Northlake Blvd Corridor Update
March 2019

www.PalmBeachTPA.org

2300 North Jog Road • 4th Floor • West Palm Beach • FL 33411 • 561-684-4170
Northlake Blvd Corridor - Presentation Outline

- County Thoroughfare Plan
- Traffic Count History
- Recent Development Activity
- Active Land Development Projects
- Funded Road Projects
- Ongoing Studies
Current Thoroughfare Identification Map
Thoroughfare Map Changes

- Removed From TIM
- Added to TIM And Then Removed
- On Hold or Cancelled (Construction)
- Rerouted/Adjusted ROW
- Added to TIM (After 1989)
- Added to TIM (Future Roadway)
<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>EB Lanes</th>
<th>'09</th>
<th>'10</th>
<th>'11</th>
<th>'12</th>
<th>'13</th>
<th>'14</th>
<th>'15</th>
<th>'16</th>
<th>'17</th>
<th>'18</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seminole Pratt Whitney Rd</td>
<td>140th Ave N</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>140th Ave N</td>
<td>Coconut Blvd</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coconut Blvd</td>
<td>SR 7</td>
<td>2*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SR 7</td>
<td>Beeline Hwy</td>
<td>2*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beeline Hwy</td>
<td>Ryder Cup Blvd</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ryder Cup Blvd</td>
<td>Steeplechase Dr / Ballen Isles Dr</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steeplechase Dr / Ballen Isles Dr</td>
<td>Military Tr</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Military Tr</td>
<td>I-95</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Recent Development Activity (2013-2018)

- Avenir
- Preserve at Bay Hill
- Westlake
- Arden
Active Land Development Projects

**Avenir:** 3,900 units
- 2M sf Office
- 400k sf Retail
- Hotel, School, Park

**Ancient Tree:** 97 units

**Shops at Indian Trails:** 100k sf Retail

**Westlake:** 6,500 units
- Up to 12M sf Commercial, Industrial and Civic Uses

**ITID Vacant Lots:**
- 780 units
- 970 units
Upcoming Roadway Projects

- Widen 4L - 2019
- Widen 4L - 2021
- I-95 Int. - 2024
- New 4L - TBD
- Turn Lanes - Underway
- Widen 6L - TBD
- Widen 5L - 2023
- Widen 3L - 2022
- Widen 5L - 2019
- Widen 4L - TBD
- Widen 3L - 2023
- Widen 5L - TBD
- Widen 4L - TBD
Northlake/Seminole Pratt Whitney Rd. Intersection
• Expand intersection, installation of traffic signals
• Estimate Construction Cost: $6.7 Million
• Construction Funded FY2019, Construction to begin in 2020

Northlake Blvd. E. of Seminole Pratt Whitney Rd. to East of Hall Blvd.
• Widen 1 mile from 2-lanes to 4-lane divided roadway
• Estimated Construction Cost: $7 Million
• Construction Funded FY2019, Construction to begin in 2020

Northlake Blvd. E. of Hall Blvd. to Coconut Blvd.
• Widen 2.4 miles from 2-lanes to 4-lane divided roadway
• Estimated Construction Cost: $9.2 Million
• Construction Funded FY2020 and FY 2021, Construction expected to begin in 2021
Northlake Blvd from Coconut Blvd to SR 7 Extension

- Widen 2.4 miles from 4-lane divided to 6-lane divided roadway in 3 phases
  - Phase 1: Avenir’s East Entrance, 2,850 ft. east of Coconut Blvd
    - Construction expected within the next year
  - Phase 2: Avenir’s East Entrance to SR 7
    - Construction not yet scheduled
  - Phase 3: Coconut Blvd. to Avenir’s East Entrance
    - Construction not yet scheduled
County Roadway Projects Near Northlake Blvd

Seminole Pratt Whitney Rd: Orange Blvd to Northlake Blvd.
- Widen 1.8 miles from 2-lanes to 4-lane divided roadway
- Estimated Construction Cost: $10.5 Million
- Construction Funded FY2019, Construction to begin in 2020

