



WELCOME

SR 802/Lake Worth Road Resurfacing Project

Financial Project ID: 441632-1-52-01

Public Meeting

THE PRESENTATION WILL BEGIN AT 6:00 P.M.



Welcome

SR 802/Lake Worth Road Resurfacing Project

From Raulerson Drive to Palm Beach State College Entrance

Financial Project ID: : 441632-1-52-01



Project Team



Jamie Polidora, P.E.
Project Manager
FDOT District 4, Design



J.D. Whitaker, P.E.
Signals and lighting
Scalar Consulting Group



Martin Papale-Schwarz
Roadway Design
FDOT District 4, Design



Conor Campobasso
Lead Planner and LETP Coord.
Palm Beach TPA



Michael Miller, P.E.
Drainage Engineer
FDOT District 4



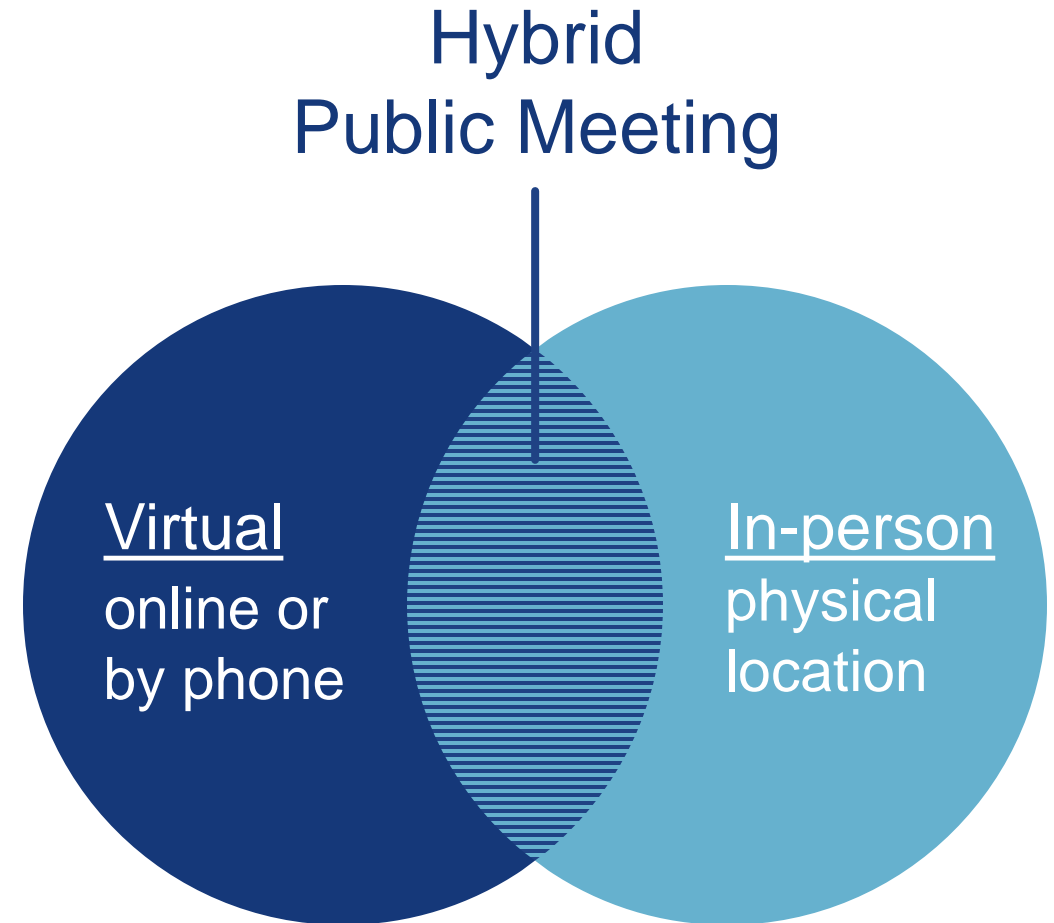
Victoria Buxton-Tetteh, MS
Community Outreach Specialist
GOAL Associates

Public Meeting Agenda

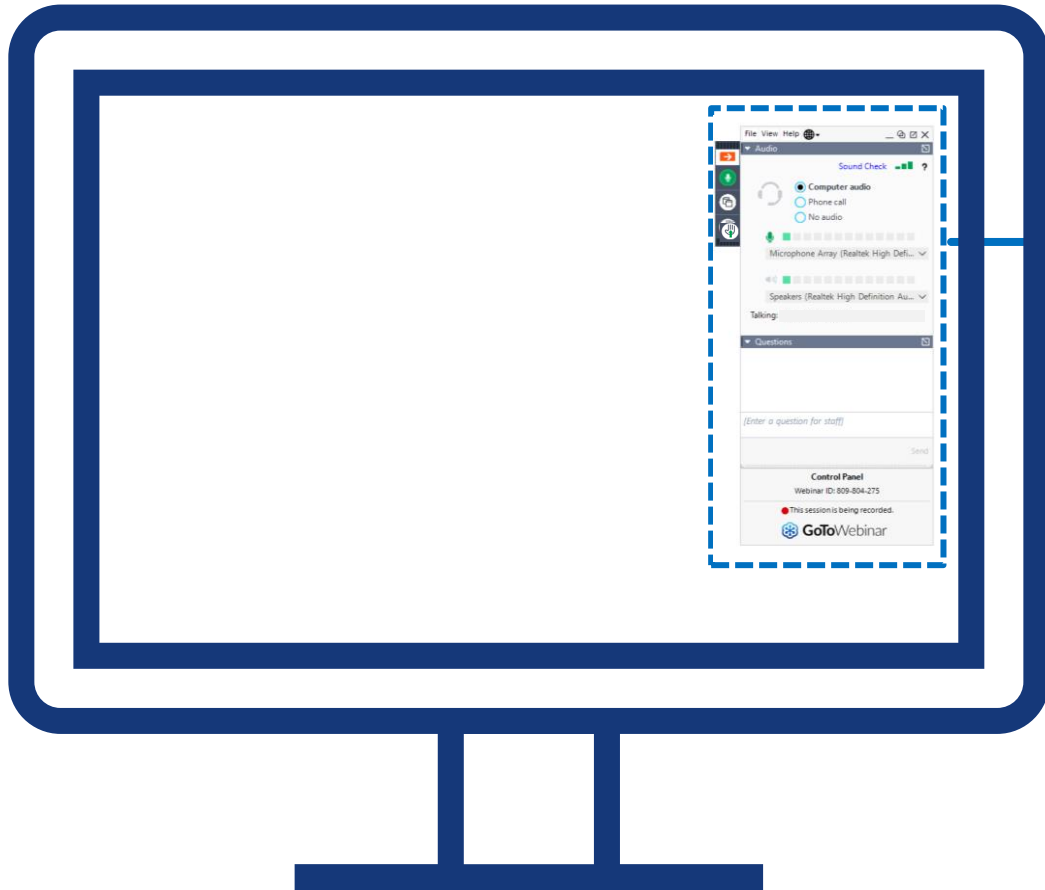
- Technical Information
- FDOT Non-Discrimination Policy
- Project Overview
- Proposed Features
- Median Access Modifications
- Follow-up from previous Public Workshop
- Temporary Traffic Control Plan
- Project Schedule and Cost
- Questions and Answers
- Closing and Contact Information

About the Public Meeting

This public Meeting is being conducted in a hybrid format



GoToWebinar Control Panel



The control panel interface includes the following elements:

- File View Help** menu at the top.
- Audio** section with a **Sound Check** indicator and three radio button options: **Computer audio** (selected), **Phone call**, and **No audio**.
- Microphone and speaker volume sliders.
- Dropdown menus for **Microphone Array (Realtek High Defi...)** and **Speakers (Realtek High Definition Au...)**.
- A **Talking:** indicator.
- Questions** section with a text input field containing *[Enter a question for staff]* and a **Send** button.
- Control Panel** footer with **Webinar ID: 809-804-275**, a recording status indicator (**This session is being recorded.**), and the **GoToWebinar** logo.

