PALM BEACH
METROPOLITAN PLANNING ORGANIZATION

2300 N. Jog Rd., 4th Floor, West Palm Beach, Florida 33411-2749

Phone 561.684.4170 Fax 561.242.7165 www.PalmBeachMPO.org

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

DATE:	**WEDNESDAY, APRIL 5, 2017**
TIME:	**9:00 A.M.**
PLACE:	**Vista Center 4th Floor Conference Room 4E-12** **2300 North Jog Road** **West Palm Beach, Florida 33411**

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1. REGULAR ITEMS

A. Roll Call

B. MOTION TO ADOPT Agenda for April 5, 2017

C. MOTION TO APPROVE Minutes of March 1, 2017

D. Comments from the Chair

E. TAC Liaison's Report

F. General Public Comments and Public Comments on Agenda Items

Any members from the public wishing to speak at this meeting must complete a Comment Card which is available at the welcome table. General Public comments will be heard prior to the consideration of the first action item. Public comments on specific items on the Agenda will be heard following the presentation of the item to the Committee. Please limit comments to three minutes.

2. ACTION ITEMS

A. MOTION TO RECOMMEND ADOPTION of a Long Range Transportation Plan (LRTP) Amendment to add improvements at I-95 and Woolbright Road to the Cost Feasible Plan with construction in FY 2024

FDOT staff will present the recommended improvements at I-95 and Woolbright Road from the I-95 Interchange Master Plan, which was completed in December 2014. Staff will also provide a description of next steps in the process, including the upcoming Project Development and Environment (PD&E) Study. Committee recommendation on this item will acknowledge the need for improvements at this location, and MPO Committees and Governing Board will be asked at a future meeting to endorse the FDOT recommended alternative. Relevant pages to include this project in the 2040 LRTP and presentation slides are attached.

B. MOTION TO RECOMMEND ADOPTION of an LRTP Amendment to add the MPO Endorsed Improvements at I-95 and Glades Road to the Cost Feasible Plan with construction in FY 2019

MPO staff will summarize the improvements at I-95 and Glades Road, previously endorsed by the MPO Governing Board. Relevant pages to include this project in the 2040 LRTP and presentation slides are attached.

C. MOTION TO RECOMMEND ADOPTION of an LRTP Amendment to add improvements at I-95 and Northlake Boulevard to the Cost Feasible Plan with construction in FY 2022

FDOT staff and consultants will present the three alternatives being evaluated in the PD&E study. Committee recommendation on this item will acknowledge the need for improvements at this location and that at least one of the alternatives is worthy of future endorsement. This is also an opportunity to provide input for consideration in the evaluation of the alternatives. MPO Committees and Governing Board will be asked at a future meeting to endorse the FDOT recommended alternative. Relevant pages to include this project in the 2040 LRTP and presentation slides are attached.

D. MOTION TO RECOMMEND ADOPTION of an LRTP Amendment to add improvements at I-95 and 45th Street to the Cost Feasible Plan with construction in FY 2026

FDOT staff and consultants will present the three alternatives being evaluated in the PD&E study. Committee recommendation on this item will acknowledge the need for improvements at this location and that at least one of the alternatives is worthy of future endorsement. This is also an opportunity to provide input for consideration in the evaluation of the alternatives. MPO Committees and Governing Board will be asked at a future meeting to endorse the FDOT recommended alternative. Relevant pages to include this project in the 2040 LRTP and presentation slides are attached.

3. INFORMATION ITEMS

A. Strategic Intermodal System (SIS) 2045 Multimodal Unfunded Needs Plan (MMUNP)

FDOT staff will present the draft MMUNP which identifies capacity and mobility needs on the SIS. Draft tables and maps will be provided at the meeting.

B. Transportation Systems Management and Operations (TSM&O) Strategic Plan

MPO staff will provide an overview of the TSM&O Strategic Plan which includes TSM&O strategies designed to improve safety and mobility.

C. Summary Points from the March 16, 2017 Governing Board Meeting

4. ADMINISTRATIVE ITEMS

A. Member Comments

B. Next Meeting – **May 3, 2017**

C. MOTION TO ADJOURN

NOTICE

In accordance with Section 286.0105, *Florida Statutes*, if a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purposes, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services for a meeting (free of charge), please call 561-684-4143 or send email to MBooth@PalmBeachMPO.org at least five business days in advance. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

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MINUTES OF THE TECHNICAL ADVISORY COMMITTEE Wednesday, March 1, 2017 9:00 A.M.

Vista Center 4th Floor Conference Room 4E-12
2300 North Jog Road
West Palm Beach, Florida

PDF versions of the agenda, backup material and presentations as well as audio recordings are available for review at www.PalmBeachMPO.org/TAC

1. REGULAR ITEMS

CHAIR LIVERGOOD called the meeting to order at 9:02 a.m.

1.A. Roll Call

The Recording Secretary called the roll. A quorum was present as depicted in Exhibit A of these Minutes.

1.B. **ADOPTED:** Agenda for March 1, 2017

MOTION to adopt the Agenda. Motion by Mr. Alex Hansen, seconded by Mr. Fred Stubbs, and carried unanimously.

1.C. **APPROVED:** Minutes for February 1, 2017

MOTION to approve the Minutes for February 1, 2017. Motion by Mr. Alex Hansen, seconded by Mr. Kenny Wilson, and carried unanimously.

1.D. Comments from the Chair

No comments from the Chair were received.

1.E. TAC Liaison's Report

MR. KEVIN FISCHER reviewed the following from the Liaison Report provided to members:

- He highlighted that Friday, March 3rd is the application deadline for the Local Initiatives and Transportation Alternatives programs. He noted that a calendar of events with key activities and deadlines was included in the report.
- He noted the updated 2017 meeting calendar which reflects the MPO committees and Board meeting in July with a break in August, and stated this committee will meet on Wednesday, July 12th.
- He noted Florida Department of Transportation (FDOT) staff will be holding a preconstruction open house for the Southern Boulevard/State Road 80 Bridge Replacement over the Intracoastal Waterway and Lake Worth Lagoon on Wednesday,

March 15th from 5:30 to 7:30 p.m. at St. Catherine Greek Church Cultural Center, 110 Southern Boulevard, West Palm Beach.

- He noted Florida's Turnpike staff will be holding a design public information meeting for the planned improvements along Florida's Turnpike between Boynton Beach Boulevard and Lake Worth Road at the West Boynton Beach Recreation Center on Thursday, March 30th at 5:30 p.m.
- He stated a Safety Outreach Campaign event will be held in the Village of Palm Springs at the intersection of Military Trail and Forest Hill Boulevard.
- He briefly mentioned an update on the Brightline Test Track and Quiet Zone was included in the report.

Ms. Arlene Tanis joined the meeting at 9:06 a.m.

A brief discussion ensued on FDOT modifying the schedule regarding the Southern Boulevard Bridge Replacement project. It was noted that no modification or update to the schedule has been made, Mr. Fischer stated he would follow up with members.

1.F. General Public Comments and Public Comments on Action Items

No general public comments were received.

Ms. Angela Usher and Mr. Wil Hicks joined the meeting at 9:08 a.m.

2. ACTION ITEMS

2.A. RECOMMENDED APPROVAL: of the recommended alternative from the Road Impact Fee Alternatives Ad Hoc Committee

CHAIR LIVERGOOD gave a brief introduction and stated the issue of road impact and mobility fees has arisen in the County, and the TAC formed an Ad Hoc Committee to review the matter in more detail from a technical viewpoint.

MR. FISCHER reviewed the alternatives examined, which included keeping the status quo, Alternative 1, a Road Impact Fee in designated areas, Alternative 2, a Countywide Multimodal Fee, and Alternative 3, a Countywide Multimodal Fee with a municipality component. He briefly highlighted the status quo alternative that would maintain the existing road impact fee system, municipalities have the option to add local fees, and it's permissible under the existing framework.

Dr. Kim DeLaney joined the meeting at 9:14 a.m.

MR. FISCHER discussed Alternative 1 of a road impact fee in designated areas with the option to create municipal mobility fees. He stated Palm Beach County would administer road impact fees in designated areas, while municipalities could administer mobility fees. He summarized that this alternative would eliminate road impact fees in areas with no planned future road projects based on the Long Range Transportation Plan (LRTP) cost feasible plan, and that municipalities may develop their own mobility plans and set mobility fee rates. He also noted that this alternative does not require a charter amendment, just a modification to the unified land development code.

A discussion ensued on rezoning and LRTP amendments.

MR. UHREN reviewed the 2040 LRTP Cost Feasible Projects Map for members to get an idea of where the fees may or may not be warranted. He noted that the Board of County Commissioners has the authority to collect road impact fees countywide, and the MPO Governing Board's role is to recommend and guide them with respect to recommended modifications. He also stated that the County, by ordinance, is obligated to update their road impact fees every two years and will have the opportunity to redraw the zone boundaries. A lengthy discussion ensued.

DR. AL-TURK stated the County's position on this matter is that it's premature to take any action, and further discussions are needed amongst stakeholders before any conclusion can be drawn.

A discussion ensued with several members expressing the desire to move this item forward in order to get better direction from the MPO Governing Board and then the County Commission on next steps needed.

MOTION to RECOMMEND APPROVAL of the recommended alternative from the Road Impact Fee Alternatives Ad Hoc Committee. Motion by Mr. Terrence Bailey, seconded by Ms. Maria Tejera, and passed 19-2. Dr. Motasem Al-Turk and Mr. Khurshid Mohyuddin dissented to request more time to fully develop and understand the recommended alternative.

3. INFORMATION ITEMS

3.A. DISCUSSED: US-1 Multimodal Corridor Study

MS. VALERIE NEILSON, Palm Beach MPO Multimodal Manager, presented this item and stated this Study will look at the entirety of US-1 in Palm Beach County, traversing a total of 14 communities. She reviewed the Study's purpose, consultant teams involved, the key deliverables which include a Health Impact Assessment, and the project timeline. She discussed the next steps which include a project website, outreach materials, data collection, field visits, corridor improvements, transit analysis, a Health Impact Assessment Steering Committee, and a kickoff event in the City of Boca Raton on May 6th. She briefly reviewed the schedule of Charrettes and Stakeholder interviews that will occur between May and October 2017.

MR. STUBBS conveyed Palm Tran's appreciation of this study and their partnership with the MPO. He also expressed Palm Tran's desire to look at the treatments that can be done in regards to Complete Streets and transit infrastructure along this corridor.

Further discussion ensued with comments made about project coordination with the South Florida Regional Transportation Authority (SFRTA) as a part of the Tri-Rail Coastal Link project, identifying funding options, potential bicycle and pedestrian improvement projects and engaging FDOT in the process.

3.B. DISCUSSED: Pedestrian and Bicycle Safety Study

MS. FRANCHESCA TAYLOR, a Palm Beach MPO Senior Planner, reviewed the Pedestrian and Bicycle Safety Study At a Glance document. She stated the document provides a high level overview of the effort pursued with respect to pedestrian and bicycle safety. She noted it gives statistics about national and local trends, a map of the top ten hot spots and high crash corridors as well as their potential countermeasures. She noted the safety performance measures and targets along with the safety initiatives are also included.

A brief discussion ensued.

3.C. DISCUSSED: Florida Bike Month Activities

MS. TAYLOR reviewed updates to the Palm Beach MPO initiatives for Florida Bike Month. She thanked members for pursuing proclamations in their municipalities and noted the MPO Governing Board will adopt one later this month. She reviewed the Safety Outreach Campaign that will occur March 7th at Military Trail and Forest Hill Boulevard. She highlighted the Let's Bike Palm Beach event, bike to work week, a bike ride in the City of Boca Raton, and a culminating event on April 1st at the Lake Pavilion in the City of West Palm Beach. She also noted that more information is forthcoming in regards to the Commuter Challenge scheduled for May during the National Bike and Clean Air Month. She encouraged members to review BikePalmBeach.org for further updates or to refer to for upcoming events.

3.D. DISCUSSED: MPO Board Member Handbook

MR. UHREN reviewed the draft MPO Board Member Handbook and stated this resource will assist all of the elected officials who currently serve on the MPO, as well as incoming Representatives, to understand the roles and responsibilities of the MPO Governing Board. He noted the handbook includes information on the Board's roles and responsibilities, core products, boards and committees, agency relationships, and a glossary. He briefly reviewed the MPO Board profiles and noted that County district specific and Port of Palm Beach profiles are forthcoming. He requested member feedback regarding usability and if any beneficial information was missing. A brief discussion ensued.

3.E. DISCUSSED: Robert's Rules of Order

MR. FISCHER briefly reviewed this document and noted it's a resource for committee members to reference in the future.

3.F. Summary Points from the February 16, 2017 Governing Board Meeting

There was no discussion on this item.

4. ADMINISTRATIVE ITEMS

4.A. Member Comments

CHAIR LIVERGOOD welcomed Mr. Michael Morrow as a new alternate for the City of Palm Beach Gardens.

MR. MORROW introduced himself and gave a brief background of his experience which included working in the public works and engineering departments.

4.B. Next Meeting – April 5, 2017

4.C. Motion to Adjourn

There being no further business the meeting was adjourned at 10:50 a.m.

This signature is to attest that the undersigned is the Chairperson, or a designated nominee, of the Technical Advisory Committee and that information provided herein is the true and correct Minutes for the **February** meeting of the Technical Advisory committee, dated this _____ day of _____, 2017.

_____

Chairperson

AUDIO FILES OF TECHNICAL ADVISORY COMMITTEE MEETINGS ARE AVAILABLE ON THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION WEBSITE: www.PalmBeachMPO.org

EXHIBIT A

Technical Advisory Committee
Attendance Record – 2016-2017

REPRESENTATIVE/Alternate Agency Name	**Apr '16**	**May '16**	**Jun '16**	**Jul '16**	**Aug '16**	**Sep '16**	**Oct '16**	**Nov '16**	**Dec '16**	**Jan '17**	**Feb '17**	**Mar '17**
INGRID ALLEN/Tamashbeen Rahman City of Boca Raton - Planning	P	P	E	P		P	P		P		P	P
JERRY ALLEN/Wil Hicks PBC Airports Department - Planning	Alt	P	P	Alt		Alt	A		E		Alt	Alt
MOTASEM AL-TURK/Giridhar Jeedigunta PBC Engineering Department	P	P	P	P		P	P		P		P	P
**TERRENCE BAILEY City of Riviera Beach – Community Dev.	P	P	P	P		P	P		P		P	P
CARL BAKER Port of Palm Beach	A	P	E	A		P	P		P		P	P
JAMIE BROWN/Felipe LoFaso City of Lake Worth - Public Services	P	Alt	P	P		P	P		P		P	P
VACANT/Loraine Cargill South Florida Regional Transportation Authority	Alt	E	E	P		E	A		Alt		Alt	Alt
BRIAN COLLINS/Khanh Uyen Dang City of West Palm Beach - Engineering	E	E	E	P		P	E		Alt		Alt	P
NATALIE CROWLEY/Todd Engle/ Michael Morrow City of Palm Beach Gardens - Planning	Alt	E	A	Alt		Alt	Alt		E		Alt	Alt
KIM DELANEY/Thomas Lanahan Treasure Coast Regional Planning Council	***P	P	P	P		P	E		P		P	P
THOMAS DRISCOLL/CJ Lan Town of Jupiter- Community Dev.	Alt	Alt	Alt	Alt		Alt	A		Alt		P	A
VACANT/ Lisa Dykstra/Lisa Maack/Arlene Tanis FDOT - Planning & Environmental Mgmt.	Alt	P	Alt	Alt		Alt	Alt		Alt		Alt	Alt
XAVIER FALCONI/John Morgan City of Delray Beach – Environmental Service Department	P	P	P	A		P	A		***P		P	P
CHARLES FRAZIER/Fred Stubbs/Steven Anderson Palm Tran	Alt	Alt	Alt	Alt		Alt	Alt		Alt		A	Alt
ALEX HANSEN City of West Palm Beach - Planning	E	P	P	P		P	E		E		P	P
KARA IRWIN-FERRIS City of Greenacres - Planning & Eng.	P	P	P	P		P	A		***P		P	A
*JEFF LIVERGOOD/Michael Rumpf City of Boynton Beach - Public Works & Engineering	P	Alt	P	Alt		P	P		P		P	P
CHRISTOPHER MARSH/Bradford O'Brien Village of Royal Palm Beach – Village Engineer	Alt	P	P	Alt		P	A		P		A	P
KHURSHID MOHYUDDIN/David Wiloch PBC Planning, Zoning & Building	P	P	P	E		P	P		P		P	P
RICHARD READE/Kim Glas-Castro Village of Palm Springs – Village Manager	Alt	Alt	Alt	Alt		E	Alt		Alt		Alt	Alt
ANGELA USHER/Joyce Cai School District of Palm Beach County	Alt	P	Alt	Alt		Alt	P		Alt		P	P
MARIA TEJERA City of Boca Raton - Engineering	Alt	E	P	P		E	P		P		P	P
KENNY WILSON/Janelle St. Ange PBC Health Department - Environ/Air Pollution	P	P	P	P		P	P		E		P	P

*2017 Chair **2017 Vice-Chair P = Member Present Alt = Alternate Present
E = Excused Absence A = Absent/No Attendance - = Member not assigned ***New Appointment
Shaded Area= Meeting not held

EXHIBIT A (cont'd)

OTHERS PRESENT	REPRESENTING
Margarita Yerastova	City of Delray Beach
Brett Fuller	Wantman Group, Inc.
John Cerreta	Wantman Group, Inc.
Victoria Williams	Florida's Turnpike Enterprise
Andrea Troutman	Pinder Troutman Consulting, Inc.
Richard Radcliffe	Palm Beach County League of Cities
Mira Skoroden	FDOT, District Four
Kevin Fischer	Metropolitan Planning Organization
Nick Uhren	Metropolitan Planning Organization
Renee Cross	Metropolitan Planning Organization
Tim Verbeke	Metropolitan Planning Organization
Franchesca Taylor	Metropolitan Planning Organization
Alexa Sanabria	Metropolitan Planning Organization
Valerie Neilson	Metropolitan Planning Organization
Margarita Cortez	Metropolitan Planning Organization

I-95 Interchange Projects Palm Beach County

Presentation to Palm Beach Metropolitan Planning Organization

April 2017

Presentation Outline

I. Strategic Intermodal System (SIS) Program

II. Origin of I-95 Interchange Projects

III. I-95 Interchange Project Information & Palm Beach MPO 2040 Long Range Transportation Plan Amendment Requests

Strategic Intermodal System (SIS)

- Established by the Florida Legislature in 2003 (F.S. 339.61)
- State Funding Program Administered by FDOT Central Office
- Focuses state resources on transportation facilities most critical to statewide travel, including:

Interstates Interchanges Airports
Seaports Spaceports Rail
Highways of Interregional Significance
"Last Mile" Connectors

- SIS Planning Documents
  - First 5 Year Plan – projects funded in 5 Year work program
  - Second 5 Year Plan – planned project funding years 6-10
  - SIS Cost Feasible Plan – planned project funding years 11-25
  - SIS Multi Modal Unfunded Needs Plan

http://www.fdot.gov/planning/systems/programs/mspi/plans/

Strategic Intermodal System (SIS) Program Funding

- SIS program State Managed Funds comprised of state and federal fund sources and managed by FDOT Central Office
- Qualifying capacity projects on designated SIS facilities (highway, airport, seaport, rail, transit) may be eligible for SIS program funding; minimum matching fund requirements apply for non-highway projects
- Qualifying **"quick fix"** minor operational highway improvements on SIS and NHS Connectors such as a turn lane, ITS device, or safety hot spot improvement may be eligible for "quick fix" SIS program funding
- FDOT District SIS Coordinators and modal partners may submit eligible projects to FDOT Central Office each year for consideration of new or advanced SIS funding for years 1-10
- Eligible SIS projects compete statewide for available State Managed SIS program funds each year; approved projects are included in approved ten year SIS 1st five year and 2nd five year funding plans (FY 2018 – FY 2027)
- SIS program funds help all stakeholders advance existing projects each year, and/or fund significant new capacity or minor operational projects

