ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR-9/I-95 @ LANTANA ROAD

District: FDOT District 4

County: Palm Beach County

ETDM Number: 14338

Financial Management Number: 413258-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Vandana Nagole

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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

May 4, 2021

Director Office of Environmental Management
Florida Department of Transportation

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 06/20/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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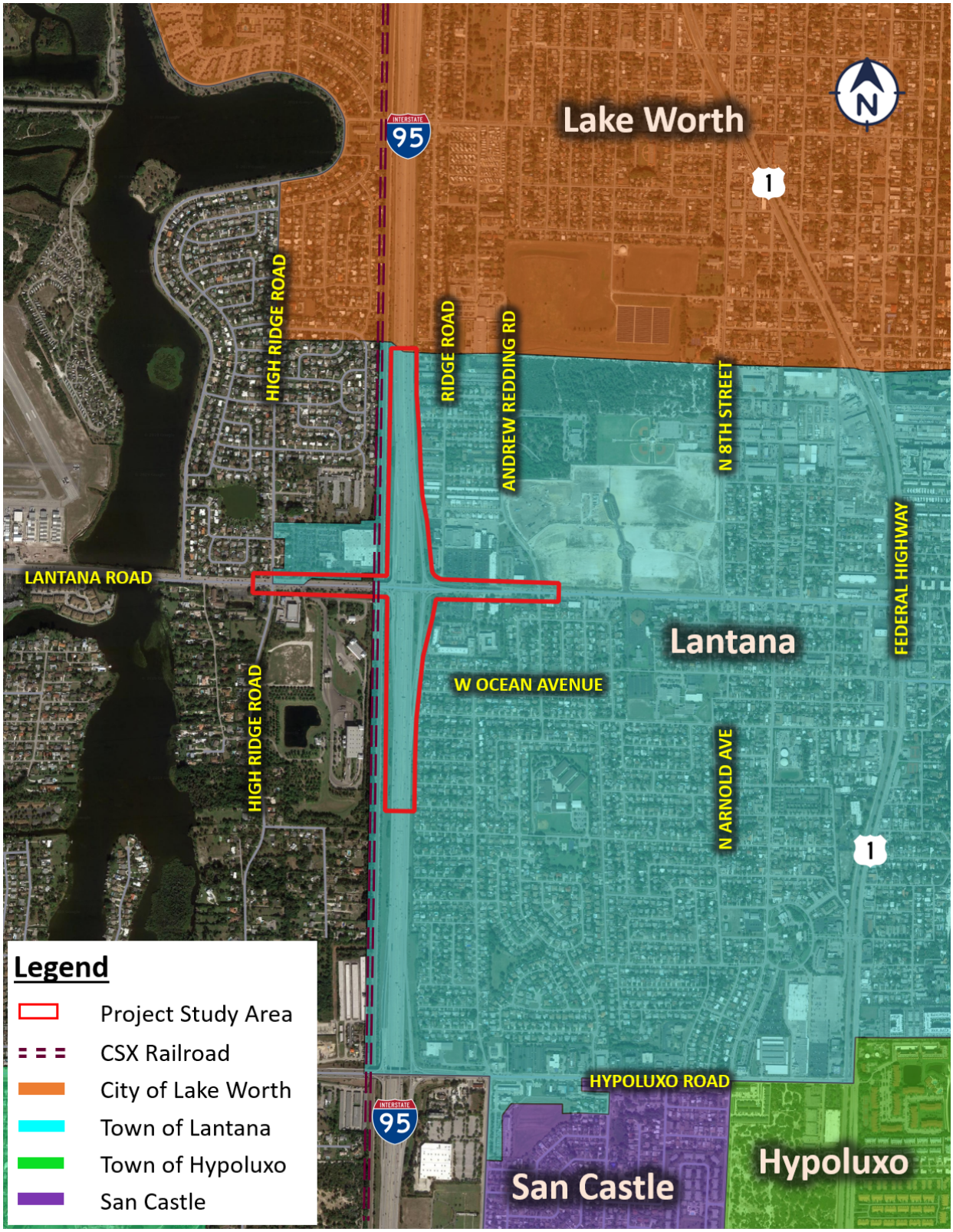

Figure 1-1 Project Location Map

1. Project Information

1.1 Project Description

The SR 9/I-95 at Lantana Road interchange is primarily located within the Town of Lantana in Palm Beach County, Florida, between the 6th Avenue South (1.54 miles to the north) and the Hypoluxo Road (1.04 miles to the south) interchanges (see Figure 1-1 Project Location Map). The project length is 0.74 miles along SR 9/I-95. The interchange provides access to the Palm Beach County Park/Lantana Airport, Hypoluxo Island, Lantana Scrub Natural Area, and the Lantana Lake Worth Health Center. The existing interchange is a Tight Urban Diamond Interchange (TUDI) and the project limits along Lantana Road extend from High Ridge Road to Andrew Redding Road. The South Florida Rail Corridor (SFRC)/CSX Railroad runs parallel along the west side of SR 9/I-95 in this area and crosses below an elevated section of Lantana Road.

SR 9/I-95 near the Lantana Road interchange is a ten-lane divided urban interstate, aligned south to north, providing four general purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction. Auxiliary lanes are provided in both the northbound and southbound direction within the study area. At the Lantana Road interchange, SR 9/I-95 crosses below an elevated section of Lantana Road. SR 9/I-95 is a Strategic Intermodal System (SIS) designated highway as well as an emergency evacuation route.

Within the project limits, Lantana Road is primarily a four-lane urban principal arterial under the jurisdiction of Palm Beach County, aligned west to east, with two through lanes in each direction. At the interchange location, Lantana Road is elevated over SR 9/I-95 and the SFRC/CSX Railroad. There is one dedicated left-turn lane in each direction to access the SR 9/I-95 on-ramps and two through lanes in each direction. A single free-flow right-turn lane is also provided in both eastbound and westbound directions along Lantana Road to serve the SR 9/I-95 on-ramps. Sidewalks are provided along both sides of Lantana Road; however, bicycle lanes do not exist. The segment of Lantana Road from SR 9/I-95 to SR 5/US-1 is designated as an emergency evacuation route.

The proposed improvements will include operational and safety improvements to the Interchange including capacity improvements along Lantana Road, additional turning lanes at the SR 5/I-95 ramp terminal intersections and signal improvements. The project will also include improvements to sidewalks, ADA ramps, guide signs, and designated bicycle lanes.

PROPOSED IMPROVEMENTS

Based on the analysis and evaluation of several key evaluation parameters including traffic operations, safety benefits, access impacts, utility impacts, right of way impacts, environmental impacts, construction costs as well as public comments, the Diverging Diamond Interchange (DDI) configuration is the Preferred Alternative.

The following improvements will be implemented as part of the interchange reconfiguration:

- Widen Lantana Road to provide 3 lanes in each direction between High Ridge Road and Andrew Redding Road.
- Replace the existing single Lantana Road bridge over I-95 and SFRC/CSX Railroad with two separate bridges over SR 9/I-95 and SFRC/CSX Railroad.
- Replace the existing ramp bridges for the southbound on and off ramps with embankment and MSE walls.
- Provide dual right-turn lanes and dual left-turn lanes for the SR 9/I-95 northbound and southbound off-ramps.

- Provide dual eastbound and westbound right-turn lanes from Lantana Road onto I-95 southbound and northbound on-ramps respectively.
- Provide dual eastbound and westbound left-turn lanes from Lantana Road onto the I-95 northbound and southbound on-ramps.
- Eliminate the eastbound left-turn movement at the Sunset Road intersection, widen the westbound right turn lane at Sunset Road to accommodate the design vehicle and provide a directional median opening.
- Provide an underpass road that connects Sunset Road and the existing Solid Waste Authority (SWA) service road underneath the reconstructed Lantana Road Bridge over SFRC/CSX Railroad.
- Provide exclusive southbound and northbound right-turn lanes along High Ridge Road.
- Provide 7-foot bicycle lanes and 6-foot sidewalks along Lantana Road in both directions
- Provide Intelligent Transportation System (ITS) improvements including Arterial Dynamic Message Signs (ADMS), Surveillance and verification Closed Circuit Television (CCTV) cameras and wrong way detection system for the interchange ramps.

1.2 Purpose and Need

The purpose of the project is to enhance the overall traffic operations and safety at the existing interchange of SR 9/I-95 and Lantana Road. The project will evaluate alternatives that eliminate traffic spillback onto SR 9/I-95, enhance interchange operations and safety, reduce congestion, while providing for multimodal accommodations at this interchange location.

1.2.1 System Linkage

Lantana Road is a county roadway (CR 812) that provides access to the Town of Lantana and Hypoluxo Island via East Ocean Avenue (Lantana) Bridge. To the west, Lantana Road provides access to the Palm Beach County Park/Lantana Airport and the City of Atlantis. Although Lantana Road is not a designated road in the state's SIS, SR 9/I-95 is a part of the SIS system. The SIS includes Florida's important transportation facilities that support the State's economy and mobility. Improved interchange operations at Lantana Road will help to reduce traffic spillback onto I-95 thereby enhancing connectivity among the local and regional network.

Based on Palm Beach County's Evacuation Routes and Zones Map, Lantana Road is classified as an evacuation route from SR 5/US-1 to SR 9/I-95 . Therefore, improvements to the interchange of I-95 and Lantana Road, along with improvements to nearby intersections, will decrease evacuation times by increasing connectivity between eastern and western towns/cities and SR 9/I-95. Additionally, emergency response times will be decreased by the proposed improvements due to the enhanced mobility.

1.2.2 Modal Interrelationships

The SR 9/I-95 at Lantana Road interchange accommodates east-west sidewalks on the north and south sides of Lantana Road, from High Ridge Road to Shopping Center Drive, extending beyond both intersections. Bicycle lanes are not currently provided in both directions along Lantana Road within the project limits. The Transportation Planning Authority (TPA) Master Comprehensive Bicycle Transportation Plan (MCBTP) includes recommendations to improve bicycle facilities throughout Palm Beach County. The MCBTP recommends a "Detailed Corridor Study" along Lantana Road. Additionally, the MCBTP designates segments of High Ridge Road as "Bike Level of Service (LOS) Threshold Met" and "Shoulder Candidate." As part of the study, provision of bike lanes were evaluated along Lantana Road.

Four schools are located within approximately one mile of the interchange: Barton Elementary School, Lantana Elementary School, Lantana Middle School, and Palm Beach Maritime Academy. There are no Palm Tran transit bus stops within the project limits. However, bus stops are located on Lantana Road west of High Ridge Road and east of Andrew Redding Road. Adding improvements to bicycle and pedestrian facilities at the intersections within the study area will increase the safety of pedestrian and bicycle users along the corridor.

1.2.3 Capacity and Transportation Demand

The SR 9/I-95 southbound ramps within the study area currently operate at an overall LOS E during the A.M. peak hours, while the northbound ramps operate at a LOS C. During the P.M. peak hours, the southbound ramps operate at LOS D, and the northbound ramps operate LOS C. If no improvements are made to the I-95/Lantana Road interchange, it is forecasted that by 2045, both the southbound and northbound ramps will operate at LOS F for both the A.M. and P.M. peak hours.

1.2.4 Safety

Crash data from 2014 to 2018 for SR 9/I-95 (Roadway ID: 93220000) from south of Lantana Road to the north of Lantana Road, SR 9/I-95 Ramps at Lantana Road (Roadway ID: 93220037, 93220038, 93220039, and 93220040), and Lantana Road (Roadway ID: 93530000) from High Ridge Road to Andrew Redding Road (MP 2.80 to MP 3.50) was obtained from the FDOT State Safety Office GIS (SSOGis) Query Tool on the Traffic Safety Web Portal. Based on the crash analysis, 313 crashes occurred on the SR 9/I-95 mainline, 157 crashes occurred on the SR 9/I-95 ramps at Lantana Road interchange and 172 crashes occurred on Lantana Road within the study area from 2014 to 2018. The predominant crash types that occurred within the study area were rear-end collisions, sideswipe collisions, and angled collisions. Crashes of these types are typically attributed to congested conditions along the arterials and interchange ramps and terminals. As such, providing capacity improvements for different modes of transportation within the study area will help to improve safety by alleviating congestion.

1.3 Planning Consistency

The project is identified in the FY 2020/2021 - FY 2024/2025 FDOT Work Program and the State Transportation Improvement Program (STIP) with $6,583,825 allocated for design in 2021 and funded through right-of-way (FY 2022 - 2023) and construction (> 2024). The project is also included in the FY 2021 - FY 2024 Palm Beach TPA Transportation Improvement Program (TIP). There is a difference in funding for the right-of-way phase (-$413,755), but no TIP/STIP amendment is required as the difference is below $2,000,000 and 20% of the Total Project Threshold. Funding for the construction phase is consistent between the TIP and STIP. The FDOT SIS Plan of the TPA 2045 LRTP shows design and right of way funding in the TIP for FY 2020 - 2024, with construction funds in FY 2025 - 2030 (2030 Plan). The project is consistent with the Palm Beach County Comprehensive Plan. Construction is tentatively funded in FY 2029.

There is a difference in the TIP and STIP of -$413755, a decrease for R/W phase (-$314,306 in FY 2022 and -$99,449 in FY 2024). The difference is below $2,000,000 and 20% Total Project Threshold, so no TIP/STIP amendment is needed.

Currently Adopted LRTP-CFP	COMMENTS
Yes	Palm Beach Transportation Planning Agency 2045 Long Range Transportation Plan page 153. There is a difference in the TIP and STIP of -$413755, a decrease for R/W phase (-$314,306 in FY 2022 and -$99,449 in FY 2024). The difference is below $2,000,000 and 20% Total Project Threshold, so no TIP/STIP amendment is needed.

	Currently Approved	$	FY	COMMENTS
PE (Final Design)				
TIP	Y	6,583,825	2021	
STIP	Y	6,583,825	2021	
R/W				
TIP	Y	7,493,132 242,355 99,449	2022 2023 2024	There is a difference in the TIP and STIP of -$413755, a decrease for R/W phase (-$314,306 in FY 2022 and -$99,449 in FY 2024). The difference is below $2,000,000 and 20% Total Project Threshold, so no TIP/STIP amendment is needed.
STIP	Y	7,178,826 242,335	2022 2023	
Construction				
TIP	Y	200,000	2024	
STIP	Y	200,000	2024	

2. Environmental Analysis Summary

	Issues/Resources	Significant Impacts?* Yes	No	Enhance	NoInv
3.	**Social and Economic**				
1.	Social	☐	☒	☐	☐
2.	Economic	☐	☒	☐	☐
3.	Land Use Changes	☐	☒	☐	☐
4.	Mobility	☐	☐	☒	☐
5.	Aesthetic Effects	☐	☒	☐	☐
6.	Relocation Potential	☐	☒	☐	☐
7.	Farmland Resources	☐	☐	☐	☒
4.	**Cultural Resources**				
1.	Section 106 of the National Historic Preservation Act	☐	☒	☐	☐
2.	Section 4(f) of the USDOT Act of 1966	☐	☒	☐	☐
3.	Section 6(f) of the Land and Water Conservation Fund	☐	☐	☐	☒
4.	Recreational Areas and Protected Lands	☐	☐	☐	☒
5.	**Natural Resources**				
1.	Protected Species and Habitat	☐	☒	☐	☐
2.	Wetlands and Other Surface Waters	☐	☐	☐	☒
3.	Essential Fish Habitat (EFH)	☐	☐	☐	☒
4.	Floodplains	☐	☒	☐	☐
5.	Sole Source Aquifer	☐	☒	☐	☐
6.	Water Resources	☐	☒	☐	☐
7.	Aquatic Preserves	☐	☐	☐	☒
8.	Outstanding Florida Waters	☐	☐	☐	☒
9.	Wild and Scenic Rivers	☐	☐	☐	☒
10.	Coastal Barrier Resources	☐	☐	☐	☒
6.	**Physical Resources**				
1.	Highway Traffic Noise	☐	☒	☐	☐
2.	Air Quality	☐	☒	☐	☐
3.	Contamination	☐	☒	☐	☐
4.	Utilities and Railroads	☐	☒	☐	☐
5.	Construction	☐	☒	☐	☐

USCG Permit

☒ A USCG Permit IS NOT required.

☐ A USCG Permit IS required.

*** Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social

A Sociocultural Effects Evaluation (SCE) was prepared for the project to identify and address potential effects on the communities and community resources as a result of the Preferred Alternative and is included in the project file. The project improvements are proposed along already existing roadways. As such, the project will not divide neighborhoods or create social/cultural isolation. Demographic information was obtained from the 2012-2016 American Community Survey (ACS). A density analysis of the block groups within the study area is summarized in Table 3-1. Demographic data for Palm Beach County is 54.5% White (not Hispanic or Latino), 22.9% Hispanic, 19.7% Black of African American and 2.9% Other. In the Study Area, the population is mostly White (43.33%). Race and ethnicity are characterized as follows: Black or African American (26.74%), Hispanic or Latino (26.35%) and Other (3.58%).

Table 3-1
2012-2016 Study Area Demographics

Race	Population	Percentage
White - non-Hispanic	1,860	43.33
Black or African American	1,148	26.74
Hispanic	1,131	26.35
Native American, American Indian, Native Hawaiian, Pacific Islander, or Alaska Native	0	0
Asian	21	0.49
Other	133	3.09
TOTAL	4,293	100

According to the USEPA's environmental justice screening and mapping tool (EJSCREEN), the population in the Study Area is 56% minority compared to the state average of 43%. According to the 2017 U.S. Census Bureau, Palm Beach County has a median household income of $57,256 compared to the State which is $50,883. According to the 2015 ACS, the median household income for the Study Area is $36,897, which is significantly lower than the state of Florida and Palm Beach County median incomes. The median age for the population within the Study Area is 41, which is lower than the overall median age for Palm Beach County (44), and the State of Florida (42). According to EJSCREEN, 20% of the population encompassing the project Study Area "speak English less than very well". The number of individuals who speak less than proficient English was evaluated in order to provide public information in appropriate methods and language(s). Therefore, both traditional and non-traditional outreach efforts have been utilized to produce more effective tools to reach out to communities and encourage participation. Public involvement activities consisted of newspaper advertisements, media advisories and releases in English and Spanish, various meetings with the adjacent businesses, Lantana Chamber of Commerce, door-to-door outreach, social media outreach, and a project website. The public meetings occurred in a public venue (Lantana Branch Public Library).

Community services located within the project area include five educational facilities, four healthcare facilities, four religious facilities, one government building, and four daycare centers. Based on the preferred alternative, no adverse impacts to community facilities and services are anticipated. Access to all properties in the immediate project vicinity will be maintained through various means. Access to bus stops is expected to be enhanced as a result of improved bicycle and pedestrian facilities within the project Study Area. The project provides dedicated bicycle lanes in both the eastbound and westbound directions on Lantana Road to improve access to residential and commercial areas.
The project improvements consist of operational and capacity improvements to the Interchange including adding turn lanes and signal improvements. These improvements will reduce travel times and congestion in the community. Discussion points from the Alternatives Public Workshop that are addressed by the Preferred Alternative include providing an underpass service road underneath the new Lantana Road Bridges over the SFRC/CSX Railroad that connects Sunset Road and the Solid Waste Authority service road as well as pedestrian and bicyclist improvements. Right-of-way impacts were also minimized to the extent possible to reduce impacts to parking at the medical offices building adjacent to Andrew Redding Road.

FDOT will maintain access to businesses and residences during construction and a Maintenance of Traffic (MOT) plan will be developed during Design. Businesses and residences will be advised during the construction phase of any temporary changes or limitations to access. The project is not anticipated to have effects on community cohesion, create isolated areas, disrupt social relationships and patterns, or disrupt connectivity to community activity centers.

The Palm Beach County Transportation Planning Agency's vision includes safe and convenient cycling as a means of transportation, as well as an attractive form of recreation for residents and visitors. The proposed project will promote mixed transportation use by incorporating designated bicycle lanes along Lantana Road. The project is anticipated to enhance bicycle and pedestrian improvements, which will provide better access to public transportation and other community resources in the area. Construction will not impede access to public transportation, and access to transit will be maintained through the implementation of a MOT plan for pedestrian, bicycle, and vehicular traffic.

The project will not change or alter the demographic mix of the population along the corridor, nor are negative impacts anticipated for the minority, low income, elderly, or other potentially underrepresented populations present in the Study Area. Since there are no effects to these populations and the project will not change the demographic composition of the area, mitigation measures are not included.

3.2 Economic

Based on the 2015 ACS data, median household income in the project area is estimated to be $36,897, which is lower than the County and the state of Florida. Approximately 30% of the population is below the poverty level in the Sociocultural Effects (SCE) Study Area, compared to an overall average of 13% for Palm Beach County.

The project improves connectivity by providing operational improvements and dedicated bicycle lanes to improve access to residential and commercial areas. In turn, this makes available properties within this corridor more attractive for infill or development opportunities. Jobs generated could be both temporary by virtue of construction activity and ongoing permanent positions due to the resulting land uses permitted within the project corridor. The project supports the land use character depicted through the Palm Beach County Comprehensive Master Plan, including the multi-modal, mixed-use area. Minor right of way acquisition is required for the project, but will not adversely affect the tax base of Palm Beach

County or the other adjacent municipalities

The population in Palm Beach County was 1.47 million in 2017 and is expected to grow to 1.64 million by 2030, a 16% increase (U.S. Census Bureau and University of Florida Bureau of Economic and Business Research). Population growth will result in higher-density populations and new housing developments, commercial and industrial space demand and increased transportation. The enhanced traffic operations have the potential to support increased vehicular traffic in the project area and future development areas.

3.3 Land Use Changes

The project is compatible with the Town of Lantana's Comprehensive Plan and Town's development goals along with Palm Beach County's TPA 2045 LRTP. The project is not located within an Area of Critical State Concern, the Coastal High Hazard Area, or within or near a military base. Future land use maps suggest that the area will remain relatively unchanged. The project supports the land use character depicted through the Palm Beach County Comprehensive Master Plan, including the multi-modal, mixed-use area. Due to the fact that the project is consistent with the vision and character of the area, overall changes and effects to surrounding land uses as a result of the project are anticipated to be minimal.

The surrounding area is fully developed, with the exception of the Lantana Natural Scrub Area to the northeast of the project Study Area. The land use along Lantana Road is mainly retail/office and commercial spaces with areas of residential, solid waste disposal, institutional and public/semi-public use. Future land uses will continue to reflect mixed-use development. The Preferred Alternative proposes improvements to the existing Lantana Road and SR 9/I-95 transportation corridors, primarily within the right of way. Minor right of way acquisition is required which will result in minor changes in land use from commercial or institutional to transportation land use. The proposed operational improvements are expected to support the existing and future land uses in the project area.

Any changes in land use identified in the Future Land Use Plan were considered as part of the future traffic development through the transportation modeling process. The character of the Study Area remains unchanged in the Future Land Use Plan. The proposed improvements aim to achieve acceptable LOS in the future condition by accommodating future travel demand as a result of Palm Beach County population and employment growth. It will also allow SR 9/I-95 to continue to serve as a critical arterial in facilitating north-south movement of traffic in southeast Florida. The population in the project area is expected to fluctuate in response to regional factors unrelated to the project and it is anticipated that any future growth in the Study Area will be in accordance with the Palm Beach County Comprehensive Plan.

