

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

District: FDOT District 4

County: Broward County

ETDM Number: 14244

Financial Management Number: 436964-1-22-01

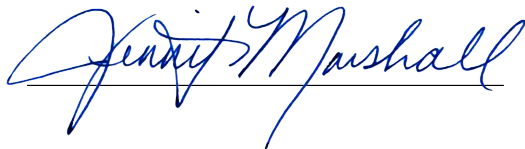
Federal-Aid Project Number: N/A

Project Manager: Robert Bostian

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 40 CFR 1508.4, and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink that reads "Jenny Marshall". The signature is written in a cursive style and is positioned above a horizontal line.

October 1, 2021

Director Office of Environmental Management
Florida Department of Transportation

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HNTB

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This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On 10/14/2015 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

Table of Contents

1. Project Information	1
1.1 Project Description	1
1.2 Purpose and Need	5
1.3 Planning Consistency	7
2. Environmental Analysis Summary	8
3. Social and Economic	9
3.1 Social	9
3.2 Economic	12
3.3 Land Use Changes	13
3.4 Mobility	14
3.5 Aesthetic Effects	15
3.6 Relocation Potential	15
3.7 Farmland Resources	16
4. Cultural Resources	17
4.1 Section 106 of the National Historic Preservation Act	17
4.2 Section 4(f) of the USDOT Act of 1966, as amended	17
4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965	18
4.4 Recreational Areas and Protected Lands	18
5. Natural Resources	19
5.1 Protected Species and Habitat	19
5.2 Wetlands and Other Surface Waters	22
5.3 Essential Fish Habitat (EFH)	24
5.4 Floodplains	24
5.5 Sole Source Aquifer	24
5.6 Water Resources	25
5.7 Aquatic Preserves	26
5.8 Outstanding Florida Waters	26
5.9 Wild and Scenic Rivers	26

5.10 Coastal Barrier Resources 26

6. Physical Resources 27

6.1 Highway Traffic Noise 27

6.2 Air Quality 28

6.3 Contamination 29

6.4 Utilities and Railroads 31

6.5 Construction 33

7. Engineering Analysis Support 34

8. Permits 35

9. Public Involvement 36

10. Commitments Summary 44

11. Technical Materials 45

Attachments 46

1. Project Information

1.1 Project Description

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment (PD&E) Study, in accordance with the National Environmental Policy Act (NEPA), to assess potential operational and safety improvements along 3.1 miles of Interstate 95 (I-95), from south of NE 48th [Mile Post (MP) 22.0] to north of the Hillsboro Boulevard interchange (MP 25.10), in Broward County, Florida (**Figure 1-1**).

The project extends along I-95 from just south of NE 48th Street to just north of Hillsboro Boulevard and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the City of Deerfield Beach.

The study evaluated alternatives for improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of NE 48th Street to just north of the Hillsboro Boulevard interchange. SW 10th Street provides a direct connection between I-95 and the Sawgrass Expressway. The study also evaluated improvements along both SW 10th Street and Hillsboro Boulevard near I-95.

Alternatives were also evaluated to modify the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Replacement of the existing SW 10th Street bridge over I-95 and a grade separation at the existing at-grade railroad crossing at Hillsboro Boulevard were also evaluated.

1.1.1 Existing Conditions

Within the limits of the study, I-95 is an eight-lane divided limited access facility consisting primarily of a 2.5-foot (ft) center barrier wall with two 12-ft paved inside shoulders (one in each direction). The inside lane in each direction is a 12-ft wide express lane with a 2-ft striped buffer area separating the express lane from the three 12-ft general-purpose lanes. In each direction, along the outside of the general-purpose lanes is a 12-ft shoulder. In the northbound direction, a 12-ft auxiliary lane exists between the SW 10th Street on-ramp and Hillsboro Boulevard off-ramp. Additionally, in the southbound direction a 12-ft auxiliary lane exists between the Hillsboro Boulevard on-ramp and SW 10th Street off-ramp.

Along SW 10th Street eastbound from approximately 1,000-ft west of the intersection of Military Trail to the intersection there are three 11-ft lanes, a 4- to 5-ft bike lane, and a 6-ft sidewalk. In the center, there is a 17.5-ft raised curb and gutter median. Along SW 10th Street westbound from approximately 1,000-ft west of the intersection of Military Trail to the intersection there are two 12-ft lanes, a 4-ft bike lane and a 4-ft unpaved shoulder. In each direction, from the intersection at Military Trail to East Newport Center Drive there are three 11-ft lanes, a 4-ft bike lane, 2-ft curb and gutter and a 6-ft concrete sidewalk running along at the back of curb. In the center of the roadway there is a raised curb and gutter median that varies in width from 14-ft to 17.5-ft. In the westbound direction, the outside lane is an auxiliary lane used for right turns and/or acceleration that terminates at the intersection with Military Trail. In the eastbound direction, a fourth (outside) 12-ft to 14-ft wide lane exists as an auxiliary lane used for right turns and/or acceleration and terminates at the southbound on-ramp to I-95.

From East Newport Center Drive to SW Natura Boulevard/FAU Research Park Boulevard there are three 11-ft lanes in each direction, 2-ft curb and gutter with a 6-ft concrete sidewalk running along at the back of curb with no bicycle lane or shoulder. The outside eastbound lane terminates at the northbound entrance ramp to I-95 and then remerges west of the northbound I-95 off-ramp intersection continuing to the FAU Research Park Boulevard intersection. westbound are three

11-ft lanes, 2-ft curb and gutter with a 6- ft concrete sidewalk running along at the back of curb with no bike lane or shoulder present. A fourth westbound lane emerges at the southbound I-95 off-ramp intersection and terminates at the East Newport Center Drive intersection. In the center of the roadway there is a raised curb and gutter median that varies in width from 14-ft to 20-ft.

Hillsboro Boulevard from east of the Military Trail intersection to the intersection with Natura Boulevard/Fairway Drive is an urban arterial typical section with a 15.5 ft raised median, six 11-ft thru lanes (3 lanes in each direction) and two 4-ft bicycle lanes (one in each direction) with Type F curb and gutter on both sides of the roadway. In each direction outside the bicycle lanes is a 2-ft curb and gutter with 6- ft concrete sidewalk running along at the back of curb. The right of way varies from 53-ft to 68-ft on each side.

There are also seven existing bridge structures within the project limits including:

- I-95 northbound over Hillsboro Boulevard (Bridge No. 860194),
- I-95 southbound over Hillsboro Boulevard (Bridge No. 860124),
- SW 10th Street eastbound and westbound over I-95 (Bridge No. 860123),
- I-95 southbound off-ramp connecting to SW 10th Street (Bridge No. 860564),
- SW 10th Street eastbound and westbound over SW 12 Avenue and SFRC railroad (Bridge Nos. 860557, 860553)
- NE 48th Street eastbound and westbound over I-95 (Bridge No. 860122).

1.1.2 Description of the Preferred Alternative

The preferred alternative for the I-95 corridor provides direct access from the SW 10th Street Connector to both the I-95 express lanes and general-purpose lanes. The preferred alternative proposes to maintain the existing number of general-purpose lanes throughout the I-95 corridor. The express lanes will be separated from the general-purpose lanes with tubular markers and a 2' to 4' wide buffer.

In the northbound direction, an egress point is proposed for the northbound express lanes north of the Sample Road interchange for traffic destined to the northbound I-95 general-purpose lanes. A second egress point south of the SW 10th Street interchange is proposed for traffic destined to the westbound SW 10th Street Connector lanes which braids over the general purpose lanes and merges with the northbound collector-distributor (CD) road on the east side of I-95. Access from eastbound SW 10th Street Connector to I-95 northbound is also provided for both the I-95 general-purpose and express-lanes.

Access to the general-purpose lanes is provided by an egress access point from the express lanes north of SW 10th Street interchange. A new I-95 northbound on-ramp is introduced for westbound SW 10th Street as a free-flow right turn on the NE quadrant of the interchange relocating the existing left turn movement at the current intersection. The new I-95 northbound on-ramp merges with eastbound on-ramp and the eastbound SW 10th Street Connector traffic destined to the I-95 general-purpose lanes on the northbound CD road. The northbound CD road braids over the northbound Hillsboro Boulevard off-ramp to merge with the I-95 northbound as an auxiliary lane just south of the Hillsboro Boulevard overpass bridge.

In the southbound direction, an egress point is proposed from the express lanes south of Hillsboro Boulevard interchange for the traffic destined to the westbound SW 10th Street Connector. Access to the SW 10th Street Connector from the general-purpose lanes is also provided south of the Hillsboro Boulevard interchange. The proposed CD road on the west side of I-95 braids over the I-95 southbound traffic entering from eastbound/westbound Hillsboro Boulevard on-ramps. Traffic from the I-95 general-purpose lanes and express-lanes merge on the CD road to provide access to the SW 10th

Street Connector.

Access from the eastbound SW 10th Street Connector to I-95 southbound is provided for both the I-95 general-purpose and express-lanes. Access to the general-purpose lanes is provided by an egress access point from the I-95 express-lanes south of SW 10th Street interchange which braids over the general-purpose lanes to merge with the I-95 mainline on the west side of I-95.

The preferred alternative along SW 10th Street is the modified north alignment alternative. The modified north alignment alternative for SW 10th Street provides three 11-ft lanes with a 7-ft buffered bike lane and 6-ft sidewalk in the westbound direction. A 12-ft shared use path is provided in the eastbound direction along SW 10th Street for local pedestrian and bike traffic. Two 12-ft connector lanes are provided in each direction with direct connect ramps providing access to/from the I-95 express lanes and general-purpose lanes allowing regional connectivity to the express lanes network. In the eastbound direction along the connector lanes an egress ramp departs from the connector lanes west of the Military Trail intersection braiding over the eastbound SW 10th Street local lanes connecting along the outside lane. The egress ramp allows access to the Newport Center and local SW 10th Street east of the I-95 Interchange.

On SW 10th Street, the East Newport Center Drive intersection provides a right turn lane, a left turn lane and a choice through/left turn lane for the northbound approach. A left turn lane, a choice through/left turn lane and a right turn lane are provided for the southbound leg of the intersection. In addition, dual left turn lanes are provided for the eastbound and westbound movements, and exclusive right turn lane is provided for the westbound movements, and a choice through/right turn lane is provided for the eastbound movement. This configuration allows improved operations and mitigates congestion for the intersection, the interchange ramp intersections and along SW 10th Street.

The roundabout at the intersection of West and East Newport Center Drive will continue to be evaluated thru the design phase of the project. The roundabout would replace the stop condition and improve the operation of the intersection. A loop ramp is provided along SW 12th Avenue that connects directly to the westbound SW 10th Street connector lanes to improve operations of the East Newport Center Drive intersection with SW 10th Street by allowing westbound traffic making a right turn to bypass the signal.

The northbound exit ramp terminal was expanded to accommodate triple left and triple right turn lanes. The intersection at Natura Boulevard is expanded to accommodate double left and single right turn lanes on all intersection approaches.

The proposed improvements along Hillsboro Boulevard are limited to the ramp terminals. The improvements include providing a two-lane northbound exit ramp with a signal controlled and expanded storage for a triple-left turn movement for the northbound to westbound egress ramp terminal while maintaining the dual right turn movement for the eastbound traffic. This improvement resulted in the elimination of the northbound off-ramp loop to westbound Hillsboro Boulevard combining both northbound egress ramps into one location. In addition, the northbound onramp from westbound Hillsboro Boulevard was realigned to be within the proximity of I-95. A new configuration is proposed for the eastbound to southbound and the westbound to southbound on-ramp to minimize the weaving maneuvers within the interchange area.

The Preliminary Engineering Report (PER) contains detailed descriptions and figures of the preferred alternative and is available for review in the project file. The PER also contains specific details of the proposed improvements for the each of the bridges within the project limits. The interchange was reviewed by Federal Highway Administration (FHWA) and Safety, Operational, and Engineering (SO&E) acceptability was obtained in September 2021. For additional information please reference the signed Systems Interchange Modification Report (SIMR) in the project file.



Figure 1-1: Project Study Area

1.2 Purpose and Need

The purpose of this project is to eliminate existing operational and safety deficiencies along I-95 from south of NE 48th Street to north of Hillsboro Boulevard including the interchanges at SW 10th Street and Hillsboro Boulevard, and on SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The primary need for the project is based on capacity/operational and safety issues, with secondary considerations for the needs of evacuation and emergency services, transportation demand, system linkage, modal interrelationships, and social demands and economic development.

Capacity/Operational Deficiencies

A need exists to improve traffic operations along I-95 in the vicinity of the SW 10th Street and Hillsboro Boulevard interchanges, especially at existing merge and diverge ramps that are the sources of traffic turbulence and collisions. The mainline directional volumes range from 4,400 to 5,850 vehicles per hour (vph) with ramp volumes from 800 to 1,250 vph at SW 10th Street and 400 to 1,000 vph at Hillsboro Boulevard.

Operational analyses along I-95 indicate that all freeway segments in the study area operate at Level of Service (LOS) D or better except for the following:

- The diverge segment at I-95 southbound (SB) off-ramp to SW 10th Street eastbound (EB) and westbound (WB) during the AM and PM peak periods;
- The I-95 mainline segment between I-95 SB on-ramp from SW 10th Street EB and WB and I-95 SB off-ramp to Sample Road EB and WB during the PM peak period;
- The I-95 mainline between I-95 SB On-Ramp from Palmetto Park Boulevard EB and I-95 SB Off-Ramp to Hillsboro Boulevard EB and WB during the AM peak period;
- The merge at I-95 SB on-ramp from Hillsboro Boulevard WB during AM and PM peak periods; and
- The diverge segment at I-95 northbound (NB) off-ramp to Hillsboro Boulevard EB during the AM peak period.

These conditions are existing concerns and are projected to worsen in the future if no action is taken. Year 2040 traffic projections show the mainline directional volumes ranging from 6,000 to 7,300 vph. Year 2040 peak hour directional volumes on I-95 Express are forecasted to range an additional 1,300 to 2,550 vph within the I-95 corridor. Operational analyses under the "No-Action" option in year 2040 reflects implementation of two major programmed improvements: 1) I-95 Express Phase 3 (and 2) I-95 Ramp Metering. All of the mainline freeway segments in the study area would operate at a deficient LOS (E or F) during one or both peak periods with the exception that the merge segment for I-95 SB On-Ramp from WB Hillsboro Boulevard would operate at LOS D during the PM peak hour.

Safety

A need exists to resolve safety issues within the project limits along I-95 as well as SW 10th Street and Hillsboro Boulevard. Crash analyses for the years 2008 through 2012 reveal that the I-95 segment within the Hillsboro Boulevard interchange area is classified as a high crash segment for four of the five study years. It should also be noted that the existing interchanges are closely located together and have short weave distances. Crash rates along SW 10th Street in the vicinity of I-95 exceed the statewide average for similar facilities for all five study years, but the segment along Hillsboro Boulevard in the vicinity of I-95 does not. Field observations indicate that the number of crashes along the

Hillsboro Boulevard project segment may be influenced by queues extending from the railroad crossing into this area.

Evacuation and Emergency Services

The South Florida region has been identified by the National Oceanic and Atmospheric Administration (NOAA) as an area with a high degree of vulnerability to hurricanes and the Florida Division of Emergency Management has designated specific evacuation routes through the region. Both SW 10th Street and Hillsboro Boulevard are designated as emergency evacuation routes from I-95 to SR 5/US-1 and A1A. I-95 is designated as an emergency evacuation route throughout Broward County. A need exists to enhance capacity and traffic circulation along evacuation routes to improve evacuation and enhance emergency response.

Transportation Demand

A need exists to improve capacity and safety while meeting transportation demand and maintaining consistency with other transportation plans and projects, such as the Broward County Interchange Master Plan (IMP) and I-95 Express Lanes Phase III Project. The project is included in the FDOT Work Program with Preliminary Engineering (design phase) is scheduled for fiscal year 2022. The project is also included in the Broward County Metropolitan Planning Organization (MPO) Commitment 2045 Metropolitan Transportation Plan [previously known as the Long Range Transportation Plan (LRTP)] for fiscal years 2020-2024. Additionally, the project is included in the Broward County MPO Transportation Improvement Program (TIP) for fiscal year 2020-2024.

System Linkage

A need exists to ensure that I-95 continues to meet the minimum requirements of a component of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). In addition, a need exists to ensure I-95 provides access connectivity to other major arterials such as I-595 and Florida's Turnpike SIS and the NHS, as well as provides access and connectivity to other major arterials such as I-595 and Florida's Turnpike.

Modal Interrelationships

There exists a need for capacity improvements along the I-95 project corridor to enhance the mobility of public transit and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses of the area.

Increased mobility to public transit operations are needed and will benefit as a result of this project. Although no designated Broward County Transit (BCT) Routes are provided within the SW 10th Street interchange area, Hillsboro Boulevard is serviced by BCT Route #48, which provides a connection from SR 7 to Deerfield Beach including a direct connection to the Deerfield Tri-Rail Station located just west of the Hillsboro interchange.

Social Demands and Economic Development

Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Broward County MPO Commitment 2045 Metropolitan Transportation Plan predicted that the population would grow from 1.9 million in 2018 to 2.2 million by 2045, an increase of 16 percent. Jobs were predicted to increase by 25 percent during the same time period. A need exists for the proposed improvements to support the predicted social and economic travel.

1.3 Planning Consistency

The project improvements are included in the Commitment 2045 Metropolitan Transportation Plan (MTP) (formerly LRTP) and the five-year TIP (2021-2025) for Broward County, as well as the State Transportation Improvement Plan (STIP) (March 2021). A copy of the Planning Consistency documentation is included in the **Attachments**. The funding for this project is split between 436964-1 and 436964-2.

Currently Adopted LRTP-CFP	COMMENTS			
Yes				
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	Y	2,750,000	2022	PE funding is on 436964-2.
STIP	Y	59,980 3,031 2,750,000	<2021 2021 2022	2,750,000 is on 436964-2.
R/W				
TIP	Y	27,076,825	2021	
STIP	Y	727,071 28,143,876	<2021 2021	
Construction				
TIP	Y	11,000,000 369,036,317	2021 2023	Construction funding is on 436964-2.
STIP	Y	11,000,000 369,036,317	2021 2023	Construction funding is on 436964-2.

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Social and Economic				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the referenced attachment(s).

3. Social and Economic

The project will not have significant social and economic impacts. Below is a summary of the evaluation performed.

3.1 Social Demographics

Socio-demographic data was analyzed to better understand the communities within the project study area and to aid in developing context sensitive solutions in regard to avoidance, minimization, and mitigation activities. The 2014-2018 American Community Survey Five-Year Estimate developed by the US Census Bureau serves as the basis for the socio-demographic data reported below. The tables below (**Table 3-1 and 3-2**) summarize characteristics of the population within the Sociocultural Effects Evaluation (SCE) study area including portions of 17 different US Census Block Groups. The tables also provide city and county population estimates to support a regional comparison.

Similar to Broward County and the City of Deerfield Beach, the SCE study area supports a diverse community. Occupying a large portion of the City of Deerfield Beach, the SCE study area and City share similar population characteristics with greater contrast present between the SCE study area and County. Though similar in many characteristics, differences between the study area and city/county populations were noted. The single most predominant difference between local and city/county populations is the size of the Hispanic community. Hispanic residents make up 16.6 percent of the population within the SCE study area while 29.1 percent of Broward County residents are Hispanic. Additionally, the study area supports a larger black community (39.8 percent) and larger proportion of the population age 65 and older (20.2 percent) when compared to Broward County proportionately (28.5 and 15.9 percent respectively).

Evaluation Criteria	Broward County	City of Deerfield Beach	SCE Study Area
Total Population	1,909,151	79,854	36,790
Percent White	61.2%	64.5%	54.7%
Percent Black	28.5%	27.5%	39.8%
Percent Asian	3.6%	2.2%	0.8%
Percent Other*	6.8%	5.8%	4.6%
Percent Hispanic (regardless of race)	29.1%	18.6%	16.6%
Percent Minority **	62.8%	51.0%	59.4%
Percent Under the Age of 18	21.4%	18.5%	21.2%
Percent Age 65 or Older	15.9%	21.5%	20.2%
Median Age	40	43	41

Table 3-1: Demographic Comparison, Total Population

* Population includes persons identified as American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, Two or More Races. ** Combines Race and Ethnicity to identify the total population that is a member of either a racial or ethnic minority.

A concentration of poverty exists within the SCE study area as 20.4 percent of the population lives below poverty. Lower educational attainment in the SCE study area also exists with reduced high school (83.7 percent) and college (15.0 percent) graduation rates when compared to the City and County. The study area supports a larger portion of the

population that is considered Limited English Proficient (23.0 percent LEP) when compared to the county (16.1 percent). In addition, the study area supports higher housing vacancy rates and lower median home values when compared to the County. Within those households, a greater dependency on automobiles exists for work trips. Additionally, reduced access to motor vehicles was also identified when compared to the county-wide population.

Evaluation Criteria	Broward County	City of Deerfield Beach	SCE Study Area
Median Household Income	\$57,333	\$45,581	\$42,924
Percent of the Population Below the Poverty Line	13.5%	17.0%	20.4%
Percent of the Population 25 Years or Older with Less Than a High School Diploma or Equivalent	11.2%	14.3%	16.3%
Percent of the Population 25 Years or Older with a High School Diploma or Equivalent	88.8%	85.6%	83.7%
Percent of the Population with a Bachelor's, Master's, Doctorate, or Professional Degree	31.9%	24.8%	15.0%
Percent of the Population that Speaks Only English	59.3%	57.0%	57.7%
Percent of the Population that Speaks a Language Other Than English, Also Speaks English "Very Well"	24.6%	21.0%	19.3%
Percent of the Population that Is Considered to be Limited English Proficient	16.1%	21.9%	23.0%
Total Number of Households	682,088	31,863	13,838
Average Household Size	2.77	2.46	2.64
Total Number of Housing Units	821,088	41,609	17,677
Percent of Housing Units Occupied	83.1%	76.6%	72.3%
Percent of Occupied Housing Units, Owner-Occupied	62.1%	59.3%	56.2%
Median Owner-Occupied Home Value	\$243,100	\$153,600	\$161,991
Percent of the population that commute to/from work via a car, truck, or van	88.8%	88.4%	89.5%
Percent of the population that walks to/from work	1.2%	1.3%	1.7%
Percent of the Population that takes public transportation	2.6%	1.5%	2.1%
Percent of the population that travels to work/from via "other" means	2.2%	4.6%	3.9%
Percent of the population that Works from Home	5.0%	4.1%	2.4%
Percent of Households with No Auto Access	7.1%	9.8%	12.1%

Table 3-2: Demographic Comparison: Income, Education, Language, Households and Housing Units, and Transportation

Community Cohesion

The improvements to the I-95 mainline will mostly occur within the existing right-of-way (ROW). Minor ROW acquisition is required at several parcels, however, no residential relocations or community focal points would be affected. Several business relocations may be required due to utility impacts. Improvements at SW 10th Street include ramp and local roadway modifications and the incorporation of elevated express lanes. North-south connectivity across SW 10th Street will be maintained at existing signalized intersections. Bicycle lanes and sidewalks will also be maintained along the length of the SW 10th Street to support local use. The elevated express lanes are intended to divert regional traffic off of local surface streets and on to the elevated lanes. Reduced traffic on surface streets will allow for better local circulation and access. Improvements at Hillsboro Boulevard include ramp modifications and widening of the I-95 northbound bridge overpass. These improvements would not result in long-term disruption of the surrounding community.

The preferred alternative along I-95 and the North Alignment along SW 10th Street include the improvements currently being constructed with the I-95 Express Lanes Phase III Project. I-95, Hillsboro Boulevard, and SW 10th Street exist as major roadways in northern Broward County. The proposed improvements would occur along existing road corridors and are not expected to result in major changes in land use or serve to divide or isolate a population.

The project will ultimately improve access and egress to the surrounding area supporting redevelopment efforts targeted at low-income and minority populations. Improvements on Hillsboro Boulevard will improve access to the Deerfield Beach Rail Station supporting Tri-Rail and Amtrak access. Improvements along SW 10th Street will improve traffic operations, thereby enhancing access to local businesses which supports existing employment. The proposed roadway improvements would not affect existing community networks.

Although minority or low-income populations have been identified that may be affected, the environmental analysis described above demonstrates that they will not be adversely affected in accordance with the provisions of Executive Order 12898 and FHWA 6640.23A.

Safety and Emergency Response/Evacuation

As documented in the I-95 SIMR, merge, diverge and weaving areas within the study area have been designated as High Crash Locations within the three years of analysis (2013-2015). Proposed modifications to the interchange are recommended to address projected deficiencies in the future and further promote safety. The following improvements address the traffic operation deficiencies by eliminating or ameliorating the failing conditions within the interchange influence area and improving safety by reducing congestion and improving operating conditions along SW 10th Street and Hillsboro Boulevard:

- The Preferred Alternative with a 7,900 foot southbound auxiliary lane on I-95 between the southbound entrance ramp from SW 10th Street and the southbound exit ramp to Sample Road creates a 4-lane mainline segment on SB I-95 and is projected to significantly improve the operations in the southbound direction.
- The proposed northbound braided ramps at the SW 10th Street interchange and the southbound braided ramps at Hillsboro Boulevard not only reduce the number of merge and diverge points along I-95 but also provides for longer off-ramp storage lengths.
- The interchange ramp terminal improvements proposed under the Preferred Alternative is projected to significantly improve the operations at the ramp terminals and potentially eliminate the possibility of off-ramp queues spilling on to the mainline.
- The proposed elimination of the southbound on-ramp signal at SW 10th Street and the proposed improvements along SW 10th Street are expected to significantly improve the flow of traffic along the arterial, particularly at the interchange. The improved operations are projected to improve the safety along the corridor.
- A new I-95 northbound on-ramp is introduced from westbound SW 10 Street as a free-flow right turn on the NE quadrant of the interchange. The new I-95 northbound on ramp connects with eastbound on-ramp and the eastbound SW 10 Street Connector carrying traffic destined to the I-95 general-purpose lanes. A combination of these on-ramps forms a I-95 northbound CD road. The northbound CD road braids over the northbound Hillsboro Boulevard off-ramp, continues northward, and connects with Hillsboro Blvd. Eastbound and westbound on-ramps. Then the northbound CD road merges with the I-95 mainline north of Hillsboro Blvd. The proposed northbound CD road is anticipated to shift I-95 mainline traffic from SW 10th Street to Hillsboro Boulevard.

Both SW 10th Street and Hillsboro Boulevard are designated as emergency evacuation routes from I-95 to SR 5/US-1 and A1A. I-95 is designated as an emergency evacuation route throughout Broward County. A need exists to enhance

capacity and traffic circulation along evacuation routes to improve evacuation and enhance emergency response.

The preferred alternative is intended to address safety and operational deficiencies on I-95 and at the SW 10th Street and Hillsboro Boulevard interchanges, and increase roadway capacity to meet future demand. Therefore, conditions related to safety and emergency response/evacuation will be Enhanced by the proposed project.

Special Designations

The US Department of Treasury and the Internal Revenue Service (IRS) have designated the area that occupies the southeast quadrant of the I-95 interchange at SW 10th Street as a "Qualified Opportunity Zone". Opportunity Zones are part of a federal tax incentives program to attract new capital investment and job opportunities to disadvantaged areas. Qualified Opportunity Zones retain their designation for 10 years. Within each zone, investors can defer taxes on financial gains, so long as the gain is reinvested in a Qualified Opportunity Fund. Opportunity Zones are expected to spur public-private partnerships in disadvantaged communities. The proposed improvement of the SW 10th Street interchange would improve traffic conditions along SW 10th Street and access to I-95, part of Florida's SIS which is important to local, regional, and state economies. Overall, implementation of the proposed project supports this special designation, and is expected to enhance access and mobility in an area targeted for economic investment by the US Department of Treasury.

3.2 Economic

For additional information on the following, please refer to the SCE report completed for this project, which is in the project file.

Business Access and Activity

Based on figures produced by the US Census Bureau reported in the Longitudinal Employer-Household Dynamics database, the SCE study area currently supports 13,275 jobs (**Table 3-3**). The Professional, Scientific, and Technical Services; Administration & Support, Waste Management and Remediation; and Transportation and Warehousing sectors support the greatest share of the job market.

NAICS Industry Sector	Year 2015	
	Count	Share
Mining, Quarrying, and Oil and Gas Extraction	27	0.2%
Construction	596	4.5%
Manufacturing	1,186	8.9%
Wholesale Trade	1,263	9.5%
Retail Trade	1,100	8.3%
Transportation and Warehousing	1,410	10.6%
Information	233	1.8%
Finance and Insurance	715	5.4%
Real Estate and Rental and Leasing	300	2.3%
Professional, Scientific, and Technical Services	2,132	16.1%
Management of Companies and Enterprises	889	6.7%
Administration & Support, Waste Management and Remediation	1,478	11.1%

Educational Services	28	0.2%
Health Care and Social Assistance	849	6.4%
Arts, Entertainment, and Recreation	10	0.1%
Accommodation and Food Services	962	7.2%
Other Services (excluding Public Administration)	97	0.7%

Table 3 - 3: SCE Study Area Jobs by NAICS Industry Sector

The preferred alternative for SW 10th Street include a roundabout modification to New Port Center Drive which will reduce congestion thereby improving access to the adjacent commercial center and Publix Distribution Center. Intersection improvements on SW 10th Street at Florida Atlantic University (FAU) Research Park Boulevard would improve access to the newly designated "Opportunity Zone" (as defined by population census tracts) economic investment area. Activity in the Transportation and Warehousing job sectors would receive direct benefit from the improved traffic operations in the area.

The proposed improvements on Hillsboro Boulevard will improve access to the Tri-Rail and Amtrak services provided at the Deerfield Beach Rail Station and the adjacent Transit Oriented Development (TOD), and improve access to governmental services provided at the Broward County North Regional Courthouse.

Bicycle and pedestrian access will be maintained along both SW 10th Street and Hillsboro Boulevard. Several commercial businesses may have to be relocated due to utility impacts (refer to Section 3.6 Relocation Potential for potential business relocations). Overall, the project is expected to improve access to existing local businesses and support a more reliable regional transportation system.

Tax Base

The vast majority of the proposed improvements will occur within the existing ROW. The preferred alternative will not result in the displacement of any homes, however, several businesses may need to be relocated due to utility impacts. Partial acquisition of a number of parcels relative to the preferred alternative will occur with a negligible reduction to the tax base when compared to total revenue collected. No change in land use classification is expected to result from the proposed improvements.

This project will not have significant adverse effects on the tax base within the City of Deerfield Beach or Broward County. The enhanced mobility has the potential to attract new businesses and support the continued growth within the tax base resulting in a long-term net economic gain.

3.3 Land Use Changes

Existing Land Use

The project is located in northern Broward County and traverses the northern region of Deerfield Beach. West of I-95 within the project limits, the dominant land uses are industrial and commercial, including a Publix distribution center and several hotels at the interchanges. Additional land uses west of I-95 include City of Deerfield government offices located west of the Seaboard Air Line (CSX) railroad and south of Hillsboro Boulevard, and a residential development southwest of SW 10th Street and the railroad. East of I-95 and south of Hillsboro Boulevard, land use is mainly single and multi-family residential with a mixture of commercial development at the interchanges. North of Hillsboro Boulevard, land use is

mainly commercial along I-95 and Hillsboro Boulevard. Set behind the commercial development is the former Deerfield Country Club Golf Course.

Existing land use was assessed through review of current zoning map information. GIS shapefiles were downloaded from the City of Deerfield Beach and compared to the SCE study area. **Table 3-4** reports total area by zoning classification found within the study area.

The project is located in an urbanized area of the City of Deerfield Beach. The predominant land use present is residential (40 percent) followed by industrial (34 percent) and business/commercial (16 percent).

Zoning Class	Zoning Description	Acres
B-1, B-2, B-2c, B-3	Business and Commercial	210.7
CF	Community Facility	62.9
I, PID	Industrial and Planned Industrial	434.9
PUD	Planned Unit Development	141.2
RM-10, RM-10(5), RM-13c, RM-15, RM-25	Residential, Multi-Family	178.4
RP-10(7), T-1c, T-1Cc	Residential, Mobile Home	118.6
RS-4c, RS-5, RS-7	Residential, Single Family	79.8
	Open Space	61.6
TOD	Transit Oriented Development	8.7

Table 3-4: SCE Study Area Zoning Classification

Future Land Use

The City of Deerfield Beach Future Land Use Map (adopted December 3, 2013) predicts that land uses within the project area will remain similar except for the conversion of the former Deerfield Country Club Golf Course into an employment center. The anticipated employment center has been branded as the Hillsboro Technology Center.

SW 10th Street Interchange

The City of Deerfield Beach Future Land Use Map shows the area west of the SW 10th Street Interchange as Industrial. The NE quadrant of the interchange is shown as Residential Moderate [10 dwelling units per acre (DU/AC)], Commercial and Conservation. The SE quadrant shows as Community Facility, Recreation Open Space, Residential - Medium (15 DU/AC), Residential Moderate (10 DU/AC) and Residential Low (5 DU/AC).

Hillsboro Boulevard Interchange

The City of Deerfield Beach Future Land Use Map shows the NW quadrant of the Hillsboro Boulevard Interchange as Industrial and Commercial while the NE quadrant is shown as Industrial, Commercial, Recreation Commercial, Recreation Open Space and Employment Center. The SE quadrant shows as Commercial, Residential Moderate (10 DU/AC) and Recreation Open Space. The SW quadrant shows as Commercial, Industrial and York Residential TOD.

3.4 Mobility

The elimination of existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard and on SW 10th Street and Hillsboro Boulevard in the vicinity of I-95 would improve existing capacity/operational and safety issues. Improved operations and reduced congestion on SW 10th Street and Hillsboro Boulevard as well as on I-95 would enhance the mobility of public transit and goods by alleviating current and future congestion along the corridor and on the surrounding freight and transit networks.

Additionally, the inclusion of managed lanes at SW 10th Street would connect workers, businesses, and residents within Deerfield Beach and the SCE study area to a more reliable regional transportation system that extends across Miami-Dade, Broward and into Palm Beach Counties.

With the implementation of the managed lanes, north-south connectivity across SW 10th Street will be maintained at existing signalized intersections, and local improvements, including a roundabout on Newport Center Drive, will enhance local circulation. Bicycle lanes and sidewalks will also be maintained along the length of the SW 10th Street to support local use. The elevated express lanes are intended to divert regional traffic off of local surface streets and on to the elevated lanes. Reduced traffic on surface streets will allow for better local circulation and access. The proposed interchange improvements on Hillsboro Boulevard would improve safety, eliminate periodic traffic delays, and enhance access to/from the Deerfield Beach Train Station that supports regional (Tri-Rail) and intercity (Amtrak) passenger rail service.

3.5 Aesthetic Effects

Improvements to I-95, SW 10th Street, and Hillsboro Boulevard would occur within an urbanized area of the City of Deerfield Beach. Proposed improvements to I-95 would occur within the existing ROW, and are not expected to have a detrimental visual effect on the surrounding community. Similarly, the proposed interchange ramp improvements and bridge widening associated with Hillsboro Boulevard would have a limited visual impact.

Improvements at SW 10th Street would incorporate 4th level structures likely to exceed 100-ft in height, and 3rd level structures likely to exceed 75-ft in height above existing grade. The proposed structures would extend west from I-95 through an area of commercial and industrial development before crossing the CSX rail corridor. Once west of the rail corridor, the 4th and 3rd level structures would be coming down to tie to existing grade just west of Military Trail.

Transportation infrastructure including rail lines, bridges, and roadways all contribute to the existing visual character of the area. However, if constructed, the managed lanes structure would be the predominant visual feature present in the corridor.

The multilevel roadway and ramps are predominantly within the interchange area. Based on the public input received to date, there is an understanding of the existing limited right of way and the need for multilevel roadways to minimize right of way impacts. An opaque visual barrier that is tall enough to block visibility between traffic on the northbound connector-distributor and the nearby residences will be evaluated along the outside edge of the northbound connector-distributor between SW 10th Street and Hillsboro Boulevard during the project's Design Phase.

3.6 Relocation Potential

The conceptual plans presented for the preferred alternative identifies areas of expanded ROW. Minor ROW acquisition is required at several parcels; no residential relocations will be required. Due to utility impacts, the following parcels have been identified as potential business relocations:

Potential business relocation due to loss of 71 parking spaces

Folio Number: 484202290030

Parcel 13 - DENHOLTZ DEERFIELD, LLC

- J Raymond Construction
- R & R Richard and Rice Construction Company, Inc.
- Terminix
- ABC Roofing
- Ocean LED
- SDR Construction
- US Info C.O.M.M., Inc
- CPC Carnahan Proctor and Cross
- Complete Home Care
- Acruva
- Cell Science Systems

Business relocation due to acquisition of more than half of the three buildings and loss of parking

Folio: 484202000237

Parcel 7 - Deerfield Beach 998, LLC

- Nanaks Landscaping
- Nanaks Landscaping, Inc.
- Unique Transportation and Tours LLC

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

Lands within the project vicinity do not meet the definition of farmland as defined in 7 CFR § 658 and the provisions of the Farmland Protection Policy Act of 1981 do not apply because the entire project area is located in the urbanized area of Broward County with no designated farmlands adjacent to the project corridor.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that some of these resources meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) has concurred with this determination. After application of the Criteria of Adverse Effect, and in consultation with SHPO, FDOT has determined that the proposed project will have No Adverse Effect on these resources.

A CRAS was conducted in 2018 to identify cultural resources and assess their eligibility for listing in the National Register of Historic Places (National Register) according to the criteria set forth in 36 CFR Section 60.4.

The 2018 CRAS did not identify any archaeological sites within the APE. One historic resource, the Seaboard Air Line (CSX) Railroad (8BD4649), was identified and considered National Register-eligible. The SHPO determined that the CRAS was complete and sufficient and concurred with the evaluation on December 3, 2018 (see **Attachments**).

Since the completion of the 2018 CRAS, changes to the design of the project improvements necessitated the expansion of the APE and an additional field survey. No newly or previously recorded archaeological sites were identified within the archaeological APE. The survey identified three newly recorded buildings (8BD7743-8BD7745). All three buildings exhibit common architectural styles found in South Florida and feature alterations or additions which compromise historic integrity. Therefore, they are considered ineligible for listing in the National Register. The SHPO determined that the CRAS addendum was complete and sufficient and concurred with the evaluation on June 9, 2021 (see **Attachments**).

No impacts to the CSX Railroad are anticipated to result from proposed improvements. The rail line will continue to operate in its current alignment. Therefore, it has been determined that no historic properties will be affected by the proposed project.

For additional information regarding cultural and historical resources, please refer to the CRAS and the CRAS addendum reports completed for this project, which are in the project file.

4.2 Section 4(f) of the USDOT Act of 1966, as amended

The following evaluation was conducted pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, and 23 CFR Part 774.

Five park/recreational resources within the vicinity of the project study corridor were identified for potential Section 4(f) involvement with this project:

- Oveta McKeithen Recreation Center (445 SW 2nd Street); owned by the City of Deerfield Beach

- Willie James Linear Park (500 SW 10th Street); owned by the City of Deerfield Beach
- Tivoli Sand Preserve (501 SW 10th Court); owned by the City of Deerfield Beach
- Teen Center (1303 FAU Research Park Boulevard); owned by the City of Deerfield Beach
- Mayo Howard Park (1131 FAU Research Park Boulevard); owned by the City of Deerfield Beach

A Section 4(f) Determination of Applicability report was prepared for these five sites. The project will not acquire land from any of the Section 4(f) resources, and there will be no acquisitions of land on a temporary or permanent basis by the proposed project. Access to all Section 4(f) resources will be maintained during construction because all the Section 4(f) sites have local street access (no access from I-95). In addition, none of the sites are sensitive to proximity impacts, including noise. The FDOT has determined that there will be no Section 4(f) involvement with the Teen Center, and there will be No Section 4(f) Use of Oveta McKeithen Recreation Center, Willie James Linear Park, Tivoli Sand Preserve, or Mayo Howard Park. Section 4(f) coordination documentation for these sites is included in the **Attachments**.

For additional information on Section 4(f) resources, please refer to the Section 4(f) Determination of Applicability prepared for this project, which is in the project file.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area.

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

For additional information on the following, please refer to the 2021 Natural Resources Evaluation (NRE) report completed for this project, which is in the project file.

The project study area was evaluated for the occurrence of federally designated Critical Habitat as defined by Congress in 50 CFR 17. Based on this evaluation, it was determined that no federally designated Critical Habitat is present within the limits of the preferred alternative.

The project is located within the US Fish and Wildlife Service (FWS) Consultation Areas for the Everglade snail kite (*Rostrhamus sociabilis plumbeus*) and the wood stork, and falls within the core foraging areas (CFA) of four (4) active nesting wood stork colonies. The Everglade snail kite has not been documented within one mile of the project study area, no suitable habitat is present, and none were observed during field reviews. Therefore, it is anticipated that the implementation of the preferred alternative would have "No Effect" on the Everglade snail kite.

Based on the analysis documented in the NRE, at the time of publishing, a total of 16 federally listed animal species (plus 1 candidate species), 4 federally listed plant species, 8 state-listed animal species, and 15 state-listed plant species were identified as potentially occurring within the limits of the preferred alternative. Additionally, while not state or federally listed under the ESA, the bald eagle (*Haliaeetus leucocephalus*), the gopher frog (*Lithobates capito*), limpkin (*Aramus guarauna*), snowy egret (*Egretta thula*), and white ibis (*Eudocimus albus*) were included in the protected species analysis due to the regulatory protections associated with these species. **Table 5-1** provides a summary of the federally listed and state-listed animal and plant species with potential to occur within the limits of the preferred alternative, along with their corresponding effect determinations.

	Scientific Name	Common Name	Effect Determination	Status	
				Federal	State
Federally Listed Wildlife Species	<i>Aphelocoma coerulescens</i>	Florida scrub-jay	No Effect	T	FT
	<i>Calidris canutus rufa</i>	Red knot	No Effect	T	FT
	<i>Charadrius melodus</i>	Piping plover	No Effect	T	FT
	<i>Rostrhamus sociabilis plumbeus</i>	Everglade snail kite	No Effect	E	FE
	<i>Picoides borealis</i>	Red-cockaded woodpecker	No Effect	E	FE
	<i>Grus americana</i>	Whooping Crane	May Affect, Not Likely to Adversely Affect	E	FE
	<i>Mycteria americana</i>	Wood stork	May Affect, Not Likely to Adversely Affect	T	FT

	<i>Crocodylus acutus</i>	American crocodile	May Affect, Not Likely to Adversely Affect	T	FT
	<i>Drymarchon corais couperi</i>	Eastern indigo snake	May Affect, Not Likely to Adversely Affect	T	FT
	<i>Peromyscus polionotus Niveiventris</i>	Southeastern beach mouse	No Effect	T	FT
	<i>Puma concolor</i>	Puma	No Effect	T(S/A)	FT(S/A)
	<i>Puma concolor coryi</i>	Florida panther	No Effect	E	FE
	<i>Trichechus manatus latirostris</i>	West Indian manatee	No Effect	T	FT
	<i>Strymon acis bartrami</i>	Bartram's Hairstreak Butterfly	No Effect	E	FE
	<i>Anaea troglodyta floralis</i>	Florida leafwing butterfly	No Effect	E	FE
	<i>Cyclargusthomasia bethunebakeri</i>	Miami blue butterfly	No Effect	E	FE
Federally Listed Plant Species	<i>Cucurbita okeechobeensis</i> ssp. <i>Okeechobeensis</i>	Okeechobee gourd	No Effect	E	FE
	<i>Dalea carthagensis</i> var. <i>floridana</i>	Florida prairie-clover	No Effect	E	FE
	<i>Jacquemontia reclinata</i>	Beach jacquemontia	No Effect	E	FE
	<i>Polygala smallii</i>	Tiny polygala	No Effect	E	FE
State-Listed Wildlife Species	<i>Athene cunicularia floridana</i>	Florida burrowing owl	No Effect Anticipated	NL	ST
	<i>Egretta caerulea</i>	Little blue heron	No Effect Anticipated	NL	ST
	<i>Egretta tricolor</i>	Tricolored heron	No Adverse Effect Anticipated	NL	ST
	<i>Falco sparverius paulus</i>	Southeastern American kestrel	No Effect Anticipated	NL	ST
	<i>Gopherus polyphemus</i>	Gopher tortoise	No Effect Anticipated	C(1)	ST
	<i>Grus canadensis pratensis</i>	Florida sandhill crane	No Effect Anticipated	NL	ST
	<i>Platalea ajaja</i>	Roseate spoonbill	No Effect Anticipated	NL	ST
	<i>Sternula antillarum</i>	Least tern	No Effect Anticipated	NL	ST
	<i>Haliaeetus leucocephalus</i>	Bald eagle	No Effect Anticipated	NL(2)	NL
	<i>Lithobates capito</i>	Gopher frog	No Effect Anticipated	NL(3)	NL
	<i>Aramus guaranauna</i>	Limpkin	No Effect Anticipated	NL(3)	NL
	<i>Egretta thula</i>	Snowy egret	No Effect Anticipated	NL(3)	NL
	<i>Eudocimus albus</i>	White ibis	No Effect Anticipated	NL(3)	NL
	State-Listed Plant Species	<i>Acrostichum aureum</i>	Golden leather fern	No Effect Anticipated	NL	ST
<i>Aeschynomene pratensis</i> var. <i>pratensis</i>		Meadow jointvetch	No Effect Anticipated	NL	SE
<i>Asplenium dentatum</i>		American toothed spleenwort	No Effect Anticipated	NL	SE
<i>Asplenium serratum</i>		American bird's nest fern	No Effect Anticipated	NL	SE
<i>Euphorbia (=Chamaesyce) cumulicola</i>		Sand-dune spurge	No Effect Anticipated	NL	SE

	<i>Conradina grandiflora</i>	Large-flowered rosemary	No Effect Anticipated	NL	ST
	<i>Ctenitis sloanei</i>	Florida tree fern	No Effect Anticipated	NL	SE
	<i>Epidendrum nocturnum</i>	Night scented orchid	No Effect Anticipated	NL	SE
	<i>Heliotropium gnaphalodes</i>	Sea rosemary	No Effect Anticipated	NL	SE
	<i>Lechea cernua</i>	Nodding pinweed	No Effect Anticipated	NL	ST
	<i>Okenia hypogaea</i>	Burrowing four-o'clock	No Effect Anticipated	NL	SE
	<i>Ophioglossum palmatum</i>	Hand fern	No Effect Anticipated	NL	SE
	<i>Tillandsia flexuosa</i>	Banded wild-pine	No Effect Anticipated	NL	ST
	<i>Trichostigma octandrum</i>	Hoop vine	No Effect Anticipated	NL	SE
	<i>Zanthoxylum coriaceum</i>	Biscayne prickly ash	No Effect Anticipated	NL	SE

Table 5-1: Summary of Listed Species and Effect Determinations

F = Federally Listed / S = State Listed / E = Endangered / T = Threatened / T(S/A) = Threatened due to similar appearance / NL =Not Listed

(1) The gopher tortoise is currently a candidate species for federal protection under the ESA.

(2) The bald eagle is neither state nor federally listed; however, this species is federally protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. The bald eagle is also managed in Florida by the FWC's bald eagle rule (F.A.C. 68A- 16.002).

(3) The gopher frog, limpkin, snowy egret, and white ibis are no longer listed in Florida as of January 11, 2017. However, these species are part of the FWC Florida's Imperiled Species Management Plan, as amended (December 2018).

The whooping crane is federally listed as endangered due to declining populations from overhunting and habitat loss. The project study area contains marginal quality suitable habitat within the stormwater retention ponds; however, none have been documented within or adjacent to the preferred alternative, and none were observed during the field reviews. Additionally, any impacts to existing stormwater ponds potentially utilized by this species will be replaced in-kind as part of the upgraded stormwater management system design.

The preferred alternative would result in impacts to surface waters that may be considered suitable wood stork foraging habitat; however, these surface waters are excavated conveyance features associated with the I-95 stormwater management system, and in-kind replacement will be provided for impacts to these features. In accordance with the FWS South Florida Programmatic Concurrence (FWS 2010), impacts to suitable wood stork foraging habitat will be replaced in-kind with the construction of the new stormwater management system for the corridor. Therefore, no offsite mitigation is anticipated to be required for impacts to wood stork foraging habitat.

The American crocodile is federally listed as threatened due to human activities and coastal development. The preferred alternative contains very little suitable habitat for this species; no individuals have been documented within one mile of the project study area, and none were observed during the field reviews. The proposed surface water features observed within the study area mainly consist mainly of excavated stormwater management facilities (swales, ditches and retention areas) associated with the existing roadway network. However, potential habitat does exist within close proximity to the study area (i.e., the Hillsboro Canal and its tributaries). No net loss of functions and values to wetlands and other surface waters that may provide suitable habitat for this species will occur. Unavoidable impacts to the existing stormwater features are anticipated to be compensated through construction of the new stormwater system. The project area is highly urbanized and far enough north from known crocodile habitat that it is unlikely to affect crocodile nesting areas.

The eastern indigo snake is listed as threatened by the FWS due to extensive habitat loss and population declines. While marginal quality suitable habitat is present within the infield regions of the project study area, this species has not been documented within or adjacent to the preferred alternative, and no eastern indigo snakes were observed during the field reviews. To increase protection of this species during construction, the FDOT will adhere to the most current version of the Standard Protection Measures for the Eastern Indigo Snake.

Agency Coordination

The FDOT submitted an ESA Section 7 Consultation/Concurrence letter to the FWS on December 5, 2018 (see **Attachments**) to request written concurrence on the effects to the listed species. FWS concurred (on February 22, 2019) with the effect determinations that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the ESA (see **Attachments**).

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

The project study area was reviewed to identify, quantify, and map wetland communities that are located within the proposed project boundaries. In order to protect, preserve, and enhance wetlands to the fullest extent possible, the FDOT has assessed wetlands that may be affected by proposed roadway improvements.

Wetland/surface water habitats were delineated and assessed in accordance with the State of Florida Wetlands Delineation Manual (Chapter 62-340, F.A.C.) and the guidelines found within the Regional Supplement to the US Army Corps of Engineers (USACE) Wetlands Delineation Manual: Atlantic and Gulf Coastal Plain Region (USACE 2010). No viable wetland habitat was observed within the limits of the project study area; however, twelve surface water habitats were identified, delineated, and assessed.

Surface Water Habitats

Based on in-house reviews and field verification, a total of 12 individual surface water features, comprising a total of 20.53 acres, were identified within the limits of the project study area (see **Attachments** for individual surface water locations). Individual surface water habitats located within the project study area, by Florida Land Use, Cover and Forms Classification (FLUCFCS) code and FWS classification, are summarized in **Table 5-2**.

SW ID	FLUCFCS Description	FLUCFCS Code	FWS Wetland Classification*	Acres in Study Area
SW-1	Reservoirs <10 acres	534	POWHx	5.46
SW-2	Reservoirs <10 acres	534	POWHx	0.22
SW-3	Reservoirs <10 acres	534	POWHx	6.06
SW-4	Reservoirs <10 acres	534	POWHx	1.47
SW-5	Reservoirs <10 acres	534	POWHx	0.29
SW-6	Streams and Waterways	510	PEM1Cx	0.66
SW-7	Reservoirs <10 acres	534	POWHx	2.69
SW-8	Reservoirs <10 acres	534	POWHx	1.97

SW-9	Streams and Waterways	510	PEM1Cx	0.57
SW-10	Streams and Waterways	510	PEM1Cx	0.27
SW-11	Reservoirs <10 acres	534	POWHx	0.50
SW-12	Streams and Waterways	510	PEM1Cx	0.37
Total				20.53

Table 5-2: Summary of Individual Surface Waters

***FWS Wetland Descriptions:**

PEM1Cx: Palustrine, Emergent, Persistent, Seasonally Flooded, Excavated

POWHx: Palustrine, Open Water, Permanently Flooded, Excavated

Wetland and Surface Water Impacts

The existing surface waters within the project study area all provide low quality habitat due to their location with a densely developed urban area and proximity to the existing roadway corridor. The proposed surface water impacts will occur to excavated stormwater management facilities (SMFs) associated with I-95 in which water quality/quantity impacts will be addressed through improvements to the existing stormwater management system. As such, compensatory mitigation is not proposed, and a wetland functional assessment was not conducted as part of this NRE. **Table 5-3** below provides a summary of proposed impacts to individual surface water features within the project study area. Individual impact areas were determined based on the footprint of proposed new roadway construction (not the total acreage of each surface water feature within the project ROW). As shown below in **Table 5-3**, no impacts are proposed to Surface Waters 4, 5 or 10.

SW ID	FLUCFCS Description	FLUCFCS Code	Acres of Impact	Total Acres in Study Area
SW-1	Reservoirs <10 acres	534	3.90	5.46
SW-2	Reservoirs <10 acres	534	0.22	0.22
SW-3	Reservoirs <10 acres	534	1.19	6.06
SW-4	Reservoirs <10 acres	534	0.00	1.47
SW-5	Reservoirs <10 acres	534	0.00	0.29
SW-6	Streams and Waterways	510	0.06	0.66
SW-7	Reservoirs <10 acres	534	0.12	2.69
SW-8	Reservoirs <10 acres	534	0.07	1.97
SW-9	Streams and Waterways	510	0.01	0.57
SW-10	Streams and Waterways	510	0.00	0.27
SW-11	Reservoirs <10 acres	534	0.04	0.50
SW-12	Streams and Waterways	510	0.27	0.37
Total			5.88	20.53

Table 5-3: Summary of Proposed Surface Water Impacts

Avoidance and Minimization

The preferred alternative was evaluated for impacts to wetlands and surface waters in accordance with Executive Order (EO) 11990. No impacts to vegetated wetland resources will occur as a result of the preferred alternative. However, based on the location of the existing roadway network (I-95) and the need for the proposed improvements, the FDOT has determined that there is no practicable alternative to completely avoid impacts to the surface water features identified.

Avoidance and minimization of impacts was demonstrated through utilization of the existing, previously disturbed ROW for the majority of the study area. Additionally, all unavoidable surface water impacts will be minimized to greatest extent practicable during the project's design and permitting phase, and best management practices (BMPs) will be implemented during construction and operation of the project in accordance with FDOT's Standard Specifications for Road and Bridge Construction (FDOT 2017).

The proposed project will have no significant short-term or long-term adverse impacts to wetlands or surface waters. In accordance with EO 11990, the FDOT has undertaken all actions to avoid and minimize the destruction, loss or degradation of wetlands and surface waters, and to preserve and enhance the natural and beneficial values of wetlands/surface waters in carrying out the agency's responsibilities.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

FEMA Flood Insurance Rate Maps (FIRM) were used to evaluate the 100-year floodplain encroachment. The project area is located within four FEMA FIRM panels (August 2014). The floodplain encroachments are within the zones AE and AH with base flood elevations (BFE) ranging from 12 to 16-ft [North American Vertical Datum of 1988 (NAVD 88)].

Zone AE are areas that have a one percent probability of flooding every year (also known as the "100-year floodplain") and where BFEs have been established. This floodplain zone is present intermittently throughout the project corridor. Zone AH is a special flood hazard area inundated by a 100-year flood event, with flood depths of one to three-ft and characterized by areas of ponding. The BFEs have been determined. This floodplain (Zone AH) is concentrated mostly along SW 10th Street, Military Trail, and Hillsboro Boulevard within the project study area as well as along the eastern edge of the project - north of Hillsboro Boulevard and south of NE 48th Street. Properties in Zone AE and AH are considered to be at high risk of flooding under the National Flood Insurance Program. Construction in Zone AE and Zone AH areas must meet local floodplain zoning ordinance requirements.

Replacement drainage structures for this project are limited to hydraulically equivalent structures. The limitations to the hydraulic equivalency being proposed are basically due to restrictions imposed by the geometrics of design, existing development, cost feasibility, or practicability. Therefore, potential floodplain compensation areas are being considered at several offsite locations. The exact locations and configurations will be finalized during the Final Design phase of the project. The proposed system will be hydraulically equivalent to or greater than that of the existing system and backwater surface elevations are not expected to increase. As a result, this project will not affect existing flood heights or floodplain limits. Therefore, it has been determined that floodplain encroachment is not significant for this project.

5.5 Sole Source Aquifer

Biscayne Aquifer

The project limits lie within the boundaries of the Biscayne Sole Source Aquifer. In accordance with the Sole Source Aquifer (SSA) Program, authorized by Section 1424(e) of the Safe Drinking Water Act of 1974, the project study area was evaluated for contamination concerns. These concerns were assessed in the Contamination Screening Evaluation Report (CSER) as part of this study. In summary, no underground plumes or monitoring wells will be affected by the proposed project. Applicable necessary precautions and BMPs pertaining to construction will be followed to prevent adverse impacts to the underlying sole source aquifer.

Additionally, for the proposed project, the proposed SMFs will be constructed first, treating stormwater as the roadway is constructed. Water quality will be accomplished using a combination of wet and dry detention volumes as required by South Florida Water Management District (SFWMD). Drainage inlets will also have inlet protections to prevent silt or debris discharges during construction. After construction is completed, the SMFs will continue to treat stormwater discharges from the newly constructed roadway. The SFWMD and FDEP stormwater quality and quantity criteria are anticipated to be met with construction of the new stormwater management system. Therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

The proposed project is not anticipated to have negative impacts to the Biscayne Aquifer system, which is the sole source of potable water for most of southeastern Florida. The FDOT requested the EPA's concurrence on 1/4/2019 that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project. The written request included the EPA's SSA Checklist and the Water Quality Impact Evaluation Checklist (WQIE). The EPA concurred on 5/20/2019 that there will be no significant impact to the Biscayne Aquifer (see **Attachments**).

5.6 Water Resources

Existing Drainage Conditions

Storm water collected along existing I-95 is not treated and is discharged to the BCWCD#2 C-1 canal located west of I-95. The C-1 canal is used by the County for flood protection and to prevent saltwater intrusion.

Along SW 10th Street west of I-95, storm water is currently not treated. However, east of I-95, storm water is treated by a borrow lake, located at the southeast corner of the interchange.

Along Hillsboro Boulevard, storm water is currently not treated and discharges to the BCWCD#2 C-1 canal. FM 439891-1 is adding treatment for new impervious areas only. Any treatment removed will be replaced by the other project.

Proposed Drainage Conditions

New SMFs are proposed within the FDOT ROW along SW 10th Street and I-95 as well as regrading/modifying existing infield ponds at the interchanges. These SMFs are proposed in Basin 2, Basin 25, Basin 26, and Basin 27 within the limits of the project. The location and size of these features will be determined in the design phase of the project. For the preferred alternative, the proposed SMF will be constructed first, treating stormwater as the roadway is constructed. Water quality and quantity will be accomplished using a combination of wet and dry detention volumes as required by SFWMD. Drainage inlets will also have inlet protections to prevent silt or debris discharges during construction. After construction is completed, the SMFs will continue to treat stormwater discharges from the newly constructed roadway. The SFWMD and the FDEP require that the post-development discharge rates not exceed the pre-development discharge rates. The

proposed design will be analyzed with the SFWMD 25 year - 72 hour storm event. The SFWMD and FDEP stormwater quality and quantity criteria are anticipated to be met with construction of the new stormwater management system. Therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

A WQIE Checklist was prepared for this project and is included in the Technical Materials in the project file. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction and through the use of BMPs, including temporary erosion control measures.

5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in the project area.

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

Traffic noise levels were predicted for noise sensitive locations along the project corridor for the existing conditions and the design year (2040) No-Action and Preferred Alternative. Traffic noise levels at the residences are expected to range from approximately 49.8 to 75.9 dB(A) during the project's design year. Preferred alternative traffic noise levels at the non-residential/special-use sites are expected to range from approximately 43.7 dB(A) inside the UM Health offices Church to 76.6 dB(A) on the basketball court at the Deerfield Beach Teen Center. The worst-case design year traffic noise levels with the preferred alternative are predicted to be no more than 13.0 dB(A) greater than existing levels.

Design year traffic noise levels with the planned improvements are predicted to approach or exceed both the FHWA Noise Abatement Criteria (NAC) for residential use [66 dB(A)] at 116 residences. The design year traffic noise level with the planned improvements is predicted to exceed the NAC at a basketball court at the City of Deerfield Beach Teen Center, the walking trail at the Tivoli Sand Pine Preserve park, and the playground at the JM Family Daycare Center for [All Activity Class C sites, NAC = 66.0 dB(A)]. Therefore, based on the FHWA and FDOT methodologies used to evaluate traffic noise levels in this study, modifications proposed with this project were determined to generate noise impacts at noise sensitive sites within the project study area and consideration of noise abatement is required to mitigate these impacts. An analysis of noise abatement measures considered for the sites that approach or exceed the NAC is presented in the project's Noise Study Report (NSR). Although a number of sites approach or exceed the NAC, the proposed improvements do not result in any substantial noise increases (i.e., greater than 15 dB(A) over existing levels).

In accordance with traffic noise study requirements set forth by both the FHWA and FDOT, noise barriers were considered for all noise sensitive receptor sites where design year traffic noise levels were predicted to equal or exceed the NAC. Noise barriers were evaluated at nine locations to mitigate noise impacts.

Noise barriers are recommended for further consideration and public input at four locations:

- **Highland Village** - East side of I-95 between NE 48th Street and NE 52nd Street. This noise barrier would replace an existing 14-foot tall noise barrier in its entirety and benefit 66 sites, including all 35 impacted residences.
- **Natura** - East side of I-95 between SW 10th Street and Hillsboro Boulevard. The recommended design concept for this community is In-Kind replacement of the existing noise barrier at the revised limited-access right-of-way line. If this cannot be accommodated, the conditionally recommended noise barrier design concept would replace the 1,000-foot long segment of the existing 22-foot tall noise barrier that is being removed. This recommendation is only valid if in-kind replacement of the removed segment of the existing noise barrier is found infeasible. Will benefit all 15 impacted residences.
- **Spring Lake and Lake Island** - West side of I-95 south of NW 48th Street. This noise barrier will replace a segment of the existing noise barrier that is being removed to accommodate the project with a new shoulder-mounted 16-foot tall noise barrier. Will benefit two impacted residences.

- **Country Knoll and Highland Meadows Estates** - West side of I-95 north of NW 48th Street. This noise barrier will replace an existing 16-foot tall noise barrier that will be removed to accommodate the project. Will benefit 84 sites, including 55 impacted residences.

The FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise-impacted locations identified in the project's NSR contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process;
- Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barriers will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barriers is provided to the District Four Office; and,
- Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

It is likely that the noise abatement measures for these locations will be constructed if found feasible based on the contingencies listed above. However, these contingencies do not apply to new noise barriers that are replacing existing noise barriers or segments of existing noise barriers. If, during the Final Design phase, any of the contingency conditions listed above cause abatement to no longer be considered reasonable or feasible for a given location(s), such determination(s) will be made prior to requesting approval for construction advertisement. Commitments regarding the exact abatement measure location, height, and type (or approved Alternatives) will be made during project reevaluation and at a time before the construction advertisement is approved.

The noise level reduction provided by the noise barrier design concepts for the following common noise environments (CNEs) did not meet FDOT's Noise Reduction Design Goal and/or FDOT's Noise Barrier Cost Reasonableness Criteria:

- **Deerfield Beach Teen Center Basketball Court** - east side of I-95 at SW 11th Court (greater than \$995,935 \$/person-hours/square-foot).
- **Deerfield Highlands** - east side of I-95 from SW 12th Court to SW 11th Court [6.7 dB(A) maximum and (\$188,925 per benefited receptor)].
- **Tivoli Sand Pine Preserve Walking Trail** - north side of SW 10th Street between Natura Boulevard and the eastern project limit (greater than \$995,935 \$/person-hours/square-foot).
- **JM Family Daycare Center Playground** - west side of I-95 at NW 6th Street (greater than \$995,935 \$/person-hours/square-foot).
- **Lakes at Deerfield Apartments** - SW 10th Street at S Military Trail [6.2 dB(A) maximum and (\$47,550 per benefited receptor)].

Based on the noise analyses performed to date, there are no apparent solutions available to mitigate the noise impacts at 3 residences in Deerfield Highlands, 20 apartments in the Lakes at Deerfield, and 3 special land use sites. The traffic noise impacts to these noise sensitive sites are considered to be an unavoidable consequence of the project.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to not change the Level of Service (LOS) and not change delay and congestion on all facilities within the study area.

The proposed project is located in Broward County, an area currently designated as being in attainment for particulate matter (2.5 microns in size and 10 microns in size) and carbon monoxide (CO).

The preferred alternative was not subjected to a CO screening model since the project is a Type 2 Categorical Exclusion. In addition, the project does not meet the thresholds per the PD&E Manual.

Florida is in attainment for particulate matter; therefore, no project level analysis is needed. In addition, since the Class of Action has been determined to be a Type 2 Categorical Exclusion, the project has no potential meaningful Mobile Source Air Toxics (MSAT) effects and is exempt from a MSAT analysis.

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all NAAQS and because the project is expected to improve the LOS and reduce delay and congestion on all facilities within the study area.

Construction activities for the proposed action may potentially have short-term air quality impacts within the immediate vicinity of the project. Construction activities may generate temporary increases in air pollutant emissions in the form of dust from earthwork and unpaved roads and smoke from open burning. Such emissions and potential impacts will be minimized by adherence to applicable regulations and to the latest edition of the FDOT *Standard Specifications for Road and Bridge Construction*.

For additional information, please refer to the Air Quality Technical Memorandum (AQTM) report completed for this project, which is in the SWEPT project file.

6.3 Contamination

After a review of all available data, such as agency file reviews at Broward County and Florida Department of Environmental Protection (FDEP), the Environmental Data Resources (EDR) database report, aerial photography, and confirmed by site reconnaissance, contamination of soil and groundwater has been documented in the vicinity of the project corridor. A total of 12 sites of potential environmental concern were identified for the project corridor; of these, one (1) site is rated as High risk, one (1) site is rated as Medium risk, four (4) sites are rated as Low risk, and six (6) sites are rated as No risk. Remaining sites identified in the above-referenced sources are not considered to pose potential contamination concerns because of the current regulatory status of the site and/or the distance from the project corridor.

The preferred alternative was designed to avoid or minimize impacts to potential contamination concerns, where possible. A Level II Contamination Assessment investigation will be conducted for medium and high risk sites prior to any ROW acquisition and/or prior to or during the design phase.

The twelve (12) identified sites, with risk rating (no risk, low risk, medium risk, and high risk) associated with the project development, are identified in the Potential Contamination Site Map (see **Attachments**) and are summarized in **Table 6-1**. For additional information, please refer to the CSER completed for this project, which is in the project file and listed as

Technical Material.

Site ID	Property Description	Permit # / Facility ID	Environmental Compliance Agency	Regulated Storage Tanks	Distance from Project	Contamination Concern/ Regulatory Status	Risk Rating
1	DDI Transportation Truck Spill I-95 Near Sample Road -North Bound Pompano Beach FL 33064	06-9802066	FDEP	No	Within the project corridor	Former Spills	NO
2	Broward County School BD-Bright Horizons 3901 NE 1st Terrace Pompano Beach FL 33064	06-9047323	FDEP	No	150-ft southeast of southern terminus of the corridor	Erroneous inclusion in the list and determined that no cleanup was required	NO
3	Broward County School BD-Tedder E S 4157 NE 1st Terrace Pompano Beach FL 33064	06-9047396	FDEP	No	100-ft east	Erroneous inclusion in the list and determined that no cleanup was required	NO
4	Former Dry-clean USA 1379 South Military Trail Deerfield Beach FL 33441	06-9500804	FDEP	No	200-ft southwest	Former Dry Cleaner facility; Demolished. Site Closure without restrictions issued in 2013	NO
5	SW 10th Street at I-95 Interchange Deerfield Beach FL 33441 Broward County	23473	FDEP	No	Within the project corridor	Former spills	NO
6	Procacci's Gas Station 1100 SW 10th Street Deerfield Beach FL 33441	06-9602459	FDEP	No	Within the project corridor	Former gasoline station that was removed in 1999	NO
7	One Stop Dry Cleaning and Shoe Repair 1323 South Military Trail Deerfield Beach FL 33441	06-9800735	FDEP	No	200-ft southwest	Closure without restrictions issued in 2017	LOW
8	City of Deerfield Beach Landfill /Transfer Station 360 SW 4th Street Deerfield Beach FL 33442	SW 53368 /95123 /96035	FDEP	No	700-ft southeast	Former landfill, Soil contamination	LOW
9	Posh French Cleaners 498 W Hillsboro Boulevard Deerfield Beach FL 33441	06-9500890	FDEP	Yes	175-ft southeast	Site Closure without restrictions issued in 2008	LOW
10	Deerfield Country Club 50 Fairway Drive Deerfield Beach FL 33441	1898B	EPGMD	Yes	550-ft east	Arsenic contamination in soil and groundwater	LOW
11	7-Eleven Store No. 34801 1200 W Hillsboro Boulevard Deerfield Beach FL 33442	06-8502350	FDEP	Yes	150-ft south	Site Closure without restrictions issued, active gasoline station	MEDIUM
12	BTV Guy Orlando LLC - Tanker Spill I-95 Northbound at Sample Road Pompano Beach FL 33064	06-9817567	FDEP/ EPGMD	No	Within the project corridor	Petroleum Contamination in soil and groundwater	HIGH

Table 6-1: Potential Contaminated Sites in the Vicinity of the PD&E Study

6.4 Utilities and Railroads

Utilities

The following utility owners were identified to be impacted by the proposed improvements. **Table 6-2** shows the potential utility impacts.

These utility companies and government utility owners will be coordinated with during the Final Design phase of this project.

Utility Impacts along I-95	
Utility Owner	Impacts
AT&T Distribution	Underground Copper and Fiber Cable may be present on under proposed southbound I-95 On Ramp at SW 10th Street
Broward County Water and Wastewater Services	Water main crosses I-95 around 2,200 ft south of bridge at SW 10th Street over I-95 (BL I-95 - Station 1337+00)
City of Deerfield Beach	Water and Sewer main crosses I-95 about 2,200 ft south of bridge over Hillsboro Boulevard (BL I-95 - Station 1388+60)
FDOT ITS	West side of I-95: Underground ITS fiber optics. <ul style="list-style-type: none"> • Crosses I-95 southbound on-ramp from eastbound Hillsboro Boulevard. • Attached to the westside of the I-95 bridge over Hillsboro Boulevard. • Crosses I-95 southbound on-ramp from westbound Hillsboro Boulevard. • Crosses I-95 southbound off-ramp to Hillsboro Boulevard.
FPL Distribution and Transmission	<ul style="list-style-type: none"> • Buried Electric - Along eastside of I-95 off ramp to SW 10th Street • Overhead and Buried Electric - Along southside of SW 10th Street bridge over I-95. • Overhead and Buried Electric - Along northside of I-95 bridge over Hillsboro Boulevard. • Overhead Electric - Across I-95 about 400 ft south of Hillsboro Canal.
Comcast Cable	Buried Fiber optic cables along I-95
Sice, Inc	Buried Fiber optic cables along I-95
Crown Castle Fiber	Fiber optic lines buried along the North side of NE 48th Street
Utility Impacts along SW 10th Street	
Utility Owner	Impacts
AT&T Distribution	<ul style="list-style-type: none"> • Overhead Fiber Optic along northside of SW 10th Street along R/W between just west of Military Trail and Newport Center Drive. The same line appears to become buried and goes across SW 10th Street on the west side of Newport Center Drive. • Underground Duct along the northside of SW 10th Street (just along the edge of pavement) between Military Trail and just east of Natura Boulevard) • Buried Copper along southside of SW 10th Street along R/W (between Military Trail and SFRC Railroad) • Various feeders
Florida Power and Light- Broward	Transmission line along Military Trail and north and south side of SW 10th Street
Broward County Water and Wastewater Services	<ul style="list-style-type: none"> • Water main along the southside of SW 10th Street along R/W. Main crosses SW 10th Street just east of Military Trail. • Sewer main along Military trail (crosses SW 10th Street)

City of Deerfield Beach	<ul style="list-style-type: none"> Water main along the northside of SW 10th Street along R/W between Military Trail and Natura Boulevard (includes, various laterals/feeders across SW 10th Street) Water main along the southside of SW 10th Street along R/W west of Military Trail (includes, various laterals/feeders across SW 10th Street) Water main along east and westside of Military Trail (northward from SW 10th Street) Water main along East Newport Center Drive and West Newport Center Drive (including the intersection).
FPL Distribution and Transmission	<ul style="list-style-type: none"> Overhead Electric - Along the south side of SW 10th Street (along R/W) west of Military Trail (feeder goes North and South along west side of Military Trail). Overhead Electric - Along the northside of SW 10th Street (along R/W) from west of Military Trail to East of Newport Center Drive). Feeders go South under SW 10th Street just east of bridge over SFRTA RR. Overhead Electric - Along the southside of SW 10th Street (along R/W) east of Newport Center Drive to just west of Natura Boulevard). Feeders go across SW 10th Street just east of Newport Center Drive and just west of Natura Boulevard). Various other feeders.
Sprint	Fiber optic lines are installed along the south side of SW 10th Street
Comcast Cable	CATV & Fiber Line are installed along SW 10th Street
CVE Master Management Co Inc	Water and Irrigation Systems installed along SW 10th Street
Crown Castle Fiber	Fiber lines installed along SW 10th Street
Level 3 Communications	Fiber optic lines installed along SW 10th Street
MCI	Underground Duct lines installed along SW 10th Street
TECO People Gas South Florida	Gas line installed along SW 10th Street
Sice, Inc	Buried Fiber optic cables along SW 10th Street
Utility Impacts along Hillsboro Boulevard	
Utility Owner	Impacts
AT&T Distribution	On the Northside of Hillsboro Boulevard: Underground Duct crossing the southbound On-Ramp from westbound Hillsboro Boulevard and northbound On-Ramp from westbound Hillsboro Boulevard.
Crown Castle (Fibernet Direct)	Northside of Hillsboro Boulevard: Overhead fiber crossing Northside of the roadway.
FDOT ITS	<ul style="list-style-type: none"> Northside of Hillsboro Boulevard: Underground ITS crossing Northside of the roadway. Westside of Hillsboro Interchange: Underground ITS running along westside of I-95.
TECO Gas	On the Southside of Hillsboro Boulevard along R/W line.
Comcast Cable	Comcast lines installed along Hillsboro Boulevard.
MCI	Fiber optic lines installed along Hillsboro Boulevard.
FPL	Electric lines installed along Hillsboro Boulevard.
City of Deerfield Beach Water and Sewer	<ul style="list-style-type: none"> Water main along the sides of Hillsboro Boulevard along R/W. Sewer main along Military trail (crosses Hillsboro Boulevard)

Table 6 - 2: Utility Impacts

Railroad Crossing

The South Florida Rail Corridor (SFRC)/CSX Railroad runs parallel to the west side of the I-95 interchange at a distance of 2,250-ft and SW 10th Street crosses over the tracks with a bridge. The SW 10th Street typical section within the limits of the limited access ROW is a six-lane urban divided roadway with a raised, landscaped median. In the EB direction, a drop right-turn lane is provided for the I-95 NB on-ramp and in the WB direction, a single left turn is provided for the I-95

SB on-ramp.

The SFRC/CSX Railroad runs parallel to the west side of the I-95 interchange at an approximate distance of 1,900-ft and crosses Hillsboro Boulevard at grade. The Hillsboro Boulevard typical section within the limits of the limited access ROW is a six-lane urban divided roadway with a raised, landscaped median. Underneath the I-95 overpass, the EB and WB lanes are separated by median containing a raised concrete barrier wall as well as support piers for the I-95 overpass. In the EB direction, a right-turn lane is provided for the I-95 NB on-ramp and in the WB direction, an auxiliary lane is provided for the transition between the I-95 NB off-ramp merge lane and the right-turn lane provided for the I-95 SB on-ramp.

6.5 Construction

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

Construction activities will be controlled in accordance with the latest edition of the *FDOT's Standard Specifications for Road and Bridge Construction* and through the use of BMPs.

Construction noise and vibration impacts to the project corridor will be minimized by adherence to the controls listed in the latest edition of the *FDOT's Standard Specifications for Road and Bridge Construction*. According to Section 335.02 of the Florida Statutes, the FDOT is exempt from compliance with local ordinances. Also, the contractor will be instructed to coordinate with the project engineer and the Department Noise Specialist should unanticipated noise or vibration issues arise during project construction.

Water quality effects resulting from erosion and sedimentation will be controlled in accordance with the FDOT's latest edition of *Standard Specifications for Road and Bridge Construction* and through the use of BMPs.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used to provide notice of access to local businesses and other pertinent information to the traveling public.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report (PER).

8. Permits

The following environmental permits are anticipated for this project:

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)
DEP National Pollutant Discharge Elimination System Permit
State 404 Permit

Status

To be acquired
To be acquired
To be acquired

Permits Comments

As a precursor to the permitting process, the project was introduced to the SFWMD and USACE on June 21, 2018. No comments adverse to the proposed project were received during this agency meeting (please reference the NRE for a copy of the agency meeting minutes).

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A public involvement program (PIP) was developed and implemented for the PD&E Study. The program is documented in the PIP, a companion document to this PD&E study (see Technical Materials). The PIP was updated and amended throughout the project development process to incorporate the latest public involvement policies and techniques as they evolved during the life of the study. For this project, the PIP focused on the ETDM Programming Screen process, elected official and agency meetings, a series of public informational webinars and workshops, and several community outreach techniques including a project website and project newsletters.

Events and meetings held as part of the engagement program include the following shown in **Tables 9-1 to Table 9-4**.

Municipality/ Stakeholder	Meeting	Date(s)
Broward County	Mayor/Commissioner Beam Furr, District 6	11/6/17 & 5/9/19
	Vice Mayor/Commissioner Mark Bogen, District 2	10/2/17, 4/20/18, 5/7/18, 9/26/18 & 6/12/19
	Vice Mayor Dale V.C. Holness, District 9	4/15/19
	Commissioner Nan Rich, District 1	10/9/17
	Commissioner Michael Udine, District 3	10/2/17, 5/7/18, 9/24/18, & 4/3/19
	Commissioner Chip LaMarca, District 4	10/9/17
	Commissioner Lamar Fisher, District 4	12/14/18
	Commissioner Steve Geller, District 5	10/9/17
	Commissioner Tim Ryan, District 7	11/13/17
	Commissioner Barbara Sharief	5/6/19
	County Administrator Bertha Henry and Richard Tornese	10/3/18
	Broward County EPMG Drainage Meeting	2/21/18
	Broward County Water Main	3/21/18
	Broward County Resiliency	2/20/20
City of Deerfield Beach	Mayor/Commissioner Bill Ganz	9/26/17, 1/30/18, 8/24/18, 2/6/19, 6/12/19, 1/17/20, 5/21/20, 12/15/20, & 3/17/21
	Vice Mayor/Commissioner Gloria Battle, District 2	9/26/17, 4/9/18 & 10/1/18
	Chamber of Commerce	9/11/18 & 8/2/19
	City Commission Meeting	6/16/20 & 10/6/20
	City Manager Burgess Hanson	1/29/2018
	Commissioner Bernie Parness, District 3	9/26/17, 3/6/18, 10/16/18, 3/5/20

	Commissioner Todd Drosky, District 4	10/10/17, 1/31/18, 8/24/18, 9/13/18, 1/4/19, 2/11/19, 4/24/19, 7/30/19, 1/26/21, & 3/17/21
	City of Deerfield Beach District 4 Community Meeting at Constitution Park with Commissioner Todd Drosky	5/31/18
	Project Update, Future Maintenance and Landscape Preliminary Discussion with Thomas Good	1/22/18, 1/29/18, 12/16/19
	Drainage and Utility Meeting	2/9/18 & 6/21/18
	Coordination Meeting with City of Deerfield Beach Staff	8/1/18, 2/13/20, 3/6/20, 5/22/20, 6/12/20, 7/10/20, 7/29/20, 8/14/20, 9/4/20, 9/24/20, 10/26/20, 11/29/20, & 3/11/21
	Florida's Turnpike Enterprise Meeting with the City	1/11/19 & 6/10/20
City of Coconut Creek	City Manager Mary Blasi	11/8/17
	Commissioner Mikkie Belvedere, District B	10/15/18
	Vice Mayor Sandra Welch, District C	12/12/18
	Commissioner Becky Tooley, District A	12/13/18
	Staff	9/16/20
City of Coral Springs	Commissioner Larry Vignola, Seat 3	5/7/18, 3/19/19 & 6/18/19
	City Staff	5/13/19 & 9/10/20
	Commissioners Workshop	9/25/19 & 9/30/20
City of Dania Beach	Commissioner Bill Harris	7/8/19
City of Hillsboro	Vice Mayor Irene Kirdahy/City Manager	6/25/19
City of Hollywood	Commissioner Richard Blattner, District 4	11/2/17 & 4/4/19
City of Parkland	Mayor Christine Hunschofsky	11/13/17, 10/22/18 & 7/8/19
	City Manager/City Staff Meeting	7/3/19
	City Engineer	9/1/20
City of Pompano	Vice Mayor Barry Moss, District 5	4/12/19
City of Sunrise	Commissioner Lawrence A. Sofield	3/25/19
	Sean Dinneen, Assistant City Manager and Christine Pfeffer, Communications Director	9/1/20
City of Tamarac	Vice Mayor/Commissioner Debra Placko	3/20/19
City of Oakland Park	Commissioner Michael Carn	7/1/19
City of Lauderhill	Vice Mayor Margaret Bates	6/25/19
City of Lauderdale By the Sea	Vice Mayor Elliot Sokolow	6/25/19
City of Lighthouse Point	Commissioner Sandy Johnson, Seat #5	5/21/19
City of Margate	Commissioner Joanne Simone, Seat #5	7/9/19
City of Plantation	Mayor Lynn Stone	7/10/19
City of Pembroke Pines	Mayor Frank C. Otis	6/4/19
Town of Davie	Councilman Bryan Caletka	4/5/19
City of Weston	Commissioner Byron Jaffe	6/3/19
City of Wilton Manors	Vice Mayor Tom Green	5/22/19

Stakeholder/Agencies	Date(s)
ASCE Conference	7/9/19
Banyan Trails Community	10/30/18
Broward Business Expo	6/20/19
Broward County Environmental and Consumer Protection Division (ECPD) Drainage/Contamination Meeting	9/10/18
Broward County Parks and Recreation Section 4(f) Meeting for Quiet Waters Park	8/9/18
Broward County Teleconference Watermain Installation on Powerline Road and SW 10th Street	3/21/18
Business Leaders Meeting	6/10/20
Century Village East	2/1/18, 11/8/18, & 7/27/20
Century Village East Master Management	10/12/18, 11/8/18, 1/10/19, 2/28/19 & 3/28/19
Century Village Consultant (architect)	11/3/20
Century Plaza Library	9/17/19
City of Deerfield Beach Parks and Recreation Section 4(f) Meeting for Crystal Heights Park	7/16/18
Cocobay Community	11/14/18
Coconut Creek Senior Expo	6/1/18
Coral Springs/Coconut Creek Chamber of Council Government Affairs Committee Meeting	2/13/19
Creek TV Interview	8/21/19
Crystal Key Pointe Community	5/16/18
Deerfield Corporate Park-Denholtz Properties	4/1/21
Discovery Pointe	8/21/19
Dunn's Run Pop-up	10/6/19
Economic Development Committee Meeting	6/25/20
Enclave at Waterways	11/13/18
Express Lane Committee Meeting	6/17/19
FP&L/AT&T Preliminary Coordination Meeting	3/28/18
FP&L Transmission Discussion Meeting	3/28/18 & 1/18/19
FSITE Plangineering Conference	10/30/18
Fort Lauderdale 2019 South Florida Business Conference and Expo	6/20/19
FTAC	12/4/19
FTAC Presentation at Fort Lauderdale Allegiance	8/15/18
Greater Deerfield Beach Chamber of Commerce	9/11/18
Horizon Community	8/7/19
Independence Bay Community	3/19/18, 9/15/18, 9/23/19 & 9/20/20
South Florida Water Management and US Army Corps of Engineers Inter-Agency Meeting	2/15/18
Meadow Lakes Community	4/9/18 & 8/20/20
Meadows of Crystal Lakes	9/9/19

Meeting with Dan Glickman to discuss content for Century Village East Meeting on 2/1/19	1/16/18
Meeting with First Responders	8/24/18
Newport Business Center	1/31/18, 4/11/19, 10/16/19, 9/16/20, 11/5/20, & 3/22/21
Natura HOA Virtual Meeting	9/8/20
Parkland Chamber of Commerce	11/14/18
Parkland Farmers' Market	11/4/18 & 2/17/19
Parkland Isles Community	2/18/19
Project Update Meeting with FTE Team	4/24/19, 5/8/19, 5/22/19, 5/31/19 & 6/5/19
Publix Pop-Up	9/28/19
Publix Distribution Center	10/17/17 & 2/23/18
Quiet Waters Business Park	3/25/19, 4/16/19, 5/31/19, & 9/19/19
Meeting with Realtors Association of Florida	10/31/19
Sawgrass Promenade	9/18/19 & 9/14/20
Secretary Thibault Visit	3/11/19
The Lakes at Deerfield Apartments Management	3/23/18
The Lakes at Deerfield Apartments Residents	8/21/18 & 9/19/19
Waterford Homes Community	7/18/18, 8/13/19, 8/5/20 & 10/7/2020
Waterford Courtyard	8/28/2019 & 10/1/20
Waterways Community	3/22/18, 10/9/18, 8/7/19 & 8/27/20
Western Businesses	3/6/18
Zonta Club of Greater Deerfield Beach	10/16/18

9-2: Stakeholder Meetings

Stakeholder	Meeting	Date(s)
Broward Metropolitan Planning Organization (MPO)	Broward MPO Logistics for COAT	10/9/17
	MPO Meeting with Director Gregory Stuart	11/14/17 & 3/22/18
	Broward MPO Follow-up Meeting	7/16/18
	Alt. Workshop Discussion	7/18/18
	Broward MPO Presentation Review Meeting	10/8/18
	MPO Planning and Logistics Meeting for COAT	10/9/17
	Meeting with MPO Staff to Discuss Alternative Workshop, Workshop Results and Public Involvement	6/29/18, 7/8/18, 8/24/18 & 10/11/18, 10/28/20
	Board Meeting	5/10/18, 10/11/18, 2/14/19, 7/11/19, 7/9/20, & 11/12/20
	Executive Committee	12/7/17, 5/3/18, 6/6/19, 7/7/20
	Citizens' Advisory Committee (CAC)	4/25/18, 10/24/18, 6/26/19 & 5/27/20
	Technical Advisory Committee (TAC)	4/25/18, 10/24/18, 6/26/19 & 5/27/20
	Broward MPO Engagement Forum	1/10/19 & 1/9/20

Community Oversight Advisory Team (COAT)	Pre-Kick-Off meeting	10/11/17
	Pre-Alternatives Public Workshop No. 1	3/29/18
	Project Update	11/19/18
	COAT Workshop Meeting	2/28/19
	COAT Recommendation Review Meeting No. 1	4/25/19
	COAT Recommendation Review Meeting No. 2	5/16/19
	COAT Recommendation Review Meeting No. 3	6/6/19

9-3: Broward MPO & COAT Meetings

Stakeholder	Meeting	Date(s)
Community, Residents, and General Public	Public Kick-Off Meeting	03/17/17, 04/06/17
	Public Information Webinar	06/18/20, 06/29/20, 07/01/20
	Alternatives Public Workshop	04/24/18, 11/29/18
	Virtual Public Hearing	10/12/20, 10/13/20, 10/14/20

9-4: Public Meeting/Webinar/Workshop/Hearing

Public information meetings began in March of 2017 and have continued throughout the study process. Exhibits and project information were provided for public review and comment at each meeting. FDOT representatives were available at each meeting to discuss the project and answer questions, as were members of the consultant team.

Public Kick-Off Meetings

A Public Kick-Off Meeting was held on March 14, 2017 at the Doubletree by Hilton Hotel on 100 Fairway Boulevard, Deerfield Beach, FL 33441 from 5:30 p.m. to 7:30 p.m.

Notice of the Public Kick-off Meeting was published in the Sun Sentinel - Northeast Zone newspaper on March 5, 2017. Notices were sent to property owners and tenants located within at least 300-ft on either side of the project corridor, public officials, and individuals interested in the project. Meeting notices were posted with the Florida Administrative Register (FAR) on March 6, 2017, on the FDOT website, and through an FDOT media release.

The purpose of this meeting was to provide the community a forum through which to learn about the improvements being studied as well as the PD&E process in general, and to provide the FDOT with initial concerns and areas to look into as part of the study. Numerous exhibits and project information were provided for public review. Forty-five people signed in at the registration table.

An additional Public Kick-Off Meeting was held on April 6, 2017 at the Doubletree by Hilton Hotel on 100 Fairway Boulevard, Deerfield Beach, FL 33441 from 5:30 p.m. to 7:30 p.m.

Notice of the Public Kick-off Meeting was published in the Sun Sentinel - Northeast Zone newspaper on March 26, 2017. Notices were sent to property owners and tenants located within at least 300-ft on either side of the project corridor, public officials, and individuals interested in the project. Meeting notices were posted with the FAR on March 29, 2017, on the FDOT website, and through an FDOT media release.

The purpose of the meeting was to introduce the local agencies and the public to the project, explain the PD&E process, and gather input. This Kick-Off Meeting presented the same information as the meeting that was held on March 14, 2017 and was intended to provide another opportunity for the public to provide input on this project.

The Kick-off Meeting began as an open house, with FDOT personnel stationed at aerial displays and available to answer questions about the project. At 6:00 p.m. there was a brief PowerPoint presentation with a recorded voice-over. The presentation lasted approximately ten minutes. Project staff remained after the presentation for any additional questions and discussion with those in attendance. Fifty-seven people signed in at the registration table.

Alternatives Public Workshop

An Alternatives Public Workshop (#1) was held in conjunction with the SW 10th Street Connector, SR 869/SW 10th Street from Florida's Turnpike/Sawgrass Expressway to SR 9/I-95 PD&E Study on April 24, 2018. The workshop was an open house from 2:30-7:30 p.m. at the Doubletree by Hilton Hotel on 100 Fairway Boulevard, Deerfield Beach, FL, 33441.

Notice of the Alternative Public Workshop was published in the Sun Sentinel newspaper on April 13, 2018. Notices were sent to property owners and tenants located within at least 300 feet on either side of the project corridor, public officials, and individuals interested in the project. Meeting notices were posted with the Florida Administrative Register (FAR) on April 16, 2018, on the FDOT website, and through an FDOT media release.

The workshop consisted of a joint project open house in the hotel ballroom, with FDOT personnel stationed at aerial displays and other project information boards to answer questions about the project. A presentation with a recorded voice-over was provided in a separate room at regularly scheduled intervals, followed by question and answer sessions with project staff. A court reporter was present to record public comments.

Two hundred and twelve people signed in at the registration table, not including project staff.

A second Alternatives Public Workshop (#2) was held in conjunction with the SW 10th Street Connector, SR 869/SW 10th Street from Florida's Turnpike/Sawgrass Expressway to SR 9/I-95 PD&E Study on November 29, 2018. The workshop was an open house from 2:30-7:30 p.m. at the Doubletree by Hilton Hotel on 100 Fairway Boulevard, Deerfield Beach, FL, 33441.

Notice of the Alternative Public Workshop was published in the Sun Sentinel newspaper on November 8, 2018. Notices were sent to property owners and tenants located within at least 300 feet on either side of the project corridor, public officials, and individuals interested in the project. Meeting notices were posted with the FAR on November 21, 2018, on the FDOT website, and through an FDOT media release.

The workshop began at 2:30 p.m. as an open house with a presentation shown every half hour. The alternatives displayed at the Alternatives Public Workshop #1 were presented for the SR 9/I-95 PD&E Study. Additionally, the Non-Depressed, Partially Depressed, and Fully Depressed options for the SW 10th Street Connector project were also presented

Two hundred and eighty-five people signed in at the registration table. This included 53 FDOT staff and engineering consultant representatives. Nine elected officials and/or their representatives were present at the meeting.

Virtual Public Meetings

A series of webinars were held in place of a third in-person Alternatives Public Meeting. The webinars were held on June 18, 2020, June 29, 2020, and July 1, 2020 from 7:00 p.m. to 8:30 p.m. via the GoToWebinar platform. In advance of the webinars, the exhibit boards were posted to the project website in an "Exhibit Room" layout, so that stakeholder could easily navigate through the exhibit boards, similar to an in-person public meeting. The webinar was divided into two sections: slideshow presentation (7:00 p.m. to approximately 7:35 p.m.) and the Q&A period (7:35 p.m. to 8:30 p.m.). The presentation covered the project updates since the last public meeting, Alternatives Public Workshop #2. The Q&A period covered questions asked in advance of the webinar, and also questions that were submitted during the webinar via the question / chat function. The presentation, the Q&A slides, and recordings of the webinars were posted onto the project website following the webinar. A matrix of the questions and answers for each question was also posted onto the project website.

The direct connections from SW 10th Street to both southbound and northbound I-95 express and general-use lanes were presented during the webinars. Connecting to both I-95 express and general-use lanes improves traffic flow and safety on the SW 10 Street local lanes. In response to the City's concerns, the bike lanes along the south side of local SW 10th Street were replaced with a shared use path. Both design options were discussed during the webinars. A total of 330 people attended Webinar No. 1 and the majority of comments received related to noise, accessibility, and the adjacent Florida's Turnpike Study. A total of 377 people attended Webinar No. 2 and the majority of comments received related to noise walls and accessibility. A total of 92 people attended Webinar No. 3, and a handful of comments were received. In total, 133 comments/questions were received for the three webinars (multiple comments/questions from the same person were grouped into one).

After the webinars were held, virtual meetings were held with interested communities including: Century Village, Waterford Homes board of directors, Villas at Meadow Lakes, Waterways, Sawgrass Promenade, Independence Bay, Waterford Courtyards, and Waterford Homes. These community meetings included similar information as the Webinars but then focused in on that community's area and main issues.

Date of Public Hearing: 09/21/2020

Summary of Public Hearing

The Public Hearing approach considered the attendance and results from the series of webinars in late June and early July. The goal was to ensure that there was a sufficient number of hearing opportunities to spread out the attendance to manageable groups for both the in-person and virtual options. The open house period was the controlling factor in group size accommodations to ensure appropriate attention could be given for questions and answers and to allow verbal questions from the attendees. Based on the results of recent virtual community meetings, and coordination with the City and Broward MPO, nine virtual sessions occurring on October 12, 2020 to October 14, 2020 were scheduled as part of the Public Hearing. Each session consisted of an open house, formal presentation, and comment period. The open house portion was facilitated through a short presentation that was organized by topics that had been developed based on the most common questions the team had received during previous public engagement meetings. At the end of each topic, questions were taken from attendees verbally and chat questions were answered throughout the open house portion, and where appropriate, those questions were read-in to the audience. As time permitted, fly-through videos of each project were shown at the end of the open house.

In addition to the nine virtual sessions, four in-person Public Hearing sessions were held on Thursday, October 15, 2020 at the FDOT District 4 office at 3400 W Commercial Blvd., Fort Lauderdale, FL 33309. The in-person Public Hearings were in the standard format as a traditional Public Hearing. Registration was requested for the virtual Public Hearing

sessions and was encouraged for the in-person Public Hearing sessions. Registration was limited to one session per attendee, unless there was a need to attend more than one session (to try to limit the amount of people registering for all sessions and then only attending one).

Both the Virtual Public Hearing and In-person Public Hearing dates and times were published in three newspaper advertisements. These include: 1) El Sentinel - Spanish ad published September 24, 2020 and October 1, 2020; 2) Sun Sentinel - English ad published September 24, 2020 and October 1, 2020; and 3) The New Pelican - English ad published October 1, 2020. The Public Hearing notice was published on October 5, 2020 in the Florida Administrative Register (FAR) Volume 46, Number 194.

A total of 144 attended the Virtual Public Hearing on October 12, 2020, 89 attended on October 13, 2020, and 107 on October 14, 2020 (includes 11 attendees at the in-person Deerfield Beach viewing location). During the in-person public hearing 27 persons attended. The team also posted the Public Hearing presentation on the project websites after the first day of the Public Hearing sessions.

The formal comment period was facilitated virtually by having those wishing to speak raise their virtual hand to make a comment or enter the comment into the chat. During the virtual sessions, a total of 8 verbal comments and 1 chat comment were received during the formal comment period.

No comments were received during the formal comment period during the in-person sessions. There were also no written comments received at the in-person Public Hearing. The majority of the formal comments were related to the attendee's preference of the Preferred Alternative for the SW 10th Street Connector project. Two attendees expressed interest in the No-Build Alternative (secondary choice is Without Powerline Road Ramps Alternative), one attendee expressed interested in the With Powerline Road Ramps Alternative and two attendees preferred the Without Powerline Road Ramps Alternative. The other comments received related to business access and noise.

As of the end of the comment period, November 4, 2020, 96 comments were submitted. Comments were received verbally at the hearing, written, as well as electronic methods such as email, and via the project website. Of the comments received many focused on sentiment related to the preferred alternative, noise, and access, followed by traffic and property values. FDOT received numerous comments in support of the project as well. Questions asked within the comments have since been responded to by FDOT.

10. Commitments Summary

1. An opaque visual barrier that is tall enough to block visibility between traffic on the northbound connector-distributor and the nearby residences will be evaluated along the outside edge of the northbound connector-distributor between SW 10th Street and Hillsboro Boulevard during the project's Design Phase.
2. During the construction phase of this project, the FDOT will adhere to the most recent version of the FWS' *Standard Protection Measures for the Eastern Indigo Snake* to minimize the potential for adverse effects.
3. Continue coordination with the City of Deerfield Beach and Newport area businesses during design and construction.
4. A Bicycle lane and a shared use path will be provided along local SW 10th Street. The bike lane will be provided along the north side of SW 10th Street in the WB direction and the shared use path will be provided along the south side of SW 10th Street along the EB direction.
5. Landscaping will be coordinated with the local communities and the City of Deerfield Beach and will be constructed as a separate project.
6. FDOT is committed to the construction of feasible noise abatement measures at the noise impacted locations identified in the NSR upon the following conditions:
 - Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process.
 - Detailed noise analyses during the final design process support the need, feasibility and reasonableness of providing abatement.
 - Cost analysis indicates that the cost of the noise barriers will not exceed the cost reasonable criterion.
 - Community input supporting types, heights, and locations of the noise barriers is provided to the District Four Office.
 - Safety and engineering aspects as related to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.
7. FDOT commits that the Connector Road, which will be part of the FDOT Managed Lanes Network, will allow trucks to use the facility within the project's limits.
8. FDOT commits to constructing noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.
9. FDOT commits that the connector lanes will open and remain without tolling until performance and operations fall below acceptable levels. When the introduction of tolling could improve the declining performance levels, at such time the FDOT will notify the public and solicit feedback for any tolling that is proposed in the future.
10. FDOT commits that, if the facility is tolled in the future, it would be done electronically via open road tolling (i.e., without vehicles being required to stop).
11. FDOT commits to providing ingress/egress points between local SW 10th Street and the connector lanes.

11. Technical Materials

The following technical materials have been prepared to support this environmental document.

Geotechnical Report
System Interchange Modification Report (SIMR)
Sociocultural Effects Evaluation (SCE)
Conceptual Stage Relocation Plan (CSRP)
Cultural Resources Assessment Survey (CRAS) 2021
Cultural Resources Assessment Survey (CRAS) 2018
Natural Resources Evaluation (NRE) 2019
Natural Resources Evaluation (NRE) 2021
Water Quality Impact Evaluation (WQIE)
Contamination Screening Evaluation Report (CSER)
Air Quality Technical Memorandum (AQTM)
Noise Study Report (NSR)
Preliminary Engineering Report (PER)
Public Involvement Plan (PIP)

Attachments

Planning Consistency

Project Plan Consistency Documentation

Cultural Resources

SHPO Concurrence Letter 2018

SHPO Concurrence Letter 2021

Section 4(f) Determination of Applicability Report & Coordination Documentation

Natural Resources

Species Concurrence Letter - USFWS Concurrence

Individual Surface Water Locations

Sole Source Aquifer EPA Concurrence Letter

Floodplains Map

Physical Resources

Potential Contamination Site Map

Public Involvement

Public Hearing Certification - Virtual 3C

Public Hearing Certification - Virtual 1A

Public Hearing Certification - Virtual 3B

Public Hearing Certification - Virtual 2B

Public Hearing Certification - Virtual 2A

Public Hearing Certification - Virtual 3A

Public Hearing Certification - Virtual 1B

Public Hearing Certification - Virtual 2C

Public Hearing Certification - Virtual 1C

Public Hearing Certification - In-Person 1A-1D

Public Hearing Transcript - Virtual 1A

Public Hearing Transcript - Virtual 1B

Public Hearing Transcript - Virtual 1C

Public Hearing Transcript - Virtual 2A

Public Hearing Transcript - Virtual 2B

Public Hearing Transcript - Virtual 2C

Public Hearing Transcript - Virtual 3A

Public Hearing Transcript - Virtual 3B

Public Hearing Transcript - Virtual 3C

Public Hearing Transcript - In-Person 1A-1D

Public Involvement Summary Report

Planning Consistency Appendix

Contents:

Project Plan Consistency Documentation



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021 - 2025

Note: Revisions / amendments to this document can be found at the website below

Approved: July 9, 2020 | Amended 10/8/2020 | Modified 11/3/2020 | Amended 1/28/2021 |
2/4/2021

Please find us at:

<http://www.browardmpo.org/index.php/core-products/transportation-improvement-program-tip>

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Erica Lychak, Communications Manager/Title VI Coordinator at (954) 876-0058 or lychake@browardmpo.org

Broward MPO
Metropolitan Planning Organization

BrowardMPO.org
100 West Cypress Creek Road,
6th Floor, Suite 650
Fort Lauderdale, FL 33309-2122

Phase	Fund Source	2021	2022	2023	2024	2025	Total
SR-9/I-95 FROM S OF SR-869 / SW 10TH STREET TO BROWARD/PALM BEACH CL - FM# 4369643					Length: 2.334	*SIS*	
Type of Work: LANDSCAPING					Lead Agency: FDOT		
					MTP Pg.: 5-3		
STANDALONE DEPENDENT PROJECT ON SR-9 / I-95 CORRIDOR AND INTERCHANGE WITH SR-869 / SW 10TH STREET. DESIGN WILL BE ADVERTISED W/ FM# 439891-2							
PE	DIH	0	0	0	0	5,000	5,000
PE	DDR	0	0	0	0	150,000	150,000
Total		0	0	0	0	155,000	155,000
<i>Prior Years Cost</i>			<i>Future Years Cost</i>	1,591,481	<i>Total Project Cost</i>		1,746,481
SR-9/I-95 FROM S. CYPRESS CREEK ROAD TO S. OF ATLANTIC BLVD. - FM# 4331089					Length: 1.500	*SIS*	
Type of Work: LANDSCAPING					Lead Agency: FDOT		
					MTP Pg.: 5-3		
STANDALONE DEPENDENT PROJECT WITHIN LIMITS OF I-95 EXPRESS LANES PHASE 3A-2							
CST	DIH	73,559	0	0	0	0	73,559
CST	DDR	2,084,422	0	0	0	0	2,084,422
Total		2,157,981	0	0	0	0	2,157,981
<i>Prior Years Cost</i>		289,519	<i>Future Years Cost</i>		<i>Total Project Cost</i>		2,447,501
SR-9/I-95 FROM S. OF IVES DAIRY ROAD TO N. OF SR-822/SHERIDAN STREET - FM# 4369031					Length: 6.157	*SIS*	
Type of Work: PD&E/EMO STUDY					Lead Agency: FDOT		
					MTP Pg.: 5-5		
NB AND SB BRAIDED RAMPS BETWEEN HALLANDALE BEACH BOULEVARD AND PEMBROKE ROAD, AND BETWEEN PEMBROKE ROAD AND HOLLYWOOD BOULEVARD. ADD LANES TO RAMP TERMINAL INTERSECTIONS AND INCREASE STORAGE CAPACITY FOR TURN LANES. WIDENING OF CROSS STREET APPROACHES TO THE INTERCHANGE. R/W NEEDED							
PE	DIH	90,000	0	0	0	0	90,000
PE	DDR	0	4,212,108	0	0	0	4,212,108
PE	ACNP	0	8,555,799	0	0	0	8,555,799
Total		90,000	12,767,907	0	0	0	12,857,907
<i>Prior Years Cost</i>		8,505,026	<i>Future Years Cost</i>		<i>Total Project Cost</i>		21,362,933

Phase	Fund Source	2021	2022	2023	2024	2025	Total
SR-9/I-95 FROM S. OF SR-820/HOLLYWOOD BLVD. TO DAVIE BLVD. - FM# 4093544					Length: 7.840	*SIS*	
Type of Work: LANDSCAPING					Lead Agency: FDOT		
					MTP Pg.: 5-3		
STANDALONE LANDSCAPE ALONG SR-9/I-95 CORRIDOR AND HOLLYWOOD, SR-818/GRIFFIN RD, AND I-95 EXPRESS PHASE 3C							
PE	DIH	0	0	21,090	21,090	0	42,180
PE	DDR	0	0	446,616	0	0	446,616
ENV	DS	0	0	0	10,000	0	10,000
Total		0	0	467,706	31,090	0	498,796
<i>Prior Years Cost</i>			<i>Future Years Cost</i>	3,434,353		<i>Total Project Cost</i>	3,933,149
SR-9/I-95 FROM SOUTH OF SHERIDAN STREET TO NORTH OF GRIFFIN ROAD - FM# 4391701					Length: 4.480	*SIS*	
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: FDOT		
					MTP Pg.: 5-5		
INTERCHANGE IMPROVEMENTS							
PDE	ACNP	0	500,000	2,500,000	0	0	3,000,000
ENV	DS	0	0	0	30,000	0	30,000
ENV	ACNP	0	0	0	0	20,000	20,000
Total		0	500,000	2,500,000	30,000	20,000	3,050,000
<i>Prior Years Cost</i>			<i>Future Years Cost</i>	74,069,078		<i>Total Project Cost</i>	77,119,078
SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. - FM# 4369641					Length: 7.250	*SIS*	
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: FDOT		
					MTP Pg.: 5-5		
2020 MPO PRIORITY #2 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD CONSTRUCTION ON 436964-2							
ROW	BNIR	27,076,825	0	0	0	0	27,076,825
Total		27,076,825	0	0	0	0	27,076,825
<i>Prior Years Cost</i>		7,103,680	<i>Future Years Cost</i>			<i>Total Project Cost</i>	34,180,505

Phase	Fund Source	2021	2022	2023	2024	2025	Total
SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. - FM# 4369642					Length: 5.084	*SIS*	
Type of Work: INTERCHANGE - ADD LANES					Lead Agency: FDOT		
					MTP Pg.: 5-3		
2020 MPO HIGHWAY PRIORITY #2 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD DESIGN & R/W ON SEG 1; G/W 439891-1							
RRU	ACNP	11,000,000	0	0	0	0	11,000,000
PE	DI	0	2,750,000	0	0	0	2,750,000
DSB	DI	0	0	53,888,000	0	0	53,888,000
DSB	ACNP	0	0	215,809,227	0	0	215,809,227
DSB	STED	0	0	99,339,090	0	0	99,339,090
Total		11,000,000	2,750,000	369,036,317	0	0	382,786,317
<i>Prior Years Cost</i>			<i>Future Years Cost</i>		<i>Total Project Cost</i>		382,786,317

SR-9/I-95 MOBILITY HUB AT CYPRESS CREEK - FM# 4358085					Length: .880	*Non-SIS*	
Type of Work: BIKE LANE/SIDEWALK					Lead Agency: FDOT		
					MTP Pg.: 5-3		
WIDENING FOR ADDITIONAL TURN LANE AND BIKE LANES, SIDEWALK CONSTRUCTION, RESURFACING, WEST CYPRESS CREEK RD FROM POWER LINE RD TO W OF SFRC; NW 59TH CT; N ANDREWS WAY. NO RIGHT OF WAY REQUIRED SEE WP45 FOR ADDITIONAL COMMENTS PRIOR YEAR MPO PRIORITY							
CST	SU	0	0	0	2,721,343	0	2,721,343
Total		0	0	0	2,721,343	0	2,721,343
<i>Prior Years Cost</i>			<i>Future Years Cost</i>		<i>Total Project Cost</i>		2,721,343

SR-9/I-95 NORTHBOUND OFF-RAMP TO EASTBOUND I-595 - FM# 4417231					Length: .371	*SIS*	
Type of Work: ADD LANES & REHABILITATE PVMNT					Lead Agency: FDOT		
					MTP Pg.: 5-5		
NPV=\$3,425,707; B/C RATIO=3.5; NO R/W NEEDED							
PE	DIH	0	0	16,747	33,495	0	50,242
PE	ACSS	0	0	630,496	0	0	630,496
PE	SA	0	0	16,748	0	0	16,748
CST	ACSS	0	0	0	0	5,277,585	5,277,585
CST	DIH	0	0	0	0	50,716	50,716
Total		0	0	663,991	33,495	5,328,301	6,025,787
<i>Prior Years Cost</i>			<i>Future Years Cost</i>		<i>Total Project Cost</i>		6,043,194

Effective Date:
07/01/2020

Florida Department of Transportation

Run: 03/17/2021
11.13.14

Approved STIP

[View Approved STIP Phase Grouping](#)

[Crosswalk](#)

Item Segment: 436964 1

Fund	<2021	2021	2022	2023	2024	>2024	All Years
HIGHWAYS							
Item Number: 436964 1	Project Description: SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.						*SIS*
District: 04	County: BROWARD	Type of Work: INTERCHANGE - ADD LANES	Project Length: 7.250				
Extra Description:	2021 MPO PRIORITY #1 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD CONSTRUCTION ON 436964-2						
P D & E / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	1,153,727	0	0	0	0	0	1,153,727
DI -ST. - S/W INTER/INTRASTATE HWY	1,626,166	0	0	0	0	0	1,626,166
DIH -STATE IN-HOUSE PRODUCT SUPPORT	90,532	1,580	0	0	0	0	92,112
DS -STATE PRIMARY HIGHWAYS & PTO	1,852,553	0	0	0	0	0	1,852,553
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
DI -ST. - S/W INTER/INTRASTATE HWY	42,407	0	0	0	0	0	42,407
DIH -STATE IN-HOUSE PRODUCT SUPPORT	17,573	3,031	0	0	0	0	20,604
RIGHT OF WAY / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	1,000,000	0	0	0	0	1,000,000
BNIR -INTRASTATE R/W & BRIDGE BONDS	0	27,076,825	0	0	0	0	27,076,825
DI -ST. - S/W INTER/INTRASTATE HWY	726,393	0	0	0	0	0	726,393
DIH -STATE IN-HOUSE PRODUCT SUPPORT	678	67,051	0	0	0	0	67,729
RAILROAD & UTILITIES / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	500,000	0	0	0	0	0	500,000
ENVIRONMENTAL / MANAGED BY FDOT							

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01

DDR -DISTRICT DEDICATED REVENUE	1,989	20,000	0	0	0	0	21,989
Item 436964 1 Totals:	6,012,018	28,168,487	0	0	0	0	34,180,505
Item Number: 436964 2	Project Description: SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.		*SIS*				
District: 04	County: BROWARD	Type of Work: INTERCHANGE - ADD LANES	Project Length: 5.084				
Extra Description:	2021 MPO HIGHWAY PRIORITY #1 SYSTEM INTERCHANGE IMPROVEMENT PLUS CROSS STREET IMPROVEMENT INCLUDES WORK ON HILLSBORO BLVD; SW 10TH ST. FROM W. OF MILITARY TRL TO E. OF SW NATURA BLVD HILLSBORO BLVD FROM GOOLSBY BLVD TO SW NATURA BLVD DESIGN & R/W ON SEG 1						
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	2,750,000	0	0	0	2,750,000
RAILROAD & UTILITIES / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	11,000,000	0	0	0	0	11,000,000
DESIGN BUILD / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	215,809,227	0	0	215,809,227
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	53,888,000	0	0	53,888,000
STED -2012 SB1998-STRATEGIC ECON COR	0	0	0	99,339,090	0	0	99,339,090
Item 436964 2 Totals:	0	11,000,000	2,750,000	369,036,317	0	0	382,786,317
Item Number: 436964 3	Project Description: SR-9/I-95 FROM S OF SR-869 / SW 10TH STREET TO BROWARD/PALM BEACH CL		*SIS*				
District: 04	County: BROWARD	Type of Work: LANDSCAPING	Project Length: 2.334				
Extra Description:	STANDALONE DEPENDENT PROJECT ON SR-9 / I-95 CORRIDOR AND INTERCHANGE WITH SR-869 / SW 10TH STREET. DESIGN WILL BE ADVERTISED W/ FM# 439891-2						
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	150,000	150,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	5,000	5,000
CONSTRUCTION / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	1,513,866	1,513,866
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	77,615	77,615
Item 436964 3 Totals:	0	0	0	0	0	1,746,481	1,746,481
Project Total:	6,012,018	39,168,487	2,750,000	369,036,317	0	1,746,481	418,713,303
District 04 Totals:	6,012,018	39,168,487	2,750,000	369,036,317	0	1,746,481	418,713,303
Grand Total	6,012,018	39,168,487	2,750,000	369,036,317	0	1,746,481	418,713,303

**Table 5-2: Transportation Improvement Program: Roadway Capacity Projects
(FY 2020–2024) (in YOE dollars) (cont'd)**

FM	Description	Work Mix	PE	ROW	Construction	Total
4433091	SR-842/Broward Blvd from NW/SW 7th Ave to E of SR-5/US-1/Fed Hwy	Intersection Improvement	\$5,000	\$55,000	\$672,767	\$732,767
4361111	SR-858/Hallandale Beach Blvd E of RR Crossing #628290-Y to W of Ansin Blvd	Add Right Turn Lane(s)	-	-	\$27,103	\$27,103
4398911	SR-869/SW 10th St from W of SR-845/Powerline Rd to W of Military Trail	Add Managed Lanes	\$2,875,000	\$35,069,253	\$396,431,698	\$434,375,951
4358086	SR-9/I-95 at Cypress Creek Rd Interchange (East Side)	Interchange Improvement	-	\$1,570,260	-	\$1,570,260
4369581	SR-9/I-95 at SR-834/Sample Rd from S of NB Exit ramp to N of NB Entrance Ramp	Interchange Justification/Modification	\$10,227	\$824,615	\$21,203,079	\$22,037,921
4355131	SR-9/I-95 at SR-842/Broward Blvd	Interchange - Add Lanes	\$8,670,000	\$12,401,102	-	\$21,071,102
4355141	SR-9/I-95 at Sunrise Blvd Interchange Improvement	Interchange Improvement	\$610,412	\$2,994,603	\$28,012,539	\$31,617,554
4369621	SR-9/I-95 at Copans Rd from S of NB exit ramp to N of SB to WB exit ramp	Interchange Justification/Modification	\$218	\$1,286,600	\$22,512,892	\$23,799,710
4391711	SR-9/I-95 at Davie Blvd	Interchange - Add Lanes	\$2,585,000	-	-	\$2,585,000
4391721	SR-9/I-95 at SR-816/Oakland Park Blvd	Interchange - Add Lanes	\$2,585,000	-	-	\$2,585,000
4331088	SR-9/I-95 from Miami-Dade/Broward County Line to Palm Beach County Line	Preliminary Engineering for Future Capacity	-	-	\$4,250,000	\$4,250,000
4309321	SR-9/I-95 from N of SW 10th St to S of Hillsboro Blvd	Interchange Improvement	-	-	\$1,548	\$1,548
4331084	SR-9/I-95 from S of SR-842/Broward Blvd to N of SR-870/Commercial Blvd	Add Special Use Lane	-	\$290	\$393,610	\$393,900
4369031	SR-9/I-95 from S of SR-858/Hallandale Bch Blvd to N of Hollywood Blvd	PD&E/EMO Study	\$13,267,907	-	-	\$13,267,907
4331086	SR-9/I-95 from S of SW 10th St to Broward/Palm Beach County Line	Add Special Use Lane	-	-	\$2,725,500	\$2,725,500
4391701	SR-9/I-95 from S of Sheridan St to N of Griffin Rd	Interchange - Add Lanes	\$3,030,000	-	-	\$3,030,000
4369641	SR-9/I-95 from S of SW 10th St to N of Hillsboro Blvd	Interchange - Add Lanes	\$3,289,385	\$31,144,373	-	\$34,433,758
4417231	SR-9/I-95 NB off-ramp to EB I-595	Add Lanes and Rehabilitate Pavement	\$288,722	-	-	\$288,722
4358082	SR-9/I-95 SB C/D Rd from Cypress Creek Rd to SR-817/Commercial Blvd	Widen/Resurface Existing Lanes	-	\$5,905,101	-	\$5,905,101
4378324	SR-93/I-75 from Sheridan St to Griffin Rd Aux Lanes	Add Auxiliary Lane(s)	\$655,183	-	\$3,973,651	\$4,628,834
4151521	SR-93/I-75 Interchange @ SR-820 Pines Blvd from N of Miramar Pkwy to N of Pines Blvd	Interchange - Add Lanes	\$1,992,342	\$150,000	-	\$2,142,342
4215481	SR-93/I-75 Interchange @ Royal Palm Blvd from Griffin Rd to N of SW 14 St	Add Lanes and Reconstruct	\$20,000	-	\$2,104,600	\$2,124,600
4215486	SR-93/I-75 Interchange @ Royal Palm Blvd from Griffin Rd to Royal Palm Blvd	Add Lanes and Reconstruct	-	-	\$15,636,640	\$15,636,640
4215487	SR-93/I-75 Interchange @ Royal Palm Blvd from S Royal Palm Blvd to S SW 14 St	Add Lanes and Reconstruct	-	-	\$8,801,398	\$8,801,398
4307635	SR-93/I-75 Miami-Dade/Broward County Line to I-595	Preliminary Engineering for Future Capacity	\$25,000	-	-	\$25,000
4061031	Sunrise Blvd / TPK Interchange Modification (SR 838 / SR 91) (MP 58)	Interchange Improvement	\$3,283	\$17,141	\$16,676	\$37,100
4317571	SW 30th Ave from Griffin Rd to SW 45th St	Add Lanes and Reconstruct	-	-	\$63,259	\$63,259
4061561	SW 10th St/TPK (SR91) Interchange Modification (MP 71)	Interchange Justification/Modification	\$2,318	-	-	\$2,318
4193361	TPK ramps from I-595 to Griffin Rd SB Work	Add Lanes and Reconstruct	-	\$386,000	-	\$386,000

Cultural Resources Appendix

Contents:

SHPO Concurrence Letter 2018

SHPO Concurrence Letter 2021

Section 4(f) Determination of Applicability Report & Coordination Documentation



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

November 13, 2018

Dr. Timothy Parsons, Director and
State Historic Preservation Officer
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32301

2018 NOV 19 P 3:29
STATE HISTORIC PRESERVATION

Subject: **Request for Review**
Cultural Resource Assessment Survey
SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Financial Management #: 436964-1-22-01
Broward County, Florida

Attention: Adrienne Daggett

Dear Ms. Daggett;

The Florida Department of Transportation (FDOT), District Four, is currently conducting a Project Development & Environment (PD&E) Study to evaluate alternatives for improvements to SR-9/I-95 from SW 10th Street to Hillsboro Boulevard in Broward County, Florida. The limits of the project include I-95 from just south of SW 10th Street to just north of Hillsboro Boulevard and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard, and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the city of Deerfield Beach. This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard. In addition, the project proposes improvements along both SW 10th Street and Hillsboro Boulevard near I-95. This project will evaluate the potential modification of the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges, consider the replacement of the existing SW 10th Street bridge over I-95 and the provision of a grade separation at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard.

No newly or previously recorded archaeological sites were identified within the archaeological area of potential effect (APE). Two shovel tests were excavated within the archaeological APE. No cultural material was recovered. No subsurface testing could be conducted in most of the project area due to the presence of existing pavement, berms, and buried utilities.

The historic resources survey resulted in the identification of one linear resource within the project APE, the Seaboard Air Line (CSX) Railroad (8BD4649). While the current segment within the APE has not been previously recorded, a segment to the north, at Hillsboro Boulevard, was determined eligible by the SHPO. This segment was determined National Register-eligible under Criterion A in the categories of Transportation and Community Planning and Development. The segment within the current APE,

*Cultural Resources Assessment Survey
I-95 from SW 10th Street to Hillsboro Blvd.
FM 436964.1*

spanning approximately 1,225 feet and extending both to the north and south from SW 10th Street, is consistent with nearby segments, and accordingly, is considered eligible for listing in the National Register under Criterion A in the categories of Transportation and Community Planning and Development.

No impacts to the CSX Railroad are anticipated to result from proposed improvements. The rail line will continue to operate in its current alignment. Therefore, the District has determined that no historic properties will be affected by the proposed project. I respectfully request your concurrence with this determination.

If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,




Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures
cc. file

Cultural Resources Assessment Survey
I-95 from SW 10th Street to Hillsboro Blvd.
FM 436964.1

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2015-4758C.

SHPO Comments:

For  Deputy SHPO
Timothy A. Parsons
State Historic Preservation Officer
Florida Division of Historical Resources

12/3/18
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

MIKE DEW
SECRETARY

April 19, 2021

Dr. Timothy Parsons, Director and
State Historic Preservation Officer
Division of Historical Resources
500 South Bronough Street
Tallahassee, Florida 32301

Subject: **Request for Review**
Cultural Resource Assessment Survey
SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Financial Management #: 436964-1-22-01
Broward County, Florida

Attention: Adrienne Daggett

Dear Ms. Daggett;

The Florida Department of Transportation (FDOT), District Four, is currently conducting a Project Development & Environment (PD&E) Study to evaluate alternatives for improvements to SR-9/I-95 from SW 10th Street to Hillsboro Boulevard in Broward County, Florida. The limits of the project include I-95 from just south of SW 10th Street to just north of Hillsboro Boulevard and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard, and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the city of Deerfield Beach. This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard. In addition, the project proposes improvements along both SW 10th Street and Hillsboro Boulevard near I-95. This project will evaluate the potential modification of the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges, consider the replacement of the existing SW 10th Street bridge over I-95 and the provision of a grade separation at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard.

In 2018, Janus Research conducted the Cultural Resource Assessment Survey I-95 from SW 10th Street to Hillsboro Boulevard (FMSF Manuscript No. 25586) for the project corridor along I-95 from south of SW 10th Street to north of Hillsboro Boulevard (Janus Research 2018). The 2018 Cultural Resource Assessment Survey (CRAS) did not identify any archaeological sites within the APE. One historic resource, the Seaboard Air Line (CSX) Railroad (8BD4649), was identified and considered National Register-eligible. The SHPO determined that the report was complete and sufficient and concurred with the evaluations on December 3, 2018.

Since the completion of the 2018 CRAS, changes to the design of the project improvements have necessitated the expansion of the APE and additional field survey. This document serves as an

Cultural Resources Assessment Survey Addendum

I-95 from SW 10th Street to Hillsboro Blvd.


FM 436964.1

addendum to the original CRAS report. The environmental setting, precontact overview, and historical overview were discussed in detail in the 2018 CRAS and the information is not repeated in this addendum. A detailed review of the FMSF and previously conducted surveys within the project area can also be found in the 2018 CRAS. No newly or previously recorded archaeological sites were identified within the archaeological APE. No subsurface testing could be conducted within the current archaeological APE due to the presence of existing pavement, berms, and buried utilities. The historic resources survey resulted in the identification of one linear resource within the project APE, the Seaboard Air Line (CSX) Railroad (8BD4649). The segment within the APE was determined eligible for listing in the National Register under Criterion A in the categories of Transportation and Community Planning and Development during the 2018 CRAS. The survey also identified three newly recorded buildings (8BD7743-8BD7745). All three buildings exhibit common architectural styles found in South Florida and feature alterations or additions which compromise historic integrity. Therefore, they are considered ineligible for listing in the National Register.

The District has determined that no historic properties will be affected by the proposed project. I respectfully request your concurrence with this determination.

