

WHAT IS A PD&E STUDY?

A PD&E Study is the process followed by FDOT to evaluate social, economic and environmental impacts associated with a planned transportation improvement project. The process, required by the National Environmental Policy Act (NEPA), is a combined effort by professional engineers, planners, environmental scientists and others who analyze project-related information to develop the best alternative for a community's transportation needs.

WHY DO WE NEED THIS STUDY?

The purpose of this project is to enhance overall traffic operations at the existing interchange of I-95 and Southern Boulevard (SR 80) by providing improvements to achieve acceptable traffic levels in the future. Conditions along Southern Boulevard are anticipated to deteriorate by 2040 if no improvements are made. The interchange will not have sufficient capacity to accommodate the projected travel demand. The need for the project is based on capacity and transportation demand, accommodating future growth and development, and improving safety conditions, emergency response and evacuation times.

At the beginning of the alternatives analysis, the FDOT developed a number of different alternatives for the interchange, which were called the Tier I Concept Alternatives. These alternatives were then evaluated using criteria such as design standards, potential community and environmental impacts, and costs. Alternatives with the most impacts have been deemed non-feasible and have been eliminated from further evaluation. The remaining alternatives (Tier II Concept Alternatives) are being further evaluated, along with community input, to determine the best option for transportation improvements. A preferred alternative will be submitted to the Federal Highway Administration (FHWA) for approval at the end of the study.

PD&E STUDY PROCESS



A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public and other interested parties have meaningful opportunities for participation throughout the PD&E Study.

YOU'RE INVITED TO AN ALTERNATIVES PUBLIC WORKSHOP

The Florida Department of Transportation (FDOT), District Four, is holding an Alternatives Public Workshop for the Project Development and Environment (PD&E) Study for State Road (SR) 9/1-95 at the SR 80/Southern Boulevard Interchange.

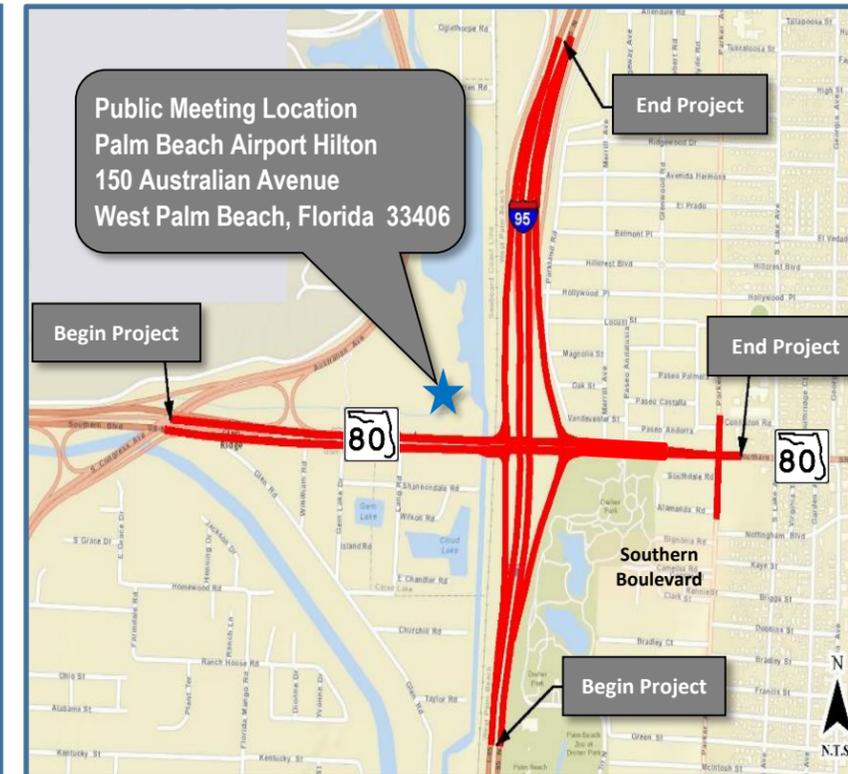
Date: Thursday, December 1, 2016
Time: 5:30 p.m. to 7:30 p.m.
Location: Palm Beach Airport Hilton
150 Australian Avenue
West Palm Beach, FL 33406

The purpose of this meeting is to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives the Department has developed at this point in the study. The Alternatives Workshop will begin as an open house at 5:30 p.m. with a short presentation at 6 p.m., followed by a question and answer period.

