

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR-806/ATLANTIC AVE FROM TURNPIKE TO JOG ROAD

District: FDOT District 4

County: Palm Beach County

ETDM Number: 14423

Financial Management Number: 440575-3-22-02

Federal-Aid Project Number: N/A

Project Manager: Thuc Le

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

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

Signature below constitutes Location and Design Concept Acceptance:

Director Office of Environmental Management
Florida Department of Transportation

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Consulting Project Manager:
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This document was prepared in accordance with the FDOT PD&E Manual.

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

On 11/26/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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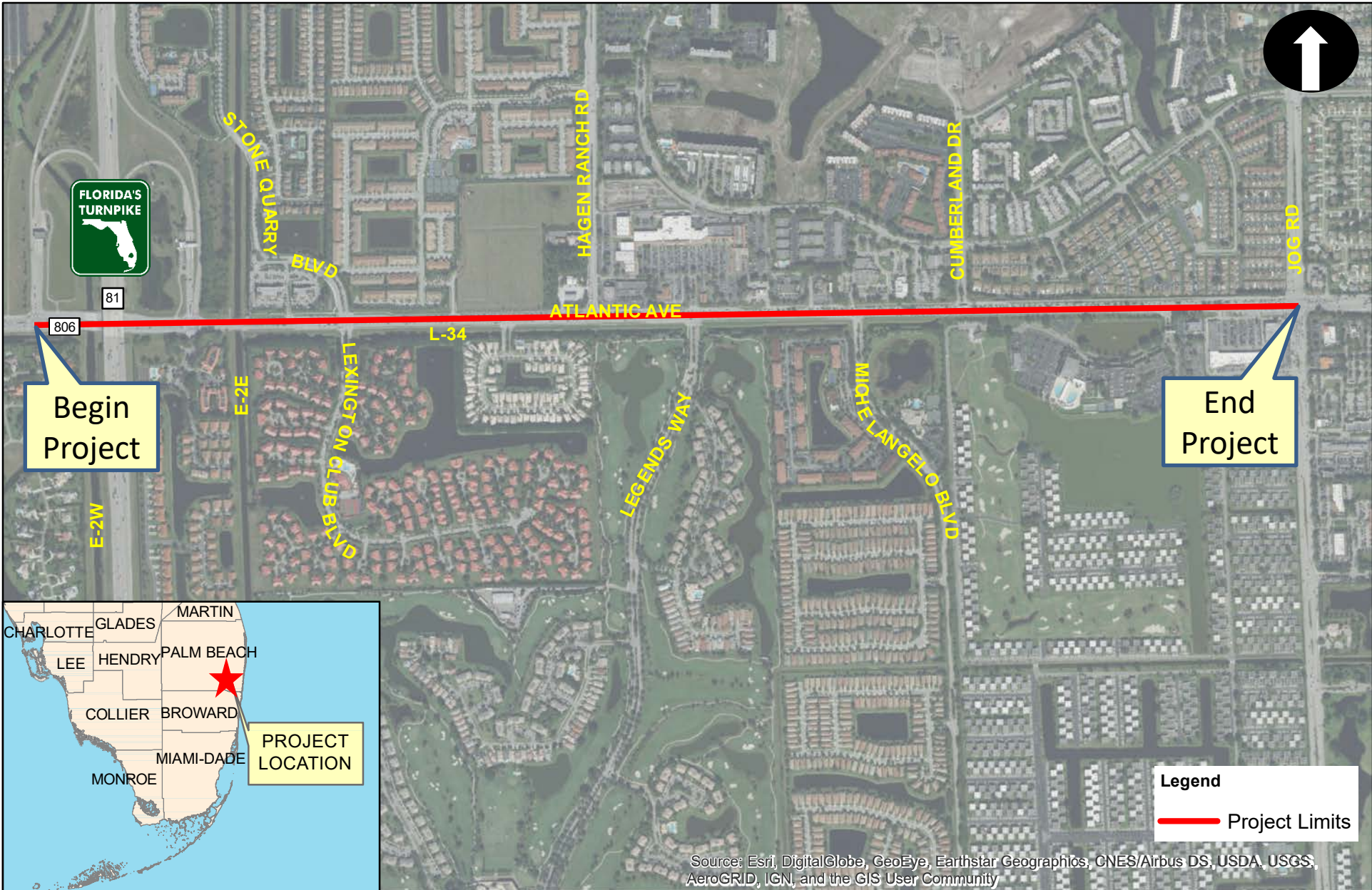
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Project Location Map

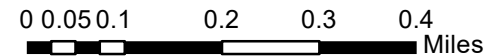
FPID No.440575-3-22-02

SR-806/Atlantic Avenue PD&E Study

From Turnpike to Jog Road

Palm Beach County

Data Source:ESRI
Imagery Date:2019



1. Project Information

1.1 Project Description

The project involves widening a 1.8-mile segment of Atlantic Avenue from Turnpike to Jog Road in unincorporated Palm Beach County. The proposed project would widen the existing four-lane roadway to a six-lane roadway with upgraded bicycle and pedestrian bicycle facilities. Intersections within the study limits include the Turnpike Southbound Ramp, Turnpike Northbound Ramp/E. Tranquility Lake Drive, Stone Quarry Road/Lexington Club Boulevard, Hagen Ranch Road, Legends Way, Cumberland Drive, Seville Terrace, and Jog Road, all of which are signalized. Bridges within the study limits include the Atlantic Avenue eastbound bridge (ID 930437) and westbound bridge (ID 930440) over the E-2W Canal, the Turnpike bridge (ID 931006) over Atlantic Avenue, and the Atlantic Avenue bridge (ID 930032) over the E-2E Canal. Both canals are maintained by the Lake Worth Drainage District (LWDD). Regionally, the stormwater is managed by the SFWMD, and the canals in the area fall under the jurisdiction of the LWDD. The roadway drains via overland flow to the L-34 Canal (ultimately outfalls to Canal E-2E) and is collected by curb and gutter systems to the north. The proposed drainage will provide water quality treatment in adjacent permitted facilities.

1.2 Purpose and Need

The purpose of the project is to improve the local and regional transportation network while also providing enhanced multimodal interrelationships along Atlantic Avenue from Turnpike to Jog Road.

Status - The project is located within the jurisdiction of the Palm Beach Planning Transportation Agency (TPA). The proposed widening is included in the Palm Beach TPA's *2045 Long Range Transportation Plan (LRTP)*, in the *2020-2040 Desires Plan*, and within the *Transportation Improvement Program (TIP) Fiscal Years (FY) 2022-2026* (adopted date: June 16, 2020). This project is also listed as number 16-1 in the List of Priority Projects FY 2023-2027 by the Palm Beach TPA. Funding for right-of-way is planned to be available in FY 2024-2025. Within the TIP, the total cost is listed for widening of Atlantic Avenue from west of Lyons Road to Jog Road.

Capacity - The 2018 Annual Average Daily Traffic (AADT) within the project limits ranges from 38,900 to 46,700 vehicles per day (VPD) according to the 2019 Data Collection and Traffic Analysis West Atlantic Avenue Report prepared by Gannett Fleming (GF) and approved by the Department. Based on the anticipated growth within the corridor, the future traffic volumes were projected from 57,100 to 70,400 VPD by 2045. The corridor with the existing capacity within the project limits is anticipated to operate at Level-of-Service (LOS) 'F' by design year 2045. The projected LOS for the Design Year 2045 'No-Build' and 'Build' conditions are LOS F and LOS E or better, respectively. Under 'Build' 2045 condition, there are considerable improvements in the overall intersection LOS (LOS D or better) during both the AM and PM peak hours for all intersections within the study limits except the Jog Road intersection. Also, the operation speeds were improved for all segments except the eastbound segment between Seville Terrace and Jog Road where the existing three through lanes are consistent for both the No-Build and Build alternatives. Therefore, widening of Atlantic Avenue will promote enhanced traffic flow and will help improve the LOS.

Transportation Linkage - Atlantic Avenue intersects two major north-south roadways, Turnpike on the west and Jog Road on the east. The Turnpike is a part of the state's Strategic Intermodal System (SIS). The SIS includes Florida's important transportation facilities that support the state's economy and mobility. Currently, Atlantic Avenue is an inadequate link between these multilane roadways. Expanding Atlantic Avenue to six lanes will better serve the regional transportation network and the local collector roadways.

Multimodal - Atlantic Avenue contains a sidewalk adjacent to the westbound lanes throughout the entire length of the study area. There is a sidewalk adjacent to the eastbound lanes from the Turnpike to Michelangelo Boulevard. However, there is an existing sidewalk gap from Michelangelo Boulevard to west of Jog Road on the south side of Atlantic Avenue. There are four-foot wide bicycle facilities along Atlantic Avenue. The Palm Beach TPA *Master Comprehensive Bicycle Transportation Plan (MCBTP)* (March 2011) includes bicycle facilities improvement recommendations throughout Palm Beach County. The *MCBTP* designates Atlantic Avenue from the Turnpike to I-95 as a "Priority Corridor". The TPA Bike Suitability Map (February 2016) states that this section of Atlantic Avenue is ranked as "fair": high speed road (>35 mph) with some space for bicyclists to travel.

1.3 Planning Consistency

The Design Phase extends west of the PD&E Study Limits to Lyons Road.

Currently Adopted LRTP-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	3,423,337	2022	Phase fully funded. Design Consultant has been selected.
STIP	Y	3,423,337	2022	Phase fully funded. Design Consultant has been selected.
R/W				
TIP	Y	28,100,000	2024-2026	
STIP	N			STIP needs to be updated to reflect R/W funding.
Construction				
TIP	N			Currently not funded.
STIP	N			Currently not funded.

2. Environmental Analysis Summary

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

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Social and Economic

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

3.1 Social

The project is located within a mostly urbanized area. The proposed project is anticipated to reduce traffic congestion in the area and to provide dedicated sidewalks and bike lanes along Atlantic Avenue within the study area. Construction may result in temporary noise impacts for residents within the vicinity of the project and may require temporary modifications to access local services. The proposed improvements will require additional right-of-way.

Community features associated with aesthetics reported within the 1,320-foot buffer (1/4 mile) include: one health care facility, one law enforcement facility, three religious centers, and one governmental building. No assisted housing facilities, group care facilities, community centers, social service facilities, schools, fire stations, or recreational parks or trails are identified within the 1,320-foot buffer.

The Environmental Screening Tool (EST) Sociocultural Data Report for this project (reporting 2020 American Community Survey (ACS) data) was developed using the following 2020 Census Block Groups:

120990059341, 120990059382, 120990059384, 120990059391, 120990059312, 120990059343, 120990059361, 120990059383, 120990077741, and 120990077743. The 2020 ACS data indicate the project study area increased in population from 1990 (631 people) to 2020 (17,099 people). The population is mostly White Alone (86.90%). Race and Ethnicity is characterized as follows: Black or African American Alone (3.39%), Native Hawaiian and Other Pacific Islander Alone (0%), Asian Alone (2.12%), American Indian or Alaska Native Alone (0.01%), Some Other Race Alone (4.30%), Claimed 2 or More Races (3.28%), Hispanic or Latino of Any Race (12.99%), Not Hispanic or Latino (87.01%), and Minority (20.25%). For comparison, Palm Beach County is 75.00% White, 22.60% Hispanic, and 25.00% Minority.

The 2020 ACS data indicate the median household income is \$64,396 and 10.64% of the households are below the poverty level. For comparison, Palm Beach County has a median household income of \$65,015 and 12.00% of persons are below the poverty level. The 2020 ACS data indicate that for individuals aged 5 and over, 3.82% speak English "Not Well" or "Not at All".

The proposed project is expected to enhance the community by reducing congestion and increasing mobility among residents. Because the project includes improvements along an already existing roadway, the project will not divide neighborhoods or create social/cultural isolation. Construction related impacts (such as noise) are anticipated but would only be temporary.

Based on the ETDM Summary Report, a summary Degree of Effect (DOE) of *Minimal* is anticipated for minority, disadvantaged, or low-income populations. This is based on an evaluation of a 1/4 mile buffer from the proposed Atlantic Avenue study corridor. There are no existing recreational trails or facilities. Also, all 11 of the block groups have a majority "white alone" population.

3.2 Economic

The study area is surrounded by residential, commercial, and institutional land uses with shopping centers, open land, lakes, roads and highways, and solid waste disposal. Access to adjacent businesses is not anticipated to be impacted during construction or may only be temporary. The study corridor is not located in a Rural Area of Opportunity, Community Redevelopment Area (CRA), or enterprise zone. The proposed improvements have little to no potential for economic development, as the corridor is already built-out with the exception of the Terra Nova development (under construction as of February 2022), located just west of Hagen Ranch Road along the north side of Atlantic Avenue. The proposed improvements will increase the capacity of the roadway, which will better serve the Terra Nova development and the jobs that the development will create. Additionally, access to Turnpike will be enhanced and overall traffic congestion and movement of goods and services will be improved in a residential and commercial area. The potential for congestion relief and associated travel times saving in addition to other factors could enhancement economic activity along the corridor. Alignments which minimize impacts to adjacent businesses that affect the tax base and employment are given consideration as part of the alternatives analysis. The proposed project is expected to enhance access to businesses and community facilities including religious centers. This project is expected to benefit commuters and the local community.

According to the ETDM Summary Report, the economic anticipated Degree of Effect (DOE) would be *Enhanced* due to the improved mobility of people and goods. In addition, the improved congestion relief and safety enhancements will increase the opportunity for growth and economic development.

3.3 Land Use Changes

This study corridor lies within an unincorporated area of Palm Beach County. The study limits are not within any Community Redevelopment Area. The study area is surrounded predominantly by residential and commercial land uses, with some golf courses, institutional lands, canals, and reservoirs. Residential neighborhoods within the study area are located both north and south of Atlantic Avenue. The surrounding study area includes several neighborhoods within Homeowner Associations. There are also several condominium and apartment complexes. There are no parks within the study area.

The Palm Beach County Future Land Use Map shows the following future land uses: commercial and residential. The proposed improvements will require additional right-of-way. However, no major right-of-way acquisitions that require the relocation of homes or businesses are anticipated in order to comply with item c. of the Palm Beach TPA's signed resolution (attached), stating "For the Jog Road intersection, eliminate components of the build alternative with significant adverse impacts to pedestrian and bicycle safety or major right-of-way acquisitions that require the relocation of homes or businesses". The proposed improvements will support the current and future land use patterns of the area and provide safer modes of transportation for the surrounding communities in the form of designated bike lanes and sidewalks.

The Florida Department of Economic Opportunity (FDEO) commented that the project is compatible with the Palm Beach County Comprehensive Plan. The proposed project is not identified on the Future Transportation Map and FDEO recommends the County update this map to include the Atlantic Avenue project. The project is not located within an Area of Critical State Concern, Coastal High Hazard Area, or within or near a military base.

In accordance with the Efficient Transportation Decision Making (ETDM) Summary Report prepared for this study, land use impact would be *Minimal* based on (GIS) data that shows that existing land use classification is similar to the future land use. Also, the widening of Atlantic Avenue is expected to enhance the local community.

3.4 Mobility

The study corridor lacks sidewalk on the south side of Atlantic Avenue between Michelangelo Boulevard and just west of Jog Road. The project will provide a minimum of ten-foot wide sidewalks on both sides as well as seven-foot wide buffered bicycle lanes. Therefore, the proposed improvements will contribute to enhanced mobility along the corridor. The roadway improvements will also enhance safety and emergency response for police, fire, and medical rescue as well as emergency evacuation due to its direct connection to Turnpike. Currently, there is no transit service or presence of commuter rail operating within the study limits except for Palm Tran bus service from Hagen Ranch Road to Legends Way, under Route 81 as previously mentioned. The proposed widening will improve mobility for vehicular traffic.

According to the ETDM Summary Report and Based on a 500-foot project buffer, the mobility of this project has been assigned a Degree of Effect (DOE) of *Enhanced*. There are no existing recreational multi-use trails within study area. Also, this project will increase the roadway capacity of Atlantic Avenue and improve mobility of the local community.

3.5 Aesthetic Effects

Widening of Atlantic Avenue will cause changes in the appearance of the existing corridor. The proposed improvements will give a more urban character to the area by widening the roadway, introducing buffered bicycle lanes, completing sidewalk gaps, adding curb and gutter, and potential removal of trees. Coordination efforts conducted as part of the study's Public Involvement Program (PIP) have taken place to provide the opportunity for local governments, agencies and other interested stakeholders to provide input on potential enhancements/impacts to aesthetic features along the study corridor. A landscaping plan has not been developed as part of the PD&E study. A landscaping concept and design in conjunction with the Atlantic Avenue proposed improvements will be developed during the design phase to enhance the current landscaping schemes found with the study area. The proposed landscaping plan for the corridor will be coordinated with Palm Beach County.

As a result of the proposed improvements, views may be altered. Therefore, there will be an aesthetic impact. However, due to the existing commercial and residential development, the proposed project is anticipated to have a Degree of Effect (DOE) of *Minimal*, as identified in the ETDM Summary Report.

3.6 Relocation Potential

The proposed improvements are anticipated to occur primarily within the existing right-of-way. Right-of-way impacts are generally anticipated to occur along Atlantic Avenue and at the intersection of Atlantic Avenue and Jog Road. As previously mentioned, no major right-of-way acquisitions that require the relocation of homes or businesses for this project are anticipated, in order to comply with the Palm Beach TPA's resolution (item c., stating "For the Jog Road intersection, eliminate components of the build alternative with significant adverse impacts to pedestrian and bicycle safety or major right-of-way acquisitions that require the relocation of homes or businesses"). The assessment of relocation effects is conducted as part of the PD&E study and included in this document. The proposed improvements will be adjusted to avoid or minimize impacts to identified features. As part of the PD&E study, FDOT solicits input from residents and businesses that are adjacent to impacted parcels.

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 Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The FDOT provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised. Owners of property to be acquired will be offered the appraised value for their property rights.

According to the ETDM Summary Report, no residential relocations are expected. Therefore, the relocation will have an anticipated Degree of Effect (DOE) of *Minimal*. The Palm Beach TPA's Resolution item c. also supports that there will not be any major right-of-way acquisitions that require the relocation of homes or businesses.

3.7 Farmland Resources

A Farmland Conversion Impact Rating for Corridor Type Projects Form (NRCS-CPA-106) was prepared for this project. Through coordination with the Natural Resources Conservation Service (NRCS), the Preferred Alternative will impact 5.74 acres of Farmland of Unique Importance with a total corridor assessment point value of 61.5 points. Corridors receiving a total score of less than 160 points do not require further consideration or coordination. The NRCS-CPA-106 form was finalized on June 16, 2023.

4. Cultural Resources

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

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 09/08/2022. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

Initial CRAS: The architectural survey resulted in the identification and evaluation of nine historic resources within the SR 806/Atlantic Avenue APE. Three of these resources were previously recorded canals (8PB07704, 8PB07705, and 8PB07707). The newly recorded resources comprised one resource group (8PB20180), one bridge (8PB20174), and four structures (8PB20175 and 8PB20177-8PB20179). All nine historic resources are ineligible for listing in the National Register of Historic Places (NRHP).

CRAS Addendum: A CRAS Addendum was prepared to include portions of Jog Road and assessment of the L-34 Canal that parallels Atlantic Avenue on the south side. The architectural survey for the addendum resulted in the identification and evaluation of two historic resources within the Atlantic Avenue PD&E APE. One is a previously recorded historic resource group, Kings Point Golf and Country Club-West (8PB20180), and one is a newly recorded historic building, 15061-15081 South Jog Road (8PB19604). Resource Group 8PB20180 was previously evaluated during the 2021 study and found to be ineligible for the NRHP; however, the APE for the current addendum contains a portion of the resource group that was not surveyed during the 2021 study. Based on the results for the current survey, Resource Group 8PB20180 has not gained historical significance and remains ineligible for listing in the NRHP. The newly recorded building (8PB19604) lacks the architectural distinction and the significant historical associations necessary to be considered for individual listing in the NRHP and is recommended ineligible. No archaeological sites or occurrences were identified within the APE. No further architectural survey is recommended.

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

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

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

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

4.4 Recreational Areas and Protected Lands

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

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5. Natural Resources

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

5.1 Protected Species and Habitat

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

The evaluation included coordination with the U.S. Fish and Wildlife Service (USFWS), the Florida Fish and Wildlife Conservation Commission (FWC), and the Florida Natural Areas Inventory (FNAI). The evaluation also included literature and database reviews, as well as field assessments of the project area to identify the potential occurrence of protected species and/or presence of federal-designated critical habitat. Based on an evaluation of collected data and field reviews, the federal and state listed species discussed below were determined to have the potential to occur within or adjacent to the project area. An effect determination was made for each of these federal and state listed species based on an analysis of the potential impacts of the proposed project on each species.

The project "may affect" but is "not likely to adversely affect" the following federally listed species: Eastern indigo snake (*Drymarchon couperi*). The project will have "no effect" on the following federally listed species: Florida bonneted bat (*Eumops floridanus*); West Indian manatee (*Trichechus manatus*); wood stork (*Mycteria americana*); Florida scrub-jay (*Aphelocoma coerulescens*); snail kite (*Rostrhamus sociabilis*); and federally listed plants: four-petaled pawpaw (*Asimina tetramera*), Florida perforate cladonia (*Cladonia perforata*), Okeechobee gourd (*Cucurbita okeechobeensis* ssp. *okeechobeensis*), Florida prairie-clover (*Dalea carthagenensis floridana*), beach jacquemontia (*Jacquemontia reclinata*), and tiny polygala (*Polygala smallii*).

The project will have no effect anticipated on the following state listed species: Florida burrowing owl (*Athene cunicularia floridana*); gopher tortoise (*Gopherus polyphemus*); and state listed plants: large-flowered rosemary (*Conradina grandiflora*), coastal mock vervain (*Glandularia matitima*), pineland jacquemontia (*Jacquemontia curtissii*), nodding pinweed (*Lechea cernua*), Carter's flax (*Linum carteri* var. *smallii*), cutthroat grass (*Panicum abcissum*), and giant orchid (*Pteroglossaspis ecristata*).

There are several species which may occur in the project vicinity and are not listed as threatened but receive other legal protection. These include the bald eagle (*Haliaeetus leucocephalus*) and osprey (*Pandion haliaetus*). There is no effect anticipated for these species. Potential bat species include the Mexican free-tail (*Tadarida brasiliensis*), tri-colored (*Perimyotis subflavus*), evening (*Nycticeius humeralis*), big brown (*Eptesicus fuscus*), northern yellow (*Dasypterus intermedius*), and Seminole (*Lasiurus seminolus*) bats; there is no adverse effect anticipated to bat species.

Because all determinations of effect for federally-listed species were either "no effect" or "may affect, not likely to adversely affect" using a species consultation key, the NRE does not need to be submitted to the USFWS and a concurrence letter is not required.

In an email dated August 29, 2022, OEM confirmed that the NRE did not need to be submitted to the USFWS.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

Based on field reconnaissance and a desktop analysis, there are no wetlands within the project corridor. Accordingly, there are no wetland impacts associated with any of the alternatives. However, there are three canals adjacent or perpendicular to the project corridor, managed by the Lake Worth Drainage District (LWDD): the E-2E, E-2W, and L-34 canals.

The 'Build' Alternative 3A will result in approximately 1.16 acres of surface water impacts. Mitigation will not be required for the surface water impacts. A United States Army Corps of Engineers (USACE) - Section 404 Permit will be required for any surface water impacts.

5.3 Essential Fish Habitat (EFH)

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

5.4 Floodplains

There are no floodplains present in the project area.

5.5 Sole Source Aquifer

Biscayne Aquifer

The Biscayne aquifer is located within the study limits. According to best available data from the United States Geological Survey (USGS), the Biscayne aquifer extends from the land's surface to a depth of 50 feet in southeastern Miami-Dade County, deepening to 120 feet in south east Palm Beach County. Per coordination with South Florida Water Management District (SFWMD), it was suggested that the Fort Thompson Formation (limestone) be the depth of concern for construction penetration. Standard Penetration Test (SPT) borings were recommended to be completed to determine if it is present and at what depth within the project corridor. During final design, detailed geotechnical surveys including SPT borings will be conducted.

The proposed work is not expected to affect the aquifer.

5.6 Water Resources

Atlantic Avenue from Turnpike to west of Jog Road is divided into nine drainage basins in both the pre and post conditions. This was done as there are three types of treatment and conveyance in the corridor in the post condition and the accounting of exiting treatment would be simplified. This allowed for the project to be accounted for according to existing treatment in the right-of-way provided in the existing roadside swales, exfiltration trench, and dry detention ponds (swales). Currently, aside from small treatment systems west of Jog Road, the roadway flows directly into the L-34 Canal with only minor treatment and attenuation. No new ponds are proposed.

The South Florida Water Management District (SFWMD) has previously permitted six offsite ponds to handle the bulk of the water quality for the project area from the Turnpike to east of Jog Road. The area these offsite ponds were permitted

for is 24.68 acres of impervious area and 5.6 acres of pervious area for a total area of 29.08 acres. All the permitted ponds are wet detention and have been constructed to include these offsite (roadway) flows. Noting that two of the permitted ponds would provide more than enough treatment for the project, SFWMD was contacted to inquire about compensatory treatment being utilized for this resurfacing and milling with widening to the outside project. The ponds were built accommodate FDOT drainage as part of a permit condition. The existing treatment provided in the two permits (number 50-07775-P and 50-08178-P, 10.64 acres of impervious area treated) would account for all the existing swale and exfiltration trench treatment provided in the project corridor and includes the lost volume in the ponds east of Jog Road. Both of these permits have stub out pipes for this project to tie into, so no offsite construction to the ponds will be needed.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

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

5.9 Wild and Scenic Rivers

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

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

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

6.1 Highway Traffic Noise

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

A Noise Study Report was prepared in October 2021 under a separate cover. The noise sensitive areas evaluated are representative of one hundred and fifty-seven (157) noise sensitive receptor locations. The computer modeled noise receptor locations are as follows: named and un-named residential areas, recreational areas (clubhouses, recreational buildings, tennis courts, swimming pools and golf courses), medical facilities, educational centers, places of worship, a funeral home, and the outside seating areas associated with restaurants.

The traffic noise levels predicted at the one hundred and fifty-seven (157) noise sensitive receptor locations under evaluation approached or exceeded the FDOT NAC at three (3) residential areas for all alternatives (1A, 1B, and 2A) therefore; potential noise abatement measures were evaluated. A fourth alternative (Alternative 2B) was not specifically evaluated as it was a combination of Alternative 2A and Alternative 1B which were evaluated for potential impacts. Additionally, Alternatives 1C and 2C were not specifically evaluated as they are similar to a combination of Alternatives 2A and 1B. Alternatives 3 and 3A were not evaluated as they were similar to Alternative 1B. The remaining noise sensitive areas did not approach or exceed the appropriate NAC for the Activity Categories evaluated; therefore, potential noise abatement measures were not evaluated.

