State Road 7 (SR 7) Extension

from SR 704 / Okeechobee Boulevard to Northlake Boulevard
Palm Beach County
Financial Project ID Nos.: 229664-4 and 229664-3

The Florida Department of Transportation's (FDOT) SR 7 Extension project will provide a connection between Okeechobee Boulevard and Northlake Boulevard for the western areas of Palm Beach County. The project will widen SR 7 from two to four lanes between Okeechobee Boulevard and 60th Street North and extend SR 7 north with a four lane divided roadway from 60th Street North to Northlake Boulevard. This project will help accommodate increasing growth and travel demands and is vital towards satisfying capacity and mobility needs. The improvements will also help with emergency response and evacuation by providing network connectivity in the area.

The project provides two 11 foot lanes, 6 foot bike lanes and 6 foot sidewalks in each direction.

THE PROJECT INCLUDES:

- Adding two new travel lanes west of the existing road between Okeechobee Blvd and 60th Street North to provide two lanes in each direction; and milling and resurfacing of the existing roadway.
- Constructing a four-lane divided roadway on a new alignment from 60th Street North to Northlake Blvd.
- Constructing bridges over the M-Canal and the Ibis Preserve Spillway.
- Constructing sidewalks and bicycle lanes.
- A noisewall is also proposed in front of the Baywinds Community.
- Constructing traffic signals at the Porto Sol entrance, Orange Grove Blvd, Persimmon Blvd and Northlake Blvd; and roundabouts at the intersections with the Ibis entrance and 60th Street North.
- Constructing lighting at the signalized intersections and roundabouts.

Anticipated Schedule
Widening from Okeechobee Boulevard to 60th Street North
Design Complete: December 2017
Begin Construction: Mid 2018

Construction of a new four-lane divided facility from 60th Street North to Northlake Boulevard.
Design Complete: December 2017
Begin Construction: Mid 2018

Estimated Cost
Design: $5 million
Right of Way: $2.4 million
Mitigation: $8.0 million
Construction Inspection: $7.5 million
Construction: $60 million

PROJECT CONTACT INFORMATION

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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

For more information visit the project website at www.sr7extension.com

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FAQs (Frequently Asked Questions)

Where are the proposed noise walls and why are they not all the same height?
A 16' high noise wall is proposed on the west side of the Baywinds community, located just north of Okeechobee Boulevard; and a 20' high noise wall is proposed on the east side of the Ibis Reserve Apartments, located just south of Northlake Boulevard (subject to final approval by the property owner). The length and heights of the walls are based on the location of the wall as well as the height and distance of the affected residential units from the roadway.

Will fencing be provided and where? A 10' high chain link fence, similar to the existing 10' fence on the east side of SR 7, south of 60th Street North, will be provided throughout the project limits beginning just north of the Baywinds community. The fence will help to prevent wildlife from crossing SR 7. The existing 6' fence on the west side of SR 7 from Porto Sol to 60th Street North will remain.

What is being done to mitigate potential rollover incidents at the location of the curves within the project limits?
The curves will be constructed with the pavement sloped, as required based on the design speed. In addition, guardrail or concrete barrier wall is provided to prevent errant vehicles from leaving the roadway. The concrete barrier wall along the curve is 54-inch high. Guardrail is provided throughout the project limits adjacent to the environmental areas along the east side of SR 7 beginning just north of Baywinds.

Are roundabouts included in this project?
Roundabouts are proposed at the intersections with the Ibis entrance and at 60th St North, based on an assessment of traffic volumes and operational capacity.

How do two lane roundabouts work?

1. Vehicles slow to 10-15 mph on the approach to a roundabout
2. In multi-lane roundabouts, follow signs and markings to determine the lane that will serve your destination
3. Yield right-of-way to motorists already in the circulatory roadway
4. Turn right onto the circulatory roadway when it is safe to do so
5. When you approach your destination street, use your right-turn signal and exit the roundabout

Are there any examples of 2-lane roundabouts in the area?
There are a large number of multi-lane roundabouts in operation around Florida and nationwide. Some local examples in Palm Beach County include the following: There are three 2-lane roundabouts on Central Boulevard at the intersections of Indian Creek Parkway, Main Street, and Frederick Small Road in Jupiter, Florida. Another example is the 2-lane roundabout at the intersection of Lake Worth Road and North A Street in Lake Worth, Florida.

What type of lighting will be used and where will it be located?
LED (light emitting diode) lighting on standard aluminum light poles is proposed at the roundabouts and at the signalized intersections. In addition, internally illuminated raised pavement markers will be installed on the proposed curve over the M-Canal to provide enhanced visual delineation of the curve at night.

Will the project encroach within the Grassy Waters Preserve?
The proposed project is located outside of the Grassy Waters Preserve. No improvements or construction will take place within the Preserve boundaries.

Will stormwater runoff go directly into the Grassy Waters Preserve?
No, the drainage system is designed so that there will be no direct runoff into the Grassy Waters Preserve.

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What has FDOT done to mitigate or minimize environmental impacts?

A number of strategies were used to minimize the impact of the roadway to the adjacent environmental areas as listed below:

1. Reduction in the median width from 42 feet down to 22 feet from 60th Street North to Northlake Boulevard, and reduction in the width of drainage treatment areas from 175 feet down to +/- 40 feet.
2. Location of all proposed storm water outfalls are located outside of any wetlands within the Pond Cypress Natural Area or Grassy Waters Preserve, to protect water quality in these environmentally sensitive areas
3. Elimination of a proposed pond site located within the FDOT Rangeline property
4. Removal of the wide shared use path on the east side of the roadway, replaced by a narrower sidewalk
5. Reduction of design speed and corresponding reduction in the bridge footprint across the M-Canal, resulting in less encroachments, and impacts to the Pond Cypress Natural Area
6. Reduction of impacts to wetlands in the Grassy Waters Preserve by placing the roadway alignment as far west as possible
7. Incorporation of environmental mitigation through enhancement, restoration, and preservation of wetlands within the FDOT property north of the M-Canal that will further reduce roadway-related impacts on Grassy Waters Preserve
8. Inclusion of wildlife fencing along the east and south sides of the corridor (north and south of the M-Canal)
9. Inclusion of wildlife crossings that will allow the safe passage between Grassy Waters and the Ibis Mitigation Area

The unavoidable environmental impacts are being mitigated both onsite and offsite. Onsite mitigation consists of enhancements to the existing wetland areas with regrading and planting of quality wetland vegetation directly adjacent to Grassy Waters Preserve. Offsite mitigation includes the purchase of mitigation credits and donation/dedication of surplus FDOT property to environmental conservation in perpetuity.

Is there an emergency response strategy? What happens if a truck carrying hazardous materials gets in an accident near the Grassy Waters Preserve and there is a spill?

The project includes several design features to prevent such an emergency. These include a curb and gutter system with an urban drainage collection system, guardrail along the eastern edge of the roadway, and a swale between the roadway and the boundary of the Grassy Waters Preserve. The guardrail, in combination with the curb and gutter, would help contain vehicles within the roadway in the event of an incident. Any material spilled on the roadway, if large enough, may enter the nearest drainage inlet where it may collect or outfall into the drainage swale. The contaminated material and soil from the swale would then be removed from the site in accordance with local, state, and federal hazardous spill response procedures. No direct outfall between the drainage system and the Grassy Waters Preserve is proposed. For the bridge crossing over the M-Canal, the FDOT proposes a 54-inch high concrete barrier wall. Most barrier walls for this type of application are only 32 inches high. In addition, the joints on the bridge would be sealed to help retain any contaminated materials on the bridge deck and away from the M-Canal.