STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TYPE 2 CATEGORICAL EXCLUSION DETERMINATION FORM

1. PROJECT DESCRIPTION AND PURPOSE AND NEED

a. Project Information: See Attachment 1.a
Project Name: SR-9/I-95 at Northlake Boulevard Interchange
Project Limits: at Northlake Boulevard
County: Palm Beach
ETDM Number: 14182
Financial Management Number: 435803-1-22-02
Project Manager: Scott Thurman, P.E.
Bridge Numbers: 930178, 930516,

b. Proposed Improvements: See Attachment 1.b.

c. Purpose and Need: See Attachment 1.c

d. Project Planning Consistency: See Attachment 1.d

Table 1 – Local Government Consistency for the Proposed Project

Currently Adopted CFP – LRTP	COMMENTS
Yes	Project is listed in the 2040 Long Range Transportation Plan (LRTP) Cost Feasible plan on page 112. The LRTP has $84,200,000 project funds programmed for Design (2015-2019), Right of Way (2020), and Right of Way and Construction (2021-2025).

PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP $	TIP/STIP FY	COMMENTS
PE (Final Design)	Yes	Yes	$5,100,000 (TIP) $5,100,000 (STIP)	2018 (TIP) 2018 (STIP)	
R/W	Yes	Yes	$58,566,406 (TIP) $61,463,486 (STIP)	2020-2022 (TIP) 2020 to >2021 (STIP)	
Construction	Yes	Yes	$15,050,388 (TIP) $15.505.388 (STIP)	2022 (TIP) >2021 (STIP)	

2. COOPERATING AGENCIES

[ ] USACE [ ] USCG [ ] FWS [ ] EPA [ ] NMFS [X] NONE

3. ENVIRONMENTAL ANALYSIS

Significant Impacts?*

Issues/Resources	Yes	No	Enhance	NoInv	Supporting Information**
A. SOCIAL & ECONOMIC					
1. Social	[ ]	[X]	[ ]	[ ]	See Attachment 3.A.1
2. Economic	[ ]	[ ]	[X]	[ ]	See Attachment 3.A.2
3. Land Use Changes	[ ]	[X]	[ ]	[ ]	See Attachment 3.A.3
4. Mobility	[ ]	[ ]	[X]	[ ]	See Attachment 3.A.4
5. Aesthetics	[ ]	[X]	[ ]	[ ]	See Attachment 3.A.5
6. Relocation Potential	[ ]	[X]	[ ]	[ ]	See Attachment 3.A.6
7. Farmlands	[ ]	[ ]	[ ]	[X]	
B. CULTURAL					
1. Section 4(f)	[ ]	[ ]	[ ]	[X]	See Attachment 3.B.1
2. Historic Sites/Districts	[ ]	[ ]	[ ]	[X]	See Attachment 3.B.2
3. Archaeological Sites	[ ]	[ ]	[ ]	[X]	See Attachment 3.B.3
4. Recreation Areas	[ ]	[ ]	[ ]	[X]	See Attachment 3.B.4
C. NATURAL					
1. Wetlands & Other Surface Waters	[ ]	[X]	[ ]	[ ]	See Attachment 3.C.1
2. Aquatic Preserves & Outstanding FL Waters	[ ]	[ ]	[ ]	[X]	
3. Water Quality & Water Quantity	[ ]	[X]	[ ]	[ ]	See Attachment 3.C.3
4. Wild and Scenic Rivers	[ ]	[ ]	[ ]	[X]	
5. Floodplains	[ ]	[ ]	[ ]	[X]	See Attachment 3.C.5
6. Coastal Zone Consistency	[ ]	[ ]	[ ]	[X]	See Attachment 3.C.6
7. Coastal Barrier Resources	[ ]	[ ]	[ ]	[X]	
9. Protected Species & and Habitat	[ ]	[X]	[ ]	[ ]	See Attachment 3.C.9
10. Essential Fish Habitat	[ ]	[ ]	[ ]	[X]	
D. PHYSICAL					
1. Highway Traffic Noise	[ ]	[X]	[ ]	[ ]	See Attachment 3.D.1
2. Air Quality	[ ]	[X]	[ ]	[ ]	See Attachment 3.D.2
3. Contamination	[ ]	[X]	[ ]	[ ]	See Attachment 3.D.3
4. Utilities and Railroads	[ ]	[X]	[ ]	[ ]	See Attachment 3.D.4
5. Construction	[ ]	[X]	[ ]	[ ]	See Attachment 3.D.5
6. Bicycles and Pedestrians	[ ]	[ ]	[X]	[ ]	See Attachment 3.D.6
7. Navigation	[ ]	[ ]	[ ]	[X]	

a. [X] A USCG Permit IS NOT required.
b. [ ] [ ] A USCG Permit IS required.

***Significant Impacts?:** Yes = Significant Impact; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement

**Supporting information is documented in the referenced attachment(s).

E. ANTICIPATED PERMITS

The permitting agencies with stormwater management jurisdiction include North Palm Beach County Improvement District (NPBCID), Palm Beach County, South Florida Water Management District (SFWMD), United States Army Corps of Engineers, and the Florida

Department of Environmental Protection (FDEP). There are stormwater management permits for the project along both I-95 and Northlake Boulevard. A modification to these permits will be required. In addition, a modification to the existing NPBCID right-of-way occupancy permit for the bridge culvert at the Earman River Canal will be necessary. A modification to the NPBCID permit for anticipated stormwater discharge to the EPB-6A Canal is also anticipated. The permit modifications will be obtained during the design phase.

During PD&E, coordination occurred on 01/19/2017 with SFWMD and Palm Beach County Environmental Resource Management (PBERM). Coordination with the U.S. Army Corps of Engineers (USACE) will be needed for the box culvert extension that occurs within the Earman River Canal; as such a Section 404 dredge and fill permit will be obtained during the design phase. The contractor may elect to dewater during construction activities, if so, the contractor can utilize the FDOT District 4 Master Dewatering Permit for Palm Beach County. Finally, for the proposed construction activities that occur along Northlake Boulevard (beyond the I-95 limited access right of way), a Highway Maintenance Memorandum of Agreement (MOA) with Palm Beach County will be obtained during the design phase.

The following **Table 2** lists the anticipated environmental permits and the associated regulatory agency. Permit applications and/or modifications will be prepared and agency coordination will occur during the design phase.

Table 2 – Project Regulatory Permitting Requirements

Agency	Type	Status
USACE	Section 404 Review	Obtain in Design Phase
FDEP	NPDES for Construction	Obtain in Design Phase
SFWMD	Environmental Resource Permit (ERP)	Obtain in Design Phase
NPBCID	Right-of-way Occupancy Permit	Obtain in Design Phase
SFWMD	Consumptive Water Use Permit	Use active SFWMD Master Dewatering Permit No. 50-09836-W
NPBCID	Permit (Drainage Connection)	Obtain in Design Phase
Palm Beach County	Highway Maintenance Memorandum of Agreement	Obtain in Design Phase

4. COMMITMENTS

The commitments below were identified prior to the public hearing. This section will be completed after the public hearing to include additional commitment.

Draft Commitment: The travel lane width on Northlake Boulevard is eleven (11) feet wide. Bicycle lanes will be four (4) feet wide, except where five (5) foot wide bicycle lanes are required at right turn lanes. Consideration for seven (7) foot wide bicycle lanes under the I-95 overpass will be evaluated in the design phase.

Draft Commitment: Consideration of gravity walls or other measures to reduce impact to existing landscape will be evaluated in the design phase. Consideration of root barrier treatments to minimize sidewalk damage from adjacent tree roots will be considered during design.

5. PUBLIC INVOLVEMENT

1. [ ] A public hearing is not required.

2. [X] A public hearing will be held (9/26/2017). This draft document is publicly available and comments can be submitted to FDOT until 10/6/2017.

District Contact Information:

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Project Manager
Florida Department of Transportation
3400 West Commercial Boulevard
Ft. Lauderdale, FL 33309
Phone: (954) 777-4135
Scott.Thurman@dot.state.fl.us

3. [ ] A public hearing was held on (insert date) and the transcript is available.

4. [ ] An opportunity for a public hearing was afforded and was documented (insert date).

6. DISTRICT DETERMINATION

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

_____ ___ / ___ / ___
FDOT Project Manager Date

_____ ___ / ___ / ___
FDOT Environmental Manager Date

7. OFFICE OF ENVIRONMENTAL MANAGEMENT CONCURRENCE

Signature below constitutes Location and Design Concept Acceptance:

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.

_____ ___ / ___ / ___
Director of the Office of Environmental Management Date

8. SUPPORTING INFORMATION

ATTACHMENTS:

1.a Project Information

The I-95 interchange (Exit 77) auxiliary lane and ramp improvements begin at the I-95 milepost 33.898 and end at the I-95 milepost 35.415, for a length of 1.516 miles. Along CR 809A (Northlake Boulevard) the improvements extend from SR 809 (Military Trail) at Station 10+00 to Sunrise Drive at Station 58+00 for a length of 1.098 miles.

There are two structures within these limits. The I-95 bridge (Bridge #930516) over Northlake Boulevard and the Bridge Culvert (# 930178) over the Earman River Canal.

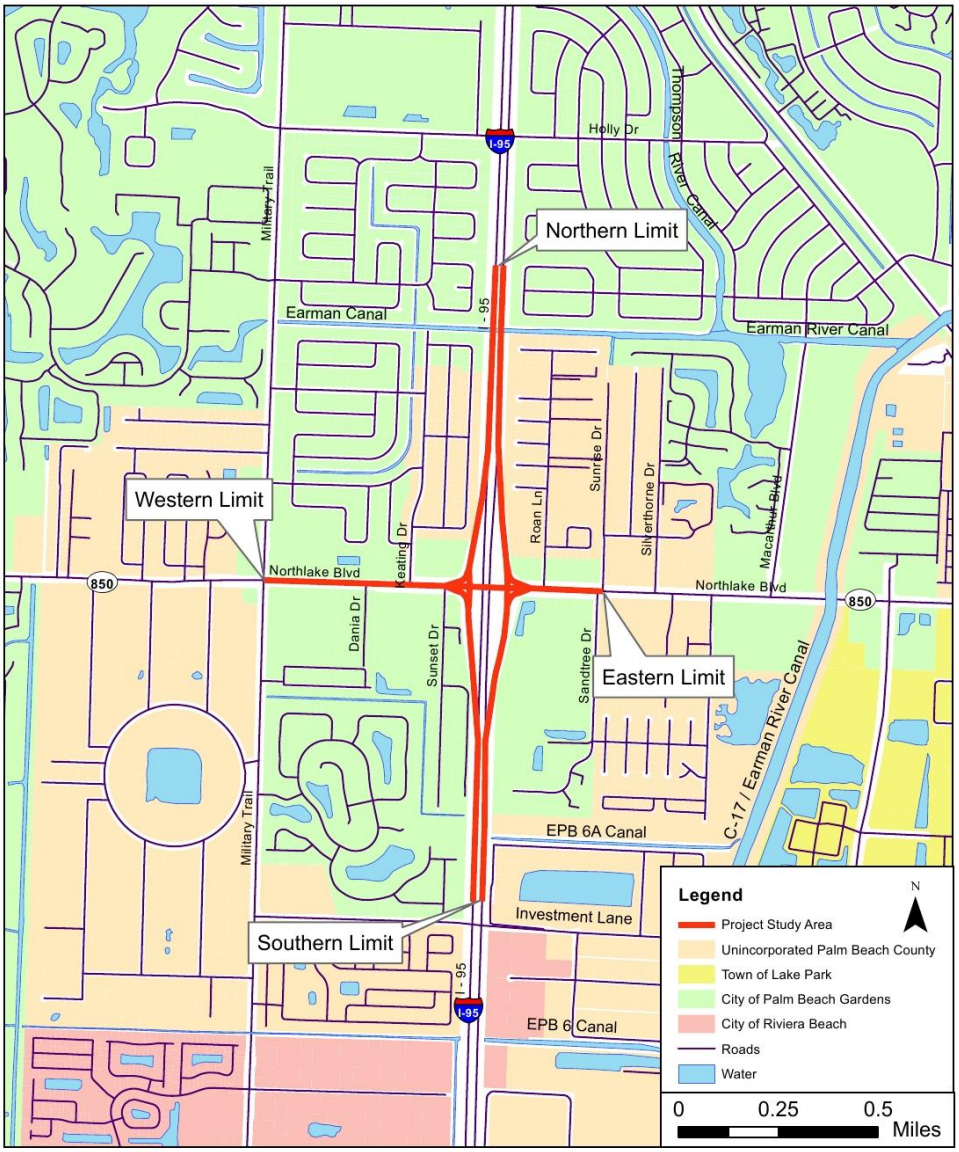

Figure 1 – Project Location Map

1.b. Proposed Improvements

The PD&E study process analyzed several factors related to the regional traffic growth, required traffic lanes to support the level of service standards, No Action and Build Alternatives to meet the required level of service standards, effects to the human and natural environment, costs and public comments. Based on the comprehensive evaluation, the Recommended Alternative is Alternative 1: Modified Concept.

Alternative 1 will modify the existing conventional tight diamond interchange.

- I-95 Off-Ramps will be widened to provide triple left turn lanes and triple right turn lanes; and the storage lengths will be extended.

- For the I-95 northbound off-ramp, provide a second auxiliary lane for 1300 feet
- For the I-95 southbound off-ramp, provide a second auxiliary lane for 1300 feet

- I-95 On-Ramps will have three lanes to receive one dedicated right turn lane and dual left turn lanes from Northlake Boulevard.
  - I-95 northbound on-ramp has three lanes that will merge to two lanes, joining I-95 as two auxiliary lanes for 1200 ft, then merge to one lane after an additional 1200 ft, lane, then merge into I-95 approximately 3500 ft south of the auxiliary lane taper for the northbound exit to PGA Boulevard.
  - Southbound I-95 three lane on-ramp will not change.
- The I-95 mainline bridge over Northlake Boulevard does not require modification.
- At the interchange, Northlake Boulevard will have four (4) through lanes in the eastbound and westbound directions, two (2) left turn lanes and single lane free-flow right turn lanes to the on-ramp.
- Pedestrians have full mobility along Northlake Boulevard with signalized pedestrian crossings. Bicycle lanes are provided within the Build Alternative project limits on Northlake Boulevard.
- Northlake Boulevard will have one additional lane for eastbound traffic from west of Keating Drive to Sandtree Drive to maintain traffic flow through the I-95 terminals.
- Northlake Boulevard will have one additional lane for westbound traffic from west of Keating Drive to east of Sandtree Drive to maintain traffic flow through the I-95 terminals.
- At Dania Drive, the median opening is closed.
- At Roan Lane, the eastbound left turn, median opening and traffic signal is removed.
- At Silverthorne Drive the median opening will be modified to a directional median.

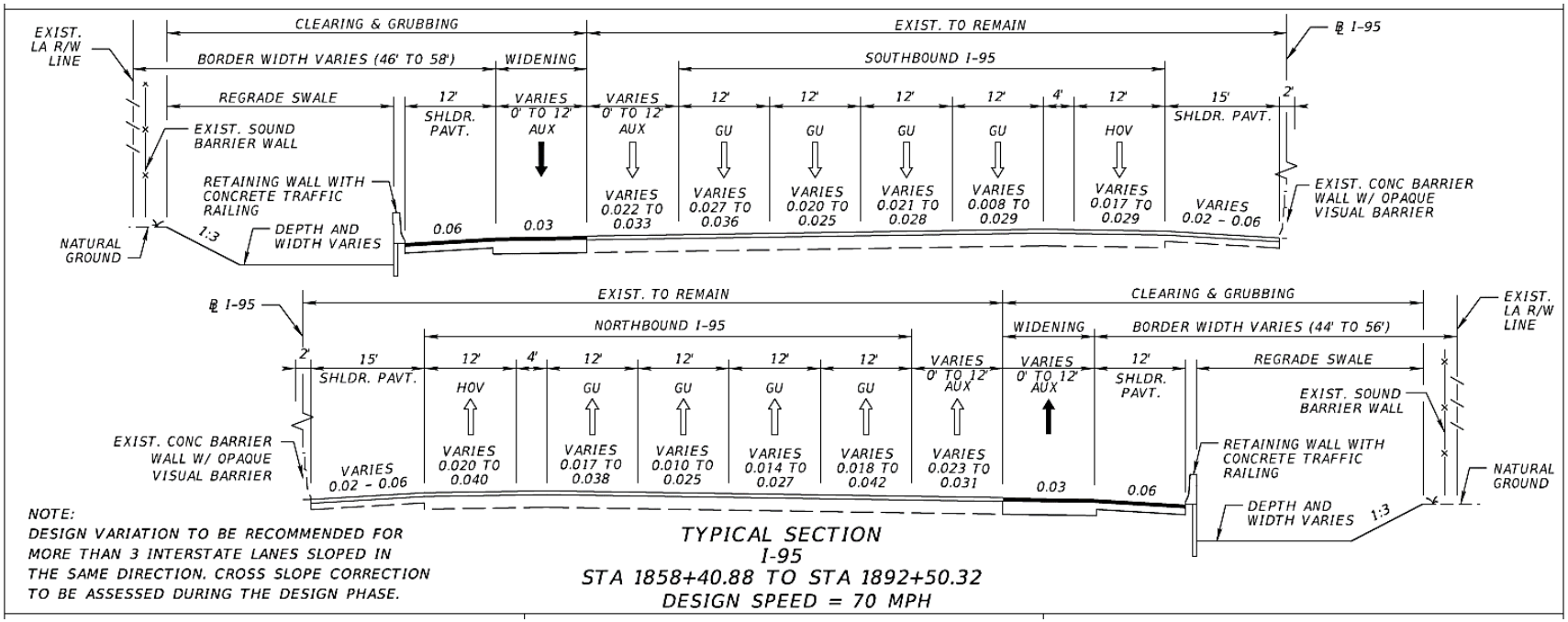

Figure 2 – Alternative 1: Modified Concept I-95 Ramp Auxiliary Lane Typical Section

