



SR 9/I-95 AT LANTANA ROAD

Palm Beach County, Florida

FPID No.: 413258-1-22-02 | ETDM# 14338

PD&E Study



Sociocultural Effects Evaluation



August 2020

Sociocultural Effects Evaluation

Florida Department of Transportation

District Four
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309

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

Limits of Project: From North of Hyfluxo Road to South of 6th Avenue S (MP 18.42 to MP 19.158)

Palm Beach County, Florida

Financial Management Number: 413258-1-22-02

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Date: August 3, 2020

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

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment Study (PD&E) for improvements to State Road (SR) 9/I-95 at the Lantana Road Interchange in Palm Beach County, Florida. The purpose of this project is to enhance the overall traffic operations and safety at the existing interchange. The improvements eliminate traffic spillback onto I-95, enhance interchange operations and safety, and reduce congestion, while providing for multimodal accommodations. The Sociocultural Effects (SCE) Evaluation Report focuses on social and economic issues, land use, mobility, aesthetics and the possible relocation of residents and businesses. This SCE report was prepared in accordance with the FDOT PD&E Manual. The SCE evaluation is the process of determining and evaluating the effects a transportation action may have on a community and the quality of life of its citizens. It is the policy of the FDOT to work proactively with communities in implementing the principles, concepts and philosophy of SCE throughout the transportation project development process.

The Preferred Alternative will improve traffic operations and safety by reconfiguring the existing Tight Diamond Interchange into a Diverging Diamond Interchange (DDI) configuration. The project supports the land use vision depicted through the Palm Beach County Comprehensive Master Plan, including the multi-modal, mixed-use area. A Conceptual Stage Relocation Plan (CSR) has been prepared by the FDOT Right of Way Office due to potential impacts to six (6) commercial properties, including one (1) potential business relocation.

Civil Rights impacts to minorities, low income populations, and other potentially underrepresented population groups which could result from the proposed improvements at the Lantana Road Interchange have been fully considered by this Study. This project has been developed in accordance with the *Civil Rights Act of 1964* and Executive Order 13166 and 12898. The project is not anticipated to affect minority or low-income populations as the project will enhance pedestrian safety and mobility throughout the project corridor, and the project is not anticipated to alter the demographic makeup of the project area. As a result of this project, there are no disproportionately high adverse effects on minority, low-income, or other potentially underrepresented populations. Therefore, mitigation measures are not included for this project.

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT), District Four, is conducting a Project Development and Environment (PD&E) Study that proposes improvements to 0.738 miles of SR 9/I-95 (MP 18.420 to MP 19.158), at Lantana Road Interchange from High Ridge Road to Andrew Redding Road. This Sociocultural Effects Evaluation Report (SCE) contains detailed information that fulfills the purpose and need for the project. This project has been developed in compliance with *Title VI of the Civil Rights Act of 1964* and other related federal and state nondiscrimination authorities. Neither the FDOT nor this project will deny the benefits of, exclude from participation in, or subject to discrimination, anyone on the basis of race, color, national origin, age, sex, disability, or family status. This project has been screened through the Efficient Transportation Decision Making (ETDM) process. The Summary Report was published on April 26, 2018 and can be viewed under the ETDM # 14338.

1.1 PROJECT BACKGROUND

SR 9/I-95 is the main Interstate Highway on the East Coast of the United States serving areas from Florida to Maine. Within the State of Florida, SR 9/I-95 is a major state transportation resource critical in the facilitation of statewide travel, and is included in the Strategic Intermodal System (SIS) established by the Florida Legislature in 2003, for its role in supporting the State's economy and mobility.

SR 9/I-95 has experienced increasing traffic volumes since its completion in Palm Beach County in 1980: fueled largely by population and economic growth within the County. The FDOT has responded to this increased transportation demand with various interventions to improve operations and safety along the SR 9/I-95 mainline including; adding a High Occupancy Vehicle (HOV) lane and auxiliary lanes from south of Linton Boulevard to north of PGA Boulevard in the 1990s and 2000s, and minor interchange improvements at eight interchange locations within this segment of SR 9/I-95.

In December 2015, the FDOT completed the SR 9/I-95 Interchange Master Plan for Palm Beach County to identify short-term and long-term needs at the interchange locations within the County through the 2040 design year horizon. This Master Plan included design concepts to address traffic spillback onto SR 9/I-95, improve interchange operations, reduce congestion, and increase safety at 17 interchanges from Linton Boulevard to Northlake Boulevard. SR 9/I-95 at Lantana Road Interchange was one of the interchange locations evaluated as part of the I-95 Interchange Master Plan.

A Concept Development Report (CDR) was completed for this interchange as part of the I-95 Interchange Master Plan Study for Palm Beach County. The CDR identified several preliminary short-term and long-term improvements at the SR 9/I-95 at Lantana Road Interchange including:

- Dual right-turn lanes for the SR 9/I-95 southbound off-ramp
- Dual eastbound left-turn lanes from Lantana Road to the SR 9/I-95 northbound on-ramp
- Additional westbound through lane between the SR 9/I-95 southbound off-ramp and High Ridge Road
- Additional eastbound through lane between the SR 9/I-95 northbound off-ramp and Andrew Redding Road
- Improvements at various intersections along Lantana Road including High Ridge Road, Andrew Redding Road, Sunset Road and Shopping Center Drive

Within Palm Beach County, the Transportation Planning Agency (TPA) adopted a vision to transform the County into a place where bicycling is a safe and convenient transportation option and an attractive form of recreation for residents and visitors alike by 2035. In keeping with this vision, Palm Beach County adopted the Master Comprehensive Bicycle Transportation Plan (MCBTP) with recommendations to include/improve bicycle facilities throughout Palm Beach County. Lantana Road from Jog Road to Dixie Highway was identified as one of the corridors for inclusion in the Priority Bicycle Network.

This PD&E Study is being conducted to evaluate concepts that improve interchange operations and safety, accommodate future transportation demand at the Lantana Road Interchange, and provide bicycle accommodations along Lantana Road within the project limits.

1.2 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. 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 Study Interchange is a typical diamond interchange and the 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 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.

Land use adjacent to the Interchange is predominantly commercial with some industrial, institutional and residential uses. The adjacent signalized intersections within the project limits are: High Ridge Road west of SR 9/I-95 southbound ramps, and Shopping Center Drive and Andrew Redding Road east of SR 9/I-95 northbound ramps.

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. The project location map is shown in **Figure 1-1** Project Location Map.

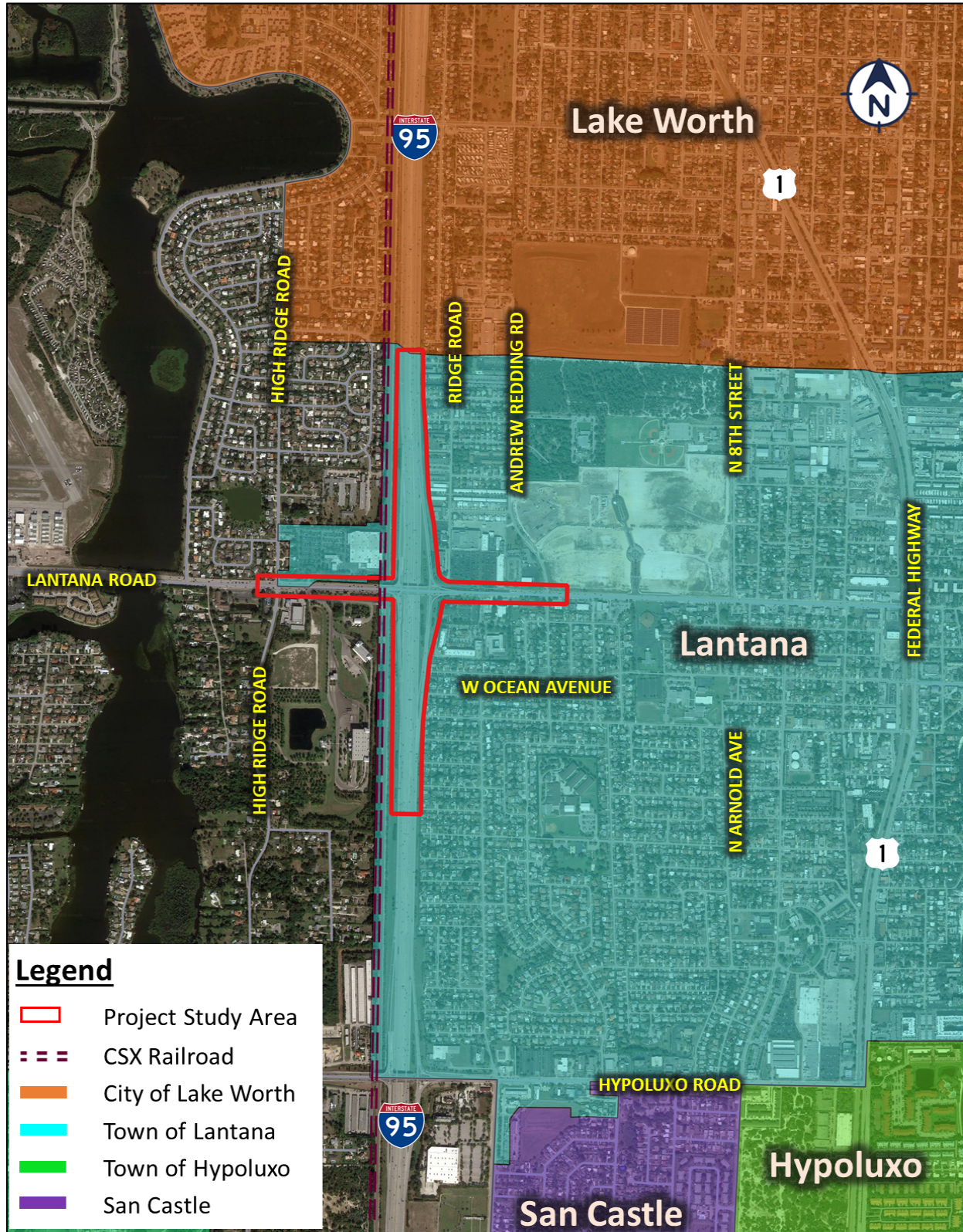


Figure 1-1 Project Location Map

1.3 PURPOSE AND NEED

The primary purpose of this interchange project is to improve the local and regional transportation network while also providing enhanced multimodal interrelationships at the SR 9/I-95/Lantana Road interchange. Additional features that will be improved include capacity and transportation demand, safety, and emergency evacuation. The study 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. The study will also consider accommodation for potential extension of I-95 Managed Lanes through Palm Beach County. The needs for this project are further described in the following sections:

1.3.1 Transportation Network

Lantana Road is a county roadway (CR 812) that provides access to the Town of Lantana and Hypoluxo Island via the East Ocean Avenue (Lantana) drawbridge. 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 SR 9/I-95 thereby enhancing connectivity among the local and regional network.

1.3.2 Multimodal 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 provided in both directions along Lantana Road within the project limits. The 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 would be evaluated along Lantana Road.

Four (4) 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 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 the bicycle and pedestrian facilities at the intersections within the Study Area will increase the safety of the local community pedestrian users traveling the corridor.

1.3.3 Capacity and Transportation Demand

The SR 9/I-95 southbound ramps within the Study Area currently operate at an overall Level of Service (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.

Due to the current need to increase capacity, the proposed interchange improvements are included in the Palm Beach County TPA 2040 Long Range Transportation Plan (LRTP) as part of the 2020-2040 Desires Plan. Funding for Design (Preliminary Engineering and PD&E) are planned to be available in 2026-2030 and Construction in 2031-2040. The interchange improvements are also included in the SIS Cost Feasible Plan 2024-2040. The interchange is also included in the I-95 Interchange Master Plan.

1.3.4 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.

1.3.5 Emergency Evacuation

Based on Palm Beach County's Evacuation Routes and Zones Map, Lantana Road is classified as an evacuation route from SR 9/I-95 to SR 5/US-1. 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.

1.4 PLANNED AND ONGOING ADJACENT PROJECT

Transportation plans from the state, county, city and municipal level were reviewed to identify projects that impact the SR 9/I-95 at Lantana Road PD&E Study Area. Transportation plans that were reviewed as part of this Study include: FDOT District Four’s Five Year Work Program, Palm Beach County TPA 2040 LRTP, Palm Beach County Transportation Improvement Program (TIP) and Palm Beach County MCBTP. A number of planned or ongoing projects were identified within the influence area of the SR 9/I-95 at Lantana Road PD&E Study. **Table 1-1** below provides a summary of these projects.

Table 1-1 Ongoing and Adjacent Projects			
Project #	Project Name	Work Mix	Fiscal Year
427516-2	SR 9/I-95 from Gateway Boulevard to Lantana Road	Resurfacing	2020
444202-1	I-95 Managed Lanes from Linton Blvd. to 6th Avenue	PD&E Study	2024
413257-1	SR 9/I-95 at Hypoluxo Road	PD&E Study	2020
436963-1	SR 9/I-95 at 6 th Avenue South	PD&E Study/ P.E.	2020
444340-1	SR 9 @ 6 th Avenue South	Landscaping	2022
20230001	Lantana Road from Hagen Ranch to SR 9/I-95	Resurfacing	2023
N/A	Water Town Commons Development	Mixed-Use Development	Ongoing

Lantana Road is also included as a priority corridor in the Palm Beach County adopted MCBTP, with recommendations for bicycle lanes along Lantana Road from Jog Road to Dixie Highway.

2.0 ALTERNATIVES CONSIDERED

The alternatives considered as part of the SR 9/I-95 at Lantana Road PD&E Study include a No-Action Alternative, Transportation System Management & Operations (TSM&O) Alternative, and three Build Alternatives. The Alternatives are described below:

2.1 NO-ACTION ALTERNATIVE

The No-Action Alternative assumes no proposed improvements to the Study intersection and serves as a baseline for comparison against the Build Alternatives. It will, however, include ongoing construction projects and all funded or programmed improvements scheduled to be opened to traffic in the analysis years being considered. These improvements must be part of the Department's adopted Five-Year Work Program, Palm Beach TPA, cost feasible LRTP, transportation elements of Local Government Comprehensive Plans (LGCP), or developer-funded transportation improvements specified in approved development orders.

