CR 510 Project Development and Environment (PD&E) Study

From 58th Avenue to East of SR 5/US-1, Indian River County, Florida
Florida Department of Transportation

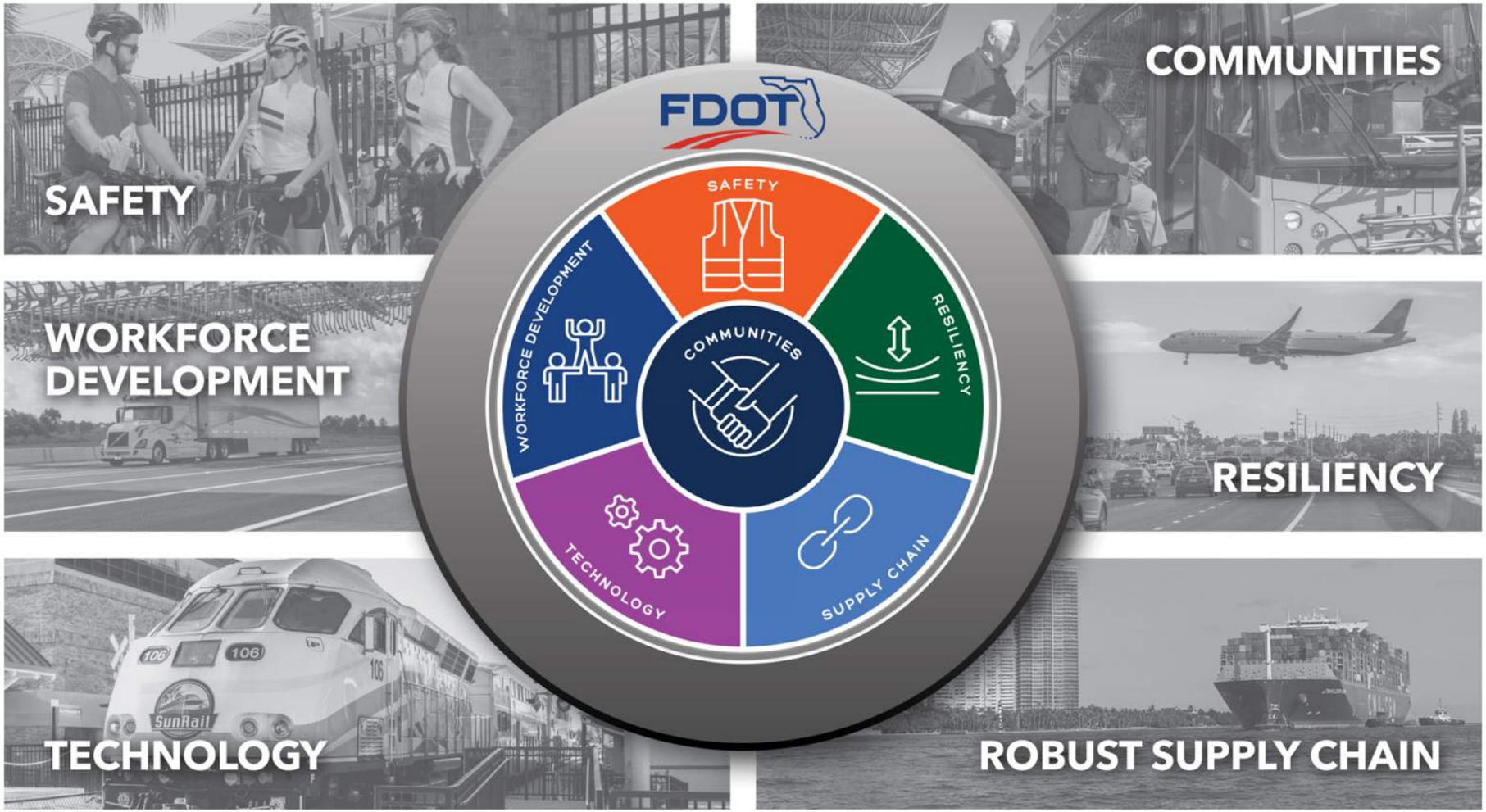
Financial Project ID: 441692-1-22-02
Efficient Transportation Decision Making (ETDM) Number: 14492

Alternatives Public Workshop

Virtual – Tuesday, February 27, 2024
In-Person – Thursday, February 29, 2024

THE PRESENTATION WILL BEGIN AT 6:00 PM

AGENDA


SAFETY
COMMUNITIES
WORKFORCE DEVELOPMENT
RESILIENCY
TECHNOLOGY
ROBUST SUPPLY CHAIN
FDOT
SAFETY
WORKFORCE DEVELOPMENT
COMMUNITIES
RESILIENCY
TECHNOLOGY
SUPPLY CHAIN

AGENDA

- Project Team
- Meeting Format
- Rules of Engagement
- Transportation Development Process
- Project Location
- Adjacent Projects
- Purpose and Need
- Existing Conditions
- Alternatives Evaluation
- Railroad Coordination
- Environmental Analysis
- Public Involvement
- Project Schedule
- Questions and Answers

PROJECT TEAM

Maria Formoso, P.E.
Project Manager
Florida Department of Transportation
District 4

Julieta Manso, P.E.
Consultant Project Manager
Hanson Professional Services Inc.

Lauren Hatchell
Public Involvement Coordinator
Media Relations Group, LLC

ELECTED OFFICIALS

MEETING FORMAT

Online:

Date: Tuesday, February 27, 2024

Time: 6:00 p.m.

In-Person:

Date: Thursday, February 29, 2024

Time: 5:30 p.m.

Location: Indian River County – MPO Boardroom
Administration Building B
1800 27th Street
Vero Beach, Florida 32960

RULES OF ENGAGEMENT

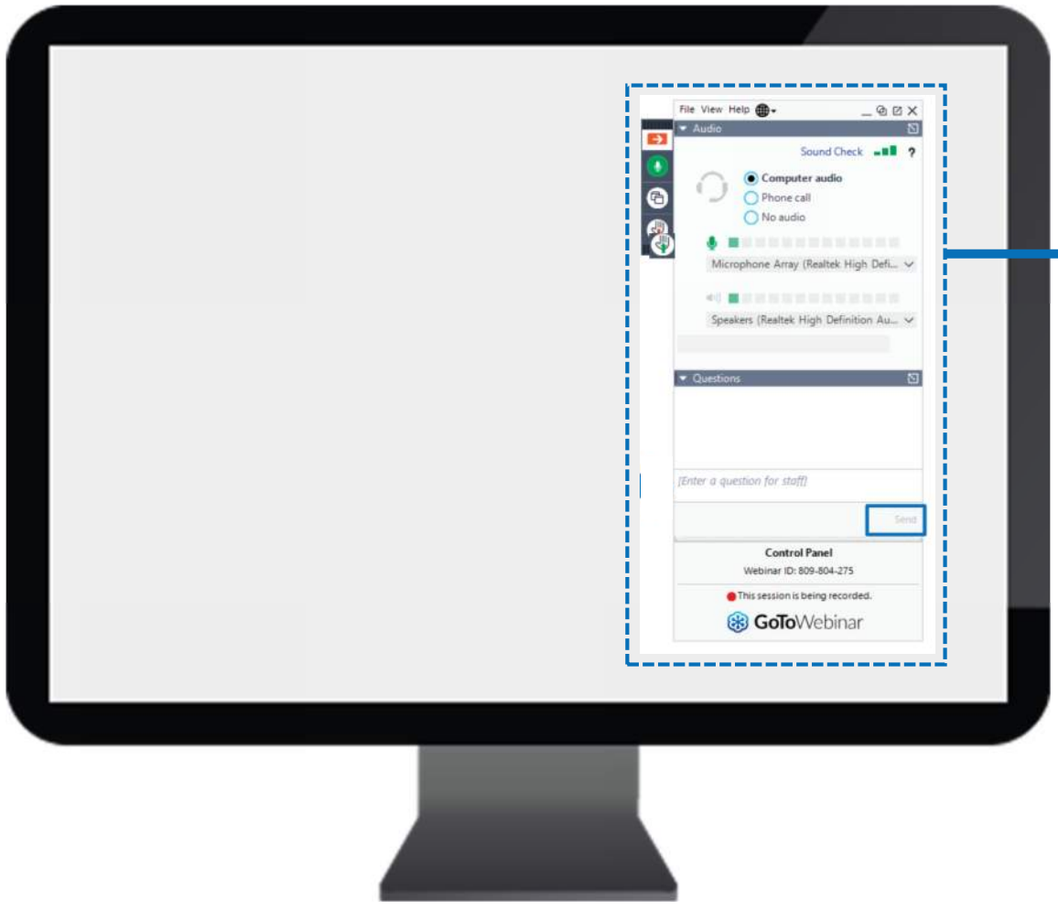
This Alternative Public Workshop is being recorded.

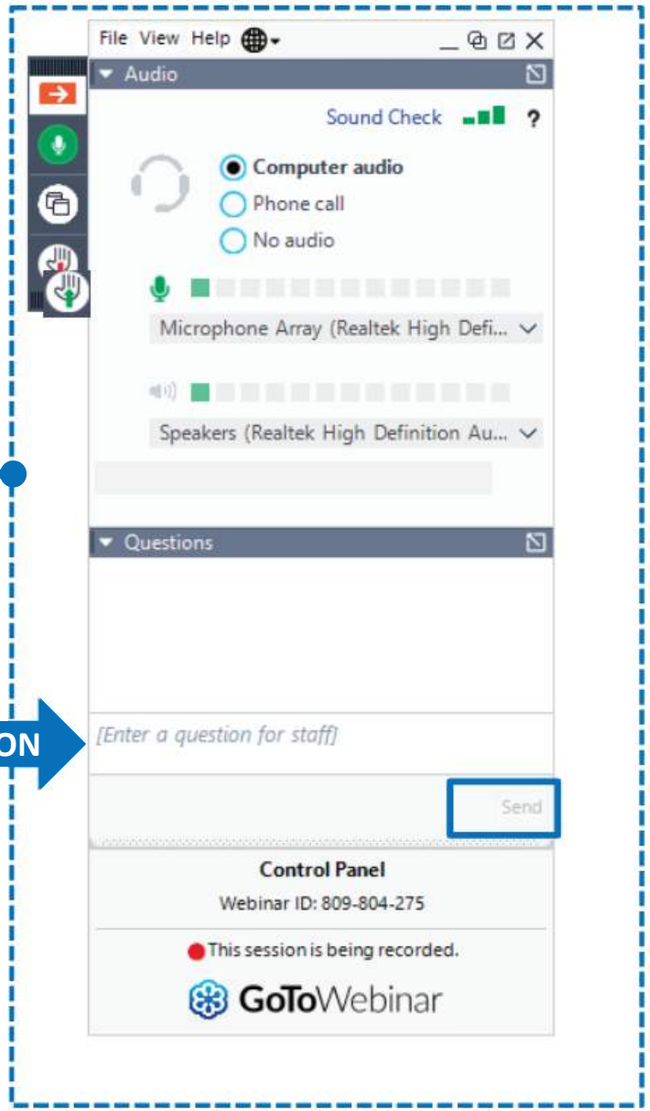
If you experience technical difficulties, please call the help line at 786-352-4351 so a technical support team member may assist you.

All attendees will remain muted throughout the meeting except during the Open Discussion.

At the end of the presentation attendees are also welcome to submit any questions/comments using the GoToWebinar Question Panel and a member of the team will respond during the question-and-answer portion. To request to speak, click the Raise Hand button on the Control Panel and unmute your microphone when your name is called.

