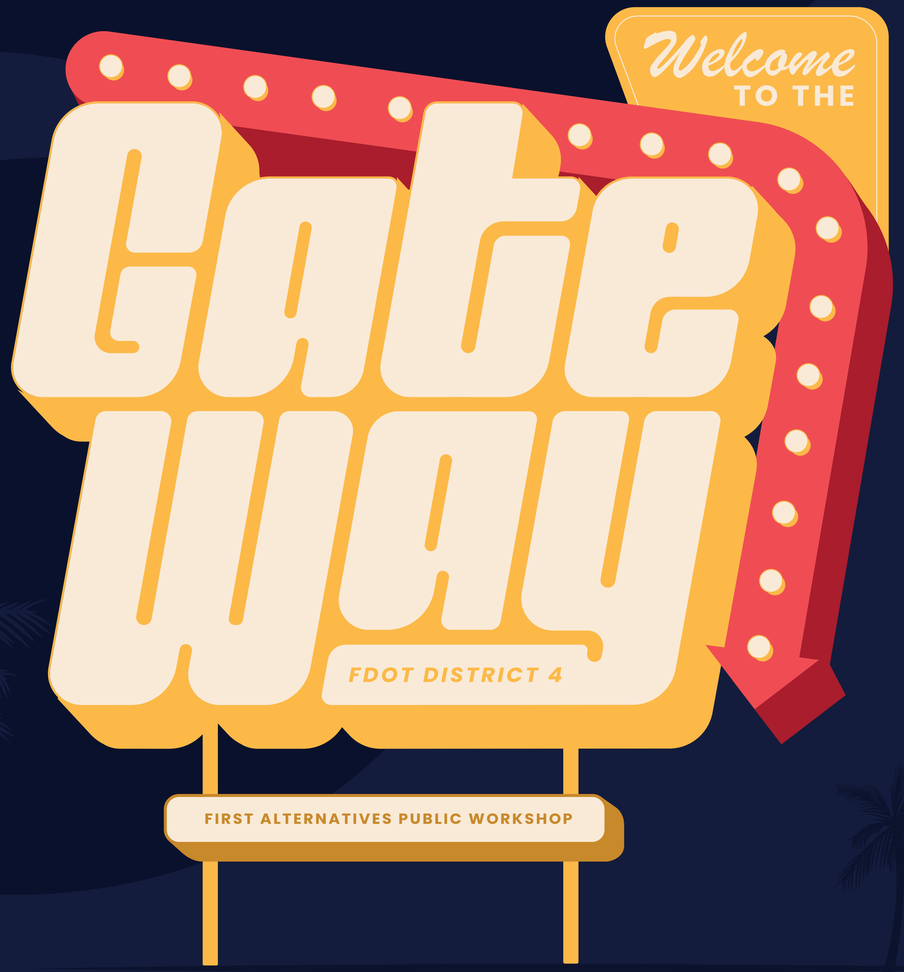


FDOT

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

Project Development & Environment Study (PD&E)

Broward County, Florida
Financial Project Identification Number: 441955-1-22-01
Efficient Transportation Decision Making (ETDM) Number: 1499

