Florida Department of Transportation

SR 9/1-95 at SR 804/Boynton Beach Boulevard Interchange and SR 9/1-95 at Gateway Boulevard Interchange
Project Development & Environment Study
Financial Project Identification Numbers: 435804-1-22-01 and 231932-1-22-01
ETDM Numbers: 14180 and 14181

WHY DO WE NEED THIS STUDY?

The Level of Service (LOS) at the interchange ramps during peak hours have deteriorated to LOS F under existing conditions. Many of the individual turning movements at the intersections (which include the approaches to SR 9/1-95) are expected to operate at a LOS F during peak periods due to future population growth. Without the proposed improvements, the intersections will continue to experience delays and queuing, and will operate below acceptable LOS standards. Interchange improvements are anticipated to help vehicles move more freely, and reduce the delays at the intersections and interchange ramps to avoid traffic back-ups and help improve safety. This is also a lack of bicycle and pedestrian facilities.

WHAT DOES LEVEL OF SERVICE (LOS) MEAN?

Level of service (LOS) is a quality measure describing operational conditions of roadway facilities. LOS classifications are designated from LOS A to LOS F, with LOS A representing the best operating conditions and LOS F representing the worst. Operational conditions considered in an LOS classification include speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Under the existing conditions, all of the intersections within the study area operate at a LOS E or better, with the exception of the SR 9/1-95 southbound ramp intersection at Gateway Boulevard. If no improvements are made by 2040, all of the Gateway Boulevard intersections (except the Quantum Village intersection) will continue to experience excessive delays and queuing, and will operate below acceptable LOS standards during peak periods. Improvements are anticipated to provide additional through lanes, turn lanes and lane assignment signs, to help reduce conflict points and occurrence of collisions at the SR 9/1-95 at the Gateway Boulevard interchange. There is also a lack of bicycle and pedestrian facilities.

PROJECT SCHEDULE

The study began in September 2015 and is anticipated to be completed in December 2017. What’s next?

- Finalize the initial alternatives screening
- Complete the environmental documents: Air and Noise, Endangered Species, Cultural Resources, Contamination Screening
- Continue to analyze selected viable alternatives
- Develop a recommended alternative based on a comparative evaluation and input from local officials, agencies, stakeholders and other interested persons
- Conduct a Public Hearing and present recommended alternatives and environmental documents
- Select a preferred alternative
- Submit documents to the Federal Highway Administration for Location Design Concept Acceptance

THANK YOU

Thank you for your participation in this public workshop. FDOT remains committed to working with all project stakeholders. Here are some ways you can submit written comments, or make a comment on the website:

- Complete a written comment form and drop it in the comment box provided at the public workshop.
- Mail or email your comments to the FDOT Project Manager, Thuc Le, at the address provided on Page 1.

YOU’RE INVITED TO AN ALTERNATIVES PUBLIC WORKSHOP

The Florida Department of Transportation (FDOT), District Four, is holding an Alternatives Public Workshop for the Project Development and Environment (PD&E) Study for SR 9/1-95 at the SR 804/Boynton Beach Boulevard Interchange and SR 9/1-95 at the Gateway Boulevard Interchange.

Date: Thursday, July 28, 2016
Time: 5:30 p.m. to 7:30 p.m.
Location: The Inn at Boynton Beach
480 West Boynton Beach Boulevard
Boynton Beach, Florida 33435

The purpose of this meeting is to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives the Department has developed at this point in the study.

The Alternatives Workshop will begin as an open house at 5:30 p.m. with a short presentation at 6 p.m., followed by a question and answer period.

CONTACT US

We encourage you to take an active part in this PD&E Study. You may contact the FDOT Project Manager for more information:

Thuc H. Le, P.E.
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Phone: 954-777-4552
Toll free: 1-866-336-8435 ext. 4552
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Review project information and sign up to be added to the mailing list on our website at www.95GatewayBoynton.com, or connect with us on Twitter, Facebook, or YouTube.

Visit our website at: www.95GatewayBoynton.com

WHY IS A PD&E STUDY NEEDED?

A PD&E Study is the process followed by FDOT to evaluate social, economic and environmental impacts associated with a planned transportation improvement project. The process, mandated by the National Environmental Policy Act (NEPA), is a combined effort by professional engineers, planners, environmental scientists and others who analyze the project related information to develop the best alternative for a community’s transportation needs.