GO TO WEBINAR CONTROL PANEL



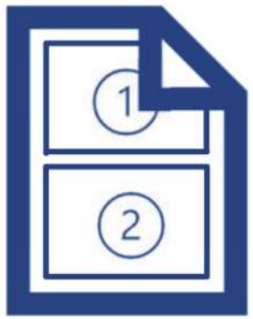


ENTER QUESTION

DIAL-IN BY PHONE ATTENDEES

Dial-in attendees are "listen only"

If you requested or downloaded the presentation



Paper copy of the presentation

Presenter will indicate slide number

www.fdot.gov/projects/cr510-58ave-us1

TO REPORT TECHNICAL ISSUES

Type in the **Question box** on GoToWebinar Control Panel

Send an email to:

manny@graph-code.com

Call:

786-352-4351

PUBLIC NOTICE

Florida Administrative Register

Property owner/tenant letters

Email to project contacts list

Department/project webpage

Newspapers

Social media

NON-DISCRIMINATORY POLICY

Title VI Compliance

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

Sharon Singh Hagyan
District Four Title VI Coordinator
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309
(954) 777-4190
(866) 336-8435, Ext. 4190 (Toll Free)
Sharon.SinghHagyan@dot.state.fl.us

Stefan Kulakowski
Statewide Title VI Coordinator
605 Suwanee Street, MS 65
Tallahassee, FL 32399
(850) 414-4742
(866) 374-3368, Ext. 4742 (Toll Free)
Stefan.Kulakowski@dot.state.fl.us

FEDERAL-STATE PARTNERSHIP

The environmental review, consultation and other actions required by applicable federal environmental laws for these projects are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

PRESENTATION WILL NOW BEGIN

TRANSPORTATION DEVELOPMENT PROCESS

1. PLANNING
2. PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
3. DESIGN
4. RIGHT OF WAY ACQUISITION (IF NEEDED)
5. CONSTRUCTION
6. MAINTENANCE

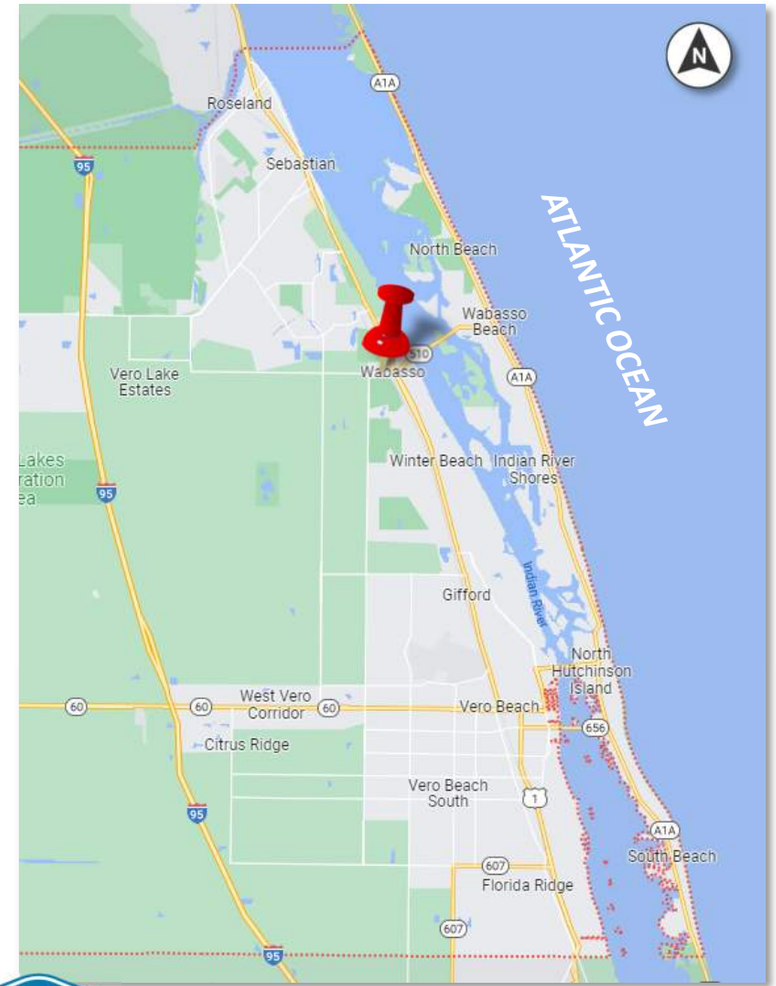
Why it's done:

- Evaluate project feasibility and potential environmental impacts (natural, physical, social, cultural)
- Comply with federal and state environmental laws
- Required to secure federal regulatory approval

What it involves:

- Conducting preliminary engineering
- Evaluating options to avoid, minimize or mitigate potential environmental impacts
- Coordinating with federal, state, and local agencies
- Engaging the public in project development
- Select a preferred alternative for Final Design

PROJECT LOCATION



- *Project Limits: CR 510 from 58th Avenue to east of US-1 and along US-1 from 84th Street to 87th Street*
- *Northeastern Indian River County*
- *Unincorporated Indian River County*
- *Wabasso Community*

ADJACENT PROJECTS

- 405606-2 – CR 510 PD&E Study
  From CR 512 to 58th Avenue
  (Completed in April 2019)
- 405606-5 – Segment 5
  From West of 82nd Avenue to Powerline Road
  (Under Design – Awaiting Construction Funds)
- 405606-6 – Segment 6
  From Powerline Road to 58th Avenue
  (Under Design – Awaiting Construction Funds)
- 405606-7 – Segment 7
  From CR 512 to 87th Street
  (Under Design – Scheduled for construction FY 24/25)
- 405606-8 – Segment 8
  From 87th Street to West of 82nd Avenue
  (Under Design – Awaiting Construction Funds)
- 431724-3 – SR 5/US-1
  From 69th Street to 84th Street
  (Under Design – Awaiting Construction Funds)

PURPOSE & NEED

PROJECT PURPOSE

- Improve capacity for local and regional travel, freight movement, and emergency evacuation.
- Reduce crashes and improve safety issues for vehicles, bicycles, and pedestrians.

PROJECT NEED

- **Capacity:** Population growth and planned developments in the study area will increase traffic, creating more congestion and delays.
- **Transportation Demand:** Increase in traffic flow along this segment of CR 510. The CR 510 and US-1 intersection is one of the busiest in the County and has served nearby developments such as the Orchid Quay (formerly Bristol Bay).
- **Social Demand/Economic Development:** Additional residential developments are planned east and west of the project corridor.
- **Modal Relationship:** Improve the mobility for all users (bicyclists, pedestrians, freight, vehicles, and trains). The CR 510 corridor provides limited options for pedestrians and bicyclists. The need for bicycle lanes and sidewalks was identified in the Indian River County Bicycle and Pedestrian Master Plan 2015.
- **System Linkage:** Evacuation Route for the Region.

This project has been identified in the Indian River County MPO's Needs Projects List and Cost Feasible Plan

EXISTING CONDITIONS

ROADWAY CHARACTERISTICS	
Number of Lanes	Two (One in each direction)
Lane width	12-ft
Posted Speed	40 MPH
Sidewalks	• None between 58th Avenue and FEC Railway • 6-ft sidewalks between FEC Railway and US-1
Bicycle Facilities	None
Existing Right-of-Way	Varies 80-ft to 130-ft

CR 510 looking east

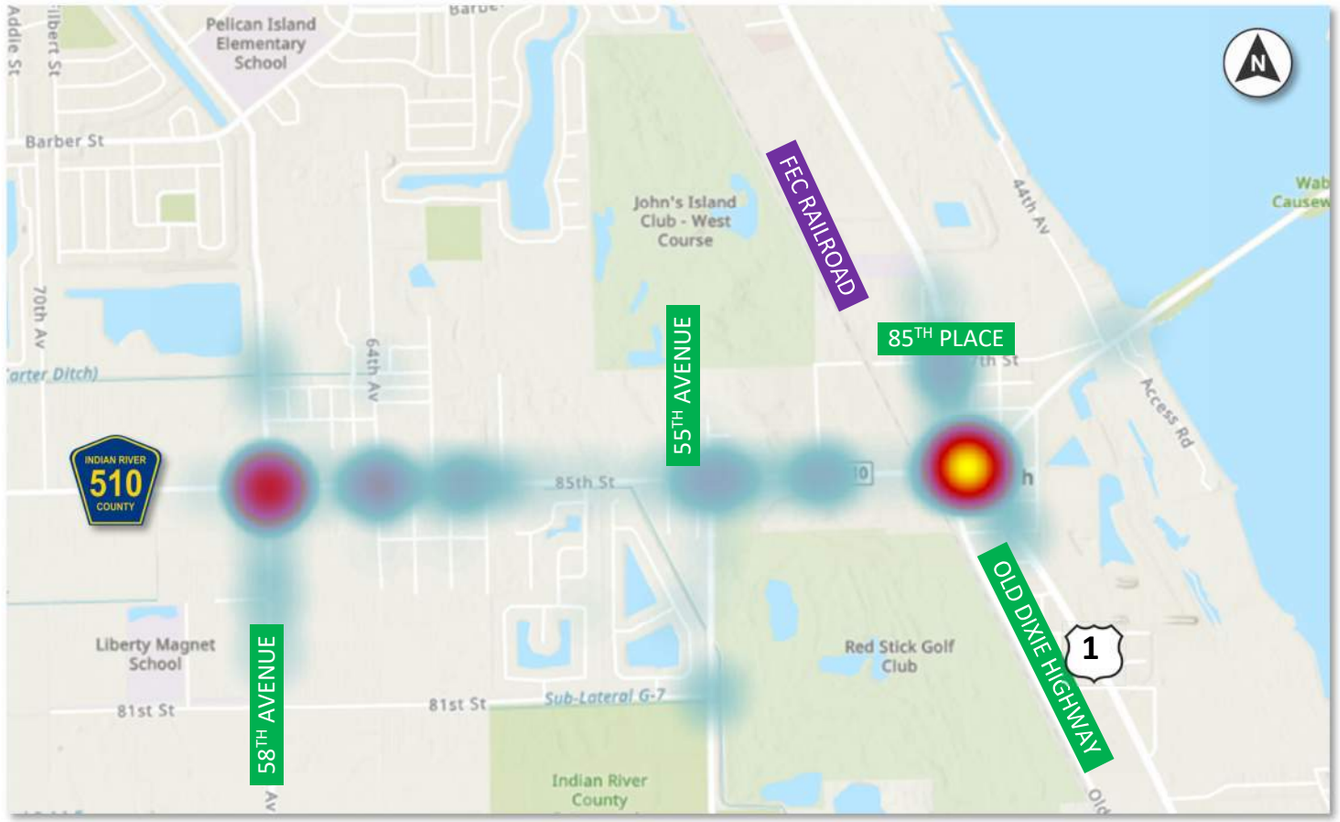
EXISTING SAFETY CONDITIONS

Five years of crash data: 2019-2023

- 250 crashes in total
- 93 injuries (10 serious)
- 1 fatality
- 0 bicycle
- 0 pedestrian

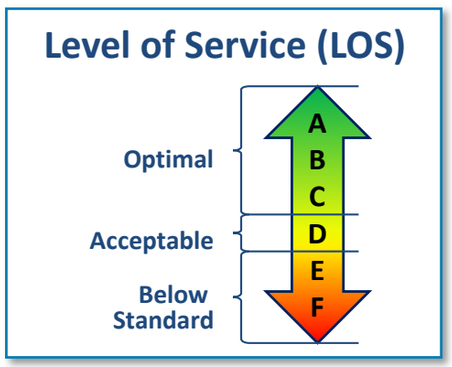
Predominant Crash Type:

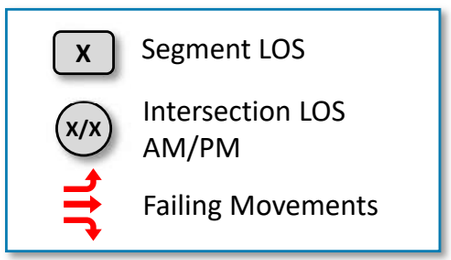
- Rear-end: 44%
- Left turn: 27%
- Side-swipe: 7%

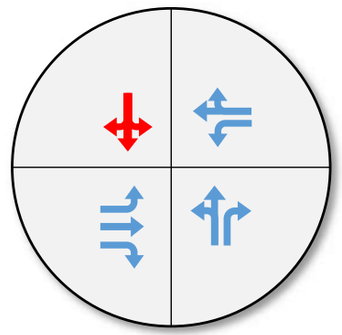


TRAFFIC OPERATIONS – Existing Conditions

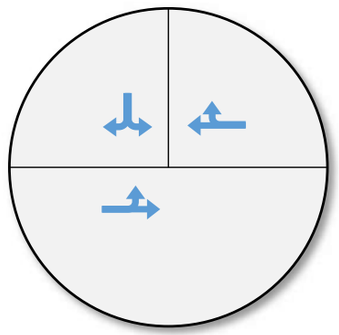
- Existing LOS C
- Average truck percentage 7% (observed high truck factors of 20%)