June 21st, 2023
Art Serve
1350 E Sunrise Boulevard
Fort Lauderdale, FL 33304

Project Website

Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us

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

Project Location Map

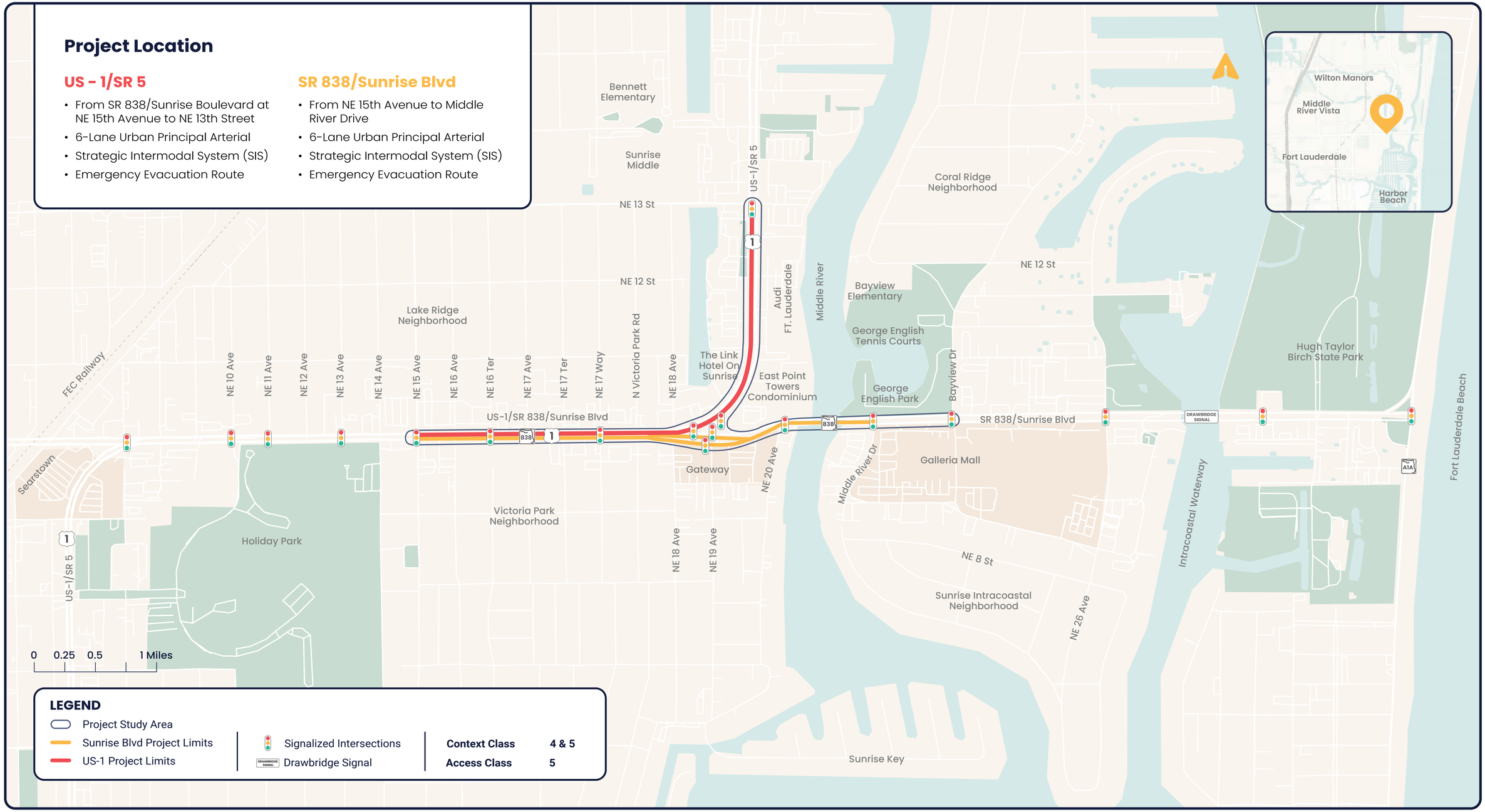
Project Location

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
- Sunrise Blvd Project Limits
- US-1 Project Limits
- Signalized Intersections
- Drawbridge Signal

Context Class	**4 & 5**
Access Class	**5**

Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us

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

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

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 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.

Transportation Development Process

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.

Phase 2 PD&E Study Process in more detail...

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

Engineering

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

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

Purpose and 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.

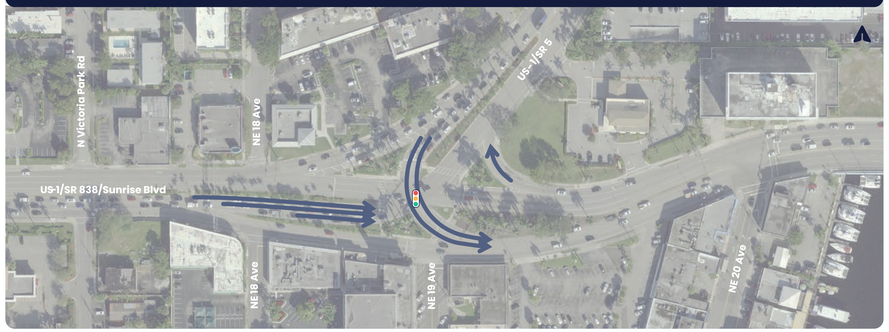
Intersection Needs

- **Emergency Evacuation & Response**
- **Modal Interrelationships**
- **Capacity**
- **Transportation Demand**
- **Safety**
- **System Linkage**

Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us

Initial Concepts Considered - Primary Intersection (US-1/SR 5 at SR 838/Sunrise Boulevard)

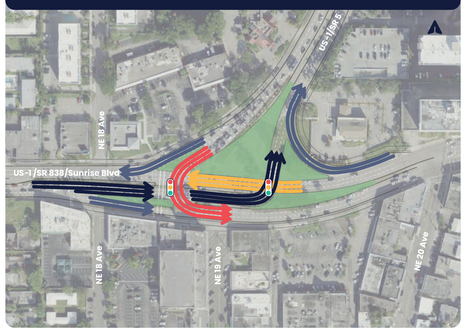
Concept 1 No-Build / No Action



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

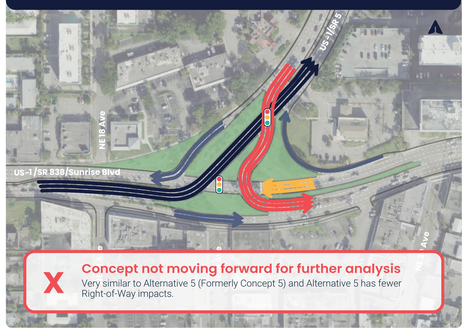
Concept 3 EB Triple Left Signalized At-Grade T

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

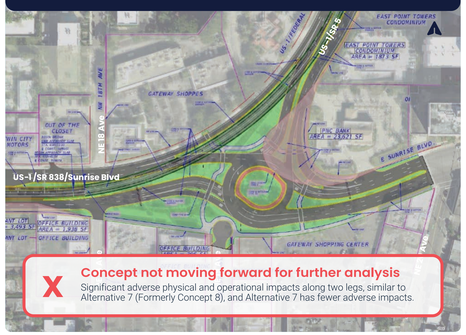


X Concept not moving forward for further analysis
Very similar to Alternative 5 (Formerly Concept 5) and Alternative 5 has fewer Right-of-Way impacts.

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

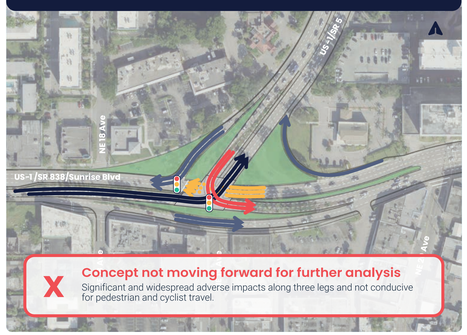


X Concept not moving forward for further analysis
Significant adverse physical and operational impacts along two legs, similar to Alternative 7 (Formerly Concept 8), and Alternative 7 has fewer adverse impacts.

Concept 10 EB Single Left Signalized At-Grade T with EB Left Turn Compressed Flyover/Overpass (overhead vertical separation)

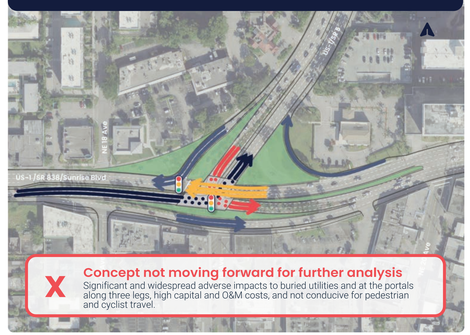
Concept 11 EB Single Left Signalized At-Grade T with EB Left Turn Compressed Underpass (underground vertical separation)

Concept 12 Elevated EB and SB Left Turn T (overhead vertical separation)



X Concept not moving forward for further analysis
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)



X Concept not moving forward for further analysis
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.

