

# SW 10<sup>th</sup> Street Connector and I-95 PD&E Study

**Project Update Webinar** 



SW 10<sup>th</sup> Street Connector PD&E Study FM #439891-1-22-02, ETDM #14291



#### I-95 from SW 10<sup>th</sup> Street to Hillsboro Boulevard PD&E Study FM #436964-1-22-02, ETDM #14244

# Agenda

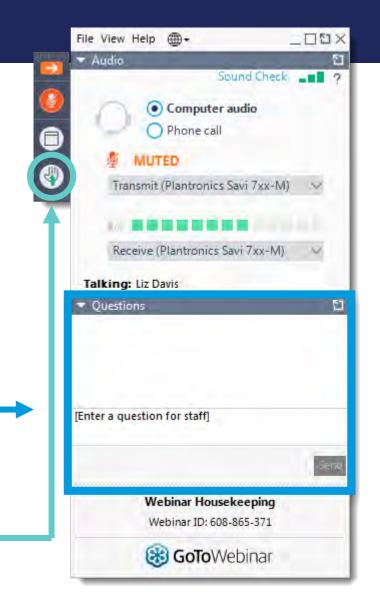
- Welcome and General Items
- Goals and Objectives of the Webinar
- Project Background and History
- Purpose and Need
- Project Development and Environment (PD&E) Process
- PD&E Study Alternative Development / History (including recent changes)
- Preliminary Alternative Comparison
- Next Steps





# **Meeting Tips to Attendees**

- Attendees are automatically muted throughout the webinar
- Downloading Info
  - PDF slideshow available in the handout section
- Asking Questions and Providing Comments
  - Website
  - Call 1-800-418-0524 or (305) 573-0089
  - Submit via the question box
- Get Technical Assistance
  - Call 1-800-418-0524 or (305) 573-0089
  - Raise your hand





# **Non-discrimination Policy**

"Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status"

#### For questions or concerns, you may contact either:

#### **District Four**

Florida Department of Transportation District 4 Title VI Coordinator

#### Sharon Singh Hagyan

- - Fort Lauderdale, Florida 33309
- (954) 777-4190
- Sharon.SinghHagyan@dot.state.fl.us

#### Tallahassee Office

- Florida Department of Transportation State Title VI Coordinator Jacqueline Paramore
- 605 Suwannee Street, MS 65
- Tallahassee, Florida 32399
- (850) 414-4753
- Jacqueline.Paramore@dot.state.fl.us





# **General Information**

- Acknowledgment of Elected Officials in attendance
- Confirmation of current number of attendees
- Webinars for the other zones will have the same presentation:
  - June 18<sup>th</sup> (posted)
  - June 29th (tonight)
  - July 1<sup>st</sup> (upcoming)
- Introduction of Presentation and Q&A Team
- Other acknowledgments





# Webinar Presentation Team

- Maria Alzate, SW 10<sup>th</sup> Street Connector Public Involvement Team Member
  - Presentation Moderator
- Robert Bostian, FDOT Project Manager
  - Presentation and Q&A
- Phil Schwab, SW 10<sup>th</sup> Street Connector PD&E Project Manager
  - Presentation and Q&A
- Vilma Croft, I-95 PD&E Project Manager
  - Q&A
- Lisa Dykstra, SW 10<sup>th</sup> Street Connector Traffic Team Member
  - Q&A
- Brian Ribaric, Turnpike PD&E Project Manager
  - Q&A





# What has happened since Postponement of Public Hearing in October 2019?

- Multiple coordination Meetings with the City of Deerfield Beach to better define concerns over the project
- Additional analysis to evaluate changes to address concerns
- Development of several exhibits to help explain project details, challenges, and options under consideration
- Worked with stakeholders to help expand notices of the webinar
  - Signs
  - Retweets
  - Website postings





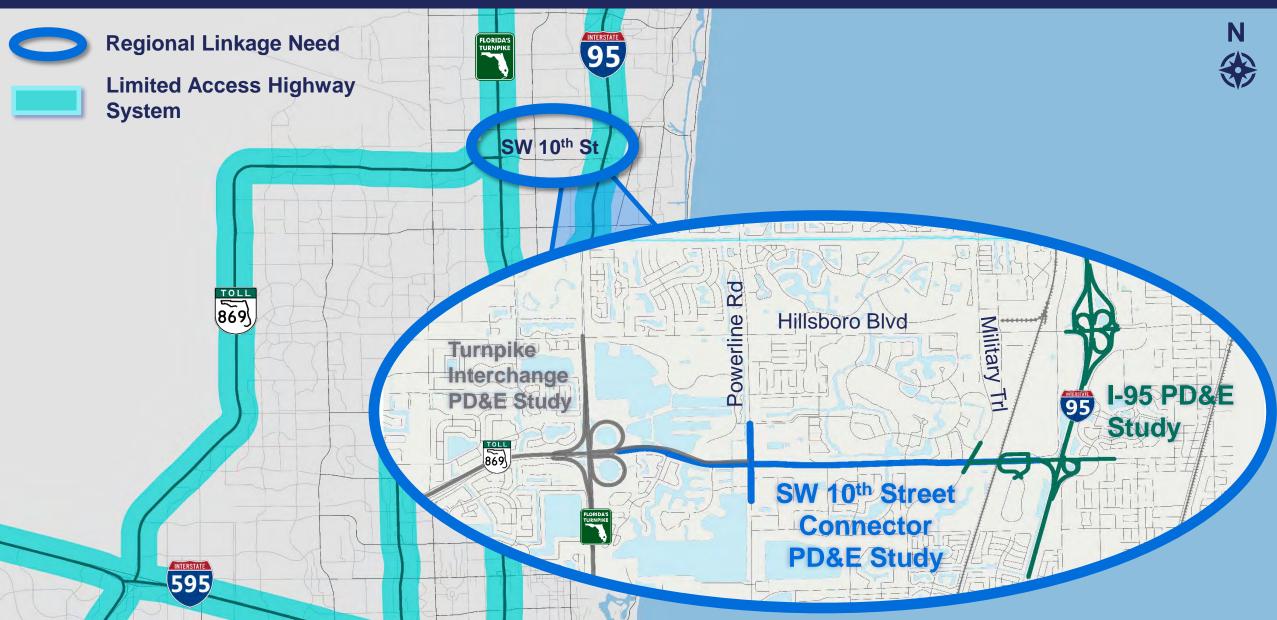
## Goals and Objectives of these Webinars

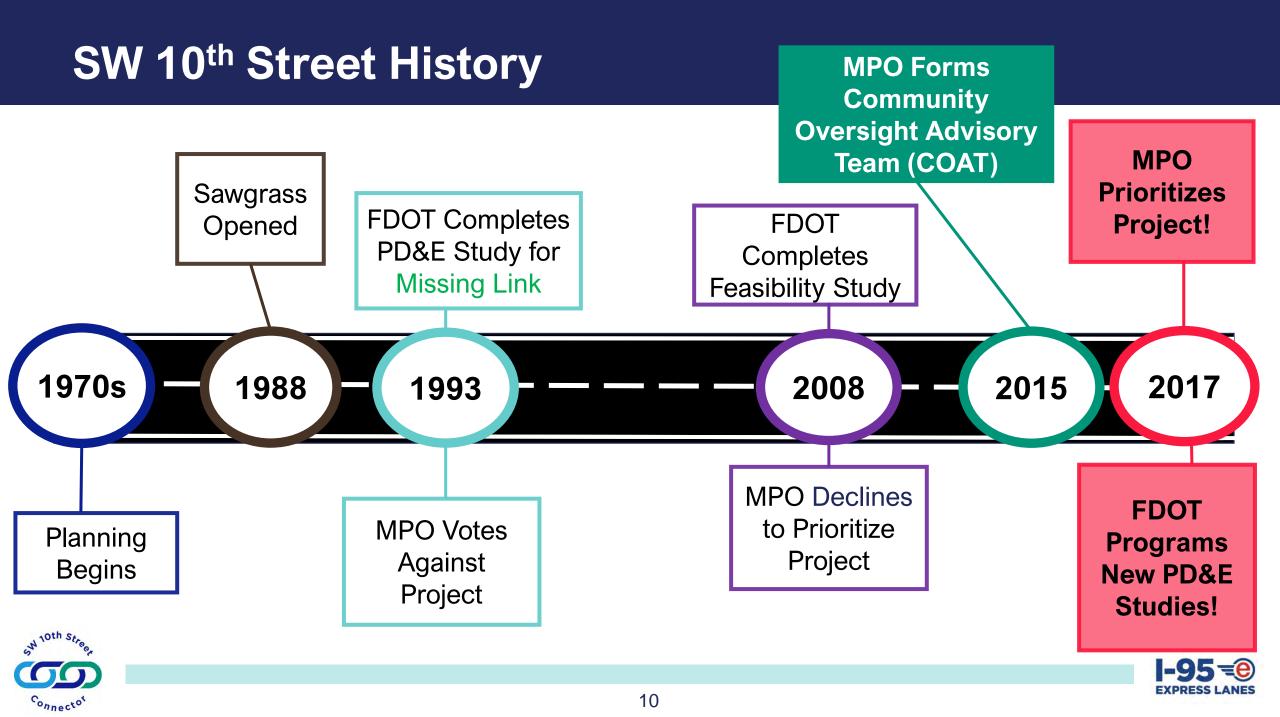
- Present and explain the project, the recent project modifications, and the options under consideration as well as the project study schedule
- Provide answers and clarifications to questions, as time permits
- Ensure everyone knows we are open to additional meetings and discussion on the project and can set up separate calls, webinars, and smaller face-toface meetings
- Receive feedback on the project and project options
- Gain feedback on the effectiveness of the webinar, exhibits, registration process and questions process to help improve future webinars





