

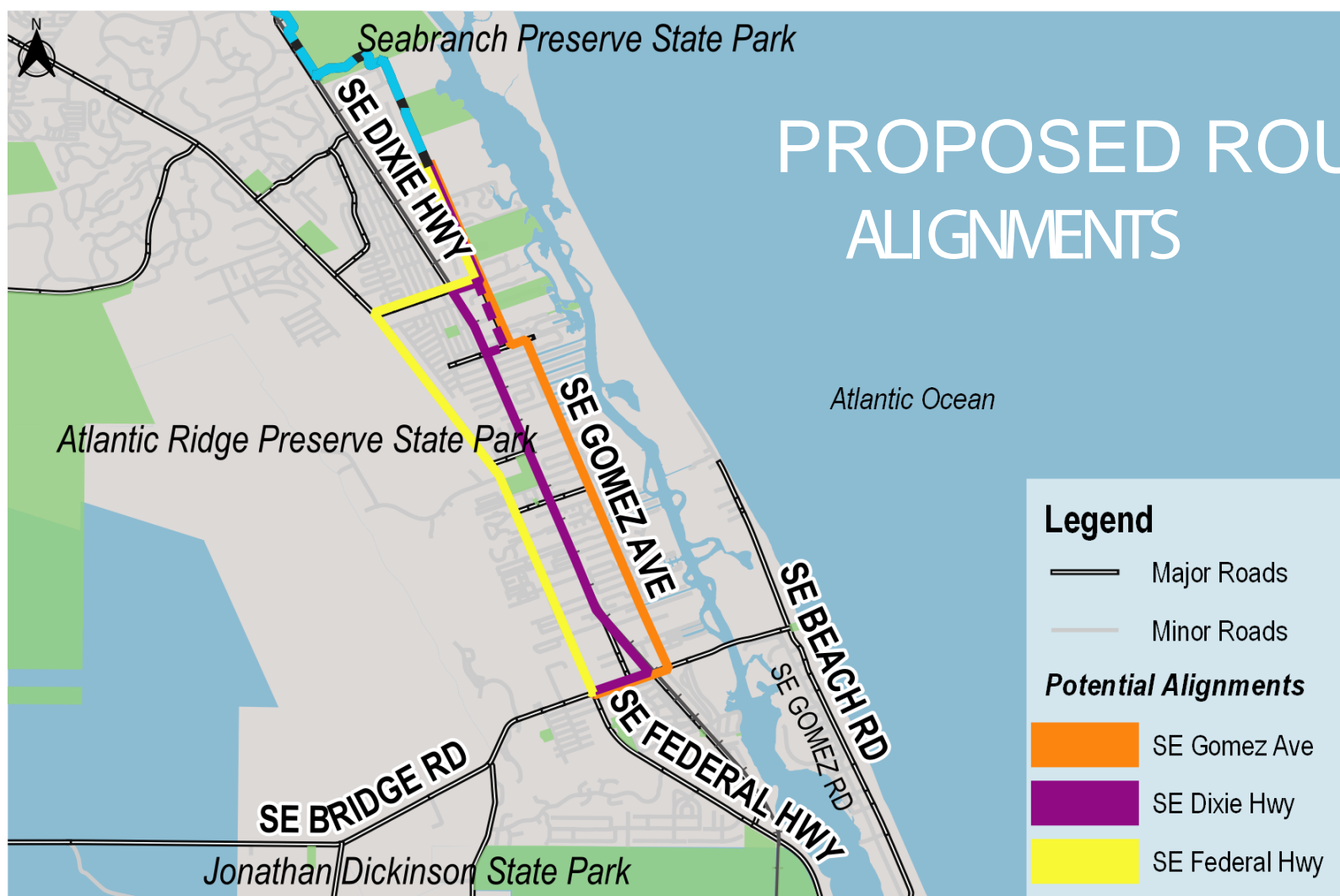


HOBE SOUND  
NORTH CORRIDOR  
SUN TRAIL

Route Alignments & Typical  
Section Alternatives



# PROPOSED ROUTE ALIGNMENTS



# Alignments Continued



## Gomez Ave

- Lower Speed Limit & Traffic
- Little to No ROW Restrictions
- Less Traffic & Crashes
- Least No. of Driveways
- Several Crossings
- Most Feasible



## Dixie Hwy

- ROW Restricted- FEC Railroad/ROW Challenges
- Higher Speed Limits & Higher Traffic Volumes
- Several Ped/Bike Crashes
- Limited Crossings
- Least Feasible – Most Costly



