



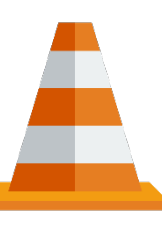


# COAT Recommendations

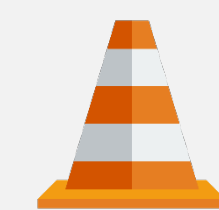


Recommendation Number	Recommendation	Notes	Status
 1	Creatively determine if an engineering solution which is environmentally feasible can be provided to improve safety of 10th Street and provide an efficient traffic solution between Sawgrass / Turnpike and I-95 while maintaining quality of life.	Minimizing environmental impacts while improving operations, safety and connectivity are all part of the purpose and need of the study and will be addressed in each of the alternatives.	Being evaluated.
 3	Include Near term solutions. <b>3.1.</b> Signal timing Improvements - current technology.	Near term solutions include signal timing improvements and other Transportation Systems Management and Operations (TSM&O) type improvements. <b>3.1</b> The signals have been optimized by Broward County along SW 10th Street. However, this does cause additional delays for the north and south moving traffic.	Complete.
	<b>3.2.</b> Adaptive Signal Technology.	<b>3.2</b> Adaptive signal technology does not improve the flow of traffic when the roadway is at, or over, capacity. Adaptive signals alone won't solve the traffic and congestion problem. However, adaptive technologies will be built into the alternatives and the latest technology utilized for the improvements.	Other recommendations are being evaluated.
	<b>3.3.</b> Additional Traffic Lanes	<b>3.3</b> Each of the concepts evaluated include a 4 lane managed facility and a 4 lane local roadway.	Complete.
 4	Include a below-grade expressway with at-Grade local access roads. <b>4.1.</b> Include extending below-grade expressway, west of westerly residential roadway connection to 10th Street.	<b>4.1</b> This has been determined to not be feasible due to the proximity to the Turnpike overpass and future planned improvements at the interchange. There will be continued evaluation on this as the project progresses.	Being evaluated.
	<b>4.2.</b> Include extending below-grade expressway as close to Military Trail as possible, that would allow Military Trail intersection to remain at grade (No overpass of Military Trail over Expressway).	<b>4.2</b> Depressed sections are as close to Military Trail as possible per FDOT geometric criteria. Military Trail will remain at-grade. The managed lanes are required to go over Military Trail due to the proximity of the railroad crossing.	Complete.
 5	Minimize, and attempt to eliminate, use of above grade overpass where adjacent to residential areas.	Overpasses are being used only where absolutely necessary. In order to maintain a full median opening at the Waterways community, a structure will be required.	Complete.
 2	Improve safety while maximizing improvements to traffic flow of 10th Street and roadway intersections and expressway interchanges. <b>2.1.</b> To include Public Safety accessibility	Operational improvements and safety are included in the purpose and need of the study and have been addressed in all of the alternatives.	Complete.

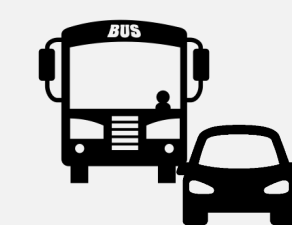
## Legend



Creative Engineering



Safety



Access and Transit



Community and Aesthetic Features



Environmental Concerns



Construction And Utilities



Schedule

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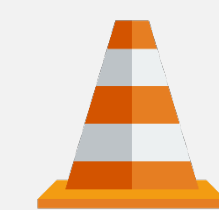


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 6	Improve access for local roadways and expressways west of I-95. <b>6.1.</b> Improve residential access to 10th and expressways from Waterways, Independence Bay, Century Village, Waterford Homes, Waterford Courtyards, and the Renaissance (nursing home).	<b>6.1</b> With the northern alignment and removal of commuter traffic from the local roadway, local access along SW 10 <sup>th</sup> Street will be improved.	Complete.
	<b>6.2.</b> Improve commercial access to 10th and expressways for Newport Center, Publix Distribution, Palm Trails Plaza, 10th Street strip mall, Industrial area along SW 30th Street, Sawgrass Promenade.	<b>6.2</b> This is part of the purpose and need for the study. This is accomplished with an improved local SW 10 <sup>th</sup> Street facility that relocates 40% of the traffic to managed lanes.	Complete.
	<b>6.3.</b> Improve Sawgrass Expressway and Turnpike connection to I-95.	<b>6.3</b> This is accomplished with the managed lanes connector facility.	Complete.
 7	Encourage improved access to expressway and 10th Street from local roads east of I-95.	Project alternatives are being evaluated for this recommendation.	Being evaluated.
 13	Encourage Mass Transit and carpooling alternatives.	Park and Ride lot locations were evaluated on a regional basis and this corridor was determined to not be a candidate for a Park and Ride location. Coordination with local transit authorities will take place to encourage the implementation of express bus service.	Being evaluated.
 16	If tolling is planned for expressway, locate toll stations so as not to adversely affect local roadway network.	There has been no decision regarding the toll status on the connector as of 11/29/2018. Coordination is taking place with the Turnpike and the District. Local SW 10 <sup>th</sup> Street will not be tolled.	Being evaluated.
 8	Include generous table top intersections for local roads to improve pedestrian and bike connectivity north and south across 10th Street.	Pedestrian and bike facilities are included in all alternatives.	Complete.
 11	Create a Gateway to North Broward by maximizing landscaping along 10th Street and north and south along adjacent connecting roadways, including landscape buffers and berms (by using native species).	The FDOT has created 2 stand-alone landscaping projects to occur after the construction of the SW 10th Street Connector.	Complete.
	<b>11.1.</b> Explore use of revenue generated by tolls for maintenance of landscaping and tabletop parks.	<b>11.1</b> The recommendation for the use of tolls for maintenance will need to be further discussed between the Turnpike and the District.	Being evaluated.

