



SR 9/I-95 at Central Boulevard Interchange

PD&E Study

Financial Project Number: 413265-1-22-01
ETDM Number: 13748





**Public Hearing
Presentation**

September 28, 2016

I-95 at Central Boulevard Interchange PD&E

FM#: 413265-1-22-01

Efficient Transportation Decision Making (ETDM)#: 13748

Good evening. The Florida Department of Transportation would like to welcome you to the public hearing for the I-95 at Central Boulevard Interchange.

This public hearing is relative to Financial Management Project Number 413265-1-22-01. The proposed improvement involves the construction of a new interchange on I-95 at Central Boulevard in Palm Beach County. The project limits extend along I-95 from north of PGA Boulevard to Donald Ross Road.

The purpose of this public hearing is to share information with the general public about the proposed improvement; its conceptual design; all alternatives under study; and the potential beneficial and adverse social, economic, and environmental impacts upon the community.

The public hearing also serves as an official forum providing an opportunity for the public to express their opinions and concerns regarding the project. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.



Open House

- View the project displays
- Speak directly with the project team
- Provide your comments in writing or to the court reporter



September 28, 2016

There are three primary components to tonight's hearing:

First, the open house, which occurred prior to this presentation where you were invited to view the project displays and to speak directly with the project team and provide your comments in writing or to the court reporter;



Presentation

- Explain the project purpose and need
- Study alternatives
- Potential impacts (beneficial and adverse)
- Proposed methods to mitigate adverse project impacts




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Second, this presentation, which will explain the project purpose and need, study alternatives, potential impacts, both beneficial and adverse, and proposed methods to mitigate adverse project impacts; and..


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Third, a formal comment period following this presentation, where you will have the opportunity to provide oral statements at the microphone or you may provide your comments to the court reporter or in writing at the end of this presentation.



Title VI

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is 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:

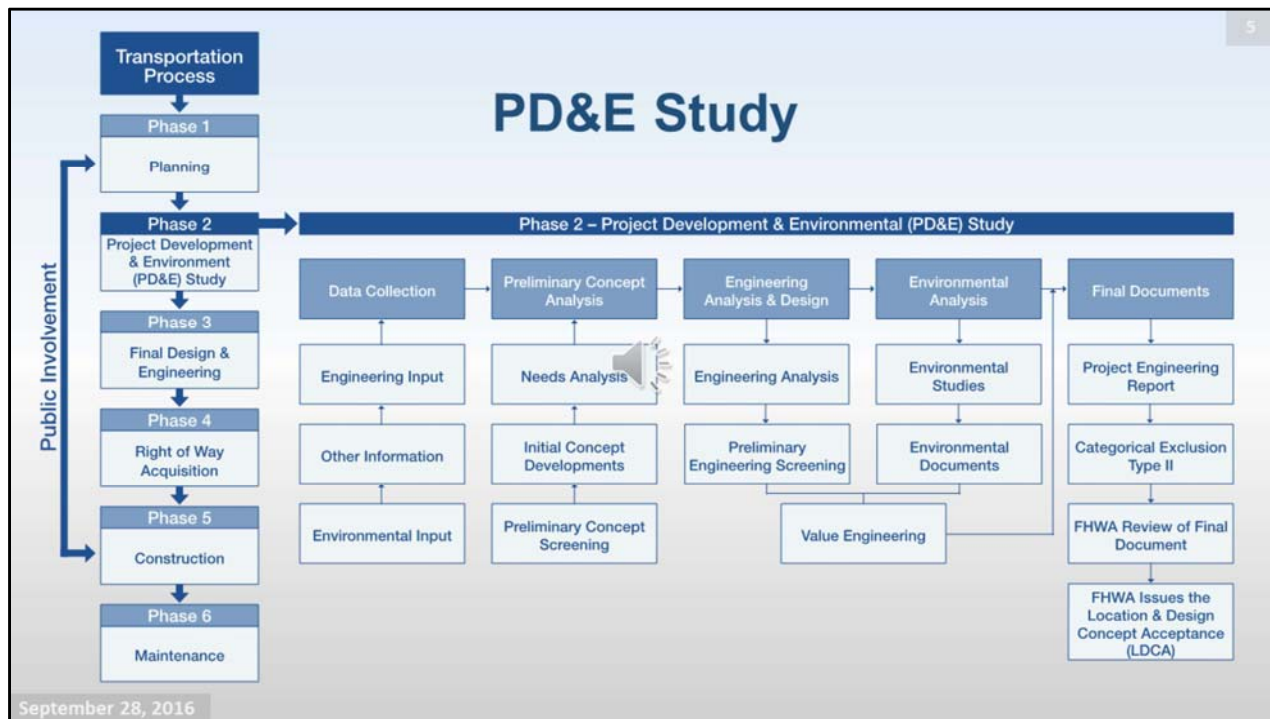
District Four
Florida Department of Transportation
District Four Title VI Coordinator
Adrienne Brown
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190 or
Toll free at (866) 336-8435, ext. 4190
adrienne.brown@dot.state.fl.us

Tallahassee Office
Florida Department of Transportation
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

All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.

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This public hearing was advertised consistent with federal and state requirements. Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District 4 office, or the Tallahassee office of the Florida Department of Transportation. This contact information is also provided in the project brochure and on a sign displayed at this hearing.



The Project Development and Environment, or PD&E, Study phase for planned transportation projects provides the interface between the planning and design phases to evaluate and document solutions to transportation needs that are compatible with the environment. Simply stated, the PD&E study determines if there is an engineering and environmentally feasible alternative to meet the need determined in the Planning phase.

This process is mandated by the National Environmental Policy Act (or Nee-pah), Federal and State law. It represents a combined effort by technical professionals who analyze information and document the best alternative for a community's transportation needs.

A PD&E study has three main components: an Engineering component which entails the identification and analysis of potential design solutions, an Environmental component to evaluate potential impacts to the natural, social and physical environments, and a Public Involvement component to inform and involve all interested parties in the development of the planned transportation project.



Palm Beach Metropolitan Planning Organization (MPO)



- The MPO works with the Florida Department of Transportation and local governments to fund and implement projects identified through various plans developed by the MPO.
- The MPO consists of 21 elected officials: 15 from the larger municipalities, five of the seven Palm Beach County Commissioners, and one elected official from the Port of Palm Beach.
- The Central Boulevard Interchange is in the Cost Feasible Plan of the MPO's 2040 Long Range Transportation Plan (LRTP) Update, and in the Transportation Improvement Program (TIP) for FY 16/17 to FY 20/21.
- The MPO endorsed the Recommended Alternative at their meeting on July 21, 2016.

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The project is consistent with local and regional plans including the Palm Beach County Metropolitan Planning Organization (MPO) Transportation Improvement Program and Long Range Transportation Plan as well as the FDOT State Transportation Improvement Program.

The project was identified as a priority project in the MPO 2014 Priority Projects Report that was adopted in September of 2014. The MPO works with the Florida Department of Transportation and local governments to fund and implement critical projects. The MPO is composed of local elected officials from Palm Beach County, FDOT and the City of Palm Beach Gardens, as well as other municipalities within Palm Beach County.



Presentation

- Purpose and Need
- No Build Alternative
- Mainline Alternatives:
 - Collector Distributor (CD) Road
 - Braided Ramp System
- Interchange Alternatives:
 - Tight Diamond (TDUI)
 - Diverging Diamond Interchange (DDI)
- Evaluation of Alternatives
- Recommendations

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The following slides will discuss the design alternatives that were evaluated for the I-95 at Central Boulevard Interchange PD&E Study.



Project Location

I-95 Interchanges



- Donald Ross Road (existing)
 - 2 miles north of Central Blvd.
- Proposed Central Blvd. Interchange
- PGA Blvd./Military Trail Interchanges
 - 1.25 miles south of Central Blvd.



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The proposed Central Boulevard Interchange is located between the two existing interchanges of Donald Ross Road and the PGA Boulevard/Military Trail interchange complex.