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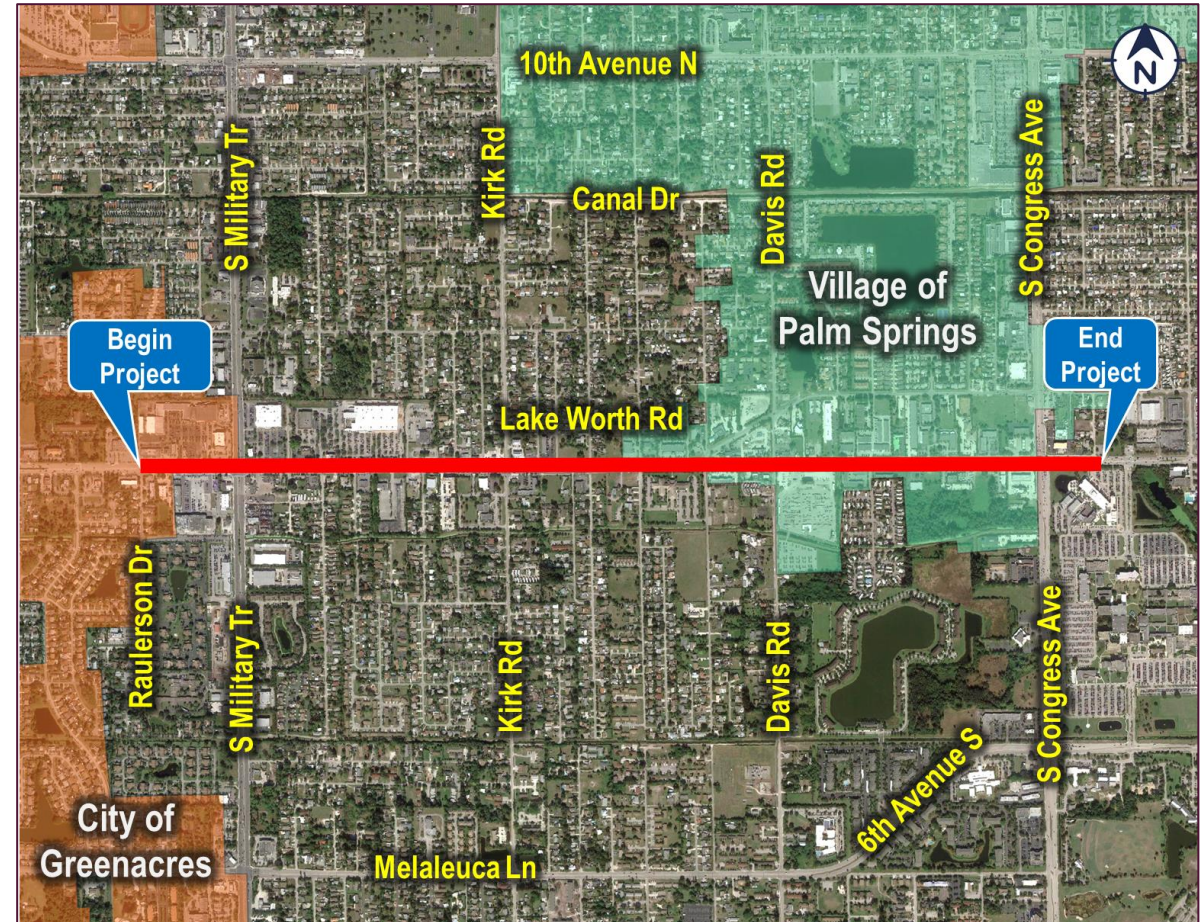
Sharon Singh Hagan
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(850) 414-4753 | Toll Free: (866) 374-
FDOT (3368)
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All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.

Project Overview

- Located in the City of Greenacres, Village of Palm Springs, and Unincorporated Palm Beach County
- 6-lane divided Urban Arterial west of Congress Avenue
- 4-lane divided Urban Arterial east of Congress Avenue
- 40 mph posted speed
- 5-ft sidewalk with 3-ft planted buffer (typical) on north side
- 8-ft sidewalk with 5-ft planted buffer (typical) on south side
- No bicycle lanes along the corridor

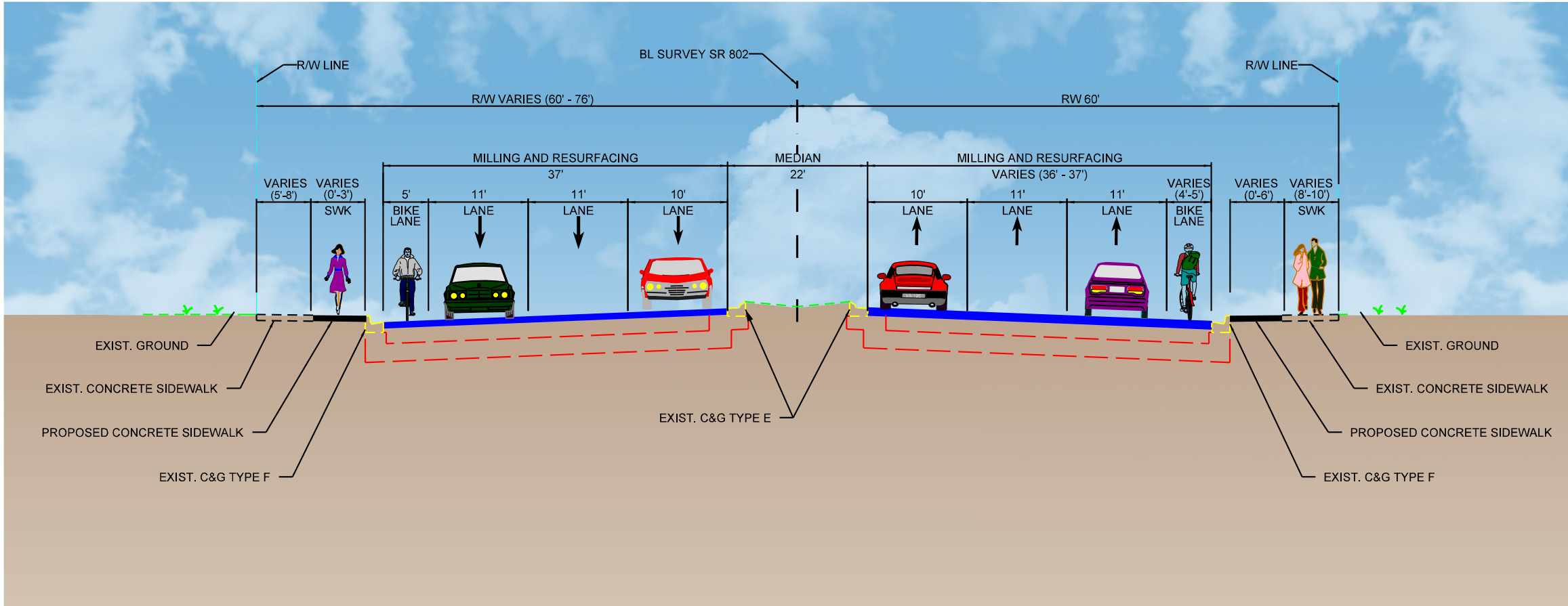


Proposed Improvements

- Milling, resurfacing, and restriping of roadway
- Construct 7-foot separated bicycle lanes
- Construct a signalized mid-block crossing east of Urquhart Street
- Widen existing sidewalk from 5 to 8 ft on the southside and from 8 to 13 ft on the north side.
- Pedestrian curb ramp improvements
- Pedestrian signals improvements
- Drainage, ponding, and roadway depression repairs
- Median modifications at 6 unsignalized intersections
- Landscape modifications and lighting upgrades

