Appendix C: Roadway

US-1 Multimodal Corridor Study

CONNECTINGCOMMUNITIES
In Palm Beach County

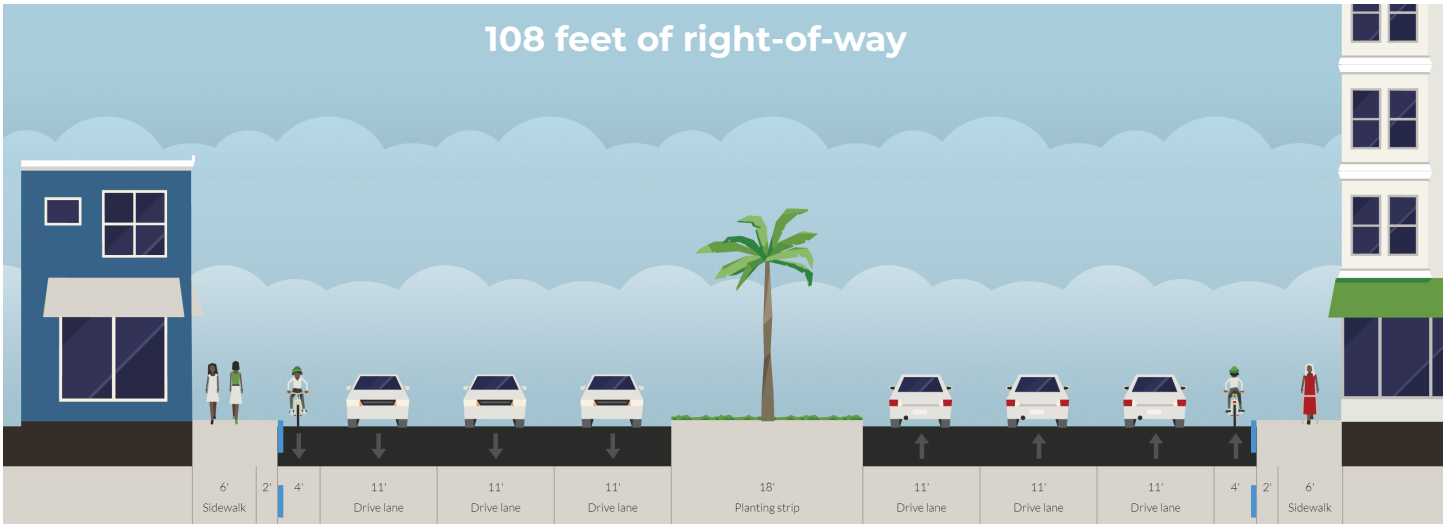
PALM BEACH
Transportation
Planning Agency

Typical Sections

Camino Real to SE Mizner Boulevard

Roll Plot No. 1

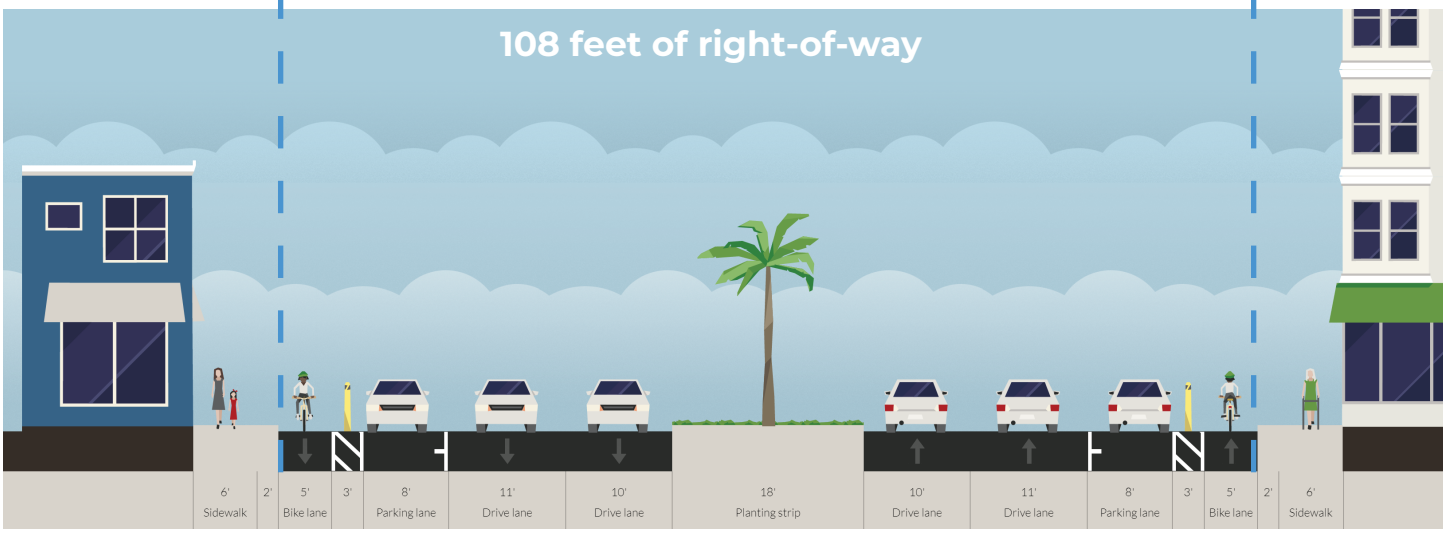
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 35 mph

Length: 0.3 miles

Projected 2040 Max Peak Hour Traffic Volume: 1,400 vehicles per hour per direction (vphpd)

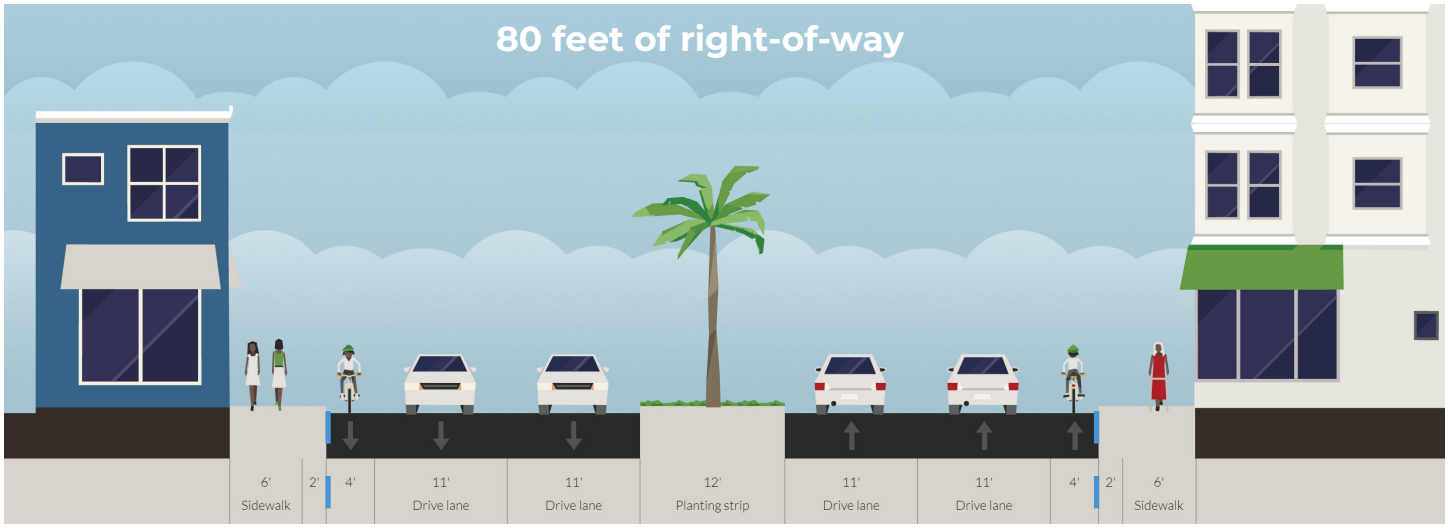
Proposed Recommendations: Partial reconstruction and lane repurposing from 6L to 4L; add on-street parking and separated bicycle lanes

Ongoing Efforts: The City of Boca Raton has expressed a preference for an alternate mobility strategy of converting US-1 and Dixie Highway through Downtown Boca Raton to a one-way pair concept from SW 18th Street/Royal Palm Way to NE 8th Street/NE Mizner Boulevard. Implementation would require conversion of the existing US-1 right-of-way into the northbound lanes of the one-way pair concept while using the County's Dixie Highway right-of-way for the southbound lanes.

SE Mizner Boulevard to NE Mizner Boulevard

Roll Plot No. 1-2

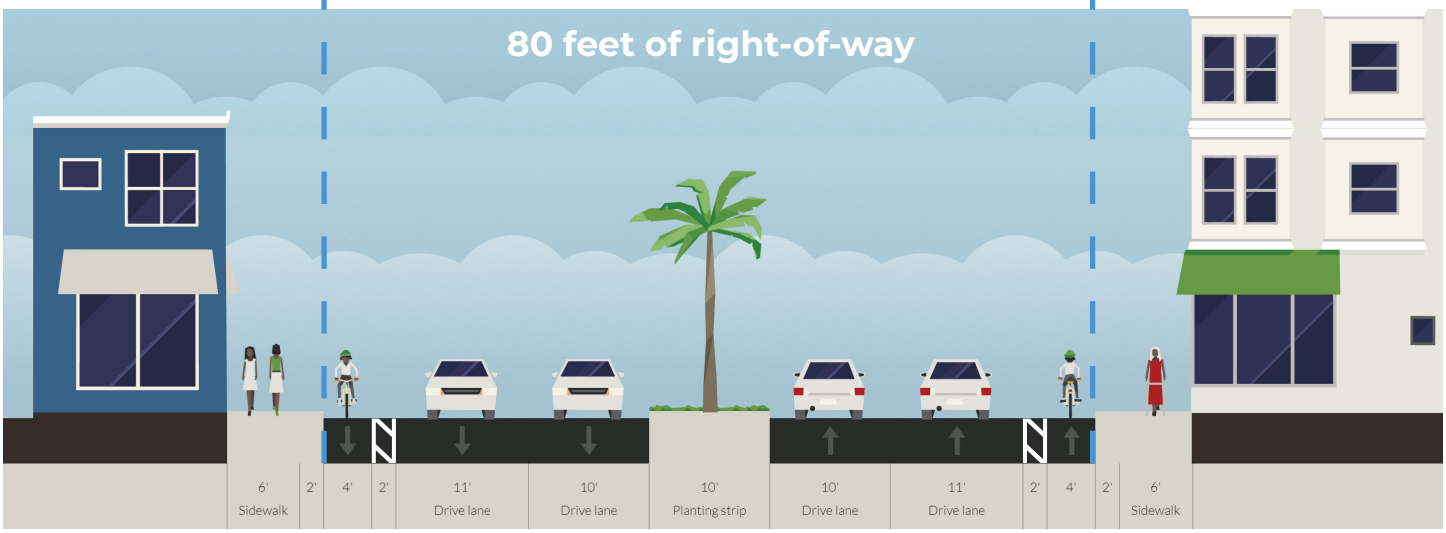
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 35 mph

Length: 0.9 miles

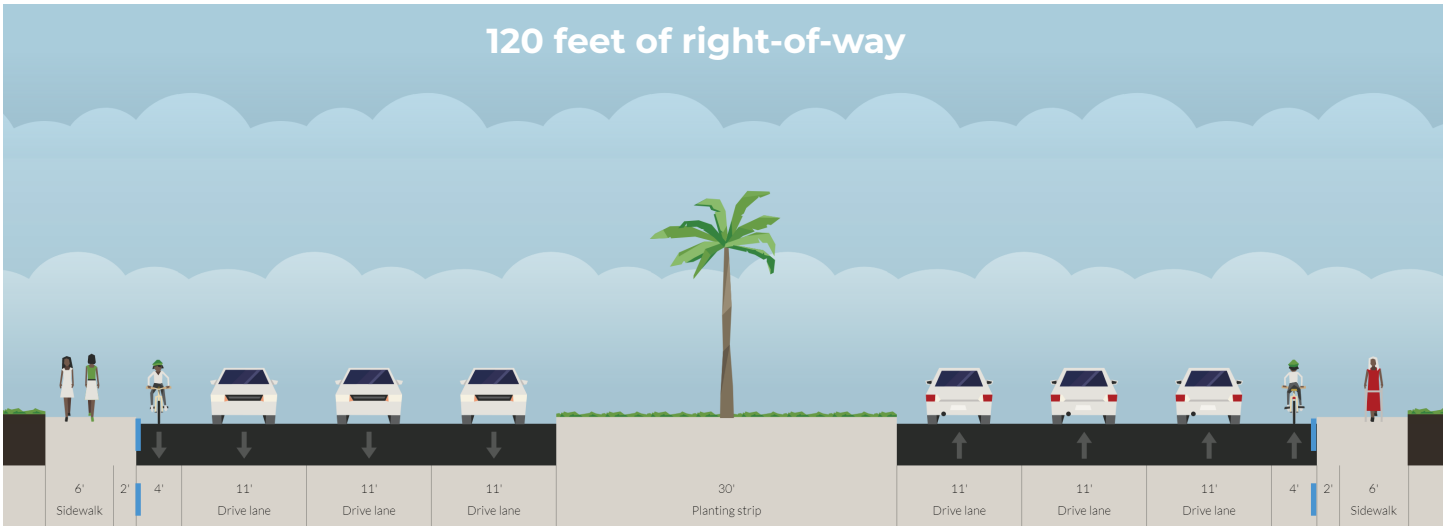
Proposed Recommendations: Partial reconstruction (inside widening); add buffered bicycle lanes

Ongoing Efforts: The City of Boca Raton has expressed a preference for an alternate mobility strategy of converting US-1 and Dixie Highway through Downtown Boca Raton to a one-way pair concept from SW 18th Street/Royal Palm Way to NE 8th Street/NE Mizner Boulevard. Implementation would require conversion of the existing US-1 right-of-way into the northbound lanes of the one-way pair concept while using the County's Dixie Highway right-of-way for the southbound lanes.

NE Mizner Boulevard to Glades Road

Roll Plot No. 2-3

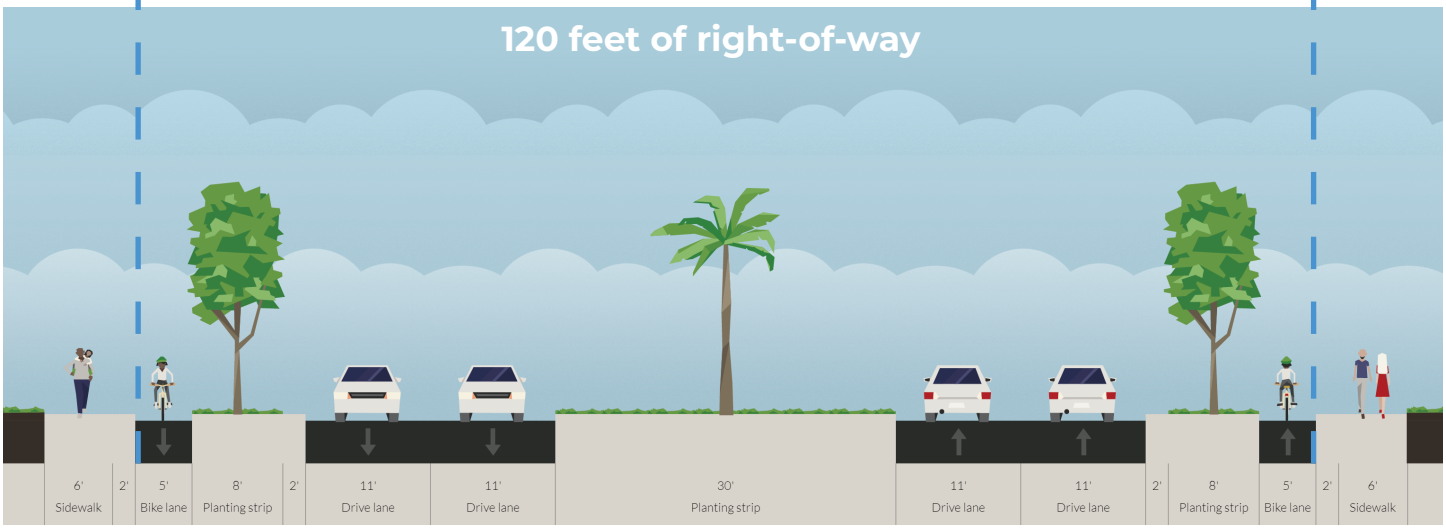
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 35 mph

Length: 0.4 mile

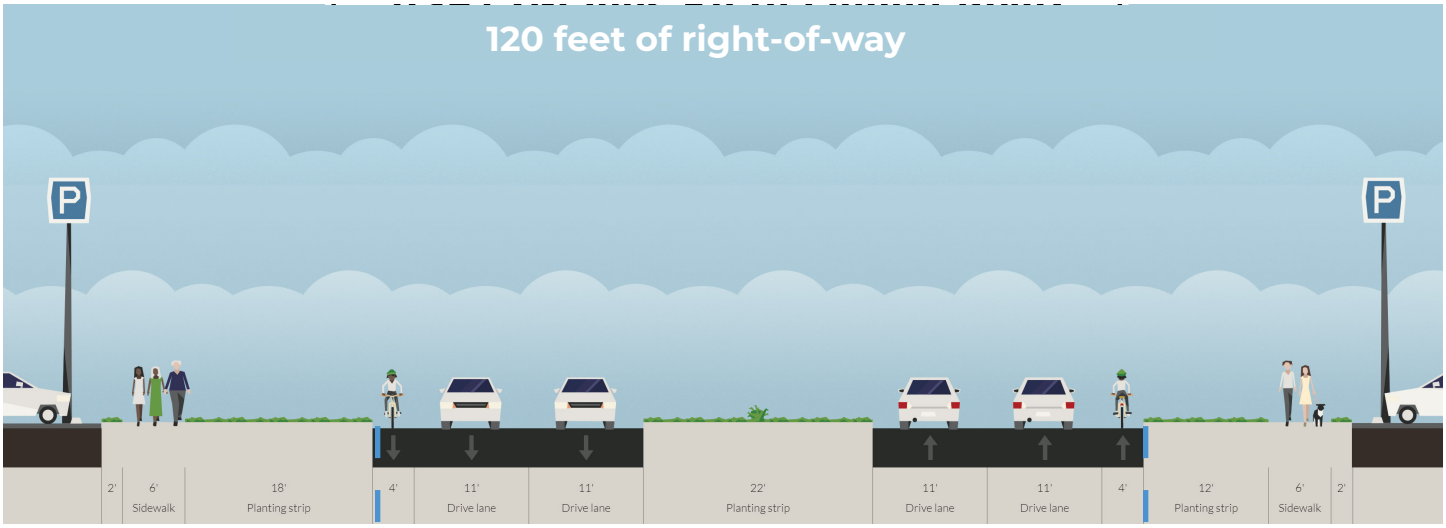
Projected 2040 Max Peak Hour Traffic Volume: 1,500 vphpd

Proposed Recommendations: Partial reconstruction and lane repurposing from 6L to 4L; add separated bicycle lanes and furnishing zones with street trees

Glades Road to Lindell Boulevard

Roll Plot No. 3-10

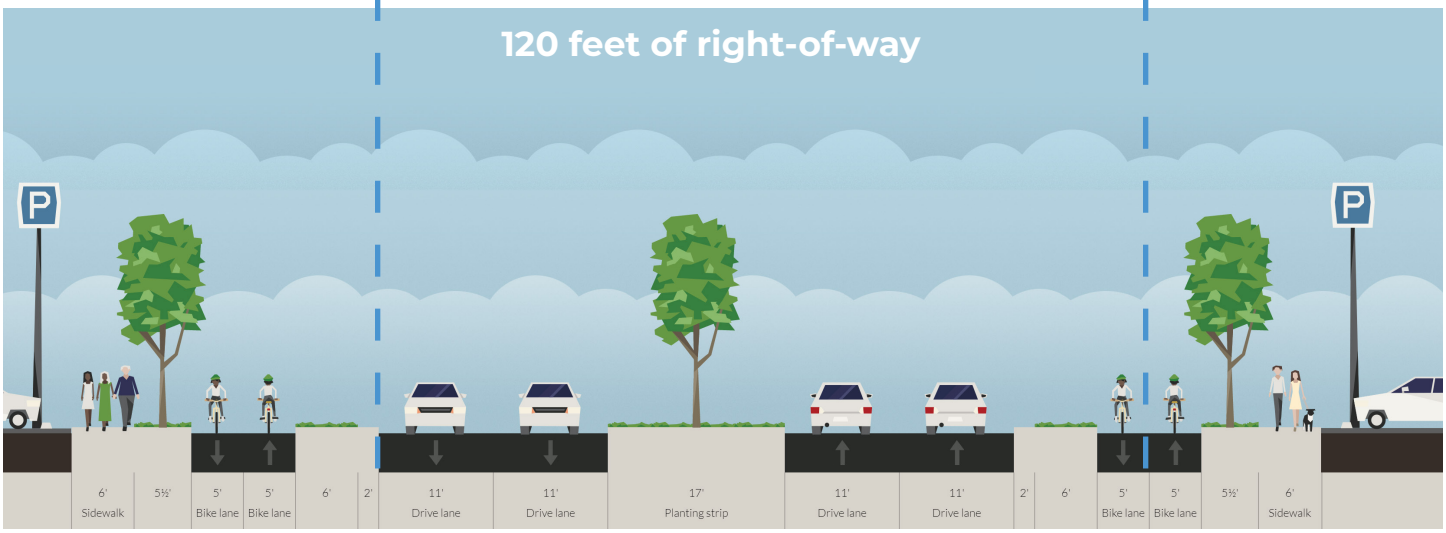
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C3-Suburban & C4-Urban General

Existing Speed Limit: 45 mph

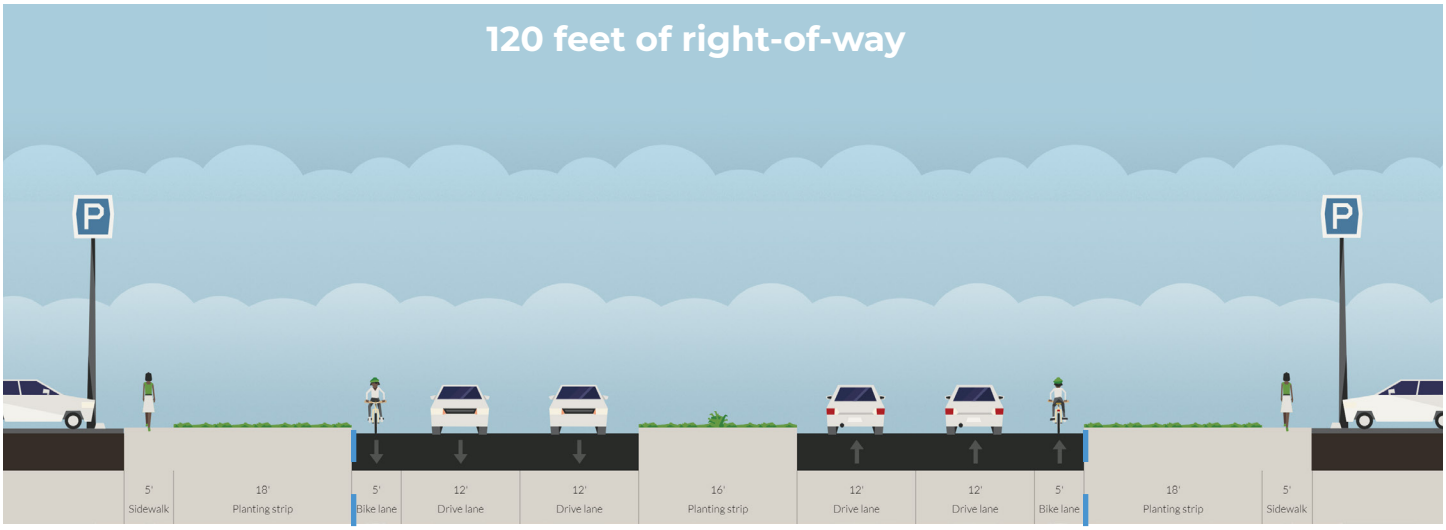
Length: 4.6 miles

Proposed Recommendations: Full reconstruction with two-way separated bicycle lanes on both sides and furnishing zones with street trees

Lindell Boulevard to Tropic Boulevard

Roll Plot No. 10-11

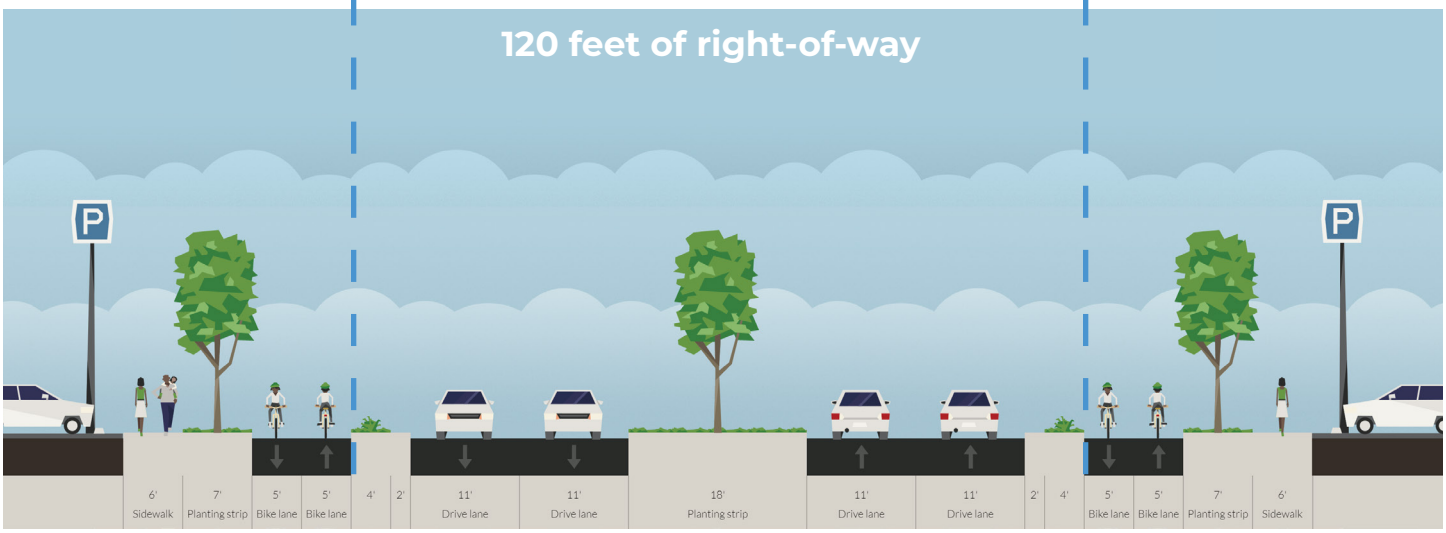
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C3-Suburban