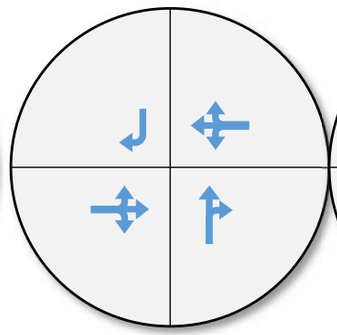




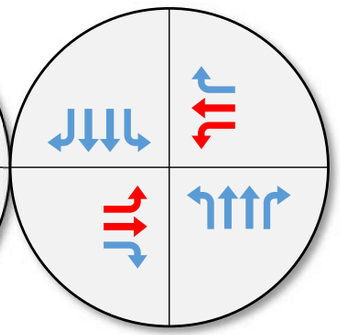
58th Avenue



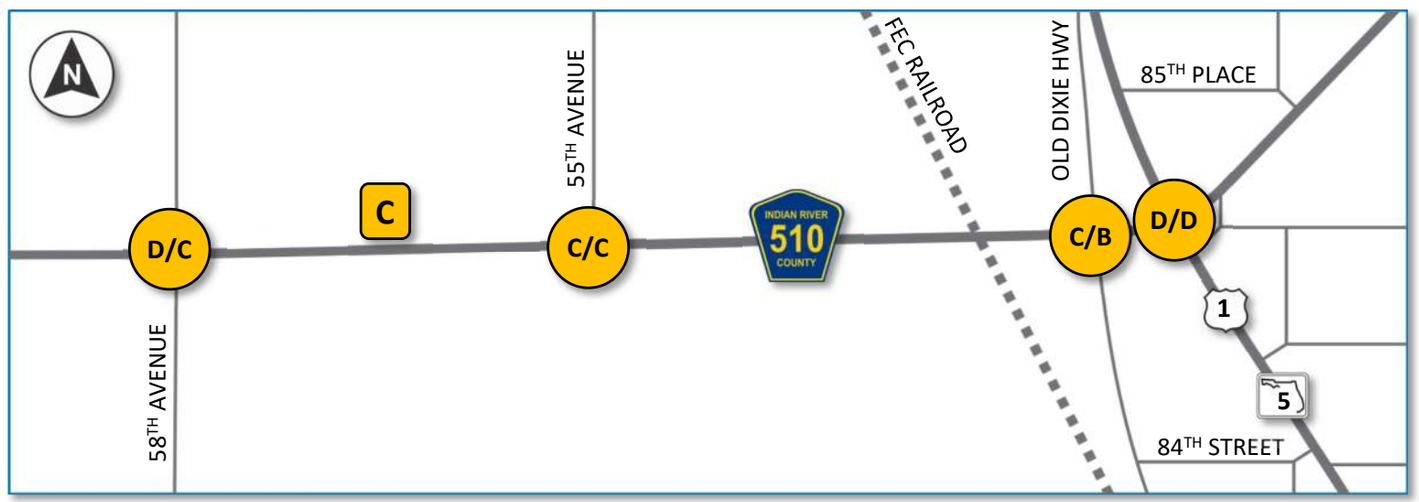
55th Avenue



Old Dixie Highway

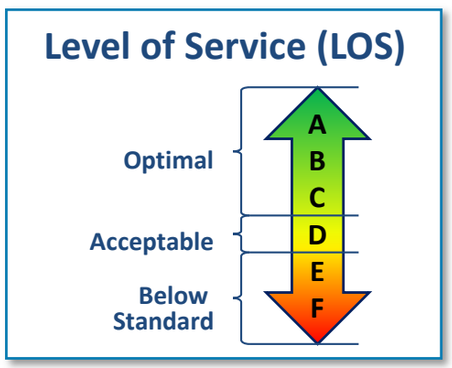


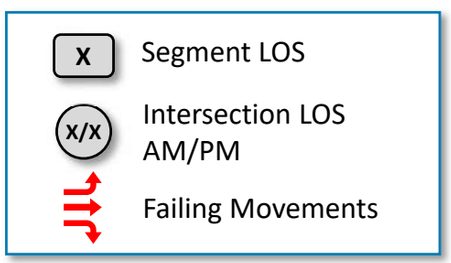
SR 5/US-1

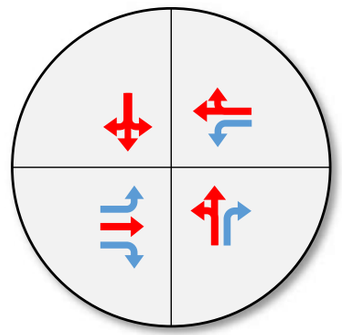


TRAFFIC OPERATIONS – No-Build Conditions (Year 2045)

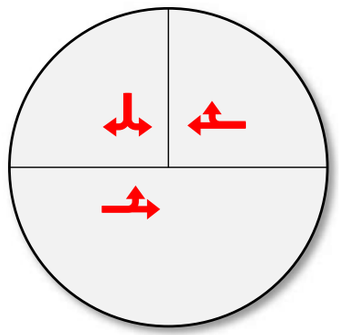
- Future No-Build LOS F – Year 2045
- Increase traffic due to projected population growth







58th Avenue



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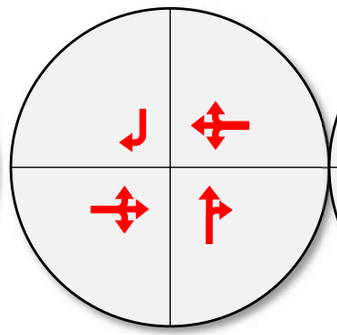
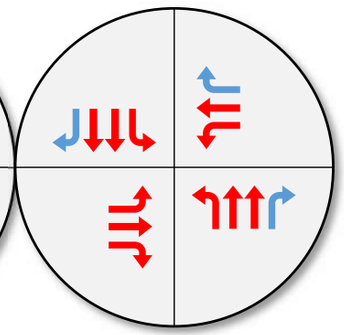
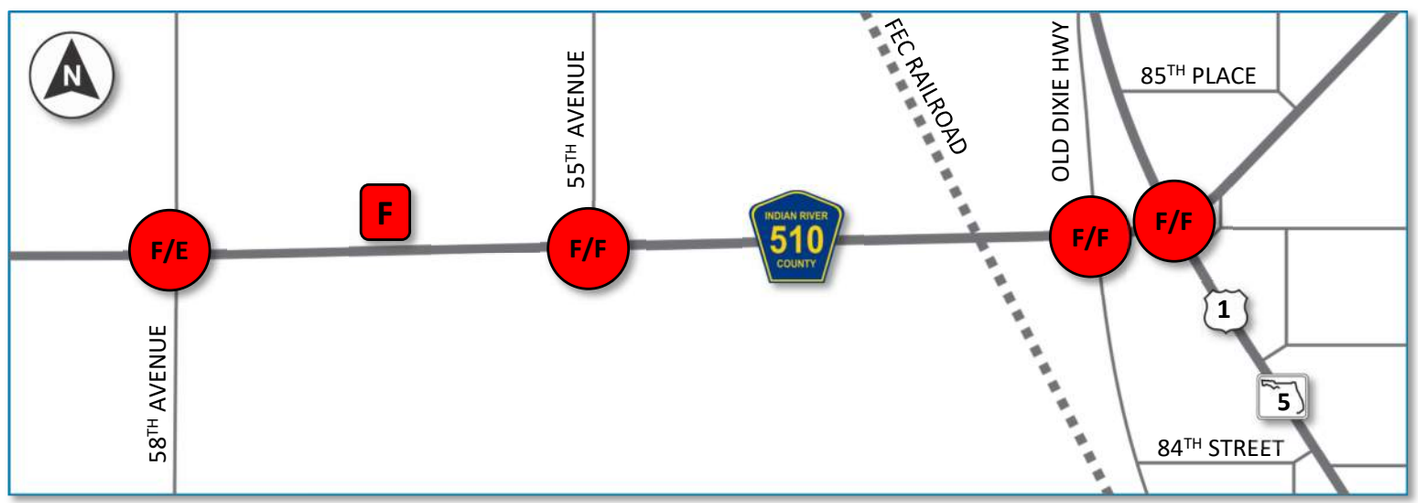


Old Dixie Highway



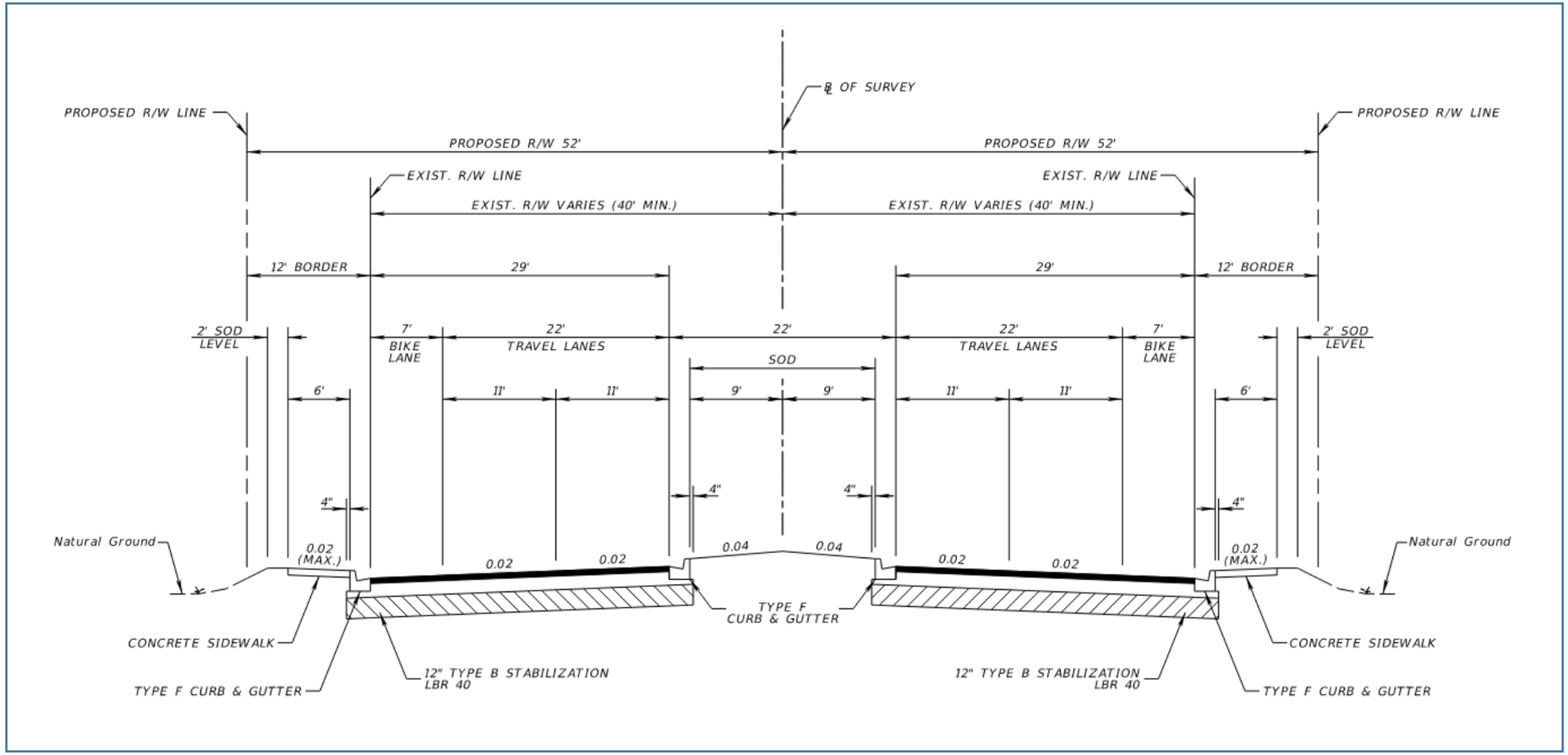
SR 5/US-1



ALTERNATIVES EVALUATION

- Typical Section Analysis
  - Widening CR 510 from two to four lanes
- Intersection Improvements
  - CR 510 at 58th Avenue
  - CR 510 at US-1
- FEC Railroad crossing Alternatives
  - At-grade widening
  - Partial grade separation over the FEC Railway
  - Full grade separation over the FEC Railway

