



WELCOME!

Presentation begins at 6:00 p.m.



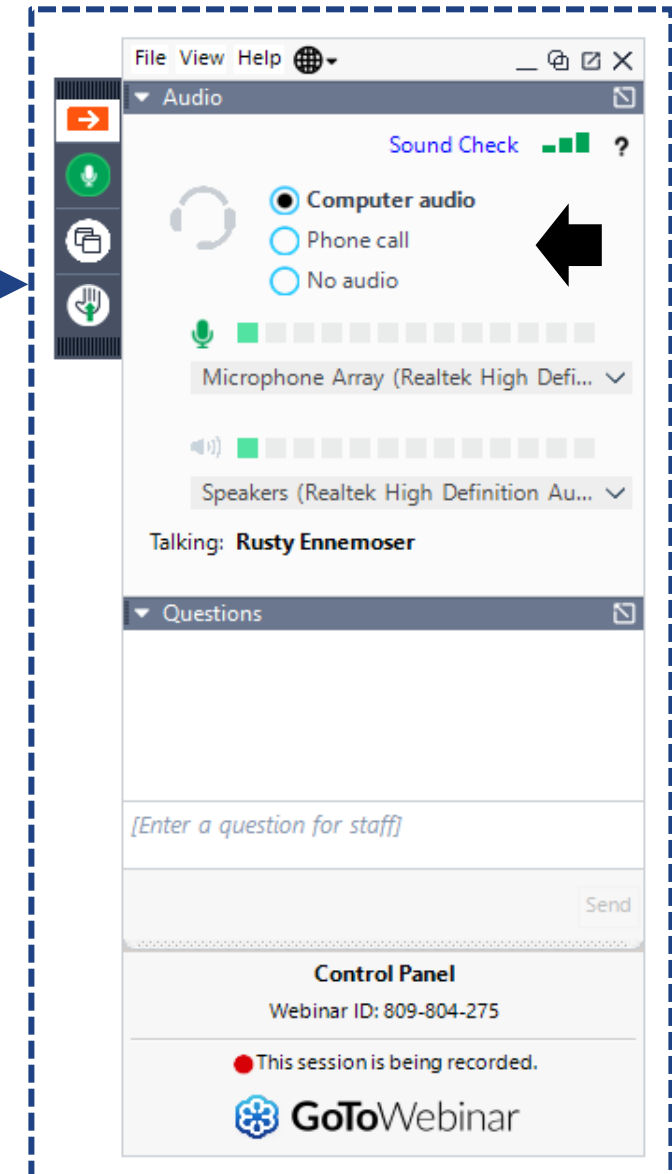
Public Hearing

SR 9/I-95 Interchange at Lantana Road Project Development and Environment (PD&E) Study



Moderator: Cesar Martinez, P.E.

Hearing Information





Public Hearing Purpose

- Share information with the public about
 - The proposed improvements;
 - Its conceptual design;
 - All alternatives under study; and
 - The potential beneficial and adverse social, economic, and environmental impacts upon the community.
- Serves as an official forum for the public to express their opinions and concerns regarding the project.

Meeting Format

1 Open House

2 Presentation

3 Comment Period

SR 9/I-95 AT LANTANA ROAD
Project Development and Environment (PD&E) Study
Financial Project Identification (FPID) Number: 413258-1-22-02
Efficient Transportation Decision Making (ETDM) Number: 14338

ABOUT THE STUDY

- Evaluate interchange alternatives at the SR 9/I-95 Lantana Road interchange to improve traffic operations, reduce congestion, and enhance safety through the 2045 design year.
- Evaluate the project to meet FDOT Strategic Intermodal System standards and requirements.
- Consider a complete streets design approach with multimodal accommodations (pedestrian, bicycle and transit).
- Assess environmental impacts of the project alternatives.
- Coordinate with existing and on-going projects, developments, and planning efforts.
- Keep the public involved and engaged throughout the study.

PURPOSE AND NEED

- Improve interchange traffic operations and enhance safety
- Accommodate future traffic demand at the interchange
- Improve multimodal connectivity
- Improve freight access and mobility
- Enhance emergency evacuation

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Project Schedule And Milestones

PD&E Study Begins → Kick-Off Meeting → Alternative Public Workshop → Public Hearing → PD&E Study Ends

February 2019 → May 14, 2019 → November 13, 2019 → December 15, 2020 → Spring 2021

Activity	2019				2020				2021			
	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall
Begin Study	★											
Data Collection		■										
Agency and Public Kick-Off		★										
Develop and Analyze Alternatives			■									
Initial Environmental Studies			■									
Alternatives Public Workshop				★								
Develop Preferred Alternative					■							
Public Hearing									★			
Final PD&E and Environmental Documents									■			
Location and Design Concept Acceptance										★		
Public Involvement	■	■	■	■	■	■	■	■	■	■	■	■





Title VI Non-discrimination

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 concerns about Title VI may do so by contacting either:

FDOT District Four Title VI Coordinator

Sharon Singh Hagan
Title VI Program Office
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190 | Toll Free: (866) 336-8435 ext. 4190
sharon.singhhagan@dot.state.fl.us

FDOT Statewide Title VI Coordinator

Jacqueline Paramore
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753 | Toll Free: (866) 374-FDOT (3368)
jacqueline.paramore@dot.state.fl.us

<https://www.fdot.gov/equalopportunity/titlevi.shtm>



Laws and Regulations

This public hearing is being held in accordance with:

- **Section 120.525, F.S.** – Meetings, hearings, and workshops
- **Section 286.011, F.S.** – Government in the Sunshine Law
- **Section 335.199, F.S.** – Transportation projects modifying access to adjacent property
- **Section 339.155, F.S.** – Transportation planning
- Americans with Disabilities Act of 1990 (ADA)
- Title VI of the Civil Rights Act of 1964 and Other Nondiscrimination Laws
- **49 CFR Part 24**, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs
- **40 CFR Part 1506**, Other Requirements of **NEPA**

