SR-9/I-95 @ Glades Road
FM No. 412420-4-32-01
Project Limits
Commitments

- Continue Coordination with MPO, and local agencies
- Protect Endangered Species
- Provide Noise Abatement
- Address Contamination
- Coordinate Traffic Control Plan with City of Boca Raton and FAU
ADVANTAGES

• 8-Lane Section Addresses Traffic Needs

DISADVANTAGES

• Major RW Impacts
• Major Utility Impacts
• Requires three new bridges over I-95 and CSX Railroad
• Substandard Loop Ramp Geometry
• Not Consistent with the City of Boca Raton’s Resolution 26-2014
PD&E Concept

**ADVANTAGES**
- 8-Lane Section Addresses Traffic Needs

**DISADVANTAGES**
- Major RW Impacts
- Major Utility Impacts
- Requires three new bridges over I-95 and CSX Railroad
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ADVANTAGES
- 8-Lane Section Addresses Traffic Needs

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- Major RW Impacts
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- Requires three new bridges over I-95 and CSX Railroad
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PD&E Concept

ADVANTAGES

• 8-Lane Section Addresses Traffic Needs

DISADVANTAGES

• Major RW Impacts
• Major Utility Impacts
• Requires three new bridges over I-95 and CSX Railroad
• Substandard Loop Ramp Geometry
• Does Not Address Pedestrian Needs
• Opposed by the City of Boca Raton
PD&E Concept

ADVANTAGES
• 8-Lane Section Addresses Traffic Needs

DISADVANTAGES
• Major RW Impacts
• Major Utility Impacts
• Requires three new bridges over I-95 and CSX Railroad
• Substandard Loop Ramp Geometry
• Does Not Address Pedestrian Needs
• Not Consistent with the City of Boca Raton’s Resolution 26-2014
Preliminary Design Concept

Typical Section at the Bridges

Butts Road

NW 10th Avenue

1.5 Miles

2.5'  11'  11'  11'  7'
Lane  Lane  Lane  Shoulder  Shoulder

6'  1.5'  2.5'  6'
Sidewalk  Bike Lane  Ramp  Shoulder

Typical Section at the Bridges
Preliminary Design Concept

- Addresses Level of Service Requirements
- No Right of Way Required West of Executive Rd.
- EB Ramp to I-95
- No New Bridges Required for I-95 or CSX
- Separates I-95 Bound Traffic from Glades Road Traffic
- Consistent with Spanish River/Yamato Rd SIJR
- Consistent with the I-95 Managed Lanes
Preliminary Design Concept

- Addresses Level of Service Requirements
- No Right of Way Required West of Executive Rd.
- EB Ramp to I-95
- No New Bridges Required for I-95 or CSX
- Separates I-95 Bound Traffic from Glades Road Traffic
- Bridge over Airport Road
Preliminary Design Concept

- Addresses Level of Service Requirements
- No Right of Way Required West of Executive Rd.
- No New Bridges Required for I-95 or CSX
- Separates I-95 Bound Traffic from Glades Road Traffic
- Bridge over Airport Road
- WB Entrance Ramp to I-95
I-95 Managed Lanes Typical Section
(Underpass at Glades Road)
Airport Road Intersection
Airport Road Intersection
Loop Ramp Geometry

$R = 219' \times 239'$
Existing Bicycle & Pedestrian Ramp Treatment

- Four Bicycle and Four Pedestrian Conflict Points with Vehicles at Free-Flow Ramp Terminals on Vertical and Horizontal Curves.
Preliminary Design Concept Bicycle & Pedestrian Ramp Treatment

• No Bicycle or Pedestrian Conflict Points with Vehicles at the Free-Flow Ramp Terminals on Vertical and Horizontal Curves.
Preliminary Design Concept Bicycle & Pedestrian Ramp Treatment

- Introduces Green Bike Lanes at Decision Points
Preliminary Design Concept

Future 2040 Build Condition
Glades Road Looking West at Airport Rd.
Glades Road Looking West at Airport Rd.
Glades Road Looking NW at Airport Rd.
Glades Road Looking NW at Airport Rd.
SR-9/I-95 @ Glades Road
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