



DETERMINATION OF SECTION 4(f) APPLICABILITY

PD&E STUDY

SR 9/I-95 at SR-804/Boynton Beach Boulevard Interchange (MP 57)

and

SR-9/I-95 at Gateway Boulevard Interchange (MP 58)

Palm Beach County, Florida

Prepared for

Florida Department of Transportation - District Four

3400 West Commercial Boulevard

Ft. Lauderdale, Florida 33309-3421



Financial Management Number: 435804-1-22-01

Financial Management Number: 231932-1-22-01

ETDM Numbers: 14180 and 14181

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.

July 2017

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Prepared by:

Arcadis U.S., Inc.

1500 Gateway Boulevard

Suite 200

Boynton Beach, FL 33426

arcadis.com

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LIST OF ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
AN	Advanced Notification
APE	Area of Potential Effect
CAAA	Clean Air Act Amendments
CDA	Concept Development Alternative
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CSER	Contamination Screening Evaluation Report
dba	A-Weighted Decibel
DOA	Determination of Applicability
DOS	Department of State
EA	Environmental Assessment
EFH	Essential Fish Habitat
ERM	Environmental Resource Management
ESF	Emergency Support Functions
EST	Environmental Screening Tools
ETDM	Efficient Transportation Decision Making
FDEP	Florida Department of Environmental Protection
FDHR	Florida Division of Historical Resources
FEMA	Federal Emergency Management Agency
FPPA	Farmland Protection Policy Act
FFWCC	Florida Fish and Wildlife Conservation Commission
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FLUCFCS	Florida Land Use Cover Forms Classification System
FMSF	Florida Master Site File
FS	Florida Statute
FY	Fiscal Year
GIS	Geographic Information System
LDCA	Location and Design Concept Acceptance
LEP	Limited English Proficiency
LOS	Level of Service

PD&E Study

SR 9/I-95 at SR 804/Boynton Beach Boulevard Interchange and
SR-9/I-95 at Gateway Boulevard Interchange



L RTP	Long Range Transportation Plan
M LOU	Methodology Letter of Understanding
M OT	Maintenance of Traffic
M PO	Palm Beach Metropolitan Planning Organization
N AAQS	National Ambient Air Quality Standards
N AC	Noise Abatement Criteria
N EPA	National Environmental Policy Act
N HPA	National Historic Preservation Act
N MFS	National Marine Fisheries Service
N OAA	National Oceanic and Atmospheric Administration
N RCS	Natural Resources Conservation Service
N RHP	National Register of Historic Places
N SA	Noise Study Area
P D&E	Project Development and Environment
R OW	Right-of-Way
S ALR	Seaboard Air Line Railroad
S FRC	South Florida Rail Corridor
S FWMD	South Florida Water Management District
S HPO	State Historic Preservation Officer
S IMR	System Interchange Modification Report
S PUI	Single Point Urban Interchange
S R	State Road
S TIP	State Transportation Improvement Plan
T DM	Transportation Demand Model
T IP	Transportation Improvement Plan
T SM	Transportation System Management
U SACE	U.S. Army Corps of Engineers
U SC	United States Code
U SDA	U.S. Department of Agriculture
U SEPA	U.S. Environmental Protection Agency
U SFWS	U.S. Fish and Wildlife Service
W ER	Wetlands Evaluation Report

1. Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for interchange improvements located at SR-9/I-95 and Gateway Boulevard (Gateway Boulevard) and SR-9/I-95 and SR 804/Boynton Beach Boulevard (Boynton Beach Boulevard) in Palm Beach County, Florida.

Section 4(f) of the Department of Transportation Act of 1966 as amended established the requirement for avoidance of parks and recreational lands, wildlife and waterfowl refuges, and historic sites of national, state, or local significance. To determine applicability, Section 4(f) is applied to a property that represents a significant publicly owned park or recreation area, wildlife or waterfowl refuge, or historic property

The purpose of this Section 4(f) Determination of Applicability (DOA) is to apply Section 4(f) criteria to determine the applicability of seven identified resources located in proximity to the SR 804/Boynton Beach Boulevard and Gateway Boulevard Interchange project areas and proposed improvements. A Phase I Cultural Resource Assessment Survey (CRAS) was conducted in support of the proposed improvements at SR 804/Boynton Beach Boulevard and Gateway Boulevard (SEARCH, 2017). The purpose of the survey was to locate, identify, and bound any historic structures and potential districts within the project's Area of Potential Effect (APE) and assess their potential for listing in the National Register of Historic Places (NRHP). The State Historic Preservation Office (SHPO) reviewed the CRAS and provided concurrence with the findings of the CRAS and specifically the eligibility of the Seaboard Air Line Railroad (SALR) and the Robert E. & Margaret Stogdill House on March 31, 2017 (Appendix A).

2. Project Summary

2.1 Summary

The alternatives developed in this PD&E Study and the associated social, economic, and environmental analyses were evaluated according to the requirements of the National Environmental Policy Act (NEPA) and FDOT's PD&E Manual, Part 1, Chapter 5 to receive Location and Design Acceptance (LDCA). 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 the Federal Highway Administration (FHWA) and FDOT.

The federal Fixing America's Surface Transportation Act (FAST Act, 2015) serves as the current regulatory and funding framework for transportation planning. The Palm Beach Metropolitan Planning Organization (MPO) is the government organization that provides both long-range and short-term transportation planning for Palm Beach County. The Palm Beach MPO 2040 Long Range Transportation Plan (LRTP, October 2014), as amended, represents long-term transportation planning for Palm Beach County. Short-term planning is represented by the MPO's Transportation Improvement Program (TIP). The purpose of the LRTP is to identify the transportation needs of the community and establish priorities for funding those improvements in the TIP. The MPO priority projects are listed in the TIP Priority Projects FY 2017-2021 (June 2016).

FDOT lists planned projects with federal participation, including all MPO TIPs, in the State Transportation Improvement Program (STIP) which is submitted to and approved by the FHWA. The PD&E Study for the SR 804/Boynton Beach Boulevard Interchange and Gateway Boulevard Interchange is programmed for PD&E Study under the STIP (February 2017).

The improvements at both interchanges are included in the cost feasible component of the 2040 LRTP. In addition, the Strategic Intermodal System (SIS) implementation of managed lanes on SR-9/I-95 from the Palm Beach County/Broward County Line to Indiantown Road is included in the LRTP needs component. Other projects located near both interchanges and identified in the STIP include:

- PD&E Studies for planned interchange improvements/future capacity for SR-9/I-95 at 10th Avenue (FM# 4127331), Woolbright Avenue (FM#4372791), and Hypoluxo Road (FM# 4132571)
- Preliminary engineering for planned interchange improvements at SR-9/I-95 and Northlake Boulevard (FM# 4358031) and at Southern Boulevard (FM #4355161)
- Right-of-way (ROW) acquisition is underway for SR-9/I-95 at Glades Road/SR 808 (FM#4124204), PGA Boulevard (FM#4132651), 6th Avenue South (FM#4369631), and Atlantic Avenue/SR 806 (FM# 4347221)
- Construction has begun at SR-9/I-95 at Linton Road (FM#4353841).
- Multiple studies to evaluate future capacity of the I-95 corridor are underway

2.2 Description of Proposed Action

The project study area (study area) is in eastern Palm Beach County within the City of Boynton Beach between SR-9/I-95 Woolbright Road to the south and SR-9/I-95 at Hypoluxo Road to the north. The SR 804/Boynton Beach Boulevard interchange is located on SR-9/I-95 at milepost 57 between the Gateway Boulevard interchange (1.5 miles to the north) and the Woolbright Road interchange (1.0 mile to the south). At SR 804/Boynton Beach Boulevard, the project area extends from west of Old Boynton Road to east of Seacrest Boulevard. The SR 804/Boynton Beach Boulevard project length is 2.52 miles.

