



## 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

### **Public Kick-Off Meeting**

**In-Person: 03.30.2023**

*THE PRESENTATION WILL BEGIN AT 5:30 PM*

# Agenda

- 01 Project Introduction
- 02 Purpose & Need
- 03 Existing Conditions
- 04 Concepts Under Consideration
- 05 Evaluation of Concepts Under Consideration
- 06 Next Steps
- 07 Public Involvement
- 08 Questions & Answers

# Presenters



**Adham Naiem, PE, PMP**  
*Project Manager*

FDOT District 4



**Peter Gies, AICP**  
*Strategic Planning Manager*

Broward MPO



**Nannette Rodriguez**  
*Moderator*

Quest



**Carlos Cejas, PE**  
*Project Manager*

Gannett Fleming



**Molly Winn**  
*Environmental Lead*

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

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](mailto: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](mailto:Stefan.Kulakowski@dot.state.fl.us)

# 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.





**Presentation  
will now begin.**



## 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

### **Public Kick-Off Meeting**

**In-Person: 03.30.2023**

*THE PRESENTATION WILL BEGIN AT 5:30 PM*

# Purpose of Tonight's Meeting

- 01 Share Information with the Public.
- 02 Review Project Purpose, Existing Conditions, and Initial Concepts.
- 03 Join the PD&E Study Mailing List.
- 04 Receive Comments from the Public for Project's Public record.

**01**

# **Project Introduction**

# Project Background

## 01 Planning

<b>December 11, 2014</b>	Identified within the Broward MPO 2040 Long Range Transportation Plan (LRTP)
<b>January 7, 2015</b>	SR-5 and SR-838 Intersection, Fort Lauderdale - Technical Memorandum
<b>July 17, 2017</b>	SR-838/Sunrise Boulevard from US 1/Searstown to US 1/Gateway Concept Development Final Report
<b>September 17, 2019</b>	City of Fort Lauderdale Response letter to FDOT
<b>January 10, 2020</b>	1770 East Sunrise Boulevard Development Plans
<b>February 10, 2020</b>	US-1 at Sunrise Boulevard Conceptual Development Review Technical Memorandum
<b>April 13, 2020</b>	US-1 at Sunrise Boulevard Conceptual Development Refinement Technical Memorandum
<b>January 12, 2021</b>	1101 North Federal Highway Mixed Use Residential Project Design Review Committee Submittal
<b>March 14, 2022</b>	SR-5 at Sunrise Blvd Pre-PD&E Project Traffic Technical Memorandum

# Transportation Development Process

PUBLIC INVOLVEMENT TAKES PLACE DURING PHASES 1-6

**01** Planning

**02** Project Development and Environment (PD&E) Study

**03** Design

**04** Right of Way Acquisition (if needed)

**05** Construction

**06** Maintenance

## We are Here! Phase 2 PD&E Study:

- Is the formal FDOT Process to evaluate Environmental Impacts, Social Impacts, Public Input, Engineering Design and Project's cost.
- It develops a Public Involvement Plan (PIP).
- It requires to comply with the National Environmental Policy ACT.
- It coordinates with Federal, State and Local Agencies.
- It involves engineering analysis and Environmental evaluation with public participation.
- It Analyzes Alternatives, studies collective data, and prepares the preliminary engineering and environmental documentation.

# Project Development and Environment (PD&E) Study Process

01

## Public Involvement

- Public Involvement Plan
- Comments Database
- Mailing Lists
- Newsletters
- Agency Coordination
- Kick-off Meeting
- Alternatives Public Information Meeting
- Public Hearing
- Public Hearing Transcript
- Comments and Coordination Report

02

## Engineering

Existing Conditions Assessment Technical Memorandum	Geotechnical Report
Traffic Analysis Methodology Technical Memorandum	Typical Section Package
Project Traffic Analysis Report	Bridge Analysis Report
Safety Analysis Memorandum	Roundabout Evaluation Technical Memorandum
ICE Stage 1 Evaluation	Design Variations and Exceptions Package
Preliminary Engineering Report	Project ConOps
Alternatives Analysis Memorandum	Preliminary Systems Engineering Management Plan
Location Hydraulics Report	Utility Assessment Package
Pond Siting Report	
Concept Design Plans (15%)	

03

## Environment

- Expected Class of Action - Categorical Exclusion Type II
- Socio-Cultural Effects
- Conceptual Stage Relocation Plan
- Cultural Resources Assessment Survey
- Section 4(f) DOA; 4(f) de minimis (Optional)
- Natural Resources Evaluation
- WQIE Checklist
- Noise Study Report
- Air Quality Tech Memo
- Contamination Screening Evaluation Report
- Project Commitments Record

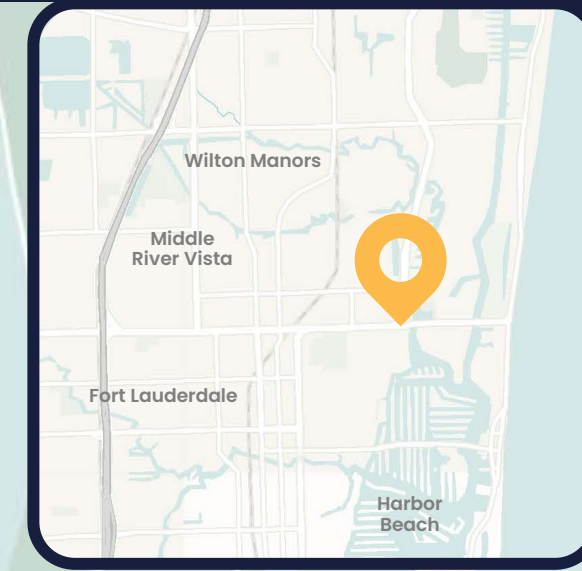
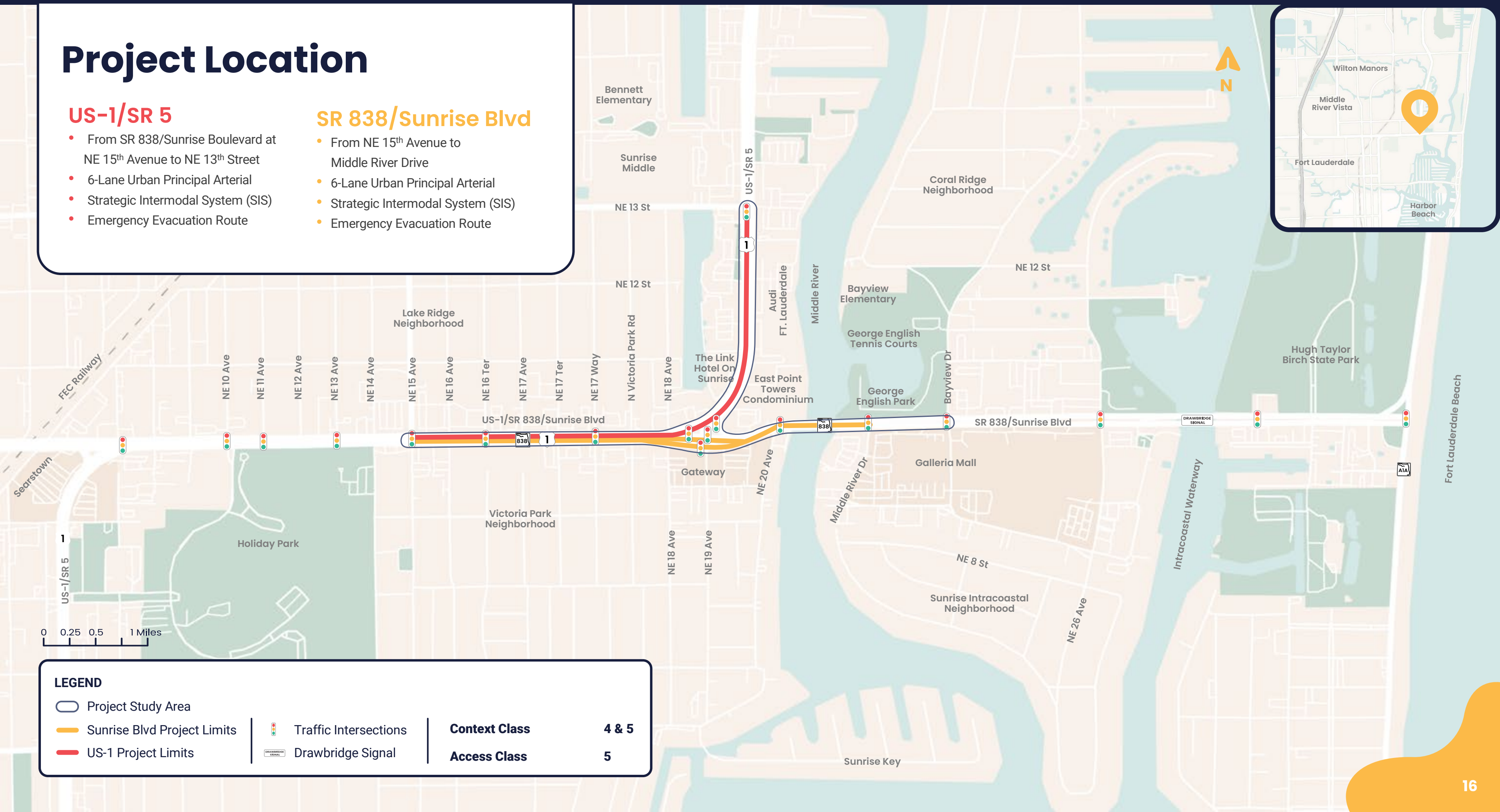
# Project Location

## US-1/SR 5

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

## SR 838/Sunrise Blvd

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

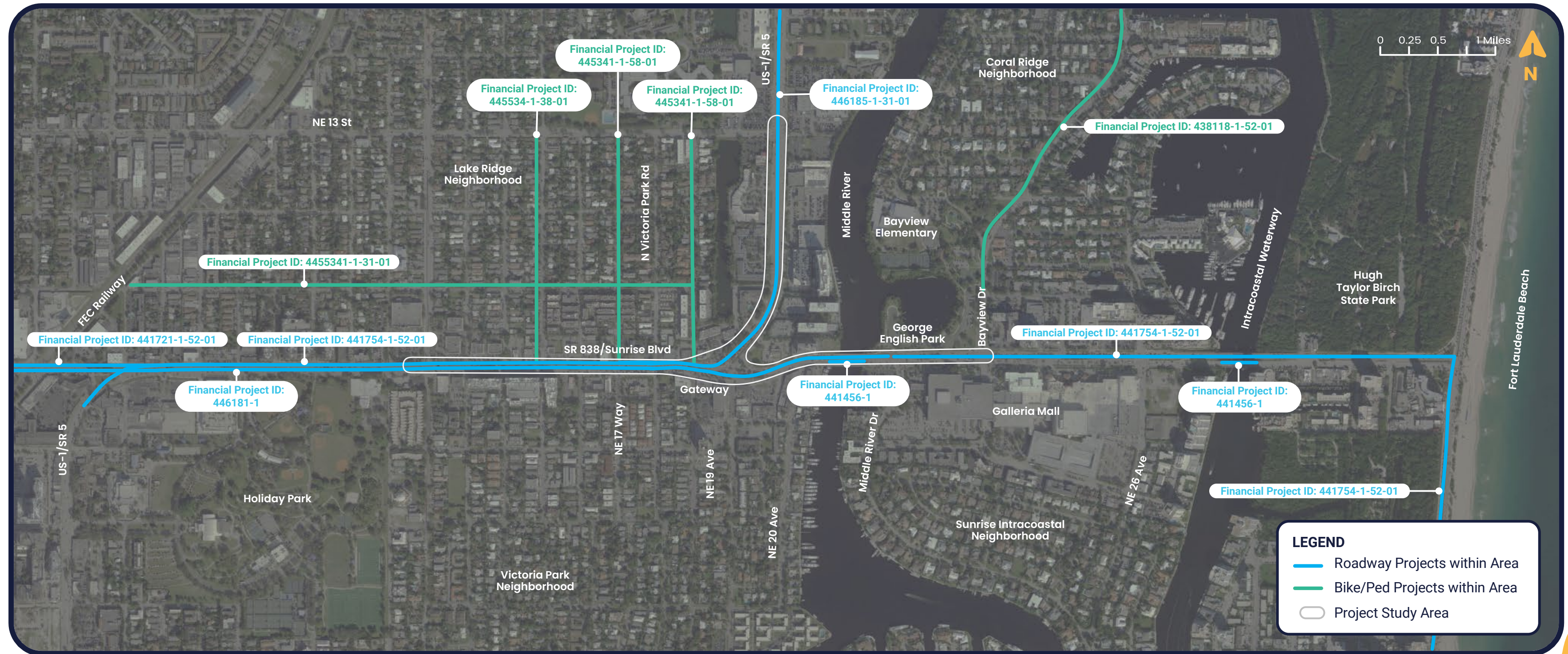


**LEGEND**

Project Study Area	Traffic Intersections	<b>Context Class</b>	<b>4 &amp; 5</b>
Sunrise Blvd Project Limits	Drawbridge Signal	<b>Access Class</b>	<b>5</b>
US-1 Project Limits			



# Adjacent Projects



**LEGEND**

- Roadway Projects within Area
- Bike/Ped Projects within Area
- Project Study Area

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.



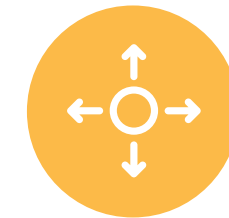
# Intersection Needs



**Emergency Evacuation  
& Response**



**Modal  
Interrelationships**



**Capacity**

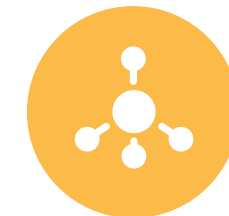
- Consider all movements all modes



**Transportation  
Demand**



**Safety**



**System Linkage**

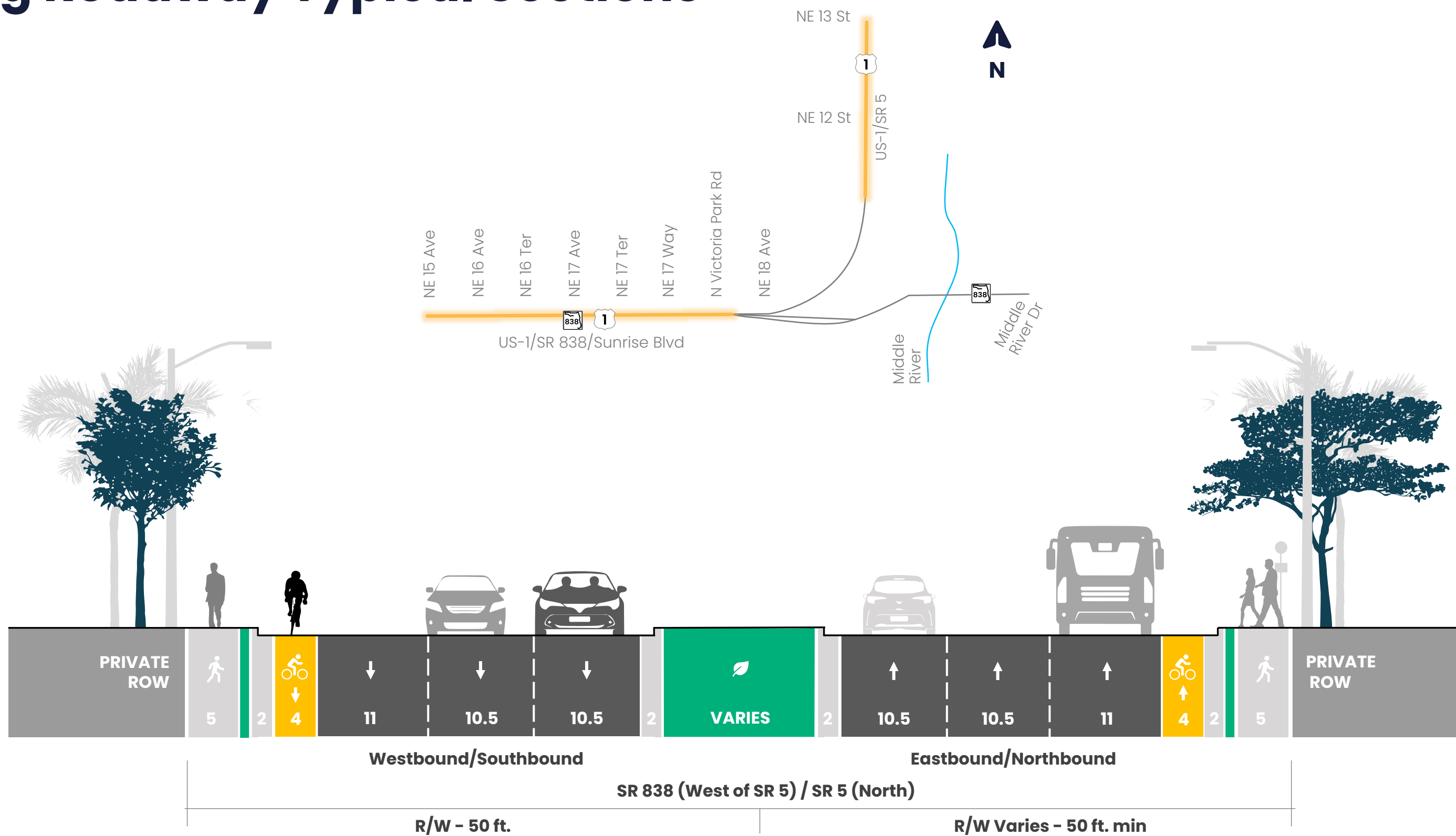
03

# Existing Conditions

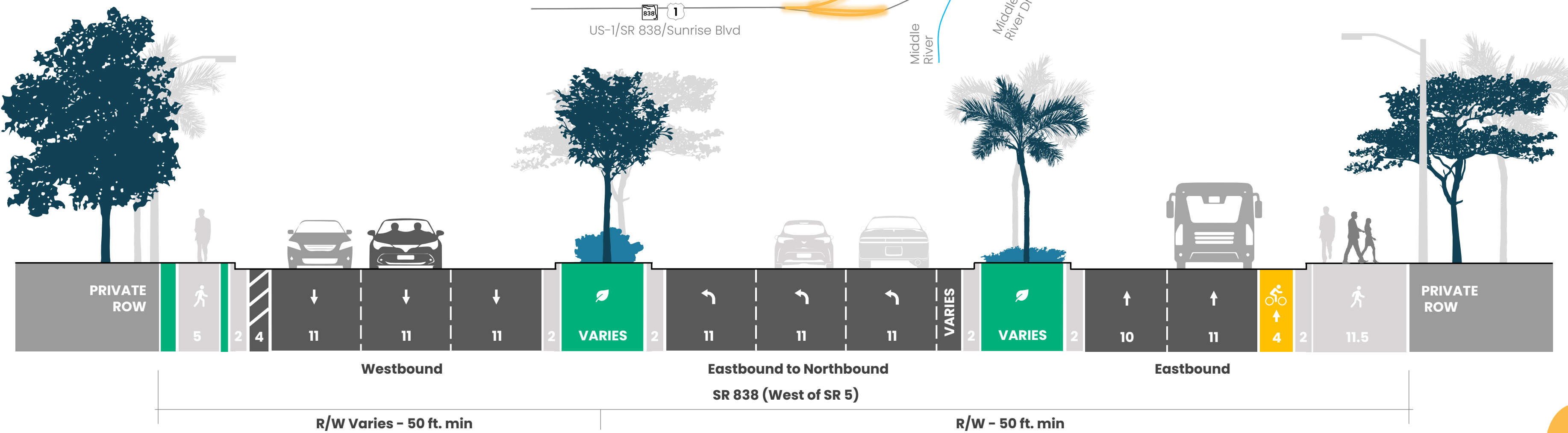
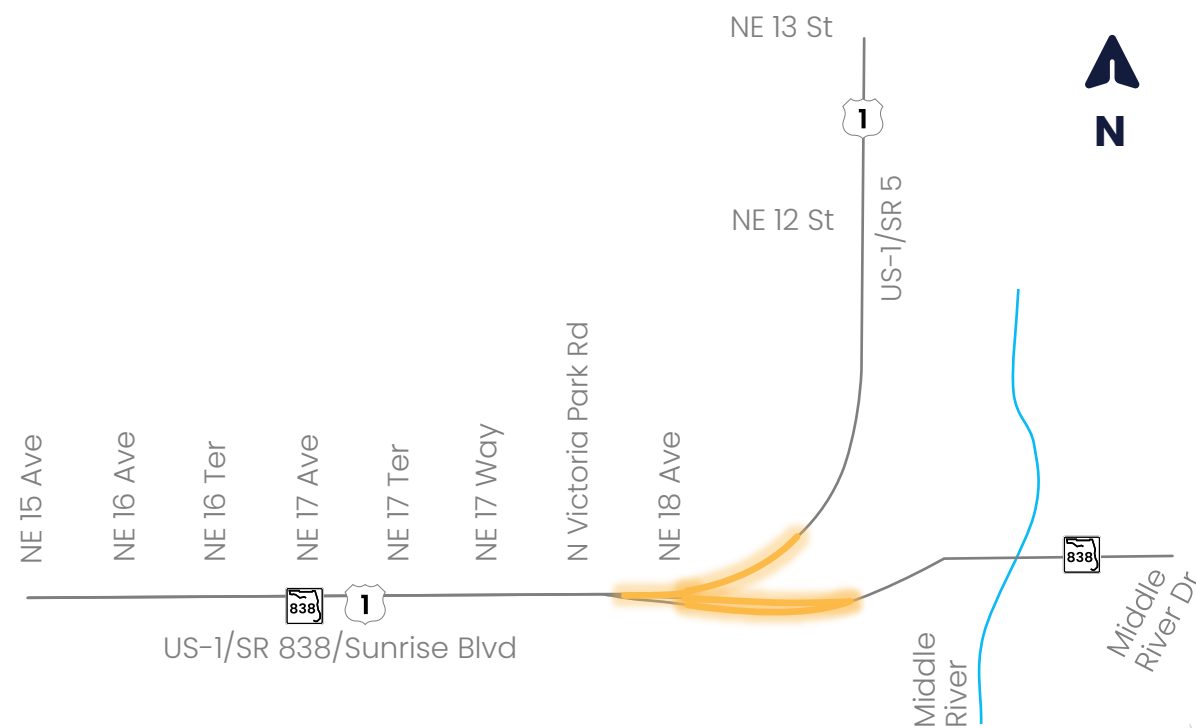
# Existing Intersection and Right-of-Way



