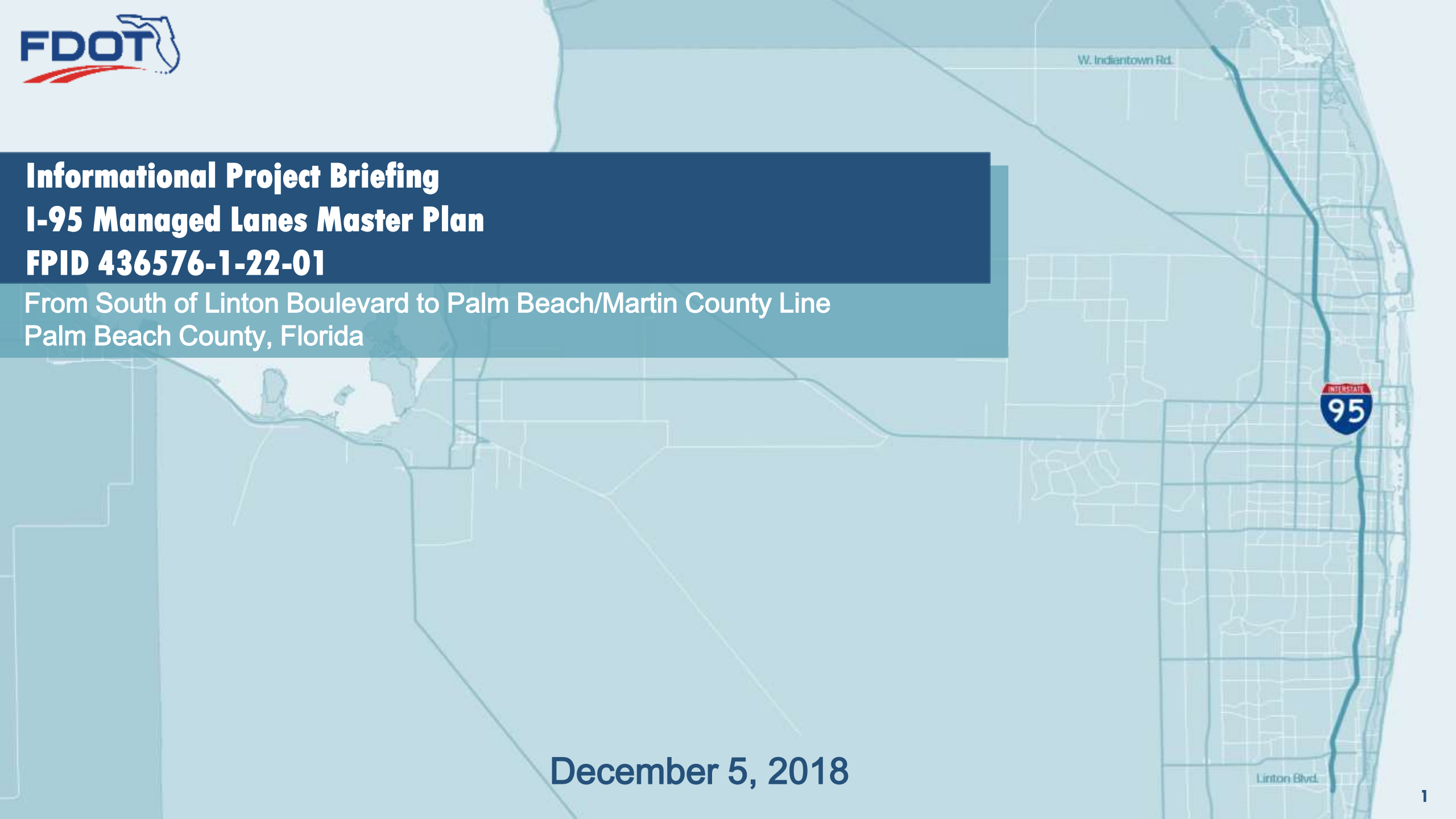
Informational Project Briefing
I-95 Managed Lanes Master Plan
FPID 436576-1-22-01

From South of Linton Boulevard to Palm Beach/Martin County Line
Palm Beach County, Florida