3.4 Mobility

SR 9/I-95 is included in the SIS for its role in supporting the state's economy and mobility. Lantana Road is primarily a four-lane Urban Principal Arterial and services local commuter traffic to and from several adjacent communities. The proposed project is anticipated to improve capacity deficiencies, traffic operations and multimodal use along Lantana Road. In addition, the project is expected to enhance mobility and safety to the non-driving population by providing bicycle lanes on Lantana Road. The existing bus service will remain.

The Preferred Alternative, 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. This design allows movements for the left and right-turns to and from the SR 9/I-95 ramps onto Lantana Road without crossing the path of opposing traffic. The crossover is made at the signal where the

opposing traffic flows split the signal green time. The major advantage of this type of interchange is that the left-turning vehicles do not require a signal phase which makes this a two-phased signal system with more green time for the opposing traffic. In addition, the DDI has fewer conflict points [i.e. 14 for DDI, 26 for Tight Urban Diamond Interchange (TUDI)] resulting in significant safety and operational improvement at the interchange. The enhanced traffic operations will improve the flow of traffic to SR 9/I-95 and surrounding arterials.

3.5 Aesthetic Effects

There are land uses, such as residential communities, businesses and schools within or near the project Study Area that could be affected by visual impacts. However, the project will have minimal, if any, impact on the viewshed of the surrounding communities due to the roads in the project already existing (I-95 and Lantana Road). Construction activities could result in temporary disturbances to the existing visual environment near the project. Due to the urbanized nature of the corridor, improvements are unlikely to permanently impact the aesthetics of the environment.

The public was afforded the opportunity to review the project alternatives and comment through the Alternatives Public Workshop. There are no parks or recreational facilities directly adjacent to the project corridor. The community and local governments did not identify any unique or historic features, and no potential impacts to notable aesthetic characteristics were anticipated by the public.

3.6 Relocation Potential

A Conceptual Stage Relocation Plan (CSRP) was prepared for the project and is located in the project file. There are no residential household displacements, however the Preferred Alternative proposes one potential business relocation (Dunkin Donuts, 1400 W. Lantana Road). The nearest Dunkin Donuts is 1.5 miles away on South Dixie Highway and there are at least 3 other coffee shops in the area. Substantial controversy was not identified during the public outreach activities conducted during the study and therefore no significant impacts are anticipated from the potential relocation.

The FDOT provides advance notification of impending right of way acquisition. Before acquiring right of way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights. Relocation advisory services and resources are available to the resident and business to be relocated without discrimination.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of the Town of Lantana with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

The CRAS identified fifteen historic resources within the APE. On April 17, 2020, the SHPO concurred that two of the resources, the Seaboard Air Line Railroad (8PB12917) and the First Federal Savings and Loan Association (8PB18601) are eligible for listing in the NRHP. The remaining 13 resources (8PB18592-8PB18600 and 8PB18602-8PB18605) were determined to be ineligible for listing in the NRHP. The CRAS is included in the project file.

On May 12, 2020, FDOT submitted a letter to the SHPO to address project related effects relative to the Seaboard Air Line Railroad (8PB12917) and the First Federal Savings and Loan Association (8PB18601), which are eligible for inclusion in the NRHP. As part of the proposed improvements with the Preferred Alternative, the existing Lantana Road bridge over the Seaboard Air Line Railroad corridor will be replaced. The proposed bridge replacement will preserve the existing envelope over the railroad corridor by ensuring that the bridge piers and abutments are placed outside of the railroad right of way. The Preferred Alternative also includes an underpass access road connecting the service roads providing access to the Costco Warehouse on the north side and the Solid Waste Authority Transfer Station on the south side underneath the new bridge over the railroad corridor. This new underpass access road will require 0.04 acres of right of way from the existing railroad corridor to accommodate the new roadway alignment.

The proposed improvements to the Seaboard Air Line Railroad will not impact the integrity of the resource as no historic material will be removed and the use of the resource will not be impacted. The railroad will remain a historic transportation corridor and will continue to convey its significance in the planning and development of communities. Therefore, based on the nature of the improvements, FDOT determined the Preferred Alternative will have no adverse effect to the Seaboard Air Line Railroad.

The portion of Lantana Road adjacent to the First Federal Savings and Loan Association (8PB18601) located at 1300 W Lantana Road will be widened under the Preferred Alternative to accommodate three eastbound lanes, bicycle lanes, and a six-foot-wide sidewalk. The improvements will not require any right of way from the First Federal Savings and Loan Association parcel at 1300 W Lantana Road. The roadway is currently modernized with signage, markings, lighting, curbing, and traffic lights. The eastbound lanes are currently 2 through-lanes with a right-turn lane closest to the resource at 1300 W Lantana Road with curbing and a sidewalk. The proposed improvements will not alter the setting of the First Federal Savings and Loan Association (8PB18601) to a degree at which it will no longer convey its significance. Based on the nature of the improvements, FDOT determined the Preferred Alternative will have no effect on the historic First Federal Savings and Loan Association (8PB18601)

The SHPO reviewed the effect determinations and provided concurrence with the No Adverse Effect findings on May 21, 2020. The SHPO concurrence letters are included in the Appendix.

The CRAS identified no previously recorded or newly recorded archaeological sites within the archaeological APE. Background research and a pedestrian survey indicated that there is a low probability of finding intact archaeological sites within the archaeological APE. Subsurface archaeological testing was not feasible due to the presence of hardscape, landscaping, ditches, berms, and buried utilities.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

A Determination of Applicability has been prepared for two historic sites, the Seaboard Air Line Railroad and First Federal Savings and Loan Association (1300 W. Lantana Road). The railroad will continue to convey its significance in the planning and development of communities, and the Preferred Alternative will have no adverse effect on the Seaboard Air Line Railroad. However, due to the proximity of the proposed improvements, a determination of '*de minimis*' was made for this resource. Based on the Preferred Alternative, the proposed improvements will not alter the setting of the First Federal Savings and Loan Association to a degree that will no longer convey its significance. Therefore, the Preferred Alternative will have no effect on the this resource and a determination of 'not applicable' was made. OEM provided concurrence on June 22, 2020.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Protected Species and Habitat Evaluation was completed, as part of the Natural Resources Evaluation (NRE), to identify potential occurrence of any federal or state listed protected species, and habitat impacts within the proposed improvements associated with the preferred alternative. The Protected Species and Habitat Evaluation identified 13 federally and/or state listed species that could potentially occur within the project area.

The five federally listed and one candidate species (T = Threatened, E = Endangered, CS = Candidate) under the purview of the USFWS are: wood stork (T), Everglade snail kite (E), Florida scrub jay (T), West Indian manatee (T), Eastern indigo snake (T) and gopher tortoise (CS). The eight state listed species under the purview of FWC are: least tern, little blue heron, tricolored heron, reddish egret, black skimmer, burrowing owl, roseate spoonbill and gopher tortoise. Table 5-1 summarizes the names, protected status and occurrence potential of the 13 listed species.

Table 5-**1**
Federally Listed Species with the Potential to Occur within the Project Corridor

Common Name	Scientific Name	Federal Status	State Status	Occurrence Potential	Observed
Mammals					
West Indian Manatee	*Trichechus manatus*	T	T	Low	No
Birds					
Everglade Snail Kite	*Rostrhamus sociabilis plumbeus*	E	E	Low	No
Florida Scrub-Jay	*Aphelocoma coerulescens*	T	T	Low	No
Wood Stork	*Mycteria americana*	T	T	Low	No
Black Skimmer	*Rynchops niger*	NL	ST	Low	No
Florida Burrowing Owl	*Athene cunicularia floridana*	NL	ST	Low	No
Least Tern	*Sterna antillarum*	NL	ST	Low	No
Little Blue Heron	*Egretta caerulea*	NL	ST	Low	No
Reddish Egret	*Egretta rufescens*	NL	ST	Low	No
Roseate Spoonbill	*Platalea ajaja*	NL	ST	Low	No
Tricolored Heron	*Egretta tricolor*	NL	ST	Low	No
Reptiles					
Eastern Indigo Snake	*Drymarchon corais couperi*	T	T	Moderate	No
Gopher Tortoise	*Gopherus polyphemus*	CS	ST	High	Yes

Legend: E = Endangered; T = Threatened; FE = Federally Endangered; FT = Federally Threatened; ST = State Threatened; CS = Candidate Species; NL = Not Listed

Field surveys conducted on September 6, 2019, found no evidence of occurrence of any of the listed species, with the exception of the gopher tortoise. No natural areas exist within the project area, and the limited habitat available for certain species, including the Florida burrowing owl, Eastern indigo snake and gopher tortoise is degraded. Only the gopher tortoise was observed during the species survey. Prior to construction, a 100% gopher tortoise survey will be completed, and any individuals observed within 25 feet of proposed construction will be relocated. A summary of effect determinations can be found in Table 5-2.

Table 5-2
Federal and State-Listed Species Effect Determinations

Common Name	Scientific Name	Federal Status	State Status	Effect Determination
Mammals				
West Indian Manatee	*Trichechus manatus*	T	T	No Effect
Birds				
Black Skimmer	*Rynchops niger*	NL	ST	No Effect Anticipated
Florida Burrowing Owl	*Athene cunicularia floridana*	NL	ST	No Effect Anticipated
Everglade Snail Kite	*Rostrhamus sociabilis plumbeus*	E	E	No Effect
Least Tern	*Sterna antillarum*	NL	ST	No Effect Anticipated
Little Blue Heron	*Egretta caerulea*	NL	ST	No Effect Anticipated
Reddish Egret	*Egretta rufescens*	NL	ST	No Effect Anticipated
Roseate Spoonbill	*Platalea ajaja*	NL	ST	No Effect Anticipated
Tricolored Heron	*Egretta tricolor*	NL	ST	No Effect Anticipated
Florida scrub-Jay	*Apelocoma coerulscens*	T	T	No Effect
Wood Stork	*Mycteria americana*	T	T	No Effect
Reptiles				
Eastern Indigo Snake	*Drymarchon corais couperi*	T	T	MANLAA
Gopher Tortoise	*Gopherus polyphemus*	CS	ST	No Adverse Effect Anticipated

Legend: E = Endangered; T = Threatened; FE = Federally Endangered; FT = Federally Threatened; ST = State

Threatened; CS = Candidate Species; NL = Not Listed; MANLAA = May Affect, Not Likely to Adversely Affect

Four federally listed species had an effect determination of "No Effect" (West Indian manatee, Everglade snail kite, Florida scrub jay and wood stork), and one had an effect determination of "May Affect, Not Likely to Affect" (Eastern indigo snake - Path Followed: A>B>C>D>E>MANLAA). No further actions or consultations are required unless project modifications are made, additional information involving potential effects becomes available, or new species are listed, in which case initiation of consultation may be necessary.

5.2 Wetlands and Other Surface Waters

There are no protected wetlands or other surface waters present in the project area.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

The project area is located outside the 100 and 500-year floodplain (Zone X). Zone X represents areas outside the 500-year flood plain with less than 0.2% annual probability of flooding.

It has been determined, through consultation with state water resources and floodplain management agencies that there is no regulatory floodway involvement on the project and that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

5.5 Sole Source Aquifer

Biscayne Aquifer

The project limits lie within the boundaries of the recharge area for the Biscayne Sole Source Aquifer, the principal drinking water source for the area. In accordance with the Sole Source Aquifer Program, authorized by Section 1424(e) of the Safe Drinking Water Act of 1974, FDOT requested concurrence from the EPA regarding potential impacts to the Biscayne Aquifer. On January 5, 2021, the EPA concurred that the project is not expected to cause significant impacts to the aquifer system as long as proper protection measures were followed. The Sole Source Aquifer concurrence letter is attached in the Appendix.

5.6 Water Resources

The project area lies within the jurisdiction of the South Florida Water Management District (SFWMD), which requires that all projects meet State water quality and quantity criteria as set forth in Chapter 62- 302, Florida Administrative Code (FAC). One stormwater management feature, an FDOT detention pond located under the southbound I-95 on/off-ramps and Lantana Road overpass, will be impacted from the conversion of the existing deck bridges to MSE walls. This impact will reduce storage volume by 76%. To account for the volume loss, and provide additional storage for new impervious area, the pond will be relocated within the FDOT I-95 right of way. This relocation will require a permit modification for SFWMD ERP 50-03845-S.

The proposed roadway improvements under the Preferred Alternative will require drainage improvements along Lantana Road and the interchange ramps, including new drainage structures, pipes and stormwater treatment facilities. In addition to the existing stormwater management facilities that will be impacted from the reconstruction, the project will result in an increase in impervious area.

For Basin 1, the improvements will add 2.60 acres of additional impervious area. Treatment and attenuation for the additional 2.82 ac-ft of runoff volume will be provided with 160 linear feet of French drain and a proposed 0.61-acre dry retention pond. The dry retention pond will be located in the swale west of I-95 southbound between the proposed MSE wall for the southbound on-ramp and the basin boundary with a depth of 6.5-feet.

For Basin 2, improvements will add 3.02 acres of additional impervious area. Treatment and attenuation for the additional 3.82 ac-ft of runoff volume will be provided with 116 linear feet of French drain and a proposed 0.60-acre dry retention pond. The dry retention pond will be located in the NE infield between the proposed MSE wall on the I-95 northbound on-ramp and east of of I-95 with a depth of 8.0-feet.

For Basin 3, the proposed improvements will impact the dry detention pond, and the detention volume will be reduced by 76%. The improvements will add 1.50 acres of additional impervious area. Treatment and attenuation for the additional 1.98 ac-ft of runoff volume will be provided with 84 linear feet of French drain and a proposed 0.46-acre dry retention pond. The dry retention pond will be located north of the existing location along the FDOT swale between the proposed MSE wall and basin boundary with a depth of 4.5-feet.

In accordance with Section 403.0885, F.S., a National Pollutant Discharge Elimination System (NPDES) Construction Generic Permit (CGP) will be acquired prior to construction. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with the NPDES permit, including the preparation of a Stormwater Pollution Prevention Plan (SWPPP); adhering to the latest edition of the FDOT Standard Specification for Road and Bridge Construction; and the Best Management Practices (BMPs) including temporary erosion features during construction. FDOT will continue to coordinate water quality and quantity impacts and stormwater management with the appropriate regulatory agencies as required throughout the design and permitting phases of the project, as well as during and after construction.

A Water Quality Impact Evaluation (WQIE) was completed for the project and is included in the project file. Results confirmed that the proposed stormwater facility design will include, at a minimum, the requirements for water quality impacts required by SFWMD. It is therefore anticipated that no adverse effects will occur to the water quality within the project area.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

This project is a Type I project pursuant to 23 CFR 772 and Section 335.17, F.S.

Traffic noise levels were predicted for noise sensitive locations along the project corridor for the existing (2017) conditions and the design year (2045) No-Build and Preferred Build Alternative. Build Alternative traffic noise levels are expected to range from approximately 36.2 to 70.6 dB(A) during the project's design year. The worst-case design year traffic noise levels with the Build Alternative are predicted to be no more than 3.9 dB(A) greater than existing levels and 2.2 dB(A) greater than the expected design year No-Build noise levels.

Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria (NAC) at six residences and a playground at the Sunshine Park Academy near the Lantana Road/High Ridge Road intersection. Noise barriers were evaluated at three locations to mitigate noise impacts. However, noise abatement is not recommended for further consideration and public input at any of these impacted sites. A noise barrier for the five impacted homes in the Lake Osborne Estates neighborhood would require acquisition of permanent right-of-way and a construction easement. Also, additional costs would be incurred to relocate overhead and underground utilities. As a result, the estimated cost of this noise barrier is $1,753,400 overall and $219,175 per benefited site. This estimated cost per benefited site far exceeds the FDOT's noise barrier cost criteria ($42,000 per benefited site). The one impacted residence along the east side of High Ridge Road does not meet the FDOT's noise reduction feasibility criterion requiring that a noise barrier must provide a 5.0 dB(A) reduction for at least two impacted receptors to be considered feasible. The Sunshine Park Academy does not have sufficient usage to meet FDOT's reasonable cost criteria for special use sites ($995,935/person-hours/square-foot). Based on the noise analyses performed to date, there are no apparent solutions available to mitigate the noise impacts at the one impacted residence or the preschool playground. The traffic noise impacts to these noise sensitive sites are considered to be an unavoidable consequence of the project. A Noise Study Report (NSR) was completed in August 2020 and is included in the project file. Please see Modeled Noise Receptor Locations and Noise Analysis Results attached in the appendix.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

An Air Quality Technical Memorandum (AQTM) was prepared and is included in the project file.

The traffic data input used in the model was from the roadway intersection forecast to have the highest total approach traffic volume. This location was at the I-95/Lantana Road interchange. The No-Action and Preferred Alternative for both the opening year (2025) and the design year (2045) were evaluated.

Estimates of CO were predicted for the default receptors which are located 10 feet to 150 feet from the edge of the roadway. Based on the results from the screening model, the highest project-related CO one-hour and eight-hour levels are not predicted to meet or exceed the one-hour or eight-hour NAAQS for this pollutant with either the No-Action or Preferred Alternative. As such, the project "passes" the screening model. The results of the screening model are attached to the AQTM.

The project is expected to improve traffic flow by improving the operation of the I-95 Interchanges and arterial roadways. The planned improvements are expected to improve overall traffic operations, thereby relieving congestion, within the project study area, which should reduce operational greenhouse gas emissions.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER) was completed. This report evaluated potential and existing contamination sources within the project area buffer. The CSER is in the project file. Available state, local and federal records were reviewed to identify all contamination sites within 500 feet, non-landfill solid waste sites within 1000 feet, and superfund landfill sites within a 1/2 mile. Sites were evaluated independently.

Each site identified within the defined buffers from the proposed improvements was evaluated for its potential impact and assigned a rating of High, Medium, Low, or No potential risk. A total of 9 potential contamination sites were identified including 1 No Risk, 3 Low Risk, and 5 Medium Risk sites. Sites were rated based on their characteristics and distance from the proposed improvements. Level II Contamination Assessment investigations are recommended for Site #3 - Costco and Site #9 - CSX Railroad. Risk ratings were assigned in accordance with the FDOT PD&E Manual. The risk rating distribution for these identified sites/facilities is presented in Table 6-1. The Preferred Alternative was designed to avoid impacts at these sites to the greatest extent possible.

Table 6-1
Potential Contamination Sites

Map ID	Site Name (Facility ID)	Site Address	Risk Type	Risk Rating	Soil/Groundwater	Contamination Type	Distance from Proposed Improvements
1	Lake Worth Sanitary Landfill (65859)	1699 Wingfield Street	Inactive Landfill	Low	Groundwater	Benzene	1,015 feet east of the I-95 right of way
2	Publix Store (9808145)	1589 W Lantana Road	Aboveground Storage Tank (AST) for generator	Low	N/A	N/A	Approximately 400 feet north of Lantana Road and 275 feet east of the northbound I-95 on-ramp

3	Costco Gasoline (9701062)	1873 W Lantana Road	Underground Storage Tanks (USTs) - Petroleum	Medium	N/A	N/A	Adjacent to SFRC/CSX Railroad just west of the southbound I-95 right of way
4	R&R Transportation Spill (9803549)	I-95 Northbound Lane at Lantana Road (26.588687, -80.069011)	Petroleum Spill	Low	N/A	N/A	Within the median of I-95 northbound at Lantana Road
5	Waste MGMT Truck Spill (9803570)	I-95 Southbound Lane at Lantana Road in railroad right of way (26.586821, -80.069739)	Petroleum Spill	Medium	N/A	N/A	Within the SFRC/CSX Railroad right of way adjacent to southbound I-95
6	Shell Gas Station (8732176)	1320 Lantana Road	USTs - Petroleum	Medium	N/A	N/A	Adjacent to Lantana Road
7	Palm Beach Cleaners (9600101)	N/A - site no longer exists	Former dry cleaner	No	N/A	N/A	Site no longer exists, but was located approximately 330 feet east of the I-95 right of way
8	Solid Waste Authority of PBC-Central County Transfer Station (65564)	1810 Lantana Road	Solid Waste/Storage Tanks - diesel	Medium	N/A	N/A	Adjacent to SFRC/CSX Railroad just west of the southbound I-95 right of way and south of Lantana Road
9	CSX Railroad (No Facility ID)	N/A - Railroad right of way	Hazardous Treatment	Medium	Soil	Arsenic	Adjacent to southbound I-95 right of way

There are no existing Level II Evaluations available for FDOT District Four projects that overlap with the I-95 at Lantana Road project corridor. While asbestos surveys were not conducted as part of this PD&E Study, available Asbestos Containing Material (ACM) surveys that were previously conducted on bridges within the current PD&E Study Area are included in Table 6-2. Asbestos surveys were conducted in July 2011 for bridge #930274 (southbound I-95 off-ramp onto Lantana Road), bridge # 930275 (southbound I-95 on-ramp from Lantana Road), and bridge #930276 (Lantana Road over I-95 and CSX Railroad). There was no limitation to sampling locations; however, sampling of these bridges was representative and determined by experience of the field reviewer. The collected samples yielded positive results for asbestos in Class V finish on select areas of all three bridges.

Table 6-2
Summary of Asbestos Testing Results

Bridge Location	**Bridge #**	**Direction**	**ACM Detected**
I-95 off-ramp	930274	SB I-95	Regulated ACM (RACM) detected in Class V finish
I-95 off-ramp	930275	SB I-95	RACM detected in Class V finish
Lantana Road over I-95	930276	NB/SB Lantana Road	RACM detected in Class V finish

Asbestos removal was performed using wet method removal techniques for all three bridges between August 7, 2013 and October 24, 2013. Air monitoring conducted during abatement activities confirmed that the airborne fiber concentrations remained below the US EPA clean air standard of 0.01 fibers per cubic centimeter of air (f/cc). Following completion of asbestos removal, visual inspections confirmed that all known ACM had been suitably abated.

It should also be noted that no Lead Based Paint (LBP) surveys were required for this study due to the fact that the bridges are made of concrete and do not contain any materials that were coated with LBP.

6.4 Utilities and Railroads

There are 12 Utility Agency Owners (UAO) with facilities within the study area that were contacted as part of the study. Table 6-3 below shows the list of utility agency owners and utility contact data obtained from Sunshine State One Call of Florida (SSOCOF).

