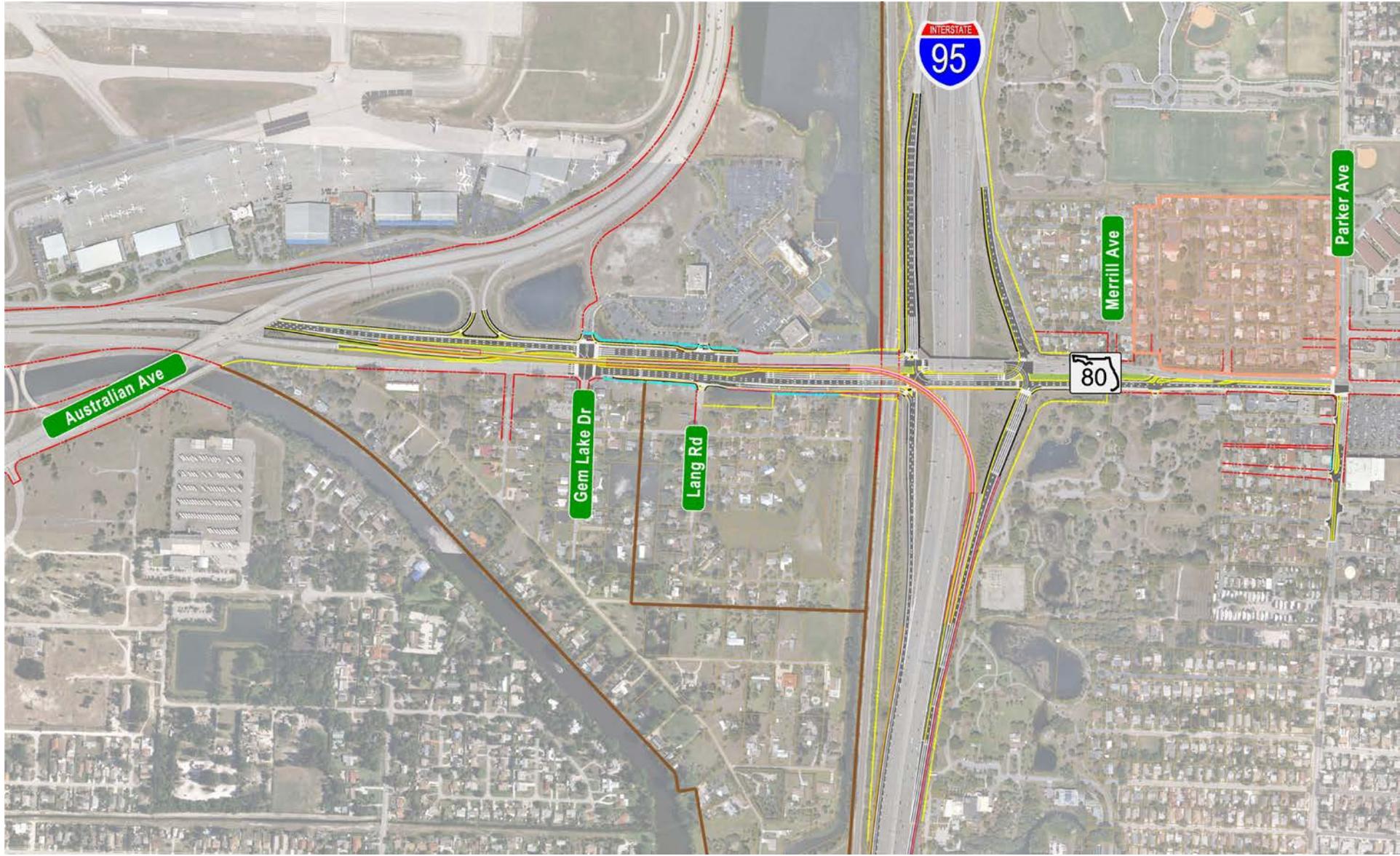
- Entrance and Exit Ramp lane additions
- Directional median openings closed:
  - Lang Road
  - Paseo Alcalá
- Increased left turn storage at Parker Avenue, dedicated eastbound to southbound right turn lane
- Improved entrance at Dreher Park
- Minor improvements on Parker Avenue
- No right-of-way impact east of I-95
- Upgraded bicycle and pedestrian facilities
  - Special emphasis signs/markings
  - Green pavement in conflict zones



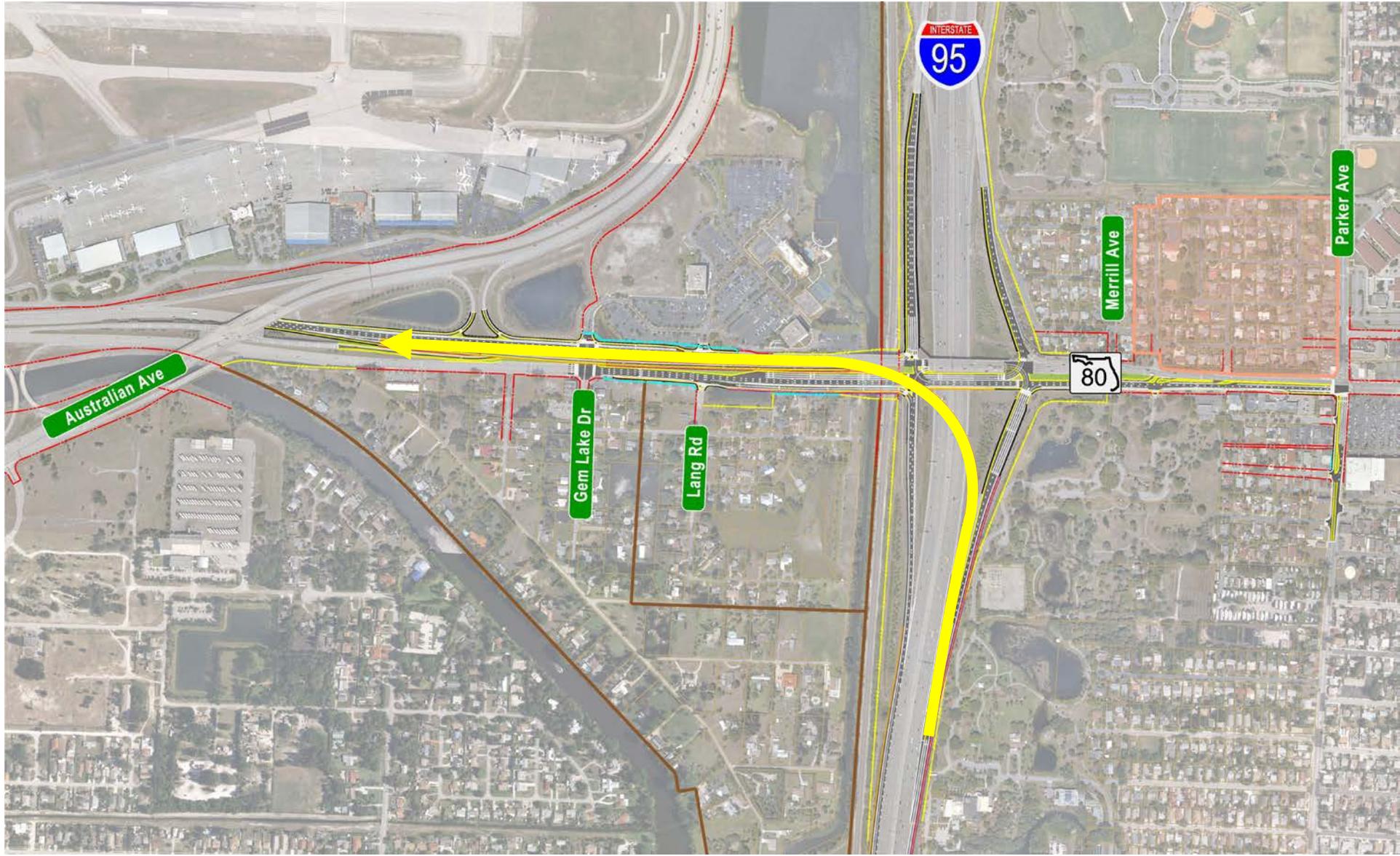
# Common Elements: SR 80 (East of I-95) at Parker Ave