December 5, 2018

Introduction

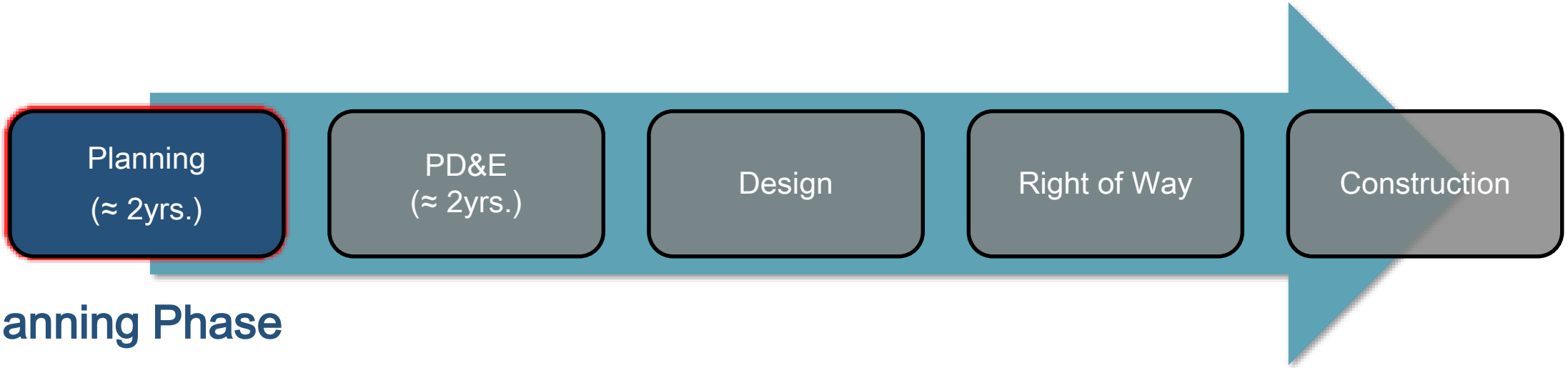
PALM BEACH Transportation Planning Agency

Managed Lanes Master Plan

Presentation Outline

- Project Development Process
- Municipality Coordination
- Recommended Managed Lanes Alternative
- Traffic Forecast & Analysis
- Programmed PD&Es
- Project Schedule
- Next Steps

Project Development Process



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

PD&E = Project Development & Environment

Agency & Municipality Coordination

I-95 Managed Lanes Master Plan (Palm Beach)
Agencies/Municipalities
Palm Beach County TPA
Palm Beach County Public Works
City of Boca Raton
City of Boynton Beach
City of Delray Beach
City of Lake Worth
City of Palm Beach Gardens
City of Riviera Beach
City of West Palm Beach
Town of Cloud Lake
Town of Glen Ridge
Town of Jupiter
Town of Lake Clarke Shores
Town of Lantana
Town of Mangonia Park

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

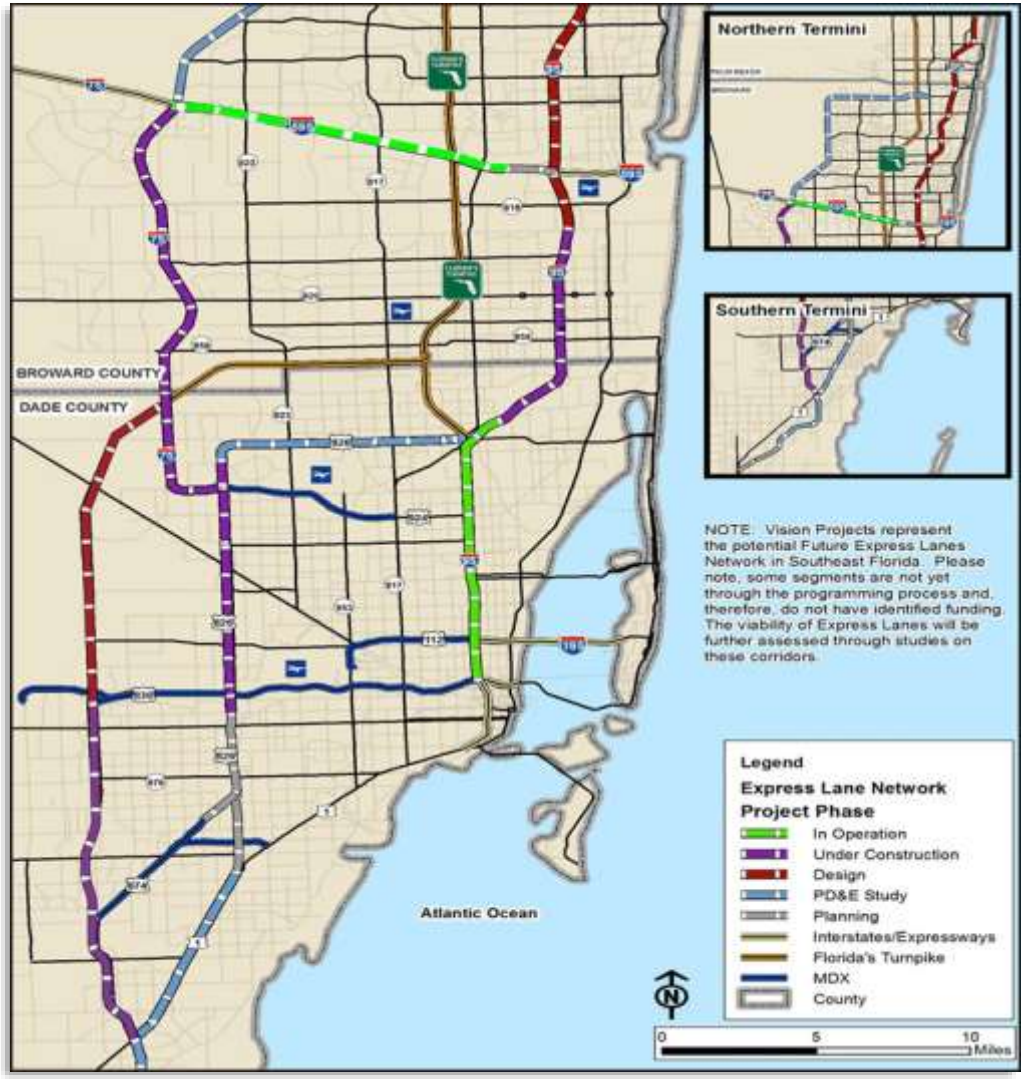
- **Phase 2** – Express lanes extended from GGI to just south of SR 842/Broward Blvd in Broward County.
  In Operation

