Florida Department of Transportation District Four

I-95 AT SOUTHERN BOULEVARD (SR 80)

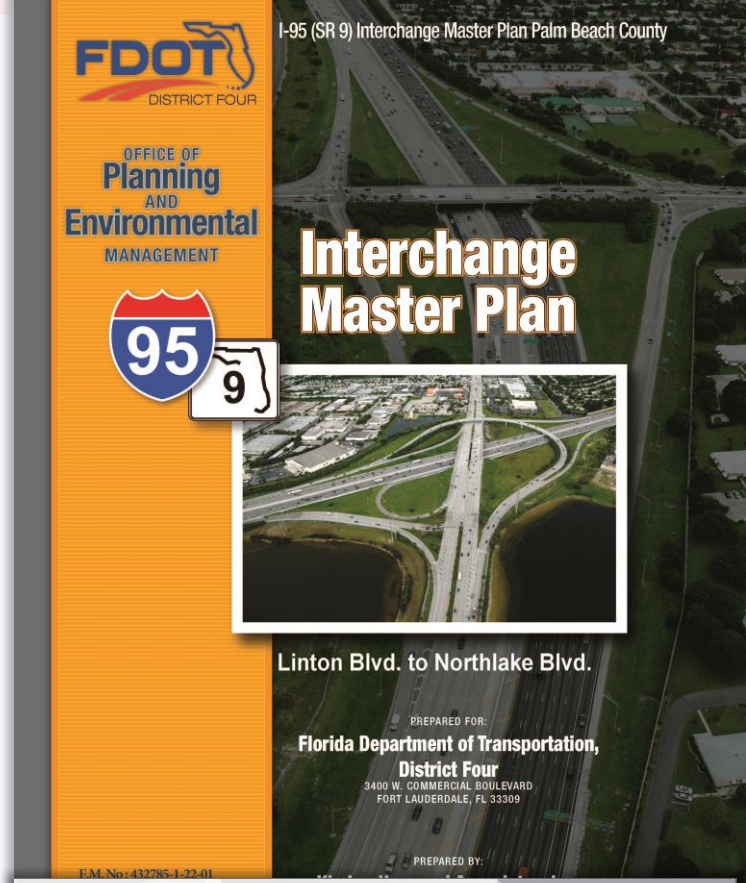
Project Development and Environment Study

Palm Beach MPO Update

Palm Beach County, Florida
Financial Project ID No.: 435516-1-22-02
ETDM No.: 14183

SR 9 (I-95) Interchange Master Plan Palm Beach County

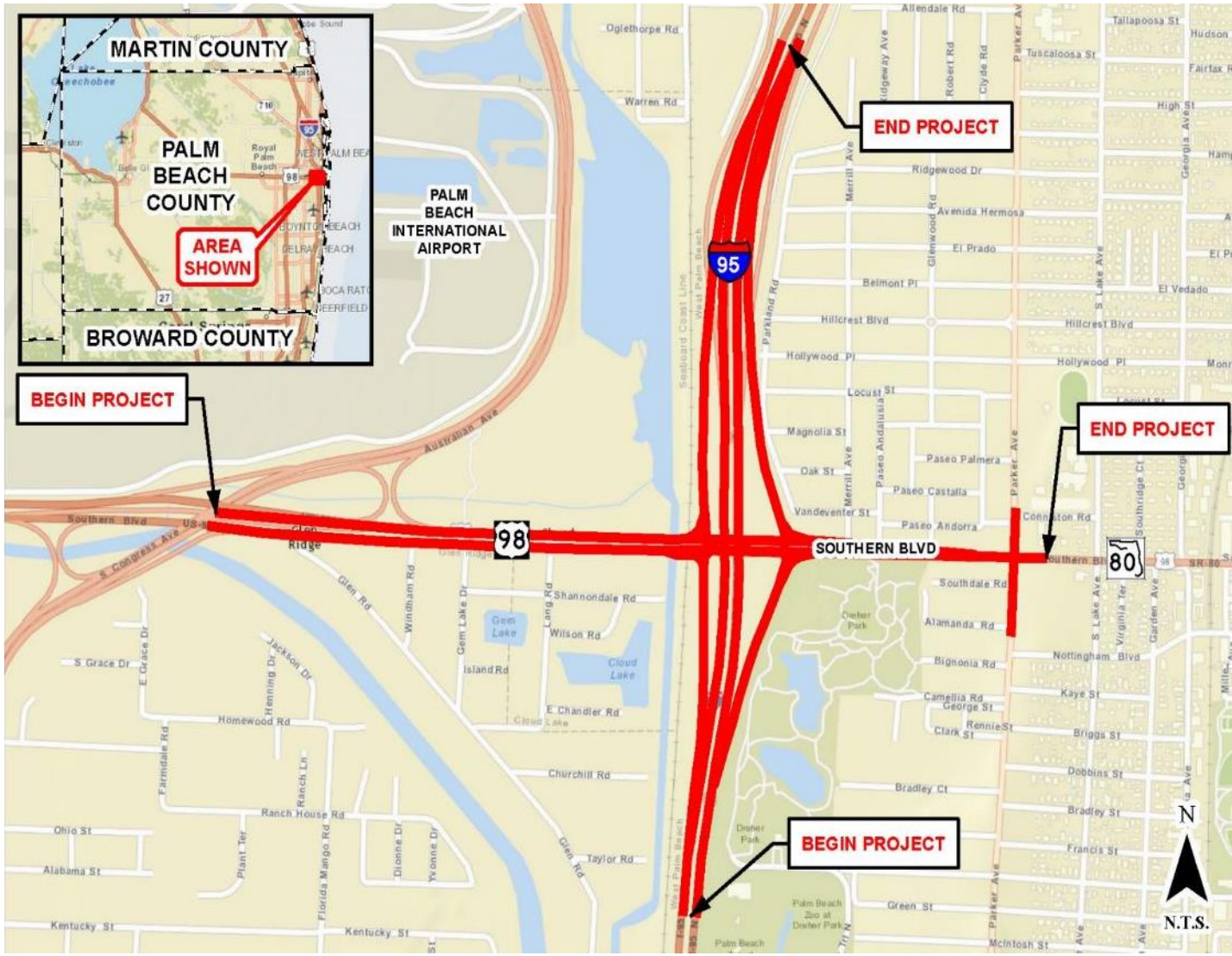
- Completed in December 2014
- Evaluated 17 interchanges, determined existing and potential future deficiencies
  - From Linton Boulevard to Northlake Boulevard
  - Coordinated with Local Agencies and MPO
- Identified operational and safety needs
  - Developed short-term improvements and long-term conceptual design alternatives
- Facilitated programming of interchange studies and projects through the SIS program which focuses state resources on transportation facilities most critical to statewide travel