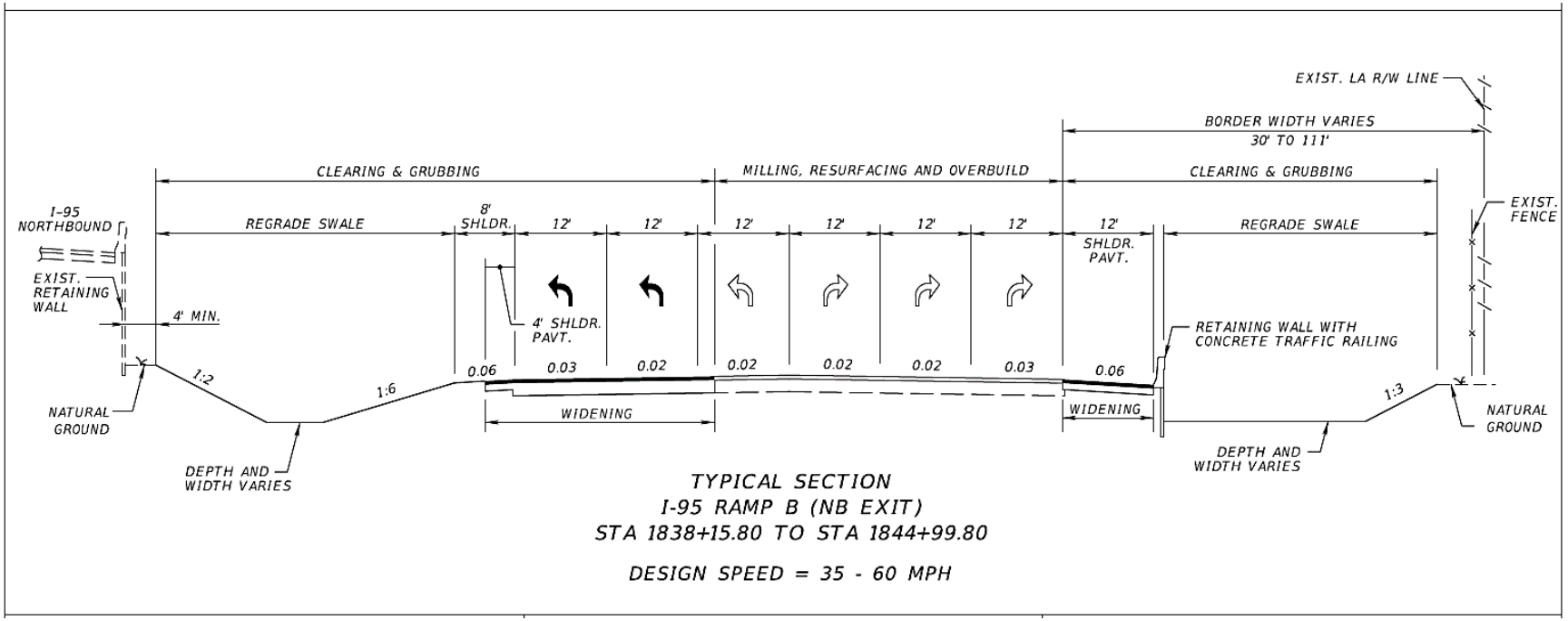

Figure 3 – Alternative 1: Modified Concept I-95 Ramp B (Northbound Exit) Typical Section

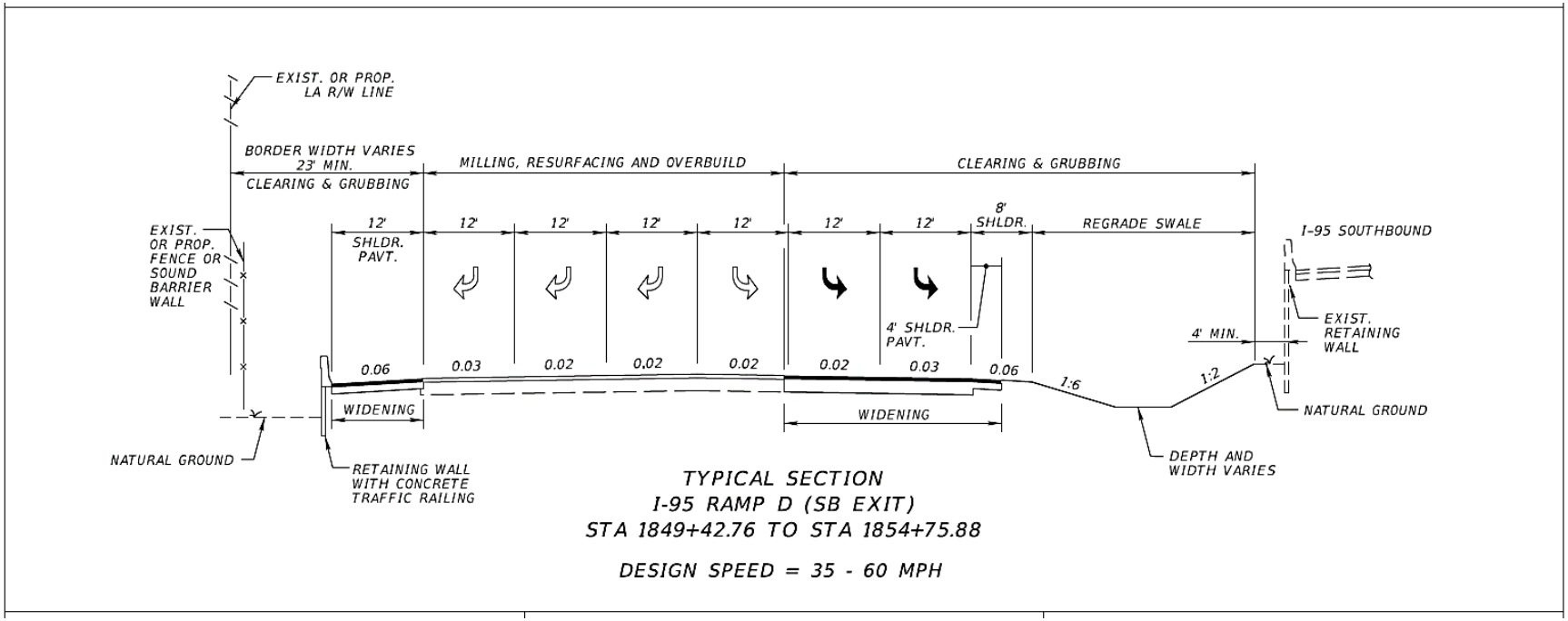

Figure 4 – Alternative 1: Modified Concept I-95 Ramp D (Southbound Exit) Typical Section

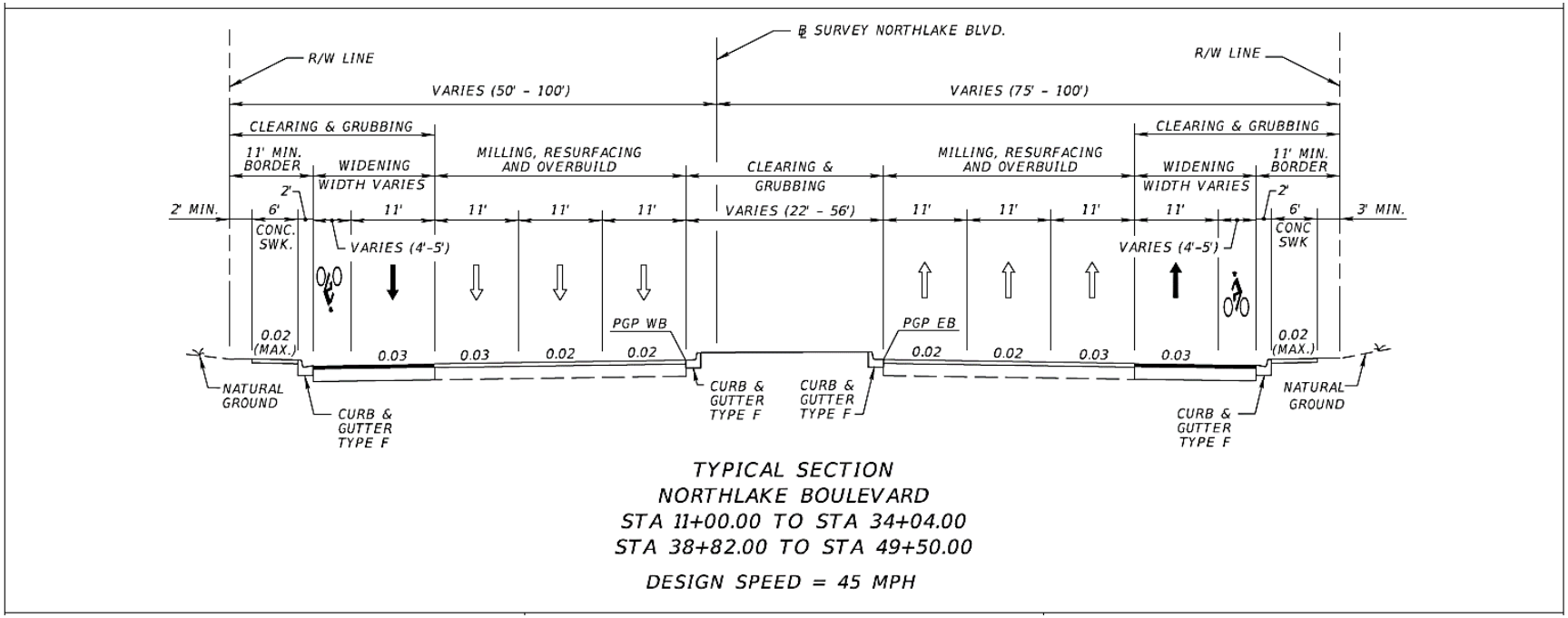

Figure 5 – Alternative 1: Modified Concept CR 809A (Northlake Boulevard) Typical Section

1.c Purpose and Need

The purpose of the project is to enhance overall traffic operations at the existing interchange of I-95 and Northlake Boulevard by providing improvements to achieve acceptable Levels of Service (LOS) at the interchange in the future condition (2040 Design Year). Conditions along Northlake Boulevard are anticipated to deteriorate below acceptable LOS standards if no improvements occur by 2040; the interchange will have insufficient capacity to accommodate the projected travel demand. The need for the project is based on the following primary and secondary criteria.

The initial purpose and need was screened through the Efficient Transportation Decision Making (ETDM) process and documented in the ETDM Summary Report (Reference: ETDM Project 14182, published 5/27/2015).

The I-95 at Northlake Boulevard Preliminary Engineering Report (PER) contains detailed engineering information that fulfills the purpose and need for the project. Refer to *Section 1.c.3 Update to ETDM Purpose and Need: Capacity/Transportation Demand* for updated capacity need information.

1.c.1 Primary Criteria

1.c.1.1 Capacity/Transportation Demand Improve Operational Capacity and Overall Traffic Operations (Level of Service).

The project is anticipated to improve traffic operations at the I-95 and Northlake Boulevard interchange and study area roadways/intersections by implementing operational and capacity improvements to meet the future travel demand projected as a result of Palm Beach County population and growth.

Based upon the traffic operations analysis conducted for the I-95 at Northlake Boulevard interchange and adjacent signalized intersections during the ETDM Screening and PD&E phase, the existing and future AM and PM peak hour traffic conditions for the five study intersections along Northlake Boulevard are shown in **Table 3**.

Table 3 – ETDM Existing and Future Intersection LOS

Intersection	Existing Year 2012/2013				Future Year 2040 No-Build			
	AM		PM		AM		PM	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Keating Drive	C	23.4	D	47.9	E	59.1	F	102.2
SB Ramp Terminal	C	28.3	C	29.3	E	80.0	D	53.0
NB Ramp Terminal	D	53.2	D	36.0	E	60.4	E	78.5
Roan Lane	A	2.4	A	2.2	A	2.8	A	1.0
Sandtree Drive/ Sunrise Drive	D	35.6	F	80.7	F	83.2	F	103.8

Although all the intersections along Northlake Boulevard (except Sandtree Drive/Sunrise Drive) operate at LOS E or better under existing conditions, it should be noted that several of the individual through and turning movements at the intersections (which include the I-95 on/off-ramp approaches) operate at LOS F during both the AM and PM peak periods. Without the proposed improvements, the intersections (except Roan Lane) are projected to experience excessive delays and operate at LOS F, which is below acceptable LOS standards, by the 2040 Design Year.

1.c.1.3 Growth Management: Accommodate Future Growth

Commercial retail/office and residential land uses are located adjacent to the interchange. Commercial retail/office uses are located along Northlake Boulevard west of the I-95 southbound ramps (See Figure 1 - Project Location Map). Predominantly residential uses are located to the west of Congress Avenue, while residential and commercial retail uses are located to the east of I-95. According to the Future Land Use Maps for Palm Beach County and the City of Palm Beach Gardens, the project area is to remain relatively unchanged.

The population within the vicinity of the interchange is anticipated to increase by 3% from 2005 to 2035, while the employment is expected to increase by approximately 96% from 2005 to 2035 northeast of the interchange. These projections are based on data derived from the Southeast Regional Planning Model (SERPM) Version 6.5 Managed Lanes Model (upgraded to include specific subarea improvements for the I-95 Interchange Master Plan).

As such, the proposed improvements will be critical in supporting growth within the vicinity of the interchange and the overall vision of the City of Palm Beach Gardens and Palm Beach County.

1.c.2 Secondary Criteria

1.c.2.1 Safety: Improve Safety Conditions

The *I-95 (SR-9) Interchange at Northlake Boulevard in Palm Beach County Interchange Concept Development Report* included a safety analysis of the project area. The following provides a summary of the crash data and analysis results for the three-year period from 2010 through 2012 for the ramp terminal intersections and approaches at the interchange.

There were 51 crashes in 2010, 54 crashes in 2011, and 48 crashes in 2012, to total 153 crashes. The predominant crash type is rear-end crashes accounting for 82 crashes (54%) of the total crashes.

FDOT's high crash location reports (for the period 2010 through 2012) provide those locations that have a higher crash rate as compared to crash rates for similar statewide roadways. The high crash locations along I-95 within the area of influence include:

- I-95 Northbound Off-Ramp (2011)
- I-95 mainline between mileposts 34.6 and 34.8 (2010)

The proposed improvements are anticipated to provide additional through and turn lanes, as well as interchange ramp improvements, to help reduce conflict points and the potential occurrence of collisions at the interchange.

1.c.2.2 Emergency Evacuation: Enhance Emergency Evacuation and Response Times.

I-95 and Northlake Boulevard (from I-95 to SR A1A) serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management. Also designated by Palm Beach County as evacuation facilities, I-95 and Northlake Boulevard (from I-95 to SR A1A) are critical in facilitating traffic flows during emergency evacuation periods as they connect other major arterials and highways of the state evacuation route network. The project is anticipated to:

- Improve emergency evacuation capabilities by enhancing connectivity and accessibility to I-95 and other major arterials designated on the state evacuation route network from the west and east, and
- Increase the operational capacity of traffic that can be evacuated during an emergency event.

1.c.3 Update to ETDM Purpose and Need: Capacity/Transportation Demand

The traffic analysis conducted during the PD&E study further identified the long term deficiencies in the year 2040 and the need for operational improvements to meet the level of services standards. Delay extends up to two to three minutes at some intersections. In both the AM and PM peak hour, the southbound and northbound ramp terminals operate at level of service F. **Table 4** shows the existing and future LOS for No-Build conditions based on the analysis conducted during the PD&E Interchange Modification Report (IMR) traffic analysis process. **Table 5** shows the I-95 exit ramp queuing up to 66% beyond the available ramp storage causing queue spillback onto I-95. The IMR is contained in the project file.

Table 4 – Existing and Future No Build Intersection LOS

Intersection	Existing (2015)				Future (2040 No-Build)			
	AM		PM		AM		PM	
	LOS	Delay(sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Military Trail	E	55.3	E	64.6	E	63.2	F	90.4
Keating Drive	B	17.5	D	44.3	E	73.6	F	142.5
I-95 SB Ramp Terminal	C	27.9	C	31.5	F	80.5	F	90.4
I-95 NB Ramp Terminal	E	59.5	D	47.5	F	103.9	F	123.4
Roan Lane	A	1.1	A	2.3	A	0.9	A	2.6
Sunrise Drive	E	62.9	E	68.8	E	70.7	F	98.6

Table 5 – Existing and Future No Build Queue Length

Intersection	Existing (2015)		Future (2040 No-Build)	
	Maximum Queue Length	% Queue Greater than Existing Storage	Maximum Queue Length	% Queue Greater than Existing Storage
	ft	%	ft	%
I-95 Southbound Off Ramp	1608	53%	1746	66%
I-95 Northbound Off Ramp	1433	27%	1250	11%

1.d Project Planning Consistency:

Project coordination occurred with the Palm Beach Metropolitan Planning Organization (MPO) technical committees and governing board, and several local municipalities. The result of this project coordination culminated with the MPO adopting and funding design, right of way and construction on June 15, 2017 through the approval of LRTP Amendment 5. Below are the three plans and programmed funds (Figures 4, 5 & 6):

- **2040 Long Range Transportation Plan (LRTP) as amended 6/15/2017: Amendment #5:** FDOT has identified specific SIS cost feasible projects and corresponding project costs in its "SIS FY 2019/2020 through FY 2023/2024 Second Five Year Plan" and its "SIS FY 2024 through FY 2040 Long Range Cost Feasible Plan." The LRTP has $84,200,000 project funds programmed for Design (2015-2019), Right of Way (2020), and Right of Way and Construction (2021-2025). LRTP page 112 is shown in **Figure 4**.

- **Palm Beach MPO Transportation Improvement Program (TIP) FY 2018-2022, Adopted 6/15/2017:** Identifies project funds with $5,100,000 for Preliminary Engineering in FY 2018, $58,566,406 for Right-of-Way in FY 2020-2022, and $15,050,388 ($14,959 + $91,200) for Construction in FY 2022 for total of $84,248,427. TIP page 36 is shown in **Figure 5**.

- **The FDOT Current State TIP (STIP) FY 2018 through >2021 (6/27/2017):** Identifies project funds with $5,1000,000 for Preliminary Engineering in FY 2018, $61,463,486 for Right of Way in FY 2020 through >2021, $15,050.388 for Construction FY >2021. The FDOT Current STIP as of July 8, 2017 is shown in **Figure 6**.