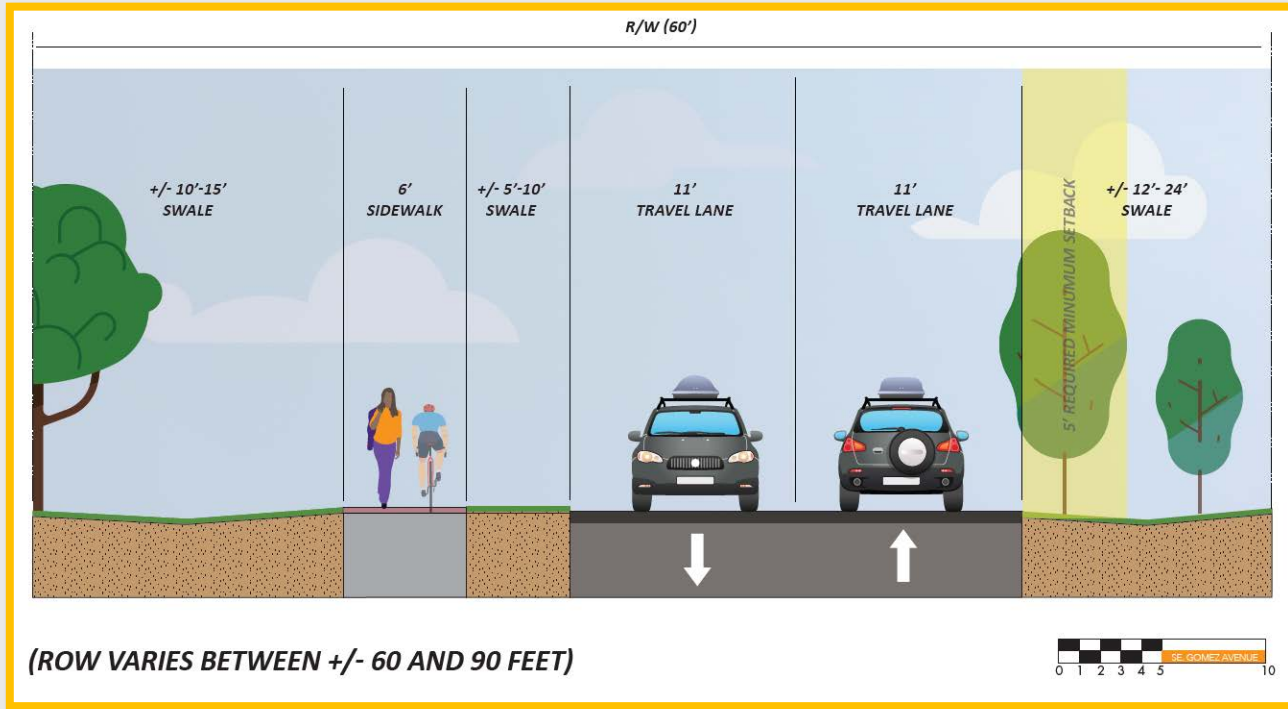
## US1

- No ROW Restrictions
- Frontage Road (Westside)
- Higher Speed Limits
- Heaviest Traffic Volumes
- Highest No. of Non-Motorized Crashes
- Limited Crossings
- Feasible

