



**SR 5/US 1/Federal Highway
at SR 838/Sunrise Boulevard**

Project Development and Environment (PD&E) Study

Broward County, Florida

Financial Project Identification Number: 441955-1-22-02

Efficient Transportation Decision Making (ETDM) Number: 14499

First Alternatives Public Workshop

06.21.2023

Agenda

- 01 Project Recap
- 02 Purpose & Need
- 03 Concepts and Alternatives Under Consideration
- 04 Evaluation of Alternatives Under Consideration
- 05 Public Involvement
- 06 Questions & Answers
- 07 Next Steps

Speakers



Adham Naiem, PE, PMP
Project Manager

FDOT District 4



Peter Gies, AICP
Strategic Planning Manager

Broward MPO



Michael Cobelo
Moderator

Quest



Carlos Cejas, PE
Project Manager

Gannett Fleming



Nelson Mora, PE
Project Engineer

Gannett Fleming

Partners



**We would like to recognize any federal, state,
county, or city officials who may be present.**

Please stand to be recognized.

Public Notice



**Florida
Administrative
Register**



Social Media



**Email to Project
Contacts List**



**Property Owner/
Tenant Letters**



Newspapers



**Department/Project
Webpage**

Non-Discrimination Policy

Title VI Compliance

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. 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:

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District Four Title VI Coordinator

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Fort Lauderdale, FL 33309
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Sharon.SinghHagyan@dot.state.fl.us

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Federal–State Partnership

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (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.

Purpose of Tonight's Meeting

- 01** Review Project Purpose & Need and Initial List of Concepts.
- 02** Introduce and Discuss Project Alternatives with the Public.
- 03** Receive Comments from the Public for Project's Public Record.
- 04** Join the PD&E Study Mailing List.

01

Project Recap

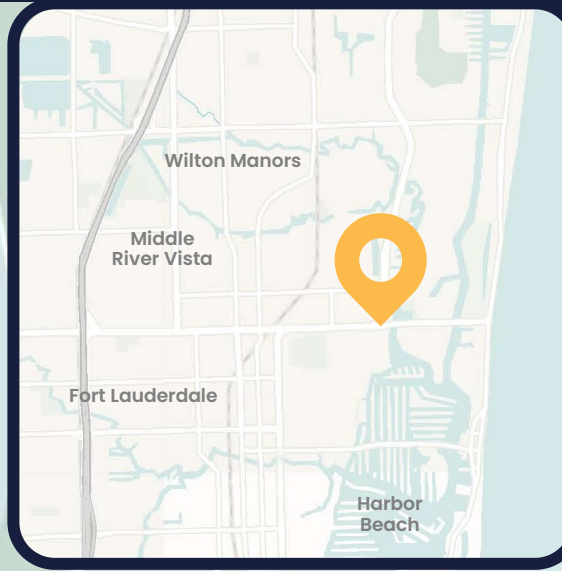
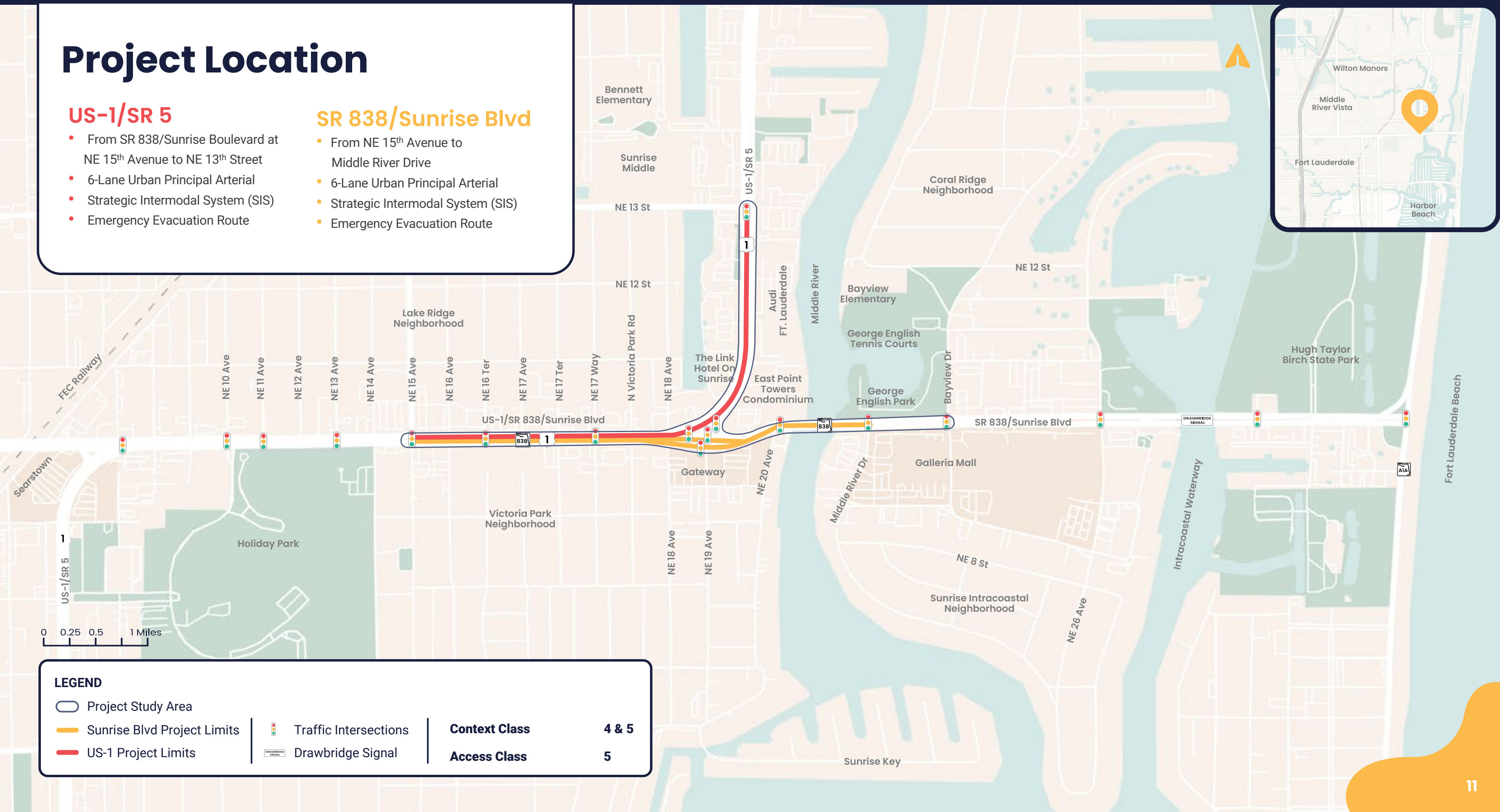
Project Location

US-1/SR 5

- From SR 838/Sunrise Boulevard at NE 15th Avenue to NE 13th Street
- 6-Lane Urban Principal Arterial
- Strategic Intermodal System (SIS)
- Emergency Evacuation Route

SR 838/Sunrise Blvd

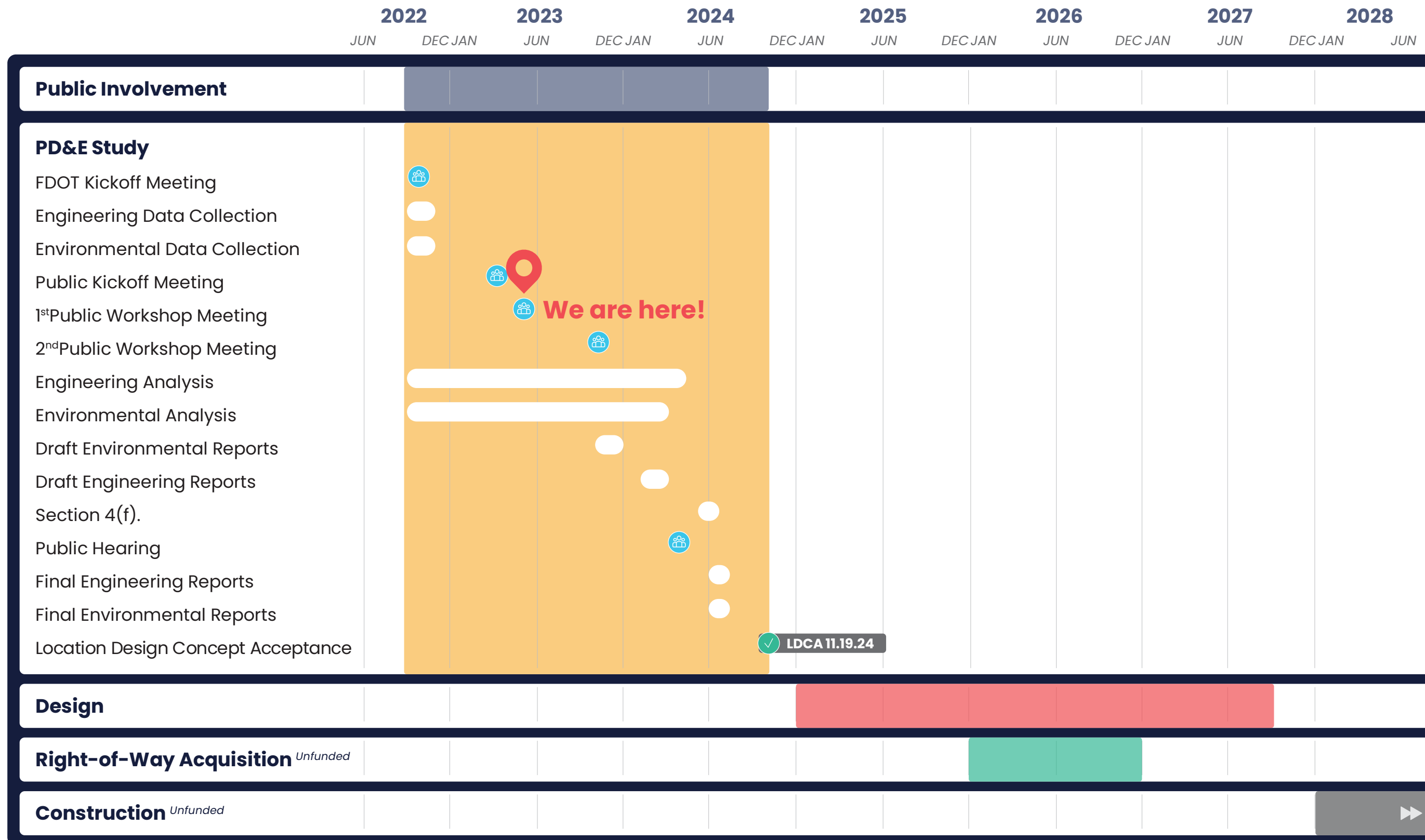
- From NE 15th Avenue to Middle River Drive
- 6-Lane Urban Principal Arterial
- Strategic Intermodal System (SIS)
- Emergency Evacuation Route



LEGEND

Project Study Area	Traffic Intersections	Context Class 4 & 5
Sunrise Blvd Project Limits	Drawbridge Signal	Access Class 5
US-1 Project Limits		

Project Timeline



02

Purpose & Need

Purpose

The primary purpose of the project is to increase **intersection** capacity and accommodate future multimodal travel demand and safety. This project will also increase system linkage, eliminate existing roadway deficiencies, improve multimodal interrelationships, and enhance safety for bicycles, pedestrians, and transit modes.