- **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



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

SIS Objectives

Interregional Connectivity

Ensure the efficiency and reliability of multimodal transportation connectivity between Florida's economic regions and between Florida and other states and nations.

Intermodal Connectivity

Expand transportation choices and integrate modes for interregional trips.

Economic Development

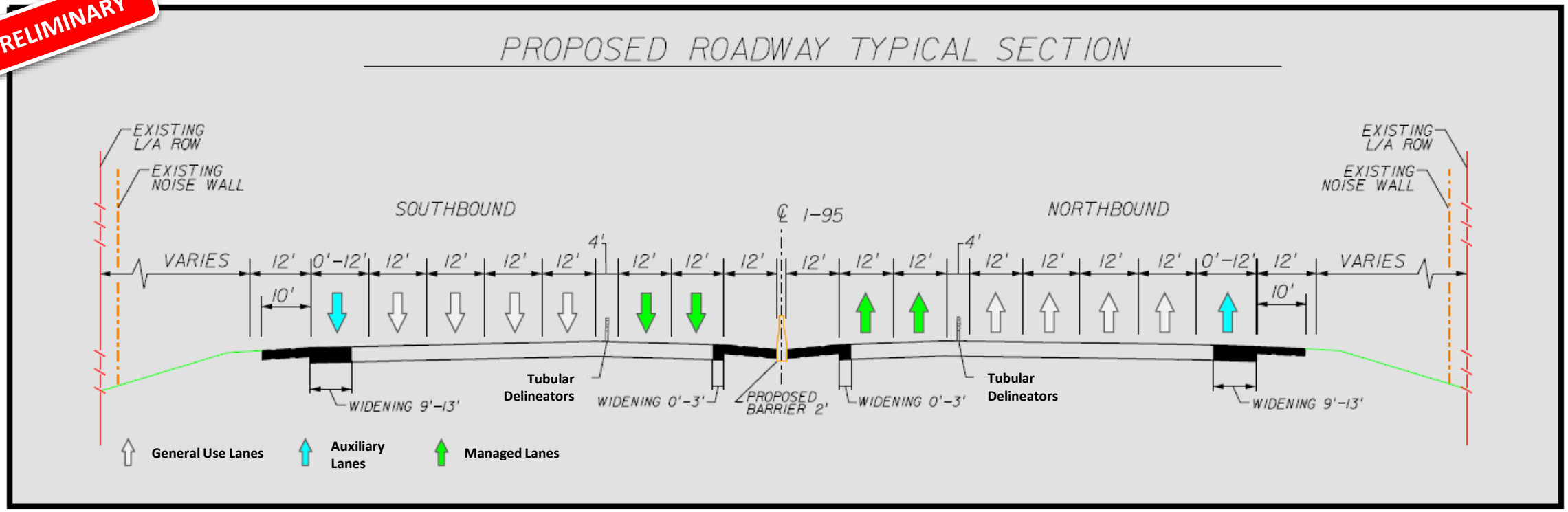
Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, business, and investment.