Table 6-3
Utilities in the Project Study Area

ID	Utility Agency / Owner	Facility Type
1	AT&T Florida/BellSouth	Communication
2	City of Lake Worth-Electric	Power
3	City of Lake Worth-Water & Sewer	Water/Sewer
4	Comcast Cable	Cable TV
5	Crown Castle Fiber	Communication
6	Florida Power & Light-Distribution	Power
7	Florida Power & Light-Transmission	Power
8	Florida Public Utilities Co.	Gas
9	MCI/Verizon	Communication
10	Palm Beach County-Traffic	Traffic
11	Solid Waste Authority of Palm Beach Co.	Waste
12	Town of Lantana	Water/Sewer

**although master agreements with FDOT do not exist under current UAO ownership, master agreements were executed with FDOT under previous ownerships, Comcast ABB Management Corp. and FPL-Fibernet, LLC respectively.*

The Preferred Alternative will impact the following utilities within the study limits:

AT&T Florida

- A 6-4" Polyvinyl Chloride (PVC) duct bank along the south right of way of Lantana Rd. east of I-95 may be in conflict with roadway widening.
- Manhole located northeast of northbound off-ramp from I-95
- Buried copper and fiber facilities crossing southbound on-ramp to I-95

City of Lake Worth Water & Sewer
- 12" PVC Water Main (WM) and 3" PVC Force Main (FM) east of High Ridge Road
- Private lift station and 3" PVC FM interconnect within the adjacent property

Comcast
- Aerial Cables

Crown Castle Fiber
- Handholes along Lantana Road

Florida Public Utilities Co.
- 6" Polyethylene (PE) and 6" Steel Gas Main (GM) are generally present in these areas.

Florida Power & Light Distribution
- Pole 13 Kilovolts (kV) conductors located at the southeast corner of the intersection of High Ridge Road
- Poles with 13kV conductors at the entrance to Sunset Road
- Poles with 13kV immediately to the west of Andrew Redding Road

Lake Worth Electric Utilities
- 138kV Overhead Electric Transmission Facility runs north-south along the I-95 western R/W limit adjacent to the SFRC/CSX rail corridor. The transmission poles immediately to the north and south of Lantana Road will be directly impacted by the Preferred Build Alternative. The transmission poles will need to be relocated to accommodate new ramps.

Palm Beach County-Traffic/ITS
- Existing 2-2" PVC, buried fiber, pull boxes and devices along Lantana Rd.

Town of Lantana Water & Sewer
- 6" PVC FM generally present at back of north sidewalk from Publix Shopping Center entrance to east of Andrew Redding Rd.
- 6" WM also located within the same area
- Town-owned lift station and control panel
- Abandoned 6" FM
- An 8" DIP FM (in 18" Steel casing) and a 12" DIP WM (in 24" Steel casing) cross the I-95 on/off-ramps and mainline just north of the Lantana Road bridge over I-95.
- A 4" FM (in 20" Steel casing) crosses Lantana Rd. near the Solid Waste site west of I-95.
- 12" WM (in 24" Steel casing) that crosses I-95 approx. 1,000-ft south of Lantana Rd. (at W. Mango St).

Verizon/MCI
- Existing buried fiber lines within railroad right of way.

The City of Lake Worth 138kV Electric Transmission facility runs north-south along the SFRC/CSX railroad right of way within the study area. These transmission poles will be directly impacted by the proposed Diverging Diamond Interchange configuration proposed under the preferred alternative.The transmission poles will need to be relocated to accommodate

the new ramps.

Further coordination with the utility agency owners will occur during the design phase of the project.

The SFRC/CSX Railroad crosses the project corridor on the west side of I-95 at Lantana Road. The railroad currently passes beneath an elevated section of Lantana Road. The portion of the CSX railway located within the study area parallels I-95, consist of two tracks and is owned by the FDOT for use by Tri-Rail commuter trains. Currently, eight (8) freight, fifty (50) Tri-Rail, and four (4) Amtrak trains use the system daily. The SFRC/CSX railroad corridor right of way is 100-ft north of Lantana Road and varies from 100-ft to 191-ft south of Lantana Road.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Short-term impacts associated with construction of the proposed improvements are anticipated including potential erosion of areas cleared for construction, temporary increases in noise levels, from use of heavy construction equipment. Temporary impacts to traffic flow and travel patterns are anticipated during construction activities and would occur along existing roads and at intersections during construction activities.

The FDOT *Standard Specifications for Road and Bridge Construction*, latest edition, has standard construction practices which take into consideration many of the direct construction impacts and provides measures to minimize effects. BMPs will be employed during construction to ensure minimization of impacts.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report (PER).

8. Permits

The following environmental permits are anticipated for this project:

State Permit(s)	Status
DEP or WMD Environmental Resource Permit (ERP)	To be acquired
DEP National Pollutant Discharge Elimination System Permit	To be acquired
FWC Gopher Tortoise Relocation Permit	To be acquired

Local Permit(s)	Status
Lake Worth Drainage District (LWDD) Permit	To be acquired

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

Project Kick-Off Meeting

The Elected Officials & Agency Kick-off Meeting was held on Tuesday, May 14, 2019, from 2:30 p.m. to 4:30 p.m. The meeting was intended to introduce the study and give local, state, and federal officials and agencies an opportunity to comment and provide initial input on the future transportation improvements. The Kick-Off Meeting began with an open house at 2:30 p.m., with a formal presentation at 3 p.m.

Three elected officials/representatives from the Town of Lantana, Palm Beach County Mayor's office and the State Senator's office attended the meeting. Some of the key discussion points included drainage concerns, additional traffic to be generated by the Water Tower Commons development (a 73-acre mixed-use development adjacent to the project corridor with 1,100 residential units and 209,000 square feet of commercial space for offices, retail stores and restaurants) and construction dates.

The Public Kick-off Meeting was also held on Tuesday, May 14, 2019. The meeting was held from 5:30 p.m. to 7:30 p.m. and was intended to introduce the project to the public and provide an opportunity to discuss the social, environmental, and economic issues of potential improvements.

Thirty-three people including 3 FDOT staff attended the meeting. Three written comments were provided by attendees. The discussion focused on additional traffic from the Water Tower Commons development, construction noise, and vibration, providing interim improvements along Lantana Road prior to the scheduled construction date, relocation and right of way acquisition, and traffic monitoring during construction.

The details of the Elected Officials/Agency and the Public Kick-Off Meetings are provided in the Project Kick-Off Meeting Summary Report.

Alternatives Public Workshop

The Alternatives Public Workshop was held on Wednesday, November 13, 2019, from 5:30 p.m. to 7:30 p.m. The purpose of this meeting was to provide an opportunity for the public to review the 3 preliminary Build Alternatives and the No-Action Alternative and provide feedback on their preferred improvement. The meeting was conducted as an open-house format, allowing the public to arrive at any time within the 2-hour meeting to review the display boards and discuss the project with the study team.

44 people attended the meeting including 19 FDOT and Consultant Team members. In general, the Attendees were in support of the project to provide the necessary mobility improvements and safety enhancements along Lantana Road. Most attendees identified Build Alternative 2 (Diverging Diamond Interchange (DDI) Configuration) as their preferred choice among the three Build Alternatives presented. Some of the key discussion points included the following:

- Provide an underpass to connect the access roads on the west side of I-95 by extending the bridge over the SFRC Railroad. This will allow for the removal of the EB and NB left turns to enhance safety of the Sunset Road intersection
- Concerns about drainage impacts from proposed improvements on the adjacent residential properties in the southeast quadrant of the interchange

- Provide an EB acceleration lane or extend the EB to SB storage lane to the Solid Waste Authority access road to "avoid a bottleneck"
- Need for walkable/livable communities consideration
- Need to provide sufficient capacity to handle the additional traffic associated with Water Tower Commons development
- Signal improvements to enhance mobility
- Minimize right of way impacts to the medical offices at the SW quadrant of Andrew Redding Road
- Current weaving issues from vehicles exiting the Costco wanting to make a U-turn at High Ridge Road

The details of the Alternatives Public Workshop are provided in the Alternatives Public Workshop Summary Report.

Date of Public Hearing: 12/15/2020
Summary of Public Hearing

The virtual public hearing was held on Tuesday, December 15, 2020 on the GoToWebinar platform while the in-person public hearing was held on Wednesday, December 16, 2020 at the Lantana Road Branch Library located at 4020 Lantana Road. Lake Worth, Florida 33462. Both hearings began at 5:30 p.m. with an open house followed by a formal presentation at 6:00 p.m., and a comment period.

Prior to the scheduled hearing, a Hybrid Public Hearing Strategy was developed and approved. The strategy detailed estimated attendance based on survey poll and extrapolation of attendance from the two prior public meetings, accommodations to ensure inclusion for members of the public with limited access to technology, as well as strategies to ensure safety at the in-person public hearing.

The survey poll was conducted among property owners within the study limits to gauge the public's readiness in attending the in-person hearing and their preferred participation method. The survey was mailed out on October 10, 2020 with options to complete online at the project website, or by return by prepaid mail. 1000 surveys were mailed out. 31 of these were completed online and 22 were completed and returned by mail. Based on the responses, most attendees opted for the virtual public hearing with a limited number opting to attend the in-person public hearing.

Draft documents were available for public review starting November 24, 2020 and remained accessible at the following locations through December 30, 2020.

- Town of Lantana Town Hall, 500 Greynolds Circle, Lantana, FL 33462
- Lantana Road Branch Library, 4020 Lantana Road, Lake Worth, FL 33462
- Project website: https://www.fdot.gov/projects/95lantana

Virtual Public Hearing
The virtual public hearing began at 5:30 pm with a virtual open house where the project team took attendees through the project displays shown as presentation slides. The open house included a video on the operations of a Diverging Diamond Interchange - The Preferred Alternative, and a simulation on the proposed access changes and its impact on travel patterns. A pre-recorded voiceover presentation was played at 6:00 p.m. The presentation included the project background, Alternatives, Alternatives Evaluation, right of way impacts and schedule. The presentation was followed by a comment period.

55 members of the public pre-registered to attend the virtual public hearing. However, only 23 members of the public and 9 FDOT and consultant team members attended. There was a court reporter present at the virtual public hearing. 11 questions and comments were submitted through the GoToWebinar question pane. In addition, 2 verbal comments were expressed during the formal comment period. One email comment was received after the virtual public hearing. The questions and comments centered on the following:

- Maintaining the Lantana Road access to the Lantana Self Storage during and after construction.
- Impact of increased traffic volume from the proposed underpass service road on the operations of the SWA trucks.
- Travel pattern for SWA trucks accessing northbound I-95 via Lantana Road.
- Noise impacts and provision of additional noise walls to mitigate highway noise along I-95.
- Maintenance of Traffic and access to businesses and property during construction.
- Lighting for the proposed underpass service road.
- Support for Preferred Alternative - DDI for its safety and operational benefits.

The virtual public hearing ended at 6:41 p.m.

In-Person Public Hearing
The in-person public hearing began at 5:30 pm with an open house where the project team walked attendees through the project displays. A pre-recorded voiceover presentation was played at 6:00 p.m. followed by a comment period. The formal presentation included a video on the operations of a Diverging Diamond Interchange which is the preferred Alternative 7 members of the public and 11 FDOT and consultant team members were also present at the in-person public hearing. There was a court reporter present at the in-person public hearing. 2 verbal comments were expressed during the formal comment period and 2 additional email comments were received after the in-person public hearing. The questions and comments centered on the following:

- Maintaining the Lantana Road access to the Lantana Self Storage during and after construction.
- Right of way impacts at the medical offices located at 1280 Lantana Road. Business owners at this location were concerned that any loss of parking at their property would damage their business.
- Concerns about the drainage impacts and its effect on the adjacent residential neighborhoods.
- Support for the underpass service road to enhance safety at the High Ridge Road and Sunset Road intersections.

The in-person public hearing ended at 6:35 p.m.

The details of the Virtual Public Hearing and In-Person Public Hearing are provided in the Public Hearing Summary Report which is included in the project file.

10. Commitments Summary

1. To minimize adverse effects to gopher tortoises, a survey is needed prior to the start of construction. Surveys should be conducted within the existing and proposed right of way, dry swales, and area underneath the proposed underpass service road. Any gopher tortoises located within 25 feet of proposed construction will be relocated by a Florida Fish and Wildlife Conservation Commission (FWC) Authorized Gopher Tortoise Agent to an approved recipient site.
2. The FDOT will adhere to the most recent version of the U.S. Fish and Wildlife Service's (USFWS) "Standard Protection Measures for the Eastern Indigo Snake" during construction to prevent adverse impacts to this species.
3. The FDOT will continue to coordinate with South Florida Regional Transportation Authority (SFRTA) and CSX Transportation during design phase of the project to ensure that the proposed interchange improvements provide a clear envelope over the South Florida Rail Corridor (SFRC) when placing bridge piers in order to accommodate future planned expansion.

11. Technical Materials

The following technical materials have been prepared to support this environmental document.

Sociocultural Effects Evaluation Report
Conceptual Stage Relocation Plan
Cultural Resources Assessment Survey (CRAS)
Section 4(f) Determination of Applicability
Drainage Analysis Report (DAR)
Natural Resources Evaluation (NRE)
Water Quality Impact Evaluation (WQIE)
Noise Study Report (NSR)
Contamination Screening Evaluation Report (CSER)
Air Quality Technical Memorandum (AQTM)
Utility Assessment Memorandum (UAM)
Typical Section Package
Bridge Analysis Report (BAR)
Geotechnical Report
Location Hydraulic Report (LHR)
Preliminary Engineering Report (PER)
Interchange Modification Report (IMR)
Drainage Analysis Report (DAR)
Public Involvement Plan
Project Kick-off Meeting Summary Report
Alternative Public Workshop Summary Report
Public Hearing Summary Report

Attachments

Planning Consistency
Project Plan Consistency Documentation

Cultural Resources
SHPO Concurrence Letter - CRAS
SHPO Concurrence Letter - Effects

Natural Resources
Sole Source Aquifer Concurrence Letter

Physical Resources
Potential Contamination Site Map
Modeled Noise Receptor Locations and Noise Analysis Results

Public Involvement
Virtual Public Hearing Certification
Virtual Public Hearing Transcript
In-Person Public Hearing Certification
In-Person Public Hearing Transcript

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation

Effective Date: 07/01/2020 | **Florida Department of Transportation** | **Run: 02/23/2021 09.29.24**

Approved STIP

View Approved STIP Phase Grouping Crosswalk

Item Segment: 413258 1

Fund	<2021	2021	2022	2023	2024	>2024	All Years
HIGHWAYS							
Item Number: 413258 1	Project Description: SR-9/I-95 @ LANTANA ROAD						*SIS*
District: 04 County: PALM BEACH	Type of Work: INTERCHANGE JUSTIFICA/MODIFICA					Project Length:	2.372
Extra Description:	PH2201= PRE-WORK PH2202= PD/E RECONFIGURE THE EXISTING INTERCHANGE INTO A DDI CONFIGURATION, REPLACE EXISTING BRIDGE OVER I-95 AND SFRC, WIDEN THE I-95 NB AND SB EXIT RAMPS, AND WIDEN LANTANA RD FR 4 TO 6 LANES BETWEEN HIGH RIDGE RD AND ANDREW REDDING RD						
P D & E / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	1,849,728	0	0	0	0	0	1,849,728
DIH -STATE IN-HOUSE PRODUCT SUPPORT	56,824	3,091	0	0	0	0	59,915
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	2,000,000	0	0	0	0	2,000,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	30,000	0	0	0	0	30,000
RIGHT OF WAY / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	0	0	695,700	242,335	99,449	0	1,037,484
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	6,643,956	0	0	0	6,643,956
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	153,476	0	0	0	153,476
RAILROAD & UTILITIES / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	200,000	400,000	600,000
CONSTRUCTION / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	23,739,365	23,739,365
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	0	0	2,856,227	2,856,227
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	232,019	232,019

Item 413258 1 Totals:	**1,906,552**	**2,033,091**	**7,493,132**	**242,335**	**299,449**	**27,227,611**	**39,202,170**
Project Total:	**1,906,552**	**2,033,091**	**7,493,132**	**242,335**	**299,449**	**27,227,611**	**39,202,170**
District 04 Totals:	**1,906,552**	**2,033,091**	**7,493,132**	**242,335**	**299,449**	**27,227,611**	**39,202,170**

Grand Total	**1,906,552**	**2,033,091**	**7,493,132**	**242,335**	**299,449**	**27,227,611**	**39,202,170**

Effective Date: 04/20/2021

Florida Department of Transportation

Run: 04/20/2021 11.42.22

Current STIP

View Current STIP Phase Grouping Crosswalk

Item Segment: 413258 1

Fund	<2021	2021	2022	2023	2024	>2024	All Years
HIGHWAYS							
Item Number: 413258 1	Project Description: SR-9/I-95 @ LANTANA ROAD						*SIS*
District: 04 County: PALM BEACH	Type of Work: INTERCHANGE JUSTIFICA/MODIFICA					Project Length:	2.372
Extra Description:	PH2201= PRE-WORK PH2202= PD/E RECONFIGURE THE EXISTING INTERCHANGE INTO A DDI CONFIGURATION, REPLACE EXISTING BRIDGE OVER I-95 AND SFRC, WIDEN THE I-95 NB AND SB EXIT RAMPS, AND WIDEN LANTANA RD FR 4 TO 6 LANES BETWEEN HIGH RIDGE RD AND ANDREW REDDING RD						
P D & E / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	1,849,585	0	0	0	0	0	1,849,585
DIH -STATE IN-HOUSE PRODUCT SUPPORT	60,500	25,091	0	0	0	0	85,591
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	4,000,000	0	0	0	0	4,000,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	30,000	0	0	0	0	30,000
DS -STATE PRIMARY HIGHWAYS & PTO	0	2,553,825	0	0	0	0	2,553,825
RIGHT OF WAY / MANAGED BY FDOT							
BNIR -INTRASTATE R/W & BRIDGE BONDS	0	0	6,375,126	0	0	0	6,375,126
DDR -DISTRICT DEDICATED REVENUE	0	0	695,700	242,335	0	0	938,035
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	108,000	0	0	0	108,000
RAILROAD & UTILITIES / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	200,000	400,000	600,000
CONSTRUCTION / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	0	0	32,505,913	32,505,913
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	0	0	7,941,392	7,941,392

DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	226,106	226,106
Item 413258 1 Totals:	**1,910,085**	**6,608,916**	**7,178,826**	**242,335**	**200,000**	**41,073,411**	**57,213,573**
Project Total:	**1,910,085**	**6,608,916**	**7,178,826**	**242,335**	**200,000**	**41,073,411**	**57,213,573**
District 04 Totals:	**1,910,085**	**6,608,916**	**7,178,826**	**242,335**	**200,000**	**41,073,411**	**57,213,573**

Grand Total	**1,910,085**	**6,608,916**	**7,178,826**	**242,335**	**200,000**	**41,073,411**	**57,213,573**

Phase	Fund Source	2021	2022	2023	2024	2025	Total
I-95 AT LANTANA ROAD - Proj# 4132581					**Length: 2.372 MI**	***SIS***	
Type of Work: INTERCHANGE - ADD LANES					**Lead Agency: FDOT**		
					LRTP#: SIS012		
Description: Add lanes to I-95 Interchange to increase capacity.							
PE	DIH	30,000	0	0	0	0	**30,000**
PE	DS	2,553,825	0	0	0	0	**2,553,825**
PE	ACNP	4,000,000	0	0	0	0	**4,000,000**
PDE	DIH	20,091	0	0	0	0	**20,091**
ROW	DI	0	6,643,956	0	0	0	**6,643,956**
ROW	DIH	0	153,476	0	0	0	**153,476**
ROW	DDR	0	695,700	242,335	99,449	0	**1,037,484**
RRU	ACNP	0	0	0	200,000	0	**200,000**
Total		**6,603,916**	**7,493,132**	**242,335**	**299,449**	**0**	**14,638,832**
	Prior Years Cost	*1,906,552*	*Future Years Cost*	*27,227,611*		*Total Project Cost*	*43,772,995*

I-95 AT LINTON BOULEVARD INTERCHANGE - Proj# 4353842					**Length: .664 MI**	***SIS***	
Type of Work: INTERCHANGE IMPROVEMENT					**Lead Agency: FDOT**		
					LRTP#: SIS014		
Description: ADD LANES TO I-95 AT INTERCHANGE TO INCREASE CAPACITY							
ENV	DDR	0	25,000	0	0	0	**25,000**
PE	ACSS	0	724,649	0	0	0	**724,649**
PE	DS	0	75,351	0	0	0	**75,351**
PE	SA	0	50,000	0	0	0	**50,000**
ENV	DS	0	20,000	0	0	0	**20,000**
RRU	DDR	0	0	0	600,000	0	**600,000**
RRU	DS	0	0	0	500,000	0	**500,000**
CST	DS	0	0	0	0	12,924,795	**12,924,795**
CST	DIH	0	0	0	0	55,342	**55,342**
Total		**0**	**895,000**	**0**	**1,100,000**	**12,980,137**	**14,975,137**
	Prior Years Cost		*Future Years Cost*	*58,900*		*Total Project Cost*	*15,034,037*

Florida Department of Transportation Prioritization

Projects from the FDOT Strategic Intermodal System (SIS) Plan. TPA role is to endorse/modify/reject projects.

