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

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
• No capacity improvements.
• Utilizes existing infrastructure and roadway geometry.

• Efficient use of existing system through:
  ➢ Signal timing optimization
  ➢ Coordinated signal systems
Build Alternatives

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 provided the much needed capacity and intersection operational improvements.
**Existing and Proposed Typical Sections**

**Boynton Beach Boulevard (Existing)**

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**Boynton Beach Boulevard (Proposed)**

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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 1 - CDA
Design Year 2040 – Level of Service
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

ROW Impacts: 19 Parcels
Alternative 3
Single Point Urban Interchange (SPUI)

ROW Impacts: 19 Parcels

One signalized intersection on the bridge
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
Gateway 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 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 provided the much needed capacity and intersection operational improvements
Existing and Proposed Typical Sections

Gateway Boulevard (Existing)

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Gateway Boulevard (Proposed)

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Alternative 1
Concept Development Alternative (CDA)

ROW Impact: 53 Parcels

- Triple lefts from SB High Ridge Road to EB Gateway Blvd
- I-95 SB ramp dual lefts and rights
- Dual lefts, single right turn lanes
- 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

Row Impact: 53 Parcels
Alternative 1 – CDA
Design Year 2040 Level of Service
Alternative 2
Streamlined CDA

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

ROW Impact: 33 Parcels
Alternative 3
Single Point Urban Interchange (SPUI)

One signalized intersection

ROW Impact: 33 Parcels
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
## PD&E STUDY

**SR-9/I-95 at SR-804/Boynton Beach Boulevard Interchange and SR-9/I-95 at Gateway Boulevard Interchange**

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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
FDOT Project Manager
Thuc H. Le, P.E.
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Email: thuc.le@dot.state.fl.us