

ADMINISTRATIVE ACTION  
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

District: FDOT District 4

County: Broward County

ETDM Number: 14291

Financial Management Number: 439891-1-22-02

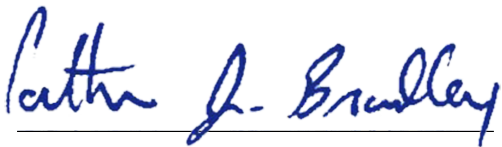
Federal-Aid Project Number: N/A

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 "Catherine J. Bradley". The signature is written in a cursive style and is positioned above a horizontal line.

June 21, 2021

Interim Director Office of Environmental Management  
Florida Department of Transportation

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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 06/04/2019 the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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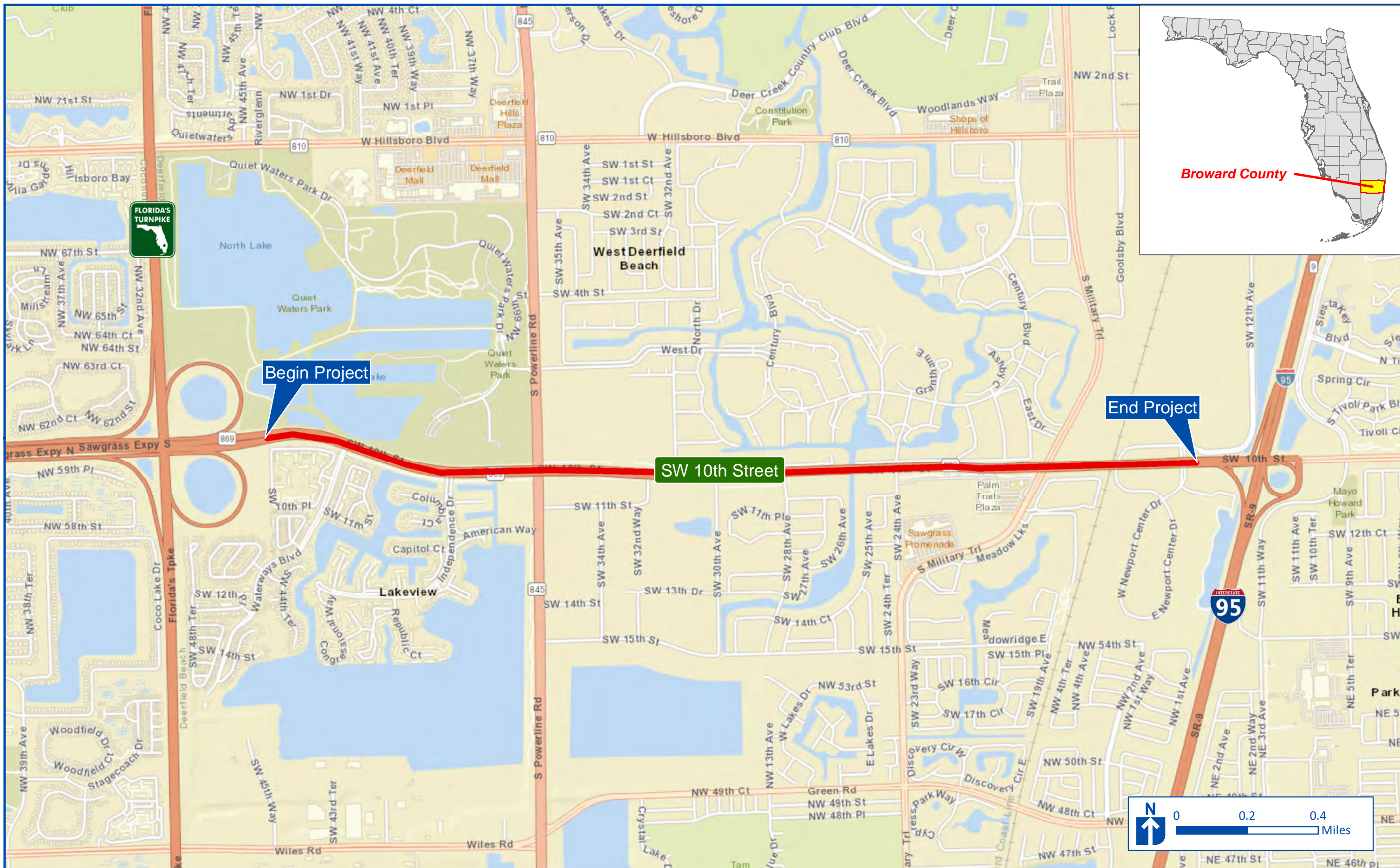
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State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike /  
 Sawgrass Expressway to west of I-95  
 Financial Project ID: 439891-1-22-02, ETDM No: 14291

