

SR 9/I-95 at PGA Boulevard/  
Central Boulevard  
**PD&E Study**  
Financial Project Number: 413265-1-22-01  
ETDM Number: 13748



## Alternatives Public Workshop – Thursday, February 18, 2016

The Florida Department of Transportation (FDOT) District Four has initiated a Project Development and Environment (PD&E) Study for State Road 9/Interstate 95 (I-95) from Northlake Boulevard on the south, to Donald Ross Road on the north, Florida's Turnpike on the west and Lake Victoria Gardens Avenue on the east in Palm Beach County, Florida.

### PROJECT BACKGROUND

The Florida Department of Transportation (Department) is evaluating alternatives that could reduce congestion and improve mobility in the northern Palm Beach County area, within the City of Palm Beach Gardens. Access to Interstate 95/State Road 9 (I-95) influences adjacent highway network roadway operating conditions. In addition, the existing high density of commercial and retail development and anticipated future development have created the need for additional transportation solutions. Construction of a new interchange within the City of Palm Beach Gardens at Central Boulevard, and its effect on the PGA Boulevard and Military Trail interchanges are currently being evaluated.

### PROJECT PURPOSE

The purpose of the project is to improve operational capacity and overall traffic operations by determining if a new interchange at Central Boulevard at I-95 will relieve traffic congestion at the existing interchange of SR 9 (I-95) and SR 786 (PGA Boulevard). Conditions at PGA Boulevard are anticipated to deteriorate below acceptable Levels of Service (LOS) standards if no improvements occur by 2035; the interchange will have insufficient capacity to accommodate the projected travel demand.

### PROJECT NEED

Improvements in the area of the I-95 / PGA Boulevard Interchange are needed in order to:

- Improve Operational Capacity and Overall Traffic Operations (Level of Service)
- Accommodate Future Population and Employment Growth
- Enhance Freight Mobility
- Enhance Emergency Evacuation and Response Times

## Alternatives Public Workshop

Thursday, February 18, 2016

5:30 – 7:30pm

City of Palm Beach Gardens

Council Chambers

10500 North Military Trail

Palm Beach Gardens, Florida 33410

For more information, please contact:

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### PUBLIC INVOLVEMENT

FDOT has implemented a public involvement program that began in January 2015 as a part of this PD&E Study. Opportunities for public input will be provided throughout the study process. This process is designed to actively encourage and facilitate the participation of the general public, citizen groups, special interest groups, elected and appointed officials, environmental resource agencies, and other stakeholders. Opportunities to comment include communicating with project staff and attending public meetings. FDOT 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.