## **Project Location**





# **Broward MPO: COAT**

- Outreach to the community
- Provided recommendations that helped formulate the project's Purpose and Need
- Recommendations are providing guidance in the development and refinement of all alternatives

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# **Broward MPO: COAT**

• Recommendations are focused on 8 core areas identified below:



Improve Safety



Provide Aesthetics(including depressing the road)



Provide Traffic Relief



Accessibility / Local Traffic Volumes

Minimize Noise Impacts



Minimize Environmental Impacts



Minimize Construction Impacts





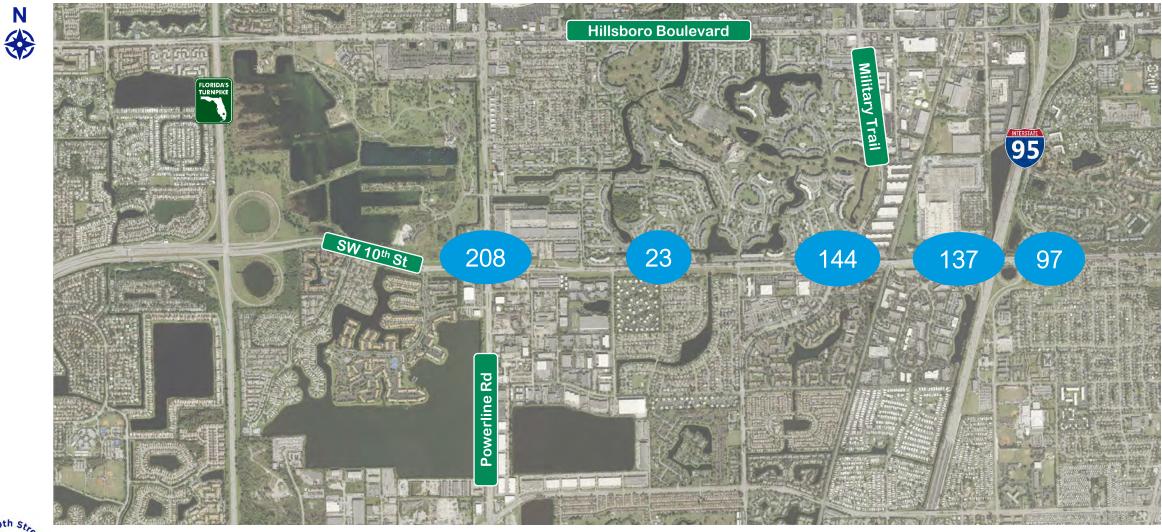
# **System Linkage Need**

- Regional Weekday Daily Trip Flows
  - Long distance trips
  - Broward
    - West of Turnpike to / from Palm Beach, east of I-95 – 51,000 daily trips
  - Palm Beach
    - West of Turnpike to / from Broward, east of I-95 – 23,000 daily trips





# High Crash Locations (2012-2016 Summaries)





## Purpose and Need SW 10<sup>th</sup> Street PD&E Study

- Improve connectivity of Strategic Intermodal System (SIS) and limited access facilities
- Address safety and operational issues caused by congestion
- Address local SW 10<sup>th</sup> Street needs
- Enhance intermodal and economic development
- Enhance emergency response times and evacuation operations





# Purpose and Need – I-95 PD&E Study

- Primary Need
  - Capacity / Operational Deficiencies
  - Safety Higher than the statewide average crash rate
- Secondary Considerations
  - Evacuation and emergency services
  - Transportation demand
  - System connectivity



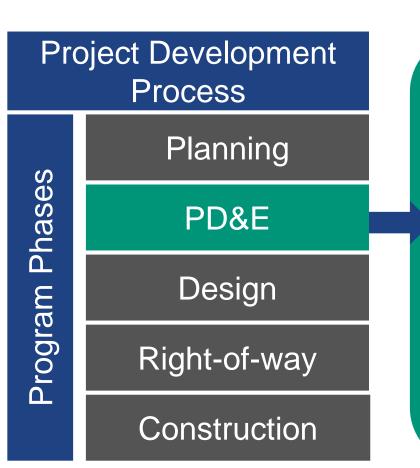






# Where does PD&E fit in the Project Delivery Process?

- FDOT delivers a project utilizing a 5-phase process
- PD&E is the second phase
  - Considers a range of alternatives to address needs
  - Includes a No-Build Alternative
  - Evaluates improvement concepts
  - Includes public and agency involvement



- Existing Conditions
- Future Traffic Needs
- Alternatives Development
- Environmental / Engineering Analysis
- Public Information Meetings
- Draft Environmental & Engineering Documents
- Public Hearing
- Final Environmental & Engineering Documents
- Location and Design Concept Acceptance





## **Overview: One Corridor, Dual Facilities**

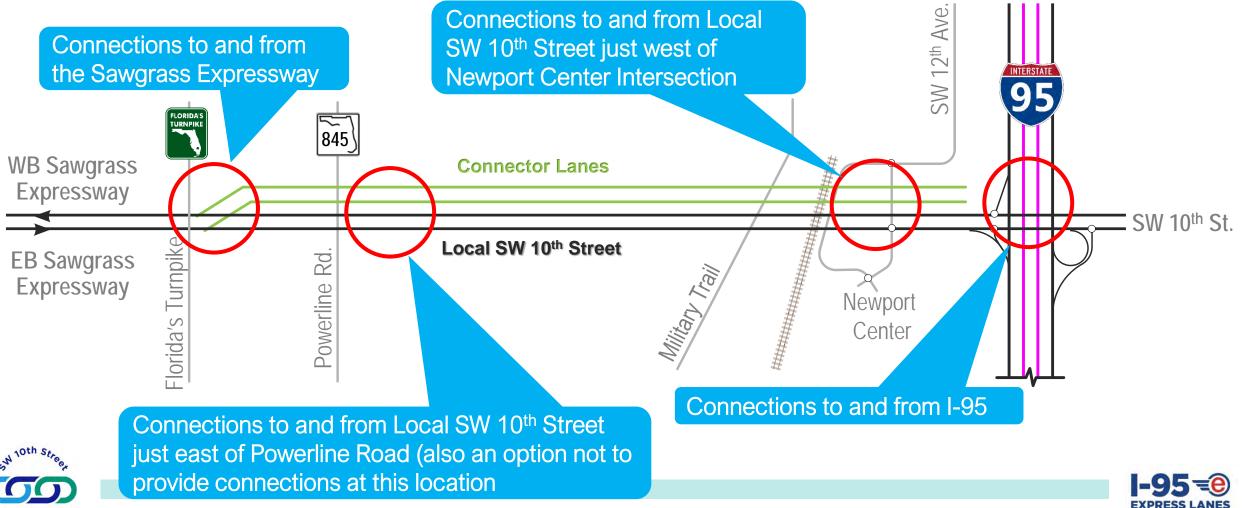
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# **Overview: Access to the Connector Lanes**

NOTE: Local SW 10<sup>th</sup> Street will have some median opening modifications as well as some combined driveways will require individual connections to Local SW 10<sup>th</sup> Street.



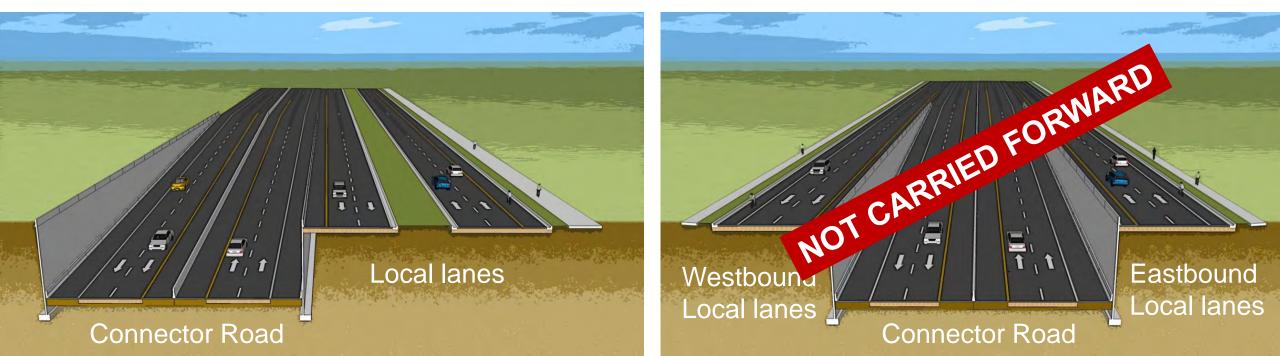
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## **Alternatives Development – Workshop #1**

- Alternatives Public Workshop No. 1 April 24, 2018
  - North and Center Alignment were presented
    - Both assumed fully depressed Connector Road (west of Powerline to west of Military Trail)
  - No Build Alternative