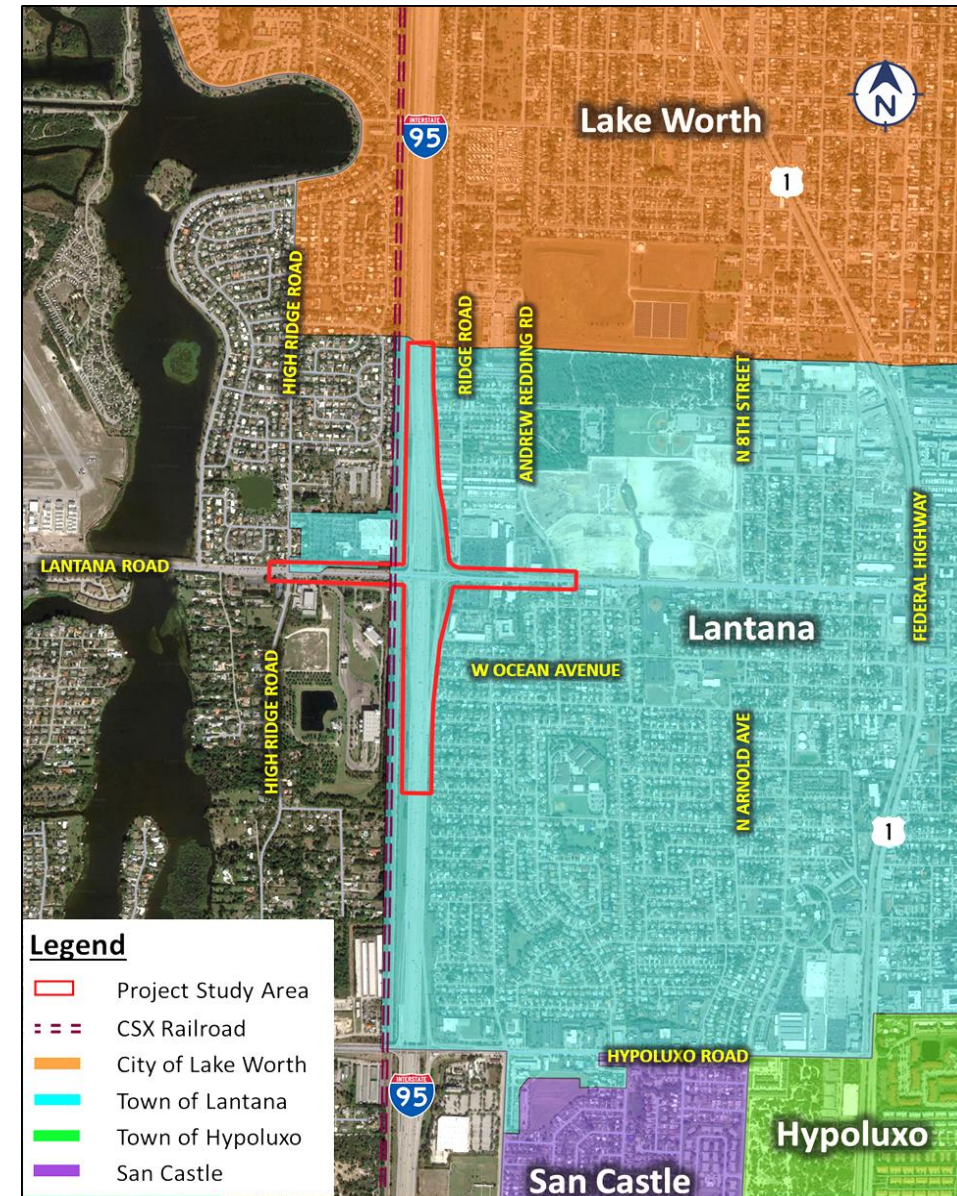


Memorandum of Understanding Disclosure

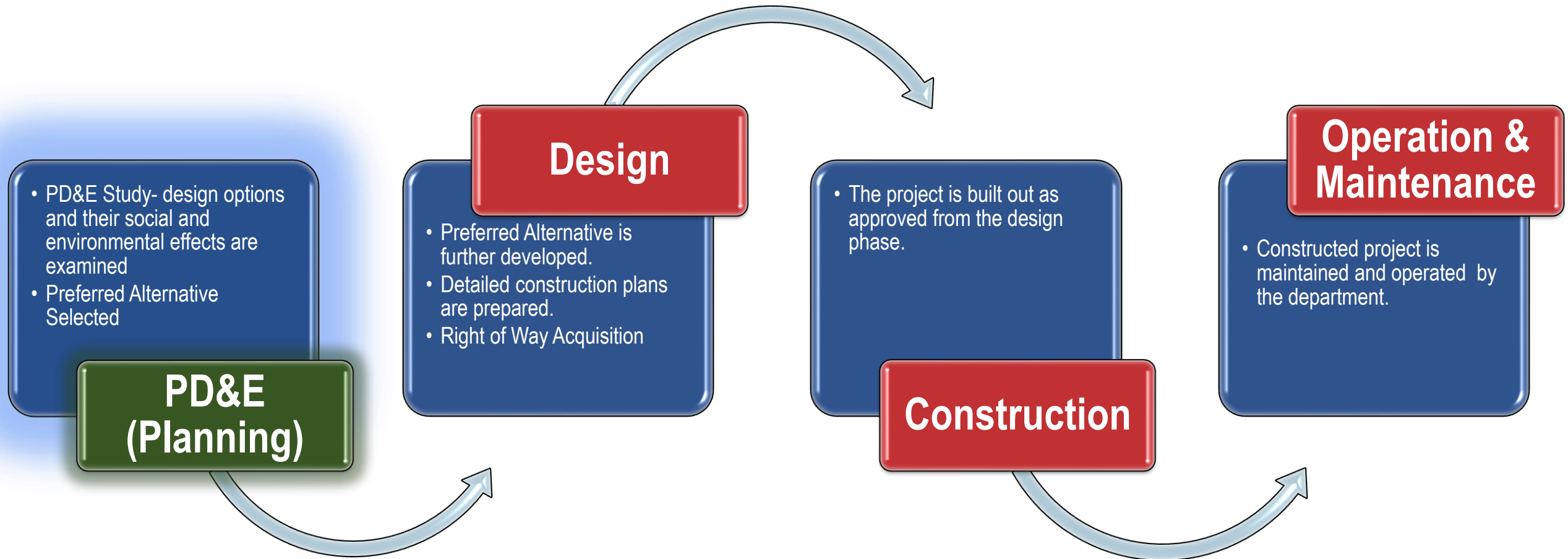
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