2.2 TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O)

The TSM&O Alternative considers minor improvements to enhance operations and safety without the addition of through lanes. TSM&O includes low-cost improvements such as adding turn lanes at intersections, adjusting signal phasing and timings, and considering opportunities to enhance alternative travel modes. It also includes implementation of intelligent transportation systems (ITS) technologies. The Build Alternatives developed for this Study will also incorporate TSM&O improvements. The proposed TSM&O improvements to be incorporated as part of the Build Alternatives include:

- Incident Management Closed-Circuit Television (CCTV) Cameras
- Wrong Way Detection Technology
- Vehicle Detection System
- Dynamic Message Signs on Lantana Road east and west of SR 9/I-95

TSM&O improvements will only alleviate some operational, geometric and safety deficiencies along some portions of the Study Area. Their implementation alone does not meet the purpose and need for this project. TSM&O improvements are only viable in combination with the Build Alternatives that are discussed in the next section of this report.

2.3 BUILD ALTERNATIVE 1

Build Alternative 1 considered for this Study is generally based on the preliminary conceptual design recommended as part of the I-95 Interchange Master Plan Study. This alternative

maintains the existing Tight Urban Diamond Interchange (TUDI) configuration and provides the following improvements to accommodate the design year traffic demand (See **Figure 2-1**:

- Widen Lantana Road to provide 3 lanes in each direction from High Ridge Road to Andrew Redding Road.
- Widen the existing Lantana Road bridge over I-95 and the two ramp bridges.
- Provide triple 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 onto I-95 southbound and northbound on-ramps, respectively.
- Eliminate eastbound left-turn movement and provide directional median opening at the Sunset Road intersection.
- Provide exclusive southbound and northbound right-turn lane along High Ridge Road and extend the EB left urn storage from 200-ft to 300-ft.
- Widen right-turn lane at Sunset Road to accommodate WB62FL Design Vehicles.
- Provide 7-ft buffered bicycle lanes and 6-ft sidewalks along Lantana Road in both directions.

These improvements are necessary to enhance the operations of the intersections within the interchange influence area. The proposed improvements under this alternative will also require right of way impacts to 9 commercial properties along Lantana Road.

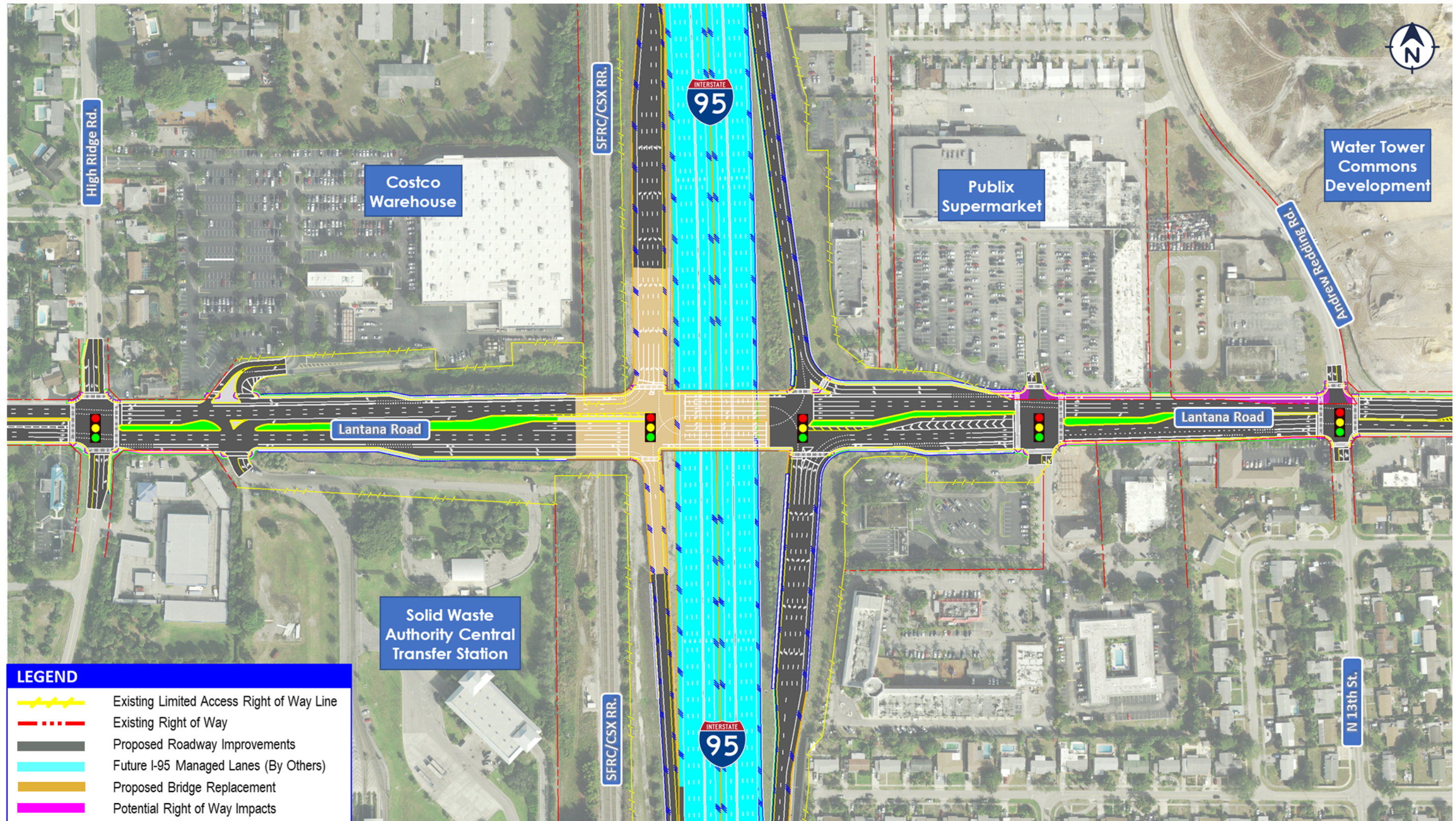


Figure 2-1 Build Alternative 1: Tight Urban Diamond Interchange (TUDI)

2.4 BUILD ALTERNATIVE 2

Build Alternative 2 reconfigures the existing Tight Urban Diamond Interchange into a Diverging Diamond Interchange (DDI) configuration (See **Figure 2-2**). 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. 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 TUDI) resulting in significant safety and operational improvement at the interchange. The following improvements are proposed to accommodate the design year traffic demand under Build Alternative 2:

- 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, northbound left-turn and thru movements and provide a directional median opening at the Sunset Road intersection.
- Widen westbound right-turn lane at Sunset Road to accommodate WB62FL Design Vehicles.
- 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 lane along High Ridge Road.

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

These improvements are necessary to enhance the operations of the intersections within the interchange influence area. The proposed improvements under this alternative will also require right of way impacts to 6 commercial properties along Lantana Road.

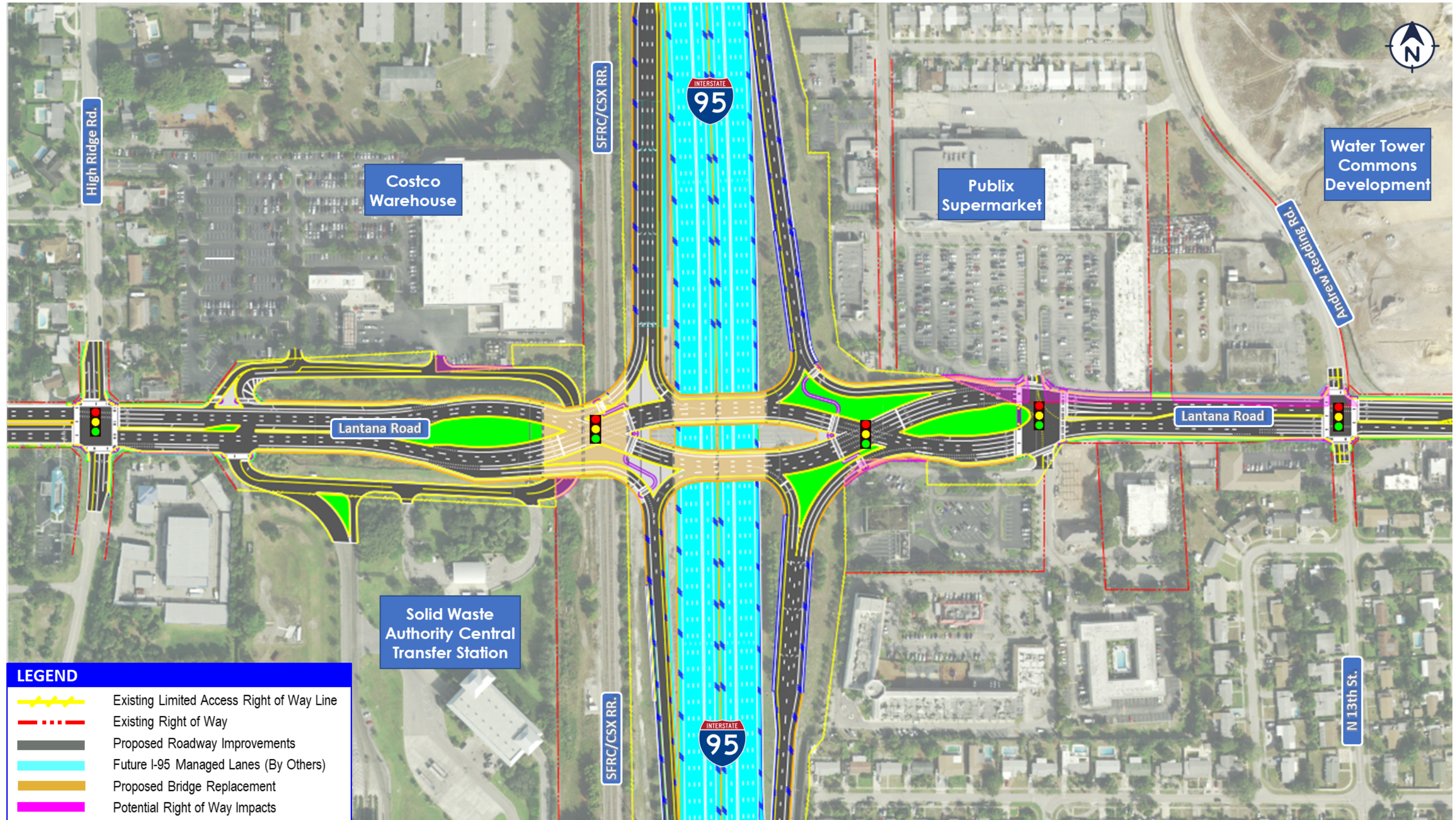


Figure 2-2 Build Alternative 2: Diverging Diamond Interchange

2.5 BUILD ALTERNATIVE 3

Build Alternative 3 reconfigures the existing Tight Urban Diamond Interchange into a Single Point Urban Interchange (SPUI) configuration (See **Figure 2-3**). The SPUI concept consolidates the two intersections of a TUDI 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. Since traffic passing through the SPUI is controlled by a single signal, vehicles can clear the intersection much more quickly compared to a TUDI. The major advantages of SPUI are improved operational efficiency and safety. This can be attributed to the single, three-phase traffic signal and less conflict points compared to the TUDI. In addition, the SPUI also allows for wider turns, easing movement for heavy trucks. The following improvements are proposed to accommodate the design year traffic demand under Build Alternative 3:

- Widen Lantana Road to provide 3 lanes in each direction from High Ridge Road to Andrew Redding Road
- Replace the existing Lantana Road bridge over I-95 and the two ramp bridges
- Provide triple 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 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 dual eastbound and westbound left-turn lanes from Lantana Road to the I-95 southbound and northbound on-ramps, respectively.
- Eliminate the eastbound left-turn, northbound left-turn and thru movements and provide a directional median opening at the Sunset Road intersection with an underpass access road.
- Provide exclusive southbound and northbound right-turn lane along High Ridge Road.
- Widen right-turn lane at Sunset Road to accommodate WB62FL Design Vehicles.
- Provide 7-ft buffered bicycle lanes and 6-ft sidewalks along Lantana Road in both directions.

These improvements are necessary to enhance the operations of the intersections within the interchange influence area. The proposed improvements under this alternative will also require right of way impacts to 9 commercial properties along Lantana Road.

