



PD&E Services for SR 9/I-95
from South of Woolbright Road to North of Woolbright Road

FPID No.: 437279-1-22-02 | ETDM No.: 14341

Alternatives Public Workshop – Virtual Open House

Available July 20, 2020 through July 31, 2020



Title VI

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either:

District Four

Florida Department of Transportation

District Four Title VI Coordinator
Sharon Singh Hagyan
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
(954) 777 4190
Toll Free at (866) 336-8435, Ext. 4190
Sharon.SinghHagyan@dot.state.fl.us

Tallahassee Office

Florida Department of Transportation

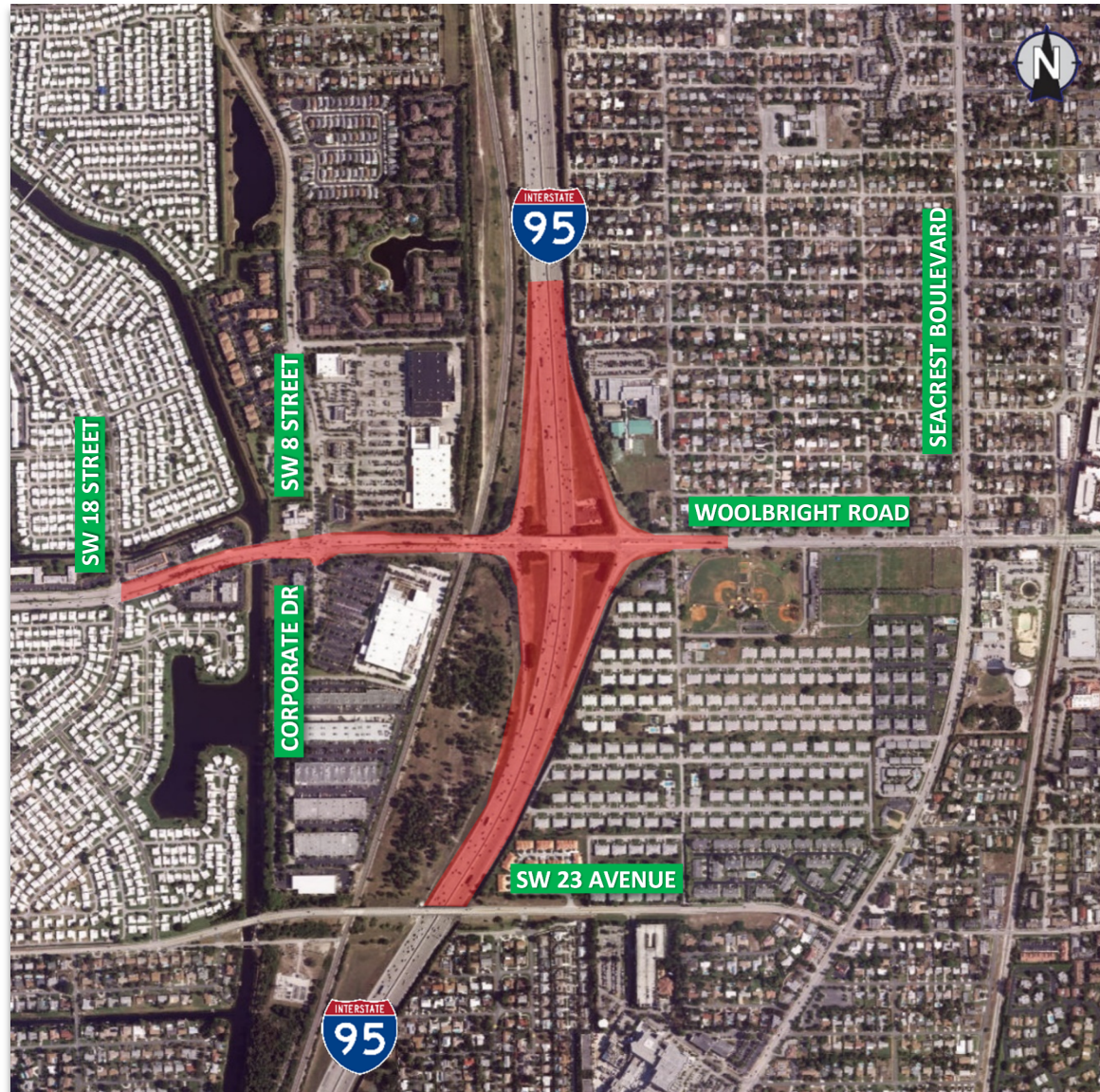
State Title VI Coordinator
Jacqueline Paramore
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, Florida 33309-3421
(850) 414 4753
Jacqueline.paramore@dot.state.fl.us

Federal-State Partnership

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 FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration (FHWA) and FDOT.

Project Location

- SR 9/I-95 Interchange at Woolbright Road
- Palm Beach County, Florida
 - City of Boynton Beach
- SR 9/I-95
 - 10 Lanes divided Interstate
 - Strategic Intermodal System (SIS)
 - Posted Speed Limit: 65 MPH
 - Adjacent Interchanges:
 - Boynton Beach Boulevard – 1.0 Miles North
 - Atlantic Avenue – 3.8 Miles South
- Woolbright Road
 - Six Lanes divided west of I-95
 - Five Lanes with a two-way left turn lane east of I-95
 - Urban Minor Arterial
 - Posted Speed Limit: 40 MPH
- SFRC/CSX Railway parallel to I-95 (Tri-Rail)