Origin of I-95 Interchange Improvement Projects

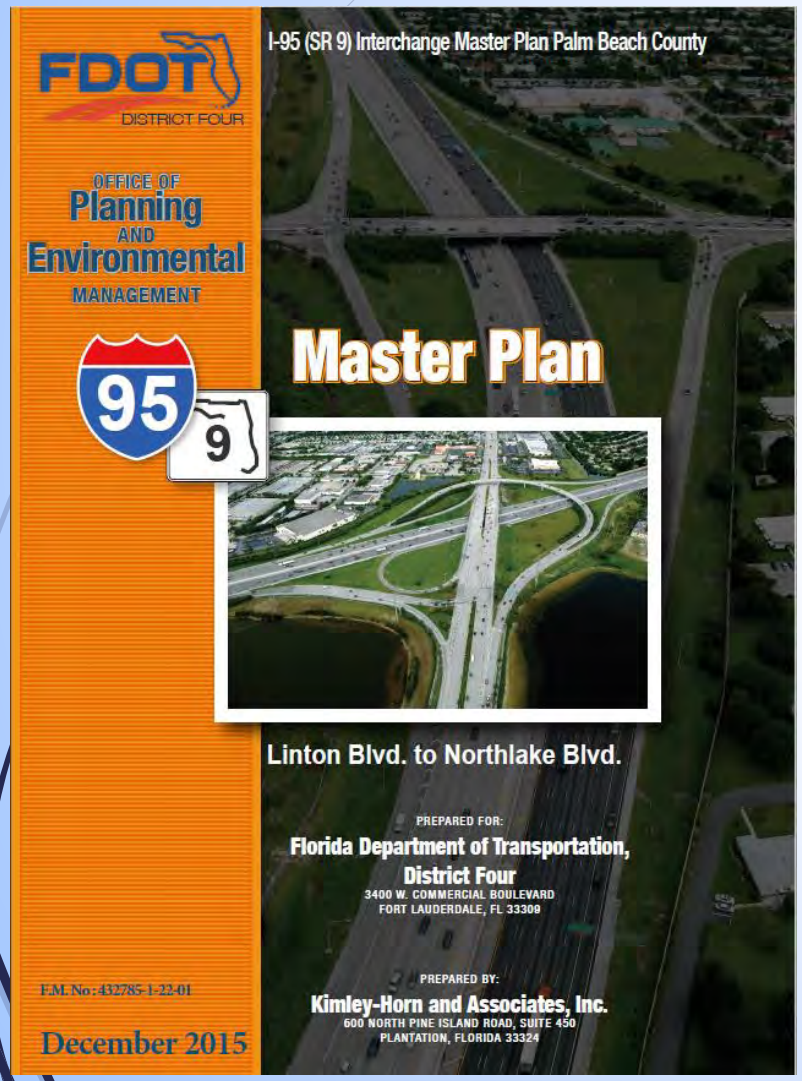
Identification of existing issues come from many sources

- Congestion or safety studies
- Planning studies such as I-95 Interchange Master Plan
- PD&E Studies
- County, Cities, MPO, and the public

Identification of future needs based on growth and demand

- 27% population growth: 1.32 million to 1.68 million from 2010 to 2040 in Palm Beach County
- 44% employment growth: 571,000 to 820,000 employees from 2010 to 2040 in Palm Beach County
- 10% annual visitor growth: 6.3 million visitors to Palm Beach County in 2014 to 6.9 million visitors in 2015

Origin of I-95 Interchange Improvement Projects



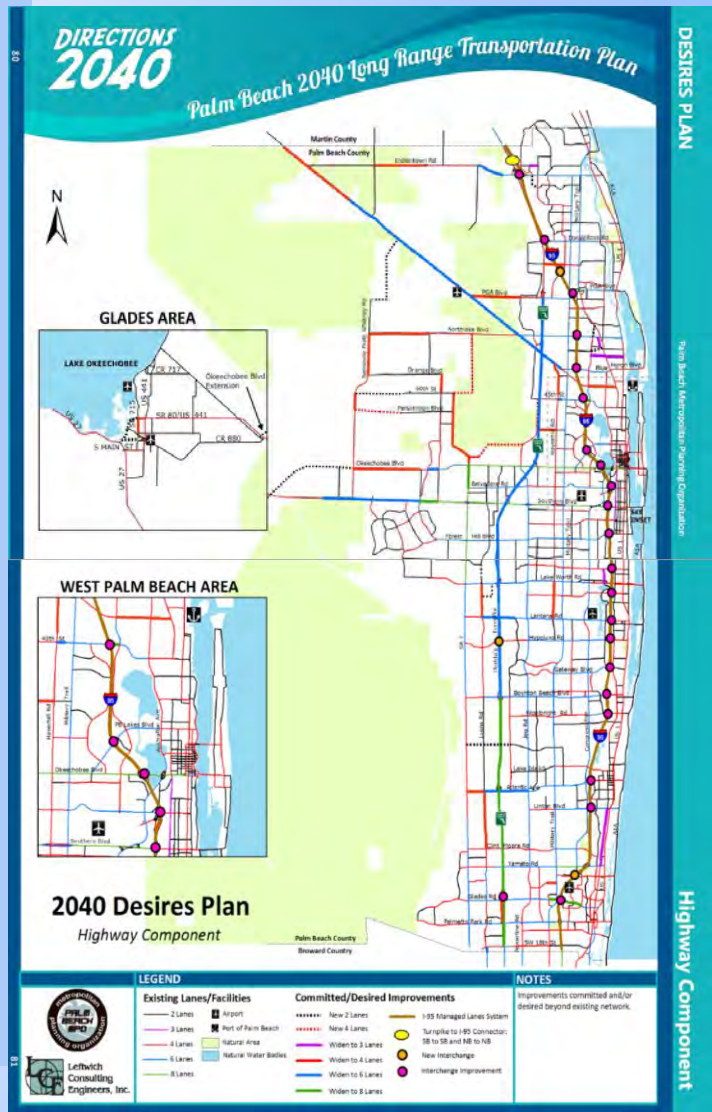
SR 9 (I-95) Interchange Master Plan, Palm Beach County, 2013-2015

- Evaluated 17 interchanges from Linton Boulevard to Northlake Boulevard
- Analyzed interchanges to determine existing & future deficiencies; identified capacity, operational & safety needs
- Completed 17 Interchange Concept Development Reports with recommended improvements
- Coordinated with County and MPO
- Feb 2014 & Dec 2014 - FDOT presented findings to MPO Advisory Committees and MPO Board
- FDOT District Four pursued SIS program funding for I-95 interchange projects

I-95 Interchange Projects LRTP Amendments

Four I-95 interchange project Long Range Transportation Plan (LRTP) Amendments requested

1) I-95 at Glades Road Interchange FM #412420-4
   - Amend LRTP to move from Desires Plan (partially funded) to Cost Feasible Plan (fully funded)
2) I-95 at Woolbright Road Interchange FM #437279-1
   - Amend LRTP to move from Desires Plan (not funded) to Cost Feasible Plan (fully funded)
3) I-95 at Northlake Boulevard Interchange FM #435803-1
   - Amend LRTP to move from Desires Plan (partially funded) to Cost Feasible Plan (fully funded)
4) I-95 at 45th Street Interchange FM #436519-1
   - Amend LRTP to move from Desires Plan (not funded) to Cost Feasible Plan (fully funded)



I-95 at Woolbright Road Interchange Project FM #437279-1

- Project Study Area: I-95 from south of Woolbright Rd to north of Woolbright Rd, and Woolbright Rd from Congress Dr/SW 8th St to Seacrest Blvd
- Origin
  - SR 9 (I-95) Interchange Master Plan, Palm Beach County, 2013-2015
- Purpose and Need for Project
  - Identify short-term and long-term needs within the study area
  - Develop design concepts to address traffic spillback onto I-95
  - Improve interchange operations, reduce congestion, and increase safety at the interchange

I-95 at Woolbright Road Interchange Project FM #437279-1

- Issues identified in Master Plan:
  - Crash countermeasures recommended to address high number of crashes at I-95 ramps
  - Add turn lanes and increase storage lengths to keep vehicles from backing up through interchange and ramps

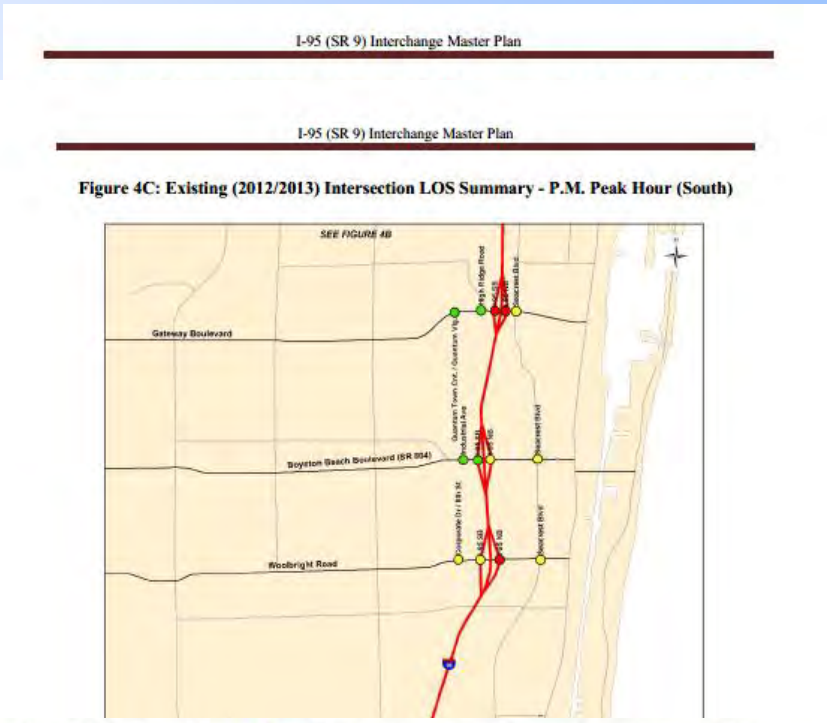


Figure 11: Woolbright Road at I-95 Southbound Off-Ramp – Southbound Queue - P.M.

Figure 12: Woolbright Road at I-95 Northbound Off-Ramp - Northbound Queue - P.M. Peak Hour

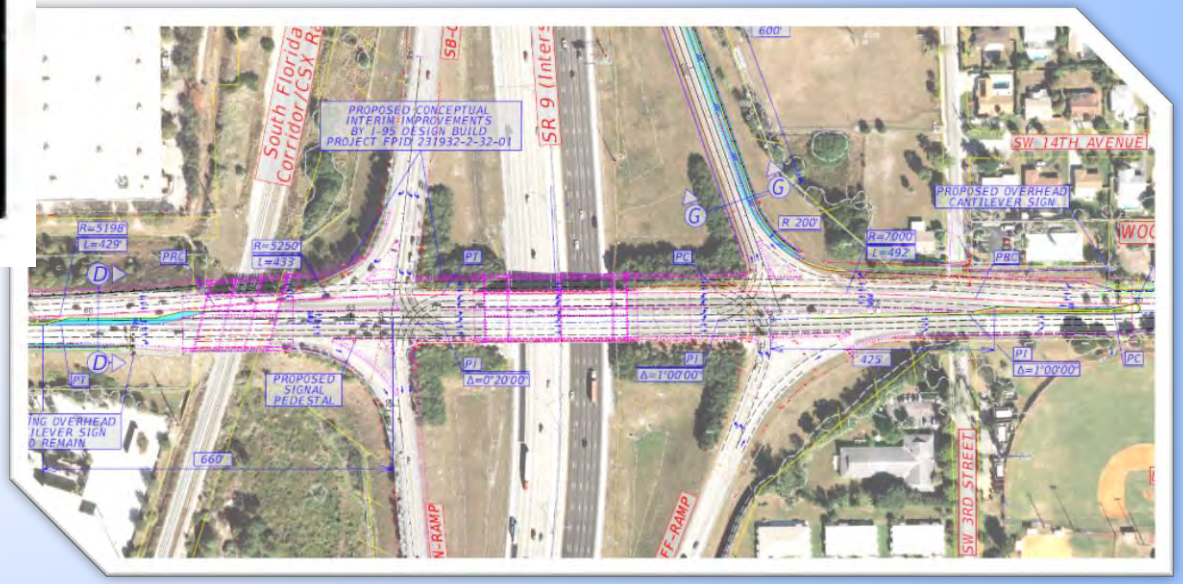
I-95 at Woolbright Road Interchange Project FM #437279-1

- Interim Improvements
  1. Prior to 2012/2013 - Palm Beach County project extended the eastbound and westbound left-turn lanes on Woolbright over I-95 and added "Ramp Only" lanes for more storage
  2. FDOT interim construction project FM #231932-2-52-01 funded in FY 2014-2015 provides dual left-turn lanes onto I-95 on east and west approaches, widens northbound on-ramp, widens southbound on-ramp, constructs free-flow right turn lane from southbound off-ramp
- Design Concept from Master Plan to be evaluated as Build Alternative in PD&E Study
  - Extend left-turn lane vehicle storage on Woolbright Road for eastbound and westbound left-turn lanes onto I-95 on-ramps
  - Add free-flow right turn lane on Woolbright Rd onto I-95 northbound on-ramp, and widen northbound on-ramp
  - Add right and left turn lanes to Woolbright at Congress Dr/SW 8th St intersection and Woolbright Rd at Seacrest Blvd intersection
  - Arterial dynamic message signs recommended on Woolbright Road leading up to I-95, evaluate adaptive signal control and active traffic management strategies and queue loop detectors on off-ramps
  - Evaluate adding bicycle lanes along Woolbright Road through interchange

I-95 at Woolbright Road Interchange Project FM #437279-1

- Design Concept from Master Plan to be evaluated as Build Alternative in PD&E Study

Figure 29: Woolbright Road Laneage Configuration



I-95 at Woolbright Road Interchange Project FM #437279-1

- Potential Impacts
  - ROW anticipated to be needed along Woolbright Road to accommodate:
    - Eastbound Bike Lane west of I-95
    - Eastbound left-turn lane at Corporate Drive/SW 8th Street
    - Eastbound left- and right-turn lanes at Seacrest Boulevard
    - Westbound right-turn lane at Seacrest Boulevard
  - ROW anticipated to be needed along Seacrest Boulevard to accommodate:
    - Northbound right-turn lane at Woolbright Road
    - Southbound right-turn lane at Woolbright Road
  - Environmental
    - Socio-cultural features includes two city parks, two schools, one cemetery, one place of worship, large percentage of minority households within study area
    - Hazardous material sites in area
    - Natural Resources: Wetlands (LWDD E-4 Canal), Threatened and Endangered species (scrub jay and wood stork)
    - Noise analysis
  - Drainage

I-95 at Woolbright Road Interchange Project FM #437279-1

- Potential Benefits
  - Turn lanes and storage provided to add capacity, improve operations, reduce delay at signalized intersections to ensure vehicles do not spill back into I-95 interchange area and impact ramps
  - Reduce overall intersection delay by up to 92.0 seconds per vehicle in AM peak hour and 88.0 seconds per vehicle at Woolbright and Seacrest Blvd intersection
  - Improve safety, reduce rear-end crashes
  - Potential bike lane improvement through interchange
  - Potential to add new CCTV cameras and arterial dynamic message signs, better manage traffic
  - Benefit / Cost ratio for all improvements = 7.0
  - Net Present Value (NPV) approx. $18.4 million

I-95 at Woolbright Road Interchange Project FM #437279-1

- PD&E Study Schedule
  - Information regarding initial concept presented to Palm Beach MPO advisory committees and MPO Board in 2014
  - PD&E Study Public Kickoff meeting 2019
  - Public Alternatives Meeting 2020
  - Public Hearing by 2021
  - Presentation to MPO Advisory Committees and Board between 2019 and 2021
- SIS Funding
  - FDOT District Four requested and received approval for statewide SIS funds for all phases
  - Draft Tentative Work Program FY 2018–FY 2022 and SIS 2nd Five FY 2023–FY 2027

Phase	PD&E	Design	ROW	Const
Fiscal Year(s)	2018-2019	2021	2022-2023	2023-2024
Funding (1)	$1,340,000	$1,120,000	$24,807,614	$12,210,304

Note: (1) Shown in Year of Expenditure (YOE) dollars

- **Requesting an amendment to Palm Beach MPO's adopted 2040 LRTP to incorporate the I-95 at Woolbright Rd Interchange project as a fully funded project in the Cost Feasible Plan (CFP)**

Thank you

Lisa Dykstra, P.E.
FDOT District Four SIS Coordinator,
Transportation Planning Manager
(954) 777-4360
Lisa.Dykstra@dot.state.fl.us

Palm Beach MPO 2040 Long Range Transportation Plan

DIRECTIONS 2040

metropolitan planning organization
PALM BEACH MPO

AMENDMENT #4

Published by the
Palm Beach Metropolitan Planning Organization (MPO)
in coordination with
Leftwich Consulting Engineers, Inc.

Adopted October 16, 2014
by the
Board of Directors
Palm Beach Metropolitan Planning Organization

As Amended September 17, 2015: AMENDMENT #1

As Amended February 18, 2016: AMENDMENT #2

As Amended April 20, 2017: AMENDMENT #4

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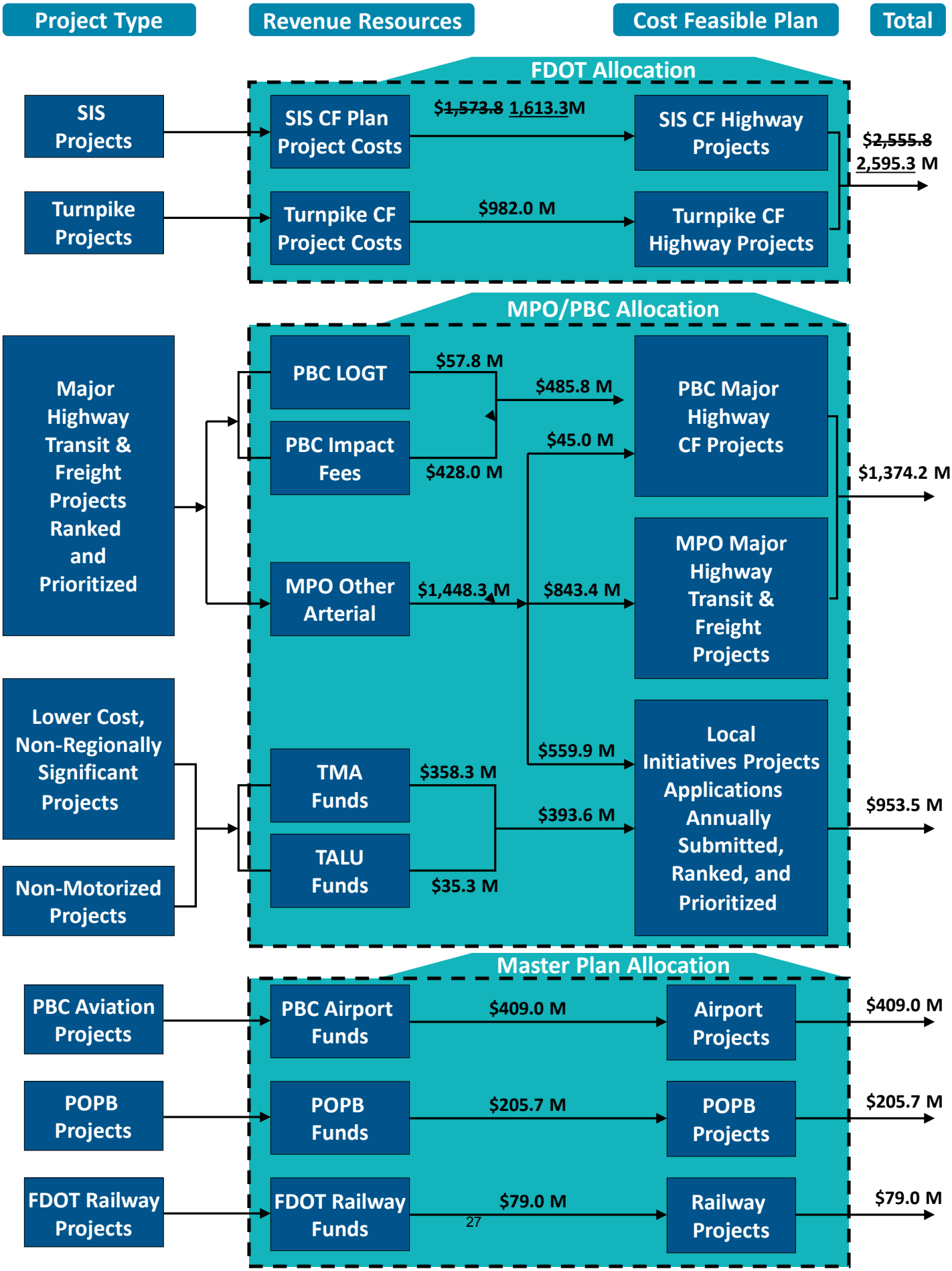
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PROJECTS FUNDED WITH STRATEGIC INTERMODAL SYSTEM & TURNPIKE REVENUES

Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
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H-29	SR-710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L	$42.0	R/C				
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H-67	I-95 Managed Lanes	Broward/PBC Line	Linton Blvd	Add Managed Lanes	$165.0	D/C	C	C		
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Note: D = Design (Preliminary Engineering & PD&E) **R = Right of Way acquisition** **C = Construction**

The Directions 2040 Cost Feasible Plan Transit and Freight Projects and the Cost Feasible Highway Projects are illustrated in the maps on the next four pages. The project identification numbers are included in the maps for easy coordination with the Cost Feasible Plan tables.