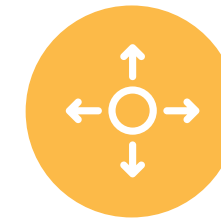
Intersection Needs



Emergency Evacuation & Response



Modal Interrelationships



Capacity

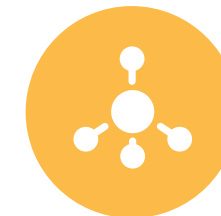
- Consider all movements all modes



Transportation Demand



Safety

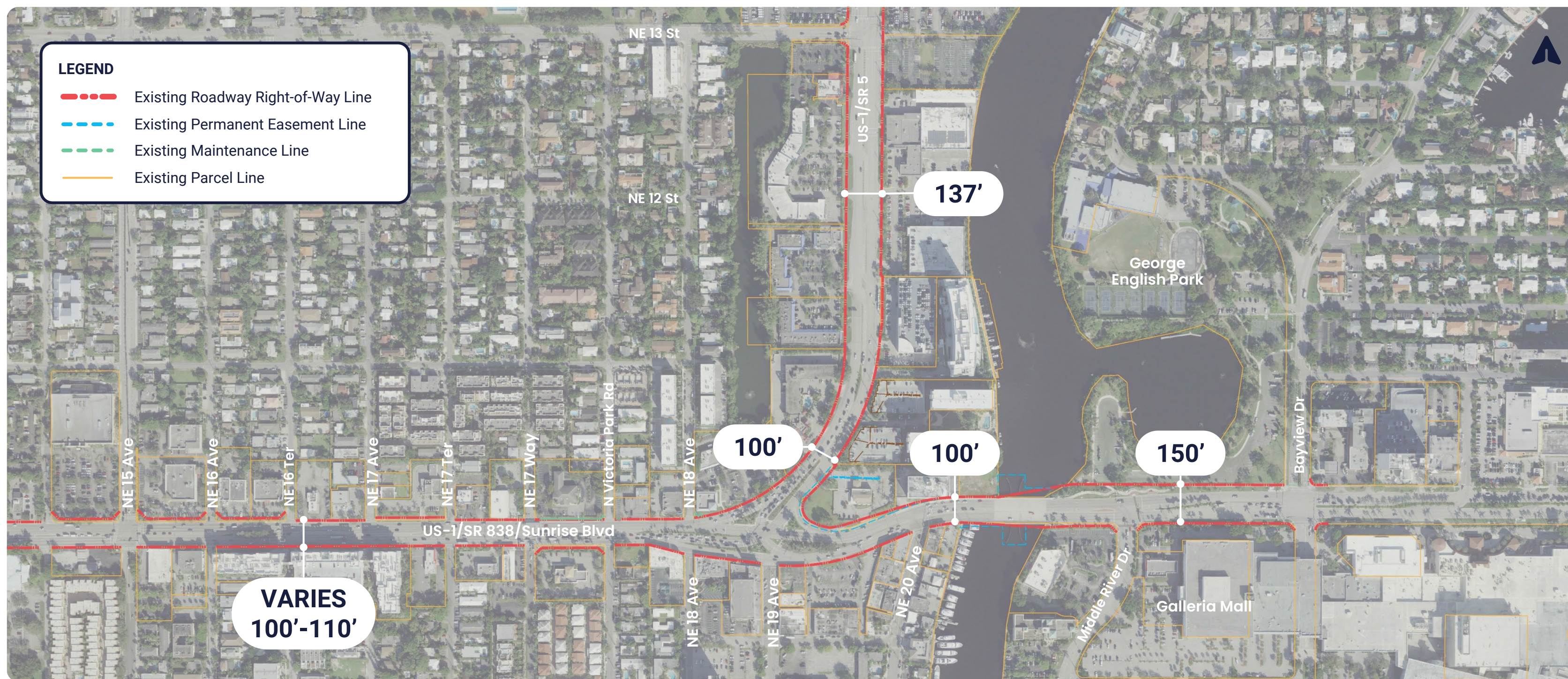


System Linkage

03

Concepts & Alternatives Under Consideration

Existing Intersection and Right-of-Way



Initial Concepts – US-1 at SR 838/Sunrise Blvd Intersection

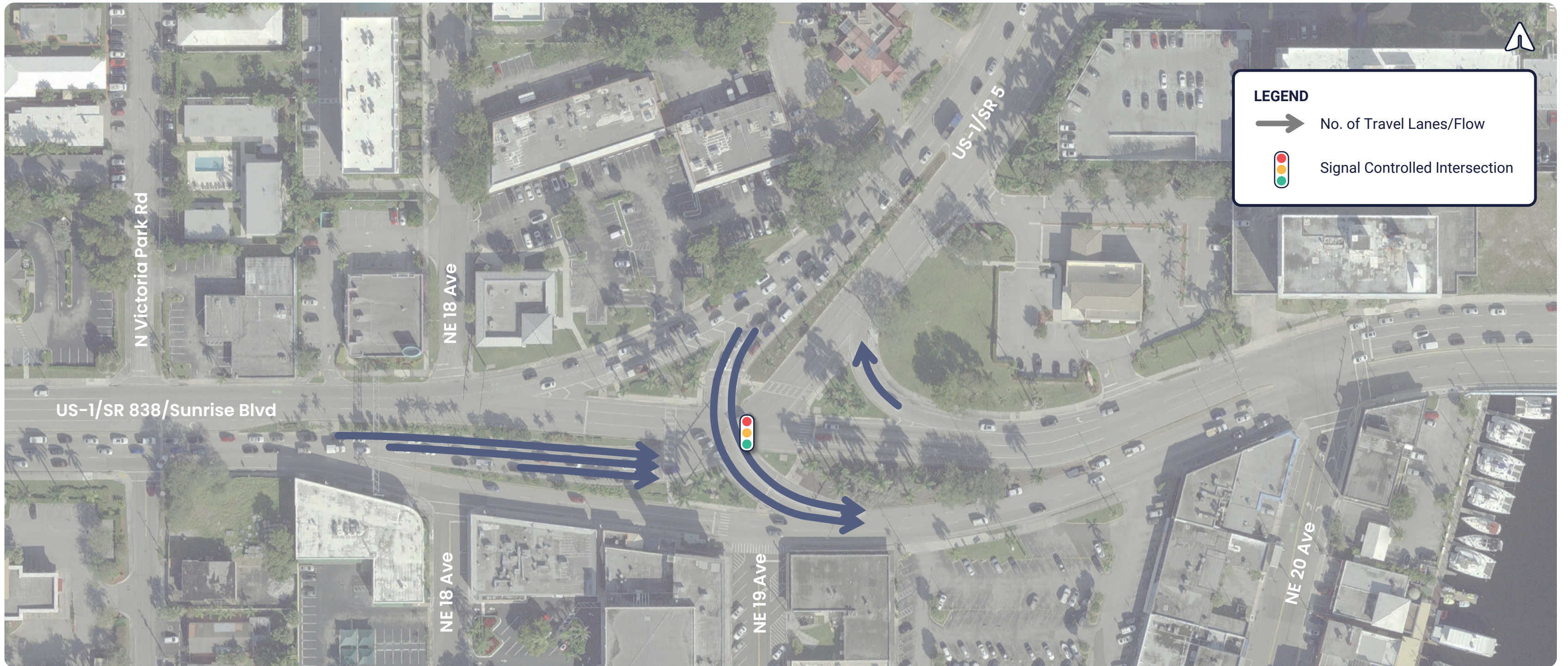
- Concept 1: No Build/No Action – Signalized At-Grade T
- Concept 2: Transportation System Management and Operations (TSM&O) Signalized At-Grade T Expansion
- Concept 3: EB Triple Left Signalized At-Grade T
- Concept 4: EB *Downstream* Triple Left Signalized At-Grade T
- Concept 5: EB *Upstream* Triple Left Signalized At-Grade T with SB/NB *Crossover*
- **Concept 6: EB *Upstream* Triple Left Signalized At-Grade T with SB *Displaced Left***
- Concept 7: Multilane 3-Leg Roundabout with EB Left Turn Compressed *Flyover/Overpass* (overhead vertical separation)
- Concept 8: Multilane 3-leg Roundabout with EB Left Turn Compressed *Underpass* (underground vertical separation)
- **Concept 9: Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn *Flyover/Overpass***
- Concept 10: EB Single Left Signalized At-Grade T with EB Left Turn Compressed *Flyover/Overpass* (overhead vertical separation)
- Concept 11: EB Single Left Signalized At-Grade T with EB Left Turn Compressed *Underpass* (underground vertical separation)
- **Concept 12: Elevated EB and SB Left Turn T (overhead vertical circulation)**
- **Concept 13: Depressed EB and SB Left Turn T (underground vertical separation)**

Note: Initial Concepts that are highlighted in **RED** have been eliminated from detailed study.

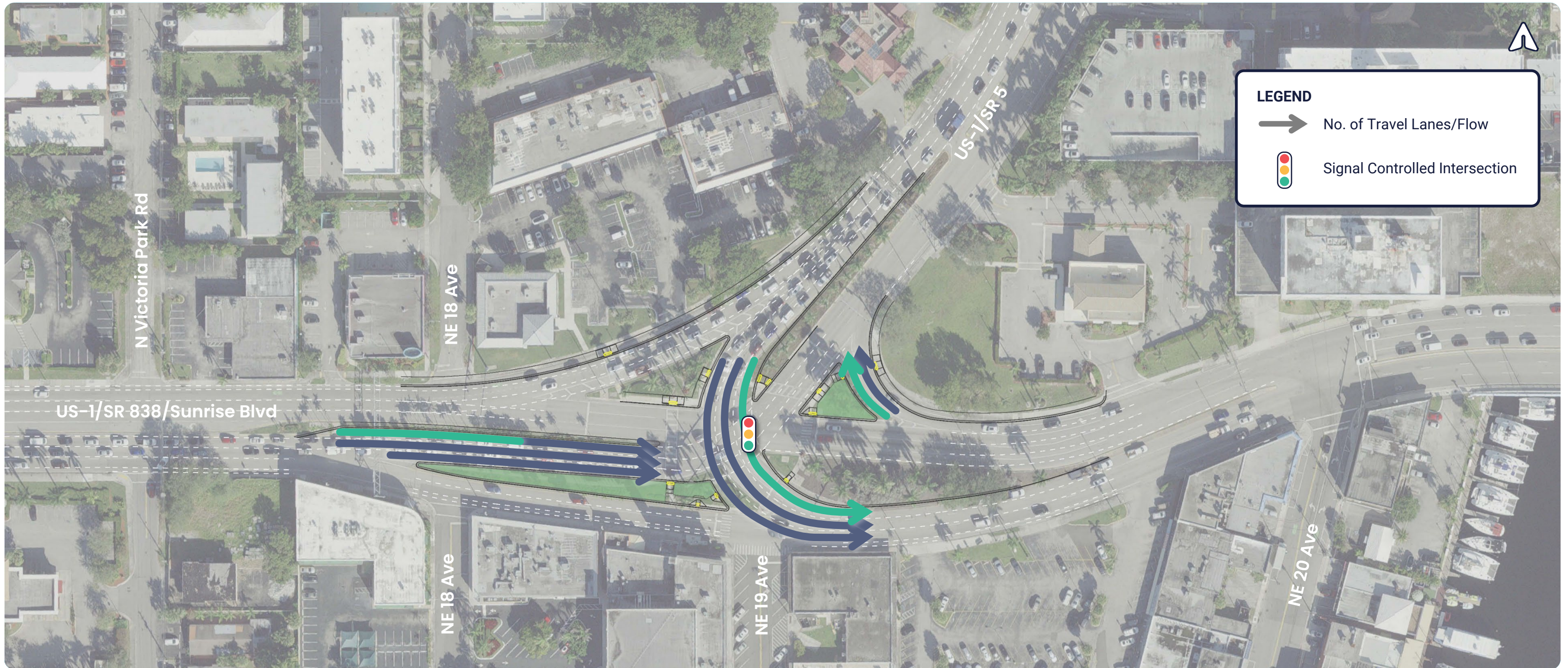
Alternatives Moving Forward – US-1 at SR 838/Sunrise Blvd Intersection

- **Alternative 1 (Formerly Concept 1)**
No Build/No Action – Signalized At-Grade T
- **Alternative 2 (Formerly Concept 2)**
Transportation System Management and Operations (TSM&O) Signalized At-Grade T Expansion
- **Alternative 3 (Formerly Concept 3)**
EB Triple Left Signalized At-Grade T
- **Alternative 4 (Formerly Concept 4)**
EB *Downstream* Triple Left Signalized At-Grade T
- **Alternative 5 (Formerly Concept 5)**
EB *Upstream* Triple Left Signalized At-Grade T with SB/NB *Crossover*
- **Alternative 6 (Formerly Concept 7)**
Multilane 3-Leg Roundabout with EB Left Turn Compressed *Flyover/Overpass (overhead vertical separation)*
- **Alternative 7 (Formerly Concept 8)**
Multilane 3-leg Roundabout with EB Left Turn Compressed *Underpass (underground vertical separation)*
- **Alternative 8 (Formerly Concept 10)**
EB Single Left Signalized At-Grade T with EB Left Turn Compressed *Flyover/Overpass (overhead vertical separation)*
- **Alternative 9 (Formerly Concept 11)**
EB Single Left Signalized At-Grade T with EB Left Turn Compressed *Underpass (underground vertical separation)*

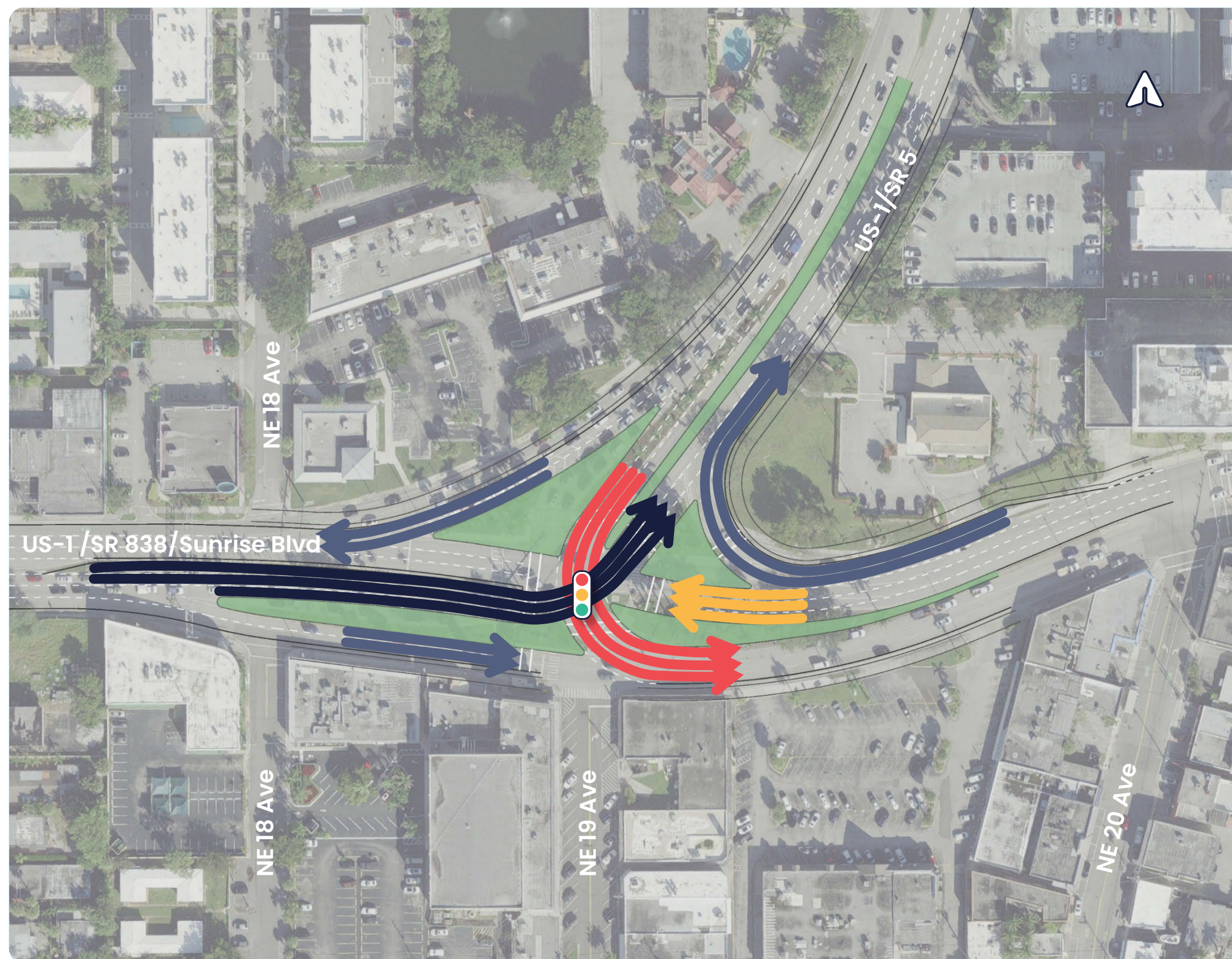
Alternative 1. No-Build/No Action Signalized At-Grade T



Alternative 2. Transportation System Management and Operations (TSM&O) Signalized At-Grade T Expansion



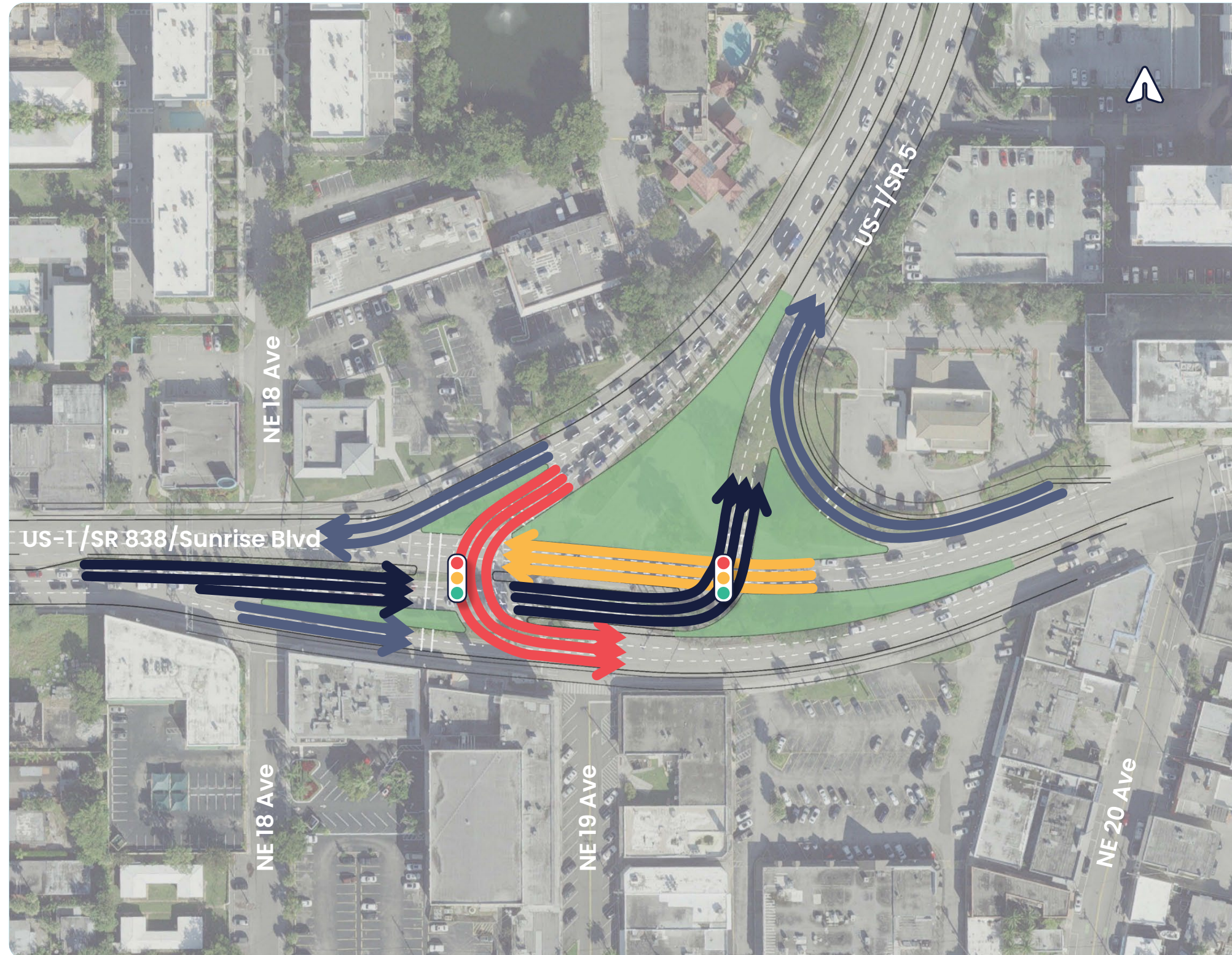
Alternative 3. EB Triple Left Signalized At-Grade T