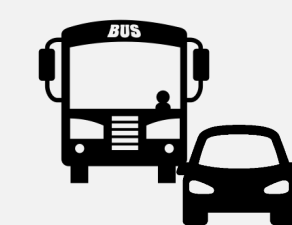
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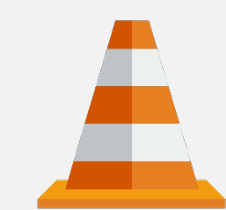


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 9	Prepare Noise Study and Identify mitigation needs required. <b>9.1.</b> Include Noise walls (Include at the beginning of construction).	<b>9.1</b> A Noise Study is being conducted for the PD&E Study, and preliminary results indicate that noise barriers are warranted for a depressed and non-depressed sections. Noise barrier lengths and heights will be coordinated with any affected communities after selection of the Preferred Alternative.	Preliminary Results.
	<b>9.2.</b> Explore Sound Proofing for affected homes and businesses.	<b>9.2</b> Results of the final Noise Study will help determine if sound proofing is warranted or feasible. However, this is not a typical abatement measure for roadway projects.	Being evaluated.
 12	Minimize Impacts to the environment including wetlands and air and water quality.	Each alternative has been designed to minimize impacts to wetlands and adhere to strict environmental standards. During design, permitting and construction this will be further addressed through the use of best management practices and adherence to the standard specifications for roadway and bridge construction.	Complete.
 14	Protect Deerfield Beach's West Well Field.	This will be included as part of the drainage permitting and design process. Meetings have been held with the City, County and permitting agencies. The permitting agencies have required groundwater and stormwater modeling, which is on-going, to ensure no adverse effects. Coordination with agencies will continue.	Being evaluated.
 10	Accelerate 10th Street PD&E scoping and consultant selection to catch up with: <b>10.1.</b> PD&E for the Sawgrass / 10th Street interchange with Turnpike.	The project schedules are closely aligned to obtain LDCA within a short time frame of each other.	Complete.
	<b>10.2.</b> PD&E for the 10th Street interchange with I-95.		
 15	Maximize business signage visibility and include temporary signage for local businesses during construction.	Access to, and signs for, businesses during construction is always planned for in the PD&E stage and detailed in the design phase. Access will be maintained to all businesses and communities during construction.	To be further evaluated in final design.
 17	Include alternate transportation routes during the construction phase to alleviate congestion once construction begins on SW 10th Street and plans to alleviate congestion on Hillsboro Blvd., Sample Rd., Wiles Rd., and SW 18th Street.	A conceptual Temporary Traffic Control Plan will be prepared during the PD&E phase and further developed during the design phase to identify any detour routes if needed. Special traffic management strategies during construction will continue to be explored.	Being evaluated.
	<b>17.1.</b> Explore the potential to go under the railroad tracks at Hillsboro Blvd, to alleviate traffic during the construction phase and resolve issues on I-95.	<b>17.1</b> The tunnel alternative was deemed infeasible and not advanced as part of the I-95 at Hillsboro Boulevard Interchange PD&E Study.	Complete.
 18	Install utilities underground.	Utility coordination is being performed as a part of this PD&E study. Utility owners have been made aware of this desire. Coordination is ongoing.	Being evaluated.

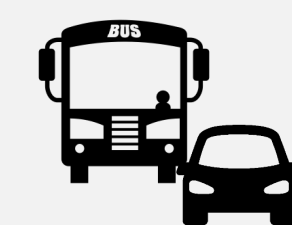
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