If there are any questions, please feel free to contact me at (954) 777-4324 or Lynn Kelley at (954) 777-4334.

Sincerely,

DocuSigned by:

1942EE83B10D4E7...
Ann Broadwell
Environmental Administrator
FDOT - District 4

Enclosures
cc. file

Cultural Resources Assessment Survey Addendum

I-95 from SW 10th Street to Hillsboro Blvd.

FM 436964.1

The Florida State Historic Preservation Officer finds the attached Cultural Resources Assessment Report complete and sufficient and concurs with the recommendations and findings provided in this cover letter for SHPO/DHR Project File Number 2015-4758D.

SHPO Comments:

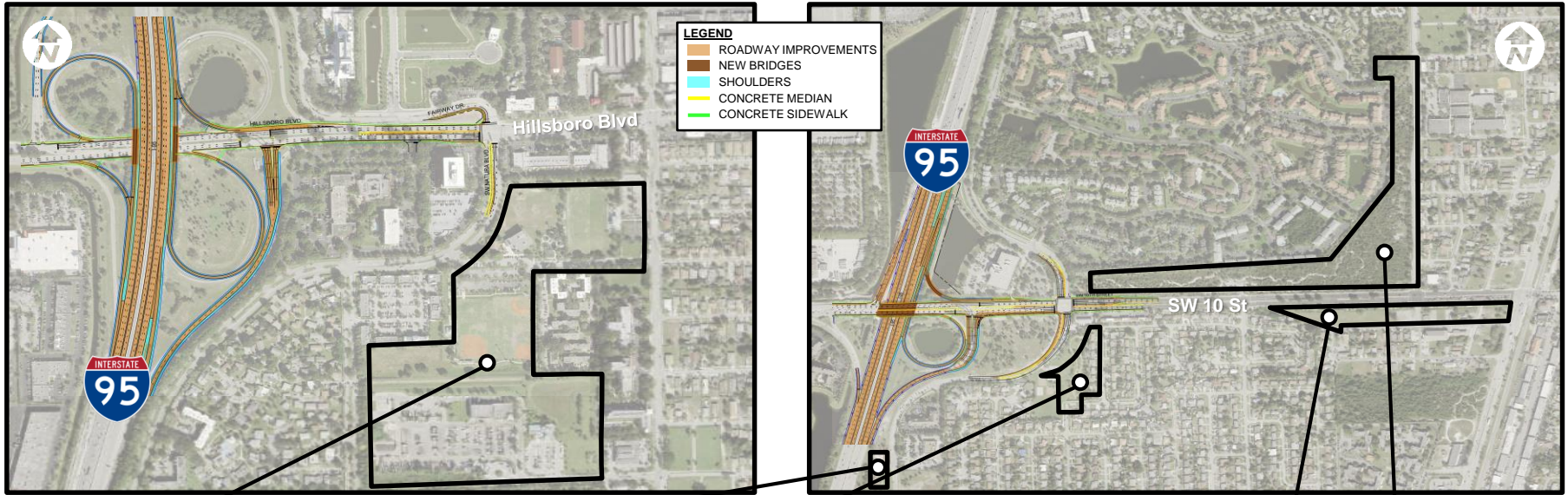
Jason Aldridge DSHPO
Timothy A. Parsons
State Historic Preservation Officer
Florida Division of Historical Resources

June 9, 2021
Date

*Section 4(f) Determination of Applicability Report &
Coordination Documentation*

Potential Section 4(f) Resources (Parks) – I-95/SW 10th Street to Hillsboro Blvd PD&E

SR-97-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01



Oveta McKeithen Recreational Complex
 445 SW 2nd Street
 Owned and managed by City of Deerfield Beach



Teen Center
 1345 FAU Research Park Boulevard
 Owned and managed by City of Deerfield Beach



Mayo Howard Park
 1131 SW 11th Way
 Owned and managed by City of Deerfield Beach



Tivoli Sand Pine Preserve
 SW 10th Street/3rd Avenue
 Owned by Broward County / City of Deerfield Beach
 Managed by City of Deerfield Beach



Reverend Willie James Ford Linear Park
 500 SW 10th Street
 Owned and managed by City of Deerfield Beach



Mr. Anson Sonnett, P.E Project Manager
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Ft. Lauderdale, FL 33309

September 28, 2017

Subject: Section 4(f) Statement of Significance for Parks
SR 9/I-95 from South of SW 10th Street Interchange to North of Hillsboro Boulevard
Interchange Project Development & Environment Study
FM Number: 436964-1-22-01
ETDM Number: 14244
County: Broward

Dear Mr. Sonnett:

Regarding your interest in the following City of Deerfield Beach Parks: Mayo Howard Park (1131 FAU Research Park Boulevard); Tivoli Sand Pine Preserve (501 SW 10th Street); and Reverend Willie James Ford Linear Park (500 SW 10th Street), Teen Center (1345FAU Research Park Boulevard) and Oveta McKeithen Recreational Complex (445 SW 2nd Street) as it relates to the above referenced Project Development and Environment (PD&E) Study, I submit the following information for use in the Section 4(f) Determination of Applicability. Mayo Howard Park, Tivoli Sand Pine Preserve, Teen Center and Oveta McKeithen Recreational Complex are publicly owned parks available to the public for recreational use. Similarly, the Reverend Willie James Linear Park is a publicly owned trail also open to the public for recreational use.

According to the FDOT PD&E Manual, Part 2 Chapter 7 a Statement of Significance is necessary from the Official with Jurisdiction over Section 4(f) resources. The manual states that "*Significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives*". I am the Official with Jurisdiction and attest that the above referenced parks play an important role in meeting the park objectives of the surrounding community and appears to meet the requirement of significant Section 4(f) resources.



If you have any further questions or comments, please contact me at (954) 777-4152.

Sincerely yours,

A handwritten signature in blue ink that reads "Burgess J. Hanson". The signature is written in a cursive style with a large initial "B".

Burgess Hanson
City Manager

cc: Ms. Ann Broadwell, FDOT District Four
Ms. Lynn Kelley, FDOT District Four
Ms. Vilma Croft, P.E., HNTB Inc.
Ms. Christie Pritchard, Pritchard Environmental LLC

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
 Environmental
 Management
 06/17

Project Name:	SR 9/I-95 Interchanges from SW 10 th Street to Hillsboro Boulevard		
FM#:	436964-1-22-02	ETDM#:	14244
Project Review Date:	1/24/2018	FAP#:	To be Determined
FDOT District:	4		
County(ies):	Broward		

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

Project Description including Section 4(f) Specific Information:

This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

There are five resources that occur near or alongside the proposed project area, specifically near the NW 10th Street Interchange. Four of the five resources appear to be Section 4(f) resources, and the fifth (the teen center) does not qualify as a resource. No Section 4(f) use is proposed to all five areas because no right of way will be required from these resources. All are located a distance from the project alternatives; access to all properties will be maintained during construction. See enclosed maps showing each resource in relationship to the proposed project.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered.

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: Mayo Howard Park is a 4.8 acre recreational park with a walking path/fitness trail, pavillion, volleyball court, two childrens playgrounds, and picnic area.

Criteria of Selected Property Type(s):

- Public Parks and Recreation Areas**
 - o Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
 - o Must be open to the public during normal hours of operation
 - o The major purpose must be for park or recreation activities
 - o Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Wildlife and Waterfowl Refuge

- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;
- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species;**
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

4.8 acres

Who/what organization owns/manages the property?

The City of Deerfield Beach owns and manages the property.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

The primary function is recreation.

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

The following facilities are located on the property:

Two children's playgrounds

Pavillion

Picnic tables

One sand volleyball court

Bathrooms

parking lot

What is the function of/or the available activities on the property?

Childrens activities, picniking, volleyball etc.

Access and Usage of the property by the Public:

The park can be accessed by automobile and pedestrians from FAU Research Boulevard. The City has no information on usage.

Relationship to other similarly used lands/facilities in the vicinity:

None

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

None

Describe project activities that could potentially "use" the resource:

None

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

N/A

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

The proposed project will not acquire any property from the park and this resource is a distance from proposed alternatives. See attached map. Access to the park will be maintained during construction.

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (include criterion of eligibility) or a Historic District if applicable.

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Signature: Christi Pritchard : 1/24/2018
Preparer Date

Signature: Ann Broadwell 2/22/2018
Environmental Manager, or designee Click here to enter a date.
Date

OEM
Concurrence: Ralph 3/8/2018

Signature: [Signature] 3/9/18 Click here to enter a date.
Director of OEM, or designee Date



LEGEND:

- BRIDGE
- ROADWAY
- SHOULDER
- SIDEWALK
- SOD
- R/W
- LIMITED ACCESS R/W

Mayo Howard Park
1131 SW 11th Way
Owned and
Managed by City of
Deerfield Beach

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
 Environmental
 Management
 06/17

Project Name:	SR 9/I-95 Interchanges from SW 10 th Street to Hillsboro Boulevard		
FM#:	436964-1-22-02	ETDM#:	14244
Project Review Date:	1/24/2018	FAP#:	TBD
FDOT District:	4		
County(ies):	Broward		

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:
 Project Description including Section 4(f) Specific Information:
 This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

There are five resources that occur near or alongside the proposed project area, specifically near the NW 10th Street Interchange. Four of the five resources appear to be Section 4(f) resources, and the fifth (the teen center) does not qualify as a resource. No Section 4(f) use is proposed to all five areas because no right of way will be required from these resources. All are located a distance from the project alternatives; access to all properties will be maintained during construction. See enclosed maps showing each resource in relationship to the proposed project.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered.

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: The Willie James Linear Park comprises 2025 feet of a concrete parkway located on the south side of SW 10th Street. It is a walking pathway which starts east of Mayo Howard Park and ends just west of Dixie Highway.

Criteria of Selected Property Type(s):

- Public Parks and Recreation Areas**
 - Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
 - Must be open to the public during normal hours of operation
 - The major purpose must be for park or recreation activities

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

- Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

Wildlife and Waterfowl Refuge

- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;
- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species**;
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form
No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

2,025 Linear Feet, See Map.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Who/what organization owns/manages the property?

The City of Deerfield Beach owns and manages the property.

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

The primary function is for recreation.

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

The following is a listing of facilities on the property:

Walking path which comprises a concrete pathway approximately 2,025 Linear Feet.

What is the function of/or the available activities on the property?

walking, hiking, bicycling.

Access and Usage of the property by the Public:

The City has no information on usage. Access to this facility is by pedestrians through SW 10th Street.

Relationship to other similarly used lands/facilities in the vicinity:

This pathway is similar to the pathway within Tivoli Sand Preserve and Mayo Howard Park.

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

None

Describe project activities that could potentially "use" the resource:

None

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

N/A

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

See enclosed map; there will be no Section 4(f) use by the proposed project because there will be no right of way acquisition of the linear park, and access to the pathway will be maintained throughout the construction of the project.

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
08/17

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

See enclosed map; there will be no Section 4(f) use by the proposed project. In addition, access to the facility will be maintained during construction.

Supporting Documentation


The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
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3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (include criterion of eligibility) or a Historic District if applicable.

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Signature:  : 1/24/2018
 Preparer Date

Signature:  2/22/2018
 Environmental Manager, or designee Date
Click here to order a date...

OEM
 Concurrence:  3/8/2018

Signature:  3/9/18
 Director of OEM, or designee Date
Click here to order a date...



LEGEND:

- BRIDGE
- ROADWAY
- SHOULDER
- SIDEWALK
- SOD
- R/W
- LIMITED ACCESS R/W

**Reverend Willie James
Ford Linear Park
500 SW 10th Street
Owned and Managed by
City of Deerfield Beach**

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
 Environmental
 Management
 06/17

Project Name:	SR 9/I-95 Interchanges from SW 10 th Street to Hillsboro Boulevard		
FM#:	436964-1-22-02	ETDM#:	14244
Project Review Date:	1/24/2018	FAP#:	TBD
FDOT District:	4		
County(ies):	Broward		

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

Project Description including Section 4(f) Specific Information:

This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

There are five resources that occur near or alongside the proposed project area, specifically near the NW 10th Street Interchange. Four of the five resources appear to be Section 4(f) resources, and the fifth (the teen center) does not qualify as a resource. No Section 4(f) use is proposed to all five areas because no right of way will be required from these resources. All are located a distance from the project alternatives; access to all properties will be maintained during construction. See enclosed maps showing each resource in relationship to the proposed project.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered.

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: The Teen Center is a recreational facility and open green space which offers youth ages 13-18 a place to participate in various programs including technology, field trips, garden club, and radio controlled cars etc. The center has limited access to the public because it is only open to members of the center.

Criteria of Selected Property Type(s):

- Public Parks and Recreation Areas**
 - Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
 - Must be open to the public during normal hours of operation
 - The major purpose must be for park or recreation activities
 - Must be designated or function as a significant park or recreational area.
 - Applies to the entire park or recreation area not just a specific feature

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Wildlife and Waterfowl Refuge

- Must be publicly owned which refers to ownership by local, state or federal government;
 - Ownership can also include permanent easements and long-term lease agreements;
- Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species;**
- The major purpose must be for wildlife and waterfowl refuges;
- Must be designated or function as a significant as a wildlife and waterfowl refuges; -
 - Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

- Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or
- If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

[Redacted]

Who/what organization owns/manages the property?

[Redacted]

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

What is the function of/or the available activities on the property?

Access and Usage of the property by the Public:

Relationship to other similarly used lands/facilities in the vicinity:

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

Describe project activities that could potentially "use" the resource:

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

Select the level of Section 4(f) evaluation: Choose an Item

Reason the selected level is appropriate:

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.
3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (*include criterion of eligibility*) or a Historic District if applicable.

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Signature: Christi L. Schubert : 1/24/2018
 Preparer Date

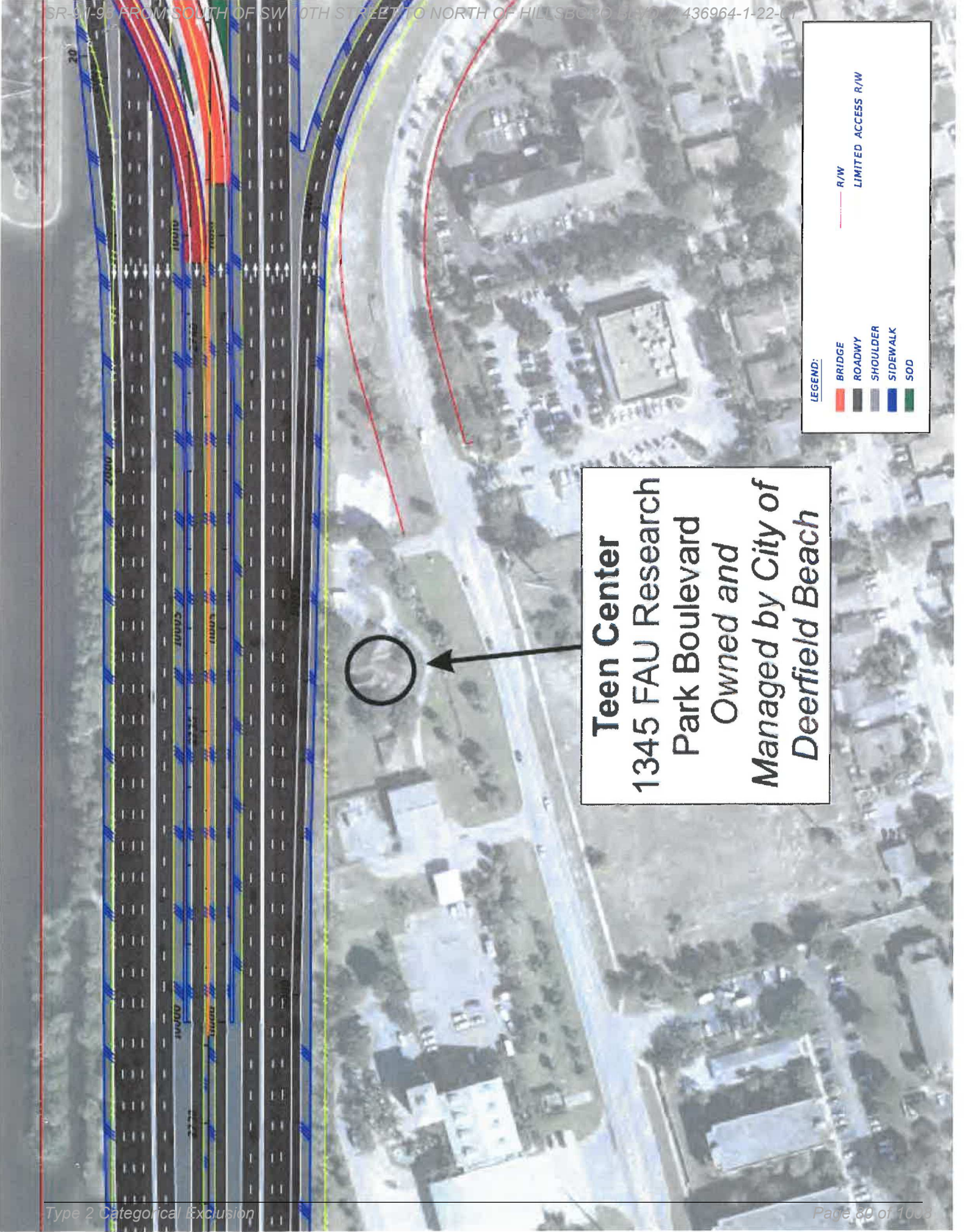
FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

Signature: Ann Broadwell 2/22/2018
Environmental Manager, or designee Click here to enter a date.
Date

OEM
Concurrence: [Signature] 3/8/2018

Signature: [Signature] 3/8/18 Click here to enter a date.
Director of OEM, or designee Date



LEGEND:

- BRIDGE
- ROADWAY
- SHOULDER
- SIDEWALK
- SOD
- R/W
- LIMITED ACCESS R/W

Teen Center
1345 FAU Research
Park Boulevard
Owned and
Managed by City of
Deerfield Beach

SECTION 4(F) DETERMINATION OF APPLICABILITY

Environmental Management
06/17

<p>Project Name: SR 9/I-95 Interchanges from SW 10th Street to Hillsboro Boulevard _____</p> <p>FM#: 436964-1-22-02 ETDM#: 14244 FAP#: TBD</p> <p>Project Review <u>1/24/2018</u> Date:</p> <p>FDOT District: <u>4</u></p> <p>County(ies): Broward</p>

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

<p align="center">Project Description including Section 4(f) Specific Information:</p> <p>Project Description including Section 4(f) Specific Information: This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.</p> <p>There are five resources that occur near or alongside the proposed project area, specifically near the NW 10th Street Interchange. Four of the five resources appear to be Section 4(f) resources, and the fifth (the teen center) does not qualify as a resource. No Section 4(f) use is proposed to all five areas because no right of way will be required from these resources. All are located a distance from the project alternatives; access to all properties will be maintained during construction. See enclosed maps showing each resource in relationship to the proposed project.</p> <p>This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered.</p>

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: Tivoli Sand Preserve is a natural area which provides a walking path and pavilion with benches for passive recreation. The site is a sand pine habitat for several flora and fauna.

Criteria of Selected Property Type(s):

- Public Parks and Recreation Areas** Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements Must be open to the public during normal hours of operation The major purpose must be for

SECTION 4(F) DETERMINATION OF APPLICABILITY

Environmental Management
06/17

park or recreation activities Must be designated or function as a significant park or recreational area.

+ Applies to the entire park or recreation area not just a specific feature

Wildlife and Waterfowl Refuge Must be publicly owned which refers to ownership by local, state or federal government;

+ Ownership can also include permanent easements and long-term lease agreements;

Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species**; The major purpose must be for wildlife and waterfowl refuges; Must be designated or function as a significant as a wildlife and waterfowl refuges; -

+ Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

22.23 acres

SECTION 4(F) DETERMINATION OF APPLICABILITY

Environmental Management
08/17

Who/what organization owns/manages the property?

The City of Deerfield Beach owns and manages the property.

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

The primary function is to provide a pineland scrub habitat for fauna and flora and to provide passive recreation including hiking.

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

The following is a listing of facilities on the property:

Walking path which comprises a concrete pathway approximately 5200 Linear Feet that circles around the site

Pavilion with benches

Parking lot

Interpretive signage along pathway

What is the function of/or the available activities on the property?

Hiking; this is also a nature preserve which provides gopher tortoise habitat

Access and Usage of the property by the Public:

The City has no information on usage. Access to this facility is by pedestrians and/or automobile through SW 10th Street.

Relationship to other similarly used lands/facilities in the vicinity:

There is no other facility that is similar to this park.

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain:

This site provides pineland scrub habitat for several types of flora and fauna.

Describe project activities that could potentially "use" the resource: None

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

N/A

Based on the above information the recommended level of Section 4(f) evaluation for this property is: Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

See enclosed map; there will be no Section 4(f) use by the proposed project because there will be no right of way acquisition of the Tivoli Sand Preserve and access to the resource will be maintained throughout the construction of the project.

Supporting Documentation

SECTION 4(F) DETERMINATION OF APPLICABILITY

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-050-45
Environmental
Management
06/17

3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (include criterion of eligibility) or a Historic District if applicable.

Signatures

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Signature: Christi Pritchard : 1/24/2018
Preparer Date

Signature: Ann Broadwell 2/22/2018
Environmental Manager, or designee Click here to enter a date.
Date

OEM
Concurrence: R.D.H. 3/8/2018

Signature: [Signature] 5/9/18 Click here to enter a date.
Director of OEM, or designee Date

LEGEND:

- BRIDGE
- ROADWAY
- SHOULDER
- SIDEWALK
- SOD
- R/W
- LIMITED ACCESS R/W

Tivoli Sand Pine Preserve
SW 10th Street / 3rd Avenue
Owned by Broward County /
City of Deerfield Beach
Managed by City of Deerfield
Beach

**Reverend Willie James
Ford Linear Park**
500 SW 10th Street
Owned and Managed by
City of Deerfield Beach

SECTION 4(F) DETERMINATION OF APPLICABILITY

Environmental Management
08/17

<p>Project Name: SR 9/1-95 Interchanges from SW 10th Street to Hillsboro Boulevard _____</p> <p>FM#: 436964-1-22-02 _____ ETDM#: 14244 _____ FAP#: TBD _____</p> <p>Project Review Date: <u>1/24/2018</u></p> <p>FDOT District: 4</p> <p>County(ies): Broward</p>

A DOA IS REQUIRED FOR EACH SECTION 4(f) PROPERTY AND PROPOSED ALTERNATIVE.

Project Description including Section 4(f) Specific Information:

Project Description including Section 4(f) Specific Information:
 This project proposes improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange (a distance of approximately 1.8 miles not including the length of the ramps). The project also proposes improvements along both SW 10th Street and Hillsboro Boulevard in the vicinity of I-95. The logical termini along SW 10th Street extends from just west of Military Trail east to SW Natura Boulevard, a distance of approximately 0.95 miles. Along Hillsboro Boulevard the improvements extend for approximately 0.97 miles from Goolsby Boulevard east to SW Natura Boulevard.

There are five resources that occur near or alongside the proposed project area, specifically near the NW 10th Street Interchange. Four of the five resources appear to be Section 4(f) resources, and the fifth (the teen center) does not qualify as a resource. No Section 4(f) use is proposed to all five areas because no right of way will be required from these resources. All are located a distance from the project alternatives; access to all properties will be maintained during construction. See enclosed maps showing each resource in relationship to the proposed project.

This project will provide two express lanes in each direction on I-95 mainline between SW 10th Street and Hillsboro Boulevard and will evaluate potential modifications to the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges. Alternatives will also be developed at SW 10th Street to provide direct connect ramps to the I-95 Express lanes. Replacement of the existing SW 10th Street bridge over I-95, and the provision of a grade separation at SW 10th Street and South Military Trail; and at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard located 1900 feet west of the existing interchange will also be considered.

Type of Property

Check all that apply:

- Public Parks and Recreation Areas
- Wildlife and Waterfowl Refuges
- Historic Sites

Description of Property: The McKeithen Recreational Complex is a 22.38 acre recreational area that includes a community center, recreation building and auditorium, basketball court, baseball fields, multi-purpose field, gymnasium, and concession stands. It is open to the general public.

Criteria of Selected Property Type(s):

- Public Parks and Recreation Areas**
 - Must be publicly owned which refers to ownership by local, state or federal government
 - Ownership can also include permanent easements and long-term lease agreements
 - Must be open to the public during normal hours of operation
 - The major purpose must be for

SECTION 4(F) DETERMINATION OF APPLICABILITY

Environmental Management
06/17

park or recreation activities ○ Must be designated or function as a significant park or recreational area.

+ Applies to the entire park or recreation area not just a specific feature

Wildlife and Waterfowl Refuge ○ Must be publicly owned which refers to ownership by local, state or federal government;

+ Ownership can also include permanent easements and long-term lease agreements;

○ Must be open to the public but **refuges are able to restrict access for the protection of refuge habitat and species**; ○ The major purpose must be for wildlife and waterfowl refuges; ○ Must be designated or function as a significant as a wildlife and waterfowl refuges; -

+ Applies to the entire wildlife and waterfowl refuges not just a specific feature

Historic Sites- includes historic buildings, historic transportation facilities, archeological sites, traditional cultural places, historic & archeological districts and historic trails.

○ Must be of national, state or local significance and it must be eligible for listing or is listed on the National Register of Historic Places (NRHP); or ○ If a site is determined not to be eligible OEM may determine that the application of Section 4(f) is otherwise appropriate when an official (such as the Mayor, president of a local historic society) provides information to support that the historic site is of local importance.

Does the identified resource meet all of the criteria for the selected property type?

Yes, continue to complete the form

No, STOP Section 4(f) does not apply

Identify the Official(s) with Jurisdiction (OWJ) contacted: City of Deerfield Beach

Date correspondence sent to the OWJ: 9/20/2017

Has the Official(s) with Jurisdiction (OWJ) responded?

Yes No

Has the 30 day response period passed since the initial OWJ correspondence was sent?

Yes No

Please answer the questions below about the resource:

Note: A potential source for this information can include the property management plan, resource website and/or communications with the OWJ (be sure to document these communications in writing).

What is the size and location of the property (include a map of the resource)?

22.38 Acres

SECTION 4(F) DETERMINATION OF APPLICABILITY

Environmental Management
06/17

Who/what organization owns/manages the property?

The City of Deerfield Beach owns and manages the property.

What is the primary function (activities, features and attributes) within the meaning of Section 4(f) of the facility or property?

The primary function is for recreation.

Please describe the location of available appurtenances and facilities (e.g. tennis courts, pools, shelter houses, sports fields, beaches) on the property:

The following is a listing of facilities within the property:

Johnny Tigner Community Center

Recreation building & auditorium (capacity 180)

Dr. Leo J. Robb, Jr. Gymnasium (capacity 450)

Wardell Chance Field

Concession area & Meeting room & restrooms

(Bleachers: 2 large sets & 2 small sets)

1 Score Board

Playground

Basketball Court (outdoor)

Lincoln McThay Complex @ (OMRC) Little League Field with lights, 2 sets of metal bleachers, 1 Practice field with two sets of metal benches

1 Multi-purpose Field with lights, baseball field w/dugout & 1 set of metal bleachers

Lincoln McThay Complex

Field #1 Little League Field with lights, 2 metal bleachers, 2 long metal benches in each dugout

Field #2 Practice field with 2 sets of metal benches

Field #3 Multi-purpose Field with lights, baseball field w/dugout & 2 bleachers & 2 metal benches in each dugout, 3 recyclable benches, 5 concrete benches

What is the function of/or the available activities on the property?

Children's activities, walking/hiking, football, basketball. baseball, indoor game room with table and quiet games, pool, table tennis, foosball and playstation video games.

Access and Usage of the property by the Public:

Access to the facility is for both pedestrians and automobiles from SW Natura Boulevard or from MLK Jr Avenue. The City does not have information on usage of the Recreation Center.

Relationship to other similarly used lands/facilities in the vicinity:

No other park facility that is similar to this park.

Are there any unusual characteristics of the property that either limit or enhance the value of the resource? If so please explain: None

SECTION 4(F) DETERMINATION OF APPLICABILITY

Environmental Management
06/17

Describe project activities that could potentially “use” the resource: None

If applicable, give a general description of the history of the Historic Site, Archaeological Site or Historic District:

N/A

Based on the above information the recommended level of Section 4(f) evaluation for this property is:

FLORIDA DEPARTMENT OF TRANSPORTATION
SECTION 4(F) DETERMINATION OF APPLICABILITY

650-053-45
Environmental
Management
08/17

Select the level of Section 4(f) evaluation: No Use

Reason the selected level is appropriate:

See enclosed map, there will be no Section 4(f) use by the proposed project. In addition, access to the facility will be maintained during construction.

Supporting Documentation

The following items **must** be attached to this form:

1. A map of the resource based on the guidelines in the PD&E Manual Part 2, Chapter 7, including the proposed alternative being evaluated.
2. Statement of Significance from OWJ or FDOT's presumption of significance.
3. Determination of Eligibility or Listing in the National Register of Historic Places, Archaeological Site (include criterion of eligibility) or a Historic District if applicable.

Signatures

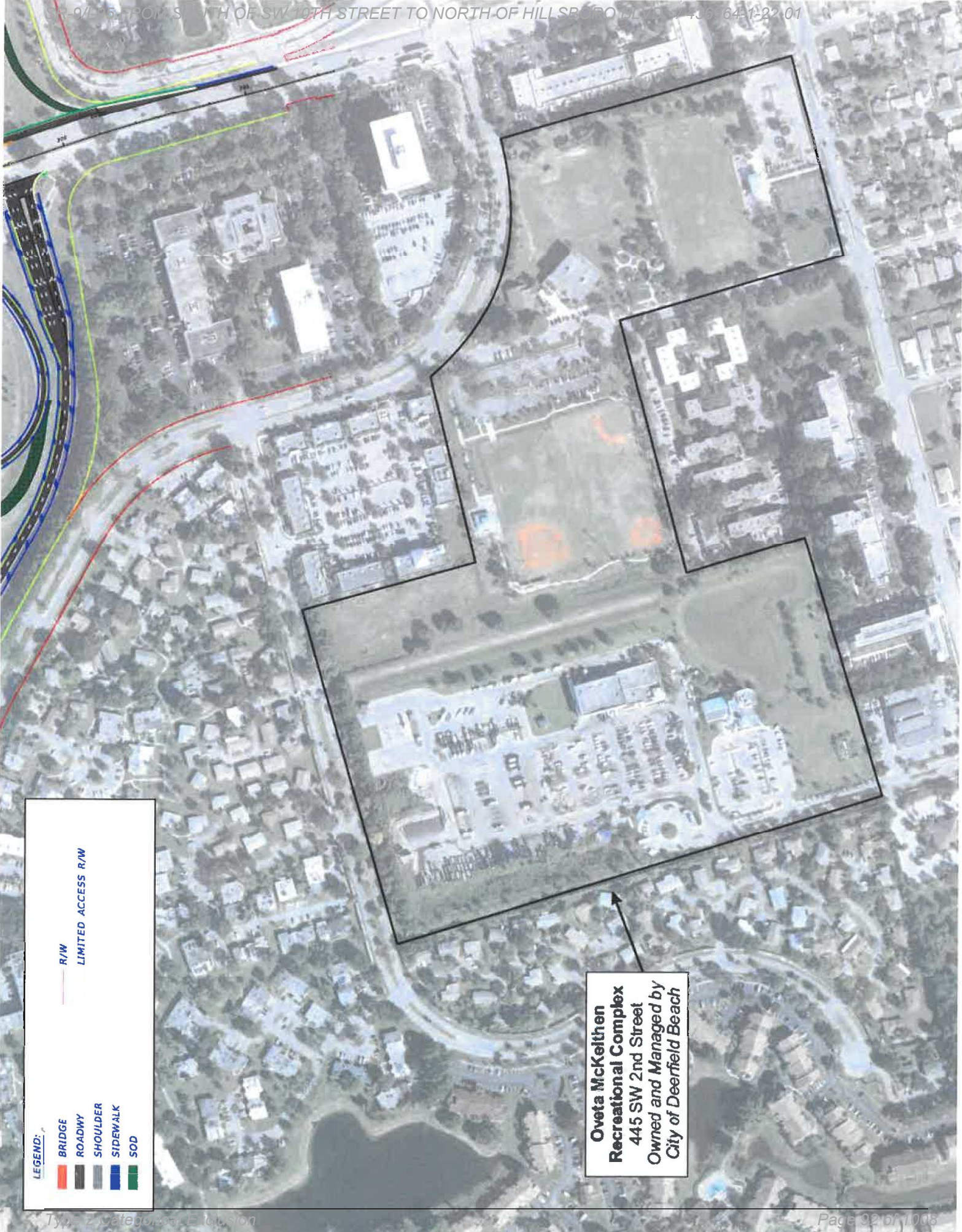
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Signature: Christin Pughland : 1/24/2018
Preparer Date

Signature: Ann Broadwell : 2/22/2018
Environmental Manager, or designee Date

OEM
Concurrence: [Signature] 3/8/2018

Signature: [Signature] 3/9/18 : Click here to e-sign (if applicable)
Director of OEM, or designee Date



LEGEND:

	R/W
	LIMITED ACCESS R/W
	BRIDGE
	ROADWAY
	SHOULDER
	SIDEWALK
	SOD

**Oveta McKeithen
Recreational Complex
445 SW 2nd Street
Owned and Managed by
City of Deerfield Beach**

Natural Resources Appendix

Contents:

Species Concurrence Letter - USFWS Concurrence

Individual Surface Water Locations

Sole Source Aquifer EPA Concurrence Letter

Floodplains Map



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial
Fort Lauderdale, FL 33309

December 5,




U.S. Fish and Wildlife Service
1339 20th Street
Vero Beach, Florida 32960
772-562-3909 Fax 772-562-4288

FWS Log No. 04EF2000-2015-I-0322
2015-CPA-0417

The U.S. Fish and Wildlife Service has reviewed the information provided and finds that the proposed action is not likely to adversely affect any federally listed species or designated critical habitat protected by the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et. seq.). A record of this consultation is on file at the South Florida Ecological Service Office.

This fulfills the requirements of section 7 of the Act and further action is not required. If modifications are made to the project, if additional information involving potential effects to listed species becomes available, or if a new species is listed, reinitiation of consultation may be necessary.


Roxanna Hinzman, Field Supervisor 2/22/15
Date

Via Electronic Mail

Roxanna Hinzman
Field Supervisor
South Florida Ecological Services Office
US Fish and Wildlife Service
1339 20th Street
Vero Beach, FL 32960

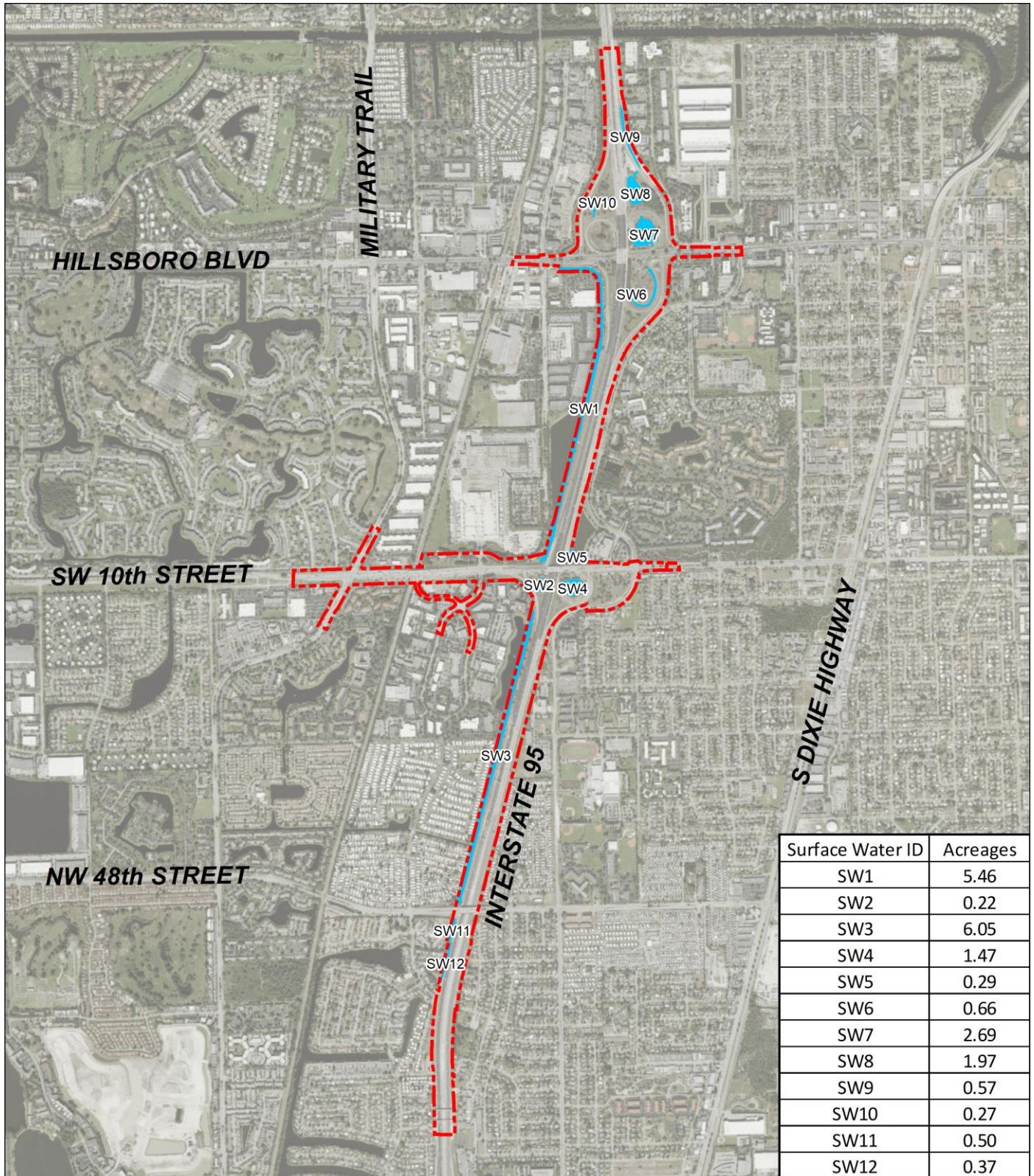
Attn: John Wrublik

Subject: ESA Section 7 Consultation/Concurrence Request Letter
Project Name: State Road 9 / Interstate 95
From South of SW 10th Street to North of Hillsboro Boulevard
Financial Management No.: 436964-1-22-02
Federal Aid Project No.: 0202-054-P
ETDM No.: 14244
County: Broward

Dear John:

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment Study (PD&E) for the referenced project. The project extends along I-95 from just south of SW 10th Street (MP 22.00) to just north of Hillsboro Boulevard (MP 25.10) and along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard. The entire project lies within the City of Deerfield Beach.

The PD&E Study evaluated improvements to the I-95 partial cloverleaf interchanges at SW 10th Street and Hillsboro Boulevard and along I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard. SW 10th Street provides a direct connection between I-95 and the Sawgrass Expressway. The study is also evaluating improvements along both SW 10th Street and Hillsboro Boulevard near I-95. Additionally, this study evaluates the potential modification of the existing merge and diverge ramp areas at the SW 10th Street and Hillsboro Boulevard interchanges, considers the replacement of the existing SW 10th Street bridge over I-95 and provisions of a grade separation at the existing at-grade CSX Railroad crossing at Hillsboro Boulevard. This project connects into the State Road 869 / SW 10th Street Connector Project to the west along SW 10th Street (FM#



Surface Water ID	Acreages
SW1	5.46
SW2	0.22
SW3	6.05
SW4	1.47
SW5	0.29
SW6	0.66
SW7	2.69
SW8	1.97
SW9	0.57
SW10	0.27
SW11	0.50
SW12	0.37

MAP SOURCE: ESRI
 DATA SOURCE: AECOM 2020

Legend

- Preferred Build Alternative
- Surface Waters

**Individual Surface Water Location
 I-95 from SW 10th St to Hillsboro Blvd
 PD&E Study
 Preferred Build Alternative**

Date: 4/14/2021

0 600 1,200 2,400
 Feet



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

MAY 20 2019

Ms. Ann Broadwell
Environmental Administrator
Florida Department of Transportation – District 4
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Subject: Sole Source Aquifer Review for the FDOT, District 4 - Project Development and Environment (PD&E) study along I-95 from SW 10th Street to Hillsboro Boulevard in the City of Deerfield Beach, Broward County, Florida – FM No. 436964-1-22-01; Federal Aid Project Number: 0202-054-P

Dear Ms. Broadwell:

The U.S. Environmental Protection Agency (EPA) Region 4, received your January 4, 2019 request to assess the above referenced projects and we reviewed it pursuant to Section 1424(e) of the Safe Drinking Water Act. The assessment is to determine if the project lies within the boundaries (recharge and streamflow source zones) of an EPA designated Sole Source Aquifer (SSA); and to determine if the project poses potential, adverse health or environmental impacts. A SSA is the sole or principal water source for a designated area. If the aquifer is contaminated, there would be a significant hazard to public health and an economic burden for those using the aquifer as a drinking water source.

The project has been determined to lie **inside** the designated boundaries of the Biscayne Aquifer and based on the information provided, is not expected to cause a significant impact to the aquifer system. However, it is requested that all debris from any demolition of the existing structures are properly contained and removed from the site prior to construction of the new structure. If applicable, all county flood plain management plans and public notification processes should be followed. During construction, it is the EPA's understanding and expectation that those responsible for the project will strictly adhere to all Federal, State and local government permits, ordinances, planning designs, construction codes, operation & maintenance requirements, and engineering as well as any contaminant mitigation recommendations outlined by Federal and State agency reviews. All best management practices for erosion and sedimentation control should be followed. State and County environmental offices should be contacted to address proper drainage and storm water designs. Additionally, the project manager should contact State and local environmental officials to obtain a copy of any local Wellhead Protection Plans. <http://www.dep.state.fl.us/swapp/Default.htm>

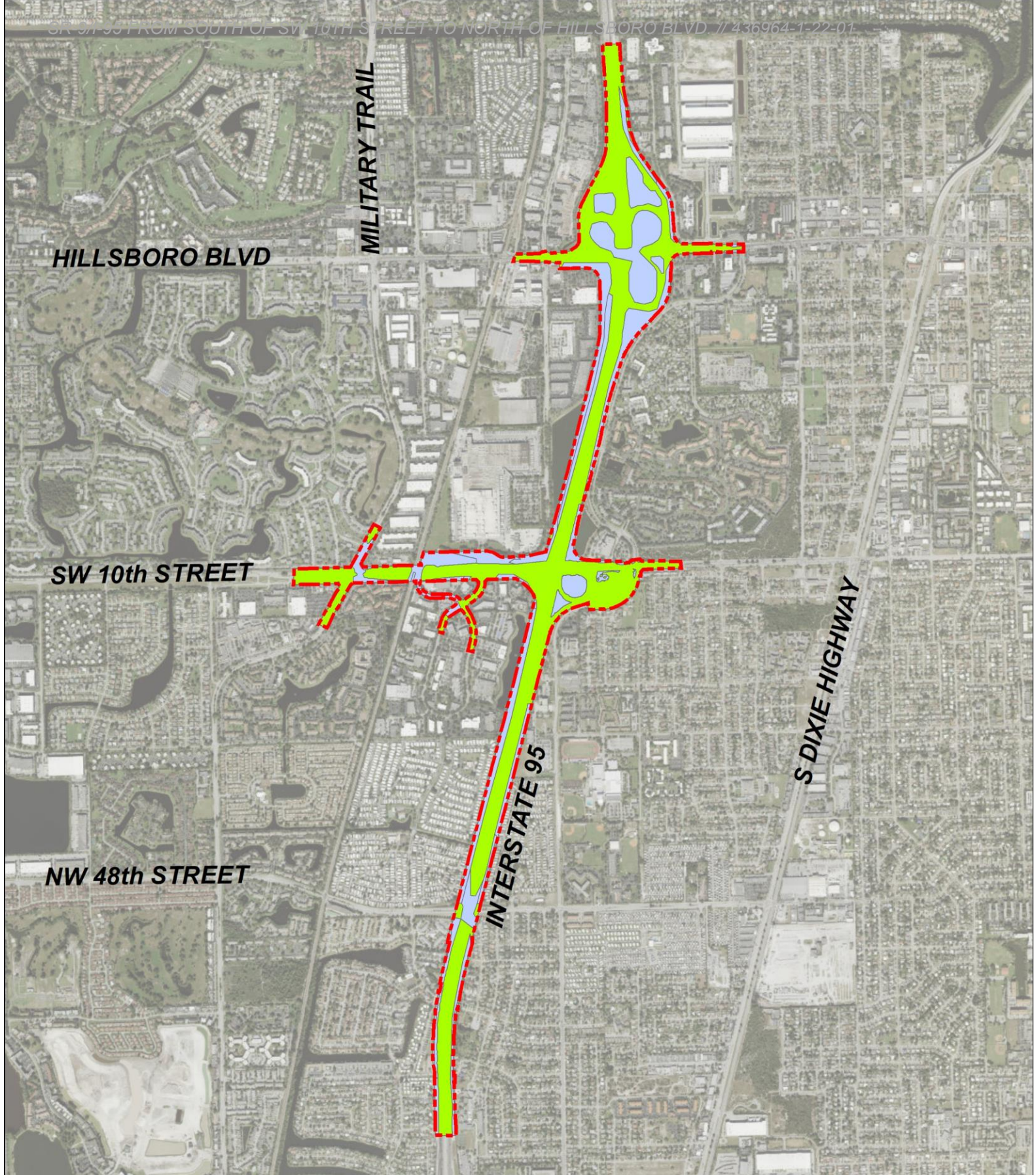
Please note that this “no significant impact” finding has been determined based on the information provided and under Section 1424(e) of the Safe Drinking Water Act only. If there are any significant changes to the project, it is requested that the EPA Region 4 office be notified for further review. Other regulatory groups within the EPA responsible for administering other programs may, at their own discretion and under separate cover, provide additional comments

Thank you for your concern with the environmental impacts of this project. If you have any questions, please contact Mr. Larry Cole at 404-562-9474 or cole.larry@epa.gov or Mr. Khurram Rafi at 404-562-9283 or rafi.khurram@epa.gov.

Sincerely,






Tara L. Houda
Lieutenant Commander, U.S. Public Health Service
Acting Chief, Ground Water/UIC & GIS Section
Safe Drinking Water Branch



MAP SOURCE: ESRI
 DATA SOURCE: FEMA 2020

FEMA Floodplains
I-95 from SW 10th St to Hillsboro Blvd
PD&E Study
Preferred Build Alternative

Legend

-  Preferred Build Alternative
-  100-Year Floodplain
-  Type 2 Categorical Exclusion Outside Floodplain

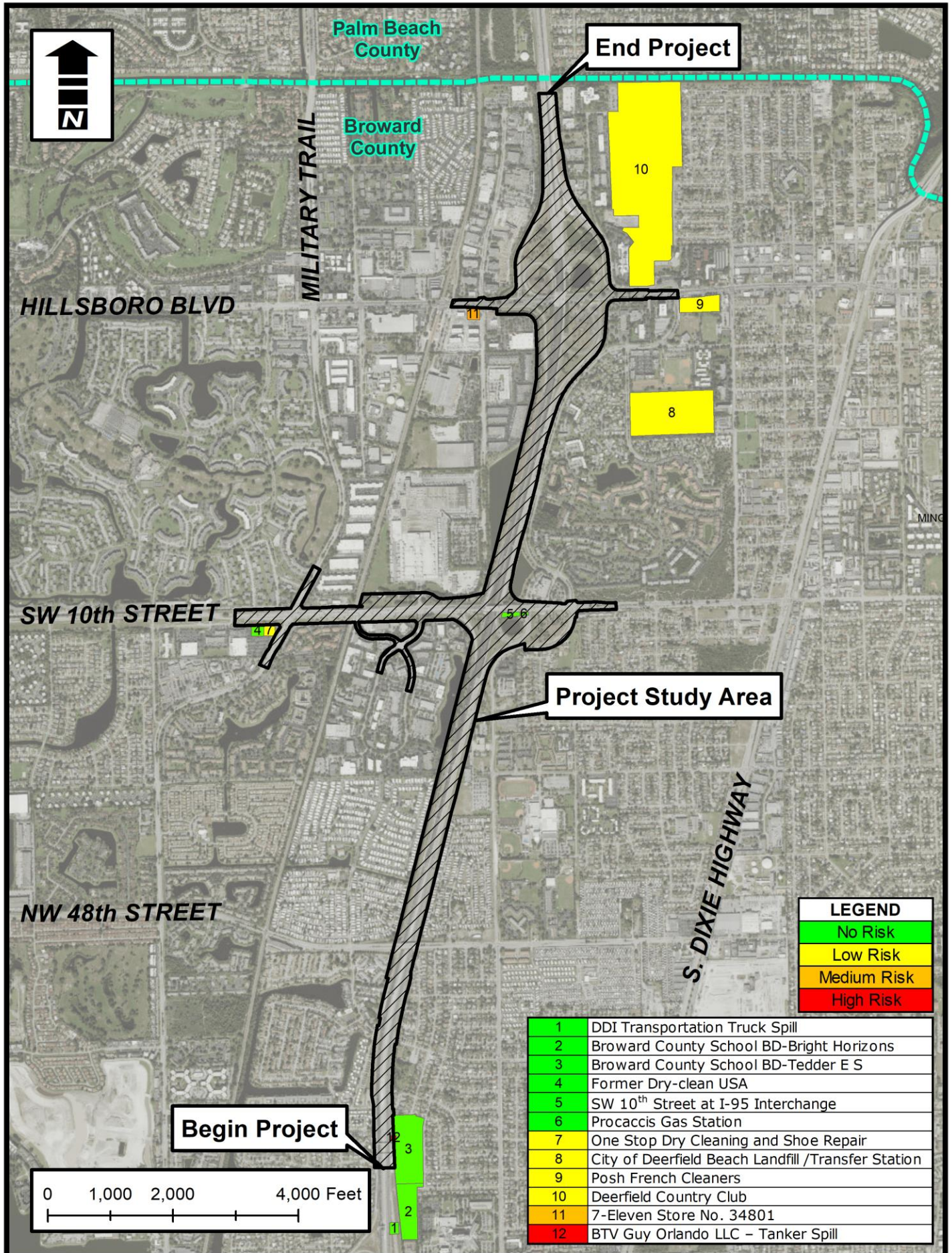
Date: 6/7/2021



Physical Resources Appendix

Contents:

Potential Contamination Site Map



LEGEND	
	No Risk
	Low Risk
	Medium Risk
	High Risk

1	DDI Transportation Truck Spill
2	Broward County School BD-Bright Horizons
3	Broward County School BD-Tedder E S
4	Former Dry-clean USA
5	SW 10 th Street at I-95 Interchange
6	Procaccis Gas Station
7	One Stop Dry Cleaning and Shoe Repair
8	City of Deerfield Beach Landfill /Transfer Station
9	Posh French Cleaners
10	Deerfield Country Club
11	7-Eleven Store No. 34801
12	BTV Guy Orlando LLC - Tanker Spill

Public Involvement Appendix

Contents:

Public Hearing Certification - Virtual 3C
Public Hearing Certification - Virtual 1A
Public Hearing Certification - Virtual 3B
Public Hearing Certification - Virtual 2B
Public Hearing Certification - Virtual 2A
Public Hearing Certification - Virtual 3A
Public Hearing Certification - Virtual 1B
Public Hearing Certification - Virtual 2C
Public Hearing Certification - Virtual 1C
Public Hearing Certification - In-Person 1A-1D
Public Hearing Transcript - Virtual 1A
Public Hearing Transcript - Virtual 1B
Public Hearing Transcript - Virtual 1C
Public Hearing Transcript - Virtual 2A
Public Hearing Transcript - Virtual 2B
Public Hearing Transcript - Virtual 2C
Public Hearing Transcript - Virtual 3A
Public Hearing Transcript - Virtual 3B
Public Hearing Transcript - Virtual 3C
Public Hearing Transcript - In-Person 1A-1D
Public Involvement Summary Report

PUBLIC HEARING CERTIFICATION

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Project Development and Environment (PD&E) Study

from SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Broward County, Florida

Financial Management No.: 436964-1-22-01

I certify that a public hearing was conducted on 10/14/2020, beginning at 06:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Cesar Martinez

(Name)

June 18, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 18, 2021 8:40:21 AM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(3C\)-2021-0610.pdf](#)

PUBLIC HEARING CERTIFICATION

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Project Development and Environment (PD&E) Study

from SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

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Ann Broadwell

(Name)

June 11, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 11, 2021 1:13:08 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(1A\)-2021-0503.pdf](#)

PUBLIC HEARING CERTIFICATION

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Project Development and Environment (PD&E) Study

from SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Broward County, Florida

Financial Management No.: 436964-1-22-01

I certify that a public hearing was conducted on 10/14/2020, beginning at 02:30 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Cesar Martinez

(Name)

June 18, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 18, 2021 8:41:05 AM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(3B\)-2021-0610.pdf](#)

PUBLIC HEARING CERTIFICATION

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Project Development and Environment (PD&E) Study

from SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Broward County, Florida

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Cesar Martinez

(Name)

June 18, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 18, 2021 8:42:37 AM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(2B\)-2021-0610.pdf](#)

PUBLIC HEARING CERTIFICATION

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

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Broward County, Florida

Financial Management No.: 436964-1-22-01

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Ann Broadwell

(Name)

June 11, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 11, 2021 1:13:58 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

- 1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(2A\)-2021-0610.pdf](#)

PUBLIC HEARING CERTIFICATION

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Project Development and Environment (PD&E) Study

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Broward County, Florida

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Cesar Martinez

(Name)

June 18, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 18, 2021 8:43:46 AM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(3A\)-2021-0610.pdf](#)

PUBLIC HEARING CERTIFICATION

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Project Development and Environment (PD&E) Study

from SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Broward County, Florida

Financial Management No.: 436964-1-22-01

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Ann Broadwell

(Name)

June 11, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 11, 2021 1:18:01 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(1B\)-2021-0610.pdf](#)

PUBLIC HEARING CERTIFICATION

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Project Development and Environment (PD&E) Study

from SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Broward County, Florida

Financial Management No.: 436964-1-22-01

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Cesar Martinez

(Name)

June 18, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 18, 2021 8:45:00 AM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(2C\)-2021-0610.pdf](#)

PUBLIC HEARING CERTIFICATION

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Project Development and Environment (PD&E) Study

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Broward County, Florida

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Ann Broadwell

(Name)

June 11, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 11, 2021 1:18:25 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-Virtual_Public_Hearing_Transcript_\(1C\)-2021-0610.pdf](#)

PUBLIC HEARING CERTIFICATION

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Project Development and Environment (PD&E) Study

from SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.

Broward County, Florida

Financial Management No.: 436964-1-22-01

I certify that a public hearing was conducted on 10/15/2020, beginning at 09:00 AM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Ann Broadwell

(Name)

June 11, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on June 11, 2021 1:19:36 PM EDT
(electronic signature on file)

Link to Public Hearing Transcript

1 - [43696412201-CE2-D4-43696412202-CE2-D4-In-Person-Public-Hearing-Transcript_2021-0405-2021-0610.pdf](#)



Virtual Public Hearing Transcript





Session 1A Opening

(10/12 / 11 a.m.)





8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date: Oct 15, 2020

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Transcripts:

File Name

[SW10thSession1BFormalCommentPeriod.mp4\(ID:60576\)](#)

[SW10thSession2CFormalCommentPeriod.mp4\(ID:60577\)](#)

[SW10thSession2BFormalCommentPeriod.mp4\(ID:60578\)](#)

[SW10thSession2BOpening.mp4\(ID:60579\)](#)

[SW10thSession1AOpening.mp4\(ID:60580\)](#)

Project ID 28430

[SW10thSession1BOpening.mp4\(ID:60581\)](#)

[SW10thSession1CFormalCommentPeriod.mp4\(ID:60582\)](#)

[SW10thSession2COpening.mp4\(ID:60583\)](#)

[SW10thSession2AOpening.mp4\(ID:60584\)](#)

[SW10thSession2AFormalCommentPeriod.mp4\(ID:60585\)](#)

[SW10thSession1AFormalCommentPeriod.mp4\(ID:60586\)](#)

[SW10thSession1COpening.mp4\(ID:60587\)](#)



Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
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John Krane: Good afternoon. The Florida Department of Transportation would like to welcome you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. My name is John Krane. I'm the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02. These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration signed on December 14th, 2016.

The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road as well as interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects. This time, we would like to recognize any federal, state, county, or city officials who may be present. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit your name in the chat box.

Do we have anybody who would like to be recognized?

Female Speaker: We do not have any at this time John. We may proceed.

John Krane: Thank you very much. We will now begin the presentation.

[End]



Pre-Recorded Public Hearing Presentation





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Miami, FL 33166
USA

Certificate of Authenticity

Date: October 13, 2020

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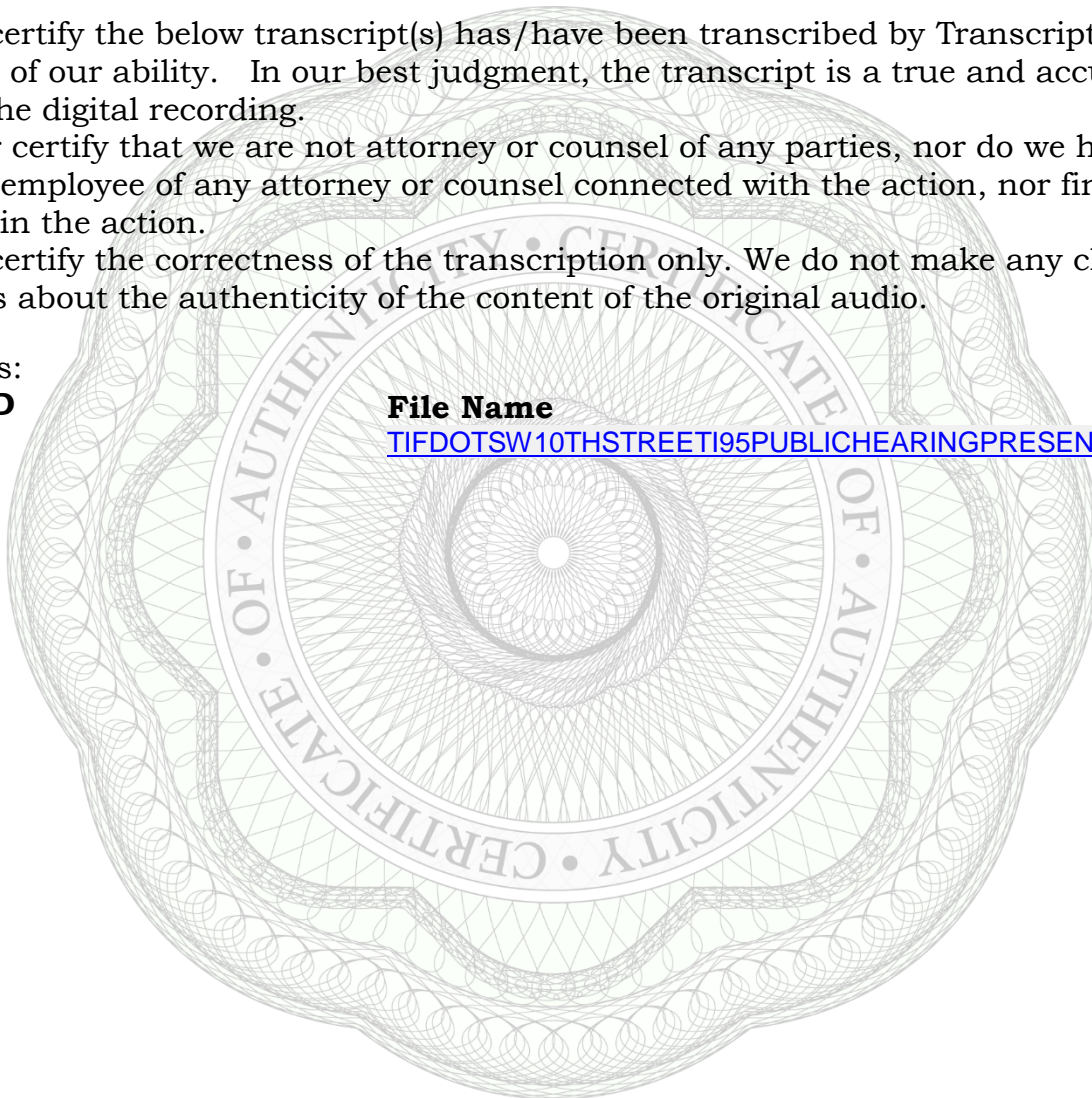
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Transcripts:

Project ID
60443

File Name

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Sign by: Jay Teng - Operations Manager

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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 1A Formal Comment Period

(10/12 / 11 a.m.)





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Miami, FL 33166
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Certificate of Authenticity

Date: Oct 15, 2020

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Transcripts:

File Name

[SW10thSession1BFormalCommentPeriod.mp4\(ID:60576\)](#)

[SW10thSession2CFormalCommentPeriod.mp4\(ID:60577\)](#)

[SW10thSession2BFormalCommentPeriod.mp4\(ID:60578\)](#)

[SW10thSession2BOpening.mp4\(ID:60579\)](#)

[SW10thSession1AOpening.mp4\(ID:60580\)](#)

Project ID 28430

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[SW10thSession2AOpening.mp4\(ID:60584\)](#)

[SW10thSession2AFormalCommentPeriod.mp4\(ID:60585\)](#)

[SW10thSession1AFormalCommentPeriod.mp4\(ID:60586\)](#)

[SW10thSession1COpening.mp4\(ID:60587\)](#)



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John: Anyone desiring to make a statement or present written views regarding the location, conceptual design, or social economic and environmental effects of the improvements will now have an opportunity to do so.

John: Written statements may be presented in lieu of or in addition to oral statements.

John: All written material received at this Public Hearing, and at the Florida Department of Transportation District office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309 and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing.

John: All written comments should be addressed to Robert Bostian. Comments may also be emailed to Robert at Robert dot Bostian at D-O-T dot state dot F and L dot U-S. That's R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S-- or submitted via the chat box during this hearing.

John: Comments submitted via the chat box will be included as part of the administrative record for this hearing unless otherwise noted chat box comments will not be read as part of the hearing proceedings. We will now call upon those who have their hands raised in the order that they were raised when your name is called, please unmute yourself and state your name and address before making your comment.

John: If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes, when you have 10 seconds remaining you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you have additional comments, you may make them after all other people have had an opportunity to comment.[pause]

John: We'll now turn it over to the moderator to call on those wishing to make a comment.

Moderator: Thank you, John. We are reviewing the attendee list now.[pause]

Moderator: Again as stated if you would like to submit a comment, please use the raise hand feature and we will acknowledge you, unmute you and allow you three minutes to provide your comment.

[silence]

Moderator: John I do not see any raised hands at this time. I just see one. Miss Ellen Kamhi?

Moderator: Would you like to submit a comment? If so, please raise your hand again?

Moderator: All right. I will unmute you now Miss Kamhi, please unmute yourself.

Ellen Kamhi: Thank you, when was--

Moderator: Miss Kamhi, If you will please state your name and address for the record.

Ellen: Ellen Kamhi. K-A-M-H-I 328 Newport V Century Village, Deerfield Beach.

[silence]

Moderator: Please State your comment.

Ellen: On one of the slides they had a comparison of different parameters depending on if it was uhm no build with ramps and without Powerline ramps in the choice of with Powerline ramps I would like to suggest that the column, not column, that goes across that list safety they used a green or blue dot.

Ellen: The legend showed there was yellow, orange, blue, and green dots and terms of positive outcomes. I would like to request that that safety button be changed because with the Powerline ramps there is less safety because of the increased decision-making that has to happen at every time uh the uhh turnoff comes up. So I'd like to have that button change to either uhm yellow or orange instead of blue or green.

Ellen: I'd uhm also wondering about the waterways within Century Village since they are not natural waterways, they're canals that have been in place for over 40 years and act as an environmental refuge for a lot of species including the wood stork. Uh that's not the-I'm wondering if that's gonna be considered in terms of the environmental impact since it's not a natural waterway and how will this project impact those waterways, like will the water be turned off during the project which would create disastrous uhm consequences for many species including the humans there.

Ellen: And umm that's all but I wanted to actually do we vote here in terms of our what- our choices because my first choice is still the no build option. My second choice would be without the Powerline Road ramps.

John: Thank you very much. Yes, this is the time for you to offer any comments that you wish, so if you have no other comments will go onto the next.

Ellen: Okay.

John: Thank you.

Moderator: I'll review the list John. One moment, please.

John: Alright.

Moderator: We do not have any additional hands raised, again If you would like to submit a comment we do ask that you use the raise hand feature and we will unmute you and allow you the opportunity to submit your comment.

[silence]

John: So does anybody else desire to speak?

[silence]

John: Moderator are there any hands raised?

Moderator: No, we do not have any additional has raised at this time.

John: Okay, thank you. A verbatim transcript of this hearings oral proceedings together with all written material received as part of the hearing r-record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office for public review upon request. Thank you for attending this Public Hearing and for providing your input into this project. It is now twelve fifty-nine. I hereby officially closed the public hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street north of Hillsboro Boulevard Project Development and Environment studies. Thank you again and have a good day.

[END]



Virtual Public Hearing Transcript





Session 1B Opening

(10/12 / 2:30 pm)





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Date: Oct 15, 2020

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[SW10thSession1COpening.mp4\(ID:60587\)](#)



Sign by: Jay Teng - Operations Manager
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John Krane: Good afternoon! Florida Department of Transportation welcomes you to the Public Hearing for Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. My name is John Krane and I'm the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02. These environmental studies have been conducted by FDOT District Four, in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration that was signed on December 14th, 2016. The FDOT Office of Environmental Management is the approving authority. The proposed improvements within the Southwest 10th Street corridor, include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road as well as interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects. This time, we would like to recognize any federal, state, county, or city officials, who may be present here today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit-submit your name in the chatbox. Moderator, do we have any hands raised?

Moderator: At this time we do not have any elected officials.

John: Thank you very much. We'll now begin with the formal presentation.

[END]

John Krane: Good evening. The Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard, Project Development and Environment studies. My name is John Krane. I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

These environmental studies have been conducted by FDOT District Four, in compliance with all applicable federal environmental laws, and pursuant to 23 United States Code, Section 327, and the implementing memorandum of understanding between FDOT and the Federal Highway Administration that was signed on December 14th, 2016.

The FDOT, Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road, as well as interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects.

At this time, we would like to recognize any federal, state, county, or city officials who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand, or submit your name in the chat box, and Walna will call on you. Walna, do you see any hands raised?

Walna: We do not have any hands raised at this time John; we may continue.

John: Excellent. So, we will now begin the formal presentation part of the hearing. Thank you.

[END]



Pre-Recorded Public Hearing Presentation





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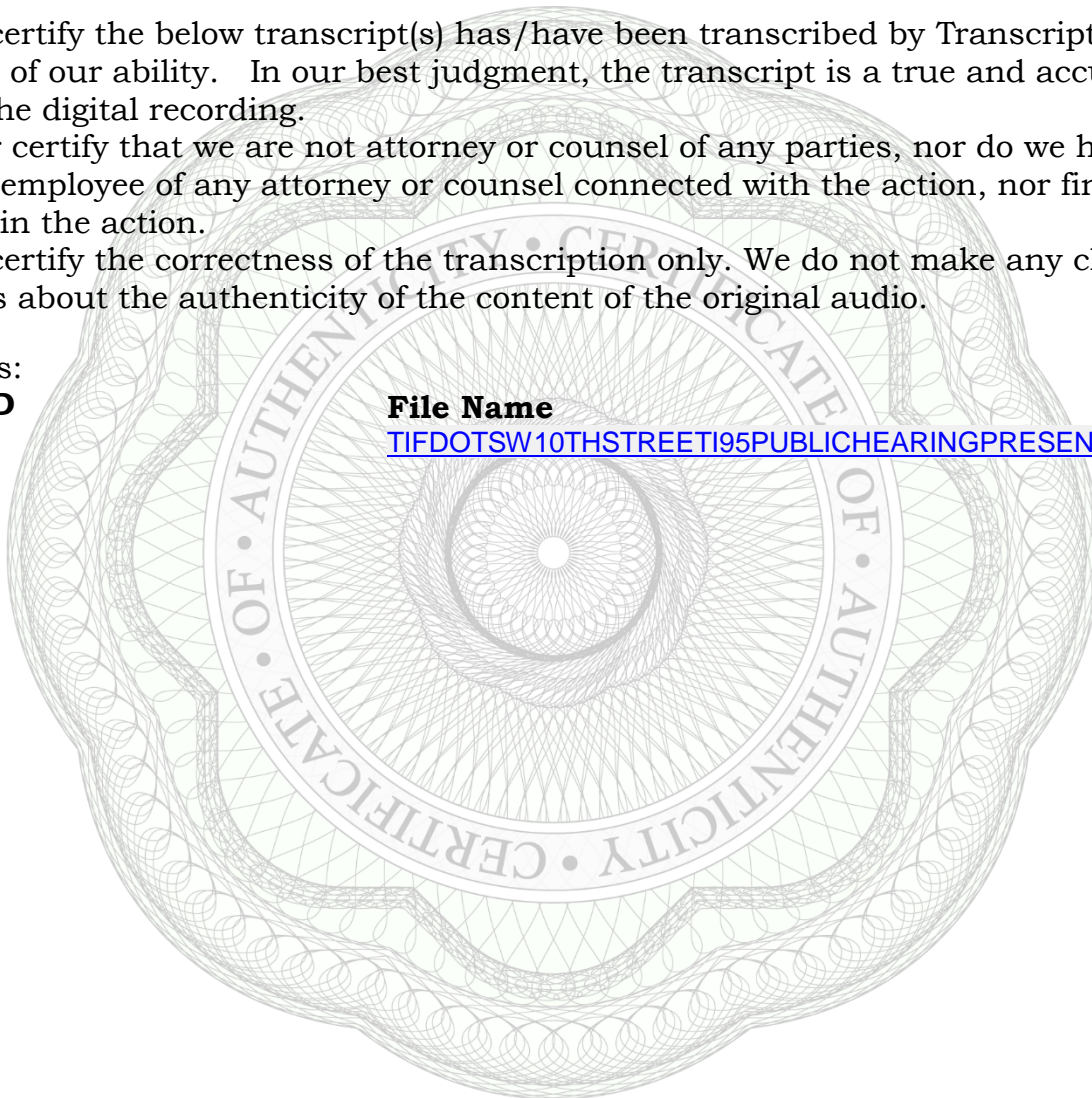
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Project ID
60443

File Name

[TIFDOTSW10THSTREETI95PUBLICHEARINGPRESENTATION.mp4](#)



Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 1B Formal Comment Period

(10/12 / 2:30 pm)





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Miami, FL 33166
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Certificate of Authenticity

Date: Oct 15, 2020

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Transcripts:

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[SW10thSession2BOpening.mp4\(ID:60579\)](#)

[SW10thSession1AOpening.mp4\(ID:60580\)](#)

Project ID 28430

[SW10thSession1BOpening.mp4\(ID:60581\)](#)

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[SW10thSession2COpening.mp4\(ID:60583\)](#)

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Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
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Male speaker: I just want to make, uh, a quick, uh, mention that if anyone had, uh, any problems during the presentation, uh, these presentations will be, uh, upon, uh, the website uh, so you can go back and listen to it if there was a piece that you missed to make that comment, uh, probably in the couple of days. um, so anyone at these point desiring to make a statement or present written views regarding the location, conceptual design, or socio-economic and environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of or in addition to oral statements. All written material received at this Public Hearing and at the floor of the Department of Transportation District Office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309 and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Robert Bostian. Comments may also be e-mailed to Robert at robert dot bostian at dot state dot fl dot us dot. That is R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S or submitted via the chatbox during the hearing. Comments submitted via the chatbox will be included as part of the administrative record for this hearing. Unless otherwise noted chatbox comments will not be read as part of the hearing proceedings.

Male speaker: We will now call on those who have their hands raised in the order that they were raised. When your name is called, please unmute yourself and state your name and address before making your comment. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes. When you have ten seconds remaining, you will hear a series of chimes. When you hear those chimes, please wrap up your comment. If you have additional comments, you may make them after all other people have had the opportunity to comment.

Female speaker: Well, we have one hand raised here. We have Charles Stratton. Charles, I have unmuted you. Uhm, please state your name and your address for the record.

Charles Stratton: Charles Stratton. Um. 215 South Monroe Street, Suite 400, Tallahassee, Florida. Um. On the, uh, loop through Newport Center, I think that that the project is, um, leaning towards helping the Publix warehouse traffic out to get them on and off I-95 and the Turnpike and the Sawgrass and causing traffic problems on the south side of 10th in the Newport Center which will cause them additional traffic problems for ingress and egress. Thank you.

Male speaker: Thank you very much. Does anyone else have their hand raised?

[silence]

Female speaker: At this moment, we do not have any hands raised.

Male speaker: So if anyone would like to speak, please do raise your hand at this time. Uh. [pause] Has anybody else raised their hand?

Female speaker: At this moment, we do not have any hands raised.

Male speaker: Alright. Thank you very much. A verbatim transcript of this hearing oral proceedings together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office for public review upon request. There are no other comments. Thank you for attending the Public Hearing and for providing your input regarding this project. It is now four twenty-five. I hereby officially close the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment Studies. Thank you again and have a good day.

[END]



Virtual Public Hearing Transcript





Session 1C Opening

(10/12 / 6 p.m.)





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Date: Oct 15, 2020

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[SW10thSession1AFormalCommentPeriod.mp4\(ID:60586\)](#)

[SW10thSession1COpening.mp4\(ID:60587\)](#)



Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
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John Krane: Good evening, everybody. Uh, the Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. My name is John Krane, and I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for financial management project numbers 43--

Male Speaker 1: Hello? Hello? Hello? Hello?

John: Can you hear me okay?

Male Speaker 2: Yep, we can hear you.

Male Speaker 3: I could hear you, John.

Lana: Yes we can, John. You can proceed.

John: So this Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-2202. These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration. It was signed on December 14th, 2016. The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road, as well as interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county, or city officials who may be present tonight. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit your name on the chatbox and the moderator will recognize you. Do you have anybody that has identified themselves?

Lana: John, I do not see any hands raised at this time. We may proceed.

John: Thank you, Lana. We will now begin the presentation.

[END]



Pre-Recorded Public Hearing Presentation





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Date: October 13, 2020

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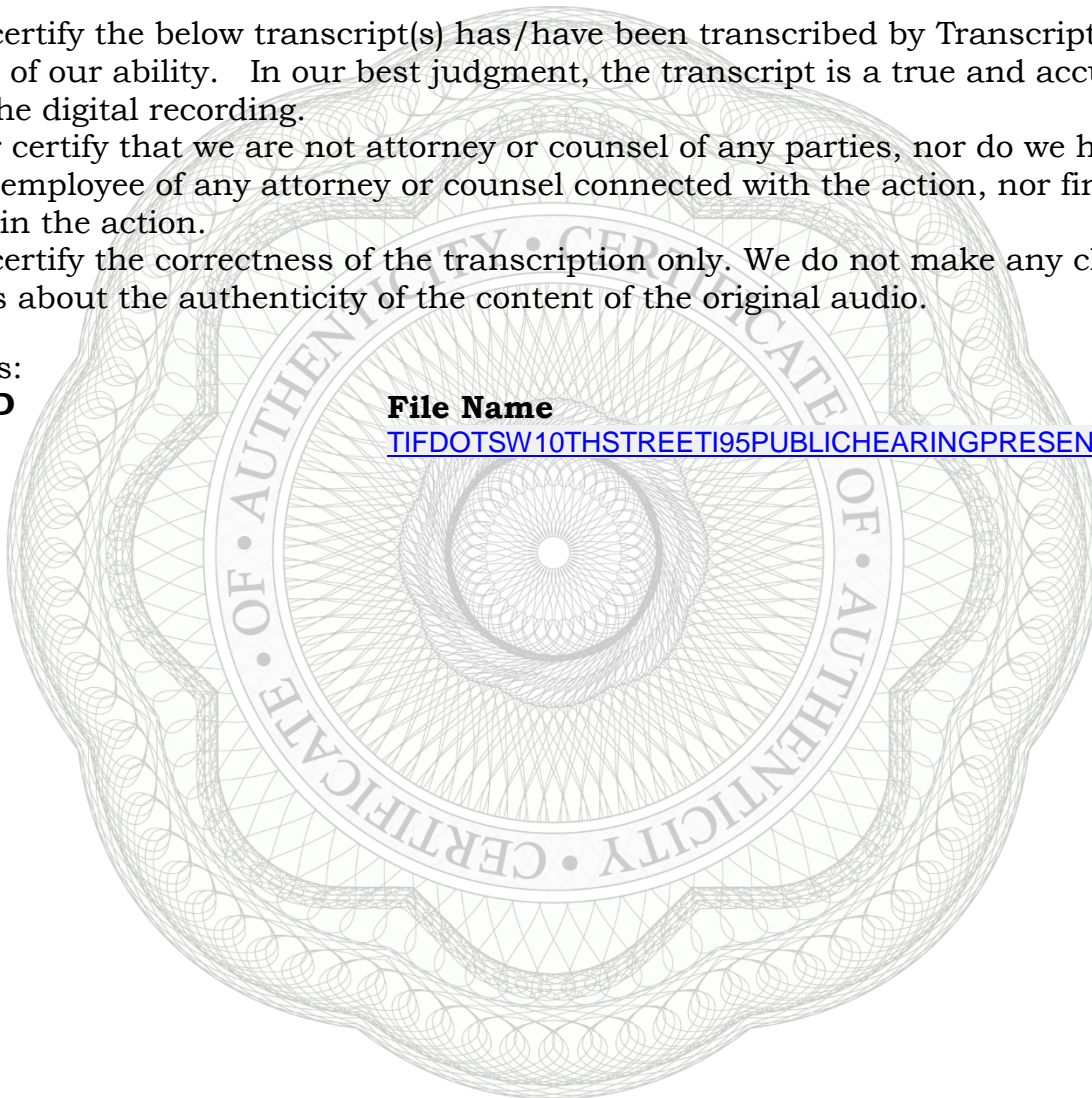
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[TIFDOTSW10THSTREETI95PUBLICHEARINGPRESENTATION.mp4](#)



Sign by: Jay Teng - Operations Manager

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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 1C Formal Comment Period

(10/12 / 6 p.m.)





8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date: Oct 15, 2020

To Whom It May Concern,

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[SW10thSession1BOpening.mp4\(ID:60581\)](#)

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Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
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John: Anyone desiring to make a statement or present written views regarding the location, conceptual design, or social-economic, and environmental effects of the improvements will, now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to oral statements. All written material is received, that is received at this Public Hearing, and at the Florida Department of Transportation District office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309, and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Robert Bostian. Comments may also be emailed to Robert, Robert Bostian-- Robert dot Bostian at D-O-T dot state dot F-L dot U-S, R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S, or can be submitted via the chat box during this hearing.

Comments submitted via the chat box will be included as part of the administrative record for this hearing. Unless otherwise noted, chat box comments will not be read as part of the hearing proceedings.

We will now call upon those who have their hands raised in the order that they were raised. When your name is called, please unmute yourself and state your name and address before making your comment.

If you represent an organization, municipality, or other public body, please provide that information as well.

We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you still have additional comments, you may make them after all other people have had the opportunity to comment.

I'll now turn it over to the moderator to call on those who have their hands raised.

Female Moderator: Yes, John, we do have one person with his hand raised. Mr. Andrew Velardi. I will unmute you now. Please make sure that you are not self-muted.

Andrew Velardi: Hello. Can you hear me?

John/ Female Moderator: Yes.

Female Moderator: And, if you will you please state your name and address for the record.

Andrew: Yes. My name is Andrew Velardi. Um, I would just like to start out by saying, I would like to thank everyone for the well-thought-out meeting tonight. Um, my business resides at 3191 Southwest 11th Street Building 100, 200, 300, 400, 500, and 600.

The association name is Powerline-11th Street Industrial Park. I have three concerns with the upcoming project. There are no drawings or information regarding an exit road on to 10th Street. We currently have two to three tractor-trailers that exit our business to Southwest 10th Street. These tractor-trailers will be unable to turn around in our parking lot. This is extremely important

that there is an access road to 10th Street as there is now.

My second concern is you show a yellow line taking parking from our complex. Where that yellow line is, we squeeze eight vehicles in that corner for employees to park due to parking issues. We cannot lose any parking like you are showing in slide 20.

If this is needed, we propose you give us rights to the East end of building 500, which is green space. And install a parking lot. This would alleviate any parking issues. You are proposing.

Our third concern is we will be losing a U-turn, that U-turn is frequently used to get on to 10th Street westbound. Many customers and delivery trucks use that U-turn, also the storage company West of us also uses it frequently.

Please take these concerns seriously as it affects the daily operations of our business. We hope you make these corrections to keep everyday business as seamless as it is now.

Thank you again. Andrew Velarde, Powerline-11th Street Industrial Park, 3191 Southwest 11th Street. Building 100, 200, 300, 400, 500, and 600. Thank you.

John: Thank you very much. [Cross talk]

Female Moderator: Thank you Mr. Velardi.

John: You have anybody else with their hand raised?

Female Moderator: We do not have anyone else. Again, if there is anyone else that would like to submit a comment. We do ask that you use the raise your hand feature. And we would like to acknowledge you, and give you the time to submit your question-- your comment.

John: Is there anybody else?

Female Moderator: No additional hands have been raised, John.

John: All right. Thank you. Seeing that nobody else wishes to speak. Verbatim transcript of this hearing. Oral proceedings together with all the written material received, as part of the hearing record, and all studies displays and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office or public review upon request.

Thank you for attending this Public Hearing and for providing your input into this project. It is now 8:26 PM. I hereby officially closed the Public Hearing for the Southwest 10th Street Connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard project Development and Environment studies.

Thank you again and have a good evening.
[END]



Virtual Public Hearing Transcript





Session 2A Opening

(10/13 / 11 a.m.)





8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date: Oct 15, 2020

To Whom It May Concern,

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Transcripts:

File Name

[SW10thSession1BFormalCommentPeriod.mp4\(ID:60576\)](#)

[SW10thSession2CFormalCommentPeriod.mp4\(ID:60577\)](#)

[SW10thSession2BFormalCommentPeriod.mp4\(ID:60578\)](#)

[SW10thSession2BOpening.mp4\(ID:60579\)](#)

[SW10thSession1AOpening.mp4\(ID:60580\)](#)

Project ID 28430

[SW10thSession1BOpening.mp4\(ID:60581\)](#)

[SW10thSession1CFormalCommentPeriod.mp4\(ID:60582\)](#)

[SW10thSession2COpening.mp4\(ID:60583\)](#)

[SW10thSession2AOpening.mp4\(ID:60584\)](#)

[SW10thSession2AFormalCommentPeriod.mp4\(ID:60585\)](#)

[SW10thSession1AFormalCommentPeriod.mp4\(ID:60586\)](#)

[SW10thSession1COpening.mp4\(ID:60587\)](#)



Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
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John Krane: Good afternoon, the Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environmental studies. My name is John Krane. I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

These environmental studies have been conducted by FDOT District Four in compliance with all applicable Federal, Environmental Laws and pursuant to the 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration that was signed on December 14th, 2016.

The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road, as well as interchange improvements at I-95.

This hearing is being held to provide you with the opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county, or city officials, who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit your name in the chatbox. Michelle, do you see any hands raised?

[silence]

Michelle: At this moment there are no elected officials present.

John: Thank you. We will now begin the formal presentation.

[End]



Pre-Recorded Public Hearing Presentation





8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date: October 13, 2020

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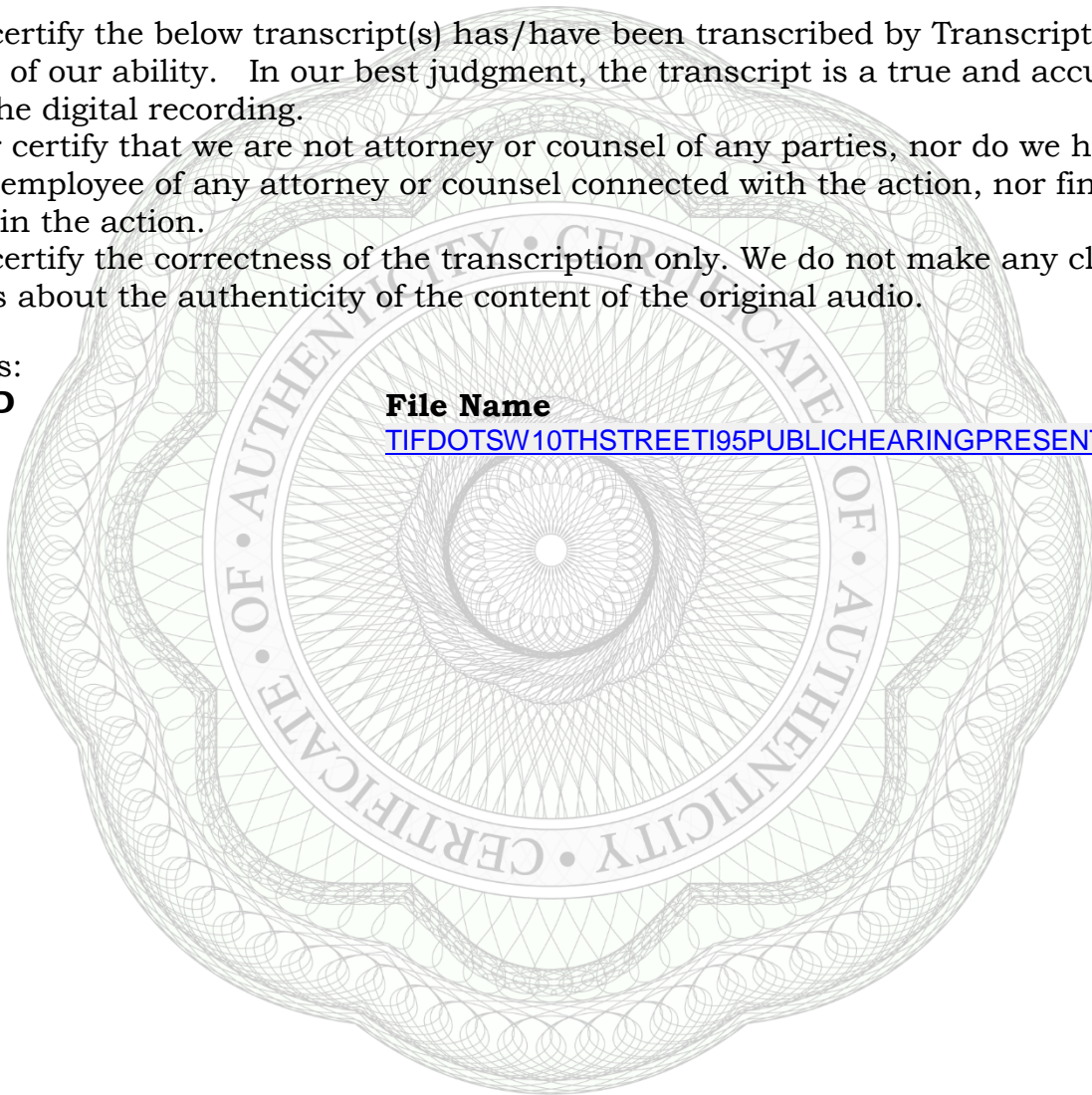
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Project ID
60443

File Name

[TIFDOTSW10THSTREETI95PUBLICHEARINGPRESENTATION.mp4](#)



Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 2A Formal Comment Period

(10/13 / 11 a.m.)





8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date: Oct 15, 2020

To Whom It May Concern,

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[SW10thSession1AOpening.mp4\(ID:60580\)](#)

Project ID 28430

[SW10thSession1BOpening.mp4\(ID:60581\)](#)

[SW10thSession1CFormalCommentPeriod.mp4\(ID:60582\)](#)

[SW10thSession2COpening.mp4\(ID:60583\)](#)

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[SW10thSession1COpening.mp4\(ID:60587\)](#)



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John: Anyone desiring to make a statement, or present written views regarding the location, conceptual design, or social, economic, environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to, oral statements. All written material received at this public hearing, and at the Florida Department of Transportation District Office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, and that is postmarked no later than November 4th, 2020, will become a part of the public record for this hearing.

All written comments should be addressed to Robert Bostian. Comments may also be emailed to robertbostian@dot.state.fl.us. That is R-O-B-E-R-T, dot, B-O-S-T-I-A-N, at D-O-T, dot S-T-A-T-E, dot, F-L, dot, U-S, or submitted via the chat box during this hearing. Comments submitted via the chat box will be included as part of the administrative record for this hearing. Unless otherwise noted, chat box comments will not be read as part of the hearing proceedings.

We will now call upon those who have their hands raised in the order that they were raised. When your name is called, please unmute yourself, and state your name and address before making your comment. If you represent an organization, municipality, or other public body, please provide that information as well.

We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you have additional comments, you may make them after all other people have had an opportunity to comment. Michelle, are there any hands raised?

Michelle: At this moment, I do not see any hands raised.

John: Anyone who wishes to make a comment, please raise your hand.

[silence]

John: Are there any hands, Michelle?

Michelle: No. Not at this moment.

John: Okay. Verbatim transcript of this hearing's oral proceedings, together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process, and will be available at the district office for public review upon request. Thank you for attending this public hearing, and for providing your input into this project.

It is now 12:54 P.M. I hereby officially close the public hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard, project development and environmental studies. Thank you again, and have a good day.

[END]



Virtual Public Hearing Transcript





Session 2B Opening

(10/13 / 2:30 pm)





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[SW10thSession1COpening.mp4\(ID:60587\)](#)



Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
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John Krane: Good afternoon, the Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. My name is John Krane. I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration. It was signed on December 14th, 2016.

The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road, as well as interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects.

At this time, we would like to recognize any federal, state, county, or city officials who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit your name in the chatbox and the moderator will call your name. Miranda is there any hands raised?

Miranda: Yes, John, there is a hand raised from Miss Sandy Johnson.

John: Thank you. If there are no other officials that wish to be recognized we will now proceed to the formal presentation. Thank you very much.

[End]



Pre-Recorded Public Hearing Presentation





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Miami, FL 33166
USA

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Date: October 13, 2020

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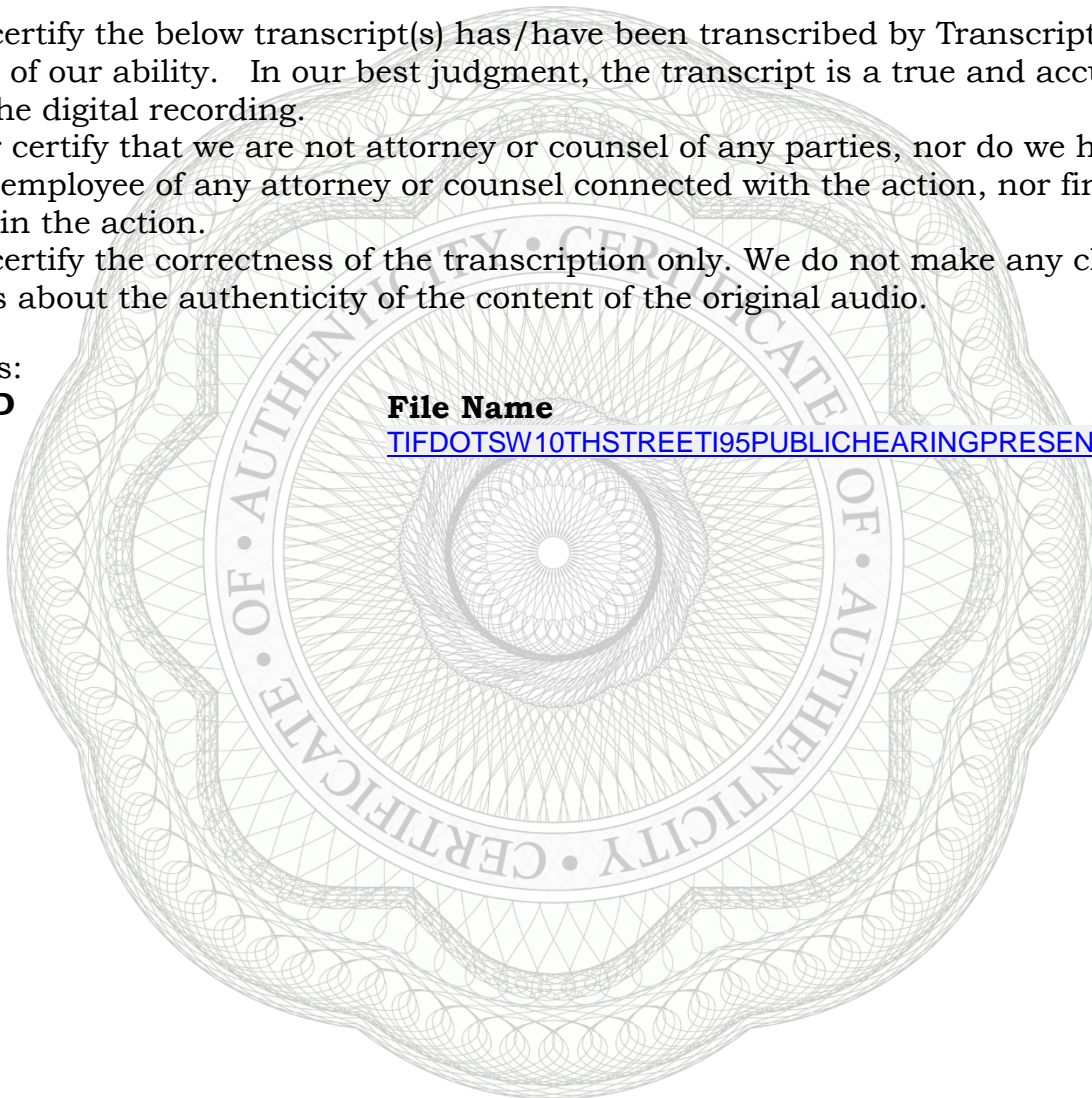
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File Name

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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 2B Formal Comment Period

(10/13 / 2:30 pm)





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Certificate of Authenticity

Date: Oct 15, 2020

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Project ID 28430

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John: All right. At this time, anyone desiring to make a statement, or present written views regarding the location, conceptual design, or social, economic, and environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to, oral statements. All written material received at this Public Hearing, and at the Florida Department of Transportation District Office, that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing.

All written comments should be addressed to Robert Bostian. Comments may also be emailed to robertbostian@dot.state.fl.us. That is R-O-B-E-R-T, dot, B-O-S-T-I-A-N, at D-O-T, dot S-T-A-T-E, dot, F-L, dot, U-S, or submitted via the chat box during this hearing. Comments submitted via the chat box will be included as part of the administrative record for this hearing. Unless otherwise noted, chat box comments will not be read as part of the hearing proceedings.

We will now call upon those who have their hands raised in order — in the order that they were raised. When your name is called, please unmute yourself, and state your name and address before making your comment. If you represent an organization, municipality, or other public body, please provide that information as well.

We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear those chimes, please wrap up your comments. If you have any additional comments, you may make them after all other people have had an opportunity to comment.

Do you see anybody with their hand raised at this time?

Moderator: Um, checking it. There are no hands raised at this time.

John: So, anybody wishing to speak now is the last opportunity for this session that you will be able to make a comment on the public record, so please raise your hand.

Paul Bourque: Well, yes. My name is Paul Bourque

Moderator: Mr. Bourque, can you — yes. Can you state your name and your address, please?

Paul: Paul Bourque, Harwood D, in Century Village. It is regarding the noise on the presentation. We see that there are some traffic signals at Independence Waterways 30th, 28th, and 24th — what we noticed in the first presentation on slide — uh, slide 13, there is a roundabout projected, and I suggest that there could be a roundabout used in lieu of traffic lights at this intersection to reduce noise, and to reduce — stop and go, which are often the problem because of Jacob's engine brakes and illegal muffler of cars and motorcycle.

And also, roundabouts are — can be used by FHWA up to — and they say, for double lane, at the 2500 ADT. So, this could be evaluated to replace the traffic lights on these very — these local roads. And this would be — also, reduce the severity of accidents, if any. Because with traffic lights, they are more — they are at the — they are at perpendicular angles, and the

roundabouts are sided, so they are less severe. So, also — plus the noise. So, maybe, this could be planned the same as the slide 13, in the first presentation for those — for those streets.

Because — now, maybe, the noise is mainly on the side road. Maybe, more of BSO regulation of Broward County police. But I think, if we use roundabouts, this would reduce the people doing — so, drag racing on local roads when there is — especially, at night. So, thank you.

John: Thank you. Mr. Bourque. Are there any other hands raised?

Moderator: No. No other hands raised. We may proceed.

John: All right, A verbatim transcript of this hearing's oral proceedings, together with all written material received as part of the hearing record, and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process, and will be available at the district office, or public review upon request. Thank you for attending this Public Hearing, and for providing your input into this project. It is now 4:30 P.M. I hereby officially close the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. Thank you again and have a good day.

[END]



Virtual Public Hearing Transcript





Session 2C Opening

(10/13 / 6 p.m.)





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Date: Oct 15, 2020

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Sign by: Jay Teng - Operations Manager
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John Krane: Well, good evening. The Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment Studies. My name is John Krane, I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02. These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327, and the implementing Memorandum of Understanding between FDOT and the Federal Highway Administration that was signed on December 14th, 2016. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

John: The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road as well as at the interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county, or city officials who may be present today. Are there any officials who have not already been recognized? It would like to be recognized? If so, please raise your hand at this time or submit your name in the chatbox. Michelle, do you see any raised hands?

Michelle: At this time, John, there are no raise hands or no elected officials attend-- in attendance.

John: All right. Thank you very much. With that, we will begin the formal presentation.

[END]



Pre-Recorded Public Hearing Presentation





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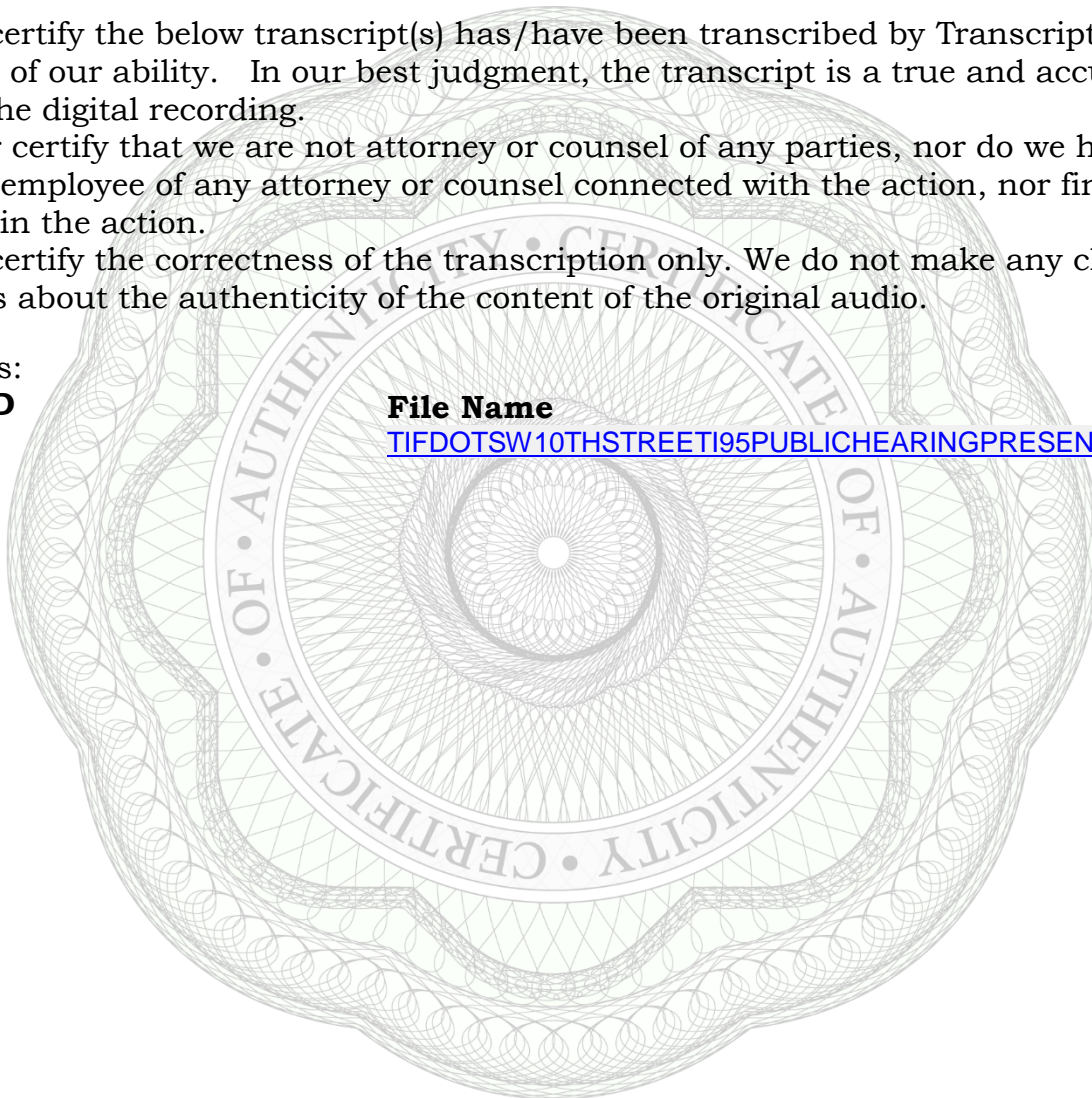
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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 2C Formal Comment Period

(10/13 / 6 p.m.)





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[SW10thSession1AOpening.mp4\(ID:60580\)](#)

Project ID 28430

[SW10thSession1BOpening.mp4\(ID:60581\)](#)

[SW10thSession1CFormalCommentPeriod.mp4\(ID:60582\)](#)

[SW10thSession2COpening.mp4\(ID:60583\)](#)

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[SW10thSession1COpening.mp4\(ID:60587\)](#)



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John: Anyone desiring to make a statement or present written views regarding the location, conceptual design, or social economic and environmental effects of the improvements will now have an opportunity to do so.

John: Written statements may be presented in lieu of or in addition to oral statements. All written material received at this Public Hearing and at the Florida Department of Transportation District Office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309, and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing.

John: All written comments should be addressed to Robert Bostian. Comments may also be emailed to Robert at robert.bostian@dot.state.fl.us that's R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S or submitted via the chat box during this hearing.

John: Comments that are submitted via the chat box will be included as part of the administrative record for this hearing unless otherwise noted, chatbox comments will not be read as part of the hearing proceedings.

John: We will now call upon those who have their hands raised in the order they were raised. When your name is called, please unmute yourself and state your name and address before making your comment. If you present, if you represent an organization, municipality, or other public body, please provide that information as well.

John: We ask that you limit your input to three minutes. When you have ten seconds remaining you will hear a series of chimes. When you hear these chimes, please wrap up your comments. If you have any additional comments you would like to make, you can make them after all other people have had an opportunity to comment.

John: Michelle do we have any hands raised?

Michelle: At this time, we don't have any hands raised.

John: So if nobody raises their hand at this point, the-this-this will close the official comment period. I'll ask one last time; anybody wishes to make a formal statement for the record, please raise your hand at this time.

John: Michelle? Anybody?

Michelle: John, I do not see any hands raised at this time.

John: All right. Thank you. A verbatim transcript of these hearings, oral proceedings together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office for public review upon request.

John: Thank you for attending this Public Hearing and for providing your input into this project.

It is now 8:24 p.m. I hereby officially closed the Public Hearing for the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environment Studies. Thank you again and have a good evening.

[END]



Virtual Public Hearing Transcript





Session 3A Opening

(10/14 / 11 a.m.)





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John Krane: Good afternoon. The Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street Connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. My name is John Krane. I am the District Planning and Environmental Administrator for the Florida Department of Transportation.

This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02. These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration. It was signed on December 14th, 2016. The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road as well as interchange improvements at I-95.

This hearing is being held to provide you with the opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county, or city officials who may be present today. Are there any officials who have not already been recognized but would like to be recognized? If so, please raise your hand or submit your name in the chatbox and Miranda will call on you. Miranda, do you see any uh hands raised?

Miranda: Umm. No hands raised at this time, John. You may proceed.

John: All right. Thank you very much. We will now start the formal presentation part of the Public Hearing. Thank you.

[END]



Pre-Recorded Public Hearing Presentation





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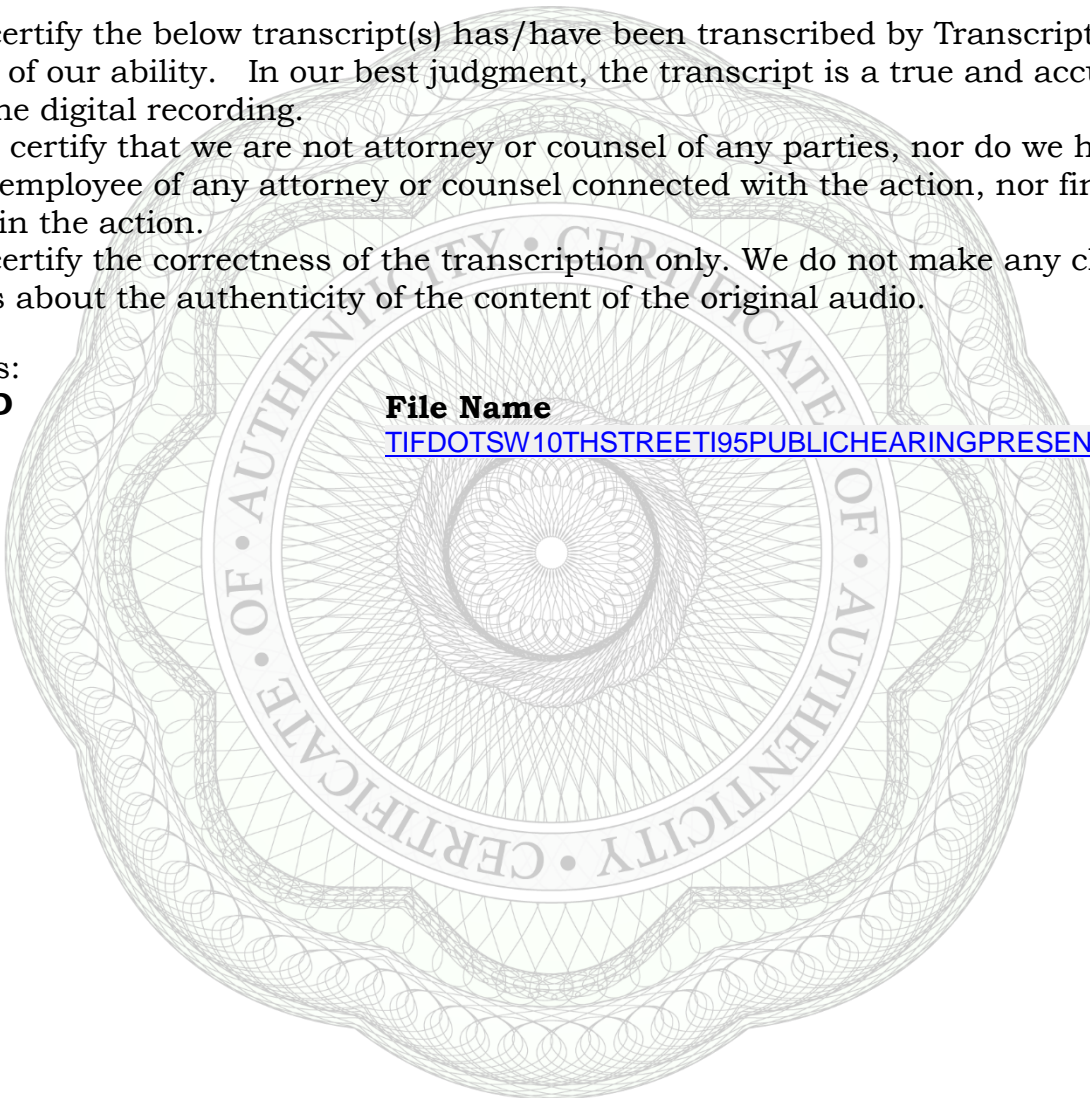
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For and on behalf of Transcription Puppy
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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 3A Formal Comment Period

(10/14 / 11 a.m.)





8345 NW 66th St. #3030
Miami, FL 33166
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Certificate of Authenticity

Date:

To Whom It May Concern,

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Project ID
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[SW10thSession3AOpening.mp4\(ID:60641\)](#)

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Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
Evolution World Wide Limited

John: Anyone desiring to make a statement, or present written views regarding the location, conceptual design or social, economic and environmental effect--effects of the improvements, will now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to oral statements. All written material received at this Public Hearing and at the Florida Department of Transportation District office, that is located at 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309, and that is postmarked, no later than November 4th, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Robert Bostian. Comments may also be emailed to robert.bostian@dot.state.fl.us. That's R-O-B-E-R-T. B-O-S-T-I-A-N@D-O-T-S-T-A-T-E-F-L-U-S. Or they may be submitted in the chat box, ah, during this hearing. Comments submitted via the chat box will be included as part of the administrative record for this hearing unless otherwise noted, chat box comments will not be read, as part of the hearing proceedings. We will now call upon those, who have their hands raised, in the order that they were raised. When your name is called, please unmute yourself, and state your name and address before making your comment. If you represent an organization, municipality or other public body, please provide that information as well. We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you have any additional comments, you may make them after all other people have had the opportunity to come. Miranda, do you see any hands raised at this time?

Miranda: We do not have any hands raised at this time. We may proceed, John.

John: So this is the last opportunity for you to make a formal comment, for the record. Anybody who wishes to make a formal comment for the record. Please raise your hand now. Any hands raised?

Miranda: No hands raised at this moment, um, we may proceed.

John: Okay, thank you. A verbatim transcript of this hearing's oral proceedings, together with all written material received as part of the hearing record. And all studies, displays and informational material provided at the hearing, will be made a part of the project decision-making process and will be available at the district office for public review, upon request. Thank you for attending this Public Hearing and for providing your input into this project. It is now 12:53 p.m. I hereby officially closed the Public Hearing for the Southwest 10th Street connector and I-95, from south of Southwest 10th Street to north of Hillsboro Boulevard project development and environment studies. Thank you again and have a good day. [END].



Virtual Public Hearing Transcript





Session 3B Opening

(10/14 / 2:30 pm)





8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date:

To Whom It May Concern,

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Transcripts:

Project ID
28455

File Name

[SW10thSession3AFormalCommentPeriod.mp4\(ID:60637\)](#)

[SW10thSession3COpening.mp4\(ID:60638\)](#)

[SW10thSession3BOpening.mp4\(ID:60639\)](#)

[SW10thSession3BFormalCommentPeriod.mp4\(ID:60640\)](#)

[SW10thSession3AOpening.mp4\(ID:60641\)](#)

[SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)

Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
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John Krane: Good afternoon! The Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard, Project Development and Environment studies. My name is John Krane, I'm the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02. These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327, and the implementing memorandum of understanding between FDOT and the Federal Highway Administration. It was signed on December 14th, 2016.

John: The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road as well as interchange improvements at I-95. This hearing is being held to provide you with opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county or city officials, who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand at this time or submit your name in the chat box. Michelle, are there any hands raised?

Michelle: At this time there are no hands raised or elected officials in attendance.

John: All right, thank you. Uh we will now begin the formal presentation part of the Public Hearing. Thank you.

[END]



Pre-Recorded Public Hearing Presentation





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Miami, FL 33166
USA

Certificate of Authenticity

Date: October 13, 2020

To Whom It May Concern,

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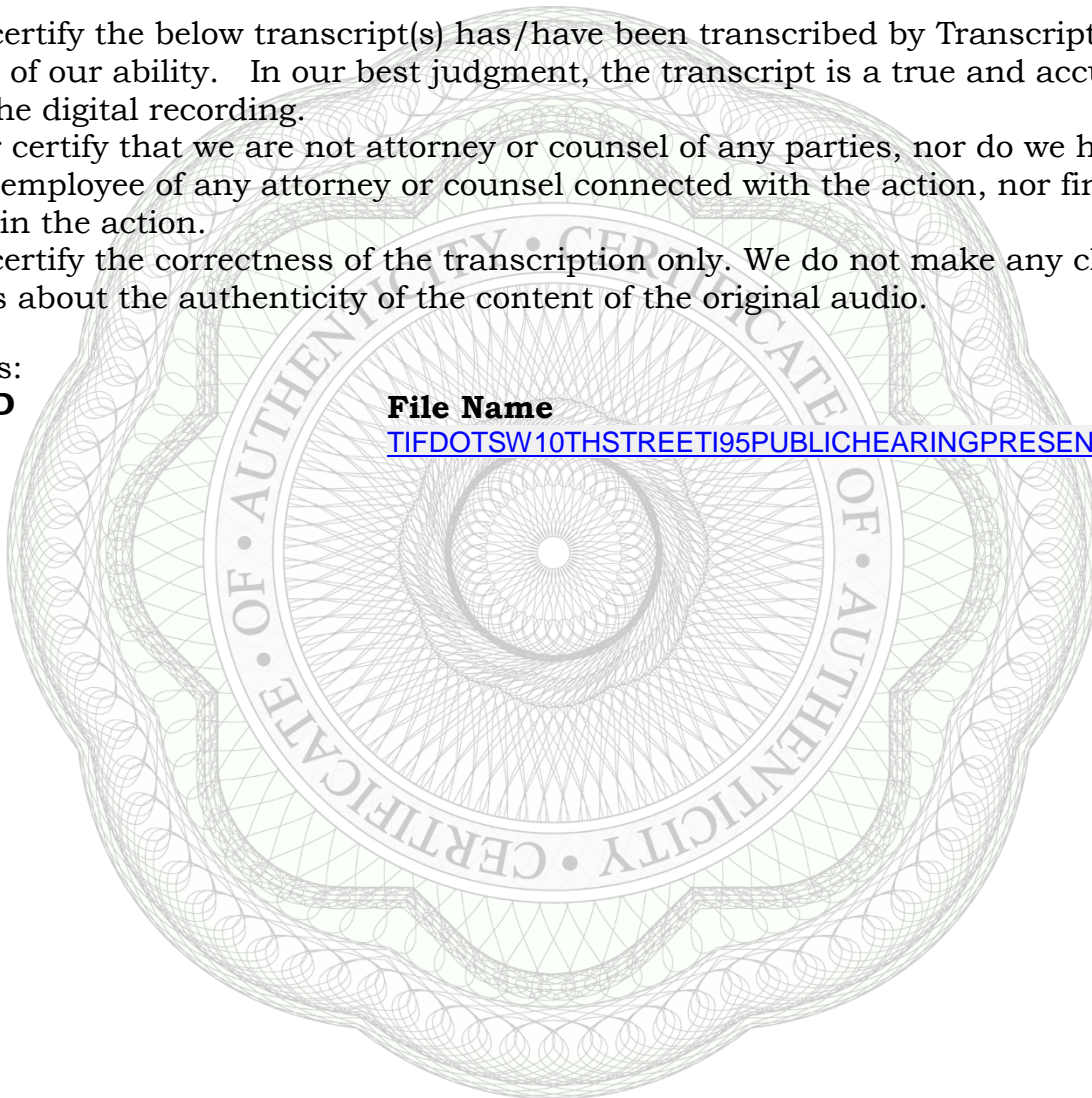
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Transcripts:

Project ID
60443

File Name

[TIFDOTSW10THSTREETI95PUBLICHEARINGPRESENTATION.mp4](#)



Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
Evolution World Wide Limited

Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 3B Formal Comment Period

(10/14 / 2:30 pm)





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Date:

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Transcripts:

Project ID
28455

File Name

[SW10thSession3AFormalCommentPeriod.mp4\(ID:60637\)](#)

[SW10thSession3COpening.mp4\(ID:60638\)](#)

[SW10thSession3BOpening.mp4\(ID:60639\)](#)

[SW10thSession3BFormalCommentPeriod.mp4\(ID:60640\)](#)

[SW10thSession3AOpening.mp4\(ID:60641\)](#)

[SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)

Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
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John: Anyone desiring to make a statement or present written views regarding the location conceptual design, or social economic, environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of or in addition to oral statements, all written material received at this Public Hearing and at the Florida Department of Transportation District office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309 and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Robert Bostian comments may also be emailed to Robert at Robert dot Bostian at D-O-T dot state dot F-L dot U-S. That's R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S, or submitted via the chat box during the hearing. Comments submitted via the chat box will be included as part of the administrative record for this hearing unless otherwise noted chatbox comments will not be read as part of the hearing proceedings. We will now call upon those who have their hands raised in the order that they were raised, when your name is called please unmute yourself state your name, and address before making your comment. If you represent an organization municipality or other public body, we provide that information as well. We ask that you limit your input to three minutes when you have 10 seconds remaining you will hear a series of chimes. When you hear those chimes, please wrap up your comments. If you have any additional comments you would like to make you can make them after all other people have had an opportunity to comment.

John: Michelle do you see any hands raised at this time?

Michelle: At this moment John there are no hands raised.

John: This is the last chance that we'll have to make a formal comment on the public record [crosstalk] for the hearing today.

Michelle: There is one hand. Sorry.

John: Go ahead.

Michelle: Gregory you are unmuted could you please state your name and address for the record?

Gregory Gryczan: Gregory Gryczan, I'm at 412 33rd Street in West Palm Beach. I am the uh, property manager for Sawgrass Promenade on Military Trail just south of Southwest 10th in Deerfield Beach. Uh, It's owned by regency centers as I mentioned before and I did want to take that opportunity of what thank you all for-for your time and effort put into this. This has been a uh, quite an interesting experience uh, a learning experience to you, I-I can't even begin to imagine what goes into a project like this and uh either the two options uh, I think are going to be a great benefit overall for all the communities that they impact and all their stakeholders and that said I refer back to the comment I made earlier that I think the with Powerline ramps is important. I noticed the more significant reduction in traffic and I think that's important for the area. Uhm, I did have concern about emergency vehicles and access through the uhm, duration of the project once it does begin and also the Military Trail intersection and how that is going to be impacted uh, understand from a prior uhhh, meeting that I attended that the Military Trail is

supposed to be remaining open and should be minimally impact-impacted during construction, but uh, like to get some reinforcements on that and also get an understanding of for uh, first responders in the area and uh, how they will be impacted uh, as uh, this project comes online in 2023 and then through its duration. That concludes my comments. Thank you very much.

John: Thank you. Michelle does anybody else have their hand raised?

Michelle: At this moment. I do not see any hands raised.

John: All right. Thank you. A Verbatim transcript of this hearings oral proceedings, together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office for public review upon request. Thank you for attending this Public Hearing and for providing your input into this project. It is now four twenty-five P.M. I hereby officially closed the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environment studies. Thank you again and have a good day.

[END]



Virtual Public Hearing Transcript





Session 3C Opening

(10/14 / 6 p.m.)





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[SW10thSession3AOpening.mp4\(ID:60641\)](#)

[SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)

Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
Evolution World Wide Limited

John Krane: Good evening. The Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard, Project Development and Environment studies. My name is John Krane. I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

These environmental studies have been conducted by FDOT District Four, in compliance with all applicable federal environmental laws, and pursuant to 23 United States Code, Section 327, and the implementing memorandum of understanding between FDOT and the Federal Highway Administration that was signed on December 14th, 2016.

The FDOT, Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road, as well as interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects.

At this time, we would like to recognize any federal, state, county, or city officials who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand, or submit your name in the chat box, and Walna will call on you. Walna, do you see any hands raised?

Walna: We do not have any hands raised at this time John; we may continue.

John: Excellent. So, we will now begin the formal presentation part of the hearing. Thank you.

[END]



Pre-Recorded Public Hearing Presentation





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Date: October 13, 2020

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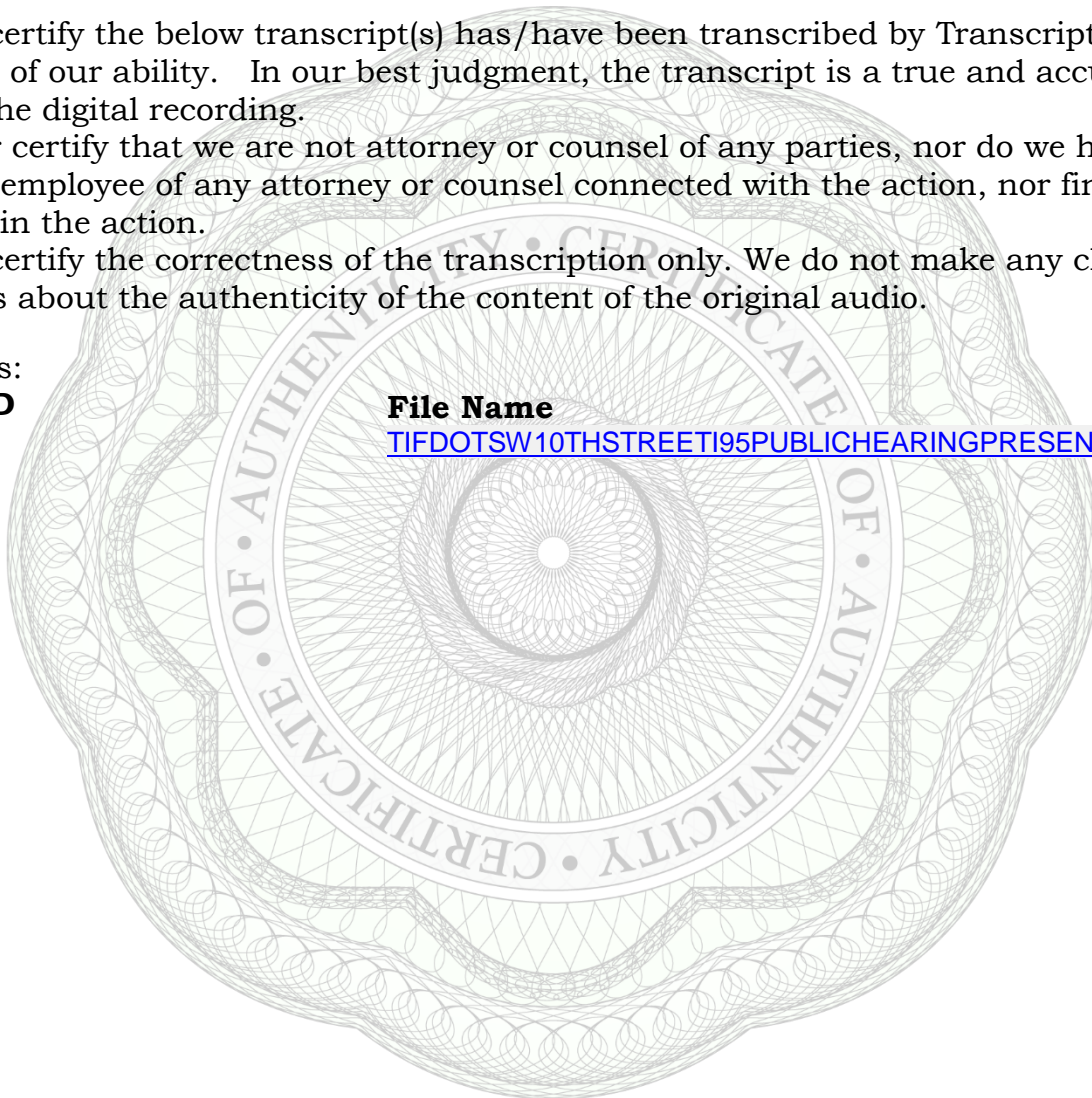
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Project ID
60443

File Name

[TIFDOTSW10THSTREETI95PUBLICHEARINGPRESENTATION.mp4](#)



Sign by: Jay Teng - Operations Manager

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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 3C Formal Comment Period

(10/14 / 6 p.m.)





8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date:

To Whom It May Concern,

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Project ID
28455

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[SW10thSession3AFormalCommentPeriod.mp4\(ID:60637\)](#)

[SW10thSession3COpening.mp4\(ID:60638\)](#)

[SW10thSession3BOpening.mp4\(ID:60639\)](#)

[SW10thSession3BFormalCommentPeriod.mp4\(ID:60640\)](#)

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Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
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Moderator: Anyone desiring to make a statement, or pre-set written views regarding the location, conceptual design, or social-economic, and environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to oral statements.