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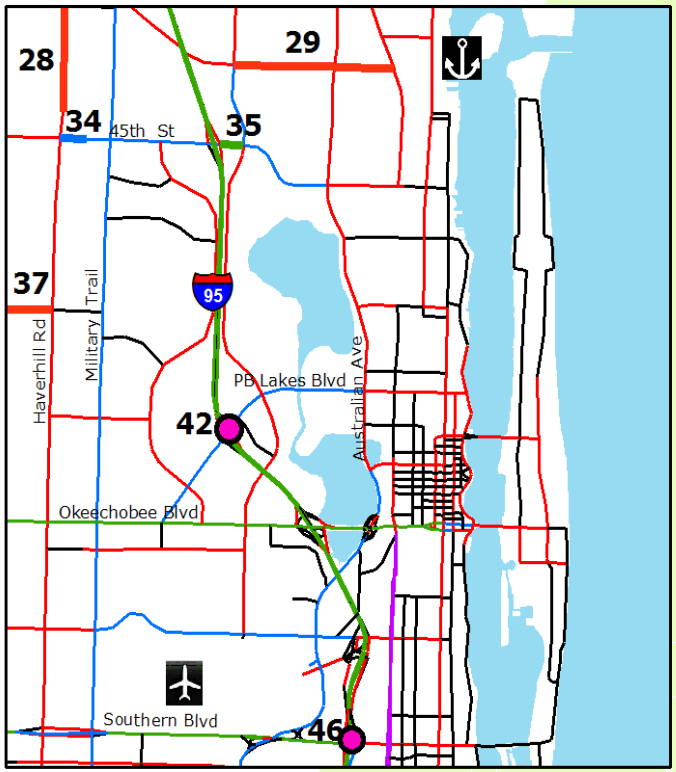
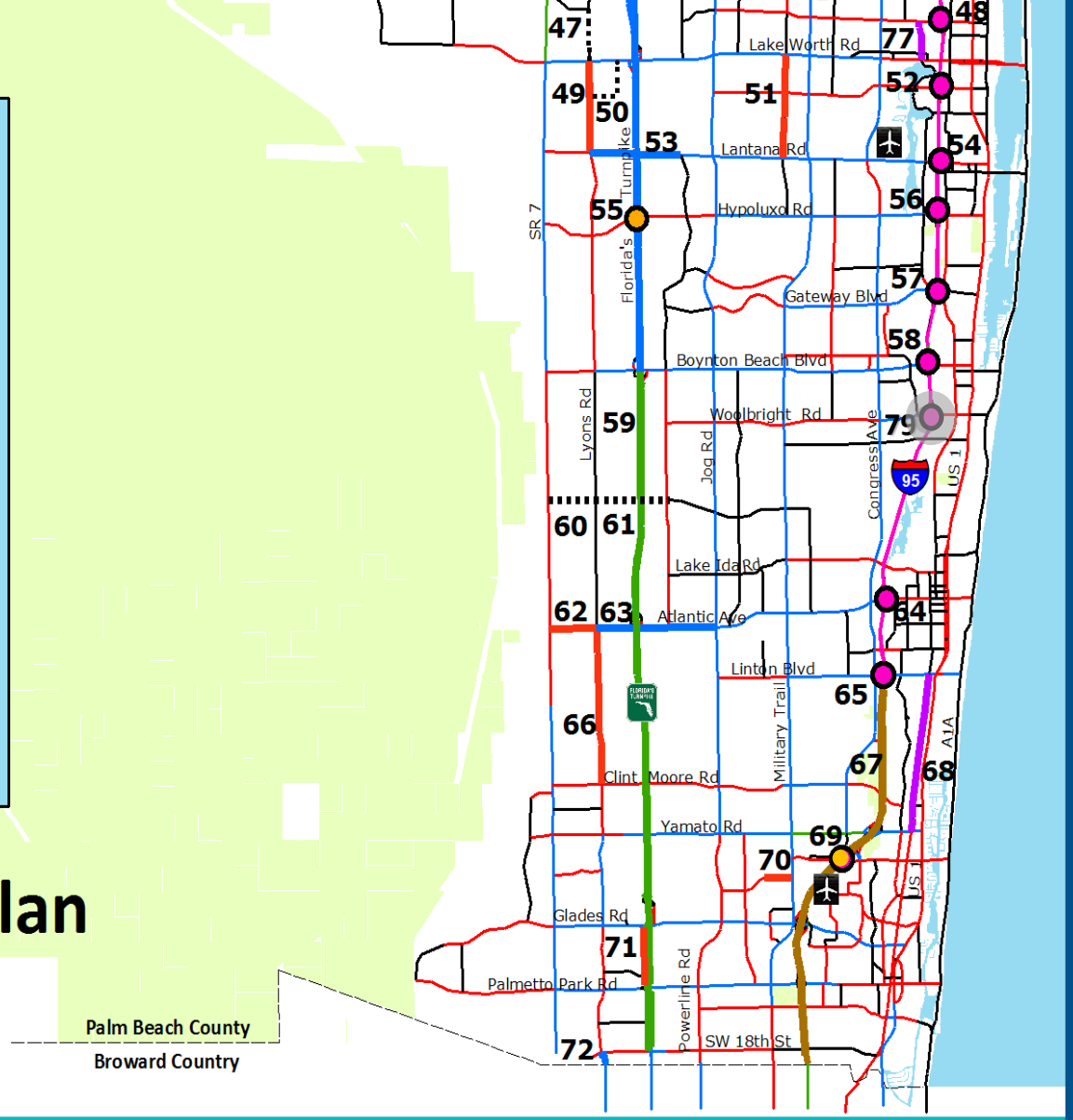


2040 Cost Feasible Plan

Highway Component



LEGEND

Existing Lanes/Facilities

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 Lanes
- 10+ Lanes
- Airport
- Port of Palm Beach
- Natural Area
- Natural Water Bodies

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- New 2 Lanes
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- Widen to 3 Lanes
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- I-95 Managed Lanes System
- SB to SB Connector
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- New Interchange
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NOTES

Improvements committed and/or desired beyond existing network.

metropolitan planning organization
PALM BEACH MPO

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Privately Funded Projects

The Directions 2040 Cost Feasible Plan includes the following three privately funded projects:

- New All Aboard Florida regional passenger rail service from Miami to Orlando with stops in Fort Lauderdale and West Palm Beach
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The projects were assumed to be entirely funded through private funds. No federal, state, or local funds were allocated to their implementation. The Directions 2040 Cost Feasible Plan acknowledges their significance to the overall Palm Beach area transportation system for future planning purposes.

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The projects from the Desires Plan which were not funded in the Cost Feasible are as follows:

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The Desires Plan projects which were not able to be funded are presented in Appendix C. The total cost of the **unfunded Desires Plan projects amounted to $~~4.65~~ 4.61 Billion** and was based on equivalent 2040 YOE cost projections.

Amendment to the Directions 2040 Long Range Transportation Plan (LRTP)

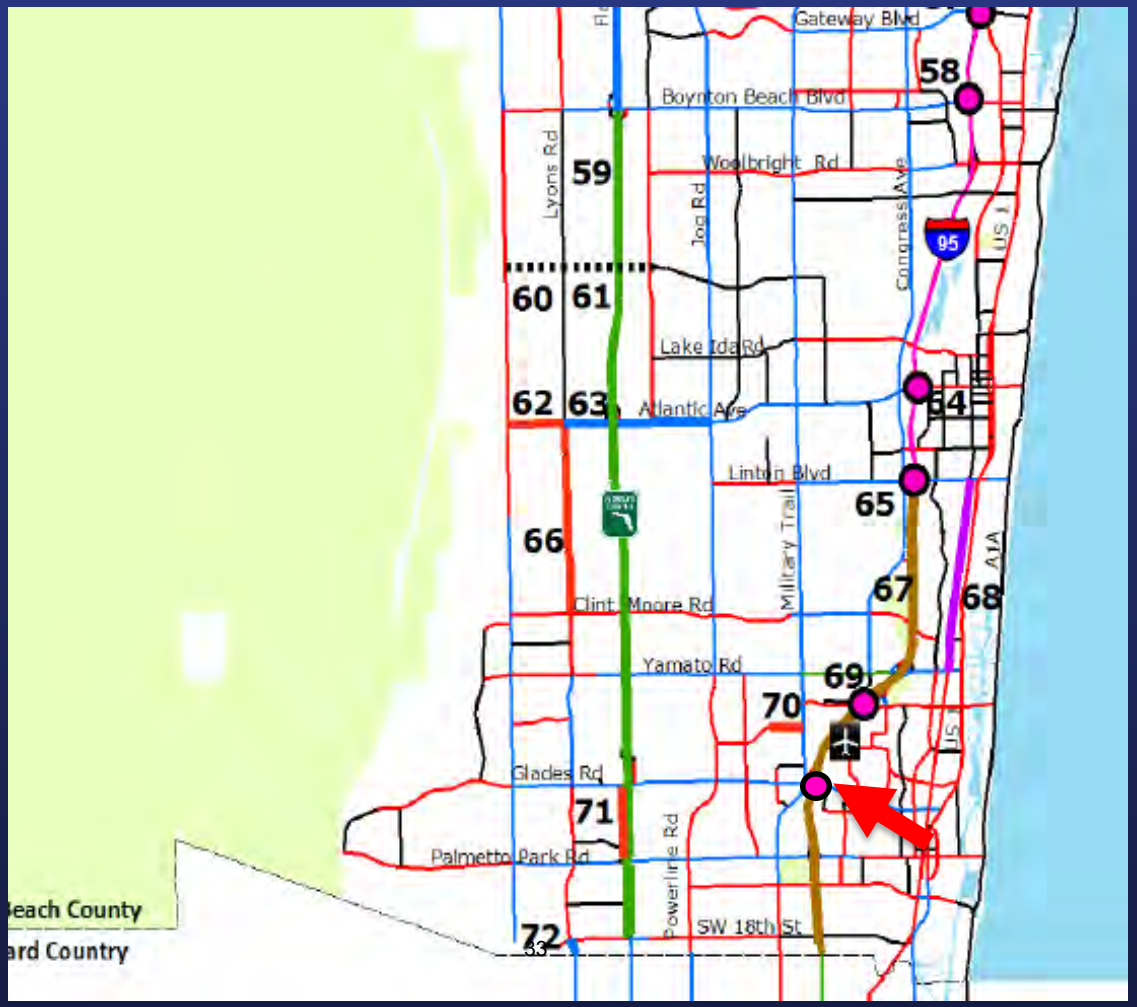
Amendment #3

Glades Road at I-95

Proposed Amendment

Glades Road @ I-95 Interchange improvements

- Total cost $27 million (CST in FY 19)



Need for LRTP Amendment

- As highlighted during the Draft Tentative Work Program (DTWP) Action Item during the December TAC meeting:
  - Three significant projects are included in FDOT's FY 18-22 DTWP that are not included as cost feasible projects in the LRTP
    - Turnpike widening/express lanes from north of Boynton Beach Boulevard to Lake Worth Road
    - Construction of Interchange improvements at:
      - I-95 at Glades Road (accelerated to FY 19)
      - I-95 at Northlake Boulevard

History

- April 2016 TAC meeting presentation
- April 2016 MPO Board endorsed proposed improvements
- MPO Board requested accelerated funding and project delivery

Glades Road Looking West at Airport Rd.

Glades Road Looking NW at Airport Rd.

Military Trail
CSX Railroad
INTERSTATE 95
Airport Road
NW 15th Ave.
N
NORTH 95 W Palm Beach
SOUTH 95 Miami
RAMP ONLY
GLADES ROAD WEST
GLADES ROAD EAST

Palm Beach MPO 2040 Long Range Transportation Plan

DIRECTIONS 2040

metropolitan planning organization
PALM BEACH MPO

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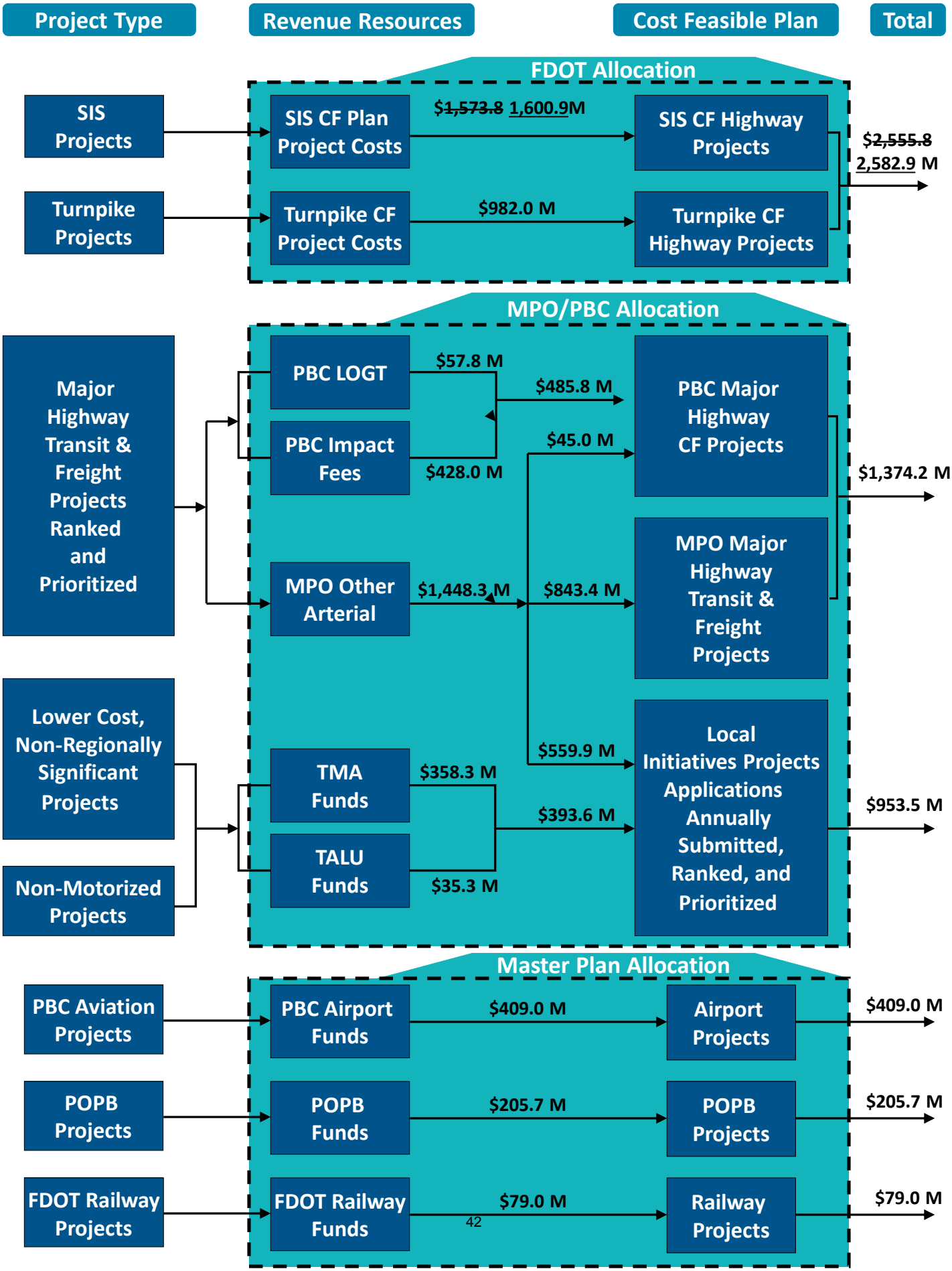
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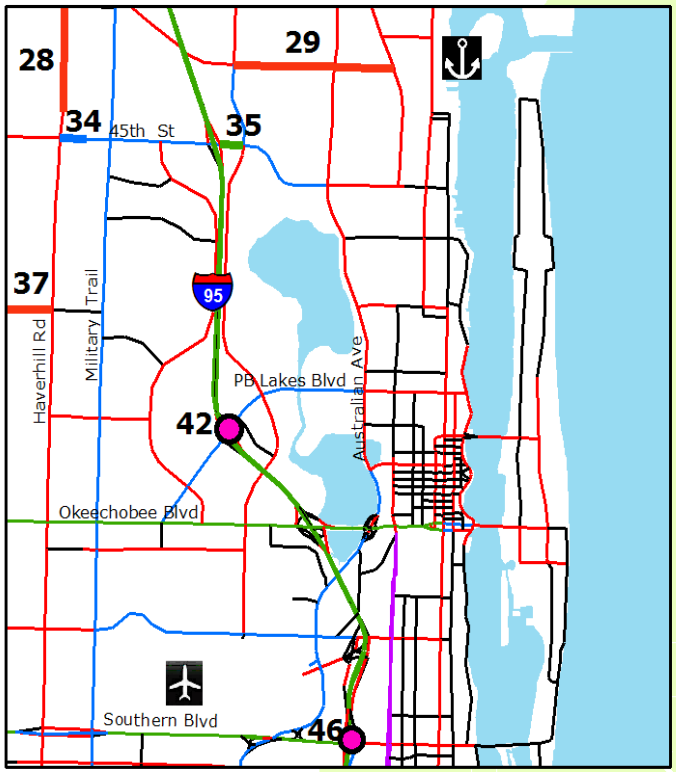

2040 Cost Feasible Plan

Highway Component

Palm Beach County

Broward Country

LEGEND

Existing Lanes/Facilities

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- 3 Lanes
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Florida Department of Transportation
District Four

Presentation to

Palm Beach Metropolitan Planning Organization

Technical Advisory Committee, April 5, 2017

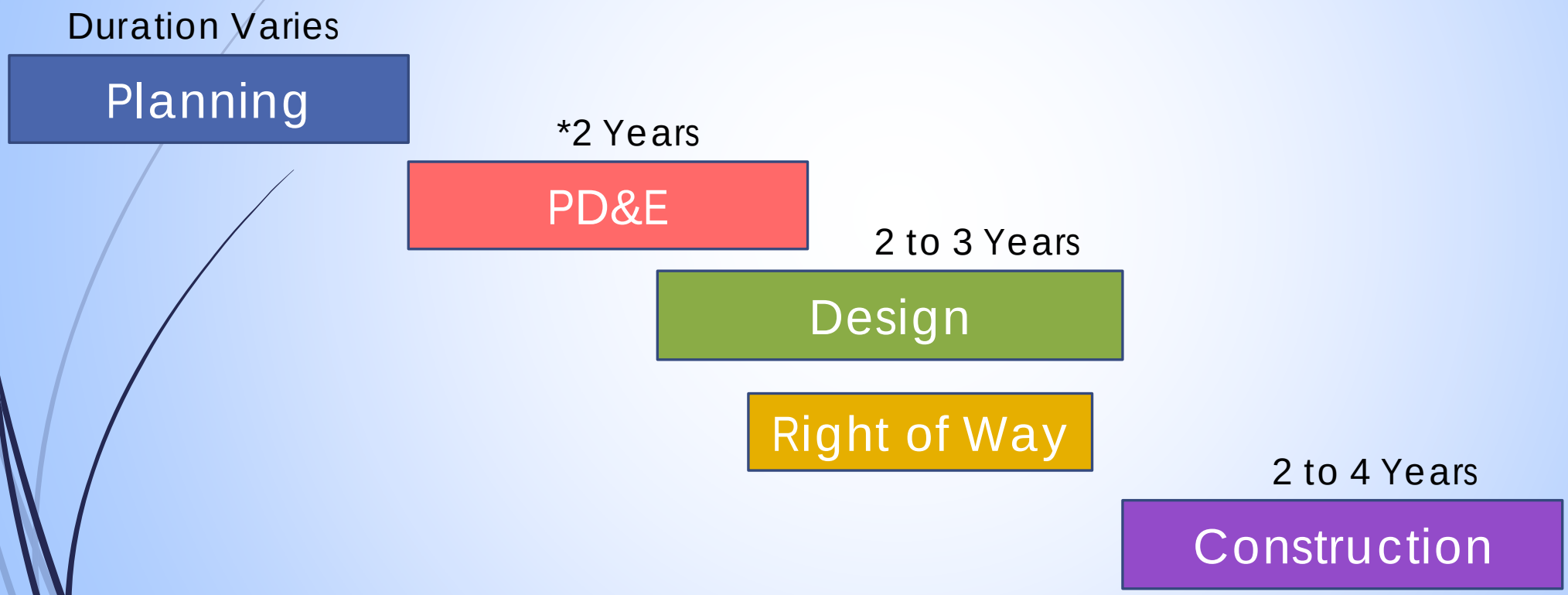
Citizens Technical Advisory Committee, April 5, 2017

Bicycle Pedestrian Advisory Committee, April 6, 2017

Metropolitan Planning Organization Board, April 20, 2017

I-95 at Northlake Boulevard Interchange
Financial Management Number: 435803-1-22-02
Efficient Transportation Decision Making Number: 14182

