

**PROJECT SCHEDULE**

Phase	RECOMMENDED ALTERNATIVES	
	Boynton Beach Boulevard	Gateway Boulevard
PD&E Study	2015 - 2017	2015 - 2017
Design	2017 - 2020	2017 - 2020
Right of Way	>2020	>2020
Construction	>2020	>2020
PRELIMINARY COST ESTIMATES (in millions)		
Design	\$5,150,000	\$6,000,000
Right of Way	\$19,283,602	\$11,002,320
Construction	\$32,137,440	\$40,515,317

**THANK YOU**

Thank you for your participation in this Public Hearing. The FDOT remains committed to working with all project stakeholders. There are many ways you can provide your comments.

- ◆ Fill out a speaker card and make a verbal statement during the comments portion of the presentation.
- ◆ Make a verbal statement to the court reporter to be included in the transcript for this Public Hearing.
- ◆ Complete a written comment form and drop it in the comment box provided at the Public Hearing.
- ◆ Mail or email your comments to the FDOT Project Manager, Thuc Le, at the address provided below.

All exhibits or statements postmarked on or before September 8, 2017, will become part of the Public Hearing record.

**CONTACT INFORMATION**

You may contact the FDOT Project Manager for more information:

Thuc H. Le, P.E.  
 Florida Department of Transportation, District Four  
 3400 West Commercial Boulevard  
 Fort Lauderdale, Florida 33309  
 Phone: 954-777-4552  
 Toll free: 1-866-336-8435 ext. 4552  
 Email: [thuc.le@dot.state.fl.us](mailto:thuc.le@dot.state.fl.us)

**ESPAÑOL**

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](mailto:thuc.le@dot.state.fl.us).

**PANYÒL**

Si w bezwen tradiksyon an Panyòl (gratis), tanpri kontakte Thuc Le, P.E., Manadjè pwojè a nan FDOT, telefòn li se (954) 777-4552, telefòn gratis (866) 336-8435, estansyon 4552, oubyen voye imel ba li nan adrès imel li [thuc.le@dot.state.fl.us](mailto:thuc.le@dot.state.fl.us).

**WELCOME**

The Florida Department of Transportation (FDOT) would like to welcome you to the Public Hearing for I-95 at Boynton Beach and Gateway Boulevards PD&E Study.

**PROJECT PURPOSE**

The purpose of this project is to enhance overall traffic operations at the existing interchanges of I-95 at Boynton Beach Boulevard and Gateway Boulevard, by providing improvements to achieve acceptable traffic levels in the future, within the study limits.