Purpose and Need

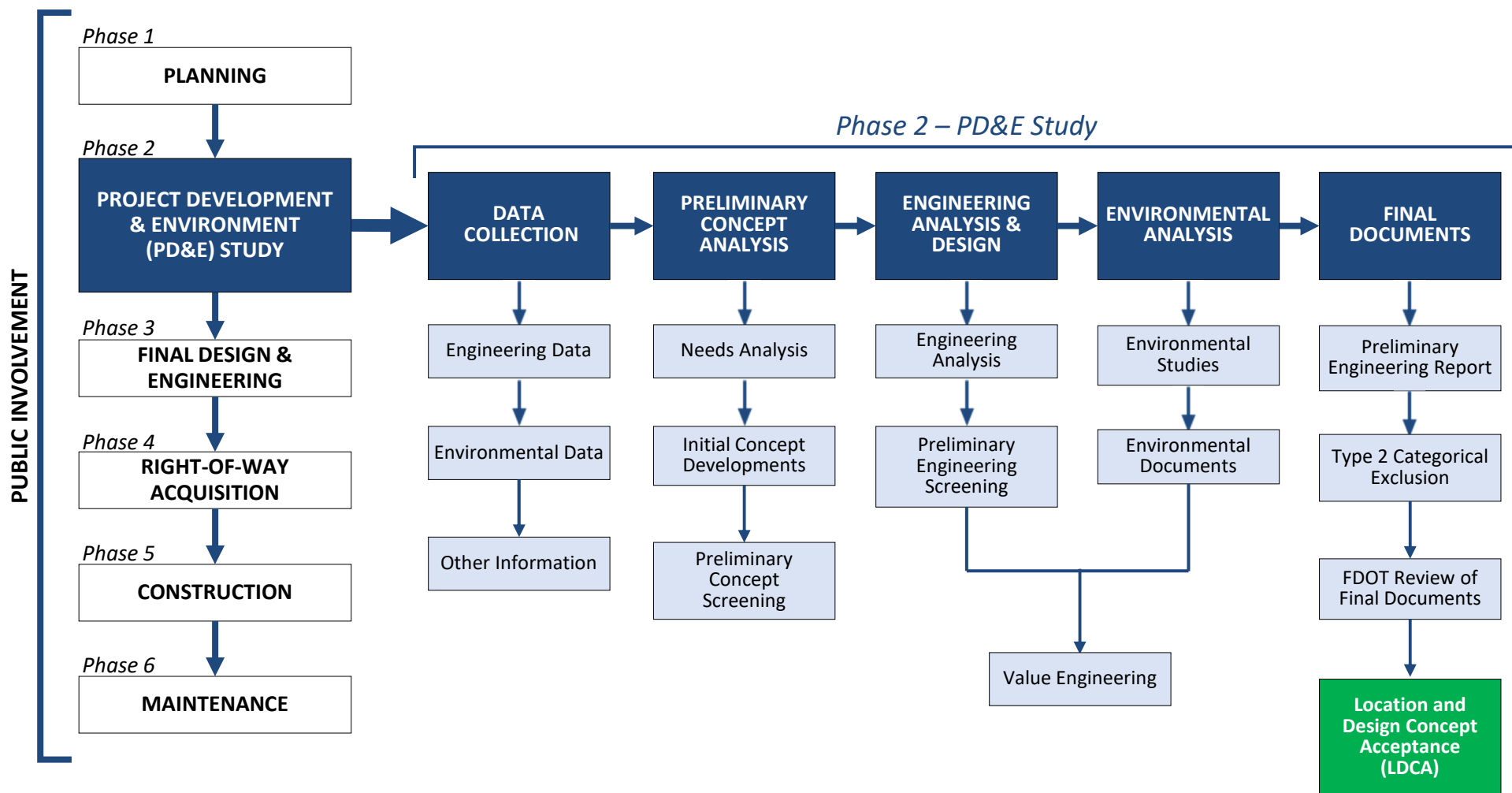
Project Purpose: The purpose of the study is to address traffic spillback onto I-95, reduce congestion on I-95 and Woolbright Road, improve interchange operations, and improve safety at the I-95 and Woolbright Road interchange through the 2045 design year horizon.

Need:

- System Linkage
- Capacity
- Transportation Demand
- Modal Interrelationships
- Safety