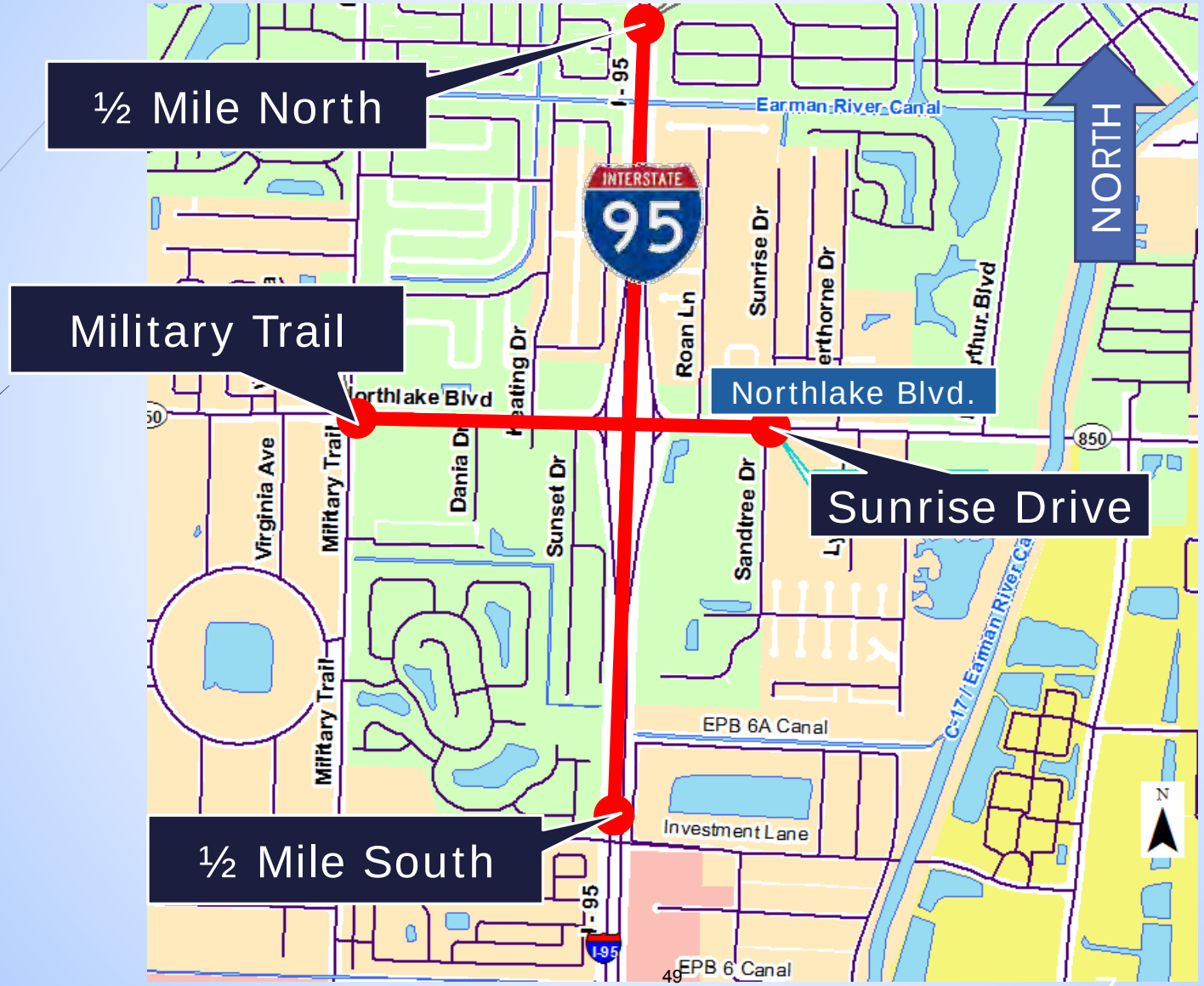
Project Development Process Flowchart



*Categorical Exclusion Type II

Project Location Map

I-95 at Northlake Boulevard Interchange
FM Number: 435803-1-22-02
ETDM: 14182



Opportunities for Public Involvement

Opportunities for Comment

- Submit Comments on Website
- http://www.95northlake.com
- Download PD&E Concepts from Website
- Attend or request meetings

Public Meetings

- Public Kickoff Meeting 11/10/15
- Agency & Elected Officials Kickoff Meeting 11/10/15
- Alternatives Public Workshop 12/8/16
- Public Hearing Tentative Fall 2017

Alternatives Public Workshop

- Held Thursday, December 8, 2016
- Newsletters were hand delivered to businesses on Northlake Blvd.
- 1250 invitations sent to property owners, tenants and public officials
- 130 people attended
- 25 people submitted written comments
- Public had direct interaction with FDOT project team

Community and Municipal Meetings Held

- City and County Officials Meetings
  - Palm Beach County MPO Staff Briefing
  - Palm Beach County Engineering
  - Palm Beach Gardens Engineering
  - City of Palm Beach Gardens Council Meeting
  - Village of North Palm Beach Gardens Council Meeting
  - Town of Lake Park Council Meeting

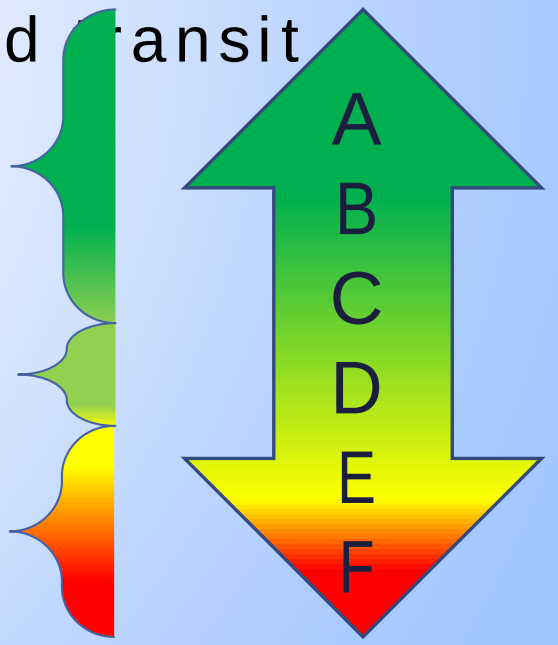
- Local Community Groups
  - Palm Beach North Chamber of Commerce Government Affairs Committee
  - PGA Corridor Association

Project Purpose

- Eliminate exit ramp traffic from queueing into I-95
- Improve intersection operations at I-95 and Northlake Blvd.
- Maintain reliable travel times through year 2040
- Improve mobility for pedestrians, bicyclist and transit
- Improve safety and reduce crashes

Level of Service "D" = Acceptable Delay

Level of Serve "E" and "F" = High Congestion
Bumper to Bumper Traffic
Below Standard

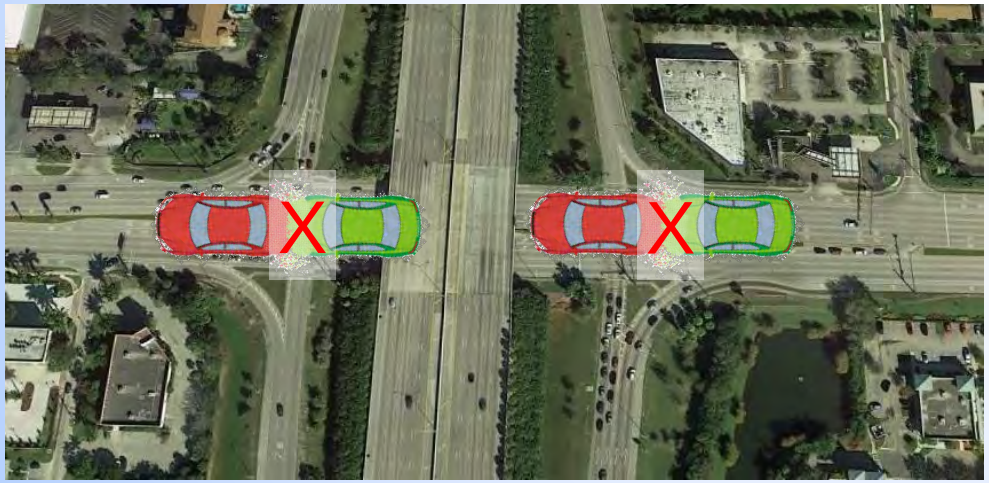


Deficiencies and Needs - Today

- Traffic congestion queues up on the I-95 Exit Ramps
- Heavy traffic congestion on Northlake Blvd.

Deficiencies and Needs - Today

- I-95 at Northlake Blvd has higher crashes than State averages
  - I-95 Northbound Off-Ramp
  - I-95 mainline between milepost 34.6 and 34.8
  - 2 Fatalities at I-95 Ramps



Year	Number of Crashes Vicinity of Interchange
2010	83
2011	59
2012	67
2013	84
2014	109
Total	402

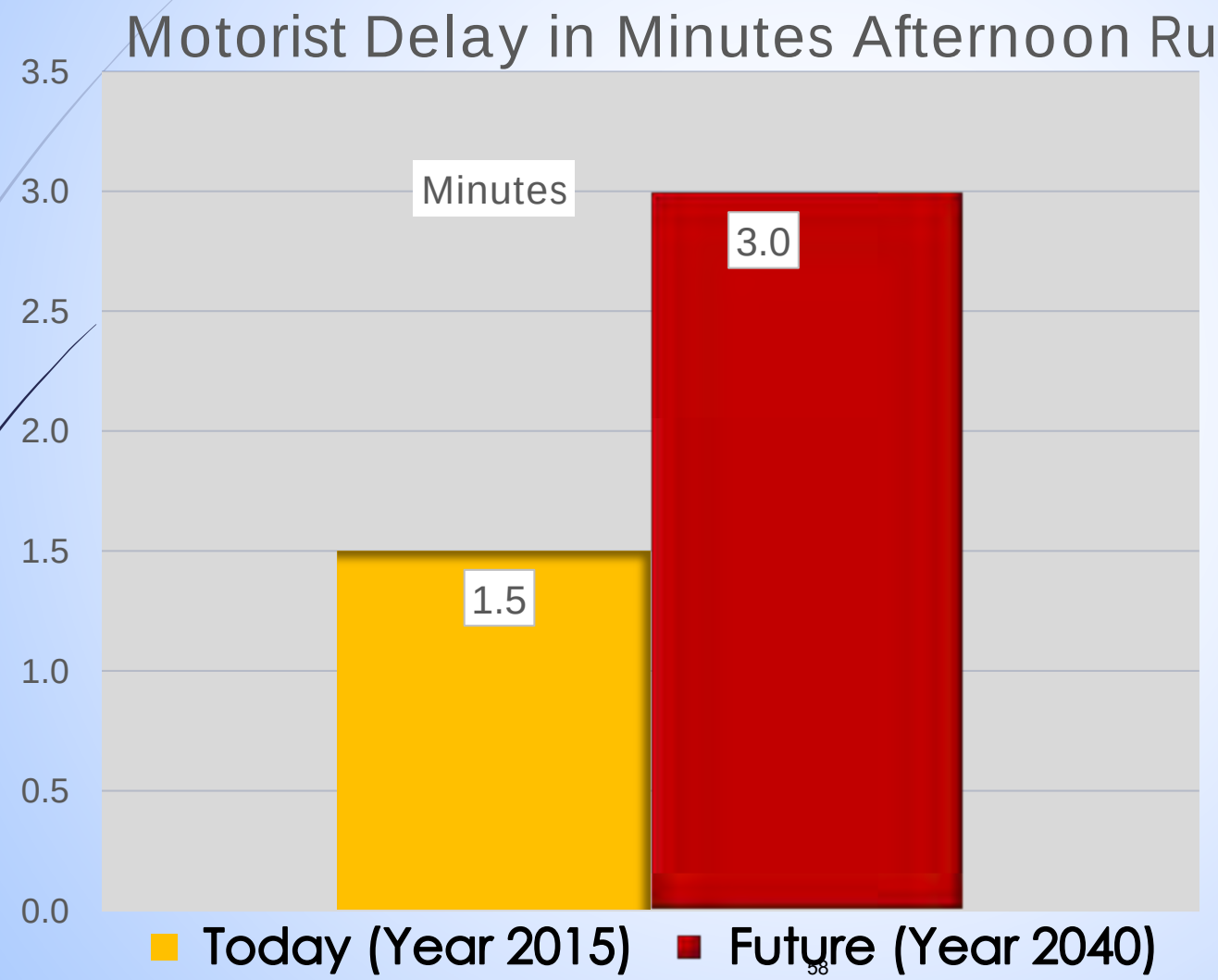
Deficiencies and Needs – Today
High Traffic Congestion LOS "D" "E" and "F"

LOS shown represents afternoon rush hour traffic condition in year 2015.

Deficiencies and Needs – Future Without Improvements
High Traffic Congestion - Level of Service "F"

LOS shown represents afternoon rush hour traffic condition in year 2040.

Deficiencies – Today & Future

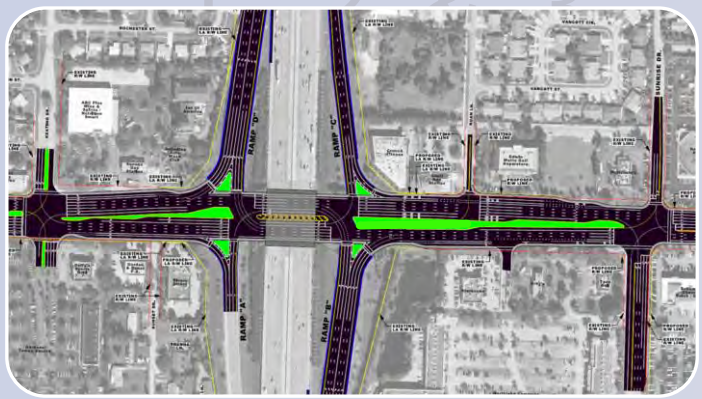


Without Highway Improvements

By year 2040
drivers will wait
3 minutes at each signal.

Double the delay that drivers currently wait.

