

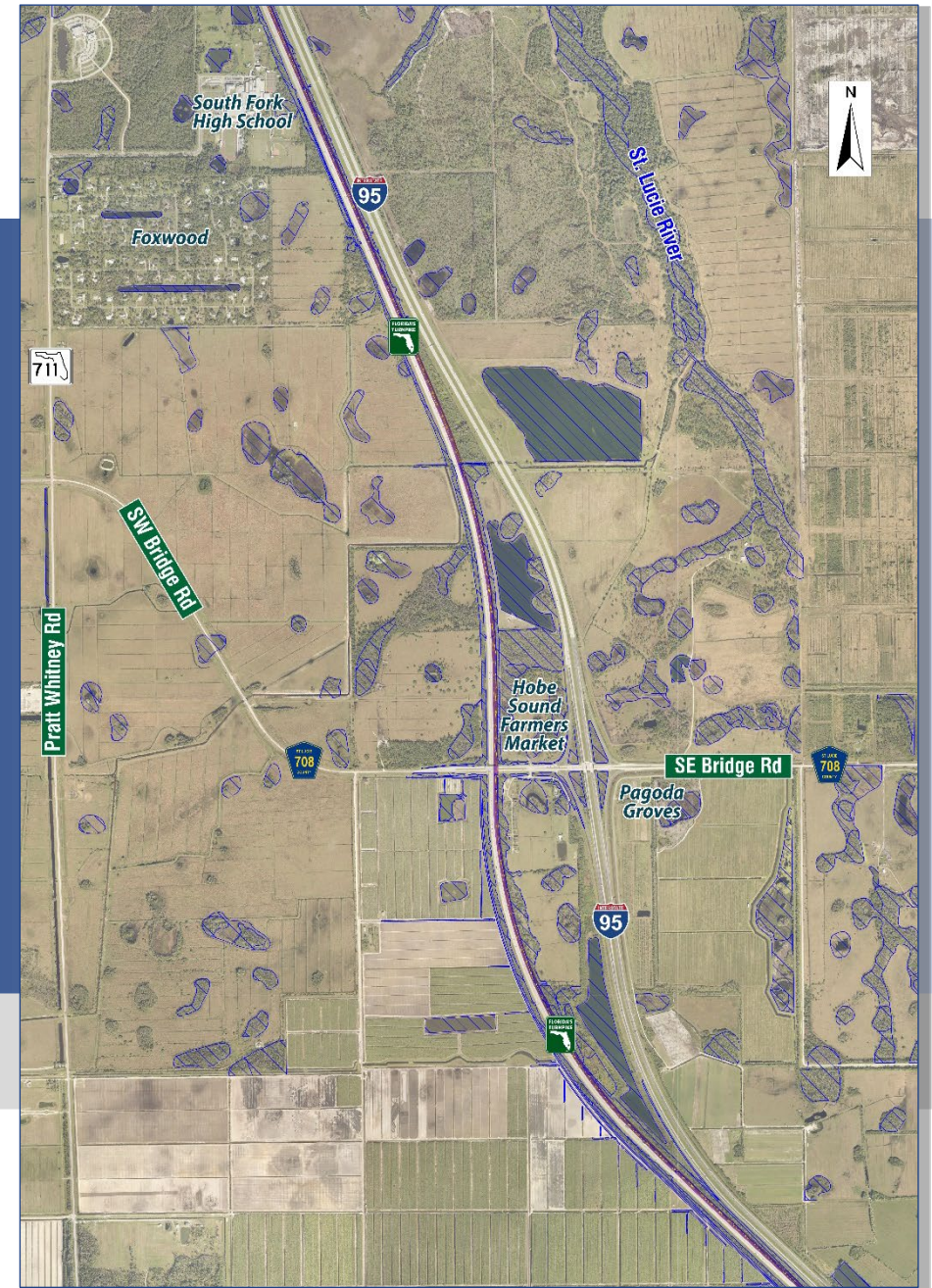
**Palm Beach TPA TAC Meeting
May 1, 2024**

