

**SR 80 PD&E Study – From CR 880 to Forest Hill Boulevard – Public Hearing Power Point Presentation Script**

<p>Slide 1</p> <p>Welcome</p>	<p>The Florida Department of Transportation, also known as FDOT, would like to welcome you to the Public Hearing for the State Road 80, Southern Boulevard Project Development and Environment Study.</p>
<p>Slide 2</p> <p>Public Hearing FM &amp; ETDM #</p>	<p>This public hearing is being held relative to Financial Management Number 419345-1-22-01 and Efficient Transportation Decision Making, or ETDM, project number 7359. The proposed improvement involves providing additional capacity and improving safety from County Road 880 to Forest Hill Boulevard.</p>
<p>Slide 3</p> <p>Federal &amp; State regulations</p>	<p>This public hearing is being held in accordance with:</p> <ul style="list-style-type: none"> <li>• the Federal-Aid Highway Act of 1968, as amended, 23 United States Code 128, 40 Code of Federal Regulations 1500-1508, 23 Code of Federal Regulations 771;</li> <li>• Section 339.155, Florida Statutes</li> <li>• Executive Order 11988, Floodplain Management</li> <li>• Executive Order 11990, Protection of Wetlands of the Constitution of the United States of America and</li> <li>• Section 335.199, Florida Statutes</li> </ul> <p>This public hearing was advertised consistent with federal and state requirements and is being conducted consistent with the Americans with Disabilities Act of 1990.</p>
<p>Slide 4</p> <p>Title VI</p>	<p>The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. This hearing is being held to give all interested persons the right to understand the project and comment on their concerns to the Department. Public Participation at this hearing is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.</p> <p>Persons wishing to express their concerns about Title VI may do so by contacting the individuals listed on this slide and on a board displayed at this hearing.</p>
<p>Slide 5</p> <p>Public Hearing Purpose</p>	<p>The purpose of this Public Hearing is to share information with the general public about the proposed improvement, its conceptual design, all alternatives under study and the potential beneficial and adverse social, economic, and environmental impacts upon the community.</p> <p>This public hearing also serves as an official forum providing an opportunity to the public to express their opinions and concerns regarding the location, conceptual design and potential social, economic and environmental effects of the proposed improvement on the community.</p> <p>There is a court reporter present and tonight’s proceedings are being recorded. An official transcript of the hearing will be produced. Following this presentation the floor will be open for public comments. All written and oral material presented by the public will become part of the public record for the project.</p>
<p>Slide 6</p> <p>What is a PD&amp;E Study?</p>	<p>The Project Development and Environment Study or PD&amp;E is the second step of the Project Development process that the Florida Department of Transportation follows to evaluate social, cultural, economic and environmental impacts associated with a</p>

