



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



**SW 10th Street Connector
PD&E Study**

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

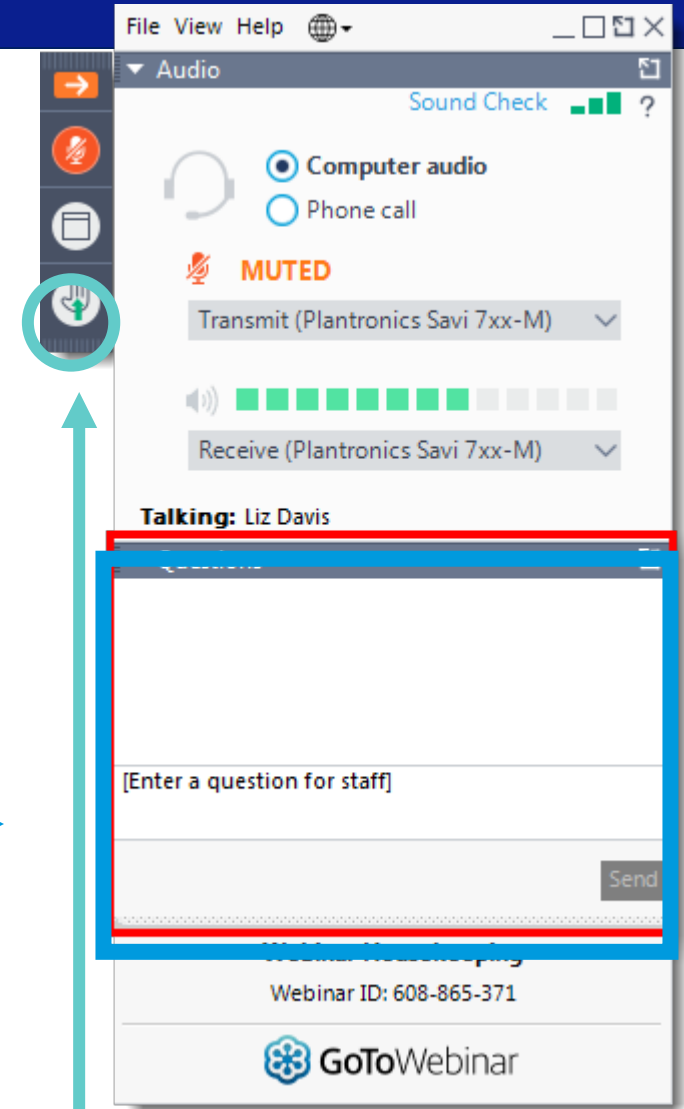


**I-95 from SW 10th Street to
Hillsboro Boulevard PD&E Study**

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

Meeting Tips to Attendees

- Informal - Attendees are welcome to ask questions during the presentation. However, please self-mute if you are not asking a question
- Downloading Info
 - PDF slideshow available in the handout section
- Asking Questions and Providing Comments
 - Website
 - Call (954) 715-3300
 - Submit via the question box
- Get Technical Assistance
 - Call (954) 715-3300
 - 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

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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
- Other acknowledgments

Webinar Presentation Team


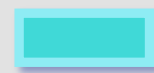
- Nanea Marcial, I-95 PD&E Public Involvement Team Member
 - Presentation Moderator
- Robert Bostian, FDOT Project Manager
 - Presentation and Q&A
- Vilma Croft, I-95 PD&E Project Manager
 - Presentation and Q&A
- James Ford, I-95 PD&E Roadway Design
 - Q&A
- Pramod Choudhary, I-95 PD&E Traffic Analysis
 - Q&A

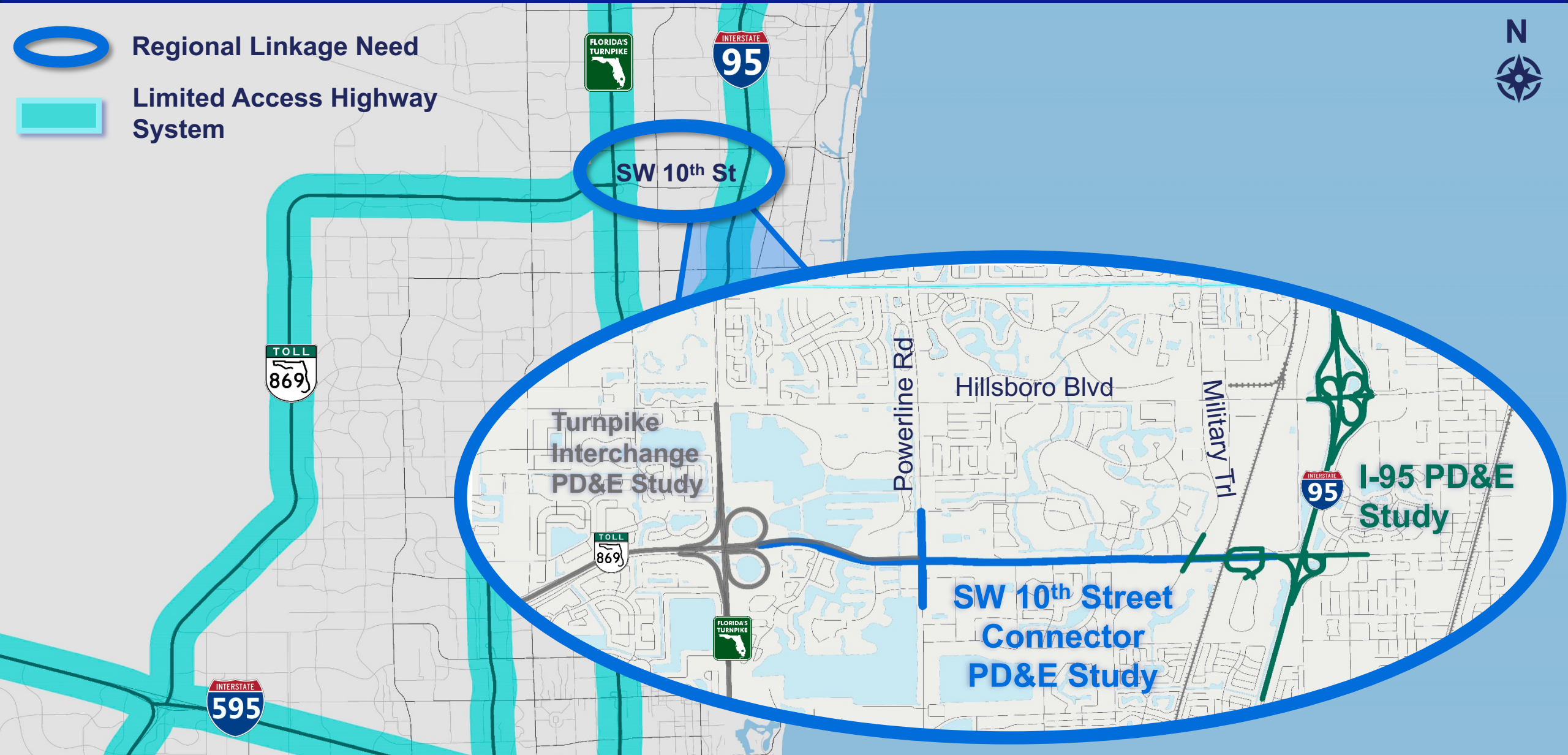
Agenda

- Purpose and Need
- Project Development and Environment (PD&E) Process
- Project Alternatives
- Next Steps