HOW CAN YOU BE INVOLVED?

We encourage you to take an active part in this PD&E Study. There is no need to wait until a public meeting to provide your input. Public comments and questions are welcomed at any time throughout the study. The latest project information, schedule and contact information can be found on the project website at www.I95atSouthern.com. You can also make comments and ask questions on the website. The project team can schedule small group meetings with neighborhood or special interest groups if desired.

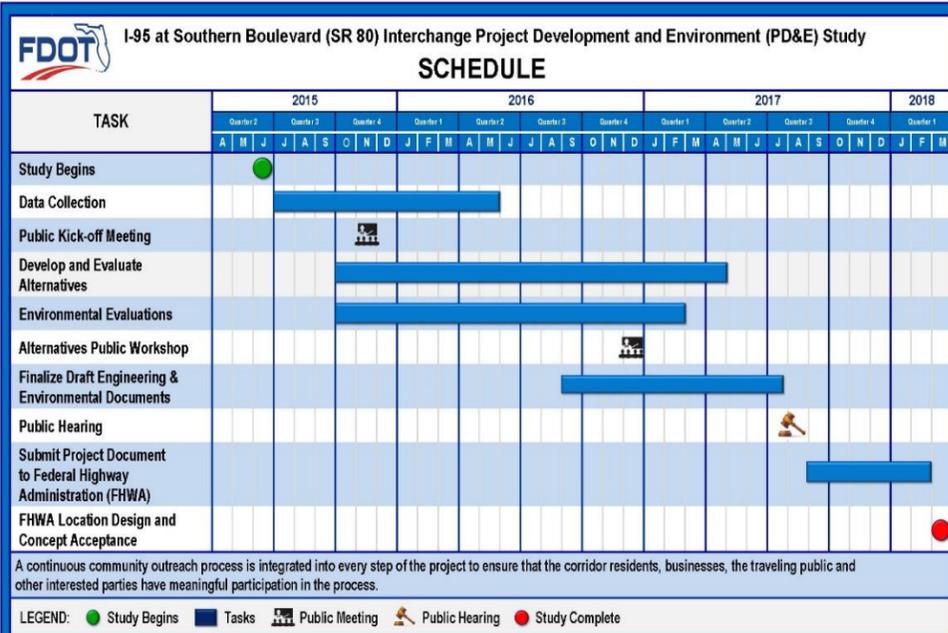
Public Notice: Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act, or persons who require translation services (free of charge), should contact Anson Sonnett, PE, FDOT Project Manager, by phone at 954-777-4474 or toll free at 1-866-336-8435 ext. 4474 or by email at anson.sonnnett@dot.state.fl.us at least seven days prior to the meeting.



CONTACT US

You may contact the FDOT Project Manager for more information.

Mr. Anson Sonnett, PE
Florida Department of Transportation District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
Phone: 954-777-4474
Toll free: 1-866-336-8435 ext. 4474
Email: anson.sonnnett@dot.state.fl.us



WHAT'S NEXT?

- Finalize the alternatives impact evaluations.
- Complete the environmental documents: Air and Noise, Natural Resources, Cultural Resources, Contamination Screening.
- Develop a recommended alternative based on a comparative evaluation.
- Conduct a Public Hearing to present the recommended alternative and environmental documents.
- Select a Preferred Alternative.
- Finalize and submit documents to the Federal Highway Administration (FHWA) for Location Design Concept Acceptance.

ALTERNATIVES EVALUATION

Alternatives have been designed to meet future travel demand and avoid or minimize impacts to the community and natural and physical environments. The alternatives will be compared to each other using common criteria such as community and environmental impacts, costs, operational behavior, right of way (R/W) required and others. The alternatives will continue to be refined with public and agency input throughout the study process.