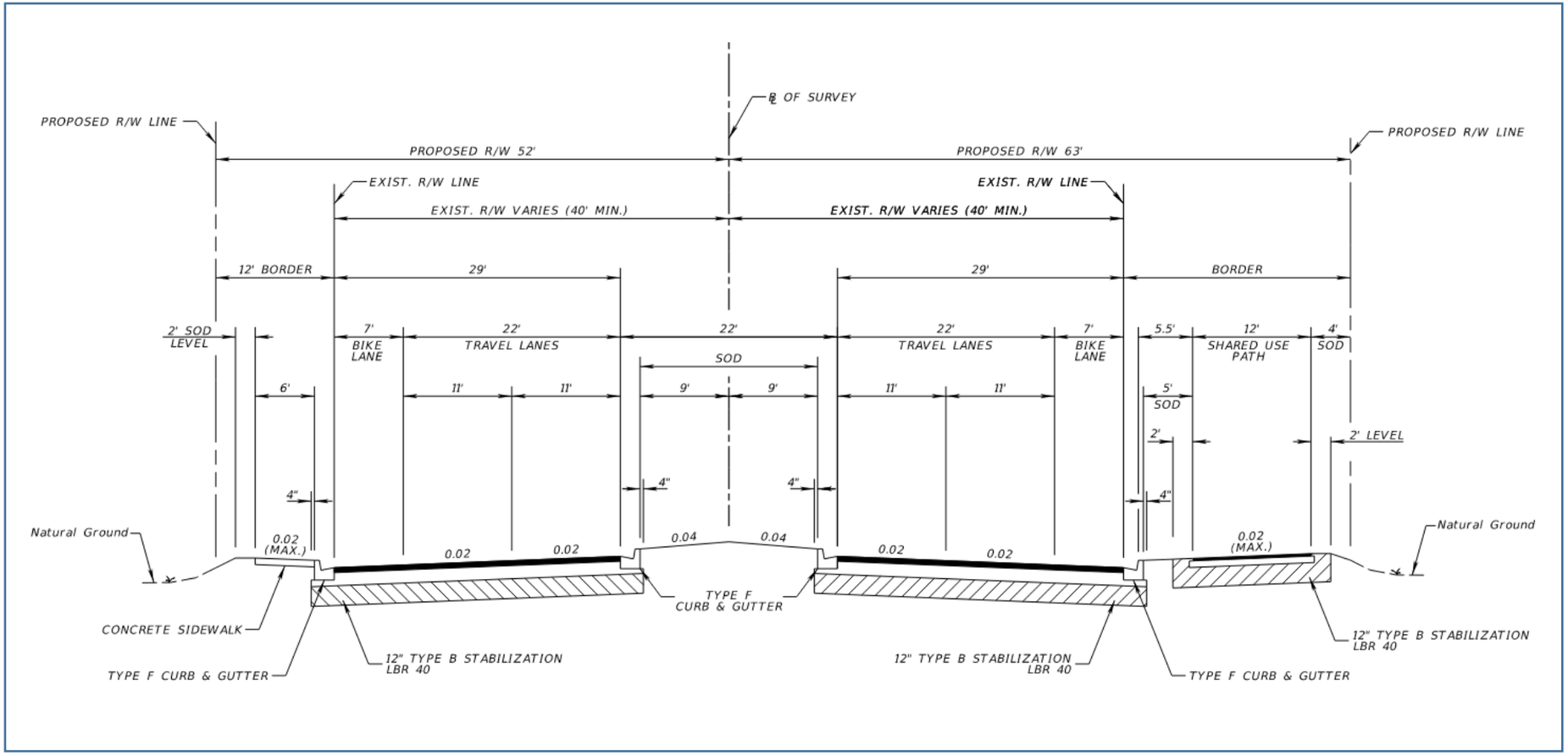
TYPICAL SECTION ANALYSIS – Alternative A



Typical Section Alternative A

(Proposed R/W 104-ft)

TYPICAL SECTION ANALYSIS – Alternative B



Typical Section Alternative B

(Proposed R/W 115-ft)

TYPICAL SECTION ANALYSIS

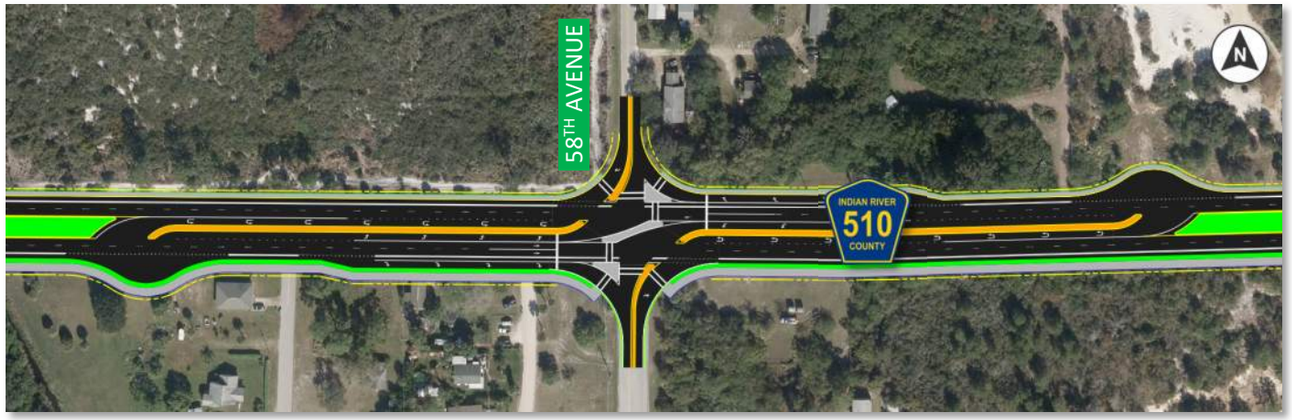
Evaluation Matrix

	CRITERIA	Typical Section - Alternative A	Typical Section - Alternative B
ENGINEERING	TRAFFIC SERVICE	Divided 4-lane section improves traffic service with operating speeds of 40 MPH (Design) 5	Divided 4-lane section improves traffic service with operating speeds of 40 MPH (Design) 5
	SAFETY	Generally safe for vehicles, bicyclist's, and pedestrians. 4	Similar to previous alternative. Shared use path provides an off-road option for bicyclists to be separated from traffic. 5
	ACCESS ISSUES	Although divided median restricts/changes access, median openings are provided per access management criteria. 4	Similar to previous alternative. 4
	MULTIMODAL ISSUES	Section provides 7-foot buffered bike lanes and 6-foot sidewalks on both sides. 4	Section provides 7-foot buffered bike lanes on both sides, 6-foot sidewalk on north side and 12-foot shared use path on south side. 5
ENVIRONMENTAL	POTENTIAL WETLANDS AND WILDLIFE HABITAD IMPACTS	Smaller footprint, less potential for wetland and habitat impacts. 5	Larger footprint, more potential for wetland and habitat impacts. 4
	WATER QUALITY/DRAINAGE	Smaller area of impervious cover requires least amount of stormwater treatment. 5	Larger area of impervious cover requires largest amount of stormwater treatment. 4
	VISUAL/AESTHETIC IMPACTS	Smallest area for landscaping. 4	Largest area for landscaping. 5
SOCIO-ECONOMIC	HURRICANE EVACUATION/EMERGENCY	Additional capacity and bike lanes that can be used as shoulders for stopped/emergency vehicles facilitates emergency response and hurricane evacuation. 5	Similar to previous alternative. 5
	TRANSPORTATION PLANS COMPATIBILITY	Alternative features are compatible with adopted transportation plan. 4	Similar to previous alternative. Additionally, this alternative supports the IRC Bicycle and Pedestrian Master Plan. 5
	CONTROVERSY POTENTIAL	This alternative does not create controversy. 3	Alternative supported and requested by the community. 5
COST	CONSTRUCTION	Moderate cost due to roadway reconstruction. 5	Increased cost due to larger footprint. 4
	RIGHT-OF-WAY	Least amount of right-of-way required due to smallest footprint. 5	Largest amount of right-of-way required due to largest footprint. 4
	SCORE	53	55

SCORE CRITERIA:
1 = Substantially Less Desirable
2 = Generally Less Desirable
3 = Neutral or No Effect
4 = Generally More Desirable
5 = Substantially More Desirable

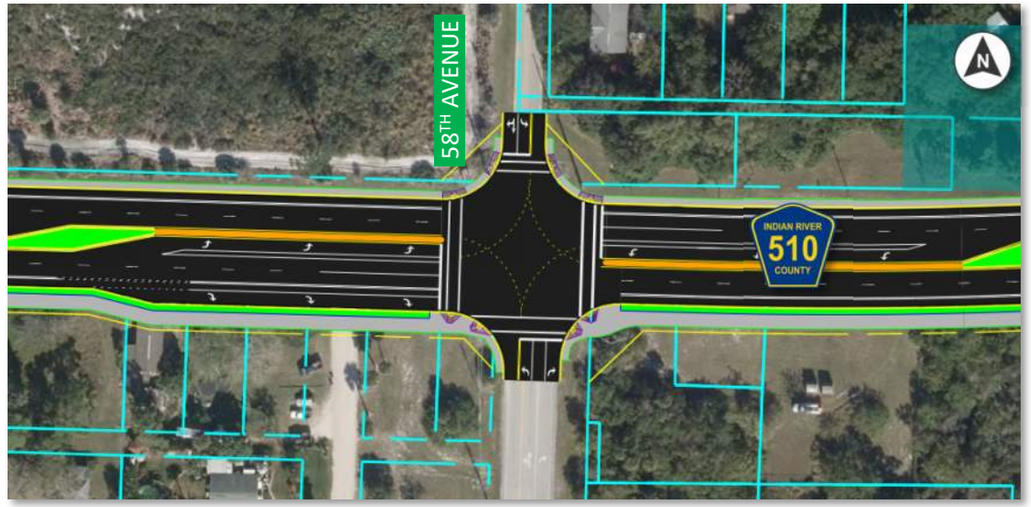
Intersection Improvement Concepts – CR 510 at 58th Avenue

Signalized Restricted Crossing U-Turn E-W (RCUT)



Signalized Median U-Turn E-W (MUT)

Conventional Traffic Signal



Intersection Improvement Evaluation Matrix

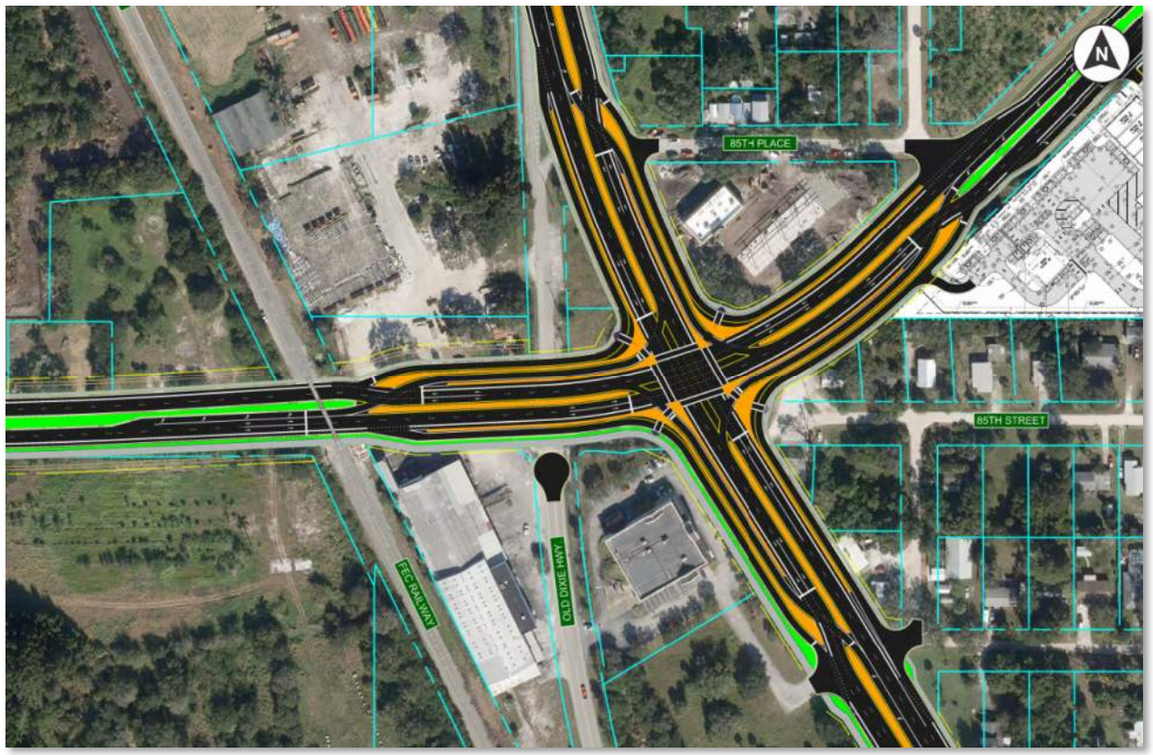
CR 510 at 58th Avenue

	CRITERIA	RCUT	MUT	Traffic Signal
ENGINEERING	TRAFFIC SERVICE	Best traffic operations. 5	Better traffic operations than traditional traffic signal. 4	Provides adequate traffic operations. 3
	SAFETY	Less conflict points at the intersection will increase safety. 4	Less conflict points at the intersection will increase safety. 4	Provides more conflict points than the other two alternatives. 3
	ACCESS ISSUES	This alternative will required median U-turns to access 58th Avenue. 2	This alternative will required median U-turns to access 58th Avenue. 2	Provides direct access to 58th Avenue at the intersection. 5
ENVIRONMENTAL	POTENTIAL WETLANDS AND WILDLIFE HABITAD IMPACTS	This alternative creates impacts to the Scrub Jay Conservation Area. 2	This alternative creates impacts to the Scrub Jay Conservation Area. 2	This alternative avoids impacts to the Scrub Jay Conservation Area. 5
	WATER QUALITY/DRAINAGE	Larger area of impervious cover requires largest amount of stormwater treatment. 2	Larger area of impervious cover requires largest amount of stormwater treatment. 2	Smaller area of impervious cover requires least amount of stormwater treatment. 4
SOCIO-ECONOMIC	HURRICANE EVACUATION/ EMERGENCY RESPONSE	Restricted access to CR 510 provides less desirable conditions during emergency response. 4	Restricted access to CR 510 provides less desirable conditions during emergency response. 4	More direct access to CR 510 provides easiest access during emergency response. 5
	CONTROVERSY POTENTIAL	New intersection configuration will require education program. 2	New intersection configuration will require education program. 2	Conventional intersection will not create controversy. 3
COST	CONSTRUCTION	Increased cost due to larger footprint. 4	Increased cost due to larger footprint. 4	Moderate cost due to reconstruction. 5
	RIGHT-OF-WAY	Largest amount of right-of-way required due to largest footprint. 4	Largest amount of right-of-way required due to largest footprint. 4	Least amount of right-of-way required due to smallest footprint. 5
	SCORE	29	28	38