PD&E Study Process

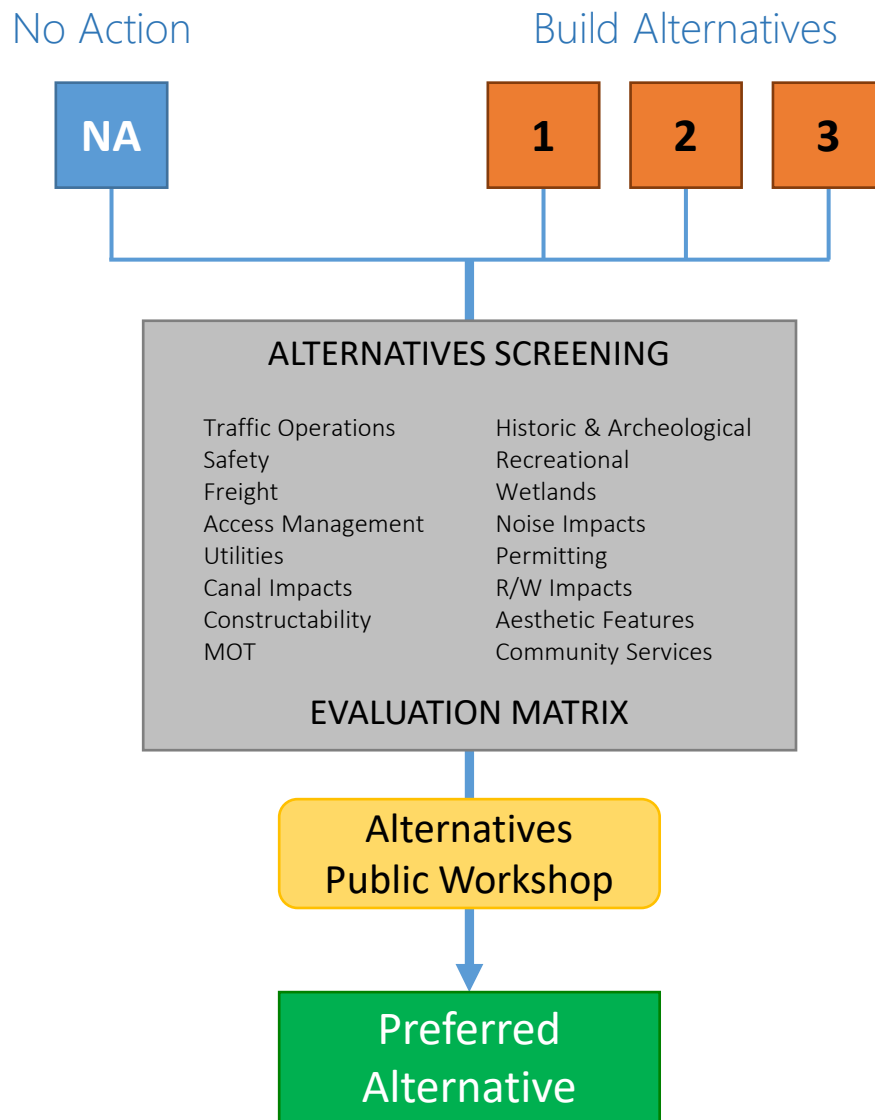


Alternatives to be Considered

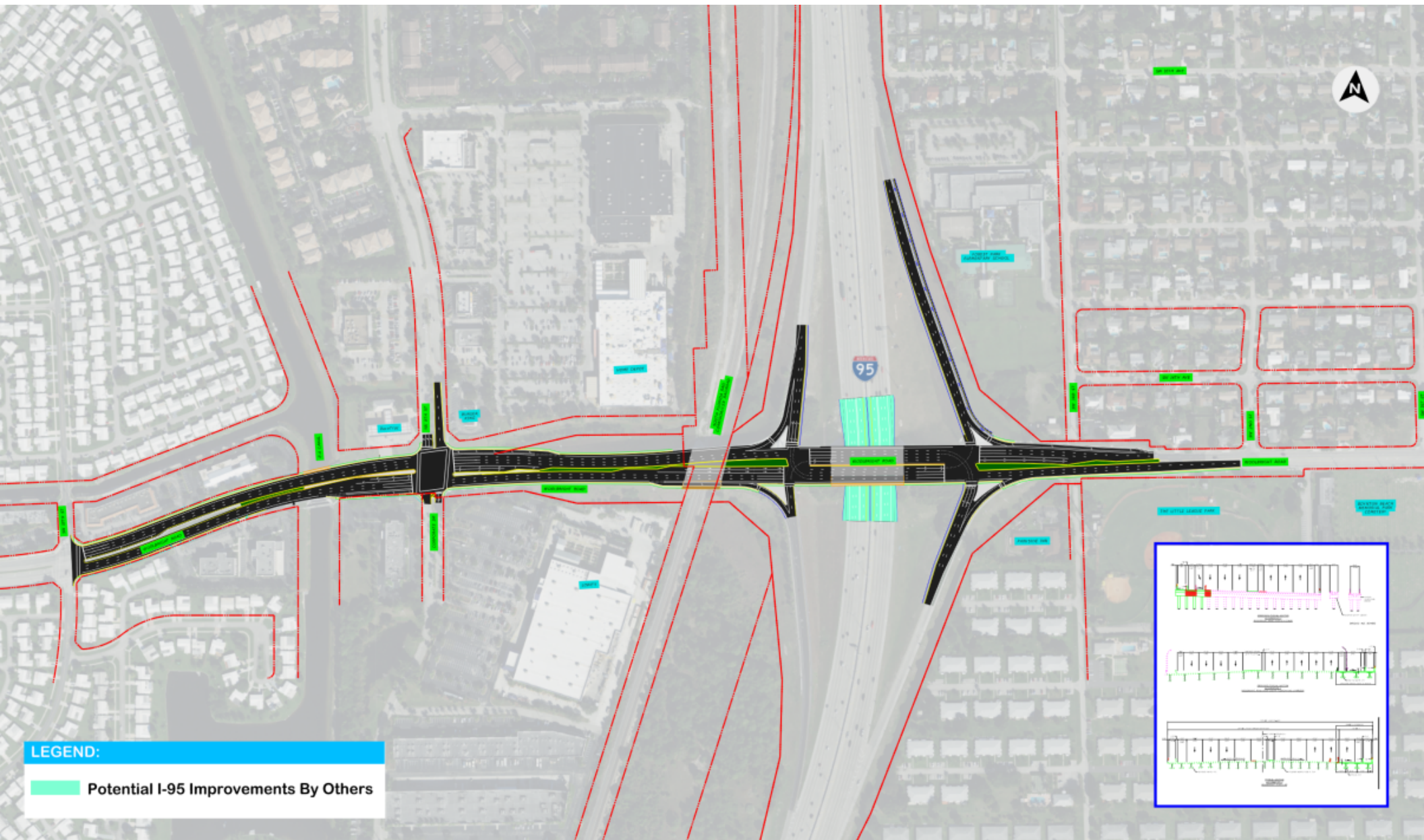
Alternatives Development and Evaluation

- Based on project need and design standards, develop conceptual alternatives:
 - No-Build
 - Build Alternatives
- Meet Purpose and Need
- Build Alternative Analysis
 - Engineering Impacts
 - Environmental Impacts
- Evaluation Matrix
- Refine Alternatives