# Gomez Ave Existing Typical Section

West

East

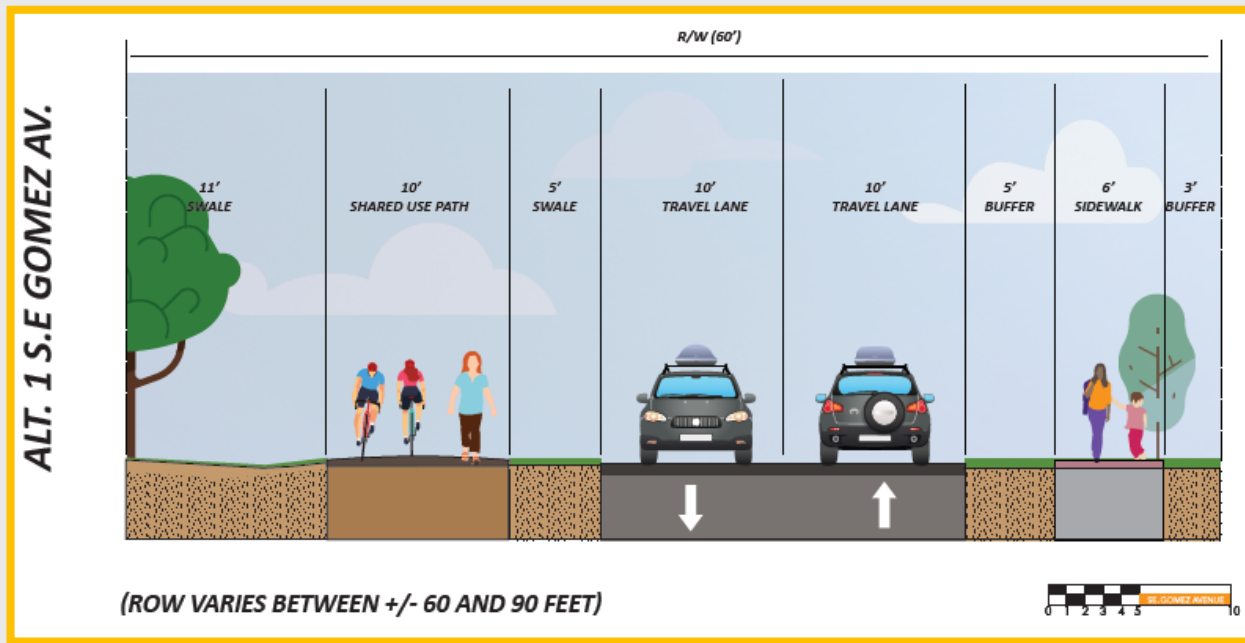


- ROW Varies 60 to 90 Feet
- 2 Lanes of Traffic
- Posted Speed Limit is 35 MPH
- Residential Uses, Parks and Schools

# Gomez Ave Alternative 1

West

East

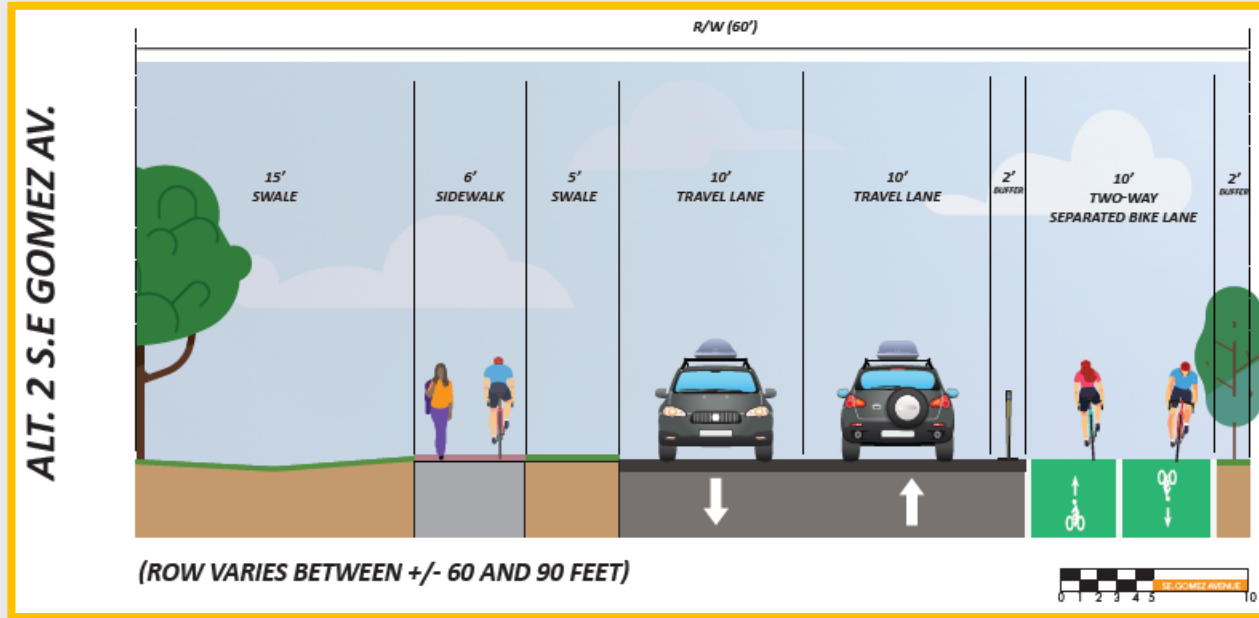


- 10' Shared Use Pathway (Westside)
- 6' Sidewalk (Eastside)
- Reduced Lane Width to 10' (Optional)
- Several Driveways Impacted

