



WHAT'S NEXT?

- Incorporate additional public and stakeholder input into alternatives and documentation.
- Location Design Concept Acceptance (LDCA) - March 2018
- Design - currently funded in Fiscal Year 2021
- Construction - currently funded in Fiscal Year 2024

THANK YOU

Thank you for your participation in this Public Hearing. The FDOT remains committed to working with all project stakeholders throughout the design phase. There are many ways you can provide your comments:

- Fill out a speaker card and make a verbal statement during the comments portion of the presentation.
- Make a verbal statement to the court reporter to be included in the transcript for this Public Hearing.
- Complete a written comment form and drop it in the comment box provided at the Public Hearing.
- Mail or email your comments to the FDOT Project Manager, Humberto Arrieta, at the address provided on Page 1.
- All exhibits or statements postmarked on or before October 30, 2017, will become part of the Public Hearing record.

WELCOME

The Florida Department of Transportation (FDOT) would like to welcome you to the Public Hearing for the SR 9/I-95 at SR 80/Southern Boulevard Project Development and Environment (PD&E) Study.

PROJECT PURPOSE

The purpose of this interchange project is to enhance the operation and safety of the interchange and to accommodate for future travel demand from projected population growth, especially in the western area of the county.

PROJECT NEED

The need for this 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.

The proposed improvements are anticipated to enhance traffic operations at the SR 9/I-95 at SR 80/Southern Boulevard interchange and other intersections in the study area, by implementing operational and capacity improvements to meet the future travel demand forecasted as a result of Palm Beach County population and employment growth.

Based upon the traffic operations analysis conducted for the interchange and adjacent signalized intersections along SR 80, the 2015 AM and PM peak hour traffic conditions range from Level of Service (LOS) B to F. Traffic congestion and long delays are currently experienced at the movements to / from I-95 during the peak hours. Without interchange improvements, the future year traffic conditions will continue to deteriorate at the interchange causing increased congestion, noise and air pollution. The proposed project will address these concerns by increasing capacity, providing acceptable operating and improved safety conditions at the interchange through the design year of 2040.



CONTACT INFORMATION

You may contact the FDOT Project Manager for more information.

Mr. Humberto Arrieta, PE
Florida Department of Transportation District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
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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:

<p>District Four Florida Department of Transportation 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</p>	<p>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</p>
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PUBLIC HEARING HANDOUT

ALTERNATIVES EVALUATION

The project alternatives were designed to meet future travel demand and avoid or minimize impacts to the community and natural and physical environments. The alternatives were compared to each other using common criteria such as community and environmental impacts, costs, operational behavior and required right-of-way, in order to determine which had the least impacts and provided the most overall benefits.

NO BUILD ALTERNATIVE

Throughout the study, the No Build Alternative has been carried forward 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, delays, and noise and safety issues will increase at the interchange and on the surrounding roadways.

RECOMMENDED ALTERNATIVE

The Recommended Alternative has been refined and revised based on community and local input throughout the PD&E process and will continue to be further refined in the Design Phase. Revisions to the height of the flyovers, widths of travel lanes, sidewalks and aesthetic features have recently been incorporated, based upon local input.

RECOMMENDED ALTERNATIVE IMPACTS MATRIX

CATEGORY	CRITERIA	Recommended, Dual 3rd Level
Engineering	Fully addresses Project Purpose and Need	yes
	Satisfies the LOS Criteria through the Design Year	yes
	Improves Roadway / Interchange Operation	yes
	Requires Access Management revisions	yes
	Enhances SIS system connectivity, Pedestrian & Bicycle Facilities	yes
Environmental and Social	Noise Levels	decreased
	Air Quality	increased
	Wetland Impacts (# of acres)	0.28
	Wildlife & Habitat Impacts	none
	Section 4(f), Historic & Archaeological Resources (direct impacts)	none
	Visual / Aesthetic Impacts	yes
	Safety / Emergency Response Times	enhanced
	Mobility and Economic Development	enhanced
Right-of-Way	Total Potential Property Impacts (total # of parcels)	9
	Total Right-of-Way Required (# of acres)	1.518
Estimated Costs	Final Engineering, Design & Construction (\$ millions)	\$81.40
	Right-of-way (\$ millions)	\$4.90
TOTAL ESTIMATED COSTS (Millions)		\$86.3

A rendering of what the Recommended Alternative may look like is shown in the graphic below, looking from the west end of the project corridor toward I-95. The Recommended Alternative provides a Northbound (NB) I-95 to Westbound (WB) SR 80 flyover and an Eastbound (EB) SR 80 to NB I-95 flyover ramp, both at the third level.

The Recommended Alternative requires right-of-way acquisition along Southern Boulevard, west of I-95. Zero to 56 feet of additional right-of-way is required along the north side, 12 to 28 feet along the south side of SR 80 between Gem Lake Drive and Lang Road, and 0 to 7 feet between Lang Road and I-95.

The travel lanes have been modified on SR 80 to be 11 feet wide, which allows for a wider sidewalk along both sides of the roadway across the I-95 bridge. To address aesthetic impacts and soften the appearance of the mechanically stabilized earth (MSE) wall on the south side of SR 80, a 4 foot landscape planter area has been incorporated into the proposed design.



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.

ESPAÑOL: Si necesita servicios de traducción en español (gratis), póngase en contacto con el administrador de proyecto de FDOT, Humberto Arrieta, P.E., por teléfono (954) 777-4152, llame gratis al (866) 336-8435, ext. 4152, o por correo electrónico a humberto@arrieta@dot.state.fl.us.