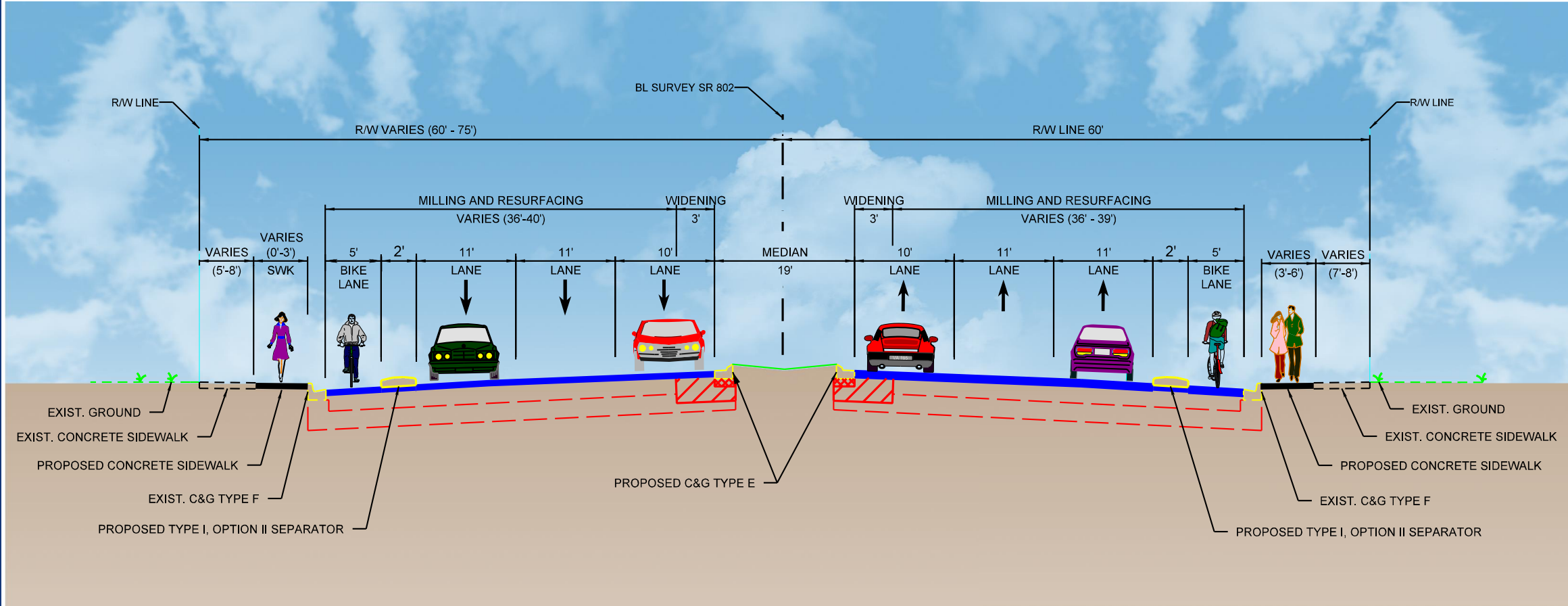


Proposed Typical Section



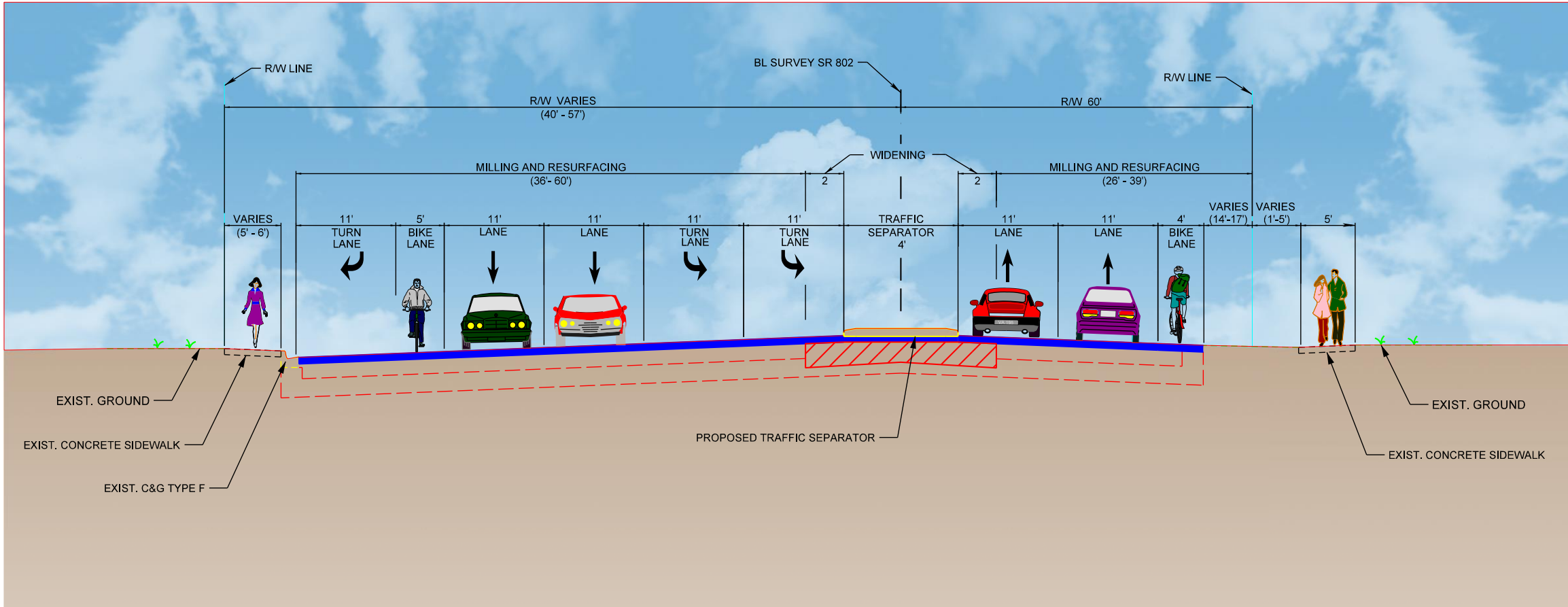
From Raulerson Drive to Price Street

Proposed Typical Section



From Price Street to West of Congress Avenue

Proposed Typical Section



From Congress Avenue to Palm Beach State College Entrance

What is Access Management

- What is Access Management

Location, design, and operation of

- Driveways
- Median Openings
- Interchanges
- Street Connections

- Purpose of Access Management

- Access to development
- Preserve the safety and efficiency of the transportation system

