

FDOT WATERFORD HOMES MEETING AND UPDATE

VERY IMPORTANT TO FILE COMMENTS!

Even if you have previously filed comments, there have been many changes and now is the time to file your comments again or for the first time if you have not ever. You can do so by emailing the project manager, Robert Bostian at

Robert.bostian@dot.state.fl.us

Or during sign up for email notifications under comments at <https://www.fdot.gov/projects/sw10st/email-updates>

Renderings can be seen at this link:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects/sefl/future/sw10st/exhibits-sw-10-street/non-depressed-no-managed-lane-access-alternative/renderings-non-depressed-no-managed-lane-access-alternative.pdf?sfvrsn=4ff823e2_2

[Fly-Through - Non-Depressed – Video](#)

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/projects/sefl/future/sw10st/exhibits-sw-10-street/full-depressed-alternative/fly-through_full-depressed.mp4?sfvrsn=bee237ba_0

Meeting notes from Waterford FDOT meeting held on 8/13/2019:

- Connector/managed lanes in this latest recommendation is NO LONGER depressed. Even partially. It is at grade, but the real problem is that the east bound portion of the Connector/managed lanes begins to elevate around where the canal is the connects to our lake in Waterford. This is NOT GOOD! The noise will be increase as a result. Original COAT recommendation was to keep it depressed. (Please provide comments to FDOT regarding this new development and insist they move the above grade boundary where it was before, just east of the bible college)
- Power lines will need to be moved as they cannot be buried without a huge cost. (Please send your comments to FDOT insisting that the powerlines need to be buried). Otherwise they will be very close to our homes.
- Plans to remove the toll on just the Connector/managed lanes is “not a guarantee” that it will not be added later. This maybe a bait and switch. If a toll is added later, then people will start to use the local lanes to avoid toll, thus causing added traffic on the local lanes. (Please comment to FDOT regarding this concern that will affect local communities and traffic.
- Connector/managed lanes is now elevated and going over Power Line Rd. Again, there are no plans to depress it on this concept.
- Concern was brought up in regards as to how this project will affect performance of the two city water wells. Needs to be clarified and confirmed. If there is an impact, then appropriate measures must be taken.
- A **NO BUILD** option is still on the table. If you would prefer not to see this project started (which will have an effect on our community), please file comments accordingly.
- Each time we see a new proposal, there is more and more taken away and impacting our community.
- Sound walls are warranted and if installed, it would be adjacent the sidewalk. Sidewalks will be on the road side. (Sound walls would be vital to reduce the noise to the community, especially now that the Connector/managed lanes is NOT depressed (and worse now proposed to be elevated on the east portion of Waterford)
- There was confusion with many attendees with the term “connector” and “managed lanes” that needs to be understood. When FDOT was referencing to connector, they were referring to managed lanes as the photo shows.
- When FDOT is referencing to depressed lanes, they are not referring to the Connector/managed lanes. There are some ramps that are depressed to get them under the at grade connector/managed lanes. This was confusing to some, and many just first realized that the proposed depressed connector/managed lanes are no longer being shown in the concept shown at the meeting.
- 19 wheelers / large trucks can now use the connector/managed lanes except when they are forced to exit them, just short of I95 to enter the interstate.



View 11 - SW 10th Street- Looking Northeast



View 8 - SW 10th Street- Looking Northwest