Project Location Map

# 1. Project Information

## 1.1 Project Description

The Florida Department of Transportation (FDOT) is evaluating alternatives to improve State Road (SR) 869 (Sawgrass Expressway / SW 10th Street) from Florida's Turnpike to west of I-95, a distance of approximately three miles. Technically, the Sawgrass Expressway ends, and SW 10th Street begins at SR 845 (Powerline Road). However, most residents refer to SR 869 between Florida's Turnpike and I-95 as SW 10th Street and for that reason, the project limits will be referred to as SW 10th Street throughout this report. The project is located in Broward County, Florida within the municipality of Deerfield Beach. The project location map shows the limits of the SW 10th Street Connector Project Development and Environment (PD&E) Study.

SW 10th Street currently consists of six lanes (three in each direction) from Florida's Turnpike to Quiet Waters Business Park Entrance Road, four lanes (two in each direction) from Quiet Waters Business Park Entrance Road to Military Trail, and five lanes (two westbound and three eastbound) from Military Trail to I-95. SW 10th Street is functionally classified as a Divided Urban Principal Arterial and has a posted speed limit of 45 miles per hour (mph) from Florida's Turnpike to Military Trail, and 40 mph from Military Trail to I-95. The access management classification from Florida's Turnpike to Powerline Road is limited access Class 1. East of Powerline Road, the access management classification is restricted Class 3. The context classification from Florida's Turnpike to just east of Military Trail is Suburban Residential (C3R) and from just east of Military Trail to I-95 the context classification is Suburban Commercial (C3C).

Within the project area, SW 10th Street is an east-west principal arterial that connects three limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. SW 10th Street is part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). In addition, SW 10th Street is designated as an evacuation route. In its existing condition, SW 10th Street from Sawgrass Expressway / Florida's Turnpike to I-95 is a missing link in the limited access roadway network as shown in Figure 1.1.1. The project proposes to add a limited access (managed lane) facility alongside the existing arterial facility to close the gap and provide a continuous high-speed link while maintaining a separate arterial corridor for SW 10th Street.

The proposed improvements are expected to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the local road network and utilize the limited access facility. The ability to provide relief for local traffic is an objective of the improved connectivity between the three limited access facilities and is accomplished by providing dual systems (local access and limited access) within the existing SW 10th Street corridor.

In this document, the term "managed lanes" is used to describe the proposed limited access connection between the existing limited access facilities of I-95 and the Sawgrass Expressway. Through this PD&E Study, the FDOT has determined that the managed lanes proposed in this study will not be tolled initially but will provide a physically-separated, high-speed connection to tolled express lanes and general purpose lanes on I-95 and the Sawgrass Expressway. The SW 10th Street managed lanes, also referred to as the "Connector Road," will not have truck restrictions.

