Palm Beach Metropolitan Planning Organization (MPO) Presentation

I-95 at Boynton Beach Boulevard Interchange and
I-95 at Gateway Boulevard Interchange
Project Development and Environment Study
Palm Beach County, Florida

Financial Project ID No(s): 435804-1-22-01 and 231932-1-22-01
ETDM No(s): 14180 and 14181
• Gateway Boulevard: from west of High Ridge Road to east of Seacrest Boulevard

• Boynton Beach Boulevard: from west of Industrial Avenue to east of Seacrest Boulevard

• Traffic Modeling From Woolbright Road to Hypoluxo Road
The study began in July 2015
A public kick-off meeting was held on September 17, 2015
Design alternatives have been developed and evaluated
Environmental & engineering reports are being prepared
Purpose and Need

• Enhance overall traffic operations at the Boynton Beach Boulevard and Gateway Boulevard interchanges

• Improve capacity and meet future travel demand resulting from:
  ➢ Population growth
  ➢ Employment growth

• Be consistent with local transportation plans
Perform a Project Development & Environment Study (PD&E) to determine

- **If** it should be built
- **Where** it should be built
- **What** are the basic design concepts

**PD&E Study Components Include:**

- Data Collection
- Engineering Analysis
- Environmental Evaluations
- Public Involvement

**PD&E Study Process & Components**

1. **Project Initiation:** Data Collection
   - Identify Transportation Issues & Develop Solutions

2. **Public Kick-off Meeting:**
   - Introduce the Study to the Public & Receive Input

3. **Environmental & Engineering Analysis**

4. **Alternatives Public Meeting:**
   - Present the Alternatives to the Public & Receive Input

5. **Draft Environmental & Engineering Documents**

6. **Public Hearing:**
   - Final Opportunity for the Public to Make Verbal Statements About the Study

7. **Final Environmental & Engineering Documents**

8. **Federal Highway Administration (FHWA) Location and Design Concept Acceptance**
Boynton Beach Boulevard
Existing and No Build Level of Service (LOS)

LOS 2015

LOS 2040
No capacity improvements.

Utilizes existing infrastructure and roadway geometry.

Efficient use of existing system through:

- Signal timing optimization
- Coordinated signal systems
Three alternatives considered:

- Concept Development Alternative (CDA)
  - Developed as part of the I-95 Master Plan
- Streamlined CDA
- Single Point Urban Interchange (SPUI)

The TSM&O Alternative alone cannot provide the much needed capacity and intersection operational improvements.
Existing and Proposed Typical Sections

Boynton Beach Boulevard (Existing)

<table>
<thead>
<tr>
<th></th>
<th>Sidewalk</th>
<th>Travel Lane</th>
<th>Travel Lane</th>
<th>Travel Lane</th>
<th>Median</th>
<th>Travel Lane</th>
<th>Travel Lane</th>
<th>Turn Lane</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>6'</td>
<td>2'</td>
<td>11'</td>
<td>11'</td>
<td>Varies</td>
<td>11'</td>
<td>11'</td>
<td>12'</td>
<td>2'</td>
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</tbody>
</table>

Boynton Beach Boulevard (Proposed)

<table>
<thead>
<tr>
<th></th>
<th>Sidewalk</th>
<th>Turn Lane</th>
<th>Bike Lane</th>
<th>Travel Lane</th>
<th>Travel Lane</th>
<th>Travel Lane</th>
<th>Travel Lane</th>
<th>Travel Lane</th>
<th>Bike Lane</th>
<th>Turn Lane</th>
<th>Sidewalk</th>
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<td>Width</td>
<td>6'</td>
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<td>11’</td>
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</tbody>
</table>
Alternative 1
Concept Development Alternative (CDA)

- I-95 SB off ramp triple rights, dual lefts
- New right turn lane
- Increased right turn lane to NB I-95
- Dual lefts EB and WB
- New right turn lane
- I-95 NB off ramp triple lefts, single right

ROW Impacts: 26 Parcels
Alternative 2
Streamlined CDA

- I-95 SB off ramp dual rights, single left, and shared left/right

- Closed median

- I-95 NB off ramp triple lefts, dual rights
Alternative 3
Single Point Urban Interchange (SPUI)

ROW Impacts: 19 Parcels

One signalized intersection on the bridge
Pedestrian/Bicycle Improvements

- Enhanced Pedestrian Crosswalks
- Improved Pedestrian Signage at Crosswalk Locations
- Lighting Improvements
- Review of Sight Lines At All Conflict Points
- 7 Foot Buffered Bike Lanes
Gateway Boulevard
Existing and No Build Level of Service (LOS)
• No capacity improvements.
• Utilizes existing infrastructure and roadway geometry.
• Efficient use of existing system through:
  ➢ Signal timing optimization
  ➢ Coordinated signal systems
Three Build Alternatives Considered

- Concept Development Alternative (CDA)
  - Developed as part of the I-95 Master Plan
- Streamlined CDA
- Single Point Urban Interchange (SPUI)

The TSM&O Alternative alone cannot provide the much needed capacity and intersection operational improvements.
Gateway Boulevard (Existing)

- Sidewalk: 6'
- Turn Lane: 2'
- Travel Lane: 11'
- Travel Lane: 11'
- Travel Lane: 11'
- Travel Lane: 11'
- Varieties: Varies
- Median: 11'

Gateway Boulevard (Proposed)

- Sidewalk: 6'
- Turn Lane: 2'
- Bike Lane: 5'
- Travel Lane: 11'
- Travel Lane: 11'
- Travel Lane: 11'
- Travel Lane: 11'
- Travel Lane: 11'
- Varieties: Varies
- Median: 11'
Alternative 1
Concept Development Alternative (CDA)

ROW Impact: 53 Parcels

- Triple lefts from SB High Ridge Road to EB Gateway Blvd
- Dual lefts, single right turn lanes
- I-95 SB ramp dual lefts and rights
- Dual rights EB Gateway Blvd to SB I-95
- I-95 NB ramp triple lefts, single right
- SB Seacrest Blvd to WB Gateway Blvd single right
- NB Seacrest Blvd to WB Gateway Blvd dual lefts
- I-95 NB ramp triple lefts, single right
- I-95 SB ramp dual lefts and rights
- ROW Impact: 53 Parcels
Alternative 2
Streamlined CDA

ROW Impact: 33 Parcels

- Dual lefts from High Ridge Road to EB Gateway Blvd
- WB Gateway Blvd single right, shared thru/right lane
- NB I-95 ramp triple lefts, dual rights
Alternative 2 - Streamlined CDA
Year 2040 Level of Service
Alternative 3
Single Point Urban Interchange (SPUI)

ROW Impact: 33 Parcels

One signalized intersection
Alternative 3 – SPUI
Year 2040 Level of Service
Pedestrian/ Bicycle Improvements

- Enhanced Pedestrian Crosswalks
- Improved Pedestrian Signage at Crosswalk Locations
- Lighting Improvements
- Review of Sight Lines At All Conflict Points
- 7 Foot Buffered Bike Lanes
A continuous community outreach process is integrated into every step of the project to ensure that the study area residents, businesses, the traveling public, and other interested parties have meaningful participation in the process.
Next Steps

- Complete the Environmental Documents
  - Air and Noise
  - Endangered Species
  - Cultural Resources
  - Contamination Screening
- Present Preferred Alternative at a Public Hearing
- Select a Preferred Alternative
Contact Information

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