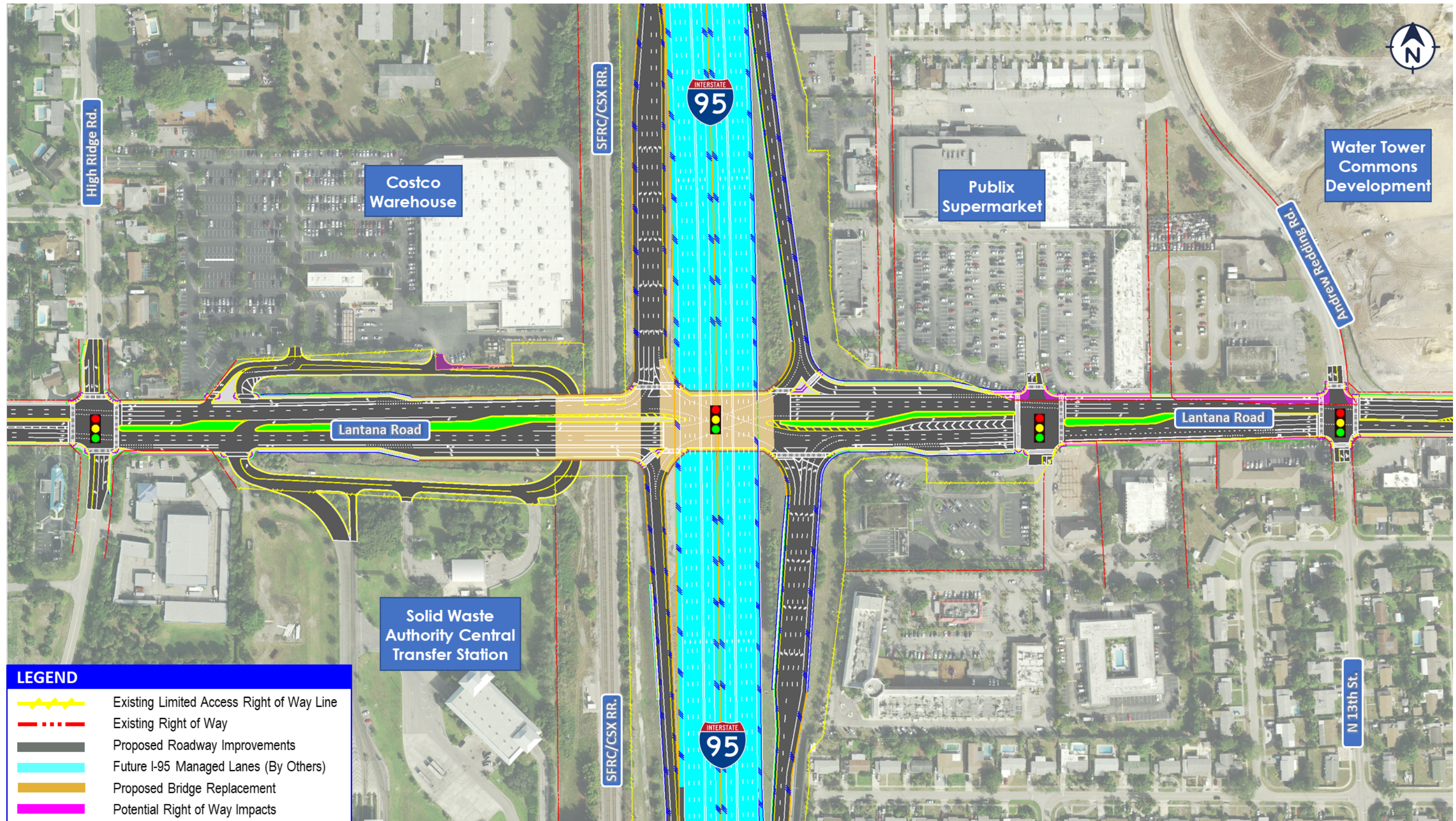


Figure 2-3 Build Alternative 3: Single Point Urban Interchange (SPUI)

2.6 PREFERRED ALTERNATIVE

The Preferred Alternative, as illustrated in Figure 2-4 is Build Alternative 2 – Diverging Diamond Interchange. 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 free-flow movements for the left and right-turns to and from the 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 to the interchange reconfiguration, the following improvements will be implemented with the preferred alternative:

- 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, northbound left-turn and thru movements and provide a directional median opening at the Sunset Road intersection
- Provide exclusive southbound and northbound right-turn lane along High Ridge Road.
- Widen westbound right-turn lane at Sunset Road to accommodate WB62FL Design Vehicles.
- Provide 7-ft buffered bicycle lanes and 6-ft sidewalks along Lantana Road in both directions.
- 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 ITS improvements including Arterial Dynamic Message Signs (ADMS), Surveillance and verification CCTV cameras and Wrong way detection system for the interchange ramps.

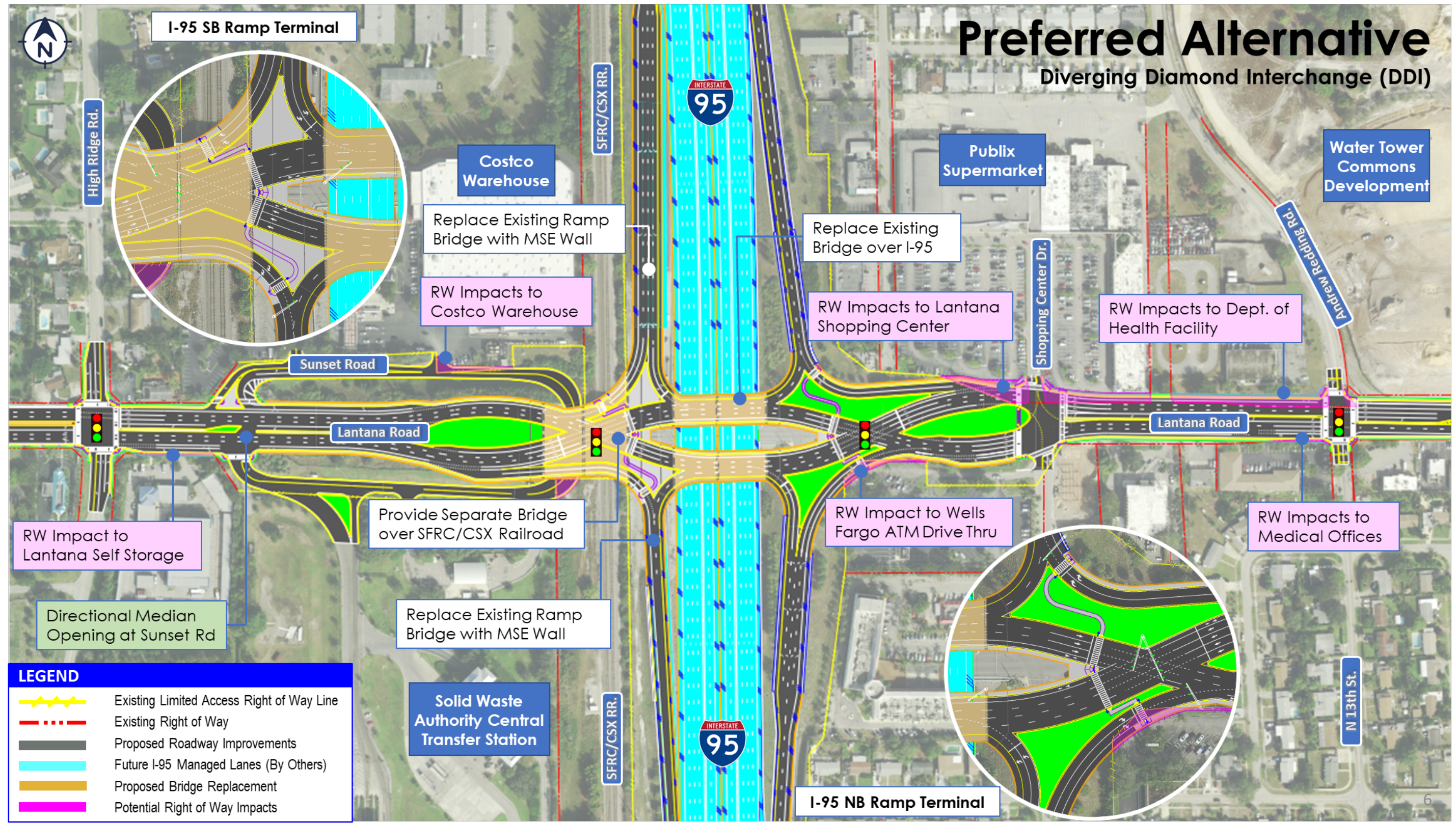


Figure 2-4 Preferred Alternative: Diverging Diamond Interchange (DDI)

3.0 COMMUNITY CHARACTERISTICS INVENTORY AND IMPACT ANALYSIS

The SCE Evaluation process is supported by the development of a Community Characteristics Inventory (CCI) and Impact Analysis for each defined community within the Study Area. The CCI is a comprehensive summary of the quantitative and qualitative data used to support the decisions made during the SCE Evaluation process. The CCI is used to acquire a better understanding of the affected community characteristics, such as population demographics, socioeconomic history and community values, valued resources, and plans for the future, as well as other potential issues in an effort to evaluate the effect of a transportation action on the community. A CCI is valuable to the identification and later resolution of issues.

3.1 STUDY AREA

The Study Area is defined as the geographic areas that include all communities/community resources with the potential to be affected by a transportation action. The Study Area typically includes communities and community resources that are immediately surrounding the project but may also extend beyond the project corridor.

The locations of sociocultural resources within 1,320-ft (one-quarter mile) from the Lantana Road Interchange are shown in **Figure 3-1**. A 1,320-ft buffer is used as it is the largest recommended buffer width from the Environmental Screening Tool (EST). Final impacts to residents and businesses were considered in the CSR.

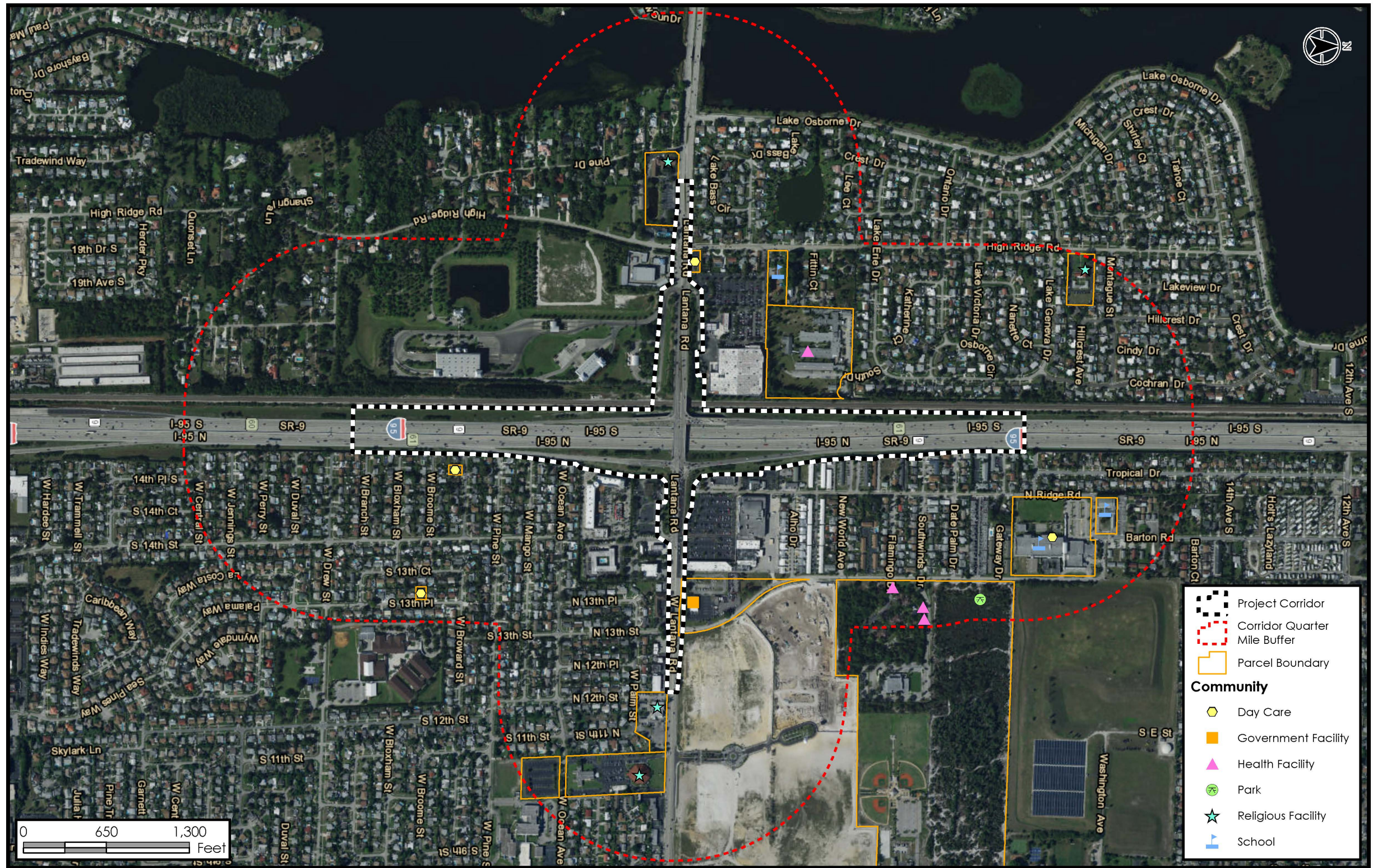


Figure 3-1 Sociocultural Effects Study Area

3.1.1 Social Issues

How a transportation project impacts social issues is a function of the existing communities in the project Study Area. These potential social issues may impact community cohesion, demographics, safety and emergency response times, compatibility with community goals, special community designations and quality of life. This project was reviewed by the Environmental Technical Advisory Team (ETAT) through the Efficient Transportation Decision Making (ETDM) Screening Tool and assigned a Summary Degree of Effect (DOE) of Moderate for social issues. The U.S. Environmental Protection Agency (USEPA) assigned a DOE of Moderate and commented that the proposed project could result in residential and business relocations, construction detours, and traffic pattern disruptions. Children may be more vulnerable to environmental exposure than adults, therefore the project should act in accordance with Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. The FDOT District Four assigned a DOE of Moderate for Social Impacts and commented that the project is expected to enhance the community by reducing traffic and increasing mobility among residents. Additionally, because the project improvements are proposed along already existing roadways, the project will not divide neighborhoods or create social/cultural isolation. Construction related impacts (such as noise) are anticipated but would only be temporary.

There are no major sociocultural issues associated with the proposed project. Through the Public Involvement Plan, the study team reached out to the communities located along the project corridor. Additional information regarding outreach conducted during the Study can be found in the Public Involvement Summary Report on file at FDOT District Four. This project is expected to have a positive effect on the Study Area by improving traffic operations at the Lantana Road Interchange and enhancing connectivity and accessibility to I-95.

The objective of the project is to improve interchange operations and safety, accommodate future transportation demand at the Lantana Road Interchange and provide bicycle accommodations along Lantana Road within the project limits. The proposed project includes strips and clips of right of way along Lantana Road at six (6) properties along Lantana Road, including one (1) potential business relocation.

Communities

Communities/neighborhoods are geographic areas with similar characteristics (e.g., land use, property values, or demographic character) or divided from other areas by natural or constructed boundaries (e.g., water bodies or major roads). The people who comprise a community may share similar social, cultural, ethnic, economic, political, or religious characteristics, as well as

common histories. They may attend the same schools, churches, or social clubs. These people may interact in social settings and share similar values. The project corridor is located within the Town of Lantana in Palm Beach County, as illustrated in **Figure 1-1**.

The following tables identify the community facilities that are located within the SCE Study Area. Access to all properties in the immediate project vicinity will be maintained throughout construction. Coordination with these facilities has occurred through the public involvement process, which will continue through design and construction.

Schools

Table 3-1 Schools	
Name	Address
South Area Secondary Intensive Transition Program	1509 Barton Road
Barton Elementary School	1700 Barton Road
Northern Private School	1822 High Ridge Road
Palm Beach Maritime Academy	1518 W Lantana Road
Palm Beach School for Autism	1199 W Lantana Road

Emergency and Medical Facilities

There are no law enforcement or fire departments within the Project Study Area.