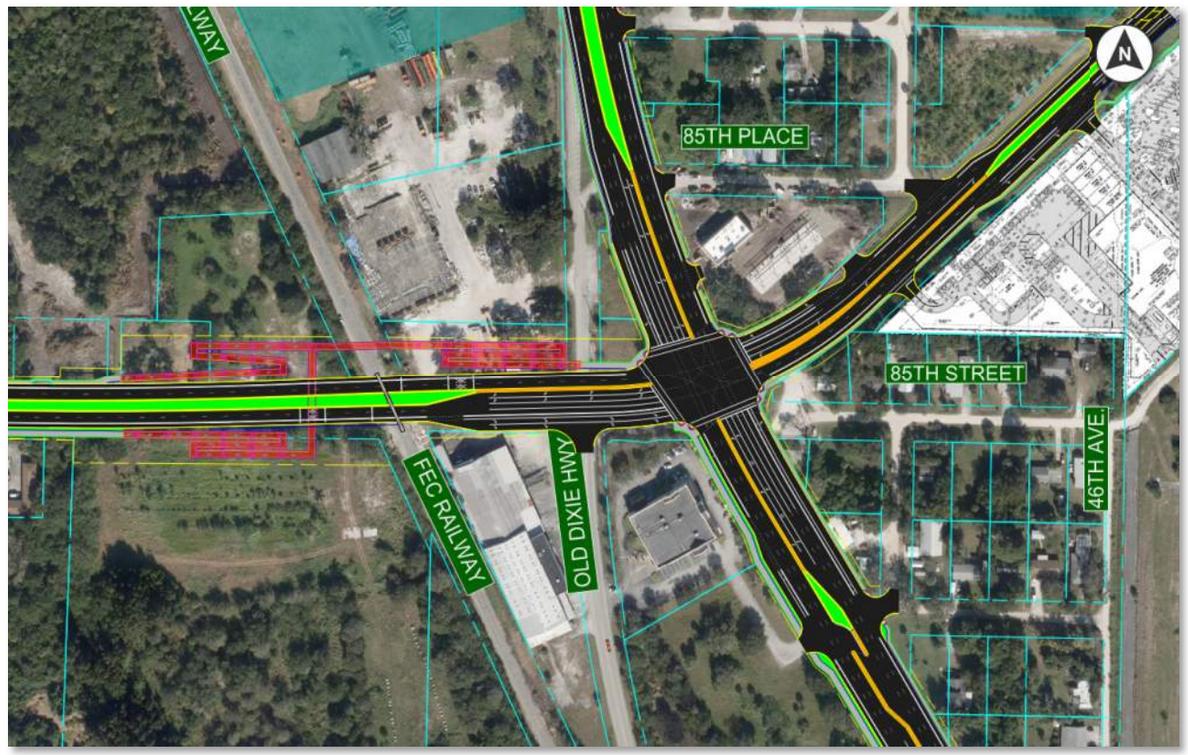
SCORE CRITERIA:
1 = Substantially Less Desirable
2 = Generally Less Desirable
3 = Neutral or No Effect
4 = Generally More Desirable
5 = Substantially More Desirable

Intersection Improvements – CR 510 at US-1

Displaced Left Turn (DLT)



Conventional Traffic Signal



Intersection Improvement Evaluation Matrix

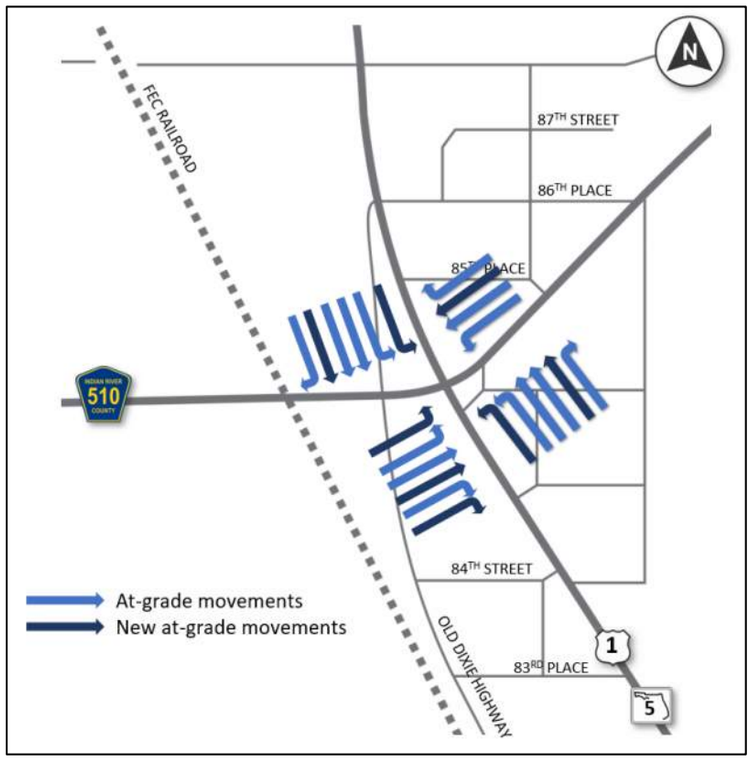
CR 510 at US-1

	CRITERIA	DLT	Traffic Signal
ENGINEERING	TRAFFIC SERVICE	Best traffic operations. 5	Provides adequate traffic operations. 3
	SAFETY	Less conflict points at the intersection will increase safety. 4	Provides more conflict points than the other two alternatives. 3
	ACCESS ISSUES	This alternative will impact direct access to businesses at three quadrants within the intersection. 2	Provides direct access to all businesses within the intersection. 5
ENVIRONMENTAL	POTENTIAL WETLANDS AND WILDLIFE HABITAD IMPACTS	Minimal impacts 3	Minimal impacts 3
	WATER QUALITY/DRAINAGE	Larger area of impervious cover requires largest amount of stormwater treatment. 2	Smaller area of impervious cover requires less amount of stormwater treatment. 3
SOCIO-ECONOMIC	HURRICANE EVACUATION/ EMERGENCY RESPONSE	Provides adequate access during emergency response. 3	Provides adequate access during emergency response. 3
	CONTROVERSY POTENTIAL	New intersection configuration will require education program. 2	Conventional intersection will not create controversy. 3
COST	CONSTRUCTION	Increased cost due to larger footprint. 4	Moderate cost due to reconstruciton. 5
	RIGHT-OF-WAY	Largest amount of right-of-way required due to largest footprint. 4	Least amount of right-of-way required due to smallest footprint. 5
	SCORE	29	33

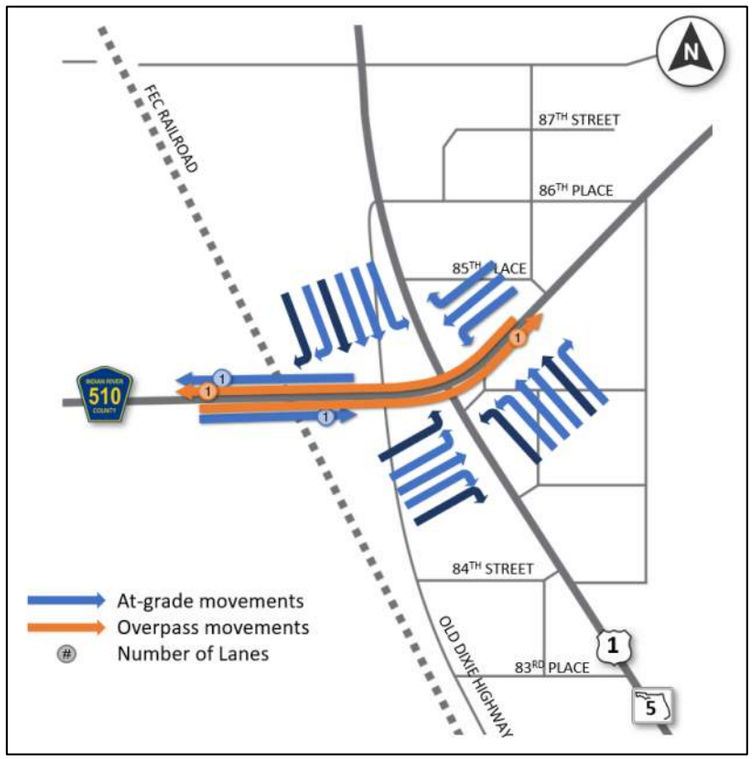
SCORE CRITERIA:
1 = Substantially Less Desirable
2 = Generally Less Desirable
3 = Neutral or No Effect
4 = Generally More Desirable
5 = Substantially More Desirable