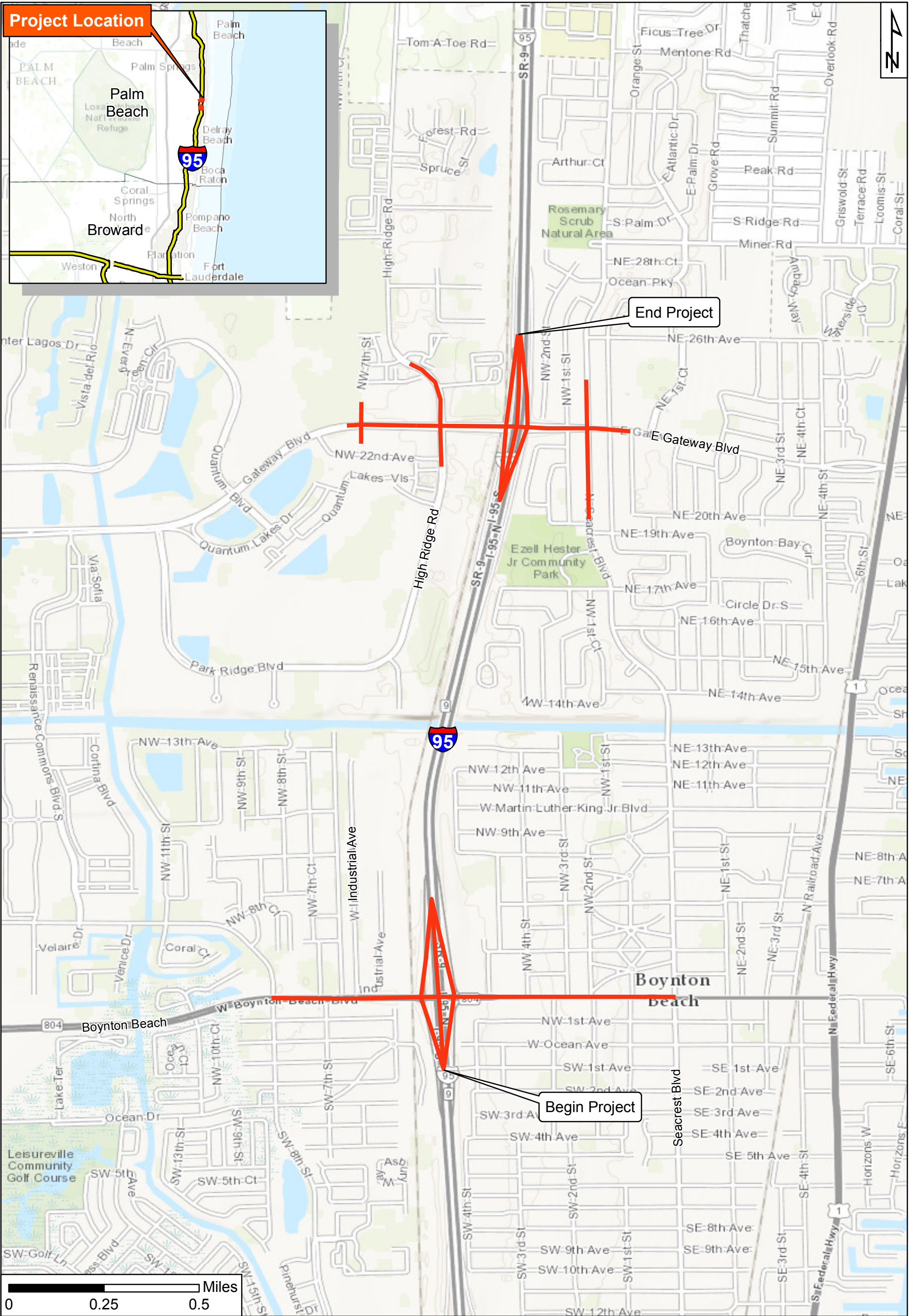
The Gateway Boulevard interchange is located on SR-9/I-95 at milepost 58 between the Hypoluxo Road interchange (1.5 miles to the north) and the SR 804/Boynton Beach Boulevard interchange (1.5 miles to the south). At Gateway Boulevard, the project area extends from west of High Ridge Road to east of Seacrest Boulevard. The Gateway Boulevard project length is 2.95 miles. A project location map is provided in Figure 1.

2.3 Purpose and Need for Action

The primary purpose of the proposed action is to enhance overall traffic operations at the existing interchanges of SR-9/I-95 at SR 804/Boynton Beach Boulevard and at Gateway Boulevard by providing improvements to achieve acceptable Levels of Service (LOS) in the future condition (2045 Design Year). The proposed action will support redevelopment efforts in the vicinity of the interchange, meeting the overall vision of the City of Boynton Beach. In addition, goals of the project include improving safety conditions and enhancing emergency evacuation and response times. The proposed action is anticipated to improve traffic operations at the study interchanges through implementation of operational and capacity improvements that will maintain and improve mobility, improve safety, and support existing and future development at the study interchanges.

The study area was initially evaluated in the *I-95 (SR-9) Interchange at Boynton Beach Boulevard (SR-804) in Palm Beach County, Interchange Concept Development Report* (June 2014) and the *I-95 (SR-9) Interchange at Gateway Boulevard in Palm Beach County, Interchange Concept Development Report* (June 2014) [CD Reports].

Based upon the traffic operations analysis conducted for the study area interchanges and adjacent signalized intersections and documented in the CD Reports, the existing operational capacity and overall traffic operations (Level of Service) are deficient. These deficiencies are based on existing and future AM and PM peak hour traffic conditions for intersection delay and safety performance. LOS is a quality measure describing operational conditions of these facilities. LOS classifications are designated from LOS A to LOS F, with LOS A representing the best operating



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 SR-9/I-95 at Gateway Blvd Interchange
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 ETDM Nos. 14180 and 14181



**PROJECT
 LOCATION MAP**

**FIGURE
 1**

conditions and LOS F representing the worst. Operational conditions considered in an LOS classification include speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Existing and future AM and PM peak hour conditions for Boynton Beach and Gateway Boulevards are shown in Tables 1 and 2.

Table 1 SR 804/Boynton Beach Boulevard Existing and Future AM and PM Peak Hour Conditions

SR 804/Boynton Beach Boulevard with	Existing AM Conditions		Existing PM Conditions		Future AM Conditions		Future PM Conditions	
	Level of Service (LOS)	Delay (sec) ¹	Level of Service (LOS)	Delay (sec) ¹	Level of Service (LOS)	Delay (sec) ¹	Level of Service (LOS)	Delay (sec) ¹
Industrial Avenue	B	12.5	C	24.9	C	26.7	E	58.4
SR-9/I-95 Southbound Ramps	E	68.4	B	19.5	F	138.2	D	43.1
SR-9/I-95 Northbound Ramps	C	31.9	D	44.4	F	130.0	F	144.5
Seacrest Boulevard	D	45.0	D	35.6	F	158.7	F	178.6

1. sec: Delay in seconds per vehicle

Source: I-95 (SR-9) Interchange at Boynton Beach Boulevard in Palm Beach County, Interchange Concept Development Report (June 2014)

Table 2 . Gateway Boulevard Existing and Future AM and PM Peak Hour Conditions

Gateway Boulevard with	Existing AM Conditions		Existing PM Conditions		Future AM Conditions		Future PM Conditions	
	Level of Service (LOS)	Delay (sec) ¹	Level of Service (LOS)	Delay (sec) ¹	Level of Service (LOS)	Delay (sec) ¹	Level of Service (LOS)	Delay (sec) ¹
High Ridge Road	F	111.4	D	40.9	F	275.2	F	84.7
SR-9/I-95 Southbound Ramps	F	255.7	F	158.0	F	146.8	F	251.1
SR-9/I-95 Northbound Ramps	D	37.5	E	60.4	F	102.2	F	166.9
Seacrest Boulevard	D	43.6	D	38.4	F	195.2	F	204.9

1. sec: Delay in seconds per vehicle

Source: I-95 (SR-9) Interchange at Gateway Boulevard in Palm Beach County, Interchange Concept Development Report (June 2014)

Although the intersections operate at LOS E or better under existing conditions scenarios at SR 804/Boynton Beach Boulevard many of the individual through and turning movements at the intersections (which include approaches to SR-9/I-95) operate at LOS F during future AM and PM peak periods. Under the existing conditions scenarios at Gateway Boulevard, all intersections operate at LOS E or better except at the Gateway Boulevard - High Ridge Road and SR-9/I-95 southbound ramp intersections. Without improvements, the intersections will continue to experience excessive delays and queue lengths, and will continue to operate below acceptable LOS standards and the interchange will have insufficient capacity to accommodate the projected travel demand.

2.3.1 Economic Development

The area surrounding the SR-9/I-95 at SR 804/Boynton Beach Boulevard interchange is urbanized containing a mixture of commercial, industrial, and residential land uses. According to the City of Boynton Beach Future Land Use Map, the SR 804/Boynton Beach Boulevard interchange falls within the designated Community Redevelopment Area (CRA). The residential neighborhoods and business districts of this area are intended to be redeveloped by implementing

compact, more intensive urban growth patterns that provide opportunities for more efficient use and development of infrastructure, land, and other resources and services. The area surrounding the Gateway Boulevard interchange is urbanized containing a mixture of residential and recreational land uses to the east and commercial, office, industrial, and residential activities to the west as part of the Quantum Park Development of Regional Impact (DRI). According to the City of Boynton Beach Future Land Use Map, the area will continue to support the noted land uses.

Population within the vicinity of the SR 804/Boynton Beach Boulevard interchange is anticipated to grow by approximately 10% from 2005 to 2035 primarily in the areas northeast and southwest of the interchange. Anticipated population growth within the vicinity of the Gateway Boulevard interchange is 46 percent with expected growth primarily east of Seacrest Boulevard and within the Quantum Park DRI. Employment in the vicinity of SR 804/Boynton Beach Boulevard is projected to increase approximately 147 percent from 2005 to 2035 primarily in the areas northeast, east, and southwest of the interchange. In the vicinity of Gateway Boulevard, employment is expected to increase by approximately 173 percent primarily in the areas west and southeast of the interchange. These projections are based on data derived from the enhanced Southeast Regional Planning Model (SERPM) version 6.5 Managed Lanes Model (upgraded to include specific subarea improvements for the I-95 Interchange Master Plan). Improving the transportation infrastructure at the study area interchanges and adjacent intersections will support the redevelopment efforts in the vicinity of these interchanges and the overall vision of the City of Boynton Beach growth and economic development as identified in the Heart of Boynton Community Redevelopment Plan Update (April 2014).

2.3.2 Secondary Criteria

2.3.2.1 Safety

The 2040 LRTP continues the requirement that the MPO carry out a planning process that increases the safety and security of the transportation system for motorized and non-motorized users. MAP-21 also establishes national performance goals for federal highway programs including:

#

- Safety - to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- System Reliability – to improve the efficiency of the surface transportation system.

MAP-21 continued the Highway Safety Improvement Program (HSIP) as a core federal program. To receive funding under this Program, states were required to develop Strategic Highway Safety Plans (SHSP). The SHSP is a data-driven, four to five-year comprehensive plan that establishes statewide goals and objectives to reduce fatalities and serious injuries. In 2006, Florida completed development of a comprehensive SHSP. The overall goal of the SHSP is to reduce the number of fatalities in Florida to zero. Use of a systems approach in engineering is one of the objectives to be used in accomplishing this overall goal; to strike a balance between single unique locations and addressing the safety of the road network.

The CD Reports included a safety analysis of the study area. For the SR 804/Boynton Beach Boulevard interchange, crash data analyzed from 2010 – 2012 indicated 214 crashes occurred with 69 percent being rear-end type crashes. Predominant crash locations were along SR 804/Boynton Beach Boulevard at the SR-9/I-95 northbound on- and off-ramps and the southbound off-ramp. For the Gateway Boulevard interchange, crash data indicated 117 crashes occurred with 48 percent being rear-end type crashes. The segment of SR-9/I-95 in the vicinity of Gateway Boulevard is identified as a high crash segment having a higher crash rate compared with similar state roadways for the time period analyzed.

