## WHAT IS A PD&E STUDY?

A PD&E Study is FDOT's procedure for complying with the National Environmental Policy Act (NEPA) of 1969, and associated federal and state laws and regulations. During this phase, FDOT performs preliminary engineering, evaluates the projects impacts to the social, cultural, natural, and physical environments, completes interagency coordination, and engages the public. Public involvement is a key aspect throughout the life of a project. The objectives of a PD&E Study is to support decisions concerning if, where, and what should be built to address the identified transportation needs.

1 PLANNING
2 PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
3 DESIGN
4 RIGHT OF WAY ACQUISITION (IF NEEDED)
5 CONSTRUCTION
6 MAINTENANCE

**Why it's done:**

- Evaluate project feasibility and potential environmental impacts (natural, physical, socio-cultural)
- Comply with federal and state environmental laws
- Required to secure federal regulatory approval

**What it involves:**

- Conducting preliminary engineering
- Evaluating options to avoid, minimize or mitigate potential environmental impacts
- Coordinating with federal, state and local agencies
- Engaging the public in project development
- Select a preferred alternative for Final Design

## PD&E STUDY SCHEDULE

| ACTIVITY | 2019 | | | | 2020 | | | | 2021 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | W | S | S | F | W | S | S | F | W | S | S | F |
| Begin Study | ★ | | | | | | | | | | | |
| Public Kick-off Meeting | | ★ | | | | | | | | | | |
| Public Alternatives Workshop | | | | ★ | | | | | | | | |
| Public Hearing | | | | | | | | ★ | | | | |
| Location Design and Concept Acceptance (LDCA) | | | | | | | | | | ★ | | |
| PD&E Study Completed | | | | | | | | | | ★ | | |
| Public Involvement | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | | |

## PUBLIC PARTICIPATION

FDOT 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:

**Florida Department of Transportation**
Jacqueline Paramore
Statewide Title VI Coordinator
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
850.414.4753 or Toll Free: 886.374.FDOT (3368)
Jacqueline.paramore@dot.state.fl.us

**Florida Department of Transportation, District Four**
Sharon Singh Hagyan
District Four Title VI Coordinator
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
954.777.4190 or Toll Free: 866.336.8435
Sharon.SinghHagyan@dot.state.fl.us

FDOT encourages the public to get involved throughout the study by providing comments, concerns, questions, and suggestions to the study team**. If you would like to obtain additional project information, be added to the mailing list, request information, arrange a meeting, or submit a written comment, please contact:**

**Vandana Nagole, P.E.**
FDOT Project Manager
**vandana.nagole@dot.state.fl.us**

**3400 West Commercial Boulevard**
Fort Lauderdale, FL 33309
**(954) 777-4281 | (866) 336-8435, ext. 4281**

**STAY INFORMED and GET INVOLVED:**
www.fdot.gov/projects/95lantana

# Florida Department of Transportation, District Four
# PUBLIC HEARING HANDOUT

**Tuesday, December 15, 2020 & Wednesday, December 16, 2020**
Project Development and Environment (PD&E) Study
**SR 9/I-95 at Lantana Road Interchange from High Ridge Road to Andrew Redding Road**
Financial Management #: **413258-1-22-02** | Efficient Transportation Decision Making #: **14338**

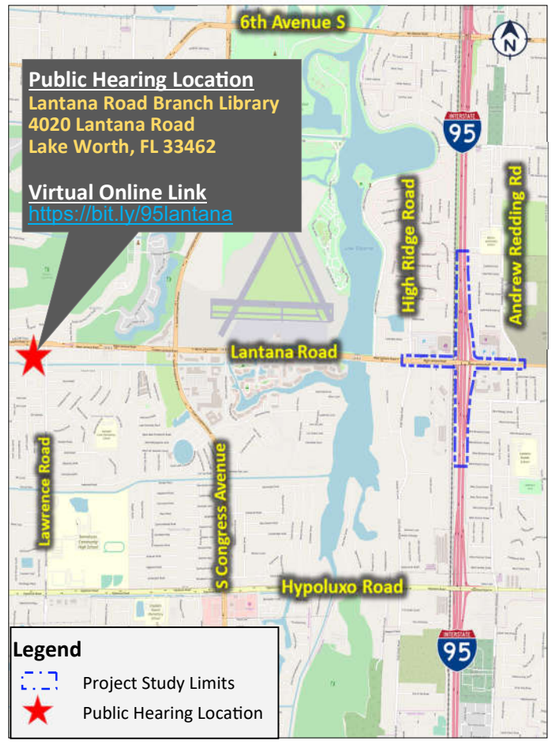
**STAY INFORMED and GET INVOLVED: www.fdot.gov/projects/95lantana**