# Gomez Ave Alternative 2

West

East

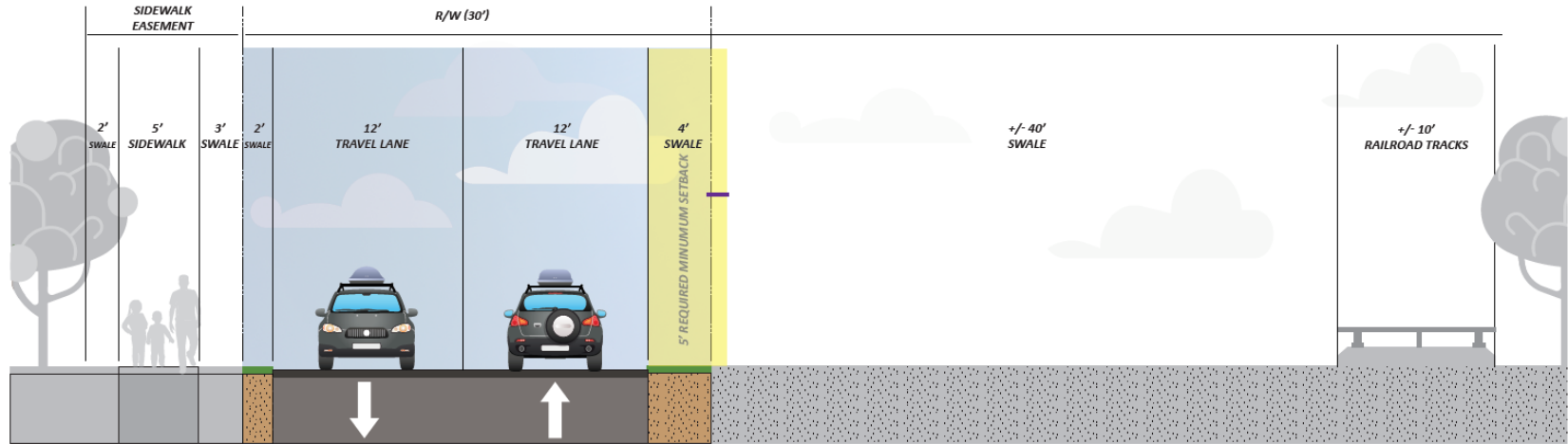


- 10' Two-Way Protected Bikeway (Eastside)
- 2' Physical Barrier if Minimum Setback Cannot be Met
- 6' Sidewalk (Westside)
- Reduced Lane Width to 10' (Optional)
- Utility Pole Relocation May be Required
- Less Driveways

# Dixie Hwy Existing Typical Section

West

East



(ROW VARIES BETWEEN +/- 30 AND 85 FEET)