Existing Speed Limit: 45 mph

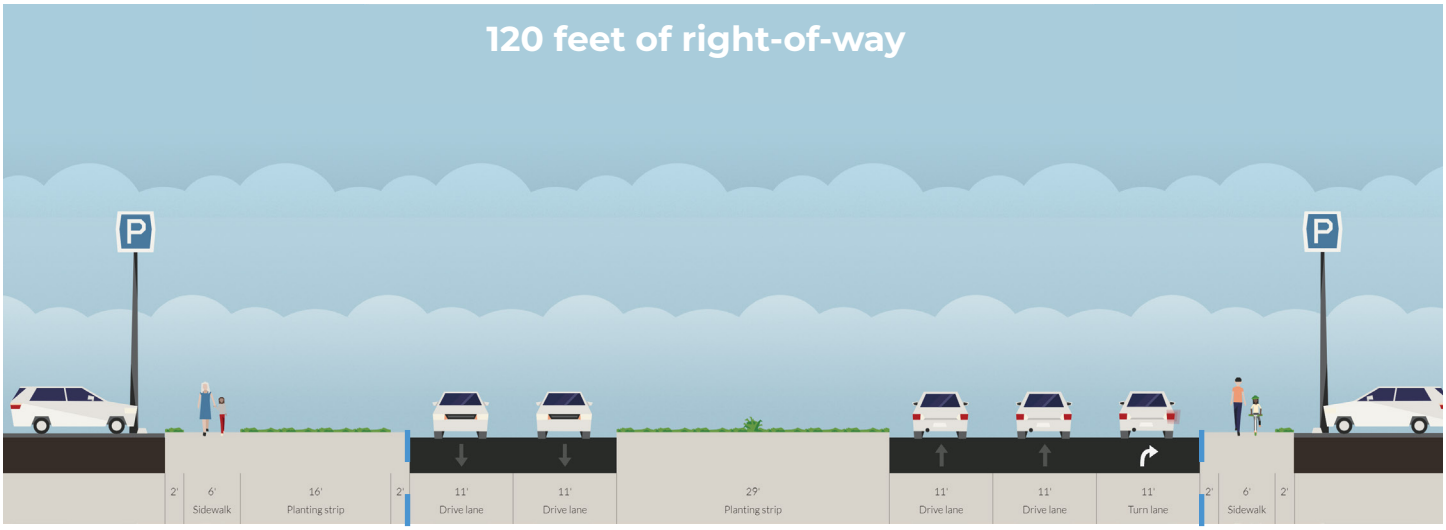
Length: 0.8 miles

Proposed Recommendations: Full reconstruction with two-way separated bicycle lanes on both sides and furnishing zones with street trees

Tropic Boulevard to SE 12th Road

Roll Plot No. 11-12

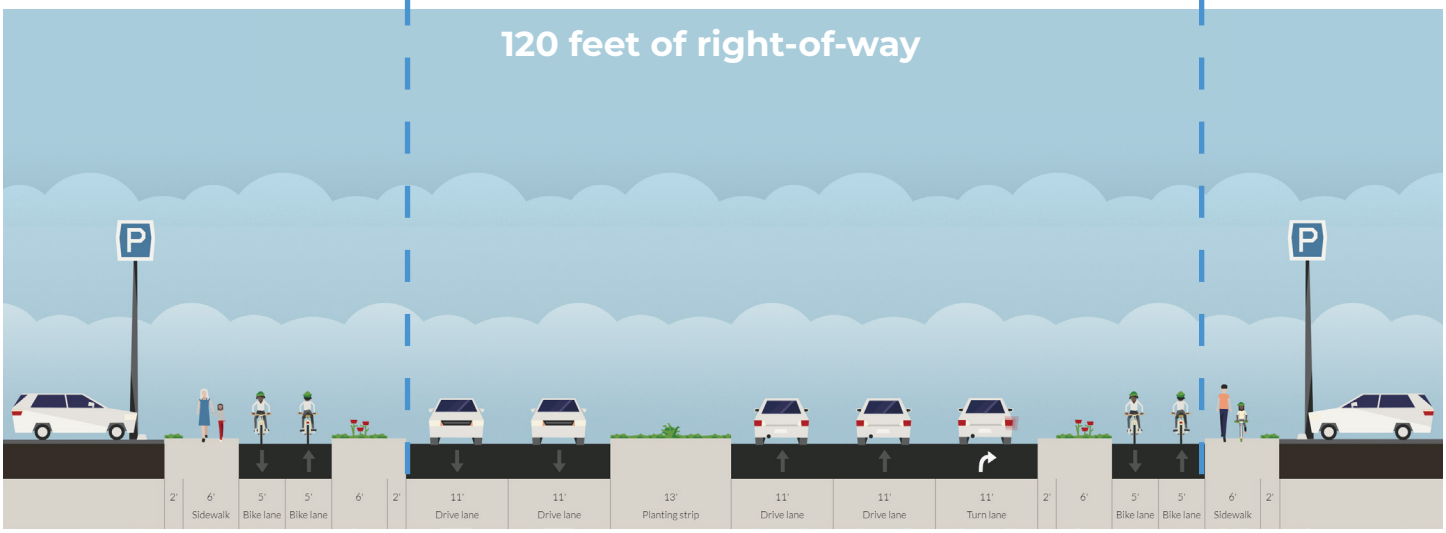
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C3-Suburban

Existing Speed Limit: 45 mph

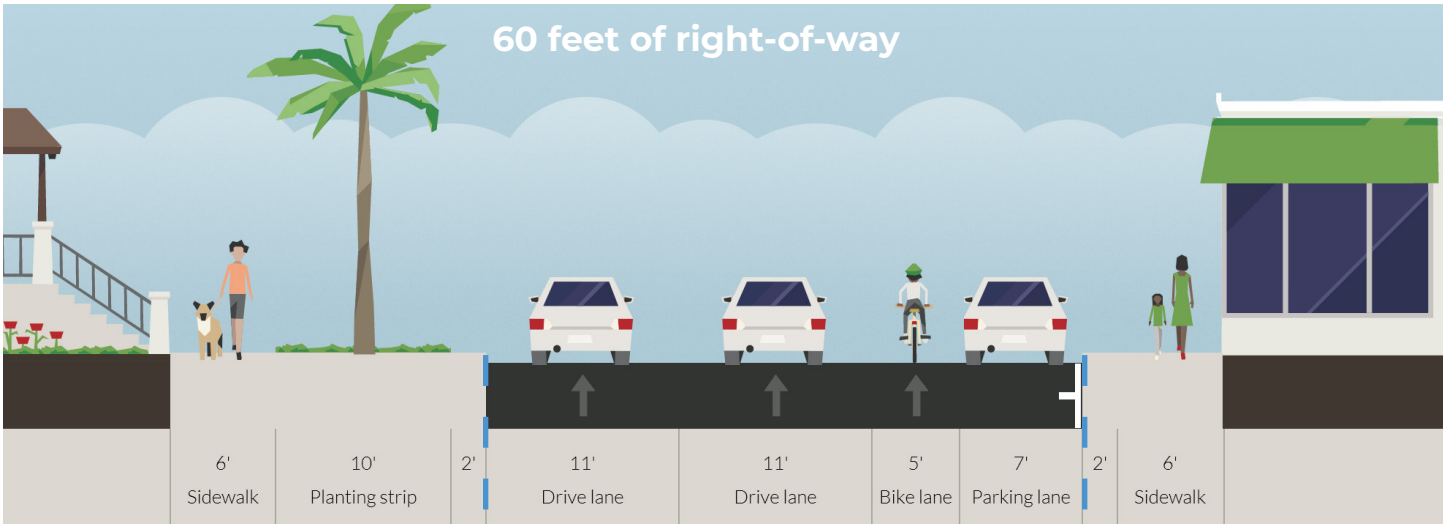
Length: 0.6 miles

Proposed Recommendations: Full reconstruction with two-way separated bicycle lanes

US-1 NB SE 12th Road to George Bush Boulevard

Roll Plot No. 12-16

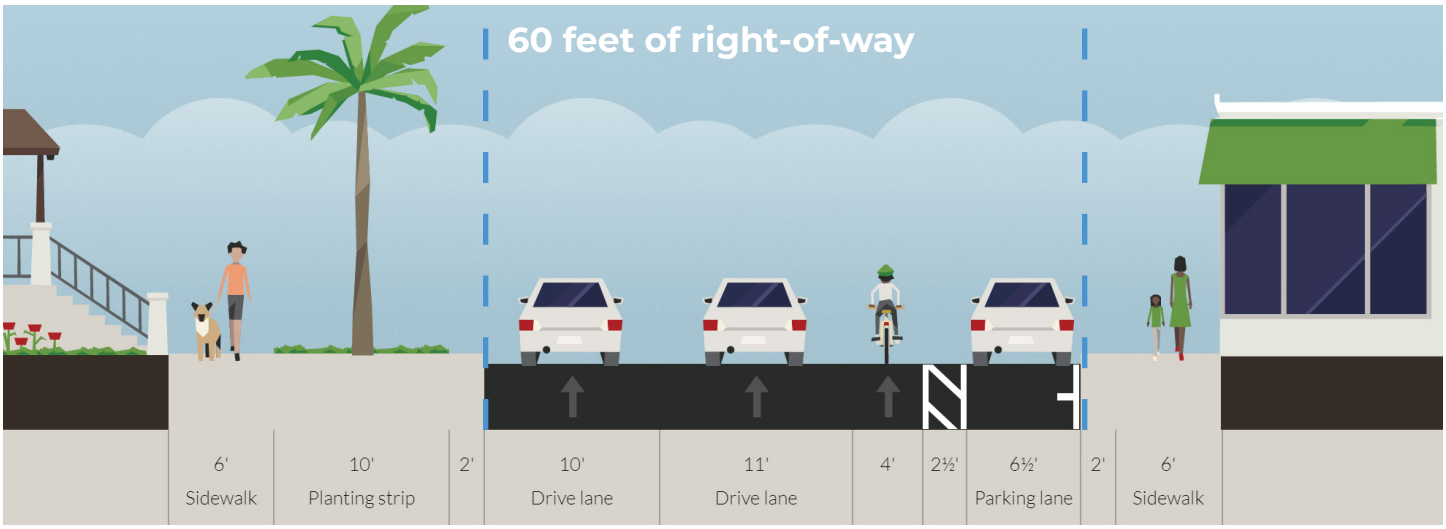
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C4-Urban General & C5-Urban Center

Existing Speed Limit: 35 mph

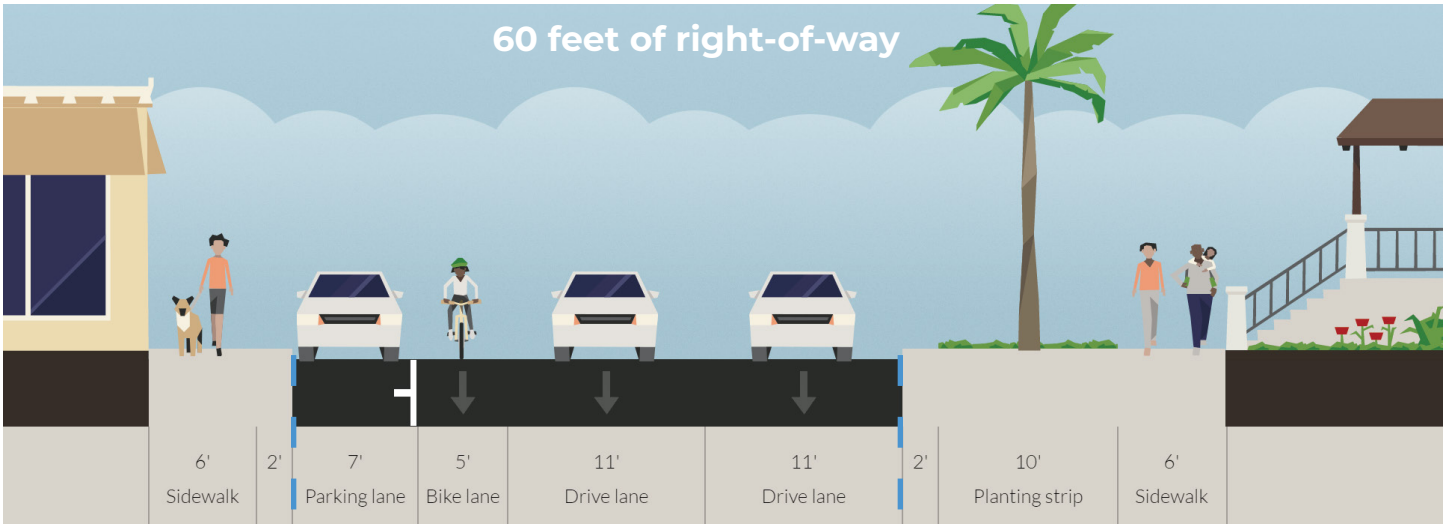
Length: 2.0 miles

Proposed Recommendations: Resurfacing with buffered bicycle lanes

US-1 SB SE 12th Road to George Bush Boulevard

Roll Plot No. 12-16

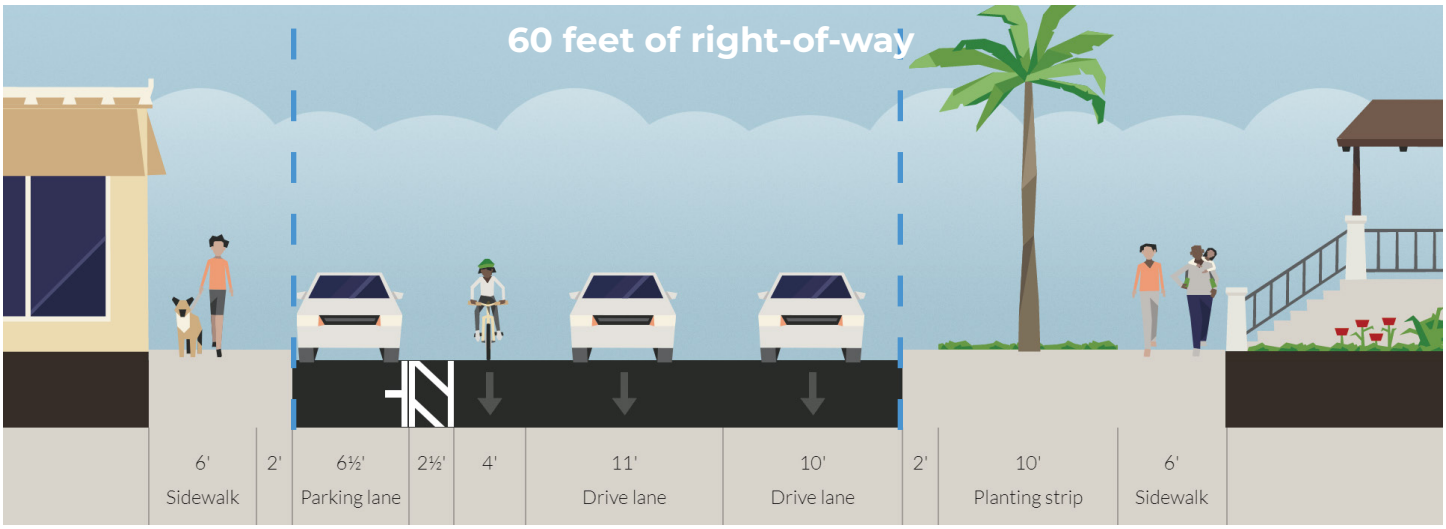
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General & C5-Urban Center

Existing Speed Limit: 35 mph

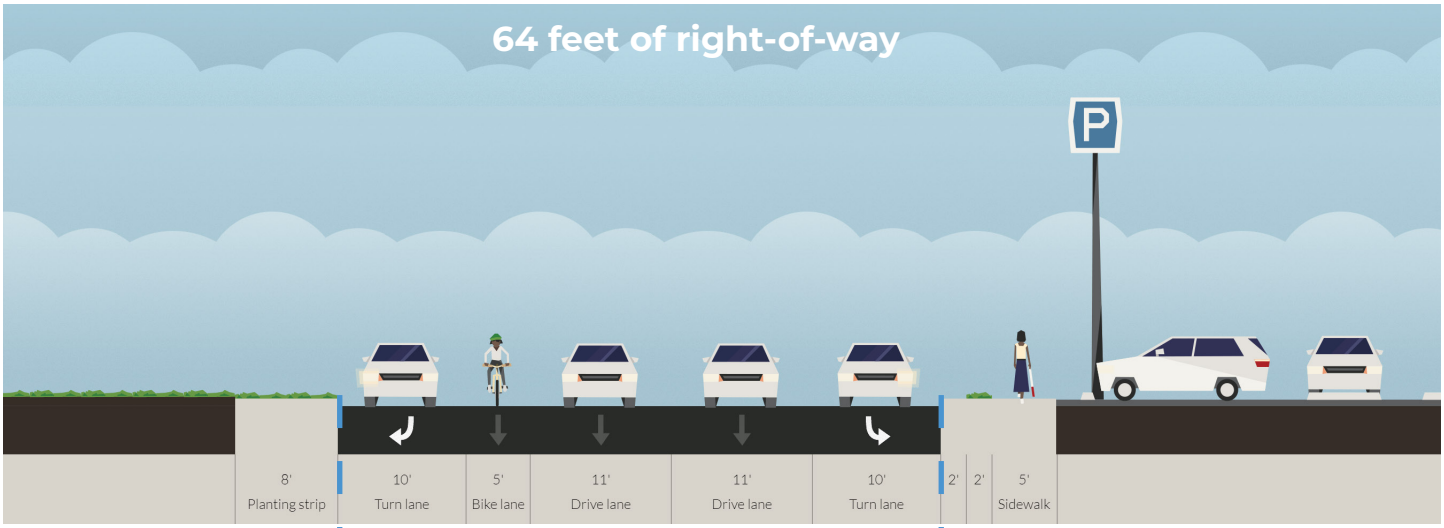
Length: 2.0 miles

Proposed Recommendations: Resurfacing with buffered bicycle lanes

US-1 SB George Bush Boulevard to Old Dixie Highway

Roll Plot No. 16

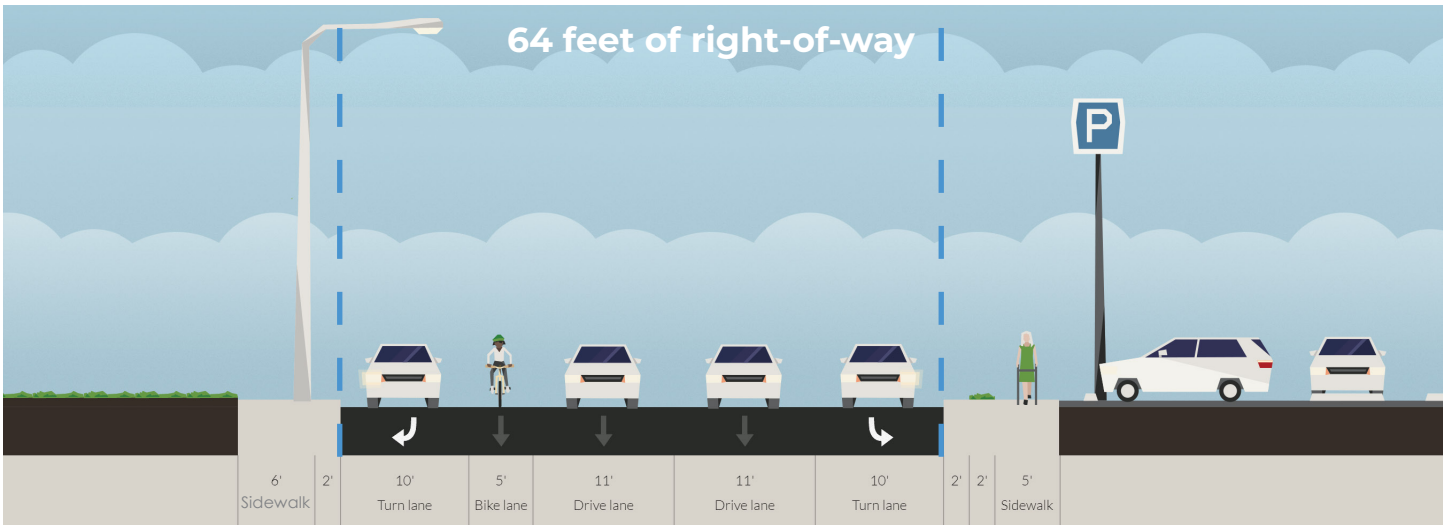
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

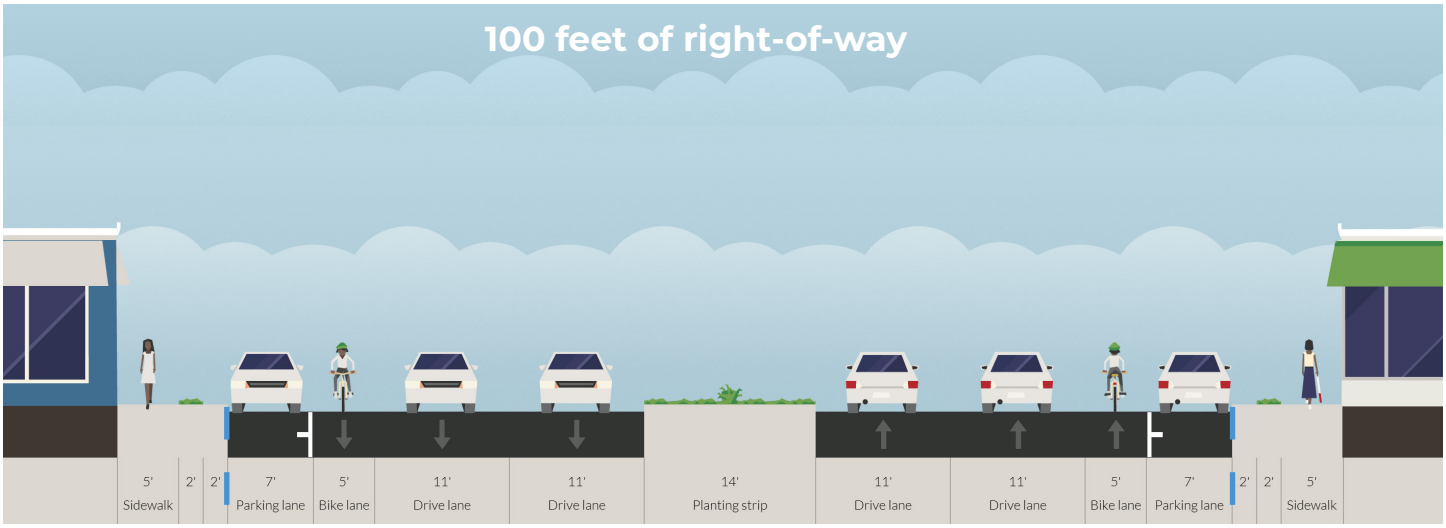
Length: 0.1 miles

Proposed Recommendations: Partial reconstruction (moving the curbs in); add separated bicycle lanes, furnishing zones with street trees and removal of parking

Old Dixie Highway to Gulfstream Boulevard

Roll Plot No. 16-18

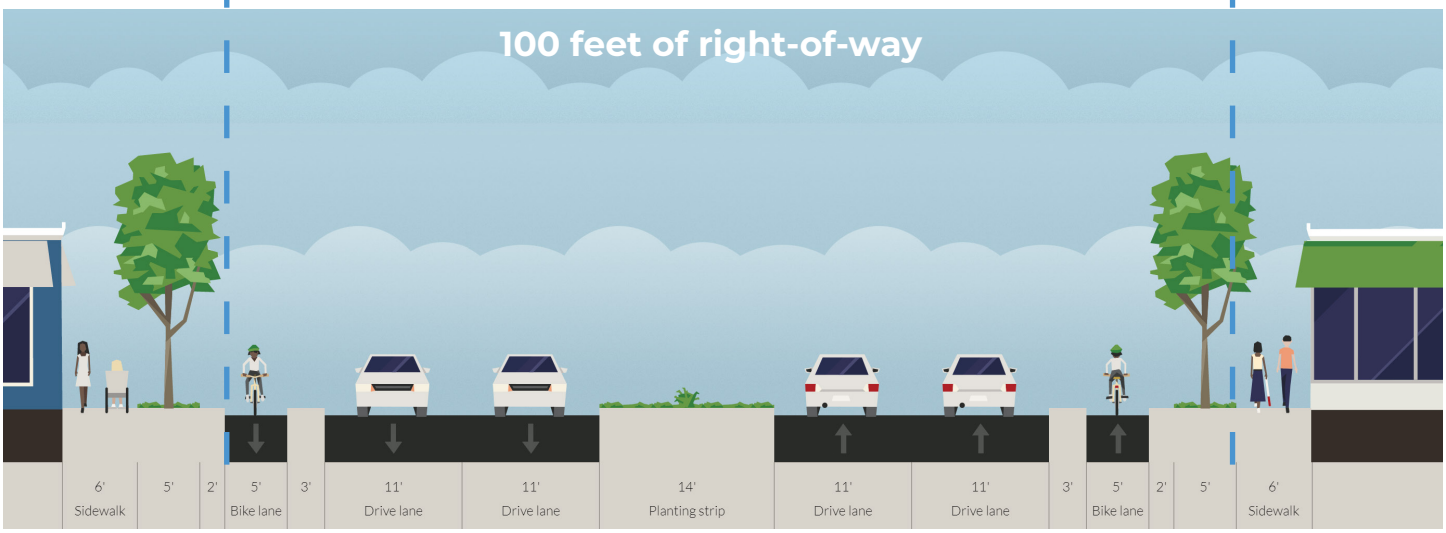
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35-40 mph