Study Area

Location:

- I-95 at Southern Boulevard (SR 80) Interchange
- West Palm Beach, Glen Ridge, Cloud Lake
- Southern Boulevard from Australian Avenue to Parker Avenue



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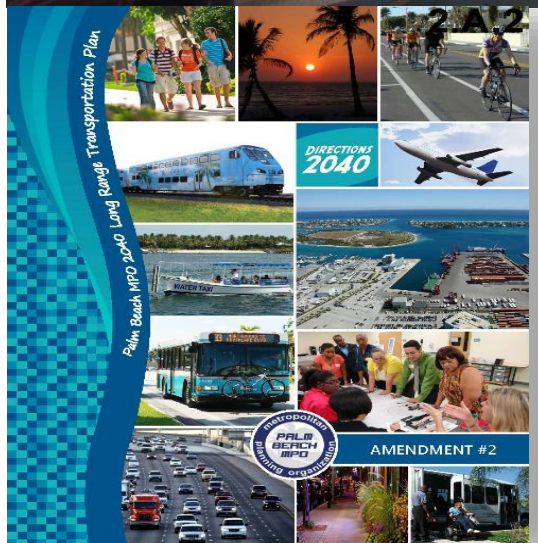
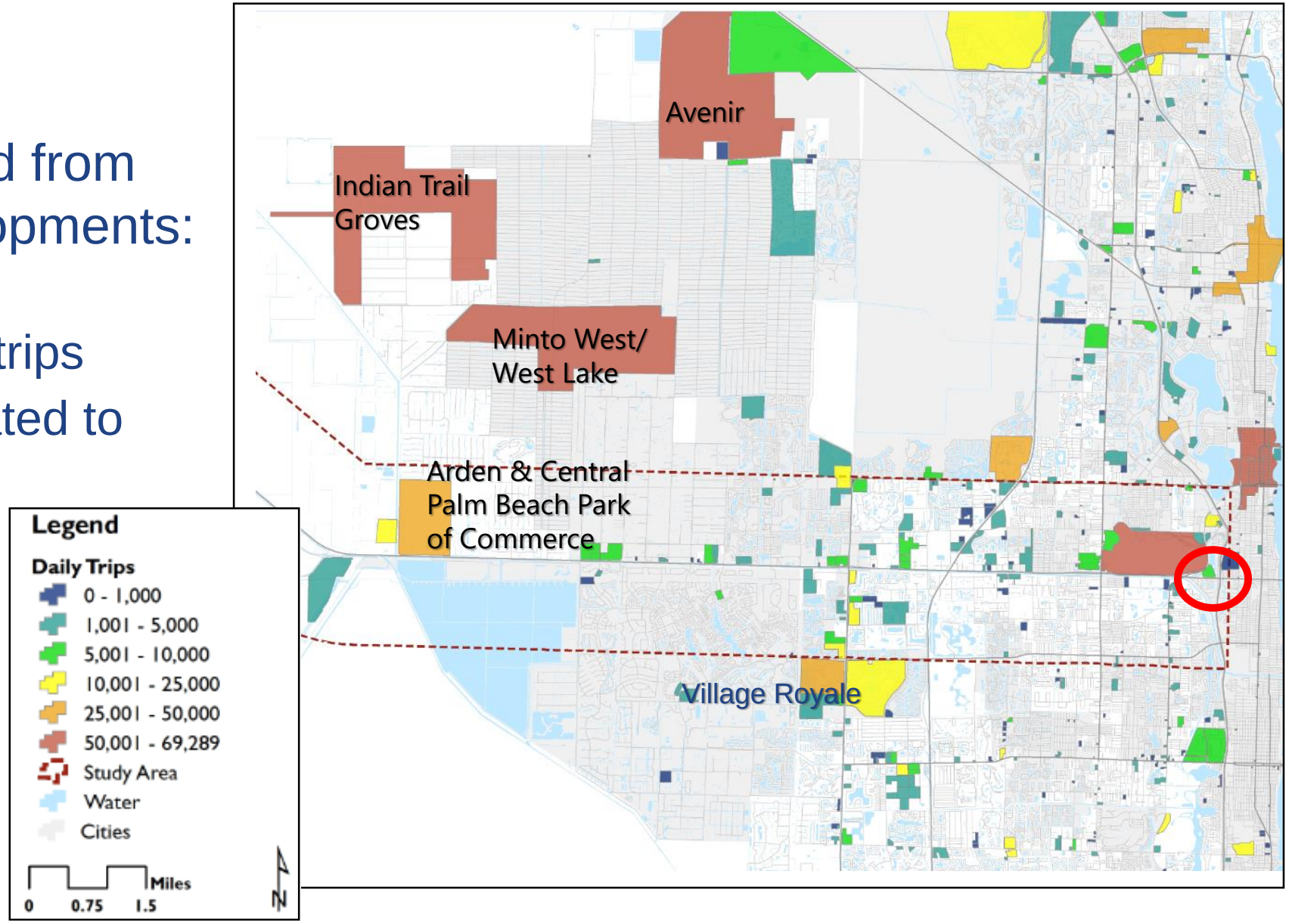
Purpose and Need for the Study