LEGEND

- No. of Travel Lanes/Flow
- 🚦 Signal Controlled Intersection

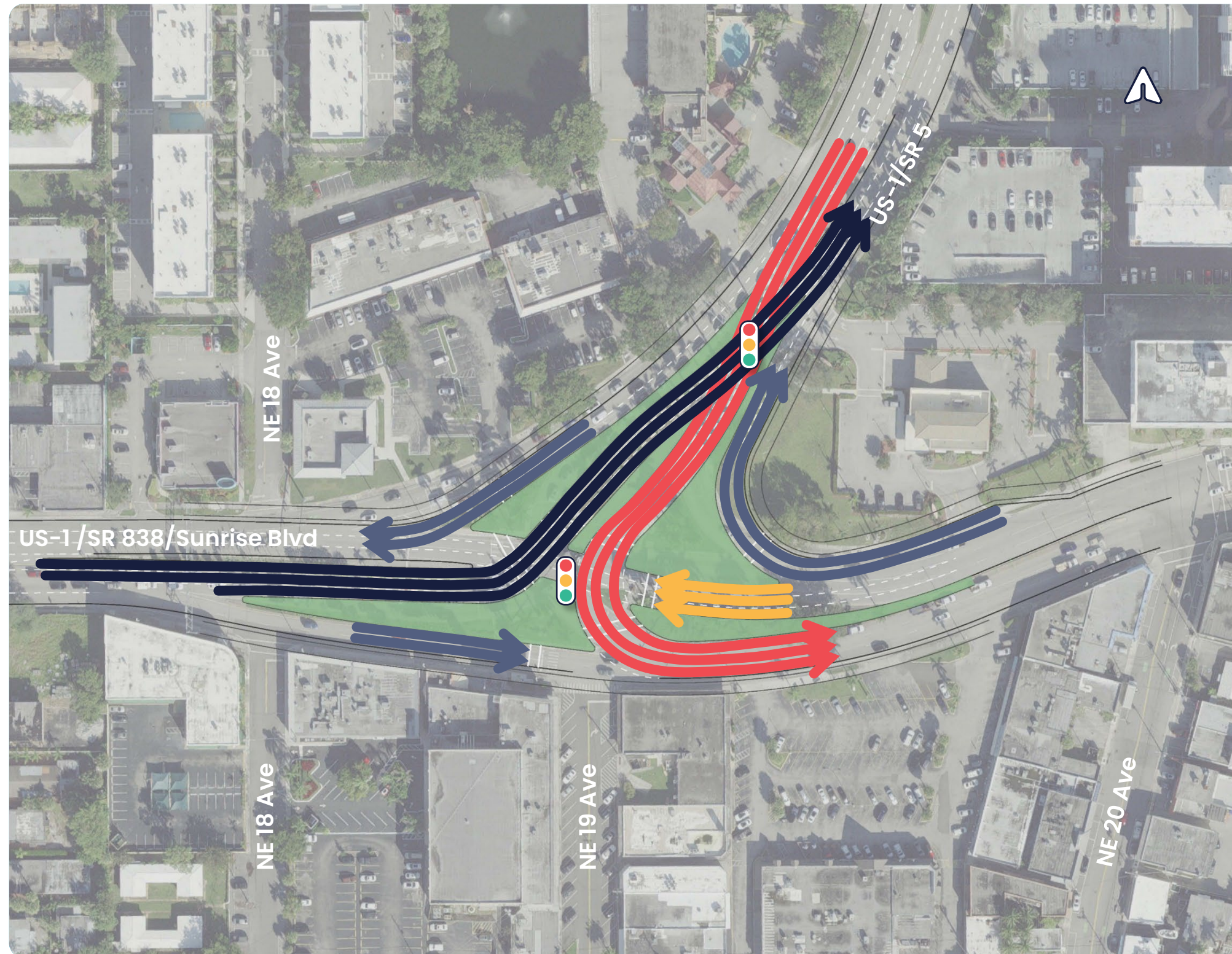
Alternative 4. EB Downstream Triple Left Signalized At-Grade T



LEGEND

- No. of Travel Lanes/Flow
- 🚦 Signal Controlled Intersection

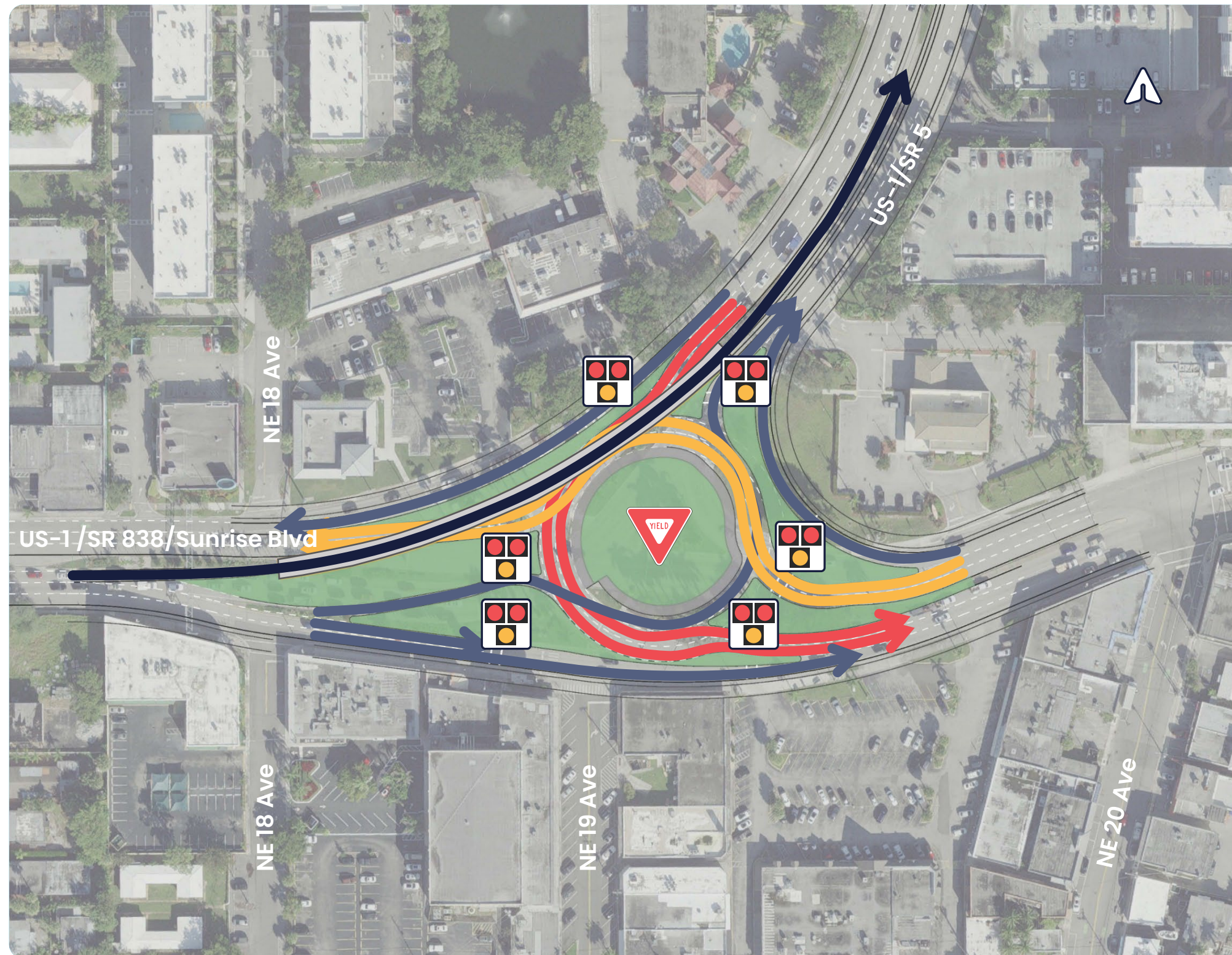
Alternative 5. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover



LEGEND

- No. of Travel Lanes/Flow
- 🚦 Signal Controlled Intersection

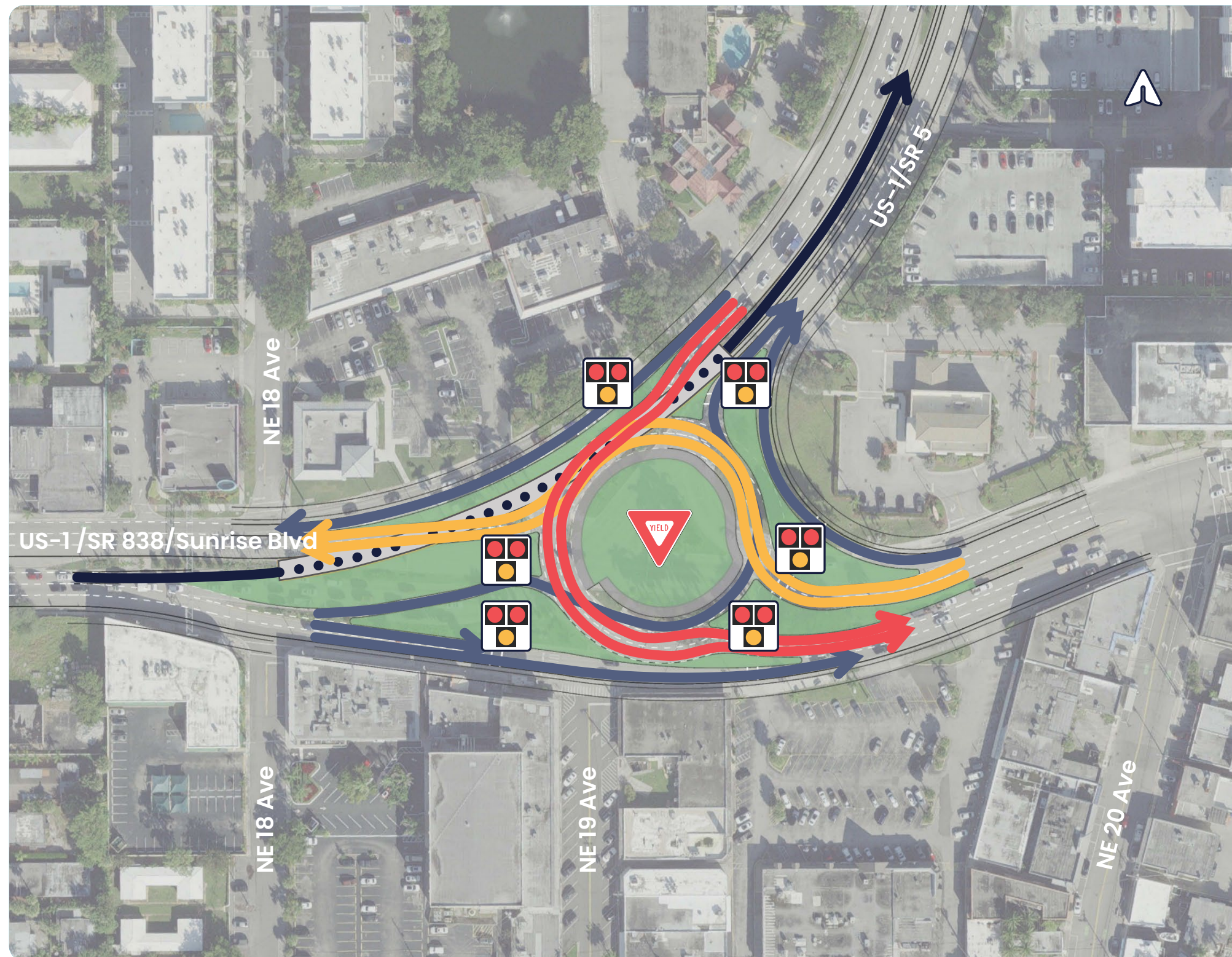
Alternative 6. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)






LEGEND

- No. of Travel Lanes/Flow
- Yield Controlled Intersection
- High-intensity Activated crossWalk (HAWK) pedestrian crossing beacon

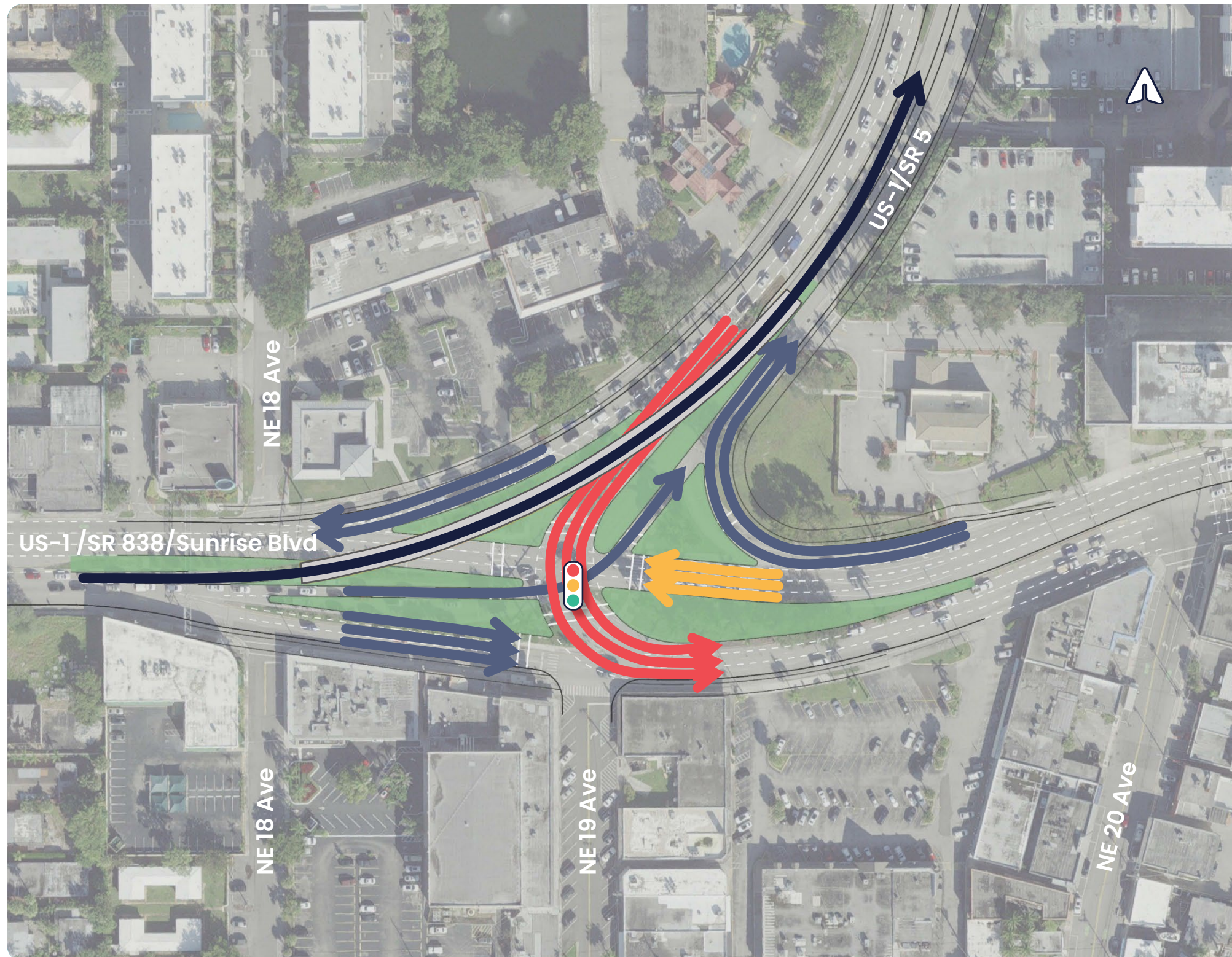
Alternative 7. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)



LEGEND

-  No. of Travel Lanes/Flow
-  Yield Controlled Intersection
-  High-intensity Activated crossWalk (HAWK) pedestrian crossing beacon