# Existing Roadway Typical Sections

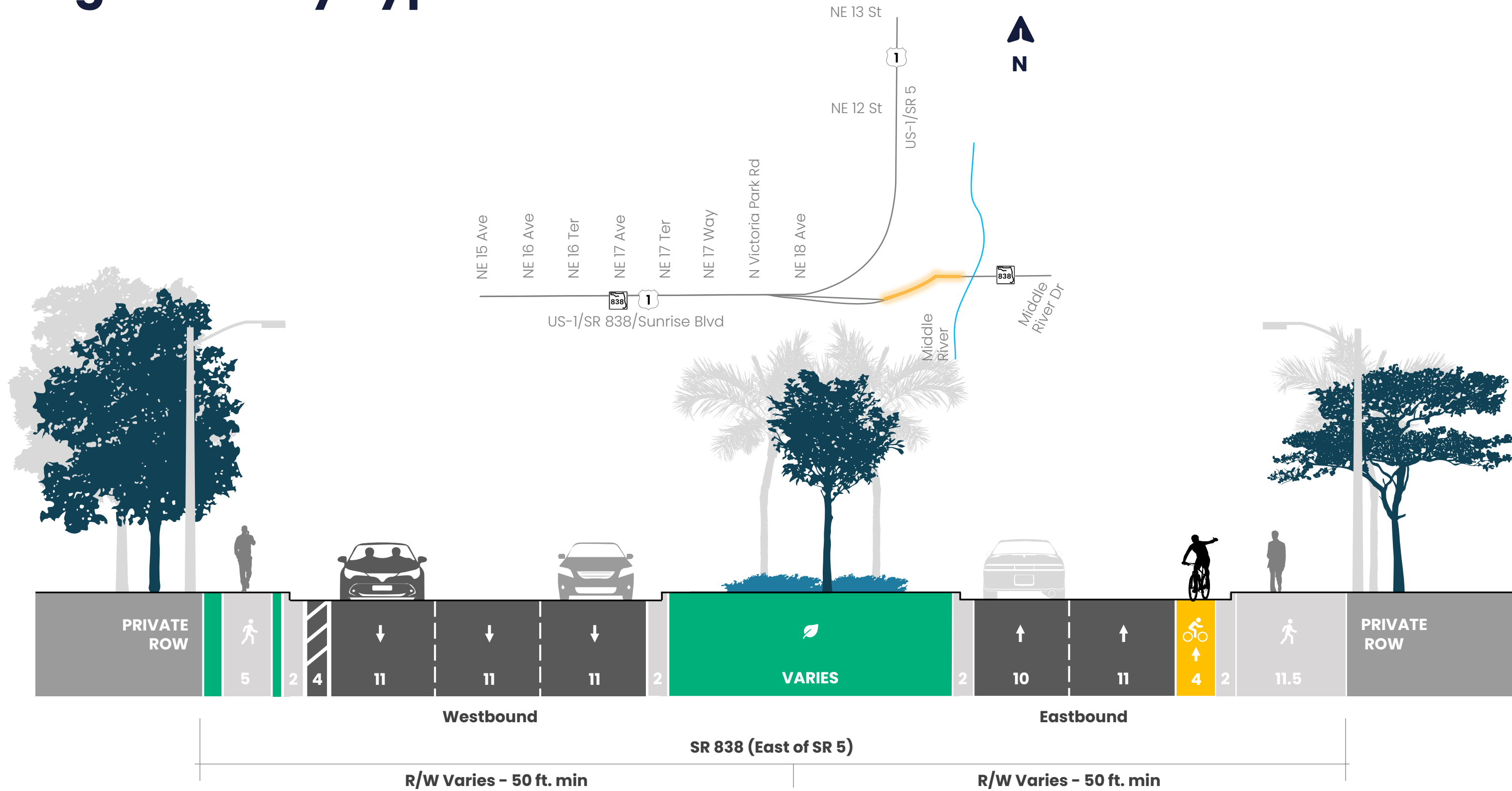


# Existing Roadway Typical Sections

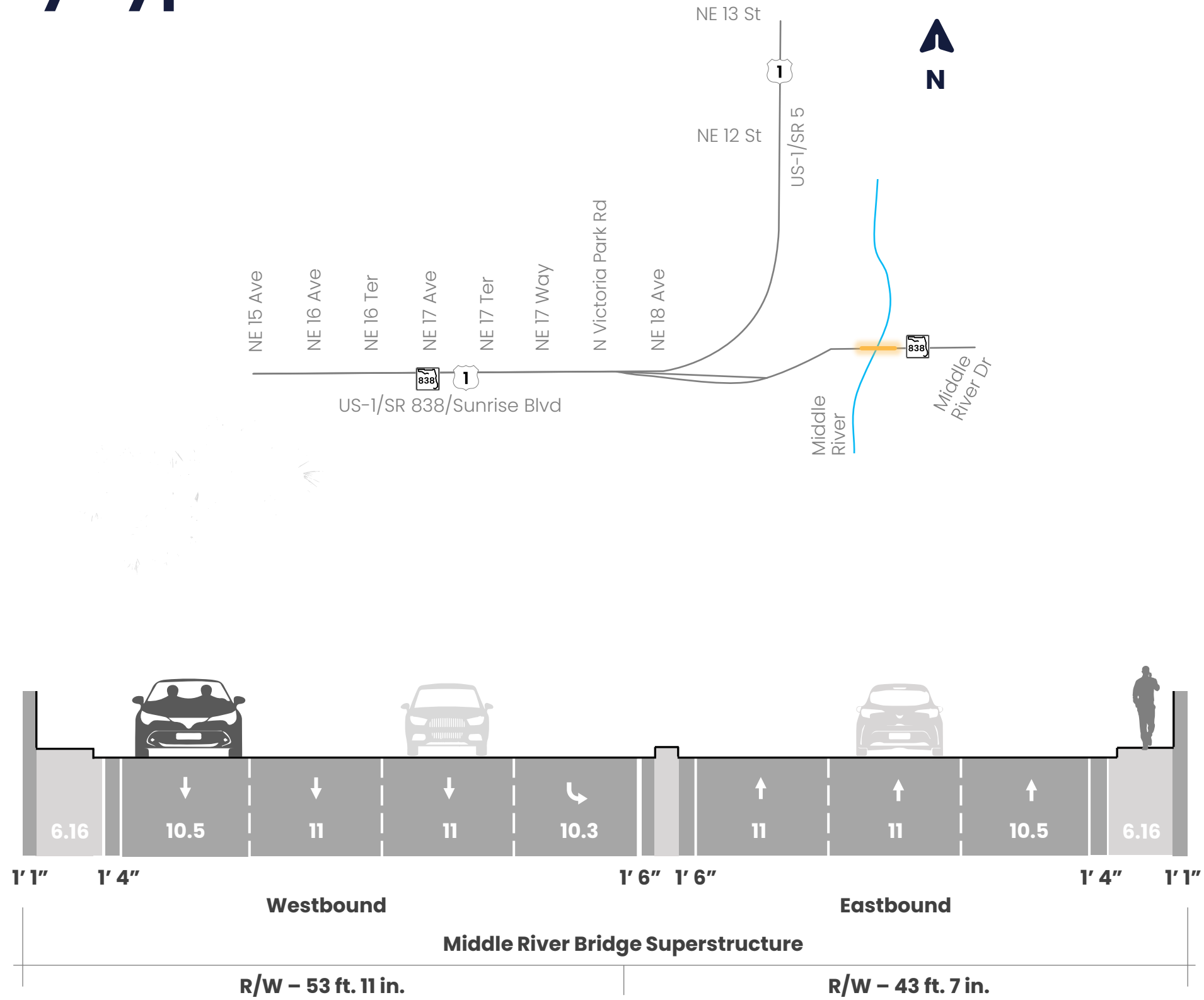




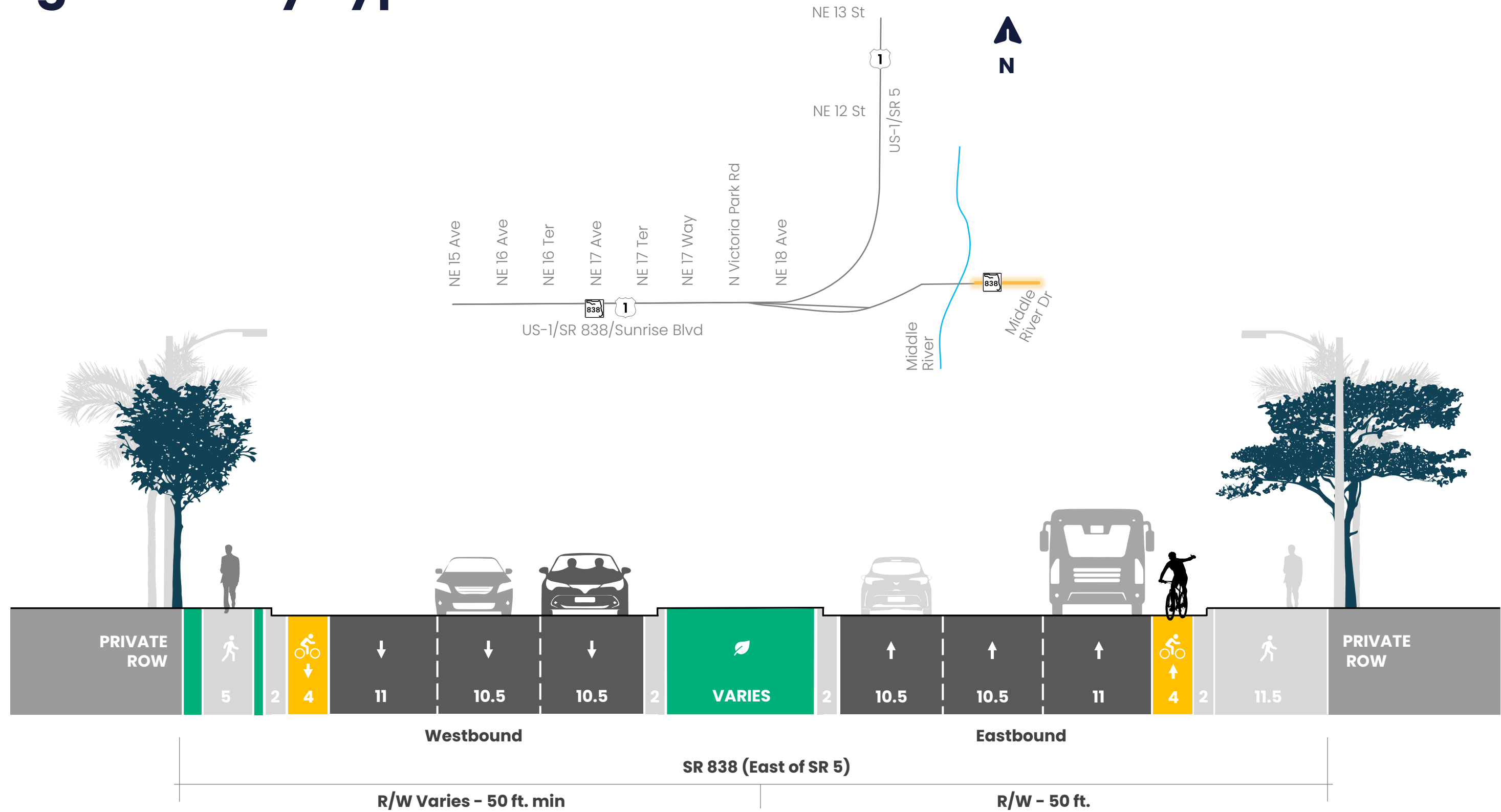
# Existing Roadway Typical Sections



# Existing Roadway Typical Sections



# Existing Roadway Typical Sections

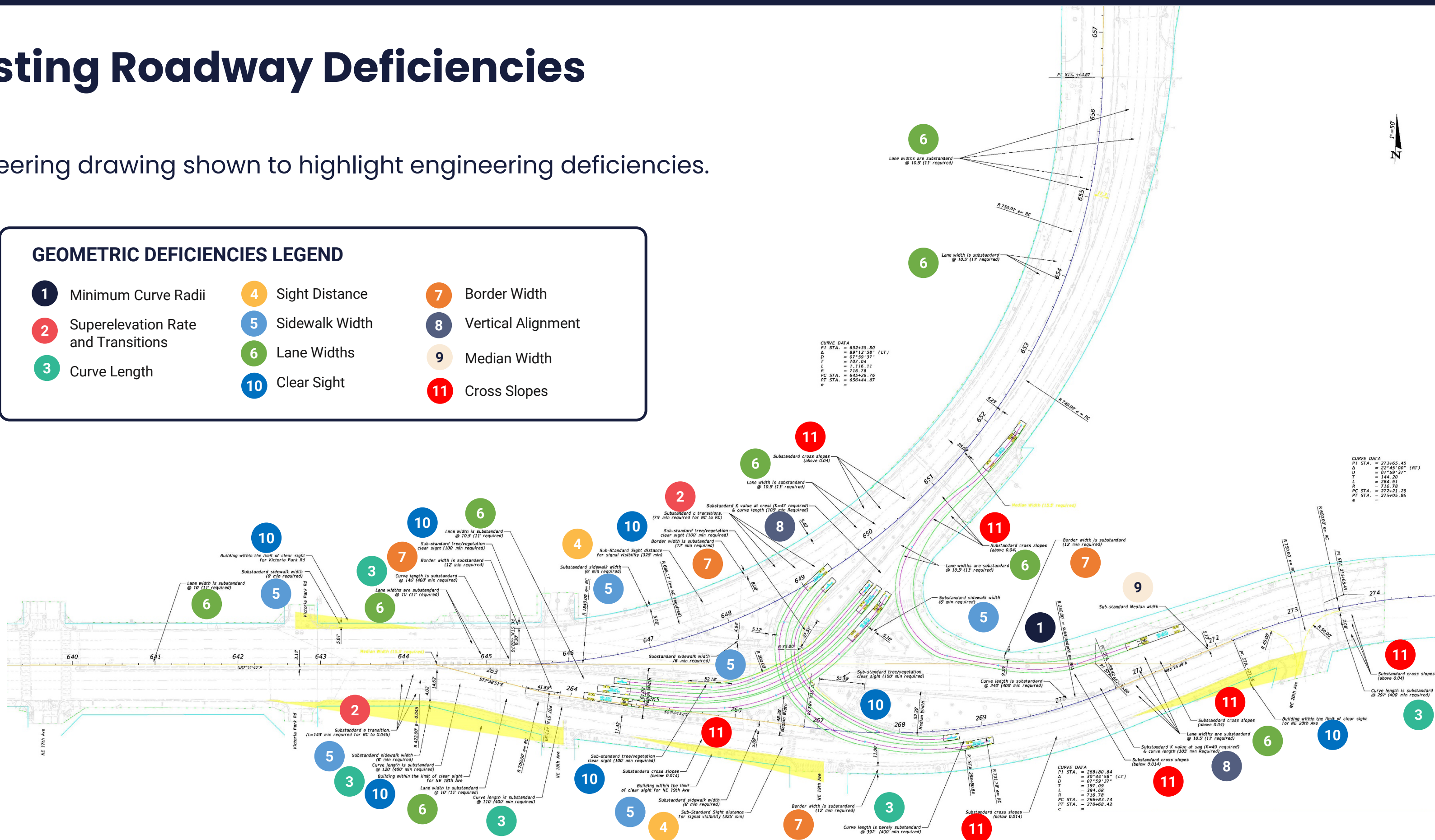


# Existing Roadway Deficiencies

Engineering drawing shown to highlight engineering deficiencies.

## GEOMETRIC DEFICIENCIES LEGEND

- |  |                         |                             |
|--|-------------------------|-----------------------------|
| <b>1</b> Minimum Curve Radii                 | <b>4</b> Sight Distance | <b>7</b> Border Width       |
| <b>2</b> Superelevation Rate and Transitions | <b>5</b> Sidewalk Width | <b>8</b> Vertical Alignment |
| <b>3</b> Curve Length                        | <b>6</b> Lane Widths    | <b>9</b> Median Width       |
|  | <b>10</b> Clear Sight   | <b>11</b> Cross Slopes      |



# Existing Roadway Deficiencies



Signing and Signal Visibility SB US-1



Intersection Sight Distance 20<sup>th</sup> Ave

# Existing Signalization (motorized vehicles and pedestrians)



Existing traffic signal mast arm assemblies and pedestrian post mounted signals.

# Existing Signing and Lighting



Existing overhead guide signs.



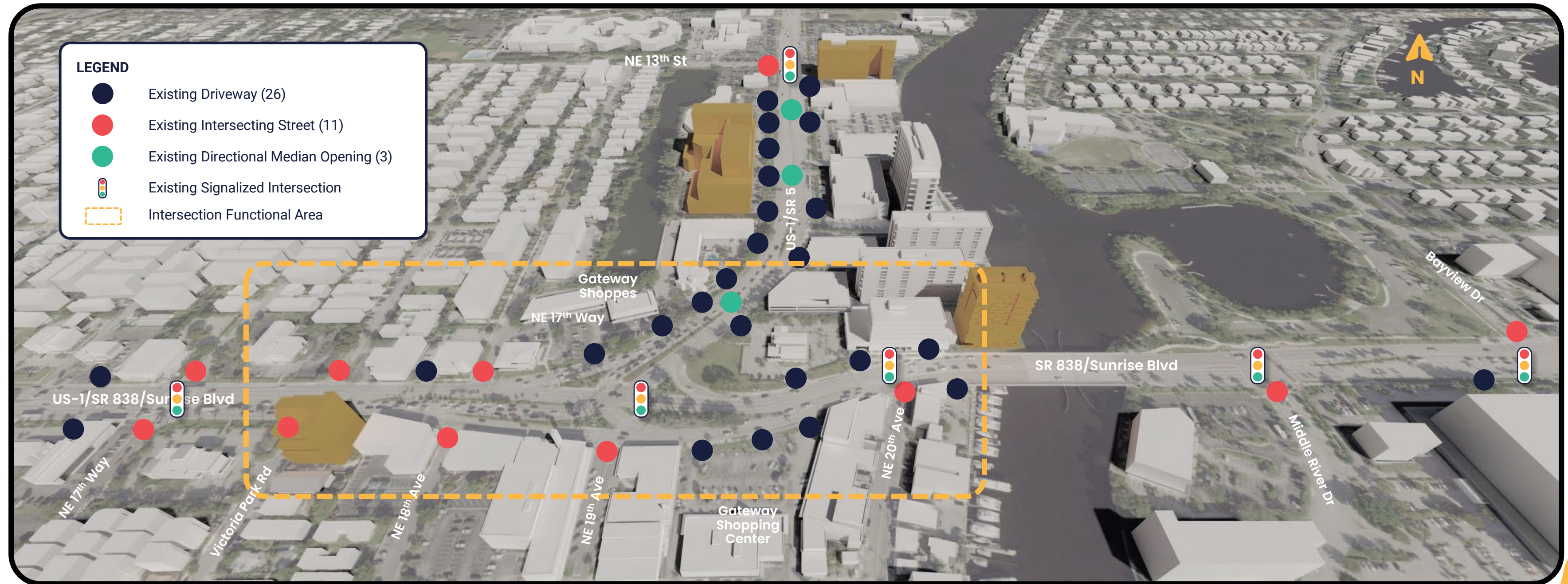
Poor lighting conditions.