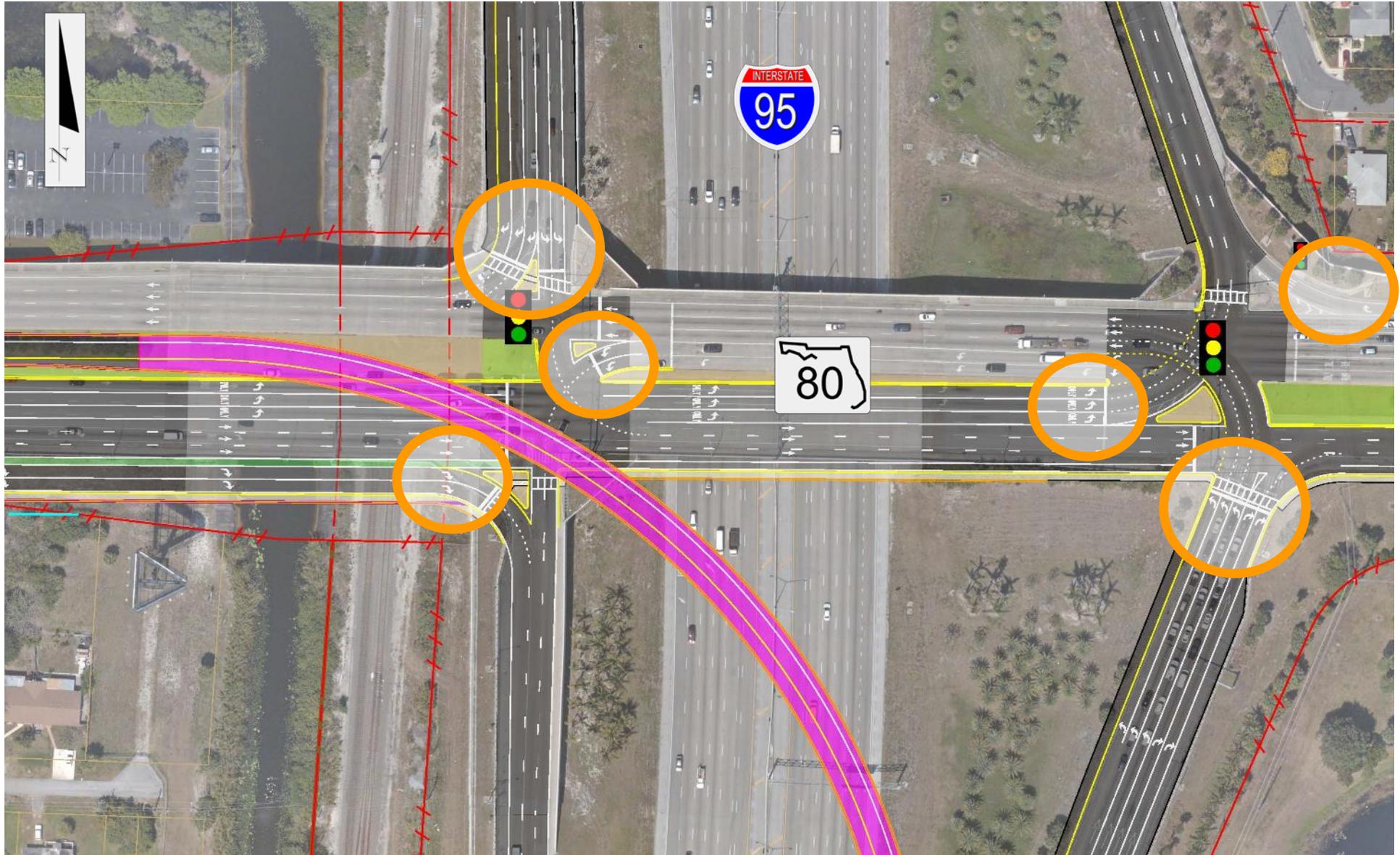
# Alternative 1: NB I-95 Flyover to WB SR 80