All written material received at this Public Hearing, and at the Florida Department of Transportation District Office, it is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309, and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing.

All written comments should be addressed to Robert Bostian. Comments may also be emailed to Robert, Robert.Bostian@dot.state.fl.us. That's R-O-B-E-R-T-dot-B-O-S-T-I-A-N-@-D-O-T-dot-S-T-A-T-E-dot-F-L-dot-U-S, or may be submitted via the chat box during this hearing.

Comments submitted via the chat box will be included as part of the administrative record for this hearing. Unless otherwise noted, chatbox comments will not be read as part of the hearing proceedings.

We will now call upon those, who have had, who have their hands raised in the order that they were raised. When your name is called, please unmute yourself, and state your name and address before making your comment. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you still have additional comments you would like to make, you may do so after all other people have had an opportunity to comment.

Walna, do you have any hands raised at this time?

Walna: Yes. We do have two hands raised. Mr. Newton, I will call on you first. I have unmuted you. Please state your name and address for the record.

[Keyboard tap]

Newton Pontara: Newton Pontara, 1168 Southwest 26th Terrace. Uh, my question is I could not hear anything from the last presentation for this uh, the past like uh, ten or fifteen minutes presentation. How can I get a copy of this presentation?

Moderator: So, there is a copy on the, uh, project website that will be posted up there that you will be able to access.

Newton: Uh, but can I have it- that to my records, or, I only can see on your website?

Moderator: Public record, uh, public comments can be made up through November 4th if postmarked. So you could watch it and then send in a comment, as long as it's received- postmarked by November 4.

Newton: Uh, there, so you can now email my link so I can see the- the presentation, right?

Moderator: Uh, I will ask, uh, well, not to coordinate with you offline. This is not really a question and answer period.

Newton: Got it. All right. Thank you.

Moderator: All right.

Walna: Mr. Jackson Hurst, please state your name and address for the record.

Jackson Hurst: Jackson Hurst, 4216 Cornell Crossing, Kennesaw, Georgia 30144. And, uh, my comment is first going to be, it's for both of the projects, [heavy breathing] but my first comment is going to be regarding the Southwest 10th Street Connector, PD&E study. The alternative that I approve and support for the Southwest 10th Street Connector is the alternative without Powerline Road ramps because having no Powerline Road ramps will allow for additional green space and will bring down the right of way cost.

For, uh, my second comment is for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E study. I also approve and support of, uh, I also approve and support the build alternative for that project, especially. Because it's going to allow direct ramp connections from the 95 Express Lanes to, uh, Southwest 10th Street including the general-purpose lanes and the direct high-speed connector between Southwest Expressway and 95. And I also approve and support of the modified North alignment because it is going to create a roundabout at, um, at the Newport Center area section, across Southwest 10th Street for the Publix Distribution Center.

Moderator: Okay. Thank you very much.

Walna: Thank you, Mr. Hurst. Ms. Donovan, I will unmute you now. Please state your name and address for the record.

Christine Donovan: Hi there! Christine Donovan, 2891 Waterford Drive North, Deerfield Beach, Florida, 33442. Um, I am in support of the without Powerline Road ramps option for the 10th Street corridor. Um, because I really don't want your road in my backyard [giggles]. Um, and I am strongly, strongly urging that there are- that there is a noise wall be built. That's it.

Moderator: Okay, thank you very much. Any other-

Walna: We do not-

Moderator: hands raised?

Walna: We do not have any additional hands raised, and we do not have any comments from our live audience.

Moderator: All right, thank you. If there are no other comments, then, uh, this will end the formal

comment period.

A verbatim transcript of these hearings, oral proceedings, together with all written material received as part of the hearing record, and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office, or public review upon request. Thank you for attending this Public Hearing, and for providing your input into this project. It is now 8:47 PM. I hereby officially close the Public Hearing for the Southwest 10th Street Connector, and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project, Development and Environment Studies. Thank you again and have a good evening.

[End]



In-Person Public Hearing Transcript



IN THE MATTER OF
SW 10TH STREET CONNECTOR AND I-95
INTERCHANGE
PUBLIC HEARING
DATE OF HEARING: October 15, 2020

PAGES 1-54

US LEGAL SUPPORT
100 NE 3rd Avenue
Fort Lauderdale, Florida 33301

* * * * *

Proceedings recorded for the purpose of
discovery for use as information in the
above-entitled cause, pursuant to notice heretofore
filed, before STACIE APPEL-CLAIR, a Court Reporter
and Notary Public in and for the State of Florida at
Large, at FDOT District Four, 3400 West Commercial
Boulevard, Fort Lauderdale, Broward County, Florida,
on the 15th day of October, 2020, commencing at 9:00
A.M.

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PUBLIC HEARING COMMENTS

(Thereupon, this session began at 9:00 A.M.)

MR. MARTINEZ: Good morning, the Florida Department of Transportation would like to welcome you to the Public Hearing for SW 10th Street Connector and I-95 from south of SW 10th Street to north of Hillsboro Boulevard Project Development and Environmental studies.

My name is Cesar Martinez, I'm the District project development manager for the Florida Department of Transportation. This public hearing is for financial management project numbers 439891-1-22-02 and 436964-1-22-02.

These environmental studies have been conducted by FDOT District 4 in compliance with all applicable environmental laws and pursuant to 23 United States code section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration signed on December 14, 2016. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The proposed improvements with SW 10th Street corridor include adding a connector Road between Sawgrass Expressway and I-95. This

1 connection promotes better regional connectivity
2 and features direct connect ramps to and from the
3 connector Road, as well as, interchange
4 improvements at I-95.

5 This hearing is being held to provide you
6 with opportunity to comment on these projects.

7 Here with me today we have other
8 representatives of FDOT and the consultant project
9 teams.

10 At this time we would like to recognize any
11 federal, state, county, or city official who may
12 be present here today. Are there any officials
13 who would like to be recognized? Seeing none, we
14 now begin the presentation.

15 (Thereupon, the video presentation was
16 presented.)

17 The Florida Department of Transportation
18 would like to welcome you to the public hearing
19 for both the Southwest 10th Street Connector and
20 I-95 from South of Southwest 10th Street to North
21 of Hillsboro Boulevard Project Development and
22 Environmental Studies or PD&E within Broward
23 County. This public hearing pertains to
24 Financial Management Project Numbers
25 439891-1-22-02 and 436964-1-22-02.

1 The purpose of a public hearing is to share
2 information with the general public about the
3 proposed improvements, the conceptual designs,
4 all alternative under study, and the potential
5 beneficial and adverse social, economic, and
6 environmental impacts upon the community. The
7 public hearing also serves as an official forum
8 providing an opportunity for members of the
9 public to express their opinions and concerns
10 regarding the project. We will utilize the
11 comments gathered from this public hearing to
12 finalize our study recommendations.

13 There are three primary components to this
14 public hearing. First, the Open House which
15 occurred prior to this presentation where you
16 were invited to view the project displays, speak
17 with the project team and provide your comments.
18 Second, this presentation which will explain both
19 projects' purpose and need, study alternatives,
20 potential impacts - both beneficial and adverse -
21 and proposed methods to mitigate adverse project
22 impacts. Third, a formal comment period following
23 this presentation where you will have the
24 opportunity to provide oral statements, or you
25 may continue to provide your comments in writing.

1 The exhibits and presentation slides relating to
2 the Southwest 10th Street PD&E are color-coded in
3 blue. And the exhibits relating to I-95 PD&E are
4 color-coded green.

5 This public hearing was advertised
6 consistent with federal and state requirements.
7 Public participation at this hearing is
8 encouraged and solicited without regard to race,
9 color, national origin, age, sex, religion,
10 disability or family status.

11 Persons wishing to express their concerns
12 about Title VI may do so by contacting either the
13 Florida Department of Transportation, District
14 Four Office or the Tallahassee Office of the
15 Florida Department of Transportation.

16 This environmental study has been conducted
17 by FDOT District Four, in compliance with all
18 applicable federal environmental laws and
19 pursuant to 23 U.S.C., Section 327 and the
20 Implementing Memorandum of Understanding between
21 FDOT and FHWA signed on December 14, 2016. The
22 FDOT Office of Environmental Management in
23 Tallahassee is the approving authority.

24 The Southwest 10th Street PD&E study shown
25 in blue is located between Florida's Turnpike and

1 I-95. The I-95 PD&E study shown in green extends
2 from south of Southwest 10th Street to
3 north of Hillsboro Boulevard.

4 The Florida Department of Transportation
5 implements a project in five phases. We are in
6 PD&E phase shown in the second tier. The next
7 phase is the final design phase.

8 A PD&E study develops alternatives that
9 address the projects' purpose and need and
10 requires continuous interaction with the public
11 and stakeholders to identify and address issues.
12 We are at a point in the PD&E study where we are
13 presenting the final build alternatives under
14 consideration. The next step is to incorporate
15 your input from this public hearing into our
16 decision-making process. After the comment period
17 closes on November 4, 2020, 20 days after the
18 last public hearing presentation, and your input
19 has been considered, a decision will be made, and
20 final PD&E documents will be submitted for
21 Location and Design Concept Acceptance or LDCA.
22 LDCA grants authority for the project to advance
23 to the next phases of the project including final
24 design and right-of-way acquisition.

25 During the PD&E studies, alternatives were

1 developed and refined to meet the project's
2 purpose and need as well as avoid and minimize
3 impacts to the community, natural, and physical
4 environments. The alternatives are then compared
5 to each other in an evaluation matrix.

6 A No-build Alternative to which all
7 alternatives are compared is included and remains
8 a viable alternative until the end of the study.
9 While the No-build Alternative requires no
10 expenditure of funds for design, right-of-way, or
11 construction, it does not address the purpose and
12 need of the project. Traffic conditions will
13 worsen increasing congestion, time delays, and
14 emergency response time. The No-build
15 Alternative remains a viable option and can be
16 selected for both studies, neither study, or only
17 one of the PD&E studies.

18 Both projects are consistent with local and
19 regional plans including the Broward Metropolitan
20 Planning Organizations, Transportation
21 Improvement Program, and Metropolitan
22 Transportation Plan as well as the FDOT State
23 Transportation Improvement Program.

24 The Broward MPO formed a Community Oversight
25 Advisory Team or COAT to provide recommendations

1 for the project study. Recommendations regarding
2 safety, improved operations, and environmental
3 considerations have been incorporated into the
4 project's purpose and need statement. And all
5 recommendations are being fully considered in the
6 development of alternatives.

7 Let us begin by reviewing the Southwest 10th
8 Street Connector PD&E Study which is located in
9 the City of Deerfield Beach between Florida's
10 Turnpike and I-95 and is approximately 3 miles
11 long. Adjacent to this study are two other
12 studies: The Sawgrass Expressway Widening PD&E
13 Study and the I-95 from Southwest 10th Street to
14 Hillsboro Boulevard PD&E study.

15 The purpose and need for the Southwest 10th
16 Street connector is to improve the connectivity
17 of the Strategic Intermodal System or SIS which
18 includes roadway facilities that are critical to
19 statewide mobility and economic development. The
20 project purpose is also to address the congestion
21 and safety along Southwest 10th Street.

22 Two facilities are proposed within the
23 Southwest 10th Street corridor. One will be a
24 connector road facility to provide a connection
25 between the Turnpike and Sawgrass Expressway and

1 I-95. The other facility will be a local, lower
2 speed roadway to serve businesses and communities
3 within the corridor.

4 In April 2018, an Alternative Public
5 Workshop was held, and two alignments were
6 presented: The north alignment and the center
7 alignment. The north alignment places the
8 connector road on the north side of the corridor
9 and the local lanes on south side of the
10 corridor. The center alignment places the
11 connector road in the center with local Southwest
12 10th Street on either side as one way frontage
13 roads.

14 The public expressed concerns at the first
15 Alternatives Public Workshop regarding the extent
16 of the impacts with the proposed below-grade
17 option for the connector road including utility
18 and right-of-way impacts as well as impacts the
19 Quiet Waters Park and the drainage facilities for
20 the area.

21 On November 27, 2018, the second
22 Alternatives Public Workshop was held. And three
23 primary build alternatives that varied the amount
24 of depressed roadway were presented. All three
25 alternatives utilized a northern alignment for

1 the connector road.

2 The Full Depressed Alternative includes a
3 depressed or below-grade section from west of
4 Powerline Road to the C-2 Canal. Business
5 relocations at Powerline Road are required due to
6 construction staging. Extensive utility impacts
7 impacts the Quiet Waters Park. And significant
8 construction activities are required for the
9 extent of the depressed section of the roadway
10 proposed.

11 With the Partial Depressed Alternatives,
12 the connector road is depressed from east of
13 Powerline Road to west of the C-2 Canal. There
14 would be no business relocations anticipated, and
15 utility impacts are reduced. The construction
16 duration, amount of dewatering, and number of
17 pump stations are reduced compared to a full
18 depressed section. There would be no impacts to
19 Quiet Waters Park.

20 This graphic illustrates that three options
21 that comprise the Partial Depressed alternative.
22 The Depressed Eastbound and Westbound Managed
23 Lanes Alternative features a depressed connector
24 road with a right-hand exit from the connector
25 road to local Southwest 10th Street. The

1 Depressed Eastbound Managed Lanes Alternative depresses
2 only the eastbound connector lanes. The exit ramp from
3 the connector road local Southwest 10th Street. The
4 Depressed Westbound Exit Ramp Alternative depresses only
5 westbound exit ramp from the connector lanes.

6 With the Non-depressed Alternative, the
7 connector road is at the same level or elevation
8 as the local Southwest 10th Street lanes. And
9 there would be no business relocations
10 anticipated at Powerline Road. This alternative
11 has the shortest construction duration as well as
12 the least utility impacts compared to the
13 Depressed Alternatives. Quiet Waters Park would
14 have no impacts. However, this alternative did
15 not include any local lane access to and from the
16 connector lanes.

17 After the second Alternatives Public
18 Workshop, three revisions were made to address
19 stakeholder concerns and include moving a
20 proposed overpass further west of the Waterways
21 community entrance allowing trucks to utilize the
22 connector road and deciding that the connector
23 road will open without tolling.

24 As Alternatives Evaluation Matrix for the
25 build alternatives was developed to help

1 determine the preferred alternative. The
2 evaluation parameters generally fell within four
3 criteria categories: engineering, environmental,
4 social, and economic. After considering input
5 from stakeholders along with the Evaluation
6 Matrix, FDOT recommended carrying the Depressed
7 Westbound Exit Ramp Alternative forward to a
8 public hearing as the preferred alternative.
9 However, the City of Deerfield Beach expressed
10 concern regarding how this alternative was not
11 meeting expectations. FDOT worked closely with
12 the city to identify more specific concerns and
13 develop refinements to better address them.

14 The following refinements were incorporated
15 into the alternative to better meet the city's
16 expectations: Provide direct access to and from
17 the connector lanes to both I-95 general purpose
18 lanes and I-95 express lanes, provide a 12-foot
19 wide shared-use path in lieu of a side walk and
20 bicycle lanes, develop a new alternative that
21 provides more green space in the corridor by
22 eliminating one set of the local ingress and
23 egress ramps with the connector that are located
24 just east of Powerline Road. This new
25 alternative is called the Without Powerline Road

1 Ramps Alternative as compared to the With
2 Powerline Road Ramps Alternative. Both
3 alternatives include the shared-use path as well
4 as direct connections to the I-95 general purpose
5 lanes and express lanes. In addition, more
6 information on the limited benefits of a longer
7 and wider depressed roadway were shared with the
8 city and stakeholders as well as additional
9 renderings to show the aesthetic features of the
10 project in addition to updates regarding the
11 adjacent Turnpike study were provided.

12 Access management is the careful planning of
13 the location, type, and design of access to
14 parcels, businesses, and homes. It also includes
15 median opening and driveway location guidelines.
16 The existing Access Management Classification for
17 the corridor is Class 1, west of Powerline Road
18 and Class 3, east of Powerline Road. The project
19 proposes to change the access classification to
20 Class 1 for the connector road, and the local
21 lanes will remain as Class 3. Proposed median
22 and signalization modifications are on display.
23 If you have a concern regarding the access to
24 your parcel, you are encouraged to provide your
25 comments.

1 There are two build alternatives currently
2 being evaluated to become the preferred
3 alternative. The difference between the
4 alternatives is whether ramps to and from the
5 Powerline Road vicinity are included or not, as
6 shown on the graphic.

7 The With Powerline Road Ramps Alternative
8 provides ingress and egress to the connector road
9 in the vicinity of Powerline Road. The
10 distinguishing features include the depressed
11 westbound exit ramp and the elevated eastbound
12 entrance ramp. While providing access, the
13 footprint of this alternative is wider than the
14 Without Powerline Road Ramps Alternative and
15 requires a right-of-way acquisition from
16 Waterford Courtyards. The distance from the
17 closest southside home to the curb is 47 and 106
18 feet from Waterford Courtyards and Waterford
19 Homes, respectively. This alternative also
20 requires the relocation of overhead transmission
21 lines and poles closer to the residential
22 communities on the southside of the corridor.

23 The new alternative known as the Without
24 Powerline Road Ramps Alternative was the result
25 of stakeholder input and the concern with

1 right-of-way impacts and need for more green
2 space. This alternative eliminates the depressed
3 westbound exit ramp and elevated eastbound
4 entrance ramp. An additional 30 feet of green
5 space is provided with this alternative compared
6 to the With Ramps Alternative. The distance to
7 closest home from the back of curb nearly doubles
8 to 98 feet at Waterford Courtyards and to 146
9 feet at Waterford Homes. The Without Powerline
10 Road Alternative will increase the peak hour
11 traffic volumes on local Southwest 10th Street as
12 compared to the With Powerline Road Ramps
13 Alternative. But to do the connections added at
14 I-95, this alternative is still viable and
15 traffic on Southwest 10th Street will be
16 significantly reduced from traffic today.

17 The depressed westbound exit ramp is visible
18 in the With Powerline Road Ramps Alternative on
19 the left side as well as

20 The encroachment into Waterford Courtyards.
21 The image on the right side shows the increase in
22 green space in the Without Powerline Road Ramps
23 Alternative.

24 Both build alternatives will provide
25 improved regional connectivity, congestion

1 reduction, travel times, emergency response
2 times, evacuation operations, and pedestrian and
3 bicycle facilities.

4 The Evaluation Matrix compares the No-build
5 Alternative with the With and Without Powerline
6 Road Ramps Alternatives. The With Ramps
7 Alternative is superior to the Without Ramps
8 Alternative in two categories: Peak hour traffic
9 volumes and connector road accessibility.
10 However, the Without Ramps Alternative is better
11 in the categories of neighborhood proximity,
12 right of way, and utility impacts. In addition,
13 the Without Ramps Alternative is approximately
14 one hundred million dollars less costly than the
15 With Ramps Alternative. Both alternatives are
16 equal from the standpoint of overall traffic flow
17 and noise.

18 Let us begin a fly-through tour of the build
19 alternatives to view the proposed improvements
20 for the Southwest 10th Street connector.

21 The Southwest 10th Street PD&E Study begins
22 just west of the interchange with Florida's
23 Turnpike and extends east of Military Trail. The
24 proposed improvements feature a four-lane
25 limited-access connector with a 60 mile per hour

1 posted speed on the north side of the corridor
2 and a reconstructed local Southwest 10th Street
3 with a 35 mile per hour posted speed on the south
4 side.

5 Eastbound motorists leaving the Sawgrass
6 Expressway will have two options: Stay to the
7 right to access the local lanes of Southwest 10th
8 Street, or stay to the left to access the
9 connector lanes.

10 Westbound motorists on the connector lanes
11 will continue on to the Sawgrass Expressway. The
12 westbound traffic on the local lanes will have
13 the option to stay to the right to exit to Lyons
14 Road, or stay to the left to continue on to the
15 Sawgrass Expressway.

16 The proposed improvements to local Southwest
17 10th Street include a 12-foot wide shared-use
18 path serving both bicyclists and pedestrians on
19 the southside of the local lanes. This path will
20 extend through the project limits connecting to
21 the existing sidewalks along the corridor as well
22 as Powerline Road and Military Trail.

23 Where space permits, sodding and landscaping
24 will be provided adjacent to the shared-use path
25 as well as in the median and in the buffer area

1 between the local and the connector lanes. The
2 local lanes will include curb and gutter on both
3 sides of each direction.

4 Existing signalized intersections will be
5 reconstructed at Waterways Boulevard,
6 Independence Drive, Powerline Road, as well as
7 Southwest 28th Avenue and Military Trail.

8 At Powerline Road, the local lanes are
9 shifted to the south to accomodate the new
10 connector lanes that will bridge over Powerline
11 Road.

12 There are two build alternatives which
13 differ east of Powerline Road. The only
14 difference between these alternatives is that one
15 option called the With Powerline Road Ramps
16 Alternative provides an eastbound ingress or
17 entrance ramp from the local lanes to the
18 connector lanes. This ramp exits on the left of
19 the local lanes and bridges over the local
20 westbound Lanes. The With Powerline Ramps
21 Alternative also provides a westbound egress or
22 exit ramp from the connector lanes to the
23 westbound local lanes in advance of the Powerline
24 Road intersection. This ramp provides access to
25 Powerline Road from the connector lanes. By

1 contrast, the Without Powerline Road Ramps
2 Alternative eliminates these ramp connections.

3 As we move east, the westbound exit ramp is
4 shown going under the eastbound connector lanes.
5 This depressed ramp will require a pump station
6 to remove any rain water that is collected. This
7 segment is one of the wider road sections of the
8 corridor. Additional space for ramps, retaining
9 walls, and auxiliary lanes are needed to
10 facilitate the ramp connections between these two
11 roadways. Additional right of way is required to
12 the south as well as the relocation of several
13 utility poles.

14 The Without Powerline Road Ramps Alternative
15 is similar to the With Powerline Road Ramps
16 Alternative but does not include the entrance and
17 exit ramps or auxiliary lanes. Consequently, the
18 smaller footprint of the Without Powerline Road
19 Ramps Alternative reduces right-of-way impacts as
20 well as provides an additional 30 feet more green
21 space while preserving existing trees and
22 landscaping, allows for the utility poles to
23 remain in place, and provides a larger offset
24 from the southside homes to the local roadway.

25 Unlike the With Powerline Road Ramps

1 Alternative, the Without Powerline Road Ramps
2 Alternative will not provide access to the
3 connector lanes for travelers along Powerline Road
4 and the communities to the west. The
5 Without Powerline Road Ramps Alternative will
6 increase traffic volumes in the local lanes
7 over the With Powerline Road Ramps Alternative.
8 But both alternatives have projected 2040
9 local traffic that is much less than exist today.

10 Approaching Military Trail, the With and
11 Without Powerline Road Ramps Alternatives are
12 similar, but some differences are apparent. The
13 With Ramps Alternative reflects auxiliary lanes
14 that connect the east and westbound entrance and
15 exit ramps. By contrast, the Without Ramps
16 Alternative eliminates the need for these
17 auxiliary lanes. However, both options provide
18 access to and from the connector road and the
19 Newport Center area.

20 Now, let us compare the impacts and costs of
21 the With and Without Powerline Road Ramps
22 Alternatives.

23 The build alternatives were evaluated in
24 terms of their impacts to the social, cultural,
25 natural, and physical environment. A Categorical

1 Exclusion Type II Report which summarizes the
2 environmental impacts associated with the build
3 alternatives was prepared and is available for
4 review. No significant impacts are anticipated
5 as a result of this project.

6 An analysis of the social impacts concludes
7 that eight commercial relocations will likely be
8 required, and eighteen to twenty two parcels will
9 be impacted. There are no residential
10 relocations associated with this project.

11 The project will enhance bicycle and
12 pedestrian facilities including adding a 12-foot
13 wide shared-use path along the southside of local
14 southwest 10th Street between Waterways Boulevard
15 and east of I-95.

16 Aesthetic enhancements are an important
17 element of the project. Aesthetic enhancements
18 that follow the City of Deerfield Beach Pioneer
19 Grove Design Standards and the City of Deerfield
20 Beach Landscape Manual will be further
21 coordinated with the city during the final design
22 phase.

23 A cultural resources assessment survey was
24 conducted for the PD&E study. No archaeological
25 sites or historic resources were found to be

1 eligible for listing in the National Register of
2 Historic Places. Quiet Waters Park and Crystal
3 Heights Park-North are two resources protected
4 under Section 4(f) of the US Department of
5 Transportation Act. Although the resources are
6 adjacent to Southwest 10th Street, no impacts to
7 these parks are anticipated as a result of the
8 project.

9 A Natural Resource Evaluation or NRE was
10 conducted for the PD&E study. The project is not
11 likely to adversely affect any federally listed
12 species or designated critical habitat. A bald
13 eagle nest is located near the Sawgrass
14 Expressway and Southwest 10th Street interchange,
15 but no adverse effects are anticipated. FDOT
16 commits to monitoring the eagle nest during the
17 nesting period prior to construction. The United
18 States Fish and Wildlife Service concurred with
19 the NRE.

20 The NRE also documented the wetland
21 evaluation which determined that there are no
22 wetlands and (inaudible) surface waters within
23 the study area. As a result, there are no
24 wetland impacts and only minor surface water
25 impacts associated with this project. There will

1 be minimal floodplain impacts which will be
2 compensated with the proposed stormwater
3 management facilities to ensure that there will
4 be no increase in flood elevations.

5 The project is located within the limits of
6 the Biscayne Sole Source Aquifer. The
7 Environmental Protection Agency or EPA concurred
8 that no adverse impacts to the Biscayne Aquifer
9 are anticipated as a result of the proposed
10 project on February 25, 2020. The project is
11 also located within the City of Deerfield Beach
12 Wellfield. Measurements have been taken to avoid
13 impacts to the Wellfield.

14 None of the proposed stormwater ponds are
15 located within the limits of the permitted public
16 water supply Wellfield cone. Therefore, there
17 will be no negative impacts on the Wellfield.

18 A contamination screening evaluation was
19 conducted for this project, and the project will
20 have no significant contamination site impacts.
21 The project will not generate significant air
22 quality impacts. Construction activities would
23 cause minor short-term air quality impacts.
24 These impacts would be minimized by adherence to
25 all federal and state regulations.

1 A noise study conducted in accordance with
2 state and federal regulations and FDOT
3 requirements evaluated traffic noise levels for
4 the build alternatives. Noise walls are
5 warranted on Southwest 10th Street in the
6 vicinity of the residential areas between
7 Florida's Turnpike and Military Trail. During
8 the final design phase, the FDOT will solicit
9 input from the residences receiving a benefit
10 from the noise walls as to whether noise walls
11 should be implemented.

12 One of the unavoidable consequences on a
13 project such as this is the necessary relocation
14 of families or businesses. On this project, we
15 anticipate the relocation of no residences and
16 potentially eight businesses. All right-of-way
17 acquisition will be conducted in accordance with
18 Florida Statute 339.09 and the federal Uniform
19 Relocation Assistance and Real Property
20 Acquisition Policies Act of 1970 commonly known
21 as the Uniform Act.

22 If you are required to make any type of move
23 as a result of a Department of Transportation
24 project, you can expect to be treated in a fair
25 and helpful manner and in compliance with the

1 Uniform Relocation Assistance Act. If a move is
2 required, you will be contacted by an appraiser
3 who will inspect your property. We encourage you
4 to be present during the inspection and provide
5 information about the value of your property.
6 You may also be eligible for relocation advisory
7 services and payment benefits.

8 If you are being moved and are unsatisfied
9 with the Department's determination of your
10 eligibility for payment or the amount of that
11 payment, you may appeal that determination. You
12 will be promptly furnished necessary forms and
13 notified of the procedures to be followed in
14 making that appeal.

15 A special word of caution, if you move
16 before you receive notification of the relocation
17 benefits that you might be entitled to, your
18 benefits may be jeopardized.

19 We realize that you may have questions or
20 concerns about FDOT relocation or property
21 acquisition procedure. We have staff who can
22 help you answer your questions and provide you
23 with more detailed information.

24 The following slides will discuss the design
25 alternatives that were evaluated for the I-95

1 from Southwest 10th Street to Hillsboro Boulevard
2 PD&E Study.

3 The I-95 PD&E Study extends along I-95 from
4 south of Southwest 10th Street to north of
5 Hillsboro Boulevard and along Southwest 10th
6 Street from just west of Military Trail, east to
7 southwest Natura Boulevard. This study also
8 includes Hillsboro Boulevard from Goolsby
9 Boulevard east to southwest Natura Boulevard.

10 The primary need for the project is to
11 address capacity, operational, and safety issues
12 with secondary considerations for evacuation and
13 emergency services, transportation demand, and
14 system linkage. I-95 is a component of the
15 state's SIS system and is also listed on the
16 national highway system.

17 Two build alternatives were considered for
18 I-95. Both alternatives add the second express
19 lane in each direction in the median that was
20 recommended with the I-95 Express Phase Three
21 Projects but was deferred to be constructed as
22 part of this project. Alternative One proposes
23 to add a three-lane parallel roadway called the
24 Collector Distributor or CD Roadway for the
25 northbound traffic and an auxiliary lane for the

1 southbound traffic.

2 The CD Roadway separates the traffic
3 entering or exiting I-95 from the mainline
4 traffic. Alternative Two further separates the
5 traffic by providing a bridge shown in the teal
6 color on the CD Roadway which separates traffic
7 entering I-96 from traffic exiting. Alternative
8 Two was selected as the preferred alternative as
9 it improves safety and reduces congestion without
10 any additional impacts.

11 Build alternatives considered along
12 Southwest 10th Street include a North and Center
13 Alignment. Both North and Center Alignment
14 options have a similar configuration: Provide a
15 direct connections to and from the connector road
16 to the I-95 express lanes and feature third and
17 fourth level flyovers at the interchange shown in
18 the pink and orange colors. The local Southwest
19 10th Street improvements include a 7-foot
20 buffered bicycle lane and a 6-foot sidewalk on
21 the southside and a roundabout at the junction of
22 East Newport Center Drive and West Newport Center
23 Drive.

24 Two build alternatives were considered for
25 Hillsboro Boulevard. Alternative One proposes a

1 depressed section from Goolsby Boulevard to
2 Southwest 12th Avenue. Alternative Two proposes
3 an elevated section from Goolsby Boulevard to
4 Southwest 12th Avenue. An access road is
5 proposed for each alternative with a 7-foot
6 buffered bicycle lane and a 6-foot sidewalk on
7 each side.

8 The Alternatives Evaluation Matrix for
9 Southwest 10th Street comparing the No-build with
10 the North and Center Alignments showed the North
11 Alignment as the highest-ranked alternative. The
12 North Alignment Alternative improve safety,
13 reduces congestion, and minimizes right-of-way
14 impacts.

15 The Alternatives evaluation Matrix for
16 Hillsboro Boulevard comparing the No-build with
17 the depressed and elevated sections shows the
18 No-build as the highest-ranked alternative.
19 Although the depressed and elevated sections
20 would reduce congestion, the access, visual, and
21 construction impacts were determined to be
22 significant. And the No-build Alternative was
23 selected as the preferred alternative.

24 The preferred alternative for Southwest 10th
25 Street is the Modified North Alignment. The

1 Modified North Alignment minimizes the
2 right-of-way impacts by shifting the direct
3 connect ramps further north. Access to and from
4 the connector road was modified to include direct
5 access to both the I-95 express and general
6 purpose lanes for both the southbound and
7 northbound traffic. The buffered bicycle lane
8 and sidewalk were replaced with a shared-use
9 path.

10 The preferred alternative for the I-95
11 corridor is Modified Build Alternative Two. Build
12 Alternative Two was modified to provide direct
13 access from the Southwest 10th Street connector
14 road to both the I-95 express lanes and general
15 purpose lanes. Access to the general purpose
16 lanes is provided by an egress ramp shown in the
17 teal color from the express lanes north of
18 Southwest 10th Street interchange.

19 In the southbound direction, also shown in
20 teal, access to the connector lanes is provided
21 by an egress ramp from the express lanes. The
22 benefits of this preferred alternative include a
23 less congested facility, an improvement in
24 safety, direct connections to the I-95 managed
25 lanes and general purpose lanes, and the addition

1 of a shared-use path along Southwest 10th Street.

2 Let us begin a fly-through tour of the
3 preferred alternative to view all of the proposed
4 improvements for the I-95 PD&E Study.

5 Let us begin a review of the I-95
6 improvements beginning south of Sample Road
7 through the interchange with Southwest 10th
8 Street and up to the Hillsboro Road interchange.

9 The proposed I-95 project is a continuation
10 of improvements already under construction. The
11 project provides additional express lanes as well
12 as direct just north of Sample Road where
13 motorists can exit the express lanes in the
14 northbound direction and enter in the southbound.

15 The 48th Street overpass bridge requires
16 reconstruction to accommodate the additional
17 express lanes and the ramps going to and from
18 Southwest 10th Street.

19 Beginning on the southside of Southwest 10th
20 Street, let us explore the direct connections to
21 and from I-95 and the Southwest 10th Street
22 connector lanes. In the northbound direction, an
23 express lane exit ramp braids over the general
24 use lanes to join a general use lane exit ramp.
25 This ramp continues as an elevated direct connect

1 flyover to the westbound connector lanes. In the
2 southbound direction, a similar flyover from the
3 eastbound connector lanes provides access to
4 both the I-95 express and general use lanes.

5 Local ramps to and from I-95 will be
6 improved for additional capacity and safety as
7 well as the ramp intersections with Southwest
8 10th Street. Intersections at Military Trail,
9 Newport Center Drive, and FAU Research Park
10 Boulevard will also be expanded and improved.

11 To further improve traffic flow, a new ramp
12 will be added in the northeast quadrant. This
13 ramp allows westbound Southwest 10th Street
14 traffic to directly access northbound I-95 and
15 avoid the signalized intersection that exist
16 today.

17 On the northside of Southwest 10th Street,
18 flyover ramps link the connector lanes with both
19 general use and express lanes of I-95. Direct
20 connect flyover ramps are proposed from the
21 eastbound connector lanes to the north bound
22 express and general use lanes and from southbound
23 express and general use lanes to westbound
24 connector lanes.

25 Improvements at the Hillsboro Road

1 interchange include replacing existing loop ramp
2 and slip ramp in the northeast quadrant with a
3 northbound entrance ramp expanding loop ramps in
4 the northwest and southeast quadrants and
5 consolidating entrance and exit points to I-95
6 while improving capacity at the northbound exit
7 ramp intersection.

8 To further enhance I-95 operations, the
9 existing weaving movements to and from the local
10 Hillsboro Boulevard ramps have been reconfigured.
11 These local ramps will now pass beneath
12 overpasses that carry traffic to and from the
13 connector lane ramps, Southwest 10th Street, and
14 Hillsboro Boulevard.

15 Heading back south, we see how the flyover
16 ramps from the north and south merge together to
17 form the connector lanes that continue to the
18 west over the railroad, Military Trail, and
19 ultimately to the Sawgrass Expressway.

20 To gain a better understanding of the local
21 connector lane access, let us make the flyover
22 bridges transparent and take a closer look at the
23 local street system.

24 Just west of the Newport Center Drive
25 intersection, westbound motorists on local

1 Southwest 10th Street may access and exit ramp to
2 the connector lanes. These westbound connector
3 lanes may also be accessed by traveling on 12th
4 Avenue to the northside of the intersection. In
5 the eastbound direction, the local exit ramp
6 leads to a signalized intersection with Newport
7 Center Drive.

8 Now, let us examine the costs and impacts
9 associated with the I-95 improvements.

10 The build alternatives were evaluated in
11 terms of their impacts to the social, cultural,
12 natural, and physical environment. A Categorical
13 Exclusion Type 2 Report which summarizes the
14 environmental impacts associated with the build
15 alternatives was prepared and is available for
16 review. No significant impacts are anticipated
17 as a result of this project. The environmental
18 documents detailing the review of all resources
19 analyzed have been available for public review
20 since September 21, 2020 and will continue to be
21 on display for 10 days after the public hearing
22 at the FDOT, District Four Office, located at
23 3400 West Commercial Boulevard, Fort Lauderdale,
24 Florida. The documents are also available for
25 review on the project website and at tonights

1 hearing.

2 An analysis of the social and economic
3 environment concluded that no relocations will be
4 required. Minor right-of-way acquisition is
5 needed along Southwest 10th Street including
6 temporary construction easements. Enhance access
7 and mobility will improve the economic vitality
8 of the area and will allow for better local
9 circulation and access.

10 A Cultural Resources Assessment Survey was
11 prepared in 2018 and identified one cultural
12 resource within the area of potential effect, the
13 Seaboard Airline. This resource was determined
14 eligible for listing in the National Register.
15 However, the state Historic Preservation Officer
16 determined that the preferred alternative will
17 have no adverse effects on this linear resource.

18 Four parks or recreational resources within
19 the vicinity of the project study Corridor were
20 identified for potential Section 4(f)
21 involvement. A Section 4(f) determination of
22 applicability was prepared for these four sites
23 and resulted in a no-use Section 4(f) involvement
24 for recreation resources for the preferred
25 alternative.

1 The NRE documented no adverse impacts to
2 protected plants and wildlife species and
3 critical habitat. A determination of may affect,
4 not likely to, adversely affect for the federally
5 threatened wood stork was made by the FDOT. And
6 a no-effect determination was made for all other
7 species which have the potential to exist within
8 the project Corridor. The US Fish and Wildlife
9 Service concurred with these determinations on
10 February 22, 2019.

11 The NRE also documented the wetland
12 evaluation which determined that there are no
13 wetlands within the study area. However,
14 approximately 5.7 acres of surface water features
15 consisting of stormwater swales, ditches and
16 retention areas are anticipated to be impacted
17 with the preferred alternative. These areas will
18 be compensated for with the construction of the
19 new storm water system for the project. The
20 project is also located within the limits of the
21 Biscayne Aquifer which is a designated
22 sole-source aquifer supplying potable water to
23 local residences. The EPA concurred that no
24 adverse impacts to the Biscayne Aquifer are
25 anticipated as a result of the proposed project

1 on May 20, 2019.

2

3 Traffic noise levels were predicted for
4 noise sensitive locations along the project
5 Corridor for the existing conditions and
6 the design year 2040 No-build and Preferred
7 Alternatives. Design year traffic noise levels
8 with the planned improvements are predicted to
9 approach or exceed the Federal Highway
10 Administration Noise Abatement Criteria at 116
11 residences and at the Deerfield Beach Teen Center
12 basketball court, Tivoli Sand Pines Preserve
13 walking trail, and JM Family Day Care Center
14 playground.

15 Noise barriers were considered for all
16 noise-sensitive receptor sites where design year
17 build alternative traffic noise levels were
18 predicted to equal or exceed the noise abatement
19 criteria. Three noise barriers are considered
20 feasible and reasonable and are recommended for
21 further consideration during the design phase.
22 These noise barriers are located next to the Lake
23 Island, Highland Village, Highland Meadows, and
24 Country Knowles communities.

25 A Contamination Screening Evaluation was

1 conducted for this project and the analysis
2 identified twelve potential contamination
3 concerns. A Level II contamination assessment is
4 recommended for medium and high risk locations.

5 This project will not cause any relocation
6 of families or businesses. All right-of-way
7 acquisition will be conducted in accordance with
8 Florida Statute 339.09 and the federal Uniform
9 Relocation Assistance and Real Property
10 Acquisition Policies Act of 1970 commonly known
11 as the Uniform Act. The right-of-way specialists
12 who are supervising this program are available
13 and will be happy to answer your questions.

14 Let us discuss the next steps for these two
15 PD&E studies. The next step is to incorporate
16 your input on this public hearing into our
17 decision making process. After the comment
18 period closes and your input has been considered,
19 a decision will be made regarding the preferred
20 alternatives. The final PD&E documents will be
21 sent to the FDOT, Office of Environmental
22 Management, which based on the Memorandum of
23 Understanding signed with the FHWA on December
24 14, 2016 has approval authority on this project
25 granting location and design concept acceptance.

1 This project has and will continue to comply with
2 all applicable state and federal rules and
3 regulations.

4 FDOT has used a number of different media
5 types to communicate information on these
6 studies. When FDOT makes its decision, the
7 announcement will be made via the project
8 website, press release, social media, and email
9 blast to the mailing list. If you are
10 participating in this hearing, you are on the
11 contact list and will be notified of the final
12 decision expected by the end of this year.

13 The final design and Request for Proposal or
14 RFP development is estimated to begin in late
15 2020 with major construction activities
16 anticipated to start in 2023. The completion for
17 the project is planned for late 2027 or early
18 2028.

19 There have been various opportunities for
20 the public to provide input on this project.
21 Several public meetings have been held dating
22 from November 15, 2017 until tonight. We welcome
23 any oral or written comments you might have that
24 will help us make this important decision. Each
25 method of submitting a comment carries equal

1 weight.

2 Written comments received or postmarked no
3 later than 20 days following the last public
4 hearing, November 4, 2020, will become a part of
5 the public record for this public hearing. All
6 written comments should be mailed to the address
7 shown on the slide. Comments may also be emailed
8 to Robert Bostian, the FDOT Project Manager, or
9 submitted via the project websites.

10 This project has and will continue to comply
11 with all applicable state and federal rules and
12 regulations.

13 This conclude our presentation. We now offer
14 you the opportunity to make a statement.

15 (Thereupon, the video presentation is
16 concluded.)

17 MR. MARTINEZ: Anyone desiring to make a
18 statement or present written views regarding
19 location, conceptual design, or social, economic
20 or environmental effects of the improvements,
21 will now have the opportunity to do so.

22 If you're holding a speaker card, please
23 give it to a member of the project team. If you
24 have not received a speaker card and wish to
25 speak please raise your hand so you can receive a

1 card to fill out.

2 Written statements maybe presented in lieu of
3 or in addition to an oral statement. All written
4 material received at this public hearing and at
5 the Florida Department of Transportation District
6 office located at 3400 West Commercial Boulevard
7 in Fort Lauderdale, Florida postmarked no later
8 than November 4, 2020, will become a part of the
9 record for this hearing. Other than comments
10 should be addressed to Robert Bostian. Comments
11 may also be e-mailed to
12 Robert.bostian@dot.state.fl.us.

13 We will now call up those who who have
14 turned in speaker cards. When your name is
15 called please come to the microphone and state
16 your name and address. If you represent an
17 organization, municipality, or other public body
18 please provide that information as well.

19 We ask that you limit your input to three
20 minutes. If you have additional comments you may
21 continue after all other people have had an
22 opportunity to comment.

23 No cards? The verbatim transcript of this
24 hearings oral proceedings together with all written
25 materials received as part of this hearing record

1 and all studies, displays and informational
2 material provided at the hearing will be made a
3 part of the decision making process and it will
4 be available at the district office for public
5 review upon request.

6 Thank you for attending this public hearing
7 and for providing your input into the project.

8 It is now 11:13 A.M. I hereby officially
9 close the public hearing for SW 10th Street
10 connector and I-95 from south SW 10th Street to
11 north of Hillsboro Boulevard project development
12 and environment study. Thank you again and have
13 a good day.

14 (Thereupon, this session concluded at 11:22
15 A.M.)

16 * * * * *

17 (Thereupon, this session began at 12:00
18 P.M.)

19 MR. MARTINEZ: Good morning, the Florida
20 Department of Transportation would like to
21 welcome you to public hearing for SW 10th Street
22 Connector and I-95 from south of SW 10th Street
23 to north of Hillsboro Boulevard Project
24 Development and Environmental studies.

25 My name is Cesar Martinez, I'm the District

1 project development manager for the Florida
2 Department of Transportation. This public
3 hearing is for financial management project
4 numbers 439891-1-22-02 and 436964-1-22-02.

5 These environmental studies have been
6 conducted by FDOT District 4 in compliance with
7 all applicable environmental laws and pursuant to
8 23 United States code section 327 and the implementing
9 memorandum of understanding between FDOT and the
10 Federal Highway Administration signed on
11 December 14, 2016. The FDOT Office of Environmental
12 Management in Tallahassee is the approving
13 authority.

14 The proposed improvements with SW 10th
15 Street corridor include adding a connector Road
16 between Sawgrass Expressway and I-95. This
17 connection promotes better regional connectivity
18 and features direct connect ramps to and from the
19 connector Road, as well as, interchange
20 improvements at I-95.

21 This hearing is being held to provide you
22 with opportunity to comment on these projects.

23 Here with me today we have other
24 representatives of FDOT and the consultant project
25 teams.

1 At this time we would like to recognize any
2 federal, state, county or city official who may
3 be present here today. Are there any officials
4 who would like to be recognized? Seeing none, we
5 now begin the presentation.

6 (Thereupon, the video presentation was
7 presented.) (Thereupon, the video presentation is
8 concluded.)

9 MR. MARTINEZ: Anyone desiring to make a
10 statement or present written views regarding the
11 location, conceptual design, or social, economic or
12 environmental effects of the improvements, will
13 now have the opportunity to do so.

14 If you're holding a speaker card, please
15 give it to a member of the project team. If you
16 have not received a speaker card and wish to
17 speak please raise your hand so you can receive a
18 card to fill out.

19 Written statements maybe presented in lieu of
20 or in addition to an oral statement. All written
21 material received at this public hearing and at
22 the Florida Department of Transportation District
23 office located at 3400 West Commercial Boulevard
24 in Fort Lauderdale, Florida postmarked no later
25 than November 4, 2020, will become a part of the

1 record for this hearing. Other than comments
2 should be addressed to Robert Bostian. Comments
3 may also be e-mailed to
4 Robert.bostian@dot.state.fl.us.

5 We will now call up those who who have
6 turned in speaker cards. When your name is
7 called please come to the microphone and state
8 your name and address. If you represent an
9 organization, municipality, or other public body
10 please provide that information as well.

11 We ask that you limit your input to three
12 minutes. If you have additional comments you may
13 continue after all other people have had an
14 opportunity to comment.

15 No cards? The verbatim transcript of this
16 hearings oral proceedings together with all written
17 materials received as part of this hearing record
18 and all studies, displays and informational
19 material provided at the hearing will be made a
20 part of the decision making process and it will be
21 available at the district office for public
22 review upon request.

23 Thank you for attending this public hearing
24 and for providing your input into the project.

25 It is now 2:16 P.M. I hereby officially

1 close the public hearing for SW 10th Street
2 connector and I-95 from south SW 10th Street to
3 north of Hillsboro Boulevard project development
4 and environment study. Thank you again and have
5 a good day.

6 (Thereupon, this session concluded at 2:29
7 P.M.)

8 * * * * *

9 (Thereupon, this session began at 3:00 P.M.)

10 MR. MARTINEZ: The Florida Department of
11 Transportation would like to welcome you to the
12 public hearing for SW 10th Street Connector and
13 I-95 from south of SW 10th Street to north of
14 Hillsboro Boulevard Project Development and
15 Environmental studies.

16 My name is Cesar Martinez, I'm the District
17 project development manager for the Florida
18 Department of Transportation. This public
19 hearing is for financial management project
20 numbers 439891-1-22-02 and 436964-1-22-02.

21 These environmental studies have been
22 conducted by FDOT District 4 in compliance with all
23 applicable environmental laws and pursuant to 23 United
24 States code section 327 and the implementing memorandum
25 of understanding between FDOT and the Federal

1 Highway Administration signed on December 14,
2 2016. The FDOT Office of Environmental Management
3 in Tallahassee is the approving authority.

4 The proposed improvement, with SW 10th
5 Street corridor includes adding a connector Road
6 between Sawgrass Expressway and I-95. This
7 connection promotes better regional connectivity
8 and features direct connect ramps to and from the
9 connector Road, as well as, interchange
10 improvements at I-95.

11 This hearing is being held to provide you
12 with opportunity to comment on these projects.

13 Here with me today we have other
14 representatives of FDOT and the consultant project
15 teams.

16 At this time we would like to recognize any
17 federal, state, county, or city official who may
18 be present here today. Are there any officials
19 who would like to be recognized? Seeing none, we
20 now begin the presentation.

21 (Thereupon, the video presentation is
22 presented.)

23 (Thereupon, the video presentation is
24 concluded.)

25 MR. MARTINEZ: Anyone desiring to make a

1 statement or present written views regarding the
2 location, conceptual design, or social, economic
3 or environmental effects of the improvements will
4 now have the opportunity to do so.

5 If you're holding a speaker card, please
6 give it to a member of the project team. If you
7 have not received a speaker card and wish to
8 speak please raise your hand so you can receive a
9 card to fill out.

10 Written statements maybe presented in lieu of or
11 in addition to an oral statement. All written
12 material received at this public hearing and at
13 the Florida Department of Transportation District
14 office located at 3400 West Commercial Boulevard
15 in Fort Lauderdale, Florida postmarked no later
16 than November 4, 2020, will become a part of the
17 record for this hearing. Other than comments
18 should be addressed to Robert Bostian. Comments
19 may also be e-mailed to
20 Robert.bostian@dot.state.fl.us.

21 We will now call up those who who have
22 turned in speaker cards. When your name is
23 called please come to the microphone and state
24 your name and address. If you represent an
25 organization, municipality, or other public body

1 please provide that information as well.

2 We ask that you limit your input to three
3 minutes. If you have additional comments you may
4 continue after all other people have had an
5 opportunity to comment.

6 No cards? The verbatim transcript of this
7 hearings oral proceedings together with all written
8 materials received as part of this hearing record
9 and all studies, displays, and informational
10 material provided at the hearing will be made a
11 part of the decision making process and it will be
12 available at the district office for public
13 review upon request.

14 Thank you for attending this public hearing
15 and for providing your input into the project.

16 It is now 5:00 P.M. I hereby officially
17 close the public hearing for SW 10th Street
18 connector and I-95 from south SW 10th Street to
19 north of Hillsboro Boulevard project development
20 and environment study. Thank you again and have
21 a good day.

22 (Thereupon this session concluded at 5:02
23 P.M.)

24 * * * * *

25 (Thereupon, this session began at 6:00 P.M.)

1 MR. BOSTIAN: Good afternoon. The Florida
2 Department of Transportation would like to
3 welcome you to public hearing for SW 10th Street
4 Connector and I-95 from south of SW 10th Street to
5 north of Hillsboro Boulevard Project Development
6 and Environmental studies.

7 My name is Robert Bostian, I'm the District
8 project manager for the Florida Department of
9 Transportation. This public hearing is for
10 financial management project numbers
11 439891-1-22-02 and 436964-1-22-02.

12 These environmental studies have been
13 conducted by FDOT District 4 in compliance with
14 all applicable environmental laws and pursuant to
15 23 United States code section 327 and the implementing
16 memorandum of understanding between FDOT and the
17 Federal Highway Administration signed on
18 December 14, 2016. The FDOT Office of Environmental
19 Management in Tallahassee is the approving authority.

20 The proposed improvement with SW 10th Street
21 corridor includes adding a connector Road between
22 Sawgrass Expressway and I-95. This connection
23 promotes better regional connectivity and
24 features direct connect ramps to and from the
25 connector Road, as well as, interchange

1 improvements at I-95.

2 This hearing is being held to provide you
3 with opportunity to comment on these projects.

4 Here with me today we have other
5 representatives of FDOT and the consultant project
6 teams.

7 At this time we would like to recognize any
8 federal, state, county, or city official who may
9 be present here today. Are there any officials
10 who would like to be recognized? Seeing none, we
11 now begin the presentation.

12 (Thereupon, the video presentation is
13 presented.)

14 (Thereupon, the video presentation is
15 concluded.)

16 MR. BOSTIAN: Anyone desiring to make a
17 statement or present written views regarding
18 location, conceptual design, or social, economic
19 or environmental effects of the improvements,
20 will now have the opportunity to do so.

21 If you're holding a speaker card, please
22 give it to a member of the project team. If you
23 have not received a speaker card and wish to
24 speak please raise your hand so you can receive a
25 card to fill out.

1 Written statements maybe presented in lieu of
2 or in addition to an oral statement. All written
3 material received at this public hearing and at
4 the Florida Department of Transportation District
5 office located at 3400 West Commercial Boulevard
6 in Fort Lauderdale, Florida postmarked no later
7 than November 4, 2020, will become a part of the
8 record for this hearing. Other than comments
9 should be addressed to Robert Bostian. Comments
10 may also be e-mailed to
11 Robert.bostian@dot.state.fl.us.

12 We will now call up those who who have
13 turned in speaker cards. When your name is
14 called please come to the microphone and state
15 your name and address. If you represent an
16 organization, municipality, or other public body
17 please provide that information as well.

18 We ask that you limit your input to three
19 minutes. If you have additional comments you may
20 continue after all other people have had an
21 opportunity to comment.

22 Does anyone else desire to speak? Hearing
23 none.

24 THE WITNESS: I have a question. It's like
25 with all the construction that's going to be

1 going on on the Road, like I know I live in
2 Independence Bay on the corner of Powerline. I'm
3 not really involved with this project, this is my
4 question; but for instance if I want to go from
5 10th and Powerline to Lyons Road I have to pay a
6 toll. Is that going to be adjusted so I wouldn't
7 have to pay a toll to get to Lyons with all this
8 construction? Or will people or will it be
9 people -- that people have to pay a toll to use
10 the expressway to go from the turnpike Sawgrass
11 area to 95 or past Road.

12 MR. BOSTIAN: This portion of the public
13 hearing is for comments rather than addressing
14 comments.

15 THE WITNESS: Comments, not questions.
16 Okay.

17 MR. BOSTIAN: A verbatim transcript of this
18 hearing and oral proceedings together with all
19 written material received as part of the hearing
20 record and all studies, displays and
21 informational material provided at this hearing
22 will be made part of the project decision making
23 process and will be available at the district
24 office for public -- for public review upon
25 request.

1 Thank you for attending this public hearing
2 and for providing your input into this project.

3 It is now 7:54 and I hereby close the public
4 hearing for SW 10th Street Connector and I-95
5 from south of SW 10th Street to north of Hillsboro
6 Boulevard Project Development and Environmental
7 studies. Thank you again and have a good day.

8 It's actually 7:54.

9 (Thereupon, the public hearing concluded at
10 7:54 P.M.)

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CERTIFICATE OF COURT REPORTER

STATE OF FLORIDA :
:
COUNTY OF BROWARD :

I, STACIE APPEL-CLAIR, a Court Reporter in and for the State of Florida at Large, do hereby certify that I was authorized to and did report the proceedings in the above-styled cause, at the time and place set forth; that the foregoing constitute a true and complete record of my notes.

I further certify that I am not an attorney or counsel of any of the parties, not related to any of the parties, nor financially interested in the actions.

Dated this 15th day of October, 2020.



STACIE APPEL-CLAIR
COURT REPORTER

October 15, 2020

1	14 2:21 5:21 37:24 42:11 46:1	42:8 45:24	439891-1-22-02 2:14 3:25 42:4 45:20
1 13:17,20	146 15:8	25 23:10	47 14:17
10 33:21	15 38:22	27 9:21	48th 30:15
106 14:17	1970 24:20 37:10	28th 18:7	
10th 2:6,7,23 3:19,20 5:2, 24 6:2 8:7, 13,15,21,23 9:12 10:25 11:4,8 15:11,15 16:20,21 17:2,7,17 21:14 22:6, 14 24:5 26:1,4,5 27:12,19 28:9,24 29:13,18 30:1,7,18, 19,21 31:8, 13,17 32:13 33:1 34:5 41:9,10,21, 22 42:14 45:1,2,12,13 46:4 48:17, 18	2	2:16 44:25	5
	2 33:13	2:29 45:6	
	20 6:17 36:1 39:3	3	5.7 35:14
	2016 2:21 5:21 37:24 42:11 46:2	3 8:10 13:18, 21	5:00 48:16
	2017 38:22	30 15:4 19:20	5:02 48:22
	2018 9:4,21 34:11	327 2:18 5:19 42:8 45:24	6
	2019 35:10 36:1	339.09 24:18 37:8	6-foot 27:20 28:6
	2020 6:17 23:10 33:20 38:15 39:4 40:8 43:25 47:16	3400 33:23 40:6 43:23 47:14	60 16:25
	2023 38:16	35 17:3	6:00 48:25
116 36:10	2027 38:17	3:00 45:9	7
11:13 41:8	2028 38:18	4	7-foot 27:19 28:5
11:22 41:14	2040 36:6	4 2:16 6:17 39:4 40:8 42:6 43:25 45:22 47:16	9
12-foot 12:18 17:17 21:12	21 33:20	4 (f) 34:20,21,23	
12:00 41:17	22 35:10	436964-1-22-02 2:14 3:25 42:4 45:20	A.M. 2:3 41:8,15
12th 28:2,4 33:3	23 2:18 5:19		abatement 36:10,18

acceptance 6:21 37:25	40:3 43:20 47:11	Agency 23:7	11:13,17,24, 25 13:3
access 11:15 12:16 13:12,13,16, 19,23 14:12 17:7,8 18:24 20:2,18 28:4,20 29:3,5,13, 15,20 31:3, 14 32:21 33:1 34:6,9	additional 13:8 15:4 19:8,11,20 27:10 30:11, 16 31:6 40:20 44:12 48:3	air 23:21,23	14:1,4 15:24 16:6,15,19 18:12,14 20:8,11,22, 23 21:3 24:4 25:25 26:17, 18 27:11,24 28:8,15 33:10,15 36:7 37:20
accessed 33:3	address 6:9,11 7:11 8:20 11:18 12:13 26:11 39:6 40:16 44:8 47:24	alignment 9:6,7,10,25 27:13 28:11, 12,25 29:1	amount 9:23 10:16 25:10
accessibility 16:9	addressed 40:10 44:2 47:18	alignments 9:5 28:10	analysis 21:6 34:2 37:1
accommodate 30:16	adherence 23:24	allow 34:8	analyzed 33:19
accomodate 18:9	adjacent 8:11 13:11 17:24 22:6	allowing 11:21	announcement 38:7
accordance 24:1,17 37:7	Administratio n 2:20 36:10 42:10 46:1	allows 19:22 31:13	answer 25:22 37:13
acquisition 6:24 14:15 24:17,20 25:21 34:4 37:7,10	advance 6:22 18:23	alternative 4:4 7:6,8,9, 15 9:4 10:2, 21,23 11:1, 6,10,14 12:1,7,8,10, 15,20,25 13:1,2 14:3, 7,13,14,19, 23,24 15:2, 5,6,10,13, 14,18,23 16:5,7,8,10, 13,15 18:16, 21 19:2,14, 16,19 20:1, 2,5,7,13,16 26:22 27:4, 7,8,25 28:2, 5,11,12,18, 22,23,24 29:10,11,12, 22 30:3 34:16,25 35:17 36:17	anticipated 24:15
acres 35:14	adverse 4:5,20,21 22:15 23:8 34:17 35:1, 24	alternatives 4:19 6:8,13, 25 7:4,7 8:6 9:15,22,23, 25 10:11	anticipated 10:14 11:10 21:4 22:7,15 23:9 33:16 35:16,25 38:16
Act 22:5 24:20, 21 25:1 37:10,11	adversely 22:11 35:4		anticipate 24:15
activities 10:8 23:22 38:15	advertised 5:5		anticipating 10:14 11:10 21:4 22:7,15 23:9 33:16 35:16,25 38:16
add 26:18,23	advisory 7:25 25:6		Anyone 39:17 43:9 46:25
added 15:13 31:12	aesthetic 13:9 21:16, 17		apparent 20:12
adding 2:24 21:12 42:15 46:5	affect 22:11 35:3,4		appeal 25:11,14
addition 13:5,10 16:12 29:25	age 5:9		applicability 34:22

<p>approach 36:9</p> <p>Approaching 20:10</p> <p>approval 37:24</p> <p>approving 2:22 5:23 42:12 46:3</p> <p>approximately 8:10 16:13 35:14</p> <p>April 9:4</p> <p>aquifer 23:6,8 35:21,22,24</p> <p>archaeologica l 21:24</p> <p>area 9:20 17:25 20:19 22:23 34:8,12 35:13</p> <p>areas 24:6 35:16, 17</p> <p>assessment 21:23 34:10 37:3</p> <p>Assistance 24:19 25:1 37:9</p> <p>associated 21:2,10 22:25 33:9, 14</p> <p>at-grade 11:5</p> <p>attending 41:6 44:23 48:14</p> <p>authority 2:22 5:23 6:22 37:24 42:13 46:3</p>	<p>auxiliary 19:9,17 20:13,17 26:25</p> <p>available 21:3 33:15, 19,24 37:12 41:4 44:21 48:12</p> <p>Avenue 18:7 28:2,4 33:4</p> <p>avoid 7:2 23:12 31:15</p> <hr/> <p style="text-align: center;">B</p> <hr/> <p>back 15:7 32:15</p> <p>bald 22:12</p> <p>barriers 36:15,19,22</p> <p>based 37:22</p> <p>basketball 36:12</p> <p>Beach 8:9 12:9 21:18,20 23:11 36:11</p> <p>began 2:3 41:17 45:9 48:25</p> <p>begin 3:14 8:7 16:18 30:2,5 38:14 43:5 46:20</p> <p>beginning 30:6,19</p> <p>begins 16:21</p> <p>below-grade 9:16 10:3</p>	<p>beneath 11:4 32:11</p> <p>beneficial 4:5,20</p> <p>benefit 24:9</p> <p>benefits 13:6 25:7, 17,18 29:22</p> <p>better 3:1 12:13,15 16:10 32:20 34:8 42:17 46:7</p> <p>bicycle 12:20 16:3 21:11 27:20 28:6 29:7</p> <p>bicyclists 17:18</p> <p>Biscayne 23:6,8 35:21,24</p> <p>blast 38:9</p> <p>blue 5:3,25</p> <p>body 40:17 44:9 47:25</p> <p>Bostian 39:8 40:10 44:2 47:18</p> <p>Boulevard 2:8 3:21 6:3 8:14 18:5 21:14 26:1, 5,7,8,9 27:25 28:1, 3,16 31:10 32:10 33:23 40:6 41:11, 23 43:23 45:3,14 47:14 48:19</p> <p>bound 31:21</p>	<p>braids 30:23</p> <p>bridge 18:10 27:5 30:15</p> <p>bridges 18:19 32:22</p> <p>Broward 3:22 7:19,24</p> <p>buffer 17:25</p> <p>buffered 27:20 28:6 29:7</p> <p>build 6:13 9:23 11:25 14:1 15:24 16:18 18:12 20:23 21:2 24:4 26:17 27:11, 24 29:11 33:10,14 36:17</p> <p>business 10:4,14 11:9</p> <p>businesses 9:2 13:14 24:14,16 37:6</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>C-2 10:4,13</p> <p>call 40:13 44:5 47:21</p> <p>called 12:25 18:15 26:23 40:14 44:7 47:23</p> <p>Canal 10:4,13</p> <p>capacity 26:11 31:6 32:6</p>
--	---	--	---

October 15, 2020

<p>card 39:22,24 40:1 43:14, 16,18 47:5, 7,9</p> <p>cards 40:14,23 44:6,15 47:22 48:6</p> <p>Care 36:13</p> <p>careful 13:12</p> <p>carries 38:25</p> <p>carry 32:12</p> <p>carrying 12:6</p> <p>Categorical 20:25 33:12</p> <p>categories 12:3 16:8,11</p> <p>caution 25:15</p> <p>CD 26:24 27:2,6</p> <p>center 9:6,10,11 20:19 27:12, 13,22 28:10 31:9 32:24 33:7 36:11, 13</p> <p>Cesar 2:10 41:25 45:16</p> <p>change 13:19</p> <p>circulation 34:9</p> <p>city 3:11 8:9 12:9,12 13:8 21:18,19,21 23:11 43:2 46:17</p>	<p>city's 12:15</p> <p>Class 13:17,18,20, 21</p> <p>classification 13:16,19</p> <p>close 41:9 45:1 48:17</p> <p>closely 12:11</p> <p>closer 14:21 32:22</p> <p>closes 6:17 37:18</p> <p>closest 14:17 15:7</p> <p>COAT 7:25</p> <p>code 2:18 42:8 45:24</p> <p>collected 19:6</p> <p>Collector 26:24</p> <p>color 5:9 27:6 29:17</p> <p>color-coded 5:2,4</p> <p>colors 27:18</p> <p>come 40:15 44:7 47:23</p> <p>comment 3:6 4:22 6:16 37:17 38:25 40:22 42:22 44:14 46:12 48:5</p> <p>comments 2:2 4:11,17, 25 13:25</p>	<p>38:23 39:2, 6,7 40:9,10, 20 44:1,2,12 47:17,18 48:3</p> <p>commercial 21:7 33:23 40:6 43:23 47:14</p> <p>commits 22:16</p> <p>commonly 24:20 37:10</p> <p>communicate 38:5</p> <p>communities 9:2 14:22 20:4 36:24</p> <p>community 4:6 7:3,24 11:21</p> <p>compare 20:20</p> <p>compared 7:4,7 10:17 11:12 13:1 15:5,12</p> <p>compares 16:4</p> <p>comparing 28:9,16</p> <p>compensated 23:2 35:18</p> <p>completion 38:16</p> <p>compliance 2:16 5:17 24:25 42:6 45:22</p> <p>comply 38:1 39:10</p> <p>component 26:14</p> <p>components 4:13</p> <p>comprise 10:21</p>	<p>concept 6:21 37:25</p> <p>conceptual 4:3 39:19 43:11 47:2</p> <p>concern 12:10 13:23 14:25</p> <p>concerns 4:9 5:11 9:14 11:19 12:12 25:20 37:3</p> <p>conclude 39:13</p> <p>concluded 34:3 39:16 41:14 43:8 45:6 46:24 48:22</p> <p>concludes 21:6</p> <p>concurred 22:18 23:7 35:9,23</p> <p>conditions 7:12 36:4</p> <p>conducted 2:16 5:16 21:24 22:10 23:19 24:1, 17 37:1,7 42:6 45:22</p> <p>cone 23:16</p> <p>configuration 27:14</p> <p>congested 29:23</p> <p>congestion 7:13 8:20 15:25 27:9 28:13,20</p> <p>connect 3:2 20:14 29:3 30:25 31:20 42:18</p>
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46:8 connecting 17:20 connection 3:1 8:24 42:17 46:7 connections 13:4 15:13 19:2,10 27:15 29:24 30:20 connectivity 3:1 8:16 15:25 42:17 46:7 connector 2:7,24 3:3, 19 8:8,16,24 9:8,11,17 10:1,12,23, 24 11:2,3,5, 7,16,22 12:17,23 13:20 14:8 16:9,20,25 17:9,10 18:1,10,18, 22,25 19:4 20:3,18 27:15 29:4, 13,20 30:22 31:1,3,18, 21,24 32:13, 17,21 33:2 41:10,22 42:15,19 45:2,12 46:5,9 48:18 consequences 24:12 consideration 6:14 36:21 consideration s 8:3 26:12 considered 6:19 8:5 26:17 27:11,	24 36:15,19 37:18 considering 12:4 consistent 5:6 7:18 consisting 35:15 consolidating 32:5 constructed 26:21 construction 7:11 10:6,8, 15 11:11 22:17 23:22 28:21 30:10 34:6 35:18 38:15 consultant 3:8 42:24 46:14 contact 38:11 contacted 25:2 contacting 5:12 contamination 23:18,20 36:25 37:2,3 continuation 30:9 continue 4:25 17:11, 14 32:17 33:20 38:1 39:10 40:21 44:13 48:4 continues 30:25 continuous 6:10 contrast 19:1 20:15 coordinated 21:21	corridor 2:24 8:23 9:3,8,10 12:21 13:17 14:22 17:1, 21 19:8 29:11 34:19 35:8 36:4 42:15 46:5 costly 16:14 costs 20:20 33:8 Country 36:24 county 3:11,23 43:2 46:17 court 36:12 Courtyards 14:16,18 15:8,20 criteria 12:3 36:10, 19 critical 8:18 22:12 35:3 Crystal 22:2 cultural 20:24 21:23 33:11 34:10, 11 curb 14:17 15:7 18:2	December 2:21 5:21 37:23 42:11 46:1 deciding 11:22 decision 6:19 37:17, 19 38:6,12, 24 41:3 44:20 48:11 decision- making 6:16 Deerfield 8:9 12:9 21:18,19 23:11 36:11 deferred 26:21 delays 7:13 demand 26:13 Department 2:5,12 3:17 5:13,15 6:4 22:4 24:23 40:5 41:20 42:2 43:22 45:10,18 47:13 Department's 25:9 depressed 9:24 10:2,3, 9,11,12,18, 21,22,23 11:1,13 12:6 13:7 14:10 15:2,17 19:5 28:1,17,19 depresses 11:2 design 6:7,21,24 7:10 13:13
		D	
		day 36:13 41:13 45:5 48:21 days 6:17 33:21 39:3	

October 15, 2020

21:19,21	differences	documents	47:2
24:8 25:24	20:12	6:20 33:18,	effect
36:6,7,16,21	different	24 37:20	34:12
37:25 38:13	38:4	dollars	effects
39:19 43:11	direct	16:14	22:15 34:17
47:2	3:2 12:16	doubles	39:20 43:12
designated	13:4 27:15	15:7	47:3
22:12 35:21	29:2,4,12,24	drainage	egress
designs	30:12,20,25	9:19	12:23 14:8
4:3	31:19 42:18	Drive	18:21 29:16,
desiring	46:8	18:6 27:22,	21
39:17 43:9	direction	23 31:9	eight
46:25	18:3 26:19	32:24 33:7	21:7 24:16
detailed	29:19 30:14,	driveway	eighteen
25:23	22 31:2 33:5	13:15	21:8
detailing	directly	due	either
33:18	31:14	10:5	5:12 9:12
determination	disability	duration	element
25:9,11	5:10	10:16 11:11	21:17
34:21 35:3,6	discuss		elevated
determination	25:24 37:14	E	14:11 15:3
s	display		28:3,17,19
35:9	13:22 33:21	e-mailed	30:25
determine	displays	40:11 44:3	elevation
12:1	4:16 41:1	47:19	11:7
determined	44:18 48:9	eagle	elevations
22:21 28:21	distance	22:13,16	23:4
34:13,16	14:16 15:6	early	eligibility
35:12	distinguishin	38:17	25:10
develop	g	easements	eligible
12:13,20	14:10	34:6	22:1 25:6
developed	Distributor	east	34:14
7:1 11:25	26:24	10:12 12:24	eliminates
development	district	13:18 16:23	15:2 19:2
2:8,11 3:21	2:10,16	18:13 19:3	20:16
8:6,19 38:14	5:13,17	20:14 21:15	eliminating
41:11,23	33:22 40:5	26:6,9 27:22	12:22
42:1 45:3,	41:4,25 42:6	eastbound	email
14,17 48:19	43:22 44:21	10:22 11:1,	38:8
develops	45:16,22	2,5 14:11	emailed
6:8	47:13 48:12	15:3 17:5	39:7
dewatering	ditches	18:16 19:4	emergency
10:16	35:15	31:3,21 33:5	7:14 16:1
differ	documented	economic	26:13
18:13	22:20 35:1,	4:5 8:19	encourage
difference	11	12:4 34:2,7	25:3
14:3 18:14		39:19 43:11	

<p>encouraged 5:8 13:24</p> <p>encroachment 15:20</p> <p>end 7:8 38:12</p> <p>Engineering 12:3</p> <p>enhance 21:11 32:8 34:6</p> <p>enhancements 21:16,17</p> <p>ensure 23:3</p> <p>enter 30:14</p> <p>entering 27:3,7</p> <p>entitled 25:17</p> <p>entrance 11:21 14:12 15:4 18:17 19:16 20:14 32:3,5</p> <p>environment 20:25 33:12 34:3 41:12 45:4 48:20</p> <p>environmental 2:9,15,17,21 3:22 4:6 5:16,18,22 8:2 12:3 21:2 23:7 33:14,17 37:21 39:20 41:24 42:5, 7,11 43:12 45:15,21,23 46:2 47:3</p> <p>environments 7:4</p> <p>EPA 23:7 35:23</p>	<p>equal 16:16 36:18 38:25</p> <p>estimated 38:14</p> <p>evacuation 16:2 26:12</p> <p>evaluated 14:2 20:23 24:3 25:25 33:10</p> <p>evaluation 7:5 11:24 12:2,5 16:4 22:9,21 23:18 28:8, 15 35:12 36:25</p> <p>examine 33:8</p> <p>exceed 36:9,18</p> <p>Exclusion 21:1 33:13</p> <p>exhibits 5:1,3</p> <p>exist 20:9 31:15 35:7</p> <p>existing 13:16 17:21 18:4 19:21 32:1,9 36:4</p> <p>exit 10:24 11:3 12:7 14:11 15:3,17 17:13 18:22 19:3,17 20:15 30:13, 23,24 32:5,6 33:1,5</p> <p>exiting 27:3,7</p> <p>exits 18:18</p>	<p>expanded 31:10</p> <p>expanding 32:3</p> <p>expect 24:24</p> <p>expectations 12:11,16</p> <p>expected 38:12</p> <p>expenditure 7:10</p> <p>explain 4:18</p> <p>explore 30:20</p> <p>express 4:9 5:11 12:18 13:5 26:18,20 27:16 29:5, 14,17,21 30:11,13,17, 23 31:4,19, 22,23</p> <p>expressed 9:14 12:9</p> <p>Expressway 2:25 8:12,25 17:6,11,15 22:14 32:19 42:16 46:6</p> <p>extend 17:20</p> <p>extends 6:1 16:23 26:3</p> <p>Extensive 10:6</p> <p>extent 9:15 10:9</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>facilitate 19:10</p>	<p>facilities 8:18,22 9:19 16:3 21:12 23:3</p> <p>facility 8:24 9:1 29:23</p> <p>fair 24:24</p> <p>families 24:14 37:6</p> <p>family 5:10 36:13</p> <p>FAU 31:9</p> <p>FDOT 2:16,19,21 3:8 5:17,21, 22 7:22 12:6,11 22:15 24:2,8 25:20 33:22 35:5 37:21 38:4,6 39:8 42:6,9,11,24 45:22,25 46:2,14</p> <p>feasible 36:20</p> <p>feature 16:24 27:16</p> <p>features 3:2 10:23 13:9 14:10 35:14 42:18 46:8</p> <p>February 23:10 35:10</p> <p>federal 2:20 3:11 5:6,18 23:25 24:2,18 36:9 37:8 38:2 39:11 42:10 43:2 45:25 46:17</p>
--	--	---	--

<p>federally 22:11 35:4</p> <p>feet 14:18 15:4, 8,9 19:20</p> <p>fell 12:2</p> <p>FHWA 5:21 37:23</p> <p>fill 40:1 43:18 47:9</p> <p>final 6:7,13,20,23 21:21 24:8 37:20 38:11, 13</p> <p>finalize 4:12</p> <p>financial 2:13 3:24 42:3 45:19</p> <p>first 4:14 9:14</p> <p>Fish 22:18 35:8</p> <p>five 6:5</p> <p>flood 23:4</p> <p>floodplain 23:1</p> <p>Florida 2:4,11 3:17 5:13,15 6:4 24:18 33:24 37:8 40:5,7 41:19 42:1 43:22,24 45:10,17 47:13,15</p> <p>Florida'a 8:9</p> <p>Florida's 5:25 16:22 24:7</p>	<p>flow 16:16 31:11</p> <p>fly-through 16:18 30:2</p> <p>flyover 31:1,2,18,20 32:15,21</p> <p>flyovers 27:17</p> <p>follow 21:18</p> <p>followed 25:13</p> <p>following 4:22 12:14 25:24 39:3</p> <p>footprint 14:13 19:18</p> <p>form 32:17</p> <p>formal 4:22</p> <p>formed 7:24</p> <p>forms 25:12</p> <p>Fort 33:23 40:7 43:24 47:15</p> <p>forum 4:7</p> <p>forward 12:7</p> <p>found 21:25</p> <p>four 5:14,17 12:2 33:22 34:18, 22</p> <p>four-lane 16:24</p> <p>fourth 27:17</p> <p>frontage 9:12</p> <p>full 10:2,17</p>	<p>fully 8:5</p> <p>funds 7:10</p> <p>furnished 25:12</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>gain 32:20</p> <p>gathered 4:11</p> <p>general 4:2 12:17 13:4 29:5, 14,15,25 30:23,24 31:4,19,22, 23</p> <p>generally 12:2</p> <p>generate 23:21</p> <p>give 39:23 43:15 47:6</p> <p>going 19:4 30:17</p> <p>good 2:4 41:13,19 45:5 48:21</p> <p>Goolsby 26:8 28:1,3</p> <p>granting 37:25</p> <p>grants 6:22</p> <p>graphic 10:20 14:6</p> <p>green 5:4 6:1 12:21 15:1, 4,22 19:20</p> <p>Grove 21:19</p>	<p>guidelines 13:15</p> <p>gutter 18:2</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>habitat 22:12 35:3</p> <p>hand 39:25 43:17 47:8</p> <p>happy 37:13</p> <p>Heading 32:15</p> <p>hearing 2:2,6,13 3:18,23 4:1, 7,11,14 5:5, 7 6:15,18 12:8 33:21 34:1 37:16 38:10 39:4,5 40:4,25 41:2,6,9,21 42:3 43:21 44:17,19,23 45:1,12,19 47:12 48:8, 10,14,17</p> <p>Heights 22:3</p> <p>held 3:5 9:5,22 42:21 46:11</p> <p>helddating 38:21</p> <p>help 11:25 25:22 38:24</p> <p>helpful 24:25</p> <p>high 37:4</p>
---	--	--	---

October 15, 2020

<p>highest-ranked 28:11,18</p> <p>Highland 36:23</p> <p>highway 2:20 26:16 36:9 42:10 46:1</p> <p>Hillsboro 2:8 3:21 6:3 8:14 26:1,5, 8 27:25 28:16 30:8 31:25 32:10, 14 41:11,23 45:3,14 48:19</p> <p>historic 21:25 22:2 34:15</p> <p>holding 39:22 43:14 47:5</p> <p>home 14:17 15:7</p> <p>homes 13:14 14:19 15:9 19:24</p> <p>hour 15:10 16:8, 25 17:3</p> <p>House 4:14</p> <p>hundred 16:14</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>I-95 2:7,25 3:4, 20 5:3 6:1 8:10,13 9:1 12:17,18 13:4 15:14 21:15 25:25 26:3,14,18,</p>	<p>20 27:3,16 29:5,10,14, 24 30:4,5,9, 21 31:4,5, 14,19 32:5,8 33:9 41:10, 22 42:16,20 45:2,13 46:6,10 48:18</p> <p>I-96 27:7</p> <p>identified 34:11,20 37:2</p> <p>identify 6:11 12:12</p> <p>II 21:1 37:3</p> <p>illustrates 10:20</p> <p>image 15:21</p> <p>impacted 21:9 35:16</p> <p>impacts 4:6,20,22 7:3 9:16,18 10:6,7,15,18 11:12,14 15:1 16:12 19:19 20:20, 24 21:2,4,6 22:6,24,25 23:1,8,13, 17,20,22,23, 24 27:10 28:14,21 29:2 33:8, 11,14,16 35:1,24</p> <p>implemented 2:18 24:11 42:8</p> <p>Implementing 5:20</p> <p>implements</p>	<p>6:5</p> <p>important 21:16 38:24</p> <p>improve 8:16 28:12 31:11 34:7</p> <p>improved 8:2 15:25 31:6,10</p> <p>improvement 2:23 7:21,23 29:23 42:14 46:4</p> <p>improvements 3:4 4:3 16:19,24 17:16 27:19 30:4,6,10 31:25 33:9 36:8 39:20 42:20 43:12 46:10 47:3</p> <p>improves 27:9</p> <p>improving 32:6</p> <p>inaudible 22:22</p> <p>include 11:15,19 13:3 14:10 17:17 18:2 19:16 27:12, 19 29:4,22 32:1</p> <p>included 7:7 14:5</p> <p>includes 2:24 8:18 10:2 13:14 26:8 42:15 46:5</p> <p>including 6:23 7:19 9:17 21:12 34:5</p>	<p>incorporate 6:14 37:15</p> <p>incorporated 8:3 12:14</p> <p>increase 15:10,21 20:6 23:4</p> <p>increasing 7:13</p> <p>Independence 18:6</p> <p>information 4:2 13:6 25:5,23 38:5 40:18 44:10 48:1</p> <p>informational 41:1 44:18 48:9</p> <p>ingress 12:22 14:8 18:16</p> <p>input 6:15,18 12:4 14:25 24:9 37:16,18 38:20 40:19 41:7 44:11, 24 48:2,15</p> <p>inspect 25:3</p> <p>inspection 25:4</p> <p>interaction 6:10</p> <p>interchange 3:3 16:22 22:14 27:17 29:18 30:7,8 32:1 42:19 46:9</p> <p>Intermodal 8:17</p> <p>intersection 18:24 31:15 32:7,25 33:4,6</p>
---	--	---	--

October 15, 2020

<p>intersections 18:4 31:7,8</p> <p>invited 4:16</p> <p>involvement 34:21,23</p> <p>Island 36:23</p> <p>issues 6:11 26:11</p> <hr/> <p style="text-align: center;">J</p> <hr/> <p>jeopardized 25:18</p> <p>JM 36:13</p> <p>join 30:24</p> <p>junction 27:21</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>Knowles 36:24</p> <p>known 14:23 24:20 37:10</p> <hr/> <p style="text-align: center;">L</p> <hr/> <p>Lake 36:22</p> <p>Landscape 21:20</p> <p>landscaping 17:23 19:22</p> <p>lane 11:15 26:19, 25 27:20 28:6 29:7 30:23,24 32:13,21</p> <p>lanes 9:9 10:23</p>	<p>11:1,2,5,8, 16 12:17,18, 20 13:5,21 17:7,9,10, 12,19 18:1, 2,8,10,17, 18,19,20,22, 23,25 19:4, 9,17 20:3,6, 13,17 27:16 29:6,14,15, 17,20,21,25 30:11,13,17, 22,24 31:1, 3,4,18,19, 21,22,23,24 32:17 33:2,3</p> <p>larger 19:23</p> <p>late 38:14,17</p> <p>Lauderdale 33:23 40:7 43:24 47:15</p> <p>laws 2:17 5:18 42:7 45:23</p> <p>LDCA 6:21,22</p> <p>leads 33:6</p> <p>leaving 17:5</p> <p>left 15:19 17:8, 14 18:18</p> <p>level 11:7 27:17 37:3</p> <p>levels 24:3 36:2,7, 17</p> <p>lieu 12:19</p> <p>limit 40:19 44:11 48:2</p>	<p>limited 13:6</p> <p>limited-access 16:25</p> <p>limits 17:20 23:5, 15 35:20</p> <p>linear 34:17</p> <p>lines 14:21</p> <p>link 31:18</p> <p>linkage 26:14</p> <p>list 38:9,11</p> <p>listed 22:11 26:15</p> <p>listing 22:1 34:14</p> <p>local 7:18 9:1,9, 11 10:25 11:3,8,15 12:22 13:20 15:11 17:2, 7,12,16,19 18:1,2,8,17, 19,23 19:24 20:6,9 21:13 27:18 31:5 32:9,11,20, 23,25 33:5 34:8 35:23</p> <p>located 5:25 8:8 12:23 22:13 23:5,11,15 33:22 35:20 36:22 40:6 43:23 47:14</p> <p>location 6:21 13:13, 15 37:25 39:19 43:11</p>	<p>47:2</p> <p>locations 36:3 37:4</p> <p>long 8:11</p> <p>longer 13:6</p> <p>look 32:22</p> <p>loop 32:1,3</p> <p>lower 9:1</p> <p>Lyons 17:13</p> <hr/> <p style="text-align: center;">M</p> <hr/> <p>made 6:19 11:18 35:5,6 37:19 38:7 41:2 44:19 48:10</p> <p>mailed 39:6</p> <p>mailing 38:9</p> <p>mainline 27:3</p> <p>major 38:15</p> <p>make 24:22 32:21 38:24 39:14, 17 43:9 46:25</p> <p>makes 38:6</p> <p>making 25:14 37:17 41:3 44:20 48:11</p> <p>managed 10:22 11:1 29:24</p> <p>management 2:13,22 3:24</p>
---	--	--	--

5:22 13:12, 16 23:3 37:22 42:3, 12 45:19 46:2 manager 2:11 39:8 42:1 45:17 manner 24:25 Manual 21:20 Martinez 2:4,10 39:17 41:19,25 43:9 45:10, 16 46:25 mat 35:3 material 40:4 41:2 43:21 44:19 47:12 48:10 materials 40:25 44:17 48:8 matrix 7:5 11:24 12:6 16:4 28:8,15 Meadows 36:23 Measurements 23:12 media 38:4,8 median 13:15,21 17:25 26:19 medium 37:4 meet 7:1 12:15 meeting 3:5 12:11 40:9,24 42:21 44:1,	16 46:11 47:17 48:7 meetings 38:21 member 39:23 43:15 47:6 members 4:8 memorandum 2:19 5:20 37:22 42:9 45:24 merge 32:16 method 38:25 methods 4:21 Metropolitan 7:19,21 microphone 40:15 44:7 47:23 mile 16:25 17:3 miles 8:10 Military 16:23 17:22 18:7 20:10 24:7 26:6 31:8 32:18 million 16:14 minimal 23:1 minimize 7:2 minimized 23:24 minimizes 28:13 29:1 minor 22:24 23:23 34:4	minutes 40:20 44:12 48:3 mitigate 4:21 mobility 8:19 34:7 modifications 13:22 modified 28:25 29:1, 4,11,12 monitoring 22:16 morning 2:4 41:19 motorists 17:5,10 30:13 32:25 move 19:3 24:22 25:1,15 moved 25:8 movements 32:9 moving 11:19 MPO 7:24 municipality 40:17 44:9 47:25	Natura 26:7,9 natural 7:3 20:25 22:9 33:12 necessary 24:13 25:12 need 4:19 6:9 7:2,12 8:4, 15 15:1 20:16 26:10 needed 19:9 34:5 negative 23:17 neighborhood 16:11 nest 22:13,16 nesting 22:17 Newport 20:19 27:22 31:9 32:24 33:6 No-build 7:6,9,14 16:4 28:9, 16,18,22 36:6 no-effect 35:6 no-use 34:23 noise 16:17 24:1, 3,4,10 36:2, 3,7,10,15, 17,18,19,22 noise- sensitive 36:16 Non-depressed 11:6 north 2:8 3:20 6:3
--	--	---	---

<p>9:6,7,8 17:1 26:4 27:12, 13 28:10,12, 25 29:1,3,17 30:12 31:21 32:16 41:11, 23 45:3,13 48:19</p> <p>northbound 26:25 29:7 30:14,22 31:14 32:3,6</p> <p>northeast 31:12 32:2</p> <p>northern 9:25</p> <p>northside 31:17 33:4</p> <p>northwest 32:4</p> <p>notification 25:16</p> <p>notified 25:13 38:11</p> <p>November 6:17 9:21 38:22 39:4 40:8 43:25 47:16</p> <p>NRE 22:9,19,20 35:1,11</p> <p>number 10:16 38:4</p> <p>numbers 2:14 3:24 42:4 45:20</p> <hr/> <p style="text-align: center;">O</p> <hr/> <p>occurred 4:15</p> <p>offer 39:13</p> <p>office 5:14,22 33:22 37:21</p>	<p>40:6 41:4 43:23 44:21 47:14 48:12</p> <p>Officer 34:15</p> <p>official 3:11 4:7 43:2 46:17</p> <p>officially 41:8 44:25 48:16</p> <p>officials 3:12 43:3 46:18</p> <p>offset 19:23</p> <p>one 7:17 8:23 9:12 12:22 16:14 18:14 19:7 24:12 26:22 27:25 34:11</p> <p>open 4:14 11:23</p> <p>opening 13:15</p> <p>operational 26:11</p> <p>operations 8:2 16:2 32:8</p> <p>opinions 4:9</p> <p>opportunities 38:19</p> <p>opportunity 3:6 4:8,24 39:14,21 40:22 42:22 43:13 44:14 46:12 47:4 48:5</p> <p>option 7:15 9:17 17:13 18:15</p>	<p>options 10:20 17:6 20:17 27:14</p> <p>oral 4:24 38:23 40:3 43:20 47:11</p> <p>orange 27:18</p> <p>organization 40:16 44:9 47:25</p> <p>Organizations 7:20</p> <p>origin 5:9</p> <p>overhead 14:20</p> <p>overpass 11:20 30:15</p> <p>overpasses 32:12</p> <p>Oversight 7:24</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>P.M. 41:18 44:25 45:7,9 48:16,23,25</p> <p>parallel 26:23</p> <p>parameters 12:2</p> <p>parcel 13:24</p> <p>parcels 13:14 21:8</p> <p>Park 9:19 10:7,19 11:13 22:2 31:9</p> <p>Park-north 22:3</p> <p>parks 22:7 34:18</p>	<p>part 26:22 39:4 40:8,25 41:3 43:25 44:17, 20 47:16 48:8,11</p> <p>Partial 10:11,21</p> <p>participating 38:10</p> <p>participation 5:7</p> <p>pass 32:11</p> <p>path 12:19 13:3 17:18,19,24 21:13 29:9 30:1</p> <p>payment 25:7,10,11</p> <p>PD&E 3:22 5:2,3, 24 6:1,6,8, 12,20,25 7:17 8:8,12, 14 16:21 21:24 22:10 26:2,3 30:4 37:15,20</p> <p>peak 15:10 16:8</p> <p>pedestrian 16:2 21:12</p> <p>pedestrians 17:18</p> <p>people 40:21 44:13 48:4</p> <p>period 4:22 6:16 22:17 37:18</p> <p>permits 17:23</p> <p>permitted 23:15</p>
--	---	--	---

Persons 5:11	poles 14:21 19:13, 22	present 3:12 25:4 39:18 43:3, 10 46:18 47:1	3:8,21,24 4:10,16,17, 21 6:5,22,23 7:12 8:1,20 13:10,18 17:20 21:5, 10,11,17 22:8,10,25 23:5,10,19, 21 24:13,24 26:10,22 30:9,11 33:17,25 34:19 35:8, 19,20,25 36:3 37:1,5, 24 38:1,7, 17,20 39:8, 9,10,23 41:7,11,23 42:1,3,24 43:15 44:24 45:3,14,17, 19 46:14 47:6 48:15, 19
pertains 3:23	Policies 24:20 37:10	presentation 3:14,15 4:15,18,23 5:1 6:18 39:13,15 43:5,6,7 46:20,21,23	project's 7:1 8:4
phase 6:6,7 21:22 24:8 26:20 36:21	ponds 23:14	presented 3:16 9:6,24 40:2 43:7,19 46:22 47:10	project,we 24:14
phases 6:5,23	posted 17:1,3	presenting 6:13	projected 20:8
physical 7:3 20:25 33:12	postmarked 39:2 40:7 43:24 47:15	Preservation 34:15	projects 3:6 7:18 26:21 42:22 46:12
Pines 36:12	potable 35:22	Preserve 36:12	projects' 4:19 6:9
pink 27:18	potential 4:4,20 34:12,20 35:7 37:2	preserving 19:21	promotes 3:1 42:17 46:7
Pioneer 21:18	potentially 24:16	press 38:8	promptly 25:12
place 19:23	Powerline 10:4,5,13 11:10 12:24, 25 13:2,17, 18 14:5,7,9, 14,24 15:9, 12,18,22 16:5 17:22 18:6,8,10, 13,15,20,23, 25 19:1,14, 15,18,25 20:1,3,5,7, 11,21	prior 4:15 22:17	property 24:19 25:3, 5,20 37:9
places 9:7,10 22:2	predicted 36:2,8,18	procedure 25:21	Proposal 38:13
Plan 7:22	preferred 12:1,8 14:2 27:8 28:23, 24 29:10,22 30:3 34:16, 24 35:17 36:6 37:19	procedures 25:13	
planned 36:8 38:17	prepared 21:3 33:15 34:11,22	proceedings 40:24 44:16 48:7	
planning 7:20 13:12		process 6:16 37:17 41:3 44:20 48:11	
plans 7:19		program 7:21,23 37:12	
plants 35:2		project 2:8,11,13	
playground 36:14			
please 39:22,25 40:15,17 43:14,17 44:7,10 47:5,8,23 48:1			
point 6:12			
points 32:5			

October 15, 2020

<p>proposed 2:23 4:3,21 8:22 9:16 10:10 11:20 13:21 16:19, 24 17:16 23:2,9,14 28:5 30:3,9 31:20 35:25 42:14 46:4</p> <p>proposes 13:19 26:22 27:25 28:2</p> <p>protected 22:3 35:2</p> <p>Protection 23:7</p> <p>provide 3:5 4:17,24, 25 7:25 8:24 12:16,18 13:24 15:24 20:2,17 25:4,22 27:14 29:12 38:20 40:17 42:21 44:10 46:11 48:1</p> <p>provided 13:11 15:5 17:24 29:16, 20 41:2 44:19 48:10</p> <p>provides 12:21 14:8 18:16,21,24 19:20,23 30:11 31:3</p> <p>providing 4:8 14:12 27:5 41:7 44:24 48:15</p> <p>proximity 16:11</p> <p>public 2:2,6,12 3:18,23 4:1, 2,7,9,11,14</p>	<p>5:5,7 6:10, 15,18 9:4, 14,15,22 11:17 12:8 23:15 33:19, 21 37:16 38:20,21 39:3,5 40:4, 17 41:4,6,9, 21 42:2 43:21 44:9, 21,23 45:1, 12,18 47:12, 25 48:12,14, 17</p> <p>pump 10:17 19:5</p> <p>purpose 4:1,19 6:9 7:2,11 8:4, 15,20 12:17 13:4 29:6, 15,25</p> <p>purposelanes 29:16</p> <p>pursuant 2:17 5:19 42:7 45:23</p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p>quadrant 32:2</p> <p>quadrants 32:4</p> <p>quadrat 31:12</p> <p>quality 23:22,23</p> <p>questions 25:19,22 37:13</p> <p>Quiet 9:19 10:7,19 11:13 22:2</p>	<hr/> <p style="text-align: center;">R</p> <hr/> <p>race 5:8</p> <p>railroad 32:18</p> <p>rain 19:6</p> <p>raise 39:25 43:17 47:8</p> <p>ramp 11:3,4 12:7 14:11,12 15:3,4,17 18:17,18,22, 24 19:2,3,5, 10 29:16,21 30:23,24,25 31:7,11,13 32:1,2,3,7 33:1,5</p> <p>ramps 3:2 12:23 13:1,2 14:4, 7,14,24 15:6,12,18, 22 16:6,7, 10,13,15 18:15,20 19:1,8,14, 15,17,19,25 20:1,5,7,11, 13,15,21 29:3 30:17 31:5,18,20 32:3,10,11, 13,16 42:18 46:8</p> <p>real 24:19 37:9 40:2 43:19</p> <p>realize 25:19</p> <p>reasonable 36:20</p>	<p>receive 25:16 39:25 43:17 47:8</p> <p>received 39:2,24 40:4,25 43:16,21 44:17 47:7, 12 48:8</p> <p>receiving 24:9</p> <p>receptor 36:16</p> <p>recognize 3:10 43:1 46:16</p> <p>recognized 3:13 43:4 46:19</p> <p>recommendatio ns 4:12 7:25 8:1,5</p> <p>recommended 12:6 26:20 36:20 37:4</p> <p>reconfigured 32:10</p> <p>reconstructed 17:2 18:5</p> <p>reconstructio n 30:16</p> <p>record 39:5 40:9,25 44:1,17 47:17 48:8</p> <p>recreation 34:24</p> <p>recreational 34:18</p> <p>reduce 28:20</p> <p>reduced 10:15,17 15:16</p>
---	--	--	--

<p>reduces 19:19 27:9 28:13</p> <p>reduction 16:1</p> <p>refined 7:1</p> <p>refinements 12:13,14</p> <p>reflects 20:13</p> <p>regard 5:8</p> <p>regarding 4:10 8:1 9:15 12:10 13:10,23 37:19 39:18 43:10 47:1</p> <p>regional 3:1 7:19 15:25 42:17 46:7</p> <p>Register 22:1 34:14</p> <p>regulations 23:25 24:2 38:3 39:12</p> <p>relating 5:1,3</p> <p>release 38:8</p> <p>religion 5:9</p> <p>relocation 14:20 19:12 24:13,15,19 25:1,6,16,20 37:5,9</p> <p>relocations 10:5,14 11:9 21:7,10 34:3</p> <p>remain 13:21 19:23</p> <p>remains 7:7,15</p>	<p>remove 19:6</p> <p>renderings 13:9</p> <p>replaced 29:8</p> <p>replacing 32:1</p> <p>Report 21:1 33:13</p> <p>represent 40:16 44:8 47:24</p> <p>representativ es 3:8 42:24 46:14</p> <p>request 38:13 41:5 44:22 48:13</p> <p>require 19:5</p> <p>required 10:5,8 19:11 21:8 24:22 25:2 34:4</p> <p>requirements 5:6 24:3</p> <p>requires 6:10 7:9 14:15,20 30:15</p> <p>Research 31:9</p> <p>residences 24:9,15 35:23 36:11</p> <p>residential 14:21 21:9 24:6</p> <p>resource 22:9 34:12, 13,17</p> <p>resources 21:23,25 22:3,5 33:18 34:10,18,24</p>	<p>respectively 14:19</p> <p>response 7:14 16:1</p> <p>result 14:24 21:5 22:7,23 23:9 24:23 33:17 35:25</p> <p>resulted 34:23</p> <p>retaining 19:8</p> <p>retention 35:16</p> <p>review 21:4 30:5 33:16,18,19, 25 41:5 44:22 48:13</p> <p>reviewing 8:7</p> <p>revisions 11:18</p> <p>RFP 38:14</p> <p>right 15:21 16:12 17:7,13 19:11</p> <p>right-hand 10:24</p> <p>right-of-way 6:24 7:10 9:18 14:15 15:1 19:19 24:16 28:13 29:2 34:4 37:6,11</p> <p>risk 37:4</p> <p>road 2:24 3:3 8:24 9:8,11, 17 10:1,4,5, 12,13,24,25 11:3,7,10,</p>	<p>22,23 12:24, 25 13:2,17, 18,20 14:5, 7,8,9,14,24 15:10,12,18, 22 16:6,9 17:14,22 18:6,8,11, 13,15,24,25 19:1,7,14, 15,18,25 20:1,4,5,7, 11,18,21 27:15 28:4 29:4,14 30:6,8,12 31:25 32:14 42:15,19 46:5,9</p> <p>roads 9:13</p> <p>roadway 8:18 9:2,24 10:9 13:7 19:24 26:23, 24 27:2,6</p> <p>roadways 19:11</p> <p>Robert 39:8 40:10 44:2 47:18</p> <p>Robert. bostian@dot. state.fl.us. 40:12 44:4 47:20</p> <p>roundabout 27:21</p> <p>rules 38:2 39:11</p> <hr/> <p style="text-align: center;">S</p> <hr/> <p>safety 8:2,21 26:11 27:9 28:12 29:24 31:6</p>
---	--	---	---

Sample 30:6,12	serve 9:2	shows 15:21 28:17	social 4:5 12:4
Sand 36:12	serves 4:7	side 9:8,9,12	20:24 21:6
Sawgrass 2:25 8:12,25 17:5,11,15 22:13 32:19 42:16 46:6	Service 22:18 35:9	12:19 15:19, 21 17:1,4 28:7	33:11 34:2 38:8 39:19 43:11 47:2
screening 23:18 36:25	services 25:7 26:13	sides 18:3	sodding 17:23
Seaboard 34:13	serving 17:18	sidewalk 27:20 28:6 29:8	Sole 23:6
second 4:18 6:6 9:21 11:17 26:18	session 2:3 41:14,17 45:6,9 48:22,25	sidewalks 17:21	sole-source 35:22
secondary 26:12	set 12:22	signalization 13:22	solicit 24:8
section 2:18 5:19 10:3,9,18 28:1,3 34:20,21,23 42:8 45:24	several 19:12 38:21	signalized 18:4 31:15 33:6	solicited 5:8
Section4 (f) 22:4	sex 5:9	signed 2:20 5:21 37:23 42:10 46:1	Source 23:6
sections 19:7 28:17, 19	share 4:1	significant 10:7 21:4 23:20,21 28:22 33:16	south 2:7 3:20 6:2 9:9 17:3 18:9 19:12 26:4 30:6 32:15,16 41:10,22 45:2,13 48:18
see 32:15	shared 13:7	significantly 15:16	southbound 27:1 29:6,19 30:14 31:2, 22
Seeing 3:13 43:4 46:19	shared-use 12:19 13:3 17:17,24 21:13 29:8 30:1	similar 19:15 20:12 27:14 31:2	southeast 32:4
segment 19:7	shifted 18:9	SIS 8:17 26:15	southside 14:17,22 17:19 19:24 21:13 27:21 30:19
selected 7:16 27:8 28:23	shifting 29:2	site 23:20	southwest 3:19,20 5:2, 24 6:2 8:7, 13,15,21,23 9:11 10:25 11:4,8 15:11,15 16:20,21 17:2,7,16
sensitive 36:3	short-term 23:23	sites 21:25 34:22 36:16	
separates 27:2,4,6	shortest 11:11	slide 39:7	
September 33:20	show 13:9	slides 5:1 25:24	
	showed 28:10	slip 32:2	
	shown 5:24 6:1,6 14:6 19:4 27:5,17 29:16,19 39:7	smaller 19:18	

18:7 21:14	state	3:19,20 5:2,	summarizes
22:6,14 24:5	3:11 5:6	24 6:2 8:8,	21:1 33:13
26:1,4,5,7,9	7:22 23:25	13,16,21,23	superior
27:12,18	24:2 34:15	9:12 10:25	16:7
28:2,4,9,24	38:2 39:11	11:4,8	supervising
29:13,18	40:15 43:2	15:11,15	37:12
30:1,7,18,	44:7 46:17	16:20,21	supply
19,21 31:7,	47:23	17:2,8,17	23:16
13,17 32:13	state's	21:14 22:6,	supplying
33:1 34:5	26:15	14 24:5	35:22
space	statement	26:1,4,6	surface
12:21 15:2,	8:4 39:14,18	27:12,19	22:22,24
5,22 17:23	40:3 43:10,	28:9,25	35:14
19:8,21	20 47:1,11	29:13,18	survey
speak	statements	30:1,8,15,	21:23 34:10
4:16 39:25	4:24 40:2	18,20,21	SW
43:17 47:8	43:19 47:10	31:8,13,17	2:6,7,23
speaker	States	32:13,23	41:9,10,21,
39:22,24	2:18 22:18	33:1 34:5	22 42:14
40:14 43:14,	42:8 45:24	41:9,10,21,	45:1,2,12,13
16 44:6	statewide	22 42:15	46:4 48:17,
47:5,7,22	8:19	45:1,2,12,13	18
special	station	46:5 48:17,	swales
25:15	19:5	18	35:15
specialists	stations	studies	system
37:11	10:17	2:9,15 3:22	8:17 26:15,
species	status	7:16,17 8:12	16 32:23
22:12 35:2,7	5:10	37:15 38:6	35:19
specific	Statute	41:1,24 42:5	sytem
12:12	24:18 37:8	44:18 45:15,	26:14
speed	stay	21 48:9	
9:2 17:1,3	17:6,8,13,14	study	
staff	step	4:4,12,19	T
25:21	6:14 37:15	5:16,24 6:1,	
staging	steps	8,12,25 7:8,	take
10:6	37:14	16 8:1,8,11,	32:22
stakeholder	stork	13,14 13:11	taken
11:19 14:25	35:5	16:21 21:24	23:12
stakeholders	storm	22:10,23	Tallahassee
6:11 12:5	35:19	24:1 26:2,3,	2:22 5:14,23
13:8	stormwater	7 30:4 34:19	42:12 46:3
Standards	23:2,14	35:13 41:12	teal
21:19	35:15	45:4 48:20	27:5 29:17,
standpoint	Strategic	submitted	20
16:16	8:17	6:20 39:9	team
start	street	submitting	3:9 4:17
38:16	2:6,7,24	38:25	7:25 39:23
			42:25 43:15

October 15, 2020

46:15 47:6	traffic	turned	Unlike
Teen	7:12 15:11,	40:14 44:6	19:25
36:11	15,16 16:8,	47:22	unsatisfied
temporary	16 17:12	Turnpike	25:8
34:6	20:6,9 24:3	5:25 8:10,25	updates
terms	26:25 27:1,	13:11 16:23	13:10
20:24 33:11	2,4,5,6,7	24:7	utility
Thank	29:7 31:11,	twelve	9:17 10:6,15
41:6,12	14 32:12	37:2	11:12 16:12
44:23 45:4	36:2,7,17	twenty	19:13,22
48:14,20	trail	21:8	utilize
third	16:23 17:22	twenty-forty	4:10 11:21
4:22 27:16	18:7 20:10	20:8	utilized
threatened	24:7 26:6	two	9:25
35:5	31:8 32:18	8:11,22 9:5	
three	36:13	14:1 16:8	
4:13 9:22,24	transcript	17:6 18:12	v
10:20 11:18	40:23 44:15	19:10 21:8	value
26:20 36:19	48:6	22:3 26:17	25:5
40:19 44:11	transmission	27:4,8,24	varied
48:2	14:20	28:2 29:11,	9:23
three-lane	transparent	12 37:14	various
26:23	32:22	type	38:19
tier	transportatio	13:13 21:1	verbatim
6:6	n	24:22 33:13	40:23 44:15
time	2:5,12 3:17	types	48:6
3:10 7:13,14	5:13,15 6:4	38:5	VI
43:1 46:16	7:20,22,23		5:12
times	22:5 24:23	U	viable
16:1,2	26:13 40:5		7:8,15 15:14
Title	41:20 42:2	U.S.C.	vicinity
5:12	43:22 45:11,	5:19	14:5,9 24:6
Tivoli	18 47:13	ultimately	34:19
36:12	travel	32:19	video
today	16:1	unavoidable	3:15 39:15
3:7,12 15:16	travelers	24:12	43:6,7
20:9 31:16	20:3	understanding	46:21,23
42:23 43:3	traveling	2:19 5:20	view
46:13,18	33:3	32:20 37:23	4:16 16:19
tolling	travels	42:9 45:25	30:3
11:23	11:4	Uniform	views
tonight	treated	24:18,21	39:18 43:10
38:22	24:24	25:1 37:8,11	47:1
tonights	trees	United	Village
33:25	19:21	2:18 22:17	36:23
tour	trucks	42:8 45:24	visible
16:18 30:2	11:21		15:17

October 15, 2020

<p>visual 28:20</p> <p>vitality 34:7</p> <p>volumes 15:11 16:9 20:6</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>walk 12:19</p> <p>walking 36:13</p> <p>walls 19:9 24:4,10</p> <p>warranted 24:5</p> <p>water 19:6 22:24 23:16 35:14, 19,22</p> <p>Waterford 14:16,18 15:8,9,20</p> <p>waters 9:19 10:7,19 11:13 22:2, 22</p> <p>Waterways 11:20 18:5 21:14</p> <p>way 9:12 16:12 19:11</p> <p>weaving 32:9</p> <p>website 33:25 38:8</p> <p>websites 39:9</p> <p>weight 39:1</p> <p>Wellfield 23:12,13,16, 17</p>	<p>west 10:3,13 11:20 13:17 16:22 20:4 26:6 27:22 32:18,24 33:23 40:6 43:23 47:14</p> <p>westbound 10:22 12:7 14:11 15:3, 17 17:10,12 18:20,21,23 19:3 20:14 31:1,13,23 32:25 33:2</p> <p>wetland 22:20,24 35:11</p> <p>wetlands 22:22 35:13</p> <p>wide 12:19 17:17 21:13</p> <p>Widening 8:12</p> <p>wider 13:7 14:13 19:7</p> <p>wildlife 22:18 35:2,8</p> <p>wishing 5:11</p> <p>wood 35:5</p> <p>word 25:15</p> <p>worked 12:11</p> <p>Workshop 9:5,15,22 11:18</p> <p>worsen 7:13</p> <p>writing 4:25</p>	<p>written 38:23 39:2, 6,18 40:2,3, 24 43:10,19, 20 44:16 47:1,10,11 48:7</p> <hr/> <p style="text-align: center;">Y</p> <hr/> <p>year 36:6,7 38:12</p>
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Financial Management
Number: 436964-1-22-02

Federal Aid Project Number:
0202-054-P

Efficient Transportation
Decision Making
Number: 14244

August 2021

PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY

SR 9/I-95 from South of SW 10th Street to North of Hillsboro Boulevard



PUBLIC INVOLVEMENT SUMMARY REPORT Volume 2



Table of Contents

NEWPORT BUSINESS CENTER MEETING (1/31/18)	1
NEWPORT BUSINESS CENTER (4/11/19)	4
NEWPORT BUSINESS CENTER (10/16/19)	55
JOINT PROJECT STAKEHOLDER MEETINGS LOG (10/31/19).....	90
JOINT PROJECT UPDATE WEBINARS (06/18/20 - 06/29/20 - 07/01/20)	98
NATURA HOA VIRTUAL BOARD POWERPOINT PRESENTATION (10/08/20)	206
NEWPORT BUSINESS CENTER #4 (09/16/20)	237
PUBLIC HEARINGS (10/12/20 - 10/15/20)	298
DENHOLTZ PROPERTIES MEETING MINUTES (4/1/21).....	596
LEYBA PROPERTY LANDSCAPE COMPANY MEETING MINUTES (4/13/21).....	599

Newport Business Center Meeting

(01/31/18)

HNTB Corporation The HNTB Companies Infrastructure Solutions		Telephone (305) 551-8100 Facsimile (305) 551-2800 www.hntb.com
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February 2, 2018

Project Name

PD&E Study

SR 9/I-95 from SW 10th Street to Hillsboro Blvd.

FM 436964-1-22-01

ETDM 14244

A public meeting with the tenants of the Newport Business Center was held on January 31, 2018 at the University of Miami Sylvester Cancer Center.

The salient points of the meeting based on discussions with public and business owners/tenants of Newport Center include:

1. Traffic backs up heading north to intersection with SW 10th Street for left turns. Backs up to/past first intersection south of SW 10th Street.
2. Need to maintain left turns. Using SW 12th Avenue for right turns to go WB must be maintained in addition to left turns from south leg.
3. EB on-ramp to express lanes will attract more traffic to SW 10th Street. It was discussed that no matter where the ramp is located the traffic will already come to SW 10th Street. Discussion covered where the Ingress/Egress locations are along I-95 and the explanation of how the design would take the managed lanes traffic all the way past Military Trail intersection. This was accepted by several as a good thing and they understood the benefit of removing traffic from the SW 10th Street general purpose lanes.
4. Concerns were expressed with the intersection of SW 12 Avenue and Newport Drive (south of SW 10th Street), intersection is too wide and allows vehicles to block intersection during peak hour traffic.
5. Several people mentioned that they are already using SW 12th Avenue to by-pass the left turn movement and turn right to head WB on SW 10th Street. One person was not aware that roadway existed.
6. Concerns that the vendors (trucks) waiting for the Publix warehouse access park along SW 12th Avenue and tear up the pavement on SW 12th Avenue. Pavement is poor and not adequate to handle so much truck traffic.
7. Several insisted that traffic analysis include 24-hour multi-day viewing of the traffic patterns at the Newport Center Drive intersection. They would not believe that the elimination of the left turn would improve the performance of the intersection.
8. Discussed the EB Egress (off ramp) from the managed lanes east of Military Trail and how that would service vehicles coming from west to by-pass Military Trail intersection for right turn at Newport. It was pointed out by business owners how heavy this right turn movement is in the morning and how this ramp and dedicated right turn lane would be beneficial.
9. It was discussed how challenging it is for SB traffic from I-95 to turn right and then turn left at Newport Center Drive. An alternative was discussed to turn right at SW 12th

HNTB Corporation		Telephone (305) 551-8100
The HNTB Companies		Facsimile (305) 551-2800
Infrastructure Solutions		www.hntb.com

Avenue and then circulate under SW 10th Street. Several people are already making this movement in the morning rather than crossing three thru lanes to get over to turn left at Newport Center Drive.

10. Several expressed support for a dedicated right turn lane or two for the EB to SB movement. The separation of right turn vehicles from the I-95 on-ramp traffic is perceived as a high priority.
11. It was stated how the existing overhead cantilever sign blocks the view of the signal heads for vehicles headed EB coming down from the overpass over the R/R tracks. People run the light because they do not see the signal with sufficient time to stop. Moving the sign to a different location was discussed.
12. It was discussed how more lanes are needed for the westbound traffic on SW 10th Street to handle the peak hour vehicles backing up around the intersection of Newport. Four lanes were discussed. One for right turns and three for left turns and through lanes.
13. A separate driveway west of the SW 12th Avenue intersection is desirable to allow better access to WB vehicles exiting SW 12th Avenue.
14. General funding, construction duration and expected schedule were discussed with no definitive dates given. Five (5) years was mentioned as possible overall construction duration for entire SW 10th Street, with caveat that it all depends on which alternative is chosen.
15. One person was concerned about the extent of widening or construction east of I-95.
16. Concerns were expressed about the Publix Distribution Center. SW 12th Avenue is destroyed by vendors (not Publix itself per se), delivering goods to the Publix Distribution Center. Publix does not allow the vendors to enter the facility when they arrive, so the trucks park along 12th Avenue or continuously drive around the circle waiting for access to the center. Trucks are occasionally ticketed which they see as “the cost of doing business”. Publix trucks can enter the facility when they arrive, so they tend to not cause any issues on SW 12th Avenue.
17. Most of the truck traffic seems to go to I-95 (lefts from northside of SW 12th Avenue intersection, rights from southside of Newport intersection). The trucks leaving Publix (both Publix and vendors) block the intersection on SW 12th Avenue directly in front of Publix (no vehicles get through).

Newport Business Center Meeting

April 11, 2019



SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Newport Business Center Meeting #2

FPID: 436964-1-22-01

Broward County, FL

April 11, 2019

TABLE OF CONTENTS

Page 1	Summary Overview
Page 3	Notifications
Page 7	Mailing Lists
Page 11	Project Fact Sheet (information handout)
Page 14	Comment Cards
Page 17	Scanned Sign-In Sheet (staff)
Page 19	Scanned Sign-In Sheets (attendees)
Page 22	Comments Received
Page 26	Meeting Presentation

SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Newport Business Center Meeting #2 FPID: 436964-1-22-01 Broward County, FL April 11, 2019

The Florida Department of Transportation (FDOT), District Four, held an informal meeting for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. The meeting was conducted on Thursday, April 11, 2019 from 11:30 a.m. to 1:30 p.m. at the South Florida Bible College – Founders Hall, 2200 SW 10th Street, Deerfield Beach, FL 33442 .

The purpose of this meeting was to update tenants of the Newport Business Center on the alternatives affecting the Newport Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project. The meeting had an open house format. Project staff were available to solicit feedback and answer questions during the meeting.

SUMMARY OVERVIEW (CONT'D.)

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Newport Business Center Meeting #2 FPID: 436964-1-22-01 Broward County, FL April 11, 2019

Property owners and tenants were sent invitation letters on March 27, 2019 via USPS.

There was a total of seventeen people in attendance, including FDOT and project consultant staff. Eight people signed in at the registration table, not including FDOT and consultant personnel, and were given project information handouts and shown the project Comment Cards, should they desire to make a comment. Robert Bostian from FDOT was in attendance, as well as Vilma Croft, James Ford and Carlos Alba, Kyle Cheerangie from HNTB Inc, Cassie Piche from RS&H, along with Kelly Hiden, Nanea Marcial, and Cynthia McGrail from The Valerin Group, Inc. as public involvement coordinators.

Participants were given an opportunity to provide public comments in the following ways:

- Written comments on Comment Cards provided at the meeting
- Mail comments to: Robert Bostian, FDOT District Four, 3400 W. Commercial Blvd. Fort Lauderdale, FL 33309
- E-mail comments to: Bostian.Robert@dot.state.fl.us

No written comments were submitted at the meeting and no comments were received via email. All verbal comments received are included in this summary.

Notifications

Notice of Public Meeting

OTHER AGENCIES AND ORGANIZATIONS

The Valerin Group, Inc.

The Florida Department of Transportation (FDOT), District Four, announces a public meeting to which all persons are invited.

DATE AND TIME: Thursday, April 11, from 11:30 a.m. to 1:30 p.m.

PLACE: South Florida Bible College – Founders Hall, 2200 SW 10th Street, Deerfield Beach, FL 33442

GENERAL SUBJECT MATTER TO BE CONSIDERED:

Financial Project ID Number: 436964-1-22-01 and ETDM Number: 14244

Project Description: Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. This PD&E Study also includes SW 10th Street from west of Military Trail to east of I-95.

A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of this meeting is for an update on the alternatives affecting the Newport Business Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project. The meeting will have an open house format and include a brief presentation at 12:00 p.m. Project staff will be available to solicit feedback and answer questions at any time during the meeting.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

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

A copy of the agenda may be obtained by contacting: Robert Bostian, PE, Project Manager, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954) 777-4427, toll free: 1 (866) 336-8435. ext. 4427, email: Robert.Bostian@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Mr. Robert Bostian, PE, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954) 777-4427, toll free: 1 (866) 336-8435. ext. 4427, Robert.Bostian@dot.state.fl.us. Any persons who require translation services (free of charge) should also contact Mr. Robert Bostian, PE, at least seven (7) days prior to the meeting.

If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Mr. Robert Bostian, PE, Project Manager, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954) 777-4427, toll free: 1 (866) 336-8435. ext. 4427, Robert.Bostian@dot.state.fl.us, or visit the project website at www.sw10street.com.



April 4, 2019

Barbara Kelleher, 954-777-4090
Barbara.Kelleher@dot.state.fl.us

Newport Business Center Meeting Scheduled for SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Project Development and Environment Study

Deerfield Beach – The Florida Department of Transportation (FDOT), District Four, will hold a meeting for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. This PD&E Study also includes SW 10th Street from west of Military Trail to east of I-95.

This meeting is scheduled for **Thursday, April 11, 2019** from **11:30 a.m. to 1:30 p.m.** at the **South Florida Bible College – Founders Hall, 2200 SW 10th Street, Deerfield Beach, FL 33442**. The meeting will have an open house format and include a brief presentation at 12:00 p.m. Project staff will be available to solicit feedback and answer questions at any time during the meeting.

A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of this meeting is for an update on the alternatives affecting the Newport Business Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project.

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Visit the project website at www.sw10street.com

www.fdot.gov

Consistent, Predictable, Repeatable



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAUALT, P.E.
SECRETARY

March 27, 2019

Dear Property Owner/Tenant:

RE: Newport Center Meeting
SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Project Development and Environment (PD&E) Study
Broward County, Florida
Financial Project ID Number: 436964-1-22-01
Efficient Transportation Decision Making (ETDM) No.: 14244

On behalf of the Florida Department of Transportation (FDOT), District Four, you are invited to a meeting for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. This PD&E Study also includes SW 10th Street from west of Military Trail to east of I-95. This meeting is scheduled for **Thursday, April 11, 2019 from 11:30 a.m. to 1:30 p.m.** at the **South Florida Bible College – Founders Hall, 2200 SW 10th Street, Deerfield Beach, FL 33442**. The meeting will have an open house format and include a brief presentation at 12:00 p.m. Project staff will be available to solicit feedback and answer questions at any time during the meeting.

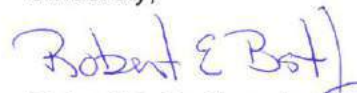
A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of this meeting is for an update on the alternatives affecting the Newport Business Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact me at least seven (7) days prior to the meeting.

If you require further information, please do not hesitate to contact me at (954) 777-4427 or toll free at (866) 336-8435, ext. 4427, via email at robert.bostian@dot.state.fl.us, or visit the project website at www.sw10street.com.