#### **North Alignment**

#### **Center Alignment**



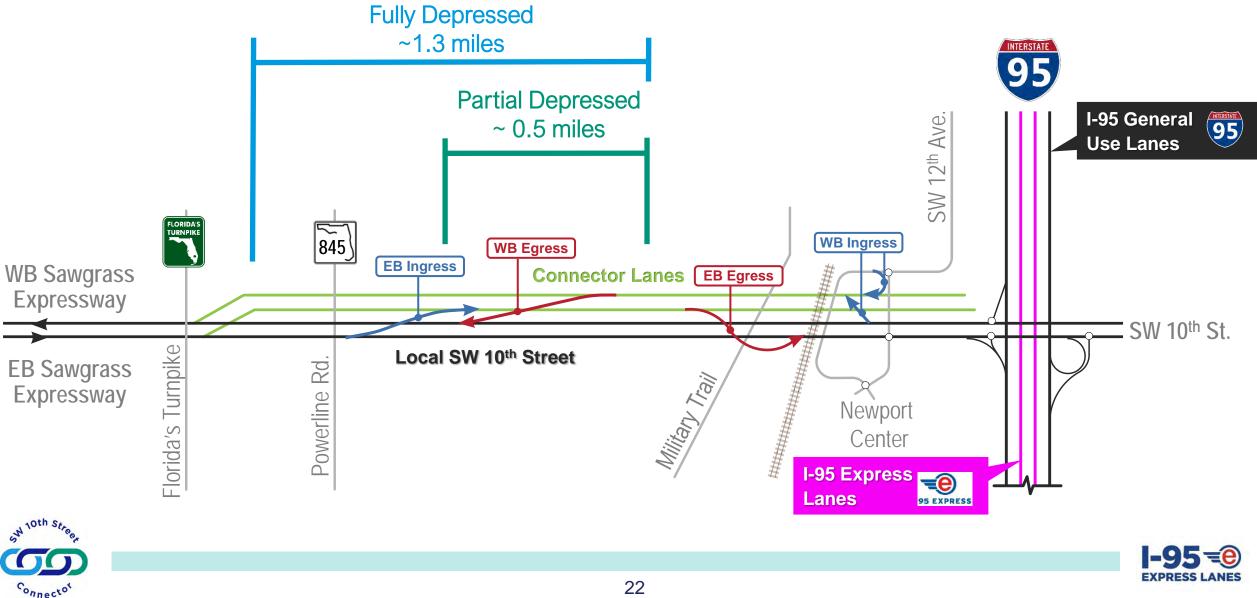
# **Alternatives Development – Workshop #2**

- Alternatives Public Workshop No. 2 November 27, 2018
  - Three primary build alternatives:
    - 1. Full Depressed Alternative (from Alternatives Public Workshop No. 1)
    - 2. Partial Depressed Alternative
      - Depressed Westbound Exit Ramp
      - Depressed Eastbound Managed Lanes
      - Depressed Eastbound and Westbound Managed Lanes
    - 3. Non-Depressed / No Managed Lane Access Alternative
  - No Build Alternative



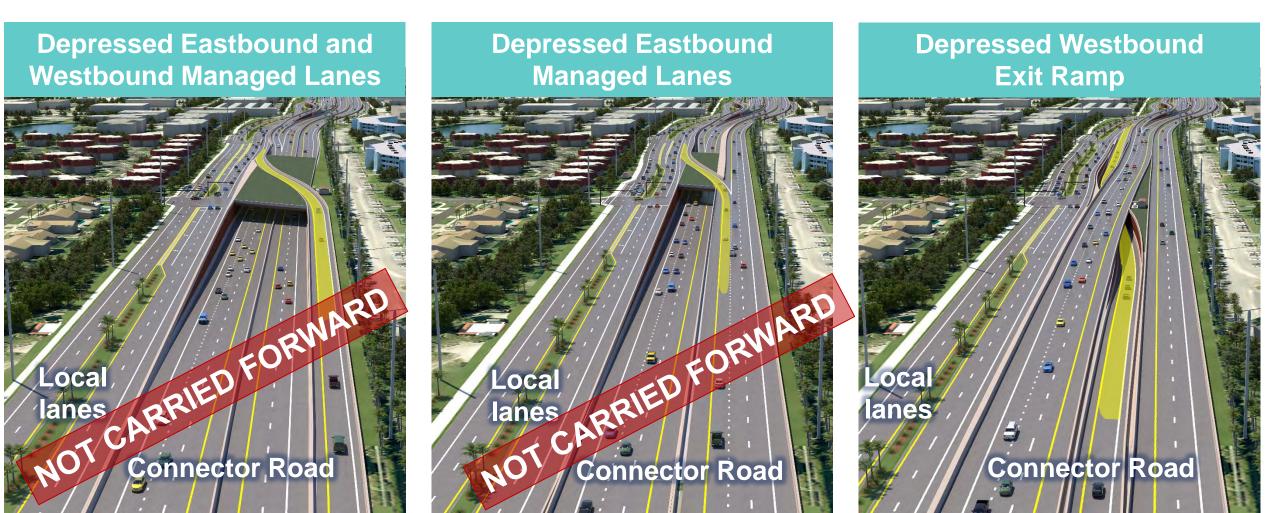


## Length of Depressed Roadways Evaluated



## Alternatives Development – Partial Depressed Options

 Alternatives Public Workshop No. 2 - November 18, 2018 (additional alternatives to full depressed north alignment and at-grade with no local access)



# **Public Engagement**

- Public Kickoff Meeting (November 2017)
- Alternatives Public Workshop #1 (April 2018)
  - Northern alignment decided
  - Need to develop more alternatives to lessen impact of depressed elements
- Alternatives Public Workshop #2 (November 2018)
  - Presented various depressed and non-depressed alternatives
  - Local SW 10<sup>th</sup> Street similar in all options
- Refinements after Workshop #2 (December 2018 to October 2019)
  - Moving bridge to the west of the Waterways entrance
  - Trucks allowed on the Connector Road
  - Not tolling the Connector Road

Alternative

- FDOT identified the Depressed WB Ramp as Preferred





Waterways Entrance – Alts Workshop #2



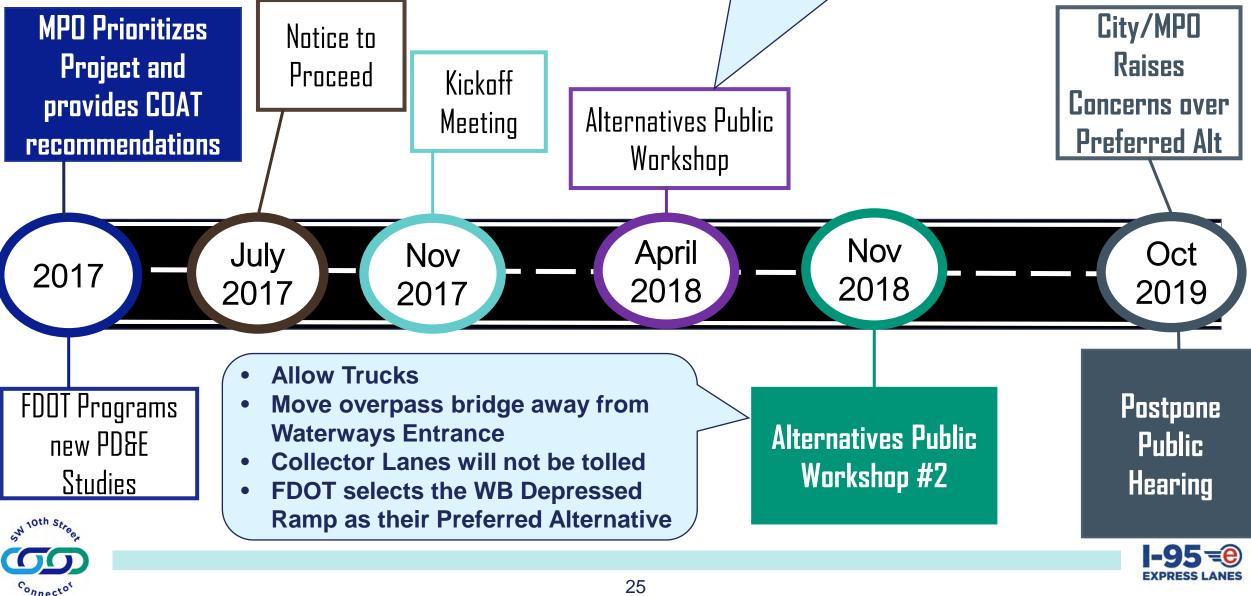
Waterways Entrance – <u>After</u> Alts Workshop #2



# **Public Engagement**



**Northern Alignment** 



# Summary of the of City of Deerfield Beach's Concerns

#### FDOT Selected Preferred Alternative- WB Depressed Ramp

**Concerns:** 

- 1. Does not connect to I-95 General Purpose Lanes
- 2. Needs more Complete Street elements on local SW 10<sup>th</sup> Street (Safety and Multi-Modal)
- 3. Not enough depressed section elements (Aesthetics & Noise)
- 4. Not enough green space

