



## 1 PROJECT OVERVIEW

### 1.1 Introduction

The FDOT District Four has conducted an IMR as part of the Project Development and Environment Study (PD&E) for the interchange of I-95/SR 9 and Woolbright Road, dated June 2021. The study evaluated three (3) build alternatives to improve traffic operations and safety at this critical interchange in Palm Beach County: Build Alternative 1, TDI; Build Alternative 2, Diverging Interchange (DDI); and Build Alternative 3, Single-Point Urban Interchange (SPUI). Based on the comprehensive evaluation presented in the *June 2021 I-95/SR 9 at Woolbright Road IMR*, Build Alternative 1 with a TDI configuration was selected as the Preferred Alternative due to the traffic operational and safety benefits it provides compared to the other Alternatives. Build Alternative 1 also satisfies the purpose and need of this project and provides the highest benefit-cost ratio making it the most cost-effective alternative. This Alternative will be the basis for comparison as the Approved IAR Alternative.

The project is currently in the final design phase, and a modified concept is proposed as an improvement over the Approved IAR Alternative. The improvements were presented at the September 2021 District Four Interchange Review Coordination Meeting. The modified concept maintains the TDI design concept at the interchange, but it introduces the following improvements:

1. Eliminates the proposed 4<sup>th</sup> Westbound (WB) Through Lane along Woolbright Road at SW 8<sup>th</sup> Street;
2. Introduces a 3<sup>rd</sup> SB Left-Turn Lane along SW 8<sup>th</sup> Street at Woolbright Road;
3. Extends Eastbound (EB) and WB Left-Turn Lanes along Woolbright Road at SW 8<sup>th</sup> Street;
4. Extends the WB Right-Turn along Woolbright Road at SW 8<sup>th</sup> Street to the I-95/SR 9 SB Off-Ramp;
5. Introduces signalized double Right-Turn Lanes at the I-95/SR 9 SB and NB Off-Ramp Terminals;
6. Provide an acceleration lane for the EB right-turn lane to the I-95/SR 9 SB On-Ramp;
7. Provide a shared use path between SW 8th Street and SW 3rd Street; and
8. Provide Rectangular Rapid-Flashing Beacons (RRFB) at the I-95/SR 9 Free-Flow On-Ramp Right-Turn Lanes.

This IMR Re-evaluation is focused on implementing the improvements identified along Woolbright Road by the modified design concept while maintaining or improving the projected LOS and safety operations under the Approved IAR Alternative. This IMR Re-evaluation assess the traffic operations of the Modified Build Concept developed as part of the design process. A Methodology Letter of Understanding (MLOU) between the Requestor, the FDOT District Four, and FDOT Central Office was executed for preparing this IMR Re-evaluation, and it is presented in **Appendix A** for ease of reference.

### 1.2 Purpose and Need for Project

The purpose of this project is to address the long-term needs of I-95/SR 9 including ramp terminal traffic spillback onto I-95/SR 9 mainline, reducing congestion on I-95/SR 9 and Woolbright Road, and improving operations and safety at the I-95/SR 9 and Woolbright Road interchange through the 2045 design year horizon as established in the *June 2021 I-95/SR 9 at Woolbright Road IMR*. This project will also be consistent with plans for the I-95/SR 9 mainline, including the extension of I-95/SR 9 Express Lanes throughout Palm Beach County.

This Re-evaluation analysis has the following project objectives:

1. Maintain or improve traffic operations and safety of the Approved IAR Alternative;
2. Reduce pedestrian/vehicular, vehicular merging and vehicular weaving conflicts due to off-ramp free-flow right-turning movements at the I-95/SR 9 ramp terminal intersections; and
3. Reduce major utility conflicts along the northwest quadrant at the intersection of Woolbright Road and SW 8<sup>th</sup> Street/Corporate Drive.