Alternative at the FEC Railroad Crossing

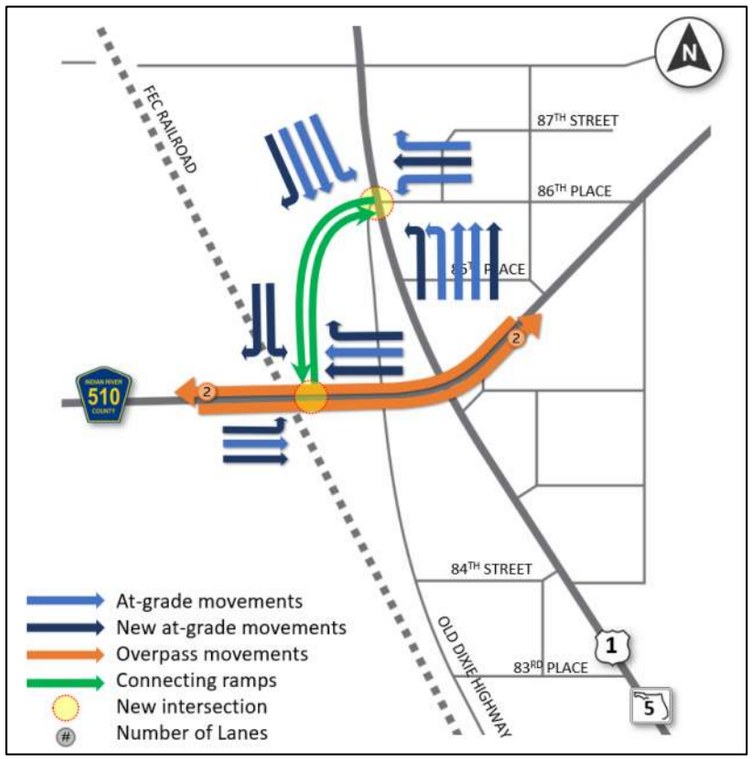
Alternative 1
At-Grade Widening



Alternative 2
Partial Grade Separation over FEC

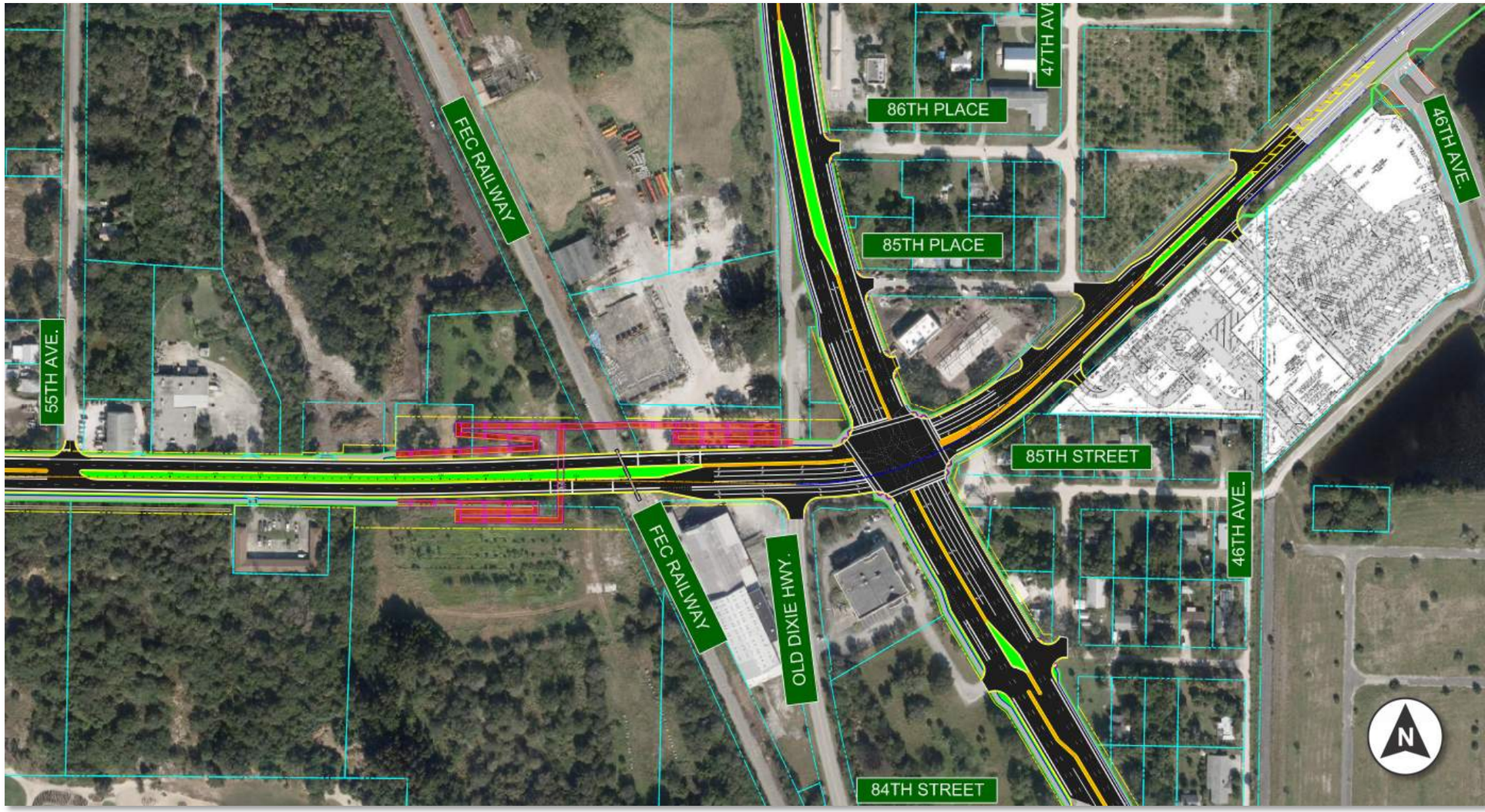


Alternative 3
Full Grade Separation over FEC



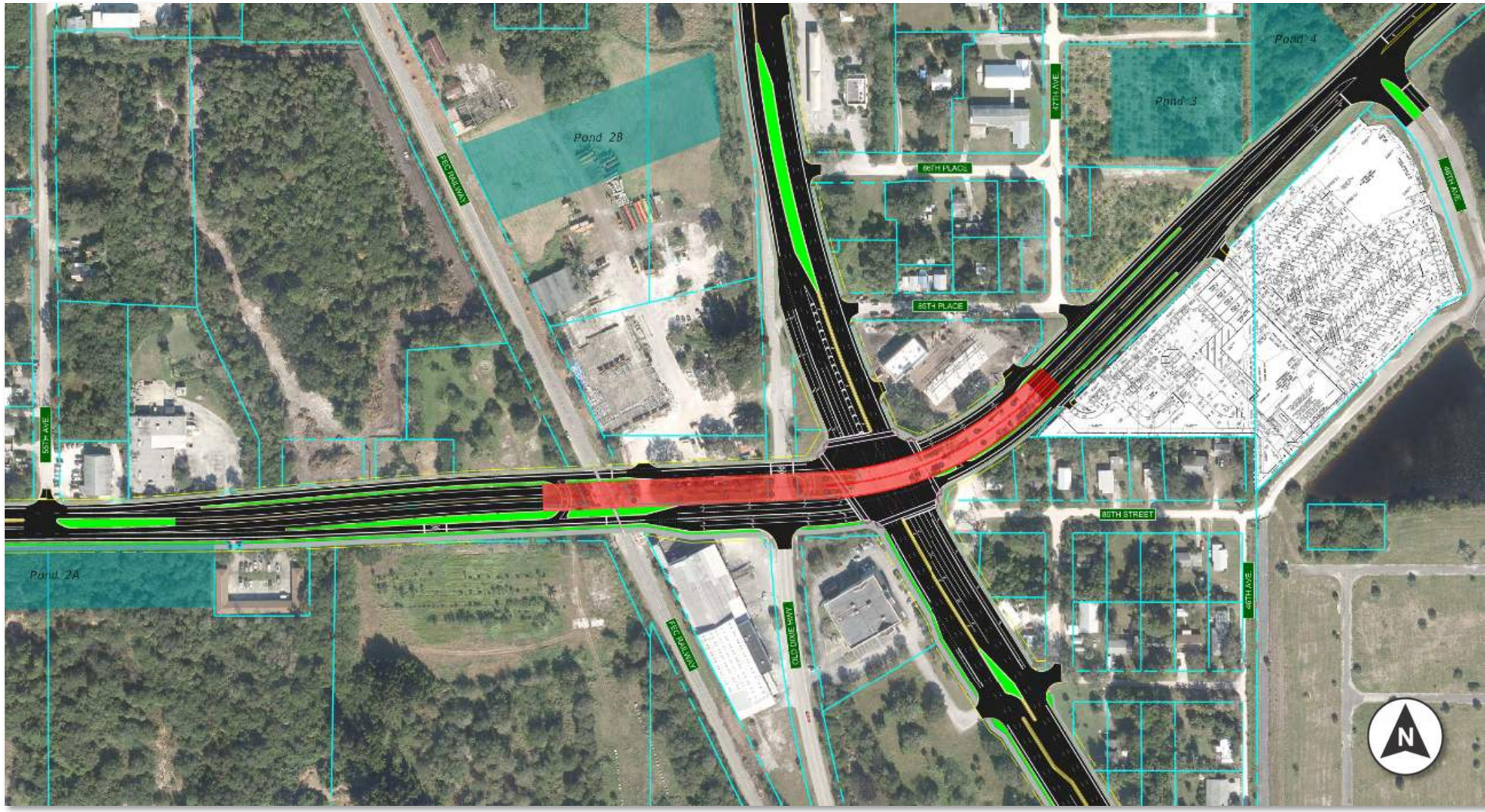
Alternative 1

At-Grade Widening



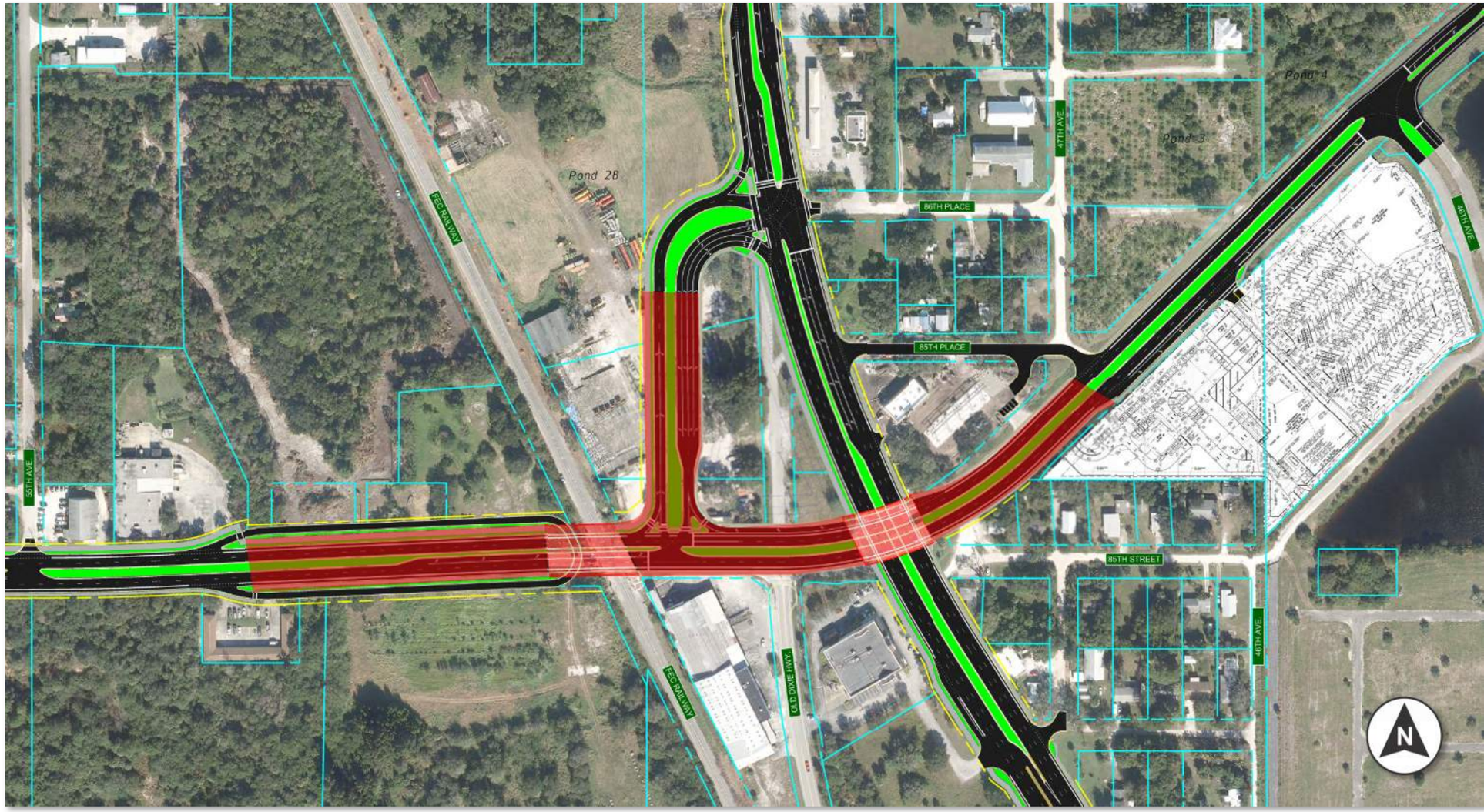
Alternative 2

Partial Grade Separation over FEC



Alternative 3

Full Grade Separation over FEC



Alternatives at the FEC Railroad Crossing

Evaluation Matrix

	CRITERIA	ALTERNATIVE 1 At-Grade Widening	ALTERNATIVE 2 Partial Grade Separation over FEC	ALTERNATIVE 3 Full Grade Separation over FEC
Purpose & Need	Capacity	Improves along CR 510 and at the US-1 intersection will improve capacity. 4	Improves along CR 510 and at the US-1 intersection will improve capacity. 5	Improves along CR 510 and at the US-1 intersection will improve capacity. This alternatives impacts additional intersection. 4
	Transportation Demand	Improvements will meet the transportation demand along CR 510 4	Improvements will meet the transportation demand along CR 510 4	Improvements will meet the transportation demand along CR 510 4
	Social Demand/Economic Development	Maintains access to Bridge Marketplace development and other new developments 5	Maintains access to Bridge Marketplace development and other new developments 5	Provides access impacts at Bridge Marketplace development 2
	Modal Relationship	Provides sidewalks and bicycle lanes, providing connectivity to the US-1 SUP 4	Provides sidewalks and bicycle lanes, providing connectivity to the US-1 SUP 4	Provides sidewalks and bicycle lanes, providing connectivity to the US-1 SUP 4
	System Linkage	Improves evacuation. Improves connectivity with US-1. 5	Improves evacuation. Improves connectivity with US-1. 5	Improves evacuation. Modifies connecting access to US-1. 4
Engineering	Geometric Compliance to Design Criteria	This alternative could be implemented per FDM 5	This alternative could be implemented per FDM 5	In order to maintain access to local businesses this alternative will require design exceptions 4
	Access Management	Maintains existing driveway access points. Closes access to Old Dixie Highway. 4	Maintains existing driveway access points. Closes access to Old Dixie Highway. 4	Closes access to Old Dixie Highway. Closes 3 existing driveways: at Graves Brothers, packing house, 7-eleven. 1
	Multimodal Accommodations	This alternative provides sidewalks and bicycle lanes throughout the corridor 4	This alternative provides sidewalks and bicycle lanes throughout the corridor 4	This alternative provides sidewalks and bicycle lanes throughout the corridor 4
	Mobility	Improves mobility 4	Improves mobility 5	Improves mobility but modifies connection/ wayfinding at the CR 510 and US-1 intersection. 1
	Safety Impacts	Provides additional safety improvements along CR 510 and adds turn lanes improving the existing conditions 3	Provides additional safety improvements along CR 510 and removes through traffic from the US-1 intersection 5	Provides additional safety improvements along CR 510 and modifies the existing US-1 intersection creating a new T-intersection with CR 510 2
	Utility Impacts	Minor 3	Moderate 2	Substantial 1
	Maintenance of Traffic	Least Complex TTCP 4	More Complex TTCP 3	Most Complex TTCP 1

SCORE CRITERIA:
1 = Substantially Less Desirable
2 = Generally Less Desirable
3 = Neutral or No Effect
4 = Generally More Desirable
5 = Substantially More Desirable

(Table continues next slide)

