

PRELIMINARY ALTERNATIVES EVALUATION MATRIX

BOYNTON BEACH BOULEVARD

I-95 at Boynton Beach Boulevard					
Evaluation Factors	No Build Alternative	TSM&O ¹	Recommended Alternative		
			Concept Development Alternative	Streamlined Concept Development Alternative	Single Point Urban Interchange (SPUI) Alternative
Engineering					
Meets Geometric Design Criteria	No	No	Yes	Some	Yes
Provides Current FDOT Standards for Bicycle Facilities	No	No	Yes	Yes	Yes
Provides Pedestrian Facilities	Yes	Yes	Yes	Yes	Yes
Improves Mobility	No	Some	Yes	Yes	Yes
Improves Traffic Operations	No	Some	Yes	Yes	Yes
Improves Safety	No	Some	Yes	Yes	Yes
Meets Purpose & Need	No	No	Yes	Yes	Yes
Physical Resource Impacts					
Residential Properties Impacted – Single Family	0	0	0	0	0
Residential Properties Impacted – Multifamily	0	0	1	1	1
Schools Impacted	0	0	1	1	1
Business Properties Impacted	0	0	21	14	14
Total Properties Impacted	0	0	23	16	16
Contamination Sites Impacted	0	0	1	0	0
Required Right of Way (Acres)	0	0	1.207	0.644	0.644
Cultural and Natural Resource Impacts					
Improves Air Quality	No	Some	Yes	Yes	Yes
Noise Receptors ²	53	N/A	N/A	61	N/A
Wetlands (acres)	0	0	0	0	0
Wildlife and Habitat	0	0	0	0	0
Previously Recorded Archaeological Sites	0	0	0	0	0
Previously Recorded Historic Structures	0	2	2	2	2
Parks / Recreation (Section 4f)	0	0	0	0	0
Socio-Economic Impacts					
Displacements - Residential	0	0	1	1	1
Displacements - Commercial	0	0	1	0	0
Operational Improvement					
Total Intersection Delay AM Peak Hour (minutes/vehicle)	10.75	8.47	4.88	4.79	4.35
Reduction in Delay from No-Build AM Peak Hour (percent)	-	21.3%	54.6%	55.5%	59.6%
Total Intersection Delay PM Peak Hour (minutes/vehicle)	8.80	7.27	6.27	4.70	4.40
Reduction in Delay from No-Build PM Peak Hour (percent)	-	17.4%	28.8%	46.6%	49.6%
Costs (\$-millions)					
Roadway Construction (LRE Cost)	N/A	N/A	\$32,914,899	\$20,377,866	\$47,478,774
Engineering/Design	N/A	N/A	\$3,291,490	\$2,037,787	\$4,747,877
CEI	N/A	N/A	\$4,937,235	\$3,056,680	\$7,121,816
Right-of-Way Acquisition	N/A	N/A	\$18,600,000	\$13,600,000	\$13,600,000
TOTAL COST	N/A	N/A	\$59,743,624	\$39,072,333	\$72,948,467

sec/veh – seconds per vehicle

1 Transportation Systems Management and Operations

2 Noise Impacts will be evaluated following the Alternatives Public Meeting

All public comments received will be considered during the PD&E Study

PRELIMINARY

GATEWAY BOULEVARD

I-95 at Gateway Boulevard					
Evaluation Factors	No Build Alternative	TSM&O ¹	Recommended Alternative		
			Concept Development Alternative	Streamlined Concept Development Alternative	Single Point Urban Interchange (SPUI) Alternative
Engineering					
Meets Geometric Design Criteria	No	No	Yes	Some	Some
Provides Current FDOT Standards for Bicycle Facilities	No	No	Yes	Yes	Yes
Provides Pedestrian Facilities	Yes	Yes	Yes	Yes	Yes
Improves Mobility	No	Some	Yes	Yes	Yes
Improves Traffic Operations	No	Some	Yes	Yes	Yes
Improves Safety	No	Some	Yes	Yes	Yes
Meets Purpose & Need	No	No	Yes	Yes	Yes
Physical Resource Impacts					
Residential Properties Impacted – Single Family	0	0	41	25	25
Residential Properties Impacted – Multifamily	0	0	1	1	1
Schools Impacted	0	0	0	0	0
Business Properties Impacted	0	0	11	7	7
Total Properties Impacted	0	0	53	33	33
Contamination Sites Impacted	0	0	5	3	3
Required Right of Way (Acres)	0	0	2.37	2.28	2.07
Cultural and Natural Resource Impacts					
Improves Air Quality	No	Some	Yes	Yes	Yes
Noise Receptors ²	58	N/A	N/A	N/A	71
Wetlands (acres)	0	0	0	0	0
Wildlife and Habitat	0	0	0	0	0
Previously Recorded Archaeological Sites	0	0	0	0	0
Previously Recorded Historic Structures	0	0	1	1	1
Parks / Recreation (Section 4f)	0	0	0	0	0
Socio-Economic Impacts					
Displacements - Residential	0	0	5	5	6
Displacements - Commercial	0	0	1	1	1
Operational Improvement					
Total Intersection Delay AM Peak Hour (minutes/vehicle)	9.44	8.43	3.68	4.08	3.26
Reduction in Delay from No-Build AM Peak Hour (percent)	-	10.7%	61.0%	56.8%	65.5%
Total Intersection Delay PM Peak Hour (minutes/vehicle)	8.09	7.20	3.04	3.40	2.84
Reduction in Delay from No-Build PM Peak Hour (percent)	-	11.0%	62.4%	58.0%	64.9%
Costs (\$-millions)					
Roadway Construction (LRE Cost)	N/A	N/A	\$19,946,597	\$18,109,969	\$20,545,855
Engineering/Design	N/A	N/A	\$1,994,660	\$1,810,997	\$2,054,586
CEI	N/A	N/A	\$2,991,990	\$2,716,495	\$3,081,878
Right-of-Way Acquisition	N/A	N/A	\$13,000,000	\$10,700,000	\$10,100,000
TOTAL COST	N/A	N/A	\$37,933,247	\$33,337,461	\$35,782,319

sec/veh – seconds per vehicle

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