112

COST FEASIBLE PLAN

Palm Beach Metropolitan Planning Organiza

PROJECTS FUNDED WITH STRATEGIC INTERMODAL SYSTEM & TURNPIKE REVENUES

Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
Proposed Strategic Intermodal System Improvements										
H-9	I-95	@ Donald Ross Rd		Interchange Improvement	$4.5	C				
H-25	I-95	@ Blue Heron Blvd		Interchange Improvement	$2.8	R/C				
H-65	I-95	@ Linton Blvd		Interchange Improvement	$20.9	C				
H-64	I-95	@ Atlantic Ave		Interchange Improvement	$9.4	D/R/C				
H-69	I-95	@ Spanish River Blvd		New Interchange	$81.9	R/C				
H-44	Southern Blvd/SR 80	L-8 Canal	Crestwood/Forest Hill Blvd	Widen 4L to 6L	$46.3	R/C				
H-1	SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L	$10.0	D/R/C				
H-6	SR 710	W of Indiantown Rd	W of Pratt Whitney Rd	Widen 2L to 4L	$41.3	D/R/C				
H-29	SR-710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L	$42.0	R/C				
	SR 710	Australian Ave	Old Dixie Hwy	Widen 2L to 4L	$75.0	D/R/C				
H-67	I-95 Managed Lanes	Broward/PBC Line	Linton Blvd	Add Managed Lanes	$165.0	D/C	C	C		
H-57	I-95	@ Gateway Blvd		Interchange Improvement	$87.9		D	R/C		
H-46	I-95	@ SR 80		Interchange Improvement	$116.7		D	C		
H-20	SR 710	Northlake Blvd	Blue Heron Blvd	Widen 4L to 6L	$35.3	D		R/C		
H-15	SR 710	PGA Blvd	Northlake Blvd	Widen 4L to 6L	$63.3			C		
H-80	I-95	@ Northlake Blvd		Interchange Improvement	$84.2	D	R	R/C		
H-14	I-95	@ Central Blvd or PGA Blvd		Interchange Improvement	$86.7	D			C	
H-58	I-95	@ Boynton Beach Blvd		Interchange Improvement	$97.7			D/R	R/C	
H-42	I-95	@ Palm Beach Lakes Blvd		Interchange Improvement	$150.1				D/R/C	
H-48	I-95	@ 10th Ave N		Interchange Improvement	$53.3				D/R/C	
H-52	I-95	@ 6th Ave S		Interchange Improvement	$71.4				D/R/C	
H-56	I-95	@ Hypoluxo Rd		Interchange Improvement	$73.9				D/R/C	
H-54	I-95	@ Lantana Rd		Interchange Improvement	$86.7				D/R	C
H-79	I-95	@Woolbright Rd		Interchange Improvement	$39.5	D		D/R/C		
H-78	I-95	@ Glades Rd		Interchange Improvement	$27.1	D/R/C				
H-4	I-95 Managed Lanes	Indiantown Rd	Martin/PBC Line	Add Managed Lanes	$56.4			D	R	C
H-11	SR 710	W of Seminole Pratt Whitney Rd	PGA Blvd	Widen 4L to 6L	$59.6					R/C
Proposed Turnpike Improvements										
H-27	Turnpike Mainline	Okeechobee Blvd/Jog Rd (Mile Post 98)	PGA Blvd (Mile Post 109)	Widen 4L to 6L	$296.2			D/R/C		
H-45	Turnpike Mainline	Boynton Bch Blvd (Mile Post 86)	Okeechobee Blvd/Jog Rd (Mile Post 98)	Widen 4L to 6L	$274.9			D/R/C		
H-59	Turnpike Mainline	Broward/PBC Line (Mile Post 73)	Boynton Bch Blvd (Mile Post 86)	Widen 6L to 8L	$297.8			D/R/C		
H-55	Turnpike	@ Hypoluxo Rd		New Interchange	$113.1					D/R/C

Note: D = Design (Preliminary Engineering & PD&E) R = Right of Way acquisition C = Construction

1 **Figure 4 – Approved LRTP 2040, Amended June 15, 2017, PBMPO, page 112**

Palm Beach MPO Transportation Improvement Program - FY 2018 - 2022

Phase	Fund Source	2018	2019	2020	2021	2022	Total
I-95 @ NORTHLAKE BOULEVARD INTERCHANGE - Proj# 4358031					**Length: 1.423 MI**	***SIS***	
Type of Work: INTERCHANGE - ADD LANES					**Lead Agency: FDOT**		
					LRTP#: Pages 91-92		
Description: Reconstruct I-95 Interchange (add lanes) at Northlake Blvd to add capacity without elevated lanes or a diverging diamond.							
PE	ACNP	5,100,000	0	0	0	0	**5,100,000**
ROW	ACNP	0	0	20,215,449	29,361,153	8,989,804	**58,566,406**
CST	DI	0	0	0	0	14,959,188	**14,959,188**
CST	DIH	0	0	0	0	91,200	**91,200**
Total		**5,100,000**	**0**	**20,215,449**	**29,361,153**	**24,040,192**	**78,716,794**
	Prior Years Cost	*2,634,553*	*Future Years Cost*	*2,897,080*		*Total Project Cost*	*84,248,427*
I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD - Proj# 4132651					**Length: 2.010 MI**	***SIS***	
Type of Work: INTERCHANGE - ADD LANES					**Lead Agency: FDOT**		
					LRTP#: Pages 112-116		
Description: Construct new I-95 Interchange at Central Blvd							
ROW	BNIR	0	8,707,427	0	0	0	**8,707,427**
ROW	DIH	0	137,684	0	0	0	**137,684**
Total		**0**	**8,845,111**	**0**	**0**	**0**	**8,845,111**
	Prior Years Cost	*4,221,842*	*Future Years Cost*	*82,736,619*		*Total Project Cost*	*95,803,572*
I-95 @ SOUTHERN BLVD/SR-80. INTERCHG. ULTIM. IMPRVMT. - Proj# 4355161					**Length: 4.293 MI**	***SIS***	
Type of Work: INTERCHANGE - ADD LANES					**Lead Agency: FDOT**		
					LRTP#: Pages 112-116		
Description: Reconstruct I-95 Interchange (add lanes) at Southern Blvd to add capacity							
PE	ACNP	0	0	0	7,625,000	0	**7,625,000**
ROW	ACNP	0	0	0	0	5,828,015	**5,828,015**
Total		**0**	**0**	**0**	**7,625,000**	**5,828,015**	**13,453,015**
	Prior Years Cost	*2,531,599*	*Future Years Cost*	*95,768,016*		*Total Project Cost*	*111,752,630*

TIP 2018-2022 (April 4, 2017 Import)

SIS Capacity

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Figure 5 – Approved Transportation Improvement Program June 15, 2017, PBMPO, page 36

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Federal Aid Management Office James Jobe - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria	
Current STIP	**Detail Report**
Financial Project:435803 _	**Related Items Shown**

HIGHWAYS

Item Number: 435803 1 **Project Description:** SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE
District: 04 **County:** PALM BEACH **Type of Work:** INTERCHANGE - ADD LANES **Project Length:** 1.423MI
Extra Description: INTERCHANGE IMPROVEMENTS

		Fiscal Year						
Phase / Responsible Agency		**<2018**	**2018**	**2019**	**2020**	**2021**	**>2021**	**All Years**
CONSTRUCTION / MANAGED BY FDOT								
Fund Code:	DI - ST. - S/W INTER/INTRASTATE HWY						14,959,188	**14,959,188**
	DIH - STATE IN-HOUSE PRODUCT SUPPORT						91,200	**91,200**
	Phase: CONSTRUCTION Totals						**15,050,388**	**15,050,388**
P D & E / MANAGED BY FDOT								
Fund Code:	DDR - DISTRICT DEDICATED REVENUE	298,356						**298,356**
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	62,393	1,460					**63,853**
	DS - STATE PRIMARY HIGHWAYS & PTO	30,880						**30,880**
	GMR - GROWTH MANAGEMENT FOR SIS	2,266,464						**2,266,464**
	Phase: P D & E Totals	**2,658,093**	**1,460**					**2,659,553**
PRELIMINARY ENGINEERING / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP		5,100,000					**5,100,000**
RIGHT OF WAY / MANAGED BY FDOT								
Fund Code:	ACNP - ADVANCE CONSTRUCTION NHPP				20,215,449	29,361,153	11,886,884	**61,463,486**
	Item: 435803 1 Totals	**2,658,093**	**5,101,460**		**20,215,449**	**29,361,153**	**26,937,272**	**84,273,427**
	Project Totals	**2,658,093**	**5,101,460**		**20,215,449**	**29,361,153**	**26,937,272**	**84,273,427**
	HIGHWAYS Totals	**2,658,093**	**5,101,460**		**20,215,449**	**29,361,153**	**26,937,272**	**84,273,427**
	Grand Total	**2,658,093**	**5,101,460**		**20,215,449**	**29,361,153**	**26,937,272**	**84,273,427**

This site is maintained by the Federal Aid Management Office, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:
James Jobe: james.jobe@dot.state.fl.us or call 850-414-4448

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Figure 6 – FDOT Current STIP, Online Report (July 08, 2017)

3.A.1 Social

The community demographics in the project area fall within Palm Beach County and portions of the City of Palm Beach Gardens, Florida. The ETDM Sociocultural Data Report was prepared for Alternative 1. The study area is 73% White, 15% Black or African American, and 12% Hispanic or Latino. The percent population below poverty status is 12%. The language trends are: 0.5% speak English not at all and 1.2% speak English not well. Of the Occupied housing units 7% had no vehicle. The ETDM Sociocultural Date Report is contained in the project file.

- **Community Center:** Masonic Lodge
- **Healthcare Facility:** Gardens Health & Wellness, Grace Medical Center of Florida, Northlake Medical Center, Palm Beach Medical Clinic, MD Now Medical Center, Gardens Urgent Care
- **Religious Centers:** Covenant Centre International, Diocese-Southeast Florida

During the PD&E Study, the three build alternatives were presented to the public, local community organizations, and local municipalities through 14 different meetings. Through detailed and continued public involvement, Alternatives 2 and 3 were identified as the least desired by the public due to right of way impacts of Alternative 2 and elevated ramps in Alternative 3, even though those alternatives performed the best from a traffic operations perspective. This led the community input to focus on further refining Alternative 1 and further reduce the property impacts and right of way needs, thereby reducing right of way costs by approximately ten million dollars. The overall result of community input balanced the transportation needs with the local community needs which brought public support to the June 15th, 2017 at the Palm Beach MPO Governing Board meeting and obtaining LRTP Amendment 5 approval. The proposed project will have the following right of way impacts:

- Total Affected Parcels: 23
- Displaced Households: 3
- Potentially Displaced Households: 1
- Sign Relocations: 4
- Business Relocations: 0

The displaced households are located adjacent to the I-95 southbound exit ramp where the limited access right of way narrows at the connection to the I-95 auxiliary lane. The right of way expansion is unavoidable at this location due to the ramp geometry and lane requirements to eliminate vehicle queuing into the high speed interstate travel lanes.

The project adds bicycle lanes and street lighting along with upgrading sidewalk, crosswalks and pedestrian crossing signals. Bus transit headway and emergency response times will be reduced with the additional lanes on Northlake Boulevard and improved traffic operations. Two median openings are closed with the proposed project to improve safety by reducing vehicle conflict points and increasing left turn storage at adjacent median openings.

"**Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations**, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law."

Based on the above discussion and analysis, the I-95 at Northlake Boulevard Interchange *recommended alternative will not cause disproportionately high and adverse effects on any minority or low income populations in accordance with the provisions of* ***Executive Order 12898 and FHWA Order 6640.23a****. No further Environmental Justice analysis is required.*

No minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above. Therefore, in accordance with the provisions of ***Executive Order 12898 and FHWA Order 6640.23a****, no further Environmental Justice analysis is required.*

Based on the above findings and measures to avoid, minimize and potentially enhance the direct effects; and no identified indirect or cumulative impacts, the Social impact is Not Significant.

3.A.2 Economic

The proposed project supports the commercial businesses through improved mobility and reduced delay allowing for more capacity which will bring more customers to the local businesses. Within the nearby project area, job growth rate will be stronger than population growth rates through the year 2040. The Northlake Boulevard corridor also serves a growing population 12 miles west in the Acreage community. Several developments with thousands of homes and retail businesses are planned in that community, many of which will access I-95 via Northlake Boulevard.

Through the public involvement process, right of way requirements were reduced which reduced the number of parcels effected and the number of commercial retail parking spaces effected. The result was a reduction of the economic impact by ten million dollars. Business relocations were eliminated and green space solutions identified to maintain the existing tax base and zoning requirements.

The two proposed median closures create a minor change in travel patterns for the businesses directly accessed by these median left turn lanes. Access is provided immediately east and west of the proposed median closures thereby providing reasonable access.

Based on the above findings and measures to avoid, minimize and potentially enhance the direct effects; and no identified indirect or cumulative impacts, the Economic impact is Enhanced.

3.A.3 Land Use Changes

The project is within the urbanized section of Palm Beach County and the City of Palm Beach Gardens. The land use is predominantly fully developed with two undeveloped parcels on the project corridor. Commercial retail and office space land use is located along Northlake Boulevard.

Residential land use is adjacent to I-95 north and south of the interchange. Residential land use is buffered from the traffic on Northlake Boulevard by the commercial building and parking lots on Northlake Boulevard. According to the Future Land Use Maps for Palm Beach County and the City of Palm Beach Gardens, the project area will continue to support commercial retail/office and residential uses.

Considering potential impacts on a broad scale, by improving operational capacity and overall traffic operations, the proposed interchange improvement is anticipated to accommodate the future travel demand projected as a result of Palm Beach County population and employment growth and allow I-95 to continue to serve as a critical arterial in facilitating the north-south movement of traffic in Southeast Florida as it connects major employment centers, residential areas, and other regional destinations in Palm Beach County.

Based on the above findings and measures to avoid, minimize and potentially enhance the direct effects; and no identified indirect or cumulative impacts, the impact to Land Use C hange is Not Significant.

3.A.4 Mobility

The proposed project adds bicycle lanes which increases bicycle mobility through the Northlake Boulevard corridor, provides new pedestrian crosswalks and signal features at the intersections, and improves night time street lighting improving safety for pedestrians and bicyclist after dark. The two Palm Tran Bus routes and bus stops are not affected by the proposed project.

Coordination with the local business community and City of Palm Beach Gardens assisted in refining the proposed project to reduce negative effects to business parking.

The project effects on mobility improve the traffic operations and level of service on the I-95 interchange ramps and Northlake Boulevard. By reducing delay at the interchange ramps, interstate delay and congestion is reduced, traffic queueing into the interstate mainline is addressed with increased storage to improve interstate traffic safety. The project will reduce traffic delay effects on motorist, freight and emergency services and improve bus transit headway times through reduced traffic congestion. Two median openings were removed on Northlake Boulevard, thereby reducing vehicle conflict points and opportunity for crashes.

Based on the above findings and measures to avoid, minimize and enhance the direct effects; and no identified indirect or cumulative impacts, the impact to Mobility is Enhanced.

3.A.5 Aesthetic Effects

Visual resources including private property landscaping, architecture, roadways, structures and other qualities that define the character of surrounding communities like noise, vibration and air quality were assessed. The project corridor is predominantly commercial retail development with parking lots located along Northlake Boulevard and sidewalks along the corridor. Local businesses have mature trees and palms located on private property. The majority of the roadway right of way is impervious asphalt and concrete sidewalk with some green space near the interchange and within the medians. The proposed project maintains the existing interchange configuration and does not introduce new elevated structures.

The proposed project widens the I-95 ramps within the existing interstate right of way and within the existing noise barriers, except at one location where the noise barrier will be reconstructed at the new location. Along Northlake Boulevard, the proposed project adds one travel lane in each direction on Northlake Boulevard with minor strips of right of way acquisition required. Two median openings will be closed creating additional green space and potential for future landscape which will enhance the aesthetics.

During the public involvement process, the City of Palm Beach Gardens requested gravity walls to be considered along the back of sidewalk to protect the existing palms and canopy trees which are located on private property near the proposed right of way line. Palm Beach County Engineers requested root barriers to be included in the construction plans where the existing palms and trees are near the sidewalk to reduce long term sidewalk damage from tree roots. During the design phase, the gravity walls, root barriers and the potential for landscape at the proposed median closures can be investigated to minimize and enhance the impacts.

Any proposed noise barriers will contain the appropriate FDOT surface treatments, decorative inlays and colors which are approved. Additional public coordination during design regarding proposed noise barriers will be required.

Based on the above findings and measures to avoid, minimize and potentially enhance the direct effects; and no identified indirect or cumulative impacts, the impact determination for Aesthetic Effects is Not Significant.

3.A.6 Relocation Potential

The proposed action does not have disproportionately high impacts to low income and minority communities. Through the public involvement process, the right-of-way relocation impacts were minimized along the Northlake Boulevard by reducing lane widths to 11 ft, and reducing the bicycle lane width to 4 feet. The proposed project minimizes the relocations and impacts to the business properties.

A Conceptual Stage Relocation Plan and right-of-way acquisition cost estimate were prepared and are contained in the project record. The proposed project estimated right-of-way acquisition and relocation costs are $15,941,674. The proposed project has the following impacts.

- Total Affected Parcels: 23
- Displaced Households: 3
- Potentially Displaced Households: 1
- Sign Relocations: 4
- Business Relocations: 0

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 Florida Department of Transportation provides advance notification of impending Right of Way acquisition. Before acquiring Right of Way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

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

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

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

Financial assistance is available to the eligible relocatee to:

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

- Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market.

- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.

- Make payment for eligible increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to $31,000 combined total.

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

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

Based on the above findings and measures to minimize direct effects; and no identified indirect or cumulative impacts, the impact determination for Relocation Potential is Not Significant.

3.B CULTURAL

3.B.1 Section 4(f)

There are two potential Section 4(f) sites reported in the project-specific ETDM Summary Report (14182) for this study area, Lake Catherine Park and Lake Catherine Sports Complex. Based on a field review conducted in September 2017, it was determined that both sites are located approximately 0.3 miles from the eastern project limit on the north side of Northlake Boulevard with access provided at MacArthur Boulevard. Construction activities will occur 0.3 miles away on Northlake Boulevard.

Janus Research also conducted a review of the project including field reconnaissance in January 2017 and did not find any National Register-eligible resources. Therefore, there

should be no Section 4(f) involvement from the cultural resources perspective. A review of planning documents, website data searches, and desktop review did not reveal any planned or programmed potential Section 4(f) resources within the project area. FDOT coordinated with the Section 4(f) FHWA delegate regarding Section 4(f) and a Determination of Applicability is not required. A technical memorandum in the project file summarizes the Section 4(f) review.

