

Documents available for review

Project documents and other information developed by FDOT are on display at this public hearing. These materials are also available for public review at the Town of Mangonia Park, 1755 East Tiffany Drive, Mangonia Park, FL 33407, at the FDOT District 4 Public Information Office/EMO, 3400 West Commercial Blvd, Fort Lauderdale, FL 33309, and on the project website at www.95at45street.com.

Title VI of the Civil Rights Act of 1964

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting either:

District Four
Florida Department of Transportation

District Four Title VI Coordinator
Shavon Nelson
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777-4190
Toll Free at (866) 336-8435, Ext. 4190
shavon.nelson@dot.state.fl.us

Tallahassee Office
Florida Department of Transportation

State Title VI Coordinator
Jacqueline Paramore
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 32399-0450
(850) 414-4753
jacqueline.paramore@dot.state.fl.us

All inquiries or complaints will be handled according to FDOT procedures and in a prompt and courteous manner.

Federal-State Partnership

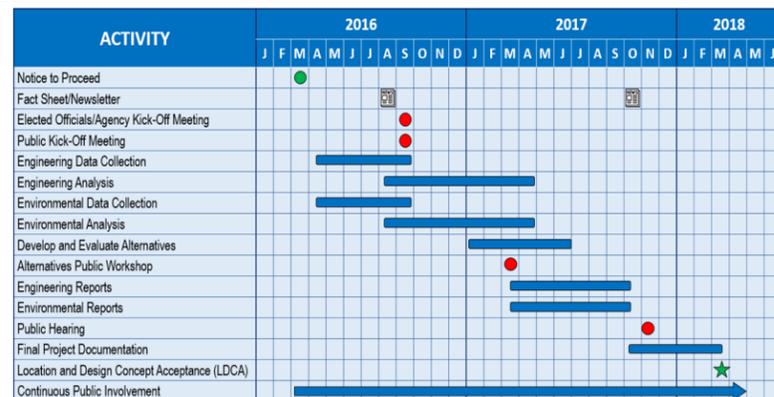
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016 and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

What happens next?

Following the Public Hearing and comment period, the study team will finalize engineering and environmental evaluations and project documentation. FDOT District Four will make its final recommendation and submit the completed project document to the Office of Environmental Management (OEM) for acceptance. A legal display advertisement announcing the acceptance of the study document will appear in the Palm Beach Post newspaper. FDOT anticipates completion of this study by early 2018.

PROJECT SCHEDULE

This project began in March 2016. During the process of the study there has been a comprehensive public involvement program. The PD&E Study is anticipated to be completed in early 2018.

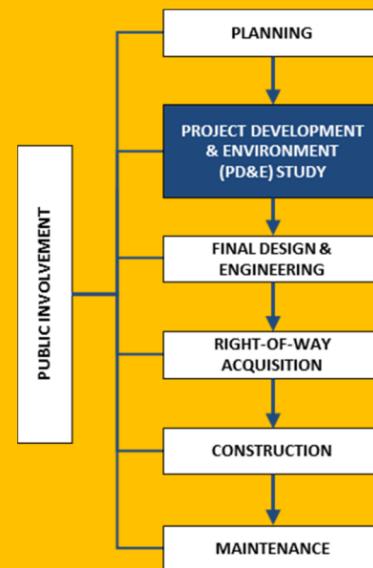


A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public, and other interested parties have meaningful participation in the process.

What is a PD&E Study?

A Project Development and Environment (PD&E) Study is a process conducted by the FDOT to determine the environmental, social and economic impacts that are associated with proposed transportation improvements. The process, mandated by the National Environmental Policy Act (NEPA), is a combined effort by professional engineers, planners, environmental scientists and others who analyze the project-related information to develop the best alternative for a community's transportation needs.

Project Phases



Contact Information

Robert Lopes, PE
FDOT Project Manager
FDOT — District Four
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309
(954) 777-4425
Robert.Lopes@dot.state.fl.us

Website

www.95at45street.com

SR 9/I-95 Interchange at 45th Street Project Development and Environment (PD&E) Study

Financial Management No.: 436519-1-22-01 | Federal Aid Project No.: 0951-682-1 | ETDM No.: 14225

WELCOME

The Florida Department of Transportation (FDOT) welcomes you to this Public Hearing for the I-95 at 45th Street Interchange PD&E Study, on Thursday, November 2, 2017. The purpose of this Public Hearing is to provide the public with the opportunity to review project information, ask questions, and offer comments about the proposed improvements to the I-95 at 45th Street Interchange.

There are three primary components to tonight's hearing:

- **Open House:** where you are invited to view the project displays and speak to the project team.
- **Formal Presentation:** which will explain the project purpose and need, study alternatives, potential impacts, and proposed methods to mitigate adverse project impacts.
- **Formal Comment Period:** where you will have the opportunity to provide oral statements, provide your comments to the court reporter, or complete a comment form and drop it in the box provided. You may also mail or e-mail your comments, written statements, or exhibits, to the address listed on the comment card. Comments postmarked by November 12th will become part of the public record for this public hearing.

PROJECT DESCRIPTION

The I-95 Interchange at 45th Street is a diamond interchange located in the City of West Palm Beach and near the Town of Mangonia Park and the City of Riviera Beach in north Palm Beach County, Florida.