				Programming Tiers ->	FY 20-24 (TIP)				FY 25-30 (2030 Plan)				2031-2035 (2045 Plan)				2036-2045 (2045 Plan)			
LRTP#	FM	SIS	Location	Description	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST
TPK001	4397411		Turnpike @ Hypoluxo Rd	New Interchange	$2,000															
TPK002	4182141		Turnpike from Broward County to Glades Rd	Widen 6L to 10L with managed lanes		$10,855						$389,807								
TPK003	4171321		Turnpike from Glades Rd to Atlantic Ave	Widen 6L to 10L with managed lanes		$9,820						$676,430								
TPK004	4371691		Turnpike from Atlantic Ave to Boynton Beach Blvd	Widen 6L to 10L with managed lanes		$10,521						$332,975								
TPK005	4061435		Turnpike from WPB Service Plaza to Okeechobee Blvd	Widen 4L to 8L with managed lanes		$5,000		$344,230												
TPK006	4061436		Turnpike from Okeechobee Blvd to SR-710/Beeline Hwy	Widen 4L to 8L with managed lanes						$3,000		$179,124								
TPK007	4157481		Turnpike from SR-710/Beeline Hwy to Indiantown Rd	Widen 4L to 8L		$21,545	$4,611					$495,314								
SIS001		3407	Beeline Hwy/SR-710 from Blue Heron Blvd to Congress Ave	Intersection & TSMO Improvements										$1,295						$27,420
SIS002	4192511		Beeline Hwy/SR-710 from Blue Heron Blvd to Northlake Blvd	Widen 4L to 6L		$2,022	$1,445	$119,775												
SIS003	4127331		I-95 @ 10th Ave North	Modify Interchange	$17	$2,650	$6,246					$23,142								
SIS004	4365191		I-95 @ 45th St	Construct Diverging Diamond Interchange	$2	$2,355	$2,488	$14,629				$14,629								
SIS005	4369631		I-95 @ 6th Ave South	Modify Interchange	$5	$30	$5,761	$11,251												
SIS006	4397591		I-95 @ Belvedere Rd	Add 2nd NB to EB right turn lane		$820		$3,126												
SIS007	4441211	3416	I-95 @ Belvedere Rd	Modify Interchange - Southbound Ramp		$355								$3,089	$6,000					$55,318
SIS008	4132651		I-95 @ Central Blvd	Construct New Interchange	$3	$65	$9,081					$78,471								
SIS021	4358041		I-95 @ Boynton Beach Blvd	Modify Interchange	$3	$272	$19,050	$37,294												
SIS009	2319321		I-95 @ Gateway Blvd	Modify Interchange	$3	$199	$10,416	$10,130				$41,860								
SIS036	4124204		I-95 @ Glades Rd	Modify Interchange			$1,757	$1,529												
SIS010	4132571		I-95 @ Hypoluxo Rd	Modify Interchange	$6	$2,250	$948	$260				$17,185								
SIS011	4397581		I-95 @ Indiantown Rd	Signalize NB Ramp, Add EB Lane on Indiantown		$472	$547	$7,229												
SIS012	4132581		I-95 @ Lantana Rd	Modify Interchange	$398	$2,030	$7,853	$200				$19,786								
SIS013	4353841		I-95 @ Linton Blvd	Modify Interchange	$2	$46	$1,517	$972												
SIS014	4353842		I-95 @ Linton Blvd	Modify Interchange		$895		$12,030												
SIS015	4358031		I-95 @ Northlake Blvd	Add turn lanes, lengthen ramps, access mgmt		$138	$16,847	$37,556												
SIS016	4397551		I-95 @ Okeechobee Blvd	Add right turn from EB Okeechobee Blvd to SB I-95		$9		$1,148												
SIS017	4132601		I-95 @ Palm Beach Lakes Blvd	Modify Interchange	$100	$1,386						$12,993								

Costs expressed in Year of Expenditure (YOE) dollars
Values in thousands (1,000s)

Cultural Resources Appendix

Contents:

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAULT, P.E.
SECRETARY

March 27, 2020

Dr. Timothy Parsons, Director and
State Historic Preservation Officer
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32301

Subject: **Request for Review**
Cultural Resource Assessment Survey
SR 9/I-95 at Lantana Road
Financial Management #: 413258-1-22-01
Palm Beach County, Florida

Attention: Adrianne Daggett

Dear Dr. Daggett;

This Cultural Resource Assessment Survey (CRAS) for the State Road 9 (SR-9)/Interstate 95 (I-95) Project Development and Environment (PD&E) Study was undertaken for the Florida Department of Transportation (FDOT), District 4. The objective of this survey was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to criteria set forth in 36 Code of Federal Regulations (CFR) Section 60.4. This CRAS addresses Efficient Transportation Decision Making (ETDM) agency comments requiring a comprehensive survey of the project area documenting all cultural resources and assessing their National Register eligibility.

The PD&E Study is proposing improvements to the Lantana Road interchange. This project will evaluate the potential modification of existing entrance and exit ramps serving the Lantana Road interchange within the project limits. Widening and turn lane modifications will be evaluated along Lantana Road to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

This assessment complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–

1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective June 14, 2017). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

No newly or previously recorded archaeological resources were identified within the archaeological APE during the current survey. The pedestrian survey confirmed the modified nature and low archeological potential of the archaeological APE. No subsurface testing was conducted due to the presence of hardscape, landscaping, ditches, berms, and buried utilities. The historic resources survey resulted in the identification of a total of fifteen historic resources. Of the fifteen resources, one is previously recorded and fourteen are newly recorded. The previously recorded resource has been determined National Register–eligible outside of the current project APE: Seaboard Air Line Railroad (8PB12917) within the current project APE. The segment of this resource, within the project APE was recorded in 2010 but was not evaluated by the SHPO. Therefore, an updated FMSF form was completed for this resource. The current survey considers the segment of the Seaboard Air Line Railroad (8PD12917) within the current project APE to be National Register–eligible under Criterion A in the categories of Transportation and Community Planning and Development. The fourteen newly recorded resources (8PB18592-8PB18605) are standing structures. Of those, thirteen are Masonry Vernacular style buildings and one is Mid-Century Modern. Only one of the fourteen newly recorded resources is considered to be National Register-eligible: First Federal Savings and Loan Association (Chase Bank) (8PB18601) at 1300 W Lantana Road. This building is a well-intact example of Mid-Century Modern architecture. It is a rare example of this style of architecture within the Lantana area, in which there are few well-intact Mid-Century Modern style structures. Due to its high integrity and significance as a rare example of this style of architecture in the area, the First Federal Savings and Loan Association (Chase Bank) (8PB18601) at 1300 W Lantana Road is considered eligible for listing in the National Register under Criterion C in the area of Architecture.

The remaining thirteen newly recorded standing structures (8PB18592-8PB18600, 8PB18602-8PB18605) do not possess sufficient significant historic associations to meet National Register criteria for listing individually. These resources are Masonry Vernacular in style, a common style across South Florida. In addition, each of these resources exhibit moderate or extensive exterior alterations which affect their historic integrity. Therefore, these newly recorded standing structures are considered National Register–ineligible, either individually or as a part of a district, under Criterion A, B, C, and D.

A visual assessment in the area within and adjacent to the project APE found that these areas comprised mainly of modest, Masonry Vernacular, single-family homes and commercial properties constructed in the late 1950s and 1960s. Most of the residential structures have sustained several alterations, most often including but not limited to replacement of windows, doors, roofs and enclosed carports and porches. Further, many have also sustained additions which further compromise a structure's history integrity. Most historic commercial properties within the APE have also sustained several alterations including new storefront windows, front façade alterations, additions and window and door replacements. This

visual assessment did not indicate that there are any potential historic districts within the current project APE.

FDOT, District 4 will complete and submit a Section 106 Determination of Effects document regarding the National Register eligible First Federal Savings and Loan Building (8PB18601). I respectfully request your concurrence with the determinations in the enclosed report. If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,

DocuSigned by:
Ann Broadwell
1942EE83B10D4E7...

Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures
cc. file

Cultural Resources Assessment Survey
I-95 @ Lantana Road
FM 413258.1

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2017.5660C .

SHPO Comments:

Jason Aldridge DSHPO

Timothy A. Parsons
State Historic Preservation Officer
Florida Division of Historical Resources

April 17, 2020
Date

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAULT, P.E.
SECRETARY

May 12, 2020

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources, and
State Historic Preservation Officer
R.A. Gray Building
500 South Bronough Street,
Tallahassee, FL 32399-0250

Attn: Dr. Adrianne Daggett, Transportation Compliance Review Program

Re: Section 106 Evaluation and Determination of Effects
State Road (SR) 9/Interstate 95 (I-95) at Lantana Road PD&E Study, Palm Beach County
Financial Management Number: 413258-1-22-02/ETDM #: 14338

Dear Dr. Daggett,

The Florida Department of Transportation (FDOT), District Four, is conducting a Project Development and Environment (PD&E) Study that proposes improvements to State Road (SR 9)/Interstate 95 (I-95) (from MP 18.420 to MP 19.158) at Lantana Road (from High Ridge Road to Andrew Redding Road) Interchange. The PD&E Study is proposing improvements to the Lantana Road interchange. This project will evaluate the potential modification of existing entrance and exit ramps serving the Lantana Road interchange within the project limits. Widening and turn lane modifications will be evaluated along Lantana Road to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

This assessment complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46

(*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective January 14, 2019). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

A Cultural Resource Assessment Survey (CRAS) for the SR 9/I-95 at Lantana Road PD&E Study was undertaken by Janus Research in cooperation with GOAL Associates, Inc for FDOT, District Four. The CRAS resulted in the identification and evaluation of fifteen historic resources and no archaeological resources. On April 17, 2020, the SHPO concurred that two of the resources, the Seaboard Air Line Railroad (8PB12917) and the First Federal Savings and Loan Association (8PB18601) are eligible for listing in the National Register of Historic Places (National Register). The remaining 12 resources were determined ineligible for listing in the National Register.

The current letter provides the current project improvements at the Seaboard Air Line Railroad (8PB12917) and the First Federal Savings and Loan Association (8PB18601) and provides a finding of effect based on the Criteria of Adverse Effect.

Seaboard Air Line Railroad (8PB12917)
The segment of the Seaboard Air Line Railroad (Figure 1) within the APE runs in a north/south direction, passing beneath and extending for approximately 0.35 miles north and south of W Lantana Road. It consists of a set of standard gauge tracks on gravel ballast. The second set of tracks was added in recent years as a part of the Tri-Rail system managed by the South Florida Regional Transportation Agency (SFRTA). The rail line has experienced replacement of materials as part of typical maintenance of the resource, but it maintains the original alignment. Numerous sections of the railway have been determined eligible for the National Register by the Florida SHPO. The current segment of the railway was determined National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development.

As part of the proposed improvements with the Preferred Alternative, the existing Lantana Road bridge over the Seaboard Air Line Railroad corridor will be replaced. The proposed bridge replacement will preserve the existing envelope over the railroad corridor by ensuring that the bridge piers and abutments are placed outside of the railroad right of way. The Preferred Alternative also includes an underpass access road connecting the service roads providing access to the Costco Warehouse on the north side and the Solid Waste Authority Transfer Station on the south side underneath the new bridge over the railroad corridor. This new underpass access road will require 0.04 acres of right of way from the existing railroad corridor to accommodate the new roadway alignment (Figure 2).

The proposed improvements to the Seaboard Air Line Railroad will not impact the integrity of the resource as no historic material will be removed and the use of the resource will not be impacted. The railroad will remain a historic transportation corridor and will continue to convey its significance in the planning and development of communities. Therefore, based on the nature of

the improvements, the Preferred Alternative will have no adverse effect to the Seaboard Air Line Railroad.

Figure 1: Current Conditions of Seaboard Air Line Railroad at the Lantana Road Overpass

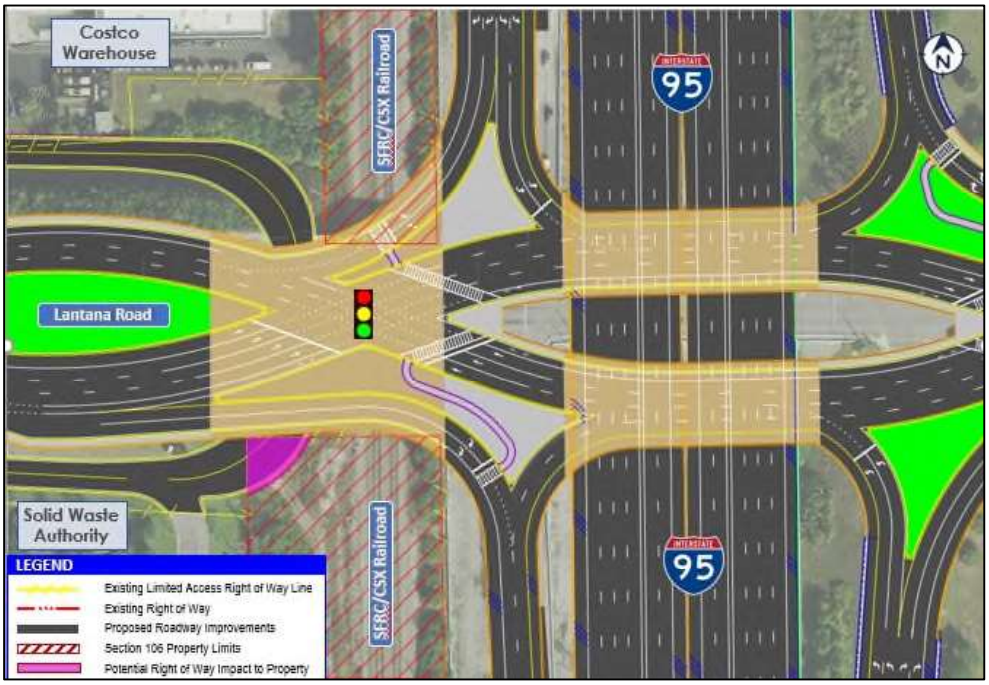

Figure 2: Proposed Improvements at the Seaboard Air Line Railroad

First Federal Savings and Loan Association (8PB18601)

The First Federal Savings and Loan Association (8DA18601) structure is located at 1300 W Lantana Road on the south side of W Lantana Road between N 13th Street and I-95 at 1300 W Lantana (Figure 3). This building was constructed in 1964 and has operated as a bank since its construction. Since 2009, it has operated as a Chase Bank branch. The building is of Mid-Century Modern style. It has a cross-shaped plan consisting of two stories and stuccoed concrete block walls. The second story projects from the north façade of the building. It has four flat roof extension on each corner of the building which are supported by two-story stuccoed columns and cover concrete pads that lead to the entrances on the north, southeast, and southwest. The overall site consists of the bank building and the asphalt parking lot which extends from W Lantana Road, south to the building, then south from the building to the adjacent motel parking lot. The lot also abuts the building on the east and west extending to adjacent parcels. Parking spaces are located to the north, south, and east of the building. The parking lot was expanded and altered circa 1975 with the addition of two rows of parking spaces and a large landscaped island in the south parking lot. In 1986, a drive-through canopy was placed on the west side of the building and resulted in the removal of some parking west side of the building. First Federal Savings and Loan Association (8PB18601) located at 1300 W Lantana Road was determined eligible for listing in the National Register under Criterion C in the category of Architecture as it is a unique example of Mid-Century Modern Architecture in the Lantana area with elements such as boxed windows, textured stucco, concrete canopies, and coffered flat roof extensions.

Figure 3: First Federal Savings and Loan Association (main façade), facing South

As part of the proposed improvements with the Preferred Alternative, the portion of Lantana Road adjacent to the First Federal Savings and Loan Association (8PB18601) located at 1300 W Lantana

Road will be widened to accommodate three eastbound lanes, bicycle lanes, and a six-foot-wide sidewalk. The improvements will not require any right-of-way from the parcel at 1300 W Lantana Road (Figure 4). The roadway is currently modernized with signage, markings, lighting, curbing, and traffic lights. The eastbound lanes are currently 2 through-lanes with a right-turn lane closest to the resource at 1300 W Lantana Road with curbing and a sidewalk (Figure 5). The proposed improvements will not alter the setting of the First Federal Savings and Loan Association (8PB18601) to a degree at which it will no longer convey its significance. Based on the nature of the improvements, the Preferred Alternative will have no effect on the historic First Federal Savings and Loan Association (8PB18601).

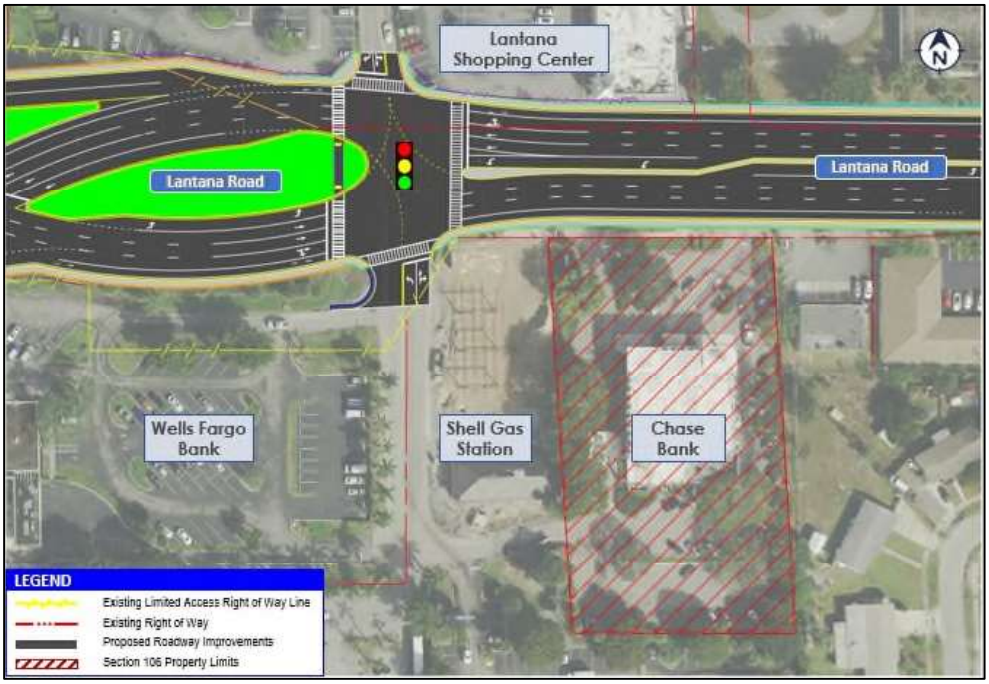

Figure 4: Proposed Improvements at First Federal Savings and Loan Association

Figure 5: Current Conditions on Lantana Road at First Federal Savings and Loan Association, Showing the Current Modern Setting

We kindly request that this letter be reviewed, and concurrence provided by your office. This information is provided in accordance with the provisions contained in 36 CFR, Part 800, as well as the provisions contained in the revised F.S. Chapter 267. If you have any questions regarding the subject project and the outlined changes, please contact me at Ann.Broadwell@dot.state.fl.us .

Sincerely,

DocuSigned by:
1942EE83B10D4E7...

Ann Broadwell
Environmental Administrator
FDOT District 4 Planning & Environmental Management

cc: file

The Florida State Historic Preservation Officer ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2017-5660D . Or, the SHPO finds the attached document contains _____ insufficient information. In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a *de minimis* Section 4(f) finding at its discretion for the use of land from the historic property.
SHPO Comments:
Jason Aldridge DSHPO — May 21, 2020
Timothy A. Parsons, Director, and State Historic Preservation Officer Florida Division of Historical Resources — [DATE]

Section 4(f) Resources

Florida Department of Transportation

SR-9/I-95 @ LANTANA ROAD

District: FDOT District 4

County: Palm Beach County

ETDM Number: 14338

Financial Management Number: 413258-1-22-01

Federal-Aid Project Number: N/A

Project Manager: Vandana Nagole

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. Submitted pursuant 49 U.S.C. § 303.

Table of Contents

Summary and Approval

Resource Name	Facility Type	Property Classification	Owner/Official with Jurisdiction	Recommended Outcome	OEM SME Action
SEABOARD AIR LINE RAILROAD	Railroad Corridor	Historic Site	South Florida Regional Transportation Agency (SFRTA)	*de minimis*	Concurrence 06-23-2020
FIRST FEDERAL SAVINGS AND LOAN ASSOCIATION	Building	Historic Site	WASHINGTON MUTUAL BANK	Not Applicable	Determination 06-22-2020

May 4, 2021

Director of the Office of Environmental Management
Florida Department of Transportation

SEABOARD AIR LINE RAILROAD

Facility Type: Railroad Corridor

Property Classification: Historic Site

Address and Coordinates:
Address: 1810 Lantana Rd, Lake Worth, FL, 33462, USA
Latitude: Longitude:

Description of Property:
The Seaboard Air line Railroad runs parallel to the interchange ramps on the west side. It consists of a set of standard gauge tracks on gravel ballast. The second set of tracks was added in recent years as a part of the Tri-Rail system managed by the South Florida Regional Transportation Agency (SFRTA). The rail line has experienced replacement of materials as part of typical maintenance of the resource, but it maintains the original alignment.

Numerous sections of the railway have been determined eligible for the National Register by the Florida SHPO. The current segment of the railway was determined National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development.

The Seaboard Air Line Railroad which is also known as the SFRTA Railroad Corridor has been identified by the office of Greenways and Trails as a potential multi-use trails opportunity. However, the railroad is currently active and there are no existing plans for trails along the railroad corridor.

Owner/Official with Jurisdiction: South Florida Regional Transportation Agency (SFRTA)

Recommended Outcome: *de minimis*

Yes	No	
☒	☐	Was there coordination with the Official(s) with Jurisdiction to identify an opportunity for a *de minimis* finding?
☒	☐	Was the OWJ informed by the District of FDOT s intent to pursue a *de minimis* approval option?
☒	☐	Was the OWJ informed in writing that their concurrence with a no adverse effect finding to the activities, features or attributes which qualify the property for protection may result in FDOT making a *de minimis* approval under Section 4(f)?
☒	☐	Did the OWJ concur that the proposed project, including any enhancement, mitigation and minimization of harm measures, will result in no adverse effects to the activities features or attributes of the property?

Basis on Which the Determination was Made
As part of the proposed improvements with the Preferred Alternative, the existing bridge over the SFRTA Railroad Corridor as well as the ramp bridges would be replaced. Both the proposed ramp and bridge replacement will preserve the existing envelope over the railroad corridor by ensuring that the bridge piers and abutments are placed outside of the railroad right of way and will not result in an adverse effect to this National Register eligible linear resource.

Also included as part of the proposed improvements is the provision of an underpass access road connecting the service roads providing access to the Costco Warehouse on the north side and the Solid Waste Authority Transfer Station on the south side underneath the new bridge over the railroad corridor. This new underpass access road will require 0.04 acres

of right of way from the existing railroad corridor to accommodate the new roadway alignment. However, this will not impact the integrity of the resource as no historic material will be removed and the use of the resource will not be impacted.

The railroad will remain a historic transportation corridor and will continue to convey its significance in the planning and development of communities. Therefore, based on the nature of the improvements, the Preferred Alternative will have no adverse effect to the Seaboard Air Line Railroad. Due to the proximity of the proposed improvement to the SFRTA Railroad Corridor, the impact of the project on this resource is determined to be "de minimis".

Public Involvement Activities:

Public Kick-Off Meeting

The Public Kick-off Meeting for the SR 9/I-95 at Lantana Road Project Development and Environment (PD&E) Study was held on Tuesday, May 14, 2019, from 5:30 p.m. to 7:30 p.m. The meeting was intended to introduce the project to the public and provide an opportunity to discuss the social, environmental, and economic impacts of potential improvements. Thirty-three people including 3 FDOT staff attended the meeting.

Alternatives Public Workshop

The Alternatives Public Workshop for the SR 9/I-95 at Lantana Road, Project Development and Environment (PD&E) Study was held on Wednesday, November 13, 2019, from 5:30 p.m. to 7:30 p.m. The purpose of this meeting was to provide an opportunity for the public to review the 3 preliminary Build Alternatives and the No-Action Alternative and provide feedback on their preferred improvement. The meeting was conducted as an open-house format, allowing the public to arrive at any time within the 2-hour meeting to review the display boards and discuss the project with the study team. 44 people attended the meeting including 19 FDOT and Consultant Team members. In general, the Attendees were in support of the project to provide the necessary mobility improvements and safety enhancements along Lantana Road.

Public Hearing

A Public Hearing is scheduled for August 25, 2020 in accordance with the project schedule. The meeting will begin as an open house followed by a formal presentation and a comment period.

OEM SME Concurrence Date: 06-23-2020

FIRST FEDERAL SAVINGS AND LOAN ASSOCIATION

Facility Type: Building

Property Classification: Historic Site

Address and Coordinates:
Address: 1300 W Lantana Rd, Lake Worth, FL, 33462, USA
Latitude: 26.58714 Longitude: -80.06596

Description of Property:
The First Federal Savings and Loan Association Building (now Chase Bank Building) located at 1300 W Lantana Road, Lantana, FL 33462. This building was constructed in 1964 and has operated as a bank since its construction. Since 2009, it has operated as a Chase Bank branch. The building is of Mid-Century Modern style. It has a cross-shaped plan consisting of two stories and stuccoed concrete block walls. The second story projects from the north facade of the building. It has four flat roof extension on each corner of the building which are supported by two-story stuccoed columns and cover concrete pads that lead to the entrances on the north, southeast, and southwest. The overall site consists of the bank building and the asphalt parking lot which extends from W Lantana Road, south to the building, then south from the building to the adjacent motel parking lot.