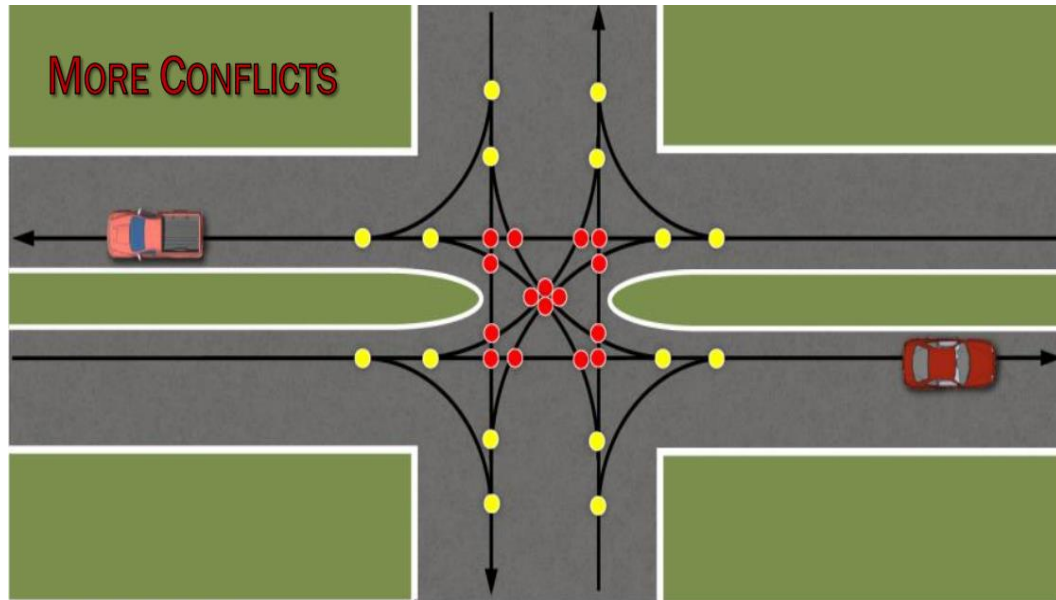
- Separate conflict points

- Distance between driveways and between median openings



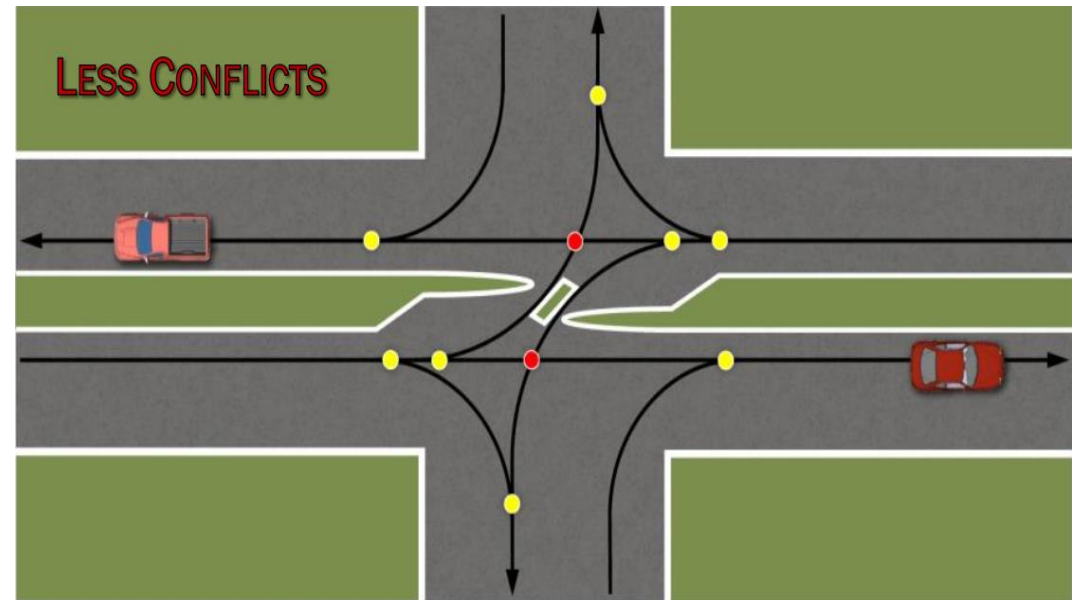
Why Are We Making These Changes?

- Enhance safety
- Increase traffic efficiency
- Extend the life of the roadway
- Balance mobility and access