Activity Category B and C locations require potential noise abatement measures for computer predicted sound levels which approach or exceed 66 dB(A). Activity Category E locations require potential noise abatement measures for computer predicted sound levels which approach or exceed 71 dB(A).

Ground mounted noise barriers were evaluated at NSA 9 and NSA 10. NSA 9 was evaluated for potential noise barrier placement at two (2) locations, BW-2 and BW-3. There were six (6) impacted receptor locations associated with NSA 9 which is located on the north side of SR-806 / Atlantic Avenue and east of Jog Road. BW-2 represents four (4) impacted receptor locations (R136N-R139N). BW-3 represents two (2) impacted receptor locations (R149N-R150N). NSA 10 was evaluated for potential noise barrier placement at one (1) location, BW-1. There were eleven (11) impacted receptor locations associated with NSA 10 which is located on the north side of SR-806 / Atlantic Avenue and west of Jog Road. BW-1 represents eleven (11) impacted receptor locations (R64-R67N, R72N-R77N, and R80N). The impacted receptor locations represent single family homes directly adjacent to the study corridor.

The residential locations identified will experience sound levels which exceed the applicable NAC; therefore, potential noise abatement measures were evaluated for all three (3) alternatives. (Alternative 1A, 1B, and 2A).

For each alternative, ground mounted noise barriers were evaluated for heights ranging from 8 Ft. to 18 Ft.

in height at 2 Ft. intervals. For all alternatives, (BW-1), a noise barrier 1,780 Ft. to 1,824 Ft. in length was evaluated. This noise barrier met the Department's Feasibility Factor (Noise Reduction Factor) and the Reasonableness Factor (Noise Reduction Design Goal). The barrier also met the Cost Reasonableness Factor. For all alternatives, (BW-2), a noise barrier 900 Ft. in length was evaluated. This noise barrier met the Department's Feasibility Factor (Noise Reduction Factor) and the Reasonableness Factor (Noise Reduction Design Goal). The barrier also met the Cost Reasonableness Factor. However, the noise barrier height was limited to 14 Ft. due to the Cost Reasonableness Factor. For all alternatives, (BW-3), a noise barrier 200 Ft. in length was evaluated. This noise barrier was not feasible (Noise Reduction Factor) or reasonable (Noise Reduction Design Goal) given that the minimum acoustical reduction of 5 dB(A) could not be achieved. The computer predicted insertion loss ranged from 0.7 to 4.4 dB(A).

The cost of noise barrier placement (BW-1) for Alternative 1A ranged from \$ 437,760 to \$ 984,960. The cost per benefited receptor for Alternative 1A ranged from \$ 19,033 to \$ 28,969. The cost of noise barrier placement (BW-2) for Alternative 1A ranged from \$ 216,000 to \$ 486,000. The cost per benefited receptor for Alternative 1A ranged from \$ 27,000 to \$ 54,000. The cost of noise barrier placement (BW-1) for Alternative 1B ranged from \$ 427,200 to \$ 961,200. The cost per benefited receptor for Alternative 1B ranged from \$ 17,800 to \$ 28,271. The cost of noise barrier placement (BW-2) for Alternative 1B ranged from \$ 216,000 to \$ 486,000. The cost per benefited receptor for Alternative 1B ranged from \$ 27,000 to \$ 54,000. The cost of noise barrier placement (BW-1) for Alternative 2A ranged from \$ 437,760 to \$ 984,960. The cost per benefited receptor for Alternative 2A ranged from \$ 19,033 to \$ 28,969. The cost of noise barrier placement (BW-2) for Alternative 2A ranged from \$ 216,000 to \$ 486,000. The cost per benefited receptor for Alternative 2A ranged from \$ 27,000 to \$ 54,000.

The feasibility factor associated with a barriers noise reduction is the Noise Reduction Factor. FDOT's Noise Reduction Factor requires that two (2) or more impacted receptors achieve a 5 dB(A) reduction or greater in order to be considered feasible. The reasonableness factor associated with a barriers noise reduction is the Noise Reduction Design Goal. FDOT's Noise Reduction Design Goal requires that one (1) or more benefitted receptors achieve a 7 dB(A) reduction or greater in order to be considered reasonable. The Department's Cost Reasonableness Factor limits a noise barriers cost to \$ 42,000 per benefited receptor. Additional cost associated with utility impacts / relocation and other potential cost associated with right-of-way and construction have not been evaluated as part of the cost reasonableness factor.

The proposed roadway improvements are expected to have a minimal impact, with few exceptions, on the adjacent noise sensitive receptor locations. The predicted noise level increase for Alternative 1A is approximately 1.4 to 8.6 dB(A). The predicted noise level increase for Alternative 1B is approximately 1.2 to 7.6 dB(A). The predicted noise level increase for Alternative 2A is approximately 1.2 to 8.4 dB(A). A noise level increase of this magnitude is generally perceivable.

6.2 Air Quality

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

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards. Therefore, the Clean Air Act conformity requirements do not apply to the project. Additionally, the project is expected to improve/not change the Level of Service (LOS) and reduce/not change delay and congestion on all facilities within the study area. The project is expected to improve traffic flow by adding capacity to relieve congestion, which should reduce operational greenhouse gas emissions.

6.3 Contamination

A Level I contamination screening was conducted and a Contamination Screening Evaluation Report (CSER) was prepared in May 2022 under a separate cover. Based on a review of publicly available databases, 20 sites adjacent to or in the immediate vicinity of the project corridor are identified as potential areas of contamination. From data gathered during records reviews and site visits, no sites were identified as "high" risk. From data gathered during further records reviews and site visits, contamination concerns within the proposed corridor are limited to 12 sites ranked "no", six sites ranked "low", and two sites ranked "medium", per the PD&E Manual, Chapter 22 Section 2.2.1. The "low" and "medium" risk ranking is based on a review of all available information that indicated contamination, including documented spills, leaks, soil, or groundwater exposure, and is not a problem at the time of this investigation.

6.4 Utilities and Railroads

Preliminary identification of utility owners along the Atlantic Avenue study corridor was gathered through a detailed review of existing Atlantic Avenue plans, contacting Sunshine 811's call center, and utility coordination with local utility owners.

Initial utility contact notifications were sent to utility owners in May 2020 with a second notification in July 2022.

Below is a summary of existing utilities.

AT&T - AT&T has identified various utilities along either side of Atlantic Avenue within the study limits as well as a few locations which go across Atlantic Avenue. These utilities generally consist of buried fiber, buried copper, duct, overhead fiber, and overhead copper. Most of the utilities are within the right-of-way.

AT&T Corp Long Lines (Transmission) - AT&T Transmission maintains a high capacity fiber optic cable (2 - two-inch High Density Polyethylene (HDPE)) in the Turnpike's northbound median and within the limits of the study corridor.

Comcast - Comcast has existing aerial and underground facilities along Atlantic Avenue within the study limits. These facilities are generally run along the north side of Atlantic Avenue with crossovers located just east of the E-2E Canal, just west of Eagle Point Drive, at Hagen Ranch Road, west of Michelangelo Boulevard, just west of Cumberland Drive, and at Jog Road.

Crown Castle - Crown Castle has fiber aerial and/or fiber (2 - 1.5-inch HDPE) conduit on the north side of Atlantic Avenue from Turnpike to just west of Jog Road where the connection then crosses to the south side of Atlantic Avenue and runs east past Jog Road. Utilities are within the right-of-way.

Florida Power & Light (FP&L) Distribution - FP&L Distribution has buried electric (23KV) or overhead electric (23KV) along the north side of Atlantic Avenue within the study limits and overhead electric (120V) along the south side. There are several locations where the utility lines cross Atlantic Avenue. Utilities are within the right-of-way.

Florida Power & Light (FP&L) Transmission - FP&L Transmission has indicated they have no facilities within the study limits.

Florida Public Utilities - Florida Public Utilities has six-inch gas main along the north side of Atlantic Avenue from Turnpike to just west of Jog Road where it then crosses to the south side and continues east past Jog Road. In addition, there is a four-inch gas main along the south side of the Atlantic Avenue bridge over the E-2E Canal. Utilities are within the existing right-of-way.

Hotwire Communications - Hotwire Communications has indicated they have underground facilities (36-inch minimum depth) on the north side of Atlantic Avenue from Turnpike to just east of Eagle Point Drive consisting of fiber optic cable (two-inchHDPE) where it then crosses Atlantic Avenue and continues south. From this point to Jog Road along the north side, the utilities vary from overhead fiber optic to more buried fiber optic cable (two-inchHDPE). Utilities are within the existing right-of-way.

Palm Beach County Water Utilities - Palm Beach County Water Utilities has identified several watermains varying in size from (4, 6, 8, 10, 16, 20, and 42-inch) within the study limits. These are on either side of Atlantic Avenue between Turnpike and Hagen Ranch Road. East of Hagen Ranch Road, there is a 16-inch watermain that runs east to Michelangelo Boulevard. Watermains and force main are also present along the east side of Jog Road and along the north side of Atlantic Avenue east of Jog Road. There is a 20-inchDuctile Iron Pipe (DIP) reclaimed water main crossing over the L-34 Canal on the south side of Atlantic Avenue at Hagen Ranch Road. This utility may be impacted and require relocation if bulkhead walls are used, the Canal is piped, or the Canal is realigned. Utilities are generally within the right-of-way.

Palm Beach County Traffic Operations - Palm Beach County operates and maintains the existing signals and signalization infrastructure at all signalized intersections along the corridor.

Florida Gas Transmission (FGT) - FGT owns and operates a 24-inch gas main and an 18-inch gas main within an easement along the east side of Turnpike which is not anticipated to be impacted.

Verizon (MCI) - Verizon indicated they have existing or under construction buried cable lines from Turnpike to east of Stone Quarry Boulevard as well as existing or under construction aerial cable from west of Stone Quarry Boulevard to Jog Road along Atlantic Avenue.

6.5 Construction

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

Construction activities for the proposed project may cause minor short-term air quality, noise, water quality, traffic congestion, and visual impacts for residents and travelers within the immediate vicinity of the project.

Minor noise and vibration effects may occur from heavy equipment movement and construction activities. This will be minimized by adherence to noise control measures found in the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction. Specific noise level problems that may arise during construction of the project will be addressed by the Construction Engineer in cooperation with the appropriate Environmental Specialist.

Water quality impacts resulting from erosion and sedimentation during construction will be controlled in accordance with the most current edition of the FDOT's Standard Specifications for Road and Bridge Construction, "Prevention, Control, and Abatement of Erosion and Water Pollution," and through the use of best management practices (BMP).

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities that would excessively inconvenience the community so that motorists, residents, and business persons can make other accommodations. Applicable provisions of FDOT's Standard Specifications for Road and Bridge Construction will be followed. A sign providing the name, address, and telephone of an FDOT contact person will be displayed on-site to assist the public in obtaining immediate answers to questions about project activity.

Access to local properties, businesses and residences will be maintained to the extent practical through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s) and implementation of FDOT's Standard Specifications for Road and Bridge Construction.

For residents living along the project, some of the construction materials stored for the project may be displeasing visually; however, this will be a temporary condition and should pose no substantial problem.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Geotechnical Report.

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8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit
WMD Right of Way Permit

Status

To be acquired
To be acquired
To be acquired

Permits Comments

It is anticipated that the following permits will be required for this project:

- Florida Department of Environmental Protection (FDEP) - Section 404 Permit (if surface waters (i.e. the L-34 Canal) are impacted)
- SFWMD - Environmental Resource Permit (ERP)
- Lake Worth Drainage District (LWDD) - Right-of-Way Permit
- Florida Department of Environmental Protection (FDEP) - National Pollutant Discharge Elimination System (NPDES) Permit.

9. Public Involvement

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

Summary of Activities Other than the Public Hearing

Before the development of alternatives, the study team notified the public that the study was initiated and allow them to offer their input. A Kickoff Newsletter (Newsletter #1) which provided initial project information was distributed in July 2020. The Kickoff Newsletter is located in the project files as part of the Public Involvement Program.

Several notification techniques were used to distribute the Kickoff Newsletter. The newsletter was provided on the project website and distributed via direct mailings (emailed Newsletter #1 to elected and appointed officials as well as mailed hardcopies to property owners within 300-feet (minimum) along on each side of Atlantic Avenue.

Comments were received from nine individuals and comments generally consisted of the following

- Requesting to be added to the project mailing list for future notifications
- Request for project maps and plans
- Clarification regarding thresholds for LOS
- Palm Beach TPA Governing Board Meeting (February 16, 2023) - On February 16, 2023, Palm Beach
- TPA staff presented to the Palm Beach TPA Board a reduction in the desired ten-foot wide sidewalks on
- both sides for the entire length of the project based on LWDD width requirements for maintenance, need for
- additional right-of-way, and pinch points due to right turn lanes. As such, the Palm Beach TPA staff proposed
- areas where the sidewalks would be reduced to eight-feet in width with a minimum of six-feet in constrained
- areas such as potentially along eastbound right turn lanes at Legends Way and Michelangelo Boulevard
- where bulkhead walls are proposed. The reduction to six-feet was also shown for the westbound direction
- between Hagen Ranch Road and Legends Way, a length of approximately 700-feet. In addition, the bicycle
- lane within this segment going westbound would also be reduced to five-feet in width. Next steps presented
- at the meeting was to have the concept presented to the LWDD Board for final approval to move forward
- with completing the PD&E phase.
- Interest in the project schedule
- Concerns about impacts to communities (flag poles, security call boxes, vegetation, etc.)
- Request for noise barrier
- Interest in impacts to L-34 Canal on the south side of Atlantic Avenue
- Interest in accelerating the project
- Request for wider sidewalks for pedestrians and bicyclists

An online Alternatives Public Workshop was held using the GoTo Webinar platform on June 28, 2021 at 5:00 p.m. with an in-person Alternatives Public Workshop the following day, June 29, 2021 from 5:00 p.m. to 7:00 p.m. at the Hagen Ranch Road Branch Library, located at 14350 Hagen Ranch Road, Delray Beach, FL 33446. The workshop was offered to provide information regarding the alternatives developed and to obtain input prior to conducting a public hearing.

For the online Alternatives Public Workshop, there were nine study team members and 16 members of the public attendance. A formal presentation was given and project information was also made available on the study website for viewing. Attendees were allowed to ask questions and responses were provided.

The below comments were received as typed in comments from citizens that were in attendance:

- Specific plans for canal on south side of W. Atlantic Ave.?
- This project is very much needed.
- Can you comment on the bike lane situation?
- What is the website address again?
- Please explain the Public Hearing "Build" and "No-Build" alternatives.
- Effects of this project on south side driveways, and noise wall concerns.

No controversial comments were received.

The in-person Alternatives Public Workshop had 11 study team members and 18 members from the public (includes one Palm Beach County Commissioner and Alliance of Delray president) in attendance. Attendees requested to consider evaluating a concept consisting of physically separated bicycle lanes (barrier wall not raised curb).

Five (5) comment forms were submitted at the in-person Alternatives Public Workshop consisting of the following comments:

- Concern regarding the volume of noise with increased traffic
- Request for copy of the synopsis of the design project from SR 7 to Lyons Road
- Request to install "No U-Turn" sign westbound to south at Eagle Point entrance
- Request to be added to mailing list
- Request to accelerate the project from Turnpike to Cumberland Drive
- Enhance ingress and egress at Eagle Point and Terra Nova to a traffic light
- Hagen Ranch Road to Atlantic Avenue: preclude travel from going north

Details of the Alternatives Public Workshop are located in the Public Involvement Program included as part of the project file.

Several notification techniques were used to publicize the Alternatives Public Workshop. Generally, the workshop was publicized through advertisements (Florida Administrative Register and the Palm Beach Post), website announcements (FDOT public meetings page and the Atlantic Avenue PD&E Study website: www.fdot.gov/projects/atlanticavepde), direct mailings (letters with public notice to elected and appointed officials as well as mailed letters to property owners), and a news release (emailed to Palm Beach County media outlets).

On June 17, 2021 a presentation was given to the Palm Beach TPA Governing Board to show the alternatives that were going to be presented at the June 28-29, 2022 Alternatives Public Workshop. The typical section that was presented included seven-ft. wide buffered bicycle lanes with ten and eight-ft wide sidewalks on the south and north side of Atlantic Avenue, respectively. During this meeting, input was received from the board to provide a physical separation for bicyclists. As such, the Department agreed to evaluate options to provide additional protection for bicyclists following the Alternatives Public Workshop.

Following the Alternatives Public Workshop, the Department coordinated with Palm Beach TPA staff for alternatives that would provide a physical separation for bicyclists from the roadway. In working closely with Palm Beach TPA staff, a resolution was written and approved by the Palm Beach TPA Governing Board on December 16, 2021, affirming its

support for the project as follows:

- a. For the typical section, provide sidewalks or shared use pathways of at least 10 feet in width on both sides; and
- b. If feasible without moving the construction start date or purchasing additional right-of-way, extend these facilities to SR 7 by including them in the Atlantic Avenue widening from SR 7 to Lyons Road (FM 229658-4) and from Lyons Road to Jog Road (FM 440575-1); and
- c. For the Jog Road intersection, eliminate components of the 'Build' alternative with significant adverse impacts to pedestrian and bicycle safety or major right-of-way acquisitions that require the relocation of homes or businesses.

Item a. addresses the Palm Beach TPA's goal of providing a physical separation for bicyclists by offering wider sidewalks for bicyclists and a physical separation from the road with curb and gutter.

The proposed typical section will require additional right-of-way from the Lake Worth Drainage District's (LWDD) L-34 Canal on the south side of Atlantic Avenue. The LWDD has criteria in place for minimum canal right-of-way width of 75-ft (35-ft south maintenance berm, 30-ft channel, and 10-ft north maintenance berm) where constrained, and ideally a minimum of 80-ft elsewhere. The segment along Atlantic Avenue from Eagle Point to Legends Way will not allow for the full typical section while also accommodating the LWDD canal requirements. The alternative with 7-ft buffered bicycle lanes and 10-ft wide sidewalks on both sides) was presented to the LWDD Board on April 13, 2022 and was rejected as proposed, since it did not provide a minimum of 75-ft canal right-of-way width. As such, the Department is evaluating various alternatives to reduce typical section elements. Piping the L-34 Canal within this segment was proposed but requires the Department to maintain proposed pipes that will be outside of the right-of-way and therefore, is not supported by the Department.

Coordination between the Department, LWDD, and the Palm Beach TPA is ongoing to develop an alternative that will be acceptable for all parties.

A meeting was held on October 12, 2022 between the Department and Palm Beach County staff to discuss access into the Kings Point Shopping Center. The proposed plan on Atlantic Avenue calls for closing the westbound left turn directional median opening into the Kings Point Shopping Center in order to allow for longer left turn lanes at the Jog Road intersection just east of the median opening. Since this access modification is being proposed, it was agreed upon at the meeting to maintain the existing signalized intersection on Jog Road, located just south of Atlantic Avenue which provides access to Kings Point Shopping Center.

Palm Beach TPA Governing Board Meeting (February 16, 2023) - On February 16, 2023, Palm Beach TPA staff presented to the Palm Beach TPA Board a reduction in the desired ten-foot wide sidewalks on both sides for the entire length of the project based on LWDD width requirements for maintenance, need for additional right-of-way, and pinch points due to right turn lanes. As such, the Palm Beach TPA staff proposed areas where the sidewalks would be reduced to eight-feet in width with a minimum of six-feet in constrained areas such as potentially along eastbound right turn lanes at Legends Way and Michelangelo Boulevard where bulkhead walls are proposed. The reduction to six-feet was also shown for the westbound direction between Hagen Ranch Road and Legends Way, a length of approximately 700-feet. In addition, the bicycle lane within this segment going westbound would also be reduced to five-feet in width. Next steps presented at the meeting was to have the concept presented to the LWDD Board for final approval to move forward with completing the PD&E phase.

LWDD Board Meeting (March 15, 2023) - Revised right-of-way lines for Alternative 3(a) were presented by LWDD staff to the LWDD Board on March 15, 2023 reflecting a 75-foot minimum for the L-34 Canal right-of-way from the E-2E Canal to just west of Cumberland Drive. The only exception was at two pinch points presented at Legends Way and Michelangelo Boulevard to accommodate right-turn lanes where the right-of-way would be reduced to 67-69-feet and include bulkhead walls. Bulkhead walls were preferred by LWDD as they maintain an open channel for hydraulic capacity. The LWDD Board voted to approve the revised conceptual design but stated that any change requiring further right-of-way acquisition from the L-34 Canal would need to go before the Board again for approval. Pursuant to the Board's decision, the Department's approval is subject to the conditions and requirements outlined in the presentation that was given.

Date of Public Hearing:

Summary of Public Hearing

PUBLIC HEARING HAS NOT YET BEEN HELD.

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10. Commitments Summary

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11. Technical Materials

The following technical materials have been prepared to support this environmental document and are included in the Project File.

Cultural Resources Assessment Survey (CRAS)
Cultural Resources Assessment Survey (CRAS) Addendum
Water Quality Impact Evaluation (WQIE)
Location Hydraulic Report (LHR)
Natural Resources Evaluation (NRE)
Air Quality Technical Memorandum
Draft Noise Study Report (NSR)
Contamination Screening Evaluation Report (CSER)
Geotechnical Report
Access Management
Project Traffic Analysis Report
Draft Preliminary Engineering Report
Public Involvement Plan

Attachments

Planning Consistency

STIP - Project Plan Consistency Documentation

TIP - Project Plan Consistency Documentation

LRTP Cost Feasible Plan - Project Plan Consistency Documentation

Social and Economic

Land Use Map

Palm Beach TPA Signed Resolution

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

Natural Resources

Species Concurrence Letter

Sole Source Aquifer Coordination Letter

Physical Resources

Potential Contamination Site Map

Noise Maps

Public Involvement

LWDD Board Presentation for Staff 03-15-23

LWDD Board Decision Letter 03/15/23 - Correspondence

Planning Consistency Appendix

Contents:

STIP - Project Plan Consistency Documentation

TIP - Project Plan Consistency Documentation

LRTP Cost Feasible Plan - Project Plan Consistency Documentation

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HIGHWAYS
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ITEM NUMBER:440575 1 PROJECT DESCRIPTION:SR-806/ATLANTIC AVE FROM EAST OF LYONS RD TO JOG RD *NON-SIS*
DISTRICT:04 COUNTY:PALM BEACH TYPE OF WORK:ADD LANES & RECONSTRUCT
PROJECT LENGTH: 2.290MI

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DDR	0	3,403,337	0	0	0	0	3,403,337
DIH	0	20,000	0	0	0	0	20,000
TOTAL <N/A>	0	3,423,337	0	0	0	0	3,423,337
TOTAL 440575 1	0	3,423,337	0	0	0	0	3,423,337
TOTAL Project:	0	3,423,337	0	0	0	0	3,423,337

ITEM NUMBER:440830 1 PROJECT DESCRIPTION:SR-782/LINTON BLVD @ SFRC CROSSING# 628160C *NON-SIS*
DISTRICT:04 COUNTY:PALM BEACH TYPE OF WORK:RAIL SAFETY PROJECT
PROJECT LENGTH: .001MI

FUND CODE	LESS THAN 2022	2022	2023	2024	2025	GREATER THAN 2025	ALL YEARS
FEDERAL PROJECT NUMBER: D417 087 B							
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
RHH	91,944	0	0	0	0	0	91,944
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT							
SA	456	44	0	0	0	0	500
TOTAL D417 087 B	92,400	44	0	0	0	0	92,444
TOTAL 440830 1	92,400	44	0	0	0	0	92,444
TOTAL Project:	92,400	44	0	0	0	0	92,444

Phase	Fund Source	2022	2023	2024	2025	2026	Total
ATLANTIC AVE/SR-806 FROM SR-7/US-441 TO WEST OF LYONS RD - Proj# 2296584					Length: 1 MI Lead Agency: FDOT LRTP#: TPA001		*Non-SIS*
Type of Work: ADD LANES & RECONSTRUCT							
Description: Widen from 2 lanes to 4 lanes, including buffered bike lanes and 6' sidewalks.							
Notes: SRM Priority #14-3							
ROW	SU	859,000	2,087,106	0	0	0	2,946,106
RRU	DDR	150,000	0	0	0	0	150,000
ROW	ACSU	195,291	0	0	0	0	195,291
ROW	DDR	624,985	3,370,644	0	0	0	3,995,629
ENV	DS	53,500	0	0	0	0	53,500
CST	CM	0	0	314,981	0	0	314,981
CST	DDR	0	0	14,339,942	0	0	14,339,942
Total		1,882,776	5,457,750	14,654,923	0	0	21,995,449
<i>Prior Years Cost</i>		4,484,170	<i>Future Years Cost</i>		<i>Total Project Cost</i>		26,479,619
ATLANTIC AVE/SR-806 FROM WEST OF LYONS RD TO JOG RD - Proj# 4405751					Length: 2.52 MI Lead Agency: FDOT LRTP#: TPA002		*Non-SIS*
Type of Work: ADD LANES & RECONSTRUCT							
Description: Widen from 4 lanes to 6 lanes, including buffered bike lanes and 6' sidewalks.							
Notes: SRM Priority #16-1							
PE	DIH	20,000	0	0	0	0	20,000
PE	DDR	3,403,337	0	0	0	0	3,403,337
Total		3,423,337	0	0	0	0	3,423,337
<i>Prior Years Cost</i>			<i>Future Years Cost</i>		<i>Total Project Cost</i>		3,423,337
ATLANTIC AVE/SR-806 FROM WEST OF LYONS RD TO JOG RD - Proj# 4452911					Length: 2.52 MI MI Lead Agency: FDOT LRTP#: TPA-SRM		*Non-SIS*
Type of Work: FUNDING ACTION							
Description: Widen from 4 lanes to 6 lanes, including buffered bike lanes and 6' sidewalks.							
Notes: SRM Priority #16-1							
ROW	DS	0	0	7,725,910	0	0	7,725,910
ROW	DDR	0	0	5,274,090	10,100,000	5,000,000	20,374,090
Total		0	0	13,000,000	10,100,000	5,000,000	28,100,000
<i>Prior Years Cost</i>			<i>Future Years Cost</i>		<i>Total Project Cost</i>		28,100,000

