APPENDIX

APPENDIX A

FDOT FUNCTIONAL CLASSIFICATION MAPS FOR PALM BEACH COUNTY

district four atlas 2014

N
W E
S

LEGEND

Functional Classification

- Principal Arterial-Interstate
- Principal Arterial-Expressway
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

1 inch = 5,267 feet

0 1

Miles

Production Date: 5/30/2014

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.

PALM BEACH COUNTY

FUNCTIONAL CLASSIFICATION

GO BACK

district four
atlas
2014

N
W E
S

LEGEND

Functional Classification

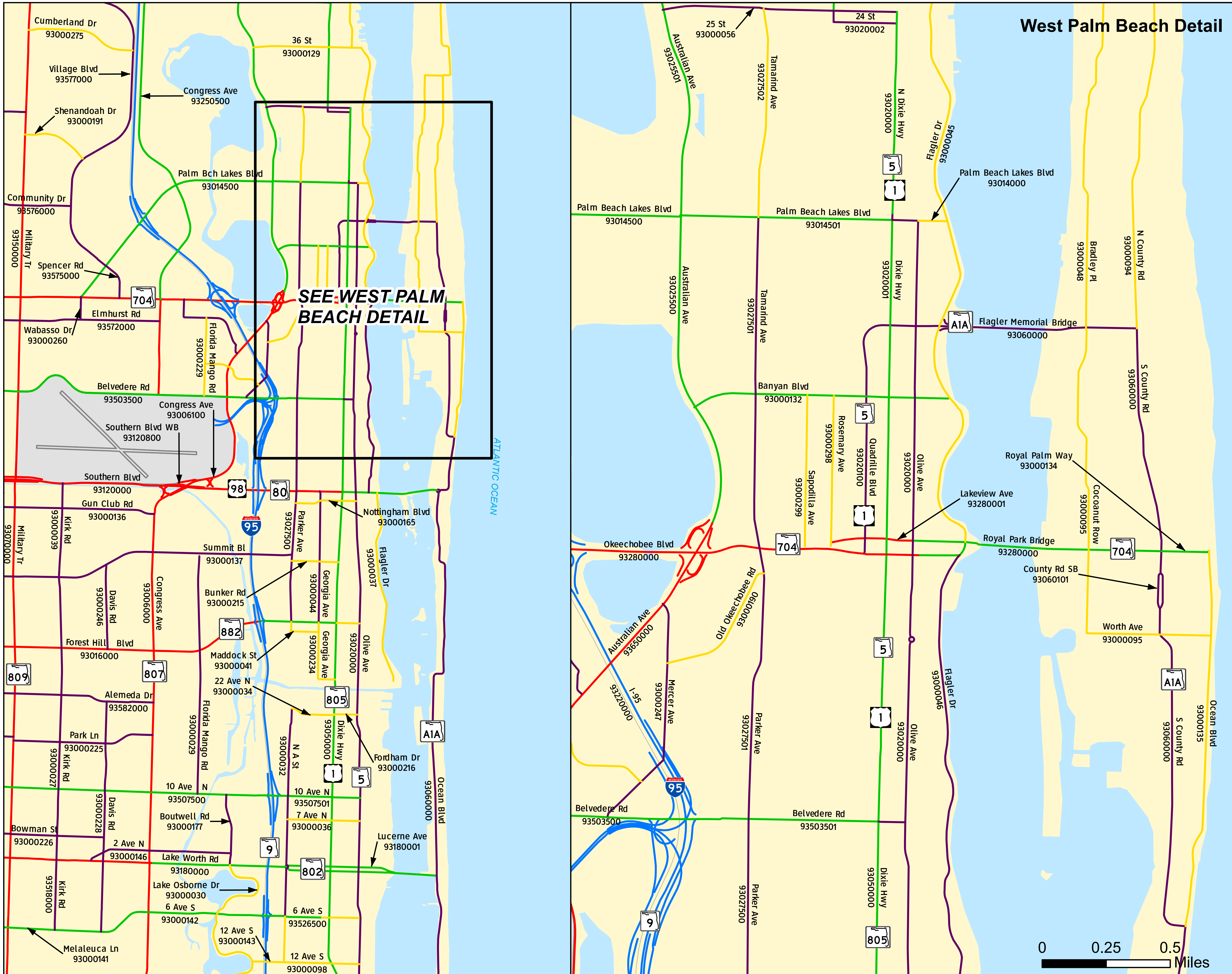
- Principal Arterial-Interstate
- Principal Arterial-Expressway
- Principal Arterial-Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local

1 inch = 5,267 feet

0 1
Miles

Production Date: 5/30/2014

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



PALM BEACH COUNTY

FUNCTIONAL CLASSIFICATION

GO BACK

district four
atlas
2014

N
W E
S

LEGEND

Functional Classification

- Principal Arterial-Interstate
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- Minor Collector
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1 inch = 5,267 feet

0 1

Miles

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PALM BEACH COUNTY

FUNCTIONAL CLASSIFICATION

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district four
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2014

N
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- Principal Arterial-Interstate
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- Major Collector
- Minor Collector
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1 inch = 5,267 feet

0 1
Miles

Production Date: 5/30/2014

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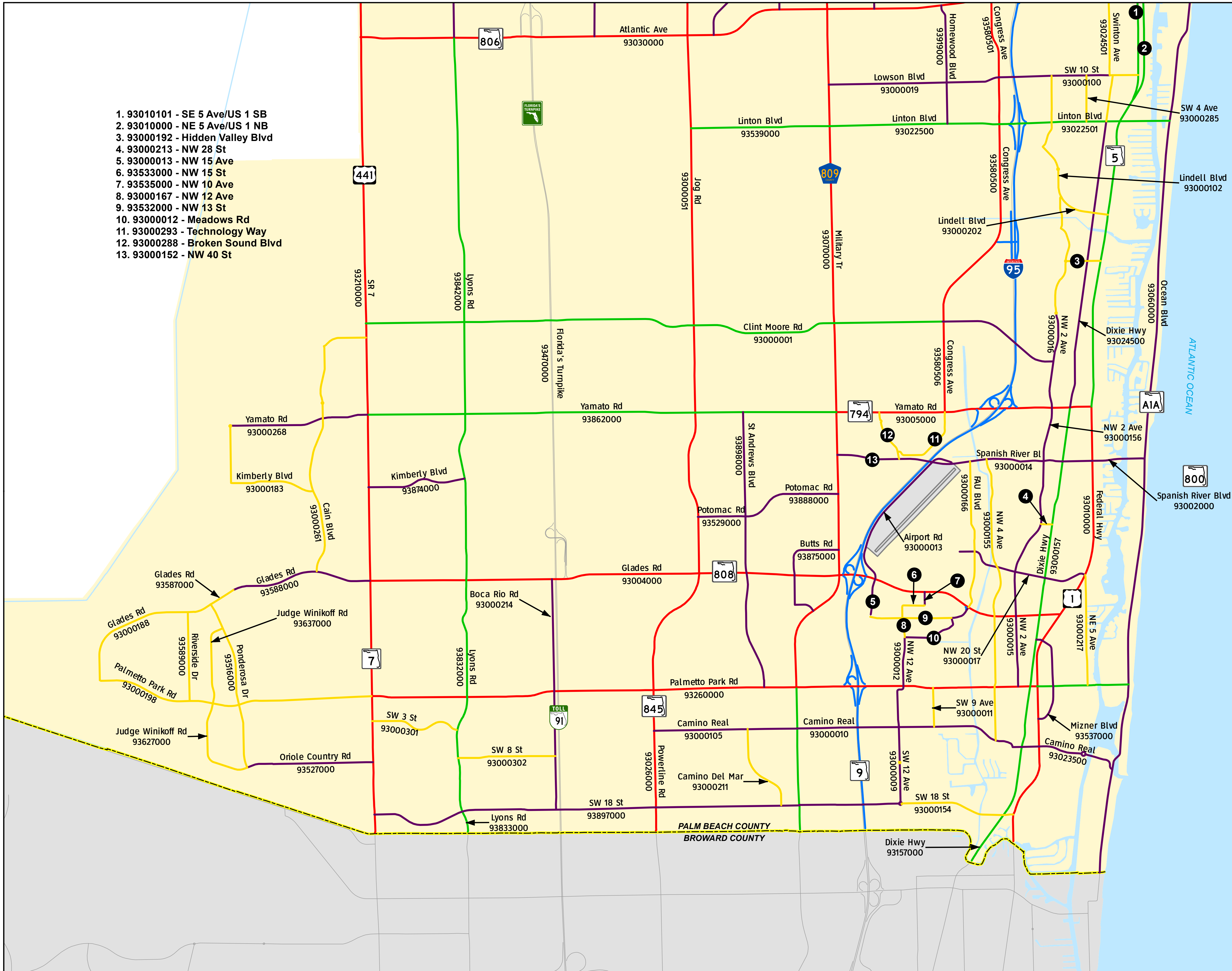


PALM BEACH COUNTY

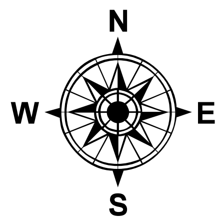
FUNCTIONAL CLASSIFICATION

GO BACK

APPENDIX B

FDOT ROADWAY JURISDICTION MAPS FOR PALM BEACH COUNTY

district four atlas 2014



LEGEND

Roadway Jurisdiction

- FDOT
- County
- Municipal
- Joint County/ Municipal
- Indian Trail Improvement Dist.

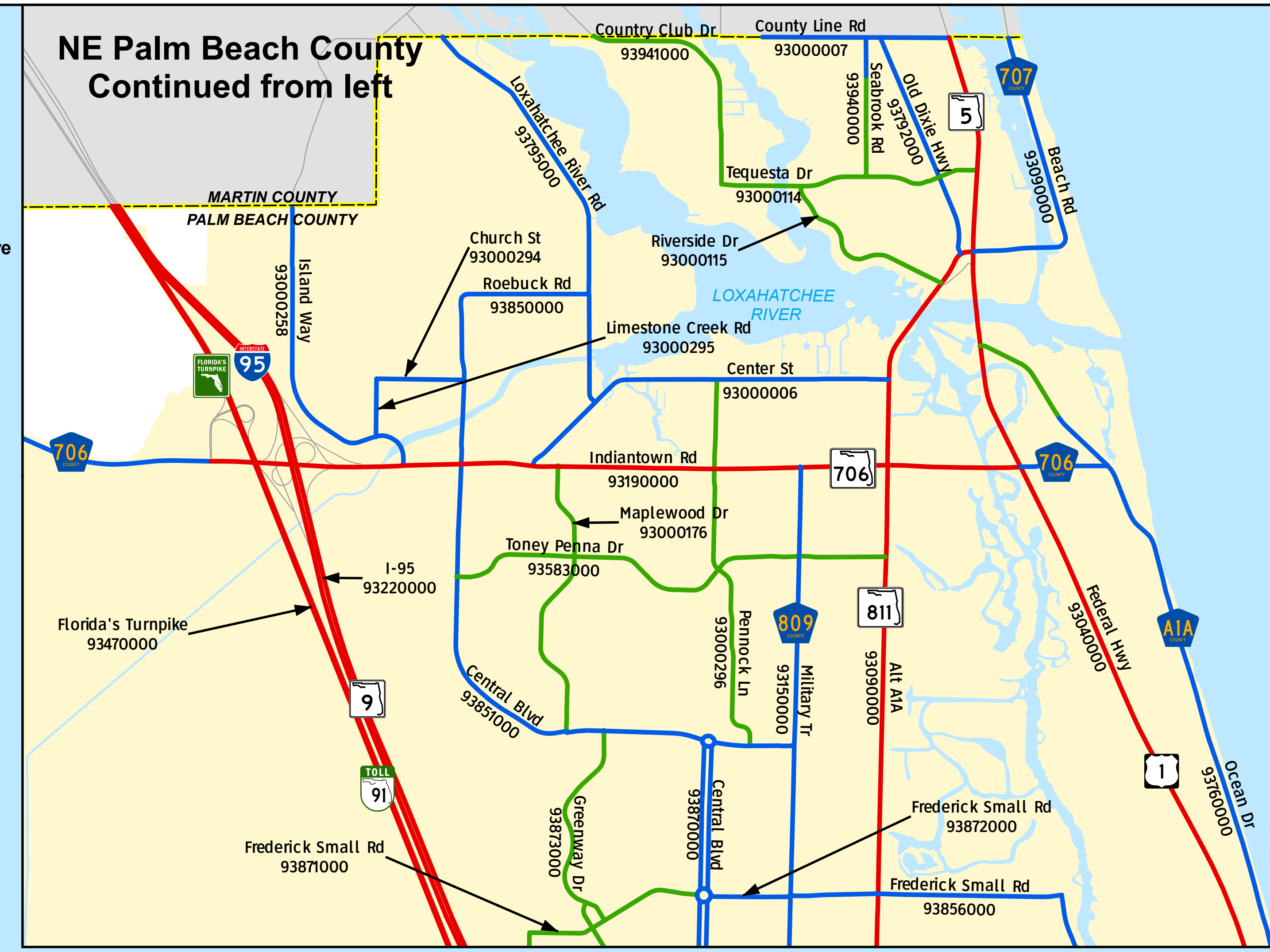
1 inch = 5,267 feet

0 1

Miles

Production Date: 5/30/2014

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



PALM BEACH COUNTY

ROADWAY JURISDICTION

GO BACK

district four
atlas
2014

N
W
E
S

LEGEND

Roadway Jurisdiction

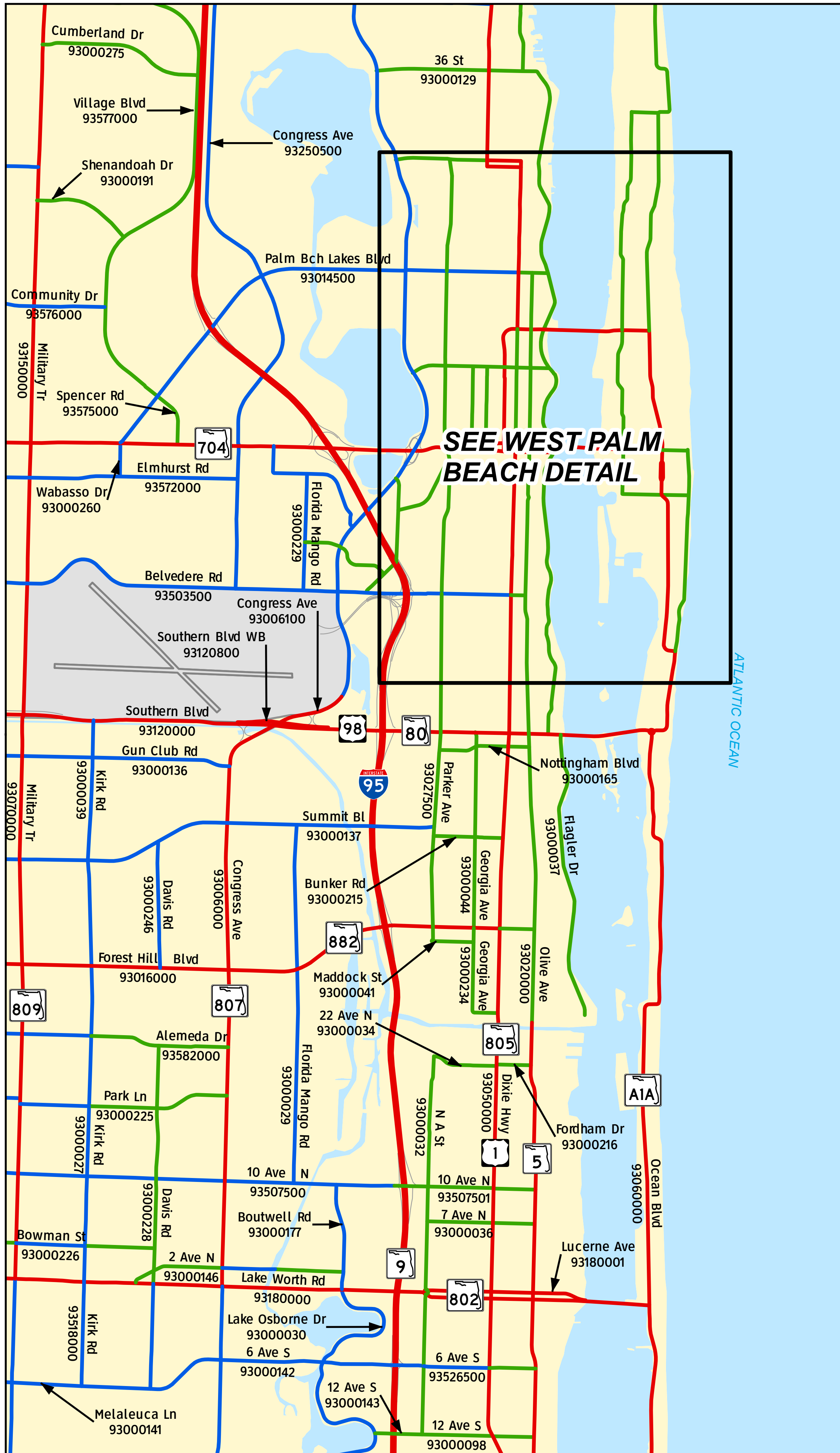
- FDOT
- County
- Municipal
- Joint County/ Municipal
- Indian Trail Improvement Dist.

1 inch = 5,267 feet

0 1
Miles

Production Date: 5/30/2014

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



PALM BEACH COUNTY

ROADWAY JURISDICTION

GO BACK

district four atlas 2014

N

W E

S

LEGEND

Roadway Jurisdiction

- FDOT
- County
- Municipal
- Joint County/ Municipal
- Indian Trail Improvement Dist.

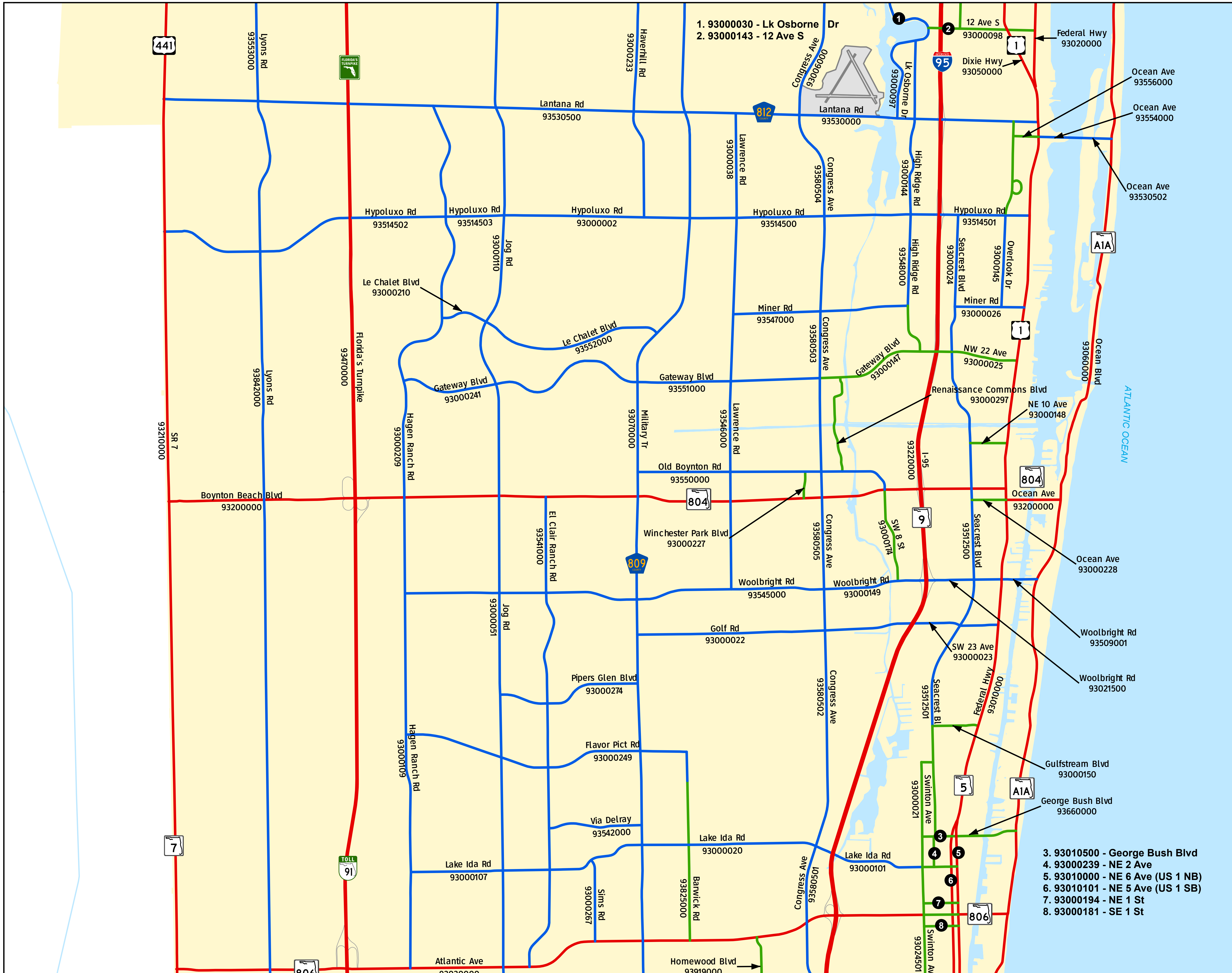
1 inch = 5,267 feet

0 1

Miles

Production Date: 5/30/2014

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



PALM BEACH COUNTY

ROADWAY JURISDICTION

GO BACK

district four atlas 2014

N
W E
S

LEGEND

Roadway Jurisdiction

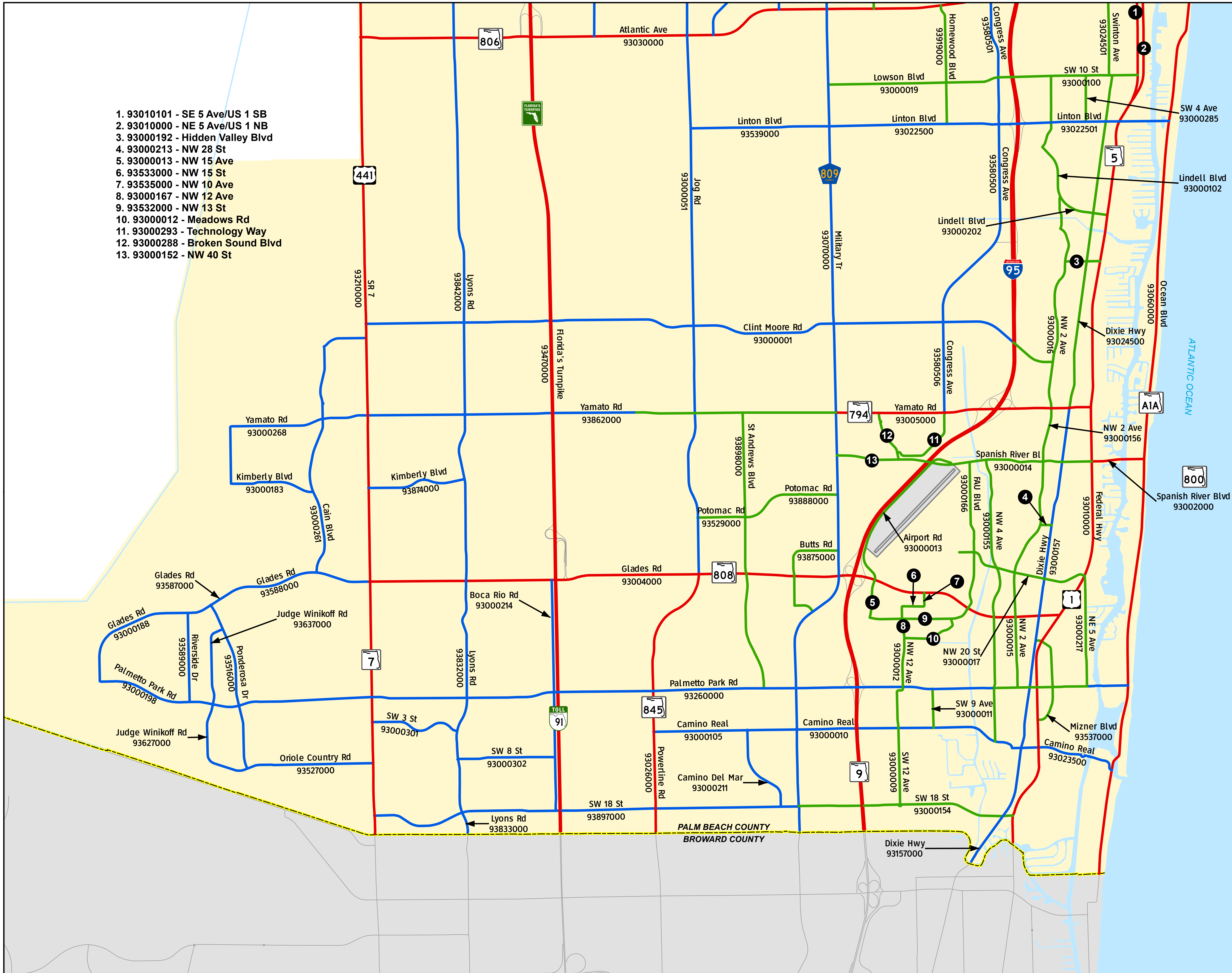
- FDOT
- County
- Municipal
- Joint County/ Municipal
- Indian Trail Improvement Dist.

1 inch = 5,267 feet

0 1
Miles

Production Date: 5/30/2014

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



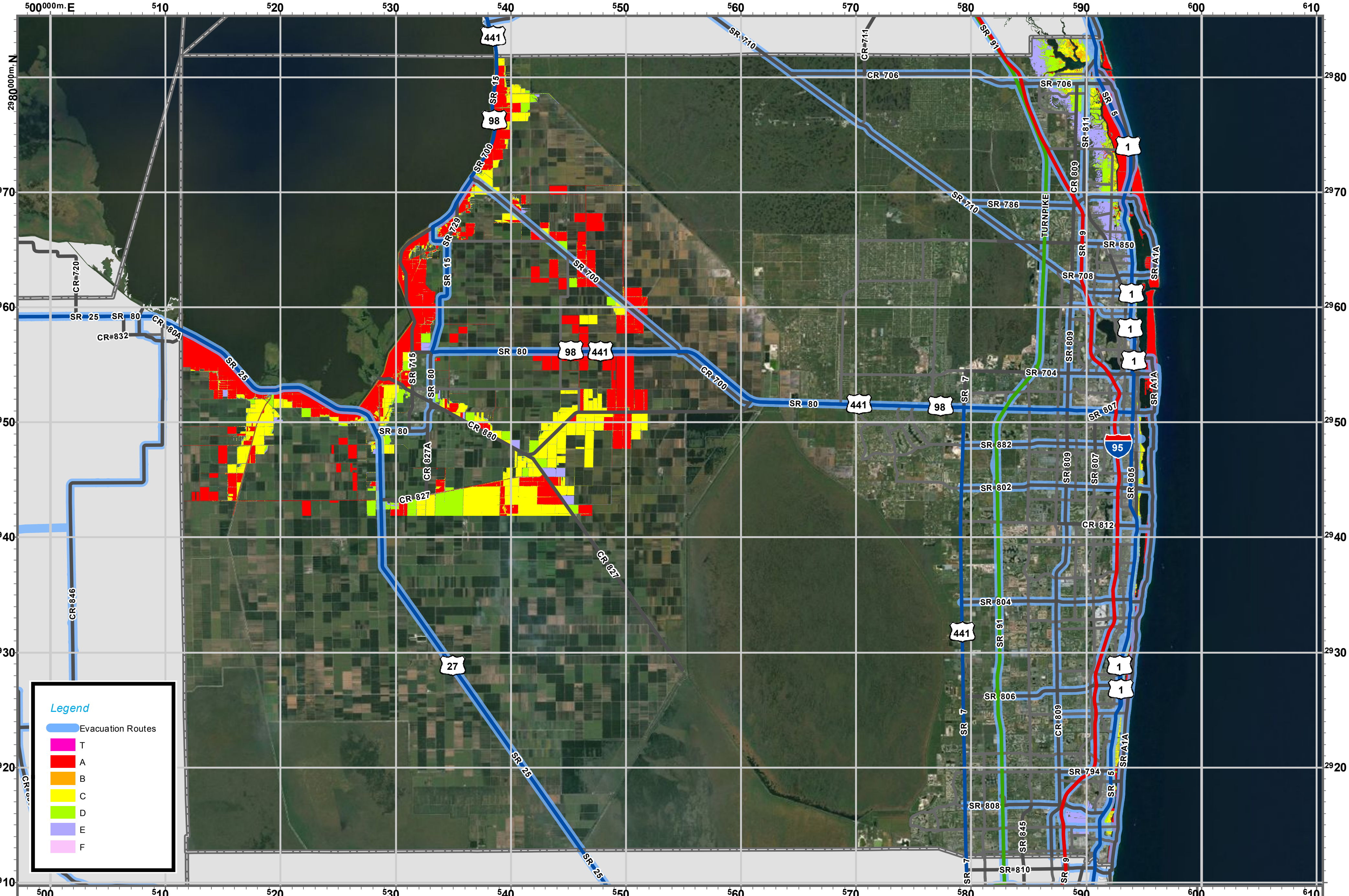
PALM BEACH COUNTY

ROADWAY JURISDICTION

GO BACK

APPENDIX C

FLORIDA DIVISION OF EMERGENCY MANAGEMENT EVACUATION ROUTES AND ZONES MAPS FOR PALM BEACH COUNTY



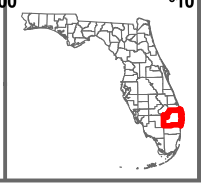
Disclaimer: Map is intended for reference only
No warranty for accuracy provided

Created By: GIS Section
Requested By: Standard Map Product
Date: 4/30/2014
Time: 12:21:13 PM
Path: S:\Projects\EvacRoute_SurgeZone_Maps\2014_Maps\MXDs\EvacRoutes_Zones\UTM17_Landscape.mxd

PALM BEACH
EVACUATION ROUTES & ZONES

0 3.5 7 10.5 14 Miles

FLORIDA DIVISION OF EMERGENCY MANAGEMENT



APPENDIX D

PALM TRAN BUS SYSTEM MAP

Palm Tran
Public Transportation

Transfer Locations

Boynton Beach Mall
2 71 73

Camino Real
1 91 92 BCT 10

Delray Square
3 80 81

Downtown Lake Worth
1 61 62

Gardens Mall
1 3 10 20 21

Intermodal Transit Center
1 2 31 40 41 42 43 44 45 49

Mall at Wellington Green
40 43 46 52 62

Okeechobee Blvd. & Military Trail
3 4 33 43

Palm Beach Outlets
2 33 49

River Bridge Center
46 61

St. Mary's Hospital
20 21 31

Town Center Mall
2 3 91 92

Veterans Hospital
2 3 30 31

Waterside Plaza
45 61

West Tech, Belle Glade
40 48

Colleges & Universities

Florida Atlantic University
Boca Raton
91 94
Jupiter
10

Keiser University
43 44

Lynn University
2 3

Northwood
3

Palm Beach Atlantic University
1 41

South University
43 52

Palm Beach State College
Belle Glade
48
Boca Raton
94
Lake Worth
2 61 62 64
Palm Beach Gardens
1 20 21

Palm Tran iGO! Click. Plan. Ride.