Alternatives at the FEC Railroad Crossing

Evaluation Matrix

	CRITERIA	ALTERNATIVE 1 At-Grade Widening	ALTERNATIVE 2 Partial Grade Separation over FEC	ALTERNATIVE 3 Full Grade Separation over FEC
Social-Economic	Social & Neighborhood Impacts	Lower neighborhood impacts 3	Moderate neighborhood impacts 2	Greater neighborhood impacts 1
	Relocation Potential	This alternative could be implemented without relocations 3	This alternative could be refines to eliminate relocations 2	Connecting ramps will impact properties at the northwest quadrant of the CR 510 and US-1 1
	Community Services Facilities	No impacts to any community service facilities 3	No impacts to any community service facilities 3	Access impacts to businesses at the US-1 intersection 2
	Public Comments	Preferable option 5	Publicly accepted 4	Least public support 1
Environmental	Water Quality and Quantity	Ponds required. Easiest to maintain existing stormwater conditions. 5	Ponds required. Easier to maintain existing offsite treatment but basins change due to proposed bridge. 4	Biggest ponds required. Basins and offsite flow routes change due to ramp and bridge. 2
	Wildlife and Habitat	Impacts to existing habitat will need to be mitigated 2	Impacts to existing habitat will need to be mitigated 2	Impacts to existing habitat will need to be mitigated 2
	Cultural/Historical/ Archeological	Packing house potential historical resource. Alternative avoids impacts at this location. 3	Packing house potential historical resource. Alternative avoids impacts at this location. 3	Packing house potential historical resource. Alternative avoids impacts at this location. 3
	Noise Impacts	All travel lanes at-grade 4	Two elevated lanes 3	Four elevated lanes and additional ramps at 86th Place 2
	Contamination	Moderate risk 2	Moderate risk 2	Moderate risk 2
Other Considerations	Right-of-Way Impacts	This alternative will require additional R/W for the widening of CR 510 and the least amount of R/W at the US-1 intersection. 3	This alternative will require additional R/W for the widening of CR 510 and additional R/W at the US-1 intersection for the partial overpass. 2	This alternative will require additional R/W for the widening of CR 510 and a substantial amount of R/W at the US-1 intersection for the additional connecting ramps. 1
	Preliminary Construction Cost	Moderate Cost 3	High Cost 2	Highest Cost 1
	Constructability	Least Complex 3	More Complex 2	Most Complex 1
	MPO Support	Widens CR 510 from 2 to 4 lanes and provides improvements at the US-1 intersection 4	Widens CR 510 from 2 to 4 lanes and provides improvements at the US-1 intersection 4	Widens CR 510 from 2 to 4 lanes but provides higher impacts at the US-1 Intersection 2
	Compatible with FEC Railroad Requirements	Not compatible with FEC requirements to grade separate any CR 510 improvements 1	Maintaining two at-grade lanes will required the closure of another existing at grade railroad crossing 4	This alternative removes all at-grade railroad crossing conflict points 5
	SCORE	93	90	58

SCORE CRITERIA:
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3 = Neutral or No Effect
4 = Generally More Desirable
5 = Substantially More Desirable

ENVIRONMENTAL ANALYSIS

Social & Economic Effects

- Land Use Changes
- Relocation Potential
- Social
- Farmlands
- Aesthetic
- Economic
- Mobility

Natural Resources

- Wetlands
- Aquatic Preserves
- Water Quality and Quantity
- Wild and Scenic Rivers
- Floodplains
- Protected Species and Habitat
- Essential Fish Habitat

Cultural Resources

- Historic Sites/Districts
- Archeological Sites
- Recreation Areas
- Section 4(f) Potential

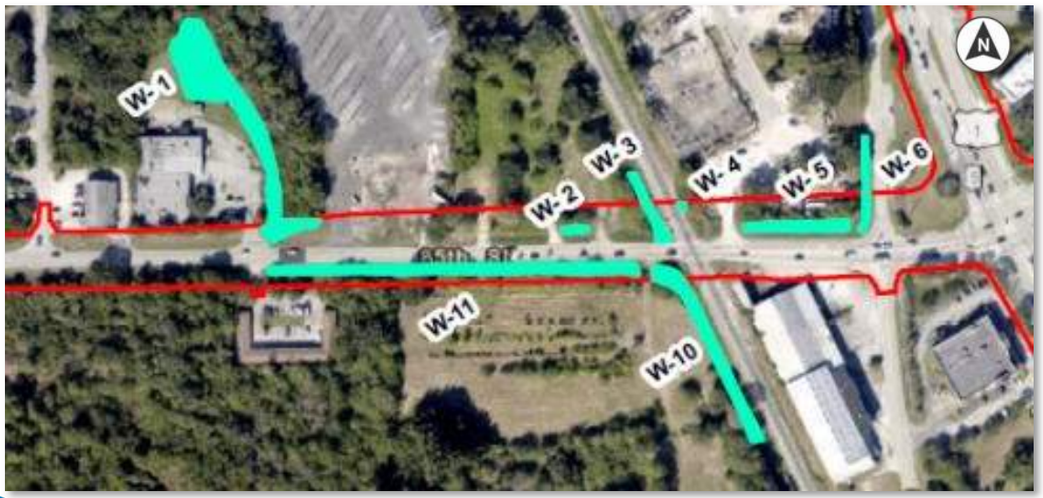
Physical Effects

- Traffic Noise
- Air Quality
- Contamination
- Infrastructure

Natural Resources

- 10 Wetlands along the corridor
- Mostly near CR 510 and the FEC Railroad

Existing wetlands along CR 510 west of US-1



Existing wetlands along CR 510 east of US-1

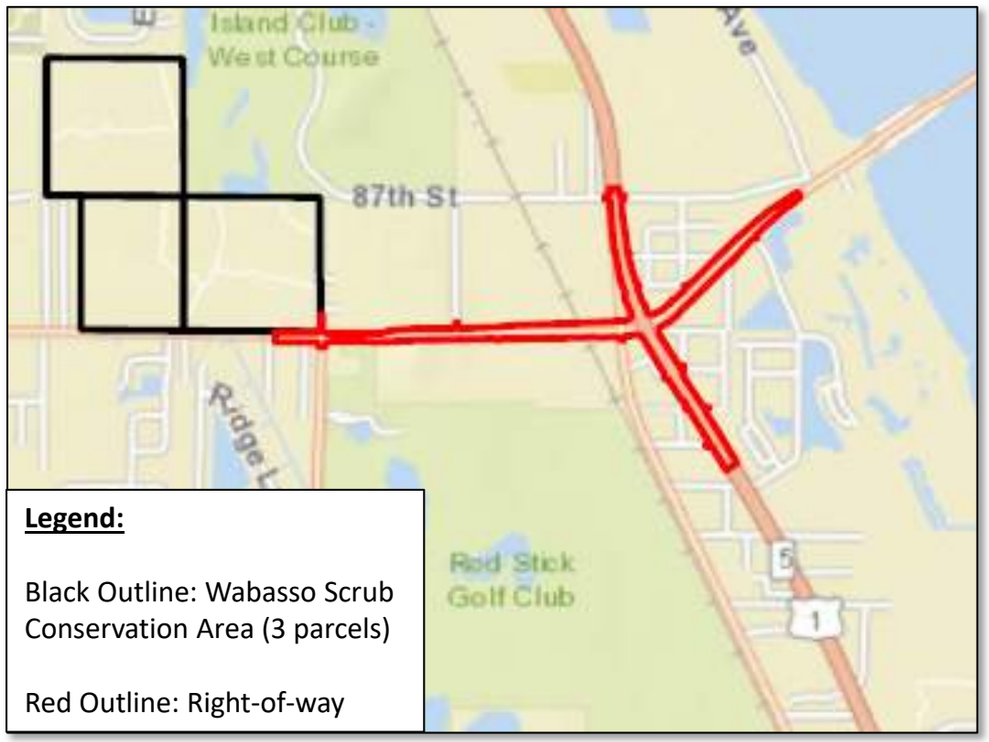
Natural Resources

- 13 Gopher tortoise burrows. All but two between 58th Avenue and 55th Avenue
- Potential scrub-jay habitat along CR 510 between 58th Avenue and 55th Avenue. Scrub-jay survey will be conducted in the spring 2024

Existing Gopher tortoise burrow along CR 510 at location #3

Section 4(f)

- Wabasso Scrub Conservation Area directly adjacent to project at NW corner or CR 510 & 58th Avenue



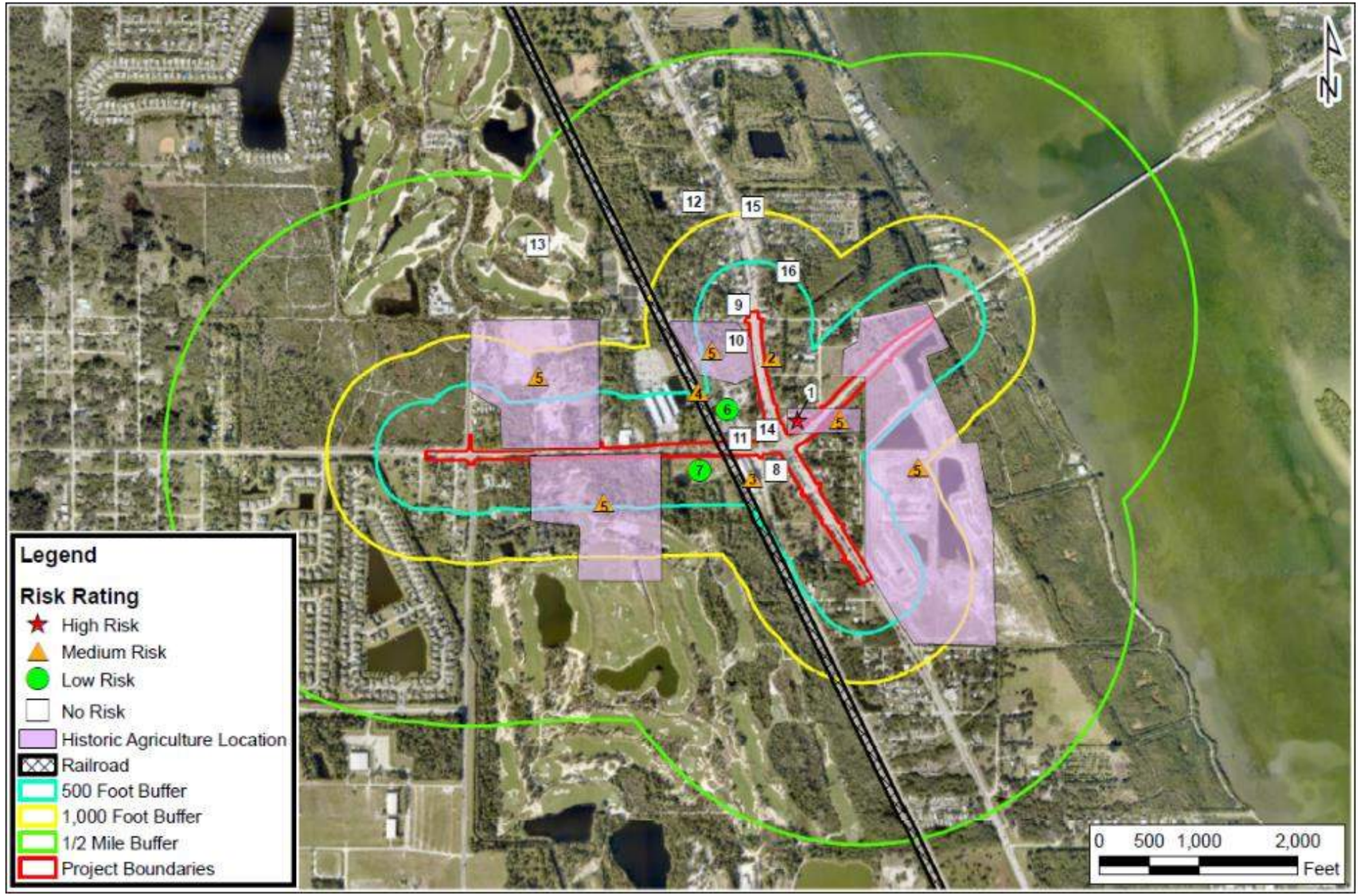
Legend:

Black Outline: Wabasso Scrub Conservation Area (3 parcels)