Summary of PD&E Build Alternatives



Alternative 1

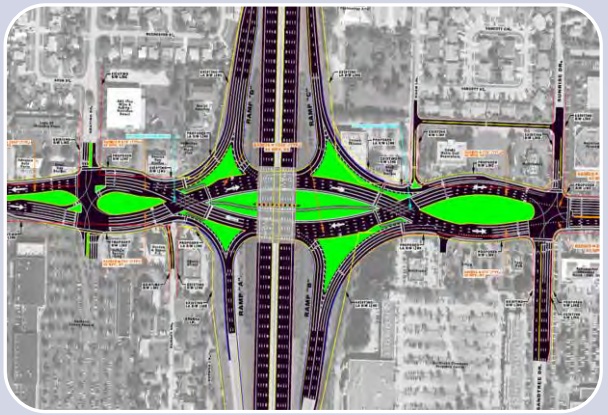
Expand Interchange

Acceptable Operation

Effects

Low Cost

Lowest Right of Way



Alternative 2

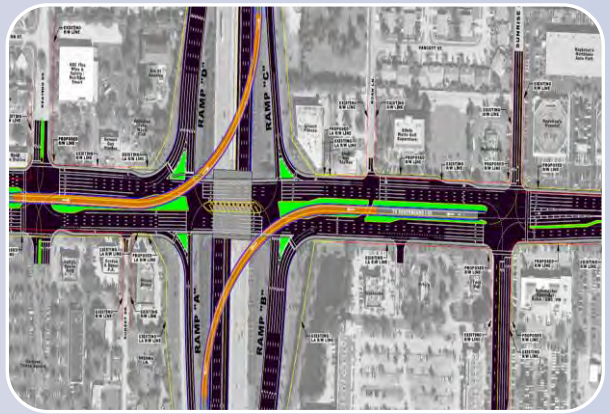
Replaces Interchange

Very Good Operation

Effects

Middle Cost

Middle Right of Way



Alternative 3

Adds Elevated Ramps

Very Good Operation

Effects

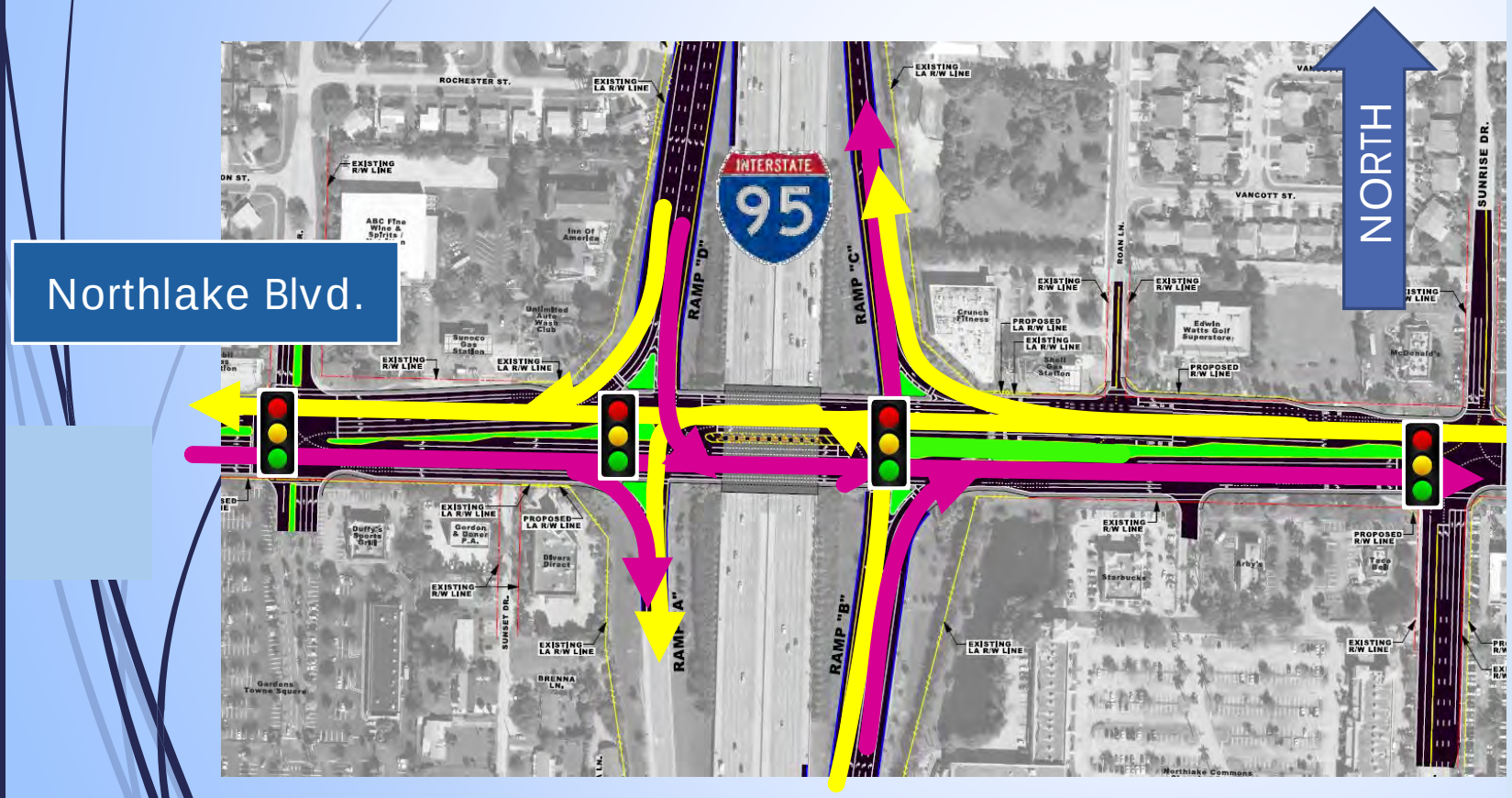
Highest Cost

Most Right of Way

Common Features of the PD&E Build Alternatives

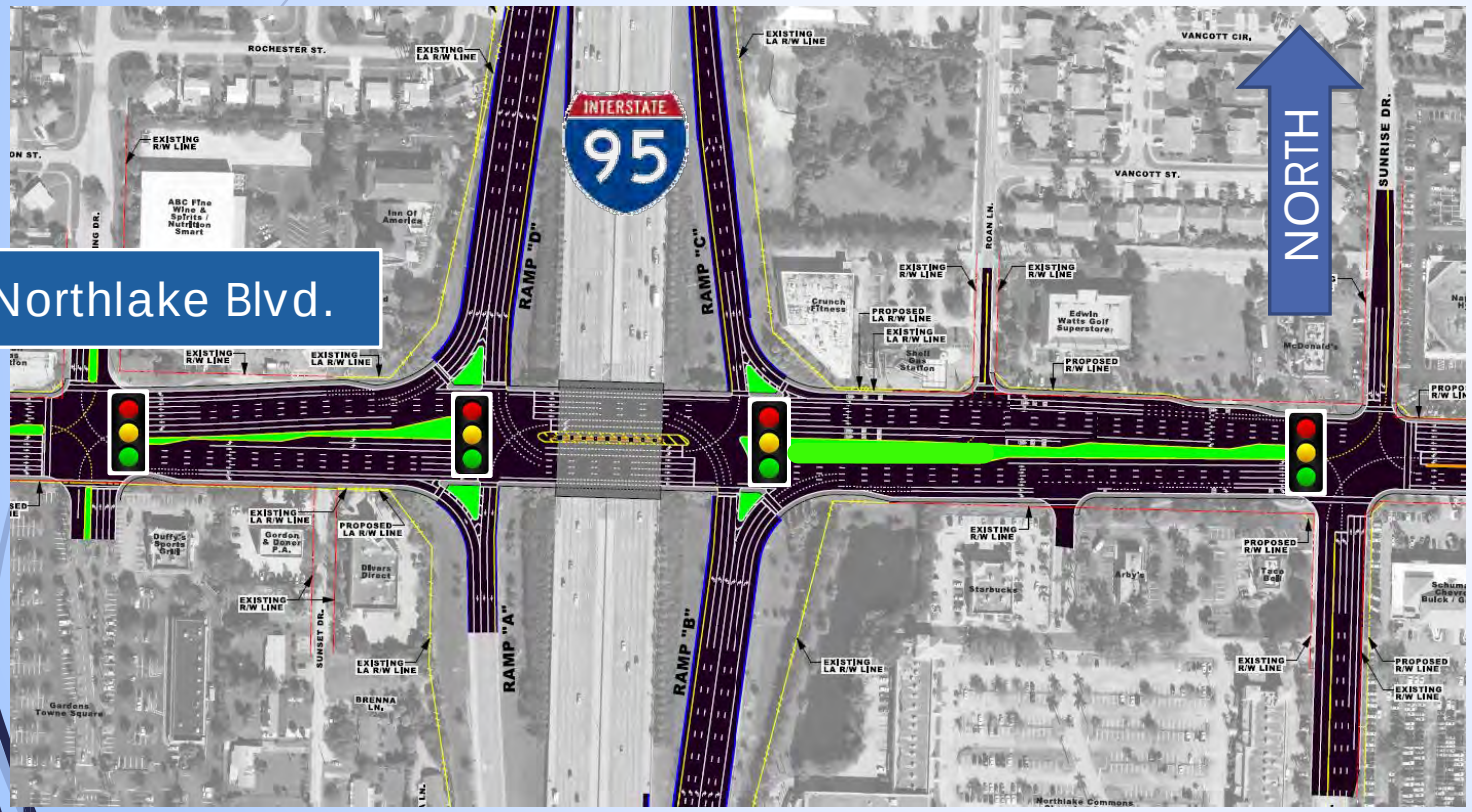
- I-95 Improvements
  - Add Auxiliary Lanes to and from I-95 mainline
  - Add On-Ramp and Off-Ramp turn lanes to move traffic better
- Northlake Blvd. Improvements
  - Add 1 lane eastbound and westbound to improve traffic flow
  - New sidewalks and pedestrian crossings
  - Add bike lanes
  - Add street lighting

Alternative 1: Modified Concept



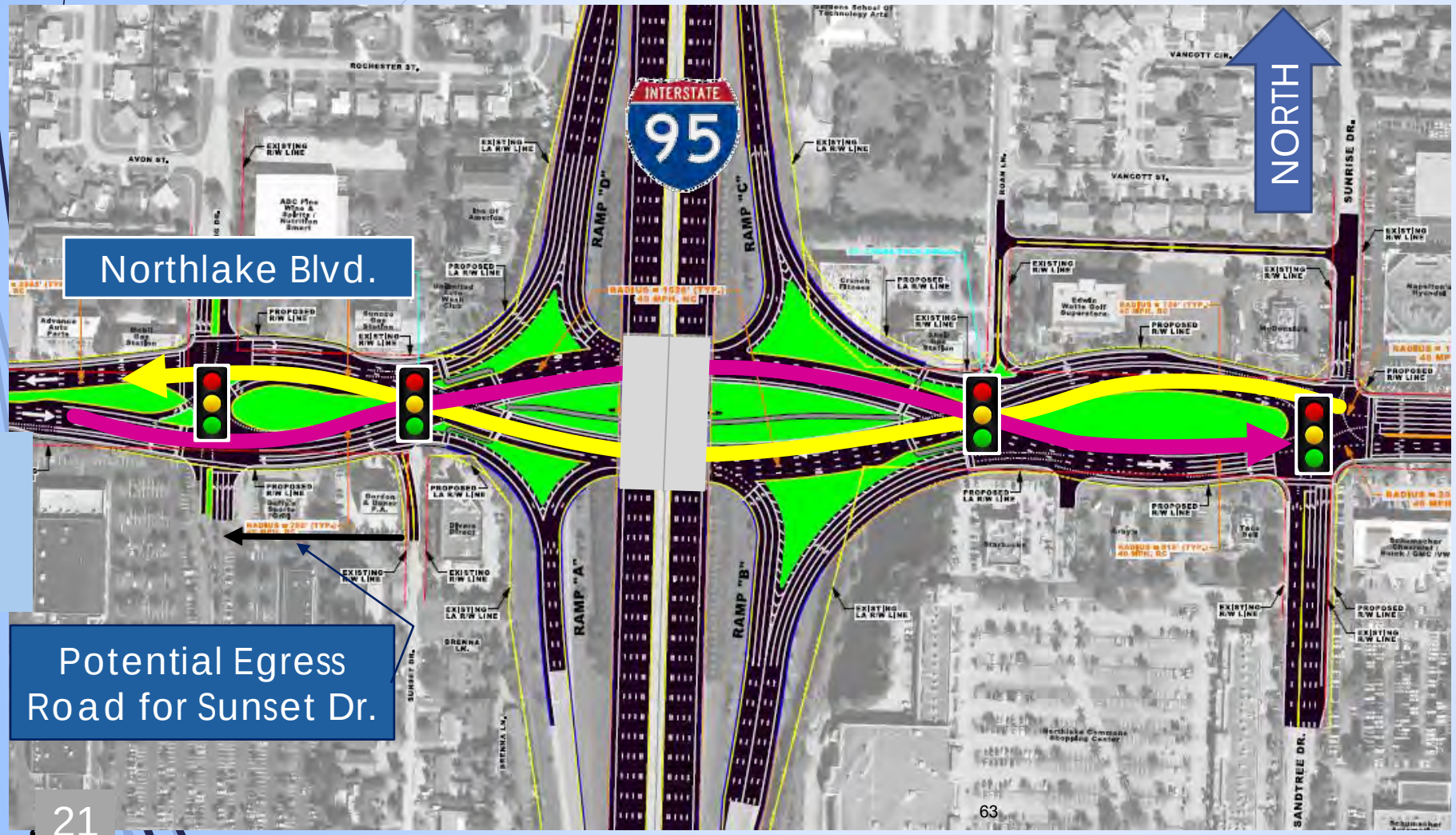
- Improves traffic operations & safety
- Potential access for Sunset Drive via Keating Drive
- Median left turn at Roan Lane closed and signal removed to improve traffic flow and access management

Alternative 1: Modified Concept From Planning Study



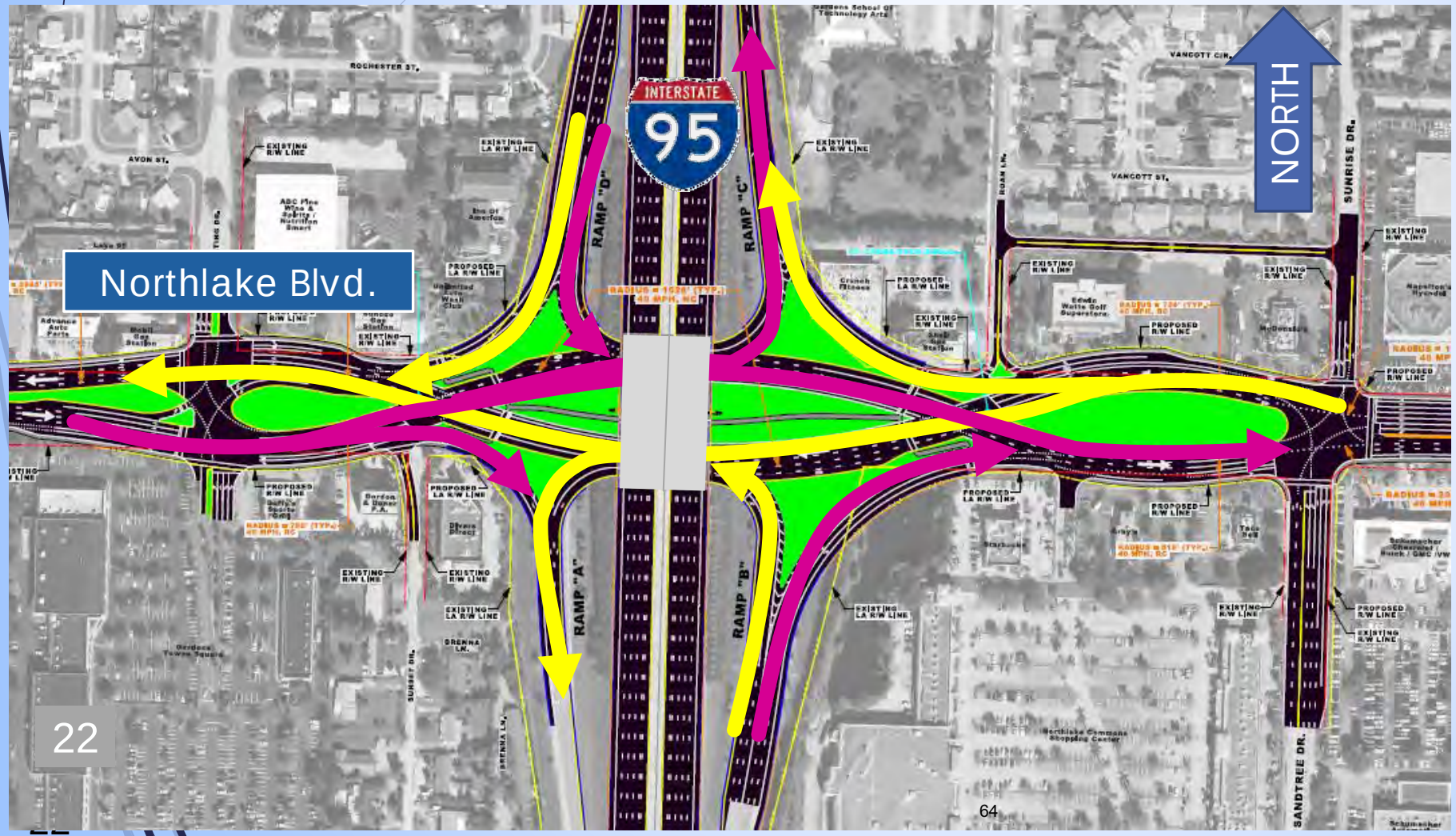
- R/W Effects
  - Minor R/W needed on Northlake Blvd
  - Residential relocation of 6 homes at I-95 southbound off-ramp

Alternative 2: Diverging Diamond Interchange



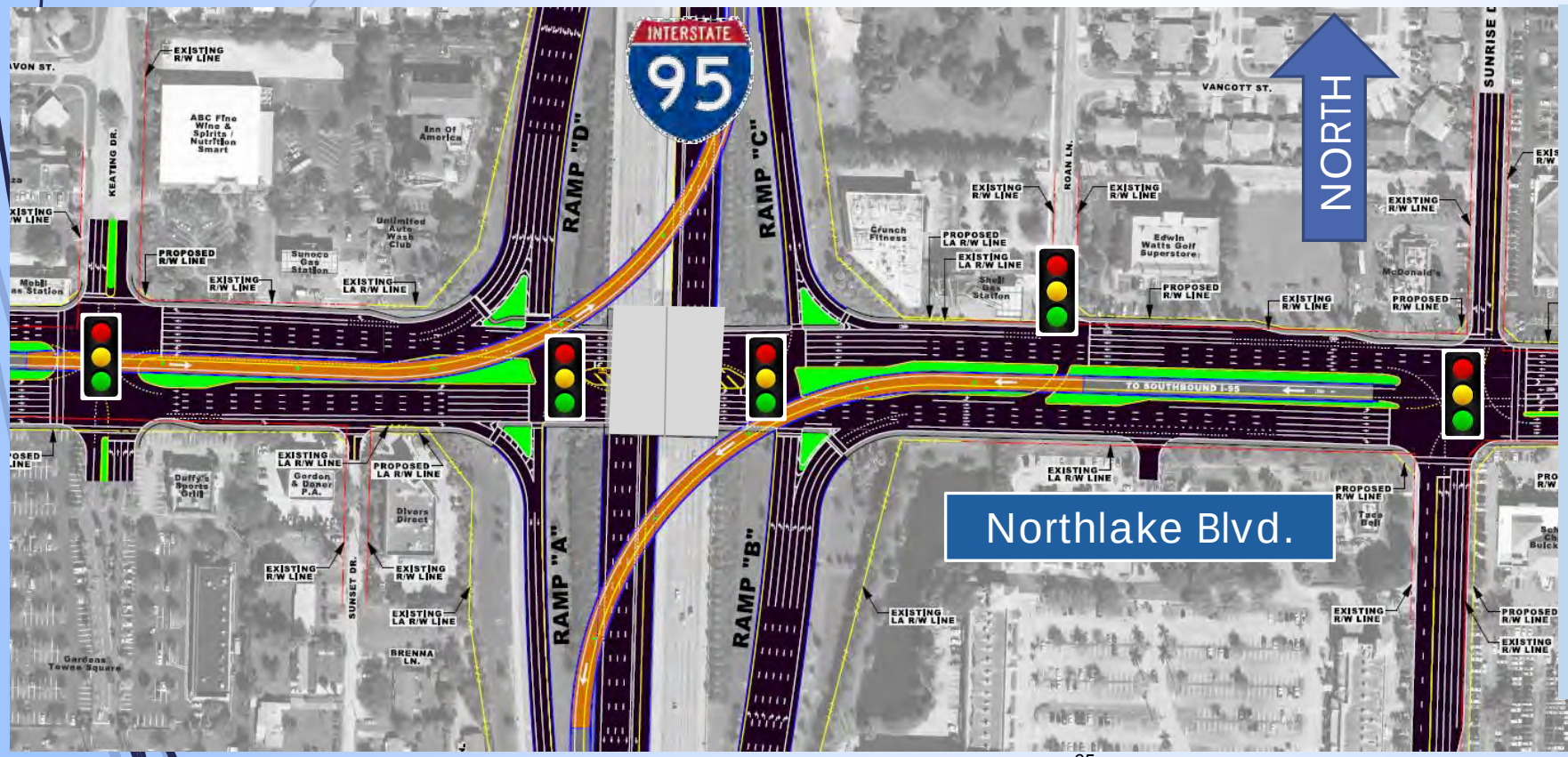
- Modern, efficient interchange layout
- Reduces conflict points
- Improves safety
- Improves traffic flow

Alternative 2: Diverging Diamond Interchange



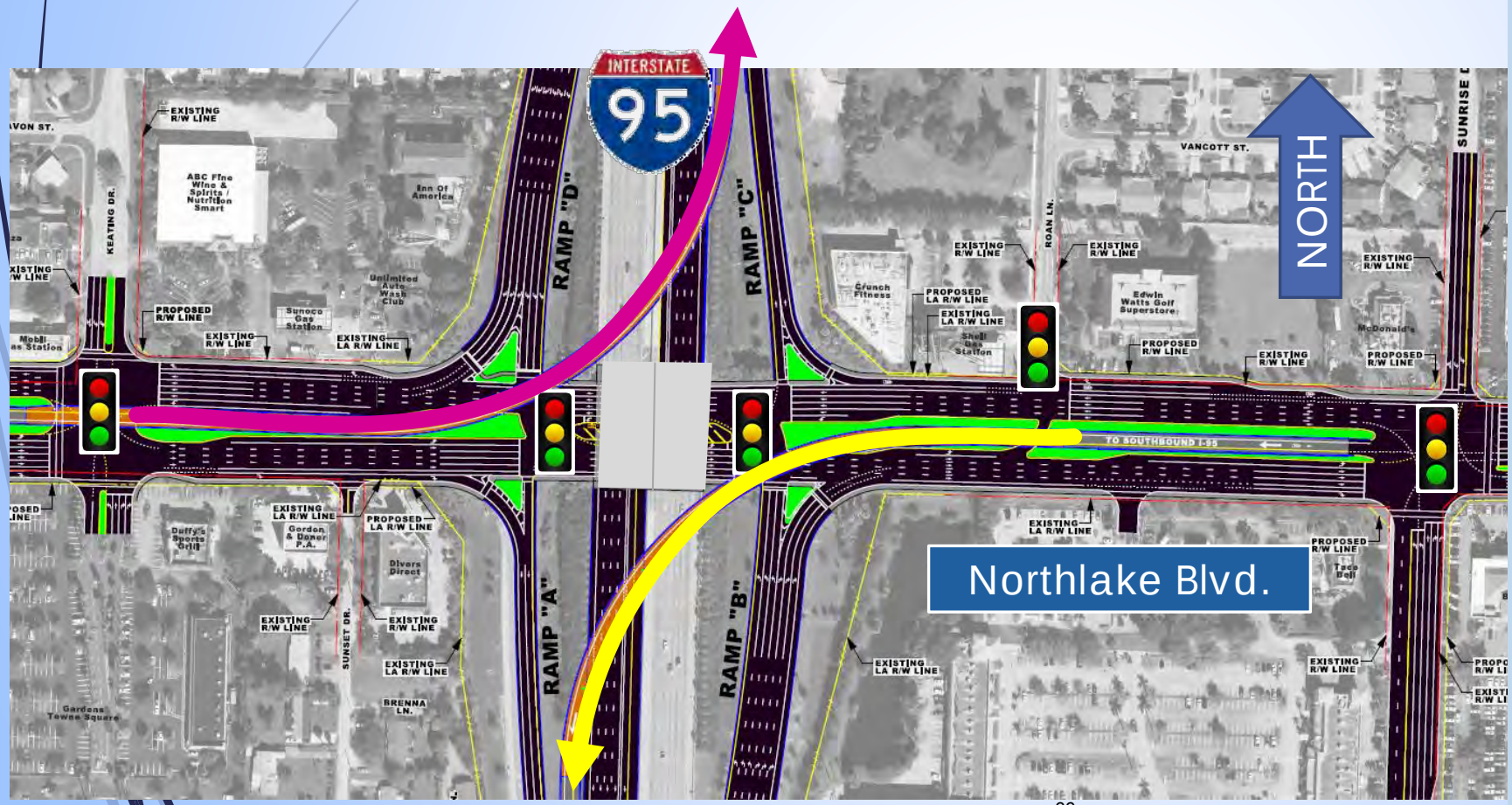
- Access changes to Sunset Drive and Sunrise Drive
- Reconstructs I-95 bridge over Northlake Blvd.
- R/W impacts to business properties

Alternative 3: Elevated On-Ramps



- Similar to Alternative 1 with elevated On-ramps above I-95
- Improves Traffic Operations and Safety

