



## **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

**Fort Lauderdale Council of Civic Associations**

# Agenda

- 01 Project Team
- 02 Project Location & Timeline
- 03 Project Purpose & Need
- 04 Alternatives Under Consideration
- 05 Public Involvement
- 06 Questions & Answers
- 07 Next Steps

01

# Project Team

# Key Team Members



**Kris McKirdy, PE**  
*Project Manager*

FDOT District 4



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

Gannett Fleming



**Nelson Mora, PE**  
*Project Engineer*

Gannett Fleming



# Partners



# 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.



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# Project Location & Timeline

# 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

 Sunrise Blvd Project Limits

 US-1 Project Limits



Traffic Intersections



Drawbridge Signal

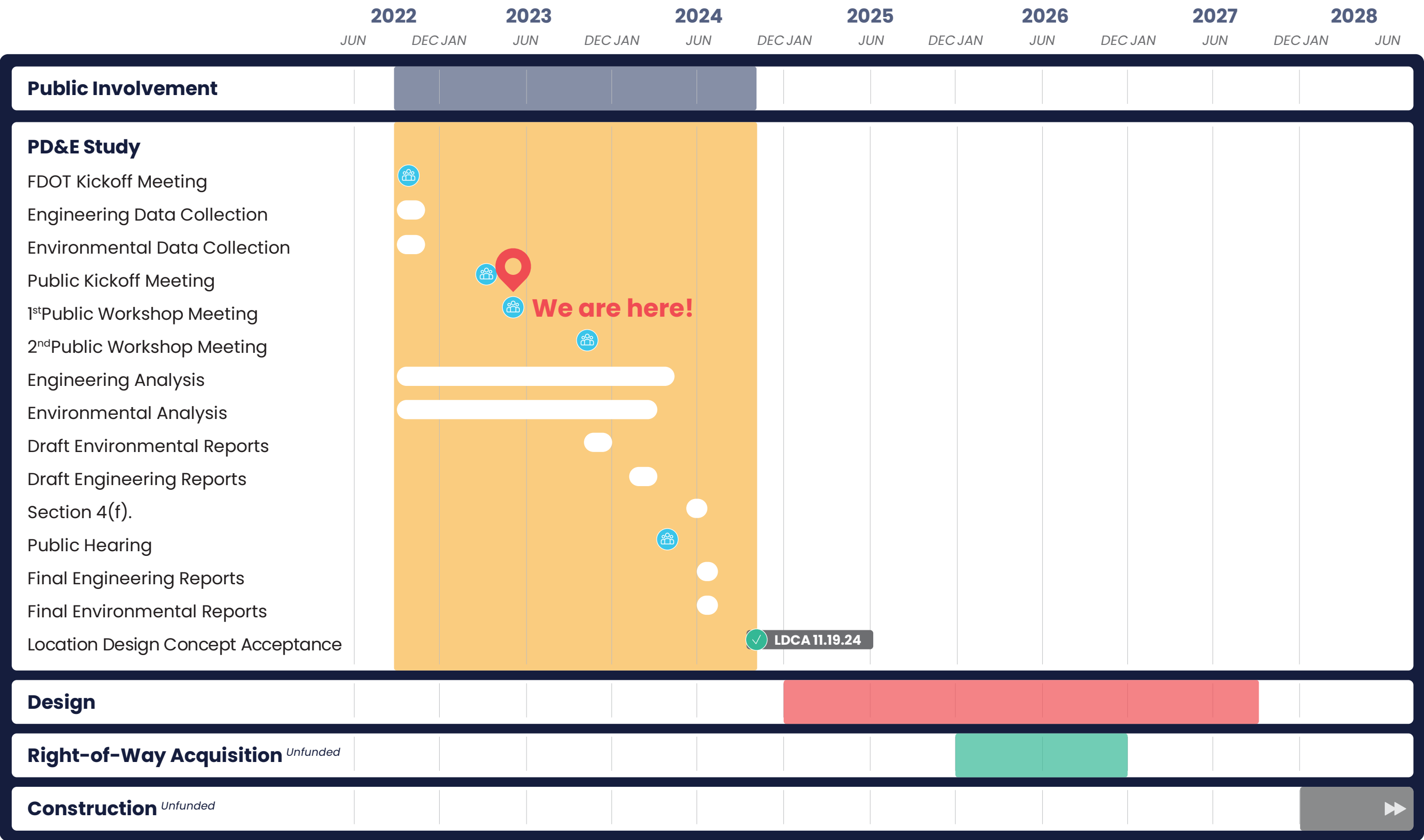
**Context Class**

**4 & 5**

**Access Class**

**5**

# Project Timeline





03

# 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.





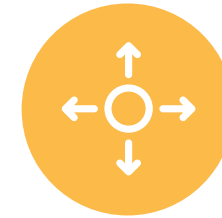
# Intersection Needs



**Emergency  
Evacuation  
& Response**



**Modal  
Interrelationships**



**Capacity**

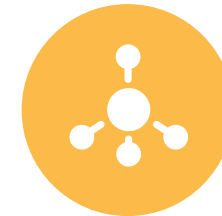
- Consider all movements all modes



**Transportation  
Demand**



**Safety**



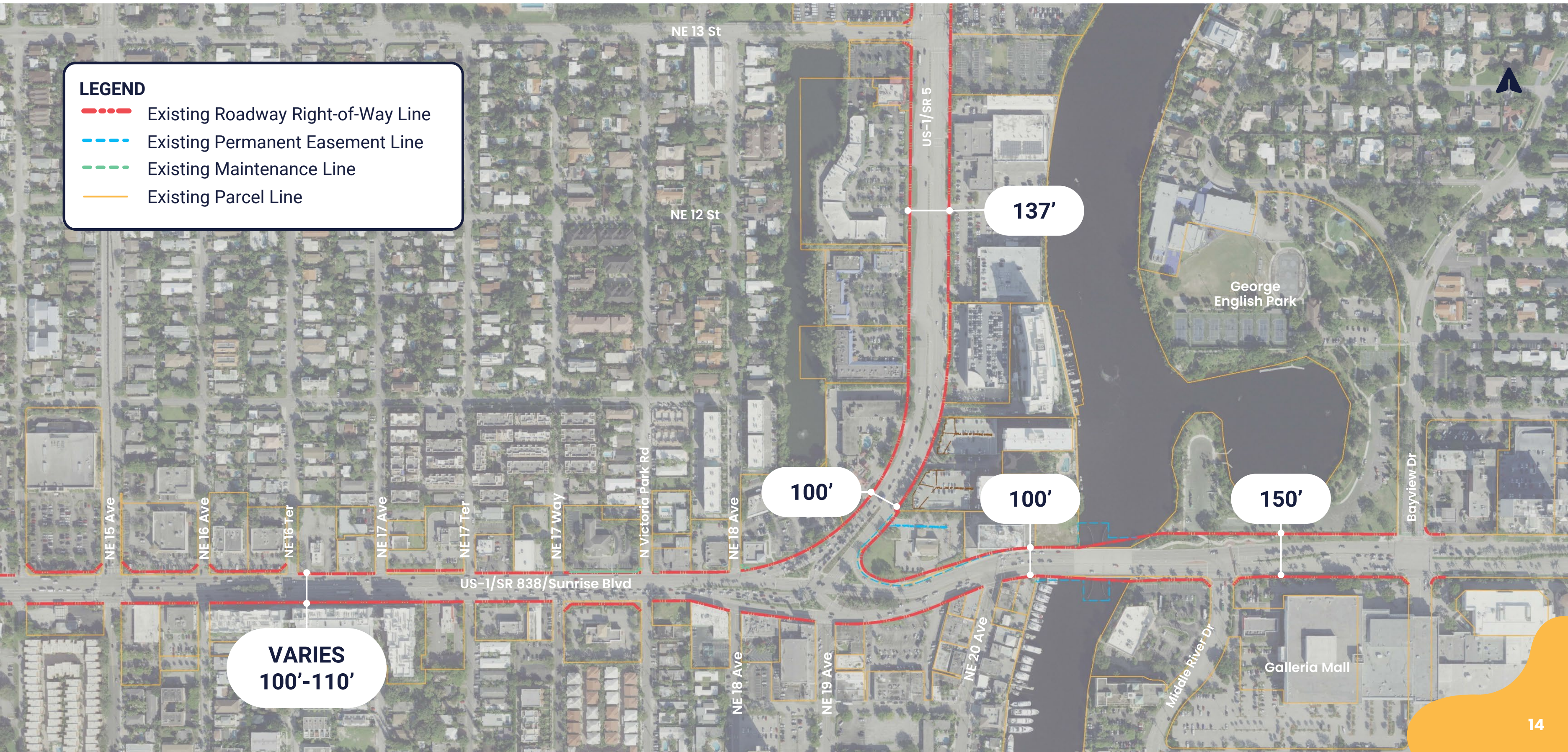
