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 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>
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<td>$29,100,000</td>
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<tr>
<td>Design Engineering Costs (10%)</td>
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<td>CEI Costs (13%)</td>
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<td>Right-of-Way Costs</td>
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<td>Total Alternative Cost</td>
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<td>$90,800,000</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

2015
1. Project Initiation
   - June
2. Environmental & Engineering Data Collection
   - November

2016
3. Environmental & Engineering Analysis
   - December
4. Alternatives Public Workshop
   - December
5. Draft Environmental & Engineering Documents
   - September
6. Public Hearing
   - December

2017
7. Final Environmental & Engineering Documents
   - December
8. Location and Design Concept Acceptance
   - November

Future
9. Final Design
10. Construction

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 2\textsuperscript{nd} 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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<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\textsuperscript{(1)}</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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