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
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

Presentation Outline

- 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
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<th>I-95 Managed Lanes Master Plan (Palm Beach)</th>
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<td><strong>Agencies/Municipalities</strong></td>
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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
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
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/
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

AADT: Average Annual Daily Traffic

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

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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
- **PBI Master Plan**
  - 20 year vision for future development

- **New Flight Paths**

- **Influences Design Decisions for SR 80/I-95 Interchange**

*Source: Palm Beach International Airport Master Plan Update (2018)*
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.
Informational Briefing

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*
The document outlines the next steps for the I-95 Managed Lanes Master Plan, focusing on South of Linton Boulevard to Palm Beach/Martin County Line. The key points include:

1. **Finalize Traffic Forecasting & Analysis Memorandum**
2. **Coordinate with future/on-going interchange PD&E & Design projects**
3. **Continue Stakeholder Coordination**
   - Revisit Palm Beach Public Works
   - Revisit Municipalities
4. **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

Current Milestone
Informational Briefing
FOR MORE INFORMATION

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