Palm Beach Transportation Planning Agency (TPA) Prioritization

TPA Cost Feasible List of Priority Projects

LR/TP#	FM	Location	Description	FY 20-24 (TIP)				FY 25-30 (2030 Plan)				2031-2035 (2045 Plan)				2036-2045 (2045 Plan)							
				PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST				
TPA SRM		State Road Modifications	Set-aside to advance safety, complete streets, enhanced transit, TSM&O and resiliency							\$11,000	\$58,080					\$13,400	\$83,080			\$40,000			\$328,080
TPA-LI		Local Initiatives Program	Set-aside to advance multimodal projects on federal aid eligible county and city roadways		\$20,000		\$80,000			\$24,000	\$96,000					\$20,000	\$80,000			\$20,000			\$80,000
TPA-TA		Transportation Alternatives Program	Set-aside to advance pedestrian & bicycle projects				\$15,500				\$18,600						\$15,500						\$31,000
TPA001	2296584	Atlantic Ave from SR 7 to Lyons Rd	Widen 2L to 4L			\$10,432	\$14,702																
TPA002	4405751	Atlantic Ave from Lyons Rd to Jog Rd	Widen 4L to 6L		\$3,403	\$18,000					\$15,840	\$66,070											
TPA003		Atlantic Ave from Military Trl to US 1	Enhanced transit & assoc. multimodal improvements						\$233											\$1,862			
TPA004		Boynton Beach Blvd from Military Trl to US 1	Enhanced transit & assoc. multimodal improvements						\$266											\$2,128			
TPA005		Congress Ave from Yamato Rd to Okeechobee Blvd	Enhanced transit & assoc. multimodal improvements						\$1,576														
TPA006	4353432	FEC Railway from 15th St. in WPB to Martin County	Construct supplemental safety measures		\$83		\$668																
TPA007		Forest Hill Blvd from SR 7 to US 1	Enhanced transit & assoc. multimodal improvements						\$612														
TPA008		Glades Road from Burts Rd to US 1	Enhanced transit & assoc. multimodal improvements						\$173														
TPA009		Lake Worth Rd from SR 7 to US 1	Enhanced transit & assoc. multimodal improvements						\$732														
TPA010		SR 7 from Lake Worth Rd to Forest Hill Blvd	Enhanced transit & assoc. multimodal improvements						\$2,254														
TPA010		Military Trl from Glades Rd to PGA Blvd	Enhanced transit & assoc. multimodal improvements						\$911														
TPA011	4417581	Okeechobee Blvd from SR 7 to US 1	Enhanced transit & assoc. multimodal improvements		\$3,750																		\$83,000
TPA012		SR 7 from Forest Hill Blvd to Okeechobee Blvd	Enhanced transit & assoc. multimodal improvements																				
TPA012		Hooker Highway from SR 715 to SR 80	Widen 2L to 4L												\$570	\$2,280	\$17,670						
TPA013	2296647	SR 7 from Okeechobee Blvd to 60th St	Widen 2L to 4L				\$20,357																
TPA014	2296646	SR 7 from 60th St to Northlake Blvd	New 4L			\$2,887	\$50,278																
TPA015	4297671	Tri-Rail Northern Layover Facility on SFRC E of I-95 in Mangonia Park/WPB	Construct new layover and light maint. facility				\$8,000																
TPA016	4304582	Passenger Station on SFRC railway (Tri-Rail) on E side of Military Trl S of Glades Rd	Passenger Rail station																				
TPA017	4170316	Tri-Rail Coastal Link on FEC railway from Boca Raton to West Palm including stations in Boca Raton, Delray Beach, Boynton Beach, Lake Worth and West Palm Beach	New Commuter Rail passenger service		\$2,500																		
TPA018	4170317	Tri-Rail Coastal Link on FEC railway from West Palm to Jupiter including stations in West Palm Beach, Riviera Beach, Lake Park, Palm Beach Gardens, and Jupiter	New Commuter Rail passenger service		\$1,350																		
TPA019		Tri-Rail Extension on CSX/SFRC from Mangonia Park to Blue Heron Blvd, including a new station at the VA Hospital in Riviera Beach	Commuter Rail passenger service extension						\$1,100														
TPA020		Tri-Rail rolling stock	1/3 share of vehicle purchase to support current service and future expansion in Palm Beach, Broward, & Miami-Dade counties																				
TPA021		US 1 from Boynton Beach Blvd to PGA Blvd	Enhanced transit & assoc. multimodal improvements						\$1,684														\$3,368
TPA022		US 1 from Palmetto Park Rd to Boynton Beach Blvd	Enhanced transit & assoc. multimodal improvements						\$1,842														\$3,684
TPA023	4417571	US 27 Connector from US 27 to SR-715/Hooker Hwy	New 2L						\$2,500	\$4,313						\$5,000	\$33,424						
TPA024		Passenger Station on FEC railway @ Palmetto Park Rd in Boca Raton	Passenger Rail station		\$250					\$1,000						\$4,000	\$11,315						
TPA025		Passenger Station on FEC railway @ PGA Blvd in Palm Beach Gardens	Passenger Rail station						\$1,000							\$4,000	\$240,989						\$14,965
PD&E		TPA Total	TPA Total	\$7,850	\$23,486	\$31,319	\$189,505	\$15,882	\$40,313	\$15,840	\$238,750	\$570	\$36,680	\$16,420	\$240,989	\$90,460	\$537,076						

Project Development & Environmental - Determines the location and conceptual design of feasible build alternatives for improvements and their social, economic and environmental effects.

Preliminary Engineering

Right-of-Way - Acquisition of necessary right-of-way (property), based on the construction plans

Construction - the project is awarded and is being built.

Social and Economic Appendix

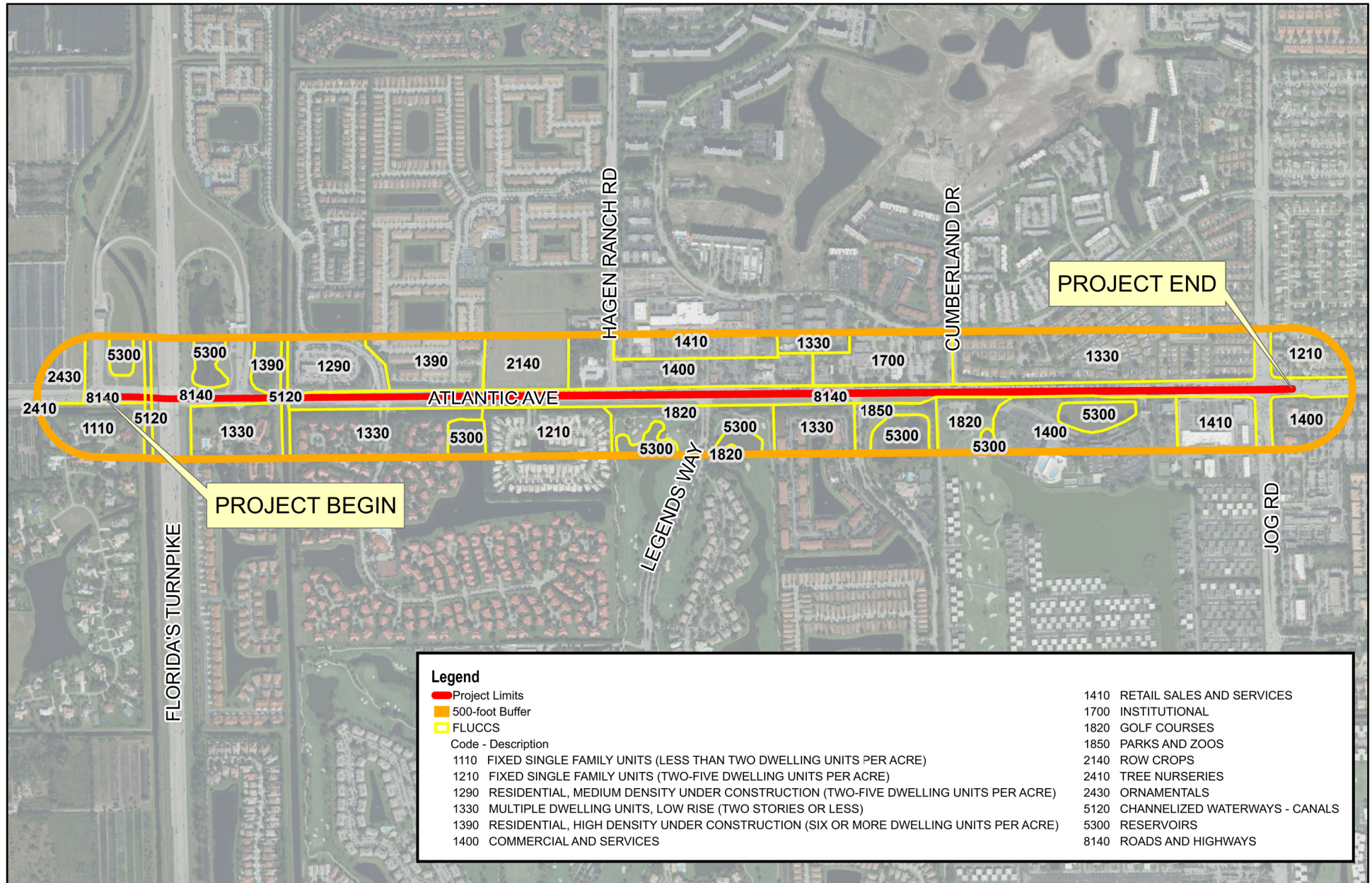
Contents:

Land Use Map

Palm Beach TPA Signed Resolution

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

DRAFT

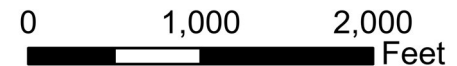


Legend	
	Project Limits
	500-foot Buffer
	FLUCCS
Code - Description	
1110	FIXED SINGLE FAMILY UNITS (LESS THAN TWO DWELLING UNITS PER ACRE)
1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)
1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)
1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)
1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)
1400	COMMERCIAL AND SERVICES
1410	RETAIL SALES AND SERVICES
1700	INSTITUTIONAL
1820	GOLF COURSES
1850	PARKS AND ZOOS
2140	ROW CROPS
2410	TREE NURSERIES
2430	ORNAMENTALS
5120	CHANNELIZED WATERWAYS - CANALS
5300	RESERVOIRS
8140	ROADS AND HIGHWAYS



Figure 3. Land Use Map
 Atlantic Avenue (SR 806) from Florida's Turnpike
 (MP 1.748) to Jog Road (MP 3.560)
 FPID No.440575-3-22-02
 Palm Beach County

Image Source: ESRI
 Imagery Date: 2019
 Data Source: SFWMD



TPA RESOLUTION 2021-15

A RESOLUTION AFFIRMING TPA SUPPORT FOR THE ATLANTIC AVENUE WIDENING PROJECT FROM FLORIDA'S TURNPIKE TO JOG ROAD

WHEREAS, the Palm Beach Metropolitan Planning Organization (MPO) doing business as the Palm Beach Transportation Planning Agency (TPA), is the designated and duly constituted body responsible for the urban transportation planning process for Palm Beach County; and

WHEREAS, the TPA's vision is to establish a safe, efficient, connected and multimodal transportation system; and

WHEREAS, the Florida Department of Transportation (FDOT) and the TPA have adopted a target of zero fatalities and serious injuries on the roadway network (Vision Zero), and the TPA has adopted performance targets to significantly increase the walking and bicycling commuter mode splits; and

WHEREAS, the TPA has prioritized the widening of Atlantic Avenue from four to six lanes from Florida's Turnpike to Jog Road (the "Project") and FDOT is conducting a Project Development and Environmental study for the Project; and

WHEREAS, the Project exists in a "C3" suburban context pursuant to the July 2020 FDOT Context Classification Guide; and

WHEREAS, to better accommodate users of all ages and abilities, the TPA has adopted Complete Streets Design Guidelines that identify a preference for separated bike lanes or shared use pathways in lieu of buffered bike lanes where feasible; and

WHEREAS, large, complicated intersections can often be high crash locations and barriers to connectivity for pedestrians and people on bicycles; and

WHEREAS, the build alternatives for the typical section of the Project include a 7-ft buffered bike lane adjacent to three vehicle lanes with a design speed of 45 mph, a 10-ft sidewalk on the south side of the roadway and an 8-ft sidewalk on the north side of the roadway; and

WHEREAS, the build alternatives for the Jog Road intersection include components which adversely impact pedestrian safety, bicycle safety, and private land ownership rights; and

WHEREAS, the TPA desires a balanced investment in traffic congestion mitigation at the Jog Road intersection that does not adversely impact pedestrian safety, bicycle safety, or private land ownership rights; and

WHEREAS, Section 223.2.3 of the 2021 FDOT Design Manual permits the substitution of a shared use path for a bicycle lane when the roadway design speed is 35 mph or greater, the context

classification is C3, separation can be maintained between bicycle and motorized traffic through intersections, and conflict points are minimal and mitigated.

NOW THEREFORE, BE IT RESOLVED BY THE PALM BEACH MPO, d/b/a PALM BEACH TRANSPORTATION PLANNING AGENCY, THAT:

SECTION 1. The foregoing recitals are hereby adopted and declared to be true and correct and are incorporated herein.

SECTION 2. The TPA Governing Board affirms its support for the Project as follows:

- a. For the typical section, provide sidewalks or shared use pathways of at least 10 feet in width on both sides; and
- b. If feasible without moving the construction start date or purchasing additional right-of-way, extend these facilities to SR 7 by including them in the Atlantic Avenue widening from SR 7 to Lyons Road (FM 229658-4) and from Lyons Road to Jog Road (FM 440575-1); and
- c. For the Jog Road intersection, eliminate components of the build alternative with significant adverse impacts to pedestrian and bicycle safety or major right-of-way acquisitions that require the relocation of homes or businesses.

SECTION 3. This Resolution shall take effect upon adoption.

The foregoing Resolution was offered by Councilman Michael Napoleone who moved its adoption. The motion was seconded by Mayor Fred Pinto, and upon being put to a vote, the motion passed. The Chair thereupon declared the Resolution duly adopted this 16th day of December 2021.

PALM BEACH METROPOLITAN PLANNING ORGANIZATION, d/b/a
PALM BEACH TRANSPORTATION PLANNING AGENCY

By: _____
Mayor Robert Weinroth, as its Chair

ATTEST:

Margarita Pierce, TPA Executive Administrator

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

Paul R. Gougelman, TPA General Counsel

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 4/10/23	4. Sheet 1 of 2
1. Name of Project Atlantic Ave from FL's Turnpike to Jog Road		5. Federal Agency Involved FDOT District 4	
2. Type of Project Project Development & Environmental Study		6. County and State Palm Beach Co, FL and LWDD local agencies	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 5/4/23	2. Person Completing Form Isabelle Giuliani
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 2,443	Average Farm Size 147
5. Major Crop(s) sugar cane	6. Farmable Land in Government Jurisdiction Acres: 803,495 % 63.60	7. Amount of Farmland As Defined in FPPA Acres: 71,394 % 0.05	
8. Name Of Land Evaluation System Used none	9. Name of Local Site Assessment System soil potential rating	10. Date Land Evaluation Returned by NRCS 5/26/23	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Alt 1A	Alt 1B	Alt 1C	Alt 2A
A. Total Acres To Be Converted Directly	*6.36	*6.70	*5.63	*6.05
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres In Corridor	46.31	48.24	44.31	45.20

PART IV (To be completed by NRCS) Land Evaluation Information	Alt 1A	Alt 1B	Alt 1C	Alt 2A
A. Total Acres Prime And Unique Farmland	6.36	6.70	5.60	6.05
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.00079	0.0008338	0.000697	0.0007529
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	49.5	49.5	49.5	49.5

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	Alt 1A	Alt 1B	Alt 1C	Alt 2A
	56.6	56.4	56.6	56.6

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	Alt 1A	Alt 1B	Alt 1C	Alt 2A
1. Area in Nonurban Use	15	0	0	0	0
2. Perimeter in Nonurban Use	10	0	0	0	0
3. Percent Of Corridor Being Farmed	20	0	0	0	0
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	0	0	0	0
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	0	0	0	0
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	5	5	5	5

PART VII (To be completed by Federal Agency)	Alt 1A	Alt 1B	Alt 1C	Alt 2A
Relative Value Of Farmland (From Part V)	100	56.6	56.4	56.6
Total Corridor Assessment (From Part VI above or a local site assessment)	160	5	5	5
TOTAL POINTS (Total of above 2 lines)	260	61.6	61.4	61.6

1. Corridor Selected: Alt 3A	2. Total Acres of Farmlands to be Converted by Project: *5.74	3. Date Of Selection: 4/10/23	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:
Alt 3A is anticipated to be the preferred alternative because it meets the purpose and need for the project, contains all of the elements that the Palm Beach TPA envisions for the project, and does not result in any greater level of environmental impacts as compared to other alternatives. None of the alternatives have any impact to farmlands based on our assessment, therefore there were no concerns with any of the alternatives from a farmlands perspective.

Signature of Person Completing this Part: *Dara Jarvis* DATE **6/14/23**

NOTE: Complete a form for each segment with more than one Alternate Corridor

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 4/10/23	4. Sheet 2 of 2
1. Name of Project Atlantic Ave from FL's Turnpike to Jog Road		5. Federal Agency Involved FDOT District 4	
2. Type of Project Project Development & Environmental Study		6. County and State Palm Beach Co, FL and LWDD local agencies	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 5/4/23	2. Person Completing Form Isabelle Giuliani
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 2,443	Average Farm Size 147
5. Major Crop(s) sugar cane	6. Farmable Land in Government Jurisdiction Acres: 803,495 % 63.60	7. Amount of Farmland As Defined in FPPA Acres: 71,394 % 0.05	
8. Name Of Land Evaluation System Used none	9. Name of Local Site Assessment System soil potential rating	10. Date Land Evaluation Returned by NRCS 6/13/23	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Alt 2B	Alt 2C	Alt 3	Alt 3A
A. Total Acres To Be Converted Directly	*5.32	*6.36	*6.75	*5.74
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	0	0
C. Total Acres In Corridor	46.76	47.97	48.63	46.86

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	5.3	6.4	6.7	5.7
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.00066	0.000797	0.000834	0.000709
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	49.5	49.5	49.5	49.5

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
	56.5	56.5	56.5	56.5

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	0	0	0	0
2. Perimeter in Nonurban Use	10	0	0	0	0
3. Percent Of Corridor Being Farmed	20	0	0	0	0
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Size of Present Farm Unit Compared To Average	10	0	0	0	0
6. Creation Of Nonfarmable Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	5	0	0	0	0
8. On-Farm Investments	20	0	0	0	0
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	5	5	5	5
TOTAL CORRIDOR ASSESSMENT POINTS	160	5	5	5	5

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	56.5	56.5	56.5	56.5
Total Corridor Assessment (From Part VI above or a local site assessment)	160	5	5	5	5
TOTAL POINTS (Total of above 2 lines)	260	61.5	61.5	61.5	61.5

1. Corridor Selected: Alt 3A	2. Total Acres of Farmlands to be Converted by Project: *5.74	3. Date Of Selection: 4/10/23	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	---	---	---

5. Reason For Selection:
Alt 3A is anticipated to be the preferred alternative because it meets the purpose and need for the project, contains all of the elements that the Palm Beach TPA envisions for the project, and does not result in any greater level of environmental impacts as compared to other alternatives. None of the alternatives have any impact to farmlands based on our assessment, therefore there were no concerns with any of the alternatives from a farmlands perspective.

Signature of Person Completing this Part: Dara Jarvis DATE **6/14/23**

NOTE: Complete a form for each segment with more than one Alternate Corridor

* Atlantic Ave is located within the Miami Urban Area (see Urban Area and Farmlands Map) therefore much of the corridor has been developed (see Land Use Map). The acres in Part III (A) represent proposed right-of-way that falls within the farmland layer; however, all of the impacts are within developed areas - see table below for breakdown of land use type.

Note: All 2140 codes in the table below (Land Use within Farmland Impact Areas Table) are no longer classified as 2140 due to commercial development (code: 1400). Please refer to Land Use Map for location.

Land Use within Farmland Impact Area Table

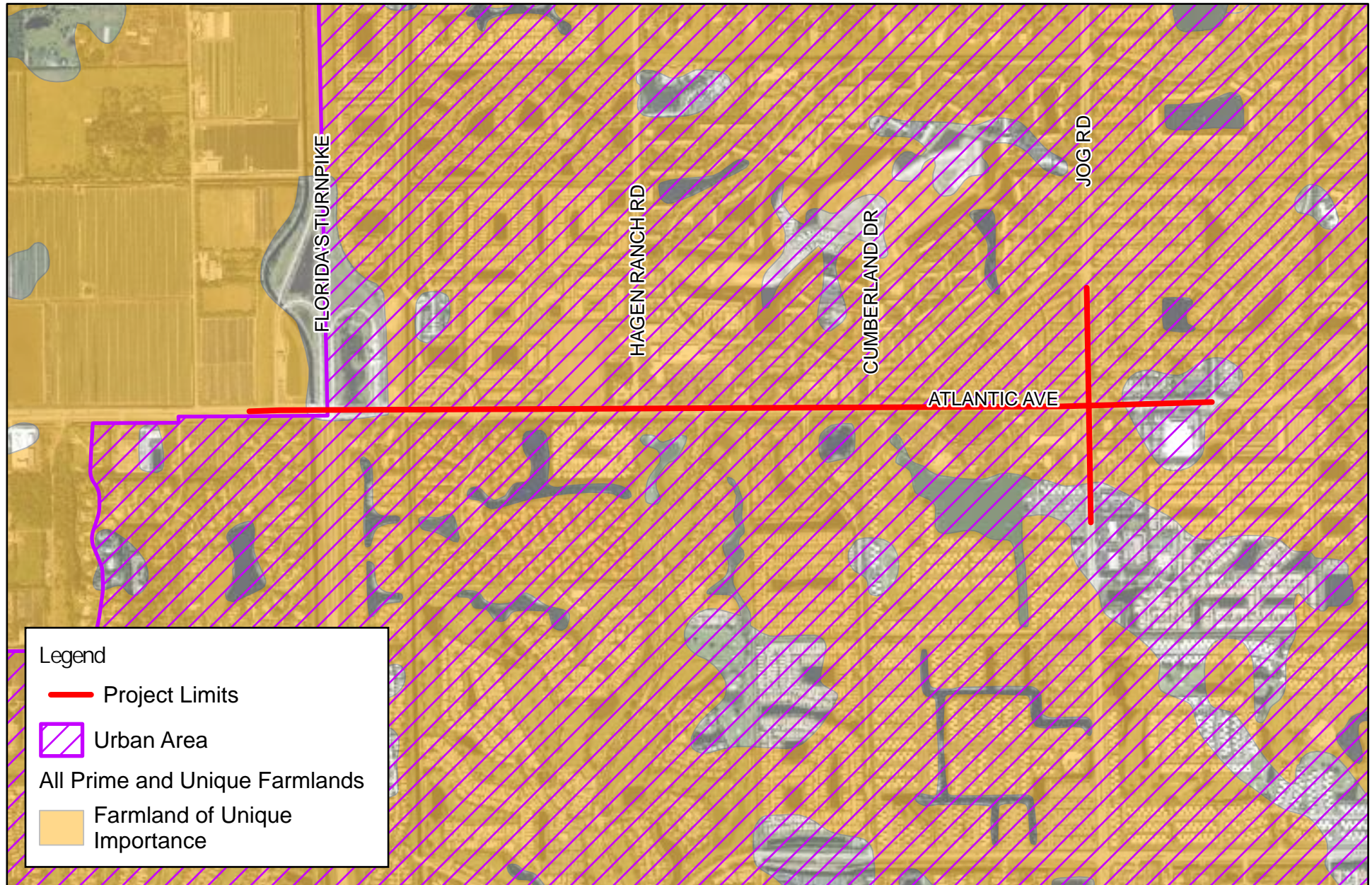
Alt 1A				Alt 1B				Alt 1C			
Generalized (Level 1) Description	Level 3 Code	Level 3 Description	Acres	Generalized (Level 1) Description	Level 3 Code	Level 3 Description	Acres	Generalized (Level 1) Description	Level 3 Code	Level 3 Description	Acres
AGRICULTURE	2140	ROW CROPS	0.30	AGRICULTURE	2140	ROW CROPS	0.30	AGRICULTURE	2140	ROW CROPS	0.30
TRANSPORTATION, COMMUNICATION AND UTILITIES	8140	ROADS AND HIGHWAYS	2.78	TRANSPORTATION, COMMUNICATION AND UTILITIES	8140	ROADS AND HIGHWAYS	2.90	TRANSPORTATION, COMMUNICATION AND UTILITIES	8140	ROADS AND HIGHWAYS	2.73
URBAN AND BUILT-UP	1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	0.03	URBAN AND BUILT-UP	1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	0.14	URBAN AND BUILT-UP	1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	0.03
URBAN AND BUILT-UP	1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)	0.14	URBAN AND BUILT-UP	1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)	0.14	URBAN AND BUILT-UP	1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)	0.14
URBAN AND BUILT-UP	1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)	0.79	URBAN AND BUILT-UP	1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)	0.34	URBAN AND BUILT-UP	1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)	0.34
URBAN AND BUILT-UP	1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	0.30	URBAN AND BUILT-UP	1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	0.30	URBAN AND BUILT-UP	1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	0.30
URBAN AND BUILT-UP	1400	COMMERCIAL AND SERVICES	1.07	URBAN AND BUILT-UP	1400	COMMERCIAL AND SERVICES	1.41	URBAN AND BUILT-UP	1400	COMMERCIAL AND SERVICES	0.88
URBAN AND BUILT-UP	1410	RETAIL SALES AND SERVICES	0.37	URBAN AND BUILT-UP	1410	RETAIL SALES AND SERVICES	0.66	URBAN AND BUILT-UP	1410	RETAIL SALES AND SERVICES	0.40
URBAN AND BUILT-UP	1700	INSTITUTIONAL	0.16	URBAN AND BUILT-UP	1700	INSTITUTIONAL	0.16	URBAN AND BUILT-UP	1700	INSTITUTIONAL	0.16
URBAN AND BUILT-UP	1820	GOLF COURSES	0.36	URBAN AND BUILT-UP	1820	GOLF COURSES	0.28	URBAN AND BUILT-UP	1820	GOLF COURSES	0.28
URBAN AND BUILT-UP	1850	PARKS AND ZOOS	0.05	URBAN AND BUILT-UP	1850	PARKS AND ZOOS	0.05	URBAN AND BUILT-UP	1850	PARKS AND ZOOS	0.05
WATER	5120	CHANNELIZED WATERWAYS - CANALS	0.02	WATER	5120	CHANNELIZED WATERWAYS - CANALS	0.02	WATER	5120	CHANNELIZED WATERWAYS - CANALS	0.02
			6.36				6.70				5.63