Project Purpose and Need

Project Purpose

The purpose of the project is to improve operational capacity and overall traffic operations by determining if a new interchange at Central Blvd at I-95 will relieve traffic congestion at the existing interchange of SR 9 (I-95) and SR 786 (PGA Boulevard). Conditions at PGA Boulevard are anticipated to deteriorate below acceptable Levels of Service (LOS) standards if no improvements occur by 2035; the interchange will have insufficient capacity to accommodate the projected travel demand.

Project Need

Improvements in the area of the I-95 / PGA Boulevard Interchange are needed in order to:

- Improve Operational Capacity and Overall Traffic Operations (Level of Service)
- Accommodate Future Population and Employment Growth
- Enhance Freight Mobility
- Enhance Emergency Evacuation and Response Times

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The purpose of the project is to improve operational capacity and overall traffic operations by determining if a new interchange at Central Boulevard at I-95 will relieve traffic congestion at the existing interchange of I-95 and PGA Boulevard. Conditions at PGA Boulevard are anticipated to deteriorate below acceptable Levels of Service (LOS) standards if no improvements occur by 2035; the interchange will have insufficient capacity to accommodate the projected travel demand.


Improvements in the area of the I-95 / PGA Boulevard Interchange are needed in order to:


- Improve Operational Capacity and Overall Traffic Operations or Level of Service;
- Accommodate Future Population and Employment Growth;
- Enhance Freight Mobility; and
- Enhance Emergency Evacuation and Response Times.

SR 9/I-95 at Central Boulevard Interchange

PD&E Study

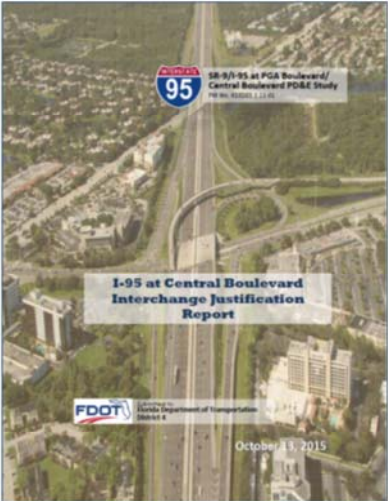
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Interchange Justification Report (IJR)

- Approved by the Federal Highway Administration (FHWA) in November, 2015
- Considered 25 different interchange options
- Projected an annual savings of 1.4 million hours of delay at area intersections due to the shift of demand to a new interchange at Central Boulevard
- Preliminary concepts of two I-95 mainline alternatives: Collector Distributor Road and Braided Ramp System
- Preliminary concept of one interchange alternative: Tight Diamond



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An Interchange Justification Report or IJR was approved by the Federal Highway Administration, FHWA, in November, 2015.

The IJR initially considered 25 different interchange options, including other locations.

It projected an annual savings of 1.4 million hours of delay at area intersections due to the shift of demand to a new interchange at Central Boulevard.

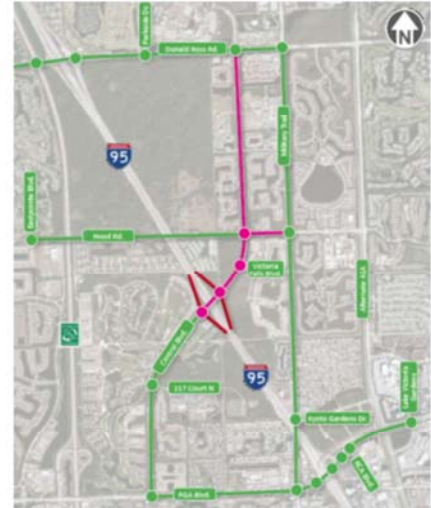
It proposed preliminary concepts of two I-95 mainline alternatives: a Collector Distributor or CD Road, and a Braided Ramp System.

It also proposed a preliminary concept of one interchange alternative: the Tight Diamond.



Interchange Justification Report (IJR)

- The shift in demand is projected to produce widespread reductions (green) in traffic volumes and intersection delays.
- Also increases (red) in volumes and delay north of the interchange.



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The shift in demand to the new interchange is projected to produce widespread reductions in traffic volumes and intersection delays, shown here in green, with a consequent increase in traffic volumes and intersection delays north of the interchange, shown here in red.



No Build Alternative

Advantages:

- No disruption to motorists during construction
- No additional noise impacts
- No temporary construction impacts, or disruption to motorists during construction
- No additional right-of-way impacts
- No impacts to the Palm Beach County planned District Park

Disadvantages:

- Congestion within the project limits will not be reduced
- Operational capacity will not be improved during emergency evacuations
- Traffic Demand will continue to increase at the existing I-95/PGA Boulevard Interchange
- Mobility will not be improved within the City of Palm Beach Gardens

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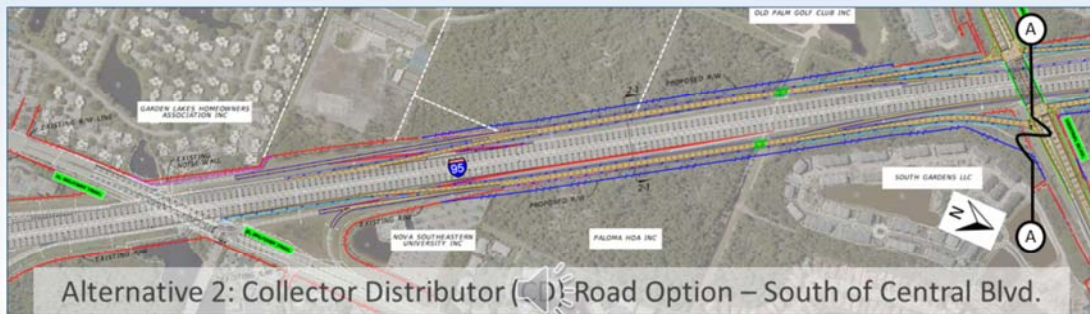
The No Build alternative was evaluated as a base line condition compared to the build alternatives.

While it would involve no impacts, the No Build Alternative fails to meet the purpose and need for the project: Congestion within the project limits will not be reduced, operational capacity will not be improved during emergency evacuations, and mobility will not be improved within the City of Palm Beach Gardens.

The No Build Alternative remains a viable alternative through the PD&E process.

I-95 Mainline Alternatives

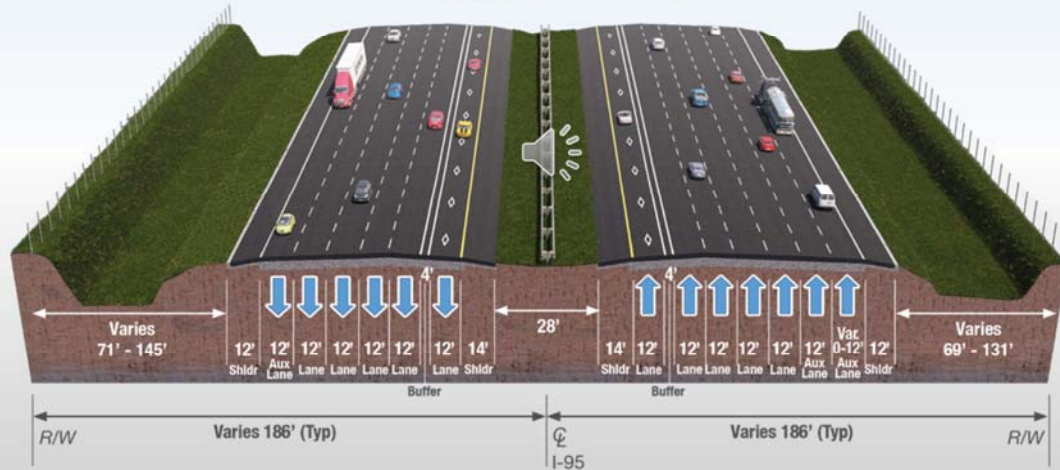
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Along I-95, between the Military Trail interchange and the proposed interchange at Central Boulevard there would be a mix of on-ramp and off-ramp traffic that would create what is termed a weaving section. One proposed treatment for this is a Collector Distributor or CD Road on either side of the I-95 travel lanes. The on-ramp and off-ramp traffic streams would cross on this CD road instead of in the I-95 travel lanes.