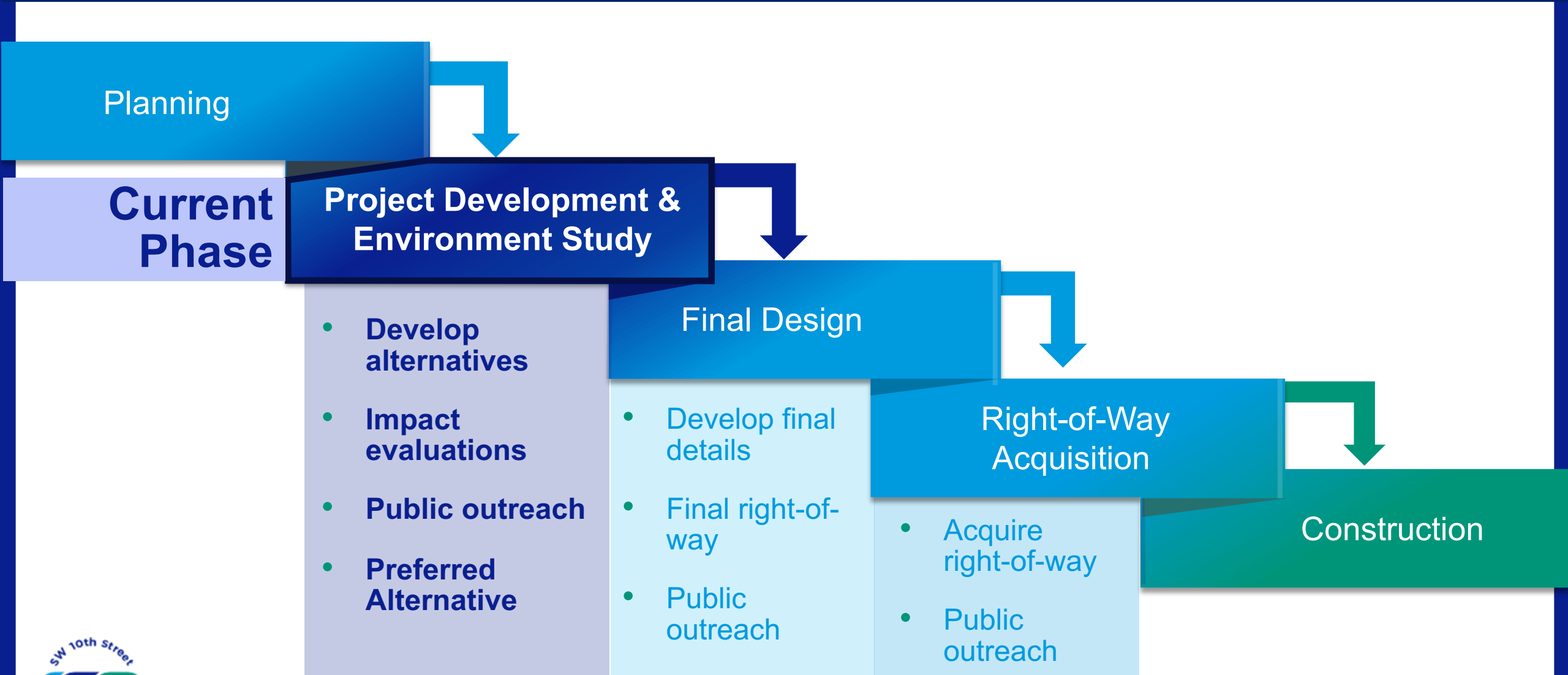
Location Map



-  Regional Linkage Need
-  Limited Access Highway System



Project Development Process



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



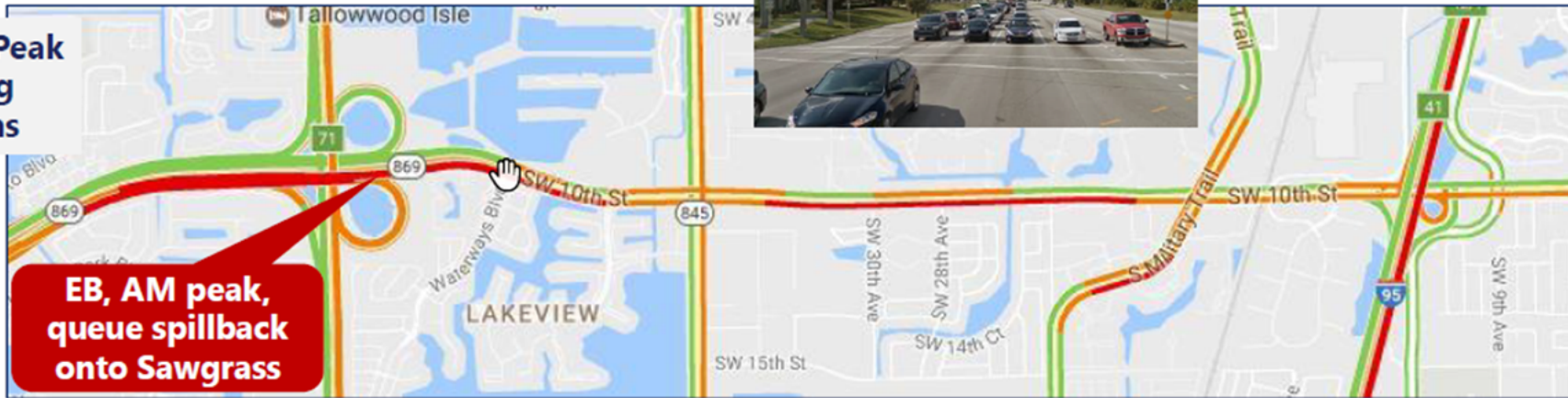
Purpose and Need SW 10th Street PD&E Study