About the Project

- Located in the Town of Lantana, Palm Beach County
- PD&E Study Limits
 - **SR 9/I-95: From North of Hypoluxo Road to South of 6th Avenue S**
 - 10 Lane Urban Interstate
 - Strategic Intermodal System (SIS) and National Highway System Facility
 - Emergency Evacuation Route
 - **Lantana Road: From High Ridge Road to Andrew Redding Road**
 - Off-System County Road
 - Functional Classification: Urban Principal Arterial
 - Context Classification: C5 Urban Center
 - Emergency Evacuation Route from US-1 to I-95



Transportation Development Process



PD&E Process



Community Outreach

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.

Planning Consistency

- The Palm Beach TPA works with FDOT and local governments to fund and implement projects identified through various plans developed by the TPA.
- The SR 9/I-95 project is included in the 2045 Palm Beach TPA Long Range Transportation Plan and the 5-year Transportation Improvement Plan for fiscal year 2021 to 2025.



PALM BEACH
Transportation
Planning Agency

Purpose & Need

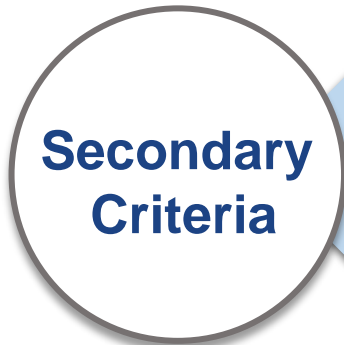
Project Purpose

Improve the local and regional transportation network while also providing enhanced multimodal interrelationships at the I-95/Lantana Road interchange.

Project Need



- Reduce congestion and improve interchange operations to address traffic spillback onto I-95
- Improve safety conditions by reducing conflicts
- Accommodate future traffic demand



- Improve multimodal (pedestrian and bicycle) Connectivity
- Improve freight access and mobility
- Enhance emergency evacuation



Alternatives

- **No-Action Alternative**
- **Build Alternatives**
 - Build Alternative 1 – Tight Urban Diamond Interchange (TUDI)
 - Build Alternative 2 – Diverging Diamond Interchange (DDI)
 - Build Alternative 3 – Single Point Urban Interchange (SPUI)
- All the Build Alternatives incorporate Transportation System Management and Operations (TSM&O) improvements
- Utilizes ITS strategies to optimize the performance of existing facility including:
 - Incident Management CCTV Cameras
 - Wrong Way Driving Detection Technology
 - Vehicle Detection System
 - Dynamic Message Signs on Lantana Road east and west of I-95

No-Action Alternative

- The No-Action Alternative is a baseline alternative that does not propose any improvements to the existing facility.
- Along with the proposed improvements, the No-Action is studied and assessed to verify if it meets the purpose and need of this PD&E study.

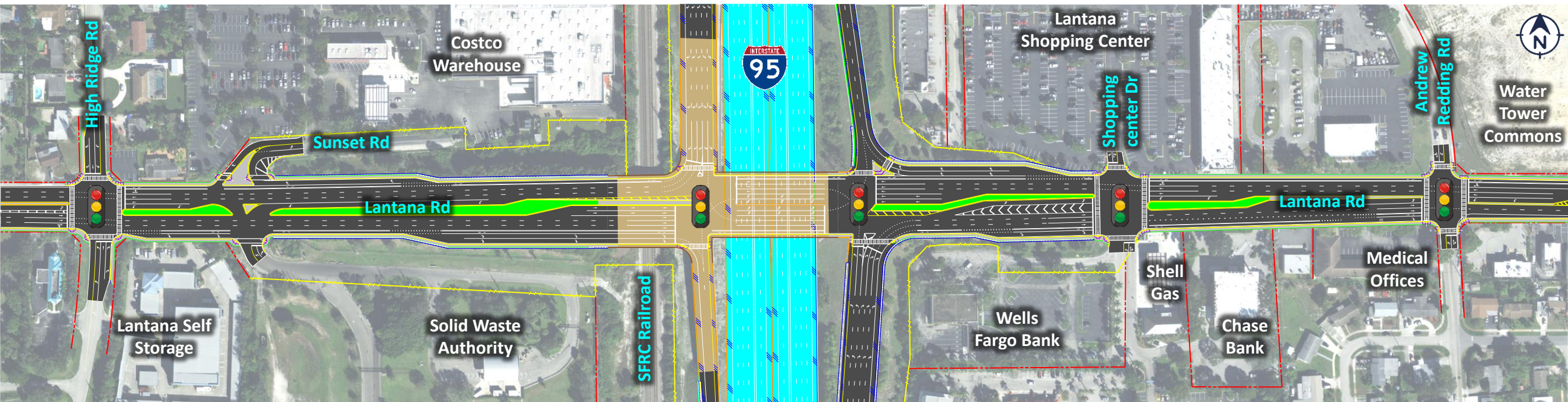
Advantages:

- No expenditure of public funds for design
- No Right of Way Acquisition, Construction, or Utility Relocation
- No direct or indirect impacts
Environmental or Sociocultural impacts

Disadvantages:

- Does not alleviate Congestion, Operational, Safety, and Mobility issues currently experienced at the interchange during the peak hours.
- Does not satisfy the purpose and need for this project.