Typical Sections: I-95 North of Central Boulevard

Alternatives 2 and 3

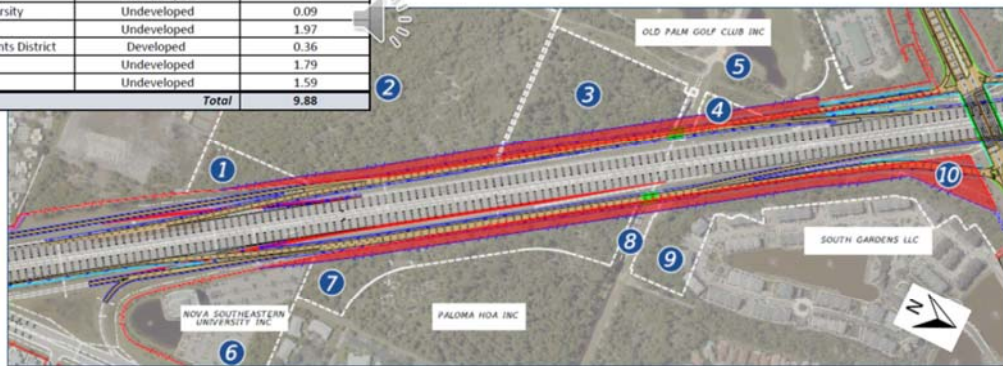


North of Central Boulevard, in addition to the existing travel lanes, the I-95 section would include two 12-foot auxiliary lanes in the northbound direction, one 12-foot auxiliary lane in the southbound direction, 12-foot outside shoulders, and 14-foot inside shoulders.



Alternative 2			
Parcel	Parcel Name	Developed/Undeveloped	R/W Impact (acres)
1	FDOT	Undeveloped	0.17
2	Palm Beach County	Undeveloped	1.33
3	Old Palm CDD	Undeveloped	1.50
4	Old Palm Golf Club Inc.	Undeveloped	0.54
5	Old Palm Golf Club Inc.	Undeveloped	0.54
6	Nova Southeastern University	Undeveloped	0.09
7	Paloma HOA Inc.	Undeveloped	1.97
8	North Palm County Improvements District	Developed	0.36
9	South Gardens LLC	Undeveloped	1.79
10	South Gardens LLC	Undeveloped	1.59
Total			9.88

Mainline R/W Impacts Alternative 2 – CD Road

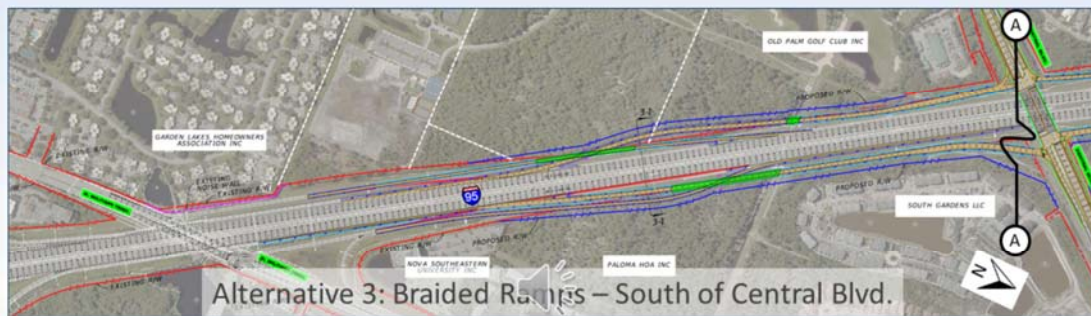


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In addition to the Right of Way already available, this CD Road Alternative would involve acquiring slightly under ten acres total, from ten different parcels.

I-95 Mainline Alternatives

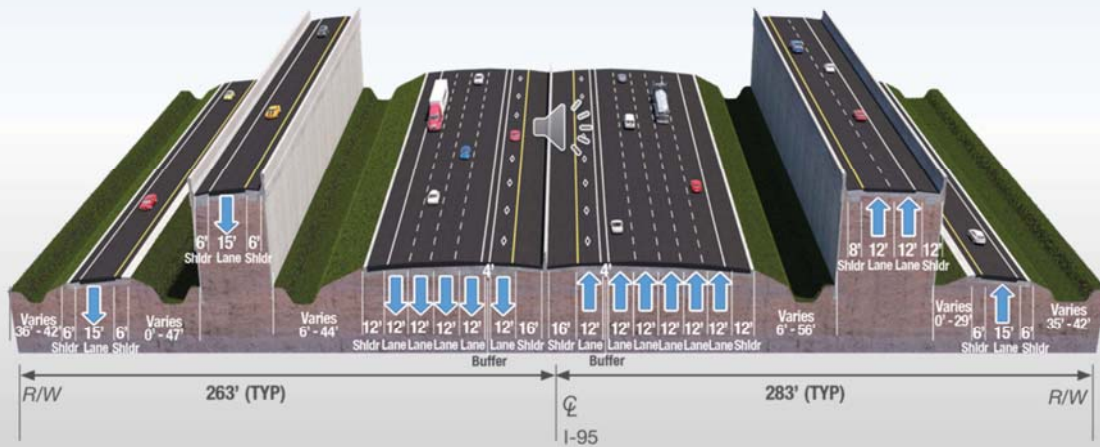
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The second alternative proposed for the weaving section is a Braided Ramp system. The northbound off-ramp to Central Boulevard, and the southbound off-ramp to Military Trail would use a bridge to pass over the on-ramps below them. This system separates the on and off-ramp traffic streams from each other in addition to separating them from the I-95 travel lanes.

Typical Sections: I-95 South of Central Boulevard

Alternative 3: Braided Ramps

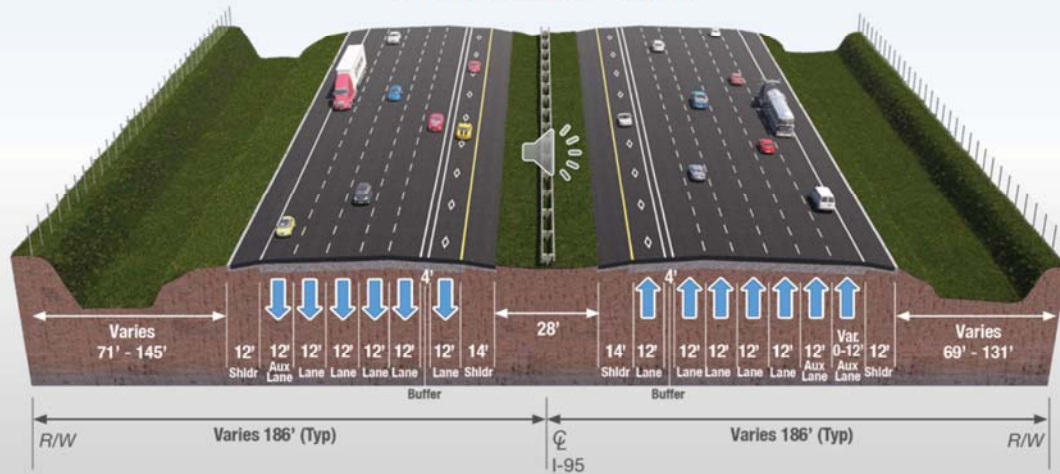


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South of Central Boulevard, the Central Boulevard off-ramp would be two 12-foot lanes with 8-foot and 12-foot shoulders. The Military Trail off-ramp would be one 15-foot lane with 6-foot shoulders on both sides. The on-ramps would be one 15-foot lane with 6-foot shoulders on both sides.