Table 3-2 Healthcare Facilities	
Name	Address
Lantana/Lake Worth Clinic	1250 Southwinds Drive
Flamingo Drive Cluster – Florida Mentor	1285 Flamingo Drive
C L Brumback Primary Care Clinic	1250 Southwinds Drive
Village on High Ridge	1800 South Drive

Other Community Facilities:

Religious Facilities, Government Buildings and Day Care Facilities

Table 3-3 Religious Facilities	
Name	Address
All Nations Church	1510 High Ridge Road
Living Word Lutheran Church	2116 Lantana Road
First Baptist Church	1126 W Lantana Road
Holy Spirit Catholic Church	1000 W Lantana Road

Table 3-4 Government Buildings	
Name	Address
Palm Beach County Tax Collector – Lantana Service Center	1299 W Lantana Road

Table 3-5 Daycare Centers	
Name	Address
Janet Head Family Day Care	501 S. 13 th Place
Wendy Hernandez Family Day Care	1438 West Broward Street
The Sunshine Park Academy, Inc.	1969 Lantana Road
For the Children, Inc.	1700 Barton Road

Cultural Resources

Cultural resources or “historic properties,” as defined by the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-655, as amended), are any “prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP).” The term “historic structures” includes bridges, houses, buildings, and constructed features which, with few exceptions, are at least fifty years old. Historic districts consist of historic buildings and other elements which retain identity and integrity as a whole. Cemeteries and burial places are also considered cultural resources. Archaeological sites, also referred to as “archaeological resources,” represent the locations of prehistoric or historic

activities. Cultural resources serve as tangible expressions of shared community values and help define the character of a community or neighborhood.

Potential involvement with cultural resources was studied separately in the Cultural Resource Assessment Survey (CRAS) prepared for this project. The purpose of the CRAS was to locate and identify any archaeological sites and historic resources within the project area of potential effect (APE) and to assess their significance in terms of eligibility for listing in the NRHP.

The CRAS was conducted in compliance 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. 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, Seaboard Air Line Railroad (8PB12917) was determined National Register-eligible outside of the current project APE. While it has also been recorded within the APE, the segment within the APE has not been evaluated by SHPO. The current survey considers

the segment of the Seaboard Air Line Railroad (8PB12917) within the 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 Masonry Vernacular style, and one is Mid-Century Modern (see **Table 3-6**). First Federal Savings and Loan Association (8PB18601) is considered National Register-eligible under Criterion C in the area of Architecture as it is a well-intact and rare example of Mid-Century Modern architecture in the Lantana area. The remaining thirteen newly recorded standing structures (8PB18592-8PB18600, 8PB18602-8PB18605) do not possess sufficient significant historical associations to meet National Register criteria for listing individually. The assessment did not indicate that there are any potential historic districts within the current project APE.

Table 3-6 Identified Historic Resources within the Historic Resources APE			
FMSF No.	Site Name/Address	Type/Style	NR-status
8PB12917	Seaboard Air Line Railroad	Resource Group/Railroad	Determined Eligible
8PB18592	2109 Lake Bass Circle	Masonry Vernacular	Considered Ineligible
8PB18593	2111 Lake Bass Circle	Masonry Vernacular	Considered Ineligible
8PB18594	2113 Lake Bass Circle	Masonry Vernacular	Considered Ineligible
8PB18595	2115 Lake Bass Circle	Masonry Vernacular	Considered Ineligible
8PB18596	2117 Lake Bass Circle	Masonry Vernacular	Considered Ineligible
8PB18597	1969 W. Lantana Road	Masonry Vernacular	Considered Ineligible
8PB18598	1914 High Ridge Road	Masonry Vernacular	Considered Ineligible
8PB18599	607 Ridge Road	Masonry Vernacular	Considered Ineligible
8PB18600	1500 W. Lantana Road	Masonry Vernacular	Considered Ineligible
8PB18601	First Federal Savings and Loan Association/1300 W. Lantana Road	Mid-Century Modern	Considered Eligible
8PB18602	First Church of Lantana/1126 W. Lantana Road	Masonry Vernacular	Considered Ineligible

Table 3-6 Identified Historic Resources within the Historic Resources APE			
FMSF No.	Site Name/Address	Type/Style	NR-status
8PB18603	2016 High Ridge Road	Masonry Vernacular	Considered Ineligible
8PB18604	2015 High Ridge Road	Masonry Vernacular	Considered Ineligible
8PB18605	Lantana Shopping Center/1422 W. Lantana Road	Masonry Vernacular	Considered Ineligible

For additional information on historic and archaeological resources within the Study Area, please refer to the CRAS, which is on file at FDOT District Four.

Public Parks and Recreational Areas

Section 4(f) of the U.S. Department of Transportation Act of 1966 protects public parks, recreation areas, wildlife and waterfowl refuges, and historic sites. There is one (1) recreational area within the SCE Study Area that is potentially subject to Section 4(f) protection, **Table 3-7** identifies the recreational area, Lantana Scrub Natural Area, which is approximately 1,000 feet east of SR 9/I-95 and 1,900 feet north of Lantana Road. The project will not directly or indirectly affect any parks or recreational facilities, as there are none within or adjacent to the proposed improvements.

Table 3-7 Parks and Recreational Areas	
Name	Address
Lantana Scrub Natural Area	East of Andrew Redding Road and North of Southwinds Drive

Physical Barriers

Physical barriers are natural or man-made obstructions to the interconnectivity between or within communities. I-95, Lantana Road and other roadways function as existing man-made obstructions to the interconnectivity between communities and neighborhoods. No other obstructions to the interconnectivity between or within communities occur within the SCE Study Area, and no additional physical barriers will be constructed as part of this project.

3.1.1.1 Demographics

Demographic data describes the community's population. It is primarily collected by local, state or federal agencies such as the United States Census Bureau and other local government departments. The data includes a range of topics about people in communities, such as population size, gender, age composition, ethnic backgrounds, household characteristics, and geographic distribution. Such data assists in the design of public participation, outreach, and education strategies that reflect the various ages, educational and economic backgrounds present in the community. **Table 3-8** summarizes the demographic information of the population within the SCE Study Area according to the 2012-2016 American Community Survey (ACS). 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%).

The median household income in the Study Area is \$36,897 and 30% of the households are below the poverty level, compared to Palm Beach County's median household income of \$57,256 and 13% of the population below the poverty level. 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 the 2015 ACS, approximately 9% of the population aged five and over speak English not well or not at all. The Census Block Groups associated with the project Study Area are shown in **Figure 3-2**.

Table 3-8 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

Demographic information concerning education and age indicate that electronic/internet communication, such as a project website or on-line survey, may not be appropriate for a specific community. According to EJSscreen, approximately 6% of the population is age 0-4, approximately 14% of the population is age 65+, and approximately 33% of the Study Area are high school graduates. Therefore, traditional and non-traditional outreach efforts have been utilized to produce more effective tools to reach out to communities and encourage participation. Public outreach occurred in a public venue (Lantana Branch Public Library), as well as in newspapers advertisements, various meetings and press releases.

The population is expected to increase or decrease 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. 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 Maintenance of Traffic (MOT) plan for pedestrian, bicycle, and vehicular traffic. See the Preliminary Engineering Report (PER), on file at FDOT District Four, for more details.

The project is anticipated to enhance access to businesses and community facilities by providing bicycle lanes and other pedestrian improvements. The Preferred Alternative requires right of way acquisition from six (6) properties to accommodate the operational improvements. The right of way required to accommodate the Preferred Alternative is limited to minor strips and clips at six

(6) properties, including one (1) potential business relocation in the event the Final Design impacts this structure. The Preferred Alternative is not anticipated to require right of way acquisition from any residential properties. For these reasons, 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.

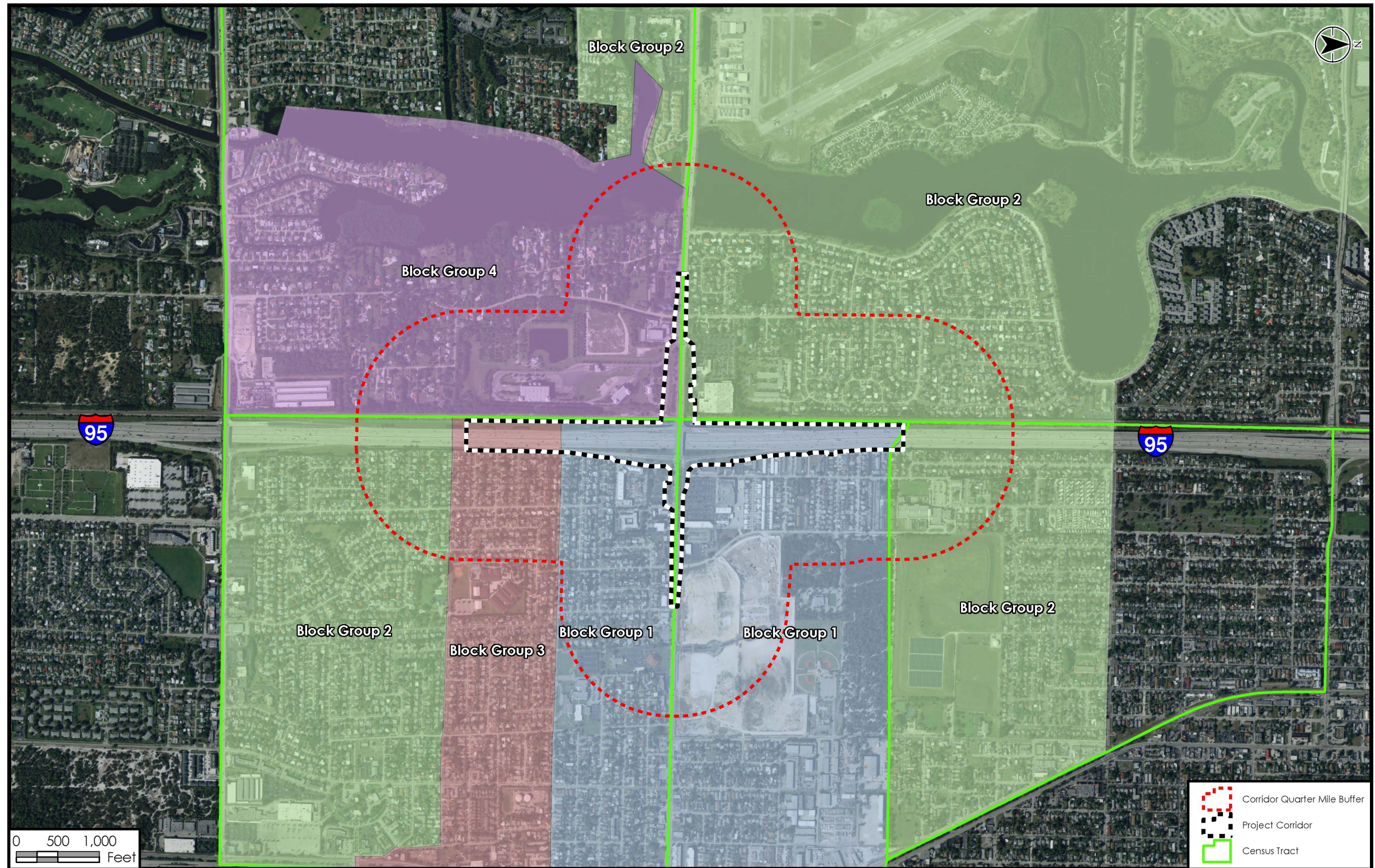


Figure 3-2 Census Block Groups

3.1.1.2 Community Cohesion

As part of community cohesion, residents have a sense of belonging to their neighborhood or community, including commitment to the community or level of attachment to neighbors, institutions in the community, or specific subgroups. Community cohesion could span a single neighborhood, multiple neighborhoods, or even a small town. Community cohesion also includes the social networking in a community, including the degree to which residents cooperate and interact. The project is located along the existing Lantana Road corridor within the Town of Lantana in urbanized Palm Beach County. The limits of the project are shown in **Figure 1-1**.

SR 9/I-95 within the project area is an existing limited access facility, which services local commuter traffic to and from nearby and adjacent communities. Lantana Road serves as a major roadway providing access to the coastal barrier islands and is a major link to SR 9/I-95. The SR 9/I-95 Interchange at Lantana Road is an existing interchange providing access in all directions; SR 9/I-95 northbound and southbound access from Lantana Road and Lantana Road eastbound and westbound from I-95. The proposed improvements along Lantana Road and the SR 9/I-95 on/off-ramps will reduce congestion and improve local and regional mobility. 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.

FDOT will maintain access to businesses and residences during construction and a 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.

3.1.1.3 Safety and Emergency Response

The SCE Evaluation includes the effects of the transportation project on neighborhood safety. In this context, the evaluation of safety considers whether residents feel safe in their neighborhood and includes issues ranging from emergency response times, access to community facilities, and livable community features. There are no emergency response facilities within the project Study Area. Lantana Road is classified as an evacuation route from SR 9/I-95 to SR 5/US-1. Improvements to the intersection of SR 9/I-95 and Lantana Road, along with improvements to nearby intersections, will decrease evacuation times by increasing connectivity between eastern and western towns and to SR 9/I-95.

Currently, there is a high incidence of crashes along the project corridor. Crash data indicate rear-end crashes were the most common type of crash, which is consistent with typical congested operating conditions. A total of 460 crashes occurred along SR 9/I-95 and ramps at Lantana Road within the Study Area from 2011 to 2015 and a total of 120 crashes occurred along Lantana Road from 2012 to 2016. Three (3) fatal crashes occurred on the SR 9/I-95 mainline. The intersections at Lantana Road at High Ridge Road and at Sunset Road were identified as high crash frequency locations (i.e. greater than ten crashes between 2011 and 2015). The Preferred Alternative, Build Alternative 2, results in the lowest number of expected total crashes with an overall crash reduction of 36.1% compared to the No-Action alternative. Build Alternatives 1 and 3 provide similar overall crash reductions of 15%. The proposed project will include improved pavement conditions, adequate drainage systems, increased sight distances, improved roadway geometry, signalization improvements, access management, and pedestrian and bicycle features which will enhance the safety of the Lantana Road Interchange.