Existing decorative lighting to the east.

# Existing Access

**6** intersecting streets, **13** driveways, **1** median opening, and one signalized intersection within the intersection functional area.





# Data Collected to Analyze Multimodal Travel Operations



**7-Day Vehicle Classification Counts**  
(4 locations)



**4-hour Weekday TMCs and Queues (including pedestrians and cyclists)**

at 8 signalized intersections; included weekday 4-hour AM and 4-hour PM peak periods, performed on two mid-week weekdays



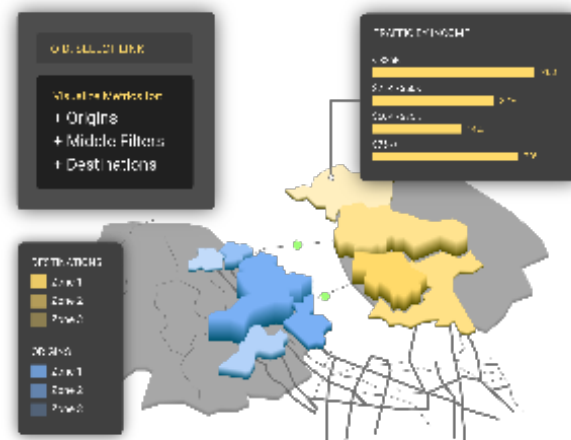
**3-hour Saturday TMCs and Queues (including pedestrians and cyclists)**

at 8 signalized intersections; included one midday Saturday peak period (noon to 3 PM)



**2-hour TMCs (including pedestrians and cyclists)**

at 34 intersections and driveways between the 8 signalized intersections, performed on one mid-week weekday (2-hour AM peak period, 2-hour PM peak period) and one Saturday (2-hour midday peak period)



**72-hour (two weekdays and one Saturday) Vehicle Spot Speed Study**  
(3 locations)



**Origin/Destination data collection**  
(one month of Streetlight Data) for 3 O/D pair locations



**Travel Time and Delay data collection,**  
to be collected during 3 periods, including two mid-week weekday PM peak periods, and one Saturday midday peak period. Travel time data was collected along 6 routes

# Multimodal Travel Operations Measures



**LOS = Level of Service**

Examples of LOS by Mode for Arterials

LOS	Automobile	Bicycle	Pedestrian	Bus
A/B				
C/D				
E/F				

# Existing Vehicular Travel Operations (from 2017 Concept Development Final Report)

US-1 at Sunrise Blvd (primary intersection) existing Level of Service (LOS) and Delay.

## 2016 Existing – Weekday PM Peak Hour

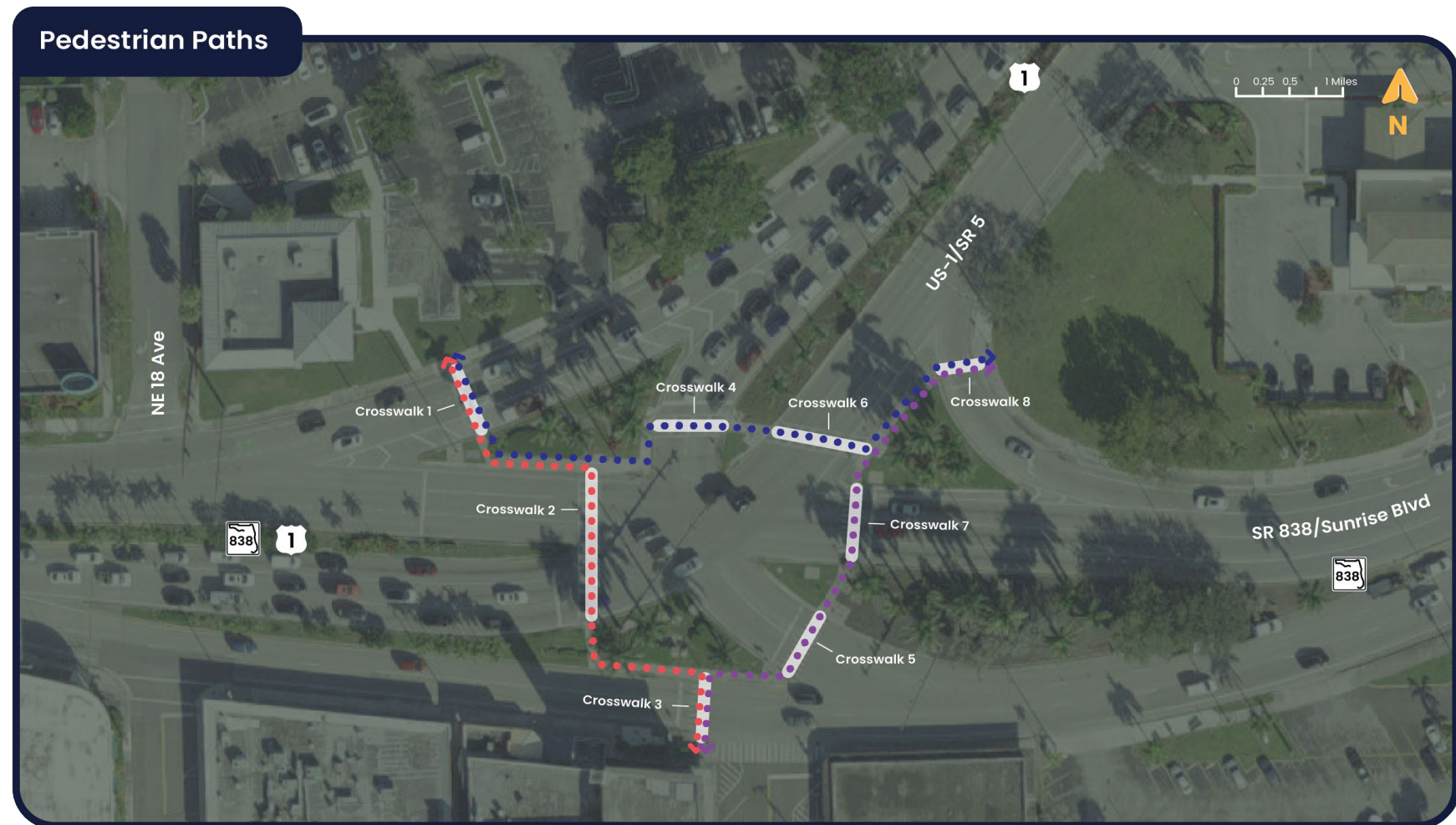
Movement	Movement		Approach		Intersection	
	LOS	Delay	LOS	Delay	LOS	Delay
EBL	D	48.8	C	35.0	E	55.8
EBT	B	16.4				
WBT	<b>E</b>	<b>59.2</b>	D	44.5		
WBR	C	27.7				
SBL	<b>F</b>	<b>167.8</b>	<b>F</b>	<b>90.2</b>		
SBR	C	24.8				

## 2040 No Build – Weekday PM Peak Hour

Movement	Movement		Approach		Intersection	
	LOS	Delay	LOS	Delay	LOS	Delay
EBL	<b>E</b>	<b>72.2</b>	D	54.1	<b>F</b>	<b>98.1</b>
EBT	D	35.6				
WBT	<b>F</b>	<b>152.7</b>	<b>F</b>	<b>131.9</b>		
WBR	<b>F</b>	<b>99.1</b>				
SBL	<b>F</b>	<b>225.7</b>	<b>F</b>	<b>123.7</b>		
SBR	D	45.5				

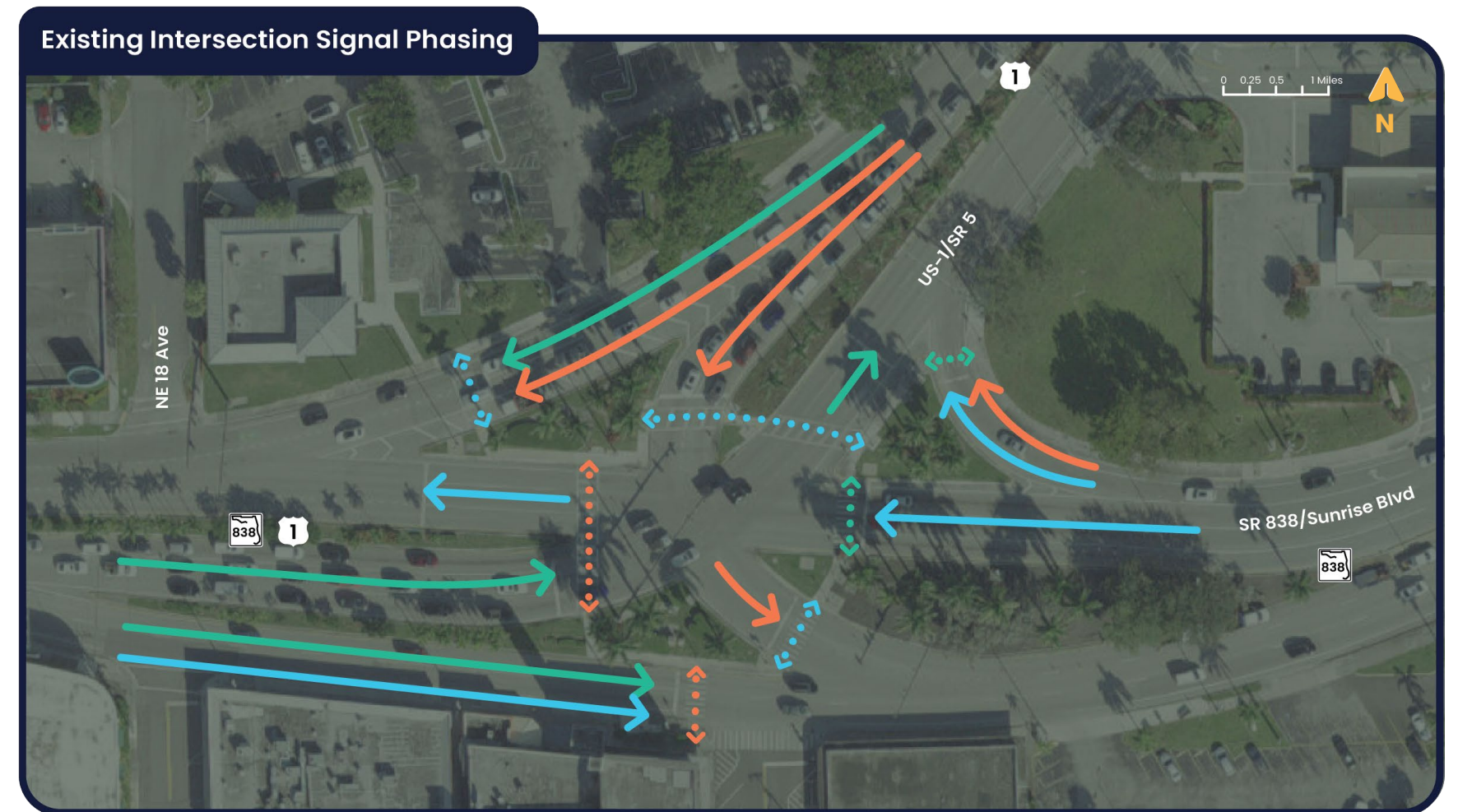
# Existing Pedestrian Travel Operations

## Multistage Crossings



**LEGEND**

- ⬅⋯➡ Pedestrian Path EW North - 4 Stages - 340 ft.
- ⬅⋯➡ Pedestrian Path NS East - 4 Stages - 292 ft.
- ⬅⋯➡ Pedestrian Path NS West - 3 Stages - 300 ft.
- Crosswalks



**LEGEND**

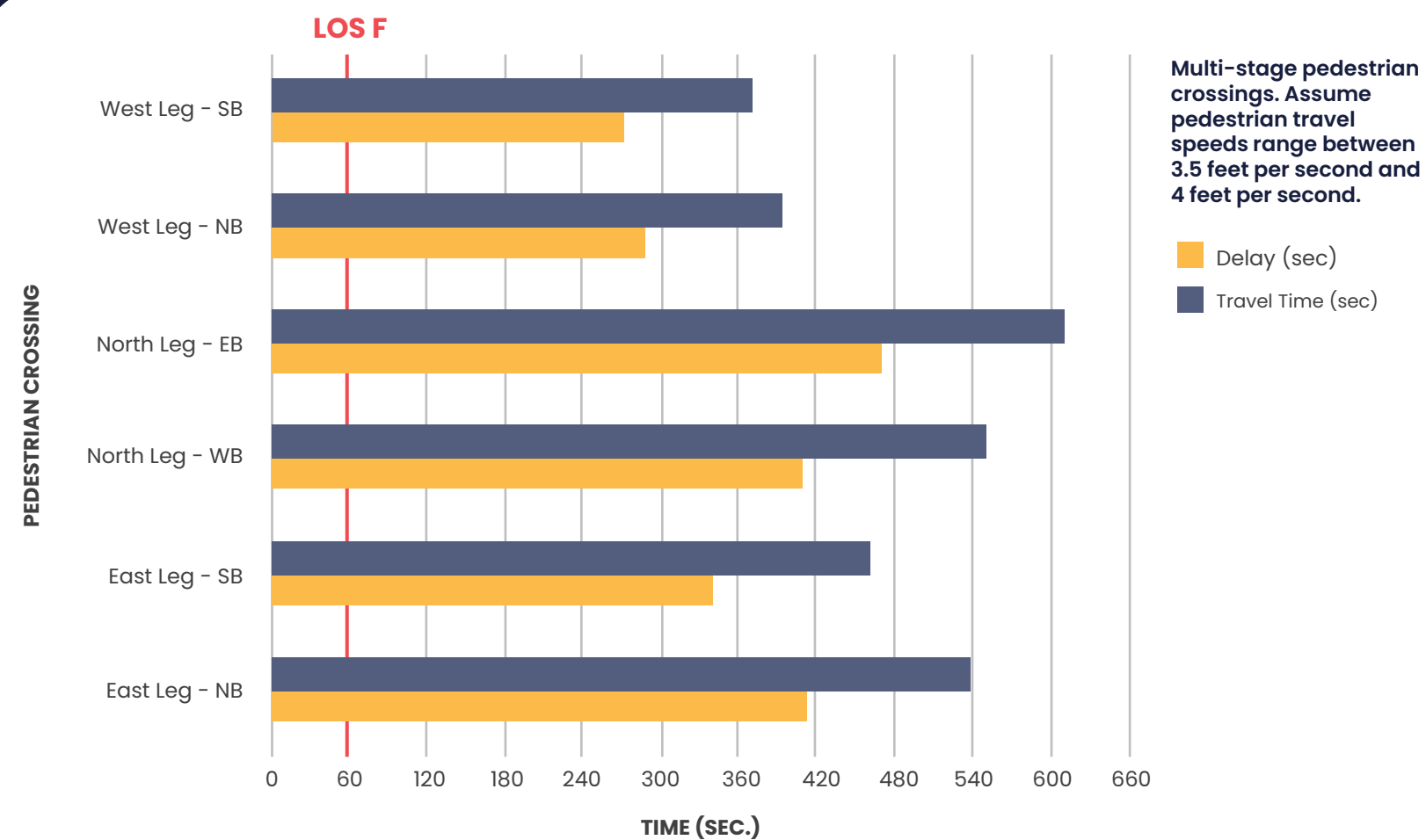
- ➡ Common Signal Phase 1
- ➡ Common Signal Phase 2
- ➡ Common Signal Phase 3
- ➡ Motorized Vehicle Movements
- ⬅⋯➡ Pedestrian Crossing Movements

# Existing Pedestrian Travel Operations



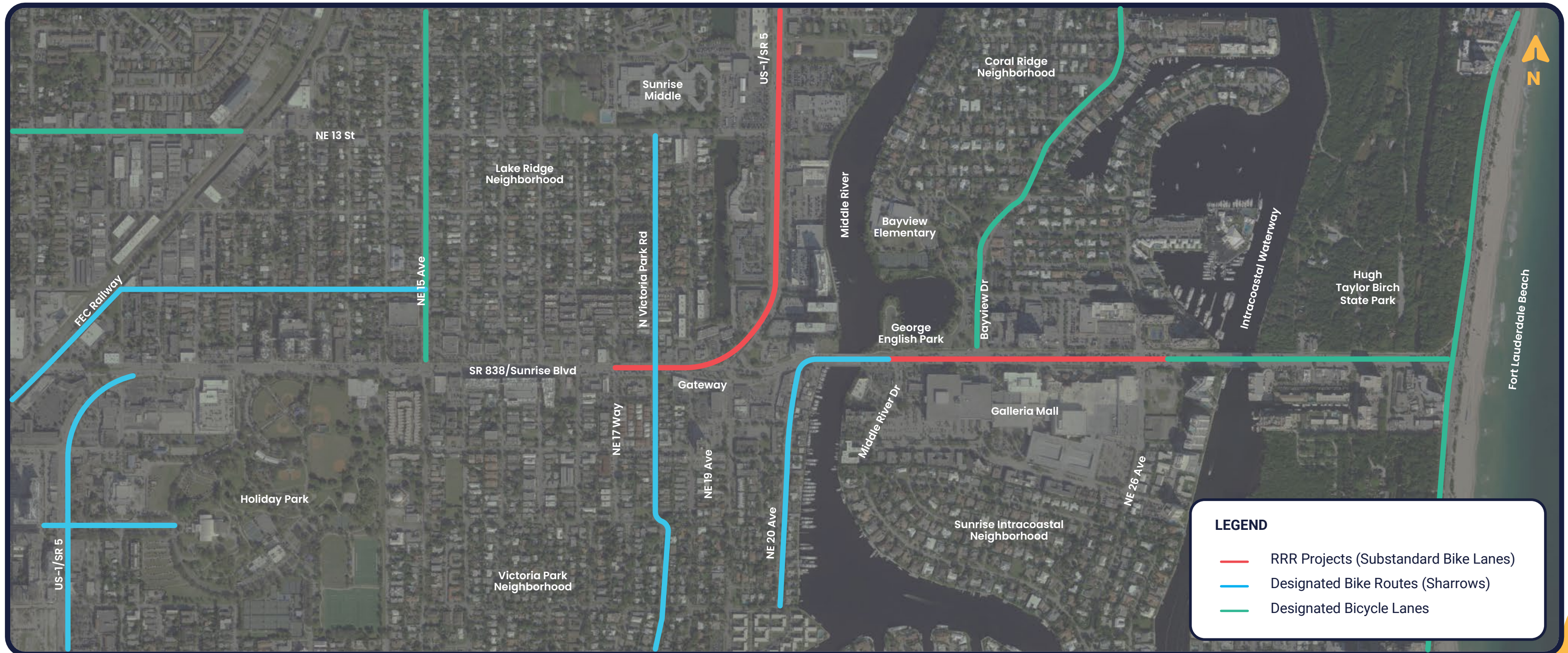
Non-Compliant and Unsafe Pedestrian Behavior  
(Simultaneous jay walking in opposite directions)

## Existing Pedestrian Crossing Times for US 1 at Sunrise Blvd



Initial Measurements for Intersection Pedestrian Crossing Times and Delay For 6 Movements