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



Existing Traffic Conditions

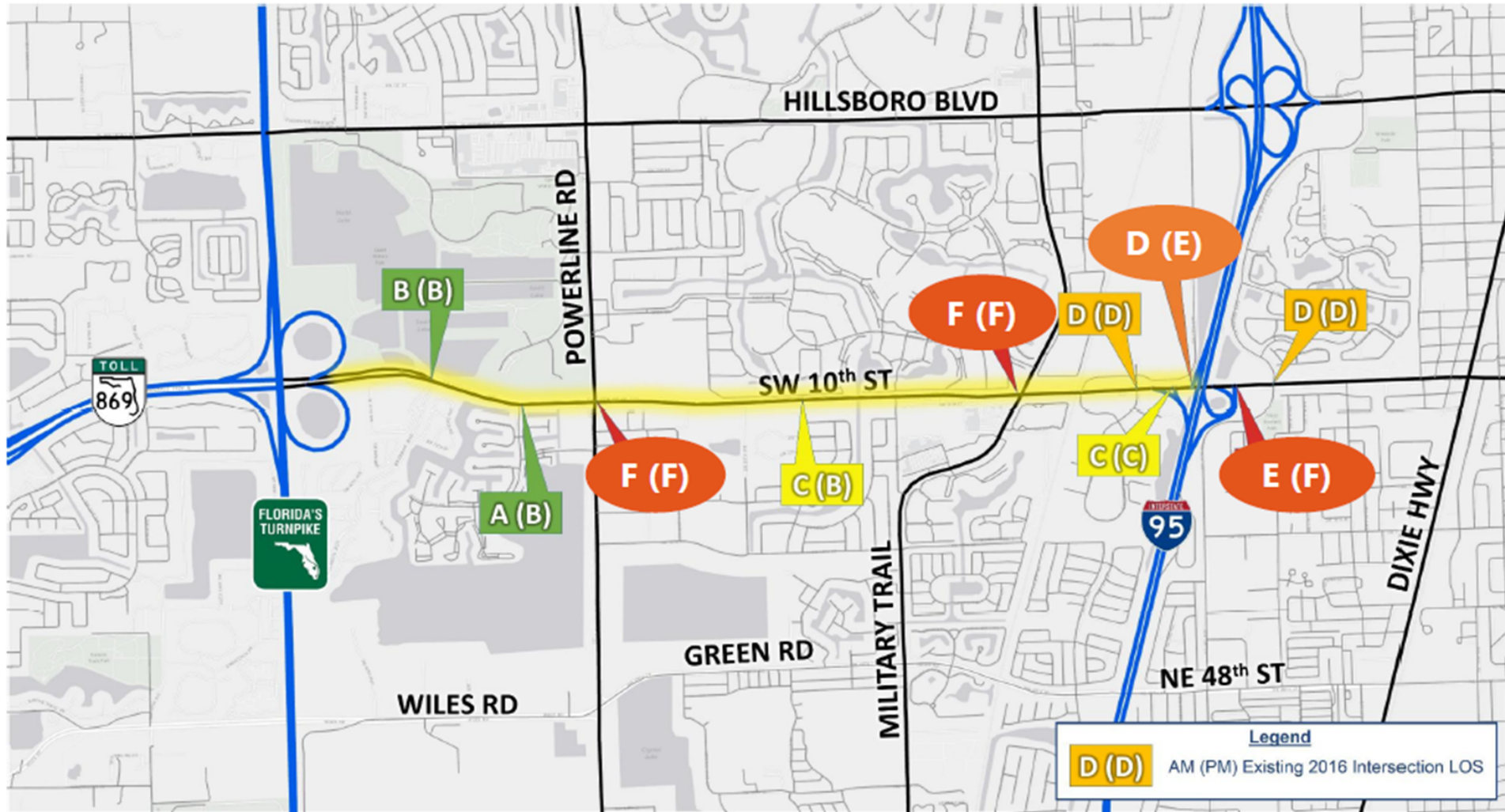
Typical AM Peak Operating Conditions



Typical PM Peak Operating Conditions



Existing Intersection Level of Service



Existing vs. Future Congestion Levels

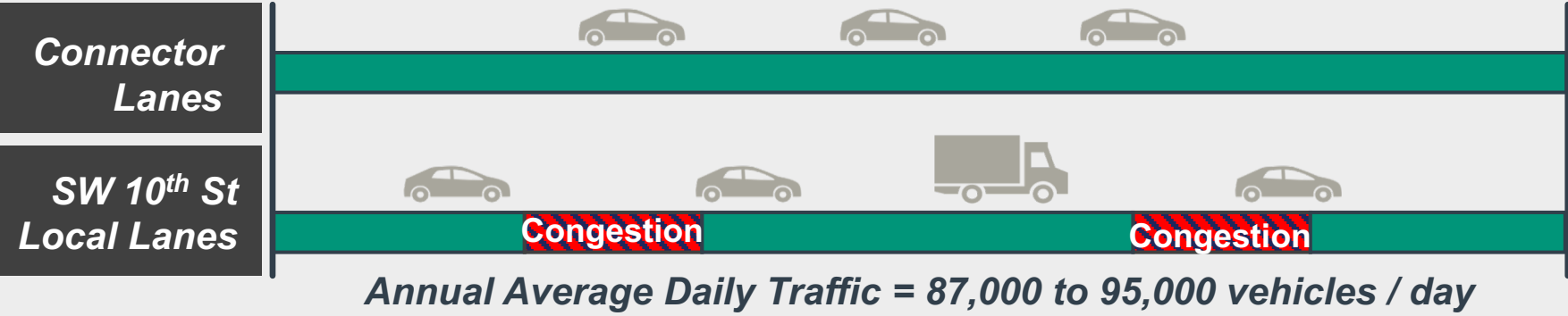
2016 Existing Conditions



2040 No-Build Alternative

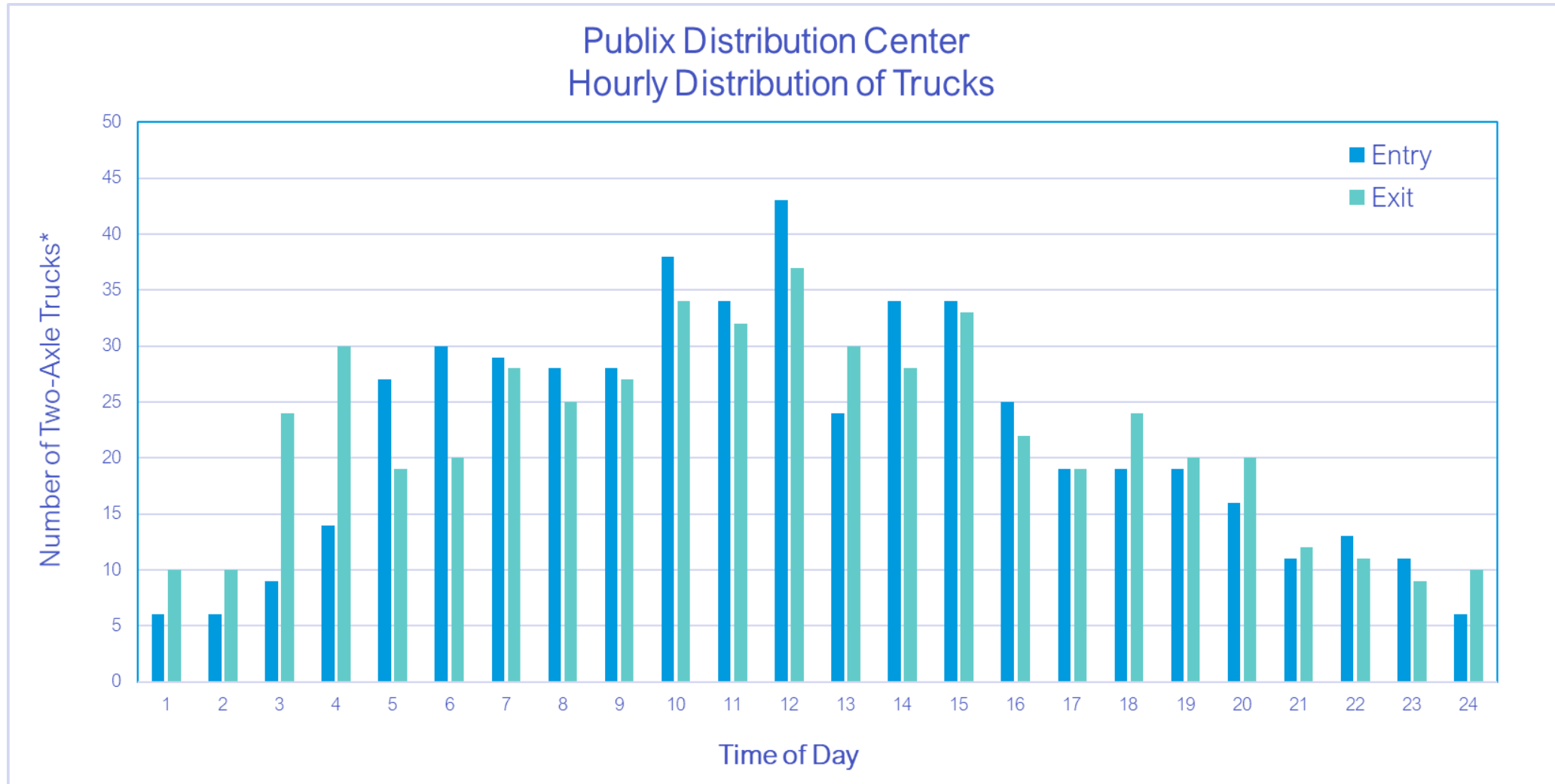


2040 Build Alternative



Level of Congestion	Impacts to Travel
Local Congestion	Predictable Delay
Widespread Congestion	Extreme, Unpredictable Delay
No Congestion	Reliable Travel
Local Congestion	Predictable Delay

2019 Traffic Volume Distribution



*This data is from the hose count which considers two axles as equivalent to one Truck. Most of the traffic to/from Publix are trucks and with 3 or more axles. Therefore, the number of actual trucks will be much less than shown here.