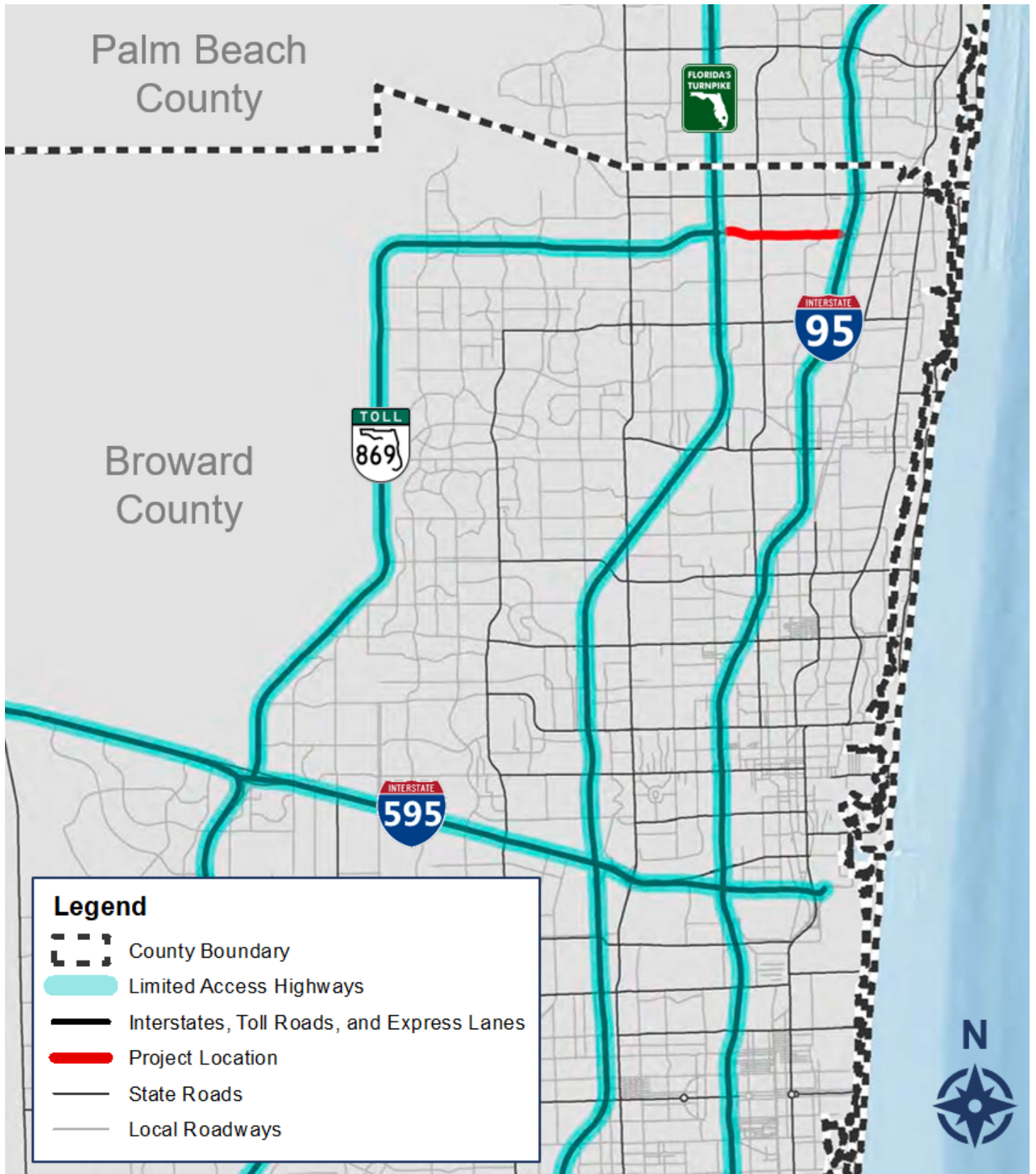
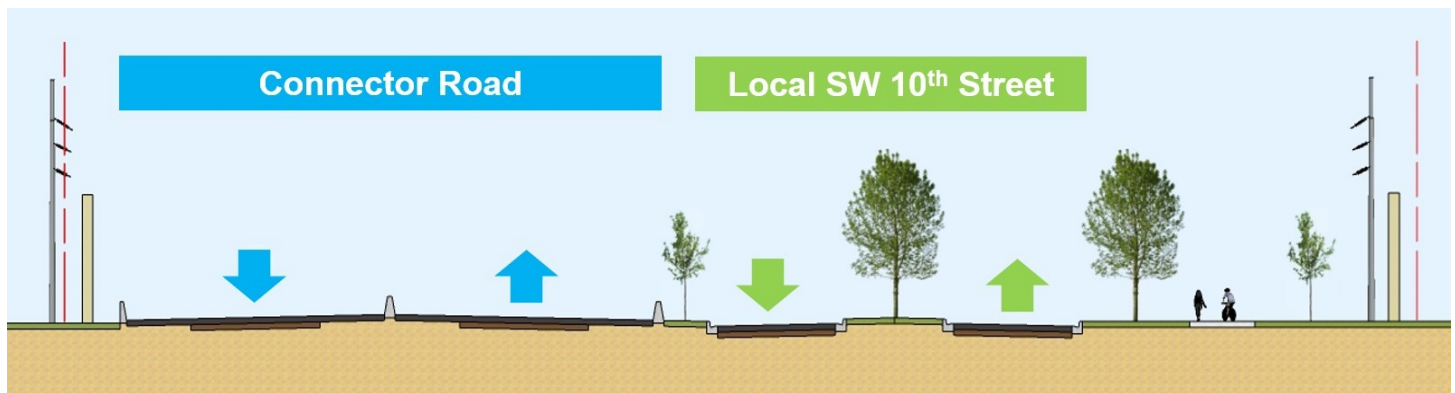