# Existing Bicyclist Network

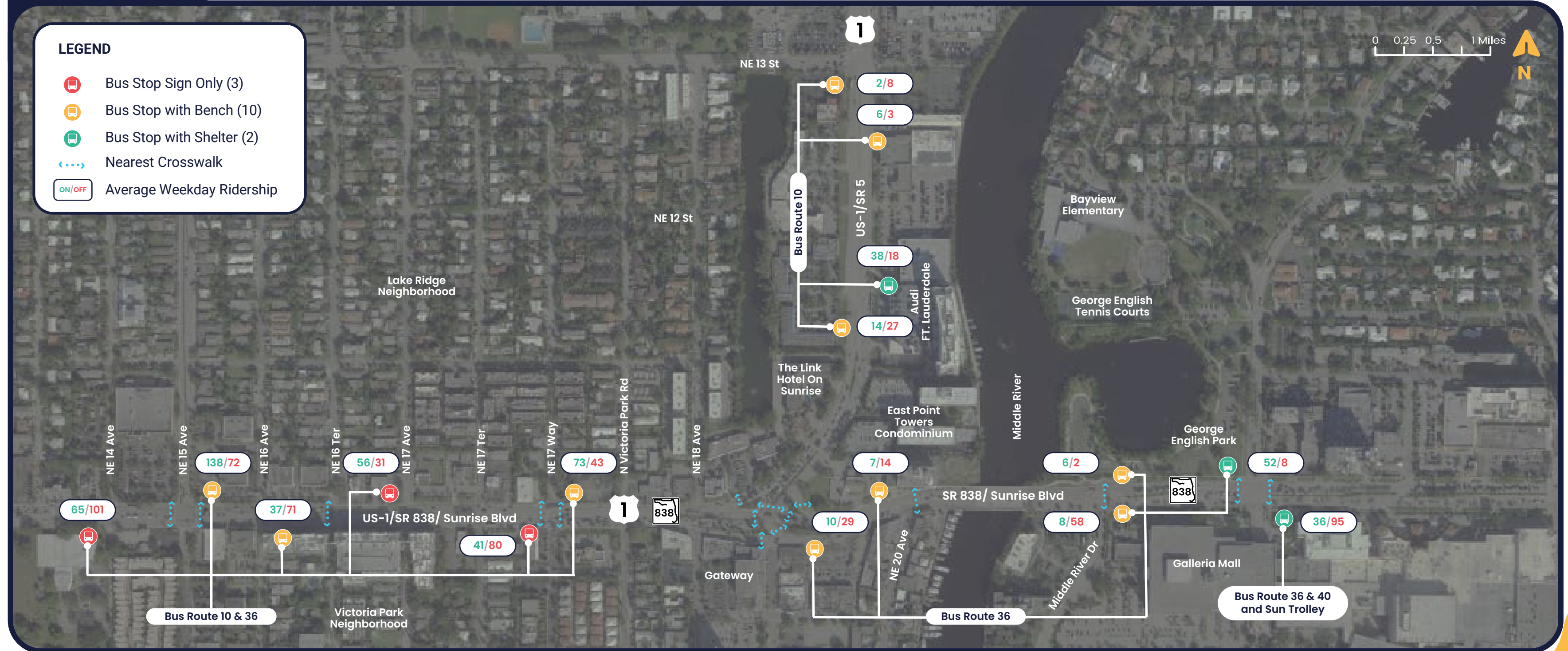


# Existing Transit

## Existing Bus Stops

### LEGEND

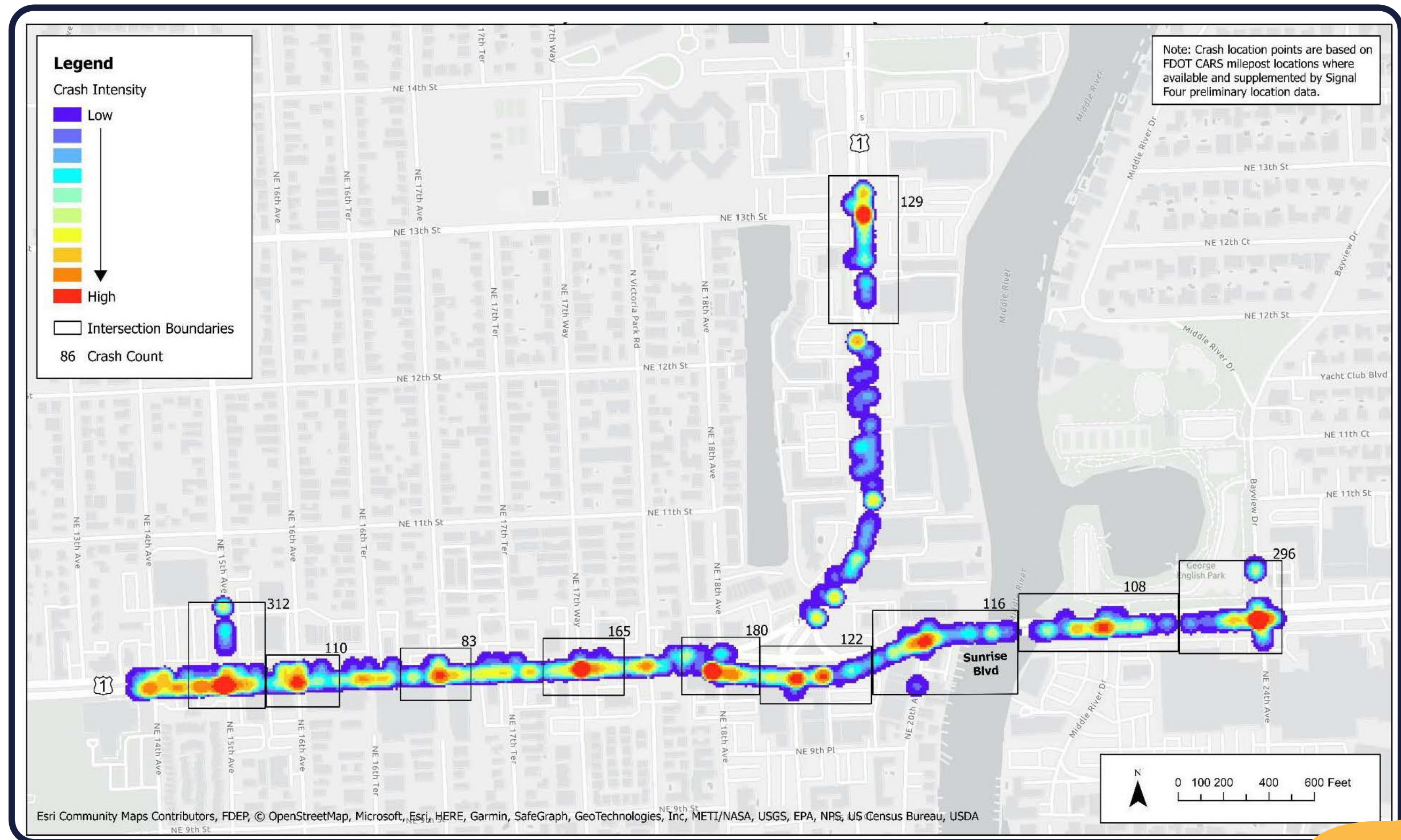
-  Bus Stop Sign Only (3)
-  Bus Stop with Bench (10)
-  Bus Stop with Shelter (2)
-  Nearest Crosswalk
-  Average Weekday Ridership



# Crash Hot Spot and Crash Counts 2015-2019

Crash data collected for last available 5 years.

“Hot Spots” first identified to further analyze crash history at specific areas.



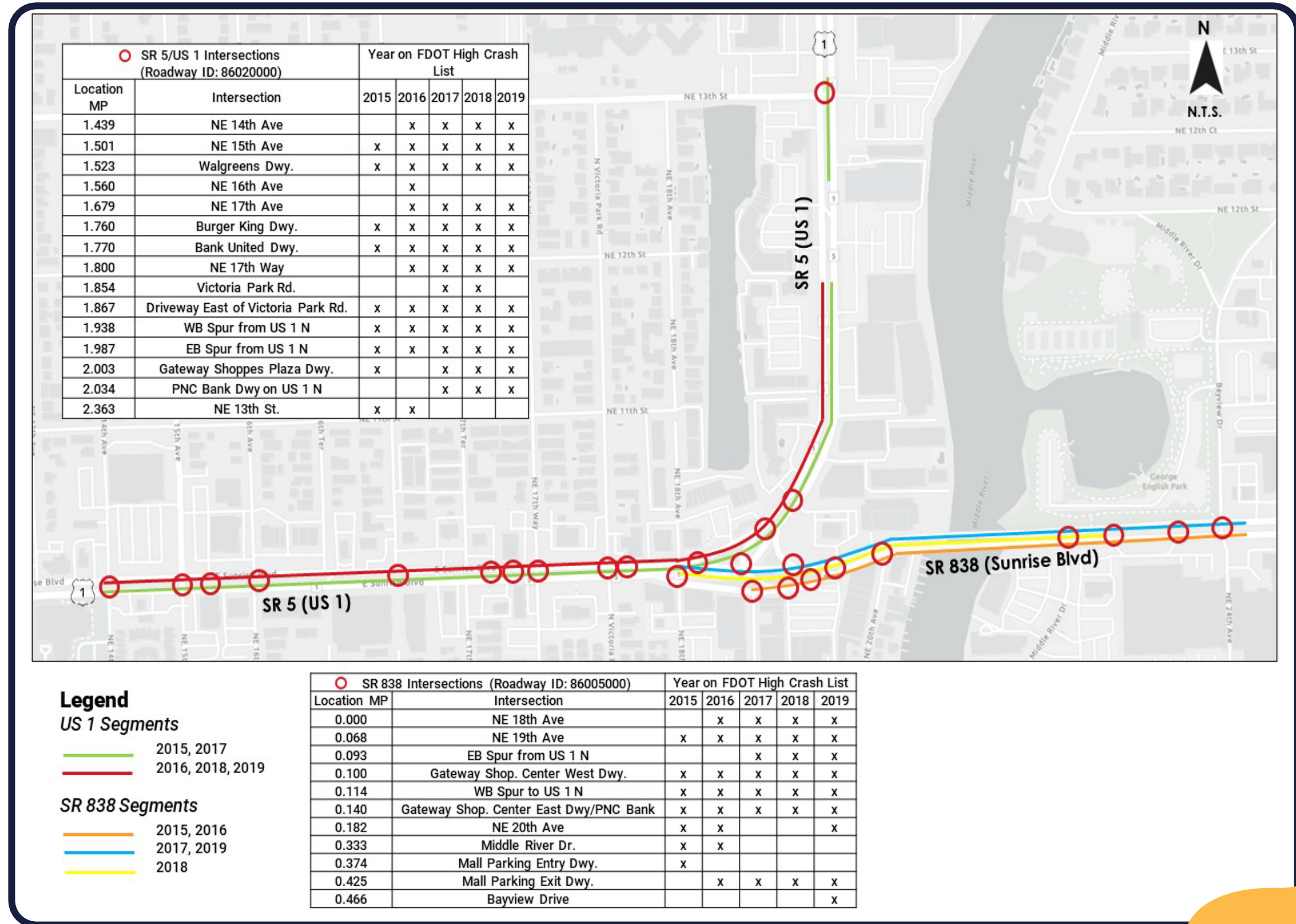


# High Crash Segments and Intersections 2015-2019

**All study segments** have been listed within the FDOT High Crash List for five consecutive years.

**26 spots** were high crash one or more years

**11 spots** were high crash all five years



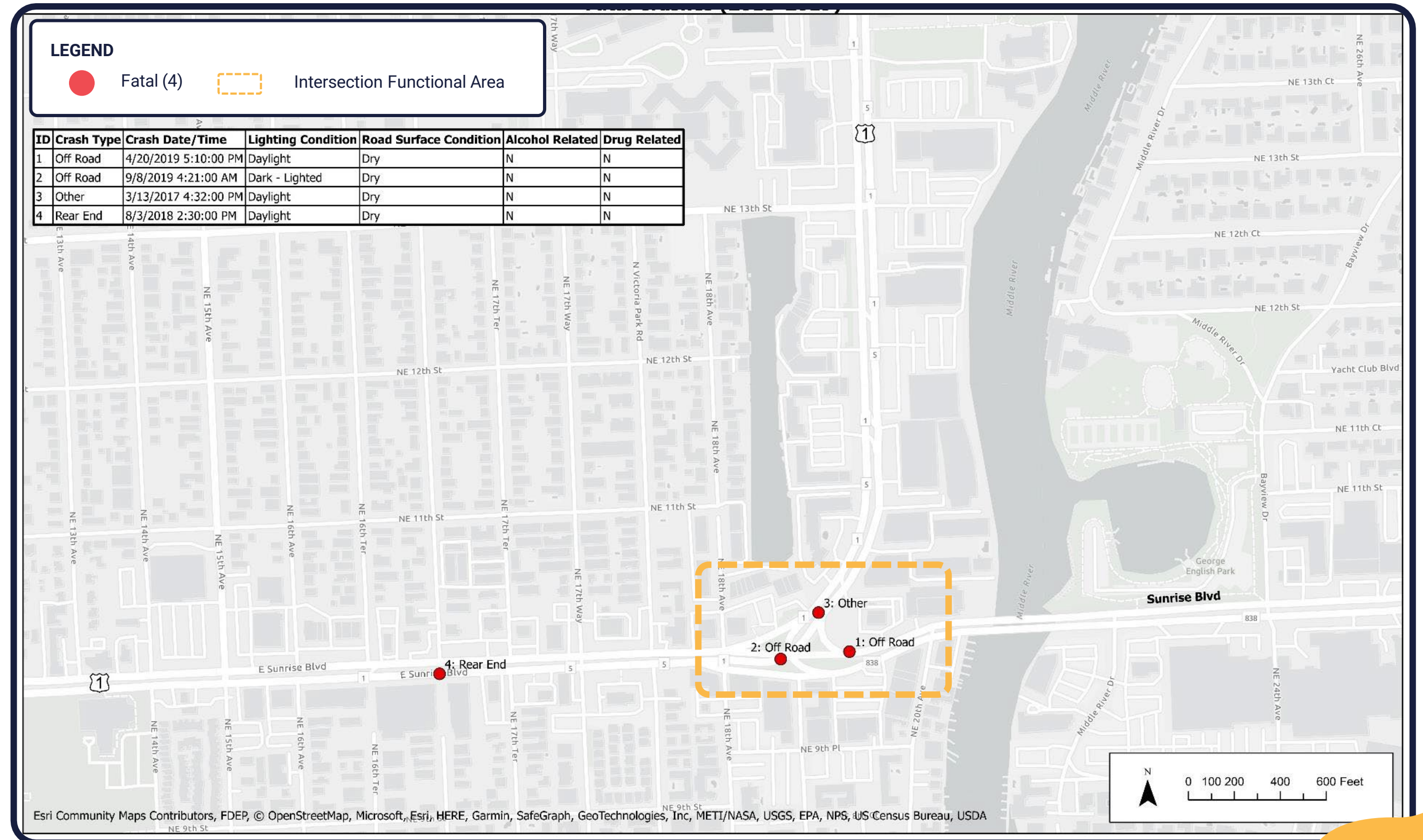
# Fatal Crashes 2015-2019

## 4 fatal crashes

within the study area in last 3 years of crash history (from 2017 to 2019).

## 3 fatal crashes

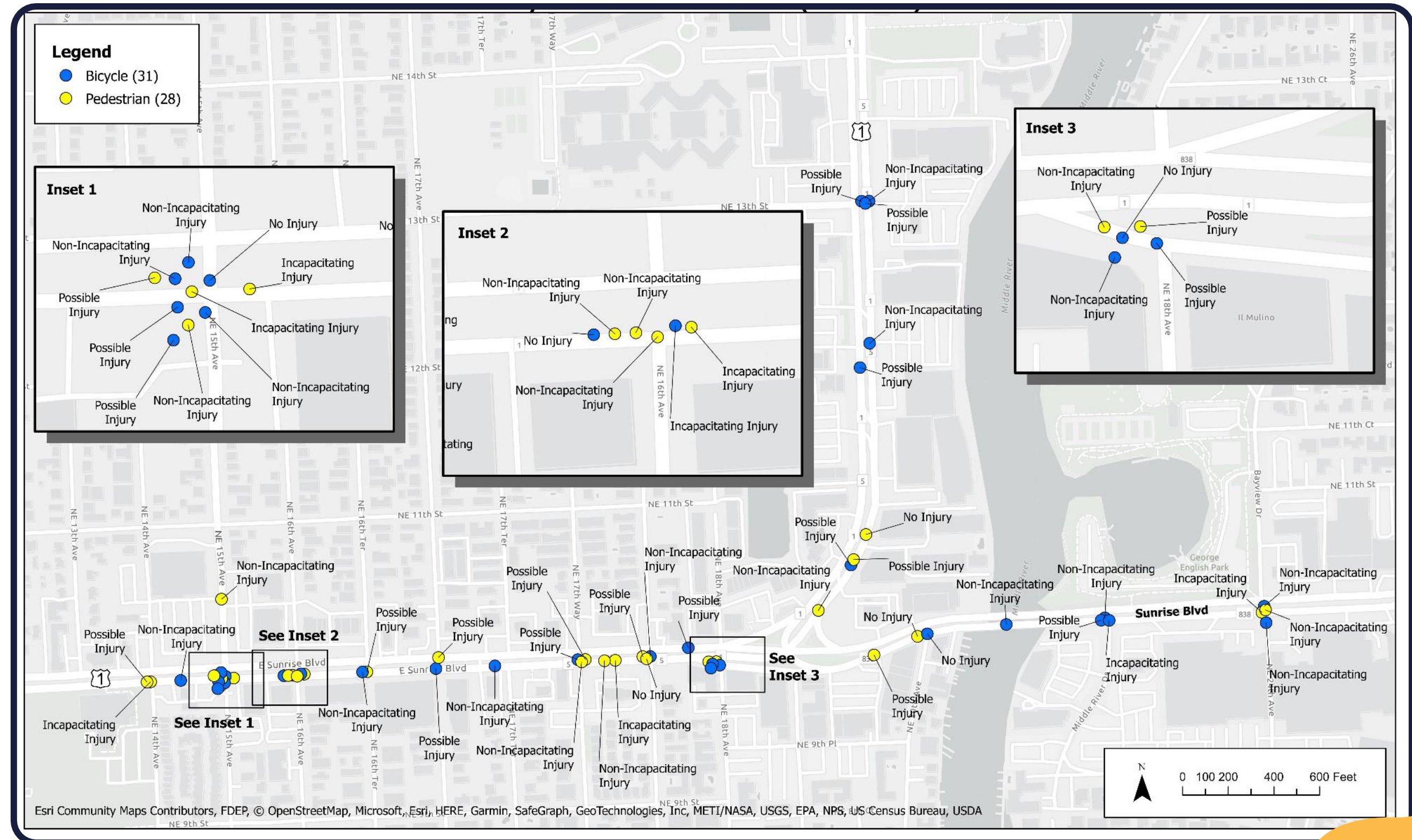
within intersection functional area.



# Pedestrian and Cyclist Crashes 2015-2019

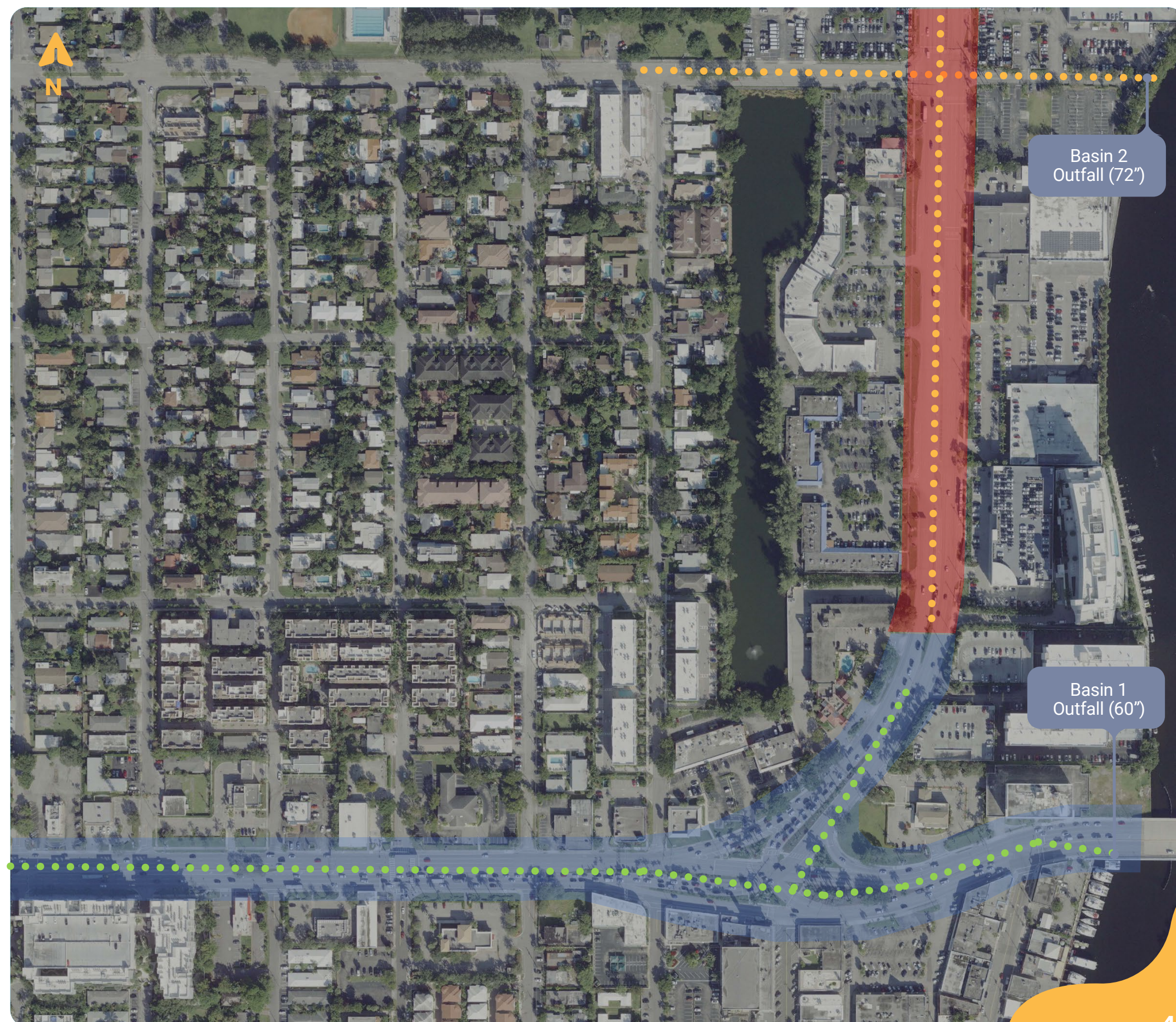
**31 crashes**  
involving  
**bicyclists** within  
5-year crash history.