- Established during the ETDM process with agency input
- Enhance overall traffic operations at the interchange
- Improve capacity and meet future travel demand resulting from population and employment growth
- Emergency Evacuation
- Consistent with local transportation plans



Purpose and Need for the Study

- Growth expected from approved developments:
  - 14,000 homes
  - 150,000+ new trips
  - 30,000 anticipated to utilize SR 80



Adjacent Studies

- SR 80 Corridor Action Plan (www.sr80actionplan.com)
  - Develop a long term Action Plan for the 45-mile segment from US 27 to I-95
  - Complete by Winter 2017

- I-95 Managed Lanes Master Plan (www.95express.com/PBC-Planning-Study)
  - Identify long term capacity needs along I-95
  - Evaluate managed lane concepts
  - Complete by Spring 2018

Coordination with both studies is on-going and will continue throughout the process

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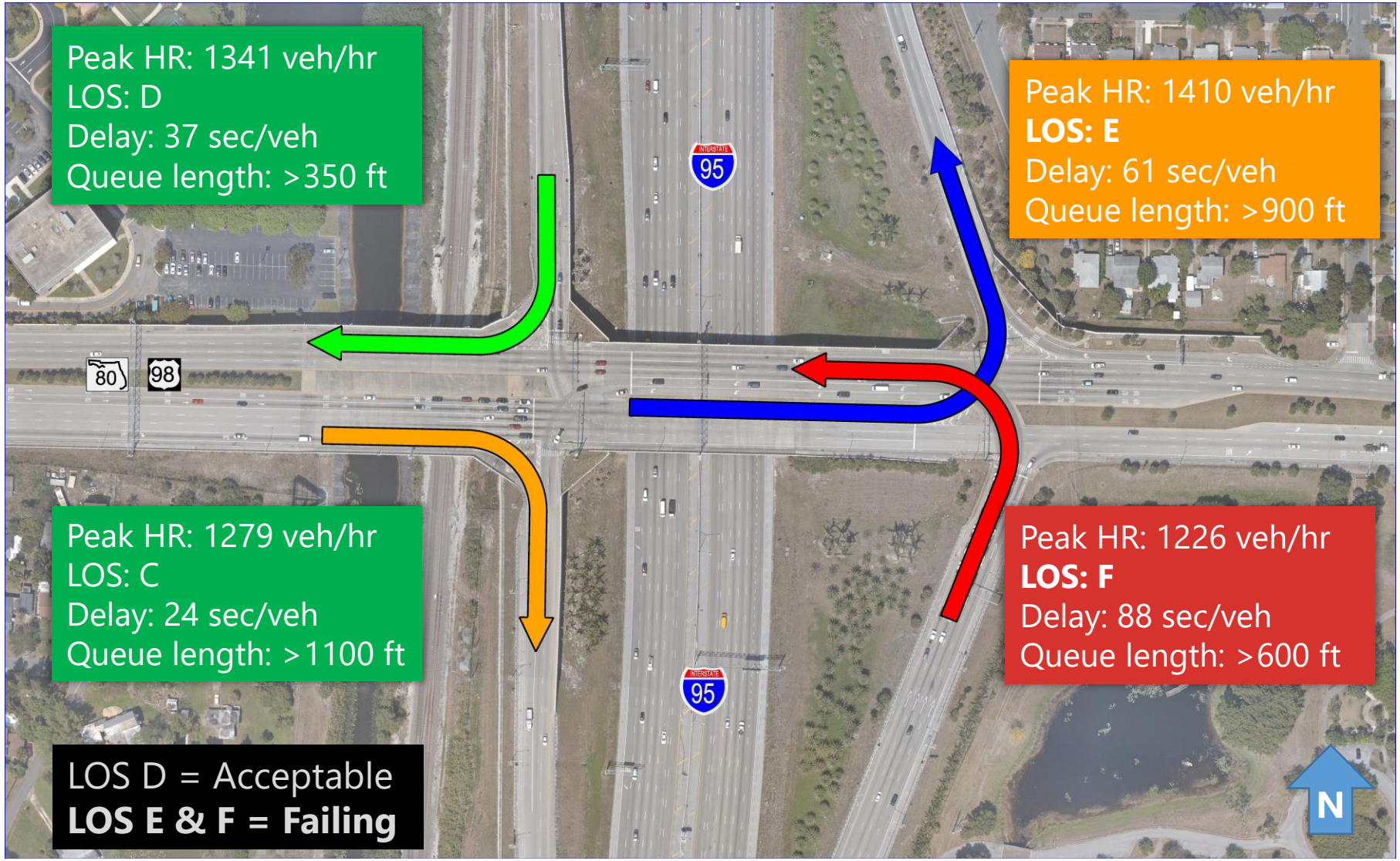
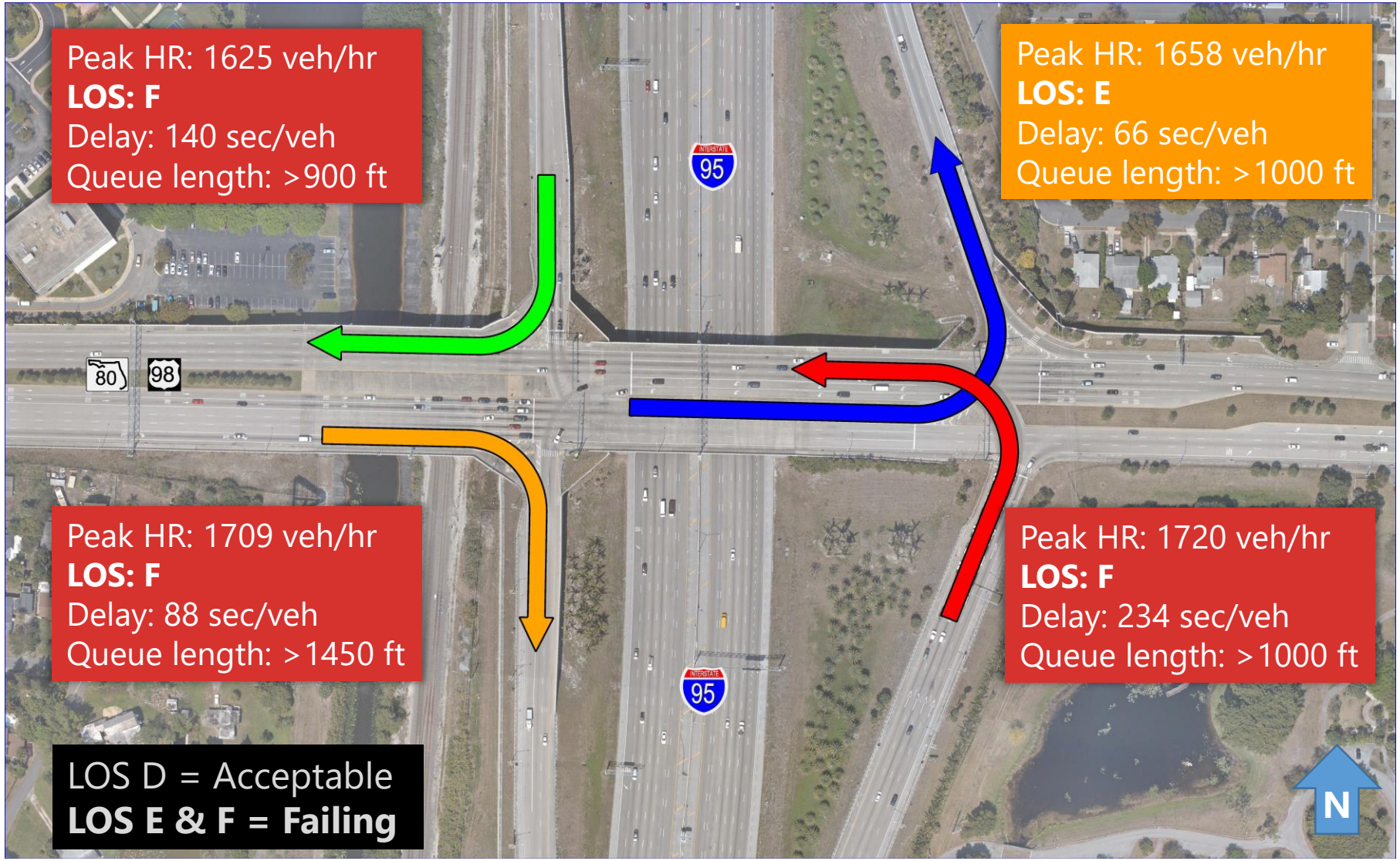
Current Year (2015) Traffic

