



SW 10th Street Connector and I-95 PD&E Study

Community Meeting with Waterford Homes



SW 10th Street Connector PD&E Study

FM #439891-1-22-02, ETDM #14291



I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study

FM #436964-1-22-02, ETDM #14244

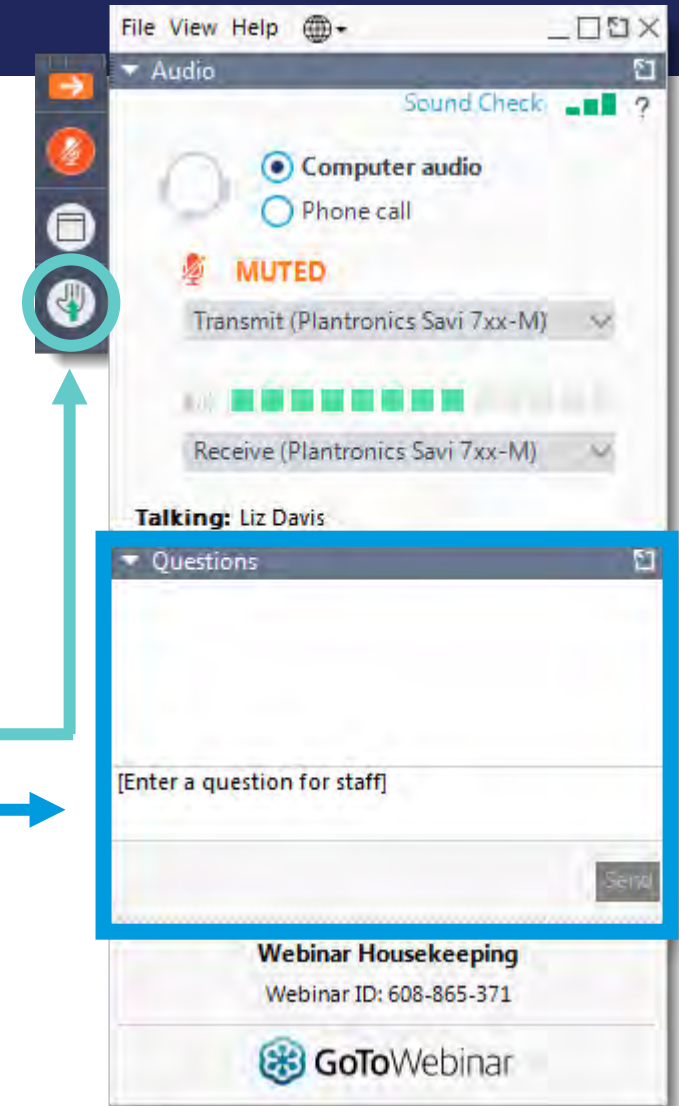
October 7, 2020

Agenda

- Welcome and General Items
- Project Background
- Project Development and Environment (PD&E) Process
- PD&E Study Alternative Development / History (including recent changes)
- Preliminary Alternative Comparison
- Rendering Review
- Next Steps

Meeting Tips to Attendee

- Attendees are Automatically Muted to Start the Meeting
- Downloading Info
 - PDF slideshow available in the handout section
- Asking Questions and Providing Comments during meeting
 - Call 1-800-418-0524
 - Raise hand if you have a question or clarification, you will be unmuted in order of raising hands
 - Submit via the question box
- Get Technical Assistance
 - Call 1-800-418-0524



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

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Florida Department of Transportation
State Title VI Coordinator

Jacqueline Paramore

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General Information


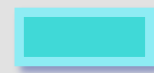
- Acknowledgment of Elected Officials in attendance
- Confirmation of current number of attendees
- Introduction of Presentation and Q&A Team
 - Miranda Brito, SW 10th Street Connector Public Involvement Team Member
 - *Presentation Moderator*
 - Robert Bostian, FDOT Project Manager
 - Phil Schwab, SW 10th Street Connector PD&E Project Manager
- Other acknowledgments

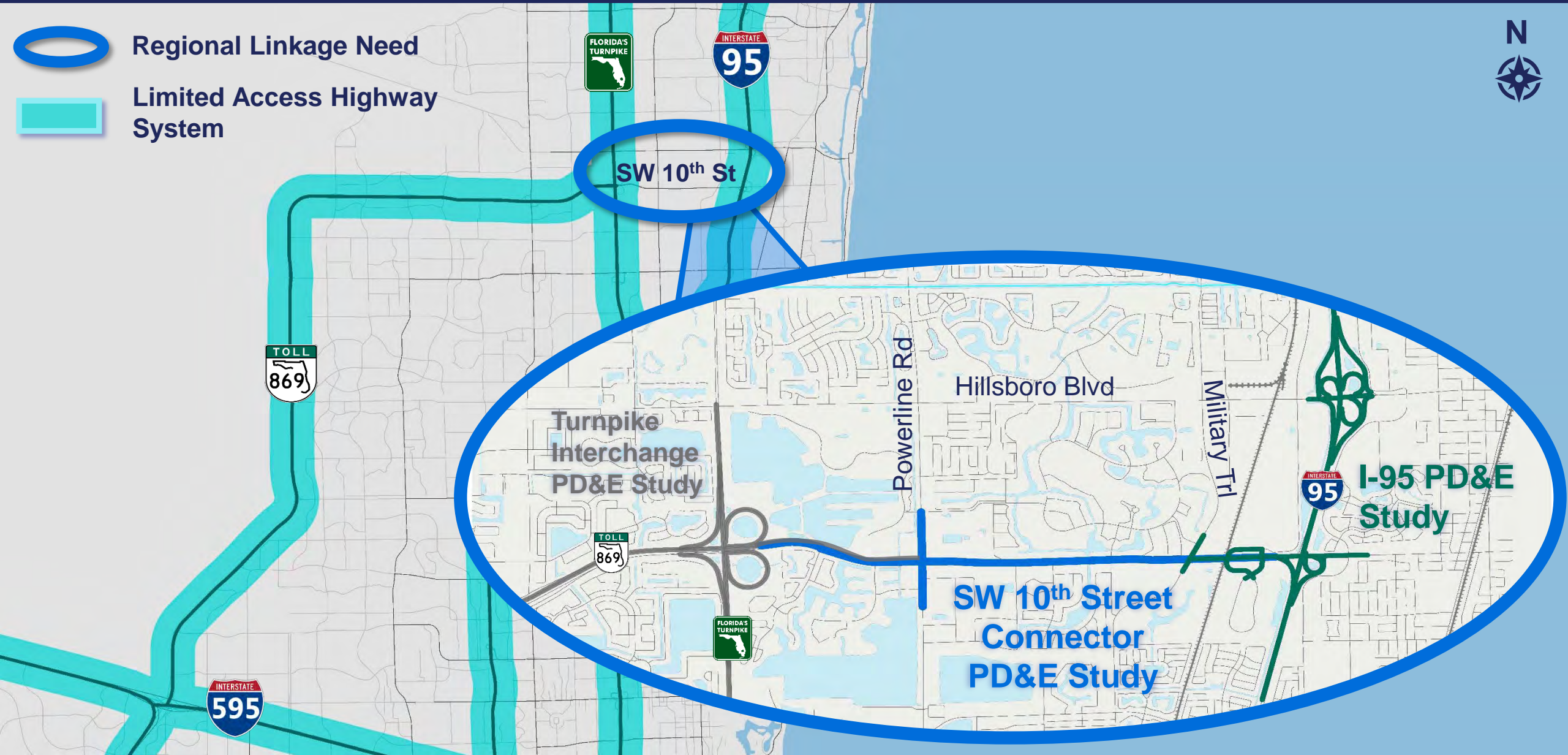
What has happened since Postponement of Public Hearing in October 2019?

- 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
- Conducted three virtual webinars (June 18, June 29, and July 1)
 - 799 Attendees
 - Provided update on project concepts and response to questions
 - All webinar materials (presentation, Q&A slides, Q&A matrices, recordings) are available on the project website, under Webinar Exhibit Room, Webinar Materials

Project Location

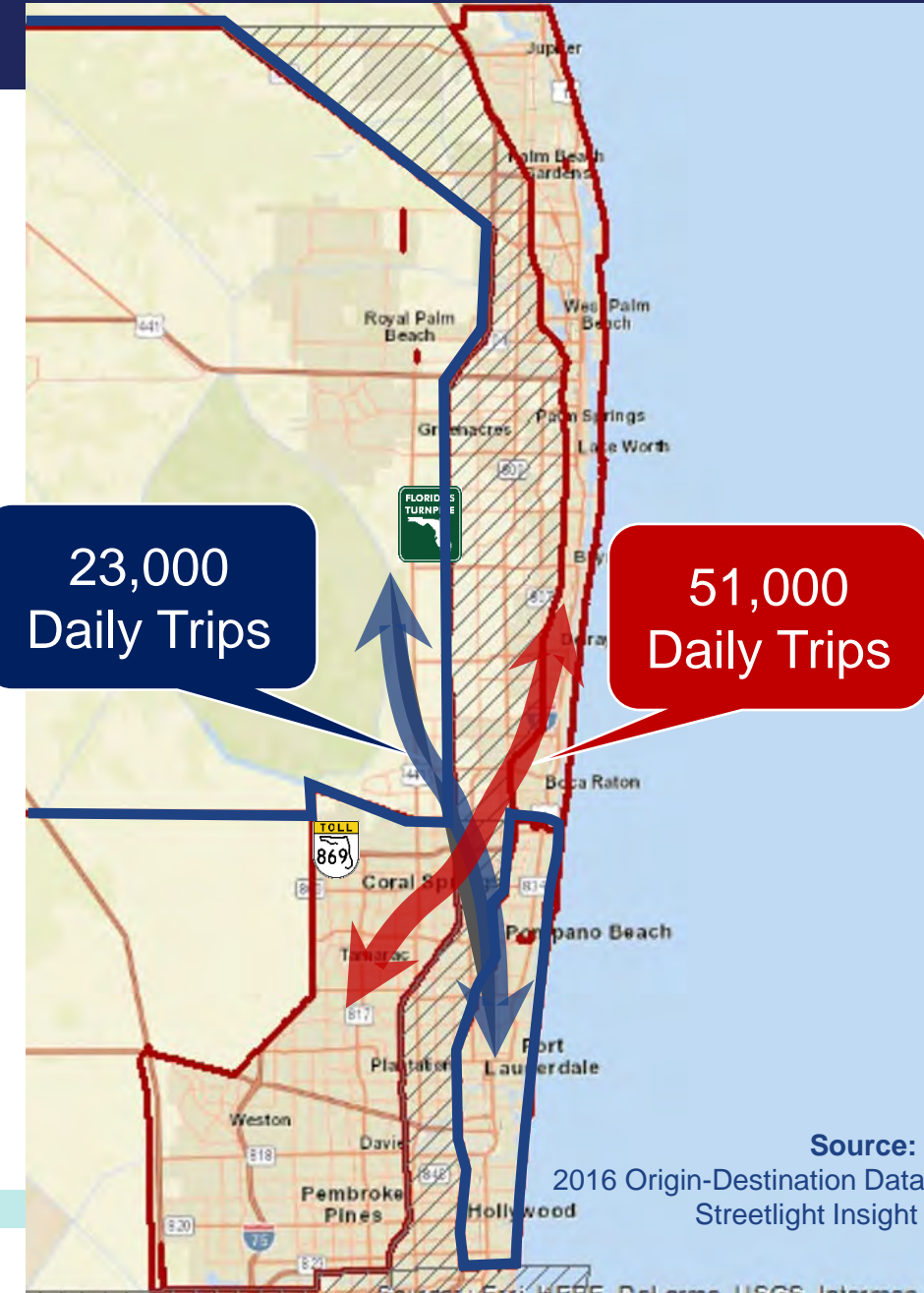


-  Regional Linkage Need
-  Limited Access Highway System

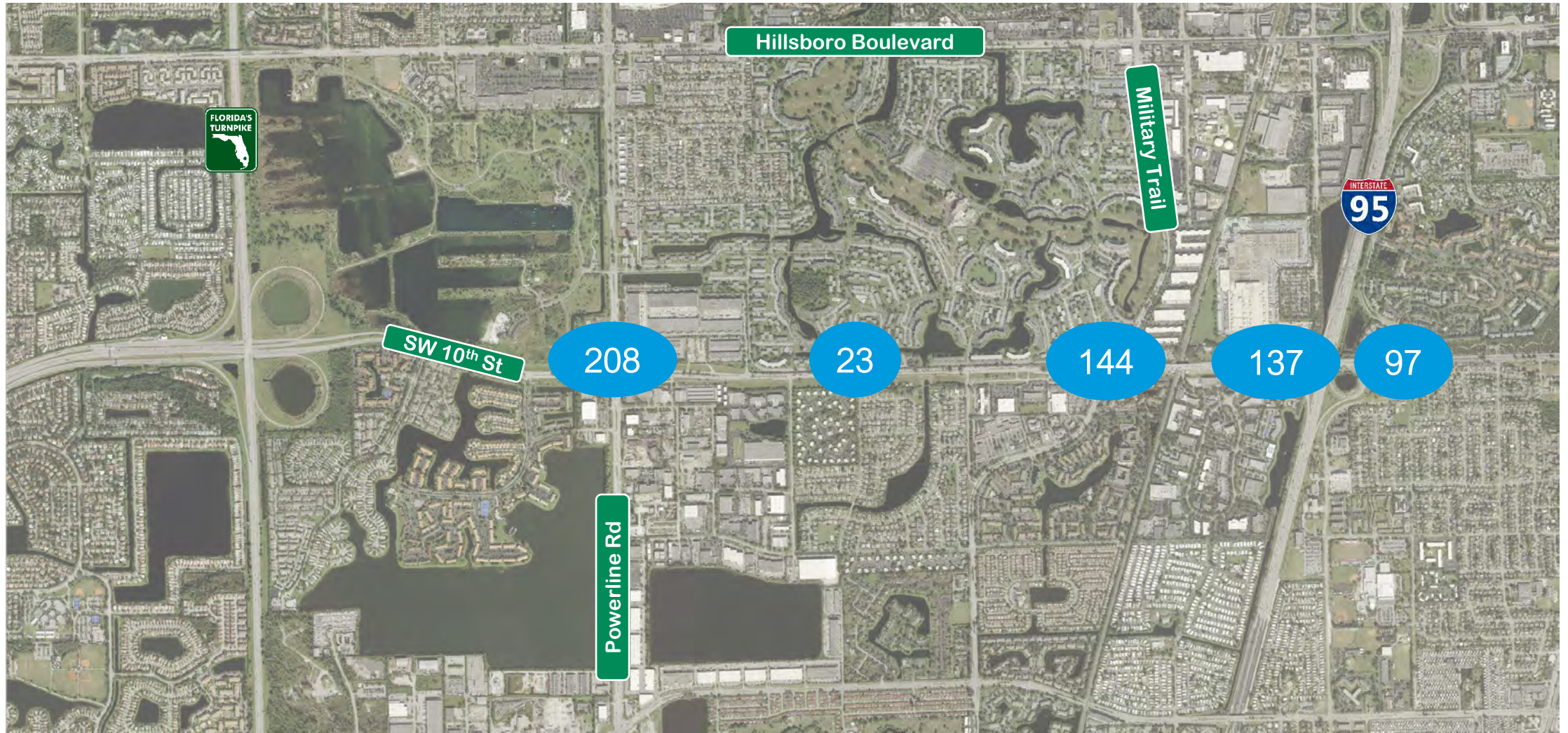


System Linkage Need

- 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 10th 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 10th Street needs
- Enhance intermodal and economic development
- Enhance emergency response times and evacuation operations



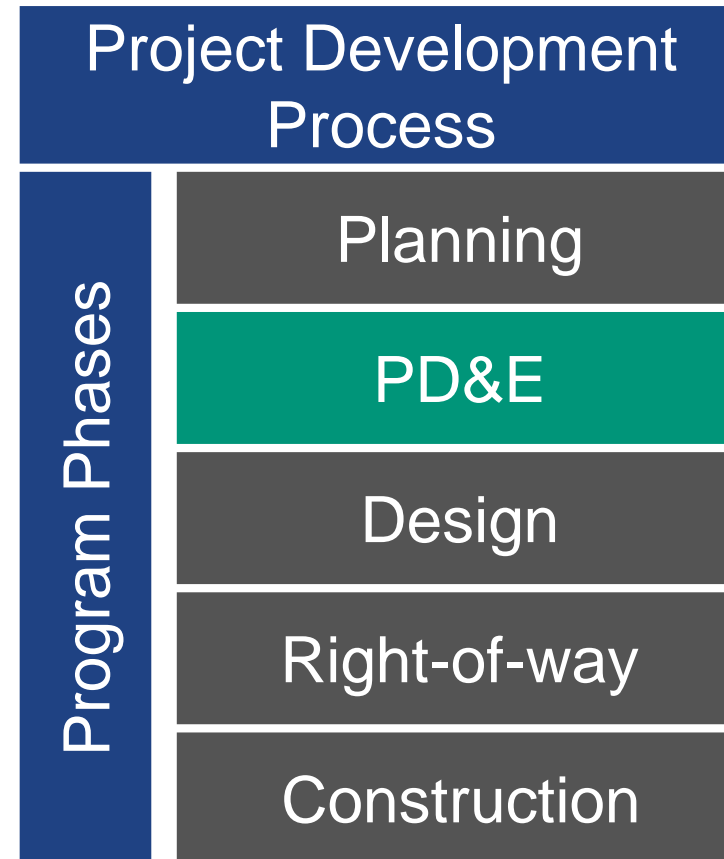
Purpose and Need – I-95 PD&E Study

- 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

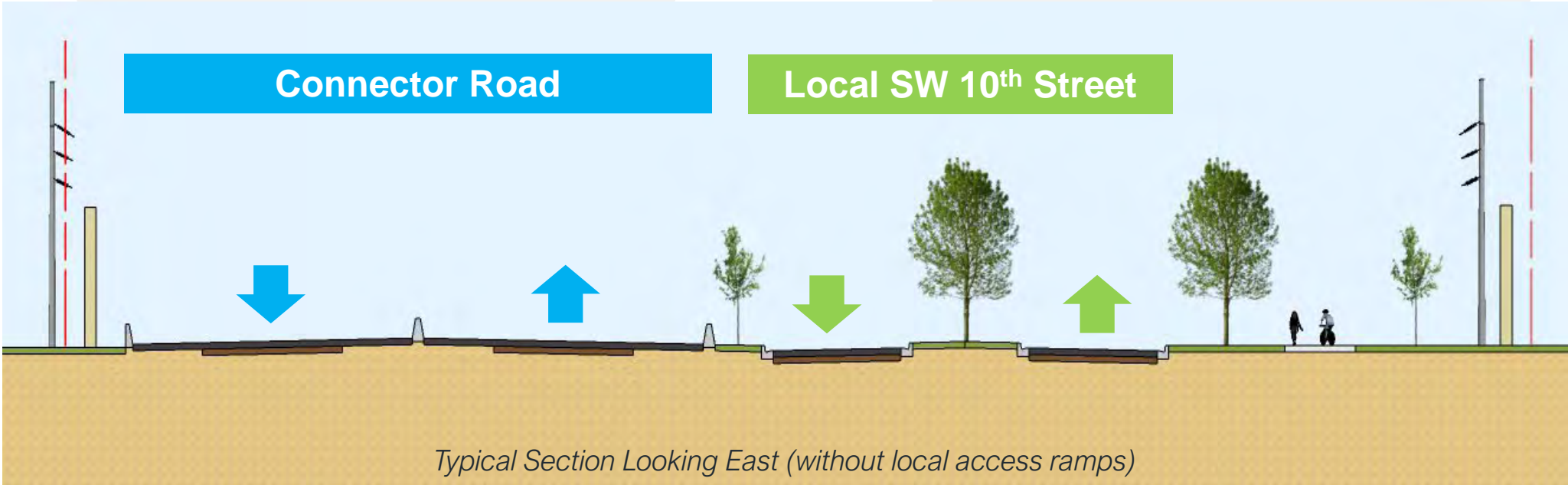
Overview: One Corridor, Dual Facilities

1 Connector Road

- Regional connection
- Higher speed
 - (60 mph)
- Limited Access
- Trucks allowed