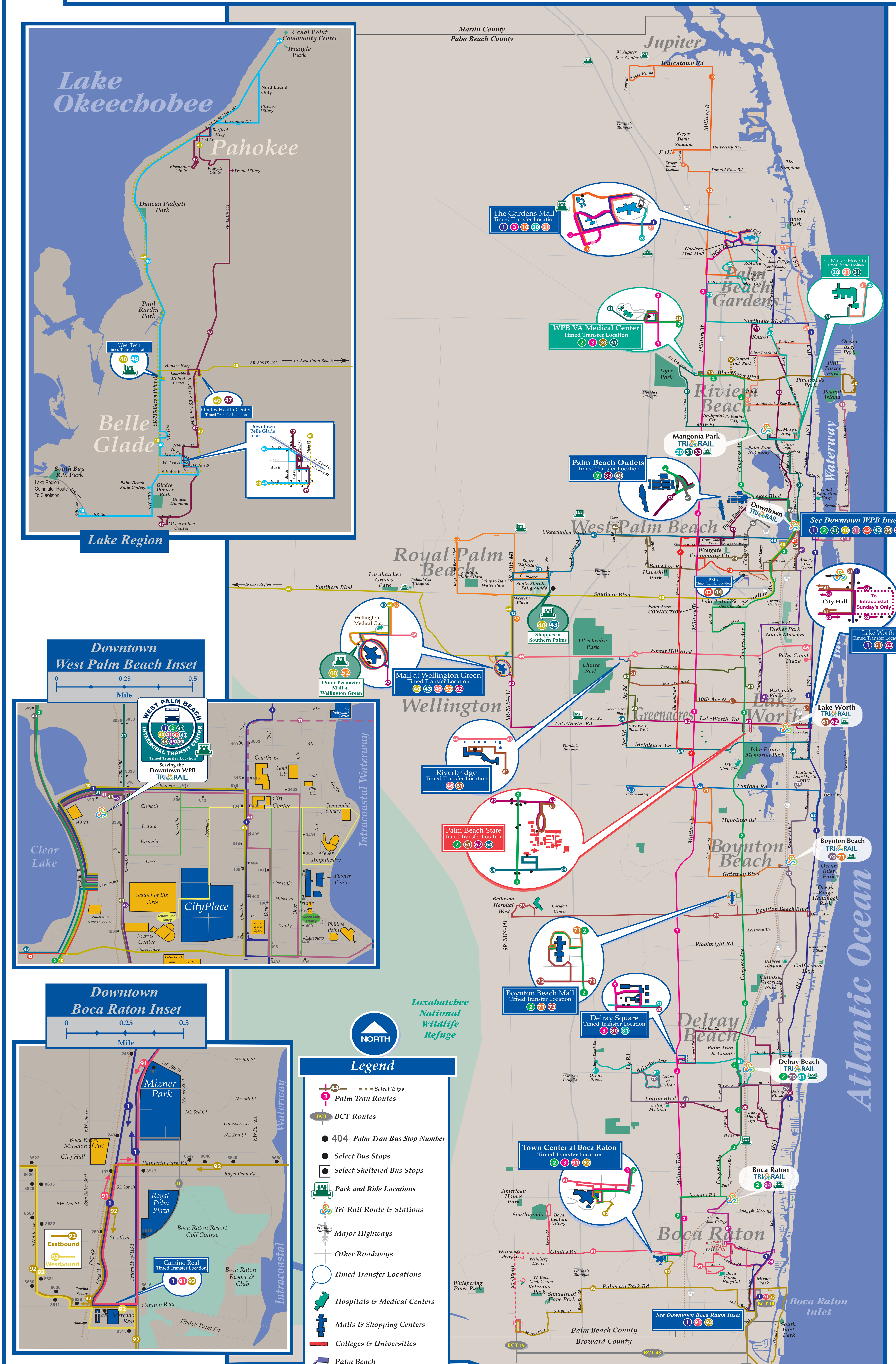
Your Smart Phone Just Got Smarter!

3 easy ways to access Palm Tran's routes and real-time bus schedules from your mobile device!

1 myStop Mobile App for iPhone
Track your bus on an interactive map, see how many people are on-board, and much more! Download Palm Tran's free mobile app called "myStop Mobile" from Apple's iPhone App Store.

2 palmtran.org/igo
Set up a free alert subscription that uses GPS technology to email/text you prior to the time your bus will be approaching your stop.
Visit our newly revamped iGO! web page on your desktop or mobile device. www.palmtran.org/igo

3 On-Demand Text Alerts
Now available for all Palm Tran bus stops!
1. **Text** the number 321123.
2. **Message** igo and the bus stop number. *For example:* igo3053
3. **Receive** a text that uses the GPS on the bus to tell you in real-time the departure of the next bus for that stop.



UPDATED MAY 2015

Visit our Facebook page: www.facebook.com/palmtran

Visit us online at www.palmtran.org

Customer service is available 6 days a week!
(561) 841-4BUS (4287) or 1-877-930-4287 (toll-free)

Palm Tran Public Transportation
Palm Beach County Florida
Palm Tran CONNECTION Independence through mobility.

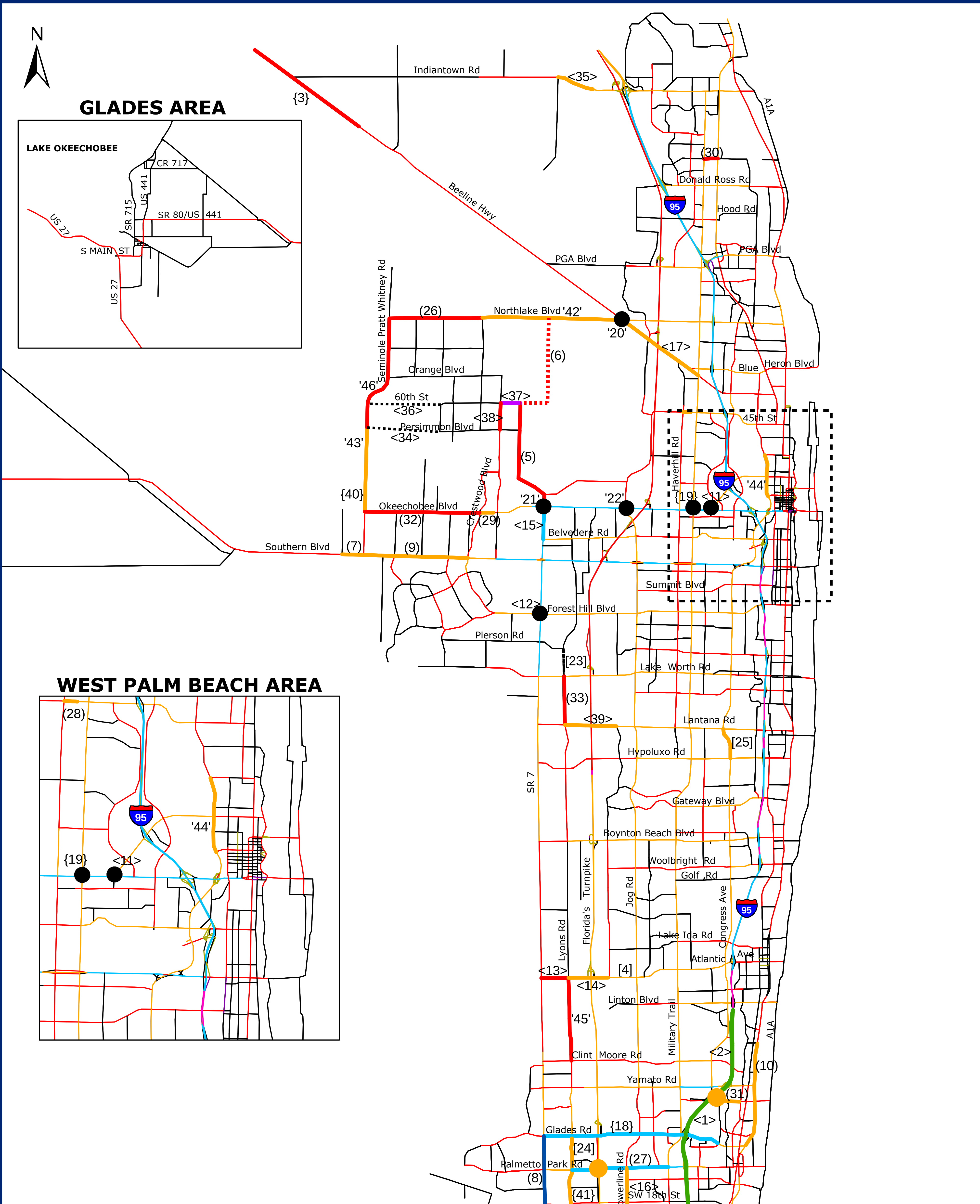
APPENDIX E

PALM BEACH MPO LRTP COST FEASIBLE PLAN MAP

Shaping the Future

Palm Beach 2035 Long Range Transportation Plan

2035 Cost Feasible Plan - Highway Component



NOTE: Cost Feasible improvements beyond the existing-plus-committed (E+C) network. I-95 includes HOV lanes too small to view.

LEGEND

Existing+Committed Lanes		Cost Feasible Improvements		Improvement Year
1 Lane	5 Lanes	New 2 Lane	Widen to 8 Lanes	[2015]
2 Lanes	6 Lanes	New 4 Lane	Widen to 10 Lanes	(2020)
3 Lanes	8 Lanes	Widen to 3 Lanes	Widen to 10 Lanes and I-95 Managed Lanes System	<2025>
4 Lanes		Widen to 4 Lanes	Add 2 Transit/Special Use Lanes	{2030}
		Widen to 6 Lanes	New Interchange	'2035'
			Urban Interchange	

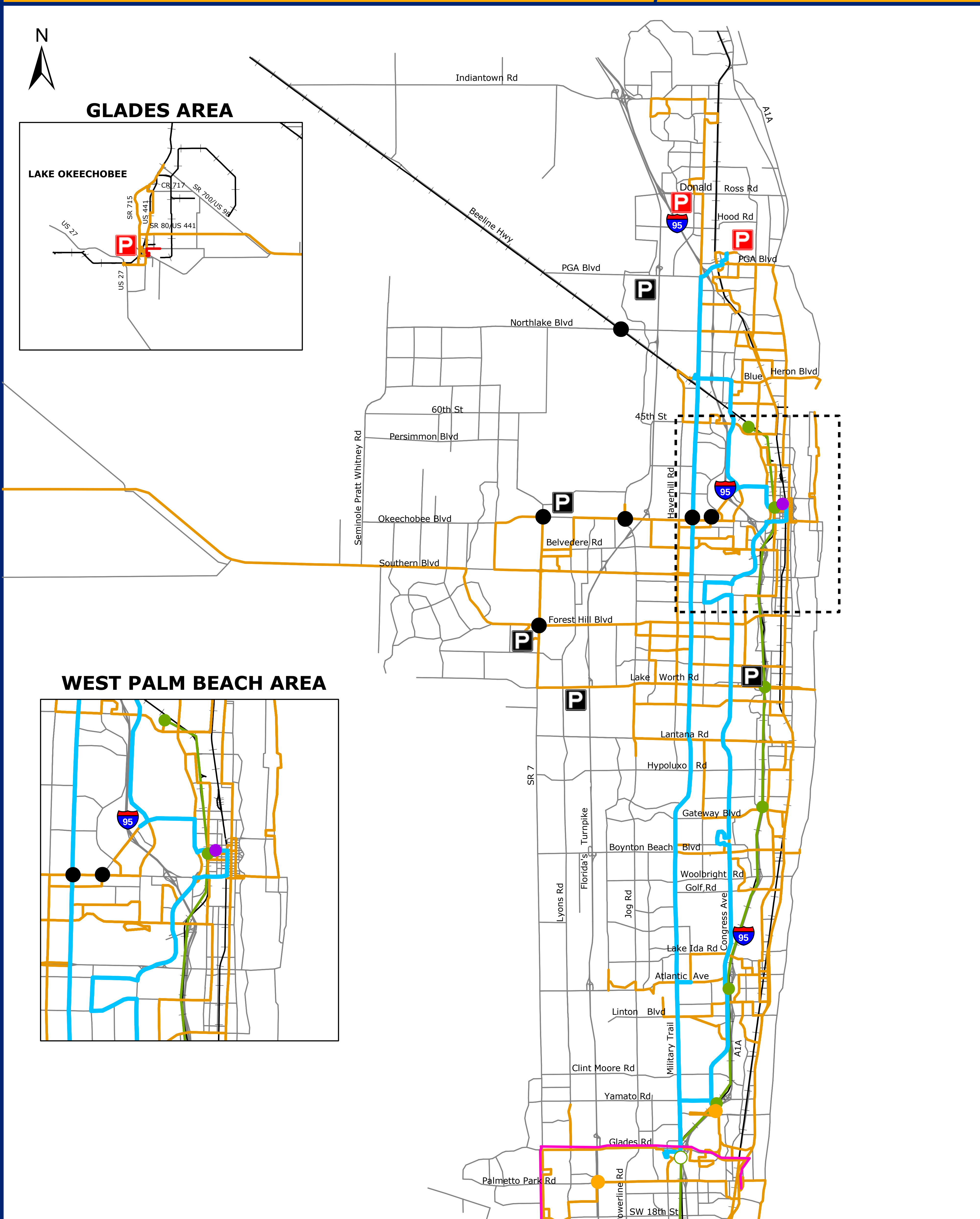
metropolitan planning organization PALM BEACH MPO

Leftwich Consulting Engineers, Inc.

Shaping the Future

Palm Beach 2035 Long Range Transportation Plan

2035 Cost Feasible Plan - Transit Component



LEGEND

- Existing Tri-Rail Station
- Existing Tri-Rail Route
- Proposed Tri-Rail Station
- Proposed Tri-Rail Route Expansion
- Proposed Regional Rail
- Proposed Rail Transit Service
- Proposed Palm Tran Bus System
- Proposed Bus Rapid Transit (BRT)
- Reduced Headway to Transit Routes 2 and 3
- New Glades Transit Routes
- CSX and FEC Existing Railroad Lines
- Community Bus Service
- New Interchange
- New Urban Interchange
- Existing Intermodal Center
- New Intermodal Center
- Existing Park-N-Ride Facility
- Proposed Park-N-Ride Facility
- Proposed Inland Port

NOTES

The Cost Feasible Plan Transit System represents the Palm Tran System, Bus Rapid Transit Routes along SR 7 and Glades Rd.

metropolitan PALM BEACH MPO planning organization

Leftwich Consulting Engineers, Inc.

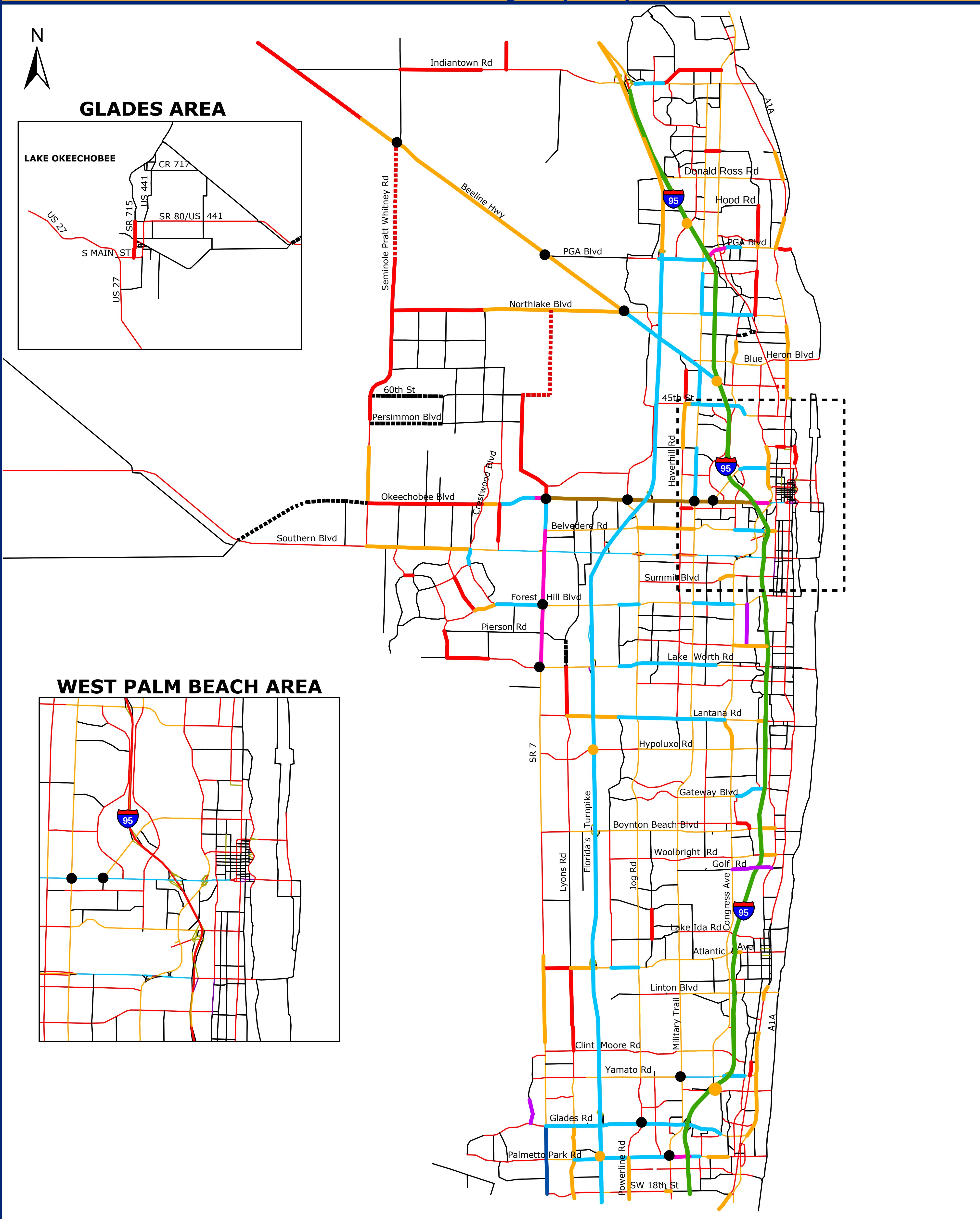
APPENDIX F

MPO LRTP NEEDS PLAN MAP

Shaping the Future

Palm Beach 2035 Long Range Transportation Plan

2035 Needs Plan - Highway Component



LEGEND

Existing+Committed Lanes

- 1 Lane
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 8 Lanes

Needs Lanes/Interchanges

- New 2 Lanes
- New 4 Lanes
- Widen to 3 Lanes
- Widen to 4 Lanes
- Widen to 6 Lanes
- New Interchange
- Widen to 8 Lanes
- Widen to 10 Lanes
- I-95 Managed Lanes System
- Urban Interchanges with Toll
- Add 2 Transit-Only Lanes
- New Urban Interchange

NOTES

Improvements needed beyond existing-plus-committed (E+C) network.

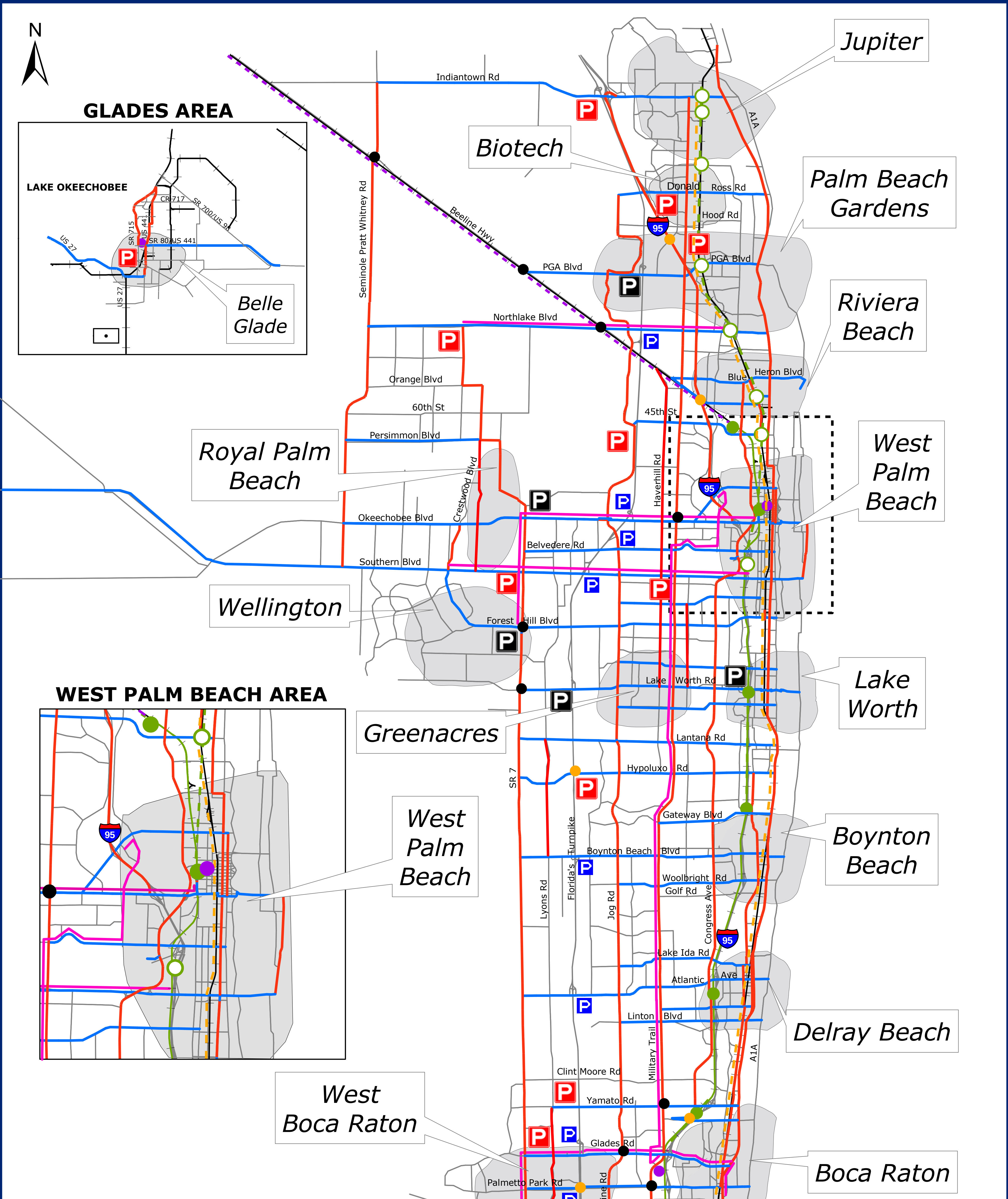
metropolitan planning organization PALM BEACH MPO

Leftwich Consulting Engineers, Inc.

Shaping the Future

Palm Beach 2035 Long Range Transportation Plan

2035 Needs Plan - Transit Component



NOTE: Water Taxi Services will be offered by all major coastal communities along the ICWW.

LEGEND

metropolitan planning organization
PALM BEACH MPO

Leftwich Consulting Engineers, Inc.

- Existing Tri-Rail Station
- Existing Tri-Rail Route
- Proposed Tri-Rail Station with Park-N-Ride Facility
- Proposed Tri-Rail Route Expansion and Amtrak Service
- Proposed Regional Rail
- Proposed Rail Transit Service
- Proposed E-W Palm Tran Bus Grid System
- Proposed N-S Palm Tran Bus Grid System
- Proposed Bus Rapid Transit (BRT)
- CSX and FEC Existing Railroad Lines
- Community Bus Service
- New Interchange
- New Urban Interchange
- Intermodal Center
- Existing Park-N-Ride Facility
- Proposed Park-N-Ride Facility
- Proposed Park-N-Ride Facility Location To Be Determined
- Proposed Inland Port

NOTES

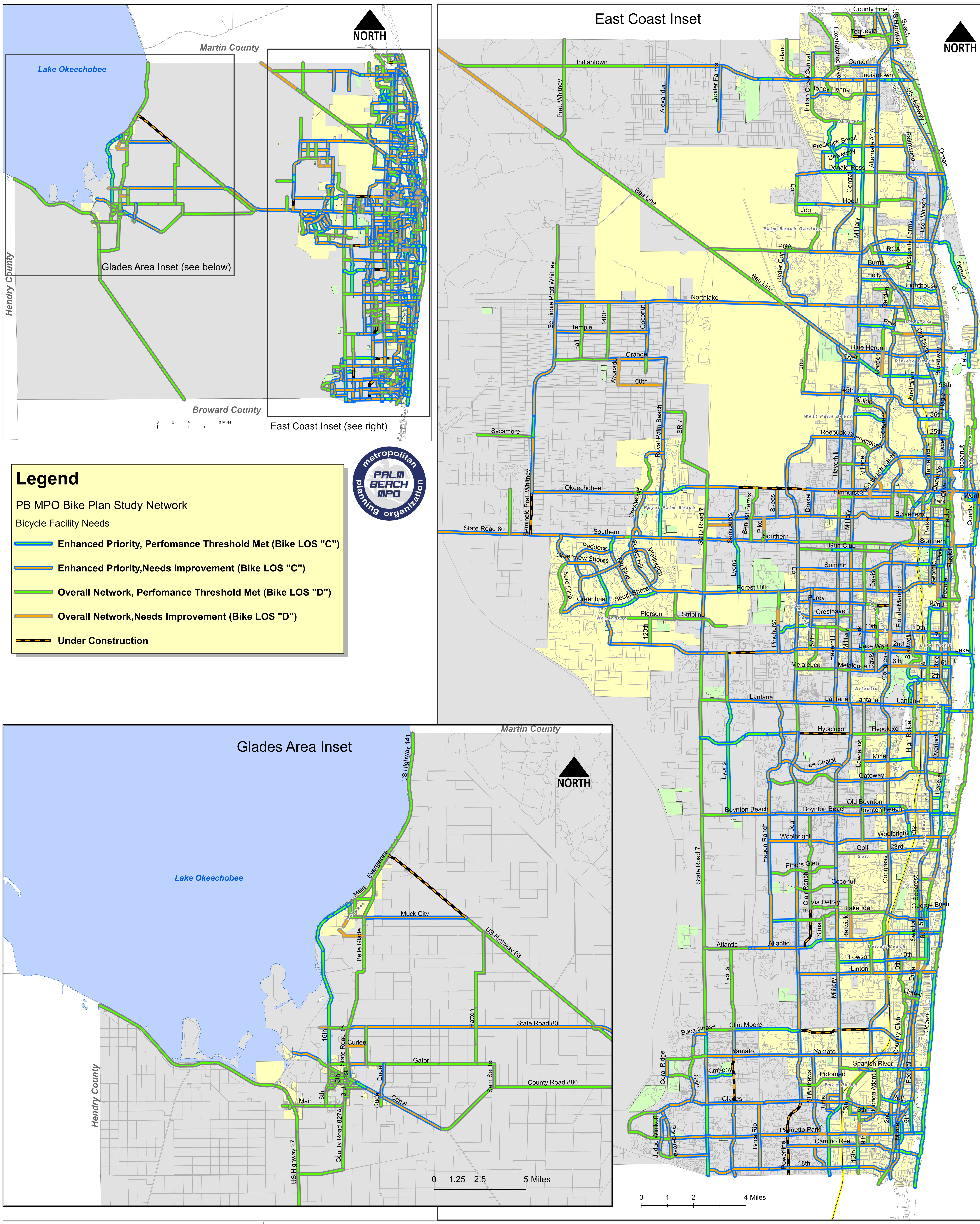
The Needs Plan Transit System represents the Palm Tran Grid System, Community Bus Systems, Bus Rapid Transit Routes along Okeechobee Blvd, Southern Blvd, and Glades Rd, Tri-Rail extension to Martin County, increased frequency on Palm Tran routes, Park-N-Ride Lots at all major rail stations and Bus Rapid Routes, and Water Taxi along the ICWW.

Palm Tran Transfer Sites are included within each Community System.

Headways for the local Palm Tran Bus System are 10 minutes during the peak period (6-9 am & 4-6 pm) and 20 minutes during the off-peak period.