Based on the above evaluation, there is no direct or indirect use under Section 4(f), and the Section 4(f) impact determination is No Involvement.

3.B.2 Historic Sites/Districts

A Cultural Resource Assessment Survey (CRAS) for the Project Development and Environment Study (PD&E) for the I-95 at Northlake Boulevard Interchange in Palm Beach County, Florida (FM No. 435803-1-22-02) was performed and included in the project file. The objective of this survey was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The CRAS complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303); the revised Chapter 267, Florida Statutes (F.S.); and the minimum field methods, data analysis, and reporting standards embodied in the Florida Division of Historical Resource's Cultural Resource Management Standards and Operational Manual (February 2003), and Chapter 1A-46 (Archaeological and Historical Report Standards and Guidelines), Florida Administrative Code.

The CRAS resulted in the identification of 11 historic resources, including one previously recorded historic linear resource (canal) and 10 newly identified historic buildings. The previously recorded Earman River Canal Branch (8PB16286) is a common canal type and was determined National Register-ineligible by the SHPO in 2016.

The newly identified resources include 10 Masonry Vernacular and Frame Vernacular residential and commercial buildings (8PB17044, 8PB17104–8PB17112) constructed in the 1960s. These historic resources are examples of common design and style found throughout South Florida, have non-historic alterations that affect integrity, and do not possess sufficient historical or architectural significance for individual listing in the National Register. These resources do not meet National Register Criteria A, B, C, or D and none are located in an area which would comprise a National Register-eligible historic district.

In comments to the ETDM, the Florida Department of State (FDOS) reported one previously recorded resource, Military Trail (8PB13795) intersects Northlake Boulevard. This historic linear resource has not been evaluated by SHPO. However, no improvements to this resource are proposed and this resource is not within the current APE.

The FDOT initiated coordination with the Florida State Historic Preservation Officer (SHPO) to review the findings of the CRAS and SHPO responded with their concurrence on July 11, 2017. The signed concurrence letter is provided in the **Appendix**.

Based on the above findings, there will be no direct, indirect or cumulative impacts, therefore the impact determination for Historic Sites/Districts is No Involvement.

3.B.3 Archaeological Sites

As part of the CRAS discussed in Section 3.B.2, no newly or previously recorded archaeological resources were identified within the archaeological APE. The background research indicated that the archaeological APE is located within a developed area that exhibits low archaeological probability. The pedestrian survey determined that subsurface testing was not possible within archaeological APE due to the presence of pavement, sidewalk, berm, ditches, swales, landscaping, and underground utilities.

The FDOT initiated coordination with the Florida State Historic Preservation Officer (SHPO) to review the findings of the CRAS and SHPO responded with their concurrence on July 11, 2017. The signed concurrence letter is provided in the **Appendix**.

Based on the above findings, there will be no direct, indirect or cumulative impacts, therefore the impact determination for Archeological Sites is No Involvement.

3.B.4 Recreation Areas

Recreation areas were included in the Section 4(f) review for this project (see Section 3.B.1). Based on results of the database research using ETDM and the desktop review, eight recreation areas were identified. These include Gardens Park, Thompson River Linear Park, Burns Road Community Recreation Campus, Lilac Park & Trails, Riverside Linear Park, Plant Drive Park, Lake Catherine Park, and Lake Catherine Sports Complex. Their proximity to the project area ranges from 0.2 to 0.7 miles. Construction activities will not be impacting these existing recreation areas. Therefore, there will be no direct, indirect or cumulative impacts, and the impact determination for Recreation Areas is No Involvement.

3.C NATURAL

3.C.1 Wetlands and Other Surface Waters

The Wetland Evaluation Report (WER) which documents the evaluation of potential effects to wetlands and surface waters within the project area is required by Presidential Executive Order 11990 ("Protection of Wetlands"), the FHWA Technical Advisory T6640.8A, and fulfills the requirements of the FDOT's PD&E Manual, Part 2, Chapter 18 (8/22/2016). The project file includes the WER.

The objective of the WER is to present the findings of the wetland assessment completed for the proposed corridor. It identifies and describes existing wetlands and other surface waters within the project limits, assesses potential impacts to these resources, and evaluates avoidance, minimization, and mitigation options.

A desktop review was conducted to identify areas along the project where wetlands and/or surface waters may be impacted by the proposed roadway improvements. It was determined by the desktop review and site visits that no jurisdictional wetlands occur with the study limits, adjacent to the study limits or within the FDOT right-of-way. Therefore, no impacts to wetlands will occur as part of the proposed improvements.

Alternatives 1 has minor impacts of 0.132 acres to the Earman River Canal Other Surface Water (see **Appendix**). It is anticipated that for this alternative the box culvert may need to be extended to accommodate additional northbound and/or southbound ramp facilities on the mainline of I-95. Minimal indirect effects from construction and no cumulative effects are anticipated by the proposed improvements and mitigation of minor impacts to other surface waters should not be required.

The project was reviewed through FDOT's ETDM process and presented on January 19, 2017 at the SFWMD Interagency Coordination Meeting. The final regulatory jurisdiction and impacts, will be determined during final design through the environmental permitting process.

Based on these findings, there will be no direct, indirect or cumulative impacts to wetlands. Minor impacts to other surface waters are possible with no cumulative impacts. Therefore, the impact determination for Wetlands and Surface Waters is Not Significant.

3.C.3 Water Quality and Water Quantity

The existing storm water management facility design is consistent with criteria contained in the Environmental Resource Permit Information Manual 2014, Environmental Resource Permit Applicant's Handbook (A.H.) Volume I and the Environmental Resource Permit Applicant's Handbook Volume II. Based on the Environmental Resource Permit Applicant's Handbook, Volume II (SFWMD), water quality volumetric requirements for wet detention shall be such to provide for (1") inch over the entire developed area or 2.5 inches times the percent impervious area, whichever is greater. For dry detention, 75% of the wet

detention volume shall be provided. For retention systems, 50% of the wet detention volume shall be provided.

The project is located within SFWMD and NPBCID jurisdictions. Existing SFWMD permits were found for both I-95 and Northlake Boulevard. In addition, SFWMD permits of interest were found for both NorthMil Plaza and Northlake Commons. NorthMil Plaza is located at the northeast corner of Military Trail and Northlake Boulevard. This plaza includes a 0.78-acre wet retention pond located 200-ft north of Northlake Boulevard which manages stormwater runoff from 11.5 acres of the plaza shopping center. Northlake Commons is located at the southeast corner of I-95 and Northlake Boulevard. This shopping plaza includes a 1.2-acre wet detention pond located adjacent to the I-95/Northlake Boulevard right-of-way line. Stormwater management facilities, required by permit, include french drains, dry detention areas and wet detention areas.

A Preliminary Drainage and Pond Siting Report was prepared for the project and is contained in the project file. The report identifies the conceptual stormwater quantity and quality system and requirements. The conceptual drainage analysis to estimate the right-of-way requirements uses a volumetric analysis which accounts for both water quality treatment and quantity for runoff attenuation. The recommendations are based on pond sizes and locations determined from preliminary data, engineering judgement and assumptions. Pond sizes may change during the design phase as more detailed information is determined on the final roadway geometrics, agency criteria, existing utilities and existing drainage system.

All the drainage requirements can be provided within the I-95 right-of-way for the I-95 roadway improvements identified in the recommended alternative. For the improvements along Northlake Boulevard, pond site alternatives were identified and pond siting alternatives analysis was conducted using District 4's Pond Siting Procedures.

A pond size right-of-way requirement of 2.2 acres is estimated for the Northlake Boulevard widening improvements between Military Trail and Sunrise Drive. Pond Site B is the recommended pond site. Pond Site B is a 2.39-acre undeveloped parcel located adjacent to Roan Lane which will satisfy the estimated pond size right-of-way requirement.

The existing triple cell box culvert at the Earman River Canal will need to be extended to provide maintenance access south of the canal. There will be no net floodplain encroachments for this project.

Based on these findings, there will be no indirect or cumulative impacts, therefore the impact determination for Water Quality is Not Significant. The Water Quality Impact Evaluation (WQIE) form is available in the **Appendix**.

3.C.5 Floodplains

A floodplains review was performed using the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the City of Palm Beach Gardens, Palm Beach County, specifically for community panel number (s) 1201920130B, 1202210004B and 1202210002B dated October 1982, January 1979 and January 1979, respectively. Based on a review of the FIRMs, the entire project area is not located in the 100-year floodplain. Base flood elevations have been determined, adjacent to but outside the project limits, within the Earman River Canal downstream of the triple cell 10' x 12' box culvert at Station 1877+40. In addition, there are no regulated floodway(s) within the project limits. A floodway is the floodplain area that must be kept free of encroachment so that the 100-year flood event can be carried without substantial increases in flood heights. Therefore, impacts to federally-defined floodplains or floodways can be characterized as No Involvement.

3.C.6 Coastal Zone Consistency

In ETDM, the Florida Department of Economic Opportunity made the following comment:

The project is not located in an Area of Critical State Concern, does not encroach on a military base, and is not located within the Coastal High Hazard Area.

Based on this comment, the the impact determination for Coastal Zone Consistency is No Involvement.

3.C.9 Protected Species and Habitat

An Endangered Species Biological Assessment (ESBA) is included in the project file and includes all federal and state listed species potentially occurring within the project area along with the project's anticipated effects to these species. The ESBA was prepared in accordance with Section 7(c) of the Endangered Species Act of 1973 (P.L. 93-205), as amended (16 USC 1531 *et seq*.), and the FDOT's PD&E Manual, Part 2, Chapter 27 (8/26/2016).

The objective of the ESBA report is to present the findings of the protected species involvement and other wildlife that could be affected by the proposed improvements to I-95 at Northlake Boulevard Interchange. The following information is provided to determine the anticipated effects that the proposed improvements will have on federal and state endangered or threatened species. State designated species of special concern were also considered.

The interchange is within the South Florida Ecosystem Management Area, the U.S. Fish and Wildlife Service (USFWS) Consultation Area for the Florida scrub-jay, and the Core Foraging Area of two active nesting colonies per USFWS database research. The federal- and state-listed species having the potential to occur in the project area, based on potential availability of suitable habitat, known ranges, and input received from ETDM

commenting agencies include the West Indian manatee, Wood stork, Florida scrub-jay, Least tern, Black skimmer, and Eastern indigo snake.

No suitable nesting or foraging habitat exists within the project area and wood storks were not observed in the project vicinity during field reviews. Impacts to the Wood stork are typically assessed by the USFWS relative to the amount and types of wetland impacts that occur due to the proposed project. It was determined by the desktop review and site visits that no jurisdictional wetlands occur within the study limits, adjacent to the study limits or within the FDOT right-of-way. Therefore, no impacts to wetlands will occur as part of the proposed improvements. Only very minor impacts to other surface waters are anticipated.

Based on the background research and field and desktop reviews, no adverse effects to the West Indian manatee, Wood stork, Florida scrub-jay, Least tern, Black skimmer and Eastern indigo snake are expected by the proposed project. This is primarily due to lack of natural resources, species occurrence and suitable habitat in the project area. Furthermore, no direct, indirect or cumulative effects to protected species are anticipated from the development of this project.

The project was reviewed through FDOT's ETDM process and presented on January 19, 2017 at the SFWMD Interagency Coordination Meeting. The final regulatory jurisdiction and impacts, will be determined during final design through the environmental permitting process.

The FDOT will continue to coordinate with the USFWS and other appropriate regulatory and permitting agencies as required throughout the design/permitting and construction phases of the project. The final design of the project requiring permitting and best management practices will be implemented during the project design and construction. No direct, indirect or cumulative effects to natural resources, including wetlands and protected species, are anticipated from the development of this project and the FDOT will adhere to any requirements permitted by the regulatory agencies.

Based on these findings, there is no direct, indirect or cumulative impacts to protected species. The impact determination for Wildlife and Habitat is Not Significant.

3.D Physical

3.D.1 Highway Traffic Noise

A Noise Study Report (NSR) was prepared for the I-95 at Northlake Boulevard Project Development and Environment (PD&E) noise study and provides detailed analysis and results from the evaluation of the preliminary engineering concept of the recommended alternative for the proposed transportation improvements.

The noise analysis evaluated the No-Build and the recommended Build alternative to determine if future noise levels approach or exceed the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) at the noise sensitive sites. The analysis was

performed according to procedures established in 23 CFR 772 and Part 2, Chapter 17 of the Florida Department of Transportation (FDOT) PD&E Manual (version 7/27/2016). The prediction of future traffic noise levels was accomplished through the FHWA's Traffic Noise Model (TNM, version 2.5). Estimates of future noise levels for the design year 2040 included both of the proposed Build and No Build alternatives. Future noise levels will increase whether or not the proposed improvements are constructed due to the expected increase in future traffic volumes.

For this study, a total of 47 noise sensitive receptors were evaluated for traffic noise impacts associated with the proposed improvements. There were a total of 29 impacted Category B, C & E NAC receptors for the Build Alternative. Three of these receptors are impacted in all of the scenarios evaluated, the Existing condition, the No Build and the proposed Alternative 1 – Modified Concept. The range of increase in existing sound levels for Category B residential receptors for both the No-Build and the Alternative 1 Modified Concept are 0.7 to 7.8 dBA, respectively. The range of increase in existing sound levels for Category C and E special use receptors for both the No-Build and the Alternative 1 - Modified Concept are 0.9 to 5.2 dBA, respectively. Predicted sound levels did not identify a substantial increase of noise levels (15 dBA) above existing conditions would occur at any location as a result of the proposed improvements.

There are three residential areas (Activity Category B) located adjacent to the project area where noise impacts where also predicted. These are the Vancott, Sandtree and Rochester areas. The Vancott area is located in the northeast quadrant of the interchange. Impacted residences in this area ranged from 66.3 to 72.3 dBA. The Sandtree area is located in the southeast quadrant of the interchange. Impacted residences ranged from 66.3 to 70.6 dBA and the community playground special use location, RL-60, was also impacted at 73.6. The Rochester area is located in the northwest quadrant of the interchange. The Inn of the America's swimming pool's predicted noise level for the proposed alternative is 71.2 dBA. Some of the residences behind the Inn of the America's are predicted to experience impacts ranging from 66.3 to 67.3 dBA. Since modeled exterior noise levels for the recommended Alternative 1 – Modified Concept (2040) scenario predicted impacts within these three areas, abatement options were evaluated. The displacement of the existing noise barrier and the homes in the northwest quadrant of the interchange will require replacement of the noise barrier at the new right-of-way line.

There are four special use areas (Activity Categories C and E) in the project vicinity. These include a school, a playground, the outdoor seating area at Starbucks and the Inn of the America's outdoor pool. The school and playground are Activity Category C (NAC of 66-67 dBA) and the remaining two are Activity Category E (NAC 71-72 dBA). For the special use areas, modeled exterior noise levels for the future build (2040) scenarios determined impacts to NAC for Activity Category C and E special use sites.

There are three existing 22 ft noise barriers located on I-95 on the northeast, northwest and southwest quadrants of the I-95 and Northlake Boulevard interchange. All three barriers were evaluated and found not feasible because the required noise reduction factor criteria was not met. Further analysis for the impacted special use locations were

evaluated by the Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations. All three evaluated barriers were also found to be not reasonable since they did not meet the required cost/benefit criteria. Therefore, no new noise barriers or barrier extensions are recommended for the proposed recommended Alternative 1 – Modified Concept.

Based on the above findings and measures to minimize direct effects, the impact determination for Noise is Not Significant.

3.D.2 Air Quality

An air quality review was conducted following the procedure documented in Part 2, Chapter 16 (Air Quality) of the Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) Manual (August 24, 2016). The project is located in Palm Beach County, an area currently designated as attainment for the following criteria air pollutant(s): ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide, and lead. Under the Clean Air Act, the project is in an area which is designated as attainment for the National Ambient Air Quality Standards (NAAQS) for these criteria pollutants. Therefore, the Clean Air Act conformity requirements do not apply to the project.

The project alternatives were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. The Florida Department of Transportation's (FDOT's) screening model for CO uses the latest United States Environmental Protection Agency (USEPA)-approved software to produce estimates of one-hour and eight-hour CO concentrations at default air quality receptor locations. Based on the results from the screening model, the highest predicted one-hour and eight-hour CO concentrations were 9.3 parts per millions (PPM) and 5.6 PPM, respectively. The highest, project-related one-hour and eight-hour CO concentrations are not predicted to reach or exceed the one-hour or eight-hour NAAQS for CO with either the No-Build or Build alternatives. As such, the project "passes" the screening model.

Construction activities will 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 the FDOT Standard Specifications for Road and Bridge Construction.

Green House Gasses (GHG) cause a global phenomenon in which heat is trapped in the earth's atmosphere. Because atmospheric concentration of GHGs continues to climb, our planet will continue to experience climate-related phenomena. For example, warmer global temperatures can cause changes in precipitation and sea levels. The burning of fossil fuels and other human activities are adding to the concentration of GHGs in the atmosphere. Many GHGs remain in the atmosphere for time periods ranging from decades to centuries.

To date, no national standards have been established regarding GHGs, nor has the United States Environmental Protection Agency (EPA) established criteria or thresholds for ambient GHG emissions pursuant to its authority to establish motor vehicle emission standards for CO_2 under the Clean Air Act. GHGs are different from other air pollutants evaluated in Federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for CO_2 and other GHG emissions is the entire planet. In addition, from a quantitative perspective, global climate change is the cumulative result of numerous and varied emissions sources (in terms of both absolute numbers and types), each of which makes a relatively small addition to global atmospheric GHG concentrations. In contrast to broad-scale actions which involve an entire industry sector or very large geographic areas, it is difficult to isolate and understand the GHG emissions impacts for a specific transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a transportation project's emissions.

Under NEPA, detailed environmental analysis should be focused on issues that are significant and meaningful to decision-making (40 CFR 1500.1(b), 1500.2(b), 1500.4(g), and 1501.7). FHWA has concluded, based on the nature of GHG emissions and the exceedingly small potential GHG impacts of the proposed action, that the GHG emissions from the proposed action will not result in "reasonably foreseeable significant adverse impacts on the human environment" (40 CFR 1502.22(b)). The GHG emission from the project build alternatives will be insignificant, and will not play a meaningful role in a determination of the environmentally preferable alternative or the selection of the preferred alternative. More detailed information on GHG emissions "is not essential to a reasoned choice among reasonable alternatives" (40 CFR 1502.22(a)) or to making a decision in the best overall public interest based on a balanced consideration of transportation, economic, social, and environmental needs and impacts (23 CFR 771.105(b)).