Alternative Analysis

- Meets Purpose and Need
- Developed/refined with input from the public, local governments and agencies
- Avoids or minimizes impacts to the community and environment
- Evaluation matrix for comparison
- No Build Alternative

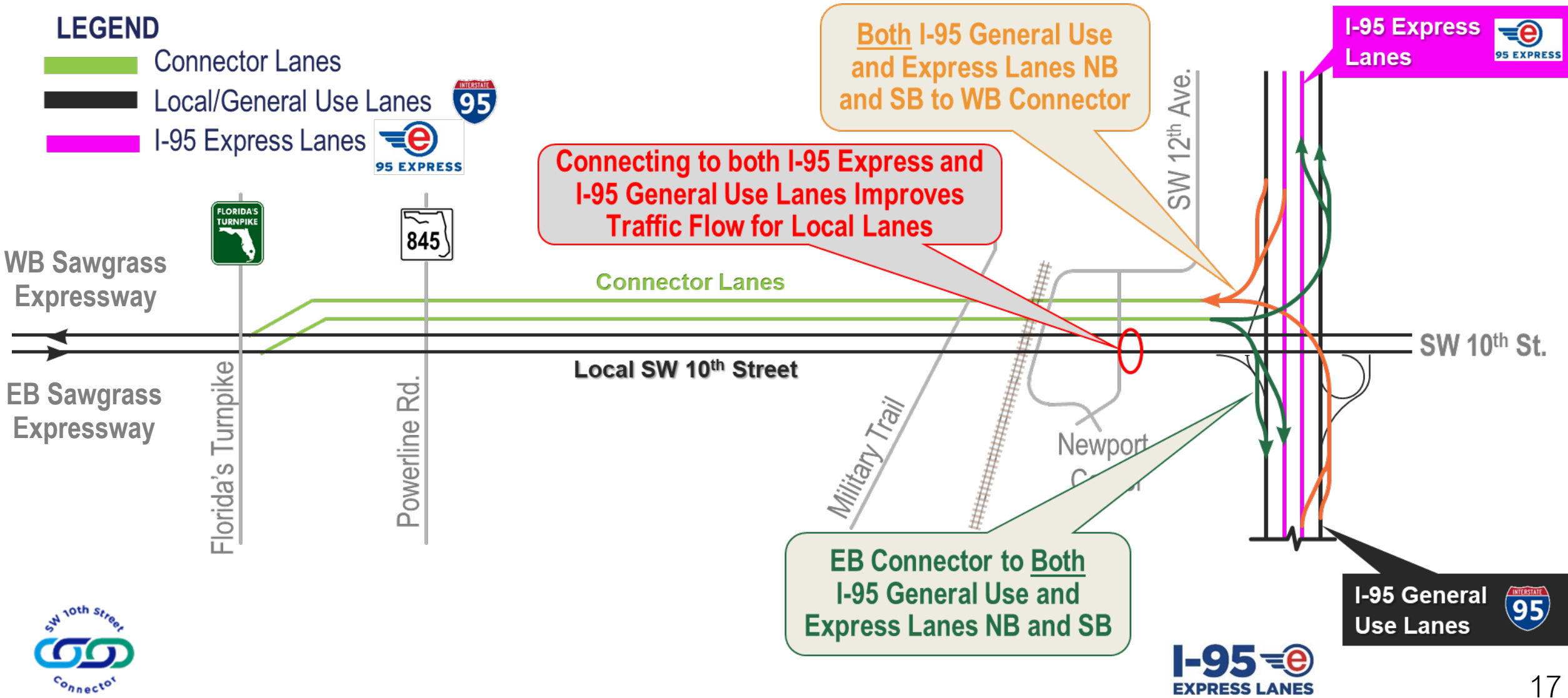
Alternative Analysis

- **Alternatives Public Workshop #1, April 2018**
 - North and Center alignment presented - North alignment was selected
 - No Build
- **Alternatives Public Workshop #2, November 2018**
 - Full Depressed
 - Partial Depressed
 - Non-Depressed
 - No Build
- **Refinements after Workshop #2**
 - Trucks allowed on the Connector Road
 - Not tolling the Connector Road
 - Direct connect ramps to I-95 Express Lanes and General Purpose Lanes

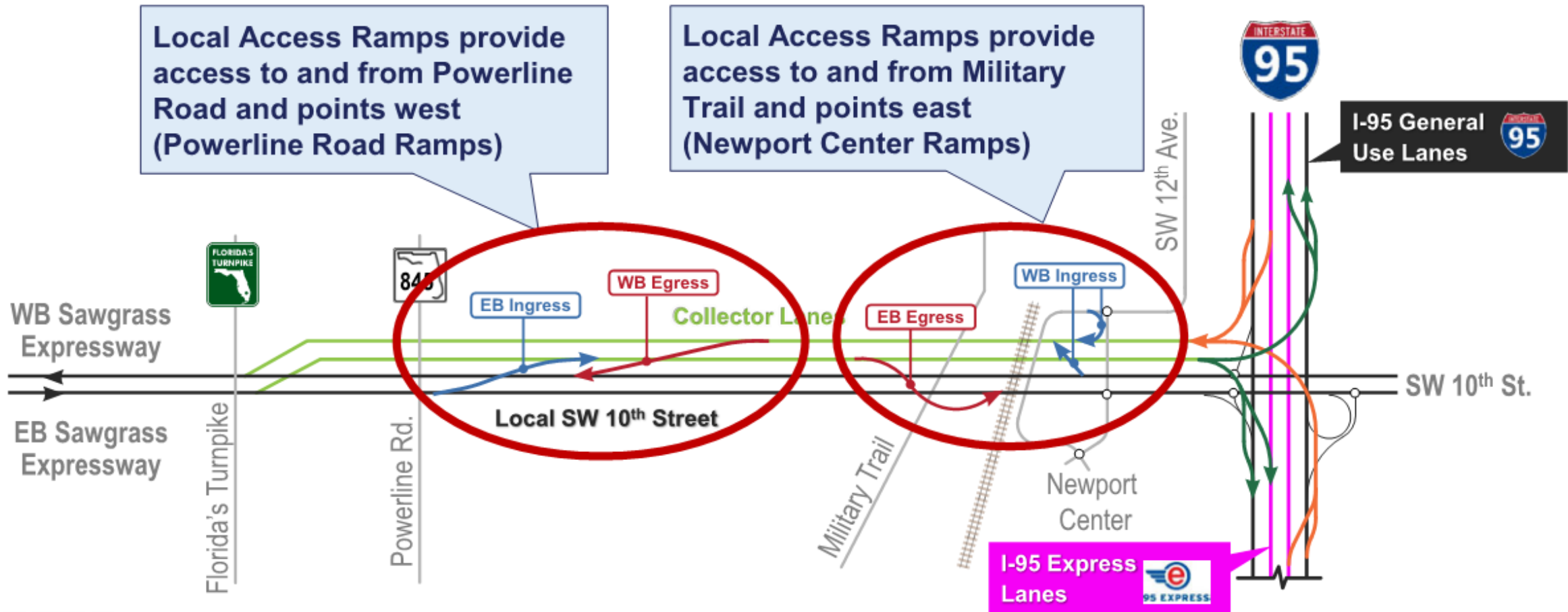
I-95 Connections- Express and General Purpose Lanes