Sincerely,


Robert E. Bostian, Jr., PE
Project Manager

Mailing Lists

DEERFIELD HOTEL ONE LLC
800 W CYPRESS CREEK RD STE 502
FORT LAUDERDALE FL 33309

BUSINESS OWNER/TENANT
1040 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

DANIEL S CATALFUMO TR C/O
CATALFUMO
3701 CATALFUMO WAY
PALM BEACH GARDENS FL 33410-4207

BUSINESS OWNER/TENANT
1060 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

CONTRACTORS MANAGEMENT
SERVICES INC
5300 W HILLSBORO BLVD # 100
COCONUT CREEK FL 33073-4395

BUSINESS OWNER/TENANT
1039 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

NEWPORT WAREHOUSE LTD
1166 W NEWPORT CENTER DR STE 314
DEERFIELD BEACH FL 33442-7739

BUSINESS OWNER/TENANT
1096 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

COHEN REAL ESTATE GROUP LLLP
PO BOX 812170
BOCA RATON FL 33481-2170

BUSINESS OWNER/TENANT
1108 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

AEDIS
1144 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7725

NORTH AMERICAN HOLDINGS &
INVEST LLC
401 FAIRWAY DR STE 100
DEERFIELD BEACH FL 33441-1800

BUSINESS OWNER/TENANT
1182 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

HCRI DEERFIELD BEACH MED FAC LLC
C/O ALTUS GROUP
PO BOX 92129
SOUTHLAKE TX 76092

BUSINESS OWNER/TENANT
1192 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

UNIVERSITY OF MIAMI
1320 S DIXIE HWY STE 705
CORAL GABLES FL 33146

BUSINESS OWNER/TENANT
1300 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

HYLA US GASSMANN INC
1262 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

RAINBOW WAREHOUSE LLC
696 NE 125 ST
NORTH MIAMI FL 33161

BUSINESS OWNER/TENANT
1400 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

POLYGLASS USA INC
1111 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

BUSINESS OWNER/TENANT
1350 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

CHANNEL-TEK INTERNATIONAL CORP
1432 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

L B M INVESTMENTS
1455 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7703

J & G LLC
1441 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

CRSL & N LLC
425 S HACIENDA BLVD CITY OF
INDUSTRY CA 91745-1123

BUSINESS OWNER/TENANT
1419 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

CLK PROPERTIES LLC
1570 SE 8 ST DEERFIELD BEACH FL
33441
DEERFIELD BEACH FL 33442

BUSINESS OWNER/TENANT
1407 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

MAFER HOLDINGS LLC
1341 W NEWPORT DR
DEERFIELD BEACH FL 33442

FORITZ LLC
1371 W NEWPORT CTR DR #101
DEERFIELD BEACH FL 33442-7710

CONSTAR DEV CORP
1311 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7710

LRB HOLDINGS INC
1301 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

JFL REALTY CORP
1241 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7738

RICHARD & RICE CONSTRUCTION
CONSTRUCTION COMPANY INC
828 S MILITARY TRL # 6
DEERFIELD BEACH FL 33442-2985

BUSINESS OWNER/TENANT
1219 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

VRM NEWPORT LLC C/O MIKE CRUZ
1215 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

MICRIMUSA LLC
1191 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

GBI REAL ESTATE LLC
1143 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

FLAGSHIP SUB I LLC C/O JOHN PRAYIUS
170 N OCEAN BLVD #504
PALM BEACH FL 33480

BUSINESS OWNER/TENANT
1121 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

MAPEI CORP
1144 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

BUSINESS OWNER/TENANT
1111 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

NEWPORT CENTER PARTNERS LLC
1736 NE 1 ST
FORT LAUDERDALE FL 33301

BUSINESS OWNER/TENANT
1015 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

FIRSTLAND PROPERTIES,LLC
1020 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

HJS NEWPORT CENTER HOLDINGS LLC
10850 SW 113 PL
MIAMI FL 33176

BUSINESS OWNER/TENANT
1003 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

CPE ASSOCIATES
1166 W NEWPORT CENTER DR STE 314
DEERFIELD BEACH FL 33442-7739

BUSINESS OWNER/TENANT
1191 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

KIRSTEIN HOLDINGS LLC
1456 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

BUSINESS OWNER/TENANT
1335 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

PRECISION PREMIUM PROPERTIES LLC
PO BOX 1600
LEBANON MO 65536

BUSINESS OWNER/TENANT
1208 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

1324-1330 W NEWPORT CENTER DRIVE
LLC
1330 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

DALSIMER REALTY HOLDINGS INC
1250 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

COMMERCE PARTNERSHIP #8908 LTD
/O COMMERCE MGMT GROUP INC
1280 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7733

TRIAD OF SOUTH FLORIDA INC
1358 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7733

STK 4800 LLC C/O SARKIS KALANDJIAN
1425 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

NEWPORT CENTER ASSN INC C/O
CATALFUMO
3701 CATALFUMO WAY
PALM BEACH GARDENS FL 33410-4207

CITY OF DEERFIELD BEACH
MANAGEMENT & BUDGET DIRECTOR
150 NE 2 AVE
DEERFIELD BEACH FL 33441-3598

IMMOBILAIRE INVESTMENTS INC
350 S OCEAN BLVD APT 2C
BOCA RATON FL 33432-6209

BUSINESS OWNER/TENANT
1239 E NEWPORT CENTER DRIVE #109
DEERFIELD BEACH FL 33442

GILGENBACH,JAMES EDWARD
9009 ONE PUTT PL
PORT ST LUCIE FL 34986-3087

BUSINESS OWNER/TENANT
1239 E NEWPORT CENTER DRIVE #107
DEERFIELD BEACH FL 33442

BFLO LLC
1239 E NEWPORT CENTER DR #118
DEERFIELD BEACH FL 33442

ANDROID PROPERTIES LLC
1072 E NEWPORT CENTER DR #B
DEERFIELD BEACH FL 33442

OZDEMIR,CIHAT
1287 E NEWPORT CENTER DR #205
DEERFIELD BEACH FL 33442

NEWPORT LLC
1287 E NEWPORT CENTER DR #207
DEERFIELD BEACH FL 33442

LG INVESTORS LLC C/O JB ALNA
HOLDINGS CORP
1287 E NEWPORT CENTER DR #201
DEERFIELD BEACH FL 33442

PETERS,NIZAM
1287 E NEWPORT CENTER DR #202
DEERFIELD BEACH FL 33442

GAZERRO & ASSOCIATES INC
1287 E NEWPORT CENTER DR #203
DEERFIELD BEACH FL 33442

FIRST NEWPORT PROPERTIES LLC
1022 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

FLOPRO INC
1239 E NEWPORT CENTER DR #106
DEERFIELD BEACH FL 33442

DAMARVIC ENTERPRISE LLC
1239 E NEWPORT CENTER DR #112
DEERFIELD BEACH FL 33442

XPC REAL ESTATE ENTERPRISES LLC
23358 SW 55 AVE #C
BOCA RATON FL 33433

BUSINESS OWNER/TENANT
1239 E NEWPORT CENTER DR #115
DEERFIELD BEACH FL 33442

SECRICH LLC
PO BOX 939
DEERFIELD BEACH FL 33443

BUSINESS OWNER/TENANT
1239 E NEWPORT CENTER DR #116
DEERFIELD BEACH FL 33442

CORPORATE PROPERTY SERVICES
1239 E NEWPORT CENTER DR #113
DEERFIELD BEACH FL 33442

LORMAR ACQUISITIONS LLC
1239 E NEWPORT CENTER DR #114
DEERFIELD BEACH FL 33442

FORITZ LLC
1371 W NEWPORT CTR DR #101
DEERFIELD BEACH FL 33442

CONSTAR DEV CORP
1311 W NEWPORT CENTER DR #A
DEERFIELD BEACH FL 33442-7710

**Project Fact Sheet
(Information Handout)**

NEWPORT CENTER MEETING

April 11, 2019

Project Location

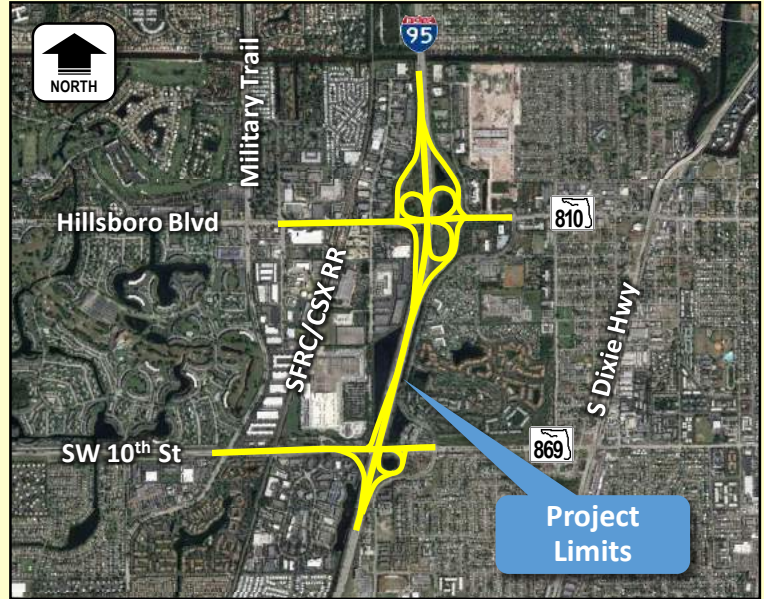
The project extends along SR 9/1-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange, a distance of approximately 1.8 miles. The project also proposes improvements along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard, and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard.

Project Description

The project consists of capacity, operational and safety improvements with secondary considerations for the needs of evacuation and emergency services, transportation demand, system linkage, modal interrelationships, and social demands and economic development.

What is a PD&E Study?

A PD&E Study is an environmental and engineering evaluation process that follows all requirements set forth in the National Environmental Policy Act of 1969 (NEPA) and Federal and State laws and regulations. These evaluations help determine the social, economic, physical and environmental impacts associated with a proposed transportation improvement project. One goal of the PD&E Study is to address the project objectives while minimizing adverse social and environmental effects. An important component of the process is agency and public outreach which is continuous throughout the study.



Center and north alignment alternatives were evaluated along SW 10th Street to provide a direct connection to the I-95 express lanes. The north alignment with the managed lanes on the north side was selected as the best alignment alternative. Third and fourth level flyovers are provided at the SW 10th Street interchange. Mainline I-95 is being widened to accommodate an express lane in each direction and a southbound and northbound collector distributor road system as well as operational improvements at the SW 10th Street and Hillsboro Boulevard interchanges are also proposed.

Objectives:

- Evaluate project feasibility and potential impacts to the natural, physical, and socio-cultural environment
- Perform preliminary engineering
- Evaluate alternatives to avoid, minimize, or mitigate potential impacts
- Coordinate with federal, state and local agencies
- Engage the public in project development



Proposed North Alignment Alternative at SW 10th Street and Military Trail

Type 2 Categorical Exclusion

Project Schedule



Proposed Improvements



Intersection improvements are proposed at SW 12 Avenue and E. Newport Center Drive.

Public Participation

FDOT has an ongoing public involvement program to provide information and obtain input from concerned citizens, agencies, private groups (residential/business), and governmental entities. The overall goal of the public involvement program is to ensure that the study reflects the values and needs of the communities it is designed to benefit.

The Efficient Transportation Decision Making (ETDM) Process is Florida's procedure for reviewing qualifying transportation projects to consider potential environmental effects during the planning and project development phases of a project. This process provides stakeholders the opportunity for early input, involvement, and coordination.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

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

Questions & Comments

If you would like to obtain additional information, be added to the project mailing list, arrange a meeting, or submit written comments, please contact the FDOT project manager Mr. Robert Bostian.

Robert E. Bostian, Jr., PE

FDOT Project Manager – District Four

3400 West Commercial Blvd.

Fort Lauderdale, FL 33309



954-777-4427



Toll Free(866) 336-8435, extension 4427



Robert.Bostian@dot.state.fl.us



Comment Card



COMMENT FORM



Project Development and Environment (PD&E) Study
SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Financial Project ID Number: 436964-1-22-01
Efficient Transportation Decision Making (ETDM) No.: 14244
Broward County, Florida
Newport Center Meeting #2
South Florida Bible College – Founders Hall
2200 SW 10th Street, Deerfield Beach, FL 33442
April 11, 2019
11:30 a.m. – 1:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send to Robert Bostian at the address below. E-mailed comments are also acceptable or you may enter a comment at the project website at www.sw10street.com. This form is also designed to be folded and mailed.

Multiple horizontal lines for writing comments.

Mr./Mrs./Ms. (circle one) Name

Address

City, State, Zip

E-mail or Phone Number

PLEASE RETURN COMMENTS TO:

Robert Bostian, PE
Project Manager
Florida Department of Transportation
District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Email: robert.bostian@dot.state.fl.us
Phone: (954) 777-4427 or toll free
1-866-336-8435 extension 4427

FOLD

Mr. Robert Bostian, PE
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421

FOLD

**Scanned Sign-in Sheets
(Staff)**

Project Development and Environment (PD&E) Study - SR 9/1-95 from SW 10th Street to Hillsboro Boulevard
Broward County



Newport Center Meeting – April 11, 2019

STAFF SIGN-IN

NAME	AGENCY	EMAIL	INITIALS
Robert Bostian	FDOT District Four	Robert.Bostian@dot.state.fl.us	REB
Vilma Croft	HNTB	VCroft@HNTB.com	VC
James Ford	HNTB	JFord@HNTB.com	J.F.
Carlos Alba	HNTB	CAIba@HNTB.com	CA
Kyle Cheerangie	HNTB	Kcheerangie@HNTB.com	
Cassie Piche	RS&H	Cassie.Piche@RSandH.com	CP
Kelly Hiden	The Valerin Group, Inc.	Kelly@valerin-group.com	KH
Cynthia McGrail	The Valerin Group, Inc.	Cynthia@valerin-group.com	CM
Nanea Marcial	The Valerin Group, Inc.	Nanea@valerin-group.com	NM
Type 2 Categorical Exclusion			Page 430 of 1008

Note: All information provided on this sign-in sheet becomes a public record and is subject to public records request.

**Scanned Sign-in Sheets
(Attendees)**



* Send copy of presentation via email

SIGN-IN SHEET

Project Development and Environment (PD&E) Study
 SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
 Financial Project ID Number: 436964-1-22-01
 Efficient Transportation Decision Making (ETDM) No.: 14244
 Broward County, Florida
Newport Center Meeting #2
 South Florida Bible College – Founders Hall
 2200 SW 10th Street, Deerfield Beach, FL 33442
 April 11, 2019
 11:30 a.m. – 1:30 p.m.



Name (PLEASE PRINT)	Mailing Address (PLEASE PRINT)	E-mail or Phone #
* CINDY G @ CHANNEL-TEK.COM CINDY GREVA-CITILTON	1432 E. Newport Center Drive, Suite C,	DEERFIELD BEACH FL. 33442 954-421-2227 toddc@CHANNEL-TEK.COM
MARV Wilson	2200 Florida Bible College	MARVWILSON@MAC.COM 754 264 2364
Diane Emeott *		observerreporter123@gmail.com *
D. Craig Kencipp *		DCKencipp@hotmail.com (* Email presenta)

Note: This is public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Comments Received

From: Joey Eichner [<mailto:joey@aarongrouprealty.com>]
Sent: Friday, April 12, 2019 1:25 PM
To: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Cc: Francisco Maldonado <francisco@aarongrouprealty.com>
Subject: Newport Center

Good afternoon Robert,

Catalfumo is the property manager for Newport Center located on the SWQ of I-95 and SW10th Street, Deerfield Beach.

A few of our property/business owners are expressing concern over your project connecting Sawgrass to I-95. Can you please update me as to which alternative is front runner for DOT consideration.

Thank you.
Joey

Joey Aaron Eichner
President



2655 North Ocean Drive
Singer Island, Florida 33404
Main Office (561) 694-8777
Cell Phone (561) 307-4856

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Sunday, April 14, 2019 11:05 AM
To: Joey Eichner <joey@aarongrouprealty.com>
Cc: Croft, Vilma <vcroft@hntb.com>; Hiden, Kelly <kelly@valerin-group.com>
Subject: RE: Newport Center

Good morning Joey,

There are two Project Development & Environmental (PD&E) studies currently in progress that include the I-95 (SW 10th Street to Hillsboro Blvd) and SW 10th Street (from Military trail to the Turnpike). The I-95 Alignment does not change, however there are three (3) alternatives along SW 10th Street. All three alternatives are being evaluated and I anticipate a recommended alternative sometime this coming summer. I would very much like to know the feedback you are receiving from the property/business owners, so that the project team can gain a thorough understanding of the issues and concerns. Can you share these concerns with me?

Regards,

Robert E. Bostian, Jr. P.E.
Project Management
FDOT District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us

From: Joey Eichner [<mailto:joey@aarongrouprealty.com>]
Sent: Tuesday, April 16, 2019 12:17 PM
To: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Cc: Croft, Vilma <vcroft@hntb.com>; Hiden, Kelly <kelly@valerin-group.com>; Francisco Maldonado <francisco@aarongrouprealty.com>
Subject: RE: Newport Center

Good afternoon Robert,

Thank you for your prompt response.

My property owners are concerned that all the Publix trucks are being forced through Newport to get on to I-95.

It is my understanding that the trucks exiting the Publix distribution center will need to take the SW 12th Ave service road to W Newport Center Drive, circle the proposed round-a-bout to E Newport Center Drive and exit on to SW 10th Ave. That's crazy. Why isn't the intersection at E Newport Center and SW 10th Street being designed for Publix to have their trucks be able to go east or west on SW 10th without having to go through Newport Center.

This issue was raised at one of the public meetings, which DOT said they would consider and address. A meeting for conversation on this issue would be appreciated.

Joey

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Tuesday, April 16, 2019 2:01 PM
To: Joey Eichner <joey@aarongrouprealty.com>
Cc: Croft, Vilma <vcroft@hntb.com>; Kelly Hiden <kelly@valerin-group.com>; Francisco Maldonado <francisco@aarongrouprealty.com>
Subject: RE: Newport Center

Good afternoon Joey,

Improvements at the SW 10th Street and SW 12 Avenue and Newport intersections include providing dual lefts-in and triple rights-out. We are proposing no left-outs which means, as you stated, that the Publix trucks heading east on SW 10th Street would need to go west on SW 12 Avenue and around to E Newport Center Drive to make a right turn. By removing the left-turns out, we are able to remove the movement from the signal timing and make the intersections more efficient. The traffic analysis shows major improvements for SW 10th Street, SW 12 Avenue, and E Newport Center Drive. We are also proposing a free-flow direct access ramp from SW 12 Avenue to westbound SW 10th Street Managed Lanes.

We understand the concerns with the Publix trucks and will conduct additional traffic analysis at the SW 12 Avenue intersection. We appreciate your feedback and will continue to coordinate

Regards,

Robert E. Bostian, Jr. P.E.
Project Management
FDOT District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us

From: Joey Eichner <joey@aarongrouprealty.com>
Sent: Monday, April 22, 2019 8:37 AM
To: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Cc: Croft, Vilma <vcroft@hntb.com>; Kelly Hiden <kelly@valerin-group.com>; Francisco Maldonado <francisco@aarongrouprealty.com>
Subject: RE: Newport Center

Robert,

Thank you for your response and confirmation that our understanding of the traffic flow is correct. That being said, it also confirms our concerns that this pattern imposes higher traffic than the West Newport Center road is designed for and causes new hazardous conditions to the existing operations of Newport Center. It appears that you are not designing for the public, but for the benefit of a private company at the public's expense. Perhaps you should be designing to dissuade Publix from accessing I-95 from SW 10th and have them use 12th Ave to Hillsboro that has much better road conditions.

Please review this alternative.

Joey

Meeting Presentation



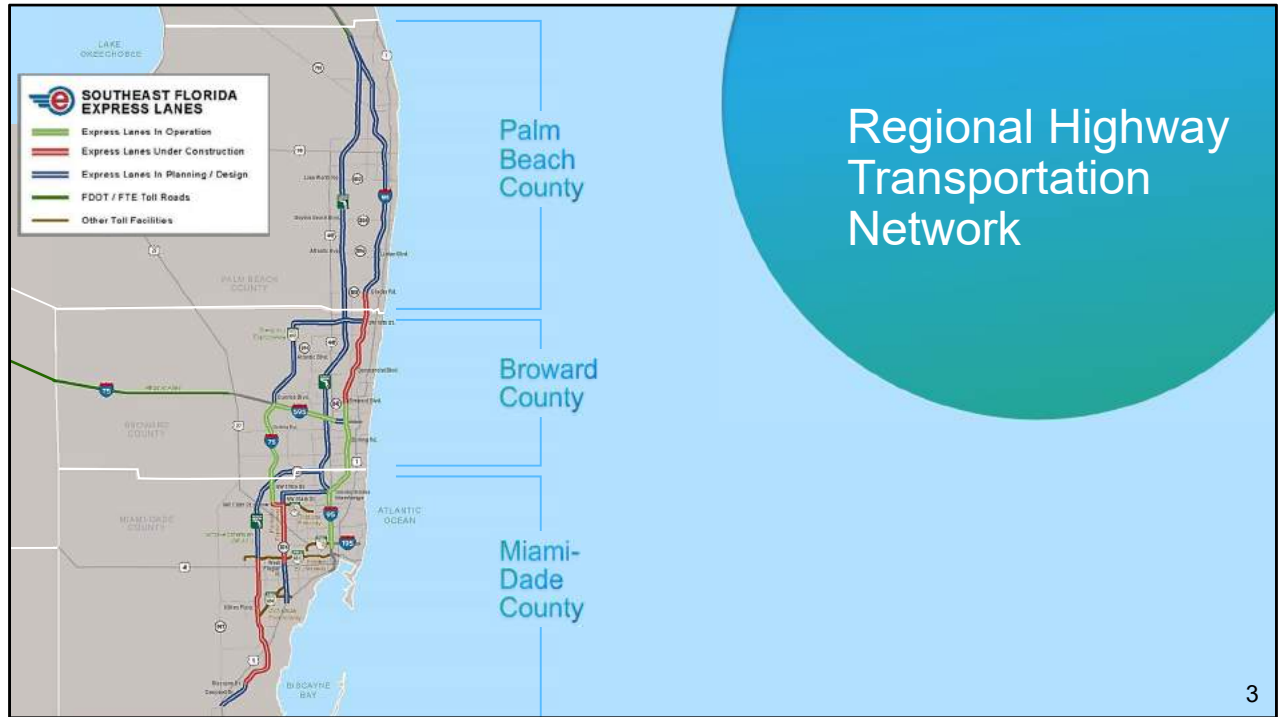
I-95 SW 10th Street Newport Center Public Meeting

April 11, 2019

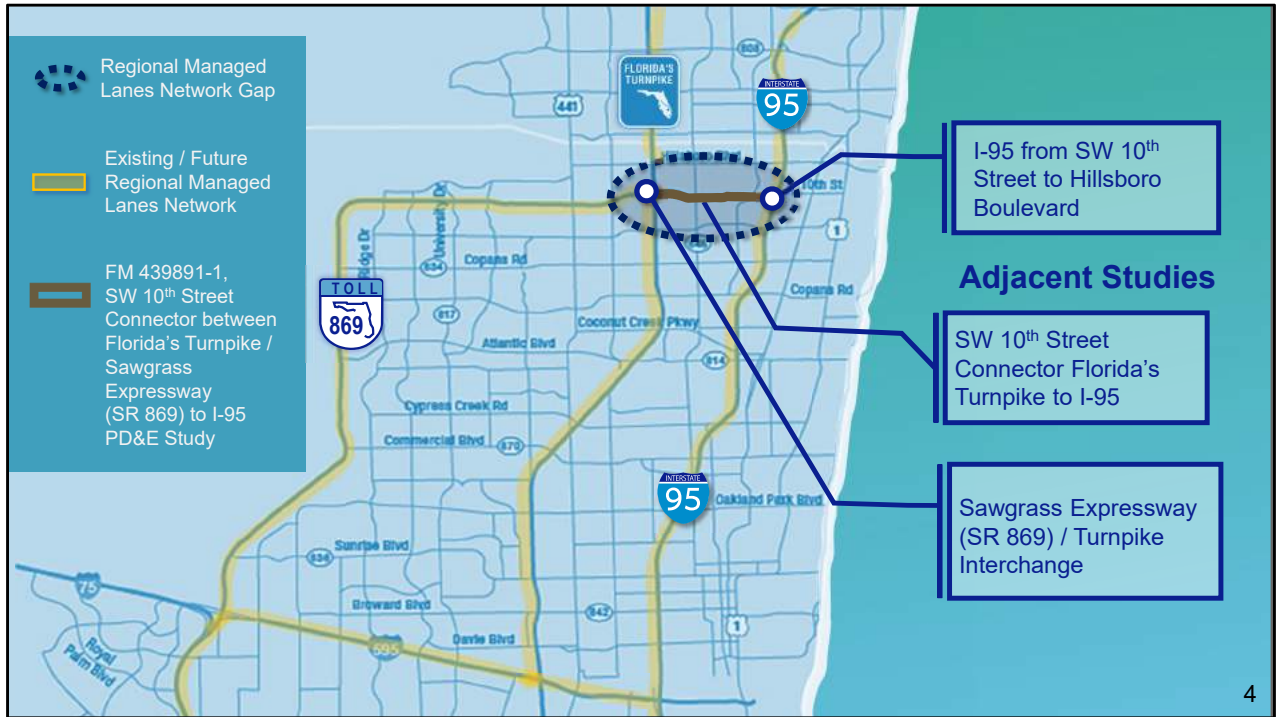




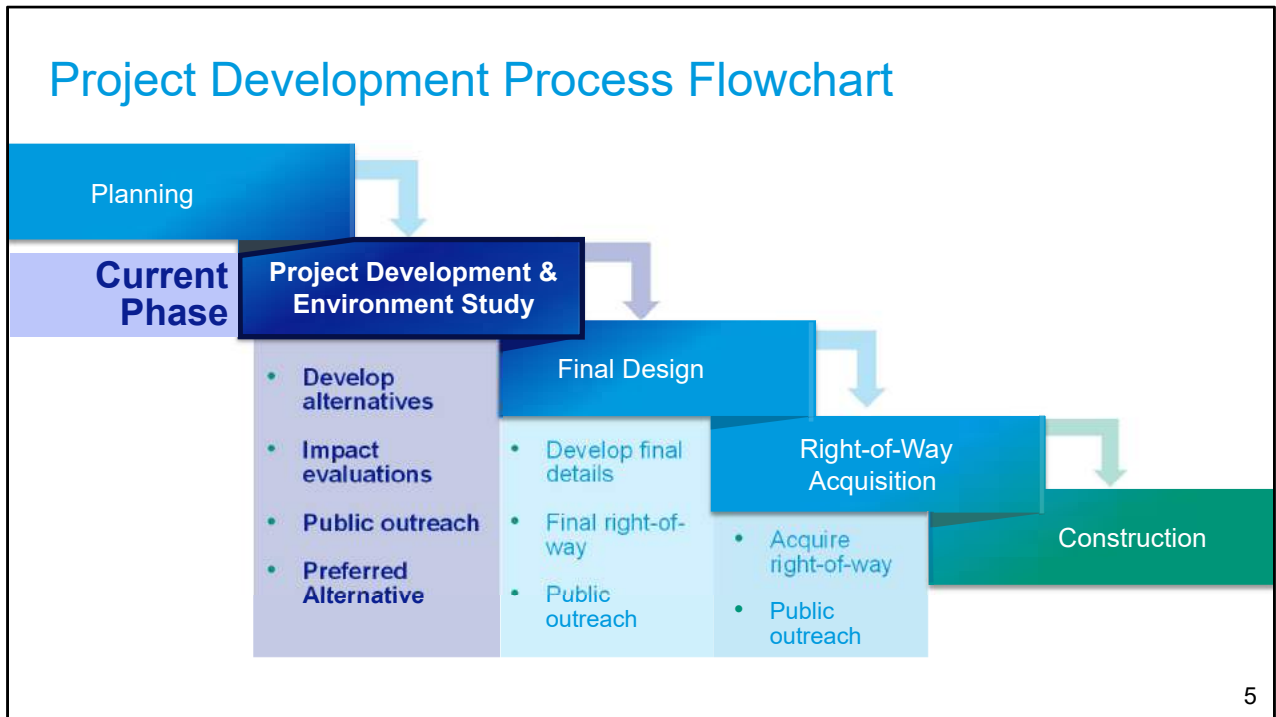
Limits of the project



The regional highway transportation network includes the express lanes network. Showing in the bright green are those segments currently in operation including segments along I-95, I-75 and I-595. The segments currently under construction are shown in red with the segments in planning and design phases shown in blue.



- Taking a closer look at our project area we see SW 10th Street is the missing link needed to provide a close network connecting Sawgrass with I-95
- The purpose of a regional managed lanes network is to reduce congestion allowing for increased economic vitality in the movement of goods and people while improving safety and emergency response times
- This study is working closely with the adjacent project studies to the west



The overall transportation project development process is shown here. We're in the PD&E phase shown in the second tier which follows the Planning phase. In the PD&E phase, we develop design alternatives that address the purpose and need for the project, incorporate community and agency input, and minimize effects to the natural and social environment. At the end of the PD&E process, the FDOT will recommend a Preferred Alternative. If a Build alternative is selected as a Preferred alternative, the project will advance to Design, right of way and ultimately construction.

Purpose and Need –

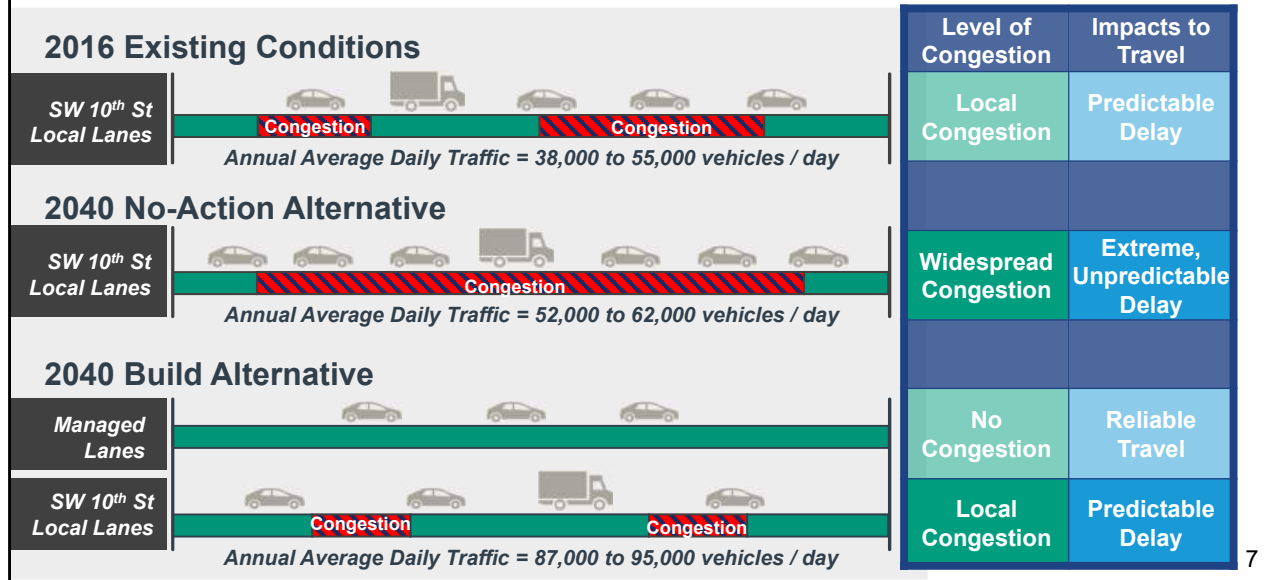
- Address safety and operational issues caused by congestion
- Improve connectivity of Strategic Intermodal System (SIS) and limited access facilities
- Enhance social demand, intermodal and economic development
- Enhance emergency response times and evacuation operations



6

The purpose and need of the project includes safety and operational improvements. Reducing congestion, and improving connectivity of the Strategic Intermodal System and limited access facilities which enhances economic development and emergency response.

Existing vs. Future Congestion Levels



This slide shows a graphic comparison of the existing congestion. For this project the traffic analysis was completed for 2040. The No action alternative means no improvements, so if no improvements were to be completed by 2040, we see that the corridor will experience major congestion. On the bottom graphic, we see the Build alternative and with the managed lanes we are basically back isolated areas mainly at the major intersections.

Alternatives Analysis

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



8

All design alternatives developed are refined throughout the study process to meet the project's purpose and need and avoid or minimize impacts to the community, and natural and physical environments. The alternatives will be compared to each other in an Evaluation Matrix. The No Action Alternative is the base for which all alternatives are evaluated against and will be included in the matrix.

Summary of Alternatives

- Alternatives Public Workshop #1, April 2018
 - Center alignment
 - North alignment was favored
 - No Action
- Alternatives Public Workshop #2, November 2018
 - Full Depressed
 - Partial Depressed
 - Non-Depressed
 - Ingress / Egress options for all alternatives
 - Local SW 10th Street improvements for all alternatives
 - No Action



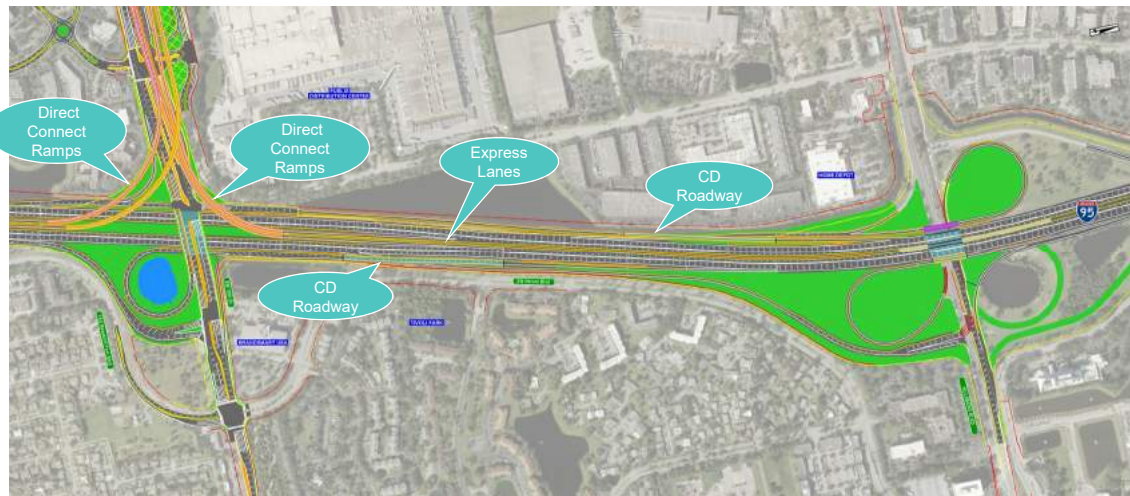
9

We held an alternatives public workshop in April of last year which helped us settle on the northern alignment.

A second public workshop was held in November which focused on the SW 10th Street connector and reducing the amount of depressed section to minimize the impacts created by depressing the roadway. In addition a Non-Depressed section without ingress/egress was developed and the No-Action Alternative which will be carried throughout the study.

I-95 Improvements

- Direct Connections to I-95 Express Lanes at SW 10th Street
- Northbound CD Roadway
- Southbound CD Roadway



The improvements being considered along I-95 include direct connections from the SW 10th Street managed lanes to I-95 SB and NB express lanes. Will be adding 1 EL in each direction and a NB separate parallel roadway called a collector distributor or CD roadway combining both of the on-ramps and separating the traffic entering I-95 from the traffic exiting at Hillsboro Blvd. A similar CD roadway is also proposed for the SB traffic.

I-95 Improvements

- Intersection improvements at SW 10th Street



Intersection improvements at the SW 10th Street interchange include expanding the NB exit ramp to accommodate triple left and triple right turns and providing a free-flow right turn for the WB SW 10th Street to NB I-95 entrance ramp.

I-95 Improvements

- Intersection improvements at Hillsboro Boulevard



12

Intersection improvements at Hillsboro Blvd include minor widening at the NB exit-ramp to provide expanded storage for a signal controlled triple lefts and double rights and reconstructing the existing free flow I-95 NB on-ramp. No additional improvements are proposed along Hillsboro Blvd.

SW 10th Street Managed Lanes

- Direct connections to I-95 southbound and northbound express lanes
- Managed Lanes over Military Trail
- SW 12th Avenue direct access ramp to WB Managed Lanes
- EB Managed Lanes off-ramp east of Military Trail



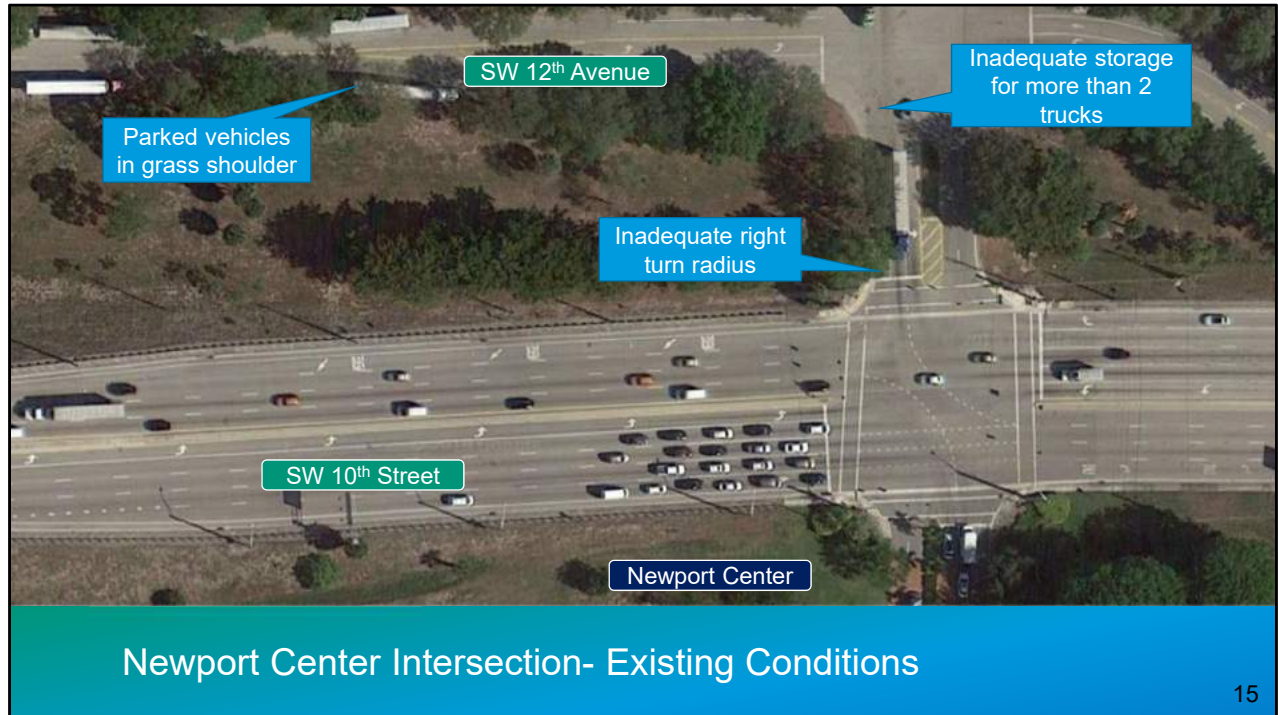
Improvements along SW 10th Street include direct connections from the managed lanes shown on the orange to the I-95 express lanes. The teal shows 2nd level ramps, you can see that by Military Trail we are at 2nd level. The higher ramps are within the I-95 interchange area. We have minor RW acquisition on the north side.

SW 10th Street Improvements

- Newport Center Drive improvements
- Sidewalks
- 7 foot buffered bicycle lanes



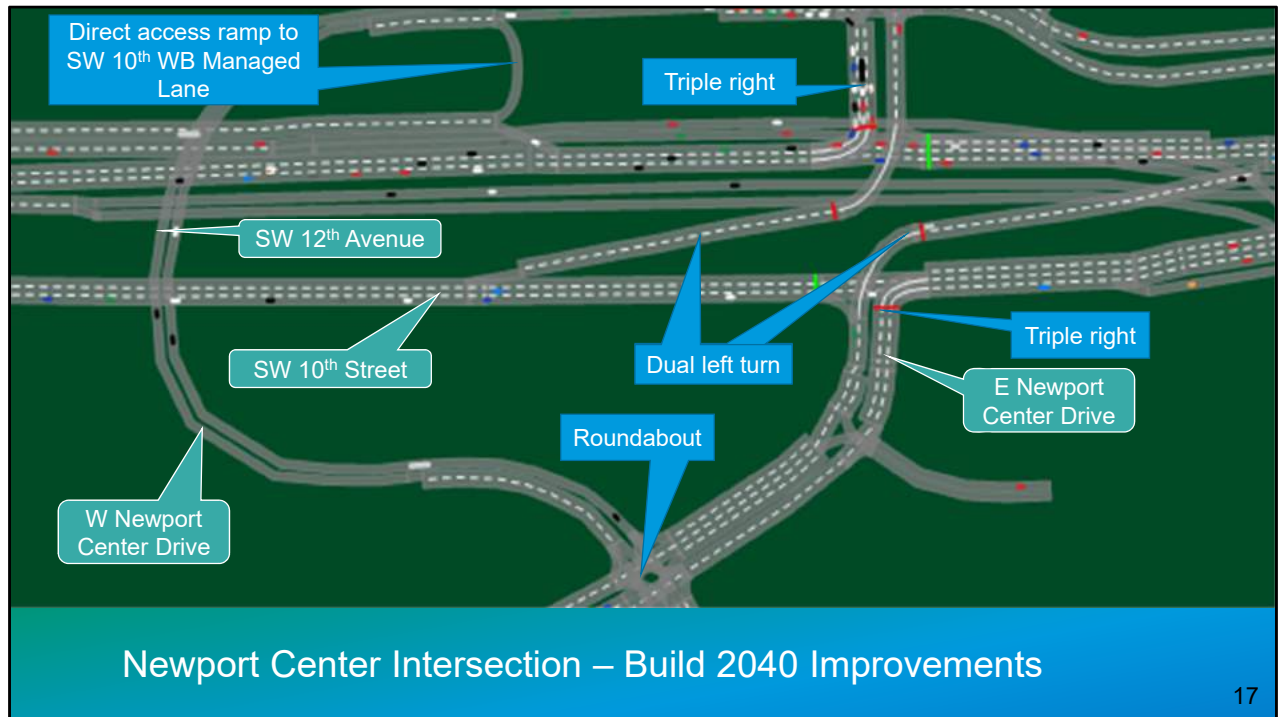
Improvements along local SW 10th Street include sidewalks and 7 foot buffered bike lanes on both sides. A roundabout is being evaluated at the intersection of east and west Newport Drive.



Taking a closer look at the existing conditions along SW 12th Avenue and Newport Center intersections. We know that trucks tend to park along SW 12 Avenue, also there is insufficient storage, so anytime you have more than 2 trucks, the intersection is blocked. The turning radius for the right turns is also tight which makes it difficult for trucks.



When we look at the No-Action 2040 traffic. We see considerable congestion and major back-ups at the SW 12 Avenue and Newport intersections.



To improve the operations of the intersection. The 2040 Build alternative evaluated providing for triple rights and dual lefts in but with no left out at both SW 12 Avenue and Newport intersections. A direct access ramp to SW 10th Street WB managed lanes and a roundabout at the intersection of east and west Newport center are also being evaluated.



Rendering looking NE at SW 10th Street and Newport Center Drive showing the local SW 10th Street as well as the managed lanes and direct connect ramps.



Similar rendering at Military Trail showing the EB managed lanes off-ramp.

Benefits of Build Alternatives

- 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-Action Alternative

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



21

Of course with the no-build, no improvements will be done and congestion will continue to increase resulting in further degradation of the system.

Next Steps	Schedule
<ul style="list-style-type: none">• Continue alternative refinements• Continue impact assessment• Continue public outreach and stakeholder engagement• Identify Recommended Alternative	<ul style="list-style-type: none">• Present Recommended Alternative - Summer 2019• Public Hearing - Fall 2019• Select Preferred Alternative – Late 2019• Location Design and Concept Acceptance (end of PD&E phase) – 2020

Next steps will be to continue our outreach while refining each alternative and compare them in order to develop a recommended alternative that can be presented at the Public Hearing. With input received at the hearing we will finalize the documents indicating the preferred alternative this summer. The end of the PD&E phase is anticipated in the fall and will open the door to the next phases of the project.



Robert Bostian, PE
robert.bostian@dot.state.fl.us

www.sw10street.com



Thank you!

Newport Business Center Meeting

October 16, 2019



SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard

PD&E Study, Newport Center Meeting

FPID: 436964-1-22-01

Broward County, FL

October 16, 2019

TABLE OF CONTENTS

Page 1	Summary Overview
Page 3	Notifications
Page 7	Mailing Lists
Page 11	Project Fact Sheet
Page 13	Comment Cards
Page 16	Welcome Board
Page 18	Scanned Sign-In Sheets (attendees)
Page 22	Comments Received
Page 24	Meeting Photos

SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study, Newport Center Meeting FPID: 436964-1-22-01 Broward County, FL October 16, 2019

The Florida Department of Transportation (FDOT), District Four, held an informal meeting for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. The meeting was conducted on Wednesday, October 16, 2019 from 3:30 p.m. to 6:30 p.m. at the University of Miami Sylvester Comprehensive Cancer Center, 1192 East Newport Center Drive, Suite 100, Deerfield Beach, FL 33442.

The purpose of this meeting was to update tenants of the Newport Business Center on the alternatives affecting the Newport Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project. The meeting had an open house format. Project staff were available to solicit feedback and answer questions during the meeting. The results of the traffic analysis including the VISSIM simulation of the No Build 2040 and Build 2040 PM conditions were shown to demonstrate the benefits of the Build Alternative.

SUMMARY OVERVIEW (CONT'D.)

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study, Newport Center Meeting FPID: 436964-1-22-01 Broward County, FL October 16, 2019

Property owners and tenants were sent invitation letters on October 8, 2019 via USPS.

Valerin staff conducted door-to-door outreach in the Newport Business Center to personally deliver open house invitations on October 14, 2019.

There was a total of Fifteen people in attendance, including FDOT and project consultant staff. Seven people signed in at the registration table, not including FDOT and consultant personnel, and were given project information handouts and shown the project Comment Cards, should they desire to make a comment. Robert Bostian from FDOT was in attendance, as well as Vilma Croft, James Ford and Omar Al-Salhili from HNTB Inc, Lisa Dykstra from RS&H, along with Angel Gardiner and Cynthia McGrail from The Valerin Group, Inc. as public involvement coordinators.

Participants were given an opportunity to provide public comments in the following ways:

- Written comments on Comment Cards provided at the meeting
- Mail comments to: Robert Bostian, FDOT District Four, 3400 W. Commercial Blvd. Fort Lauderdale, FL 33309
- E-mail comments to: Bostian.Robert@dot.state.fl.us

No written comments were submitted at the meeting and no comments were received via email. All verbal comments received are included in this summary.

Notifications



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAUALT, P.E.
SECRETARY

October 8, 2019

Dear Property Owner/Tenant:

RE: Newport Center Meeting
SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Project Development and Environment (PD&E) Study
Broward County, Florida
Financial Project ID Number: 436964-1-22-01
Efficient Transportation Decision Making (ETDM) No.: 14244

On behalf of the Florida Department of Transportation (FDOT), District Four, you are invited to a meeting for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. This PD&E Study also includes SW 10th Street from west of Military Trail to east of I-95. This meeting is scheduled for **Wednesday, October 16, 2019 from 3:30 p.m. to 6:30 p.m.** at the **University of Miami Sylvester Comprehensive Cancer Center, 1192 East Newport Center Drive, Suite 100, Deerfield Beach, FL 33442. The meeting will have an open house format and include a brief presentation.** Project staff will be available to solicit feedback and answer questions at any time during the meeting.

A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of this meeting is for an update on the alternatives affecting the Newport Business Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact me at least seven (7) days prior to the meeting.

If you require further information, please do not hesitate to contact me at (954) 777-4427 or toll free at (866) 336-8435, ext. 4427, via email at robert.bostian@dot.state.fl.us, or visit the project website at www.fdot.gov/projects/sefl/future/95/sr9.

Sincerely,

A handwritten signature in blue ink that reads "Robert E Bostian, Jr." The signature is written in a cursive style with a large, stylized "B" and "J".

Robert E. Bostian, Jr., PE
Project Manager



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.
SECRETARY

For Immediate Release
October 9, 2019

Contact: Billy Canedo
954-777-4090
guillermo.canedo@dot.state.fl.us

Newport Business Center Meeting Scheduled for SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Project Development and Environment Study

The Florida Department of Transportation (FDOT), District Four, will hold a meeting for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. This PD&E Study also includes SW 10th Street from west of Military Trail to east of I-95.

This meeting is scheduled for **Wednesday, October 16, 2019 from 3:30 p.m. to 6:30 p.m.** at the **University of Miami Sylvester Comprehensive Cancer Center, 1192 East Newport Center Drive, Suite 100, Deerfield Beach, FL 33442.**

A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The goal of the I-95 project is to eliminate various existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard.

The purpose of this meeting is for an update on the alternatives affecting the Newport Business Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project. The meeting will have an open house format and include a brief presentation. Project staff will be available to solicit feedback and answer questions at any time during the meeting.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.

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Visit the project websites at www.fdot.gov/projects/sefl/future/95/sr9.

###

www.fdot.gov

Notice of Public Meeting

OTHER AGENCIES AND ORGANIZATIONS

The Valerin Group, Inc.

The Florida Department of Transportation (FDOT), District Four, announces a public meeting to which all persons are invited.

DATE AND TIME: Wednesday, October 16, 2019, 3:30 p.m. to 6:30 p.m.

PLACE: University of Miami Sylvester Comprehensive Cancer Center, 1192 East Newport Center Drive, Suite 100, Deerfield Beach, FL 33442.

GENERAL SUBJECT MATTER TO BE CONSIDERED:

Financial Project ID Number: 436964-1-22-01 and ETDM Number: 14244

Project Description: Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. This PD&E Study also includes SW 10th Street from west of Military Trail to east of I-95.

A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of this meeting is for an update on the alternatives affecting the Newport Business Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project. The meeting will have an open house format and include a brief presentation. Project staff will be available to solicit feedback and answer questions at any time during the meeting.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

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

A copy of the agenda may be obtained by contacting: Robert Bostian, PE, Project Manager, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954) 777-4427, toll free: 1 (866) 336-8435. ext. 4427, email: Robert.Bostian@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Mr. Robert Bostian, PE, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954) 777-4427, toll free: 1 (866) 336-8435. ext. 4427, Robert.Bostian@dot.state.fl.us. Any persons who require translation services (free of charge) should also contact Mr. Robert Bostian, PE, at least seven (7) days prior to the meeting.

If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact Mr. Robert Bostian, PE, Project Manager, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954) 777-4427, toll free: 1 (866) 336-8435. ext. 4427, Robert.Bostian@dot.state.fl.us, or visit the project website at www.fdot.gov/projects/sefl/future/95/sr9.

Mailing Lists

DEERFIELD HOTEL ONE LLC
OR CURRENT OCCUPANT
800 W CYPRESS CREEK RD STE 502
FORT LAUDERDALE FL 33309

BUSINESS OWNER/TENANT
1040 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

DANIEL S CATALFUMO
OR CURRENT OCCUPANT
3701 CATALFUMO WAY
PALM BEACH GARDENS FL 33410-4207

BUSINESS OWNER/TENANT
1060 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

CONTRACTORS MANAGEMENT SERVICES INC
OR CURRENT OCCUPANT
5300 W HILLSBORO BLVD # 100
COCONUT CREEK FL 33073-4395

BUSINESS OWNER/TENANT
1039 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

NEWPORT WAREHOUSE LTD
OR CURRENT OCCUPANT
1166 W NEWPORT CENTER DR STE 314
DEERFIELD BEACH FL 33442-7739

BUSINESS OWNER/TENANT
1096 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

COHEN REAL ESTATE GROUP LLLP
OR CURRENT OCCUPANT
PO BOX 812170
BOCA RATON FL 33481-2170

BUSINESS OWNER/TENANT
1108 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

AEDIS
OR CURRENT OCCUPANT
1144 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7725

NORTH AMERICAN HOLDINGS & INVEST LLC
OR CURRENT OCCUPANT
401 FAIRWAY DR STE 100
DEERFIELD BEACH FL 33441-1800

BUSINESS OWNER/TENANT
1182 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

HCRI DEERFIELD BEACH MED FAC LLC
OR CURRENT OCCUPANT
PO BOX 92129
SOUTHLAKE TX 76092

BUSINESS OWNER/TENANT
1192 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

UNIVERSITY OF MIAMI
OR CURRENT OCCUPANT
1320 S DIXIE HWY STE 705
CORAL GABLES FL 33146

BUSINESS OWNER/TENANT
1300 E NEWPORT CENTER DRIVE
DEERFIELD BEACH FL 33442

Hyla US GASSMANN INC
OR CURRENT OCCUPANT
1262 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

RAINBOW WAREHOUSE LLC
OR CURRENT OCCUPANT
696 NE 125 ST
NORTH MIAMI FL 33161

BUSINESS OWNER/TENANT
1400 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

POLYGLASS USA INC
OR CURRENT OCCUPANT
1111 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

BUSINESS OWNER/TENANT
1350 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

CHANNEL-TEK INTERNATIONAL CORP
OR CURRENT OCCUPANT
1432 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

L B M INVESTMENTS
OR CURRENT OCCUPANT
1455 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7703

J & G LLC
OR CURRENT OCCUPANT
1441 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

CRSL & N LLC
OR CURRENT OCCUPANT
425 S HACIENDA BLVD CITY OF
INDUSTRY CA 91745-1123

BUSINESS OWNER/TENANT
1419 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

CLK PROPERTIES LLC
OR CURRENT OCCUPANT
1570 SE 8 ST DEERFIELD BEACH FL 33441
DEERFIELD BEACH FL 33442

BUSINESS OWNER/TENANT
1407 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

MAFER HOLDINGS LLC
OR CURRENT OCCUPANT
1341 W NEWPORT DR
DEERFIELD BEACH FL 33442

FORITZ LLC
OR CURRENT OCCUPANT
1371 W NEWPORT CTR DR #101
DEERFIELD BEACH FL 33442-7710

CONSTAR DEV CORP
OR CURRENT OCCUPANT
1311 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7710

LRB HOLDINGS INC
OR CURRENT OCCUPANT
1301 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

JFL REALTY CORP
OR CURRENT OCCUPANT
1241 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7738

RICHARD & RICE CONSTRUCTION CO. INC
OR CURRENT OCCUPANT
828 S MILITARY TRL # 6
DEERFIELD BEACH FL 33442-2985

BUSINESS OWNER/TENANT
1219 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

VRM NEWPORT LLC C/O MIKE CRUZ
OR CURRENT OCCUPANT
1215 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

MICRIMUSA LLC
OR CURRENT OCCUPANT
1191 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

GBI REAL ESTATE LLC
OR CURRENT OCCUPANT
1143 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

FLAGSHIP SUB I LLC C/O JOHN PRAYIUS
OR CURRENT OCCUPANT
170 N OCEAN BLVD #504
PALM BEACH FL 33480

BUSINESS OWNER/TENANT
1121 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

MAPEI CORP
OR CURRENT OCCUPANT
1144 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

BUSINESS OWNER/TENANT
1111 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

NEWPORT CENTER PARTNERS LLC
OR CURRENT OCCUPANT
1736 NE 1 ST
FORT LAUDERDALE FL 33301

BUSINESS OWNER/TENANT
1015 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

FIRSTLAND PROPERTIES, LLC
OR CURRENT OCCUPANT
1020 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

HJS NEWPORT CENTER HOLDINGS LLC
OR CURRENT OCCUPANT
10850 SW 113 PL
MIAMI FL 33176

BUSINESS OWNER/TENANT
1003 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

CPE ASSOCIATES
OR CURRENT OCCUPANT
1166 W NEWPORT CENTER DR STE 314
DEERFIELD BEACH FL 33442-7739

BUSINESS OWNER/TENANT
1191 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

KIRSTEIN HOLDINGS LLC
OR CURRENT OCCUPANT
1456 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

BUSINESS OWNER/TENANT
1335 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

PRECISION PREMIUM PROPERTIES LLC
OR CURRENT OCCUPANT
PO BOX 1600
LEBANON MO 65536

BUSINESS OWNER/TENANT
1208 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

1324-1330 W NEWPORT CENTER DRIVE LLC
OR CURRENT OCCUPANT
1330 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

DALSIMER REALTY HOLDINGS INC
OR CURRENT OCCUPANT
1250 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

COMMERCE PARTNERSHIP #8908 LTD
OR CURRENT OCCUPANT
1280 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7733

TRIAD OF SOUTH FLORIDA INC
OR CURRENT OCCUPANT
1358 W NEWPORT CENTER DR
DEERFIELD BEACH FL 33442-7733

STK 4800 LLC C/O SARKIS KALANDJIAN
OR CURRENT OCCUPANT
1425 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

NEWPORT CENTER ASSN INC
OR CURRENT OCCUPANT
3701 CATALFUMO WAY
PALM BEACH GARDENS FL 33410-4207

IMMOBILAIRE INVESTMENTS INC
OR CURRENT OCCUPANT
350 S OCEAN BLVD APT 2C
BOCA RATON FL 33432-6209

BUSINESS OWNER/TENANT
1239 E NEWPORT CENTER DRIVE #109
DEERFIELD BEACH FL 33442

GILGENBACH,JAMES EDWARD
OR CURRENT OCCUPANT
9009 ONE PUTT PL
PORT ST LUCIE FL 34986-3087

BUSINESS OWNER/TENANT
1239 E NEWPORT CENTER DRIVE #107
DEERFIELD BEACH FL 33442

BFLO LLC
OR CURRENT OCCUPANT
1239 E NEWPORT CENTER DR #118
DEERFIELD BEACH FL 33442

ANDROID PROPERTIES LLC
OR CURRENT OCCUPANT
1072 E NEWPORT CENTER DR #B
DEERFIELD BEACH FL 33442

OZDEMIR,CIHAT
OR CURRENT OCCUPANT
1287 E NEWPORT CENTER DR #205
DEERFIELD BEACH FL 33442

NEWPORT LLC
OR CURRENT OCCUPANT
1287 E NEWPORT CENTER DR #207
DEERFIELD BEACH FL 33442

LG INVESTORS LLC C/O JB ALNA HOLD. CORP
OR CURRENT OCCUPANT
1287 E NEWPORT CENTER DR #201
DEERFIELD BEACH FL 33442

PETERS,NIZAM
OR CURRENT OCCUPANT
1287 E NEWPORT CENTER DR #202
DEERFIELD BEACH FL 33442

GAZERRO & ASSOCIATES INC
OR CURRENT OCCUPANT
1287 E NEWPORT CENTER DR #203
DEERFIELD BEACH FL 33442

FIRST NEWPORT PROPERTIES LLC
OR CURRENT OCCUPANT
1022 E NEWPORT CENTER DR
DEERFIELD BEACH FL 33442

FLOPRO INC
OR CURRENT OCCUPANT
1239 E NEWPORT CENTER DR #106
DEERFIELD BEACH FL 33442

DAMARVIC ENTERPRISE LLC
OR CURRENT OCCUPANT
1239 E NEWPORT CENTER DR #112
DEERFIELD BEACH FL 33442

XPC REAL ESTATE ENTERPRISES LLC
OR CURRENT OCCUPANT
23358 SW 55 AVE #C
BOCA RATON FL 33433

BUSINESS OWNER/TENANT
1239 E NEWPORT CENTER DR #115
DEERFIELD BEACH FL 33442

SECRICH LLC
OR CURRENT OCCUPANT
PO BOX 939
DEERFIELD BEACH FL 33443

BUSINESS OWNER/TENANT
1239 E NEWPORT CENTER DR #116
DEERFIELD BEACH FL 33442

CORPORATE PROPERTY SERVICES
OR CURRENT OCCUPANT
1239 E NEWPORT CENTER DR #113
DEERFIELD BEACH FL 33442

LORMAR ACQUISITIONS LLC
OR CURRENT OCCUPANT
1239 E NEWPORT CENTER DR #114
DEERFIELD BEACH FL 33442

FORITZ LLC
OR CURRENT OCCUPANT
1371 W NEWPORT CTR DR #101
DEERFIELD BEACH FL 33442

CONSTAR DEV CORP
OR CURRENT OCCUPANT
1311 W NEWPORT CENTER DR #A
DEERFIELD BEACH FL 33442-7710

REBECCA MEDINA STEWART
CITY OF DEERFIELD BEACH
150 NE 2 AVE
DEERFIELD BEACH, FL 33441

NICOLE GIORDANO
CITY OF DEERFIELD BEACH
OR CURRENT OCCUPANT
150 NE 2 AVE
DEERFIELD BEACH, FL 33441

JOEY AARON EICHNER
2655 N OCEAN DR
SINGER ISLAND, FL 33404

ROBERT BOSTIAN, JR. P.E.
FLORIDA DEPARTMENT OF TRANSPORTATION
3400 WEST COMMERCIAL BLVD.
FORT LAUDERDALE, FL 33309

NANEA MARCIAL
16742 SW 5 WAY
WESTON, FL 33326

CYNTHIA MCGRAIL
600 WEST LAS OLAS BLVD #608
FORT LAUDERDALE, FL 33312

DE

Project Fact Sheet



SR 9/I-95 from SW 10th Street to Hillsboro Boulevard

Project Development and Environment (PD&E) Study
 Financial Project ID 436964-1-22-01
 Efficient Transportation Decision Making (ETDM) #14244

PUBLIC MEETING NOTICE : NEWPORT CENTER MEETING #3 October 16, 2019

The Florida Department of Transportation District Four invites you to a meeting for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. This PD&E Study also includes SW 10th Street from west of Military Trail to east of I-95.

Meeting Date: Wednesday, October 16, 2019

Time: 3:30 p.m.-6:30 p.m.

Location: University of Miami Sylvester Comprehensive Cancer Center, 1192 East Newport Center Drive, Suite 100, Deerfield Beach, FL 3344

The meeting will have an open house format and include a brief presentation. The purpose of this meeting is for an update on the alternatives affecting the Newport Business Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project.

Project Location

The project extends along SR 9/I-95 from just south of the SW 10th Street interchange to just north of the Hillsboro Boulevard interchange, a distance of approximately 1.8 miles. The project also proposes improvements along both SW 10th Street from just west of Military Trail east to SW Natura Boulevard, and along Hillsboro Boulevard from Goolsby Boulevard east to SW Natura Boulevard.

Project Description

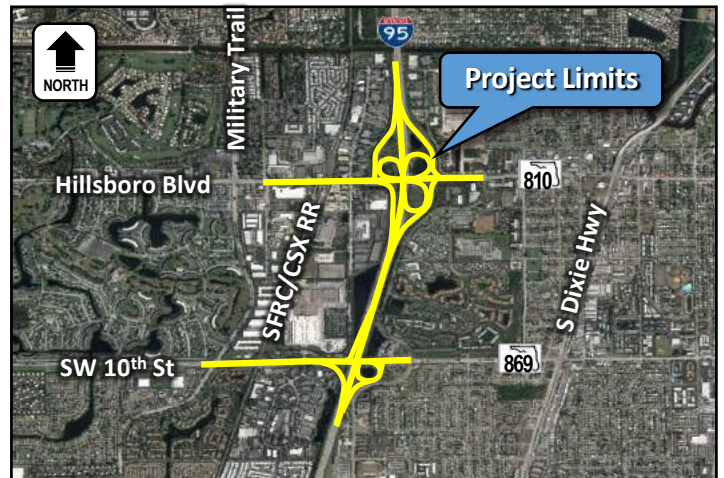
The project consists of capacity, operational and safety improvements with secondary considerations for the needs of evacuation and emergency services, transportation demand, system linkage, modal interrelationships, and social demands and economic development.

Questions & Comments

If you would like to obtain additional information, be added to the project mailing list, arrange a meeting, or submit written comments, please contact the FDOT project manager Mr. Robert Bostian at Robert.Bostian@dot.state.fl.us, 954-777-4427, Toll Free (866) 336-8435, extension 4427 or scan the QR Code below to reach our website contact form.



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



Proposed North Alignment Alternative at SW 10th Street and Military Trail



Intersection improvements are proposed at SW 12th Avenue and E. Newport Center Drive.

For more information visit: www.sw10street.com or www.fdot.gov/projects/sefl/future/95/sr9

Comment Card



COMMENT FORM



Project Development and Environment (PD&E) Study
SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Financial Project ID Number: 436964-1-22-01
Efficient Transportation Decision Making (ETDM) No.: 14244
Broward County, Florida
Newport Center Meeting #3
University of Miami Sylvester Comprehensive Cancer Center
1192 E Newport Center Dr., Suite 100
Deerfield Beach, FL 33442
Wednesday, October 16, 2019
3:30 p.m. – 6:30 p.m.

Please provide your comments below. If more space is needed, please use an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting or send to Robert Bostian at the address below. E-mailed comments are also acceptable, or you may enter a comment at the project website at www.sw10street.com. This form is also designed to be folded and mailed.

Multiple horizontal lines for writing comments.

Mr./Mrs./Ms. (circle one) Name

Address

City, State, Zip

E-mail or Phone Number

PLEASE RETURN COMMENTS TO:

Robert Bostian, PE
Project Manager
Florida Department of Transportation
District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421
Email: robert.bostian@dot.state.fl.us
Phone: (954) 777-4427 or toll free
1-866-336-8435 extension 4427

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

FOLD

**Mr. Robert Bostian, PE
Florida Department of Transportation, District Four
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421**

FOLD

Welcome Board



SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Project Development and Environment (PD&E) Study

Financial Project ID 436964-1-22-01
Efficient Transportation Decision Making (ETDM) #14244

WELCOME

Newport Business Center Public Meeting #3

October 16, 2019



For more information visit: www.sw10street.com or www.fdot.gov/projects/sefl/future/95/sr9

**Scanned Sign-in Sheets
(Attendees)**



STAFF SIGN-IN SHEET

Project Development and Environment (PD&E) Study
 SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
 Financial Project ID Number: 436964-1-22-01
 Efficient Transportation Decision Making (ETDM) No.: 14244
 Broward County, Florida
Newport Center Meeting #3
 University of Miami Sylvester Comprehensive Cancer Center
 1192 E Newport Center Dr., Suite 100
 Deerfield Beach, FL 33442
 October 16, 2019
 3:30-6:30 p.m.



Name (PLEASE PRINT)	AGENCY	E-MAIL ADDRESS	INITIALS
Robert Bostian, P.E.	FDOT	robert.bostian@dot.state.fl.us	REB
Vilma Croft, P.E., CPM <i>VC</i>	HNTB CORPORATION	vcroft@HNTB.com	<i>VC</i>
Nanea Marcial	THE VALERIN GROUP	cynthia@valerin-group.com	
Cynthia McGrail	THE VALERIN GROUP	<i>Cynthia</i> nanea @valerin-group.com	<i>CM</i>
<i>Omar Al-Sahili</i>	<i>HNTB</i>	<i>oalsahili@hntb.com</i>	<i>OA</i>
<i>Angel Gardner</i>	<i>The Valerin Group</i>	<i>angel@valerin-group.com</i>	<i>AG</i>
<i>Andrew Velasquez</i>			
<i>James Foer</i>	<i>HNTB</i>	<i>Jefford@hntb.com</i>	<i>JEF</i>
<i>Lisa Dykstra</i>	<i>RS&H</i>	<i>Lisa.Dykstra@rsandh.com</i>	<i>LD</i>

Note: This is public record. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Comments Recieved

Verbal Comments/Concerns of Attendees provided by HNTB:

The salient points of the meeting based on discussions with public and business owners/tenants of Newport Center include:

1. The benefits of using SW 12th Avenue for right turns to go WB was accepted by several. However, concerns were expressed with removing left turns at Newport Center Drive and SW 10th Street intersection.
2. It was discussed that traffic backs up heading north at the intersection with SW 10th Street for left turns. Backs up to/past first intersection south of SW 10th Street.
3. Concerns that the vendors trucks waiting for the Publix warehouse will park on any available space along Newport Center Drive now that the City has installed tubular markers along SW 12th Avenue.
4. Several expressed support with the improvements of the Build Alternative as shown on the VISSIM simulation. The WB access to the SW 10th Street connector was well received.
5. Concerns with the traffic going around the loop under the RR tracks and the volume of Publix trucks. It was suggested to evaluate removing the left turns from only one approach. Maintaining the lefts from either the north or south approach seemed to be an acceptable compromise.
6. Concerns were expressed that the existing overhead cantilever sign blocks the view of the signal heads for vehicles headed EB coming down from the overpass over the R/R tracks. It is perceived that people run the light because they do not see the signal with enough time to stop. Moving the sign to a different location was discussed.
7. General funding, construction duration and expected schedule were discussed. It was emphasized this is a priority project for DOT and funding might be advanced. Five years was mentioned as possible overall construction duration for entire SW 10th Street, depending on which alternative is chosen.
8. Concerns were expressed about the Publix Distribution Center and the volume of trucks. Specifically, with the proposed geometry and sight distance. Vendor trucks might be parking along any available spots and block sight distance or continuously drive around the circle waiting for access to the Publix Center.

Meeting Photos











SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
Project Development and Environment (PDAE) Study
Financial Project ID 436964-1-23-01
Efficient Transportation Decision Making (ETDM) #4244

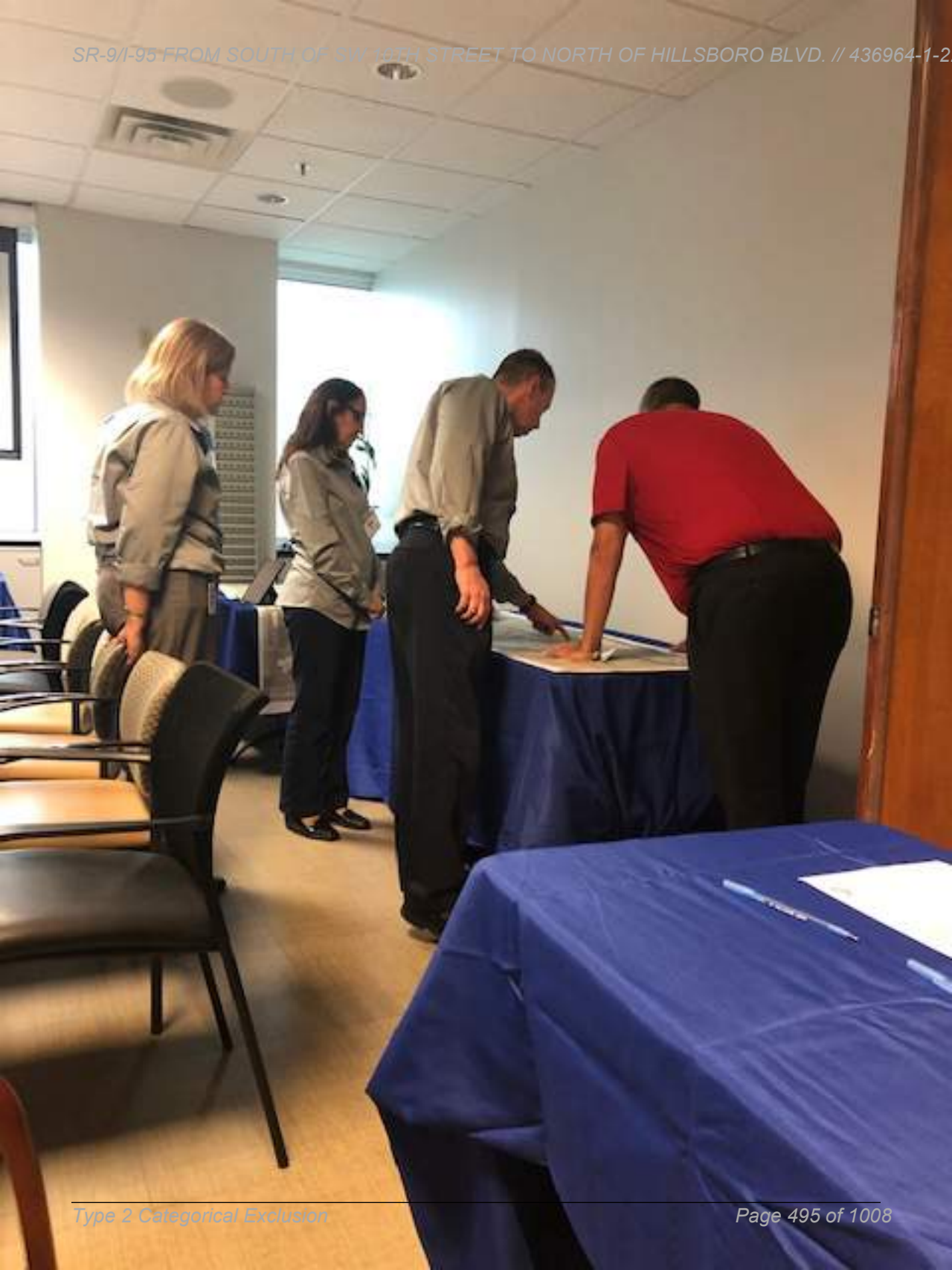
WELCOME
Newport Business Center
Public Meeting #3

October 16, 2019

FDOT  

For more information visit: www.sw10street.com or www.fl.gov/projects/safl/sum/95/98







Joint Project Stakeholder Meetings Log

October 31, 2019

Elected & Appointed Official Meetings

Municipality/ Stakeholder	Meeting	Date(s)
Broward County	Mayor/Commissioner Beam Furr, District 6	11/6/17 & 5/9/19
	Vice Mayor/Commissioner Mark Bogen, District 2	10/2/17, 4/20/18, 5/7/18, 9/26/18 & 6/12/19
	Vice Mayor Dale V.C. Holness, District 9	4/15/19
	Commissioner Nan Rich, District 1	10/9/17
	Commissioner Michael Udine, District 3	10/2/17, 5/7/18, 9/24/18, & 4/3/19
	Commissioner Chip LaMarca, District 4	10/9/17
	Commissioner Lamar Fisher, District 4	12/14/18
	Commissioner Steve Geller, District 5	10/9/17
	Commissioner Tim Ryan, District 7	11/13/17
	Commissioner Barbara Sharief	5/6/19
	County Administrator Bertha Henry and Richard Tornese	10/3/18
	Broward County EPMG Drainage Meeting	2/21/18
	Broward County Water Main	3/21/18
Broward County Resiliency	2/20/20	
City of Deerfield Beach	Mayor/Commissioner Bill Ganz	9/26/17, 1/30/18, 8/24/18, 2/6/19, 6/12/19, 1/17/20, 5/21/20, 12/15/20, & 3/17/21
	Vice Mayor/Commissioner Gloria Battle, District 2	9/26/17, 4/9/18 & 10/1/18
	Chamber of Commerce	9/11/18 & 8/2/19
	City Commission Meeting	6/16/20 & 10/6/20
	City Manager Burgess Hanson	1/29/2018

Municipality/ Stakeholder	Meeting	Date(s)
	Commissioner Bernie Parness, District 3	9/26/17, 3/6/18, 10/16/18, 3/5/20
	Commissioner Todd Drosky, District 4	10/10/17, 1/31/18, 8/24/18, 9/13/18, 1/4/19, 2/11/19, 4/24/19, 7/30/19, 1/26/21, & 3/17/21
	City of Deerfield Beach District 4 Community Meeting at Constitution Park with Commissioner Todd Drosky	5/31/18
	Project Update, Future Maintenance and Landscape Preliminary Discussion with Thomas Good	1/22/18, 1/29/18, 12/16/19
	Drainage and Utility Meeting	2/9/18 & 6/21/18
	Coordination Meeting with City of Deerfield Beach Staff	8/1/18, 2/13/20, 3/6/20, 5/22/20, 6/12/20, 7/10/20, 7/29/20, 8/14/20, 9/4/20, 9/24/20, 10/26/20, 11/29/20, & 3/11/21
	Florida's Turnpike Enterprise Meeting with the City	1/11/19 & 6/10/20
City of Coconut Creek	City Manager Mary Blasi	11/8/17
	Commissioner Mikkie Belvedere, District B	10/15/18
	Vice Mayor Sandra Welch, District C	12/12/18
	Commissioner Becky Tooley, District A	12/13/18
	Staff	9/16/20
City of Coral Springs	Commissioner Larry Vignola, Seat 3	5/7/18, 3/19/19 & 6/18/19
	City Staff	5/13/19 & 9/10/20
	Commissioners Workshop	9/25/19 & 9/30/20

Municipality/ Stakeholder	Meeting	Date(s)
City of Dania Beach	Commissioner Bill Harris	7/8/19
City of Hillsboro	Vice Mayor Irene Kirdahy/City Manager	6/25/19
City of Hollywood	Commissioner Richard Blattner, District 4	11/2/17 & 4/4/19
City of Parkland	Mayor Christine Hunschofsky	11/13/17, 10/22/18 & 7/8/19
	City Manager/City Staff Meeting	7/3/19
	City Engineer	9/1/20
City of Pompano	Vice Mayor Barry Moss, District 5	4/12/19
City of Sunrise	Commissioner Lawrence A. Sofield	3/25/19
	Sean Dinneen, Assistant City Manager and Christine Pfeffer, Communications Director	9/1/20
City of Tamarac	Vice Mayor/Commissioner Debra Placko	3/20/19
City of Oakland Park	Commissioner Michael Carn	7/1/19
City of Lauderdale	Vice Mayor Margaret Bates	6/25/19
City of Lauderdale By the Sea	Vice Mayor Elliot Sokolow	6/25/19
City of Lighthouse Point	Commissioner Sandy Johnson, Seat #5	5/21/19
City of Margate	Commissioner Joanne Simone, Seat #5	7/9/19
City of Plantation	Mayor Lynn Stone	7/10/19
City of Pembroke Pines	Mayor Frank C. Otis	6/4/19
Town of Davie	Councilman Bryan Caletka	4/5/19
City of Weston	Commissioner Byron Jaffe	6/3/19
City of Wilton Manors	Vice Mayor Tom Green	5/22/19

Stakeholder Meetings

Stakeholder/Agencies	Date(s)
ASCE Conference	7/9/19
Banyan Trails Community	10/30/18
Broward Business Expo	6/20/19
Broward County Environmental and Consumer Protection Division (ECPD) Drainage/Contamination Meeting	9/10/18
Broward County Parks and Recreation Section 4(f) Meeting for Quiet Waters Park	8/9/18
Broward County Teleconference Watermain Installation on Powerline Road and SW 10 th Street	3/21/18
Business Leaders Meeting	6/10/20
Century Village East	2/1/18, 11/8/18, & 7/27/20
Century Village East Master Management	10/12/18, 11/8/18, 1/10/19, 2/28/19 & 3/28/19
Century Village Consultant (architect)	11/3/20
Century Plaza Library	9/17/19
City of Deerfield Beach Parks and Recreation Section 4(f) Meeting for Crystal Heights Park	7/16/18
Cocobay Community	11/14/18
Coconut Creek Senior Expo	6/1/18
Coral Springs/Coconut Creek Chamber of Council Government Affairs Committee Meeting	2/13/19
Creek TV Interview	8/21/19
Crystal Key Pointe Community	5/16/18
Deerfield Corporate Park-Denholtz Properties	4/1/21
Discovery Pointe	8/21/19
Dunn's Run Pop-up	10/6/19

Stakeholder/Agencies	Date(s)
Economic Development Committee Meeting	6/25/20
Enclave at Waterways	11/13/18
Express Lane Committee Meeting	6/17/19
FP&L/AT&T Preliminary Coordination Meeting	3/28/18
FP&L Transmission Discussion Meeting	3/28/18 & 1/18/19
FSITE Plangineering Conference	10/30/18
Fort Lauderdale 2019 South Florida Business Conference and Expo	6/20/19
FTAC	12/4/19
FTAC Presentation at Fort Lauderdale Allegiance	8/15/18
Greater Deerfield Beach Chamber of Commerce	9/11/18
Horizon Community	8/7/19
Independence Bay Community	3/19/18, 9/15/18, 9/23/19 & 9/20/20
South Florida Water Management and US Army Corps of Engineers Inter-Agency Meeting	2/15/18
Meadow Lakes Community	4/9/18 & 8/20/20
Meadows of Crystal Lakes	9/9/19
Meeting with Dan Glickman to discuss content for Century Village East Meeting on 2/1/19	1/16/18
Meeting with First Responders	8/24/18
Newport Business Center	1/31/18, 4/11/19, 10/16/19, 9/16/20, 11/5/20, & 3/22/21
Natura HOA Virtual Meeting Attendance	9/8/20
Parkland Chamber of Commerce	11/14/18
Parkland Farmers' Market	11/4/18 & 2/17/19
Parkland Isles Community	2/18/19

Stakeholder/Agencies	Date(s)
Project Update Meeting with FTE Team	4/24/19, 5/8/19, 5/22/19, 5/31/19 & 6/5/19
Publix Pop-Up	9/28/19
Publix Distribution Center	10/17/17 & 2/23/18 & 4/26/19
Quiet Waters Business Park	3/25/19, 4/16/19, 5/31/19, & 9/19/19
Robert Bostian, Phil Schwab w RS&H, Vilma Croft w HNTB, Nanea Marcial w Valerin Group, and Realtors of the Palm Beaches and Greater Fort Lauderdale	10/31/19
Sawgrass Promenade	9/18/19 & 9/14/20
Secretary Thibault Visit	3/11/19
The Lakes at Deerfield Apartments Management	3/23/18
The Lakes at Deerfield Apartments Residents	8/21/18 & 9/19/19
Waterford Homes Community	7/18/18, 8/13/19, 8/5/20 & 10/7/2020
Waterford Courtyard	8/28/2019 & 10/1/20
Waterways Community	3/22/18, 10/9/18, 8/7/19 & 8/27/20
Western Businesses	3/6/18
Zonta Club of Greater Deerfield Beach	10/16/18

Broward MPO & COAT Meetings

Stakeholder	Meeting	Date(s)
Broward Metropolitan Planning Organization (MPO)	Broward MPO Logistics for COAT	10/9/17
	MPO Meeting with Director Gregory Stuart	11/14/17 & 3/22/18
	Broward MPO Follow-up Meeting	7/16/18
	Alt. Workshop Discussion	7/18/18
	Broward MPO Presentation Review Meeting	10/8/18

Stakeholder	Meeting	Date(s)
	MPO Planning and Logistics Meeting for COAT	10/9/17
	Meeting with MPO Staff to Discuss Alternative Workshop, Workshop Results and Public Involvement	6/29/18, 7/8/18, 8/24/18 & 10/11/18, 10/28/20
	Board Meeting	5/10/18, 10/11/18, 2/14/19, 7/11/19, 7/9/20, & 11/12/20
	Executive Committee	12/7/17, 5/3/18, 6/6/19, 7/7/20
	Citizens' Advisory Committee (CAC)	4/25/18, 10/24/18, 6/26/19 & 5/27/20
	Technical Advisory Committee (TAC)	4/25/18, 10/24/18, 6/26/19 & 5/27/20
	Broward MPO Engagement Forum	1/10/19 & 1/9/20
Community Oversight Advisory Team (COAT)	Pre-Kick-Off meeting	10/11/17
	Pre-Alternatives Public Workshop No. 1	3/29/18
	Project Update	11/19/18
	COAT Workshop Meeting	2/28/19
	COAT Recommendation Review Meeting No. 1	4/25/19
	COAT Recommendation Review Meeting No. 2	5/16/19
	COAT Recommendation Review Meeting No. 3	6/6/19

**Joint Project Update Webinars
(June 18, 2020 - June 29, 2020 - July 1, 2020)**



SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Joint Project Update Webinars FPID: 436964-1-22-01 June 18, 2020 - June 29, 2020 - July 1, 2020

TABLE OF CONTENTS

Page 1	Summary Overview
Page 3	Notifications
Page 10	Project Fact Sheet
Page 17	Meeting Presentation
Page 94	Notification Location Photos

SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Joint Project Update Webinars FPID: 436964-1-22-01 June 18, 2020 - June 29, 2020 - July 1, 2020

The Florida Department of Transportation (FDOT), District Four, held virtual webinars for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. The webinars were held on June 18, 2020, June 29, 2020, and July 1, 2020 from 7:00 p.m. to 8:30 p.m. via the GoToWebinar platform.

In advance of the webinars, the exhibit boards were posted to the project website in an “Exhibit Room” layout, so that stakeholders could easily navigate through the exhibit boards, similar to an in-person public meeting. The webinar was divided into two sections, slideshow presentation and the Q&A period. The presentation covered the project updates since the last public meeting, Alternatives Public Workshop No. 2. The Q&A period covered questions asked in advance of the webinar, and also questions that were submitted during the webinar via the question / chat function.

Two Build Alternatives were presented during the webinars: the With Powerline Road Ramps Alternative and the Without Powerline Road Ramps Alternative. The With Powerline Road Ramps Alternative is a variation of the Partial Depressed – Westbound Exit Ramp Alternative presented at the second Alternative’s Public Workshop. The Without Powerline Road Ramps Alternative is very similar to the With Ramp Alternative, except it removes the two ramps located just east of Powerline Road in order to provide additional green space and landscaping in the corridor, in response to the City’s concerns described above.

A total of 330 people attended Webinar No. 1 and the majority of comments received related to noise, accessibility, and the adjacent Florida’s Turnpike Study. A total of 377 people attended Webinar No. 2 and the majority of comments received related to noise walls and accessibility. Attendance dropped for Webinar No. 3, down to 92 attendees, and only a handful of comments were received.

Notifications

INFINITE SOURCE COMMUNICATIONS GROUP, LLC
The Florida Department of Transportation (FDOT), District Four, announces a series of identical website webinars announces a public meeting to which all persons are invited.

DATES AND TIMES: Thursday, June 18, 2020, 7:00 p.m. – 8:30 p.m.; Monday, June 29, 2020, 7:00 p.m. – 8:30 p.m.; Wednesday, July 1, 2020, 7:00 p.m. – 8:30 p.m.

PLACE: Visit either of the project websites (www.fdot.gov/projects/sefl/future/95/sr9 or www.sw10street.com) to pre-register for one of the three webinars for the project. The webinars will be available online only.

GENERAL SUBJECT MATTER TO BE CONSIDERED: On behalf of the Florida Department of Transportation (FDOT) District Four, you and your staff are invited to the Project Update Webinars for the Project Development and Environment (PD&E) Studies for the above referenced projects. These webinars are a combined event for these two separate PD&E studies. A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of the SW 10th Street Connector is to improve connectivity and safety between Florida's Turnpike/Sawgrass Expressway and I-95. The purpose of the I 95 project is to eliminate various existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard. The purpose of this workshop is to give interested persons an opportunity to comment and provide input on the refined transportation improvement alternatives.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

The webinars will provide an update on the projects and changes since the last Alternatives Public Workshop and will be offered on three different days. The project corridor has been divided into three geographic areas or zones, described below. The intent of the three webinars is to present the same content but each tailored to specific geographic areas and concerns along the corridor.

The Project Update Webinars will be held on the following days and times:

- Webinar #1 - Thursday, June 18, 7:00 p.m. – 8:30 p.m.
 - o Zone 1 – from the Turnpike / Sawgrass Expressway interchange to Powerline Road
- Webinar #2 - Monday, June 29, 7:00 p.m. – 8:30 p.m.
 - o Zone 2 – from Powerline Road to East of Military Trail
- Webinar #3 - Wednesday, July 1, 7:00 p.m. – 8:30 p.m.

o Zone 3 – from East of Military Trail to East of I-95

Persons interested in joining are encouraged to register for one of the three webinars.

Pre-registration for the webinars is required; visit one of the project websites to register (www.sw10street.com or www.fdot.gov/projects/sefl/future/95/sr9). Once you have registered for a webinar, an email containing a personalized link will be sent to you with instructions for joining the webinar at the specified date and time. Additional information on the webinar format and process is available on both of the project websites.

The webinar will be divided into two sections: a slideshow presentation and a question and answer period. The slideshow presentation is anticipated to last approximately 30 minutes before transitioning to the question and answer period. Questions and comments can be submitted on the website prior to the webinar, during the webinar using the chat feature, or after the webinar on the website.

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

A copy of the agenda may be obtained by contacting: Robert Bostian, PE, Project Manager, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954)777-4427, toll free: 1(866)336-8435. ext. 4427, email: Robert.Bostian@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Mr. Robert Bostian, PE at (954)777-4427 or toll-free: 1(866)336-8435 ext. 4427; in writing to Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida or via email: Robert.Bostian@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Mr. Robert Bostian, PE, Project Manager, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954)777-4427, toll free: 1(866)336-8435. ext. 4427, Robert.Bostian@dot.state.fl.us, or visit the project websites at www.sw10street.com and www.fdot.gov/projects/sefl/future/95/sr9.

Section VII Notice of Petitions and Dispositions Regarding Declaratory Statements

NONE



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.
SECRETARY

June 4, 2020

Dear Appointed Official:

RE: Project Update Webinar

SW 10th Street Connector, State Road (SR) 869 / SW 10th Street from Florida's Turnpike / Sawgrass Expressway to SR 9 / I-95 and SR 9 / I-95 from SW 10th Street to Hillsboro Boulevard
Project Development and Environment (PD&E) Studies
Broward County, Florida
Financial Project ID (FPID) Numbers: 439891-1-22-02 and 436964-1-22-02
Efficient Transportation Decision Making (ETDM) Numbers: 14291 and 14244

On behalf of the Florida Department of Transportation (FDOT) District Four, you and your staff are invited to a Project Update Webinar for the Project Development and Environment (PD&E) Studies for the above referenced projects. This Webinar is a combined event for these two separate PD&E studies. A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of the SW 10th Street Connector is to improve connectivity and safety between Florida's Turnpike/Sawgrass Expressway and I-95. The purpose of the I-95 project is to eliminate various existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard. The purpose of this workshop is to give interested persons an opportunity to comment and provide input on the refined transportation improvement alternatives.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

The webinar will provide an update on the projects and changes since the last Alternatives Public Workshop and will be offered on three different days. The project corridor has been divided into three geographic areas or zones (see attached flyer for the zone map). The intent of the three webinars is to present the same content but each tailored to specific geographic areas and concerns along the corridor.

(Continued)

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www.fdot.gov

The Project Update Webinars will be held at the following days and times:

- Webinar #1 (Zone 1 – from the Turnpike / Sawgrass Expressway interchange to Powerline Road): **Thursday, June 18th from 7:00 p.m. to 8:30 p.m.**
- Webinar #2 (Zone 2 – from Powerline Road to East of Military Trail): **Monday, June 29th from 7:00 p.m. to 8:30 p.m.**
- Webinar #3 (Zone 3 – from East of Military Trail to East of I-95): **Wednesday, July 1st from 7:00 p.m. to 8:30 p.m.**

Please pre-register for whichever webinar best fits your schedule at one of the project websites: www.sw10street.com or www.fdot.gov/projects/sefl/future/95/sr9. Both websites contain the same registration information. Once you have registered for a webinar, an email containing a personalized link will be sent to you with instructions for joining the webinar at the specified date and time.

The webinar will be divided into two sections: a slideshow presentation and a question and answer period. The slideshow presentation is anticipated to last approximately 30 minutes before transitioning to the question and answer period. Questions and comments can be submitted on the website prior to the webinar, during the webinar using the chat feature, or after the webinar on the website.

If you require further information, please do not hesitate to contact the Project Manager, Mr. Robert Bostian, P.E., at (954) 777-4427 or toll free at (866) 336-8435, ext. 4427, via email at Robert.Bostian@dot.state.fl.us, or visit the project websites at www.sw10street.com and www.fdot.gov/projects/sefl/future/95/sr9.

Sincerely,



Robert Bostian, P.E.
Project Manager

Attachments: Project Update Flyer
Public Webinars Notice



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.
SECRETARY

June 4, 2020

Dear Elected Official:

RE: Project Update Webinar

SW 10th Street Connector, State Road (SR) 869/SW 10th Street from Florida's Turnpike/Sawgrass Expressway to SR 9/I-95 and SR 9/I-95 from SW 10th Street to Hillsboro Boulevard
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On behalf of the Florida Department of Transportation (FDOT) District Four, you and your staff are invited to a Project Update Webinar for the Project Development and Environment (PD&E) Studies for the above referenced projects. This Webinar is a combined event for these two separate PD&E studies. A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of the SW 10th Street Connector is to improve connectivity and safety between Florida's Turnpike/Sawgrass Expressway and I-95. The purpose of the I-95 project is to eliminate various existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard. The purpose of this workshop is to give interested persons an opportunity to comment and provide input on the refined transportation improvement alternatives.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

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(Continued)

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If you require further information, please do not hesitate to contact the Project Manager, Mr. Robert Bostian, P.E., at (954) 777-4427 or toll free at (866) 336-8435, ext. 4427, via email at robert.bostian@dot.state.fl.us, or visit the project websites at www.sw10street.com and www.fdot.gov/projects/sefl/future/95/sr9.

Sincerely,



Gerry O'Reilly, P.E.
District Four Secretary

GO:rb

Attachments: Project Update Flyer
Public Webinars Notice



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.
SECRETARY

June 17, 2020

Dear ETAT Member:

RE: Project Update Webinar

SW 10th Street Connector, State Road (SR) 869 / SW 10th Street from Florida's Turnpike / Sawgrass Expressway to SR 9 / I-95 and SR 9 / I-95 from SW 10th Street to Hillsboro Boulevard
Project Development and Environment (PD&E) Studies
Broward County, Florida
Financial Project ID (FPID) Numbers: 439891-1-22-02 and 436964-1-22-02
Efficient Transportation Decision Making (ETDM) Numbers: 14291 and 14244

On behalf of the Florida Department of Transportation (FDOT) District Four, you and your staff are invited to a Project Update Webinar for the Project Development and Environment (PD&E) Studies for the above referenced projects. This Webinar is a combined event for these two separate PD&E studies. A PD&E study is FDOT's process to evaluate the social, economic and environmental impacts associated with a planned transportation improvement project. The purpose of the SW 10th Street Connector is to improve connectivity and safety between Florida's Turnpike/Sawgrass Expressway and I-95. The purpose of the I-95 project is to eliminate various existing operational and safety deficiencies along I-95 between and including the interchanges at SW 10th Street and Hillsboro Boulevard. The purpose of this workshop is to give interested persons an opportunity to comment and provide input on the refined transportation improvement alternatives.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

The webinar will provide an update on the projects and changes since the last Alternatives Public Workshop and will be offered on three different days. The project corridor has been divided into three geographic areas or zones (see attached flyer for the zone map). The intent of the three webinars is to present the same content but each tailored to specific geographic areas and concerns along the corridor.

(Continued)

Improve Safety, Enhance Mobility, Inspire Innovation
www.fdot.gov

The Project Update Webinars will be held at the following days and times:

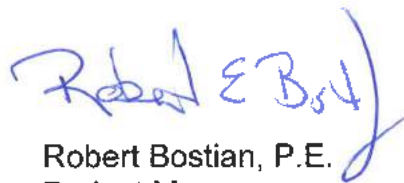
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Please pre-register for whichever webinar best fits your schedule at one of the project websites: www.sw10street.com or www.fdot.gov/projects/sefl/future/95/sr9. Both websites contain the same registration information. Once you have registered for a webinar, an email containing a personalized link will be sent to you with instructions for joining the webinar at the specified date and time.

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If you require further information, please do not hesitate to contact the Project Manager, Mr. Robert Bostian, P.E., at (954) 777-4427 or toll free at (866) 336-8435, ext. 4427, via email at Robert.Bostian@dot.state.fl.us, or visit the project websites at www.sw10street.com and www.fdot.gov/projects/sefl/future/95/sr9.

Sincerely,



Robert Bostian, P.E.
Project Manager

Attachments: Project Update Flyer
Public Webinars Notice

Project Fact Sheet



Robert Bostian, P.E.
FDOT Project Manager
3400 West Commercial Boulevard
Ft. Lauderdale, Florida 33309



SW 10th Street Connector PD&E Study
State Road 869 / SW 10th Street from Florida's Turnpike /
Sawgrass Expressway to SR 9 / I-95
Financial Project ID Numbers: 439891-1-22-02

SR 9 / I-95 PD&E Study
from SW 10th Street to Hillsboro Boulevard
Financial Project ID Numbers: 436964-1-22-02

Webinar Announcement



Project Update Webinar

Webinar #1 (Zone 1 – Turnpike to Powerline Rd):
Thursday, June 18th from 7:00 to 8:30 p.m.

Webinar #2 (Zone 2 – Powerline Rd to Railroad):
Monday, June 29th from 7:00 to 8:30 p.m.

Webinar #3 (Zone 3 – Railroad to East of I-95):
Wednesday, July 1st from 7:00 to 8:30 p.m.

The webinars will be **online only**. Exhibits will be posted to both project websites prior to the webinar.

On behalf of the Florida Department of Transportation (FDOT) District Four, you are invited to attend a **Project Update Webinar** for the SW 10th Street Connector and I-95 from SW 10th Street to Hillsboro Boulevard Project Development and Environment (PD&E) Studies. The webinars will provide an update on the projects and changes since the last Public Workshop.

The webinar will be offered on three different days. The project corridor has been divided into three geographic areas or zones, see map on inside. The intent of the three webinars is to present the same content but tailored to specific geographic areas and concerns along the corridor. If you are unable to attend your zone's webinar, feel free to register for another date.

Pre-registration for the webinars is required; visit either of the project websites to register and get more information. Once you have registered for a webinar, an email containing a personalized link will be sent to you with instructions for joining the webinar at the specified date and time. Additional information on the webinar format and process is available on both of the project websites. *Para español, vea el folleto interior.*

For more information: FDOT Project Manager
Robert Bostian, P.E.
(954) 777-4427
Toll Free (866) 336-8435, ext. 4427

FDOT Project Websites:
www.sw10street.com
www.fdot.gov/projects/sefl/future/95/sr9

Page 517 of 1008

Facebook Twitter @MVEDOTSEEI



Seminario Web de Actualización del Proyecto

**Seminario Web #1 (Zona 1 - Turnpike a Powerline Rd):
Jueves 18 de junio de 7:00 a 8:30 p.m.**

**Seminario Web #2 (Zona 2 - Powerline Rd a Ferrocarril):
Viernes 29 de junio de 7:00 a 8:30 p.m.**

**Seminario Web #3 (Zona 3 - Ferrocarril al este de
a I-95):
Miércoles 1 de julio de 7:00 a 8:30 p.m.**

Los seminarios serán en línea solamente. Los materiales a presentar serán publicados en ambas páginas web de los proyectos antes del seminario.

De parte del Departamento de Transporte (FDOT) de la Florida, Distrito Cuatro, está invitado a participar en un seminario web de los Estudios de Desarrollo de Proyecto y Medio Ambiente (PD&E por sus siglas en inglés) del Conector de la calle SW 10th desde el Sawgrass a I-95 y la I-95 desde la calle SW 10th a Hillsboro Boulevard. Los seminarios de web proporcionarán una actualización de los proyectos y cambios propuestos que se han realizado desde la última audiencia pública.

El seminario web se ofrecerá en tres días diferentes. El corredor del proyecto se ha dividido en tres áreas o zonas geográficas, ver el mapa abajo. La intención de los tres seminarios es presentar el mismo contenido pero adaptado a áreas geográficas específicas y a los preocupaciones específicos de los residentes. Si no puede atender el seminario web de su zona, puede registrarse para otra fecha.

Se requiere preinscripción para los seminarios; visite cualquiera de las páginas web de los proyectos para registrarse y obtener más información. Una vez que se haya registrado, se le enviará un correo electrónico con un enlace personalizado con instrucciones para entrar al seminario web en la fecha y hora especificadas. Información adicional sobre el formato y el proceso del seminario está disponible en las páginas web.

Para más información:

FDOT Gerente de Proyecto
Robert Bostian, P.E.
(954) 777-4427
Toll Free (866) 336-8435, ext. 4427
Robert.Bostian@dot.state.fl.us

Páginas Web de los Proyectos:
www.sw10street.com
www.fdot.gov/projects/sefl/future/95/sr9

@MyFDOTSEFL



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido realizadas por FDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento con fecha 14 de diciembre de 2016 y ejecutado por La Administración Federal de Carreteras (FHWA) y FDOT.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Robert Bostian at least seven (7) days prior to the Webinar. If you require further information, please do not hesitate to contact Robert Bostian at (954) 777-4427 or toll free at (866) 336-8435, ext. 4427, via email at Robert.Bostian@dot.state.fl.us, or visit the project websites at www.sw10street.com and www.fdot.gov/projects/sefl/future/95/sr9.

La participación pública está solicitada sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o condición familiar. Quienes requieran acomodaciones especiales bajo la Ley de Americanos con Discapacidades o aquellos que requieran servicios de traducción (sin cobro) deberán contactar a Robert Bostian al menos siete (7) días antes del seminario web. Si necesita más información, comuníquese por favor con Robert Bostian al (954) 777-4427 o al número gratuito (866) 336-8435, ext. 4427, por correo electrónico a Robert.Bostian@dot.state.fl.us, o visite las páginas web de los proyectos en www.sw10street.com y www.fdot.gov/projects/sefl/future/95/sr9.



SW 10th Street Connector PD&E Study

SR-9195 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD // 436964-1-22-01
from Florida's Turnpike / Sawgrass Expressway to I-95

I-95 PD&E Study

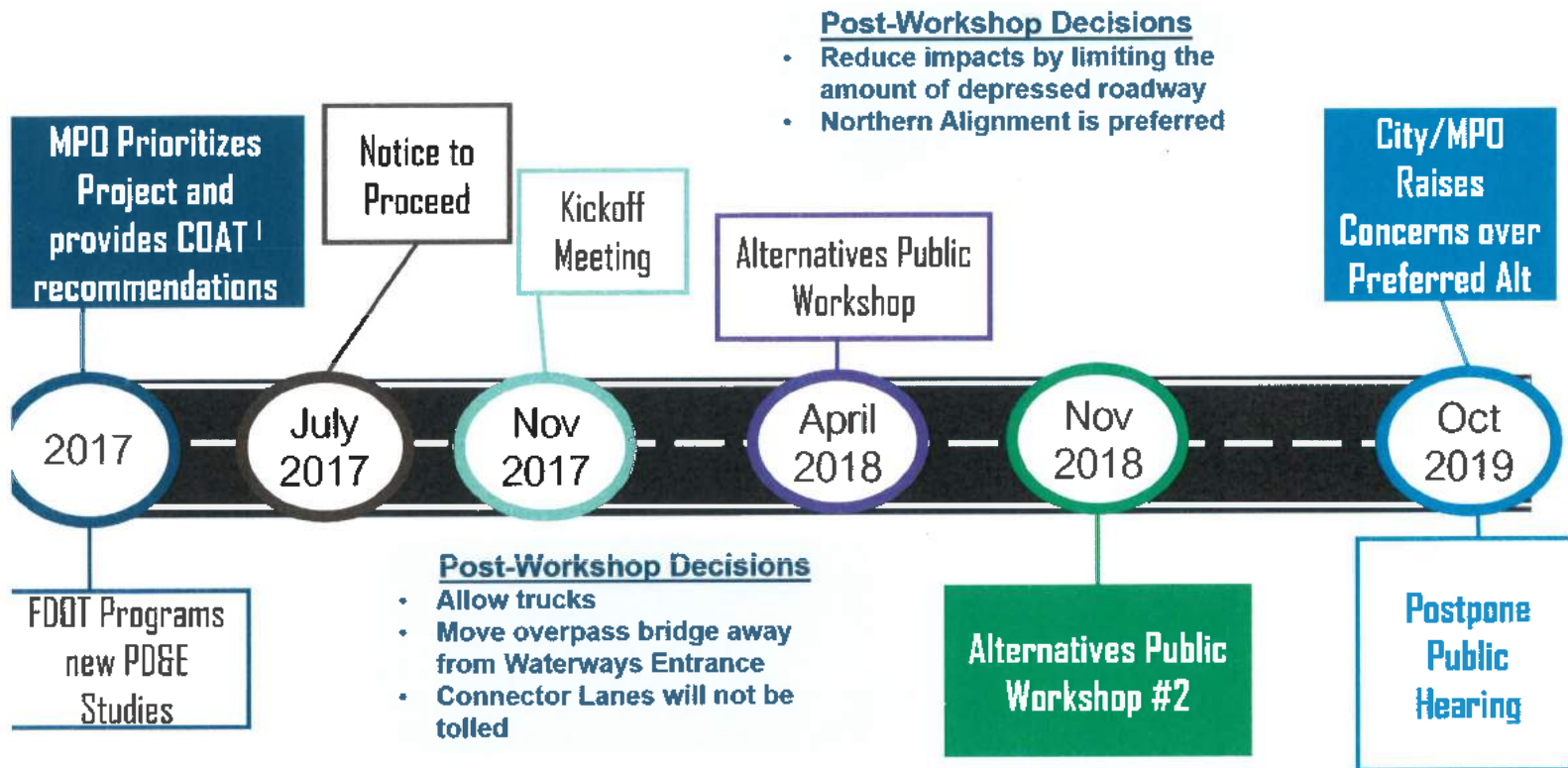
from SW 10th Street to Hillsboro Boulevard

Broward County | FPID Nos: 439891-1-22-02 & 436964-1-22-02

May 2020 Update

PD&E History

The following graphic shows the history of the SW 10th Street PD&E Study:



¹ Community Oversight Advisory Team (COAT)

After Alternatives Public Workshop #1, the FDOT focused on developing alternatives with the Connector Lanes on the north and alternatives that would reduce impacts by limiting the amount of depressed roadway.

The focus after Alternatives Public Workshop #2 was to address public concerns and allow trucks in the Connector Lanes, move the bridge near the Waterways entrance further west, and to decide that the Connector Lanes would not be tolled, initially. These changes were incorporated into the Preferred Alternative.

City of Deerfield Beach Raises Concerns

At the October 2019 Metropolitan Planning Organization (MPO) meeting, the City of Deerfield Beach and Broward MPO raised concerns that the FDOT Preferred Alternative was not addressing the COAT recommendations to their expectations. As a result, FDOT decided to postpone the Public Hearing. The City met with the FDOT and identified five concerns regarding the Preferred Alternative:

1. Does not connect to I-95 General Purpose Lanes
2. Needs more Complete Street elements on local SW 10th Street (Safety and Multi-Modal)
3. Not enough depressed section elements (Aesthetics & Noise)
4. Not enough green space
5. Will not provide full access to/from Turnpike from Local SW 10th Street

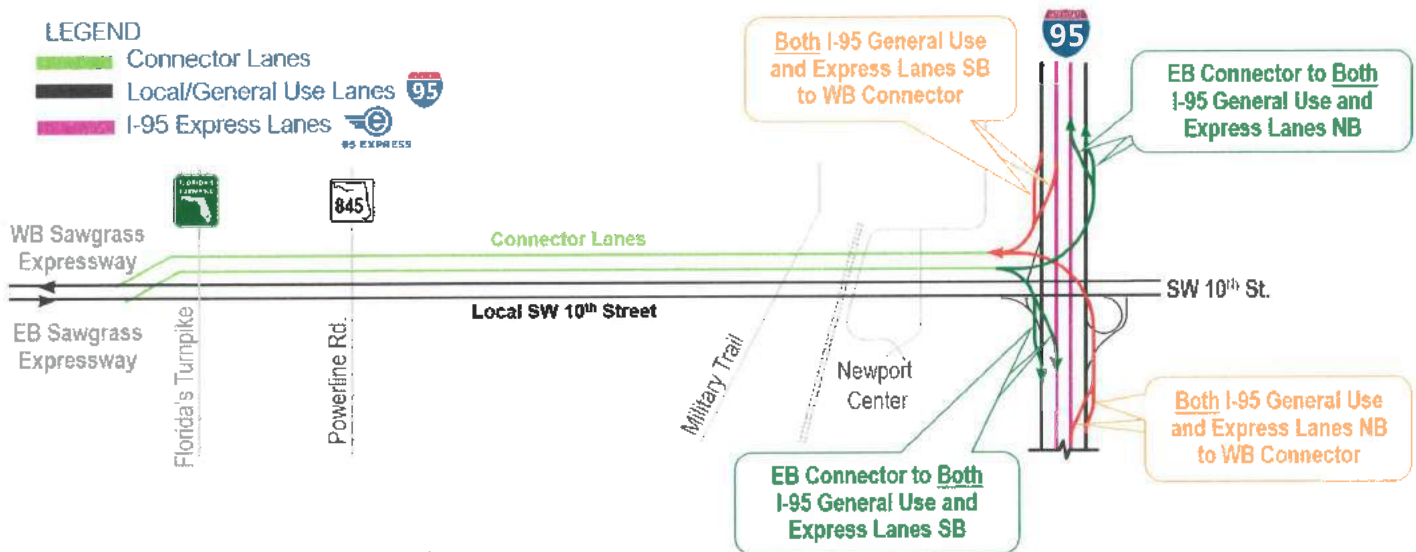
How FDOT is Addressing the Concerns...

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01

FDOT has developed and completed preliminary analysis, with feedback from the city on the below proposed solutions:

1. Does not connect to I-95 General Purpose Lanes

FDOT is now connecting to both I-95 General Purpose Lanes and I-95 Express Lanes as shown below.

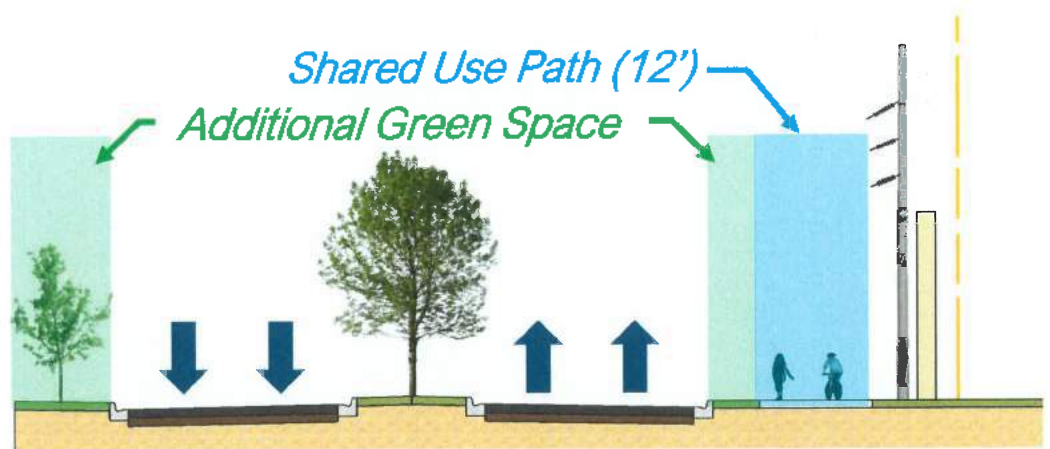


Note: Proposed local access ramps are not shown.

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

In addition to a lower speed (35 mph) and narrower lanes (11 feet), FDOT has incorporated a Shared Use Path that is located further from traffic than the previous sidewalk.

The Shared Use Path option also provides additional green space and addresses the City's concerns over bicycles interacting with local access ramps, providing for a more desirable multi-modal facility for the City.



3. Not enough depressed section elements

FDOT has evaluated several depressed alternatives throughout the course of the PD&E Study. Some of the challenges associated with increasing the length of the depressed roadway include:

- Utility impacts at Powerline Road
- Business impacts and relocations near Powerline Road
- C-2 and C-3 Canal impacts
- Quiet Waters Park impacts
- SW 10th Street and Connector Lanes MUST elevate over Military Trail and Railroad

Neither build option currently being evaluated has an elevated section in the middle of the corridor near residences. Elevated sections (overpasses) are proposed just west of Waterways Boulevard, Powerline Road, and Military Trail. Therefore, at this time, extending the depressed section is not a viable option. However, a depressed roadway is not the only way to improve aesthetics and reduce noise impacts along the corridor. **FDOT has increased the green space and enhanced the landscaping along local SW 10th Street, in addition to providing noise walls, where warranted.** More information on the additional green space is contained in the following section.

4. Not enough green space

FDOT has added additional green space in both build alternatives, as shown in the renderings below. The “With Powerline Road Local Access Ramps” Alternative is the same concept as the Depressed Westbound Exit Ramp Alternative previously shown, except that the bicycle lane and sidewalk were replaced with a shared use path and additional landscaping. The “Without Powerline Road Local Access Ramps” Alternative proposes to remove the Powerline Road local access ramps, which will add an additional 30 feet of green space in the middle of the corridor and moves local SW 10th Street approximately 50 feet further away from homes. This alternative will also increase the local traffic volumes, compared to the “With Powerline Road Local Access Ramps” Alternative. The renderings and typical sections below illustrate the difference in green space between the two Build Alternatives currently being evaluated.

With Powerline Road Local Access Ramps

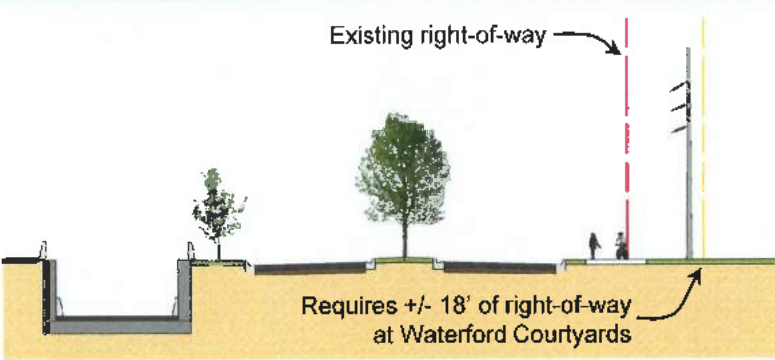


Without Powerline Road Local Access Ramps

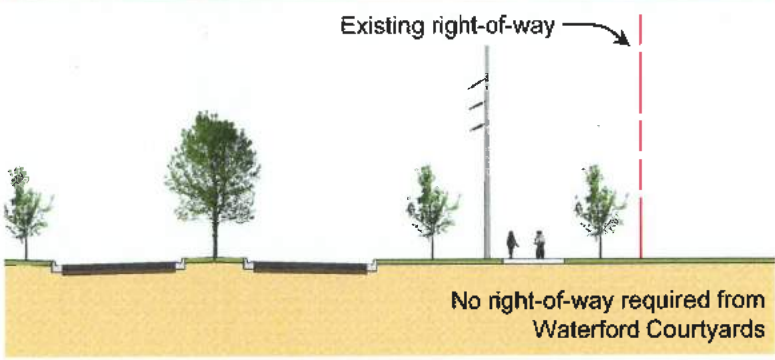


Looking east on local SW 10th Street – without noise walls

With Powerline Road Local Access Ramps



Without Powerline Road Local Access Ramps



Looking east on local SW 10th Street – without noise walls

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

Florida's Turnpike Enterprise is developing a revised concept that does the following:

- Removes previously proposed Express Lanes
- Minimizes impacts to neighborhoods
- Improves benefits to the community
- Maintains proposed movements
 - ❖ SW 10th Street local lanes to / from Turnpike North
 - ❖ Connector Lanes to / from Turnpike South
 - ❖ Enhance existing movements

Sawgrass Expressway

- General toll lane widening
- No Managed / Express Lanes

Florida's Turnpike:

- Managed Lane (s)
- No Express Lanes

Preliminary Evaluation Matrix

SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01

A Preliminary Evaluation Matrix was prepared for the two current Build Alternatives: With Powerline Road Local Access Ramps and Without Powerline Road Local Access Ramps as shown below. The evaluation matrix includes major categories from the COAT recommendations, as well as other evaluation criteria considered as part of this PD&E Study.

As you can see, both Build Alternatives are superior to the No Build Alternative in a couple of categories: Safety, Improve Traffic, Accessibility, and Multi-Modal. The major differences between the two Build Alternatives is Accessibility (local access ramps), Construction Disruption, Resiliency (due to the depressed section), and Aesthetics.



Evaluation Category	COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
COAT Recommendation Categories				
Safety	1, 2	Red	Dark Green	Dark Green
Aesthetics	4, 5, 11	Dark Green	Yellow	Teal
Improve Traffic Flow	1, 3, 16	Red	Dark Green	Dark Green
Accessibility / Local Traffic Volumes	6, 7	Red	Dark Green	Teal
Noise	9	Dark Green	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	-	Red	Teal	Dark Green
Construction Cost (\$ millions)	-	N/A	\$690 to \$760	\$625 to \$700

Next Steps

The FDOT will continue to work closely with the City and MPO to ensure this project meets the City's expectations now and into the future. This spring and summer, FDOT will begin sharing the refinements that have been developed for the project with the public through various stakeholder and public meetings. The FDOT will also utilize social media and the project websites to help get information out to the public and respond to any questions, particularly during this time of social distancing.

We anticipate continuing the outreach up to and beyond the expected Public Hearing in the Fall of 2020 with anticipated approvals to move into final design in the spring of 2021. Outreach will continue during this time with construction planned for the year 2023.

Be on the lookout for additional project information and details as well as a potential virtual meeting in your area. In the meantime, please feel free to reach out to the FDOT Project Manager through email or phone with the information provided below.

Robert Bostian, P.E.
 Robert.Bostian@dot.state.fl.us
 (954) 777- 4427

www.sw10street.com
www.fdot.gov/projects/sr9/index.html

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Meeting Presentation

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



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

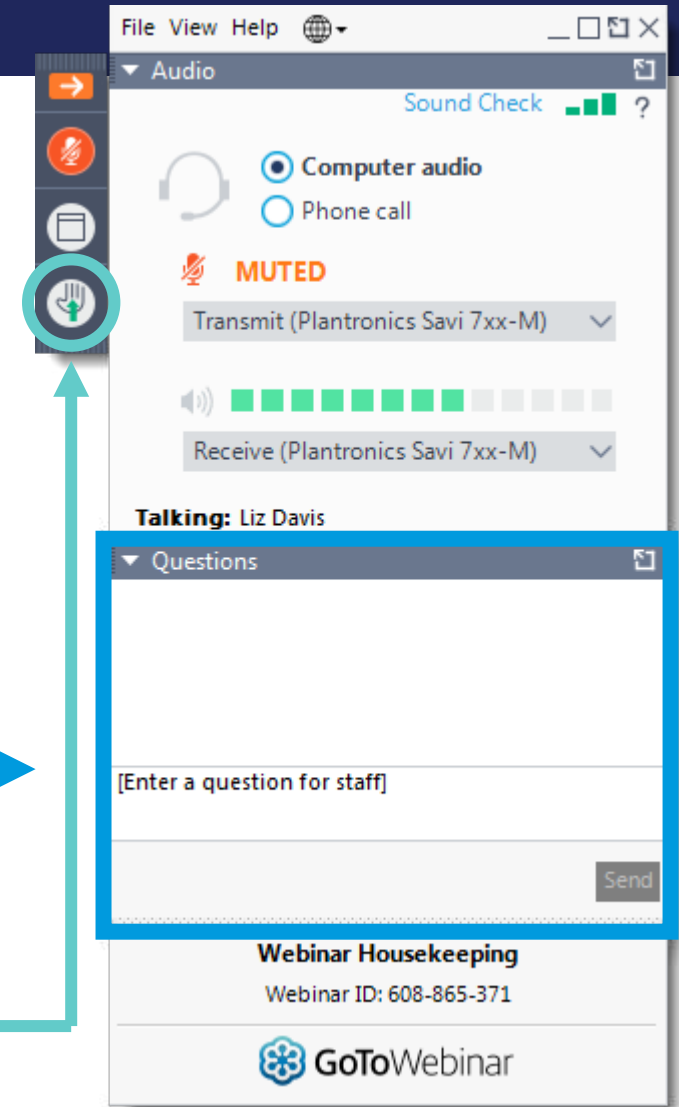
FM #436964-1-22-02, ETDM #14244

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

3400 West Commercial Boulevard
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 29th
 - July 1st
- Introduction of Presentation and Q&A Team
- Other acknowledgments

Webinar Presentation Team

- Maria Alzate, SW 10th Street Connector Public Involvement Team Member
 - Presentation Moderator
- Robert Bostian, FDOT Project Manager
 - Presentation and Q&A
- Phil Schwab, SW 10th Street Connector PD&E Project Manager
 - Presentation and Q&A
- Vilma Croft, I-95 PD&E Project Manager
 - Q&A
- Lisa Dykstra, SW 10th 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?