# Alternative 1: NB I-95 Flyover to WB SR 80

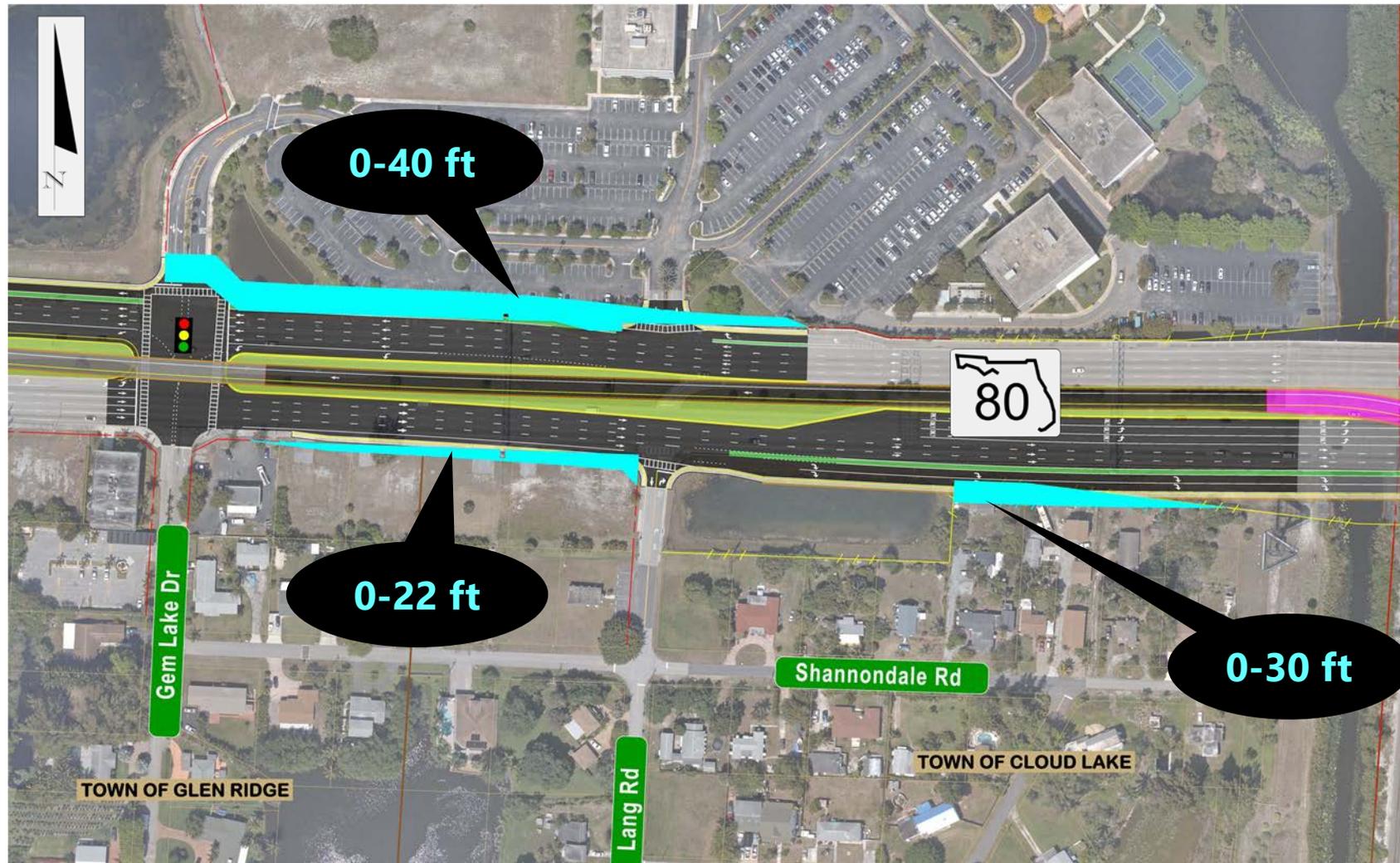


# Alternative 1 Ramp Improvements

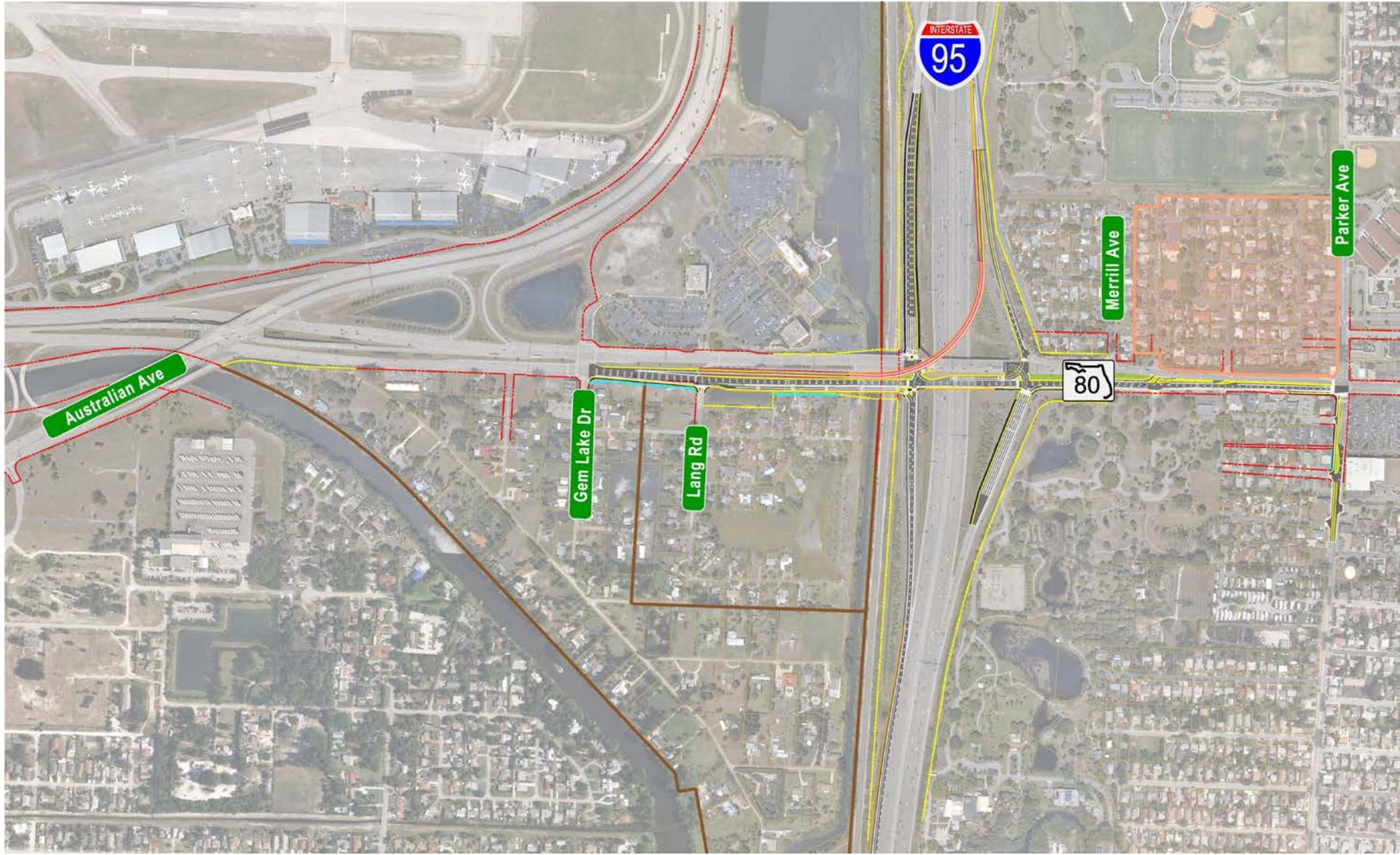


# Alternative 1: SR 80 West of I-95

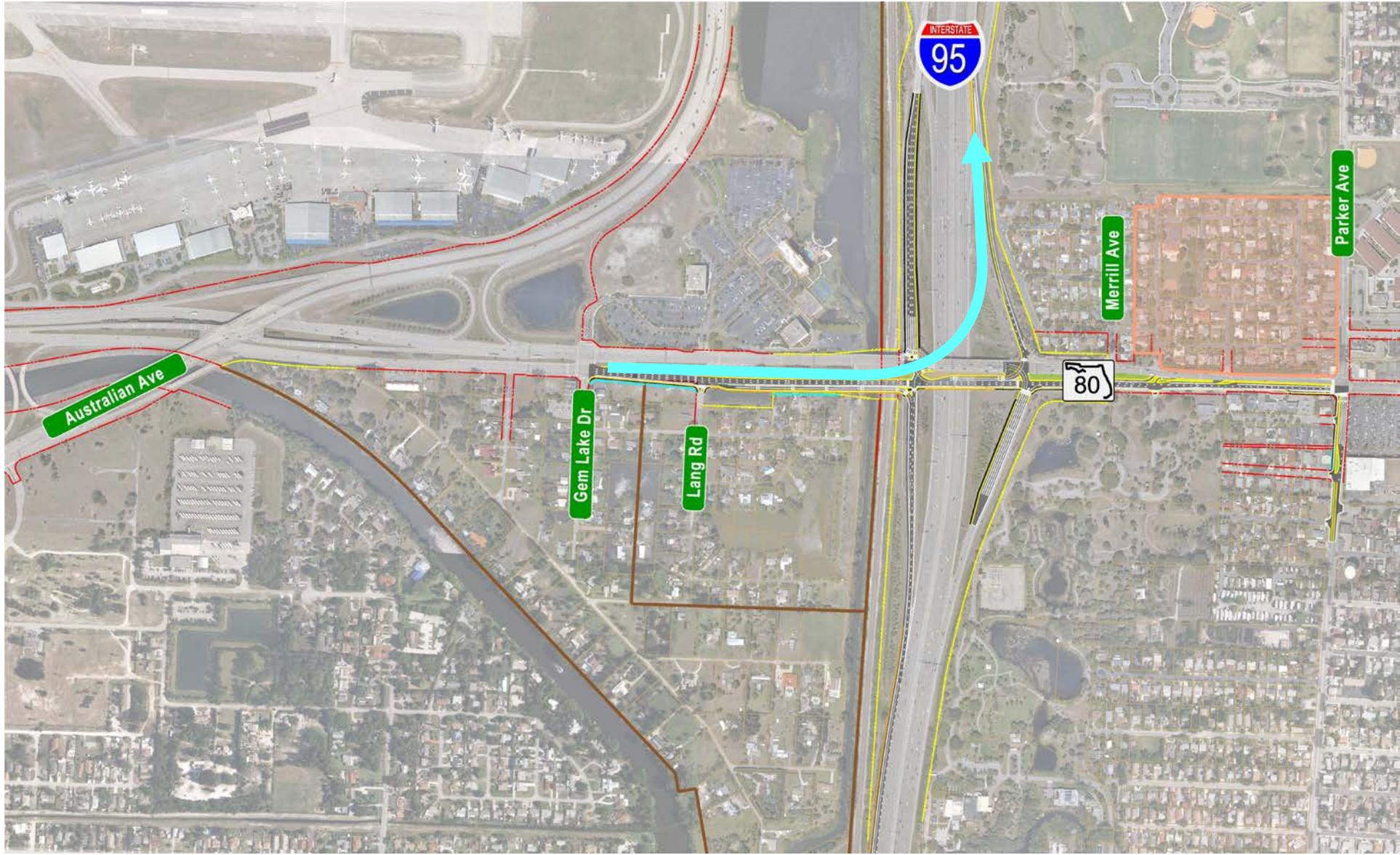
- Requires right-of-way 
  - West of I-95, north and south side of SR 80