APPENDIX G

MPO MASTER COMPREHESIVE BICYCLE TRANSPORTATION PLAN NEEDS MAP



Master Comprehensive Bicycle Transportation Plan for Palm Beach County

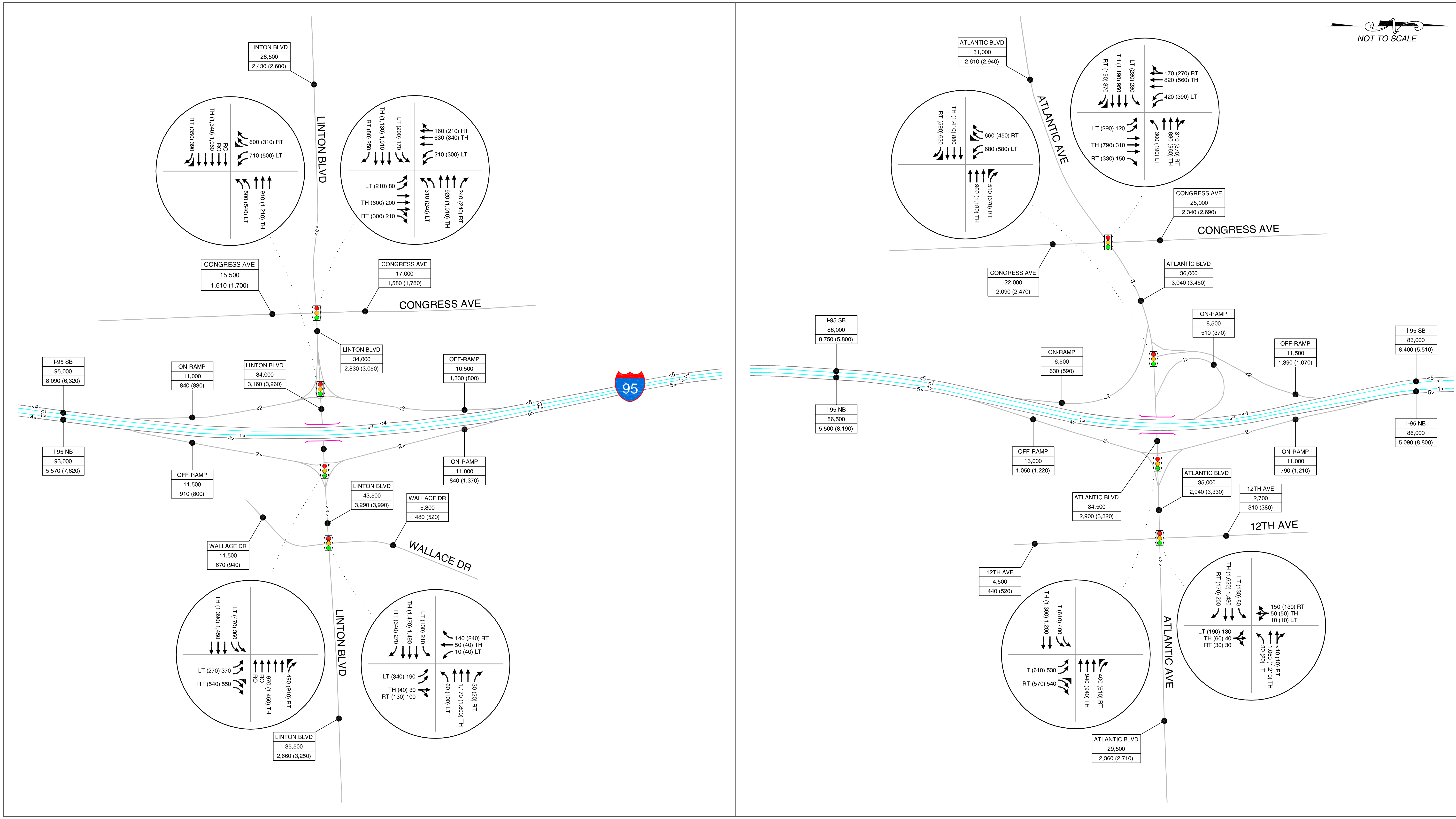
Bicycle Facility Needs

Sprinkle Consulting
Active Transportation Planners+Engineers

American Consulting Engineers of Florida

APPENDIX H

EXISTING 2012/2013 TRAFFIC



SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS, 2012 AADT AND PEAK HOUR VOLUMES

Figure 1

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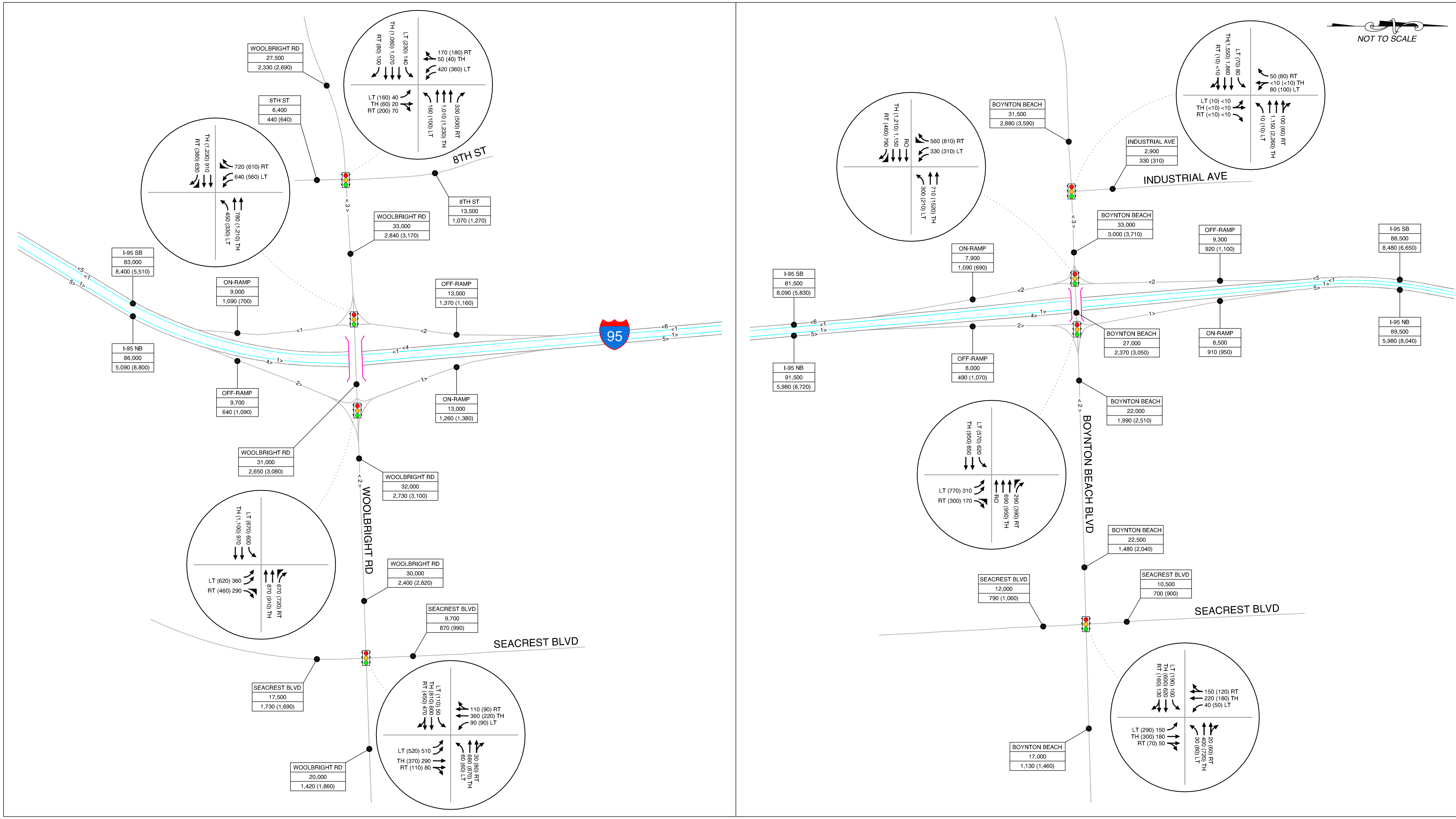

SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS,
2012 AADT AND PEAK HOUR VOLUMES

Figure
2

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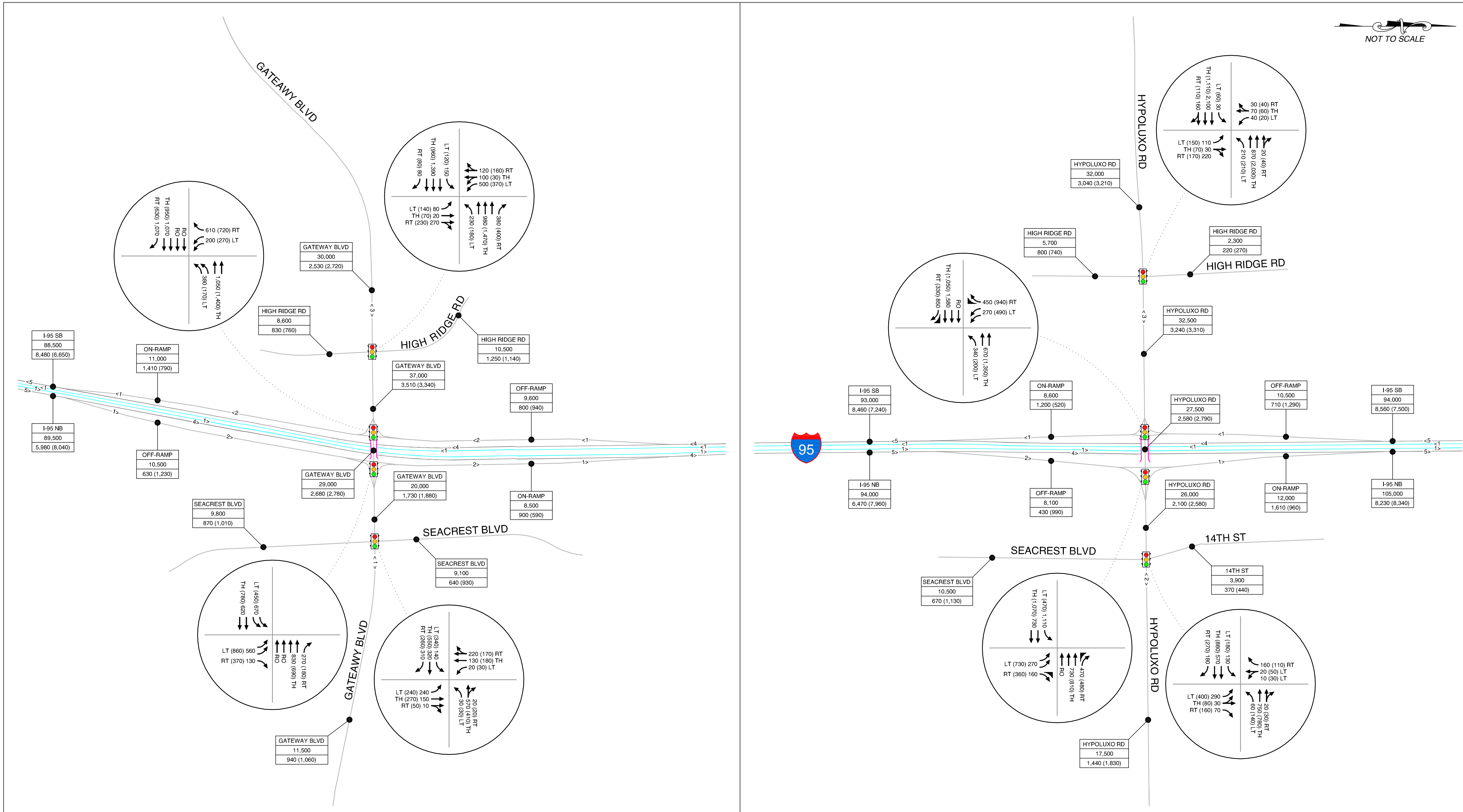
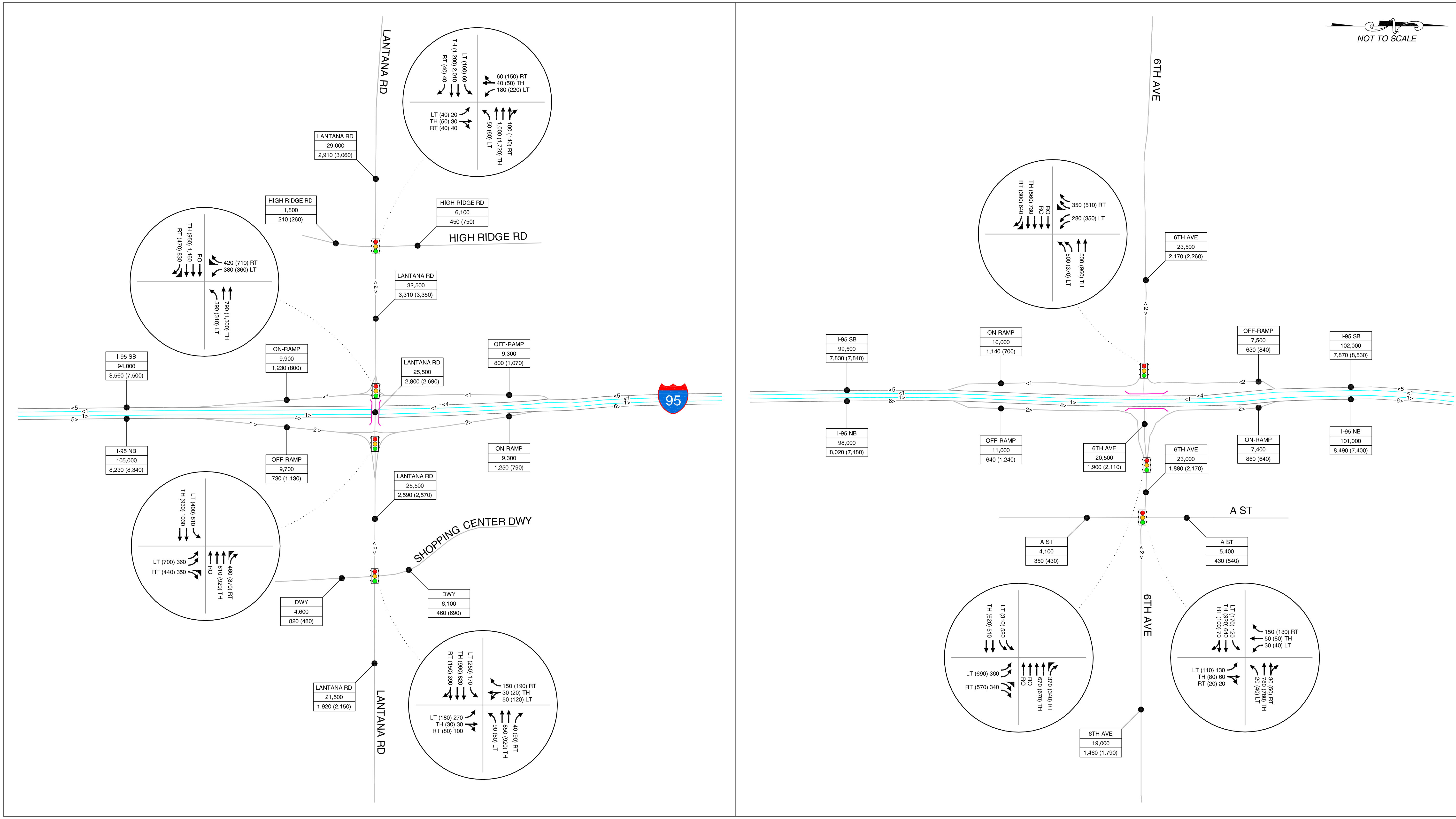


SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS,
2012 AADT AND PEAK HOUR VOLUMES

Figure
3



SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS,
2012 AADT AND PEAK HOUR VOLUMES

Figure
4

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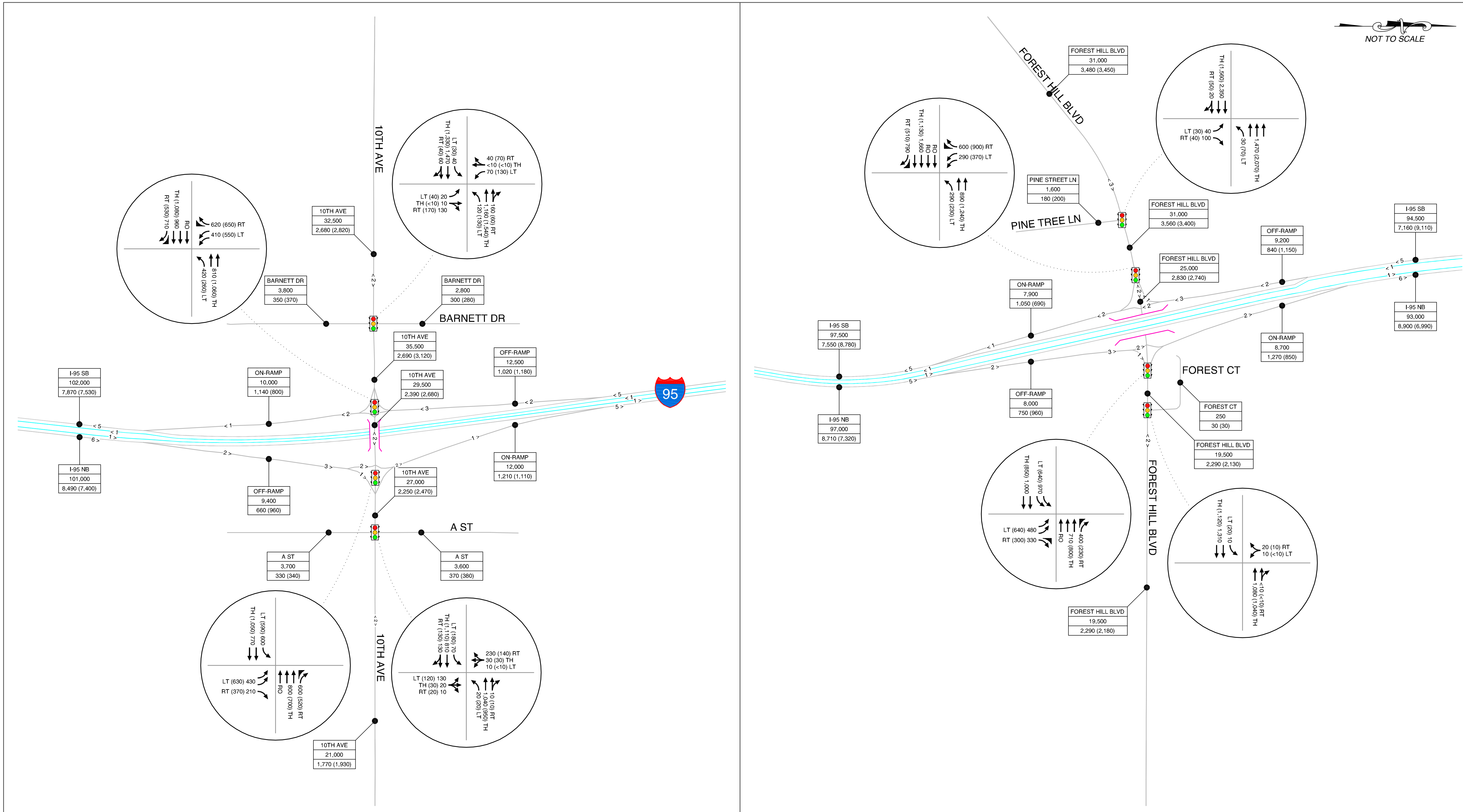

SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS,
2012 AADT AND PEAK HOUR VOLUMES

Figure
5

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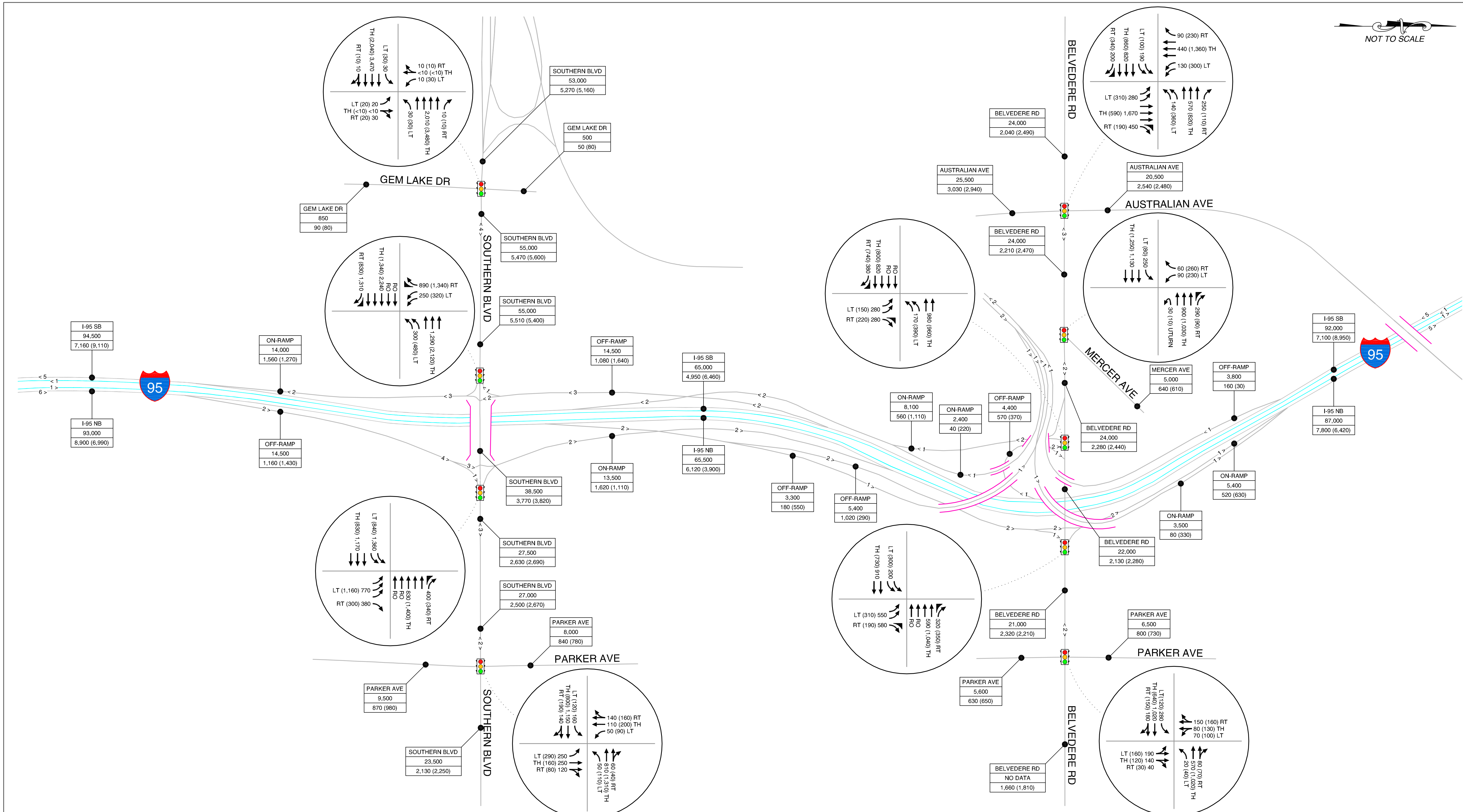

SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS,
2012 AADT AND PEAK HOUR VOLUMES

Figure
6

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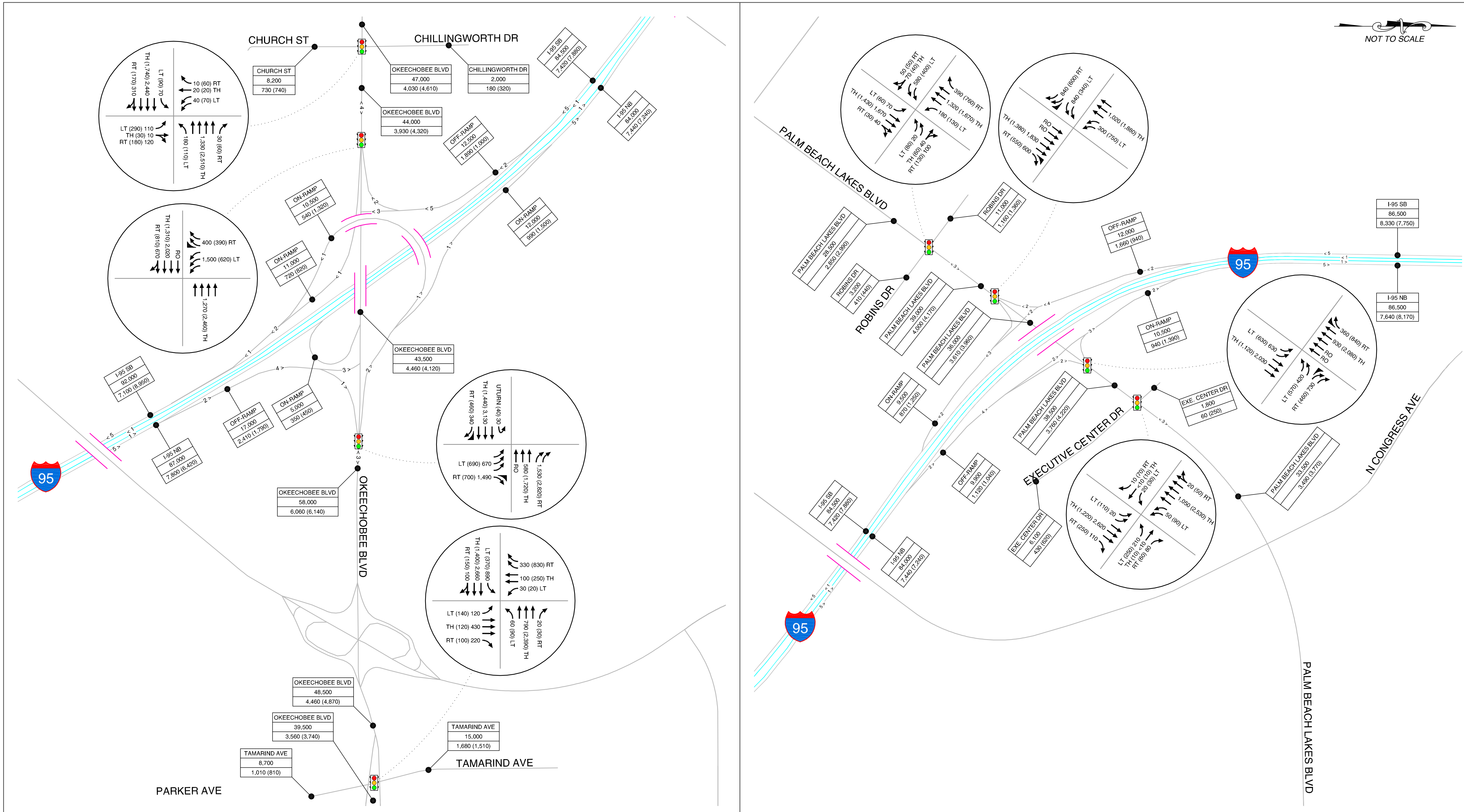
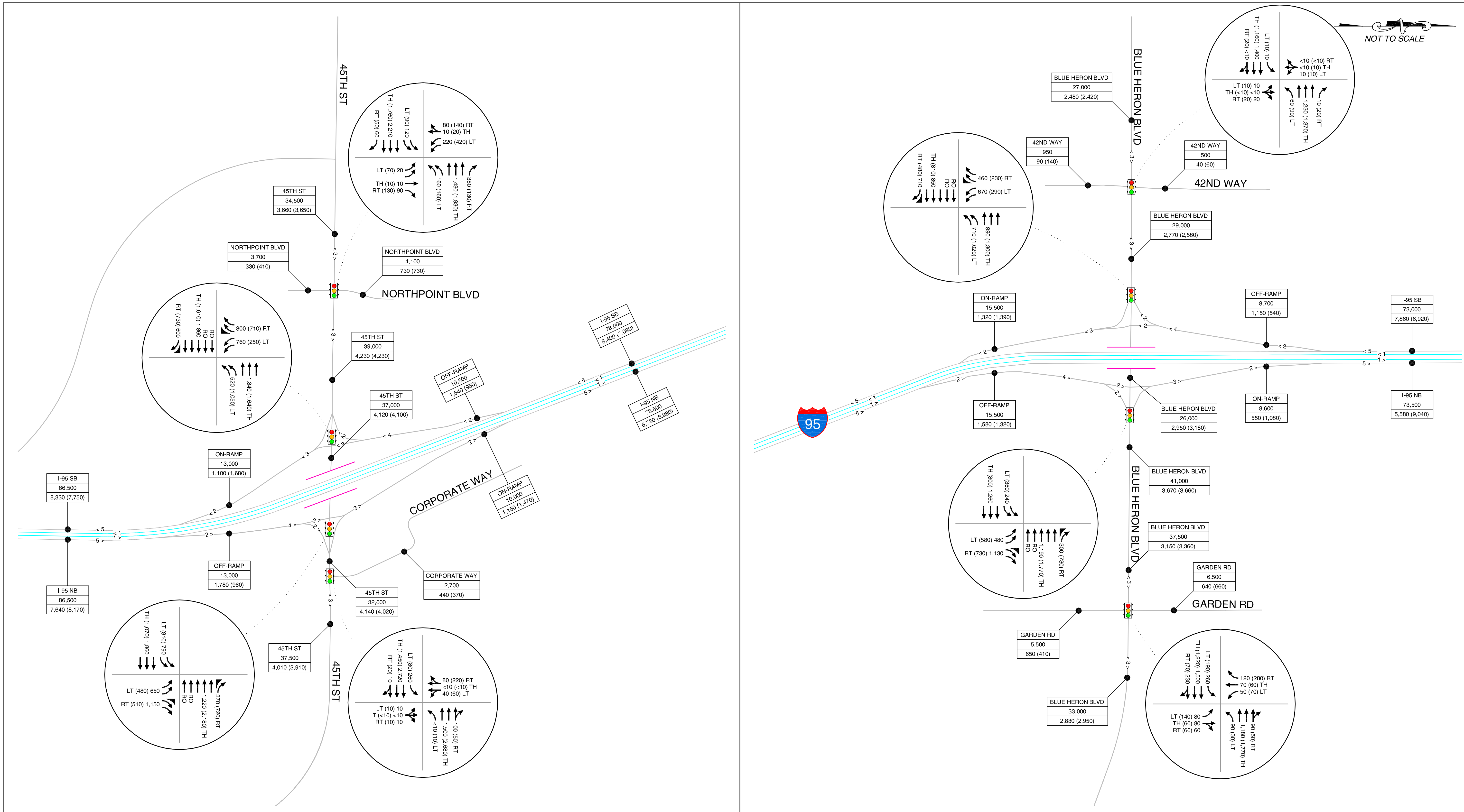


SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS,
2012 AADT AND PEAK HOUR VOLUMES

Figure
7



SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS,
2012 AADT AND PEAK HOUR VOLUMES

Figure
8

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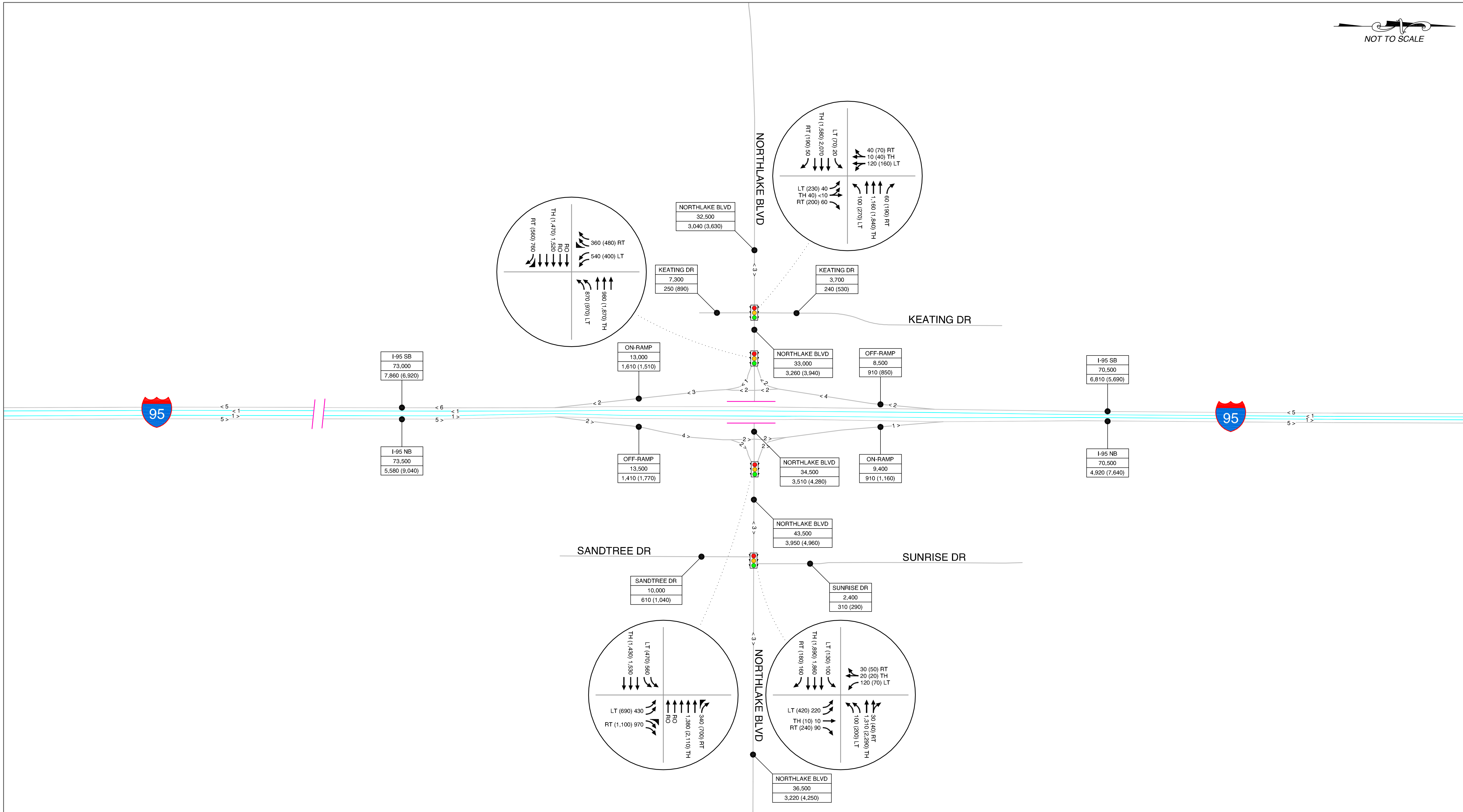

SR 9 (INTERSTATE 95) 2012 EXISTING LANE CONFIGURATIONS,
2012 AADT AND PEAK HOUR VOLUMES

Figure
9

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APPENDIX I

MLOU

Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

RICK SCOTT
GOVERNOR

ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: July 5th, 2013

TO: Victor Muchuruza, PhD., P.E., PTOE
Systems Planning Office, Central Office

FROM: Gustavo Schmidt, P.E., District Interchange Review Coordinator
Planning and Environmental Management Office, District Four

COPIES: Jennifer Fortunas, H. Walker (Central Office), Mark Clasgens, Kris Milster (FHWA), Lisa Dykstra, Steve Braun, Shi-Chiang Li, Cesar Martinez, (District Four)

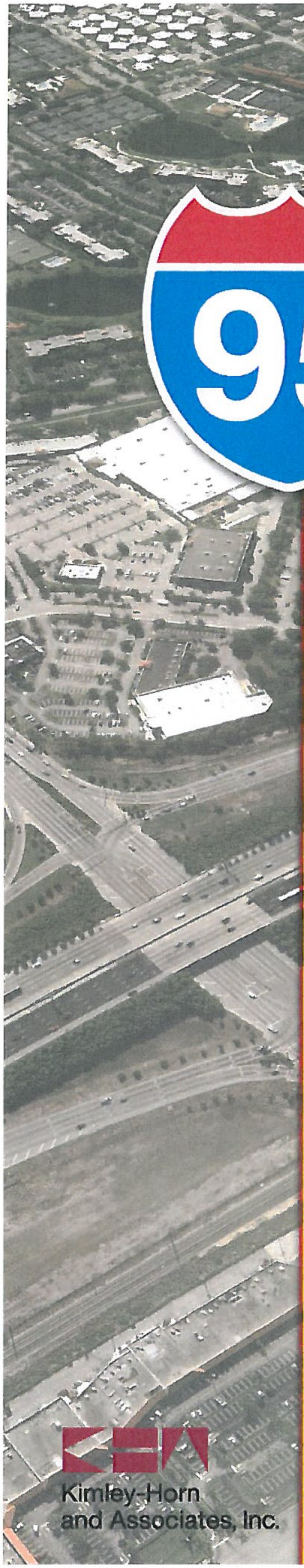
SUBJECT: **Palm Beach County I-95 Interchange Master Plan**
Methodology Letter of Understanding

Enclosed are four (4) copies of the Methodology Letter of Understanding (MLOU) prepared for the I-95 Interchange Master Plan from south of Linton Boulevard to north of Northlake Boulevard in Palm Beach County. District 4 have revised the MLOU incorporating comments from Central Office and considers it satisfactory for approval.