Source: FDOT SIS Policy Plan

Two Managed Lanes Concept

- Add a second managed lane while maintaining the existing number of general use lanes
- Separation treatment – Buffered separation with delineators

PRELIMINARY



Managed Lanes Benefits

The goal of managed lanes is to provide travel options and improve traffic flow in all lanes.

Benefits

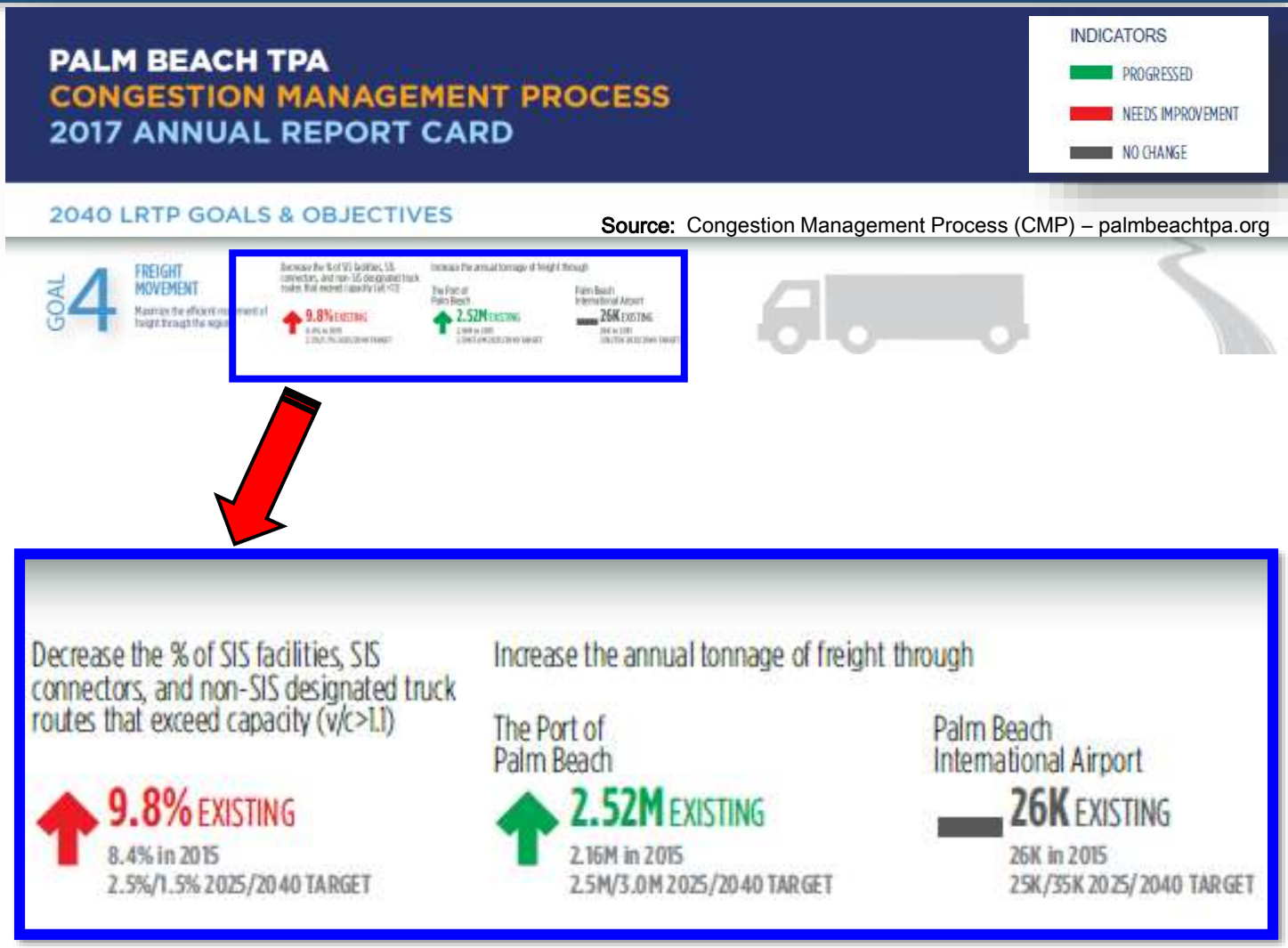
- Provide Customers with Travel Choices
- Offer a More Predictable Travel Time
- Deliver a Long-Term Solution to Manage Traffic Flow
- Reduce Fuel Consumption
- Decrease Air Pollution
- Support Transit Usage