2.3.2.2 Emergency Evacuation and Response Times

SR-9/I-95 and SR 804/Boynton Beach Boulevard serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Palm Beach County. As designated evacuation facilities, these roadways are critical in facilitating traffic flows during emergency evacuation periods. SR-804/SR 804/Boynton Beach Boulevard is a major east-west corridor in eastern Palm Beach County providing linkage between SR-9/I-95 and Florida's Turnpike. Both Boynton Beach and Gateway Boulevards connect to other major arterials and highways of the state evacuation route network.

3. Alternatives Analysis

NEPA project development must consider a range of alternatives that meet the purpose and need of the project while balancing engineering requirements, impacts, and benefits. Project alternatives include the No-Build, Transportation Systems Management & Operations, and Build Alternatives.

FDOT is committed to the practicable avoidance and minimization of potential impacts to the social and natural environment when considering approval of proposed transportation projects. The study of alternatives and the associated environmental consequences were evaluated according to NEPA and FDOT's PD&E process. This study process allows for coordination during the alternatives development process and thorough consideration of alternatives developed.

3.1 No-Build Alternative

NEPA requires that doing nothing to existing conditions be considered during the environmental review process. This alternative is designated as the No-Build Alternative, signifying that no new improvements or construction would take place. Although this alternative does not meet the purpose and need for the project, it will be considered serving as a baseline for comparison against other alternatives. The No-Build Alternative retains the existing roadway and interchange improvements and would not have any direct impacts to the physical, natural, and social environments, ROW, structures, or utilities.

3.2 Transportation System Management and Operations (TSM&O) Alternative

The TSM&O Alternative includes implementation of non-capacity improvements to the existing transportation network that improve traffic flow, manage congestion, and maximize highway operations. Intelligent transportation systems (ITS), multimodal applications, adjusting signal phasing and timing, auxiliary lane additions, and higher land-use density strategies are TSM&O instruments used to maximize transportation infrastructure utilization. Such improvements are often less costly and require little to no ROW compared to physical expansion of the transportation network.

TSM&O improvements alone would not adequately accommodate the future year traffic volumes within the project's area of influence. The TSM&O Alternative alone is not considered a viable alternative, however, the build alternatives developed will incorporate viable TSM&O improvements.

3.3 Alternative Travel Modes

Multimodal facilities such as transit routes currently exist within the proposed project limits. The existing modes are incorporated into the build alternatives with current design standards. The Build Alternative for this project will

include bicycle lanes and sidewalks that will connect to existing facilities to the east and west of the project limits. The transit routes within the study area will not be affected by the Build Alternative. Alternative travel modes are not anticipated to reduce the future demand near this interchange.

3.4 Alternatives Development

As part of the PD&E Study, several roadway improvement alternatives were considered for improving traffic operations and safety near the SR 804/Boynton Beach Boulevard and Gateway Boulevard interchanges. The interchanges were initially evaluated in Concept Development Reports completed by the FDOT through the I-95 Master Plan Project. The SR 9/I-95 Interchange at SR 804/Boynton Beach Boulevard, Palm Beach County, Interchange Concept Development Report (2014) and SR 9/I-95 Interchange at Gateway Boulevard, Palm Beach County, Interchange Concept Development Report (2014) developed and evaluated conceptual design alternatives for geometric criteria, impacts on structures, drainage, signing, and utilities, adjoining side street connections, signalized intersections, and constructability.

The recommended improvements contained in the interchange Concept Development Reports resulted in development of a Conceptual Design Alternative (CDA). The CDA has been retained and will be evaluated as a build alternative in this PD&E Study. A Tier 1 Alternatives Evaluation Technical Memorandum (March 2016) was prepared that identified preliminary alternatives that improved traffic operations and safety. In addition to the CDA, eight (8) conceptual alternatives were developed for SR 804/Boynton Beach Boulevard and three (3) for Gateway Boulevard interchanges. A preliminary screening of each alternative was completed with respect to the purpose and need for the project, traffic operations, traffic safety, constructability, cost, right of way, environmental, and socio-economic impacts.

Of the preliminary alternatives developed, the following build alternatives were retained for full evaluation for each interchange. All Build Alternatives will incorporate TSM&O improvements and will be developed further as the project progresses.

- Alternative 1 - Conceptual Design Alternative (CDA)
- Alternative 2 - Streamlined CDA
- Alternative 3 - Single-point Urban Interchange (SPUI)

3.5 Build Alternatives

3.5.1 SR 9/I-95 at SR 804/Boynton Beach Boulevard Interchange

Alternative 1 – CDA. This build alternative was retained from the Concept Development Reports previously prepared and discussed in Section 3.4. The development of this alternative considered practical design and evaluated traditional turn lane improvements for the existing Tight Urban Diamond Interchange configuration to optimize the benefit to cost (B/C) ratio without imperiling traffic operations and safety.

For this alternative, proposed improvements are described below and shown in Appendix B.

1. A new westbound right turn lane to Industrial Avenue
2. Dual left and triple right turn lanes in the southbound direction at the I-95 southbound ramp terminal intersection

3. Continuously flowing channelized eastbound single right turn lane and dual westbound left turn lanes that create three SR 9/I-95 southbound on-ramp lanes. The third lane on the SR 9/I-95 southbound on-ramp is merged south of the ramp terminal intersection from the right side to tie into the existing dual lane on-ramp
4. Dual left turn lanes in the eastbound and westbound along SR 804/Boynton Beach Boulevard
5. Triple left turn lanes and single channelized right turn lane in the northbound direction at the northbound I-95 ramp terminal intersection
6. Dual left turn lanes with extended queue lengths, single channelized right turn lane and additional through lane in the westbound direction along SR 804/Boynton Beach Boulevard east of the SR 9/I-95 bridge
7. Continuously flowing channelized westbound right turn lane and dual eastbound left turn lanes that create three SR 9/I-95 northbound on-ramp lanes. Two of the three lanes on this SR 9/I-95 northbound on-ramp are merged north of the ramp terminal intersection from the right to tie into the existing axillary lane between SR 804/Boynton Beach Boulevard and Gateway Boulevard
8. Increase right turn storage lane along eastbound SR 804/Boynton Beach Boulevard at the northbound SR 9/I-95 ramp terminal intersection.
9. New right turn storage lane in the eastbound direction at the SR 804/Boynton Beach Boulevard and Seacrest Boulevard intersection.

Alternative 1 also adds an additional westbound through lane between SR 9/I-95 southbound ramp terminal and Old Boynton Road/SW 8th Street. This additional westbound through lane is dropped near the intersection of SR 804/Boynton Beach Boulevard and Old Boynton Road/SR 8th Street as a westbound right turn lane.

Alternative 2 – Streamlined CDA. This build alternative enhances Alternative 1 and avoids reconstruction of the SR 804/Boynton Beach Boulevard bridges over the South Florida Rail Corridor (SFRC) railroad (Bridge Number 930289) and SR 9/I-95 (Bridge Number 930285). This alternative retains most of Alternative 1 proposed improvements, but proposes the below described enhancements and are shown in Appendix B.

1. A closed median opening between 7th Street and Old Boynton Road
2. Dual right turn lanes, a single left turn lane and a shared left/right lane in the southbound direction at the SR 9/I-95 southbound exit ramp terminal intersection
3. Continuously flowing channelized eastbound right turn lane and dual westbound left turn lanes that create three SR 9/I-95 southbound on-ramp lanes. The third lane on the SR 9/I-95 southbound on-ramp is merged south of the ramp terminal intersection from the left side to tie into the existing dual lane on-ramp
4. Triple left and dual channelized right turn lanes in the northbound direction at the I-95 northbound ramp terminal intersection
5. Eliminates the eastbound right turn lane at the SR 804/Boynton Beach Boulevard and Seacrest Boulevard intersection.

Alternative 2 eliminates the additional westbound through lane between SR 9/I-95 southbound ramp terminal and Old Boynton Road/SW 8th Street added by the Alternative 1.

Alternative 3 – Single-point Urban Interchange (SPUI). This build alternative proposes the construction of a new SPUI at the SR 9/I-95 and SR 804/Boynton Beach Boulevard Interchange. A SPUI configuration combines turning movements at the SR 9/I-95 northbound and southbound exit ramps to operate under a single traffic control device,

resulting in a high capacity interchange. The following improvements are proposed for this alternative and are shown in Appendix B.

1. Convert existing dual ramp terminal signalized intersections into a single signalized intersection to serve both southbound and northbound ramp terminals. This Alternative will include:
 - All improvements considered along SR 804/Boynton Beach Boulevard and the SR 9/I-95 northbound and southbound ramps under Alternative 2 as described above

3.5.2 SR 9/I-95 at Gateway Boulevard Interchange

Alternative 1 – CDA. This Build Alternative was retained from the Concept Development Reports previously prepared and discussed in Section 3.4. The development of this alternative considered practical design and evaluated traditional turn lane improvements for the existing Tight Urban Diamond Interchange configuration to optimize the benefit to cost (B/C) ratio without imperiling traffic operations and safety.

For this alternative, proposed improvements are described below and shown in Appendix B.