Build Alternative 1 – Tight Urban Diamond Interchange (TUDI)



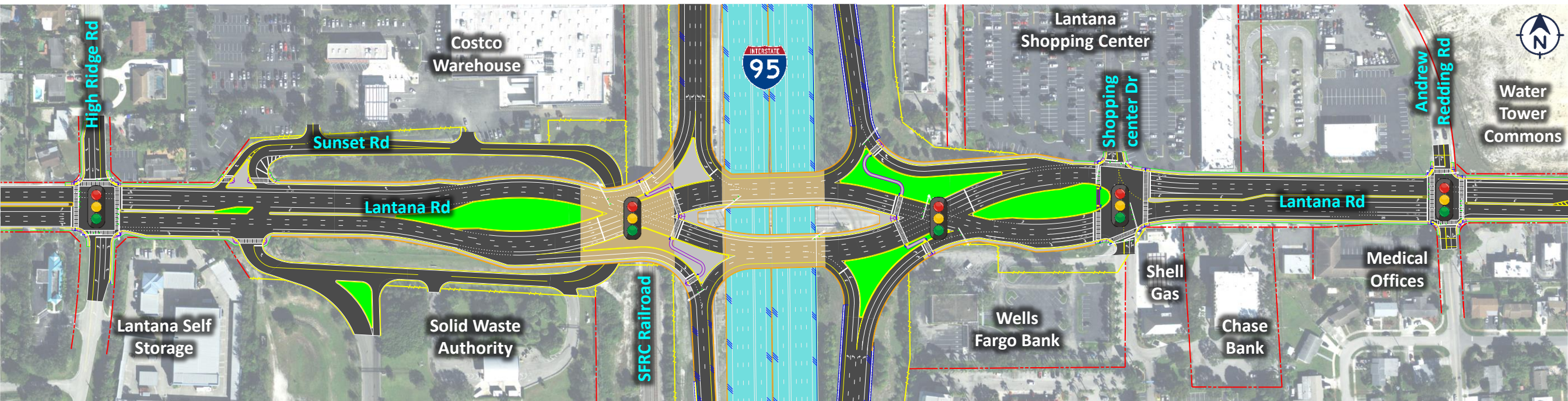
Advantages:

- Provides better mobility along Lantana Road and the Interchange ramps compared to the No-Action Alternative
- Lowest construction cost
- Provides pedestrian and bicycle facilities

Disadvantages:

- Does not completely alleviate congestion at the ramp terminal
- Right of way impacts to 9 commercial properties

Build Alternative 2 – Diverging Diamond Interchange (DDI)



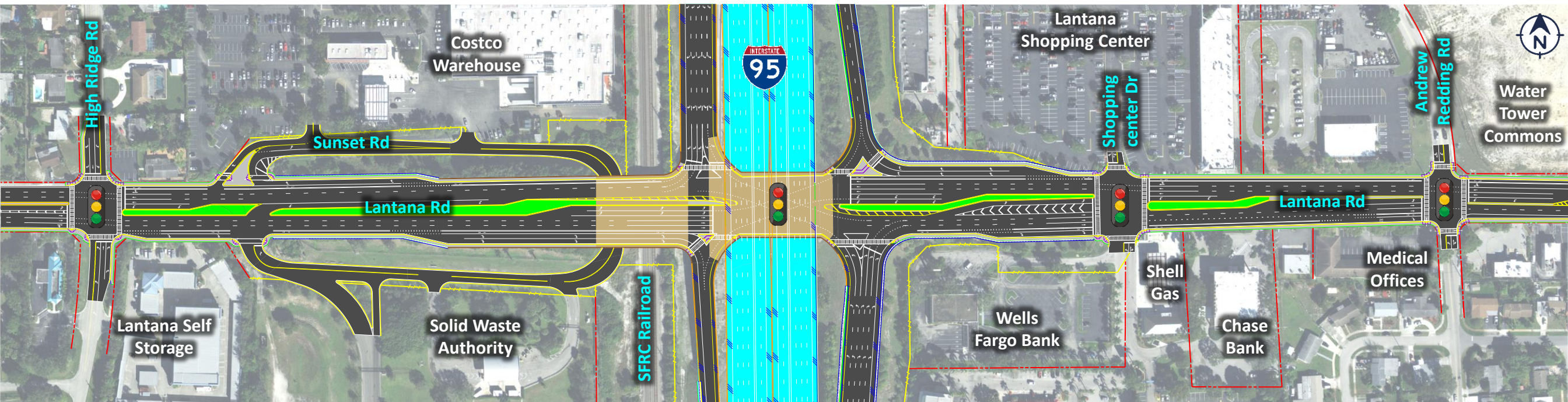
Advantages:

- Provides the highest level of mobility and safety
- Accommodates Underpass Service Road
- Has the highest benefit-cost ratio
- Opportunities for landscape and other aesthetic improvements

Disadvantages:

- Has the highest construction cost
- Right of way impacts to 6 properties
- Maintenance of traffic impacts during construction

Build Alternative 3 – Single Point Urban Interchange (SPUI)



Advantages:

- Provides better mobility and safety improvements compared to the No-Action and Build Alternative 1
- Accommodates Underpass Service Road
- Provides multimodal improvements

Disadvantages:

- Extensive maintenance of traffic impacts during construction
- Right of way impacts to 9 properties
- Lowest benefit-cost ratio

Alternatives Evaluation Criteria

▪ **Engineering Analysis**

- Geometric Design
- Traffic Operations and Safety
 - Level of Service (LOS)
 - Queues and Spillback
 - Potential Crash Reduction
- Drainage Impacts
- Utility Impacts
- Temporary Traffic Control Impacts

▪ **Right-of-Way Impacts**

- Number of Parcels Impacted
- Number of Potential Relocations
- Total ROW required

▪ **Multimodal Accommodations**

- Pedestrian facilities
- Bicycle facilities
- Transit

▪ **Environmental Impacts**

- Socio-Economic Impacts
- Cultural and Historic Impacts
- Natural Resource Impacts
- Contamination Sites Impacted
- Visual and Aesthetics