**System Linkage**

**04**

# **Alternatives Under Consideration**



# Existing Intersection and Right-of-Way





# Alternatives Considered – US-1 at SR 838/Sunrise Blvd Intersection

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

# Factors Considered when Evaluating Alternatives

## Initial List of Evaluation Factors

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

**Which are most important?**

**Which are least important?**

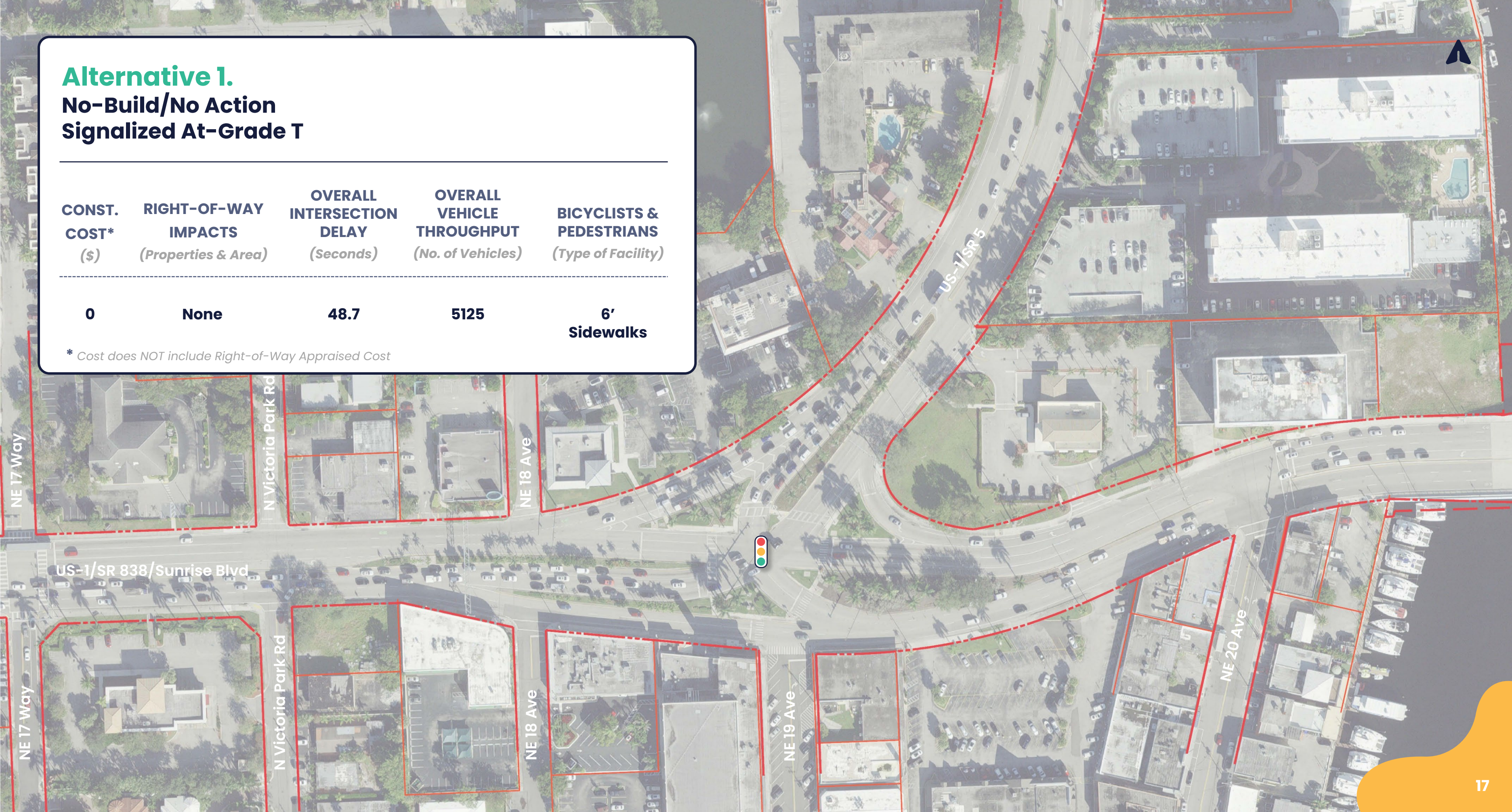
**Should others be added?**



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

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

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





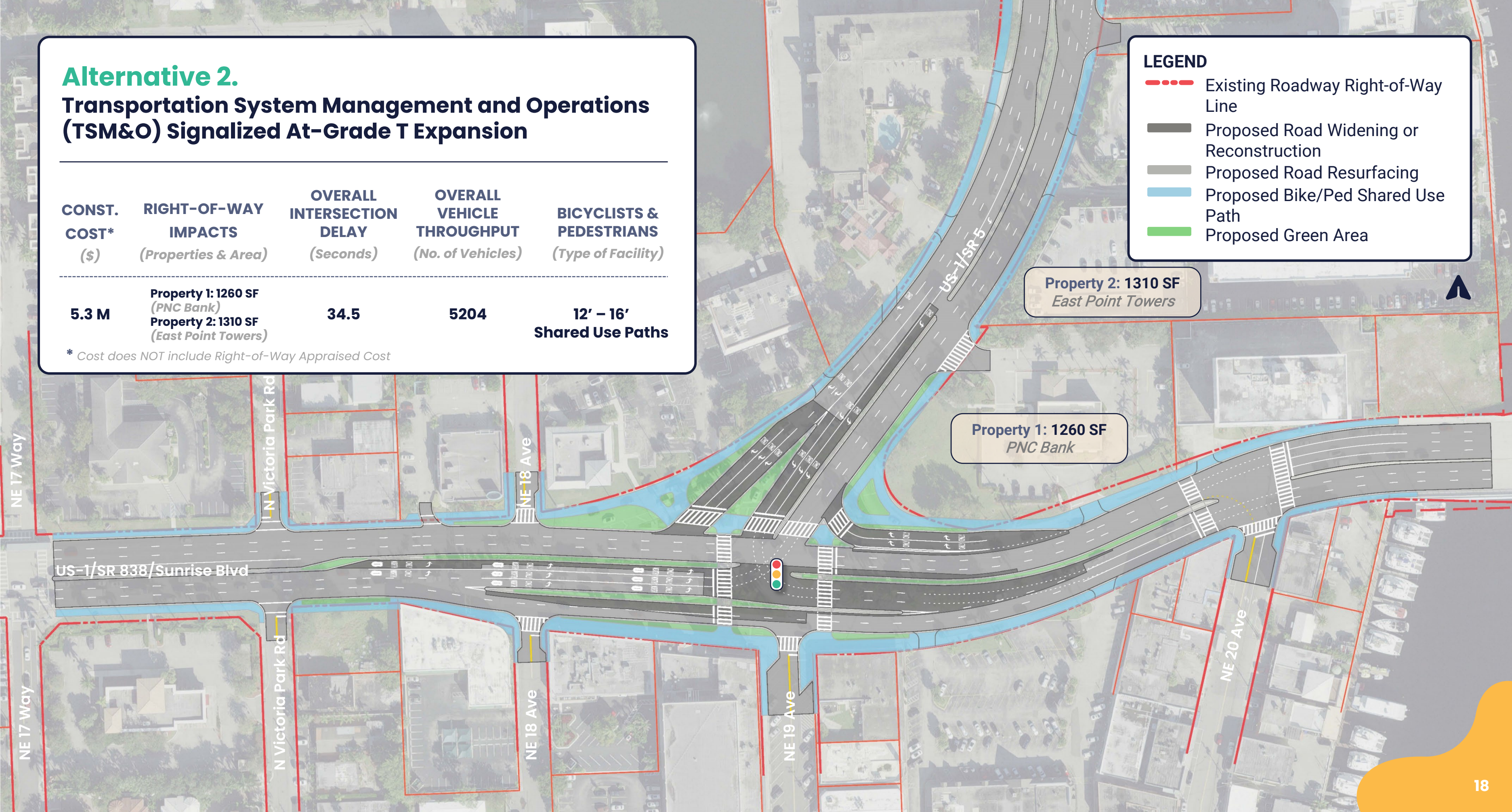
Alternative 2.  
Transportation System Management and Operations  
(TSM&O) Signalized At-Grade T Expansion