SR 9/I-95 is integral as part of the emergency evacuation route network. This corridor is critical in facilitating traffic during emergency evacuation periods as it connects to other arterials of the state evacuation route network. The proposed improvements will enhance emergency evacuation and response times by improving connectivity and accessibility to and from SR 9/I-95 by relieving congestion and spillback onto SR 9/I-95. In addition, the project will increase the number of residents that can be evacuated during an emergency.

3.1.1.4 Community Goals/Quality of Life

To understand community goals, it is necessary to review the local government comprehensive plan(s) and any special area plans to assess the project's consistency with community goals. All local governments in Florida are required to adopt a Comprehensive Plan. The Comprehensive Plan includes goals related to future land use, transportation, housing, recreation, and capital improvements. As transportation actions can affect communities and influence the quality of life of its citizens, it is important for compatibility with community goals and issues to be evaluated as described below.

The Goals, Objectives, and Policies presented in the Palm Beach County Comprehensive Plan Elements reflect the directives of the citizenry and the Board of County Commissioners. It is the goal of Palm Beach County to provide an interconnected multimodal transportation system which moves people, goods and services in a safe, efficient, convenient and economical manner with minimal adverse impact to the environment.

The project is located in a highly urbanized area of Palm Beach County and the Town of Lantana. In Palm Beach County, the Transportation Planning Agency adopted a vision to transform the County into a safe and convenient place for cycling as a means of transportation, as well as an attractive form of recreation for residents and visitors by 2035. The proposed project will promote mixed transportation use by incorporating designated bicycle lanes along Lantana Road.

3.1.2 Economic Issues

Economics is a key variable in trying to establish the profile of a community. According to the SCE Evaluation Handbook, prepared by FDOT, economic conditions and employment describes a community's economic history, employment, business access, special needs patrons, current economic wellbeing, and potential resources. 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 SCE Study Area, compared to an overall average of 13% for Palm Beach County.

This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary Degree of Effect of Minimal for Economic Issues by FDOT District Four and a Degree of Effect of None by the Florida Department of Economic Opportunity. The Florida Department of Economic Opportunity commented that the project is not located within a Rural Area of Opportunity. The project has little to no potential for economic development immediately adjacent to the project Study Area. FDOT District Four commented that local access is expected to be enhanced through improved access to SR 9/I-95 and improvements to overall traffic congestion and is expected to benefit commuters and the local community.

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 vision according to the Palm Beach County Comprehensive Master Plan.

3.1.2.1 Commerce

There are a variety of commercial establishments that are located within the SCE Study Area immediately adjacent to Lantana Road and at the major intersections. Such establishments include commercial strip malls, educational centers and retail businesses. These businesses,

which are also important community resources, contribute to the quality of life, and provide employment opportunities for residents in the Study Area.

SR 9/I-95 is critical to the economic vitality of the state of Florida as SR 9/I-95 promotes the movement of goods and passengers within the southeastern coast of Florida. The proposed improvements on Lantana Road and on the SR 9/I-95 on and off ramps will enhance the mobility of goods by alleviating current and future congestion at the Lantana Road Interchange and on the SR 9/I-95 mainline. The reduced congestion will serve to maintain and improve access to the major transportation facilities and businesses within the area.

3.1.2.2 Tax Base

The effect of a project on the tax base of a community may range from negligible to very significant. This project will not have any adverse effects on the tax base of Palm Beach County or the other adjacent municipalities. The enhanced traffic operations have the potential to support increased vehicular traffic in the project area and future development areas.

Per the results of the CSRP, the Preferred Alternative has the potential to impact six (6) properties:

- Costco Wholesale Corp (1873 W. Lantana Road)
- BT Lantana, LLC – Dunkin Donuts (1400 W. Lantana Road)
- TIITF Department of Health (1299 W. Lantana Road)
- Keepers Self Storage Lantana, LLC (1930 Lantana Road)
- Limestone Wells, LLC (1500 W. Lantana Road)
- Lantana Road Investments, LLC (1280 W. Lantana Road)

The right of way required to accommodate the Preferred Alternative is limited to minor strips and clips, including one (1) potential business relocation of the Dunkin Donuts at 1400 W. Lantana Road. There will be minimal impact to businesses and to the community. The project will provide enhanced mobility which has the potential to support increased vehicular traffic for the project area and future development areas.

3.1.3 Land Use Issues

Land use is defined as the human use of land. Land use planning is the systematic assessment of land. This information describes how communities govern their use of land to best meet the needs of the people while safeguarding resources for the future. Examples include such issues as local plan consistency, open space, sprawl, and focal points. According to the Palm Beach County Comprehensive Master Plan, the Goals, Objectives and Policies presented in the Plan Elements include:

- Redirect growth to the East where services and facilities can be provided and encourage the revitalization/redevelopment of the coastal communities,
- Through the implementation of a concurrency management system, provide for orderly growth and provision of facilities and services to maintain the existing quality of life in an economical manner,
- Implement County-wide growth management strategies while providing the opportunities for flexibility within the Plan that recognize and maintain the diversity of lifestyles.

The congested conditions that the roadways experience within the Study Area is primarily associated with existing land use. The area has experienced rapid development over the past 20 years with associated transportation improvements trying to keep pace. This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary Degree of Effect of Minimal for Land Use Issues. FDOT District Four assigned a Degree of Effect of Minimal and the Florida Department of Economic Opportunity assigned a Degree of Effect of Enhanced. The project is compatible with the Town of Lantana's Comprehensive Plan and Town's development goals and Palm Beach County's Metropolitan Planning Organization (MPO) 2040 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. 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.

3.1.3.1 Land Use Patterns

The Existing Land Use Map (**Figure 3-3**) shows the current land use along the project corridor. 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. **Figure 3-4** shows the existing neighborhoods surrounding the project area. 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.

The MPO Master Comprehensive Bicycle Transportation Plan (MCBTP) includes bicycle facility improvement recommendations throughout the County. The MCBTP recommends a “Detailed Corridor Study” along Lantana Road. The project is providing eastbound and eastbound bicycle lanes on Lantana Road. Pedestrian and bicycle facility improvements will enhance access to and from various land uses through multiple modes of transportation. The future land use map is included as **Figure 3-5**.

3.1.3.2 Planning Consistency

The project is identified in the Palm Beach County MPO 2040 LRTP, in the 2020-2040 Desires Plan. Funding for Design (Preliminary Engineering and PD&E) is planned to be available in 2026-2030, and Construction is 2031-2040. The proposed project is compatible with local growth management policies and adopted land use plans.

3.1.3.3 Growth Trends and Issues

In the 1960s, SR 9/I-95 and residential developments were constructed with minimal commercial or agricultural land uses. Today, commercial and public land uses dominate the Lantana Road frontage and the west side of I-95, south of the interchange. With the exception of three institutional land uses (Sunshine Park Academy Preschool, Living Word Lutheran Church, and the Finnish American Rest Home) the remainder of the project area consists of residential areas. The area in the northeast corner of the Lantana Road intersection with Andrew Redding Road is a mixed-use development currently under construction. **Figure 3-3** illustrates the existing land use for the project area. The Study Area is fully developed, or under development at this time. Commercial, residential and public/semi-public uses are the dominant land uses in the Study Area and are found consistently throughout the area.

In 2017, the population in Palm Beach County was 1.47 million 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 surrounding area is fully developed, with the exception of the Lantana Natural Scrub Area to the northeast of the project Study Area. Future land uses will continue to reflect mixed-use development. 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.

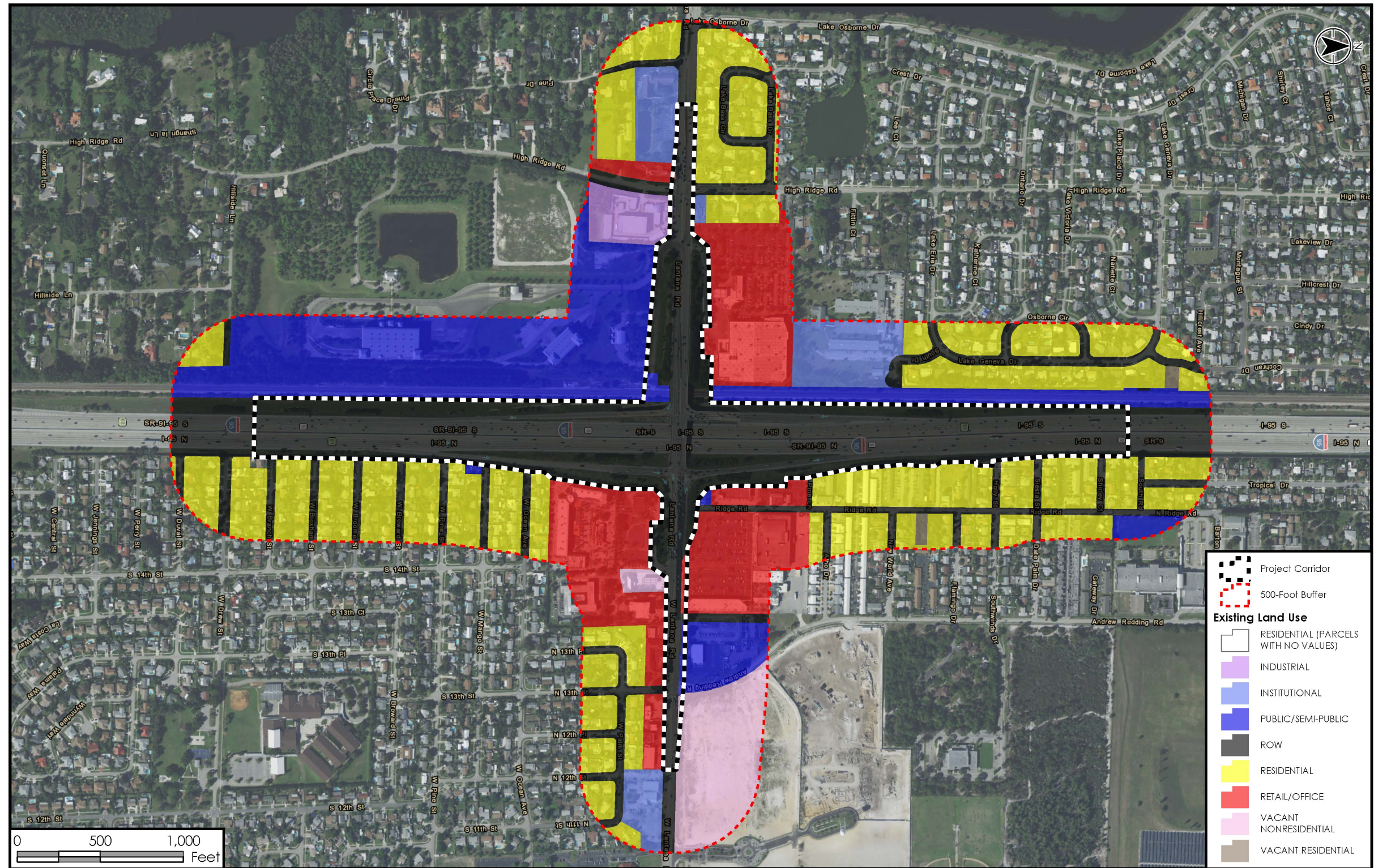


Figure 3-3 Existing Land Use



Figure 3-4 Adjacent Neighborhoods

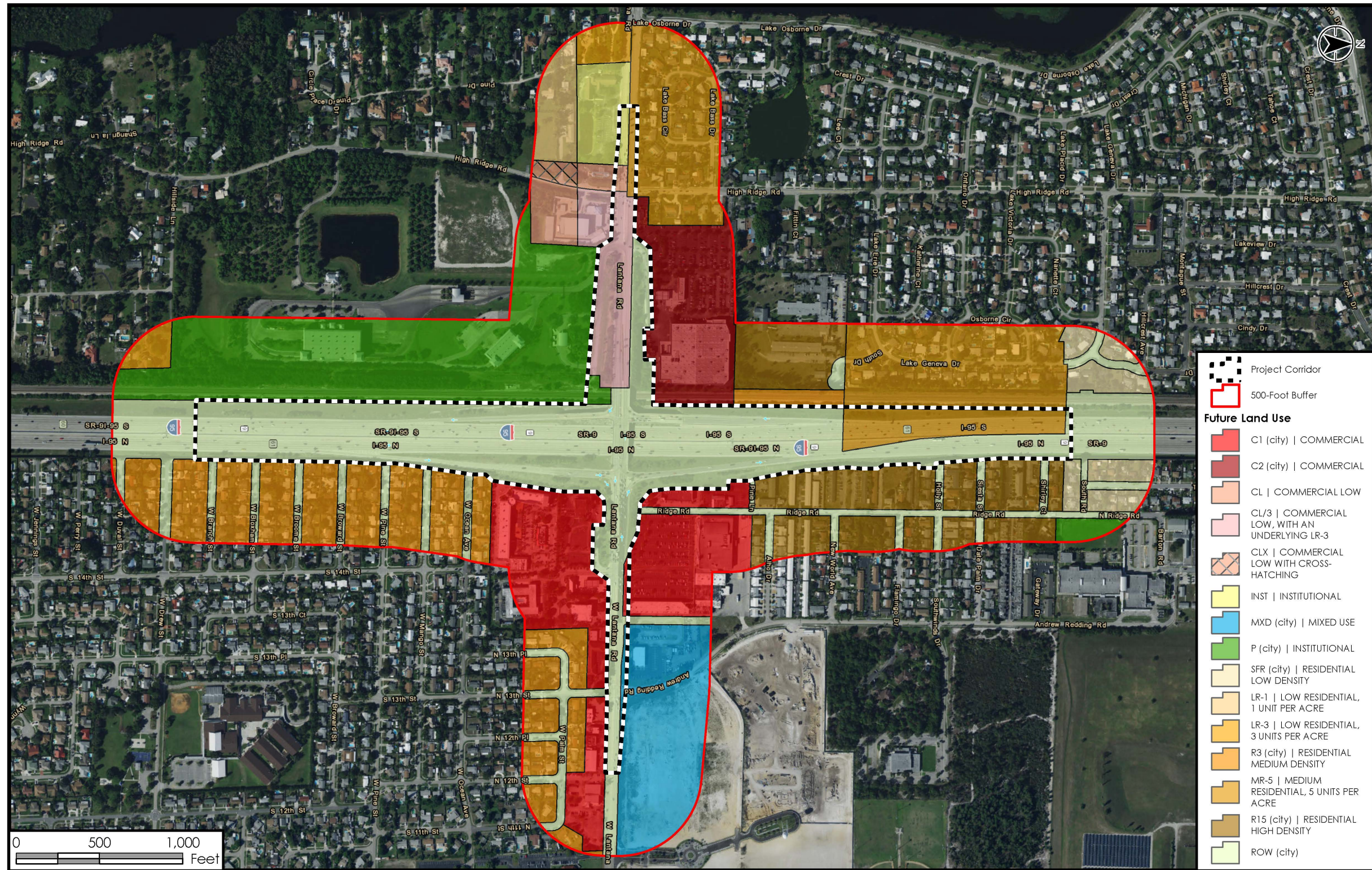


Figure 3-5 Future Land Use

3.1.4 Mobility Issues

Mobility is the ability of people to move about freely utilizing all modes of travel including vehicular, pedestrian, bicycle and transit. FDOT's mission statement is centered on providing a "safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities." During construction, the safety and mobility of vehicular, bicyclists, and pedestrian traffic must be addressed, as well as impacts to transit, businesses and public parking.