Figure 1.1.1: Missing Link - Regional Map

### Summary of Preferred Alternative

The SW 10th Street project is unique in that it seeks to provide a corridor featuring dual facilities: a four-lane, low-speed roadway (referred to as local lanes) serving the local community and a four-lane, high-speed limited access facility serving I-95 on the east and Sawgrass Expressway on the west, as shown in Figure 1.2.1 below.



**Figure 1.2.1: Dual Facilities in One Corridor**

The Preliminary Engineering Report (PER) contains a detailed description and figures of the Preferred Alternative and is available under separate cover.

The Connector Road features two 12-foot lanes, 12-foot inside paved shoulders, and 12-foot paved outside shoulders in each direction separated by a center barrier wall. A barrier wall is also present along the edge of the paved outside shoulders. The SW 10th Street local lanes typical section features two 11-foot travel lanes in each direction, curb and gutter, a raised median, and a 12-foot wide shared use path.

The Preferred Alternative provides two ramp connections between the Connector Road and local SW 10th Street as described below:

- Eastbound Egress Ramp - Vehicles traveling eastbound on the Connector Road can exit to local SW 10th Street just prior to Newport Center.
- Westbound Ingress Ramp - Vehicles traveling westbound on SW 10th Street and vehicles traveling eastbound on local SW 12th Avenue can access the Connector Lanes just east of the railroad.

The eastbound egress ramp is a 15-foot single-lane ramp with six-foot wide shoulders. The ramp overpasses Military Trail and therefore is primarily located on structure with outside barrier wall. The westbound ingress ramp is a combination of three movements: I-95 southbound, I-95 northbound, and westbound local SW 10th Street. These three movements combine into a three-lane section with 12-foot-wide lanes and 12-foot-wide inside and outside shoulders flanked with concrete barrier wall. This three-lane section tapers to two lanes just west of Military Trail, thereby forming the westbound Connector Road.

The Connector Road overpasses Powerline Road and Military Trail and also connects to and from the Sawgrass Expressway via a braided ramp with the westbound local lanes accessing the Sawgrass Expressway by passing over the eastbound Connector Road.

## 1.2 Purpose and Need



## **Purpose and Objectives**

The purpose of this project is to improve regional connectivity, increase capacity, and improve existing operational and safety deficiencies along SW 10th Street between the Sawgrass Expressway, Florida's Turnpike, and I-95 while also improving the regional transportation network.

## **Need for the Project**

The primary need for this project is to improve regional connectivity and system linkage. Secondary considerations include: improving operational deficiencies and safety on SW 10th Street, modal interrelationships, transportation demand, social demands and economic development, and emergency response / evacuation. The primary and secondary needs for the project are discussed in further detail below.

## **System Linkage**

Within the project area, SW 10th Street is part of the state's SIS and the NHS. The SIS is an intermodal network of transportation facilities that are designed to provide the highest degree of mobility for people and goods traveling throughout Florida. The SIS is an integral piece of Florida's goal to enhance economic competitiveness and quality of life for its citizens and visitors. The NHS is a network of strategic highways within the United States, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

The SW 10th Street corridor provides the opportunity for commuters and local residents to connect to three major limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. The connection of these three limited access facilities will reduce traffic utilizing SW 10th Street and provide relief for local traffic through the dual roadway system (separate local access and limited access facilities) within the SW 10th Street right-of-way. These limited access roadways are also on the regional freight network as identified in the March 2010 South Florida Regional Freight Plan (project #269). Florida's Turnpike provides limited access north-south connectivity from Miami-Dade County to Orlando and connects to I-75 northwest of Orlando. The Sawgrass Expressway provides limited access connectivity from the I-75 / I-595 Interchange to the Florida's Turnpike and SW 10th Street Interchange. I-95 is the primary north-south interstate facility that links all major cities along the Atlantic Seaboard. This project introduces a new limited access connection between the Sawgrass Expressway and I-95 that provides regional connectivity by completing a missing link of the existing limited access network, while also providing congestion relief on the local facility and thus improving operational safety of all the facilities.