Typical Sections: I-95 North of Central Boulevard

Alternatives 2 and 3



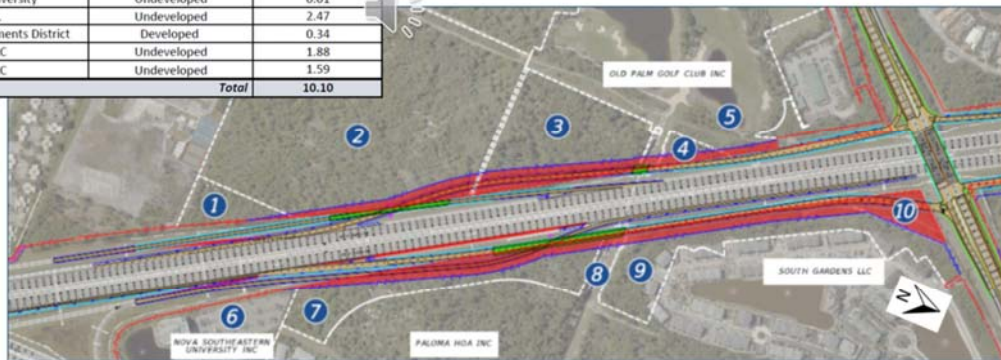
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North of Central Boulevard, the I-95 section would be the same as for the CD Road Alternative.



Alternative 3			
Parcel	Parcel Name	Developed/Undeveloped	R/W Impact (acres)
1	FDOT	Undeveloped	0.04
2	Palm Beach County	Undeveloped	1.33
3	Old Palm CDD	Undeveloped	1.79
4	Old Palm Golf Club Inc.	Undeveloped	0.38
5	Old Palm Golf Club Inc.	Undeveloped	0.27
6	Nova Southeastern University	Undeveloped	0.01
7	Paloma HOA Inc.	Undeveloped	2.47
8	North Palm County Improvements District	Developed	0.34
9	South Gardens LLC	Undeveloped	1.88
10	South Gardens LLC	Undeveloped	1.59
Total			10.10

Mainline R/W Impacts Alternative 3 – Braided Ramps



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In addition to the Right of Way already available, the Braided Ramp Alternative would involve acquiring slightly more than ten acres total, from ten different parcels.



Proposed County Park Impacts 4(f)

R/W Impacts	
<i>Alternative 2</i>	1.33 AC
<i>Alternative 3</i>	1.33 AC



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Both alternatives would involve acquiring 1.33 acres from the parcel owned by Palm Beach County and proposed for future use as a county park.

Recommendations I-95 Mainline Alternatives

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Alternative 2 – CD

- Shorter mainline weave distance
- Lower Ramp operating speeds on CD
- Anticipated to reach capacity in 2060
- Safety
 - Increased side swipe potential
- Lower Cost
- Similar R/W Impacts
- More Publically Acceptable Alternative



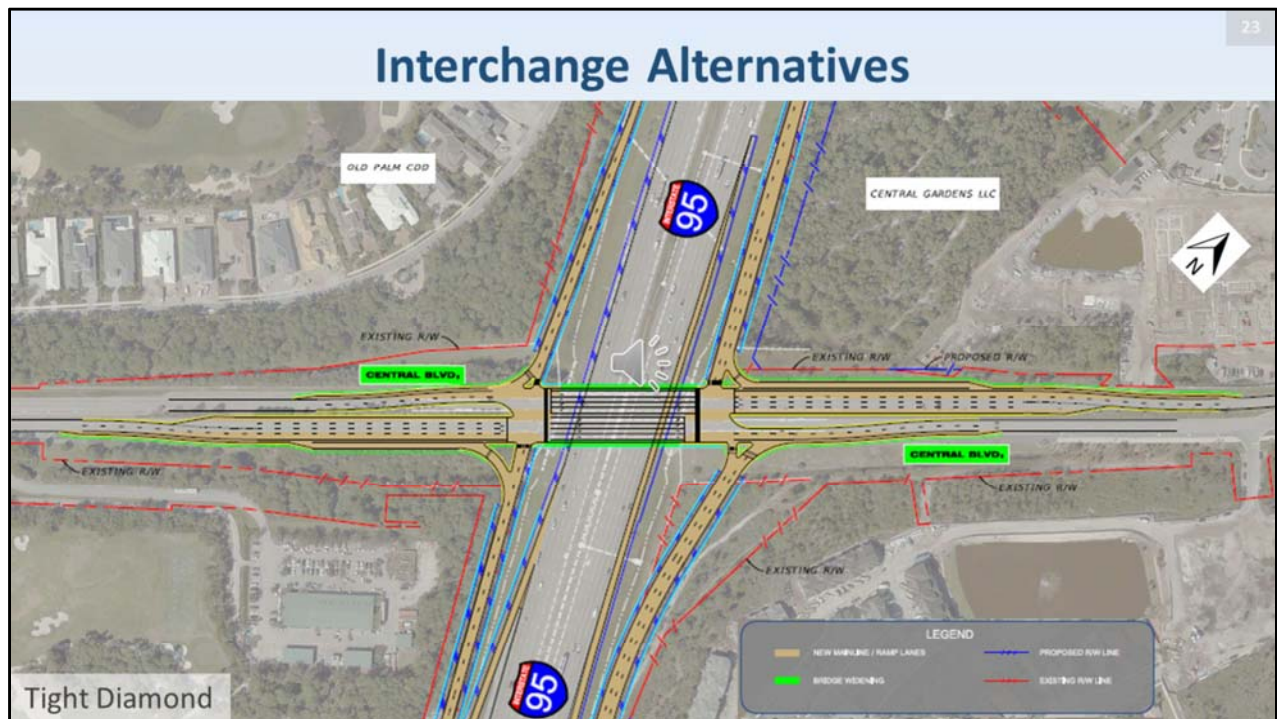
Alternative 3 – Braided Ramps

- Longer mainline weave distance – 500 additional feet
- Higher operating speeds
- Higher Operational Life Expectancy
- Safety
 - Less Conflicts - Safer
- Higher Cost – ~\$13.5M more
- Similar R/W Impacts

Recommendation: CD Road

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The recommended alternative for the I-95 weaving section is the CD Road. Compared to the Braided Ramp Alternative, the CD Road Alternative is projected to provide adequate traffic capacity beyond the 2040 design year, avoids the construction and appearance of two new bridges for the on-ramps, and has an estimated construction cost over 13 million dollars less than the Braided Ramp Alternative.

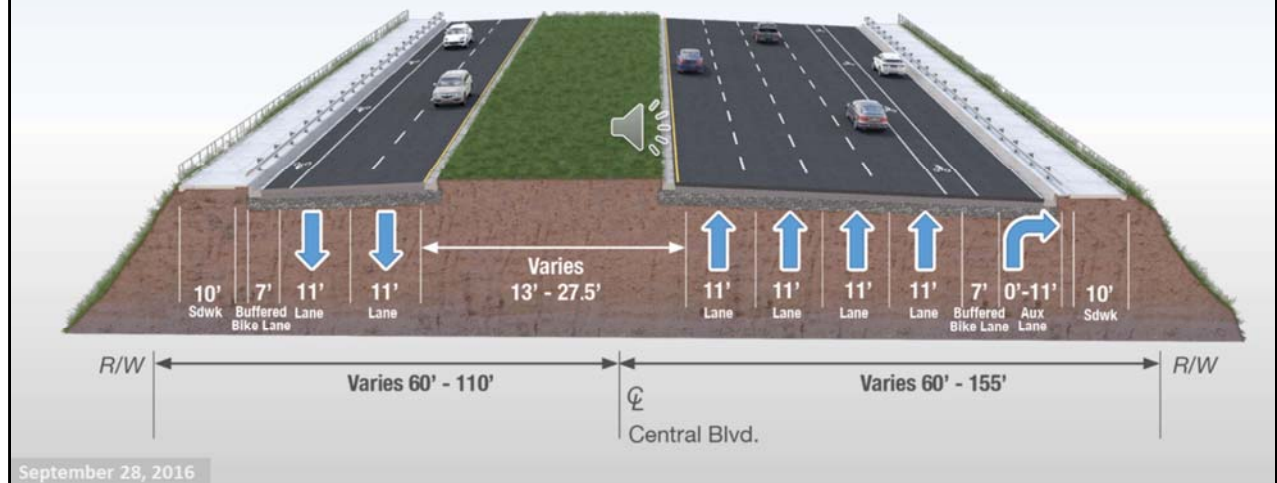


For the Central Boulevard Interchange, two potential interchange configurations were studied.