Land Use within Farmland Impact Area Table

Alt 2A				Alt 2B				Alt 2C			
Generalized (Level 1) Description	Level 3 Code	Level 3 Description	Acres	Generalized (Level 1) Description	Level 3 Code	Level 3 Description	Acres	Generalized (Level 1) Description	Level 3 Code	Level 3 Description	Acres
<i>AGRICULTURE</i>	<i>2140</i>	<i>ROW CROPS</i>	<i>0.23</i>	<i>AGRICULTURE</i>	<i>2140</i>	<i>ROW CROPS</i>	<i>0.23</i>	<i>AGRICULTURE</i>	<i>2140</i>	<i>ROW CROPS</i>	<i>0.23</i>
TRANSPORTATION, COMMUNICATION AND UTILITIES	8140	ROADS AND HIGHWAYS	3.11	TRANSPORTATION, COMMUNICATION AND UTILITIES	8140	ROADS AND HIGHWAYS	3.11	TRANSPORTATION, COMMUNICATION AND UTILITIES	8140	ROADS AND HIGHWAYS	3.29
URBAN AND BUILT-UP	1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	0.03	URBAN AND BUILT-UP	1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	0.03	URBAN AND BUILT-UP	1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	0.12
URBAN AND BUILT-UP	1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)	0.09	URBAN AND BUILT-UP	1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)	0.09	URBAN AND BUILT-UP	1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)	0.09
URBAN AND BUILT-UP	1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)	0.66	URBAN AND BUILT-UP	1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)	0.23	URBAN AND BUILT-UP	1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)	0.22
URBAN AND BUILT-UP	1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	0.02	URBAN AND BUILT-UP	1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	0.02	URBAN AND BUILT-UP	1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	0.02
URBAN AND BUILT-UP	1400	COMMERCIAL AND SERVICES	1.00	URBAN AND BUILT-UP	1400	COMMERCIAL AND SERVICES	0.77	URBAN AND BUILT-UP	1400	COMMERCIAL AND SERVICES	1.29
URBAN AND BUILT-UP	1410	RETAIL SALES AND SERVICES	0.39	URBAN AND BUILT-UP	1410	RETAIL SALES AND SERVICES	0.39	URBAN AND BUILT-UP	1410	RETAIL SALES AND SERVICES	0.65
URBAN AND BUILT-UP	1820	GOLF COURSES	0.47	URBAN AND BUILT-UP	1820	GOLF COURSES	0.39	URBAN AND BUILT-UP	1820	GOLF COURSES	0.39
URBAN AND BUILT-UP	1850	PARKS AND ZOOS	0.03	URBAN AND BUILT-UP	1850	PARKS AND ZOOS	0.03	URBAN AND BUILT-UP	1850	PARKS AND ZOOS	0.03
WATER	5120	CHANNELIZED WATERWAYS - CANALS	0.02	WATER	5120	CHANNELIZED WATERWAYS - CANALS	0.02	WATER	5120	CHANNELIZED WATERWAYS - CANALS	0.02
			6.05				5.32				6.36

Land Use within Farmland Impact Area Table

Alt 3				Alt 3A			
Generalized (Level 1) Description	Level 3 Code	Level 3 Description	Acres	Generalized (Level 1) Description	Level 3 Code	Level 3 Description	Acres
AGRICULTURE	2140	ROW CROPS	0.30	AGRICULTURE	2140	ROW CROPS	0.18
TRANSPORTATION, COMMUNICATION AND UTILITIES	8140	ROADS AND HIGHWAYS	2.95	TRANSPORTATION, COMMUNICATION AND UTILITIES	8140	ROADS AND HIGHWAYS	2.59
URBAN AND BUILT-UP	1110	FIXED SINGLE FAMILY UNITS (LESS THAN TWO DWELLING UNITS PER ACRE)	0.11	URBAN AND BUILT-UP	1110	FIXED SINGLE FAMILY UNITS (LESS THAN TWO DWELLING UNITS PER ACRE)	0.11
URBAN AND BUILT-UP	1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	0.04	URBAN AND BUILT-UP	1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	0.04
URBAN AND BUILT-UP	1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)	0.14	URBAN AND BUILT-UP	1290	RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)	0.11
URBAN AND BUILT-UP	1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)	0.34	URBAN AND BUILT-UP	1330	MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)	0.32
URBAN AND BUILT-UP	1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	0.30	URBAN AND BUILT-UP	1390	RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	0.30
URBAN AND BUILT-UP	1400	COMMERCIAL AND SERVICES	1.40	URBAN AND BUILT-UP	1400	COMMERCIAL AND SERVICES	1.20
URBAN AND BUILT-UP	1410	RETAIL SALES AND SERVICES	0.65	URBAN AND BUILT-UP	1410	RETAIL SALES AND SERVICES	0.57
URBAN AND BUILT-UP	1700	INSTITUTIONAL	0.17	URBAN AND BUILT-UP	1700	INSTITUTIONAL	0.07
URBAN AND BUILT-UP	1820	GOLF COURSES	0.28	URBAN AND BUILT-UP	1820	GOLF COURSES	0.21
URBAN AND BUILT-UP	1850	PARKS AND ZOOS	0.05	URBAN AND BUILT-UP	1850	PARKS AND ZOOS	0.01
WATER	5120	CHANNELIZED WATERWAYS - CANALS	0.02	WATER	5120	CHANNELIZED WATERWAYS - CANALS	0.02
			6.75				5.74



Legend

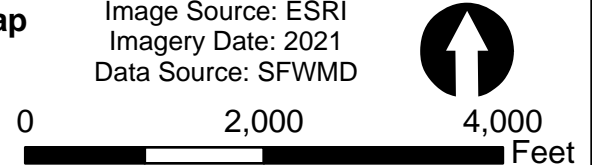
- Project Limits
- Urban Area
- All Prime and Unique Farmlands
- Farmland of Unique Importance

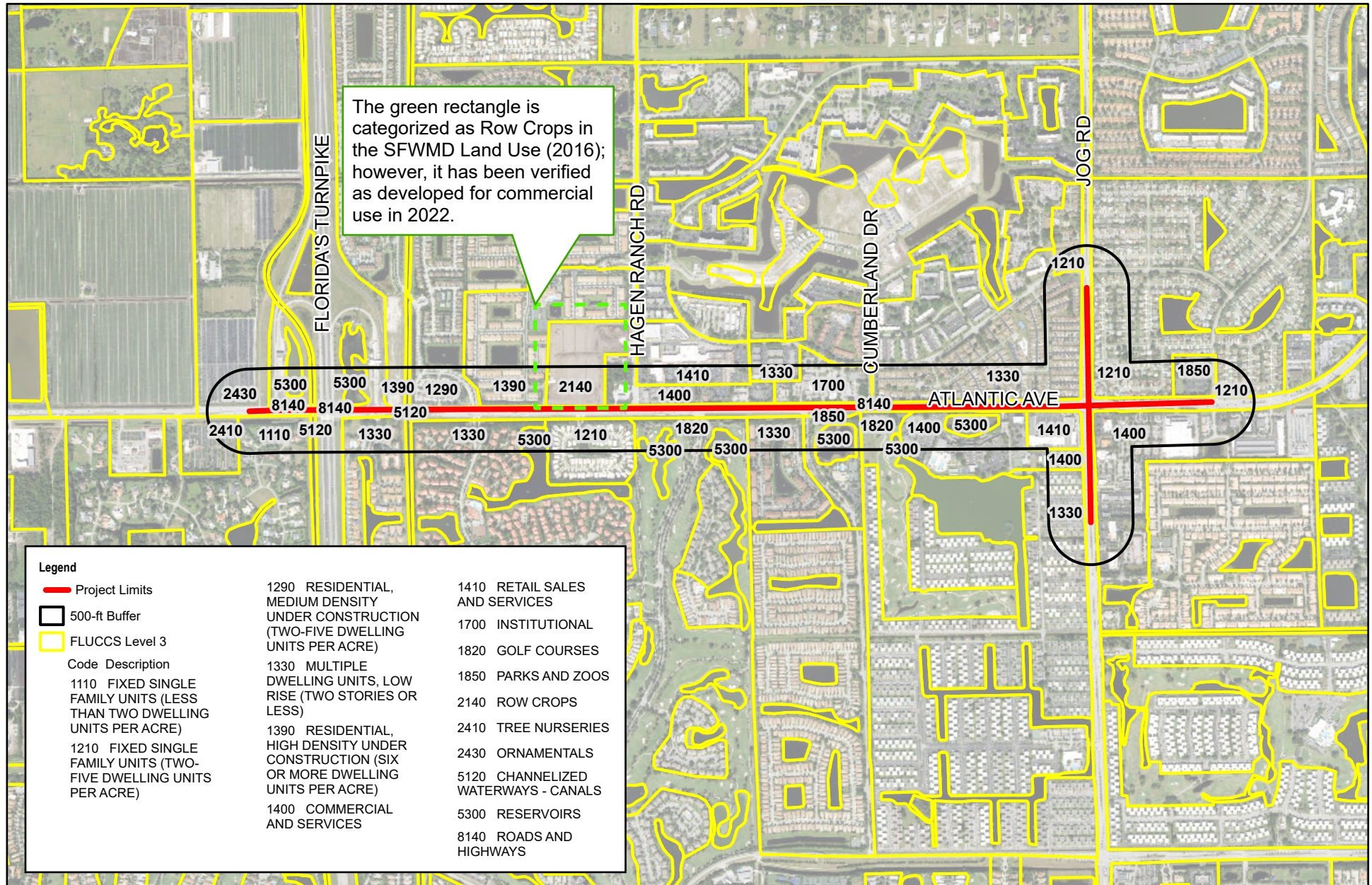


Urban Area and All Prime and Unique Farmlands Map

Atlantic Avenue (SR 806) from Florida's Turnpike
(MP 1.748) to Jog Road (MP 3.560)
FPID No. 440575-3-22-02
Palm Beach County

Image Source: ESRI
Imagery Date: 2021
Data Source: SFWMD





Legend		
	Project Limits	
	500-ft Buffer	
	FLUCCS Level 3	
Code	Description	
1110	FIXED SINGLE FAMILY UNITS (LESS THAN TWO DWELLING UNITS PER ACRE)	1290 RESIDENTIAL, MEDIUM DENSITY UNDER CONSTRUCTION (TWO-FIVE DWELLING UNITS PER ACRE)
1210	FIXED SINGLE FAMILY UNITS (TWO-FIVE DWELLING UNITS PER ACRE)	1330 MULTIPLE DWELLING UNITS, LOW RISE (TWO STORIES OR LESS)
1400	COMMERCIAL AND SERVICES	1390 RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)
		1410 RETAIL SALES AND SERVICES
		1700 INSTITUTIONAL
		1820 GOLF COURSES
		1850 PARKS AND ZOOS
		2140 ROW CROPS
		2410 TREE NURSERIES
		2430 ORNAMENTALS
		5120 CHANNELIZED WATERWAYS - CANALS
		5300 RESERVOIRS
		8140 ROADS AND HIGHWAYS

Land Use Map

Atlantic Avenue (SR 806) from Florida's Turnpike (MP 1.748) to Jog Road (MP 3.560)
 FPID No. 440575-3-22-02
 Palm Beach County

Image Source: ESRI
 Imagery Date: 2021
 Data Source: SFWMD



Natural Resources Appendix

Contents:

Species Concurrence Letter

Sole Source Aquifer Coordination Letter

DRAFT

From: [Turner, Jonathan](#)
To: [Kelley, Lynn](#); [Betancourt, Angel](#)
Cc: [Broadwell, Ann L](#); [Le, Thuc H.](#); [John Scarlatos](#); [McDaniel, Michael](#)
Subject: RE: ERC request for FM 440575-3
Date: Monday, August 29, 2022 3:38:28 PM

Lynn,

This NRE only had a MANLAA for the Eastern Indigo Snake and that was determined with the Effect Determination Key. As such, no review by OEM is needed, nor does it need to be sent to the Service. Thanks!

Jon

Jonathan Turner
Environmental Permits Specialist /
Project Delivery Coordinator
Florida Department of Transportation
Office of Environmental Management
PH: 850-414-5259
Microsoft Teams: [Call](#) | [Chat](#)
Jonathan.Turner@dot.state.fl.us

From: Kelley, Lynn <Lynn.Kelley@dot.state.fl.us>
Sent: Friday, August 26, 2022 10:37 AM
To: Betancourt, Angel <angel.betancourt@dot.state.fl.us>
Cc: Broadwell, Ann L <Ann.Broadwell@dot.state.fl.us>; Le, Thuc H. <Thuc.Le@dot.state.fl.us>; John Scarlatos <jscarlatos@scalarinc.net>; Turner, Jonathan <Jonathan.Turner@dot.state.fl.us>; McDaniel, Michael <Michael.McDaniel@dot.state.fl.us>
Subject: ERC request for FM 440575-3

[S:\Transportation Development\PLEM\Temp files\440575-3 Atlantic Avenue PD&E Study - NRE.pdf](#)

Please upload the document at the link for 30-day ERC review.

FDOT PM: Thuc Le
Consultant PM: John Scarlatos jscarlatos@scalarinc.net
Include me so I can see any comments

Reviewers:

Jonathan Turner, Jonathan.turner@dot.state.fl.us
Michael McDaniel, Michael.mcdaniel@dot.state.fl.us

Comments due Monday, Oct. 3
Responses due Monday Oct. 10

Lynn Kelley

Senior Environmental Specialist

FDOT D4 PLEMO

(954) 777-4334

DRAFT



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

June 14, 2023

Via Electronic Mail
(Rafi.Khurram@epa.gov)

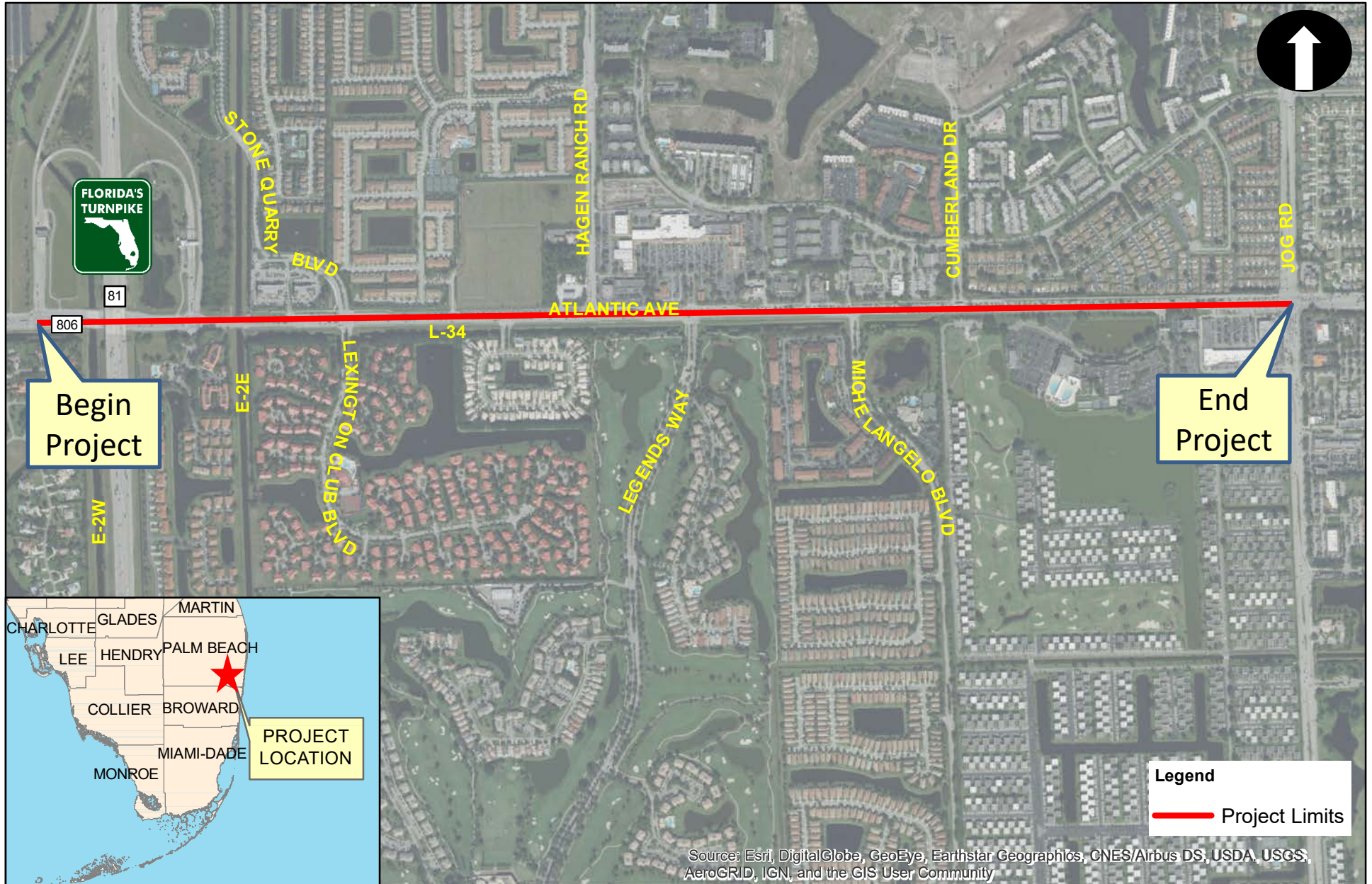
Khurram Rafi
United States Environmental Protection Agency
Region 4, Atlanta, Georgia
Safe Drinking Water Branch
(404) 562-9283

Subject: Request for Sole Source Aquifer Review/Concurrence
Atlantic Avenue Project Development and Environment (PD&E) Study
From Turnpike to Jog Road
County: Palm Beach
Financial Project Identification Number: 440575-3-22-02
ETDM Number: 14423
Federal ID No: TBD

Dear Khurram Rafi:

On behalf of the Florida Department of Transportation (FDOT), District 4, a Sole Source Aquifer Review/Concurrence Letter is respectfully requested for the Atlantic Avenue (S.R. 806) Project Development and Environment (PD&E) Study from Turnpike to Jog Road, located within Palm Beach County (see **Figure 1**). The study objective is to address capacity needs to meet the existing and future travel demand (widen from 4 to 6 lanes) and to improve the local and regional network, while providing enhanced safety for vehicles, bicyclists, and pedestrians. The project will involve widening the two bridges (ID: 930440 and 930437) over the E-2W Canal to provide 10-ft wide sidewalks on both sides. Currently, the sidewalks are six-feet wide. The bridge over the E-2E Canal (ID: 930032) is also proposed to be widened to accommodate the additional through lanes, buffered bicycle lanes, and proposed 10-ft wide sidewalks. To accommodate the proposed widening of Atlantic Avenue, additional right-of-way will be needed from the Lake Worth Drainage District's L-34 Canal which parallels Atlantic Avenue on the south side. The L-34 Canal is proposed to be realigned to meet LWDD right-of-way and maintenance berm requirements.

All necessary precautions and Best Management Practice (BMP's) pertaining to construction will be followed to prevent adverse impacts to the underlying sole source aquifer (Biscayne Aquifer).

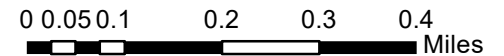


Project Location Map

FPID No.440575-3-22-02

SR-806/Atlantic Avenue PD&E Study
From Turnpike to Jog Road
Palm Beach County

Data Source:ESRI
Imagery Date:2019



Alternatives

As part of the Project Development and Environment (PD&E) Study, two alternatives are being considered which included: A 'Build' alternative that includes widening Atlantic Avenue from four to six lanes with buffered bicycle lanes and expanded sidewalks and a 'No-Build' alternative. Based on this study, the 'No-Build' alternative has no changes to runoff to surface waters. The preferred alternative includes widening of the existing bridges over the LWDD E-2W and E-2E Canals. The proposed project has a direct impact from bridge construction resulting in more piles into the canal bottom for bridge support. The new piles are anticipated to be at the same depth as the existing piles, resulting in no new impacts.

Stormwater Management

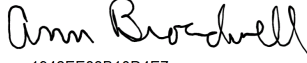
The design and construction criteria for the proposed transportation improvements will adhere to the standards stipulated by Florida Department of Transportation (FDOT) as the recommended standard practices. Due to the alignment of the proposed transportation improvements, linear constraints, and limited right-of-way (ROW), the selection of a suitable stormwater facility was predicated upon linear constraints (available ROW), topography, local geology, and local criteria. The proposed stormwater management facility will adhere to the required stormwater treatment and attenuation guidelines set forth by the corresponding agencies, SFWMD, LWDD and FDOT. In addition, the practical stormwater management approach is to uphold the applicable published regulations, permits, design manuals, and design standards of the agencies outlined in the preceding paragraphs.

Based on the existing site conditions, the principal method used to satisfy the surface water management criteria for stormwater attenuation and pollution abatement is to provide compensatory treatment by connecting as much of the roadway to two systems, Atlantic Commons and Villaggio Isles as practical. These two systems were required by permit to provide treatment and attenuation for portions of Atlantic Avenue, resulting in more available treatment than what this project requires. The proposed drainage design will use catch basins to route stormwater runoff generated by the roadway to these two systems. The remaining runoff will be directed to the LWDD L-34 Canal and to the L-34 Canal ponds east of Jog Road, matching existing conditions. The proposed surface water system is located within the existing ROW and will be utilized as a method for conveyance, storage, attenuation, and pollution abatement.

The surface water management system is designed to prevent violation of the FDOT and regulatory agency freeboard criteria and encroachment of the water surface elevation above the edge of pavement and the permitted regulatory criteria.

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer. In accordance with the Sole Source Aquifer Program, authorized by Section 1424(e) of the Safe Drinking Water Act of 1974, the FDOT is requesting the US Environmental Protection Agency's (EPA) concurrence that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project. Enclosed is the EPA Sole Source Aquifer Checklist to assist with your review per the requirements of our PD&E process. Please call me at 954-777-4325 if you have any questions.

Sincerely,

DocuSigned by:

1942EE83B10D4E7...

Ann Broadwell
Environmental Manager
FDOT- District 4

cc: Aniruddha Gotmare, P.E., Scalar Consulting Group Inc.

DRAFT

Sole Source Aquifer Checklist

PROJECT NAME: Atlantic Avenue PD&E Study

NAME OF SOLE SOURCE AQUIFER OR SOURCE AREA: Biscayne Aquifer

- 1. Location of project:** Florida's Turnpike to east of Jog Road (refer to attachments for location map).
- 2. Project description.**

The project involves widening a 1.8 mile segment of Atlantic Avenue from an existing four-lane roadway with partial designated bicycle lanes to a six-lane roadway with buffered bicycle lanes.
- 3. Is there any increase of impervious surface? If so, what is the area?**

Yes; 6.44 acres.
- 4. Describe how storm water is currently treated on the site?**

Treatment and attenuation are currently provided in exfiltration trenches, roadside swales, and dry detention ponds.
- 5. How will storm water be treated on this site during construction and after the project is complete?**

Stormwater will be treated in two ponds permitted under Villaggio Isles (Permit No. 50-07775-P) and Atlantic Commons (Permit No. 50-08178-P). These two ponds are permitted for a total of 10.44 acres of impervious area from the Atlantic Avenue right-of-way which will more than offset the proposed new impervious area of 6.44 acres or any potential destruction of existing small water quality elements in the project corridor.
- 6. Are there any underground storage tanks present or to be installed? Include details of such tanks.**

Yes, there are existing tanks. No new tanks are proposed to be installed. Supporting documentation is attached detailing the existing tanks.
- 7. Will there be any liquid or solid waste generated? If so how will it be disposed of?**

No liquid or solid waste will be generated.
- 8. What is the depth of excavation?**

Canal L-34 on the south side of the project will extend to a depth of approximately 10 feet.
- 9. Are there any wells in the area that may provide direct routes for contaminants to access the aquifer and how close are they to the project?**

There are 21 wells within 500 feet of the project corridor. Information from the SFWMD ePermitting website was used to summarize the wells found in Table 1:

Table-1

Well ID	SFWMD Permit No.	Water Use Classification	Source
1	50-04400-W	Landscape irrigation	Surficial aquifer system
Well 1	50-05544-W	Landscape irrigation	Surficial aquifer system
Well 2			
Well 3			
Well 4			
Well 5			
Well 6			
Well 1	50-05874-W	Landscape	Surficial aquifer system
WELL	50-03957-W	Landscape irrigation	Surficial aquifer system
Well 4	50-09917-W	Landscape irrigation	Surficial aquifer system
Well 5			
Well 7			
Well 1	50-08052-W	Landscape	Surficial aquifer system
1	50-05053-W	Landscape	Surficial aquifer system
Well 1	50-06724-W	Landscape	Surficial aquifer system
1	50-05668-W	Landscape	Surficial aquifer system
2			
Well 1	50-09196-W	Landscape	Surficial aquifer system
12	50-4462-W	Landscape irrigation	Surficial aquifer system
Well 1	50-06474-W	Landscape	Surficial aquifer system
1	50-06428-W	Landscape	Surficial aquifer system

10. Are there any hazardous waste sites in the project area....especially if the waste site has an underground plume with monitoring wells that may be disturbed? Include details.

Yes, there are hazardous waste sites in the project area. However, none contain underground plumes. Details are included in the supporting documents section.

11. Are there any deep pilings that may provide access to the aquifer?

Proposed bridge piles are approximately 50 - 70 feet, however the exact extent of the impact is unknown. According to best available data from the United States Geological Survey (USGS), the Biscayne aquifer extends from the land's surface to a depth of 50 feet in south eastern Miami-Dade County, deepening to 120 feet in south east Palm Beach County. Per coordination with SFWMD, it was suggested that the Fort Thompson Formation (limestone) be the depth of concern for construction penetration. SPT borings were recommended to be completed to determine if it is present and at what depth within the project corridor. During final design, detailed geotechnical surveys including SPT borings will be conducted.

12. Are Best Management Practices planned to address any possible risks or concerns?

The contractor will follow FDOT approved Best Management Practices.

13. Is there any other information that could be helpful in determining if this project may have an affect on the aquifer?

No, the proposed work is not expected to affect the aquifer based on our contamination screening evaluation report.

14. Does this Project include any improvements that may be beneficial to the aquifer, such as improvements to the wastewater treatment plan?

No, this is a roadway project with the intent to increase the net water quality benefit to the region.

The EPA Sole Source Aquifer Program may request additional information if impacts to the aquifer are questionable after this information is submitted for review.

