

Long Range Transportation Plan



AMENDMENT #4



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Leftwich Consulting Engineers, Inc.*

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As Amended September 17, 2015: AMENDMENT #1

As Amended February 18, 2016: AMENDMENT #2

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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

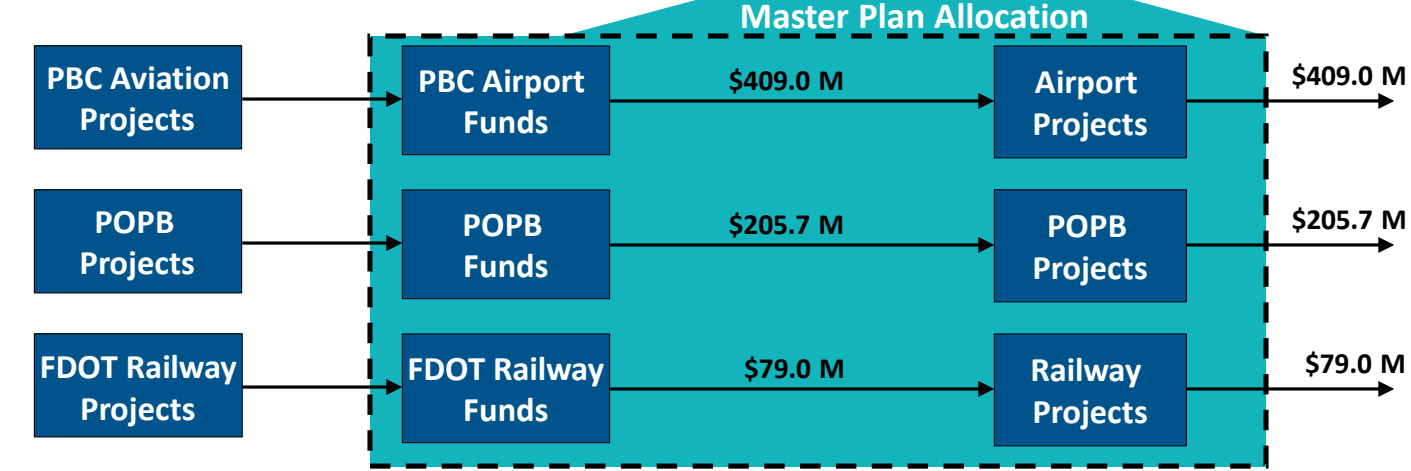
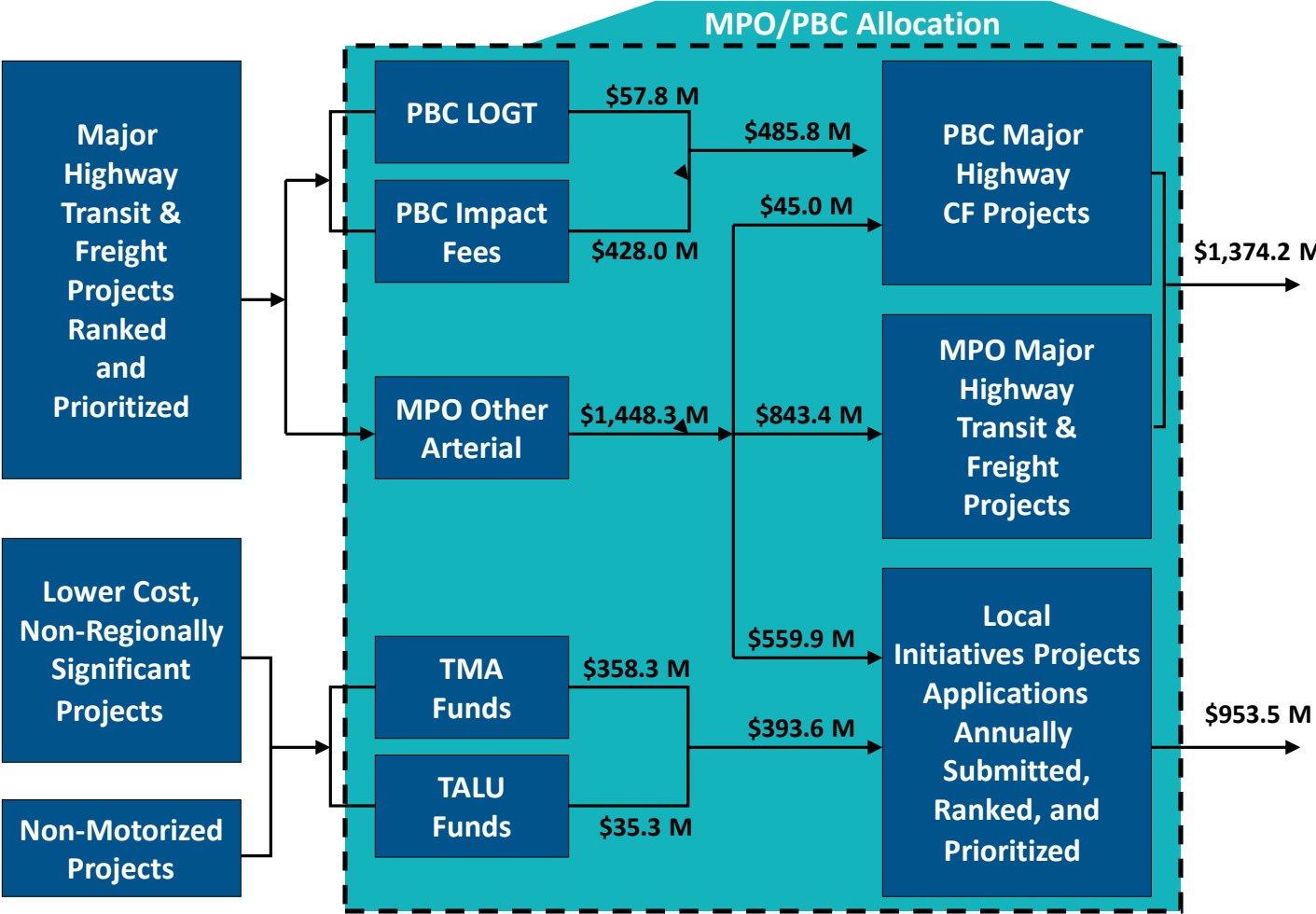