**28 crashes**  
involving  
**pedestrians** within  
5-year crash history.



# Existing Drainage

Drainage Item	Basin 1	Basin 2
<b>Boundaries</b>	SR 838 & SR 838/SR 5 Intersection	SR 5/US 1 North of SR 838/SR 5 Int.
<b>Drainage Area</b>	11.0-acres	7.0-acres
<b>Topography (Min EOP)</b>	SR 838 Min EOP El. 6.5'-NAVD SR 838/SR 5 Int. Min. EOP El. 8.0'-NAVD	SR 5/US 1 Min. EOP. El. 5' to 4'-NAVD SR 5/NE13 St. Min. EOP El. 3.5'-NAVD
<b>Existing System Type</b>	60" Positive Gravity Storm Sewer	72" Positive Gravity Storm Sewer
<b>Outfall Type</b>	60" RCP Pipe	72" RCP Pipe
<b>Receiving Waterbody</b>	Middle River Canal	
<b>GW &amp; TW Flow Regime</b>	Tidal	
<b>Water Quality Control</b>	Existing storm sewer trunk-line to remain unaltered. Construct new inlets connected to French drain systems in-parallel to and with overflow connections into storm sewer trunk-line. FD network setup to minimize additional MHs into trunk-lines.	
<b>Water Quantity Control</b>	N/A (Tidal)	
<b>Tide Sta 872-2899 Lauderdale by the Sea Tidal Data 1983-2001 Tidal Epoch</b>	MHW El. 0.49'-NAVD	MHHW EL.= 0.61'-NAVD
<b>SHGWT (Future-SLR) Broward County Resilience Dashboard Future GW Conditions</b>	1.5' to 2.0'-NAVD (Roadway Base Clearance)	
<b>Design Tidal Tailwater (Future-SLR) Broward County Resilience Dashboard Priority Planning Areas (PPA), 3.3' SLR Year 2070</b>	3.79'-NAVD (Drainage System Design) *** Project is outside of the PPA with the exception of SR 5/NE13 St. Intersection	



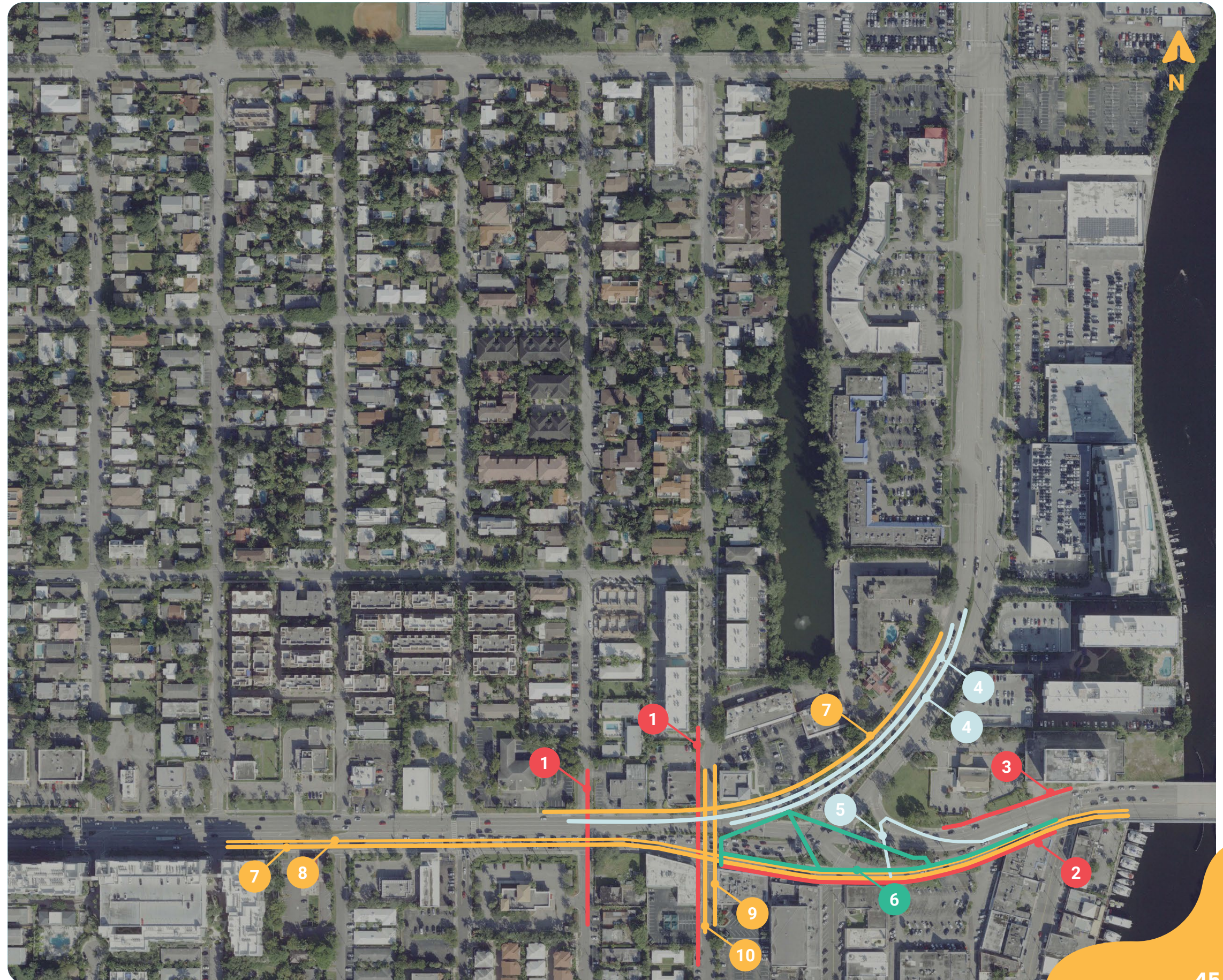
# Existing Utilities

- 1 FPL 3 Phase OE Electric
- 2 Buried Electric Street Light
- 3 FPL Overhead Electric with FPL-owned Street Light
- 4 12" Water Main
- 5 10" Water Main
- 6 TECO Peoples Gas
- 7 Buried Fiber Optic
- 8 AT&T 9 Count Multi Tile Ductbank (MTD)
- 9 AT&T Overhead Telephone
- 10 AT&T Buried Telephone

**Legend**

- |  |  |
|--|--|
| <span style="color: red;">—</span> Electrical  | <span style="color: green;">—</span> Gas             |
| <span style="color: lightblue;">—</span> Water | <span style="color: orange;">—</span> Communications |

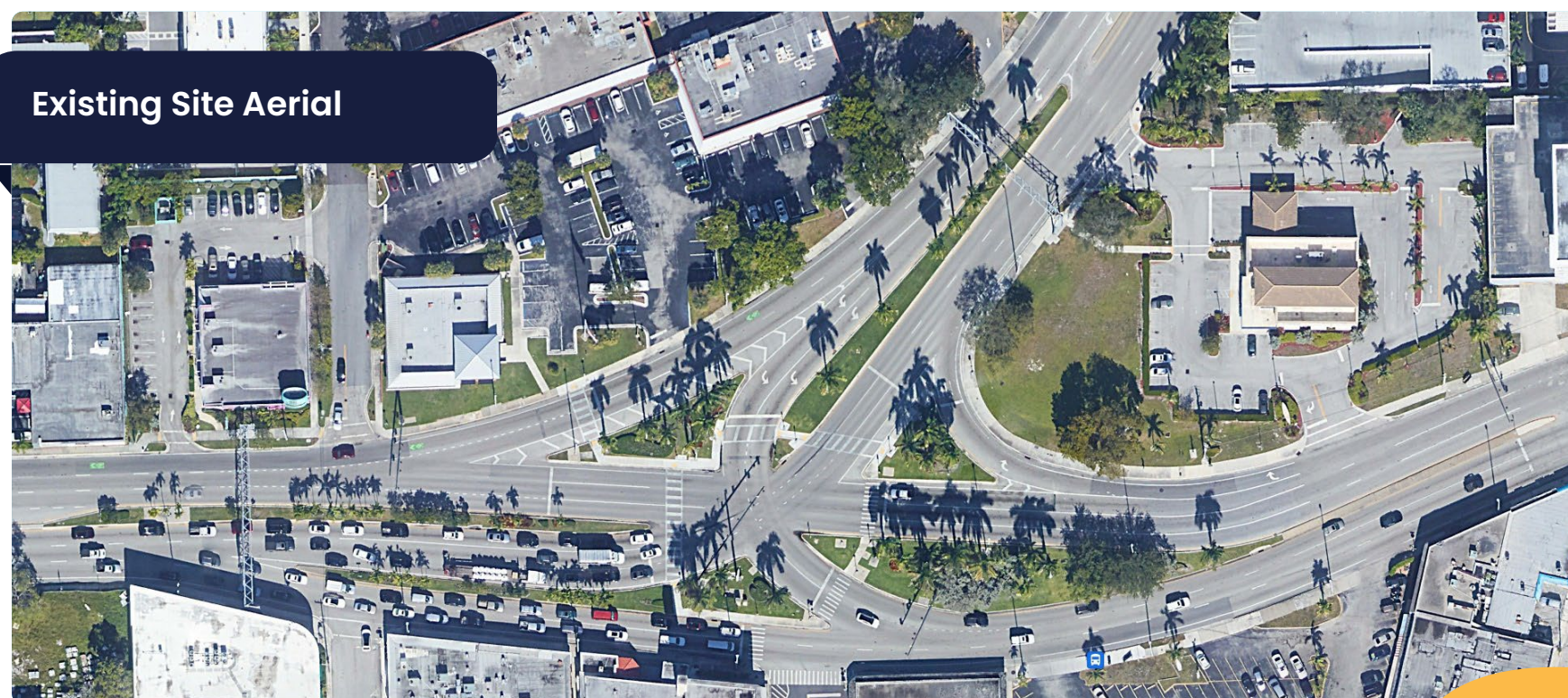
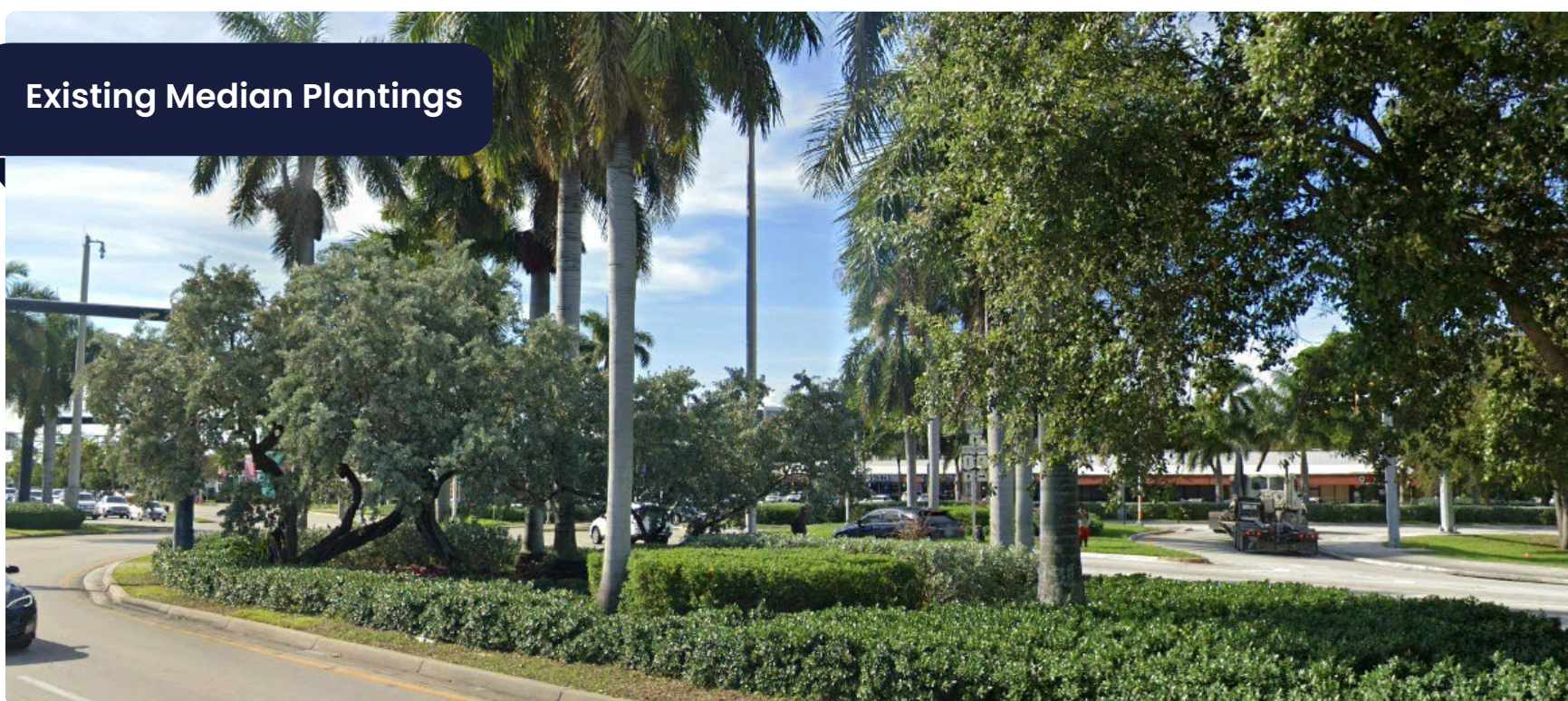
*Note: Additional data to be collected*



# Existing Urban Design and Landscape Architecture

## Existing Landscape Elements

- Canopy Trees: Black Olive, Live Oak, Mahogany.
- Palms: Montgomery Palm, Royal Palm, Solitaire Palm.
- Under Story Trees: Japanese Blueberry, Japanese Ligustrum, Silver Buttonwood, Simpson Stopper.
- Ground Plane: Aechmea Bromeliad, Green Island Ficus, Orange Bird of Paradise, Thryallis, St. Augustine Turf.
- Irrigation: Metered Potable Water Irrigation System, Rainbird Components.
- Hardscape: Concrete Interlocking Pavers



# Existing Urban Design and Landscape Architecture

## Existing Physical Characteristics

- Experiential Sidewalks/ Walkways With Canopy Coverage and Complimentary Hardscape Materials.
- Serpentine Sidewalks, Large/ Safe Landings for Pedestrians to Cross Road and Safely Maneuver Around Traffic.
- Multi-Modal Transportation Options: Bike/ Ped.
- 'Decorative Wave Walls' Consistent With Overall Theme Throughout Ft. Lauderdale.



Experiential Walkways



Decorative Wave Walls



Serpentine Sidewalks



Pedestrian Transportation Focus



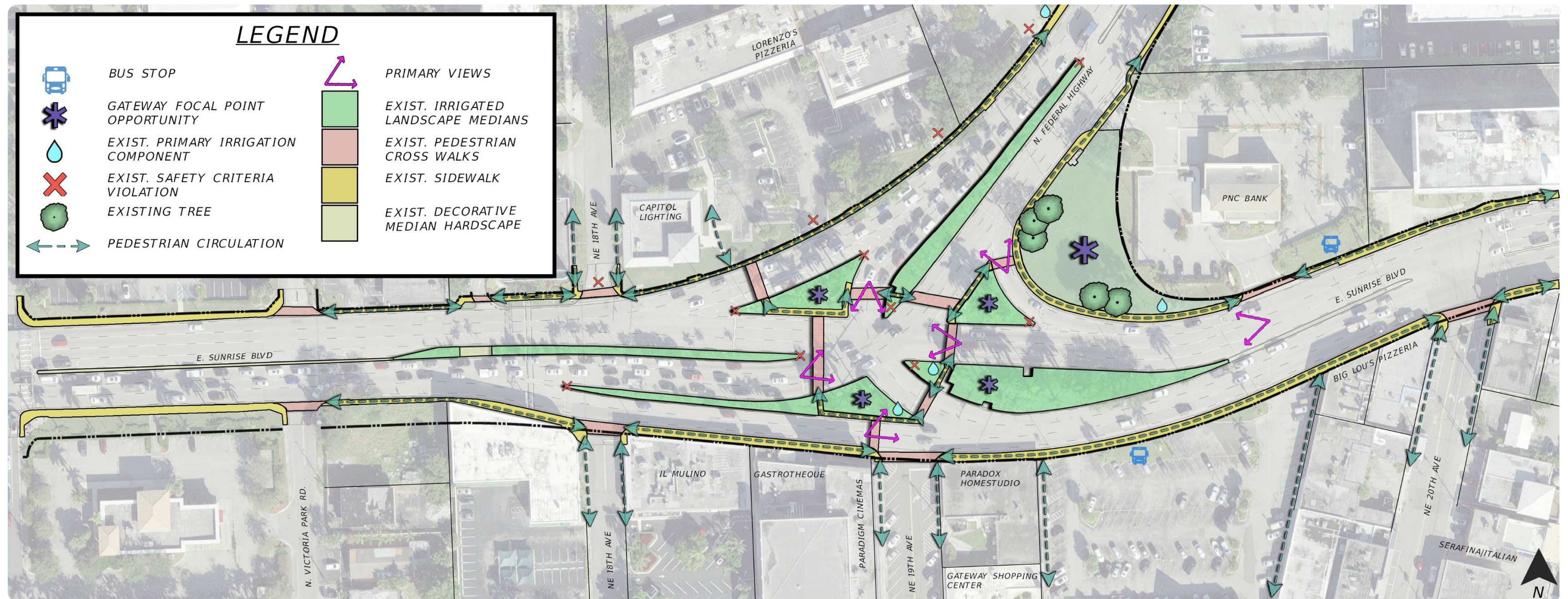
Stamped, Colored, Concrete Accents



Complimentary Hardscape Materials and Colors

# Existing Urban Design and Landscape Architecture

## Existing Conditions Site Analysis





# Recent and Ongoing Redevelopment

**Commercial (Medical)**  
 8 stories  
 86,982 sq feet approved to build medical/surgical and out-patient facility with medical offices  
 5 story secured elevated parking garage

**Residential (Senior Living)**  
 8-level community  
 188-units  
 Will offers independent, assisted living, and memory care.  
 280,000 square feet

**Mixed-Use Residential**  
 12-story tower and a 15-story tower  
 660,580 square feet, with 247 apartments,  
 14,061 square feet of offices, 13,746 square feet of retail,  
 7,686 square feet of restaurants and a  
 623-space parking garage

**Mixed-Use Commercial**  
 Extended Stay Hotel with Rooftop Restaurant  
 15-stories  
 132 hotel units with 108 parking spaces