Supporting Documentation
Underground Storage Tanks – Excerpt from CSER

Site No.	Facility Name Facility Type Facility Address	Facility ID Dist. From R/W	Risk
Rating 5	Chevron 51345 7533 W. Atlantic Ave. Medium	8513851 FLD984208124 0 feet	UST, SQG

Located on the Northwest corner of Atlantic Avenue and Hagen Ranch Road, this site has been operational since 1981. Five tanks were installed at this location in 1981. The first registration for the site was December 18, 1984. The tanks included four (4) 10,000-gallon fuel tanks and one 1,000-gallon waste oil tank. There was one leaded gasoline tank, two unleaded gasoline tanks, and one diesel tank. A Discharge Notification Form (DNF) was submitted on May 5, 1989.

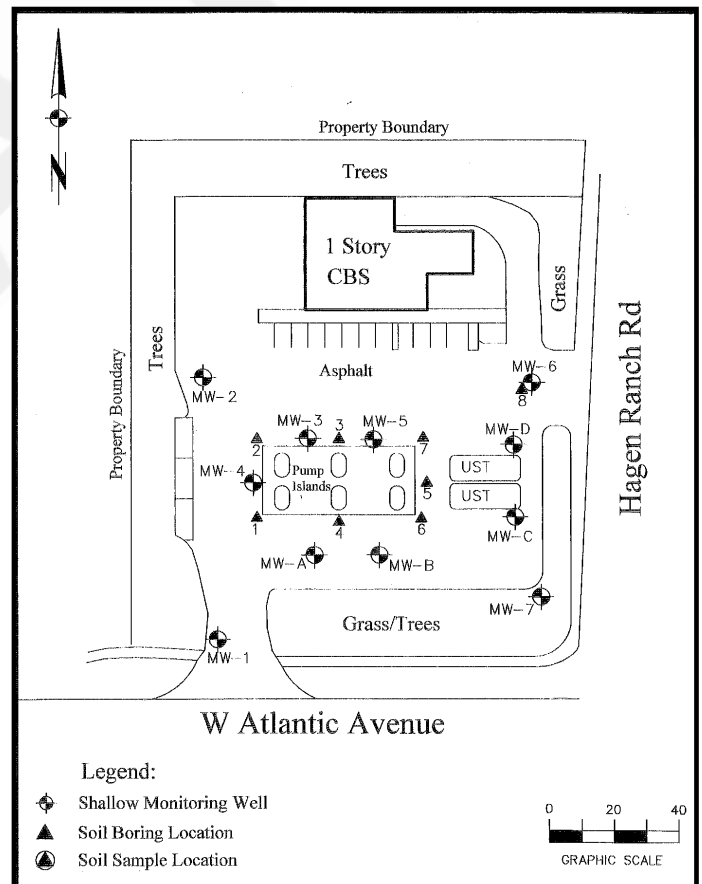
The application noted that an unknown quantity of an unknown type was lost at an undetermined time. The DNF was submitted because of an odor within one of the monitoring wells. The site received eligibility for cleanup under the Florida Pollution Liability Insurance and Restoration Program (FPLIRP) on February 26, 1990. The score for the site was determined to be 10 on October 12, 1990 (it was subsequently raised to 30 on June 19, 1992).

The facility was registered as a SQG on August 8, 1991 and listed ignitables, corrosives, and benzene as part of their waste stream.

Surface piping at the gas station was replaced on July 9, 1993. The five original tanks were replaced with two larger tanks on September 16, 1998. The replacement tanks were a single 20,000-gallon tank used for diesel and a 15,000-gallon tank containing unleaded gasoline.

No funding was available for cleanup as of June 29, 2000. The site was rescored as 30 on April 23, 2007.

Phot 1 - Site Map from TSAR/NFAP



A Discharge Report Form (DRF) was sent to FDEP and PBDERM on March 26, 2009 indicating that some petroleum contaminated soil was found in association with a cracked spill bucket for one of the tanks. A Closure Assessment Report was submitted on March 31, 2009 detailing the history of the site and the determination that the contamination found was from the 1989 incident. The March 2009 DRF was rescinded on June 10, 2009.

The site was rescored at 6 on December 12, 2012. No cleanup funding was available on January 3, 2013.

Current Regulatory Status

A Template Site Assessment Report (TSAR) was completed on November 14, 2016 to determine if any contamination could be found on the site from the 1989 DNF. Seven monitoring wells were installed for the assessment (**Photo 4 – Site Map from TSAR/NFAP**). No contaminated soil or groundwater was found during sampling. SCTL and GCTL were not exceeded for any samples. The recommendation of the TSAR was for no further action. The TSAR was approved December 13, 2016. All monitoring wells were abandoned by March 10, 2017. The Site Rehabilitation Completion Order (SRCO) was issued June 27, 2017. The last compliance inspection record available is July 24, 2018. At that time, the facility was found to be in compliance. Due to the proximity to the proposed alternatives and because there is potential for leaks or spills in the future, continued monitoring is required and a re-investigation prior to R/W acquisition and construction may be necessary to ensure that contamination incidents have not occurred. The site is Risk Rated as **Medium** because it is an operating retail gas station, located near the R/W.

The RCRA registration for the facility was changed on April 4, 2011 when a request for designation as a CESQG. The FDEP noted that the existing registration had been modified as “No Active Hazardous Waste Treatment, Storage, or Disposal Permit.” There has been no change since that date.

Site No.	Facility Name Facility Type Facility Address	Facility ID Dist. From R/W	Risk
Rating			
10a	7-Eleven Store #34974 (fka, Mobil Oil Corp)	8514449	UST
10b	7225 W. Atlantic Ave.	FLD984204677 0 feet	SQG Medium

Located on the East side of the Villages of Oriole Place, operations at this site began with the installation of five USTs on December 1, 1983. Tanks consisted of three 10,000-

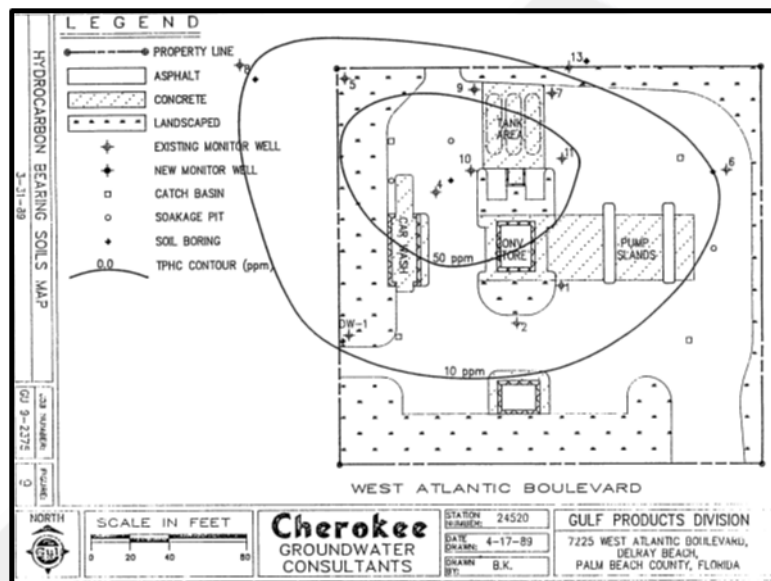
gallon fuel tanks, one 8,000-gallon diesel tank, and one 550-gallon tank for waste oil. A discharge of 800 gallons of diesel was reported on July 25, 1986 that was the result of a faulty sheer valve. An application for the Early Detection Incentive (EDI) program was submitted on July 25, 1986. The tanks installed in 1983 were replaced in May 31, 1988.

A Contamination Assessment Report (CAR) was submitted on August 30, 1988. Following agency Request for Additional Information (RAI) the final CAR was submitted July 28, 1989 and approved by Palm Beach County on October 16, 1989.

The CAR found groundwater at approximately 5-6 feet bls. There was no Free Product found in any of the monitoring wells.

Groundwater contaminants found were benzene and Total Volatile Organic Aromatics (VOA) above the target clean up limits in three monitoring wells. Six other wells were found to have no contaminant concentrations above target clean up limits. The constituents analyzed included: VOA, benzene, Methyl-tert-butyl Ether (MTBE), dissolved lead, ethylene dibromide (EDB), Volatile Organic Hydrocarbons (VOH), and Polycyclic Aromatic Hydrocarbon (PAH).

Based on boring samples, hydrocarbon contaminated soils amounted to approximately 7,300 cubic yards. Contaminated soils were measured by Organic Vapor Analyzer



(OVA). The Total Petroleum Hydrocarbon Content (TPHC) concentrations ranged from 10 ppm to 80 ppm (**Photo 5 - Hydrocarbon Bearing Soils Map**).

A Remedial Action Plan (RAP) was submitted on August 1, 1989. It was revised on August 18, 1989. The site was determined to be eligible

Photo 2 – Hydrocarbon Bearing Soils Map

for EDI reimbursement on November 20, 1989. Palm Beach County requested additional information prior to approval of the RAP on December 13, 1990. The RAI included a request for further testing, including additional contaminants. It also requested details concerning the calculation of 7,300 cubic yards of contaminated soil. The original remediation contractor was replaced.

The convenience store associated with the gas station was identified as a SQG on August 14, 1991 (**FLD984204677**). The waste stream was described as containing ignitables and benzene. The only compliance inspection document found was on April 7, 2011. At the

time the facility was inspected as a non-handler. The inspection found the facility in compliance.

A Groundwater Analytical report was submitted June 14, 1993. No petroleum contaminants were found above MDL for groundwater samples. Soil samples measured with an OVA-FID (Flame Ionization Detector) resulted in a finding of no contaminated soils. Previous sampling results documented in the 1988 CAR exceeding target clean up limits were never duplicated. A Request for No Further Action was submitted August 24, 1993. The No Further Action Proposal (NFAP) was approved November 11, 1993.

During the process of replacing three spill containment buckets, leakage was reported. Soil contamination was discovered during screening with an OVA. Laboratory analysis indicated that the measured contamination was above the SCTL leachability based on groundwater criteria. A DRF was submitted to FDEP on December 20, 2007. The spill amount was not quantified.

A proposal was submitted to PBDERM for the removal of existing tanks and an associated Site Assessment on February 11, 2008. The initial background investigation of the DRF discovered that a separate DRF had been submitted because of groundwater sampling of monitoring wells on October 21, 1997. The discharge had been found eligible for remediation under the Florida Petroleum Liability and Restoration Insurance Program (FPLRIP). The 2007 DRF was requested to be rescinded. The DRF rescission was approved April 28, 2008.

Three USTs were removed from the site on May 20, 2008. Excavation of the existing tank pit was expanded to accommodate four new tanks (two at 10,000 gallons and two at 8,000 gallons). The tank pit was lined with sheet piling on all four sides. The excavated soil was stored on site during the installation process. A total of 21,000 cubic feet of soil was removed. A total of 1,714 tons of Petroleum contaminated soil was transported offsite for disposal based on OVA readings from 10 ppm to over 250 ppm. The Source Removal Report (December 10, 2008) also recommended No Further Action because all contamination source material had been removed. The report was accepted by FDEP on December 16, 2008.

The property ownership was transferred from Mobil-Exxon to 7-Eleven on March 30, 2011. A Phase II Environmental Site Assessment for the real estate exchange was submitted to 7-Eleven on July 14, 2011. The report sampled soil and groundwater on the property. No analyzed samples contained petroleum constituents at levels greater than the SCTL and GCTL.

Current Regulatory Status: In a letter from the FDEP to Exxon Mobil, the SQG registration was classified as Closed as an outdated registration for Hazardous waste handling. It was part of a purge of records for Exxon Mobil.

The site was found eligible for state funded cleanup by FDEP on November 30, 2012. Soil sampling was performed for this effort on March 13, 2013. Monitoring wells were installed, and groundwater sampling was performed March 27, 2013. Laboratory Analysis of samples found no COC in soil or groundwater. The site was recommended for a SRCO. FDEP issued the SRCO on July 26, 2013. Petroleum facility compliance inspections from 2013 to present found some minor non-compliance items that did not affect operational issues.

The site is still operating as a retail gasoline station. The existing tank pit is lined with sheet pile walls on all vertical sides. No incidents have occurred since the source removal in 2008. The site was determined to have Contaminants of Concern (COC) below SCTL and GCTL in 2013 and no further releases have been determined from normal operational monitoring and compliance inspections. Due to proximity to the proposed alternatives and because there is potential for leaks or spills in the future, continued monitoring is required and a re-investigation prior to R/W acquisition and construction is necessary to ensure that contamination incidents have not occurred after the time of this investigation. The site is Risk Rated as **Medium** because it is an operating retail gas station, located near the R/W.

Supporting Documentation
Hazardous Waste Sites – Excerpt from CSER

DRAFT

Table-2: Potential Contamination Sites – Hazardous Waste (RCRA)

Facility Location Number	Facility Name	Facility Address	Facility ID	Facility Type	Discharge	Distance from Project	Other	Risk Rating
4b	United Agri Products	West of Hagen Ranch Road	FLR000072041	CESQG	No	At ROW N	Pesticides Fungicides Herbicides	No
5b	Atlantic Chevron	7533 West Atlantic Blvd.	FLD984208124	SQG/CESQG	No	At ROW N	Ignitables Corrosives Benzene	Med
7	Pet Super Market (fka, Walgreens #2202)	7431 West Atlantic Avenue	FLR000089672	SQG	No	354 ft. N	Silver (Photo Developing)	No
8a	SAV-ON Cleaners (fka, White Dove French Cleaners, Rite Price Cleaners)	7375 W. Atlantic Avenue	FLD982136731	SQG	No	At ROW N	N/A	Low

10b	7- Eleven #34974 (fka, Mobil Oil Corp)	7255 West Atlantic Avenue	FLD984204677	SQG	No	At ROW N	Ignitables Benzene	No
12a	Kings Point Cleaners	6576 W. Atlantic Avenue	FLD114137284	SQG	No	289 ft. S	N/A	Low
14	CVS Pharmacy #2966	6464 West Atlantic Avenue	FLR000183327	CESQG	No	At ROW	Ignitables Corrosives Cadmium Chromium Mercury Selenium Pharmaceuticals	No
15b	Fleur De Lis	15280 S. Jog Road	FLR000083139	CESQG	No	At ROW E	Ignitables	Low
18	Atlantic Cleaners	15210 Jog Road	FLR000084558	CESQG	No	At ROW E	N/A	Low

N/A – Not Available/Applicable; (CE)SQG – (Conditionally Exempt) Small Quantity Generator

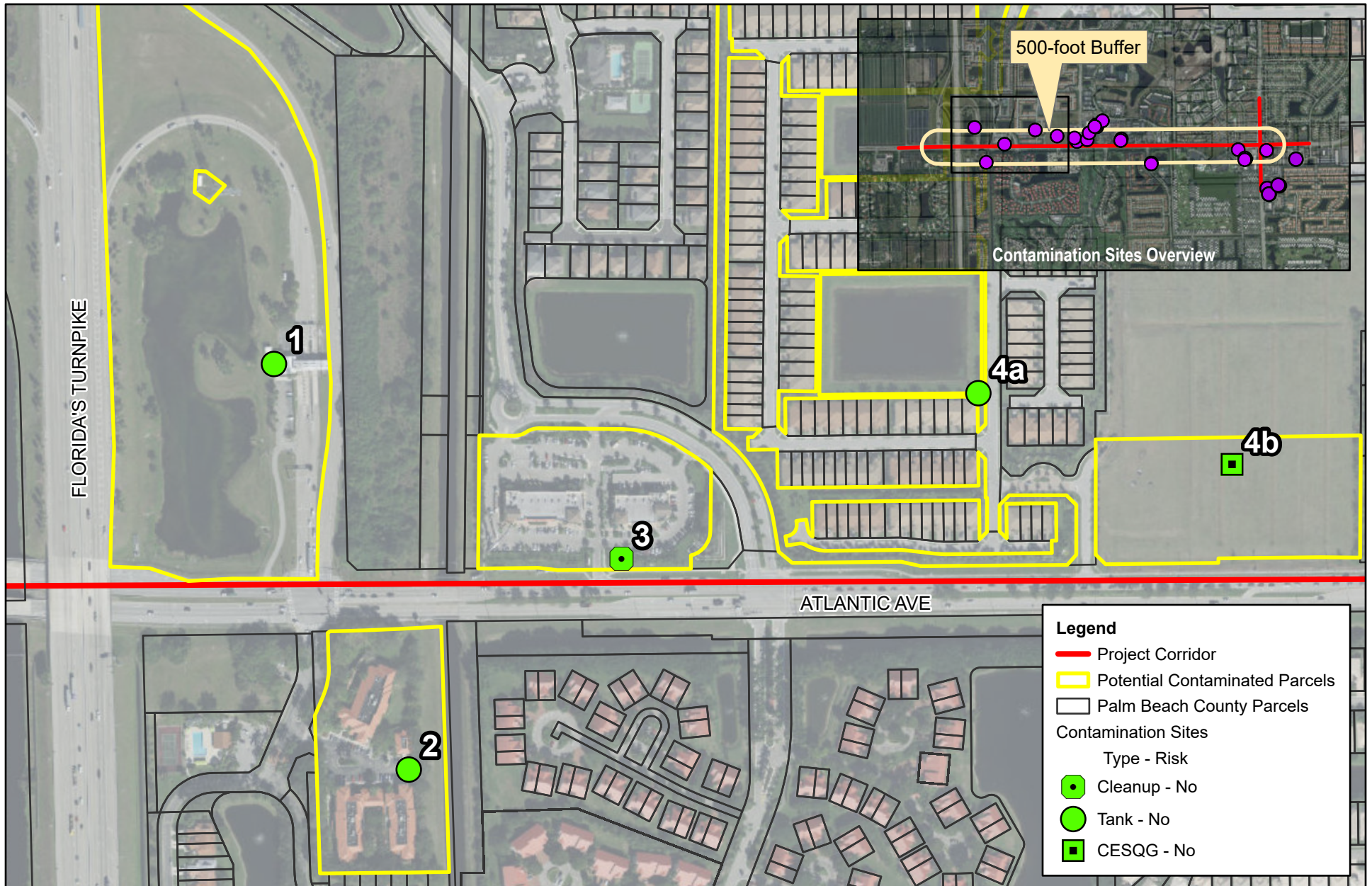
Physical Resources Appendix

Contents:

Potential Contamination Site Map

Noise Maps

DRAFT



Legend

- Project Corridor
- Potential Contaminated Parcels
- Palm Beach County Parcels

Contamination Sites

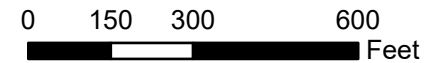
Type - Risk

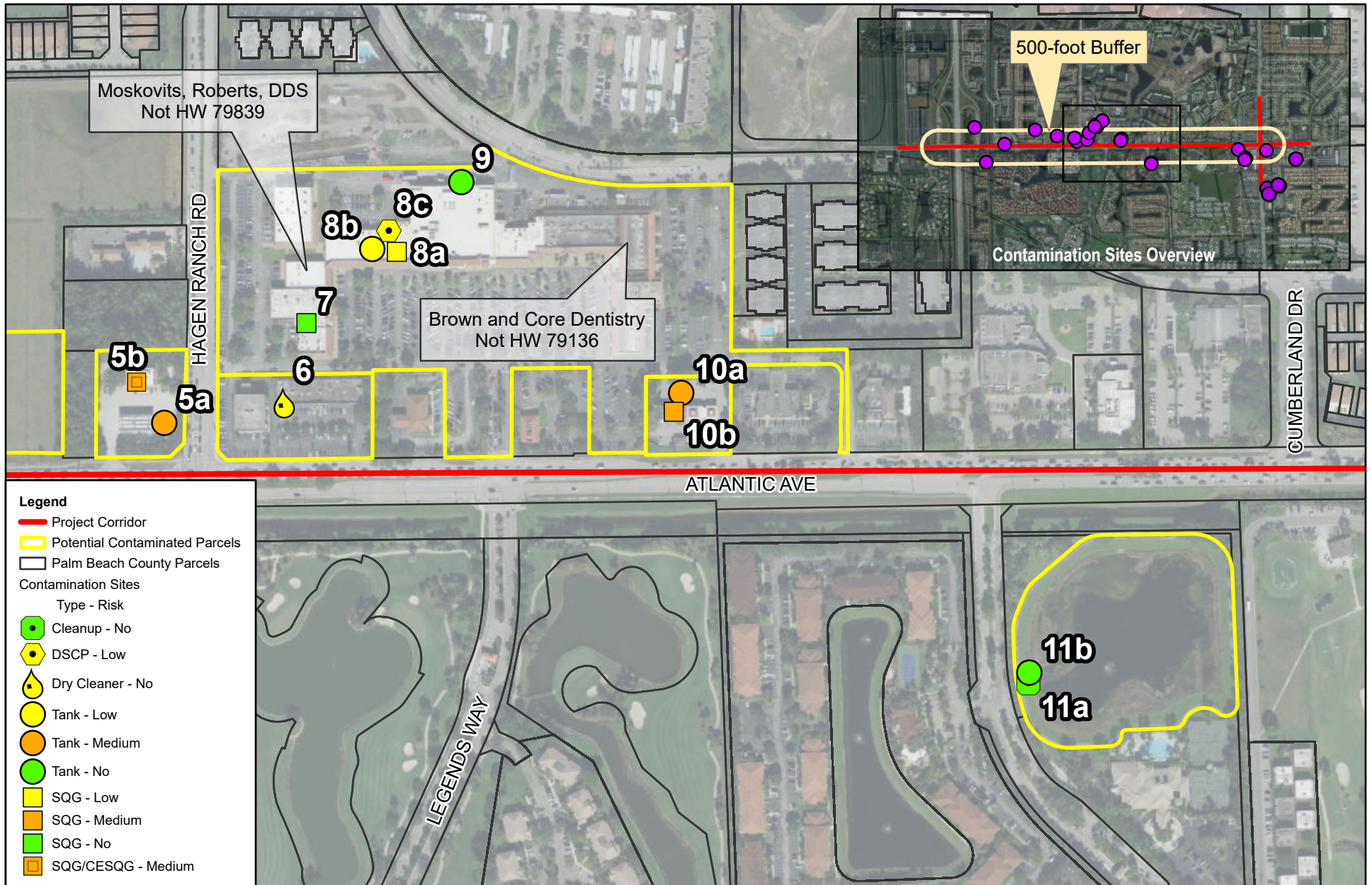
- Cleanup - No
- Tank - No
- CESQG - No

**Figure 4. Contamination Map
Sheet 1**

Atlantic Avenue (SR 806) from Florida's Turnpike
(MP 1.748) to Jog Road (MP 3.560)
FPID No. 440575-3-22-02
Palm Beach County

Image Source: ESRI
Image Date: 2019





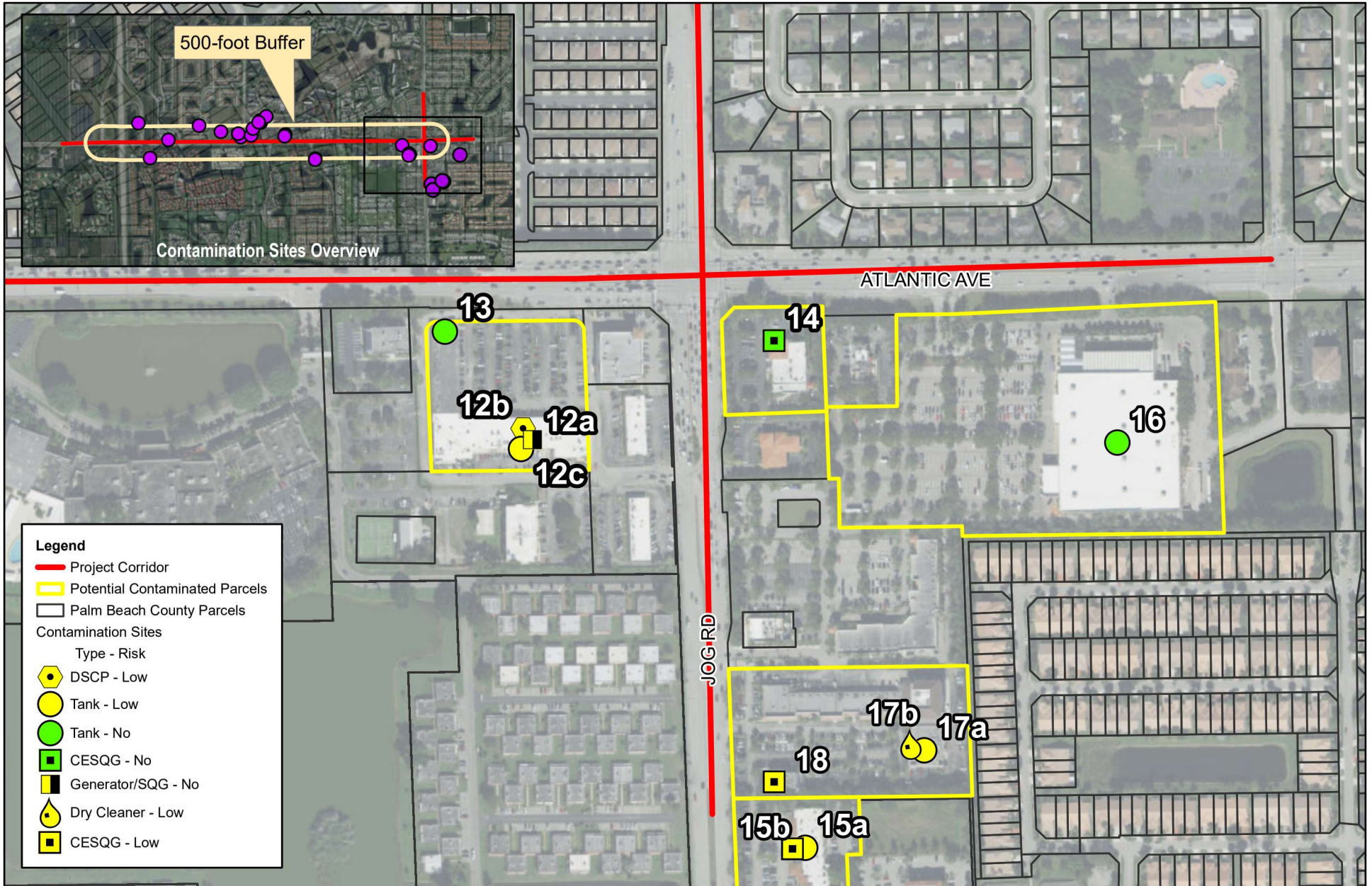
**Figure 4. Contamination Map
Sheet 2**

Atlantic Avenue (SR 806) from Florida's Turnpike
(MP 1.748) to Jog Road (MP 3.560)
FPID No. 440575-3-22-02
Palm Beach County