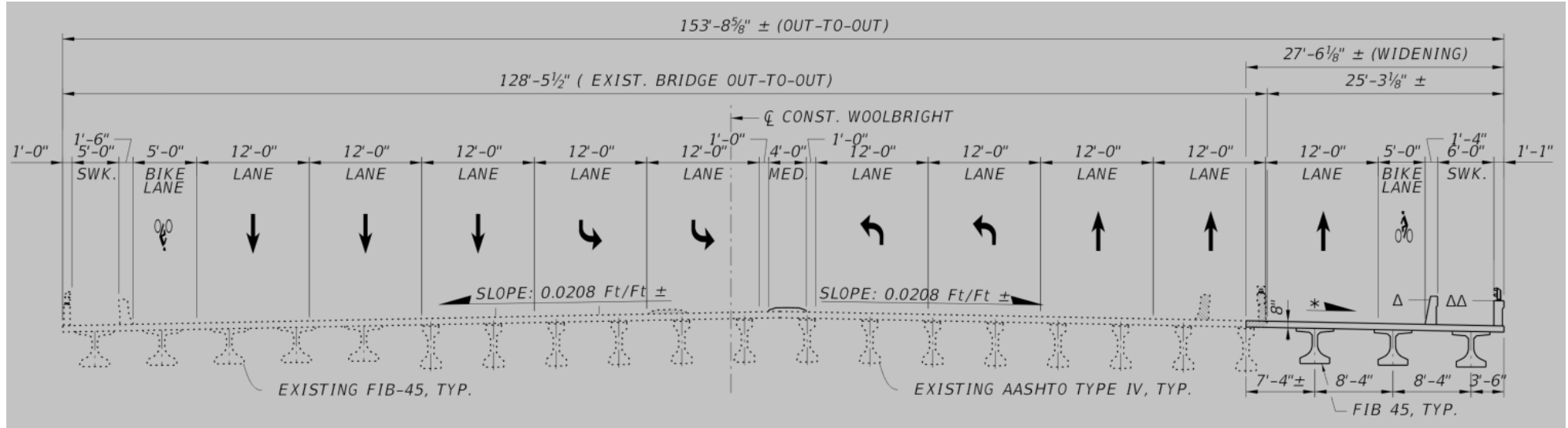
Alternatives Evaluation Process



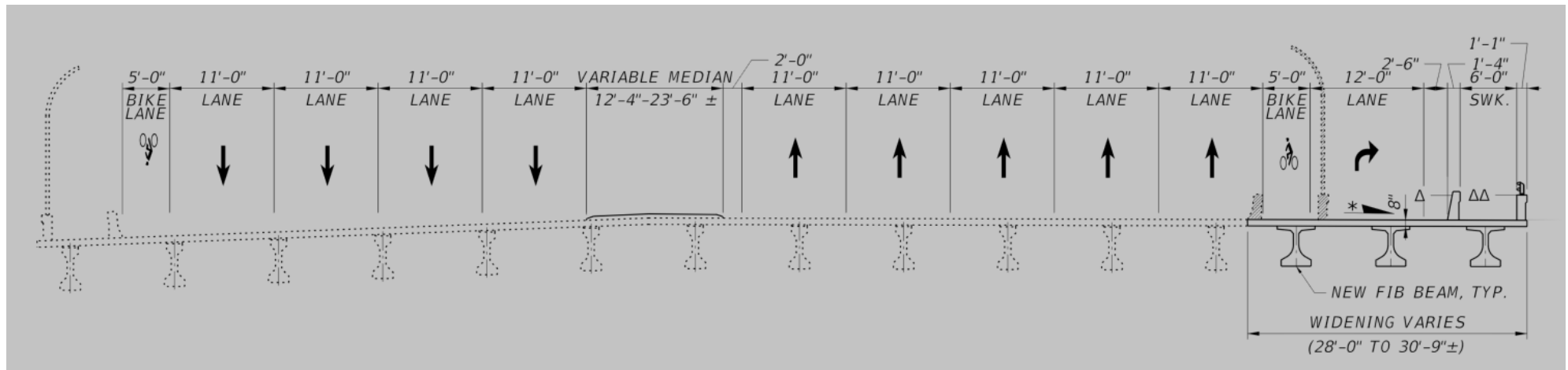
Alternative 1 | Tight Diamond Interchange (TDI)



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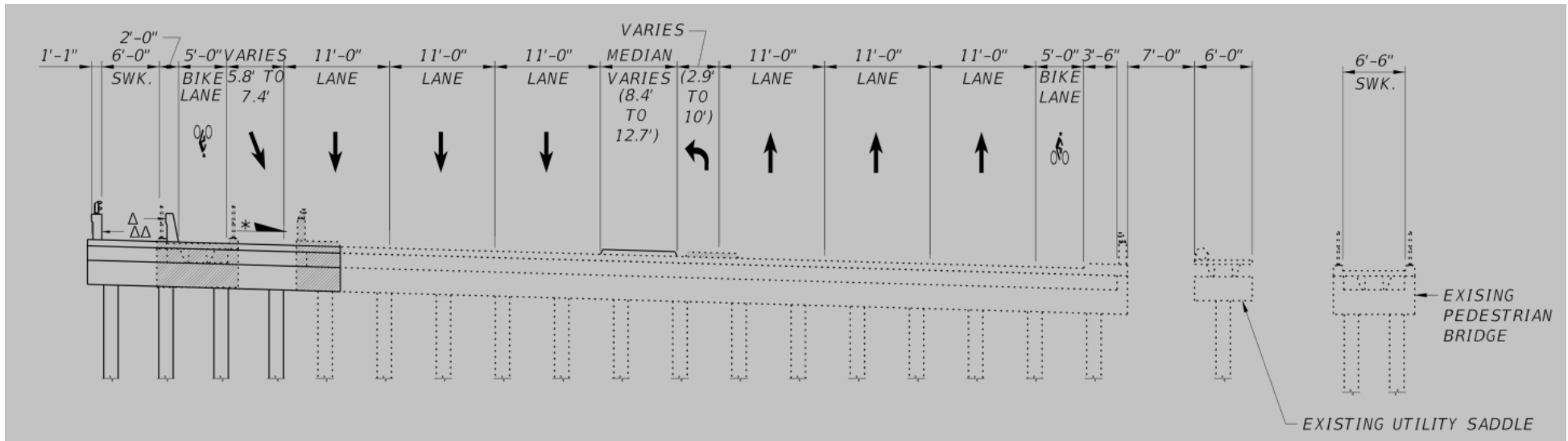