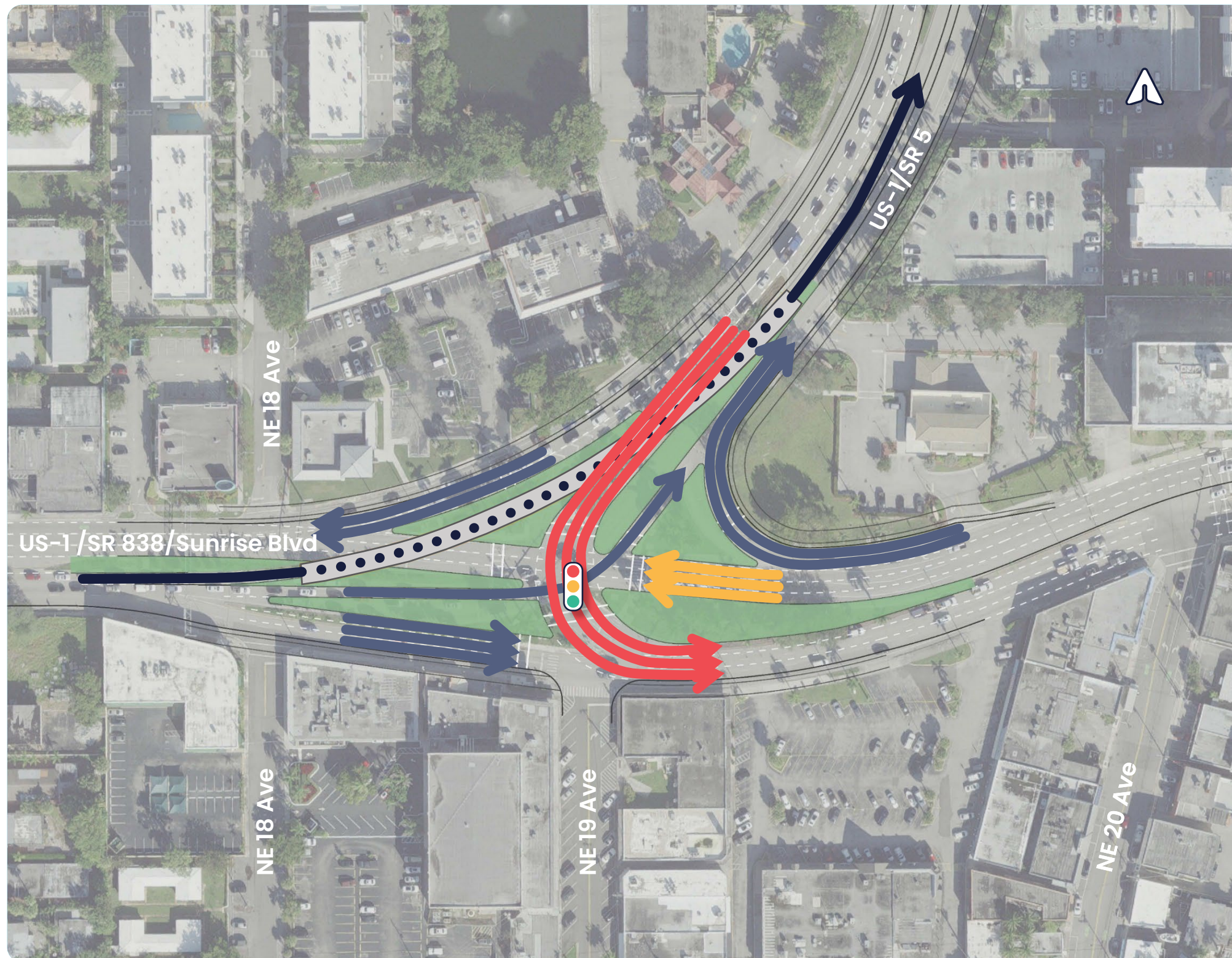
Alternative 8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)



LEGEND

- No. of Travel Lanes/Flow
- 🚦 Signal Controlled Intersection

Alternative 9. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)



LEGEND

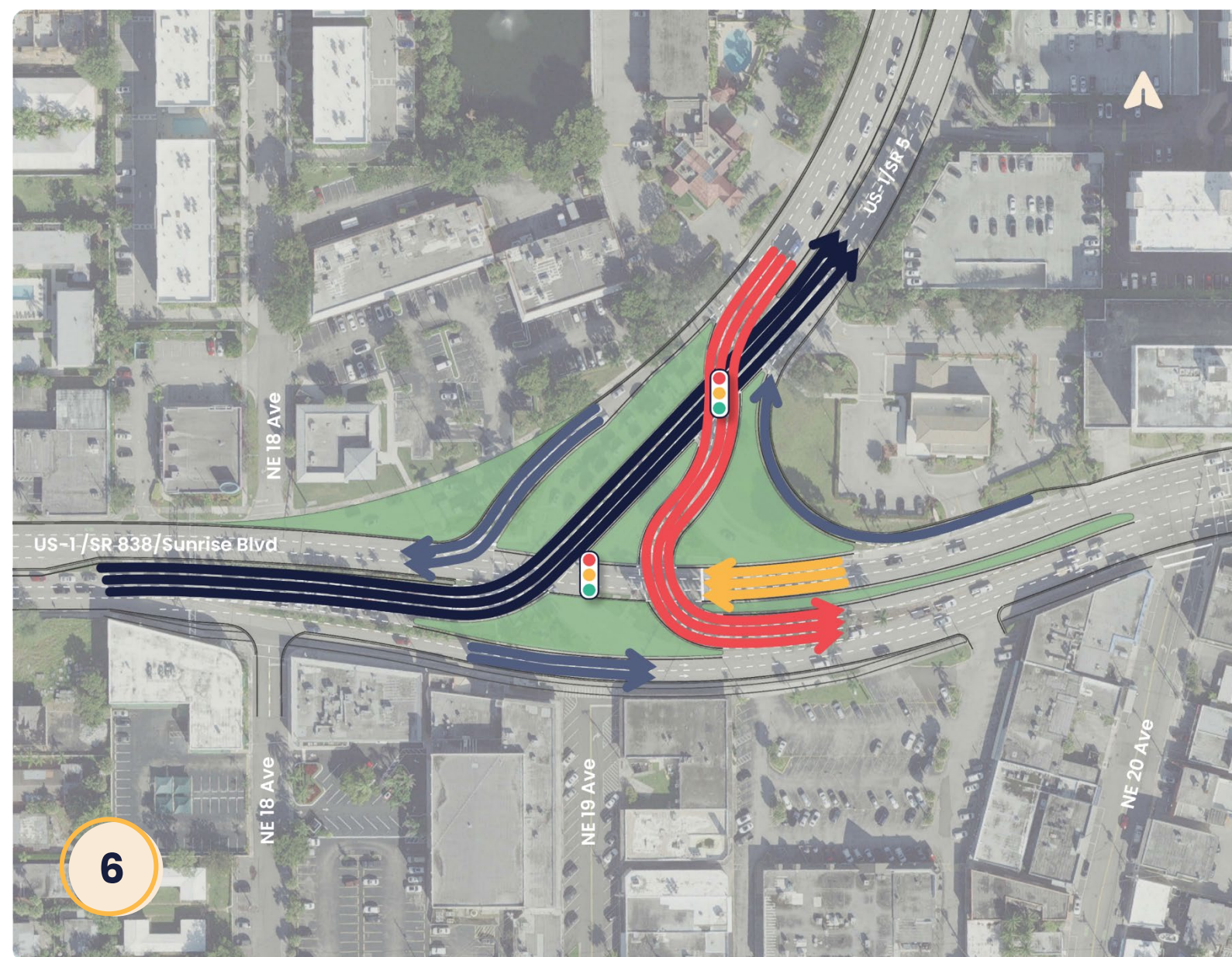
- No. of Travel Lanes/Flow
- 🚦 Signal Controlled Intersection

US-1 at SR-838/Sunrise Blvd Intersection Concepts Not Moving Forward for Further Analysis

CONCEPT 6.

EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left

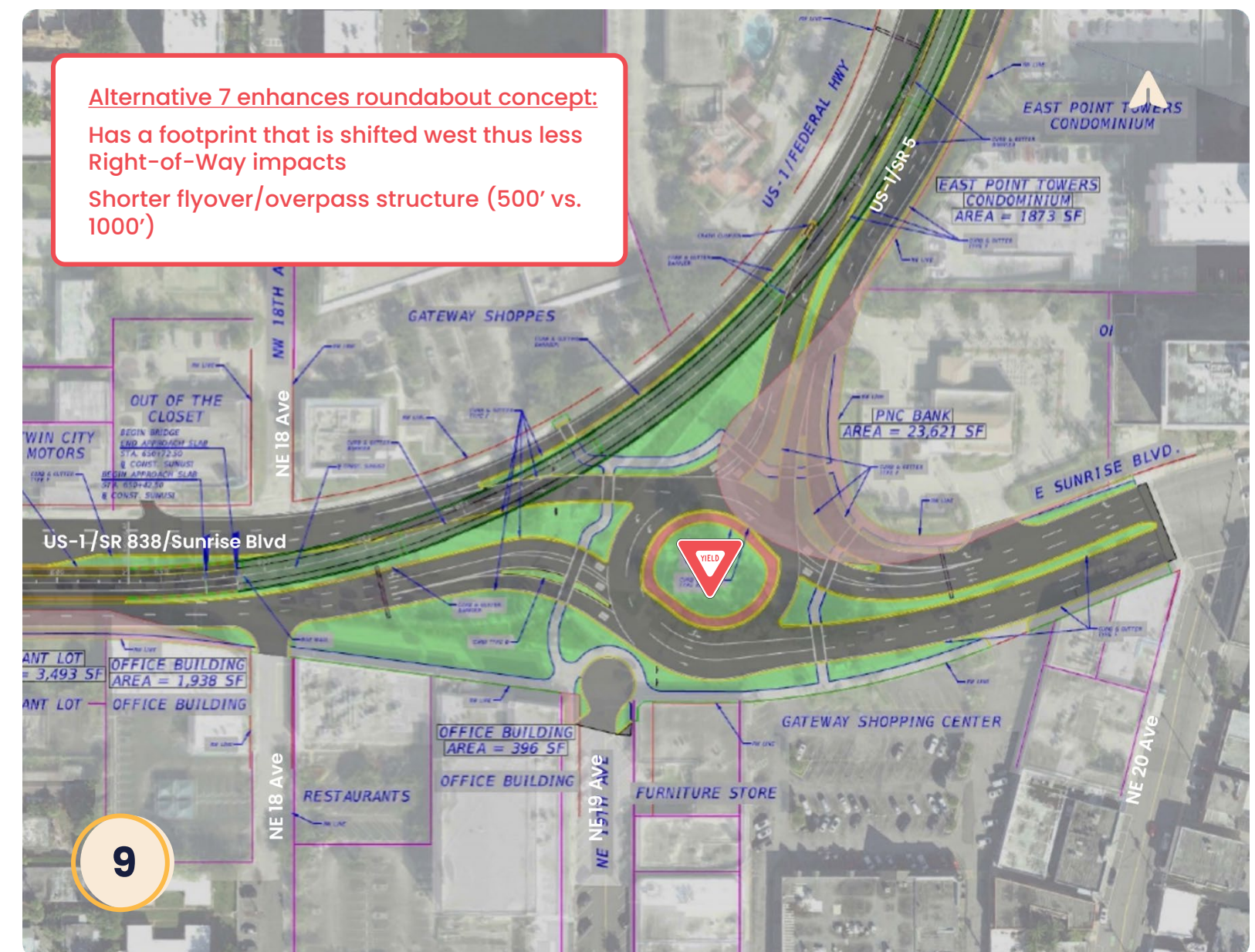
Very similar to Alternative 5 (Formerly Concept 5) and Alternative 5 has fewer Right-of-Way impacts.



CONCEPT 9.

Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover/Overpass

Significant adverse physical and operational impacts along two legs, similar to Alternative 7 (Formerly Concept 8), and Alternative 7 has fewer adverse impacts.

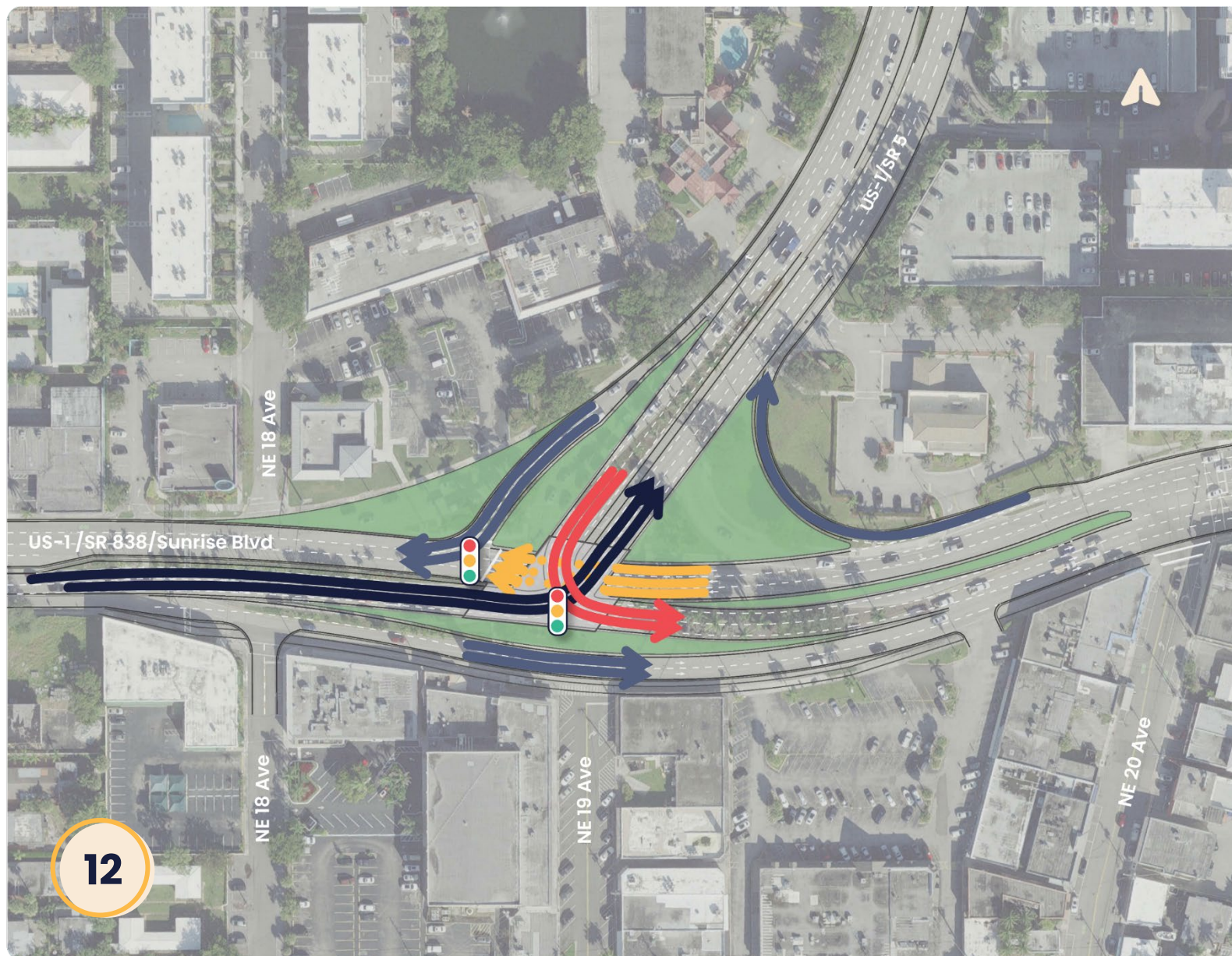


US-1 at SR-838/Sunrise Blvd Intersection Concepts Not Moving Forward for Further Analysis

CONCEPT 12.