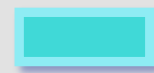
- Multiple coordination Meetings with the City of Deerfield Beach to better define concerns over the project
- Additional analysis to evaluate changes to address concerns
- Development of several exhibits to help explain project details, challenges, and options under consideration
- Worked with stakeholders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

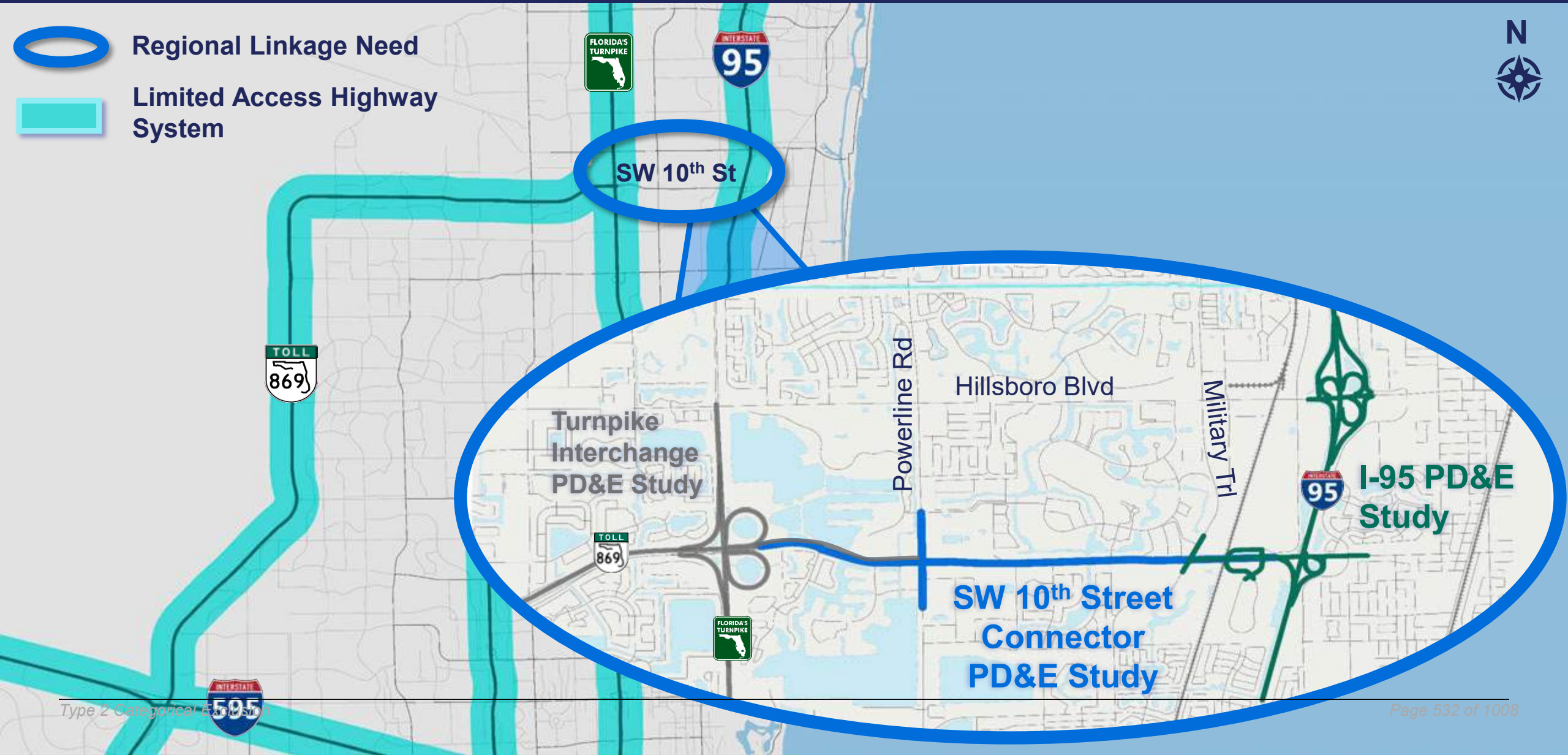
Goals and Objectives of these Webinars

- 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-to-face 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

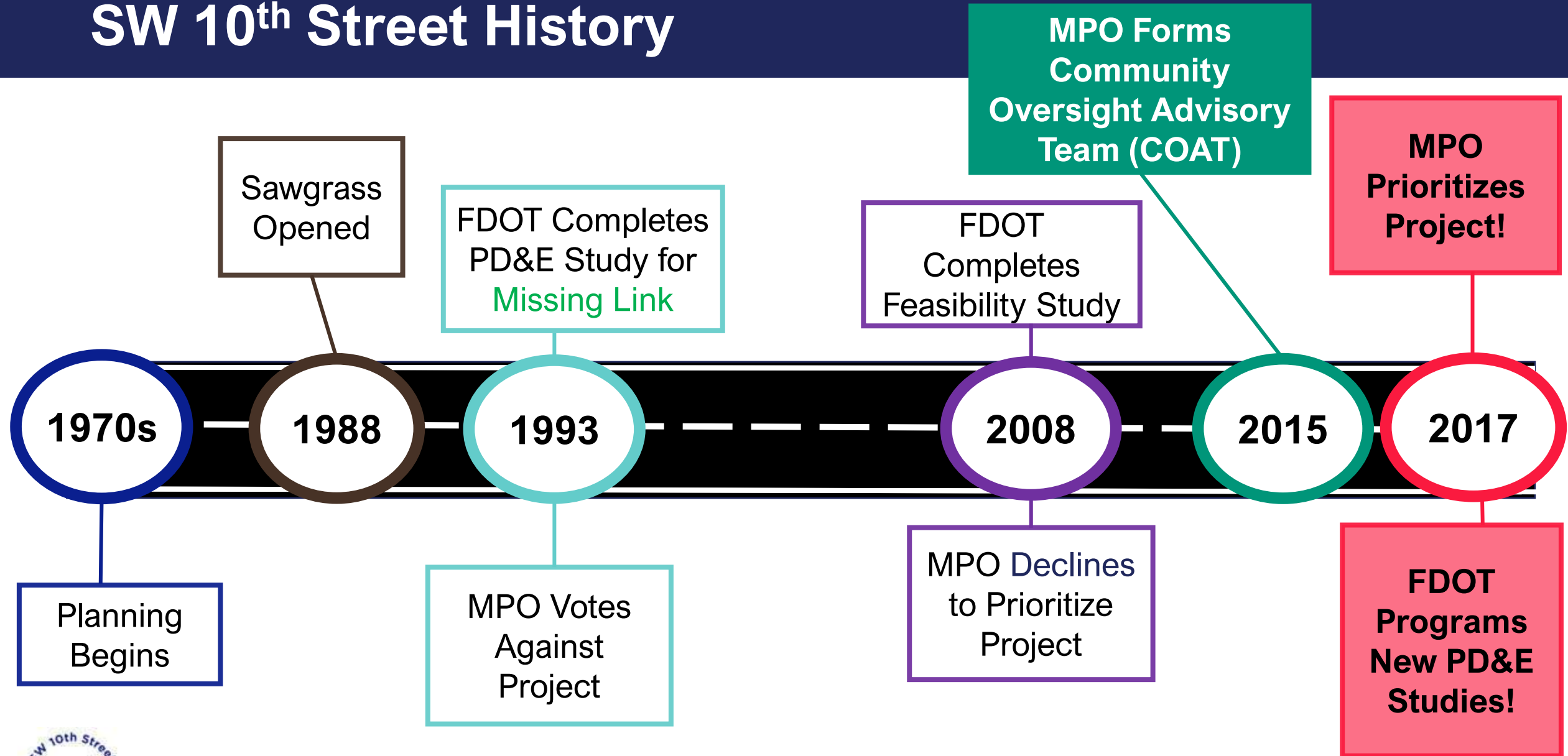
Project Location



-  Regional Linkage Need
-  Limited Access Highway System



SW 10th Street History



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



Broward MPO: COAT

- Recommendations are focused on 8 core areas identified below:



Improve Safety



Minimize Noise Impacts



Provide Aesthetics(including depressing the road)



Minimize Environmental Impacts



Provide Traffic Relief



Minimize Construction Impacts



Accessibility / Local Traffic Volumes



Provide Multi-Modal Accommodations

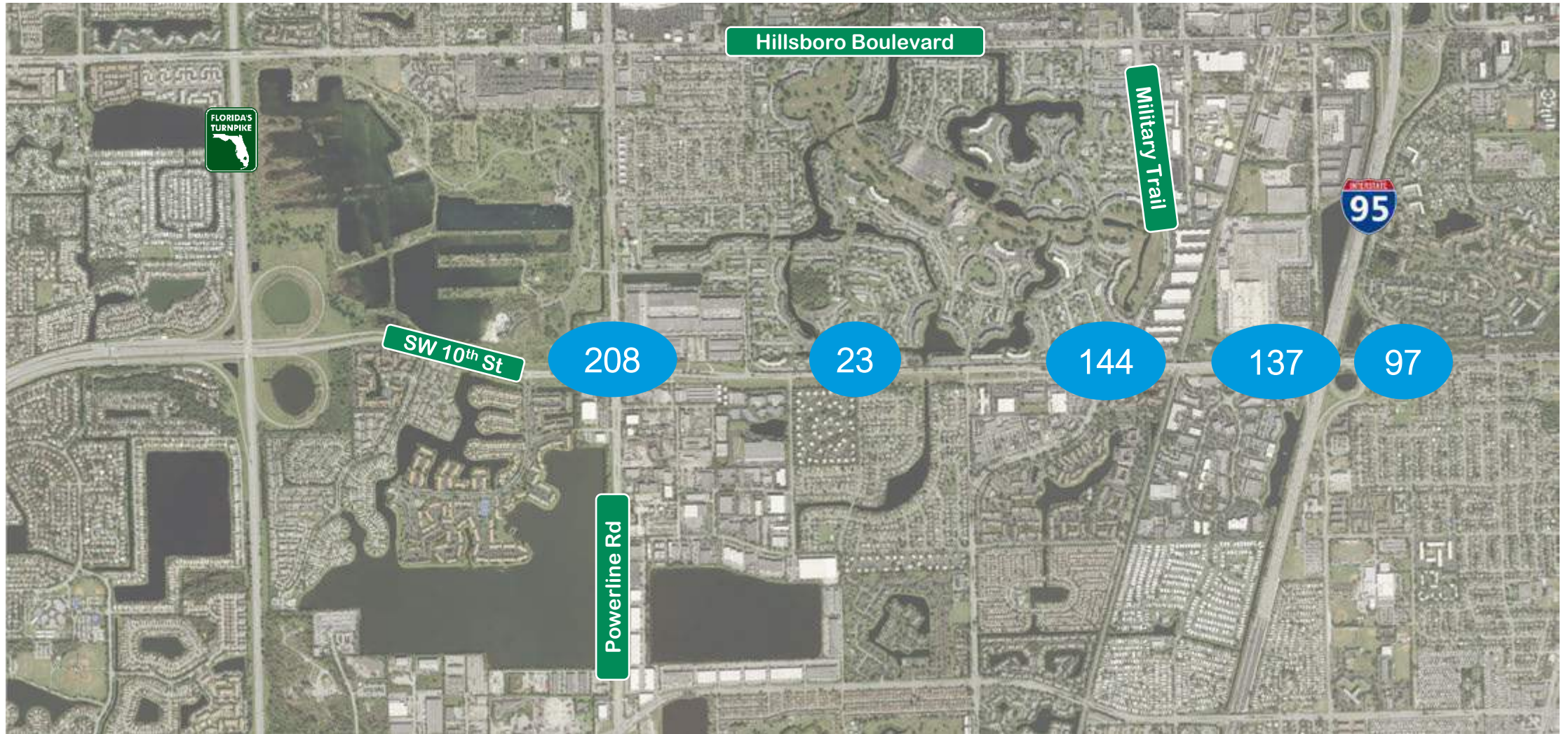
System Linkage Need

- 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



Source:
2016 Origin-Destination Data
Streetlight Insight

High Crash Locations (2012-2016 Summaries)



Purpose and Need

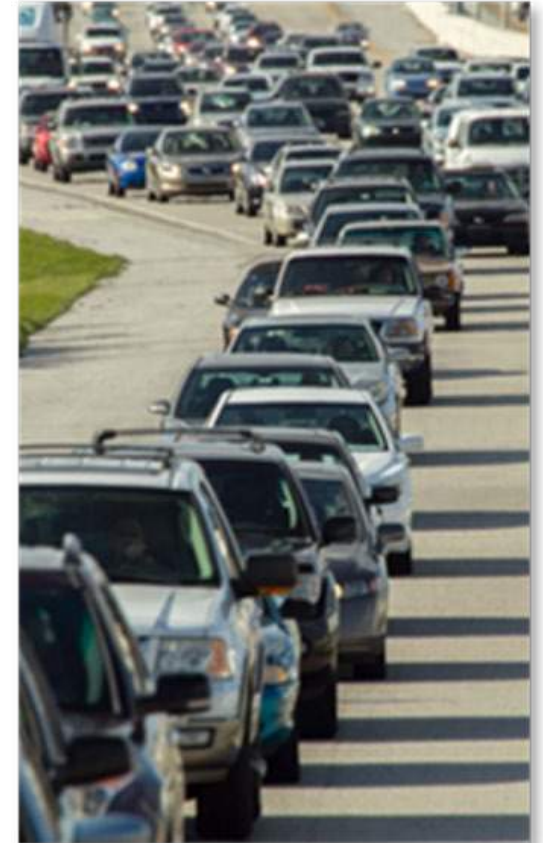
SW 10th Street PD&E Study

- 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



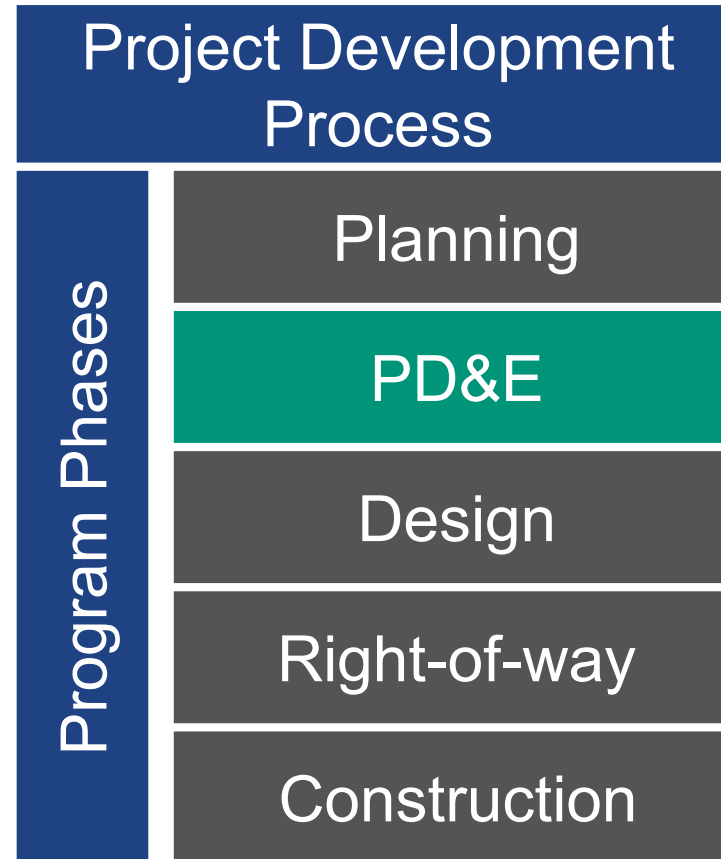
Purpose and Need – I-95 PD&E Study

- 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

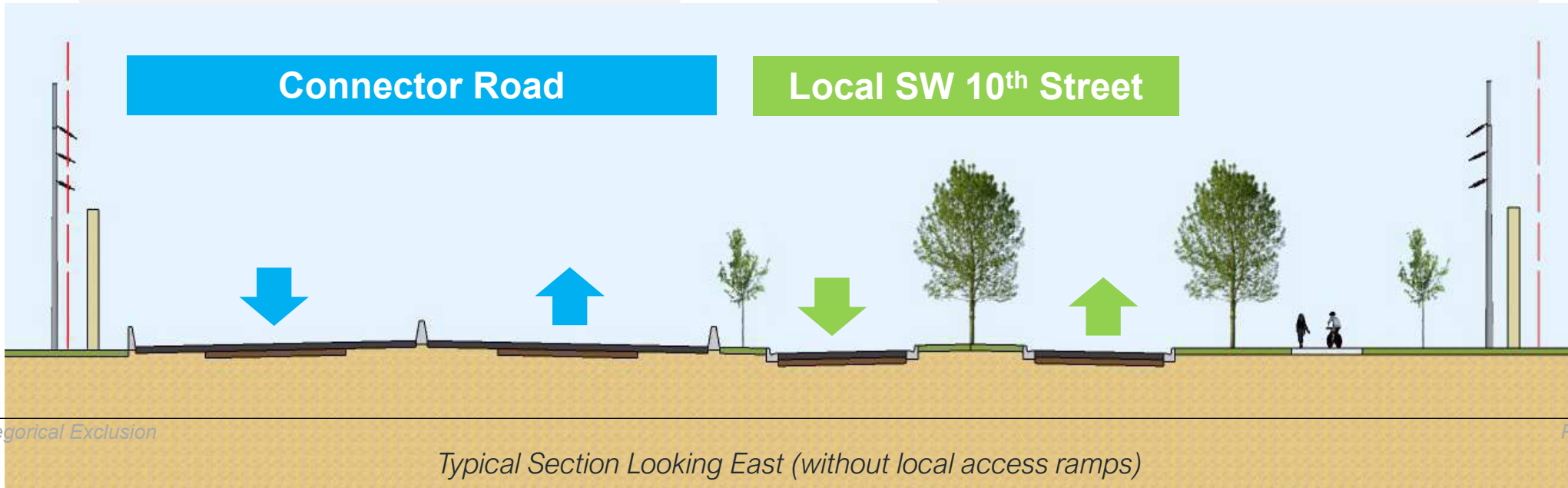
Connector Road

- 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

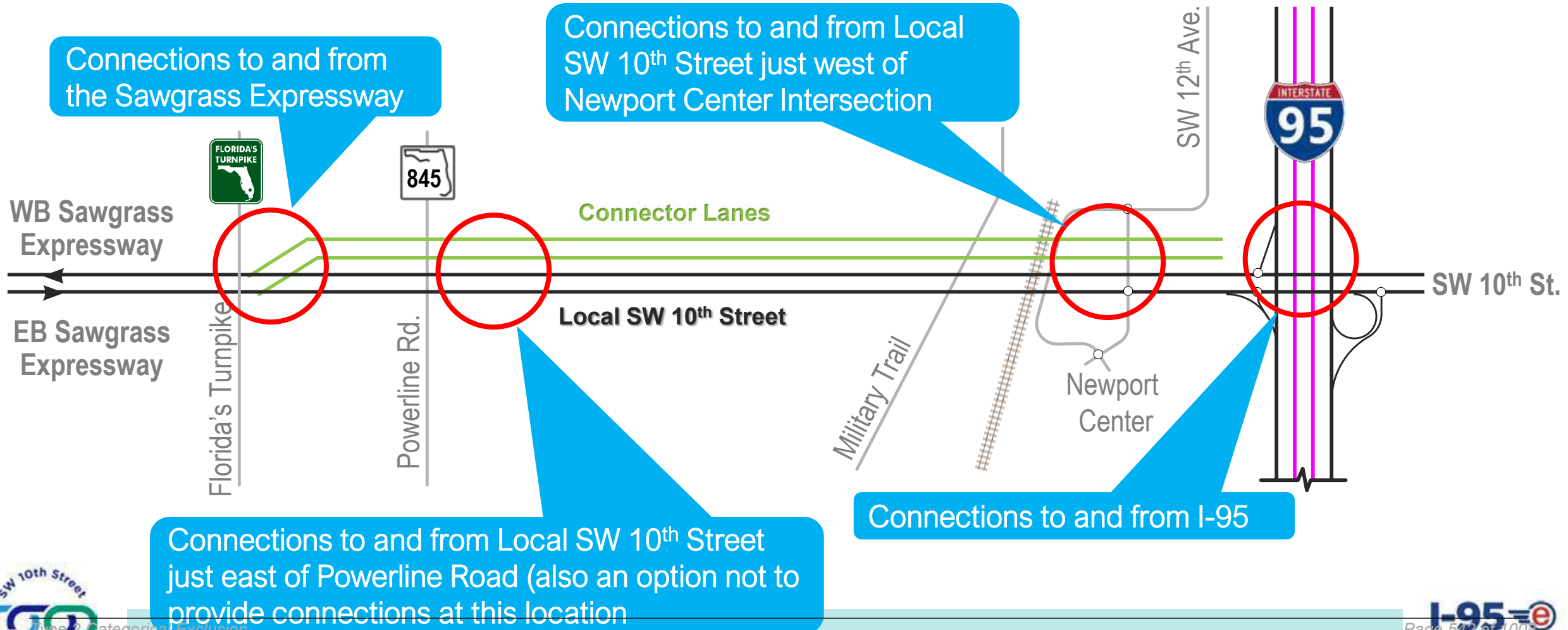


Typical Section Looking East (without local access ramps)



Overview: Access to the Connector Lanes

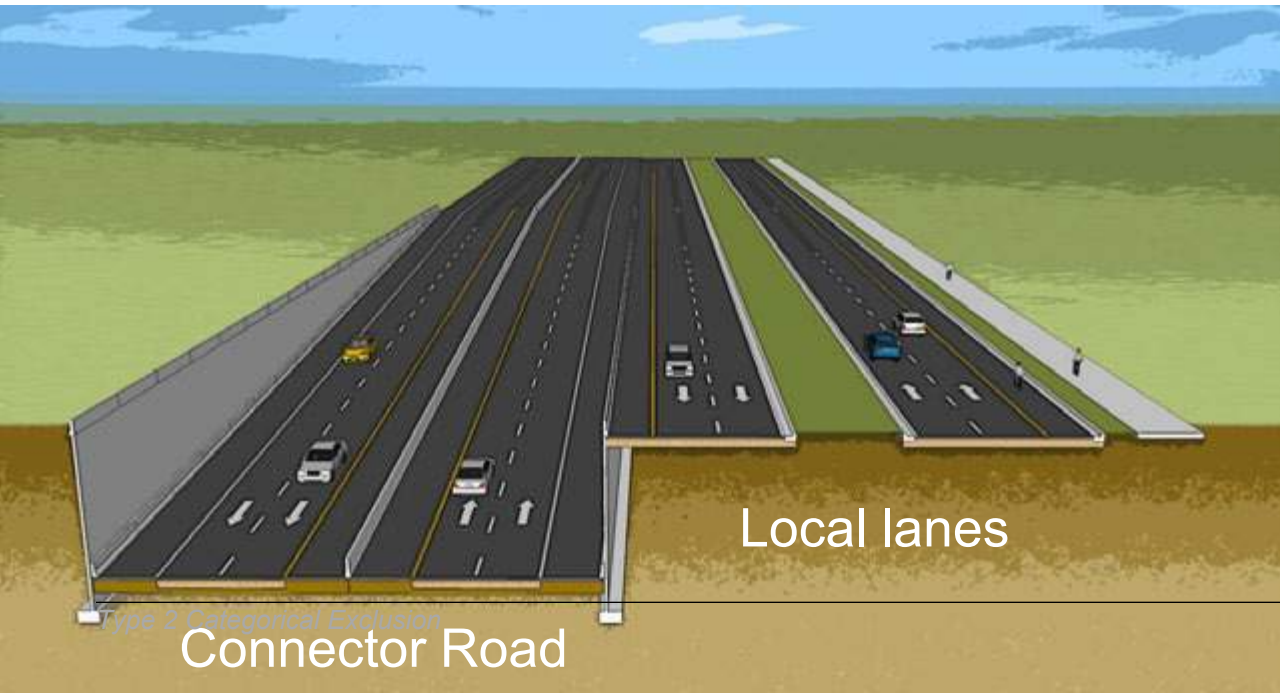
NOTE: Local SW 10th Street will have some median opening modifications as well as some combined driveways will require individual connections to Local SW 10th Street.



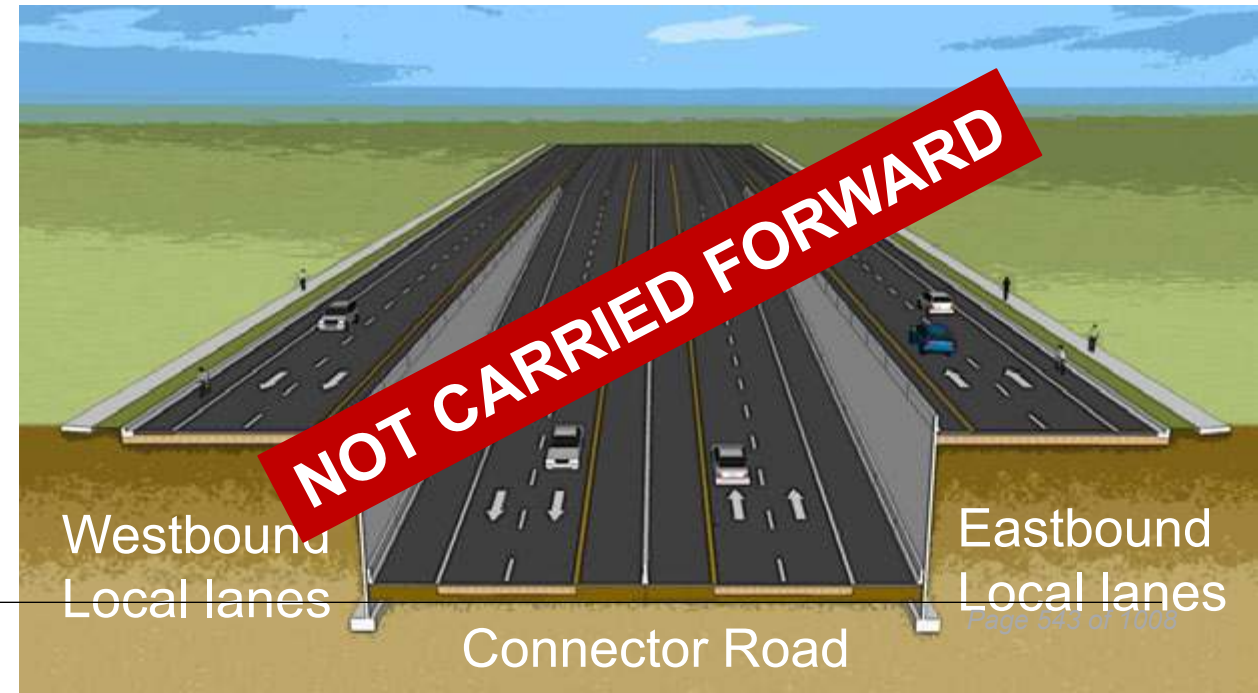
Alternatives Development – Workshop #1

- 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



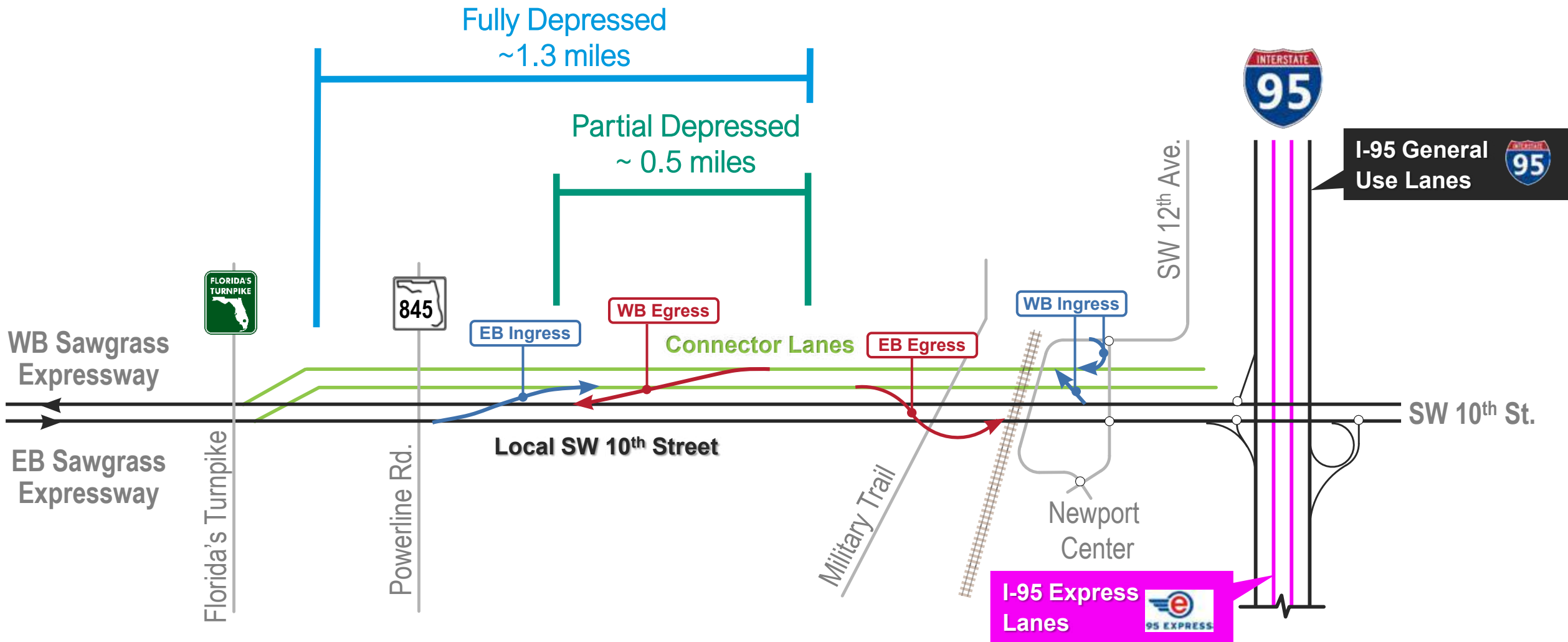
Center Alignment



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 10th 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
 - FDOT identified the Depressed WB Ramp as Preferred Alternative



Waterways Entrance – Alts Workshop #2



Waterways Entrance – After Alts Workshop #2

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
- Collector Lanes will not be tolled
- FDOT selects the WB Depressed Ramp as their Preferred Alternative

Alternatives Public Workshop #2

Postpone Public Hearing

Summary of the of City of Deerfield Beach's Concerns

SR-91-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD // 436964-1-22-01

FDOT Selected Preferred Alternative- WB Depressed Ramp





Concerns:

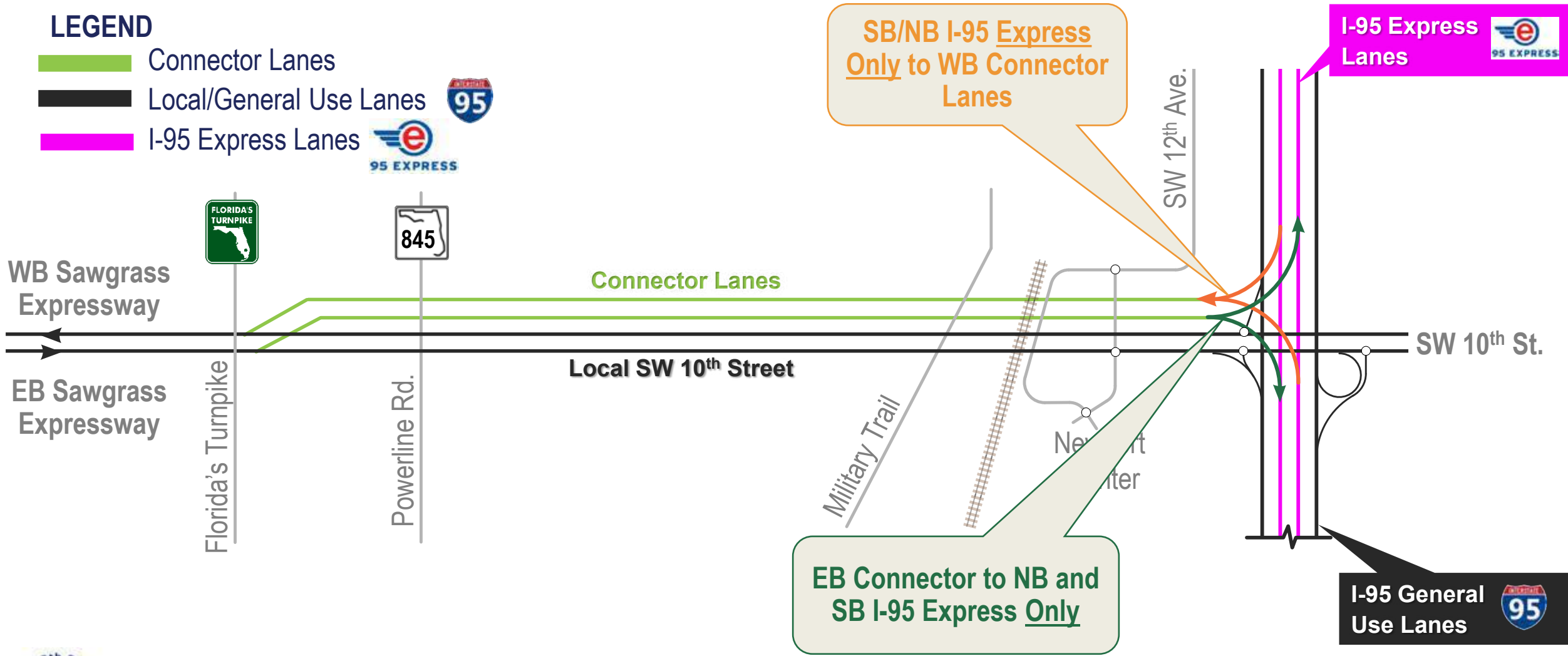
1. Does not connect to I-95 General Purpose Lanes
2. Needs more Complete Street elements on local SW 10th Street (Safety and Multi-Modal)
3. Not enough depressed section elements (Aesthetics & Noise)
4. Not enough green space
5. Will not provide full access to/from Turnpike from SW 10th Street Local



I-95 Connections - Serve Express Lanes




LEGEND

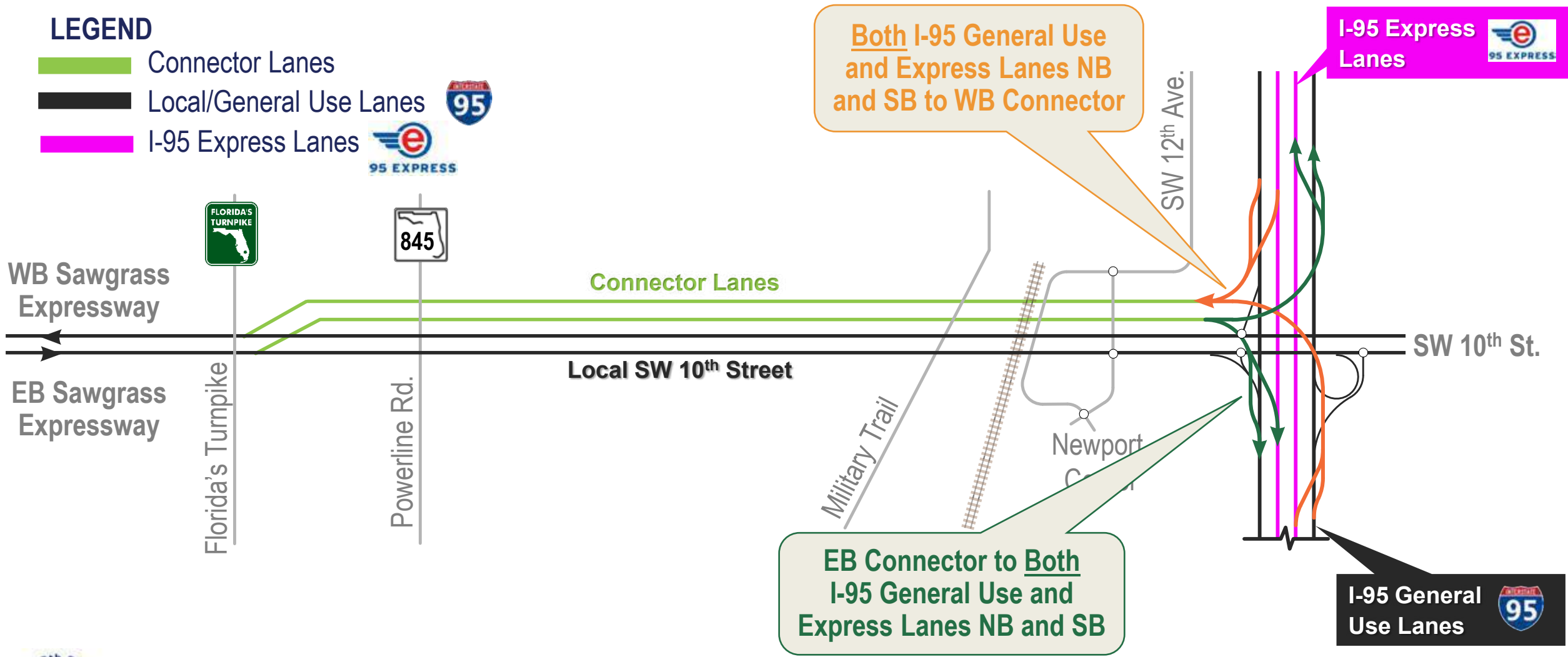
-  Connector Lanes
-  Local/General Use Lanes
-  I-95 Express Lanes 



I-95 Connections Serve Express and General Purpose Lanes




LEGEND

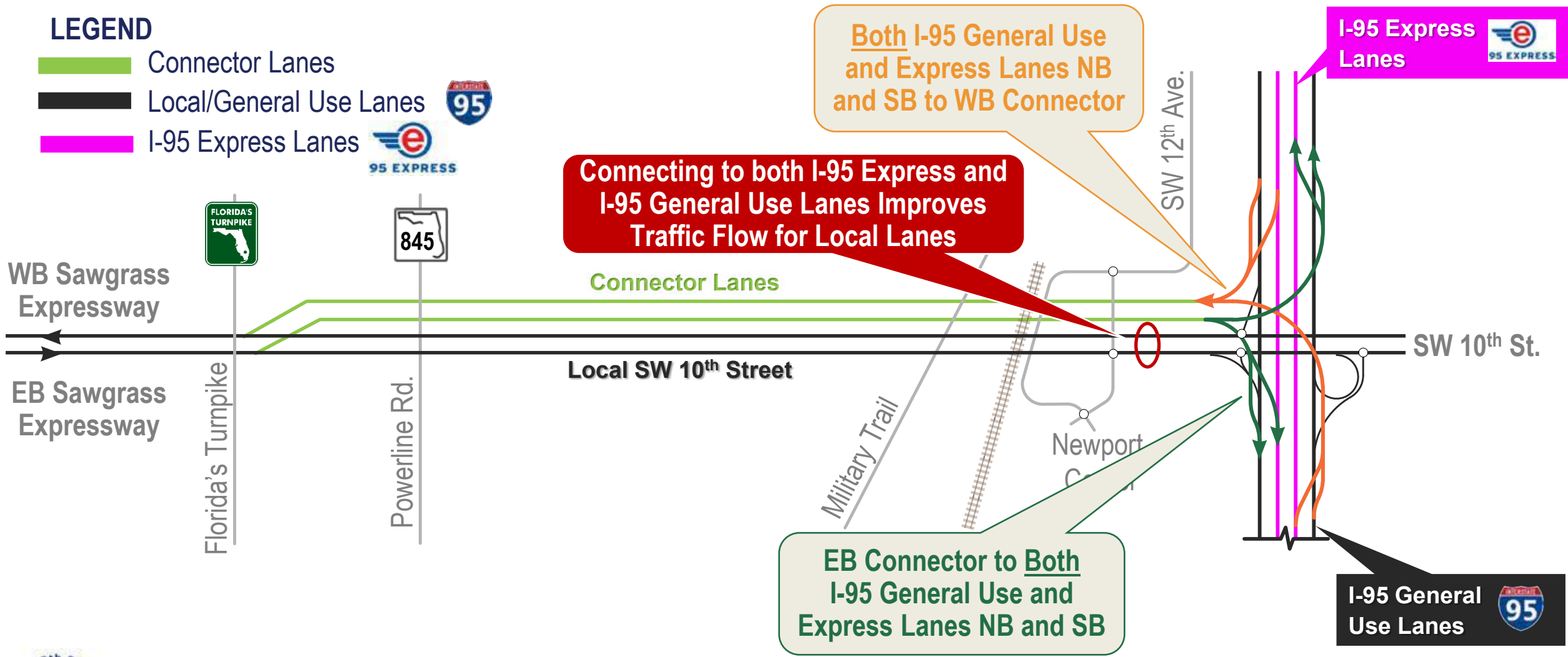
-  Connector Lanes
-  Local/General Use Lanes
-  I-95 Express Lanes



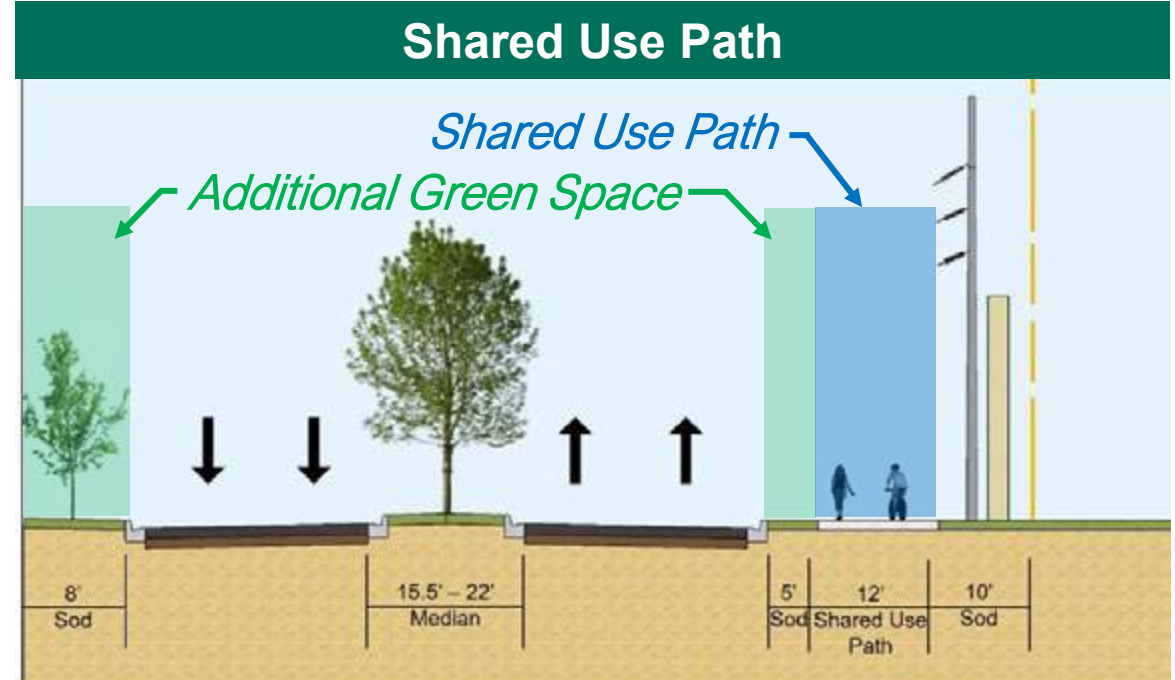
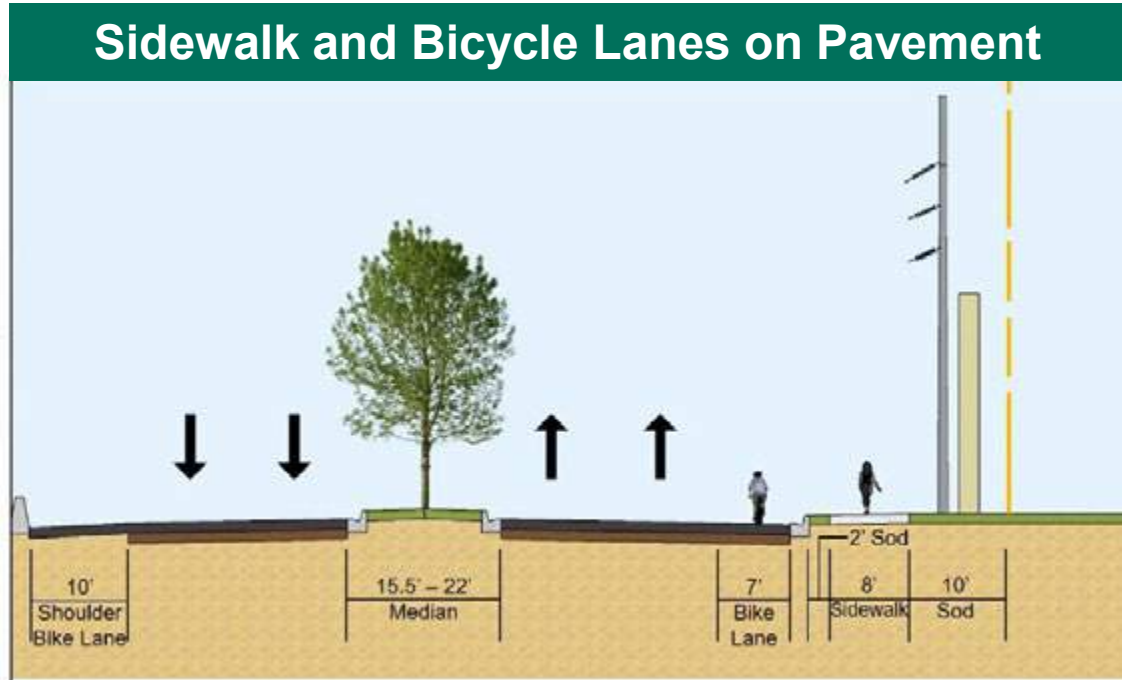
I-95 Connections Serve Express and General Purpose Lanes

LEGEND

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

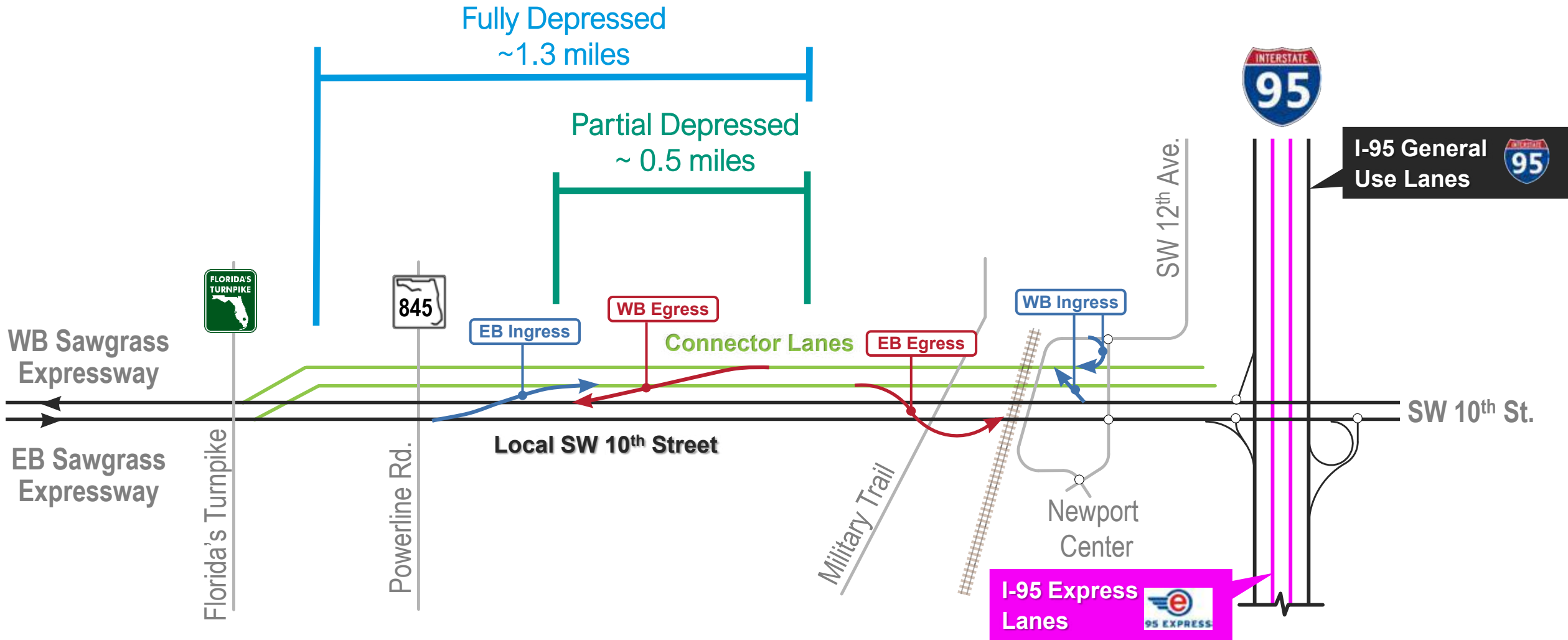


Make Local 10th a Complete Street



- 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

Length of Depressed Roadways Evaluated



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

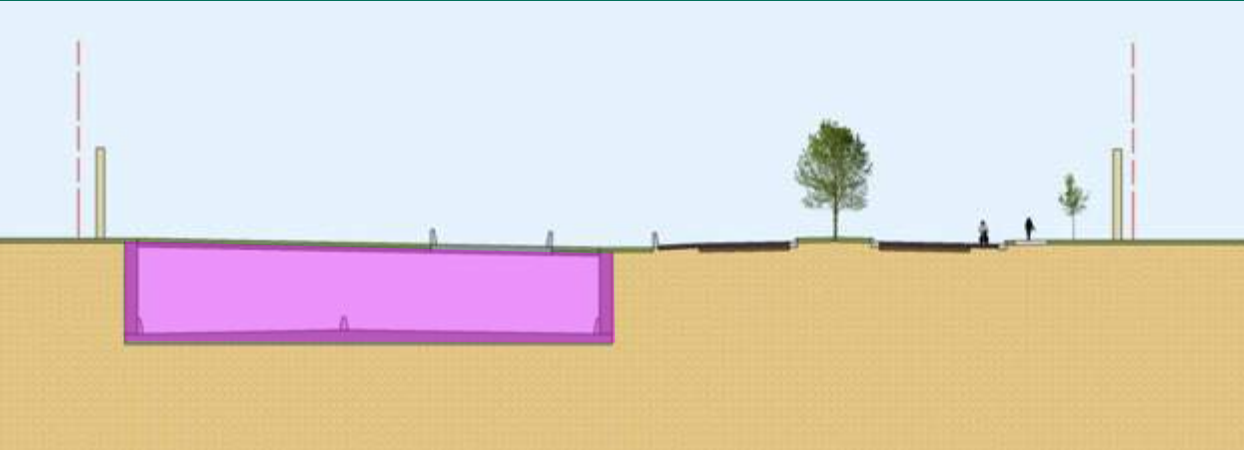
- C-2 Canal
- Roads must elevate over Military Trail
- Roads must elevate over the Railroad

Minimal benefits

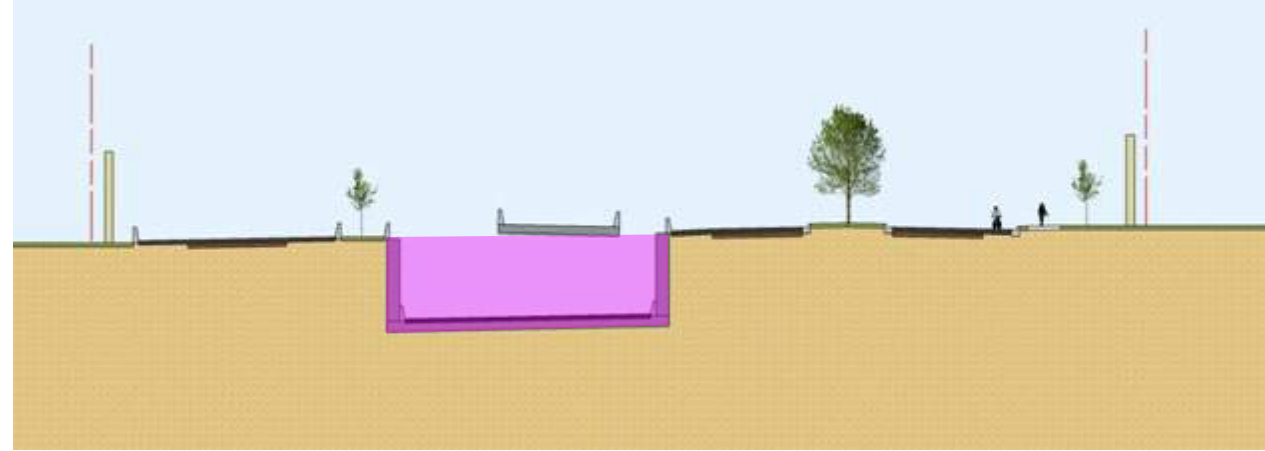
- Closest house on south is 387 feet away from start of wall
- Century Village has expressed desire for noise wall

Increase the Amount of Depressed Section

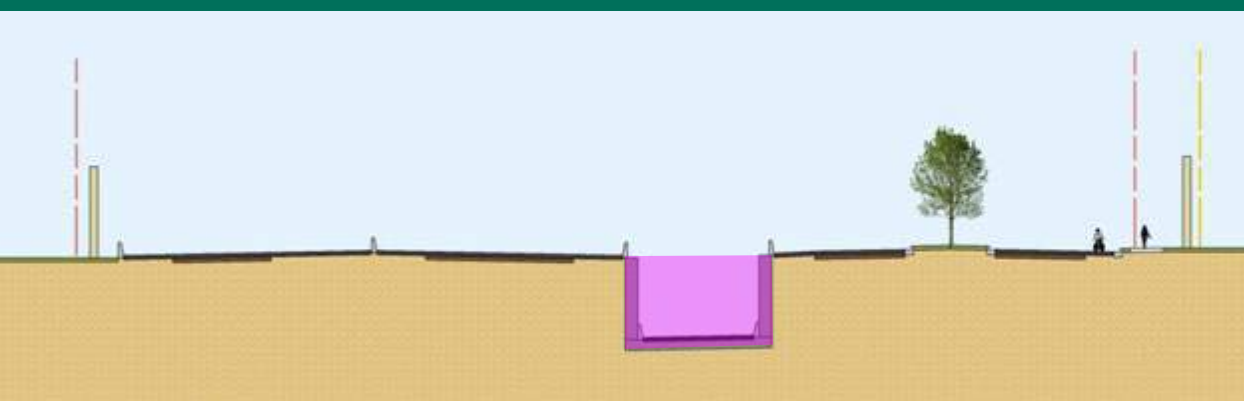
Depressed Eastbound and Westbound Connector Lanes



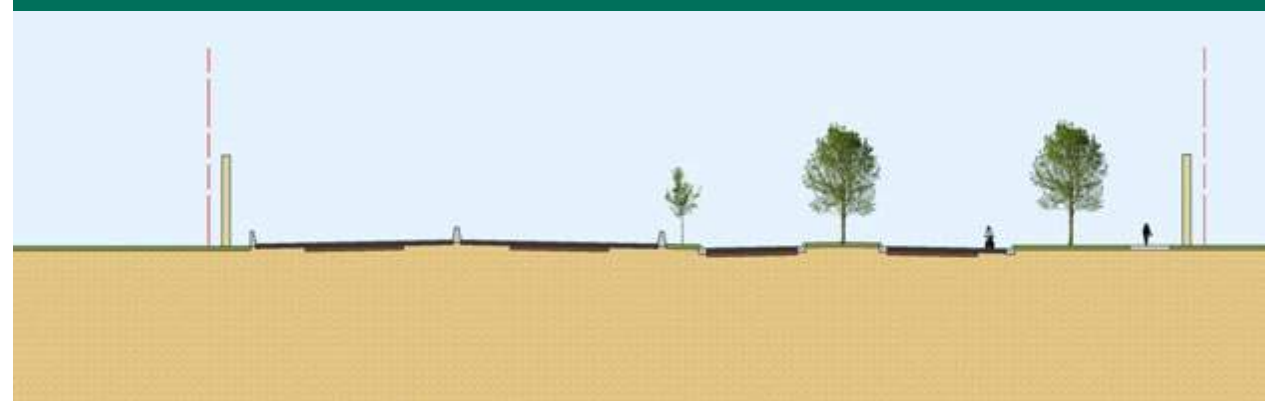
Depressed Eastbound Connector Lanes



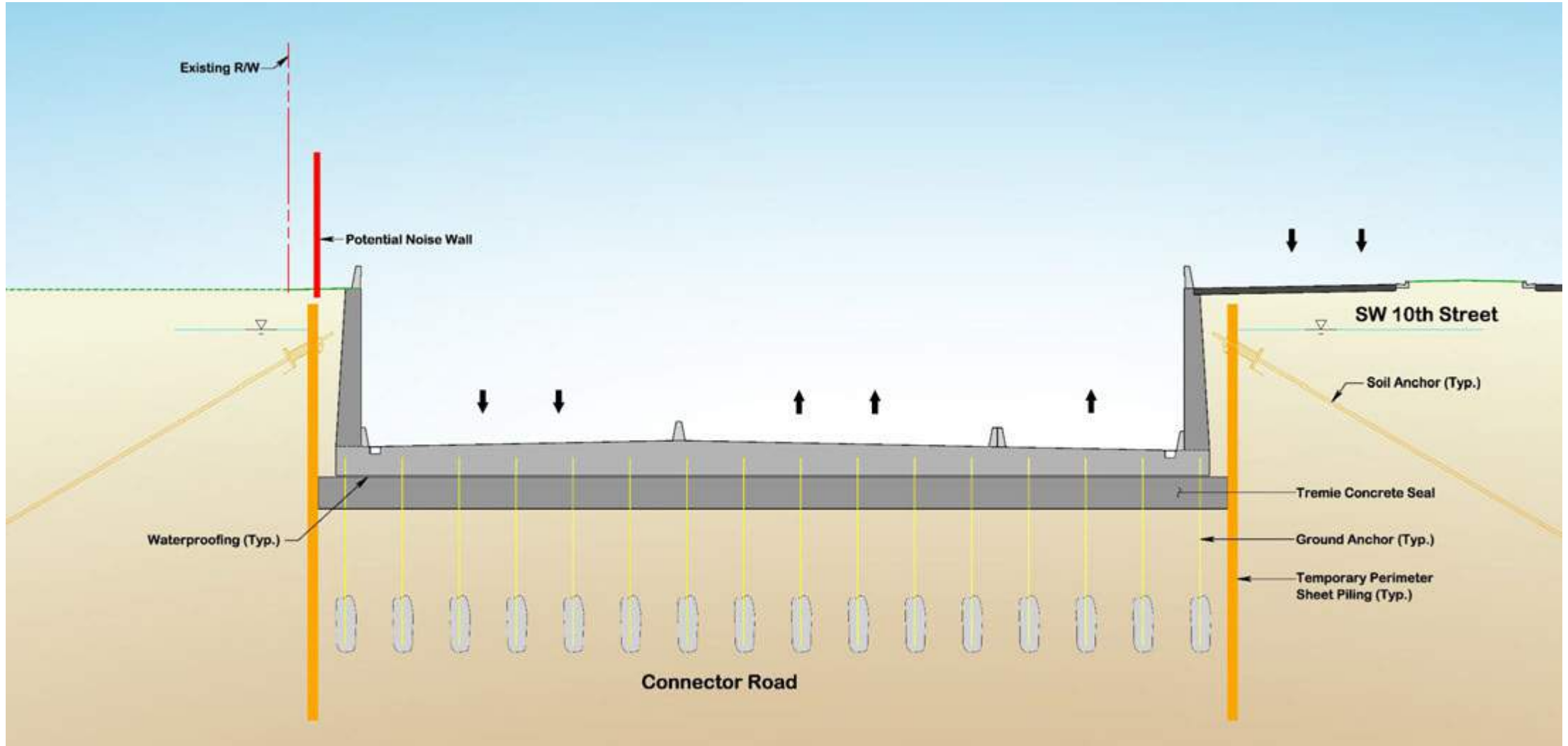
Depressed Westbound Exit Ramp



Non-Depressed / No Local Access



Depressed Section Challenges



Alternatives Development - Partial Depressed Options

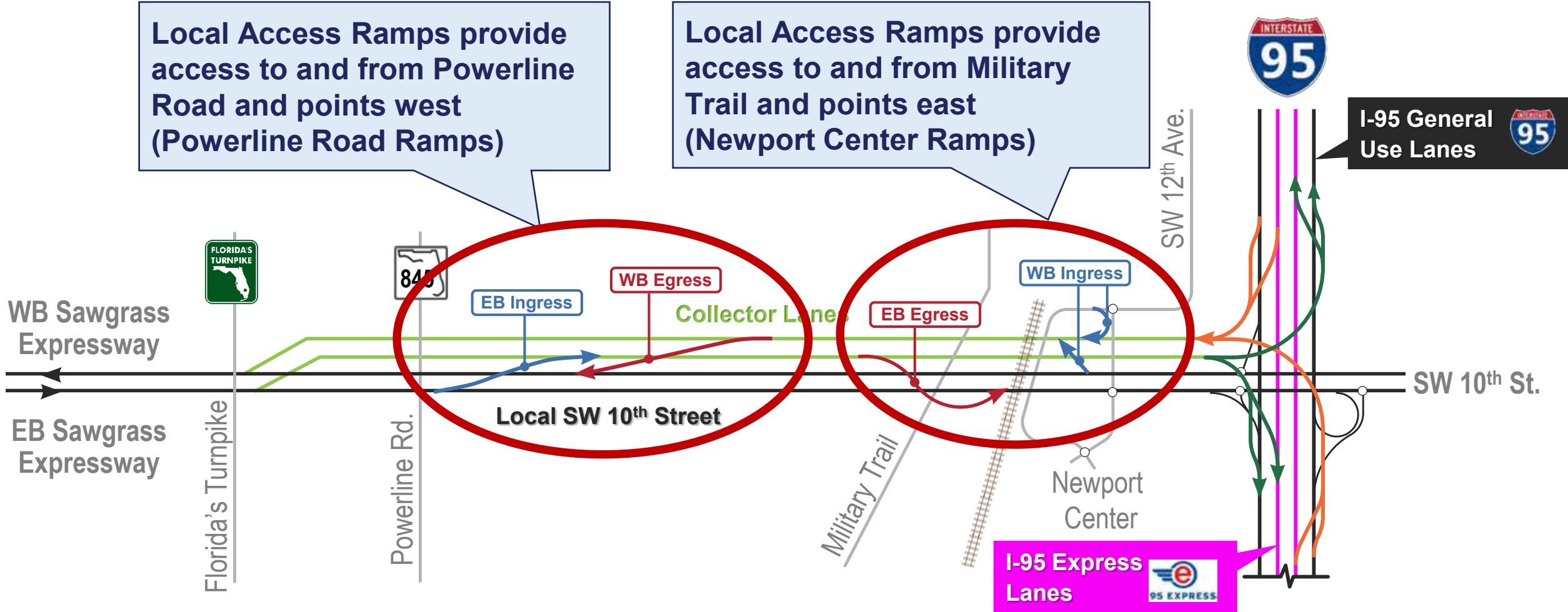
- Alternatives Public Workshop No. 2 - November 18, 2018 (additional alternatives to full depressed north alignment and at-grade with no local access)



Eliminate Local Access Ramps (to Increase Green Space)

Local Access Ramps provide access to and from Powerline Road and points west (Powerline Road Ramps)

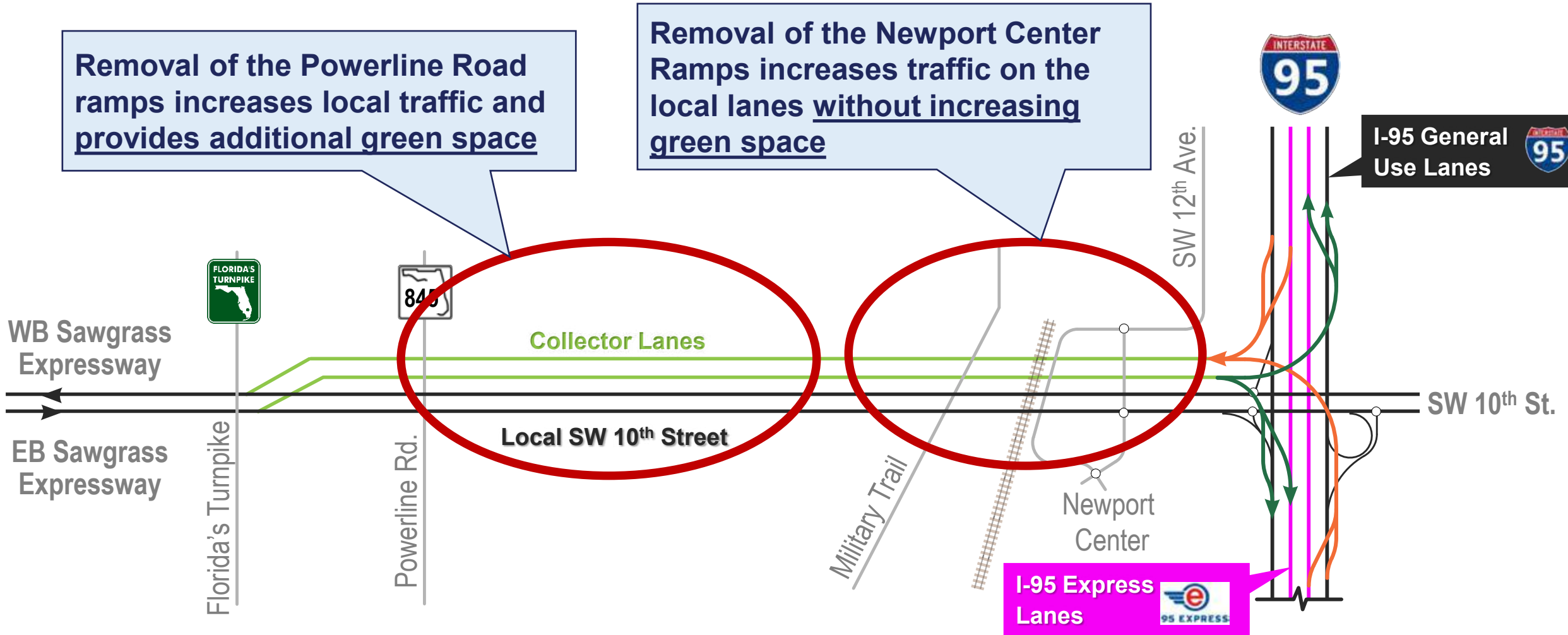
Local Access Ramps provide access to and from Military Trail and points east (Newport Center Ramps)



Eliminate Local Access Ramps (to Increase Green Space)

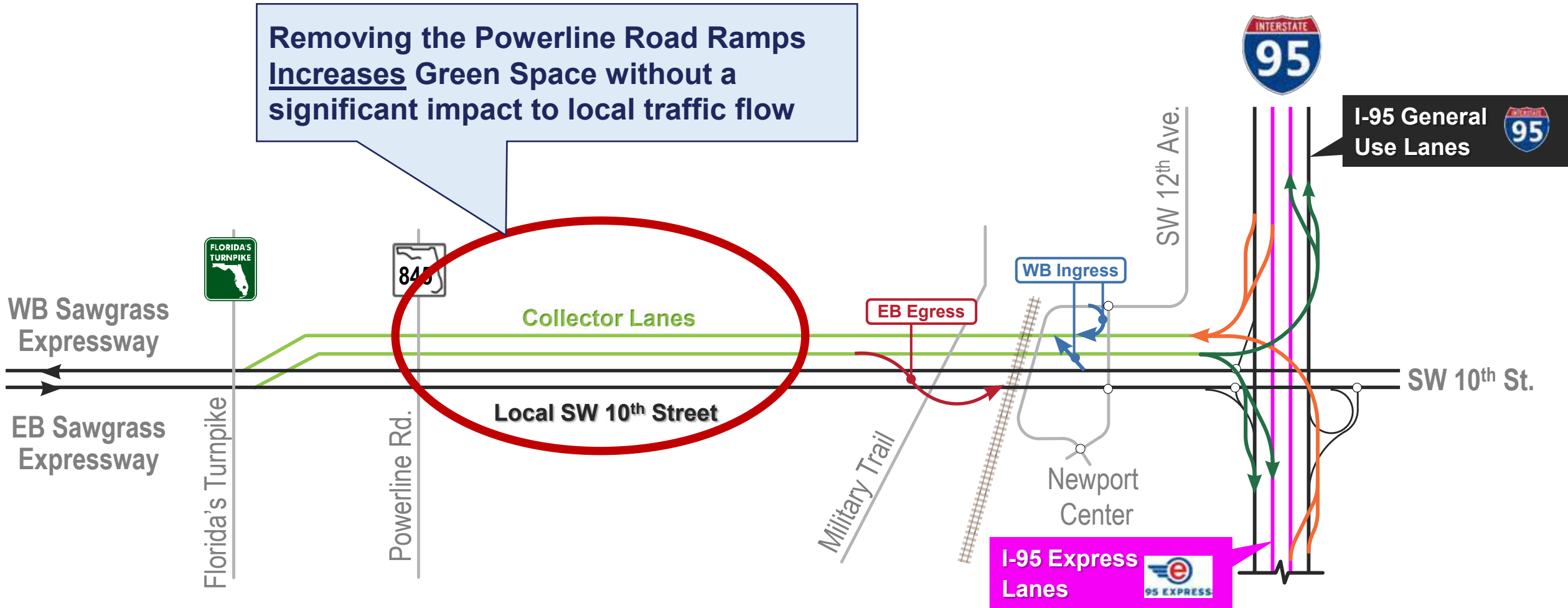
Removal of the Powerline Road ramps increases local traffic and provides additional green space

Removal of the Newport Center Ramps increases traffic on the local lanes without increasing green space

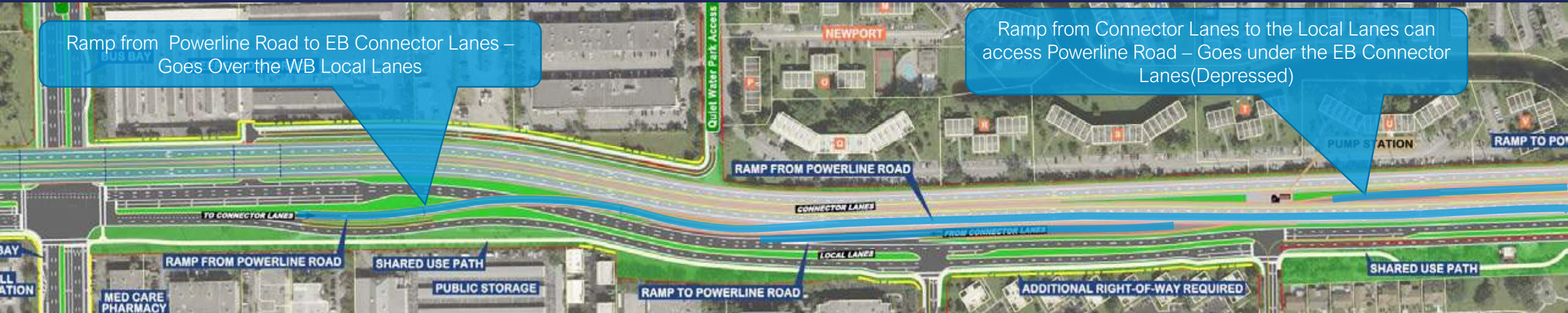


Eliminate Local Access Ramps (to Increase Green Space)

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



Alternatives Comparison



Alternative with the Local Access Ramps to and from Powerline Road

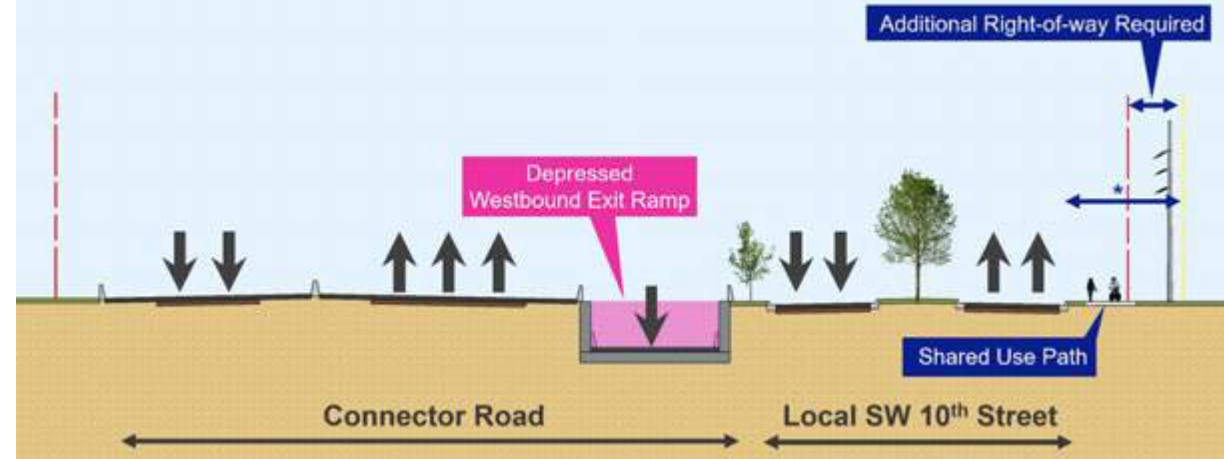


Alternative with No Local Access Ramps to and from Powerline Road

Typical Section Comparison

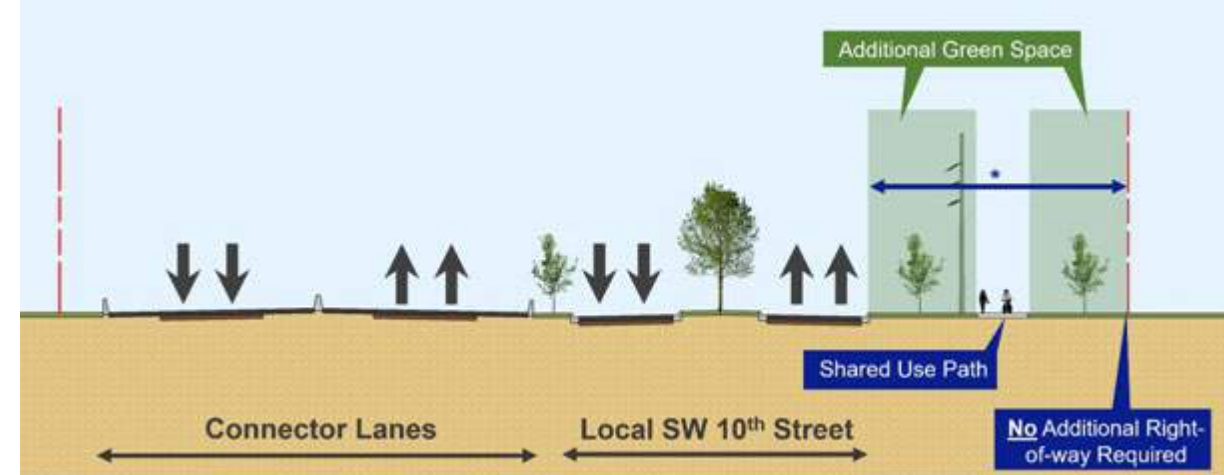
With Powerline Road Ramps (between SW 30th Avenue and SW 24th Avenue)

- Four-lane Connector Road and four-lane local SW 10th Street
- 12-foot Shared Use Path
- 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 30th Ave – Looking East (*shown without 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:
 - 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 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



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

Example ground-mounted noise wall texture






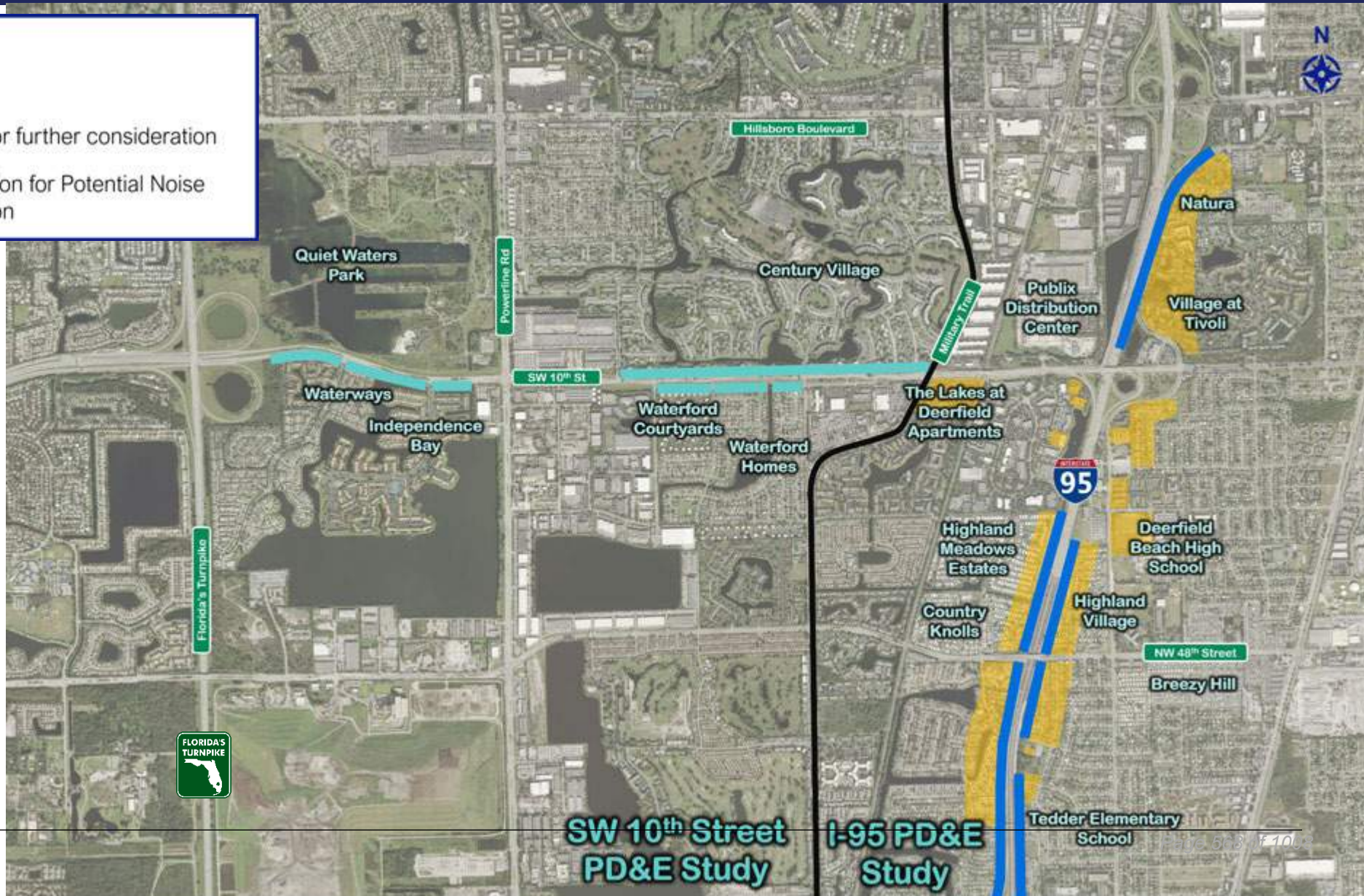
Example shoulder-mounted noise wall











Potential Noise Barrier Locations

Legend

-  Existing Noise Barriers
-  Noise Barrier Location Warranted for further consideration
-  Noise Sensitive Sites under evaluation for Potential Noise Barriers or Noise Barrier Modification



DRAFT - Preliminary Evaluation Matrix

Evaluation Category		COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
COAT Recommendation Categories					
	Safety	1, 2	●	●	●
	Aesthetics	4, 5, 11	●	●	●
	Improve Traffic Flow	1, 3, 16	●	●	●
	Accessibility / Local Traffic Volumes	6, 7	●	●	●
	Noise	9	●	●	●
	Environmental Impacts	12, 14	●	●	●
	Construction Disruption	10, 15, 17, 18	●	●	●
	Multi-Modal	8, 13	●	●	●

Legend:

●
Worst

●

●

●
Best

DRAFT - Preliminary Evaluation Matrix



Evaluation Category		COAT Rec #s	No Build	With Powerline Rd. Ramps	Without Powerline Rd. Ramps
COAT Recommendation Categories					
	Safety	1, 2	● (orange)	● (green)	● (green)
	Aesthetics	4, 5, 11	● (green)	● (yellow)	● (teal)
	Improve Traffic Flow	1, 3, 16	● (orange)	● (green)	● (green)
	Accessibility / Local Traffic Volumes	6, 7	● (orange)	● (green)	● (teal)
	Noise	9	● (green)	● (teal)	● (teal)
	Environmental Impacts	12, 14	● (green)	● (teal)	● (teal)
	Construction Disruption	10, 15, 17, 18	● (green)	● (yellow)	● (teal)
	Multi-Modal	8, 13	● (yellow)	● (green)	● (green)
Additional Evaluation Criteria					
	R/W and Utility Impacts	-	● (green)	● (yellow)	● (teal)
	Resiliency	-	● (orange)	● (teal)	● (green)
	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 10th Local Lanes to / from Turnpike North*
 - *SW 10th 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)



Status of Addressing Concerns



A. 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 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.



C. 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.



D. Not enough green space

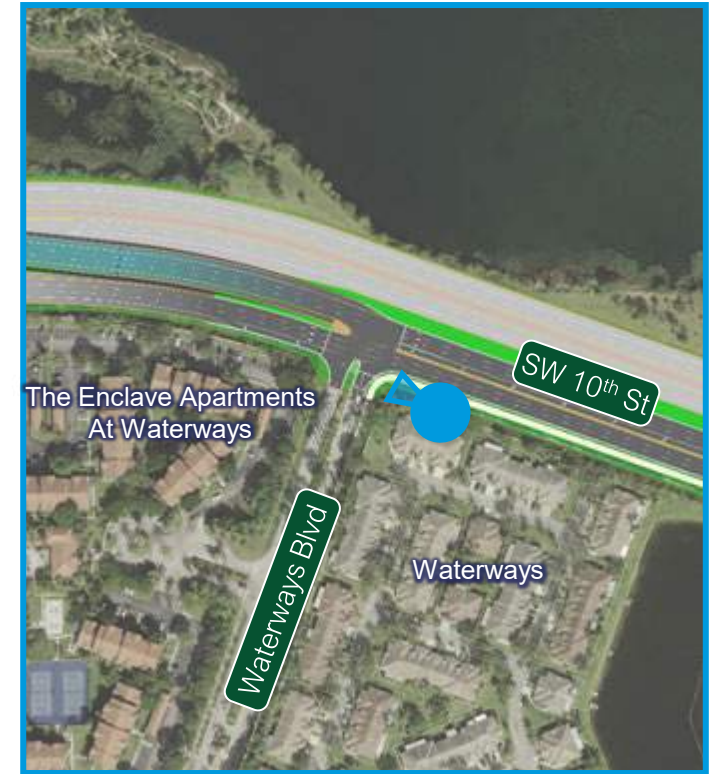
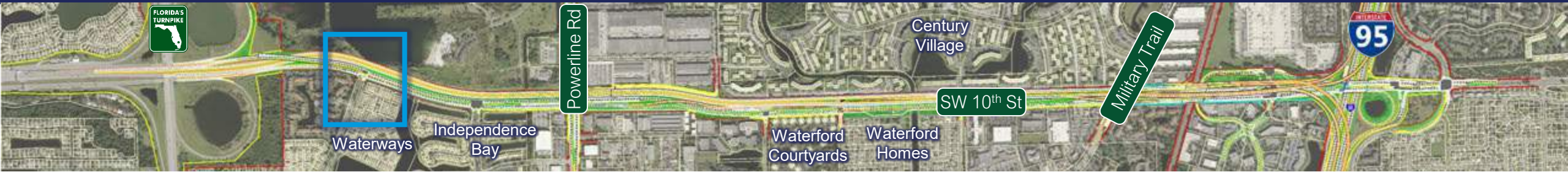
PROPOSED SOLUTION – Additional green space has been added to all build options. One option adds an additional 30 feet of green space in the middle of the corridor and moves the road approximately 50 feet further away from homes.



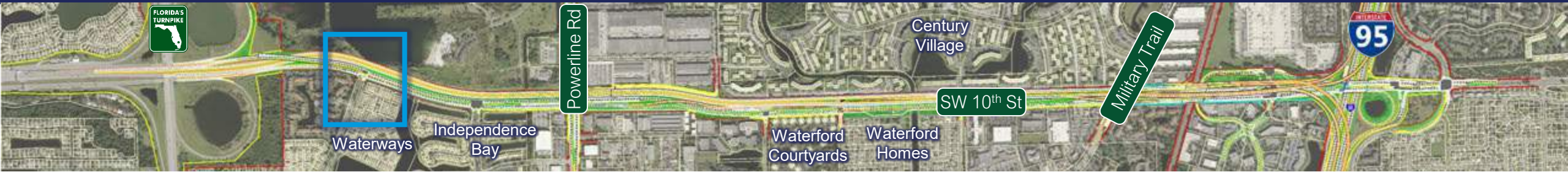
E. Does not provide full access to/from Turnpike from SW 10th Street Local

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.

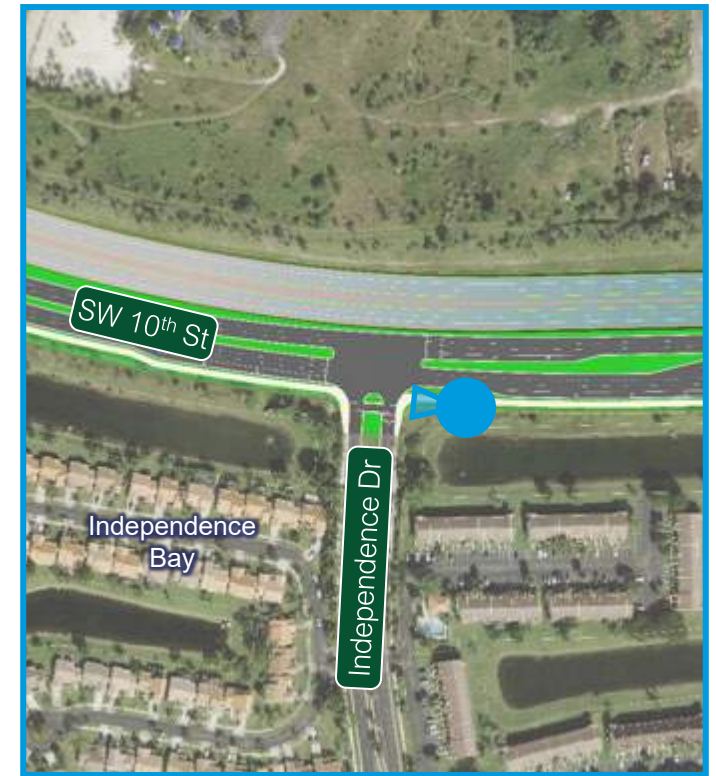
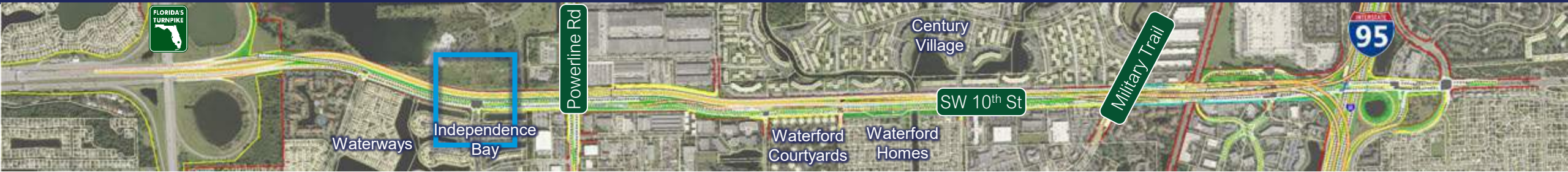
Renderings – At Waterways – Looking West



Renderings – At Waterways – Looking East

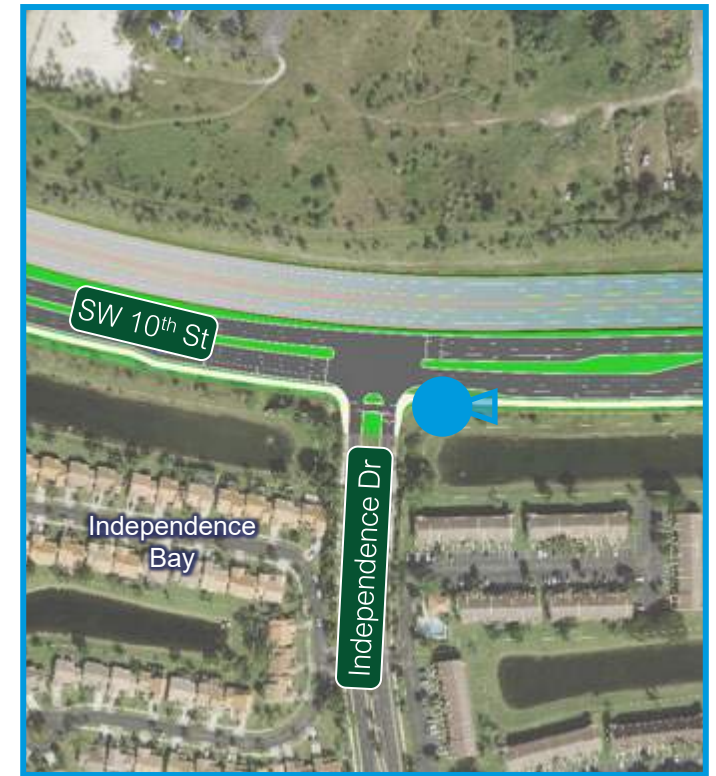
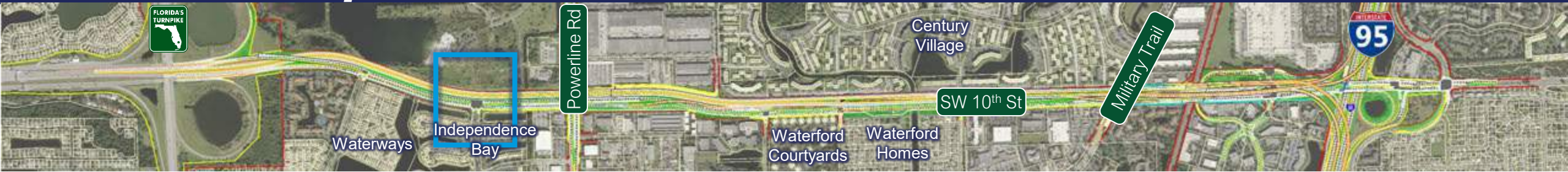


Renderings – Independence Bay – Looking West



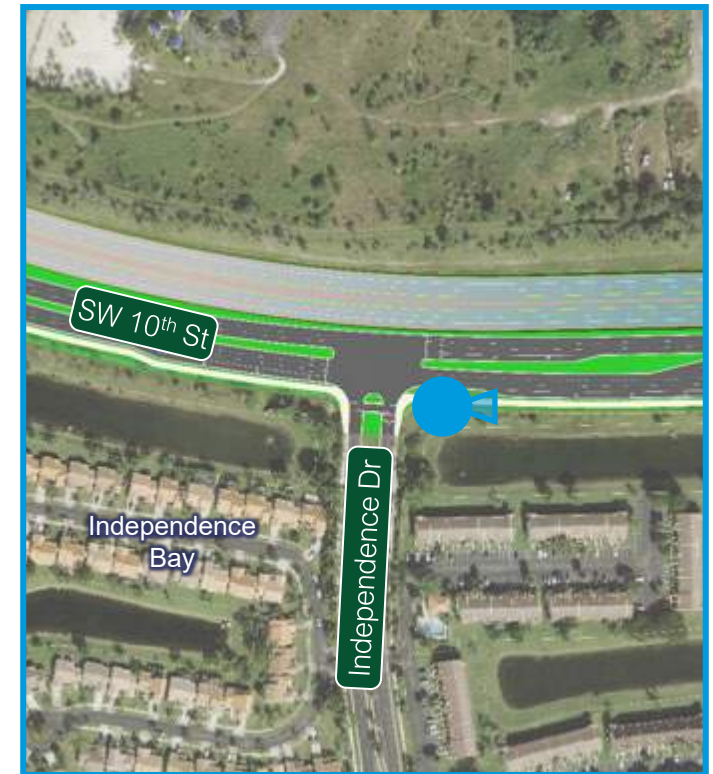
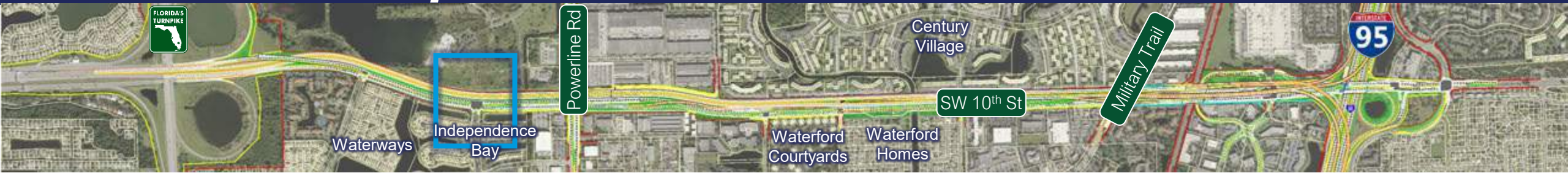
Renderings – Independence Bay – Looking East With Ramps to Powerline Rd

SR-97/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD / 438964-1-22-01

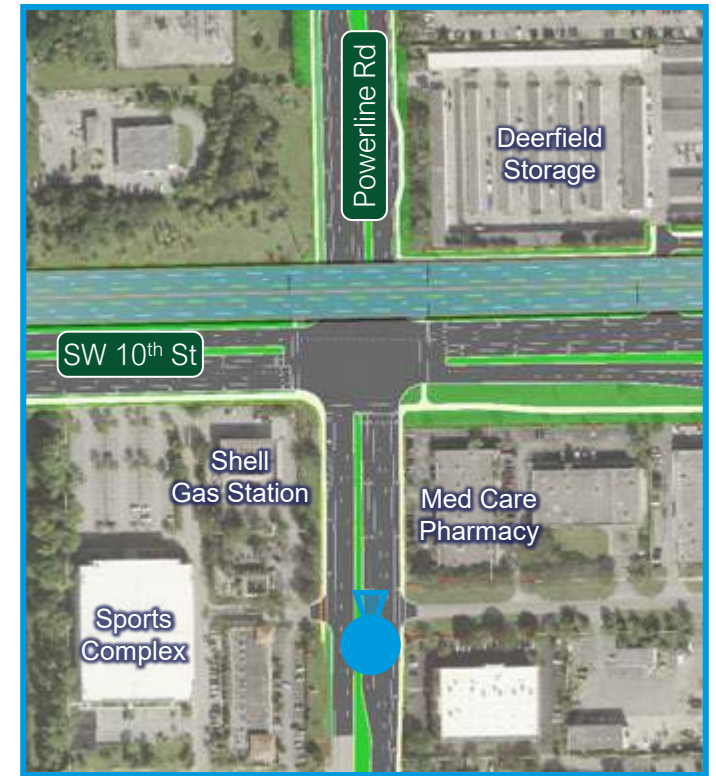
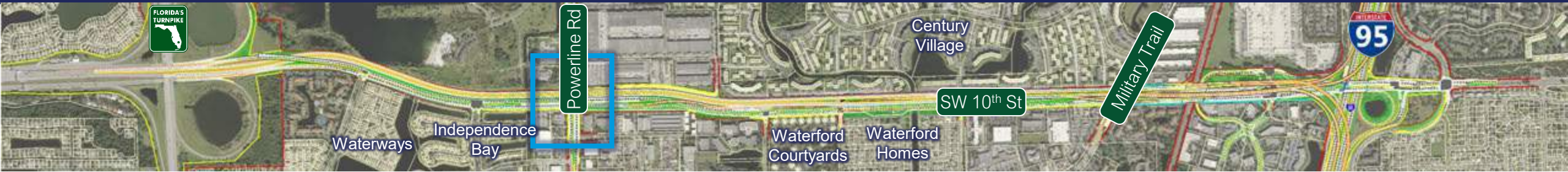


Renderings – Independence Bay – Looking East Without Ramps to Powerline Rd

SR-91/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD / 438964-1-22-01

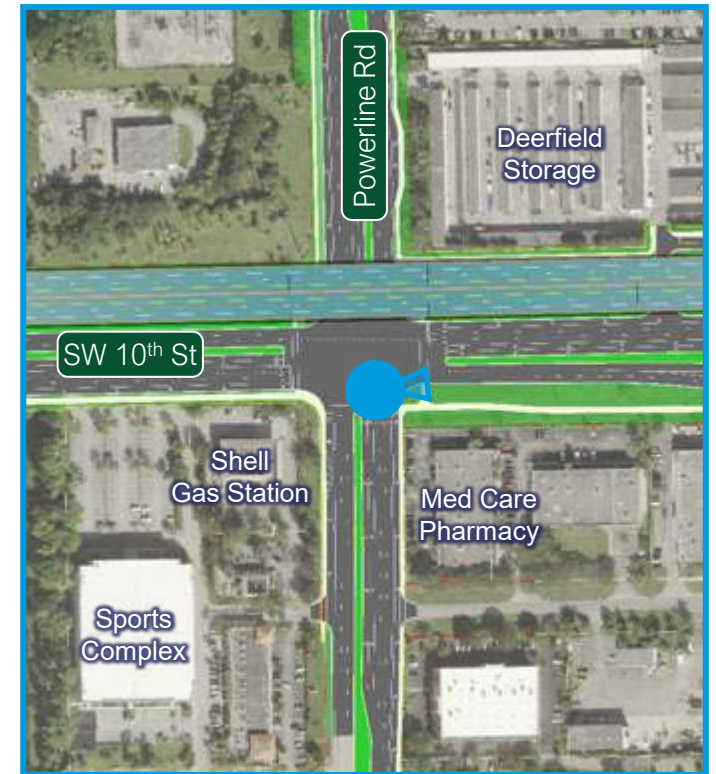
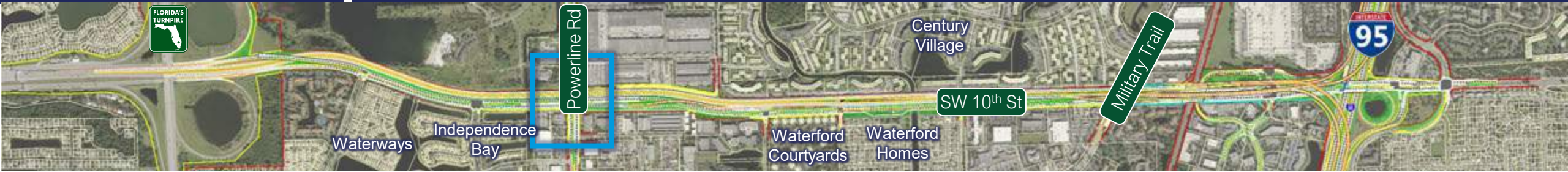


Renderings – At Powerline Road – Looking North



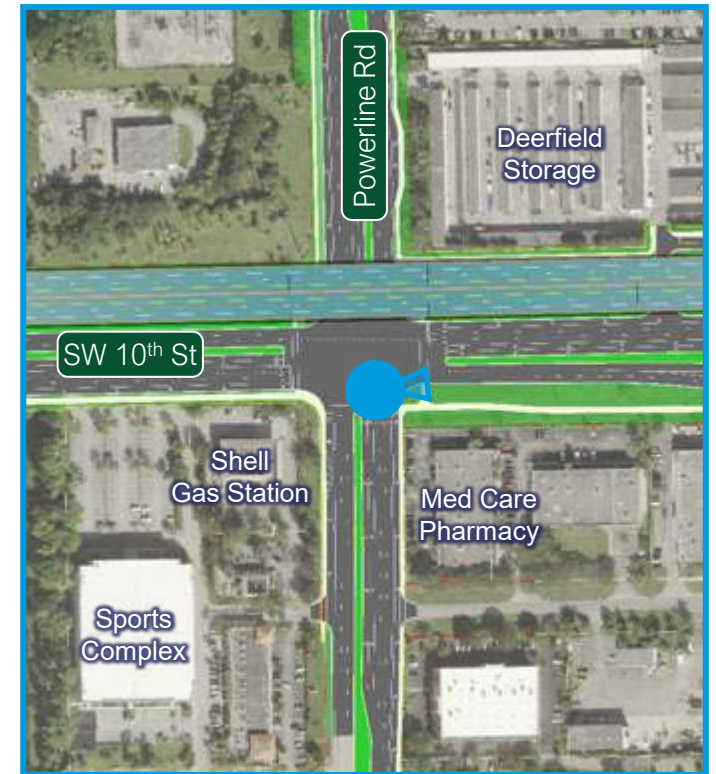
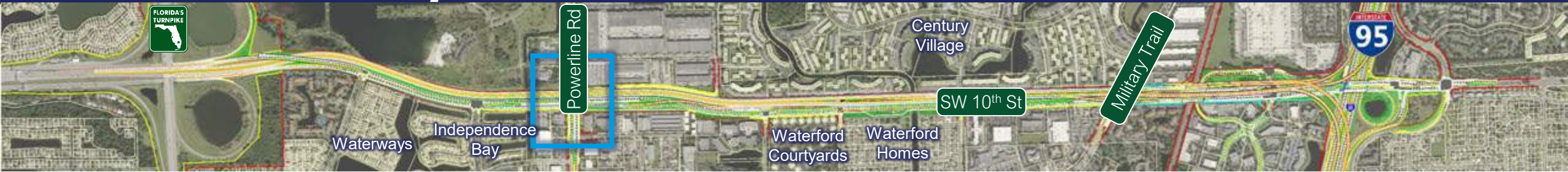
Renderings – At Powerline Road – Looking East With Ramps to Powerline Road

SR-97/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01



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

SR-97/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01



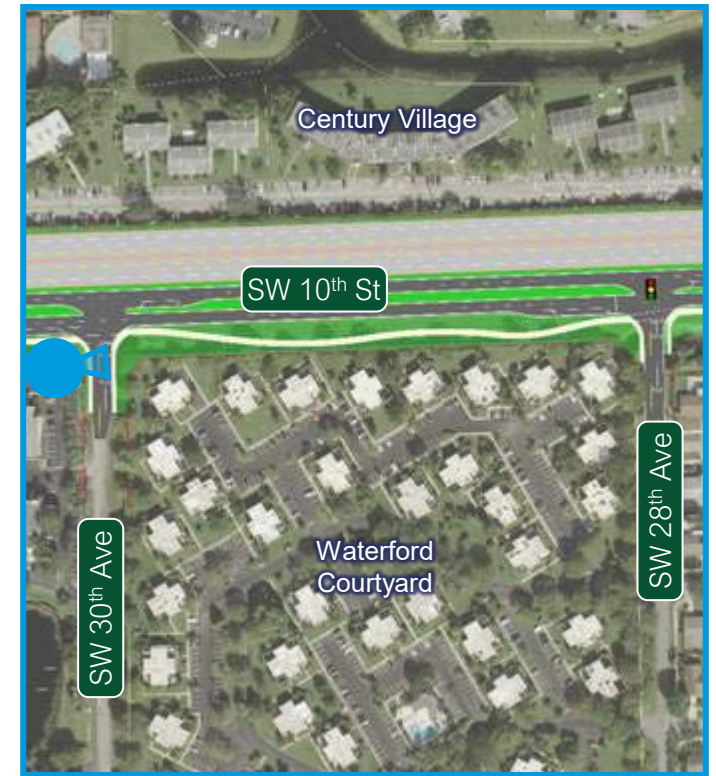
Renderings – At SW 30th Ave – Looking East With Ramps to Powerline Road

SR-91/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01



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

SR-91/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01



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

SR-91/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. W/436964-1-22-01



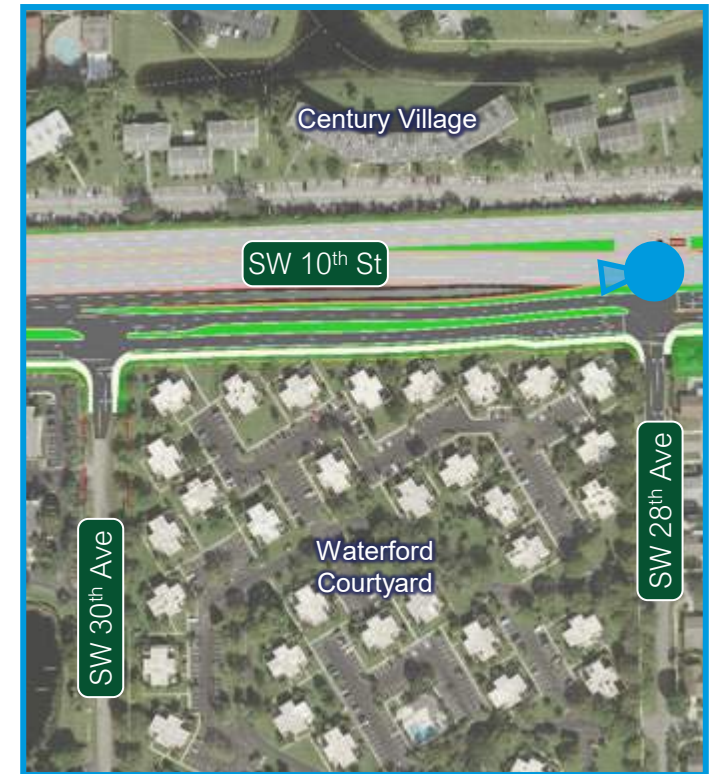
Renderings – East of SW 30th Ave – Looking East Without Ramps to Powerline Road

SR-91/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01



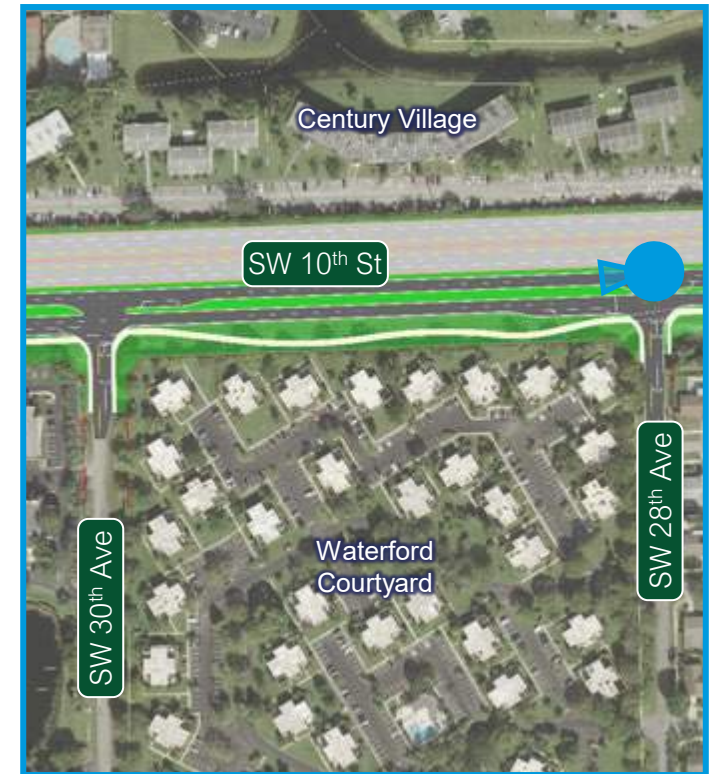
Renderings – Waterford Courtyard – Looking West With Ramps to Powerline Road

SR-91/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILL SEORD BLVD. // 436964-1-22-01

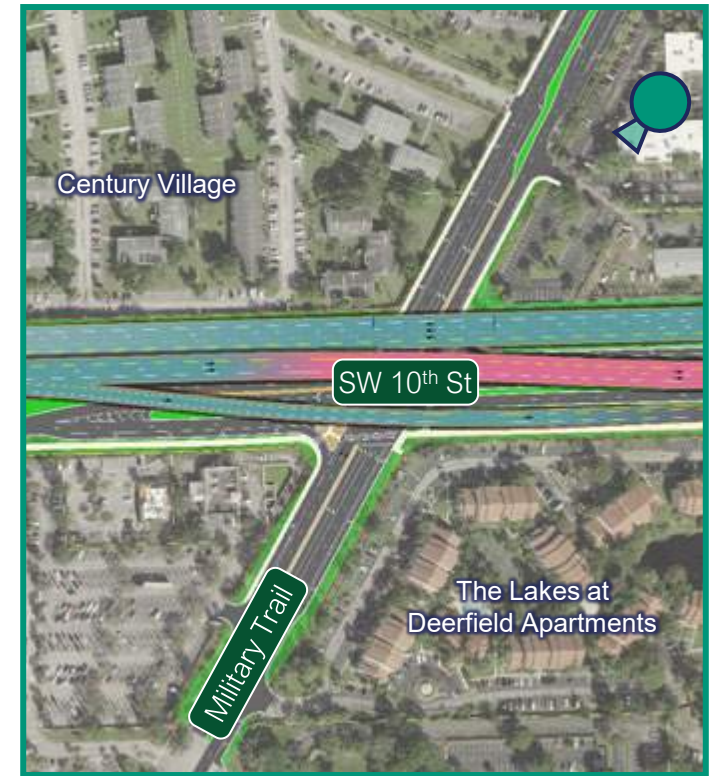
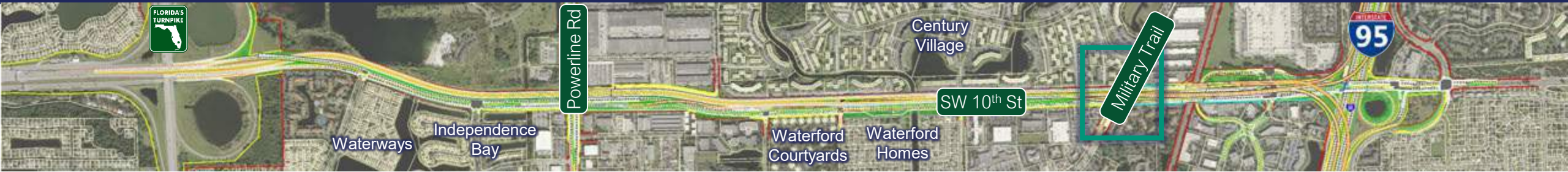


Renderings – Waterford Courtyard – Looking West Without Ramps to Powerline Road

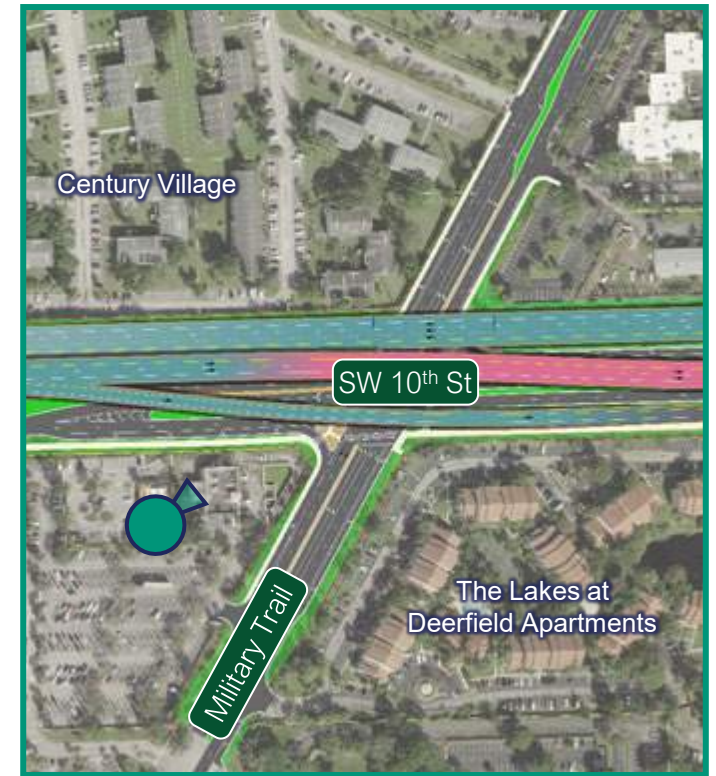
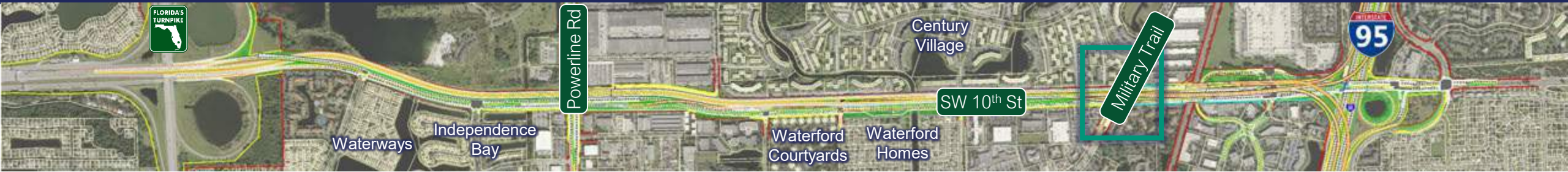
SR-91/95 FROM SOUTH OF SW 10TH STREET – NORTH OF HILL SEORO BLVD. // 436964-1-22-01



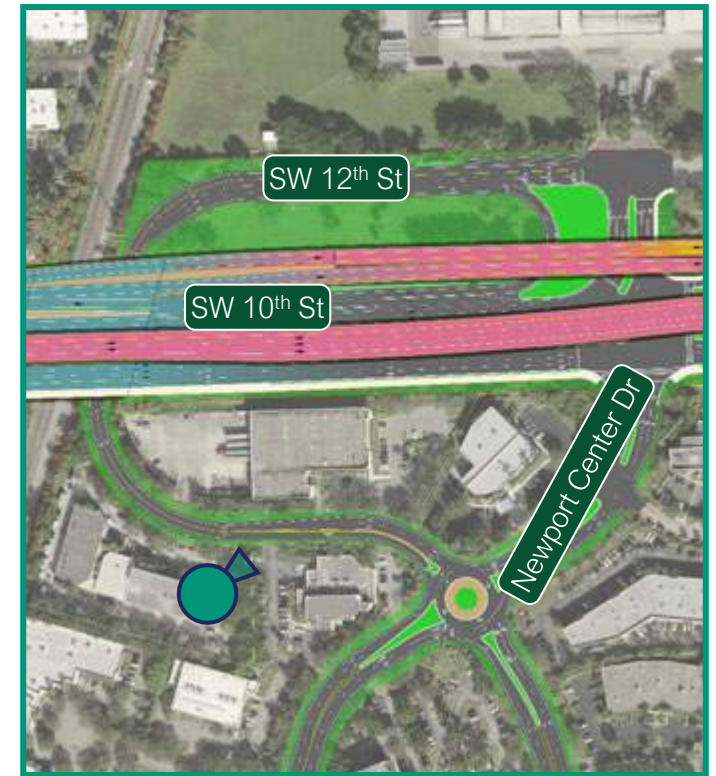
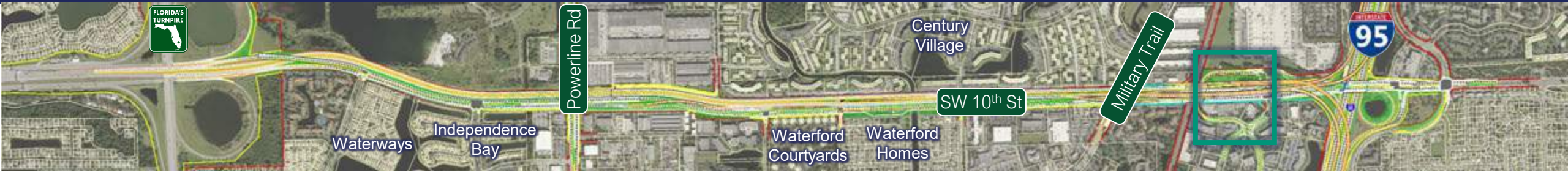
Renderings – Military Trail – Looking South



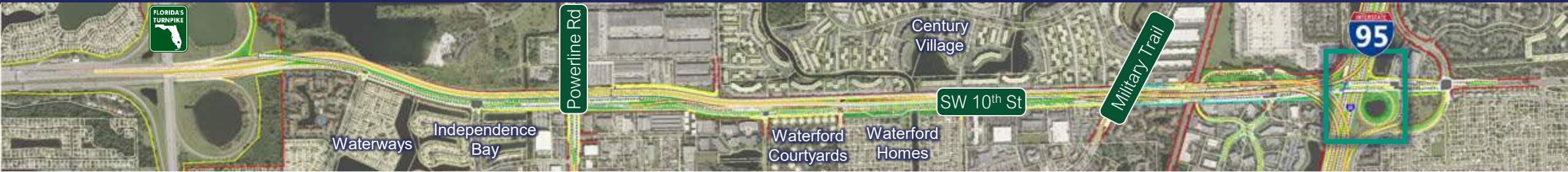
Renderings – Military Trail – Looking North



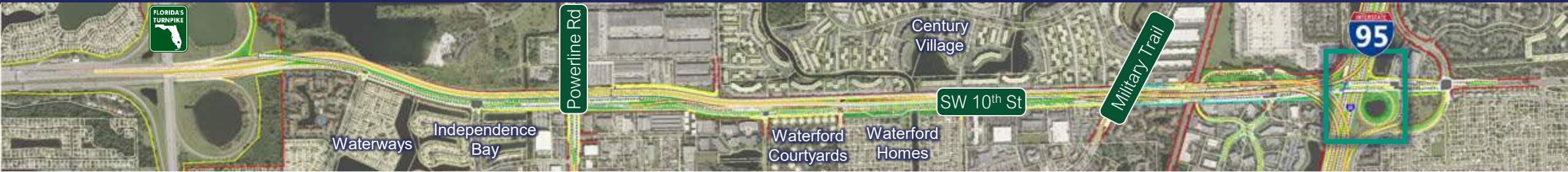
Renderings – Newport Center – Looking Northeast



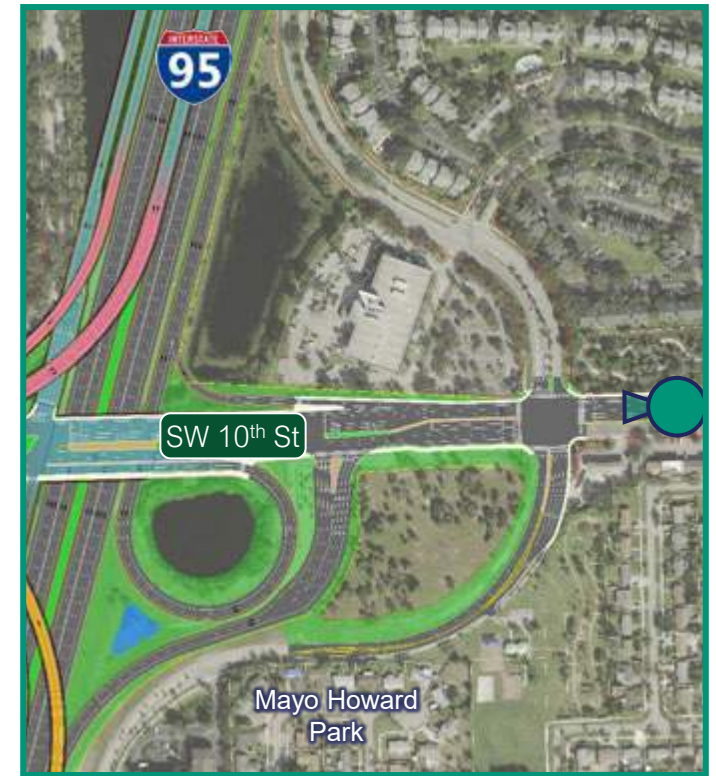
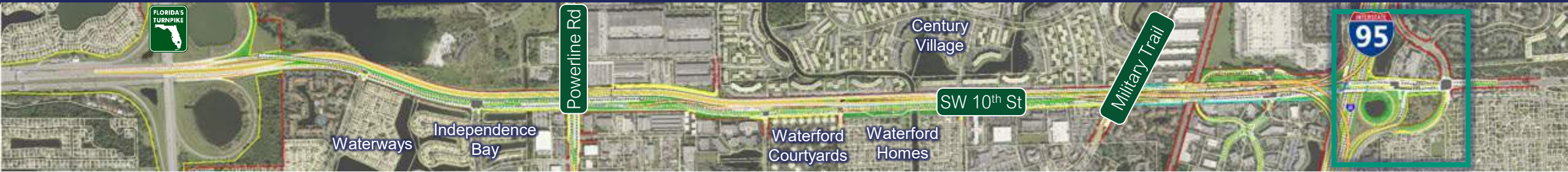
Renderings – I-95 Interchange – Looking South



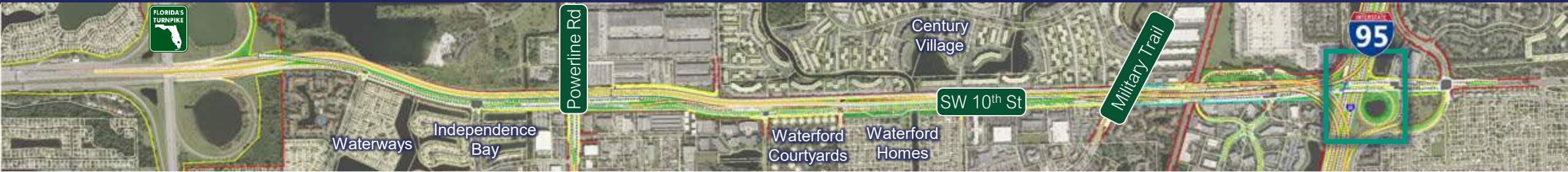
Renderings – I-95 Interchange – Looking Southwest



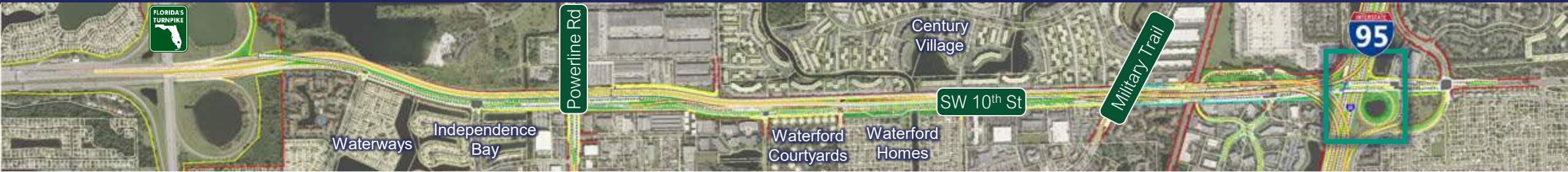
Renderings – I-95 Interchange – Looking West



Renderings – I-95 Interchange – Looking Northwest



Renderings – I-95 Interchange – Looking North



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

SR-91-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. W/436964-1-22-F1

- 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 Milestones	2017				2018												2019												2020												2021					
	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
Public Engagement	[Green bar spanning from late 2017 to end of 2021]																																													
Kickoff Meeting	◆																																													
Engineering Analysis	[Green bar spanning from early 2018 to mid-2020]																																													
Environmental Analysis	[Green bar spanning from early 2018 to mid-2020]																																													
Alternatives Public Workshop #1							◆																																							
Alternatives Public Workshop #2													◆																																	
Project Update Webinars																									◆	◆																				
Public Hearing																															◆															
Location Design Concept Acceptance																															◆															

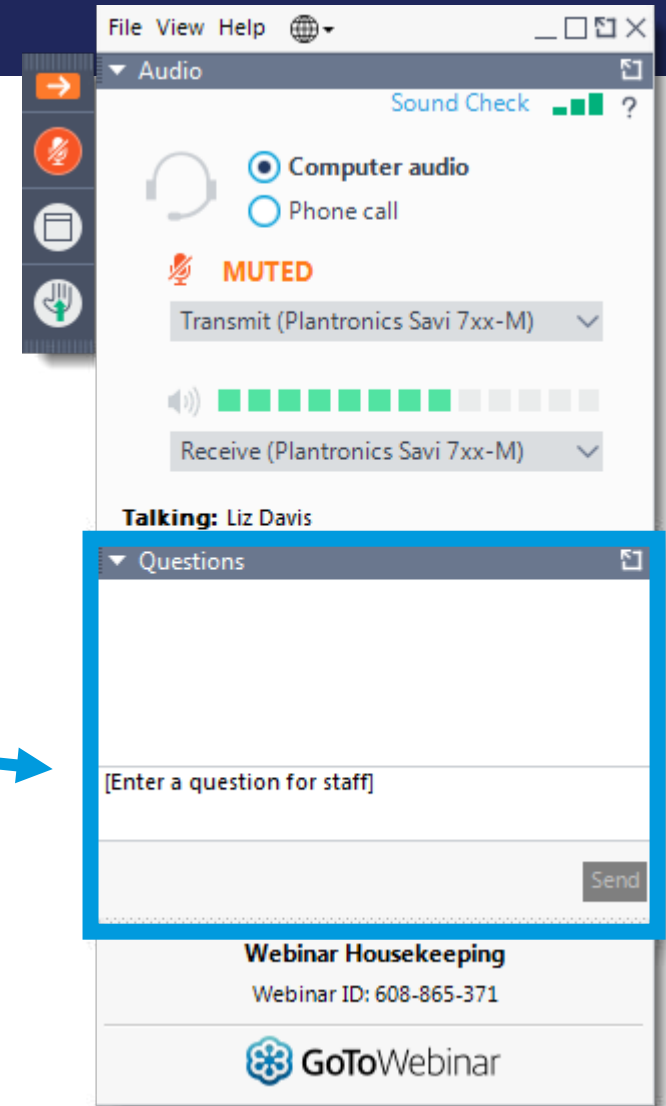


Question and Answer Period

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



Contact:

Robert Bostian, PE

Robert.Bostian@dot.state.fl.us

(954) 777- 4427

www.sw10street.com

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

Presentation
End
Begin Q&A
Thank you!