The lot also abuts the building on the east and west extending to adjacent parcels. Parking spaces are located to the north, south, and east of the building. The parking lot was expanded and altered circa 1975 with the addition of two rows of parking spaces and a large landscaped island in the south parking lot. In 1986, a drive-through canopy was placed on the west side of the building and resulted in the removal of some parking west side of the building.

First Federal Savings and Loan Association located at 1300 W Lantana Road was determined eligible for listing in the National Register under Criterion C in the category of Architecture as it is a unique example of Mid-Century Modern Architecture in the Lantana area with elements such as boxed windows, textured stucco, concrete canopies, and coffered flat roof extensions.

Owner/Official with Jurisdiction: WASHINGTON MUTUAL BANK

Recommended Outcome: Not Applicable

Rationale:
As part of the proposed improvements with the Preferred Alternative, the portion of Lantana Road adjacent to the First Federal Savings and Loan Association located at 1300 W Lantana Road will be widened to accommodate three eastbound lanes, bicycle lanes, and a six-foot-wide sidewalk. The improvements will not require any right-of-way from the parcel at 1300 W Lantana Road, Lantana, FL 33462. The roadway is currently modernized with signage, markings, lighting, curbing, and traffic lights. The eastbound lanes are currently 2 through-lanes with a right-turn lane closest to the resource at 1300 W Lantana Road with curbing and a sidewalk.

The proposed improvements will not alter the setting of the First Federal Savings and Loan Association to a degree at which it will no longer convey its significance. Based on the nature of the improvements, the Preferred Alternative will have no effect on the historic First Federal Savings and Loan Association.

OEM SME Determination Date: 06-22-2020

Resource Attachments

SEABOARD AIR LINE RAILROAD

Resource #1 Maps & Figures

2017-5660C Lantana Rd JHA Signed

FIRST FEDERAL SAVINGS AND LOAN ASSOCIATION

Resource #2 Maps & Figures

SEABOARD AIR LINE RAILROAD

Contents:

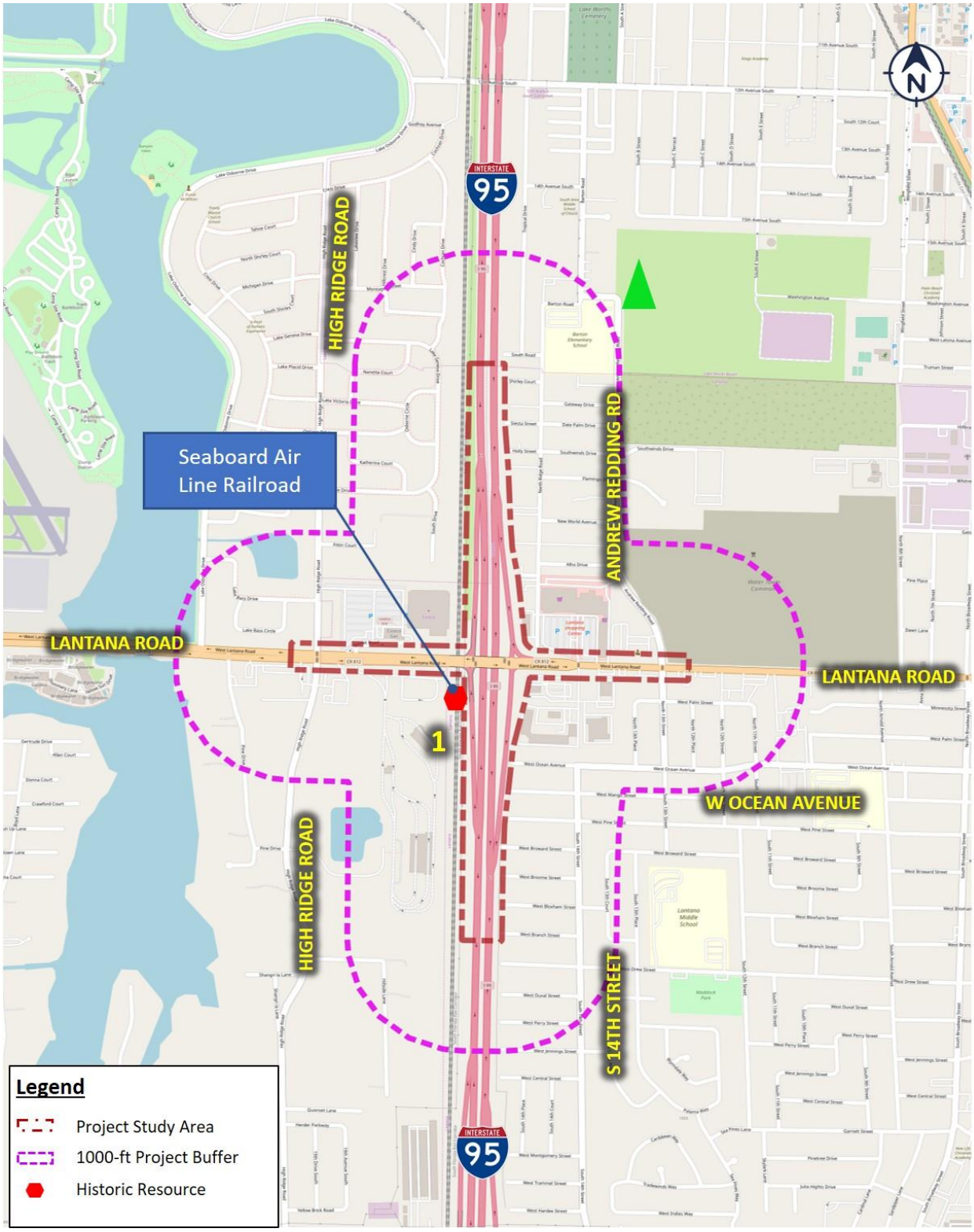

Figure 1 Location Map - Seaboard Air Line Railroad

Figure 2 Existing Condition - Seaboard Air Line Railroad

Figure 3 Proposed Improvements - Seaboard Air Line Railroad

Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAULT, P.E.
SECRETARY

March 27, 2020

Dr. Timothy Parsons, Director and
State Historic Preservation Officer
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32301

Subject: **Request for Review**
Cultural Resource Assessment Survey
SR 9/I-95 at Lantana Road
Financial Management #: 413258-1-22-01
Palm Beach County, Florida

Attention: Adrianne Daggett

Dear Dr. Daggett;

This Cultural Resource Assessment Survey (CRAS) for the State Road 9 (SR-9)/Interstate 95 (I-95) Project Development and Environment (PD&E) Study was undertaken for the Florida Department of Transportation (FDOT), District 4. The objective of this survey was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to criteria set forth in 36 Code of Federal Regulations (CFR) Section 60.4. This CRAS addresses Efficient Transportation Decision Making (ETDM) agency comments requiring a comprehensive survey of the project area documenting all cultural resources and assessing their National Register eligibility.

The PD&E Study is proposing improvements to the Lantana Road interchange. This project will evaluate the potential modification of existing entrance and exit ramps serving the Lantana Road interchange within the project limits. Widening and turn lane modifications will be evaluated along Lantana Road to facilitate the ramp modifications and improve the access and operation of the corridors upstream and downstream from the interchanges.

This assessment complies with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–

1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT *Project Development and Environment Manual* (effective June 14, 2017). All work also conforms to professional guidelines set forth in the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, as amended and annotated).

No newly or previously recorded archaeological resources were identified within the archaeological APE during the current survey. The pedestrian survey confirmed the modified nature and low archeological potential of the archaeological APE. No subsurface testing was conducted due to the presence of hardscape, landscaping, ditches, berms, and buried utilities. The historic resources survey resulted in the identification of a total of fifteen historic resources. Of the fifteen resources, one is previously recorded and fourteen are newly recorded. The previously recorded resource has been determined National Register–eligible outside of the current project APE: Seaboard Air Line Railroad (8PB12917) within the current project APE. The segment of this resource, within the project APE was recorded in 2010 but was not evaluated by the SHPO. Therefore, an updated FMSF form was completed for this resource. The current survey considers the segment of the Seaboard Air Line Railroad (8PD12917) within the current project APE to be National Register–eligible under Criterion A in the categories of Transportation and Community Planning and Development. The fourteen newly recorded resources (8PB18592-8PB18605) are standing structures. Of those, thirteen are Masonry Vernacular style buildings and one is Mid-Century Modern. Only one of the fourteen newly recorded resources is considered to be National Register-eligible: First Federal Savings and Loan Association (Chase Bank) (8PB18601) at 1300 W Lantana Road. This building is a well-intact example of Mid-Century Modern architecture. It is a rare example of this style of architecture within the Lantana area, in which there are few well-intact Mid-Century Modern style structures. Due to its high integrity and significance as a rare example of this style of architecture in the area, the First Federal Savings and Loan Association (Chase Bank) (8PB18601) at 1300 W Lantana Road is considered eligible for listing in the National Register under Criterion C in the area of Architecture.

The remaining thirteen newly recorded standing structures (8PB18592-8PB18600, 8PB18602-8PB18605) do not possess sufficient significant historic associations to meet National Register criteria for listing individually. These resources are Masonry Vernacular in style, a common style across South Florida. In addition, each of these resources exhibit moderate or extensive exterior alterations which affect their historic integrity. Therefore, these newly recorded standing structures are considered National Register–ineligible, either individually or as a part of a district, under Criterion A, B, C, and D.

A visual assessment in the area within and adjacent to the project APE found that these areas comprised mainly of modest, Masonry Vernacular, single-family homes and commercial properties constructed in the late 1950s and 1960s. Most of the residential structures have sustained several alterations, most often including but not limited to replacement of windows, doors, roofs and enclosed carports and porches. Further, many have also sustained additions which further compromise a structure's history integrity. Most historic commercial properties within the APE have also sustained several alterations including new storefront windows, front façade alterations, additions and window and door replacements. This

visual assessment did not indicate that there are any potential historic districts within the current project APE.

FDOT, District 4 will complete and submit a Section 106 Determination of Effects document regarding the National Register eligible First Federal Savings and Loan Building (8PB18601). I respectfully request your concurrence with the determinations in the enclosed report. If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,

DocuSigned by:
Ann Broadwell
1942EE83B10D4E7...

Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures
cc. file

Cultural Resources Assessment Survey
I-95 @ Lantana Road
FM 413258.1

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2017.5660C .

SHPO Comments:

Jason Aldridge DSHPO

Timothy A. Parsons
State Historic Preservation Officer
Florida Division of Historical Resources

April 17, 2020
Date

FIRST FEDERAL SAVINGS AND LOAN ASSOCIATION

Contents:

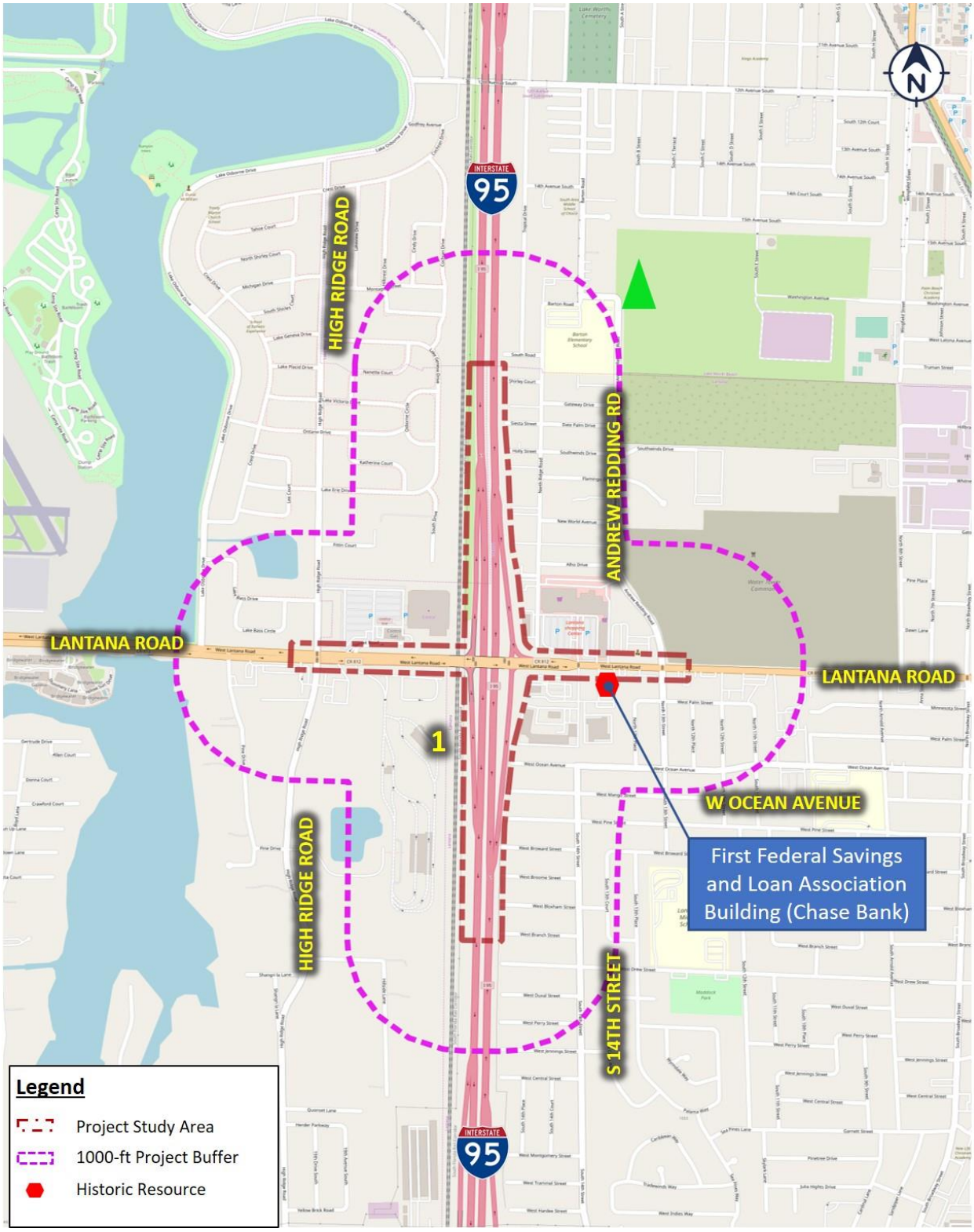

Figure 4 Location Map - First Federal Savings and Loan Association

Figure 5 Existing Conditions - First Federal Savings and Loan Association

Figure 6 Proposed Improvements - First Federal Savings and Loan Association

Natural Resources Appendix

Contents:

Sole Source Aquifer Concurrence Letter

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET, SW
ATLANTA, GEORGIA 30303-3104

Ms. Vandana Nagole, P.E.
Project Manager
Florida Department of Transportation, District 4
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Subject: Sole Source Aquifer Review/Concurrence for SR 9/I-95 at Lantana Road, ETDM #: 14338.

Dear Ms. Nagole:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) request on December 8, 2020 to review the above referenced project pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), 42 U.S.C. § 300h-3. The objective of the EPA's review is to determine if the project lies within the boundaries, including recharge and streamflow source zones, of an EPA designated Sole Source Aquifer (SSA), and to determine if the project poses potential adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area.

SR 9/I-95 at Lantana Road project (Project) has been determined to lie inside the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system when the Project's bridge foundations are installed and/or construction dewatering is undertaken. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, when installing bridge foundations, the FDOT must adhere to the list of BMPs provided as items 1 and 2 below. The dewatering operation BMPs are listed in item 3 below:

1. FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP)
2. FDOT Standard Specification for Road and Bridge Construction,
    a. Section 6 – Control of Materials
    b. Section 104 – Prevention, Control, And Abatement of Erosion and Water Pollution
    c. Section 455 – Structures Foundations
3. U.S. Bureau of Reclamation Engineering Geology Field Manual – Chapter 20 Water Control. https://www.usbr.gov/tsc/techreferences/mands/geologyfieldmanual-vol2/Chapter20.pdf

Furthermore, all debris from any demolition of the existing structures must be properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes must be followed. During construction, it is the EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State, and local government permits, ordinances, planning designs, construction codes,

operation, maintenance, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.
http://www.dep.state.fl.us/swapp/Default.htm

The EPA finds that, if the conditions outlined above are adhered to, this Project should have no significant impact to the aquifer system. Please note that this "no significant impact" finding has been determined based on compliance with the requirements outlined above and, on the information provided. Further, this finding only relates to Section 1424(e) of the SDWA, 42 U.S.C. § 300h-3. If there are any significant changes to the project, the EPA Region 4 office should be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments.

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Khurram Rafi at 404-562-9283 or Rafi.Khurram@epa.gov or Mr. Larry Cole at 404-562-9474 or Cole.Larry@epa.gov.

Sincerely,

Joel Coffman
January 5, 2021

Joel Coffman, Acting Chief
Groundwater, UIC and GIS Section
Safe Drinking Water Branch
EPA, Region 4, Atlanta, GA

Physical Resources Appendix

Contents:

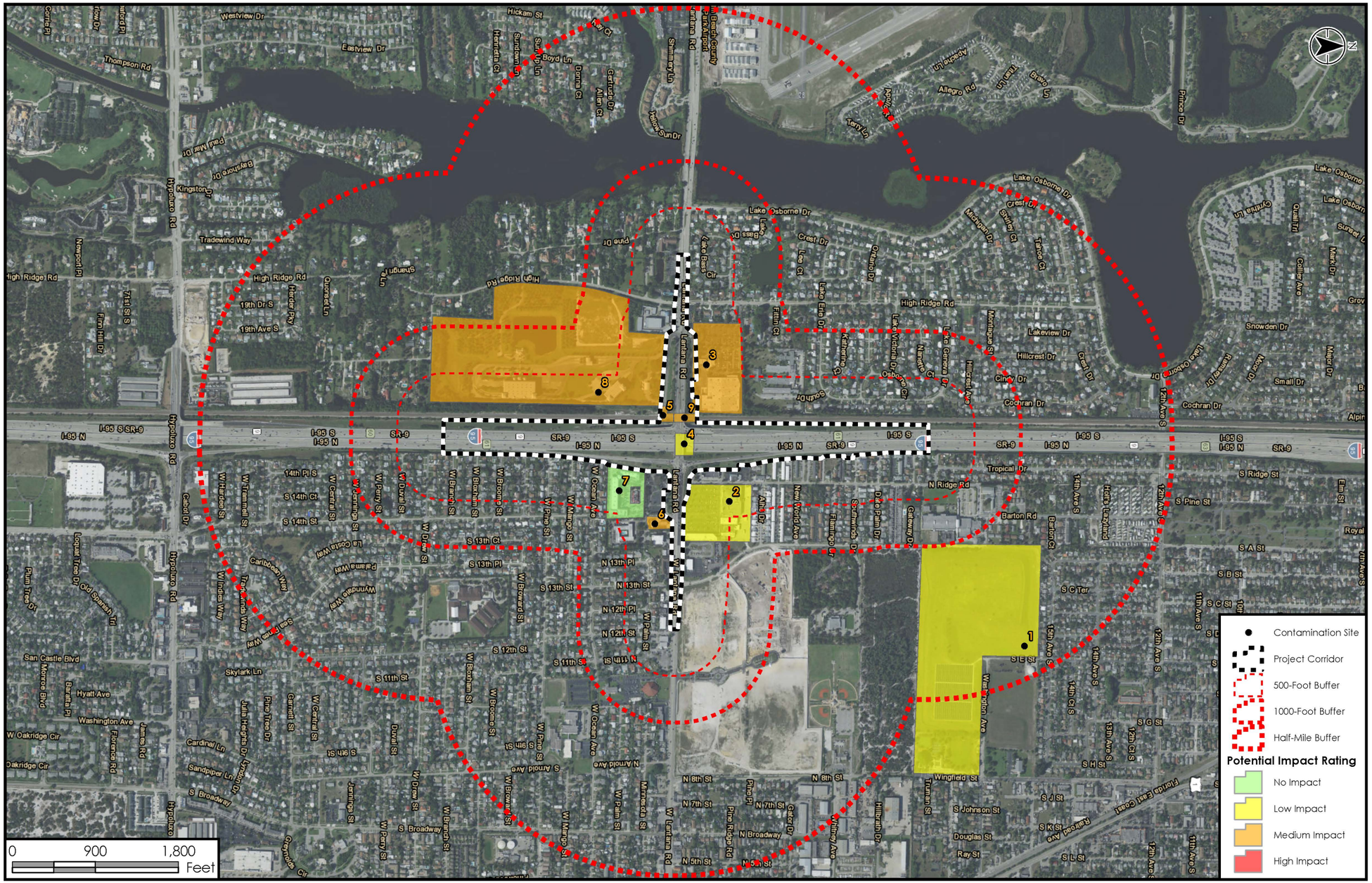

Figure 6-1 Contamination Impact Map

Modeled Noise Receptor Locations and Noise Analysis Results

Representative Model Receptor	Location (Nearest Cross Street)	Type	Description (Noise Abatement Activity Category)	FDOT Noise Abatement Approach Criteria [dB(A)]	Location (Station)	Number Of Noise Sensitive Sites	Distance To Nearest Traffic Lane* [Existing/No-Build/Build] (Feet)	Predicted Traffic Noise Levels [LAeq1h, dB(A)]		
								Existing (2017)	Design Year (2045)	
									No-Build	Build
I-95										
Southern Project Terminus to Lantana Road										
East Side										
SE1	W Broome Street	SFH	B	66	981+00	3	80/80/60	61.8	62.0	62.1
SE2	W Broome Street	SFH	B	66	981+20	6	225/225/210	58.1	58.3	58.3
SE3	W Pine Street	SFH	B	66	984+80	3	50/50/55	61.9	62.1	62.3
SE4	W Pine Street	SFH	B	66	985+00	6	205/205/215	58.1	58.3	58.4
SE5	W Mango Street	SFH	B	66	987+20	1	120/120/125	61.6	61.9	62.0
SE6	W Mango Street	SFH	B	66	987+40	3	240/240/245	57.0	57.2	57.1
SE7	W Ocean Avenue	SFH	B	66	989+20	2	75/75/85	62.2	62.4	62.3
SE8	W Ocean Avenue	SFH	B	66	989+00	4	230/230/235	57.4	57.6	57.5
SE9	W Ocean Avenue	SFH	B	66	990+40	1	55/55/70	61.7	62.1	60.6
SE10	W Ocean Avenue	SFH	B	66	990+40	2	135/135/150	63.4	63.7	60.5
PBMA-Int	Palm Beach Maritime Academy – 1518 W Lantana Road	School Interior	D	51	994+00	SLU	145/145/145	40.7	41.1	36.2
PBMA-PG	Palm Beach Maritime Academy – 1518 W Lantana Road	School Sports Field	C	66	993+40	SLU	290/290/290	57.0	57.6	58.4
					Number of Residences =	**31**	**Minimum =**	40.7	41.1	36.2
					Number of Special Land Use Sites =	**2**	**Maximum =**	63.4	63.7	62.3
Lantana Road to Northern Project Terminus										
East Side										
RCH-Patio	Riggins Crabhouse – 607 Ridge Road	Restaurant Outdoor Seating Area	B	71	1005+00	SLU	140/140/145	68.9	69.2	67.2
NE1(a,b)	Green Lane	MFH	B	66	1008+40	2,2	90/90/85	57.6, 62.7	57.8, 63.0	57.7, 62.9
NE2(a,b)	Green Lane	MFH	B	66	1008+40	3,3	150/145/145	61.4, 65.1	61.7, 65.3	60.2, 63.7
NE3(a,b)	Ridge Road	MFH	B	66	1008+40	4,4	225/220/220	56.7, 60.0	56.9, 60.3	56.8, 59.9
NE4	Alho Drive	MFH	B	66	1009+00	4	310/310/305	62.8	62.9	62.3
NE5	Alho Drive	MFH	B	66	1010+00	4	80/80/75	59.1	59.3	59.2
NE6	Alho Drive	MFH	B	66	1010+00	6	160/160/155	57.3	57.5	57.3
NE7	New World Avenue	MFH	B	66	1011+40	3	140/140/130	60.2	60.4	59.9
NE8	New World Avenue	MFH	B	66	1011+40	4	215/215/205	59.4	59.6	59.2
NE9	New World Avenue	SFH	B	66	1011+60	6	360/360/350	63.3	63.5	62.1
NE10	New World Avenue	MFH	B	66	1012+00	3	95/95/80	59.9	60.1	60.1
NE11	New World Avenue	MFH	B	66	1012+00	5	185/185/170	57.8	58.0	57.8
NE12	Flamingo Drive	MFH	B	66	1014+60	7	110/110/95	59.6	59.7	59.4
NE13	Flamingo Drive	MFH	B	66	1014+60	11	205/205/190	55.1	55.2	55.0
NE14	Flamingo Drive	SFH	B	66	1016+00	2	215/215/200	59.7	59.8	59.5
NE15	Flamingo Drive	MFH	B	66	1017+20	4	100/100/85	60.3	60.3	60.0
NE16	Flamingo Drive	MFH	B	66	1017+20	4	195/195/180	57.3	57.4	57.1
NE17	Flamingo Drive	MFH	B	66	1017+20	4	280/280/265	56.4	56.4	57.4
NE18	Flamingo Drive	SFH	B	66	1017+40	7	395/395/380	60.1	60.1	60.8
					Number of Residences =	**92**	**Minimum =**	**55.1**	**55.2**	**55.0**
					Number of Special Land Use Sites =	**1**	**Maximum =**	**68.9**	**69.2**	**67.2**
West Side										
FARH-Yard	Finnish American Rest Home Yard – 1800 South Drive	MFH	B	66	1010+40	12	490/490/470	52.3	52.6	52.6
FARH-Pav	Finnish American Rest Home Pavilion – 1800 South Drive	Park Pavilion	C	66	1012+40	SLU	310/310/290	62.9	63.1	65.3
NW1	South Drive	SFH	B	66	1013+40	1	245/245/225	61.2	61.4	60.8
NW2	South Drive	SFH	B	66	1014+00	1	415/415/400	59.3	59.5	59.6
NW3	South Drive	SFH	B	66	1014+60	2	235/235/225	60.6	60.8	60.3

