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

CONTINUOUS PUBLIC INVOLVEMENT

PHASE 1
Planning

PHASE 2
PD&E

PHASE 3
Design

PHASE 4
Right of Way Acquisition (if necessary)

PHASE 5
Construction

PHASE 6
Maintenance

OPTION TO OVERLAP PD&E and DESIGN

Gateway Boulevard Construction 2024
• 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
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 provided the much needed capacity and intersection operational improvements.
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

ROW Impacts: 19 Parcels
Alternative 2 - Streamlined CDA
Design Year 2040 – Level of Service
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)
- 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.
Alternative 1
Concept Development Alternative (CDA)

ROW Impact: 53 Parcels

- I-95 SB ramp dual lefts and rights
- 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
- Dual rights EB Gateway Blvd to SB I-95
- Dual lefts, single right turn lanes
- Triple lefts from SB High Ridge Road to EB Gateway Blvd
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 – SPU1
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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