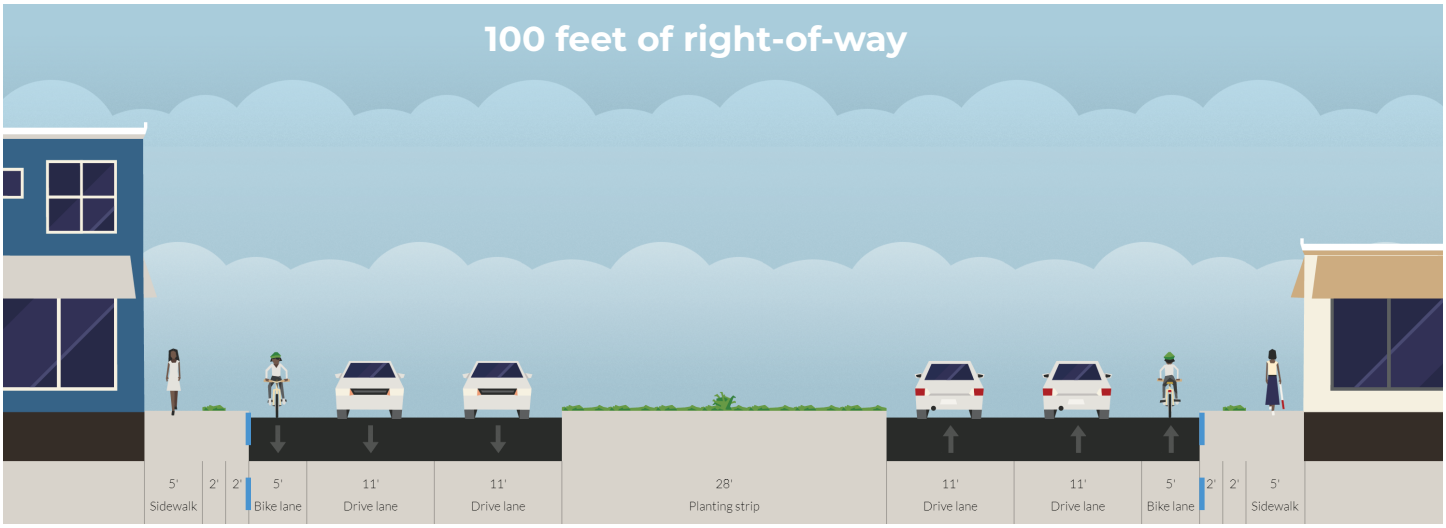
Length: 1.2 miles

Proposed Recommendations: Partial reconstruction (moving the curbs in); add separated bicycle lanes, furnishing zones with street trees and removal of parking

Gulfstream Boulevard to Boynton Beach Boulevard

Roll Plot No. 18-22

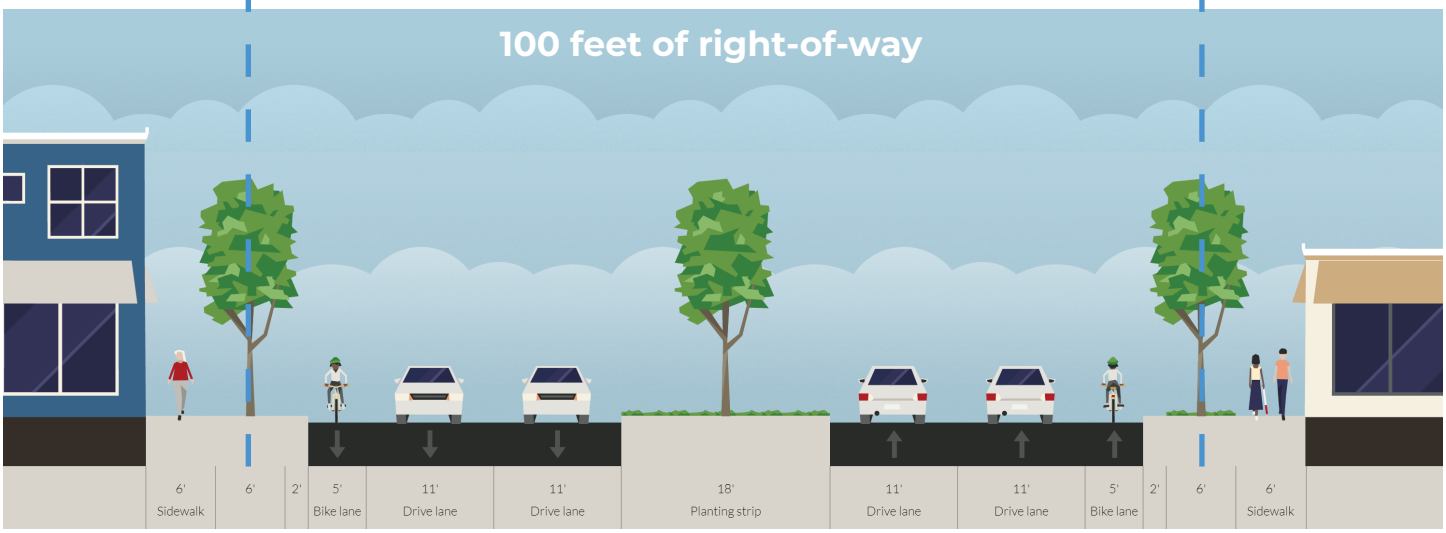
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General & C5-Urban Center

Existing Speed Limit: 35-40 mph

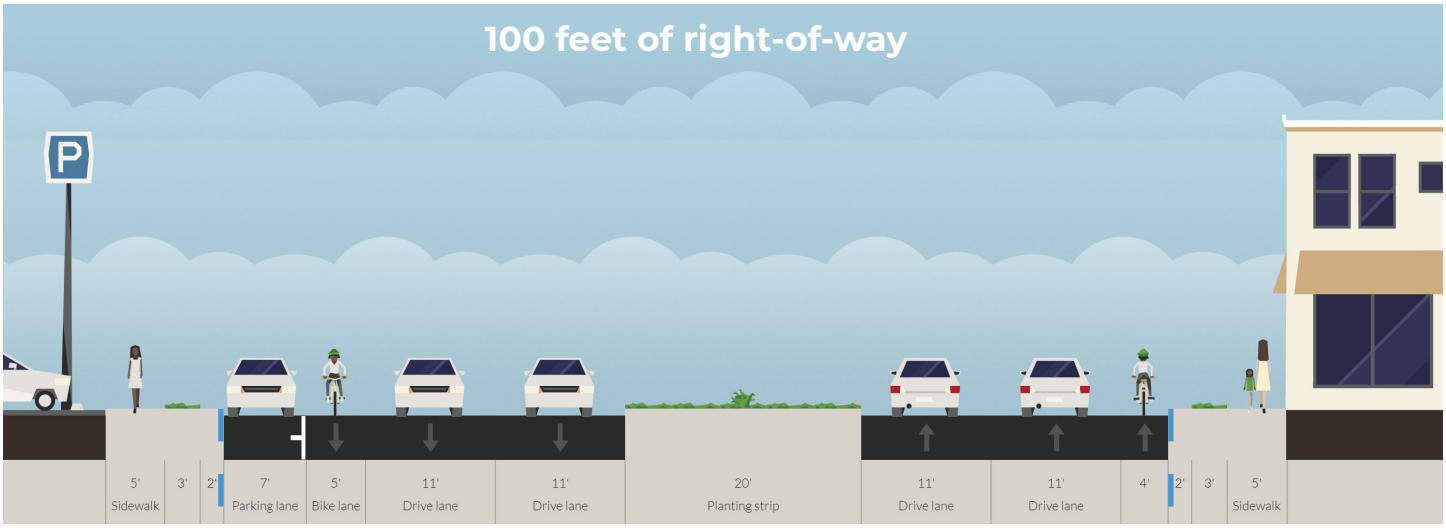
Length: 2.6 miles

Proposed Recommendations: Full reconstruction with furnishing zones with street trees

Boynton Beach Boulevard to NE 15th Avenue

Roll Plot No. 22-23

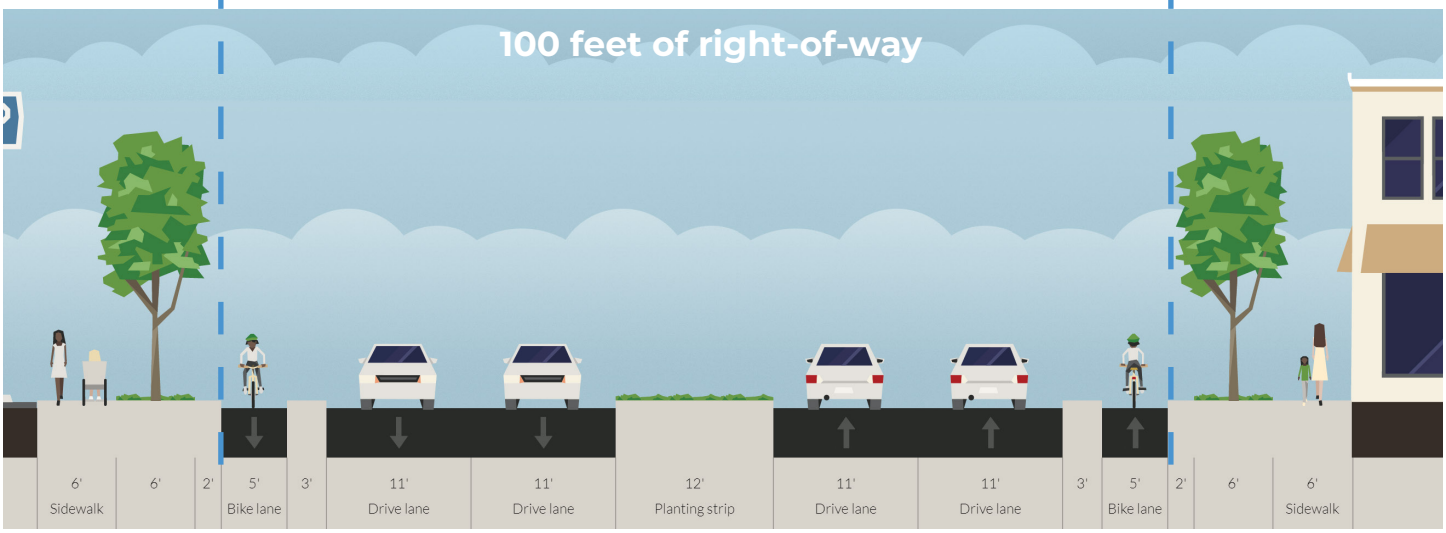
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General & C5-Urban Center

Existing Speed Limit: 35 mph

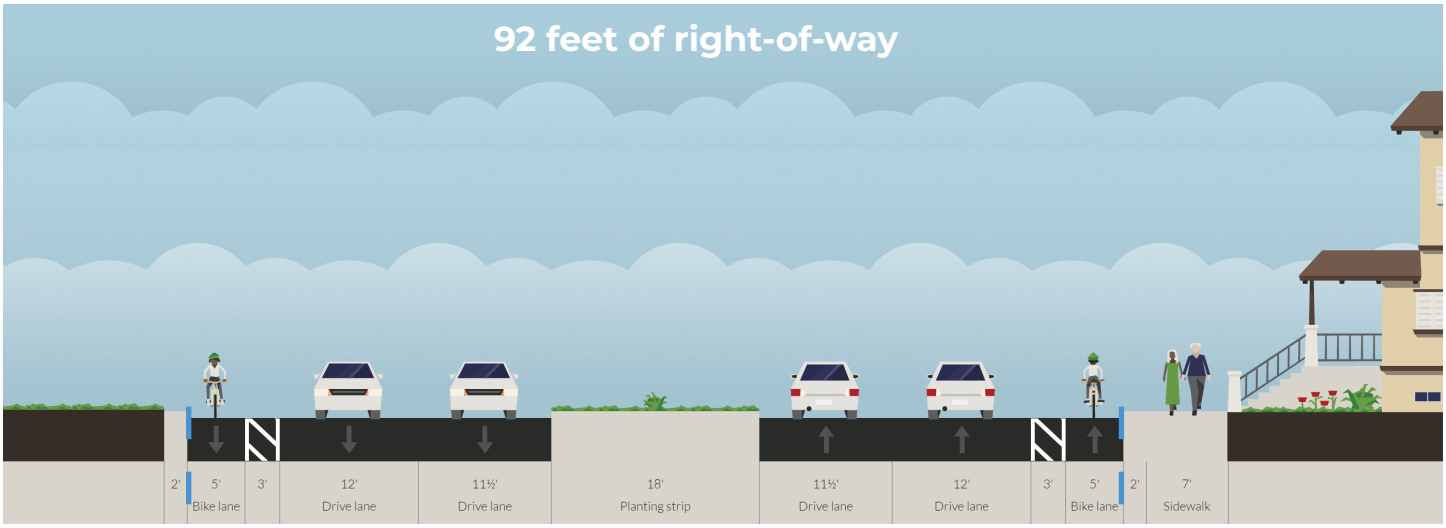
Length: 0.9 miles

Proposed Recommendations: Full reconstruction with separated bicycle lanes, furnishing zones with street trees and removal of parking

NE 15th Avenue to Miner Road

Roll Plot No. 23-25

Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed

FDOT Context Classification: C3-Suburban

Existing Speed Limit: 45 mph

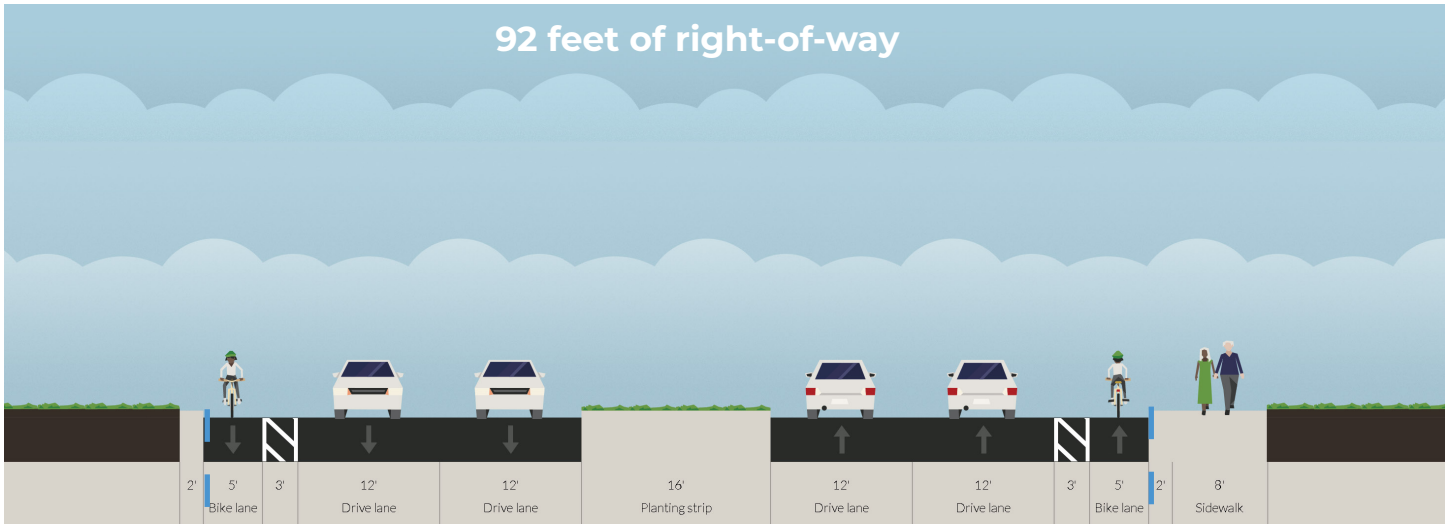
Length: 1.1 miles

Proposed Recommendations: Convert buffered bicycle lanes to separated bicycle lanes; obtain 10-foot easement for sidewalk on the west side

Miner Road to Hypoluxo Road

Roll Plot No. 25-27

Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement

FDOT Context Classification: C3-Suburban

Existing Speed Limit: 40-45 mph

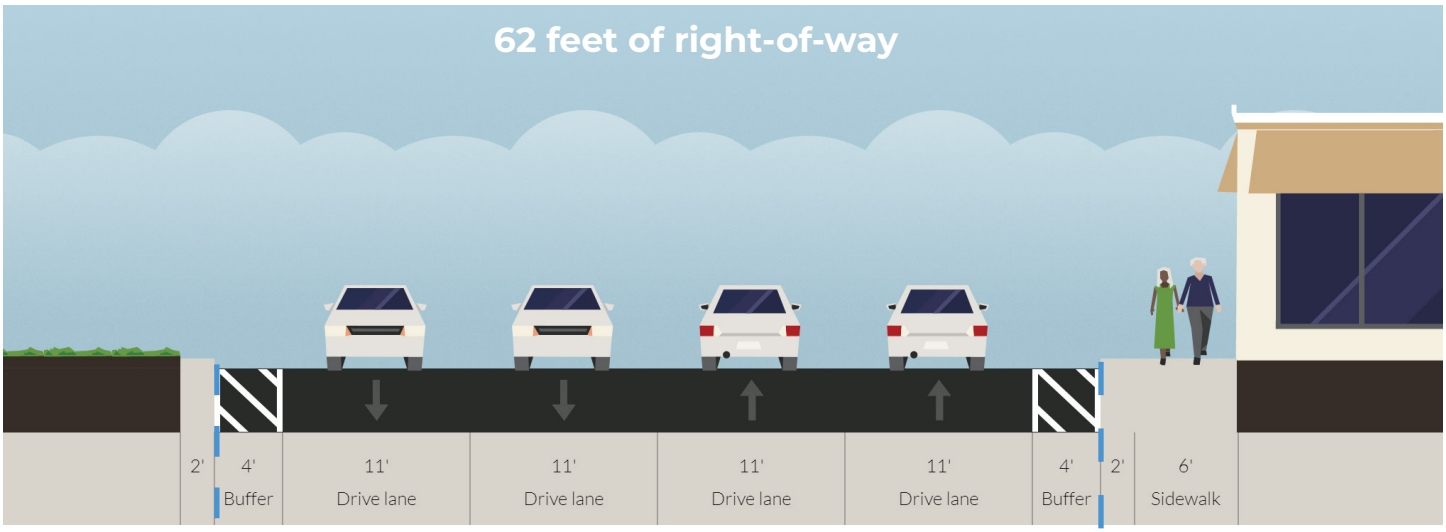
Length: 1.0 mile

Proposed Recommendations: Convert buffered bicycle lanes to separated bicycle lanes; obtain 10-foot easement for sidewalk on the west side

Hypoluxo Road to Central Boulevard

Roll Plot No. 27

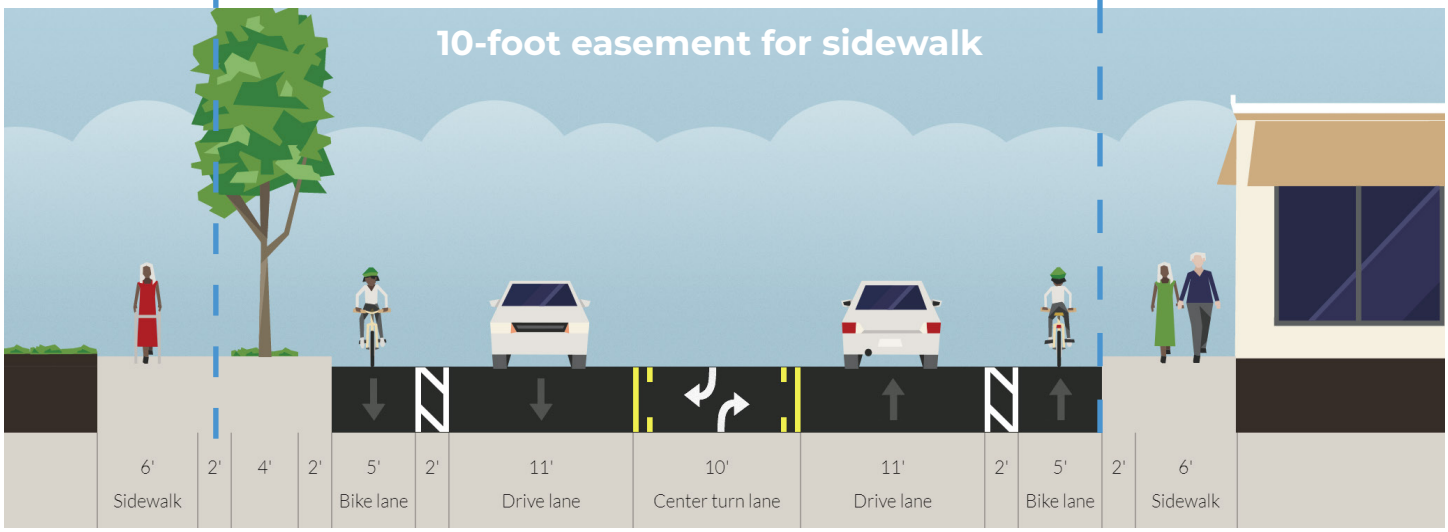
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C3-Suburban

Existing Speed Limit: 40 mph

Length: 0.3 miles

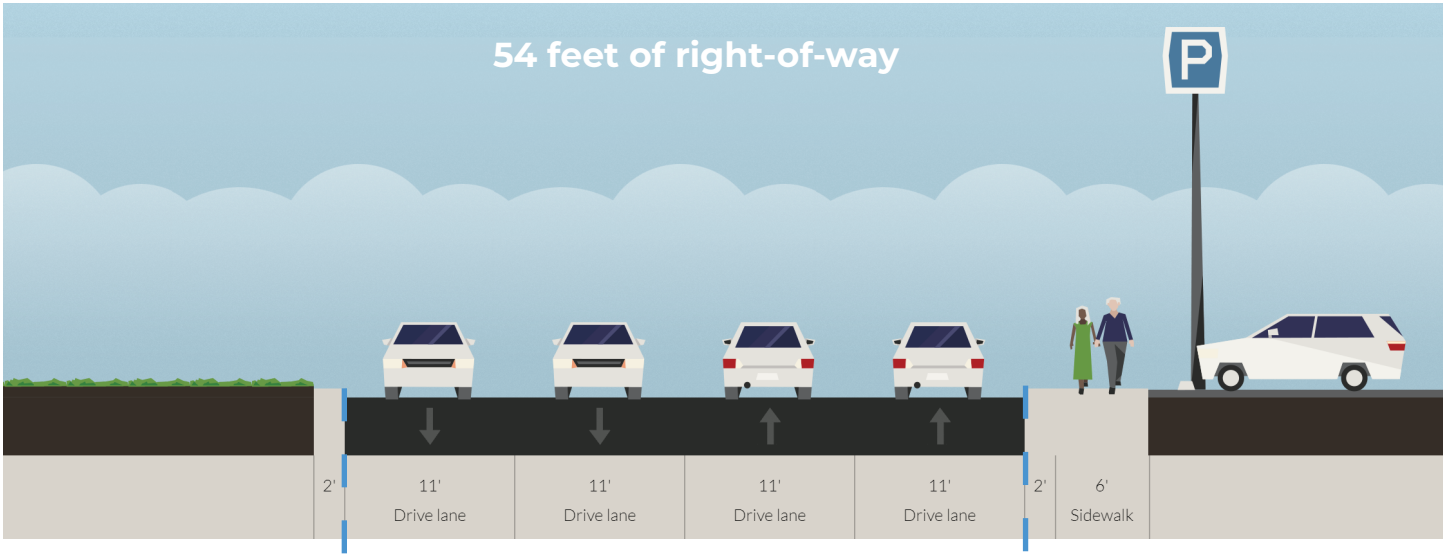
Projected 2040 Max Peak Hour Traffic Volume: 1,400 vphpd

Proposed Recommendations: Partial reconstruction and lane repurposing from 4L to 3L; add buffered bicycle lanes, obtain 10-foot easement for sidewalk on the west side and furnishing zone with street trees

Central Boulevard to Pine Street

Roll Plot No. 27-28

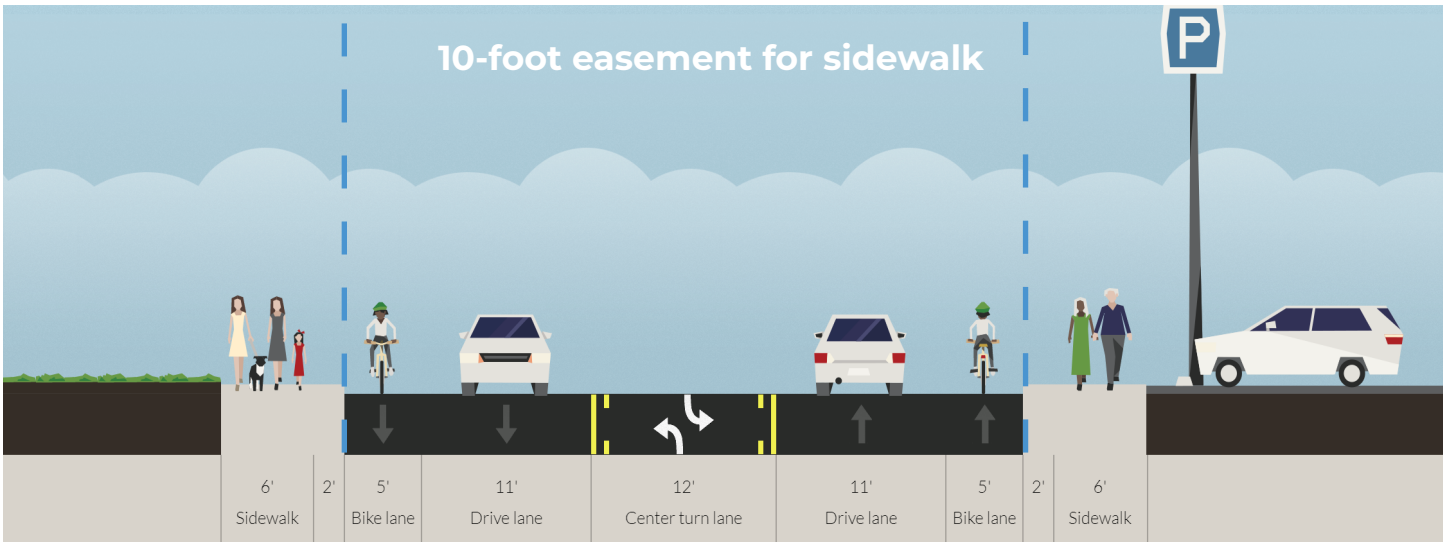
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C3-Suburban