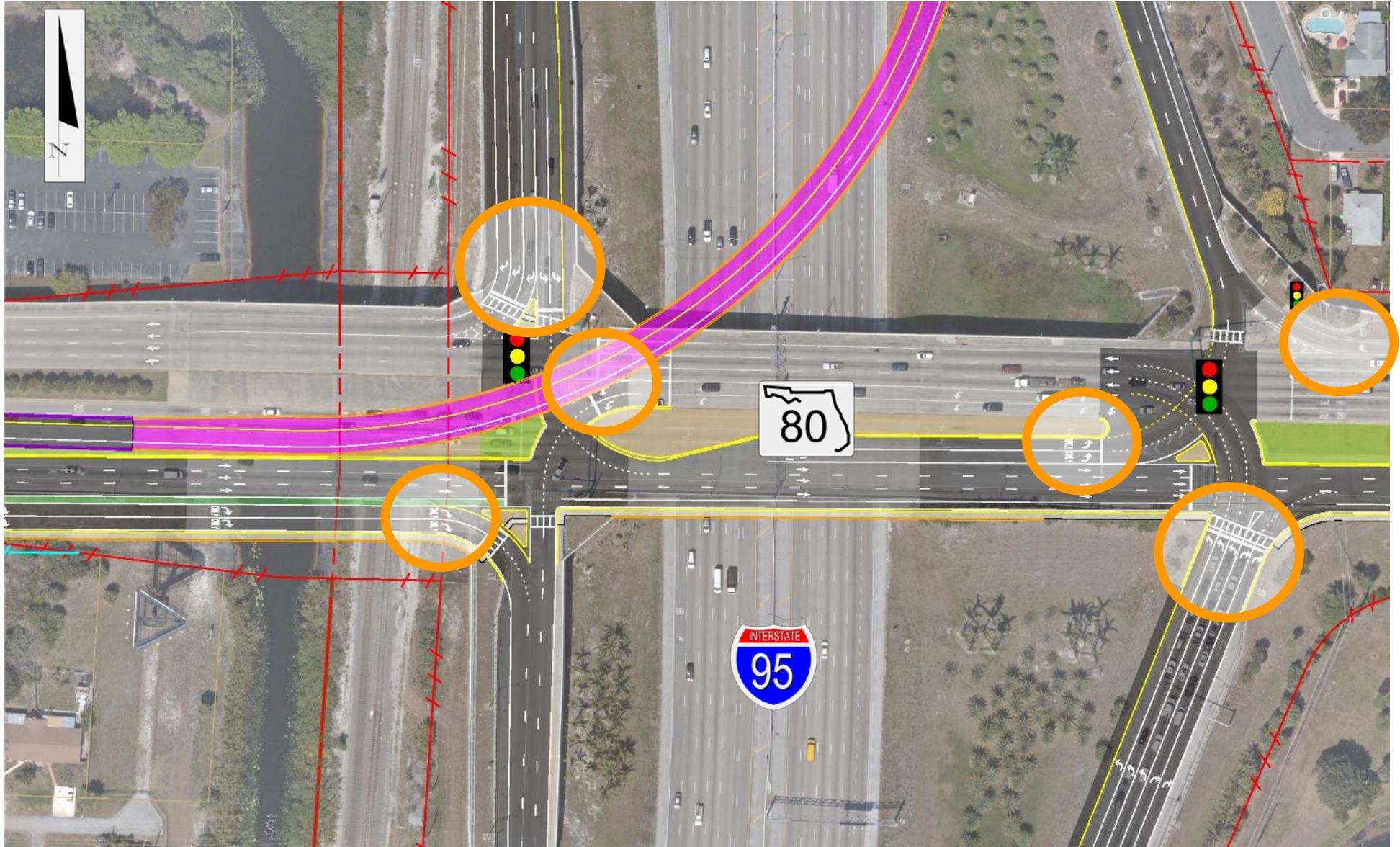
# Alternative 3: EB SR 80 Flyover to NB I-95