LEGEND

Number of Travel Lanes/Flow

Yield Controlled Intersection

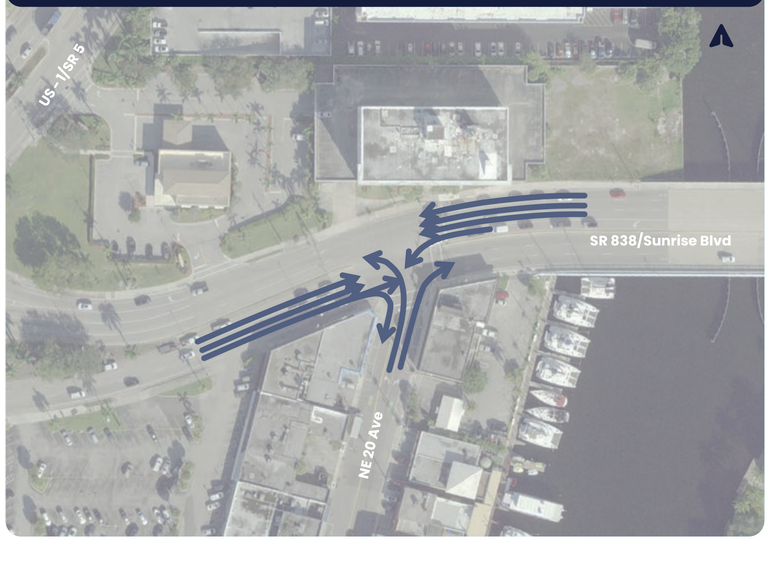
Signal Controlled Intersection

High-intensity **A**ctivated cross**W**a**l**K (**HAWK**) pedestrian crossing beacon

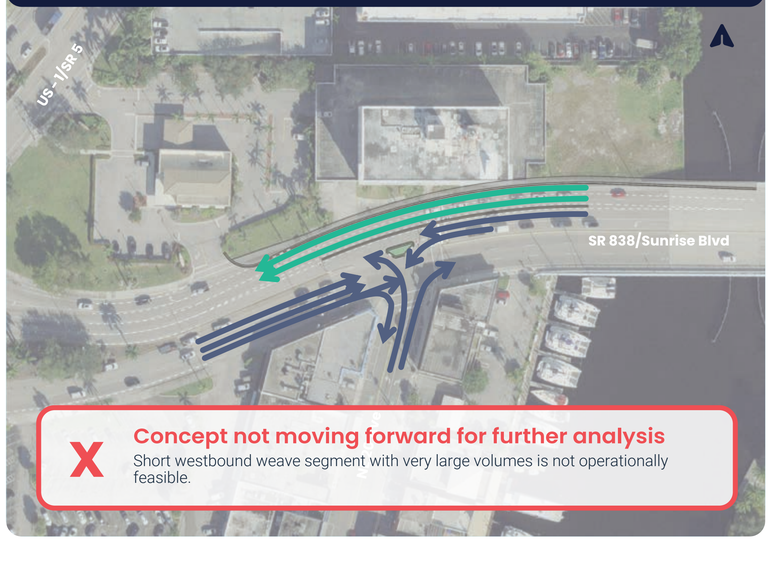
Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us

Initial Options Considered - NE 20th Avenue at SR 838/Sunrise Boulevard Intersection

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

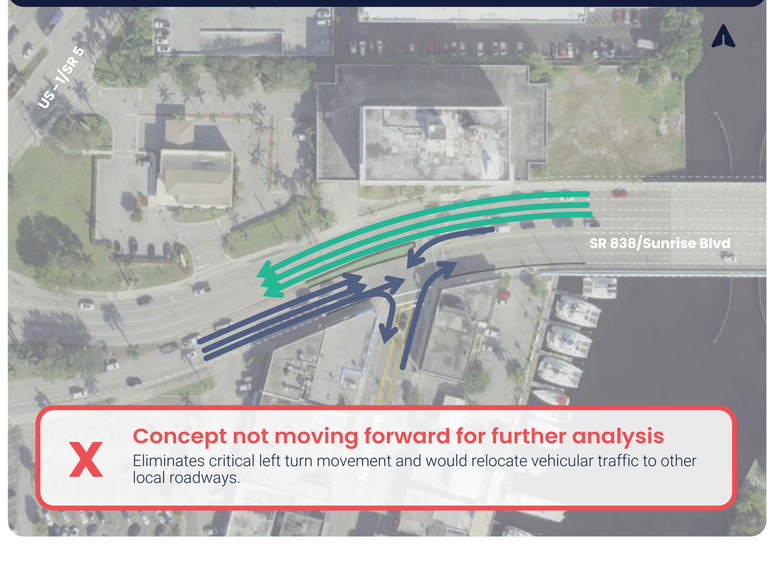


Option 2
Continuous Green Free Flow Westbound Through T (Left in, Left out, Right in, Right out)



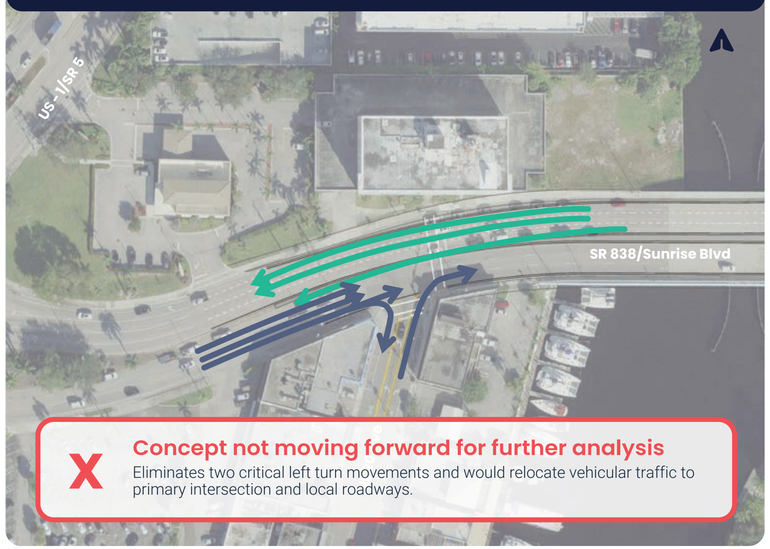
X Concept not moving forward for further analysis
Short westbound weave segment with very large volumes is not operationally feasible.