Existing Speed Limit: 30-40 mph

Length: 0.5 miles

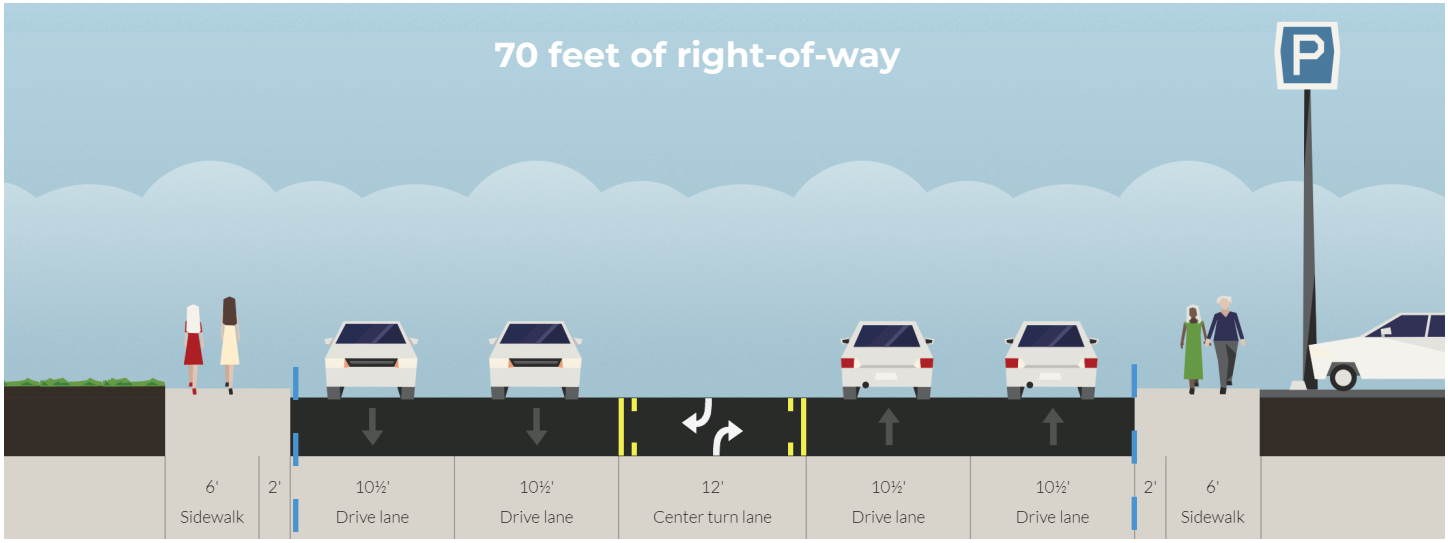
Projected 2040 Max Peak Hour Traffic Volume: 1,400 vphpd

Proposed Recommendations: Resurfacing and lane repurposing from 4L to 3L; add conventional bicycle lanes and obtain 10-foot easement for sidewalk on the west side

Pine Street to Lantana Road

Roll Plot No. 28

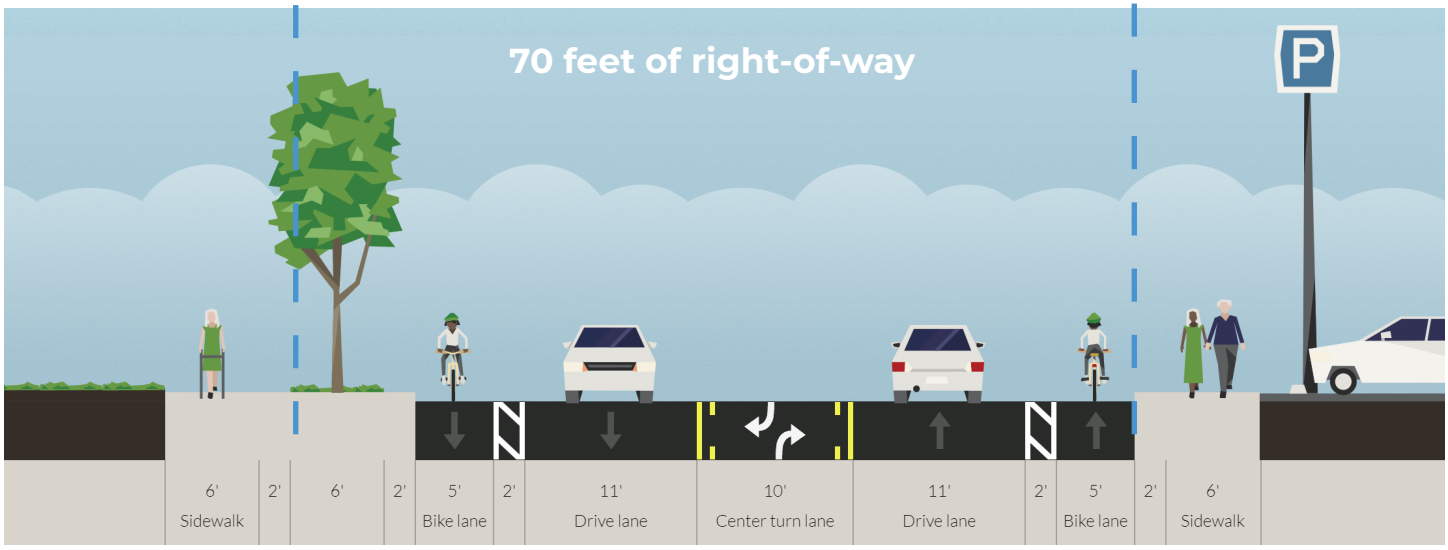
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C3-Suburban

Existing Speed Limit: 30 mph

Length: 0.3 miles

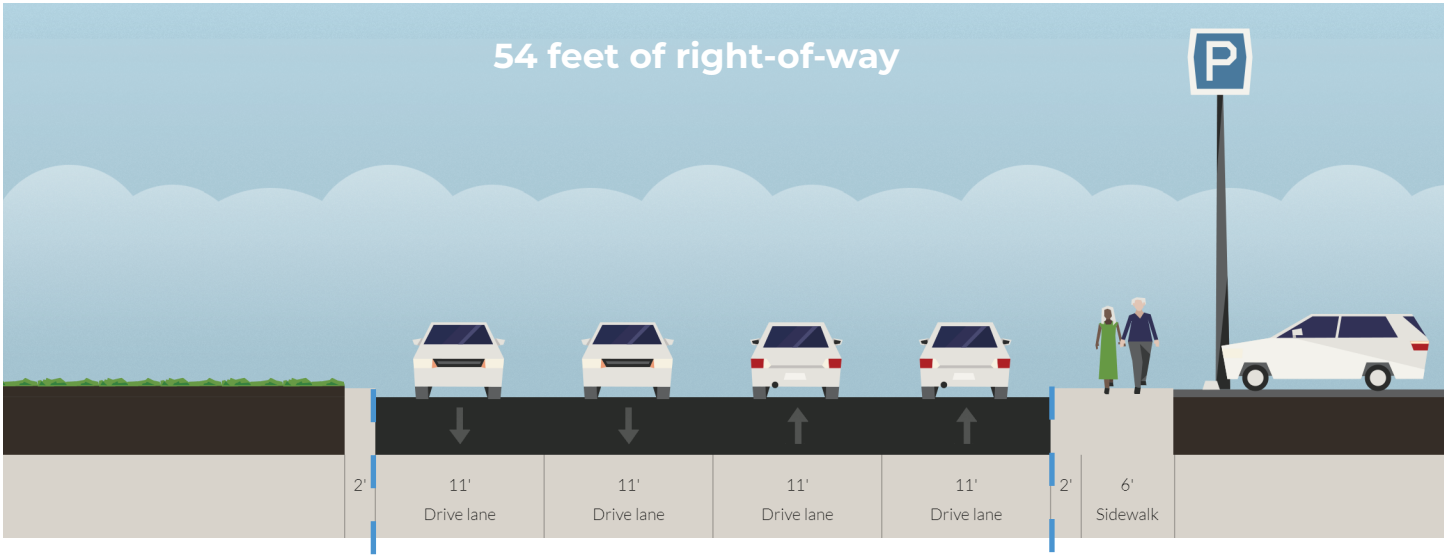
Projected 2040 Max Peak Hour Traffic Volume: 1,400 vphpd

Proposed Recommendations: Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes and furnishing zone with street trees

Lantana Road to Dixie Highway/Federal Highway Junction

Roll Plot No. 28-29

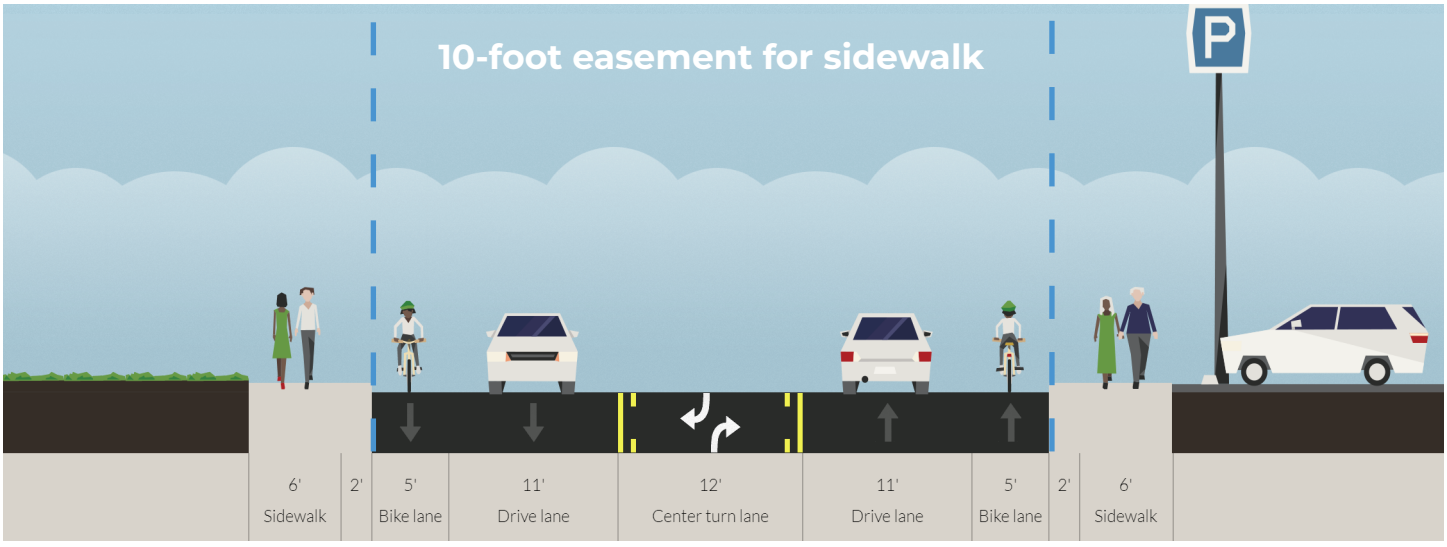
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C3-Suburban

Existing Speed Limit: 30 mph

Length: 0.4 miles

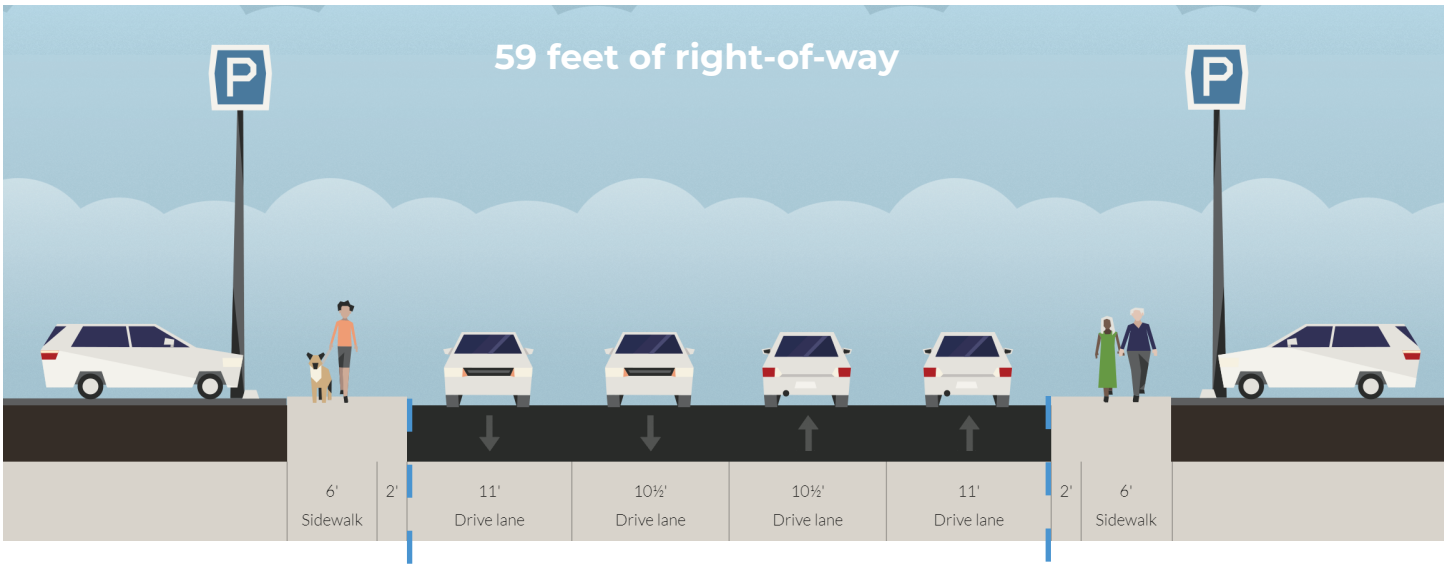
Projected 2040 Max Peak Hour Traffic Volume: 1,400 vphpd

Proposed Recommendations: Resurfacing and lane repurposing from 4L to 3L; add conventional bicycle lanes and obtain 10-foot easement for sidewalk on the west side

Dixie Highway/Federal Highway Junction to 2nd Avenue South

Roll Plot No. 29-31

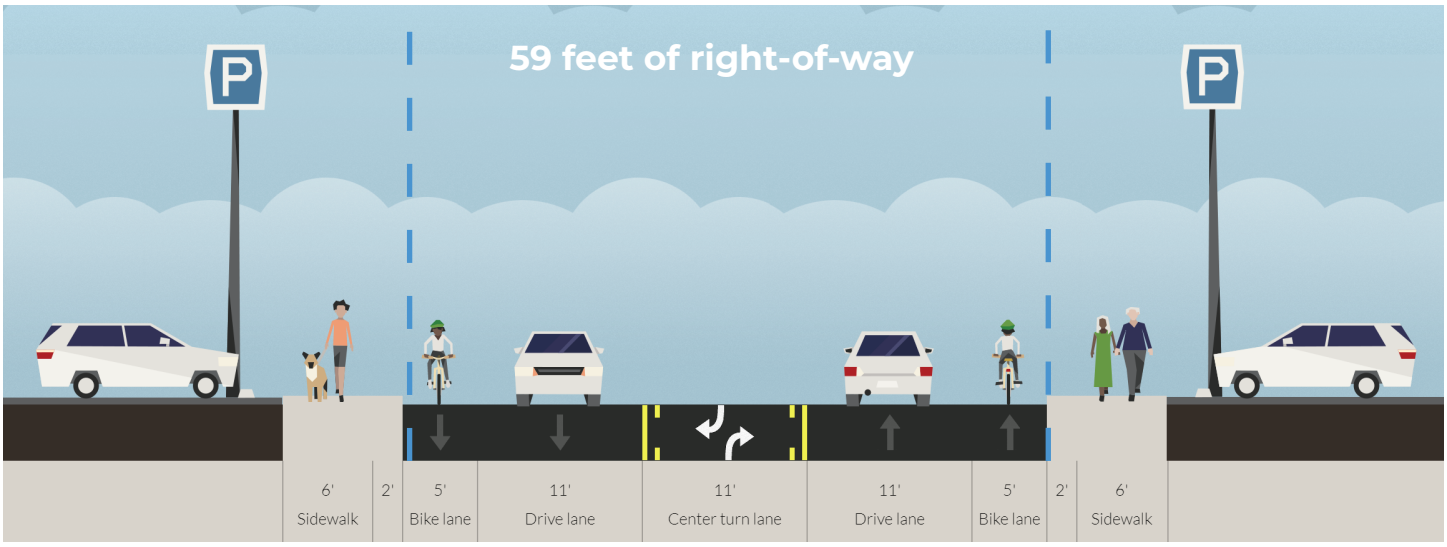
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

Length: 1.5 miles

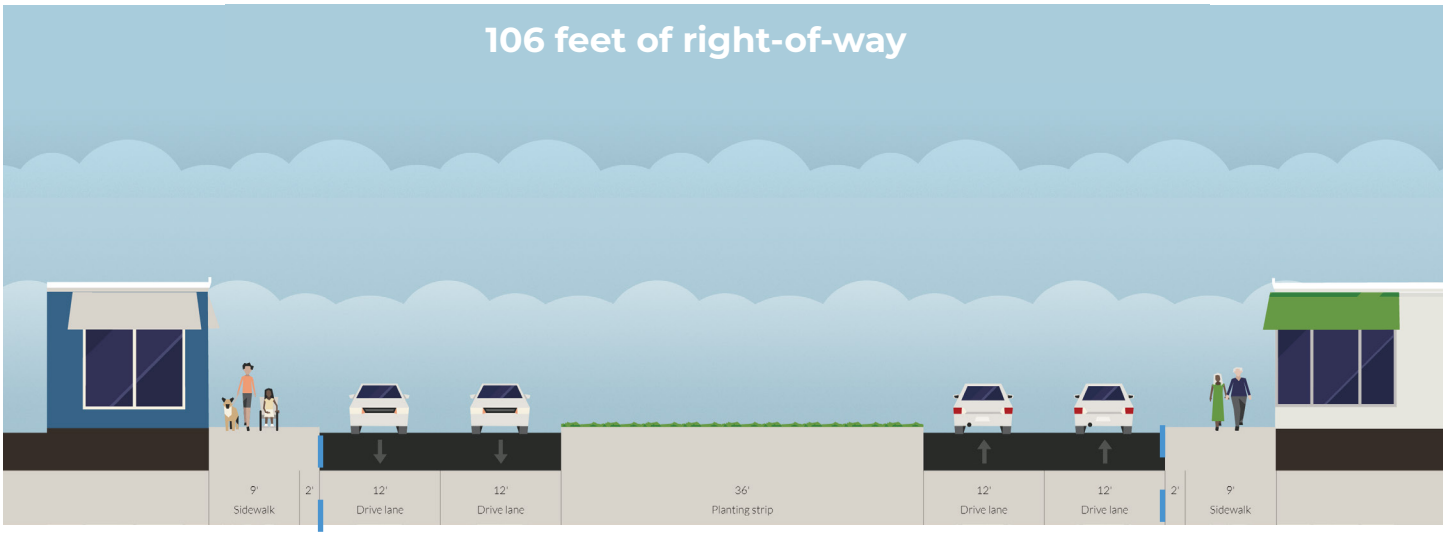
Projected 2040 Max Peak Hour Traffic Volume: 1,200 vphpd

Proposed Recommendations: Resurfacing and lane repurposing from 4L to 3L; add conventional bicycle lanes

2nd Avenue South to 2nd Avenue North

Roll Plot No. 31-32

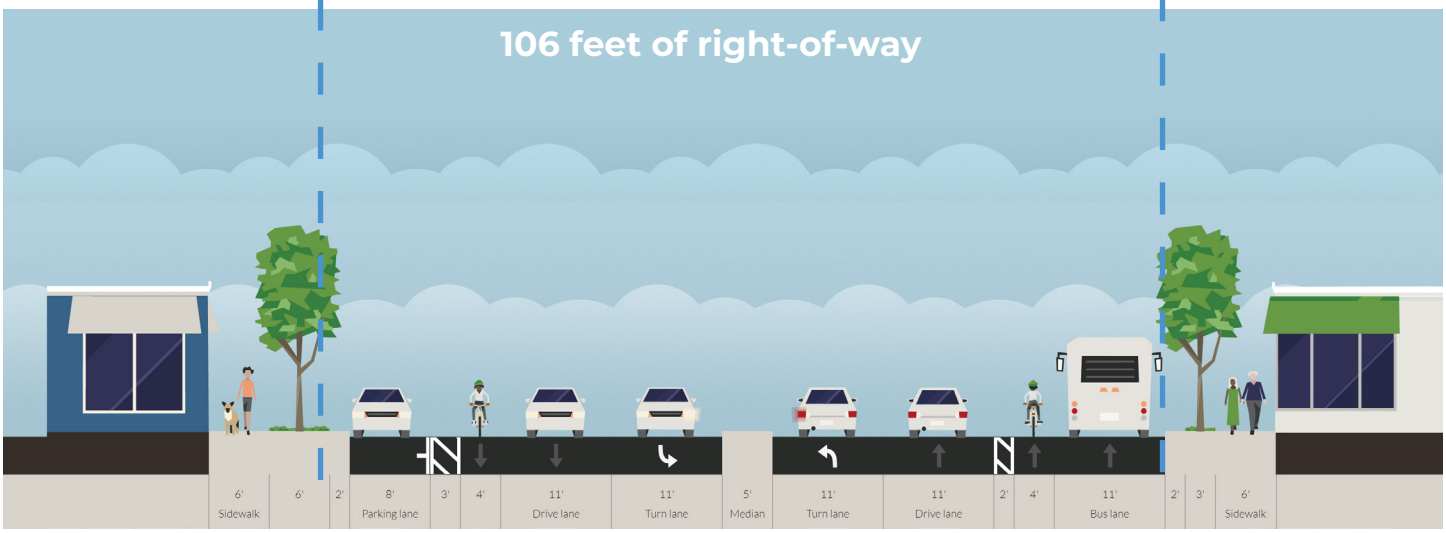
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 35 mph

Length: 0.3 miles

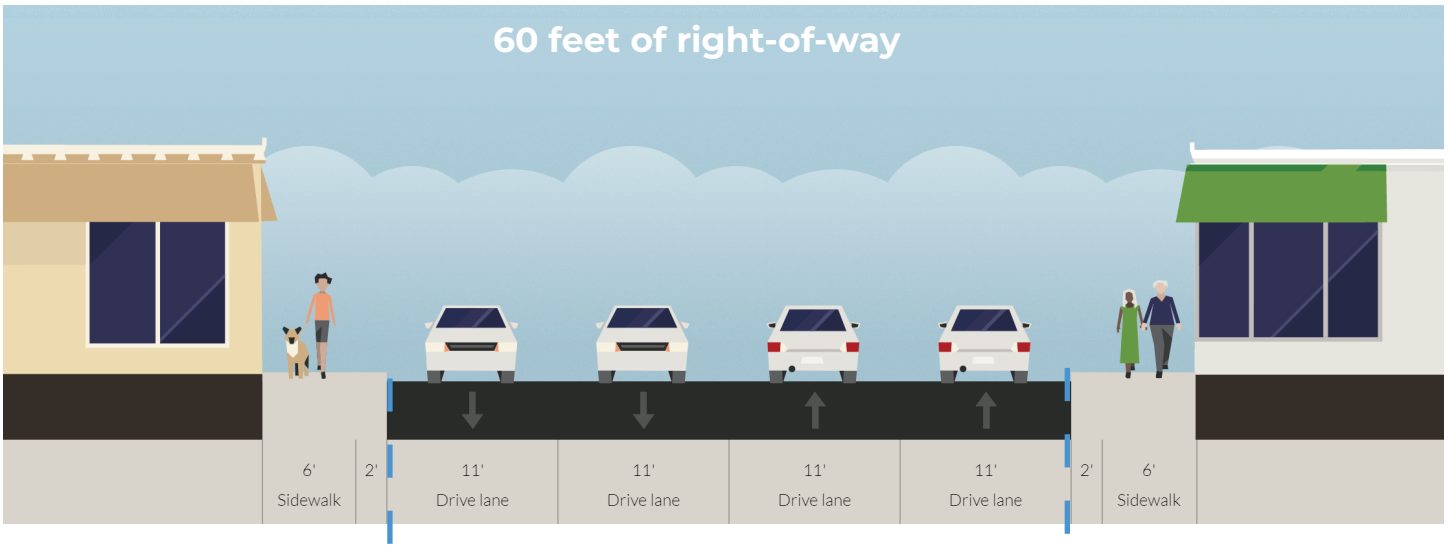
Projected 2040 Max Peak Hour Traffic Volume: 1,100-1,400 vphpd

Proposed Recommendations: Partial reconstruction (inside widening) and lane repurposing from 4L to 2L plus dedicated left-turn lanes and right-turn lanes; add bus queue jump lanes, buffered bicycle lanes, on-street parking and furnishing zones with street trees

2nd Avenue North to Gregory Road

Roll Plot No. 32-35

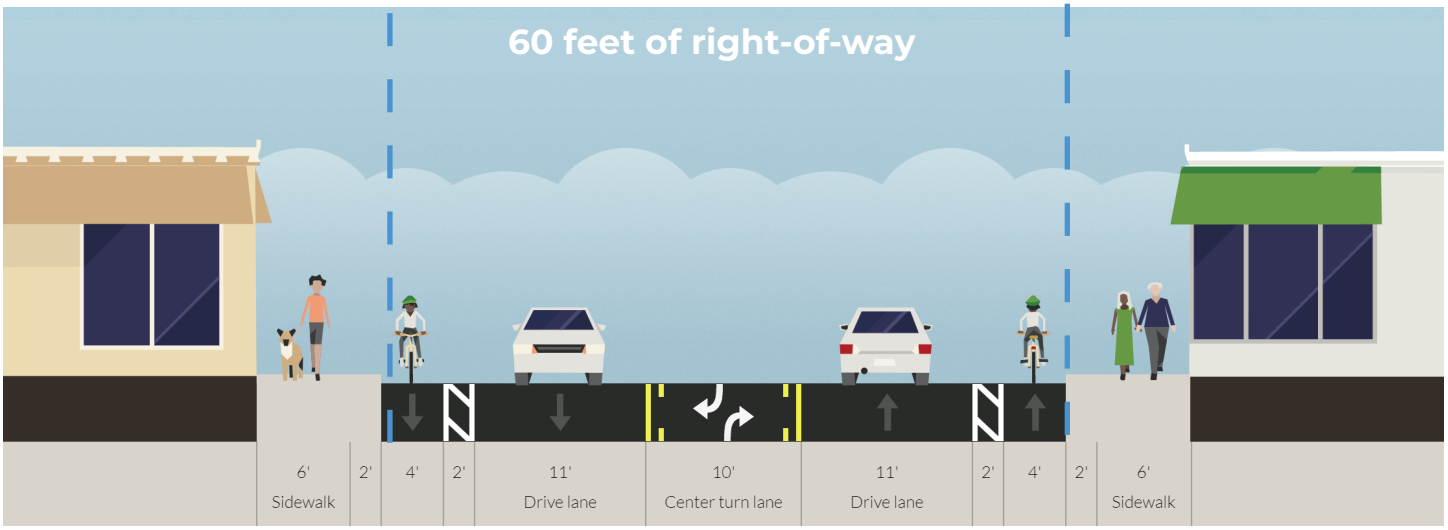
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