# Alternative 3: EB SR 80 Flyover to NB I-95

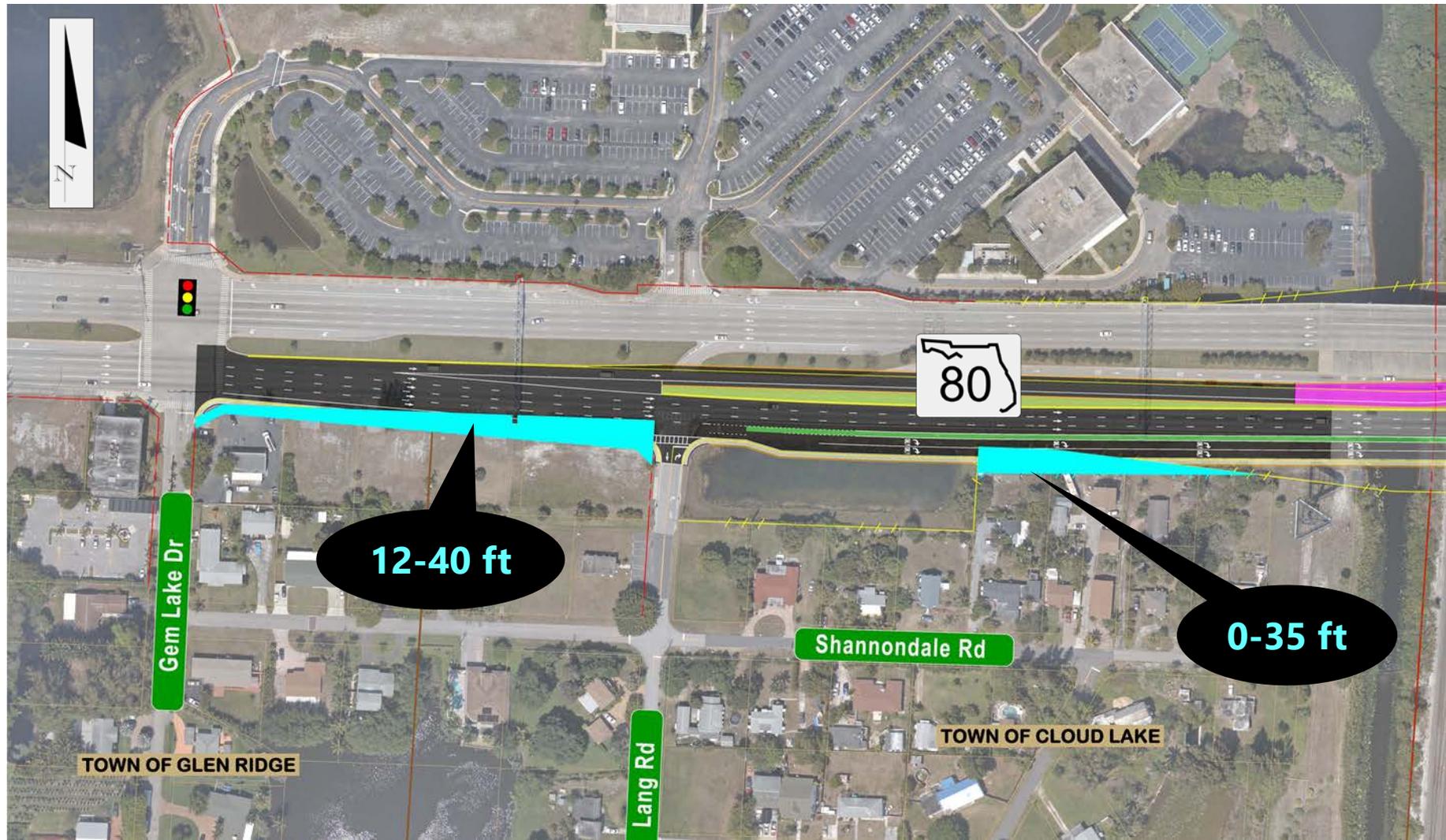


# Alternative 3 Ramp Improvements



# Alternative 3: SR 80 West of I-95

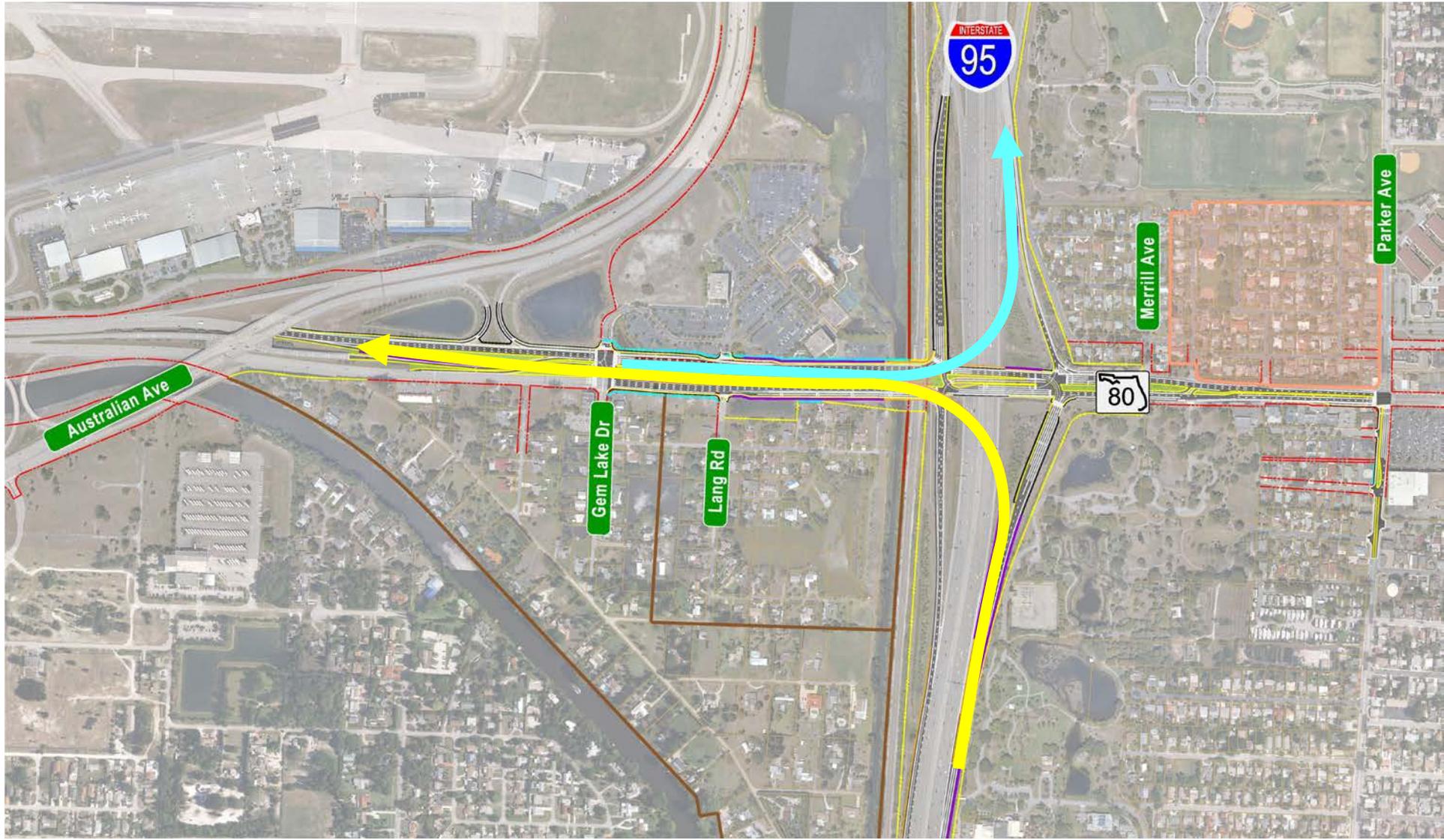
- Requires right-of-way 
  - West of I-95, south side of SR 80