## **Transportation Demand**

Transportation demand is evaluated based on current and historical traffic volumes and traffic characteristics such as turning movement counts, peaking, directional factors, ridership data, and bicycle and pedestrian activities. A need exists to improve local and regional traffic operations along the SW 10th Street corridor. Traffic volumes along SW 10th Street between the Sawgrass Expressway / Florida's Turnpike and I-95 have consistently increased over the past 15 years (2001 to 2016) and are expected to continue to grow through design year 2040.

The 2016 Average Annual Daily Traffic (AADT) on SW 10th Street was recorded as follows:

- Sawgrass Expressway / Florida's Turnpike to Powerline Road - 38,000 vehicles per day (vpd);
- Powerline Road to Military Trail - 46,000 vpd; and
- Military Trail to I-95 - 54,000 vpd.

The existing traffic on SW 10th Street between Powerline Road and I-95 exceeds the design capacity of a four-lane arterial roadway which is approximately 40,000 vpd. The capacity of SW 10th Street from Sawgrass Expressway / Florida's Turnpike to Powerline Road is 60,000 vpd. With the anticipated growth and the combination of local traffic and

those travelers going from one limited access facility to the next, this segment is expected to reach capacity before 2040.

Additionally, five intersections currently fall below acceptable Level of Service (LOS) targets (LOS D or better) during either the a.m. or p.m. peak during the existing conditions:

- SW 10th Street at Powerline Road operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at SW 30th Avenue operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at SW 24th Avenue operates at LOS F in both the a.m. and p.m. peak;
- SW 10th Street at Military Trail operates at LOS F in both the a.m. and p.m. peak; and
- SW 10th Street at the I-95 Northbound ramps operate at LOS D in the a.m. peak and LOS F in the p.m. peak.

These conditions are existing concerns and are projected to worsen in the future if no action is taken. Even with an assumed 10 percent travel time savings or reduction in delay from possible traffic signal optimization, the peak hour traffic volumes are not anticipated to operate at an acceptable LOS. Additional information on the existing and future traffic conditions can be found in the Project Traffic Analysis Report (PTAR), available under separate cover.

### **Social Demand and Economic Development**

Social and economic demands on the SW 10th Street corridor will continue to increase as population and employment increase in Broward County, and the greater south Florida region. The University of Florida Bureau of Economic and Business Research (BEBR) high end estimate predicts Broward County's population will grow to 2.5 million by 2040, an increase of 29 percent from the year 2020. This regional population growth will increase travel demands on the SW 10th Street corridor. Due to the built-out nature of the area surrounding the SW 10th Street corridor, the growth will occur in the region as a whole, necessitating connections between the limited access facilities.

Multiple residential developments and businesses are located along the SW 10th Street corridor; therefore, this project considered livability issues as well as vehicular movement. Capacity improvements to SW 10th Street have previously been studied but have not advanced to design and construction. In 2014, the Broward MPO Board directed its staff to reach out to communities along the corridor and initiate a consensus building effort to evaluate the best way to accommodate the long-term traffic demands as well as the local community considerations. As part of this consensus-building effort, the Community Oversight Advisory Team (COAT) was assembled to represent the communities along the corridor, as well as throughout the greater north Broward County area, to identify the long-term opportunities and vision for the corridor. The COAT developed recommendations for the corridor to be considered by the FDOT in evaluating improvements during the PD&E Study.