Option 3
Directional Median Opening T (Left in, Right in, Right out)



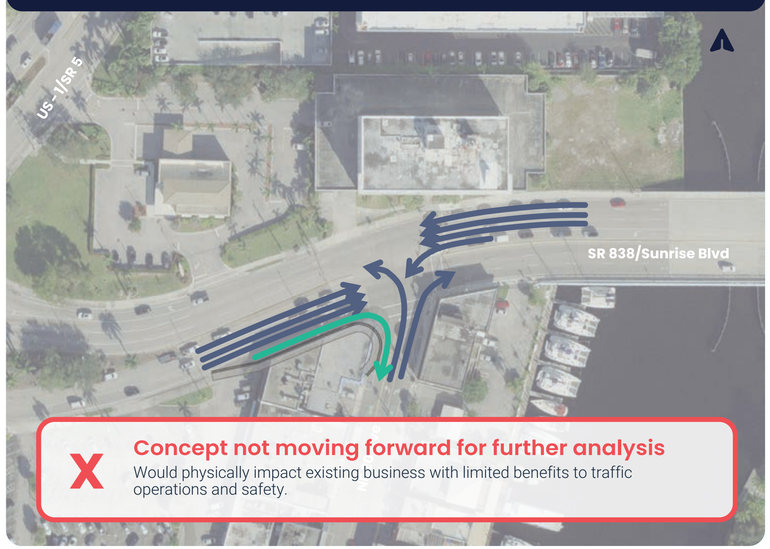
X Concept not moving forward for further analysis
Eliminates critical left turn movement and would relocate vehicular traffic to other local roadways.

Option 4
Closed Median Opening T (Right in, Right out)



X Concept not moving forward for further analysis
Eliminates two critical left turn movements and would relocate vehicular traffic to primary intersection and local roadways.

Option 5
New Eastbound Auxiliary Right Turn Lane



X Concept not moving forward for further analysis
Would physically impact existing business with limited benefits to traffic operations and safety.

LEGEND

- Existing Travel Lanes/Flow
- Proposed Travel Lanes/Flow

Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us

Alternative 1. *Formerly Concept 1*

No-Build/No Action
Signalized At-Grade T

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*

Advantages

- Only ongoing maintenance costs
- No impacts to adjacent property
- Minimal construction impacts to simply maintain
- TD Bank median opening remains as is

Disadvantages

- All existing operational and safety deficiencies remain
- No expansion to high volume left and right turning lanes
- No improvements to bike/ped facilities
- Long and indirect pedestrian crossings remain
- No auto capacity increases

Compared to all other alternatives

Criteria	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 *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 Formerly Concept 4 *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 Formerly Concept 5 *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

N
SCALE
1” = 55′

LEGEND
Existing Roadway Right-of-Way Line
Signal Controlled Intersection

Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us

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

Alternative 2. *Formerly Concept 2*

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

COST*	RIGHT-OF-WAY IMPACTS	OVERALL INTERSECTION DELAY	OVERALL VEHICLE THROUGHPUT	BICYCLISTS & PEDESTRIANS
($)	*(Properties & Area)*	*(Seconds)*	*(No. of Vehicles)*	*(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*

Advantages

- Lowest capital costs
- Very minor impacts to adjacent property
- Most existing operational and safety deficiencies improved
- Substantial expansion to high volume left and right turning lanes
- Least impacts during construction
- Significant expansion of shared use bike/ped facilities
- Reduced pedestrian crossing distances
- TD Bank median opening remains essentially as is

Disadvantages

- Impacts to existing landscaped median islands
- Less than ideal auto capacity increases

Compared to all other alternatives

Criteria	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 *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 Formerly Concept 4 *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 Formerly Concept 5 *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

N
SCALE
1” = 55′

LEGEND

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

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

Alternative 3. *Formerly Concept 3*

Eastbound Triple Left Signalized At-Grade T

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*

Advantages

- Low capital costs
- Minor impacts to adjacent property
- Almost all existing operational and safety deficiencies improved
- Substantial expansion to high volume left and right turning lanes
- Low to moderate impacts during construction
- Significant expansion of shared use bike/ped facilities
- Reduced pedestrian crossing distances
- TD Bank median opening remains essentially as is

Disadvantages

Compared to all other alternatives

Criteria	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** *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 Formerly Concept 4 *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 Formerly Concept 5 *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

N
SCALE
1” = 55’

NE 13 St
Grieco Chevrolet of Fort Lauderdale
Allegro Fort Lauderdale Senior Living
US-1/SR 5
IHOP
Audi Ft. Lauderdale
The Link Hotel
East Point Towers
The UPS Store
Gateway Shoppes
PNC Bank
NE 17 Way
Bank of America
N Victoria Park Rd
Out of the Closet
NE 18 Ave
US-1/SR 838/Sunrise Blvd
SR 838/Sunrise Blvd
Big Louie's Pizzeria
NE 20 Ave
Middle River
Truist
Il Mulino Restaurant
Gateway Cinema
NE 19 Ave
Gateway Shopping Center
NE 9 Pl
Victoria Park Tower Association
NE 8 Ct
North Victoria

LEGEND

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

Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us

Alternative 4. *Formerly Concept 4*

Eastbound Downstream Triple Left Signalized At-Grade T

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*

Advantages

- Moderate capital costs
- Almost all existing operational and safety deficiencies improved
- Substantial expansion to high volume left and right turning lanes
- Low to moderate impacts during construction
- Significant expansion of shared use bike/ped facilities
- Partially reduced pedestrian crossing distances
- TD Bank median opening remains essentially as is

Disadvantages

- Moderate impacts to adjacent property
- More complex configuration to navigate

Compared to all other alternatives

Criteria	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 *Eastbound Triple Left Signalized At-Grade T*	**Alternative 4 Formerly Concept 4** *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 Formerly Concept 5 *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