Woolbright Road over I-95



Woolbright Road over SFRC

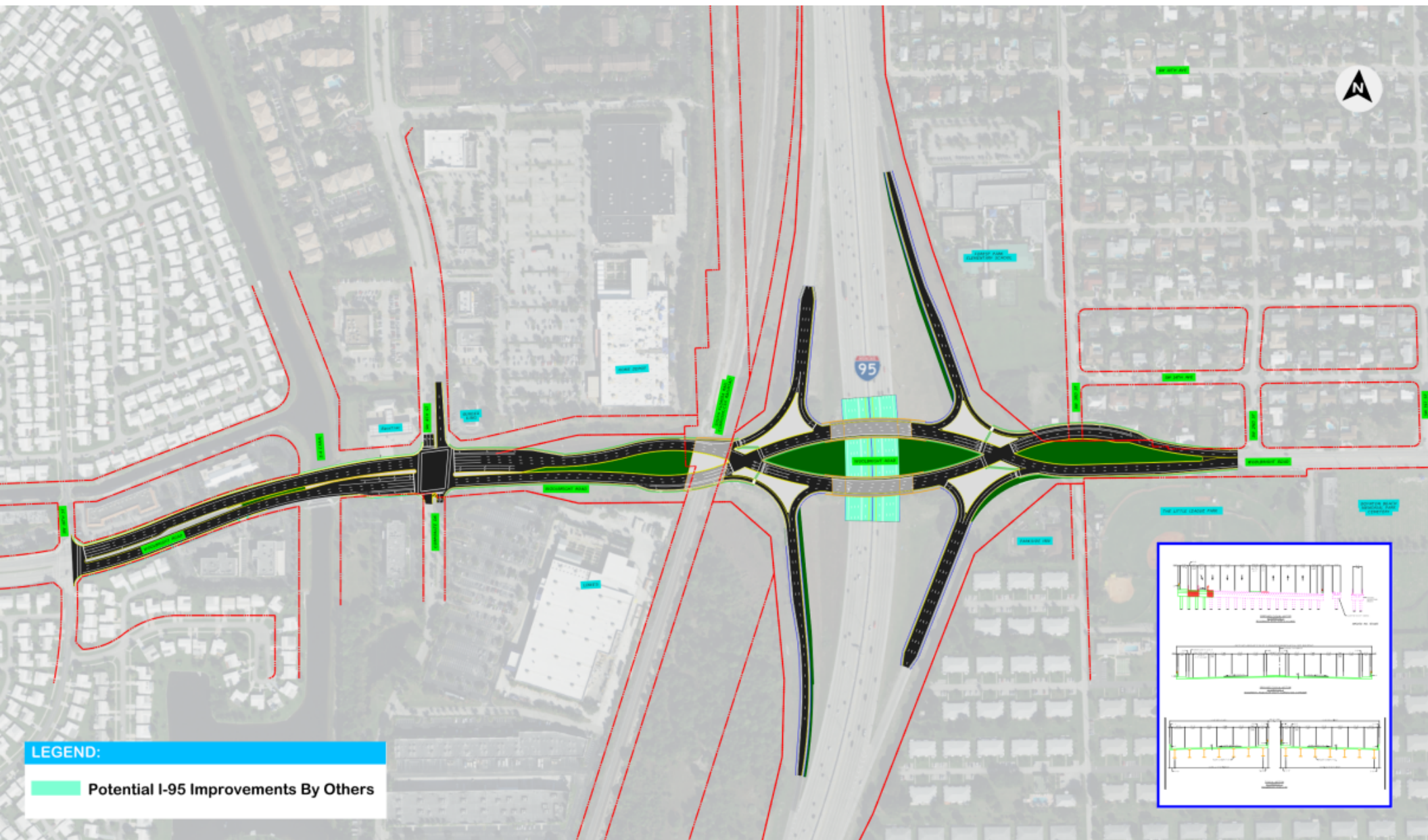
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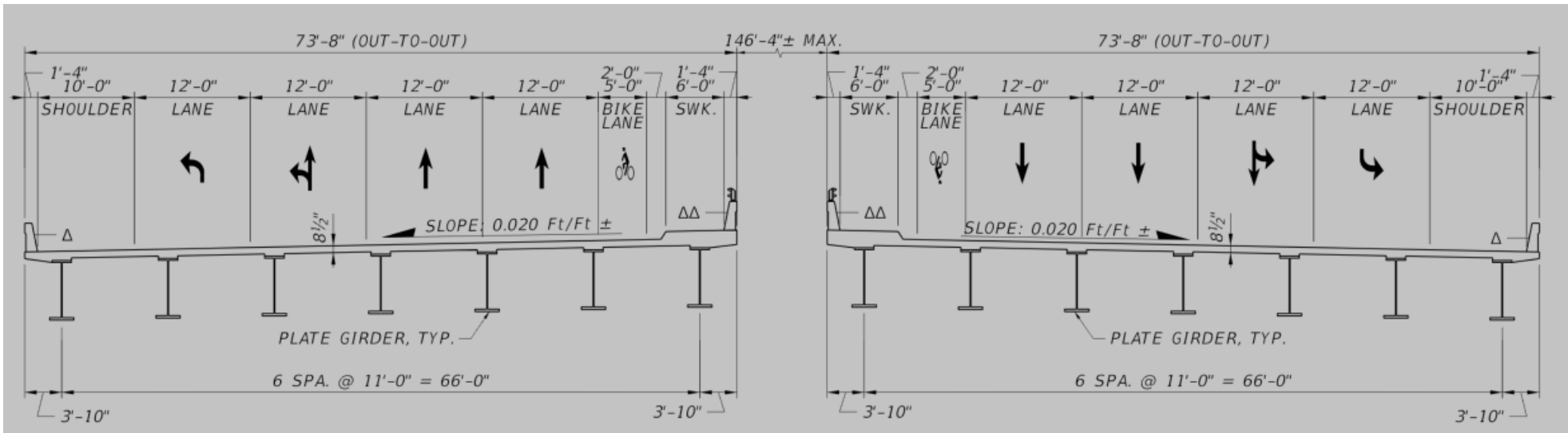
Woolbright Road over E-4 Canal