CONST. COST*	RIGHT-OF-WAY IMPACTS	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

LEGEND

Existing Roadway Right-of-Way Line

Proposed Road Widening or Reconstruction



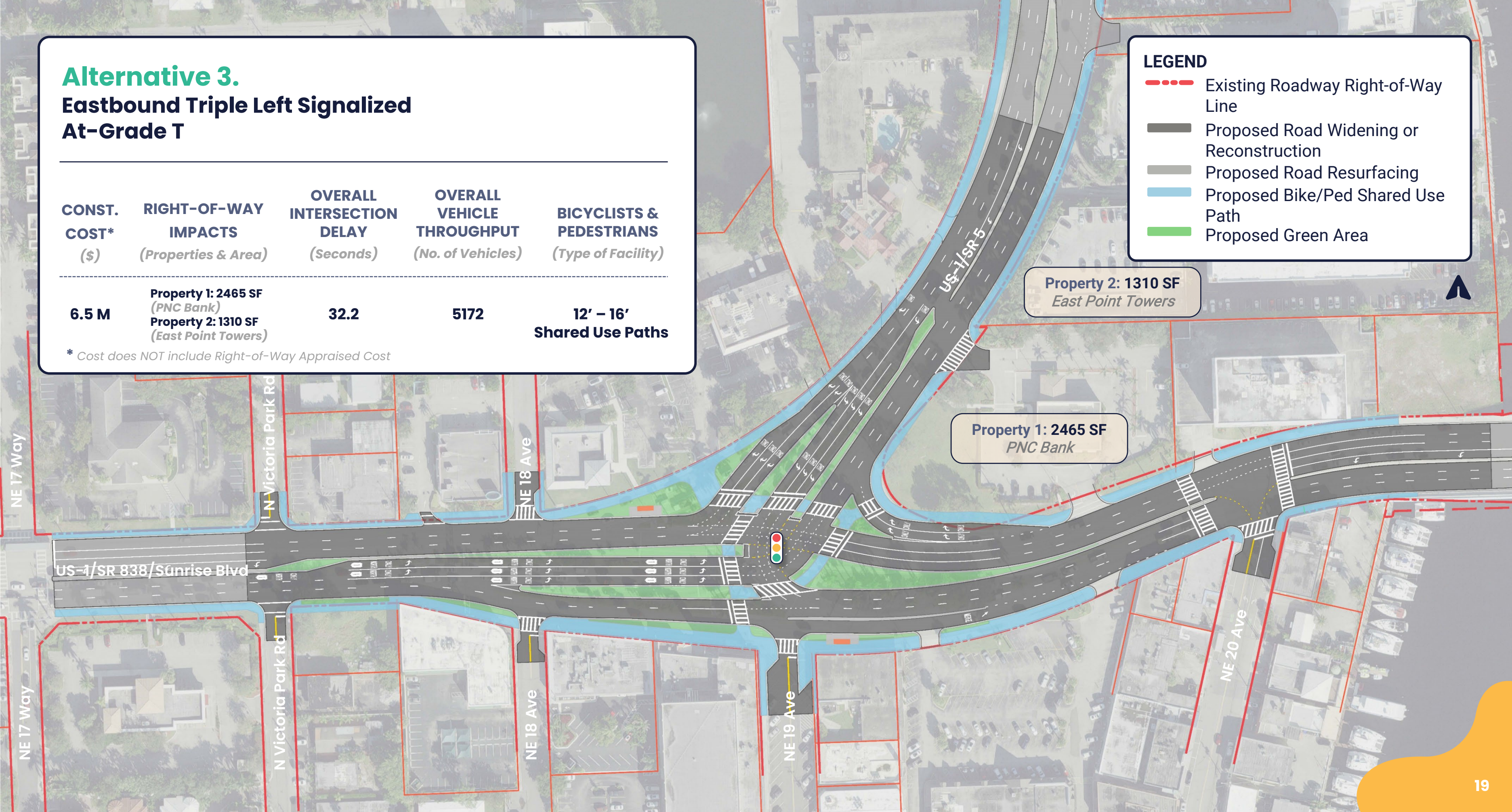
Alternative 3.  
Eastbound Triple Left Signalized  
At-Grade T