Before Median Modification

32 conflicts points

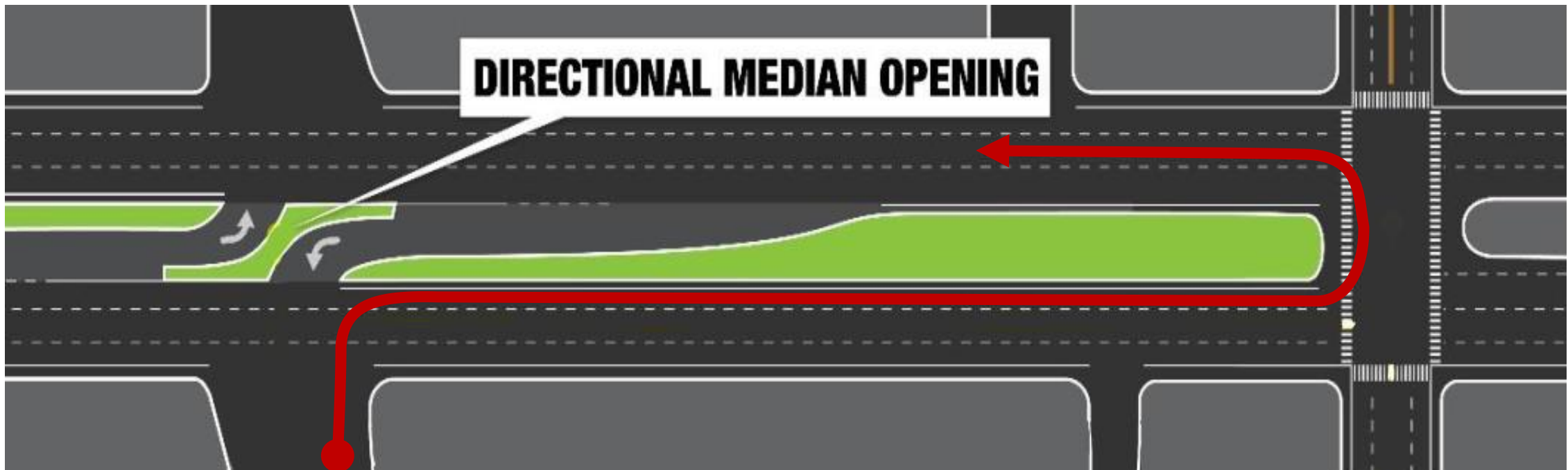


After Median Modification

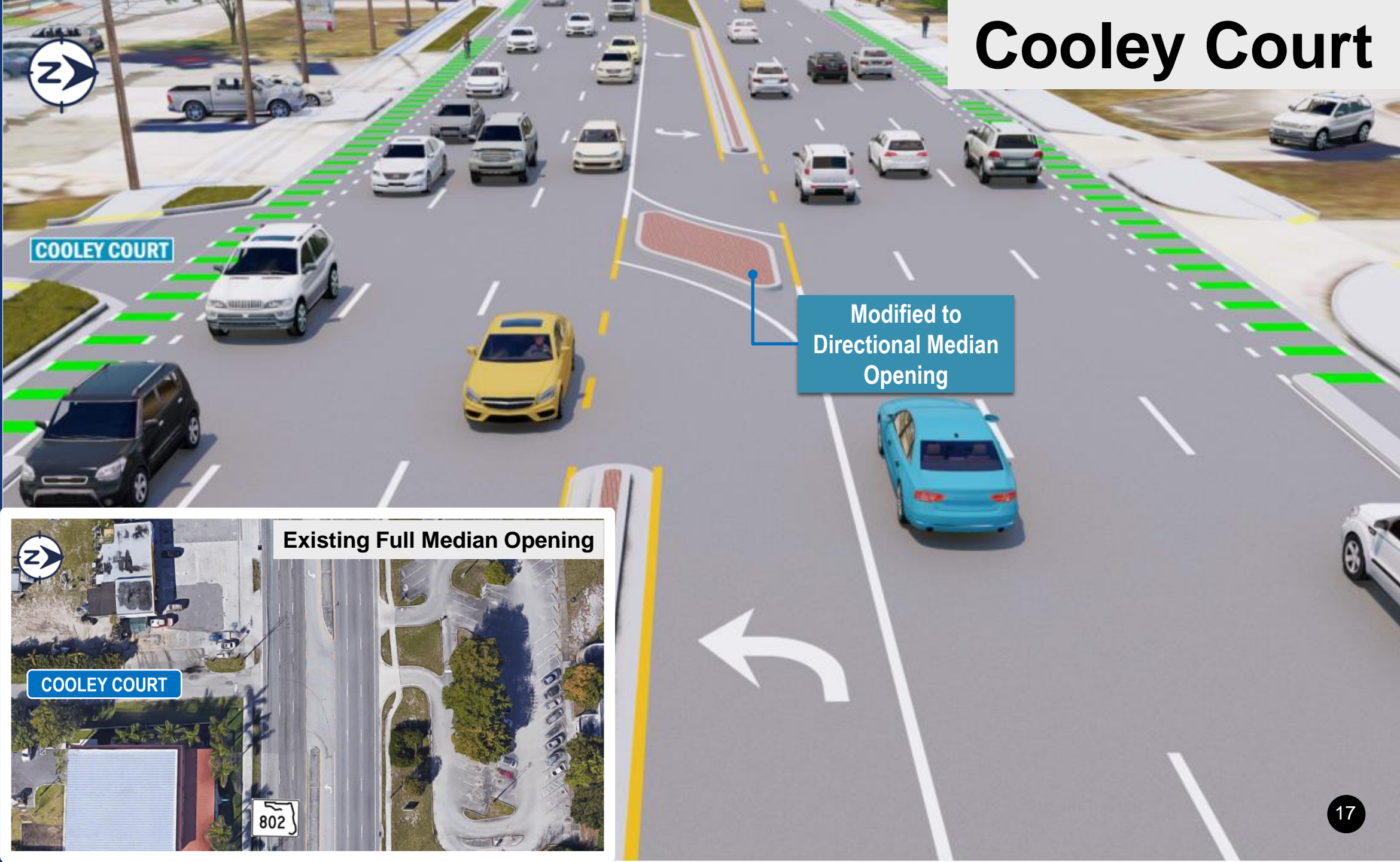
10 conflict points

Directional Median Opening

To make a left turn from the side street, drivers must make right turn followed by a U-turn at the next intersection