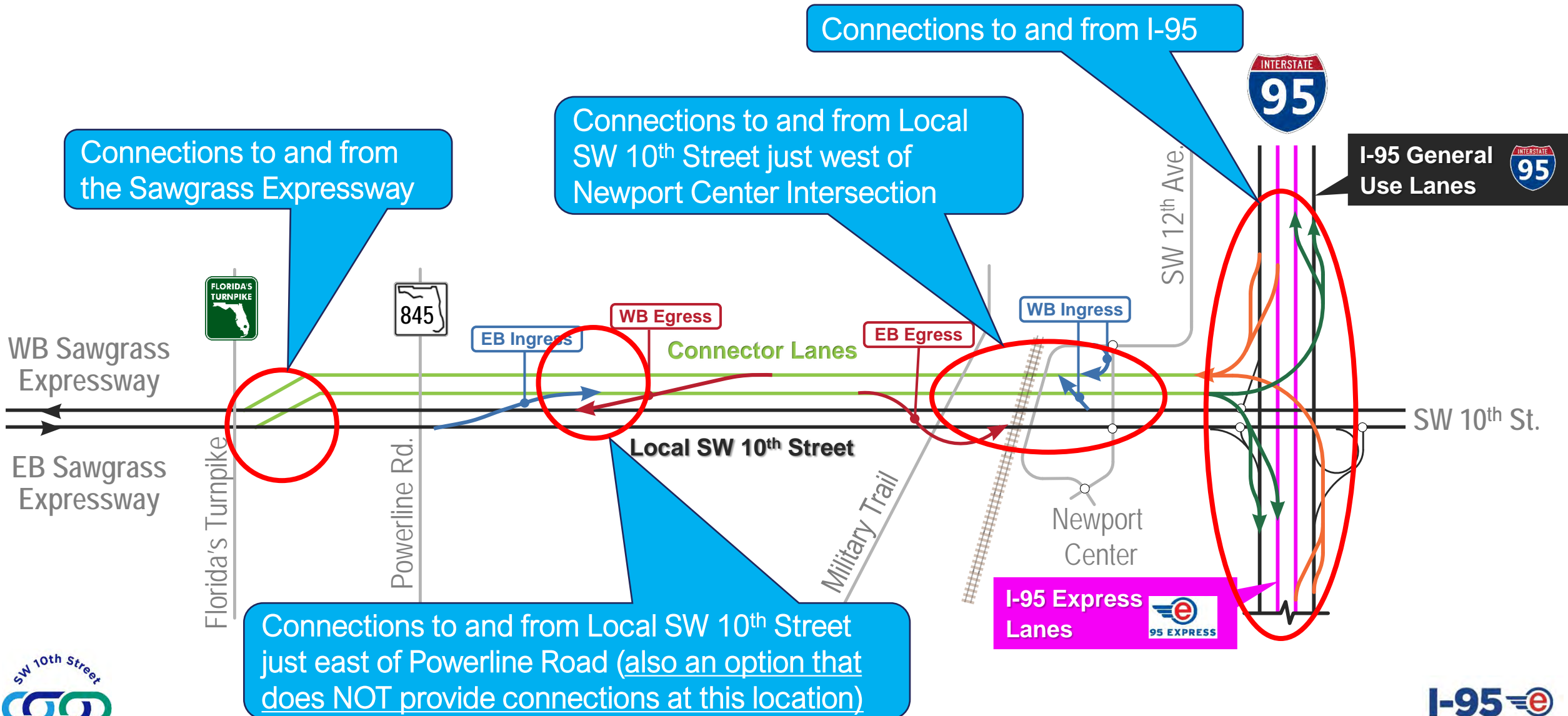
2 Local Roadway

- Access for businesses and communities
- Lower speed
 - (35 mph)
- Bicycle and Pedestrian Facilities



Typical Section Looking East (without local access ramps)

Overview of Access to and from Connector Lanes



Public Engagement

- Reduce Impacts (provide range of depressed elements)
- Northern Alignment

MPO Prioritizes Project and provides COAT recommendations

Notice to Proceed

Kickoff Meeting

Alternatives Public Workshop

City/MPO Raises Concerns over Preferred Alt

2017

July 2017

Nov 2017

April 2018

Nov 2018

Oct 2019

FDOT Programs new PD&E Studies

- Allow Trucks
- Move overpass bridge away from Waterways Entrance
- Connector Lanes will not be tolled
- FDOT selects the WB Depressed Ramp as their Preferred Alternative

Alternatives Public Workshop #2

Postpone Public Hearing



Addressing Concerns



1. 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.



2. Needs more Complete Street elements on local SW 10th 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.



3. Not enough depressed section elements (Aesthetics & Noise)

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.



4. Not enough green space

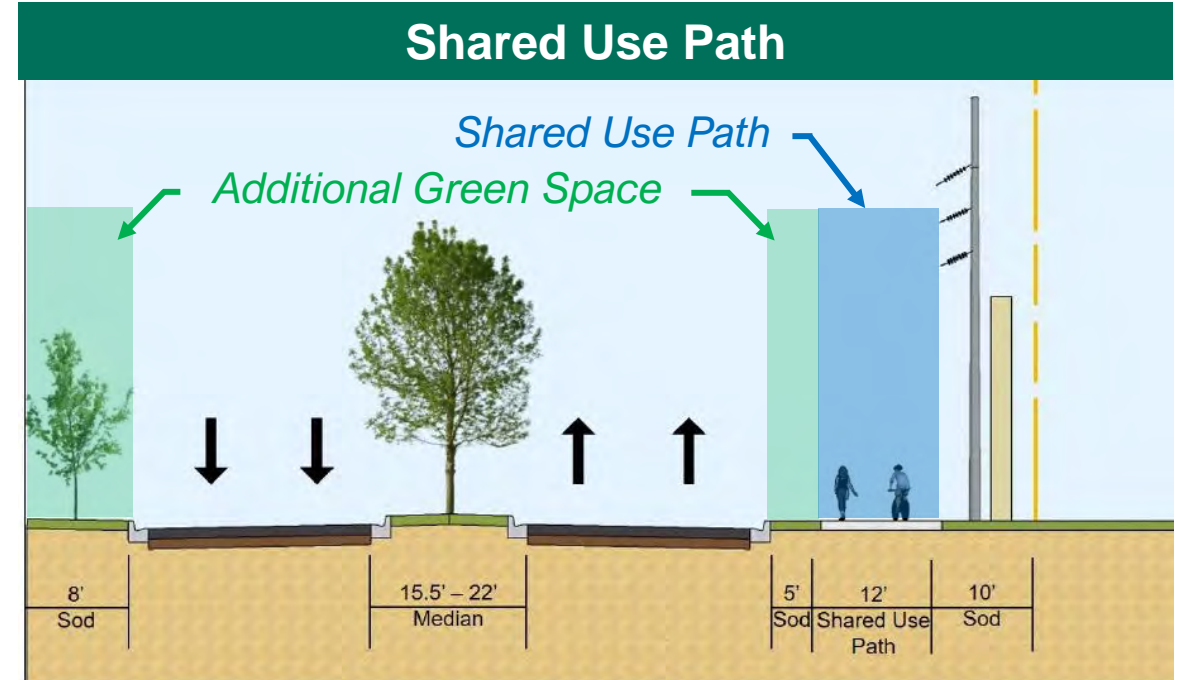
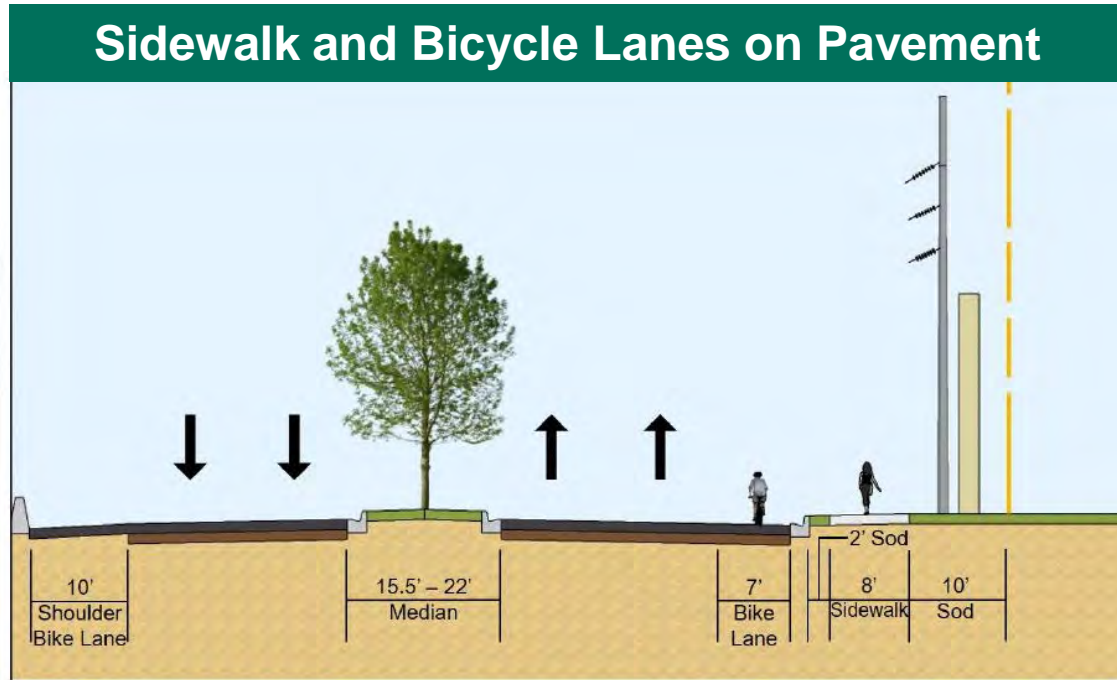
PROPOSED SOLUTION – Additional green space has been added to all build options. One option adds an additional 30 feet of green space in the middle of the corridor and moves the road approximately 50 feet further away from homes.



5. 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.

Make Local 10th a Complete Street

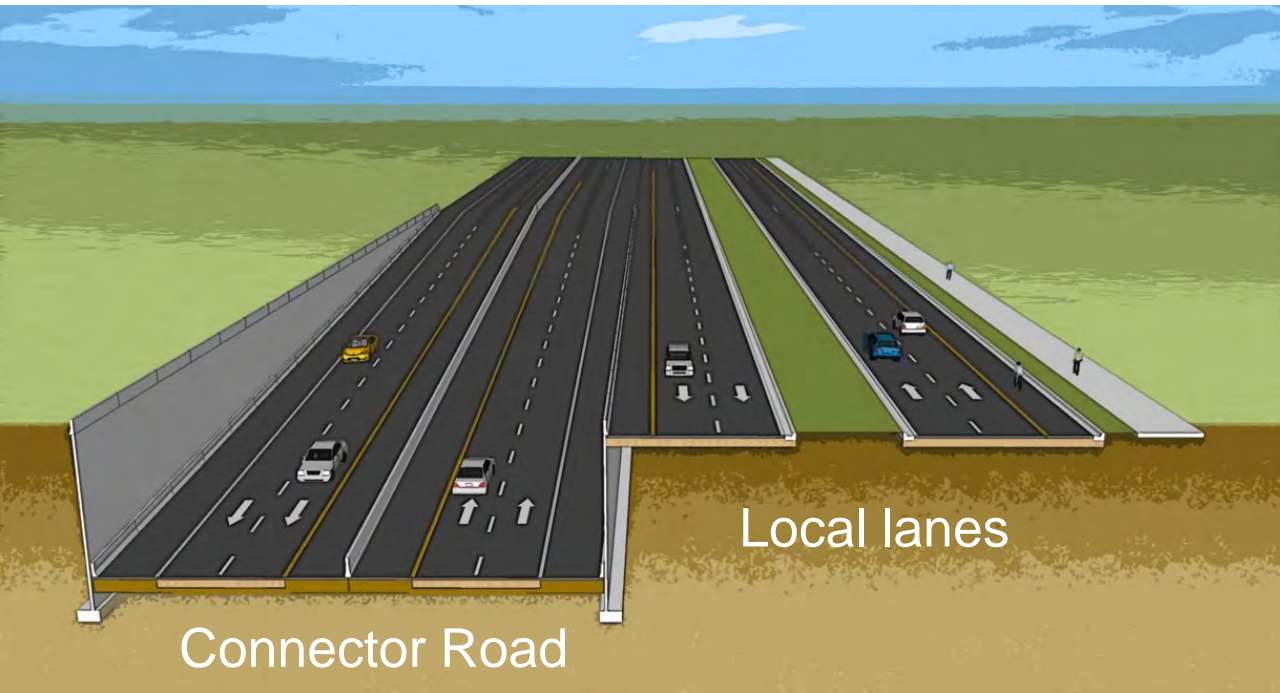


- Provides additional green space
- City concerned with bicycles interacting with local access ramps
- FDM now allows for removal of bike lanes on the pavement in lieu of shared use path
- City staff and officials very supportive of the change