2

5. Will not provide full access to/from Turnpike from SW 10<sup>th</sup> Street Local

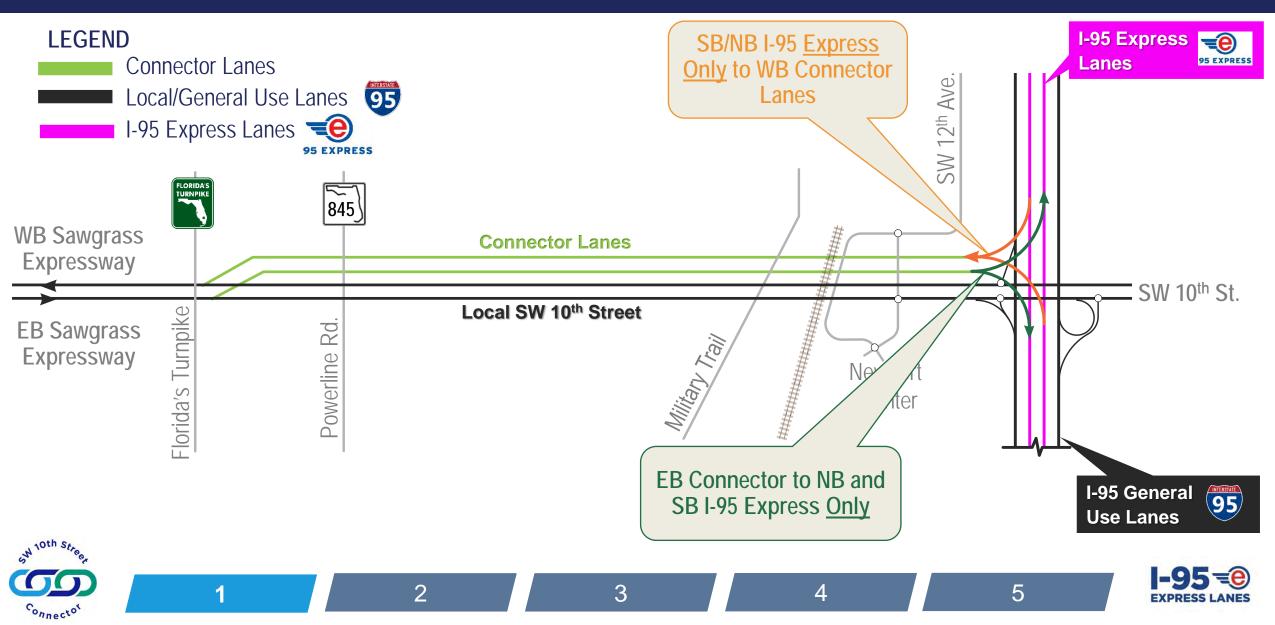




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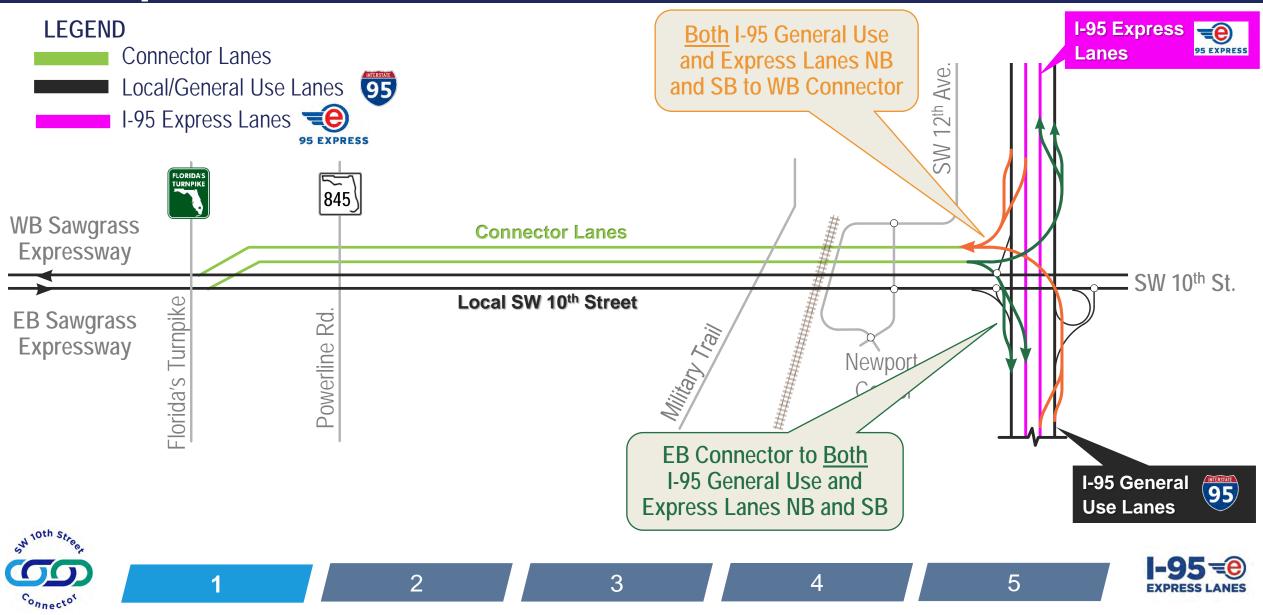
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### **I-95 Connections - Serve Express Lanes**



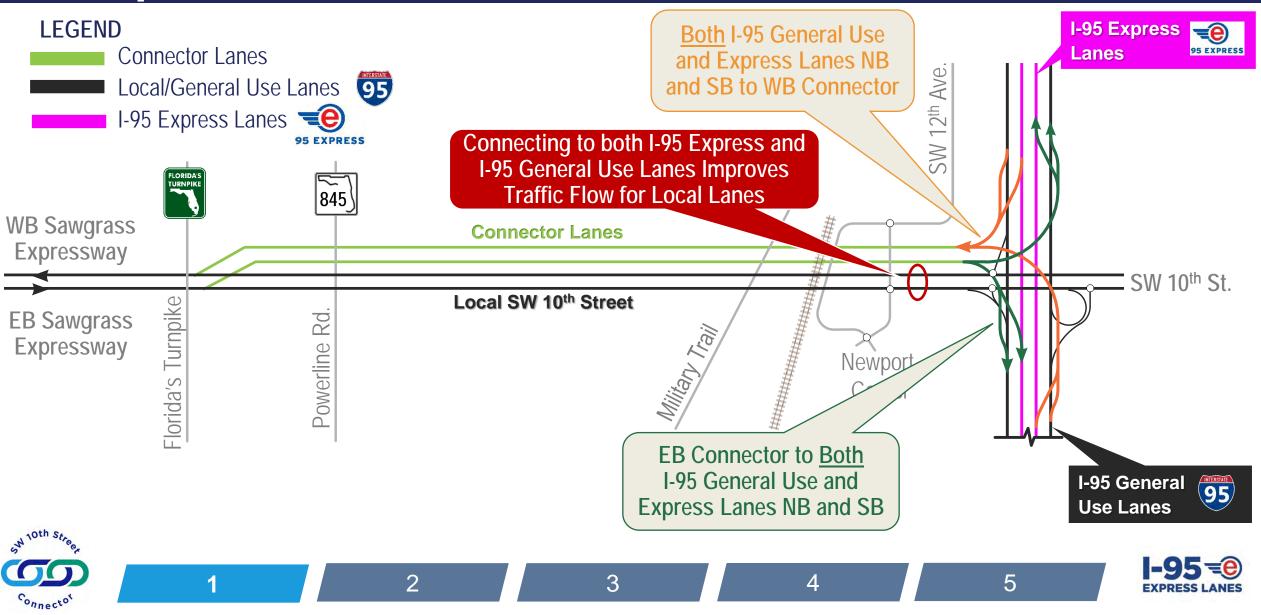
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### I-95 Connections - Serve Express and General Purpose Lanes

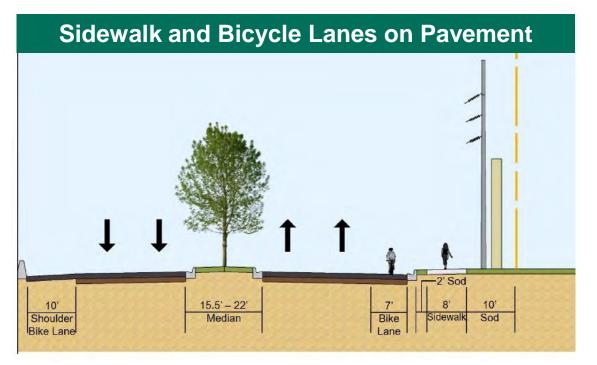


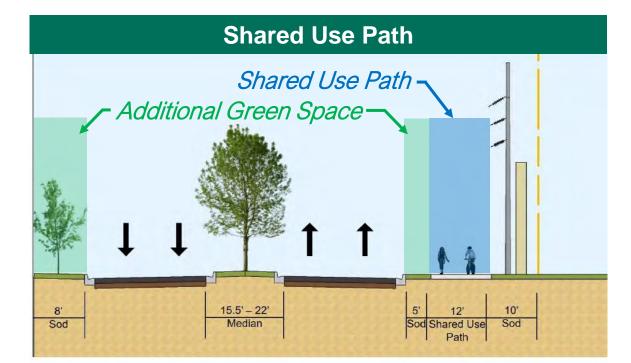
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### I-95 Connections - Serve Express and General Purpose Lanes