## WELCOME

Thank you for attending the Florida Department of Transportation (FDOT), District Four's, Public Hearing for the SR 9/I-95 at Lantana Road Interchange Project Development and Environment (PD&E) Study. The purpose of today's hearing is to introduce you to the Preferred Alternative and to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements. The hearing will begin at 5:30 p.m. as an informal open house, with a formal presentation at 6:00 p.m., followed by a comment period. There are two ways to attend: virtually online or in-person at the Lantana Road Branch Library. Persons who wish to attend the Public Hearing virtually can join the meeting via the following link https://bit.ly/95lantana. Persons wishing to attend the Public Hearing in-person are encouraged to wear a mask/face covering consistent with the Safe Smart Step-by-Step Plan for Florida's Recovery and practice safe social distancing. Persons wishing to submit written comments, in place of or in addition to oral statements, may do so at the hearing or by sending them to: Vandana Nagole, FDOT District 4, 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309 or at vandana.nagole@dot.state.fl.us. All statements postmarked on or before **December 30, 2020** will become part of the public hearing record.

## ABOUT THE STUDY

This study is being conducted to evaluate proposed interchange improvements at the I-95 interchange at Lantana Road, and to provide information necessary for FDOT to reach a decision on the type, design, and location of the proposed future improvements. The SR 9/I-95 at Lantana Road interchange is a Tight Urban Diamond Interchange located between the Hypoluxo Road and the 6th Avenue South interchanges. Lantana Road is a four-lane County Road that runs east-west within the Town of Lantana. The study limits along Lantana Road extend from High Ridge Road to Andrew Redding Road.




## PURPOSE AND NEED

The primary purpose of this interchange project is to improve the local and regional transportation network while also providing enhanced multimodal interrelationships at the SR 9/I-95 and Lantana Road interchange.

## PREFERRED ALTERNATIVE

The Preferred Alternative reconfigures the existing Tight Urban Diamond Interchange to a Diverging Diamond Interchange (DDI). The DDI provides the highest operational, capacity, and safety enhancements at the SR 9/I-95 at Lantana Road Interchange and the study intersections. The proposed improvements with the DDI accommodates the 2045 future traffic demand without spillback onto I-95. In addition, the Preferred Alternative provides the highest benefit-cost ratio i.e. the most cost-effective alternative.

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

**FLORIDA DEPARTMENT OF TRANSPORTATION MISSION STATEMENT**
The Department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