These improvements along Woolbright Road over the E-4 Canal apply to all Build Alternatives.

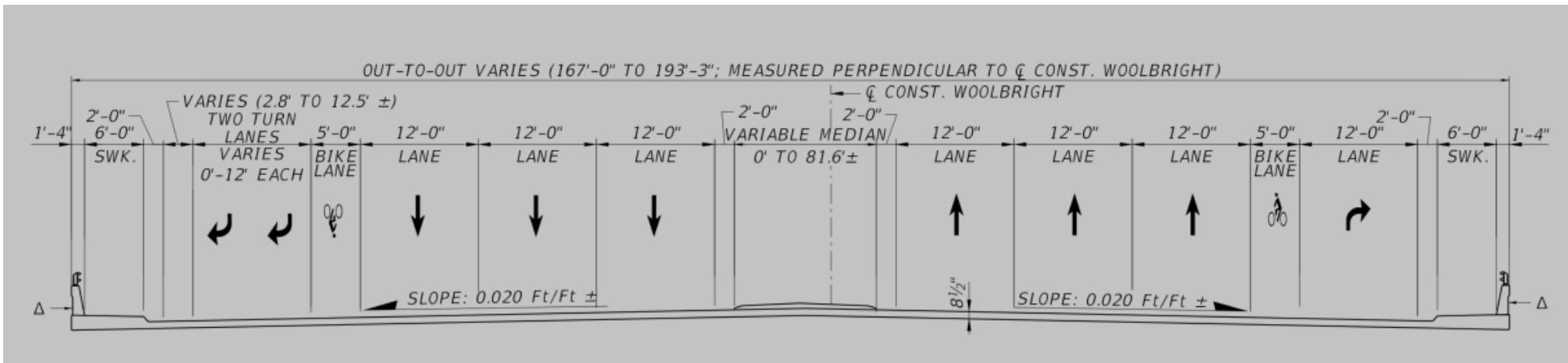
Alternative 2 | Diverging Diamond Interchange (DDI)



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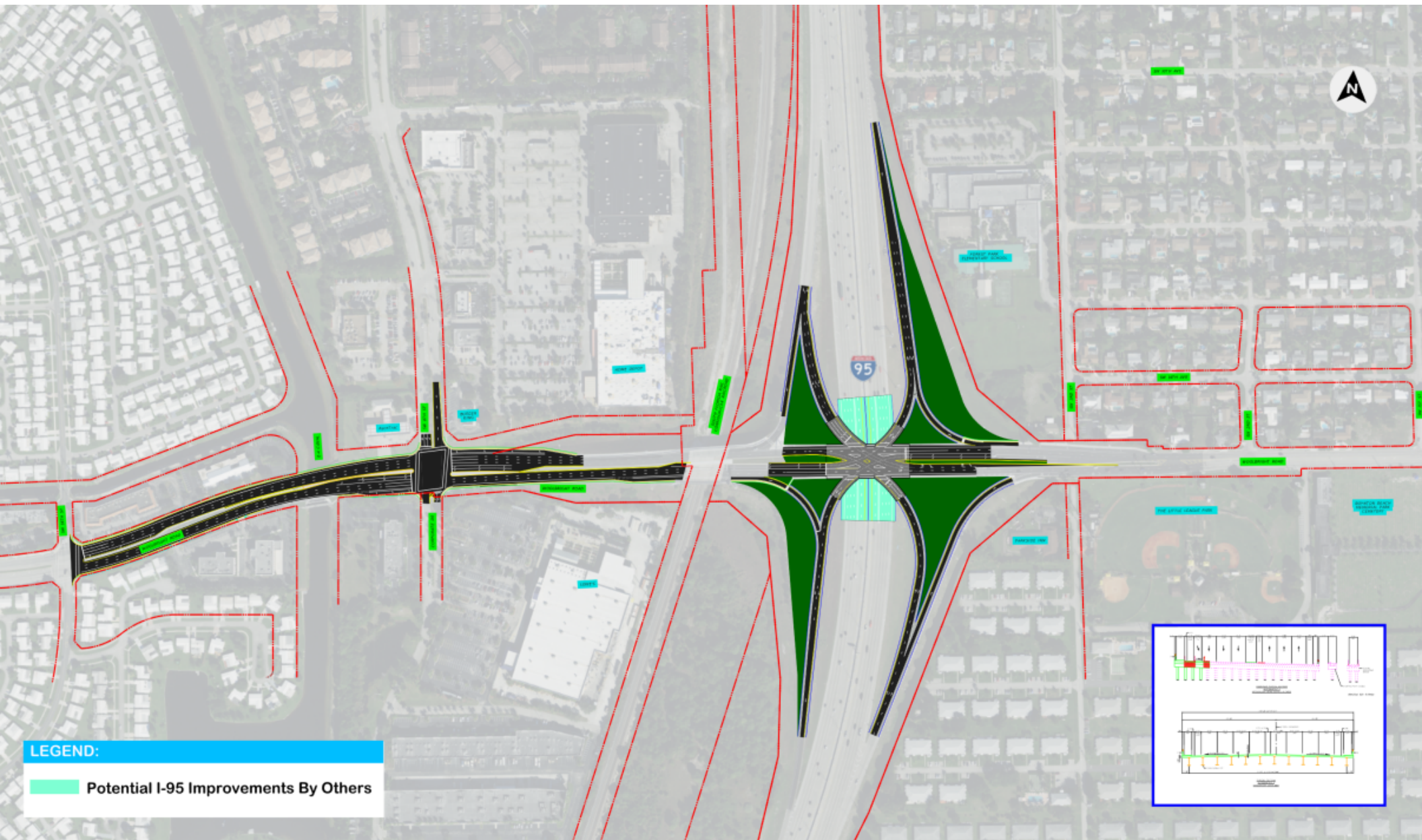