Length: 2.0 miles

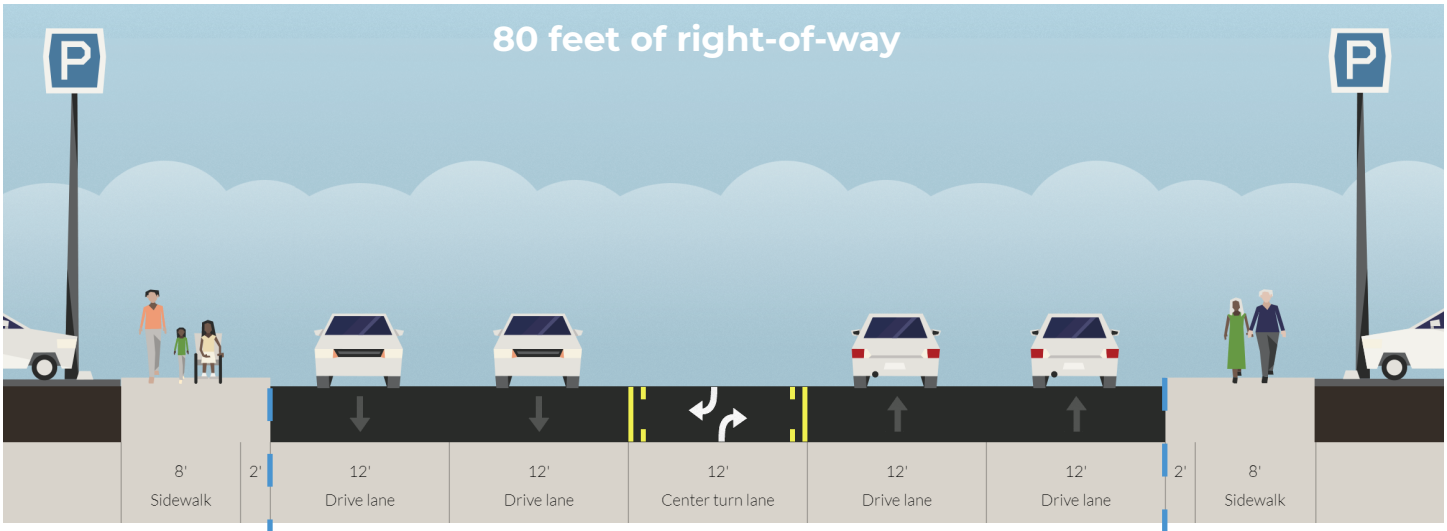
Projected 2040 Max Peak Hour Traffic Volume: 1,300-1,400 vphpd

Proposed Recommendations: Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes

Gregory Road to Forest Hill Boulevard

Roll Plot No. 32-36

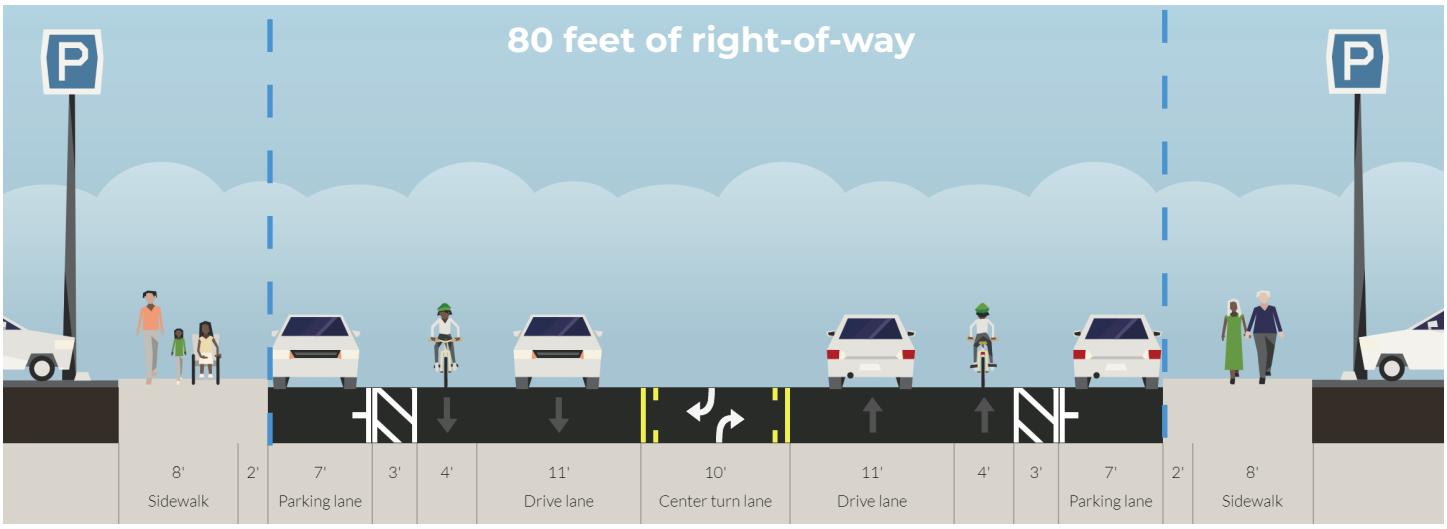
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

Length: 0.6 miles

Projected 2040 Max Peak Hour Traffic Volume: 1,000-1,100 vphpd

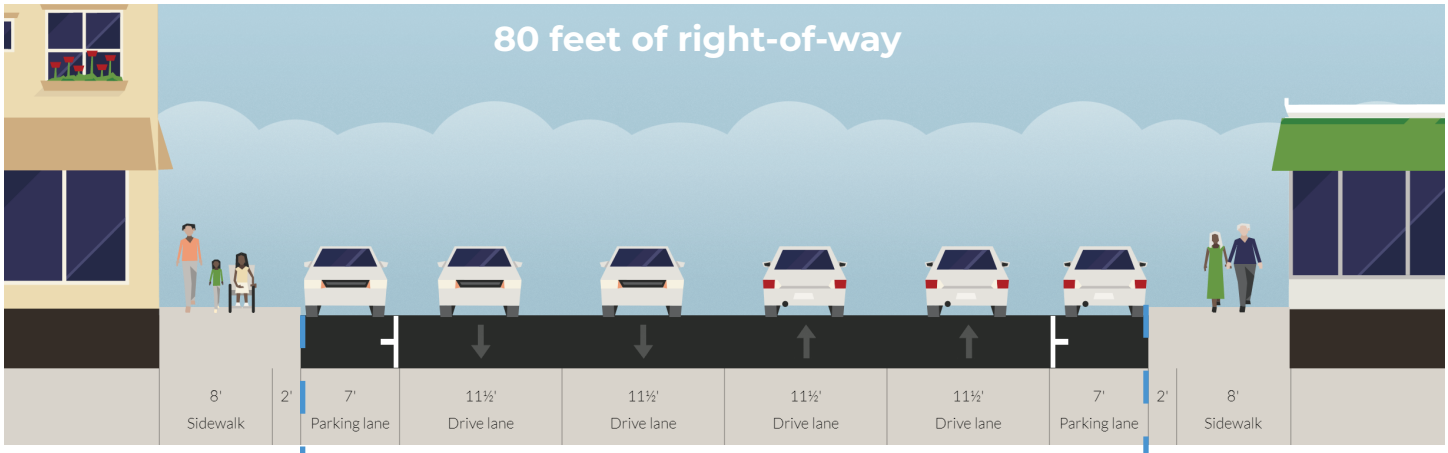
Proposed Recommendations: Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes and parking

Ongoing Efforts: TCRPC is conducting a Forest Hill Boulevard Complete Streets Corridor Plan from I-95 to US-1.

Forest Hill Boulevard to Belvedere Road

Roll Plot No. 36-40

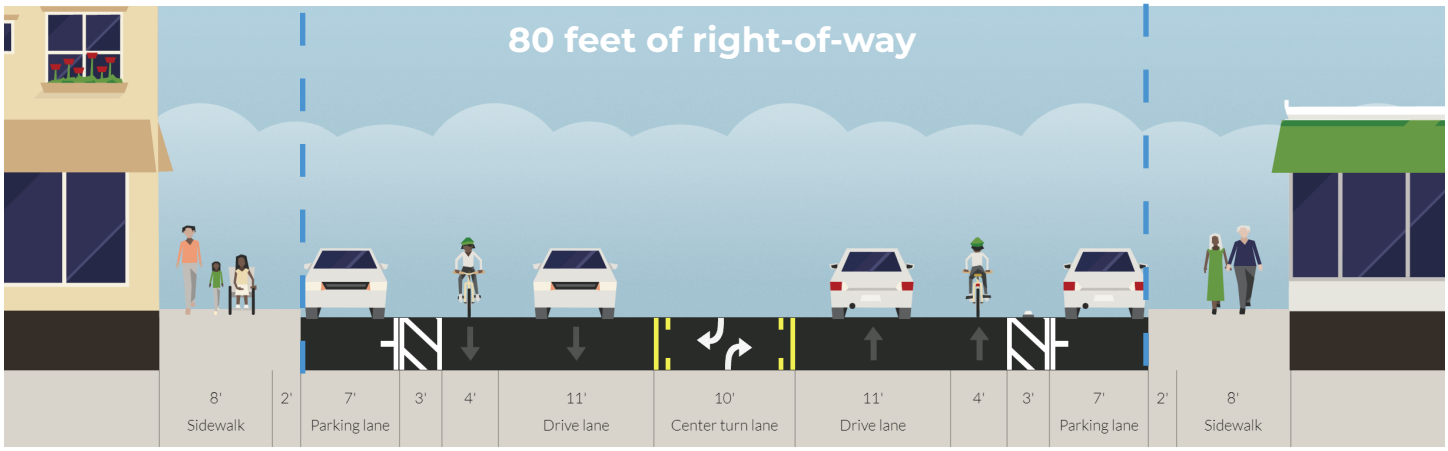
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

Length: 2.4 miles

Projected 2040 Max Peak Hour Traffic Volume: 1,000-1,100 vphpd

Proposed Recommendations: Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes

Proposed Speed Limit: 30 mph

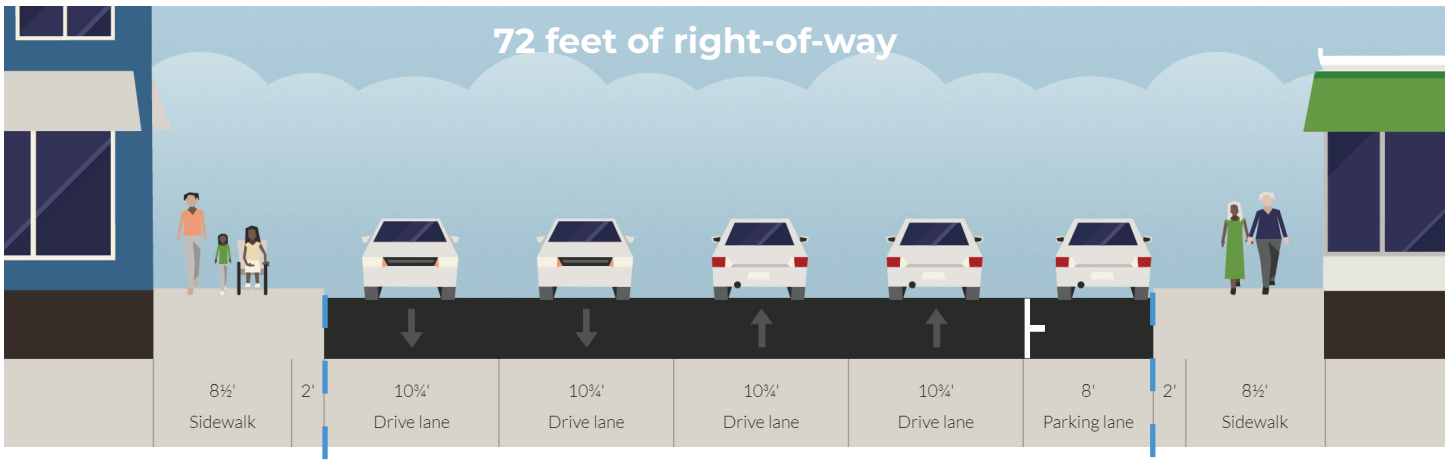
Ongoing Efforts: TCRPC is conducting a Forest Hill Boulevard Complete Streets Corridor Plan. The City of West Palm Beach is conducting a South Dixie Corridor Master Plan from Albemarle Road to Okeechobee Boulevard to incorporate complete street improvements.

Local Preference: The City of West Palm Beach is working with FDOT to implement a complete street project from Albemarle Road to Okeechobee Road that will provide wider sidewalks, lower vehicle speeds and sharrows to promote bicycle visibility in lieu of the proposed recommendations.

Belvedere Road to Okeechobee Boulevard

Roll Plot No. 40-41

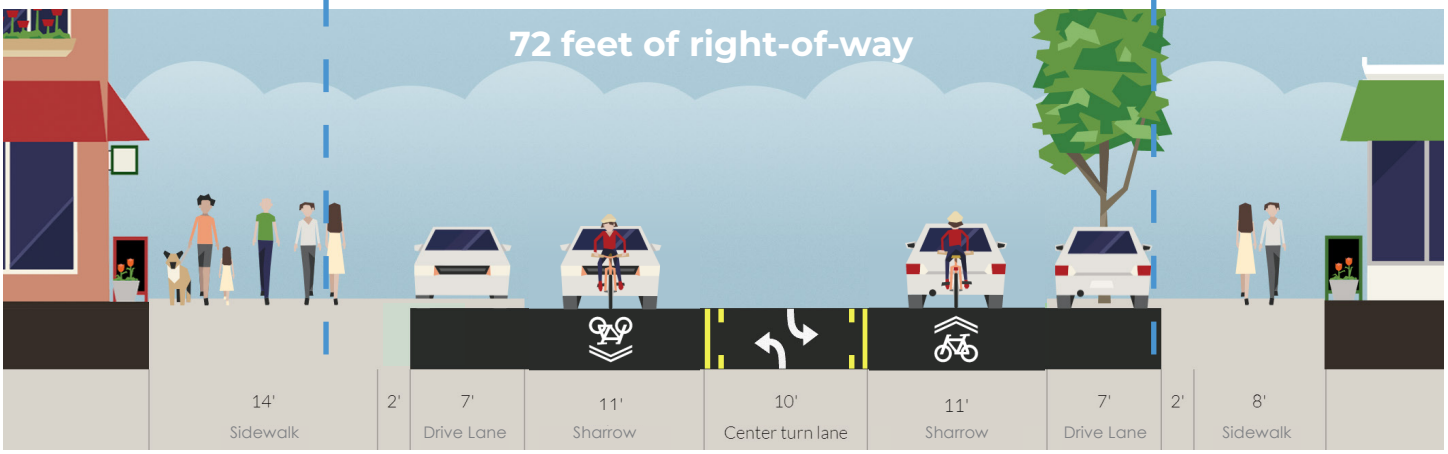
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 35 mph

Length: 1.0 mile

Projected 2040 Max Peak Hour Traffic Volume: 1,300 vphpd

Proposed Recommendations: Full reconstruction and lane repurposing from 4L to 3L; add sharrows; add wider sidewalks on west side, add on-street parking on the east side alternating with landscape bulb-outs/street trees

Proposed Speed Limit: 25 mph

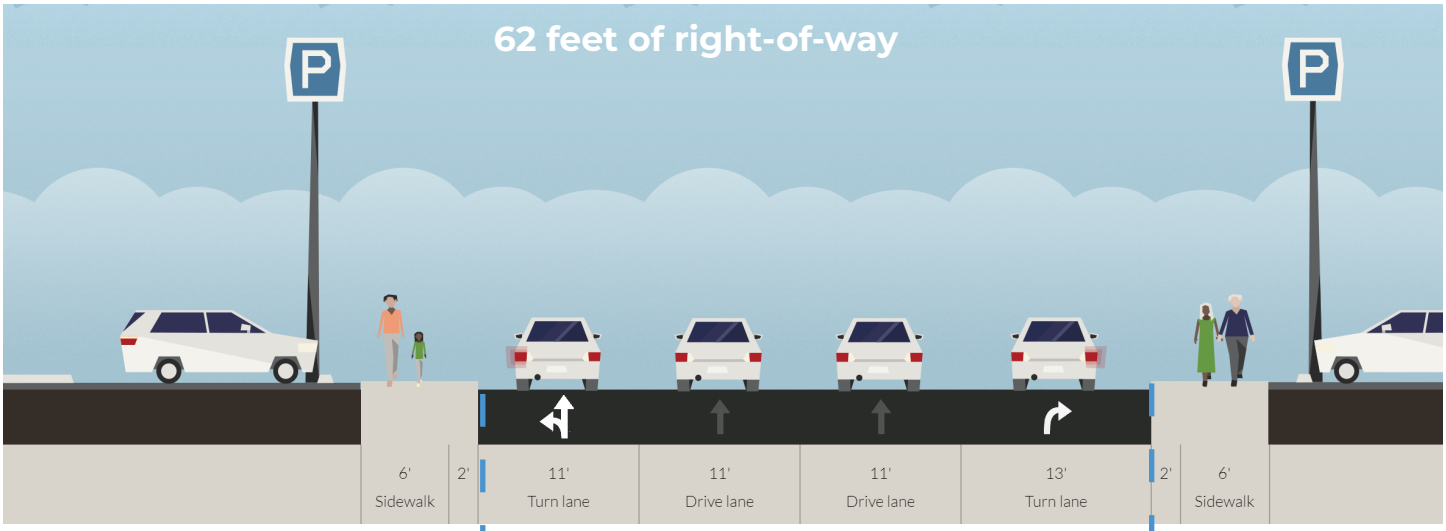
Ongoing Efforts: The City of West Palm Beach is conducting a South Dixie Corridor Master Plan from Albemarle Road to Okeechobee Road to incorporate complete street improvements.

Local Preference: The City of West Palm Beach is working with FDOT to implement a complete street project from Albemarle Road to Okeechobee Road that will provide wider sidewalks, lower vehicle speeds and sharrows to promote bicycle visibility in lieu of the proposed recommendations.

Okeechobee Boulevard/Lakeview Avenue pair

Roll Plot No. 41

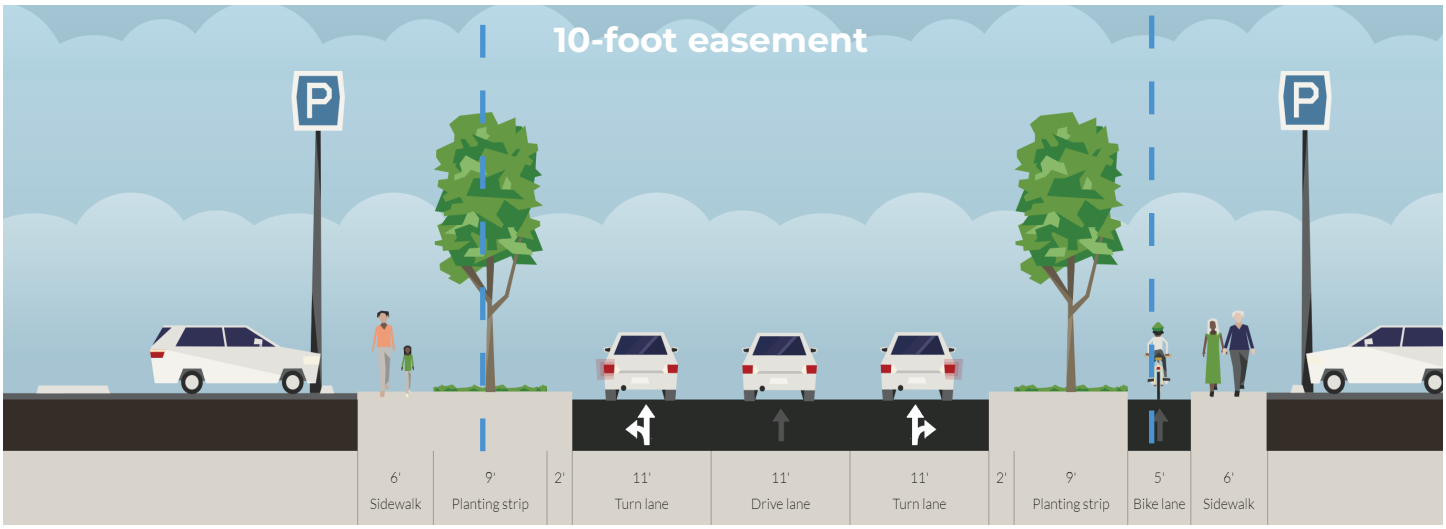
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C6-Urban Core

Existing Speed Limit: 35 mph

Length: 0.1 miles

Projected 2040 Max Peak Hour Traffic Volume: 1,700 vphpd

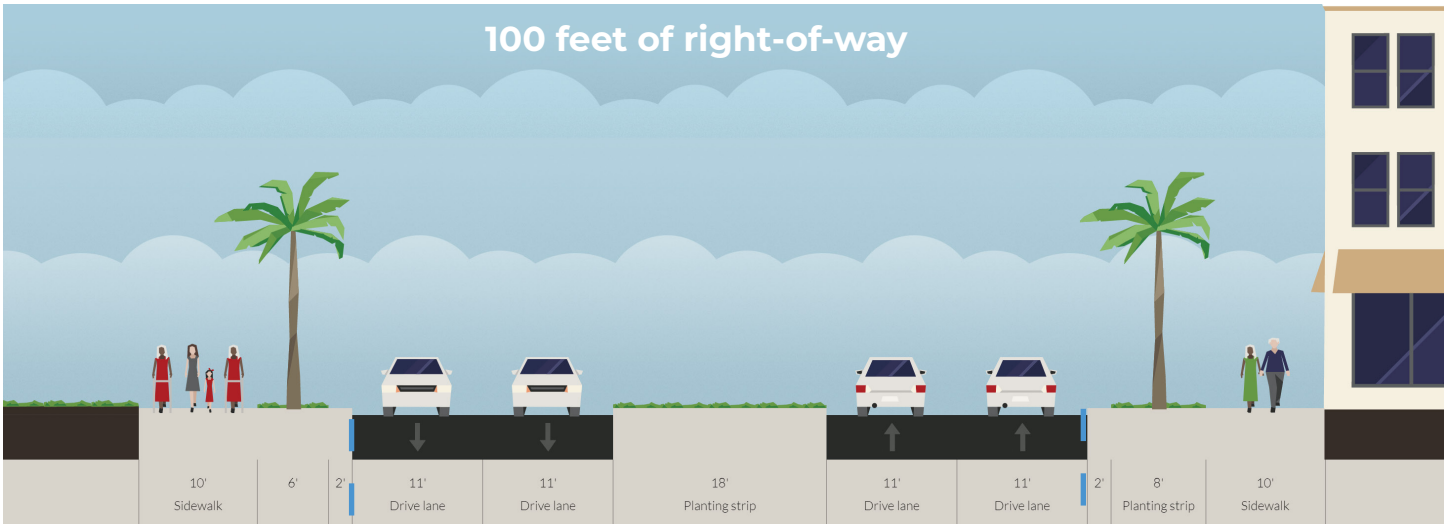
Ongoing Efforts: The City of West Palm Beach is conducting a Mobility Plan. There is the potential for private redevelopment of "The Tent Site," which is anticipated to include a multimodal terminal.