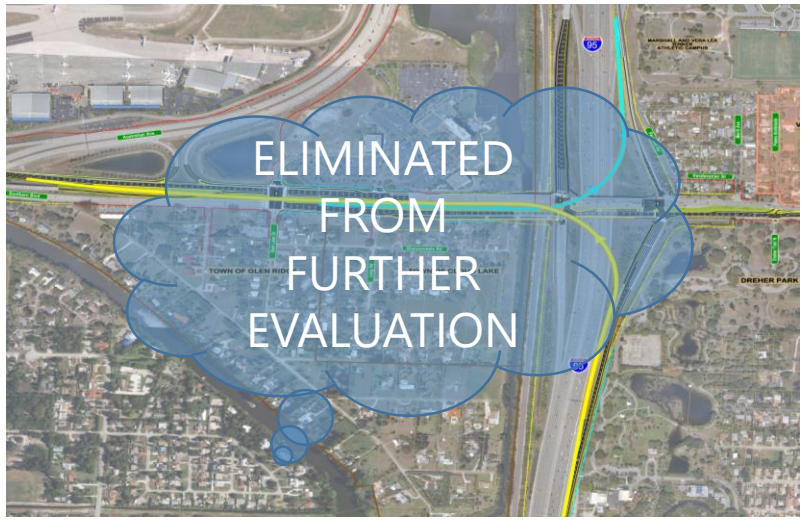


Design Year (2040) Traffic – No Build

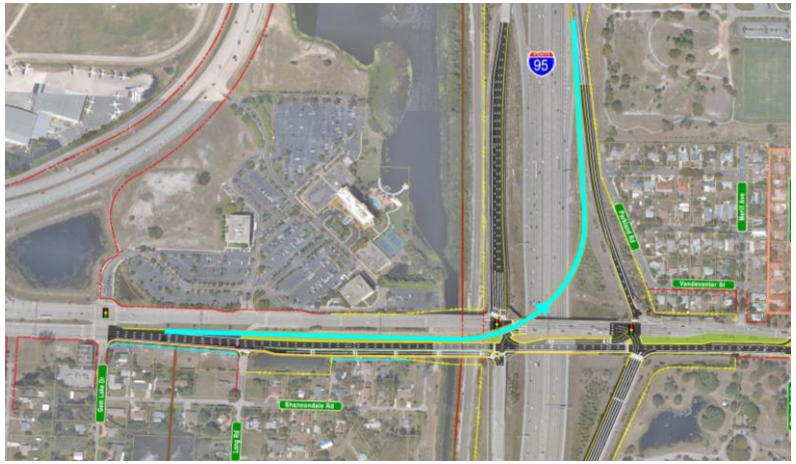


Build Alternatives Considered

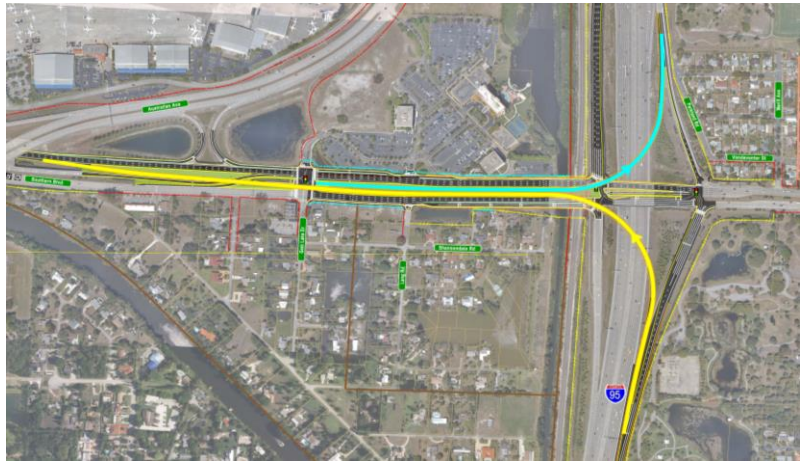
Alternative 1



Alternative 2



Alternative 3



Alternative 4

Evaluation Matrix: All Build Alternatives

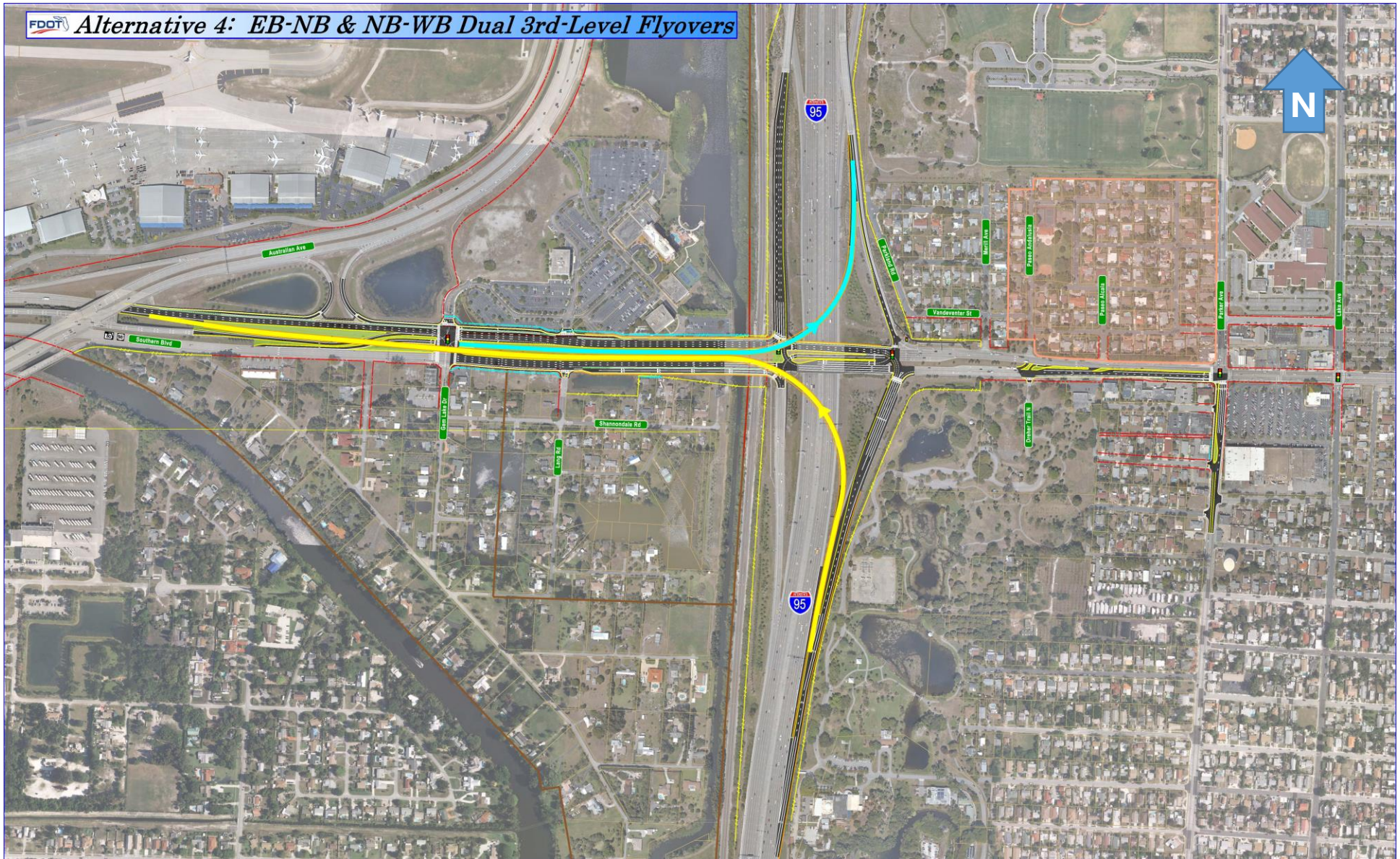
CATEGORY	CRITERIA	No-Build	BUILD ALTERNATIVES		
			1 NB - WB	3 EB - NB	4 Dual 3rd Level
Engineering	Fully addresses Project Purpose and Need	-	+	+	++
	Addresses all major traffic movements at interchange	-	+	+	++
	Satisfies the LOS Criteria through the Design Year	-	+	+	+++
	Improves Roadway / Interchange Operation	-	+	+	+++
	Requires Access Management revisions	-	+	+	+
	Enhances SIS System Connectivity	-	++	++	+++
	Enhanced Pedestrian & Bicycle Facilities	-	+	+	+
Environmental and Social	Noise Levels (+, - , =)	-	+	+	+
	Air Quality (+, -, =)	-	+	+	++
	Potential Impact to Contaminated Sites	0	8	7	10
	Wetland Impacts (# of acres)	0	0.28	0.3	0.28
	Wildlife & Habitat Impacts	0	N/A	N/A	N/A
	Historic & Archaeological Resources (direct impacts)	0	0	0	0
	Visual / Aesthetic Impacts	=	-	-	-
	Safety / Emergency Response Times (+, - , =)	-	++	++	+++
	Section 4(f) impacts (Dreher Park)	0	0	0	0
	Mobility impacts (+, -, =)	-	++	++	+++
	Economic Development (+, -, =)	-	+	+	++
Right-of-Way	Total Potential Property Impacts (total # of parcels)	0	11	10	9
	Total Right-of-Way Required (# of acres)	0	0.812	0.578	1.518
	Total Right-of-Way Estimated Cost (millions)	0	$3.70	$3.02	$4.90
Estimated Costs	Final Engineering, Design & Construction	0	$61.60	$47.30	$81.40
	Right-of-way	0	$3.70	$3.02	$4.90
	TOTAL ESTIMATED COSTS (Millions)	$0.0	$65.3	$50.3	$86.3