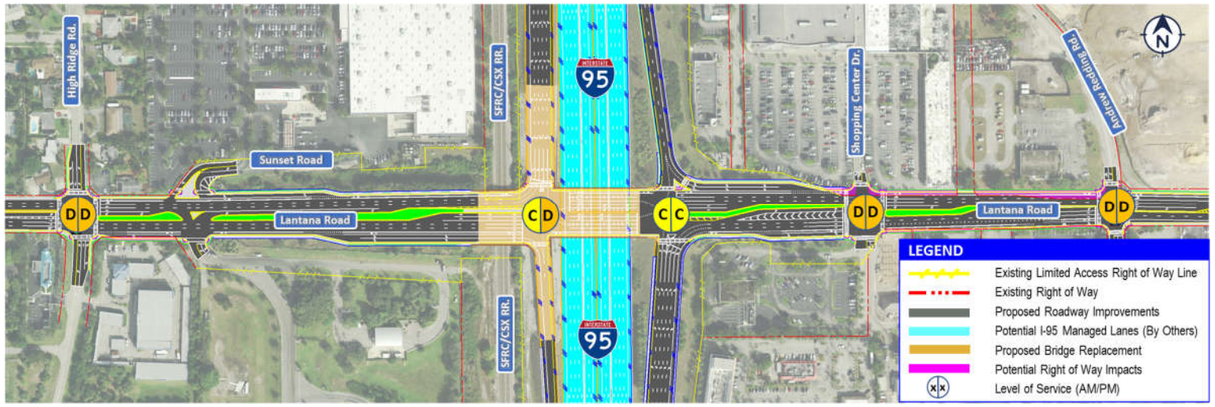
## ALTERNATIVES CONSIDERED

The alternatives considered as part of this PD&E Study include the No-Action Alternative, and three Build Alternatives. Transportation Management and Operations (TSM&O) improvements are included in all three Build Alternatives.

### BUILD ALTERNATIVE 1

**Build Alternative 1** maintains the existing Tight Urban Diamond Interchange and provides the following improvements:

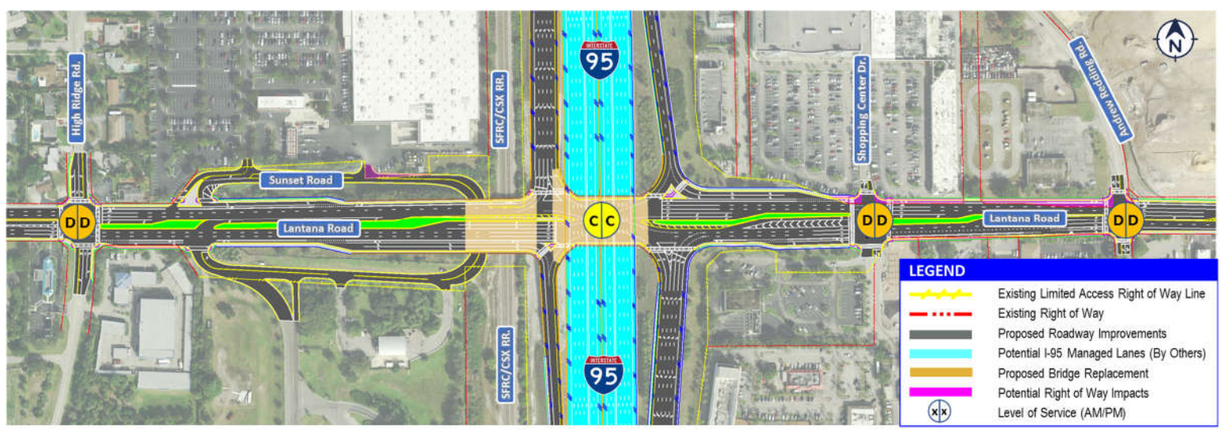
- Widen Lantana Road to provide three lanes in each direction between High Ridge Road and Andrew Redding Road.
- Provide triple right-turn lanes and dual left-turn lanes at the I-95 northbound and southbound off-ramps.
- Provide dual exclusive left and right-turn lanes at the I-95 northbound and southbound on-ramps.
- Eliminate eastbound left-turn movement and provide directional median opening at the Sunset Road intersection
- Provide 6 feet sidewalks and 7 feet buffered bicycle lanes along Lantana Road.




### BUILD ALTERNATIVE 3

**Build Alternative 3** reconfigures the existing Tight Urban Diamond Interchange into a Single Point Urban Interchange (SPUI) and provides the following improvements:

- Widen Lantana Road to provide three lanes in each direction between High Ridge Road and Andrew Redding Road.
- Provide triple right-turn lanes and dual left-turn lanes at the I-95 northbound and southbound off-ramps.
- Provide dual exclusive left and right-turn lanes at the I-95 northbound and southbound on-ramps.
- Eliminate eastbound left-turn, northbound left-turn movements and provide a directional median opening at Sunset Road.
- Provide an underpass service road connecting Sunset Road and the existing Solid Waste Authority (SWA) service road.
- Provide 6 feet sidewalks and 7 feet buffered bicycle lanes along Lantana Road.