▪ **Project Costs**

- Construction Costs
- Right of way Costs



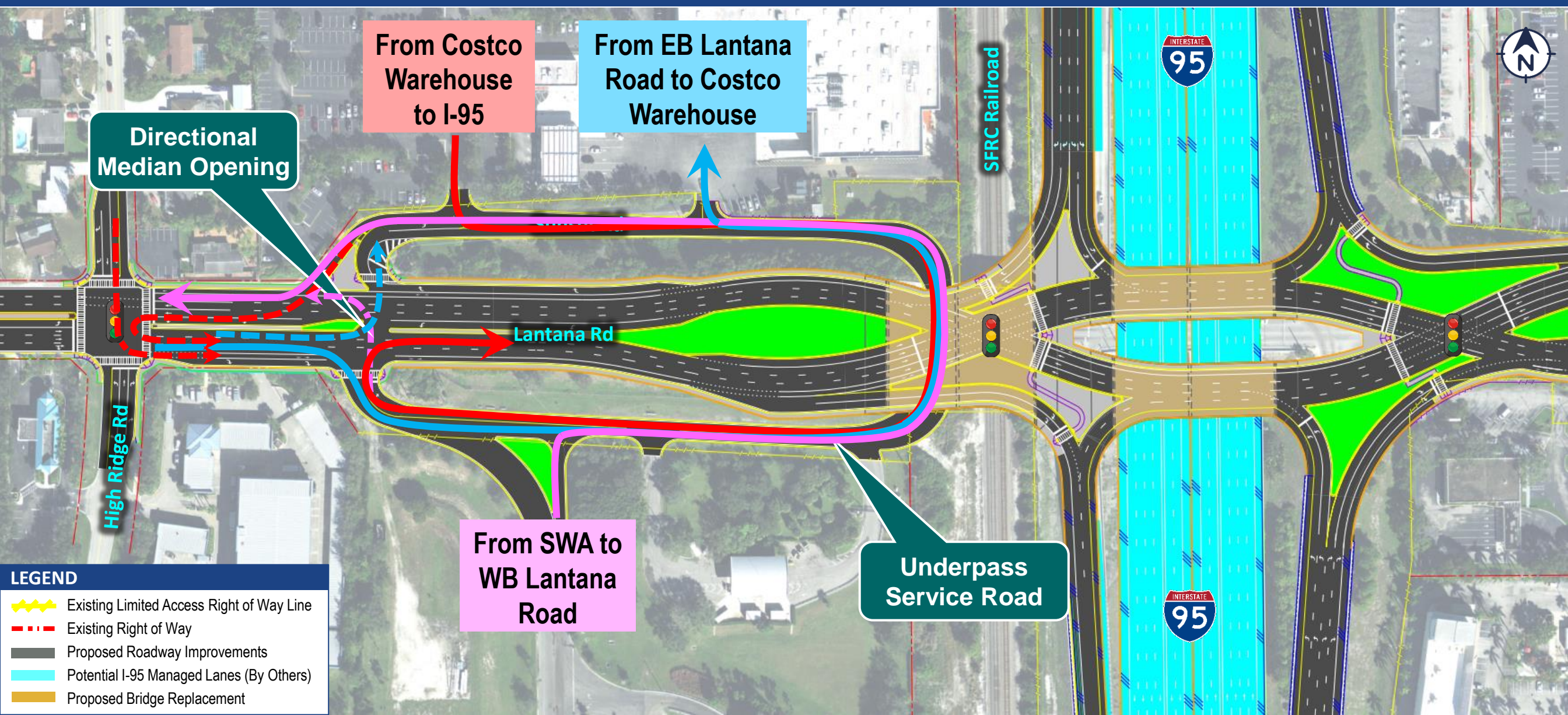
Alternatives Evaluation Matrix



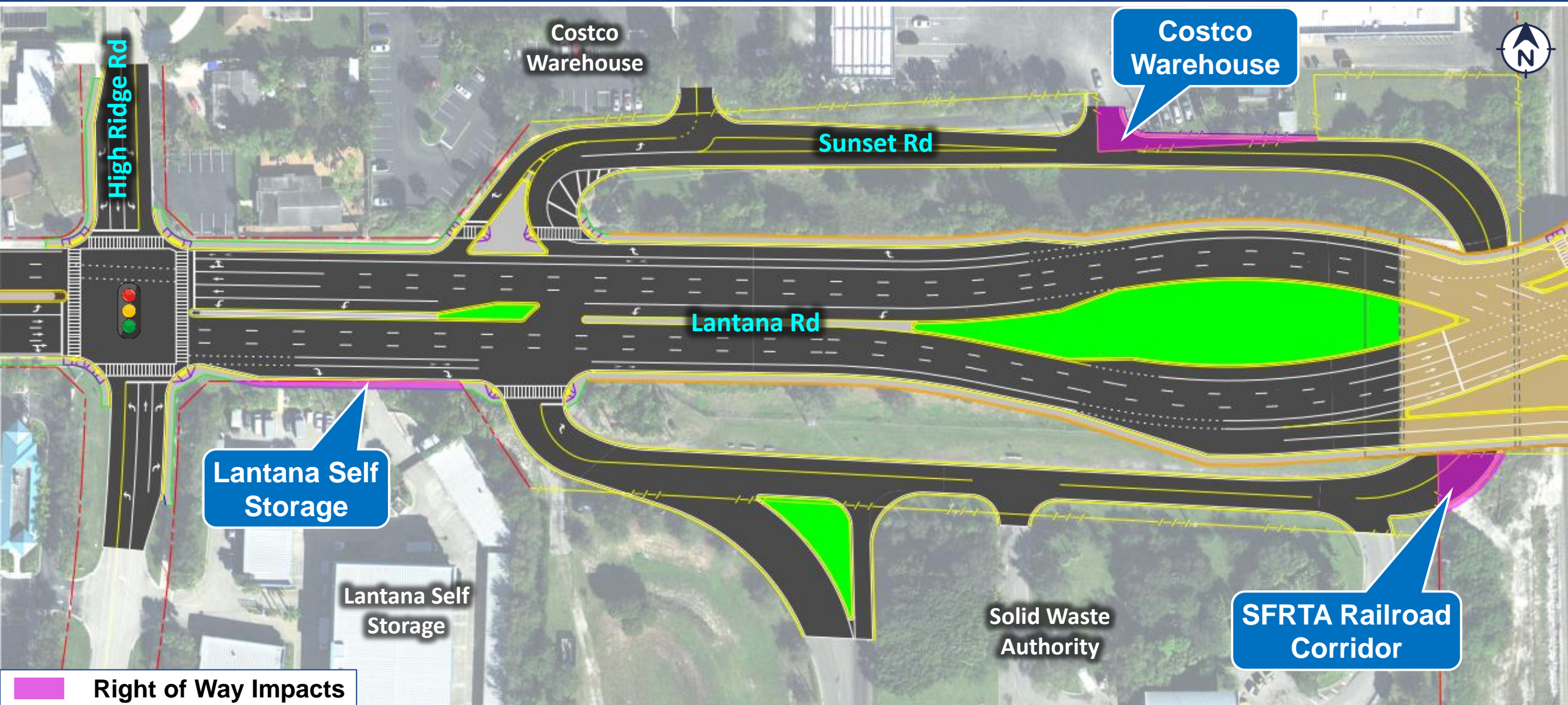
	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
Engineering				
Meets Purpose and Need	No	Yes	Yes	Yes
Traffic Operations & Mobility	Poor	Fair	Best	Good
Safety	Poor	Fair	Best	Good
Pedestrian, Bicycle & Transit Facilities	Poor	Good	Best	Good
Access Management Impacts	None	Medium	Low	Low
Maintenance of Traffic Impacts	None	Low	Medium	High
Environmental				
Visual and Aesthetic Potential	None	Low	High	Medium
Right of Way Impacts	None	9 commercial properties	6 commercial properties	9 commercial properties
Relocation Potential	None	1 Business	None	1 Business
Historic Sites Impacts	None	1 Historic Site	None	1 Historic Site
Protected Species and Habitat	None	None	None	None
Highway Traffic Noise	None	Minimal	Minimal	Minimal
Air Quality Improvements	No	Yes	Yes	Yes
Potential Contamination Impacts	No	Yes	Yes	Yes
Project Costs				
Construction Costs	None	\$18.4 Million	\$32.7 Million	\$30.7 Million
Right of Way Costs	None	\$13.3 Million	\$12.8 Million	\$13.3 Million
Benefit-Cost Ratio	None	1.16	1.70	0.77