# SR 9/I-95 at PGA Boulevard/ Central Boulevard

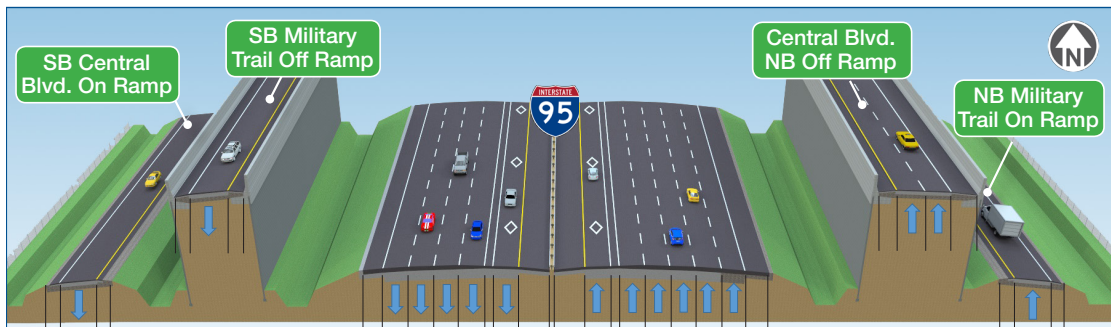
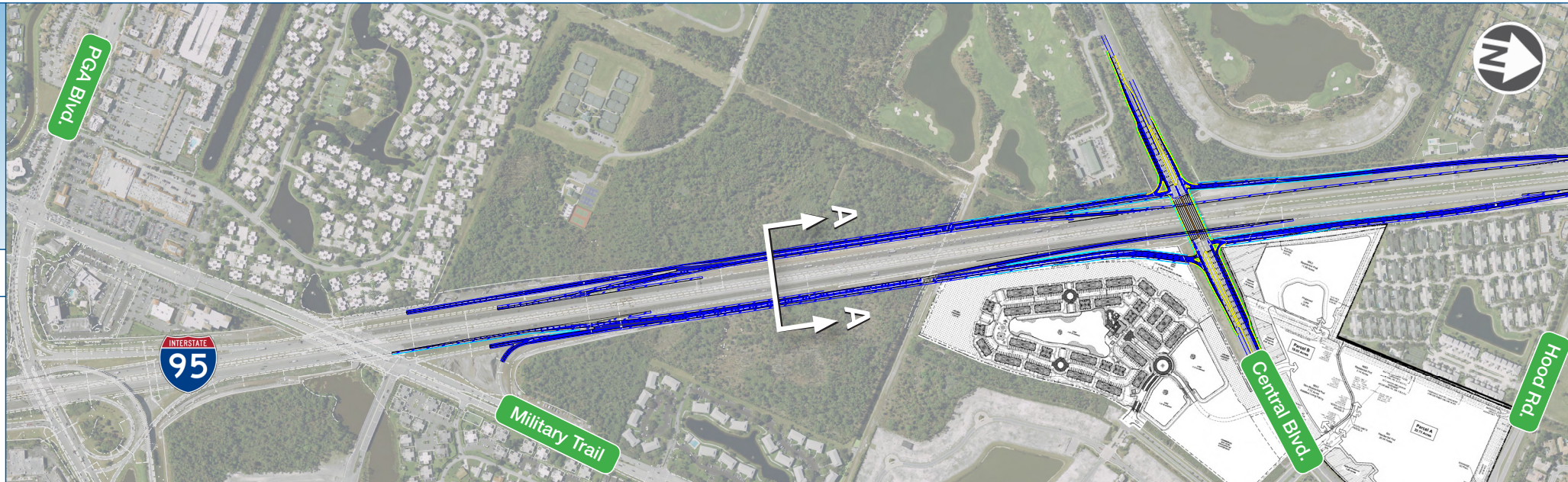
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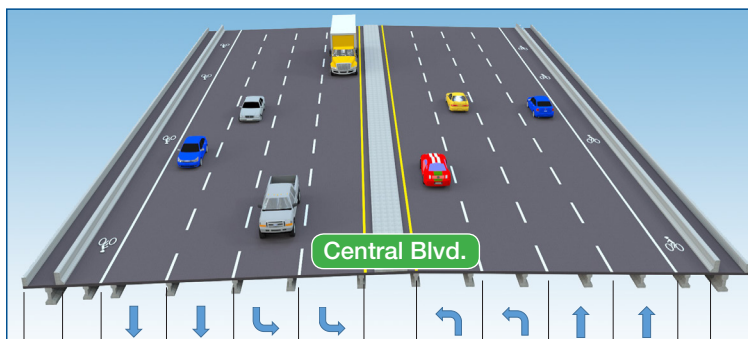
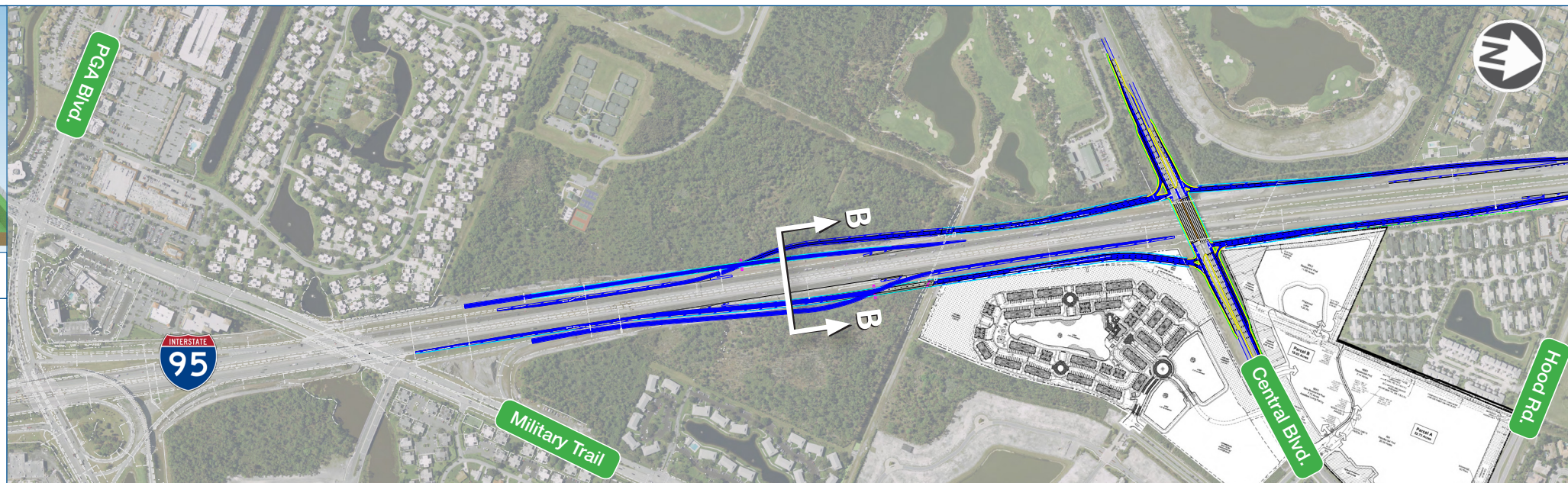
Alternative 2 – I-95 Section A-A