This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary Degree of Effect of Enhanced for Mobility Issues by District Four. The proposed improvements will provide facilities for bicyclists and pedestrians along Lantana Road surrounding the intersection at SR 9/I-95. The proposed project will also help reduce traffic congestion, improve emergency response times and evacuation times, and reduce the number of vehicular crashes. The proposed improvements along Lantana Road will help improve mobility by reducing traffic congestion and thereby reducing spillback onto I-95. The improvements are intended to improve capacity deficiencies/traffic operations and safety conditions along the corridor, thereby addressing transportation needs of community residents and visitors and facilitating current and planned bicycle and pedestrian use along the corridor.

The anticipated increased traffic demand will result in increased congestion along the corridor if no improvements are done. SR 9/I-95 is included in the SIS for its role in supporting the state's economy and mobility. Lantana Road is classified as a principal arterial east of SR 9/I-95 and a minor arterial west of I-95. 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.

3.1.4.1 Accessibility

The Lantana Road Interchange provides access to the Palm Beach County Park/Lantana Airport, Hypoluxo Island, Lantana Scrub Natural Area, and the Lantana Lake World Health Center. Lantana Road is accessible via I-95. There are changes in access due to changes in lane configurations, which alter travel patterns and circulation along the corridor and the surrounding project area. The Preferred Alternative will eliminate the eastbound Lantana Road left-turn movement to Sunset Road/Costco Warehouse entrance. Under the Preferred Alternative, eastbound motorists

will turn left at High Ridge Road to enter the northern entrance to Costco Warehouse. 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 is proposed. This movement would facilitate motorists exiting Costco Warehouse to proceed eastbound on Lantana Road, and vehicles, including heavy trucks, leaving the Waste Transfer Facility to head westbound on Lantana Road under merge conditions.

The sequence of construction will be planned in such a way as to minimize traffic delays. Temporary lane closures may be required and will be limited to off-peak hours, if possible. The local news media will be notified in advance of road closings and other construction-related activities. A sign providing the name, address, and telephone number of an FDOT contact person will be displayed on-site to assist the public in obtaining answers to questions or complaints about project construction.

3.1.4.2 Connectivity

The project is located within the Town of Lantana in Palm Beach County. Designated by the Florida Emergency Management, SR 9/I-95 serves as part of the emergency evacuation route network. Lantana Road connects to SR 9/I-95. The proposed project is anticipated to enhance emergency evacuation and response times by improving connectivity and accessibility to SR 9/I-95. The enhanced mobility on Lantana Road will help improve the flow of traffic of the surrounding arterials.

3.1.4.3 Traffic Circulation

I-95 is part of the State's SIS, and the NHS. SR 9/I-95 provides limited access connectivity to other major arterials such as the Florida Turnpike. The proposed improvements to the Lantana Road Interchange will help improve connectivity within the roadway network in the area.

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 unconventional 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 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.

3.1.4.4 Public Parking

Public parking exists at many of the community and business facilities located within the SCE Study Area. The proposed project anticipates losing 24 parking spaces at the Lantana Shopping Center. However, public parking is readily available within each development cluster.

3.1.5 Aesthetic Issues

Aesthetic issues in transportation planning encompass how the community is affected visually by a project. Potential impacts include actual or perceived changes to viewsheds, exposure to noise and vibration, and compatibility of the project with the surrounding area. The placement and design of a transportation facility can diminish the aesthetic character of the surrounding area due to contrasts between natural landforms or existing structures. Roadway elements, blocked views, or a facility with a scale that is out of proportion to the surrounding landscape elements are other factors that can interfere with the aesthetic character of an area. This project has been reviewed by the appropriate agencies in the ETDM Tool and has been assigned a Summary Degree of Effect of Minimal for aesthetic issues by FDOT District Four. 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. Construction activities could result in temporary disturbances to the existing visual environment near the project. 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).

There are surrounding communities, businesses and residential areas located along the project corridor. Other features include religious facilities, day care centers, and one (1) recreational area (see **Table 3-3, Table 3-5, and Table 3-6**). The proposed improvements include widening, lane reconfigurations and bicycle and pedestrian improvements to existing facilities. It is not expected that improvements to the facilities could result in major aesthetic impacts. Improvements will not significantly affect visual aesthetics or cause substantial noise impacts.

Roadway aesthetics/landscaping is considered for both motorists and citizens living along the corridor. During the Design phase, coordination with the Town of Lantana will occur to determine if they desire landscaping.

3.1.5.1 Noise and Vibration Issues

No Environmental Technical Advisory Team (ETAT) reviews were submitted for noise issues, in the ETDM review. FDOT District Four has assigned a Summary Degree of Effect of Minimal for noise. FDOT commented that several noise sensitive areas near the project Study Area have been identified. There are existing noise walls located along the east and west side of SR 9/I-95 between SR 9/I-95 and the residential neighborhoods; however, the noise walls terminate approximately 700 feet south or north of Lantana Road. Potential project-related impacts to noise and vibration sensitive land uses, as well as any measured proposals to abate the impacts, are addressed in the Noise Study Report prepared for the proposed project, on file at FDOT District Four.

Noise sensitive sites along the segment of the I-95 project corridor from the southern project terminus to Lantana Road are only found along the east side of I-95. These noise sensitive sites include approximately 37 single-family residences, as well as two indoor classrooms and a sports field at the Palm Beach Marine Academy just south of Lantana Road. From Lantana Road to the northern project terminus on I-95, noise sensitive sites are found along both sides of I-95 and include approximately 149 single-family and multi-family residences, as well as an outdoor seating area at a restaurant and an outdoor pavilion at a retirement home. Noise sensitive sites are found along both sides of Lantana Road. These include seven (7) single-family residences, sensitive land uses (SLUs) at a daycare center and two interior SLUs at medical offices.

Construction activities may generate temporary noise and vibrations that impact those businesses and residents within the immediate project vicinity. Noise sensitive sites were identified in the Noise Technical Memorandum, which is on file at FDOT District Four. Construction noise and vibration will be minimized by adherence to the controls listed in the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction*. According to Section 335.02 of the Florida Statutes, the FDOT is exempt from compliance with local ordinances. However, it is the FDOT's policy to follow the requirements of local ordinances to the extent that is reasonable.

3.1.5.2 Viewshed

Impacts to the existing viewshed are not anticipated to change substantially for the surrounding area. Landscape activities are limited throughout the corridor due to the already built-out right of way. Landscaping will be enhanced along the project corridor. The landscape plan for the project will be coordinated during the Final Design phase.

Construction activities for the proposed project will generate visual impacts of a temporary nature for those businesses and residents within the immediate project vicinity. The Contractor will adhere to the measures outlined in the latest edition of the FDOT *Standard Specifications for Road and Bridge Construction* to minimize temporary visual impacts during construction.

3.1.5.3 Compatibility/Visual Project Fit

The project entails improvements along Lantana Road and on the ramps to and from SR 9/I-95. The view adjacent to Lantana Road is predominantly commercial use on either side, with some industrial, institutional and residential uses. The project area includes transportation facilities, SR 9/I-95 and Lantana Road, that traverse through a developed urban area, with very few notable aesthetic characteristics. The project is compatible with the surrounding areas and no impacts to community resources are anticipated as a result of this project.

The public was afforded the opportunity to review the project alternatives and comment through the Project Advisory Group (PAG) meetings and Alternatives Public Workshop, where the Preferred Alternative was presented. 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. Feedback received during the Alternatives Public Workshop indicated that Alternative 2, now the Preferred Alternative, was preferred by the public because it is anticipated to provide the best operational improvement.

One historic structure, First Federal Savings and Loan Association (8PB18601), has been identified along the south side of Lantana Road at 1300 W. Lantana Road, and the Seaboard Air Line Railroad (8PB12917) was identified running in a north/south direction at W. Lantana Road. The CRAS determined these resources are National Register-eligible. The SHPO concurred with the CRAS on April 17, 2020 and the Determination of Effects on May 21, 2020. The project will not impact the historic structure. No other unique or historic architectural features exist along the corridor of the proposed project.

This project is not anticipated to cause any adverse impacts to the visual/aesthetic quality or characteristics of the project corridor.

3.1.6 Relocation Issues

Through the ETDM process, the Summary Degree of Effect of Minimal was assigned for Relocation Potential by FDOT District Four. District Four noted in their comments that the proposed improvements are anticipated to occur primarily within the existing right of way. Partial right of way impacts may occur along Lantana Road; however, no residential relocations are

anticipated for this project. Access will remain to businesses during construction; however, a MOT plan will be developed during the Design phase. Community outreach regarding right of way acquisition has occurred at project workshops and will continue during Design as part of the public involvement process.

A CSRП was prepared for this project by the FDOT Right of Way Department. There are no residential household displacements for this project. However, the Preferred Alternative proposes one (1) potential business relocation.

In order to minimize the unavoidable effects of right of way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program 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 100-17). The Florida Department of Transportation 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.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is made available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that FDOT has offered the relocatee decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each highway project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex or national origin.

All tenants and owner-occupant relocatees will receive an explanation regarding all options available to them, such as (1) varying methods of claiming reimbursement for moving expenses; (2) rental replacement housing, either private or public subsidized; (3) purchase of replacement housing; and (4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a highway project.

- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the department.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to \$31,000 combined total.

A displaced tenant is eligible to receive a payment, not to exceed \$7,200, to rent a replacement dwelling or room, or to use as a down payment, including costs, on the purchase of a replacement dwelling.

The brochures that describe in detail FDOT's Relocation Assistance Program and Right of Way acquisition program are "Residential Relocation Under the Florida Relocation Assistance Program", "Relocation Assistance Business, Farms and Non-profit Organizations", "Sign Relocation Under the Florida Relocation Assistance Program", "Mobile Home Relocation Assistance", and "Relocation Assistance Program Personal Property Moves". All of these brochures are distributed at all public hearings and made available upon request to any interested persons.

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended; Title VI of the 1964 Civil Rights Act; and Title VII of the Civil Rights Act of 1968 (Fair Housing Act). Relocation advisory services and resources are available to the resident and business to be relocated without discrimination.

3.1.6.1 Non-Residential

Per the results of the CSR, one (1) business has structures within the potential area of acquisition of the Preferred Alternative:

- Owned by - BT Lantana, LLC; Business: Dunkin Donuts (1400 W. Lantana Road)

There appears to be adequate space on the remainder of the property for continued operation of Dunkin Donuts. Although the acquisition may impact the building, relocation is highly unlikely. A sufficient number of available commercial properties are for sale and rent in the project area. Although it is very unlikely that the currently available replacement sites will be available when the acquisition and relocation phases of the project are initiated, we can anticipate that other sites in the search area will become available.

Impacts on those Businesses Remaining and on the Community

As a result of the business displacement, the greatest effect to the community will likely be the acquisition on the Dunkin Donuts. Due to the severity of the acquisition, the Dunkin Donuts may need to be relocated.

The nearest Dunkin Donuts is 1.5 miles southeast on South Dixie Highway. There are at least three (3) other coffee shops in the general area, therefore, the community will not be greatly affected.

Discussion with Local Governments on Potential Business Displacements

FDOT held four (4) formal discussions regarding the impact of business displacements. Meetings occurred with the Town of Lantana, the Greater Lantana Chamber of Commerce and Mayor Mack Bernard, Palm Beach County. Additionally, meetings were held with Publix Supermarket, Shell Gas Station, and the Solid Waste Authority. There are several organizations within Palm Beach County that offer resources and assistance to businesses within the area.

Potential Hazardous Waste Concerns

None of the properties within the project limits appear to contain hazardous waste.

3.1.6.2 Publicly Owned Lands

When lands, buildings or other improvements are needed for transportation purposes, but are held by a government entity and utilizes for public purposes other than transportation, FDOT may compensate the entity for such properties by providing functionally equivalent replacement facilities. The State of Florida owns one (1) parcel (1299 W. Lantana Road), managed by the Florida Department of Health, along the Lantana Road corridor that would be affected by the Preferred Alternative.

Although publicly held land may be acquired for Lantana Road, the acquisition would be a partial taking and no replacement facilities would be necessary.

4.0 PUBLIC INVOLVEMENT

A comprehensive Public Involvement Program (PIP) was initiated as part of this PD&E Study. This program is in compliance with the FDOT's PD&E Manual, Part 1, Chapter 11; Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; and 23 Code of Federal Regulations 771.

4.1 OUTREACH ACTIVITIES

The following measures were taken to adequately inform the public of the project and to provide them with avenues to communicate their concerns:

- Newspaper Advertisements
- Invitation Letters
- Project Fact Sheet
- Press Releases
- Public Notices
- Project Website
- Agency/Stakeholder Coordination

4.2 IDENTIFICATION OF AGENCIES, ELECTED OFFICIALS AND AFFECTED PUBLIC

Federal, state, regional, and local agencies with a direct, expressed interest, or jurisdictional oversight within the project area were identified and contacted by the FDOT through the Advance Notification (AN) process during the Programming Screening event of the ETDM process in accordance with the PD&E Manual, Part 1, Chapter 3, Preliminary Environmental Discussion and Advanced Notification. A contact list was developed including the Environmental Technical Advisory Team (ETAT) Members and federally recognized Native American Tribes.