Elevated EB and SB Left Turn T (overhead vertical circulation)

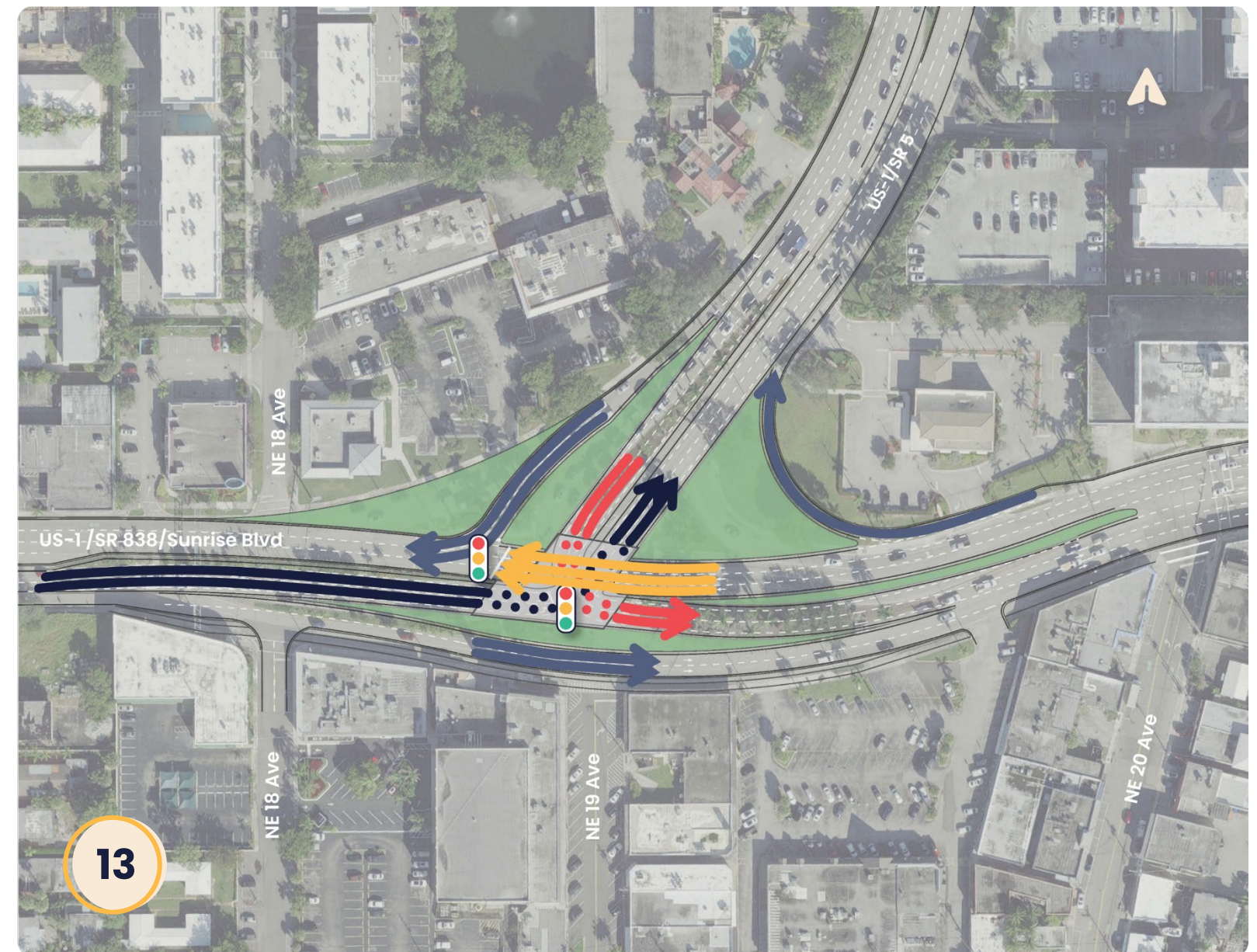
Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel.



CONCEPT 13.

Depressed EB and SB Left Turn T (underground vertical separation)

Significant and widespread adverse impacts to buried utilities and at the portals along three legs, high capital and O&M costs, and not conducive for pedestrian and cyclist travel.



Initial Concepts – NE 20th Avenue Intersection

1. Existing Full Median Opening T To Remain As Is
(Left in, Left out, Right in, Right out)
Concept Pictured to the Left
2. Continuous Green Free Flow Westbound Through T
(Left in, Left out, Right in, Right out)
3. Directional Median Opening T (Left in, Right in, Right out)
4. Closed Median Opening T (Right in, Right out)
5. New Eastbound Auxiliary Right Turn Lane

Note: Initial Concepts that are highlighted in **RED** have been eliminated from detailed study.



NE 20th Avenue Intersection Concepts Not Moving Forward for Further Analysis

CONCEPT 2.

Continuous Green Free Flow Westbound Through T
(Left in, Left out, Right in, Right out)

Short westbound weave segment with very large volumes is not operationally feasible.



CONCEPT 3.

Directional Median Opening T
(Left in, Right in, Right out)

Eliminates critical left turn movement and would relocate vehicular traffic to other local roadways.



NE 20th Avenue Intersection Concepts Not Moving Forward for Further Analysis

CONCEPT 4.

Closed Median Opening T
(Right in, Right out)

Eliminates two critical left turn movements and would relocate vehicular traffic to primary intersection and local roadways.



CONCEPT 5.

New Eastbound Auxiliary Right Turn Lane

Would physically impact existing business with limited benefits to traffic operations and safety.



04

Evaluation of Alternatives Under Consideration

Presentation of Alternatives

WORKSHOP FORMAT

- Each alternative will be presented one at a time.
- Interactive feedback is **encouraged** for each alternative.
 - Please ask questions and make comments as you feel necessary.
 - At the conclusion of the presentation of alternatives we will show the comparative evaluation summary.
- Based on public feedback, the **alternatives may be refined and enhanced**.

Submitting Comments & Questions Today

Multiple ways to submit:

- 01 Verbally by filling out and handing in a **"Speaker Card,"** and waiting to be called on.
- 02 Online at project website
www.fdot.gov/projects/US1GatewayPDE
- 03 By email to Project Manager
Adham.naiem@dot.state.fl.us
- 04 By US mail to Project Manager
Adham Naiem
Florida Department of Transportation, District 4
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

Project Website



Factors to be Considered when Evaluating Concepts

Initial List of Evaluation Factors

- Traffic Operations
- Pedestrian and Cyclist Connectivity and Operations
- Motorized Vehicle Safety
- Non-Motorized Traveler Safety
- Access Impacts
- Emergency Evacuation and Response
- Social and Community Impacts
- Cultural/Historic Resource Impacts
- Noise Impacts
- Drainage and Resiliency Impacts
- Utility Impacts
- Construction Costs
- Operations and Maintenance Costs
- Right-of-Way Impacts
- Constructability/MOT
- Environmental Impacts

Which are most important?

Which are least important?

Should others be added?

Alternative 1. No-Build/No Action Signalized At-Grade T

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS (Properties & Area)	OVERALL INTERSECTION DELAY (Seconds)	OVERALL VEHICLE THROUGHPUT (No. of Vehicles)	BICYCLISTS & PEDESTRIANS (Type of Facility)
0	None	48.7	5125	6' Sidewalks

* Cost does NOT include Right-of-Way Appraised Cost



Alternative 2. Transportation System Management and Operations (TSM&O) Signalized At-Grade T Expansion

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS (Properties & Area)	OVERALL INTERSECTION DELAY (Seconds)	OVERALL VEHICLE THROUGHPUT (No. of Vehicles)	BICYCLISTS & PEDESTRIANS (Type of Facility)
5.3 M	Property 1: 1260 SF (PNC Bank) Property 2: 1310 SF (East Point Towers)	34.5	5204	12' – 16' Shared Use Paths

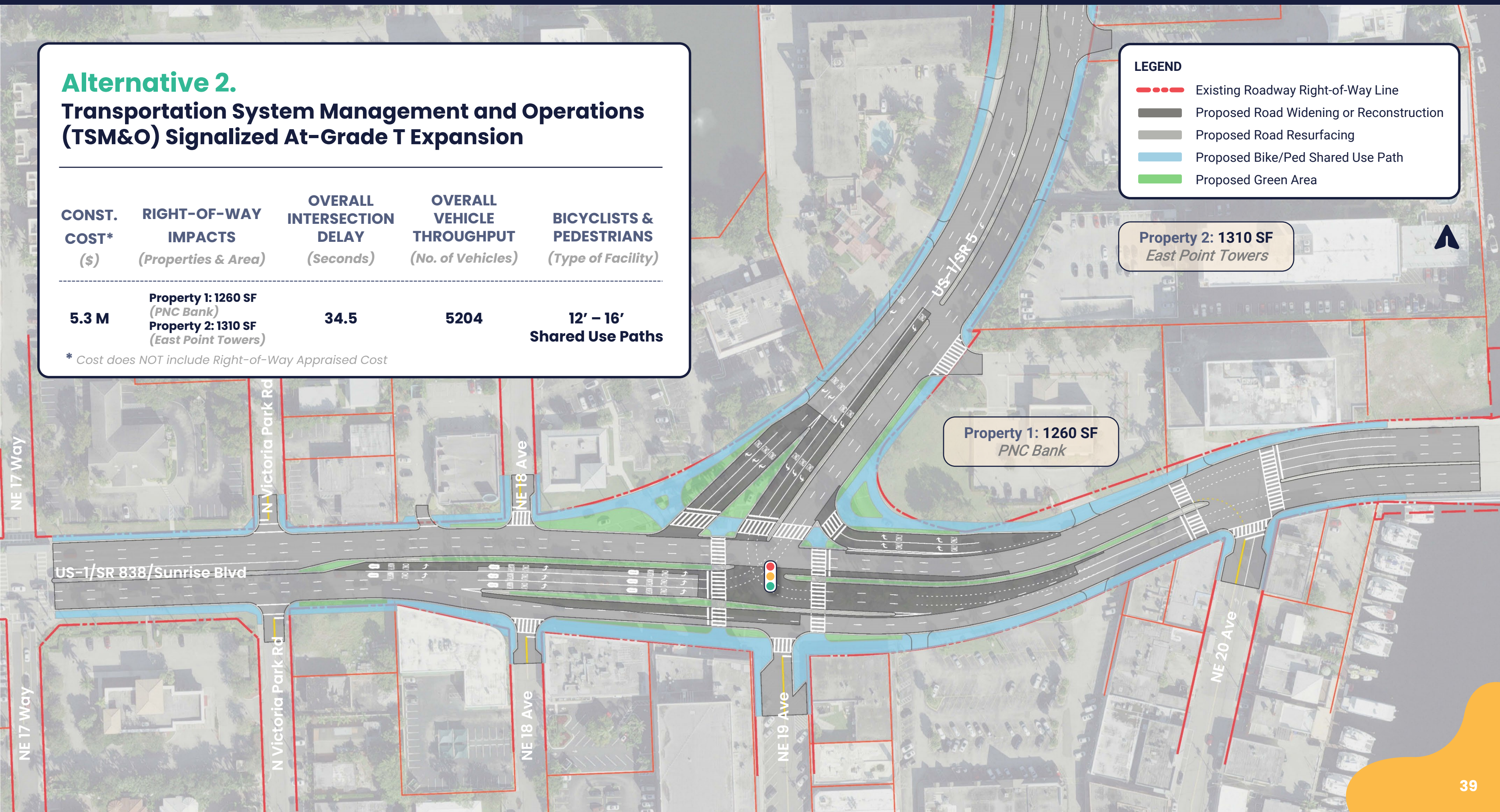
* Cost does NOT include Right-of-Way Appraised Cost

LEGEND

- Existing Roadway Right-of-Way Line
- Proposed Road Widening or Reconstruction
- Proposed Road Resurfacing
- Proposed Bike/Ped Shared Use Path
- Proposed Green Area

Property 2: 1310 SF
East Point Towers

Property 1: 1260 SF
PNC Bank



Alternative 3. Eastbound Triple Left Signalized At-Grade T

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS (Properties & Area)	OVERALL INTERSECTION DELAY (Seconds)	OVERALL VEHICLE THROUGHPUT (No. of Vehicles)	BICYCLISTS & PEDESTRIANS (Type of Facility)
6.5 M	Property 1: 2465 SF (PNC Bank) Property 2: 1310 SF (East Point Towers)	32.2	5172	12' – 16' Shared Use Paths

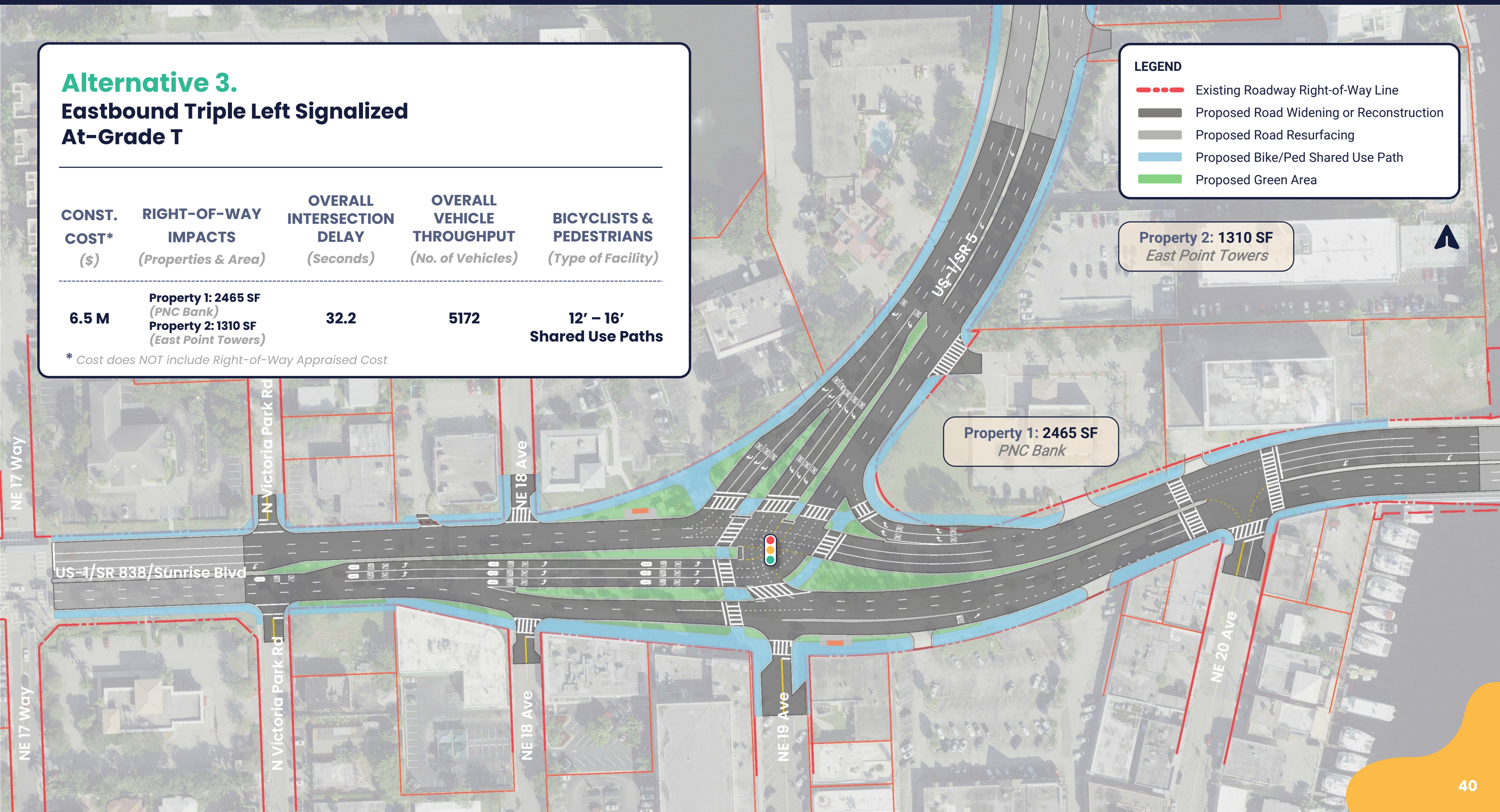
* Cost does NOT include Right-of-Way Appraised Cost

LEGEND

- Existing Roadway Right-of-Way Line
- Proposed Road Widening or Reconstruction
- Proposed Road Resurfacing
- Proposed Bike/Ped Shared Use Path
- Proposed Green Area

Property 2: 1310 SF
East Point Towers

Property 1: 2465 SF
PNC Bank



Alternative 4. Eastbound Downstream Triple Left Signalized At-Grade T

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS (Properties & Area)	OVERALL INTERSECTION DELAY (Seconds)	OVERALL VEHICLE THROUGHPUT (No. of Vehicles)	BICYCLISTS & PEDESTRIANS (Type of Facility)
6.8 M	Property 1: 9780 SF (PNC Bank) Property 2: 1310 SF (East Point Towers)	38.1	5168	12' – 16' Shared Use Paths