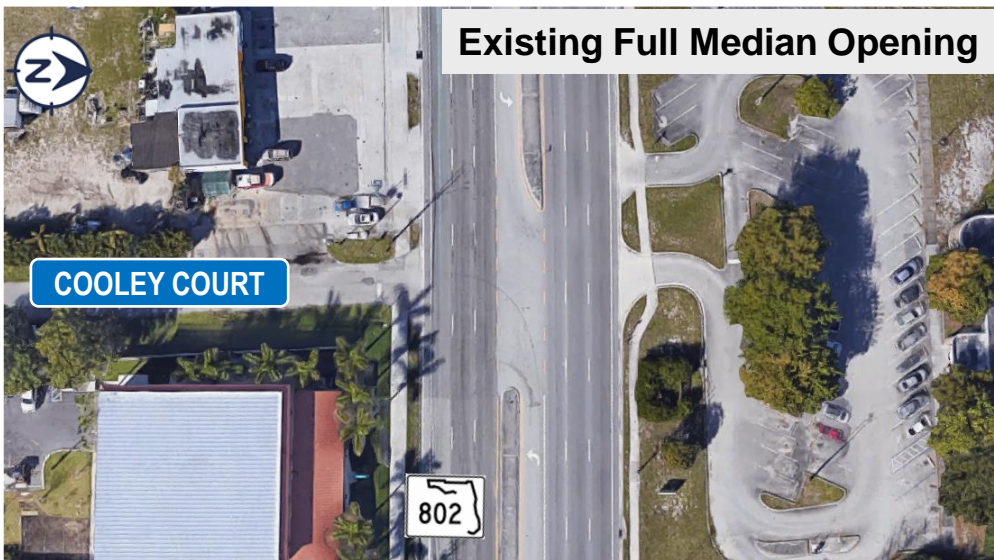


Cooley Court



COOLEY COURT

Modified to
Directional
Median
Opening

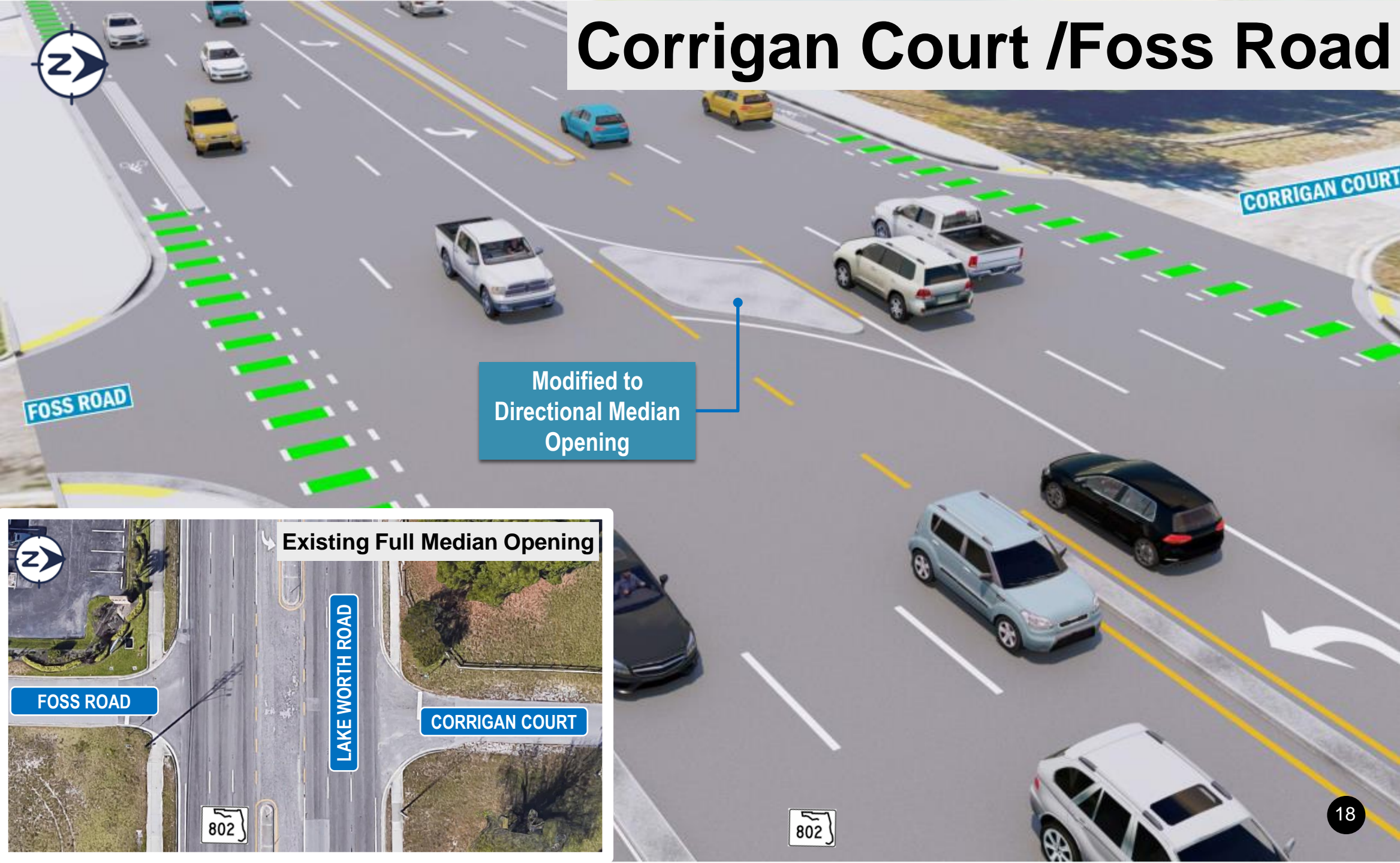


Existing Full Median Opening

COOLEY COURT

802

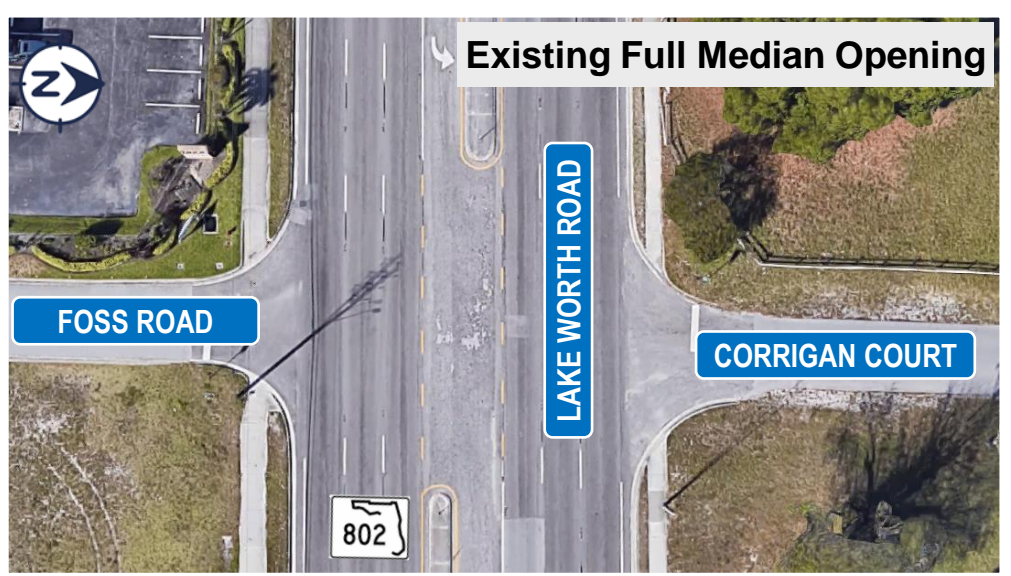
Corrigan Court / Foss Road



FOSS ROAD

CORRIGAN COURT

Modified to Directional Median Opening



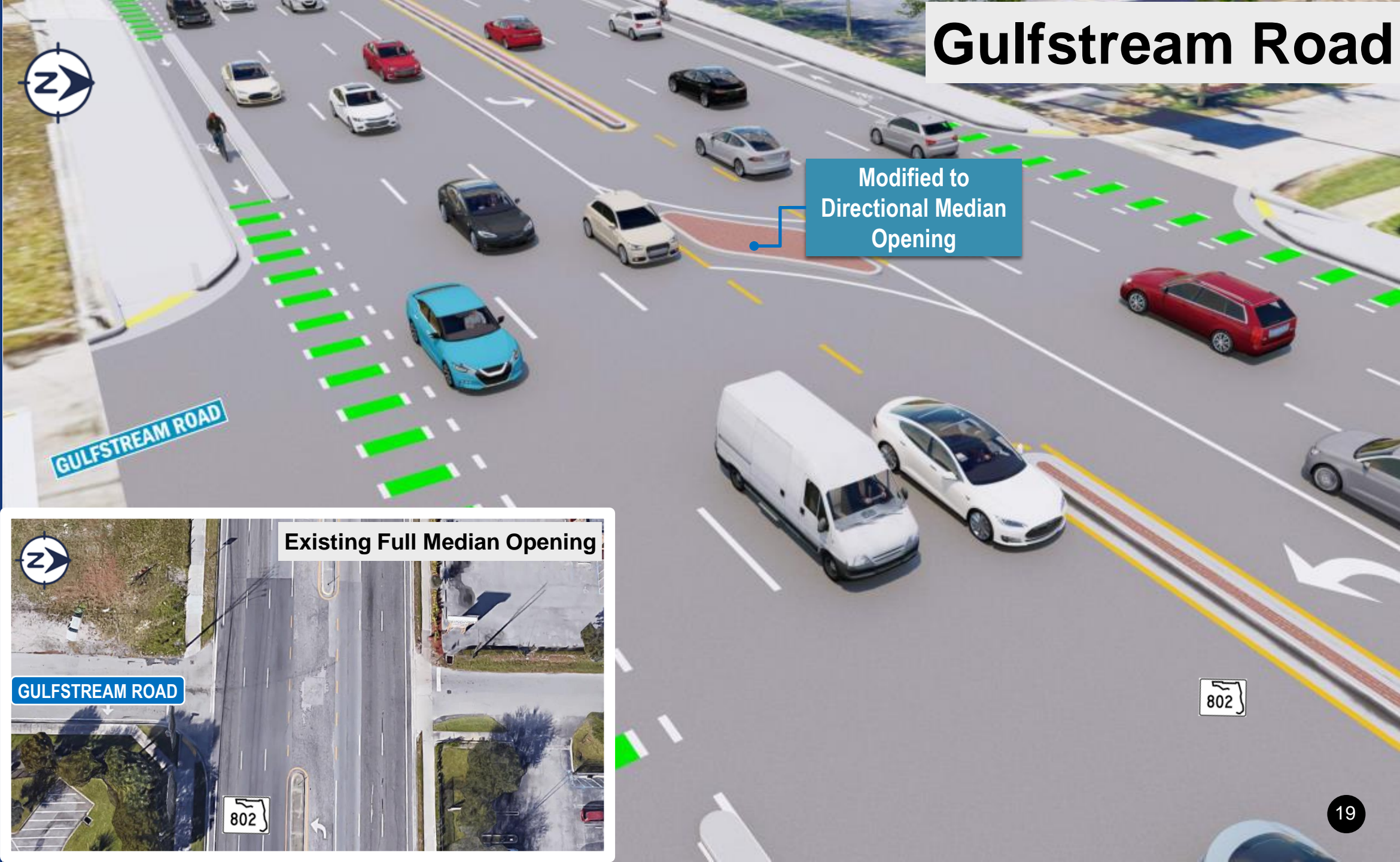
Existing Full Median Opening

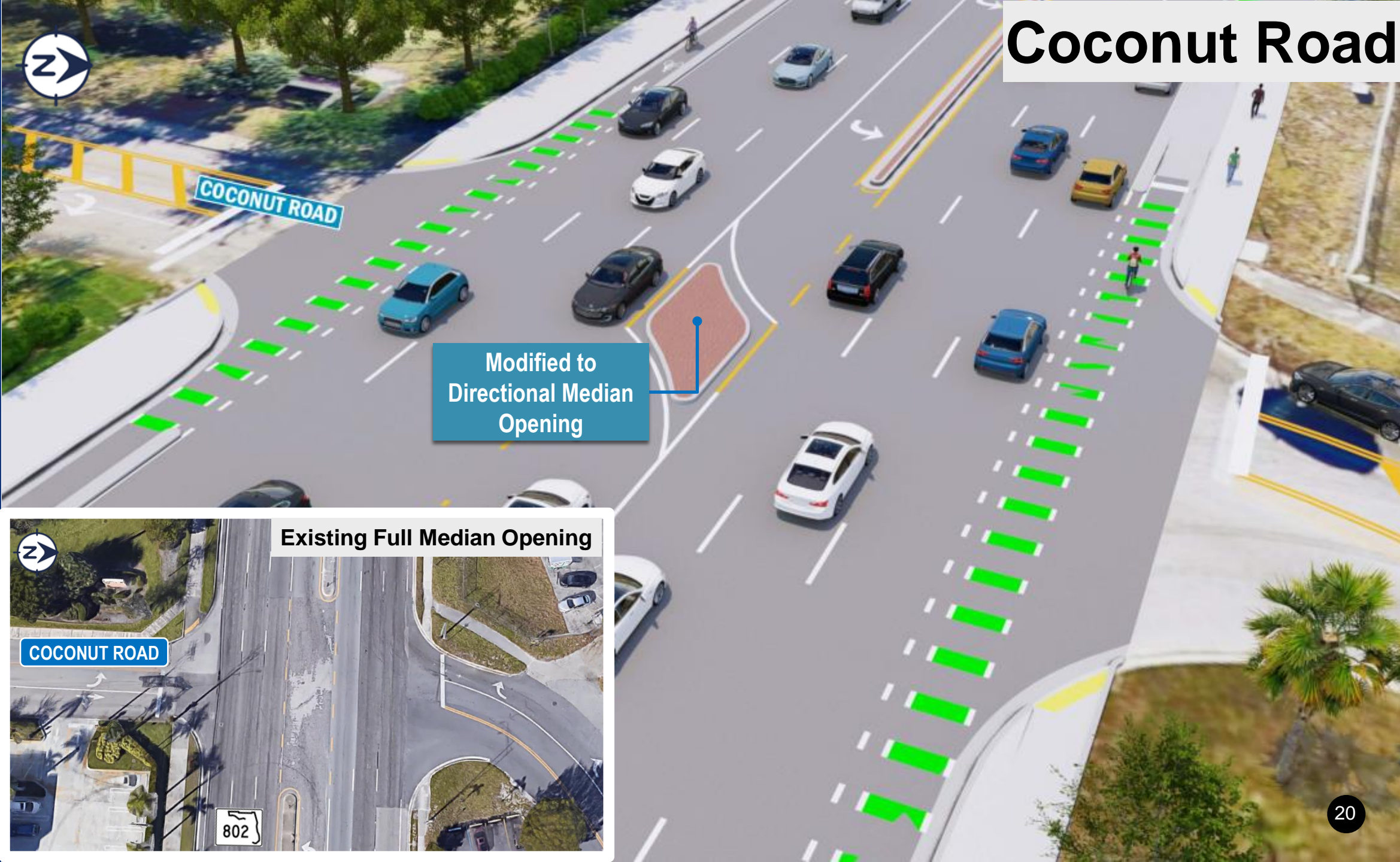
FOSS ROAD

LAKE WORTH ROAD

CORRIGAN COURT







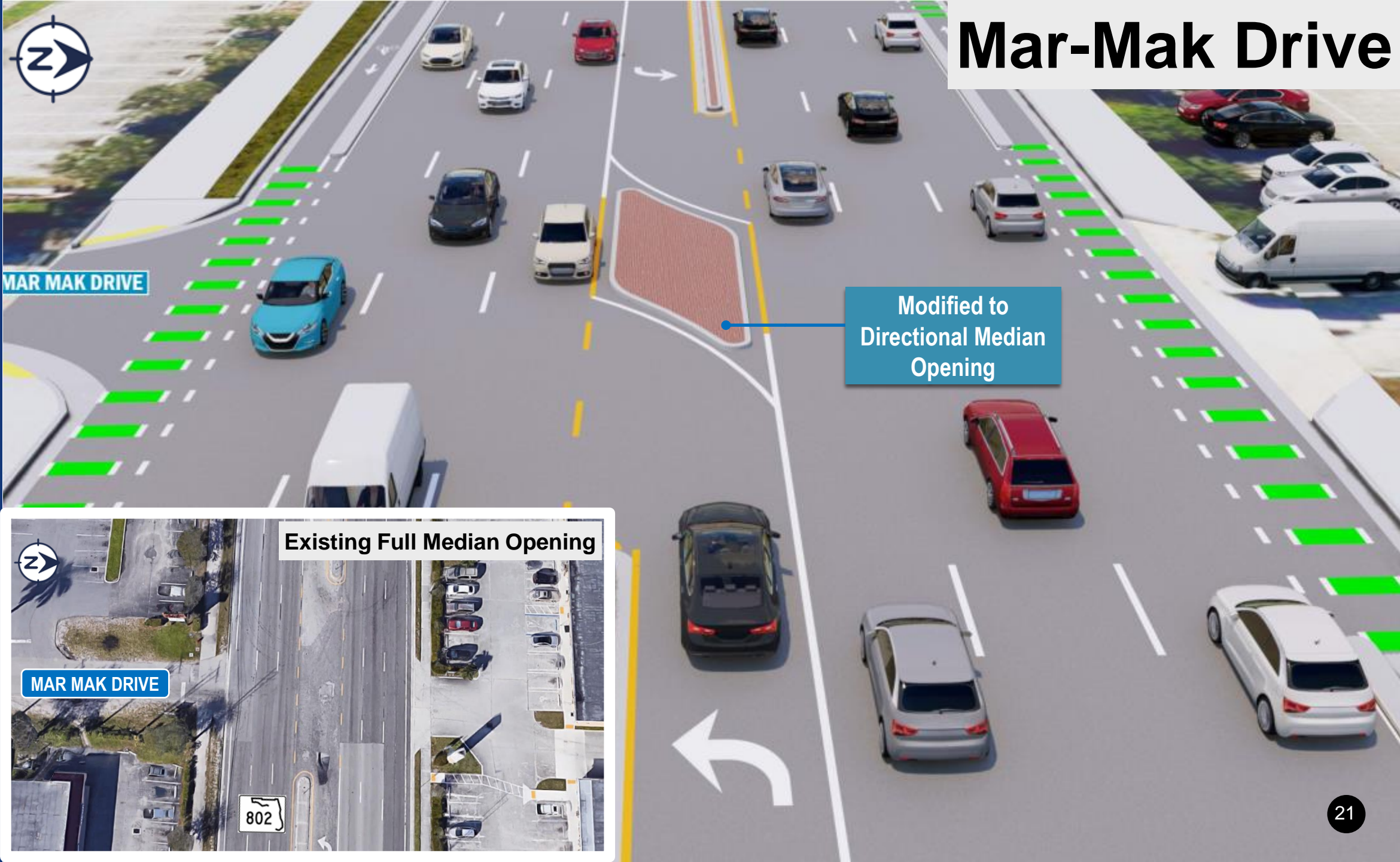
Modified to
Directional Median
Opening



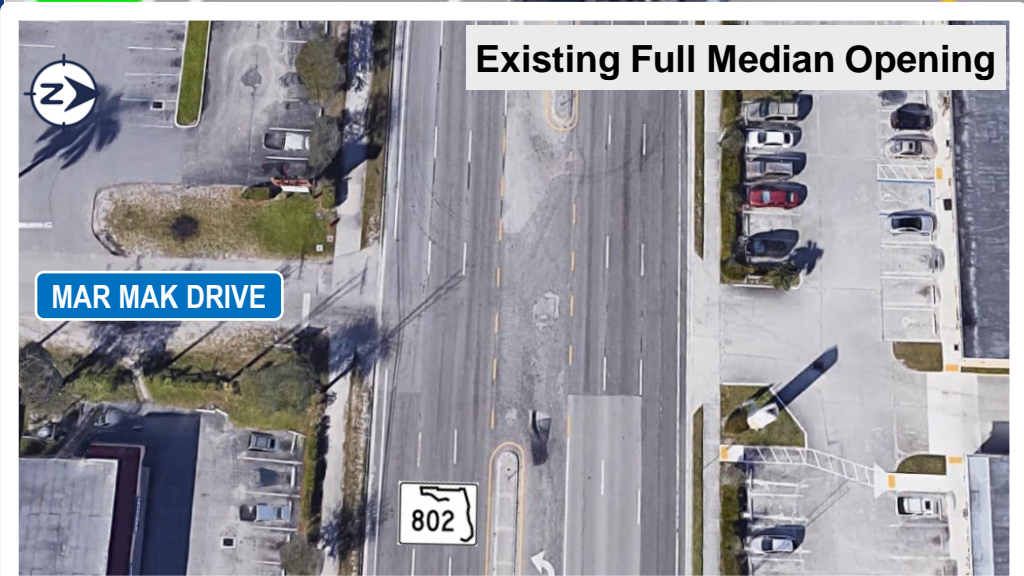
Existing Full Median Opening



Mar-Mak Drive



Modified to
Directional
Median
Opening



Existing Full Median Opening

MAR MAK DRIVE

802



Temporary Traffic Control Plan

- Construction will be done in phases to reduce the effects of construction on the community.
- Local impacts such as special events and holidays will be considered.
- Temporary lane closures will occur during non- peak hours on non-event days.
- Work zone length will be limited to the distance from one signalized intersection to another with only one active work zone at all times.
- No driveways will be permanently closed or relocated as part of this project.



Follow-up from Public Workshop

1. Are there plans to repurpose the dedicated right-turn lane east of Congress Avenue to a through/right-turn lane to provide 3 through lanes to tie into the three lanes of traffic west of Congress Avenue?