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	<p>planned transportation improvement project.</p> <p>The PD&amp;E process was established by the FDOT as the state’s procedure for complying with the National Environmental Policy Act or NEPA of 1969.</p> <p>This phase involves the preparation of all preliminary engineering and environmental documentation required for federal approval and subsequent funding.</p>
<p>Slide 7 Project Location</p>	<p>The limits of the project under consideration extend from County Road 880 to Forest Hill Boulevard in Palm Beach County. State Road 80 traverses unincorporated Palm Beach County on the western end and borders three jurisdictions along the eastern end. The Town of Loxahatchee Groves is located to the north of State Road 80 and the Village of Wellington is located to the south. The Village of Royal Palm Beach is located at the northeastern end of the project corridor. The C-51 Canal parallels State Road 80 on the south side.</p>
<p>Slide 8 Corridor Characteristics FIHS / SIS</p>	<p>State Road 80 has been designated as part of the Strategic Intermodal System or SIS and the Florida Intrastate Highway System or FIHS (<i>say each letter</i>).</p> <p>The SIS is a statewide network of Florida’s transportation facilities that are regionally significant to the state. The SIS network contains all forms of transportation for moving people and goods such as: airports, seaports, rail corridors and highways.</p> <p>The FIHS is a statewide transportation network that provides for high speed and high volume traffic movements within the state. The primary function of this system is to serve interstate and regional commerce and long distance trips.</p>
<p>Slide 9 Corridor Characteristics (principal arterial, evacuation route, etc.)</p>	<p>State Road 80 is a principal arterial, emergency evacuation route and a regional transportation corridor providing access to other regional north-south transportation corridors such as Florida’s Turnpike, Interstate-95, US 27 and State Road 7. It is one of only two major east-west roadways within Palm Beach County, the other being State Road 710.</p> <p>State Road 80 connects residential and employment centers of metropolitan Palm Beach with residential and employment centers of the Lake Okeechobee region and provides service to Belle Glade and South Bay, both considered Rural Areas of Critical Economic Concern. Improving mobility and connectivity to these areas supports their efforts for economic development.</p>
<p>Slide 10 Existing Typical Section from CR 880 to Binks Forest / B Road</p>	<p>Within the project limits, State Road 80 is primarily a four lane divided roadway which transitions to a six lane divided section at the eastern end. From County Road 880 to Binks Forest Drive or B Road, State Road 80 is a four lane divided roadway with flush shoulders and a 64-foot median. The right of way is typically 200 feet within this section.</p>
<p>Slide 11 Existing Typical Section from Binks</p>	<p>From Binks Forest Drive or B Road to Palms West Parkway, State Road 80 continues as a four lane divided roadway with flush shoulders and a 46-foot median. The right of way is typically 200 feet within this section.</p>

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Forest / B Road to Palms West Parkway	
Slide 12 Existing Typical Section from Palms West Parkway to Forest Hill Boulevard	From Palms West Parkway to Forest Hill Boulevard, State Road 80 transitions to a six lane divided urban typical section with curb and gutter and bicycle lanes on either side. There is an existing 5-foot sidewalk on the north side. The right of way is typically 194 feet within this section.
Slide 13 Purpose and Need	Improvements to the State Road 80 corridor are needed in order to: <ul style="list-style-type: none"> <li>• Provide additional capacity to meet existing and projected future traffic demands</li> <li>• Upgrade the corridor to meet current SIS and access management guidelines,</li> <li>• Enhance Safety and mobility and</li> <li>• improve emergency access and hurricane evacuation along the project corridor</li> </ul>
Slide 14 Purpose and Need – Projected Traffic	The existing annual average daily traffic on State Road 80 ranges from 16,000 to 28,400 vehicles per day.  By the design year of 2035, the Annual Average Daily Traffic is projected to range from 42,900 to 54,500 vehicles per day. This increase in traffic will exceed the capacity of State Road 80 causing heavier levels of congestion if no improvements are made.
Slide 15 Purpose and Need – limits of widening	Based on the results of the traffic analysis, widening is needed along State Road 80 from Lion Country Safari Road to Forest Hill Boulevard.  Widening is not needed for the segment of State Road 80 from County Road 880 to Lion Country Safari Road, by the design year of 2035. A shared use path is being proposed along the entire project limits.
Slide 16 Key project elements	During a Project Development and Environment Study, several improvement alternatives are developed that meet the purpose and need for the project. These alternatives are developed with input from the public, local government and environmental agencies obtained throughout the study process. Keeping the public involved and informed throughout the study is paramount to the success of a PD&E study.
Slide 17 Outreach Held	Several public meetings, presentations and coordination meetings have been held since this study began in January of 2010 and public input has factored into the project decision making process. A project website was developed and translated to Spanish. The website, <a href="http://www.SR80Study.com">www.SR80Study.com</a> is another method used to allow the public to communicate with the project team and provide comments. Today’s hearing will also provide the public with another opportunity to comment on the proposed improvements under consideration.
Slide 18 Alternatives Considered	Four alternatives were investigated as part of this PD&E study: a no-build alternative, a Transportation System Management, or TSM, alternative, and two build alternatives.