Image Source: ESRI
Image Date: 2019

0 150 300 600
Feet



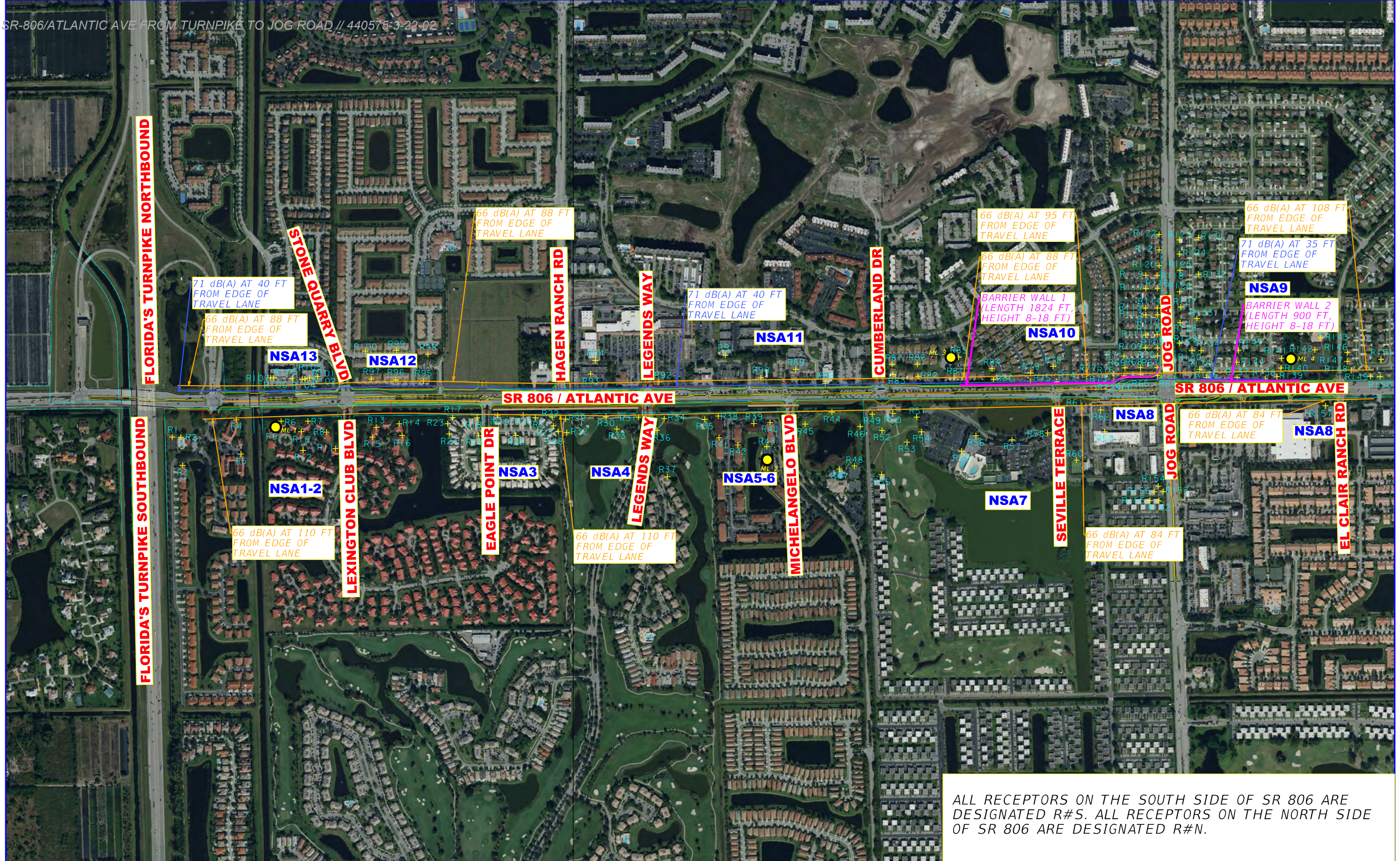


**Figure 4. Contamination Map
Sheet 3**

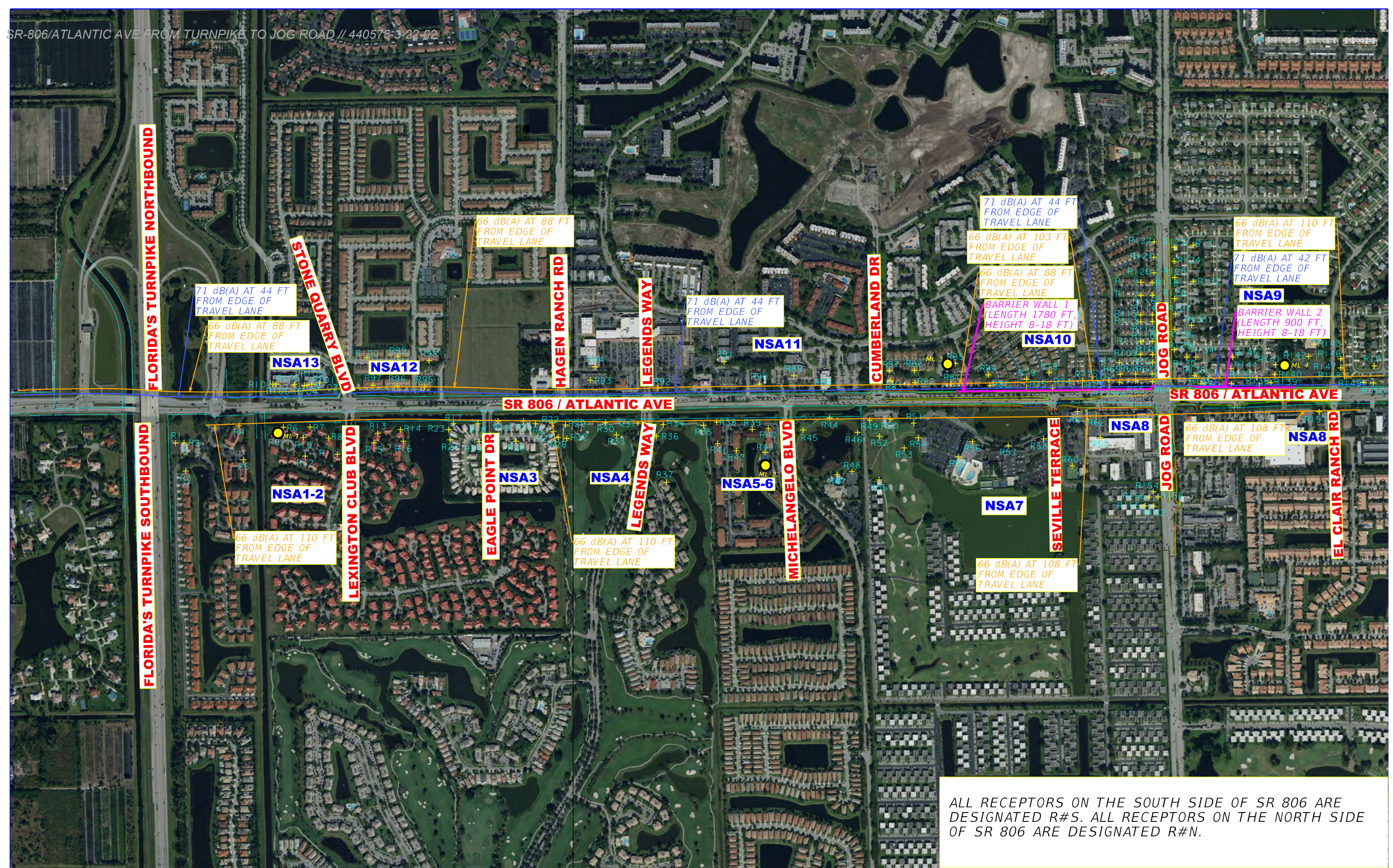
Atlantic Avenue (SR 806) from Florida's Turnpike
(MP 1.748) to Jog Road (MP 3.560)
FPID No. 440575-3-22-02
Palm Beach County

Image Source: ESRI
Image Date: 2019





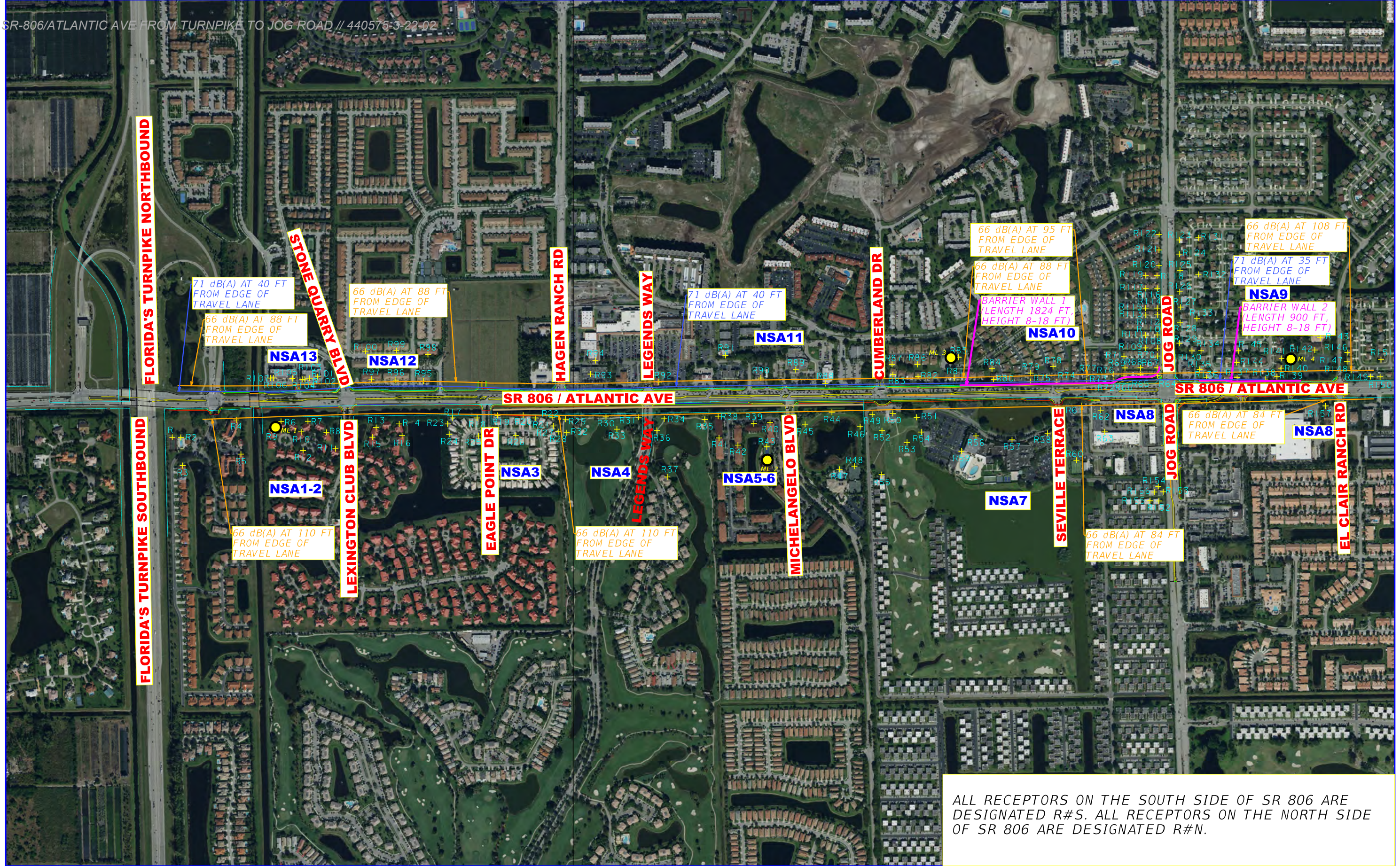
ALL RECEPTORS ON THE SOUTH SIDE OF SR 806 ARE DESIGNATED R#S. ALL RECEPTORS ON THE NORTH SIDE OF SR 806 ARE DESIGNATED R#N.



ALL RECEPTORS ON THE SOUTH SIDE OF SR 806 ARE DESIGNATED R#S. ALL RECEPTORS ON THE NORTH SIDE OF SR 806 ARE DESIGNATED R#N.

<p>FLORIDA DEPARTMENT OF TRANSPORTATION Type 2 Categorical Exemption</p>	<p>LEGEND</p> <ul style="list-style-type: none"> ○ B - RESIDENTIAL 66.0 dB(A) ○ C - OTHER SENSITIVE LAND USES 66.0 dB(A) ○ D - INSTITUTIONAL (INTERIOR) 51.0 dB(A) ○ E - SENSITIVE COMMERCIAL (EXTERIOR) 71.0 dB(A) ML# - MONITORING LOCATION NSA# - NOISE SENSITIVE AREA — NOISE CONTOUR LINE (66 dB(A)) — NOISE CONTOUR LINE (71 dB(A)) — EXISTING R/W LINE — MODELED FDOT NOISE WALL 	<p>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p>			<p>NOISE ANALYSIS MAP <i>ALTERNATIVE 1B</i></p>	<p>SHEET NO. 1</p>		
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">ROAD NO.</th> <th style="width: 20%;">COUNTY</th> <th style="width: 60%;">FINANCIAL PROJECT ID</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">SR 806</td> <td style="text-align: center;">PALM BEACH</td> <td style="text-align: center;">440575-3-22-02</td> </tr> </tbody> </table>	ROAD NO.	COUNTY			FINANCIAL PROJECT ID	SR 806
ROAD NO.	COUNTY	FINANCIAL PROJECT ID						
SR 806	PALM BEACH	440575-3-22-02						

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



ALL RECEPTORS ON THE SOUTH SIDE OF SR 806 ARE DESIGNATED R#S. ALL RECEPTORS ON THE NORTH SIDE OF SR 806 ARE DESIGNATED R#N.

LEGEND	
○ B - RESIDENTIAL 66.0 dB(A)	ML# - MONITORING LOCATION
○ C - OTHER SENSITIVE LAND USES 66.0 dB(A)	NSA# - NOISE SENSITIVE AREA
○ D - INSTITUTIONAL (INTERIOR) 51.0 dB(A)	— NOISE CONTOUR LINE (66 dB(A))
○ E - SENSITIVE COMMERCIAL (EXTERIOR) 71.0 dB(A)	— NOISE CONTOUR LINE (71 dB(A))
	— EXISTING R/W LINE
	— MODELED FDOT NOISE WALL

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 806	PALM BEACH	440575-3-22-02

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Public Involvement Appendix

Contents:

LWDD Board Presentation for Staff 03-15-23

LWDD Board Decision Letter 03/15/23 - Correspondence

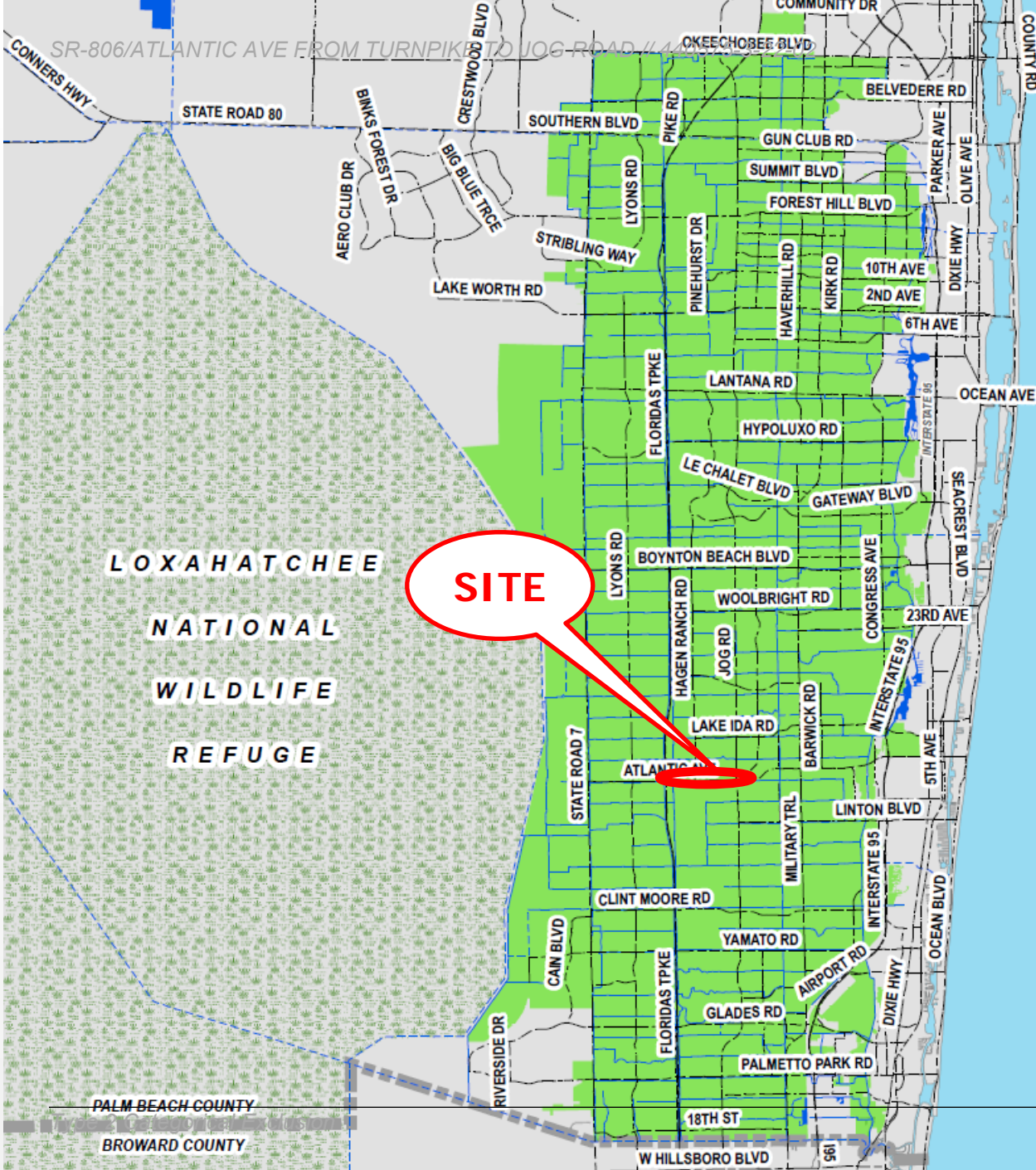
DRAFT

FDOT Revised Conceptual Design for Atlantic Avenue Roadway Widening and L-34 Canal Modifications Including Sale of Surplus & Reduction of Canal Right-of- Way from West of Florida's Turnpike to just East of Jog Road (RI-19-0123)

David Bends, P.S.M., Right-of-Way Interest Supervisor
Governing Board Meeting – March 15, 2023
Agenda Item #8



SR-806/ATLANTIC AVE FROM TURNPIKE TO JOG ROAD



LOXAHATCHEE
NATIONAL
WILDLIFE
REFUGE



NOT TO SCALE

ATLANTIC OCEAN

PALM BEACH COUNTY
BROWARD COUNTY

West Atlantic Ave Project Limits



Background



- April 2022 – Motion for approval of conceptual design failed due to concerns regarding drainage impacts
 - Reduction in hydraulic capacity
 - Right-of-way necessary for canal maintenance and emergency operations
- July 2022 – TPA & FDOT presented same proposed design; Board motion to defer action and directed staffs to meet to address ongoing concerns



Background

LWDD Required Canal Cross Section

- LWDD & TPA staff met and discuss required canal cross section:
 - Open Channel
 - 80'+ right-of-way maintained
 - Minimum 75' minimum right-of-way accepted if border variation applied but unable to meet 80'
 - Piped Canal
 - Where 75' minimum right-of-way is not possible even with application of border variation, limited piping accepted; must maintain minimum 70' right-of-way

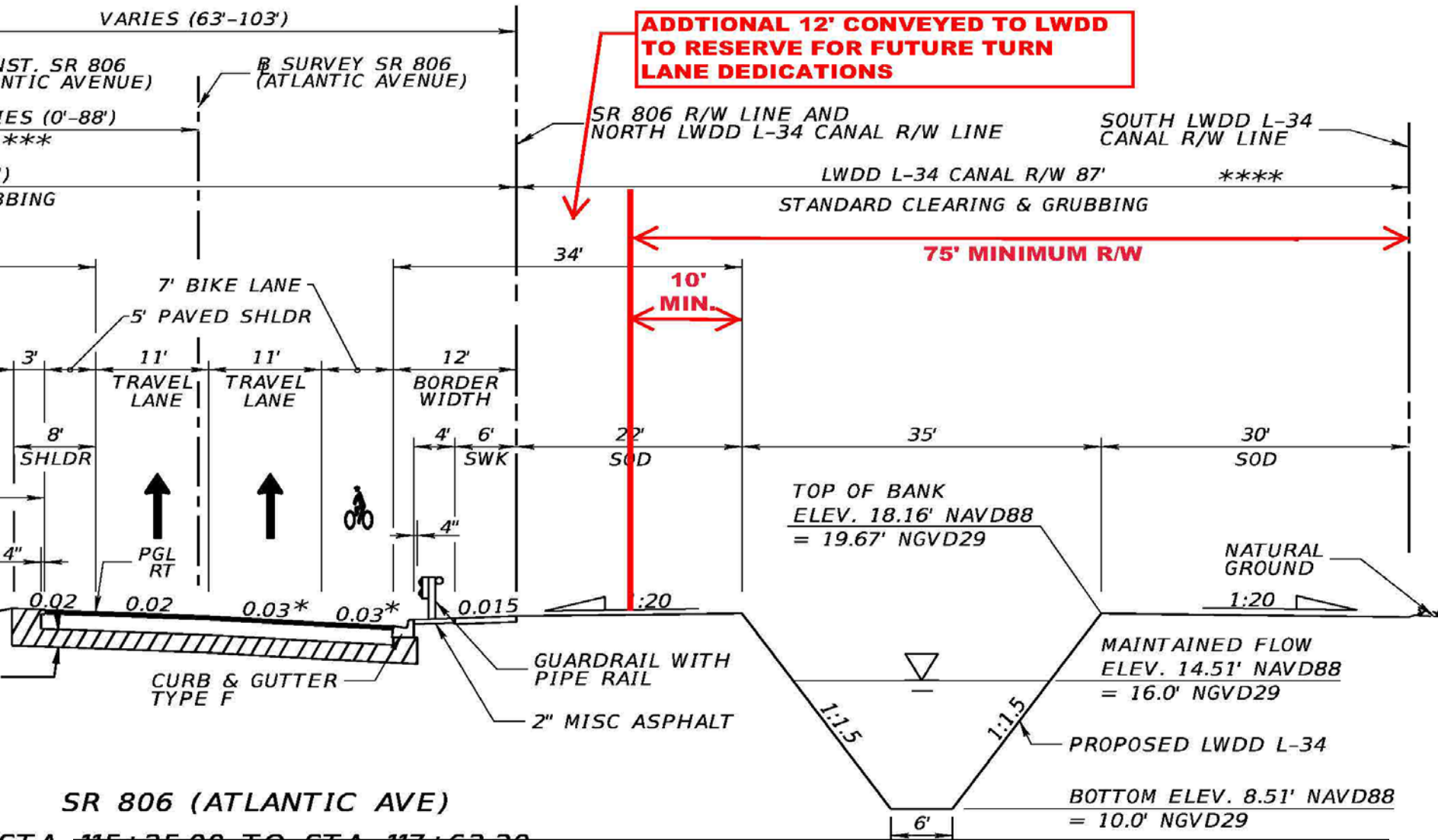
Revised Design



- FDOT reduced required border width from 14' to 12', and revised the conceptual design to provide a 75 ft minimum ROW from E-2E Canal to just west of Cumberland Drive
- Exception of two pinch points at Legends Way and Michelangelo Blvd to accommodate right turn lanes where the ROW will be reduced to 67-69 ft.
 - In these areas, FDOT proposing to construct bulkhead walls within their R/W rather than piping canal
 - Bulkhead walls are preferable alternative – maintains open channel for hydraulic capacity

Typical Section Previously approved by LWDD

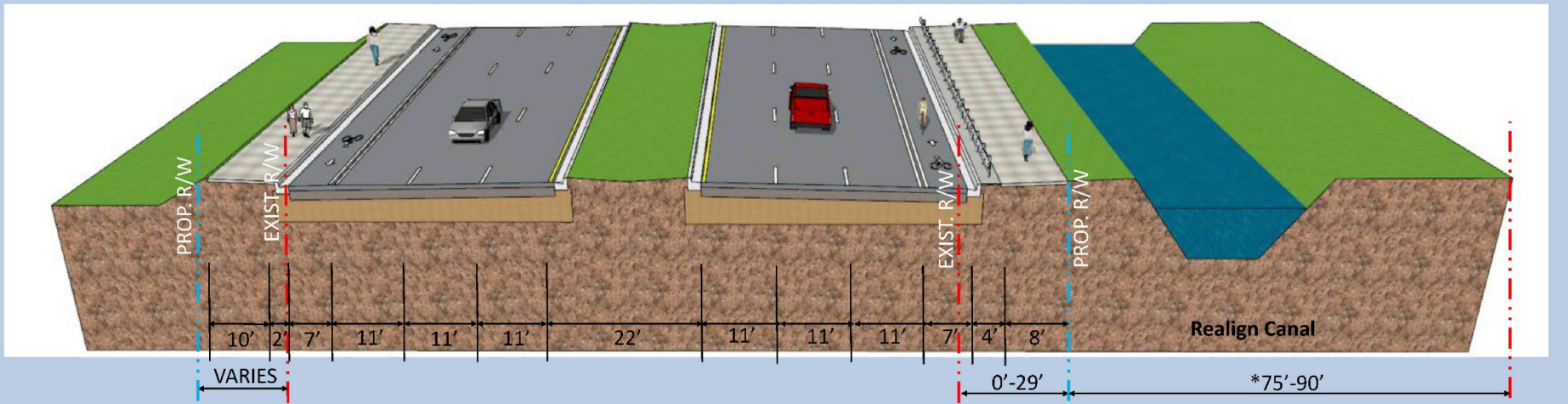
West Atlantic Ave - S.R. 7 to Florida's Turnpike