**Palm Beach TPA Board Meeting
May 16, 2024**

**Turnpike (SR 91) and I-95 (SR 9)
Direct Connection Interchange
PD&E Study in Martin County**

Financial Project ID #: 446975-1

**Presenters: Jazlyn Heywood, P.E.
Bill Howell, P.E.**

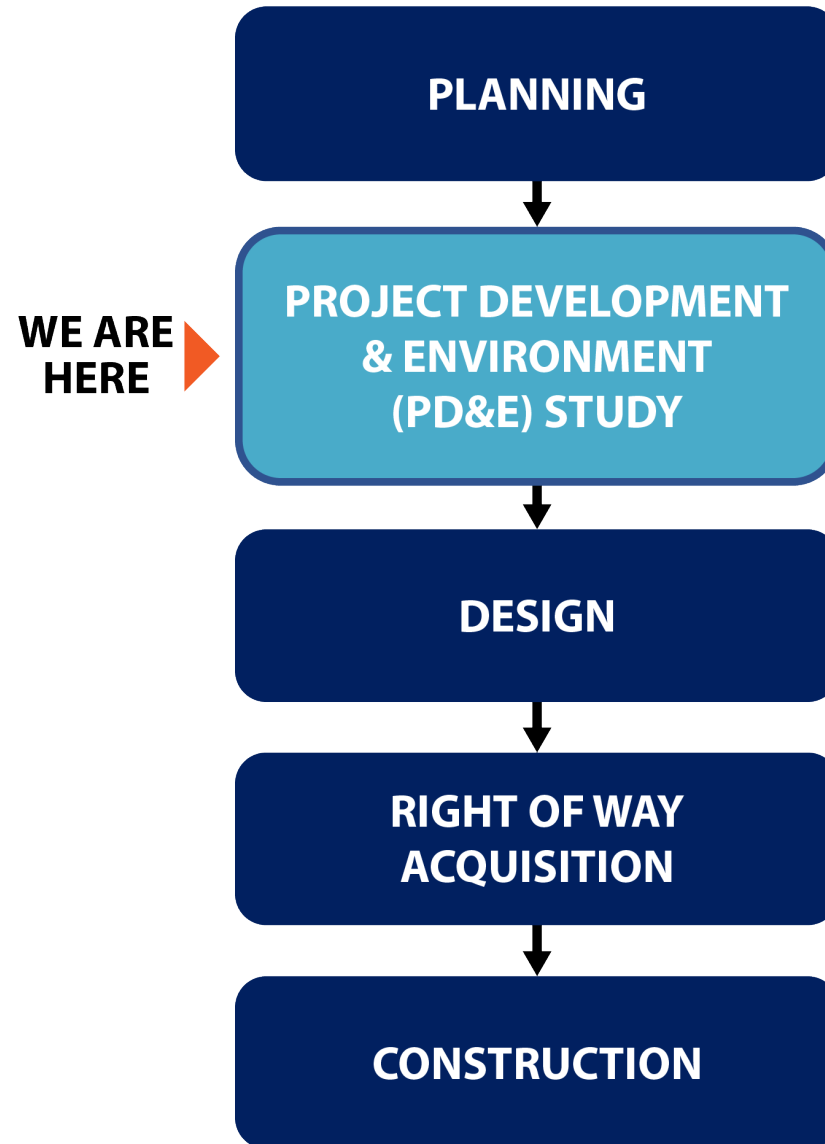


PRESENTATION OUTLINE

1. Project Development Process
2. Purpose and Need
3. Alternatives
4. Schedule



PROJECT DEVELOPMENT PROCESS



STUDY LIMITS

Martin County



PROJECT PURPOSE & NEED

- Purpose and need for a project provide the basis for developing, considering, evaluating, and eliminating project alternatives.
- Project needs include:



Improve System Linkage

Improve Traffic Operations & Travel Time Reliability

Relieve Congestion on Local Roadway Network



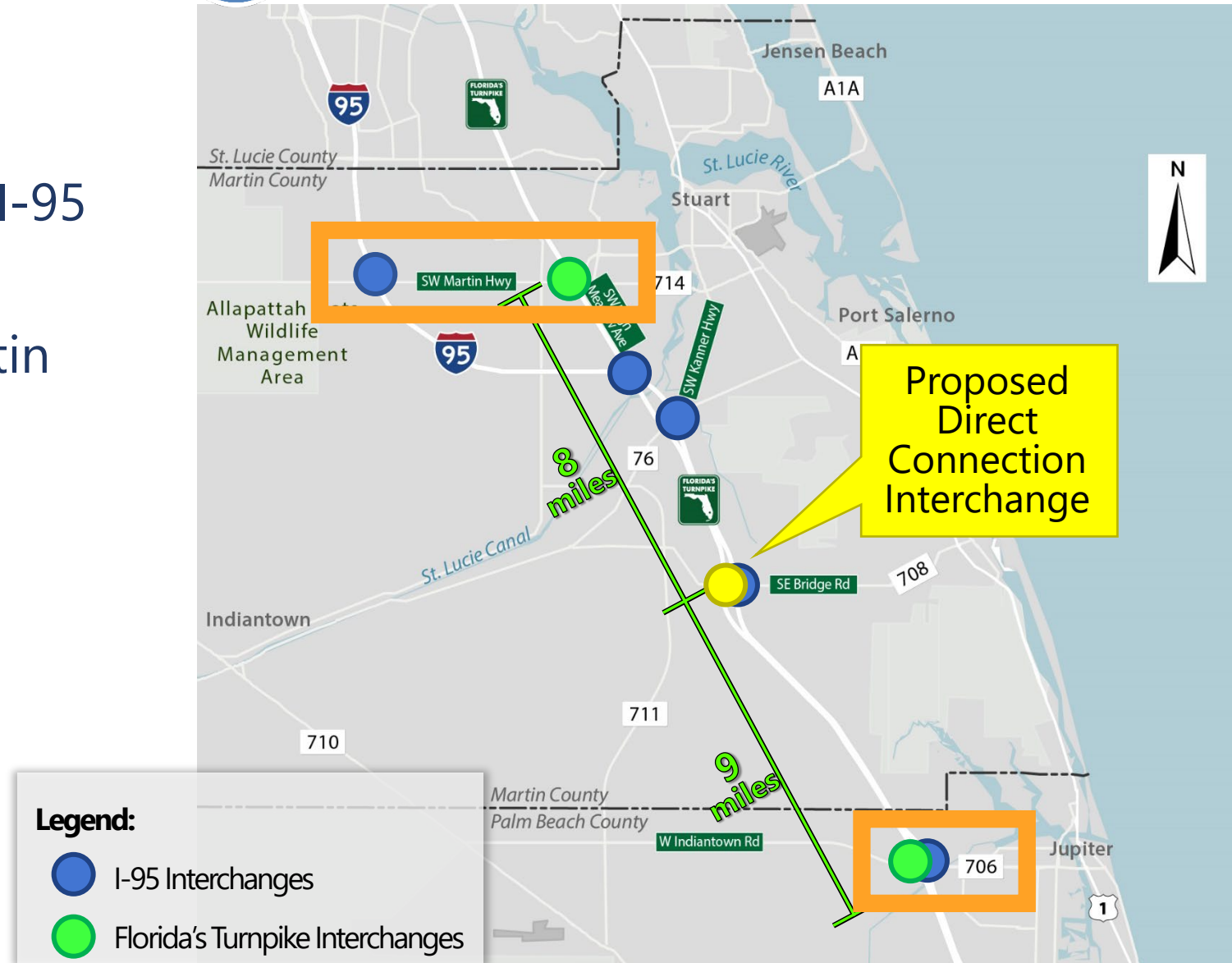
Enhance Safety



Enhance Emergency Response & Evacuation

PROJECT PURPOSE AND NEED – IMPROVE SYSTEM LINKAGE

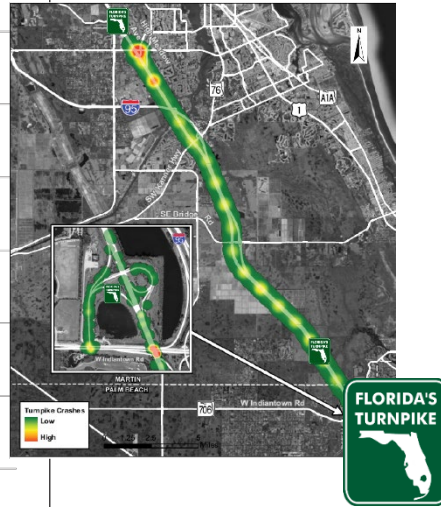
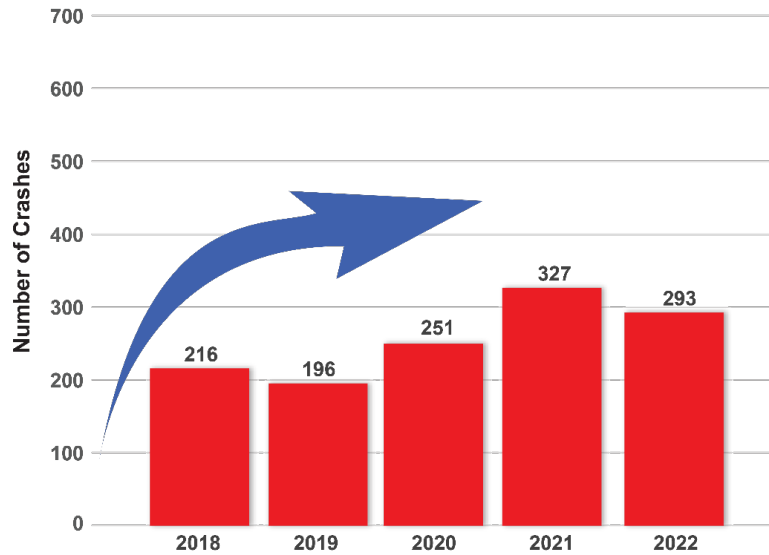
- No existing direct connections between Florida's Turnpike and I-95
- Local roadway network used to switch between facilities at Martin Highway or Indiantown Road
- System-to-system connection needed to improve linkage