# Environmental Considerations

## Sociocultural Effects

- Mobility
- Land Use
- Relocation Potential

## Cultural Resources

- Archaeological and Historic
- Recreational

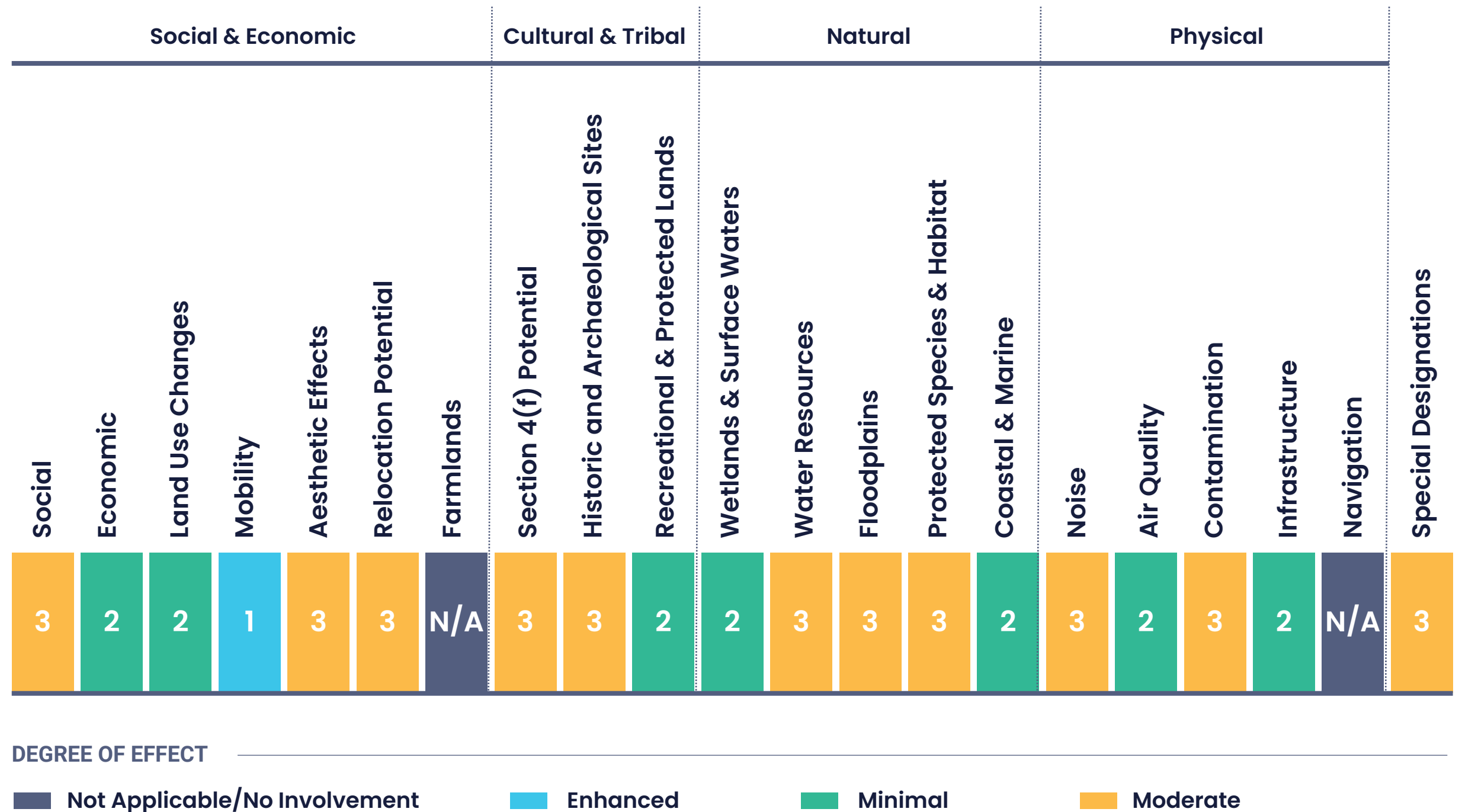
## Natural Resources

- Wetlands
- Wildlife and Habitat Permits

## Physical Effects

- Noise
- Air Quality
- Contamination

### Efficient Transportation Decision Making (ETDM) Screening



# Environmental Resources

## Section 4(f)

- George English Park
- Holiday Park
- North and South Fork Middle River Paddling Trails

## Historical & Archaeological

- 16 historic Resources
- Middle River Archaeological Zone
- SHPO Concurrence
- Eligible listing in the NRHP
  - Gateway Theatre



# Environmental Resources

## Natural Resources

- Estuarine and marine deep-water wetlands
- Freshwater pond
- Florida bonneted bat
- West Indian manatee
- Wood stork Core Foraging Area
- Biscayne Sole Source Aquifer

## Anticipated Permits

- SFWMD Environmental Resource Permit (Modification)



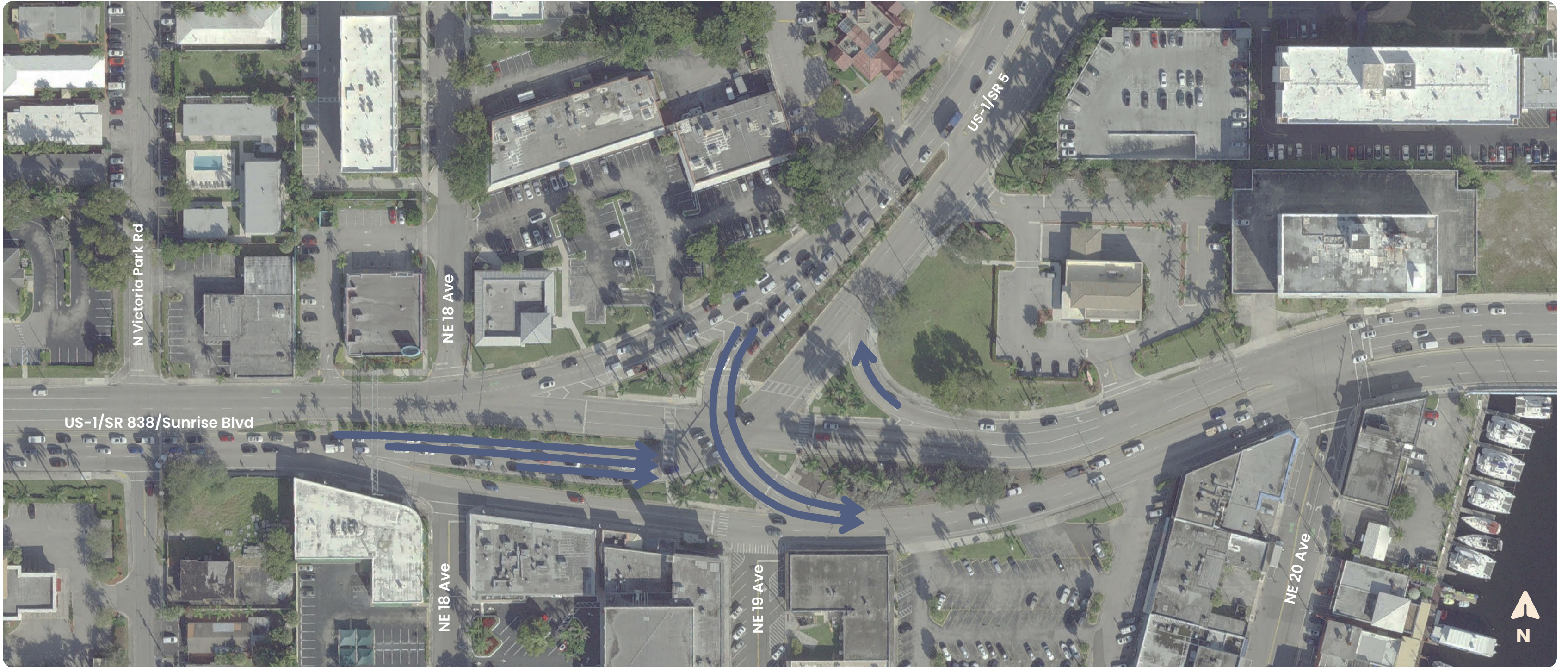
# Environmental Documents

- Public Involvement Plan
- Noise Study Report
- Natural Resources Evaluation
- Cultural Resource Assessment Survey
- Water Quality Impact Evaluation
- Contamination Screening Evaluation Report
- Sociocultural Effects Evaluation
- Air Quality Technical Memorandum
- Section 4(f) Determination of Applicability
- Sole Source Aquifer Letter

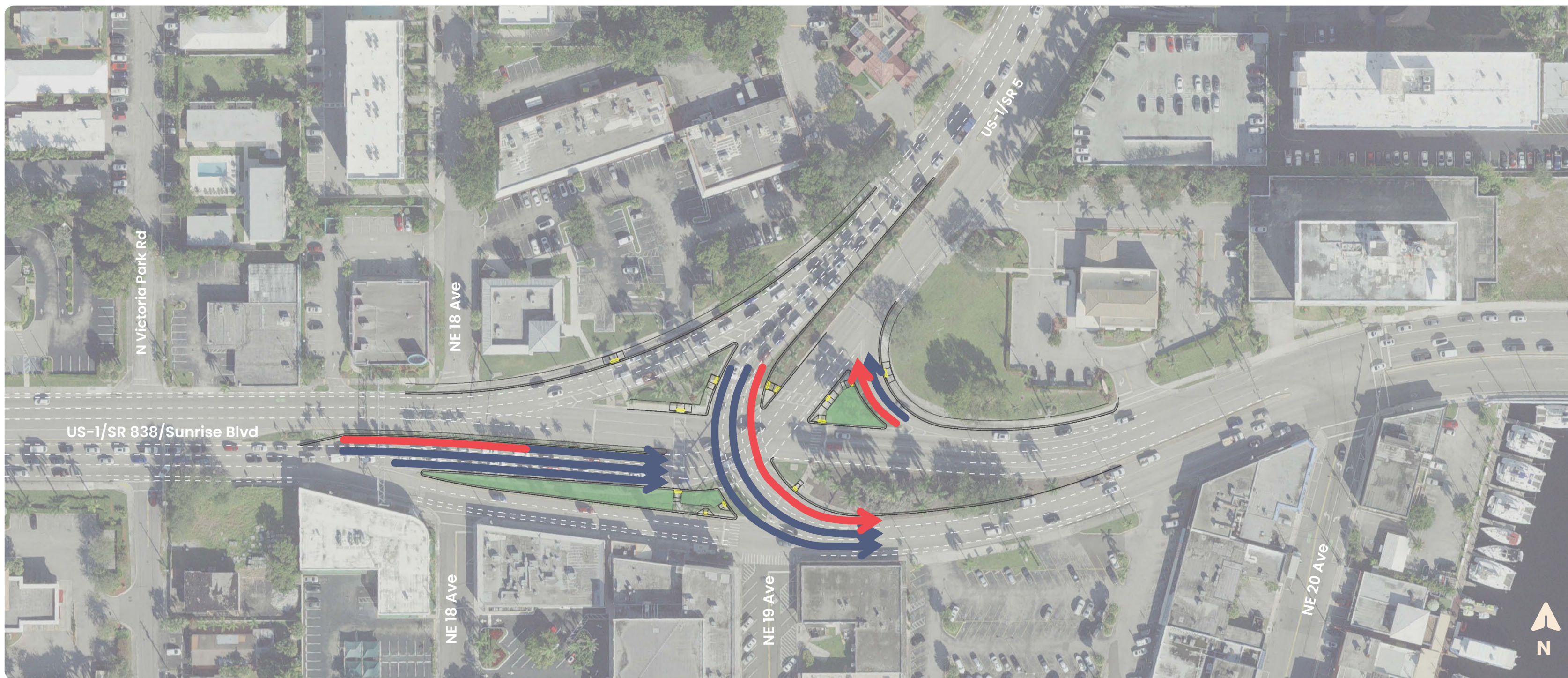
04

# Concepts Under Consideration

# No-Build/No Action



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

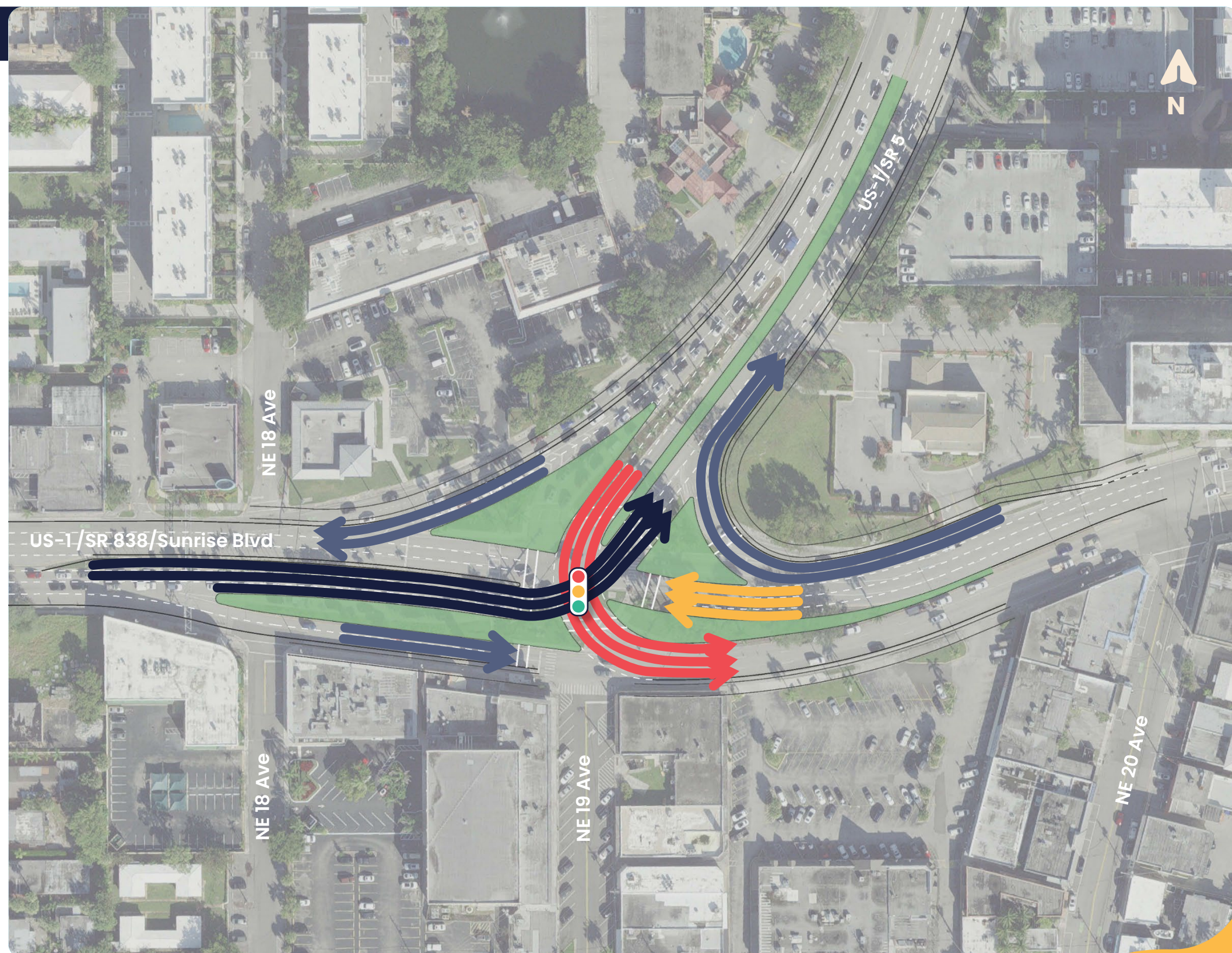




# Concepts Under Consideration

1. EB Triple Left Signalized **At-Grade T**
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

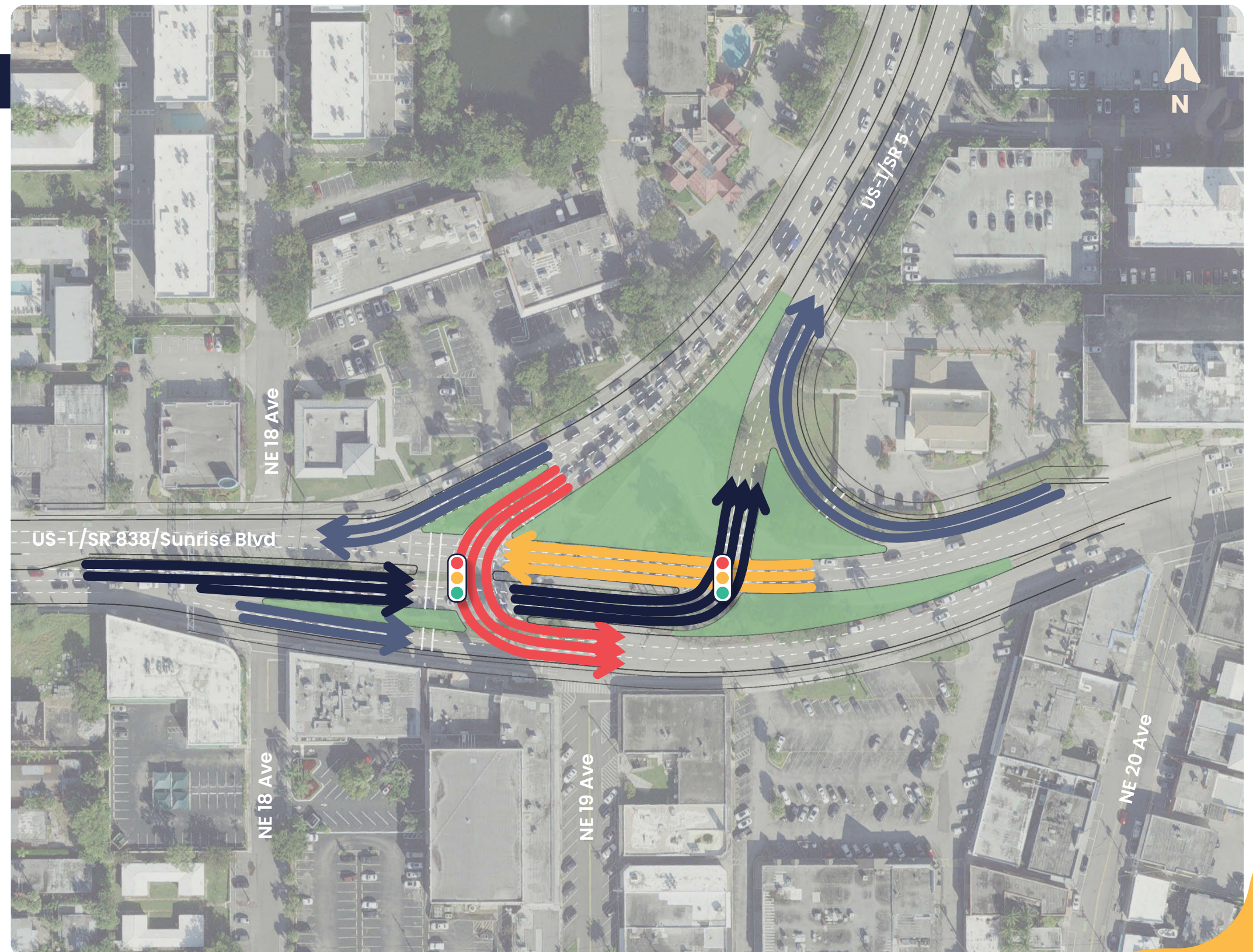
Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized **At-Grade T**
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

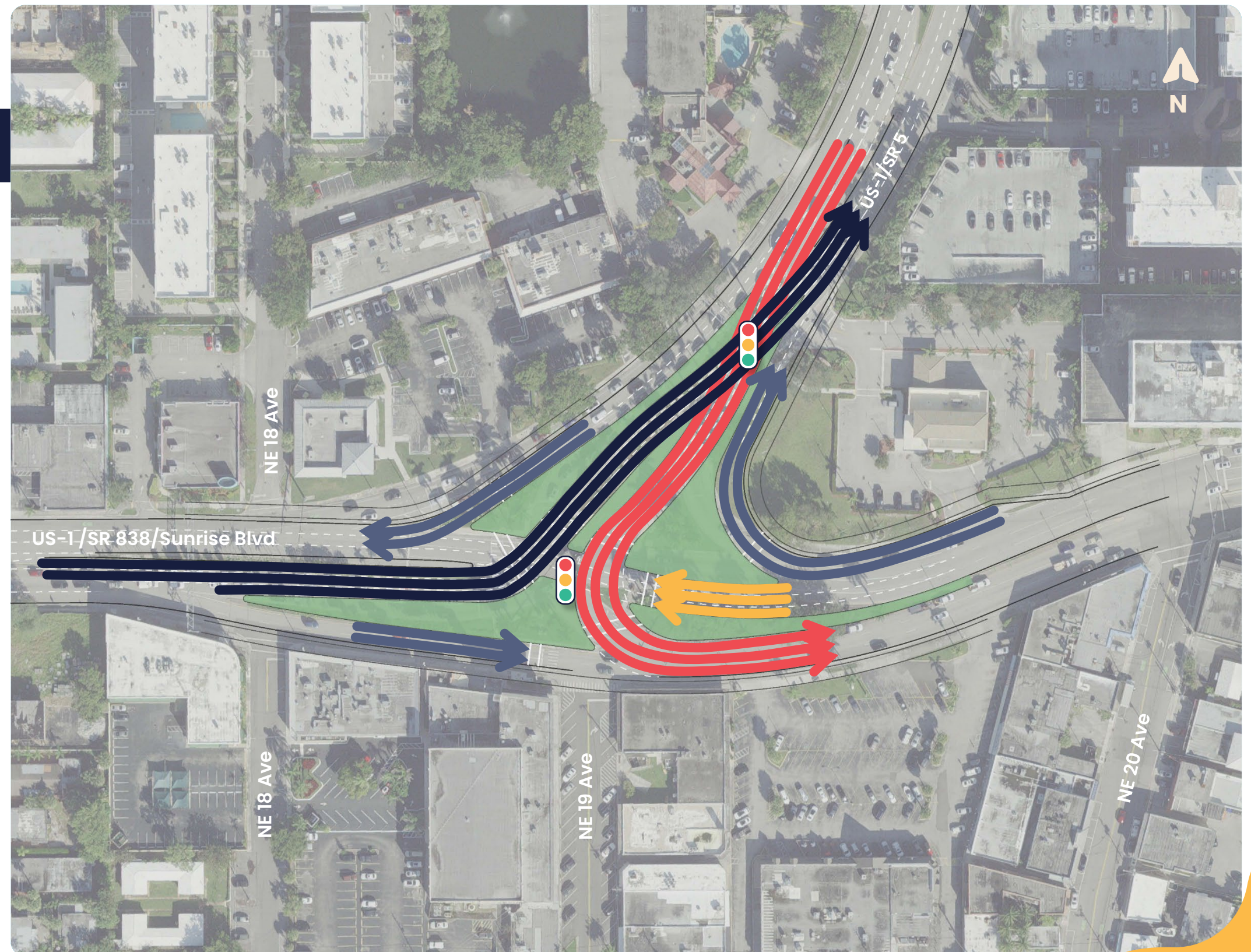
Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized **At-Grade T** with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

