Florida Department of Transportation
District Four

Presentation to

MPO Governing Board Meeting
Palm Beach Metropolitan Planning Organization
June 15, 2017

I-95 at Northlake Boulevard Interchange
Financial Management Number: 435803-1-22-02
Efficient Transportation Decision Making Number: 14182
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 Service “E” and “F” = High Congestion
Bumper to Bumper Traffic
Below Standard
Consensus on Alternative 1 Modified Concept as Recommended Alternative

- Additional coordination with City of Palm Beach Gardens and Palm Beach County occurred since the April 2017 TAC meeting

  - Alternative 1 Refinements:
    - Reduced travel lane width on Northlake Blvd
    - Reduced R/W requirements on Northlake Blvd.
    - Identified techniques to preserve existing landscape
    - Considering high emphasis pedestrian crosswalks, additional cross walks, bike lane pavement markings
Recommended Alternative
Alternative 1 Modified Concept

- Improves traffic operations & safety
- Provides adequate I-95 Ramp length
- Median closed at Roan Lane to improve traffic flow, safety, and access management
Future Traffic Flow with Alternative 1 Modified Concept
Good Level of Service through Year 2040

LOS shown represents morning/afternoon rush hour traffic condition in year 2040.
Right of Way Acquisition
Alternative 1 Modified Concept

- Minor right of way acquisition required along Northlake Blvd.
- Right of way acquisition required at 6 parcels along the I-95 Southbound Off-ramp
### Estimated Project Costs

<table>
<thead>
<tr>
<th>Costs per Alternative</th>
<th>No-Build</th>
<th>Build Alternative 1 Modified Concept</th>
<th>Build Alternative 2 Diverging Diamond</th>
<th>Build Alternative 3 Dual Flyover Ramps</th>
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<tbody>
<tr>
<td>Roadway Construction Costs</td>
<td>$0.00</td>
<td>$29,100,000</td>
<td>$34,500,000</td>
<td>$53,400,000</td>
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<td>Design Engineering Costs (10%)</td>
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<td>$3,500,000</td>
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<td>CEI Costs (13%)</td>
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<td>$4,500,000</td>
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<td>Right-of-Way Costs</td>
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<td>$66,200,000</td>
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<td>Total Alternative Cost</td>
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<td>$54,893,000</td>
<td>$90,800,000</td>
<td>$132,000,000</td>
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**Alternative 1 Modified Concept** has the least impact and lowest cost.
Timeline

Public Workshop
12/8/16

Public Hearing
Sept-Oct 2017

Study Ends
Dec 2017

Design
2018-2021

Construction
2022

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

<table>
<thead>
<tr>
<th>Phase</th>
<th>PD&amp;E</th>
<th>Design</th>
<th>ROW</th>
<th>Construction &amp; CEI</th>
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<tbody>
<tr>
<td>Fiscal Year(s)</td>
<td>2015-2017</td>
<td>2018</td>
<td>2020-2024</td>
<td>2022</td>
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<td>Funding (1)</td>
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<td>$5,100,000</td>
<td>$61,463,486</td>
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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)
To submit comments or for more information regarding the SR 9/ I-95 at Northlake Blvd Interchange PD&E Study please contact:

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Visit the Project Website: http://www.95northlake.com

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.