Local, state, and national interest groups or organizations having a direct or expressed interest in the project study were also identified and contacted by FDOT. As other concerned public interest organizations were identified throughout the study process, they also were listed and contacted.

The mailing list with details of identified agencies, elected officials, appointed officials and the affected public is included in the Public Involvement Summary on file at FDOT District Four.

4.3 AGENCY/STAKEHOLDER COORDINATION

Coordination meetings were held with the following agencies and stakeholders to provide information about the project and solicit feedback:

- South Florida Water Management District (SFWMD)
- Town of Lantana (Town)
- Palm Beach County (Mayor)
- Greater Lantana Chamber of Commerce

4.4 PROJECT KICK-OFF MEETING

4.4.1 Elected Officials/Agency Kick-Off Meeting

The Elected Officials & Agency Kick-off Meeting for the SR 9/I-95 at Lantana Road PD&E Study was held on Tuesday, May 14, 2019, from 2:30 p.m. to 4:30 p.m. at the Lantana Road Branch Library (4020 Lantana Road, Lake Worth, FL). 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 (3) elected officials/representatives, namely Edward Shropshire, from the Town of Lantana, Danna Ackerman-White, representing the Palm Beach County Mayor and Evelyn DuPlecy, representing Senator Lori Berman from the Florida Senate attended the meeting. Some of the key discussion points included drainage concerns, additional traffic to be generated by the Water Tower Commons development and construction dates. The details of the Elected Officials/Agency Kick-Off Meeting are provided in the Public Involvement Summary.

4.4.2 Public Kick-Off Meeting

The Public Kick-off Meeting for the SR 9/I-95 at Lantana Road PD&E Study was held on Tuesday, May 14, 2019, from 5:30 p.m. to 7:30 p.m. at the Lantana Road Branch Library (4020 Lantana Road, Lake Worth, FL). 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 (33) people including three (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 Public Kick-off Meeting are provided in the Public Involvement Summary.

4.5 ALTERNATIVES PUBLIC WORKSHOP

The Alternatives Public Workshop for the SR 9/I-95 at Lantana Road PD&E Study was held on Wednesday, November 13, 2019, from 5:30 p.m. to 7:30 p.m. at the Lantana Road Branch Library (4020 Lantana Road, Lake Worth, FL). The purpose of the workshop was to provide an opportunity for the public to review the three 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.

Forty-four (44) people attended the meeting including nineteen (19) FDOT staff 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 SR 9/I-95 by extending the bridge over the SFRC Railroad. This will allow for the removal of the eastbound (EB) and northbound (NB) left turns to enhance safety of the Sunset Road intersection.
- Address 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”
- Support the need for walkable/livable communities’ consideration
- Support the need to provide sufficient capacity to handle the additional traffic associated with Water Common Development
- Provide signal improvements to enhance mobility
- Minimize right of way impacts to the medical offices at the SW quadrant of Andrew Redding Road
- Address 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 Public Involvement Summary.

4.6 PUBLIC HEARING

A Public Hearing is scheduled for August 2020 in accordance with the PIP. The meeting will begin as an open house followed by a formal presentation and a comment period. Notices will be sent out to all property owners and tenants located within at least 300 feet on either side of the Study Area and to public officials, regulatory agencies, organizations, and individuals interested in the project.

4.7 PUBLIC INVOLVEMENT SUMMARY

A Public Involvement Summary will be finalized at the conclusion of the Study, containing, at a minimum, all documentation regarding public participation performed throughout the Study period. This summary will include all comments and responses received from the public and coordination with local officials and agencies. Other items the summary will include are proof of advertisements, meeting notes and sign-in sheets, the verbatim transcript from the public hearing, public hearing certification by the Project Manager, and all public correspondence. The Public Involvement Summary will be kept on file at FDOT District Four.

5.0 CONCLUSIONS AND RECOMMENDATIONS FOR RESOLVING ISSUES

Review and consideration of all potential sociocultural effects that could result from construction of the Preferred Alternative indicate that the project will have minimal impacts to the communities within the project Study Area. The community will benefit from the improved traffic operations, safety, and improvements to existing multimodal transportation facilities and capacity improvements and relief of congestion along the project corridor.

There is right-of-way acquisition proposed at six (6) properties, however this acquisition is limited to clips and strips with the potential of one (1) business relocation. Minor temporary noise impacts will occur during construction to residences and businesses immediately adjacent to the project corridor. Efforts will be made in the Design Phase of this project to further minimize noise impacts.

6.0 ENVIRONMENTAL JUSTIC, CIVIL RIGHTS AND RELATED ISSUES

The project complies with *Title VI of the 1964 Civil Rights Act* which states that no person shall discriminate on the basis of race, color, national origin, sex, age, handicap/disability or income status. Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency (LEP)" was signed into law by President Clinton in 2000, which requires that people with LEP have meaningful access to programs and activities of agencies receiving federal financial assistance. Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" was issued by President Clinton in 1994 to focus attention on the environmental and human health effects of federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities. This project is in accordance with the provisions of Executive Orders 13166 and 12898 and Title VI of the 1964 Civil Rights Act.

6.1 PROTECTED POPULATIONS IN STUDY AREA

Compared to Palm Beach County, the project Study Area has a slightly higher African American and Hispanic population percentage and a lower White population percentage. The project Study Area has a median household income of \$36,897, with about 30% of the population below the poverty level. The poverty level in the Study Area is higher (30%) than Palm Beach County (13%) and the state of Florida (14%). According to EJSscreen, it is important to note that 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 has been evaluated in order to provide public information in appropriate language(s). Civil Rights issues and impacts on minorities, low income populations and other potentially underrepresented population groups have been fully considered for the proposed project.

6.2 COORDINATION AND PARTICIPATION

Public involvement has been conducted by FDOT, with attention to Environmental Justice, to ensure transportation needs are addressed throughout the project. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

There has been a project Kick-off Meeting, press releases, and an Alternatives Public Workshop for this project. This outreach is detailed in the project's Public Involvement Plan (PIP), on file at FDOT District Four, and in Section 4.0 Public Involvement. Additional information about the PIP can be found in the Public Involvement section.

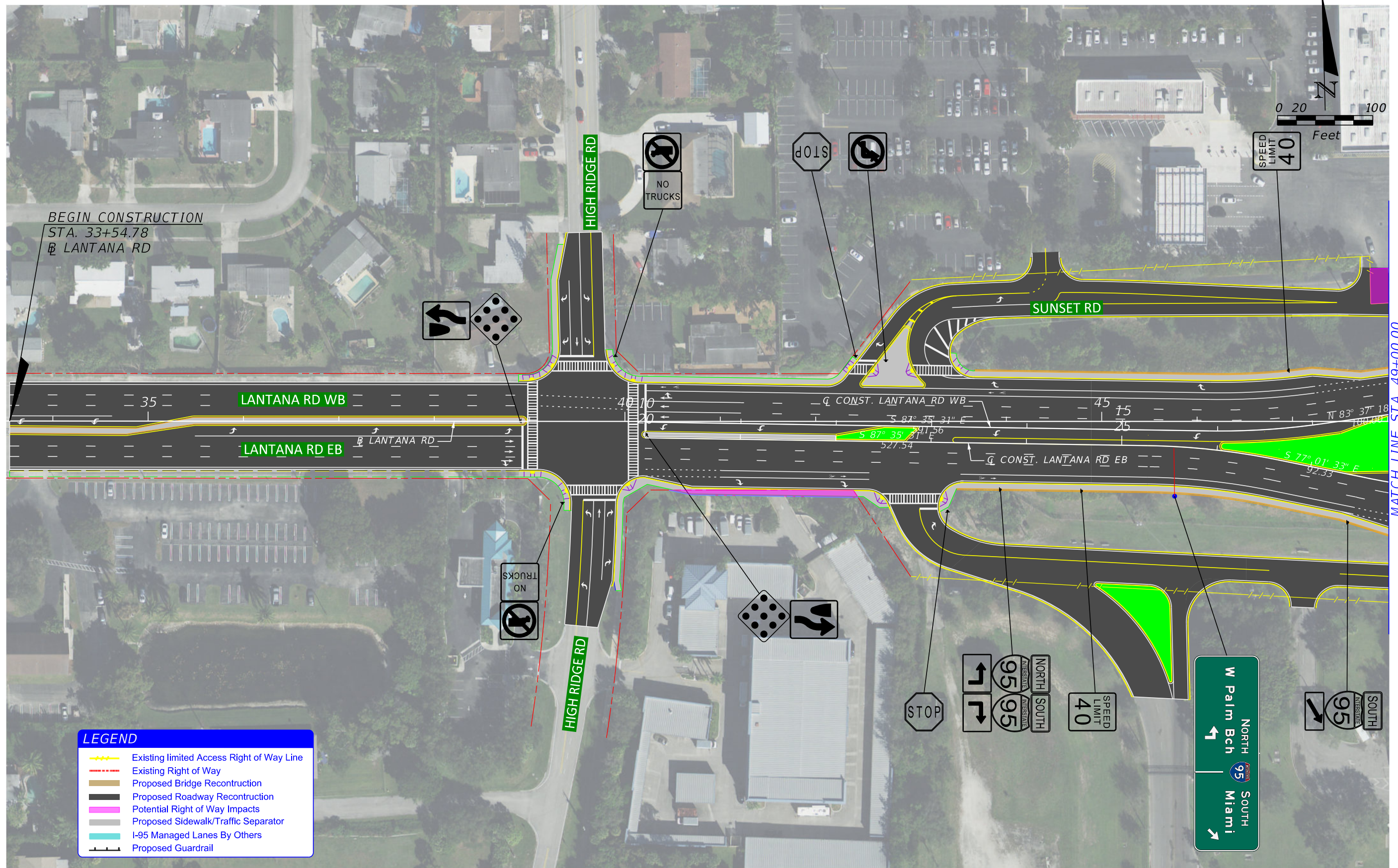
6.3 SUMMARY OF PROJECT EFFECTS

The proposed project is expected to enhance mobility throughout the project corridor by improving vehicular and bicycle access to the area, businesses and community resources. There are no full acquisitions of properties. The Preferred Alternative reconfigures the existing Tight Diamond Interchange into a Diverging Diamond Interchange (DDI) configuration. The diverging diamond concept requires drivers to briefly cross to the left, or opposite side of the road at carefully designed crossover intersections. Drivers travel for a short distance, then cross back to the traditional or right side of the road. This configuration utilizes a two-phased signal system (instead of three-phased) providing more green time for the opposing traffic. The DDI also has fewer conflict points resulting in significant safety and operational improvement at the interchange. Dedicated bicycle lanes are proposed, enhancing safety for cyclists utilizing the corridor. There is minimal impact on businesses, residents or any social resources as a result of right of way acquisition. Proposed right of way takes are limited to clips and strips at six (6) properties along Lantana Road, including the potential for one (1) business relocation. There will be equal benefit to all population groups throughout the project corridor, and no individual population groups will be isolated or adversely impacted as a result of this project. Therefore, there are no disproportionate impacts to minority or low-income populations within the Study Area.

Civil Rights impacts to minorities, low income populations, and other potentially underrepresented population groups as a result of the proposed improvements on Lantana Road and SR 9/I-95 have been fully considered. This project has been developed in accordance with the Civil Rights Act of 1964 and Executive Order 13166, Executive Order and 12898 and Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. The project is not anticipated to affect or adversely impact minority or low-income populations as the project is expected to enhance pedestrian safety and mobility throughout the project corridor, and the project is not anticipated to alter the demographic makeup of the project area. There are no disproportionately high adverse effects on minority, low-income, or other potentially underrepresented populations as a result of this project. Since there are no impacts to minority, low income or other populations, mitigation measures are not included for this project.