Coconut/Orange/Royal Palm Beach Blvd Widening
- Widen 1.6 miles from 2-lanes to 5-lanes
- Construction not yet funded

Coconut Blvd Widening: S of 78th Pl N to s of Northlake Blvd
- Widen 1.3 miles from 2-lanes to 5-lanes
- Estimated Construction Cost: $5.1 Million, FY 2023
60th Street North: Avocado Blvd to east of 120th Ave North

- Construct 3-lanes, including drainage, bike lanes & sidewalk
- Estimated Construction Cost: $7 Million, FY 2022

Northlake Blvd and Military Trail Intersection Improvements

- Construct WB right turn lane
- Construct New Traffic Signals
Construction contract on hold

FDOT using eminent domain for NPBCID easement

SFWMD hearing scheduled for August 2019
SR 710 Northwestbound to Northlake Blvd Westbound
Northlake Blvd Westbound to SR 710 Southeastbound
SR 710 @ Northlake Blvd

SR 710 Southeastbound to Northlake Blvd Eastbound
SR 710 @ Northlake Blvd

Northlake Blvd Eastbound to SR 710 Northwestbound
SR 710 through traffic and right turns
SR 710 @ Northlake Blvd

Northlake Blvd through traffic and right turns
Add I-95 aux lanes and I-95 ramp turn lanes

Widen Northlake Blvd +1 each direction

New sidewalks, ped crossings, bike lanes, street lighting

Construction in ~2022

Completion in ~Spring 2025
• The MUTCD contains the national standards governing all traffic control devices.
• The MUTCD is the law governing all traffic control devices and has been adopted by the State of Florida
• Provides guidelines for when a traffic signal is to be installed
The 9 Signal Warrants of the MUTCD

1. Eight-Hour Vehicular Volume
2. Four-Hour Vehicular Volume
3. Peak-Hour
4. Pedestrian Volume
5. School Crossing
6. Coordinated Signal System
7. Crash Experience
8. Roadway Network
9. Intersection Near a Grade Crossing
Factors Considered in Traffic Signal Justification

- Number and type of lanes
- Traffic volumes on all intersection approaches
- Existing speed limits
- Crash History
- Age of drivers
How is a study conducted?

- 24-hour machine approach volume counts during typical weekday
- 2 peak-hour manual turning movement counts
- Generally right turn traffic is not considered for signal warrant
- PBC includes percent of right turn equal to senior citizen population
- Volume thresholds to meet during each of the highest 8 hours
  - Single-Lane approach, no right turn volumes included = 53 vehicle per hour
  - 2 or more lanes, portion of rights included = 70 vehicles per hour
Crash History on Northlake Blvd Corridor

<table>
<thead>
<tr>
<th>NORTHLAKE BLVD</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Corridor: Seminole Pratt Whitney Rd - Bee Line Hwy</strong></td>
<td>79</td>
<td>94</td>
<td>86</td>
<td>86</td>
<td>91</td>
</tr>
<tr>
<td>Intersection: Seminole Pratt Whitney Rd</td>
<td>3</td>
<td>7</td>
<td>9</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Intersection at Hall Blvd</td>
<td>4</td>
<td>4</td>
<td>9</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>Intersection at Grapeview Blvd</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Intersection at 140(^{th}) Ave N</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Intersection at Coconut Blvd</td>
<td>13</td>
<td>8</td>
<td>3</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>Intersection at Bay Hill Dr</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>Intersection at Osprey Isles Blvd</td>
<td>4</td>
<td>4</td>
<td>0</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Intersection at Memorial Park Rd / Oldham Way</td>
<td>0</td>
<td>3</td>
<td>7</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Intersection at Ibis Blvd</td>
<td>7</td>
<td>10</td>
<td>5</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td>Intersection at SR-7</td>
<td>7</td>
<td>8</td>
<td>12</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Intersection at Bee Line</td>
<td>9</td>
<td>11</td>
<td>3</td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>