The project analysis did not incorporate an analysis of the GHG emissions or climate change effects of each of the alternatives because the potential change in GHG emissions is very small in the context of the affected environment. Because of the insignificance of the GHG impacts, those local impacts will not be meaningful to a decision on the environmentally preferable alternative or to a choice among alternatives. For these reasons, no alternatives-level GHG analysis has been performed for this project.

The project is expected to improve traffic flow with the addition of turn lanes at the interchange intersections and ramp improvements, which should reduce operational greenhouse gas emissions.

Based on the above findings and no direct, indirect or cumulative impacts, the impact determination for Air Quality is Not Significant.

3.D.5 Construction

Construction activities for the proposed improvements to the interchange study area will have short-term air, noise, vibration, water quality, traffic flow effects for those residents and travelers within the immediate vicinity of the project.

The air quality effect will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with the FDOT's latest edition of Standard Specifications for Road and Bridge Construction.

During construction of the project, there is the potential for noise impacts to be substantially greater than those resulting from normal traffic operations because heavy equipment is typically used to build roadways. In addition, construction activities may result in vibration impacts. Therefore, early identification of potential noise/vibration sensitive sites along the project corridor is important in minimizing noise and vibration impacts. The project area does include residential, special use and commercial areas that may be affected by noise and vibration associated with construction activities. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the FDOT's latest edition of Standard Specifications for Road and Bridge Construction and through the use of BMPs.

MOT and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Temporary driveway pavement and signs will be used to provide notice of access to local businesses, and temporary driveways will be provided for residents. Signing for other pertinent information will be provided to the public. Due to the temporary duration of these conditions, the impact determination for Construction is Not Significant.

3.D.4 Utilities and Railroads

The proposed project widens the I-95 ramps and Northlake Boulevard. These improvements will encompass the majority of the existing right-of-way width. Existing underground utilities are abundant within the right-of-way including several communication type utilities plus water and sewer mains. Existing overhead utilities include power lines on utility poles. Utility coordination will occur during the design phase with each utility owner and utility relocation schedules prepared for existing utility relocations. The relocation of the overhead utilities will need to consider any potential constructability and clearance issues with drainage systems.

There is no involvement with Railroads.

Based on the above findings and measures to minimize direct effects; and no identified indirect or cumulative impacts, the impact determination for Utilities and Railroads is Not Significant.

3.D.3 Contamination

A Level I Contamination Screening Evaluation Report (CSER) was prepared in accordance with Part 2, Chapter 22 of the FDOT PD&E Manual. The CSER identifies and evaluates known or potential contamination problems, presents recommendations concerning these problems, and discusses possible impacts to the proposed project, in accordance with Part 2, Chapter 22, of the FDOT PD&E Manual (FDOT, September 1, 2016).

A preliminary (Level 1) evaluation of the SR 9/I-95 interchange located at Northlake Boulevard was conducted to identify potential contamination within the proposed project limits from properties or operations located within the vicinity of the project. A screening distance of a 1320 ft (1/4 mile) was utilized to search for registered facilities and to perform site reconnaissance. A federal database search for facility listings with Federal Superfund status including National Priorities List/Comprehensive Environmental Response, Compensation and Liability Information System (NPL/CERCLIS) and Solid Waste Facilities, such as landfills, was conducted within one mile of the project. Other databases that were reviewed included the Florida Department of Environmental Protection Electronic Document Management System (OCULUS), the FDEP online GIS maps, FDEP Bureau of Petroleum Storage Systems Storage Tank/Contaminated Facility site and the EPA Facility Registry Service (FRS).

All sites were evaluated separately and adjacent activities and conditions, such as surface water and groundwater flows, were considered for each location. Potential contamination sites were assigned ratings of No, Low, Medium or High in accordance with Part 2, Chapter 22, Section 2.2.3 of the FDOT PD&E Manual (FDOT, September 1, 2016). A site visit was also performed to identify contamination potential within the project limits which extend on Northlake Boulevard west to Military Trail, east to Sandtree Drive/Sunrise Drive, and ½ mile north and south of Northlake Boulevard on I-95 in Palm Beach County.

This evaluation identified (approximately) 56 potentially contaminated sites within the screening area located in 41 different land parcels.

Based on database research, document review, and site reconnaissance, 1 site along the project corridor has a High-Risk ranking, 16 sites have a Medium Risk ranking, and 20 sites have a Low Risk ranking for potential contamination. A map of these sites is available in the Contamination Screening Evaluation Report. The preferred alternative would require right of way acquisition from 0 high, 5 medium and 2 low ranked parcel sites. Alternative 1 Modified Concept will minimize contamination concerns due to the alternative

alignment affecting the less amount of potentially contaminated parcels with less severity than the other alternatives.

There are no reported Brownfield areas identified within the search distance from the study area.

Asbestos surveys were not available for either structures located within this study area. The structures located within the interchange study area are concrete structures and appear to be coated therefore, further investigation for lead based paint during the design phase should be conducted.

Construction impacts shall be avoided and/or minimized during the design of the drainage, lighting, and signalization improvements. A Level II assessment (as defined in Part 2, Chapter 22 of the PD&E Manual) will be performed in the early stages of the final design phase to assess and identify potential contamination concerns associated with any of the Medium and High Risk sites identified previously. Sites ranked as Low Risk due to absence of any existing contamination and current regulatory compliance status will be reassessed during the design phase.

The FDOT Standard Specifications for Road and Bridge Construction July 2012 Workbook, Section 120-Excavation and Embankment, Subarticle 120-1.2-Unidentified Areas of Contamination, should be provided with the construction contract documents. This specification details what the contractor should do if unexpected contamination is encountered. Proper notes will be included in the design plans to address contamination issues during construction.

If dewatering will be necessary during construction, a SFWMD Consumptive Water Use and/or a DRER Class V Dewatering Permit will be required. The SFWMD permit allows the holder to withdraw a large but specified amount of groundwater. The Class V Permit is needed for temporary dewatering or whenever water is removed from an excavation, from the ground or existing structure to ensure that sediment, turbidity and contaminants are removed before it is later discharged.

Based on the above findings and measures to minimize direct effects; and no identified indirect or cumulative impacts, the impact determination for Contamination is Not Significant.

3.D.6 Bicycles and Pedestrians

The Northlake Boulevard arterial segment of the I-95 project includes continuous sidewalks on both sides of the roadway separated from the roadway by a utility strip of varying width. Sidewalks are located near the right of way along both sides of Northlake Boulevard. The sidewalks vary in width from 5 ft to 6 ft. There are 5 ft key hole designated bike lanes along each direction of Northlake Boulevard between Keating Drive and Sandtree Drive/Sunrise Drive. However, the segment of Northlake Boulevard between Military Trail and Keating Drive does not have existing bike lanes.

The proposed project will reconstruct the sidewalk with new crosswalks at each signalized intersections that include upgraded pedestrian signal features to enhance pedestrian safety. The addition of street lighting will improve safety for pedestrians and bicyclist. This alternative provides dedicated bike lanes in each direction thereby extending the existing bike lane limits.

Based on the above findings, enhancements being proposed, measures to minimize direct effects; and no identified indirect or cumulative impacts, the impact determination for Bicycles and Pedestrians is Enhanced.

5. Public Involvement, Comments and Coordination

A comprehensive and inclusive Public Involvement Program was implemented throughout the I-95 at Northlake Boulevard PD&E Study. The following public meetings were held: a Public Kick Off Meeting and Elected Officials / Agencies Kick Off Meeting on November 11, 2015, an Alternatives Public Workshop on December 16, 2016, and a Public Hearing was scheduled for September 21, 2017. A public involvement summary package contained in the project file documents the public involvement and community comments.

- On November 11, 2015 the Public, Agencies and Elected officials Kickoff Meetings were held. A brief presentation provided the project overview, purpose and need and allowed interested attendees to interact with the project team.

- On December 8, 2016, the Alternatives Public Workshop was held and attended by 130 participants. Approximately 1250 notifications were distributed to both owners and occupants within 500 ft of the project limits. Twenty-five people provided written comments. Public comment identified right of way acquisition and noise concerns while also supporting a general need to improve traffic flow. A public workshop summary package contains the meeting notifications, comments and responses.

- Several project coordination meetings were held throughout the study. The project team held several municipal, community, agency and local business owner meetings. Coordination included several meetings with the City of Palm Beach Gardens and Palm Beach County Engineering to obtain feedback during the development of the project alternatives. Project briefings were presented to the Palm Beach Metropolitan Planning Organization committees, Bicycle Pedestrian Advisory Committee, Citizens Advisory Committee, and the Technical Advisory Committee during the development of the project alternatives. This coordination resulted in several modifications to the alternative to reduce right of way impacts and economic impacts to local businesses along the corridor. The local governments and MPO committees were supportive of the project with public statements at the MPO Governing Board Meeting held June 15, 2017.

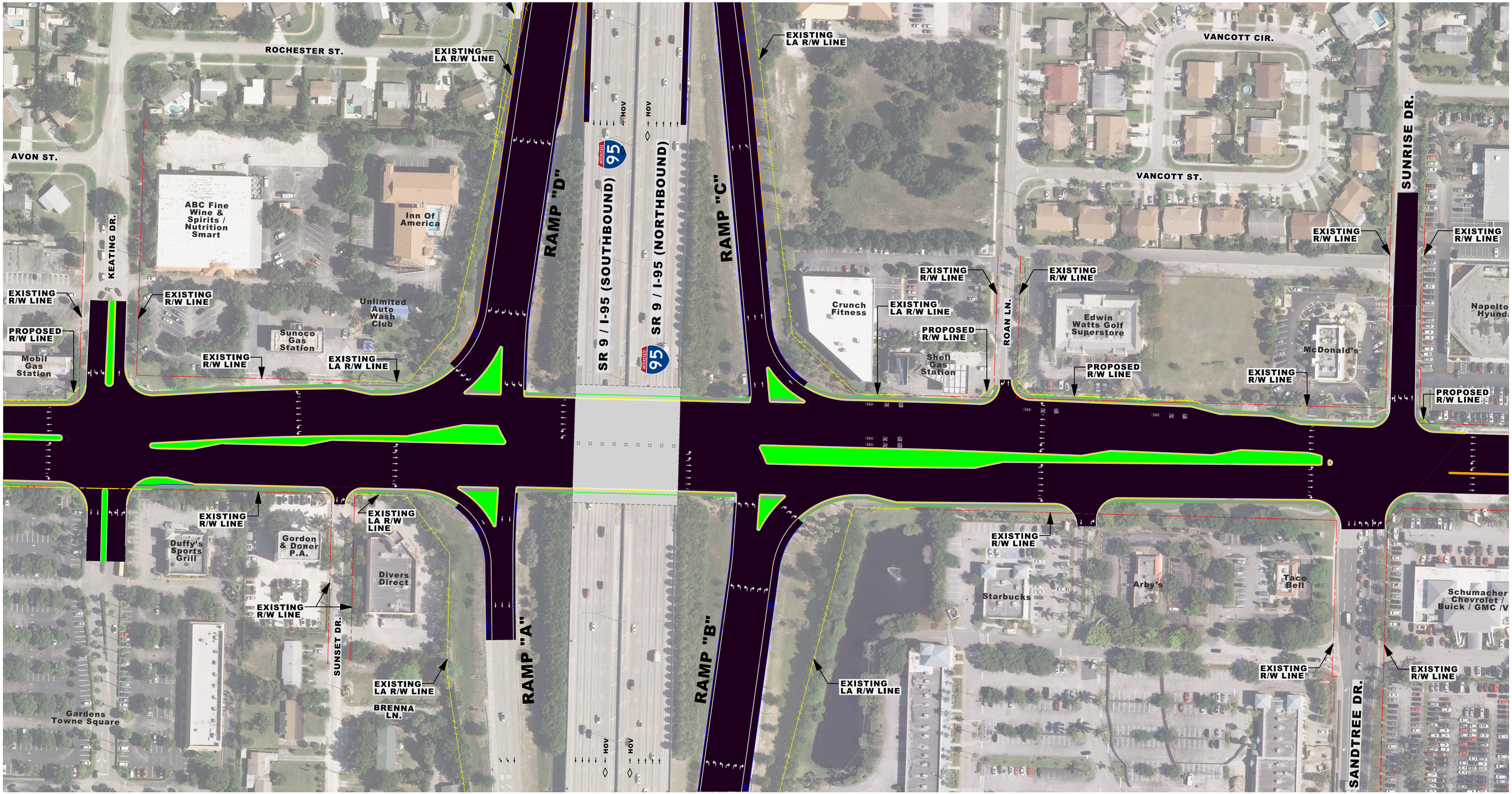
A summary of the public hearing and comments will be included in this document following the public hearing.

The following **Table 6** summarizes the public comments received during the public comment period and the formal written replies.

Table 6 – Public Hearing Comments and Responses

Item	Type	Name	Comment and Response

APPENDIX


ROCHESTER ST.
EXISTING LA R/W LINE
AVON ST.
KEATING DR.
ABC Fine Wine & Spirits / Nutrition Smart
Inn Of America
EXISTING R/W LINE
PROPOSED R/W LINE
Mobil Gas Station
Sunoco Gas Station
Unlimited Auto Wash Club
EXISTING LA R/W LINE
RAMP "D"
SR 9 / I-95 (SOUTHBOUND)
SR 9 / I-95 (NORTHBOUND)
HOV
RAMP "C"
VANCOTT CIR.
VANCOTT ST.
SUNRISE DR.
Crunch Fitness
Shell Gas Station
ROAN LN.
Edwin Watts Golf Superstore
McDonald's
Napelto Hyundai
Duffy's Sports Grill
Gordon & Doner P.A.
Divers Direct
SUNSET DR.
Gardens Towne Square
BRENNA LN.
RAMP "A"
RAMP "B"
Starbucks
Arby's
Taco Bell
Schumacher Chevrolet / Buick / GMC /V
SANDTREE DR.

SR 9 / I-95 AT NORTHLAKE BOULEVARD INTERCHANGE IN PALM BEACH COUNTY

From Military Trail to Sunrise / Sandtree Drive

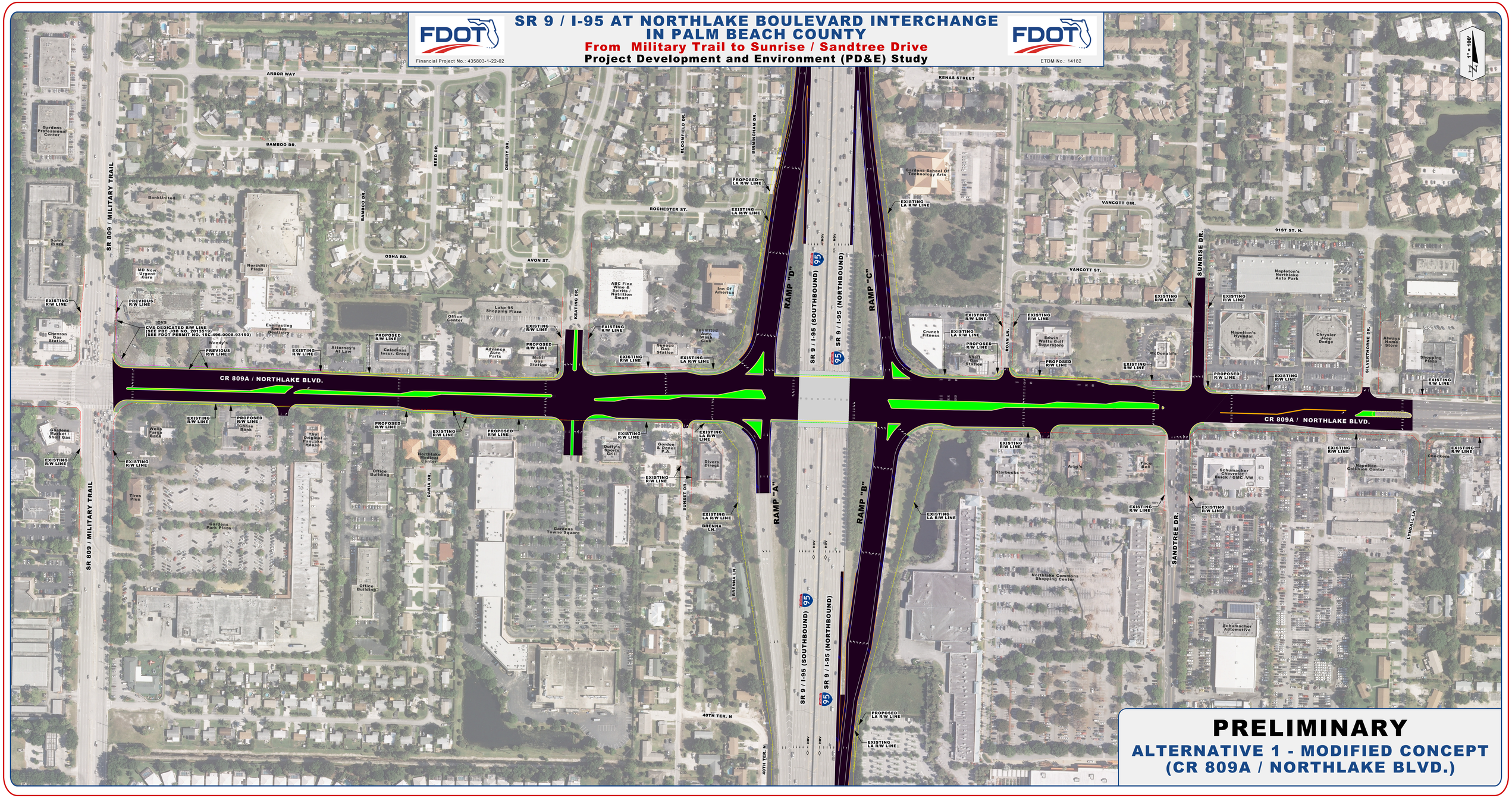
Project Development and Environment (PD&E) Study

Financial Project No.: 435803-1-22-02

ETDM No.: 14182

PRELIMINARY

ALTERNATIVE 1 - MODIFIED CONCEPT (SR 9 / I-95 MAINLINE)