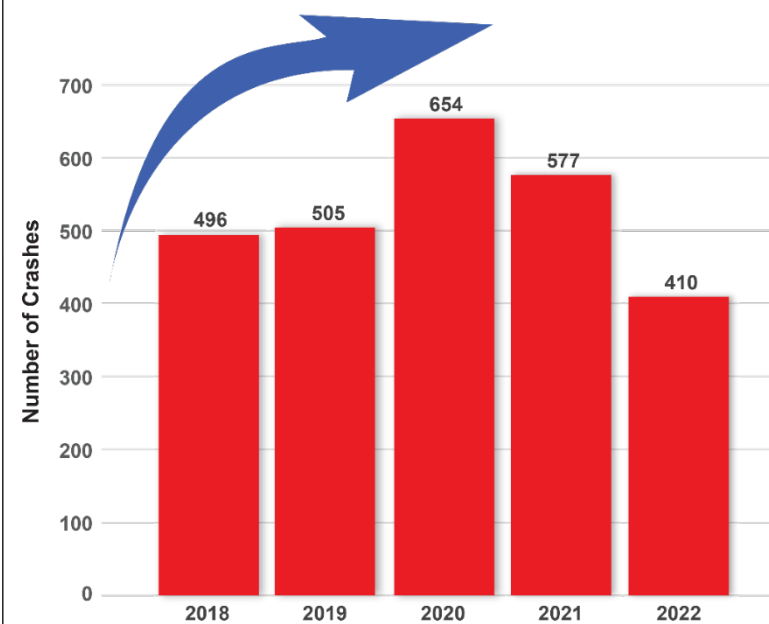
PROJECT PURPOSE & NEED - ENHANCE SAFETY



Florida's Turnpike from SW Martin Downs Boulevard (SR 714) to W Indiantown Road (SR 706)



I-95 from SW High Meadow Avenue (CR 713) to W Indiantown Road (SR 706)



Florida's Turnpike Mainline and Ramps
 Crash Economic Cost Over 5 Years: **\$107 Million**
 4 Fatalities, 283 Injuries

Florida's Turnpike at W Indiantown Road (SR 706) Ramp Terminal
 Crash Economic Cost Over 5 Years: **\$2 Million**
 0 Fatalities, 11 Injuries

I-95 Mainline and Ramps
 Crash Economic Cost Over 5 Years: **\$354 Million**
 17 Fatalities, 717 Injuries

I-95 at W Indiantown Road (SR 706) Ramp Terminals
 Crash Economic Cost Over 5 Years: **\$19 Million**
 1 Fatalities, 42 Injuries

6

Enhance emergency response and evacuation

- Both Turnpike and I-95 are critical in facilitating traffic movement during emergency response and evacuation periods



