

## Valerie Oakes

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**From:** Francine Ramaglia  
**Sent:** Wednesday, June 25, 2025 5:08 PM  
**To:** Valerie Oakes  
**Subject:** FW: CSX Temporary Closure Impacts to Loxahatchee Groves

**Importance:** High

Please include this email string with the agenda item for csx presentation.



**Francine L. Ramaglia**

Town Manager | Town of Loxahatchee Groves  
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Office: 561.277.2153 | Cell: 561.315.2369



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**From:** Mel Pollock <mpollock@CORRADINO.com>  
**Sent:** Monday, June 23, 2025 7:45 PM  
**To:** Francine Ramaglia <FRamaglia@loxahatcheegrovesfl.gov>  
**Cc:** David Ricks <dricks@pbc.gov>; Joanne Keller M. <jkeller@pbc.gov>; Patrick Rutter <prutter@pbc.gov>; Todd J. Bonlarron <tbonlarr@pbcgov.org>; Amanda Vomero <avomero@pbcgov.org>; Sandt, Robert T <sandtr@pbso.org>; Sauers, Darla J. <sauersd@pbso.org>; Coleman, Eric T <colemane@pbso.org>; Mary McNicholas <mem@sluggett.com>; Tricia Barr <tricia@simmonsandwhite.com>; Richard Gallant <rgallant@loxahatcheegrovesfl.gov>  
**Subject:** RE: CSX Temporary Closure Impacts to Loxahatchee Groves

Francine,

Thanks for the information, I've shared it with PBCTE, and the consultants working on the detour plan for review and follow-up discussion.

Thanks,

Mel Pollock, PE  
Senior Project Engineer  
SR 710 (Beeline Highway) Reconstruction

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**From:** Francine Ramaglia <[FRamaglia@loxahatcheegrovesfl.gov](mailto:FRamaglia@loxahatcheegrovesfl.gov)>

**Sent:** Monday, June 23, 2025 7:13 PM

**To:** Mel Pollock <[mpollock@CORRADINO.com](mailto:mpollock@CORRADINO.com)>

**Cc:** David Ricks <[dricks@pbc.gov](mailto:dricks@pbc.gov)>; Joanne Keller M. <[jkeller@pbc.gov](mailto:jkeller@pbc.gov)>; Patrick Rutter <[prutter@pbc.gov](mailto:prutter@pbc.gov)>; Todd J. Bonlarron <[tbonlarr@pbcgov.org](mailto:tbonlarr@pbcgov.org)>; Amanda Vomero <[avomero@pbcgov.org](mailto:avomero@pbcgov.org)>; Sandt, Robert T <[sandtr@pbso.org](mailto:sandtr@pbso.org)>; Sauers, Darla J. <[sauersd@pbso.org](mailto:sauersd@pbso.org)>; Coleman, Eric T <[colemane@pbso.org](mailto:colemane@pbso.org)>; Mary McNicholas <[mem@sluggett.com](mailto:mem@sluggett.com)>; Tricia Barr <[tricia@simmonsandwhite.com](mailto:tricia@simmonsandwhite.com)>; Richard Gallant <[rgallant@loxahatcheegrovesfl.gov](mailto:rgallant@loxahatcheegrovesfl.gov)>

**Subject:** CSX Temporary Closure Impacts to Loxahatchee Groves

Mel,

Thank you so much for this evening's update—our team looks forward to the call tomorrow and also to vetting out some more localized solutions following the call. This email outlines some of the resources that our community requires during the temporary closure.

The Town, with the assistance of our traffic engineering and maintenance of traffic specialists, have reviewed the Northlake Boulevard at Beeline Highway, CSX Temporary Closure Impacts document dated June 16th, 2025. While the proposed Formal Detour Route takes travelers in Ibis, Ancient Tree, The Acreage and Westlake down to Southern Boulevard, it is more likely that Detour Route A, with local drivers choosing to go the known shortest route through Okeechobee Boulevard, will push a majority of the detour traffic through Loxahatchee Groves. Using Google Maps to spot check travel times, even though Okeechobee Boulevard is a two-lane, two-way roadway with a 30 MPH speed limit, the travel times are approximately 7 minutes shorter than taking the Formal Detour Route to Southern Boulevard.

Recent planned developments around the Town of Loxahatchee Groves have pushed our peak daily traffic count on Okeechobee Boulevard to over 16,000. Residents using Folsom Road and the “Lettered” north-south roads that intersect Okeechobee Boulevard struggle to find gaps to safely enter the roadway or to cross it. The Town traffic, unlike most of the other areas impacted, includes a mix of agriculture vehicles that are bigger and slower to accelerate and stop. The Town also has an active presence of pedestrians, cyclists and equestrians using Okeechobee Boulevard and north-south trails that cross the roadway. There are also several churches along the road that contribute significant traffic on the weekends. The Town has been actively working with Palm Beach County to address safety concerns for vehicles and pedestrians and equestrians using Okeechobee Boulevard.

We are concerned that your Existing Conditions section only addresses and offers solutions for the Formal Detour Route and not the Detour Route A, as it is undeniable that Okeechobee Boulevard will be severely impacted by the Northlake Boulevard CSX temporary closure. We would like to ask that Okeechobee Boulevard be given consideration and support as follows:

1. Variable Message Boards at the Town limits that remind users about the local speed limit of 30 MPH. Suggested message: SPEED LIMIT 30 MPH, STRICTLY ENFORCED. This is important to maintain slower speeds to give residents a better opportunity to enter onto Okeechobee Boulevard or to cross it.
2. Temporary Traffic Control measures be considered and placed at Okeechobee Boulevard intersections with the “Lettered” roads and Folsom Road in a way that would create gaps in traffic to allow residents safe access on to Okeechobee Boulevard or across it. These could incorporate flagging control, police intersection control, or temporary traffic signal control at specific intersections that can be determined in consultation between FDOT and the Town.
3. Review and update timing on all relevant traffic signals along Okeechobee Boulevard, particularly at Loxahatchee Groves Elementary School and Royal Palm Beach Elementary School.
4. Provide internal Road Closed to Local Traffic signs at all “Lettered” roads and Folsom Road.
5. Review Okeechobee Boulevard within Town limits and provide channelizing devices where there is evidence that vehicles use grass shoulder to sneak around stopped vehicles waiting for gaps to turn. This is necessary to protect the integrity of the roadway and shoulder.
6. Monitoring of the Detour Route A during the closure and commitment to adjust the Temporary Traffic Control as needed in a timely manner.
7. Recommendations of ways to encourage the use of the Formal Detour Route.

We also have the added complication of previously scheduled culvert crossing installations which may internally block the flow of traffic on at least one or two of our lettered roads and likely Folsom.

Again, we look forward to the call tomorrow. The Town is open to any and all ideas that can help ease the strain on the roadways and maintain—or enhance—roadway safety for residents, visitors, and all users during the detour period.

**Francine L. Ramaglia**

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