Alternative 3: Elevated On-Ramps



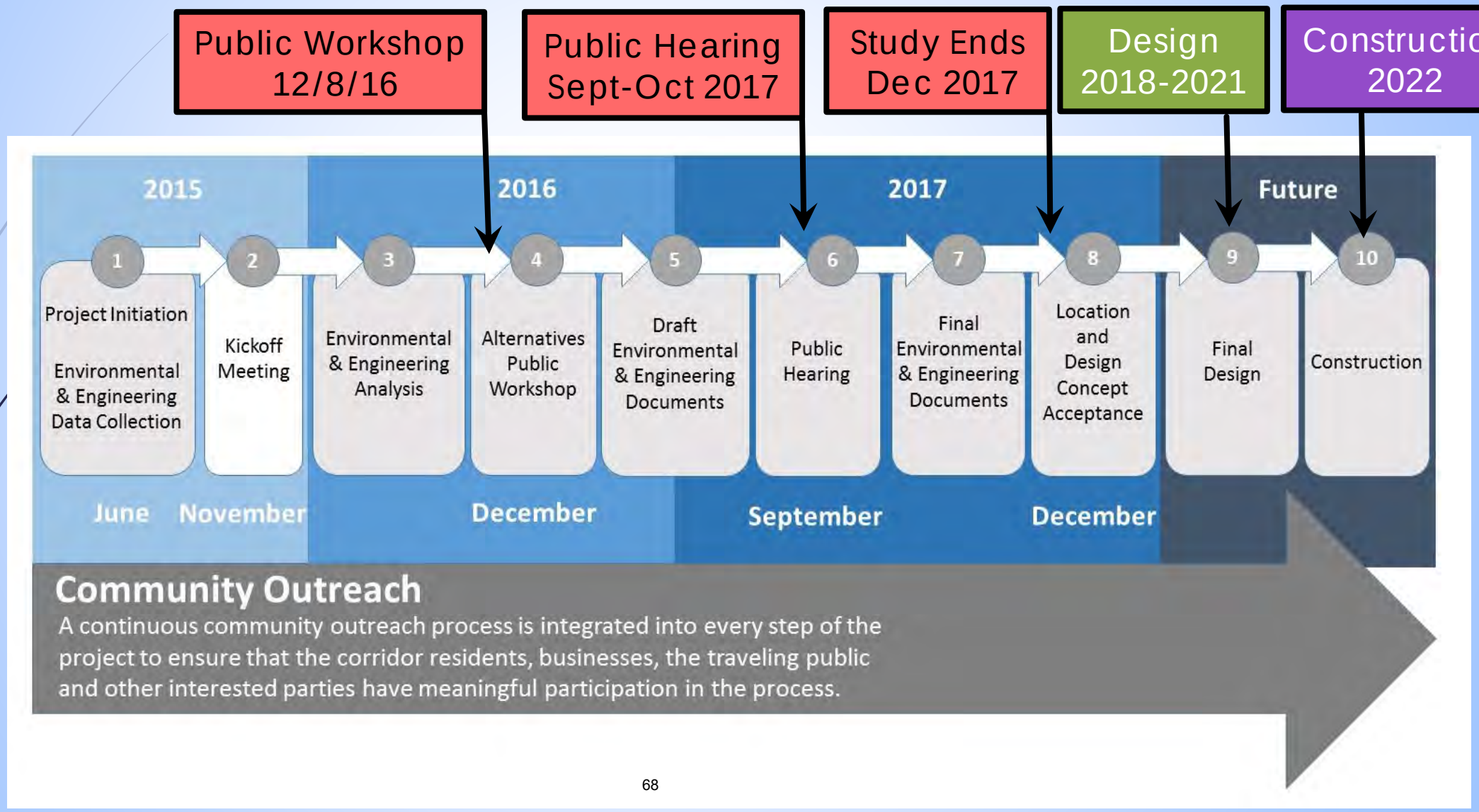
- Northbound Ramp goes up and over Keating Drive
- R/W Impacts
  - Relocation of several homes adjacent to I-95 Ramps
  - Northlake Blvd business parcels

Estimated Project Costs

Costs per Alternative	No-Build	Build Alternative 1 Modified Concept Report	Build Alternative 2 Diverging Diamond	Build Alternative 3 Dual Flyover Ramps
Roadway Construction Costs	$0.00	$24,500,000	$34,500,000	$53,400,000
Design Engineering Costs (10%)	$0.00	$2,450,000	$3,500,000	$5,300,000
CEI Costs (13%)	$0.00	$3,185,000	$4,500,000	$6,900,000
Right-of-Way Costs	$0.00	$25,700,000	$48,300,000	$66,200,000
Total Alternative Cost	$0.00	$55,835,000	$90,800,000	$132,000,000

Alternative 1 operates acceptably with the least impacts and costs

Timeline


Public Workshop 12/8/16
Public Hearing Sept-Oct 2017
Study Ends Dec 2017
Design 2018-2021
Construction 2022
2015
2016
2017
Future
1
2
3
4
5
6
7
8
9
10
Project Initiation
Environmental & Engineering Data Collection
Kickoff Meeting
Environmental & Engineering Analysis
Alternatives Public Workshop
Draft Environmental & Engineering Documents
Public Hearing
Final Environmental & Engineering Documents
Location and Design Concept Acceptance
Final Design
Construction
June
November
December
September
December
Community Outreach
A continuous community outreach process is integrated into every step of the project to ensure that the corridor residents, businesses, the traveling public and other interested parties have meaningful participation in the process.

Long Range Transportation Plan (LRTP) Amendment

- I-95 at Northlake Blvd Interchange Project FM #435803-1
  - FDOT District Four requested and received approval for statewide SIS funds for all phases
  - Draft Tentative Work Program FY 2018 – FY 2022 and SIS 2nd Five

Phase	PD&E	Design	ROW	Construction & CEI
Fiscal Year(s)	2015-2017	2018	2020-2024	2022
Funding (1)	$2,629,553	$5,100,000	$61,463,486	$15,050,388

Note: (1) Shown in Year of Expenditure (YOE) dollars

- **Requesting an amendment to Palm Beach MPO's adopted 2040 LRTP to incorporate the I-95 at Northlake Blvd Interchange project as a fully funded project in the Cost Feasible Plan (CFP)**

Contact Us

To submit comments or for more information regarding the SR 9/ I-95 at Northlake Blvd Interchange PD&E Study please contact:

Project Manager, Scott Thurman, PE
Florida Department of Transportation - District Four
3400 West Commercial Blvd.
Fort Lauderdale, Florida 33309-3421
Phone: 954.777.4135
Email: Scott.Thurman@dot.state.fl.us

Visit the Project Website

http://www.95northlake.com

Palm Beach MPO 2040 Long Range Transportation Plan

DIRECTIONS 2040

metropolitan planning organization
PALM BEACH MPO

AMENDMENT #5

Published by the
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Adopted October 16, 2014
by the
Board of Directors
Palm Beach Metropolitan Planning Organization

As Amended September 17, 2015: AMENDMENT #1

As Amended February 18, 2016: AMENDMENT #2

As Amended April 20, 2017: AMENDMENT #5

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

CAPACITY EXPANSION

Funds that can be applied to provide capacity expansion beyond the existing transportation system have been identified for the various transportation modes associated with the MPO's TIP. An overview of the methodology utilized in preparing the revenue forecasts for the years 2020, 2021-2025, 2026-2030, and 2031-2040 is presented. The application of the funds and how they were utilized to derive the Year 2040 Cost Feasible Plan are discussed in detail in Section 8, Cost Feasible Plan.

SIS and Turnpike

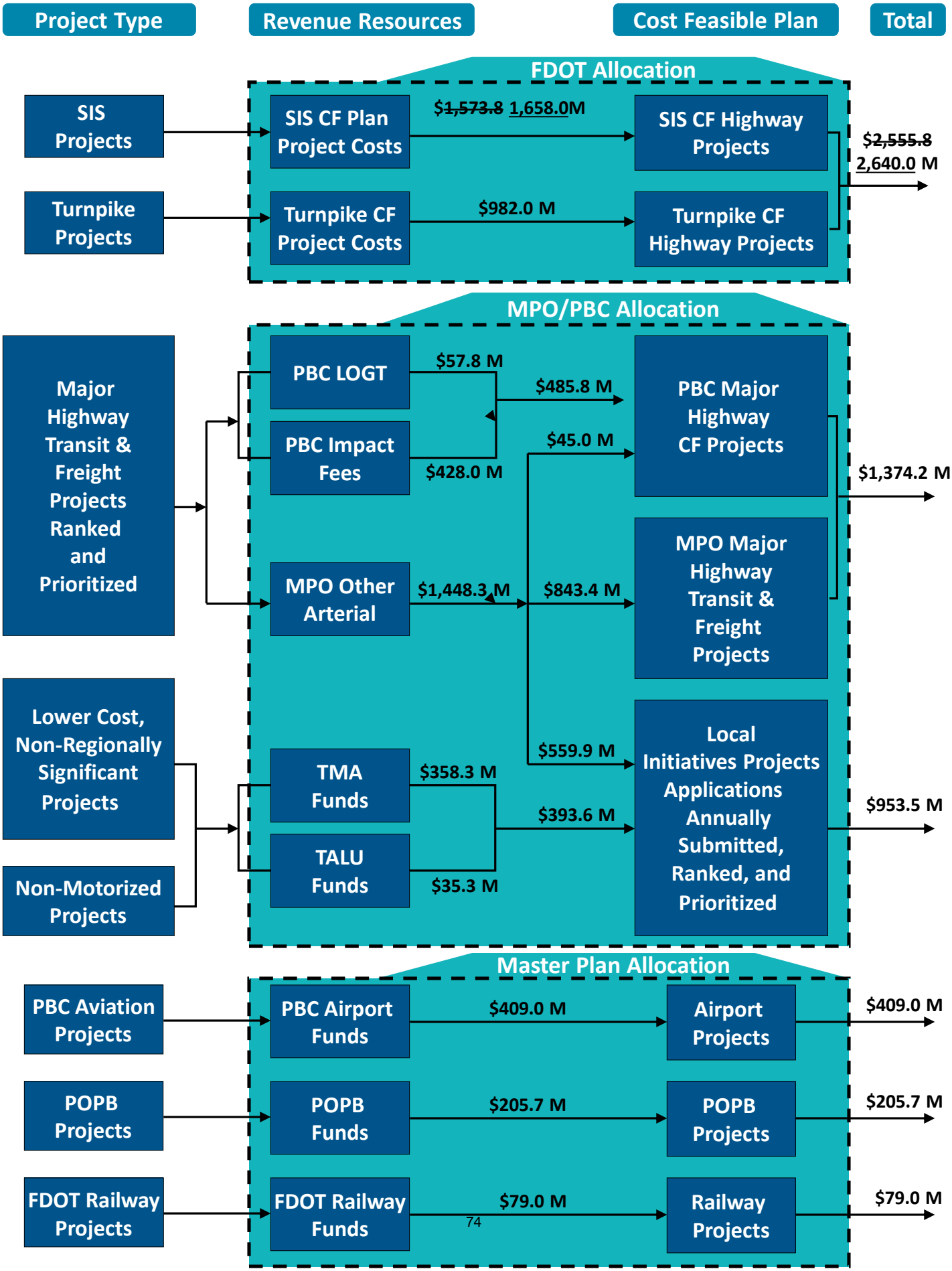
Strategic Intermodal System (SIS) and the Florida's Turnpike are distinguished from other revenue sources within the Plan. For these funds, the projects identified as being cost feasible for the adopted Plan equate to the amount of revenues forecast to be available. Appendix C provides a table summary of the individual Cost Feasible Plan SIS and Turnpike projects in terms of total estimated Year of Expenditure (YOE) capital costs.

Strategic Intermodal System

FDOT has identified specific SIS cost feasible projects and corresponding project costs in its "SIS FY 2019/2020 through FY 2023/2024 Second Five Year Plan" and its "SIS FY 2024 through FY 2040 Long Range Cost Feasible Plan." These revenue resources are included in Appendix C. The project costs have been summarized for each of the Plan phasing years and are shown in the table below.

Strategic Intermodal System Capacity Program (Millions of Dollars)

CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
SIS Plans (Highway)	~~$499.0~~ 506.7	~~$42.0~~ 54.3	~~$369.3~~ 433.5	$473.1	$190.4	~~$1,573.8~~ 1,658.0


Project Type
Revenue Resources
Cost Feasible Plan
Total
FDOT Allocation
SIS Projects
Turnpike Projects
SIS CF Plan Project Costs
~~$1,573.8~~ 1,658.0M
Turnpike CF Project Costs
$982.0 M
SIS CF Highway Projects
Turnpike CF Highway Projects
~~$2,555.8~~ 2,640.0 M
MPO/PBC Allocation
Major Highway Transit & Freight Projects Ranked and Prioritized
Lower Cost, Non-Regionally Significant Projects
Non-Motorized Projects
PBC LOGT
PBC Impact Fees
MPO Other Arterial
TMA Funds
TALU Funds
$57.8 M
$428.0 M
$1,448.3 M
$358.3 M
$35.3 M
$485.8 M
$45.0 M
$843.4 M
$559.9 M
$393.6 M
PBC Major Highway CF Projects
MPO Major Highway Transit & Freight Projects
Local Initiatives Projects Applications Annually Submitted, Ranked, and Prioritized
$1,374.2 M
$953.5 M
Master Plan Allocation
PBC Aviation Projects
POPB Projects
FDOT Railway Projects
PBC Airport Funds
POPB Funds
FDOT Railway Funds
$409.0 M
$205.7 M
$79.0 M
Airport Projects
POPB Projects
Railway Projects
$409.0 M
$205.7 M
$79.0 M

PROJECTS FUNDED WITH STRATEGIC INTERMODAL SYSTEM & TURNPIKE REVENUES

Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
Proposed Strategic Intermodal System Improvements										
H-9	I-95	@ Donald Ross Rd		Interchange Improvement	$4.5	C				
H-25	I-95	@ Blue Heron Blvd		Interchange Improvement	$2.8	R/C				
H-65	I-95	@ Linton Blvd		Interchange Improvement	$20.9	C				
H-64	I-95	@ Atlantic Ave		Interchange Improvement	$9.4	D/R/C				
H-69	I-95	@ Spanish River Blvd		New Interchange	$81.9	R/C				
H-44	Southern Blvd/SR 80	L-8 Canal	Crestwood/Forest Hill Blvd	Widen 4L to 6L	$46.3	R/C				
H-1	SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L	$10.0	D/R/C				
H-6	SR 710	W of Indiantown Rd	W of Pratt Whitney Rd	Widen 2L to 4L	$41.3	D/R/C				
H-29	SR-710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L	$42.0	R/C				
	SR 710	Australian Ave	Old Dixie Hwy	Widen 2L to 4L	$75.0	D/R/C				
H-67	I-95 Managed Lanes	Broward/PBC Line	Linton Blvd	Add Managed Lanes	$165.0	D/C	C	C		
H-57	I-95	@ Gateway Blvd		Interchange Improvement	$87.9		D	R/C		
H-46	I-95	@ SR 80		Interchange Improvement	$116.7		D	C		
H-20	SR 710	Northlake Blvd	Blue Heron Blvd	Widen 4L to 6L	$35.3	D		R/C		
H-15	SR 710	PGA Blvd	Northlake Blvd	Widen 4L to 6L	$63.3			C		
H-80	I-95	@ Northlake Blvd		Interchange Improvement	$84.2	D	R	R/C		
H-14	I-95	@ Central Blvd or PGA Blvd		Interchange Improvement	$86.7	D			C	
H-58	I-95	@ Boynton Beach Blvd		Interchange Improvement	$97.7			D/R	R/C	
H-42	I-95	@ Palm Beach Lakes Blvd		Interchange Improvement	$150.1				D/R/C	
H-48	I-95	@ 10th Ave N		Interchange Improvement	$53.3				D/R/C	
H-52	I-95	@ 6th Ave S		Interchange Improvement	$71.4				D/R/C	
H-56	I-95	@ Hypoluxo Rd		Interchange Improvement	$73.9				D/R/C	
H-54	I-95	@ Lantana Rd		Interchange Improvement	$86.7				D/R	C
H-4	I-95 Managed Lanes	Indiantown Rd	Martin/PBC Line	Add Managed Lanes	$56.4			D	R	C
H-11	SR 710	W of Seminole Pratt Whitney Rd	PGA Blvd	Widen 4L to 6L	$59.6					R/C
Proposed Turnpike Improvements										
H-27	Turnpike Mainline	Okeechobee Blvd/Jog Rd (Mile Post 98)	PGA Blvd (Mile Post 109)	Widen 4L to 6L	$296.2			D/R/C		
H-45	Turnpike Mainline	Boynton Bch Blvd (Mile Post 86)	Okeechobee Blvd/Jog Rd (Mile Post 98)	Widen 4L to 6L	$274.9			D/R/C		
H-59	Turnpike Mainline	Broward/PBC Line (Mile Post 73)	Boynton Bch Blvd (Mile Post 86)	Widen 6L to 8L	$297.8			D/R/C		
H-55	Turnpike	@ Hypoluxo Rd		New Interchange	$113.1					D/R/C

Note: D = Design (Preliminary Engineering & PD&E) **R = Right of Way acquisition** **C = Construction**

The Directions 2040 Cost Feasible Plan Transit and Freight Projects and the Cost Feasible Highway Projects are illustrated in the maps on the next four pages. The project identification numbers are included in the maps for easy coordination with the Cost Feasible Plan tables.

Summary of Cost Feasible Plan Revenue

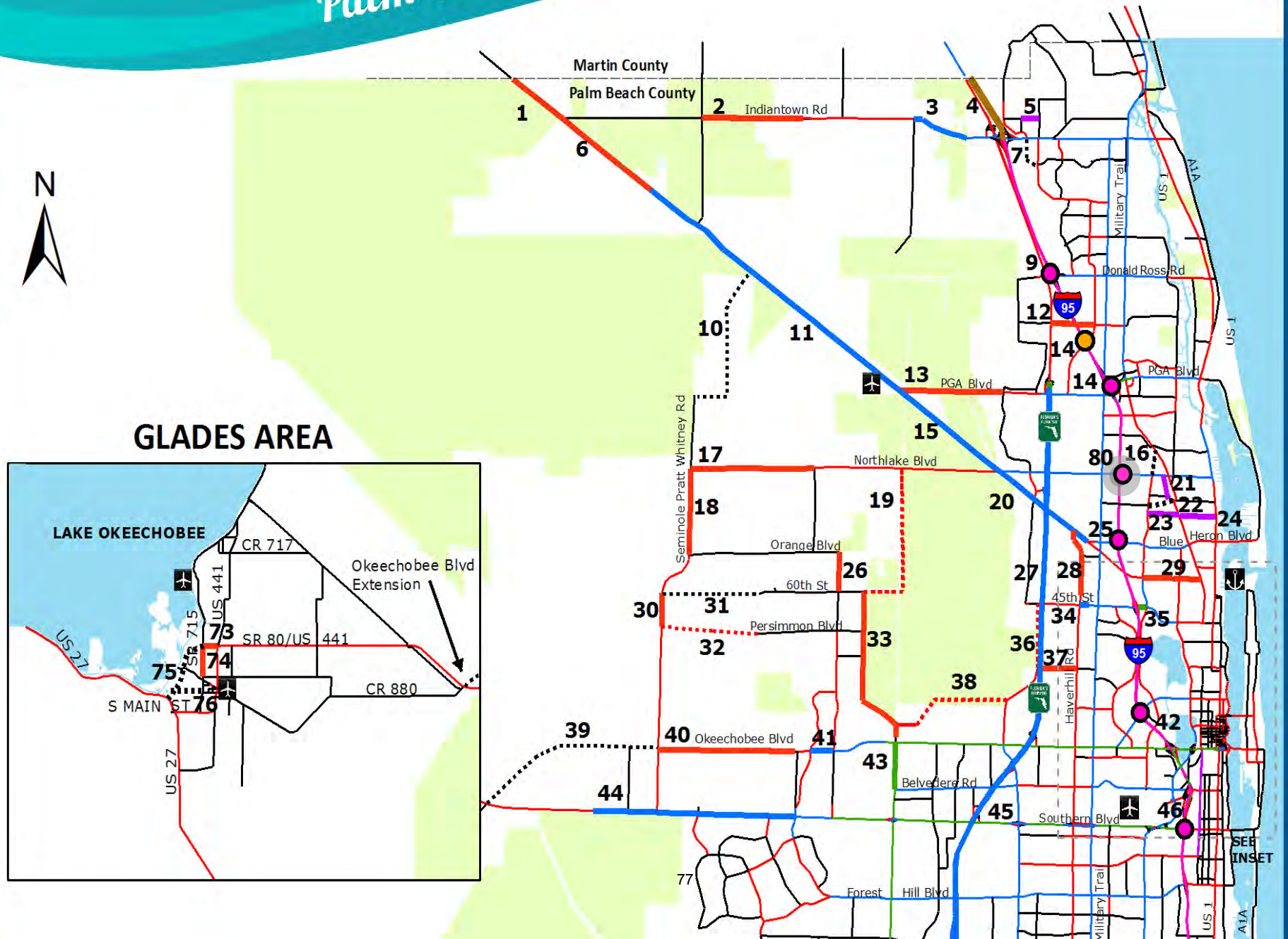
The presented Directions 2040 Cost Feasible Plan tables and maps focus on the transportation system improvements adopted through the year 2040. It is critical to acknowledge that approximately two thirds of the overall available revenue for the period FY 2015 through FY 2040 consists of funds for maintaining and operating the existing system. The below figure illustrates the breakdown in funds.

DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

COST FEASIBLE PLAN

Palm Beach Metropolitan Planning Organization



Privately Funded Projects

The Directions 2040 Cost Feasible Plan includes the following three privately funded projects:

- New All Aboard Florida regional passenger rail service from Miami to Orlando with stops in Fort Lauderdale and West Palm Beach
- Persimmon Boulevard from Seminole Pratt Whitney Road to 140th Avenue North
- Glades Area Intermodal Logistics Center for Freight

The projects were assumed to be entirely funded through private funds. No federal, state, or local funds were allocated to their implementation. The Directions 2040 Cost Feasible Plan acknowledges their significance to the overall Palm Beach area transportation system for future planning purposes.