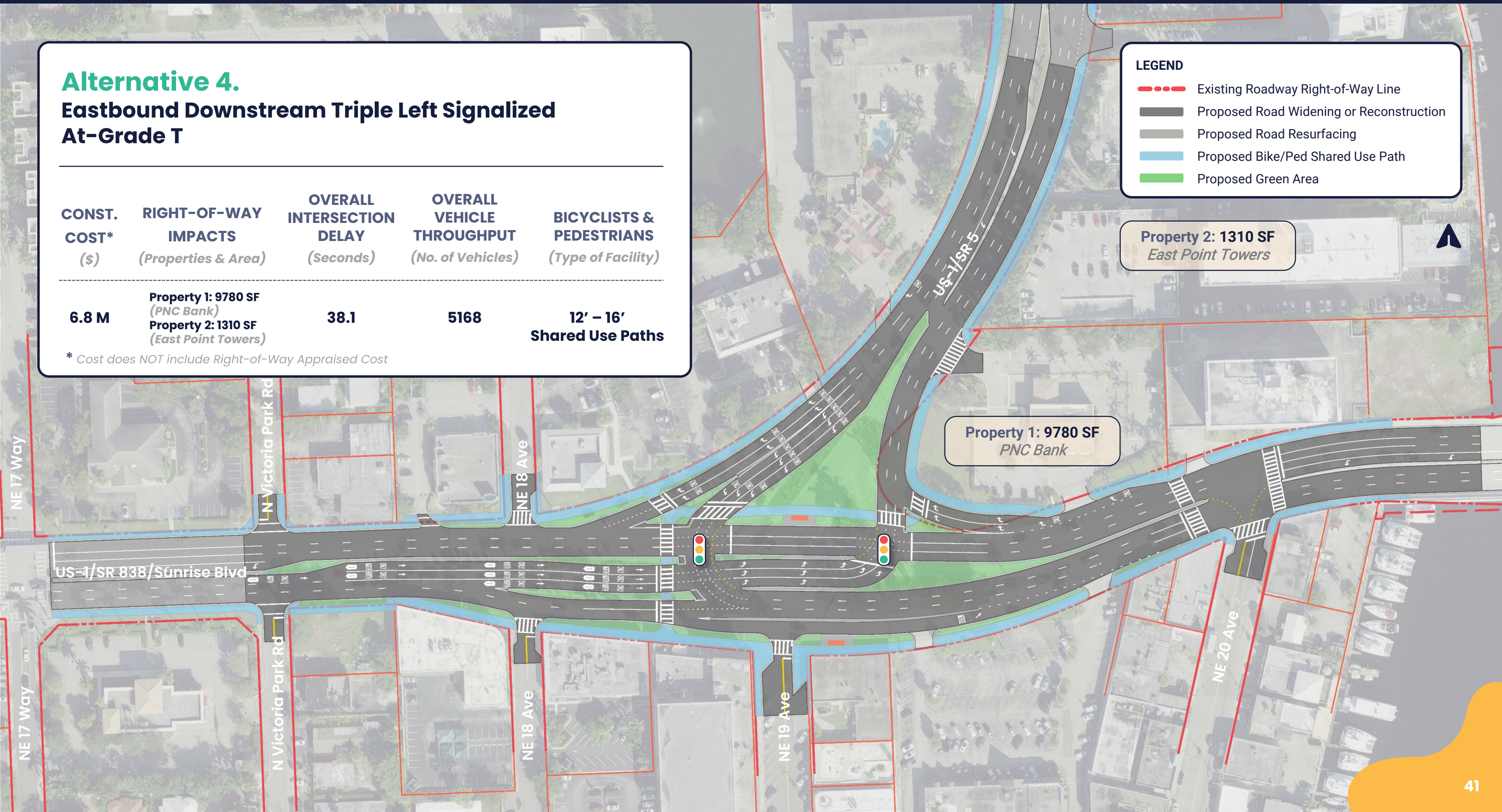
* Cost does NOT include Right-of-Way Appraised Cost

LEGEND

-  Existing Roadway Right-of-Way Line
-  Proposed Road Widening or Reconstruction
-  Proposed Road Resurfacing
-  Proposed Bike/Ped Shared Use Path
-  Proposed Green Area

Property 2: 1310 SF
East Point Towers

Property 1: 9780 SF
PNC Bank



Alternative 5. Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS (Properties & Area)	OVERALL INTERSECTION DELAY (Seconds)	OVERALL VEHICLE THROUGHPUT (No. of Vehicles)	BICYCLISTS & PEDESTRIANS (Type of Facility)
6.9 M	Property 1: 7960 SF (PNC Bank) Property 2: 2510 SF (East Point Towers)	42.7	5210	12' – 16' Shared Use Paths

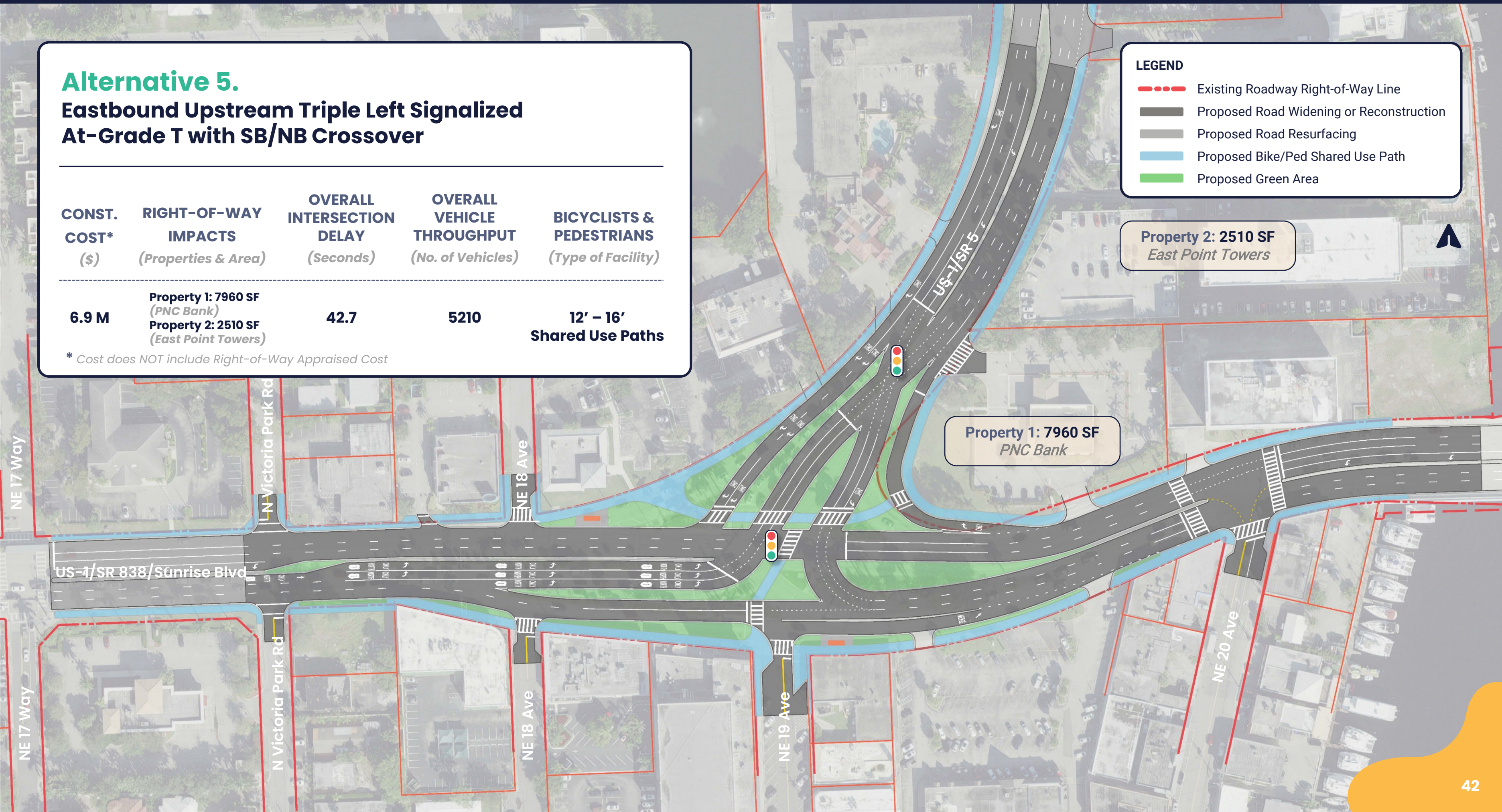
* Cost does NOT include Right-of-Way Appraised Cost

LEGEND

-  Existing Roadway Right-of-Way Line
-  Proposed Road Widening or Reconstruction
-  Proposed Road Resurfacing
-  Proposed Bike/Ped Shared Use Path
-  Proposed Green Area

Property 2: 2510 SF
East Point Towers

Property 1: 7960 SF
PNC Bank



Alternative 6. Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass *(overhead vertical separation)*

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS <i>(Properties & Area)</i>	OVERALL INTERSECTION DELAY <i>(Seconds)</i>	OVERALL VEHICLE THROUGHPUT <i>(No. of Vehicles)</i>	BICYCLISTS & PEDESTRIANS <i>(Type of Facility)</i>
15.7 M	Property 1: 8415 SF <i>(PNC Bank)</i> Property 2: 3700 SF <i>(East Point Towers)</i>	7.7	5179	12' – 16' Shared Use Paths

* Cost does NOT include Right-of-Way Appraised Cost

LEGEND

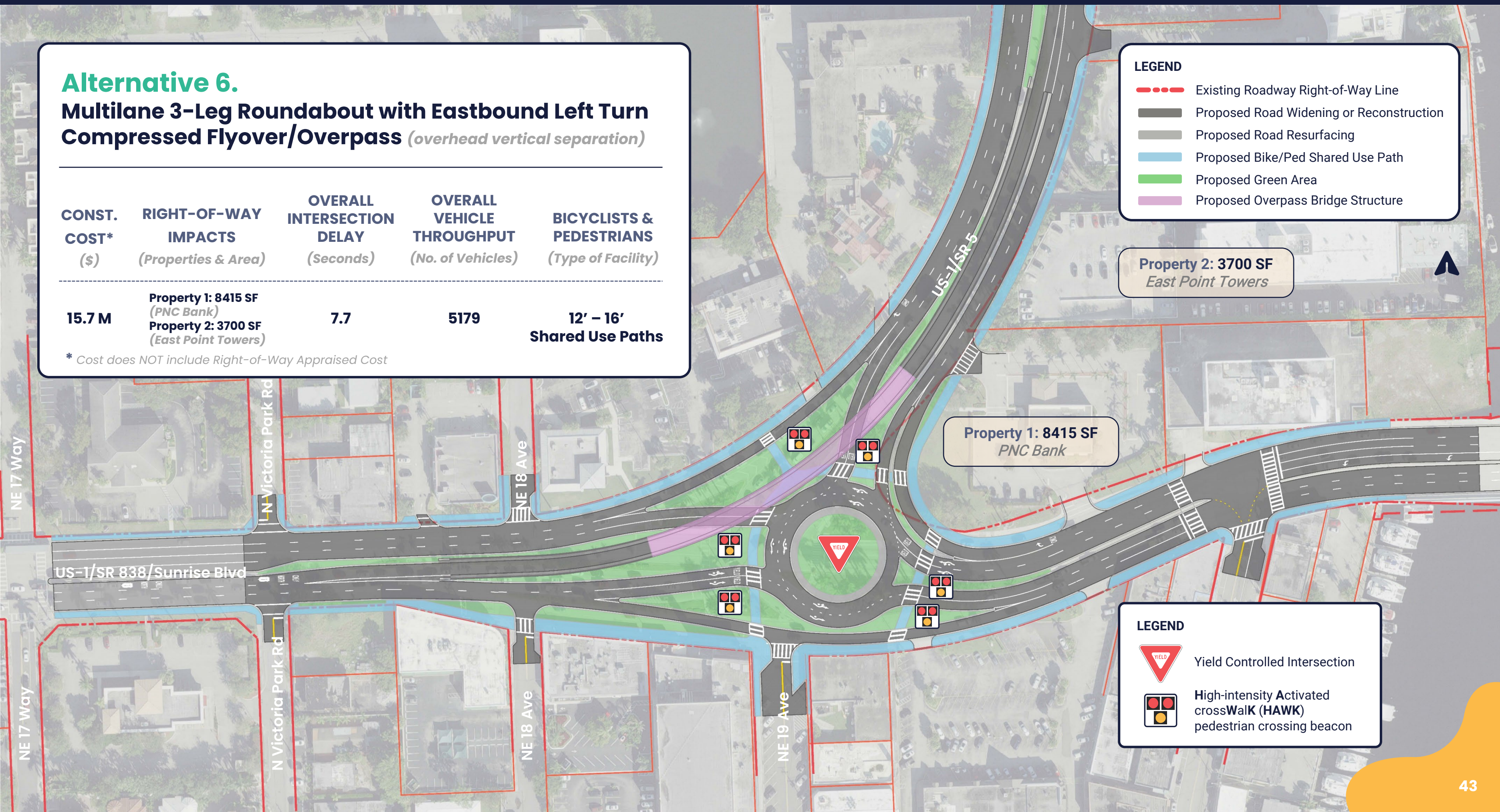
- Existing Roadway Right-of-Way Line
- Proposed Road Widening or Reconstruction
- Proposed Road Resurfacing
- Proposed Bike/Ped Shared Use Path
- Proposed Green Area
- Proposed Overpass Bridge Structure

Property 2: 3700 SF
East Point Towers

Property 1: 8415 SF
PNC Bank

LEGEND

- Yield Controlled Intersection
- High-intensity Activated crosswalk (HAWK) pedestrian crossing beacon



Alternative 7. Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Underpass *(underground vertical separation)*

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS <i>(Properties & Area)</i>	OVERALL INTERSECTION DELAY <i>(Seconds)</i>	OVERALL VEHICLE THROUGHPUT <i>(No. of Vehicles)</i>	BICYCLISTS & PEDESTRIANS <i>(Type of Facility)</i>
74.2 M	Property 1: 8415 SF <i>(PNC Bank)</i> Property 2: 3700 SF <i>(East Point Towers)</i>	7.7	5179	12' – 16' Shared Use Paths

* Cost does NOT include Right-of-Way Appraised Cost

LEGEND

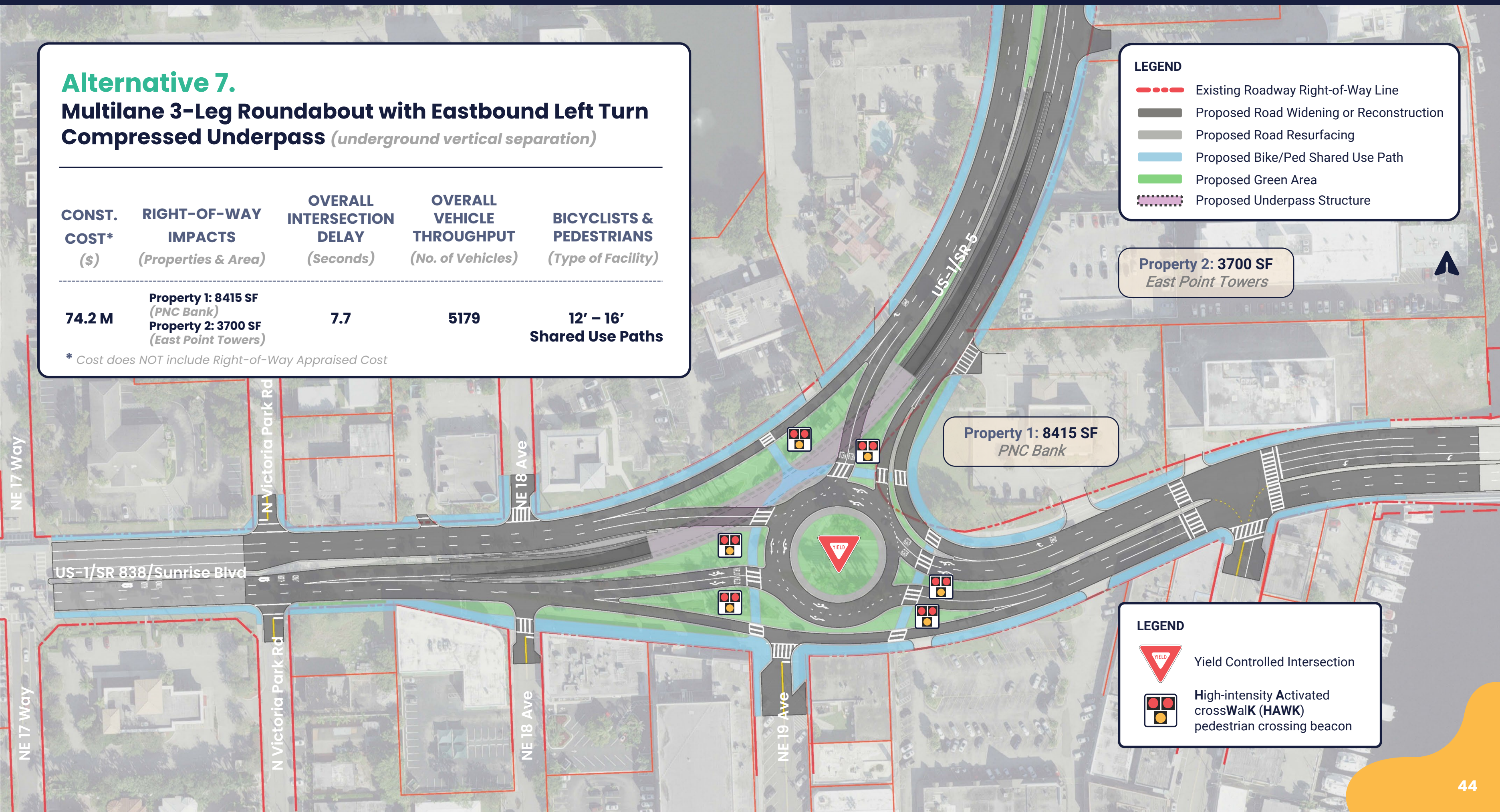
- Existing Roadway Right-of-Way Line
- Proposed Road Widening or Reconstruction
- Proposed Road Resurfacing
- Proposed Bike/Ped Shared Use Path
- Proposed Green Area
- Proposed Underpass Structure