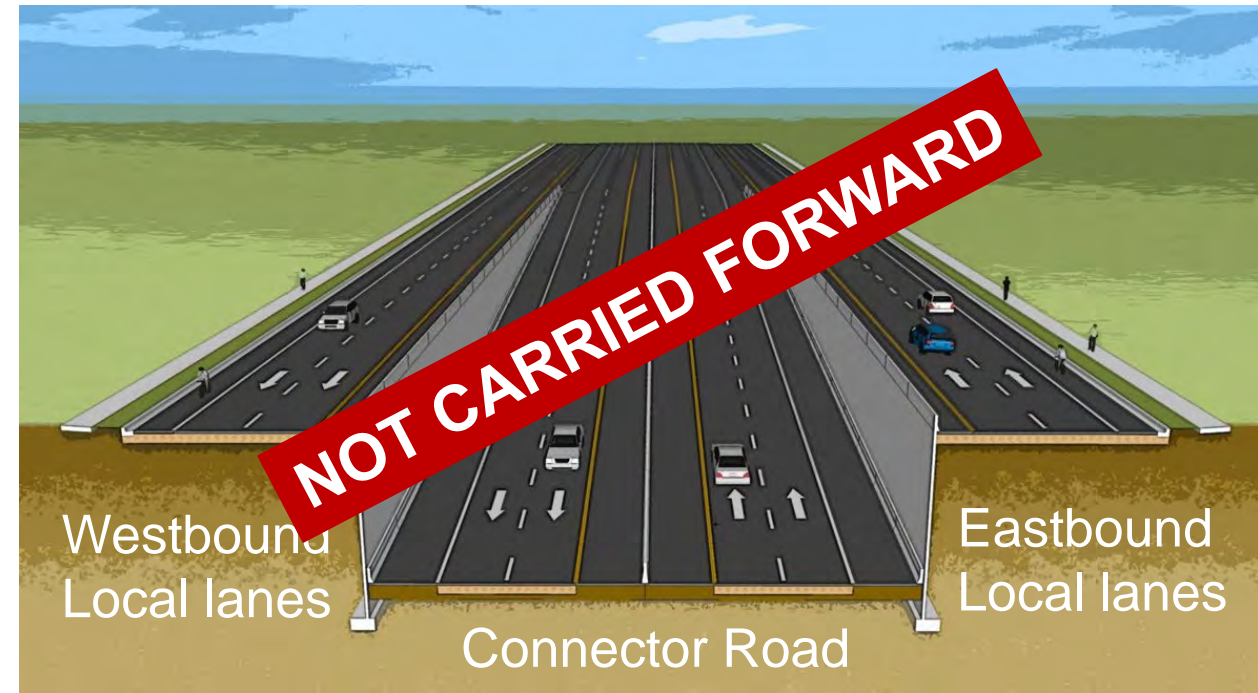
Alternatives Development – Workshop #1

- 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

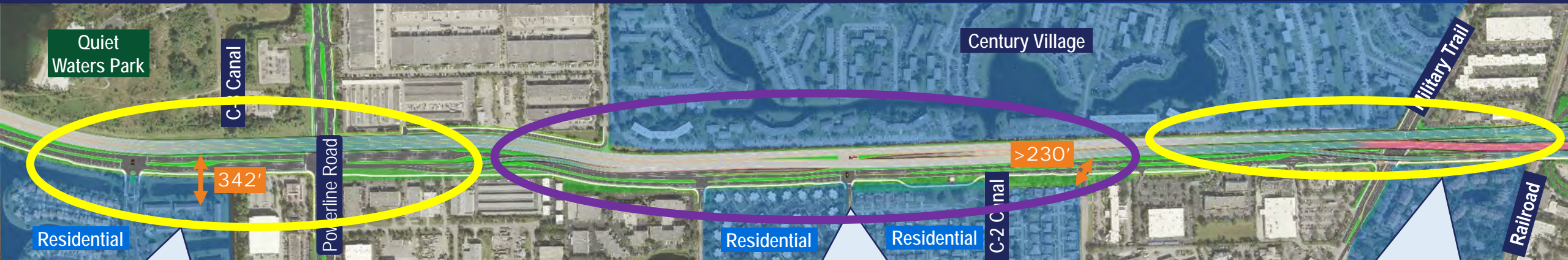
North Alignment



Center Alignment



Increase the Length of Depressed Roadway



West Constraints

- 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

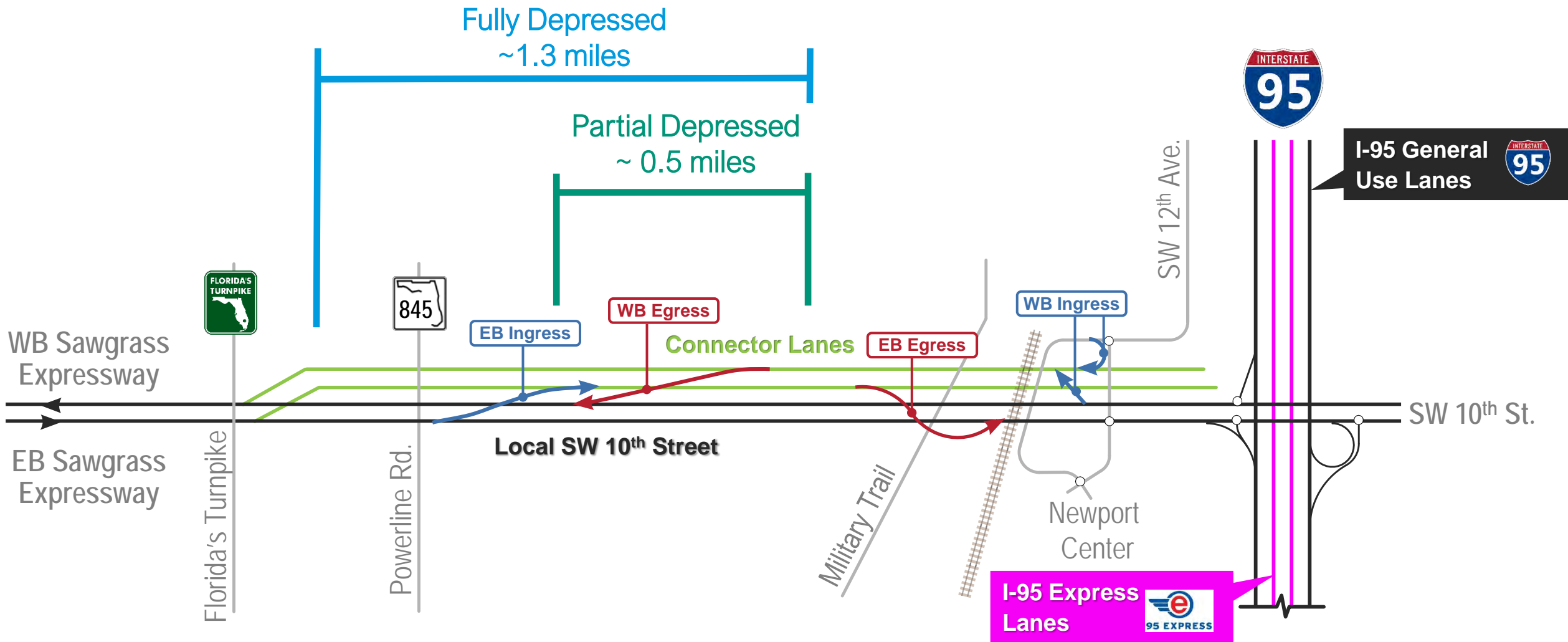
East Constraints

- C-2 Canal
- Roads must elevate over Military Trail
- Roads must elevate over the Railroad

Minimal benefits

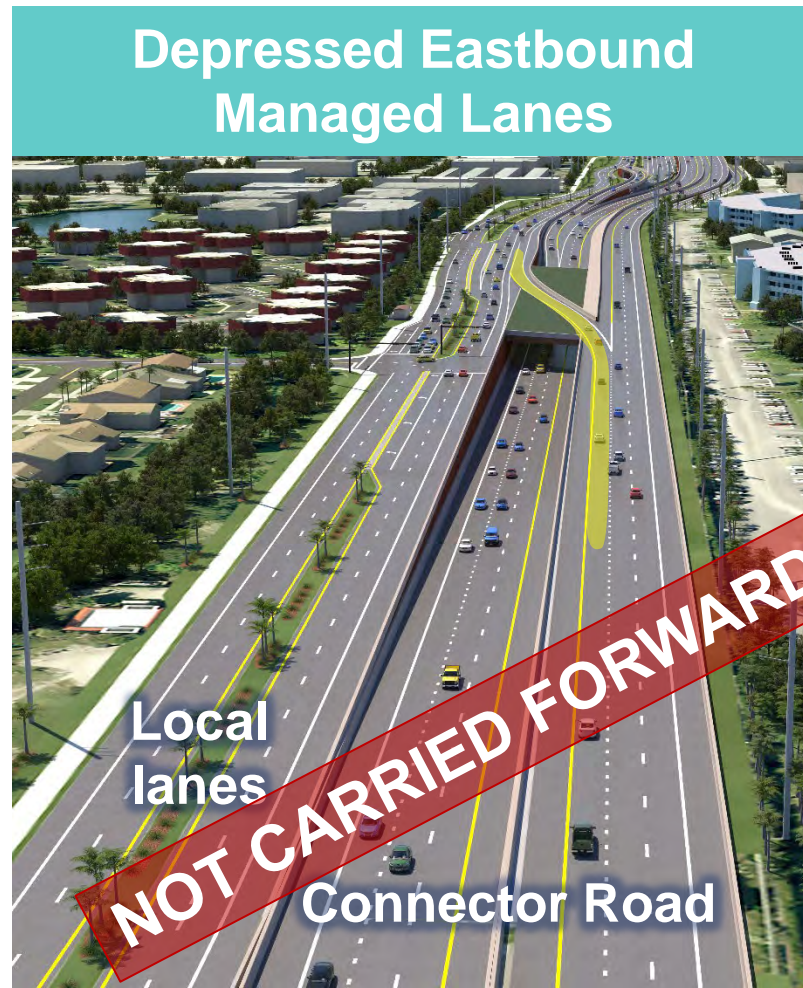
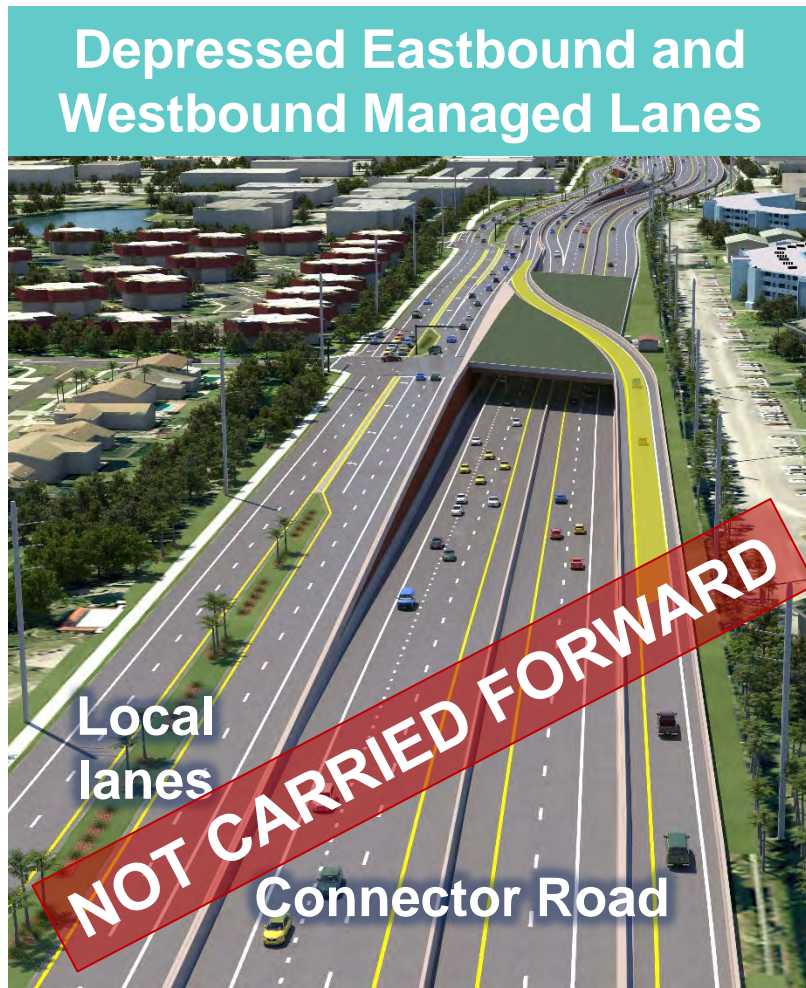
- Closest house on south is more than 230 feet from the start elevation increase
- Century Village has expressed desire for noise wall

Length of Depressed Roadways Evaluated

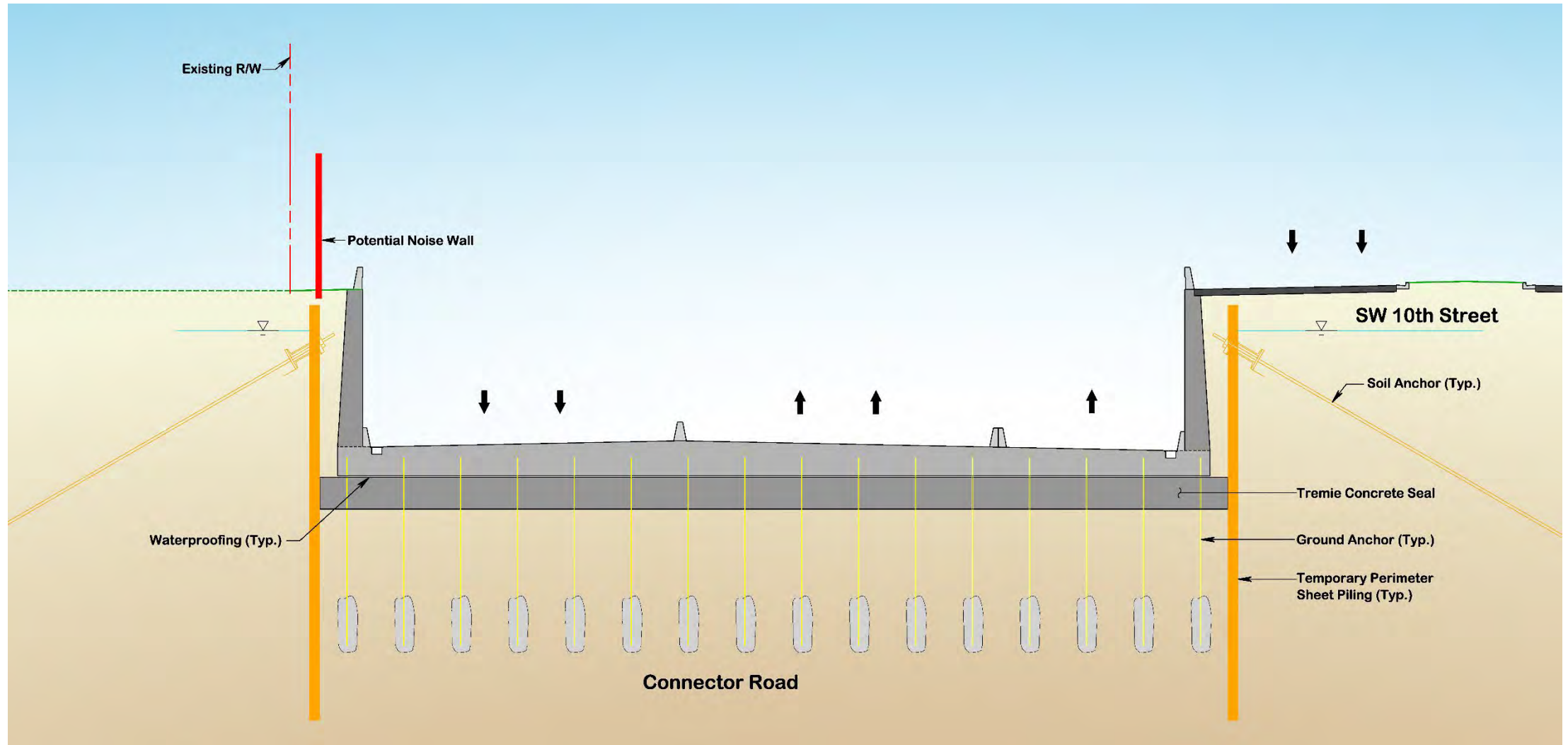


Alternatives Development – Partial Depressed Options

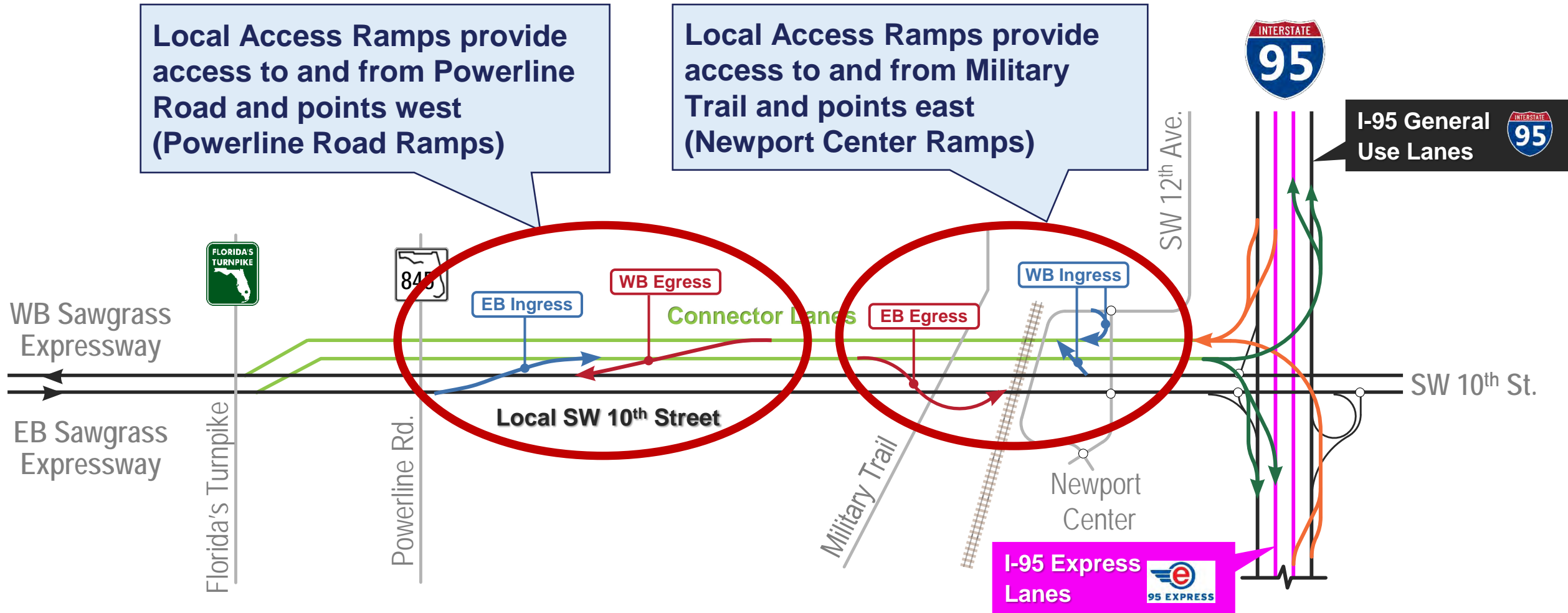
- Alternatives Public Workshop No. 2 - November 18, 2018 (additional alternatives to full depressed north alignment and at-grade with no local access)



Depressed Section Challenges



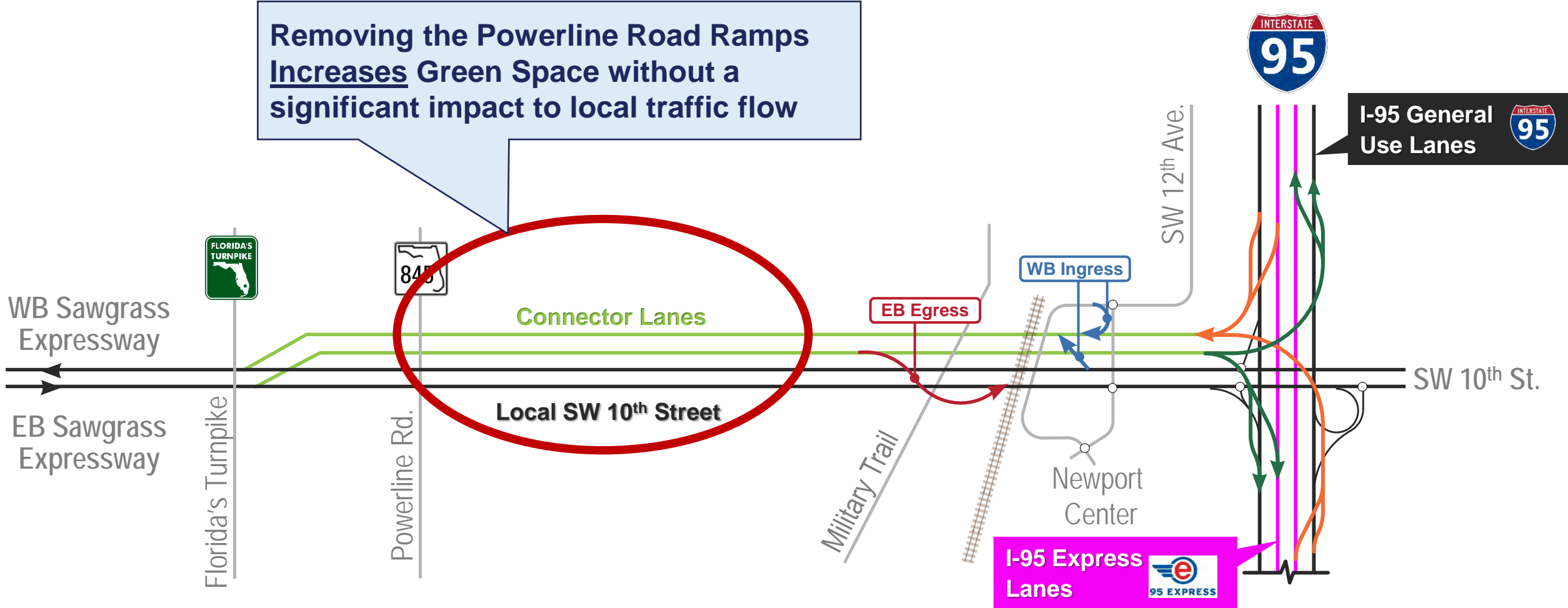
Eliminate Local Access Ramps (to Increase Green Space)