1. Dual left turn lanes, a single thru lane, and a single right turn lane in the northbound direction at the Gateway Boulevard and High Ridge Road intersection
2. Triple left turn lanes from southbound High Ridge Road to eastbound Gateway Boulevard
3. Dual left and right turn lanes in the southbound direction at the SR 9/I-95 southbound exit ramp terminal intersection
4. Dual right turn lanes from eastbound Gateway Boulevard to southbound SR 9/I-95
5. Triple left and single right turn lanes in the northbound direction at the SR 9/I-95 northbound exit ramp terminal intersection
6. Dual left turn lanes from northbound Seacrest Boulevard to westbound Gateway Boulevard
7. Single right turn lane from southbound Seacrest Boulevard to westbound Gateway Boulevard

Alternative 1 adds an additional through lane in the eastbound and westbound direction to create an eight-lane typical section along Gateway Boulevard within the project limits between Quantum Boulevard and NE 1st Way.

Alternative 2 – Streamlined CDA. This build alternative enhances Alternative 1 along with retaining most of Alternative 1 proposed improvements including the additional through lane in the eastbound and westbound direction along Gateway Boulevard between Quantum Boulevard and NE 1st Way. Most of the SR 9/I-95 northbound and southbound ramp termini turn lane improvements are retained from Alternative 1 with adjustments to the intersection turn lane improvements at High Ridge Road.

For this alternative, proposed modifications are described below and shown in Appendix B.

1. Dual left turn lanes from southbound High Ridge Road to eastbound Gateway Boulevard as opposed to triple left turn lanes in Alternative 1
2. A single right turn lane and shared thru/right turn lane from eastbound Gateway Boulevard to southbound SR 9/I-95
3. Triple left and dual right turn lanes in the northbound direction at the SR 9/I-95 northbound ramp terminal intersection

Alternative 3 – Single-point Urban Interchange (SPUI). This build alternative proposes the construction of a new SPUI at the SR 9/I-95 at Gateway Boulevard Interchange. A SPUI configuration combines turning movements at the SR 9/I-95 northbound and southbound exit ramps to operate under a single traffic control device, resulting in a high capacity interchange. The following improvements are proposed for this alternative and are shown in Appendix B.

1. Convert existing dual ramp terminal signalized intersections into a single signalized intersection to serve both southbound and northbound ramp terminals. This Alternative will include:
 - All improvements considered along Gateway Boulevard and the SR 9/I-95 northbound and southbound ramps under Alternative 2 as described above

3.6 Recommended Alternatives

Following the July 28, 2016 alternatives public workshop, a meeting was held with FDOT to discuss the comprehensive resources evaluation, transportation and traffic studies, costs, and involvement of the public, local and state officials, and select a recommended alternative for each interchange. The recommended preferred alternative for the project areas was chosen by FDOT on January 26, 2017. Alternative 2, the Streamlined Concept Development Alternative, was chosen for the SR 804/Boynton Beach Boulevard Interchange and Alternative 3, Single Point Urban Interchange, was chosen for the Gateway Boulevard Interchange. These two options require the least amount of ROW acquisitions in comparison to other alternatives proposed, except for the No-Build Alternative.

4. Existing and Future Land Use

The SR-9/I-95 at SR 804/Boynton Beach Boulevard interchange is located within the City of Boynton Beach. The project area is partially located within the City's Community Redevelopment Area and is comprised primarily of transportation land use. The interchange and surrounding area is urbanized consisting of a mix of single and multifamily residential, commercial, office, light industrial, and public school land uses. According to the City of Boynton Beach Future Land Use Map (Appendix C), the project area remains urbanized with a mix of low and high density residential and local commercial uses.

The SR-9/I-95 at Gateway Boulevard interchange is located within the City of Boynton Beach. The project area is partially located within the City's Community Redevelopment Area and the Quantum Development of Regional Impact (DRI). The project area is comprised primarily of transportation land use. The interchange and surrounding area is urbanized consisting of a mix of single and multifamily residential, commercial, light industrial, and transit land uses. According to the City of Boynton Beach Future Land Use Map (Appendix C), the project area remains urbanized with a mix of low and high density residential and local commercial uses.

The proposed improvements associated with the Recommended Alternative will require a minimal amount of additional ROW and are not anticipated to significantly affect the land use in the area. The character of the study area remains unchanged and will continue to support the existing and future land uses within the project and surrounding area maintaining the goals of the City of Boynton Beach Future Land Use Map, the Community Redevelopment Area and Quantum DRI goals.

This project was reviewed by the appropriate agencies in the ETDM process and assigned a summary degree of effect of minimal for land use. The Florida Department of Economic Opportunity (FDEO) assigned the degree of effect as none, the FHWA as minimal, and FDOT District Four as minimal. The proposed improvements are compatible with the

City of Boynton Beach Comprehensive Plan and supports the plan's land use element. Effects on the area's character resulting from the project improvements are anticipated to be minor. The City of Boynton Beach does not have a Future Transportation Map. The FDOT will coordinate with the City of Boynton Beach to ensure that the project is included on the Future Transportation Map of the adopted Comprehensive Plan, and the Palm Beach MPO to ensure that funding is identified for future project phases in the TIP, LRTP, STIP and FDOT SIS Cost Feasible Plan.

5. Potential Section 4(f) Properties

Section 4(f) of the Department of Transportation Act of 1966 as amended established the requirement for avoidance of parks and recreational lands, wildlife and waterfowl refuges, and historic sites of national, state, or local significance. To determine applicability, Section 4(f) is applied to a property that represents a significant publicly owned park or recreation area, wildlife or waterfowl refuge, or historic property. *Significant means that in comparing the availability and function of the resource with the recreational, park, and refuge objectives of the community, the resource in question plays an important role in meeting those objectives. If a determination from the official with jurisdiction cannot be obtained, the Section 4(f) land will be presumed to be significant. All determinations (whether stated or presumed) are subject to review by FHWA for reasonableness* (PD&E Manual Part 2, Chapter 13).

The project was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool May 27, 2015 (Appendix D). A moderate degree of effect (DOE) was assigned during the programming screen for the project in ETDM. Following Environmental Technical Advisory Team (ETAT) review a summary DOE of minimal was assigned to Section 4(f) resources. The minimal DOE was assigned because, while Section 4(f) resources are in proximity to the project area, direct impacts to these resources are not anticipated and no mitigation would be needed.

In addition, the property must represent a Section 4(f) resource and the transportation undertaking must "use" land from that property within the meaning of Section 4(f). The term "use" is specific to Section 4(f) analyses and can mean the permanent incorporation of land into the proposed transportation facility; the temporary occupancy of land that results in adverse effects; or proximity impacts severe enough to impair the activities, features, or attributes that qualify the resource for protection. Feasible and prudent avoidance alternatives are those that avoid using any Section 4(f) property and do not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property (FHWA 2012).

The following information is provided for each site to complete this DOA:

- 1) A detailed map identifying the relationship of the proposed project alternatives to the properties
- 2) Size and location of the properties
- 3) Ownership and managing entity of property
- 4) Primary function and description of available activities or features that may qualify the property for protection
- 5) Access and usage. If there is no access it will be noted in the description
- 6) Relationship to other similarly used lands in the vicinity
- 7) Applicable clause affecting the ownership
- 8) Unusual characteristics of the Section 4(f) properties (flooding, terrain, other features) that either reduce or enhance the value of all or part of the property.

5.1 Potential Section 4(f) Resources – SR 804/Boynton Beach Boulevard

Table 3 lists and Figure 2 shows the identified potential Section 4(f) Resources at SR 804/Boynton Beach Boulevard.

Table 3 List of Potential Section 4(f) Resources – SR 804/Boynton Beach Boulevard

Map ID ¹	Parcel Number	Resource Name	Location	Distance to Project Area	Owner/ Official with Jurisdiction	Size (Acres)	Access Change	Facility	Direct/ Indirect Impacts
1	08-43-45-21-00-000-7020	Galaxy Park	North of Galaxy Elementary east side of SR-9/I-95	700 feet north of Boynton Beach Blvd; 50 feet east of I-95	City of Boynton Beach	3.65	No	Neighborhood Park	None
2	08-43-45-28-15-074-0090	Seaboard Air Line Railroad	Parallel to and on the west side of SR-9/I-95	Adjacent to the west side of I-95; immediately north and south of Boynton Beach Blvd.	Florida State Historic Preservation Office	Varies - adjacent north and south	No	FDOT Railroad ROW	Indirect minor
3	08-43-45-29-01-001-0010	Robert E. & Margaret Stogdill House	206 NW 6 th Street (Near southwest quadrant of SR-9/I-95 and Boynton Beach Blvd	100 feet south of Boynton Beach Blvd. and 175 feet west of I-95	Michael F. and Dulce A. MacAndrew	0.45	No	Residence	None
4	08-43-45-21-12-001-0121	Barton Memorial Park	North of Boynton Beach Blvd on east side of SR-9/I-95	700 feet north of Boynton Beach Blvd; 50 feet east of I-95	City of Boynton Beach	6.26	No	Special Use Park	None

1. See Figure 2 for Map ID

The City of Boynton Beach has 29 developed parks and eight undeveloped park sites identified in the City of Boynton Beach Recreation & Parks Department Facility and Parks Guide (Appendix E). The facilities are classified as:

- o Urban Open/Civic Space located in the downtown area.
- o Community Parks which are the largest parks and serve the largest population base. The service area for a community park is a one mile radius.
- o Neighborhood Parks serve the recreational and social focus of a neighborhood. These parks are developed for active and passive recreation and serve the broadest user group. Neighborhood parks are centrally located with a ½ mile service area.
- o Special Use Parks have unique or specialized amenities including cemeteries, Little League, and Kids Kingdom. The facilities serve a select group of users.
- o Water and Beach Access Parks serve Intracoastal Waterway and the Atlantic Ocean users and include kayaking, canoe, fishing boat ramps, beach, and boardwalk activities.
- o Conservation Lands provide passive recreation associated with the preservation of sensitive wildlife and habitat areas.
- o Recreation Centers including community pools and community centers offer a wide range of recreation programs and serve a broad user group.