Property 2: 3700 SF
East Point Towers

Property 1: 8415 SF
PNC Bank

LEGEND

- Yield Controlled Intersection
- High-intensity Activated crosswalk (HAWK) pedestrian crossing beacon









Alternative 8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass *(overhead vertical separation)*

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS <i>(Properties & Area)</i>	OVERALL INTERSECTION DELAY <i>(Seconds)</i>	OVERALL VEHICLE THROUGHPUT <i>(No. of Vehicles)</i>	BICYCLISTS & PEDESTRIANS <i>(Type of Facility)</i>
13.9 M	Property 1: 6045 SF <i>(PNC Bank)</i> Property 2: 3065 SF <i>(East Point Towers)</i>	20.2	5188	12' – 16' Shared Use Paths

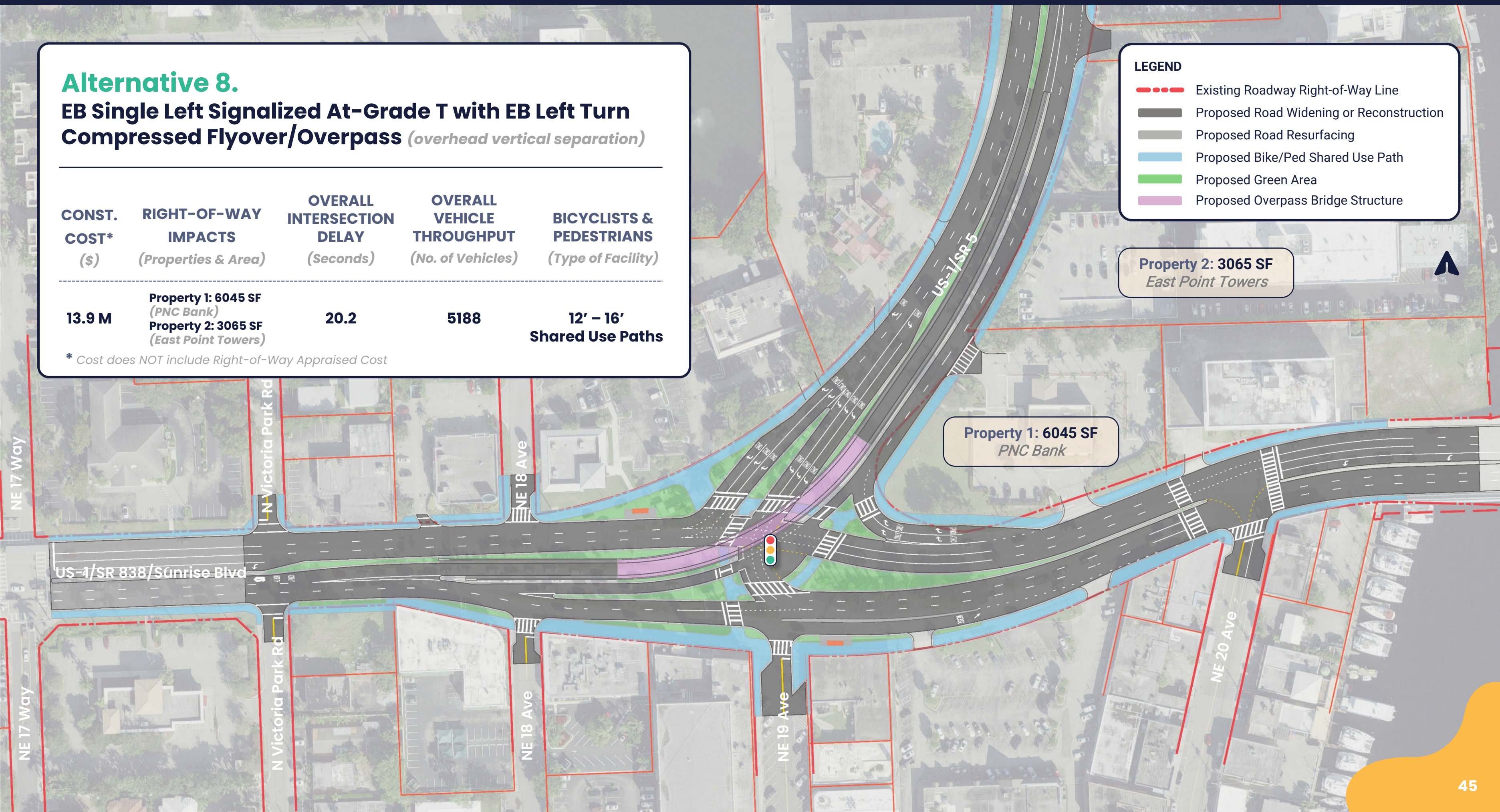
* Cost does NOT include Right-of-Way Appraised Cost

LEGEND

-  Existing Roadway Right-of-Way Line
-  Proposed Road Widening or Reconstruction
-  Proposed Road Resurfacing
-  Proposed Bike/Ped Shared Use Path
-  Proposed Green Area
-  Proposed Overpass Bridge Structure

Property 2: 3065 SF
East Point Towers

Property 1: 6045 SF
PNC Bank









Alternative 9.

EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass *(underground vertical separation)*

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS <i>(Properties & Area)</i>	OVERALL INTERSECTION DELAY <i>(Seconds)</i>	OVERALL VEHICLE THROUGHPUT <i>(No. of Vehicles)</i>	BICYCLISTS & PEDESTRIANS <i>(Type of Facility)</i>
71.1M	Property 1: 6045 SF <i>(PNC Bank)</i> Property 2: 3065 SF <i>(East Point Towers)</i>	20.2	5188	12' – 16' Shared Use Paths

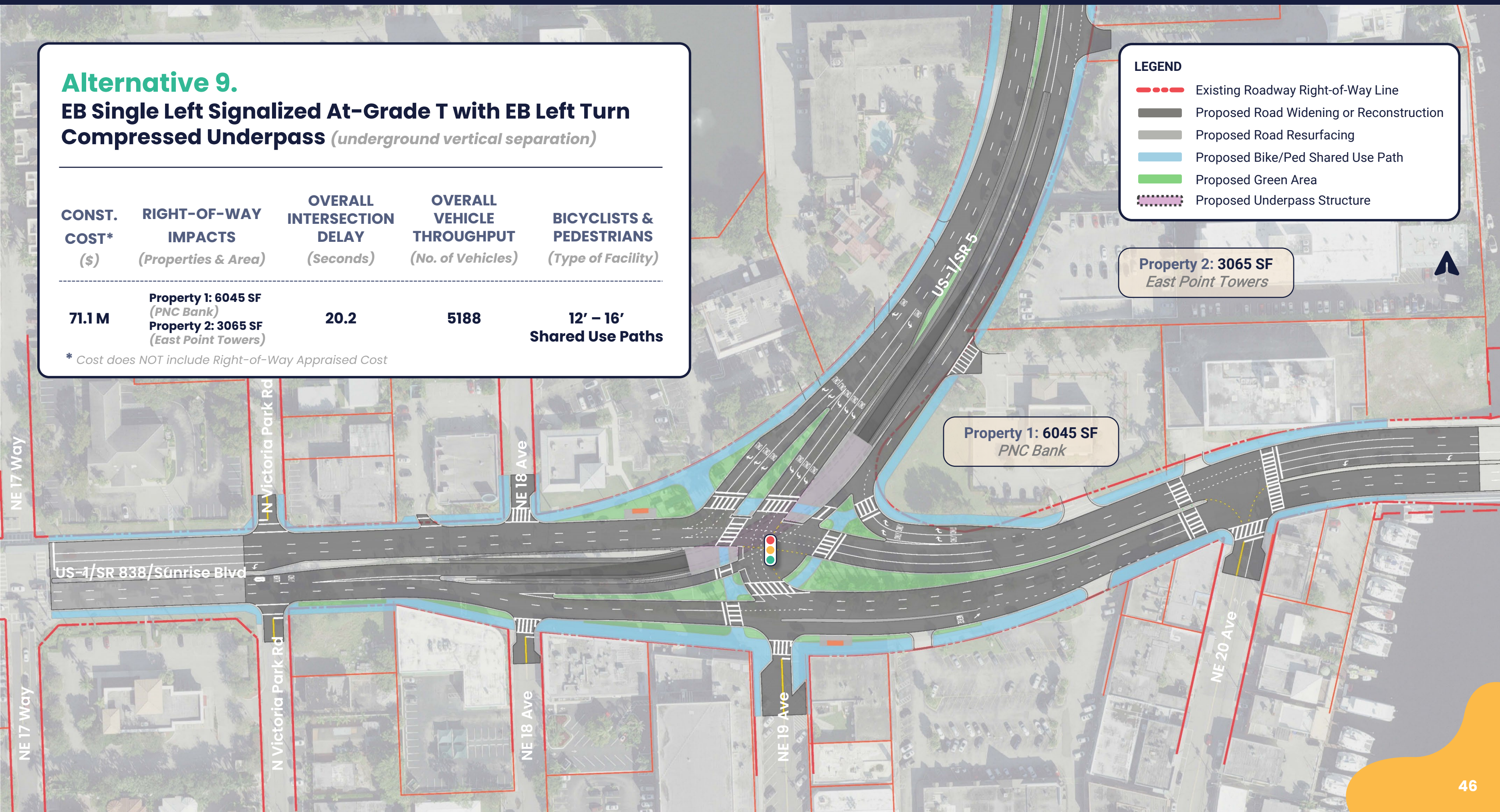
* Cost does NOT include Right-of-Way Appraised Cost

LEGEND

-  Existing Roadway Right-of-Way Line
-  Proposed Road Widening or Reconstruction
-  Proposed Road Resurfacing
-  Proposed Bike/Ped Shared Use Path
-  Proposed Green Area
-  Proposed Underpass Structure