### **Modal Interrelationships**

Currently, SW 10th Street has five-foot paved shoulders that are designated bicycle lanes in both directions. Existing sidewalks are located along SW 10th Street's eastbound and westbound lanes from Military Trail to I-95; however, from Waterways Boulevard to Military Trail, sidewalks are only present in the eastbound direction. No Broward County Transit (BCT) services are provided along SW 10th Street. Military Trail and Powerline Road both have transit options, Tri-Rail and Broward County Bus Route No. 14, respectively. The City of Deerfield Beach has partnered with BCT to provide Express I and II routes which is a community bus service. Express I and II Bus Routes are available Monday through Friday from 8 a.m. to 4 p.m. Express Bus I Route utilizes SW 10th Street from the eastern project limits to Powerline Road. The Express I Route has one stop adjacent to the corridor - Stop 5 (Walmart). Express II Route utilizes SW 10th Street outside of the project limits. The Broward MPO assigned a LOS F to the bicycle, pedestrian, and transit services along SW 10th Street. The proposed improvements will provide future accommodations for bicyclist and pedestrians, and transit modes.

## Safety

From 2012 to 2016, the SW 10th Street project corridor experienced a total of 896 crashes of which 342 were injury crashes and one was a fatal crash. Three segments and five intersections along the SW 10th Street corridor were identified as high crash locations during at least one year between 2012 and 2016 and are shown below in Table 1.2.1. The majority of crashes were rear end collisions accounting for 490 crashes, followed by angle collisions (102 crashes), and sideswipe crashes (97 crashes). The total number of crashes has increased over the five-year period, with an average of 179 crashes per year. This project seeks to reduce congestion and improve operations, thus mitigating existing crash patterns. Additional crash information and analysis is located in the PTAR, available under separate cover.

SW 10th Street, Florida's Turnpike, Sawgrass Expressway, and I-95 are part of the emergency evacuation network as designated by both the Florida Division of Emergency Management (FDEM) and Broward County. The project is anticipated to improve emergency evacuation by enhancing capacity and connectivity to major arterials designated on the state evacuation route. Improved travel times would also result in improved emergency response for local residents and for transport to regional facilities. Broward County Fire and Rescue Station 66 is located at 590 South Powerline Road, approximately 0.3 miles to the north of the study area.

	Description	Begin MP	End MP	Years on High Crash List
<b>Segments</b>				
1	Powerline Road to Quiet Waters Business Park driveway	0.000	0.300	2012, 2013, 2014
2	East of Palm Trails Plaza driveway to east of Military Trail	1.315	1.449	2012, 2013, 2014, 2015, 2016
3	West of Newport Center Drive to east of Newport Center Drive	1.749	1.849	2015, 2016
<b>Intersections</b>				
1	SW 10th Street and SW 28th Avenue	0.699		2013
2	SW 10th Street and Military Trail	1.427		2012, 2013, 2014, 2015, 2016
3	SW 10th Street and I-95 SB On-Ramp	1.955		2013
4	SW 10th Street and I-95 SB Off-Ramp	2.010		2012, 2013, 2015, 2016
5	SW 10th Street and I-95 NB On & Off-Ramps	2.118	2.149	2012, 2013, 2014, 2015

Table 1.2.1: SW 10th Street High Crash Locations

## 1.3 Planning Consistency

The current STIP project limits match the PD&E Study project limits and extend from Florida's Turnpike to west of I-95. The TIP project limits differ from the current STIP and PD&E Study and extend from west of Powerline Road to west of Military Trail however; the difference in length does not meet the criteria for a TIP/STIP amendment (change more than 20% and 1/2 mile as determined by milepost limits) based on the Work Program Instructions: Part IV - Chapter 5 (Section E.2.d). Furthermore, the difference in length will realign with the approval of the 2022 TIP (effective October 1, 2021).

Currently Adopted LRTP-CFP	COMMENTS
Yes	Included in 2045 MTP (page 5-5).