# Make Local 10<sup>th</sup> a Complete Street





- Provides additional green space
- City concerned with bicycles interacting with local access ramps
- FDM now allows for removal of bike lanes on the pavement in lieu of shared use path
- City staff and officials very supportive of the change



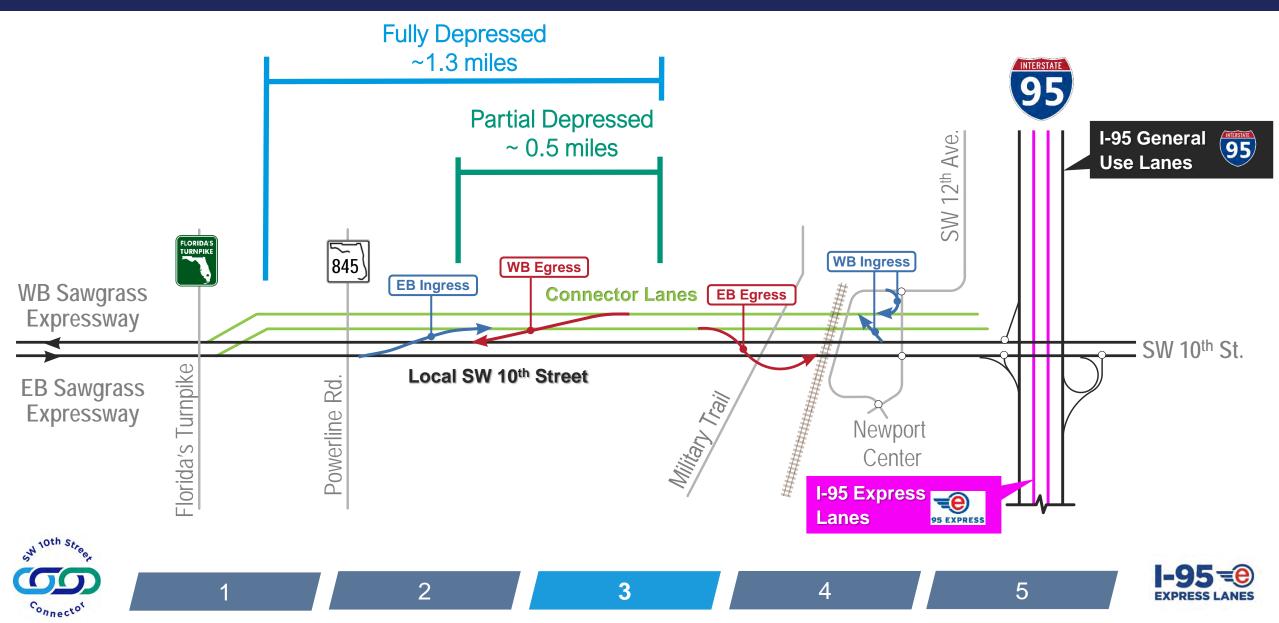


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#### Length of Depressed Roadways Evaluated



## Increase the Length of Depressed Roadway



Quiet <u>Wa</u>ters Park

**Residential** 

- North / South Utility Impacts
- Business Impacts
- C-3 Canal Impact

#### • Section 4(f) Impacts **Minimal benefits**

 Closest house is 342 feet away from +/- 18-foot wall Depressed Westbound Exit Ramp avoids elevating roadway in front of residential properties in the middle of the corridor

3

2

Residential

#### **East Constraints**

• C-2 Canal

Century Village

4

Residential

- Roads must elevate over Military Trail
- Roads must elevate over the Railroad

#### Minimal benefits

 Closest house on south is 387 feet away from start of mse wall

5

 Century Village has expressed desire for noise wall

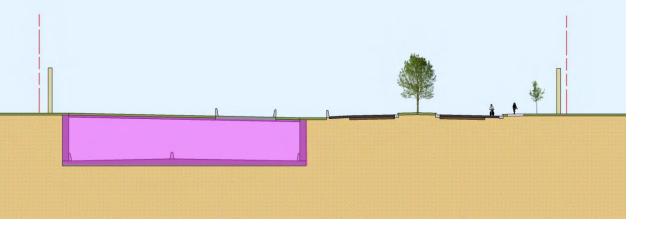


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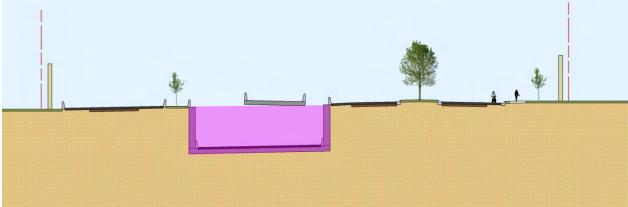
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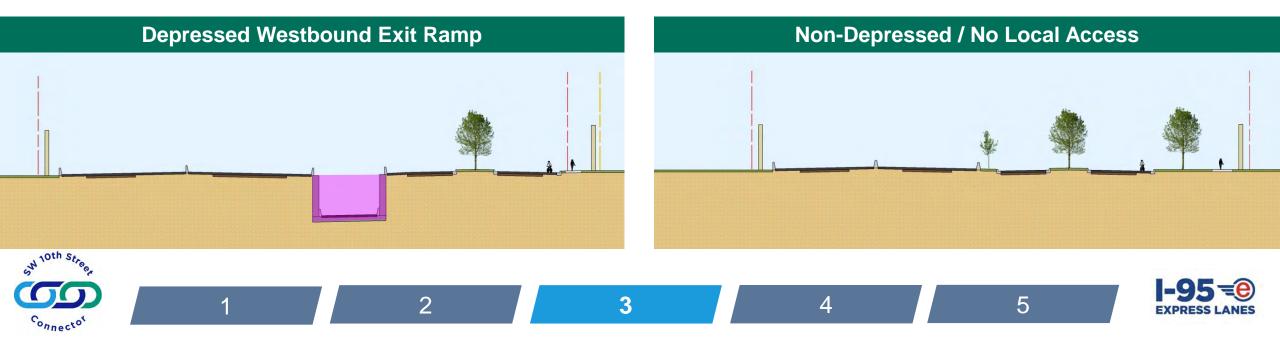
## **Increase the Amount of Depressed Section**

#### **Depressed Eastbound and Westbound Connector Lanes**

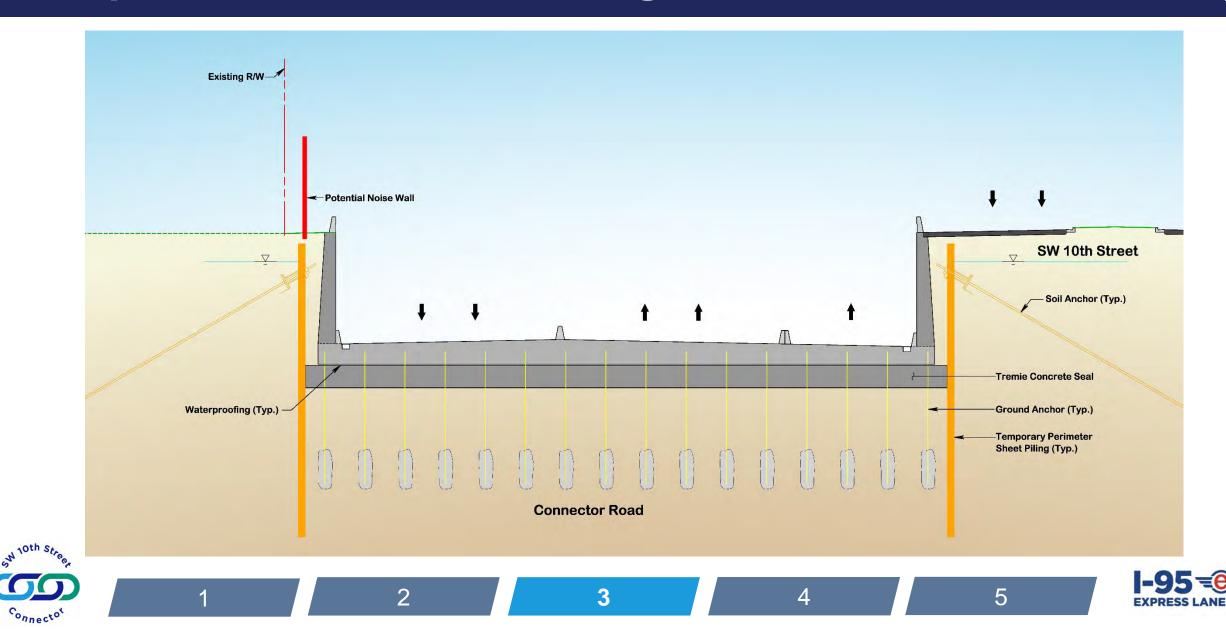


#### **Depressed Eastbound Connector Lanes**





### **Depressed Section Challenges**



## **Alternatives Development – Partial Depressed** Options

NOT

• Alternatives Public Workshop No. 2 - November 18, 2018 (additional alternatives to full depressed north alignment and at-grade with no local access)