N
SCALE
1” = 55′

NE 13 St
Grieco Chevrolet of Fort Lauderdale
Allegro Fort Lauderdale Senior Living
US-1/SR 5
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The UPS Store
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PNC Bank
NE 17 Way
Bank of America
N Victoria Park Rd
Out of the Closet
NE 18 Ave
US-1/SR 838/Sunrise Blvd
SR 838/Sunrise Blvd
Big Louie's Pizzeria
NE 20 Ave
Middle River
Truist
IL Mulino Restaurant
Gateway Cinema
NE 19 Ave
Gateway Shopping Center
NE 9 Pl
Victoria Park Tower Association
NE 8 Ct
North Victoria

LEGEND

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

Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us

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

Alternative 5. *Formerly Concept 5*

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

COST*	RIGHT-OF-WAY IMPACTS	OVERALL INTERSECTION DELAY	OVERALL VEHICLE THROUGHPUT	BICYCLISTS & PEDESTRIANS
($)	*(Properties & Area)*	*(Seconds)*	*(No. of Vehicles)*	*(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*

Advantages

- Low capital costs
- Almost all existing operational and safety deficiencies improved
- Substantial expansion to high volume left and right turning lanes
- Low to moderate impacts during construction
- Significant expansion of shared use bike/ped facilities

Disadvantages

- Moderate impacts to adjacent property
- More complex configuration to navigate
- Wrong side driving not desirable
- TD Bank median opening modified

Compared to all other alternatives

Criteria	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 *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 Formerly Concept 4 *Eastbound Downstream Triple Left Signalized At-Grade T*	**Alternative 5 Formerly Concept 5** *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

N
SCALE
1” = 55′

LEGEND

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

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

Alternative 6. *Formerly Concept 7*

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

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

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

Advantages

- Many existing operational and safety deficiencies improved
- Substantial expansion to high volume left and right turning lanes
- Significant expansion of shared use bike/ped facilities
- Partially reduced pedestrian crossing distances

Disadvantages

- High capital costs
- Moderate impacts to adjacent property
- More complex configuration to navigate for all modes
- TD Bank median opening eliminated
- High impacts during construction
- Multilane circulation has poor safety record
- Requires signal control at pedestrian crossings
- Flyover entry and exit points create undesirable merging and weaving
- Visual and noise impacts associated with elevated flyover

Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way
July 26, 2011
UNITED STATES ACCESS BOARD

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.

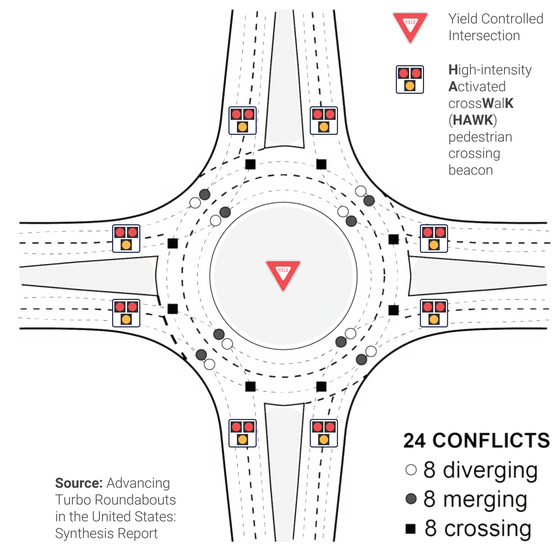
R306.3.2 Pedestrian Activated Signals. At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal complying with R209 shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island. Signals shall clearly identify which pedestrian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

Compared to all other alternatives

Criteria	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 *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 Formerly Concept 4 *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 Formerly Concept 5 *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*



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

LEGEND

- Existing Roadway Right-of-Way Line
- Signal Controlled Intersection
- Yield Controlled Intersection
- **H**igh-intensity **A**ctivated cross**W**al**K** (**HAWK**) pedestrian crossing beacon
- Proposed Road Widening or Reconstruction
- Proposed Road Resurfacing
- Proposed Bike/Ped Shared Use Path
- Proposed Green Area
- Proposed Overpass Bridge Structure

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Alternative 7. *Formerly Concept 8*

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

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

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

Advantages

- Many existing operational and safety deficiencies improved
- Substantial expansion to high volume left and right turning lanes
- Significant expansion of shared use bike/ped facilities
- Partially reduced pedestrian crossing distances

Disadvantages

- Very high capital and O&M costs
- Moderate impacts to adjacent property
- More complex configuration to navigate for all modes
- TD Bank median opening eliminated
- Very high impacts during construction
- Multilane circulation has poor safety record
- Requires signal control at pedestrian crossings
- Depressed ramp entry and exit points create undesirable merging and weaving
- Sustainability and flood prevention is difficult to achieve

Compared to all other alternatives

Criteria	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 *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 Formerly Concept 4 *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 Formerly Concept 5 *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way
July 26, 2011
UNITED STATES ACCESS BOARD

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

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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.

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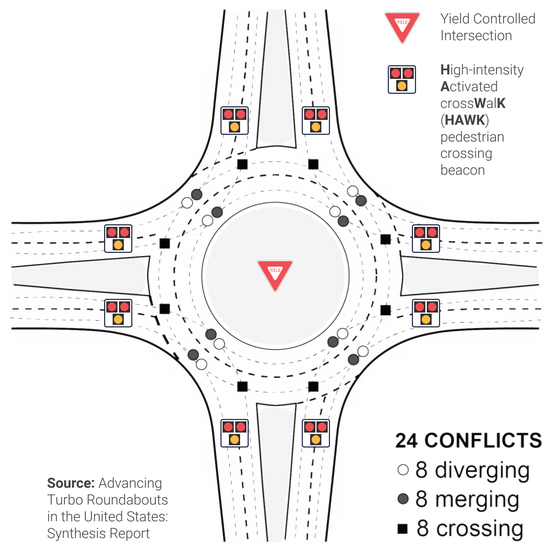
R306.3.2 Pedestrian Activated Signals. At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal complying with R209 shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island. Signals shall clearly identify which pedestrian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



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

N
SCALE
1" = 55'