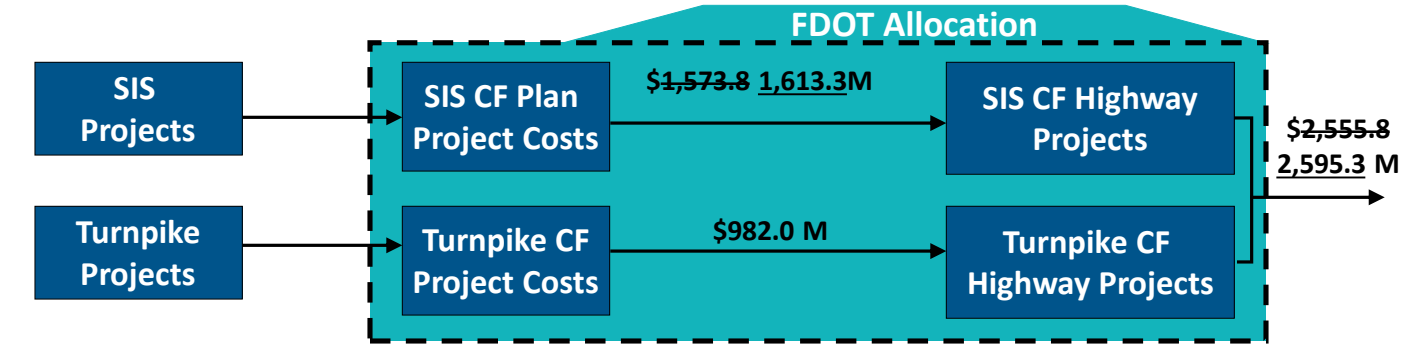
Strategic Intermodal System (SIS) and the Florida's Turnpike are distinguished from other revenue sources within the Plan. For these funds, the projects identified as being cost feasible for the adopted Plan equate to the amount of revenues forecast to be available. Appendix C provides a table summary 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) | \$499.0 500.3 | \$42.0 | \$369.3 407.4 | \$473.1 | \$190.4 | \$1,573.8 1,613.3 |