*PAVT. SLOPE BASED ON ACCOMMODATIONS IN THE MEDIAN FOR FUTURE ULTIMATE 6-LANE URBAN TYPICAL

FDOT Proposed Typical Cross Section

ATLANTIC AVENUE E2-E CANAL TO CUMBERLAND DRIVE



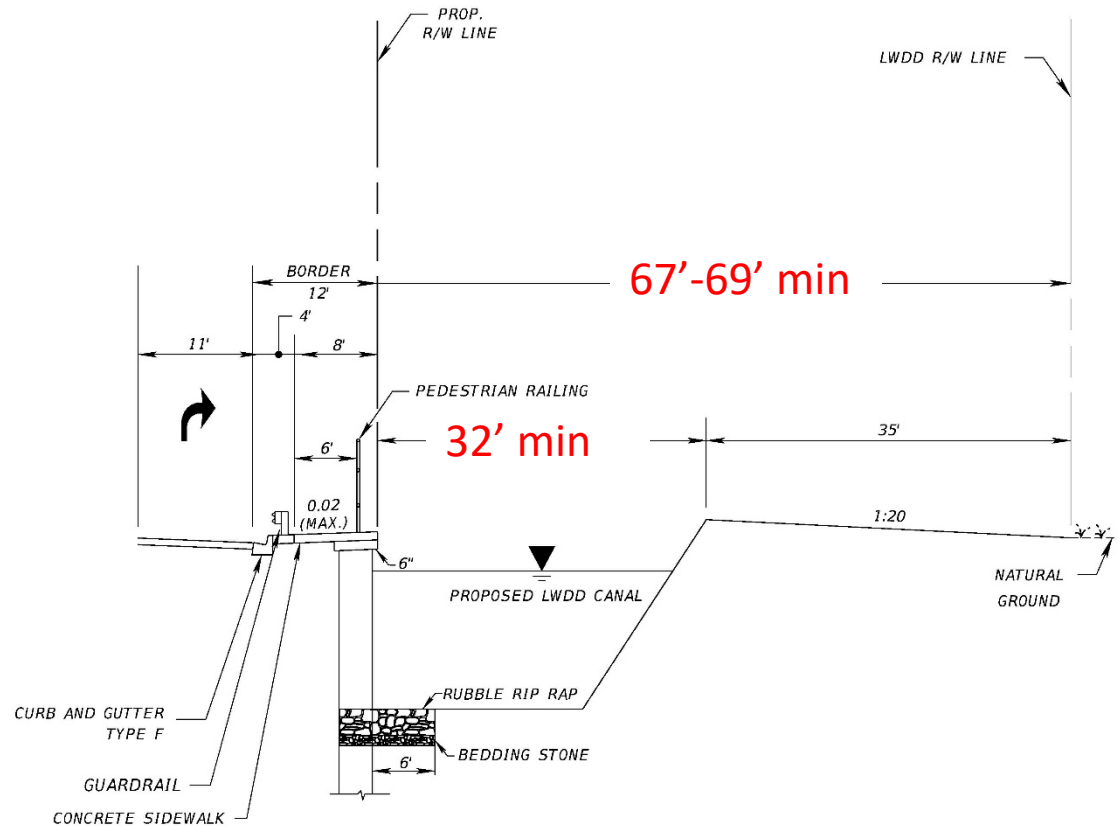
*65' min. at right turns into Legends Way and Michelangelo Blvd. w/bulkhead walls (approximately 300' for each wall – to be maintained by FDOT)

67' – 69' min at right turn lanes as presented in FDOT plans submitted on January 30, 2023

BASED ON LWDD STAFF MEETING W/ FDOT and TPA:

1. Border width reduced to 12-ft on south side to minimize R/W impacts to L-34 Canal
2. TPA Staff concurrence for reduction of sidewalk width

Revised Design (Bulkhead Wall Detail)



SR 806 (ATLANTIC AVE)

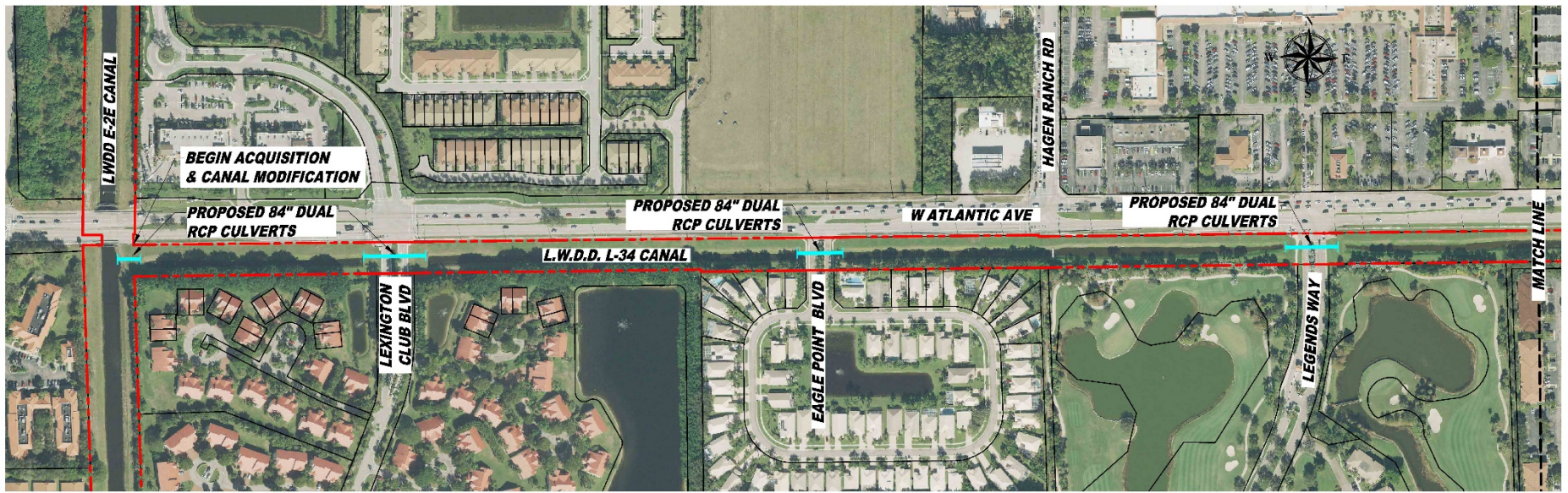
AT RIGHT TURN INTO LEGENDS WAY AND AT MICHELANGELO BOULEVARD
(WITH BULKHEAD WALL)

- FDOT to provide rubble rip rap at the base of the wall to prevent over-excavation and damage

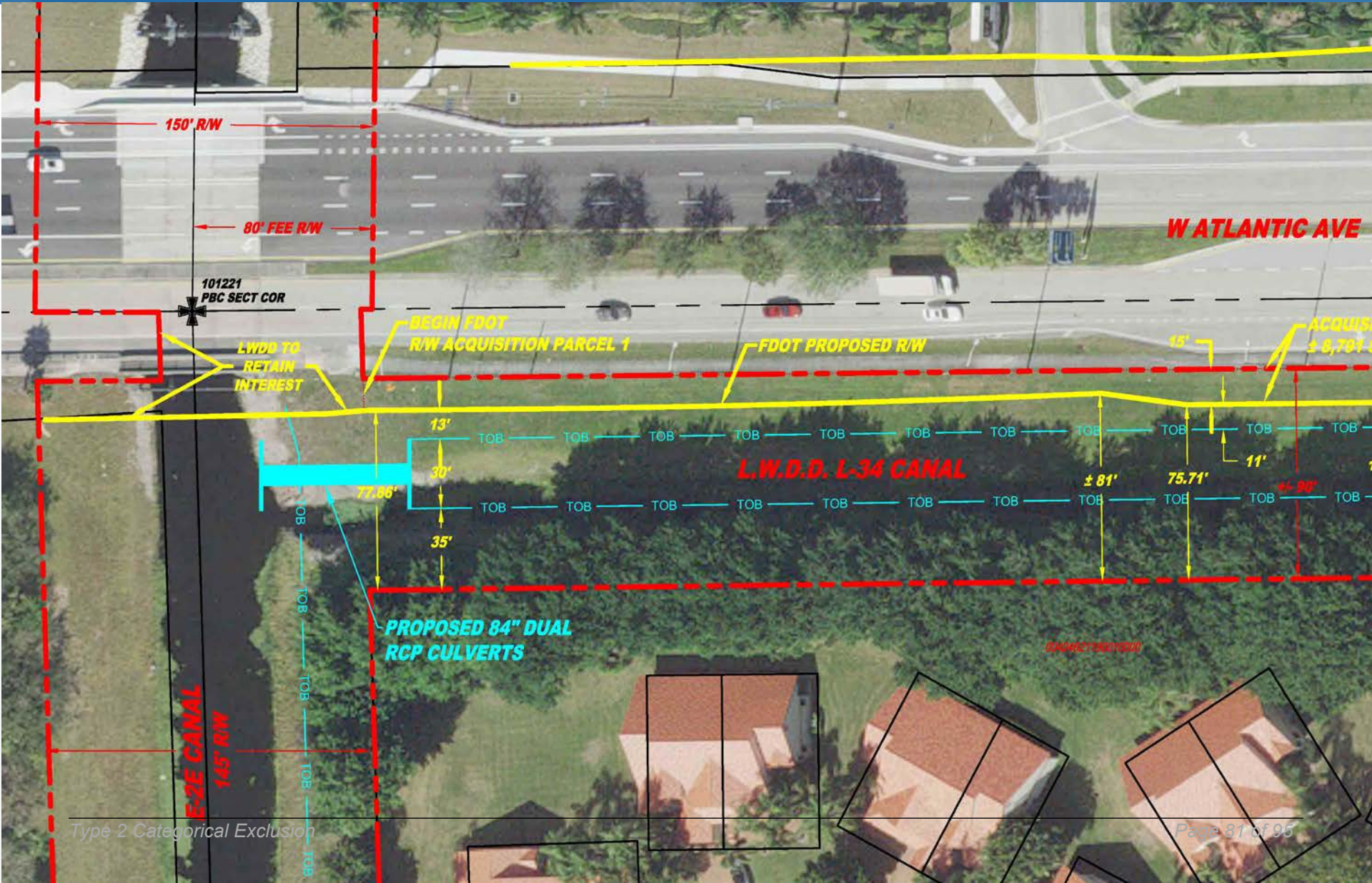
Request

- Approval to surplus and sell a portion of the L-34 Canal right-of-way as presented for the roadway widening at fair market value from E-2E Canal to east of Jog Road, Containing 3.84 Acres, more/less
- Approval to abandon the L-34 Canal necessary for the roadway widening from the west line of King's Point Plat No. 1 to the eastern terminus of the L-34 Canal (500' west of Jog Road)
 - FDOT to assume ownership and all maintenance obligations of the existing culverts and drainage system and continue to accept existing drainage from surrounding properties.
 - FDOT & LWDD to extinguish Maintenance Agreement in ORB 11868, Page 301

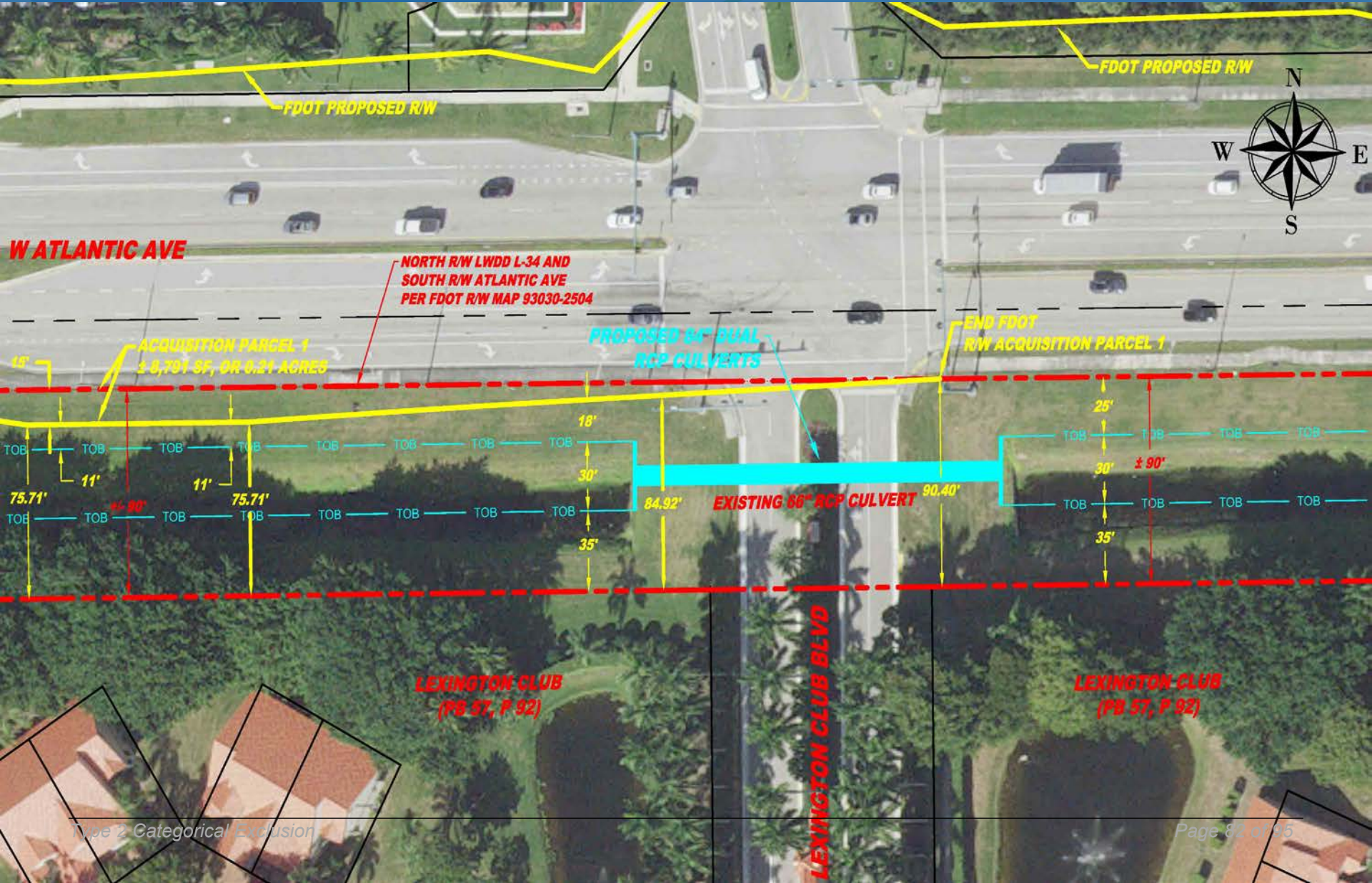
Overall Exhibit



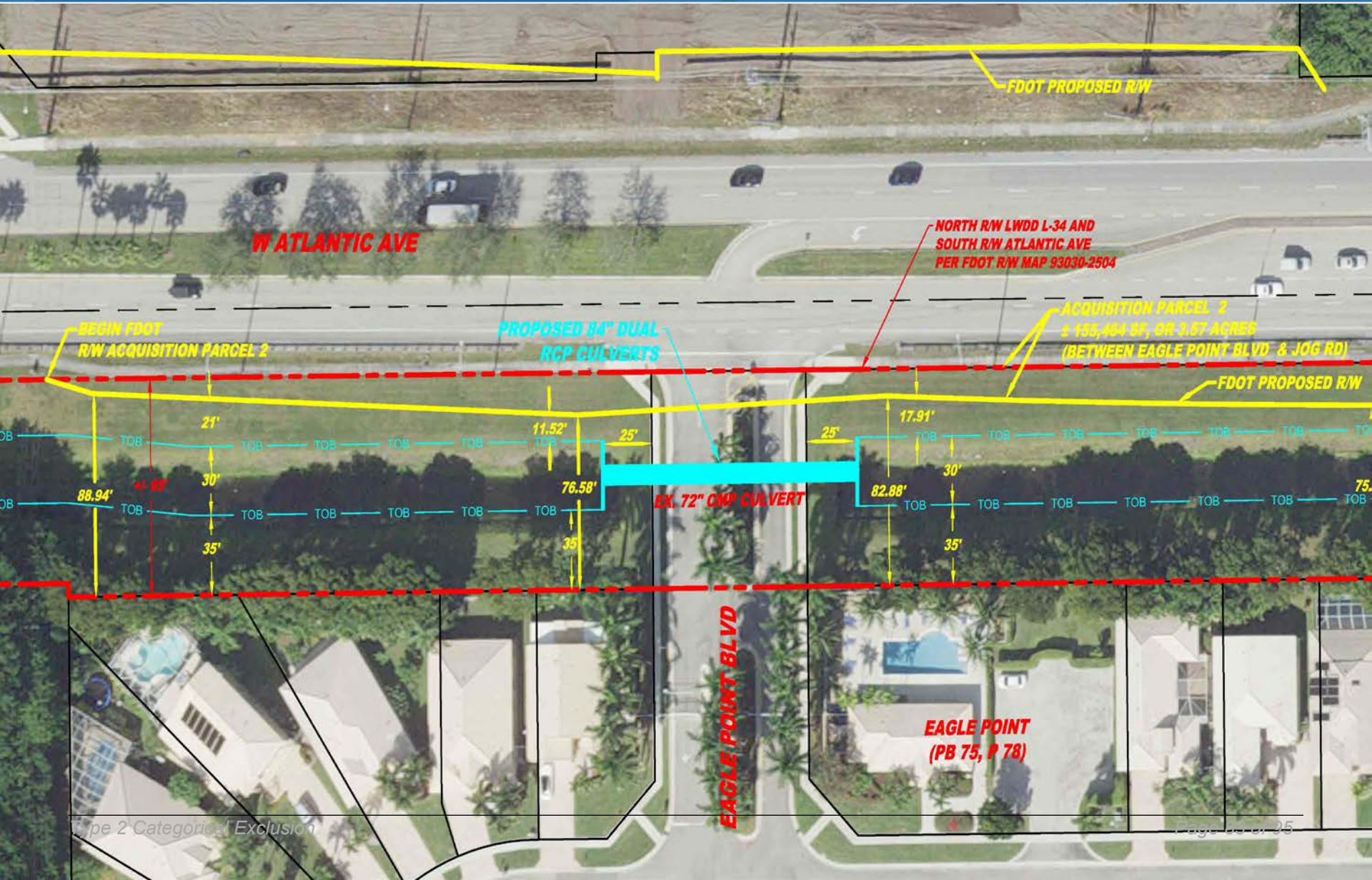
L-34 Canal @ E-3



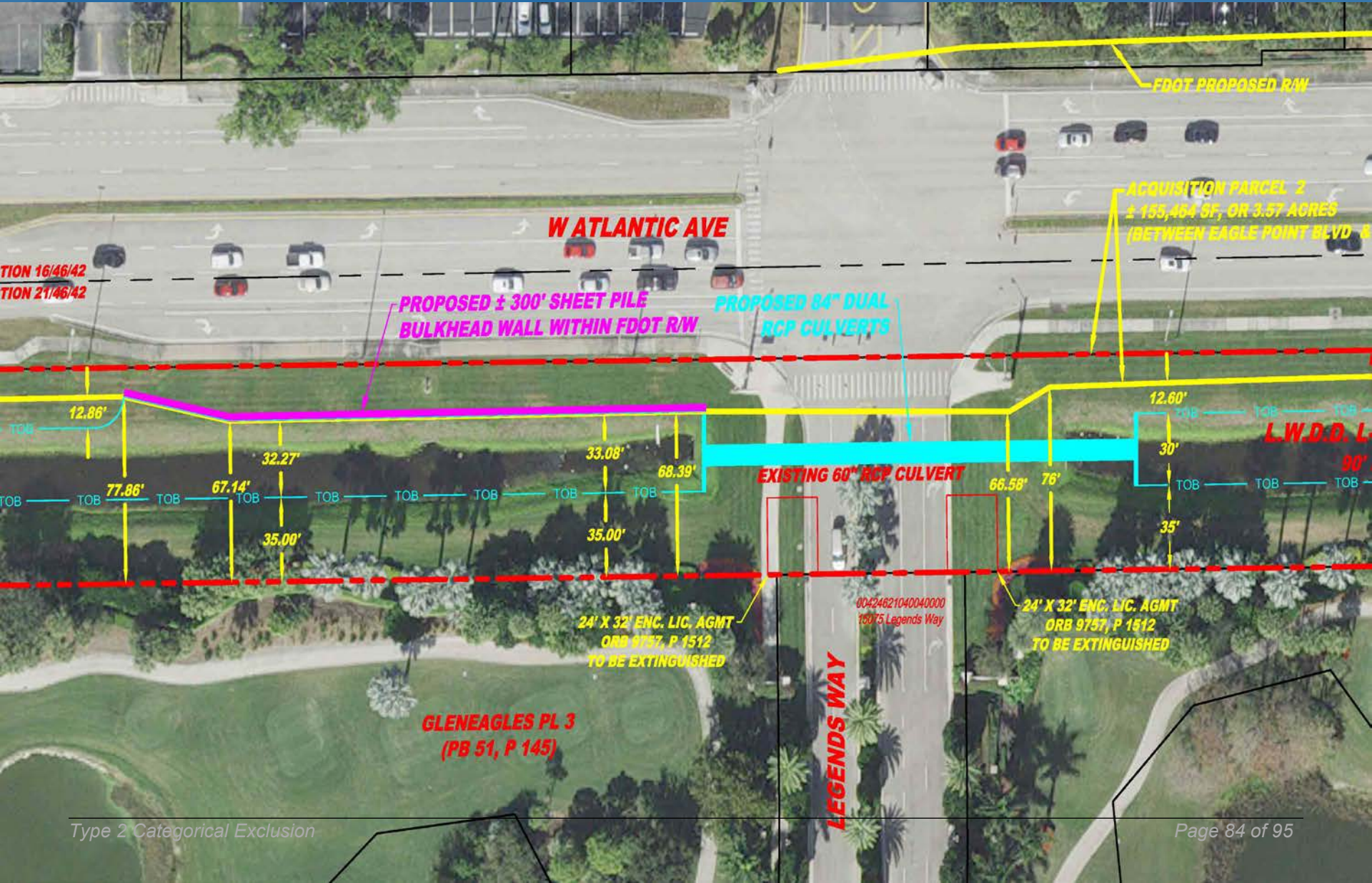
L-34 Canal @ Lexington Club Blvd



L-34 Canal @ Eagle Point Dr.



L-34 Canal @ Legends Way



SECTION 16/46/42
SECTION 21/46/42

W ATLANTIC AVE

FOOT PROPOSED R/W

ACQUISITION PARCEL 2
± 155,454 SF, OR 3.57 ACRES
(BETWEEN EAGLE POINT BLVD & ...)

PROPOSED ± 300' SHEET PILE
BULKHEAD WALL WITHIN FDOT R/W

PROPOSED 84" DUAL
RCP CULVERTS

EXISTING 60" RCP CULVERT

L.W.D.D. L
90'