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

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

LEGEND

Existing Roadway Right-of-Way Line

Proposed Road Widening or Reconstruction



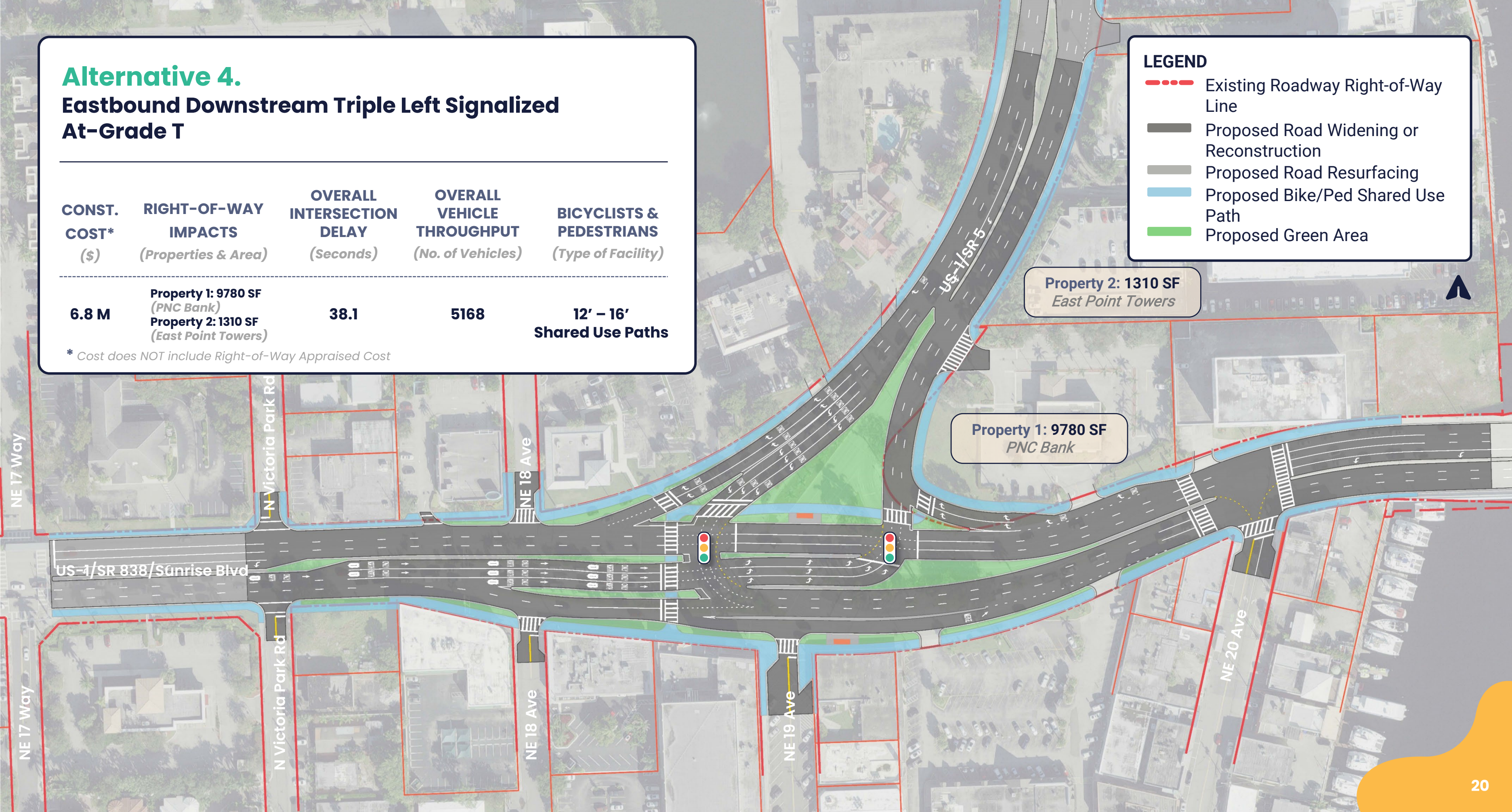
Alternative 4.  
Eastbound Downstream Triple Left Signalized  
At-Grade T

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

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

LEGEND

Existing Roadway Right-of-Way Line

Proposed Road Widening or Reconstruction



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

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

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

LEGEND

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





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

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

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

LEGEND

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

Property 2: 3700 SF  
East Point Towers

Property 1: 8415 SF  
PNC Bank

LEGEND

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



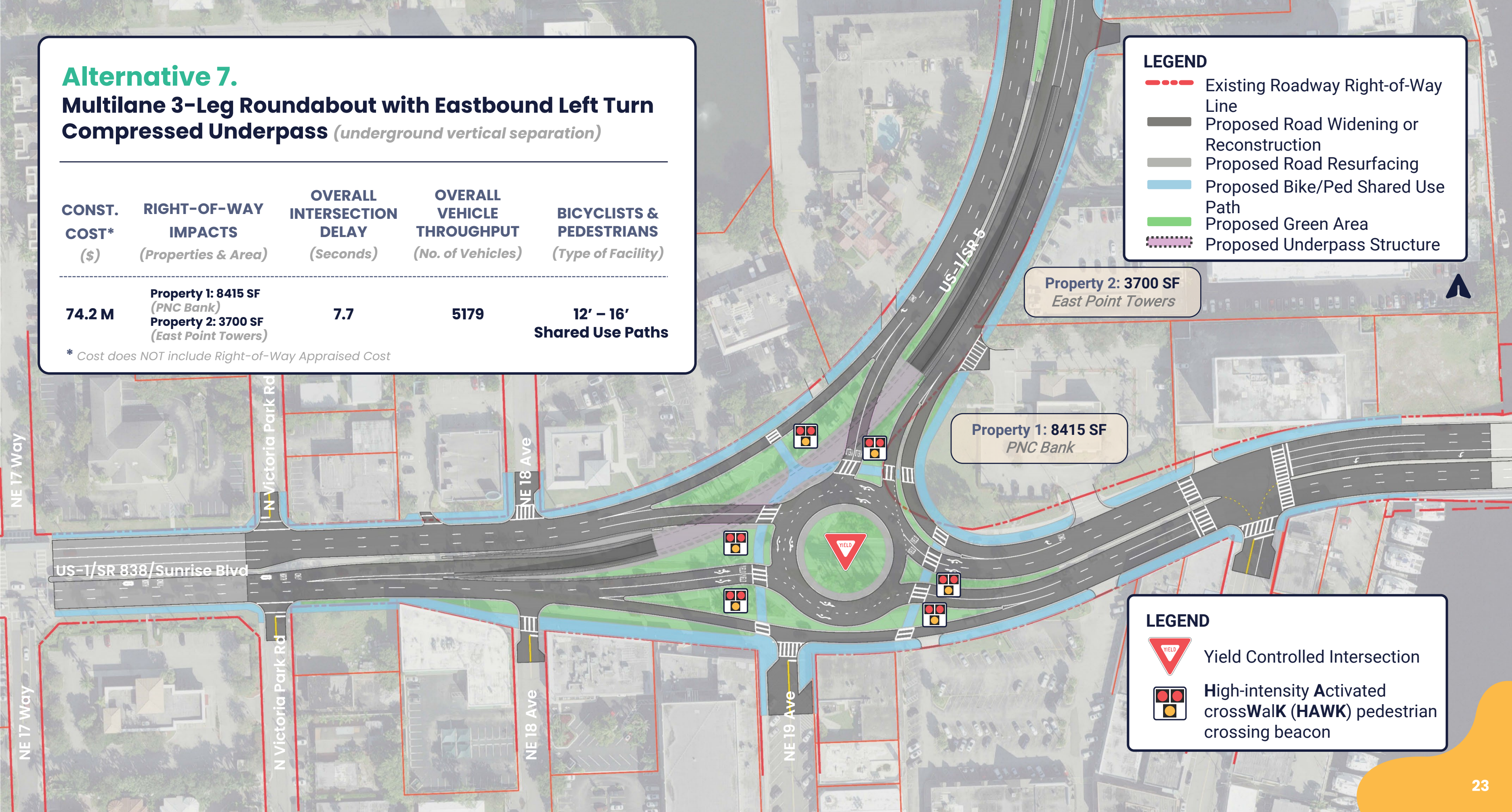
Alternative 7.  
Multilane 3-Leg Roundabout with Eastbound Left Turn  
Compressed Underpass (underground vertical separation)