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 | | |
| <u>H-79</u> | <u>I-95</u> | <u>@ Woolbright Rd</u> | | <u>Interchange Improvement</u> | <u>\$39.5</u> | <u>D</u> | | <u>D/R/C</u> | | |
| 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

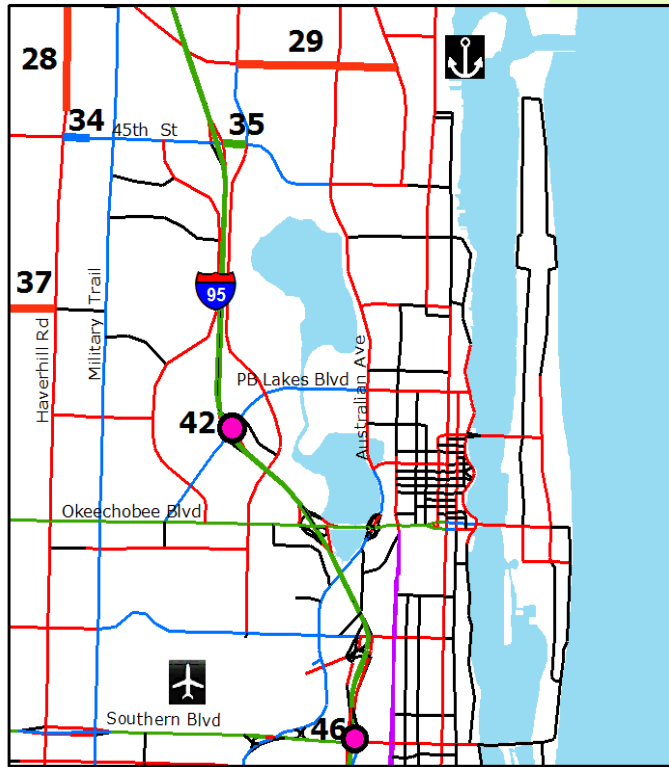
The Directions 2040 Cost Feasible Plan Transit and Freight Projects and the Cost Feasible Highway Projects are illustrated in the maps on the next four pages. The project identification numbers are included in the maps for easy coordination with the Cost Feasible Plan tables.

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.

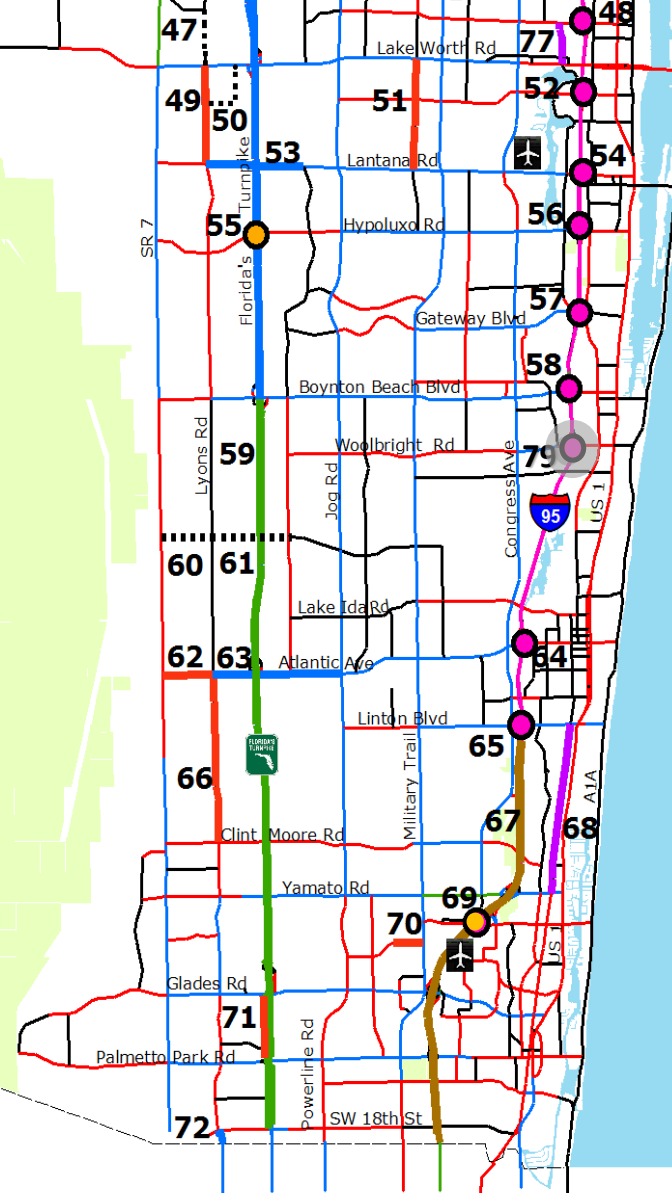


WEST PALM BEACH AREA



2040 Cost Feasible Plan Highway Component

Palm Beach County
Broward County



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

Committed/Cost Feasible Facilities

- New 2 Lanes
- New 4 Lanes
- Widen to 3 Lanes
- Widen to 4 Lanes
- Widen to 6 Lanes
- Widen to 8 Lanes
- I-95 Managed Lanes System
- SB to SB Connector
- NB to NB Connector
- New Interchange
- Interchange Improvement

NOTES

Improvements committed and/or desired beyond existing network.



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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
- ◆ 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
- ◆ 78 I-95 Interchange Improvements at Northlake Boulevard, Glades Road, Indiantown Road, 45th Street, Okeechobee Boulevard, Belvedere Road, and 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 4.61 Billion** and was based on equivalent 2040 YOE cost projections.