Proposed Recommendations: Partial reconstruction and lane repurposing from 4L to 3L with separated bicycle lanes; obtain 10-foot easement for sidewalk and furnishing zone with street trees adjacent to redevelopment site with proposed multimodal terminal

Okeechobee Boulevard to Clematis Street

Roll Plot No. 41-42

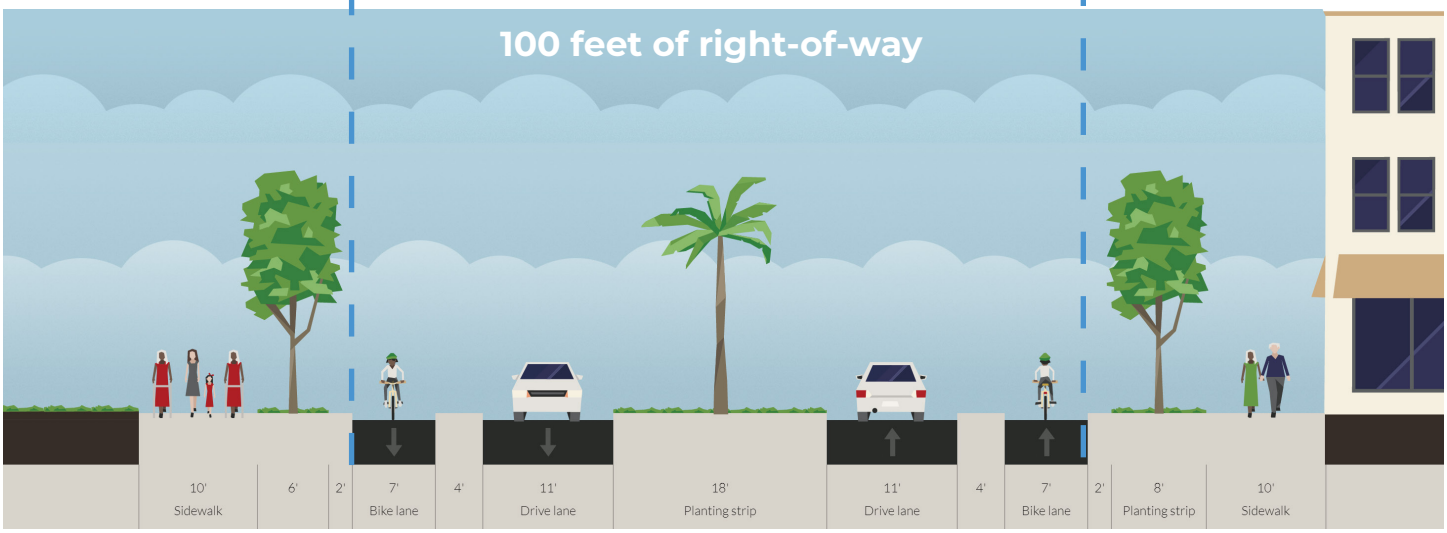
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C5-Urban Center & C6-Urban Core

Existing Speed Limit: 30 mph

Length: 0.5 miles

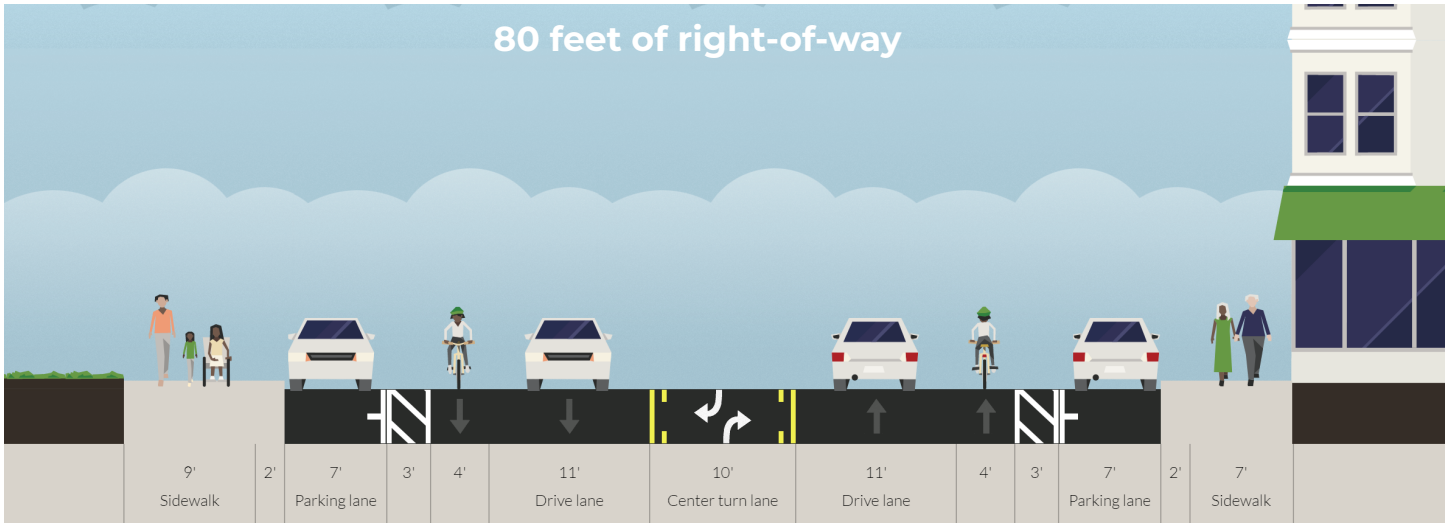
Projected 2040 Max Peak Hour Traffic Volume: 1,100 vphpd

Proposed Recommendations: Partial reconstruction and lane repurposing from 4L to 2L with left-turn lanes at intersections; add separated bicycle lanes

Clematis Street to 3rd Street

Roll Plot No. 42-43

Existing/Proposed



FDOT Context Classification: C6-Urban Core

Length: 0.2 miles

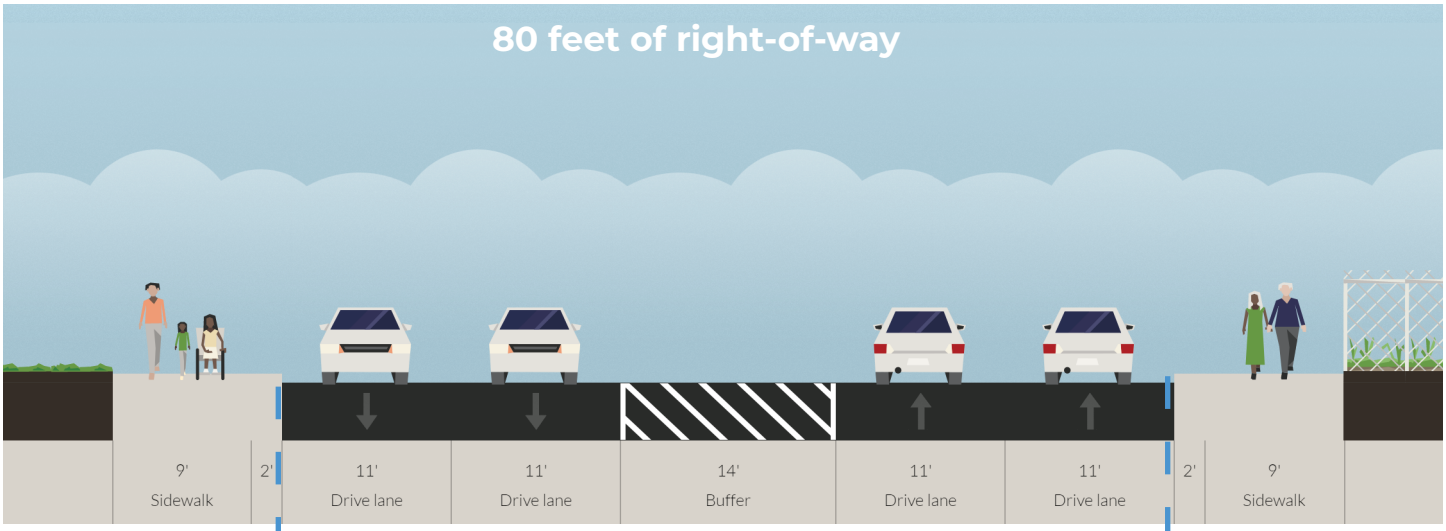
Existing Speed Limit: 30 mph

The proposed typical section has no recommended changes.

3rd Street to N Dixie Highway/Quadrille Street

Roll Plot No. 43

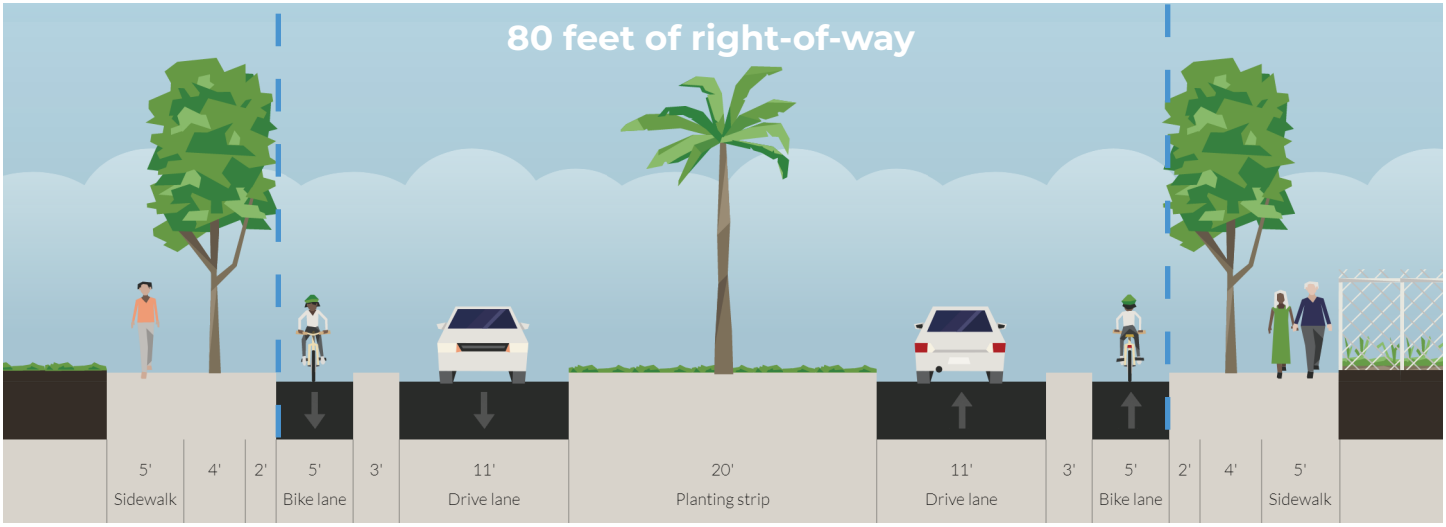
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 30 mph

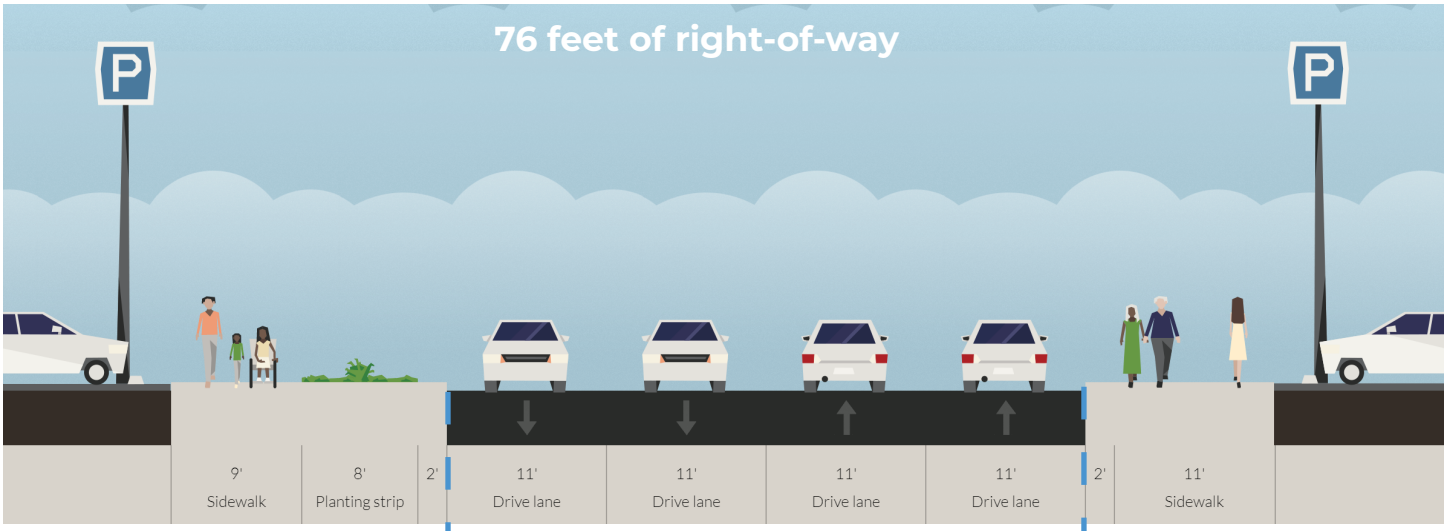
Length: 0.2 miles

Proposed Recommendations: Lane repurposing from 4L to 2L; add separated bicycle lanes and furnishing zones with street trees.

N Dixie Highway/Quadrille Street to 25th Street

Roll Plot No. 43-45

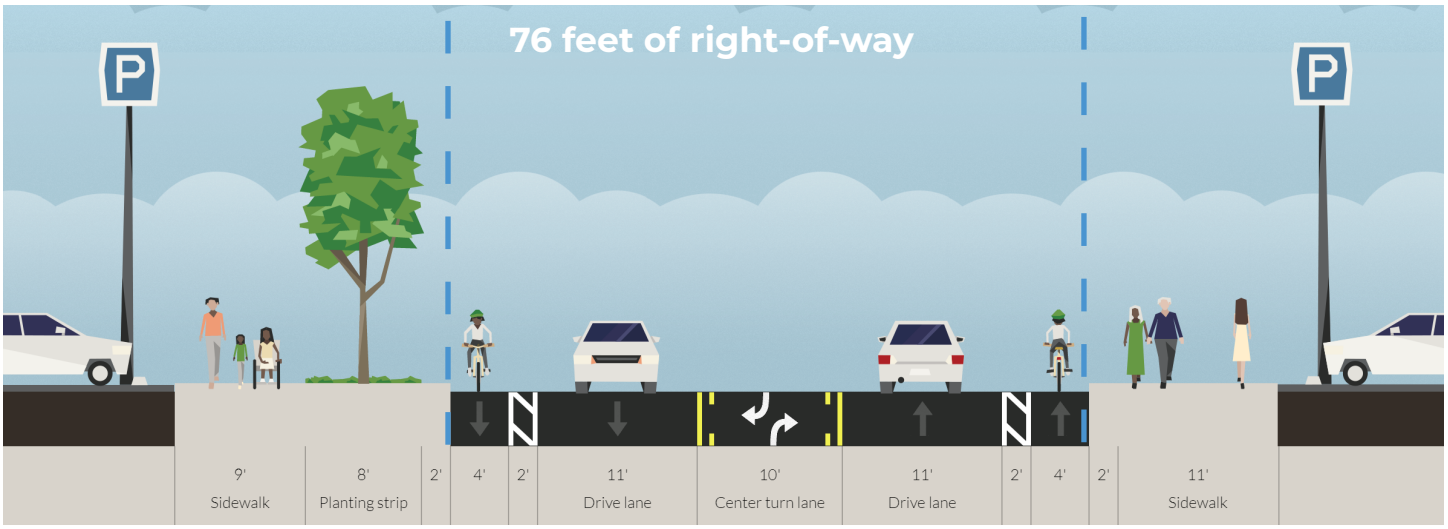
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 30 mph

Length: 1.2 miles

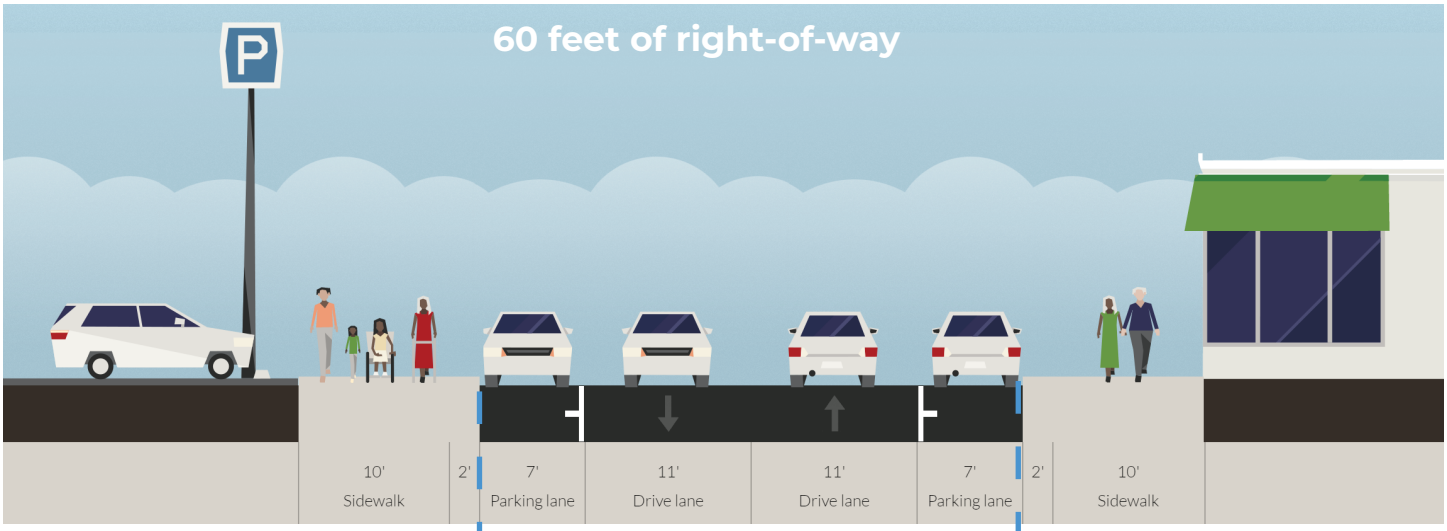
Projected 2040 Max Peak Hour Traffic Volume: 1,000-1,100 vphpd

Proposed Recommendations: Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes and street trees

24th/25th Street from Poinsettia Avenue to Broadway Avenue

Roll Plot No. 45

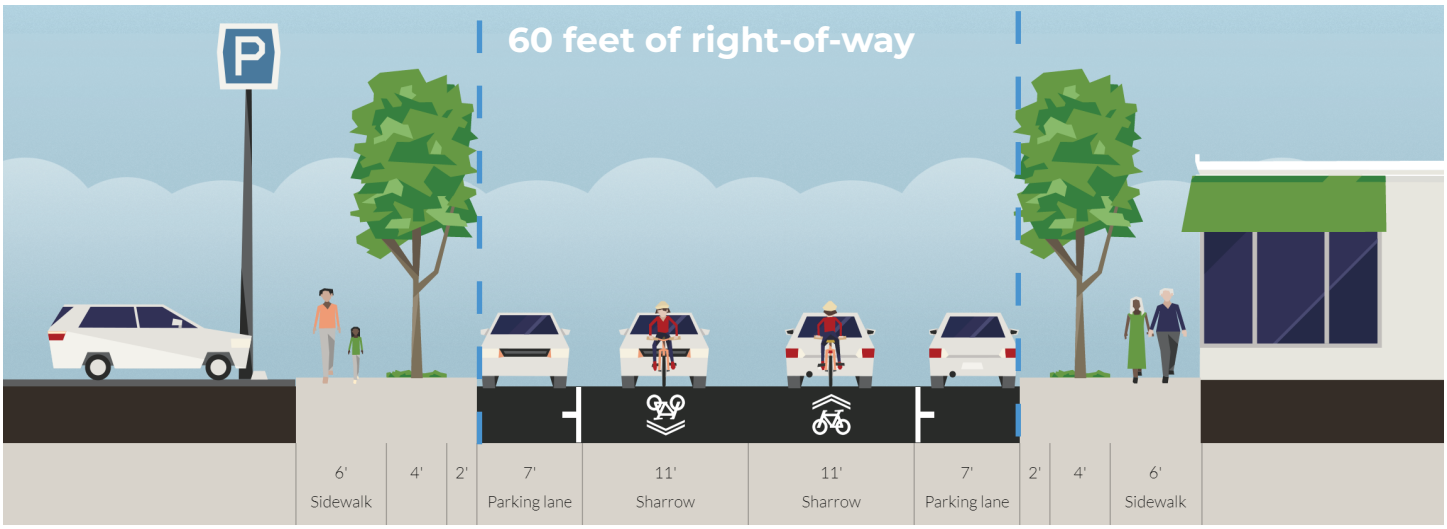
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 30 mph

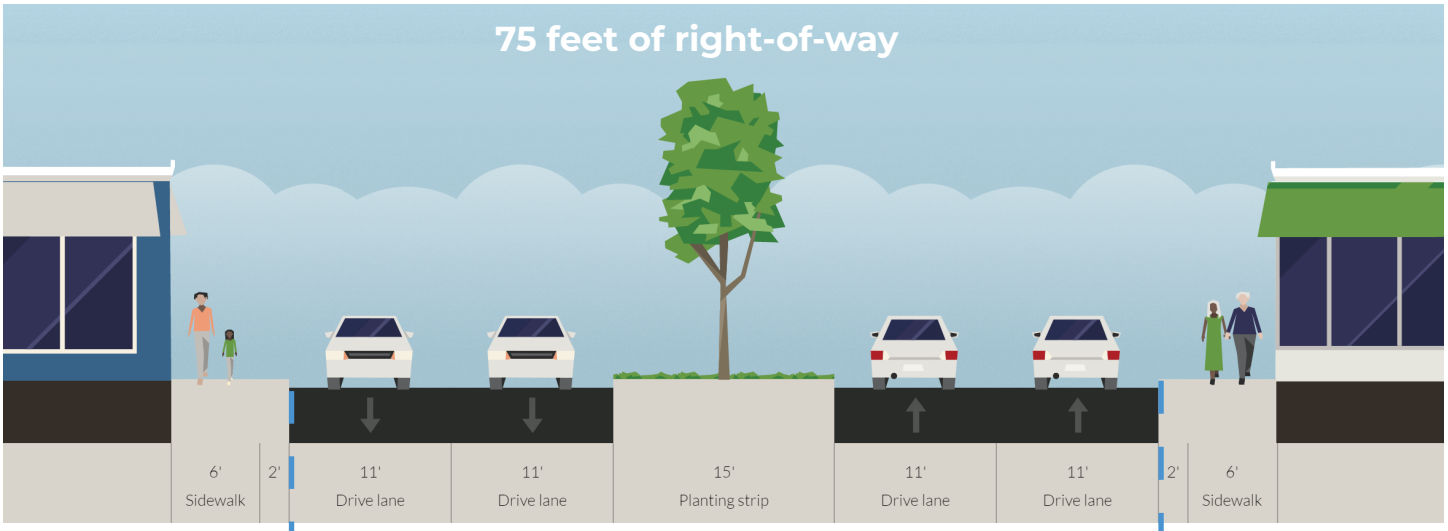
Length: 0.3 miles

Proposed Recommendations: Shared-lane markings and street trees

25th Street to 59th Street

Roll Plot No. 45-48

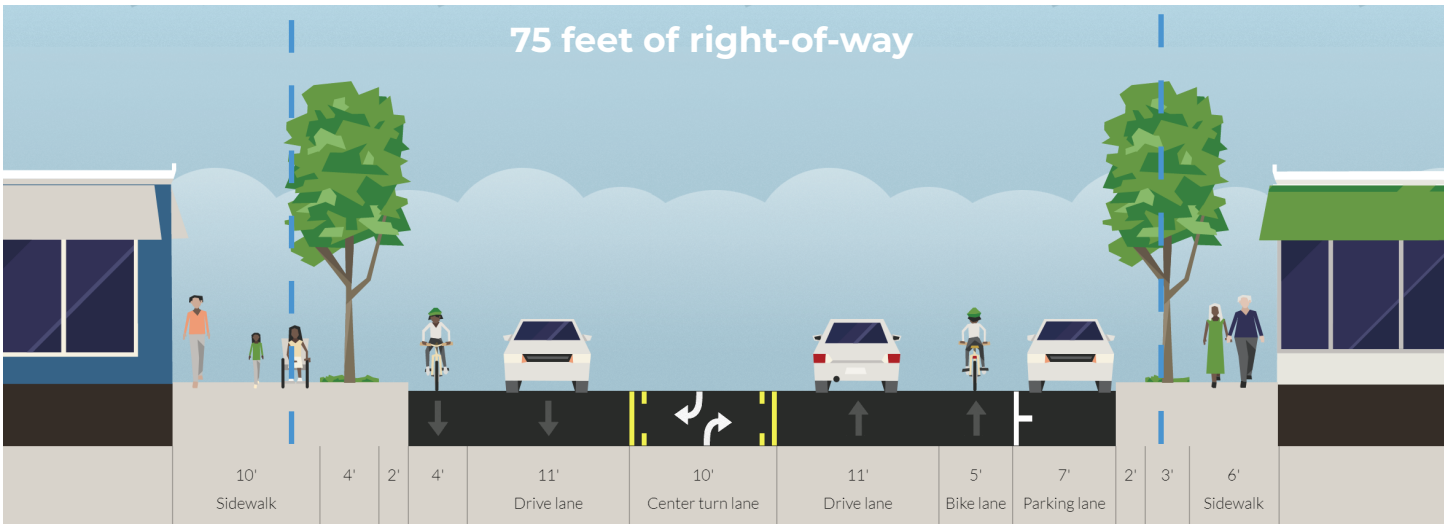
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 35 mph

Length: 1.9 miles

Projected 2040 Max Peak Hour Traffic Volume: 1,300 vphpd

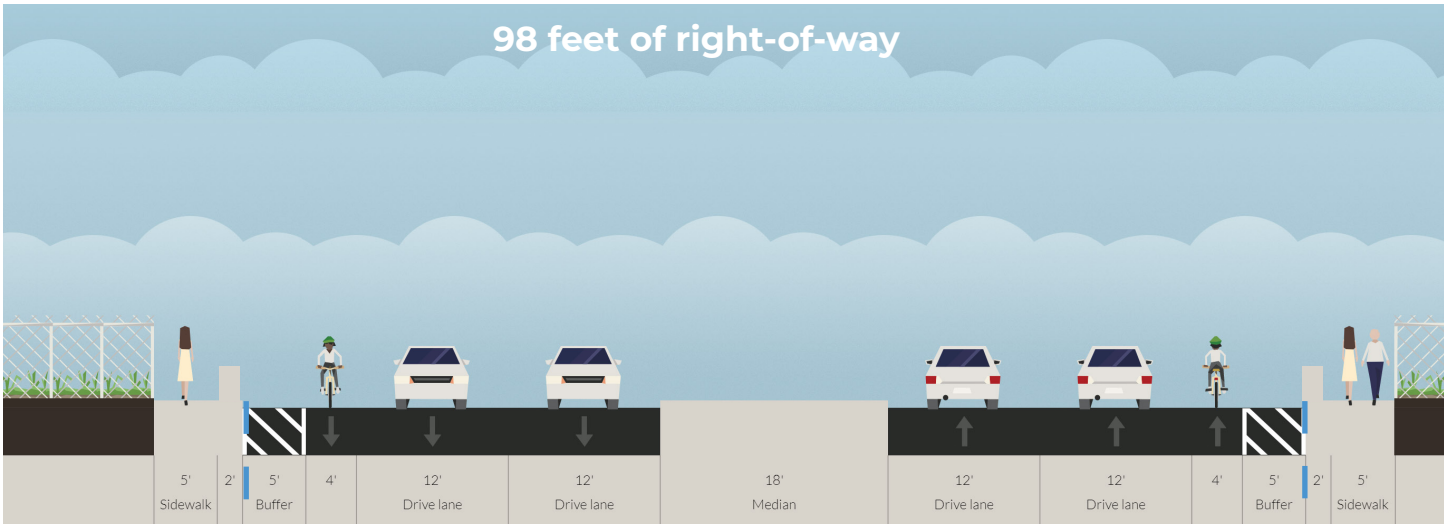
Proposed Recommendations: Full reconstruction and lane repurposing from 4L to 3L; add shared-use path on the west side, furnishing zones, conventional bicycle lanes, and on-street parking

Ongoing Efforts: The City of West Palm Beach is preparing a Broadway Lane Elimination Study from 25th Street to 42nd Street to incorporate complete streets improvements. The City has received a partially-funded SUN Trail grant for a shared use path.