SR 9 / I-95 AT NORTHLAKE BOULEVARD INTERCHANGE
IN PALM BEACH COUNTY
From Military Trail to Sunrise / Sandtree Drive
Project Development and Environment (PD&E) Study
Financial Project No.: 435803-1-22-02
ETDM No.: 14182
1" = 100'
N
PRELIMINARY
ALTERNATIVE 1 - MODIFIED CONCEPT
(CR 809A / NORTHLAKE BLVD.)
CR 809A / NORTHLAKE BLVD.
SR 809 / MILITARY TRAIL
SR 9 / I-95 (SOUTHBOUND)
SR 9 / I-95 (NORTHBOUND)
RAMP "A"
RAMP "B"
RAMP "C"
RAMP "D"
ARBOR WAY
BAMBOO DR.
REED DR.
DEMERY DR.
BLOOMFIELD DR.
BIRMINGHAM DR.
KENAS STREET
VANCOTT CIR.
VANCOTT ST.
91ST ST. N.
SUNRISE DR.
SILVERTHORNE DR.
ROCHESTER ST.
AVON ST.
OSHA RD.
KEATING DR.
ROAN LN.
DANIA DR.
SUNSET DR.
BRENNA LN.
40TH TER. N
SANDTREE DR.
LYNDALL LN.
BankUnited
Sunny Plaza
Gardens Professional Center
MD Now Urgent Care
NorthMill Plaza
Everlasting Smiles Dentistry
Chevron Gas Station
Weedy's
Attorney's At Law
Caledmas Insur. Group
Office Center
Lake 95 Shopping Plaza
Advance Auto Parts
Mobil Gas Station
ABC Fine Wine & Spirits / Nutrition Smart
Inn Of America
Sunoco Gas Station
Unlimited Auto Wash Club
Gardens School Of Technology Arts
Crunch Fitness
Shell Gas Station
Edwin Watts Golf Superstore
McDonald's
Napleton's Northlake Auto Park
Napleton's Hyundai
Chrysler Jeep Dodge
Always Home Store
Shopping Plaza
Gardens Market / Shell Gas
Wells Fargo Bank
Chase Bank
The Original Pancake House
Northlake Medical Center
Office Building
Tires Plus
Gardens Park Plaza
Gardens Towne Square
Buffalo Bend's Grill
Gordon & Doner P.A.
Divers Direct
Starbucks
Arby's
Taco Bell
Northlake Commons Shopping Center
Schumacher Chevrolet / Buick / GMC IVW
Napleton Collision Center
Checkers
Schumacher Automotive
EXISTING R/W LINE
PREVIOUS R/W LINE
CVS DEDICATED R/W LINE (SEE PBC JDS NO. 2013510) (SEE FDOT PERMIT NO. 15C-496-0008-93150)
PROPOSED R/W LINE
EXISTING LA R/W LINE
PROPOSED LA R/W LINE

MEMO

TO: Scott Thurman, PE **DATE:** July 8, 2017

FROM: Bill Evans, PE, AICP

SUBJECT: Section 4(f) and 6(f) review for Natural and Social Resources
I-95 at Northlake Blvd Interchange PD&E
FM: 435803-1-22-02
ETDM: 14182

The project research regarding potential Section 4(f) resources included review of the project specific Efficient Transportation Decision Making (ETDM) Report, city and county records, and conducting a site, database and desktop review. The methodology of this review was to identify if a property qualified as a type of Section 4(f) site, determining if the proposed project has a potential "use" of the protected property as defined in Section 4(f) to assist in preparing, if needed, the Section 4(f) Determination of Applicability.

There are two potential Section 4(f) sites reported in the ETDM for this study area, Lake Catherine Park and Lake Catherine Sports Complex. The resources site location field review was conducted on September 16, 2017 determined that these sites are located approximately 0.3 miles from the eastern project limit on the north side of Northlake Blvd. with access provided at MacArthur Blvd. Construction activities will occur 0.3 miles away on Northlake Blvd. Therefore, no impact and no involvement with these sites. Therefore the Section 4(f) involvement is No Involvement. The results of the database research using ETDM and the desktop review are summarized below in **Table 1**.

Database searches were conducted for the following sites and the locations relative to the study area are provided in **Figure 1** below:

- ETDM database search of potential Section 4(f) resources
- Land and Water Conservation Funds Grants site: http://projects.invw.org/data/lwcf/grants-fl.html
- Palm Beach County Environmental Resource Management http://discover.pbcgov.org/erm/Pages/default.aspx
- Palm Beach County Parks and Recreation http://discover.pbcgov.org/parks/Pages/Park-Locator.aspx
- City of Palm Beach Gardens Parks and Recreation http://www.pbgfl.com/275/Parks
- Palm Beach County Schools https://arcweb.palmbeach.k12.fl.us/addresslookup/
- Palm Beach Metropolitan Planning Organization http://www.palmbeachmpo.org/plans-resources
    - Reviewed for Greenways and Trails

Search for Section 6(f) Resources in the Land and Water Conservation Fund Grants in Florida

- Thompson River Linear Park, City of Palm Beach Gardens, $200,000 Approved 2004, Completed 2009. The park is located 0.49 miles beyond the I-95 northern project limit.

Janus Research conducted a review the project and performed a field review in January 2017 and did not find any National Register-eligible resources. Therefore, there will be no Section 4(f) involvement from the cultural resources perspective.

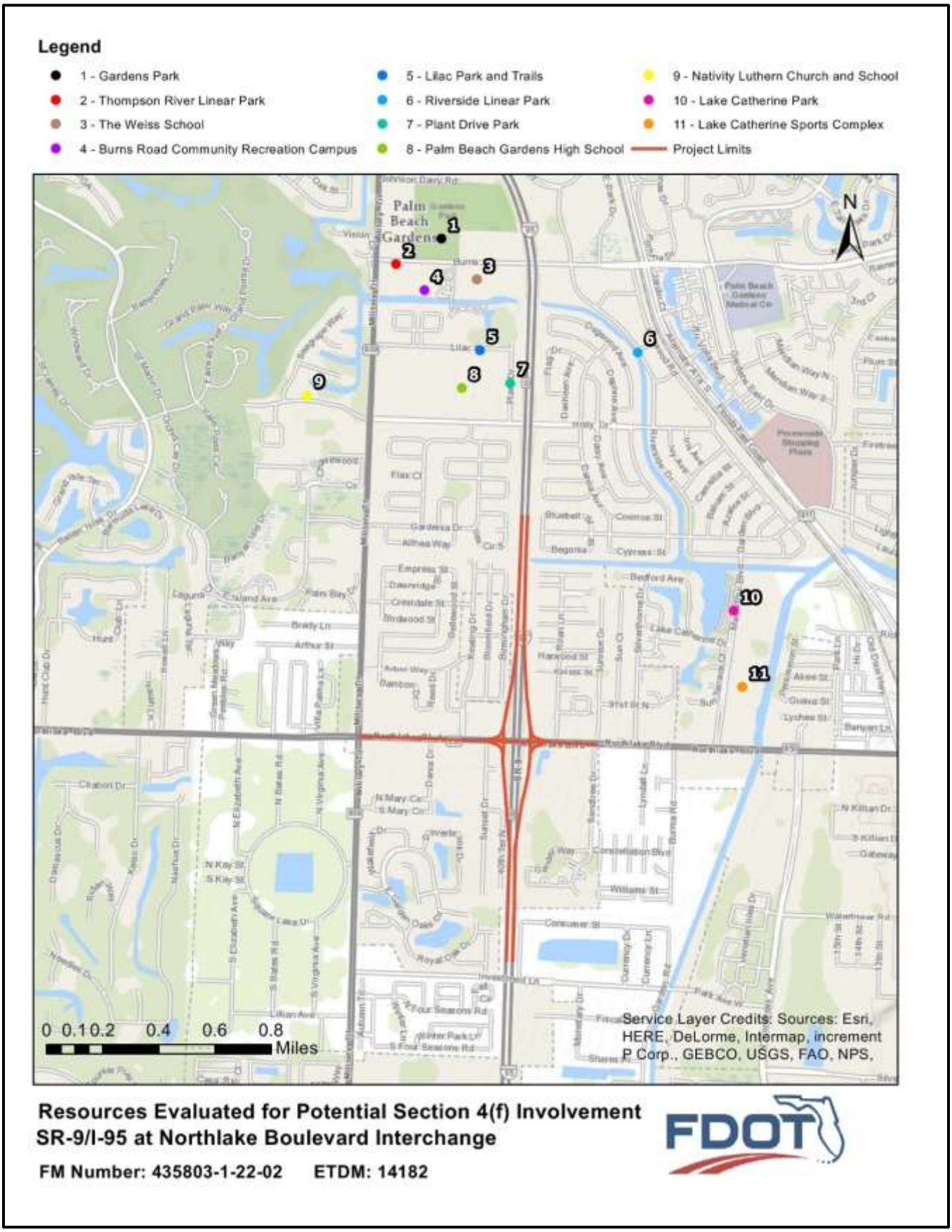
Based on the above evaluation, the recommendation for the resources is there is not a direct or indirect use under Section 4(f), and the recommended Section 4(f) ranking is No Involvement for parks, natural resources, wildlife refuges and recreation areas.

Review of planning documents, website data searches, and desktop review did not reveal any planned or programmed potential Section 4(f) resources within the project area. FDOT will coordinate with the Section 4(f) Office of Environmental Management (OEM) delegate regarding Section 4(f) and whether or not a Determination of Applicability is required.

Table 1 – Resources Evaluated for Potential Section 4(f) Involvement.

Resource Name	Resource Owner	Resource Address	Distance to Project Area (Miles)	Potential for Section 4(f) Involvement
1. Gardens Park	City of Palm Beach Gardens	4301 Burns Road Palm Beach Gardens, FL 33410	0.7 miles north of project	NO INVOLVEMENT
2. Thompson River Linear Park	City of Palm Beach Gardens	4401 Burns Road Palm Beach Gardens, FL 33410	0.49 miles north of the northern most project limit on I-95.	NO INVOLVEMENT LWCF Funded: The park is located on the south side of the Burns Road Recreational Center.
3. The Weiss School	Private School	4176 Burns Road Palm Beach Gardens, FL 33410	0.49 miles north of project	NO INVOLVEMENT
4. Burns Road Community Recreation Campus	City of Palm Beach Gardens	4404 Burns Road Palm Beach Gardens, FL 33410	0.52 miles northwest of project	NO INVOLVEMENT
5. Lilac Park & Trails	City of Palm Beach Gardens	4115 & 4175 Lilac St. Palm Beach Gardens, FL 33410	0.37 miles north of the project	NO INVOLVEMENT
6. Riverside Linear Park	City of Palm Beach Gardens	10215 Riverside Drive Palm Beach Gardens, FL 33410	0.42 miles from project	NO INVOLVEMENT
7. Plant Drive Park	City of Palm Beach Gardens	10113 Plant Drive Palm Beach Gardens, FL 33410	0.19 miles north of project	NO INVOLVEMENT
8. Palm Beach Gardens High School	Palm Beach County School Board	4245 Holly Drive Palm Beach Gardens, FL 33410	0.18 miles northwest of project	NO INVOLVEMENT
9. Nativity Lutheran Church and School	Church	4705 Holly Drive Palm Beach Gardens, FL 33410	0.10 miles northwest of project	NO INVOLVEMENT
10. Lake Catherine Park	City of Palm Beach Gardens	9481 MacArthur Blvd. Palm Beach Gardens, FL 33403	0.4 miles northeast of eastern project limit	NO INVOLVEMENT
11. Lake Catherine Sports Complex	City of Palm Beach Gardens	9470 MacArthur Blvd. Palm Beach Gardens, FL 33403	0.3 miles northeast of the eastern project limit	NO INVOLVEMENT

Figure 1 - Potential Section 4(f) Resource Location Map.



From:	Evans, Bill
To:	Arena, Courtney
Subject:	FW: Section 4(f) Memo 435803-1-22-02 I-95 at Northlake Blvd
Date:	Tuesday, July 11, 2017 5:51:07 PM

From: Milford, Mary [mailto:Mary.Milford@dot.state.fl.us]
Sent: Tuesday, July 11, 2017 5:27 PM
To: Evans, Bill <EvansBill@stanleygroup.com>; Thurman, Scott <Scott.Thurman@dot.state.fl.us>; Millie Radzikhovsky <mradzikhovsky@bma-ce.com>
Cc: Arena, Courtney <ArenaCourtney@stanleygroup.com>; Kate Hoffman [kate_hoffman@janus-research.com] <kate_hoffman@janus-research.com>; Kelley, Lynn <Lynn.Kelley@dot.state.fl.us>
Subject: RE: Section 4(f) Memo 435803-1-22-02 I-95 at Northlake Blvd

Hello Bill,

I have read through the Section 4(f) memo and the revisions made. The FDOT concurs with the Section 4(f) No Involvement recommendation.

Thanks,

Mary Ellen ("Mel") Milford

Environmental Specialist – District 4
Telephone: (954)777-4471

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309-3421

MIKE DEW
SECRETARY

June 15, 2017

Timothy A. Parson, Ph.D.
Director, Division of Historical Resources, and
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee FL 323999-0250

Attn: Ms. Ginny Jones, Transportation Compliance Review Program

Re: Project Development & Environment (PD&E) Study for SR 9/I-95 @ Northlake Boulevard Interchange in Palm Beach County
FM No: 435803-1-22-02

Dear Dr. Parsons,

The Florida Department of Transportation (FDOT) District 4, is pleased to submit the enclosed Cultural Resource Assessment Survey (CRAS) Report for the Project Development & Environment (PD&E) Study for SR 9/I-95 @ Northlake Boulevard Interchange in Palm Beach County. The objective of the CRAS was to identify cultural resources within the project area of potential effect (APE) and assess their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

Please find enclosed one (1) unbound copy of the Cultural Resource Assessment Survey Update Report, one (1) unbound Survey Log, unbound Florida Master Site File Forms, and one (1) CD with a pdf of the report, survey log, FMSF forms, and GIS shapefiles.

The SR-9/I-95 at Northlake Boulevard interchange is located on SR-9/I-95 between the PGA Boulevard interchange (1.73 miles to the north) and the Blue Heron Boulevard (SR 708) interchange (1.76 miles to the south) within the City of Palm Beach Gardens in eastern Palm Beach County.

No archaeological sites were identified during the current survey. The historic resources survey resulted in the identification of 11 historic resources, including one previously recorded historic linear resource and 10 newly identified historic buildings. The previously recorded Earman River Canal Branch (8PB16286) was determined National Register-ineligible by the SHPO in 2016. The newly identified resources include 10 Masonry Vernacular and Frame Vernacular residential

and commercial buildings (8PB17044, 8PB17104–8PB17112) constructed in the 1960s. These historic resources are examples of common design and style found throughout South Florida and are considered National Register–ineligible.

We kindly request that this cover letter and enclosed document are reviewed, and concurrence is provided by your office. If you have any questions, or if I may be of assistance, please contact me at (954-777-4325) or Ann.Broadwell@dot.state.fl.us.

Sincerely,

Ann Broadwell

Ann Broadwell
Environmental Administrator
FDOT District Four

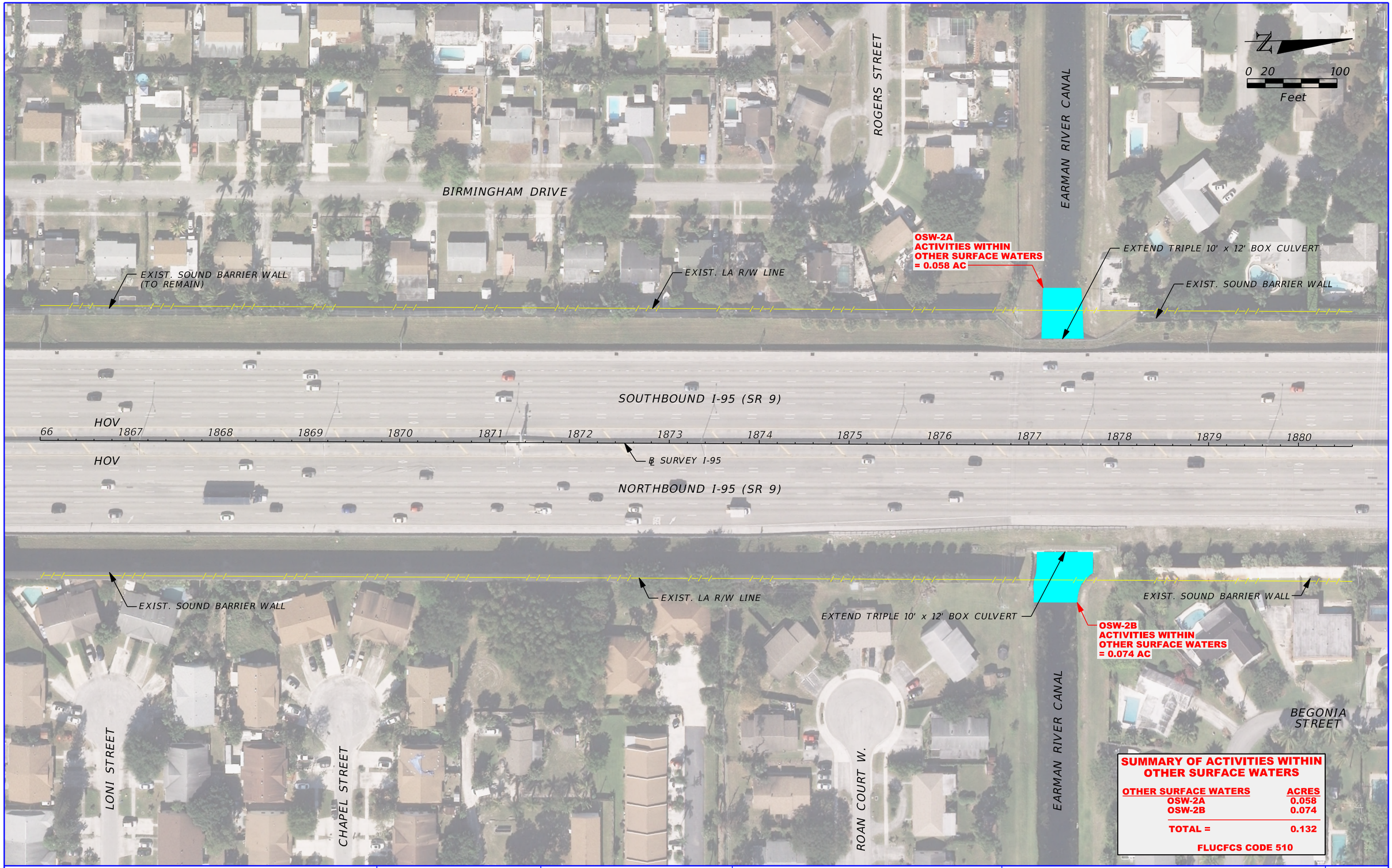
Enclosures
Cc: File

The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resource Survey Update Report complete and sufficient and ☒ concurs/ ☐ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 2014-3674.