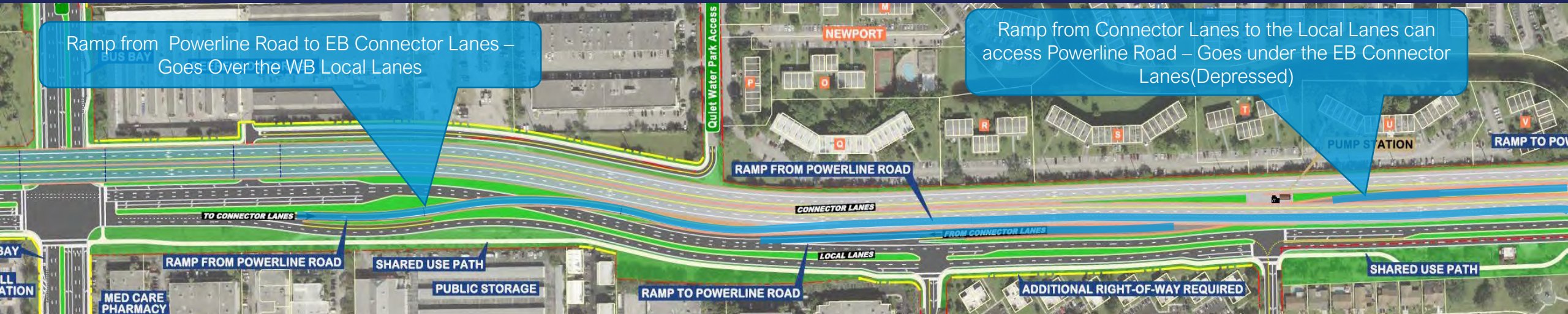
Eliminate Local Access Ramps (to Increase Green Space)

Without Powerline Road Ramps

Removing the Powerline Road Ramps Increases Green Space without a significant impact to local traffic flow



Alternatives Comparison

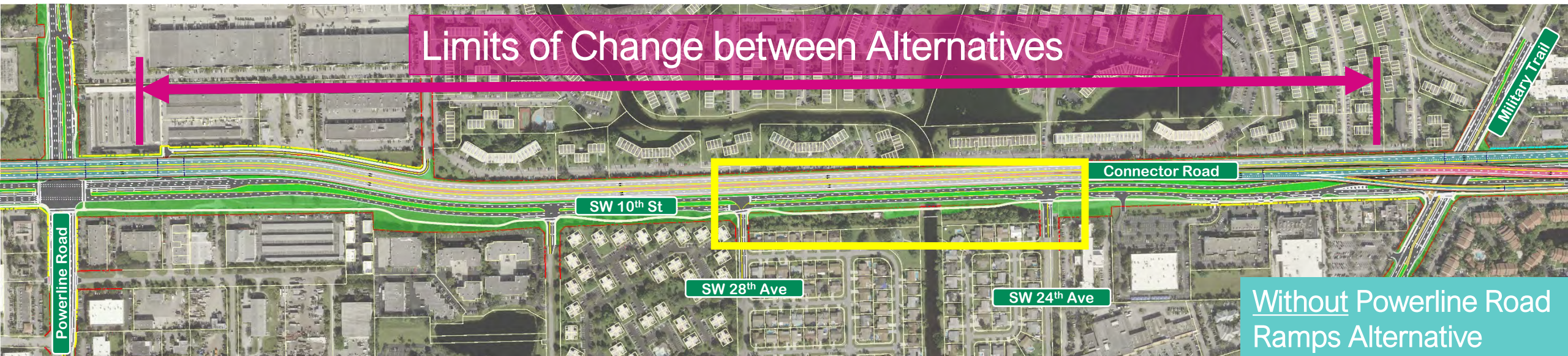
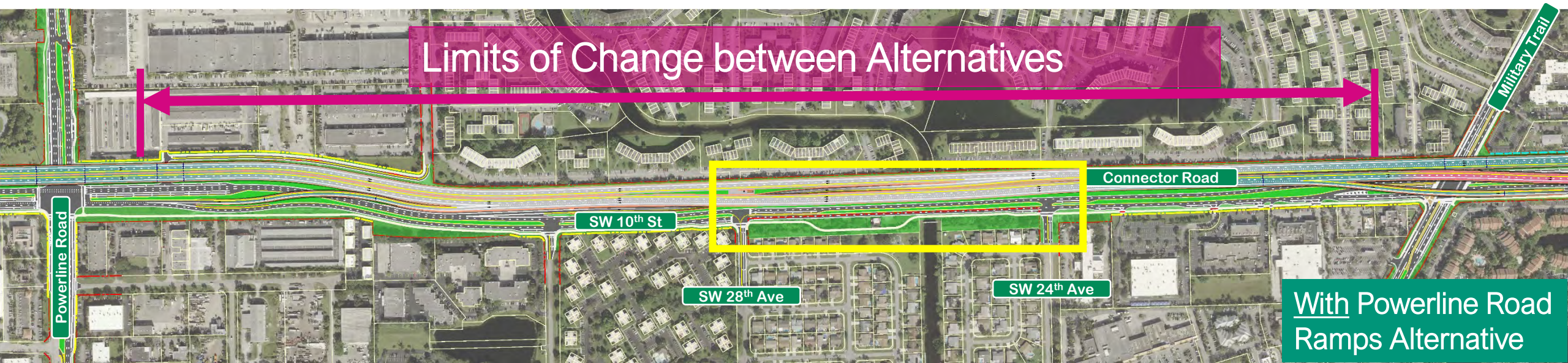


Alternative with the Local Access Ramps to and from Powerline Road



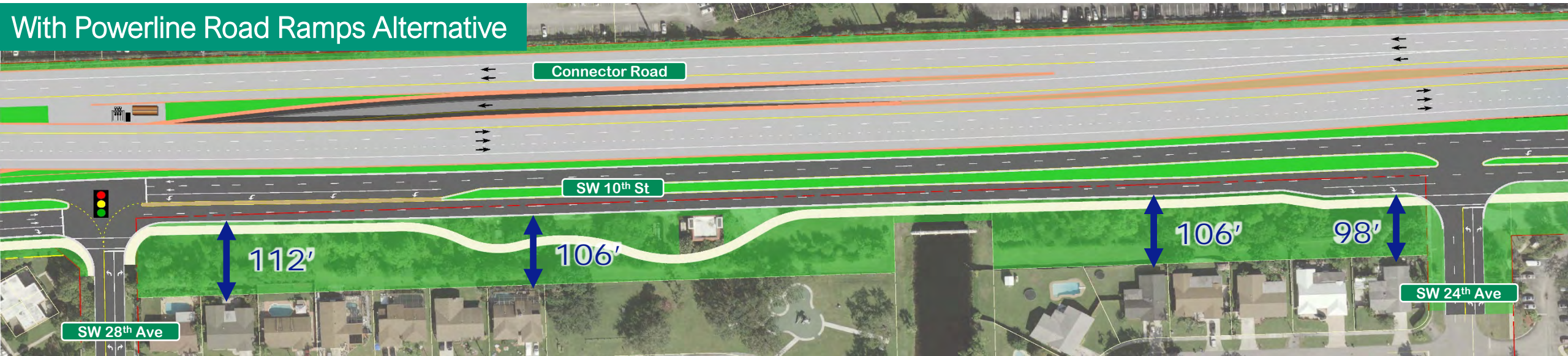
Alternative with No Local Access Ramps to and from Powerline Road

Alternatives Comparison



Alternatives Comparison – Offsets to Homes

With Powerline Road Ramps Alternative



Without Powerline Road Ramps Alternative

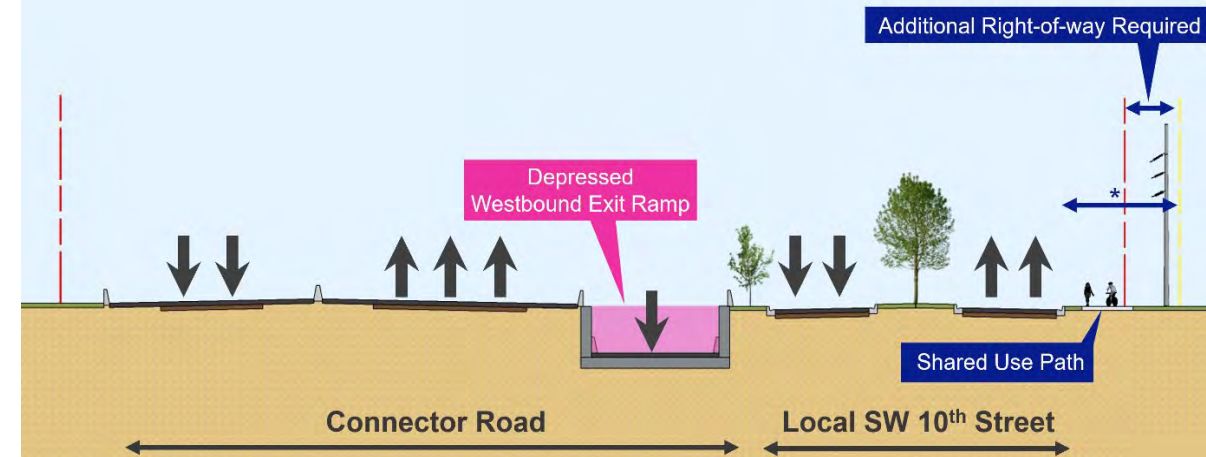


Alternative Comparison

Renderings Shown East of SW 30th Ave – Looking East (*shown without noise walls*)

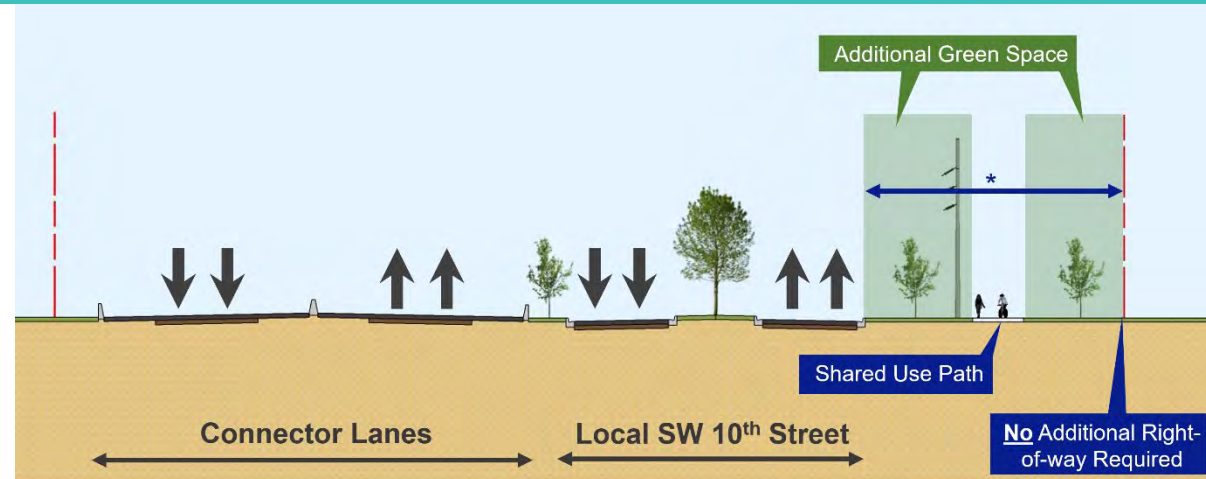
With Powerline Road Ramps

- Requires relocation of overhead Transmission lines closer to community
- Requires additional right-of-way
- Approximate distance from closest home to curb (*):
 - Waterford Courtyard – 47 feet
 - Waterford Homes – 106 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
- Approximate distance from curb to homes (*):
 - Waterford Courtyard – 98 feet
 - Waterford Homes – 146 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 provide access to Connector Lanes for Powerline Road and western communities



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Renderings Shown East of SW 30th Ave – Looking East (*shown without noise walls*)

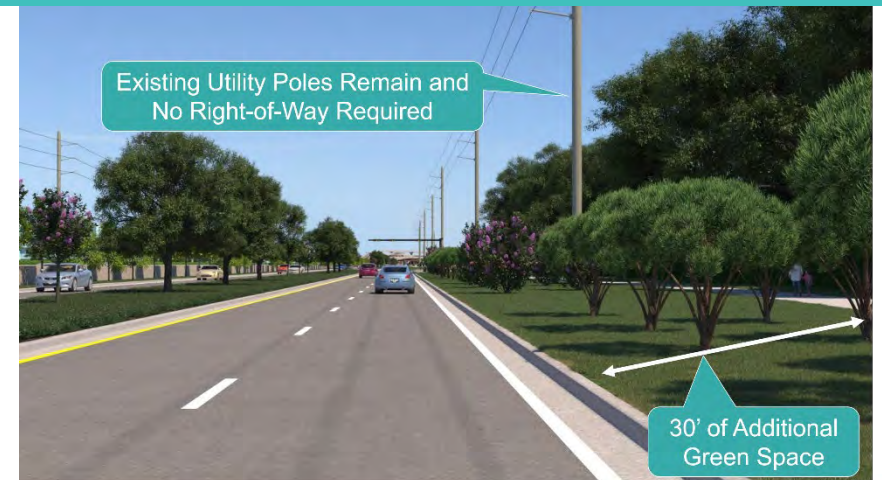
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Peak Hour Traffic Volumes (Comparison)

LEGEND

- Connector Lanes
- Local / General Use Lanes
- I-95 Express Lanes

- Connector Lanes Peak Hour Traffic Volume (PHV)
- Local SW 10th PHV

XX (XX) Eastbound AM PHV (Westbound PM PHV)
2040 Percent Decrease from Existing PHV AM (PM)

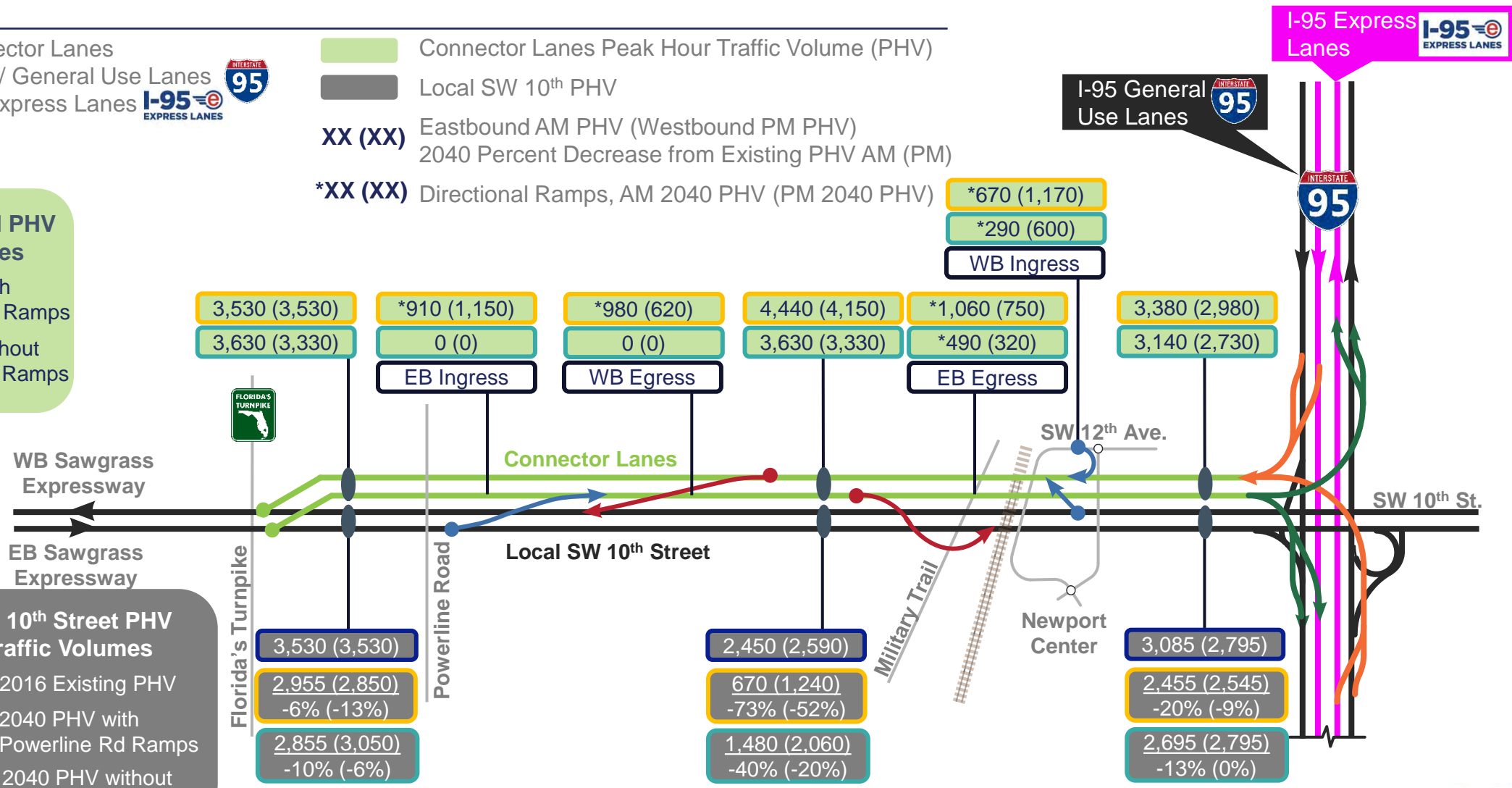
*XX (XX) Directional Ramps, AM 2040 PHV (PM 2040 PHV)