Woolbright Road over I-95

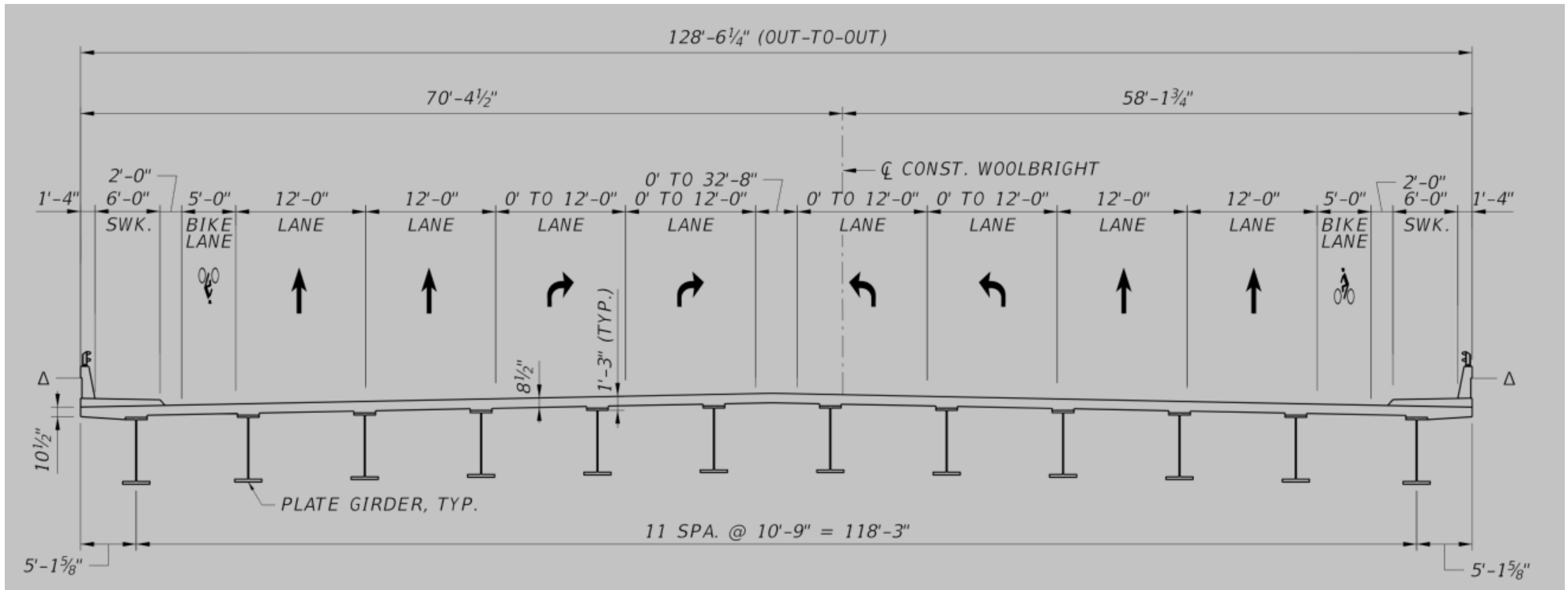


Woolbright Road over SFRC

Alternative 3 | Single Point Urban Interchange (SPUI)