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<p>Slide 19 NO BUILD &amp; TSM</p>	<p>The No Build alternative maintains the existing facility as-is. No improvements are made. The No-Build alternative was also evaluated as a baseline condition for comparison with the TSM and build alternatives.</p> <p>Under the TSM Alternative, minor low cost, short term improvements such as the addition of turn lanes are made.</p> <p>Both the No Build and TSM alternatives do not adequately address the needs of the corridor.</p>
<p>Slide 20 Build 1 &amp; 2 CR 880 to Lion Country Safari Road</p>	<p>As previously mentioned, based on the results of the traffic analysis, widening is not needed in the segment of State Road 80 from County Road 880 to Lion Country Safari Road. Both Build Alternatives maintain the existing four lane divided section with the addition of a 12-foot shared use path on the north side of State Road 80.</p>
<p>Slide 21 Build 1 &amp; 2 Lion Country Safari Road to Palms West Parkway</p>	<p>From Lion Country Safari Road to Palms West Parkway, both Build Alternatives widen State Road 80 from four to six lanes. A 12-foot shared use path is also proposed on the north side.</p> <p>Build Alternative 1 maintains the existing edge of pavement of State Road 80 on the south side and widens towards the existing median and the north side. The proposed typical section of Build Alternative 1 remains within the existing right of way.</p> <p>Build Alternative 2 shifts the existing edge of pavement of State Road 80 on the south side to the north to provide 40-feet of border on the south side as required by FDOT standards.</p> <p>Build Alternative 2 requires 27 to 33 feet of right of way to accommodate the proposed typical section.</p>
<p>Slide 22 Build 1 &amp; 2 Palms West Parkway to Forest Hill Boulevard</p>	<p>In the last segment, from Palms West Parkway to Forest Hill Boulevard, State Road 80 transitions to an urban typical section to tie into the existing conditions east of Forest Hill Boulevard. Both Build Alternatives are the same in this segment and provide a six lane divided urban typical section with a 12-foot shared use path.</p>
<p>Slide 23 Preliminary Cost Estimates</p>	<p>Build Alternative 1 is estimated at 49 million dollars and Build Alternative 2 is estimated at 54.7 million dollars. These preliminary estimates include construction, design, Construction/Engineering/Inspection (CEI), and right of way acquisition.</p>
<p>Slide 24 Preferred Alternative</p>	<p>Each alternative was evaluated based on a number of engineering, environmental and socio-cultural factors. After careful consideration and incorporation of public input received during the study, Build Alternative 1 has been identified as the Preferred Alternative.</p>
<p>Slide 25 Preferred Alternative – From CR 880 to Lion Country Safari Road</p>	<p>As previously mentioned, State Road 80 from County Road 880 to Lion Country Safari Road will remain as a four lane divided section. A 12-ft wide shared use path is being proposed along the northern right of way line for pedestrian and bicycle use.</p>

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Slide 26 Preferred Alternative – From Lion Country Safari Road to Binks Forest / B Road	From Lion Country Safari Road to Binks Forest Drive, or B Road, State Road 80 will be widened from four to six lanes. A 12-foot shared use path will be provided along the northern right of way. The typical section within this segment currently has a 64-foot median which is sufficient to accommodate the two additional 12-ft travel lanes and a 40-foot median.
Slide 27 Preferred Alternative – From Binks Forest / B Road to Palms West Parkway	From Binks Forest Drive, or B Road, to Palms West Parkway, State Road 80 will be widened from four to six lanes. A 12-foot shared use path will be provided along the northern right of way. The typical section within this segment currently has a 46-ft median.  In order to provide a 40-foot median and two additional 12-foot travel lanes, widening within the median and along the north side of the road will be needed.
Slide 28 Preferred Alternative – From Palms West Parkway to Forest Hill Boulevard	In the last segment, from Palms West Parkway to Forest Hill Boulevard, State Road 80 transitions to a six lane divided urban typical section with a 12-foot shared use path on the north side.
Slide 29 Preferred Alternative - Intersection at Palms West Parkway	This is the intersection of State Road 80 with Palms West Parkway. State Road 80 is oriented from west to east and north is facing up. At this intersection the westbound right turn lane is being converted to a through lane and a new right turn lane is being provided.
Slide 30 Intersection Improvements at Seminole Pratt Whitney Road	At the Seminole Pratt Whitney Road intersection, a second left turn lane is added in the eastbound to northbound direction. This intersection now accommodates dual left turns.  In the westbound direction, the existing U-turn lane is being offset from the opposing dual left turn lanes to provide better visibility.  Bus bays are proposed for the 2 existing bus stops at this intersection. High emphasis crosswalk markings are also proposed.
Slide 31 Intersection Improvement at A Road	At the A Road intersection, an eastbound left turn lane is being provided to accommodate left turns and U-turns
Slide 32 Intersection Improvement at B Road	At the B Road intersection, the eastbound left turn lane onto B Road is being offset from the opposing dual left turn lanes to provide better visibility.  In coordination with Palm Tran, two (2) potential bus stops were evaluated for Route 40