One interchange alternative was the tight diamond interchange. Its construction would affect I-95 from just north of the PGA Boulevard interchange at the south end, to the Donald Ross interchange at the north end, and along Central Boulevard for approximately 1500 feet on either side of the interchange.

Typical Sections: Central Boulevard

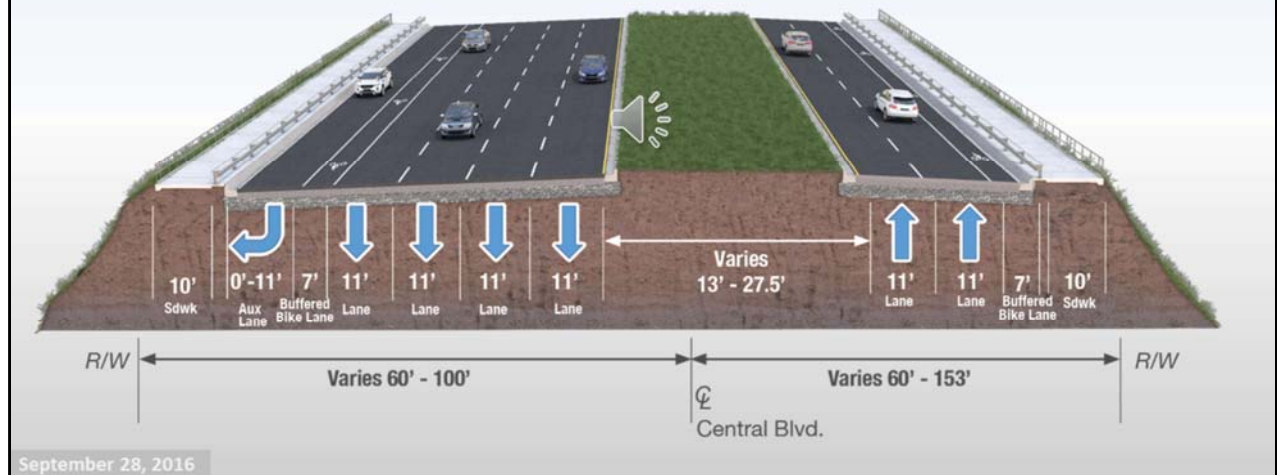
Tight Diamond Urban Interchange – West of I-95



West of the interchange, Central Boulevard northbound would be expanded to two 11-foot travel lanes, two 11-foot auxiliary lanes, a 7-foot buffered bicycle lane, an 11-foot auxiliary lane, and a 10-foot sidewalk. In the southbound direction would be two 11-foot travel lanes, a 7-foot buffered bicycle lane, and a 10-foot sidewalk.

Typical Sections: Central Boulevard

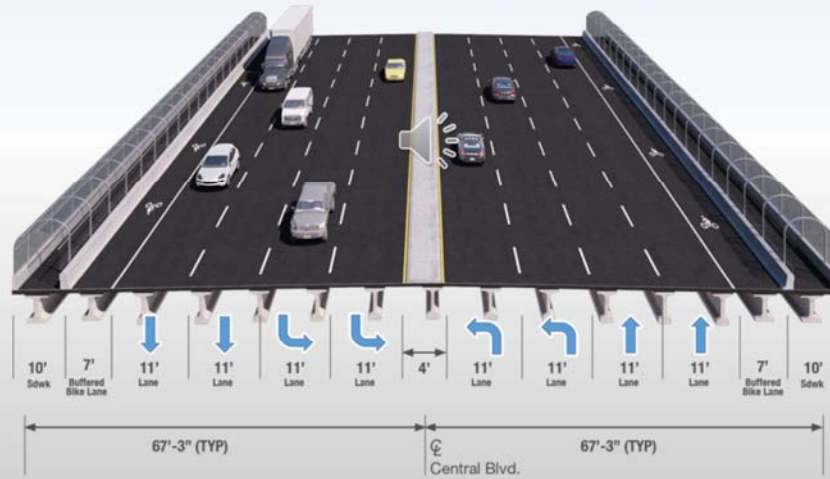
Tight Diamond Urban Interchange – East of I-95



East of the interchange, the reverse would occur: Central Boulevard southbound would be expanded to two 11-foot travel lanes, two 11-foot auxiliary lanes, a 7-foot buffered bicycle lane, an 11-foot auxiliary lane, and a 10-foot sidewalk. In the northbound direction would be two 11-foot travel lanes, a 7-foot buffered bicycle lane, and a 10-foot sidewalk.

Typical Sections: Central Boulevard

Tight Diamond Urban Interchange – Bridge over I-95



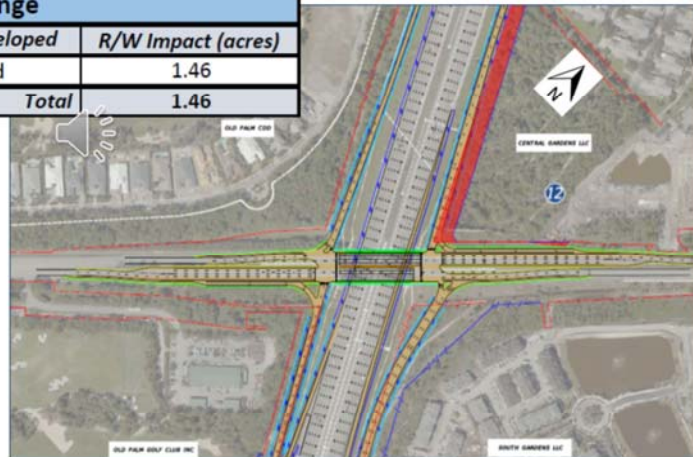
The Central Boulevard Bridge over I-95 would be expanded to include, in each direction, two 11-foot travel lanes, two 11-foot left turn lanes, a 7-foot buffered bicycle lane, and a 10-foot enclosed sidewalk. The total bridge width would increase, from 107 feet, 6 inches, to 134 feet, 6 inches.



Tight Diamond Interchange

Parcel	Parcel Name	Developed/Undeveloped	R/W Impact (acres)
12	Central Gardens POA Inc.	Undeveloped	1.46
Total			1.46