5.1.1 Galaxy Park

- 1) Galaxy Park is shown on Figure 2 in relationship to the SR 9/I-95 at SR 804/Boynton Beach Boulevard project area. Galaxy Park is located approximately 700 feet north of Boynton Beach Boulevard and 50 feet east of I-95. Build Alternative 1 would require a total of 1 acre of ROW for all proposed improvements and Build Alternatives 2 and 3 would each require 0.6 acres of ROW. No acquisition of ROW would be required from Galaxy Park for any of the build alternatives.
- 2) Galaxy Park is 3.65 acres in size and is situated on the north side of Galaxy Elementary at the eastern terminus of NW 4th Avenue. No portion of park land is required for the proposed project improvements.
- 3) Galaxy Park is owned by the City of Boynton Beach and operated by the City of Boynton Beach Recreation and Parks Department. The City entered into an agreement with the Palm Beach County School Board to swap the park land for some of the Galaxy Elementary school land for construction of the elementary school.
- 4) The Galaxy Park includes one softball field, two tennis courts, one playground, restrooms, four handicapped parking spaces, and 37 parking spaces. During construction of the elementary school, underground electric utility was extended to the park to support possible future installation of lights for the field and courts. No other facilities are planned for the park
- 5) Access to Galaxy Park is from NW 4th Avenue to the north of Galaxy Elementary School. A deed and supporting survey documentation obtained from the Palm Beach County Clerk & Comptroller's website (<http://www.mypalmbeachclerk.com/officialrecords.aspx>) is included in Appendix F. The park is identified in the City of Boynton Beach Recreation & Parks Department System Master Plan (2015-2020) (Appendix G) as a Neighborhood Park. Neighborhood parks are intended to serve the recreational needs of the surrounding neighborhood with access from trails, sidewalks, or low volume streets.
- 6) The City of Boynton Beach Recreation & Parks Department prepares an annual report which summarizes the number of users that participate in registered recreation programs (Appendix H). Over 4,000 children, 1,000 adults, and 1,400 seniors participate in registered recreation programs. More than 13,000 persons visit open recreation activities such as concerts, dances, tennis, and athletic/fitness programs. These numbers do not include passive recreation at the recreation facilities.
- 7) A Statement of Significance was requested from the City of Boynton Beach and a response has not been received (Appendix I). The City of Boynton Beach Recreation & Parks Department System Master Plan (Appendix G) provides a mission, vision, and values statements which acknowledge the City recreation facilities enhance the quality of life, health, and well-being of the community, economy, and environment. It is assumed that Galaxy Park is a significant resource.

The following facilities are located within a 1 mile radius of Galaxy Park (all distances are approximate):

- Barton Memorial Park is a special use park adjacent to the east and north
- Wilson Park is a community park located 0.5 mile northeast
- Sara Sims Park is a special use park located 0.4 mile west
- Pioneer Canal Park is a neighborhood park located 0.65 miles west
- Laurel Hill Park is a neighborhood park 0.3 mile southwest
- Ezell Hester Jr. Park is a community park located 1 mile north
- Hibiscus Park is a neighborhood park located 0.5 mile southwest
- Kids Kingdom Playground is a special use park located 0.65 mile southeast
- There are no known clauses affecting ownership noted.
- No unusual characteristics of the property would be considered to either reduce or enhance the value of all or part of the property.

5.1.2 Seaboard Air Line Railroad

- 1) The SALR is shown on Figure 2 in relationship to the SR 9/I-95 at SR 804/Boynton Beach Boulevard project area. Build Alternative 1 would require a total of 1 acre of ROW for all proposed improvements and Build Alternatives 2 and 3 would each require 0.6 acres of ROW. No acquisition of ROW would be required from Galaxy Park for any of the build alternatives. For Build Alternative 2 (Recommended Alternative), the existing SR 804/Boynton Beach Boulevard bridge crossing over the SFRC (Bridge # 930289) is a pre-stressed concrete bridge constructed in 1976. The bridge is comprised of three spans and is 231 feet 8 inches long by 106 feet 10 inches wide. The bridge currently accommodates two through lanes, one left-turn and one right-turn lane, and a shoulder in the eastbound direction. Three through lanes and shoulder are provided in the westbound direction. The minimum vertical clearance is 22 feet 11 inches.
- 2) The SR 804/Boynton Beach Boulevard bridge crossing the SFRC is proposed to be widened on the south side of the bridge for the Recommended Alternative. The proposed widening includes approximately 0.05 acres (2,255 square feet) of bridge structure to be located adjacent to the existing bridge structure crossing over the SFRC.
- 2) The Seaboard Air Line Railroad (SALR, 8PB12917) runs north to south through the project area and is located immediately adjacent to and on the west side of SR-9/ I-95. SR 804/Boynton Beach Boulevard crosses over the SALR from east to west. The length of the railroad extends to the north and south beyond the project area boundaries and the ROW is approximately 100 feet in width. The proposed bridge widening for SR 804/Boynton Beach Boulevard over the SLAR is located within existing FDOT roadway ROW. No additional roadway ROW will be required. The FDOT owns the SFRC. No portion of SFRC land is required for the proposed project improvements. As part of the alternatives development and selection, the FDOT has made a commitment that the proposed interchange improvements will provide adequate clearance (horizontal and vertical) over the SFRC as part of the bridge widening. It is anticipated that no structure will be located within the SFRC ROW.
- 3) The FDOT purchased the 67-mile SFRC that extends from West Palm Beach Station in Palm Beach County to the Hialeah Market Station in Miami-Dade County from CSX Railroad in 1988. The South Florida Regional Transportation Authority (SFRTA) was created in 2003. SFRTA, with cooperation from its transportation partners, coordinates, develops, and implements a viable regional transportation system in South Florida. The Tri-Rail Coastal Link operates a regional passenger rail service with one station located within the project area just north of Gateway Boulevard between Industrial Avenue and I-95.
- 4) The SALR linear resource group was determined eligible for listing in the National Register of Historic Places (NRHP) by the Florida State Historic Preservation Officer (SHPO) in 2016 under Criterion A for its transportation, commercial, and community development significance. The portion of the SALR located within the SR 804/Boynton Beach Boulevard and Gateway Boulevard Interchanges project area was constructed in 1926 and is considered an extension of the main line. This railroad was the first to connect the east and west coasts of Florida. No recreational activities take place within this NRHP-eligible resource.
- 5) Access to the SALR is restricted and takes place at designated passenger rail station locations. A deed and supporting survey documentation obtained from the Palm Beach County Clerk & Comptroller's website (<http://www.mypalmbeachclerk.com/officialrecords.aspx>) is included in Appendix J.
- 6) The SALR linear resource group was determined eligible for listing in the National Register of Historic Places (NRHP) by the Florida State Historic Preservation Officer (SHPO) in 2016. The Florida East Coast Railroad (FEC) is located approximately 0.9 mile to the east of the SALR. The Tri-Rail Coastal Link is planning service on the FEC corridor from Jupiter to downtown Ft. Lauderdale, Florida. Similarly, portions of the FEC have been designated as NRHP-eligible.

- 7) FDOT is the owner of the SFRC. The SFRTA provides coordination and administration of proposed permits and occupancies by outside parties for the SFRC. The SFRTA is the contact for any upgrade, modification, or demolition to existing overhead bridges crossing over or parallel to SFRC tracks.
- 8) No unusual characteristics of the property would be considered to either reduce or enhance the value of all or part of the property.

5.1.3 Robert E. & Margaret Stogdill House

- 1) The Robert E. & Margaret Stogdill House is shown on Figure 2 in relationship to the SR 9/I-95 at SR 804/Boynton Beach Boulevard project area. Build Alternative 1 would require a total of 1 acre of ROW for all proposed improvements and Build Alternatives 2 and 3 would each require 0.6 acres of ROW. No acquisition of ROW would be required from the Robert E. & Margaret Stogdill House any of the build alternatives.
- 2) The Robert E. & Margaret Stogdill House is a one-story, irregular size residential building on 0.45 acres situated on the south side of SR 804/Boynton Beach Boulevard, west of SR-9/I-95, and immediately adjacent to the SFRC. No portion of property is required for the proposed project improvements.
- 3) Palm Beach County tax parcel information identifies Michael F. & Dulce A. MacAndrew as the property owners and residents.
- 4) The property is a single family residential building. A Cultural Resource Assessment Survey (CRAS, SEARCH, February 2017) was conducted for the project Area of Potential Effect (APE) and identified the site as a previously-recorded building. The ca. 1925 building is a one-story, irregular-plan Mission style residence set on a continuous foundation. The building has a flat roof covered with composite roll and features raised corner parapets typical of the Mission style of architecture. An exterior chimney covered with stucco, featuring a gabled cap with Spanish tile, engages the north facade of the building. The exterior fabric of the building is textured stucco over a wood frame. Based on the results of previous and the current survey, SEARCH recommends Resource 8PB00177 as NRHP-eligible. No recreational activities take place within this NRHP-eligible resource.
- 5) Access to the residence is from NW 6th Street. The property is not a public use site. A deed obtained from the Palm Beach County Clerk & Comptroller's website (<http://www.mypalmbeachclerk.com/officialrecords.aspx>) is included in Appendix K.
- 6) The residence is typical of the Mission style of architecture popular during the Florida Land Boom period and is one of the few remaining buildings from that period in the Lake Boynton Estates subdivision. The architectural survey completed as part of the Cultural Resource Assessment Survey (CRAS, March 2017) for the project resulted in the identification and evaluation of 79 previously and newly recorded resources in the Boynton Beach Boulevard and Gateway Boulevard Interchanges Area of Potential Effect (APE). These resources include the previously recorded SALR, and two previously recorded historic buildings one of which is the Robert E. & Margaret Stogdill House. The second resource is located to the east of Seacrest Boulevard outside the limits of the proposed improvements.
- 7) The property is privately owned.
- 8) Based on the historic context, the property is unique for its representation of Florida Land Boom (1921–1928) residential development in Boynton Beach, and for its architectural distinction as a fine example of Mission style architecture (SEARCH, 2017)

5.1.4 Barton Memorial Park

- 1) Barton Memorial Park is shown on Figure 2 in relationship to the SR 9/I-95 at SR 804/Boynton Beach Boulevard project area. Barton Memorial Park's south end is approximately 700 feet north of Boynton Beach Boulevard and extends approximately 2,800 feet north. The park measures approximately 150 feet at its widest point and is situated immediately to the east of and runs parallel to I-95.