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

LEGEND

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



LEGEND

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



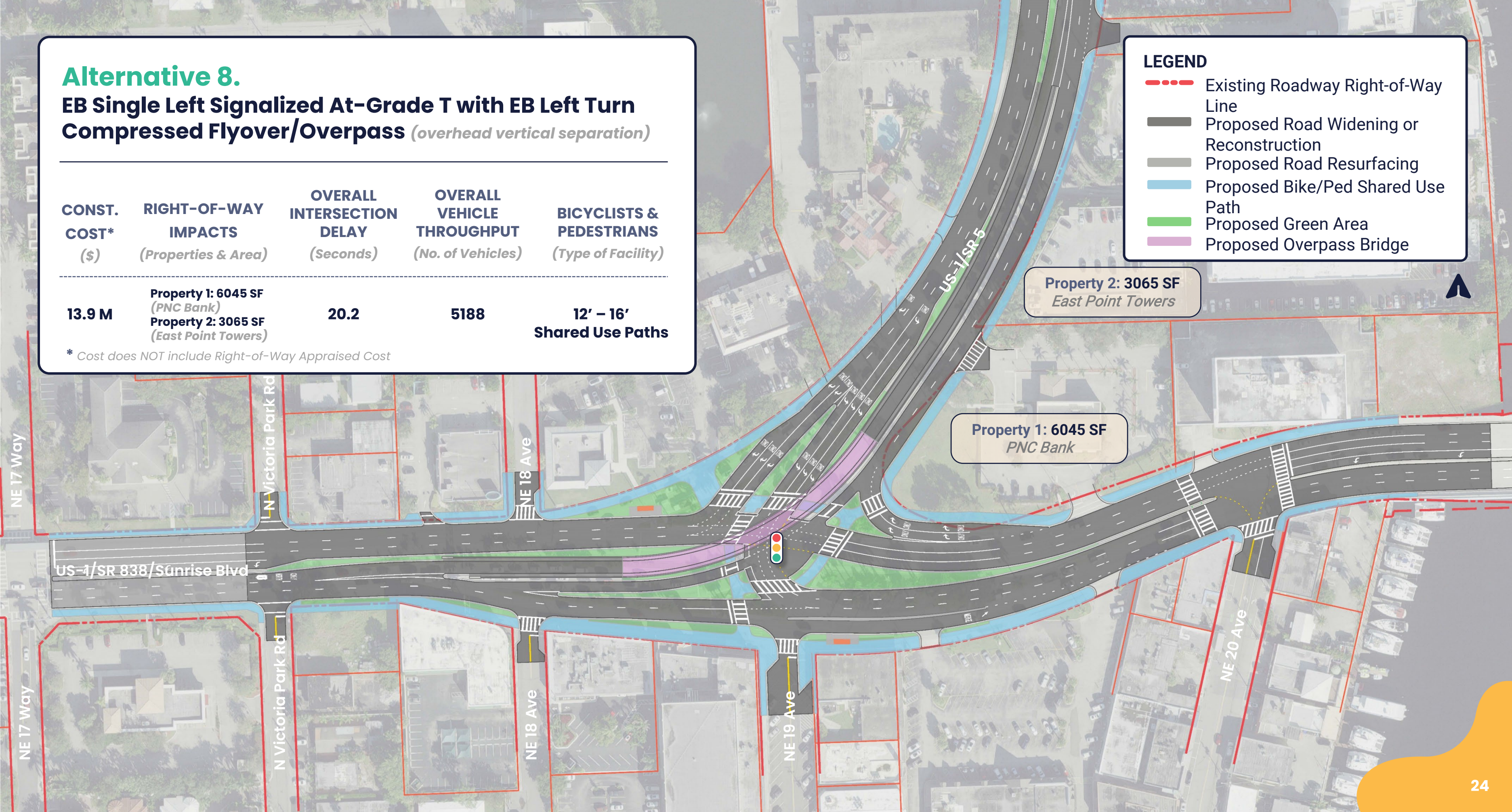
Alternative 8.  
EB Single Left Signalized At-Grade T with EB Left Turn  
Compressed Flyover/Overpass (*overhead vertical separation*)