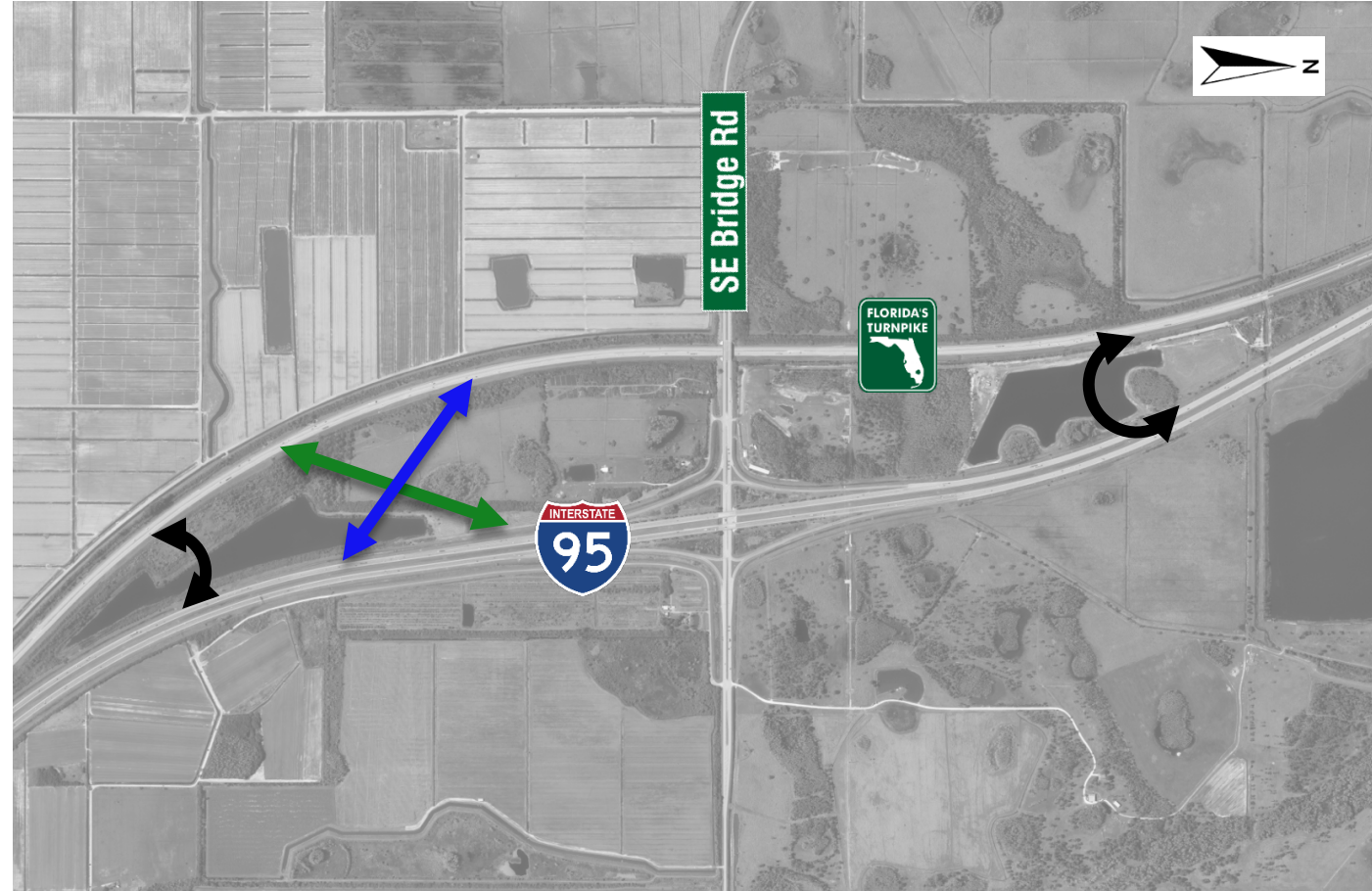
NEEDED IMPROVEMENTS

- **Direct Connections**

- NB to NB (both directions)
- SB to SB (both directions)

- **Emergency Access Roads**

- For Emergency Vehicles Only
- U-Turns between Turnpike and I-95