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Woolbright Road over I-95

Evaluation Matrix

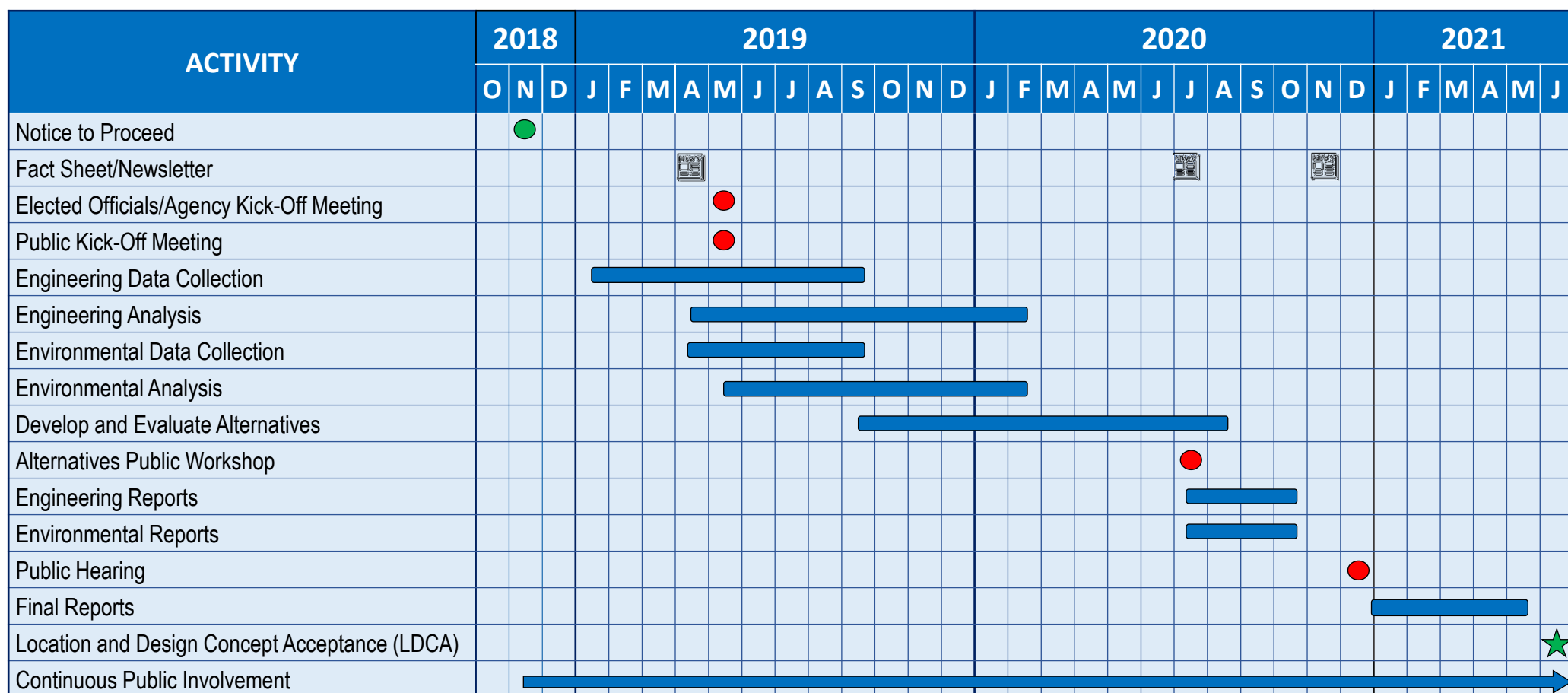
CRITERIA		NO ACTION	ALTERNATIVE 1 (Tight Diamond Interchange)	ALTERNATIVE 2 (Diverging Diamond Interchange)	ALTERNATIVE 3 (Single Point Urban Interchange)
TRAFFIC OPERATIONS & SAFETY	Operational Performance (Year 2045)	Does not satisfy Level of Service Target	Satisfies Level of Service Target	Satisfies Level of Service Target	Satisfies Level of Service Target
	Reduction in delay at Ramp Terminals	None	39% Reduction	39% Reduction	42% Reduction
	Reduction in queues at Ramp Terminals	None	49% Reduction	39% Reduction	30% Reduction
	Potential Crash Reduction	None	22% Crash Reduction	35% Crash Reduction	15% Crash Reduction
ENGINEERING	Meets Purpose & Need	No	Yes	Yes	Yes
	Meets Geometric Design Criteria	Yes	Yes	Yes	Yes
	Utility Impacts and Relocations	None	Low	Medium	Low
	Impacts to the SFRC Bridge	None	Widening	Widening	None
	Multimodal Improvements (Pedestrian/Bicycle/Transit)	None	Yes	Yes	Yes
	Maintenance of Traffic	N/A	Bridge over I-95 Widening and Bridge over SFRC Widening	New Bridge over I-95 and Bridge over SFRC Widening	New Bridge over I-95
	Access Modifications	None	None	None	None
	Compatibility with Future I-95 widening project	No	No	Yes	Yes
SOCIAL-ECONOMIC	Relocation Potential	None	None	2 Relocations	None
	Economic and Employment Impacts	None	None	1 Business Impact	None
	Social & Neighborhood Impacts	None	Low	Medium	Low
	Lost of Parking	None	None	None	None
PHYSICAL & NATURAL ENVIRONMENT	Protected Species and Habitat	None	3 potential species within the area	3 potential species within the area	3 potential species within the area
	Wetland & Surface Waters Impacted	None	None	None	None
	Water Quality	None	Minimal	Minimal	Minimal
	Contamination Sites Impacted	None	Minimal	Minimal	Minimal
	Cultural/Historical/Archeological	None	None	None	None
	Noise Impacts	None	None	None	None
COST	Right-of-Way	\$0	\$1,500,000	\$5,200,000	\$1,500,000
	Construction	\$0	\$8,000,000	\$19,000,000	\$22,000,000
	Engineering Design & CEI	\$0	\$2,400,000	\$5,130,000	\$5,940,000
	Benefit Cost Ratio	0.00	5.61	3.26	1.98

Summary Schedule

Project Kick-Off Meeting: **May 16, 2019**

Alternatives Workshop: **July 2020**

Public Hearing: **Winter 2020**





Thank you!

Please submit your comments
to Humberto Arrieta, PE

by July 31, 2020

humberto.arrieta@dot.state.fl.us



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www.fdot.gov/projects/95atWoolbright