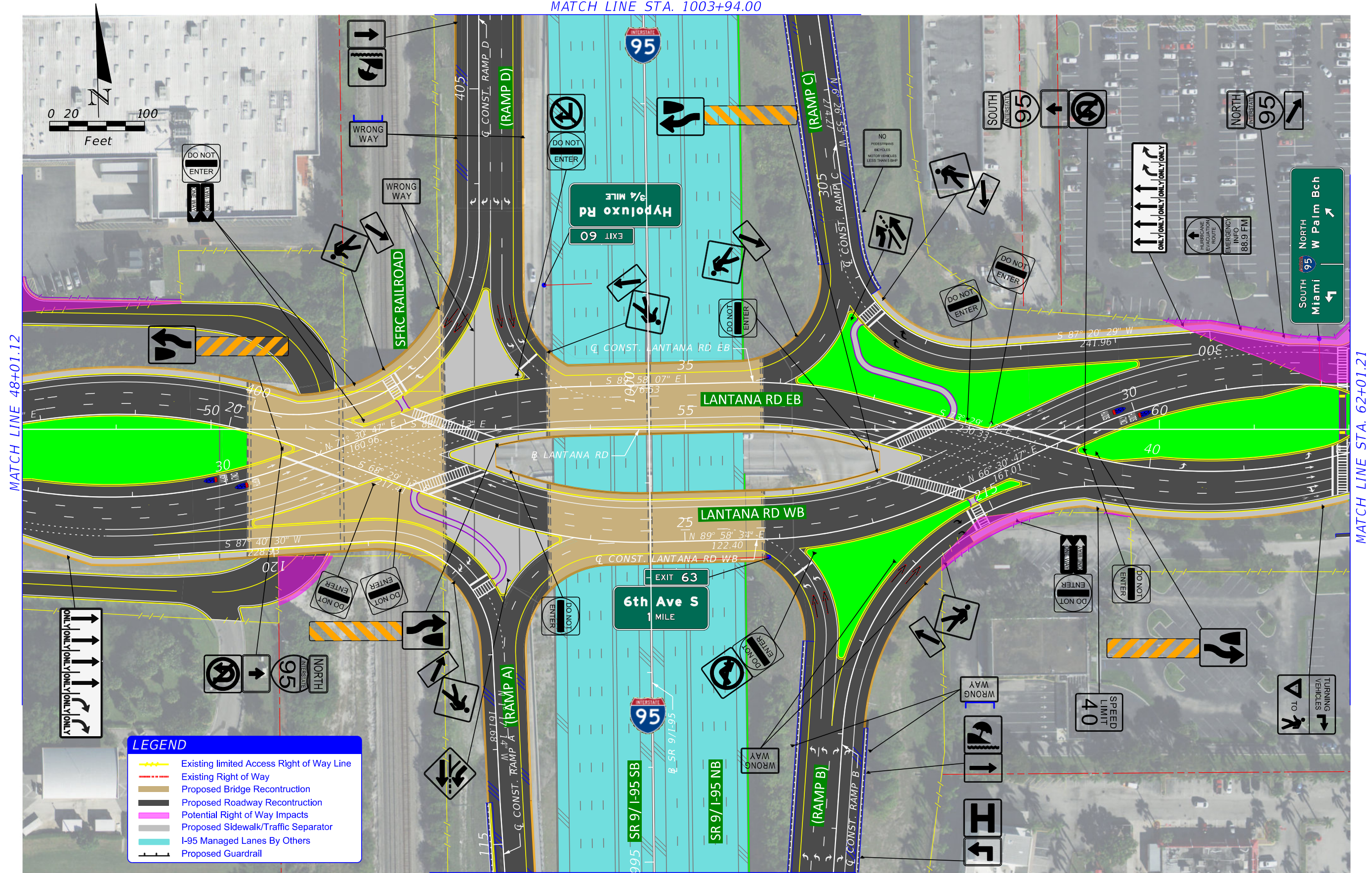
Appendix A

Alternative Concept Plans

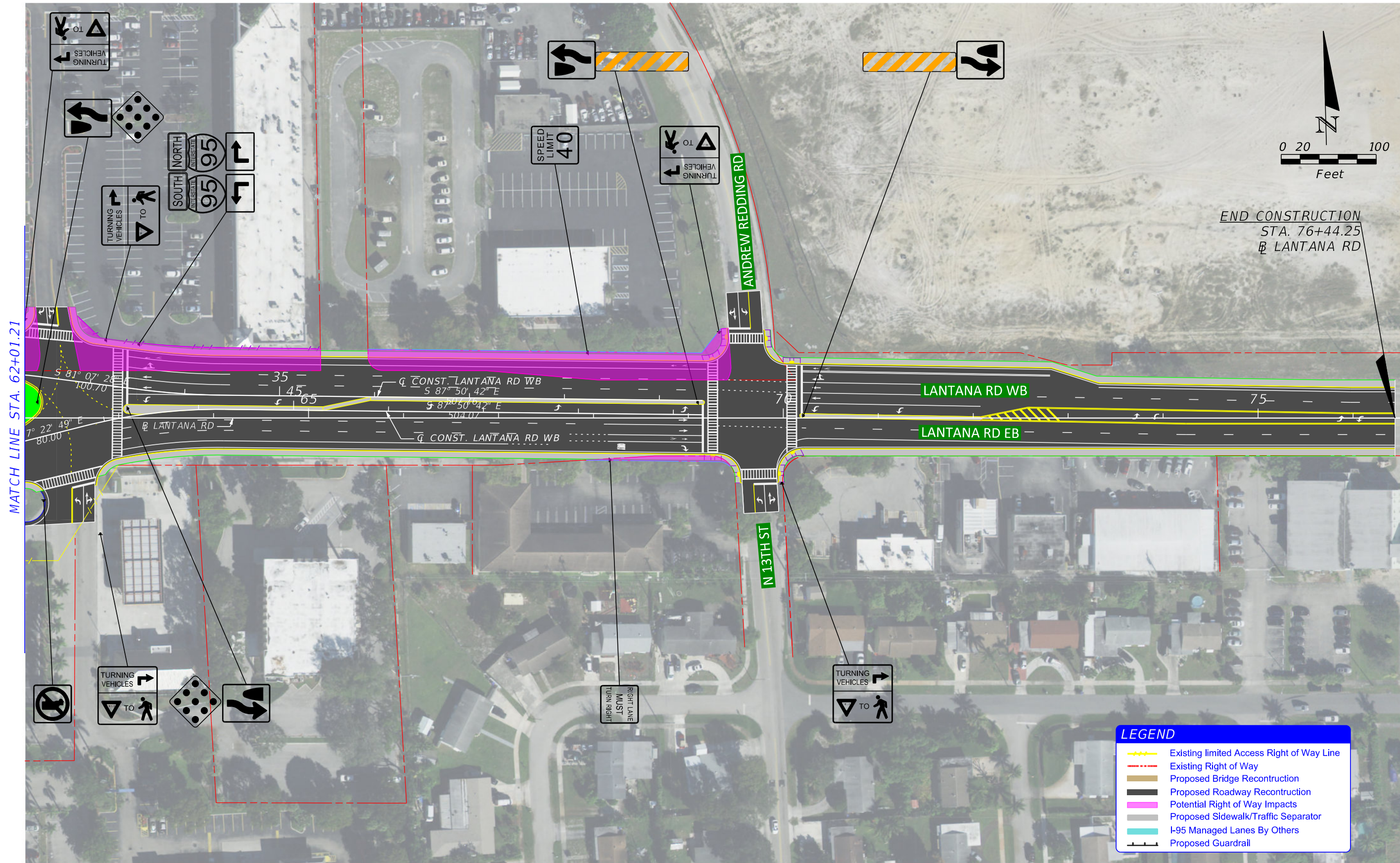


LEGEND	
	Existing limited Access Right of Way Line
	Existing Right of Way
	Proposed Bridge Reconstruction
	Proposed Roadway Reconstruction
	Potential Right of Way Impacts
	Proposed Sidewalk/Traffic Separator
	I-95 Managed Lanes By Others
	Proposed Guardrail

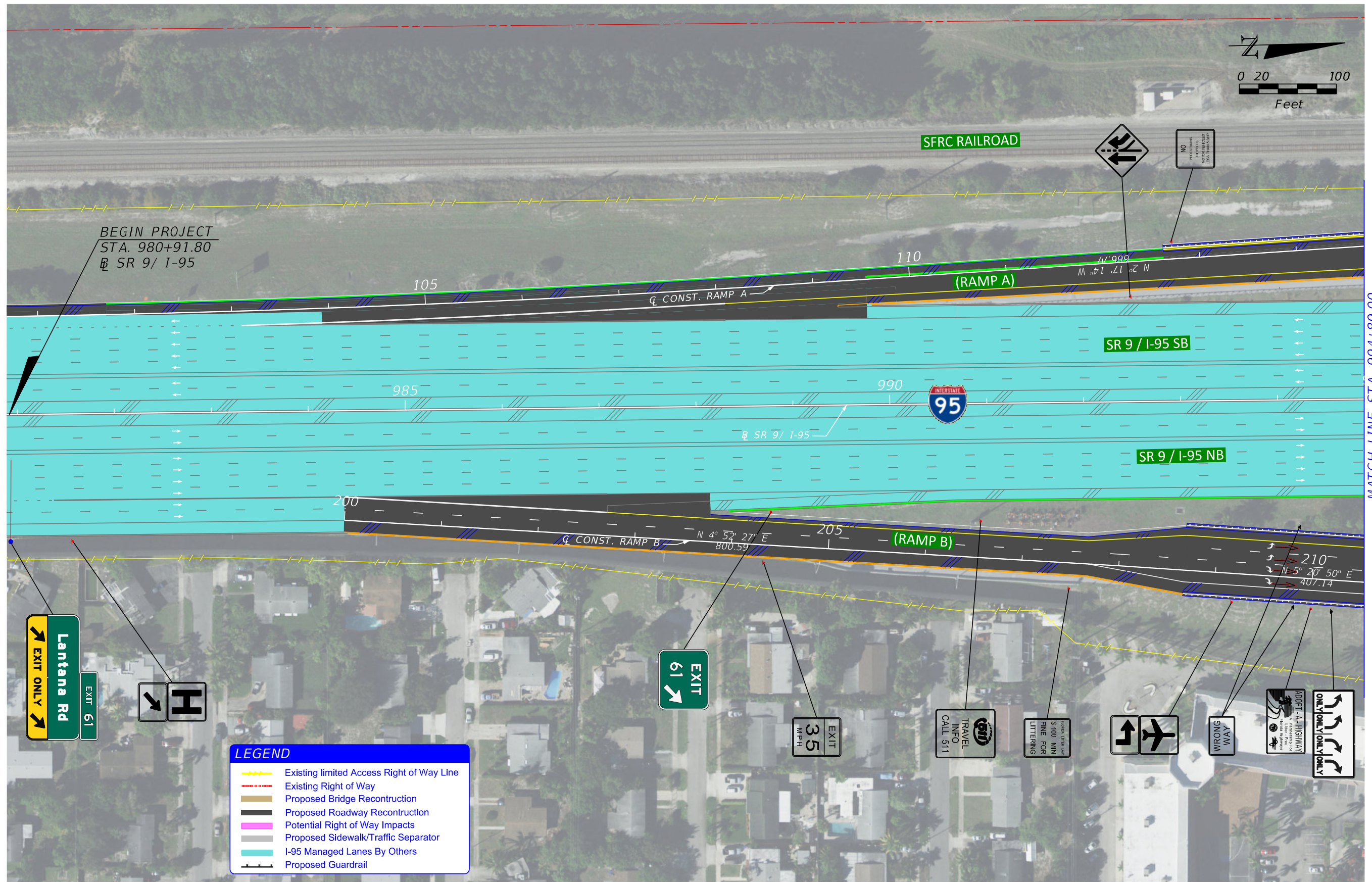
REVISIONS		GODFREY A. O. LAMPTEY, P.E., PTOE P.E. LICENSE NUMBER 68261 GOAL ASSOCIATES, INC. 14750 NW 77TH COURT, SUITE 320 MIAMI LAKES, FL 33016	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		SHEET NO.
DATE	DESCRIPTION		ROAD NO.	COUNTY	
			PALM BEACH	FINANCIAL PROJECT ID 413258-1-22-02	CONCEPT PLANS
		SR 9			



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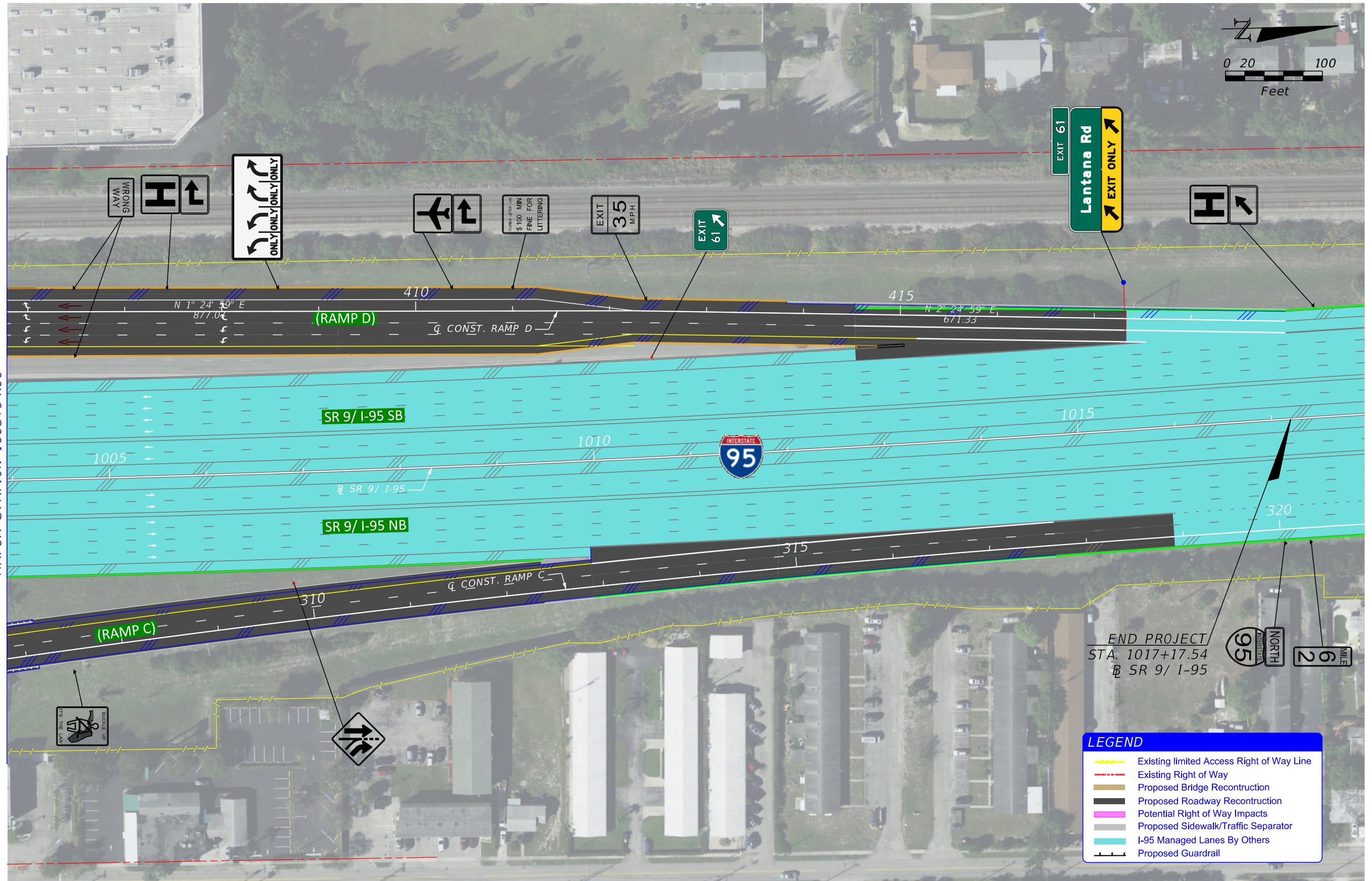


MATCH LINE STA. 994+89.00

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CONCEPT PLANS

MATCH STATION 1003+94.00



REVISIONS				GODFREY A. O. LAMPTEY, P.E., PTOE P.E. LICENSE NUMBER 68261 GOAL ASSOCIATES, INC. 14750 NW 77TH COURT, SUITE 320 MIAMI LAKES, FL 33016	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
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