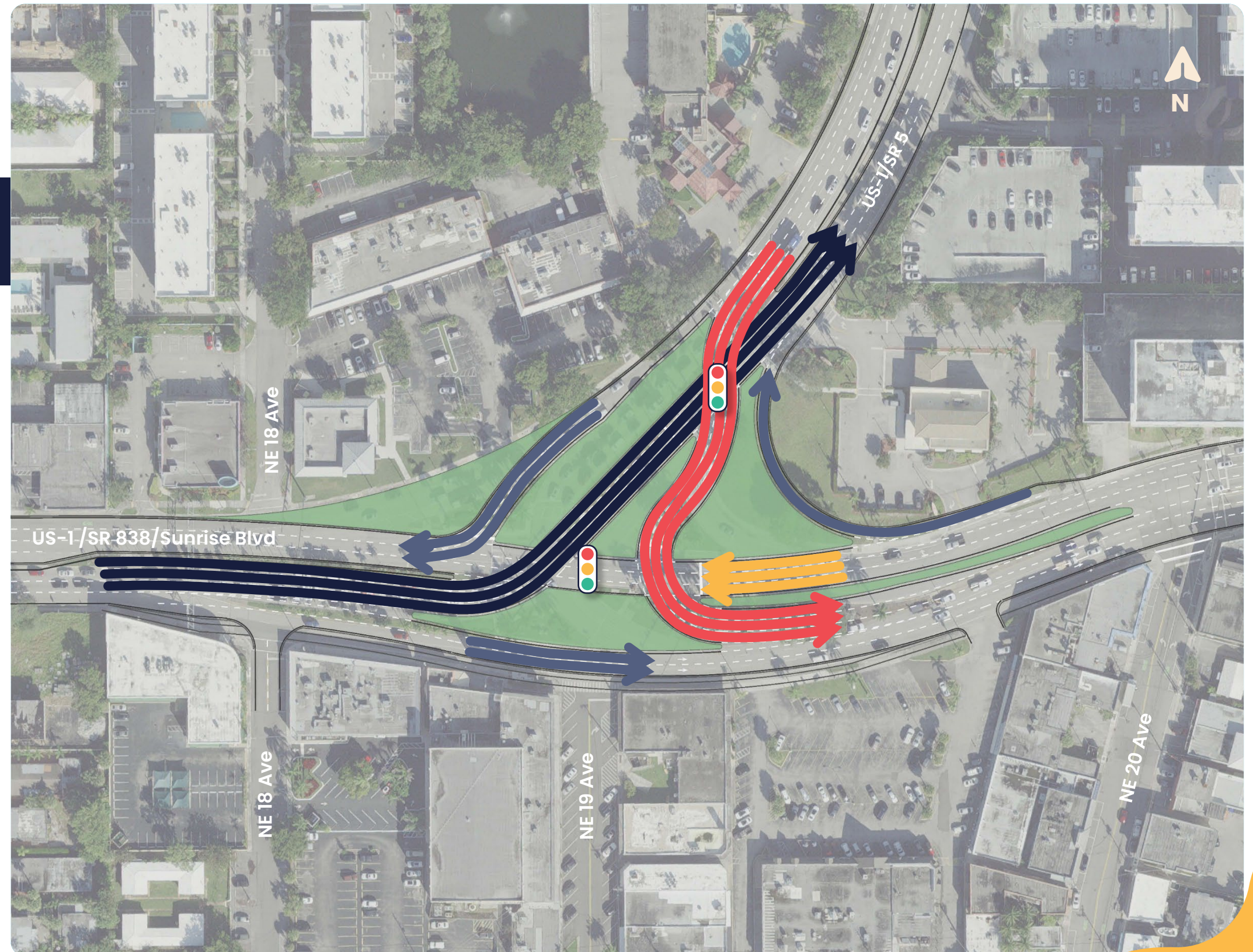
Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized **At-Grade T** with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg **Roundabout** with EB Left Turn **Compressed Flyover/Overpass** (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

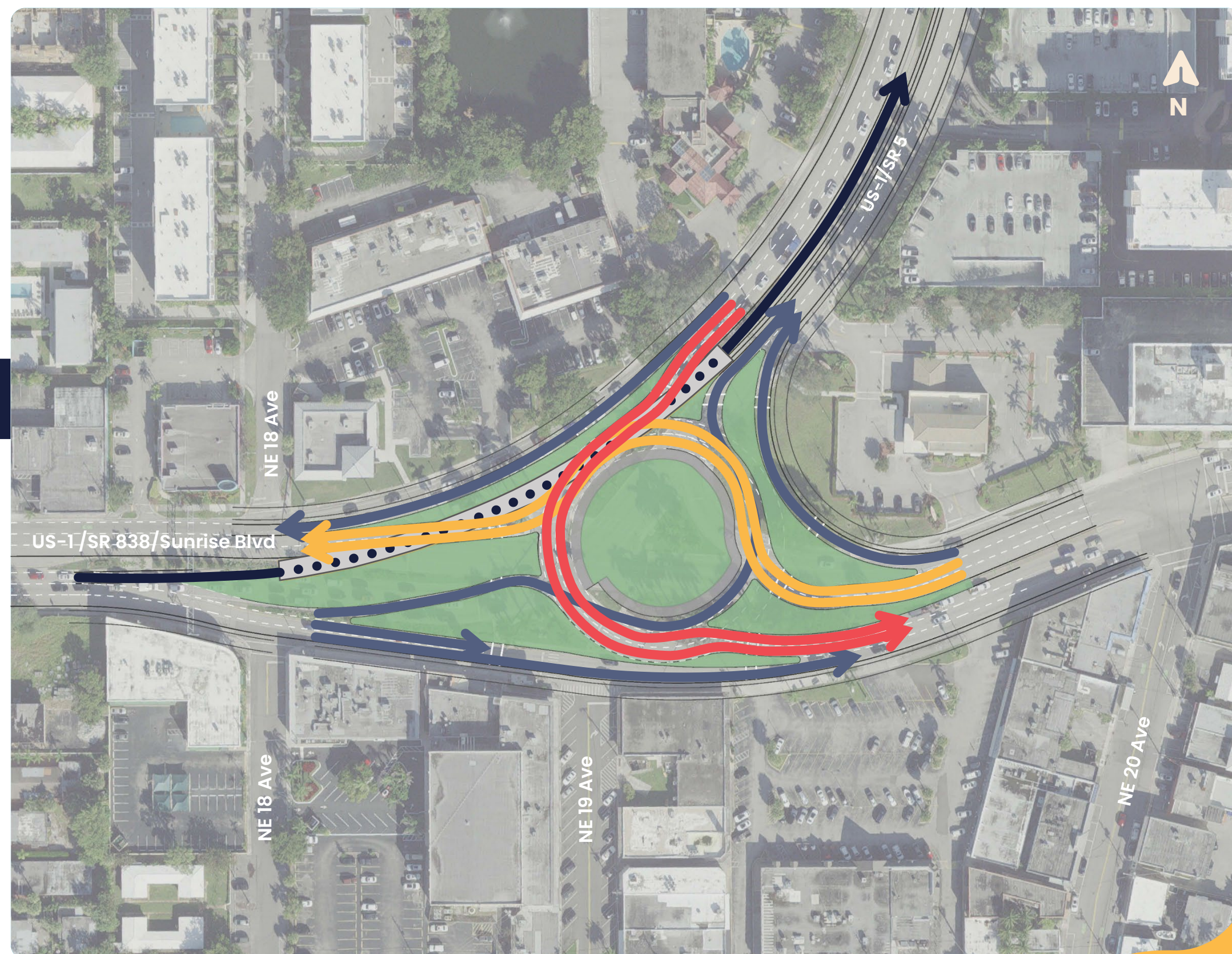
Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg **Roundabout** with EB Left Turn **Compressed Underpass** (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

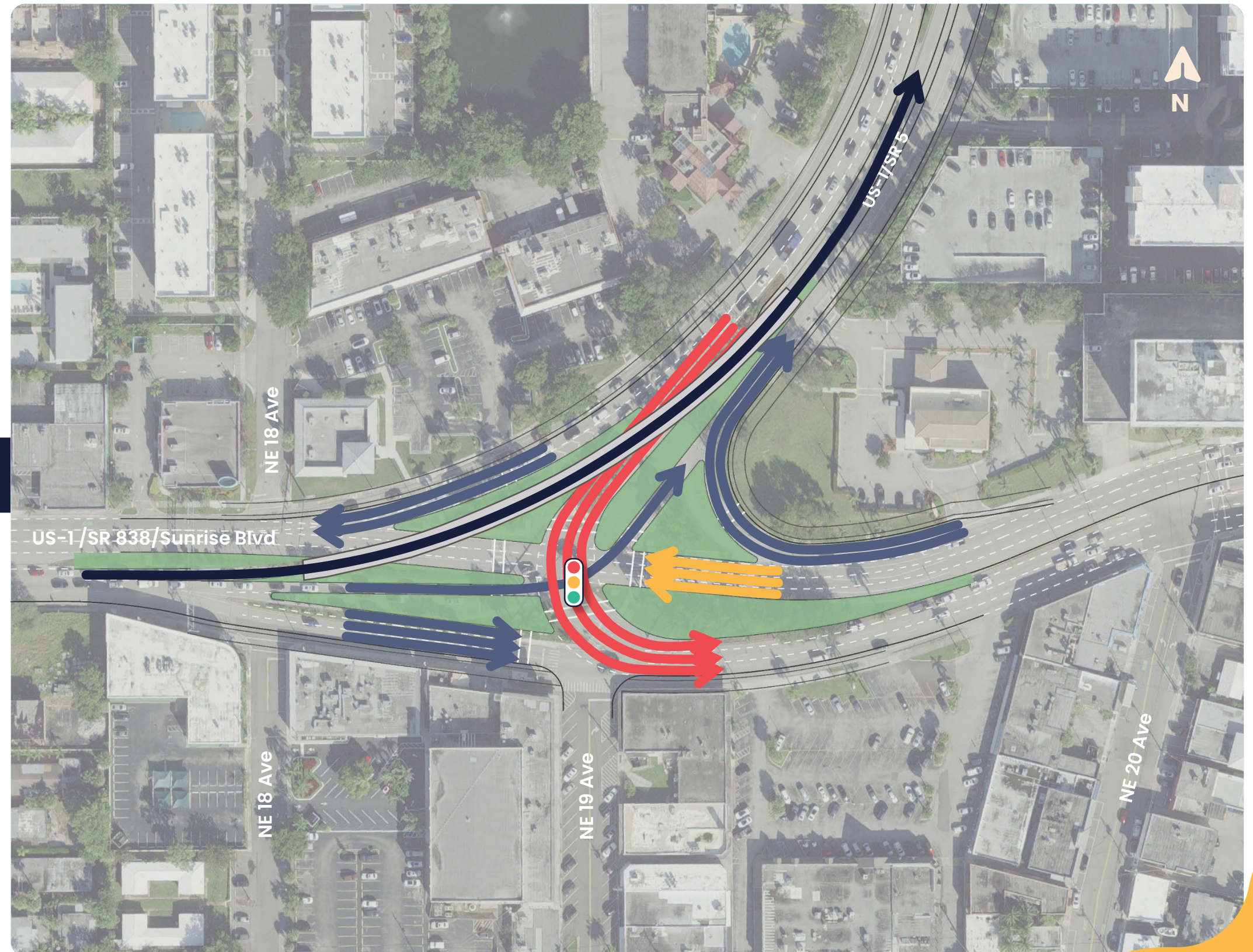
Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized **At-Grade T** with EB Left Turn **Compressed Flyover/Overpass** (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

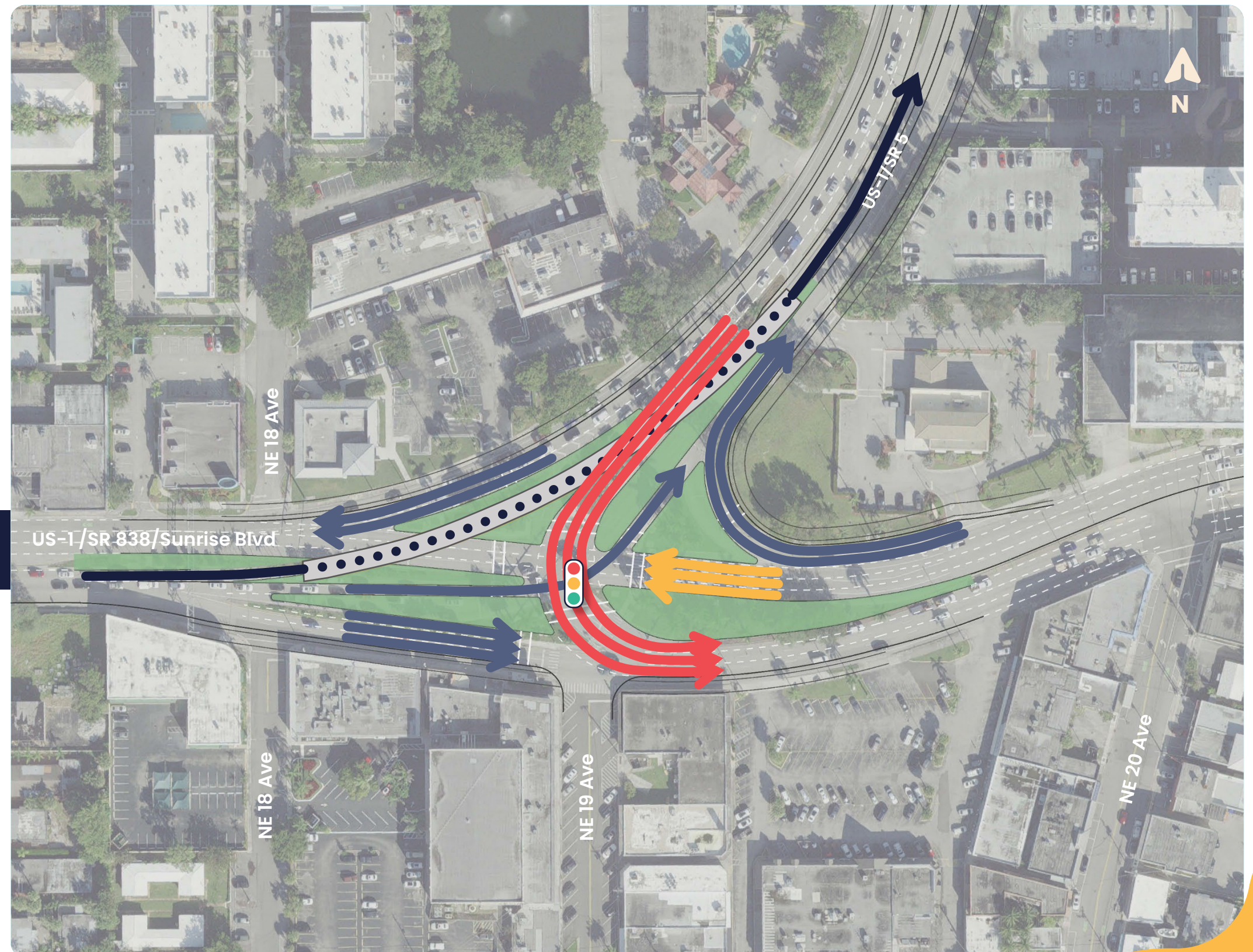
Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized **At-Grade T** with EB Left Turn **Compressed Underpass** (underground vertical separation)
9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).

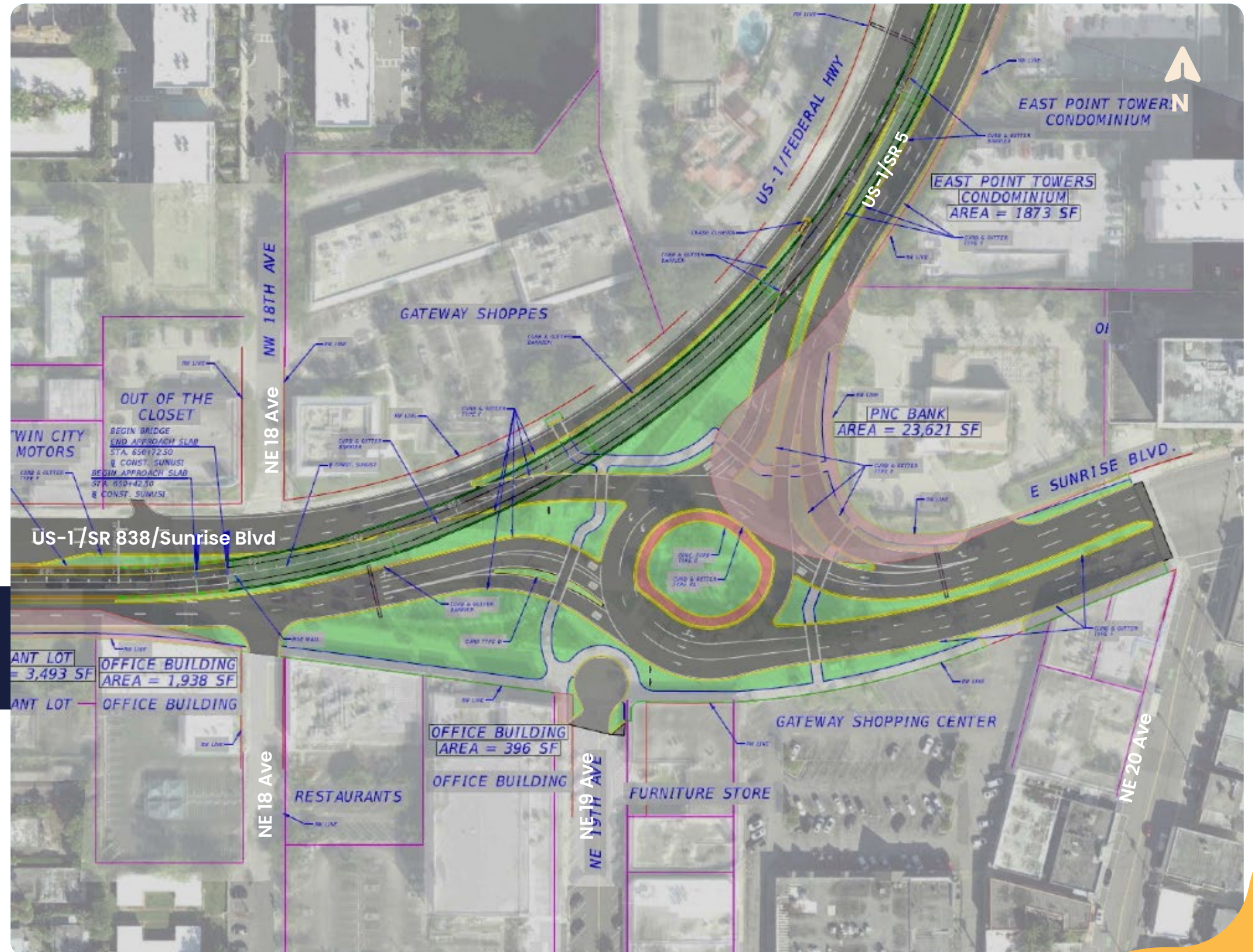




# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
2. EB Downstream Triple Left Signalized At-Grade T
3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
9. Feasibility Study Multilane 3-Leg **Roundabout** with EB Left Turn **Flyover**  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB Left Turn T  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