Grieco Chevrolet of Fort Lauderdale
Allegro Fort Lauderdale Senior Living
NE 13 St
US-1/SR 5
Audi Ft. Lauderdale
IHOP
The Link Hotel
East Point Towers
The UPS Store
Gateway Shoppes
PNC Bank
Bank of America
Out of the Closet
N Victoria Park Rd
NE 18 Ave
NE 17 Way
US-1/SR 838/Sunrise Blvd
SR 838/Sunrise Blvd
Truist
IL Mulino Restaurant
Gateway Cinema
Gateway Shopping Center
NE 19 Ave
NE 20 Ave
Big Louie's Pizzeria
Middle River
NE 9 Pl
NE 8 Ct
Victoria Park Tower Association

LEGEND

- Existing Roadway Right-of-Way Line
- Signal Controlled Intersection
- Yield Controlled Intersection
- **H**igh-intensity **A**ctivated cross**W**al**K** (**HAWK**) pedestrian crossing beacon
- Proposed Road Widening or Reconstruction
- Proposed Road Resurfacing
- Proposed Bike/Ped Shared Use Path
- Proposed Green Area
- Proposed Underpass Structure

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

Alternative 8. *Formerly Concept 10*

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

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

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

Advantages

- Almost all existing operational and safety deficiencies improved
- Substantial expansion to high volume left and right turning lanes
- Significant expansion of shared use bike/ped facilities
- Reduced pedestrian crossing distances

Disadvantages

- Very high capital costs
- Moderate impacts to adjacent property
- Moderate impacts to adjacent property
- TD Bank median opening eliminated
- High impacts during construction
- Flyover entry and exit points create undesirable merging and weaving
- Visual and noise impacts associated with elevated flyover

Compared to all other alternatives

Criteria	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) *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 (Formerly Concept 4) *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 (Formerly Concept 5) *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 (Formerly Concept 7) *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 (Formerly Concept 8) *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

N
SCALE
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NE 13 St
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The UPS Store
Gateway Shoppes
PNC Bank
NE 17 Way
Bank of America
N Victoria Park Rd
Out of the Closet
NE 18 Ave
US-1/SR 838/Sunrise Blvd
SR 838/Sunrise Blvd
Big Louie's Pizzeria
NE 20 Ave
Middle River
Truist
IL Mulino Restaurant
Gateway Cinema
NE 19 Ave
Gateway Shopping Center
NE 9 Pl
Victoria Park Tower Association
NE 8 Ct

LEGEND

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

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

Alternative 9. *Formerly Concept 11*

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

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

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

Advantages

- Almost all existing operational and safety deficiencies improved
- Substantial expansion to high volume left and right turning lanes
- Significant expansion of shared use bike/ped facilities
- Reduced pedestrian crossing distances

Disadvantages

- High capital costs
- Moderate impacts to adjacent property
- TD Bank median opening eliminated
- Very high impacts during construction
- Moderate impacts to adjacent property
- Depressed ramp entry and exit points create undesirable merging and weaving
- Sustainability and flood prevention is difficult to achieve

Compared to all other alternatives

Criteria	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 *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 Formerly Concept 4 *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 Formerly Concept 5 *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

N
SCALE
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NE 13 St
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NE 19 Ave
Gateway Shopping Center
Big Louie’s Pizzeria
NE 20 Ave
Middle River
NE 9 Pl
Victoria Park Tower Association
NE 8 Ct

LEGEND

- Existing Roadway Right-of-Way Line
- Signal Controlled Intersection
- Proposed Road Widening or Reconstruction
- Proposed Road Resurfacing
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- Proposed Green Area
- Proposed Underpass Structure

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

Alternatives Evaluation Matrix - US-1/SR 5 at SR 838/Sunrise Boulevard Intersection

Criteria	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 *Eastbound Triple Left Signalized At-Grade T*	Alternative 4 Formerly Concept 4 *Eastbound Downstream Triple Left Signalized At-Grade T*	Alternative 5 Formerly Concept 5 *Eastbound Upstream Triple Left Signalized At-Grade T with SB/NB Crossover*	Alternative 6 Formerly Concept 7 *Multilane 3-Leg Roundabout with Eastbound Left Turn Compressed Flyover/Overpass (overhead vertical separation)*	Alternative 7 Formerly Concept 8 *Multilane 3-Leg Roundabout with Eastbound 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)*
Traffic Operations	■	●	●	▲	▲	●*	●*	▲	▲
Bike/Ped Safety and Access/Level of Stress	■	●	●	●	●	■	■	●	●
Utility Impacts	●	▲	▲	▲	▲	■	■	■	■
Access/Driveway/ Minor Streets/ Vehicular Flows	▲	▲	▲	▲	■	■	■	■	■
Constructability/ Maintenance of Traffic	●	▲	▲	▲	▲	■	■	■	■
Drainage	●	▲	▲	▲	▲	▲	■	▲	■
Historic/Community/ Urban Design	▲	●	●	●	●	■	▲	■	▲
Construction Cost	●	●	●	▲	▲	■	■	■	■
Right-of-Way Impacts	●	▲	▲	▲	▲	■	■	▲	▲