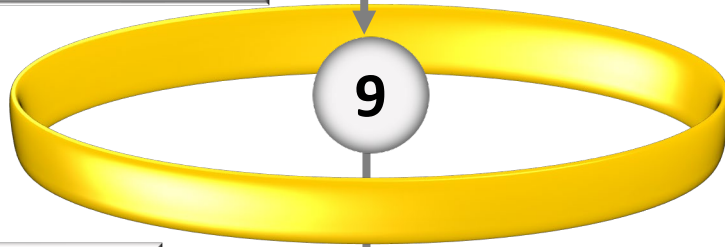


ALTERNATIVES ANALYSES

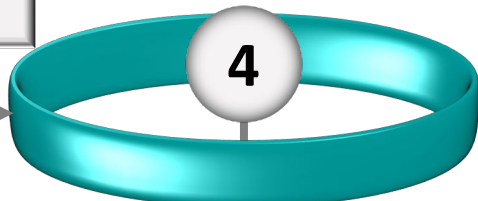


2 had Fatal Flaws

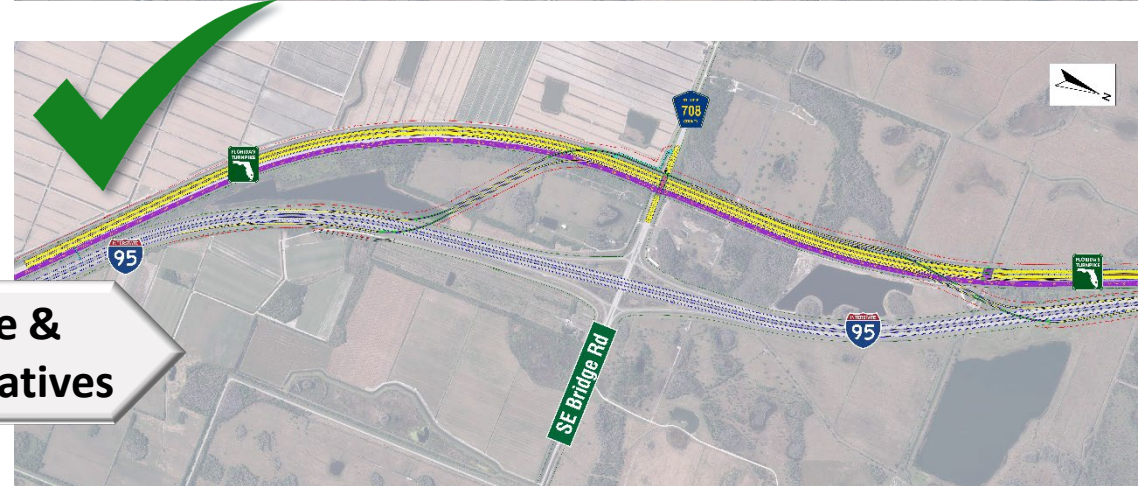
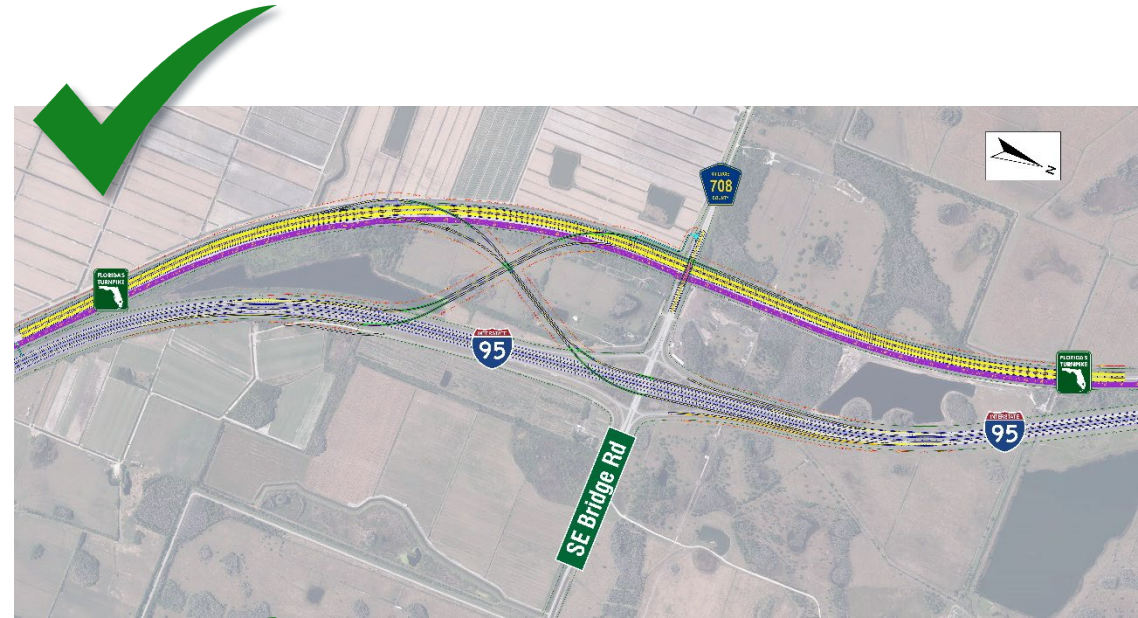
Added 6 Variations (Operations)