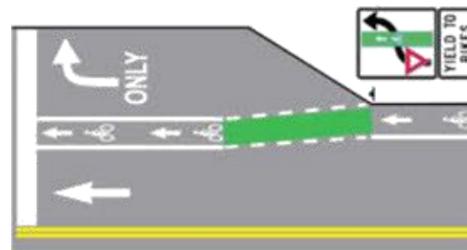
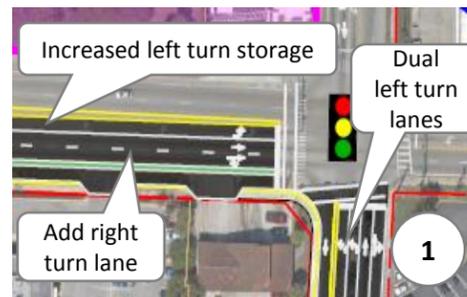
NO BUILD ALTERNATIVE

Throughout the study, the No Build Alternative will be carried forth as an alternative to satisfy the NEPA process. If the No Build Alternative is selected, no improvements will be made to the existing facility, traffic conditions will continue to deteriorate and congestion and delays will increase at the interchange and on the surrounding roadways.

PROPOSED IMPROVEMENTS COMMON TO ALL ALTERNATIVES

There are a number of improvements that are common to every alternative being evaluated.

- Intersection and turn lane improvements:
 - Traffic signals will be optimized.
 - The existing Lang Road median opening on SR 80 will be closed.
 - At the SR 80 and Parker Avenue intersection, an eastbound (EB) right turn lane will be added, the storage in the EB left turn lane will be increased and northbound (NB) dual left turns will be added on Parker Avenue.
 - Bridge over I-95, the railroad and the canal:
 - The bridge will be widened to one side or the other, depending on the alternative. No additional right of way will be needed within the limited access right of way.
 - Buffered bike lanes are proposed in areas to be reconstructed; four-foot bike lanes are proposed where resurfacing will be done.
 - Pedestrian and bicycle features:
 - New sidewalks will be added in areas of reconstruction.
 - Americans with Disability Act (ADA) features will be improved in areas of resurfacing.
 - Special emphasis signs and/or markings at crosswalks are proposed where appropriate.
 - Green colored pavement will be provided in bicycle lanes where appropriate.
 - I-95 entrance/exit ramp improvements:
 - The southbound (SB) I-95 exit ramp will have three right turn lanes (signal controlled) for westbound (WB) traffic and two left turn lanes for EB traffic.
 - The SB entrance ramp will have two WB right turn lanes and two EB left turn lanes (signal controlled).
 - The NB I-95 exit ramp will have two right turn lanes for EB traffic and three at-grade left turn lanes for WB traffic.
 - The NB I-95 entrance ramp will have one free-flow right turn lane from WB SR 80.
- NOTE: None of the alternatives will require right of way (R/W) acquisition from the Vedado neighborhood.**



PROPOSED ALTERNATIVES (The names are descriptive of the major elements)



Alternative 1: NB I-95 to WB SR 80 Flyover: Single-lane flyover. The ramp goes over Lang Road and Gem Lake Drive and touches down in the median of SR 80 just east of Australian Avenue. Alternative 1 requires right of way (R/W) acquisition along both sides of SR 80, west of I-95.

Alternative 2: NB I-95 to WB SR 80 (4th Level) and EB SR 80 to NB I-95 (3rd Level) Flyovers: This alternative has been eliminated due to public opinion and impacts to Dreher Park.



Alternative 3: EB SR 80 to NB I-95 Flyover: Single-lane third level ramp from EB SR 80 to NB I-95. Requires R/W from the south side of SR 80, west of I-95.



Alternative 4: Dual 3rd Level Flyovers, NB I-95 to WB SR 80 and EB SR 80 to NB I-95: Both the NB to WB and the EB to NB ramps are at the third level. The NB to WB ramp would end east of Australian Avenue but the EB SR 80 ramp to NB I-95 ramp would begin west of the Gem Lake intersection. Keeping both ramps at the third level represents a major cost and time savings during construction, and less visual impacts on the community.



Alternative 4: Detail of Western Ramp Area

I-95 EXPRESS LANES: The FDOT is currently studying the future extension of the Express Lanes through Palm Beach County but the express lanes are not part of this study. Ramp connections to the median of I-95 have been preliminarily evaluated so these alternatives do not preclude the future express lanes and can be combined with them to minimize the need for re-work.