* *Alternative needs to include signalization for pedestrians and bicyclists.*

● *Positive* ▲ *Neutral* ■ *Negative*

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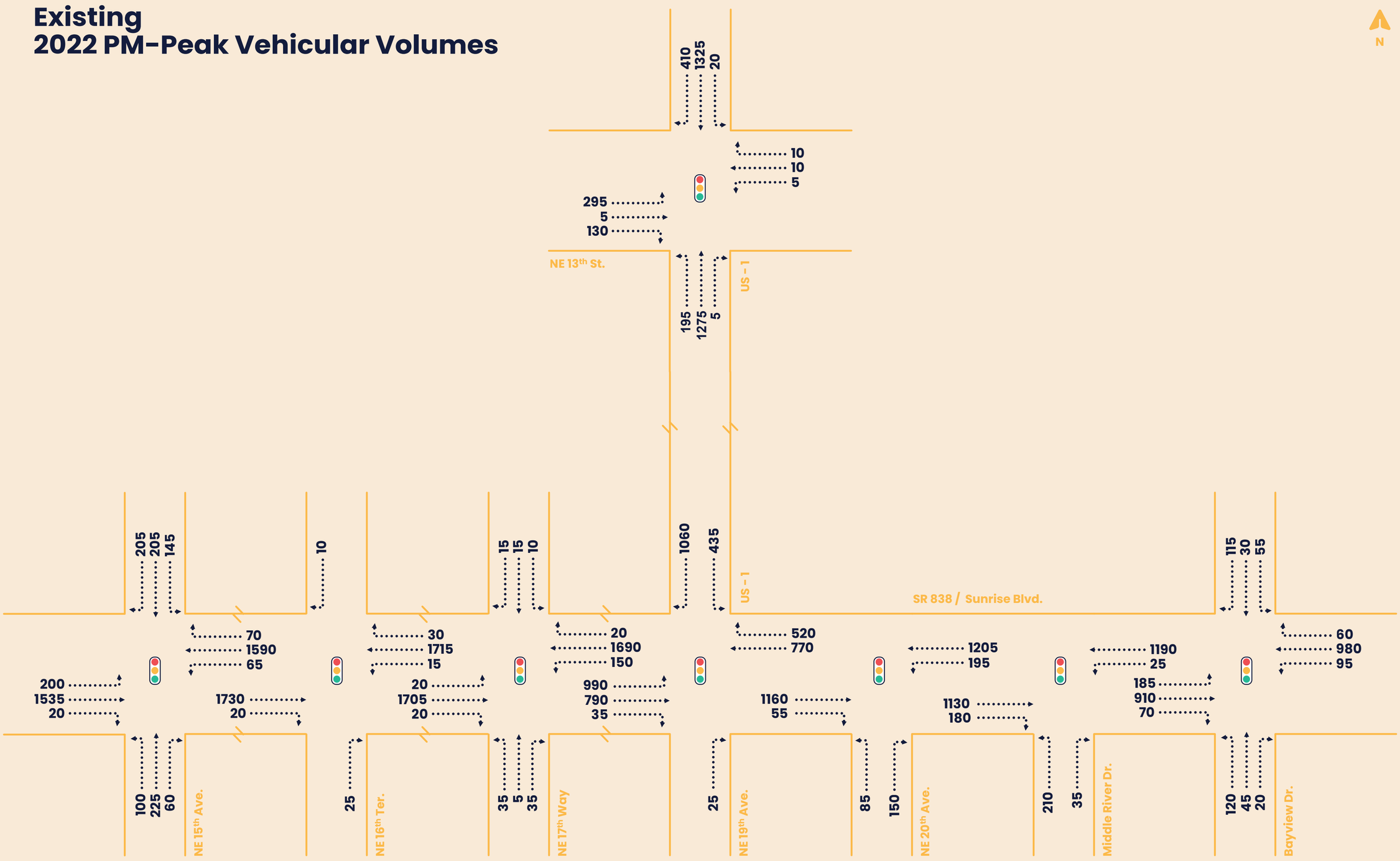
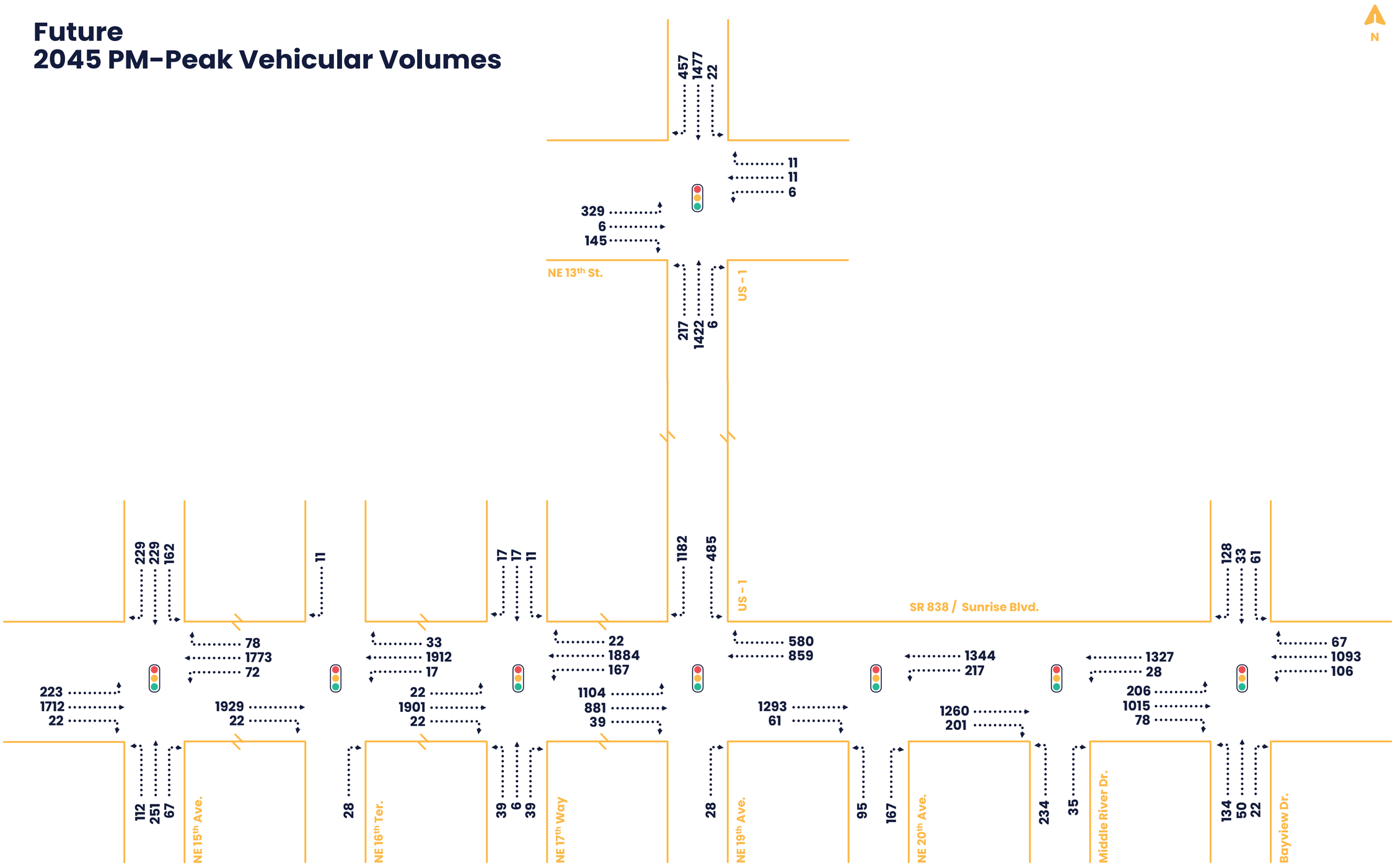
Roadway Network
Existing & Future Peak Hour Traffic Volumes