5 Screened Out with Further Operations & Refinements

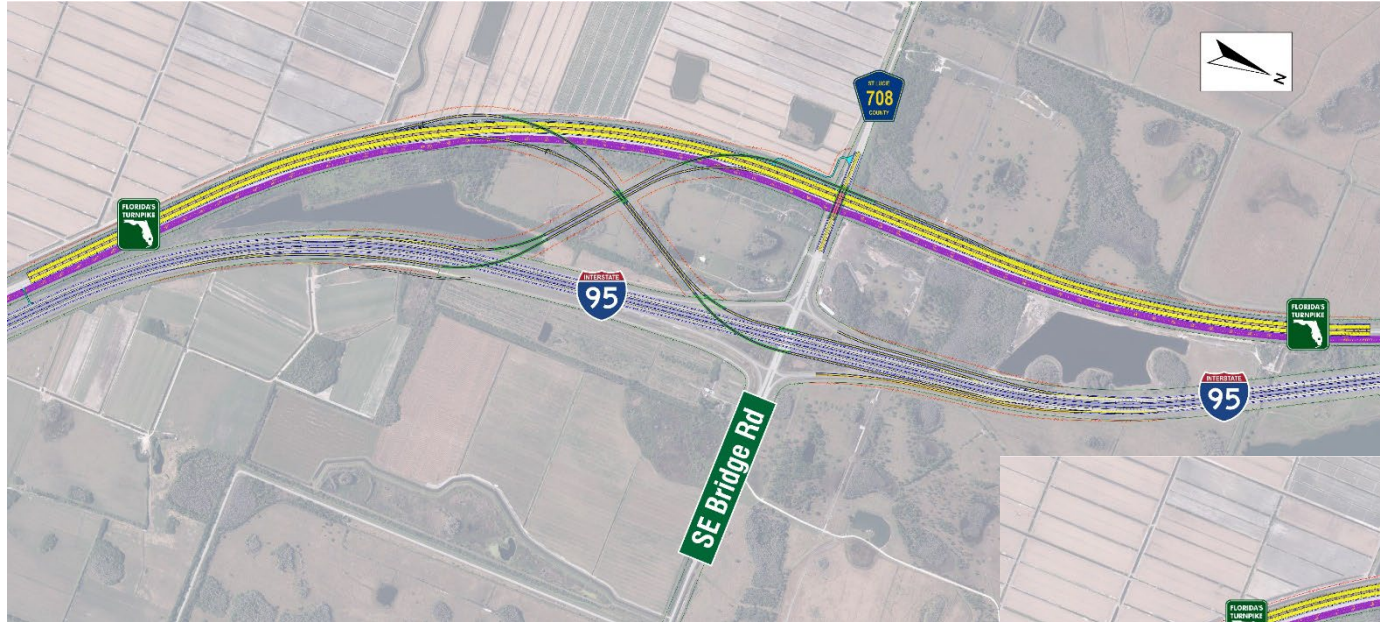


2 Reasonable & Feasible Alternatives



PROJECT ALTERNATIVES

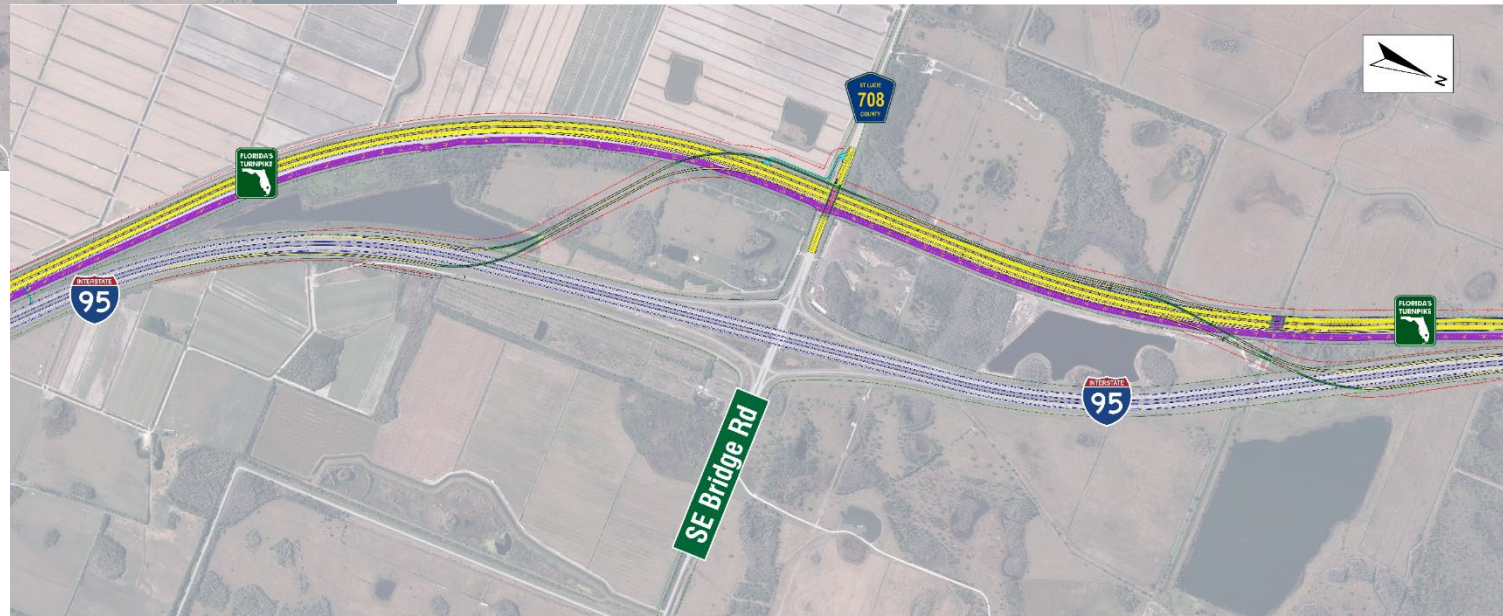
ALTERNATIVE 1



Both alternatives provide the same:

- ✓ Four direct connections between Florida's Turnpike and I-95
- ✓ Emergency access roads for emergency vehicles only