DIVERGING DIAMOND INTERCHANGE (DDI)

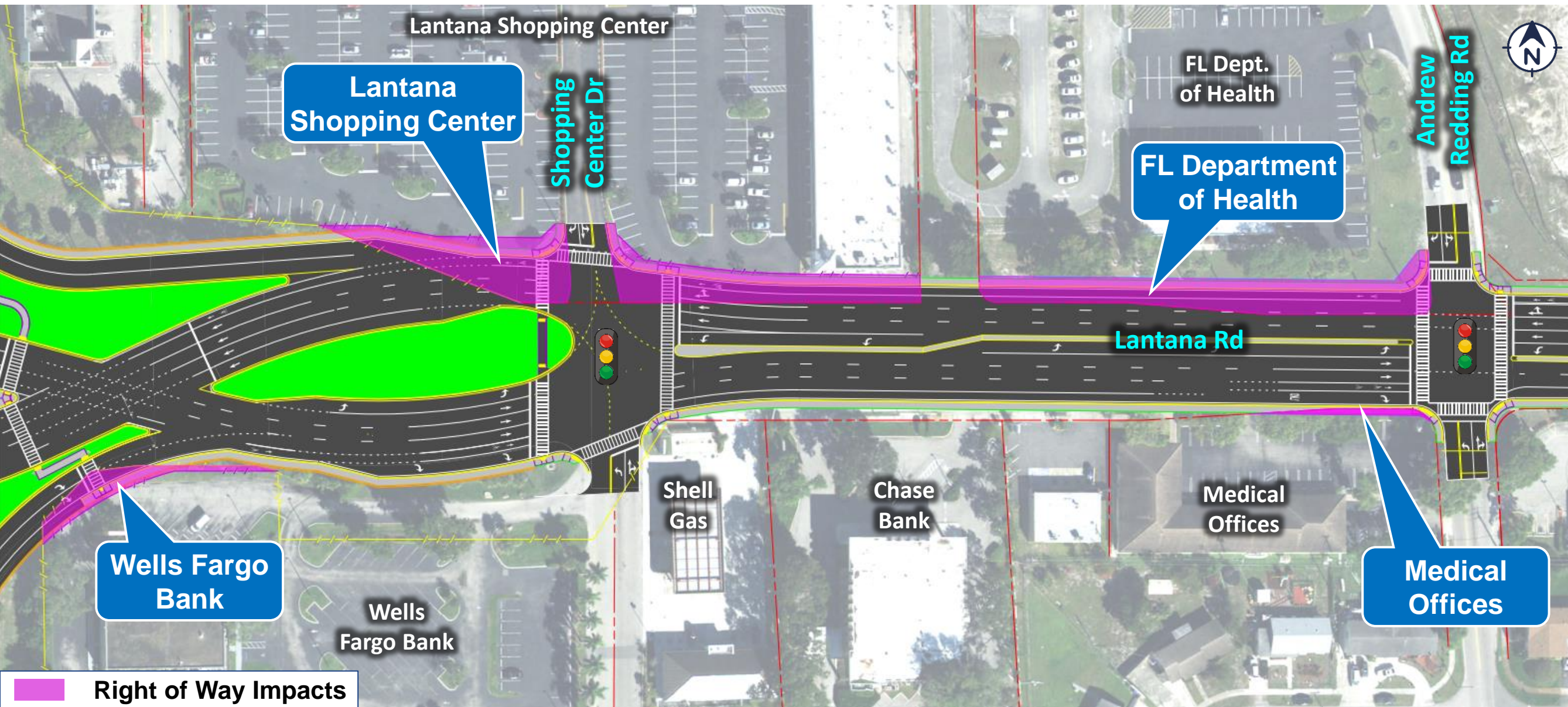
Access Management Changes



Right of Way Acquisition



Right of Way Acquisition



Right of Way Acquisition

- 6 Commercial parcels impacted for a total of 0.75 acres.
- No relocation required
- FDOT right of way specialists available to address questions