24' X 32' ENC. LIC. AGMT
ORB 9757, P 1512
TO BE EXTINGUISHED

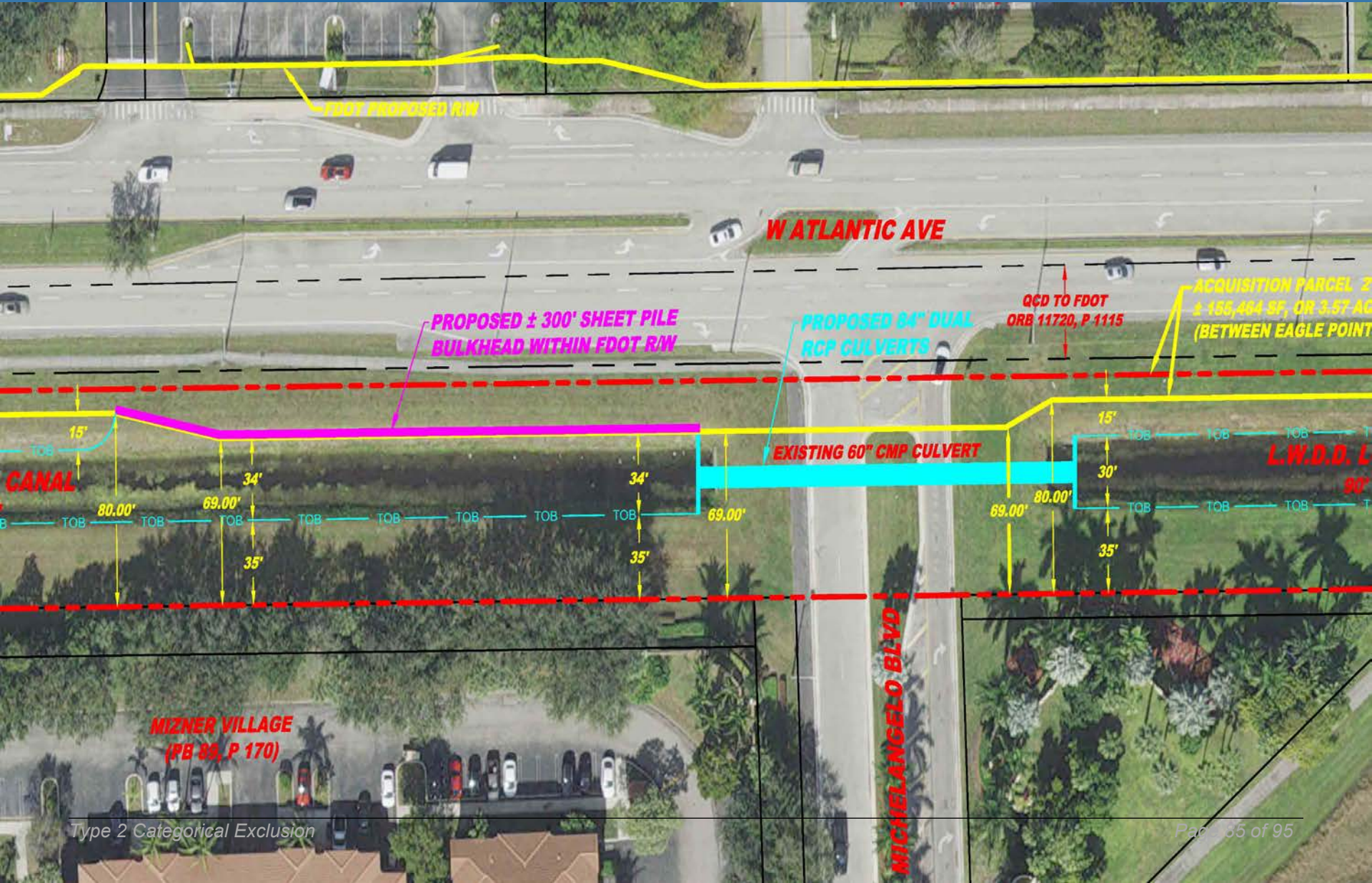
00424621040040000
16075 Legends Way

24' X 32' ENC. LIC. AGMT
ORB 9757, P 1512
TO BE EXTINGUISHED

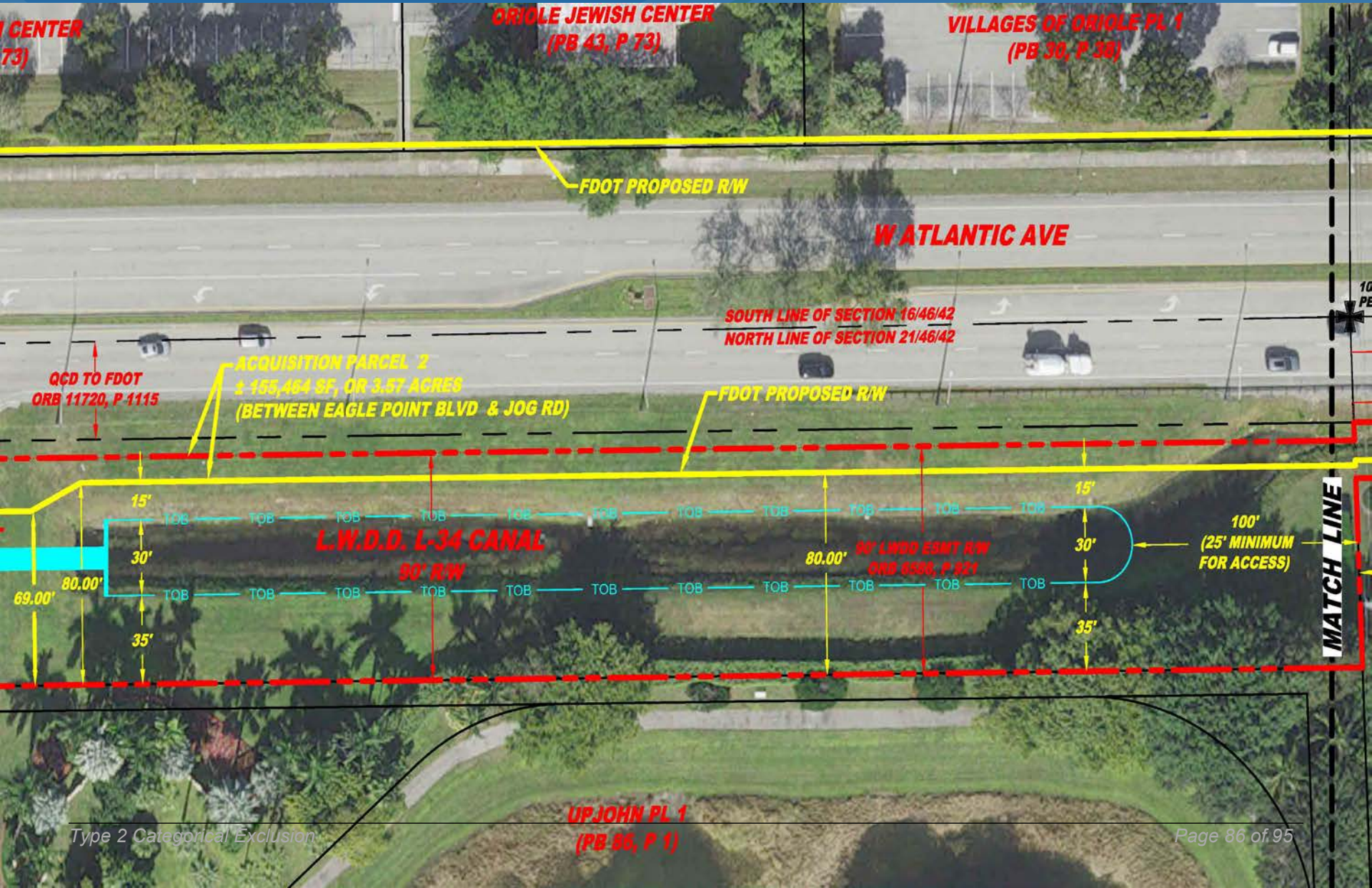
**GLENEAGLES PL 3
(PB 51, P 145)**

LEGENDS WAY

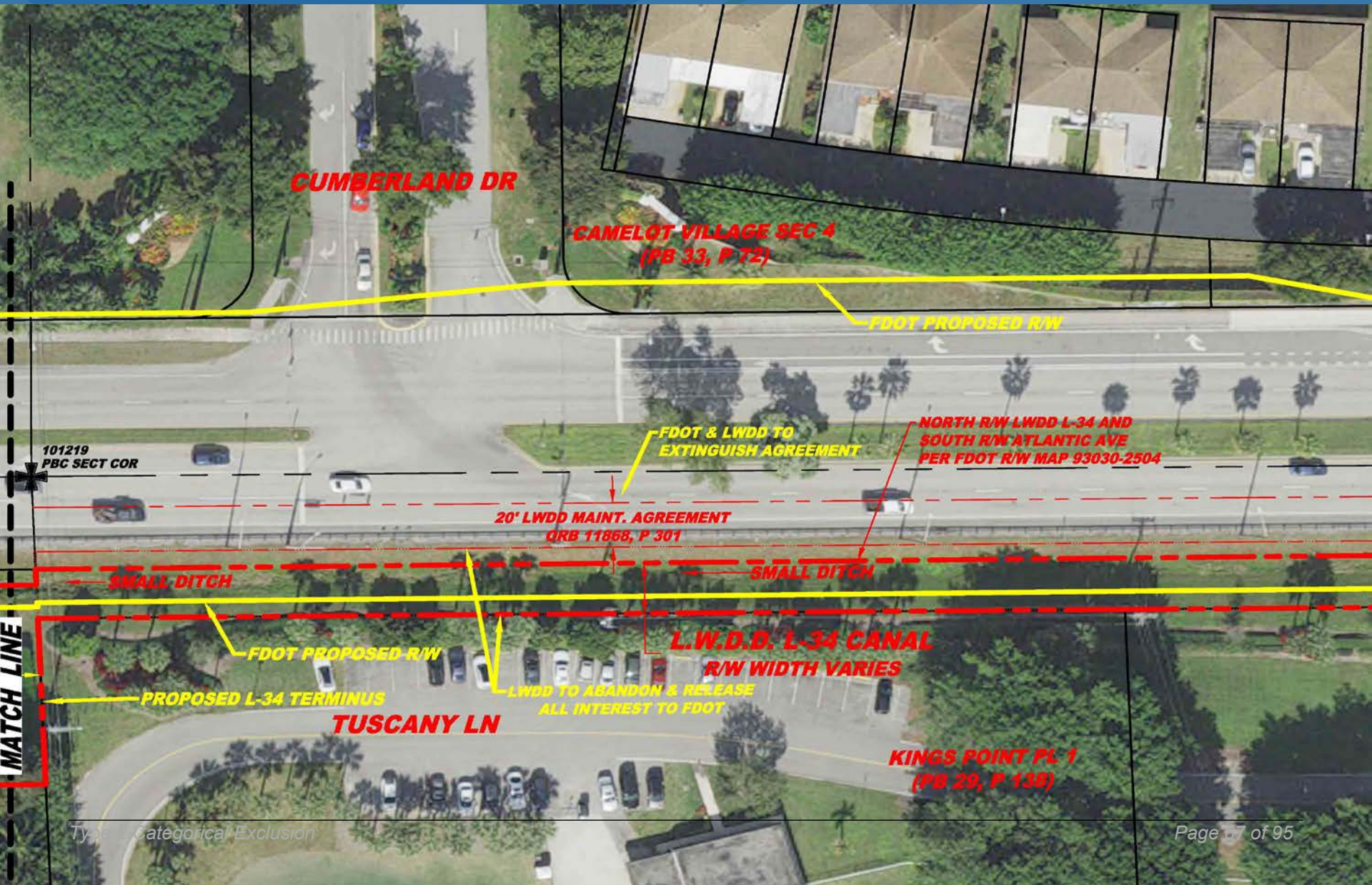
L-34 Canal @ Michelangelo Blvd



L-34 Canal @ Proposed East Terminus



L-34 Canal adjacent to Kings Point



CUMBERLAND DR

**CAMELOT VILLAGE SEC 4
(PB 33, P 72)**

FDOT PROPOSED R/W

101219
PBC SECT COR

**FDOT & LWDD TO
EXTINGUISH AGREEMENT**

**NORTH R/W LWDD L-34 AND
SOUTH R/W ATLANTIC AVE
PER FDOT R/W MAP 93030-2504**

**20' LWDD MAINT. AGREEMENT
QRB 11868, P 301**

SMALL DITCH

SMALL DITCH

FDOT PROPOSED R/W

**L.W.D.D. L-34 CANAL
R/W WIDTH VARIES**

PROPOSED L-34 TERMINUS

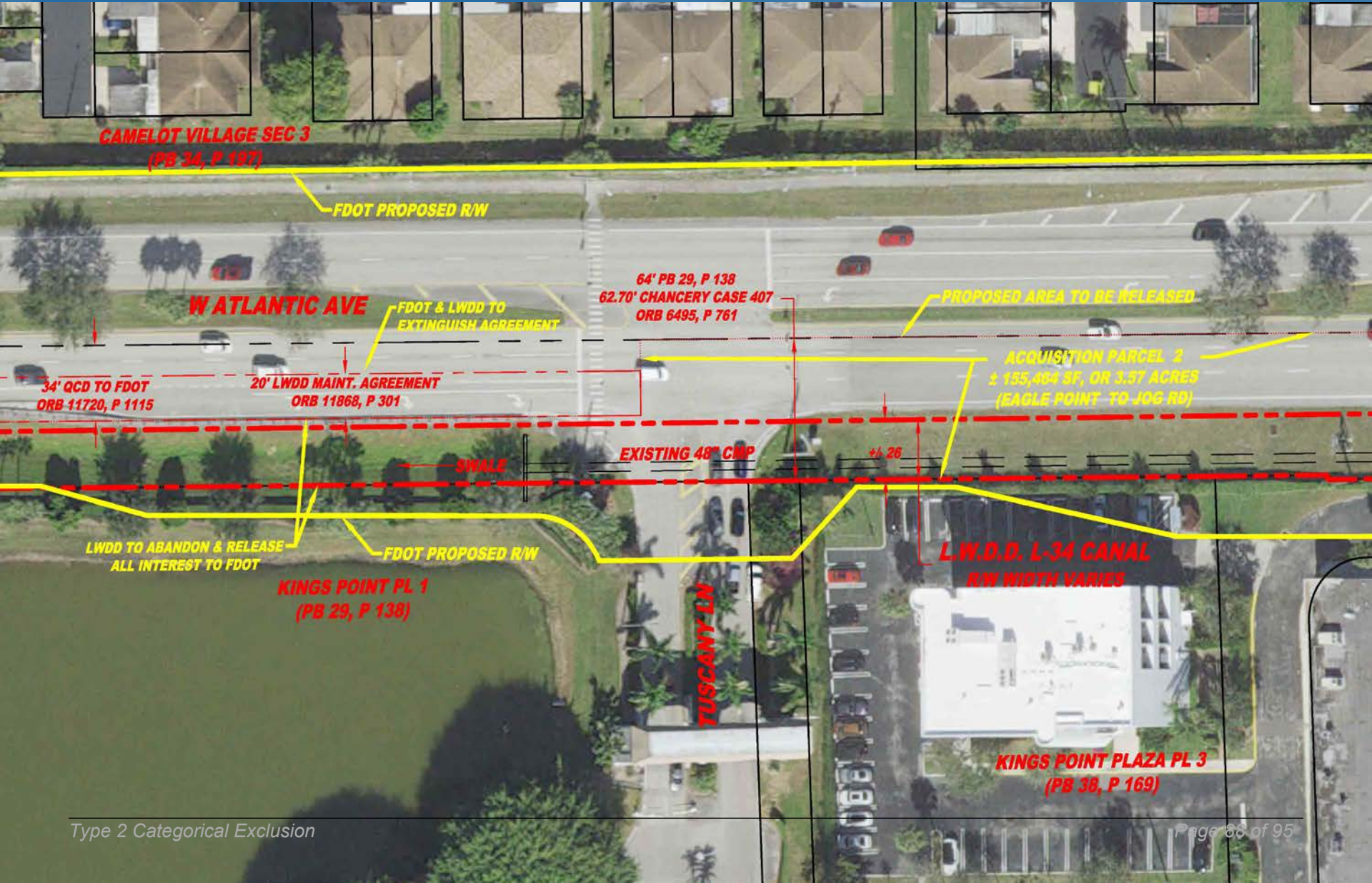
**LWDD TO ABANDON & RELEASE
ALL INTEREST TO FDOT**

TUSCANY LN

**KINGS POINT PL 1
(PB 29, P 138)**

MATCH LINE

L-34 Canal @ Tuscany Lane



CAMELOT VILLAGE SEC 3
(PB 34, P 197)

FDOT PROPOSED R/W

W ATLANTIC AVE

FDOT & LWDD TO EXTINGUISH AGREEMENT

64' PB 29, P 138
62.70' CHANCERY CASE 407
ORB 6495, P 761

PROPOSED AREA TO BE RELEASED

34' QCD TO FDOT
ORB 11720, P 1115

20' LWDD MAINT. AGREEMENT
ORB 11868, P 301

ACQUISITION PARCEL 2
± 135,404 SF, OR 3.57 ACRES
(EAGLE POINT TO JOG RD)

SWALE

EXISTING 48" CMP

+/- 26'

LWDD TO ABANDON & RELEASE
ALL INTEREST TO FDOT

FDOT PROPOSED R/W

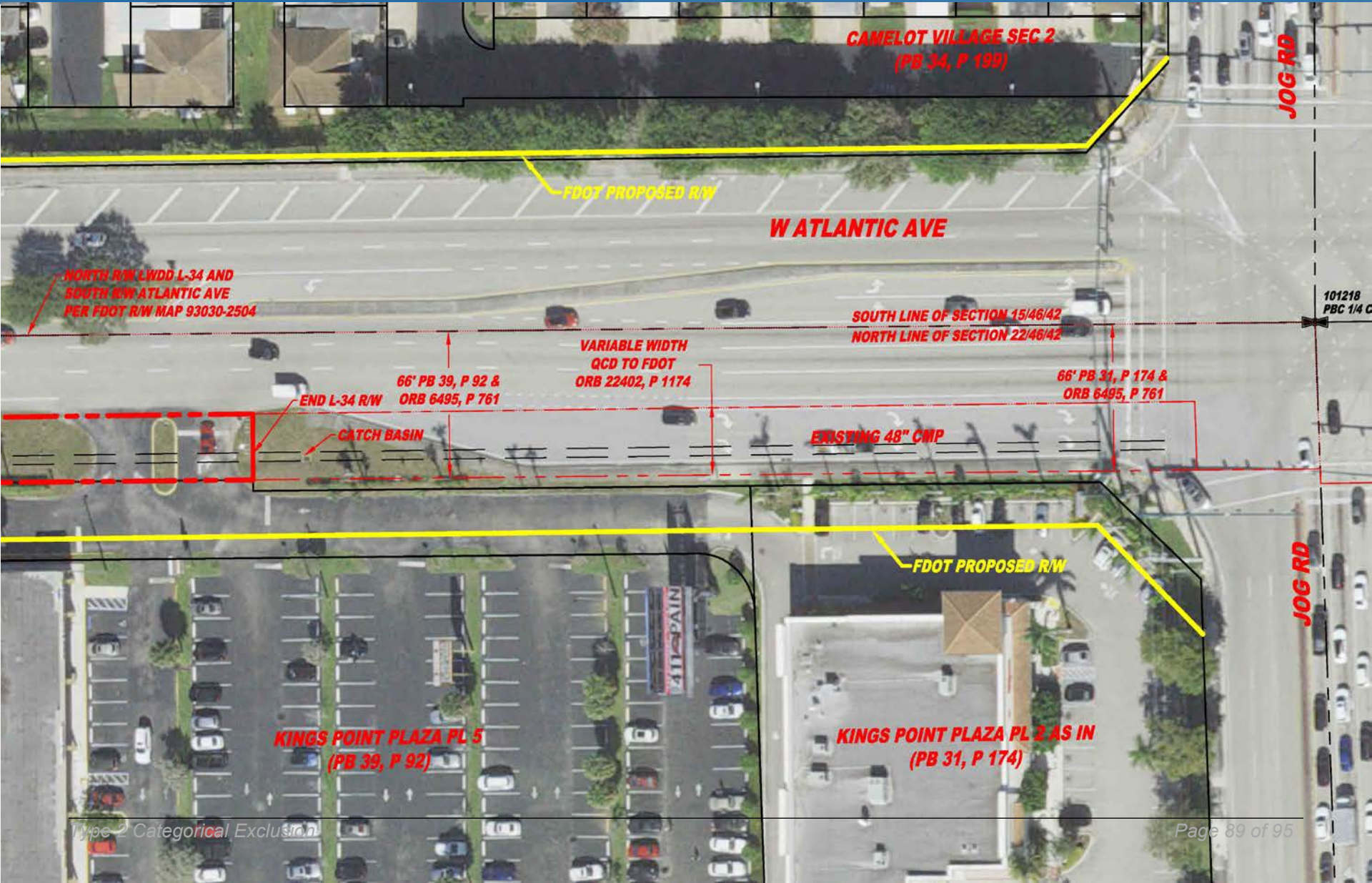
L.W.D.D. L-34 CANAL
R/W WIDTH VARIES

KINGS POINT PL 1
(PB 29, P 138)

TUSCANY LN

KINGS POINT PLAZA PL 3
(PB 38, P 169)

L-34 Canal West of Jog Rd



**CAMELOT VILLAGE SEC 2
(PB 34, P 199)**

JOG RD

FDOT PROPOSED R/W

W ATLANTIC AVE

**NORTH R/W LWDD L-34 AND
SOUTH R/W ATLANTIC AVE
PER FDOT R/W MAP 93030-2504**

**SOUTH LINE OF SECTION 15/46/42
NORTH LINE OF SECTION 22/46/42**

**101218
PBC 1/4 C**

**66' PB 39, P 92 &
END L-34 R/W ORB 6495, P 761**

**VARIABLE WIDTH
QCD TO FDOT
ORB 22402, P 1174**

**66' PB 31, P 174 &
ORB 6495, P 761**

CATCH BASIN

EXISTING 48" CMP

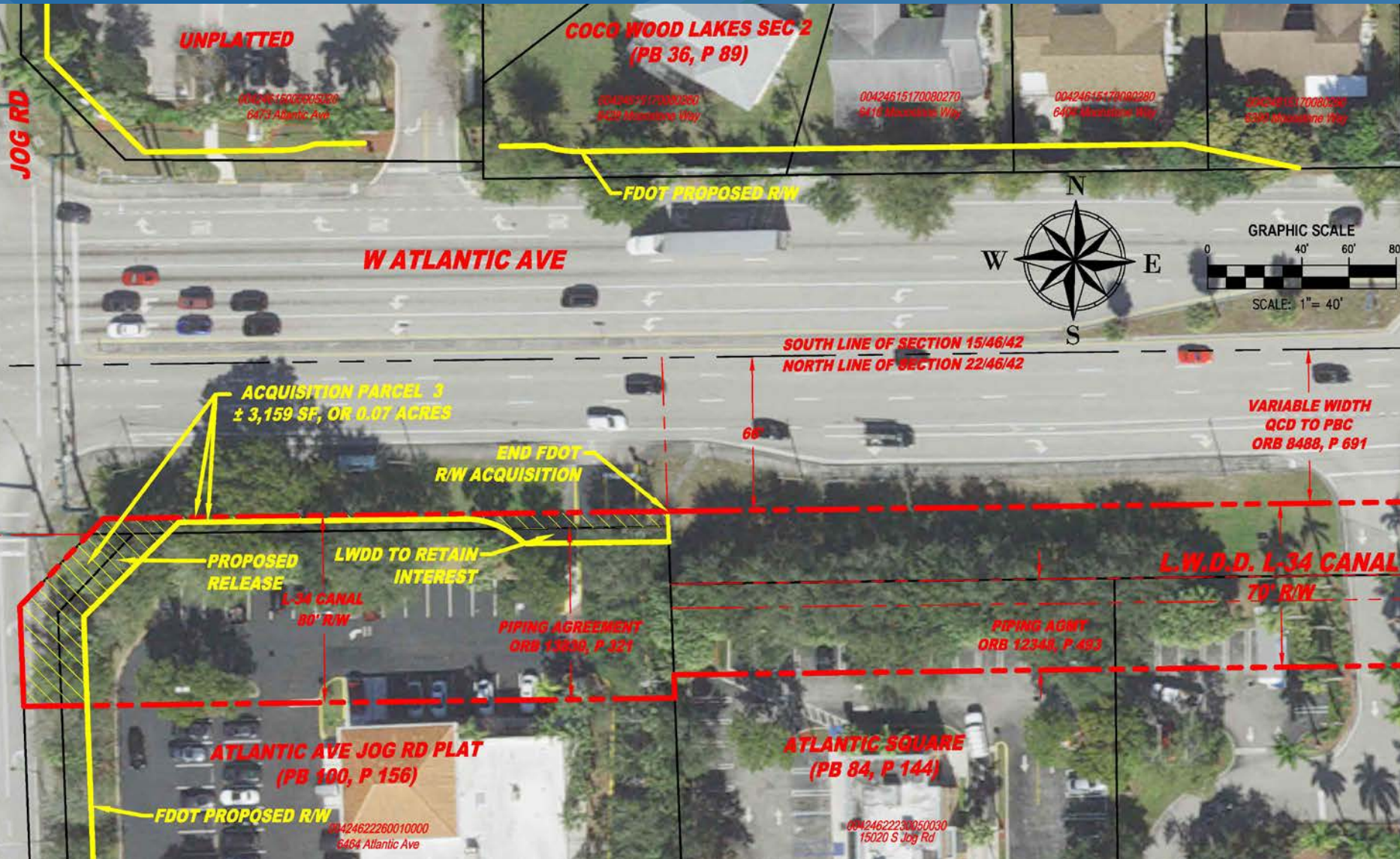
FDOT PROPOSED R/W

JOG RD

**KINGS POINT PLAZA PL 5
(PB 39, P 92)**

**KINGS POINT PLAZA PL 2 AS IN
(PB 31, P 174)**

L-34 Canal East of Jog Rd



FDOT Canal Modification Requirements

- Shift the heavy maintenance berm currently on the north side of the channel to the south side and provide a 35' continuous maintenance berm
- Rip-Rap or other permitted material that may be required to armor the canal bank to prevent scour where the canal transitions and 25' beyond headwalls
- Drop curb (14' in width) centered on maintenance berms on north and south sides of canal at road crossings and through medians; sidewalks (6" thick) through canal right-of-way
- A minimum of 15' clear unobstructed access at all four (4) quadrants of any crossing
- Vegetative side trimming (25-foot vertically) along the south canal right-of-way line and removal of all vegetation on the south side of the canal that may exist throughout the project limits to provide 35' unencumbered access
- Removal of all above-ground encroachments on the south side of the canal that may exist to provide 35' unencumbered access
- The existing utility transmission line and poles parallel with and adjacent to the existing north right-of-way line of the L-34 Canal will be required to be relocated within FDOT's right-of-way for Atlantic Avenue
- At road crossings, culvert size and length to be approved by LWDD to ensure no impacts to drainage and sufficient access

Memorandum of Agreement

- FDOT and LWDD to enter into Memorandum of Agreement for construction coordination
 - FDOT shall control the L-34 Canal right-of-way during the construction of the Project
 - FDOT shall grant access to LWDD to maintain the canal in the event of an emergency
 - FDOT will include in the construction contract, the proposed permit to be issued by LWDD which contains conditions set forth in the agreement
 - LWDD shall execute conveyance and other documentation to transfer ownership of the canal right-of-way to FDOT prior to construction
 - The project shall be complete within 10 years of MOA execution, or as extended by the parties

Staff Recommendation

- Approval of FDOT's revised conceptual design for Atlantic Ave roadway widening and L-34 Canal modifications
- Approval to surplus and sell that portion of the L-34 Canal right-of-way for roadway widening at fair market value, containing approximately 3.84 acres, more/less, as specifically presented in plans submitted by FDOT on January 30, 2023
- Approval to abandon that portion of the L-34 Canal right-of-way (+/- 22' to 29' in width) from the west line of King's Point Plat No. One to the eastern terminus and turn over maintenance responsibilities to FDOT
- Approval for staff to formalize a Memorandum of Agreement (MOA) with the FDOT to be approved by the Board at a future date

Staff Recommendation

- Subject to:
 - Permittee shall be responsible for all costs associated with the proposed canal improvements and modifications
 - Board approval of Memorandum of Agreement and final design
 - Board approval of fair market value based on an appraisal to be provided by FDOT
 - An analysis confirming sufficient hydraulic capacity
 - FDOT and its consultants seeking approval from staff for all modifications within the approved canal right-of-way prior to the final design



13081 S. MILITARY TRAIL
DELRAY BEACH, FLORIDA 33484-1105

Board of Supervisors
James M. Alderman
Stephen Bedner
Carrie P. Hill
Jeffrey P. Phipps, Sr.
John I. Whitworth III
Executive Director
Tommy B. Strowd, P.E.
District Counsel
Mark A. Perry, P.A.

March 15, 2023

Delivered Via Email: thuc.le@dot.state.fl.us

Thuc H. Le, P.E.
Consultant Project Management - D4 Office
Florida Department of Transportation
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309-3421

Dear Mr. Le:

Subject: Approval of FDOT Revised Conceptual Design for Atlantic Avenue Roadway Widening and L-34 Canal Modifications Including Sale of Surplus & Reduction of Canal Right-of-Way from West of Florida's Turnpike to East of Jog Road; LWDD Record No. RI-19-0123; LWDD Lateral No. 34 Canal

This letter confirms the decision of the Board of Supervisors of Lake Worth Drainage District (LWDD) at its meeting on March 15, 2023, wherein it approved the revised conceptual design for Atlantic Avenue Roadway Widening and L-34 Canal Modifications, as provided in the revised plans submitted on January 30, 2023.

Pursuant to the Board's decision, FDOT's approval is subject to the conditions and requirements outlined in the attached board presentation.

If you should have any questions, please do not hesitate to contact this office.

Sincerely,

A handwritten signature in black ink that reads "David A. Bends". The signature is written in a cursive, flowing style.

David A. Bends, P.S.M.
Right-of-Way Interest Supervisor

c: John Scarlatos, P.E. at jscarlatos@scalarinc.net
c: Aniruddha Gotmare, P.E. at agotmare@scalarinc.net

Attachment: LWDD Board Presentation, March 15, 2023