**EXISTING S.E DIXIE HWY**

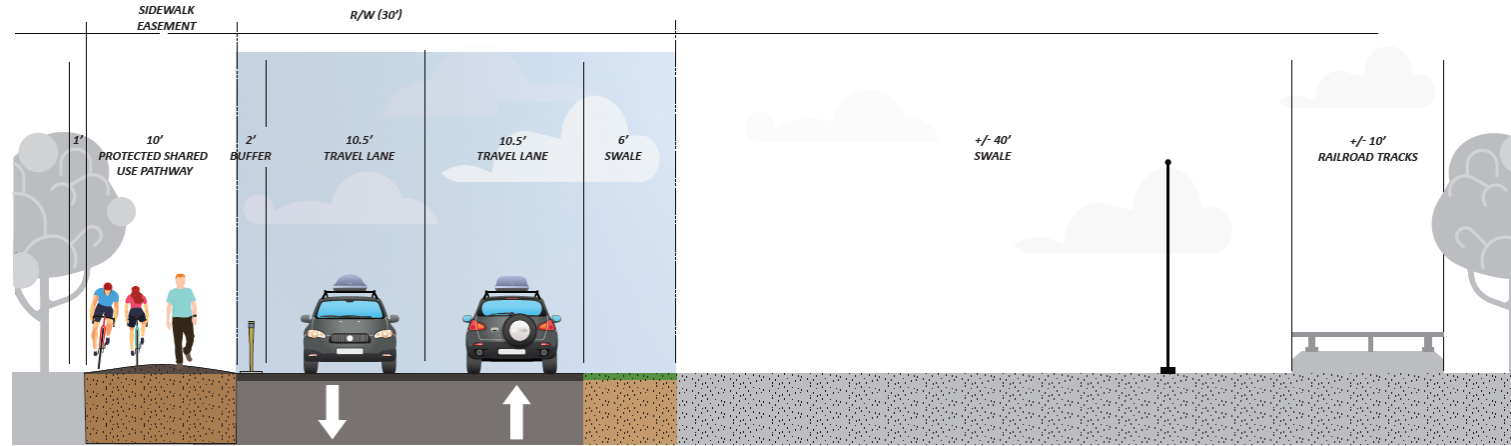


- 30' ROW between Dharyls St. & Bridge Rd.
- 10' Sidewalk Easement on Westside – Some Parcels Missing this Easement
- FEC Railroad Located on Eastside
- Posted Speed Limit is 30 – 45 MPH
- 2 Lanes of Traffic
- Residential and Some Commercial Uses

# Dixie Hwy Alternative 1

West

East



(ROW VARIES BETWEEN +/- 30 AND 85 FEET)

**ALTERNATIVE 1 S.E DIXIE HWY**

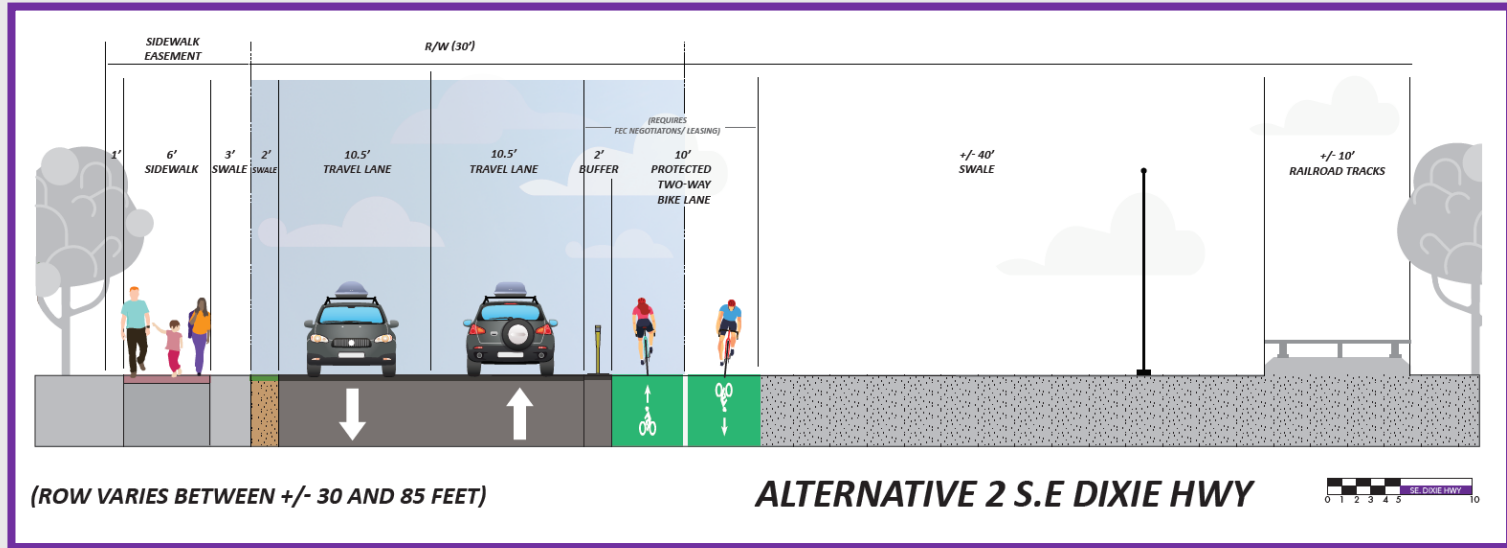


- 10' Protected Shared Use Pathway (Westside)
- 2' Physical Barrier or Curb & Gutter
- Reduced Lane Width to 10.5'
- Several Driveways Impacted