Property 2: 3065 SF
East Point Towers

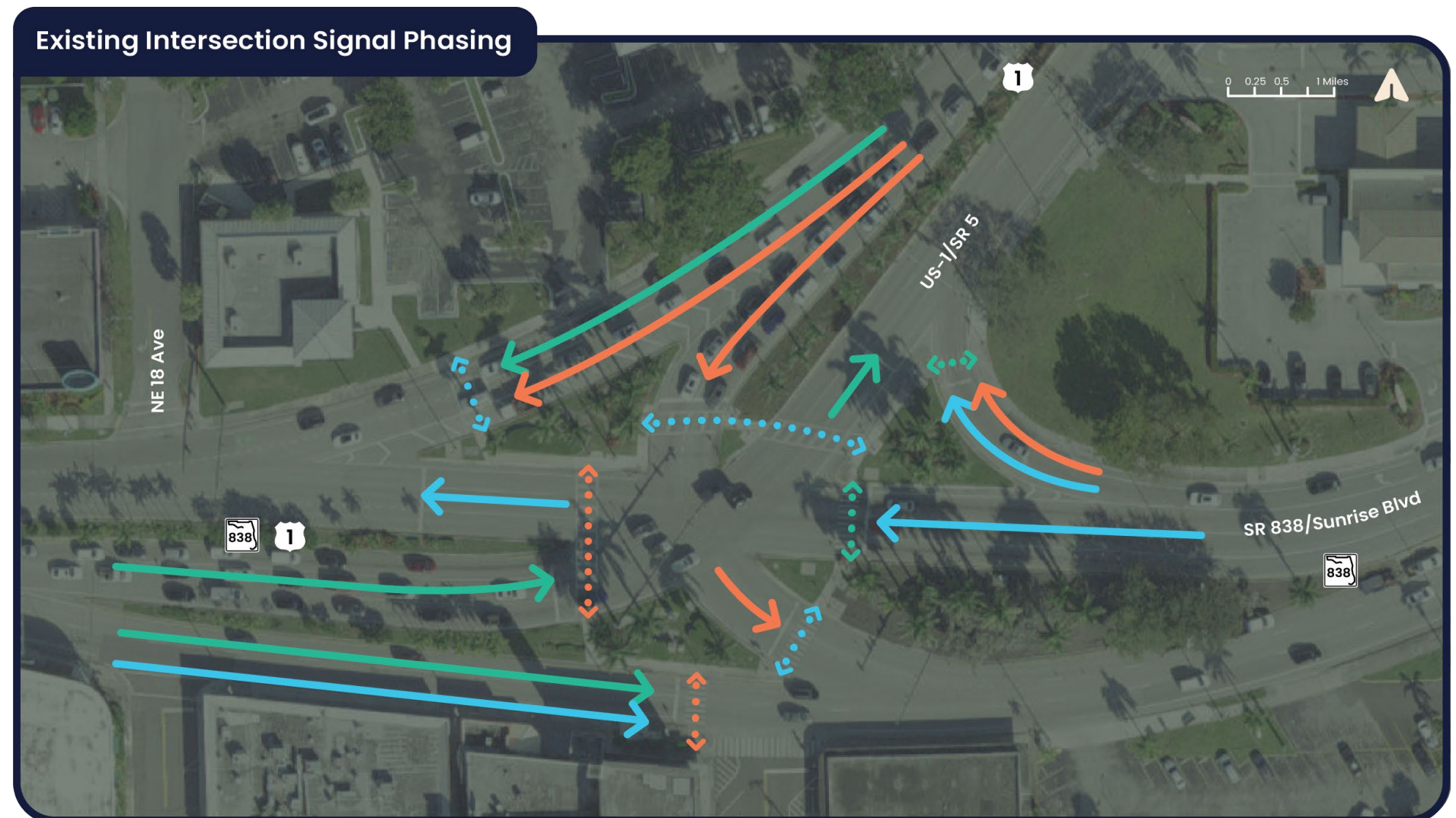
Property 1: 6045 SF
PNC Bank



Traffic Operations Contributing Factors

Factors

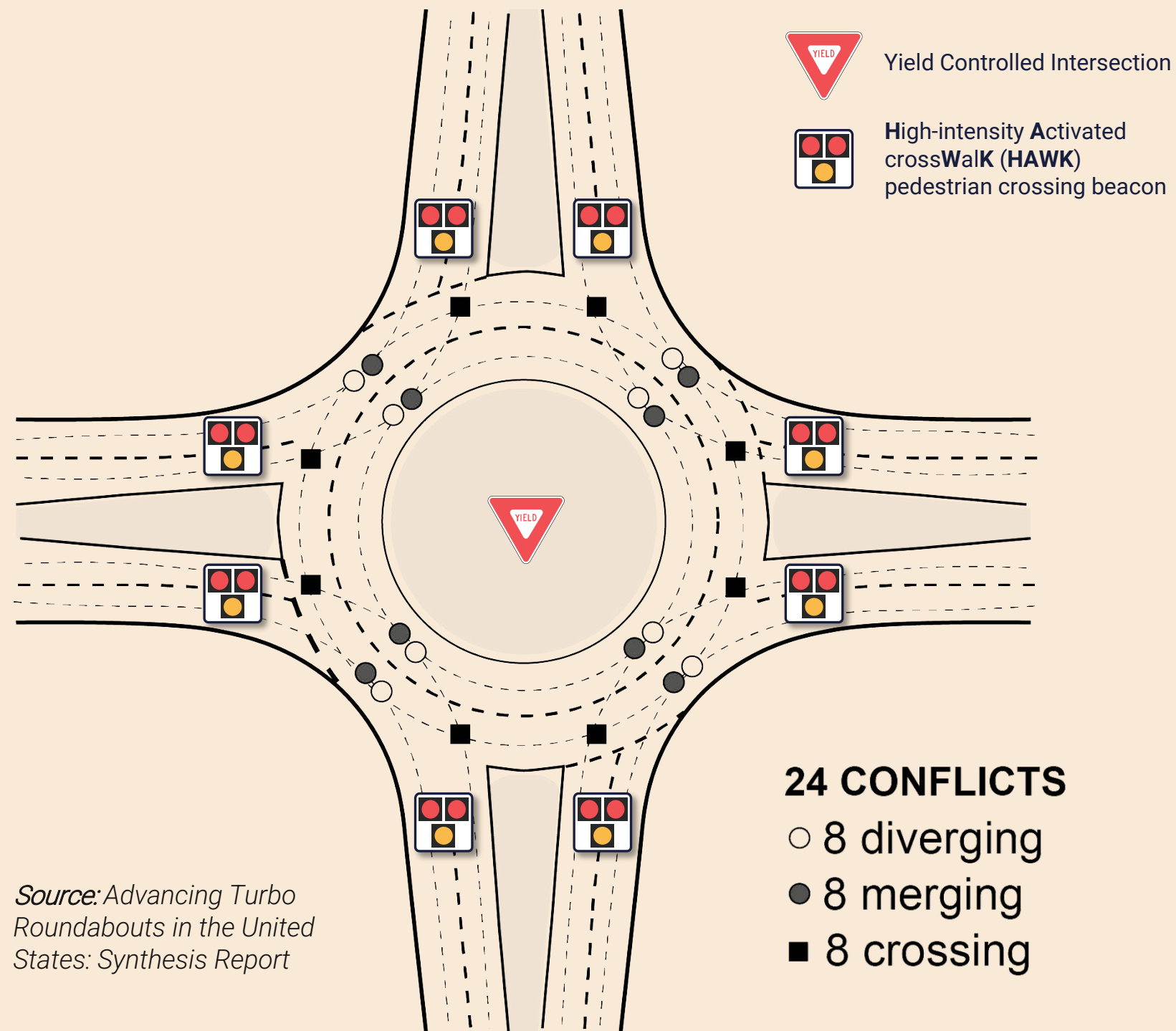
- **Network Affects** – up and downstream signalized intersections affect vehicle flows at primary intersection, all flows must be balanced, and primary intersection improvements may result in improvements up and downstream
- **Conflicting Traffic Flows** – each conflicting flow requires its own time to travel through
- **Complimentary Traffic Flows** – can travel through at same time, and if remove a movement the others still each require their own time
- **Single Lane Grade Separations** – require entry merge conflicts with multiple approach lanes and exit diverge conflicts with multiple departure lanes
- **Roundabouts Vehicle Flows** – are yield controlled with near continuous flows around circle
- **Multilane Roundabout Pedestrian Crossings** – per PROWAG, multilane pedestrian street crossings require a pedestrian activated signal which would disrupt exiting vehicle flows



LEGEND

- Common Signal Phase 1
- Common Signal Phase 2
- Common Signal Phase 3
- Motorized Vehicle Movements
- ↔ Pedestrian Crossing Movements

Traffic Operations Contributing Factors



Source: Advancing Turbo Roundabouts in the United States: Synthesis Report

Public Rights-of-Way Accessibility Guidelines: CHAPTER R3: TECHNICAL REQUIREMENTS

R306.3 Roundabouts. Where pedestrian facilities are provided at roundabouts, they shall comply with R306.3.

Advisory R306.3 Roundabouts. Pedestrian street crossings at roundabouts can be difficult for pedestrians who are blind or have low vision to identify because the crossings are located off to the side of the pedestrian circulation path around the street or highway. The continuous traffic flow at roundabouts removes many of the audible cues that pedestrians who are blind use to navigate pedestrian street crossings. Water fountains and other features that produce background noise should not be placed in the middle island of a roundabout because pedestrians who are blind use auditory cues to help detect gaps in traffic. Multi-lane pedestrian street crossings at roundabouts involve an increased risk of pedestrian exposure to accident.

R306.3.1 Separation. Where sidewalks are flush against the curb and pedestrian street crossing is not intended, a continuous and detectable edge treatment shall be provided along the street side of the sidewalk. Detectable warning surfaces shall not be used for edge treatment. Where chains, fencing, or railings are used for edge treatment, they shall have a bottom edge 380 mm (15 in) maximum above the sidewalk.

Advisory R306.3.1 Separation. Carefully delineated pedestrian street crossing approaches with plantings or other defined edges provide effective non-visual cues for identifying pedestrian street crossings at roundabouts. European and Australian roundabouts provide a 610 mm (24 inch) width of tactile surface treatment from the centerline of the curb ramp or blended transition across the full width of the sidewalk to provide an underfoot cue for identifying pedestrian street crossings. Detectable warning surfaces should not be used to guide pedestrians who are blind or have low vision to pedestrian street crossings because detectable warning surfaces indicate the flush transition between the sidewalk and the street or highway. Schemes that remove cyclists from the street or highway by means of a ramp that angles from the curb lane to the sidewalk and then provide re-entry by means of a similar ramp beyond pedestrian street crossings can provide false cues to pedestrians who are using the edge of the sidewalk for wayfinding about the location of pedestrian street crossings.

R306.3.2 Pedestrian Activated Signals. At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal complying with R209 shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island. Signals shall clearly identify which pedestrian street crossing segment the signal serves.

Evaluation Matrix

Criteria	Alternative 1 No-Build/No Action Signalized At-Grade T	Alternative 2 Transportation System Management and Operations (TSM&O) Signalized At-Grade T Expansion	Alternative 3 Eastbound Triple Left Signalized At-Grade T	Alternative 4 Eastbound Downstream Triple Left Signalized At-Grade T	Alternative 5 Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover	Alternative 6 Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)	Alternative 7 Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Underpass (underground vertical separation)	Alternative 8 EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)	Alternative 9 EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/ Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ MOT	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* Alternative needs to include signalization for pedestrians and bicyclists.

● Positive ▲ Neutral ■ Negative



Poll Questions

- 01** What type of alternative do you prefer?

 - a) Above Grade
 - b) At Grade
 - c) Below Grade

- 02** Which alternative do you think is the best, second best and third best?

First _____

Second _____

Third _____

- 03** What is the primary reason you selected these as the three best alternatives?

 - a) Cost
 - b) Impacts
 - c) Benefits
 - d) Combination of factors

- 04** Would you like to modify, delete, or add anything to any of the alternatives you selected as the best?

 - a) Yes
 - b) No

- 05** If you answered yes to the previous question, what would you modify, delete, or add?

Fill in the blank _____

- 06** Due to limited available space, would you prefer buffer separated on-street bicycle lanes or wide curbside shared use paths for pedestrians and cyclists?

 - a) On-street Bicycle lanes
 - b) Off-street Shared use path

- 07** Do you agree with the NE 20th Avenue intersection remaining as is, without modification?

 - a) Yes
 - b) No

- 08** If you answered no to the previous question, what would you modify?

Fill in the blank _____

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Public Involvement

Public Involvement



Public Meetings

- Public Kick-Off Meeting
- Alternatives Public Workshops
- Public Hearing

Coordination Meetings

- Elected Officials
- Broward MPO Board
- City of Fort Lauderdale
- Broward County
- South Florida Water Management District (SFWMD)
- Florida Department of Environmental Protection (FDEP)

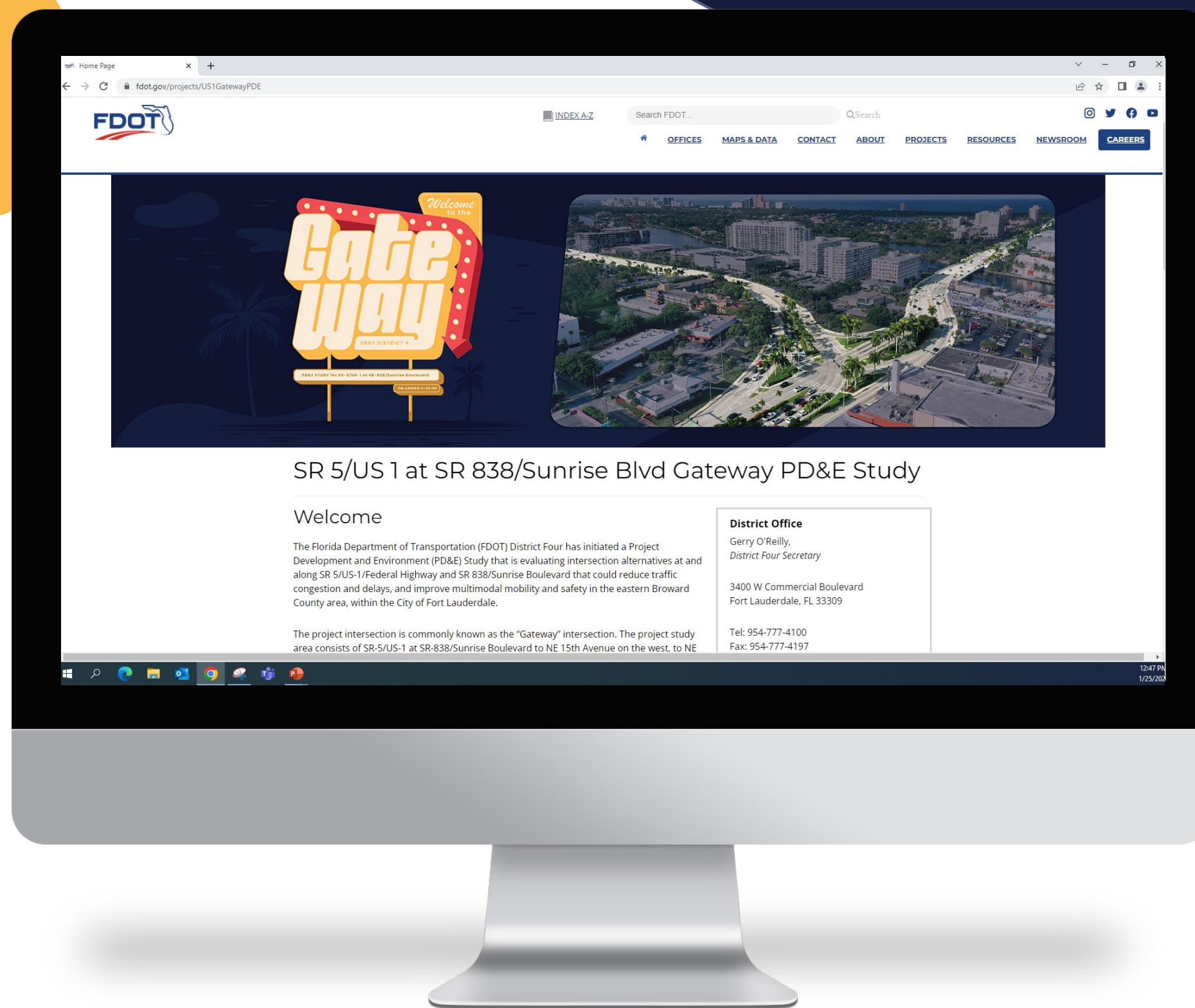
Informal Meetings

- Victoria Park
- Gateway Shopping Center
- Lake Ridge
- Lauderdale Isles
- Coral Ridge
- Sunrise Intracoastal
- Other Interested Stakeholders

Visit the Project Website

FDOT Website:
<https://www.fdot.gov/>

Project Website:
www.fdot.gov/projects/US1GatewayPDE



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Questions & Answers

Submitting Comments & Questions Today

Multiple ways to submit:

- 01 Verbally by filling out and handing in a **"Speaker Card,"** and waiting to be called on.
- 02 Online at project website
www.fdot.gov/projects/US1GatewayPDE
- 03 By email to Project Manager
Adham.naiem@dot.state.fl.us
- 04 By US mail to Project Manager
Adham Naiem
Florida Department of Transportation, District 4
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309

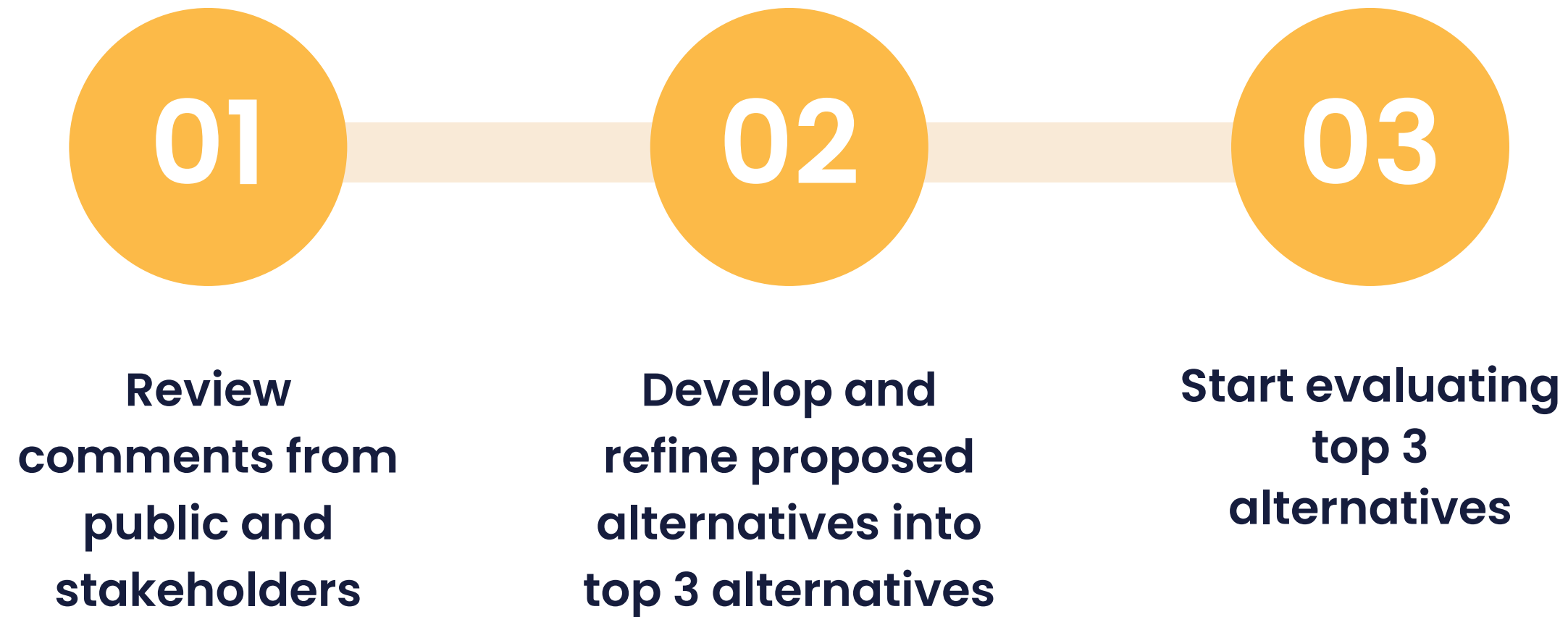
Project Website



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Next Steps

Next Steps



Safety Message

National Vehicle Theft Prevention Month

July 1-31st, 2023



In the United States, a vehicle is stolen every **39 SECONDS**

In 2020, there were **804,400** VEHICLES STOLEN NATIONWIDE

Prevent vehicle theft:

LOCK CARS and WINDOWS,

park in well-lit areas, hide valuables,

DO NOT leave keys in car,

and **NEVER** leave your vehicle while it's running.

For more information on vehicle theft prevention and NHTSA, check out [NHTSA.gov/Theft](https://www.nhtsa.gov/Theft)

**FOR MORE
INFORMATION
CONTACT US:**

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**T H A N K
Y O U**