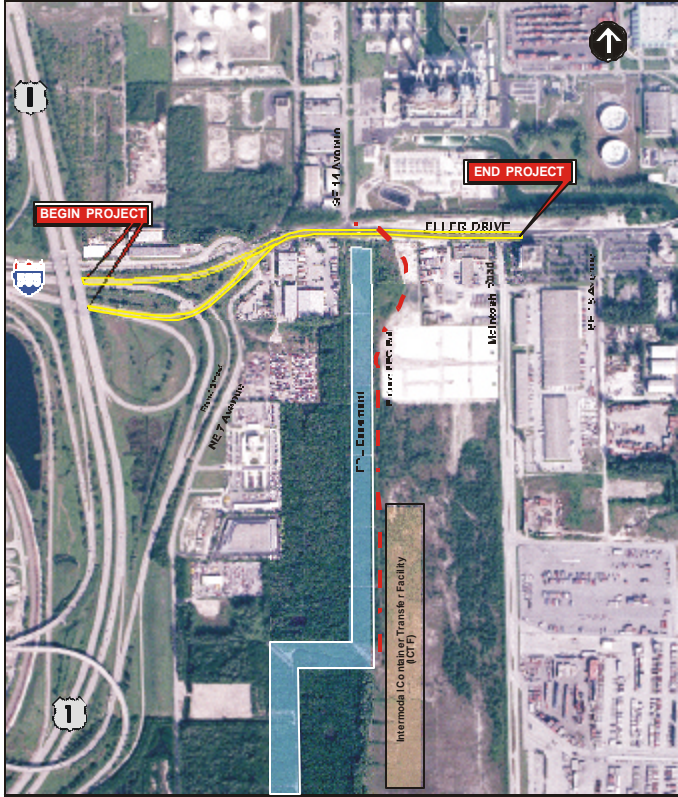




ELLER DRIVE PD&E STUDY

FACT SHEET



PROJECT JUSTIFICATION

Eller Drive serves as the immediate link between Interstate 595 and the main entrance to Port Everglades (See Figure). Port Everglades' expansion of the Southport yards will include the addition of a 40-acre Intermodal Container Transfer Facility (ICTF). The operation of this ICTF depends on the provision of a spur of the FEC rail line, (which presently runs parallel to Eller Drive), southward to the Southport yards and ICTF. Due to the increasing demand on Eller Drive from both cargo and cruise traffic, an at-grade crossing of the rail line would cause serious traffic queues diminishing operation and capacity. The study will focus on providing an efficient movement to and from the Port facility, while retaining and integrating the local access and traffic movements and improving the movement of vehicles between the Port and the Airport.

PROJECT CHARACTERISTICS

The project will encompass the evaluation of several Eller Drive overpass alternatives needed to span over the RR spur, which will serve the ICTF. The project will also consider the realignment of several Port roads such as Front Street, N.E. 7th Avenue and S.E. 14th Avenue as necessary to improve or maintain the local circulation of traffic.

PROJECT STATUS

This study is in the Project Development and Environmental (PD&E) phase of project development. During this phase the preliminary engineering as well as the preparation of all necessary environmental documentation required for federal approval and subsequent funding is completed. The study commenced in May 2000 and is expected to be completed by the End of 2002. The preparation of the final construction drawings and right-of-way acquisition will follow this phase with project

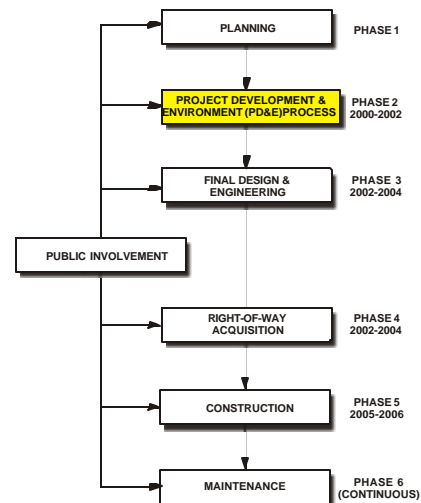
PROJECT COSTS

At this early stage of development the approximate project costs are as follows:

Design	: \$ 1.5 million
CEI	: \$ 2.9 million
Construction	: \$ 17.3 million
Right-of-Way	: \$ 3.6 million
Total	: \$ 25.3 million

RECOMMENDATIONS

Three (3) alternate corridor locations were considered during the course of the study. Based on a detailed evaluation, it was concluded that the existing corridor location offered the best potential for the fulfillment of the project's needs. Within the existing corridor, fifteen different conceptual options were developed. Some of these conceptual options facilitate the I-595 to port service through the provision of an elevated "express connector". (Category 1 options). Other options provide "express service" not only for the I-595 to Port traffic but also for the airport to Port traffic. (Category 2 options). While still others also provide express service for the port to airport traffic. (Category 3 options). A comprehensive engineering and environmental evaluation of these options was conducted using various multicriteria evaluation methods. Preliminary results indicate that alternative 2C (a category 2 option) is the best choice.



MORE INFORMATION

If you would like to learn more about this study, please contact Richard Young, P.E., Project Manager
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