**Interchange R/W Impacts
Tight Diamond**

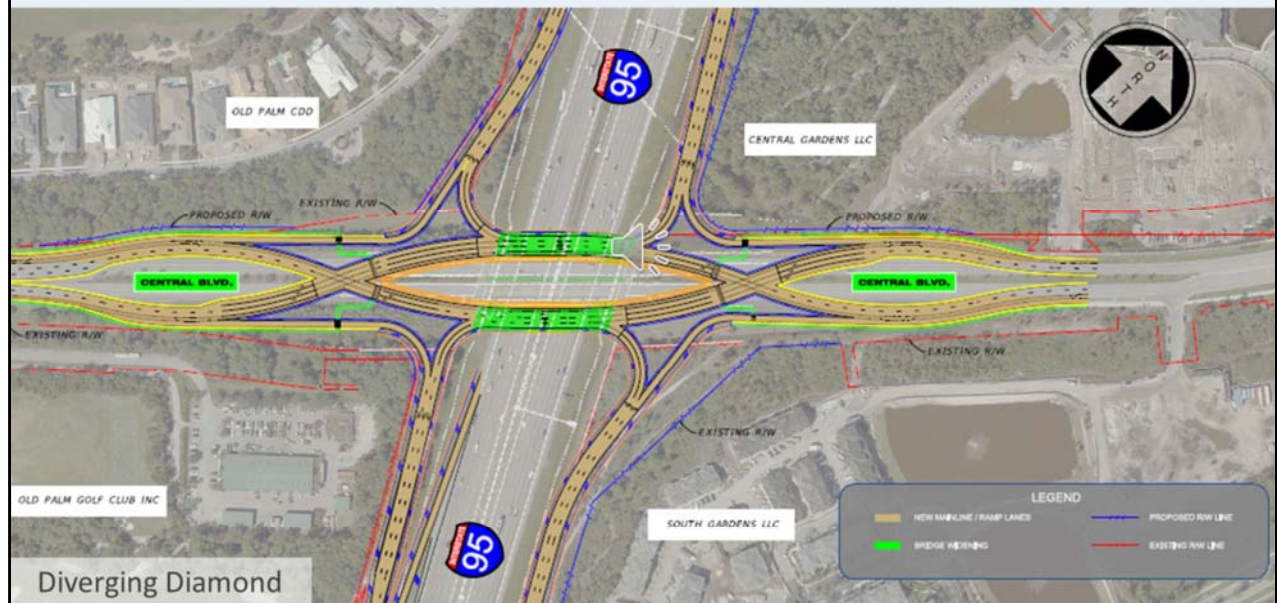


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In addition to the Right of Way already available, the Tight Diamond Interchange alternative would involve acquiring a little less than one and one-half acres from one parcel in the northeast quadrant.

Interchange Alternatives

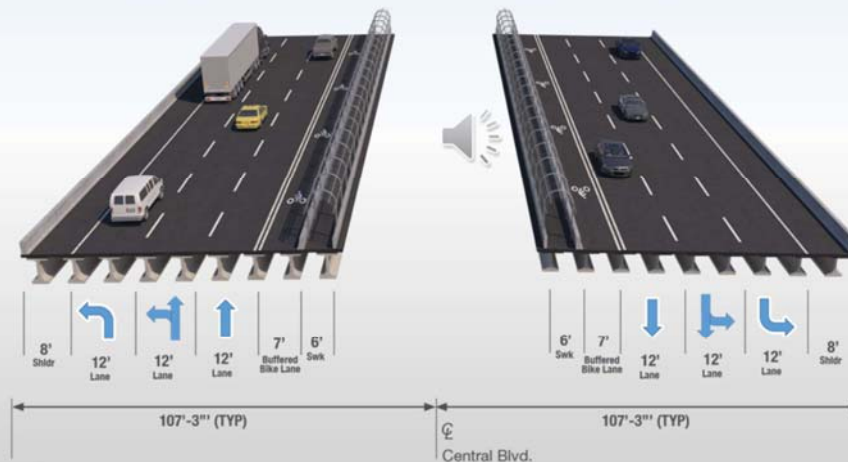
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The second interchange alternative examined was the Diverging Diamond Interchange or DDI. In the DDI alternative, drivers briefly cross to the left, or opposite side of the road at carefully designed crossover intersections. Drivers travel for a short distance, then cross back to the right-hand side of the road. The design allows for free-flow movements for the left and right turns to and from the I-95 ramps onto Central Boulevard without crossing the path of opposing traffic. This interchange does not require a signal for left turning vehicles, thus allowing more green time for opposing traffic.

Typical Sections: Central Boulevard

Diverging Diamond Interchange – Bridge over I-95



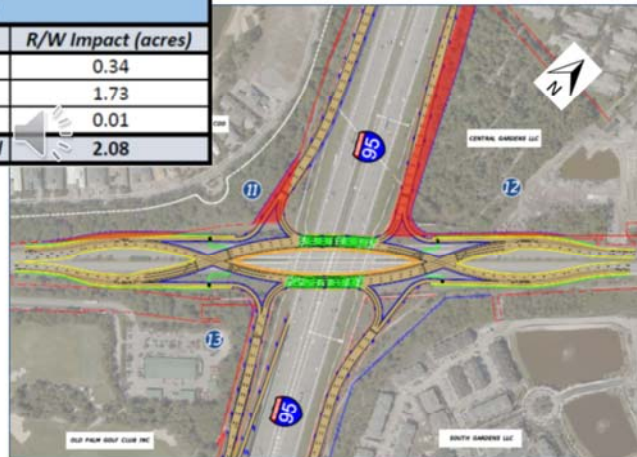
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The DDI alternative would involve replacing the existing Central Boulevard bridge over I-95 with a pair of bridges. On each would be three lanes for through and turning traffic, an 8-foot shoulder next to the outer edge, and a 7-foot buffered bicycle lane and 6-foot covered sidewalk next to the inner edge.



Diverging Diamond Interchange			
Parcel	Parcel Name	Developed/Undeveloped	R/W Impact (acres)
11	Old Palm CDD	Undeveloped	0.34
12	Central Gardens POA Inc.	Undeveloped	1.73
13	Old Palm CDD	Undeveloped	0.01
Total			2.08

Interchange R/W Impacts Diverging Diamond



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In addition to the Right of Way already available, the Diverging Diamond Interchange alternative would involve acquiring a little over two acres total from three parcels.

Recommendations

I-95 Interchange Alternatives

Tight Diamond Interchange

- Less Capacity – but meets design year demand
- Traditional Configuration – Easier for Drivers
- Traditional Pedestrian and Bicycle Movements
- Safety – More Conflict Points
- Lower Cost
- Less R/W Impacts
- More Publically Accepted Alternative

Diverging Diamond Interchange

- Can Accommodate Higher Turning Movement Volumes
- Better Traffic Operations
- No Benefit in Non-Peak Hours
- Non-traditional Pedestrian and Bicycle Movements
- Safety – Fewer Conflict Points
- Higher Cost - ~\$10M more
- More R/W Impacts – More Parcels



Recommendation: Tight Diamond Interchange

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The recommended interchange alternative is the Tight Diamond. Compared to the DDI, it is more familiar to drivers, provides adequate traffic capacity, requires right of way acquisition from fewer parcels, and has an estimated construction cost approximately ten million dollars less than the DDI.



Summary

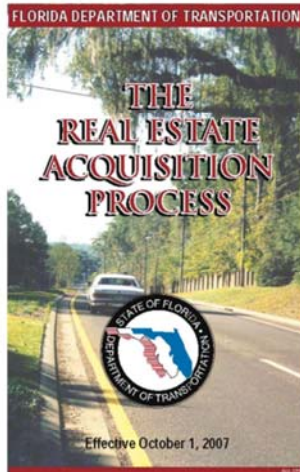
Alternative	Total Construction Cost (millions)	Total R/W (acres)	Total R/W Cost (millions)	Total Cost (millions)
Alternative 2 (CD Road/TDUI)	\$33.9	11.3	\$7.9	\$41.8
Alternative 2A (CD Road/DDI)	\$43.7	12.0	\$8.5	\$52.2
Alternative 3 (Braided Ramp System/TDUI)	\$47.3	11.6	\$7.8	\$55.1
Alternative 3A (Braided Ramp System/DDI)	\$57.4	12.2	\$8.4	\$65.8

- Right of Way Impacts Similar (11.3 ac to 12.2 ac)

Recommendation: CD Road/Tight Diamond Interchange

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The recommended build alternative combination of the CD Road with the Tight Diamond Interchange is estimated to have a construction cost of 33.9 million dollars, and an estimated right-of-way acquisition cost of 7.9 million dollars, for a total cost of 41.8 million dollars. The estimated total costs of the other combinations range from 52.2 million to 65.8 million dollars. Right of way needs are similar, ranging from 11.3 to 12.2. acres.



Right-of-Way Acquisition

- 11 Parcels Affected
- No business or residential relocations required

Florida Department of Transportation, District 4
Office of Right of Way
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 777 – 4242

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Although this project does require some right of way acquisition, no relocation of families or businesses is anticipated. All right-of-way acquisition will be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act.