# Alternative 4: NB I-95 Flyover to WB SR 80 & EB SR 80 Flyover to NB I-95



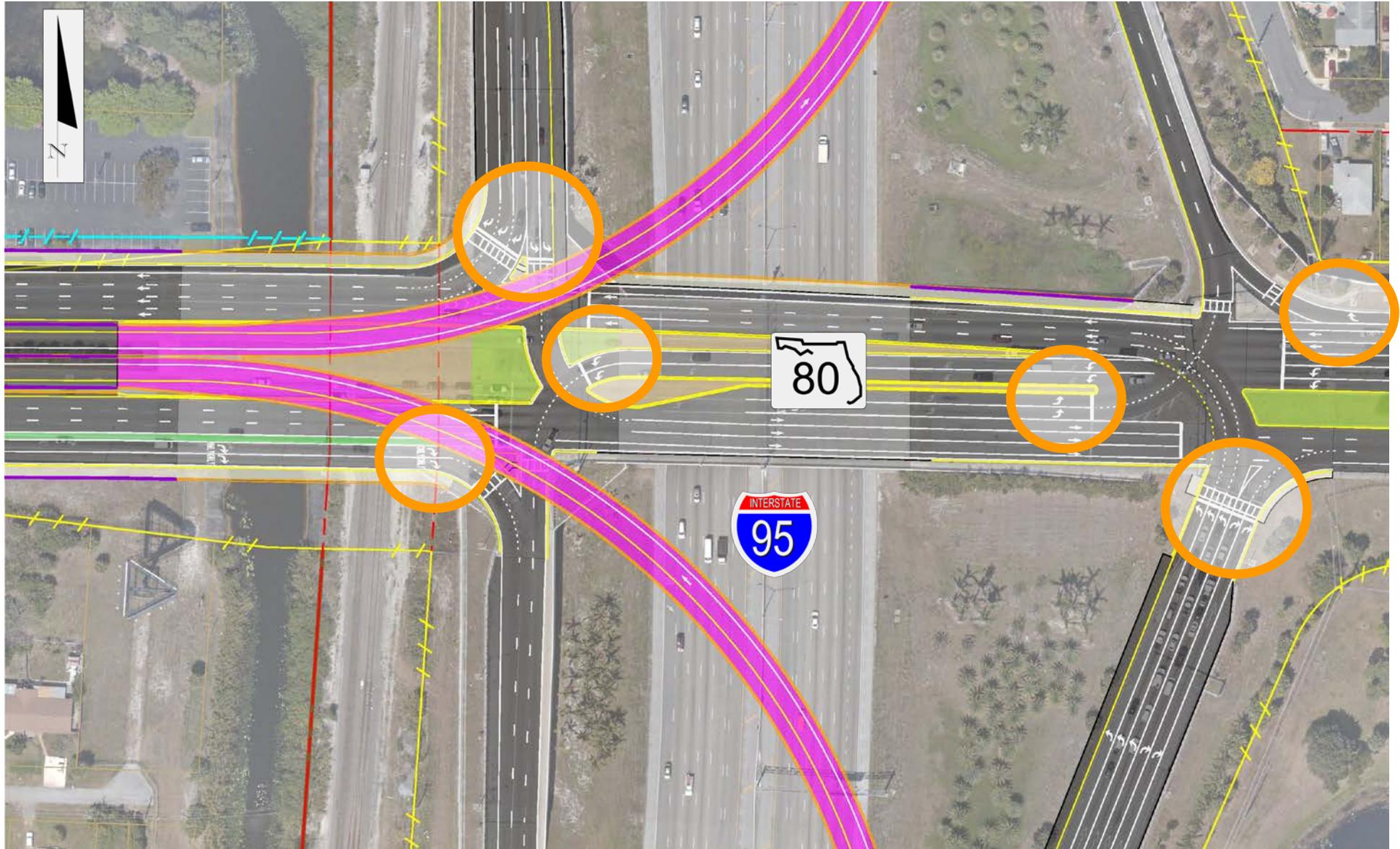
# Alternative 4: NB I-95 Flyover to WB SR 80 & EB SR 80 Flyover to NB I-95