Connector Road PHV Traffic Volumes

- 2040 PHV with Powerline Rd Ramps
- 2040 PHV without Powerline Rd Ramps

SW 10th Street PHV Traffic Volumes

- 2016 Existing PHV
- 2040 PHV with Powerline Rd Ramps
- 2040 PHV without Powerline Rd Ramps



Rendering Comparison

Renderings Shown East of SW 30th Ave –
Looking East (*shown without noise walls*)

Without Powerline Road Ramps



Rendering Comparison

Renderings Shown East of SW 30th Ave – Looking East (*shown without noise walls*)

With Powerline Road Ramps





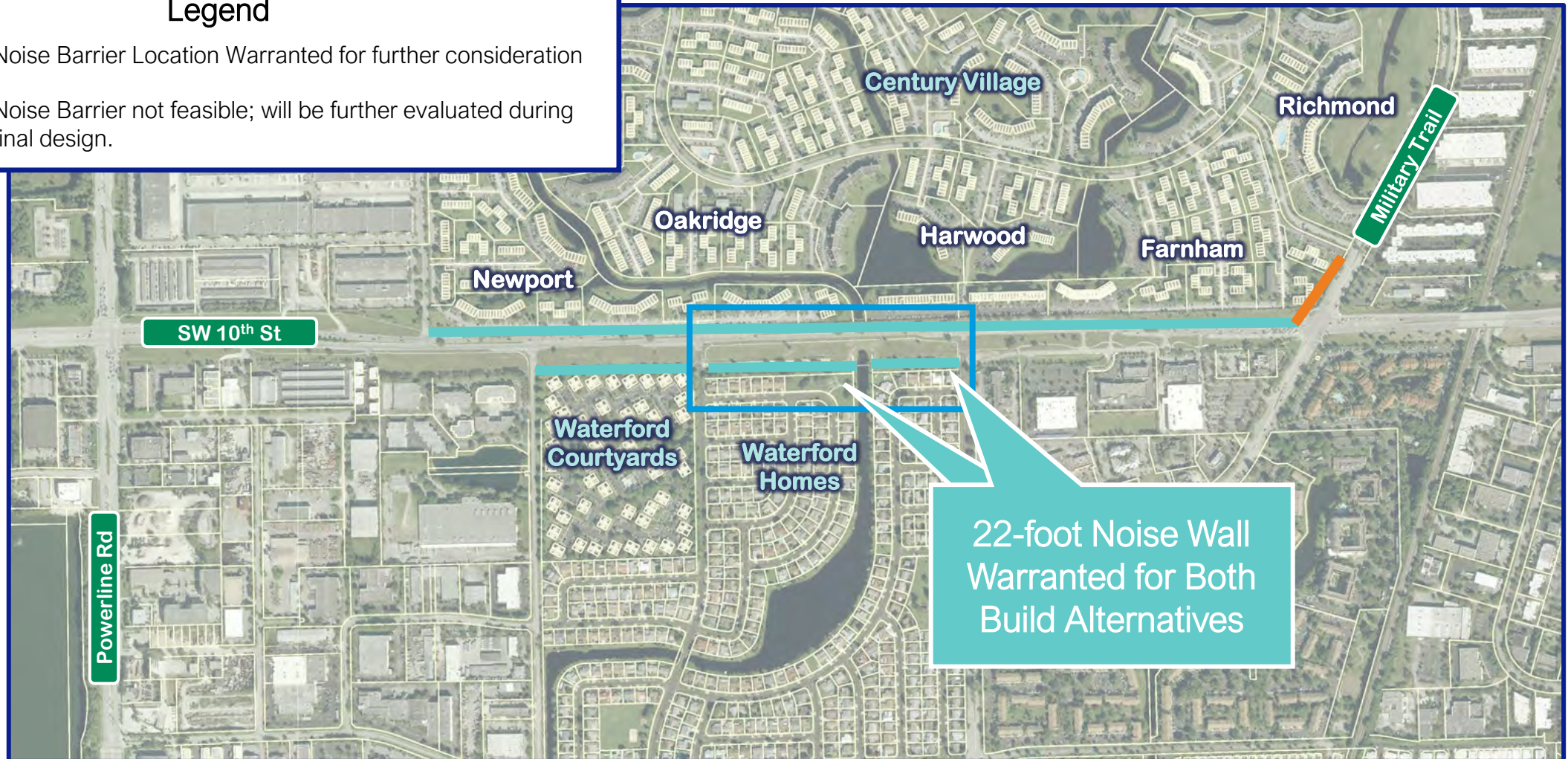
Without Powerline Road Ramps



Potential Noise Barrier Locations

Legend

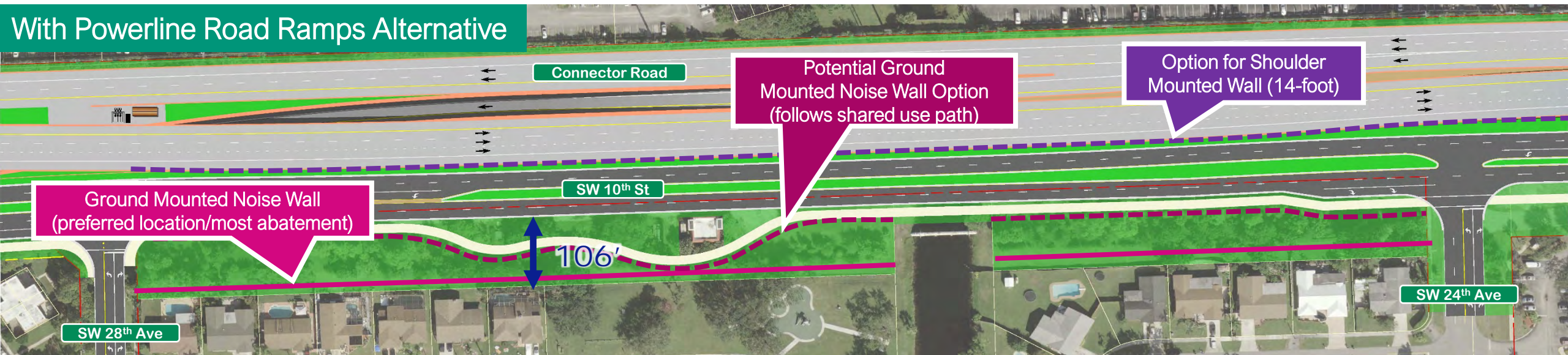
-  Noise Barrier Location Warranted for further consideration
-  Noise Barrier not feasible; will be further evaluated during final design.



Noise Wall Configurations

Final Noise Wall locations will be coordinated with the City and residents during the next phase

With Powerline Road Ramps Alternative



Without Powerline Road Ramps Alternative



Noise Process

- Difference in noise levels at the residences are negligible between alternatives with noise walls
- If noise walls are not constructed, the noise levels will be approximately 1 decibel higher in the With Ramp Alternative
 - Both Build Alternatives would be 5 to 7 decibels higher than existing conditions
- Typically those in the 1st or 2nd row of homes would be eligible to vote for the noise wall (28 homes)

Noise Process - Aesthetics

- Noise Barrier Aesthetics
 - Heights, limits, color, and texture will be coordinated with the City and Community during Final Design

Example ground-mounted noise wall texture



Example shoulder-mounted noise wall














Comparison Matrix

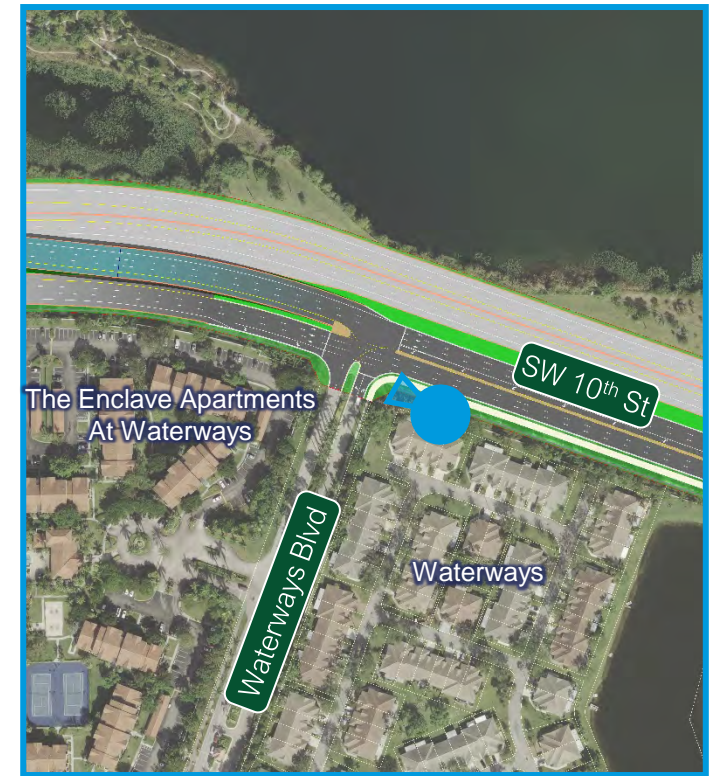
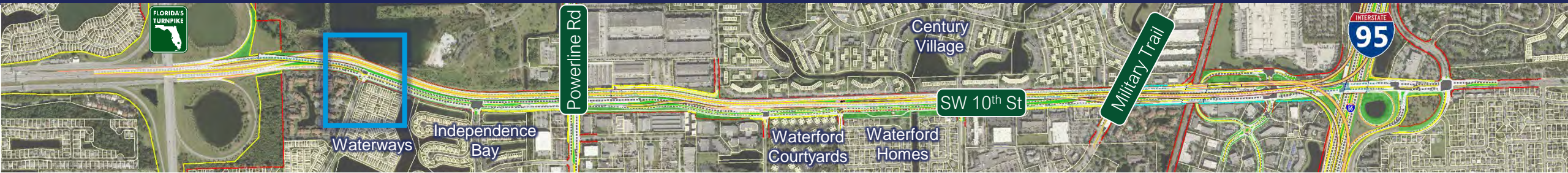
Category	No-Build	With Powerline Road Ramps	Without Powerline Road Ramps
Edge of Pavement to Property Line (south side buffer)	Waterford Courtyard: 194 feet Waterford Homes: 244 feet	Waterford Courtyard: 29 feet Waterford Homes: 92 feet	Waterford Courtyard: 62 feet Waterford Homes: 135 feet
Right-of-Way Impacts	None	9 to 18 feet at Waterford Courtyards	None at Waterford Courtyards
Utility Impacts	None	Moves transmission poles 30 to 40 feet to the south	Transmission lines can remain in same general location
Local SW 10 th Street Peak Hour Traffic and AADT Volumes (Powerline Road to Military Trail)	Existing (2016) Volumes AM = 2,450 PM = 2,590 AADT = 46,000 No-Build (2040) Volumes AM = 3,925 PM = 3,950 AADT = 62,200	<u>Projected 2040 Volumes</u> <u>(% reduction from existing)</u> AM = 670 (73% reduction from existing) PM = 1,240 (52% reduction from existing) AADT = 18,800 (59% reduction from existing)	<u>Projected 2040 Volumes</u> <u>(% reduction from existing)</u> AM = 1,480 (40% reduction) PM = 2,060 (20% reduction) AADT = 36,000 (22% reduction from existing)
Traffic Flow (Projected Travel Time between Turnpike and I-95)	Local (No Connector Road) 2040 EB AM: 12 to 13 mins 2040 WB PM: >30 mins	Projected travel times are less than existing (2016) and No-Build travel times: AM & PM Local: 7 to 8 mins AM & PM Connector: 3 to 4 mins	Projected travel times are less than existing (2016) and No-Build travel times: AM & PM Local: 7 to 8 mins AM & PM Connector: 3 to 4 mins
Connector Road Accessibility	N/A	Provides access to / from Connector Road for communities west of and along Powerline Road	Does not provide Connector Road access from communities west of and along Powerline Road
Noise	Similar to existing levels	Similar to or lower than existing levels with noise barriers	Similar to or lower than existing levels with noise barriers

Preliminary Evaluation Matrix (SW 10th St)

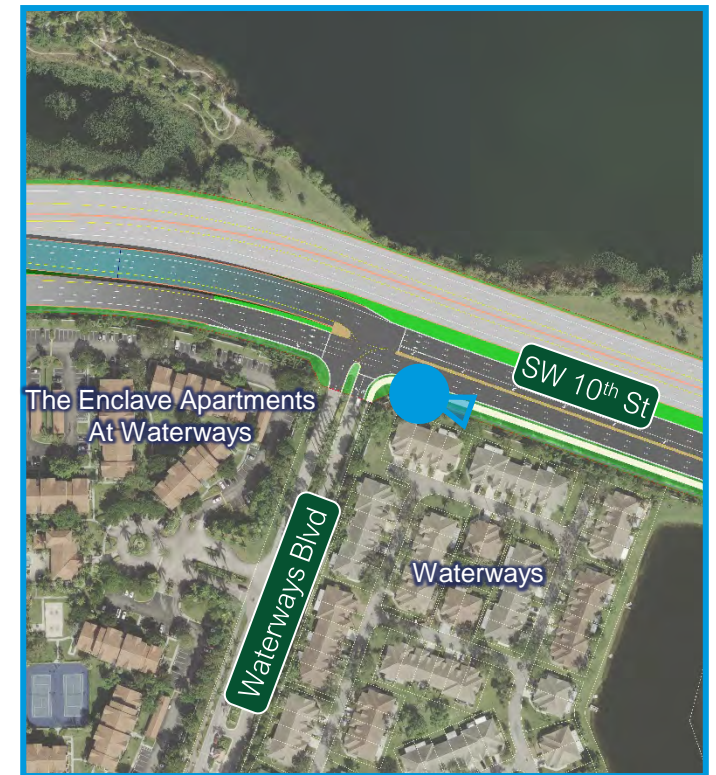
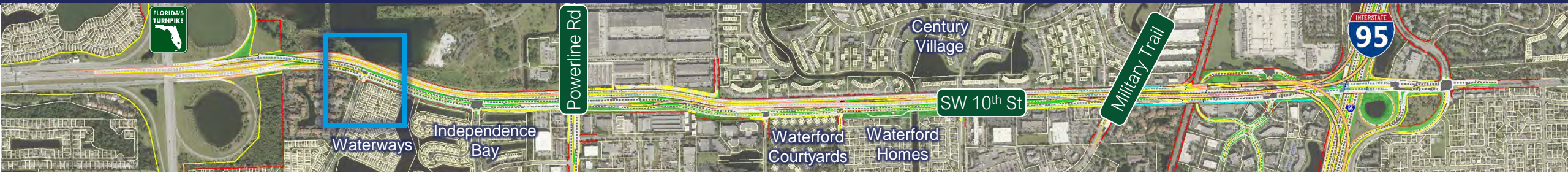


Evaluation Category		COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
COAT Recommendation Categories					
	Safety	1, 2	● (orange)	● (dark green)	● (dark green)
	Aesthetics	4, 5, 11	● (dark green)	● (yellow) 	● (teal)
	Improve Traffic Flow	1, 3, 16	● (orange)	● (dark green)	● (dark green)
	Accessibility / Local Traffic Volumes	6, 7	● (orange)	● (dark green) 	● (teal)
	Noise <i>(Build Alts include Noise Walls)</i>	9	● (teal)	● (teal)	● (teal)
	Environmental Impacts	12, 14	● (dark green)	● (teal)	● (teal)
	Construction Disruption	10, 15, 17, 18	● (dark green)	● (yellow) 	● (teal)
	Multi-Modal	8, 13	● (yellow)	● (dark green)	● (dark green)
Additional Evaluation Criteria					
	R/W and Utility Impacts	-	● (dark green)	● (yellow) 	● (teal)
	Resiliency	-	● (orange)	● (teal) 	● (dark green)
	Total Project Costs (\$ million)	-	0	325	229

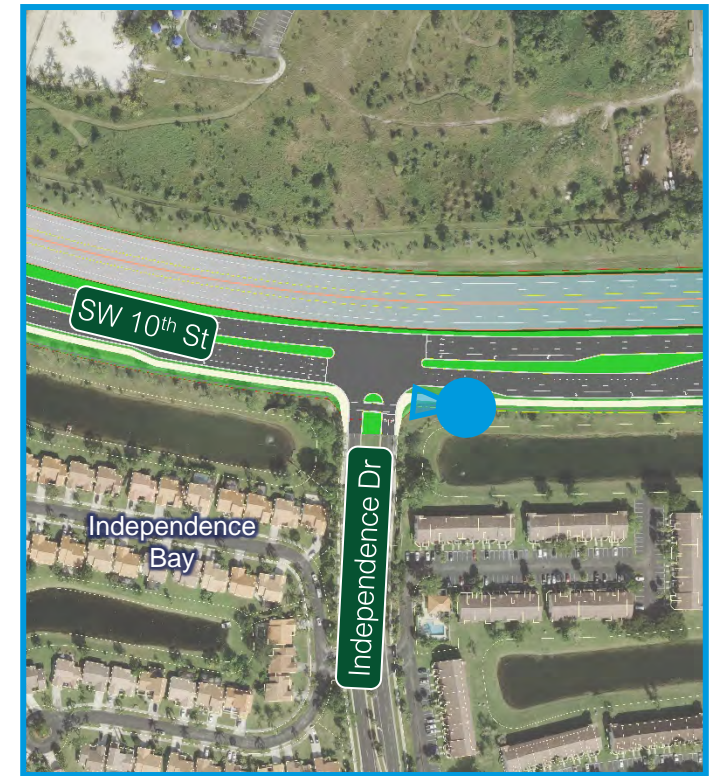
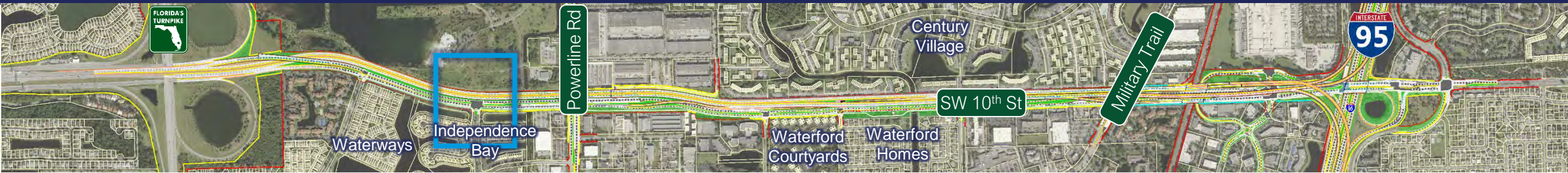
Renderings – At Waterways – Looking West