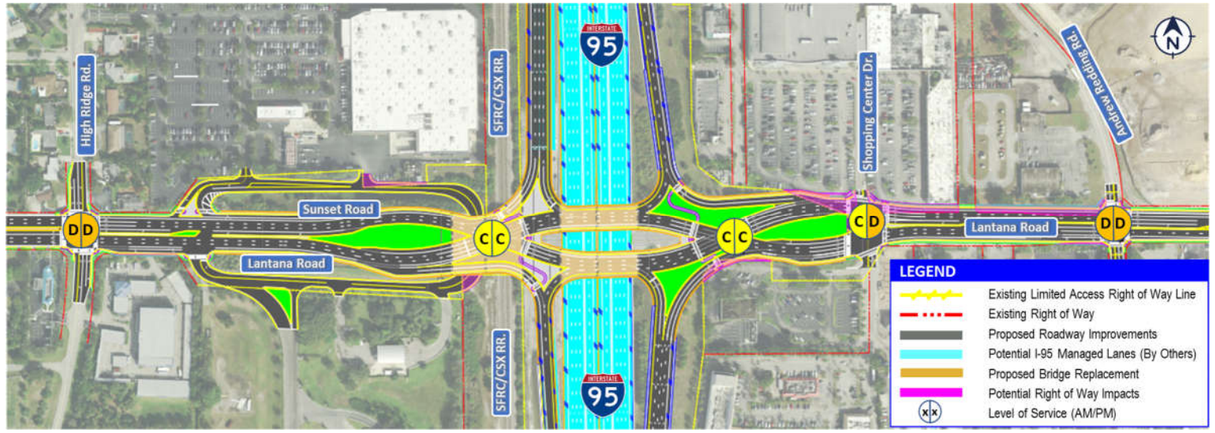



## PREFERRED ALTERNATIVE

### BUILD ALTERNATIVE 2

**Build Alternative 2** reconfigures the existing Tight Urban Diamond Interchange into a Diverging Diamond Interchange (DDI) configuration. The diverging diamond concept requires drivers to 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 traditional or right side of the road. The following improvements are proposed with Build Alternative 2:

- Widen Lantana Road to provide three lanes in each direction between High Ridge Road and Andrew Redding Road.
- Provide dual right-turn lanes and dual left-turn lanes at the I-95 northbound and southbound off-ramps.
- Provide dual exclusive left and right-turn lanes at the I-95 northbound and southbound on-ramps.
- Eliminate eastbound left-turn, northbound left-turn movements and provide a directional median opening at Sunset Road.
- Provide an underpass service road connecting Sunset Road and the existing Solid Waste Authority (SWA) service road.
- Provide 6 feet sidewalks and 7 feet buffered bicycle lanes along Lantana Road.




**Build Alternative 2** with the Diverging Diamond Interchange (DDI) configuration was selected as the preferred alternative due to the following advantages it possesses over the other two build alternatives:

- ✓ The highest level of mobility and safety improvements.
- ✓ Has the highest benefit-cost ratio i.e. the most cost-effective alternative.
- ✓ Accommodates the future managed lanes along I-95 without constraints.
- ✓ Accommodates the underpass service road which alleviates the safety concerns at the High Ridge Road and Sunset Road intersections.

**Preliminary Cost Estimate**

| Description | Cost (millions) |
|---|---|
| Construction Cost | $32,700,000 |
| Right of Way Cost | $12,800,000 |
| **Total Cost** | **$45,500,000** |

This alternative would result in right of way impacts to 6 adjacent business properties. However, no business or residential relocations would occur.

## ENVIRONMENTAL IMPACTS

The Florida Department of Transportation has conducted extensive environmental studies to ensure environmental impacts are avoided, minimized, or if necessary, mitigated. The following is a summary of impacts associated with the Preferred Alternative:

- ✓ No significant impacts to community services, cultural and natural environment
- ✓ No impacts to air quality
- ✓ No impacts to South Florida Rail Corridor or the Chase Bank Build, considered eligible for the National Historic Register
- ✓ May affect gopher tortoises habitat; however, impacts would be permitted and relocated if necessary
- ✓ Minimal impacts to 2 potential contaminated sites
- ✓ Additional noise barriers were not recommended since they do not meet the FDOT noise reduction criteria.