# Alternative 4: SR 80 West of I-95

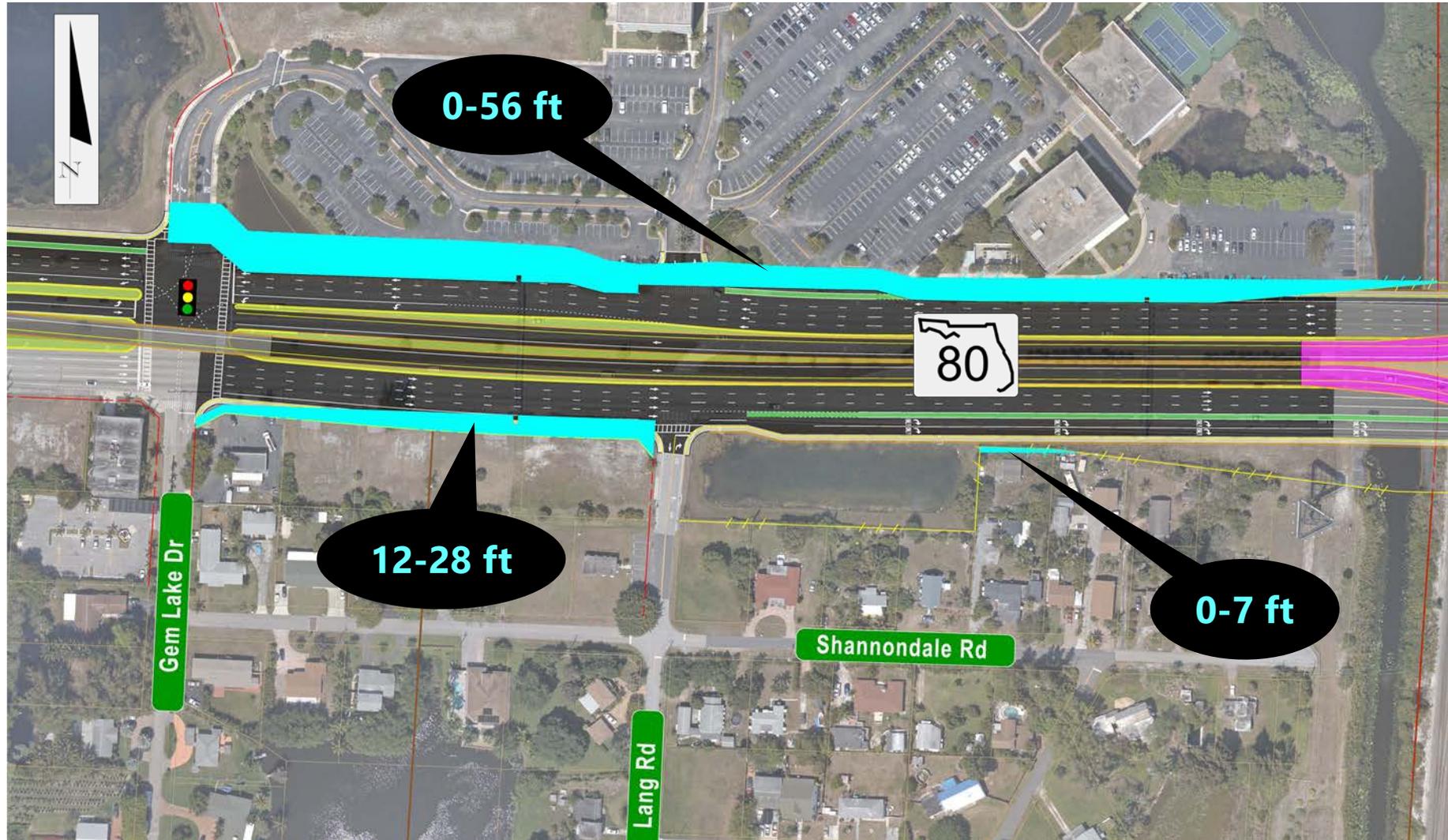


# Alternative 4 Ramp Improvements

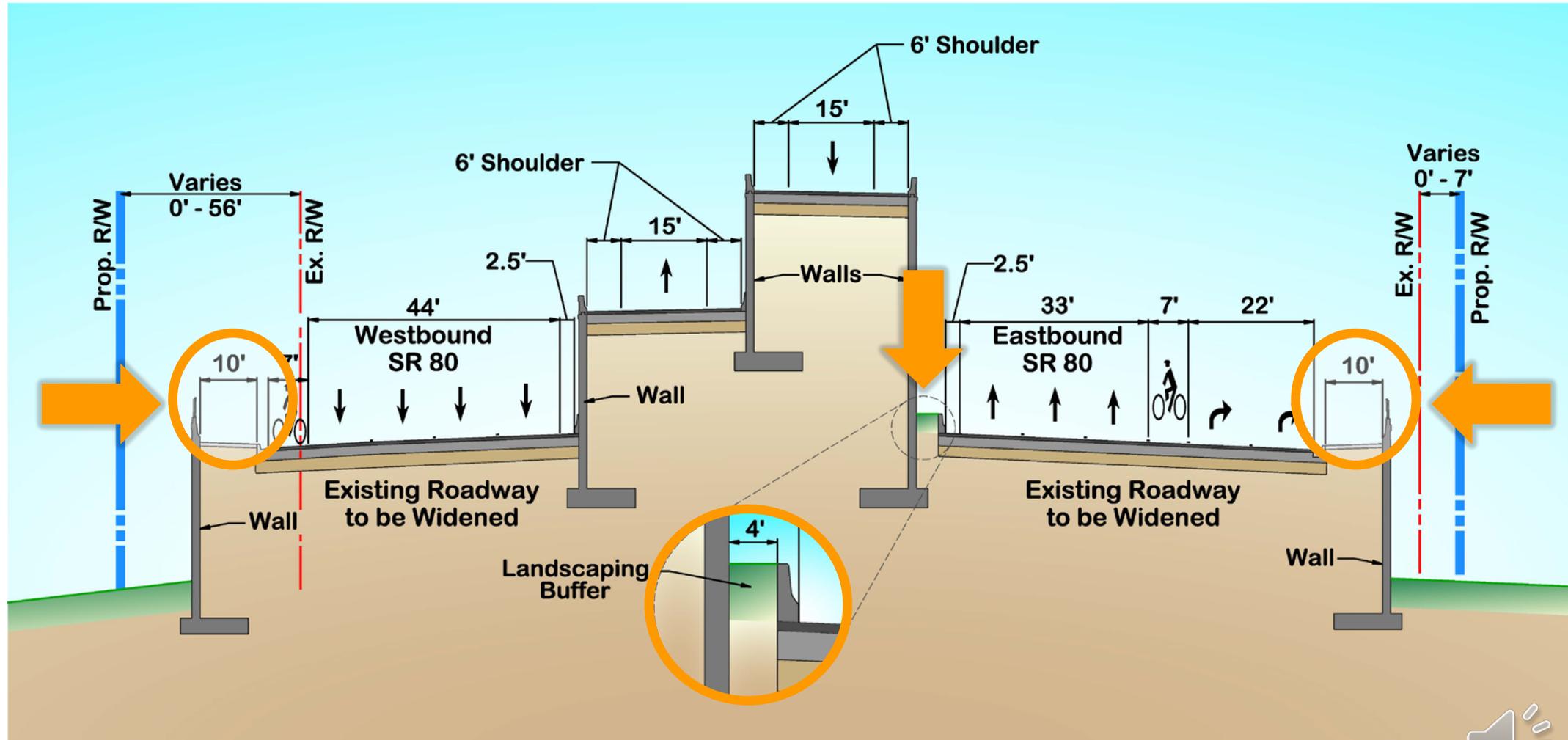


# Alternative 4: SR 80 West of I-95

- Requires right-of-way 
  - West of I-95, north and south side of SR 80



# Alternative 4: SR 80 West of I-95, Typical Section



# Perspective View on SR 80 Looking East



# Approaching SR 80 from Lang Road



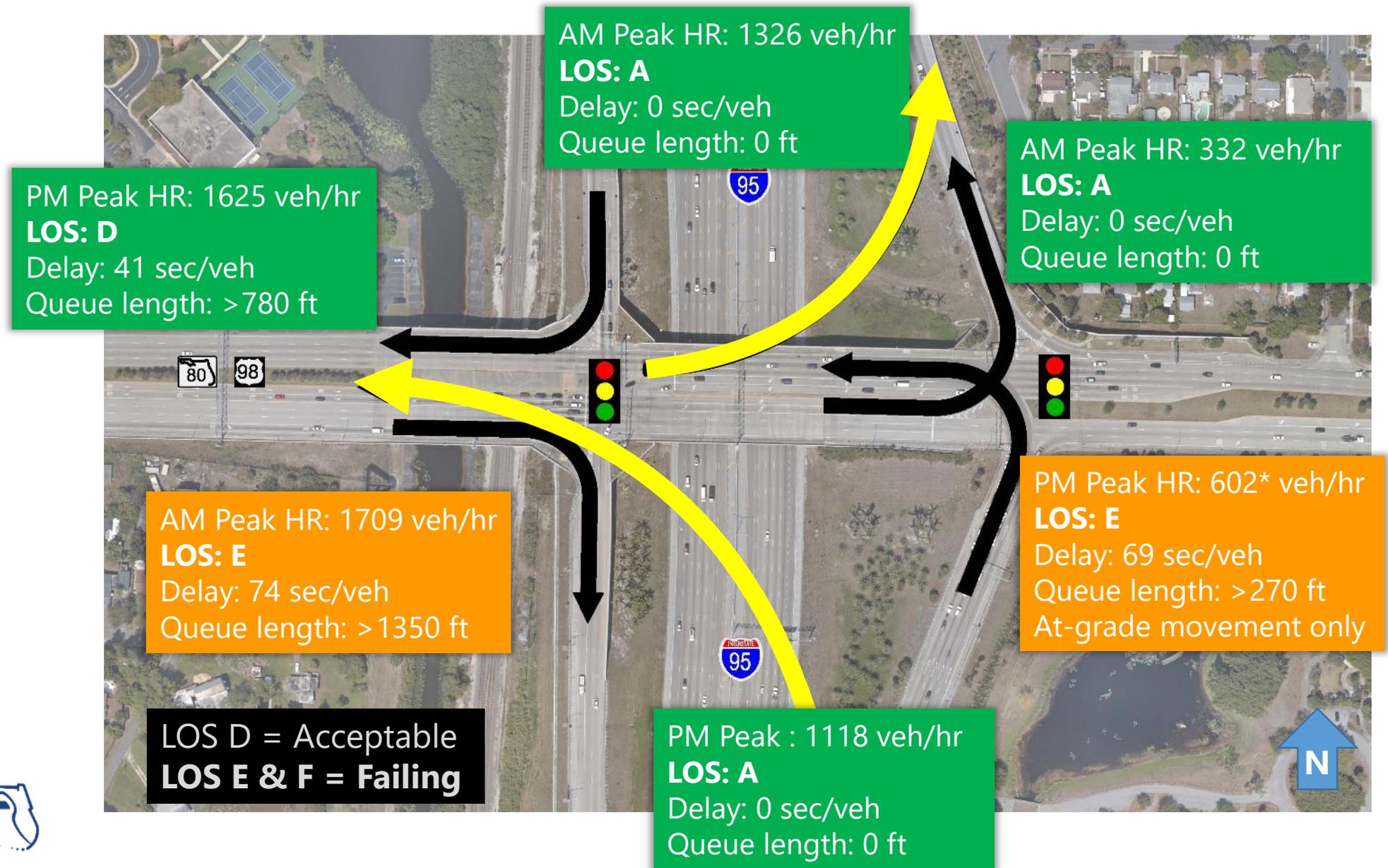
# *Perspective View from Oak Street*



# *View from above I-95, Looking North*



# Design Year (2040) Traffic –Alternative 4



# Environmental Considerations

- Natural Environment
  - Threatened and Endangered Species
  - Wildlife and Habitat
  - Wetlands
  - Water Resources
- Physical Environment
  - Contamination
  - Noise and Air Quality



# Environmental Considerations

- Other Environmental Factors
  - Socio-Cultural
  - Socio-Economic
  - Visual and Aesthetics
- Archaeological and Historic Resources
- Parks and Recreational Resources



# Environmental Considerations

- Other Environmental Factors
  - Socio-Cultural
  - Socio-Economic
  - Visual and Aesthetics
- Archaeological and Historic Resources
- Parks and Recreational Resources