Build Alternative 1 would require a total of 1 acre of ROW for all proposed improvements and Build Alternatives 2 and 3 would each require 0.6 acres of ROW. No acquisition of ROW would be required from Barton Memorial Park for any of the build alternatives.

- 2) Barton Memorial Park is 6.4 acres in size and located along NW 5th Street east of and adjacent to SR-9/I-95. No portion of park land is required for the proposed project improvements.
- 3) Barton Memorial Park is owned by the City of Boynton Beach and operated by the City of Boynton Beach Recreation and Parks Department.
- 4) The property is an historical cemetery (now closed to burials). Facilities at the cemetery include benches, nature preserve and trail, open play area, picnic table, restrooms, 20 marked graves, and an undetermined number of unmarked graves. No parking facility is provided at the park. Parking is available along NW 5th Street.
- 5) Access to the park is from NW 5th Street and the park is open from sunrise to sunset. A deed and supporting survey documentation obtained from the Palm Beach County Clerk & Comptroller's website (<http://www.mypalmbeachclerk.com/officialrecords.aspx>) is included in Appendix L. The park is identified in the City of Boynton Beach Recreation & Parks Department System Master Plan (2015-2020) (Appendix G) as a Special Use Park. Special use parks are those with unique, specialized amenities for select user groups.

The City of Boynton Beach Recreation & Parks Department prepares an annual report which summarizes the number of users that participate in registered recreation programs. Over 4,000 children, 1,000 adults, and 1,400 seniors participate in registered recreation programs. More than 13,000 persons visit open recreation activities such as concerts, dances, tennis, and athletic/fitness programs. These numbers do not include passive recreation at the recreation facilities.

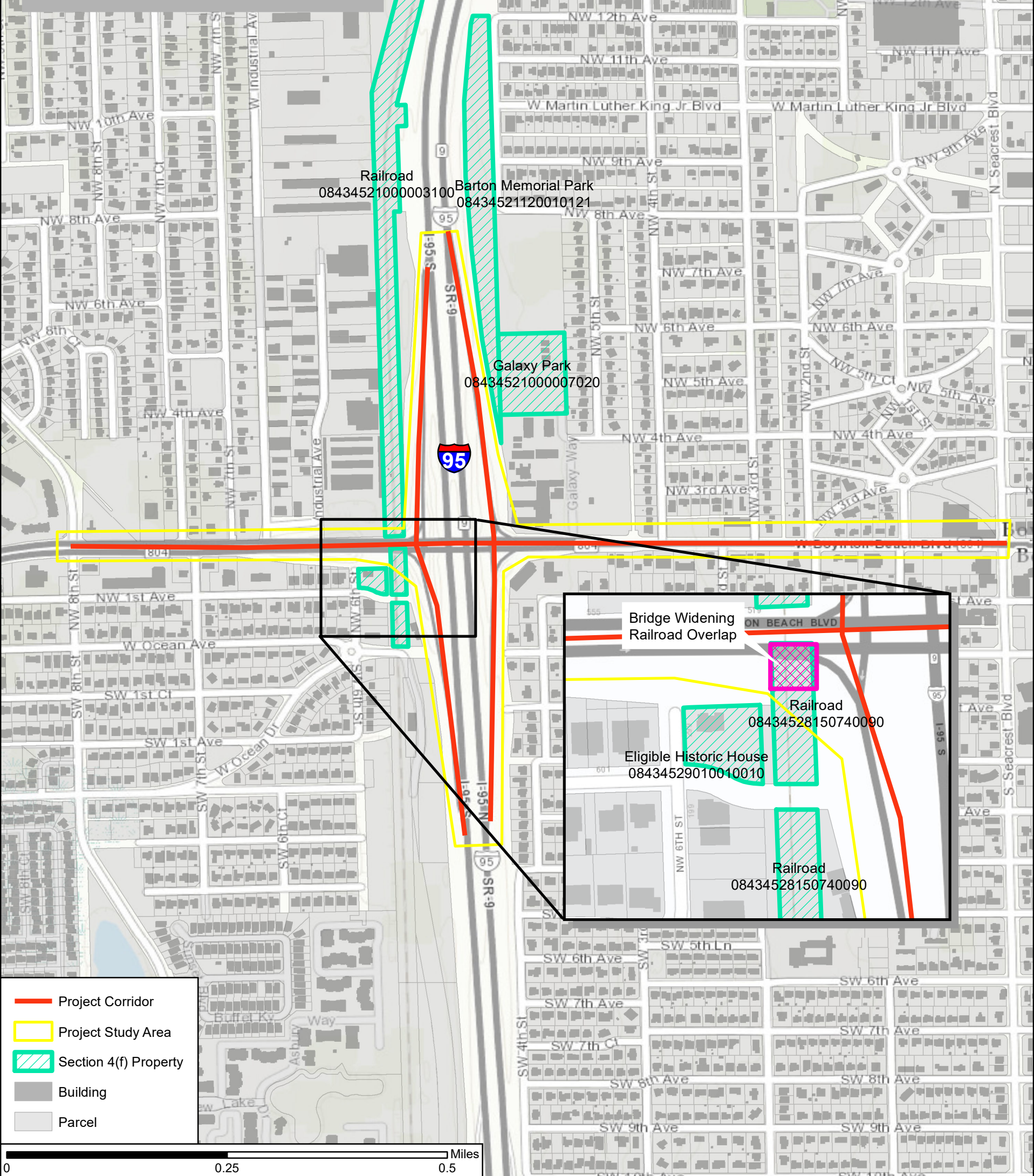
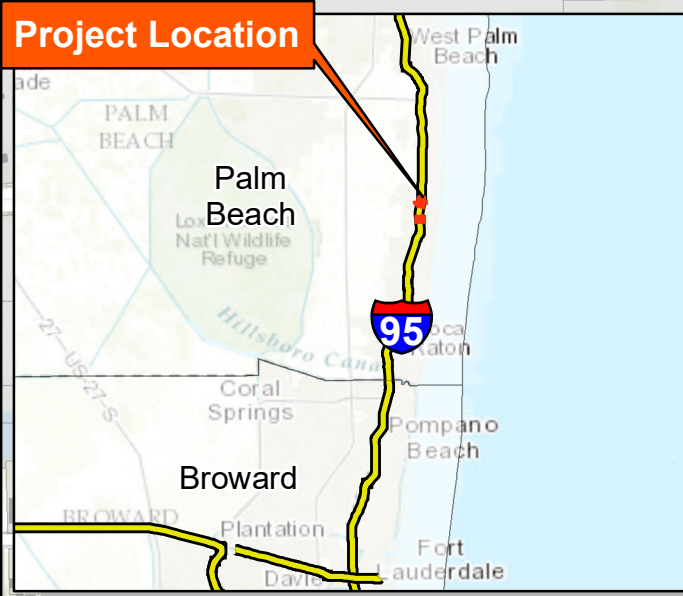
- 6) A Statement of Significance was requested from the City of Boynton Beach March 17, 2017 and a response has not been received (Appendix I). The City of Boynton Beach Recreation & Parks Department System Master Plan (Appendix G) provides a mission, vision, and values statements which acknowledge the City recreation facilities enhance the quality of life, health, and well-being of the community, economy, and environment. It is assumed that Barton Memorial Park is a significant resource.

The following facilities are located within a 1 mile radius of Galaxy Park (all distances are approximate):

- Galaxy Park is a neighborhood park adjacent to the west and south
- Wilson Park is a community park located 0.3 mile northeast
- Sara Sims Park is a special use park located 0.4 mile west
- Palmetto Greens Linear Park is a greenway/bikeway located 0.8 mile northeast
- Pioneer Canal Park is a neighborhood park located 0.4 miles west
- Laurel Hill Park is a neighborhood park located 0.4 mile southwest
- Ezell Hester Jr. Park is a community park located 0.7 mile northeast
- Hibiscus Park is a neighborhood park located 0.8 mile southwest
- Kids Kingdom Playground is a special use park located 0.9 mile southeast
- Veterans Bicentennial Park is a special use park located 0.9 mile southeast
- Veterans Park is a special use park located 1 mile southeast

- 7) There are no known clauses affecting ownership noted.

- 8) Barton Memorial Park is named after Alton Barton. The cemetery, which comprises approximately 0.5 acres, was primarily used by the African American community that lived in the area with gravesites dating back to the early 1900s. The Barton family efforts were instrumental in preserving the cemetery when SR-9/I-95 was constructed in the 1970s. Mr. Barton informed the state DOT that there was a cemetery in the path of SR-9/I-95 and it is suggested that SR-9/I-95 was realigned to avoid the burials. In 2015, Barton Memorial Park was added to the city's register of historic places. The Barton Memorial Park Cemetery (8PB09639) has been evaluated by SHPO and was determined ineligible for the National Register of Historic Places on Feb. 15, 2002.



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PD&E Study
 SR-9/I-95 at SR-804/Boynton Beach Blvd Interchange
 SR-9/I-95 at Gateway Blvd Interchange
 FM Nos. 435804-1-22-01; 231932-1-22-01
 ETDM Nos. 14180 and 14181



**BOYNTON BEACH
 BLVD INTERCHANGE
 SECTION 4(f)
 PROPERTIES**

**FIGURE
 2**

5.2 Potential Section 4(f) Resources – Gateway Boulevard

Table 4 lists and Figure 3 shows the identified potential Section 4(f) Resources at Gateway Boulevard.