We request review and acceptance of the MLOU from Central Office and the Federal Highway Administration (FHWA.) Please sign all copies of the MLOU, retain a signed copy for each agency, and return the remaining ones to District Office.

Please contact us if you have any questions.

GS: cm/sb



DRAFT

Methodology Letter of Understanding (MLOU)

Interstate 95 Interchange Master Plan

Roadway ID 93220000

From South of Linton Boulevard (MP 8.1)

To North of Northlake Boulevard (MP 35.1)

Palm Beach County, Florida

FM No. 432785-1-22-01

June 2013

Kimley-Horn and Associates, Inc.

METHODOLOGY LETTER OF UNDERSTANDING BETWEEN THE REQUESTER, THE FEDERAL HIGHWAY ADMINISTRATION, THE FLORIDA DEPARTMENT OF TRANSPORTATION CENTRAL OFFICE, AND FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT FOUR FOR PREPARING AN INTERCHANGE MASTER PLAN FOR INTERSTATE 95 FROM LINTON BOULEVARD TO NORTHLAKE BOULEVARD IN PALM BEACH COUNTY, FLORIDA.

This document serves as the Methodology Letter of Understanding (MLOU) between the Requester, the Federal Highway Administration (FHWA), the Florida Department of Transportation (FDOT) Central Office, and FDOT District Four for preparing an Interchange Master Plan (IMP) for Interstate 95 (I-95) from Linton Boulevard to Northlake Boulevard in Palm Beach County, Florida. The primary purpose of this I-95 IMP is to identify the long-term needs through the year 2040 and to develop design concepts to address traffic spillback onto I-95, improve interchange operations, reduce congestion, and enhance safety at the study interchanges. The I-95 IMP development process will provide direction on the scheduling of future Interchange Operational Analysis Reports (IOARs), Interchange Modifications Reports (IMRs), Project Development and Environment (PD&E) studies, design projects, and/or construction projects. This MLOU outlines the criteria, assumptions, processes, and documentation requirements for this project.

SIGNATURE BLOCK

The Requester will provide full access to all modeling procedures, data, networks and outputs for project traffic review during the I-95 IMP process.

This MLOU will not be binding upon the FDOT or FHWA to approve the Conceptual Design Alternatives under any circumstances, nor will it nullify the FDOT's or FHWA's right to request changes to the study design, require additional data collection, analysis or documentation that may be required at any point during the I-95 IMP process.

Full compliance with all MLOU requirements does not obligate FDOT or FHWA to approve the Conceptual Design Alternatives. Signing by FDOT is non-binding to approve the Conceptual Design Alternatives under any circumstances.

Lisa Dykstra
Lisa Dykstra, P.E.
SIS & Concept Development Coordinator
FDOT District Four
Requester

Chad Thompson, P.E.
Federal Highway Administration
Program Operations Engineer

Gustavo Schmidt
Gustavo Schmidt, P.E.
FDOT District Four
Interchange Review Coordinator

H. Walker, P.E.
FDOT
Central Office System Planning

1. Introduction

This document serves as the MLOU between FDOT District Four, FDOT Central Office, and FHWA. This MLOU describes the methodology for the preparation of the I-95 IMP from south of Linton Boulevard to north of Northlake Boulevard in Palm Beach County, Florida.

This MLOU has been developed in accordance with FDOT Topic No. 000-525-015-g: *Approval of New or Modified Access to Limited Access Highways on the Strategic Intermodal System (SIS)*; FDOT Topic No. 525-030-160-i: *New or Modified Interchanges;* the *FDOT Interchange Handbook, 2002 Edition*, and the eight policy requirements outlined in the FHWA's Interstate System Access Policy.

Public involvement for this project consists of interagency coordination with the Palm Beach Metropolitan Planning Organization (MPO), Palm Beach County, and municipalities along the study corridor. In addition, a Project Web site (http://www.i95interchangemasterplan.com/) will provide information about the project for interested parties.

2. Purpose and Need for Project

The primary purpose of this I-95 IMP is to identify the long-term needs for the I-95 Interchanges through the year 2040 and to develop design concepts to address traffic spillback onto I-95, improve interchange operations, reduce congestion, and enhance safety at the study interchanges. The previous I-95 Master Plan Study for Palm Beach County was completed in 2003. An I-95 Interchange Analysis Report was subsequently completed in 2008 for ten interchanges in Palm Beach County from Congress Avenue to 10th Avenue North. The purpose of this I-95 IMP is to identify interchange improvements to address changes in forecasted traffic volumes and new design standards.

The I-95 IMP serves as an integral part of the continuing SIS development process and will provide direction on the scheduling of future Interchange Operational Analysis Reports (IOARs), Interchange Modifications Reports (IMRs), Project Development and Environment (PD&E) studies, design projects, and/or construction projects.

In order to expedite the incorporation of interchange projects into FDOT's 5-Year Work Program, the I-95 IMP will be advanced in three (3) groups of interchanges, with the final I-95 IMP report serving as a compilation of reports for all three groups of interchanges. The methodology used to group the interchanges considered several criteria including verification of existing operational issues, listing as a high crash location, right-of-way availability for short-term improvements, designation as a strategic intermodal system (SIS) facility, and documentation of local agency/community acceptance.

3. Project Schedule

The schedule for preparing the I-95 IMP is as follows:

- Notice to Proceed – February 26, 2013
- MLOU Submittal to FDOT Central Office/FHWA – May 2013
- MLOU Approval – TBD
- Interchange Group 1 Report Submittal – June 27, 2013
- Interchange Group 2 Report Submittal – December 19, 2013

- Interchange Group 3 Report Submittal – May 22, 2014
- Master Plan Draft Report Submittal – May 22, 2014
- Master Plan Final Report Submittal – June 30, 2014

4. Project Location

I-95 is a SIS facility and one of only two north-south limited access facilities serving Palm Beach County. The project limits from south of Linton Boulevard to north of Northlake Boulevard encompass approximately 60 percent (27 miles) of I-95 within Palm Beach County. The only interchange within the project limits that is not included in the study is the I-95 Direct Connector to Palm Beach International Airport, which is located between the Belvedere Road and Southern Boulevard (SR 80) study interchanges. The I-95 Direct Connector to Palm Beach International Airport is a system to system connection with James L. Turnage Boulevard, which is the airport access road, and it does not include signalized intersections at the ramp terminals. Although the I-95 Direct Connector to Palm Beach International Airport will not be analyzed in the study, the adjacent Belvedere Road and Southern Boulevard Interchanges that provide secondary access to Palm Beach International Airport are being analyzed. In addition, freeway and ramp operational analyses will be performed for this section of I-95 that will evaluate merge and diverge performance measures for the I-95 Direct Connector to Palm Beach International Airport.

The I-95 IMP project consists of 17 interchanges, including six interchanges with state roads and seven interchanges with SIS Connectors. These interchanges provide access and connectivity to important SIS hubs, including the Palm Beach International Airport, Port of Palm Beach, and several Tri-Rail stations, and to major population and employment centers. The southernmost interchange at Linton Boulevard is located approximately 8 miles north of the Broward County Line and the northernmost interchange at Northlake Boulevard is located approximately 11 miles south of the Martin County Line. The area of influence (AOI) will include all the ramps serving the Linton Boulevard and Northlake Boulevard intersections.

The remaining interchanges in Palm Beach County south of the project limits have been addressed in a prior PD&E study for the new Spanish River Boulevard Interchange, and the interchanges immediately to the north of the project limits are currently being analyzed in the PD&E study for the PGA Boulevard/Central Boulevard interchanges.

Figure 1 provides a Project Location Map.

5. Considered Alternatives

The I-95 IMP will consider a No-Build and a Build Alternative, which may consist of multiple conceptual design alternatives, for each interchange. The No-Build Alternative will include improvements identified in the adopted Palm Beach 2035 Long Range Transportation Plan's (LRTP) Cost Feasible Plan within the AOI. The Build Alternative will include the final conceptual design alternative improvements for each interchange, along with the Cost Feasible Plan improvements included in the No-Build Alternative.

6. Anticipated Area of Influence (AOI)

The anticipated AOI typically extends from each study interchange ramp terminal to the nearest signalized intersection to the east and west. Traffic operational field reviews were conducted for the 17 interchanges between Linton Boulevard and Northlake Boulevard included in the project (see Figure 1). Issues noted included maximum queue lengths and spillbacks, excessive delays for critical movements, and cycle failures. Based on deficiencies observed during the field reviews, the AOI was expanded for several interchanges to include additional signalized intersections. Tables 1 and 2 summarize the interchange spacing within the AOI and the proposed study intersections, respectively.

7. Analysis Years

The analysis years for the I-95 IMP consist of the following:

- Existing Year – Year 2012/2013
- Opening Year – Year 2020
- Design Year – Year 2040

8. Existing Conditions

I-95 is a primarily 10-lane limited access facility within the project limits. Table 2 lists the I-95 interchanges and adjacent signalized intersections within the AOI for the interchange cross streets.

Known socio-cultural features, hazardous materials, and natural resources within the AOI will be documented in the I-95 IMP.

9. Travel Demand Forecasting Model

The enhanced South East Florida Regional Planning Model (SERPM) Version 6.5 Managed Lanes Model, which was developed as part of the I-95 PD&E Study (Stirling Road to Linton Boulevard), will be used to forecast traffic for the I-95 IMP. This model was enhanced, based on the SERPM Version 6.5 Time-of-Day Model, with I-95 subarea-specific improvements to effectively forecast managed lanes traffic.

SERPM Version 6.5 has a 2005 base year and a 2035 horizon year, and was the model used to develop the Palm Beach 2035 LRTP. The 2035 horizon year scenario in the SERPM Version 6.5 Managed Lanes Model includes the MPO approved 2035 Traffic Analysis Zones (TAZ) data and the 2035 LRTP Cost Feasible Plan network.

10. Model and Network Validation Procedures

The SERPM Version 6.5 Managed Lanes Model, selected for this study, was validated for a subarea with boundaries of Florida's Turnpike to the west, Atlantic Ocean to the east, Palm Beach/Martin County Line to the north, and Downtown Miami to the south. However, this subarea validation was performed based on 2005 traffic counts. Additional model validation effort will be conducted for the I-95 IMP to further validate the corridor-specific volumes to existing conditions. A subarea will be developed (referred to as "Tight Subarea" hereafter, to distinguish it from the aforementioned subarea) to include the project AOI. This AOI includes I-95 from Linton Boulevard to Northlake Boulevard and the area up to one adjacent signalized intersection on either side of the I-95 ramp terminals. For locations where the AOI has been expanded to include additional signalized intersections, the Tight Subarea validation will include the additional cross street intersections that are in the SERPM network.

A CUBE Analyst trip table adjustment process will be performed using the Tight Subarea network developed for the corridor. The trip table adjustment process will use the time-of-day traffic counts and a prior trip table from the travel demand model as inputs. The traffic assignment results from this procedure will be validated to existing traffic counts. The 2010 adjusted trip table will be the basis for performing the future year forecast trip tables. The trip table adjustment process will be scripted in CUBE Voyager software. The 2012-2013 time-of-day traffic counts collected for this project will be verified and adjusted to develop 2010 traffic counts, which will serve as targets for the validation effort.

11. Analysis Years and Model Runs

SERPM Version 6.5 model networks will be developed for 2010 Validation, 2010 Baseline, and 2040 Baseline (Design Year). The forecasts for 2020 (Opening Year) will be developed based on interpolation of 2010 Baseline and 2040 Baseline model forecasts. The model network development process is summarized below.

- **2010 Validation:** The 2010 network developed as part of the I-95 PD&E Study (Stirling Road to Linton Boulevard) will be the basis for this network. Major freeways and regional corridors in the entire SERPM network were reviewed to verify that 2010 conditions are represented. Within the AOI, the important model network attributes such as number of lanes, posted speeds, and interchange configurations will be verified.
- **2040 Baseline:** The 2040 No-Build network developed as part of the I-95 PD&E Study (Stirling Road to Linton Boulevard) will be the basis for this network. This network includes projects from the MPO-approved 2035 Cost Feasible Plans. In addition, the design year 2040 Baseline network assumptions will include the following:
    - Interchange improvements within the AOI that are programmed and funded for construction in FDOT's Work Program.
    - **2010 Baseline:** This network will be used in conjunction with the 2040 Baseline network to forecast 2020 volumes via interpolation. The 2040 Baseline highway network and 2010 traffic analysis zone (TAZ) data will be applied.

- **TAZ Data:** The 2010 and 2040 TAZ data developed for the I-95 PD&E Study (Stirling Road to Linton Boulevard) will be used for this project. The 2040 TAZ data was developed by extrapolation of the MPO-approved 2035 TAZ data, via benchmarking the County Control totals to Bureau of Economic and Business Research (BEBR) projections.

12. Data Collection and Sources

Data will be collected for the study from numerous sources including, but not limited to, the following.

a. I-95 IMP Existing Conditions Traffic Data Report (2013 by Kittelson and Associates, Inc.)
b. FDOT Straight Line Diagrams
c. Roadway Characteristics Inventory Database
d. Palm Beach County traffic signal timing data
e. FDOT 2011 Traffic Information CD/DVD/database
f. FDOT Crash Data (Crash Analysis Reporting System – CARS)
g. Palm Beach County Traffic Engineering Division crash data
h. Environmental Data from Palm Beach County and the Florida Geographic Data Library (FGDL)
i. Field visits to confirm geometry, storage lengths, signal phasing, queues, etc.
j. South East Florida Regional Planning Model (SERPM) – Version 6.5
k. FDOT Five (5) Year Work Program
l. SIS Funding Strategy First Five Year Plan (FY 2012/2013 through 2016/2017)
m. SIS Funding Strategy Second Five Year Plan (FY 2017/2018 through 2021/2022)
n. SIS Cost Feasible Plan Highway Component 2020-2035
o. Palm Beach 2035 LRTP
p. 2012 FDOT District Four SIS Connectors Assessment
q. I-95 Corridor Planning Study (July 2012)

13. Data Collection Methodology

The I-95 IMP Existing Conditions Traffic Data Report (2013) will provide the traffic data required for this project. Traffic data were collected from November 2012 through February 2013 with breaks to avoid weeks with holidays (i.e. Christmas and New Year's). Traffic data collected for this project includes:

a. Weekday twenty-four (24) hour bi-directional machine counts on all AOI signalized intersection legs
b. Weekday twenty-four (24) hour bi-directional classification counts at the east and west sides of each interchange.
c. Weekday four (4) hour peak period (AM and PM) turning movement counts (TMCs) at all AOI signalized intersections and on- and off-ramp terminal intersections. TMCs include pedestrian/bicyclist counts where applicable.
d. Field review information summarizing lane configurations, geometry, traffic signal hardware information, and traffic/roadway characteristics at the time of data collection.

The data collected specifically for this project will be supplemented with existing traffic data (AADTs) from the 2011 FDOT Traffic Information CD/DVD/database.

System-wide AM and PM peak hours were identified from the traffic data and existing peak hour volumes were determined. All peak hour traffic counts were balanced along the I-95 mainline and between interchanges and the on-/off-ramp terminals within seven (7) percent. TMCs were balanced to within ten (10) percent between cross street intersections within the AOI.

The I-95 IMP Existing Traffic Data Report includes the following summaries.

a. Tables summarizing the average peak hour volumes for each day data were collected.
b. Maps summarizing 2012 AADTs within the AOI.
c. Maps summarizing the balanced existing AM and PM peak hour turning movement volumes within the AOI.

14. Traffic Factors

The directional design hour volumes (DDHV) development process for the I-95 IMP will not involve the application of the standard procedure of adjusting the average annual daily traffic (AADT) volumes with the K_{30} and D_{30} traffic factors. The approach applied for forecasting the DDHVs will be consistent with the methodology developed for the I-95 PD&E Study from Stirling Road to Linton Boulevard. This methodology has several advantages over the standard approach including:

1) Since the DDHVs will be developed from the model outputs, manual balancing is not typically required. The new approach eliminates most post-processing efforts by using automation to produce consistent and reliable forecasts.
2) The traditional design traffic forecasting approach relies on K and D factors, which are fixed for the corridor. This approach cannot show a true peak-hour demand, as it does not consider the variation that occurs throughout the day.
3) The new approach requires more effort in the model validation of existing conditions and turns. But once existing conditions are validated, design traffic can be developed efficiently.

The forecasting methodology will employ the time-of-day features of the travel demand model. The SERPM Version 6.5 reports 3-hour AM peak volumes, 3-hour PM peak volumes, and 18-hour off-peak volumes. The DDHV volumes will be developed from the peak period volumes obtained from the travel demand model. The DDHV development will involve the use of diurnal factors applied to the model estimated peak period volumes. The diurnal factors, in this case, are defined as the ratio of the peak hour volume to the 3-hour peak period volume.

The AM and PM period-specific diurnal factors will be developed from the traffic data collected for the I-95 IMP. The traffic data will be analyzed to create a 3-hour profile for both AM and PM peak period conditions in order to develop AM and PM diurnal factors to convert the 3-hour peak period traffic obtained from the travel demand model to 1-hour peak hour design traffic. One set of diurnal factors (AM and PM) will be developed for the entire study area. Preliminary analysis of traffic data confirmed there is little variation in the diurnal factors between the I-95 mainline and the cross streets in the study area.

The AM and PM DDHVs will be balanced along the entire I-95 study corridor. For the interchange ramp terminal intersections and adjacent AOI signalized intersections, the future turning movements will be determined using the SERPM Tight Subarea assignment.

Peak hour truck percentages will be determined from manual turning movement counts (TMCs) that were collected for the I-95 IMP. The TMCs were collected along the interchange cross streets at the ramp terminals and at the adjacent signalized intersections to the east and west. Separate peak hour truck percentages for the AM and PM peak hours will be determined for the project's 17 interchanges.

Existing intersection peak hour factors obtained from manual turning movement counts collected for the I-95 IMP will be applied in the existing conditions operational analysis to assist in the calibration of the Synchro 8.0 software. The Palm Beach County Traffic Division default peak hour factor (0.95) will be applied in the future conditions operational analysis (Opening Year – 2020 and Design Year – 2040), which is reflective of the expected future conditions with the high overall level of travel demand in the AOI. With the exception of the peak hour factor, the Palm Beach County default input values for intersection analysis will be applied in the Synchro operational analyses for the future conditions unless traffic data collected for this project demonstrates that the Palm Beach County default input values are not appropriate at specific locations.

15. Consistency with Master Plans, LRTP, LGCP, and DRI Applications

Applicable master plans, the Palm Beach 2035 LRTP, local government comprehensive plans, and active development of regional impact (DRI) applications will be reviewed and documented in the I-95 IMP. Conceptual design alternatives improvements will be developed consistent with these plans or steps will be taken to achieve consistency.

16. Operational Analysis Procedures

Detailed operational analyses will be performed for existing conditions, future No-Build Alternative (Opening Year and Design Year), and future Build Alternatives (Opening Year and Design Year) utilizing the forecast traffic volumes. Intersection and arterial analyses will be conducted using Synchro 8.0 software. The freeway and ramp operational analyses will utilize the latest version of the Highway Capacity Software (HCS).

Operational analyses will be conducted for both the AM and PM peak hours. System-wide peak hours were identified for the study corridor from the traffic data collected for this project. The AM peak hour occurs from 7:30 to 8:30 AM and the PM peak hour occurs from 4:45 to 5:45 PM. Based on observations during the field reviews, several intersections within the interchange AOIs experience cycle failures, which is indicative of oversaturated conditions. The analyses will include:

- Signalized intersection analyses – Level of Service (LOS), delay, volume to capacity ratio (v/c), and queue lengths
- Arterial analyses – LOS and travel time
- Freeway analyses – LOS, density, and throughput
- Ramp junction analyses – LOS and density
- Ramp analyses – LOS and v/c

Based on observations during the field reviews, several locations were identified where the maximum queue lengths are extensive and/or queue spillbacks extended to the I-95 mainline or through adjacent signalized intersections. Maximum queue length measurements were collected at these locations for the purpose of calibrating the Synchro operational model. Likewise, during the field reviews significant imbalances in lane utilization were observed on the approaches to several interchanges/intersections. Maximum lane utilization measurements were collected at these locations for the purpose of calibrating the Synchro operational model.

17. Safety Analysis Procedures

For each interchange, the safety AOI will include ramp terminal intersections and one adjacent signalized intersection on either side of the interchange. The safety AOI was not expanded to include additional signalized intersections in the vicinity of the interchange that were analyzed in the operational analysis. The purpose of adding intersections to the expanded AOI was to evaluate operations, including queue spillbacks, impacting the ramp terminal intersections.

Three (3) years of crash data will be obtained from the FDOT's Crash Analysis Reporting System (CARS) and from Palm Beach County Traffic Engineering Division. Crash data will be summarized by crash type (vehicle, bicycle, and/or pedestrian crash; angle, head-on, side swipe, etc.), crash frequency, light and surface conditions, weather conditions, and alcohol/drug involvement. High crash locations, as identified by FDOT, and crashes involving fatalities or property damage only will be noted. Crash rates will be compared to established average crash rates for similar facilities. Where possible, countermeasures (design or operational) to address prevalent crash patterns will be identified, an Opinion of Probable Cost (OPC) will be determined, and a Benefit/Cost (B/C) ratio established.

The safety analysis will follow procedures outlined in FDOT's Manual on Uniform Traffic Studies (MUTS), the Manual on Uniform Traffic Control Devices (MUTCD), Highway Safety Improvement Program Guidelines (HSIPG), FDOT State Safety Office's spreadsheet titled Crash Reduction Factors (as of 10/30/2009), FHWA's Crash Modification Factors Clearinghouse, and the American Association of State Highway and Transportation Officials' (AASHTO) Highway Safety Manual (HSM).

18. Environmental Considerations

Environmental issues, including socio-cultural features, contamination, natural resource features, and noise sensitive receptors, will be investigated, documented, and considered as part of the I-95 IMP.

19. Conceptual Funding Plan/Construction Schedule

The purpose of the I-95 IMP is to develop and prioritize interchange improvements within the study area. The I-95 IMP will provide a basis for development of a future funding plan and implementation schedule.

20. Anticipated Exceptions

No exceptions to FDOT of FHWA rules, policies, standards, and procedures are anticipated at this time.

21. Consideration of Other Interchange Proposals

No proposals for new interchanges are being considered within the project limits at this time.

Interstate 95 Interchange Master Plan
Methodology Letter of Understanding (MLOU)

Figure 1: Project Location

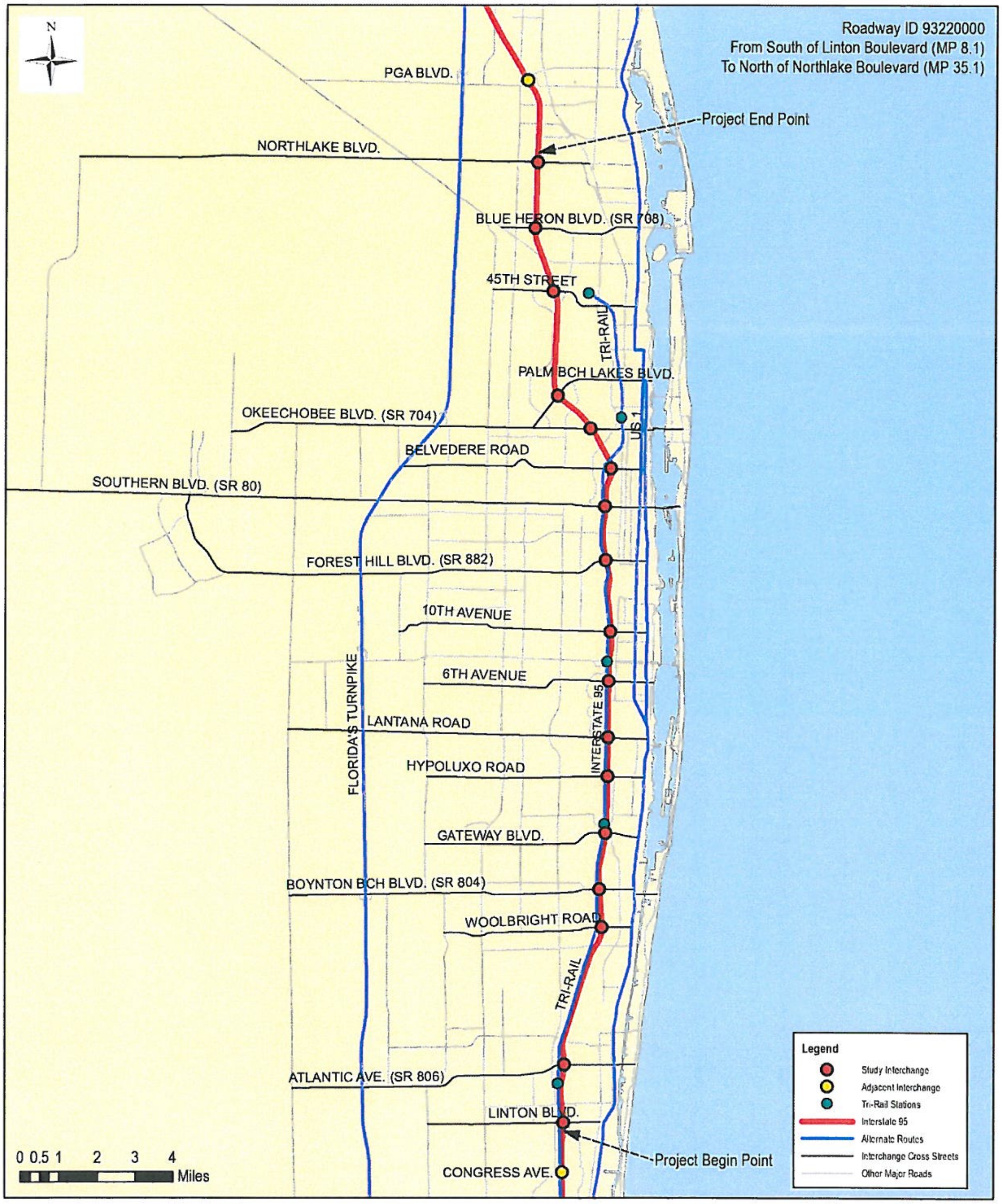


Table 1
Interchange Spacing

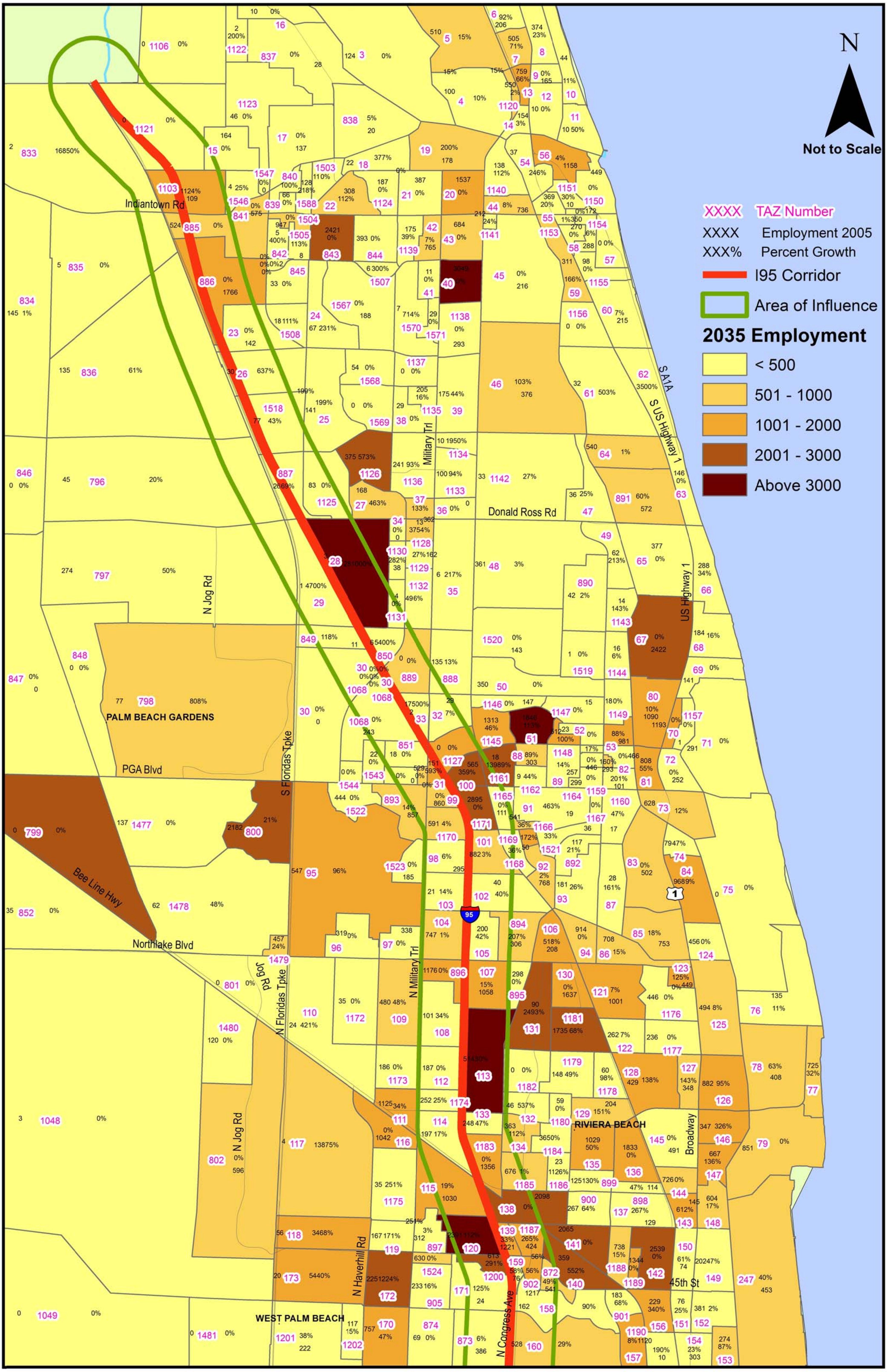
Interchange Cross Street	Approximate Cross Street Centerline Milepost	Approximate Interchange Spacing (Miles)
Northlake Boulevard	34.78	
		1.76
Blue Heron Boulevard (SR 708)	33.02	
		1.75
45th Street	31.27	
		2.80
Palm Beach Lakes Boulevard	28.47	
		1.25
Okeechobee Boulevard (SR 704)	27.22	
		1.23
Belvedere Road	25.99	
		1.01
Southern Boulevard (SR 80)	24.98	
		1.45
Forest Hill Boulevard (SR 882)	23.53	
		1.90
10th Avenue	21.63	
		1.28
6th Avenue	20.35	
		1.53
Lantana Road	18.82	
		1.03
Hypoluxo Road	17.79	
		1.50
Gateway Boulevard	16.29	
		1.52
Boynton Beach Boulevard (SR 804)	14.77	
		0.99
Woolbright Road	13.78	
		3.83
Atlantic Avenue (SR 806)	9.95	
		1.54
Linton Boulevard	8.41	