Westbound Managed Lanes Res ARRIED FORWARD

**Depressed Eastbound and** 

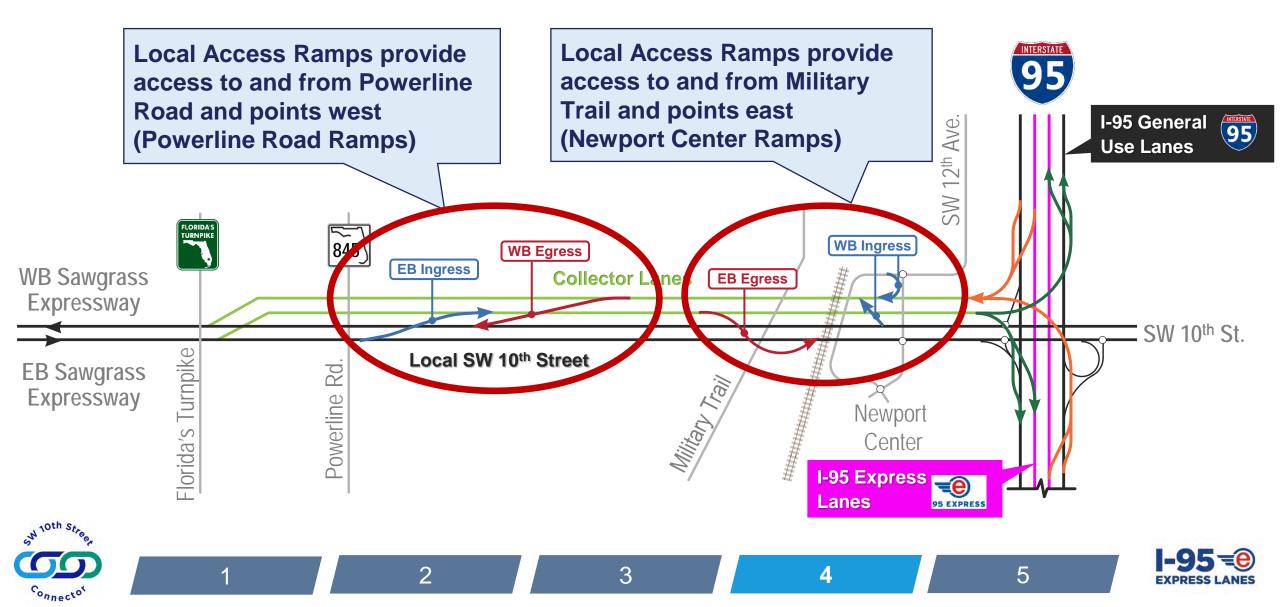
# **Depressed Eastbound Managed Lanes**

**Connector Road** 

#### **Depressed Westbound Exit Ramp**



# Eliminate Local Access Ramps (to Increase Green Space)



## Eliminate Local Access Ramps (to Increase Green Space)

#### **Removing the Powerline Road Ramps Increases** Green Space without a significant impact to local traffic flow I-95 General 95 SW 12<sup>th</sup> Ave **Use Lanes** URNPIK WB Ingress 84 **WB** Sawgrass **EB Egress Collector Lanes** Expressway HSW 10<sup>th</sup> St. $\overline{H}$ Florida's Turnpike Local SW 10th Street Powerline Rd EB Sawgrass Military Trail Expressway Newport Center I-95 Express Lanes 95 EXPRESS 10th St 2 5 3 4 Onnecto

**Without** Powerline Road Ramps

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#### **Alternatives Comparison**



#### Alternative with the Local Access Ramps to and from Powerline Road



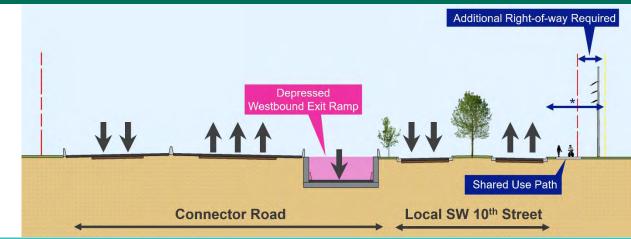
Alternative with No Local Access Ramps to and from Powerline Road

38

## **Typical Section Comparison**

#### <u>With</u> Powerline Road Ramps (between SW 30<sup>th</sup> Avenue and SW 24<sup>th</sup> Avenue)

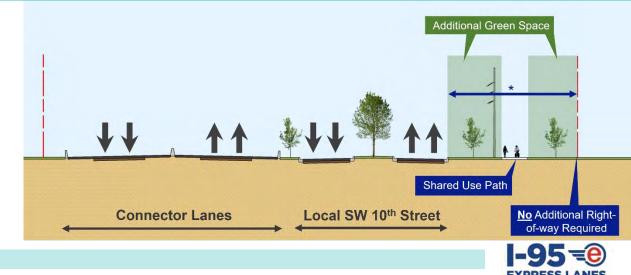
- Four-lane Connector Road and four-lane local SW 10<sup>th</sup> Street
- 12-foot Shared Use Path
- Four feet between curb and shared use path
- Requires additional right-of-way
- Approximate distance from curb to homes (\*):
  - Waterford Courtyard 50 feet
  - Waterford Homes 90 feet



#### Without Powerline Road Ramps (between SW 30th Avenue and SW 24th Avenue)

- Four-lane Connector Road and four-lane local SW 10th Street
- 12-foot Shared Use Path
- Provides for an additional 30 feet of green space and buffer area from homes
- Approximate distance from curb to homes (\*):
  - Waterford Courtyard 95 feet
    - Waterford Homes 125 feet





## **Alternative Comparison**

Renderings Shown East of SW 30<sup>th</sup> Ave – Looking East (shown <u>without</u> noise walls)

#### **With Powerline Road Ramps**

- Four feet between curb and shared use path
- Requires additional right-of-way
- Approximate distance from curb to homes:
  - o Waterford Courtyard 50 feet
  - Waterford Homes 90 feet
- Reduces local traffic peak hour 2040 design year volumes below current traffic level by -73% in the am and -52% in the pm
- Provides access to Connector Lanes for Powerline Road and western communities

#### **Without Powerline Road Ramps**

- Provides for an additional 30 feet of green space and buffer area from homes
- Approximate distance from curb to homes:
  - Waterford Courtyard 95 feet
  - Waterford Homes 125 feet
- Reduces local traffic peak hour 2040 design year volumes below current traffic level by -40% in the am and -20% in the pm
- Does not provides access to Connector Lanes for Powerline Road and western communities





#### **Rendering Comparison**

Renderings Shown East of SW 30<sup>th</sup> Ave – Looking East *(shown <u>without</u> noise walls)* 

#### **Without** Powerline Road Ramps







## **Rendering Comparison**

Renderings Shown East of SW 30<sup>th</sup> Ave – Looking East *(shown <u>without</u> noise walls)* 

#### **With Powerline Road Ramps**



#### **Without Powerline Road Ramps**







## **Noise Evaluation Process**

- Detailed Noise Barrier Analysis
  - Performed for future traffic conditions
  - Determines location of potentially reasonable and feasible noise walls (shown on next board)
- Noise Barrier Surveys
  - Input from benefited properties during Final Design will be used to determine support for noise walls
- Noise Barrier Aesthetics
  - Heights, limits, color, and texture will be coordinated with the City and community during Final Design