SHPO/FDHR Comments:

For Deputy SHPO 7/11/2017

Timothy A. Parsons, Ph.D., Director, and [DATE]
State Historic Preservation Officer
Florida Division of Historical Resources



SUMMARY OF ACTIVITIES WITHIN OTHER SURFACE WATERS

OTHER SURFACE WATERS	ACRES
OSW-2A	0.058
OSW-2B	0.074
TOTAL =	0.132

FLUCFCS CODE 510

REVISIONS	
DATE	DESCRIPTION

Stanley Consultants INC.
1641 Worthington Road, Suite 400
West Palm Beach, FL 33409
Certificate of Authorization No. 1978
www.stanleygroup.com

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	PALM BEACH	435803-1-22-02

ALTERNATIVE 1 ACTIVITIES WITHIN OTHER SURFACE WATERS FOR SW-2A & SW-2B

FIGURE NO. 3 of 3

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FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT IV INTERAGENCY MEETING MINUTES

TO: Hui Shi, Florida Department of Transportation (FDOT) District 4
FROM: Justin Freedman, E Sciences, Incorporated
MEETING DATE: January 19, 2017
LOCATION: South Florida Water Management District (SFWMD)
3301 Gun Club Road, West Palm Beach, Florida
SUBJECT: FDOT Interagency Meeting Minutes

Meeting 1 started at 9:00 AM: FM not available

Attendees:

Name	Organization	Email Address
Carlos de Rojas	SFWMD	cderojas@sfwmd.gov
Caroline Hanes	SFWMD	chanes@sfwmd.gov
Carolyn Beisner	PBC ERM	cbeisner@pbcgov.org
Carmen Vare	PBC ERM	cvare@pbcgov.org
Roberto Betancourt	FDOT Drainage	Roberto.Betancourt@dot.state.fl.us
Fernando Ascanio	FDOT PLEMO	Fernando.Ascanio@dot.state.fl.us
Hui Shi	FDOT Drainage	Hui.Shi@dot.state.fl.us
Justin Freedman	E Sciences, Incorporated	jfreedman@esciencesinc.com

District: Four
FPID/FM Number: N/A
FDOT Project Manager: Fernando Ascanio
Consultant/Company Name: FDOT District 4
SR/Local Name: Snook Island Mangrove and Seagrass Mitigation.
Project Limits: Snook Islands, City of Lake Worth, Palm Beach County.
General Scope: Construction of additional mangrove and seagrass habitats at Snook Islands to serve as future mitigation for FDOT projects.
Requested Attendees: SFWMD Environmental Resources, USACE.

- Carolyn Beisner mentioned that ±0.56 acres of mangrove enhancement and 0.63 acres of seagrass restoration is proposed per original JPA (**see attached figure**).
- Justin Freedman pointed out that FDOT is not assigning this mitigation to a specific transportation project at this time.
- Carmen Vare added that the mitigation functional values (UMAM scores) are unchanged from what was permitted by SFWMD.
- Mr. Vare and Ms. Beisner stated the mitigation construction may not be complete by the current permit expiration date of October 2017.
- Caroline Hanes stated that FDOT could get an ERP extension (vs. modification) since the proposed project has not changed from what was permitted. She added that FDOT may be able to obtain a “free” ERP extension (up to 6-8 months) in association with either Hurricane Matthew or a recent algae bloom.

- Mr. Freedman asked when mitigation would be available for use on an FDOT project. Ms. Beisner stated that certain percentages of the mitigation will be available at different time intervals, and that these intervals are outlined in the ERP.
- Mr. Vare stated that the USACE permit for the Snook Islands mitigation project has expired but ERM is in process of getting the USACE permit renewed.

Meeting topic changed to Southern Boulevard Bridge Reconstruction:

- Ms. Beisner stated that the "Palm Beachers" (private group) have been granted permission by Audobon Society to remove exotics and plant native vegetation on Bingham Island adjacent to FDOT's ROW (work to start next month). She added that this group may also be willing to clear a fence line and remove exotics within the FDOT ROW.
- Mr Freedman and Fernando Ascanio stated that the "Palm Beachers" would need a permit from FDOT to work in FDOT ROW and suggested setting up a meeting with FDOT ROW staff to discuss this work.
- Mr. Freeman stated that current JPA would need to be revised to reflect work at Bingham Island. It will also need to be revised once a construction project is tied to the mitigation.

Meeting 1 ended at 9:20 AM.

Meeting 2 started at 9:20 AM: 435803-1-22-02

Attendees:

Name	Organization	Email Address
Carlos de Rojas	SFWMD	cderojas@sfwmd.gov
Caroline Hanes	SFWMD	chanes@sfwmd.gov
Renaud Olivier	Stanley Consultants	OlivierRenaud@stanleygroup.com
Courtney Arena	Stanley Consultants	ArenaCourtney@stanleygroup.com
Linda Ferreira	Stanley Consultants	FerreiraLinda@stanleygroup.com
Jamie Wilson	Stanley Consultants	WilsonJamie@stanleygroup.com
Bill Evans	Stanley Consultants	EvansBill@stanleygroup.com
Scott Thurman	FDOT Design	Scott.Thurman@dot.state.fl.us
Roberto Betancourt	FDOT Drainage	Roberto.Betancourt@dot.state.fl.us
Fernando Ascanio	FDOT PLEMO	Fernando.Ascanio@dot.state.fl.us
Hui Shi	FDOT Drainage	Hui.Shi@dot.state.fl.us
Justin Freedman	E Sciences, Incorporated	jfreedman@esciencesinc.com

District: Four
FPID/FM Number: 435803-1-22-02
FDOT Project Manager: Scott Thurman
Consultant/Company Name: Stanley Consultants, Inc.
SR/Local Name: SR-9/I-95
Project Limits: SR-9/I-95 at Northlake Boulevard interchange in Palm Beach County. I-95 limits extend 1/2 mile north and 1/2 mile south of Northlake Boulevard. The project also includes improvements along Northlake Boulevard between Military Trail and Sunset Drive.
General Scope: PD&E Study. Develop alternatives to improve overall traffic operations at the existing interchange.
Requested Attendees: SFWMD Environmental Resources and Surface Water Management staff, USACE staff.

- Bill Evans provided a verbal project overview and provided meeting attendees with a hard copy map of the project's likely preferred alternative:
    - The PD&E Project involves examination of three build alternatives for interchange improvement (to meet traffic needs in 2040).
        - Alternative 1 –current conventional interchange with ramp improvements.
        - Alternative 2 – diverging diamond interchange (DDI), depicted on hand out (**see attached figure**).
        - Alternative 3 – dual lane fly over (east bound to northbound movement over I-95, and westbound to southbound over I-95).
    - All alternatives add lane along Northlake Boulevard in east-west direction to make eight lanes between Military Trail and Sunset Drive.
    - Project team currently leaning towards Alternative 2.
    - Estimated schedule:
        - PD&E documents to be prepared over next couple months.
        - Public hearing – September/October 2017.
        - Complete project in December.

- Courtney Arena discussed project environmental issues:
    - The intersection is generally urbanized.
    - The project is within USFWS Consultation Area for scrub jay, but no habitat for this species is present.
    - The project is within a wood stork Core Foraging Area (CFA), though no foraging habitat is present for this species within the project limits.
    - Minor impacts to a canal (extension of C-17 Canal) are anticipated in association with culvert extension for road widening (would be "other surface water" impacts). Courtney added that this section of the canal is actively maintained, and that no protected resources were observed.
    - Cypress trees are present along the canal bank (**see attached photos**). However, one design alternative may require acquisition of a portion of a pond adjacent to the canal – this alternative may result in cypress tree impacts. Caroline Hanes commented that the cypress trees appear to have been planted, and impacts to the trees would not be considered wetland impacts.
- Carlos de Rojas added that if the canal is part of SFWMD ROW, then the project team will need to coordinate with SFWMD ROW staff.
- Mr. Olivier stated that costs associated with partial acquisition of the pond will be included in FDOT's overall "Cost(s) to Cure" calculations.
- Mr. Olivier provided additional project description details:
    - Northlake Boulevard is a six-lane divide urban section at present, and is proposed to be widened to eight lanes.
    - Northlake Boulevard is a north-south dividing line for drainage.
    - The I-95 bridge over Northlake Boulevard will need to be reconstructed.
    - Alternatives 1 and 3 may require acquisition of a parcel off the northwest corner of the intersection. Ms. Arena added that this parcel appears to consist of disturbed uplands (i.e. Brazilian pepper).
    - Preferred Alternative 2 provides more pervious area than other alternatives.
    - The proposed ramps will be triple-lefts and triple-rights (for all design alternatives).
    - There is an existing ERP along I-95. Water quality is currently being provided in dry detention areas within the interchange infields and I-95 mainline roadside swales. In addition there is exfiltration trench in the median which provides water quality. The proposed water quality approach is to provide treatment volume that is being provided today +2.5 inches over the additional impervious areas.
    - There is an existing ERP that covers Northlake Blvd. from Sunrise Drive to Sandtree Drive. Water quality is currently being provided in approximately 1200 feet of exfiltration trench. The proposed water quality approach for Northlake Blvd. is to provide treatment volume based on the greater of one inch over the project area or 2.5 inches over the impervious area.
    - The project discharge point is the C-17 Canal. It is not an OFW. However it is a water body identified on the statewide comprehensive verified list and currently impaired for nutrients.
    - Post development peak stages proposed to be below pre-development peak stages.

- Mr. Olivier stated that purpose of PD&E study is to identify agency concerns and provide cost effective design that addresses all concerns. Mr. Olivier added that the purpose of drainage report is to identify the potential need for off-site ponds (i.e. outside ROW).
- Mr. de Rojas stated that drainage design should accommodate either 2.5 inches of rainfall over all impervious areas or one inch of rainfall over the entire project area (pervious and impervious surfaces), whichever volume is greater.
- Mr. de Rojas stated that since the C-17 Canal is listed as “impaired for nutrients”, a pre vs post pollutant loading analysis will be required, and an additional 50% treatment may be also be required.

Meeting 2 ended at 9:50 AM.

Snook Islands Mangrove and Seagrass Mitigation

FM - Not Available

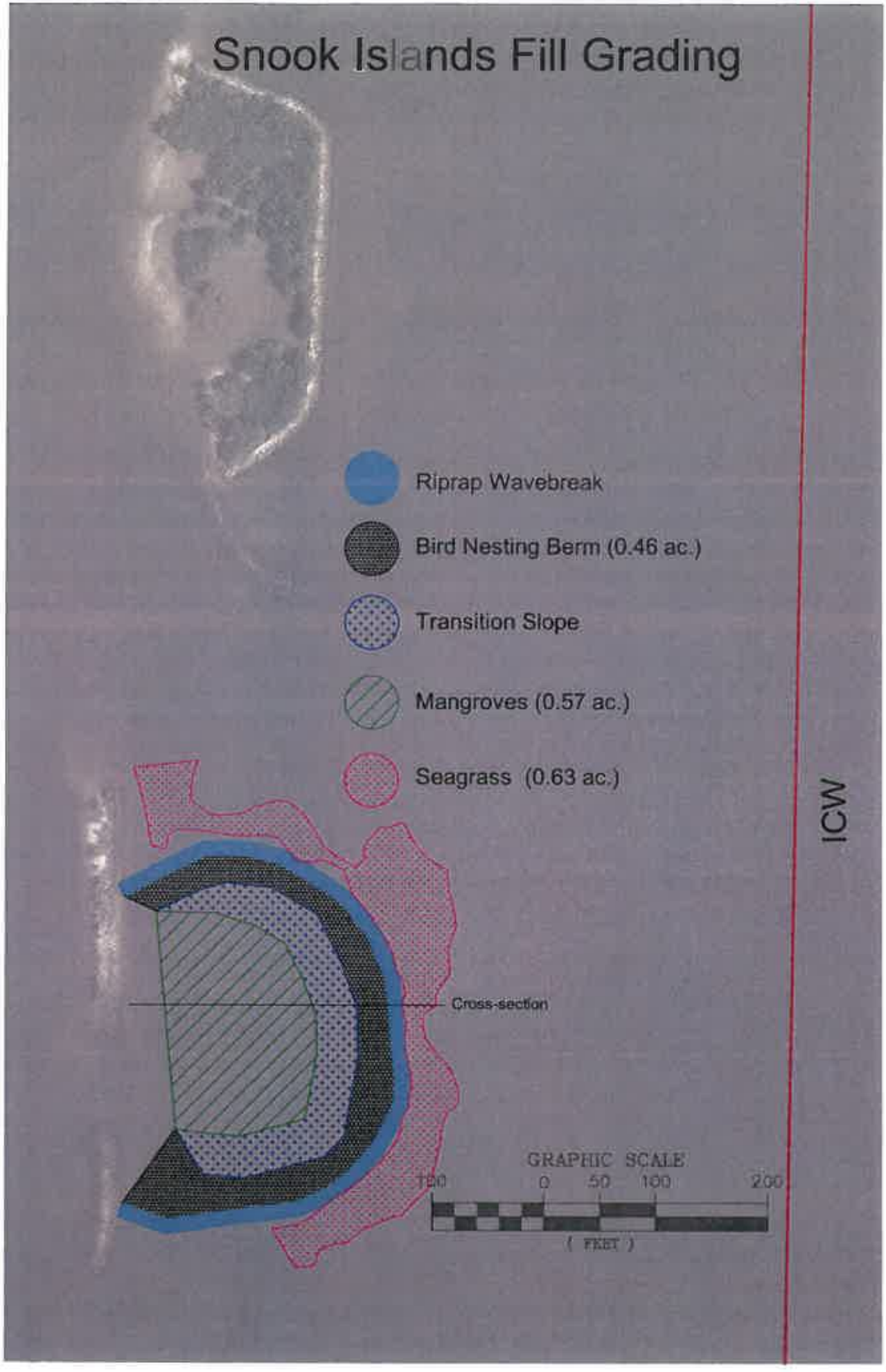
Name (please print)	Affiliation	Email Address
Hui Shi	FDOT Drainage	Hui.Shi@dot.state.fl.us
Fernando Ascanio	FDOT	Fernando.Ascanio@dot.state.fl.us
ROBERTO BETANCOURT	FDOT DRAINAGE	ROBERTO.BETANCOURT@DOT.STATE.FL.US
Carolyn Beisner	PBC ERM	cbeisner@pbcgov.org
Carmen Vaz	PBC ERM	CVARE@pbcgov.~~com~~org
Carlos dellojas	SFWMD	cderojas@sfwmd.gov
Caroline Hanes	SFWMD	chanes@sfwmd.gov
Justin Freedman	E Sciences	jfreedman@esciencesinc.com

SR 9/I-95 at Northlake Boulevard

FM 435803-1-22-02

Name (please print)	Affiliation	Email Address
Fernando Ascanio	FDOT	fernando.ascanio@dot.state.fl.us
Roberto Betancourt	FDOT Drainage	roberto.betancourt@dot.state.fl.us
Hui Shi	FDOT Drainage	hui.shi@dot.state.fl.us
Renaud Olnier	Stanley Consultants	olivier renaud @ stanleygroup.com
Courtney Arena	Stanley Consultants	arena courtney @ stanleygroup.com
Linda Ferreira	Stanley Consultants	Ferreira Linda @ stanleygroup.com
Jamie Wilson	Stanley Consultants	~~Jamie Wilson~~ Wilsonjamie @ stanleygroup.com
Bill Evans	" "	EVANSBill @ STANLEYGROUP.COM
Scott Thueman	FDOT DESIGN	Scott.Thueman@DOT.STATE.FL.US
Carlos deRojas	SFWMD	cderojas@sfwmd.gov
Carolina Chaves	SFWMD	chaves@sfwmd.gov
[signature]	ESciences	jfreedman@esciencesinc.com

Snook Islands Fill Grading



SR 9 / I-95 AT NORTHLAKE BOULEVARD INTERCHANGE IN PALM BEACH COUNTY

From Military Trail to Sunrise / Sandtree Drive
Project Development and Environment (PD&E) Study

FDOT

Financial Project No.: 435803-1-22-02

FDOT

ETDM No.: 14182

Panel 1 of 3

SR 809 / MILITARY TRAIL

SR 9 / I-95 (NORTHBOUND)

SR 9 / I-95 (SOUTHBOUND)

RAMP "B"

RAMP "C"

RAMP "A"

RAMP "D"

CR 882A - NORTHLAKE BLVD.

SUNRISE DR.

SANDTREE DR.

VARSITY CIR.

1ST ST. N

DRAFT ONLY

BUILD ALTERNATIVE 2 - DIVERGING DIAMOND (NORTHLAKE BLVD.)

Photos from SR-9/I-95 at Northlake Boulevard Project (FM 435803-1-22-02)


01/17/2017


01/17/2017

WATER QUALITY IMPACT EVALUATION CHECKLIST

PART 1: PROJECT INFORMATION

Project Name:	SR 9/I-95 at Northlake Boulevard Interchange PD&E Study
County:	Palm Beach County
FM Number:	435803-1-22-02
Federal Aid Project No:	
Brief Project Description:	Interchange improvements to the I-95 and Northlake Boulevard interchange to improve operations.

PART 2: DETERMINATION OF WQIE SCOPE

Does project discharge to surface or ground water? ☒ Yes ☐ No

Does project alter the drainage system? ☒ Yes ☐ No

Is the project located within a permitted MS4? ☒ Yes ☐ No
Name: City of Palm Beach Gardens

If the answers to the questions above are no, complete the applicable sections of Part 3 and 4, and then check Box A in Part 5.