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

Learn more about managed lanes in Florida at: http://floridaexpresslanes.com/

Traffic Forecasting

- 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



Source: Congestion Management Process (CMP) – palmbeachtpa.org

Level of Service Determination

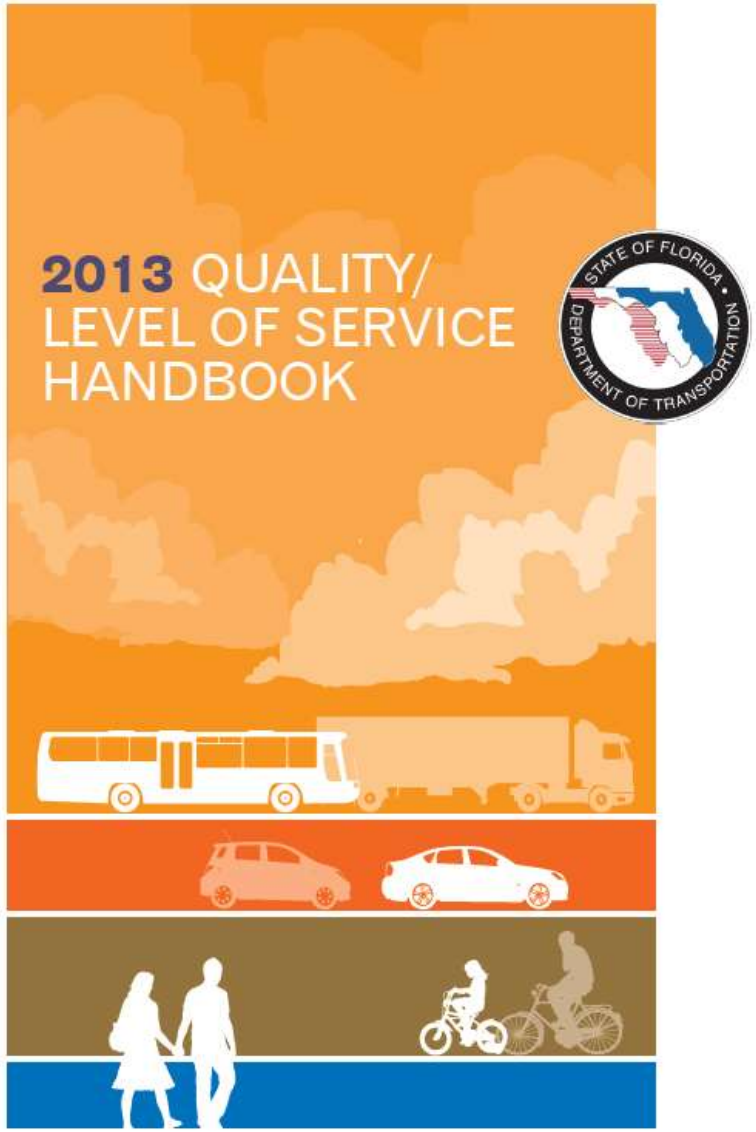
Level of Service (LOS) Definition

"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



I-95 Level of Service

2015 Existing Conditions

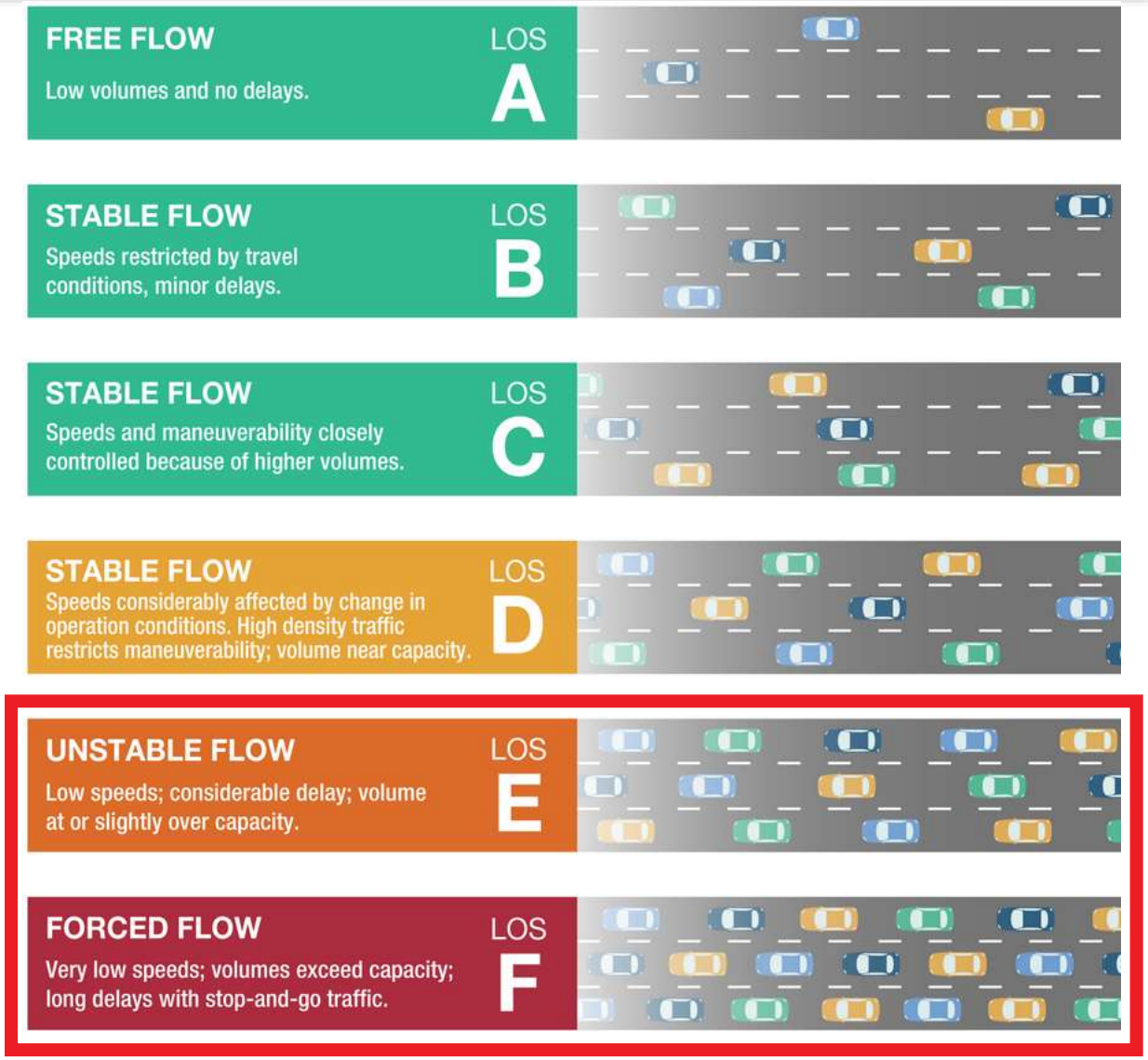
22% of the corridor is below LOS D in 2015