# Advantages and Disadvantages of Alternatives

Alternative	Advantages	Disadvantages
No-Build	<ul style="list-style-type: none"> <li>No expenditure of public funds for construction or right-of-way</li> <li>No disruption or temporary impacts (air, noise, vibration, travel patterns) due to construction activities</li> </ul>	<ul style="list-style-type: none"> <li><b>Does not meet the project purpose and need</b></li> <li>Increased vehicular congestion and delay; which leads to increased travel costs</li> <li>Increased safety concerns, emergency response and evacuation times</li> <li>Does not provide pedestrian or bicycle facility upgrades</li> <li>Does not provide opportunities for transit related improvements</li> <li>Decreased air quality in the area</li> </ul>
Alternative 1	<ul style="list-style-type: none"> <li>Provides an <b>express type movement for one of the major movements</b> of the interchange area, moving the traffic through the interchange more efficiently</li> <li>Improved interchange operations</li> <li>Improved adjacent intersection operations</li> <li>Upgraded pedestrian and bicycle facilities</li> </ul>	<ul style="list-style-type: none"> <li><b>Does not fully address projects purpose and need through the design year</b></li> <li>Temporary construction impacts (noise, dust, vibration)</li> <li>Visual impact of new facility on first row of residences in the Towns of Glen Ridge and Cloud Lake</li> </ul>
Alternative 3	<ul style="list-style-type: none"> <li>Provides an <b>express type movement for one of the major movements</b> of the interchange area, moving the traffic through the interchange more efficiently</li> <li>Improved interchange operations</li> <li>Improved adjacent intersection operations</li> <li>Upgraded pedestrian and bicycle facilities</li> </ul>	<ul style="list-style-type: none"> <li><b>Does not fully address projects purpose and need through the design year</b></li> <li>Temporary construction impacts (noise, dust, vibration)</li> <li>Visual impact of new facility on first row of residences in the Towns of Glen Ridge and Cloud Lake</li> </ul>
Alternative 4	<ul style="list-style-type: none"> <li><b>Fully addresses the projects purpose and need through the design year</b></li> <li>Provides an <b>express type movement for two of the major vehicular movements</b> of the interchange area, moving the traffic through the interchange more efficiently</li> <li>Improved interchange operations</li> <li>Improved adjacent intersection operations</li> <li>Upgraded pedestrian and bicycle facilities</li> </ul>	<ul style="list-style-type: none"> <li>Temporary construction impacts (noise, dust, vibration)</li> <li>Visual impact of new facility on first row of residences in the Towns of Glen Ridge and Cloud Lake</li> </ul>



# Evaluation Matrix: All Build Alternatives

CATEGORY	CRITERIA	No-Build	BUILD ALTERNATIVES		
			1 NB - WB	3 EB - NB	4 Dual 3rd Level
Engineering	Fully addresses Project Purpose and Need	-	+	+	++
	Addresses all major traffic movements at interchange	-	+	+	++
	Satisfies the LOS Criteria through the Design Year	-	+	+	+++
	Improves Roadway / Interchange Operation	-	+	+	+++
	Requires Access Management revisions	-	+	+	+
	Enhances SIS System Connectivity	-	++	++	+++
	Enhanced Pedestrian & Bicycle Facilities	-	+	+	+
Environmental and Social	Noise Levels (+, -, =)	-	+	+	+
	Air Quality (+, -, =)	-	+	+	++
	Potential Impact to Contaminated Sites	0	8	7	10
	Wetland Impacts (# of acres)	0	0.28	0.3	0.28
	Wildlife & Habitat Impacts	0	N/A	N/A	N/A
	Historic & Archaeological Resources (direct impacts)	0	0	0	0
	Visual / Aesthetic Impacts	=	-	-	-
	Safety / Emergency Response Times (+, -, =)	-	++	++	+++
	Section 4(f) impacts (Dreher Park)	0	0	0	0
	Mobility impacts (+, -, =)	-	++	++	+++
	Economic Development (+, -, =)	-	+	+	++
Right-of-Way	Total Potential Property Impacts ( total # of parcels)	0	11	10	9
	Total Right-of-Way Required (# of acres)	0	0.812	0.578	1.518
	Total Right-of-Way Estimated Cost (\$ millions)	0	\$3.70	\$3.02	\$4.90
Estimated Costs	Final Engineering, Design & Construction (\$ millions)	0	\$61.60	\$47.30	\$81.40
	Right-of-way (\$ millions)	0	\$3.70	\$3.02	\$4.90
<b>TOTAL ESTIMATED COSTS (\$ millions)</b>		\$0.0	\$65.3	\$50.3	\$86.2

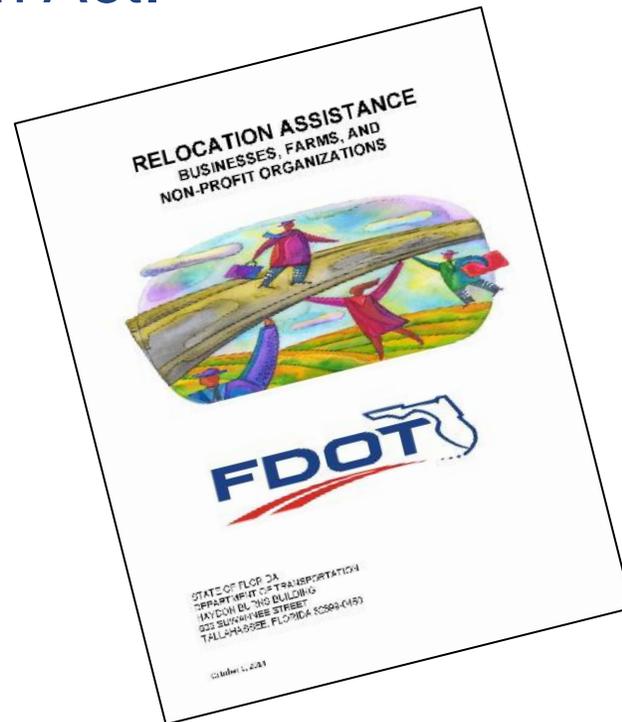


Legend: = Neutral - Negative + Good ++ Better +++ Best



# Right-of-Way Acquisition

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act.



# Public Outreach

- Towns of Glen Ridge and Cloud Lake
- Palm Beach MPO Staff
- Palm Beach County MPO Advisory Committees
- City of West Palm Beach: Preservation Planner & Planning Staff, Parks and Recreation, Engineering
- Palm Beach County Engineering
- South Florida Regional Transit Authority (SFRTA) Staff
- Vedado-Hillcrest Neighborhood



# What's Next?

- **PD&E**
  - Incorporating public and stakeholder input into the alternatives and documents
  - Location Design Concept Acceptance (LDCA): March 2018
- **Design**
  - Currently funded in 2021
  - Continued coordination with stakeholders for design details
- **Construction**
  - Currently funded in 2024



# What's Next?

- **PD&E**
  - Incorporating public and stakeholder input into the alternatives and documents
  - Location Design Concept Acceptance (LDCA): March 2018
- **Design**
  - Currently funded in 2021
  - Continued coordination with stakeholders for design details
- **Construction**
  - Currently funded in 2024







## Contact Information

**Humberto Arrieta, P.E.**  
*FDOT Project Manager*

Florida Department of Transportation, District Four  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309

Phone: 954-777-4152

Toll free: 1-866-336-8435 ext. 4152

Email: [humberto.arrieta@dot.state.fl.us](mailto:humberto.arrieta@dot.state.fl.us)

Project website: [www.i95atSouthern.com](http://www.i95atSouthern.com)





Thank You