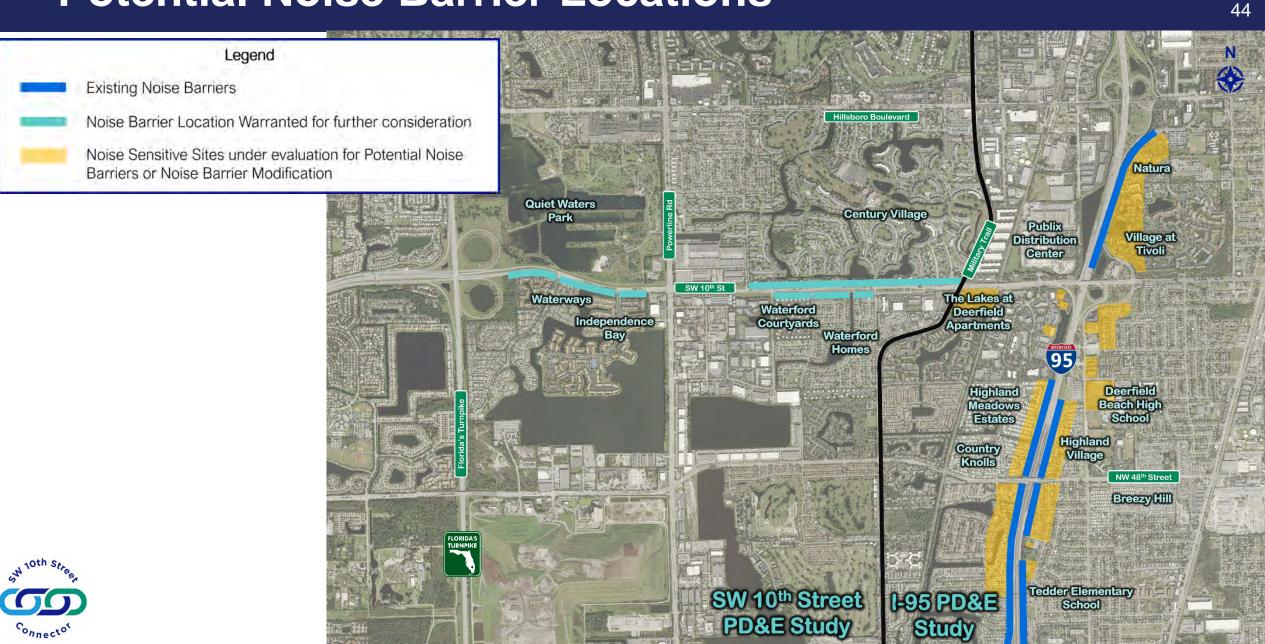








#### **Potential Noise Barrier Locations**



## **DRAFT - Preliminary Evaluation Matrix**



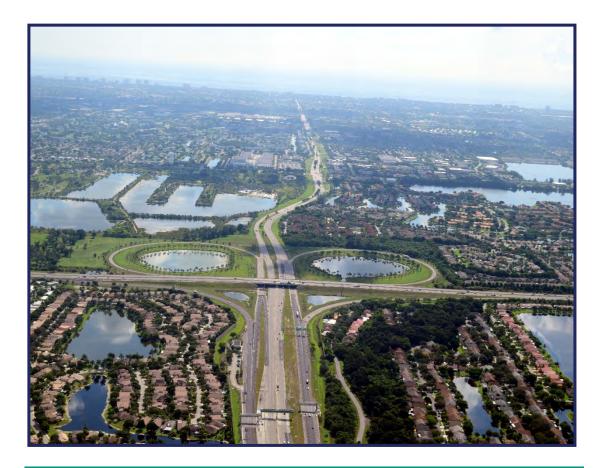
	Evaluation Category	COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps					
COAT Recommendation Categories										
<u> </u>	Safety	1, 2								
*	Aesthetics	4, 5, 11								
\$	Improve Traffic Flow	1, 3, 16	•							
ſ	Accessibility / Local Traffic Volumes	6, 7	•							
<b>(</b> ))	Noise	9								
<b>?</b>	Environmental Impacts	12, 14								
<u> </u>	Construction Disruption	10, 15, 17, 18								
が法	Multi-Modal	8, 13	0							
	Additional Evaluation Criteria									
	R/W and Utility Impacts	-								
i,	Resiliency	-	•							
Ś	Construction Costs (\$ million)	-	N/A	\$690 to \$760	\$625 to \$700					





## **Turnpike Interchange Study Update**

- Separate PD&E Study is on-going
- Florida's Turnpike Enterprise is developing preliminary concepts
- Concepts will prioritize:
  - Minimizing Impacts to Neighborhoods
  - Improving Benefits to the Community
  - Not including Express Lanes
  - Including new connections
    - SW 10<sup>th</sup> Local Lanes to / from Turnpike North
    - SW 10<sup>th</sup> Connector Lanes to / from Turnpike South
  - Improving the Lyons Road 'U-Turn' by providing a Texas U-turn that can by-pass the traffic signals



Anticipate Public Information Meeting at the End of the Year (2020)



#### 46

I-95

3

## Status of Addressing Concerns



<u>A.</u> Does not connect to I-95 General Purpose Lanes PROPOSED SOLUTION – Project now includes connecting to both I-95 General Purpose Lanes and I-95 Express Lanes.



B. Needs more Complete Street elements on local SW 10<sup>th</sup> Street (Safety and Multi-Modal) PROPOSED SOLUTION – The Project now includes a Shared Use Path that is located further from traffic in all build alternatives.



<u>C. Not enough depressed section elements (Aesthetics & Noise)</u> **PROPOSED SOLUTION – FDOT has evaluated several depressed alternatives. Neither build option has an elevated roadway in the middle of the corridor near residences and landscaping and buffer areas have been enhanced in all build options.** 



D. Not enough green space

PROPOSED SOLUTION – Additional green space has been added to all build options. One option adds an additional 30 feet of green space in the middle of the corridor and moves the road approximately 50 feet further away from homes.



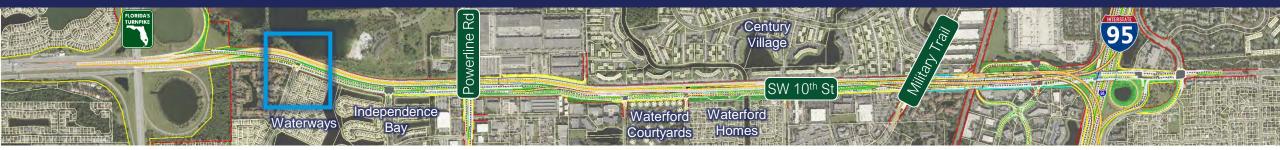
E. Does not provide full access to/from Turnpike from SW 10th Street Local

PROPOSED SOLUTION – FTE has dropped its express lane concept for Sawgrass Expressway and will make a general use lane connection to the connector lanes from the south.



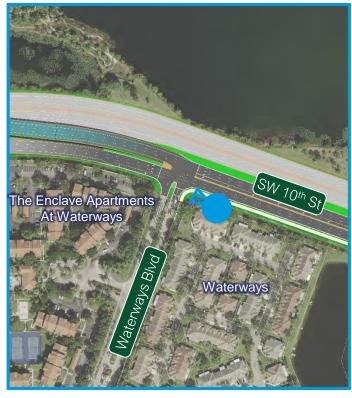


#### **Renderings – At Waterways – Looking West**





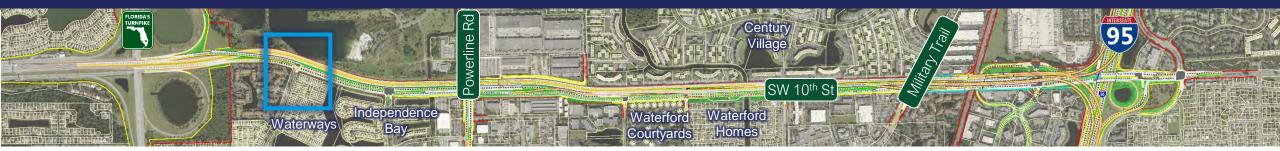
onnecto





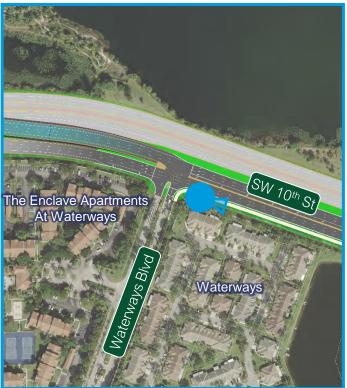


#### **Renderings – At Waterways – Looking East**



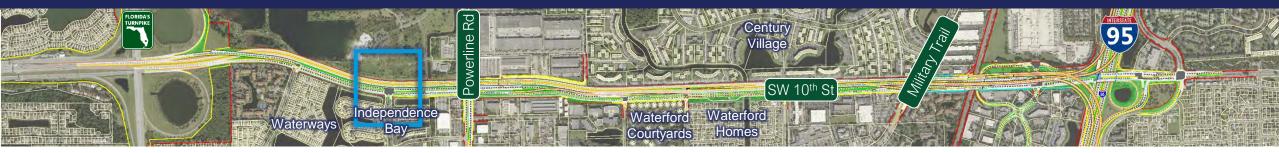








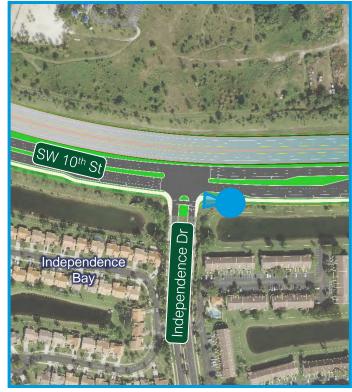
#### **Renderings – Independence Bay – Looking West**





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#### Renderings – Independence Bay – Looking East With Ramps to Powerline Rd











#### Renderings – Independence Bay – Looking East Without Ramps to Powerline Rd





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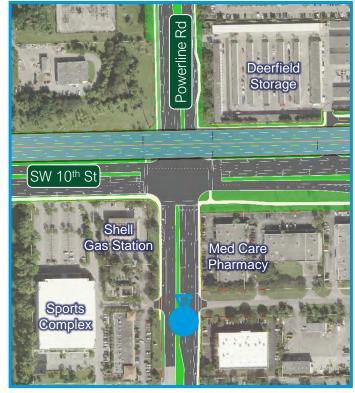




#### **Renderings – At Powerline Road – Looking North**











#### Renderings – At Powerline Road – Looking East With Ramps to Powerline Road











#### Renderings – At Powerline Road – Looking East Without Ramps to Powerline Road











#### Renderings – At SW 30<sup>th</sup> Ave – Looking East With Ramps to Powerline Road







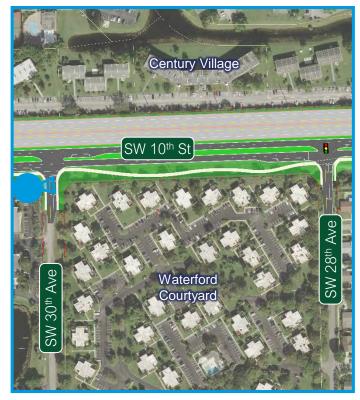




#### Renderings – At SW 30<sup>th</sup> Ave – Looking East Without Ramps to Powerline Road











#### Renderings – East of SW 30<sup>th</sup> Ave – Looking East With Ramps to Powerline Road









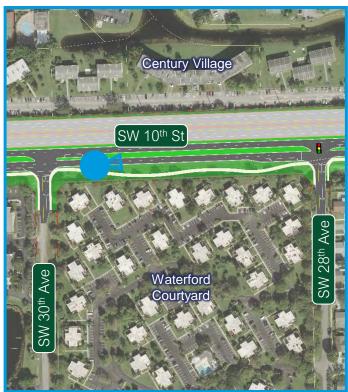


#### Renderings – East of SW 30<sup>th</sup> Ave – Looking East <u>Without Ramps to Powerline Road</u>











#### Renderings – Waterford Courtyard – Looking West With Ramps to Powerline Road





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#### Renderings – Waterford Courtyard – Looking West Without Ramps to Powerline Road