=	Nuetral	++	Better
-	Negative	+++	Best
+	Good		

Impact Matrix: Recommended Alternative 4

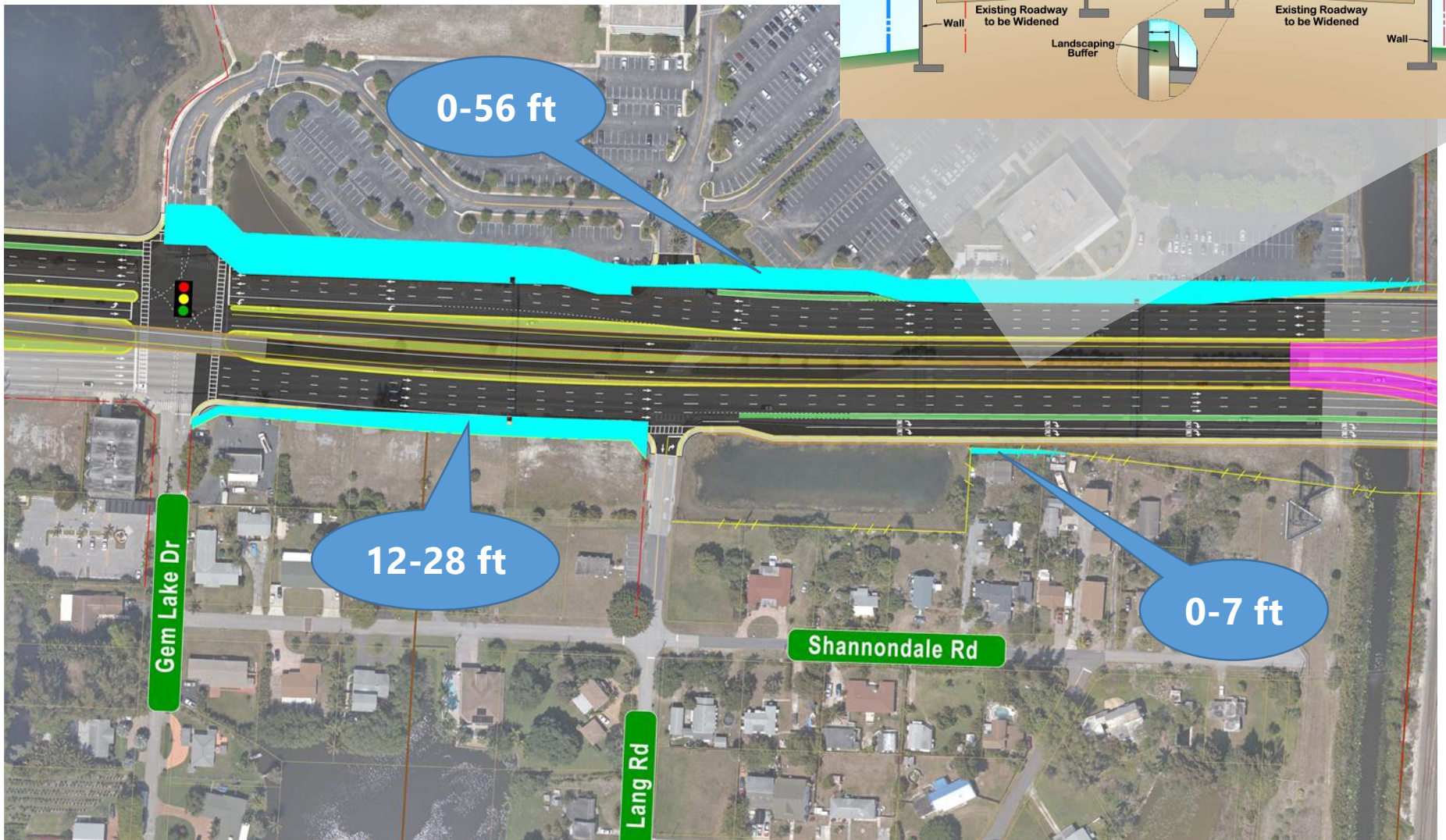
CATEGORY	CRITERIA	Recommended, Dual 3rd Level
Engineering	Fully addresses Project Purpose and Need	yes
	Satisfies the LOS Criteria through the Design Year	yes
	Improves Roadway / Interchange Operation	yes
	Requires Access Management revisions	yes
	Enhances SIS system connectivity, Pedestrian & Bicycle Facilities	yes
Environmental and Social	Noise Levels	decreased
	Air Quality	increased
	Wetland Impacts (# of acres)	0.28
	Wildlife & Habitat Impacts	none
	Section 4(f), Historic & Archaeological Resources (direct impacts)	none
	Visual / Aesthetic Impacts	yes
	Safety / Emergency Response Times	enhanced
	Mobility and Economic Development	enhanced
Right-of-Way	Total Potential Property Impacts (total # of parcels)	9
	Total Right-of-Way Required (# of acres)	1.518
Estimated Costs	Final Engineering, Design & Construction	$81.40
	Right-of-way	$4.90
	TOTAL ESTIMATED COSTS (Millions)	$86.3