CONST. COST* (\$)	RIGHT-OF-WAY IMPACTS (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

LEGEND

Existing Roadway Right-of-Way Line

Proposed Road Widening or Reconstruction



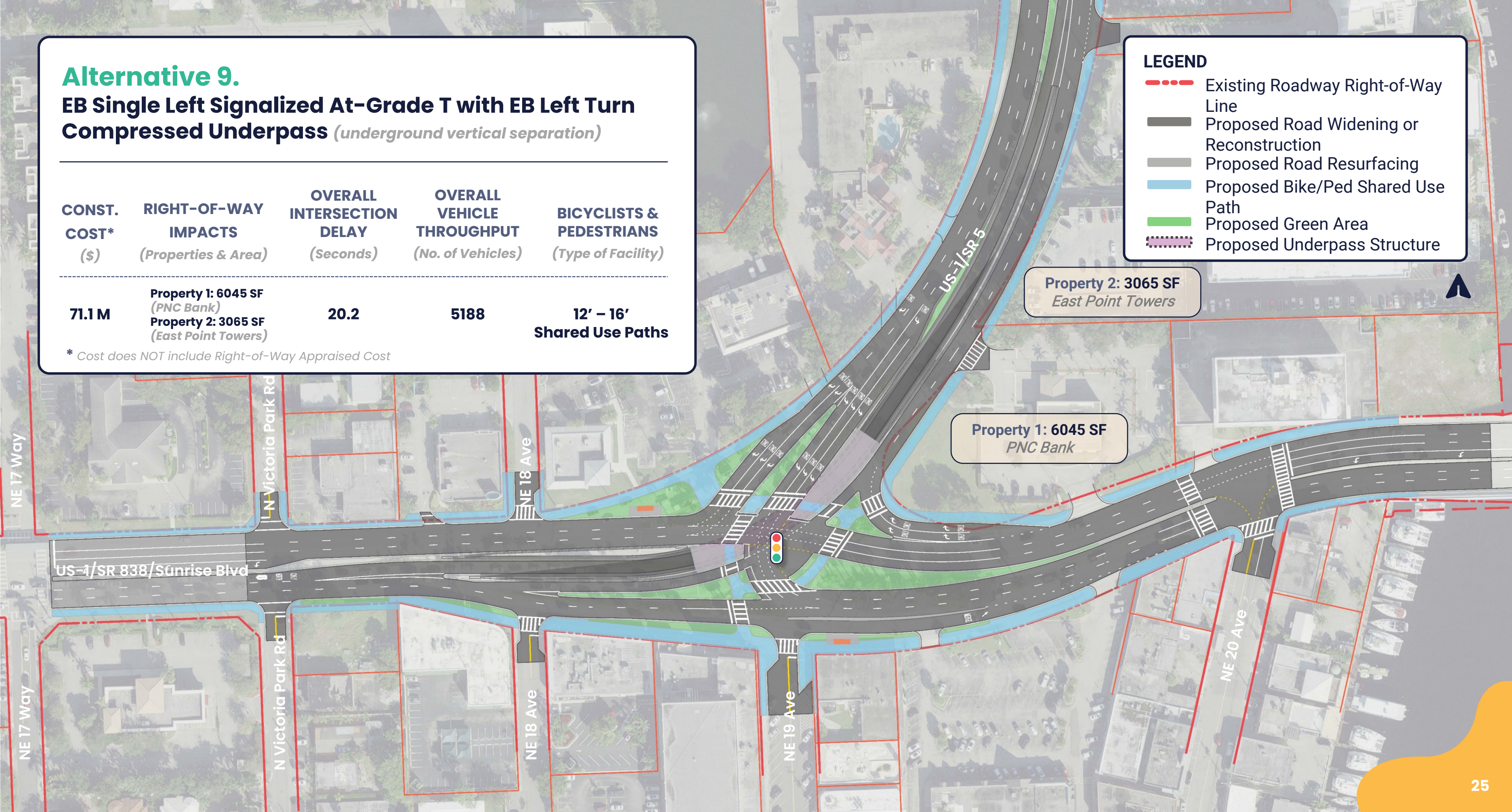
Alternative 9.  
EB Single Left Signalized At-Grade T with EB Left Turn  
Compressed Underpass (underground vertical separation)

CONST. 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

LEGEND

Existing Roadway Right-of-Way Line

Proposed Road Widening or Reconstruction



# Evaluation Matrix

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

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



● Positive    ▲ Neutral    ■ Negative

# Poll Questions

- 01** What type of alternative do you prefer?
- a) Above Grade
  - b) At Grade
  - c) Below Grade
- 02** Which alternative do you think is the best, second best and third best?
- First \_\_\_\_\_
- Second \_\_\_\_\_
- Third \_\_\_\_\_
- 03** What is the primary reason you selected these as the three best alternatives?
- a) Cost
  - b) Impacts
  - c) Benefits
  - d) Combination of factors
- 04** Would you like to modify, delete, or add anything to any of the alternatives you selected as the best?
- a) Yes
  - b) No