LEGEND

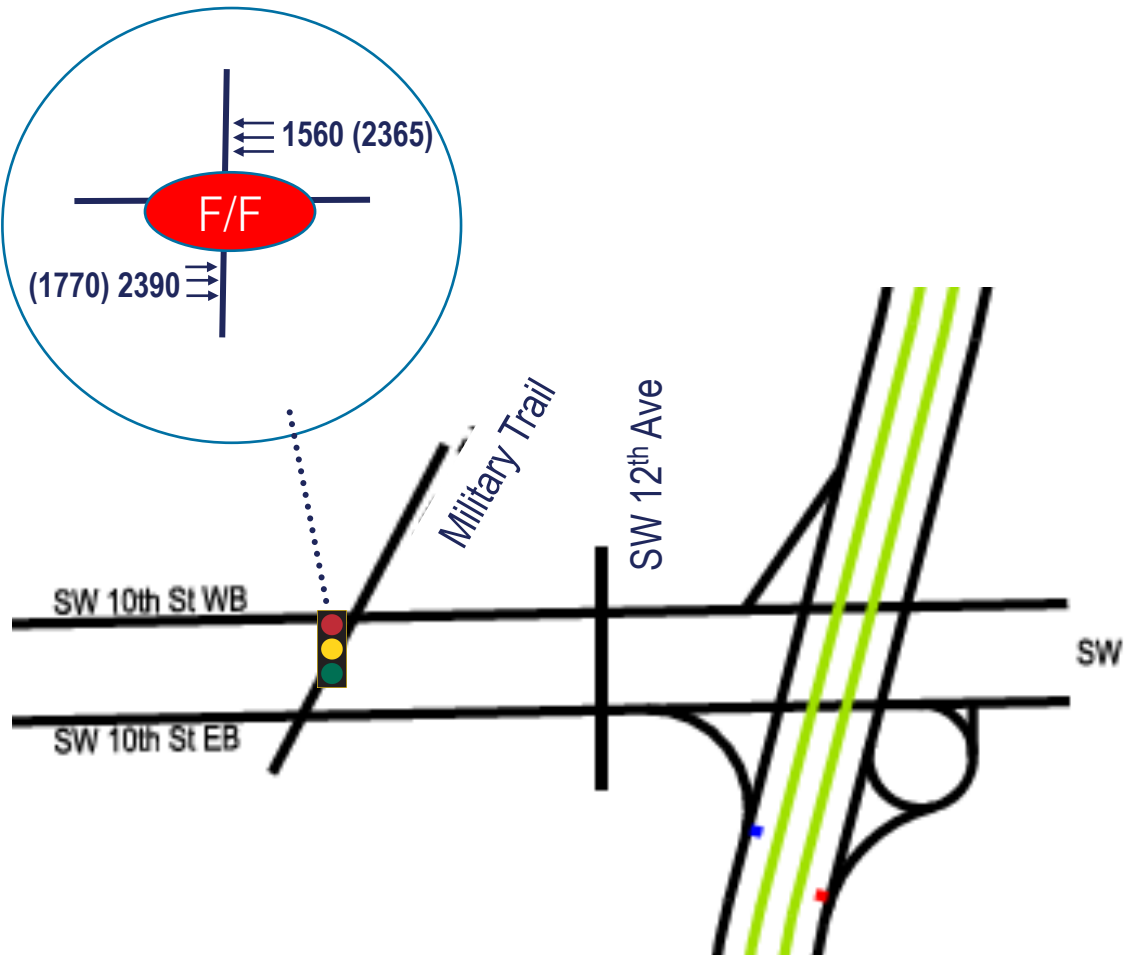
- Connector Lanes
- Local/General Use Lanes
- I-95 Express Lanes



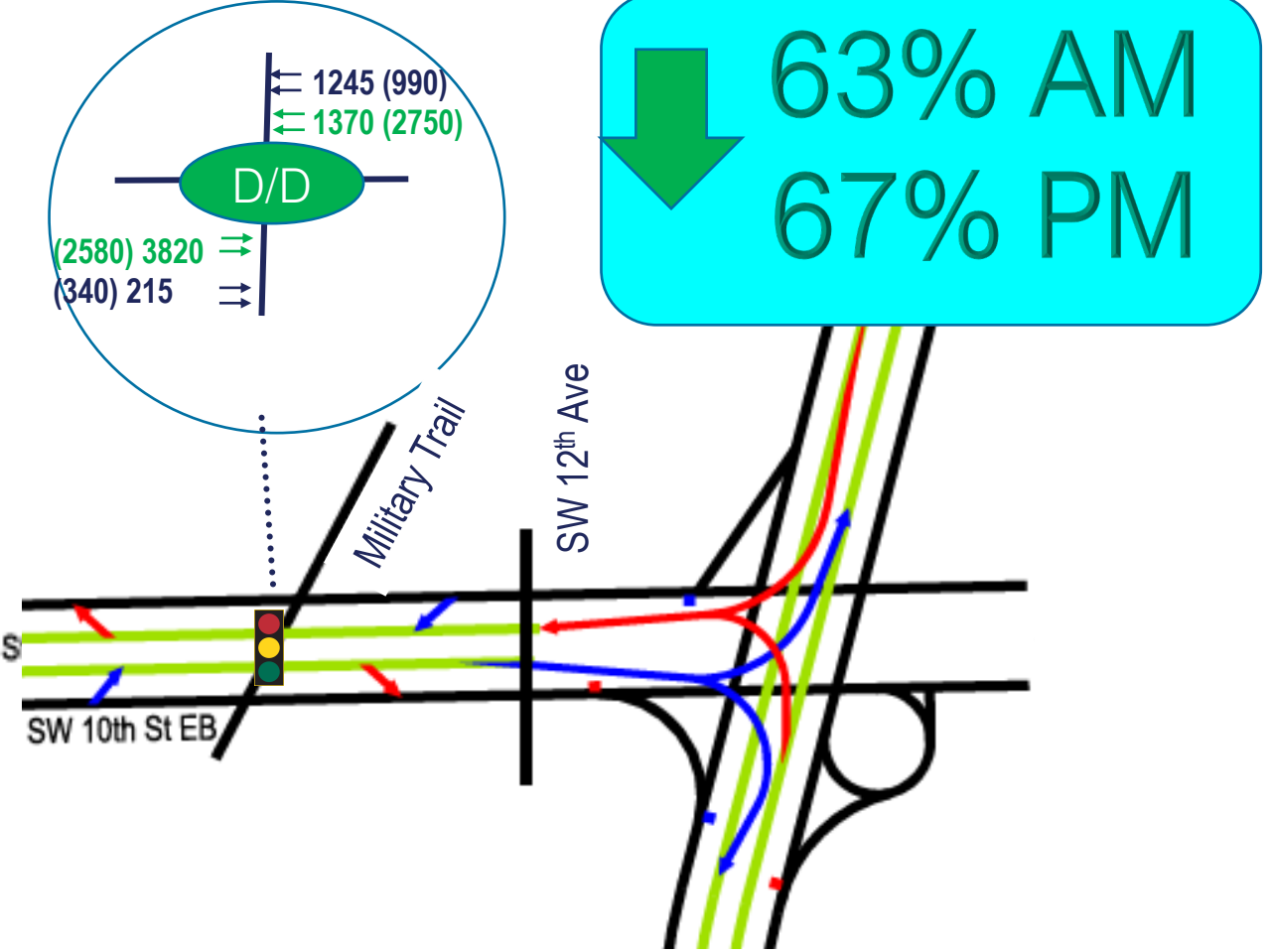
I-95 Connections- Express and General Purpose Lanes