PART 3: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water
Receiving water(s) names: C-17

Water Management District: South Florida Water Management District (SFWMD)

Environmental Look Around meeting date: ____/ N/A /_____
Attach meeting minutes/notes to the checklist.

Water Control District Name (list all that apply): SFWMD & North Palm Beach County Improvement District (NPBCID)

Is the project located within a springshed or recharge area? ☐ Yes ☒ No

Ground Water
Sole Source Aquifer (SSA)? ☐ Yes ☒ No Name_____
If yes, complete Part 5, D and complete SSA Checklist from EPA website (***Figure 11-2***)

Other Aquifer? ☐ Yes ☒ No Name_____

Springs vents? ☐ Yes ☒ No Name_____

Well head protection area? ☐ Yes ☒ No Name_____

Groundwater recharge? ☐ Yes ☒ No Name_____

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as Impaired in accordance with Chapter 62-303, F.A.C.

Date of notification: ____/ N/A /_____

PART 4: WATER QUALITY CRITERIA

List all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL in **Table 1**. This information must be updated during each Re-evaluation.

Note: If BMAP or RAP has been identified in **Table 1**, **Table 2** must also be completed. *Attach notes or minutes from all coordination meetings identified in* **Table 2***.*

EST recommendations confirmed with agencies? ☒ Yes ☐ No

BMAP Stakeholders contacted: ☐ Yes ☒ No

TMDL program contacted: ☐ Yes ☒ No

RAP Stakeholders contacted: ☐ Yes ☒ No

Regional water quality projects identified in the ELA ☐ Yes ☒ No

If yes, describe:

Potential direct effects associated with project construction and/or operation identified? ☐ Yes ☒ No
If yes, describe:

Discuss any other relevant information related to water quality.

Water quality will be provided in ponds, swales and exfiltration trench.

PART 5: WQIE DOCUMENTATION

- ☐ A. No involvement with water quality
- ☐ B. No water quality regulatory requirements apply.
- ☒ C. Water quality regulatory requirements apply to this project (provide Evaluator's information below). Water quality and quantity issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- ☐ D. EPA Ground/Drinking Water Branch review required. ☐ Yes ☐ No
  Concurrence received? ☐ Yes ☐ No
  If Yes, Date of EPA Concurrence: ___/___/____ (Attach the concurrence letter)

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

Evaluator Name (print): Renaud Olivier	
Title:	
Signature:	Date:

Table 1: Water Quality Criteria

Receiving Waterbody Name (list all that apply)	FDEP Group Number / Name	WBID(s) Numbers	Classification (I,II,III,IIIL,IV,V)	Special Designations*	NNC limits**	Verified Impaired (Y/N)	TMDL (Y/N)	Pollutants of concern	BMAP, RA Plan or SSAC
C-17	05-1164	3242A	III	N/A	Stream	Y	N	DO, Chlorophyll-a	N

*** ONRW, OFW, Aquatic Preserve, Wild and Scenic River, Special Water, SWIM Area, Local Comp Plan, MS4 Area, Other**
**** Lakes, Spring vents, Streams, Estuaries**
Note: If BMAP or RAP has been identified in Table 1, Table 2 must also be completed.

Table 2: Regulatory Agencies/Stakeholders Contacted

Receiving Water Name (list all that apply)	Agency's Contact and Title	Date Contacted	Follow-up Required (Y/N)	Comments
C-17	Carlos DeRojas SFWMD	1/19/17	N	Meeting notes in drainage report
C-17	Caroline Hanes SFWMD	1/19/17	N	Meeting notes in drainage report

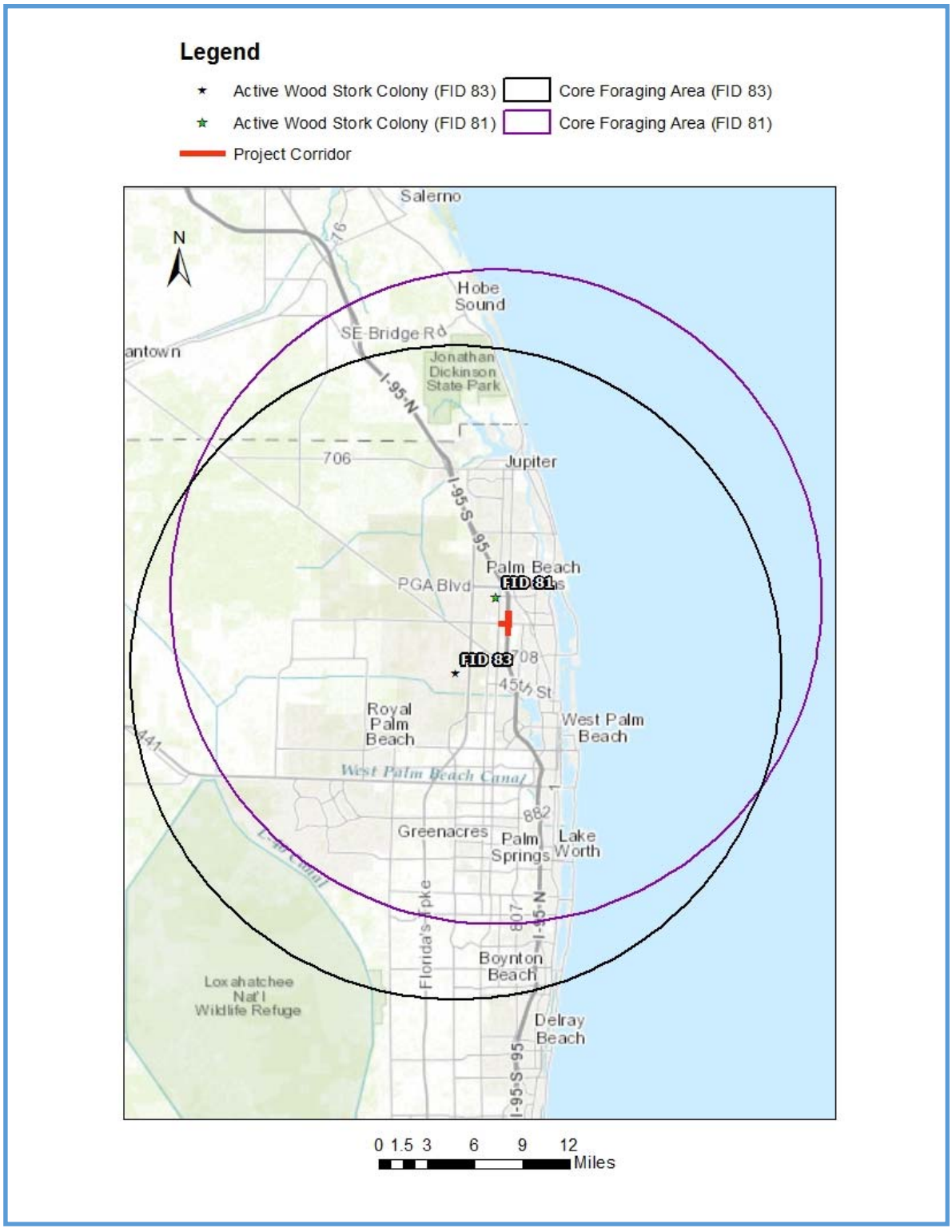


Figure 5-1 Wood stork CFA's overlapping the SR-9/I-95 at Northlake Boulevard Interchange PD&E project area

1

Evans, Bill

From: Milford, Mary <Mary.Milford@dot.state.fl.us>
Sent: Thursday, August 17, 2017 3:23 PM
To: Evans, Bill; Thurman, Scott
Cc: Broadwell, Ann L
Subject: Northlake Blvd PD&E USFWS Concurrence letter

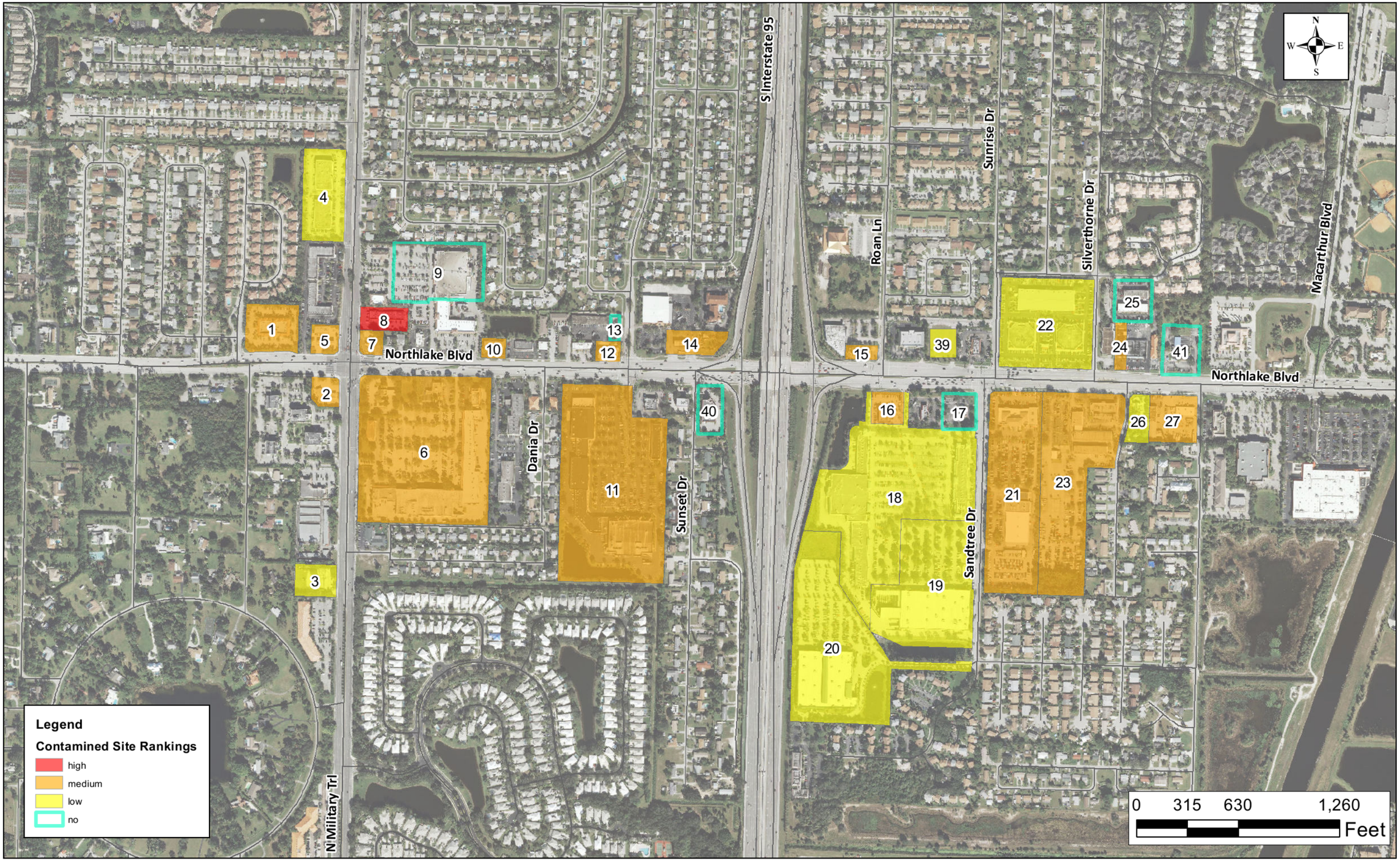
Hello Bill and Scott,

I just spoke with OEM about the concurrence letter from US Fish & Wildlife. Since we had a "no effects" determination in the ESBA for any endangered species and there are no wetlands, OEM said that we do not need to get agency concurrence and we do not have to include it in the CadEx Type II document. Based on Part 2 Chapter 16 (2017 revision), section 16.2.2.1.1 "No Effect" Determinations, further consultation is not required.

Thanks,

Mary Ellen ("Mel") Milford

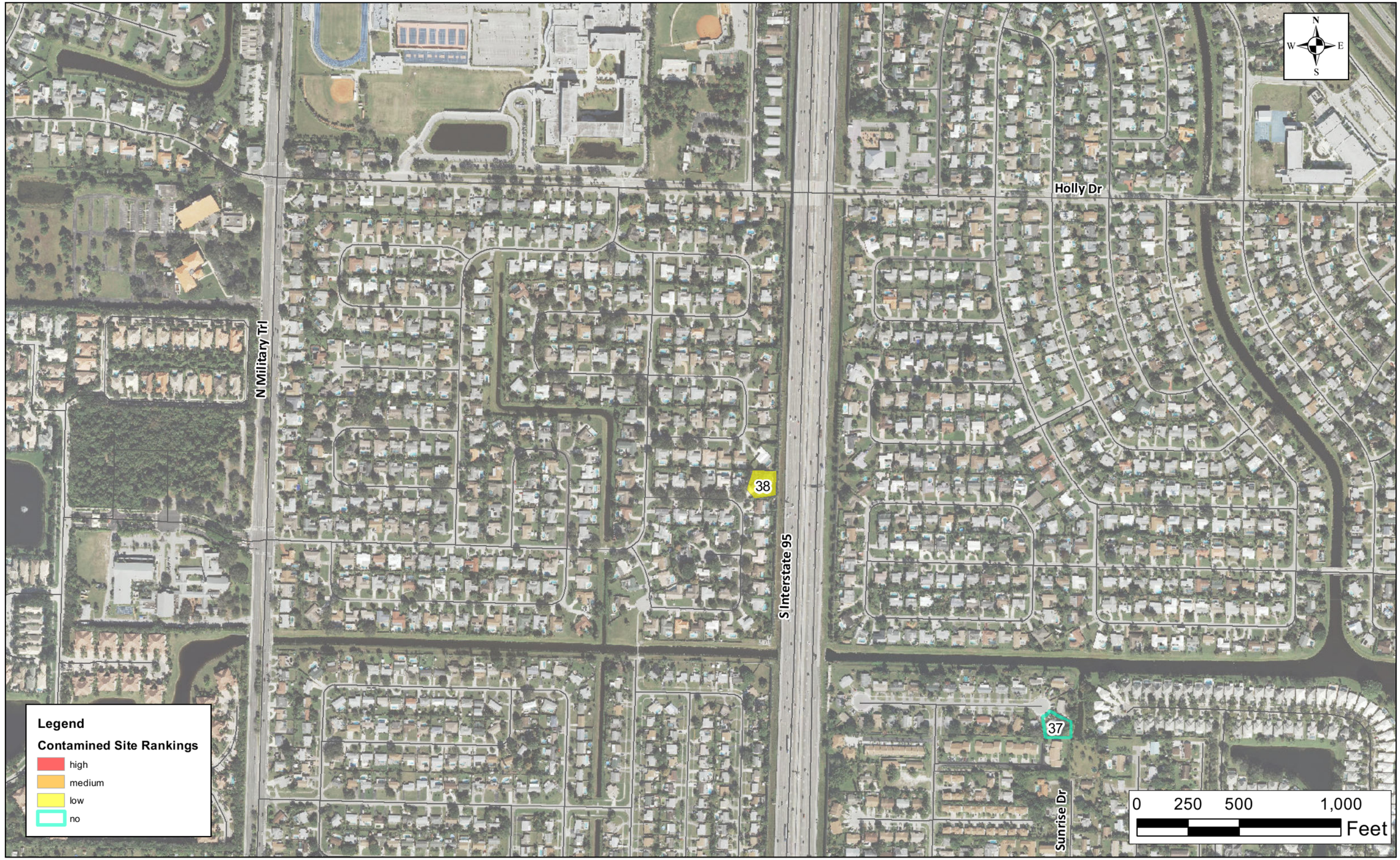
Florida Department of Transportation-District 4
Environmental Specialist
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Telephone: (954) 777-4471



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

Contamination Potential Map

FM Number: 435803-1-22-02
ETDM: 14182



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

Contamination Potential Map

FM Number: 435803-1-22-02
ETDM: 14182

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

Contamination Potential Map

FM Number: 435803-1-22-02
ETDM: 14182

Evans, Bill

From: Evans, Bill
Sent: Thursday, May 18, 2017 3:12 PM
To: Scott Thurman; Steve Carrier P.E. ; Omelio Fernandez; Krieger, Keith
Subject: Notes - Meeting Request I-95 at Northlake Blvd - Alternative 1 435803-1-22-02

Good afternoon everyone and thank you for attending the teleconference today. The list below documents the discussion. Please let me know if any changes are required by 5/19/2017.

1. The City wants FDOT to ask the County to reduce the outside lane width from 12' to 11' to preserve the existing green space and trees.
    a. Palm Beach County has adopted 11 ft through lanes, and allows 10 ft right or left turn lanes when cost savings are identified.
    b. 11 ft through lanes are approved.
    c. 10 ft turn lanes can be evaluated on a case by case basis.
2. Use of painted bike lanes
    a. County has not constructed or adopted fully painted bicycle lanes. County would like to understand more about the cost to maintain, paint specifications and information on where the District has constructed fully painted bike lanes before allowing on Northlake Blvd.
    b. County allows the 4 ft bike lane to be designated when it meets FDOT Bike Lane standards.
3. Prevent the SB-to-EB left from Silverthorne onto Northlake
    a. Send snapshot of location for County to review
4. Lengthen the eastbound left-turn storage at Sunrise Drive
    a. Approved
5. For Ramp C (NB On-Ramp), the City prefers a right-hand merge (versus the existing left-hand merge)
    a. Approved
6. At Sandtree Dr, the City wants to keep the existing footprint – do not widen into the car dealership
    a. Send snapshot of location for County to review
7. The City wants to preserve the existing oak trees along the south side of Northlake near Duffy's.
    a. Alternative 1 will allow the trees to remain (using gravity wall at the back of walk)
    b. County recommends a solid root barrier to prevent sidewalk damage.
    c. Add information in to the Preliminary Engineering Report recommending the design phase evaluate root barrier techniques in final design.
    d. FDOT is considering requiring a landscape architect on the design team.
8. The City does not like the additional NB exit lane from Gardens Towne Square – which takes a row of Duffy's parking
    a. Send snapshot of location for County to review
9. Review the median opening at Dania Drive (STA 22+00) – possibly need to add directional island – to prevent WB-to-SB left-turn
    a. Stanley Consultants will look at this further then send a snapshot of location for County to review

Bill

Bill Evans, P.E., AICP

Transportation Group Manager

EvansBill@StanleyGroup.com

561.584.8708 Direct

561.352.5662 Mobile

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