Ivana Robinson

Right of Way Project Manager

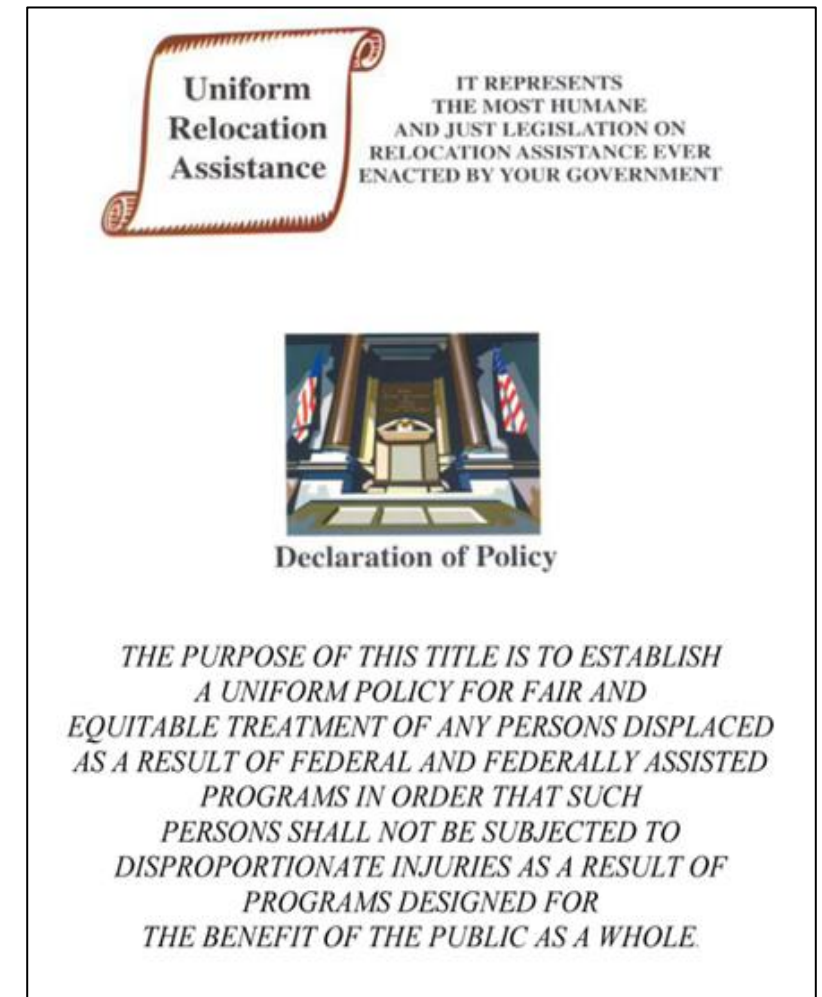
Office of Right of Way – FDOT District 4

3400 West Commercial Boulevard

Fort Lauderdale, FL 33309

Email: Ivana.Robinson@dot.state.fl.us

Phone: (954) 777-4236





Environmental Considerations

Social and Economic

- Social
- Economic
- Land Use Changes
- Mobility
- Aesthetics
- Relocation Potential
- Farmland

Physical

- Highway Noise
- Air Quality
- Contamination
- Utilities and Railroad
- Construction
- Bicycle and Pedestrian
- Navigation

Cultural

- Section 4(f)
- Historic Sites/Districts
- Archaeological Sites
- Recreational

Natural

- Wetland and other Surface Waters
- Aquatic Preserves and other Outstanding Waters
- Water Quality and Quantity
- Floodplains
- Coastal Zone Consistency
- Coastal Barrier Resources
- Protected Species And Habitat
- Essential Fish Habitat



Environmental Considerations – No Involvement

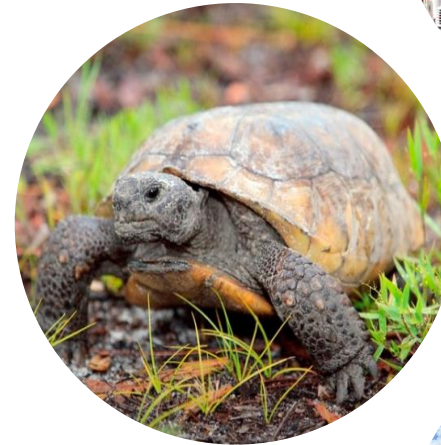
The project has no involvement with the following resources

- Farmland Resources
- Wetlands and Other Surface Waters
- Essential Fish Habitat
- Floodplains
- Sole Source Aquifer
- Aquatic Preserves
- Outstanding Florida Waters
- Wild and Scenic Rivers
- Coastal Barrier Resources
- Navigation

Environmental Considerations – No Significant Impacts

No significant environmental impacts are anticipated for the following resources

- Social and Economic
- Protected Species and Habitats
- Water Quality and Quantity
- Highway Traffic Noise
- Contamination
- Utilities and Railroads
- Construction
- Section 4(f) Resources
- Historic and Archaeological Sites



Social and Economic

- Provides mobility improvements and reduction in delays to commuters and local community
- Improves multimodal access to residential and commercial areas
- Improves vehicular, pedestrian and bicycle safety
- No impact to community features and services
- Minimal impacts to existing businesses
 - Loss of 24 parking spaces at Lantana Shopping Center



Section 4(f) Resources

- Two historical sites along the corridor:
 - Seaboard Air Line Railroad (SFRC)
 - First Federal Savings and Loan Association Building (Chase Bank)
- The project will preserve envelope over the railroad corridor to accommodate future expansion
- The project will not impact the First Federal Savings and Loan Association Building (Chase Bank)



Protected Species and Habitat

- Potential effects to Federal and State listed species were assessed
- No evidence of occurrence of any of the listed species, except for the Gopher Tortoise
- No adverse effect anticipated for Gopher Tortoise
- May affect, but not likely to adversely affect the Eastern Indigo Snake
- Protection measures will be utilized during construction



Contamination

- Contamination Screening Evaluation Report
- 5 medium risk potential contamination sites identified in proximity to project study area
- Level II assessment to be performed during the final design phase



Highway and Construction Noise

- Traffic noise impacts are predicted to occur at
 - Six residences within Lake Osborne Estate
 - Playground at the Sunshine Park Academy
- Noise barriers were evaluated at 2 locations:
 - Lantana Road from Lake Osborne Drive to High Ridge Road (Lake Osborne Estates)
 - Northeast Corner of Lantana Road and High Ridge Road Intersection (Sunshine Park Academy)
- No additional noise barriers are recommended at these locations





Environmental Documents

The Environmental Documents have been available for review 21 days prior to the hearing and will be available for Public Review for 14 days after the Public Hearing at the following locations until December 30, 2020.