- 05** If you answered yes to the previous question, what would you modify, delete, or add?
- Fill in the blank \_\_\_\_\_
- 06** Due to limited available space, would you prefer buffer separated on-street bicycle lanes or wide curbside shared use paths for pedestrians and cyclists?
- a) On-street Bicycle lanes
  - b) Off-street Shared use path
- 07** Do you agree with the NE 20<sup>th</sup> Avenue intersection remaining as is, without modification?
- a) Yes
  - b) No
- 08** If you answered no to the previous question, what would you modify?
- Fill in the blank \_\_\_\_\_



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# Public & Stakeholder Involvement

# Several Meetings/Opportunities to get Involved



## 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)

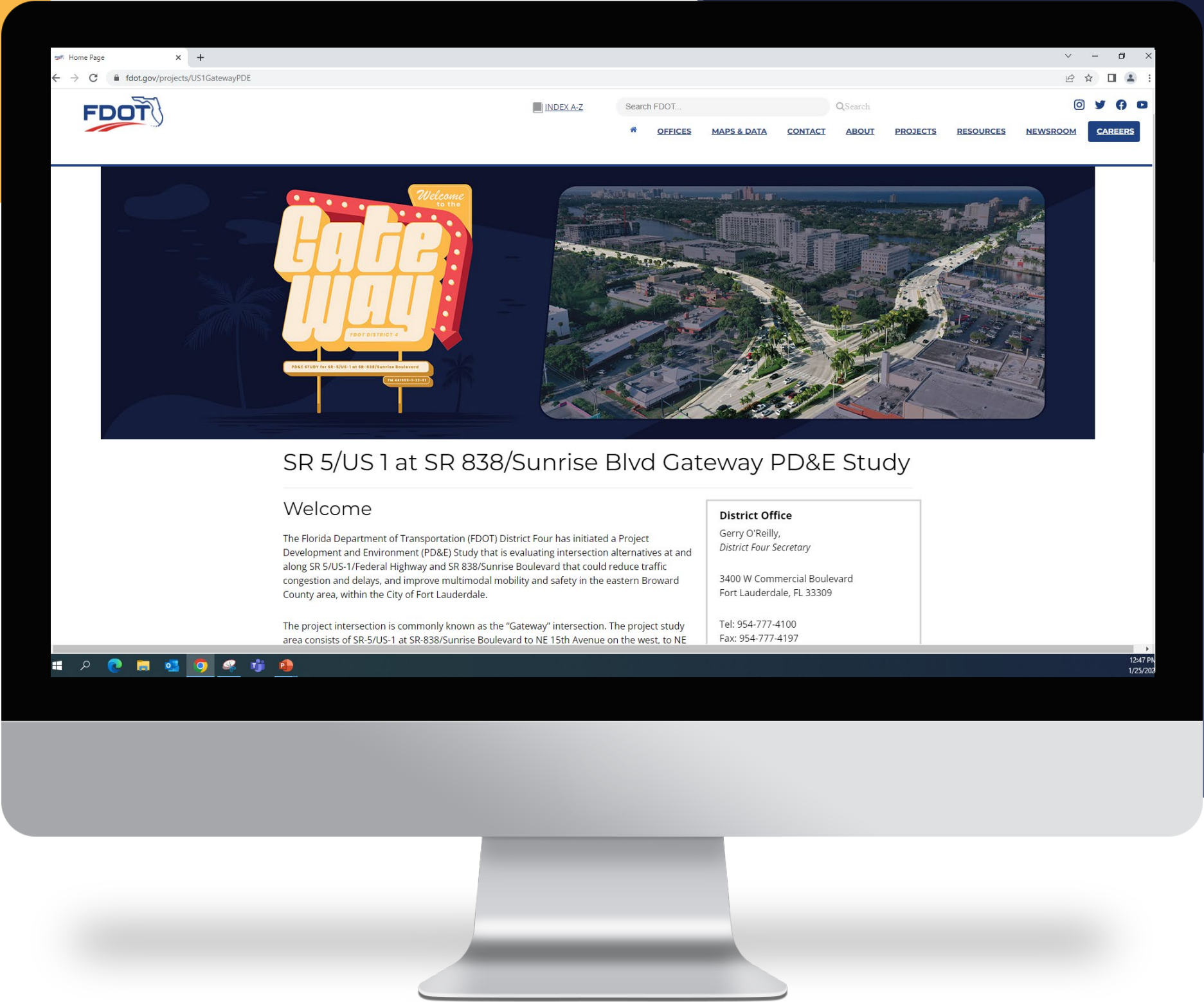
## Informal Meetings

- Victoria Park
- Gateway Shopping Center
- Lake Ridge
- East Point Towers
- Council of Civic Associations
- Laudergate Isles
- Coral Ridge
- Sunrise Intracoastal
- Other Interested Stakeholders

# Visit the Project Website

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

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



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# Questions & Answers

# Submitting Comments & Questions

## Multiple ways to submit:

- 01 Verbally by providing comments and questions during today's meeting.
- 02 Online at project website  
**[www.fdot.gov/projects/US1GatewayPDE](http://www.fdot.gov/projects/US1GatewayPDE)**
- 03 By email to Project Manager  
**Kris.McKirdy@dot.state.fl.us**
- 04 By US mail to Project Manager  
**Kris McKirdy**  
**Florida Department of Transportation, District 4**  
**3400 West Commercial Boulevard**  
**Fort Lauderdale, Florida 33309**

Project Website





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# Next Steps

# Next Steps



**FOR MORE  
INFORMATION  
CONTACT US:**

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**Project Manager**

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**Email:** [Kris.McKirdy@dot.state.fl.us](mailto:Kris.McKirdy@dot.state.fl.us)

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

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