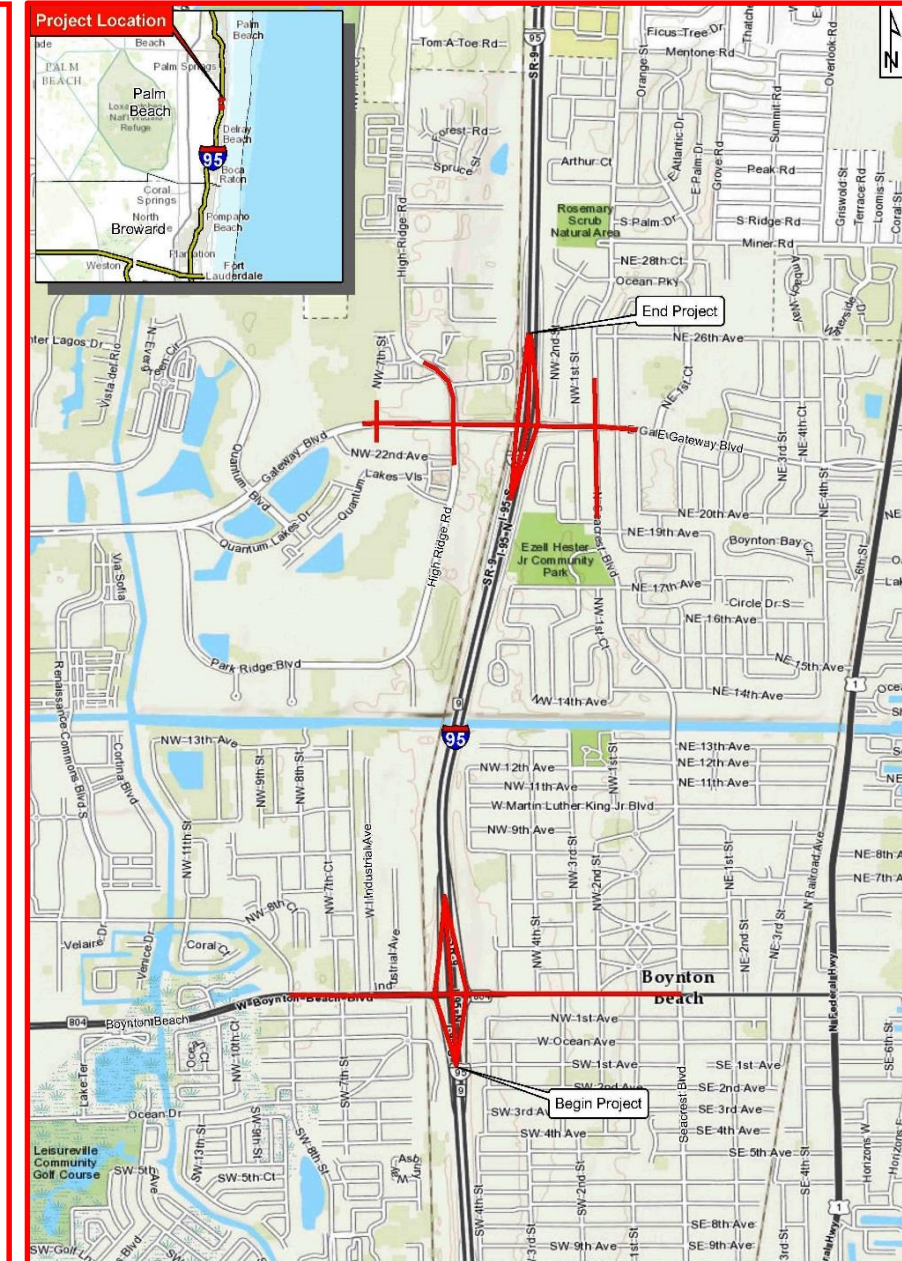
**PROJECT NEED**

**SR 9/I-95 at SR-804/Boynton Beach Boulevard Interchange**

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/I-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. The is also a lack of bicycle and pedestrian facilities.

**SR 9/I-95 at Gateway Boulevard Interchange**

Under the existing conditions, all of the intersections within the study area operate at an acceptable level of service (LOS), with the exception of the SR 9/I-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/I-95 at the Gateway Boulevard Interchange. There is also a lack of bicycle and pedestrian facilities.



*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.*

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.*



**Boynton Beach Boulevard – Streamlined Concept Development Alternative**



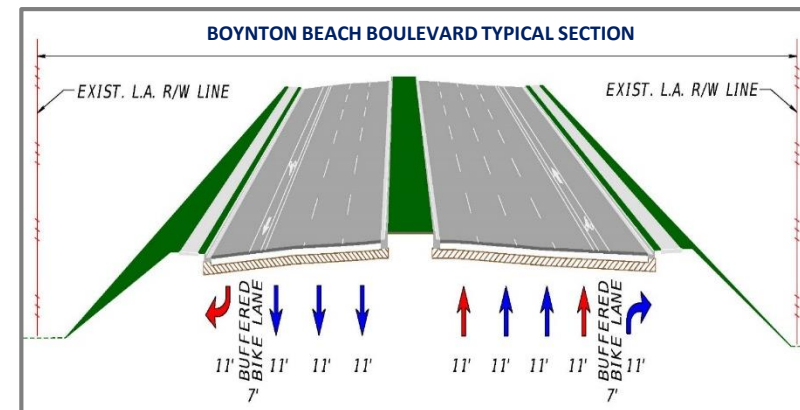
**Gateway Boulevard – Single Point Urban Interchange**

**RECOMMENDED ALTERNATIVES**

Following the July 28, 2016 Alternatives Public Workshop, a meeting was held with the FDOT to discuss the comprehensive resources evaluation, transportation and traffic studies, costs, and input from the public, local and state officials; and to select a recommended alternative for each interchange. The recommended alternative for each interchange was chosen by FDOT on January 26, 2017. Alternative 2, the Streamlined Concept Development Alternative (CDA), was chosen for the SR 804/Boynton Beach Boulevard Interchange and Alternative 3, Single Point Urban Interchange (SPUI), was chosen for the Gateway Boulevard Interchange.

**Recommended Alternative 2 - Streamlined Concept Development Alternative**

This build alternative enhances Alternative 1 (the CDA Alternative) and avoids reconstruction of the SR 804/Boynton Beach Boulevard bridges over the South Florida Rail Corridor and SR 9/I-95. This alternative includes through-lane and turn-lane additions, a closed median between 7th Street and Old Boynton Road, additional SR 9/I-95 southbound and northbound ramp turn lanes, and continuous flow channelized eastbound right-turn and westbound left-turn lanes.

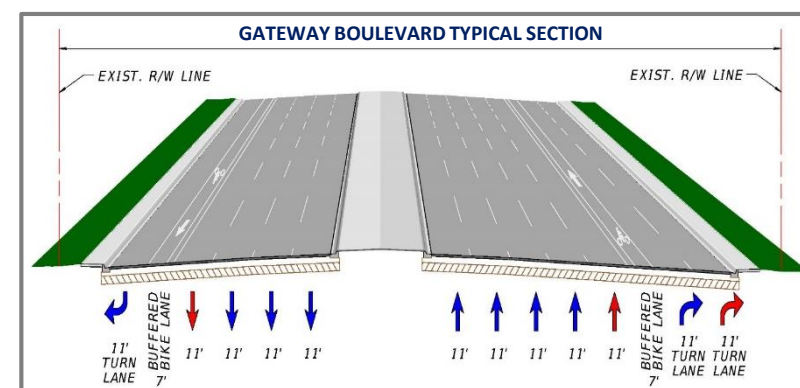


**Eastbound SR 804/Boynton Beach Boulevard Typical Section approaching SR 9/I-95**

This typical section varies throughout the project area based on the associated improvements (right of way width varies from 80 feet to 250 feet). Additional travel and turn lanes (red arrows in the illustration to the left) and a buffered bike lane are provided.

**Recommended Alternative 3, Single Point Urban Interchange**

This build alternative proposed the construction of a new SPUI at the SR 9/I-95 Gateway Boulevard Interchanges. A SPUI combines turning movements at the northbound and southbound exit ramps to operate under a single traffic-control device, resulting in a high capacity interchange. Included are Alternative 2 improvements along Gateway Boulevard and the SR 9/I-95 interchange ramps.



**Eastbound Gateway Boulevard Typical Section approaching SR 9/I-95**

This typical section varies throughout the project area based on the associated improvements (right of way width varies from 280 feet to 320 feet). Additional travel and turn lanes (red arrows in the illustration to the left) and a buffered bike lane are provided.