59th Street to 11th Street

Roll Plot No. 49

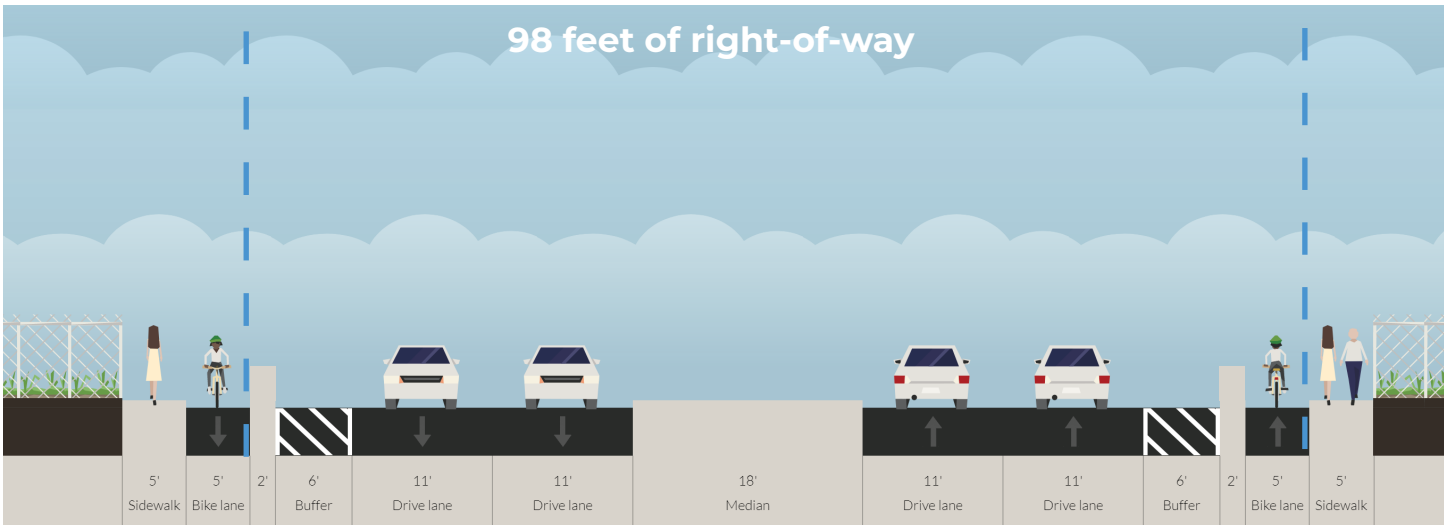
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

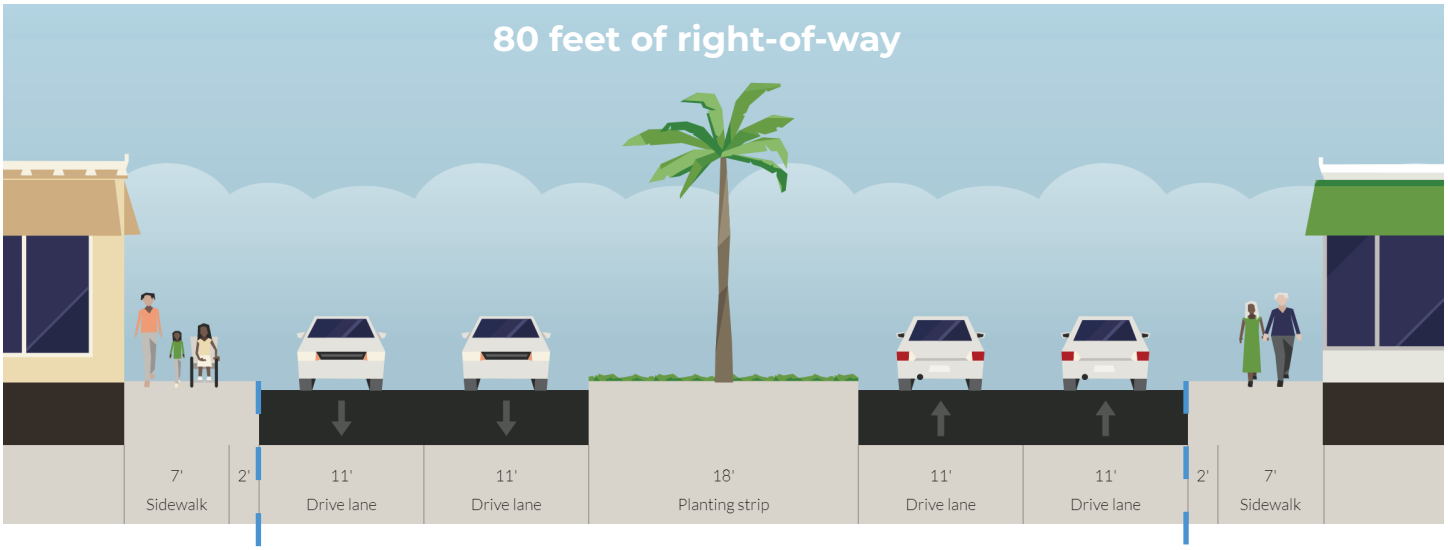
Length: 0.6 miles

Proposed Recommendations: Add separated bicycle lanes

11th Street to Silver Beach Road

Roll Plot No. 49-52

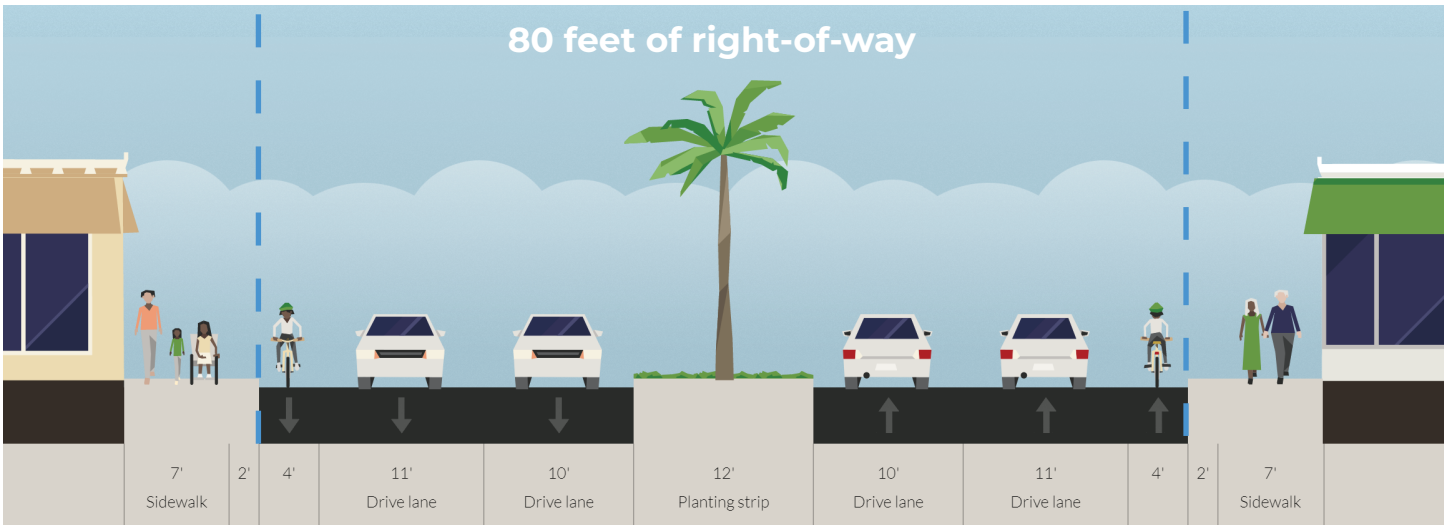
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

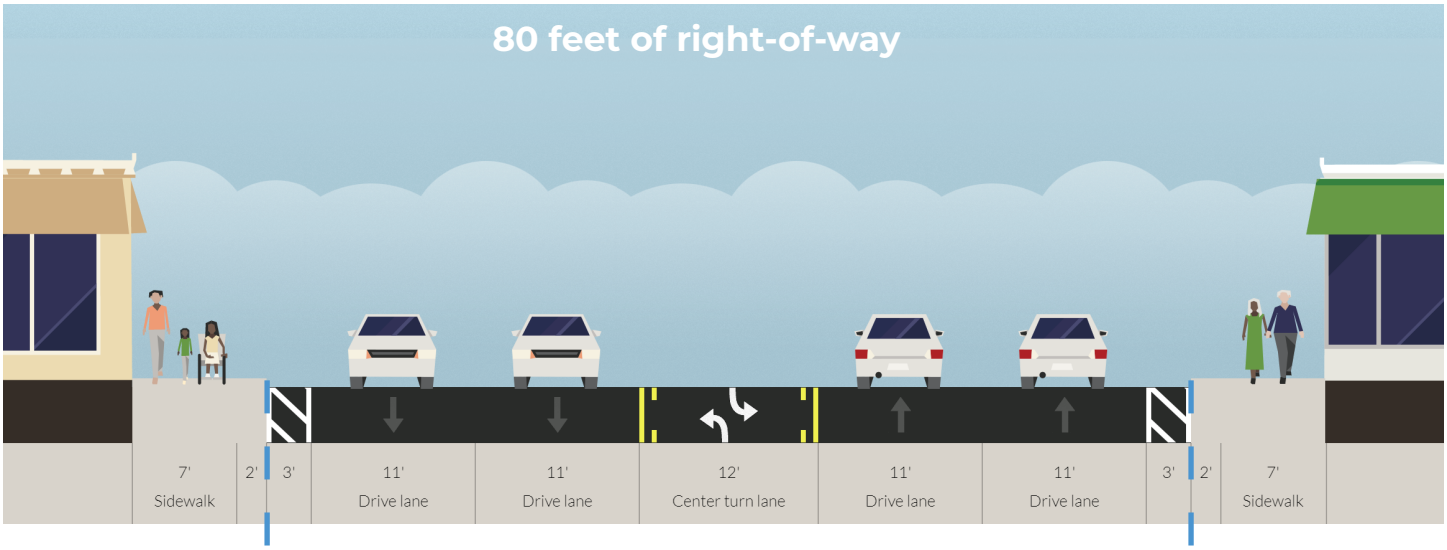
Length: 1.4 miles

Proposed Recommendations: Partial reconstruction (inside widening); add conventional bicycle lanes

Silver Beach Road to Palmetto Drive

Roll Plot No. 52-53

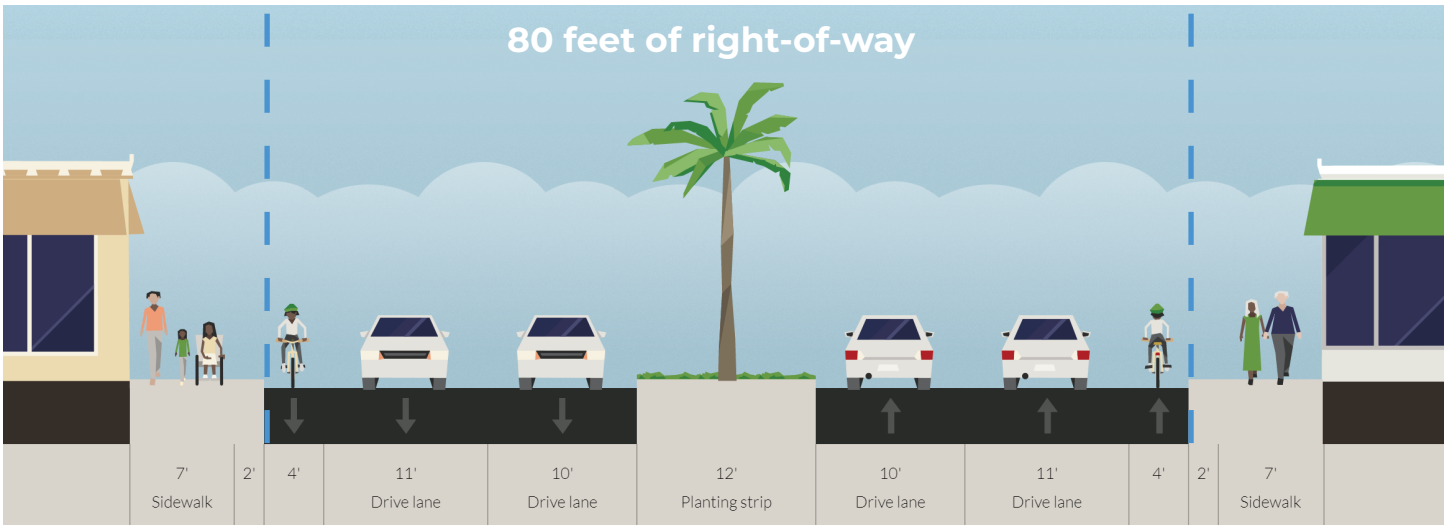
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

Length: 0.8 miles

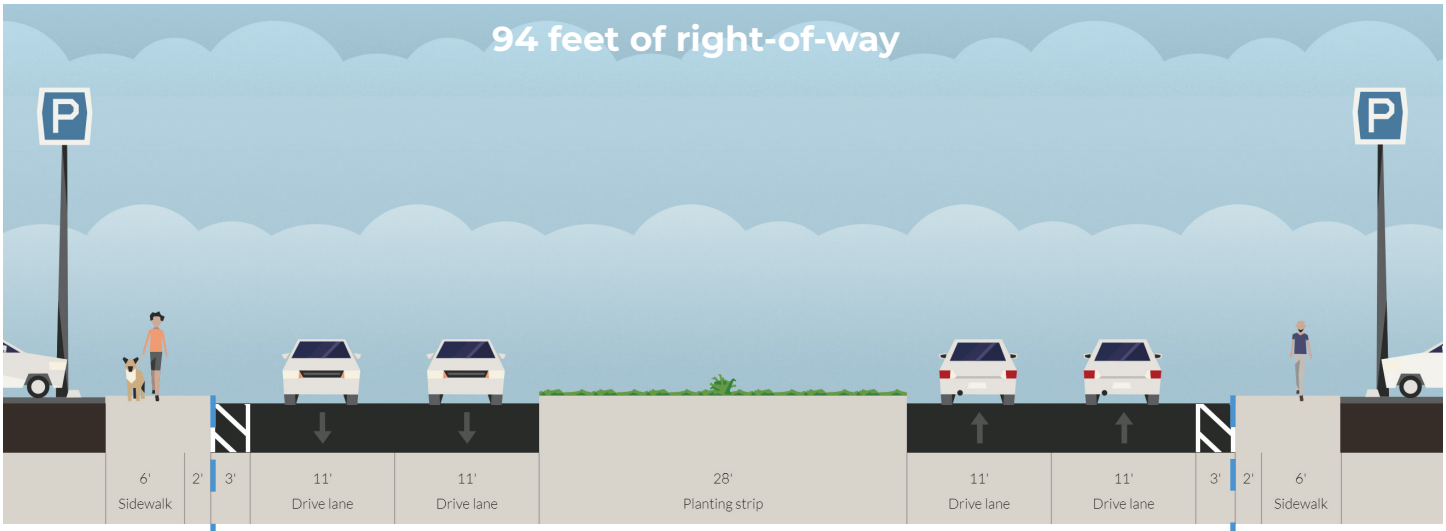
Ongoing Efforts: The Town of Lake Park is considering options for a mixed-use corridor that will enhance pedestrian, bicycle, and vehicular accessibility and connectivity. Recent proposed modifications include pedestrian and on-street parking improvements that may occur in setbacks as properties redevelop.

Proposed Recommendations: Partial reconstruction with conventional bicycle lanes

Palmetto Drive to Northlake Boulevard

Roll Plot No. 53

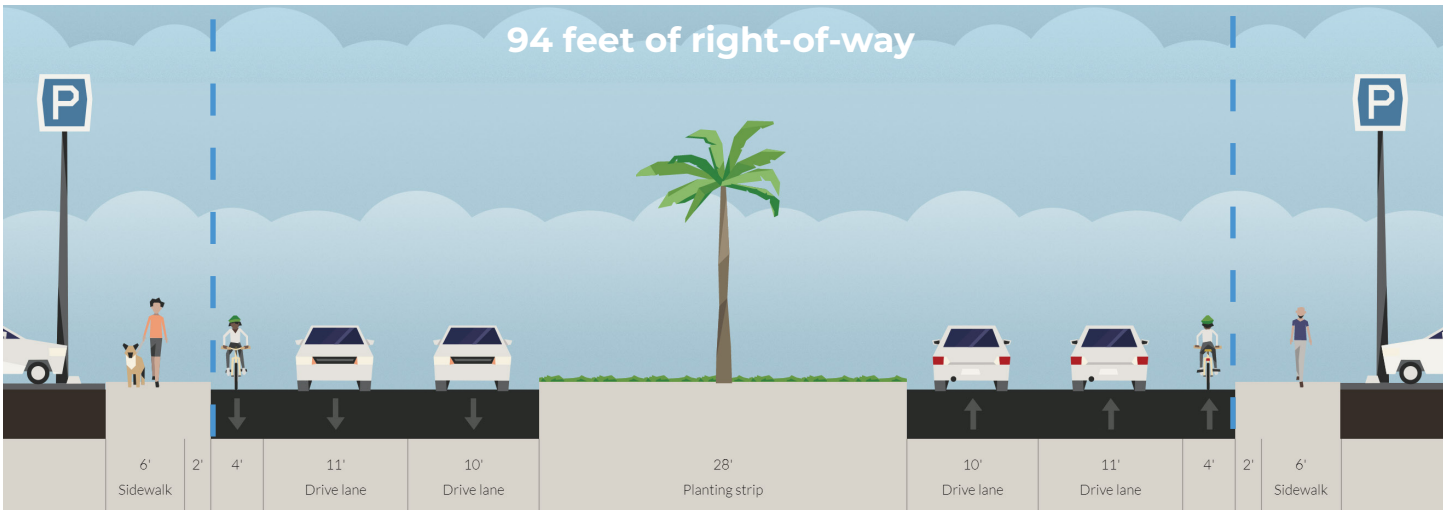
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C4-Urban General

Existing Speed Limit: 35 mph

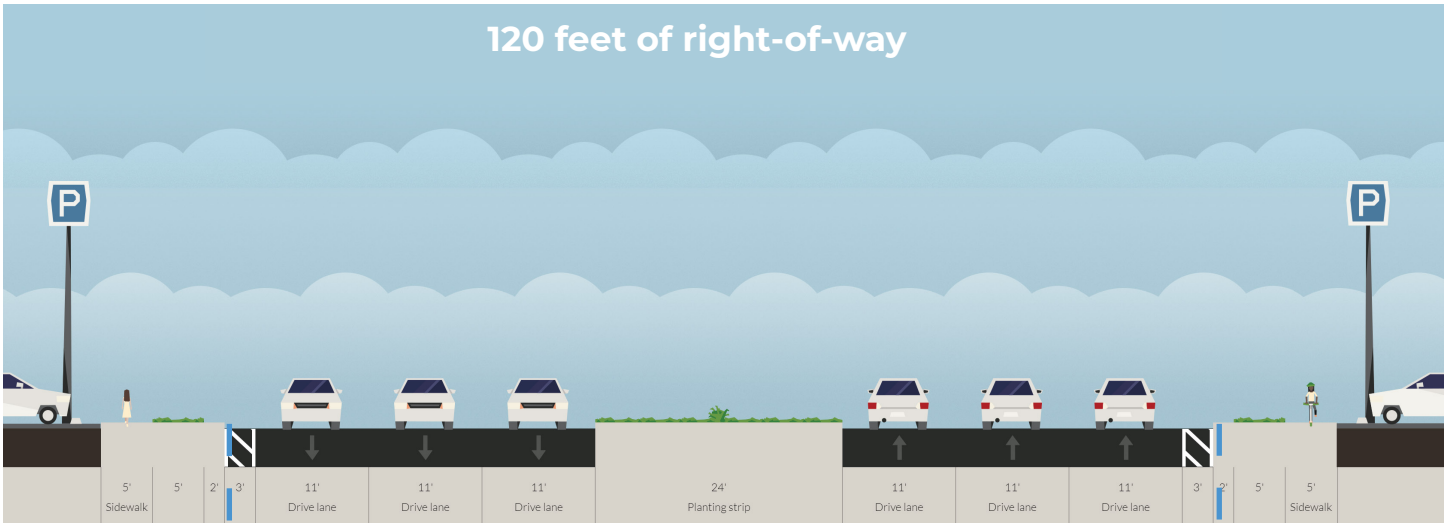
Length: 0.3 miles

Proposed Recommendations: Resurfacing with conventional bicycle lanes added through lane width narrowing

Northlake Boulevard to NPB Drawbridge

Roll Plot No. 53-56

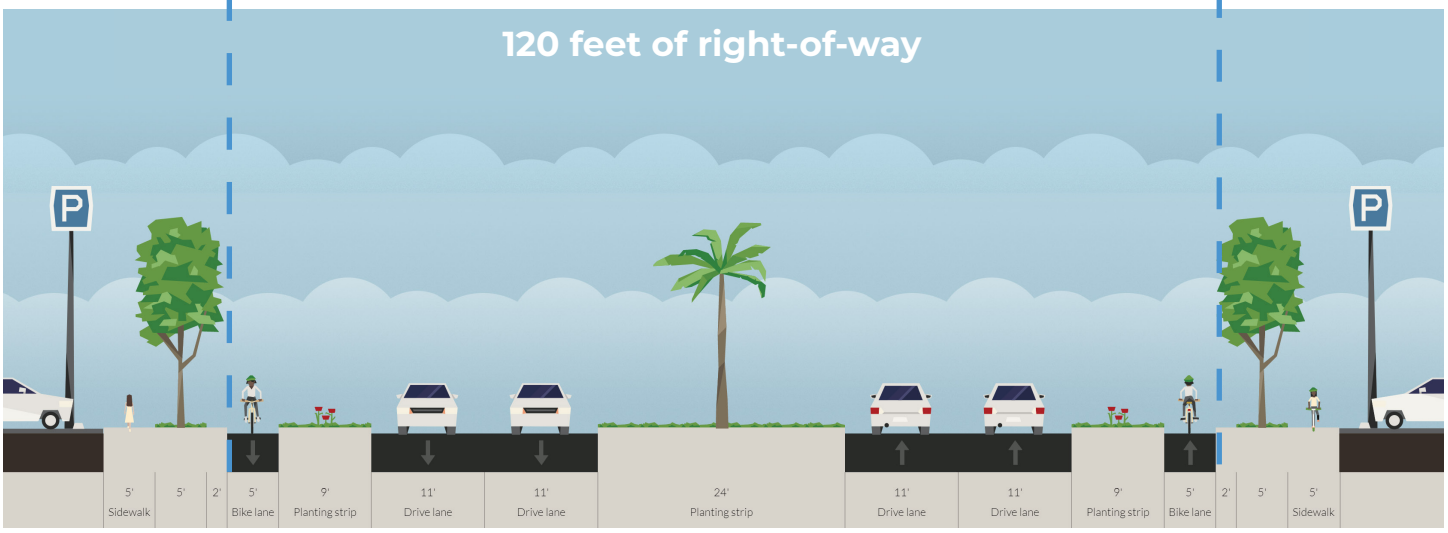
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C3-Suburban

Existing Speed Limit: 35-40 mph

Length: 1.7 miles

Projected 2040 Max Peak Hour Traffic Volume: 1,700 vphpd

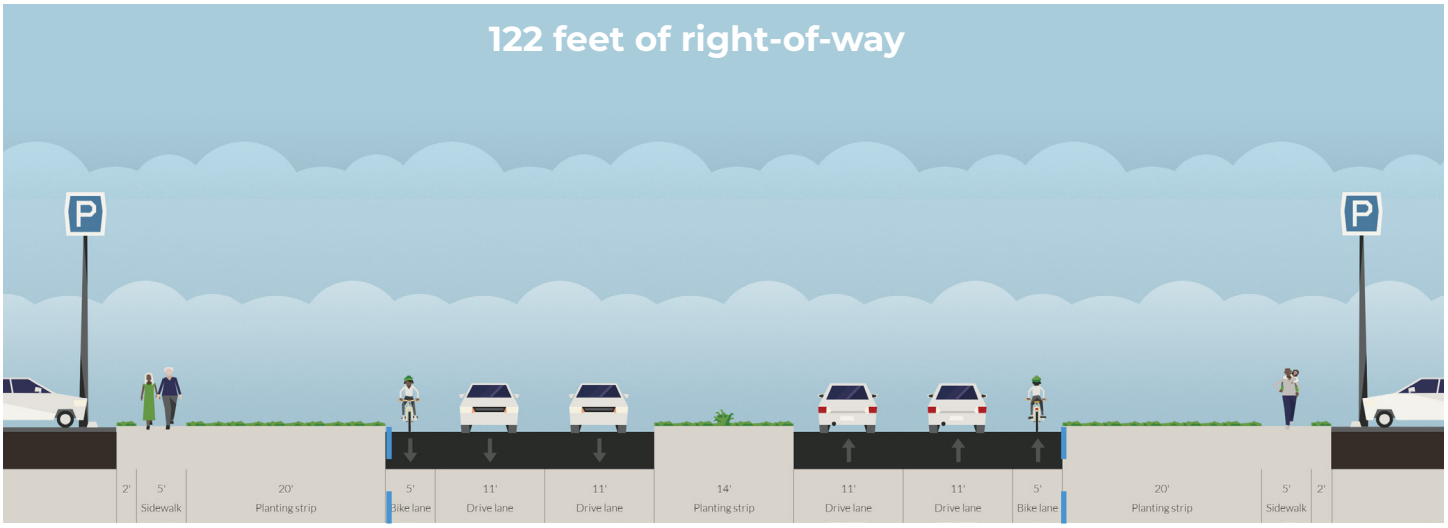
Ongoing Efforts: The Village of North Palm Beach is reviewing implementation strategies related to the Village of North Palm Beach Master Plan, which includes recommendations to reduce the lane width of US-1 from six to four lanes and add buffered bicycle lanes. The Village is also developing a zoning code to implement the Master Plan recommendations.