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	at this intersection. High emphasis crosswalk markings are also proposed.
Slide 33 Intersection Improvement at F Road	At F Road, the eastbound left turn lane is also being offset from the opposing dual left turn lanes to provide better visibility.  In coordination with Palm Tran, two (2) potential bus stops were evaluated for Route 40 at this intersection. High emphasis crosswalk markings are also proposed
Slide 34 Access Management Florida Statutes	Florida Statute 335.18 regarding Access Management was adopted in 1988 and revised in 1992 to improve the safety and operation on state highways. The Department of Transportation has instituted Administrative Rule 14-96 regulating the access permitting process, and Administrative Rule 14-97, defining the Access Management Classification System and standards. These rules establish the minimum spacing for driveway connections, median openings and traffic signals.  State Road 80 is a class 3 facility. For a Class 3 facility, full median openings as shown here on the right can be spaced every 2640-feet. Directional median openings as shown on the left can be spaced closer together, at 1320-feet apart.  As part of this study, the State Road 80 corridor was reviewed for compliance with these spacing criteria. Two locations do not currently meet the required spacing. The first is located at 210 <sup>th</sup> Terrace and the second is between C Road and D Road. To improve access and safety along the corridor, median modifications are proposed at these two locations.
Slide 35 Access Management 210 Terrace Existing Condition	On the west end of the project limits, between 210th Terrace and the entrance into Palm Beach Aggregates, there are two existing full median openings that do not meet the required 2640-foot spacing.
Slide 36 Access Management 210 Terrace Proposed Condition	The full median opening at 210 <sup>th</sup> Terrace is being converted to an eastbound directional median opening. Eastbound motorists would be able to turn left onto 210 <sup>th</sup> Terrace.  Vehicles exiting 210 <sup>th</sup> Terrace to go eastbound on State Road 80 would be required to turn right and make a u-turn at County Road 880.
Slide 37 Access Management C Road to D Road Existing Condition	The existing full median opening at the entrance to the Palms West Plaza is located 600-feet away from the full median opening at D Road, much less than the required spacing of 2640-feet.
Slide 38 Access Management C Road to D Road Proposed Condition	The existing full median opening at the plaza is being converted to an eastbound directional median opening and a new westbound directional median opening is proposed just west of the plaza opening. This pair of directional median openings enhances the safety of operation for all the movements at the Plaza