# Dixie Hwy Alternative 2

West

East

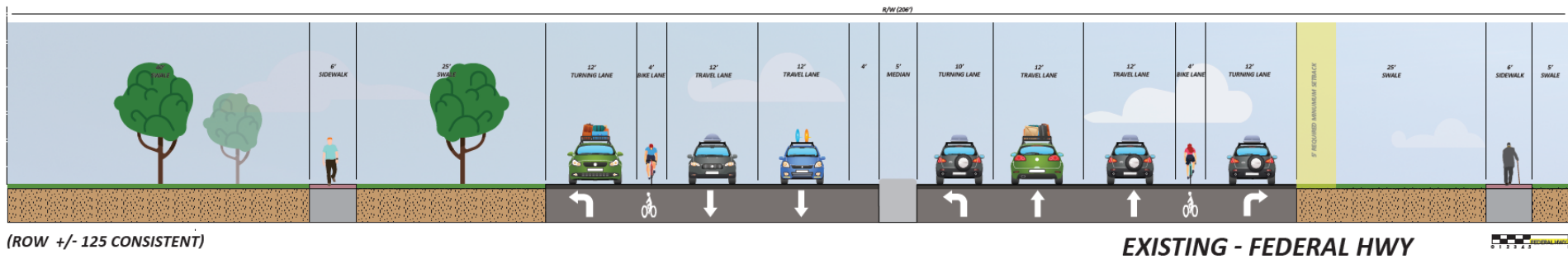


- 10' Two-Way Protected Bikeway (Eastside)
- 2' Physical Barrier
- 6' Sidewalk (Westside)
- Reduced Lane Width to 10.5'
- Requires Roadway Realignment and/or FEC Easement Agreement

# US- 1 Existing Typical Section

West

East



- ROW Consistently +/-215 Feet
- Posted Speed Limit is 45 – 55 MPH
- 4 to 8 Lanes of Traffic, Divided by a Median Center Island
- Commercial Uses
- Eastside More Restricted than Westside



15' SIDEWALK + 10' SEPARATED TWO-WAY BIKE LANE

12' TURNING LANE

4' BIKE LANE

12' TRAVEL LANE

12' TRAVEL LANE

4' MEDIAN

5' SHOULDER

10' TURNING LANE

12' TRAVEL LANE

12' TRAVEL LANE

4' BIKE LANE

12' TURNING LANE

25' SHOULDER

6' SIDEWALK

5' SHOULDER

ALTERNATIVE 1 FEDERAL HWY

ROW +/- 125 CONSISTENT

15' SIDEWALK + 10' SEPARATED TWO-WAY BIKE LANE

12' TURNING LANE

4' BIKE LANE

12' TRAVEL LANE

12' TRAVEL LANE

4' MEDIAN

5' SHOULDER

10' TURNING LANE

12' TRAVEL LANE

12' TRAVEL LANE

4' BIKE LANE

12' TURNING LANE

25' SHOULDER

6' SIDEWALK

5' SHOULDER

ALTERNATIVE 1 FEDERAL HWY

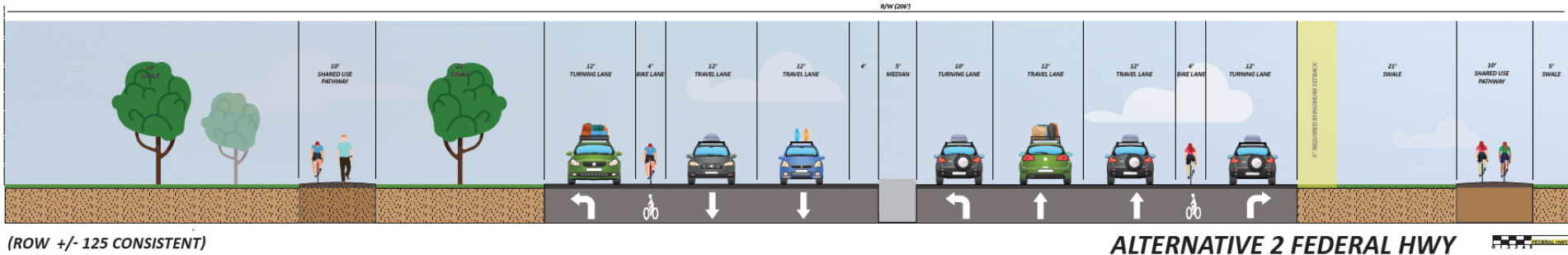
ROW +/- 125 CONSISTENT

-

# US1 Alternative 2

West

East



- 10'-12' Shared Use Pathway (Both Sides)
- Eastside has some Restrictions
- Several Driveways on Eastside
- Frontage Road on the Westside between Church St. & Pine Cir./Algonzzini Pl.