Existing
2022 PM-Peak Vehicular Volumes

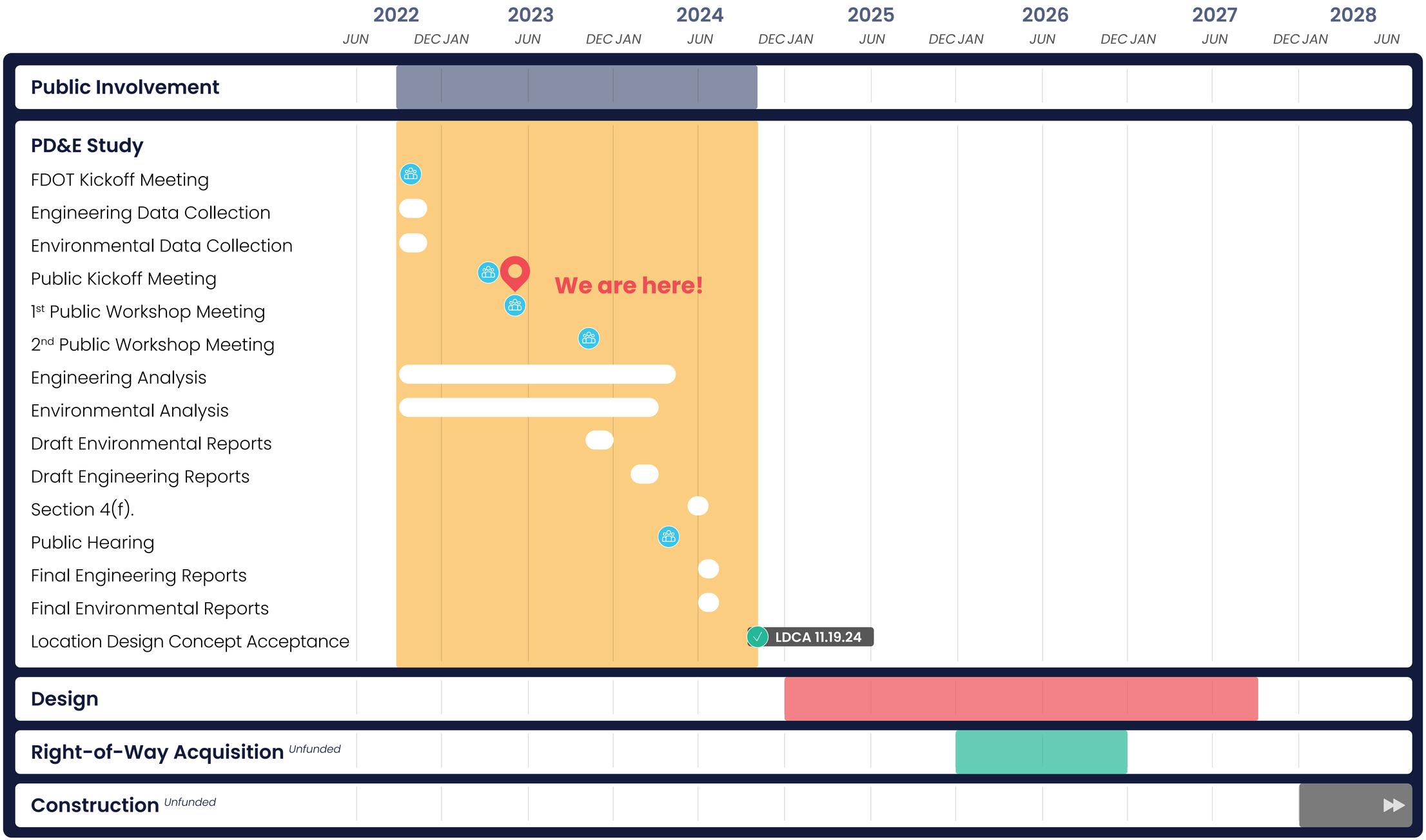


Future
2045 PM-Peak Vehicular Volumes



Contact: Adham Naiem . Florida Department of Transportation, District 4 . 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309 . 954-777-4440 . Adham.naiem@dot.state.fl.us
Project Website: www.fdot.gov/projects/US1GatewayPDE

Project Schedule



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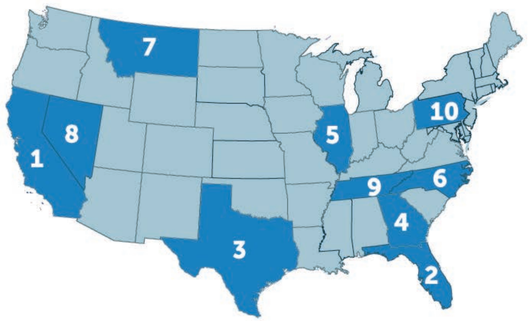
National Vehicle Theft Prevention Month
July 1 - 31st, 2023

PROTECT YOUR VEHICLE FROM THEFT WHAT YOU SHOULD KNOW

States With
MOST VEHICLES STOLEN IN 2019



1. California
2. Florida
3. Texas
4. Georgia
5. Illinois
6. North Carolina
7. Montana
8. Nevada
9. Tennessee
10. Pennsylvania

*Top 10 states with THE highest numbers of vehicles reported stolen in CY 2019

In 2020, there were
804,400
VEHICLES STOLEN
NATIONWIDE

In 2020, thieves stole more than
$7 BILLION
in motor vehicle value

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

PREVENT VEHICLE THEFT:

PARK in well-lit areas.
HIDE valuables.
LOCK cars and windows.

DO NOT leave keys in car
AND
NEVER leave your vehicle while it's running.

Nationally, only
56.4%
of stolen vehicles are
RECOVERED

For more information on vehicle theft prevention and NHTSA, check out
NHTSA.gov/Theft

NHTSA