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	<p>entrance.</p> <p>Eastbound vehicles would be able to access the plaza through the converted eastbound directional median opening. Vehicles exiting the plaza to head east on State Road 80 would be required to turn right and make a u-turn at the new westbound directional median opening.</p>
<p>Slide 39 Context Sensitive Solutions (What is CSS)</p>	<p>Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach to transportation decision making, project development and implementation.</p> <p>This approach takes into account the views of stakeholders, and the local area where a project will exist, be operated, and be maintained.</p> <p>This approach seeks to balance safety and mobility with local priorities. For more information on CSS, ask for a copy of our CSS brochure available here tonight and on the project website.</p>
<p>Slide 40 Context Sensitive Solutions</p>	<p>As part of the CSS collaboration conducted throughout this study, the following CSS components have been included with the proposed improvements.</p> <p>A 12-foot shared use path is proposed along the north side of the corridor for use by pedestrians and bicyclists. Designated bike lanes will be provided from E Road to Forest Hill Boulevard and the shoulders will serve as a bike facility for the remainder of the corridor.</p> <p>The shared use path will provide access to the existing bus stops along the corridor, which will all be upgraded to comply with the Americans with Disabilities Act.</p> <p>Potential new Bus stops were evaluated along the corridor in coordination with Palm Tran.</p> <p>Lighting is justified and warranted from Lion Country Safari Road to Forest Hill Boulevard.</p> <p>Lighting and landscaping will be evaluated during final design.</p> <p>Communication with both the Town of Loxahatchee Groves and the Village of Wellington will be maintained during the final design phase for further coordination of these CSS features.</p>
<p>Slide 41 Drainage Intro</p>	<p>Widening State Road 80 increases the paved areas within the corridor and requires additional drainage capacity. This analysis determined the need for Off-site ponds.</p>
<p>Slide 42</p>	<p>The drainage design for State Road 80 was divided into eight basins. A multi-discipline</p>

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<p>Drainage Pond Siting</p>	<p>team evaluated potential pond sites in each basin. For each basin, several alternative pond sites were considered and are shown on our display boards here tonight. Only one pond site is needed for each drainage basin.</p> <p>For Example, Basin 4 extends from Lion Country Safari Road to Seminole Pratt Whitney Road and is shown on this slide. Pond sites 4-1, 4-2 and 4-3 were evaluated as a potential pond site for this basin. The selection of final pond sites will not occur during this study. Further evaluation and final selection will occur in the Final Design Phase.</p>
<p>Slide 43 Right of Way and Relocation Pond Sites Basin 8</p>	<p>The roadway improvements for the Preferred Alternative can be completely accommodated within the existing right of way; however, due to the drainage requirements, approximately 21.6 acres of right of way are needed for off-site ponds.</p> <p>Drainage Basin eight extends from F Road to Forest Hill Boulevard and is shown on this slide. Within drainage basin eight, five potential pond sites were evaluated. Alternative pond site 8AE-JU2 is located at 392 F Road. If this site is selected during the Final Design phase, it would require the relocation of one residence.</p> <p>Alternative pond site 8AE-2 is located at 13415 Southern Boulevard. If this site is selected during the Final Design phase, it would require the relocation of one business, the Farmer’s Daughter Produce Market and Garden Center.</p> <p>During the project’s right of way acquisition phase, the Department will pursue joint use ponds.</p>
<p>Slide 44 Right of Way and Relocation Uniform Relocation Assistance Act</p>	<p>One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the <b>Potential</b> relocation of 1 FAMILY or 1 BUSINESS.</p> <p>If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the <b>Federal Uniform Relocation Assistance and Real Property Acquisition Act</b>.</p> <p>You will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property.</p> <p>You may also be eligible for relocation advisory services and payment benefits. If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination.</p> <p>You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.</p> <p>A special word of caution – if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.</p>