# Cross Streets



## Osprey St

- Limited ROW Restrictions (RR Crossing Restricted)
- Posted Speed Limit 25 to 35 MPH
- Sidewalk Missing on the Northside



## Crossrip St

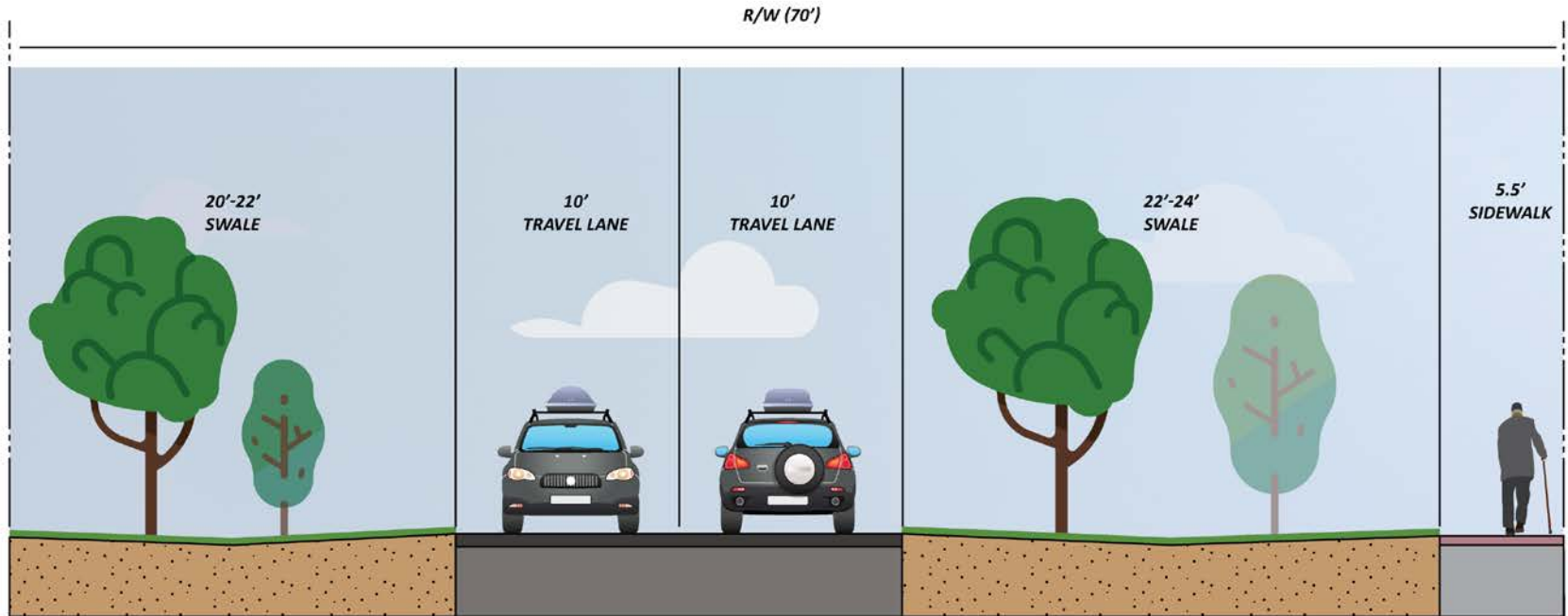
- Limited ROW Restrictions (RR Crossing Restricted)
- Dixie Hwy & Crossrip St Intersection Unsignalized
- Posted Speed Limit is 25 MPH
- Sidewalk Missing on Southside



## Bridge Rd

- Partial Existing Pathway on the North Side
- Some ROW Restrictions
- Posted Speed Limit is 25 to 30 MPH
- Sidewalk Gaps on Northside

# Existing Typical for the Cross Streets



(ROW CONSISTENT +/- 70 FEET)