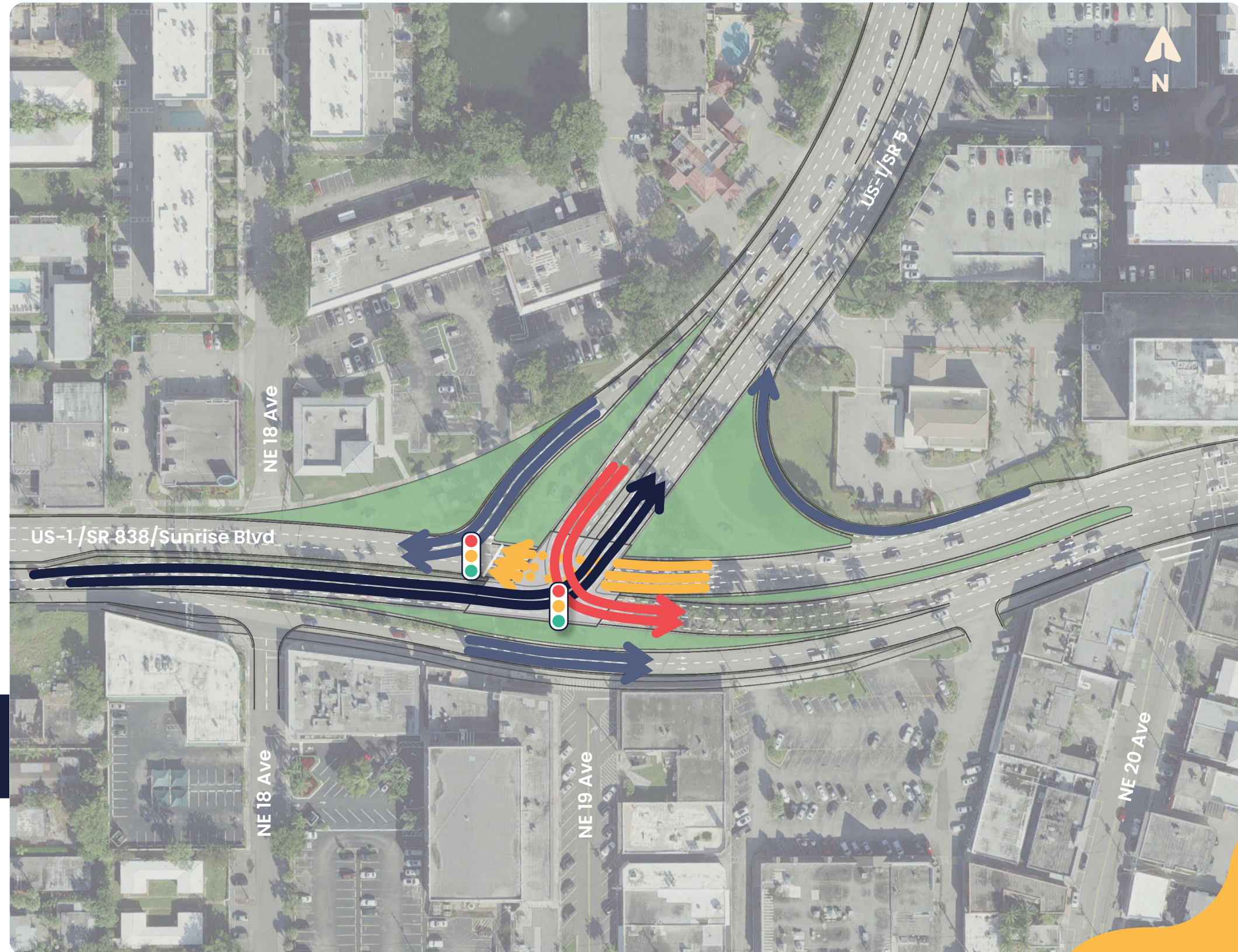
Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration

1. EB Triple Left Signalized At-Grade T
  2. EB Downstream Triple Left Signalized At-Grade T
  3. EB Upstream Triple Left Signalized At-Grade T with SB/NB Crossover
  4. EB Upstream Triple Left Signalized At-Grade T with SB Displaced Left  
*Similar to Concept 3*
  5. Multilane 3-Leg Roundabout with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
  6. Multilane 3-leg Roundabout with EB Left Turn Compressed Underpass (underground vertical separation)
  7. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)
  8. EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)
  9. Feasibility Study Multilane 3-Leg Roundabout with EB Left Turn Flyover  
*Significant adverse impacts along two legs, similar to Concept 5 and Concept 6 has fewer adverse impacts*
10. Elevated EB and SB **Left Turn T**  
*Significant and widespread adverse impacts along three legs and not conducive for pedestrian and cyclist travel*

Note: All signalized intersection have SB Exclusive Triple Left Turns (TLTs), WB Exclusive Dual Right Turns (DRTs), and SB Exclusive Dual or Triple Right Turns (DRTs/TRTs).



# Concepts Under Consideration (need to consider NE 20<sup>th</sup> Ave)

NE 20<sup>th</sup> Ave is within the functional area of the primary intersection and all concepts are affected by its configuration.



# Potential Complementary Configurations at NE 20<sup>th</sup> Avenue

1. Existing Full Median Opening T To **Remain As Is**  
(Left in, Left out, Right in, Right out)
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



# Potential Complementary Configurations at NE 20<sup>th</sup> Avenue

1. Existing Full Median Opening T To Remain As Is (Left in, Left out, Right in, Right out)
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



# Potential Complementary Configurations at NE 20<sup>th</sup> Avenue

1. Existing Full Median Opening T To Remain As Is (Left in, Left out, Right in, Right out),
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



# Potential Complementary Configurations at NE 20<sup>th</sup> Avenue

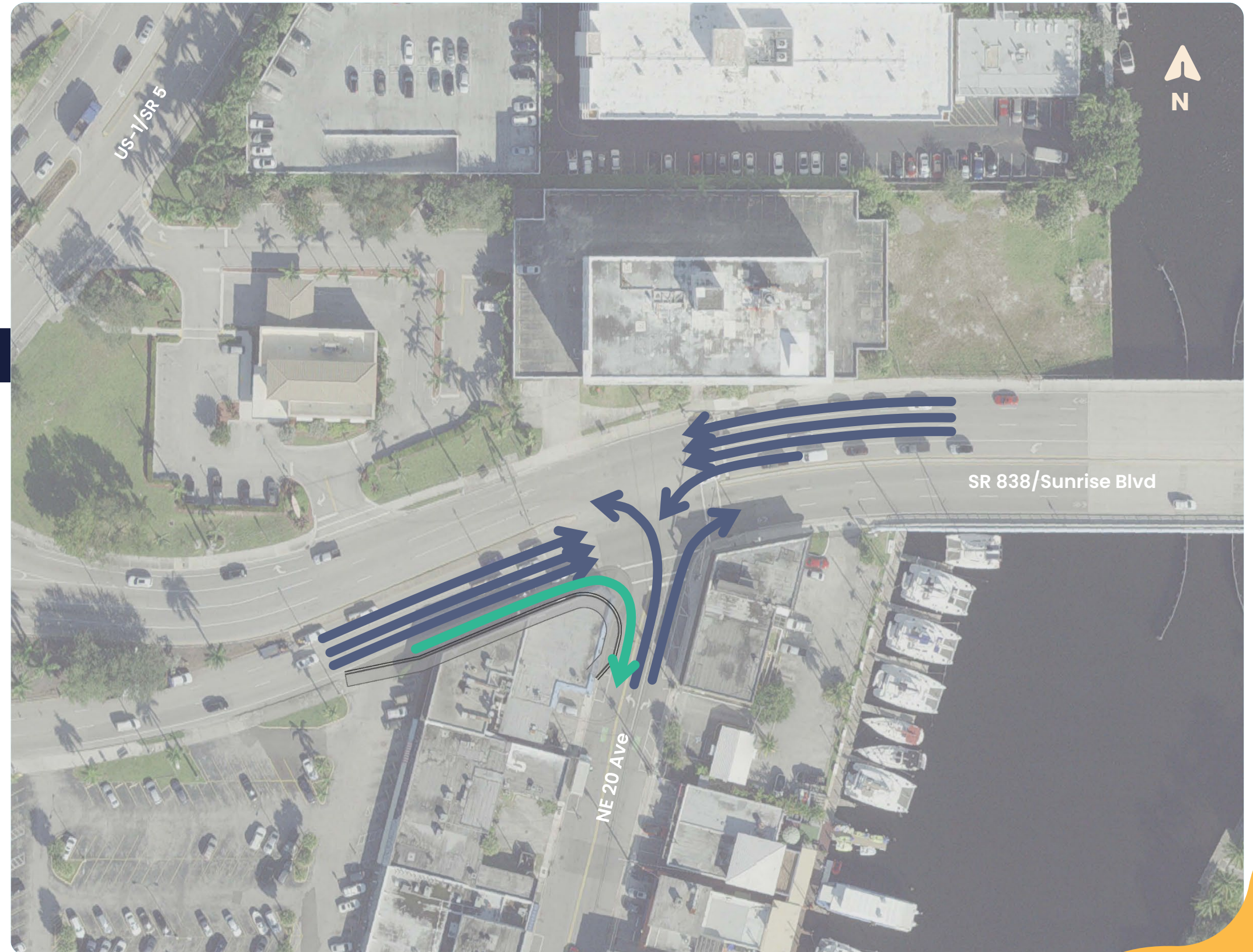
1. Existing Full Median Opening T To Remain As Is (Left in, Left out, Right in, Right out)
2. Continuous Green Free Flow Westbound Through T (Left in, Left out, Right in, Right out)
3. Directional Median Opening T (Left in, Right in, Right out)
4. Closed Median **Opening T** (Right in, Right out)
5.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



# Potential Complementary Configurations at NE 20<sup>th</sup> Avenue

1. Existing Full Median Opening T To Remain As Is (Left in, Left out, Right in, Right out)
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**





**05**

# **Evaluation of Concepts Under Consideration**

# 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

**Which are most important?**

**Which are least important?**

**Should others be added?**

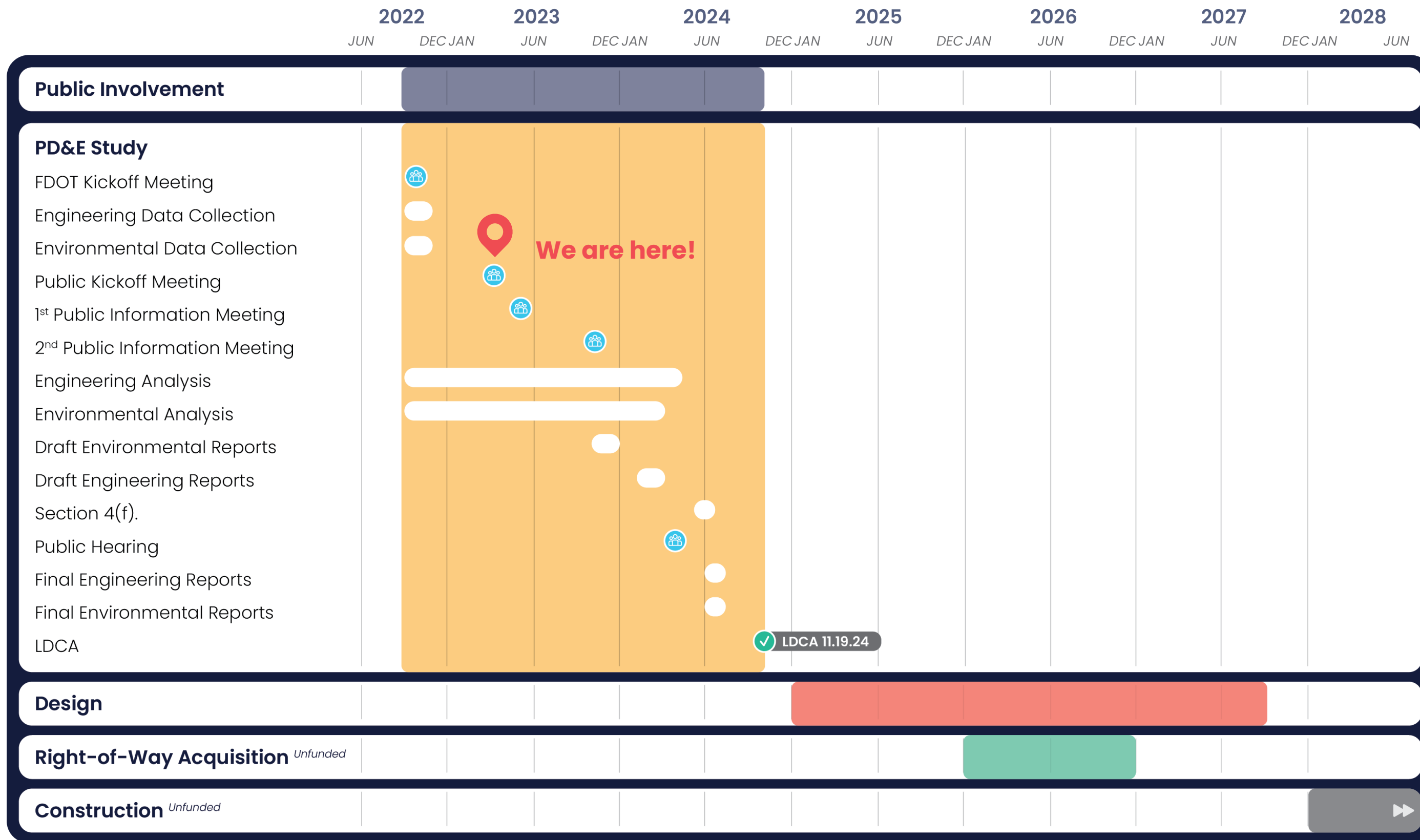
06

# Next Steps

# Next Steps



# Project Timeline



07

# 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

# Public Involvement

Get Involved!

## Attend Public Meetings

- Agency and Public Kick-off Meetings
- Alternative Public Workshops
- Public Hearing
- Additional opportunities to be provided throughout the study

## Provide Your Input

- Complete a **comment form** today
- Drop in a **comment box**
- **Mail comment** to the address listed on the form
- Provide comments on our **website**:

[www.fdot.gov/projects/US1GatewayPDE](http://www.fdot.gov/projects/US1GatewayPDE)



**COMMENT FORM**  
 Public Kick-Off Meeting  
 State Road (SR) 5/US 1 at SR-838/Sunrise Boulevard  
 Project Development and Environment (PD&E) Study  
 Financial Project ID: 441955-1-22-02  
 Efficient Transportation Decision Making (ETDM) Number: 14499

ArtServe, 1350 East Sunrise Boulevard, Fort Lauderdale, FL 33304  
 Thursday, March 30, 2023, 5:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "comment box" provided at the meeting, or send to Adham Naiem, P.E., FDOT Project Manager, at the address listed below, or via email at [adham.naiem@dot.state.fl.us](mailto:adham.naiem@dot.state.fl.us).

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City, State, Zip \_\_\_\_\_  
 Phone Number \_\_\_\_\_  
 Email \_\_\_\_\_

**Mail to:**  
 Adham Naiem, P.E.  
 FDOT Project Manager  
 Florida Department of Transportation  
 3400 West Commercial Boulevard  
 Fort Lauderdale, FL 33309

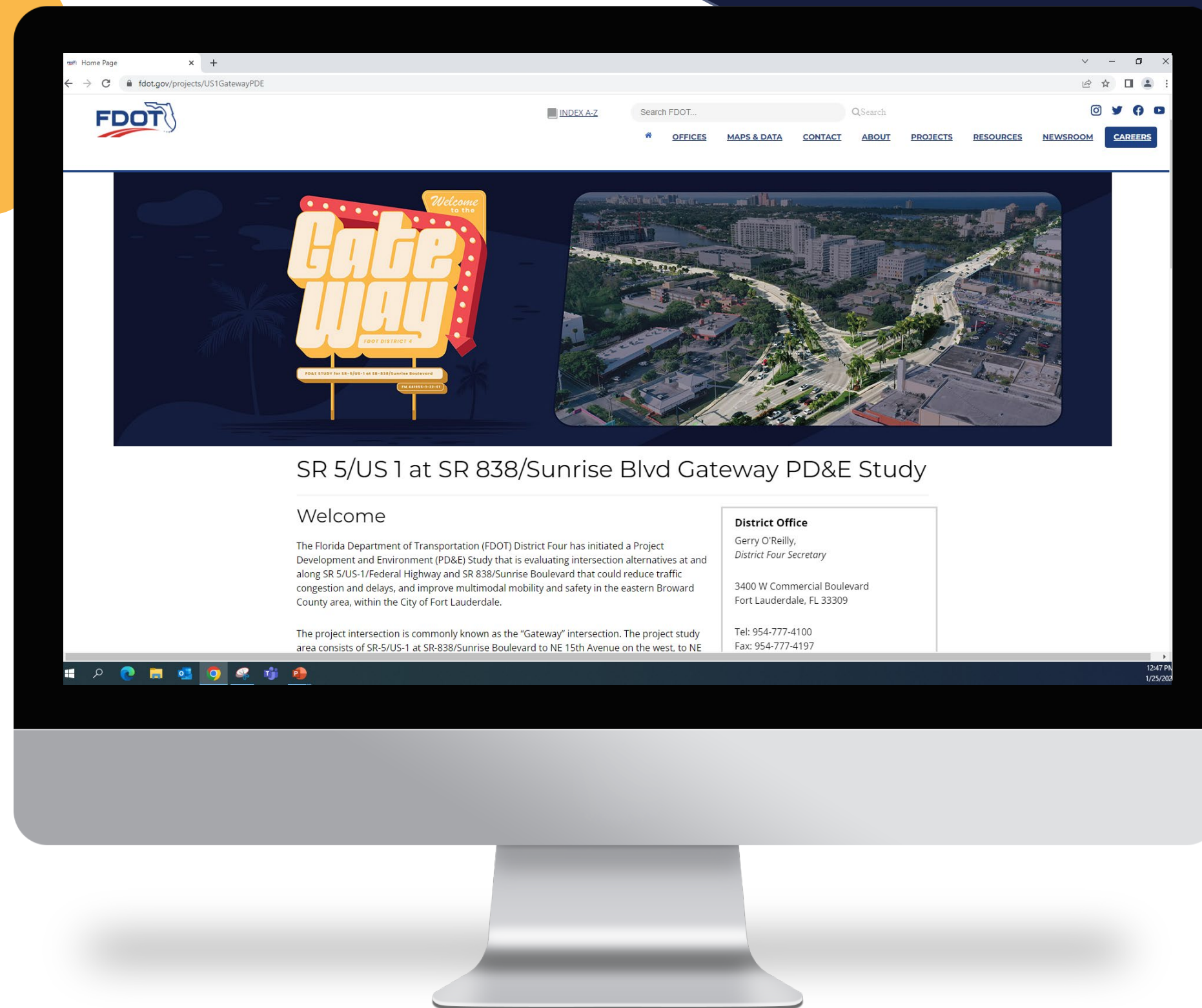
*\* This document is subject to public record laws and may be released to the media or public upon request.*



## Visit the Project Website

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

Project Website:  
[www.fdot.gov/projects/US1GatewayPDE](http://www.fdot.gov/projects/US1GatewayPDE)



08

# 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](http://www.fdot.gov/projects/US1GatewayPDE)
- 03 By email to Project Manager  
[Adham.naiem@dot.state.fl.us](mailto: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



# Safety Message

**National Distracted Driving Awareness Month**  
April 1-30<sup>th</sup>, 2023

**ONE TEXT OR CALL COULD  
WRECK  
IT ALL**

## Take the Pledge

**The fight to end distracted driving starts with you. Make the commitment to drive phone-free today.**

**Distracted driving kills and injures thousands of people each year. I pledge to:**

- Protect lives by never texting or talking on the phone while driving.
- Be a good passenger and speak out if the driver in my car is distracted.
- Encourage my friends and family to drive phone-free.

**SIGNATURE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**FOR MORE  
INFORMATION  
CONTACT US:**

**Adham Naiem, PE , PMP**  
**Project Manager – Roadway Design Section 6**

Florida Department of Transportation, District 4  
3400 West Commercial Boulevard  
Fort Lauderdale, Florida 33309

Telephone: (954) 777-4440  
Toll Free: (866)366-8435, ext. 4281

**Email:** [Adham.naiem@dot.state.fl.us](mailto:Adham.naiem@dot.state.fl.us)  
**Project Website:** [www.fdot.gov/projects/US1GatewayPDE](http://www.fdot.gov/projects/US1GatewayPDE)

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