I-95 is a ten-lane divided interstate freeway providing four general purpose lanes and one high occupancy vehicle (HOV) lane in each direction. Auxiliary lanes are provided on both the northbound and southbound directions between 45th Street and Blue Heron Boulevard to the north. Within the study segment, I-95 passes over 45th Street on a bridge that accommodates ten lanes. I-95 is designated as Strategic Intermodal System (SIS) Highway Corridor.

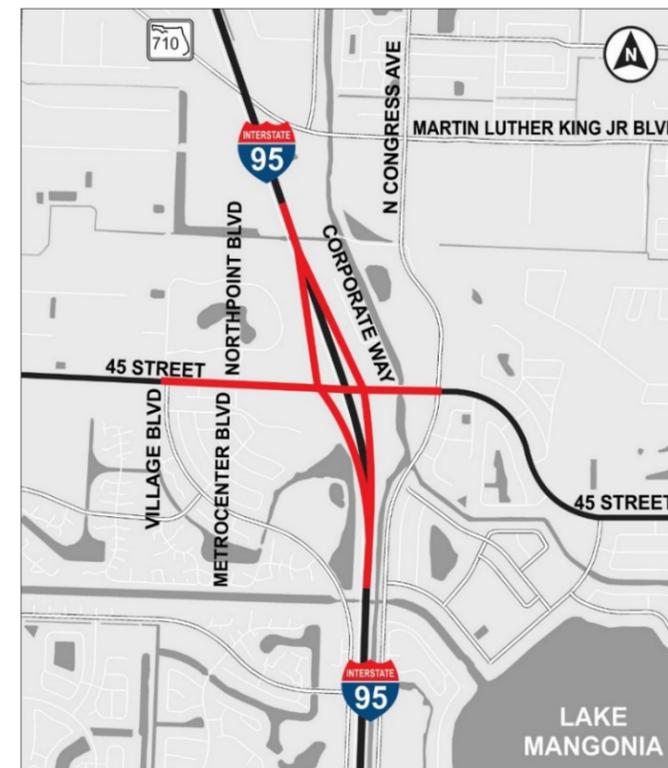
45th Street is a six-lane divided roadway with a raised landscaped median within the vicinity of the I-95 Interchange. There are two dedicated left-turn lanes in each direction to access the I-95 on-ramps, and three through lanes in each direction. A single free-flow right-turn lane is provided eastbound and westbound along 45th Street to serve the I-95 on-ramps.

PROJECT PURPOSE AND NEED

The Purpose and Need for this project include:

- Identify short-term and long-term needs within the study area;
- Develop design concepts to address traffic spillback from the ramps onto the I-95 mainline;
- Improve interchange operations, reduce congestion, and increase safety at the study interchange;
- Alleviate existing and future traffic congestion thereby improving safety at the interchange.

This PD&E Study evaluated a range of alternatives that would best meet the Purpose and Need of this project.



RECOMMENDED ALTERNATIVE

Based on a comprehensive comparative analysis, which considered impacts to the natural, physical, and social environment, input from the local community and local government, operational and engineering issues, and construction cost, the project team selected Alternative 2, implementation of a Diverging Diamond Interchange, as the Recommended Alternative. The recommended alternative will meet the purpose and need of the project, have minimal environmental impacts, requires minimal amount of right-of-way, and is the most acceptable to the community.

The following describes the proposed improvements for the recommended alternative:

- 1 Modify the existing Diamond Interchange to a Diverging Diamond Interchange (DDI) configuration, which provides three continuous through lanes through the interchange with two free-flow left-turn lanes into the I-95 on ramps;
- 2 Provide one bike lane in each direction from Northpoint Boulevard to Congress Avenue;
- 3 Extend the 45th Street eastbound to I-95 southbound on-ramp to start at Northpoint Boulevard;
- 4 Provide one additional left-turn lane at the I-95 southbound off-ramp intersection;
- 5 Provide new overhead signage at the I-95 southbound off-ramp to indicate three lanes to East 45th Street and two lanes to West 45th Street;
- 6 Provide one additional right-turn lane at the I-95 northbound off-ramp intersection;

- 7 Provide new overhead signage at the I-95 northbound off-ramp to indicate two lanes to West 45th Street, one lane to North Congress Avenue, and two lanes to East 45th Street;
- 8 Widen the existing bridge along 45th Street over the C-17 Canal to accommodate one bike lane in each direction;
- 9 Add one additional left-turn lane from eastbound 45th Street to northbound Congress Avenue to provide triple left turns at the intersection;
- 10 Add one additional left-turn lane from northbound Congress Avenue to westbound 45th Street to provide triple left turns at the intersection;
- 11 Provide travel information system (not shown on map);
- 12 Develop coordinated signal system strategies at the interchange (not shown on map).

NO-BUILD ALTERNATIVE

The No-Build Alternative is also an option and remains a viable alternative throughout the remainder of the study. The No-Build alternative assumes that no improvements are made at the I-95 and 45th Street interchange, except routine maintenance. While the No-Build Alternative does not achieve the purpose and need of the project, it requires no right-of-way acquisition, design or construction costs, and results in minimal environmental effects.