ALTERNATIVE 2



ALTERNATIVES 1 & 2 – 2050 TRAFFIC BENEFITS

New Direct Connection Interchange

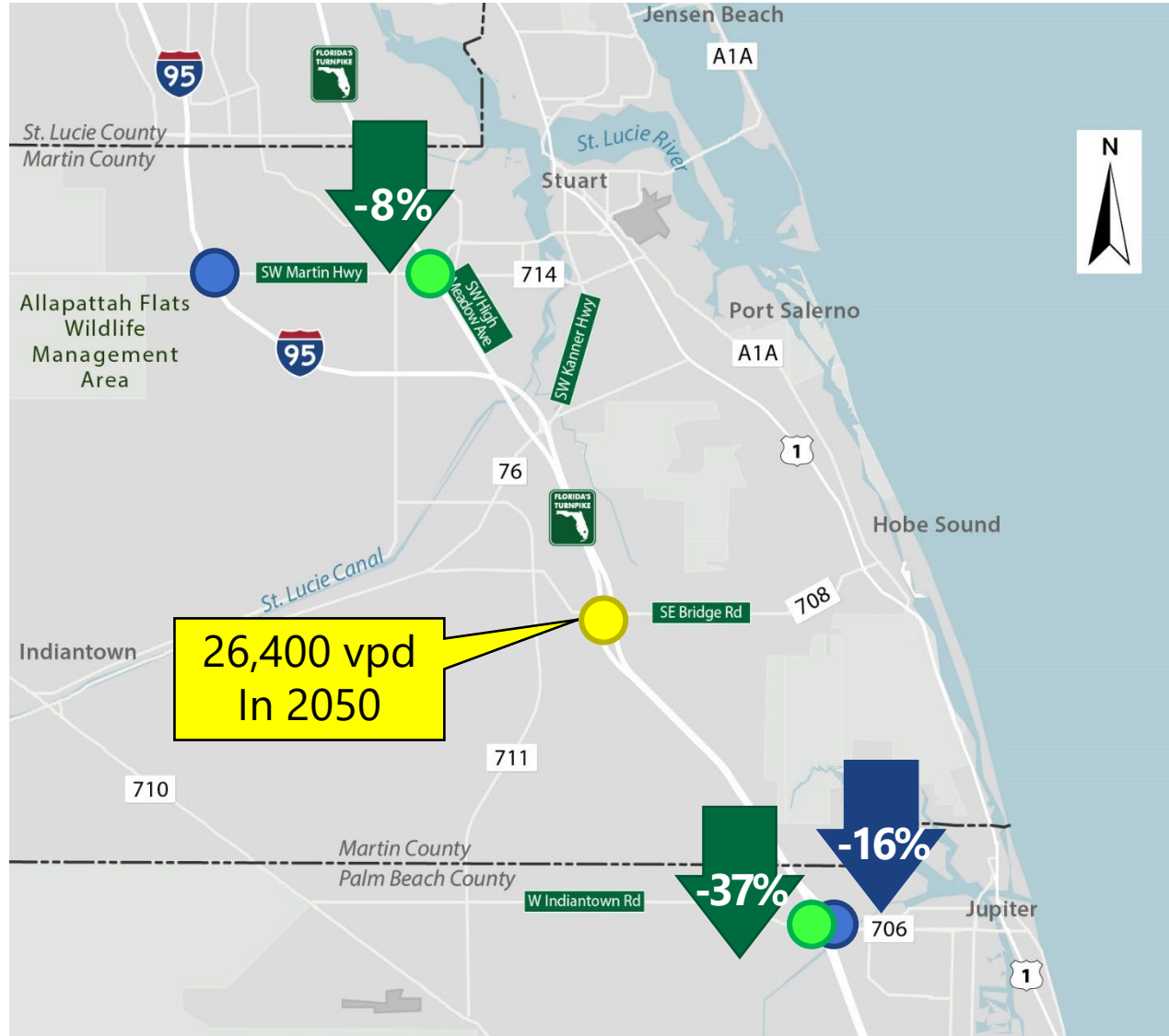
- 26,400 vehicles per day

West Indiantown Road Interchange

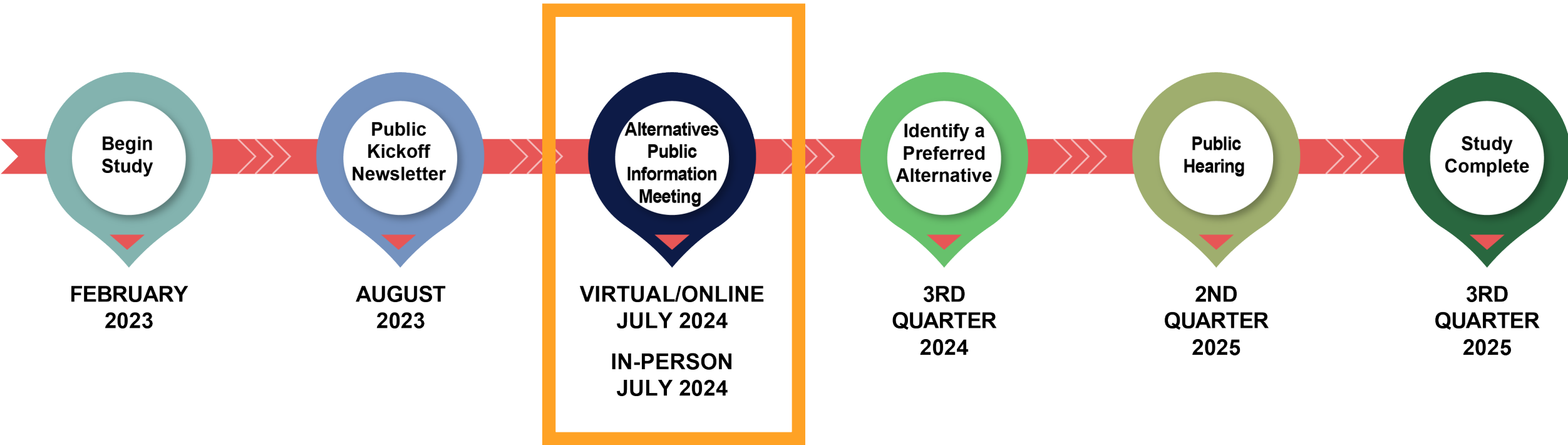
- Crossover traffic removed: 15,600 AADT
- 37% decrease at Turnpike interchange
- 16% decrease at I-95 interchange

Southwest Martin Highway Interchange

- Cross over traffic removed: 3,200 AADT
- 8% decrease at Turnpike interchange



PROJECT SCHEDULE



Schedule is subject to change

Project Website:

www.TPK-I-95-Interchange-Study.com

Project Manager Contact Information:

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THANK YOU!