Modeled Noise Receptor Locations and Noise Analysis Results

Representative Model Receptor	Location (Nearest Cross Street)	Type	Description (Noise Abatement Activity Category)	FDOT Noise Abatement Approach Criteria [dB(A)]	Location (Station)	Number Of Noise Sensitive Sites	Distance To Nearest Traffic Lane* [Existing/No-Build/Build] (Feet)	Predicted Traffic Noise Levels [LAeq1h, dB(A)]		
								Existing (2017)	Design Year (2045)	
									No-Build	Build
NW4	Lake Geneva Drive	SFH	B	66	1016+40	3	240/240/235	60.5	60.7	60.3
NW5	Lake Geneva Drive	SFH	B	66	1016+20	4	425/425/415	58.5	58.7	57.4
					Number of Residences =	**23**	**Minimum =**	**52.3**	**52.6**	**52.6**
					Number of Special Land Use Sites =	**1**	**Maximum =**	**62.9**	**63.1**	**65.3**
Lantana Road										
North Side										
LOE1	Lake Osborne Estates – Lake Bass Circle	SFH	B	66	N/A	2	105/105/105	65.5	66.5	67.0
LOE2	Lake Osborne Estates – Lake Bass Circle	SFH	B	66	N/A	2	90/90/90	65.9	66.9	67.4
LOE3	Lake Osborne Estates – Lake Bass Circle	SFH	B	66	N/A	1	100/100/100	65.5	66.6	66.9
LOE4	Lake Osborne Estates – Lake Bass Circle	SFH	B	66	N/A	1	100/100/100	62.9	64.0	64.4
LOE5	Lake Osborne Estates – Lake Bass Circle	SFH	B	66	N/A	2	210/210/210	55.2	56.1	56.3
LOE6	Lake Osborne Estates – Lake Bass Circle	SFH	B	66	N/A	2	215/215/2158	55.2	56.1	56.3
LOE7	Lake Osborne Estates – Lake Bass Circle	SFH	B	66	N/A	2	195/195/195	59.3	60.3	60.0
L-1	High Ridge Road	SFH	B	66	40+20	1	120/120/120	66.3	67.6	68.4
L-2	High Ridge Road	SFH	B	66	40+40	1	195/195/195	63.3	64.5	64.8
SPAcad-PG1	Sunshine Park Academy – 1969 W Lantana Road	School Playground-South and East	C	66	41+40	SLU	30/30/30	69.2	70.8	70.6
SPAcad-PG2	Sunshine Park Academy – 1969 W Lantana Road	School Playground-North	C	66	41+20	SLU	80/80/80	62.4	63.6	63.7
WTC1	Watertower Commons Future Development	Potential Restaurant Patio	E	71	N/A	SLU	55/55/55	65.5	68.0	69.4
WTC2	Watertower Commons Future Development	Potential Restaurant Patio	E	71	N/A	SLU	65/65/65	64.5	67.2	67.8
					Number of Residences =	14	**Minimum =**	55.2	56.1	56.3
					Number of Special Land Use Sites =	4	**Maximum =**	69.2	70.8	70.6
South Side										
ALC(Interior)	Advent Lantana Church	Church Interior	D	51	N/A	SLU	45/45/45	43.6	44.7	44.7
ALC Bench	Advent Lantana Church	Outdoor Seating	C	66	N/A	SLU	165/165/165	62.3	63.3	63.7
Med1-Int	Eye Care Professionals – 1280 W Lantana Road	Medical Office Interior	D	51	67+00	SLU	40/40/40	44.5	46.5	46.4
Med2-Int	Dentist Offices – 1280 W Lantana Road	Medical Office Interior	D	51	68+00	SLU	90/90/95	40.0	42.2	43.1
L-3	W Palm Street	SFH	B	66	67+60	5	185/185/190	55.6	57.3	57.7
FBCL(Interior)	First Baptist Church Lantana Interior	Church Interior	D	51	N/A	SLU	35/35/35	43.1	45.4	45.6
					Number of Residences =	5	**Minimum =**	**40.0**	**42.2**	43.1
					Number of Special Land Use Sites =	5	**Maximum =**	62.3	63.3	63.7

Public Involvement Appendix

Contents:

PUBLIC HEARING CERTIFICATION

SR-9/I-95 @ LANTANA ROAD

Project Developmentand Environment (PD&E) Study

from

Palm Beach County, Florida

Financial Management No.: 413258-1-22-01

I certify that a public hearing was conducted on 12/15/2020, beginning at 05:30 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Cesar Martinez	January 26, 2021
(Name)	Date
District Project Development Manager	
(Title of FDOT Representative)	

Electronically signed within SWEPT
on January 26, 2021 1:14:21 PM EST
(electronic signature on file)

Link to Public Hearing Transcript

1 - 41325812201-CE2-D4-Virtual_Public_Hearing_Transcript-2021-0119.pdf

FDOT PUBLIC HEARING

RE: STATE ROAD 9/I-95 at Lantana Road Interchange

Taken on: December 15th, 2020 at 5:30 p.m.

Location: Via Virtual Hearing

Taken before ONEIDA DEL TORO, Court Reporter and Notary Public in and for Palm Beach County, State of Florida at Large.

APPEARANCES:

VANDANA NAGOLE (Virtually)
(Florida Department of Transportation)
GODFREY LAMPTEY (Virtually)
(Consultant)
CESAR MARTINEZ (Virtually)
(Florida Department of Transportation)

ALSO PRESENT:
CHARESSE CHESTER (Virtually)

MS. CHESTER: Good evening, everyone.

Thank you for joining us for the State Road 9/I-95 at Lantana Road Project Development and Environment Study open house hearing. At this time we will have the Florida Department of Transportation Project Manager, Vandana Nagole.

MS. NAGOLE: Good evening and welcome to the open house for the Florida Department of Transportation District 4 Public Hearing for the State Road 9/I-95 at Lantana Road Project Development and Environment Studies.

My name is Vandana Nagole. The FDOT Project Manager for this PD&E Study. The open house is intended to provide the information on the project including project alternatives, impacts, costs and schedule. During the upcoming Public Hearing presentation you will also hear of former presentations summarizing and explaining much of the information you will see during this open house. Please submit any comments or questions you may have at any point during the open house by simply clicking on the comment pane on the control panel. Opportunities for questions would be provided at various intervals during this open house. Please use the raise hand feature to ask a

question and un-mute yourselves once you're called upon. The FDOT and the consultant project team here with me tonight will be happy to respond to your comments and questions. All comments and questions will be incorporated into the Public Hearing records.

The next page, please.

This board affirms FDOT's compliance with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regards 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 the Title VI coordinators shown on this board.

Next slide, please.

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 (FHWA) and FDOT.

Next slide, please.

This board provides an illustration of FDOT's Transportation Development process which starts with planning and ends with a maintenance of constructed projects. We are currently at the Project Development and Environmental (PD&E) study for this study. A PD&E is the formal process that develops and compares alternatives to determine a preferred action that meets project needs, while minimizing impacts to the social, natural, and physical environments. Engaging the public by sharing and receiving information is a key component of this process and required by the National Environmental Policy Act (NEPA).

Next slide, please.

About the study. In evaluate interchange alternatives at the State Road 9/I-95 at Lantana Road interchange to improve traffic operations reduce congestion and safety through the 2045 design here. Evaluate the project to meet FDOT Strategic Intermodal System standards and requirements. Consider a complete streets design approach with multi-modal accommodations that is pedestrian, bicycle and transit.

Access and enviromental impacts of the project -- coordinated with existing and ongoing projects developments and planning efforts. Keep the public involved and engage throughout the study. The purpose of the study is to improve interchange traffic operations and enhance safety, accommodate user traffic demand at the interchange, improve by -- connectivity, improve freight access and mobility, enhance the emergency evacuation.

This project is located in the Town of Lantana in Palm Beach County. Along Lantana Road, the project extends from High Ridge Road to Andrew Redding Road. The area marked by the red dotted line shows the limits of the project.

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

The primary need for this project is to reduce congestion and traffic spill back onto I-95, improve safety and increase capacity to accommodate future traffic demand. I will now

turn it over to Godfrey Lamptey, the Consultant Project Manager to walk you through the rest of the open house exhibit. Thank you.

MR. LAMPTEY: Thank you, Vandana. My name is Godfrey Lamptey and I'm the Consultant Project Manager for this project. Now as part of the PD&E study we evaluated several alternatives to meet the purpose and need for the project. These alternatives were developed with input from the general public, local government as well as the environmental agencies. The alternatives considered for this study included No-Action Alternative and three Build Alternatives. Now, this board shows the No-Action Alternative maintains the existing facility as-is and serves as a baseline for comparison with the build alternatives. The main advantage of the No-Action Alternative is that it requires no expenditure of public funds. In addition, there will be direct or indirect impact to the environment. The main disadvantage of the No-Action Alternative is that it does not alleviate the congestion, operational, safety and mobility issues currently experienced at the interchange. Now,

if we do not do any improvement, these conditions will continue to get worse. As such, the No-Action Alternative does not satisfy the purpose and need for this project.

This board shows the build alternative 1 developed from the PD&E study. Now, this Build Alternative 1 maintains the exiting Tight Urban Diamond Interchange configuration at the interchange with the following improvements: Number one, widen Lantana Road to provide three lanes in each direction from High Ridge Road to Andrew Redding Road. Number two, provide triple right-turn lanes and dual left-turn lanes for the I-95 northbound and southbound off-ramps. Number three, provide dual eastbound and westbound right-turn lanes onto I-95 southbound and northbound on-ramps, respectively. Number four, provide dual eastbound and westbound left-turn lanes from Lantana Road to the I-95 southbound and northbound on-ramps, respectfully. Number five, provide exclusive southbound and northbound right-turn lanes along the High Ridge Road intersection. Number six, provide 6 feet sidewalks and 7 feet buffered bicycle

lanes along Lantana Road in both directions. Now, Build Alternative 1 provides better mobility along Lantana Road and the interchange ramps compared to the No-Action Alternative. It is also the least expensive of the three Build Alternatives. However, Build Alternative 1 does not completely alleviate the congestion at the ramp terminal where procedural queues extended onto the I-95 main line.

This board shows Build Alternative 2 developed for this PD&E study. Build Alternative 2 reconfigures the existing Tight Urban Diamond Interchange into a Diverging Diamond Interchange or DDI. Now the DDI is a new innovation interchange that requires drivers to briefly cross over to the left, or opposite side of the road at carefully designed crossover intersections. Drivers then travel for a short distance, then cross back to the traditional or right side of the road to continue along Lantana Road. Now, the main advantage of the DDI is that it provides the highest level of mobility and safety among the three build alternatives to consider without any traffic spill back onto the I-95 mainline.

Now, Build Alternative 2 also requires replacement of the existing Lantana Road bridge over I-95 and the railroad. This allows for the provision of the Underpass Service Road that connects Sunset Road and the Solid Waste Authority service road. This new Underpass Service Road addresses the mobility and safety concerns at the Sunset Road and High Ridge Road intersections. Other improvements along Lantana Road and the I-95 ramp terminals are similar to that of the Build Alternative 1. Now, the major disadvantage of Build Alternative 2 is that it is the most expensive of the three Build Alternatives. However, due to its superior operational and safety benefit it has the highest benefit-cost ratio making it the most cost-effective alternative.

This board shows the Build Alternative 3 developed for this PD&E study. Now this Build Alternative reconfigures the existing Tight Urban Diamond Interchange into a Single Point Urban Interchange or SPUI configuration. Now, the SPUI concept consolidates the two intersections of a Tight Urban Diamond Interchange into one single intersection. This

allows left-turning traffic from both directions of the intersecting roadways to turn simultaneously without crossing the path of the opposing left-turns. Now, the proposed improvement along Lantana Road and the I-95 ramps under Build Alternative 3 are similar to that of Build Alternative 1. In addition, also to similar to Build Alternative 2, this alternative also requires replacement of the existing Lantana Road bridge over I-95 and the railroad. This allows for the provision of Underpass Service Road to address the mobility and safety concerns at the Sunset Road and High Ridge Road intersections. Now, Build Alternative 3 provides better traffic operations and safety when compared to the No-Action Alternative and the Build Alternative 1. However, the major disadvantages of Build Alternative 3 is that the cost of the alternative is disproportionate compared to the operational and safety benefits it provides. While Build Alternative 3 provides better operational and safety improvements over Build Alternative 1, it provides less benefits when compared to Build Alternative 2 although the

cost is similar to that of Build Alternative 2.

Now, this board shows the existing and proposed active management changes along Lantana Road as proposed by this PD&E study. Now, the Sunset Road intersection was identified as one of the safety concerns along this project corridor. Currently, this intersection is used by motorist who access both the Costco Warehouse as well as the Solid Waste Authority transfer station. What we are proposing is that the directional median opening at Sunset Road intersection. Now, this eliminates the existing eastbound left-turn to the Costco Warehouse. As well as the northbound left-turn from the Solid Waste Authority to minimize conflict. However, the westbound right-turn to the Costco Warehouse as well as the westbound left-turn to the Solid Waste Authority will be maintained. We are also proposing an Underpass Service Road underneath the new Lantana Road bridge over the railroad. That will connect Sunset Road and the service road adjacent to the Solid Waste Authority. This Underpass Service Road provides several benefits for this section of

Lantana Road including the following: Number one, it allows drivers to access the Costco Warehouse using the Underpass Service Road while minimizing traffic along High Ridge Road. Number two, it eliminates the weaving maneuvers from drivers exiting the Costco to make a u-turn at the High Ridge Road intersection in order to continue to I-95. Number three, it eliminates the need for trucks from the Solid Waste Authority to cross six lanes of traffic in order to go westbound on Lantana Road. All these movements come safely accommodated using the Underpass Service Road. At this juncture I will pause to see if we have any comments on the Build Alternative as well as the active management presented so far.

Do we have any questions, Charesse?

MS. CHESTER: Yes. Our first question is a two part question. I am the owner of Lantana Self Storage. If this moves forward, will my tenants have the ability to turn into the facility off of Lantana Road during construction? The question was clarified will the tenants still have access to the property at Lantana Road into the facility during and

after construction?

MR. LAMPTEY: Yes. The response to that is basically during construction we'll make sure that we maintain access to all businesses along Lantana Road and after construction also based on the concepts that we have the access to the Lantana Self Storage is maintained.

MS. CHESTER: That question was from Craig Stern. Our next question is from Johnny Utah. Are you placing lights under the new Underpass Service Road?

MR. LAMPTEY: Yes. Lighting will be provided underneath the new Underpass Service Road.

MS. CHESTER: That concludes our questions at this moment.

MR. LAMPTEY: Thank you, Charesse. So continuing with the exhibit for the open house session this board basically compares the traffic operations for the No-Action Alternative as well as three Build Alternatives during the 2025 design year. Now, the traffic operations for the different alternatives were evaluated using the level of service criteria. The level of service criteria is based

on vehicle delay and its designation on a scale from A to F with A being the best and F being the worst. Now the FDOT level of service packet for the 2045 design year is level of -- now I showed on this board and that the No-Action Alternative most of the intersection including the wrong terminal were experienced congested conditions. That it will operate at level of service E or F.

Under Build Alternative 1 traffic operations improved significantly over the No-Action Alternative with most of the intersection operating at level of service B or better. However, at this alternative does not address all the queued spill backs onto the I-95 main line. Build Alternative 2 provides the highest level of mobility among the three Build Alternatives with both ramps appraised at level C. In addition, this alternative also does not resolve in traffic spill back onto the I-95 main line. Now, Build Alternative 3 provides better traffic operational improvement compared to Build Alternative 1, but less than that on Build Alternative 2. Most of the intersections will also operate at level C or

better with no spill back onto the I-95 main line.

Now, this board shows the existing and projected safety benefits for this alternative and the consideration. Now, on the left side of this board it shows the existing and safety conditions. Now, as I mentioned earlier the High Ridge Road and Sunset Road intersection account for 50 percent of the crashes along Lantana Road. Now, the right side of the board shows the future safety conditions for the 2045 design year. Now, if no improvements are made as proposed under the No-Action Alternative, the total crashes within the study area will increase by 28 percent. Now, the proposed improvement considered as part of the three Build Alternatives will actually provide enhancement in terms of safety and crash reduction of varying degrees. Now, Build Alternative 1 and 3 will result in 15 percent crash reduction, while Build Alternative 2 provides the greatest crash reduction of 36 percent. This board shows the alternative evaluation matrix in order to compare the various alternatives considered and these PD&E

studies. From a traffic operating and safety perspective Build Alternative 2 outperforms the No-Action Alternative as well as those alternatives 1 and 3 with superior traffic operations, mobility, safety, and multimodal accommodations. Now, with regards to engineering and construction, Build Alternative 1 requires the least impact to the existing traffic during construction followed by Build Alternative 2 and then Build Alternative 3, which requires the most extensive maintenance of traffic due to the replacement of the existing bridge within the same footprint. All three Build Alternatives provide 7 feet buffered bicycle lanes and 6 feet sidewalks which improves overall safety for pedestrians and bicyclists compared to the No-Action Alternative. In terms of environmental impacts, all three build alternatives have similar minimal impacts. The main difference between the build alternatives is related to right of way. Build Alternative 1 and 3 would result in impact in nine commercial properties while Build Alternative 2 would impact six commercial properties. In addition, Build

Alternatives 1 and 3 may require one potential business relocation. From a cost perspective Build Alternative 1 has the lowest estimated construction cost of $18.4 million followed by Build Alternative 3 with $30.7 million and Build Alternative 2 with the highest estimated construction cost of $32.7 million. Although Build Alternative 2 has the highest estimated construction cost, it provides the highest benefit-cost ratio. That is the most cost-effective alternative due to the significantly higher mobility and safety improvements. Based on the results of this evaluation, along with the input received from the public, Build Alternative 2, with the diverging diamond interchange configuration was the highest ranked alternative and consequently chosen as the Preferred Alternative. Now, this board shows the preferred alternative for this project. I will now show you a video of how the diverging diamond interchange works.

(Whereupon, a video is being played and goes as follows:)

VIDEO: The Divergent Diamond Interchange or DDI is one type of innovative interchange.

But DDI is an interchange with two signalized intersections. Between these two intersections traffic crosses over to the left side of the roadway. This design allows vehicles to turn onto and off freeway ramps without stopping or crossing opposing lanes of traffic. DDI's are designed to accommodate all roadway users, including larger vehicles such as school buses, emergency vehicles and trucks. As well as pedestrians and cyclists. Let's take a closer look at how a DDI works for motorists. Motorists turn right from the arterial onto a freeway ramp just like a conventional diamond interchange. To turn left or continue straight however, motorist follow lane markings and traffic signals to cross to the left side of the arterial. Motorists can then turn left onto the freeway ramp or cross back over to the right side of the arterial to continue straight through the interchange. From an exit ramp motorists turn right like at a conventional diamond interchange. When turning left from an exit ramp however, motorists stay on the left side of the arterial and travel through the intersection before returning to the right side

of the arterial. Pedestrians and cyclists can also navigate a DDI. Pedestrians use mark crosswalks to safely cross the interchange. Cyclists have the choice to either navigate the interchange using crosswalks and pedestrian paths or if they're more comfortable, cyclists can also follow the same paths as vehicles. There are several benefits of a DDI design, such as: improve safety. DDI's reduce the number of points where vehicles may cross paths which decreases the potential for crashes. Increase deficiency the crossover intersections at DDI operate with fewer traffic signal phases which allows the interchange to handle a greater volume of traffic and operate with less delay then conventional diamond interchanges. Easier access to the freeway. The design of DDI's allows all traffic both left turns and right turns to enter and exit the freeway without crossing opposing traffic. For more information Diverging Diamond Interchanges, please visit the Federal Highway Administration website www.safety.fhwa.dot.gov.