 - It was determined by the FDOT Traffic Operations team that converting the right-turn lane into a thorough/right-turn lane was not desirable. Doing this would negatively impact the right turn movement without much benefit to the through movements.
2. How many phases of construction is needed for this project and what is the duration of each phase?
 - 4 construction phases
 - Each phase can last between 6 months to 12 months
 - Construction will be limited between the distance between two signalized intersections at a time
 - Construction time estimate has not been finalized yet

Follow-up from Public Workshop

3. Will ramps be constructed at all the bus stops within the project limits. Will the bus stop at the location where the County is planning a right-turn lane be relocated and where will it be relocated to?
 - All proposed bus stop ramps have been removed from this project. Through coordination efforts between the FDOT design team and Palm Tran, it was determined that these bus ramps would not be considered for this project.

4. What opportunities are there for landscape. What trees are going to be removed and where are they going to be relocated?
 - New sod is being proposed where median modifications are taking place.
 - No additional landscape improvements are being proposed
 - 14 trees are proposed to be removed and 1 tree is to be relocated.
 - The 14 trees to be removed are Live Oak and the tree to be relocated is a Solitaire Palm.
 - The Solitaire Palm is to be relocated from east of Urquhart street to east of North Price Street, within the median.

5. When will the turn lane being provided at 3680 Lake Worth Road be delivered?
 - The right-turn lane work will be done during Phase III of construction.

Project Schedule and Cost

Design Start: Summer 2019

Plans Production: December 2021

Letting: March 2022

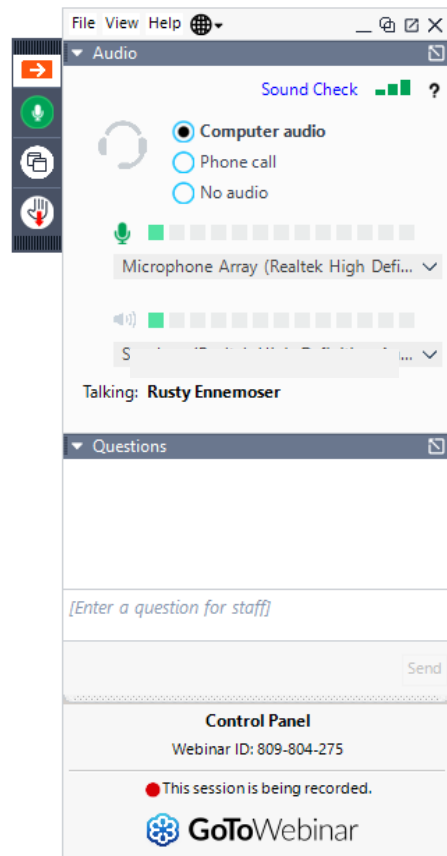
Construction Start: Summer 2022

Estimated Completion: Summer 2024

Estimated Construction Cost: \$6.8 Million

Question and Answers

Online



In-person



By phone



Submitting Comments or Questions

Online participants

1. Written - Type in **Question box** on **Control Panel**
2. Verbal - Request to speak:
 - a. Click **Raise Hand button** on **Control Panel**
 - b. Unmute your microphone when your name is called

In-person participants

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Contact Information

If you have additional questions, please contact
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<http://bit.ly/d4fdot-LakeWorthResurfacing>

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A stylized icon of a police officer's head and shoulders, wearing a blue uniform with a red star on the cap and a white beard-like shape on the chest.

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GET PULLED OVER**

Drinking and Driving Don't Mix!