Table 2
Area of Influence Study Intersections

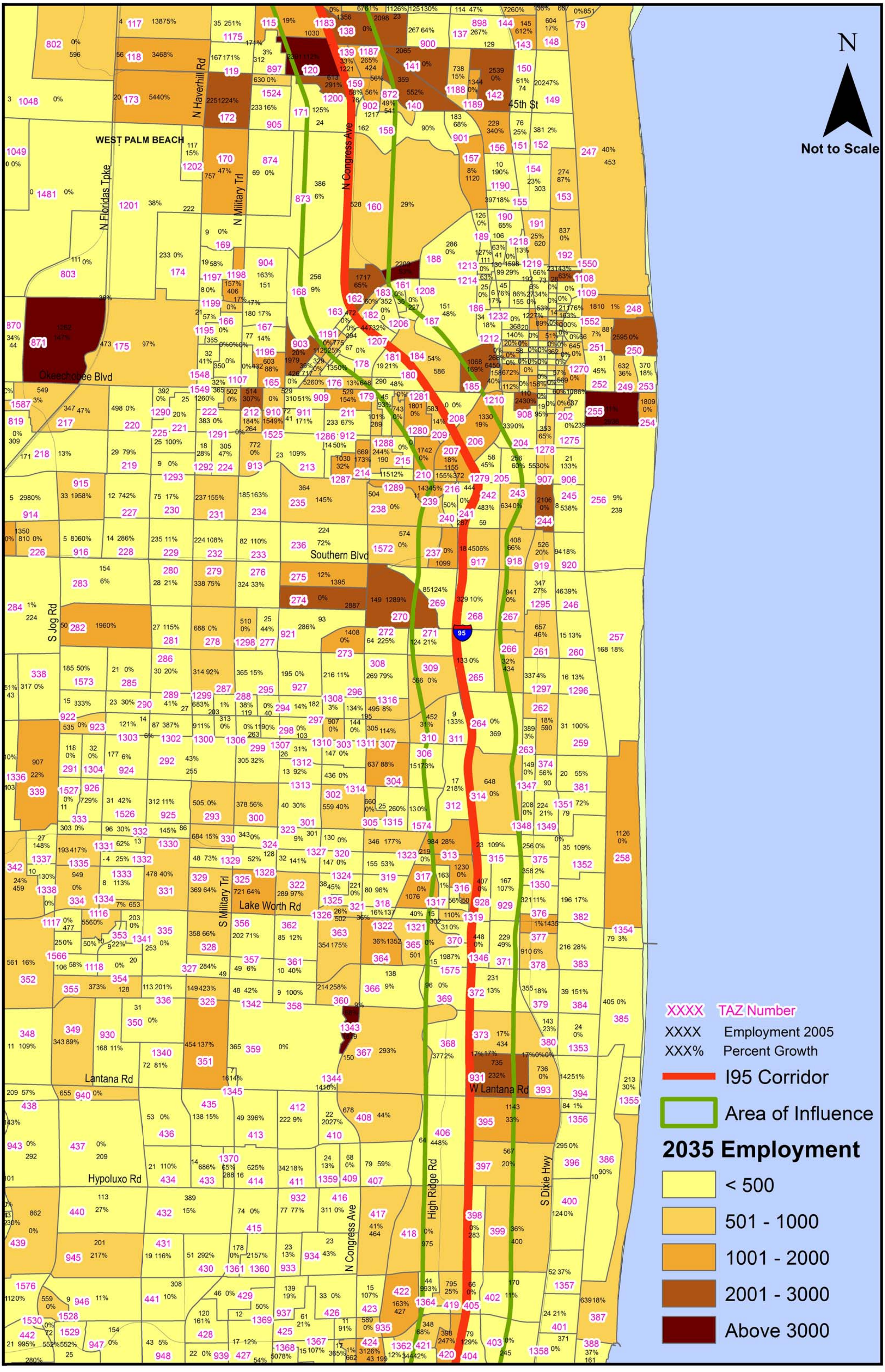
Interchange Cross Street	Signalized Intersections			
	Adjacent West	West Interchange	East Interchange	Adjacent East
Northlake Boulevard	Keating Drive	I-95 Southbound	I-95 Northbound	Roan Lane, Sandtree Drive/ Sunrise Drive
Blue Heron Boulevard (SR 708)	42nd Way	I-95 Southbound	I-95 Northbound	Garden Road
45th Street	Village Boulevard, Northpoint Boulevard	I-95 Southbound	I-95 Northbound	Corporate Way, Congress Avenue
Palm Beach Lakes Boulevard	Robins Drive, La Quinta Inn	I-95 Southbound	I-95 Northbound	Executive Center Drive
Okeechobee Boulevard (SR 704)	Chillingworth Drive/ Church Street	I-95 Southbound	I-95 Northbound	Parker Avenue/ Tamarind Avenue
Belvedere Road	Mercer Avenue	I-95 Southbound	I-95 Northbound	Parker Avenue
Southern Boulevard (SR 80)	Gem Lake Drive	I-95 Southbound	I-95 Northbound	Parker Avenue
Forest Hill Boulevard (SR 882)	Pine Tree Lane	I-95 Southbound	I-95 Northbound	Forest Court, Parker Avenue
10th Avenue	N Detroit Street, Barnett Drive	I-95 Southbound	I-95 Northbound	North A Street
6th Avenue	N/A	I-95 Southbound	I-95 Northbound	South A Street
Lantana Road	High Ridge Road	I-95 Southbound	I-95 Northbound	Lantana Shopping Center Driveway, N 13th Street/Andrew Redding Road
Hypoluxo Road	High Ridge Road	I-95 Southbound	I-95 Northbound	Seacrest Boulevard/ 14th Street
Gateway Boulevard	Quantum Town Center/Quantum Village (Publix), High Ridge Road	I-95 Southbound	I-95 Northbound	Seacrest Boulevard
Boynton Beach Boulevard (SR 804)	Industrial Avenue	I-95 Southbound	I-95 Northbound	Seacrest Boulevard
Woolbright Road	Corporate Drive/ 8th Street	I-95 Southbound	I-95 Northbound	Seacrest Boulevard
Atlantic Avenue (SR 806)	Congress Avenue	I-95 Southbound	I-95 Northbound	NW 12th Avenue
Linton Boulevard	Congress Avenue	I-95 Southbound	I-95 Northbound	Wallace Drive, Alta Meadows Lane/ SW 10th Avenue

APPENDIX J

2005 AND 2035 EMPLOYMENT AND POPULATION FIGURES



N
Not to Scale
XXXX TAZ Number
XXXX Employment 2005
XXX% Percent Growth
I95 Corridor
Area of Influence
2035 Employment
< 500
501 - 1000
1001 - 2000
2001 - 3000
Above 3000
Indiantown Rd
Military Trl
Donald Ross Rd
SA1A
S US Highway 1
US Highway 1
N Jog Rd
PALM BEACH GARDENS
PGA Blvd
S Floridas Tpke
Bee Line Hwy
Northlake Blvd
Jog Rd
N Floridas Tpke
N Military Trl
RIVIERA BEACH
Broadway
N Haverhill Rd
WEST PALM BEACH
N Congress Ave
45th St
95
1



N
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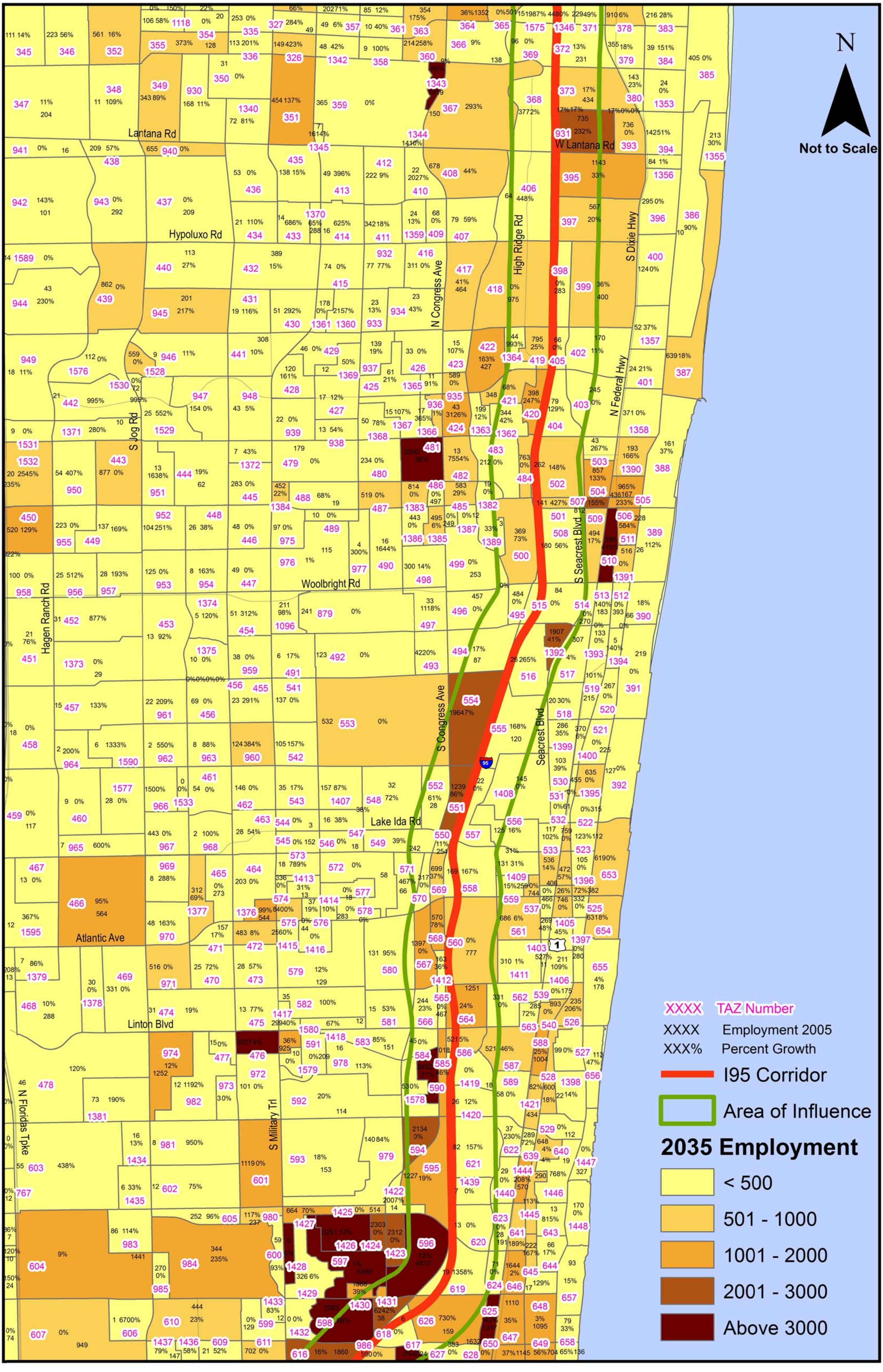
WEST PALM BEACH
N Florida Tpke
N Haverhill Rd
N Military Trl
N Congress Ave
45th St
Okeechobee Blvd
Southern Blvd
S Jog Rd
S Military Trl
Lake Worth Rd
Lantana Rd
Hypoluxo Rd
W Lantana Rd
High Ridge Rd
S Dixie Hwy
95
XXXX TAZ Number
XXXX Employment 2005
XXX% Percent Growth
I95 Corridor
Area of Influence
2035 Employment
< 500
501 - 1000
1001 - 2000
2001 - 3000
Above 3000



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Lantana Rd
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Hypoluxo Rd
High Ridge Rd
S Dixie Hwy
N Congress Ave
S Jog Rd
N Federal Hwy
S Seacrest Blvd
Woolbright Rd
Hagen Ranch Rd
S Congress Ave
Seacrest Blvd
Lake Ida Rd
Atlantic Ave
Linton Blvd
S Military Trl
N Florida Tpke
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XXXX TAZ Number
XXXX Employment 2005
XXX% Percent Growth
I95 Corridor
Area of Influence
2035 Employment
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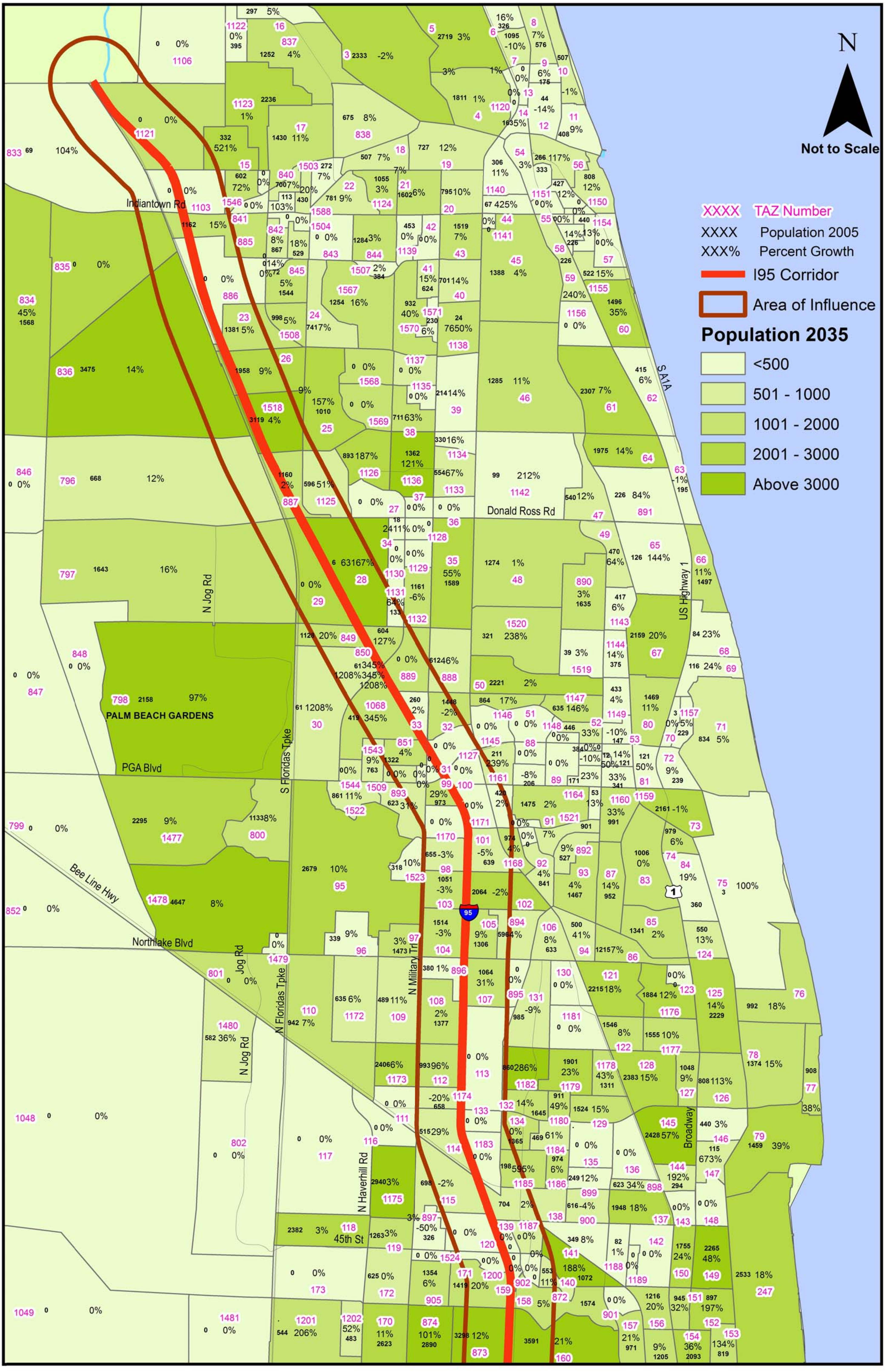
1001 - 2000
2001 - 3000
Above 3000



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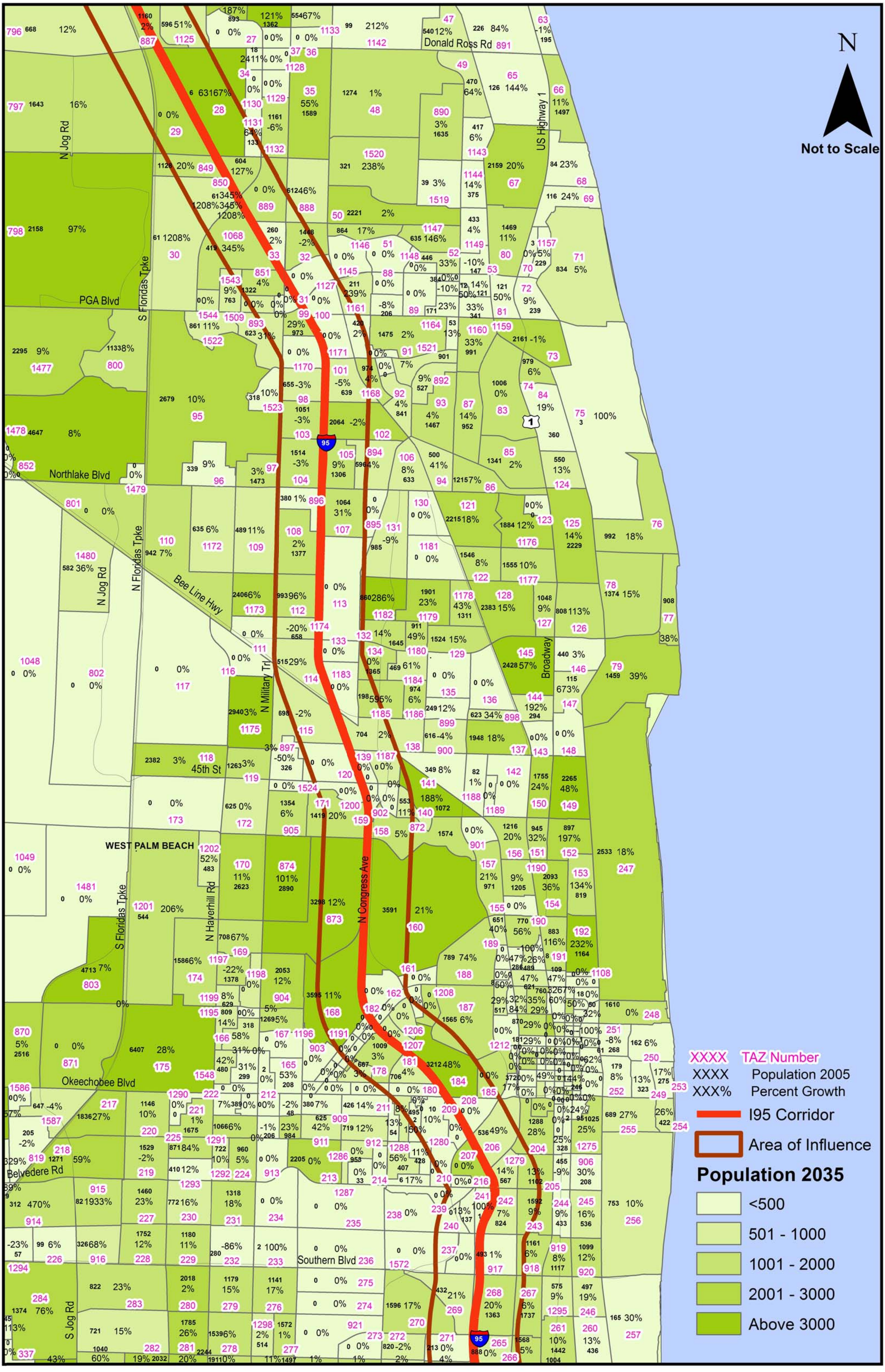
Not to Scale
XXXX TAZ Number
XXXX Population 2005
XXX% Percent Growth
I95 Corridor
Area of Influence
Population 2035
<500
501 - 1000
1001 - 2000
2001 - 3000
Above 3000
Indiantown Rd
Donald Ross Rd
PGA Blvd
Northlake Blvd
45th St
Bee Line Hwy
N Jog Rd
Jog Rd
S Floridas Tpke
N Florida Tpke
N Military Trl
N Haverhill Rd
US Highway 1
Broadway
SA1A
PALM BEACH GARDENS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XXXX Population 2005
XXX% Percent Growth
I95 Corridor
Area of Influence
Population 2035
<500
501 - 1000
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2001 - 3000
Above 3000
Donald Ross Rd
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US Highway 1
PGA Blvd
S Floridas Tpke
Northlake Blvd
N Floridas Tpke
Bee Line Hwy
Broadway
N Military Trl
45th St
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N Haverhill Rd
N Congress Ave
Okeechobee Blvd
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Not to Scale
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S Dixie Hwy
N Federal Hwy
S Jog Rd
N Florida Tpke
Hagen Ranch Rd
S Military Trl
Woolbright Rd
S Seacrest Blvd
S Congress Ave
Lake Ida Rd
Atlantic Ave
Linton Blvd
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XXXX TAZ Number
XXXX Population 2005
XXX% Percent Growth
I95 Corridor
Area of Influence
Population 2035
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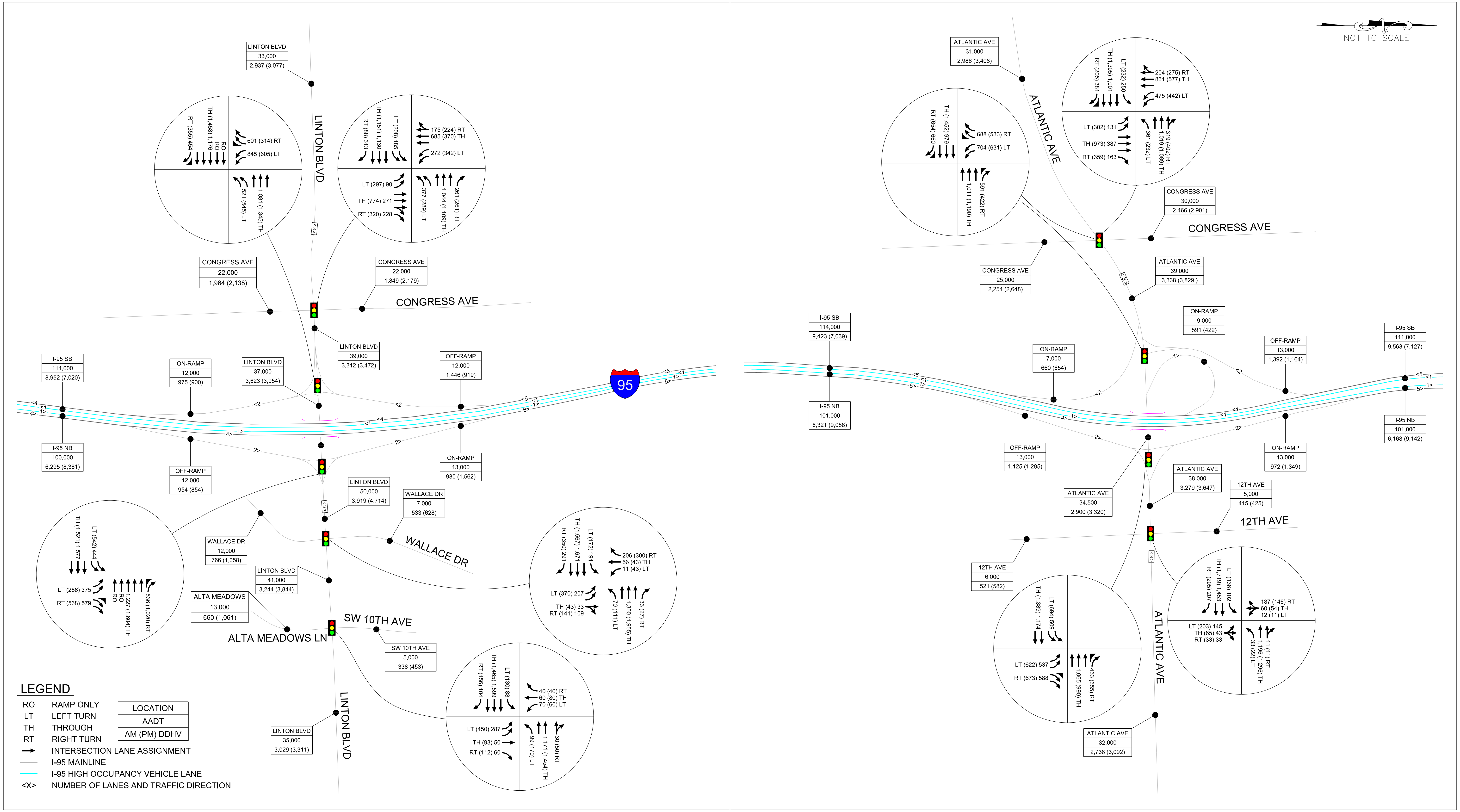
2001 - 3000
Above 3000

APPENDIX K

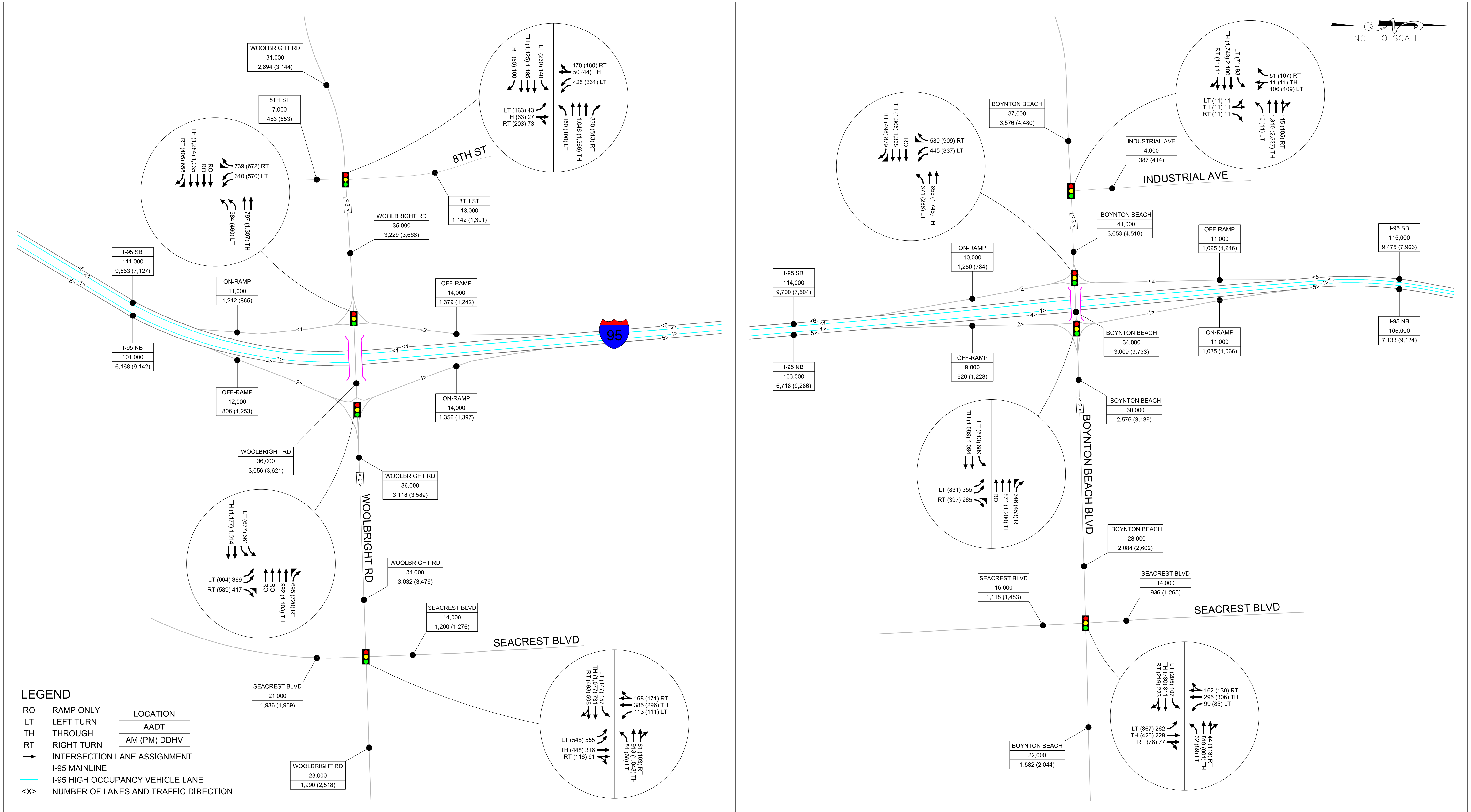
FUTURE 2020 FORECASTED TRAFFIC



NOTE:
THE REPORTED ANNUAL AVERAGE DAILY TRAFFIC (AADT) WAS DEVELOPED USING THE LATEST ADJUSTMENT FACTORS AND METHODS AVAILABLE AT THE TIME THE REPORT WAS PREPARED, IN JANUARY/FEBRUARY 2013. THEY WERE PREPARED FOR USE IN THE *PALM BEACH COUNTY INTERCHANGE MASTER PLAN* STUDY ONLY. FOR ALL OTHER STUDIES AND ANALYSES, IT IS RECOMMENDED THAT THE LATEST PUBLISHED 2012 AADTS BE UTILIZED.

SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS, 2020 AADT AND PEAK HOUR VOLUMES

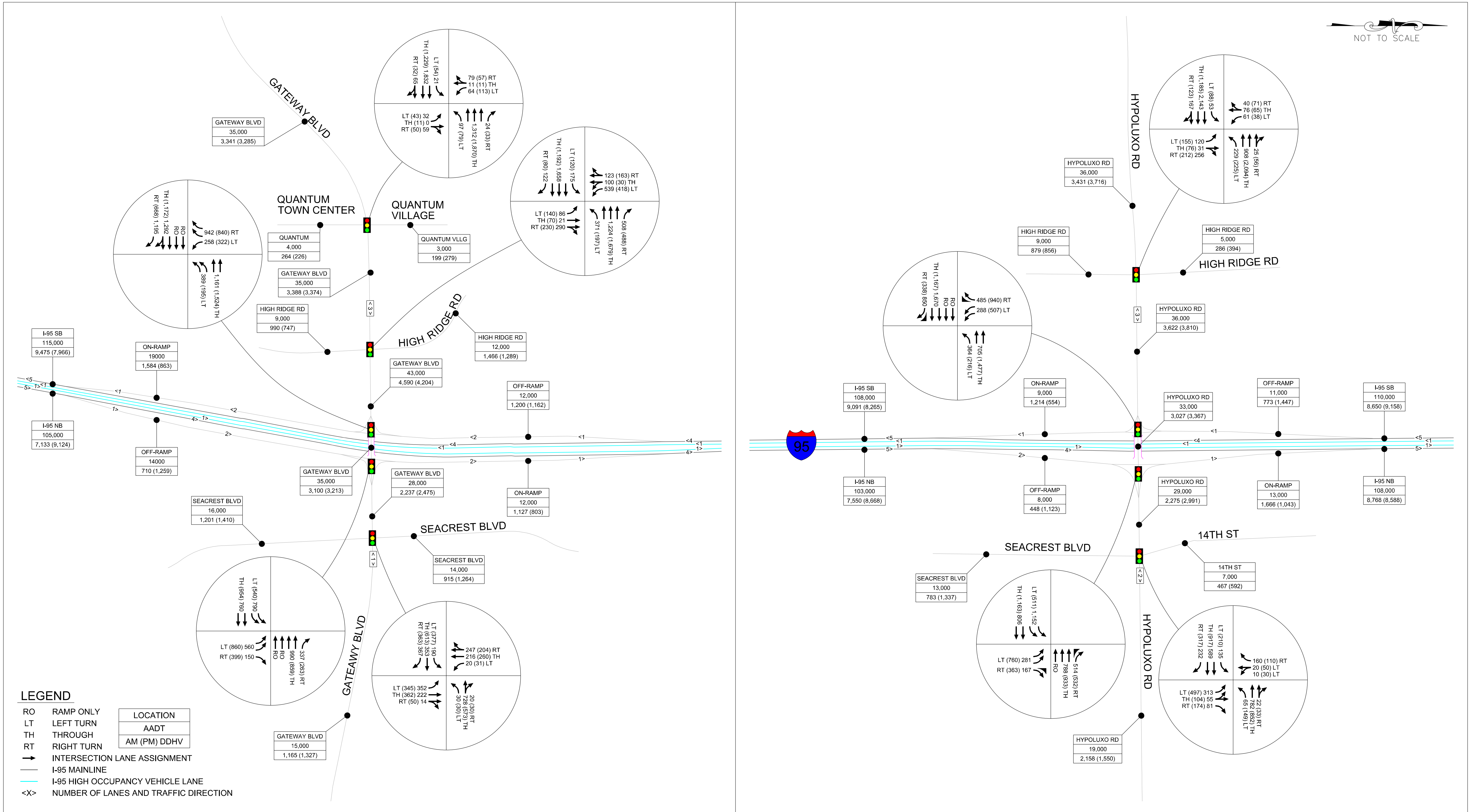
Figure 1



NOTE:
THE REPORTED ANNUAL AVERAGE DAILY TRAFFIC (AADT) WAS DEVELOPED USING THE LATEST ADJUSTMENT FACTORS AND METHODS AVAILABLE AT THE TIME THE REPORT WAS PREPARED, IN JANUARY/FEBRUARY 2013. THEY WERE PREPARED FOR USE IN THE *PALM BEACH COUNTY INTERCHANGE MASTER PLAN* STUDY ONLY. FOR ALL OTHER STUDIES AND ANALYSES, IT IS RECOMMENDED THAT THE LATEST PUBLISHED 2012 AADTS BE UTILIZED.

SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS, 2020 AADT AND PEAK HOUR VOLUMES

Figure 2



NOTE:
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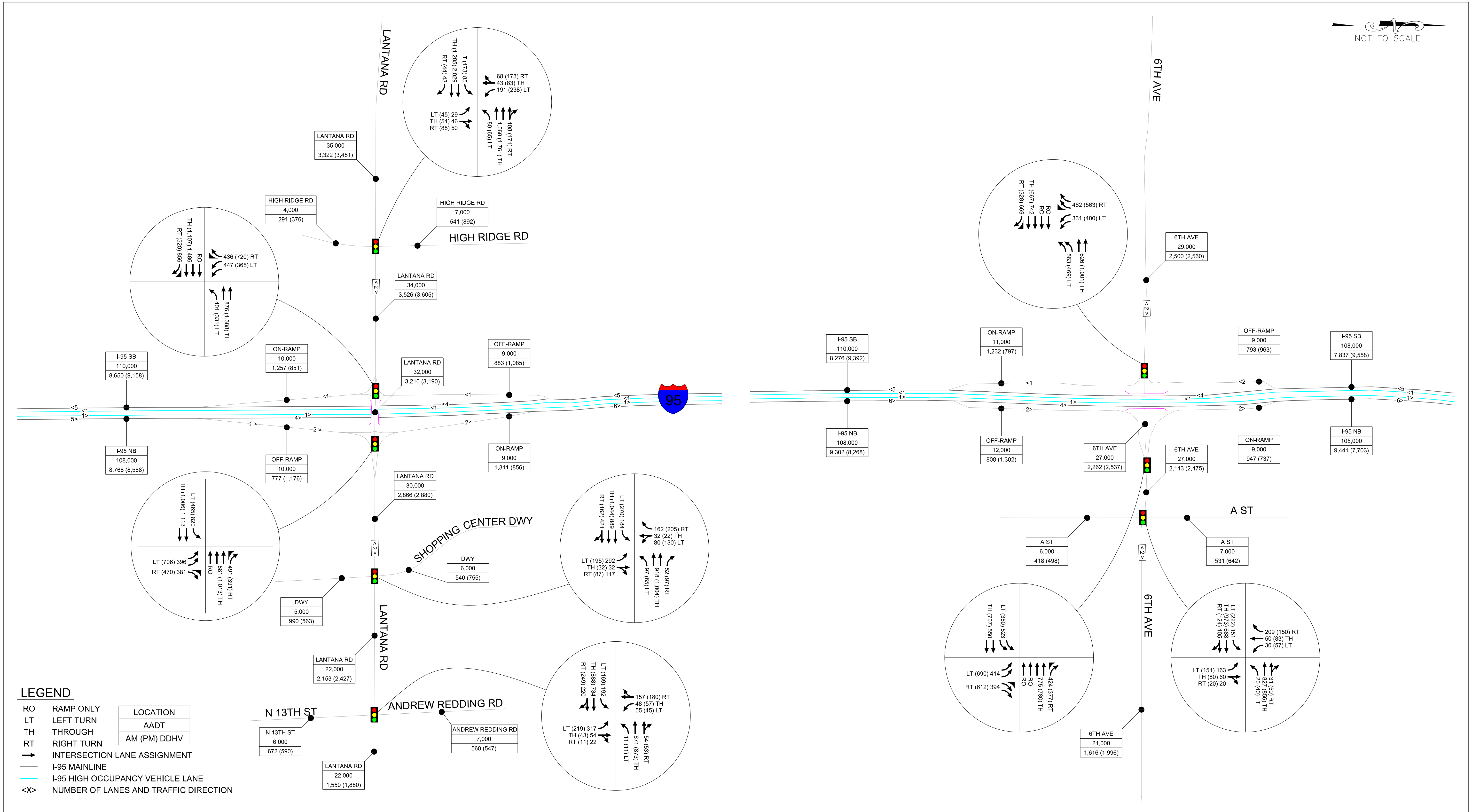
SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS,
2020 AADT AND PEAK HOUR VOLUMES

Figure
3



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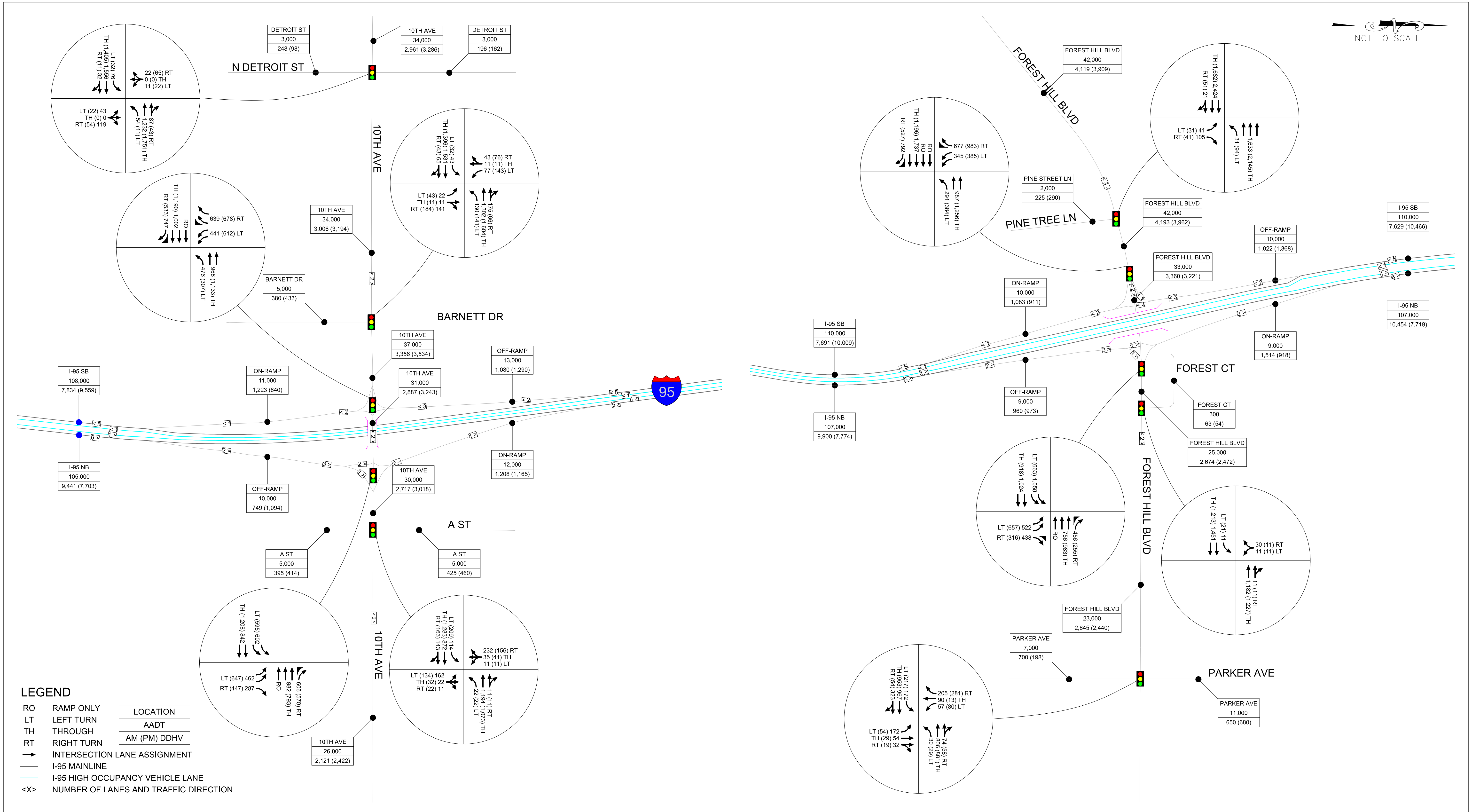
SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS, 2020 AADT AND PEAK HOUR VOLUMES

Figure 4

September 2014



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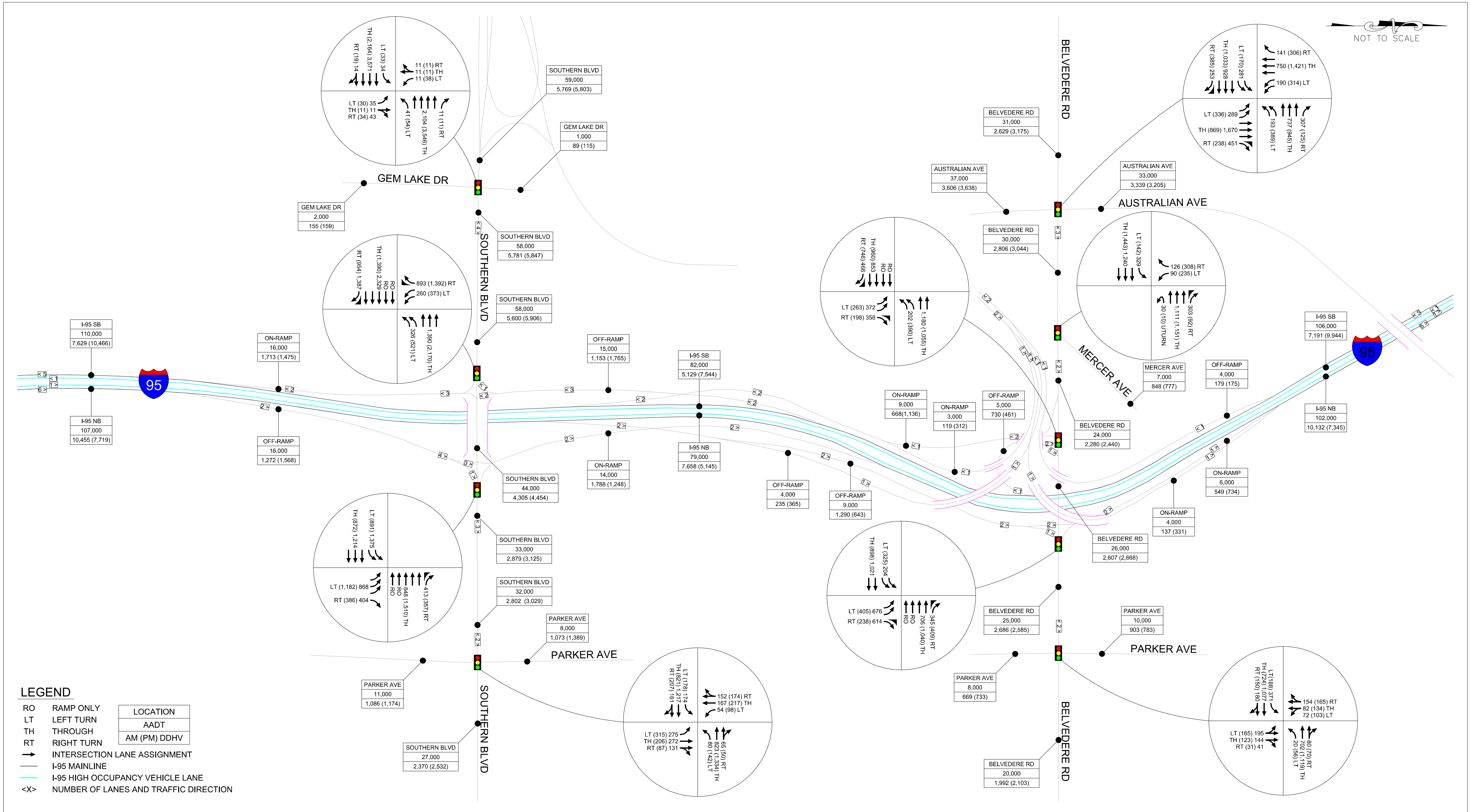
SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS, 2020 AADT AND PEAK HOUR VOLUMES

Figure 5

September 2014



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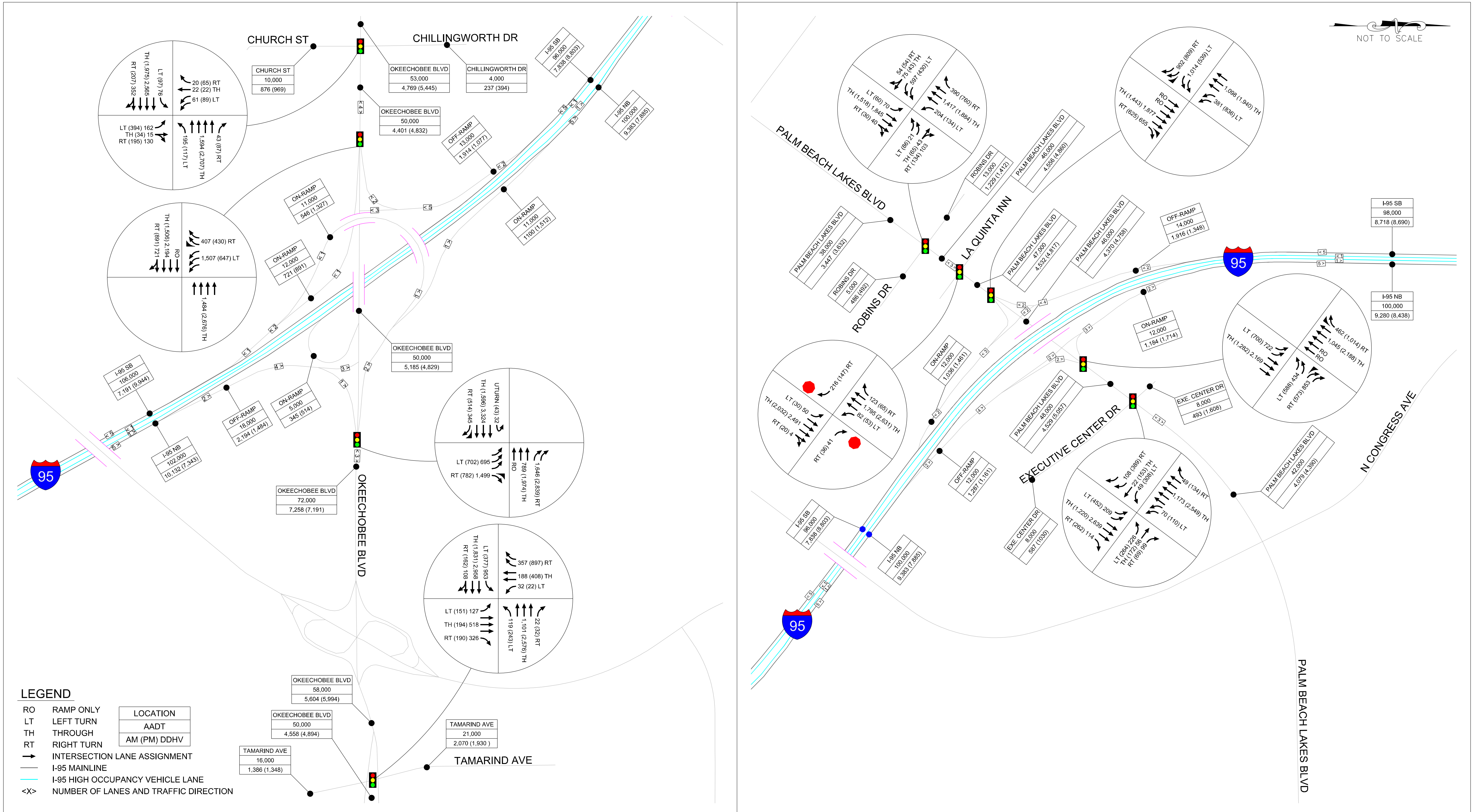
SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS, 2020 AADT AND PEAK HOUR VOLUMES

Figure 6



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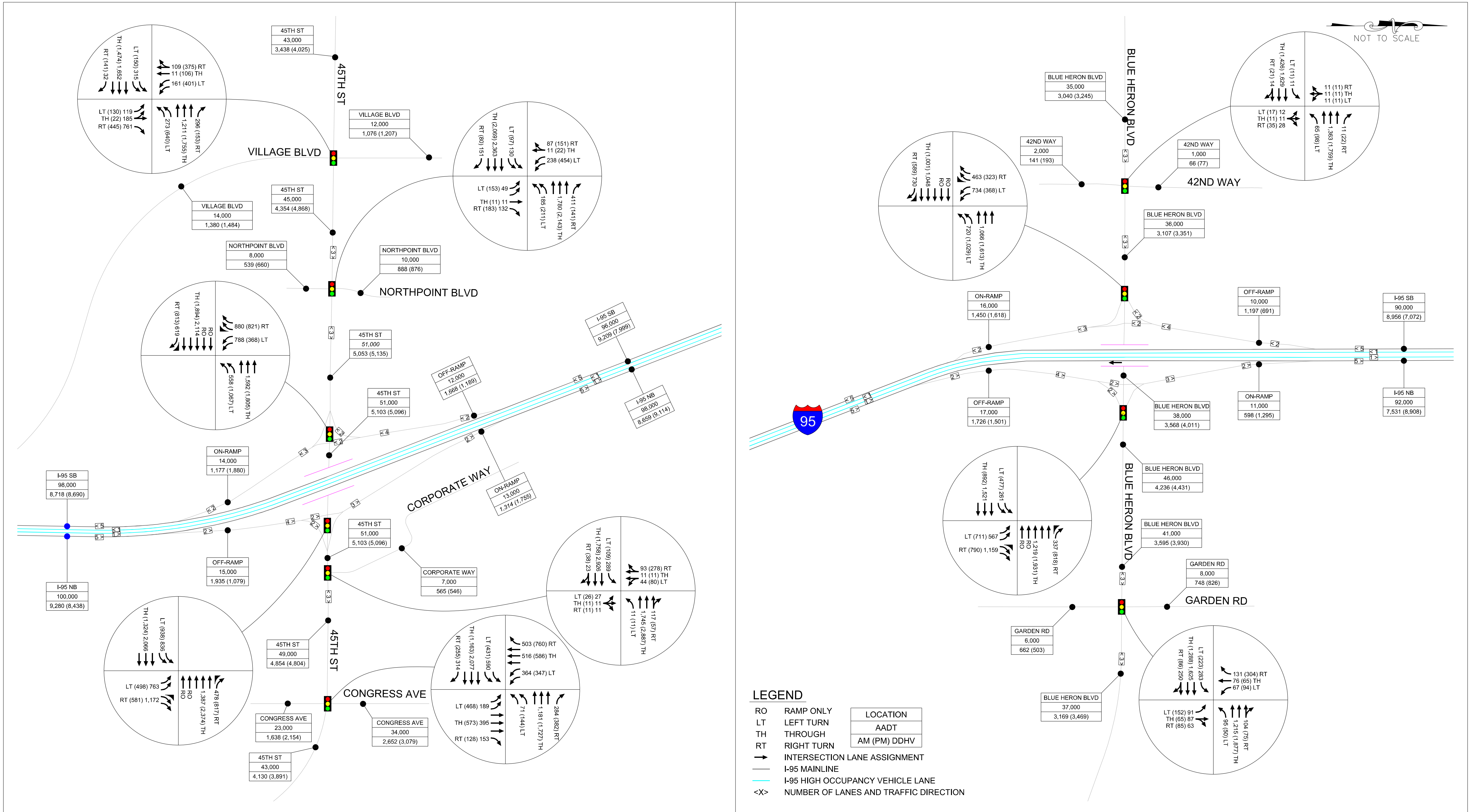
SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS, 2020 AADT AND PEAK HOUR VOLUMES

Figure
7



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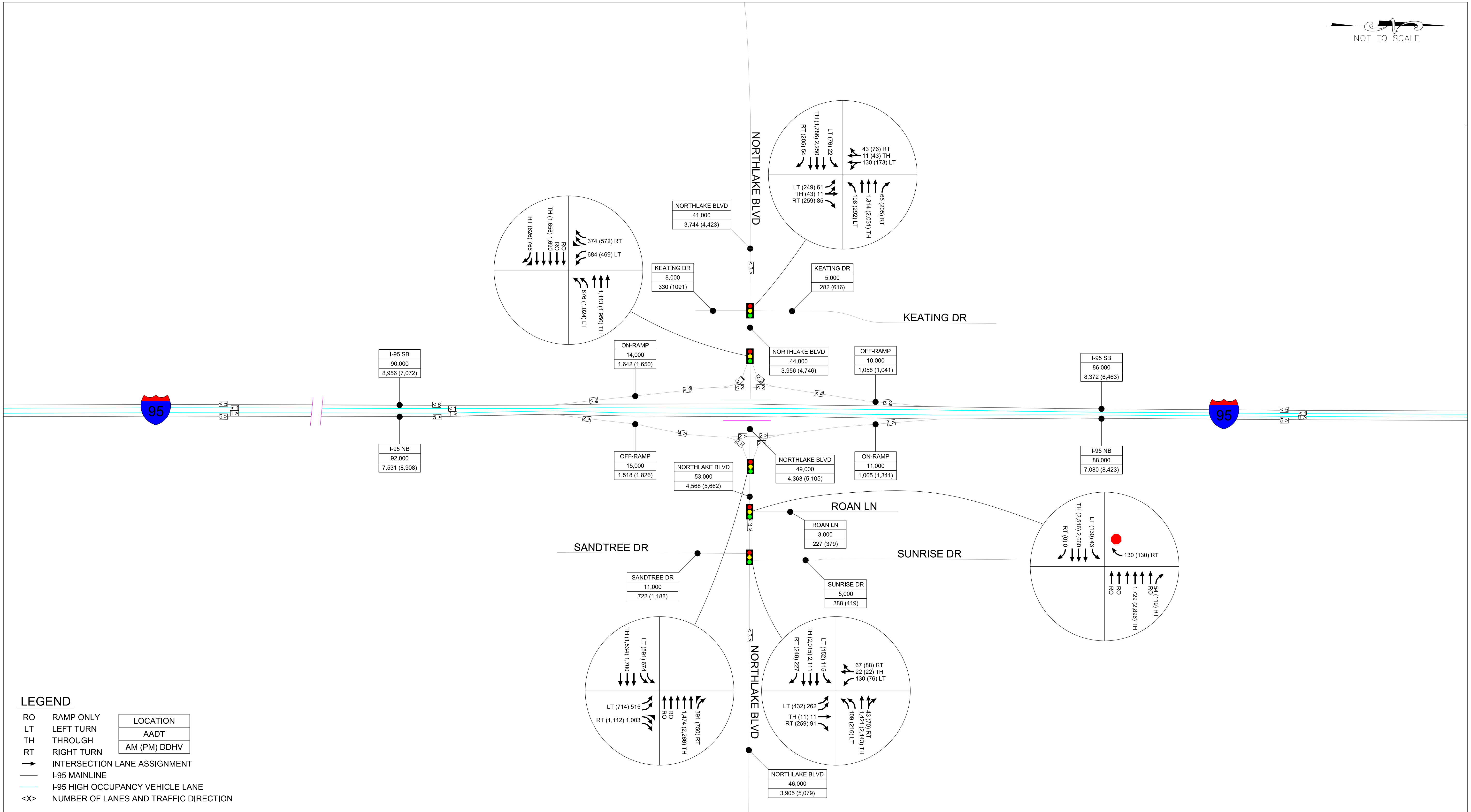
SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS,
2020 AADT AND PEAK HOUR VOLUMES

Figure
8



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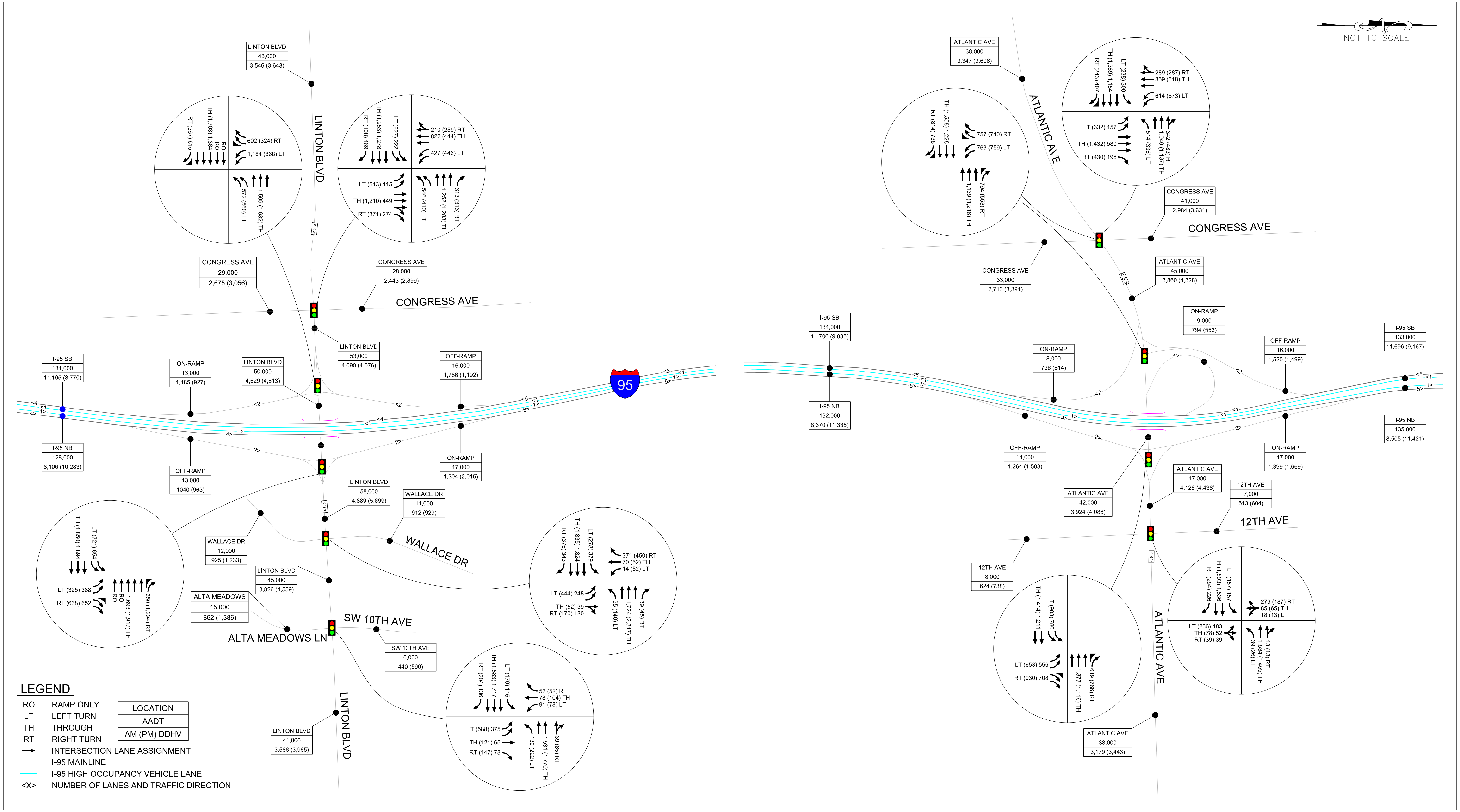
SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS, 2020 AADT AND PEAK HOUR VOLUMES