Red Outline: Right-of-way

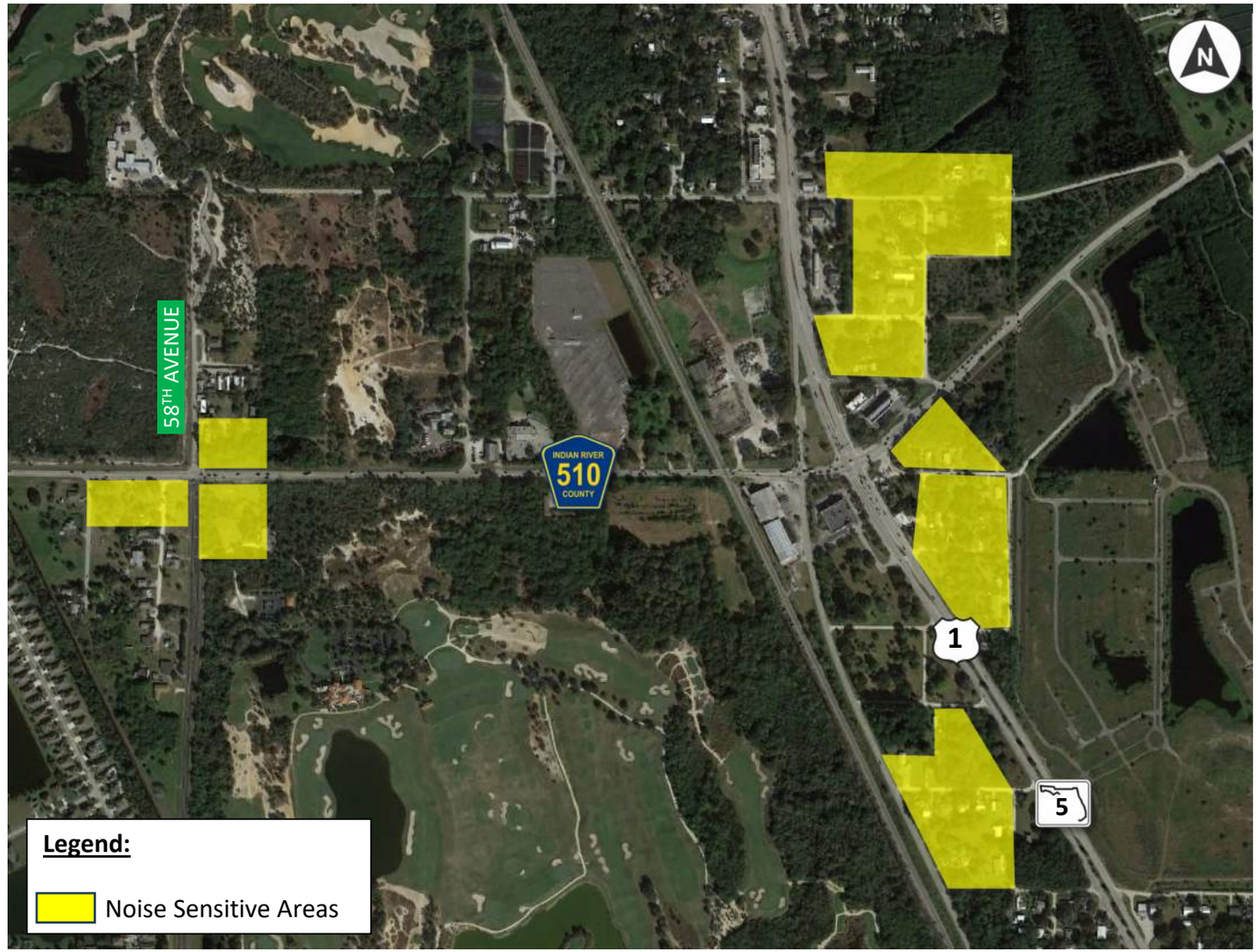
Contamination

- 16 sites
  - 1 high risk
  - 4 medium risk
  - 2 low risk
  - 9 no risk



Noise Analysis

- Most of the existing noise sensitive areas are located along the east side of US-1
- Existing noise levels were measured at three locations within the project limits during August 2023
- Ranged from 58.0 to 66.3 dB(A)
- FDOT's Noise Abatement Criteria for homes is 66 dB(A).
- Noise abatement will be considered for all locations within the project limits where traffic noise levels are predicted to be greater than the FDOT's NAC.



Cultural Resources

- A Cultural Resource Assessment Survey (CRAS) is being completed
- 3 linear resources
  - FEC Railroad (8IR01497)
  - Old Dixie Highway (8IR01519)
  - US-1 (8IR01520)
- 1 newly recorded resource eligible for listing in the National Register of Historic Places (NRHP)
  - Graves Brother Packing House (8IR01920)

PUBLIC INVOLVEMENT

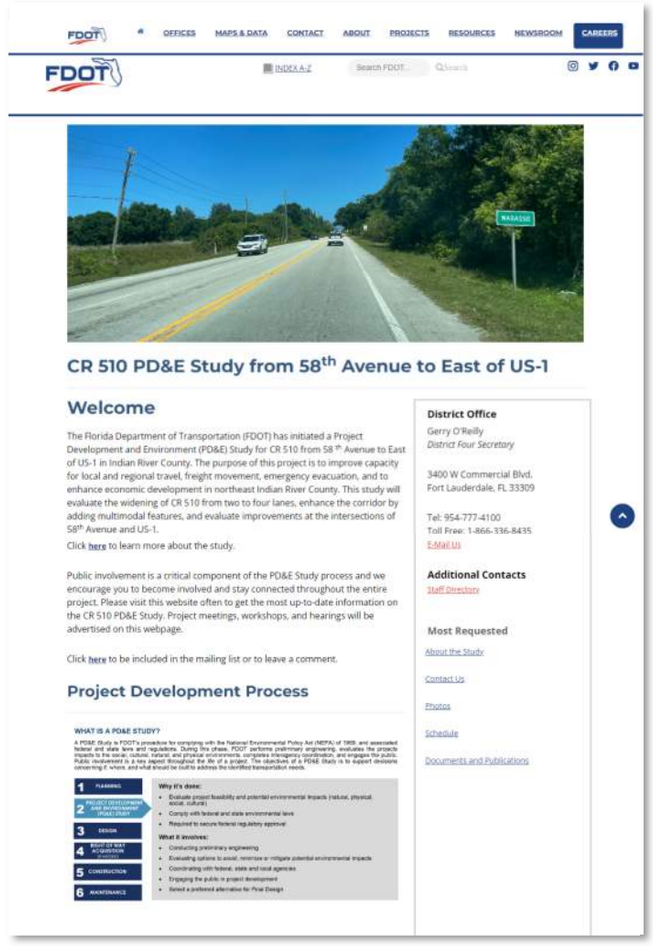
- Public Meetings:
  - Public Kick-off Meeting:
    - *January 26, 2023 (Virtual)*
    - *January 31, 2023 (In-Person)*
  - Alternatives Public Workshop:
    - *February 27, 2024 (Virtual)*
    - *February 29, 2024 (In-Person)*
  - Public Hearing:
    - *Winter 2024 (Tentative)*
- Submit Comments to:
  - Maria Formoso, PE
  - E-mail: maria.formoso@dot.state.fl.us
  - Project Website: https://www.fdot.gov/projects/cr510-58ave-us1

Public comments and questions are welcomed at any time throughout the study.

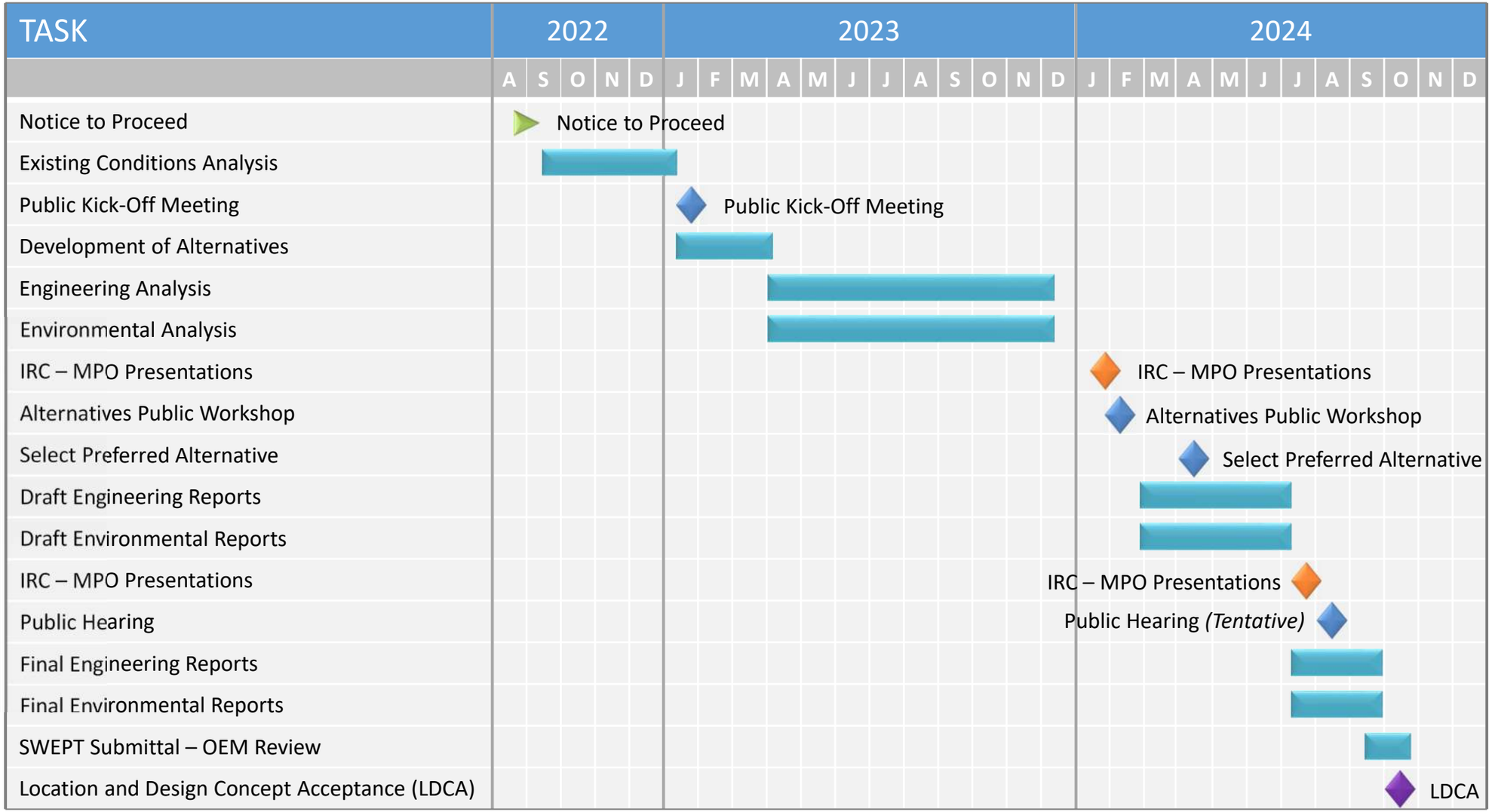
Social Media

Facebook: MyFDOTSEFL
Instagram: myfdot_sefl
X: @MyFDOT_SEFL

GET INVOLVED!
STAY INFORMED!



PROJECT SCHEDULE



Funding:

- PD&E Study (Fiscal Year 2022)
- Design (Fiscal Year 2024)
- Right-of-Way (Fiscal Year 2026)
- Construction (Currently not funded)

SUBMITTING COMMENTS AND QUESTIONS TODAY

Ways to submit your comments:

1. Online using the GoToWebinar by typing your comment/question in the Question Box
2. Verbally by using the “Raise Hand” feature on your control panel to be unmuted
3. Online at project website
4. By phone or email to Project Manager
5. By U.S. mail to Project Manager

Project Website:

https://www.fdot.gov/projects/cr510-58ave-us1

Project Manager Contact Information:

Maria Formoso, P.E.
FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Email: maria.Formoso@dot.state.fl.us
Telephone: 954-777-4677
Toll-Free: 866-336-8435, Ext. 4677

ABOUT YOUR COMMENTS AND QUESTIONS

All comments and questions are part of the **Public Record.**

Please submit your comments and questions

All registrants will receive a link to the **meeting recording.**

Questions and Answers Session

Thank You For Participating!

Project Website:

https://www.fdot.gov/projects/cr510-58ave-us1

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Please submit comments or questions

STAY @ THE SCENE

Railroad Safety Campaign

DO

- Stay behind the stop line or gate while waiting for the train to pass.
- Wait for the gates to go up completely before crossing.
- Look both ways to ensure there are no other trains coming.
- Use sidewalks or other designated crossings.
- Obey all signals and warning signs.
- Report a problem or emergency by calling the number posted on the blue Emergency Notification Sign located at each railroad crossing.

DON'T

- Go around or under the gates when they are down.
- Stop on the tracks.
- Take shortcuts along or over the tracks – this is trespassing.
- Talk on the phone, text or listen to your headphones when crossing the tracks.
- Extend your arms, legs or any other body part past the gates or stop bar.
- Cross the tracks when red lights are flashing.

Thank you

for attending the

Alternatives Workshop

for the

CR 510 PD&E Study

We are experiencing technical difficulties

Our team is actively working to fix the issue and hope to have this resolved soon.

Thank you for your patience.

We are experiencing technical difficulties

This meeting will be postponed.
Information will be posted on the project website:

https://www.fdot.gov/projects/cr510-58ave-us1

Thank you for your patience.