(Whereupon, the video finished playing and the meeting

continued as follows:)

MR. LAMPTEY: Moving on with the exhibits for the open house session. This board basically shows the environmental impact for the preferred alternative. Now, based on the environmental evaluation, minimal impacts are anticipated to the social and economic issues, physical environment as well as the natural resources. The preferred alternative will result in potential right of way impact to six commercial properties resulting in the loss of 24 parking spaces at the Lantana Shopping Center. However, no business relocation is anticipated. Two potential contamination sites are located adjacent to the project corridor. These will be monitored during design and construction. Now, based on the noise evaluation prepared as part of PD&E Study no new noise walls are recommended for this project since they do not meet the FDOT cost per benefit and receiver criteria. There are no impacts of wetlands. However, there may be minimal impacts to gopher tortoise burrows identified in the project study area. These will be permitted and relocated during the

design and construction. No impact anticipated to cultural resources for this PD&E Study.

This board basically shows the schedule for this PD&E Study. The study began in February of 2019. We had a Public Kick-Off Meeting in May of 2019 followed by the alternative public workshop in November of 2019. We are now having our virtual Public Hearing today and the in-person Public Hearing will be held tomorrow at the Lantana branch library. The next step is incorporate your input into this Public Hearing into our decision making process and to finalize the PD&E document. The final PD&E document will be sent to the FDOT office of Environmental Management for review and approval. The final approval in the form of a location and design concept acceptance is anticipated for Spring of 2021. Now, the final design phase on this project is on schedule to begin in 2021 with right of way acquisition anticipated to begin in 2022. The construction phrase is currently unfunded.

At this juncture I will now open it up for any questions or comments on the display boards

currently presented as the open house session.

Charesse, do we have any additional questions?

MS. CHESTER: Yes, we have a comment and a question. The comment comes from Nathan Mayer. I'm with SWA, the Solid Waste Authority. I'm concerned about SWA trucks pulling out of our facility trying to turn left to get to Lantana Road to get to I-95. Increase traffic using the service road to get to Costco is the concern. We also have a question from Shad DiMaria. Are these slides available to download or can the Powerpoint be emailed?

MR. LAMPTEY: Let me respond first to the first question concerning the Solid Waste Authority. Basically, as I mentioned with the Underpass Service Road what's going to happen is that the trash from the Solid Waste Authority currently they make, if you want to go westbound on Lantana Road, you have to make a left if you're coming out of the Solid Waste Authority and that is very dangerous movement because they have to cross six lanes of traffic. Now, in order to alleviate that safety concern what we are proposing is to have

them go underneath the underpass access road and then they will actually make a right turn, you know, using the Costco exit as it is right now. This is something that we have actually looked at the traffic volumes for this movement and we do not anticipate an issue with the volume that we are seeing currently for this movement. The main reason being that the peak hours for the Costco as well as the Solid Waste Authority occurs at different times, so we do not anticipate major issues in terms of the traffic impact at this location. For the second question concerning the slides. All the slides are actually available currently on the project website that you can download. We would also make available the video for today once it's completed so you can also download that from the project website as well.

Do we have any other questions from any of the attendees?

MS. CHESTER: Yes. We have a raised hand. Mr. Balsara, you are now un-muted. Please un-mute yourself and say your name and address for the record. We recognized you, Mr. Balsara. Your hand is no longer raised. Go

ahead. You are un-muted, share your comment or question. Go ahead, please share your comment or question. You are un-muted. Ah, I see we have a question in the chat box. We'll give him just another second. Do you want to share your question or comment, Mr -- we can't identify the first name. We'll go right into the question, the typed question and it's also from Shad DiMaria. Will the construction enter onto High Ridge Road?

MR. LAMPTEY: To respond to that question basically, we have what we are proposing at the High Ridge Road intersection is to improve that intersection in order to enhance the safety and mobility at that intersection. What we're doing is just to the north and the south approximately maybe about 500 feet on each side of Lantana Road you're going to have some construction within High Ridge Road in that area. Basically, that is to provide exclusive southbound as well as northbound left-hand lanes and exclusive northbound as well as the southbound right-turn lane as the High Ridge Road intersection.

MS. CHESTER: Part two of his next

question, Ms. Shad. Will the intersection at Lantana Road and High Ridge Road be closed for any period of time?

MR. LAMPTEY: As part of the design phase we will be looking at the temporary traffic control. That is the maintenance of traffic to make sure that whatever improvement that we're doing, we do not completely close these roadways. That is to say, we do not anticipate that we're going to have to close or shut down High Ridge Road in order to be able to do this improvement. What is going to happen is we look at update periods where we can actually maybe close one lane and leave the other lane operational and that is what we normally do as part of these projects. The response to your question is, we are not going to completely close High Ridge Road, but there may be times during the update period where we would have to basically shut down maybe one lane while the other lane is operational.

Next question.

MS. CHESTER: At this time we are going to hold all additional questions. We see the questions that have been typed in the pane and

we also see the raised hand of Mr. Craig Stern and Jackson Hurst. Please allow us to begin the official Public Hearing and we will give you an opportunity to pose that question once we've gone through this presentation. We will start the presentation now.

Good evening everyone and thank you for joining us for the State Road 9/I-95 at Lantana Road Project Development and Environment Study Public Hearing. At this time we will start with our Florida Department of Transportation Project Manager and that is Cesar Martinez.

We thank you so much for your patience. We will be starting in just a moment.

MR. MARTINEZ: Good evening. The Florida Department of Transportation will like to welcome you to the public meeting for the State Road I-95 and Lantana Road interchange project development and environmental PD&E Study. My name is Cesar Martinez. I'm the District Project Development Engineer for the Florida Department of Transportation. This public meeting is for Financial Management Project Number 413258-1-22-02. The environmental study has been conducted by FDOT District 4 in

compliance with all applicable federal and environmental laws and pursuant to 23 U.S.C. section 327 and implementing a Memorandum of Understanding between FDOT and the Federal Highway Administration signed on December 14th, 2016. The Office of Environmental Management in Tallahassee is the approving authority. The proposed improvement for I-95 and Lantana Road interchange includes reconfiguring the existing interchange into a diversion diamond interchange. This new configuration will enhance traffic operations and safety. This hearing is being held to provide you with the opportunity to comment on this project. Here with me tonight are representatives of the FDOT and the consultant project team. At this time we would like to recognize any federal, state, county or city officials who may be present here today. Are there any officials who would like to be recognized? Please raise your hand or submit your name in the chat box. Charesse, do we have any public officials tonight?

MS. CHESTER: Not at this time, Cesar.

MR. MARTINEZ: Thank you. We now will begin the presentation.

(Whereupon, a video presentation is being played and goes as follows:)

VIDEO: Before we start the presentation, I will share a few items to help you participate in this hearing. On your computer or device screen, you should see something that looks like the image in the upper-right corner. To listen to the hearing, your computer or device speakers are selected by default. If you prefer to listen by phone, select "Telephone" in the audio pane of the control panel and dial-in using the information displayed.

For those who dialed into the hearing on a telephone line, the presentation slides are available for download on the project website at www.fdot.gov/projects/95lantana for reference.

All attendees will be placed in listen only mode throughout the meeting. Comments and questions can be typed in the questions pane or you can be called on to speak by clicking the raise hand button. We will collect these and

provide responses at a later date.

If you happen to experience technical issues during the hearing, please type the issue in the question pane on the control panel to report it. Staff will do their best to assist you. This hearing is being recorded and will be available after the hearing.

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and adverse and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements or you may continue to provide your comments in writing.

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This project proposes improvements to the State Road 9/I-95 at Lantana Road Interchange in the Town of Lantana, Palm Beach County. The project limits along State Road 9/I-95 extend from north of Hypoluxo Road to South of 6th Avenue South Along Lantana Road, the project limits are from High Ridge Road to Andrew Redding Road. This hearing is being held to provide you with the opportunity to comment on this project.

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The Project Development and Environment, or PD&E, Study is a process developed by the Florida Department of Transportation or the FDOT to evaluate the social, environmental, economic, and engineering impacts associated with a proposed transportation improvement. In addition to complying with the National Environmental Policy Act or NEPA of 1969, the objectives of a PD&E Study are to support decisions concerning if, where, and what should be built to address the identified transportation needs.

We are currently at the Public Hearing stage of the PD&E process. Before this hearing, the public was invited to attend the Public Kick-Off meeting on May 14, 2019 and the Alternatives Public Workshop on November 13, 2019. Comments from the public from the first two meetings were considered in the design of the alternatives on display today. The Public

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The State Road 9/I-95 at Lantana Road interchange improvements is identified in the 2045 Long Range Transportation Plan as well as the current 5-year Transportation Improvement Program or TIP, for fiscal year 2021 to 2025 adopted by the Palm Beach Transportation Planning Agency or TPA.

The purpose of this study is to improve the local and regional transportation network while also providing enhanced multimodal interrelationships at the State Road 9/I-95 at Lantana Road interchange. The primary need for this project is to reduce congestion and traffic spill back onto I-95, improve safety, and increase capacity to accommodate future traffic demand. Secondary considerations for the purpose and need of the project include, modal interrelationship, freight access and mobility, and emergency evacuation.

During the PD&E Study, several alternatives were developed to meet the purpose and need for the project. The Alternatives

were developed with input obtained throughout the study process from the general public, local government and environmental agencies. The alternatives considered for this study included the No-Action Alternative and three build alternatives. All the build alternatives incorporate Transportation System Management and Operations or TSM&O improvements. These improvements utilize Intelligent Transportation Systems, or ITS, strategies to optimize the performance of an existing facility. For this project, TSM&O strategies include incident management closed-circuit television cameras, Wrong Way Detection Technology, Vehicle Detection System and Dynamic Message Signs on Lantana Road east and west of I-95.

The No-Action or No Project Alternative maintains the existing facility as-is and serves as a baseline for comparison with the build alternatives. The advantages of the No-Action Alternative are that it requires no expenditure of public funds for design, right of way acquisition, construction, or utility relocation. In addition, there would be no direct or indirect impacts to the environment

or sociocultural impacts from the project. The disadvantages of the No-Action Alternative are that it does not alleviate the congestion, operational, safety, and mobility issues currently experienced at the interchange during the peak hours. If no improvements are made, these conditions will continue to deteriorate. Consequently, the No-Action Alternative does not satisfy the purpose and need for this project.

Build Alternative 1 maintains the existing Tight Urban Diamond Interchange configuration at the interchange with the following improvements:

Widen Lantana Road and bridge over I-95 to provide 3 lanes in each direction from High Ridge Road to Andrew Redding Road.

Provide triple right-turn lanes and dual left-turn lanes for the State Road 9/I-95 northbound and southbound off-ramps.

Provide dual eastbound and westbound right-turn lanes onto I-95 southbound and northbound on-ramps, respectively.

Provide dual eastbound and westbound left-turn lanes from Lantana Road to the I-95

southbound and northbound on-ramps, respectively.

Provide exclusive southbound and northbound right-turn lane along High Ridge Road.

Provide 6 feet sidewalks and 7 feet buffered bicycle lanes along Lantana Road in both directions.

Build Alternative 1 provides better mobility along Lantana Road and the interchange ramps compared to the No-Action Alternative and is the least expensive of the three Build Alternatives. However, Build Alternative 1 does not completely alleviate congestion at the ramp terminal. In addition, the Alternative will result in right-of-way impacts to 9 commercial properties.

Build Alternative 2 reconfigures the existing Tight Urban Diamond Interchange into a Diverging Diamond Interchange or DDI. 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. This unconventional design allows movements for the left and right-turns to and from the I-95 ramps onto Lantana Road without crossing the path of opposing traffic.

Build Alternative 2 requires replacement of the existing single Lantana Road bridge over I-95 and the South Florida railroad corridor with separate bridges to accommodate the new DDI configuration. In addition, it provides an underpass road that connects Sunset Road and the existing Solid Waste Authority service road underneath the reconstructed Lantana Road Bridge over the railroad. Other improvements along Lantana Road and the I-95 ramp terminals are similar to Build Alternative 1.

The major advantages of Build Alternative 2 are that it provides the highest level of mobility and safety, reducing congestion along Lantana road as well as traffic spill back onto the I-95 mainline. In addition, the replacement of the existing Lantana Road Bridge over I-95 allows for an underpass access road that addresses safety concerns at the Sunset road and High Ridge road intersections. In

addition, the DDI configuration provides opportunities for landscape and other esthetic treatments along Lantana Road.

The main disadvantage of Build Alternative 2 is that it is the most expensive of the three alternatives. However, its superior operational and safety benefit results in the highest benefit-cost ratio making it the most cost-effective alternative. Build Alternative 2 would also result in right of way impacts to 6 commercial properties.

Build Alternative 3 reconfigures the existing Tight Diamond Interchange into a Single Point Urban Interchange or SPUI configuration. The SPUI concept consolidates the two intersections of a Tight Urban Diamond Interchange into one single intersection. This allows left-turning traffic from both directions of the intersecting roadways to turn simultaneously without crossing the path of the opposing left-turns.

The proposed improvements along Lantana Road and the I-95 ramps under Build Alternative 3 are similar to Build Alternative 1. Like Build Alternative 2, this alternative also

requires replacement of the existing single Lantana Road bridge over I-95 and the South Florida railroad corridor with separate bridges to accommodate the new SPUI interchange configuration. It also provides an underpass road that connects Sunset Road and the existing Solid Waste Authority service road underneath the reconstructed Lantana Road Bridge over the railroad.

Build Alternative 3 provides better operations and safety compared to the No-Action Alternative and Build Alternative 1. In addition, the new Lantana Road Bridge over I-95 provides adequate clearance to accommodate the underpass access road which provides enhanced mobility and safety at the Sunset Road and High Ridge Road intersections.

One of the major disadvantages of Build Alternative 3 is that cost of the alternative is disproportionate compared to the operational and safety benefits it provides. While Build Alternative 3 provides better operational and safety improvements over Build Alternative 1, it provides less benefits compared to Build Alternative 2. In addition, Build Alternative

3 will impact 9 commercial properties.

Evaluation of transportation projects to select the most desirable alternative is based on a wide range of criteria that reflect the concerns of all the key stakeholders. Examples of these criteria include traffic operations and safety, environmental impacts, drainage and utility impacts multimodal considerations, construction costs and right of way impacts and costs.

An alternatives evaluation matrix was developed to compare the alternatives across the range of issues affected by the project.

From an engineering perspective, Build Alternative 2 outperforms the No-Action Alternatives as well as Build Alternatives 1 and 3 with superior traffic operations, mobility, safety, and multimodal accommodations. With regards to ease of construction, Build Alternative 1 requires the least impacts to existing traffic during construction followed by Build Alternative 2 and then Build Alternative 3, which requires the most extensive maintenance of traffic during construction due to replacement of the

existing bridge within the same footprint. All three Build Alternatives provide 7 feet buffered bicycle lanes and improved overall safety for pedestrians and bicyclists compared to the No-Action Alternative.

In terms of environmental impacts, all three build alternatives have very similar minimal impacts. The main difference between the build alternatives is related to right of way impacts. Build Alternatives 1 and 3 would impact 9 commercial properties while Build Alternative 2 would impact 6 properties. In addition, Build Alternatives 1 and 3 may require 1 potential business relocation.

Cost estimates were also prepared for all three build alternatives. Build Alternative 1 has the lowest estimated construction cost of $18.4 Million followed by Build Alternative 3 with $30.7 Million and Build Alternative 2 with the highest estimated construction cost of $32.7 Million. Although Build Alternative 2 has the highest estimated construction cost, it provides the highest benefit-cost ratio i.e. the most cost-effective alternative due to the significantly higher mobility and safety

improvements.

Based on the results of this evaluation, along with the input received from the public, Build Alternative 2, with the diverging diamond interchange configuration was the highest ranked and consequently chosen as the Preferred Alternative.

The following video shows the operations of a Diverging Diamond Interchange.

(Whereupon, the video finished playing and the meeting continued as follows:)

(Whereupon, a video is being played and goes as follows:)

VIDEO: The Divergent Diamond Interchange, or DDI, is one type of innovative interchange. But DDI is an interchange with two signalized intersections. Between these two intersections traffic crosses over to the left side of the roadway. This design allows vehicles to turn onto and off freeway ramps without stopping or crossing opposing lanes of traffic. DDI's are designed to accommodate all roadway users,

including larger vehicles such as school buses, emergency vehicles, and trucks. As well as pedestrians and cyclists. Let's take a closer look at how a DDI works for motorists. Motorists turn right from the arterial onto a freeway ramp just like a conventional diamond interchange. To turn left or continue straight however, motorist follow lane markings and traffic signals to cross to the left side of the arterial. Motorists can then turn left onto the freeway ramp or cross back over to the right side of the arterial to continue straight through the interchange. From an exit ramp motorists turn right like at a conventional diamond interchange. When turning left from an exit ramp however, motorists stay on the left side of the arterial and travel through the intersection before returning to the right side of the arterial. Pedestrians and cyclists can also navigate a DDI. Pedestrians use mark crosswalks to safely cross the interchange. Cyclists have the choice to either navigate the interchange using crosswalks and pedestrian paths or if they're more comfortable, cyclists can also follow the same paths as vehicles.

There are several benefits of a DDI design, such as: improve safety. DDI's reduce the number of points where vehicles may cross paths which decreases the potential for crashes. Increase deficiency: The crossover intersections at DDI operate with fewer traffic signal faces which allows the interchange to handle a greater volume of traffic and operate with less delay then conventional diamond interchanges. Easier access to the freeway. The design of DDI's allows all traffic both left turns and right turns to enter and exit the freeway without crossing opposing traffic. For more information Diverging Diamond Interchanges, please visit the Federal Highway Administration website www.safety.fhwa.dot.

(Whereupon, the video finished playing and the meeting continued as follows:)

(Whereupon, the presentation video continues to be played and goes as follows:)

VIDEO: Two access modifications are proposed to improve mobility and enhance safety

along the project corridor: The existing eastbound and northbound left-turn movements at Sunset Road will be eliminated. In addition, an underpass service road will be provided underneath the reconstructed Lantana Road bridge over the South Florida Railroad Corridor. These proposed access management modifications will alter existing travel patterns between I-95 and High Ridge Road as follows:

From Costco Wholesale to I-95: Motorists traveling from Costco Wholesale to I-95 currently use two travel options. The first is to exit Costco along High Ridge Road and turn-left at the Lantana Road intersection. The second option is to exit Costco along Lantana Road, weave through 3 lanes of traffic, and make a U-turn at High Ridge Road. This traffic weaving pattern has been identified as one of the safety concerns at this location. The proposed improvement maintains the left turn at High Ridge Road onto Lantana Road but restricts the U-turn at High Ridge Road. Motorist traveling from Costco to I-95 can use the proposed underpass service road and loop

underneath the Lantana Road bridge to the intersection of Lantana Road and the Solid Waste Authority service road and then proceed to make a right-turn onto eastbound Lantana Road towards the I-95 ramps.

From Eastbound Lantana Road to Costco Wholesale: In the existing conditions, motorists traveling along eastbound Lantana Road can make an eastbound left-turn at the median opening at Sunset Road to Costco. This movement was also identified as a safety concern due to the difficulty in judging correctly adequate gaps for the downhill traffic stream to make the left turn maneuver at this intersection. With the proposed improvements, motorists along eastbound Lantana Road would make a right-turn onto the Solid Waste Authority service road, make a loop underneath the Lantana Road bridge, and connect to Sunset Road which provides access to Costco.

From the Solid Waste Authority to Westbound Lantana Road: Under the existing conditions, motorists from the Solid Waste Authority can make a left turn at the median opening at the Sunset Road intersection by

crossing over three eastbound lanes and three westbound lanes to access westbound Lantana Road. This movement is typically used by heavy slow vehicles which must cross 6 lanes of traffic and has been identified as a safety concern. The proposed access modification eliminates this movement. Motorists would be required to travel east along the proposed service road, make the loop underneath the Lantana Road bridge, and connect to westbound Lantana Road via a right-turn movement from the Costco exit.

Right of way will be required from businesses along the project corridor in order to construct the Preferred Alternative. On the west side of I-95 right of way will be required from the Lantana Self Storage, Costco Wholesale and the South Florida Railroad Corridor. The right of way required from these commercial properties would not result in relocation.

East of I-95, right of way will be required from the Wells Fargo Bank, the Lantana Shopping Center, the Medical Offices and the Bureau of Government Reviews parcel. The right of way acquisition at the Wells Fargo Bank will

require the realignment of the ATM drive-thru lane. At the Lantana Shopping Center, 24 parking spaces will be lost to accommodate the proposed improvements along Lantana Road.

This project is not anticipated to cause any relocation of families or businesses. All right of way acquisitions will be conducted in accordance with Florida Statutes 339.09 and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act. FDOT right of way specialists who are supervising this program are available and will be happy to answer your questions.

The PD&E Study also evaluated the social and economic, cultural, natural and physical environmental effects associated with the preferred build alternative being considered for this project.

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 and Navigation.

No significant impacts are anticipated to social and economic conditions, protected species and habitats, water quality and quantity, highway noise, contamination, utilities and railroads, construction, section 4(f) resources, historic and archaeological sites.

The proposed improvements will have positive socio-economic impacts on the study area as it improves mobility, safety and relieves congestion. No impacts to community features and services are anticipated. However, minimal impacts to existing businesses including loss of 24 parking spaces at Lantana Shopping Center are anticipated.

Section 4(f) was enacted in 1966 as part of the Department of Transportation Act. It states that for federally funded projects “It is the policy of the United States Government that special effort be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites”.

Two historic sites are located within the

project study area: The South Florida Rail Corridor and the First Federal Savings and Loan Association Building (Chase Bank), which was determined to be eligible for listing in the National Register due to the age and architecture of the building.

FDOT will ensure that the proposed interchange improvements provides a clear envelope over the South Florida Rail Corridor when placing bridge piers in order to accommodate future planned improvements along the railroad corridor. In addition, no impacts are anticipated to the Chase Bank building.

Potential effects to Federal and state listed, or protected species were assessed. The study found no evidence of occurrence of Federal or State Listed species within the project limits except for the Gopher Tortoise. It was determined that the project may affect, but is not likely to adversely affect, the Gopher Tortoise and the Eastern Indigo Snake.

To minimize adverse effects to gopher tortoises, FDOT commits to perform an environmental survey prior to the start of construction. The survey will be conducted

within the existing and proposed right of way, dry swales, and area underneath the proposed underpass service road. Any gopher tortoises located within 25 feet of proposed construction will be relocated.

The FDOT will also adhere to the most recent version of the U.S. Fish and Wildlife Service's "Standard Protection Measures for the Eastern Indigo Snake" during construction to prevent adverse impacts to this species.

Potentially contaminated sites in the vicinity of the project corridor were identified and evaluated to determine if impacts would occur as a result of the proposed improvements. There are 5 medium risk contamination sites identified in proximity to the project study area. A level 2 contamination assessment will be performed during the final design phase.