Unfunded Desires Plan Projects

The projects from the Desires Plan which were not funded in the Cost Feasible are as follows:

- Tri-Rail Coastal Link from Boca Raton to Miami
- Tri-Rail Coastal from Jupiter to Fort Lauderdale
- 10 Tri-Rail Coastal Link Stations proposed on the Florida East Coast (FEC) Rail Corridor
- US 27 Freight Rail Corridor from the Lake Okeechobee Region to Port of Miami
- SR 80 Widening from Forest Hill/Crestwood Boulevard to Royal Palm Beach Boulevard
- 7~~8~~ I-95 Interchange Improvements at ~~Northlake Boulevard,~~ Glades Road, Indiantown Road, 45th Street, Okeechobee Boulevard, Belvedere Road, Forest Hill Boulevard, and Woolbright Road
- I-95 Managed Lanes from Linton Boulevard to Indiantown Road
- Direct Connect from Florida's Turnpike to I-95 at Indiantown Road

The Desires Plan projects which were not able to be funded are presented in Appendix C. The total cost of the **unfunded Desires Plan projects amounted to $~~4.65~~ 4.57 Billion** and was based on equivalent 2040 YOE cost projections.

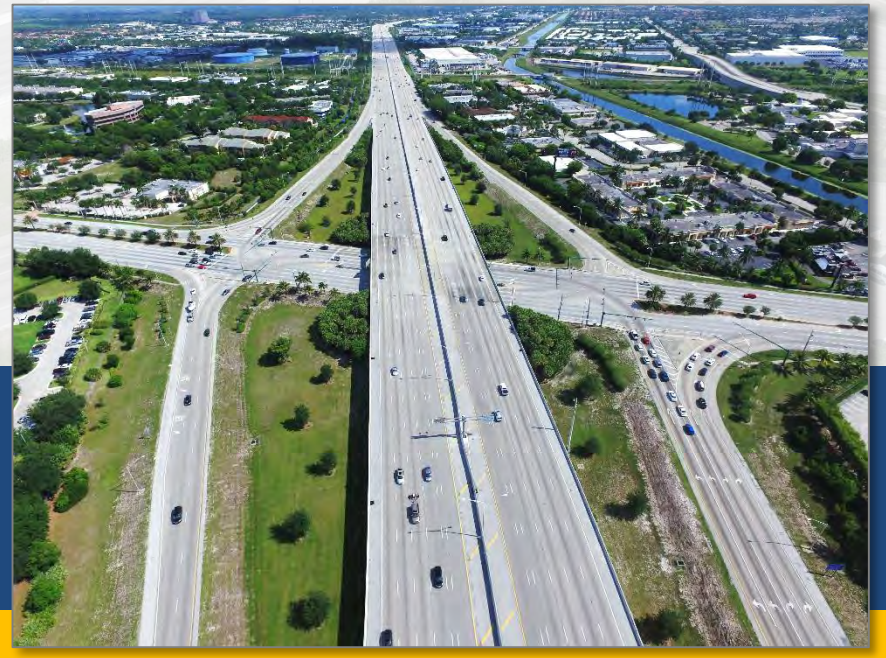
SR 9/I-95 Interchange at 45th Street PD&E Study

Palm Beach County, Florida

FPID No.: 436519-1-22-01 | FAP No.: 0951-682-1 | ETDM No.: 14225

Palm Beach Metropolitan Planning Organization

April 2017



Project Study Area

LIMITS:

SR 9/I-95: from S of 45th Street to N of 45th Street

45th Street: From Village Boulevard to Congress Avenue

MUNICIPALITIES:

City of West Palm Beach

Town of Mangonia Park

City of Riviera Beach

Purpose and Need

Project Purpose:

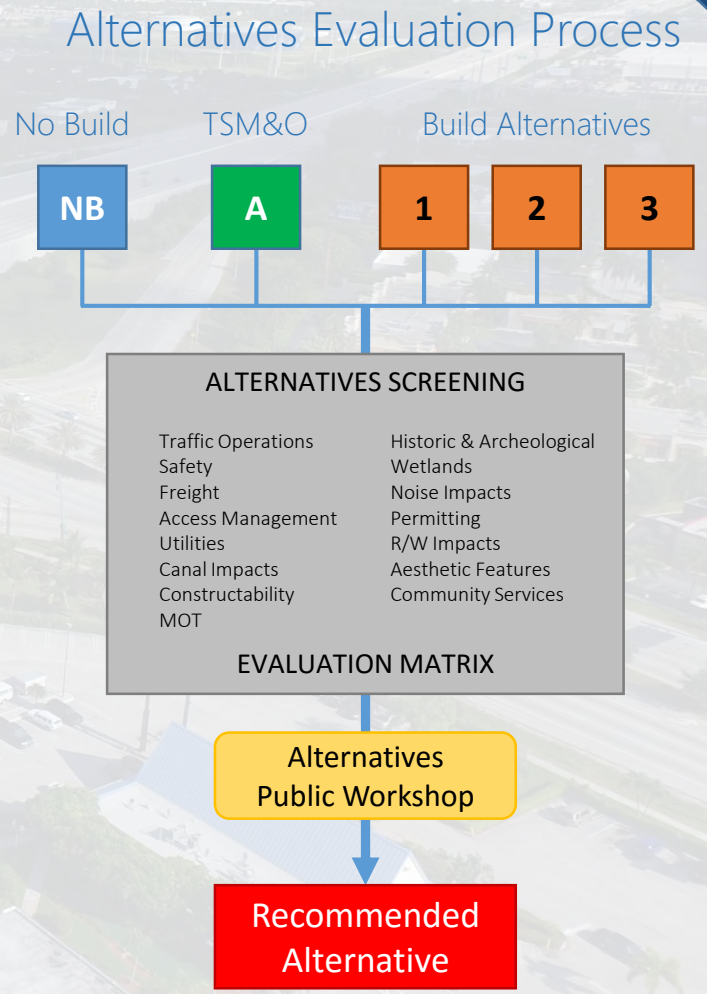
- Identify short-term and long-term needs within the study area,
- Develop design concepts to address traffic spillback onto I-95,
- Improve interchange operations, reduce congestion, and increase safety at the study interchange.

Project Need:

- Alleviate existing and future traffic congestion thereby improving safety of I-95 and the interchange

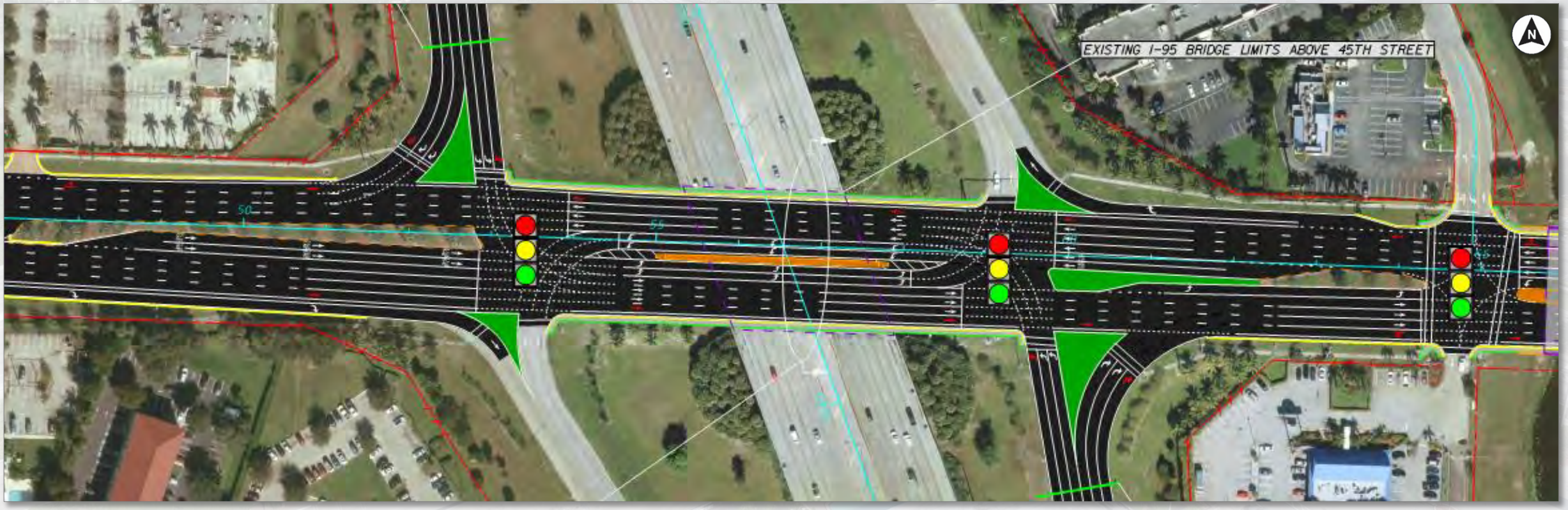
Alternatives Analysis

- **No-Build**
- **Transportation System Management & Operations (TSM&O)**
  - Add additional right and left turn lane at the ramp intersections
  - Add directional signage on NB off-ramp to Port of Palm Beach
  - Add one EB and one NB left turn lane at Congress Avenue
- **Build Alternatives**
  - Alternative 1: Widening of 45th Street
  - Alternative 2: Diverging Diamond Interchange
  - Alternative 3: SR 710 Ramps



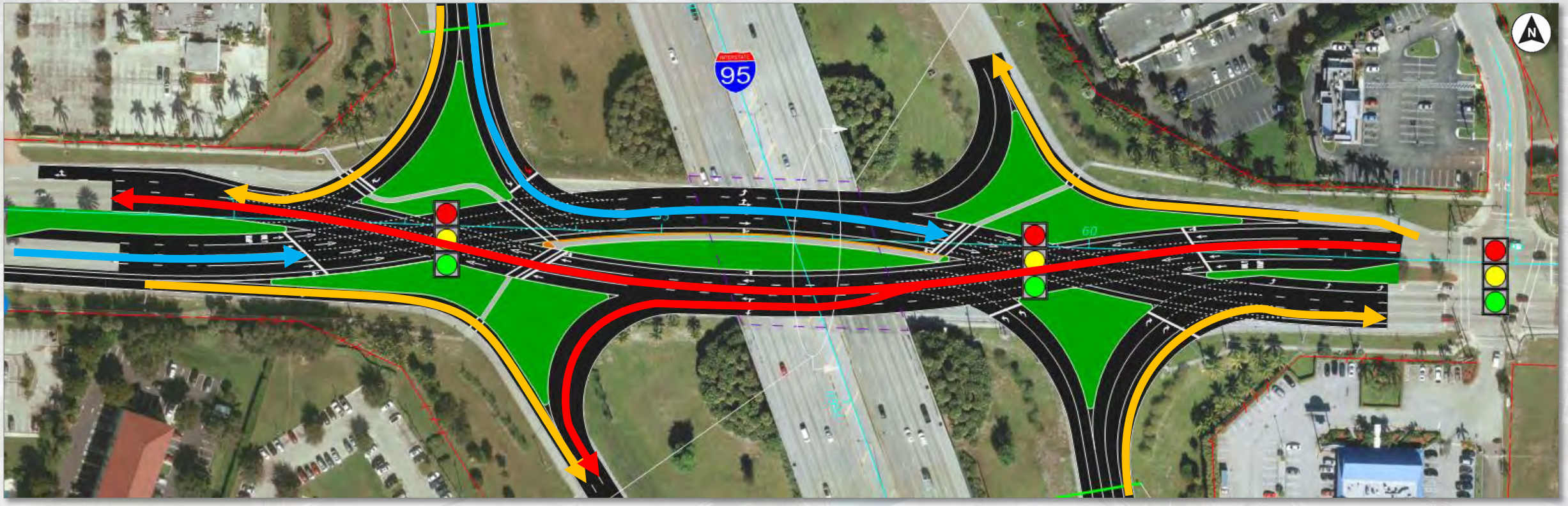
Alternatives Analysis | Alternative 1

Widening of 45th Street



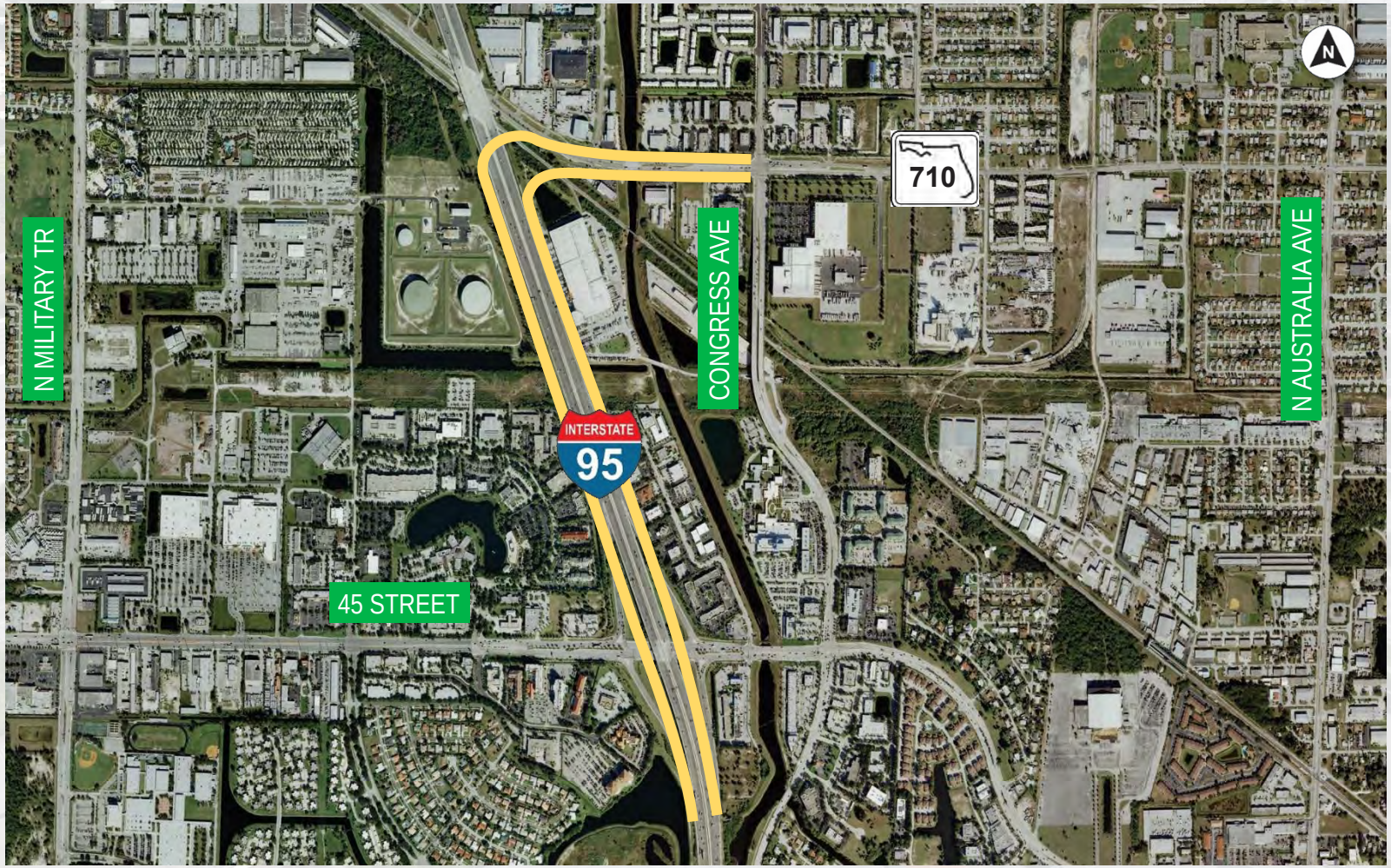
Alternatives Analysis | Alternative 2

Diverging Diamond Interchange



Alternatives Analysis | Alternative 3

SR 710 Ramps



NOTE: Alternative 3 was developed but eliminated from further consideration as part of this study

Environmental Analysis

- Wetlands/Benthic Resources
  - No jurisdictional wetlands
  - Sparse tape grass in C-17 Canal south of 45th Street
- Special Designations
  - No special designation or Outstanding Florida Waters
- Wildlife and Habitat
  - Project area does not generally provide wildlife habitat
  - Contractor should verify absence of nests prior to construction along canal banks
  - In-water construction should include special protection measures
- Contamination
  - 2 High Risk Sites

Preliminary Right-of-Way Impacts

COMPONENT	TSM&O	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Residential Properties	0	0	0	0
Business Properties	0	17	7	4
Vacant Land	0	7	0	4
TOTAL PROPERTIES IMPACTED	**0**	**24**	**7**	**8**

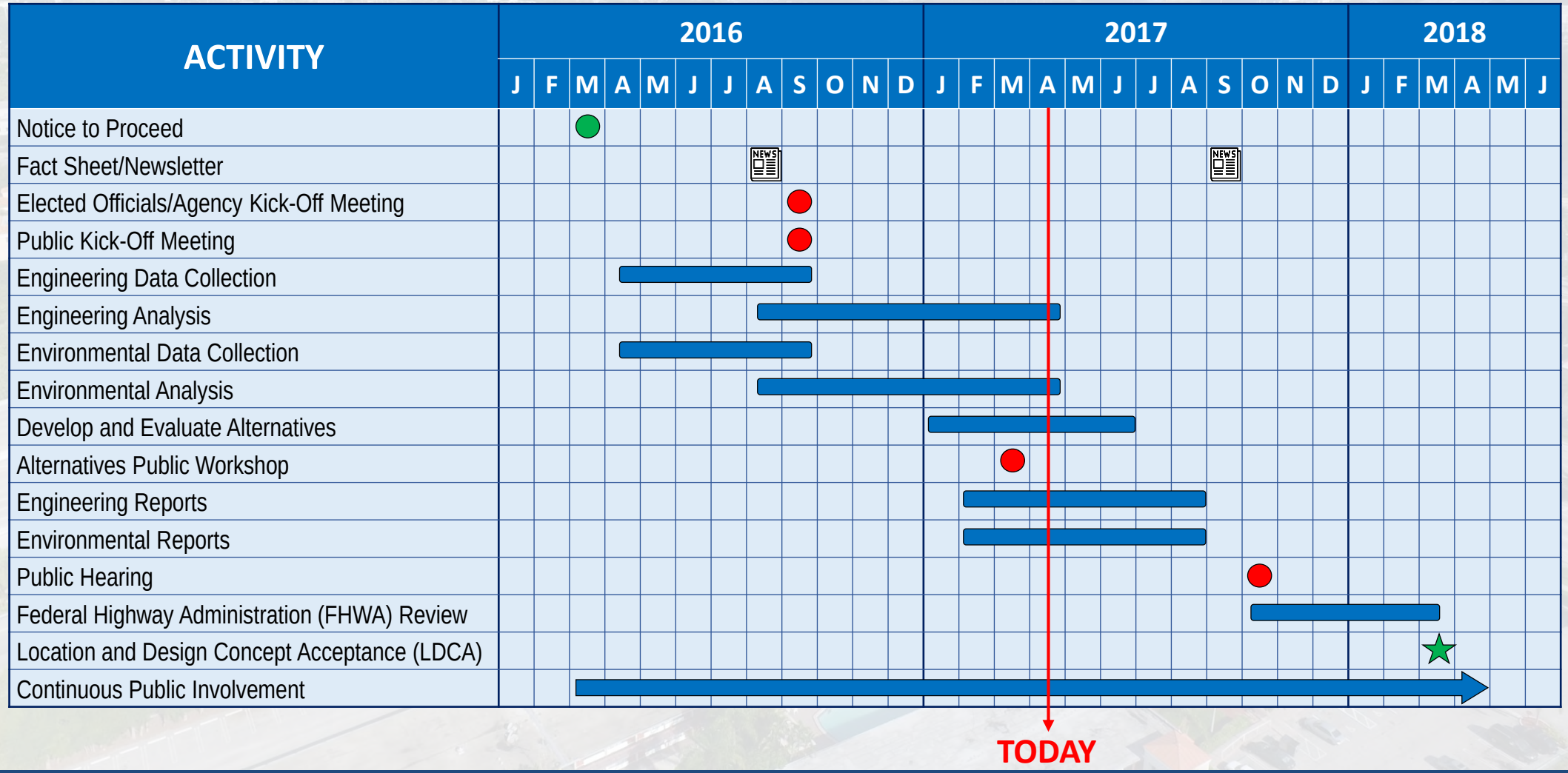
Preliminary Cost Estimate

COMPONENT	TSM&O	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Roadway Construction	$3,880,000	$13,067,000	$11,507,000	$54,207,000
Engineering/Design (15% Construction)	$582,000	$1,960,000	$1,726,000	$8,131,000
CEI (15% Construction)	$582,000	$1,960,000	$1,726,000	$8,131,000
Right-of-Way Acquisition	$0	$1,583,000	$467,000	$4,581,000
TOTAL COST	**$5,044,000**	**$18,570,000**	**$15,426,000**	**$75,050,000**

Public Involvement

- Public Kick-Off Meeting
  - September 13, 2017
- Elected Officials/Agencies Briefings
  - Palm Beach County
  - Town of Mangonia
  - City of Riviera Beach
- Alternatives Public Workshop
  - March 28, 2017
- Public Hearing
  - Fall 2017

Summary Schedule



Long Range Transportation Plan (LRTP) Amendment

- I-95 at 45th Street Interchange Project FM #436519-1
  - FDOT District Four requested and received approval for statewide SIS funds for all phases
  - Draft Tentative Work Program FY 2018 – FY 2022 and SIS 2nd Five

Phase	PD&E	Design	ROW	Const
Fiscal Year(s)	2016-2017	2021	2022-2023	2026
Funding (1)	$1,792,126	$6,000,000	$19,516,258	$80,432,086

Note: (1) Shown in Year of Expenditure (YOE) dollars

  - **Requesting an amendment to Palm Beach MPO's adopted 2040 LRTP to incorporate the I-95 at 45th Street Interchange project as a fully funded project in the Cost Feasible Plan (CFP)**

THANK YOU

For more information, please call, email or write to:

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Palm Beach MPO 2040 Long Range Transportation Plan

DIRECTIONS 2040

metropolitan planning organization
PALM BEACH MPO

AMENDMENT #6

Published by the
Palm Beach Metropolitan Planning Organization (MPO)
in coordination with
Leftwich Consulting Engineers, Inc.