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



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

Other Considerations

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

Palm Beach
INTERNATIONAL AIRPORT

I-95 AT SOUTHERN BOULEVARD (SR 80)
Project Development and Environment Study

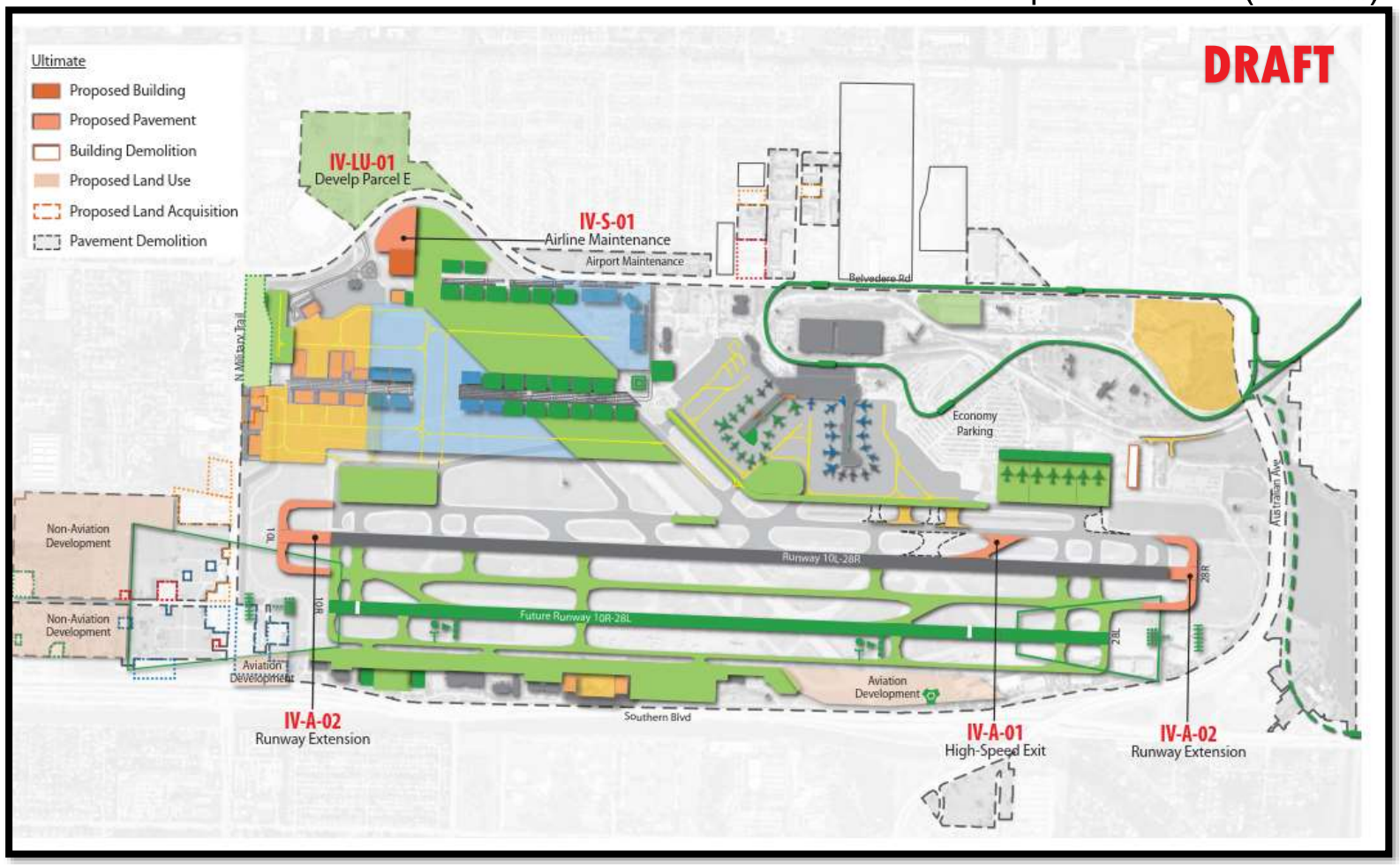
Palm Beach County, Florida
Financial Project ID No.: 435516-1-22-02
ETDM No.: 14183

Source: FDOT & Palm Beach International Airport

Palm Beach International (PBI) – Airport Layout Plan

- PBI Master Plan
  - 20 year vision for future development
- New Flight Paths
- Influences Design Decisions for SR 80/I-95 Interchange

Ultimate Implementation Plan (Post 2035)



Source: Palm Beach International Airport Master Plan Update (2018)