2040 Traffic Volumes at Military Trail

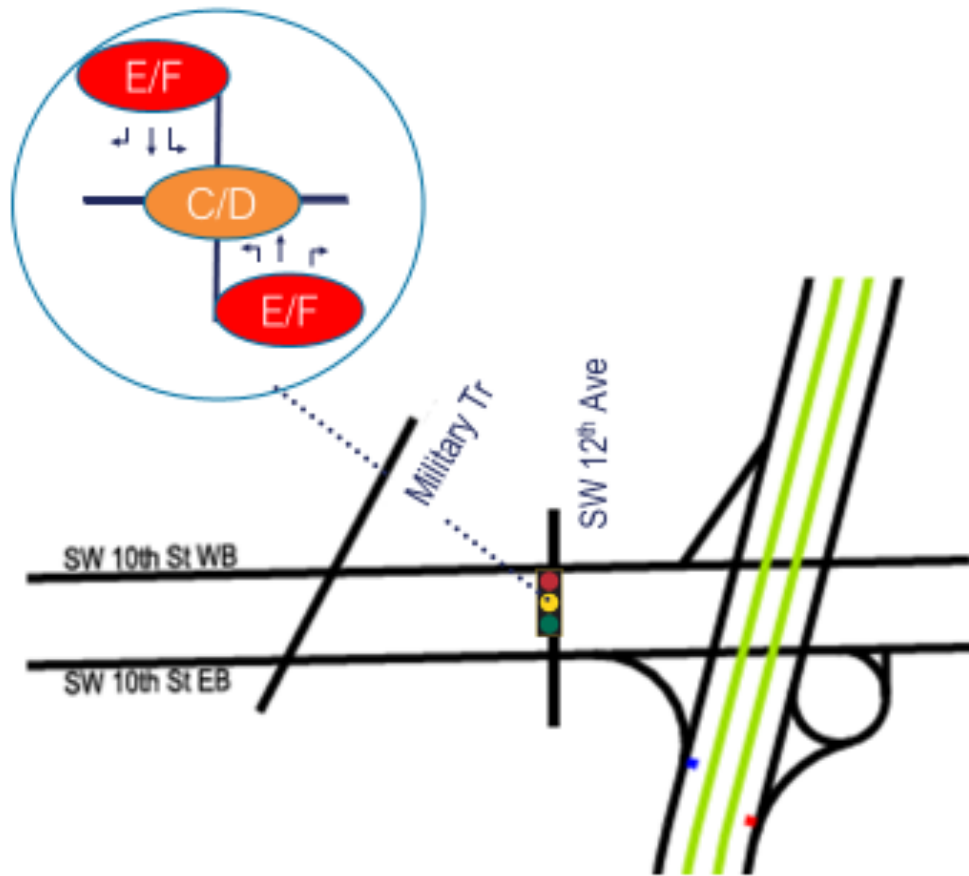


No-Build

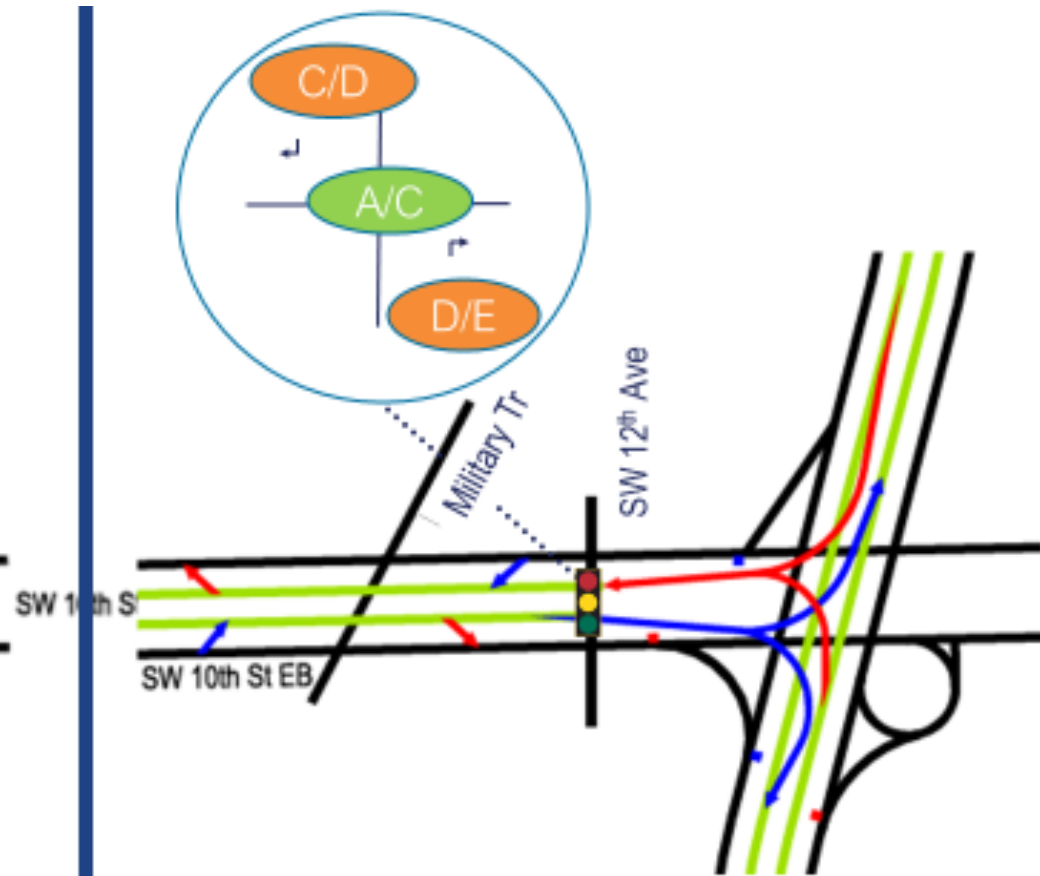


Build

2040 Traffic Conditions at SW 12th Avenue/Newport

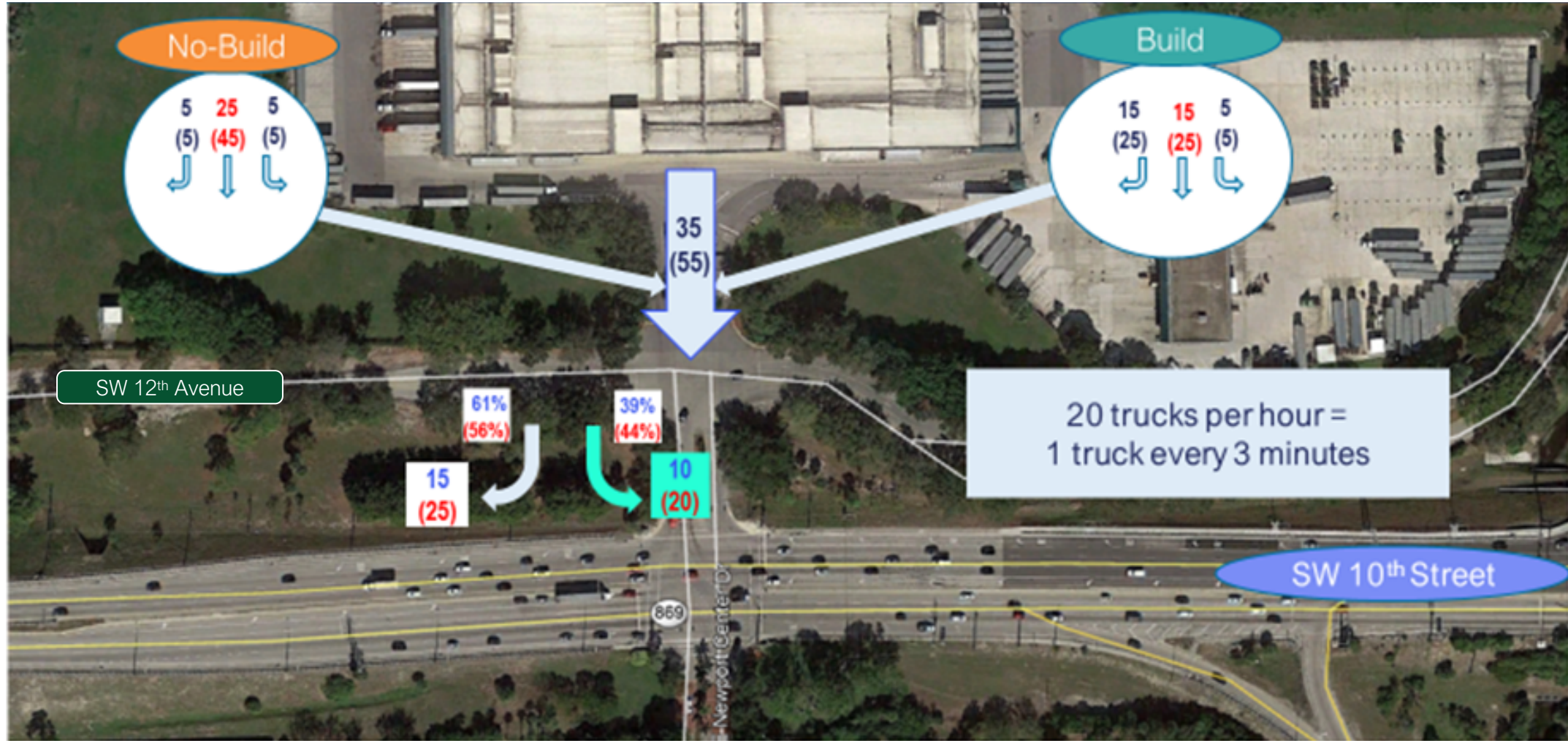


No-Build

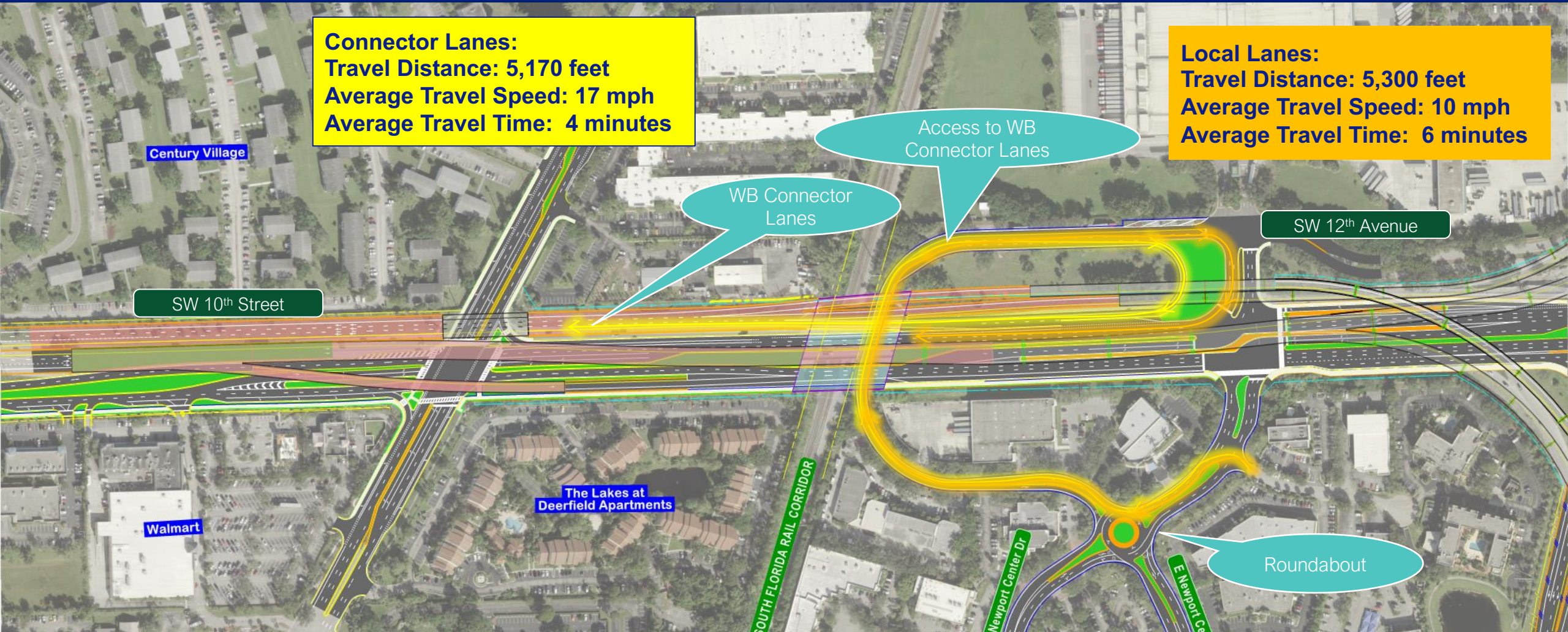


Build

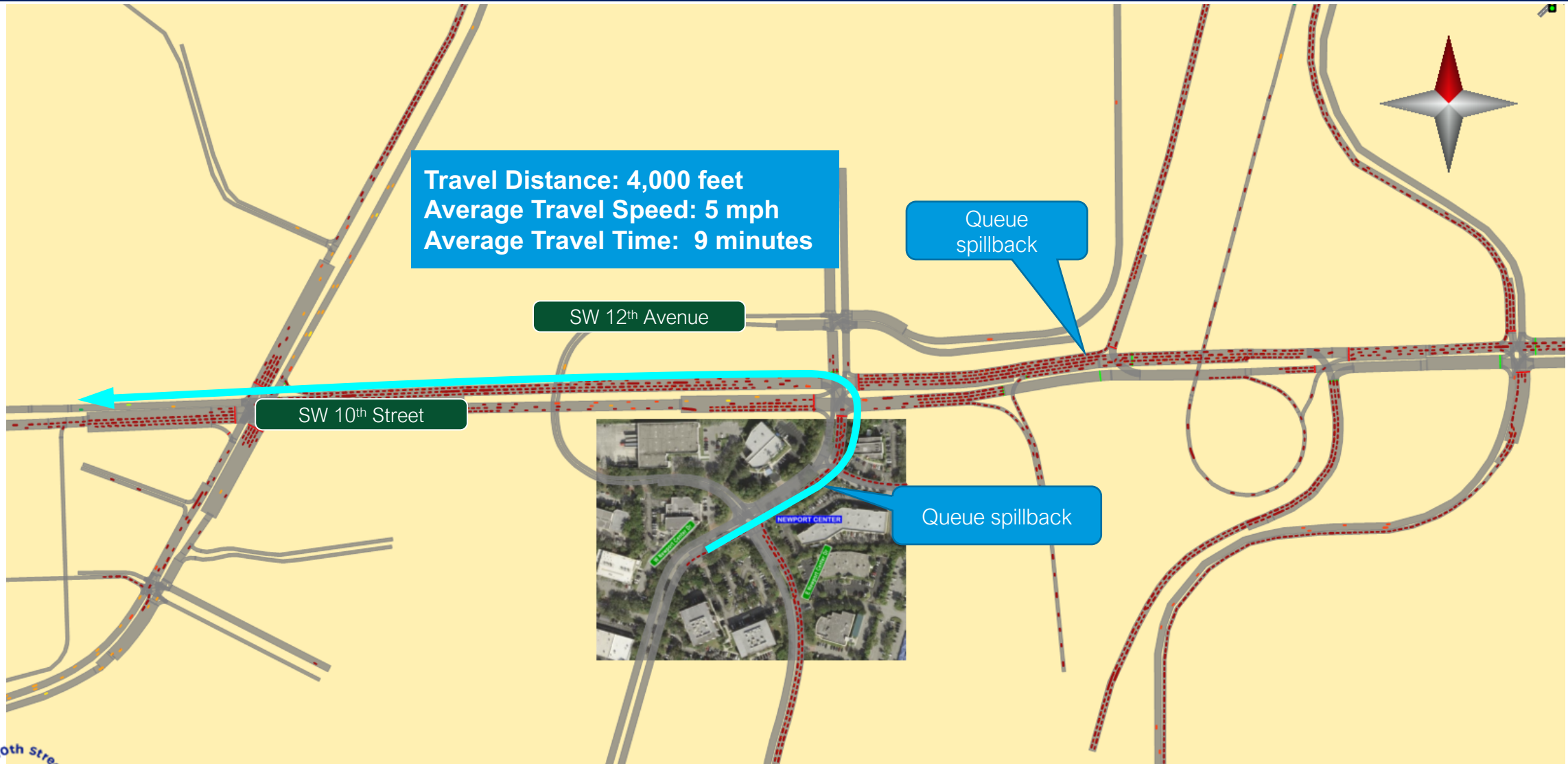
Publix Distribution Center – 2040 Traffic Volume



Newport Center (Newport to Connector Lanes - WB)