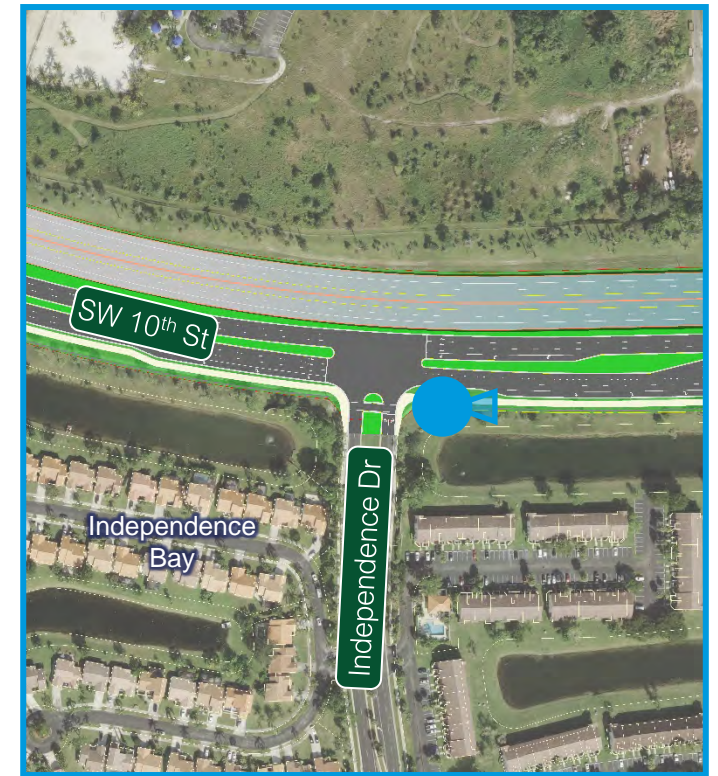
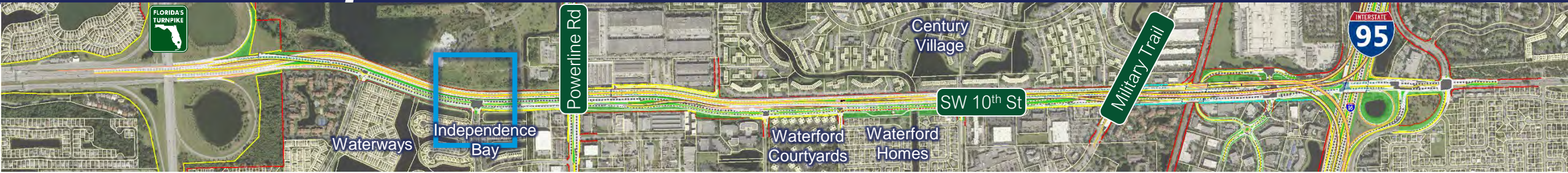
Renderings – At Waterways – Looking East



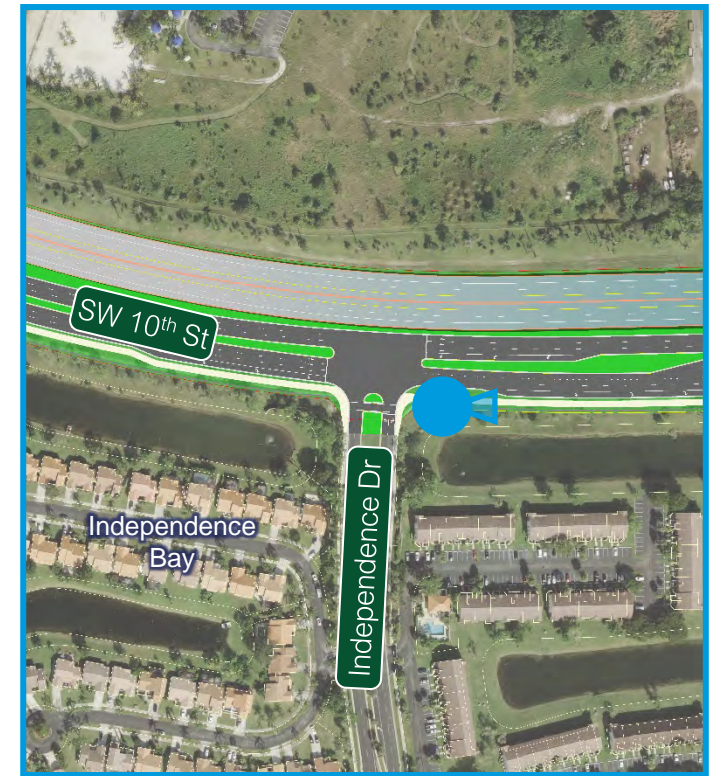
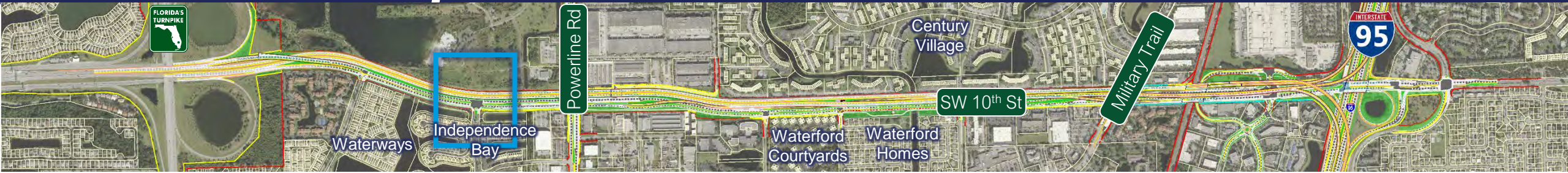
Renderings – Independence Bay – Looking West



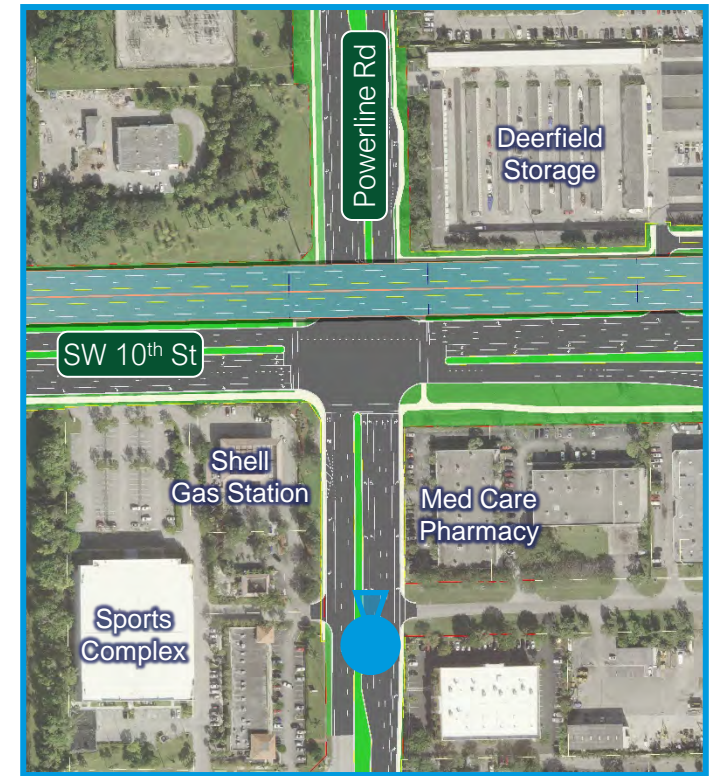
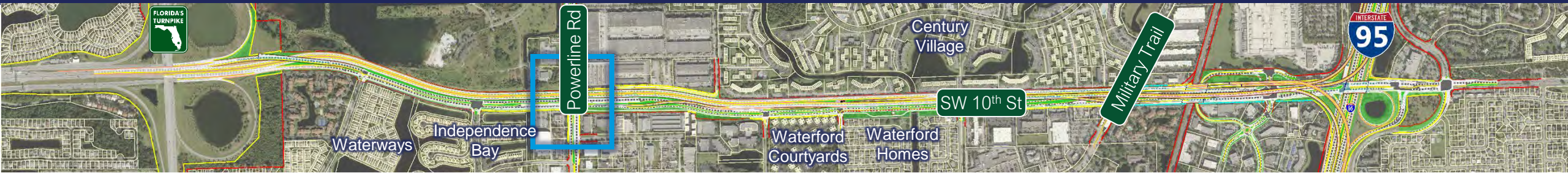
Renderings – Independence Bay – Looking East With Ramps to Powerline Rd



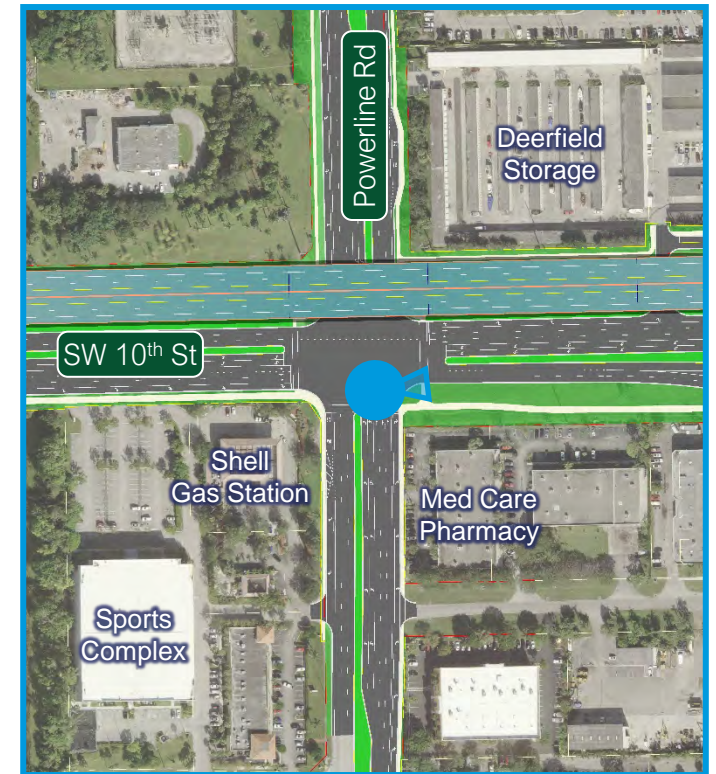
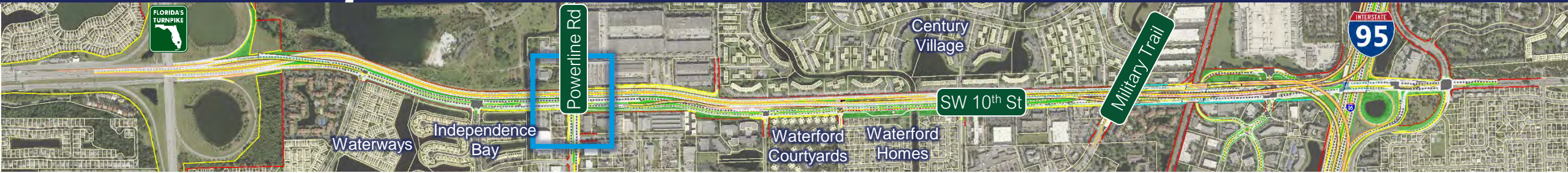
Renderings – Independence Bay – Looking East *Without Ramps to Powerline Rd*



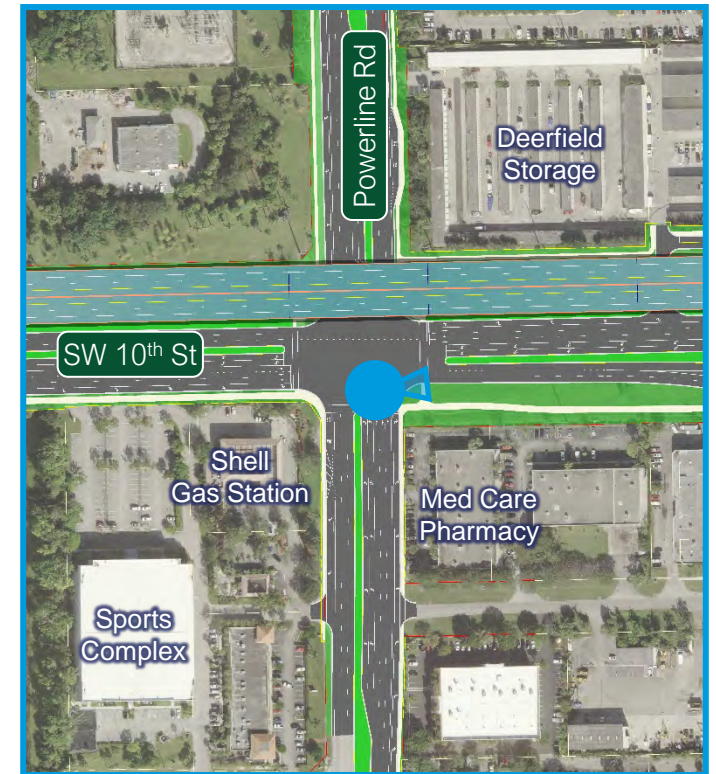
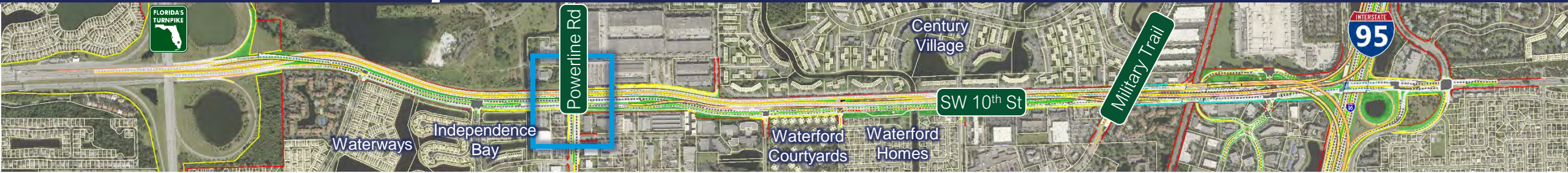
Renderings – At Powerline Road – Looking North



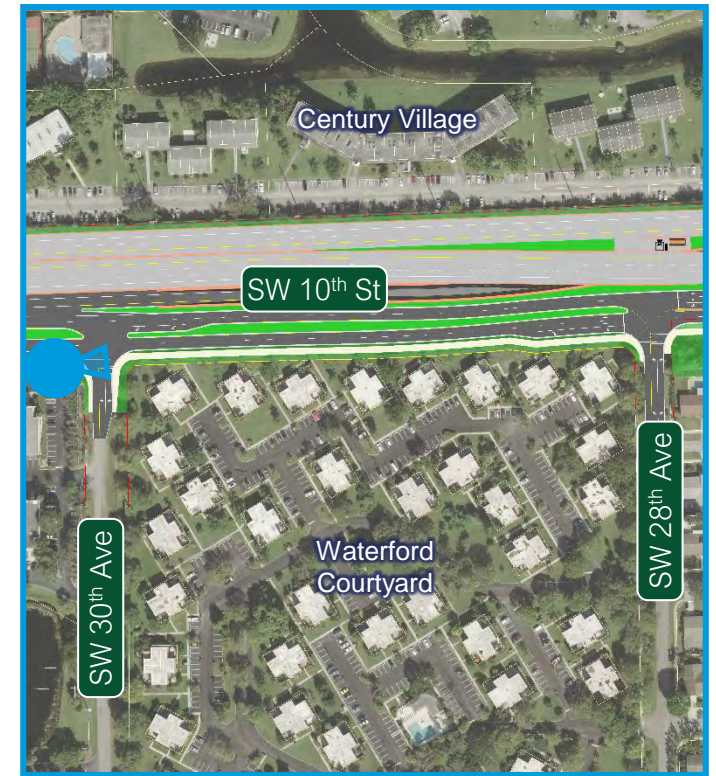
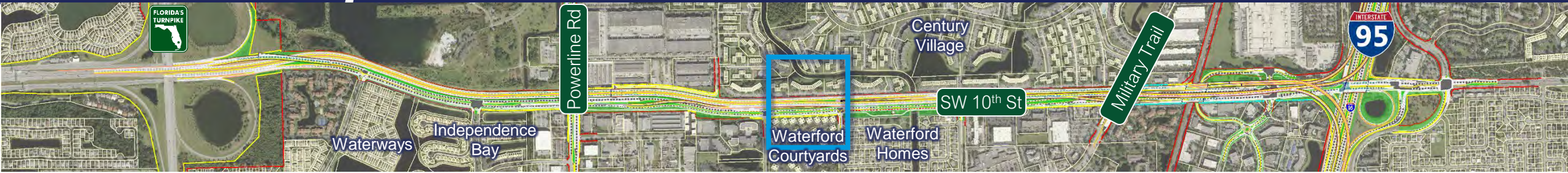
Renderings – At Powerline Road – Looking East With Ramps to Powerline Road