Notification Location Photos

SR-9/I-95 FROM SOUTH OF SW 10TH STREET

NEWPORT
CENTER



Type 2 Categorical Exemption Page 601 of 1008

SR-9/I-95 FROM SOUTH OF SW 10TH STRE



Project Webinar Update
for SW 10th Street Connector and I-95 PD&E Studies

June 18th, June 29th, and July 1st

Sign up at: www.sw10street.com

For Additional Information Call: (305) 534-0000

Type 2 Categorical Exclusion 02 of 1008

R-9/1-95 FROM SOUTH OF SW 10TH STREET

The sign features the following elements:

- Logos:** A circular logo on the top left, the **FDOT** logo with a map of Florida in the center, and the **I-95** logo with a shield icon on the top right.
- Text:**
 - Project Webinar Update**
 - for SW 10th Street Connector and I-95 PD&E Studies
 - June 18th, June 29th, and July 1st
 - Sign up at: www.sw10street.com
 - Information Call: (305) 573-0089

Type 2-Categorical Exemption 003 of 1008

SR-9/I-95 FROM SOUTH OF SW 10TH STREET





SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH O



SR-9/I-95 FROM SOUTH OF SW 10TH STRE

Project Webinar Update
for SW 10th Street Corridor and I-95 P&ID Studies

June 18th, June 29th, and July 1st

Sign up at: www.floridaturnpike.com

For Additional Information Call: (800) 275-0666

SR-9/I-95 FROM SOUTH OF SW 10TH STREET

COUNTRY KNOLLS

COMMUNITY CENTER

Build
Better

Project Webinar Update
for SW 10th Street Corridor and I-95/904th Interchange

June 12th, June 22nd, and July 1st

Sign up at www.fdot.com

For Additional Information Call 305-571-3333

SR-9/I-95 FROM SOUTH OF SW 10TH STREET

Project Webinar Update
for I-95 / SR-9 Interchange and I-95 / SR-90 Interchange

June 18th, June 29th, and July 1st

Sign up at: www.88112direct.com

For Additional Information Call: (305) 572-0288

SR-9/A-95 FROM SOUTH OF SW 10TH STRE



SR-9/I-95 FROM SOUTH OF SW 10TH STREET



Project Webinar Update
for SW 10th Street Connector and I-95 PD&E Studies

June 18th, June 29th, and July 1st

Sign up at: www.sw10street.com

For Additional Information Call: (305) 573-0089

SR-9/I-95 FROM SOUTH OF SW 10TH STREET



Type 2 Categorical Exclusion Page 12 of 1008

Natura HOA Virtual Board Meeting

PowerPoint Presentation

September 8, 2020

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

Webinar Presentation Team


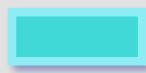
- Nanea Marcial, I-95 PD&E Public Involvement Team Member
 - Presentation Moderator
- Robert Bostian, FDOT Project Manager
 - Presentation and Q&A
- Vilma Croft, I-95 PD&E Project Manager
 - Presentation and Q&A
- James Ford, I-95 PD&E Roadway Design
 - Q&A
- Tim Ogle, I-95 PD&E Noise Analysis
 - Q&A

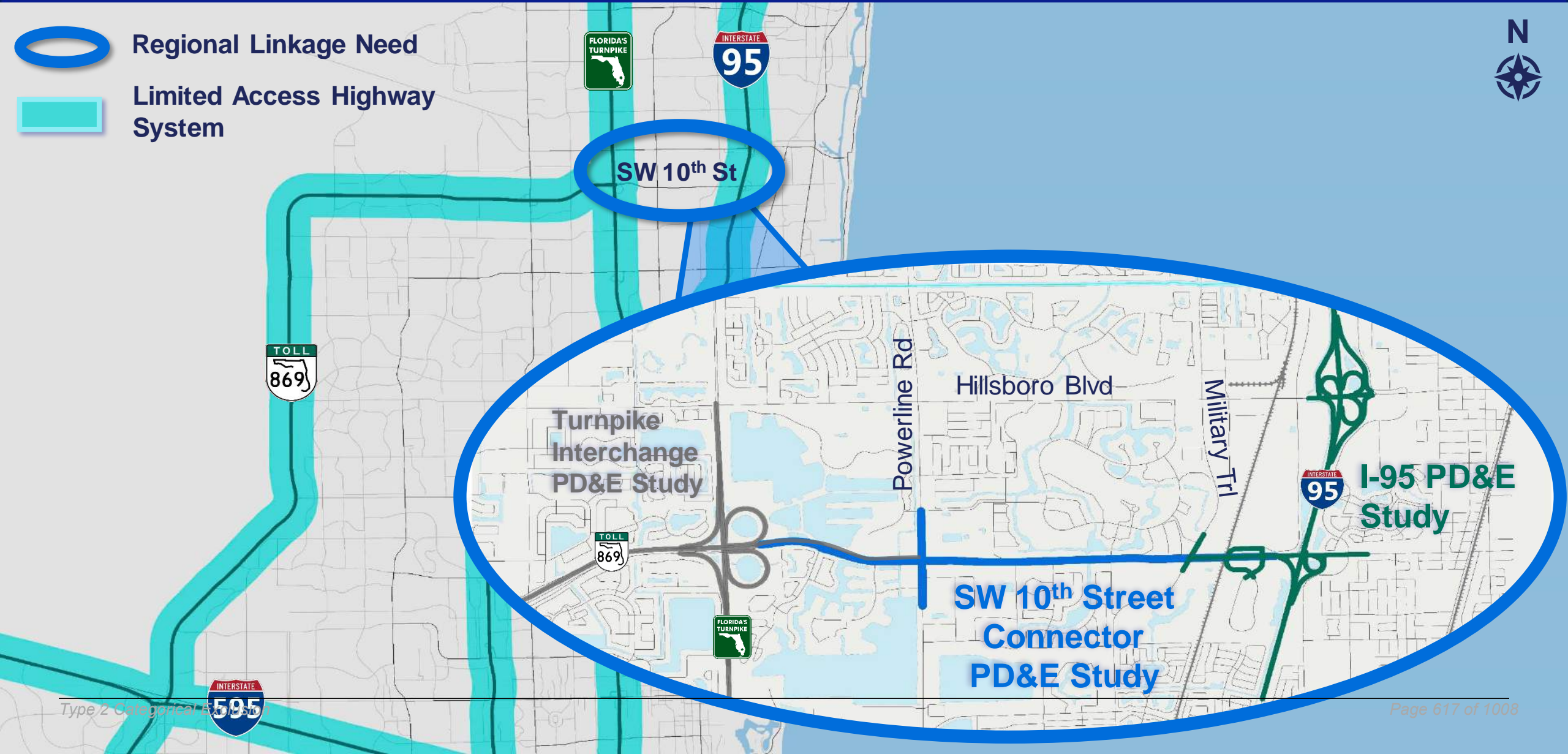
Agenda

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

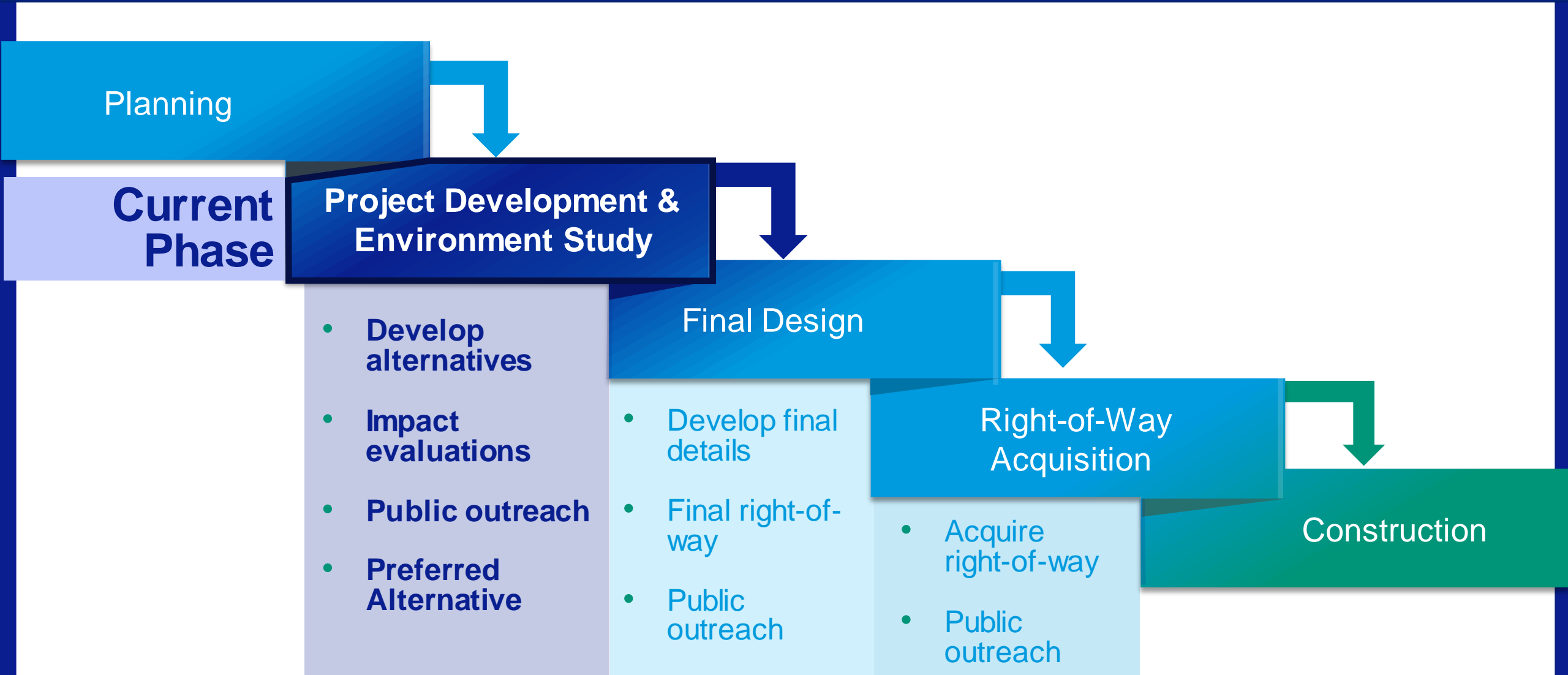
Location Map



-  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

SR-97/1-96 FROM SOUTH OF SW 107th STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01

- 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



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

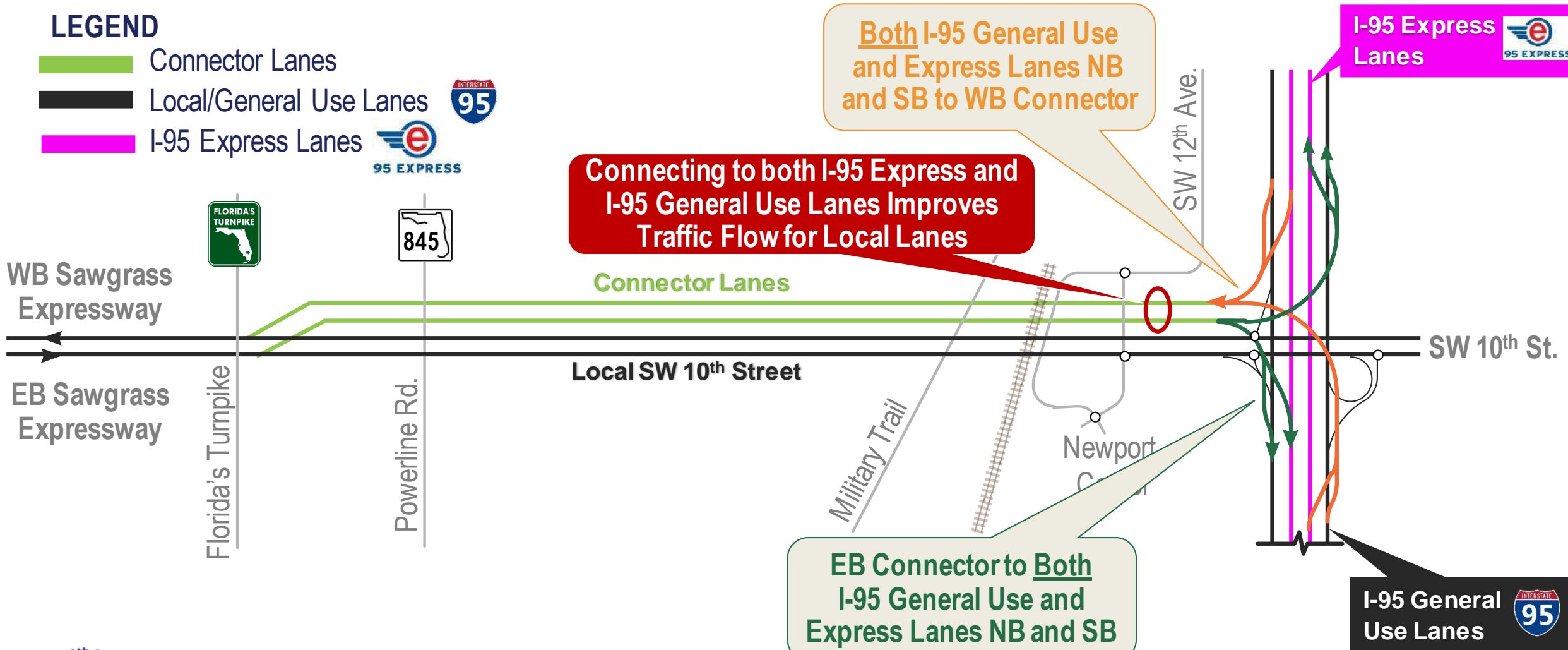
Alternative Analysis

- 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

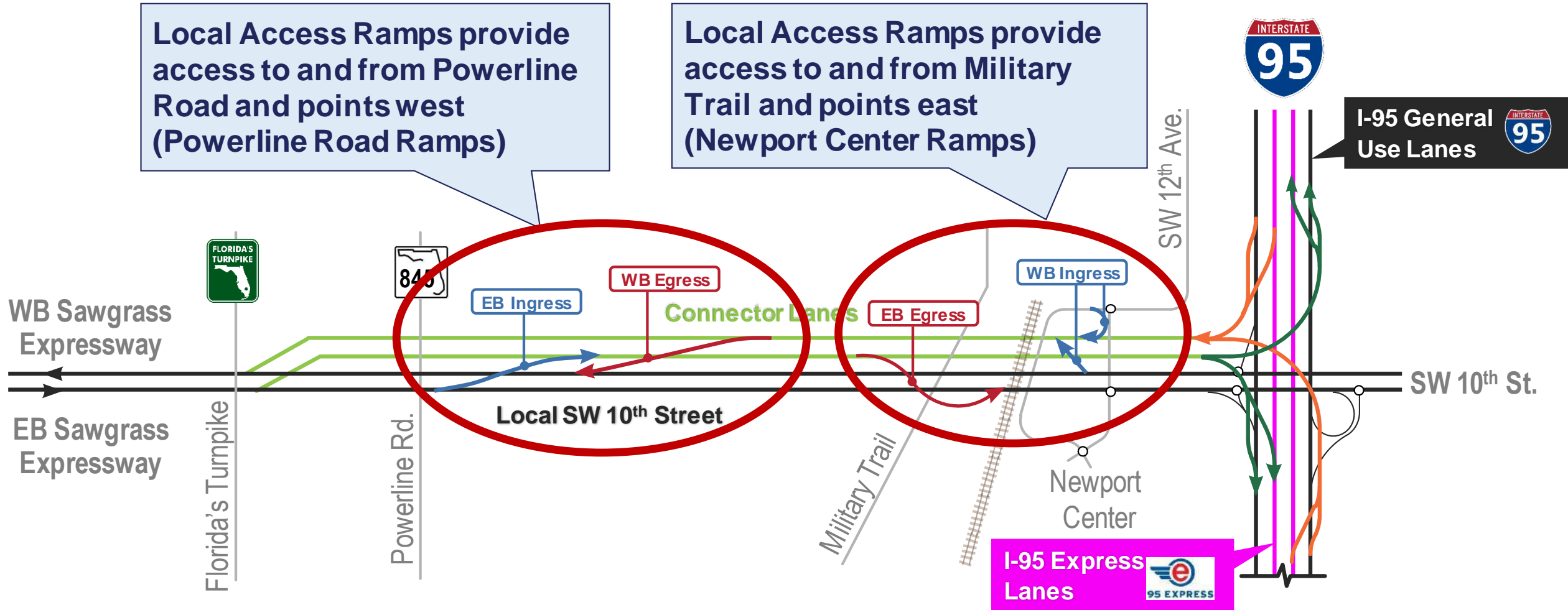
I-95 Connections- Express and General Purpose Lanes

LEGEND

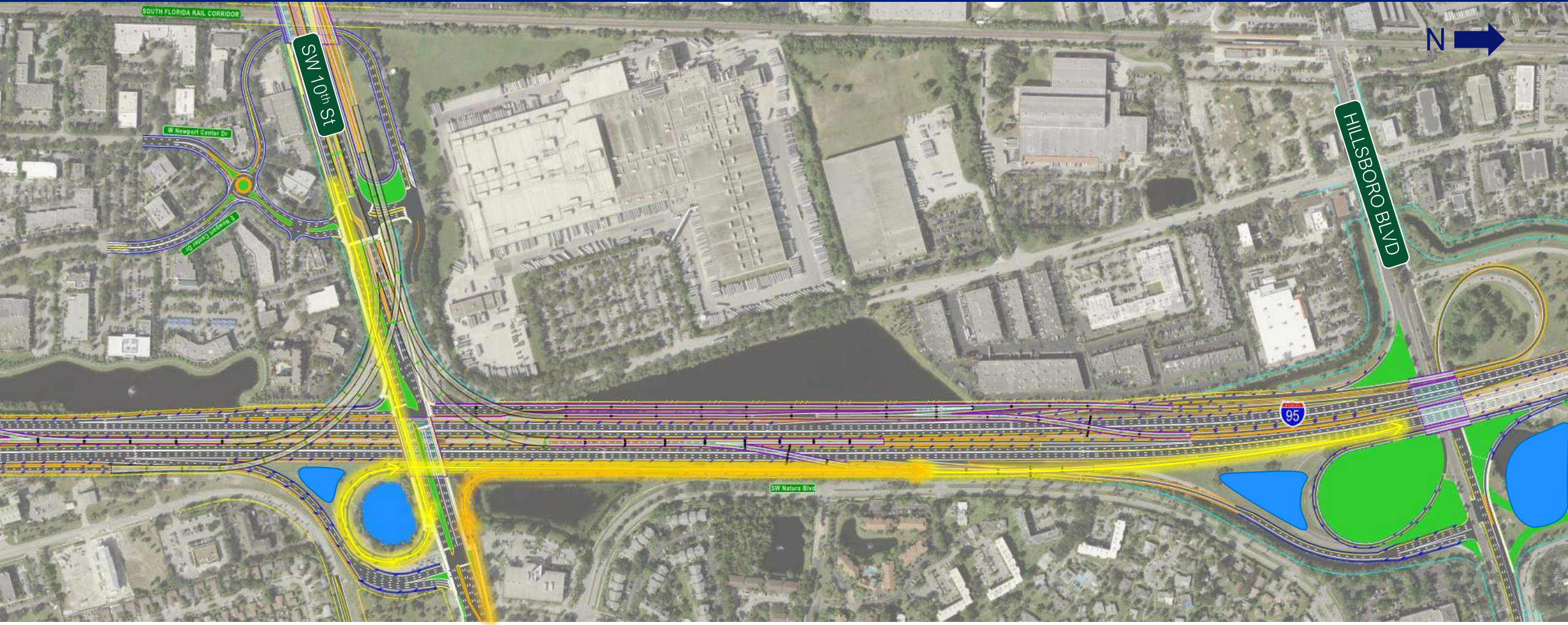
-  Connector Lanes
-  Local/General Use Lanes
-  I-95 Express Lanes



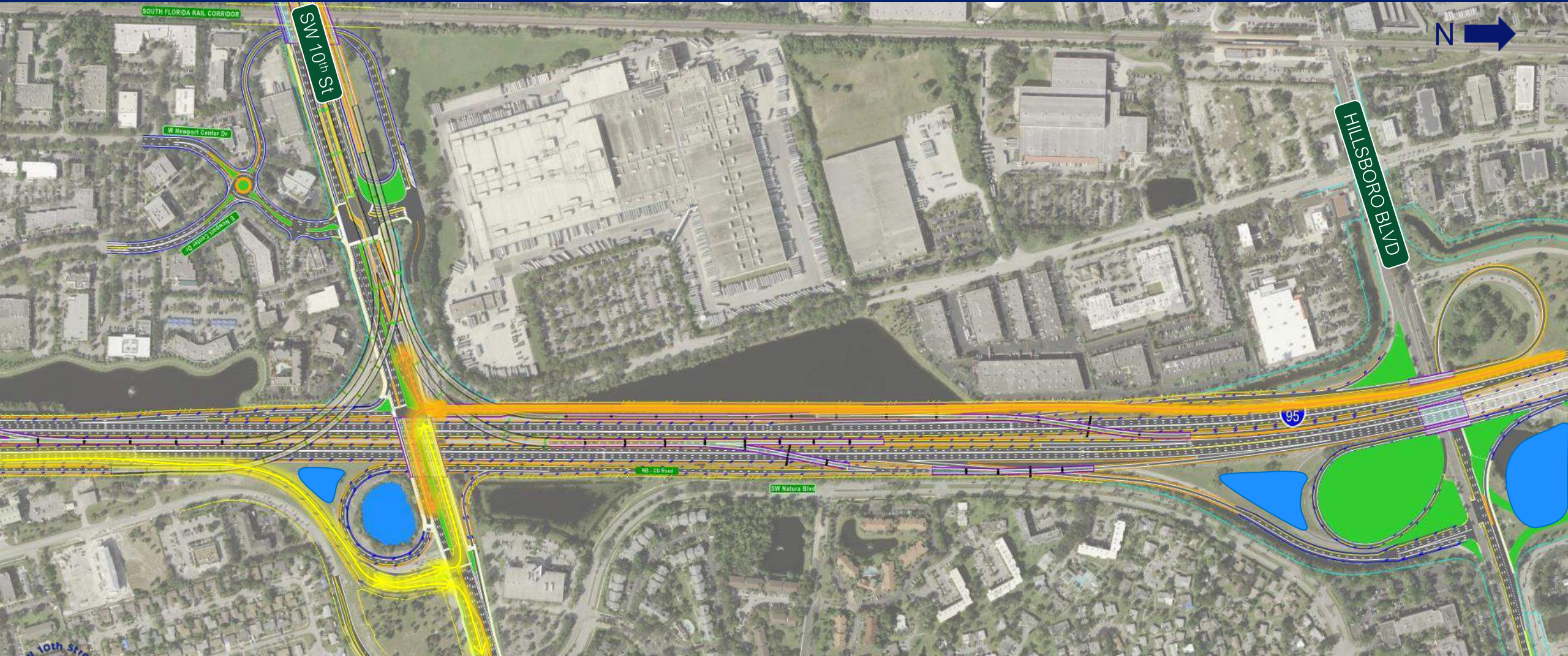
I-95 Connections- Express and General Purpose Lanes



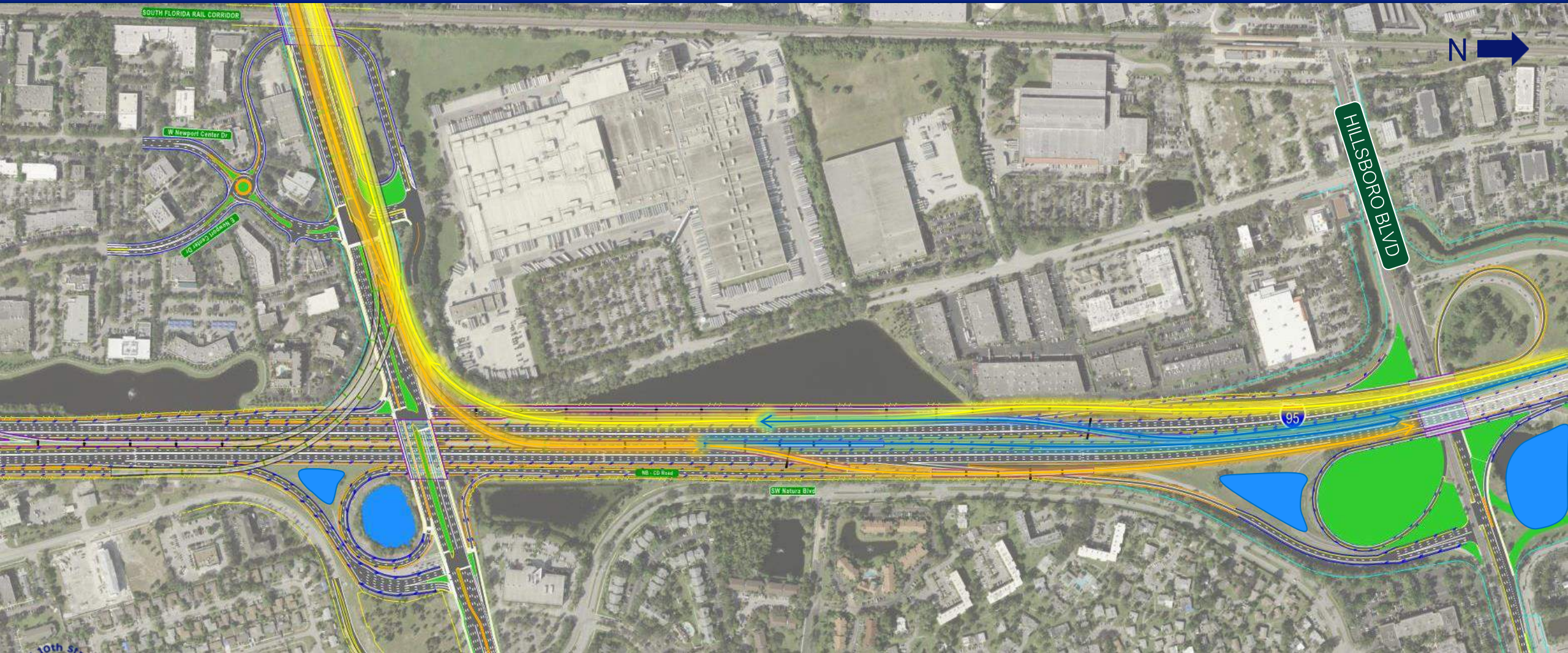
I-95 Connections - Access to/from Local SW 10 Street



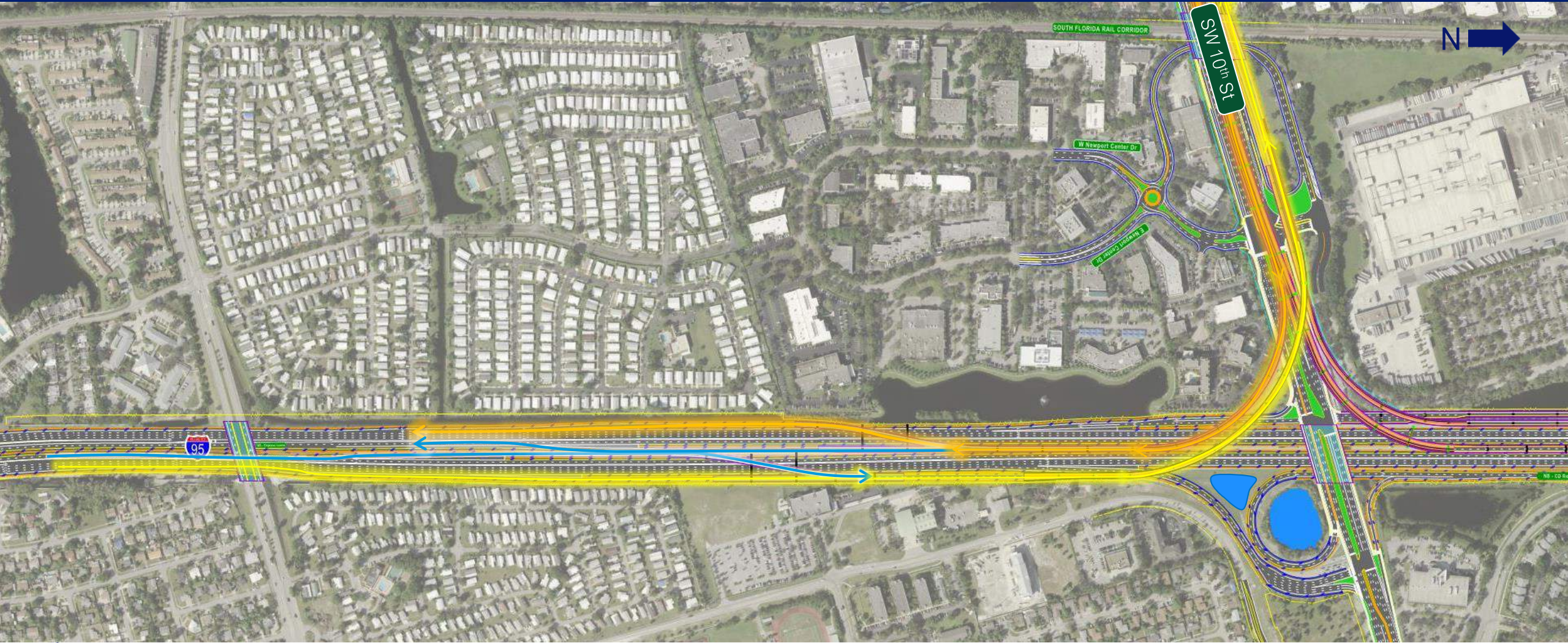
I-95 Connections - Access to/from Local SW 10 Street



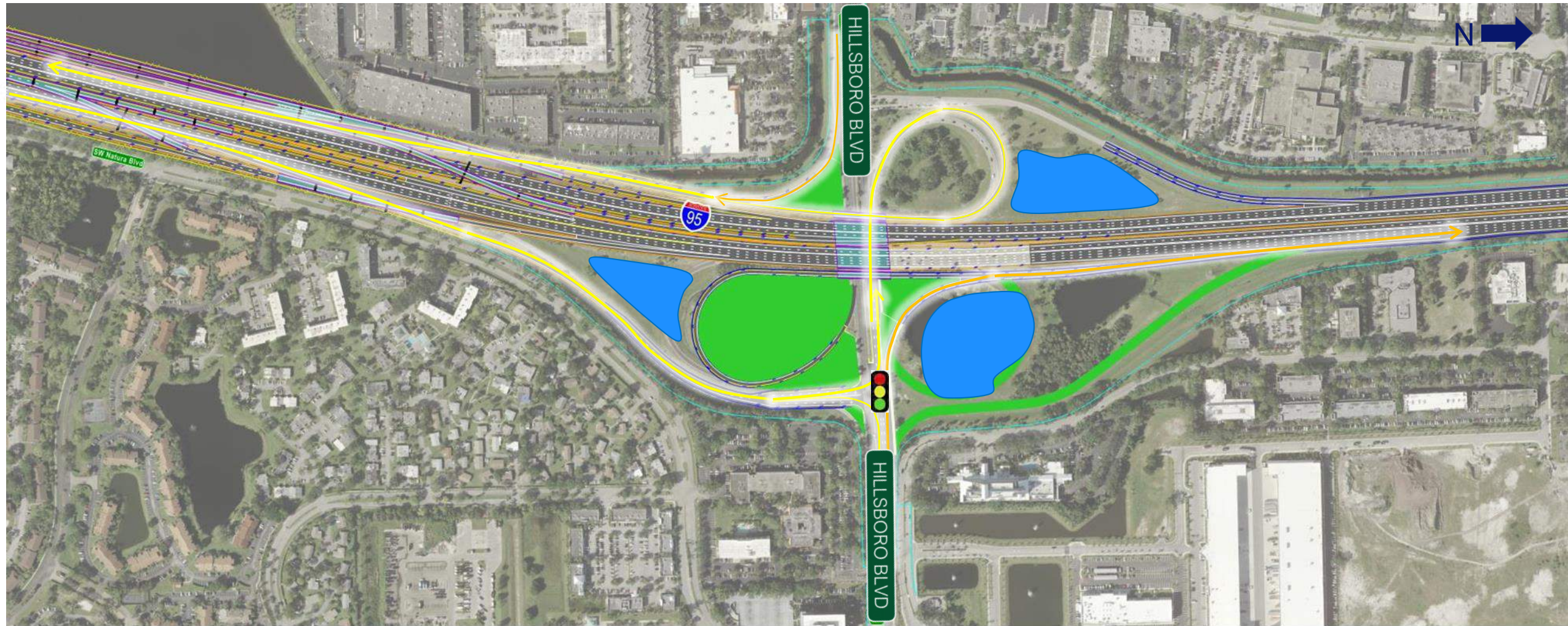
I-95 Connections - Access to/from Connector Lanes



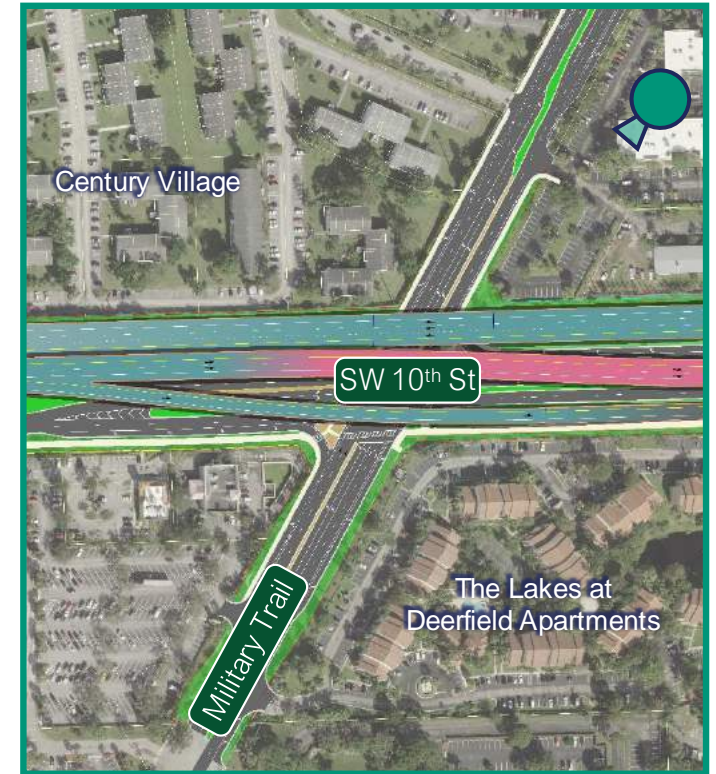
I-95 Connections - Access to/from Connector Lanes



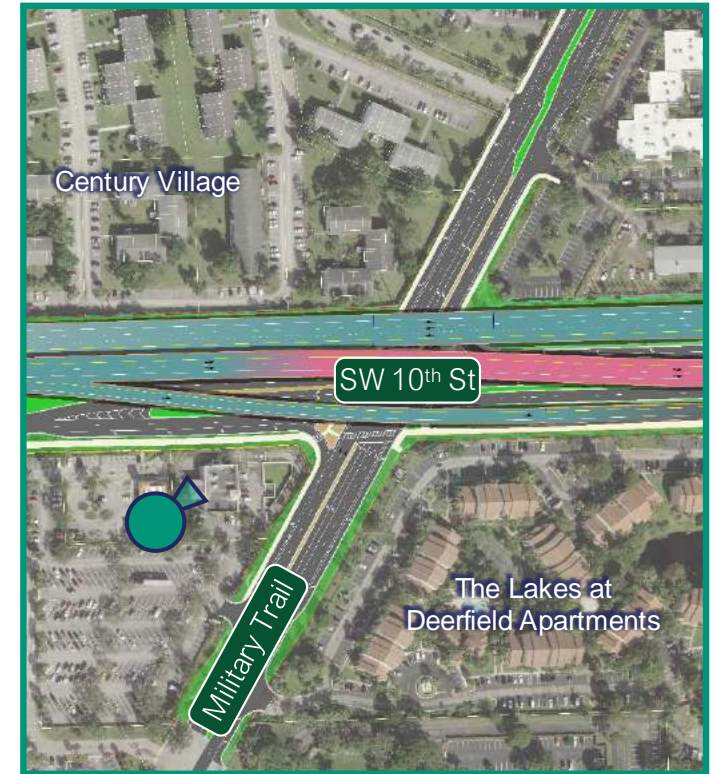
I-95 Connections - Hillsboro Boulevard



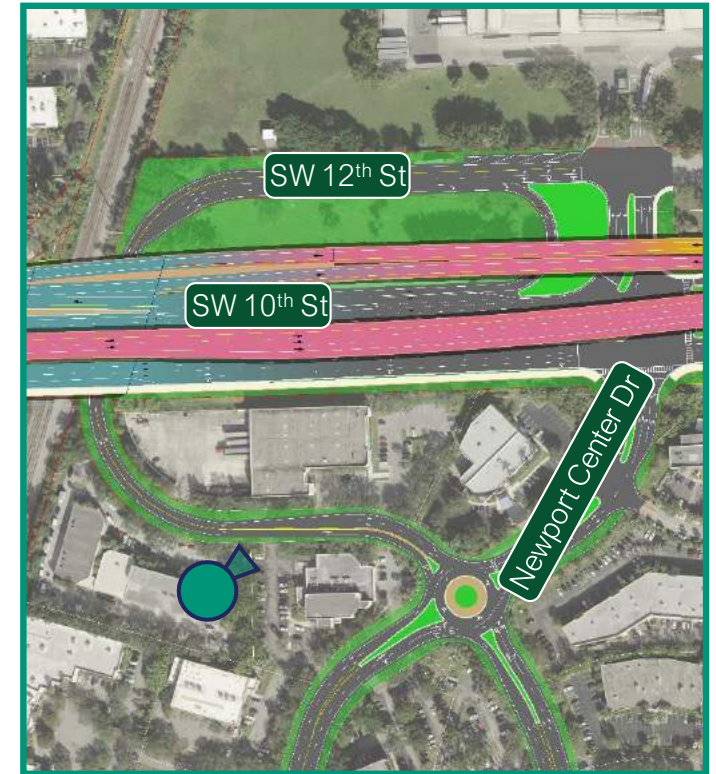
Renderings- Military Trail - Looking South



Renderings- Military Trail - Looking North



Renderings- Newport Center - Looking Northeast



Renderings – I-95 Interchange - Looking South



Renderings – I-95 Interchange - Looking Southwest



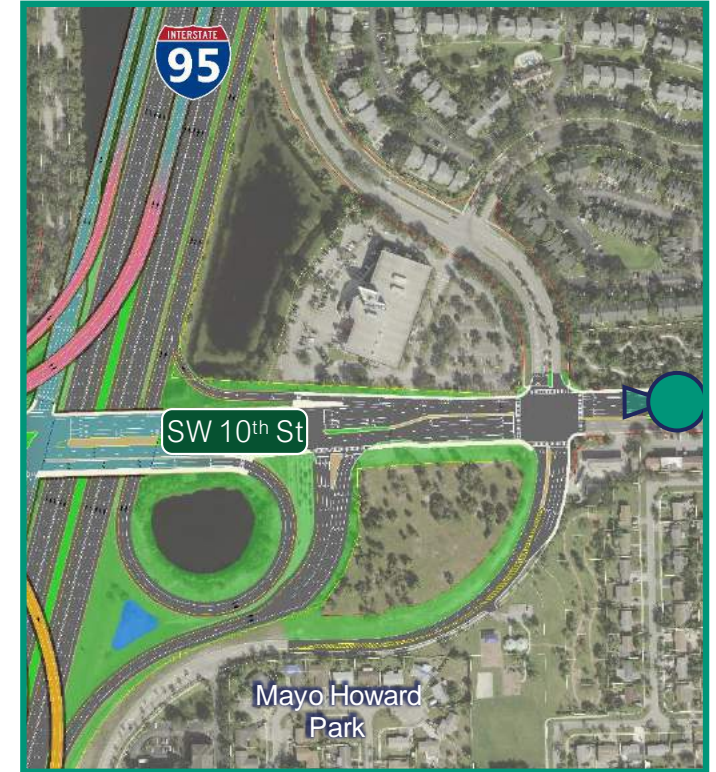
Renderings – I-95 Interchange - Looking North



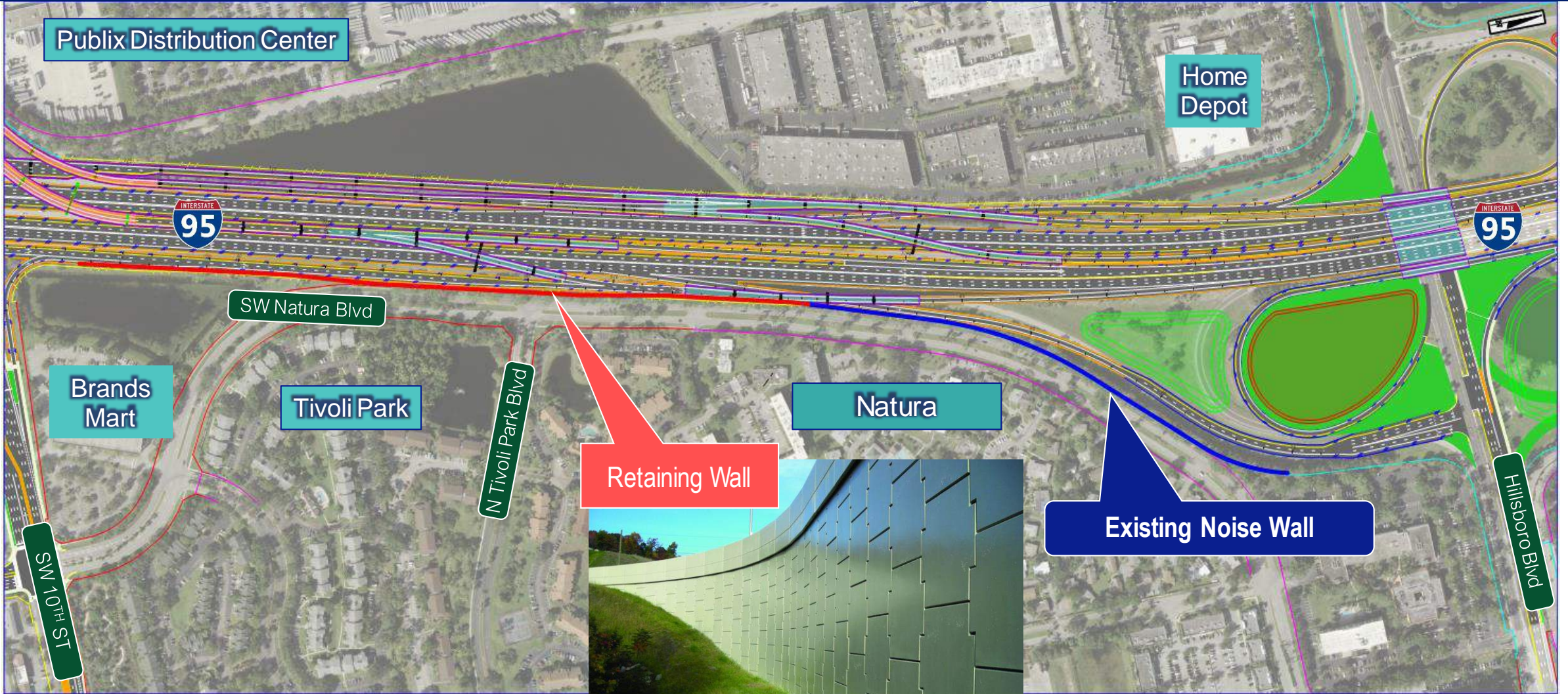
Renderings – I-95 Interchange - Looking Northwest



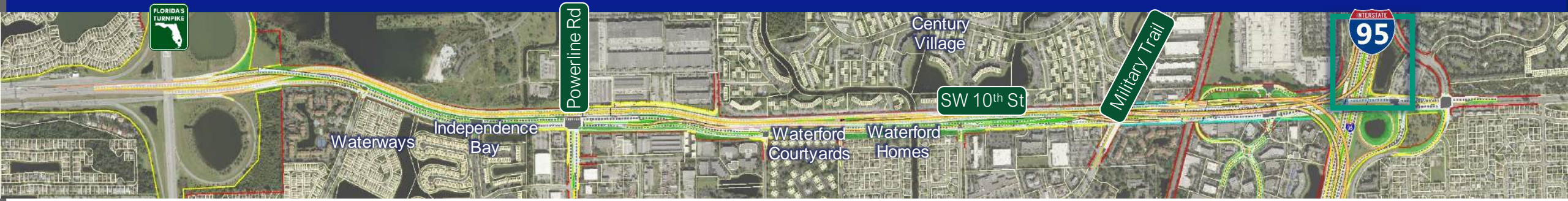
Renderings – I-95 Interchange- Looking West



Noise Analysis



Renderings – I-95 Interchange - Looking Northwest



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 Fall 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



Robert Bostian, PE
robert.bostian@dot.state.fl.us

www.sw10street.com

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



Type 2 Categorical Exclusion



Thank you!

Newport Business Center Meeting (Webinar)

September 16, 2020



SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Newport Business Center Meeting #4 - Webinar FPID: 436964-1-22-01 September 16, 2020

TABLE OF CONTENTS

Page 1	Summary Overview
Page 3	Notifications
Page 7	Mailing Lists
Page 11	Project Fact Sheet
Page 22	Comments Received
Page 26	Webinar Analytics
Page 26	Webinar Presentation

SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Newport Business Center Meeting #4 - Webinar FPID: 436964-1-22-01 September 16, 2020

The Florida Department of Transportation (FDOT), District Four, held an virtual webinar for the Project Development and Environment (PD&E) Study for I-95 between SW 10th Street and Hillsboro Boulevard. The virtual meeting was conducted on Wednesday, September 16, 2020 from 6:00 p.m. to 7:00 p.m.

The purpose of this meeting was to update tenants of the Newport Business Center on the alternatives affecting the Newport Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project. The meeting had a virtual format. Project staff were available to solicit feedback and answer questions during the webinar.

There was a total of 27 people in attendance, including FDOT and project consultant staff.

Participants were given an opportunity to provide public comments in the following ways:

- Written comments on Comment Cards provided at the meeting
- Mail comments to: Robert Bostian, FDOT District Four, 3400 W. Commercial Blvd. Fort Lauderdale, FL 33309
- E-mail comments to: Bostian.Robert@dot.state.fl.us

No written comments were submitted at the meeting and no comments were received via email. All verbal comments received are included in this summary.

Notifications

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS

The Valerin Group, Inc.

The Florida Department of Transportation announces a public meeting to which all persons are invited.

DATE AND TIME: Wednesday, September 16, 2020, 6:00 p.m. – 7:00 p.m.

PLACE: Virtual Webinar. Visit the project website at www.fdot.gov/projects/sr9 to pre-register for the webinar. The webinar will be available online only.

GENERAL SUBJECT MATTER TO BE CONSIDERED: Financial Project ID Numbers: 436964-1-22-02, ETDM Number:14244 and 439891-1-22-02; ETDM Number: 14291

Project Description: Newport Business Center Project Update for I-95 Project Development and Environment (PD&E) Study between SW 10th Street and Hillsboro Boulevard and SW 10th Street from Florida's Turnpike/Sawgrass Expressway to west of I-95.

A PD&E study is FDOT's process to evaluate the social, economic, and environmental impacts associated with a planned transportation improvement project. The purpose of this meeting is for an update on the alternatives affecting the Newport Business Center entrance and to give interested persons an opportunity to comment and provide input on the transportation improvement alternatives for this project.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C.327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Persons interested in joining are encouraged to register for the webinar. Pre-registration for the webinar is required; visit the project website to register (www.fdot.gov/projects/sr9). Once you have registered for the webinar, an email containing a personalized link will be sent to you with instructions for joining the webinar at the specified date and time. Additional information on the webinar format and process is available on the project website. The webinar will be divided into two sections: a slideshow presentation and a question and answer period. The slideshow presentation is anticipated to last approximately 30 minutes before transitioning to the question and answer period. Questions and comments can be submitted on the website prior to the webinar, during the webinar using the chat feature, or after the webinar on the website.

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

A copy of the agenda may be obtained by contacting: Robert Bostian, PE, Project Manager, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954)777-4427, toll free: 1(866)336-8435. ext. 4427, email: Robert.Bostian@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Mr. Robert Bostian, PE, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954)777-4427, toll free: 1(866)336-8435. ext. 4427, Robert.Bostian@dot.state.fl.us. Any persons who require translation services (free of charge) should also contact Mr. Robert Bostian, PE, at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

For more information, you may contact: Mr. Robert Bostian, PE, Project Manager, Florida Department of Transportation District Four, 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, (954)777-4427, toll free: 1(866)336-8435. ext. 4427, Robert.Bostian@dot.state.fl.us, or visit the project website at www.fdot.gov/projects/sr9.



Newport Center Webinar Announcement

for SR 9/1-95 from SW 10th Street to Hillsboro Boulevard

Friday, August 21, 2020
from 11:30 a.m. to 12:30 p.m.

For Additional Information Call: 954-715-3300

Sign up at: www.fdot.gov/projects/sr9



95 EXPRESS

Comments Received

Good afternoon,

I received additional comment (from John Olson) regarding the rendering on the flyer:

I think it would be good to add a few labels to the two renderings. I know we say where it is but labels should be added also.

Could you include labels for the streets to clarify the exhibit. Thank you

Regards,

Robert E. Bostian, Jr. P.E.

District Consultant Project Management Engineer

Florida Department of Transportation-District 4

Office: 954-777-4427 Cell: 954-684-6151

Robert.Bostian@dot.state.fl.us



From: Nanea Marcial <nanea@valerin-group.com>

Sent: Thursday, August 13, 2020 3:47 PM

To: Bostian, Robert <Robert.Bostian@dot.state.fl.us>

Cc: Croft, Vilma <vcroft@hntb.com>; Cynthia McGrail <Cynthia@valerin-group.com>

Subject: RE: Newport Flyer and Webinar Phone Number Update

Good afternoon Robert,

Per our conversation, attached is the updated Newport Webinar flyer with the word "requested" added in place of "required".

Should you have any additional comments or questions at all, please don't hesitate to ask.

Kindest regards,

Nanea Marcial
Public Relations/Governmental Affairs

The Valerin Group, Inc.

FDOT SBE | DBE

Broward County CBE

Palm Beach County S/WBE

Cell: 954-477-1443

Email: nanea@valerin-group.com

Website: www.Valerin-Group.com

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>

Sent: Wednesday, August 12, 2020 12:51 PM

To: Nanea Marcial <nanea@valerin-group.com>

Cc: Croft, Vilma <vcroft@hntb.com>; Cynthia McGrail <Cynthia@valerin-group.com>

Subject: RE: Newport Flyer and Webinar Phone Number Update

Thank you Nanea. I think changing the language in the Flyer from Pre-registration is required to requested could resolve some of the concerns. I agree with you that we should add another phone number to the Sign.

Regards,

Robert E. Bostian, Jr. P.E.

District Consultant Project Management Engineer

Florida Department of Transportation-District 4

Office: 954-777-4427 Cell: 954-684-6151

Robert.Bostian@dot.state.fl.us



From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>

Sent: Monday, August 10, 2020 3:26 PM

To: Vilma Croft <vcroft@HNTB.com>

Cc: Nanea Marcial <nanea@valerin-group.com>

Subject: Newport Webinar Collaterals for Approval - Comments received

Hi Vilma,

Please review the comments received so far for the Newport Flyer, FAR and Yard Sign. I am okay with the Friday noontime meeting w/ Newport, this is a unique group. Though, I am not sure if we will get through the notification review quick enough this week to keep that date.

Padron, Gaspar: FLYER: TITLE VI Title VI wording is incorrect. You need to follow the Department's standard Title VI language which was approved by Federal Highway. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact _____ at _____ at least seven days prior to the meeting. PROJECT INFORMATION Inf4mation is creative but not appropriate. Please spell Information Spell out District Four. District 4 is not our standard. [View History]

District Project Development Manager

Martinez, Cesar: Correct FM in heading to 436964-1-22-02 Why selecting a Friday partially during lunch hours for an advertised public meeting? Consider changing to Tue-Thu not during lunch hours. 'What is a PD&E Study? section' contains PD&E process and project specific information. Please separate in two different sections. Rephrase last sentence under 'What is a PD&E study'. 'The north-side alignment along SW 10th Street, with managed lanes on the north side' sounds redundant. Remove I95 express logo and stay with the SW 10th St interchange PD&E and connector branding. Registration link in website is incorrect, directs users to the June/July webinars (which should be removed from allowing registrations). Website needs to be updated. It shows completion date Spring 2020. [View History]

Regards,

Robert E. Bostian, Jr. P.E.

Webinar Analytics

GoToWebinar
Engagement Report
Report Generated: 09/17/2020 09:56 AM EDT

Webinar ID & Title		Attendee Contact					Engagement Metrics										Attendee Details				Webinar Details				
Webinar ID	Title	Interest Rating	Last Name	First Name	Phone Number	Email Address	Engagement Type	Engagement Count(Per Person)	Date Asked	Time Asked	Date Answered	Time Answered	Question Asked	Answer Given	Answerer	Attended	Registration Date	Registration Time	Join Time - Leave Time (Time in Session)	Time in Session	Webinar Type	Day	Date	Actual Start Time	Actual Duration
212353667	Newport Center Webinar	85	Mirantz	Dave	N/A	dmirantz@seerfieldbeachnc.com	G/A	1	09/16/2020	06:44:48 PM EDT	09/16/2020	06:51:31 PM EDT	Will trucks be allowed in the SW 10th Street express/connector lane lanes?	Thank you for your question! It has been posed to the team. Please let us know if you have any additional questions at all.	Nanea Marcial	Yes	09/16/2020	11:43:56 AM EDT	09/16/2020 06:06 PM EDT - 09/16/2020 06:52 PM EDT (47 minutes)	47 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes
212353667	Newport Center Webinar	84	Maldonado	Francisco	N/A	francisco@sanrogersprealty.com	G/A	1	09/16/2020	06:26:14 PM EDT	09/16/2020	06:27:46 PM EDT	Is there a simulation with the corridors and leaving Newport's intersection as it?	Your question has been presented to the team. Please let us know if you need any further clarifications!	Nanea Marcial	Yes	09/16/2020	01:15:08 PM EDT	09/16/2020 06:02 PM EDT - 09/16/2020 06:52 PM EDT (50 minutes)	50 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes
212353667	Newport Center Webinar	84	Maldonado	Francisco	N/A	francisco@sanrogersprealty.com	G/A	2	09/16/2020	06:27:39 PM EDT			Connect		Yes	09/16/2020	01:15:08 PM EDT	09/16/2020 06:02 PM EDT - 09/16/2020 06:52 PM EDT (50 minutes)	50 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	
212353667	Newport Center Webinar	93	Kerensky	Gerold	N/A	Kerensky@metra-assoc.com	G/A	1	09/16/2020	06:31:29 PM EDT	09/16/2020	06:33:07 PM EDT	When doing your survey did you ask Public what days of the month do they get the most deliveries and shipment. And did you do your traffic	Thank you for your question. It has been posed to the team. Please let us know if you have any further questions at all.	Nanea Marcial	Yes	09/16/2020	05:52:31 PM EDT	09/16/2020 05:50 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 2 minutes)	1 hour 2 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes
212353667	Newport Center Webinar	41	Ferroggio	Jim	N/A	jim.ferroggio@gmail.com	G/A	1	09/16/2020	06:02:16 PM EDT			Thank!		Yes	09/16/2020	04:14:19 PM EDT	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	53 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	
212353667	Newport Center Webinar	73	Drosky	Todd	N/A	tdrosky@seerfield-beach.com	G/A	1	09/16/2020	06:00:01 PM EDT	09/16/2020	06:00:01 PM EDT	Commissioner Todd Drosky	Thank you for joining us tonight, Commissioner Drosky!	Nanea Marcial	Yes	09/09/2020	03:27:33 PM EDT	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes);09/16/2020 06:50 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	54 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes
212353667	Newport Center Webinar	73	Drosky	Todd	N/A	tdrosky@seerfield-beach.com	G/A	2	09/16/2020	06:00:29 PM EDT	09/16/2020	06:00:30 PM EDT	Commissioner Michael Hudak in attendance	Welcome Commissioner Hudak!	Nanea Marcial	Yes	09/09/2020	03:27:33 PM EDT	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes);09/16/2020 06:50 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	54 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes
212353667	Newport Center Webinar	73	Drosky	Todd	N/A	tdrosky@seerfield-beach.com	G/A	3	09/16/2020	06:00:34 PM EDT			Commissioner Michael Hudak is joining as well		Yes	09/09/2020	03:27:33 PM EDT	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes);09/16/2020 06:50 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	54 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	
212353667	Newport Center Webinar	88	Sani	Vanita	N/A	vanita.sani@dot.state.fl.us	G/A	1	09/16/2020	06:37:14 PM EDT			Did the connection get interrupted?		Yes	09/16/2020	03:31:34 PM EDT	09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes);09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes)	53 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	
212353667	Newport Center Webinar	88	Sani	Vanita	N/A	vanita.sani@dot.state.fl.us	G/A	2	09/16/2020	06:37:23 PM EDT	09/16/2020	06:38:16 PM EDT	Cannot hear anything	No, everything is still running. Check your internet connection maybe?	Nanea Marcial	Yes	09/16/2020	03:31:34 PM EDT	09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes);09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes)	53 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes
212353667	Newport Center Webinar	88	Sani	Vanita	N/A	vanita.sani@dot.state.fl.us	G/A	3	09/16/2020	06:37:23 PM EDT	09/16/2020	06:38:44 PM EDT	Cannot hear anything	Hi Vanita, do you have your audio set up? It sometimes may default to allowing no audio through.	Brandon Lynn	Yes	09/16/2020	03:31:34 PM EDT	09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes);09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes)	53 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes
212353667	Newport Center Webinar	88	Sani	Vanita	N/A	vanita.sani@dot.state.fl.us	G/A	4	09/16/2020	06:38:39 PM EDT	09/16/2020	06:39:31 PM EDT	OK, I'll use th phone next time. Thank You	No problem. Vanita! Let us know if you have any additional issues at all.	Nanea Marcial	Yes	09/16/2020	03:31:34 PM EDT	09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes);09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes)	53 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes

GoToWebinar
Multi-Session Attendee Report
Report Generated: 09/17/2020 09:53 AM EDT

Webinar ID & Title		Attendee Contact				Attendee Details				Webinar Details				Performance							
Webinar ID	Title	Attended	Interest Rating	Last Name	First Name	Email Address	Unsubscribed	Registration Date	Registration Time	Join Time - Leave Time (Time in Session)	Time In Session	Webinar Type	Day	Date	Actual Start Time	Actual Duration	Poll Questions Asked (#)	Poll Questions Answered (#)	Q&A Questions Asked (#)	Survey Questions Asked (#)	Survey Questions Answered (#)
212353667	Newport Center Webinar	Yes	91	Orellana	Afonso	aorellana@deerfield-beach.com	No	09/16/2020	06:05:36 PM EDT	09/16/2020 06:06 PM EDT - 09/16/2020 06:52 PM EDT (47 minutes)	47 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	95	Johnson	Bobby	brandsmartbm1@gmail.com	No	09/09/2020	12:15:37 PM EDT	09/16/2020 05:53 PM EDT - 09/16/2020 05:59 PM EDT (7 minutes), 09/16/2020 05:58 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes)	59 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	McGrail	Cynthia	cynthia@valerlin-group.com	No	08/10/2020	05:34:22 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Abrams	Daryll	abrams@metra-assoc.com	No	09/16/2020	03:58:58 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	85	Mirantz	Dave	dmirantz@deerfieldbeachec.com	No	09/16/2020	11:42:56 AM EDT	09/16/2020 06:06 PM EDT - 09/16/2020 06:52 PM EDT (47 minutes)	47 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	1	0	0
212353667	Newport Center Webinar	Yes	59	Santucci	David	dsantucci@deerfield-beach.com	No	09/09/2020	03:28:07 PM EDT	09/16/2020 06:00 PM EDT - 09/16/2020 06:52 PM EDT (52 minutes)	52 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	95	Emcott	Diane	observerreporter123@gmail.com	No	09/09/2020	03:19:08 PM EDT	09/16/2020 06:01 PM EDT - 09/16/2020 06:52 PM EDT (52 minutes)	52 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	swindell	edward	ed.swindell@bm1.brandsmart.com	No	09/09/2020	08:46:27 AM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	94	Maldonado	Francisco	francisco@aarongroupreality.com	No	09/16/2020	01:15:06 PM EDT	09/16/2020 06:02 PM EDT - 09/16/2020 06:52 PM EDT (50 minutes)	50 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	2	0	0
212353667	Newport Center Webinar	Yes	93	Kerensky	Gerald	Kerensky@metra-assoc.com	No	09/16/2020	05:50:31 PM EDT	09/16/2020 05:50 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 2 minutes)	1 hour 2 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	1	0	0
212353667	Newport Center Webinar	Yes	74	LUZETTI	GINO	gno.luzetti@gray-robinson.com	No	09/16/2020	11:52:48 AM EDT	09/16/2020 06:22 PM EDT - 09/16/2020 06:52 PM EDT (30 minutes), 09/16/2020 06:37 PM EDT - 09/16/2020 06:52 PM EDT (16 minutes)	31 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	92	LAMPTEY	GODFREY	godfrey.lamprey@goallasociates.com	No	09/16/2020	12:19:25 PM EDT	09/16/2020 06:28 PM EDT - 09/16/2020 06:52 PM EDT (25 minutes)	25 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	36	chazu	griselle	gchazu@deerfield-beach.com	No	09/16/2020	03:54:49 PM EDT	09/16/2020 06:01 PM EDT - 09/16/2020 06:52 PM EDT (52 minutes)	52 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	76	Young	James	jyoung@zymanagement.com	No	09/16/2020	12:05:03 PM EDT	09/16/2020 05:55 PM EDT - 09/16/2020 06:52 PM EDT (58 minutes)	58 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	95	DuBois	Jery	jdubois@jwconstruction.com	No	09/14/2020	02:50:36 PM EDT	09/16/2020 06:05 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes), 09/16/2020 06:24 PM EDT - 09/16/2020 06:46 PM EDT (22 minutes)	53 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	41	Fenoglio	Jim	james.fenoglio@gmail.com	No	09/16/2020	04:14:19 PM EDT	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	53 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	1	0	0
212353667	Newport Center Webinar	No	0	Gunther	Joaquin	jgunther@airdimensions.com	No	09/16/2020	03:45:00 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Eichner	joey	joey@aarongroupreality.com	No	09/16/2020	11:09:39 AM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	38	Stratton	Joshua	joshua.stratton@nelsonmullins.com	No	09/16/2020	11:36:20 AM EDT	09/16/2020 06:01 PM EDT - 09/16/2020 06:52 PM EDT (51 minutes)	51 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	91	Chandran	Kanthiah	EaswaraChandran@Hotmail.com	No	09/16/2020	06:30:54 PM EDT	09/16/2020 06:33 PM EDT - 09/16/2020 06:52 PM EDT (21 minutes)	21 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	72	Schiraldi	Kristina	kschiraldi@mapai.com	No	09/16/2020	01:17:16 PM EDT	09/16/2020 05:30 PM EDT - 09/16/2020 06:50 PM EDT (31 minutes), 09/16/2020 05:57 PM EDT - 09/16/2020 06:46 PM EDT (50 minutes)	1 hour 23 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Sinewitz	Lary	lary.sinewitz@bm1.brandsmart.com	No	09/09/2020	09:01:21 AM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	79	Zucker	Martin	mzucker@exterra.com	No	09/14/2020	05:07:21 PM EDT	09/16/2020 05:54 PM EDT - 09/16/2020 06:52 PM EDT (58 minutes)	58 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	93	Daza	Mary	midaza21@yahoo.com	No	09/16/2020	06:13:53 PM EDT	09/16/2020 06:19 PM EDT - 09/16/2020 06:47 PM EDT (28 minutes)	28 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Perfman	Michael	michael.perfman@bm1.brandsmart.com	No	09/09/2020	12:14:10 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Cruz	Michael	mcruz@valveresearch.com	No	09/16/2020	10:29:30 AM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Cygieleik	Priscilla	pcygieleik@deerfield-beach.com	No	09/16/2020	02:54:50 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	97	Rosenzweig	Richard	rshmayyer@yahoo.com	No	09/16/2020	05:39:56 PM EDT	09/16/2020 05:40 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 13 minutes)	1 hour 13 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	96	Nickels	Richard	rnickels@hydrostat.com	No	09/16/2020	05:53:00 PM EDT	09/16/2020 05:53 PM EDT - 09/16/2020 06:52 PM EDT (59 minutes)	59 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Estaba	Richardne	restaba@commerce-group.com	No	09/15/2020	11:22:51 AM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	96	Cutolo Jr	Robert	rcutolo@comcast.net	No	09/08/2020	06:51:49 PM EDT	09/16/2020 05:54 PM EDT - 09/16/2020 06:52 PM EDT (58 minutes)	58 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Browne	Robert	rbrowne@aquagulf.com	No	09/16/2020	01:51:38 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Kalandjian	sarkis	sarkis@ziamond.com	No	09/14/2020	03:09:15 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Godbold	Shirley	sgodbold@med.miami.edu	No	09/09/2020	10:47:36 AM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	43	Williams	Stephen	SWilliams@kellteam.com	No	09/15/2020	05:27:10 PM EDT	09/16/2020 05:58 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes)	54 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	96	FREEMAN	Thomas	tom.freeman@bm1.brandsmart.com	No	09/09/2020	09:56:10 PM EDT	09/16/2020 05:51 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 2 minutes)	1 hour 2 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	73	Drosky	Todd	tdrosky@deerfield-beach.com	No	09/09/2020	03:27:33 PM EDT	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes), 09/16/2020 06:00 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	54 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	3	0	0
212353667	Newport Center Webinar	No	0	Good	Tom	tgood@deerfield-beach.com	No	09/09/2020	03:28:17 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	50	Ciudad-Real	Valerie	valerie@valerlin-group.com	No	09/16/2020	02:50:30 PM EDT	09/16/2020 05:51 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 1 minute)	1 hour 1 minute	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	Yes	88	Saini	Vanita	vanita.saini@dot.state.fl.us	No	09/16/2020	03:31:34 PM EDT	09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes), 09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes), 09/16/2020 05:41 PM EDT - 09/16/2020 05:41 PM EDT (1 minute), 09/16/2020 05:58 PM EDT - 09/16/2020 06:00 PM EDT (2 minutes)	16 minutes	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	3	0	0
212353667	Newport Center Webinar	Yes	92	Suero	Will	will.suero@hndinc.com	No	09/16/2020	05:41:05 PM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0
212353667	Newport Center Webinar	No	0	Ring	William	wring@commerce-group.com	No	09/15/2020	11:19:21 AM EDT			CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	0	0	0	0	0

Newport Center
Attendee Report: Webinar

Report Generated:
09/17/2020 09:53 AM EDT
Webinar ID: 212-353-467
Actual Start Date/Time: 09/16/2020 05:13 PM EDT
Duration: 1 hour 59 minutes
Registered: 42
Attended: 27
Clicked Registration Link: 107
Opened Invitation: 0

Attendee Details

Attendee	Interest Rating	Last Name	First Name	Email Address	Registration Date/Time	Join Time - Leave Time (Time in Session)	Time in Session	Unsubscribed	Webinar Question 1	Webinar Response 1	Webinar Question 2	Webinar Response 2	Webinar Question 3	Webinar Response 3
Yes	31	Chandan	Karthik	leewardchandra@hotmail.com	09/16/2020 05:30 PM EDT	09/16/2020 05:32 PM EDT - 09/16/2020 06:32 PM EDT (21 minutes)	21 minutes	No						
Yes	30	Ustad-Heal	Valerie	valinec@valerin-group.com	09/16/2020 02:50 PM EDT	09/16/2020 05:51 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 1 minute)	1 hour 1 minute	No						
Yes	30	Catalo Jr	Robert	rcubolo@comcast.net	09/08/2020 06:51 PM EDT	09/16/2020 05:54 PM EDT - 09/16/2020 06:52 PM EDT (58 minutes)	58 minutes	No						
Yes	29	Diana	Mary	mdiaz21@gmail.com	09/16/2020 06:13 PM EDT	09/16/2020 06:19 PM EDT - 09/16/2020 06:47 PM EDT (28 minutes)	28 minutes	No						
Yes	73	Drosky	Yodd	ydrosky@seerfield-beach.com	09/09/2020 03:27 PM EDT	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes)	54 minutes	No	Commissioner Yodd Drosky	Thank you for joining us tonight, Commissioner Drosky!	Commissioner Michael Hudak in attendance	Welcome Commissioner Hudak!	Commissioner Michael Hudak is joining as well	
Yes	65	DuBois	Jerry	jdubois@jwconstruction.com	09/14/2020 02:50 PM EDT	09/16/2020 06:00 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	53 minutes	No						
Yes	69	Emcott	Diane	observerspotter12@gmail.com	09/08/2020 03:19 PM EDT	09/16/2020 06:01 PM EDT - 09/16/2020 06:52 PM EDT (52 minutes)	52 minutes	No						
Yes	96	FREEMAN	Thomas	tom.freeman@bri1.brandamar.com	09/09/2020 09:56 PM EDT	09/16/2020 05:51 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 2 minutes)	1 hour 2 minutes	No						
Yes	41	Fenoglio	Jim	james.fenoglio@gmail.com	09/16/2020 04:14 PM EDT	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	53 minutes	No		Thanks!				
Yes	89	Johnson	Bobby	brandamarbri1@gmail.com	09/09/2020 12:15 PM EDT	09/16/2020 05:53 PM EDT - 09/16/2020 05:59 PM EDT (7 minutes)	09/16/2020 06:00 PM EDT - 09/16/2020 06:04 PM EDT (4 minutes)	59 minutes	No					
Yes	53	Kerensky	Gerard	Kerensky@metra-associ.com	09/16/2020 05:50 PM EDT	09/16/2020 05:50 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 2 minutes)	1 hour 2 minutes	No	When doing your survey did you ask Publix what days of the month do they get the most deliveries and shipment. And did you do your traffic survey during that time of the month.	Thank you for your question. It has been posed to the team. Please let us know if you have any further questions at all.				
Yes	62	LAMPTHEY	GODFREY	godfrey.lampthey@gpallassociates.com	09/16/2020 12:19 PM EDT	09/16/2020 06:29 PM EDT - 09/16/2020 06:52 PM EDT (25 minutes)	25 minutes	No						
Yes	74	LUCIET II	GINO	gino.luciet@ggr-r-robinson.com	09/16/2020 11:52 AM EDT	09/16/2020 06:22 PM EDT - 09/16/2020 06:52 PM EDT (30 minutes)	09/16/2020 06:37 PM EDT - 09/16/2020 06:52 PM EDT (15 minutes)	31 minutes	No					
Yes	94	Maldonado	Francisco	francisco@searogroupreality.com	09/16/2020 01:15 PM EDT	09/16/2020 06:02 PM EDT - 09/16/2020 06:52 PM EDT (50 minutes)	50 minutes	No	Is there a simulation with the corridors and leaving Newport's intersection as it?	Your question has been presented to the team. Please let us know if you need any further clarification!	Correct			
Yes	85	Misantz	Dave	dmisantz@seerfieldbeachdc.com	09/16/2020 11:42 AM EDT	09/16/2020 06:06 PM EDT - 09/16/2020 06:52 PM EDT (47 minutes)	47 minutes	No	Will trucks be aloud in the SW 10th Street express/connector lane lanes?	Thank you for your question! It has been posed to the team. Please let us know if you have any additional questions at all.				
Yes	89	Nickels	Richard	richnickels@crossat.com	09/16/2020 05:53 PM EDT	09/16/2020 05:53 PM EDT - 09/16/2020 06:52 PM EDT (59 minutes)	59 minutes	No						
Yes	91	Orlana	Alfonso	alfonso@seerfield-beach.com	09/16/2020 06:05 PM EDT	09/16/2020 06:06 PM EDT - 09/16/2020 06:52 PM EDT (47 minutes)	47 minutes	No						
Yes	97	Rosenzweig	Richard	rshmayen@yahoo.com	09/16/2020 05:39 PM EDT	09/16/2020 05:40 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 13 minutes)	1 hour 13 minutes	No						
Yes	88	Saini	Vanita	vanita.saini@dot.state.fl.us	09/16/2020 03:31 PM EDT	09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes)	09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes)	53 minutes	No	Did the connection get interrupted?	Cannot hear anything			
Yes	39	Sankuz	David	dsankuz@seerfield-beach.com	09/08/2020 03:28 PM EDT	09/16/2020 05:00 PM EDT - 09/16/2020 06:52 PM EDT (52 minutes)	52 minutes	No						
Yes	72	Schraldi	Kristina	kschraldi@maple.com	09/16/2020 01:17 PM EDT	09/16/2020 05:30 PM EDT - 09/16/2020 06:00 PM EDT (31 minutes)	09/16/2020 05:57 PM EDT - 09/16/2020 06:46 PM EDT (50 minutes)	09/16/2020 06:46 PM EDT (6 minutes)	1 hour 23 minutes	No				
Yes	38	Stratton	Joshua	joshua.stratton@netsonmullins.com	09/16/2020 11:36 AM EDT	09/16/2020 06:01 PM EDT - 09/16/2020 06:52 PM EDT (51 minutes)	51 minutes	No						
Yes	62	Suero	Will	will.suero@hdrinc.com	09/16/2020 05:41 PM EDT	09/16/2020 06:19 PM EDT (2 minutes)	09/16/2020 06:42 PM EDT (11 minutes)	16 minutes	No					
Yes	43	Williams	Stephen	SWilliams@keithteam.com	09/15/2020 05:27 PM EDT	09/16/2020 05:58 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes)	54 minutes	No						
Yes	76	Young	Janice	jyoung@jymmanagement.com	09/16/2020 12:05 PM EDT	09/16/2020 05:55 PM EDT - 09/16/2020 06:52 PM EDT (58 minutes)	58 minutes	No						
Yes	79	Zucker	Marin	mzucker@electera.com	09/14/2020 05:07 PM EDT	09/16/2020 05:54 PM EDT - 09/16/2020 06:52 PM EDT (58 minutes)	58 minutes	No						
Yes	36	Zhazu	grisselle	gzhazu@seerfield-beach.com	09/16/2020 03:54 PM EDT	09/16/2020 06:01 PM EDT - 09/16/2020 06:52 PM EDT (52 minutes)	52 minutes	No						
No	0	Adams	Danry	dadams@metra-associ.com	09/16/2020 03:59 PM EDT	--	--	No						
No	0	Browne	Robert	rbrowne@quagjif.com	09/16/2020 01:51 PM EDT	--	--	No						
No	0	Cruz	Michael	mcruz@valeresearch.com	09/16/2020 10:29 AM EDT	--	--	No						
No	0	Cygielnek	Phyllis	pcygielne@seerfield-beach.com	09/16/2020 02:54 PM EDT	--	--	No						
No	0	Echne	Jerry	jerry@searogroupreality.com	09/16/2020 11:59 AM EDT	--	--	No						
No	0	Estaba	Richardine	restaba@commerce-group.com	09/15/2020 11:22 AM EDT	--	--	No						
No	0	Goodood	Shirley	sgoodood@med.miami.edu	09/08/2020 10:47 AM EDT	--	--	No						
No	0	Good	Fern	fgood@seerfield-beach.com	09/08/2020 03:28 PM EDT	--	--	No						
No	0	Gunther	Joaquin	gunther@gardmarasons.com	09/16/2020 03:45 PM EDT	--	--	No						
No	0	Kalandjian	sarkis	sarkis@diamond.com	09/14/2020 03:09 PM EDT	--	--	No						
No	0	McGraw	Kyrlina	kyrlina@searogroup.com	09/16/2020 05:34 PM EDT	--	--	No						
No	0	Periman	Michael	michael.periman@bri1.brandamar.com	09/09/2020 12:14 PM EDT	--	--	No						
No	0	Ring	William	wring@commerce-group.com	09/15/2020 11:19 AM EDT	--	--	No						
No	0	Snowitz	Lary	lary.snowitz@bri1.brandamar.com	09/09/2020 06:01 AM EDT	--	--	No						
No	0	Swindell	edward	ed.swindell@bri1.brandamar.com	09/09/2020 08:46 AM EDT	--	--	No						

Performance Details

Report Generated:

GoToWebinar

09/17/2020 10:03 AM EDT

General Information

Webinar Name

Newport Center Webinar

Actual Start Date & Time

09/16/2020 05:13 PM EDT

Registered (#)

42

Clicked Registration Link (#)

107

Attendance Metrics

Attendance Rate (%)

Average Attendance Interest Rating
64.29 78.89

Average Attentiveness

73.15

Question Responses

Polls (#)

0

Poll Response Rate (%)

0.00

Q&A Questions Asked (#)

11

Survey Responses

Number of Surveys Submitted (#)

0

Survey Response Rate (%)

0.00

Attendance Profile

Time	Number of Attendees (#)	Attendance Rate (%)
05:18:54 PM EDT	0	0.00
05:23:54 PM EDT	0	0.00
05:28:54 PM EDT	0	0.00
05:33:54 PM EDT	1	2.38
05:38:54 PM EDT	1	2.38
05:43:54 PM EDT	2	4.76
05:48:54 PM EDT	2	4.76
05:53:54 PM EDT	7	16.67
05:58:54 PM EDT	13	30.95
06:03:54 PM EDT	20	47.62
06:08:54 PM EDT	22	52.38
06:13:54 PM EDT	23	54.76
06:18:54 PM EDT	23	54.76
06:23:54 PM EDT	24	57.14
06:28:54 PM EDT	25	59.52
06:33:54 PM EDT	26	61.90
06:38:54 PM EDT	26	61.90
06:43:54 PM EDT	27	64.29
06:48:54 PM EDT	26	61.90

Q&A Report: **Newport Center Webinar**

Report Generated:
09/17/2020 09:53 AM EDT

Webinar ID	Actual Start Date/Time	Duration	# Registered	# Attended	Questions Asked (#)	Questions Answered (#)
212-353-667	09/16/2020 05:13 PM EDT	1 hour 39 minutes	42	27	11	7

Q&A

Last Name	First Name	Email Address	Question # (Per Person)	Question Asked Date/Time	Question Asked	Answer Given	Answerer	Join Time - Leave Time (Time in Session)	Time in Session	Registration Date/Time
Drosky	Todd	tdrosky@deerfield-beach.com	1	06:00:01 PM EDT	Commissioner Todd Drosky	Thank you for joining us tonight, Commissioner Drosky!	Nanea Marcial	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes),09/16/2020 06:00 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	54 minutes	09/09/2020 03:27 PM EDT
Drosky	Todd	tdrosky@deerfield-beach.com	2	06:00:29 PM EDT	Commissioner Michael Hudak in attendance	Welcome Commissioner Hudak!	Nanea Marcial	09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes),09/16/2020 06:00 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	54 minutes	09/09/2020 03:27 PM EDT
Drosky	Todd	tdrosky@deerfield-beach.com	3	06:00:34 PM EDT	Commissioner Michael Hudak is joining as well			09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (54 minutes),09/16/2020 06:00 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	54 minutes	09/09/2020 03:27 PM EDT
Fenoglio	Jim	james.fenoglio@gmail.com	1	06:52:16 PM EDT	Thanks!			09/16/2020 05:59 PM EDT - 09/16/2020 06:52 PM EDT (53 minutes)	53 minutes	09/16/2020 04:14 PM EDT
Kerensky	Gerald	Kerensky@metra-assoc.com	1	06:31:29 PM EDT	When doing your survey did you ask Publix what days of the month do they get the most deliveries and shipment. And did you do your traffic survey during that time of the month.	Thank you for your question. It has been posed to the team. Please let us know if you have any further questions at all.	Nanea Marcial	09/16/2020 05:50 PM EDT - 09/16/2020 06:52 PM EDT (1 hour 2 minutes)	1 hour 2 minutes	09/16/2020 05:50 PM EDT
Maldonado	Francisco	francisco@aarongrouprealty.com	1	06:26:14 PM EDT	Is there a simulation with the corridors and leaving Newport's intersection as is?	Your question has been presented to the team. Please let us know if you need any further clarifications!	Nanea Marcial	09/16/2020 06:02 PM EDT - 09/16/2020 06:52 PM EDT (50 minutes)	50 minutes	09/16/2020 01:15 PM EDT
Maldonado	Francisco	francisco@aarongrouprealty.com	2	06:27:39 PM EDT	Correct			09/16/2020 06:02 PM EDT - 09/16/2020 06:52 PM EDT (50 minutes)	50 minutes	09/16/2020 01:15 PM EDT
Mirantz	Dave	dmirantz@deerfieldbeachedc.com	1	06:44:48 PM EDT	Will trucks be aloud in the SW 10th Street express/connector lane lanes?	Thank you for your question! It has been posed to the team. Please let us know if you have any additional questions at all.	Nanea Marcial	09/16/2020 06:06 PM EDT - 09/16/2020 06:52 PM EDT (47 minutes)	47 minutes	09/16/2020 11:42 AM EDT
Saini	Vanita	vanita.saini@dot.state.fl.us	1	06:37:14 PM EDT	Did the connection get interrupted?			09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes),09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes)	53 minutes	09/16/2020 03:31 PM EDT
Saini	Vanita	vanita.saini@dot.state.fl.us	2	06:37:23 PM EDT	Cannot hear anything	No everything is still running. Check your internet connection maybe? .Hi Vanita, do you have your audio set up? It sometimes may default to allowing no audio through	Nanea Marcial, Braedon Lynn	09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes),09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes)	53 minutes	09/16/2020 03:31 PM EDT
Saini	Vanita	vanita.saini@dot.state.fl.us	3	06:38:39 PM EDT	OK, I'll use th phone next time. Thank Youe	No problem, Vanita! Let us know if you have any additional issues at all.	Nanea Marcial	09/16/2020 05:55 PM EDT - 09/16/2020 06:39 PM EDT (44 minutes),09/16/2020 06:42 PM EDT - 09/16/2020 06:52 PM EDT (10 minutes)	53 minutes	09/16/2020 03:31 PM EDT

Registration Report [GoToWebinar](#)Generated
09/17/2020 09:52 AM EDT**General Information**

Webinar Name	Webinar ID
Newport Center Webinar	212-353-667
Scheduled Start Date	Registered
09/16/2020	43
Scheduled Start Time	Opened Invitation
06:00:00 PM EDT	0
Scheduled Duration (minutes)	Clicked Registration Link
60	108

Registrants

First Name	Last Name	Email	Registration Date	Registrant's Status	Unsubscribed
Kanthiah	Chandran	EaswaraChandran@Hotmail.com	09/16/2020 06:30 PM EDT	Approved	No
Mary	Daza	midaza21@yahoo.com	09/16/2020 06:13 PM EDT	Approved	No
Alfonso	Orellana	aorellana@deerfield-beach.com	09/16/2020 06:05 PM EDT	Approved	No
Richard	Nickels	rnickels@hydrostat.com	09/16/2020 05:53 PM EDT	Approved	No
Gerald	Kerensky	Kerensky@metra-assoc.com	09/16/2020 05:50 PM EDT	Approved	No
Will	Suero	will.suero@hdrinc.com	09/16/2020 05:41 PM EDT	Approved	No
Richard	Rosenzweig	fishmayven@yahoo.com	09/16/2020 05:39 PM EDT	Approved	No
Jim	Fenoglio	james.fenoglio@gmail.com	09/16/2020 04:14 PM EDT	Approved	No
Darryl	Abrams	abrams@metra-assoc.com	09/16/2020 03:58 PM EDT	Approved	No
griselle	chazu	gchazu@deerfield-beach.com	09/16/2020 03:54 PM EDT	Approved	No
Joaquin	Gunther	jgunther@airdimensions.com	09/16/2020 03:45 PM EDT	Approved	No
Vanita	Saini	vanita.saini@dot.state.fl.us	09/16/2020 03:31 PM EDT	Approved	No
Priscilla	Cygielnik	pcygielnik@deerfield-beach.com	09/16/2020 02:54 PM EDT	Approved	No
Valerie	Ciudad-Real	valeriec@valerin-group.com	09/16/2020 02:50 PM EDT	Approved	No
Robert	Browne	rbrowne@aquagulf.com	09/16/2020 01:51 PM EDT	Approved	No
Kristina	Schiraldi	kschiraldi@mapei.com	09/16/2020 01:17 PM EDT	Approved	No
Francisco	Maldonado	francisco@aarongrouprealty.com	09/16/2020 01:15 PM EDT	Approved	No
GODFREY	LAMPTEY	godfrey.lampsey@goalassociates.com	09/16/2020 12:19 PM EDT	Approved	No
James	Young	jyoung@zaymanagement.com	09/16/2020 12:05 PM EDT	Approved	No
GINO	LUZJETTI	gino.luzietti@gray-robinson.com	09/16/2020 11:52 AM EDT	Approved	No
Dave	Mirantz	dmirantz@deerfieldbeachedc.com	09/16/2020 11:42 AM EDT	Approved	No
Joshua	Stratton	joshua.stratton@nelsonmullins.com	09/16/2020 11:36 AM EDT	Approved	No
joey	Eichner	joey@aarongrouprealty.com	09/16/2020 11:09 AM EDT	Approved	No
Michael	Cruz	mcruz@valveresearch.com	09/16/2020 10:29 AM EDT	Approved	No
Adriana	Wroth	Adriana@awaesthetictraining.com	09/16/2020 09:25 AM EDT	Canceled	No
Stephen	Williams	SWilliams@keithteam.com	09/15/2020 05:27 PM EDT	Approved	No
Richardine	Estaba	restaba@commerce-group.com	09/15/2020 11:22 AM EDT	Approved	No
William	Ring	wring@commerce-group.com	09/15/2020 11:19 AM EDT	Approved	No
Martin	Zucker	mzucker@lexterra.com	09/14/2020 05:07 PM EDT	Approved	No
sarkis	Kalandjian	sarkis@ziamond.com	09/14/2020 03:09 PM EDT	Approved	No
Jerry	DuBois	jdubois@jwrconstruction.com	09/14/2020 02:50 PM EDT	Approved	No
Thomas	FREEMAN	tom.freeman@bm1.brandsmart.com	09/09/2020 09:56 PM EDT	Approved	No
Tom	Good	tgood@deerfield-beach.com	09/09/2020 03:28 PM EDT	Approved	No
David	Santucci	dsantucci@deerfield-beach.com	09/09/2020 03:28 PM EDT	Approved	No
Todd	Drosky	tdrosky@deerfield-beach.com	09/09/2020 03:27 PM EDT	Approved	No
Diane	Emeott	observerreporter123@gmail.com	09/09/2020 03:19 PM EDT	Approved	No
Bobby	Johnson	brandsmartbm1@gmail.com	09/09/2020 12:15 PM EDT	Approved	No
Michael	Perlman	michael.perlman@bm1.brandsmart.com	09/09/2020 12:14 PM EDT	Approved	No
Shirley	Godbold	sgodbold@med.miami.edu	09/09/2020 10:47 AM EDT	Approved	No
Lary	Sinewitz	lary.sinewitz@bm1.brandsmart.com	09/09/2020 09:01 AM EDT	Approved	No
edward	swindell	ed.swindell@bm1.brandsmart.com	09/09/2020 08:46 AM EDT	Approved	No
Robert	Cutolo Jr	rcutolo@comcast.net	09/08/2020 06:51 PM EDT	Approved	No
Cynthia	McGrail	cynthia@valerin-group.com	08/10/2020 05:34 PM EDT	Approved	No

Webinar ID		Webinar Title		Webinar Type		Time and Date		Audience		Attendance Metrics			Question Responses		Survey Responses	
Webinar ID	Title	Type	Day	Date	Start Time	Duration	Registrants	Attendees	Avg. Attendance Rate (%)	Avg. Interest Rating (#)	Avg. Attentioness (#)	Number of Polls (#)	Post-Response Rate (%)	Q&A Questions Asked (#)	Number of Surveys Submitted (#)	Survey Response Rate (%)
212353667	Newport Center Webinar	CLASSIC	Wed	09/16/2020	05:13:54 PM EDT	1 hour 39 minutes	42	27	64%	78	73.15	0	0%	11	0	0%

Webinar Presentation

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

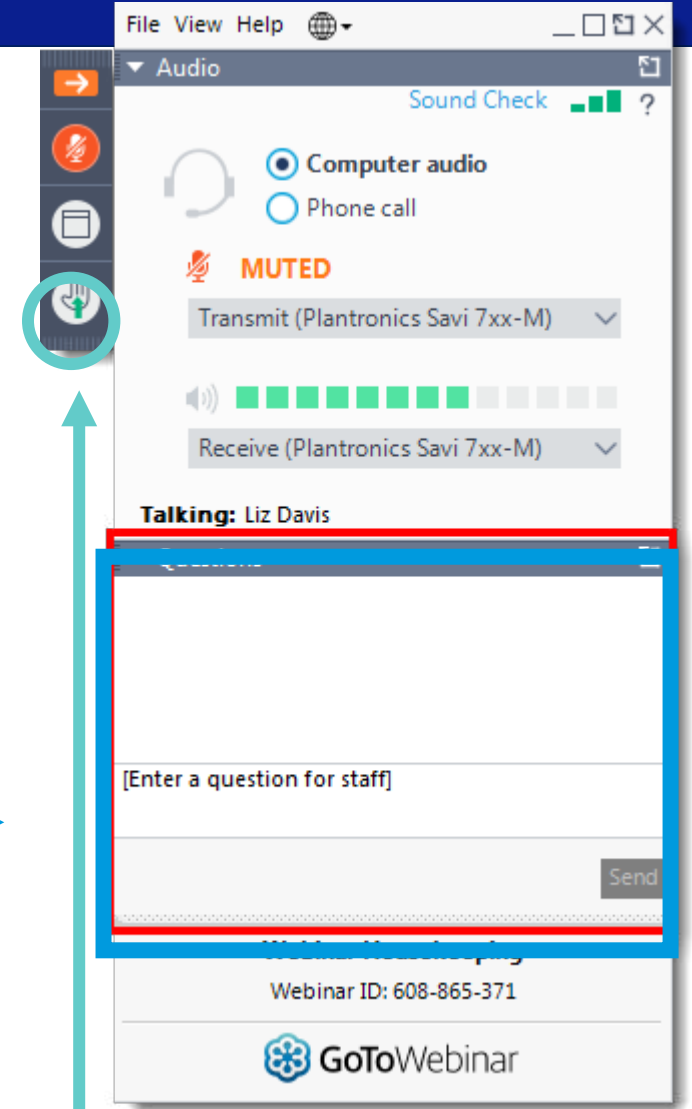


**I-95 from SW 10th Street to
Hillsboro Boulevard PD&E Study**

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

Meeting Tips to Attendees

- 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

3400 West Commercial Boulevard



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
- Introduction of Presentation and Q&A Team
- Other acknowledgments

Webinar Presentation Team


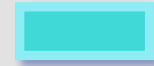
- Nanea Marcial, I-95 PD&E Public Involvement Team Member
 - Presentation Moderator
- Robert Bostian, FDOT Project Manager
 - Presentation and Q&A
- Vilma Croft, I-95 PD&E Project Manager
 - Presentation and Q&A
- James Ford, I-95 PD&E Roadway Design
 - Q&A
- Pramod Choudhary, I-95 PD&E Traffic Analysis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

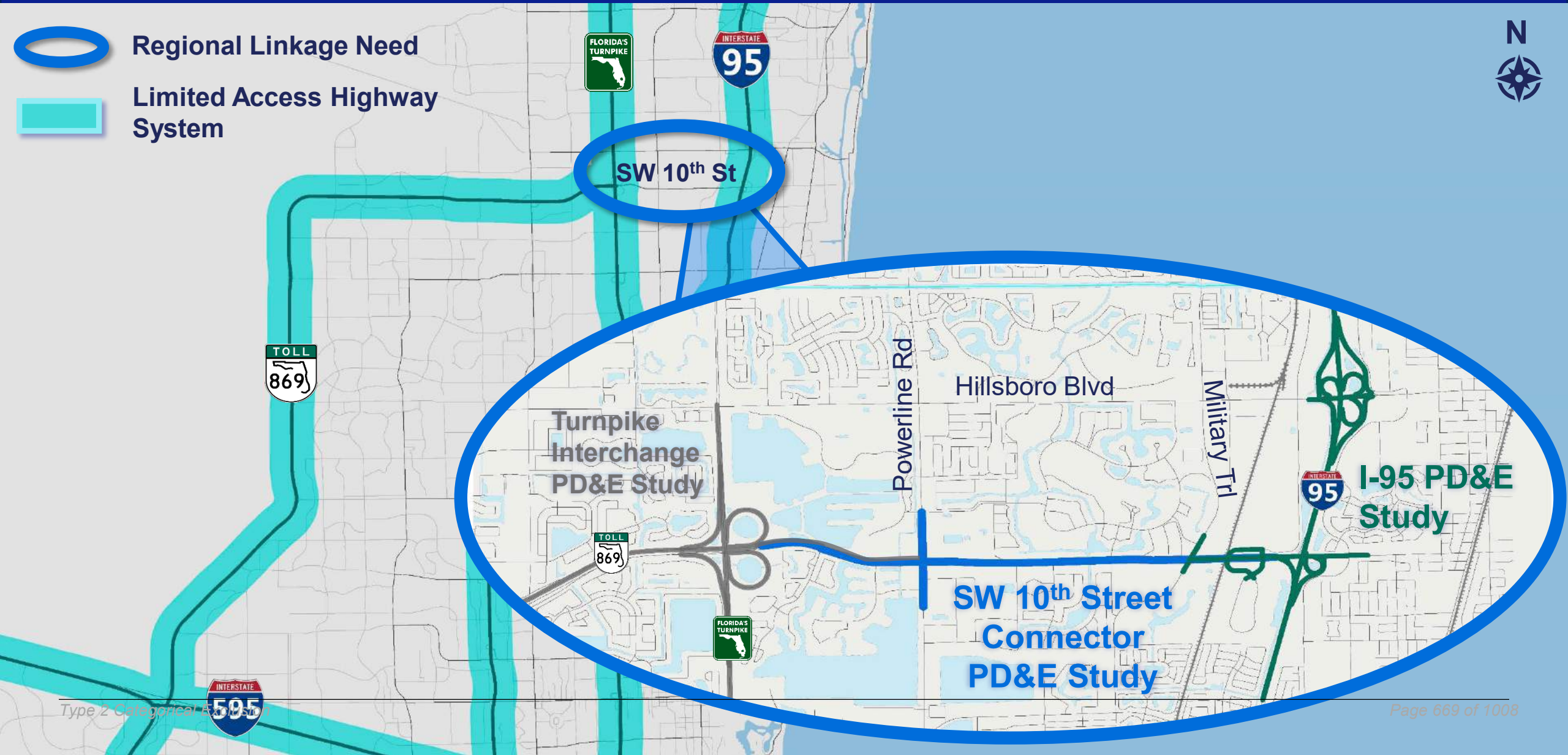
Agenda

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

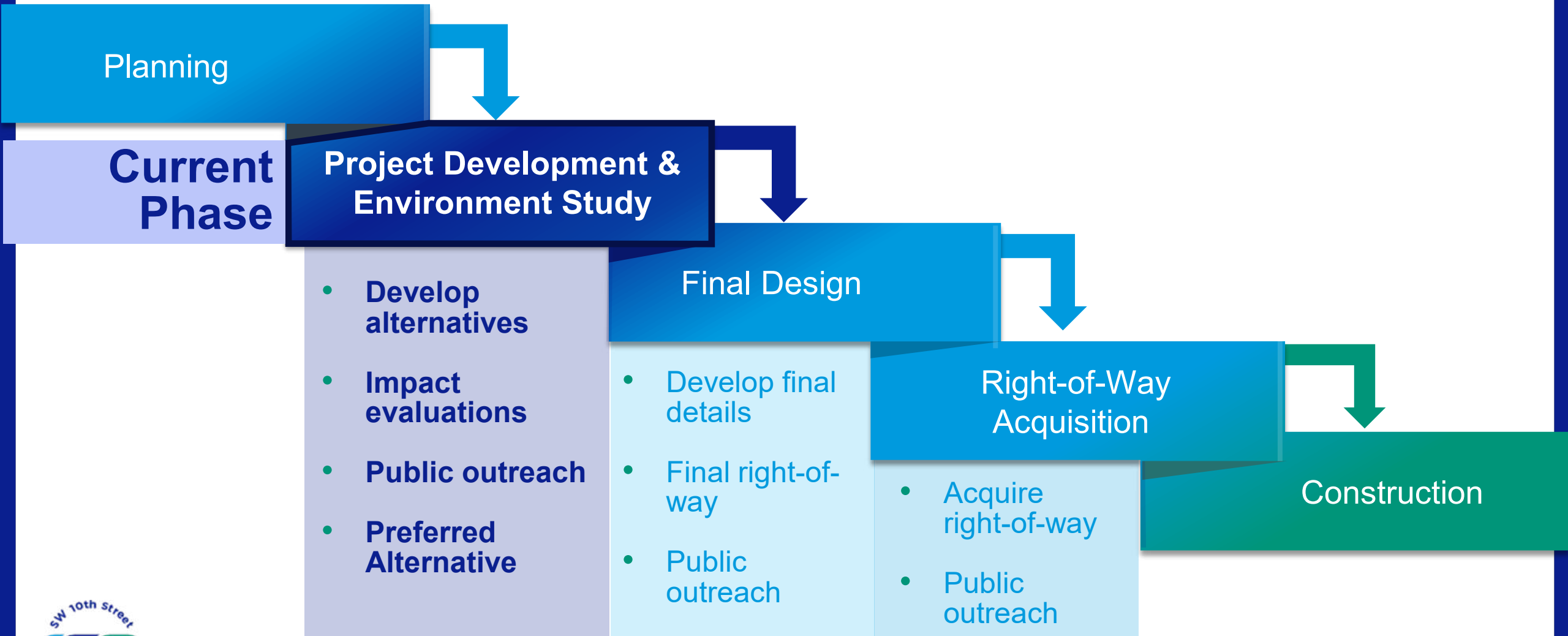
Location Map



-  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

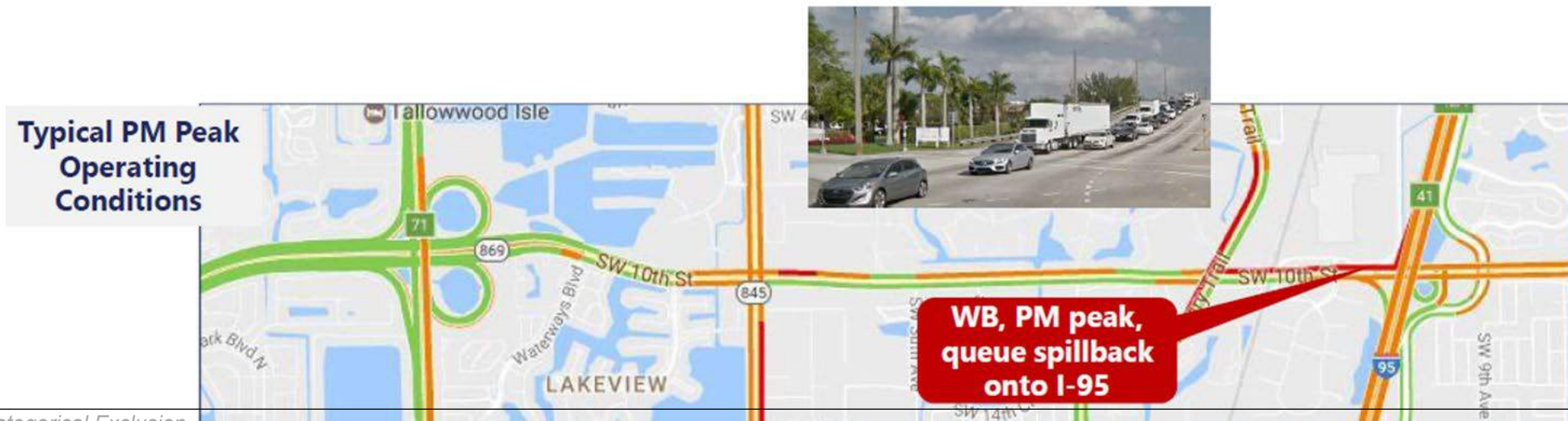
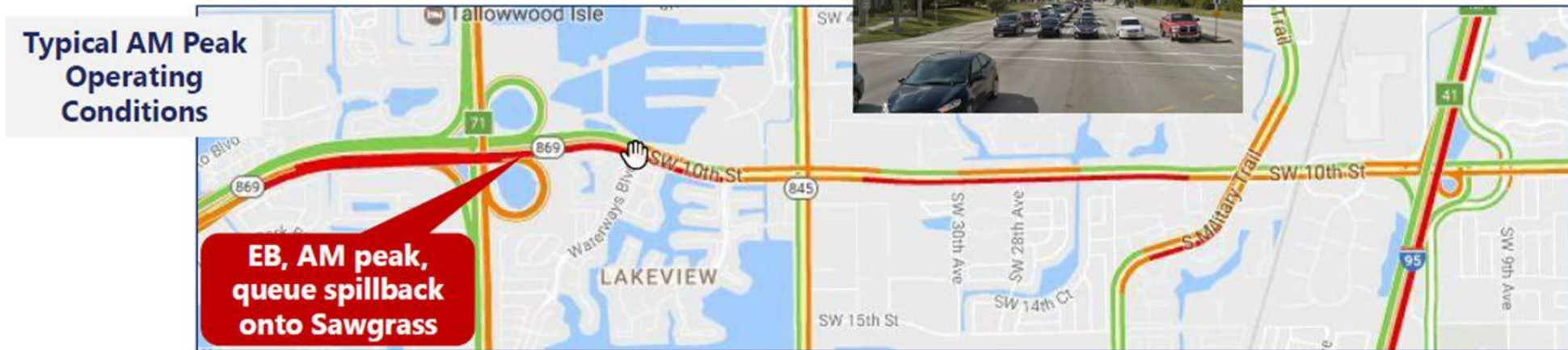
SW 10th Street PD&E Study

SR-97/1-96 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01

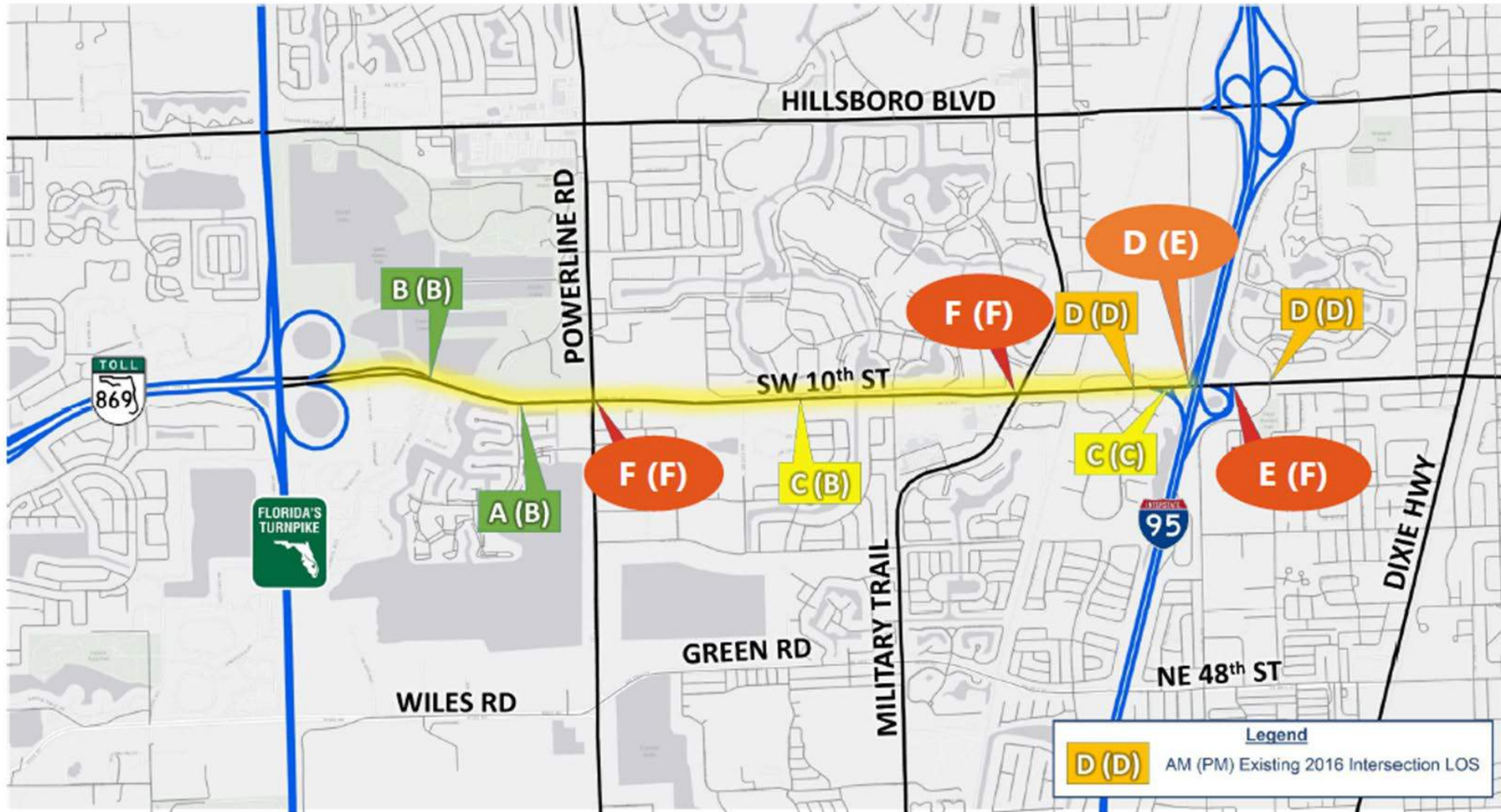
- Address safety and operational issues caused by congestion
- Improve connectivity of Strategic Intermodal System (SIS) and limited access facilities
- Address local SW 10th Street needs
- Enhance social demand, intermodal and economic development
- Enhance emergency response times and evacuation operations



Existing Traffic Conditions



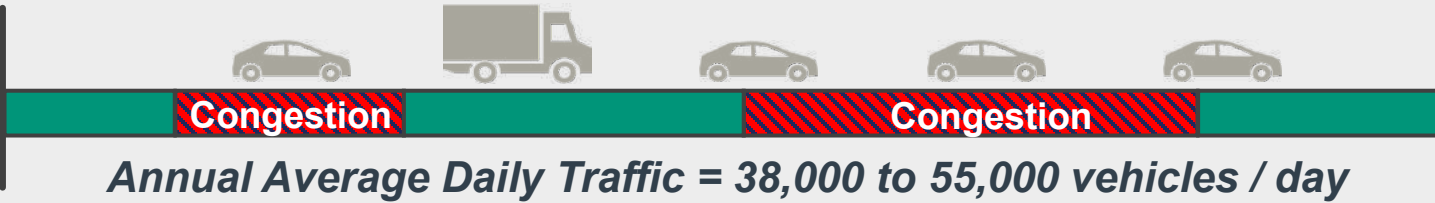
Existing Intersection Level of Service



Existing vs. Future Congestion Levels

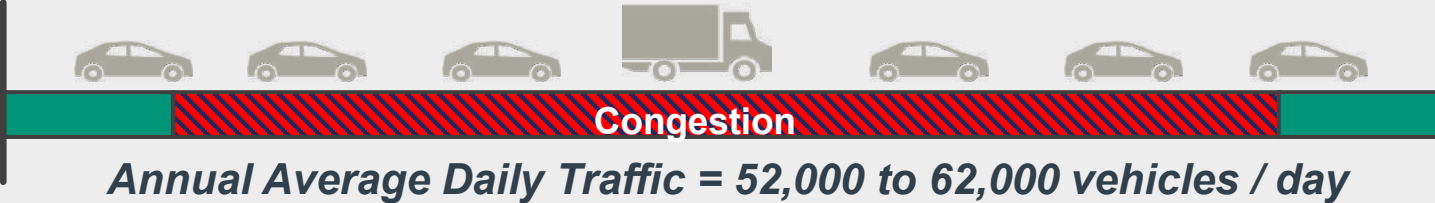
2016 Existing Conditions

**SW 10th St
Local Lanes**



2040 No-Build Alternative

**SW 10th St
Local Lanes**

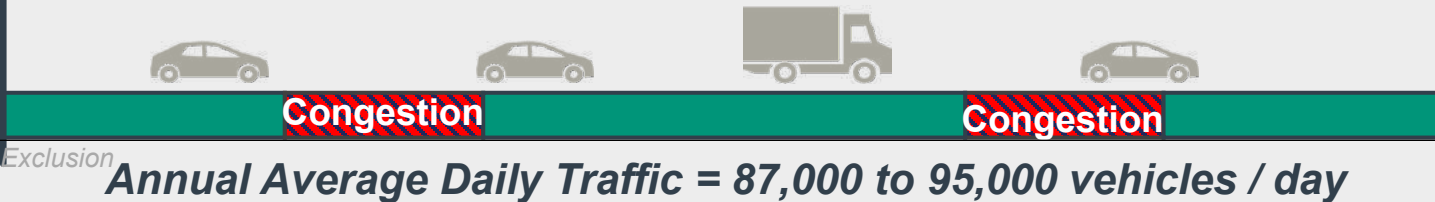


2040 Build Alternative

**Connector
Lanes**



**SW 10th St
Local Lanes**

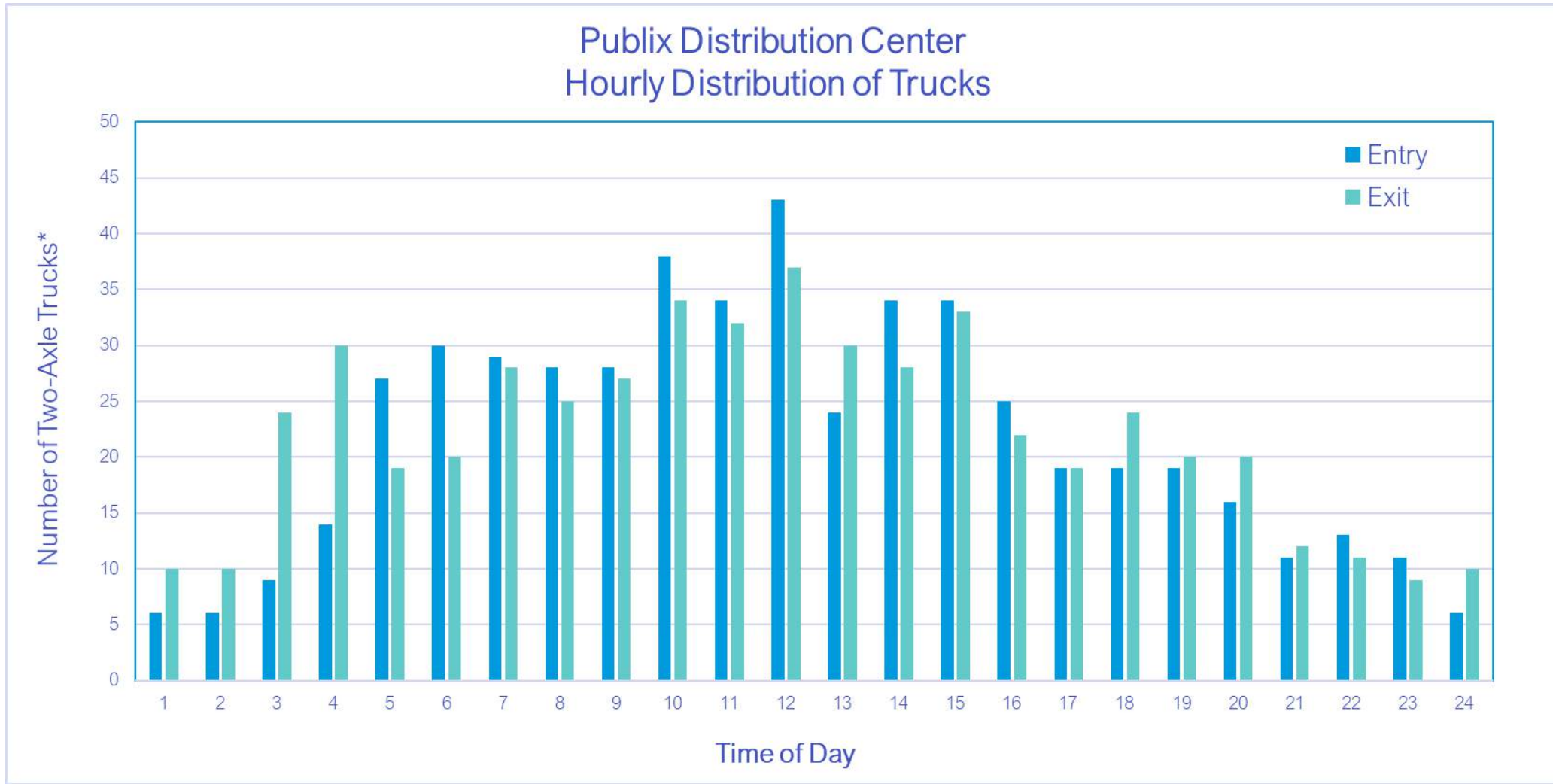


Type 2 Categorical Exclusion

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

SR-9/195 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-4-22-01



*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

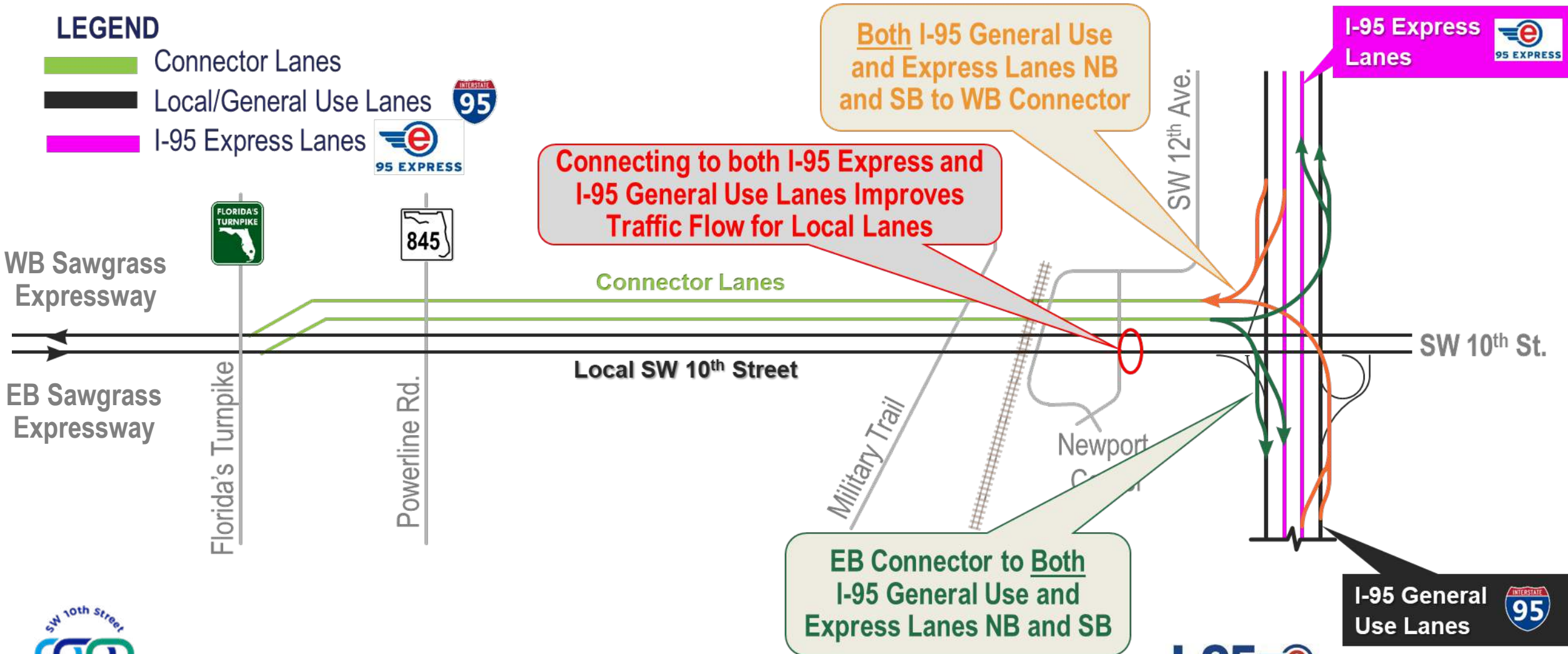
Alternative Analysis

- **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

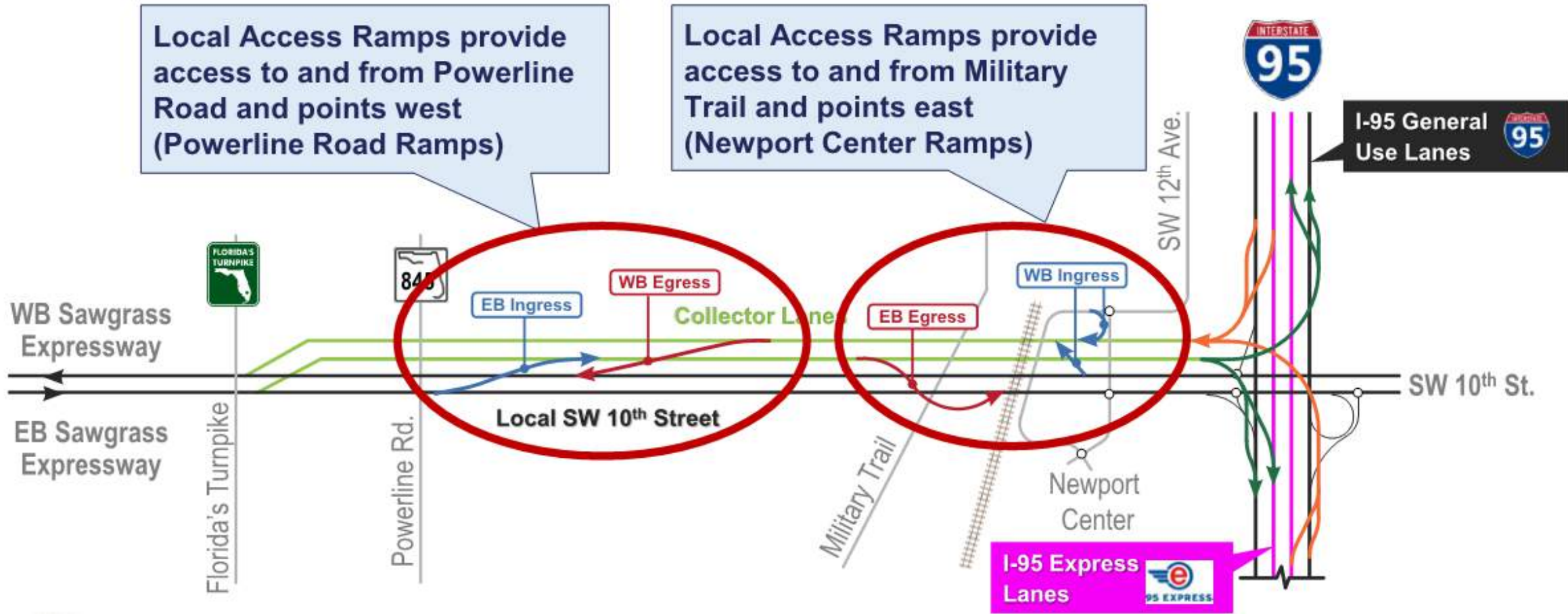
I-95 Connections- Express and General Purpose Lanes

LEGEND

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

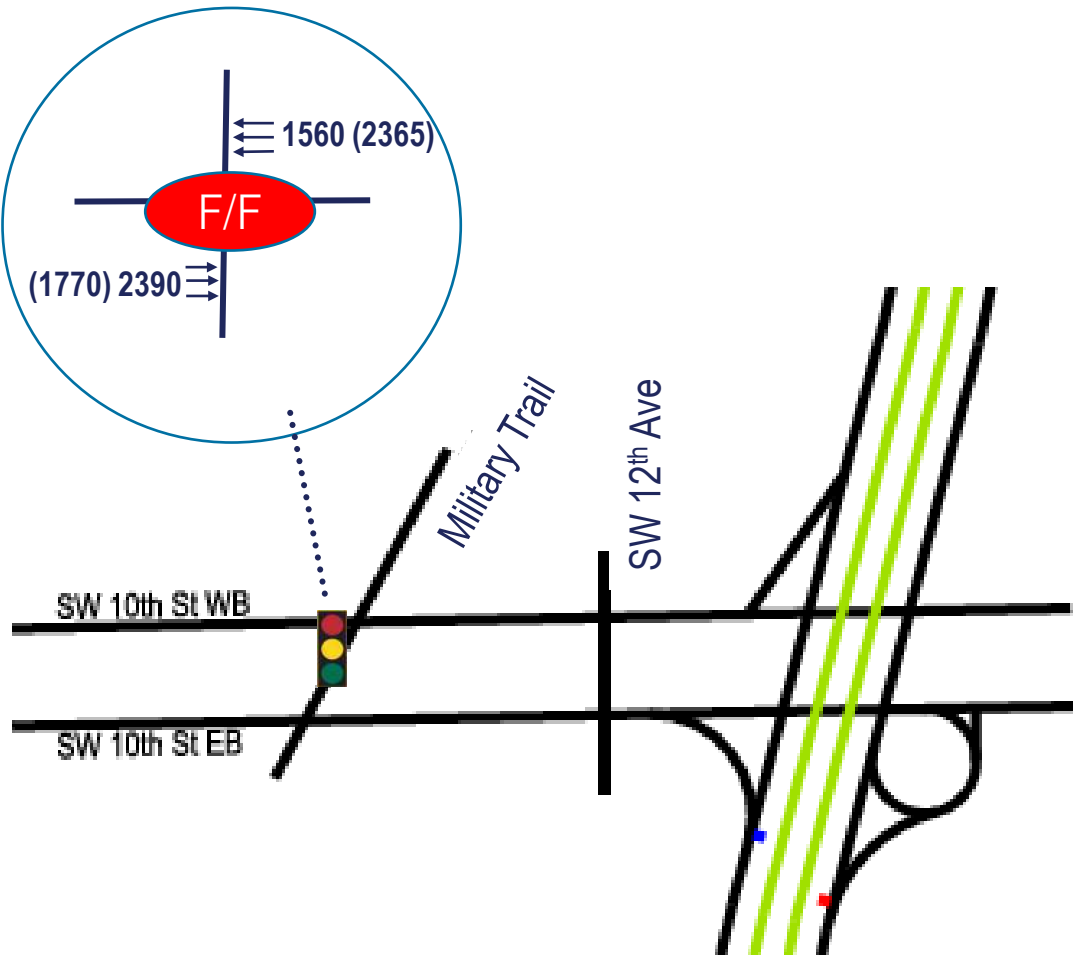


I-95 Connections- Express and General Purpose Lanes

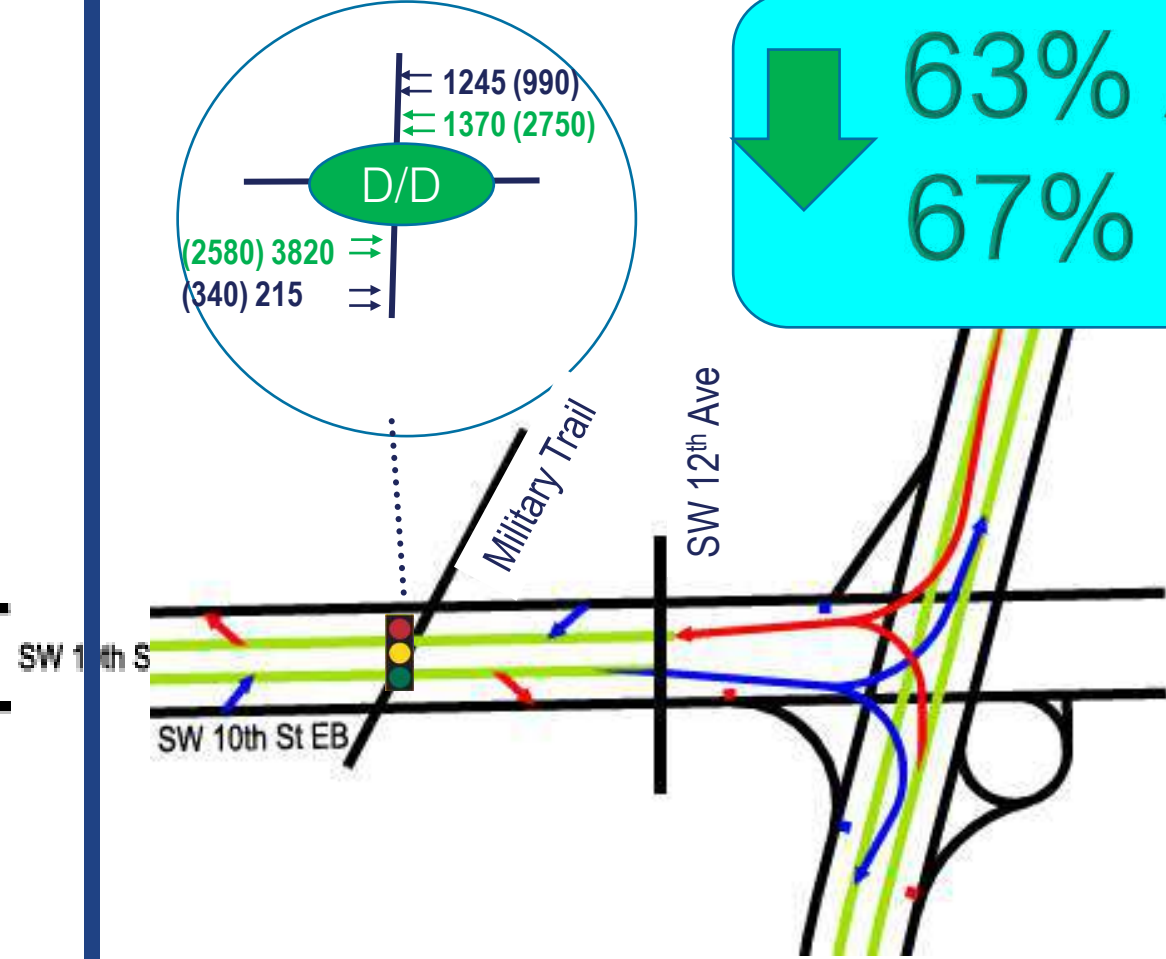


2040 Traffic Volumes at Military Trail

SR-9/195 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. #14259874-1-22-01