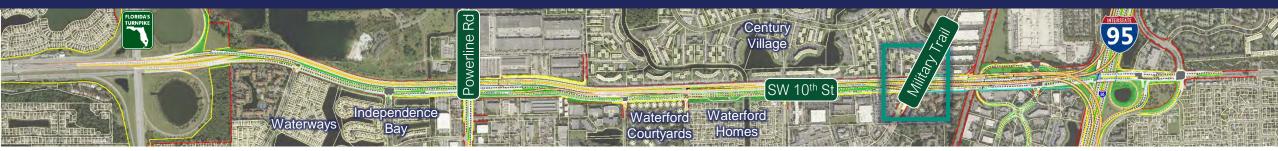




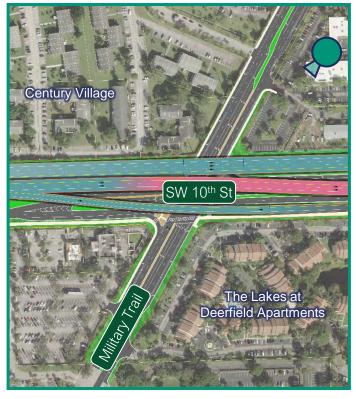




#### **Renderings – Military Trail – Looking South**



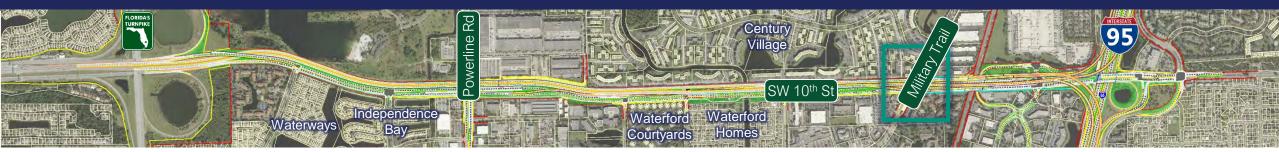








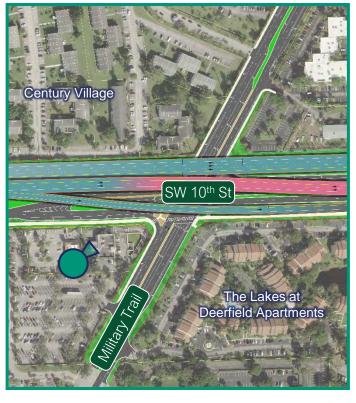
#### **Renderings – Military Trail – Looking North**





N 10th Stre

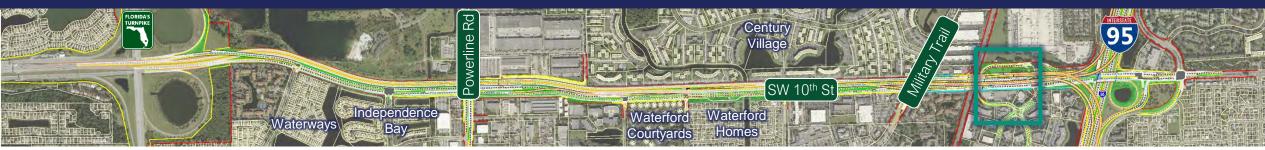
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#### **Renderings – Newport Center – Looking Northeast**



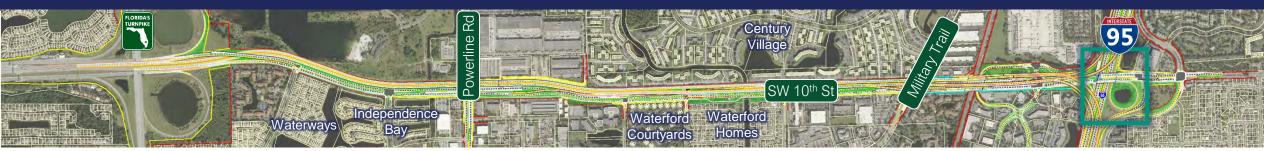








## Renderings – I-95 Interchange – Looking South











### **Renderings – I-95 Interchange – Looking Southwest**



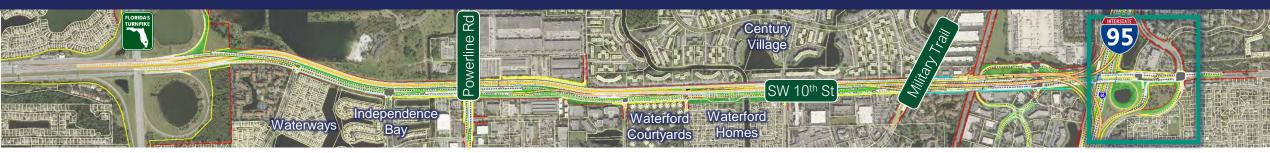








#### **Renderings – I-95 Interchange – Looking West**











### **Renderings – I-95 Interchange – Looking Northwest**



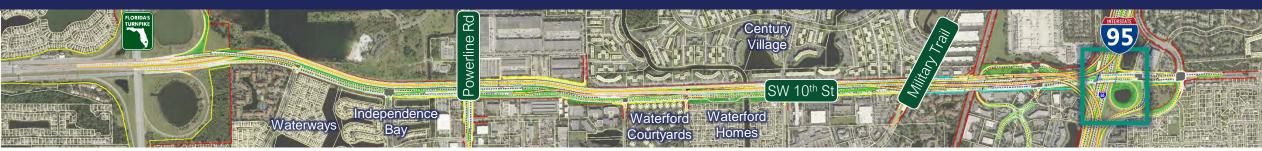








## Renderings – I-95 Interchange – Looking North











### Next Steps - Public Engagement Plan (SW 10<sup>th</sup> & I-95)

- Spring / Summer
  - Additional Individual HOA and Stakeholder Virtual Meeting in combination with face to face when permitted
  - Continued Coordination with City of Deerfield Beach
  - Social media updates / flyers
  - MPO Update Meeting
- Summer / Fall
  - Continue with Stakeholder Meetings
  - Elected Official Meetings
  - City Updates
  - Public Hearing (Anticipated in September)
  - MPO Work Program Agenda Item (October)





#### Schedule

Project	2017		2018		2019			2020			2021		
Milestones	S O N	D J F M	AMJJAS	O N D	JF	M A M J	J A S	O N D	J F M A	A M J J	ASOND	J F M A M	J
Public Engagement			_							_			
Kickoff Meeting													
Engineering Analysis													
Environmental Analysis													
Alternatives Public Workshop #1													
Alternatives Public Workshop #2													
Project Update Webinars										**			
Public Hearing											•		
Location Design Concept Acceptance													





Major Construction Activities Anticipated to Start 2023



#### **Question and Answer Period**

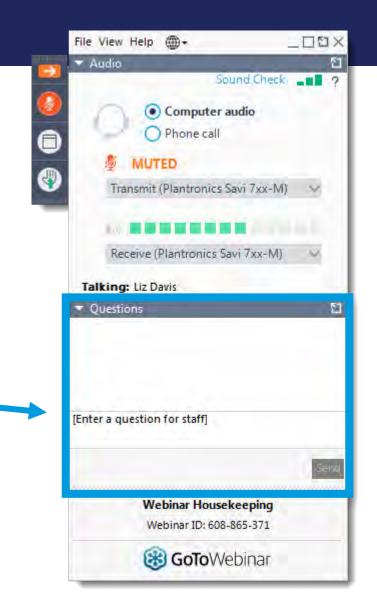
- Will start with questions submitted in advance of the webinar
- Questions submitted during the presentation and Q&A period will be answered as time permits
- Response to questions will be posted to the website after the webinar
- If you need additional information, please contact the FDOT project manager (contact information provided on last slide). We will conduct additional group meetings in the coming months
- Visit our project websites:
  - www.sw10street.com
  - www.fdot.gov/projects/sr9/index.html





### **Questions and Answers**

- Asking Questions and Providing Comments
  - Websites
    - o www.sw10street.com
    - o www.fdot.gov/projects/sr9/index.html
  - Call 1-800-418-0524 or (305) 573-0089
  - Submit via the question box







### **Q&A Categories**

- <u>Accessibility & Traffic</u>
- <u>Construction, Utilities, and Right-of-Way</u>
- Depressed Elements
- Turnpike Study
- Noise Analysis and Process
- Environmental and Community Features





Contact:

#### **Robert Bostian, PE**

<u>Robert.Bostian@dot.state.fl.us</u> (954) 777- 4427

www.sw10street.com

www.fdot.gov/projects/sr9/index.html

# Presentation End Begin Q&A Thank you!