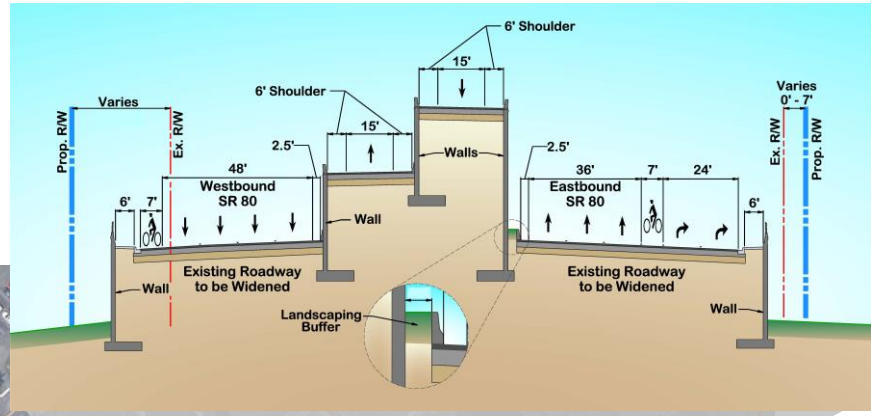
Recommended Alternative 4: NB I-95 Flyover to WB SR 80 & EB SR 80 Flyover to NB I-95