Table 4 List of Potential Section 4(f) Resources – Gateway Boulevard

Map ID ¹	Parcel Number	Resource Name	Location	Distance to Project Area	Owner/ Official with Jurisdiction	Size (Acres)	Access Change	Facility	Direct/ Indirect Impacts
5	08-43-45-16-01-013-0010	Ezell Hester Jr. Park	South of Gateway Boulevard and east of SR-9/I-95	1,100 feet south of Gateway Blvd. and adjacent to east side of I-95	City of Boynton Beach	23.82	No	Park	None
6	08-43-45-16-00-000-3020	Seaboard Air Line Railroad	Parallel to and on the west side of SR-9/I-95	Adjacent to the west side of I-95; immediately north and south of Gateway Blvd.	Florida State Historic Preservation Office	North and south	No	Railroad ROW	Indirect minor
7	08-43-45-09-00-000-7080	Rosemary Scrub Natural Area	North of Gateway Boulevard and east of SR-9/ I-95	2,350 feet north of Gateway Blvd. and adjacent to east side of I-95	The Nature Conservancy	13.44	No	Preserve	None

1. See Figure 3 for Map ID

5.2.1 Ezell Hester Jr. Park

- 1) Ezell Hester Jr. Park is shown on Figure 3 in relationship to the SR 9/I-95 at Gateway Boulevard project area. Build Alternative 1 would require a total of 2.4 acres of ROW for all proposed improvements. Build Alternative 2 requires a total of 2.3 acres and Build Alternative 3 requires a total of 2.1 acres of ROW. No acquisition of ROW would be required from Ezell Hester Jr. Park for any of the build alternatives.
- 2) Ezell Hester Jr. Park is 23.82 acres with 8 acres comprised of the Rolling Green Scrub conservation area. The Park is situated approximately 1,100 feet south of Gateway Boulevard and immediately adjacent to and east of SR-9/I-95. No portion of park land is required for the proposed project improvements.
- 3) Ezell Hester Jr. Park is owned by the City of Boynton Beach and operated by the City of Boynton Beach Recreation and Parks Department.
- 4) Ezell Hester Jr. Park has one baseball/softball field, two basketball courts, one soccer field, two tennis courts, four racquetball court, one cricket pitch, a fitness trail, one open play area, Rolling Green Scrub preserve, two pavilions, restrooms, and community center. The community center includes a gymnasium and meeting space.
- 5) Access to Ezell Hester Jr. Park is from Seacrest Boulevard. Deed documentation obtained from the Palm Beach County Clerk & Comptroller’s website (<http://www.mypalmbeachclerk.com/officialrecords.aspx>) is included in Appendix M. The park is identified in the City of Boynton Beach Recreation & Parks Department System Master Plan (2015-2020) (Appendix G) as Community Park. Community parks are identified as the largest active parks serving the largest population base. Access to a community park should be via arterial and collector streets.

- 6) The City of Boynton Beach Recreation & Parks Department prepares an annual report which summarizes the number of users that participate in registered recreation programs. Over 4,000 children, 1,000 adults, and 1,400 seniors participate in registered recreation programs. More than 13,000 persons visit open recreation activities such as concerts, dances, tennis, and athletic/fitness programs. These numbers do not include passive recreation at the recreation facilities.
- 7) A Statement of Significance was requested from the City of Boynton Beach March 17, 2017 and a response has not been received (Appendix I). The City of Boynton Beach Recreation & Parks Department System Master Plan (Appendix G) provides a mission, vision, and values statements which acknowledge the City recreation facilities enhance the quality of life, health, and well-being of the community, economy, and environment. It is assumed that Ezell Hester Jr. Park is a significant resource.

The following facilities are located within a 1 mile radius of Ezell Hester Jr. Park (all distances are approximate):

- Rosemary Scrub Natural Area is a conservation area located 0.9 mile north
 - Kiwanis/Sierra Club Park is an urban open/civic space located 0.7 mile northeast
 - Palmetto Greens Linear Park is a greenway/bikeway located 0.8 mile southeast
 - Harvey E. Oyer Jr. Park is a water/beach access facility located 1 mile east
 - Wilson Park is a community park located 0.5 mile south
 - Intracoastal Park is a water/beach access facility located 1 mile northeast
 - Sara Sims Park is a special use park located 0.75 mile southwest
 - Pioneer Canal Park is a neighborhood park located 0.75 mile southwest
 - Laurel Hills Park is a neighborhood park located 1 mile southwest
 - Barton Memorial Park is a special use park located 0.7 mile southwest
 - Galaxy Park is a neighborhood park located 1 mile southwest
- 8) More than half of the park site is located on what was one of the largest remainders of native Florida scrub (Rolling Green Scrub) in Palm Beach County. As part of the park planning, the City was required to preserve approximately 25 percent of the total acreage as scrub land (Appendix M).
 - 9) No unusual characteristics of the property would be considered to either reduce or enhance the value of all or part of the property.

5.2.2 Seaboard Air Line Railroad

- 1) The SALR is shown on Figure 2 in relationship to the SR 9/I-95 at Gateway Boulevard project area. Build Alternative 1 would require a total of 2.4 acres of ROW for all proposed improvements. Build Alternative 2 requires a total of 2.3 acres and Build Alternative 3 requires a total of 2.1 acres of ROW. For Build Alternative 3 (Recommended Alternative), the existing Gateway Boulevard bridge crossing over the SFRC (Bridge # 930433) is a pre-stressed concrete bridge constructed in 1992. The bridge is comprised of one span and is 127 feet 3 inches long by 152 feet 1 inch wide. The bridge currently accommodates two through lanes, one left-turn and one right-turn lane, and a shoulder in the eastbound direction. Three through lanes and shoulder are provided in the westbound direction. The minimum vertical clearance is 22 feet 11 inches.

The Gateway Boulevard bridge crossing the SFRC is proposed to be widened on the north and south sides of the bridge for the Recommended Alternative. The proposed widening includes approximately 850 square feet of bridge structure on the north side and 715 square feet of bridge structure to be located on the south side and adjacent to the existing bridge structure crossing over the SFRC.

- 2) The Seaboard Air Line Railroad (SALR, 8PB12917) runs north to south through the project area and is located immediately adjacent to and on the west side of SR-9/I-95. Both SR 804/Boynton Beach Boulevard and Gateway Boulevard cross over the railroad from east to west. The length of the railroad extends to the

north and south beyond the project area boundaries and the ROW is approximately 100 feet in width. No additional roadway ROW will be required. The FDOT owns the SFRC. No portion of SFRC land is required for the proposed project improvements. As part of the alternatives development and selection, the FDOT has made a commitment that the proposed interchange improvements will provide adequate clearance (horizontal and vertical) over the SFRC as part of the bridge widening. It is anticipated that no structure will be located within the SFRC ROW.

- 3) The FDOT purchased the 67-mile SFRC that extends from West Palm Beach Station in Palm Beach County to the Hialeah Market Station in Miami-Dade County from CSX Railroad in 1988. The South Florida Regional Transportation Authority (SFRTA) was created in 2003. SFRTA, with cooperation from its transportation partners, coordinates, develops, and implements a viable regional transportation system in South Florida. The Tri-Rail Coastal Link operates a regional passenger rail service with one station located within the project area just north of Gateway Boulevard between Industrial Avenue and SR-9/I-95.
- 4) The SALR linear resource group was determined eligible for listing in the National Register of Historic Places (NRHP) by the Florida State Historic Preservation Officer (SHPO) in 2016 under Criterion A for its transportation, commercial, and community development significance. The portion of the SALR located within the SR 804/Boynton Beach Boulevard and Gateway Boulevard Interchanges project area was constructed in 1926 and is considered an extension of the main line. This railroad was the first to connect the east and west coasts of Florida. No recreational activities take place within this NRHP-eligible resource.
- 5) Access to the SALR is restricted and takes place at designated passenger rail station locations.
- 6) The SALR linear resource group was determined eligible for listing in the National Register of Historic Places (NRHP) by the Florida State Historic Preservation Officer (SHPO) in 2016. The Florida East Coast Railroad (FEC) is located approximately 0.9 mile to the east of the SALR. The Tri-Rail Coastal Link is planning service on the FEC corridor from Jupiter to downtown Ft. Lauderdale, Florida. Similarly, portions of the FEC have been designated as NRHP-eligible.
- 7) The FDOT is the owner of the SFRC. The SFRTA provides coordination and administration of proposed permits and occupancies by outside parties for the SFRC. The SFRTA is the contact for any upgrade/modification/demolition to existing overhead bridges crossing over or parallel to SFRC tracks.
- 8) No unusual characteristics of the property would be considered to either reduce or enhance the value of all or part of the property.

5.2.3 Rosemary Scrub Natural Area

- 1) The Rosemary Scrub Natural Area is shown on Figure 3 in relationship to the SR 9/I-95 at Gateway Boulevard project area. Build Alternative 1 would require a total of 2.4 acres of ROW for all proposed improvements. Build Alternative 2 requires a total of 2.3 acres and Build Alternative 3 requires a total of 2.1 acres of ROW. No acquisition of ROW would be required from Ezell Hester Jr. Park for any of the build alternatives. No acquisition of ROW would be required from the Rosemary Scrub Natural Area for any of the build alternatives.
- 2) Rosemary Scrub Natural Area is 13.44 acres in size and is situated approximately 2,350 north of Gateway Boulevard east of and adjacent to SR-9/I-95.
- 3) Rosemary Scrub Natural Area was donated as a conservation easement to the Nature Conservancy by Palm Beach County and is maintained in cooperation with the City of Boynton Beach Recreation and Parks Department.
- 4) Rosemary Scrub Natural Area is comprised of scrub, scrubby flatwood, and hammock habitats. The site

includes a hiking trail, a handicapped-accessible nature trail, interpretive kiosk, 1 handicapped parking space and 11 parking spaces.