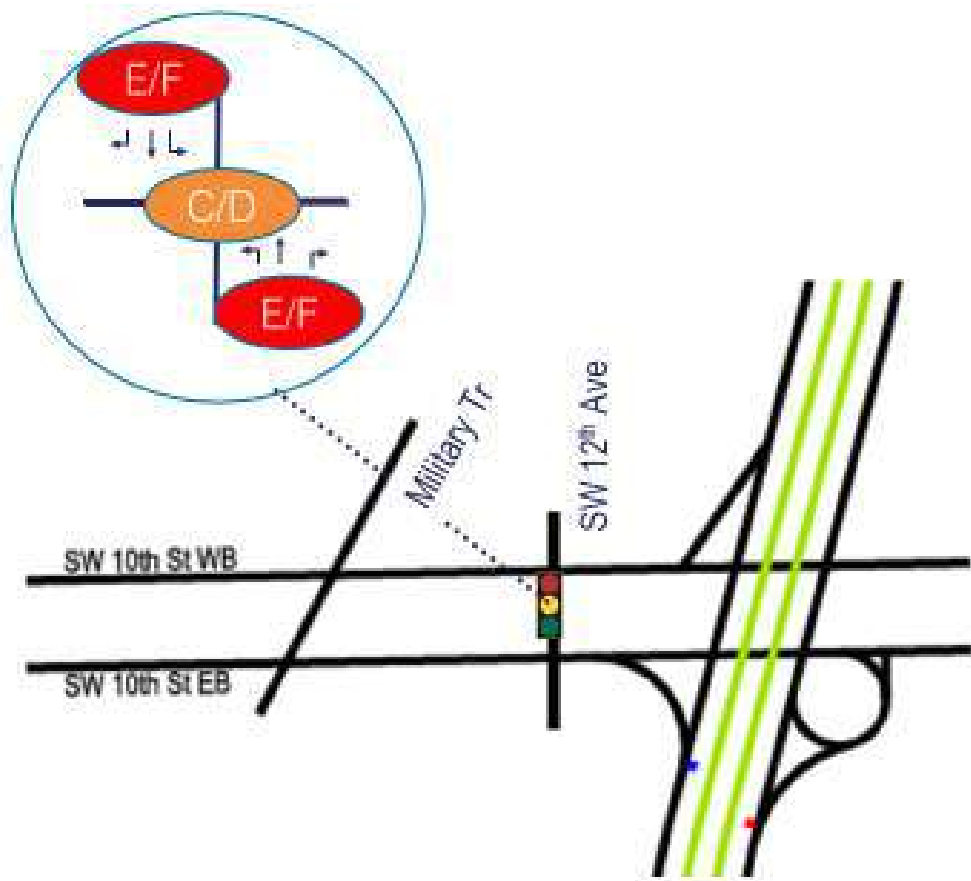


No-Build

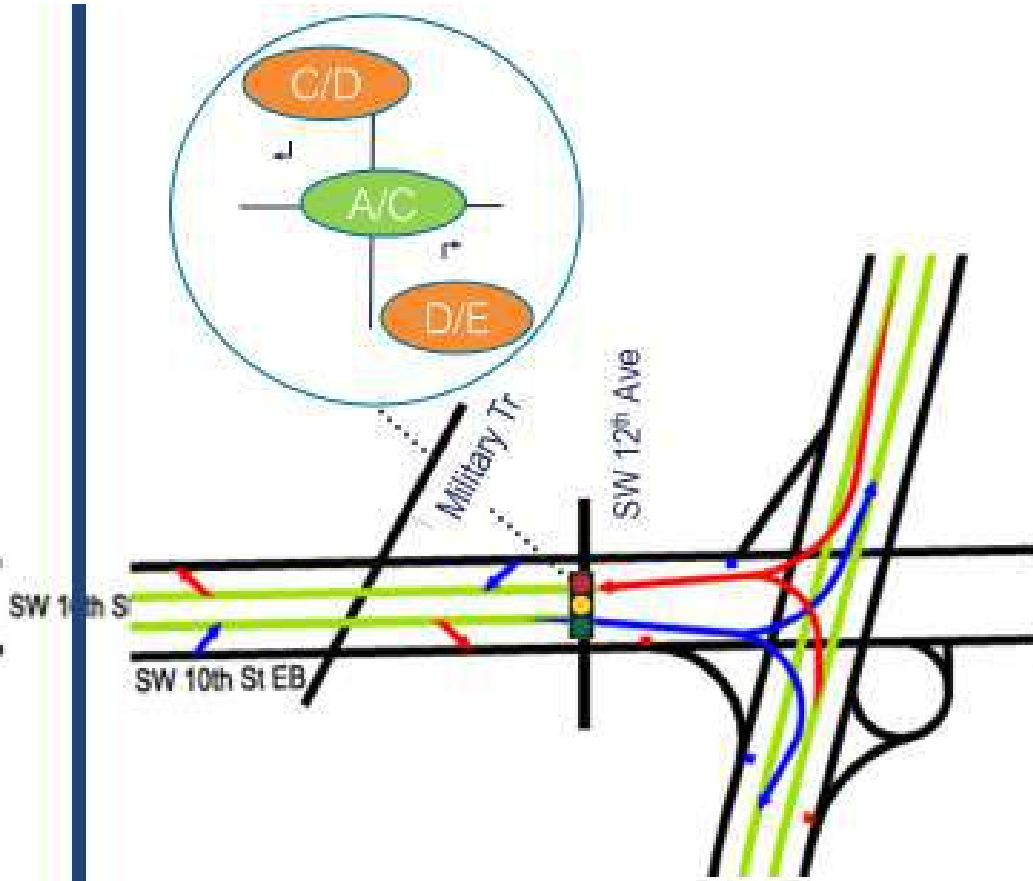


Build

2040 Traffic Conditions at SW 12th Avenue/Newport



No-Build

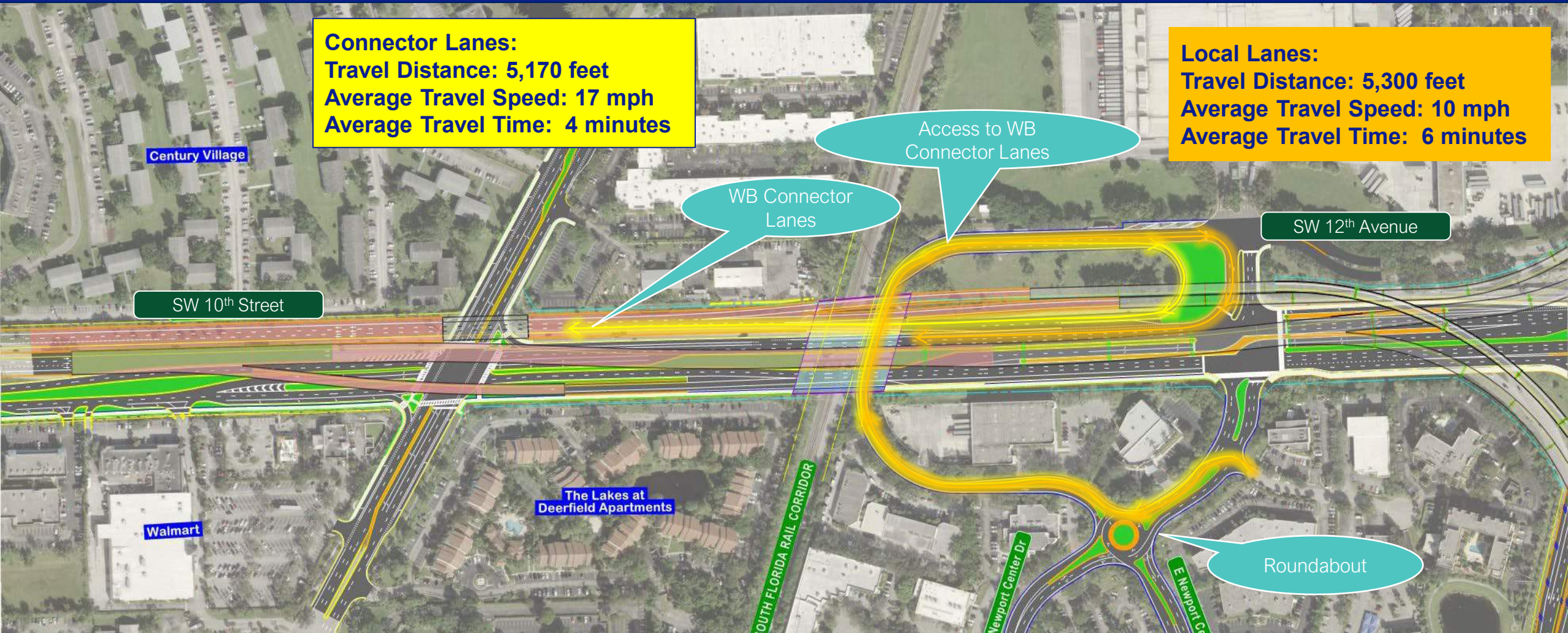


Build

Publix Distribution Center – 2040 Traffic Volume

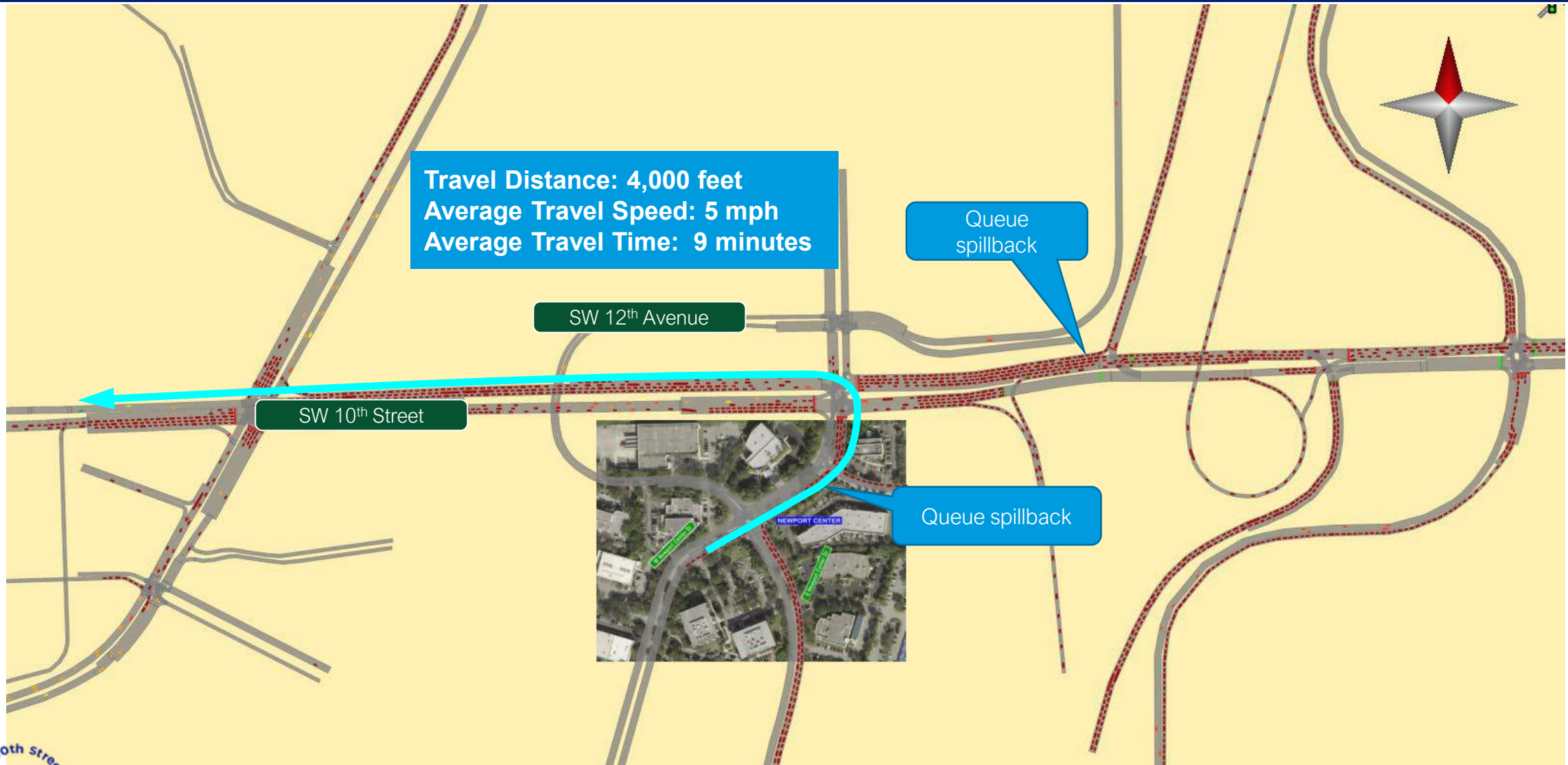


Newport Center (Newport to Connector Lanes - WB)



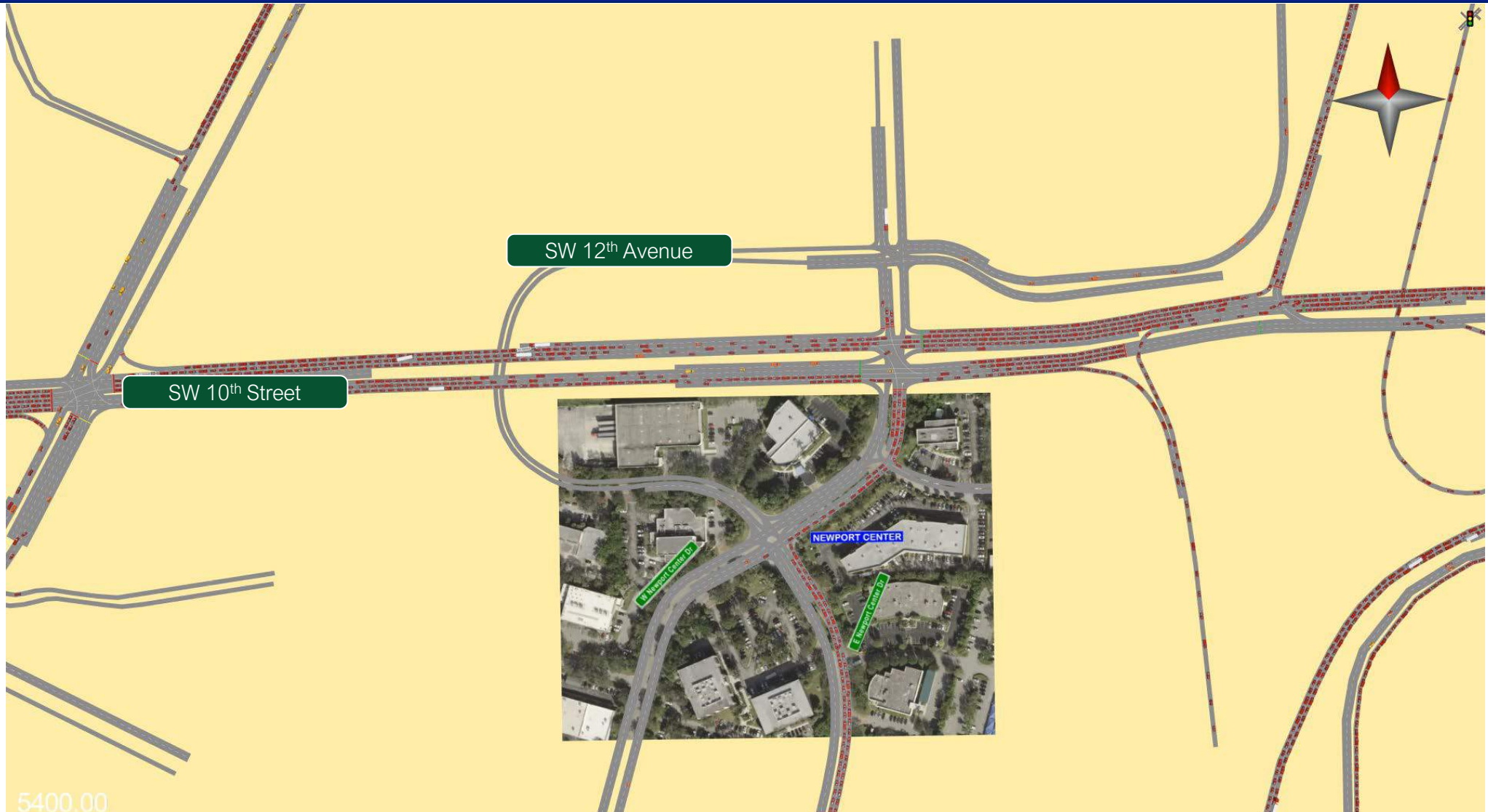
2040 PM Peak No Build Conditions

SR 9/A96 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. / 436964-1-22-01



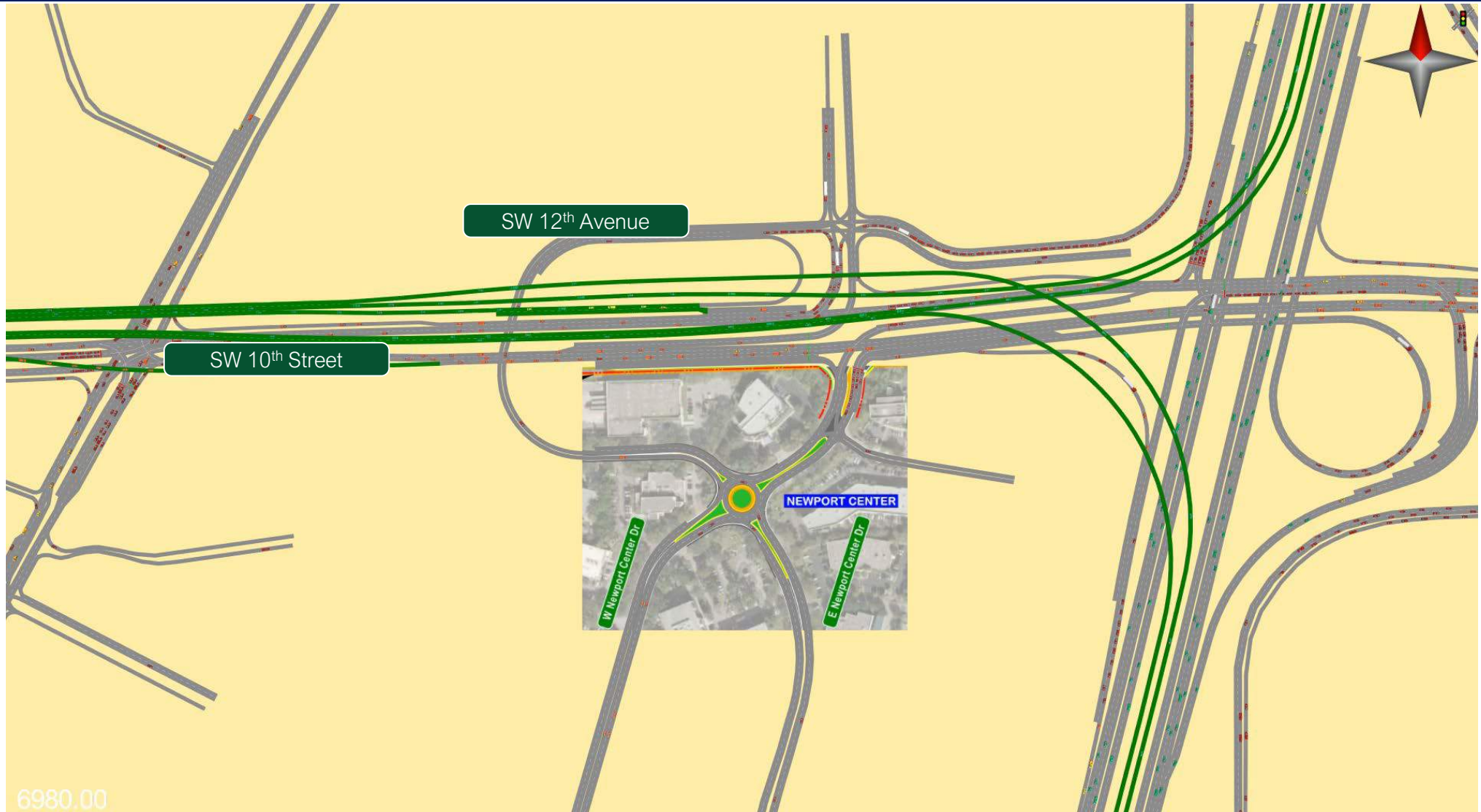
No-Build 2040 PM Animation

SR-9/95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD // 436964-1-22-01

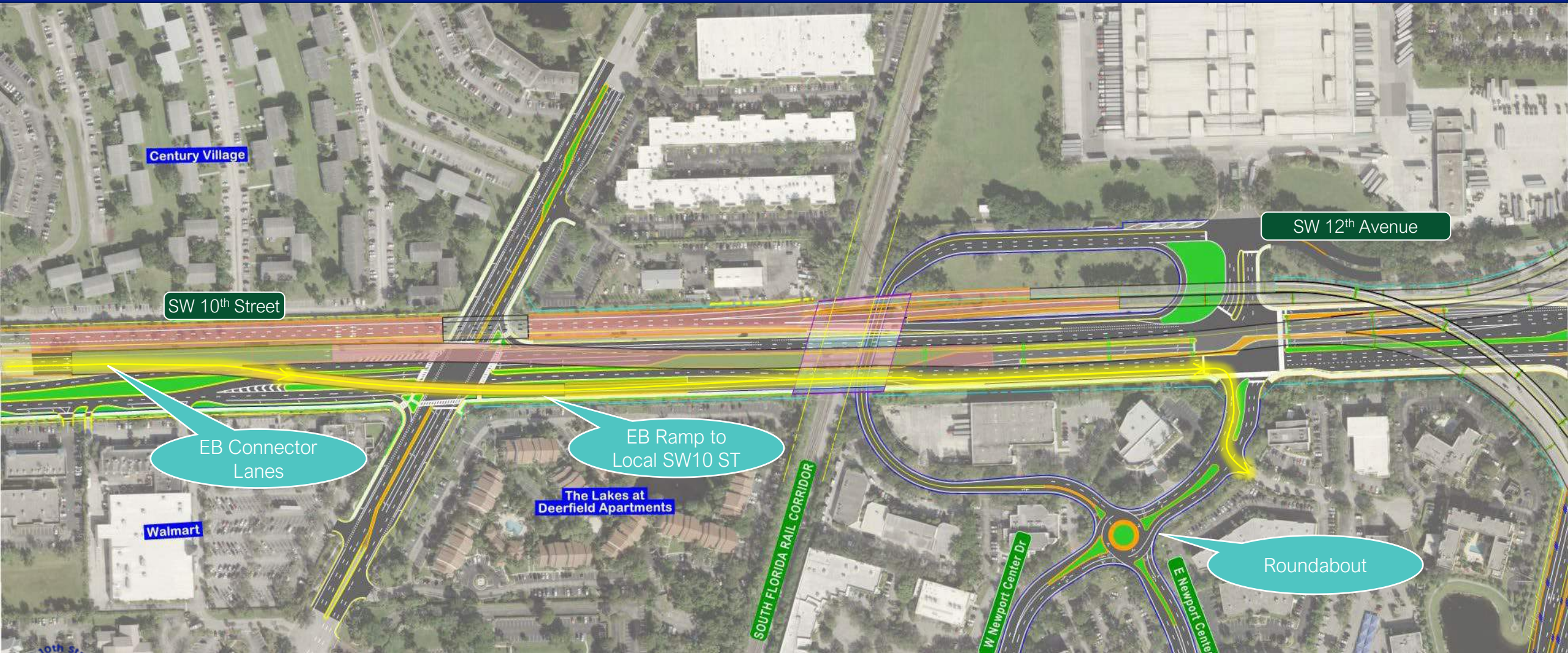


2040 PM Peak Build Animation

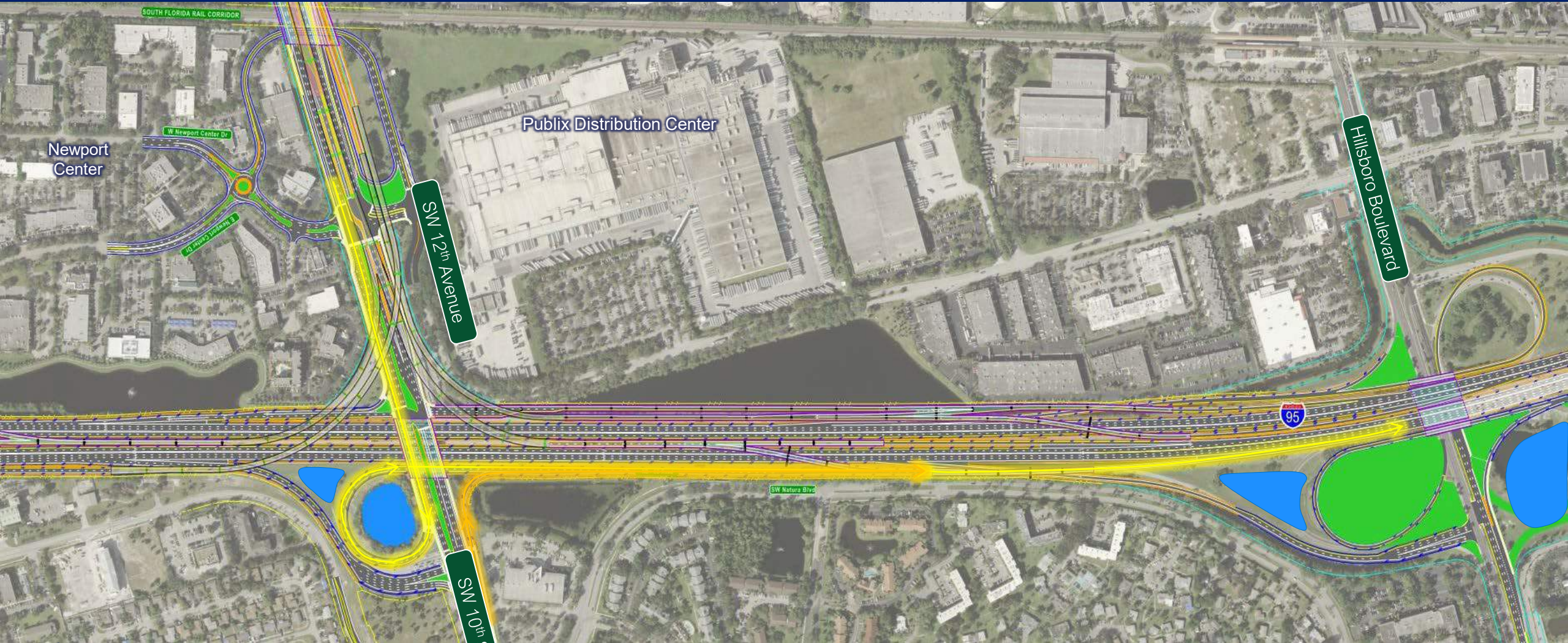
SR 9/E95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD / 436964-1-22-01



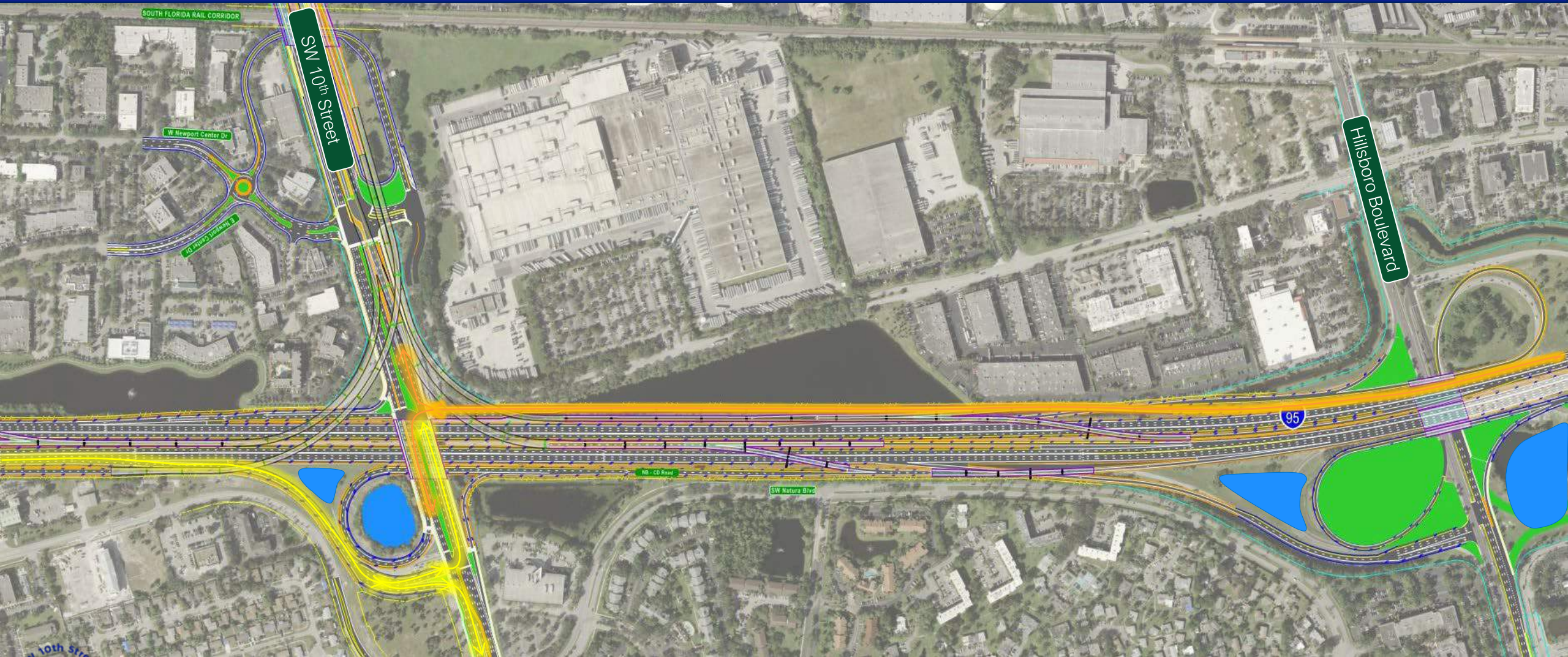
Newport Center (Connector Lanes to Newport - EB)



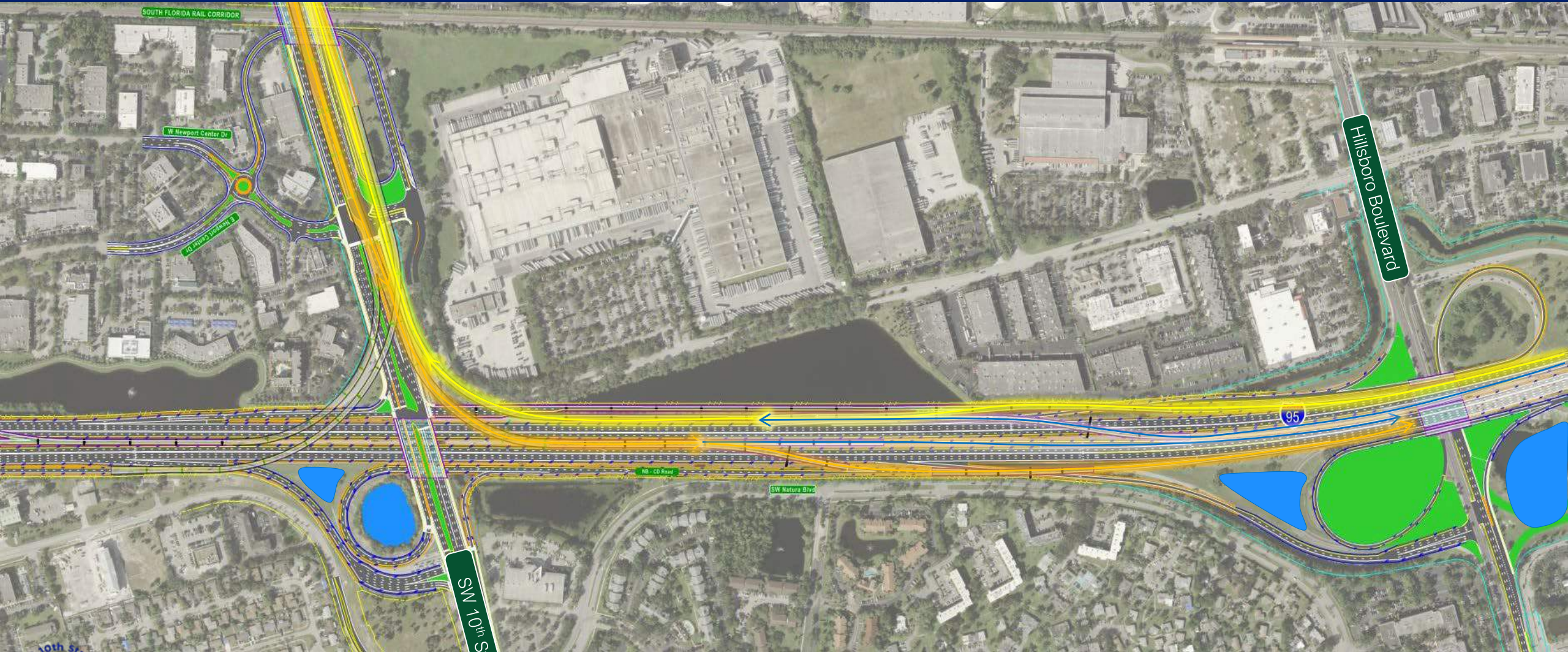
I-95 Connections- General Purpose Lanes



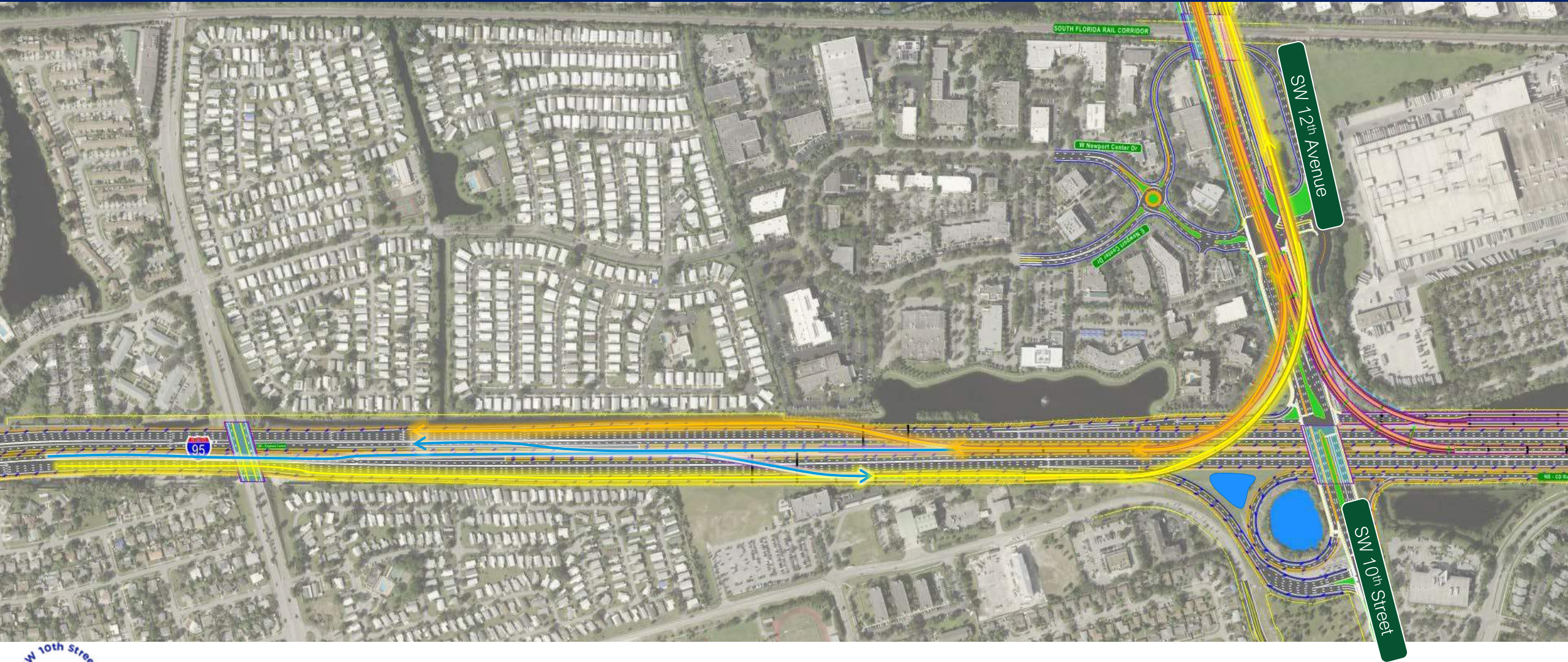
I-95 Connections- General Purpose Lanes



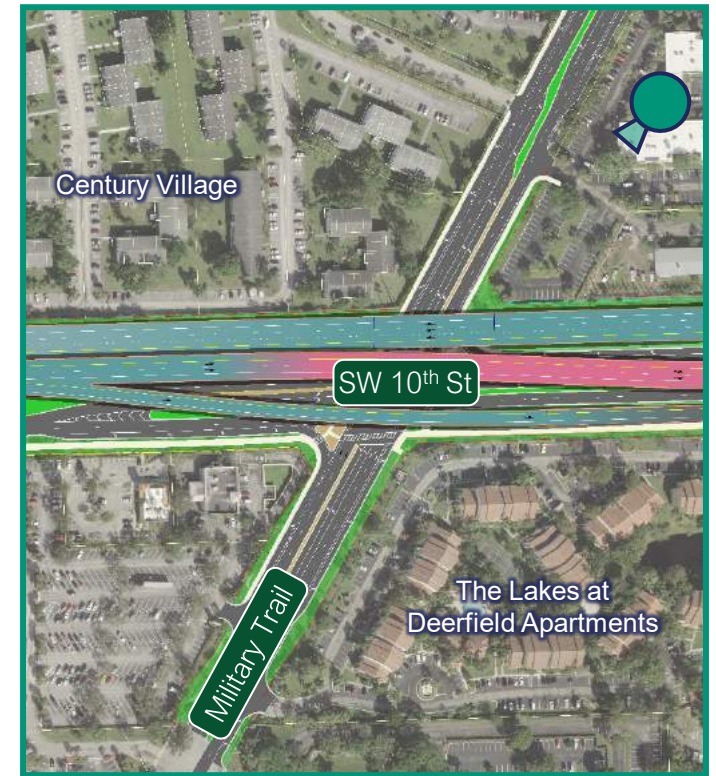
I-95 Connections- Access to/from Connector Lanes



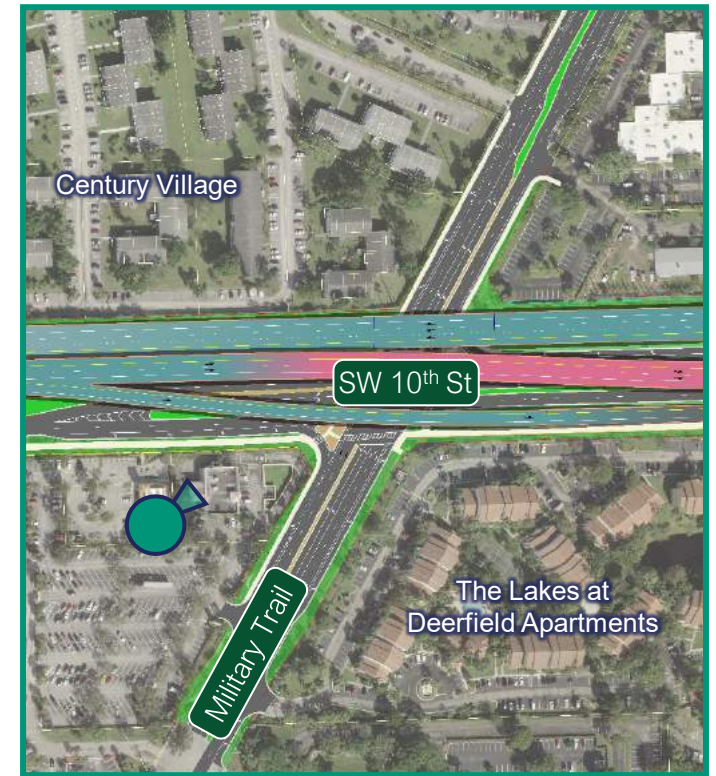
I-95 Connections- Access to/from Connector Lanes



Renderings- Military Trail - Looking South



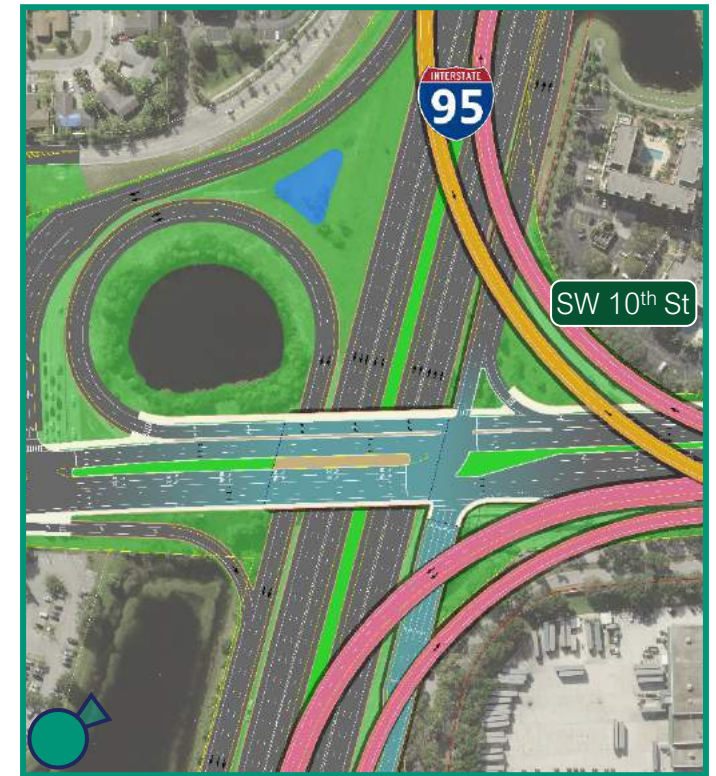
Renderings- Military Trail - Looking North



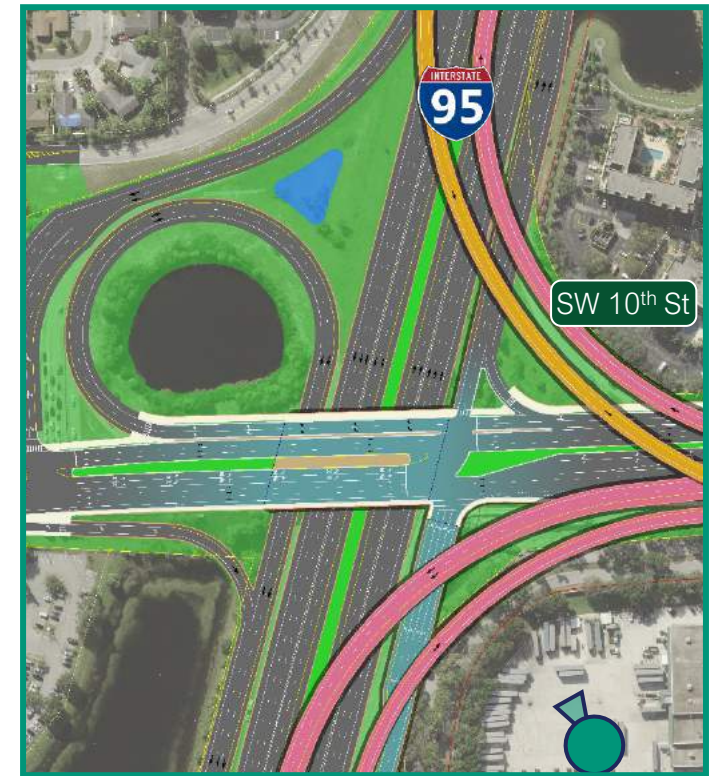
Renderings- Newport Center - Looking Northeast



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



Type 2 Categorical Exclusion



Thank you!

**Public Hearings
(October 12 - 15, 2020)**



SUMMARY OVERVIEW

SR 9/I-95 from SW 10th Street to Hillsboro Boulevard Public Hearings FPID: 436964-1-22-01 October 12 - 15, 2020

TABLE OF CONTENTS

Page 1	Summary Overview
Page 6	Virtual Public Hearing Transcript
Page 98	In-Person Public Hearing Transcript
Page 172	Virtual Public Meeting Summary Table
Page 174	Comments Received

SW 10th Street Connector and I-95 PD&E Studies Public Hearing Summary

October 23, 2020

The SW 10th Street Connector has initiated a robust public engagement program throughout the project. As of early June 2020, three major public meetings (Public and Agency Kickoff Meeting and two Alternatives Public Meetings), 157 community/stakeholder meetings, and 35 various Broward MPO/COAT meetings were held for the project. A total of 713 people attended the three major public meetings for the project prior to COVID-19 restrictions taking effect. A public virtual public engagement plan was developed for activities this summer and fall to move the project forward in a safe and effective manner.

Recent Public Engagement (June 2020 to July 2020)

Due to the State of Emergency declared by Governor DeSantis in Executive Order 20-52 as a result of the COVID-19 pandemic, a series of webinars was held in place of a third in-person Alternatives Public Meeting for the SW 10th Street Connector PD&E and the I-95 from SW 10th Street to Hillsboro Boulevard PD&E. The webinars were held on June 18, 2020, June 29, 2020, and July 1, 2020 from 7:00 p.m. to 8:30 p.m. via the GoTo Webinar platform.

A total of 799 people attended the series of Webinar Updates. The FDOT and Consultant rows are an estimate (based on email addresses) of how many non-stakeholders attended the meeting. Those rows do not include the FDOT staff and consultants that participated in hosting the webinar. As shown in the table below, some stakeholders did attend multiple webinars. The number of "unique" attendees for the series of webinars was 659. By comparison, attendance at the in-person Alternatives Workshop #1 (April of 2018) was 260 and was 285 for Alternatives Workshop #2 that occurred in November of 2018 (both numbers include staff that worked the event).

Attendance Summary (staff not included)				
	Webinar #1	Webinar #2	Webinar #3	Total
FDOT	34	14	9	
Consultant	38	26	11	
Total Attendees	330	377	92	799
Repeat Attendees	0	90	50	
Total Unique FDOT	34	6	2	
Total Unique Consultant	38	15	5	
Total Unique Individual Attendees	330	287	42	659

Throughout the course of the webinar, 133 comments/questions were received (multiple comments/questions from the same person were grouped into one).

After the webinars were held, virtual meetings were held with interested communities including: Century Village, Waterford Homes board of directors, Villas at Meadow Lakes, Waterways, Sawgrass Promenade, Independence Bay, Waterford Courtyards, and Waterford Homes. These community meetings included similar information as the Webinars but then focused in on that community's area and main issues.

Public Hearing (October 12th to 15th, 2020)

Approach:

The Public Hearing approach considered the attendance and results from the series of webinars in late June and early July. The goal was to ensure that there was a sufficient number of hearing opportunities to spread out the attendance to manageable groups for both the in-person and virtual options. The open house period was the controlling factor in group size accommodations to ensure appropriate attention could be given for questions and answers and to allow verbal questions from the attendees. Based on the results of recent virtual community meetings, and coordination with the City and Broward MPO, nine virtual sessions were scheduled as part of the Public Hearing. The in-person hearings were organized to follow COVID-19 protocols, including social distancing. The in-person hearing sessions were arranged to occur after the virtual sessions were completed. The in-person hearing included separate formal presentation rooms and open house rooms to provide the team flexibility to accommodate much larger attendance by metering attendees into the open house room and utilizing two formal public hearing presentation rooms.

Public Hearing Format:

The SW 10th Street Connector and I-95 from south of SW 10th Street to north of Hillsboro Boulevard PD&E Study held a series of virtual and in-person Public Hearings from October 12, 2020 to October 15, 2020. Three virtual sessions were held per day starting on Monday, October 12, 2020 and ending on Wednesday October 14, 2020. Each session consisted of an open house, formal presentation, and comment period. The open house portion was facilitated through a short presentation that was organized by topics that had been developed based on the most common questions the team had received during previous public engagement meetings. At the end of each topic, questions were taken from attendees verbally and chat questions were answered throughout the open house portion, and where appropriate, those questions were read-in to the audience. As time permitted, fly-through videos of each project were shown at the end of the

open house. In addition to the nine virtual sessions, four in-person Public Hearing sessions were held on Thursday, October 15, 2020. The in-person Public Hearings were in the standard format as a traditional Public Hearing, but with social distancing and face masks required.

Virtual Public Hearing Session Schedule					
Session	Open House Sessions		Formal Hearing Sessions		
	Session Begins	Session Ends	Presentation Begins	Comments Start	Comments End (approx.)
A	11:00 a.m.	12:00 noon	12:00 noon	12:45 p.m.	1:30 p.m.
B	2:30 p.m.	3:30 p.m.	3:30 p.m.	4:15 p.m.	5:00 p.m.
C	6:00 p.m.	7:30 p.m.	7:30 p.m.	8:15 p.m.	9:00 p.m.

In-Person Public Hearing Session Schedule				
Open House Sessions		Formal Hearing Sessions		
Session Begins	Session Ends	Presentation Begins	Comments Start	Comments End (approx.)
9:00 a.m.	10:00 a.m.	10:00 a.m.	10:45 a.m.	11:30 a.m.
12:00 noon	1:00 p.m.	1:00 p.m.	1:45 p.m.	2:30 p.m.
3:00 p.m.	4:00 p.m.	4:00 p.m.	4:45 p.m.	5:30 p.m.
6:00 p.m.	7:00 p.m.	7:00 p.m.	7:45 p.m.	8:30 p.m.

Public Hearing Attendance:

The virtual Public Hearings anticipated between 40 and 80 attendees per session (to ensure that all questions could be answered during the open house portion of the hearing), and in-person attendance would be limited to approximately 40 attendees per session (to facilitate social distancing and less than 50 people in a room). Registration was requested for the virtual Public Hearing sessions and was encouraged for the in-person Public Hearing sessions. Registration was limited to one session per attendee, unless there was a need to attend more than one session (to try to limit the amount of people registering for all sessions and then only attending one). The first day morning sessions (1A and 1B) reach the anticipated 40 registrations very quickly, due to the number of consultants registered for those sessions, the registration remained open until those sessions reach 70 attendees. Then those sessions were closed on the website and attendees were asked to call if they needed to register for that session. This same methodology was applied to the other morning sessions as well.

The table below shows the attendance and registration for each of the virtual sessions (Monday was Day 1, Tuesday Day 2, and Wednesday was Day 3).

Virtual Public Hearing Attendance			
Session	Number Registered	Number Attended	Percentage
1A	72	47	65%
1B	73	44	60%
1C	73	53	73%
2A	45	38	84%
2B	39	33	85%
2C	34	18	53%
3A	42	27	64%
3B	44	37	84%
3C	45	43*	96%
Total	467	340	73%

* Includes 11 attendees at the in-person Deerfield Beach viewing location

A total of 27 attendees participated in the in-person Public Hearing sessions. The registration process worked very well and those needing to be allowed into more than one session or change sessions were accommodated.

The extensive engagement and outreach that was done during the summer and leading up to the hearing, may have affected the overall attendance for the hearings. The team also posted the Public Hearing presentation on the project websites after the first day of the Public Hearing sessions. Regardless, the attendance for the hearings was still much more than any of the previous in-person major public meetings held on the project and the outgoing surveys on the virtual meetings have been very positive as these virtual meeting have proven to be a very effective way to convey project information and details much more easily than the in-person meetings

Formal Comment Period:

The formal comment period was facilitated virtually by having those wishing to speak raise their virtual hand to make a comment or enter the comment into the chat. During the virtual sessions, a total of 8 verbal comments and 1 chat comment were received during the formal comment period, as shown in the table below. No comments were received during the formal comment period during the in-person sessions. There were also no written comments received at the in-person Public Hearing.

Virtual Public Hearing Comments									
	1A	1B	1C	2A	2B	2C	3A	3B	3C
Verbal	1	1	1	0	1	0	0	1	3
Chat	0	0	1	0	0	0	0	0	0

The majority of the formal comments were related to the attendee's preference of the Preferred Alternative for the SW 10th Street Connector project. Two attendees expressed interest in the No-Build Alternative (secondary choice is Without Powerline Road Ramps Alternative), one attendee expressed interested in the With Powerline Road Ramps Alternative and two attendees preferred the Without Powerline Road Ramps Alternative. The other comments received related to business access and noise.

As of Monday, October 19, 2020, a total of 49 comments have been submitted for the project (includes the formal comment period comments, comments submitted to the GoToSurvey, email comments, and website comments). Of the 49 comments, only 11 relate to a preference on the Preferred Alternative:

- No-Build Alternative = 5 (most provided a secondary preference for the Without Ramp)
- Build Alternative = 1
- With Powerline Road Ramps Alternative = 2
- Without Powerline Road Ramps Alternative = 3

The most common comment other than the preference for a Preferred Alternative was an access comment or question, followed by noise, and viewshed. A number of the GoToSurvey comments were complements from attendees regarding how well the sessions went.

Virtual Public Hearing Transcript



Virtual Public Hearing Transcript





Session 1A Opening

(10/12 / 11 a.m.)





8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date: Oct 15, 2020

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Project ID 28430

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Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
Evolution World Wide Limited



John Krane: Good afternoon. The Florida Department of Transportation would like to welcome you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. My name is John Krane. I'm the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02. These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration signed on December 14th, 2016.

The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road as well as interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects. This time, we would like to recognize any federal, state, county, or city officials who may be present. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit your name in the chat box.

Do we have anybody who would like to be recognized?

Female Speaker: We do not have any at this time John. We may proceed.

John Krane: Thank you very much. We will now begin the presentation.

[End]



Session 1B Opening

(10/12 / 2:30 pm)





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Miami, FL 33166
USA

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Project ID 28430

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For and on behalf of Transcription Puppy
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Moderator: At this time we do not have any elected officials.

John: Thank you very much. We'll now begin with the formal presentation.

[END]



Session 1C Opening

(10/12 / 6 p.m.)





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Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
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John Krane: Good evening, everybody. Uh, the Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. My name is John Krane, and I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for financial management project numbers 43--

Male Speaker 1: Hello? Hello? Hello? Hello?

John: Can you hear me okay?

Male Speaker 2: Yep, we can hear you.

Male Speaker 3: I could hear you, John.

Lana: Yes we can, John. You can proceed.

John: So this Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-2202. These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration. It was signed on December 14th, 2016. The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road, as well as interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county, or city officials who may be present tonight. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit your name on the chatbox and the moderator will recognize you. Do you have anybody that has identified themselves?

Lana: John, I do not see any hands raised at this time. We may proceed.

John: Thank you, Lana. We will now begin the presentation.

[END]



Session 2A Opening

(10/13 / 11 a.m.)





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Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
Evolution World Wide Limited



John Krane: Good afternoon, the Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environmental studies. My name is John Krane. I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

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This hearing is being held to provide you with the opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county, or city officials, who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit your name in the chatbox. Michelle, do you see any hands raised?

[silence]

Michelle: At this moment there are no elected officials present.

John: Thank you. We will now begin the formal presentation.

[End]



Session 2B Opening

(10/13 / 2:30 pm)





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At this time, we would like to recognize any federal, state, county, or city officials who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand or submit your name in the chatbox and the moderator will call your name. Miranda is there any hands raised?

Miranda: Yes, John, there is a hand raised from Miss Sandy Johnson.

John: Thank you. If there are no other officials that wish to be recognized we will now proceed to the formal presentation. Thank you very much.

[End]



Session 2C Opening

(10/13 / 6 p.m.)





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Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
Evolution World Wide Limited



John Krane: Well, good evening. The Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment Studies. My name is John Krane, I am the District Planning and Environmental Administrator for the Florida Department of Transportation. This Public Hearing is for Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02. These environmental studies have been conducted by FDOT District Four in compliance with all applicable federal environmental laws and pursuant to 23 United States Code Section 327, and the implementing Memorandum of Understanding between FDOT and the Federal Highway Administration that was signed on December 14th, 2016. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

John: The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road as well as at the interchange improvements at I-95. This hearing is being held to provide you with the opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county, or city officials who may be present today. Are there any officials who have not already been recognized? It would like to be recognized? If so, please raise your hand at this time or submit your name in the chatbox. Michelle, do you see any raised hands?

Michelle: At this time, John, there are no raise hands or no elected officials attend-- in attendance.

John: All right. Thank you very much. With that, we will begin the formal presentation.

[END]



Session 3A Opening

(10/14 / 11 a.m.)





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Transcripts:

Project ID
28455

File Name

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[SW10thSession3COpening.mp4\(ID:60638\)](#)

[SW10thSession3BOpening.mp4\(ID:60639\)](#)

[SW10thSession3BFormalCommentPeriod.mp4\(ID:60640\)](#)

[SW10thSession3AOpening.mp4\(ID:60641\)](#)

[SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)

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Miranda: Umm. No hands raised at this time, John. You may proceed.

John: All right. Thank you very much. We will now start the formal presentation part of the Public Hearing. Thank you.

[END]



Session 3B Opening

(10/14 / 2:30 pm)





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John: The FDOT Office of Environmental Management in Tallahassee is the approving authority. The proposed improvements within the Southwest 10th Street corridor include adding a connector road between Sawgrass Expressway and I-95. This connection promotes better regional connectivity and features direct connect ramps to and from the connector road as well as interchange improvements at I-95. This hearing is being held to provide you with opportunity to provide your comments on these projects. At this time, we would like to recognize any federal, state, county or city officials, who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand at this time or submit your name in the chat box. Michelle, are there any hands raised?

Michelle: At this time there are no hands raised or elected officials in attendance.

John: All right, thank you. Uh we will now begin the formal presentation part of the Public Hearing. Thank you.

[END]



Session 3C Opening

(10/14 / 6 p.m.)





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At this time, we would like to recognize any federal, state, county, or city officials who may be present today. Are there any officials who have not already been recognized that would like to be recognized? If so, please raise your hand, or submit your name in the chat box, and Walna will call on you. Walna, do you see any hands raised?

Walna: We do not have any hands raised at this time John; we may continue.

John: Excellent. So, we will now begin the formal presentation part of the hearing. Thank you.

[END]



Pre-Recorded Public Hearing Presentation



SW 10th Street Connector PD&E Study &
I-95 from South of SW 10th Street to North of Hillsboro Boulevard
FM#s: 439891-1-22-02 & 436964-1-22-01



8345 NW 66th St. #3030
Miami, FL 33166
USA

Certificate of Authenticity

Date: October 13, 2020

To Whom It May Concern,

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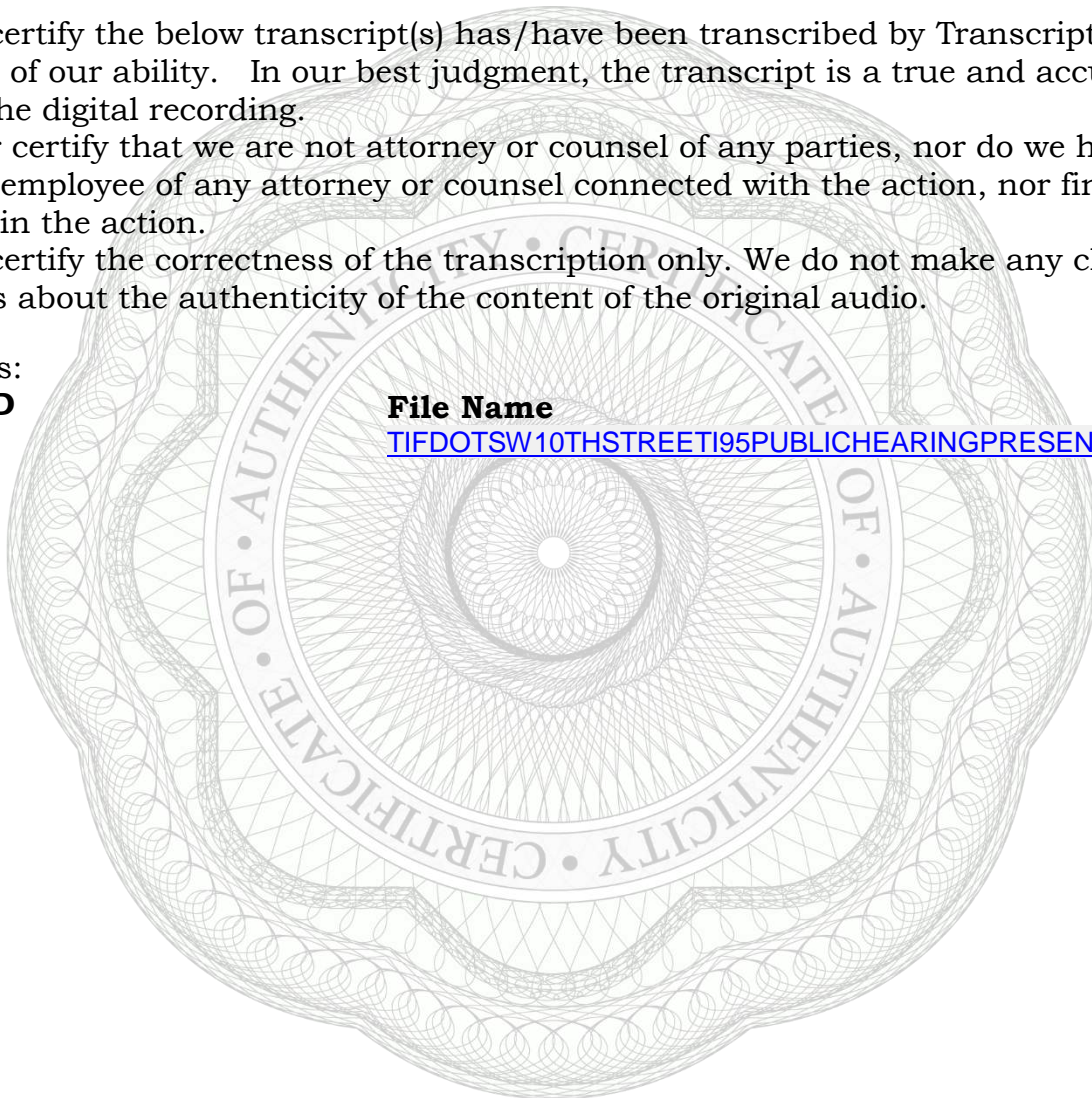
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Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
Evolution World Wide Limited

Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental Studies or PD&E within Broward County. This public hearing pertains to Financial Management Project Numbers 439891-1-22-02 and 436964-1-22-02.

The purpose of a public hearing is to share information with the general public about the proposed improvements, the conceptual designs, all alternatives under study, and the potential beneficial and adverse social, economic, and environmental impacts upon the community. The public hearing also serves as an official forum providing an opportunity for members of the public to express their opinions and concerns regarding the project. We will utilize the comments gathered from this public hearing to finalize our study recommendations.

There are three primary components to this public hearing. First, the Open House which occurred prior to this presentation where you were invited to view the project displays, speak with the project team, and provide your comments. Second, this presentation which will explain both projects' purpose and need, study alternatives, potential impacts - both beneficial and adverse - and proposed methods to mitigate adverse project impacts. Third, a formal comment period following this presentation where you will have the opportunity to provide oral statements, or you may continue to provide your comments in writing. The exhibits and presentation slides relating to the Southwest 10th Street PD&E are color-coded in blue. And the exhibits relating to the I-95 PD&E are color-coded green.

This public hearing was advertised consistent with federal and state requirements. Public participation at this hearing is encouraged and solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express their concerns about Title VI may do so by contacting either the Florida Department of Transportation, District Four Office or the Tallahassee Office of the Florida Department of Transportation.

This environmental study has been conducted by FDOT, District Four, in compliance with all applicable federal environmental laws and pursuant to 23 U.S.C. Section 327 and the implementing Memorandum of Understanding between FDOT and FHWA signed on December fourteenth, twenty-sixteen. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The Southwest 10th Street PD&E study shown in blue is located between Florida's Turnpike and I-95. The I-95 PD&E study shown in green extends from south of Southwest 10th Street to north of Hillsboro Boulevard.

The Florida Department of Transportation implements a project in five phases. We are in the PD&E phase shown in the second tier. The next phase is the final design phase.

A PD&E study develops alternatives that address the project's purpose and need and requires continuous interaction with the public and stakeholders to identify and address issues. We are at

a point in the PD&E study where we are presenting the final build alternatives under consideration. The next step is to incorporate your input from this public hearing into our decision-making process. After the comment period closes on November fourth, twenty-twenty, twenty days after the last public hearing presentation, and your input has been considered, a decision will be made, and final PD&E documents will be submitted for Location and Design Concept Acceptance or LDCA. LDCA grants authority for the project to advance to the next phases of the project including final design and right-of-way acquisition

During the PD&E studies, alternatives were developed and refined to meet the project's purpose and need as well as avoid and minimize impacts to the community, natural, and physical environments. The alternatives are then compared to each other in an evaluation matrix.

A No-build Alternative to which all alternatives are compared is included and remains a viable alternative until the end of the study. While the No-build Alternative requires no expenditure of funds for design, right-of-way, or construction, it does not address the purpose and need of the project. Traffic conditions will worsen increasing congestion, time delays, and emergency response time. The No-build Alternative remains a viable option and can be selected for both studies, neither study, or only one of the PD&E studies.

Both projects are consistent with local and regional plans including the Broward Metropolitan Planning Organizations, Transportation Improvement Program, and Metropolitan Transportation Plan as well as the FDOT State Transportation Improvement Program.

The Broward MPO formed a Community Oversight Advisory Team or COAT to provide recommendations for the project study. Recommendations regarding safety, improved operations, and environmental considerations have been incorporated into the project's purpose and need statement. And all recommendations are being fully considered in the development of alternatives.

Let us begin by reviewing the Southwest 10th Street Connector PD&E Study which is located in the City of Deerfield Beach between Florida's Turnpike and I-95 and is approximately 3 miles long. Adjacent to this study are two other studies: the Sawgrass Expressway Widening PD&E Study and the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The purpose and need for the Southwest 10th Street connector is to improve the connectivity of the Strategic Intermodal System or SIS which includes roadway facilities that are critical to statewide mobility and economic development. The project purpose is also to address the congestion and safety along Southwest 10th Street.

Two facilities are proposed within the Southwest 10th Street corridor. One will be a connector road facility to provide a connection between the Turnpike and Sawgrass Expressway and I-95. The other facility will be a local, lower speed roadway to serve businesses and communities within the corridor.

In April twenty-eighteen, an Alternatives Public Workshop was held, and two alignments were presented: the north alignment and the center alignment. The north alignment places the

connector road on the north side of the corridor and the local lanes on south side of the corridor. The center alignment places the connector road in the center with local Southwest 10th Street on either side as one way frontage roads.

The public expressed concerns at the first Alternatives Public Workshop regarding the extent of the impacts with the proposed below-grade option for the connector road including utility and right-of-way impacts as well as impacts the Quiet Waters Park and the drainage facilities for the area.

On November twenty seventh, twenty-eighteen, the second Alternatives Public Workshop was held. And three primary build alternatives that varied the amount of depressed roadway were presented. All three alternatives utilized a northern alignment for the connector road.

The Full Depressed Alternative includes a depressed or below-grade section from west of Powerline Road to the C-2 Canal. Business relocations at Powerline Road are required due to construction staging. Extensive utility impacts impacts the Quiet Waters Park. And significant construction activities are required for the extent of the depressed section of roadway proposed.

With the Partial Depressed Alternatives, the connector road is depressed from east of Powerline Road to west of the C-2 Canal. There would be no business relocations anticipated, and utility impacts are reduced. The construction duration, amount of dewatering, and number of pump stations are reduced compared to a full depressed section. There would be no impacts to Quiet Waters Park.

This graphic illustrates that three options that comprise the Partial Depressed alternative. The Depressed Eastbound and Westbound Managed Lanes Alternative features a depressed connector road with a right-hand exit from the connector road to local Southwest 10th Street. The Depressed Eastbound Managed Lanes Alternative depresses only the eastbound connector lanes. The exit ramp from the connector road to local Southwest 10th Street is located on the left hand side for this alternative. The Depressed Westbound Exit Ramp Alternative depresses only the westbound exit ramp from the connector road to local Southwest 10th Street. The ramp travels beneath the at-grade eastbound connector lanes.

With the Non-depressed Alternative, the connector road is at the same level or elevation as the local Southwest 10th Street lanes. And there would be no business relocations anticipated at Powerline Road. This alternative has the shortest construction duration as well as the least utility impacts compared to the Depressed Alternatives. Quiet Waters Park would have no impacts. However, this alternative did not include any local lane access to and from the connector lanes.

After the second Alternatives Public Workshop, three revisions were made to address stakeholder concerns and include moving a proposed overpass further west of the Waterways community entrance allowing trucks to utilize the connector road and deciding that the connector road will open without tolling.

An Alternatives Evaluation Matrix for the build alternatives was developed to help determine the preferred alternative. The evaluation parameters generally fell within four criteria categories:

engineering, environmental, social, and economic. After considering input from stakeholders along with the Evaluation Matrix, FDOT recommended carrying the Depressed Westbound Exit Ramp Alternative forward to a public hearing as the preferred alternative. However, the City of Deerfield Beach expressed concern regarding how this alternative was not meeting expectations. FDOT worked closely with the city to identify more specific concerns and develop refinements to better address them.

The following refinements were incorporated into the alternative to better meet the city's expectations: provide direct access to and from the connector lanes to both I-95 general purpose lanes and I-95 express lanes, provide a 12-foot wide shared-use path in lieu of a side walk and bicycle lanes, develop a new alternative that provides more green space in the corridor by eliminating one set of the local ingress and egress ramps with the connector that are located just east of Powerline Road. This new alternative is called the Without Powerline Road Ramps Alternative as compared to the With Powerline Road Ramps Alternative. Both alternatives include the shared-use path as well as direct connections to the I-95 general purpose lanes and express lanes. In addition, more information on the limited benefits of a longer and wider depressed roadway were shared with the city and stakeholders as well as additional renderings to show the aesthetic features of the project in addition to updates regarding the adjacent Turnpike study were provided.

Access Management is the careful planning of the location, type, and design of access to parcels, businesses, and homes. It also includes median opening and driveway location guidelines. The existing Access Management Classification for the corridor is Class 1, west of Powerline Road and Class 3, east of Powerline Road. The project proposes to change the access classification to Class 1 for the connector road, and the local lanes will remain as Class 3. Proposed median and signalization modifications are on display. If you have a concern regarding the access to your parcel, you are encouraged to provide your comments.

There are two build alternatives currently being evaluated to become the preferred alternative. The difference between the alternatives is whether ramps to and from the Powerline Road vicinity are included or not, as shown on the graphic.

The With Powerline Road Ramps Alternative provides ingress and egress to the connector road in the vicinity of Powerline Road. The distinguishing features include the depressed westbound exit ramp and the elevated eastbound entrance ramp. While providing access, the footprint of this alternative is wider than the Without Powerline Road Ramps Alternative and requires a right-of-way acquisition from Waterford Courtyards. The distance from the closest southside home to the curb is 47 and 106 feet from Waterford Courtyards and Waterford Homes, respectively. This alternative also requires the relocation of overhead transmission lines and poles closer to the residential communities on the southside of the corridor.

The new alternative known as the Without Powerline Road Ramps Alternative was the result of stakeholder input and the concern with right-of-way impacts and need for more green space. This alternative eliminates the depressed westbound exit ramp and elevated eastbound entrance ramp. An additional 30 feet of green space is provided with this alternative compared to the With Ramps Alternative. The distance to closest home from the back of curb nearly doubles to 98 feet

at Waterford Courtyards and to 146 feet at Waterford Homes. The Without Powerline Road Alternative will increase the peak hour traffic volumes on local Southwest 10th Street as compared to the With Powerline Road Ramps Alternative. But to do the connections added at I-95, this alternative is still viable and traffic on Southwest 10th Street will be significantly reduced from traffic today.

The depressed westbound exit ramp is visible in the With Powerline Road Ramps Alternative on the left side as well as the encroachment into Waterford Courtyards. The image on the right side shows the increase in green space in the Without Powerline Road Ramps Alternative.

Both build alternatives will provide improved regional connectivity, congestion reduction, travel times, emergency response times, evacuation operations, and pedestrian and bicycle facilities.

The Evaluation Matrix compares the No-build Alternative with the With and Without Powerline Road Ramps Alternatives. The With Ramps Alternative is superior to the Without Ramps Alternative in two categories: peak hour traffic volumes and connector road accessibility. However, the Without Ramps Alternative is better in the categories of neighborhood proximity, right of way, and utility impacts. In addition, the Without Ramps Alternative is approximately one hundred million dollars less costly than the With Ramps Alternative. Both alternatives are equal from the standpoint of overall traffic flow and noise.

Let us begin a fly-through tour of the build alternatives to view the proposed improvements for the Southwest 10th Street connector.

The Southwest 10th Street PD&E Study begins just west of the interchange with Florida's Turnpike and extends east of Military Trail. The proposed improvements feature a four-lane limited-access connector with a 60 mile per hour posted speed on the north side of the corridor and a reconstructed local Southwest 10th Street with a 35 mile per hour posted speed on the south side.

Eastbound motorists leaving the Sawgrass Expressway will have two options: stay to the right to access the local lanes of Southwest 10th Street, or stay to the left to access the connector lanes.

Westbound motorists on the connector lanes will continue on to the Sawgrass Expressway. The westbound traffic on the local lanes will have the option to stay to the right to exit to Lyons Road, or stay to the left to continue on to the Sawgrass Expressway.

The proposed improvements to local Southwest 10th Street include a 12-foot wide shared-use path serving both bicyclists and pedestrians on the southside of the local lanes. This path will extend through the project limits connecting to the existing sidewalks along the corridor as well as Powerline Road and Military Trail.

Where space permits, sodding and landscaping will be provided adjacent to the shared-use path as well as in the median and in the buffer area between the local and the connector lanes. The local lanes will include curb and gutter on both sides of each direction

Existing signalized intersections will be reconstructed at Waterways Boulevard, Independence Drive, Powerline Road, as well as Southwest 28th Avenue and Military Trail.

At Powerline Road, the local lanes are shifted to the south to accommodate the new connector lanes that will bridge over Powerline Road.

There are two build alternatives which differ east of Powerline Road. The only difference between these alternatives is that one option called the With Powerline Road Ramps Alternative provides an eastbound ingress or entrance ramp from the local lanes to the connector lanes. This ramp exits on the left of the local lanes and bridges over the local westbound Lanes. The With Powerline Road Ramps Alternative also provides a westbound egress or exit ramp from the connector lanes to the westbound local lanes in advance of the Powerline Road intersection. This ramp provides access to Powerline Road from the connector lanes. By contrast, the Without Powerline Road Ramps Alternative eliminates these ramp connections.

As we move east, the westbound exit ramp is shown going under the eastbound connector lanes. This depressed ramp will require a pump station to remove any rain water that is collected. This segment is one of the wider road sections of the corridor. Additional space for ramps, retaining walls, and auxiliary lanes are needed to facilitate the ramp connections between these two roadways. Additional right of way is required to the south as well as the relocation of several utility poles.

The Without Powerline Road Ramps Alternative is similar to the With Powerline Road Ramps Alternative but does not include the entrance and exit ramps or auxiliary lanes. Consequently, the smaller footprint of the Without Powerline Road Ramps Alternative reduces right-of-way impacts as well as provides an additional 30 feet more green space while preserving existing trees and landscaping, allows for the utility poles to remain in place, and provides a larger offset from the southside homes to the local roadway.

Unlike the With Powerline Road ramps Alternative, the Without Powerline Road Ramps Alternative will not provide access to the connector lanes for travelers along Powerline Road and the communities to the west. The Without Powerline Road Ramps Alternative will increase traffic volumes in the local lanes over the With Powerline Road Ramps Alternative. But both alternatives have projected twenty-forty local traffic that is much less that exist today.

Approaching Military Trail, the With and Without Powerline Road Ramps Alternatives are similar, but some differences are apparent. The With Ramps Alternative reflects auxiliary lanes that connect the east and westbound entrance and exit ramps. By contrast, the Without Ramps Alternative eliminates the need for these auxiliary lanes. However, both options provide access to and from the connector road and the Newport Center area.

Now, let us compare the impacts and costs of the With and Without Powerline Road Ramps Alternatives.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type II Report which summarizes the

environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project.

An analysis of the social impacts concludes that eight commercial relocations will likely be required, and eighteen to twenty two parcels will be impacted. There are no residential relocations associated with this project.

The project will enhance bicycle and pedestrian facilities including adding a 12-foot wide shared-use path along the southside of local Southwest 10th Street between Waterways Boulevard and east of I-95.

Aesthetic enhancements are an important element of the project. Aesthetic enhancements that follow the City of Deerfield Beach Pioneer Grove Design Standards and the City of Deerfield Beach Landscape Manual will be further coordinated with the city during the final design phase.

A cultural resources assessment survey was conducted for the PD&E study. No archaeological sites or historic resources were found to be eligible for listing in the National Register of Historic Places. Quiet Waters Park and Crystal Heights Park-North are two resources protected under Section 4(f) of the US Department of Transportation Act. Although the resources are adjacent to Southwest 10th Street, no impacts to these parks are anticipated as a result of the project.

A Natural Resource Evaluation or NRE was conducted for the PD&E study. The project is not likely to adversely affect any federally listed species or designated critical habitat. A bald eagle nest is located near the Sawgrass Expressway and Southwest 10th Street interchange, but no adverse effects are anticipated. FDOT commits to monitoring the eagle nest during the nesting period prior to construction. The United States Fish and Wildlife Service concurred with the NRE.

The NRE also documented the wetland evaluation which determined that there are no wetlands and [inaudible] surface waters within the study area. As a result, there are no wetland impacts and only minor surface water impacts associated with this project. There will be minimal floodplain impacts which will be compensated with the proposed stormwater management facilities to ensure that there will be no increase in flood elevations.

The project is located within the limits of the Biscayne Sole Source Aquifer. The Environmental Protection Agency or EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on February twenty fifth, twenty-twenty. The project is also located within the City of Deerfield Beach Wellfield. Measurements have been taken to avoid impacts to the Wellfield.

None of the proposed stormwater ponds are located within the limits of the permitted public water supply Wellfield cone. Therefore, there will be no negative impacts on the Wellfield.

A contamination screening evaluation was conducted for this project, and the project will have no significant contamination site impacts. The project will not generate significant air quality impacts. Construction activities would cause minor short-term air quality impacts. These impacts

would be minimized by adherence to all federal and state regulations.

A noise study conducted in accordance with state and federal regulations and FDOT requirements evaluated traffic noise levels for the build alternatives. Noise walls are warranted on Southwest 10th Street in the vicinity of the residential areas between Florida's Turnpike and Military Trail. During the final design phase, the FDOT will solicit input from the residences receiving a benefit from the noise walls as to whether noise walls should be implemented.

One of the unavoidable consequences on a project such as this is the necessary relocation of families or businesses. On this project, we anticipate the relocation of no residences and potentially eight businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act.

If you are required to make any type of move as a result of a Department of Transportation project, you can expect to be treated in a fair and helpful manner and in compliance with the Uniform Relocation Assistance Act. If a move is required, you will be contacted by an appraiser who will inspect your property. We encourage you to be present during the inspection and provide information about the value of your property. You may also be eligible for relocation advisory services and payment benefits.

If you are being moved and you are unsatisfied with the Department's determination of your eligibility for payment or the amount of that payment, you may appeal that determination. You will be promptly furnished necessary forms and notified of the procedures to be followed in making that appeal.

A special word of caution, if you move before you receive notification of the relocation benefits that you might be entitled to, your benefits may be jeopardized.

We realize that you may have questions or concerns about FDOT relocation or property acquisition procedure. We have staff who can help you answer your questions and provide you with more detailed information.

The following slides will discuss the design alternatives that were evaluated for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E Study.

The I-95 PD&E Study extends along I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard and along Southwest 10th Street from just west of Military Trail, east to southwest Natura Boulevard. This study also includes Hillsboro Boulevard from Goolsby Boulevard, east to southwest Natura Boulevard.

The primary need for the project is to address capacity, operational, and safety issues with secondary considerations for evacuation and emergency services, transportation demand, and system linkage. I-95 is a component of the state's SIS system and is also listed on the national highway system.

Two build alternatives were considered for I-95. Both alternatives add the second express lane in each direction in the median that was recommended with the I-95 Express Phase Three Projects but was deferred to be constructed as part of this project. Alternative One proposes to add a three-lane parallel roadway called the Collector Distributor or CD Roadway for the northbound traffic and an auxiliary lane for the southbound traffic.

The CD Roadway separates the traffic entering or exiting I-95 from the mainline traffic. Alternative Two further separates the traffic by providing a bridge shown in the teal color on the CD Roadway which separates traffic entering I-95 from traffic exiting. Alternative Two was selected as the preferred alternative as it improves safety and reduces congestion without any additional impacts.

Build alternatives considered along Southwest 10th Street include a North and Center Alignment. Both North and Center Alignment options have a similar configuration: provide a direct connections to and from the connector road to the I-95 express lanes and feature third and fourth level flyovers at the interchange shown in the pink and orange colors. The local Southwest 10th Street improvements include a 7-foot buffered bicycle lane and a 6-foot sidewalk on the southside and a roundabout at the junction of East Newport Center Drive and West Newport Center Drive.

Two build alternatives were considered for Hillsboro Boulevard. Alternative One proposes a depressed section from Goolsby Boulevard to Southwest 12th Avenue. Alternative Two proposes an elevated section from Goolsby Boulevard to Southwest 12th Avenue. An access road is proposed for each alternative with a 7-foot buffered bicycle lane and a 6-foot sidewalk on each side.

The Alternatives Evaluation Matrix for Southwest 10th Street comparing the No-build with the North and Center Alignments showed the North Alignment as the highest-ranked alternative. The North Alignment Alternative improve safety, reduces congestion, and minimizes right-of-way impacts.

The Alternatives Evaluation Matrix for Hillsboro Boulevard comparing the No-build with the depressed and elevated sections shows the No- build as the highest-ranked alternative. Although the depressed and elevated sections would reduce congestion, the access, visual, and construction impacts were determined to be significant. And the No-build Alternative was selected as the preferred alternative.

The preferred alternative for Southwest 10th Street is the Modified North Alignment. The Modified North Alignment minimizes the right-of-way impacts by shifting the direct connect ramps further north. Access to and from the connector road was modified to include direct access to both the I-95 express and general purpose lanes for both the southbound and northbound traffic. The buffered bicycle lane and sidewalk were replaced with a shared-used path.

The preferred alternative for the I-95 corridor is Modified Build Alternative Two. Build Alternative Two was modified to provide direct access from the Southwest 10th Street connector road to both the I-95 express lanes and general purpose lanes. Access to the general purpose

lanes is provided by an egress ramp shown in the teal color from the express lanes north of Southwest 10th Street interchange.

In the southbound direction, also shown in teal, access to the connector lanes is provided by an egress ramp from the express lanes. The benefits of this preferred alternative include a less congested facility, an improvement in safety, direct connections to the I-95 managed lanes and general purpose lanes, and the addition of a shared-use path along Southwest 10th Street.

Let us begin a fly-through tour of the preferred alternative to view all of the proposed improvements for the I-95 PD&E Study.

Let us begin a review of the I-95 improvements beginning south of Sample Road through the interchange with Southwest 10th Street and up to the Hillsborough Road interchange.

The proposed I-95 project is a continuation of improvements already under construction. The project provides additional express lanes as well as direct connect ramps to and from Southwest 10th Street. The proposed project begins just north of Sample Road where motorists can exit the express lanes in the northbound direction and enter in the southbound.

The 48th Street overpass bridge requires reconstruction to accommodate the additional express lanes and the ramps going to and from Southwest 10th Street.

Beginning on the southside of Southwest 10th Street, let us explore the direct connections to and from I-95 and the Southwest 10th Street connector lanes. In the northbound direction, an express lane exit ramp braids over the general use lanes to join a general use lane exit ramp. This ramp continues as an elevated direct connect flyover to the westbound connector lanes. In the southbound direction, a similar flyover from the eastbound connector lanes provides access to both the I-95 express and general use lanes.

Local ramps to and from I-95 will be improved for additional capacity and safety as well as the ramp intersections with Southwest 10th Street. Intersections at Military Trail, Newport Center Drive, and FAU Research Park Boulevard will also be expanded and improved.

To further improve traffic flow, a new ramp will be added in the northeast quadrant. This ramp allows westbound Southwest 10th Street traffic to directly access northbound I-95 and avoid the signalized intersection that exist today.

On the northside of Southwest 10th Street, flyover ramps link the connector lanes with both general use and express lanes of I-95. Direct connect flyover ramps are proposed from the eastbound connector lanes to the north bound express and general use lanes and from southbound express and general use lanes to westbound connector lanes.

Improvements at the Hillsboro Road interchange include replacing existing loop ramp and slip ramp in the northeast quadrant with a northbound entrance ramp expanding loop ramps in the northwest and southeast quadrants and consolidating entrance and exit points to I-95 while improving capacity at the northbound exit ramp intersection.

To further enhance I-95 operations, the existing weaving movements to and from the local Hillsboro Boulevard ramps have been reconfigured. These local ramps will now pass beneath overpasses that carry traffic to and from the connector lane ramps, Southwest 10th Street, and Hillsboro Road.

Heading back south, we see how the flyover ramps from the north and south merge together to form the connector lanes that continue to the west over the railroad, Military Trail, and ultimately to the Sawgrass Expressway.

To gain a better understanding of the local connector lane access, let us make the flyover bridges transparent and take a closer look at the local street system.

Just west of the Newport Center Drive intersection, westbound motorists on local Southwest 10th Street may access and exit ramp to the connector lanes. These westbound connector lanes may also be accessed by traveling on 12th Avenue to the northside of the intersection. In the eastbound direction, the local exit ramp leads to a signalized intersection with Newport Center Drive.

Now, let us examine the costs and impacts associated with the I-95 improvements.

The build alternatives were evaluated in terms of their impacts to the social, cultural, natural, and physical environment. A Categorical Exclusion Type 2 Report which summarizes the environmental impacts associated with the build alternatives was prepared and is available for review. No significant impacts are anticipated as a result of this project. The environmental documents detailing the review of all resources analyzed have been available for public review since September twenty first, twenty-twenty and will continue to be on display for ten days after the public hearing at the FDOT, District Four Office, located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida. The documents are also available for review on the project website and at tonight's hearing.

An analysis of the social and economic environment concluded that no relocations will be required. Minor right-of-way acquisition is needed along Southwest 10th Street including temporary construction easements. Enhance access and mobility will improve the economic vitality of the area and will allow for better local circulation and access

A Cultural Resources Assessment Survey was prepared in twenty-eighteen and identified one cultural resource within the area of potential effect, the Seaboard Air Line. This resource was determined eligible for listing in the National Register. However, the state Historic Preservation Officer determined that the preferred alternative will have no adverse effects on this linear resource.

Four parks or recreational resources within the vicinity of the project study Corridor were identified for potential Section 4(f) involvement. A Section 4(f) determination of applicability was prepared for these four sites and resulted in a no-use Section 4(f) involvement for recreation resources for the preferred alternative.

The NRE documented no adverse impacts to protected plants and wildlife species and critical habitat. A determination of may affect, not likely to, adversely affect for the federally threatened wood stork was made by the FDOT. And a no-effect determination was made for all other species which have the potential to exist within the project Corridor. The US Fish and Wildlife Service concurred with these determinations on February twenty second, twenty-nineteen.

The NRE also documented the wetland evaluation which determined that there are no wetlands within the study area. However, approximately 5.7 acres of surface water features consisting of stormwater swales, ditches, and retention areas are anticipated to be impacted with the preferred alternative. These areas will be compensated for with the construction of the new stormwater system for the project. The project is also located within the limits of the Biscayne Aquifer which is a designated sole-source aquifer supplying potable water to local residences. The EPA concurred that no adverse impacts to the Biscayne Aquifer are anticipated as a result of the proposed project on May twentieth, twenty-nineteen.

Traffic noise levels were predicted for noise sensitive locations along the project Corridor for the existing conditions and the design year twenty-fourty No-build and Preferred Alternatives. Design year traffic noise levels with the planned improvements are predicted to approach or exceed the Federal Highway Administration Noise Abatement Criteria at one hundred and sixteen residences and at the Deerfield Beach Teen Center basketball court, Tivoli Sand Pines Preserve walking trail, and JM Family Day Care Center playground.

Noise barriers were considered for all noise-sensitive receptor sites where design year build alternative traffic noise levels were predicted to equal or exceed the noise abatement criteria. Three noise barriers are considered feasible and reasonable and are recommended for further consideration during the design phase. These noise barriers are located next to the Lake Island, Highland Village, Highland Meadows, and Country Knowles communities.

A Contamination Screening Evaluation was conducted for this project and the analysis identified twelve potential contamination concerns. A Level II contamination assessment is recommended for medium and high-risk locations.

This project will not cause any relocation of families or businesses. All right-of-way acquisition will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 commonly known as the Uniform Act. The right-of-way specialists who are supervising this program are available and will be happy to answer your questions.

Let us discuss the next steps for these two PD&E studies. The next step is to incorporate your input on this public hearing into our decision-making process. After the comment period closes and your input has been considered, a decision will be made regarding the preferred alternatives. The final PD&E documents will be sent to the FDOT, Office of Environmental Management, which based on the Memorandum of Understanding signed with the FHWA on December fourteenth, twenty-sixteen has approval authority on this project granting location and design concept acceptance. This project has and will continue to comply with all applicable state and federal rules and regulations.

FDOT has used a number of different media types to communicate information on these studies. When FDOT makes its decision, the announcement will be made via the project website, press release, social media, and email blast to the mailing list. If you are participating in this hearing, you are on the contact list and will be notified of the final decision expected by the end of this year.

The final design and Request for Proposal or RFP development is estimated to begin in late twenty-twenty with major construction activities anticipated to start in twenty-twenty three. The completion for the project is planned for late twenty-twenty seven or early twenty-twenty eight.

There have been various opportunities for the public to provide input on this project. Several public meetings have been held dating from November fifteenth, twenty-seventeen until tonight. We welcome any oral or written comments you might have that will help us make this important decision. Each method of submitting a comment carries equal weight.

Written comments received or postmarked no later than twenty days following the last public hearing, November fourth, twenty-twenty, will become a part of the public record for this public hearing. All written comments should be mailed to the address shown on the slide. Comments may also be emailed to Robert Bostian, the FDOT Project Manager, or submitted via the project websites.

This project has and will continue to comply with all applicable state and federal rules and regulations.

This concludes our presentation. We now offer you the opportunity to make a statement.

[End]



Session 1A Formal Comment Period

(10/12 / 11 a.m.)





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Miami, FL 33166
USA

Certificate of Authenticity

Date: Oct 15, 2020

To Whom It May Concern,

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Transcripts:

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For and on behalf of Transcription Puppy
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John: Anyone desiring to make a statement or present written views regarding the location, conceptual design, or social economic and environmental effects of the improvements will now have an opportunity to do so.

John: Written statements may be presented in lieu of or in addition to oral statements.

John: All written material received at this Public Hearing, and at the Florida Department of Transportation District office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309 and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing.

John: All written comments should be addressed to Robert Bostian. Comments may also be emailed to Robert at Robert dot Bostian at D-O-T dot state dot F and L dot U-S. That's R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S-- or submitted via the chat box during this hearing.

John: Comments submitted via the chat box will be included as part of the administrative record for this hearing unless otherwise noted chat box comments will not be read as part of the hearing proceedings. We will now call upon those who have their hands raised in the order that they were raised when your name is called, please unmute yourself and state your name and address before making your comment.

John: If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes, when you have 10 seconds remaining you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you have additional comments, you may make them after all other people have had an opportunity to comment.[pause]

John: We'll now turn it over to the moderator to call on those wishing to make a comment.

Moderator: Thank you, John. We are reviewing the attendee list now.[pause]

Moderator: Again as stated if you would like to submit a comment, please use the raise hand feature and we will acknowledge you, unmute you and allow you three minutes to provide your comment.

[silence]

Moderator: John I do not see any raised hands at this time. I just see one. Miss Ellen Kamhi?

Moderator: Would you like to submit a comment? If so, please raise your hand again?

Moderator: All right. I will unmute you now Miss Kamhi, please unmute yourself.

Ellen Kamhi: Thank you, when was--

Moderator: Miss Kamhi, If you will please state your name and address for the record.

Ellen: Ellen Kamhi. K-A-M-H-I 328 Newport V Century Village, Deerfield Beach.

[silence]

Moderator: Please State your comment.

Ellen: On one of the slides they had a comparison of different parameters depending on if it was uhm no build with ramps and without Powerline ramps in the choice of with Powerline ramps I would like to suggest that the column, not column, that goes across that list safety they used a green or blue dot.

Ellen: The legend showed there was yellow, orange, blue, and green dots and terms of positive outcomes. I would like to request that that safety button be changed because with the Powerline ramps there is less safety because of the increased decision-making that has to happen at every time uh the uhh turnoff comes up. So I'd like to have that button change to either uhm yellow or orange instead of blue or green.

Ellen: I'd uhm also wondering about the waterways within Century Village since they are not natural waterways, they're canals that have been in place for over 40 years and act as an environmental refuge for a lot of species including the wood stork. Uh that's not the-I'm wondering if that's gonna be considered in terms of the environmental impact since it's not a natural waterway and how will this project impact those waterways, like will the water be turned off during the project which would create disastrous uhm consequences for many species including the humans there.

Ellen: And umm that's all but I wanted to actually do we vote here in terms of our what- our choices because my first choice is still the no build option. My second choice would be without the Powerline Road ramps.

John: Thank you very much. Yes, this is the time for you to offer any comments that you wish, so if you have no other comments will go onto the next.

Ellen: Okay.

John: Thank you.

Moderator: I'll review the list John. One moment, please.

John: Alright.

Moderator: We do not have any additional hands raised, again If you would like to submit a comment we do ask that you use the raise hand feature and we will unmute you and allow you the opportunity to submit your comment.

[silence]

John: So does anybody else desire to speak?

[silence]

John: Moderator are there any hands raised?

Moderator: No, we do not have any additional has raised at this time.

John: Okay, thank you. A verbatim transcript of this hearings oral proceedings together with all written material received as part of the hearing r-record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office for public review upon request. Thank you for attending this Public Hearing and for providing your input into this project. It is now twelve fifty-nine. I hereby officially closed the public hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street north of Hillsboro Boulevard Project Development and Environment studies. Thank you again and have a good day.

[END]



Session 1B Formal Comment Period

(10/12 / 2:30 pm)





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[SW10thSession1COpening.mp4\(ID:60587\)](#)



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Male speaker: I just want to make, uh, a quick, uh, mention that if anyone had, uh, any problems during the presentation, uh, these presentations will be, uh, upon, uh, the website uh, so you can go back and listen to it if there was a piece that you missed to make that comment, uh, probably in the couple of days. um, so anyone at these point desiring to make a statement or present written views regarding the location, conceptual design, or socio-economic and environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of or in addition to oral statements. All written material received at this Public Hearing and at the floor of the Department of Transportation District Office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 3 3 3 0 9 and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Robert Bostian. Comments may also be e-mailed to Robert at robert dot bostian at dot state dot fl dot us dot. That is R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S or submitted via the chatbox during the hearing. Comments submitted via the chatbox will be included as part of the administrative record for this hearing. Unless otherwise noted chatbox comments will not be read as part of the hearing proceedings.

Male speaker: We will now call on those who have their hands raised in the order that they were raised. When your name is called, please unmute yourself and state your name and address before making your comment. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes. When you have ten seconds remaining, you will hear a series of chimes. When you hear those chimes, please wrap up your comment. If you have additional comments, you may make them after all other people have had the opportunity to comment.

Female speaker: Well, we have one hand raised here. We have Charles Stratton. Charles, I have unmuted you. Uhm, please state your name and your address for the record.

Charles Stratton: Charles Stratton. Um. 215 South Monroe Street, Suite 400, Tallahassee, Florida. Um. On the, uh, loop through Newport Center, I think that that the project is, um, leaning towards helping the Publix warehouse traffic out to get them on and off I-95 and the Turnpike and the Sawgrass and causing traffic problems on the south side of 10th in the Newport Center which will cause them additional traffic problems for ingress and egress. Thank you.

Male speaker: Thank you very much. Does anyone else have their hand raised?

[silence]

Female speaker: At this moment, we do not have any hands raised.

Male speaker: So if anyone would like to speak, please do raise your hand at this time. Uh. [pause] Has anybody else raised their hand?

Female speaker: At this moment, we do not have any hands raised.

Male speaker: Alright. Thank you very much. A verbatim transcript of this hearing oral proceedings together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office for public review upon request. There are no other comments. Thank you for attending the Public Hearing and for providing your input regarding this project. It is now four twenty-five. I hereby officially close the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment Studies. Thank you again and have a good day.

[END]



Session 1C Formal Comment Period

(10/12 / 6 p.m.)





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Project ID 28430

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Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
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John: Anyone desiring to make a statement or present written views regarding the location, conceptual design, or social-economic, and environmental effects of the improvements will, now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to oral statements. All written material is received, that is received at this Public Hearing, and at the Florida Department of Transportation District office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309, and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Robert Bostian. Comments may also be emailed to Robert, Robert Bostian-- Robert dot Bostian at D-O-T dot state dot F-L dot U-S, R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S, or can be submitted via the chat box during this hearing.

Comments submitted via the chat box will be included as part of the administrative record for this hearing. Unless otherwise noted, chat box comments will not be read as part of the hearing proceedings.

We will now call upon those who have their hands raised in the order that they were raised. When your name is called, please unmute yourself and state your name and address before making your comment.

If you represent an organization, municipality, or other public body, please provide that information as well.

We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you still have additional comments, you may make them after all other people have had the opportunity to comment.

I'll now turn it over to the moderator to call on those who have their hands raised.

Female Moderator: Yes, John, we do have one person with his hand raised. Mr. Andrew Velardi. I will unmute you now. Please make sure that you are not self-muted.

Andrew Velardi: Hello. Can you hear me?

John/ Female Moderator: Yes.

Female Moderator: And, if you will you please state your name and address for the record.

Andrew: Yes. My name is Andrew Velardi. Um, I would just like to start out by saying, I would like to thank everyone for the well-thought-out meeting tonight. Um, my business resides at 3191 Southwest 11th Street Building 100, 200, 300, 400, 500, and 600.

The association name is Powerline-11th Street Industrial Park. I have three concerns with the upcoming project. There are no drawings or information regarding an exit road on to 10th Street. We currently have two to three tractor-trailers that exit our business to Southwest 10th Street. These tractor-trailers will be unable to turn around in our parking lot. This is extremely important

that there is an access road to 10th Street as there is now.

My second concern is you show a yellow line taking parking from our complex. Where that yellow line is, we squeeze eight vehicles in that corner for employees to park due to parking issues. We cannot lose any parking like you are showing in slide 20.

If this is needed, we propose you give us rights to the East end of building 500, which is green space. And install a parking lot. This would alleviate any parking issues. You are proposing.

Our third concern is we will be losing a U-turn, that U-turn is frequently used to get on to 10th Street westbound. Many customers and delivery trucks use that U-turn, also the storage company West of us also uses it frequently.

Please take these concerns seriously as it affects the daily operations of our business. We hope you make these corrections to keep everyday business as seamless as it is now.

Thank you again. Andrew Velarde, Powerline-11th Street Industrial Park, 3191 Southwest 11th Street. Building 100, 200, 300, 400, 500, and 600. Thank you.

John: Thank you very much. [Cross talk]

Female Moderator: Thank you Mr. Velardi.

John: You have anybody else with their hand raised?

Female Moderator: We do not have anyone else. Again, if there is anyone else that would like to submit a comment. We do ask that you use the raise your hand feature. And we would like to acknowledge you, and give you the time to submit your question-- your comment.

John: Is there anybody else?

Female Moderator: No additional hands have been raised, John.

John: All right. Thank you. Seeing that nobody else wishes to speak. Verbatim transcript of this hearing. Oral proceedings together with all the written material received, as part of the hearing record, and all studies displays and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office or public review upon request.

Thank you for attending this Public Hearing and for providing your input into this project. It is now 8:26 PM. I hereby officially closed the Public Hearing for the Southwest 10th Street Connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard project Development and Environment studies.

Thank you again and have a good evening.
[END]



Session 2A Formal Comment Period

(10/13 / 11 a.m.)





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Date: Oct 15, 2020

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Project ID 28430

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We will now call upon those who have their hands raised in the order that they were raised. When your name is called, please unmute yourself, and state your name and address before making your comment. If you represent an organization, municipality, or other public body, please provide that information as well.

We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you have additional comments, you may make them after all other people have had an opportunity to comment. Michelle, are there any hands raised?

Michelle: At this moment, I do not see any hands raised.

John: Anyone who wishes to make a comment, please raise your hand.

[silence]

John: Are there any hands, Michelle?

Michelle: No. Not at this moment.

John: Okay. Verbatim transcript of this hearing's oral proceedings, together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process, and will be available at the district office for public review upon request. Thank you for attending this public hearing, and for providing your input into this project.

It is now 12:54 P.M. I hereby officially close the public hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard, project development and environmental studies. Thank you again, and have a good day.

[END]



Session 2B Formal Comment Period

(10/13 / 2:30 pm)





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John: All right. At this time, anyone desiring to make a statement, or present written views regarding the location, conceptual design, or social, economic, and environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to, oral statements. All written material received at this Public Hearing, and at the Florida Department of Transportation District Office, that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida, 33309, and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing.

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We will now call upon those who have their hands raised in order — in the order that they were raised. When your name is called, please unmute yourself, and state your name and address before making your comment. If you represent an organization, municipality, or other public body, please provide that information as well.

We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear those chimes, please wrap up your comments. If you have any additional comments, you may make them after all other people have had an opportunity to comment.

Do you see anybody with their hand raised at this time?

Moderator: Um, checking it. There are no hands raised at this time.

John: So, anybody wishing to speak now is the last opportunity for this session that you will be able to make a comment on the public record, so please raise your hand.

Paul Bourque: Well, yes. My name is Paul Bourque

Moderator: Mr. Bourque, can you — yes. Can you state your name and your address, please?

Paul: Paul Bourque, Harwood D, in Century Village. It is regarding the noise on the presentation. We see that there are some traffic signals at Independence Waterways 30th, 28th, and 24th — what we noticed in the first presentation on slide — uh, slide 13, there is a roundabout projected, and I suggest that there could be a roundabout used in lieu of traffic lights at this intersection to reduce noise, and to reduce — stop and go, which are often the problem because of Jacob's engine brakes and illegal muffler of cars and motorcycle.

And also, roundabouts are — can be used by FHWA up to — and they say, for double lane, at the 2500 ADT. So, this could be evaluated to replace the traffic lights on these very — these local roads. And this would be — also, reduce the severity of accidents, if any. Because with traffic lights, they are more — they are at the — they are at perpendicular angles, and the

roundabouts are sided, so they are less severe. So, also — plus the noise. So, maybe, this could be planned the same as the slide 13, in the first presentation for those — for those streets.

Because — now, maybe, the noise is mainly on the side road. Maybe, more of BSO regulation of Broward County police. But I think, if we use roundabouts, this would reduce the people doing — so, drag racing on local roads when there is — especially, at night. So, thank you.

John: Thank you. Mr. Bourque. Are there any other hands raised?

Moderator: No. No other hands raised. We may proceed.

John: All right, A verbatim transcript of this hearing's oral proceedings, together with all written material received as part of the hearing record, and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process, and will be available at the district office, or public review upon request. Thank you for attending this Public Hearing, and for providing your input into this project. It is now 4:30 P.M. I hereby officially close the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and Environment studies. Thank you again and have a good day.

[END]



Session 2C Formal Comment Period

(10/13 / 6 p.m.)





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[SW10thSession2COpening.mp4\(ID:60583\)](#)

[SW10thSession2AOpening.mp4\(ID:60584\)](#)

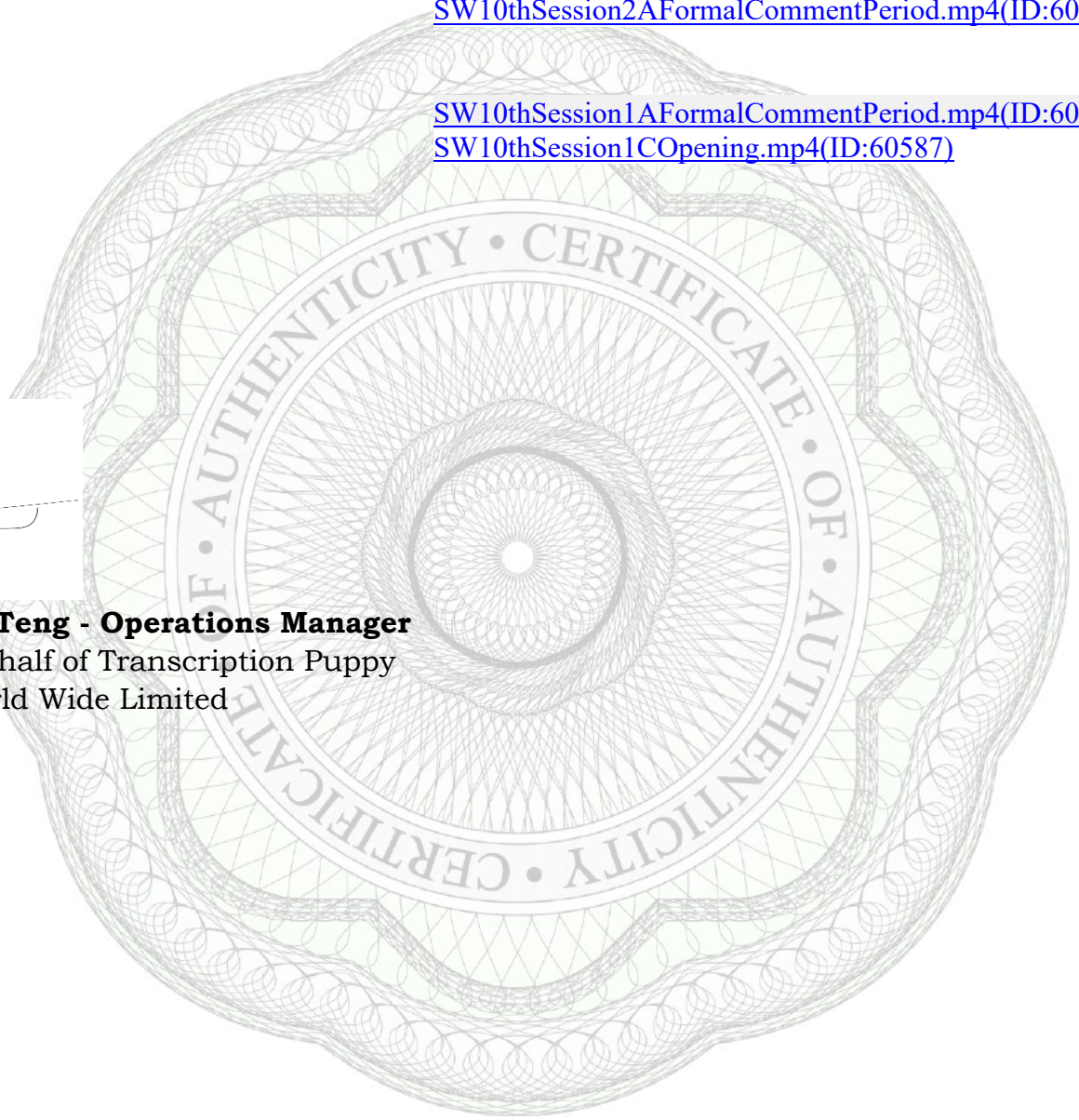
[SW10thSession2AFormalCommentPeriod.mp4\(ID:60585\)](#)

[SW10thSession1AFormalCommentPeriod.mp4\(ID:60586\)](#)

[SW10thSession1COpening.mp4\(ID:60587\)](#)



Sign by: Jay Teng - Operations Manager
For and on behalf of Transcription Puppy
Evolution World Wide Limited



John: Anyone desiring to make a statement or present written views regarding the location, conceptual design, or social economic and environmental effects of the improvements will now have an opportunity to do so.

John: Written statements may be presented in lieu of or in addition to oral statements. All written material received at this Public Hearing and at the Florida Department of Transportation District Office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309, and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing.

John: All written comments should be addressed to Robert Bostian. Comments may also be emailed to Robert at robert.bostian@dot.state.fl.us that's R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S or submitted via the chat box during this hearing.

John: Comments that are submitted via the chat box will be included as part of the administrative record for this hearing unless otherwise noted, chatbox comments will not be read as part of the hearing proceedings.

John: We will now call upon those who have their hands raised in the order they were raised. When your name is called, please unmute yourself and state your name and address before making your comment. If you present, if you represent an organization, municipality, or other public body, please provide that information as well.

John: We ask that you limit your input to three minutes. When you have ten seconds remaining you will hear a series of chimes. When you hear these chimes, please wrap up your comments. If you have any additional comments you would like to make, you can make them after all other people have had an opportunity to comment.

John: Michelle do we have any hands raised?

Michelle: At this time, we don't have any hands raised.

John: So if nobody raises their hand at this point, the-this-this will close the official comment period. I'll ask one last time; anybody wishes to make a formal statement for the record, please raise your hand at this time.

John: Michelle? Anybody?

Michelle: John, I do not see any hands raised at this time.

John: All right. Thank you. A verbatim transcript of these hearings, oral proceedings together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office for public review upon request.

John: Thank you for attending this Public Hearing and for providing your input into this project.

It is now 8:24 p.m. I hereby officially closed the Public Hearing for the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environment Studies. Thank you again and have a good evening.

[END]



Session 3A Formal Comment Period

(10/14 / 11 a.m.)





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Miami, FL 33166
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Date:

To Whom It May Concern,

This is to certify the below transcript(s) has/have been transcribed by Transcription Puppy to the best of our ability. In our best judgment, the transcript is a true and accurate record of the digital recording.

We further certify that we are not attorney or counsel of any parties, nor do we have any relative or employee of any attorney or counsel connected with the action, nor financially interested in the action.

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Transcripts:

Project ID
28455

File Name

[SW10thSession3AFormalCommentPeriod.mp4\(ID:60637\)](#)

[SW10thSession3COpening.mp4\(ID:60638\)](#)

[SW10thSession3BOpening.mp4\(ID:60639\)](#)

[SW10thSession3BFormalCommentPeriod.mp4\(ID:60640\)](#)

[SW10thSession3AOpening.mp4\(ID:60641\)](#)

[SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)

Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy

Evolution World Wide Limited

John: Anyone desiring to make a statement, or present written views regarding the location, conceptual design or social, economic and environmental effect--effects of the improvements, will now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to oral statements. All written material received at this Public Hearing and at the Florida Department of Transportation District office, that is located at 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309, and that is postmarked, no later than November 4th, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Robert Bostian. Comments may also be emailed to robert.bostian@dot.state.fl.us. That's R-O-B-E-R-T. B-O-S-T-I-A-N@D-O-T-S-T-A-T-E-F-L-U-S. Or they may be submitted in the chat box, ah, during this hearing. Comments submitted via the chat box will be included as part of the administrative record for this hearing unless otherwise noted, chat box comments will not be read, as part of the hearing proceedings. We will now call upon those, who have their hands raised, in the order that they were raised. When your name is called, please unmute yourself, and state your name and address before making your comment. If you represent an organization, municipality or other public body, please provide that information as well. We ask that you limit your input to 3 minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you have any additional comments, you may make them after all other people have had the opportunity to come. Miranda, do you see any hands raised at this time?

Miranda: We do not have any hands raised at this time. We may proceed, John.

John: So this is the last opportunity for you to make a formal comment, for the record. Anybody who wishes to make a formal comment for the record. Please raise your hand now. Any hands raised?

Miranda: No hands raised at this moment, um, we may proceed.

John: Okay, thank you. A verbatim transcript of this hearing's oral proceedings, together with all written material received as part of the hearing record. And all studies, displays and informational material provided at the hearing, will be made a part of the project decision-making process and will be available at the district office for public review, upon request. Thank you for attending this Public Hearing and for providing your input into this project. It is now 12:53 p.m. I hereby officially closed the Public Hearing for the Southwest 10th Street connector and I-95, from south of Southwest 10th Street to north of Hillsboro Boulevard project development and environment studies. Thank you again and have a good day. [END].



Session 3B Formal Comment Period

(10/14 / 2:30 pm)





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To Whom It May Concern,

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We further certify that we are not attorney or counsel of any parties, nor do we have any relative or employee of any attorney or counsel connected with the action, nor financially interested in the action.

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Transcripts:

Project ID
28455

File Name

[SW10thSession3AFormalCommentPeriod.mp4\(ID:60637\)](#)

[SW10thSession3COpening.mp4\(ID:60638\)](#)

[SW10thSession3BOpening.mp4\(ID:60639\)](#)

[SW10thSession3BFormalCommentPeriod.mp4\(ID:60640\)](#)

[SW10thSession3AOpening.mp4\(ID:60641\)](#)

[SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)

Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
Evolution World Wide Limited

John: Anyone desiring to make a statement or present written views regarding the location conceptual design, or social economic, environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of or in addition to oral statements, all written material received at this Public Hearing and at the Florida Department of Transportation District office that is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309 and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing. All written comments should be addressed to Robert Bostian comments may also be emailed to Robert at Robert dot Bostian at D-O-T dot state dot F-L dot U-S. That's R-O-B-E-R-T dot B-O-S-T-I-A-N at D-O-T dot S-T-A-T-E dot F-L dot U-S, or submitted via the chat box during the hearing. Comments submitted via the chat box will be included as part of the administrative record for this hearing unless otherwise noted chatbox comments will not be read as part of the hearing proceedings. We will now call upon those who have their hands raised in the order that they were raised, when your name is called please unmute yourself state your name, and address before making your comment. If you represent an organization municipality or other public body, we provide that information as well. We ask that you limit your input to three minutes when you have 10 seconds remaining you will hear a series of chimes. When you hear those chimes, please wrap up your comments. If you have any additional comments you would like to make you can make them after all other people have had an opportunity to comment.

John: Michelle do you see any hands raised at this time?

Michelle: At this moment John there are no hands raised.

John: This is the last chance that we'll have to make a formal comment on the public record [crosstalk] for the hearing today.

Michelle: There is one hand. Sorry.

John: Go ahead.

Michelle: Gregory you are unmuted could you please state your name and address for the record?

Gregory Gryczan: Gregory Gryczan, I'm at 412 33rd Street in West Palm Beach. I am the uh, property manager for Sawgrass Promenade on Military Trail just south of Southwest 10th in Deerfield Beach. Uh, It's owned by regency centers as I mentioned before and I did want to take that opportunity of what thank you all for-for your time and effort put into this. This has been a uh, quite an interesting experience uh, a learning experience to you, I-I can't even begin to imagine what goes into a project like this and uh either the two options uh, I think are going to be a great benefit overall for all the communities that they impact and all their stakeholders and that said I refer back to the comment I made earlier that I think the with Powerline ramps is important. I noticed the more significant reduction in traffic and I think that's important for the area. Uhm, I did have concern about emergency vehicles and access through the uhm, duration of the project once it does begin and also the Military Trail intersection and how that is going to be impacted uh, understand from a prior uhhh, meeting that I attended that the Military Trail is

supposed to be remaining open and should be minimally impact-impacted during construction, but uh, like to get some reinforcements on that and also get an understanding of for uh, first responders in the area and uh, how they will be impacted uh, as uh, this project comes online in 2023 and then through its duration. That concludes my comments. Thank you very much.

John: Thank you. Michelle does anybody else have their hand raised?

Michelle: At this moment. I do not see any hands raised.

John: All right. Thank you. A Verbatim transcript of this hearings oral proceedings, together with all written material received as part of the hearing record and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office for public review upon request. Thank you for attending this Public Hearing and for providing your input into this project. It is now four twenty-five P.M. I hereby officially closed the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environment studies. Thank you again and have a good day.

[END]



Session 3C Formal Comment Period

(10/14 / 6 p.m.)





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Transcripts:

Project ID
28455

File Name

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[SW10thSession3BOpening.mp4\(ID:60639\)](#)

[SW10thSession3BFormalCommentPeriod.mp4\(ID:60640\)](#)

[SW10thSession3AOpening.mp4\(ID:60641\)](#)

[SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)

Sign by: Jay Teng - Operations Manager

For and on behalf of Transcription Puppy
Evolution World Wide Limited

Moderator: Anyone desiring to make a statement, or pre-set written views regarding the location, conceptual design, or social-economic, and environmental effects of the improvements will now have an opportunity to do so. Written statements may be presented in lieu of, or in addition to oral statements.

All written material received at this Public Hearing, and at the Florida Department of Transportation District Office, it is located at 3400 West Commercial Boulevard, Fort Lauderdale, Florida 33309, and that is postmarked no later than November 4th, 2020 will become a part of the public record for this hearing.

All written comments should be addressed to Robert Bostian. Comments may also be emailed to Robert, Robert.Bostian@dot.state.fl.us. That's R-O-B-E-R-T-dot-B-O-S-T-I-A-N-@-D-O-T-dot-S-T-A-T-E-dot-F-L-dot-U-S, or may be submitted via the chat box during this hearing.

Comments submitted via the chat box will be included as part of the administrative record for this hearing. Unless otherwise noted, chatbox comments will not be read as part of the hearing proceedings.

We will now call upon those, who have had, who have their hands raised in the order that they were raised. When your name is called, please unmute yourself, and state your name and address before making your comment. If you represent an organization, municipality, or other public body, please provide that information as well. We ask that you limit your input to three minutes. When you have 10 seconds remaining, you will hear a series of chimes. When you hear these chimes, please wrap up your comment. If you still have additional comments you would like to make, you may do so after all other people have had an opportunity to comment.

Walna, do you have any hands raised at this time?

Walna: Yes. We do have two hands raised. Mr. Newton, I will call on you first. I have unmuted you. Please state your name and address for the record.

[Keyboard tap]

Newton Pontara: Newton Pontara, 1168 Southwest 26th Terrace. Uh, my question is I could not hear anything from the last presentation for this uh, the past like uh, ten or fifteen minutes presentation. How can I get a copy of this presentation?

Moderator: So, there is a copy on the, uh, project website that will be posted up there that you will be able to access.

Newton: Uh, but can I have it- that to my records, or, I only can see on your website?

Moderator: Public record, uh, public comments can be made up through November 4th if postmarked. So you could watch it and then send in a comment, as long as it's received- postmarked by November 4.

Newton: Uh, there, so you can now email my link so I can see the- the presentation, right?

Moderator: Uh, I will ask, uh, well, not to coordinate with you offline. This is not really a question and answer period.

Newton: Got it. All right. Thank you.

Moderator: All right.

Walna: Mr. Jackson Hurst, please state your name and address for the record.

Jackson Hurst: Jackson Hurst, 4216 Cornell Crossing, Kennesaw, Georgia 30144. And, uh, my comment is first going to be, it's for both of the projects, [heavy breathing] but my first comment is going to be regarding the Southwest 10th Street Connector, PD&E study. The alternative that I approve and support for the Southwest 10th Street Connector is the alternative without Powerline Road ramps because having no Powerline Road ramps will allow for additional green space and will bring down the right of way cost.

For, uh, my second comment is for the I-95 from Southwest 10th Street to Hillsboro Boulevard PD&E study. I also approve and support of, uh, I also approve and support the build alternative for that project, especially. Because it's going to allow direct ramp connections from the 95 Express Lanes to, uh, Southwest 10th Street including the general-purpose lanes and the direct high-speed connector between Southwest Expressway and 95. And I also approve and support of the modified North alignment because it is going to create a roundabout at, um, at the Newport Center area section, across Southwest 10th Street for the Publix Distribution Center.

Moderator: Okay. Thank you very much.

Walna: Thank you, Mr. Hurst. Ms. Donovan, I will unmute you now. Please state your name and address for the record.

Christine Donovan: Hi there! Christine Donovan, 2891 Waterford Drive North, Deerfield Beach, Florida, 33442. Um, I am in support of the without Powerline Road ramps option for the 10th Street corridor. Um, because I really don't want your road in my backyard [giggles]. Um, and I am strongly, strongly urging that there are- that there is a noise wall be built. That's it.

Moderator: Okay, thank you very much. Any other-

Walna: We do not-

Moderator: hands raised?

Walna: We do not have any additional hands raised, and we do not have any comments from our live audience.

Moderator: All right, thank you. If there are no other comments, then, uh, this will end the formal

comment period.

A verbatim transcript of these hearings, oral proceedings, together with all written material received as part of the hearing record, and all studies, displays, and informational material provided at the hearing will be made a part of the project decision-making process and will be available at the district office, or public review upon request. Thank you for attending this Public Hearing, and for providing your input into this project. It is now 8:47 PM. I hereby officially close the Public Hearing for the Southwest 10th Street Connector, and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project, Development and Environment Studies. Thank you again and have a good evening.

[End]

In-Person Public Hearing Transcript

IN THE MATTER OF
SW 10TH STREET CONNECTOR AND I-95
INTERCHANGE
PUBLIC HEARING
DATE OF HEARING: October 15, 2020

PAGES 1-54

US LEGAL SUPPORT
100 NE 3rd Avenue
Fort Lauderdale, Florida 33301

* * * * *

Proceedings recorded for the purpose of
discovery for use as information in the
above-entitled cause, pursuant to notice heretofore
filed, before STACIE APPEL-CLAIR, a Court Reporter
and Notary Public in and for the State of Florida at
Large, at FDOT District Four, 3400 West Commercial
Boulevard, Fort Lauderdale, Broward County, Florida,
on the 15th day of October, 2020, commencing at 9:00
A.M.

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PUBLIC HEARING COMMENTS

(Thereupon, this session began at 9:00 A.M.)

MR. MARTINEZ: Good morning, the Florida Department of Transportation would like to welcome you to the Public Hearing for SW 10th Street Connector and I-95 from south of SW 10th Street to north of Hillsboro Boulevard Project Development and Environmental studies.

My name is Cesar Martinez, I'm the District project development manager for the Florida Department of Transportation. This public hearing is for financial management project numbers 439891-1-22-02 and 436964-1-22-02.

These environmental studies have been conducted by FDOT District 4 in compliance with all applicable environmental laws and pursuant to 23 United States code section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration signed on December 14, 2016. The FDOT Office of Environmental Management in Tallahassee is the approving authority.

The proposed improvements with SW 10th Street corridor include adding a connector Road between Sawgrass Expressway and I-95. This

1 connection promotes better regional connectivity
2 and features direct connect ramps to and from the
3 connector Road, as well as, interchange
4 improvements at I-95.

5 This hearing is being held to provide you
6 with opportunity to comment on these projects.

7 Here with me today we have other
8 representatives of FDOT and the consultant project
9 teams.

10 At this time we would like to recognize any
11 federal, state, county, or city official who may
12 be present here today. Are there any officials
13 who would like to be recognized? Seeing none, we
14 now begin the presentation.

15 (Thereupon, the video presentation was
16 presented.)

17 The Florida Department of Transportation
18 would like to welcome you to the public hearing
19 for both the Southwest 10th Street Connector and
20 I-95 from South of Southwest 10th Street to North
21 of Hillsboro Boulevard Project Development and
22 Environmental Studies or PD&E within Broward
23 County. This public hearing pertains to
24 Financial Management Project Numbers
25 439891-1-22-02 and 436964-1-22-02.

1 The purpose of a public hearing is to share
2 information with the general public about the
3 proposed improvements, the conceptual designs,
4 all alternative under study, and the potential
5 beneficial and adverse social, economic, and
6 environmental impacts upon the community. The
7 public hearing also serves as an official forum
8 providing an opportunity for members of the
9 public to express their opinions and concerns
10 regarding the project. We will utilize the
11 comments gathered from this public hearing to
12 finalize our study recommendations.

13 There are three primary components to this
14 public hearing. First, the Open House which
15 occurred prior to this presentation where you
16 were invited to view the project displays, speak
17 with the project team and provide your comments.
18 Second, this presentation which will explain both
19 projects' purpose and need, study alternatives,
20 potential impacts - both beneficial and adverse -
21 and proposed methods to mitigate adverse project
22 impacts. Third, a formal comment period following
23 this presentation where you will have the
24 opportunity to provide oral statements, or you
25 may continue to provide your comments in writing.

1 The exhibits and presentation slides relating to
2 the Southwest 10th Street PD&E are color-coded in
3 blue. And the exhibits relating to I-95 PD&E are
4 color-coded green.

5 This public hearing was advertised
6 consistent with federal and state requirements.
7 Public participation at this hearing is
8 encouraged and solicited without regard to race,
9 color, national origin, age, sex, religion,
10 disability or family status.

11 Persons wishing to express their concerns
12 about Title VI may do so by contacting either the
13 Florida Department of Transportation, District
14 Four Office or the Tallahassee Office of the
15 Florida Department of Transportation.

16 This environmental study has been conducted
17 by FDOT District Four, in compliance with all
18 applicable federal environmental laws and
19 pursuant to 23 U.S.C., Section 327 and the
20 Implementing Memorandum of Understanding between
21 FDOT and FHWA signed on December 14, 2016. The
22 FDOT Office of Environmental Management in
23 Tallahassee is the approving authority.

24 The Southwest 10th Street PD&E study shown
25 in blue is located between Florida's Turnpike and

1 I-95. The I-95 PD&E study shown in green extends
2 from south of Southwest 10th Street to
3 north of Hillsboro Boulevard.

4 The Florida Department of Transportation
5 implements a project in five phases. We are in
6 PD&E phase shown in the second tier. The next
7 phase is the final design phase.

8 A PD&E study develops alternatives that
9 address the projects' purpose and need and
10 requires continuous interaction with the public
11 and stakeholders to identify and address issues.
12 We are at a point in the PD&E study where we are
13 presenting the final build alternatives under
14 consideration. The next step is to incorporate
15 your input from this public hearing into our
16 decision-making process. After the comment period
17 closes on November 4, 2020, 20 days after the
18 last public hearing presentation, and your input
19 has been considered, a decision will be made, and
20 final PD&E documents will be submitted for
21 Location and Design Concept Acceptance or LDCA.
22 LDCA grants authority for the project to advance
23 to the next phases of the project including final
24 design and right-of-way acquisition.

25 During the PD&E studies, alternatives were

1 developed and refined to meet the project's
2 purpose and need as well as avoid and minimize
3 impacts to the community, natural, and physical
4 environments. The alternatives are then compared
5 to each other in an evaluation matrix.

6 A No-build Alternative to which all
7 alternatives are compared is included and remains
8 a viable alternative until the end of the study.
9 While the No-build Alternative requires no
10 expenditure of funds for design, right-of-way, or
11 construction, it does not address the purpose and
12 need of the project. Traffic conditions will
13 worsen increasing congestion, time delays, and
14 emergency response time. The No-build
15 Alternative remains a viable option and can be
16 selected for both studies, neither study, or only
17 one of the PD&E studies.

18 Both projects are consistent with local and
19 regional plans including the Broward Metropolitan
20 Planning Organizations, Transportation
21 Improvement Program, and Metropolitan
22 Transportation Plan as well as the FDOT State
23 Transportation Improvement Program.

24 The Broward MPO formed a Community Oversight
25 Advisory Team or COAT to provide recommendations

1 for the project study. Recommendations regarding
2 safety, improved operations, and environmental
3 considerations have been incorporated into the
4 project's purpose and need statement. And all
5 recommendations are being fully considered in the
6 development of alternatives.

7 Let us begin by reviewing the Southwest 10th
8 Street Connector PD&E Study which is located in
9 the City of Deerfield Beach between Florida's
10 Turnpike and I-95 and is approximately 3 miles
11 long. Adjacent to this study are two other
12 studies: The Sawgrass Expressway Widening PD&E
13 Study and the I-95 from Southwest 10th Street to
14 Hillsboro Boulevard PD&E study.