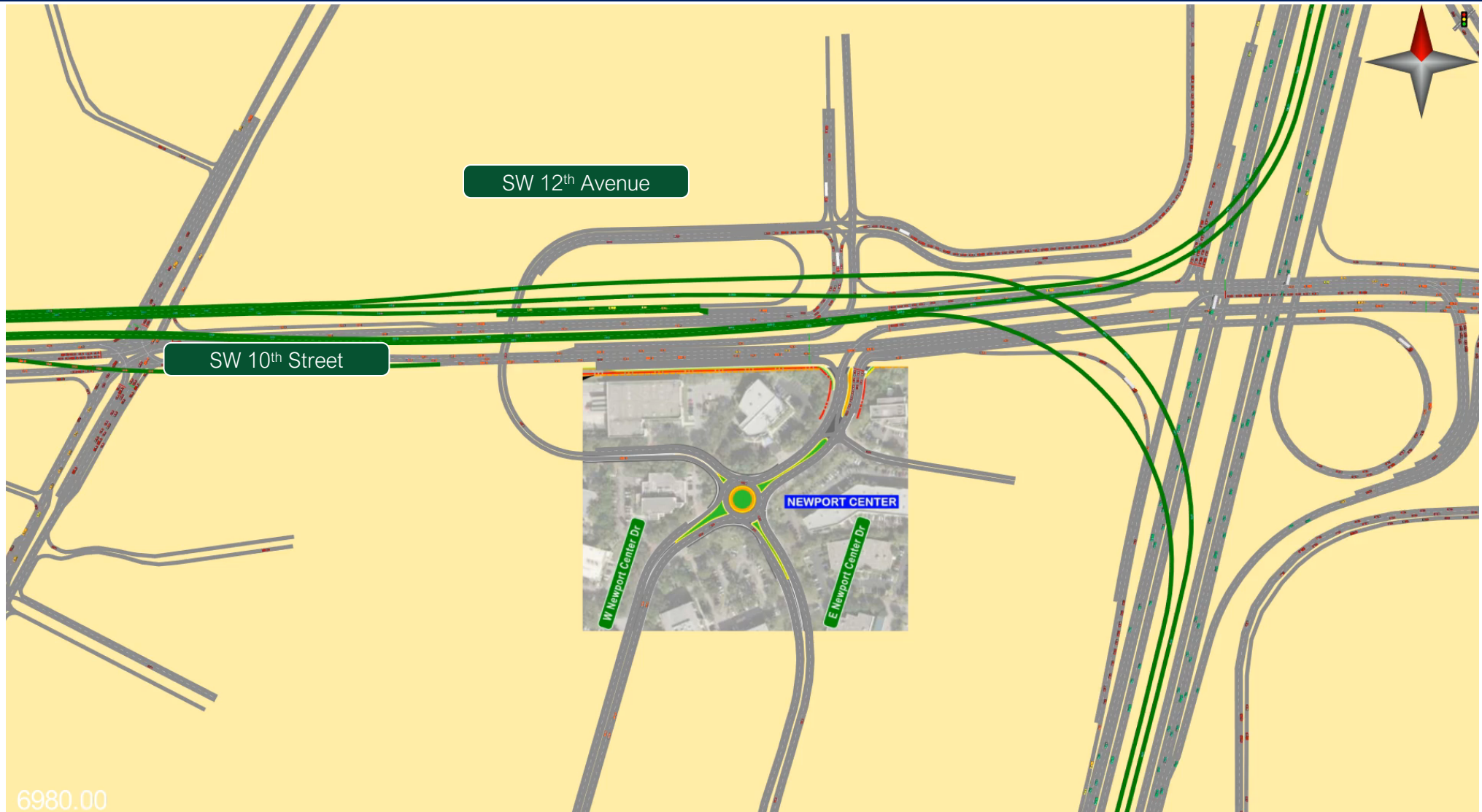
2040 PM Peak No Build Conditions



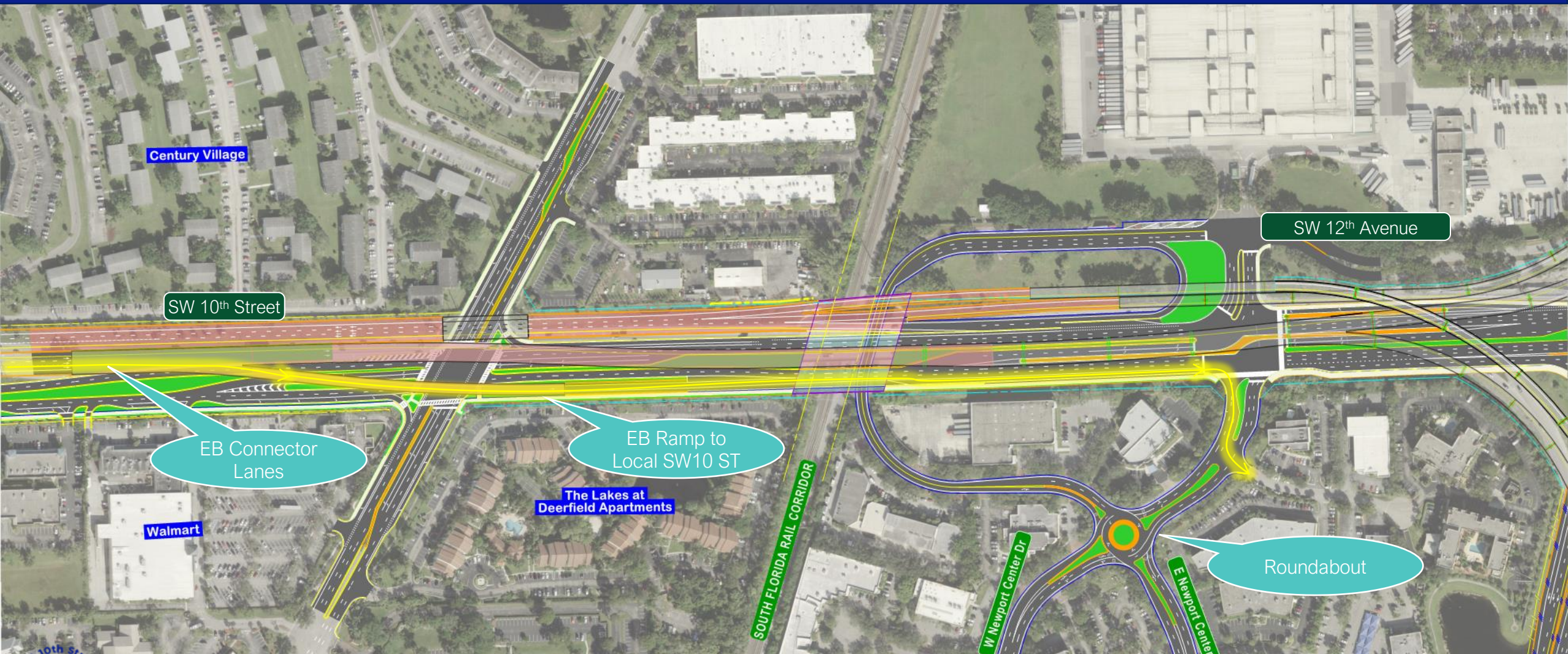
No-Build 2040 PM Animation



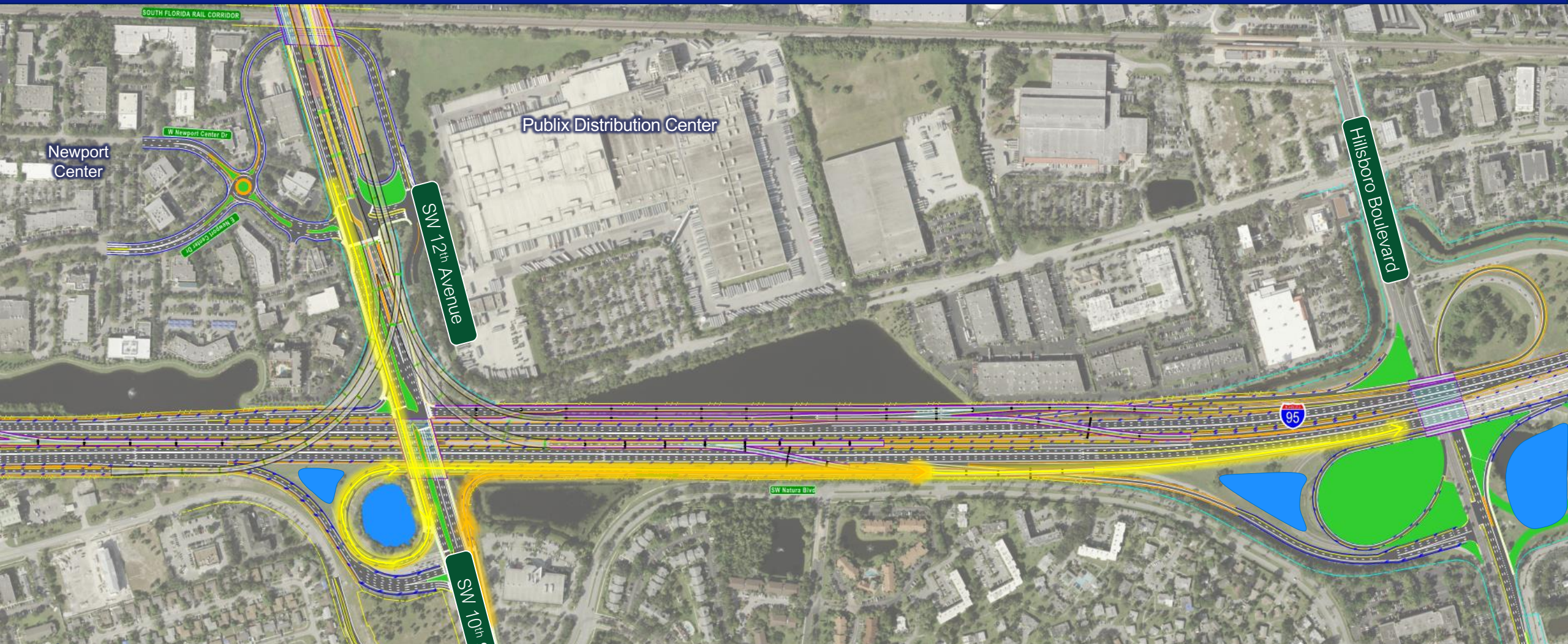
2040 PM Peak Build Animation



Newport Center (Connector Lanes to Newport - EB)



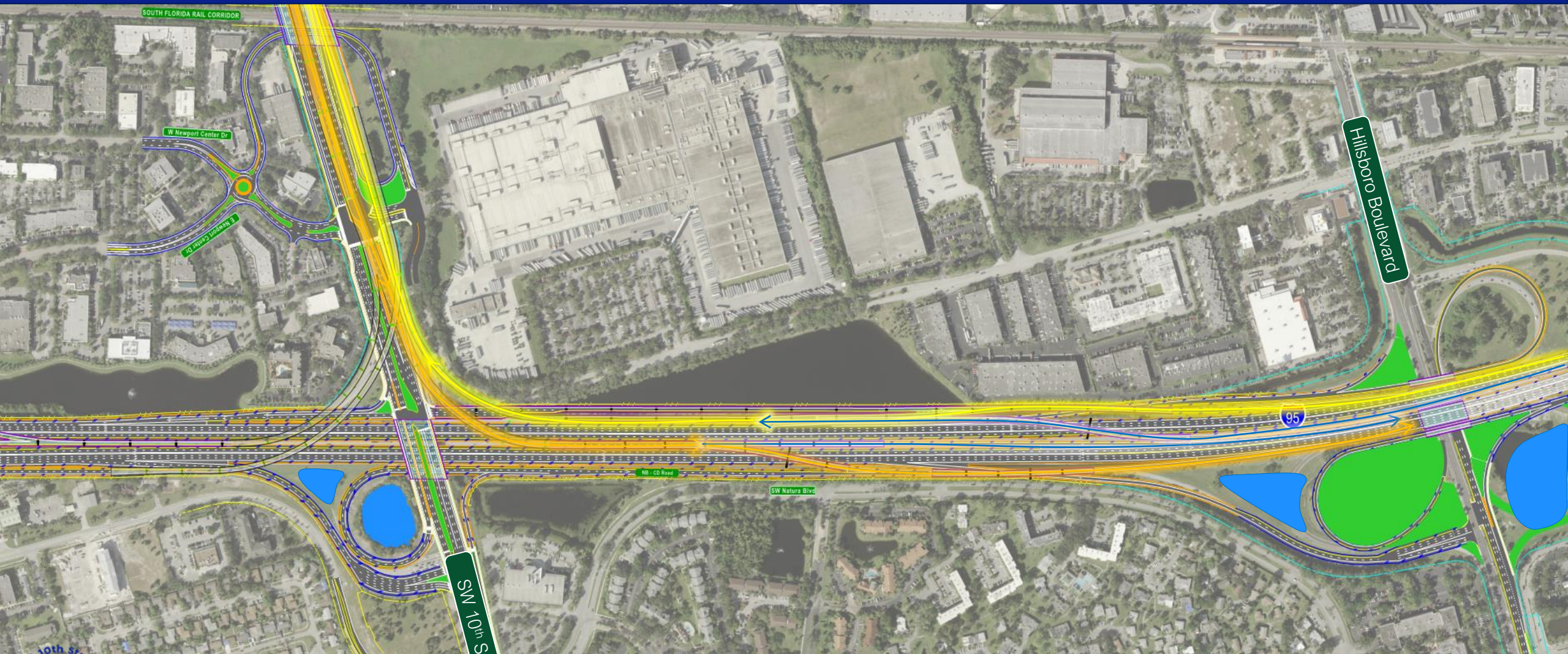
I-95 Connections- General Purpose Lanes



I-95 Connections- General Purpose Lanes



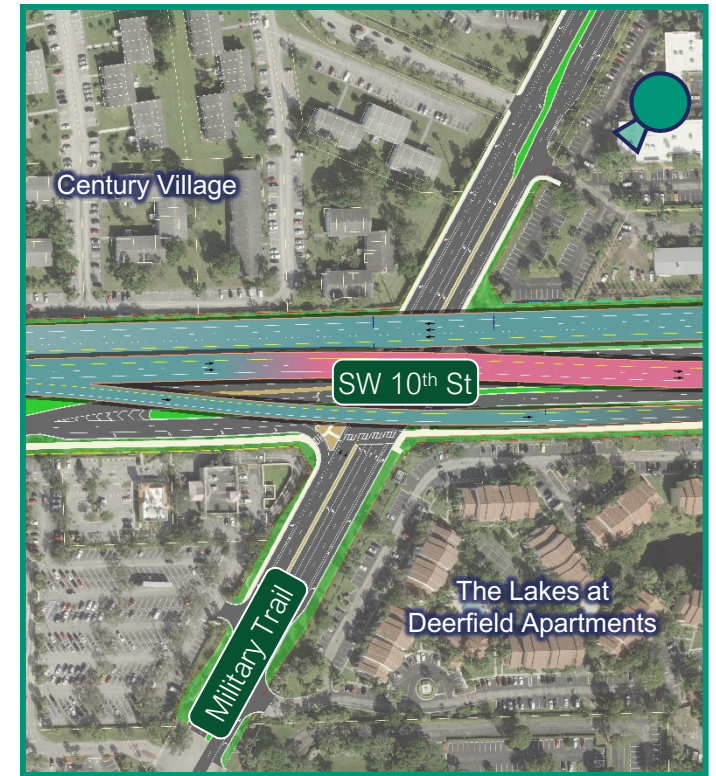
I-95 Connections- Access to/from Connector Lanes