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	<p>The relocation specialists are present here tonight. They will be available to answer your questions and will also furnish you with copies of relocation assistance brochures.</p>
Slide 45 Socio-Economic	<p>The project improvements will have positive socio-economic impacts on the study area as it improves vehicular mobility and pedestrian accessibility. Impacts to land use and community services are not anticipated.</p>
Slide 46 Cultural Resources	<p>Within the project corridor, there are seven canals, including the West Palm Beach (C-51) canal that is eligible for the National Register of Historic Places. There is one archeological site. The State Historic Preservation Office has determined that there will be no impacts to cultural resources within the project.</p>
Slide 47 Recreation 4(f)	<p>The Loxahatchee Groves Park is identified as a Section 4(f) Resource. It is located immediately north of the project corridor between E Road and F Road.</p> <p>Section 4(f) was enacted in 1966 as part of the Department of Transportation Act. It states that for federally funded projects “It is the policy of the United States Government that special effort be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites”.</p> <p>Coordination with the Federal Highway Administration, and Palm Beach County Parks and Recreation has determined that there will be no impact to the park resulting from this project.</p>
Slide 48 Wetlands	<p>The project was evaluated in accordance with Executive Order 11990 Protection of Wetlands. There are approximately 0.46 acres of direct wetland impacts and 0.18 acres of impacts to other surface waters associated with the Preferred Alternative. Where wetland impacts could not be avoided, they were minimized to the greatest extent practical.</p> <p>These wetland impacts occur within the FDOT right of way, just east of County Road 880 on the north side of the facility.</p> <p>Impacts to other surface waters occur at the L-8 and D canals.</p> <p>Unavoidable impacts to wetlands will be mitigated during environmental permitting.</p>
Slide 49 Floodplains	<p>Floodplains were analyzed in accordance with Executive Order 11988. Impact to floodplains is negligible.</p>
Slide 50 Threatened and Endangered Species	<p>Federal and state listed species were analyzed. It was determined that the project may affect but is not likely to adversely affect the Wood Stork, Eastern Indigo Snake or the West Indian Manatee.</p>
Slide 51 Contamination	<p>Potentially contaminated sites in the vicinity of the corridor were identified and evaluated to determine if impacts would occur from the proposed improvements. There are three high risk sites and 17 medium risk sites.</p>

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	Further evaluation will be conducted during the design phase.
Slide 52 Noise and Air	<p>An air quality assessment was conducted and this project meets the maximum air quality standards established by the US Environmental Protection Agency (EPA)</p> <p>Traffic noise was analyzed in accordance with the latest Noise criteria as per Title 23 Code of Federal Regulations Part 772, <i>Procedures for Abatement of Highway Traffic Noise and Construction Noise</i> dated July 13, 2011 and Florida Statute Section 335.17.</p> <p>Worst-case traffic noise levels were predicted for all project alternatives.</p> <p>The noise study results indicated that the design year traffic noise levels are not predicted to exceed FDOT’s noise criteria.</p> <p>The preferred Build Alternative is not predicted to result in noise impacts; therefore noise abatement is not required.</p>
Slide 53 Public Involvement How to submit a comment	<p>No final decisions will be made until after we hear your comments. You may provide your comments in several ways.</p> <ul style="list-style-type: none"> <li>• You may provide an oral statement to the court reporter,</li> <li>• Complete a speaker card and make an oral statement at the microphone during the public comment period</li> <li>• Complete a comment form and drop it in the comment box provided at the hearing or mail your comments to the FDOT project manager at the address shown on the comment form</li> <li>• Email your comments to the FDOT at the address shown on the comment form or visit the project website and submit comments electronically</li> </ul> <p>All written material received at this public hearing and at the Florida Department of Transportation office, postmarked no later than ten days following the date of this public hearing will become a part of the public record for this hearing.</p>
Slide 54 Website	A public website has been created for this project. You can go to <a href="http://www.SR80Study.com">www.SR80Study.com</a> for additional project information.
Slide 55 Submit comments on website	There is also a dedicated page on the website where you can submit comments electronically. Submitting a comment through the website will generate an email to our project team.
Slide 56 Schedule and Next Phase	<p>Over the next several months, FDOT will continue to finalize the analysis and will seek approval from the Federal Highway Administration on the improvements presented here at tonight’s public hearing.</p> <p>Following approval, FDOT will continue with the design, right of way and construction phases as funding becomes available.</p> <p>The study is anticipated to be completed in the Spring of 2012. The segment of State Road 80 from Lion Country Safari Road to Forest Hill Boulevard is currently funded for</p>

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	design and scheduled to commence in 2012. Right of way and construction phases are unfunded.
Slide 57 Thank you and Closing	This concludes our presentation. Thank you.