Proposed Recommendations: Resurfacing with lane repurposing from 6L to 4L; add separated bicycle facilities and furnishing zones with street trees

NPB Drawbridge to PGA Boulevard

Roll Plot No. 56-57

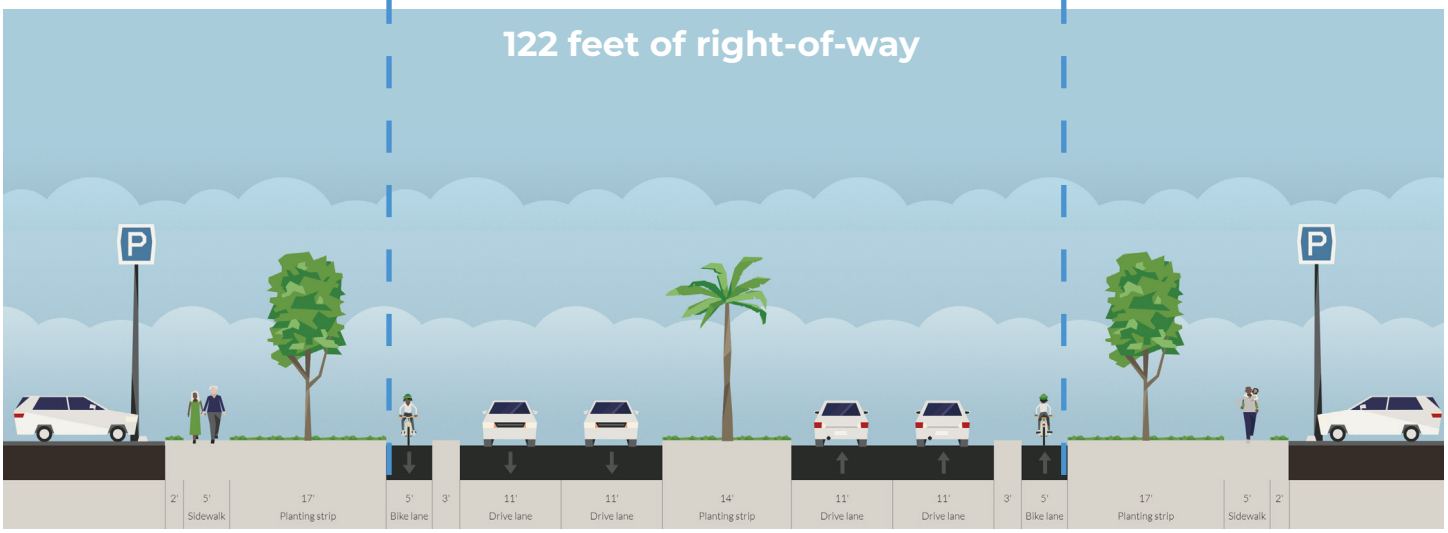
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C3-Suburban

Existing Speed Limit: 40-45 mph

Length: 0.9 miles

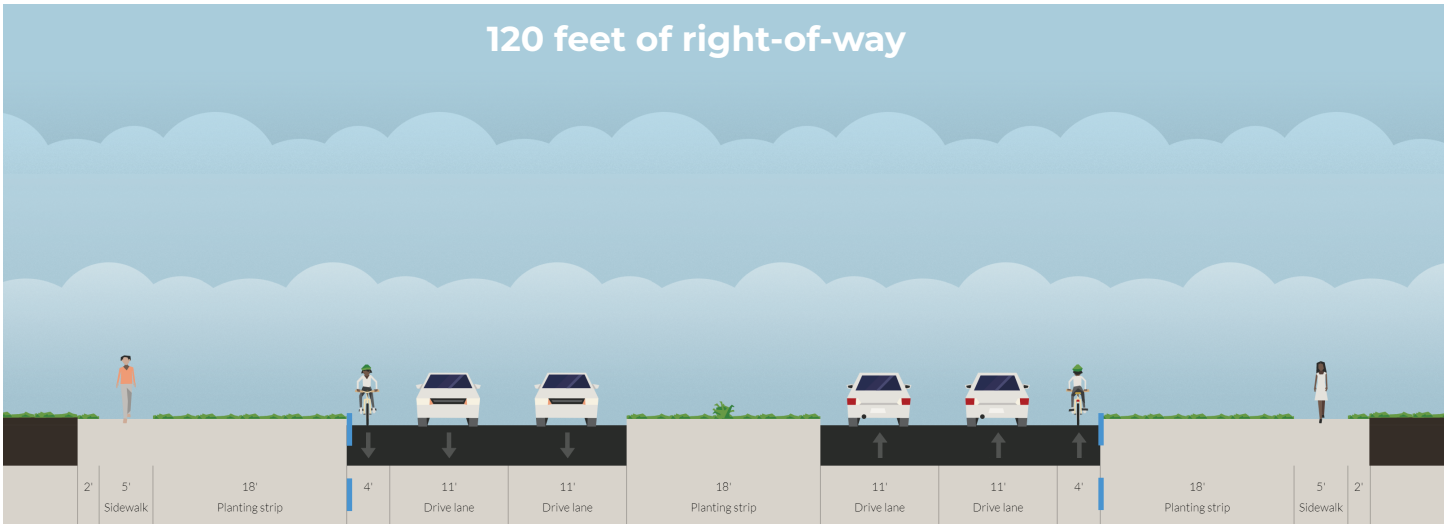
Ongoing Efforts: The Village of North Palm Beach is reviewing implementation strategies related to the Village of North Palm Beach Master Plan, which includes recommendations to reduce the lane width of US-1 from six to four lanes and add buffered bicycle lanes. The Village is also developing a zoning code to implement the Master Plan recommendations.

Proposed Recommendations: Shoulder widening to add separated bicycle lanes; add furnishing zones with street trees

PGA Boulevard to Ocean Drive

Roll Plot No. 57-60

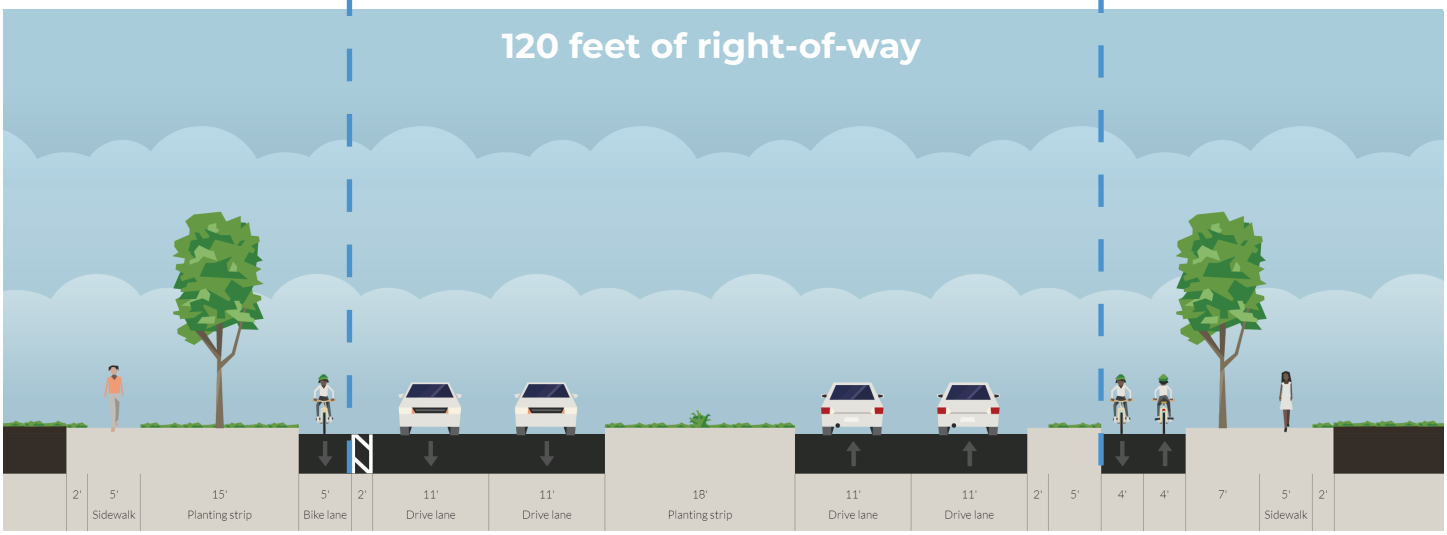
Existing



Existing Edge of Pavement

Existing Edge of Pavement

Proposed



FDOT Context Classification: C1-Natural & C3-Suburban

Existing Speed Limit: 45 mph

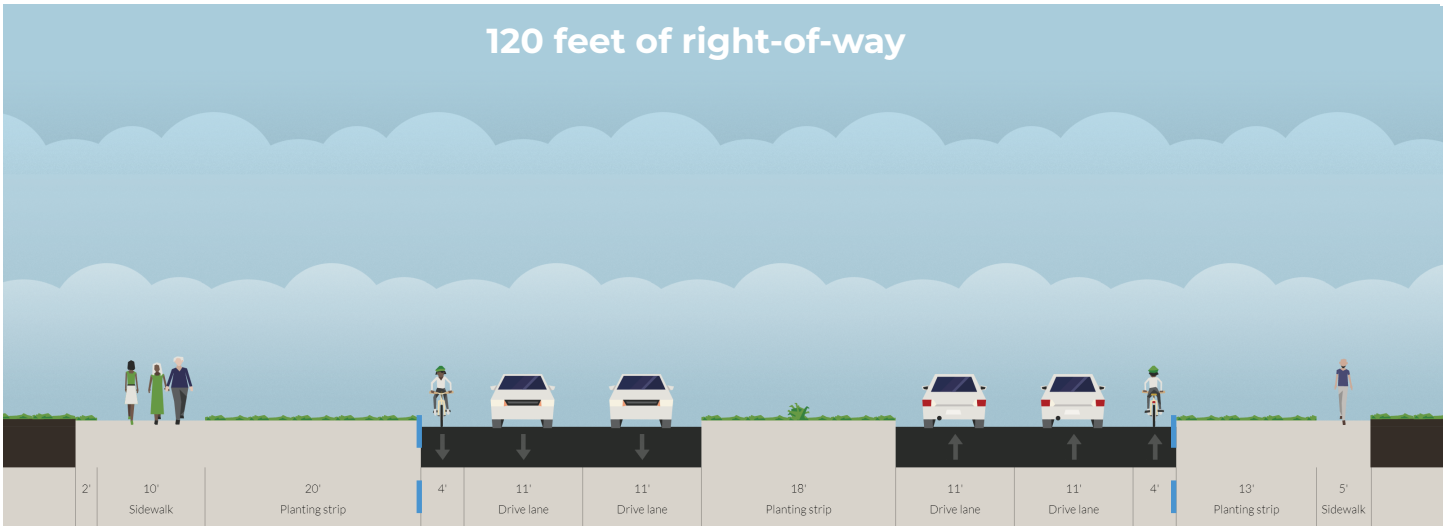
Length: 1.2 miles

Proposed Recommendations: Partial reconstruction on the east side with two-way separated bicycle lanes on the east side only; shoulder widening on the west side to add buffered bicycle lane; add furnishing zones with street trees

Ocean Drive to Indiantown Road

Roll Plot No. 60-68

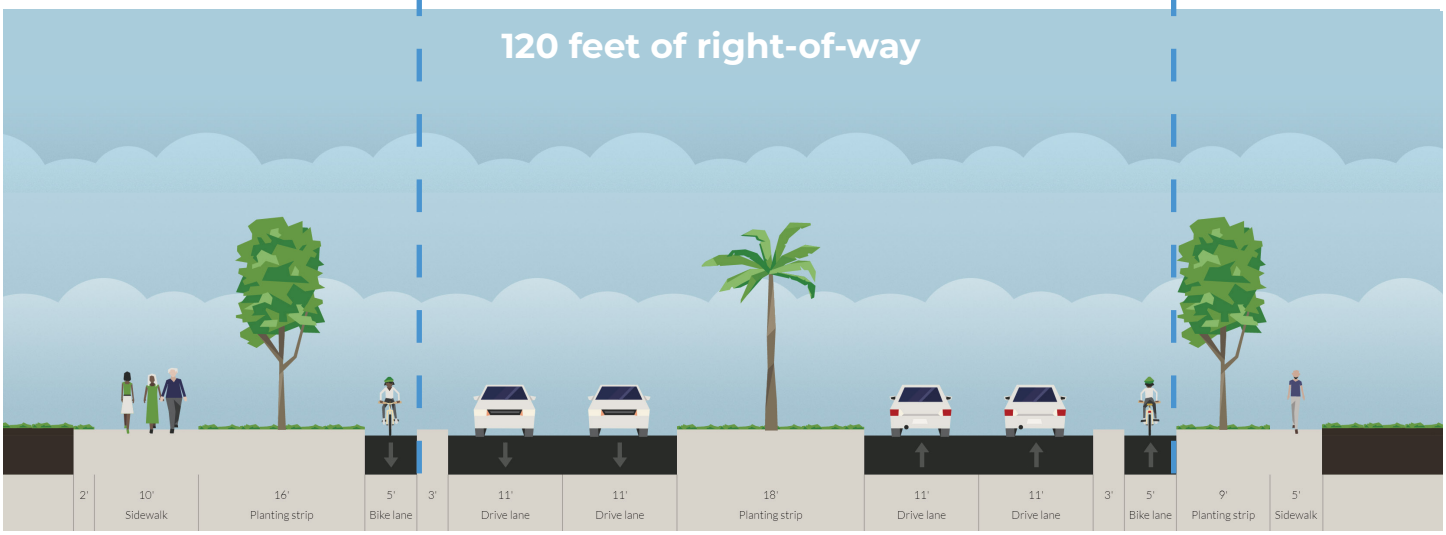
Existing



Existing Edge of Pavement

Proposed

Existing Edge of Pavement



FDOT Context Classification: C1-Natural & C3-Suburban

Existing Speed Limit: 45 mph

Length: 5.4 miles

Proposed Recommendations: Shoulder widening with separated bicycle lanes; add furnishing zones with street trees

Roadway Planning-Level

Cost Estimate

Section #	Location	Approx. Length (miles)	Proposed Recommendations
1	Camino Real to SE Mizner Boulevard	0.3	Partial reconstruction and lane repurposing from 6L to 4L; add on-street parking and separated bicycle lanes
1	SE Mizner Boulevard to NE Mizner Boulevard	0.9	Partial reconstruction (inside widening); add buffered bicycle lanes
1	NE Mizner Boulevard to Glades Road	0.4	Partial reconstruction and lane repurposing from 6L to 4L; add separated bicycle lanes and furnishing zones with street trees
1	Glades Road to Lindell Boulevard	4.6	Full reconstruction with two-way separated bicycle lanes on both sides and furnishing zones with street trees
2	Lindell Boulevard to Tropic Boulevard	0.8	Full reconstruction with two-way separated bicycle lanes on both sides and furnishing zones with street trees
2	Tropic Boulevard to SE 12th Road	0.6	Full reconstruction with two-way separated bicycle lanes on both sides
2	(NB US-1) SE 12th Road to George Bush Boulevard	2.0	Resurfacing with buffered bicycle lanes
2	(SB US-1) SE 12th Road to George Bush Boulevard	2.0	Resurfacing with buffered bicycle lanes
2	(SB US-1) George Bush Boulevard to Old Dixie Highway	0.1	Sidewalk on the west side
2	Old Dixie Highway to Gulfstream Boulevard	1.2	Partial reconstruction (moving the curbs in); add separated bicycle lanes and furnishing zones with street trees
2	Gulfstream Boulevard to Boynton Beach Boulevard	2.6	Full reconstruction and furnishing zones with street trees
2	Boynton Beach Boulevard to NE 15th Avenue	0.9	Full reconstruction with separated bicycle lanes and furnishing zones with street trees
2	NE 15th Avenue to Miner Road	1.1	Convert buffered bicycle lanes to separated bicycle lanes; obtain 10-foot easement for sidewalk on the west side

Estimated R/W (feet)	Estimated Construction Cost	Estimated Design Cost	Estimated CEI Cost	Total Cost Estimate
108’	$1,375,925.23	$206,388.78	$137,592.52	$1,719,906.53
80’	$1,210,558.86	$181,583.83	$121,055.89	$1,513,198.58
120’	$2,755,901.58	$413,385.24	$275,590.16	$3,444,876.98
120’	$31,692,868.22	$4,753,930.23	$3,169,286.82	$39,616,085.27
Total Section 1 Cost	**$37,035,253.89**	**$5,555,288.08**	**$3,703,525.39**	**$46,294,067.36**
120’	$5,511,803.17	$826,770.48	$551,180.32	$6,889,753.96
120’	$4,133,852.38	$620,077.86	$413,385.24	$5,167,315.47
60’	$1,352,775.48	$202,916.32	$135,277.55	$1,690,969.35
60’	$1,352,775.48	$202,916.32	$135,277.55	$1,690,969.35
64’	$31,052.36	$4,657.85	$3,105.24	$38,815.45
100’	$5,503,700.90	$825,555.14	$550,370.09	$6,879,626.13
100’	$11,924,685.29	$1,788,702.79	$1,192,468.53	$14,905,856.62
100’	$4,127,775.68	$619,166.35	$412,777.57	$5,159,719.60
92’	$1,525,233.51	$228,785.03	$152,523.35	$1,906,541.89
Total Section 2 Cost	**$35,463,654.25**	**$5,319,548.14**	**$3,546,365.43**	**$44,329,567.81**

Section #	Location	Approx. Length (miles)	Proposed Recommendations
3	Miner Road to Hypoluxo Road	1.0	Convert buffered bicycle lanes to separated bicycle lanes; obtain 10-foot easement for sidewalk on the west side
3	Hypoluxo Road to Central Boulevard	0.3	Partial reconstruction and lane repurposing from 4L to 3L; add buffered bicycle lanes, obtain 10-foot easement for sidewalk on the west side and furnishing zone with street trees
3	Central Boulevard to Pine Street	0.5	Resurfacing and lane repurposing from 4L to 3L; add conventional bicycle lanes and obtain 10-foot easement for sidewalk on the west side
3	Pine Street to Lantana Road	0.3	Partial reconstruction and lane repurposing from 4L to 3L; add buffered bicycle lanes and furnishing zone with street trees
3	Lantana Road to Dixie Highway/ Federal Highway Junction	0.4	Resurfacing and lane repurposing from 4L to 3L; add conventional bicycle lanes and obtain 10-foot easement for sidewalk on the west side
3	Dixie Highway/ Federal Highway Junction to 2nd Avenue South	1.5	Resurfacing and lane repurposing from 4L to 3L; add conventional bicycle lanes
3	2nd Avenue South to 2nd Avenue North	0.3	Partial reconstruction (inside widening) and lane repurposing from 4L to 2L plus dedicated left-turn lanes and right-turn lanes; add bus queue jump lanes, buffered bicycle lanes, on-street parking and furnishing zones with street trees
3	2nd Avenue North to Gregory Road	2.0	Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes
4	Gregory Road to Forest Hill Boulevard	0.6	Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes and parking
4	Forest Hill Boulevard to Belvedere Road	2.4	Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes
4	Belvedere Road to Okeechobee Boulevard	1.0	Full reconstruction and lane repurposing from 4L to 3L; add sharrows; add wider sidewalks on west side, add on-street parking on the east side alternating with landscape bulb-outs/street trees
4	Okeechobe Boulevard /Lakeview Avenue one-way pair	0.2	Partial reconstruction and lane repurposing from 4L to 3L with separated bicycle lanes; obtain 10-foot easement for sidewalk and furnishing zone with street trees adjacent to redevelopment site with proposed multimodal terminal
4	Okeechobee Boulevard to Clematis Street	0.5	Partial reconstruction and lane repurposing from 4L to 2L with left-turn lanes at intersections; add separated bicycle lanes

Estimated R/W (feet)	Estimated Construction Cost	Estimated Design Cost	Estimated CEI Cost	Total Cost Estimate
92’	$1,386,575.92	$207,986.39	$138,657.59	$1,733,219.90
62’	$499,822.70	$74,973.41	$49,982.27	$624,778.38
54’	$607,112.49	$91,066.87	$60,711.25	$758,890.61
70’	$478,722.88	$71,808.43	$47,872.29	$598,403.60
54’	$485,689.99	$72,853.50	$48,569.00	$607,112.49
59’	$1,355,552.07	$203,332.81	$135,555.21	$1,694,440.09
106’	$1,375,925.23	$206,388.78	$137,592.52	$1,719,906.53
60’	$1,807,402.76	$271,110.41	$180,740.28	$2,259,253.45
Total Section 3 Cost	**$7,996,804.04**	**$1,199,520.61**	**$799,680.40**	**$9,996,005.05**
80’	$638,297.18	$95,744.58	$63,829.72	$797,871.47
80’	$2,553,188.71	$382,978.31	$255,318.87	$3,191,485.89
72’	$4,423,822.77	$663,573.42	$442,382.28	$5,529,778.46
62’	$884,764.55	$132,714.68	$88,476.46	$1,105,955.69
100’	$672,532.70	$100,879.91	$67,253.27	$840,665.88

Section #	Location	Approx. Length (miles)	Proposed Recommendations
4	Clematis Street to 3rd Street	0.2	Maintain existing conditions
4	3rd Street to N Dixie Highway/ Quadrille intersection	0.2	Lane repurposing from 4L to 2L; add separated bicycle lanes and furnishing zones with street trees
4	N Dixie Highway/ Quadrille intersection to 25th Street	1.2	Resurfacing and lane repurposing from 4L to 3L; add buffered bicycle lanes and street trees
4	24th Street/ 25th Street	0.6	Shared lane markings and street trees
4	25th Street to 59th Street	1.9	Full reconstruction and lane repurposing from 4L to 3L; add shared-use path on the west side, furnishing zones, conventional bicycle lanes, and on-street parking
5	59th Street to 11th Street	0.6	Add separated bicycle lanes by modifying barrier wall
5	11th Street to Silver Beach Road	1.4	Partial reconstruction (inside widening); add conventional bicycle lanes
5	Silver Beach Road to Palmetto Drive	0.8	Partial reconstruction with conventional bicycle lanes
5	Palmetto Drive to Northlake Boulevard	0.3	Resurfacing with conventional bicycle lanes added through lane width narrowing
5	Northlake Boulevard to NPB Drawbridge	1.7	Resurfacing with lane repurposing from 6L to 4L; add separated bicycle facilities and furnishing zones with street trees
5	NPB Drawbridge to PGA Boulevard	0.9	Shoulder widening to add separated bicycle lanes; add furnishing zones with street trees
6	PGA Boulevard to Ocean Drive	1.2	Partial reconstruction on the east side with two-way separated bicycle lanes on the east side only; shoulder widening on the west side to add buffered bicycle lane; add furnishing zones with street trees
6	Ocean Drive to Indiantown Road	5.4	Shoulder widening with separated bicycle lanes; add furnishing zones with street trees

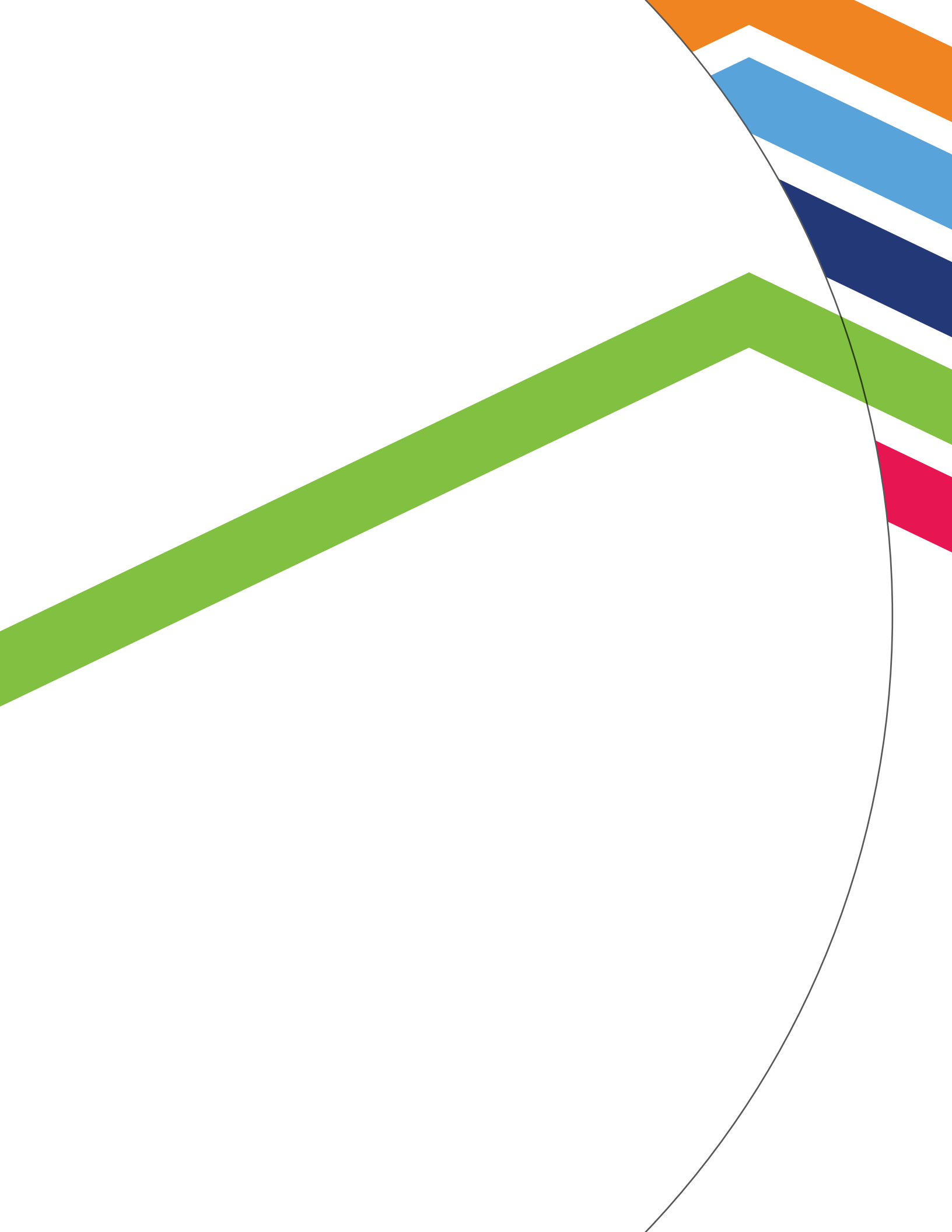
Estimated R/W (feet)	Estimated Construction Cost	Estimated Design Cost	Estimated CEI Cost	Total Cost Estimate
80’				
80’	$917,283.48	$137,592.52	$91,728.35	$1,146,604.36
76’	$1,084,441.66	$162,666.25	$108,444.17	$1,355,552.07
60’	$72,031.16	$10,804.67	$7,203.12	$90,038.95
75’	$8,714,193.10	$1,307,128.96	$871,419.31	$10,892,741.37
Total Section 4 Cost	**$19,960,555.31**	**$2,994,083.30**	**$1,996,055.53**	**$24,950,694.14**
98’	$728,640.00	$109,296.00	$72,864.00	$910,800.00
80’	$1,883,091.56	$282,463.73	$188,309.16	$2,353,864.45
80’	$1,276,594.36	$191,489.15	$127,659.44	$1,595,742.95
94’	$322,815.70	$48,422.35	$32,281.57	$403,519.62
120’	$3,998,450.18	$599,767.53	$399,845.02	$4,998,062.73
122’	$1,452,670.63	$217,900.59	$145,267.06	$1,815,838.29
Total Section 5 Cost	**$9,662,262.43**	**$1,449,339.36**	**$966,226.24**	**$12,077,828.04**
120’	$3,795,778.86	$569,366.83	$379,577.89	$4,744,723.58
120’	$8,716,023.79	$1,307,403.57	$871,602.38	$10,895,029.74
Total Section 6 Cost	**$12,511,802.65**	**$1,876,770.40**	**$1,251,180.27**	**$15,639,753.32**
Total Project Cost	**$122,630,332.57**	**$18,394,549.89**	**$12,263,033.26**	**$153,287,915.71**

To illustrate the design intent and planning-level feasibility analysis for the proposed typical section recommendations, a continuous conceptual design plan view was developed for the entire US-1 corridor study area from Camino Real to Indiantown Road. To view and/or download a .pdf file of the continuous conceptual design plan view, please click on the project website or Palm Beach TPA's website.

Project Website: www.us1pbcorridorstudy.com/project-documents

Palm Beach TPA's Website: www.palmbeachtpa.org/us1

Plan View



US-1 Multimodal Corridor Study

Connecting Communities in Palm Beach County