Informational Project Briefing
I-95 Managed Lanes Master Plan
FPID 436576-1-22-01
From South of Linton Boulevard to Palm Beach/Martin County Line
Palm Beach County, Florida

December 13, 2018
Managed Lanes Master Plan

I-95 Managed Lanes Master Plan
From South of Linton Boulevard to Palm Beach/Martin County Line
FM No.: 436576-1-22-01
Contract No.: C9065
Project Development Process

Municipality Coordination

Recommended Managed Lanes Alternative

Traffic Forecast & Analysis

Programmed PD&Es

Project Schedule

Next Steps
Planning Phase

- Identify short term and long term needs for a 20 year horizon
  - TPA approved socio-economic data

- Develop preliminary design concepts, cost estimates, and identify potential impacts for further study

- Identify course of action and project programming
# I-95 Managed Lanes Master Plan (Palm Beach) Agencies/Municipalities

<table>
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<th>Agencies/Municipalities</th>
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<tr>
<td>Palm Beach County TPA</td>
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<td>Palm Beach County Public Works</td>
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<td>Palm Beach Department of Airports</td>
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<td>City of Boca Raton</td>
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<td>City of Boynton Beach</td>
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<td>Town of Lake Clarke Shores</td>
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<td>Town of Lantana</td>
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<td>Town of Mangonia Park</td>
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Informational Briefing
I-95 Managed Lanes Network For SE Florida

- Phase 1A/B - NB & SB Express Lanes from SR 836/I-395 to Golden Glades Interchange (GGI).
  In Operation

- Phase 2 - Express lanes extended from GGI to just south of SR 842/Broward Blvd in Broward County.
  In Operation

- Phase 3A-1/A-2 - Express lanes extension south of SR 842/Broward Blvd. to SR 869/SW 10th St in Broward County.
  Under Construction

- Phase 3B-1/B-2 - Express lane extension from SR 869/SW 10th St in Broward County to Linton Blvd. in Palm Beach County.
  Under Construction /In Procurement

- Phase 3C - Express lane extension from South of Sterling Rd to South of SR 842/Broward Blvd in Broward County.
  Under Construction

- Master Plan - Managed Lanes from Linton Blvd to Palm Beach/Martin County Line.
  In Planning

Informational Briefing

Source: www.95express.com
Purpose

- Identify long-term capacity needs along the I-95 mainline
- Address segments operating below Level of Service (LOS) target adopted as part of the Strategic Intermodal System (SIS)

Study Objectives

- Identify and document traffic operational deficiencies
- Develop an ultimate capacity improvement plan using managed lanes design concepts
- Compare design constraints, benefits, construction costs, right of way impacts, interagency coordination, and recommendations for further Project Development & Environment (PD&E) evaluation
The goal of managed lanes is to provide travel options and improve traffic flow in all lanes.

Benefits

- Provide Customers with Travel Choices
- Offer a More Predictable Travel Time
- Deliver a Long-Term Solution to Manage Traffic Flow
- Reduce Fuel Consumption
- Decrease Air Pollution
- Support Transit Usage

Source: http://floridaexpresslanes.com/about-express-lanes/

Learn more about managed lanes in Florida at: http://floridaexpresslanes.com/
Two Managed Lanes Concept

- Add a second managed lane while maintaining the existing number of general use lanes
- Separation treatment - Buffered separation with delineators
2015 AADT - 100,000 to 210,000 vehicles per day

- Corridor truck percentage is generally around 7-8%

- Average corridor annual growth rate 1.39%

- 2040 No Build AADT - 130,000 to 320,000 vehicles per day

- 2040 Build Alternative AADT - 134,000 to 341,000 vehicles per day
  - General Use Lanes (GUL) 134,000 to 290,000 vehicles per day
  - Managed Lanes (ML) 34,000 to 70,000 vehicles per day
Level of Service (LOS) Definition

“Qualitative ranking used to relate the quality of traffic service experienced by users of a facility.”

- Six levels of ranking “A” to “F”.
- “A” represents the best operating conditions.
- “F” represents the worst operating conditions.

FDOT LOS Policy

- Target LOS “D” in Urbanized Areas
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**I-95 Level of Service**

**2015 Existing Conditions**

22% of the corridor is below LOS D in 2015

**2040 No Build Scenario**

65% of the corridor is below LOS D in 2040

**2040 Build Alternative Scenario**

49% of the corridor is below LOS D in 2040

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**FREE FLOW**
Low volumes and no delays.

**STABLE FLOW**
Speeds restricted by travel conditions, minor delays.

**STABLE FLOW**
Speeds and maneuverability closely controlled because of higher volumes.

**STABLE FLOW**
Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

**UNSTABLE FLOW**
Low speeds; considerable delay; volume at or slightly over capacity.

**FORCED FLOW**
Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

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Source: UDOT – Parley’s Interchange EIS
Managed Lane Analysis

- Average throughput traffic increased by 5%
- Reduces approximately 13% traffic volume in General Use Lanes
- The following segments relieve General Use Lanes volumes:
  - North of Congress Ave to South of 6th Ave
  - North of 10th Ave to South of Palm Beach Lakes Blvd
  - North of 45th Street to South of Donald Ross Rd
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Other Considerations

SR 80 Corridor Action Plan
From US-27 to I-95

Palm Beach County, Florida
Financial Project ID No.: 435516-1-22-02
ETDM No.: 14183

Source: FDOT & Palm Beach International Airport
PBI Master Plan
• 20 year vision for future development

New Flight Paths

Influences Design Decisions for SR 80/I-95 Interchange
Provide desired weave distance of 1,000 feet per lane shift to/from I-95 entry/exit ramps with the proposed express lane access points.
PD&E Studies Segmentation

- PD&Es Funded in Fiscal Year 2024
- Not Programmed
  - FM 444202-2
    - SR-9/I-95 From 6th Ave S to North of Okeechobee Blvd
  - FM 444202-1
    - SR-9/I-95 From S of Linton Blvd/CR-782 to 6th Ave

* Includes SR 80/Southern Blvd Interchange
Next Steps

- Finalize Traffic Forecasting & Analysis Memorandum
- Coordinate with future/on-going interchange PD&E & Design projects
- Continue Stakeholder Coordination
  - Revisit Palm Beach Public Works
  - Revisit Municipalities
- Develop Draft Master Plan Documentation
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Master Plan Schedule

- Began Project: March 2016
- Market Study Analysis: October 2017
- Travel Demand, Traffic Operations, and Concept Development: Mid November 2018
- Recommend Alternative & Segmentation for Future Projects: Late November 2018
- Final Master Plan Report: March 2019
Thank You

FOR MORE INFORMATION

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Project Website: www.95express.com/PBC-Planning-Study