15 The purpose and need for the Southwest 10th
16 Street connector is to improve the connectivity
17 of the Strategic Intermodal System or SIS which
18 includes roadway facilities that are critical to
19 statewide mobility and economic development. The
20 project purpose is also to address the congestion
21 and safety along Southwest 10th Street.

22 Two facilities are proposed within the
23 Southwest 10th Street corridor. One will be a
24 connector road facility to provide a connection
25 between the Turnpike and Sawgrass Expressway and

1 I-95. The other facility will be a local, lower
2 speed roadway to serve businesses and communities
3 within the corridor.

4 In April 2018, an Alternative Public
5 Workshop was held, and two alignments were
6 presented: The north alignment and the center
7 alignment. The north alignment places the
8 connector road on the north side of the corridor
9 and the local lanes on south side of the
10 corridor. The center alignment places the
11 connector road in the center with local Southwest
12 10th Street on either side as one way frontage
13 roads.

14 The public expressed concerns at the first
15 Alternatives Public Workshop regarding the extent
16 of the impacts with the proposed below-grade
17 option for the connector road including utility
18 and right-of-way impacts as well as impacts the
19 Quiet Waters Park and the drainage facilities for
20 the area.

21 On November 27, 2018, the second
22 Alternatives Public Workshop was held. And three
23 primary build alternatives that varied the amount
24 of depressed roadway were presented. All three
25 alternatives utilized a northern alignment for

1 the connector road.

2 The Full Depressed Alternative includes a
3 depressed or below-grade section from west of
4 Powerline Road to the C-2 Canal. Business
5 relocations at Powerline Road are required due to
6 construction staging. Extensive utility impacts
7 impacts the Quiet Waters Park. And significant
8 construction activities are required for the
9 extent of the depressed section of the roadway
10 proposed.

11 With the Partial Depressed Alternatives,
12 the connector road is depressed from east of
13 Powerline Road to west of the C-2 Canal. There
14 would be no business relocations anticipated, and
15 utility impacts are reduced. The construction
16 duration, amount of dewatering, and number of
17 pump stations are reduced compared to a full
18 depressed section. There would be no impacts to
19 Quiet Waters Park.

20 This graphic illustrates that three options
21 that comprise the Partial Depressed alternative.
22 The Depressed Eastbound and Westbound Managed
23 Lanes Alternative features a depressed connector
24 road with a right-hand exit from the connector
25 road to local Southwest 10th Street. The

1 Depressed Eastbound Managed Lanes Alternative depresses
2 only the eastbound connector lanes. The exit ramp from
3 the connector road local Southwest 10th Street. The
4 Depressed Westbound Exit Ramp Alternative depresses only
5 westbound exit ramp from the connector lanes.

6 With the Non-depressed Alternative, the
7 connector road is at the same level or elevation
8 as the local Southwest 10th Street lanes. And
9 there would be no business relocations
10 anticipated at Powerline Road. This alternative
11 has the shortest construction duration as well as
12 the least utility impacts compared to the
13 Depressed Alternatives. Quiet Waters Park would
14 have no impacts. However, this alternative did
15 not include any local lane access to and from the
16 connector lanes.

17 After the second Alternatives Public
18 Workshop, three revisions were made to address
19 stakeholder concerns and include moving a
20 proposed overpass further west of the Waterways
21 community entrance allowing trucks to utilize the
22 connector road and deciding that the connector
23 road will open without tolling.

24 As Alternatives Evaluation Matrix for the
25 build alternatives was developed to help

1 determine the preferred alternative. The
2 evaluation parameters generally fell within four
3 criteria categories: engineering, environmental,
4 social, and economic. After considering input
5 from stakeholders along with the Evaluation
6 Matrix, FDOT recommended carrying the Depressed
7 Westbound Exit Ramp Alternative forward to a
8 public hearing as the preferred alternative.
9 However, the City of Deerfield Beach expressed
10 concern regarding how this alternative was not
11 meeting expectations. FDOT worked closely with
12 the city to identify more specific concerns and
13 develop refinements to better address them.

14 The following refinements were incorporated
15 into the alternative to better meet the city's
16 expectations: Provide direct access to and from
17 the connector lanes to both I-95 general purpose
18 lanes and I-95 express lanes, provide a 12-foot
19 wide shared-use path in lieu of a side walk and
20 bicycle lanes, develop a new alternative that
21 provides more green space in the corridor by
22 eliminating one set of the local ingress and
23 egress ramps with the connector that are located
24 just east of Powerline Road. This new
25 alternative is called the Without Powerline Road

1 Ramps Alternative as compared to the With
2 Powerline Road Ramps Alternative. Both
3 alternatives include the shared-use path as well
4 as direct connections to the I-95 general purpose
5 lanes and express lanes. In addition, more
6 information on the limited benefits of a longer
7 and wider depressed roadway were shared with the
8 city and stakeholders as well as additional
9 renderings to show the aesthetic features of the
10 project in addition to updates regarding the
11 adjacent Turnpike study were provided.

12 Access management is the careful planning of
13 the location, type, and design of access to
14 parcels, businesses, and homes. It also includes
15 median opening and driveway location guidelines.
16 The existing Access Management Classification for
17 the corridor is Class 1, west of Powerline Road
18 and Class 3, east of Powerline Road. The project
19 proposes to change the access classification to
20 Class 1 for the connector road, and the local
21 lanes will remain as Class 3. Proposed median
22 and signalization modifications are on display.
23 If you have a concern regarding the access to
24 your parcel, you are encouraged to provide your
25 comments.

1 There are two build alternatives currently
2 being evaluated to become the preferred
3 alternative. The difference between the
4 alternatives is whether ramps to and from the
5 Powerline Road vicinity are included or not, as
6 shown on the graphic.

7 The With Powerline Road Ramps Alternative
8 provides ingress and egress to the connector road
9 in the vicinity of Powerline Road. The
10 distinguishing features include the depressed
11 westbound exit ramp and the elevated eastbound
12 entrance ramp. While providing access, the
13 footprint of this alternative is wider than the
14 Without Powerline Road Ramps Alternative and
15 requires a right-of-way acquisition from
16 Waterford Courtyards. The distance from the
17 closest southside home to the curb is 47 and 106
18 feet from Waterford Courtyards and Waterford
19 Homes, respectively. This alternative also
20 requires the relocation of overhead transmission
21 lines and poles closer to the residential
22 communities on the southside of the corridor.

23 The new alternative known as the Without
24 Powerline Road Ramps Alternative was the result
25 of stakeholder input and the concern with

1 right-of-way impacts and need for more green
2 space. This alternative eliminates the depressed
3 westbound exit ramp and elevated eastbound
4 entrance ramp. An additional 30 feet of green
5 space is provided with this alternative compared
6 to the With Ramps Alternative. The distance to
7 closest home from the back of curb nearly doubles
8 to 98 feet at Waterford Courtyards and to 146
9 feet at Waterford Homes. The Without Powerline
10 Road Alternative will increase the peak hour
11 traffic volumes on local Southwest 10th Street as
12 compared to the With Powerline Road Ramps
13 Alternative. But to do the connections added at
14 I-95, this alternative is still viable and
15 traffic on Southwest 10th Street will be
16 significantly reduced from traffic today.

17 The depressed westbound exit ramp is visible
18 in the With Powerline Road Ramps Alternative on
19 the left side as well as

20 The encroachment into Waterford Courtyards.
21 The image on the right side shows the increase in
22 green space in the Without Powerline Road Ramps
23 Alternative.

24 Both build alternatives will provide
25 improved regional connectivity, congestion

1 reduction, travel times, emergency response
2 times, evacuation operations, and pedestrian and
3 bicycle facilities.

4 The Evaluation Matrix compares the No-build
5 Alternative with the With and Without Powerline
6 Road Ramps Alternatives. The With Ramps
7 Alternative is superior to the Without Ramps
8 Alternative in two categories: Peak hour traffic
9 volumes and connector road accessibility.
10 However, the Without Ramps Alternative is better
11 in the categories of neighborhood proximity,
12 right of way, and utility impacts. In addition,
13 the Without Ramps Alternative is approximately
14 one hundred million dollars less costly than the
15 With Ramps Alternative. Both alternatives are
16 equal from the standpoint of overall traffic flow
17 and noise.

18 Let us begin a fly-through tour of the build
19 alternatives to view the proposed improvements
20 for the Southwest 10th Street connector.

21 The Southwest 10th Street PD&E Study begins
22 just west of the interchange with Florida's
23 Turnpike and extends east of Military Trail. The
24 proposed improvements feature a four-lane
25 limited-access connector with a 60 mile per hour

1 posted speed on the north side of the corridor
2 and a reconstructed local Southwest 10th Street
3 with a 35 mile per hour posted speed on the south
4 side.

5 Eastbound motorists leaving the Sawgrass
6 Expressway will have two options: Stay to the
7 right to access the local lanes of Southwest 10th
8 Street, or stay to the left to access the
9 connector lanes.

10 Westbound motorists on the connector lanes
11 will continue on to the Sawgrass Expressway. The
12 westbound traffic on the local lanes will have
13 the option to stay to the right to exit to Lyons
14 Road, or stay to the left to continue on to the
15 Sawgrass Expressway.

16 The proposed improvements to local Southwest
17 10th Street include a 12-foot wide shared-use
18 path serving both bicyclists and pedestrians on
19 the southside of the local lanes. This path will
20 extend through the project limits connecting to
21 the existing sidewalks along the corridor as well
22 as Powerline Road and Military Trail.

23 Where space permits, sodding and landscaping
24 will be provided adjacent to the shared-use path
25 as well as in the median and in the buffer area

1 between the local and the connector lanes. The
2 local lanes will include curb and gutter on both
3 sides of each direction.

4 Existing signalized intersections will be
5 reconstructed at Waterways Boulevard,
6 Independence Drive, Powerline Road, as well as
7 Southwest 28th Avenue and Military Trail.

8 At Powerline Road, the local lanes are
9 shifted to the south to accomodate the new
10 connector lanes that will bridge over Powerline
11 Road.

12 There are two build alternatives which
13 differ east of Powerline Road. The only
14 difference between these alternatives is that one
15 option called the With Powerline Road Ramps
16 Alternative provides an eastbound ingress or
17 entrance ramp from the local lanes to the
18 connector lanes. This ramp exits on the left of
19 the local lanes and bridges over the local
20 westbound Lanes. The With Powerline Ramps
21 Alternative also provides a westbound egress or
22 exit ramp from the connector lanes to the
23 westbound local lanes in advance of the Powerline
24 Road intersection. This ramp provides access to
25 Powerline Road from the connector lanes. By

1 contrast, the Without Powerline Road Ramps
2 Alternative eliminates these ramp connections.

3 As we move east, the westbound exit ramp is
4 shown going under the eastbound connector lanes.
5 This depressed ramp will require a pump station
6 to remove any rain water that is collected. This
7 segment is one of the wider road sections of the
8 corridor. Additional space for ramps, retaining
9 walls, and auxiliary lanes are needed to
10 facilitate the ramp connections between these two
11 roadways. Additional right of way is required to
12 the south as well as the relocation of several
13 utility poles.

14 The Without Powerline Road Ramps Alternative
15 is similar to the With Powerline Road Ramps
16 Alternative but does not include the entrance and
17 exit ramps or auxiliary lanes. Consequently, the
18 smaller footprint of the Without Powerline Road
19 Ramps Alternative reduces right-of-way impacts as
20 well as provides an additional 30 feet more green
21 space while preserving existing trees and
22 landscaping, allows for the utility poles to
23 remain in place, and provides a larger offset
24 from the southside homes to the local roadway.

25 Unlike the With Powerline Road Ramps

1 Alternative, the Without Powerline Road Ramps
2 Alternative will not provide access to the
3 connector lanes for travelers along Powerline Road
4 and the communities to the west. The
5 Without Powerline Road Ramps Alternative will
6 increase traffic volumes in the local lanes
7 over the With Powerline Road Ramps Alternative.
8 But both alternatives have projected 2040
9 local traffic that is much less than exist today.

10 Approaching Military Trail, the With and
11 Without Powerline Road Ramps Alternatives are
12 similar, but some differences are apparent. The
13 With Ramps Alternative reflects auxiliary lanes
14 that connect the east and westbound entrance and
15 exit ramps. By contrast, the Without Ramps
16 Alternative eliminates the need for these
17 auxiliary lanes. However, both options provide
18 access to and from the connector road and the
19 Newport Center area.

20 Now, let us compare the impacts and costs of
21 the With and Without Powerline Road Ramps
22 Alternatives.

23 The build alternatives were evaluated in
24 terms of their impacts to the social, cultural,
25 natural, and physical environment. A Categorical

1 Exclusion Type II Report which summarizes the
2 environmental impacts associated with the build
3 alternatives was prepared and is available for
4 review. No significant impacts are anticipated
5 as a result of this project.

6 An analysis of the social impacts concludes
7 that eight commercial relocations will likely be
8 required, and eighteen to twenty two parcels will
9 be impacted. There are no residential
10 relocations associated with this project.

11 The project will enhance bicycle and
12 pedestrian facilities including adding a 12-foot
13 wide shared-use path along the southside of local
14 southwest 10th Street between Waterways Boulevard
15 and east of I-95.

16 Aesthetic enhancements are an important
17 element of the project. Aesthetic enhancements
18 that follow the City of Deerfield Beach Pioneer
19 Grove Design Standards and the City of Deerfield
20 Beach Landscape Manual will be further
21 coordinated with the city during the final design
22 phase.

23 A cultural resources assessment survey was
24 conducted for the PD&E study. No archaeological
25 sites or historic resources were found to be

1 eligible for listing in the National Register of
2 Historic Places. Quiet Waters Park and Crystal
3 Heights Park-North are two resources protected
4 under Section 4(f) of the US Department of
5 Transportation Act. Although the resources are
6 adjacent to Southwest 10th Street, no impacts to
7 these parks are anticipated as a result of the
8 project.

9 A Natural Resource Evaluation or NRE was
10 conducted for the PD&E study. The project is not
11 likely to adversely affect any federally listed
12 species or designated critical habitat. A bald
13 eagle nest is located near the Sawgrass
14 Expressway and Southwest 10th Street interchange,
15 but no adverse effects are anticipated. FDOT
16 commits to monitoring the eagle nest during the
17 nesting period prior to construction. The United
18 States Fish and Wildlife Service concurred with
19 the NRE.

20 The NRE also documented the wetland
21 evaluation which determined that there are no
22 wetlands and (inaudible) surface waters within
23 the study area. As a result, there are no
24 wetland impacts and only minor surface water
25 impacts associated with this project. There will

1 be minimal floodplain impacts which will be
2 compensated with the proposed stormwater
3 management facilities to ensure that there will
4 be no increase in flood elevations.

5 The project is located within the limits of
6 the Biscayne Sole Source Aquifer. The
7 Environmental Protection Agency or EPA concurred
8 that no adverse impacts to the Biscayne Aquifer
9 are anticipated as a result of the proposed
10 project on February 25, 2020. The project is
11 also located within the City of Deerfield Beach
12 Wellfield. Measurements have been taken to avoid
13 impacts to the Wellfield.

14 None of the proposed stormwater ponds are
15 located within the limits of the permitted public
16 water supply Wellfield cone. Therefore, there
17 will be no negative impacts on the Wellfield.

18 A contamination screening evaluation was
19 conducted for this project, and the project will
20 have no significant contamination site impacts.
21 The project will not generate significant air
22 quality impacts. Construction activities would
23 cause minor short-term air quality impacts.
24 These impacts would be minimized by adherence to
25 all federal and state regulations.

1 A noise study conducted in accordance with
2 state and federal regulations and FDOT
3 requirements evaluated traffic noise levels for
4 the build alternatives. Noise walls are
5 warranted on Southwest 10th Street in the
6 vicinity of the residential areas between
7 Florida's Turnpike and Military Trail. During
8 the final design phase, the FDOT will solicit
9 input from the residences receiving a benefit
10 from the noise walls as to whether noise walls
11 should be implemented.

12 One of the unavoidable consequences on a
13 project such as this is the necessary relocation
14 of families or businesses. On this project, we
15 anticipate the relocation of no residences and
16 potentially eight businesses. All right-of-way
17 acquisition will be conducted in accordance with
18 Florida Statute 339.09 and the federal Uniform
19 Relocation Assistance and Real Property
20 Acquisition Policies Act of 1970 commonly known
21 as the Uniform Act.

22 If you are required to make any type of move
23 as a result of a Department of Transportation
24 project, you can expect to be treated in a fair
25 and helpful manner and in compliance with the

1 Uniform Relocation Assistance Act. If a move is
2 required, you will be contacted by an appraiser
3 who will inspect your property. We encourage you
4 to be present during the inspection and provide
5 information about the value of your property.
6 You may also be eligible for relocation advisory
7 services and payment benefits.

8 If you are being moved and are unsatisfied
9 with the Department's determination of your
10 eligibility for payment or the amount of that
11 payment, you may appeal that determination. You
12 will be promptly furnished necessary forms and
13 notified of the procedures to be followed in
14 making that appeal.

15 A special word of caution, if you move
16 before you receive notification of the relocation
17 benefits that you might be entitled to, your
18 benefits may be jeopardized.

19 We realize that you may have questions or
20 concerns about FDOT relocation or property
21 acquisition procedure. We have staff who can
22 help you answer your questions and provide you
23 with more detailed information.

24 The following slides will discuss the design
25 alternatives that were evaluated for the I-95

1 from Southwest 10th Street to Hillsboro Boulevard
2 PD&E Study.

3 The I-95 PD&E Study extends along I-95 from
4 south of Southwest 10th Street to north of
5 Hillsboro Boulevard and along Southwest 10th
6 Street from just west of Military Trail, east to
7 southwest Natura Boulevard. This study also
8 includes Hillsboro Boulevard from Goolsby
9 Boulevard east to southwest Natura Boulevard.

10 The primary need for the project is to
11 address capacity, operational, and safety issues
12 with secondary considerations for evacuation and
13 emergency services, transportation demand, and
14 system linkage. I-95 is a component of the
15 state's SIS system and is also listed on the
16 national highway system.

17 Two build alternatives were considered for
18 I-95. Both alternatives add the second express
19 lane in each direction in the median that was
20 recommended with the I-95 Express Phase Three
21 Projects but was deferred to be constructed as
22 part of this project. Alternative One proposes
23 to add a three-lane parallel roadway called the
24 Collector Distributor or CD Roadway for the
25 northbound traffic and an auxiliary lane for the

1 southbound traffic.

2 The CD Roadway separates the traffic
3 entering or exiting I-95 from the mainline
4 traffic. Alternative Two further separates the
5 traffic by providing a bridge shown in the teal
6 color on the CD Roadway which separates traffic
7 entering I-96 from traffic exiting. Alternative
8 Two was selected as the preferred alternative as
9 it improves safety and reduces congestion without
10 any additional impacts.

11 Build alternatives considered along
12 Southwest 10th Street include a North and Center
13 Alignment. Both North and Center Alignment
14 options have a similar configuration: Provide a
15 direct connections to and from the connector road
16 to the I-95 express lanes and feature third and
17 fourth level flyovers at the interchange shown in
18 the pink and orange colors. The local Southwest
19 10th Street improvements include a 7-foot
20 buffered bicycle lane and a 6-foot sidewalk on
21 the southside and a roundabout at the junction of
22 East Newport Center Drive and West Newport Center
23 Drive.

24 Two build alternatives were considered for
25 Hillsboro Boulevard. Alternative One proposes a

1 depressed section from Goolsby Boulevard to
2 Southwest 12th Avenue. Alternative Two proposes
3 an elevated section from Goolsby Boulevard to
4 Southwest 12th Avenue. An access road is
5 proposed for each alternative with a 7-foot
6 buffered bicycle lane and a 6-foot sidewalk on
7 each side.

8 The Alternatives Evaluation Matrix for
9 Southwest 10th Street comparing the No-build with
10 the North and Center Alignments showed the North
11 Alignment as the highest-ranked alternative. The
12 North Alignment Alternative improve safety,
13 reduces congestion, and minimizes right-of-way
14 impacts.

15 The Alternatives evaluation Matrix for
16 Hillsboro Boulevard comparing the No-build with
17 the depressed and elevated sections shows the
18 No-build as the highest-ranked alternative.
19 Although the depressed and elevated sections
20 would reduce congestion, the access, visual, and
21 construction impacts were determined to be
22 significant. And the No-build Alternative was
23 selected as the preferred alternative.

24 The preferred alternative for Southwest 10th
25 Street is the Modified North Alignment. The

1 Modified North Alignment minimizes the
2 right-of-way impacts by shifting the direct
3 connect ramps further north. Access to and from
4 the connector road was modified to include direct
5 access to both the I-95 express and general
6 purpose lanes for both the southbound and
7 northbound traffic. The buffered bicycle lane
8 and sidewalk were replaced with a shared-use
9 path.

10 The preferred alternative for the I-95
11 corridor is Modified Build Alternative Two. Build
12 Alternative Two was modified to provide direct
13 access from the Southwest 10th Street connector
14 road to both the I-95 express lanes and general
15 purpose lanes. Access to the general purpose
16 lanes is provided by an egress ramp shown in the
17 teal color from the express lanes north of
18 Southwest 10th Street interchange.

19 In the southbound direction, also shown in
20 teal, access to the connector lanes is provided
21 by an egress ramp from the express lanes. The
22 benefits of this preferred alternative include a
23 less congested facility, an improvement in
24 safety, direct connections to the I-95 managed
25 lanes and general purpose lanes, and the addition

1 of a shared-use path along Southwest 10th Street.

2 Let us begin a fly-through tour of the
3 preferred alternative to view all of the proposed
4 improvements for the I-95 PD&E Study.

5 Let us begin a review of the I-95
6 improvements beginning south of Sample Road
7 through the interchange with Southwest 10th
8 Street and up to the Hillsboro Road interchange.

9 The proposed I-95 project is a continuation
10 of improvements already under construction. The
11 project provides additional express lanes as well
12 as direct just north of Sample Road where
13 motorists can exit the express lanes in the
14 northbound direction and enter in the southbound.

15 The 48th Street overpass bridge requires
16 reconstruction to accommodate the additional
17 express lanes and the ramps going to and from
18 Southwest 10th Street.

19 Beginning on the southside of Southwest 10th
20 Street, let us explore the direct connections to
21 and from I-95 and the Southwest 10th Street
22 connector lanes. In the northbound direction, an
23 express lane exit ramp braids over the general
24 use lanes to join a general use lane exit ramp.
25 This ramp continues as an elevated direct connect

1 flyover to the westbound connector lanes. In the
2 southbound direction, a similar flyover from the
3 eastbound connector lanes provides access to
4 both the I-95 express and general use lanes.

5 Local ramps to and from I-95 will be
6 improved for additional capacity and safety as
7 well as the ramp intersections with Southwest
8 10th Street. Intersections at Military Trail,
9 Newport Center Drive, and FAU Research Park
10 Boulevard will also be expanded and improved.

11 To further improve traffic flow, a new ramp
12 will be added in the northeast quadrant. This
13 ramp allows westbound Southwest 10th Street
14 traffic to directly access northbound I-95 and
15 avoid the signalized intersection that exist
16 today.

17 On the northside of Southwest 10th Street,
18 flyover ramps link the connector lanes with both
19 general use and express lanes of I-95. Direct
20 connect flyover ramps are proposed from the
21 eastbound connector lanes to the north bound
22 express and general use lanes and from southbound
23 express and general use lanes to westbound
24 connector lanes.

25 Improvements at the Hillsboro Road

1 interchange include replacing existing loop ramp
2 and slip ramp in the northeast quadrant with a
3 northbound entrance ramp expanding loop ramps in
4 the northwest and southeast quadrants and
5 consolidating entrance and exit points to I-95
6 while improving capacity at the northbound exit
7 ramp intersection.

8 To further enhance I-95 operations, the
9 existing weaving movements to and from the local
10 Hillsboro Boulevard ramps have been reconfigured.
11 These local ramps will now pass beneath
12 overpasses that carry traffic to and from the
13 connector lane ramps, Southwest 10th Street, and
14 Hillsboro Boulevard.

15 Heading back south, we see how the flyover
16 ramps from the north and south merge together to
17 form the connector lanes that continue to the
18 west over the railroad, Military Trail, and
19 ultimately to the Sawgrass Expressway.

20 To gain a better understanding of the local
21 connector lane access, let us make the flyover
22 bridges transparent and take a closer look at the
23 local street system.

24 Just west of the Newport Center Drive
25 intersection, westbound motorists on local

1 Southwest 10th Street may access and exit ramp to
2 the connector lanes. These westbound connector
3 lanes may also be accessed by traveling on 12th
4 Avenue to the northside of the intersection. In
5 the eastbound direction, the local exit ramp
6 leads to a signalized intersection with Newport
7 Center Drive.

8 Now, let us examine the costs and impacts
9 associated with the I-95 improvements.

10 The build alternatives were evaluated in
11 terms of their impacts to the social, cultural,
12 natural, and physical environment. A Categorical
13 Exclusion Type 2 Report which summarizes the
14 environmental impacts associated with the build
15 alternatives was prepared and is available for
16 review. No significant impacts are anticipated
17 as a result of this project. The environmental
18 documents detailing the review of all resources
19 analyzed have been available for public review
20 since September 21, 2020 and will continue to be
21 on display for 10 days after the public hearing
22 at the FDOT, District Four Office, located at
23 3400 West Commercial Boulevard, Fort Lauderdale,
24 Florida. The documents are also available for
25 review on the project website and at tonights

1 hearing.

2 An analysis of the social and economic
3 environment concluded that no relocations will be
4 required. Minor right-of-way acquisition is
5 needed along Southwest 10th Street including
6 temporary construction easements. Enhance access
7 and mobility will improve the economic vitality
8 of the area and will allow for better local
9 circulation and access.

10 A Cultural Resources Assessment Survey was
11 prepared in 2018 and identified one cultural
12 resource within the area of potential effect, the
13 Seaboard Airline. This resource was determined
14 eligible for listing in the National Register.
15 However, the state Historic Preservation Officer
16 determined that the preferred alternative will
17 have no adverse effects on this linear resource.

18 Four parks or recreational resources within
19 the vicinity of the project study Corridor were
20 identified for potential Section 4(f)
21 involvement. A Section 4(f) determination of
22 applicability was prepared for these four sites
23 and resulted in a no-use Section 4(f) involvement
24 for recreation resources for the preferred
25 alternative.

1 The NRE documented no adverse impacts to
2 protected plants and wildlife species and
3 critical habitat. A determination of may affect,
4 not likely to, adversely affect for the federally
5 threatened wood stork was made by the FDOT. And
6 a no-effect determination was made for all other
7 species which have the potential to exist within
8 the project Corridor. The US Fish and Wildlife
9 Service concurred with these determinations on
10 February 22, 2019.

11 The NRE also documented the wetland
12 evaluation which determined that there are no
13 wetlands within the study area. However,
14 approximately 5.7 acres of surface water features
15 consisting of stormwater swales, ditches and
16 retention areas are anticipated to be impacted
17 with the preferred alternative. These areas will
18 be compensated for with the construction of the
19 new storm water system for the project. The
20 project is also located within the limits of the
21 Biscayne Aquifer which is a designated
22 sole-source aquifer supplying potable water to
23 local residences. The EPA concurred that no
24 adverse impacts to the Biscayne Aquifer are
25 anticipated as a result of the proposed project

1 on May 20, 2019.

2

3 Traffic noise levels were predicted for
4 noise sensitive locations along the project
5 Corridor for the existing conditions and
6 the design year 2040 No-build and Preferred
7 Alternatives. Design year traffic noise levels
8 with the planned improvements are predicted to
9 approach or exceed the Federal Highway
10 Administration Noise Abatement Criteria at 116
11 residences and at the Deerfield Beach Teen Center
12 basketball court, Tivoli Sand Pines Preserve
13 walking trail, and JM Family Day Care Center
14 playground.

15 Noise barriers were considered for all
16 noise-sensitive receptor sites where design year
17 build alternative traffic noise levels were
18 predicted to equal or exceed the noise abatement
19 criteria. Three noise barriers are considered
20 feasible and reasonable and are recommended for
21 further consideration during the design phase.
22 These noise barriers are located next to the Lake
23 Island, Highland Village, Highland Meadows, and
24 Country Knowles communities.

25 A Contamination Screening Evaluation was

1 conducted for this project and the analysis
2 identified twelve potential contamination
3 concerns. A Level II contamination assessment is
4 recommended for medium and high risk locations.

5 This project will not cause any relocation
6 of families or businesses. All right-of-way
7 acquisition will be conducted in accordance with
8 Florida Statute 339.09 and the federal Uniform
9 Relocation Assistance and Real Property
10 Acquisition Policies Act of 1970 commonly known
11 as the Uniform Act. The right-of-way specialists
12 who are supervising this program are available
13 and will be happy to answer your questions.

14 Let us discuss the next steps for these two
15 PD&E studies. The next step is to incorporate
16 your input on this public hearing into our
17 decision making process. After the comment
18 period closes and your input has been considered,
19 a decision will be made regarding the preferred
20 alternatives. The final PD&E documents will be
21 sent to the FDOT, Office of Environmental
22 Management, which based on the Memorandum of
23 Understanding signed with the FHWA on December
24 14, 2016 has approval authority on this project
25 granting location and design concept acceptance.

1 This project has and will continue to comply with
2 all applicable state and federal rules and
3 regulations.

4 FDOT has used a number of different media
5 types to communicate information on these
6 studies. When FDOT makes its decision, the
7 announcement will be made via the project
8 website, press release, social media, and email
9 blast to the mailing list. If you are
10 participating in this hearing, you are on the
11 contact list and will be notified of the final
12 decision expected by the end of this year.

13 The final design and Request for Proposal or
14 RFP development is estimated to begin in late
15 2020 with major construction activities
16 anticipated to start in 2023. The completion for
17 the project is planned for late 2027 or early
18 2028.

19 There have been various opportunities for
20 the public to provide input on this project.
21 Several public meetings have been held dating
22 from November 15, 2017 until tonight. We welcome
23 any oral or written comments you might have that
24 will help us make this important decision. Each
25 method of submitting a comment carries equal

1 weight.

2 Written comments received or postmarked no
3 later than 20 days following the last public
4 hearing, November 4, 2020, will become a part of
5 the public record for this public hearing. All
6 written comments should be mailed to the address
7 shown on the slide. Comments may also be emailed
8 to Robert Bostian, the FDOT Project Manager, or
9 submitted via the project websites.

10 This project has and will continue to comply
11 with all applicable state and federal rules and
12 regulations.

13 This conclude our presentation. We now offer
14 you the opportunity to make a statement.

15 (Thereupon, the video presentation is
16 concluded.)

17 MR. MARTINEZ: Anyone desiring to make a
18 statement or present written views regarding
19 location, conceptual design, or social, economic
20 or environmental effects of the improvements,
21 will now have the opportunity to do so.

22 If you're holding a speaker card, please
23 give it to a member of the project team. If you
24 have not received a speaker card and wish to
25 speak please raise your hand so you can receive a

1 card to fill out.

2 Written statements maybe presented in lieu of
3 or in addition to an oral statement. All written
4 material received at this public hearing and at
5 the Florida Department of Transportation District
6 office located at 3400 West Commercial Boulevard
7 in Fort Lauderdale, Florida postmarked no later
8 than November 4, 2020, will become a part of the
9 record for this hearing. Other than comments
10 should be addressed to Robert Bostian. Comments
11 may also be e-mailed to
12 Robert.bostian@dot.state.fl.us.

13 We will now call up those who who have
14 turned in speaker cards. When your name is
15 called please come to the microphone and state
16 your name and address. If you represent an
17 organization, municipality, or other public body
18 please provide that information as well.

19 We ask that you limit your input to three
20 minutes. If you have additional comments you may
21 continue after all other people have had an
22 opportunity to comment.

23 No cards? The verbatim transcript of this
24 hearings oral proceedings together with all written
25 materials received as part of this hearing record

1 and all studies, displays and informational
2 material provided at the hearing will be made a
3 part of the decision making process and it will
4 be available at the district office for public
5 review upon request.

6 Thank you for attending this public hearing
7 and for providing your input into the project.

8 It is now 11:13 A.M. I hereby officially
9 close the public hearing for SW 10th Street
10 connector and I-95 from south SW 10th Street to
11 north of Hillsboro Boulevard project development
12 and environment study. Thank you again and have
13 a good day.

14 (Thereupon, this session concluded at 11:22
15 A.M.)

16 * * * * *

17 (Thereupon, this session began at 12:00
18 P.M.)

19 MR. MARTINEZ: Good morning, the Florida
20 Department of Transportation would like to
21 welcome you to public hearing for SW 10th Street
22 Connector and I-95 from south of SW 10th Street
23 to north of Hillsboro Boulevard Project
24 Development and Environmental studies.

25 My name is Cesar Martinez, I'm the District

1 project development manager for the Florida
2 Department of Transportation. This public
3 hearing is for financial management project
4 numbers 439891-1-22-02 and 436964-1-22-02.

5 These environmental studies have been
6 conducted by FDOT District 4 in compliance with
7 all applicable environmental laws and pursuant to
8 23 United States code section 327 and the implementing
9 memorandum of understanding between FDOT and the
10 Federal Highway Administration signed on
11 December 14, 2016. The FDOT Office of Environmental
12 Management in Tallahassee is the approving
13 authority.

14 The proposed improvements with SW 10th
15 Street corridor include adding a connector Road
16 between Sawgrass Expressway and I-95. This
17 connection promotes better regional connectivity
18 and features direct connect ramps to and from the
19 connector Road, as well as, interchange
20 improvements at I-95.

21 This hearing is being held to provide you
22 with opportunity to comment on these projects.

23 Here with me today we have other
24 representatives of FDOT and the consultant project
25 teams.

1 At this time we would like to recognize any
2 federal, state, county or city official who may
3 be present here today. Are there any officials
4 who would like to be recognized? Seeing none, we
5 now begin the presentation.

6 (Thereupon, the video presentation was
7 presented.) (Thereupon, the video presentation is
8 concluded.)

9 MR. MARTINEZ: Anyone desiring to make a
10 statement or present written views regarding the
11 location, conceptual design, or social, economic or
12 environmental effects of the improvements, will
13 now have the opportunity to do so.

14 If you're holding a speaker card, please
15 give it to a member of the project team. If you
16 have not received a speaker card and wish to
17 speak please raise your hand so you can receive a
18 card to fill out.

19 Written statements maybe presented in lieu of
20 or in addition to an oral statement. All written
21 material received at this public hearing and at
22 the Florida Department of Transportation District
23 office located at 3400 West Commercial Boulevard
24 in Fort Lauderdale, Florida postmarked no later
25 than November 4, 2020, will become a part of the

1 record for this hearing. Other than comments
2 should be addressed to Robert Bostian. Comments
3 may also be e-mailed to
4 Robert.bostian@dot.state.fl.us.

5 We will now call up those who who have
6 turned in speaker cards. When your name is
7 called please come to the microphone and state
8 your name and address. If you represent an
9 organization, municipality, or other public body
10 please provide that information as well.

11 We ask that you limit your input to three
12 minutes. If you have additional comments you may
13 continue after all other people have had an
14 opportunity to comment.

15 No cards? The verbatim transcript of this
16 hearings oral proceedings together with all written
17 materials received as part of this hearing record
18 and all studies, displays and informational
19 material provided at the hearing will be made a
20 part of the decision making process and it will be
21 available at the district office for public
22 review upon request.

23 Thank you for attending this public hearing
24 and for providing your input into the project.

25 It is now 2:16 P.M. I hereby officially

1 close the public hearing for SW 10th Street
2 connector and I-95 from south SW 10th Street to
3 north of Hillsboro Boulevard project development
4 and environment study. Thank you again and have
5 a good day.

6 (Thereupon, this session concluded at 2:29
7 P.M.)

8 * * * * *

9 (Thereupon, this session began at 3:00 P.M.)

10 MR. MARTINEZ: The Florida Department of
11 Transportation would like to welcome you to the
12 public hearing for SW 10th Street Connector and
13 I-95 from south of SW 10th Street to north of
14 Hillsboro Boulevard Project Development and
15 Environmental studies.

16 My name is Cesar Martinez, I'm the District
17 project development manager for the Florida
18 Department of Transportation. This public
19 hearing is for financial management project
20 numbers 439891-1-22-02 and 436964-1-22-02.

21 These environmental studies have been
22 conducted by FDOT District 4 in compliance with all
23 applicable environmental laws and pursuant to 23 United
24 States code section 327 and the implementing memorandum
25 of understanding between FDOT and the Federal

1 Highway Administration signed on December 14,
2 2016. The FDOT Office of Environmental Management
3 in Tallahassee is the approving authority.

4 The proposed improvement, with SW 10th
5 Street corridor includes adding a connector Road
6 between Sawgrass Expressway and I-95. This
7 connection promotes better regional connectivity
8 and features direct connect ramps to and from the
9 connector Road, as well as, interchange
10 improvements at I-95.

11 This hearing is being held to provide you
12 with opportunity to comment on these projects.

13 Here with me today we have other
14 representatives of FDOT and the consultant project
15 teams.

16 At this time we would like to recognize any
17 federal, state, county, or city official who may
18 be present here today. Are there any officials
19 who would like to be recognized? Seeing none, we
20 now begin the presentation.

21 (Thereupon, the video presentation is
22 presented.)

23 (Thereupon, the video presentation is
24 concluded.)

25 MR. MARTINEZ: Anyone desiring to make a

1 statement or present written views regarding the
2 location, conceptual design, or social, economic
3 or environmental effects of the improvements will
4 now have the opportunity to do so.

5 If you're holding a speaker card, please
6 give it to a member of the project team. If you
7 have not received a speaker card and wish to
8 speak please raise your hand so you can receive a
9 card to fill out.

10 Written statements maybe presented in lieu of or
11 in addition to an oral statement. All written
12 material received at this public hearing and at
13 the Florida Department of Transportation District
14 office located at 3400 West Commercial Boulevard
15 in Fort Lauderdale, Florida postmarked no later
16 than November 4, 2020, will become a part of the
17 record for this hearing. Other than comments
18 should be addressed to Robert Bostian. Comments
19 may also be e-mailed to
20 Robert.bostian@dot.state.fl.us.

21 We will now call up those who who have
22 turned in speaker cards. When your name is
23 called please come to the microphone and state
24 your name and address. If you represent an
25 organization, municipality, or other public body

1 please provide that information as well.

2 We ask that you limit your input to three
3 minutes. If you have additional comments you may
4 continue after all other people have had an
5 opportunity to comment.

6 No cards? The verbatim transcript of this
7 hearings oral proceedings together with all written
8 materials received as part of this hearing record
9 and all studies, displays, and informational
10 material provided at the hearing will be made a
11 part of the decision making process and it will be
12 available at the district office for public
13 review upon request.

14 Thank you for attending this public hearing
15 and for providing your input into the project.

16 It is now 5:00 P.M. I hereby officially
17 close the public hearing for SW 10th Street
18 connector and I-95 from south SW 10th Street to
19 north of Hillsboro Boulevard project development
20 and environment study. Thank you again and have
21 a good day.

22 (Thereupon this session concluded at 5:02
23 P.M.)

24 * * * * *

25 (Thereupon, this session began at 6:00 P.M.)

1 MR. BOSTIAN: Good afternoon. The Florida
2 Department of Transportation would like to
3 welcome you to public hearing for SW 10th Street
4 Connector and I-95 from south of SW 10th Street to
5 north of Hillsboro Boulevard Project Development
6 and Environmental studies.

7 My name is Robert Bostian, I'm the District
8 project manager for the Florida Department of
9 Transportation. This public hearing is for
10 financial management project numbers
11 439891-1-22-02 and 436964-1-22-02.

12 These environmental studies have been
13 conducted by FDOT District 4 in compliance with
14 all applicable environmental laws and pursuant to
15 23 United States code section 327 and the implementing
16 memorandum of understanding between FDOT and the
17 Federal Highway Administration signed on
18 December 14, 2016. The FDOT Office of Environmental
19 Management in Tallahassee is the approving authority.

20 The proposed improvement with SW 10th Street
21 corridor includes adding a connector Road between
22 Sawgrass Expressway and I-95. This connection
23 promotes better regional connectivity and
24 features direct connect ramps to and from the
25 connector Road, as well as, interchange

1 improvements at I-95.

2 This hearing is being held to provide you
3 with opportunity to comment on these projects.

4 Here with me today we have other
5 representatives of FDOT and the consultant project
6 teams.

7 At this time we would like to recognize any
8 federal, state, county, or city official who may
9 be present here today. Are there any officials
10 who would like to be recognized? Seeing none, we
11 now begin the presentation.

12 (Thereupon, the video presentation is
13 presented.)

14 (Thereupon, the video presentation is
15 concluded.)

16 MR. BOSTIAN: Anyone desiring to make a
17 statement or present written views regarding
18 location, conceptual design, or social, economic
19 or environmental effects of the improvements,
20 will now have the opportunity to do so.

21 If you're holding a speaker card, please
22 give it to a member of the project team. If you
23 have not received a speaker card and wish to
24 speak please raise your hand so you can receive a
25 card to fill out.

1 Written statements maybe presented in lieu of
2 or in addition to an oral statement. All written
3 material received at this public hearing and at
4 the Florida Department of Transportation District
5 office located at 3400 West Commercial Boulevard
6 in Fort Lauderdale, Florida postmarked no later
7 than November 4, 2020, will become a part of the
8 record for this hearing. Other than comments
9 should be addressed to Robert Bostian. Comments
10 may also be e-mailed to
11 Robert.bostian@dot.state.fl.us.

12 We will now call up those who who have
13 turned in speaker cards. When your name is
14 called please come to the microphone and state
15 your name and address. If you represent an
16 organization, municipality, or other public body
17 please provide that information as well.

18 We ask that you limit your input to three
19 minutes. If you have additional comments you may
20 continue after all other people have had an
21 opportunity to comment.

22 Does anyone else desire to speak? Hearing
23 none.

24 THE WITNESS: I have a question. It's like
25 with all the construction that's going to be

1 going on on the Road, like I know I live in
2 Independence Bay on the corner of Powerline. I'm
3 not really involved with this project, this is my
4 question; but for instance if I want to go from
5 10th and Powerline to Lyons Road I have to pay a
6 toll. Is that going to be adjusted so I wouldn't
7 have to pay a toll to get to Lyons with all this
8 construction? Or will people or will it be
9 people -- that people have to pay a toll to use
10 the expressway to go from the turnpike Sawgrass
11 area to 95 or past Road.

12 MR. BOSTIAN: This portion of the public
13 hearing is for comments rather than addressing
14 comments.

15 THE WITNESS: Comments, not questions.
16 Okay.

17 MR. BOSTIAN: A verbatim transcript of this
18 hearing and oral proceedings together with all
19 written material received as part of the hearing
20 record and all studies, displays and
21 informational material provided at this hearing
22 will be made part of the project decision making
23 process and will be available at the district
24 office for public -- for public review upon
25 request.

1 Thank you for attending this public hearing
2 and for providing your input into this project.

3 It is now 7:54 and I hereby close the public
4 hearing for SW 10th Street Connector and I-95
5 from south of SW 10th Street to north of Hillsboro
6 Boulevard Project Development and Environmental
7 studies. Thank you again and have a good day.

8 It's actually 7:54.

9 (Thereupon, the public hearing concluded at
10 7:54 P.M.)

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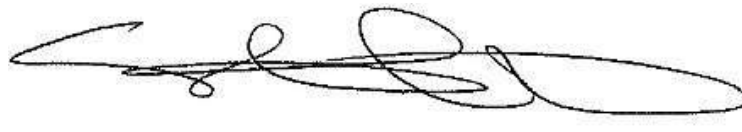
CERTIFICATE OF COURT REPORTER

STATE OF FLORIDA :
:
COUNTY OF BROWARD :

I, STACIE APPEL-CLAIR, a Court Reporter in and for the State of Florida at Large, do hereby certify that I was authorized to and did report the proceedings in the above-styled cause, at the time and place set forth; that the foregoing constitute a true and complete record of my notes.

I further certify that I am not an attorney or counsel of any of the parties, not related to any of the parties, nor financially interested in the actions.

Dated this 15th day of October, 2020.



STACIE APPEL-CLAIR
COURT REPORTER

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Virtual Public Meeting Summary Table

	1A	1B	1C	2A	2B	2C	3A	3B	3C	Total
Date/time	10/12 11 to 1:30	10/12 2:30 to 5	10/12 6 to 9	10/13 11 to 1:30	10/13 2:30 to 5	10/13 6 to 9	10/14 11 to 1:30	10/14 2:30 to 5	10/14 6 to 9	
Elected Officials	None	None	None	None	Sandy Johnson (Commissioner for City of Lighthouse Point and Deputy Vice Chair for Broward MPO)	None	None	None	Bill Ganz (Mayor of Deerfield Beach) Todd Drosky (Commissioner of Deerfield Beach)	
City/MPO	David Sanctucci (Deerfield Beach City Manager) Eric Power (Deerfield Beach Director of Planning & Development) Sheila Rose (City of Coconut Creek Director of Sustainable Development)	Carole Morris (Plantation Assistant City Administrator)	Alfonso Orellana (Deerfield Beach Plans Review Engineer) Mary Ann Johnston (Fort Lauderdale Environmental & Sustainability Management System Coordinator)	Yves d'Anjou (Broward County Public Works Dept. Assistant Director Traffic Eng) Nicole Giordano (Assistant to Deerfield Beach commissioners) Randall Blanchette (Coconut Creek Engineering Manager) Brooke Peters (Coral Springs Transportation Planner)	Bruce Bowers (Coral Springs Div. Chief Fire Marshal) Rebecca Schultz (Broward MPO Boards Coordinator)	Christopher Suneson (City of Coral Springs Chief Planner)	Julia Krolak (City of Coral Springs Asst. Dir. Of Development Services)	None	Ronald McKenzie (City of Deerfield Chief Information Officer) Angelina Adediran (City of Deerfield Beach Assistant City Manager)	
Broward County	Susan Bodmann (Water Controls District Agent) Linda Briggs Thompson (Parks and Recreation Planning & Development) Erik Westberg (Parks and Recreation Superintendent)	None	None	None	None	None	Mary Pryde (Chief of Staff to Lamar Fisher, Broward County Commissioner District 4)	Susan Orłowski (Chief of Staff to Mark Bogen, Broward County Commissioner District 2)	None	
COAT Members	Evan Wolk	None	None	None	None	None	Dave Mirantz	None	None	
ETAT Members	None	None	None	Alya Singh-White (EPA)	None	None	None	None	None	
# Attendees	47	44	53	38	33	18	27	37	43*	340
# Attendees Registered	72	73	73	45	39	34	42	44	45	467
# formal comments (verbal / written)	1 / 0	1 / 0	1 / 1	0 / 0	1 / 0	0 / 0	0 / 0	1 / 0	3 / 0	8 / 1

* Includes 11 attendees at the in-person Deerfield Beach viewing location

Comments Received

ROW	DATE	DESCRIPTION	STATUS	APPROVAL	REMARKS	REVISION	NO.	DATE	BY	CHKD	APPV	REVISION	NO.	DATE	BY	CHKD	APPV	REVISION	NO.	DATE	BY	CHKD	APPV	REVISION	NO.	DATE	BY	CHKD	APPV
1	12/12/2011	...	...	...	...	...	1	12/12/2011	...	...	...	1	12/12/2011	...	...	...	...	1	12/12/2011	...	...	...	...	1	12/12/2011	...	...	...
2	12/12/2011	...	...	...	...	...	2	12/12/2011	...	...	...	2	12/12/2011	...	...	...	...	2	12/12/2011	...	...	...	...	2	12/12/2011	...	...	...
3	12/12/2011	...	...	...	...	...	3	12/12/2011	...	...	...	3	12/12/2011	...	...	...	...	3	12/12/2011	...	...	...	...	3	12/12/2011	...	...	...
4	12/12/2011	...	...	...	...	...	4	12/12/2011	...	...	...	4	12/12/2011	...	...	...	...	4	12/12/2011	...	...	...	...	4	12/12/2011	...	...	...
5	12/12/2011	...	...	...	...	...	5	12/12/2011	...	...	...	5	12/12/2011	...	...	...	...	5	12/12/2011	...	...	...	...	5	12/12/2011	...	...	...
6	12/12/2011	...	...	...	...	...	6	12/12/2011	...	...	...	6	12/12/2011	...	...	...	...	6	12/12/2011	...	...	...	...	6	12/12/2011	...	...	...
7	12/12/2011	...	...	...	...	...	7	12/12/2011	...	...	...	7	12/12/2011	...	...	...	...	7	12/12/2011	...	...	...	...	7	12/12/2011	...	...	...
8	12/12/2011	...	...	...	...	...	8	12/12/2011	...	...	...	8	12/12/2011	...	...	...	...	8	12/12/2011	...	...	...	...	8	12/12/2011	...	...	...
9	12/12/2011	...	...	...	...	...	9	12/12/2011	...	...	...	9	12/12/2011	...	...	...	...	9	12/12/2011	...	...	...	...	9	12/12/2011	...	...	...
10	12/12/2011	...	...	...	...	...	10	12/12/2011	...	...	...	10	12/12/2011	...	...	...	...	10	12/12/2011	...	...	...	...	10	12/12/2011	...	...	...
11	12/12/2011	...	...	...	...	...	11	12/12/2011	...	...	...	11	12/12/2011	...	...	...	...	11	12/12/2011	...	...	...	...	11	12/12/2011	...	...	...
12	12/12/2011	...	...	...	...	...	12	12/12/2011	...	...	...	12	12/12/2011	...	...	...	...	12	12/12/2011	...	...	...	...	12	12/12/2011	...	...	...
13	12/12/2011	...	...	...	...	...	13	12/12/2011	...	...	...	13	12/12/2011	...	...	...	...	13	12/12/2011	...	...	...	...	13	12/12/2011	...	...	...
14	12/12/2011	...	...	...	...	...	14	12/12/2011	...	...	...	14	12/12/2011	...	...	...	...	14	12/12/2011	...	...	...	...	14	12/12/2011	...	...	...
15	12/12/2011	...	...	...	...	...	15	12/12/2011	...	...	...	15	12/12/2011	...	...	...	...	15	12/12/2011	...	...	...	...	15	12/12/2011	...	...	...
16	12/12/2011	...	...	...	...	...	16	12/12/2011	...	...	...	16	12/12/2011	...	...	...	...	16	12/12/2011	...	...	...	...	16	12/12/2011	...	...	...
17	12/12/2011	...	...	...	...	...	17	12/12/2011	...	...	...	17	12/12/2011	...	...	...	...	17	12/12/2011	...	...	...	...	17	12/12/2011	...	...	...
18	12/12/2011	...	...	...	...	...	18	12/12/2011	...	...	...	18	12/12/2011	...	...	...	...	18	12/12/2011	...	...	...	...	18	12/12/2011	...	...	...
19	12/12/2011	...	...	...	...	...	19	12/12/2011	...	...	...	19	12/12/2011	...	...	...	...	19	12/12/2011	...	...	...	...	19	12/12/2011	...	...	...
20	12/12/2011	...	...	...	...	...	20	12/12/2011	...	...	...	20	12/12/2011	...	...	...	...	20	12/12/2011	...	...	...	...	20	12/12/2011	...	...	...
21	12/12/2011	...	...	...	...	...	21	12/12/2011	...	...	...	21	12/12/2011	...	...	...	...	21	12/12/2011	...	...	...	...	21	12/12/2011	...	...	...
22	12/12/2011	...	...	...	...	...	22	12/12/2011	...	...	...	22	12/12/2011	...	...	...	...	22	12/12/2011	...	...	...	...	22	12/12/2011	...	...	...
23	12/12/2011	...	...	...	...	...	23	12/12/2011	...	...	...	23	12/12/2011	...	...	...	...	23	12/12/2011	...	...	...	...	23	12/12/2011	...	...	...
24	12/12/2011	...	...	...	...	...	24	12/12/2011	...	...	...	24	12/12/2011	...	...	...	...	24	12/12/2011	...	...	...	...	24	12/12/2011	...	...	...
25	12/12/2011	...	...	...	...	...	25	12/12/2011	...	...	...	25	12/12/2011	...	...	...	...	25	12/12/2011	...	...	...	...	25	12/12/2011	...	...	...
26	12/12/2011	...	...	...	...	...	26	12/12/2011	...	...	...	26	12/12/2011	...	...	...	...	26	12/12/2011	...	...	...	...	26	12/12/2011	...	...	...
27	12/12/2011	...	...	...	...	...	27	12/12/2011	...	...	...	27	12/12/2011	...	...	...	...	27	12/12/2011	...	...	...	...	27	12/12/2011	...	...	...
28	12/12/2011	...	...	...	...	...	28	12/12/2011	...	...	...	28	12/12/2011	...	...	...	...	28	12/12/2011	...	...	...	...	28	12/12/2011	...	...	...
29	12/12/2011	...	...	...	...	...	29	12/12/2011	...	...	...	29	12/12/2011	...	...	...	...	29	12/12/2011	...	...	...	...	29	12/12/2011	...	...	...
30	12/12/2011	...	...	...	...	...	30	12/12/2011	...	...	...	30	12/12/2011	...	...	...	...	30	12/12/2011	...	...	...	...	30	12/12/2011	...	...	...

LINE	NO.	DESCRIPTION	DATE	STATUS	REMARKS	APPROVED BY	REVISION	ISSUE DATE	ISSUE TIME	ISSUE LOCATION	ISSUE TYPE	ISSUE CODE	ISSUE CATEGORY	ISSUE SUB-CATEGORY	ISSUE PRIORITY	ISSUE SEVERITY	ISSUE STATUS	ISSUE ACTION	ISSUE COMMENTS	ISSUE ATTACHED FILES
1	1	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	2022-01-22	Open	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01															
2	2	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	2022-01-22	Open	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01															
3	3	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	2022-01-22	Open	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD. // 436964-1-22-01															

LINE	FROM	TO	TYPE	STATUS	REMARKS	DESCRIPTION	DATE	BY	CHECKED	APPROVED	PROJECT NO.	SECTION	DATE	BY	CHECKED	APPROVED	PROJECT NO.	SECTION	DATE	BY	CHECKED	APPROVED	PROJECT NO.	SECTION	DATE	BY	CHECKED	APPROVED															
1	1	2	1	1	1																																						

Item No.	Item Description	Quantity	Unit	Material	Notes	Remarks	Start Date	End Date	Start Time	End Time	Location	Category	Sub-Category	Code	Value	Unit Price	Total Price
1
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Table with multiple columns including Project ID, Description, and various tracking fields. The table contains 25 rows of data, with the 11th row highlighted in green.

Project ID	Description	Category	Phase	Status	Priority	Assigned To	Created	Updated	Comments
1
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LINE	FROM	TO	ITEM	DESCRIPTION	AMOUNT	STATUS	DATE	REVISION	PROJECT	ESTIMATE	DISCOUNT	TOTAL	CURRENT	REMARKS
1	0.00	1.00	0.00									
2	0.00	1.00	0.00									
3	0.00	1.00	0.00									
4	0.00	1.00	0.00									
5	0.00	1.00	0.00									
6	0.00	1.00	0.00									
7	0.00	1.00	0.00									
8	0.00	1.00	0.00									
9	0.00	1.00	0.00									
10	0.00	1.00	0.00									
11	0.00	1.00	0.00									
12	0.00	1.00	0.00									
13	0.00	1.00	0.00									
14	0.00	1.00	0.00									
15	0.00	1.00	0.00									
16	0.00	1.00	0.00									
17	0.00	1.00	0.00									
18	0.00	1.00	0.00									
19	0.00	1.00	0.00									
20	0.00	1.00	0.00									
21	0.00	1.00	0.00									
22	0.00	1.00	0.00									
23	0.00	1.00	0.00									
24	0.00	1.00	0.00									
25	0.00	1.00	0.00									
26	0.00	1.00	0.00									
27	0.00	1.00	0.00									
28	0.00	1.00	0.00									
29	0.00	1.00	0.00									
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31	0.00	1.00	0.00									
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33	0.00	1.00	0.00									
34	0.00	1.00	0.00									
35	0.00	1.00	0.00									
36	0.00	1.00	0.00									
37	0.00	1.00	0.00									
38	0.00	1.00	0.00									
39	0.00	1.00	0.00									
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41	0.00	1.00	0.00									
42	0.00	1.00	0.00									
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56	0.00	1.00	0.00									
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59	0.00	1.00	0.00									
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61	0.00	1.00	0.00									
62	0.00	1.00	0.00									
63	0.00	1.00	0.00									
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65	0.00	1.00	0.00									
66	0.00	1.00	0.00									
67	0.00	1.00	0.00									
68	0.00	1.00	0.00									
69	0.00	1.00	0.00									
70	0.00	1.00	0.00									
71	0.00	1.00	0.00									
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74	0.00	1.00	0.00									
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77	0.00	1.00	0.00									
78	0.00	1.00	0.00									
79	0.00	1.00	0.00									
80	0.00	1.00	0.00									

Item No.	Item Description	Unit	Quantity	Unit Price	Total Price	Notes	Remarks	Material	Quantity	Unit Price	Total Price	Notes	Remarks
1	CONCRETE	CU YD	100	100	10000			CONCRETE	100	100	10000		
2	STEEL	TON	50	50	2500			STEEL	50	50	2500		
3	WOOD	CU YD	200	200	40000			WOOD	200	200	40000		
4	PAINT	TON	10	10	1000			PAINT	10	10	1000		
5	LABOR	HR	10000	100	1000000			LABOR	10000	100	1000000		
6	EQUIPMENT	HR	1000	100	100000			EQUIPMENT	1000	100	100000		
7	PERMIT	LOT	1	10000	10000			PERMIT	1	10000	10000		
8	INSURANCE	LOT	1	5000	5000			INSURANCE	1	5000	5000		
9	UTILITIES	LOT	1	1000	1000			UTILITIES	1	1000	1000		
10	DEMOLITION	CU YD	500	500	250000			DEMOLITION	500	500	250000		
11	FOUNDATION	CU YD	100	100	10000			FOUNDATION	100	100	10000		
12	WALLS	CU YD	200	200	20000			WALLS	200	200	20000		
13	FLOORING	CU YD	100	100	10000			FLOORING	100	100	10000		
14	ROOFING	CU YD	50	50	5000			ROOFING	50	50	5000		
15	MECHANICAL	HR	1000	100	100000			MECHANICAL	1000	100	100000		
16	ELECTRICAL	HR	1000	100	100000			ELECTRICAL	1000	100	100000		
17	PLUMBING	HR	1000	100	100000			PLUMBING	1000	100	100000		
18	FINISHING	HR	1000	100	100000			FINISHING	1000	100	100000		
19	LANDSCAPING	HR	1000	100	100000			LANDSCAPING	1000	100	100000		
20	TESTING	LOT	1	10000	10000			TESTING	1	10000	10000		
21	INSPECTION	LOT	1	5000	5000			INSPECTION	1	5000	5000		
22	CONTRACTOR	LOT	1	100000	100000			CONTRACTOR	1	100000	100000		

LINE	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL PRICE	DATE	STATUS	REMARKS
1	CONCRETE	CU	1.00	100.00	100.00	1-22-01	OK	CONCRETE
2	STEEL	TON	1.00	500.00	500.00	1-22-01	OK	STEEL
3	REINFORCING BAR	TON	1.00	800.00	800.00	1-22-01	OK	REINFORCING BAR
4	FORMWORK	CU	1.00	200.00	200.00	1-22-01	OK	FORMWORK

Item No.	Item Description	Item Code	Item Class	Item Status	Item Location	Item Notes	Item Details	Item Price	Item Units	Item Quantity	Item Total	Item Tax	Item Net Total	Item Remarks
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LINE	NO.	DESCRIPTION	DATE	STATUS	REVISION	REVISION DESCRIPTION	REVISION DATE	REVISION BY	REVISION FOR	REVISION TYPE	REVISION REASON	REVISION COMMENTS	REVISION DATE	REVISION BY	REVISION FOR	REVISION TYPE	REVISION REASON	REVISION COMMENTS	REVISION DATE	REVISION BY	REVISION FOR	REVISION TYPE	REVISION REASON	REVISION COMMENTS
1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ID	PROJECT NAME	DATE	STATUS	REASON	DESCRIPTION	REMARKS	APPROVED BY	APPROVED DATE	REVISIONS	REVISION DATE	REVISION DESCRIPTION
1	SR-9/1-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	2001-12-22	Final	Final Approval	Final Design Review	Final Design Review	[Signature]	2001-12-22	None	None	None
2				Final Approval	Final Design Review	Final Design Review	[Signature]	2001-12-22	None	None	None
3				Final Approval	Final Design Review	Final Design Review	[Signature]	2001-12-22	None	None	None

LINE	NO.	DATE	DESCRIPTION	AMOUNT	STATUS	REMARKS	REVISION	UNIT	QTY	UNIT PRICE	TOTAL PRICE	REMARKS	REVISION	UNIT	QTY	UNIT PRICE	TOTAL PRICE	REMARKS	REVISION	UNIT	QTY	UNIT PRICE	TOTAL PRICE	REMARKS
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Item	Item Number	Item Name	Item Description	Item Location	Item Type	Item Status	Item Category	Item Sub-Category	Item Detail	Item Notes	Item Data 1	Item Data 2	Item Data 3	Item Data 4	Item Data 5	Item Data 6	Item Data 7	Item Data 8	Item Data 9	Item Data 10	Item Data 11	Item Data 12	Item Data 13	Item Data 14	Item Data 15	Item Data 16	Item Data 17	Item Data 18	Item Data 19	Item Data 20	
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ROW ID	TYPE	APPLICABLE CATEGORY	DATE	STATUS	PROJECT	DESCRIPTION	COMMENTS	EXCLUSION CODE	EXCLUSION REASON	EXCLUSION DATE	APPROVED BY	APPROVAL DATE	REVISION	APPROVAL STATUS	APPROVAL COMMENTS
1	Type 2	Categorical Exclusion	12/22/2021	Final	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	Construction of SR-9/I-95 interchange from SW 10th Street to North of Hillsboro Blvd. The project includes construction of a new 3.2-mile long interchange with two spans over the I-95 viaduct. The project also includes construction of a new 1.5-mile long interchange with two spans over the I-95 viaduct. The project also includes construction of a new 1.5-mile long interchange with two spans over the I-95 viaduct.									
2	Type 2	Categorical Exclusion	12/22/2021	Final	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	Construction of SR-9/I-95 interchange from SW 10th Street to North of Hillsboro Blvd. The project includes construction of a new 3.2-mile long interchange with two spans over the I-95 viaduct. The project also includes construction of a new 1.5-mile long interchange with two spans over the I-95 viaduct. The project also includes construction of a new 1.5-mile long interchange with two spans over the I-95 viaduct.									
3	Type 2	Categorical Exclusion	12/22/2021	Final	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	Construction of SR-9/I-95 interchange from SW 10th Street to North of Hillsboro Blvd. The project includes construction of a new 3.2-mile long interchange with two spans over the I-95 viaduct. The project also includes construction of a new 1.5-mile long interchange with two spans over the I-95 viaduct. The project also includes construction of a new 1.5-mile long interchange with two spans over the I-95 viaduct.									

Item No.	Item Description	Quantity	Unit	Material	Notes	Start Date	End Date	Start Time	End Time	Day	Month	Year	Category	Subcategory	Code	Value	Notes
1
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Item No.	Category	Item Description	Quantity	Unit	Material Description	Material Specification	Material Source	Material Price	Material Value	Material Type	Material Status	Material Location	Material Date	Material Notes
1	Concrete	Concrete	100	cu yd	Concrete	Concrete	Concrete	100	100	Concrete	Concrete	Concrete	Concrete	Concrete
2	Rebar	Rebar	100	lb	Rebar	Rebar	Rebar	100	100	Rebar	Rebar	Rebar	Rebar	Rebar
3	Formwork	Formwork	100	sq ft	Formwork	Formwork	Formwork	100	100	Formwork	Formwork	Formwork	Formwork	Formwork
4	Excavation	Excavation	100	cu yd	Excavation	Excavation	Excavation	100	100	Excavation	Excavation	Excavation	Excavation	Excavation
5	Backfill	Backfill	100	cu yd	Backfill	Backfill	Backfill	100	100	Backfill	Backfill	Backfill	Backfill	Backfill
6	Gravel	Gravel	100	cu yd	Gravel	Gravel	Gravel	100	100	Gravel	Gravel	Gravel	Gravel	Gravel
7	Asphalt	Asphalt	100	sq yd	Asphalt	Asphalt	Asphalt	100	100	Asphalt	Asphalt	Asphalt	Asphalt	Asphalt
8	Drainage	Drainage	100	sq ft	Drainage	Drainage	Drainage	100	100	Drainage	Drainage	Drainage	Drainage	Drainage
9	Lighting	Lighting	100	sq ft	Lighting	Lighting	Lighting	100	100	Lighting	Lighting	Lighting	Lighting	Lighting
10	Signage	Signage	100	sq ft	Signage	Signage	Signage	100	100	Signage	Signage	Signage	Signage	Signage
11	Paint	Paint	100	gal	Paint	Paint	Paint	100	100	Paint	Paint	Paint	Paint	Paint
12	Other	Other	100	sq ft	Other	Other	Other	100	100	Other	Other	Other	Other	Other

From: [Bostian, Robert](#)
To: [Andrea Garofalo](#)
Cc: [Lucas, Kelsey](#); [Schwab, Phil](#)
Subject: RE: SW 10th Street Connector Project. Comment
Date: Monday, October 19, 2020 4:22:39 PM
Attachments: [image001.jpg](#)

Good afternoon,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. Written responses will be provided to comments received during and after the Public Hearing once all comments have been received. We appreciate the time you took to prepare your comment and you may visit the study website (www.SW10Street.com or <https://www.fdot.gov/projects/sr9/index.html>) for additional information.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



From: Andrea Garofalo <andregarofalo@hotmail.com>
Sent: Monday, October 19, 2020 10:29 AM
To: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Subject: RE: SW 10th Street Connector Project.

EXTERNAL SENDER: Use caution with links and attachments.

Dear Robert,

I hope this finds you well.

I'm a Canadian citizen and I own a condo on the second floor in Newport Q Century Village.

I've attended one of your webinars, and I trust that you and the whole administration will produce the best solution in completing this project.

My only question/suggestion: Are you thinking of introducing any Plexiglass panels as part of the wall?

Thank you.

Cordially,

Andrea Garofalo

305 965-8431

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:13 AM
To: Npontara10@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Pontara,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We are sorry you had technical difficulties during the presentation. The Public Hearing presentation is available on the project website, if you need to go back to review anything (Click on the Public Hearing Recordings tab on the left hand navigation bar: <http://public.portal.iscprgroup.com/#>).

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:06 AM
To: Robert Ranta
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Robert Ranta - Comment.pdf

Dear Mr. Ranta,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

At this time, we have preliminary details for the vertical height of the ramps, during the next phase of the project the design will be further refined and detailed. However, a portion of the existing sound wall south of Tivoli Trace will need to be removed to construct the proposed northbound collector distributor lanes or CD road running along the east side of I-95. Near Hillsboro Boulevard, as the CD road merges with I-95, it moves slightly west and away from the existing wall avoiding impacts to the northern portion of the wall.

The view of the ramps for the connector lanes over the height of the existing or proposed noise wall will be dependent on where a person is looking from. If viewing from closer to the where the existing noise wall location resides (Natura Blvd) then the ramps would not likely be viewable. If viewing from the residential areas further away from the walls, then the highest-level ramps may be visible. Please note that the height of the ramps is dictated by the fact that the I-95 connector ramps need to go over the SW 10th Street ramps and then bridge over I-95 lanes. The ramps would be about 27 feet higher than the existing bridge over I-95 at its highest elevation before sloping down to existing ground in the median of I-95. South of SW 10th Street, the northbound to westbound connector ramp is the highest-level ramp proposed as it must cross over the other connector ramps but further west of I-95. This occurs west of I-95 along SW 10th St and would be the most visible ramp given the height above the other ramps and I-95.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:17 AM
To: Charles Stratton
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Stratton,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your verbal comment on October 12, 2020, the proposed configuration of the intersection benefits all approaches including the south approach from Newport Center allowing patrons easier access out of the center. There will be additional outreach in the next phase of the project (final design) to further detail the configuration and to help address concerns.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:16 AM
To: david@ancoprecision.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Velardi,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your verbal comment on October 12, 2020, we would like to assure you that your property will have access to SW 10th Street with both Build Alternatives. The second concern is with the right-of-way need from your property with the With Powerline Road Ramps Alternative. This is designated with the yellow line you mentioned in your comment. During the next phase (final design), the design team will look to further reduce or avoid right-of-way impacts, where possible. Assuming this particular need remains, you as the property owner, will be notified of your rights and ability to hire experts at the FDOT's expense to help assess the impacts and compensation offered by the FDOT under Federal Regulations. The Without Powerline Road Ramps Alternative does not require any right-of-way acquisition from your property.

Regarding the potential to utilize other right-of-way on the project this too can be evaluated during the next phase of the project. Please note that any reconfiguration of your parking most likely would require city permitting approval. Your third comment regarding providing u-turn capabilities for vehicles leaving your business to go westbound on local SW 10th Street will be further evaluated for consideration as well as other circulation paths that serve the businesses in this area.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:18 AM
To: BLACKDOTTIE@AOL.COM
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Andrews-Reid,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We are sorry you had technical difficulties during the presentations and were unable to hear. The Public Hearing presentation recording is posted on the project website if you would like to go back and review (Click on the Public Hearing Recordings tab on the left hand navigation bar: <http://public.portal.iscprgroup.com/#>).

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:19 AM
To: ekamhi28@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Kamhi,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your verbal comment on October 12th, we recognize the With Powerline Road Ramps Alternative will result in an additional decision point for drivers, similar to any other access points. The alternative will be designed to the appropriate standards. Therefore, we do not see a distinguishable difference in safety between the two build options.

The canal systems within Century Village allows for drainage to flow from south of the corridor to north and water elevations are maintained by the South Florida Water Management District and are expected to be maintained at similar elevations before, during, and after construction. The FDOT is considering several locations to add pond area to the basin system that could accommodate the additional discharge of stormwater from the project. It should be noted that the FDOT plans to utilize pollutant control structures prior to discharging waters into the C-2 Canal that ultimately makes its way through the Century Village area and ultimately to the Hillsboro Canal.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:09 AM
To: Paul Bourque
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Paul Bourque - Comment.pdf

Dear Mr. Bourque,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

The FDOT has studied various depressed roadways for the project. There are restrictions on the east end where we must elevate over Military Trail. There are also significant impacts if we depress the Connector Lanes under Powerline Road to the west, including impacts to Quiet Waters Park, utilities, and business relocations. We have looked at several ways to avoid elevating roadways between Powerline Road and Military Trail including depressing:

1. Eastbound and Westbound Connector Lanes
2. Eastbound Connector Lane
3. The Westbound Connector Lane ramp to the local SW 10th Street

Each option keeps everything at-grade or below-grade to make the local access ramps connection adjacent to residential areas. Since we are elevating to go over Powerline Road and Military Trail all three options do not provide for much space to provide 'lids' over the roadway. The Westbound Depressed Exit Ramp Alternative (#3) is one of the alternatives that is being considered for the next phase, as well as an option to not construct this ramp in an attempt to provide more green space.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:14 AM
To: oscarfgallego@outlook.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Gallego,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

The FDOT has studied various depressed roadways for the project. There are restrictions on the east end where we must elevate over Military Trail. There are also significant impacts if we depress the Connector Lanes under Powerline Road to the west, including impacts to Quiet Waters Park, utilities, and business relocations. We have looked at several ways to avoid elevating roadways between Powerline Road and Military Trail including depressing:

1. Eastbound and Westbound Connector Lanes
2. Eastbound Connector Lane
3. The Westbound Connector Lane ramp to the local SW 10th Street

Each option keeps everything at-grade or below-grade to make the local access ramps connection adjacent to residential areas. Due to project impacts, the first and second option have been eliminated from consideration. The Westbound Depressed Exit Ramp Alternative (#3), also referred to as the With Powerline Road Ramps Alternative is one of the alternatives that is being considered for the next phase. The second alternative under consideration does not construct the ramps east of Powerline Road which will result in more green space without any bridges in the middle of the corridor. These options best balance the impacts with the benefits of the improvements and meet the purpose and need for the study.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:12 AM
To: mikaye@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Konowitz,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your question on the GoToWebinar Survey, there is no change to your access from East Drive or accessing Walmart and Publix from Military Trail. You will be able to access SW 10th Street both eastbound and westbound from Military Trail after you exit at East Drive.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:17 AM
To: DMERENA1@OPTIMUM.NET
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Merena,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We are sorry you had technical difficulties during the presentation. The Public Hearing presentation is available on the project website, if you need to go back to review anything (Click on the Public Hearing Recordings tab on the left hand navigation bar: <http://public.portal.iscprgroup.com/#>)

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Florida Department of Transportation-District 4
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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:11 AM
To: abnerc1959@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Abner C - Comment.pdf

Dear Mr. Abner,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your email question, both Build Alternatives will maintain local SW 10th Street access to I-95 in addition to providing access to I-95 from the Connector Road. If you have any other questions regarding access, please let us know.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:35 PM
To: ralfeeboy1@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Ralfee - Comment.pdf

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:07 AM
To: KishK4Good@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Kish,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

To answer your question provided in the GoToWebinar Survey, Powerline Road will be accessible in both Build Alternatives from local SW 10th Street. The difference is that the With Powerline Road Ramps Alternative also provides access to and from the Connector Lanes just east of Powerline Road.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:10 PM
To: rgiants84@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Barbara Rosen - Comment.pdf

Dear Ms. Rosen,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:27 PM
To: julie@avionmetalworks.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Julie Sasvari - Comment.pdf

Dear Ms. Sasvari,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

The FDOT will continue to work with the city and the residents of Waterford Homes to finalize a proposed location for a noise wall for your community that will minimize impacts to the berm while also maximizing the noise abatement provided. We have noted that your first preference is the No-Build Alternative with a secondary preference for the Without Powerline Road Ramp Alternative for a build option.

While the COVID-19 pandemic has certainly had an impact on everyday life including traffic on the roads, this project is needed. From March 1st to mid-April, the most significant decrease was recorded - traffic volumes statewide (on state roads) decreased by about 45%. Based on the latest daily traffic count comparison for state roads in Broward County at the end of September, volumes are approximately 10-20% lower than usual, depending on day of the week, location and conditions in that area. If traffic volumes on all roads remained 15% lower than usual, it still would not bring as much relief/benefit as the Build Alternatives could. In addition, although travel patterns are expected to somewhat change, for example – less trips made by those who work from home - other types of trips may take their place, such as increased home deliveries. Although no one can predict the future with absolute certainty, the population continues to increase in south Florida, and the trend is showing that overall traffic volumes will continue to increase, and this project will still be needed.

With the Build Alternatives, travel times can be reduced by 2 to 11 minutes for many drivers. When you consider that at least 46,000 trips are made on SW 10th Street per day, the overall travel time savings is substantial.

As for the location of a potential noise wall, the FDOT will continue to work with the city to find a location that can avoid/minimize impacts to the berm while also providing the city the space it needs to operate and maintain their facilities on the city owned property. This coordination will be done in conjunction with the community, particularly those residents that are adjacent to the city property.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:20 PM
To: Claudia.Varela@boystown.org
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Claudia Varela - Comment.pdf

Dear Ms. Varela,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We will continue to work with the City of Deerfield Beach on the landscaping and aesthetics along the corridor. We would like to point out that the shared use path will not continue to Lyons Road as there are not existing pedestrian facilities through the interchange with the Sawgrass Expressway and Florida's Turnpike. The shared use path will begin at the Waterways Intersection (most westerly community along the corridor) and end at FAU Boulevard. We will pass the suggestion to continue the shared use path to Lyons Road along to the Florida's Turnpike Enterprise for consideration.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:25 PM
To: jglynn1@live.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Janet Woodhouse and Dennis Perreault - Comment.pdf

Dear Ms. Woodhouse and Mr. Perreault,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the Without Powerline Road Ramps Alternative has been noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:26 PM
To: Mslaylu925@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Julianne Zvolensky - Comment.pdf

Dear Ms. Zvolensky,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative has been noted.

Regarding the need for the project, the traffic volume along SW 10th Street between Powerline Road and Military Trail is expected to grow significantly from 46,000 average daily vehicles in 2016 to at least 62,000 vehicles per day by 2045 (without the Connector Road). The maximum daily capacity of the four-lane SW 10th Street between Powerline Road and Military Trail is 39,800 vehicles per day. Therefore, SW 10th Street is already over capacity today and will be significantly over capacity in the future resulting in severe delay and congestion. With the Connector Road constructed, local SW 10th Street would handle between 36,000 to 18,800 daily trips in 2045, depending on the build option selected, a significant reduction from the existing traffic volume.

Safety is also a major factor in the need for the project. From 2012 to 2016, 896 crashes were recorded along the SW 10th Street project corridor. Three segments along SW 10th Street and five intersections are also documented as high crash locations. Both Build Alternatives can reduce traffic volume and congestion on local SW 10th Street, thereby reducing the expected frequency of crashes.

You may find additional information to support the need for the project in the Preliminary Engineering Report (section 1.2), available on the project website.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:06 PM
To: janice4429@att.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Janice Muenzenmaier - Comment.pdf

Dear Ms. Muenzenmaier,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

Regarding your concern over an increase in noise, our noise modeling shows that with either Build Alternative, if noise walls are built, then noise levels will match or be lower than existing noise levels along the corridor. We recognize the concern you voiced regarding property values but have not seen any supporting evidence that property values will fluctuate any differently than the current housing market. We suggest you follow up with a Real Estate Professional for any professional opinions you would like to obtain.

Air quality currently meets the Environmental Protection Agency (EPA) requirements for pollutants. Furthermore, air quality impacts have been analyzed for the proposed alternatives including the No-Build Alternative based on future traffic projections in the year 2040. The preliminary air analysis reflects that this project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area. Also, the FDOT has followed the National Environmental Policy Act regulations for conducting a study of this nature. Many alternative modifications and enhancements have been a result of extensive public and stakeholder engagement.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:30 PM
To: mjnull01@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: M.J. Mullins - Comment.pdf

Dear Ms. Mullins,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

The Waterways and Independence Bay intersections will function as they do today with signalized access to SW 10th Street and the ability to go either eastbound or westbound on SW 10th Street.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:12 PM
To: bjnphd@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Bonnie Newman and Michael Slavin - Comment.pdf

Dear Ms. Newman and Mr. Slavin,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:34 PM
To: patricia97068@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Patricia Pless - Comment.pdf

Dear Ms. Pless,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:41 PM
To: s.a.robbins@comcast.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Robbins,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

In response to your comment provided in the GoToWebinar Survey, major construction activities are estimated to start in calendar year 2023 and are anticipated to be complete in 2027 or 2028. The project is currently in the Project Development and Environment phase so detailed information regarding construction is not available, this information will be developed in the next phases (design and construction) and will be shared with the public when available.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:07 AM
To: KishK4Good@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Kish,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

To answer your question provided in the GoToWebinar Survey, Powerline Road will be accessible in both Build Alternatives from local SW 10th Street. The difference is that the With Powerline Road Ramps Alternative also provides access to and from the Connector Lanes just east of Powerline Road.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:31 PM
To: mml@bellsouth.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Marcia Lamarque - Comment.pdf

Dear Ms. Lamarque,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We have noted that your first preference is the No-Build Alternative with a secondary preference for the Without Powerline Road Ramp Alternative for a build option. We will continue to work with the City of Deerfield Beach and the residents on the landscaping and aesthetics along the corridor. In addition, final noise wall details and locations of noise walls will be coordinated with the impacted residents.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:39 PM
To: sling48145@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Sally J. Ling - Comment.pdf

Dear Ms. Ling,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the Without Powerline Road Ramps Alternative has been noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:12 PM
To: Majcher, Bonnie
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Majcher,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your comment provided in the GoToWebinar Survey, modern roundabouts are designed to improve safety for all users. Due to the slower travel speeds required to navigate the roundabout, and one-way circulation, they've been proven to significantly reduce severe crashes where people are hurt or killed, such as head-on or T-bone type crashes, when compared to conventional stop-controlled and signalized intersections. Like any new technology or idea, successful implementation of a roundabout requires extra outreach and education.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:08 PM
To: amydazm@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Amy Marcus - Comment.pdf

Dear Ms. Marcus,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the Without Powerline Road Ramps Alternative has been noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:37 PM
To: robertamardirosian@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Roberta Mardirosian - Comment.pdf

Dear Ms. Mardirosian,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:29 PM
To: lizmcguire44@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Liz McGuire - Comment.pdf

Dear Ms. McGuire,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

A large number of vehicular trips are made each day on SW 10th Street, more than the daily number of vehicles using Hillsboro Boulevard, Powerline Road, or Military Trail. On average 46,000 vehicle trips are made on SW 10th Street each day, and between 2,300 and 3,200 vehicles travel on SW 10th Street in the peak hour peak direction on weekdays (eastbound from 7:30am to 8:30am, and westbound from 5:00pm to 6:00pm).

While not every driver experiences long delays or is involved in a crash along SW 10th Street, FDOT is concerned with long delays on average for many drivers, as well as the increasing number of crashes occurring along SW 10th Street. Results of the traffic analysis indicate that the average delay experienced by drivers at major intersections is too long (it exceeds the maximum acceptable time of 55 seconds or less), and field reviews have documented dangerous backups between intersections. In addition, approximately half of the study intersections (5 out of 11) along SW 10th Street were identified as "high crash locations," and the majority of crashes along SW 10th Street were rear-end type crashes which commonly occur in congested areas. With traffic volumes expected to continue growing for the foreseeable future, more drivers and vehicles on SW 10th Street will result in longer delays and increased crashes if no changes are made.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:31 PM
To: piameskauskas@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Maria Pia Meskauskas - Comment.pdf

Dear Ms. Meskauskas,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We acknowledge your preference for the No-Build Alternative and if a Build Alternative is selected, your preference is for the Without Powerline Road Ramps Alternative.

Although, we are only in the Project Development and Environment phase of the project, it is anticipated that most of the construction work will be done during the day. Public engagement and outreach will continue through final design and construction. Coordination with the city is on-going, including the coordination of any noise wall options and the berm you are referring to.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:33 PM
To: pammilitello@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Pam Militello - Comment.pdf

Dear Ms. Militello,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:31 PM
To: marlenekimmelman@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Marlene Kimmelman - Comment.pdf

Dear Ms. Kimmelman,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Please note that the noise wall will be coordinated in final design with the community and those benefiting from the wall to best address concerns and potentially develop additional options for consideration.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:33 PM
To: nettigepstein@hotmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Netti Epstein - Comment.pdf

Dear Ms. Epstein,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:14 PM
To: cegalliano@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Carmen Galliano - Comment.pdf

Dear Ms. Galliano,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Please note that the FDOT will require its contractor's to follow its standard specifications for road and bridge construction that requires several activities to mitigate dust and debris on construction sites. One such specification requires airborne particles to be effectively controlled using watering or the application of calcium chloride to minimize any air pollution.

In addition the FDOT will construct noise walls as early as practical in the construction phase. Detailed construction phasing will be provided to communities as it is developed in the next phase of the project (final design).

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:39 PM
To: srgovern@comcast.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Sheila Governale - Comment.pdf

Dear Ms. Governale,,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

To elevate one road over another, the bridge height and walls leading up to the bridge will need to provide sufficient vertical clearance to the lower roadway, this requires retaining walls of 24 to 28 feet tall. We have tried to limit the amount of elevated roadways for the project but we will need to elevate the Connector Road over Powerline Road and Military Trail. The direct connect ramps at the I-95 and SW 10th Street interchange will actually be higher bridges as they will need to cross over two levels of roadways.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:10 PM
To: griper129@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Barbara Griper - Comment.pdf

Dear Ms. Griper

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Please note that the Build Alternatives raise the Connector Road over Military Trail and local SW 10th Street will remain at-grade with Military Trail. It is not possible to elevate Military Trail over SW 10th Street due to the adjacent railroad crossing.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:19 AM
To: ekamhi28@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Kamhi,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your verbal comment on October 12th, we recognize the With Powerline Road Ramps Alternative will result in an additional decision point for drivers, similar to any other access points. The alternative will be designed to the appropriate standards. Therefore, we do not see a distinguishable difference in safety between the two build options.

The canal systems within Century Village allows for drainage to flow from south of the corridor to north and water elevations are maintained by the South Florida Water Management District and are expected to be maintained at similar elevations before, during, and after construction. The FDOT is considering several locations to add pond area to the basin system that could accommodate the additional discharge of stormwater from the project. It should be noted that the FDOT plans to utilize pollutant control structures prior to discharging waters into the C-2 Canal that ultimately makes its way through the Century Village area and ultimately to the Hillsboro Canal.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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District Consultant Project Management Engineer
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Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:24 PM
To: jackiekaminetsky@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Jackie Kaminetsky - Comment.pdf

Dear Ms. Kaminetsky,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We will absolutely keep in mind the demographics of those living along the corridor.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:41 PM
To: vmkaplan@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Kaplan,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

In reference to your comment provided via chat on October 12, 2020, your preference for No-Build Alternative has been noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:32 PM
To: nek514@comcast.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Kasmarski,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Thank you for your comments and we are sorry you were not able to connect. Please note that recordings of the Public Hearing presentation and formal comment period are available on the project website as well as the Public Hearing exhibits. Please note that we have been working hard to address the COAT recommendations, if there is any specific recommendation by the committee that you would like to see addressed in more detail, please let us know and we would be happy to meet with you or provide a more thorough response on how each recommendation was handled. There are limitations on the amount of depressed roadway that can be implemented, and we have several exhibits explaining that recommendation in greater detail.

Noise walls that have been warranted will continue to be refined in the next phase of the project where we will coordinate the final location, height and aesthetics with the community and the city. Please note that ultimately a noise survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed.

Your preference for the No-Build Alternative has been noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:28 PM
To: flcpa273@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Laurel Dreyfuss - Comment.pdf

Dear Ms. Dreyfuss,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Please note that the FDOT will require it's contractor's to follow its standard specifications for road and bridge construction that requires several activities to mitigate dust and debris on construction sites. One such specification requires airborne particles to be effectively controlled using watering or the application of calcium chloride to minimize air pollution.

Air quality currently meets the Environmental Protection Agency (EPA) requirements for pollutants. Furthermore, air quality impacts have been analyzed for the proposed alternatives including the no-build alternative based on future traffic projections in the year 2040. The preliminary air analysis reflects that this project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

In addition, FDOT can only provide relocation assistance to property owners, and potentially some tenants, for properties that are being acquired by the FDOT.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:32 PM
To: mdugdale@bellsouth.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Michelle Dugdale - Comment.pdf

Dear Ms. Dugdale,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative has been noted. We understand you do not wish to have traffic increase on the roads near your residential community. However, as the population of South Florida continues to grow, traffic volumes on most major roadways, such as SW 10th Street will continue to increase as well. Drivers in the area are expected to continue taking the shortest route between the Sawgrass Expressway and I-95, which is along SW 10th Street. This is expected to occur with or without the proposed Connector Road. The traffic volume along SW 10th Street between Powerline Road and Military Trail is expected to grow significantly from 46,000 average daily vehicles in 2016 to at least 62,000 vehicles per day by 2045 (without the Connector Road). With the Connector Road constructed, local SW 10th Street would handle between 36,000 to 18,800 daily trips in 2045, depending on the build option selected, a significant reduction from the existing traffic volume.

Traffic volumes along Military Trail and Powerline Road near SW 10th Street will grow slightly, regardless of the proposed Connector Road. For example, the existing (2016) average daily number of vehicles on Military Trail south of SW 10th Street is 29,000, and the projected 2045 average daily number of vehicles, with or without the Connector Road, is 30,600. On Powerline Road south of SW 10th Street, the 2016 average daily number of vehicles is 34,000, and the projected 2045 average daily number of vehicles is 36,100 without the connector, and 38,900 with the connector. However, the traffic on Powerline Road and Military Trail will not significantly increase or decrease due to the connector. This is because the construction of a new connector road will not change the fastest route for most people north and south of SW 10th Street traveling to or from the Sawgrass or I-95. It only provides a faster option for trips that would otherwise use local SW 10th Street.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:15 PM
To: cvmcnamara@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Carolyn McNamara - Comment.pdf

Dear Mrs. McNamara,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Each utility owner is responsible for their own maintenance of the utility poles and lines. The relocation costs for utilities will vary depending on each utility owner's underlying rights for the specific areas or locations that are impacted by the project. Please note that it has been determined that the FDOT will be responsible for the costs of the city utilities that are impacted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:12 PM
To: abshearb@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Brenda Abshear - Comment.pdf

Dear Ms. Abshear,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:18 AM
To: BLACKDOTTIE@AOL.COM
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Andrews-Reid,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We are sorry you had technical difficulties during the presentations and were unable to hear. The Public Hearing presentation recording is posted on the project website if you would like to go back and review (Click on the Public Hearing Recordings tab on the left hand navigation bar: <http://public.portal.iscprgroup.com/#>).

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:28 PM
To: laurenbernard@comcast.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Lauren Bernard - Comment.pdf

Dear Ms. Bernard,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative has been noted. Regarding your comment, the No-Build Alternative has and will continue to be considered as part of the Project Development and Environment (PD&E) process.

While the COVID-19 pandemic has certainly had an impact on everyday life including traffic on the roads, this project is needed. From March 1st to mid-April, the most significant decrease was recorded - traffic volumes statewide (on state roads) decreased by about 45%. Based on the latest daily traffic count comparison for state roads in Broward County at the end of September, volumes are approximately 10-20% lower than usual, depending on day of the week, location and conditions in that area. If traffic volumes on all roads remained 15% lower than usual, it still would not bring as much relief/benefit as the Build Alternatives could. In addition, although travel patterns are expected to somewhat change, for example – less trips made by those who work from home - other types of trips may take their place, such as increased home deliveries. Although no one can predict the future with absolute certainty, the population continues to increase in south Florida, and the trend is showing that overall traffic volumes will continue to increase, and this project will still be needed.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Florida Department of Transportation-District 4
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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:22 PM
To: dkbogner@comcast.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Denise Bogner - Comment.pdf

Dear Ms. Bogner,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We have noted that your first preference is the No-Build Alternative with a secondary preference for the Without Powerline Road Ramp Alternative for a build option.

Please note that the project team will continue to work with the city as well as the businesses you referenced to finalize design plans at Newport Center that considers all comments regarding access. We will also be working the city and residents regarding noise wall options and maintenance. Typically maintenance of the noise wall is done by the FDOT. In some cases, property owners or the city prefer to maintain the area behind the noise wall. These details will be discussed in detail as the project moves forward with all parties involved.

As for the traffic comments you have we offer the following:

- Traffic congestion under normal circumstances is most pronounced on SW 10th Street during weekday peak hours. The length of time that the congestion occurs will spread to more hours of the day if no change is made.
- The alternative routes mentioned (Glades Road, Commercial Blvd, and Hillsboro Blvd) do not have connections to both the Sawgrass Expressway and Turnpike to the west, and the Turnpike does not have an interchange at Hillsboro Blvd. The existing Turnpike/Sawgrass, and I-95 interchanges make the SW 10th Street corridor the most attractive location for the Connector Road to serve the regional traffic flow between the south-west Broward County area and the north-east Palm Beach County area.
- Broward County and FDOT considered Adaptive Signal Control Technologies for SW 10th Street. This type of signal improvement helps monitor and adjust signal timings. Studies have shown that adaptive signal control can improve average delays by 10 percent or more on roadways that are not already optimized and that are not heavily congested. Signal timings have been optimized on SW 10th Street within the last few years, and because SW 10th Street has volumes that exceed the roadway capacity, adaptive signal control can not improve operations for peak hour traffic significantly enough to implement it alone, without other capacity improvements to go with it.
- Regarding implementing one reversible lane on SW 10th Street, the flow of traffic is heavy not only in one direction during peak hours. For example, there is a considerable volume of traffic that travels from I-95 to the Sawgrass and Turnpike in the AM peak hour, while eastbound traffic from Sawgrass travels to I-95. A reversible lane could only address a portion of the volume on the corridor.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:34 PM
To: tati49@hotmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Brown,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

The project is currently in the Project Development and Environment. If the project moves forward, major construction activities are anticipated to start sometime in calendar year 2023 and be completed in 2027 or 2028.

We recognize the concern you voiced regarding property values but have not seen any supporting evidence that property values will fluctuate any differently than the current housing market. We suggest you follow up with a Real Estate Professional for any professional opinions you would like to obtain.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:19 PM
To: flyfootballchick@att.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Ms. Donovan,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your verbal comment provided on October 15, 2020, we acknowledge your preference for the Without Powerline Road Ramps Alternative. Public engagement for this project will continue through all phases of the project. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier are closely coordinated with those benefited by the barrier and the City.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:30 PM
To: lfv@pobox.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Lu Vencl - Comment.pdf

Dear Mr. Vencl,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

The FDOT will continue to work with the city and the residents of Waterford Homes to finalize a proposed location for a noisewall for your community that will minimize impacts to the berm while also maximizing the noise abatement provided. We have noted that your first preference is the No-Build Alternative with a secondary preference for the Without Powerline Road Ramp Alternative for a build option.

With the Build Alternatives, travel times can be reduced by 2 to 11 minutes for many drivers. When you consider that at least 46,000 trips are made on SW 10th Street per day, the overall travel time savings is substantial.

While the COVID-19 pandemic has certainly had an impact on everyday life including traffic on the roads, this project is needed. From March 1st to mid-April, the most significant decrease was recorded - traffic volumes statewide (on state roads) decreased by about 45%. Based on the latest daily traffic count comparison for state roads in Broward County at the end of September, volumes are approximately 10-20% lower than usual, depending on day of the week, location and conditions in that area. If traffic volumes on all roads remained 15% lower than usual, it still would not bring as much relief/benefit as the Build Alternatives could. In addition, although travel patterns are expected to somewhat change, for example – less trips made by those who work from home - other types of trips may take their place, such as increased home deliveries. Although no one can predict the future with absolute certainty, the population continues to increase in south Florida, and the trend is showing that overall traffic volumes will continue to increase, and this project will still be needed.

Broward County and FDOT considered Adaptive Signal Control Technologies for SW 10th Street. This type of signal improvement helps monitor and adjust signal timings. Studies have shown that adaptive signal control can improve average delays by 10 percent or more on roadways that are not already optimized and that are not heavily congested. Signal timings have been optimized on SW 10th Street within the last few years, and because SW 10th Street has volumes that exceed the roadway capacity, adaptive signal control can not improve operations for peak hour traffic significantly enough to implement it alone, without other capacity improvements to go with it.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:29 PM
To: deerfieldtw@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Leonard Witham - Comment.pdf

Dear Mr. Witham,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We look forward to continuing the coordination with the different communities to address concerns throughout design and construction.

Preliminary Noise analysis has been conducted for the corridor and Century Village is warranted for noise barriers. If the project moves forward, a Noise Survey will be issued to all stakeholders that would be benefited by the barrier. If greater than 50% of those responding to the survey desire a barrier, then it will be constructed. If the percentage is less than 50%, a barrier will not be constructed. Aesthetics of any barrier will be closely coordinated with those benefited by the barrier and the City.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:40 PM
To: Stevenzvolen@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Steven Zvolensky - Comment.pdf

Dear Mr. Zvolensky,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

Traffic data for the project was collected in 2016 and is summarized in the Project Traffic Analysis Report, available on the project website. The future traffic modeling and analysis is also contained in this report. With the Build Alternatives, travel times can be reduced by 2 to 11 minutes for many drivers. When you consider that at least 46,000 trips are made on SW 10th Street per day, the overall travel time savings is substantial.

We recognize the concern you voiced regarding property values but have not seen any supporting evidence that property values will fluctuate any differently than the current housing market. We suggest you follow up with a Real Estate Professional for any professional opinions you would like to obtain.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:13 AM
To: Npontara10@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Pontara,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We are sorry you had technical difficulties during the presentation. The Public Hearing presentation is available on the project website, if you need to go back to review anything (Click on the Public Hearing Recordings tab on the left hand navigation bar: <http://public.portal.iscprgroup.com/#>).

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:06 AM
To: Robert Ranta
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Robert Ranta - Comment.pdf

Dear Mr. Ranta,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

At this time, we have preliminary details for the vertical height of the ramps, during the next phase of the project the design will be further refined and detailed. However, a portion of the existing sound wall south of Tivoli Trace will need to be removed to construct the proposed northbound collector distributor lanes or CD road running along the east side of I-95. Near Hillsboro Boulevard, as the CD road merges with I-95, it moves slightly west and away from the existing wall avoiding impacts to the northern portion of the wall.

The view of the ramps for the connector lanes over the height of the existing or proposed noise wall will be dependent on where a person is looking from. If viewing from closer to the where the existing noise wall location resides (Natura Blvd) then the ramps would not likely be viewable. If viewing from the residential areas further away from the walls, then the highest-level ramps may be visible. Please note that the height of the ramps is dictated by the fact that the I-95 connector ramps need to go over the SW 10th Street ramps and then bridge over I-95 lanes. The ramps would be about 27 feet higher than the existing bridge over I-95 at its highest elevation before sloping down to existing ground in the median of I-95. South of SW 10th Street, the northbound to westbound connector ramp is the highest-level ramp proposed as it must cross over the other connector ramps but further west of I-95. This occurs west of I-95 along SW 10th St and would be the most visible ramp given the height above the other ramps and I-95.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:35 PM
To: peter.silbermann@yahoo.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Peter T. Silbermann - Comment.pdf

Dear Mr. Silbermann,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Since Military Trail is a city facility and East Drive is a private road we have checked with both the city and county regarding their consideration of a signal at this location. Neither the county nor the city supports a signal at this location but would be open to reviewing any study that Century Village has commissioned by a professional traffic engineer that supports a signal at this location. Please note that since this is a right-in-right-out connection with no through or left movements, an engineering analysis would most likely not warrant a signal.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:17 AM
To: Charles Stratton
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Stratton,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your verbal comment on October 12, 2020, the proposed configuration of the intersection benefits all approaches including the south approach from Newport Center allowing patrons easier access out of the center. There will be additional outreach in the next phase of the project (final design) to further detail the configuration and to help address concerns.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:19 PM
To: Charles Stratton
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Charles Stratton.pdf

Dear Mr. Stratton,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We have received several concerns regarding how the proposed restricted median opening will affect the Newport Center road network and will be working with the businesses and property owners in this area to evaluate different options that will help address concerns. Please note that the restricted median opening along SW 10th Street will allow for left movements into Newport Center and 12th Avenue. The restriction that is being proposed is to restrict the lefts out of these streets as well as the through movement. This adjustment drastically improves the traffic operations for SW 10th Street, as well as the Newport Center roads. This improvement also limits the number of trucks that would utilize a portion of 12th Avenue and Newport Center Drive to go east on SW 10th Street. This design would limit the truck traffic, that may be created by the distribution center, to exiting trucks that would be heading east to access I-95 or continue east SW 10th Street. We are working to get updated truck numbers that will help describe the size of trucks as they can range from small to large but the total truck traffic from the distribution center is project at about one every 3 minutes during the highest peak hour of varying size trucks.

As previously mentioned, we are putting together some additional information to help coordinate and communicate the options that are available to address the businesses of Newport Center's concerns. We look forward to additional feedback and suggestions from your client.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:16 AM
To: david@ancoprecision.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Velardi,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your verbal comment on October 12, 2020, we would like to assure you that your property will have access to SW 10th Street with both Build Alternatives. The second concern is with the right-of-way need from your property with the With Powerline Road Ramps Alternative. This is designated with the yellow line you mentioned in your comment. During the next phase (final design), the design team will look to further reduce or avoid right-of-way impacts, where possible. Assuming this particular need remains, you as the property owner, will be notified of your rights and ability to hire experts at the FDOT's expense to help assess the impacts and compensation offered by the FDOT under Federal Regulations. The Without Powerline Road Ramps Alternative does not require any right-of-way acquisition from your property.

Regarding the potential to utilize other right-of-way on the project this too can be evaluated during the next phase of the project. Please note that any reconfiguration of your parking most likely would require city permitting approval. Your third comment regarding providing u-turn capabilities for vehicles leaving your business to go westbound on local SW 10th Street will be further evaluated for consideration as well as other circulation paths that serve the businesses in this area.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:21 PM
To: dmirantz@deerfieldbeachedc.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Dave Mirantz - Comment.pdf

Dear Mr. Mirantz,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for With Powerline Road Ramps Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:32 PM
To: matt.neddeff@kci.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Neddeff,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your comment provided in the GoToWebinar Survey, we continue our public engagement efforts to help ensure the project details are understood and we consider all input provided to the project teams.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:27 PM
To: lwodom@comcast.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Larry Odom - Comment.pdf

Dear Mr. Odom,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:34 PM
To: paodbfla@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Pat Oneil - Comment.pdf

Dear Mr. O'Neil,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Please note that we have been working hard to address the MPO / COAT recommendations, if there is any specific recommendation by the committee that you would like to see addressed in more detail, please let us know and we would be happy to meet with you or provide a more thorough response on how each recommendation was handled. There are limitations on the amount of depressed roadway that can be implemented and we have several exhibits explaining that particular recommendation in greater detail.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:41 PM
To: ty.johnson91@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Tyler Johnson - Comment.pdf

Dear Mr. Johnson,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Please note that a separate study is being conducted by the Florida's Turnpike Enterprise which is developing alternatives for the Sawgrass Expressway and Florida's Turnpike Interchange. Turnpike is currently studying alternatives of direct movement from westbound local SW 10th Street to northbound Turnpike, as well as from southbound Turnpike to eastbound local SW 10th Street. The connections that are being contemplated for the Connector Road will include connections to and from the south on Florida's Turnpike. The local connections between SW 10th Street to Florida's Turnpike to and from the south will require a similar movement at Lyons Road as is being done today. The concepts being evaluated would however avoid the signals at Lyons Road, as well as potentially reducing the toll amount. The Turnpike anticipates presenting their proposed interchange concepts to the public sometime in 2021. Additional information can be found on their project website using the following link: <https://floridasturnpike.com/turnpike-projects/major-projects/sawgrass-expressway/>.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:14 PM
To: BK@4GRecycling.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Brent Kirstein - Comment.pdf

Dear Mr. Kirstein,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

One point of clarification is that the restricted median opening allows for left movements into Newport center and 12th Avenue. The restriction that is being proposed is to restrict the lefts out of these streets as well as the through movement. This adjustment drastically improves the traffic operations for SW 10th Street, as well as, the Newport Center roads. This improvement also limits the amount of trucks that would utilize a portion of 12th Avenue and Newport Center Drive to go east on SW 10th Street. This design would limit the truck traffic to exiting trucks that would like to go east on SW 10th Street with the highest volume of trucks counted equating to about one every 3 minutes during the peak hour. Regardless, we have received a lot of concern regarding the restricted median opening at Newport Center and will be working closely with the city and the businesses of Newport Center to finalize the intersection design considering this input.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:12 AM
To: mikaye@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Konowitz,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your question on the GoToWebinar Survey, there is no change to your access from East Drive or accessing Walmart and Publix from Military Trail. You will be able to access SW 10th Street both eastbound and westbound from Military Trail after you exit at East Drive.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:17 AM
To: DMERENA1@OPTIMUM.NET
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Merena,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We are sorry you had technical difficulties during the presentation. The Public Hearing presentation is available on the project website, if you need to go back to review anything (Click on the Public Hearing Recordings tab on the left hand navigation bar: <http://public.portal.iscprgroup.com/#>)

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:14 AM
To: oscarfgallego@outlook.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Gallego,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

The FDOT has studied various depressed roadways for the project. There are restrictions on the east end where we must elevate over Military Trail. There are also significant impacts if we depress the Connector Lanes under Powerline Road to the west, including impacts to Quiet Waters Park, utilities, and business relocations. We have looked at several ways to avoid elevating roadways between Powerline Road and Military Trail including depressing:

1. Eastbound and Westbound Connector Lanes
2. Eastbound Connector Lane
3. The Westbound Connector Lane ramp to the local SW 10th Street

Each option keeps everything at-grade or below-grade to make the local access ramps connection adjacent to residential areas. Due to project impacts, the first and second option have been eliminated from consideration. The Westbound Depressed Exit Ramp Alternative (#3), also referred to as the With Powerline Road Ramps Alternative is one of the alternatives that is being considered for the next phase. The second alternative under consideration does not construct the ramps east of Powerline Road which will result in more green space without any bridges in the middle of the corridor. These options best balance the impacts with the benefits of the improvements and meet the purpose and need for the study.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:07 PM
To: aaron@genevaggp.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Aaron Goldberg - Comment.pdf

Dear Mr. Goldberg,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We understand your concern regarding the median access to allow left turns into your property and would be glad to meet with you and review the median openings and access.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:23 PM
To: greggryczan@regencycenters.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Gryczan,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

In reference to your verbal comment provided on October 14, 2020, we acknowledge your preference for the With Powerline Road Ramp Alternative. The intersection of Military Trail and SW 10th Street will require some reconstruction but the intersection will be maintained throughout construction during peak hours. The project team will coordinate with Emergency Responders regarding the different phases of construction, as well as, the permanent features of the project.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:27 PM
To: keefe@pobox.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Keefe Guy - Comment.pdf

Dear Mr. Guy,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

Please note that we have been working hard to address the COAT recommendations. There are limitations on the amount of ""depressed"" roadway that can be implemented and we have several exhibits explaining that particular recommendation in greater detail. However, the team has developed several ""depressed"" roadway alternatives, some of which resulted in significant impacts to adjacent communities. The With Powerline Road Ramps Alternative (formerly known as the Westbound Depressed Exit Ramp Alternative), does include a depressed exit ramp, to avoid elevating roads in the vicinity of residential areas.

While the COVID-19 pandemic has certainly had an impact on everyday life including traffic on the roads, this project is needed. From March 1st to mid-April, the most significant decrease was recorded - traffic volumes statewide (on state roads) decreased by about 45%. Based on the latest daily traffic count comparison for state roads in Broward County at the end of September, volumes are approximately 10-20% lower than usual, depending on day of the week, location and conditions in that area. If traffic volumes on all roads remained 15% lower than usual, it still would not bring as much relief/benefit as the Build Alternatives could. In addition, although travel patterns are expected to somewhat change, for example – less trips made by those who work from home - other types of trips may take their place, such as increased home deliveries. Although no one can predict the future with absolute certainty, the population continues to increase in south Florida, and the trend is showing that overall traffic volumes will continue to increase, and this project will still be needed.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:36 PM
To: RICHARD@A2000NS.COM
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Hillman,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your comment provided in the GoToWebinar Survey, your preference for the Build Alternative has been noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:24 PM
To: jhurst29@students.kennesaw.edu
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Hurst,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your verbal comment provided on October 15, 2020, we acknowledge your preference for the Without Powerline Road Ramps Alternative and your support for the I-95 Build Alternative.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:23 PM
To: gberish@rogers.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Gerald Berish - Comment.pdf

Dear Mr. Berish,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. We acknowledge your preference for the Without Powerline Road Ramp Alternative. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your comment you provided in the GoToWebinar Survey, the FDOT will consider all comments made throughout the comment period as well as input received by the city prior to making a final determination for a Preferred Alternative for the project. The FDOT has three alternatives that are under currently under consideration, including the No-Build Alternative.

Traffic projections for the area indicate that the total volume of daily traffic expected to use Powerline Road would not be different for either Build Alternative. This is because people who use Powerline Road today (and in the future) are not expected to change their route coming from or going to their homes or businesses, due to the Powerline Road ramps. Regardless of the extra ramps, drivers will have the same ultimate begin point and destination point, and the shortest overall travel route to get there will not change. You can see this by comparing the Build AADTs on Powerline Road to No Build AADT. No Build and Build AADTs are very similar. On Powerline Road south of SW 10th Street, the projected 2045 average daily number of vehicles without the connector (No Build) is 36,100. The 2045 average daily number of vehicles on Powerline Road south of SW 10th Street is 38,900 for both Build Alternatives (with or without the Powerline Road ramps). This tells us that with or without the project, a relatively small volume of vehicles would shift to using Powerline Road, and this is expected to occur with either Build alternative.

In addition, the SW 10th Street and Powerline Road intersection will operate much more efficiently with both Build Alternatives as a result of the Connector Road removing traffic off of local SW 10th Street. This results in an almost 50% reduction in intersection delay in 2040.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:09 AM
To: Paul Bourque
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Paul Bourque - Comment.pdf

Dear Mr. Bourque,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

The FDOT has studied various depressed roadways for the project. There are restrictions on the east end where we must elevate over Military Trail. There are also significant impacts if we depress the Connector Lanes under Powerline Road to the west, including impacts to Quiet Waters Park, utilities, and business relocations. We have looked at several ways to avoid elevating roadways between Powerline Road and Military Trail including depressing:

1. Eastbound and Westbound Connector Lanes
2. Eastbound Connector Lane
3. The Westbound Connector Lane ramp to the local SW 10th Street

Each option keeps everything at-grade or below-grade to make the local access ramps connection adjacent to residential areas. Since we are elevating to go over Powerline Road and Military Trail all three options do not provide for much space to provide 'lids' over the roadway. The Westbound Depressed Exit Ramp Alternative (#3) is one of the alternatives that is being considered for the next phase, as well as an option to not construct this ramp in an attempt to provide more green space.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
Office: 954-777-4427 Cell: 954-684-6151
Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:34 PM
To: pabeco911@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response

Dear Mr. Bourque,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding the verbal comment you provided on October 13, 2020 about traffic noise associated with signalized intersections, we recognize the use of roundabouts may reduce noise at adjacent noise sensitive sites. FDOT is aware of the noise caused by accelerating and decelerating vehicles associated with signalized intersections on local SW 10th Street, which will be posted with a speed limit of 35 mph. However, the main source of noise is the traffic noise from the Connector Lanes, with traffic that would be traveling at 60 mph. To abate the traffic noise from the Connector Lanes and local SW 10th Street signalized intersections, FDOT has recommended noise barriers for the residential areas adjacent to the areas where you are suggesting roundabouts. Construction of a roundabout in lieu of a signalized intersection would not change this finding, or result in a noticeable change in traffic noise levels.

With respect to traffic flow, some conditions may preclude a roundabout at specific locations. Locations where a roundabout is not beneficial include intersections of a major arterial and a local road, such as 30th Avenue and 24th Avenue, where substantial delay would be added to vehicles traveling on SW 10th Street. A roundabout introduced in the middle of a coordinated signal network, such as along SW 10th Street, can negatively impact traffic flow. In these situations, traffic flow can be better improved with signalized intersections. Concern with traffic flow along SW 10th Street is the main reason why roundabouts are not being considered. Another reason would be potential right-of-way needed to construct roundabouts at these locations.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:40 PM
To: stevewb01@att.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Stephen Brown - Comment.pdf

Dear Mr. Brown,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Please note that a separate study is being conducted by the Florida's Turnpike Enterprise which is developing alternatives for the Sawgrass Expressway and Florida's Turnpike Interchange. Turnpike is currently studying alternatives of direct movement from westbound local SW 10th Street to northbound Turnpike, as well as from southbound Turnpike to eastbound local SW 10th Street. The connections that are being contemplated for the Connector Road will include connections to and from the south on Florida's Turnpike. The local connections between SW 10th Street to Florida's Turnpike to and from the south will require a similar movement at Lyons Road as is being done today. The concepts being evaluated would however avoid the signals at Lyons Road, as well as potentially reducing the toll amount. The Turnpike anticipates presenting their proposed interchange concepts to the public sometime in 2021. Additional information can be found on their project website using the following link: <https://floridasturnpike.com/turnpike-projects/major-projects/sawgrass-expressway/>.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:36 PM
To: rob.curtis@miami.edu
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Rob Curtis - Comment.pdf

Dear Mr. Curtis,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

As we stated in our meeting on November 5, 2020, the FDOT will continue to work closely with the city and the businesses of Newport Center to develop a final design that addresses your concerns. We look forward to the continued discussion with your team and recognize and appreciate your passion for the work that you do.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:26 PM
To: jcutroni@att.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Joseph Cutroni - Comment.pdf

Dear Mr. Cutroni,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We appreciate your comment and will share your complement with the City of Deerfield Beach.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:21 PM
To: david@dalsimer.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: David Dalsimer - Comment.pdf

Dear Mr. Dalsimer,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative is noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:39 PM
To: shaun@dalsimer.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Shaun Dalsimer - Comment.pdf

Dear Mr. Dalsimer,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We have noted your preference for the non-restrictive median opening at Newport Center. We will work closely with the city and the businesses of Newport Center to finalize a design for this intersection that considers all input and concerns.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:25 PM
To: jpf26@aol.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: John Fox - Comment.pdf

Dear Mr. Fox,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for With Powerline Road Ramps Alternative has been noted.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Thursday, November 5, 2020 9:11 AM
To: abnerc1959@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Abner C - Comment.pdf

Dear Mr. Abner,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Regarding your email question, both Build Alternatives will maintain local SW 10th Street access to I-95 in addition to providing access to I-95 from the Connector Road. If you have any other questions regarding access, please let us know.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:39 PM
To: SAboubaker@welltower.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Saada Aboubaker - Comment.pdf

Dear Mr. Aboubaker,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

We understand your concerns and will continue to coordinate the intersection configuration options with the businesses to ensure concerns are being addressed and the benefits of the restricted intersection are clear. The restricted opening improves overall traffic flow for all movements and access to and from the businesses would be facilitated. We will work with your group and others to better address your concerns prior to a final determination of the intersection. The city also wants to ensure the business needs are prioritized and met with the intersection design.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Florida Department of Transportation-District 4
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Robert.Bostian@dot.state.fl.us



Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:37 PM
To: mckeenr1@comcast.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Robert and Gayle McKeen - Comment.pdf

Dear Mr. and Mrs. McKeen,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

A large number of vehicular trips are made each day on SW 10th Street, more than the daily number of vehicles using Hillsboro Boulevard, Powerline Road, or Military Trail. On average 46,000 vehicle trips are made on SW 10th Street each day, and between 2,300 and 3,200 vehicles travel on SW 10th Street in the peak hour peak direction during weekdays (eastbound from 7:30am to 8:30am, and westbound from 5:00pm to 6:00pm). The maximum daily capacity of the four-lane SW 10th Street between Powerline Road and Military Trail is 39,800 vehicles per day.

University Drive has six lanes, and an average daily traffic volume that exceeds the capacity of the roadway (81,500 volume just north of I-595 versus 59,900 capacity). The option to build a high-speed limited access Connector Road alongside local SW 10th Street, can keep the traffic volume on local SW 10th Street from reaching the same level that it has reached on University Drive, and allows local SW 10th Street to remain with the same number of lanes as today, instead of widening to six lanes similar to University Drive.

Regarding adding another lane without tunnels or ramps, the Without Powerline Road Ramps Alternative does add a four-lane Connector Road at the existing ground level with no depressed roadway elements or ramps between Powerline Road and Military Trail. Adding another lane in each direction along SW 10th Street and not adding the Connector Road facility will not sufficiently improve traffic operations in the future.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4
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Robert.Bostian@dot.state.fl.us

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:04 PM
To: secondone94@comcast.net
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Helen and Al Santana - Comment.pdf

Dear Mr. and Mrs. Santana,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative has been noted. We recognize your concerns regarding costs associated with the project and the travel time savings. We also understand that during construction there will be some increases to noise levels during particular construction activities. We would like to clarify that dust control is light watering over areas that could contribute to dust being blown in non-construction areas. Also, this 'watering' is done in the construction areas where there are exposed areas of dirt, the vehicle travel areas will be on asphalt or potentially concrete in some sections during the construction of the project so tracking of mud should not be a concern. We do not anticipate detours for residential access onto SW 10th Street, but the entrances/exits could be adjusted in the same general location they are today temporarily that should not create any inconveniences to enter or exit your communities.

The FDOT has followed the National Environmental Policy Act regulations for conducting a study of this nature. Many alternative modifications and enhancements have been a result of extensive public and stakeholder engagement.

As far as the businesses along the corridor, most have been very positive and supportive of the project and we will be working with them as well as residents to further enhance the final design of any build alternative that may be chosen. We do recognize the concern you voiced regarding property values but have not seen any supporting evidence that property values will fluctuate any differently than the current housing market. We do suggest you follow up with a Real Estate Professional for any professional opinions you would like to obtain.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
District Consultant Project Management Engineer
Florida Department of Transportation-District 4

Jennifer Laxner

From: Bostian, Robert <Robert.Bostian@dot.state.fl.us>
Sent: Monday, February 1, 2021 6:24 PM
To: janevollono@gmail.com
Cc: Schwab, Phil; Stone, Lisa; Lucas, Kelsey; Croft, Vilma
Subject: SW 10th Street Connector and I-95 PD&E Studies - Public Hearing Response
Attachments: Jane and Frank Vollono - Comment.pdf

Dear Mr. and Mrs. Vollono,

Thank you for your comment regarding the SW 10th Street Connector and I-95 from South of SW 10th Street to North of Hillsboro Boulevard PD&E Studies in Broward County. The Florida Department of Transportation (FDOT) will take your concerns under consideration, and your comments will be included in the public record for these projects.

Your preference for the No-Build Alternative has been noted.

Regarding your concern over an increase in noise, our noise modeling shows that with either Build Alternative, if noise walls are built, then noise levels will match or be lower than existing noise levels along the corridor. We recognize the concern you voiced regarding property values but have not seen any supporting evidence that property values will fluctuate any differently than the current housing market. We suggest you follow up with a Real Estate Professional for any professional opinions you would like to obtain.

We hope that you will continue to stay involved in these projects. Information and updates about these studies are available on the project websites at www.sw10street.com and <https://www.fdot.gov/projects/sr9/index.html>. Should you have questions regarding the project, please contact me at (954) 777-4427, or via e-mail at Robert.Bostian@dot.state.fl.us.

Regards,

Robert E. Bostian, Jr. P.E.
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Florida Department of Transportation-District 4
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Meeting with Denholtz Properties - Meeting Minutes

April 1, 2021

Virtual Meeting Summary

Meeting Date: Thursday, April 1, 2021 at 2:00 p.m.

Subject: Right of Way acquisition Parcel # 13 – Deerfield Corporate Park- 776-852 S. Military Trail
Owner Denholtz Properties

Present: Vanita Saini, FDOT Project Manager, Faith Blair, FDOT Senior Right of Way Agent, Will Suero, Design Consultant Project Manager with HDR, Inc, Vilma Croft PD&E Consultant with HNTB, Laila Haddad, Consultant Senior Community Outreach Specialists with MRG, LLC

Vanita	Vanita introduced the team and explained their roles.
JP	Stated that he only learned of project last week when he spoke with Laila and looked at the website
Will	All local SW 10 Street access will remain the same. There will be the addition of a high-speed connector to/from Sawgrass/Turnpike to I-95
JP	Losing traffic is not a good thing for my business
Will	The September 2020 Public Hearing was required to follow all State and Federal laws and mandates. There is a formality to the process. At the time of the Hearing, we had conceptual design ideas and we only thought we need a sliver of parcel # 13. We now understand that due to conflicts with utilities, we need about half of the front parking area. This whole area will be used to relocate the utilities. We need to take all of Parcel # 7 . The process to take half of the front parking area would start the end of 2021/ early 2022. FDOT will address this loss of parking.
JP	We had plans for that area of the parcel. Can I have a copy of that map (Faith will emailed it to JP)
Will	We are having this conversation as right of way impacts have changed. Design and acquisition go on at the same time.
JP	Will there be a sound barrier?
Will	No, as it is commercial property. Sound Barriers are for residential properties.
JP	Who approved billboards?
Vanita	If it is in FDOT right of way, it has to go through an office in Tallahassee.
JP	Will my taxes change as I will have less square footage?
Faith	Yes, they will. That is correct
JP	Have you been working with the City of Deerfield Beach?
Vanita	Yes
JP	Will there be access during construction? Deerfield raised taxes by 85% last year. Do I have input on this?
Will	Yes, FDOT want to know of you concerns and wants you
JP	I do not know what I do not know. I need to obtain an attorney. Is there a giveback? We were thinking of monetizing that area. If we put a billboard there on private property, then do we need to deal with Deerfield?
Vanita	Yes, as FDOT deals with billboards on FDOT property along the interstates

Will	Billboards have large footprints and will not fit within the area of parcel # 13 that we need for utilities
JP	I am looking at a loss of income, trying to backfill
JP	Will the area be maintained by FDOT
Will	yes
Will	Faith will be your point of contact moving forward

-#-

Meeting with Leyva Property Landscape Company

Meeting Minutes

April 13, 2021

Virtual Meeting Summary

Meeting Date: Tuesday, April 13, 2021 at 3:00 p.m.

Subject: Right of Way acquisition Parcel # 7 – Deerfield Beach 998, LLC – 998 S. Military Trail
Owner Jay Leyva, 305-632-3820, jay.leyva@leykar.com

Present: Vanita Saini, FDOT Project Manager, Faith Blair, FDOT Senior Right of Way Agent, Will Suero, Design Consultant Project Manager with HDR, Inc, Vilma Croft PD&E Consultant with HNTB, Laila Haddad, Consultant Senior Community Outreach Specialists with MRG, LLC

A summary of the conversation between the FDOT team and the property owner is provided below.

Vanita	Vanita introduced the team and explained their roles.
Will	Do you own the property?
Jay	I am the property owner and the landscaping business owner
Will	Provided some background history to the Sawgrass Expressway to I-95 Connector starting 50 years ago.
Will	Explained that the PD&E Study, in its final stage, and the Design Project, just starting, are now overlapping. There are ROW needs that have recently been identified that were not know at the time of the Sept 2020 Public Hearing. As these new R/W needs are identified, FDOT holding these one-on-one meetings with property owners. This is the beginning of the process of property acquisition. Faith will walk you through this entire process in the design phase. The PD&E Study phase will document the outreach.
Jay	I was at the Public Hearing in September. What specifically does this mean?
Will	Presented parcel # 7 map showing known ROW needs in September 2020. Explained that the entire roadway will be built in the public ROW. However, to do that the utilities have to be moved. Presented an updated Parcel # 7 map showing everything in orange (see attached) that needs to be purchased by FDOT. Explained that when the State is forced to buy land, all state and federal laws are followed. The state needs Parcel # 7 to relocate the utilities.
Jay	Please send me exhibits. We have had this landscaping business for 40 years with over 200 employees. I would like to hear the bottom line compensation number from Faith.
Vanita	Faith will send the exhibits provided at the meeting and information about this process.
Faith	I will send you a booklet on the acquisition process which includes information on the relocation of businesses.
Jay	Is there anything we can do to stop this? I would rather not get an attorney to limit expenses. I have employees who live in the area. How do we find a new location?
Faith	I can provide you with available properties for relocation . FDOT does not tell you where to relocate. That decision is up to you to make a final decision.
Will	The booklet will provide you with lots of information and answers to your questions. After you have reviewed, I would suggest you have a meeting with Faith in a few weeks.

Jay	There is a level of anxiety learning that I have to move my business in 1 to 2 years. Is the date set when I have to move?
Vanita	We have no set dates yet. Normally the acquisition of property takes 24 to 36 months to process.
Will	You have control of the timeline. If you want to advance the process and want this to happen sooner, you can do that or if you want it to happen later you can control that too.
Jay	I do not want to decide on a property to move to and then see that this project does not happen.
Will	This project will move forward to design and construction in the next few years. Specifics of the implementation schedule are still being worked out.
Jay	Ok, then I will get the information from Faith and will need a few weeks to assimilate and then discuss with Faith.
Jay	Relocating a landscaping business is a challenge as nobody wants trucks leaving the property at 6 in the morning. We have around 60 trucks and trailers. It will be a challenge. I am just verbalizing thoughts and frustration. If we have to do it, then we have to do it.
Will	Understood
Faith	I will send you the brochure and exhibits
Will	Faith is your point of contact
Jay	Finding a property will be a challenge as we have trucks, fuel, chemicals and 200 families.
Jay	I will reach out to Faith first week of May. Is there a monetary amount already identified?
Faith	No. The compensation for the property will come from an independent appraiser that FDOT will hire. The relocation itself is above the appraisal amount.

-#-