I-95 at Central Boulevard Interchange PD&E
FM No: 413265-1-22-01

Status Review

Presentation to:
Palm Beach Metropolitan Planning Organization and Advisory Committees

TAC – July 6, 2016
BTPAC – July 7, 2016
CAC – July 13, 2016
MPO Board – July 21, 2016
Agenda

• Study Progress
• Mainline Alternatives
• Interchange Alternatives
• Evaluation of Alternatives
• Recommendations
Study Progress

• IJR Approved November 2015
• PD&E Commenced January 2015

• Meetings:
  • District Commissioner Palm Beach County – January 20, 2016
  • Northern Palm Beach County Chamber of Commerce Government Affairs Committee – February 12, 2016
  • Alternatives Public Workshop – February 18, 2016
  • Palm Beach Gardens City Commission - April 7, 2016
  • FHWA – Present Recommended Alternative – April 26, 2016

• Preliminary Engineering Report submitted May, 2016
• Public Hearing scheduled for September 28, 2016
• Refinement of Alternatives
Alternative 2: Collector Distributor (CD) Road Option – South of Central Blvd.

Alternative 3: Braided Ramps – South of Central Blvd.
I-95 Mainline Alternatives

North of Central Blvd. – Alternatives 2 & 3
Typical Sections: I-95 South of Central Boulevard

Alternative 2: CD Road Option
Typical Sections: I-95 South of Central Boulevard

Alternative 3: Braided Ramps
Typical Section: I-95 North of Central Boulevard

Alternatives 2 and 3
## Alternative 2

### Mainline R/W Impacts

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Parcel Name</th>
<th>Developed/Undeveloped</th>
<th>R/W Impact (acres)</th>
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<tbody>
<tr>
<td>1</td>
<td>FDOT</td>
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<td>3</td>
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<td>4</td>
<td>Old Palm Golf Club Inc.</td>
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<td>5</td>
<td>Old Palm Golf Club Inc.</td>
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<tr>
<td>6</td>
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<td>7</td>
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<td>North Palm County Improvements District</td>
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<td>9</td>
<td>South Gardens LLC</td>
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<td><strong>Total</strong></td>
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# Mainline R/W Impacts

## Alternative 3

<table>
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<th>Parcel Name</th>
<th>Developed/Undeveloped</th>
<th>R/W Impact (acres)</th>
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<td>FDOT</td>
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<tr>
<td>2</td>
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<td>3</td>
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<td>4</td>
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<td>7</td>
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<td>South Gardens LLC</td>
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<td>10</td>
<td>South Gardens LLC</td>
<td>Undeveloped</td>
<td>1.59</td>
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**Total**: 10.10
Recommendations
I-95 Mainline Alternatives

Alternative 2 – CD Road
• Shorter mainline weave distance
• Lower Ramp operating speeds on CD
• Anticipated to reach capacity in 2060
• Safety
  • Increased side swipe potential
• Lower Cost
• Similar R/W Impacts
• More Publically Acceptable Alternative

Alternative 3 – Braided Ramps
• Longer mainline weave distance – 500 additional feet
• Higher operating speeds
• Higher Operational Life Expectancy
• Safety
  • Less Conflicts - Safer
• Higher Cost - ~$13.5M more
• Similar R/W Impacts

Recommendation:
CD Road
Interchange Alternatives

Tight Diamond
Typical Sections: Central Boulevard

Tight Diamond Urban Interchange – West of I-95

R/W

Varies 60’ - 110’

Central Blvd.

Varies 60’ - 155’
Typical Sections: Central Boulevard
Tight Diamond Urban Interchange – East of I-95

6’ Sdwk
0’-12’ Aux Lane
7’ Buffered Bike Lane
12’ Lane
12’ Lane
12’ Lane
12’ Lane

12’ Lane
12’ Lane
7’ Buffered Bike Lane
6’ Sdwk

R/W

Varies 60’ - 100’

Central Blvd.

Varies 60’ - 153’

R/W

Florida Department of TRANSPORTATION

95
Typical Sections: Central Boulevard

Tight Diamond Urban Interchange – Bridge over I-95

6' Swk
7' Buffered Bike Lane
12' Lane
12' Lane
12' Lane
12' Lane
12' Lane
12' Lane
12' Lane
12' Lane
7' Buffered Bike Lane
6' Swk

68'-3" (TYP)
Č
Central Blvd.

68'-3" (TYP)
Typical Sections: Central Boulevard

Diverging Diamond Interchange – Bridge over I-95
## Interchange R/W Impacts

### Tight Diamond

<table>
<thead>
<tr>
<th>Parcel</th>
<th>Parcel Name</th>
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## Interchange R/W Impacts

### Diverging Diamond

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<th>Developed/Udndeveloped</th>
<th>R/W Impact (acres)</th>
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<tbody>
<tr>
<td>11</td>
<td>Old Palm CDD</td>
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<td>12</td>
<td>Central Gardens POA Inc.</td>
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<td>13</td>
<td>Old Palm CDD</td>
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<td><strong>Total</strong></td>
<td><strong>2.08</strong></td>
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Recommendations

Interchange Alternatives

Tight Diamond Interchange
- Less Capacity – but meets design year demand
- Traditional Configuration – Easier for Drivers
- Traditional Pedestrian and Bicycle Movements
- Safety - More Conflict Points
- Lower Cost
- Less R/W Impacts
- More Publically Accepted Alternative

Diverging Diamond Interchange
- Can Accommodate Higher Turning Movement Volumes
- Better Traffic Operations
- No Benefit in Non-Peak Hours
- Non-traditional Pedestrian and Bicycle Movements
- Safety - Less Conflicts - Safer
- Higher Cost - ~$10M more
- More R/W Impacts – More Parcels

Recommendation:
Tight Diamond Interchange
Summary

Mainline/Interchange Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Total Cost</th>
<th>Total R/W</th>
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<tbody>
<tr>
<td>Alternative 2 (CD Road/TDUI)</td>
<td>$33.9 Million</td>
<td>11.3 ac</td>
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<tr>
<td>Alternative 2A (CD Road/DDI)</td>
<td>$43.7 Million</td>
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<tr>
<td>Alternative 3 (Braided Ramp System/TDUI)</td>
<td>$47.3 Million</td>
<td>11.6 ac</td>
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<td>Alternative 3A (Braided Ramp System/DDI)</td>
<td>$57.4 Million</td>
<td>12.2 ac</td>
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- Environmental Impacts Similar and Minimal
- Right of Way Impacts Similar (11.3 ac to 12.2 ac)
- Noise Impact Being Studied

Recommendation: CD Road/Tight Diamond Interchange
Questions?