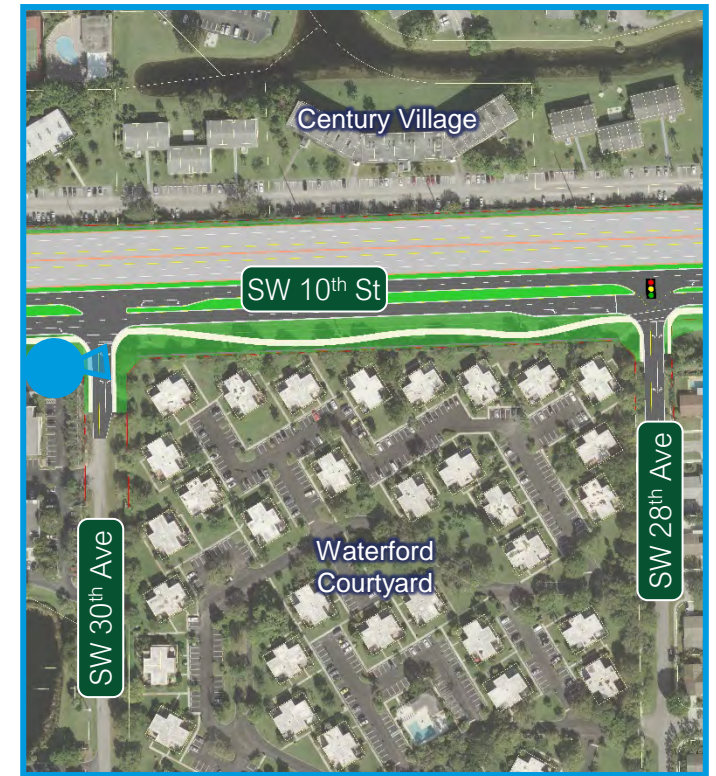
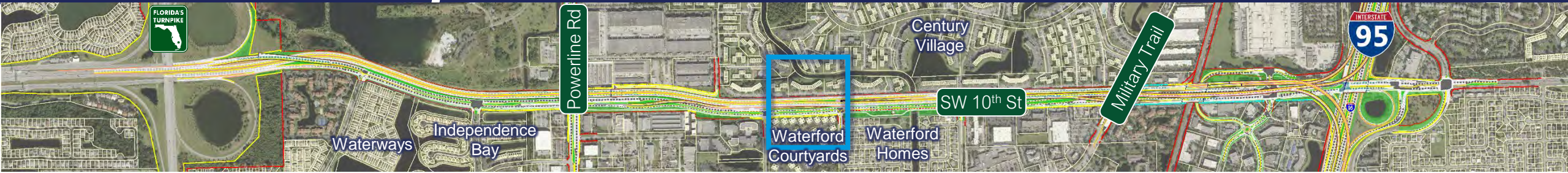
Renderings – At Powerline Road – Looking East *Without Ramps to Powerline Road*



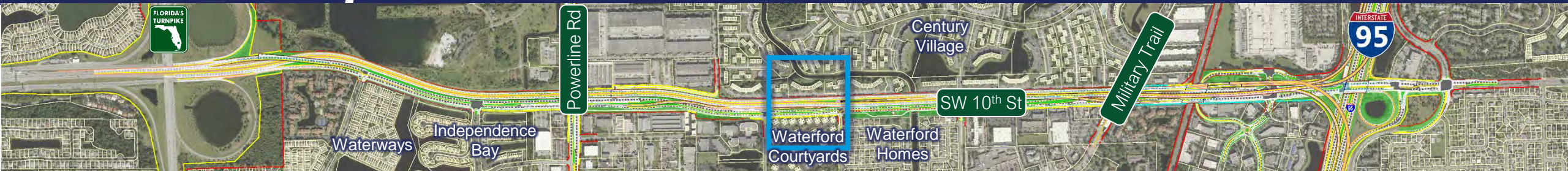
Renderings – At SW 30th Ave – Looking East With Ramps to Powerline Road



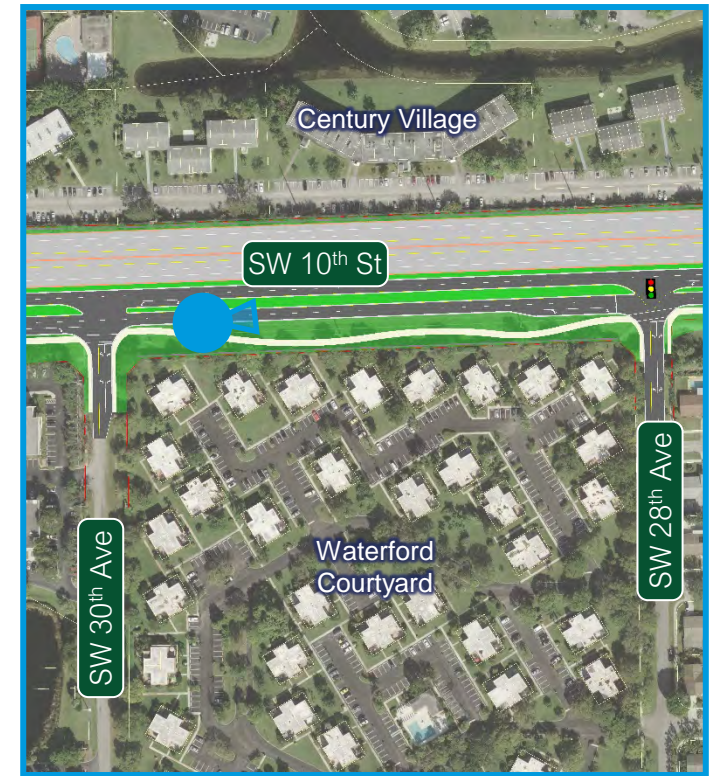
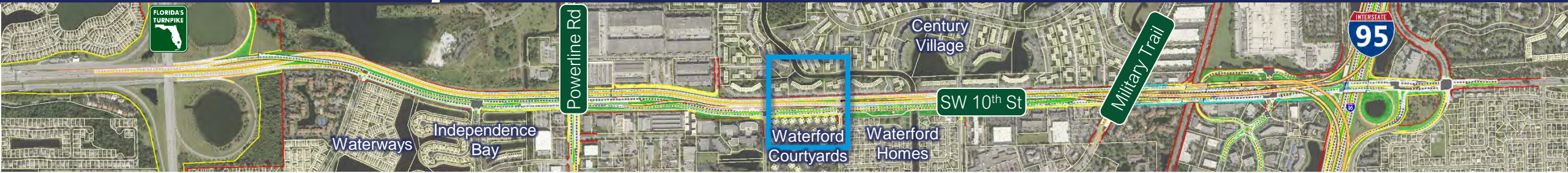
Renderings – At SW 30th Ave – Looking East *Without Ramps to Powerline Road*



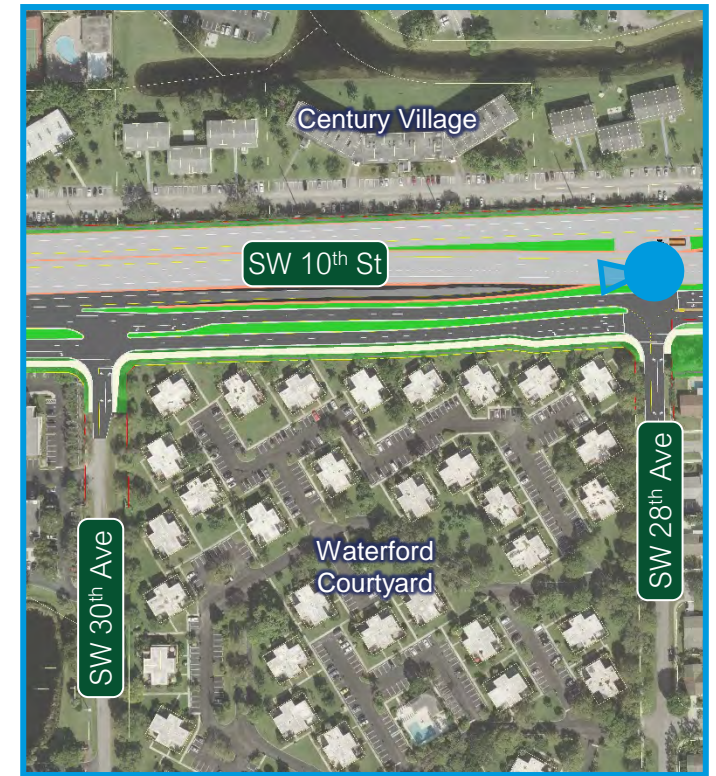
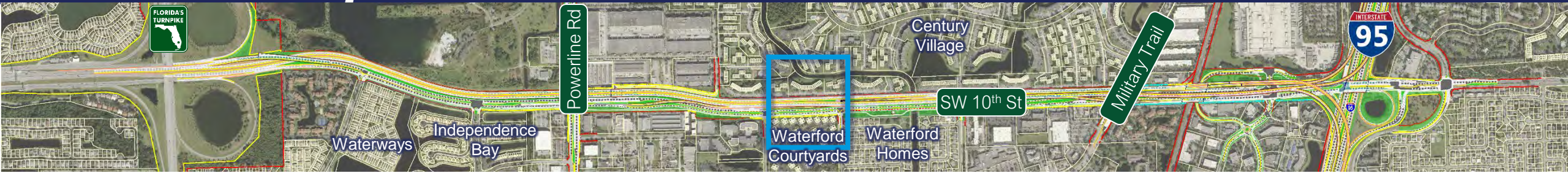
Renderings – East of SW 30th Ave – Looking East With Ramps to Powerline Road



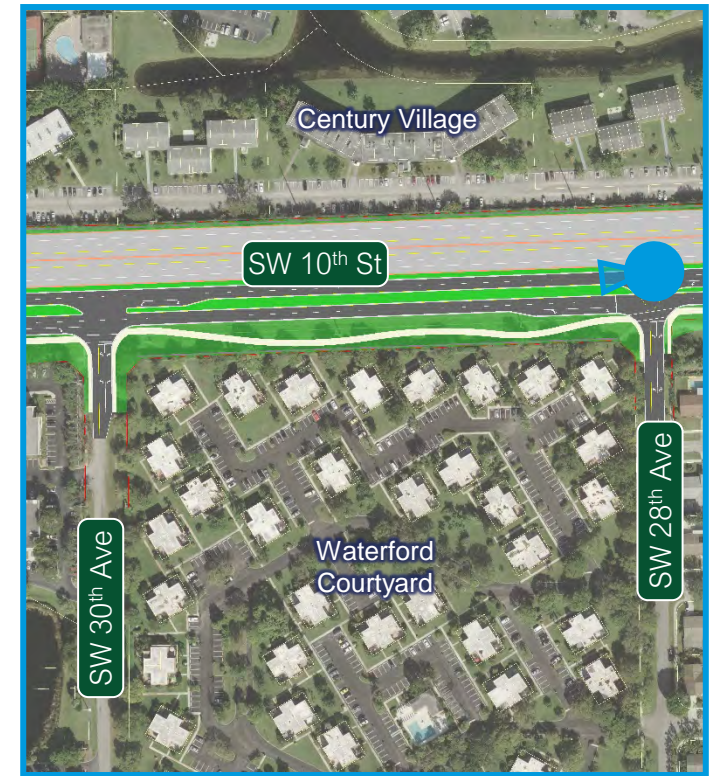
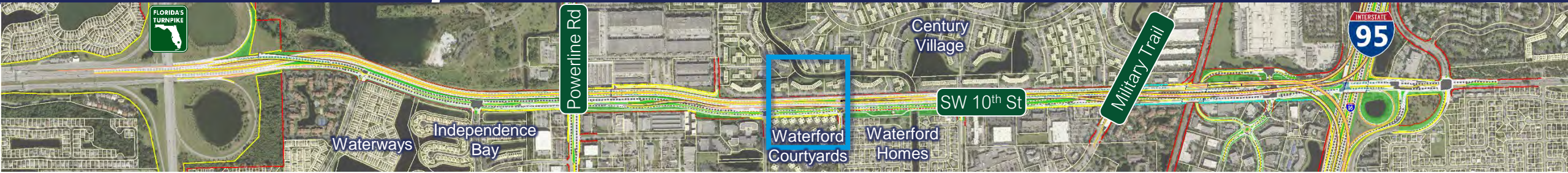
Renderings – East of SW 30th Ave – Looking East *Without Ramps to Powerline Road*



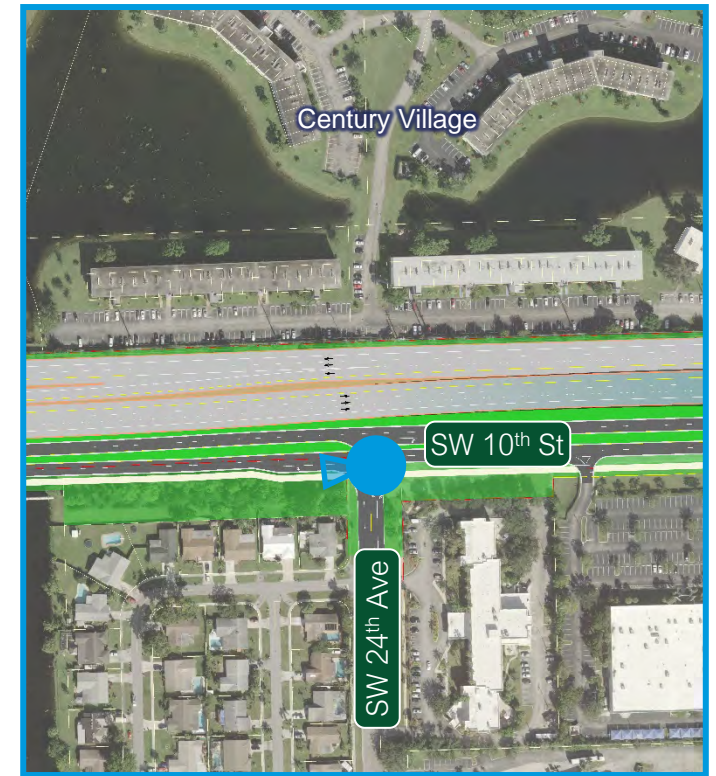
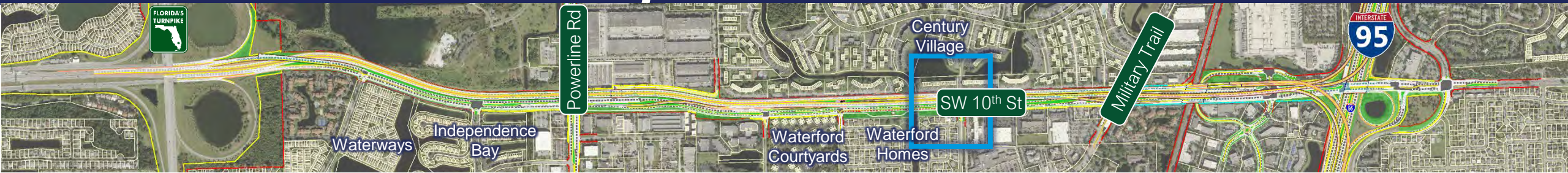
Renderings – Waterford Courtyard – Looking West With Ramps to Powerline Road



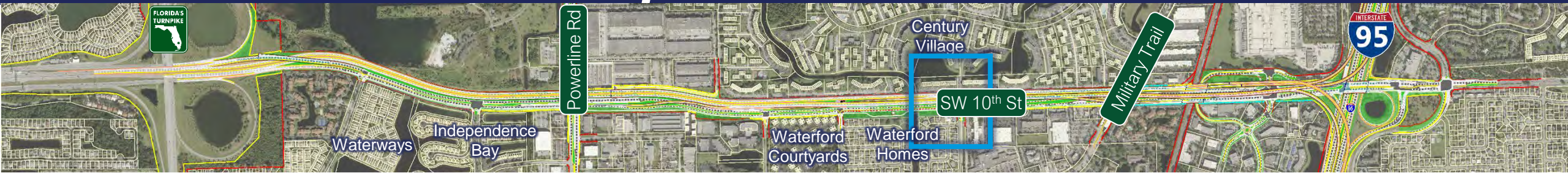
Renderings – Waterford Courtyard – Looking West *Without Ramps to Powerline Road*



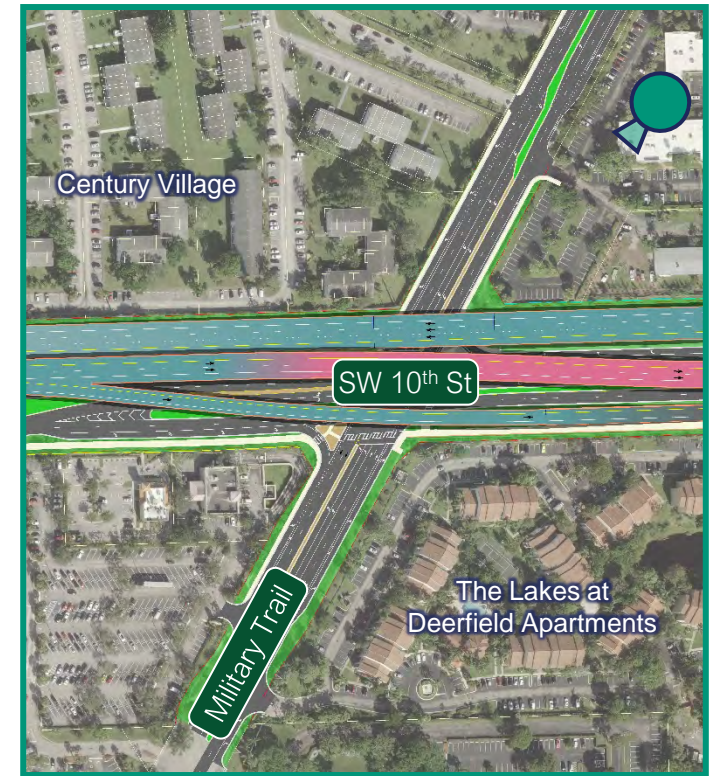
Renderings – 24th Ave – Looking West With Powerline Road Ramps