At the beginning of the Alternatives Analysis, the FDOT developed a number of different alternatives for each interchange, which were called the Tier I Concept Alternatives. These alternatives were then evaluated using criteria such as design standards, potential community and environmental impacts, and costs. Alternatives with the most impacts have been deemed non-feasible and have been removed from the study. The three remaining alternatives (Tier II Concept Alternatives) are being further evaluated to determine the best option for transportation improvements, which will be submitted to the Federal Highway Administration for approval at the end of the study.

Visit our website at: www.95GatewayBoynton.com
The study area is located in eastern Palm Beach County within the City of Boynton Beach. At SR 804/Boynton Beach Boulevard, the study area extends from SW 8th Street/Old Boynton Road to east of Seacrest Boulevard. At Gateway Boulevard, the study area extends from west of NW 7th Street to east of Seacrest Boulevard. The purpose of the study is to enhance overall traffic operations and improve safety at the existing interchanges to accommodate projected travel demand.

Public Notice:
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, free of charge, should contact Thuc Le, P.E., FDOT Project Manager by phone at 954-777-4552, or toll free at 1-866-336-8435, ext. 4552, or by email at thuc.le@dot.state.fl.us at least seven days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (voice).

ALTERNATIVES

No Build
- No improvements to existing conditions or infrastructure.

Transportation Systems Management and Operations (TSM&O)
- No capacity improvements
- Utilizes existing infrastructure and roadway geometry
- Efficient use of existing system through:
  - Signal timing optimization
  - Coordinated signal systems
  - Optimizing splits and offsets for signals

TSM&O Alternative alone cannot provide the required Level of Service (LOS) and intersection operational improvements to serve future traffic needs.

Boynton Beach Boulevard – Build Alternatives
Alternative 1: Concept Development Alternative (CDA) - Developed as part of the I-95 Master Plan
Alternative 2: Streamlined CDA – enhancements or modifications to the CDA
Alternative 3: Single Point Urban Interchange (SPUI) – Consolidates two ramp terminal signals into a single intersection

Gateway Boulevard – Build Alternatives
Alternative 1: Concept Development Alternative (CDA) - Developed as part of the I-95 Master Plan
Alternative 2: Streamlined CDA – enhancements or modifications to the CDA
Alternative 3: Single Point Urban Interchange (SPUI) – Consolidates two ramp terminal signals into a single intersection

PEDESTRIAN AND BICYCLE IMPROVEMENTS UNDER DISCUSSION

Potential pedestrian and bicycle improvements are being considered and are under review at both interchanges. They include:
- Enhanced pedestrian crosswalks at all crossings
- Improved pedestrian signage at crosswalk locations
- Lighting improvements such as Rectangular Rapid Flash Beacons (RRFB) or High Intensity Activated Crosswalk (HAWK) Beacons
- 7-foot bike lanes separated from the traffic by a buffer

RECTANGULAR RAPID FLASH BEACONS
Rectangular Rapid Flash Beacons (RRFB) are flashing warning lights that are push-button activated by a pedestrian or activated by a pedestrian detection system as a person walks by. They are typically used at unsignalized intersections or mid-block crosswalks.
- RRFBs use an irregular flash pattern that is similar to emergency flashers on police vehicles
- RRFBs may be installed on either two-lane or multi-lane roadways

HIGH INTENSITY ACTIVATED CROSSWALKS (HAWK)
High Intensity Activated Crosswalks (HAWK) use an illuminated traffic control device to stop road traffic and allow pedestrians to cross safely. The beacon, mounted above or beside the road, consists of two red lenses above a single yellow lens.

The HAWK beacon is not illuminated until it is activated by a pedestrian. A pedestrian signal then indicates it is safe for pedestrian to cross while traffic is stopped.

ESPÁÑOL
Si necesita servicios de traducción en español (gratis), póngase en contacto con el administrador de proyecto de FDOT, Thuc Le, P.E., por teléfono (954) 777-4552, llame gratis al (866) 336-8435, ext. 4552, o por correo electrónico a thuc.le@dot.state.fl.us.

PANÝYL
Si wëzên tradiksiyon an Panyôl (gratis), tanpir kontakke Thuc Le, P.E., Manadjëw pwojë a nan FDOT, telefon li se (954) 777-4552, telefon gratis (866) 336-8435, estansyon 4552, oubyen voye imel ba li nan adrès imel li thuc.le@dot.state.fl.us.