**Alternative 2** – The proposed new interchange at Central Boulevard will be either a tight diamond (shown right) or a Diverging Diamond Interchange (DDI) shown lower right. Northbound Military Trail on-ramp traffic and northbound Central Boulevard off-ramp traffic share a three lane collector road before Military Trail traffic merges onto I-95 northbound. The reverse occurs in the southbound direction. Keeping the weaving traffic (on-ramp and off-ramp) on the collector road improves the freeway operation and safety.



Alternative 3 – I-95 Section B-B

**Alternative 3** – The proposed new interchange at Central Boulevard will be either a tight diamond (shown right) or a Diverging Diamond Interchange (DDI) shown lower right. The northbound Central Boulevard off-ramp elevates and passes over the Military Trail northbound on-ramp. The southbound Military Trail off-ramp elevates and passes over the Central Boulevard southbound on-ramp. Separating the two weaving traffic streams (on-ramp and off-ramp) from each other and the freeway improves the freeway operation and safety.



Alternatives 2 & 3 – Central Blvd. Bridge over I-95

**Description of work on Central Blvd.** – In the Tight Diamond Interchange, signalized intersections at either end of the overpass bridge allow access to and from I-95. The overpass bridge will include eight lanes, two through lanes in each direction, and two left turn lanes for the upcoming intersection. The Central Blvd. bridge over I-95 will be widened on either side to accommodate the new turn lanes for the interchange. Central Blvd. will remain 4-lanes North and South of the interchange.

**Description of a Diverging Diamond Interchange (DDI)** – In a DDI, Central Boulevard opposing traffic streams cross the road centerline in a pair of signalized X shaped intersections at either end of the interchange. In between these intersections, four of the I-95 ramp connections form merge and diverge movements to and from the left side of the travel lanes. Outside the two intersections, the remaining four ramp connections form merge and diverge movements to and from the right side of the travel lanes. Central Blvd. will remain 4-lanes North and South of the interchange.