Adopted October 16, 2014
by the
Board of Directors
Palm Beach Metropolitan Planning Organization

As Amended September 17, 2015: AMENDMENT #1

As Amended February 18, 2016: AMENDMENT #2

As Amended April 20, 2017: AMENDMENT #6

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

CAPACITY EXPANSION

Funds that can be applied to provide capacity expansion beyond the existing transportation system have been identified for the various transportation modes associated with the MPO's TIP. An overview of the methodology utilized in preparing the revenue forecasts for the years 2020, 2021-2025, 2026-2030, and 2031-2040 is presented. The application of the funds and how they were utilized to derive the Year 2040 Cost Feasible Plan are discussed in detail in Section 8, Cost Feasible Plan.

SIS and Turnpike

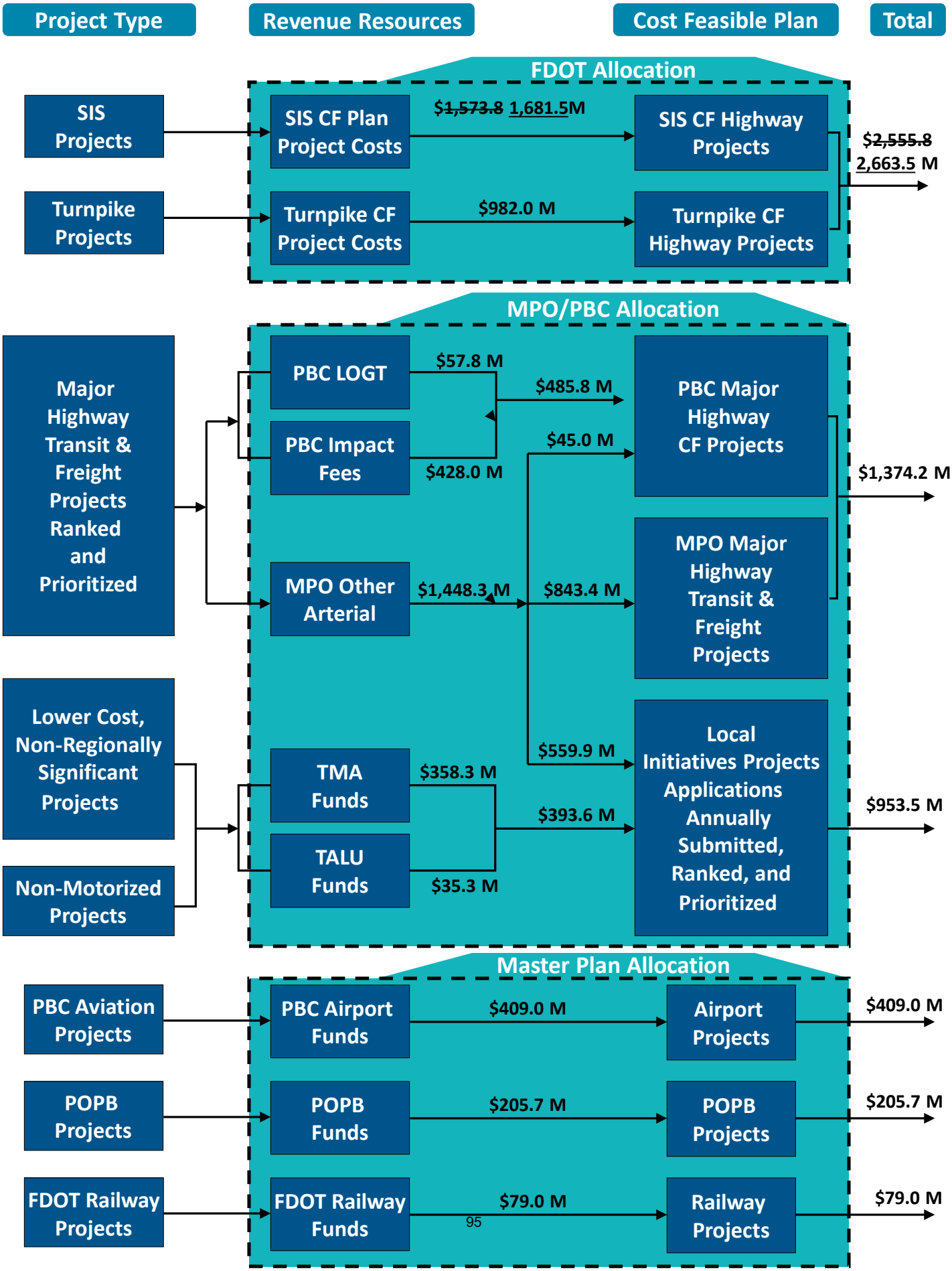
Strategic Intermodal System (SIS) and the Florida's Turnpike are distinguished from other revenue sources within the Plan. For these funds, the projects identified as being cost feasible for the adopted Plan equate to the amount of revenues forecast to be available. Appendix C provides a table summary of the individual Cost Feasible Plan SIS and Turnpike projects in terms of total estimated Year of Expenditure (YOE) capital costs.

Strategic Intermodal System

FDOT has identified specific SIS cost feasible projects and corresponding project costs in its "SIS FY 2019/2020 through FY 2023/2024 Second Five Year Plan" and its "SIS FY 2024 through FY 2040 Long Range Cost Feasible Plan." These revenue resources are included in Appendix C. The project costs have been summarized for each of the Plan phasing years and are shown in the table below.

Strategic Intermodal System Capacity Program (Millions of Dollars)

CATEGORY	YEARS 2015-19	YEAR 2020	YEARS 2021-25	YEARS 2026-30	YEARS 2031-40	TOTAL
SIS Plans (Highway)	~~$499.0~~ 500.8	$42.0	~~$369.3~~ 394.8	~~$473.1~~ 553.5	$190.4	~~$1,573.8~~ 1,681.5


Project Type
Revenue Resources
Cost Feasible Plan
Total
FDOT Allocation
SIS Projects
Turnpike Projects
SIS CF Plan Project Costs
Turnpike CF Project Costs
~~$1,573.8~~ 1,681.5M
$982.0 M
SIS CF Highway Projects
Turnpike CF Highway Projects
~~$2,555.8~~ 2,663.5 M
MPO/PBC Allocation
Major Highway Transit & Freight Projects Ranked and Prioritized
Lower Cost, Non-Regionally Significant Projects
Non-Motorized Projects
PBC LOGT
PBC Impact Fees
MPO Other Arterial
TMA Funds
TALU Funds
$57.8 M
$428.0 M
$1,448.3 M
$358.3 M
$35.3 M
$485.8 M
$45.0 M
$843.4 M
$559.9 M
$393.6 M
PBC Major Highway CF Projects
MPO Major Highway Transit & Freight Projects
Local Initiatives Projects Applications Annually Submitted, Ranked, and Prioritized
$1,374.2 M
$953.5 M
Master Plan Allocation
PBC Aviation Projects
POPB Projects
FDOT Railway Projects
PBC Airport Funds
POPB Funds
FDOT Railway Funds
$409.0 M
$205.7 M
$79.0 M
Airport Projects
POPB Projects
Railway Projects
$409.0 M
$205.7 M
$79.0 M

PROJECTS FUNDED WITH STRATEGIC INTERMODAL SYSTEM & TURNPIKE REVENUES

Map No.	Facility Name	From	To	Improvement	2015-2040 Total Capital Cost (Million$)	2015-2019	2020	2021-2025	2026-2030	2031-2040
Proposed Strategic Intermodal System Improvements										
H-9	I-95	@ Donald Ross Rd		Interchange Improvement	$4.5	C				
H-25	I-95	@ Blue Heron Blvd		Interchange Improvement	$2.8	R/C				
H-65	I-95	@ Linton Blvd		Interchange Improvement	$20.9	C				
H-64	I-95	@ Atlantic Ave		Interchange Improvement	$9.4	D/R/C				
H-69	I-95	@ Spanish River Blvd		New Interchange	$81.9	R/C				
H-44	Southern Blvd/SR 80	L-8 Canal	Crestwood/Forest Hill Blvd	Widen 4L to 6L	$46.3	R/C				
H-1	SR 710	Martin/PBC Line	W of Indiantown Rd	Widen 2L to 4L	$10.0	D/R/C				
H-6	SR 710	W of Indiantown Rd	W of Pratt Whitney Rd	Widen 2L to 4L	$41.3	D/R/C				
H-29	SR-710	W of Congress Ave	W of Australian Ave	Widen 2L to 4L	$42.0	R/C				
	SR 710	Australian Ave	Old Dixie Hwy	Widen 2L to 4L	$75.0	D/R/C				
H-67	I-95 Managed Lanes	Broward/PBC Line	Linton Blvd	Add Managed Lanes	$165.0	D/C	C	C		
H-57	I-95	@ Gateway Blvd		Interchange Improvement	$87.9		D	R/C		
H-46	I-95	@ SR 80		Interchange Improvement	$116.7		D	C		
H-20	SR 710	Northlake Blvd	Blue Heron Blvd	Widen 4L to 6L	$35.3	D		R/C		
H-15	SR 710	PGA Blvd	Northlake Blvd	Widen 4L to 6L	$63.3			C		
H-81	I-95	@ 45th St		Interchange Improvement	$107.7	D		D/R	C	
H-14	I-95	@ Central Blvd or PGA Blvd		Interchange Improvement	$86.7	D			C	
H-58	I-95	@ Boynton Beach Blvd		Interchange Improvement	$97.7			D/R	R/C	
H-42	I-95	@ Palm Beach Lakes Blvd		Interchange Improvement	$150.1				D/R/C	
H-48	I-95	@ 10th Ave N		Interchange Improvement	$53.3				D/R/C	
H-52	I-95	@ 6th Ave S		Interchange Improvement	$71.4				D/R/C	
H-56	I-95	@ Hypoluxo Rd		Interchange Improvement	$73.9				D/R/C	
H-54	I-95	@ Lantana Rd		Interchange Improvement	$86.7				D/R	C
H-4	I-95 Managed Lanes	Indiantown Rd	Martin/PBC Line	Add Managed Lanes	$56.4			D	R	C
H-11	SR 710	W of Seminole Pratt Whitney Rd	PGA Blvd	Widen 4L to 6L	$59.6					R/C
Proposed Turnpike Improvements										
H-27	Turnpike Mainline	Okeechobee Blvd/Jog Rd (Mile Post 98)	PGA Blvd (Mile Post 109)	Widen 4L to 6L	$296.2			D/R/C		
H-45	Turnpike Mainline	Boynton Bch Blvd (Mile Post 86)	Okeechobee Blvd/Jog Rd (Mile Post 98)	Widen 4L to 6L	$274.9			D/R/C		
H-59	Turnpike Mainline	Broward/PBC Line (Mile Post 73)	Boynton Bch Blvd (Mile Post 86)	Widen 6L to 8L	$297.8			D/R/C		
H-55	Turnpike	@ Hypoluxo Rd		New Interchange	$113.1					D/R/C

Note: D = Design (Preliminary Engineering & PD&E) **R = Right of Way acquisition** **C = Construction**

The Directions 2040 Cost Feasible Plan Transit and Freight Projects and the Cost Feasible Highway Projects are illustrated in the maps on the next four pages. The project identification numbers are included in the maps for easy coordination with the Cost Feasible Plan tables.

Summary of Cost Feasible Plan Revenue

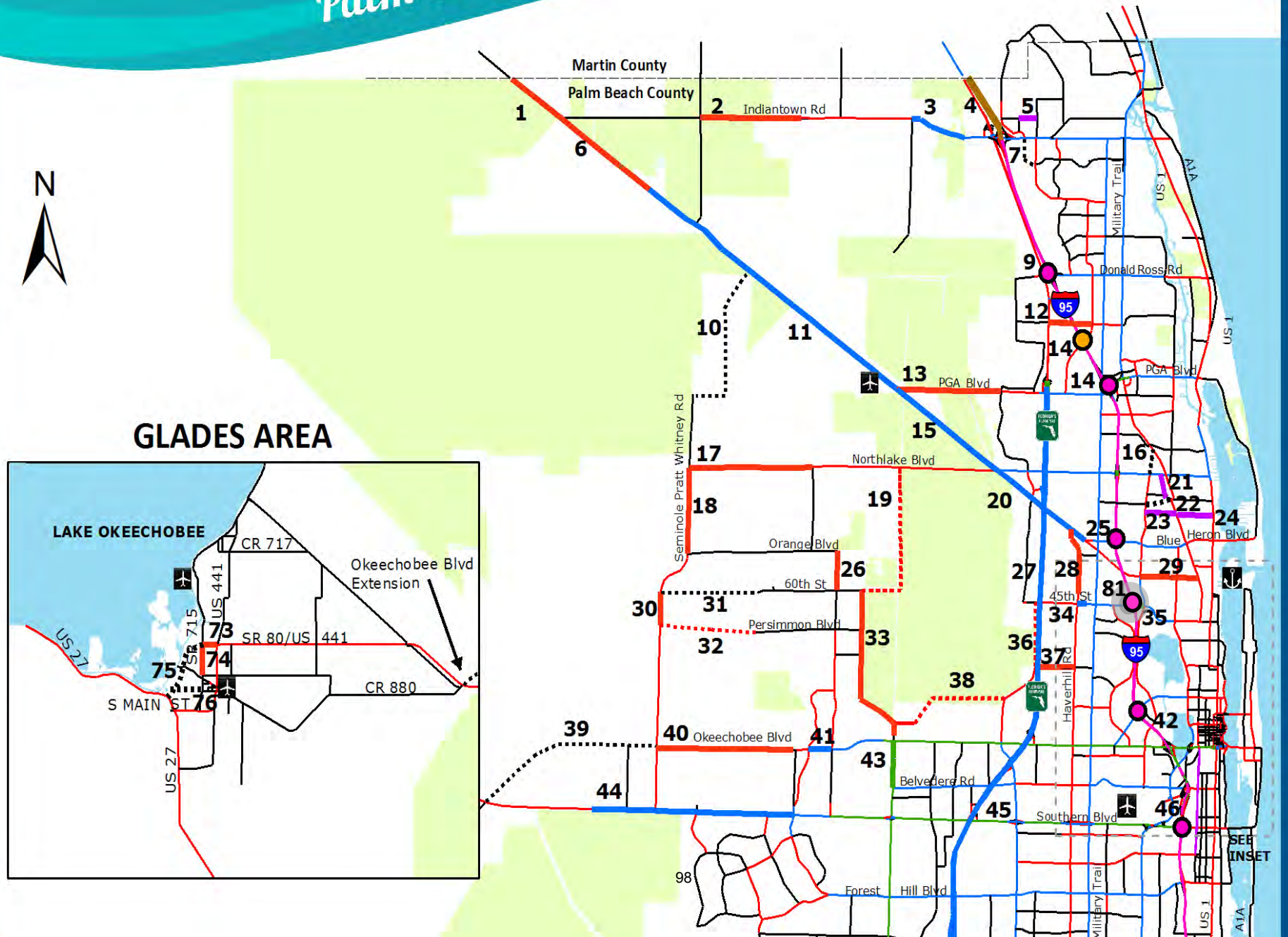
The presented Directions 2040 Cost Feasible Plan tables and maps focus on the transportation system improvements adopted through the year 2040. It is critical to acknowledge that approximately two thirds of the overall available revenue for the period FY 2015 through FY 2040 consists of funds for maintaining and operating the existing system. The below figure illustrates the breakdown in funds.

DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

COST FEASIBLE PLAN

Palm Beach Metropolitan Planning Organization



Privately Funded Projects

The Directions 2040 Cost Feasible Plan includes the following three privately funded projects:

- New All Aboard Florida regional passenger rail service from Miami to Orlando with stops in Fort Lauderdale and West Palm Beach
- Persimmon Boulevard from Seminole Pratt Whitney Road to 140th Avenue North
- Glades Area Intermodal Logistics Center for Freight

The projects were assumed to be entirely funded through private funds. No federal, state, or local funds were allocated to their implementation. The Directions 2040 Cost Feasible Plan acknowledges their significance to the overall Palm Beach area transportation system for future planning purposes.

Unfunded Desires Plan Projects

The projects from the Desires Plan which were not funded in the Cost Feasible are as follows:

- Tri-Rail Coastal Link from Boca Raton to Miami
- Tri-Rail Coastal from Jupiter to Fort Lauderdale
- 10 Tri-Rail Coastal Link Stations proposed on the Florida East Coast (FEC) Rail Corridor
- US 27 Freight Rail Corridor from the Lake Okeechobee Region to Port of Miami
- SR 80 Widening from Forest Hill/Crestwood Boulevard to Royal Palm Beach Boulevard
- 7~~8~~ I-95 Interchange Improvements at Northlake Boulevard, Glades Road, Indiantown Road, ~~45th Street,~~ Okeechobee Boulevard, Belvedere Road, Forest Hill Boulevard, and Woolbright Road
- I-95 Managed Lanes from Linton Boulevard to Indiantown Road
- Direct Connect from Florida's Turnpike to I-95 at Indiantown Road

The Desires Plan projects which were not able to be funded are presented in Appendix C. The total cost of the **unfunded Desires Plan projects amounted to $~~4.65~~ 4.54 Billion** and was based on equivalent 2040 YOE cost projections.

PALM BEACH
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Summary Points of the March 16, 2017 Governing Board Meeting

PDF versions of the agenda, backup material and presentations as well as audio recordings are available for review at www.PalmBeachMPO.org/Board

Item No.	Description	Action
Special Presentation		
1.F.1	March 2017 Florida Bicycle Month – Proclamation MAYOR SUSAN HAYNIE, Chair presented the March 2017 Florida Bicycle Month Proclamation. MS. VALERIE NEILSON, Palm Beach MPO Multimodal Manager highlighted special events planned throughout the month to promote bicycling.	
Consent Items		
1.I.1	**MOTION TO APPROVE** Appointment renewal of Mr. Alex Hansen as Representative for the City of West Palm Beach to the Technical Advisory Committee (TAC).	Approved
General Public Comments		
1.J	Mr. Raphael Clemente, Executive Director of the West Palm Beach Downtown Development Authority, expressed his appreciation of the Palm Beach MPO and commended its staff.	
Action Items		
2.A	**MOTION TO ADOPT** a Resolution requesting that the County Commission amend Article 13 (Impact Fees) of the Unified Land Development Code to implement the recommended alternative from the Road Impact Fee Alternatives Work Group COMMISSIONER MATERIO made a Motion to have a workshop on this item, with the League of Cities representing the municipalities that do not have membership on the MPO Governing Board, and to request an opinion from the Office of the Attorney General on this matter.	Deferred
Information Items		
3.A	MPO Board Member Handbook MR. UHREN reviewed the final MPO Governing Board member handbook and the new Commission District specific member profiles along with a member profile for the Port of Palm Beach.	

Item No.	Description	Action
3.B	Correspondence There was no discussion on these items.	
Administrative Items		
4.A	February's Public Involvement Activity Report There was no discussion on this item.	
4.B	Member Comments VICE MAYOR MCKINLAY requested a presentation on road closures, including Southern and Okeechobee Boulevards, as it relates to the presidential visits. She also requested the presentation to include alternative traffic plans. MAYOR GLICKSTEIN stated there are currently House and Senate bills that are sensitive to Home Rule authority as it relates to telecommunications. He inquired if the Palm Beach MPO should take a position on this matter as it may limit transportation planning along public right of way.	
4.C	Next meeting: April 20, 2017	