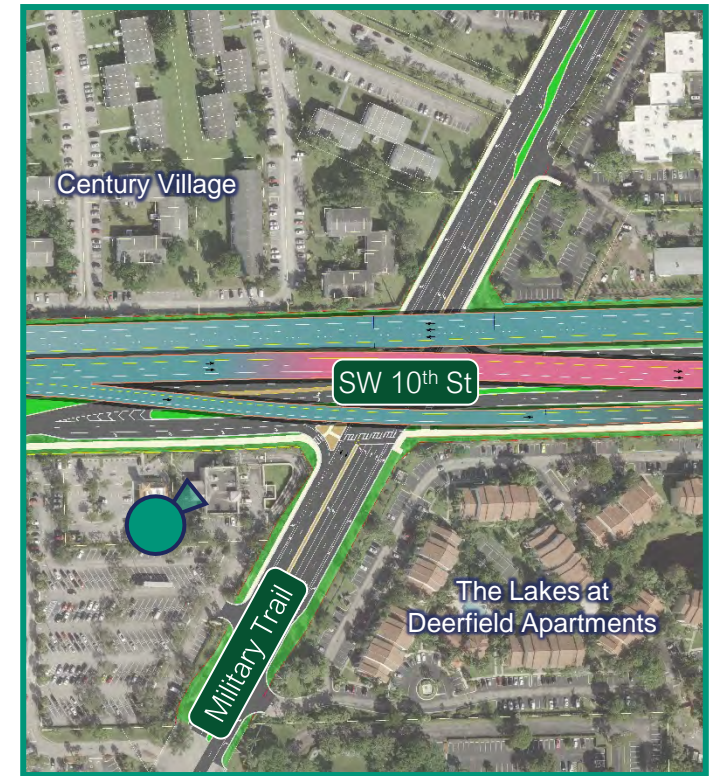
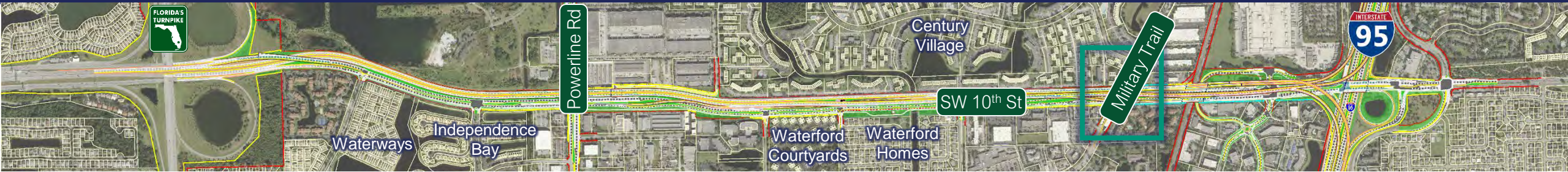
Renderings – 24th Ave – Looking West *Without Powerline Road Ramps*



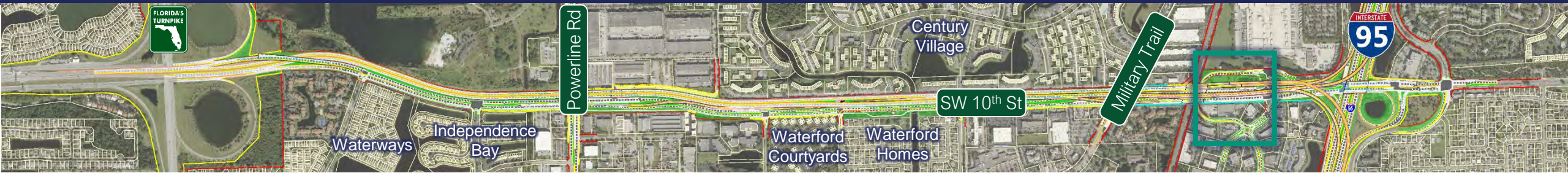
Renderings – Military Trail – Looking South



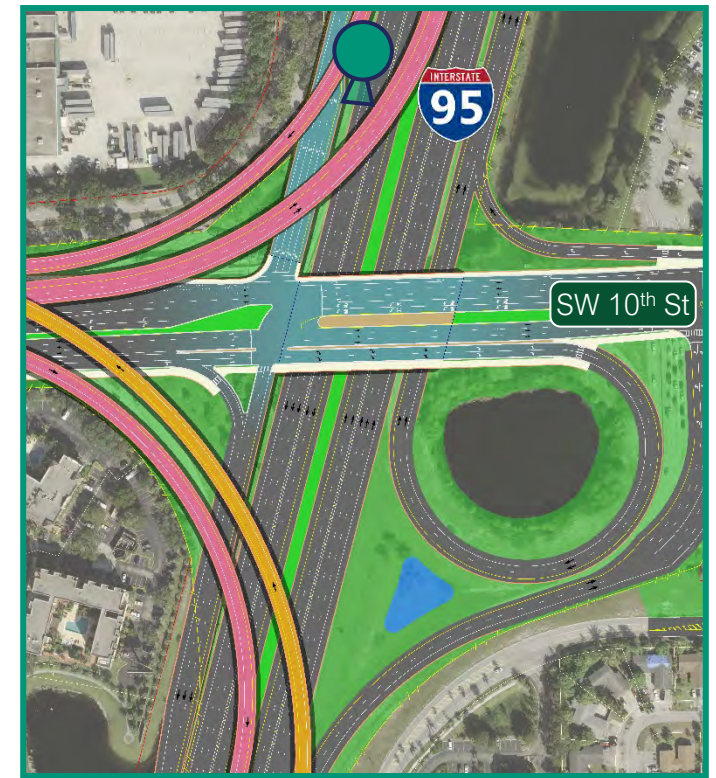
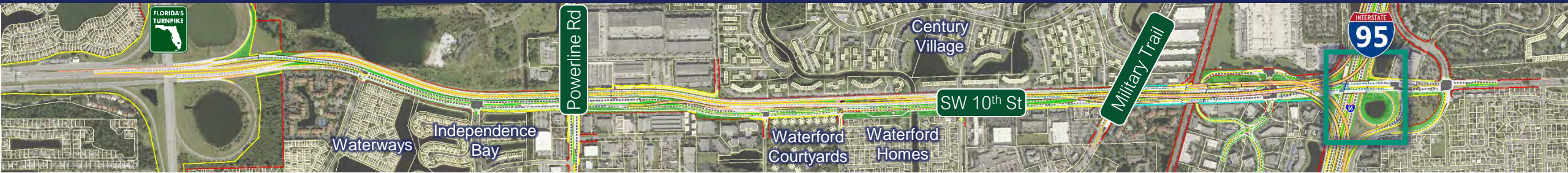
Renderings – Military Trail – Looking North



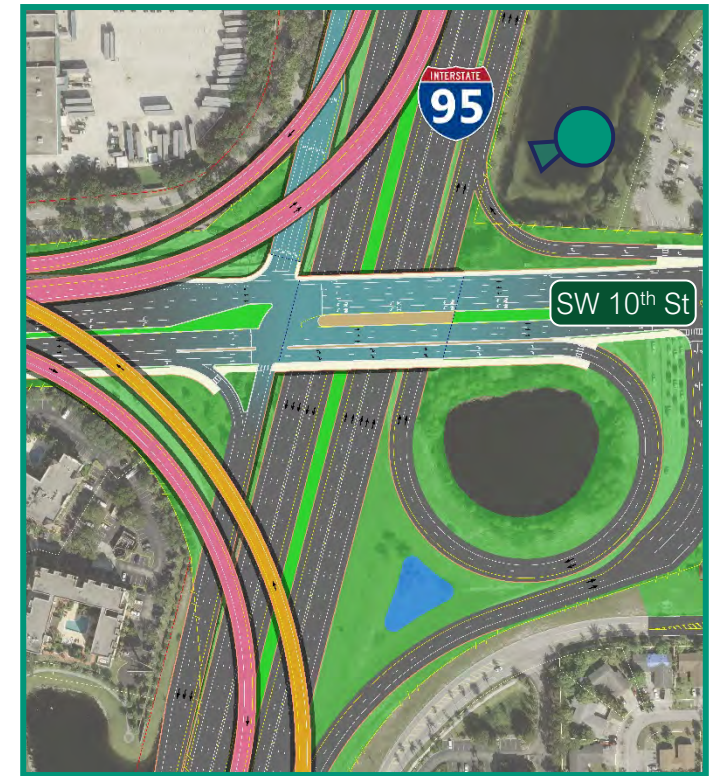
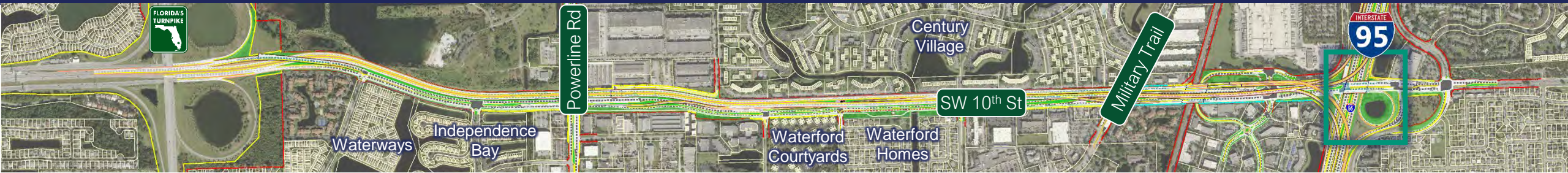
Renderings – Newport Center – Looking Northeast



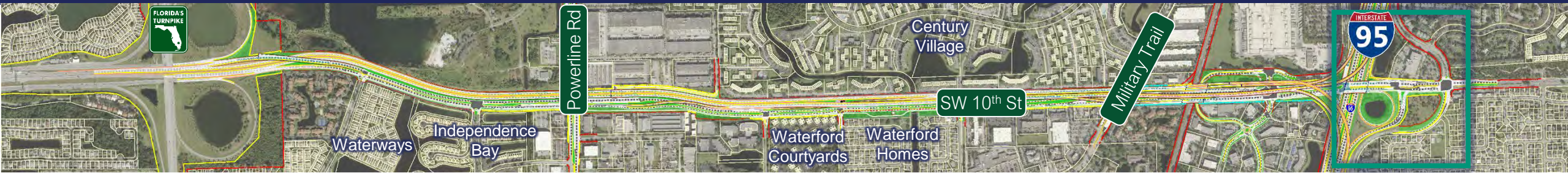
Renderings – I-95 Interchange – Looking South



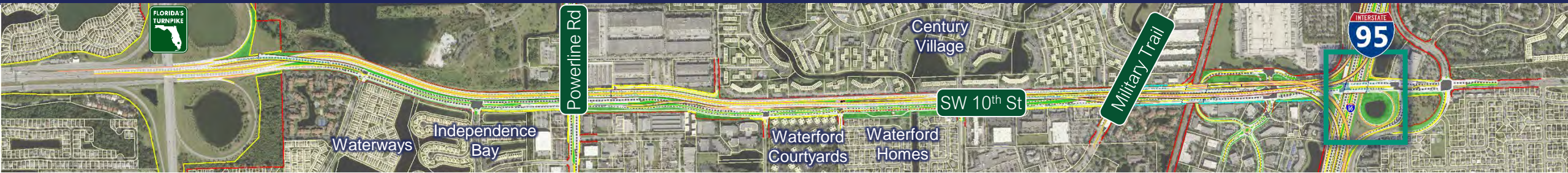
Renderings – I-95 Interchange – Looking Southwest



Renderings – I-95 Interchange – Looking West



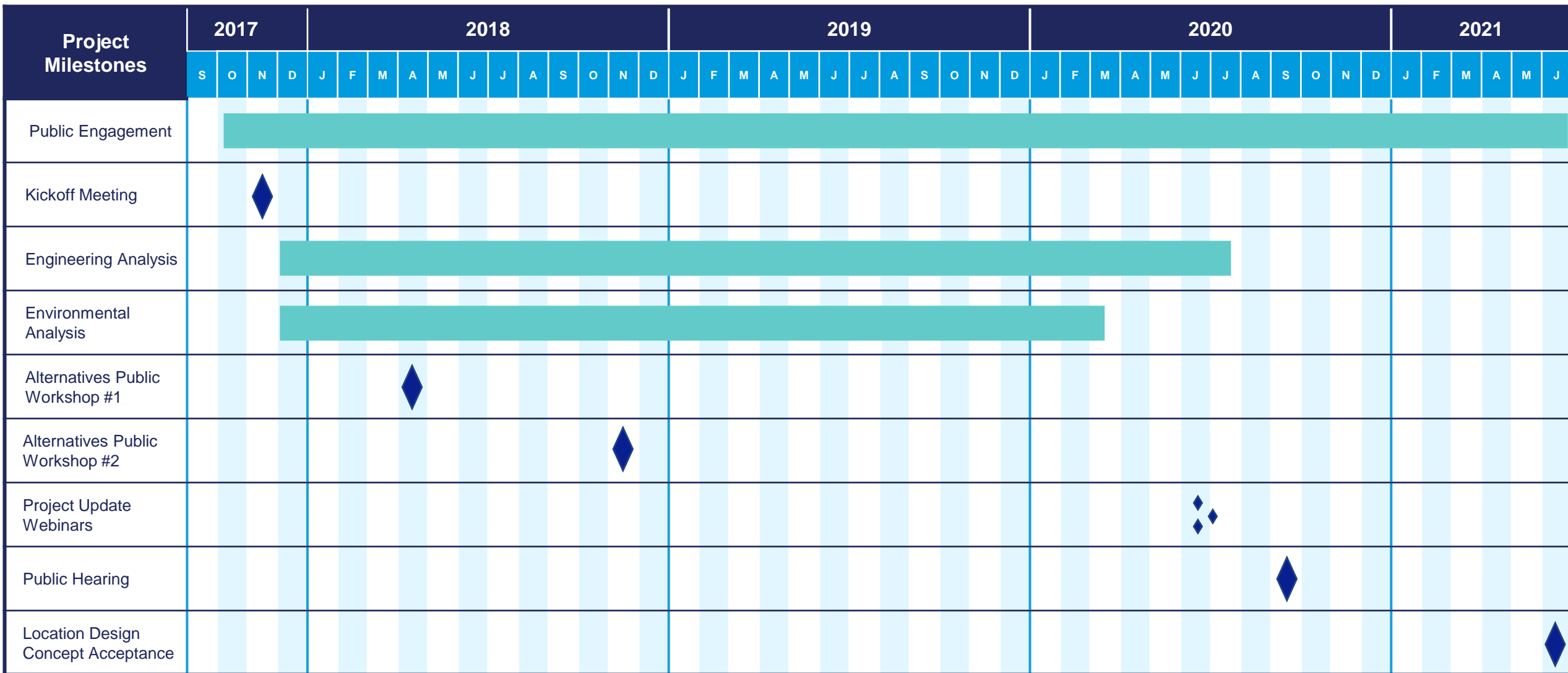
Renderings – I-95 Interchange – Looking North



Next Steps - Public Engagement Plan (SW 10th & I-95)

- Summer/Fall
 - Virtual Webinars were held on June 18th , June 29th and July 1
 - *799 total attendees (659 unique)*
 - Continue Individual HOA and Stakeholder Virtual Meetings
 - Continued Coordination with City of Deerfield Beach
 - Updates for adjacent cities
 - Social media updates / flyers
 - Public Hearing is scheduled!
 - *Multiple Virtual sessions October 12th, 13th and 14th*
 - *Multiple in-person sessions on October 15th at the FDOT D4 Headquarters (COVID Restrictions/Guidelines will be followed)*
 - *All sessions will be the same, public comments will be posted*
 - *Registration required*
 - LDCA anticipated for Spring 2021

Schedule



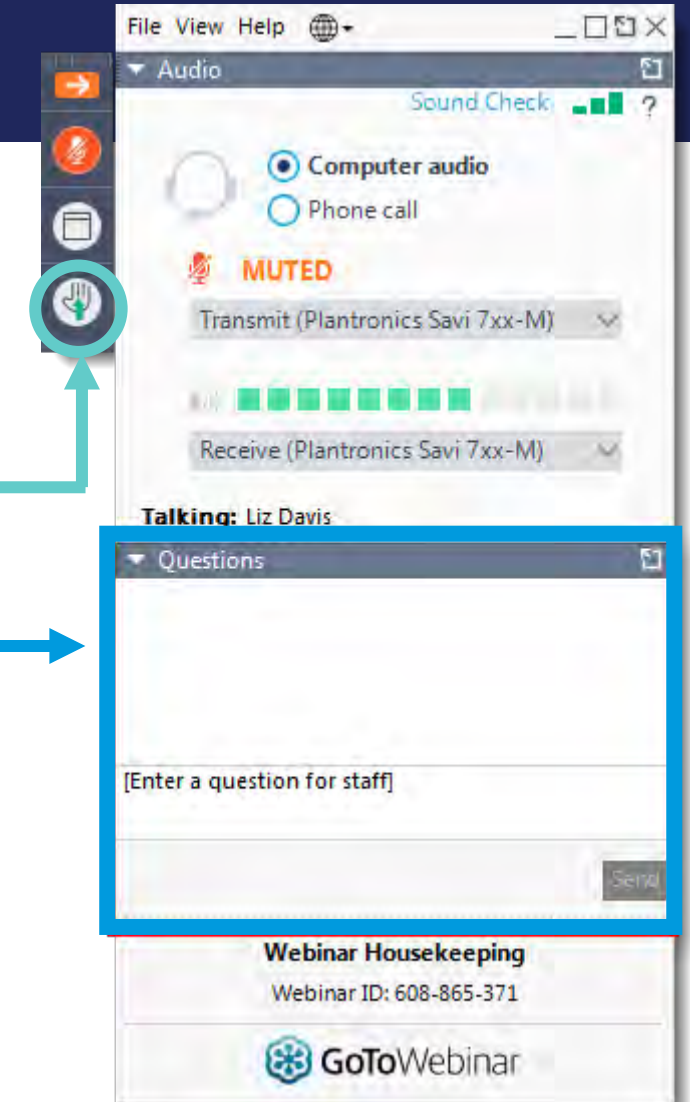
Major Construction Activities Anticipated to Start 2023



Anticipated Completion 2027/2028

Questions?

- Attendees are Currently Muted
- Asking Questions and Providing Comments
 - Raise hand if you have a question or clarification. You will be unmuted in order of raising hands
 - Submit via the question box
 - Call 1-800-418-0524
 - Contact us through the project website or phone the Robert Bostian, FDOT PM (954)777-4427
- Get Technical Assistance
 - Call 1-800-418-0524



Contact:

Robert Bostian, PE

Robert.Bostian@dot.state.fl.us

(954) 777- 4427

www.sw10street.com

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

Thank you!

I-95 
EXPRESS LANES

SW 10th Street

Connector