Potential Environmental Impacts

Recommended Alternative

- Environmental
- Social
- Physical

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We will now discuss potential environmental, social and physical impacts that would result from construction of the Recommended Alternative. Environmental reports that provide additional information about the studies that were conducted and possible impacts are also available for your review here tonight.

Project information is also available for review until October 13, 2016 at the FDOT District 4 office located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309, at Palm Beach Gardens City Hall, 10500 North Military Trail, Palm Beach Gardens, Florida 33410, and on the study website www.95pgacentralblvd.com.



Floodplains

- Floodplain encroachment from project is negligible
- No change in flood "Risk" nor adverse floodplain impacts associated with project
- Not located within the 100-year floodplain

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The project has been evaluated to determine possible impacts to floodplains. The project is not located within the 100-year floodplain. Accordingly, it has been determined that there would be no significant floodplain impacts associated with construction of the Recommended Alternative.



Wetlands

- No Natural Wetland Impacts
- Impacts to Storm water Swales (supporting hydrophytic vegetation) - 8.1 acres
- Impacts to "Other Surface Waters" – 1.3 acres
- No impacts to Essential Fish Habitat



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Impacts to wetlands were evaluated. No impacts to natural wetland areas are anticipated. However, the proposed project will impact approximately 8.1 acres of existing storm water swales and 1.3 acres of "Other Surface Waters".

All reasonable measures to avoid or minimize impacts to wetlands were considered during development of the design concept. Additional efforts to reduce impacts to wetlands will be evaluated during final design.

Construction techniques which minimize possible impacts will also be recommended. Although not anticipated, if required by regulatory agencies, mitigation will be proposed to offset unavoidable impacts. Coordination concerning wetland impacts will continue during the design phase.



Water Quality

- Water Quality Impact Evaluation was conducted.
- No adverse water quality impacts anticipated
- Project meets water quality requirements of the South Florida Water Management District
- No impacts to the Biscayne Aquifer

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A Water Quality Impact Evaluation was conducted. The proposed storm water treatment design will include measures to assure that no adverse water quality impacts would result from construction of the recommended alternative. The design will comply with all water quality requirements of the South Florida Water Management District.

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Threatened & Endangered Species

- May affect, not likely to adversely affect:
 - Wood stork
 - Eastern Indigo snake
- No effect:
 - Everglades snail kite
 - Florida scrub jay
 - Red cockaded woodpecker
 - American alligator
 - Tiny polygala





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Threatened and endangered species are afforded special protection under the Endangered Species Act. An assessment of possible impacts to these species was conducted.

A number of protected wildlife species, including wading birds and wood storks occur in the vicinity of the recommended alternative. Impacts to these species would be expected to be minimal. It is likely that the Eastern indigo snake occurs in the project area. Special provisions required by the U.S. Fish and Wildlife Service would be implemented to protect this species during construction.



Section 4(f) Lands – Potential Impacts

Palm Beach Gardens City Park

- Project would not affect park activities or amenities
- Access would be maintained
- No direct or constructive use of the park as determined by FHWA



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Public parks, recreation areas, wildlife and waterfowl refuges and historic sites are afforded special protection by the federal government under Section 4(f) of the 1966 US Department of Transportation Act, as amended. Impacts to these areas are allowed only if there are no prudent and feasible alternatives. The Federal Highway Administration may require mitigation for these impacts. Opportunity for Public Input concerning these impacts is required. Two properties protected under Section 4(f) occur within the project limits.

The Palm Beach Gardens City Park on the west side of I-95 south of Central Boulevard is protected under Section 4(f). No direct impacts to this park would occur. The Federal Highway Administration determined that there would be no “direct or constructive use” of this resource.



Section 4(f) Lands – Potential Impacts

Future Palm Beach County District Park



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On the west side of I-95 south of Central Boulevard, Palm Beach County owns an undeveloped, approximately 80 acre parcel with the intent to develop the property as a future District park.

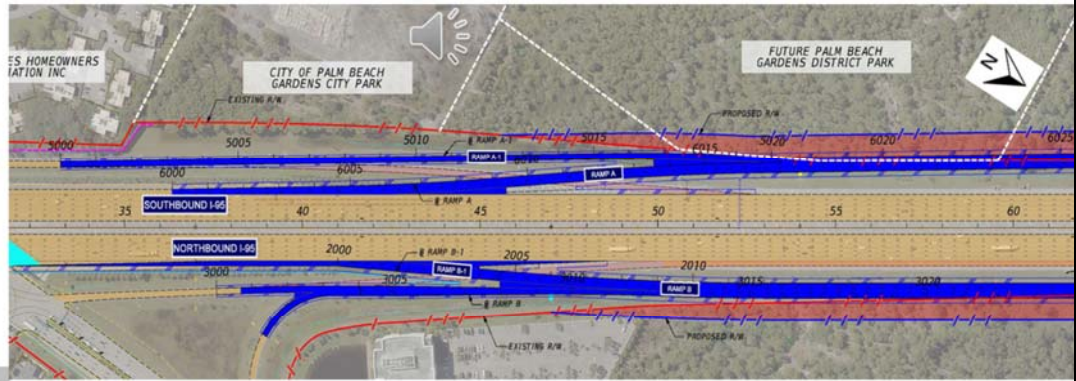
The Federal Highway Administration determined that this future park is protected under Section 4(f). The park is located within the City of Palm Beach Gardens. Currently, there are no activities or facilities on the park property, and no access is provided.

The County has developed a draft Master Plan for the park, but no final plans have been approved by the Palm Beach County Board of County Commissioners or the Palm Beach Gardens' City Council.



Section 4(f) Lands – Potential Impacts Future Palm Beach County District Park

- 1.33 acres of right-of-way acquisition required from park property



September 28, 2016

Construction of the Recommended Alternative would involve acquiring approximately 1.33 acres of this parcel intended for a future park.



Section 4(f) Lands – Proposed Mitigation

- Transfer of FDOT parcel to Palm Beach County
- Extension of City of Palm Beach Gardens conservation easement onto the transferred parcel

September 28, 2016

To offset this impact, FDOT and Palm Beach County are negotiating the terms of a transfer to the County of an FDOT parcel.

Because the City of Palm Beach Gardens has a conservation easement on the 1.33 acres within the potential park site, the City and Palm Beach County are negotiating the terms for extending the conservation easement onto the transferred parcel.



Section 4(f) Lands – Community Input on Proposed Mitigation


Your comments concerning the proposed impacts to the possible planned future facilities, activities and attributes of the future Palm Beach County Park are encouraged.

September 28, 2016

Your comments concerning the proposed impacts to the possible planned future facilities, activities and attributes of the future Palm Beach County Park are encouraged.



Cultural Resources

- No Impacts to Historic Structures or Resources within the Study Area
 - 1 previously recorded historic roadway
 - 2 newly identified historic buildings
 - 2 newly identified historic canals
- No Archaeological Sites Identified



September 28, 2016

A study was conducted to evaluate potential impacts to cultural resources within the project corridor. The State Historic Preservation Officer determined that construction of the Recommended Alternative would have no adverse effect on any National Register Eligible historic or archaeological resources.



Contamination

- Project contains no known significant contamination sites within the study area
- 1 High Risk Site
- 2 Medium Risk Sites
- 7 Low Risk Sites
- Additional investigation will be conducted during the Design Phase of the project.



September 28, 2016

A Contamination Screening Evaluation was conducted to identify potential hazardous materials and petroleum contamination involvement. Properties located within or near the proposed project limits were evaluated. Three sites were identified to have a “High” or “Medium” risk of potential contamination involvement. Additional investigation of potential contamination related risks will be conducted during the Design Phase of the project.