Figure 9

APPENDIX L

FUTURE 2040 FORECASTED TRAFFIC



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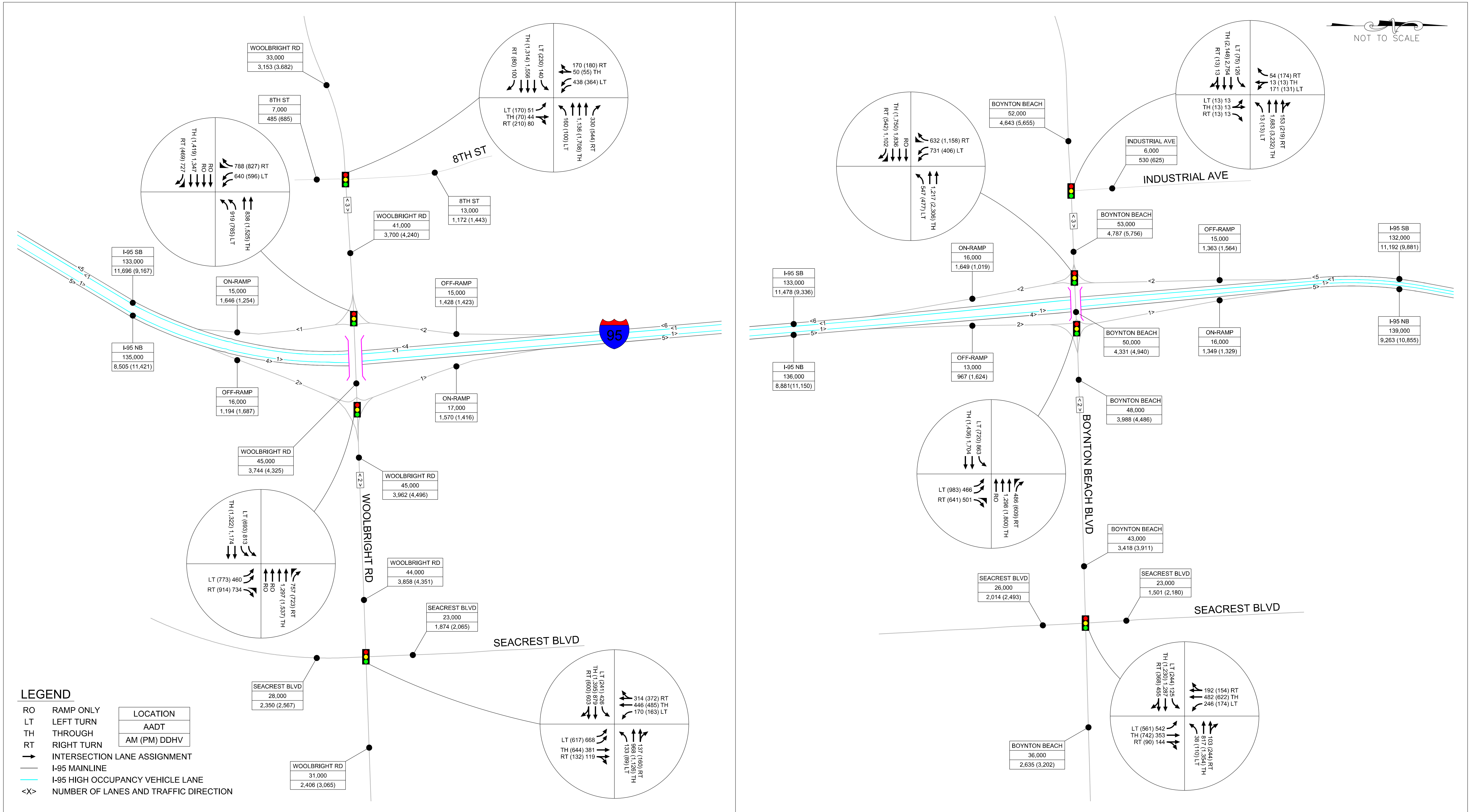
SR 9 (INTERSTATE 95) 2040 NO-BUILD LANE CONFIGURATIONS,
2040 AADT AND PEAK HOUR VOLUMES

Figure
1



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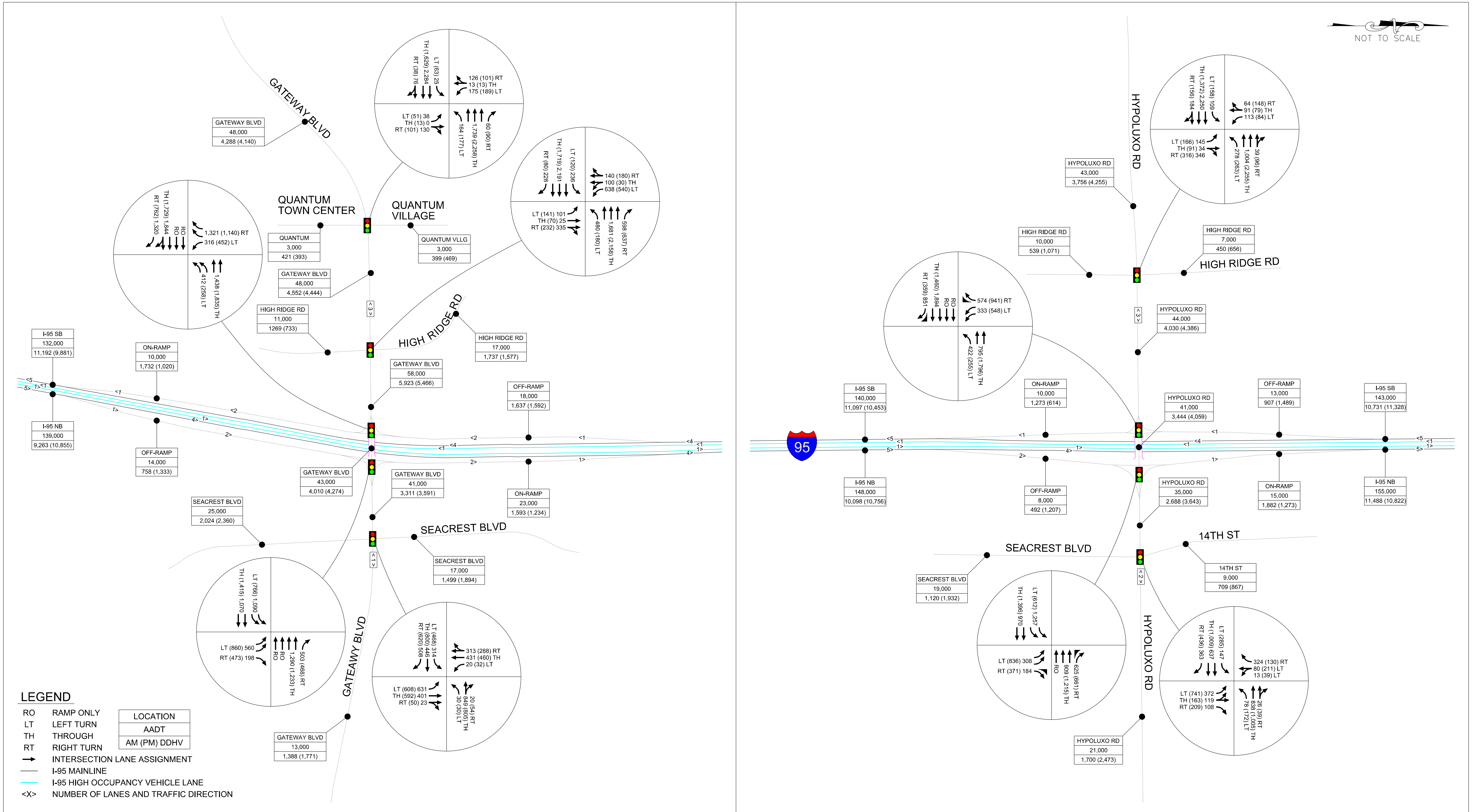
SR 9 (INTERSTATE 95) 2040 NO-BUILD LANE CONFIGURATIONS,
2040 AADT AND PEAK HOUR VOLUMES

Figure
2



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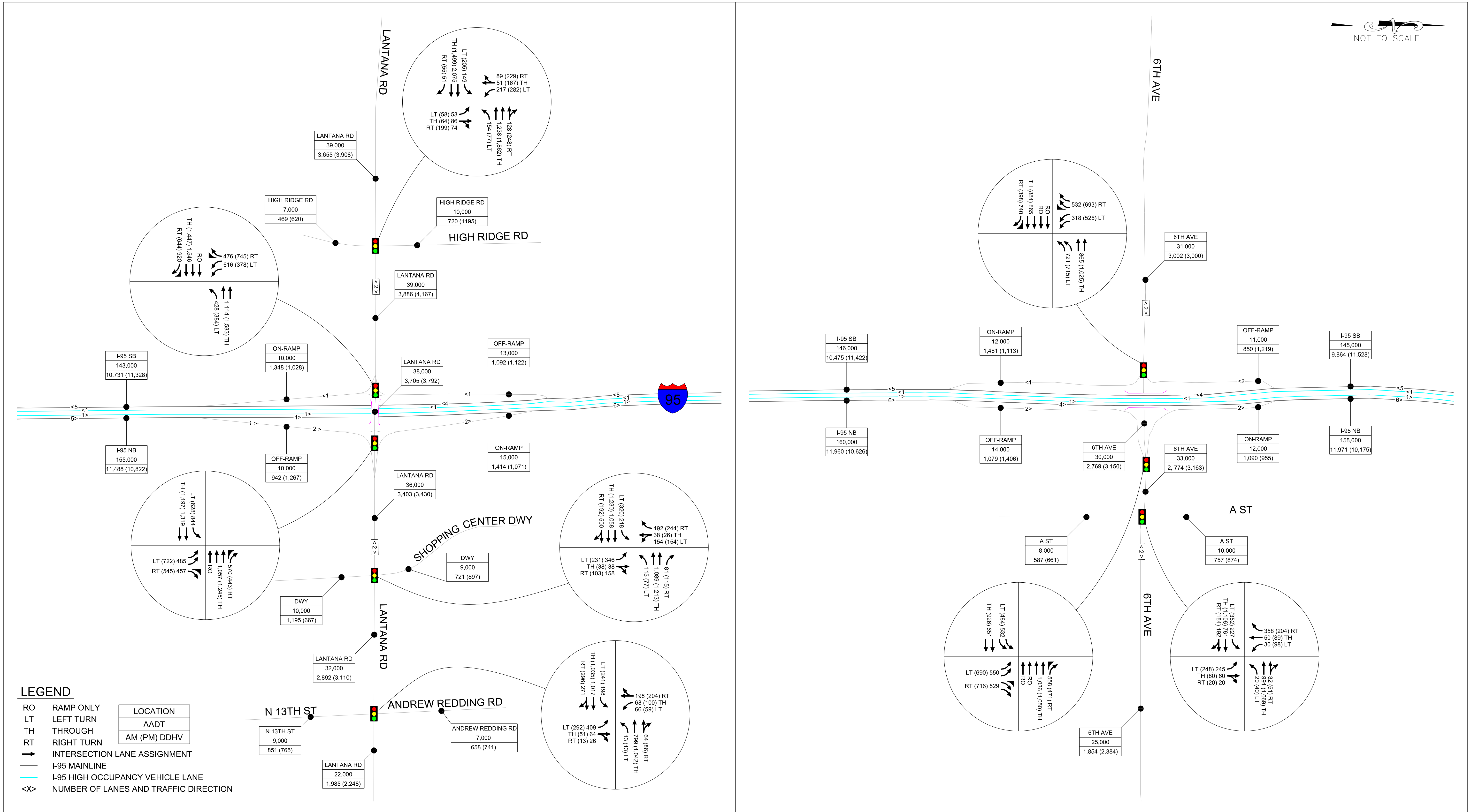
SR 9 (INTERSTATE 95) 2040 NO-BUILD LANE CONFIGURATIONS,
2040 AADT AND PEAK HOUR VOLUMES

Figure
3



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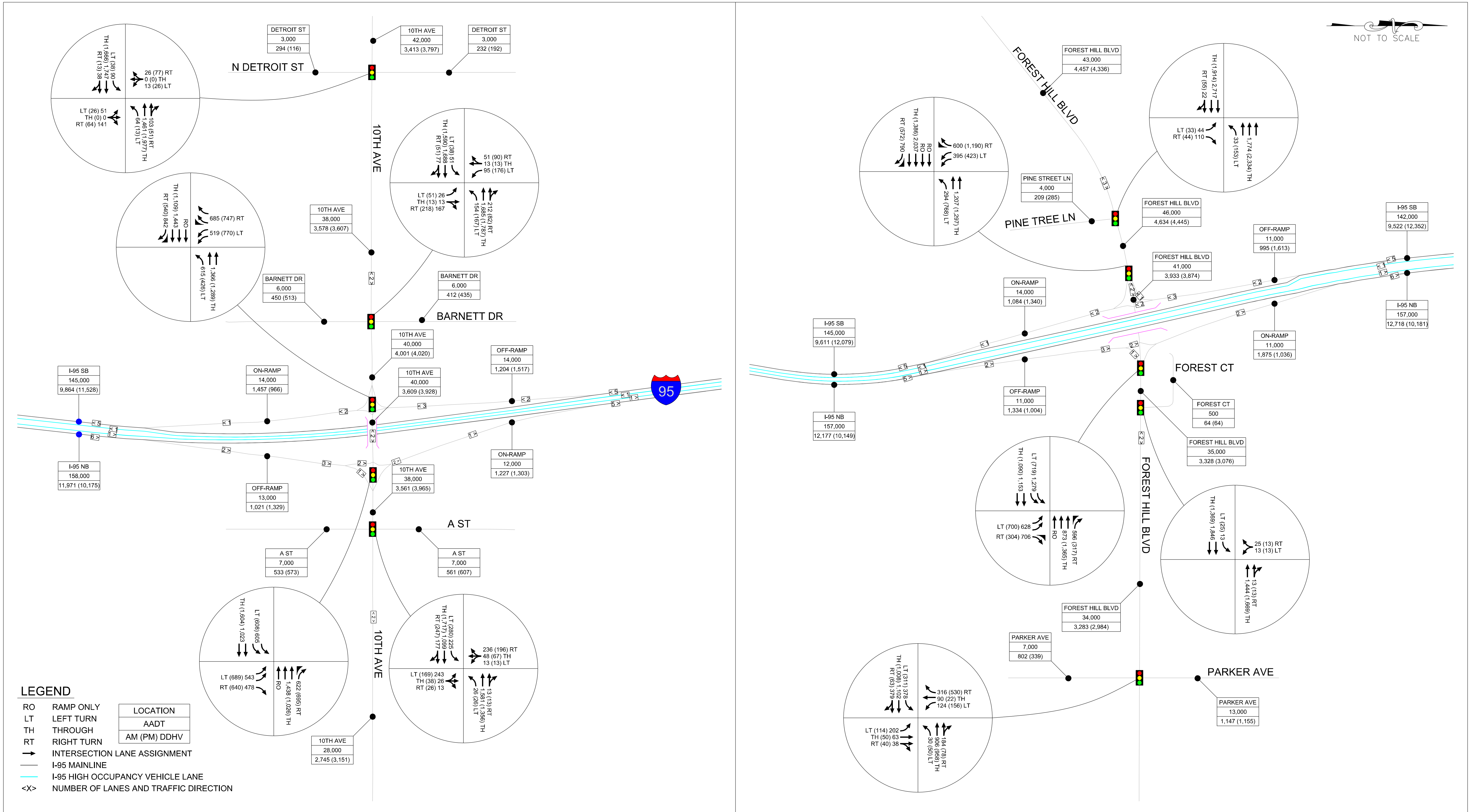
SR 9 (INTERSTATE 95) 2040 NO-BUILD LANE CONFIGURATIONS, 2040 AADT AND PEAK HOUR VOLUMES

Figure 4



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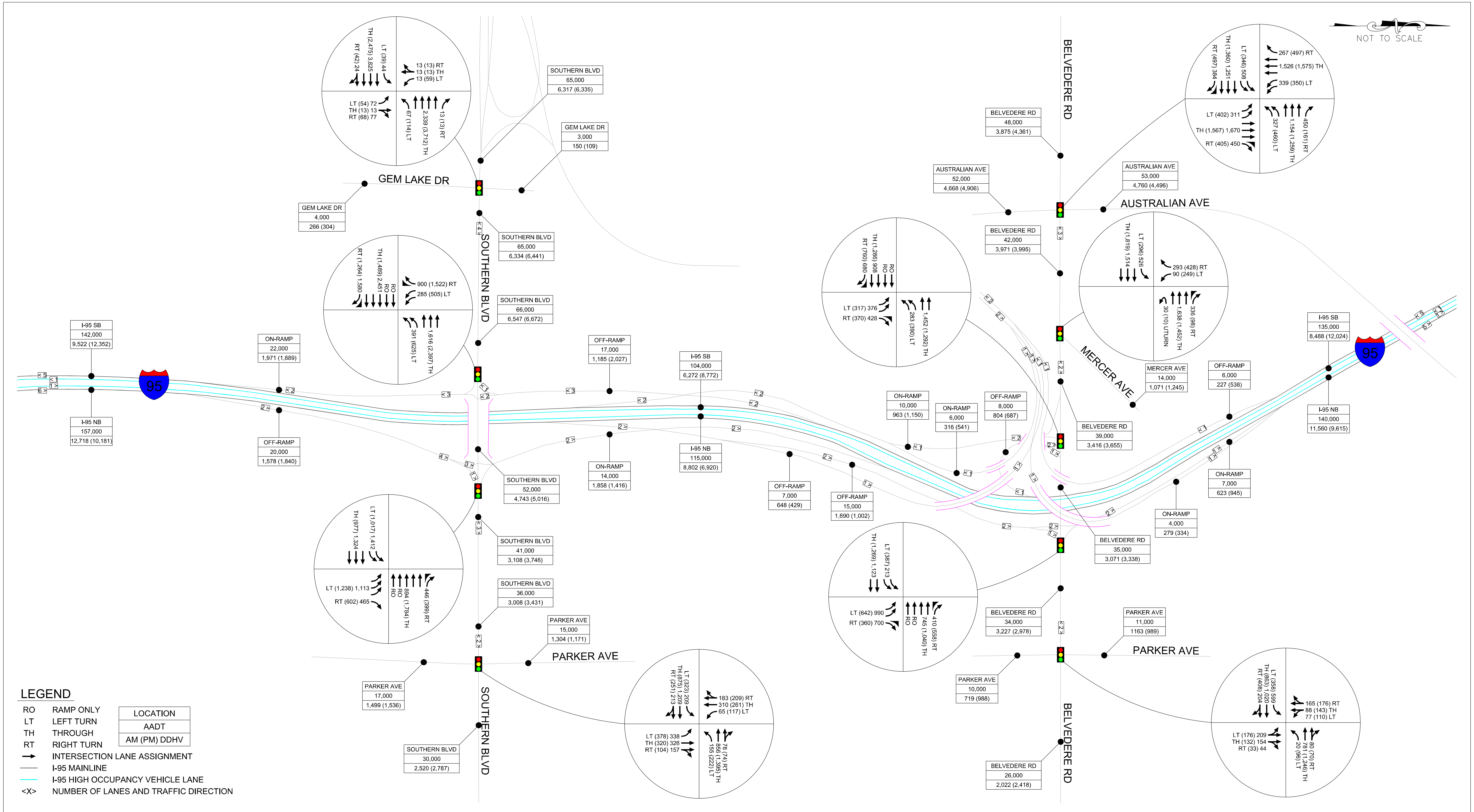
SR 9 (INTERSTATE 95) 2040 NO-BUILD LANE CONFIGURATIONS, 2040 AADT AND PEAK HOUR VOLUMES

Figure 5



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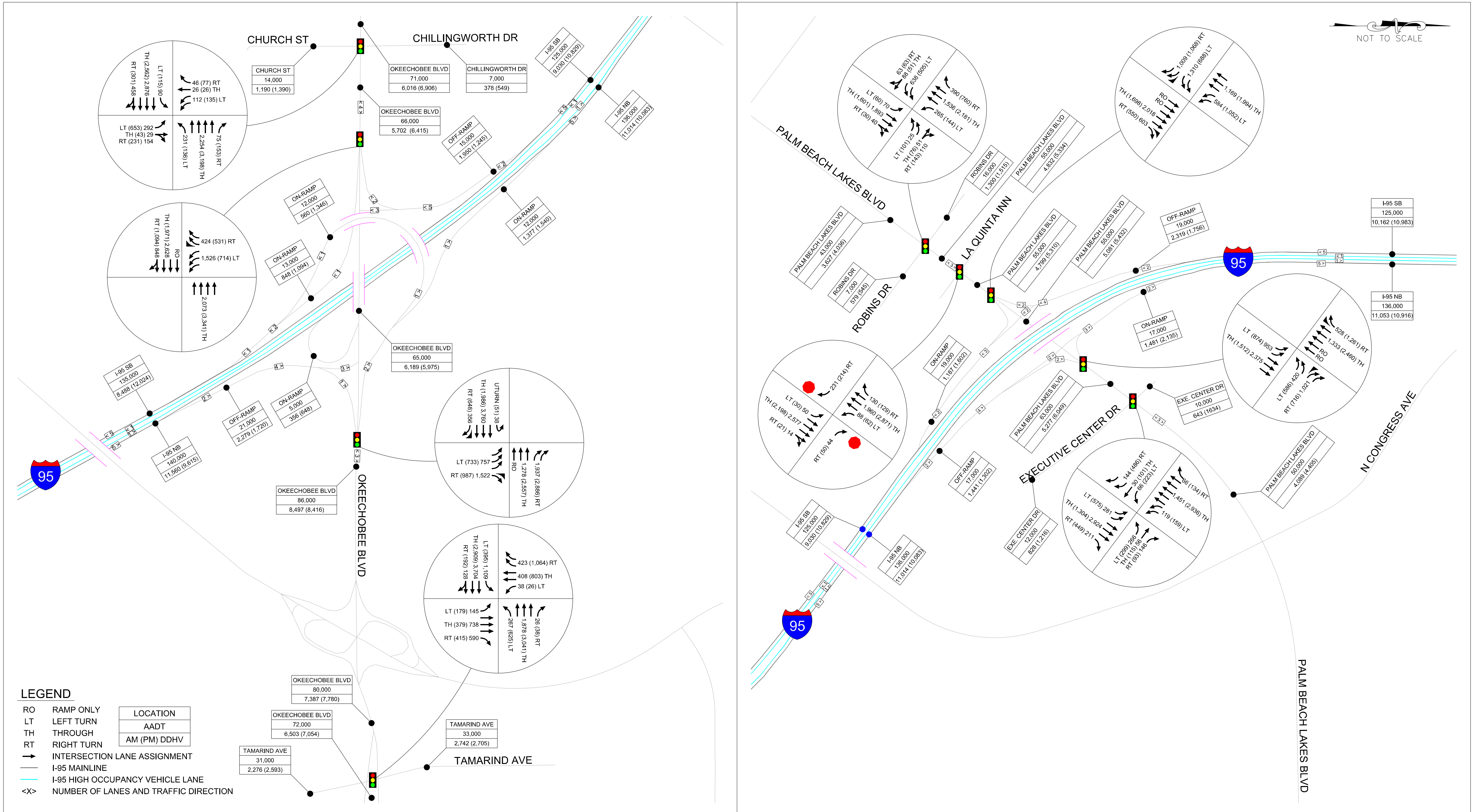
SR 9 (INTERSTATE 95) 2020 NO-BUILD LANE CONFIGURATIONS, 2020 AADT AND PEAK HOUR VOLUMES

Figure 6



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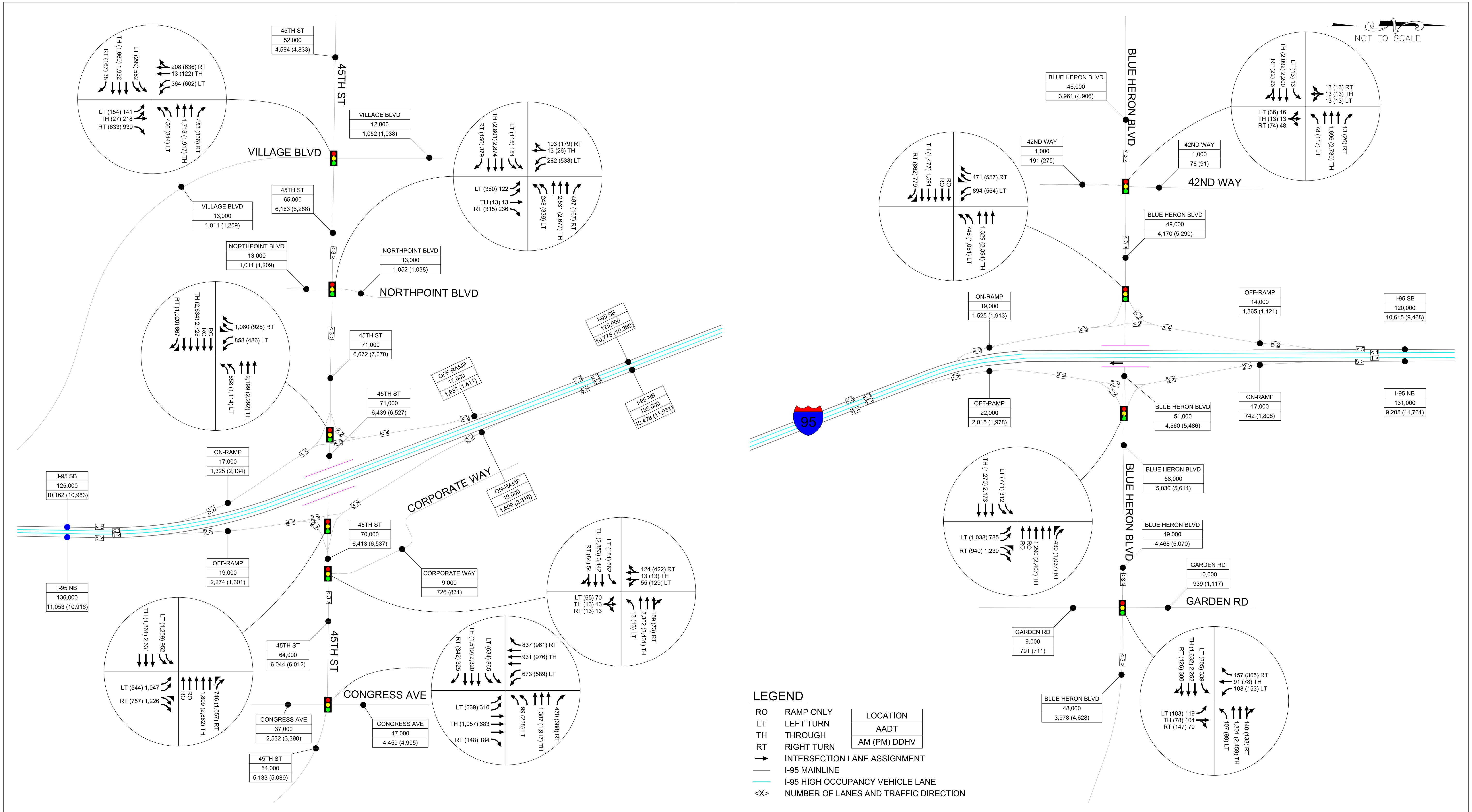
SR 9 (INTERSTATE 95) 2040 NO-BUILD LANE CONFIGURATIONS, 2040 AADT AND PEAK HOUR VOLUMES

Figure 7



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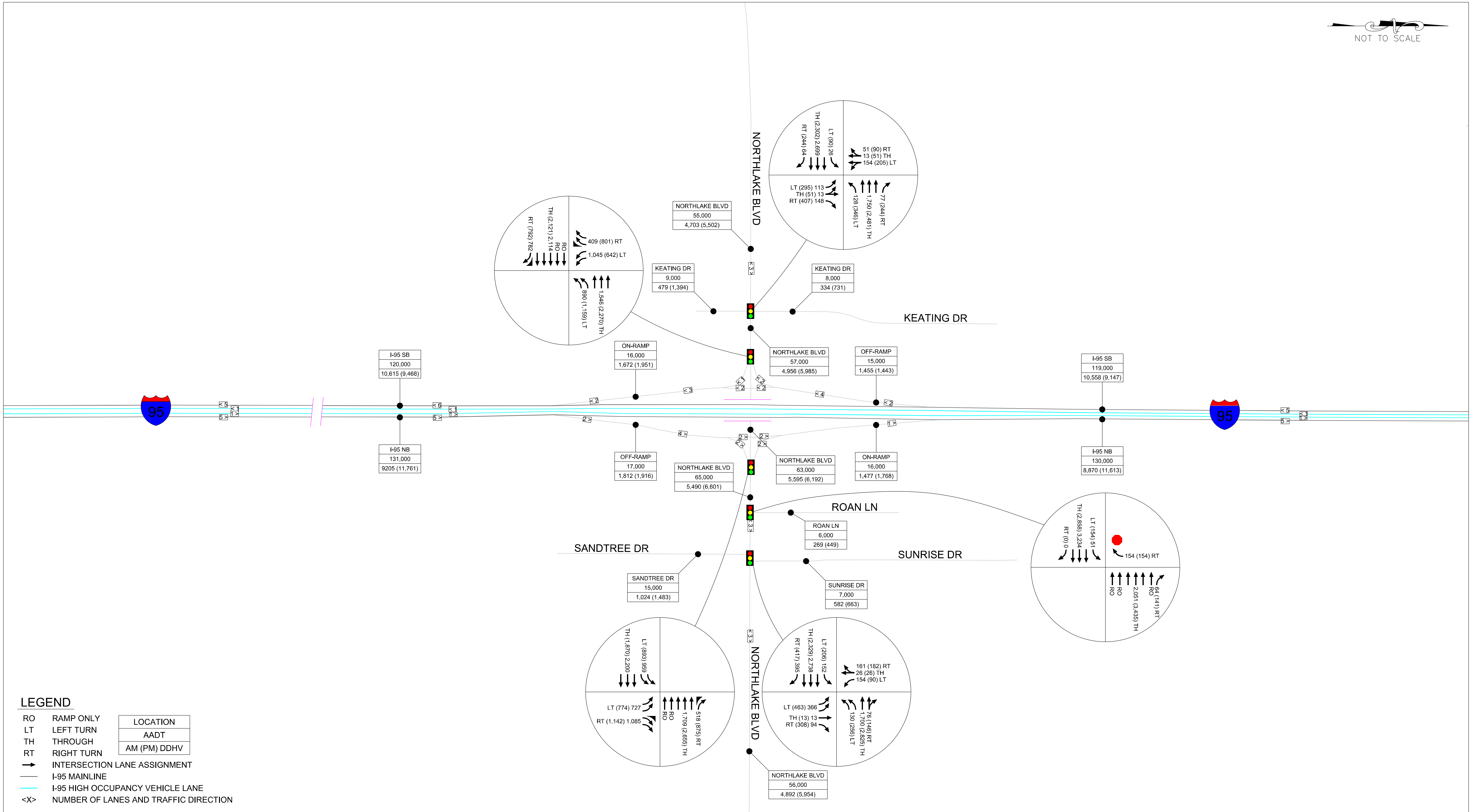
SR 9 (INTERSTATE 95) 2040 NO-BUILD LANE CONFIGURATIONS, 2040 AADT AND PEAK HOUR VOLUMES