- 5) Access to the Rosemary Scrub Natural Area is from Seacrest Boulevard. The site is open to the public. The Management Plan for Rosemary Scrub Natural Area (Plan, Appendix N) states that public use is limited to passive, non-consumptive recreation, environmental education, and scientific study. The number of visitors to the facility were not available.
- 6) A Statement of Significance was requested from Palm Beach County Environmental Resources Management (ERM) on March 23, 2017. The response from ERM (Appendix I) included a copy of the Easement Documentation Report for Rosemary Scrub Natural Area, Palm Beach County, Florida (Appendix N).

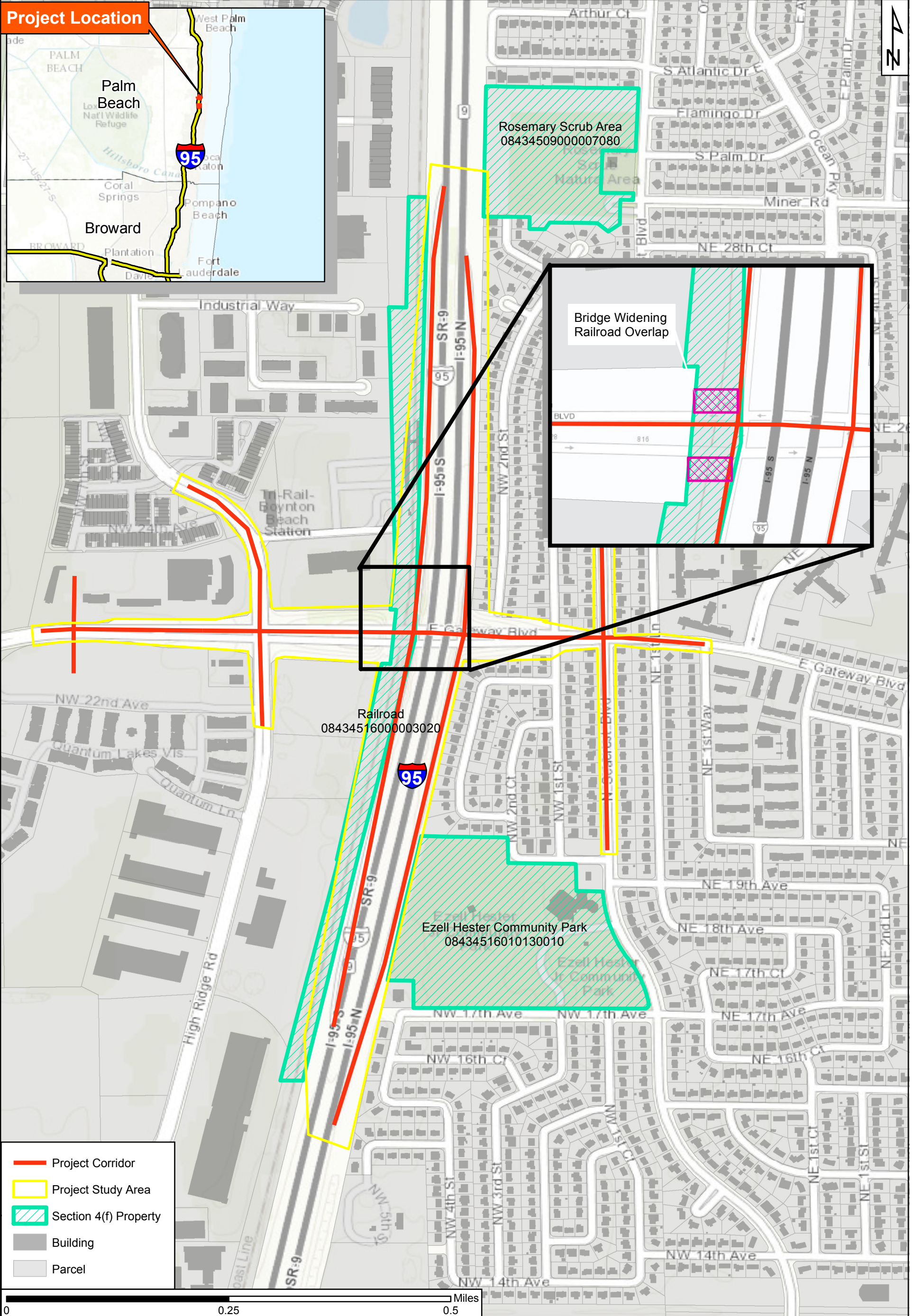
The Plan prepared by ERM outlines the purchase and purpose of the natural area. The primary purpose of the acquisition was to ensure the preservation of high-quality scrub communities, their associated plant and animal populations. The secondary is to provide passive recreational opportunities for the public, environmental education and scientific research.

- 7) Management activities of the natural area are conducted by ERM in cooperation with the City of Boynton Beach.

The following facilities are located within a 1 mile radius of Ezell Hester Jr. Park (all distances are approximate):

- High Ridge Scrub Natural Area is a conservation area located 0.7 mile northwest
 - San Castle Community Park is a Palm Beach County community park located 0.7 mile northeast
 - Hypoluxo Scrub Natural Area is a conservation area located 1 mile northeast
 - San Castle Neighborhood Park is a Palm Beach County neighborhood park located 0.6 mile northeast
 - Kiwanis/Sierra Club Park is an urban open/civic space located 0.9 mile southeast
 - Ezell Hester Jr. Park is a community park located 0.9 mile south
- 8) The Rosemary Scrub Natural Area is a Florida Communities Trust Preservation 2000 Project. A conservation easement was granted by the County and accepted by the South Florida Water Management District (SFWMD) on June 14, 2007. In 2009, Palm Beach County donated the Rosemary Scrub Natural Area as a conservation easement to The Nature Conservancy.

The Rosemary Scrub Natural Area was selected based on its biological characteristics and was acquired to preserve the rare and diverse native ecosystems present of the site and the endangered, threatened, and rare species of plants and animals that live there (ERM, 2008).



PD&E Study
 SR-9/I-95 at SR-804/Boynton Beach Blvd Interchange
 SR-9/I-95 at Gateway Blvd Interchange
 FM Nos. 435804-1-22-01; 231932-1-22-01
 ETDM Nos. 14180 and 14181



**GATEWAY BLVD
 INTERCHANGE
 SECTION 4(f)
 PROPERTIES**

**FIGURE
 3**

6. Conclusion

Seven resources have been identified in proximity to the SR 804/Boynton Beach Boulevard and Gateway Boulevard Interchange project areas. For sites 1,3 - 5, and 7, no ROW acquisition will be required. The SHPO provided concurrence with the findings of the CRAS (February 2017) and specifically, the eligibility of the SALR and the Robert E. & Margaret Stogdill House, on March 31, 2017 (Appendix A). The SHPO stated the following: *SHPO/DHR wishes to postpone an effect finding until a case study can be completed. SHPO/DHR concurs with the eligibility determinations in this letter & document.*

The FDOT concluded that Section 4(f) would not apply to the resources identified. An effect finding will not be required for this project. No impact to resources will occur. Additional coordination with the SHPO will be completed as part of this PD&E Study to finalize the effect finding from the SHPO.

Access to all facilities will not be interrupted during construction related activities. No direct or constructive use of these five resources under Section 4(f) is anticipated.

Site 2, the existing SR 804/Boynton Beach Boulevard bridge crossing over the SFRC (Bridge # 930289), is a pre-stressed concrete bridge constructed in 1976. The bridge is comprised of three spans and is 231 feet 8 inches long by 106 feet 10 inches wide. The bridge currently accommodates two through lanes, one left-turn and one right-turn lane, and a shoulder in the eastbound direction. Three through lanes and shoulder are provided in the westbound direction. The minimum vertical clearance is 22 feet 11 inches.

The SALR (Site 2) was previously determined eligible for listing in the NRHP. The SR 804/Boynton Beach Boulevard bridge crossing the SFRC is proposed to be widened on the south side of the bridge for the Recommended Alternative. The proposed widening includes approximately 2,255 square feet of bridge structure to be located adjacent to the existing bridge structure crossing over the SFRC. As part of the alternatives development and selection, the FDOT has made a commitment that the proposed interchange improvements will provide adequate clearance (horizontal and vertical) over the SFRC as part of the bridge widening. It is anticipated that no structure will be located within the SFRC ROW.

The existing Gateway Boulevard bridge crossing over the SFRC (Bridge # 930433) is a pre-stressed concrete bridge constructed in 1992. The bridge is comprised of one span and is 127 feet 3 inches long by 152 feet 1 inch wide. The bridge currently accommodates two through lanes, one left-turn and one right-turn lane, and a shoulder in the eastbound direction. Three through lanes and shoulder are provided in the westbound direction. The minimum vertical clearance is 22 feet 11 inches.

The SALR (Site 6) was previously determined eligible for listing in the NRHP. The Gateway Boulevard bridge crossing the SFRC is proposed to be widened on the north and south sides of the bridge for the Recommended Alternative. The proposed widening includes approximately 850 square feet of bridge structure on the north side and 715 square feet of bridge structure to be located on the south side and adjacent to the existing bridge structure crossing over the SFRC. As part of the alternatives development and selection, the FDOT has made a commitment that the proposed interchange improvements will provide adequate clearance (horizontal and vertical) over the SFRC as part of the bridge widening. It is anticipated that no structure will be located within the SFRC ROW.

The bridge crossing over the SFRC currently exists at both interchanges. The proposed project improvements associated with the SFRC crossing include bridge widening. The FDOT commits to providing necessary clearances (horizontal and vertical) over the SFRC. No structure will be placed in the SFRC ROW.

7. References

City of Boynton Beach. 2016. Boynton Beach Recreation & Parks Department, Annual Report 2015 - 2016.

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Palm Beach County. 2008. Management Plan for Rosemary Scrub Natural Area. April

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