Traffic noise was analyzed in accordance with the FDOT PD&E Manual, Part 2, Chapter 18 and Title 23 Code of Federal Regulations Part 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise. Worst-case traffic noise levels were predicted for the

preferred alternative. Traffic noise impacts were predicted to occur at 6 residences within Lake Osborne Estate and the Playground at the Sunshine Park Academy located adjacent to the project corridor.

FDOT requires that all impacted receptors be analyzed to see if they would benefit from noise abatement measures such as noise barriers. Based on the locations of these impacted receptors, noise walls were evaluated at 2 locations:

The north side of Lantana Road between Lake Osborne Drive and High Ridge Road; and the northeast corner of Lantana Road and High Ridge Road intersection.

For the noise barrier to be considered reasonable, it must reduce noise levels by at least 7 decibels at one or more impacted receptor sites and the estimated construction cost cannot exceed the FDOT’s reasonable cost criteria of $42,000 per benefited receptor site. Based on the noise evaluation, additional noise barriers were not recommended because they did not meet the FDOT’s reasonable cost criteria per benefited site. The noise

analysis will be reevaluated during the final design phase of the project.

The Environmental Documents detailing the review of all resources analyzed have been available for Public Review since November 24, 2020 and will continue to be on display for 14 days after the Public Hearing at the Lantana Road Branch Library located at 4020 Lantana Road, Lake Worth, Florida 33462 and at the Town of Lantana Town Hall located at 500 Greynolds Circle, Lantana, Florida 33462 until December 30, 2020. The documents are also available for review on the project website www.fdot.gov/projects/95lantana.

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 regarding the preferred alternative. The Final PD&E document will be sent to the FDOT Office of Environmental Management which, based on the Memorandum of Understanding signed with Federal Highway Administration on December 14, 2016 has approval authority on this project granting Location And Design Concept

Acceptance.

The final design phase is estimated to begin in 2021 with right of way acquisition anticipated to begin in 2022. The construction phase is currently unfunded.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held, dating from May 2019 until tonight. We welcome your oral or written comments that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than 14 days following the date of this public hearing, December 30, 2020, will become a part of the public record for this hearing.

All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Vandana Nagole, the FDOT Project

Manager or submitted via the project website. This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now

offer you the opportunity to make a statement.

(Whereupon, the video finished playing and the meeting continued as follows:)

MS. CHESTER: If you would like to make a statement, please raise your hand.

MR. MARTINEZ: Anyone deciding to make a written statement or present written views regarding the location, conceptional design or social economical or environment effects of the improvement will now have the opportunity to do so. Written statements may be present in lieu of or in addition to oral statements. All written materials received at this Public Hearing and at the Florida Department of Transportation District office located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida postmarked no later than December 30, 2020 will become part of the public record for this hearing. All the comments should be addressed to Vandana Nagole. Comments may also be emailed to vandana.nagole@dot.state.fl.us or submitted in the question box during this hearing. Comments submitted via the question

box will be included as part of the public record for this hearing, unless otherwise noted. Question box comments will not be read into the hearing. We will now call upon those who have their hands raised in the order they were raised. When your name is called, please un-mute yourself and state your name and address before making your comment. If you represent a organization, municipality or other public body, please provide that information as well. We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes please wrap up your comment. If you have additional comments, you may continue after other people have had the opportunity to do so.

Does anyone else desire to speak? If so, raise your hand.

MS. CHESTER: At this time we would like to recognize Town of Lantana Manager, Deborah Manzo. Thank you for joining the Public Hearing this evening. We have a raised hand, Craig Stern. You have been un-muted. Please state your name and address for the record.

MR. STERN: My name is Craig Stern. I am the owner of Lantana Self Storage at 1930 West Lantana Road, Lake Worth, Florida. My question is during and after construction will I still have a turning lane into my property off of Lantana Road? That's my question.

MS. CHESTER: Thank you very much. At this time we have un-muted Jackson Hurst. Please state your name and address for the record.

MR. HURST: My name is Jackson Hurst. I live at 4216 Cornell Crossing, Kennesaw, Georgia 30144. I highly applaud and support FDOT's for an alternative for the I-95 Lantana Road PD&E Study, which is the Diversion Diamond Interchange. This alternative will help improve safety and it will also greatly improve business access. Especially for people turning into and leaving Costco and the Costco gas station along with Lantana Self Storage and the medical offices to the east of I-95. I also love how there will be a dedicated service road for people to enter and exit Costco without having to turn across three lanes of traffic and potentially cause a side swipe collision.

MS. CHESTER: Thank you, Mr. Hurst.

Are there any other questions or comments? Please raise your hand.

Once again, are there any questions or comments? Please raise your hand.

MR. MARTINEZ: The verbatim transcript of this oral proceedings together with all written material received as part of the hearing record and all studies displayed and informational material provided at the hearing will be made as part of the project decision making process and will be available at the district office for full length review upon request.

Thank you for attending this Public Hearing and for providing your input into this project. It is now 6:40 p.m. I hereby officially close the Public Hearing for the State Road 9/I-95 Lantana Road Interchange Public Development and Environment Study.

Thank you again and have a good night.

(This concludes the FDOT Public Hearing at 6:41 p.m.)

TRANSCRIPT CERTIFICATE

STATE OF FLORIDA)
COUNTY OF PALM BEACH)

I, ONEIDA DEL TORO, Reporter, certify that I was authorized to and did virtually report the foregoing proceedings and that the transcript is a true and complete record of my notes.

DATED this 1st day of January, 2021.

ONEIDA DEL TORO, REPORTER
Notary Public - State of Florida
Commission No.: GG 956417
Expires: February 22, 2024

PUBLIC HEARING CERTIFICATION

650-050-56
ENVIRONMENTAL MANAGEMENT
08/17

SR-9/I-95 @ LANTANA ROAD

Project Developmentand Environment (PD&E) Study

from

Palm Beach County, Florida

Financial Management No.: 413258-1-22-01

I certify that a public hearing was conducted on 12/16/2020, beginning at 05:30 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Cesar Martinez
(Name)

April 30, 2021
Date

Cesar Martinez
(Title of FDOT Representative)

Electronically signed within SWEPT
on April 30, 2021 2:13:23 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - 41325812201-CE2-D4-In-Person_Public_Hearing_Transcript-2021-0119.pdf

FLORIDA DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

I-95 / LANTANA ROAD INTERCHANGE

DATE: Wednesday, December 16, 2020

TIME: 5:30 p.m. - 7:00 p.m.

LOCATION: Lantana Road Branch Library
4020 Lantana Road
Lake Worth, Florida

REPORTED BY: Nathaniel Toro, Notary Public

JOB NO: 4355470

A T T E N D E E S

TEAM MEMBERS:
CHARESSE CHESTER
VANDANA NAGOLE
GODFREY LAMPTEY
CESAR MARTINEZ

PUBLIC SPEAKERS:
GRAIG STERN
CHARLES WRIGHT

P R O C E E D I N G S

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Provide triple right-turn lanes and dual left-turn lanes for the State Road 9/I-95 northbound and southbound off-ramps.

Provide dual eastbound and westbound right-turn lanes onto I-95 southbound and northbound on-ramps, respectively.

Provide dual eastbound and westbound left-turn lanes from Lantana Road to the I-95 southbound and northbound on-ramps, respectively.

Provide exclusive southbound and northbound right-turn lane along High Ridge

Road.

Provide 6 feet sidewalks and 7 feet buffered bicycle lanes along Lantana Road in both directions.

Build Alternative 1 provides better mobility along Lantana Road and the interchange ramps compared to the No-Action Alternative and is the least expensive of the three Build Alternatives. However, Build Alternative 1 does not completely alleviate congestion at the ramp terminal. In addition, the Alternative will result in right-of-way impacts to 9 commercial properties.

Build Alternative 2 reconfigures the existing Tight Urban Diamond Interchange into a Diverging Diamond Interchange or DDI. 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. This unconventional design allows movements for the left and right-turns to and from the I-95 ramps onto Lantana Road without crossing the path of

opposing traffic.

Build Alternative 2 requires replacement of the existing single Lantana Road bridge over I-95 and the South Florida railroad Corridor with separate bridges to accommodate the new DDI configuration. In addition, it provides an underpass road that connects Sunset Road and the existing Solid Waste Authority service road underneath the reconstructed Lantana Road Bridge over the railroad. Other improvements along Lantana Road and the I-95 ramp terminals are similar to Build Alternative 1.

The major advantages of Build Alternative 2 are that it provides the highest level of mobility and safety, reducing congestion along Lantana road as well as traffic spillback onto the I-95 mainline. In addition, the replacement of the existing Lantana Road Bridge over I-95 allows for an underpass access road that addresses safety concerns at the Sunset road and High Ridge road intersections. In addition, the DDI configuration provides opportunities for landscape and other aesthetic treatments along Lantana Road.

The main disadvantage of Build Alternative

2 is that it is the most expensive of the three alternatives. However, its superior operational and safety benefit results in the highest benefit-cost ratio making it the most cost-effective alternative. Build Alternative 2 would also result in right of way impacts to 6 commercial properties.

Build Alternative 3 reconfigures the existing Tight Diamond Interchange into a Single Point Urban Interchange or SPUI configuration. The SPUI concept consolidates the two intersections of a Tight Urban Diamond Interchange into one single intersection. This allows left-turning traffic from both directions of the intersecting roadways to turn simultaneously without crossing the path of the opposing left-turns.

The proposed improvements along Lantana Road and the I-95 ramps under Build Alternative 3 are similar to Build Alternative 1. Like Build Alternative 2, this alternative also requires replacement of the existing single Lantana Road bridge over I-95 and the South Florida railroad Corridor with separate bridges to accommodate the new SPUI interchange

configuration. It also provides an underpass road that connects Sunset Road and the existing Solid Waste Authority service road underneath the reconstructed Lantana Road Bridge over the railroad.

Build Alternative 3 provides better operations and safety compared to the No-Action Alternative and Build Alternative 1. In addition, the new Lantana Road Bridge over I-95 provides adequate clearance to accommodate the underpass access road which provides enhanced mobility and safety at the Sunset Road and High Ridge Road intersections.

One of the major disadvantages of Build Alternative 3 is that cost of the alternative disproportionately compares to the operational and safety benefits it provides. While Build Alternative 3 provides better operational and safety improvements over Build Alternative 1, it provides less benefits compared to Build Alternative 3. In addition, Build Alternative 3 will impact 9 commercial properties.

Evaluation of transportation projects to select the most desirable alternative is based on a wide range of criteria that reflect the

concerns of all the key stakeholders. Examples of these criteria include traffic operations and safety, environmental impacts, drainage and utility impacts, multimodal considerations, construction costs and right of way impacts and costs.

An alternatives evaluation matrix was developed to compare the alternatives across the range of issues affected by the project.

From an engineering perspective, Build Alternative 2 outperforms the No-Action Alternatives as well as Build Alternatives 1 and 3 with superior traffic operations, mobility, safety, and multimodal accommodations. With regards to ease of construction, Build Alternative 1 requires the least impacts to existing traffic during construction followed by Build Alternatives 2 and then Build Alternative 3 which requires the most extensive maintenance of traffic during construction due to replacement of the existing bridge replacement within the same footprint. All three Build Alternatives provide 7 feet buffered bicycle lanes and improved overall safety for pedestrians and bicyclists compared

to the No-Action Alternative.

In terms of environmental impacts, all three build alternatives have very similar minimal impacts. The main difference between the build alternatives is related to right of way impacts. Build Alternatives 1 and 3 would impact 9 commercial properties while Build Alternative 2 would impact 6 properties. In addition, Build Alternatives 1 and 3 may require 1 potential business relocation.

Cost estimates were also prepared for all three build alternatives. Build Alternative 1 has the lowest estimated construction cost of $18.4 Million followed by Build Alternative 3 with $30.7 Million and Build Alternative 3 with the highest estimated construction cost of $32.7 Million. Although Build Alternative has the highest estimated construction cost, it provides the highest benefit-cost ratio i.e. most cost-effective alternative due to the significantly higher mobility and safety improvements.

Based on the results of this evaluation, along with the input received from the public, Build Alternative 2, with the Diverging Diamond

Interchange configuration, was the highest ranked and consequently chosen as the Preferred Alternative.

The following video shows the operations of a Diverging Diamond Interchange.

(Thereupon, the next video was played)

VIDEO: Two access modifications are proposed to improve mobility and enhance safety along the project corridor: The existing eastbound and northbound left-turn movements at Sunset Road will be eliminated. In addition, an underpass service road will be provided underneath the reconstructed Lantana Road bridge over the South Florida Railroad Corridor. These proposed access management modifications will alter existing travel patterns between I-95 and High Ridge Road as follows:

From Costco Wholesale to I-95: Motorists traveling from Costco Wholesale to I-95 currently use two travel options. The first is to exit Costco along High Ridge Road and turn-left at the Lantana Road intersection. The second option is to exit Costco along Lantana Road, weave through 3 lanes of traffic, and

make a U-turn at High Ridge Road. This traffic weaving pattern has been identified as one of the safety concerns at this location. The proposed improvement maintains the left turn at High Ridge Road onto Lantana Road but restricts the U-turn at High Ridge Road. Motorist travelling from Costco to I-95 can use the proposed underpass service road and loop underneath the Lantana Road bridge to the intersection of Lantana Road and the Solid Waste Authority service road and then proceed to make a right-turn onto eastbound Lantana Road towards the I-95 ramps.

From Eastbound Lantana Road to Costco Wholesale: In the existing conditions, motorists traveling along eastbound Lantana Road can make an eastbound left-turn at the median opening at Sunset Road to Costco. This movement was also identified as a safety concern due to the difficulty in judging correctly adequate gaps for the downhill traffic stream to make the left turn maneuver at this intersection. With the proposed improvements, motorists along eastbound Lantana Road would make a right-turn onto the Solid

Waste Authority service road, make a loop underneath the Lantana Road bridge, and connect to Sunset Road which provides access to Costco.

From SWA to Westbound Lantana Road: Under the existing conditions, motorists from the Solid Waste Authority can make a left turn at the median opening at the Sunset Road intersection by crossing over three eastbound lanes and three westbound lanes to access westbound Lantana Road. This movement is typically used by heavy slow vehicles which must cross 6 lanes of traffic and has been identified as a safety concern. The proposed access modification eliminates this movement. Motorists would be required to travel east along the proposed service road, make the loop underneath the Lantana Road bridge, and connect to westbound Lantana Road via a right-turn movement from the Costco exit.

Right of way will be required from businesses along the project corridor in order to construct the Preferred Alternative. On the west side of I-95, right of way will be required from the Lantana Self Storage, Costco Wholesale and the South Florida Railroad

Corridor. The right of way required from these commercial properties would not result in relocation.

East of I-95, right of way will be required from the Wells Fargo Bank, the Lantana Shopping Center, the Medical Offices and the Bureau of Government Reviews parcel. The right of way acquisition at the Wells Fargo Bank will require the realignment of the ATM drive-thru lane. At the Lantana Shopping Center, 24 parking spaces will be lost to accommodate the proposed improvements along Lantana Road.

This project is not anticipated to cause any relocation of families or businesses. All right of way acquisitions will be conducted in accordance with Florida Statutes 339.09 and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act. FDOT right of way specialists who are supervising this program are available and will be happy to answer your questions.

The PD&E Study also evaluated the social and economic, cultural, natural and physical environmental effects associated with the

preferred build alternative being considered for this project.

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 and Navigation.

No significant impacts are anticipated to social and economic conditions, protected species and habitats, water quality and quantity, highway noise, contamination, utilities and railroads, construction, section 4(f) resources, historic and archaeological sites.

The proposed improvements will have positive socio-economic impacts on the study area as it improves mobility, safety and relieves congestion. No impacts to community features and services are anticipated. However, minimal impacts to existing businesses including loss of 24 parking spaces at Lantana Shopping Center are anticipated.

Section 4(f) was enacted in 1966 as part

of the Department of Transportation Act. It states that for federally funded projects “It is the policy of the United States Government that special effort be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites”.

Two historic sites are located within the project study area: The South Florida Rail Corridor and the First Federal Savings and Loan Association Building (Chase Bank), which was determined to be eligible for listing in the National Register due to the age and architecture of the building.

FDOT will ensure that the proposed interchange improvements provides a clear envelope over the South Florida Rail Corridor when placing bridge piers in order to accommodate future planned improvements along the railroad corridor. In addition, no impacts are anticipated to the Chase Bank building.

Potential effects to Federal and state listed, or protected species were assessed. The study found no evidence of occurrence of Federal or State listed species within the

project limits except for the Gopher Tortoise. It was determined that the project may affect, but is not likely to adversely affect, the Gopher Tortoise and the Eastern Indigo Snake.

To minimize adverse effects to gopher tortoises, FDOT commits to perform an environmental survey prior to the start of construction. The survey will be conducted within the existing and proposed right of way, dry swales, and area underneath the proposed underpass service road. Any gopher tortoises located within 25 feet of proposed construction will be relocated.

The FDOT will also adhere to the most recent version of the U.S. Fish and Wildlife Service's "Standard Protection Measures for the Eastern Indigo Snake" during construction to prevent adverse impacts to this species.

Potentially contaminated sites in the vicinity of the project corridor were identified and evaluated to determine if impacts would occur as a result of the proposed improvements. There are 5 medium risk contamination sites identified in proximity to the project study area. A level 2 contamination

assessment will be performed during the final design phase.

Traffic noise was analyzed in accordance with the FDOT PD&E Manual, Part 2, Chapter 18 and Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. Worst-case traffic noise levels were predicted for the preferred alternative. Traffic noise impacts were predicted to occur at 6 residences within Lake Osborne Estate and the Playground at the Sunshine Park Academy located adjacent to the project corridor.

FDOT requires that all impacted receptors be analyzed to see if they would benefit from noise abatement measures such as noise barriers. Based on the locations of these impacted receptors, noise walls were evaluated at 2 locations:

North side of Lantana Road between Lake Osborne Drive and High Ridge Road Northeast Corner of Lantana Road and High Ridge Road intersection.

For the noise barrier to be considered reasonable, it must reduce noise levels by at

least 7 dB(A) at one or more impacted receptor sites and the estimated construction cost cannot exceed the FDOT's reasonable cost criteria of $42,000 per benefited receptor site. Based on the noise evaluation, additional noise barriers were not recommended because they did not meet the FDOT's reasonable cost criteria per benefited site. The noise analysis will be reevaluated during the final design phase of the project.

The Environmental Documents detailing the review of all resources analyzed have been available for Public Review since November 24, 2020 and will continue to be on display for 14 days after the Public Hearing at the Lantana Road Branch Library located at 4020 Lantana Road, Lake Worth, Florida 33462 and at the Town of Lantana Town Hall located at 500 Greynolds Circle, Lantana, Florida 33462 until December 30, 2020. The documents are also available for review on the project website www.fdot.gov/projects/95lantana.

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 regarding the preferred alternative. The Final PD&E document will be sent to the FDOT Office of Environmental Management which, based on the Memorandum of Understanding signed with Federal Highway Administration on December 14, 2016 has approval authority on this project granting Location And Design Concept Acceptance.

The final design phase is estimated to begin in 2021 with right of way acquisition anticipated to begin in 2022. The construction phase is currently unfunded.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held, dating from May 2019 until tonight. We welcome your oral or written comments that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than 14 days following the date of this public hearing, December 30, 2020, will become a part of the public record for this hearing.

All written comments should be mailed to

the address shown on the slide. Comments may also be emailed to Vandana Nagole, the FDOT Project Manager or submitted via the project website. This project has and will continue to comply with all applicable state and federal rules and regulations.

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

(Thereupon, the video was concluded and the proceedings continued as follows)

MR. MARTINEZ: Anyone desiring to make a statement -- social, economic, and environmental, you will now have the opportunity to do so. If you have obtained a speaker card please give it to a member of the team. If you have not received a speaker card and wish to speak please raise your hand so you can receive a card to fill out. Written statements may be presented in lieu of or in addition to oral statements.

All written material received at this public hearing, and at the Florida Department of Transportation District Four Office located at 3400 West Commercial Boulevard in Fort Lauderdale, Florida postmarked no later than

December 30, 2020 will become part of the public record for this meeting. All written comments should be addressed to Vandana Nagole. Comments may be also emailed to vandana.nagole@dot.state.fl.us.

We will now call up those who have turned in speaker cards. When your name is called please come to the microphone and state your name and address. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes. If you have additional comments you may continue after other people have had an opportunity to comment. Did we receive any cards? Mr. Craig Stern. Please state your name and address.

MR. STERN: My name is Craig Stern. I live in Lantana. The address is 1930 Lantana Road, Lake Worth, Florida 33462.

MR. MARTINEZ: Go ahead.

MR. STERN: My question is, first I'd like to thank everyone, I did get my questions answered, but I wanted to have it on record just to make sure, and my questions were during

and after construction will I still have a turning lane into my facility off of Lantana Road, not, Lantana, and I was told that I would have both, during construction and after construction, still have my turning lane. And I just wanted to make sure that still is the answer, even though everyone here has confirmed that would be the case.

MR. MARTINEZ: All right, thank you. Mr. Charles Wright.

MR. WRIGHT: Yes, my name is Charles Wright. I'm a dentist at 1280 West Lantana Road in the Medical Offices. And I'm sorry I didn't get here, couldn't get here earlier to possibly have some questions answered. My concern, and question, is are we going to lose any parking spaces, number one, in, in any scenario. And number two, will we lose the sidewalk and the trees in front of our offices.

I've been in that office complex for forty two years, and we, except during COVID, which is obviously a unique situation, we have chronically had parking issues, where people would have to just cruise around the parking lot, or we've even had patients disgusted and

said I couldn't find a parking space so I went home. If you take away our parking you may as well just roll up the sidewalks and let us go home. It will damage our business just irreparably.

And the other concern is if we lose those trees, over the years people fly up and down Lantana Road, and over the years we've had multiple instances where people crash into those trees, which actually prevents further damage to, you know, anyone that might be parking in that parking area, so I'm concerned if we lose, that we could potentially lose those trees. I want to find out what the status would be on that.

MR. MARTINEZ: Okay, thank you for your question. Does anyone else decide to speak, if so state your name and address, and complete a speaker card after you have given your statement to the public record.

All right, the verbatim transcript of this proceeding, together with all written material received as part of the hearing record, and all studies, displays, and informational material provided at the hearing, will be made a part of

the public decision making process, and will be available at the district office for public review upon request. Thank you, for attending this public hearing, and for providing your input into this project. It is now 6:35 p.m. I hereby officially close this public hearing for the State Road 9 I-95 and Lantana Road Interchange Project Development and Environment Study. Thank you again, and have a good night.

(Thereupon, the hearing concluded.)

CERTIFICATE OF NOTARY PUBLIC

I, NATHANIEL TORO, the officer before whom The foregoing proceedings were taken, do hereby certify that any witness(es) in the foregoing proceedings, prior to testifying, were duly sworn; that the proceedings were recorded by me and thereafter reduced to typewriting by a qualified transcriptionist; that said digital audio recording of said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

_____

NATHANIEL TORO
Notary Public in and for the Florida

CERTIFICATE OF TRANSCRIBER

I, CHARITY RIVERA-GARCIA, do hereby Certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

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CHARITY RIVERA-GARCIA