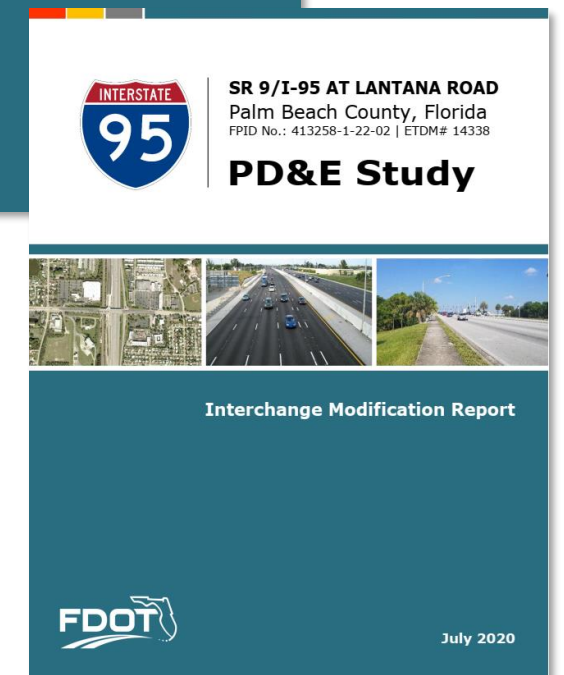
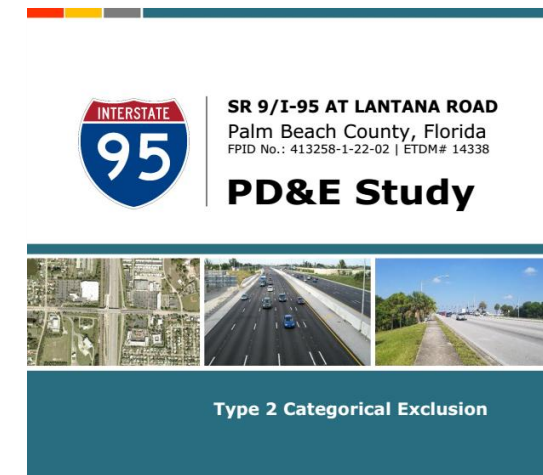
Lantana Branch Library

4020 Lantana Road,
Lake Worth, FL 33462

Town of Lantana Town Hall

500 Greynolds Circle,
Lantana, FL 33462

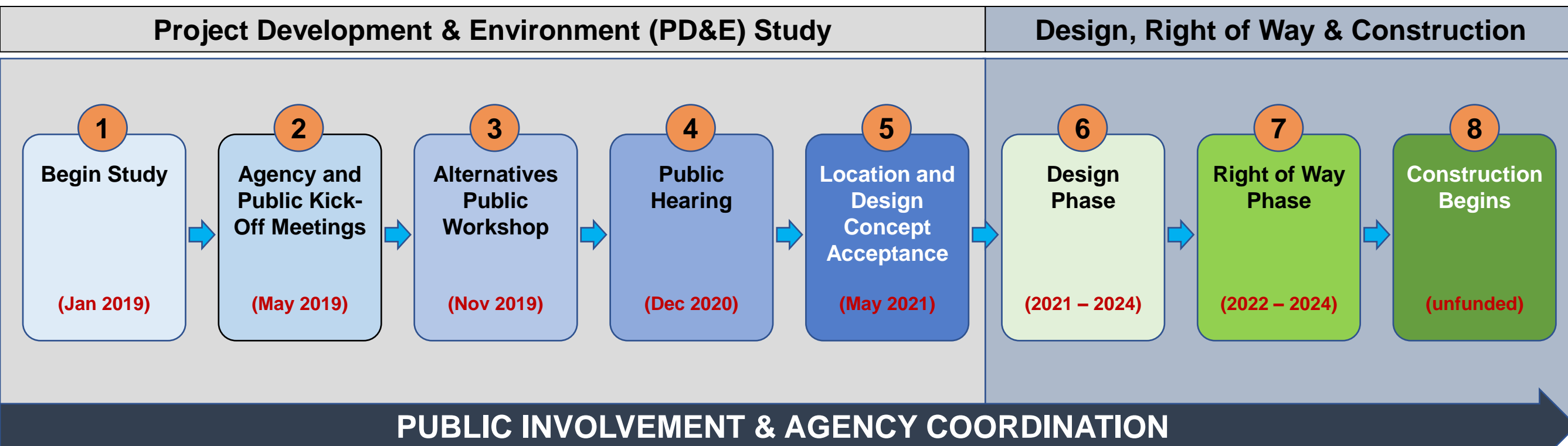
The documents are also available for review on the project website www.fdot.gov/projects/95lantana





Next Steps

- The Department will incorporate your comments into the decision making
- A final decision will be made on the Preferred Alternative
- The Final PD&E Documents are sent to FDOT's Office of Environmental Management in Tallahassee for Location and Design Concept Acceptance (LDCA)

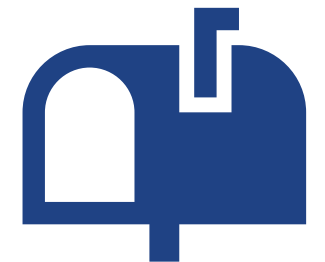


Tell us what you think!

- Type comments or questions in the Comments Pane on the control panel in GoToWebinar
- Use raise hand feature in GoToWebinar to ask questions during the comment period
- Submit Comment Forms via email vandana.nagole@dot.state.fl.us
- Submit your comments through Website:
www.fdot.gov/projects/95lantana
- Mail Comment Forms to the FDOT Project Manager

Comments postmarked on or before
December 30, 2020

will be included in the Project Administrative Record





Contact Information

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Project Manager

Florida Department of Transportation, District Four

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Fort Lauderdale, FL 33309

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Toll Free: 866-336-8435, ext. 4281

Email: vandana.nagole@dot.state.fl.us



Florida Department of
TRANSPORTATION
DISTRICT FOUR

Comment Period