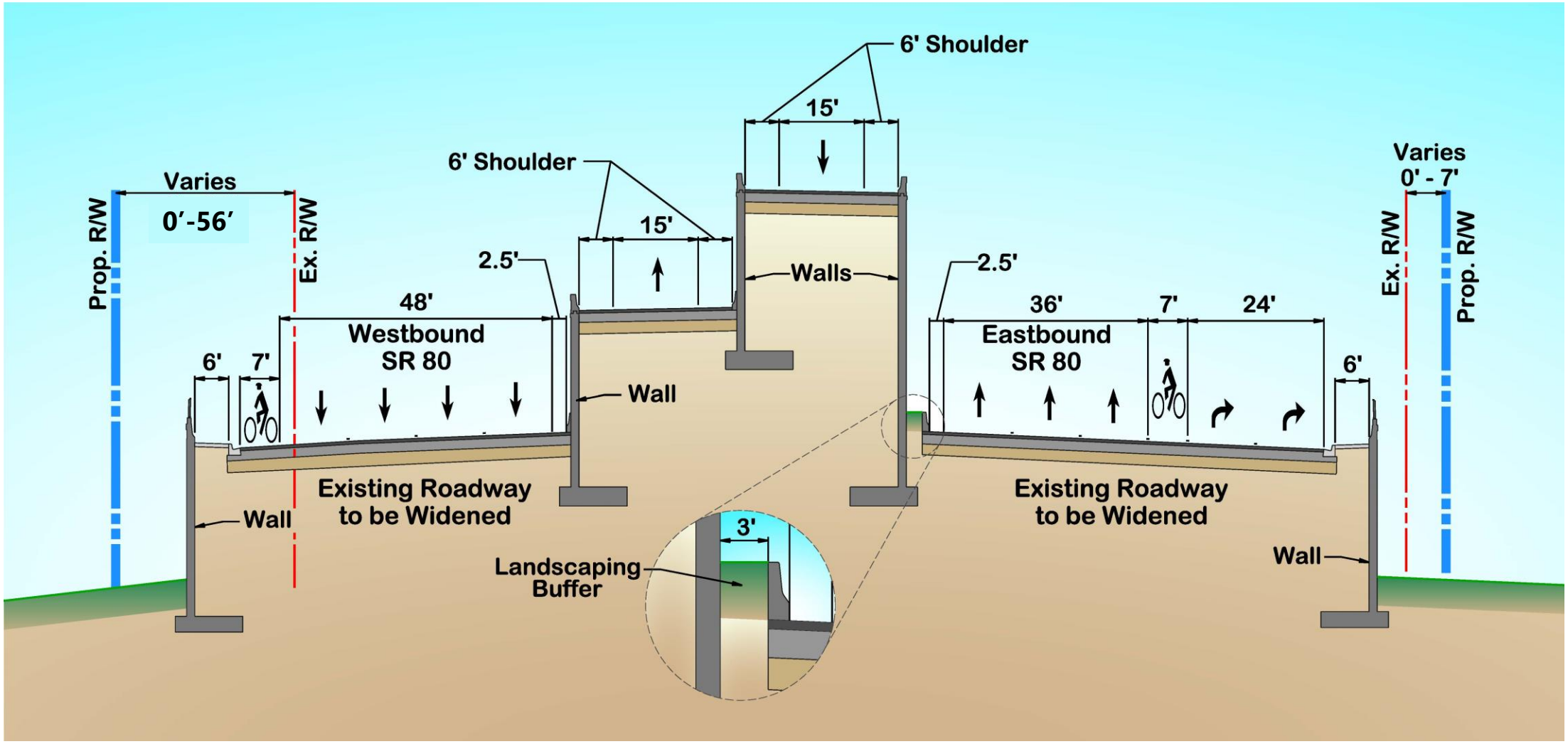
Alternative 4: SR 80 West of I-95

- Requires right-of-way
  - West of I-95, north and south side of SR 80



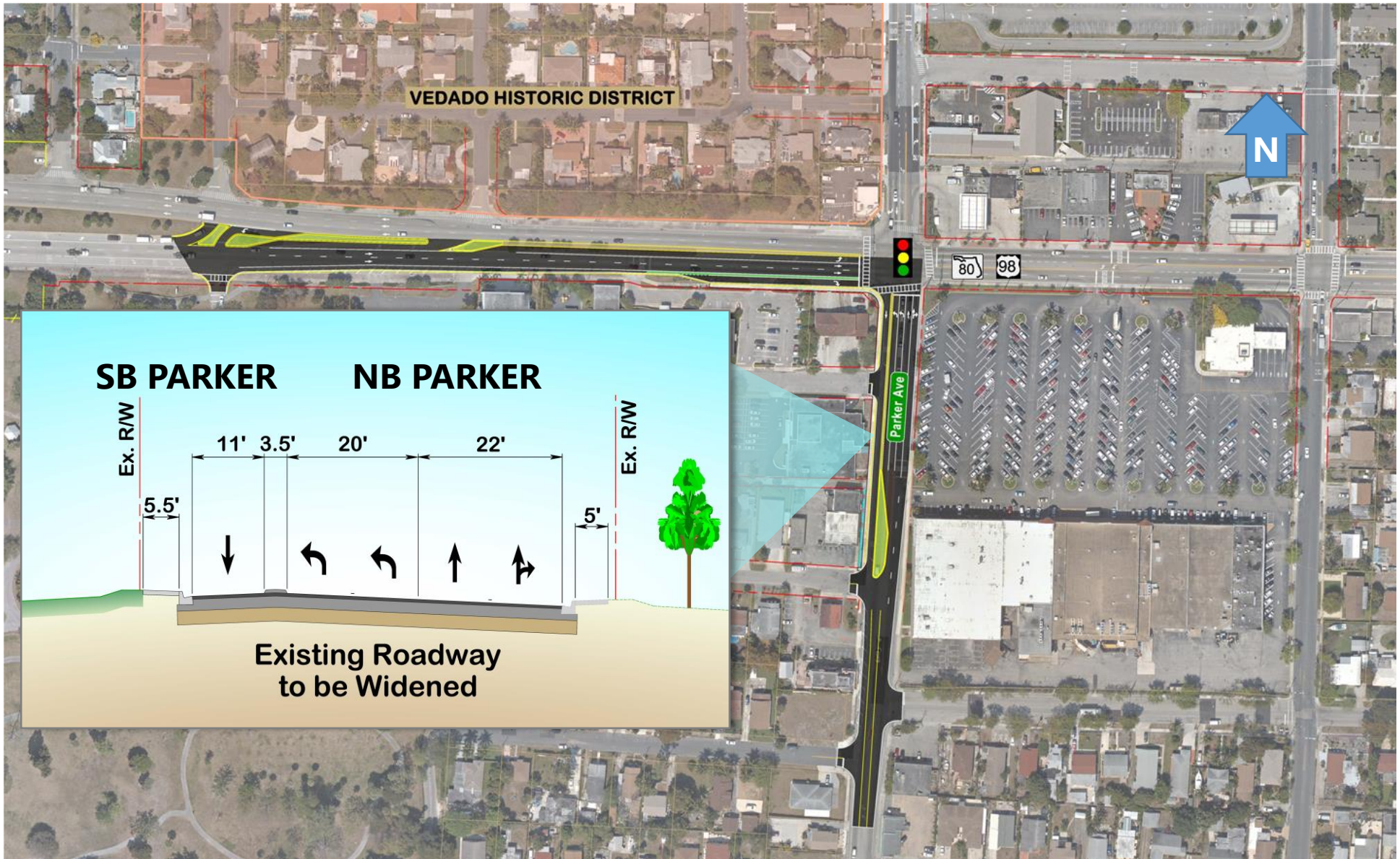


Alternative 4: SR 80 West of I-95 – Typical Section



SR 80 (East of I-95) at Parker Ave

Parker Avenue south of SR 80



Other Improvements

- Bridge widening over I-95 and Rail Road
- Increased ramp storage at entrance and exit ramps and turn lanes
- Upgraded bicycle facilities
- Upgraded pedestrian facilities & cross walks

Recommended Alternative : SR 80 West of I-95

Perspective View on SR 80 Looking East

Approaching SR 80 from Lang Road

View of Advertising Sign, SW quadrant, looking NE

Perspective View from Oak Street

View from above I-95, Looking North

What's Next?

- Public Hearing: October 19, 2017
- Finalize alternatives and documentation incorporating public input
- Submit Final Environmental and Engineering Documents:

  December 2017
- Location Design Concept Acceptance (LDCA): March 2018

Contact Information

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Thank You