Preliminary Access Points

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.: C9O65

South Segment

PRELIMINARY

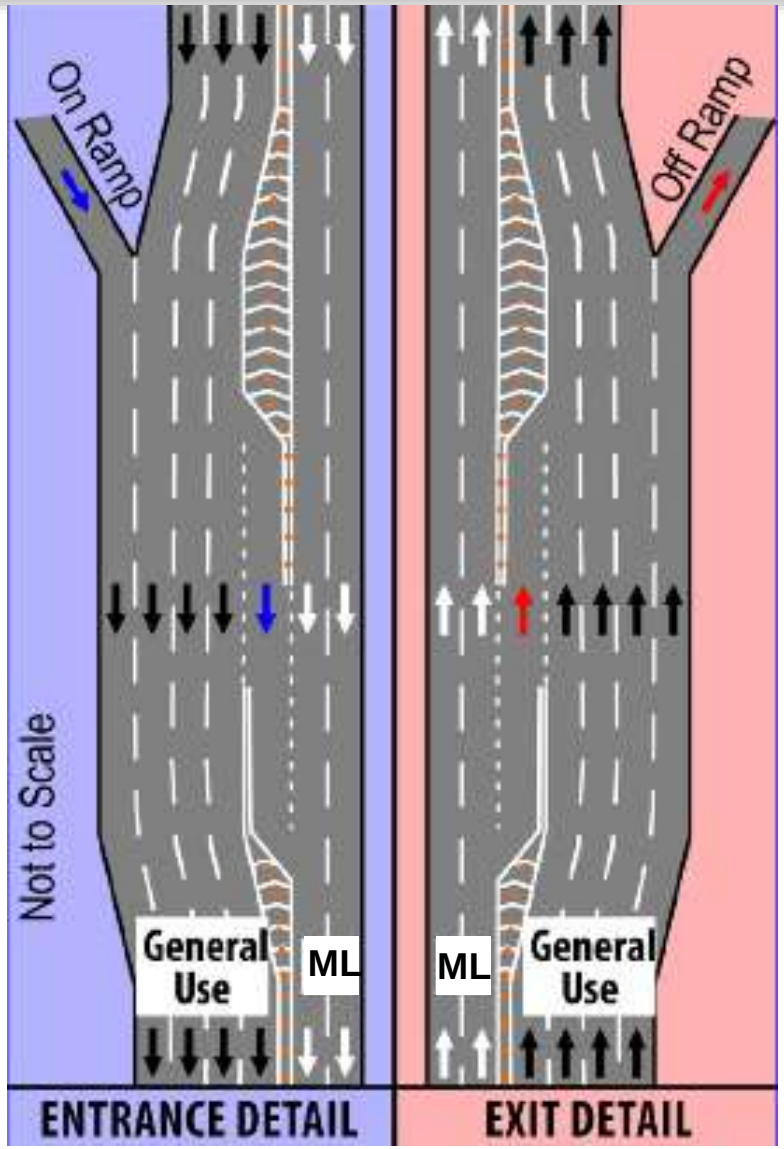
North Segment

PRELIMINARY

Informational Briefing

Managed Lanes Schematic

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.



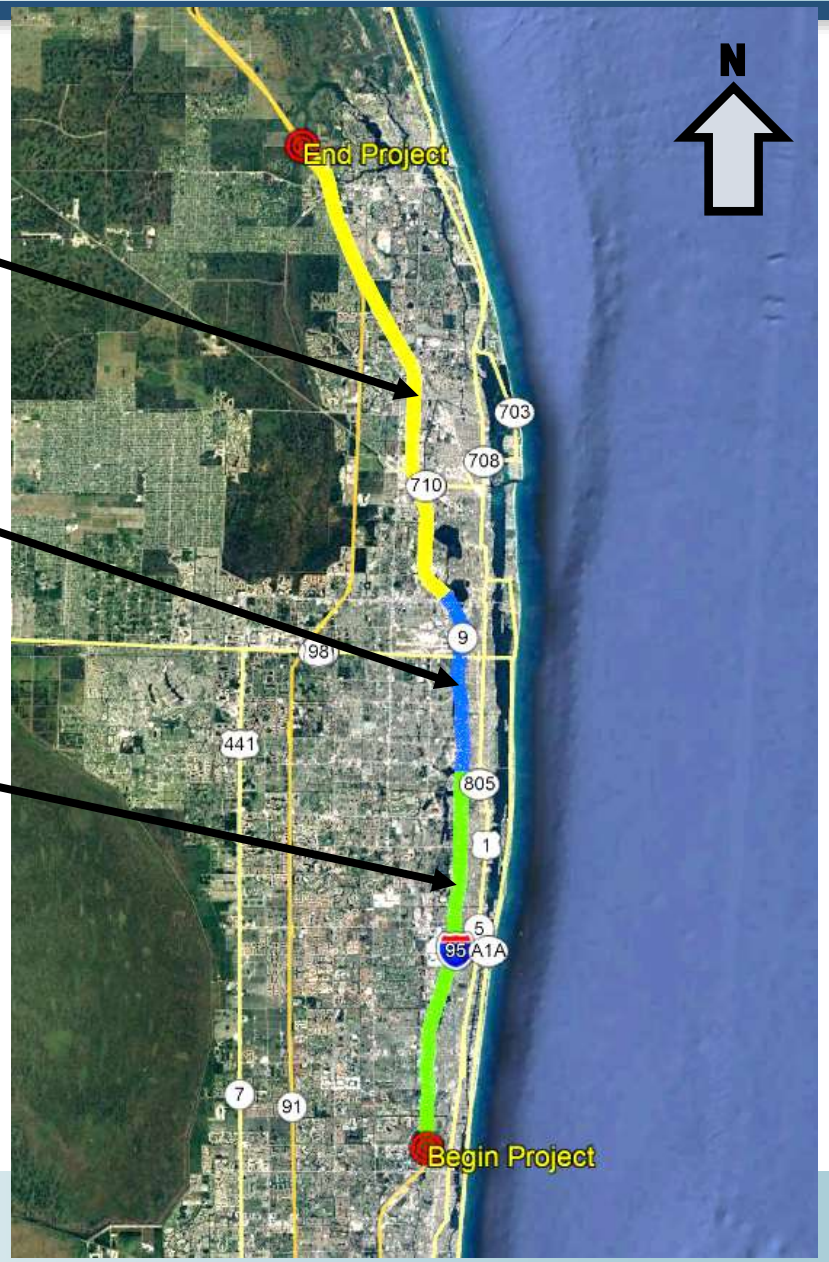
PD&E Studies Segmentation

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

Master Plan Schedule

Agency/Municipality Coordination

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

★ Current Milestone

Thank You

FOR MORE INFORMATION

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