Air Quality


- Project area in attainment under criteria provided in Clean Air Act; conformity requirements do not apply
- No air quality impacts would be expected to occur as a result of the recommended alternative

September 28, 2016

An Air Quality assessment was conducted to determine potential impacts resulting from the proposed improvements. The project is located in an area currently designated as being in attainment under the Clean Air Act. The recommended build alternative was subject to an air quality assessment. This project meets the maximum air quality standards established by the U.S. Environmental Protection Act.

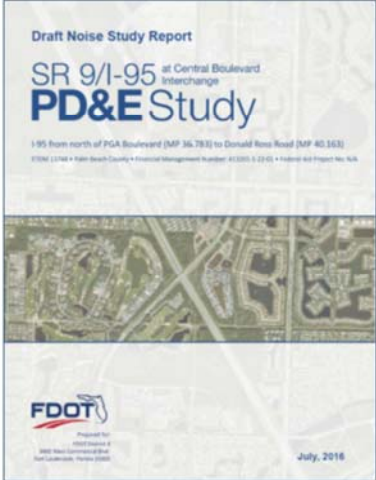
SR 9/I-95 at Central Boulevard Interchange
PD&E Study
Financial Project Number: 413265-1-22-01
ETDM Number: 13748





Noise Study Results

- 775 Noise Sensitive Sites (homes, schools, recreational areas) Evaluated
- Noise Levels will approach or exceed Noise Abatement Criteria at 157 Sites
- Noise Barriers Potentially Feasible and Cost Reasonable for 94 Sites, in three areas
- Denoted Noise Barrier numbers 1, 5 and 8 in the Report
- Recommended barriers subject to further evaluation in the Design Phase



September 28, 2016

A Noise Study was conducted in accordance with Federal Highway Administration approved procedures to evaluate potential noise impacts from the Recommended Alternative.

Noise barriers are potentially feasible and cost reasonable in three areas. These three areas will be evaluated further during final design. As numbered in the Noise Study Report, they are:



Recommended Noise Barrier #1 – Garden Lakes

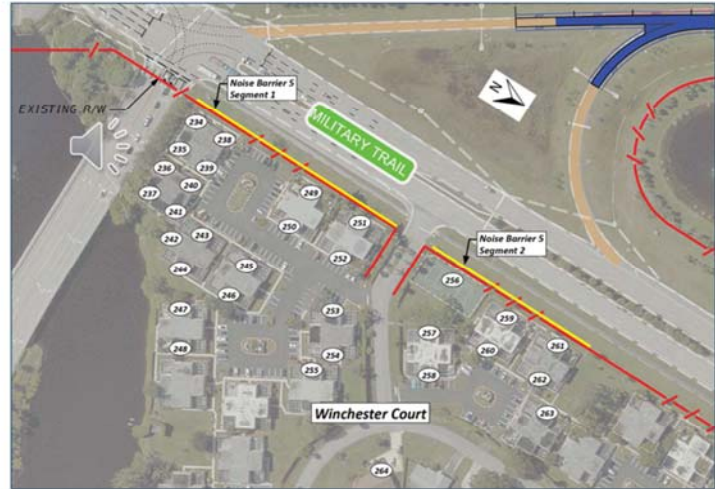


September 28, 2016

Recommended noise barrier number 1, along the eastern edge of Garden Lakes
along Military Trail;



Recommended Noise Barrier #5 – Winchester Court

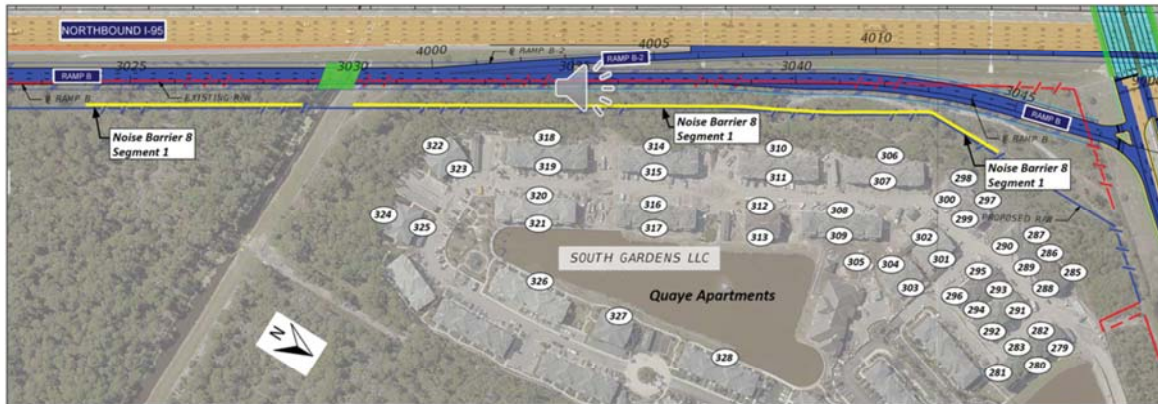


September 28, 2016

Recommended noise barrier number 5, along the western edge of Winchester Court along Military Trail; and



Recommended Noise Barrier #8 – Quaye Apartments



September 28, 2016

Recommended noise barrier number 8, along the western edge of Quaye Apartments along I-95.

Temporary noise impacts during construction may occur.

If you have additional questions about noise impacts, a noise specialist is here tonight to address your individual questions and concerns.



Project Schedule

Obtain Location Design Concept Acceptance (LDCA) from the Federal Highway Administration (FHWA)

- Anticipated by December 31, 2016

Design

- Funded in Fiscal Year 2015/2016, Consultant Selected

Right-of-Way Purchase

- Funded in Fiscal Year 2020/2021

Construction

- Programmed in Fiscal Year 2023/2024 in the Approved Second Five Year (Fiscal Year 2021/2022 – Fiscal Year 2025/2026) Plan of the FDOT SIS Funding Strategy

September 28, 2016

The design phase is fully funded and a consultant has been selected. The design task moving forward is contingent on FHWA acceptance of the recommended alternative.

Right of Way purchase funds are programmed in the fiscal year beginning July 1, 2020.

Construction funds are programmed in the Strategic Intermodal System Approved Second Five Year Plan in the fiscal year beginning July 1, 2023.

SR 9/I-95 at Central Boulevard Interchange
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Project Documents

- Preliminary Engineering Report
- Categorical Exclusion Type II Report
- Contamination Screening Evaluation Report
- Cultural Resources Assessment Survey
- Endangered Species Biological Assessment
- Sociocultural Evaluation Report
- Wetland Evaluation Report
- Noise Study Report
- Air Quality Report




September 28, 2016

The proposed improvements were documented in the engineering and environmental studies conducted for this project. These documents and preliminary plans showing the proposed interchange are available here tonight.

Project information is also available for review at the FDOT District 4 office located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309, at Palm Beach Gardens City Hall, 10500 North Military Trail, Palm Beach Gardens, Florida 33410, and on the study website www.95pgacentralblvd.com.



Feedback

You can comment in several ways:

- Oral Statement
- Comment Form
- Mail
- Email



Comments received tonight or postmarked by October 13, 2016 will become part of the public meeting summary.

All written comments become public record.

September 28, 2016

There have been various opportunities for the public to provide input on this project. Several public meetings have been held, dating from January 22, 2015 until tonight. We welcome any oral or written comments you might have that will help us make this important decision.

At the conclusion of this presentation our personnel will distribute speaker cards to those in the audience who have not received one and would like to make a statement. A court reporter will record your statement and a verbatim transcript will be made of all oral proceedings at this hearing.

If you do not wish to speak at the microphone, you may present your comments in writing or directly to the court reporter at the comment table. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than 10 days following the date of this public hearing will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide or in your handout.



Thank You!

Your Comments and Concerns are Solicited Tonight!

Bing Wang, P.E.

FDOT Project Manager, FDOT District 4

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Fort Lauderdale, FL 33309

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September 28, 2016

The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made and the Final PD&E document will be sent to the Federal Highway Administration for location and design concept acceptance.

This project has and will continue to be undertaken within all applicable state and federal rules and regulations.

Thank you. This concludes our presentation. We will now offer you the opportunity to make a public statement.