Figure 8



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SR 9 (INTERSTATE 95) 2040 NO-BUILD LANE CONFIGURATIONS, 2040 AADT AND PEAK HOUR VOLUMES

Figure 9

APPENDIX M

2020 CHANGE IN DELAY SUMMARY

Table 1: Northlake Boulevard Intersection LOS and Delay Reduction Summary - 2020

Northlake Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Keating Drive	C 27.3	(D) (50.5)	C 25.2	(D) (43.9)	- 2.1	(- 6.6)
I-95 southbound ramps	D 37.9	(C) (33.5)	C 33.5	(C) (27.7)	- 4.4	(- 5.8)
I-95 northbound ramps	E 57.9	(D) (41.6)	C 33.9	(D) (35.6)	- 24.0	(- 6.0)
Roan Lane	A 1.5	(A) (4.0)	A 1.4	(A) (4.2)	- 0.1	(+ 0.2)
Sunrise Drive/Sandtree Drive	C 34.5	(E) (60.6)	D 36.7	(E) (62.7)	+ 2.2	(+ 2.1)

Table 2: Blue Heron Boulevard Intersection LOS and Delay Reduction Summary - 2020

Blue Heron Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
42nd Way	A 9.2	(A) (9.7)	A 8.2	(A) (9.7)	- 1.0	(0.0)
I-95 southbound ramps	C 28.0	(B) (18.4)	C 23.2	(B) (18.1)	- 4.8	(- 0.3)
I-95 northbound ramps	D 41.8	(C) (27.3)	C 32.9	(C) (22.8)	- 8.9	(- 4.5)
Garden Road	C 29.5	(C) (27.4)	C 29.2	(C) (28.0)	- 0.3	(+ 0.6)

Table 3: 45th Street Intersection LOS and Delay Reduction Summary - 2020

45th Street Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Village Boulevard	D 45.4	(E) (56.5)	D 45.5	(E) (56.3)	+ 0.1	(- 0.2)
Northpoint Pkwy/Metrocentre Blvd	C 30.6	(D) (39.7)	C 30.5	(D) (39.1)	- 0.1	(- 0.6)
I-95 southbound ramps	D 53.5	(C) (29.3)	D 42.8	(C) (27.8)	-10.7	(- 1.5)
I-95 northbound ramps	D 52.3	(C) (34.4)	C 23.7	(C) (31.3)	-28.6	(- 3.1)
Corporate Way	C 24.3	(D) (41.2)	C 23.3	(C) (29.0)	-1.0	(- 12.2)
Congress Avenue	E 56.0	(F) (93.7)	D 50.2	(E) (75.9)	-5.8	(- 17.8)

Table 4: Palm Beach Lakes Blvd. Intersection LOS and Delay Reduction Summary - 2020

Palm Beach Lakes Blvd. Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Robbins Drive	F 98.0	(E) (61.1)	D 51.0	(D) (47.0)	- 47.0	(- 14.1)
La Quinta Inn Drive	A 9.3	(A) (3.9)	A 5.6	(A) (2.9)	- 3.7	(- 1.0)
I-95 southbound ramps	E 66.7	(D) (40.7)	D 37.2	(C) (31.1)	- 29.5	(- 9.6)
I-95 northbound ramps	D 36.2	(D) (37.4)	C 29.1	(B) (18.5)	- 7.1	(- 18.9)
Executive Center Drive	C 34.0	(E) (57.8)	C 27.7	(E) (56.3)	- 6.3	(- 1.5)

Table 5: Okeechobee Boulevard Intersection LOS and Delay Reduction Summary - 2020

Okeechobee Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Church Street/Chillingworth Drive	C 24.7	(C) (24.4)	C 25.3	(C) (21.7)	+ 0.6	(- 2.7)
I-95 southbound ramps	C 30.3	(B) (15.1)	C 30.2	(B) (15.1)	- 0.1	(0.0)
I-95 northbound ramps	C 23.3	(B) (19.5)	B 19.5	(B) (19.2)	- 3.8	(- 0.3)
Parker Avenue/Tamarind Avenue	D 49.1	(E) (56.9)	D 46.9	(D) (53.0)	- 2.2	(- 3.9)

Table 6: Belvedere Road Intersection LOS and Delay Reduction Summary - 2020

Belvedere Road Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Australian Avenue	D 51.0	(E) (66.4)	D 49.3	(E) (63.8)	- 1.7	(- 2.6)
Mercer Avenue	C 21.1	(B) (15.5)	C 21.6	(B) (19.6)	+ 0.5	(+ 4.1)
I-95 southbound ramps	B 13.2	(C) (20.4)	B 13.8	(B) (16.0)	+ 0.6	(- 4.4)
I-95 northbound ramps	D 36.7	(C) (32.7)	D 36.7	(C) (33.1)	0.0	(+ 0.4)
Parker Avenue	D 36.9	(D) (36.7)	C 28.8	(C) (33.3)	- 8.1	(- 3.4)

Table 7: Southern Boulevard Intersection LOS and Delay Reduction Summary - 2020

Southern Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Gem Lake Drive	B 10.9	(B) (15.6)	B 10.3	(B) (15.9)	- 0.6	(+ 0.3)
I-95 southbound ramps	C 31.5	(C) (25.7)	C 21.5	(C) (22.8)	- 10.0	(- 2.9)
I-95 northbound ramps	D 42.7	(D) (47.7)	C 27.3	(D) (43.3)	- 15.4	(- 4.4)
Parker Avenue	C 33.5	(D) (46.3)	D 36.3	(D) (46.2)	+ 2.8	(- 0.1)

Table 8: Forest Hill Boulevard Intersection LOS and Delay Reduction Summary - 2020

Forest Hill Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Pine Tree Lane	A 6.1	(A) (3.5)	A 7.1	(A) (3.4)	+ 1.0	(- 0.1)
I-95 southbound ramps	C 28.2	(C) (21.9)	C 23.7	(C) (25.9)	- 4.5	(+ 4.0)
I-95 northbound ramps	C 20.7	(C) (26.9)	C 22.8	(C) (25.3)	+ 2.1	(- 1.6)
Forest Court	A 4.8	(A) (3.5)	A 4.8	(A) (3.3)	0.0	(- 0.2)
Parker Avenue	D 38.8	(C) (27.9)	C 23.6	(C) (27.6)	- 15.2	(- 0.3)

Table 9: 10th Avenue North Intersection LOS and Delay Reduction Summary - 2020

10th Avenue North Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Detroit Street	B 14.1	(A) (8.2)	B 14.1	(A) (8.1)	0.0	(- 0.1)
Barnett Drive	B 18.8	(C) (26.1)	B 19.0	(C) (26.2)	+ 0.2	(+ 0.1)
I-95 southbound ramps	D 38.3	(C) (34.9)	C 28.9	(C) (30.7)	- 9.4	(- 4.2)
I-95 northbound ramps	D 46.8	(D) (43.9)	B 24.7	(C) (28.0)	- 22.1	(- 15.9)
North A Street	D 36.7	(C) (34.4)	C 33.5	(C) (32.4)	- 3.2	(- 2.0)

Table 10: 6th Avenue South Intersection LOS and Delay Reduction Summary - 2020

6th Avenue South Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
I-95 southbound ramps	E 62.4	(C) (28.6)	C 27.1	(C) (25.9)	- 35.3	(- 2.7)
I-95 northbound ramps	C 27.3	(C) (30.9)	C 29.9	(C) (31.0)	+ 2.6	(+ 0.1)
South A Street	B 17.8	(B) (18.2)	B 17.8	(B) (18.1)	0.0	(- 0.1)

Table 11: Lantana Road Intersection LOS and Delay Reduction Summary - 2020

Lantana Road Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
High Ridge Road	C 21.1	(C) (29.8)	C 22.8	(C) (32.7)	+ 1.7	(+ 2.9)
I-95 southbound ramps	E 67.6	(F) (87.0)	C 22.0	(C) (26.9)	- 45.6	(- 60.1)
I-95 northbound ramps	E 63.3	(E) (71.4)	C 21.7	(D) (43.4)	- 41.6	(- 28.0)
Shopping Center Drive	D 37.3	(D) (44.2)	D 39.3	(D) (39.0)	+ 2.0	(- 5.2)
Andrew Redding Road	C 29.2	(C) (26.7)	C 29.2	(C) (26.7)	0.0	(0.0)

Table 12: Hypoluxo Road Intersection LOS and Delay Reduction Summary - 2020

Hypoluxo Road Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
High Ridge Road	D 41.7	(C) (30.9)	D 35.5	(C) (30.7)	- 6.2	(- 0.2)
I-95 southbound ramps	D 48.5	(F) (93.0)	D 37.8	(D) (40.0)	- 10.7	(- 53.0)
I-95 northbound ramps	C 29.4	(E) (70.7)	C 24.3	(D) (38.4)	- 5.1	(- 32.3)
Seacrest Boulevard/14th Street	C 30.5	(D) (51.4)	C 28.1	(D) (50.1)	- 2.4	(- 1.3)

Table 13: Gateway Boulevard Intersection LOS and Delay Reduction Summary - 2020

Gateway Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Quantum Lane	B 16.1	(B) (18.1)	B 17.8	(B) (15.9)	+ 1.7	(- 2.2)
High Ridge Road	F 169.0	(D) (53.2)	D 46.2	(D) (45.3)	- 122.8	(- 7.9)
I-95 southbound ramps	F 146.5	(F) (118.9)	C 26.5	(C) (27.2)	- 120	(- 91.7)
I-95 northbound ramps	D 37.5	(E) (79.6)	C 27.4	(C) (32.4)	- 10.1	(- 47.2)
Seacrest Boulevard	E 67.9	(E) (68.7)	D 45.6	(D) (46.8)	- 22.3	(- 21.9)

Table 14: Boynton Beach Blvd. Intersection LOS and Delay Reduction Summary - 2020

Boynton Beach Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Industrial Avenue	B 14.7	(C) (29.0)	B 13.6	(C) (25.3)	- 1.1	(- 3.7)
I-95 southbound ramps	E 76.7	(C) (22.2)	C 21.5	(C) (20.7)	- 55.2	(- 1.5)
I-95 northbound ramps	D 38.9	(D) (53.9)	C 25.2	(D) (36.0)	- 13.7	(- 17.9)
Seacrest Boulevard	D 53.9	(D) (53.1)	E 55.4	(E) (55.3)	+ 1.5	(+ 2.2)

Table 15: Woolbright Road Intersection LOS and Delay Reduction Summary - 2020

Woolbright Road Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Corporate Drive/SW 8th Street	C 29.9	(D) (41.0)	C 29.9	(D) (41.0)	0.0	0.0
I-95 southbound ramps	B 18.7	(C) (21.0)	B 18.7	(C) (20.8)	0.0	- 0.2
I-95 northbound ramps	C 23.3	(C) (25.0)	C 23.7	(C) (26.1)	+ 0.4	+ 1.1
Seacrest Boulevard	E 65.3	(E) (60.8)	D 42.8	(D) (43.0)	- 22.5	- 17.8

Table 16: Atlantic Avenue Intersection LOS and Delay Reduction Summary - 2020

Atlantic Avenue Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Congress Avenue	E 74.9	(F) (80.5)	D 53.7	(D) (54.7)	- 21.2	(- 25.8)
I-95 southbound ramps	E 57.9	(C) (30.9)	C 26.4	(B) (19.3)	- 31.5	(- 11.6)
I-95 northbound ramps	D 46.6	(D) (49.1)	C 26.7	(C) (34.6)	- 19.9	(- 14.5)
SW 12th Avenue	C 26.5	(D) (38.5)	C 26.5	(D) (35.4)	0.0	(- 3.1)

Table 17: Linton Boulevard Intersection LOS and Delay Reduction Summary - 2020

Linton Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2020 No-Build		2020 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Congress Avenue	D 52.2	(E) (57.5)	D 52.2	(E) (57.7)	0.0	(+ 0.2)
I-95 southbound ramps	D 37.7	(C) (29.3)	C 33.3	(C) (23.5)	- 4.4	(- 5.8)
I-95 northbound ramps	C 25.5	(E) (59.6)	C 22.0	(C) (21.4)	- 3.5	(- 38.2)
Wallace Drive	C 26.9	(D) (44.0)	C 26.9	(D) (43.7)	0.0	(- 0.3)
SW 10^{th} Avenue/Alta Meadows Lane	C 27.3	(D) (41.8)	C 28.2	(D) (42.0)	+ 0.9	(+ 0.2)

APPENDIX N

I-95 Mainline Improvements

I-95 Interchanges Masterplan in Palm Beach County
FPID 432785-1-22-01
Recommended Auxiliary Lane Improvements along I-95 Based on Freeway Facility Analysis Dated September 2015

Interchange	Direction	Recommended Improvemetns on I-95	Proposed new/add 12' auxiliary Lane (ft) and 12' shoulder	Bridge Structure (ft)	Retaining Wall (ft)	Overhead Structure (Sign, DMS)	Opinion of Probable Construction Costs (LRE) excluding R/W Costs	Remark
Linton Blvd	NB-on	Currently there is a 2-lane northbound on-ramp entering the northbound lanes of I-95. The outside ramp lane merges into the inside ramp lane and then continues as an auxiliary north to Atlantic Avenue. The 2-lane northbound on-ramp should be extended to 1,500 feet prior to merging into the single-lane ramp/auxiliary lane. (This ramp is projected to carry approximately 2,015 vehicles during the PM peak hour).	800 + 300 taper (2nd/outside aux)	130	1100		$1,596,233.09	Exist 2nd/outside aux lane is 900' + 300' taper that terminates at crest of curve (top of bridge over Lowson Blvd). The extension should consider decision sight distance and extend the 2nd/outside aux lane beyond the the crest curve. Recommend extending 2nd/outside aux lane to 800' + 300' taper, bringing the total 2nd/outside aux lane length to 1700' + 300'. Refer to pertinent 2004 ASSHTO guidelines appended herewith.
Gateway Blvd	NB-on	Continue the single-lane northbound on-ramp as an auxiliary lane north towards	2100 (2nd aux)		2100		$1,814,168.11	
Hypoluxo Rd	NB-on	Provide two northbound on-ramp lanes for approximately 1,500 feet and then merge the two lanes into the existing northbound auxiliary lane. (This ramp is projected to carry approximately 1,900 vehicles during the AM peak hour).	1500 + 300 taper (2nd/outside aux)		1800		$1,556,826.45	
	SB-on	Continue the single-lane southbound on-ramp as an auxiliary lane south towards	2400		2400	1 DMS	$2,224,726.82	
SR 80/Southern Blvd	SB-on	Currently there is a 2-lane southbound on-ramp entering the southbound lanes of I-95. The outside ramp lane merges into the inside ramp lane and continues as an auxiliary lane to Forest Hill Boulevard. The 2-lane southbound on-ramp should be extended to 1,500 feet prior to merging into the single-lane ramp/auxiliary lane. (This ramp is projected to carry approximately 2,000 vehicles during the AM peak hour and approximately 1,900 vehicles during the PM peak hour).	1500 + 300 taper (2nd/outside aux)		1800	1 DMS	$2,230,389.98	
Palm Beach Lakes Blvd	NB-on	Currently there is a 2-lane northbound on-ramp entering the northbound lanes of I-95. The outside ramp lane merges into the inside ramp lane and then merges attain into the outside lane of I-95. The 2-lane northbound on-ramp should be extended to 1,500 feet prior to merging into the single-lane ramp. (This ramp is projected to carry approximately 1,900 vehicles during the PM peak hour).	1500 + 300 taper		1800		$1,556,826.45	The total length of the exist double aux lanes is 2500'. With the proposed extension of 2nd/outside aux lane, it is recommmended that the total length of double aux lane (from gore to end of taper of the inside aux lane merging into I-95) be 3500'. Refer to pertinent 2004 ASSHTO guidelines appended herewith.
	NB-on	Continue the single-lane northbound on-ramp as an auxiliary lane north towards 45th Street.	7200	65	7135		$6,303,856.27	
45th Street	NB-on	Currently there is a 2-lane northbound on-ramp entering the northbound lanes of I-95. The outside ramp lane merges into the inside ramp lane and then continues as an auxiliary north to Blue Heron Boulevard. The 2-lane northbound on-ramp should be extended to 1,500 feet prior to merging into the single-lane ramp/auxiliary lane. (This ramp is projected to carry approximately 2,300 vehicles during the PM peak hour).	750 + 300 taper		1050		$913,086.34	
	SB-on	Continue the single-lane southbound on-ramp as an auxiliary lane south towards Palm Beach Lakes Boulevard.	7500	65	7435		$6,554,633.50	
Blue Heron Boulevard	NB-on	Currently there is a 2-lane northbound on-ramp entering the northbound lanes of I-95. The outside ramp lane merges into the inside ramp lane and then continues as an auxiliary north to Northlake Boulevard. The 2-lane northbound on-ramp should be extended to 1,500 feet prior to merging into the single-lane ramp/auxiliary lane. (This ramp is projected to carry approximately 1,800 vehicles during the PM peak hour).	800 + 300 taper (2nd/outside aux)		1100	1 cant sign	$1,091,813.21	
	SB-on	Currently there is a 2-lane southbound on-ramp entering the southbound lanes of I-95. The outside ramp lane merges into the inside ramp lane and then continues as an auxiliary south to 45th Street. The 2-lane southbound on-ramp should be extended to 1,500 feet prior to merging into the single-lane ramp/auxiliary lane. (This ramp is projected to carry approximately 1,900 vehicles during the PM peak hour).	800 + 300 taper (2nd/outside aux)		1100	1 cant sign	$1,096,706.94	

APPENDIX O

2040 CHANGE IN DELAY SUMMARY

Table 1: Northlake Boulevard Intersection LOS and Delay Reduction Summary - 2040

Northlake Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Keating Drive	E 59.1	(F) (102.5)	C 26.6	(E) (58.7)	- 32.5	(- 43.8)
I-95 southbound ramps	E 80.0	(D) (53.0)	D 38.0	(C) (31.9)	- 42.0	(- 21.1)
I-95 northbound ramps	E 60.4	(E) (77.6)	C 31.4	(C) (30.9)	- 29.0	(- 46.7)
Roan Lane	A 2.8	(A) (3.4)	A 3.5	(A) (5.8)	+ 0.7	(+ 2.4)
Sunrise Drive/Sandtree Drive	F 83.2	(F) (104.1)	C 33.9	(D) (45.6)	- 49.3	(- 58.5)

Table 2: Blue Heron Boulevard Intersection LOS and Delay Reduction Summary - 2040

Blue Heron Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
42nd Way	B 12.1	(B) (17.7)	B 13.0	(B) (16.3)	+ 0.9	(- 1.4)
I-95 southbound ramps	E 60.9	(D) (47.6)	D 35.7	(C) (23.4)	- 25.2	(- 24.2)
I-95 northbound ramps	E 56.5	(E) (59.2)	C 32.8	(C) (28.9)	- 23.7	(- 30.3)
Garden Road	D 37.5	(F) (98.2)	C 31.5	(D) (40.4)	- 6.0	(- 57.8)

Table 3: 45th Street Intersection LOS and Delay Reduction Summary - 2040

45th Street Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Village Boulevard	F 80.1	(F) (96.9)	E 64.0	(E) (66.6)	- 16.1	(- 30.3)
Northpoint Pkwy/Metrocentre Blvd	F 81.5	(F) (168.2)	D 50.1	(D) (43.0)	- 31.4	(- 125.2)
I-95 southbound ramps	F 94.6	(E) (61.7)	C 32.0	(C) (21.5)	- 62.6	(- 40.2)
I-95 northbound ramps	F 89.0	(D) (43.8)	C 31.7	(B) (19.5)	- 57.3	(- 24.3)
Corporate Way	E 73.4	(F) (116.9)	C 27.9	(E) (59.9)	- 45.5	(- 57.0)
Congress Avenue	F 137.8	(F) (166.0)	F 82.4	(F) (140.4)	- 55.4	(- 25.6)

Table 4: Palm Beach Lakes Blvd. Intersection LOS and Delay Reduction Summary - 2040

Palm Beach Lakes Blvd. Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Robbins Drive	F 92.3	(E) (59.0)	D 53.5	(D) (48.3)	- 38.8	(- 10.7)
La Quinta Inn Drive	A 2.7	(A) (3.5)	A 5.5	(A) (3.1)	+ 2.8	(- 0.4)
I-95 southbound ramps	F 85.3	(C) (34.5)	D 41.2	(C) (32.6)	- 44.1	(-1.9)
I-95 northbound ramps	D 45.4	(C) (34.8)	C 27.3	(C) (32.1)	- 18.1	(- 2.7)
Executive Center Drive	E 58.8	(E) (66.5)	D 37.1	(D) (54.5)	- 21.7	(-12.0)

Table 5: Okeechobee Boulevard Intersection LOS and Delay Reduction Summary - 2040

Okeechobee Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Church Street/Chillingworth Drive	D 35.8	(D) (51.1)	C 34.2	(C) (24.3)	- 1.6	(- 26.8)
I-95 southbound ramps	C 32.5	(B) (19.4)	C 25.3	(B) (15.6)	- 7.2	(- 3.8)
I-95 northbound ramps	C 29.2	(C) (21.0)	C 20.8	(C) (21.5)	- 8.4	(+ 0.5)
Parker Avenue/Tamarind Avenue	F 88.8	(F) (127.0)	F 80.9	(F) (112.8)	- 7.9	(- 14.2)

Table 6: Belvedere Road Intersection LOS and Delay Reduction Summary - 2040

Belvedere Road Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Australian Avenue	F 99.1	(F) (112.6)	E 59.5	(E) (66.1)	- 39.6	(- 46.5)
Mercer Avenue	C 28.8	(C) (32.0)	C 34.9	(C) (24.1)	+ 6.1	(- 7.9)
I-95 southbound ramps	C 30.9	(C) (22.4)	B 13.8	(B) (17.6)	- 17.1	(- 4.8)
I-95 northbound ramps	D 38.5	(C) (29.5)	C 31.3	(C) (26.6)	- 7.2	(- 2.9)
Parker Avenue	D 51.8	(D) (54.0)	C 29.2	(D) (39.5)	- 22.6	(- 14.5)

Table 7: Southern Boulevard Intersection LOS and Delay Reduction Summary - 2040

Southern Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Gem Lake Drive	B 19.5	(C) (23.3)	C 30.5	(B) (19.4)	+ 11.0	(- 3.9)
I-95 southbound ramps	E 61.9	(D) (49.8)	B 18.9	(C) (23.3)	- 43.0	(- 26.5)
I-95 northbound ramps	E 57.8	(E) (77.9)	C 24.4	(D) (37.9)	- 33.4	(- 40.0)
Parker Avenue	D 54.2	(F) (81.5)	D 46.6	(D) (52.4)	- 7.6	(- 29.1)

Table 8: Forest Hill Boulevard Intersection LOS and Delay Reduction Summary - 2040

Forest Hill Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Pine Tree Lane	A 6.5	(A) (5.8)	A 8.3	(A) (6.9)	+ 1.8	(+ 1.1)
I-95 southbound ramps	C 29.3	(C) (29.2)	C 26.9	(C) (28.2)	- 2.4	(- 1.0)
I-95 northbound ramps	C 24.8	(C) (26.8)	C 24.9	(C) (26.6)	+ 0.1	(- 0.2)
Forest Court	A 5.3	(A) (3.2)	A 5.3	(A) (4.2)	0.0	(+ 1.0)
Parker Avenue	D 40.9	(D) (36.4)	D 40.9	(D) (36.2)	0.0	(- 0.2)

Table 9: 10th Avenue North Intersection LOS and Delay Reduction Summary - 2040

10th Avenue North Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Detroit Street	B 16.7	(B) (10.7)	B 16.9	(A) (9.5)	+ 0.2	(- 1.2)
Barnett Drive	C 31.5	(D) (39.5)	C 25.5	(C) (32.1)	- 6.0	(- 7.4)
I-95 southbound ramps	D 49.1	(D) (53.7)	C 27.4	(D) (36.1)	- 21.7	(- 17.6)
I-95 northbound ramps	F 130.8	(F) (84.7)	C 29.8	(C) (32.4)	- 101.0	(- 52.3)
North A Street	F 82.1	(E) (56.7)	E 77.9	(D) (52.2)	- 4.2	(- 4.5)

Table 10: 6th Avenue South Intersection LOS and Delay Reduction Summary - 2040

6th Avenue South Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
I-95 southbound ramps	E 56.4	(C) (34.8)	C 30.3	(C) (29.3)	- 26.1	(- 5.5)
I-95 northbound ramps	D 36.7	(D) (38.5)	D 39.8	(C) (33.0)	+ 3.1	(- 5.5)
South A Street	C 25.3	(C) (32.8)	C 24.9	(C) (33.0)	- 0.4	(+ 0.2)

Table 11: Lantana Road Intersection LOS and Delay Reduction Summary - 2040

Lantana Road Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
High Ridge Road	C 32.9	(D) (42.4)	C 32.4	(D) (51.6)	- 0.5	(+ 9.2)
I-95 southbound ramps	E 77.5	(F) (112.6)	C 27.0	(C) (25.2)	- 50.5	(- 87.4)
I-95 northbound ramps	F 139.8	(F) (82.4)	C 23.0	(C) (28.5)	- 116.8	(- 53.9)
Shopping Center Drive	E 61.7	(D) (52.9)	D 44.1	(D) (44.1)	- 17.6	(- 8.8)
Andrew Redding Road	D 44.4	(D) (41.4)	D 40.3	(D) (39.4)	- 4.1	(- 2.0)

Table 12: Hypoluxo Road Intersection LOS and Delay Reduction Summary – 2040

Hypoluxo Road Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
High Ridge Road	E 72.3	(D) (51.5)	D 38.0	(D) (43.7)	- 34.3	(- 7.8)
I-95 southbound ramps	E 60.8	(F) (109.0)	D 39.8	(D) (40.1)	- 21.0	(- 68.9)
I-95 northbound ramps	C 34.5	(E) (79.6)	C 22.0	(C) (34.3)	- 12.5	(- 45.3)
Seacrest Boulevard/14th Street	D 50.7	(F) (93.3)	D 40.1	(E) (64.4)	- 10.6	(- 28.9)

Table 13: Gateway Boulevard Intersection LOS and Delay Reduction Summary - 2040

Gateway Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Quantum Lane	C 32.9	(C) (31.9)	C 31.1	(D) (39.4)	- 1.8	(+ 7.5)
High Ridge Road	F 277.4	(F) (88.0)	D 45.7	(D) (41.6)	- 231.7	(- 46.4)
I-95 southbound ramps	F 147.7	(F) (253.0)	D 39.0	(D) (41.4)	- 108.7	(- 211.6)
I-95 northbound ramps	F 103.4	(F) (167.9)	C 30.9	(C) (32.4)	- 72.5	(- 135.5)
Seacrest Boulevard	F 195.2	(F) (204.9)	D 47.8	(D) (49.4)	- 147.4	(- 155.5)

Table 14: Boynton Beach Boulevard Intersection LOS and Delay Reduction Summary - 2040

Boynton Beach Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Industrial Avenue	C 26.7	(E) (58.4)	C 23.0	(C) (20.9)	- 3.7	(- 37.5)
I-95 southbound ramps	F 138.2	(D) (43.1)	C 28.7	(C) (29.6)	- 109.5	(- 13.5)
I-95 northbound ramps	F 109.5	(F) (134.5)	C 27.2	(D) (35.3)	- 82.3	(- 99.2)
Seacrest Boulevard	F 160.0	(F) (180.7)	F 103.2	(F) (153.0)	- 56.8	(- 27.7)

Table 15: Woolbright Road Intersection LOS and Delay Reduction Summary - 2040

Woolbright Road Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Corporate Drive/SW 8th Street	D 37.8	(D) (46.6)	D 37.0	(D) (53.1)	- 0.8	(+ 6.5)
I-95 southbound ramps	B 18.5	(C) (23.0)	C 24.1	(C) (26.1)	+ 5.6	(+ 3.1)
I-95 northbound ramps	C 25.9	(C) (26.1)	B 14.0	(C) (24.8)	- 11.9	(- 1.3)
Seacrest Boulevard	F 151.4	(F) (158.9)	E 60.0	(E) (58.0)	- 91.4	(- 100.1)

Table 16: Atlantic Avenue Intersection LOS and Delay Reduction Summary - 2040

Atlantic Avenue Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Congress Avenue	F 117.6	(F) (125.7)	D 51.9	(E) (68.5)	- 65.7	(- 57.2)
I-95 southbound ramps	E 71.8	(E) (61.6)	C 22.9	(C) (21.8)	- 48.9	(- 39.8)
I-95 northbound ramps	E 72.3	(F) (98.1)	D 35.6	(D) (35.7)	- 36.7	(- 62.4)
SW 12th Avenue	D 54.1	(E) (74.6)	C 23.8	(C) (34.8)	- 30.3	(- 39.8)

Table 17: Linton Boulevard Intersection LOS and Delay Reduction Summary - 2040

Linton Boulevard Intersection	Overall LOS / Overall Delay (seconds per vehicle)					
	2040 No-Build		2040 Build		Change in Delay	
	A.M.	(P.M.)	A.M.	(P.M.)	A.M.	(P.M.)
Congress Avenue	E 70.6	(F) (81.0)	E 61.1	(E) (67.7)	- 9.5	(- 13.3)
I-95 southbound ramps	F 90.0	(F) (82.1)	D 38.9	(C) (31.3)	- 51.1	(- 50.8)
I-95 northbound ramps	C 29.7	(F) (93.9)	C 29.5	(C) (24.5)	- 0.2	(- 69.4)
Wallace Drive	E 63.3	(F) (111.5)	D 48.4	(D) (50.8)	- 14.9	(- 60.7)
SW 10th Avenue/Alta Meadows Lane	C 33.7	(F) (87.3)	D 37.7	(E) (61.0)	+ 4.0	(- 26.3)