SE. OSPREY STREET



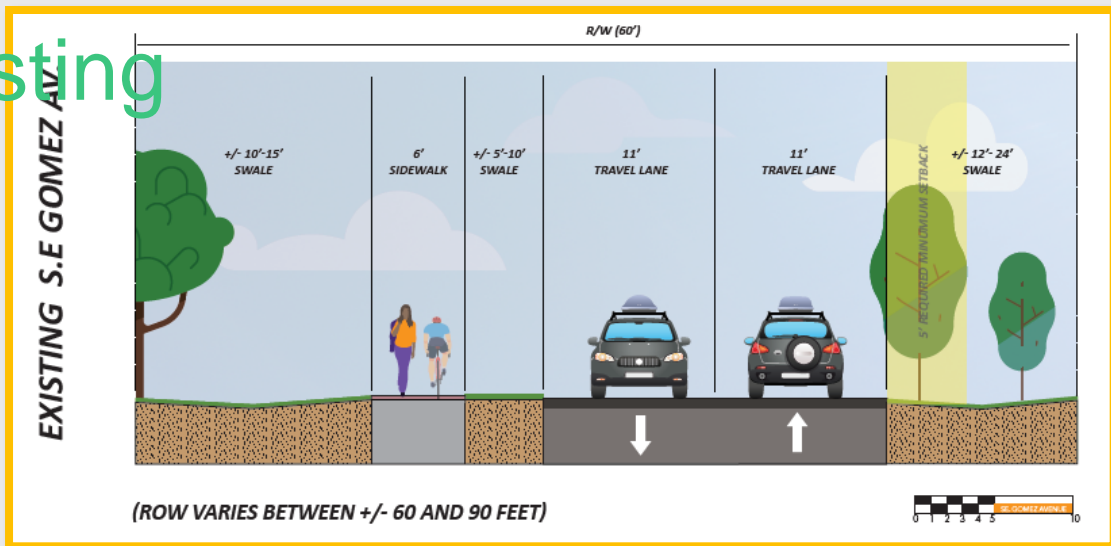
The background features a large black circle in the center. Two smaller green circles are partially visible: one in the top right corner and one in the bottom left corner.

# PREFERRED ALIGNMENT & TYPICAL SECTION

# Gomez Ave Existing Conditions

West

East



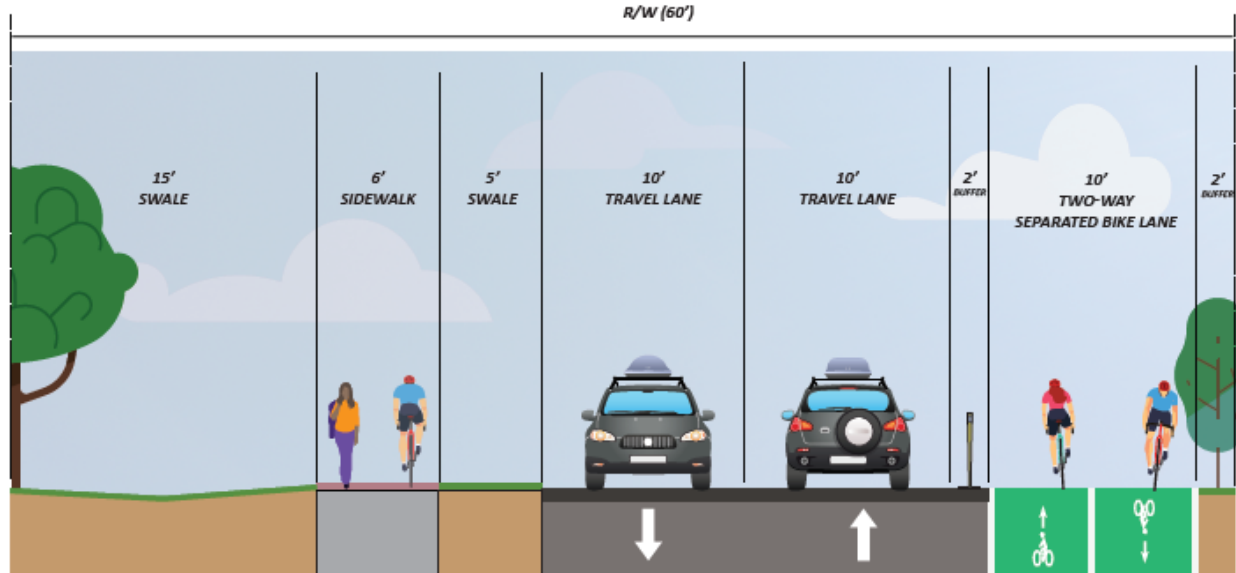
- Existing Pedestrian & Bicycle Traffic
- Existing Midblock Crossings
- Sidewalk Zigzags from West to East Sides
- Surrounded by Residential, School and Parks/Preserves
- Fewest Vehicles & Crashes
- South of Crossrip Street Utilities on Eastside
- Less Driveways on the Eastside

# Gomez Avenue Preferred Alternative

West

East

ALT. 2 S.E GOMEZ AV.



(ROW VARIES BETWEEN +/- 60 AND 90 FEET)





# Town of Miami Lakes Shared Use Pathway