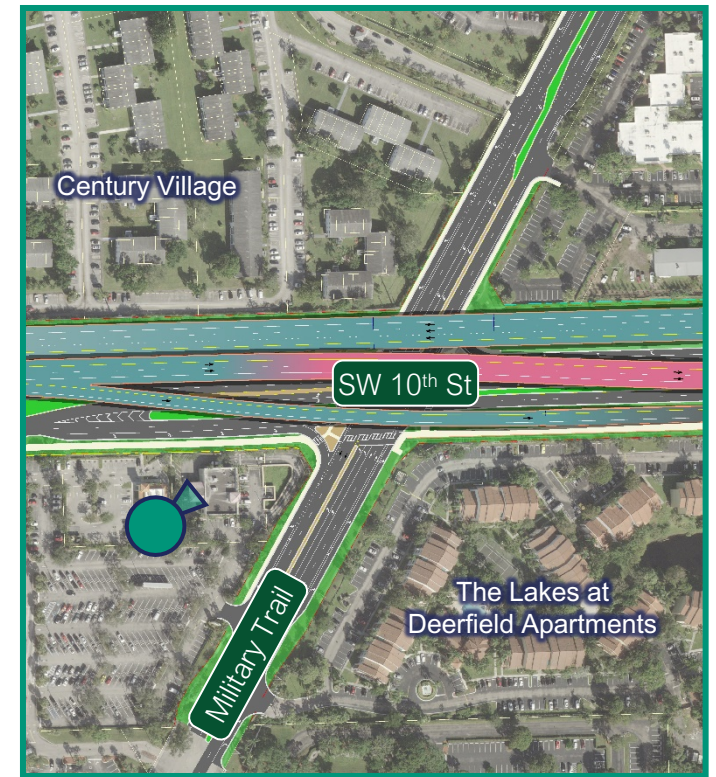
I-95 Connections- Access to/from Connector Lanes



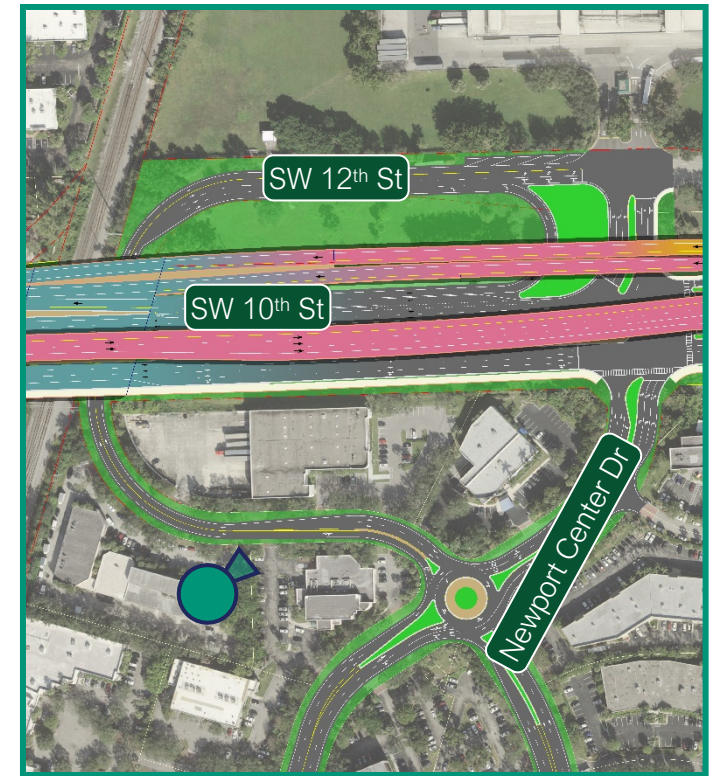
Renderings- Military Trail - Looking South



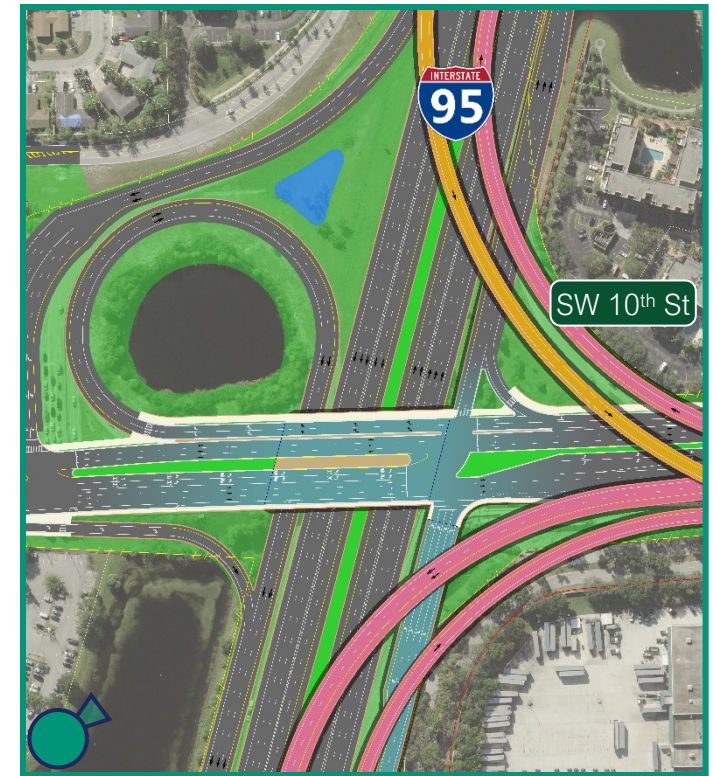
Renderings- Military Trail - Looking North



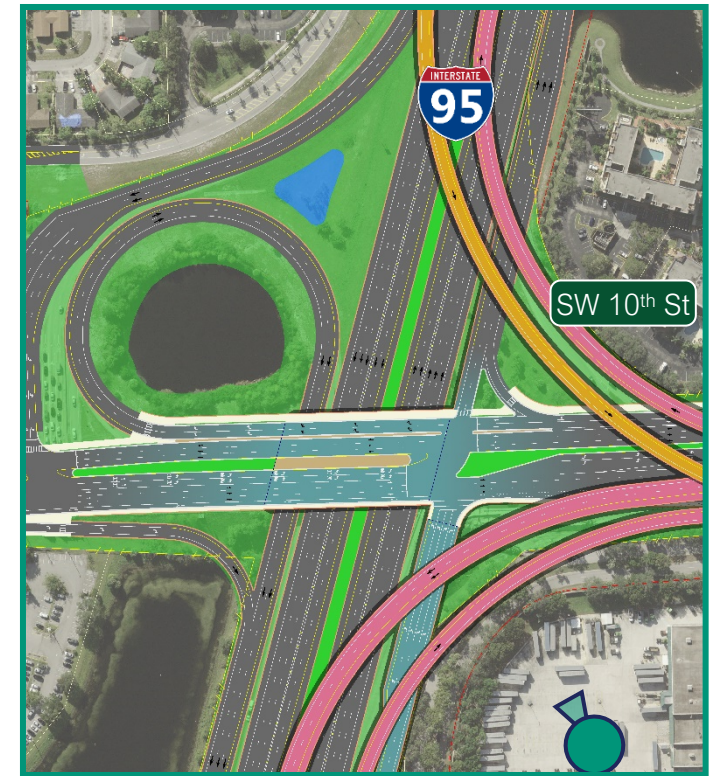
Renderings- Newport Center - Looking Northeast



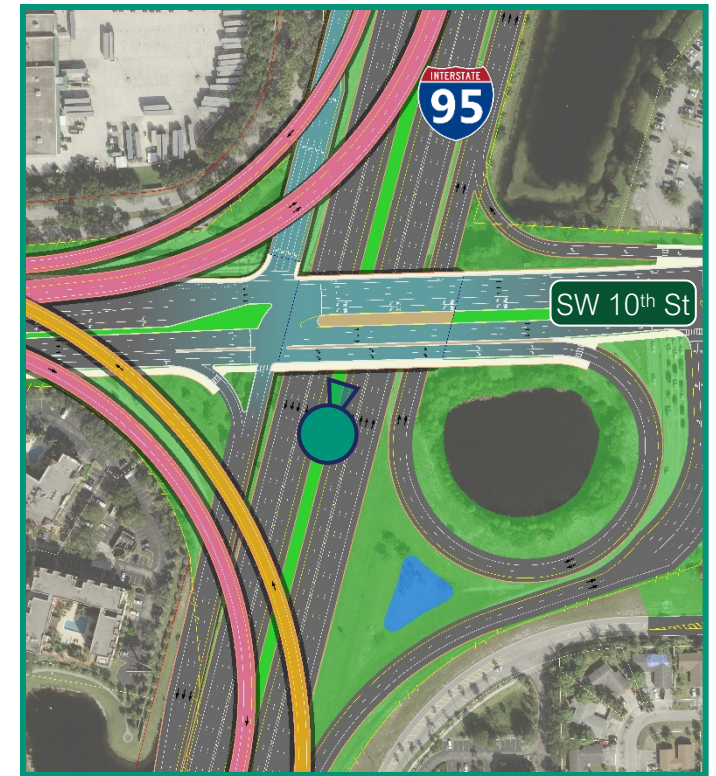
Renderings – I-95 Interchange - Looking South



Renderings – I-95 Interchange - Looking Southwest



Renderings – I-95 Interchange - Looking North



Renderings – I-95 Interchange - Looking Northwest



Renderings – I-95 Interchange- Looking West



Benefits of Build Alternative

- Improved traffic operation and safety
- Enhanced regional connectivity and greater mobility
- Improvements to local SW 10th Street
- Decreased congestion, time delay and emergency response time
- Enhanced economic development



No-Build Alternative

- Traffic conditions will continue to deteriorate
- Congestion, time delay, emergency response times will increase
- No improvements to I-95 or SW 10th Street
- Air quality will decrease



Next Steps

- Additional individual HOA and Stakeholder virtual meetings
- Continue coordination with City of Deerfield Beach
- Social media updates/flyers
- MPO update meetings

Schedule

- Public Hearing – Anticipated October 2020
- Location Design and Concept Acceptance (end of PD&E phase) – Spring/Summer 2021
- Final Design/RFP Development Start Late 2020/Early 2021
- Construction Start Anticipated 2023
- Construction End Anticipated 2027/2028



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www.sw10street.com

www.fdot.gov/projects/sr9



Thank you!