	Currently Approved	\$	FY	COMMENTS
<b>PE (Final Design)</b>				
TIP	Y	3,375,000	2021 & 2022	The difference between the TIP and STIP is below the amendment threshold of \$2,000,000 and 20%.
STIP	Y	3,512,175	2021 & 2022	
<b>R/W</b>				
TIP	Y	46,028,760	2021	The difference between the TIP and STIP is below the amendment threshold of \$2,000,000 and 20%.
STIP	Y	48,020,043	2021 & 2022	
<b>Construction</b>				
TIP	Y	375,061,766	2023-2025	While the difference between the TIP and STIP is greater than \$2,000,000 it is less than 20% and does not require an amendment.
STIP	Y	403,593,510	2022-2025	

## 2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
<b>3. Social and Economic</b>				
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"/>
<b>4. Cultural Resources</b>				
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"/>
<b>5. Natural Resources</b>				
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"/>
<b>6. Physical Resources</b>				
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

Several previous studies have been conducted since the early 1970's to evaluate an expressway connection between Florida's Turnpike and I-95. In 1972 a Draft Environmental Impact Statement (EIS) was prepared as part of the Deerfield Parkway Corridor Location Study but never circulated after the Public Hearing due to public controversy. The study area was 8-miles long by 2-miles wide and included the evaluation of a toll-free limited access facility to run from just west of the proposed US 441 interchange to the proposed interchange with I-95. In 1979, a Draft EIS was prepared for the University-Deerfield Expressway to connect I-75 to I-95. However, in 1988, the Sawgrass Expressway opened and terminated at the Florida's Turnpike (not I-95). In 1990, FDOT began a PD&E Study to evaluate a limited access facility from Florida's Turnpike to I-95 along SW 10th Street. An Environmental Assessment (EA) was completed and approved but the Broward MPO voted against the project.

In 2008, FDOT completed a Feasibility Study for the SW 10th Street Connector, but the project did not move forward. In 2014, the Broward MPO noted that with the I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM# 436964-1) and the Sawgrass Expressway Widening and Interchange PD&E Study (FM# 437153-1) planned, that the timing was appropriate to explore a new and innovative public involvement process on SW 10th Street. In 2015, the Broward MPO created the COAT. This advisory team was comprised of members from the surrounding community as well as elected and appointed officials and was tasked to obtain input, build a community vision, and ultimately recommend improvements for the corridor to be further evaluated in a future PD&E Study. The COAT study was completed in 2016, and in 2017, the Broward MPO prioritized the SW 10th Street Connector, leading to the start of this current PD&E Study.

The COAT, in partnership with the FDOT and the Broward MPO, utilized a comprehensive public involvement plan to engage stakeholders, community representatives, and elected officials. Various viewpoints were developed and vetted through regular meetings facilitated by transportation experts from Broward County, the FDOT, Florida's Turnpike Enterprise, and transportation consultants. The COAT ultimately provided 18 recommendations and 15 sub-recommendations to the Broward MPO in 2016. One of the key recommendations of the COAT was to study the feasibility of placing the expressway connection in a "depressed" section to mitigate noise and visual impacts.

The COAT recommendations were used to guide the development of alternatives throughout the PD&E Study. In addition, there have been numerous public, individual stakeholder, and agency meetings held during the PD&E Study to gain consensus on the project, as described in Section 9.

A Sociocultural Effects (SCE) evaluation was conducted for the project and is available under separate cover, in the project file. Field reviews and existing Geographic Information System (GIS) data were used to assess the socioeconomic characteristics and impacts associated with the project.

#### Demographic Profile

An analysis of minority and low-income populations was conducted through a review of census data, field reconnaissance, and public meetings. The 2017 Census Tract data was used for the demographic comparison and

analysis contained in this document. The study area intersects nine Census Tracts as shown in Figure 3.1.1.

According to the 2017 Census data, the study area is comprised of approximately 44% minority populations as shown in Figure 3.1.2. The minority population within the study area is significantly lower than Broward County (61%). The largest difference between the population distribution in the study area versus Broward County is the higher percentage of White (61% versus 38%), a difference which is primarily a result of the lower Black and Hispanic populations (15% and 20% compared to 27% and 28%, respectively).

Household Income Characteristics summarized from the 2017 American Community Survey (ACS) five-year estimates indicate that the median household income of the study area is approximately \$40,299, with approximately 15.6% of households having incomes below the federal poverty level. Figure 3.1.2 shows the percent of households below the poverty line for each census tract and block group. In Broward County, the median household income is approximately \$60,427, with approximately 13.3% of households with income below the federal poverty line. So although the median household income in the study area is significantly lower than in Broward County, the percent of households below the poverty line is relatively similar. A reason for this discrepancy could be the large percentage of elderly in study area (discussed below), particularly those living in Century Village, who are living on retirement income / savings.

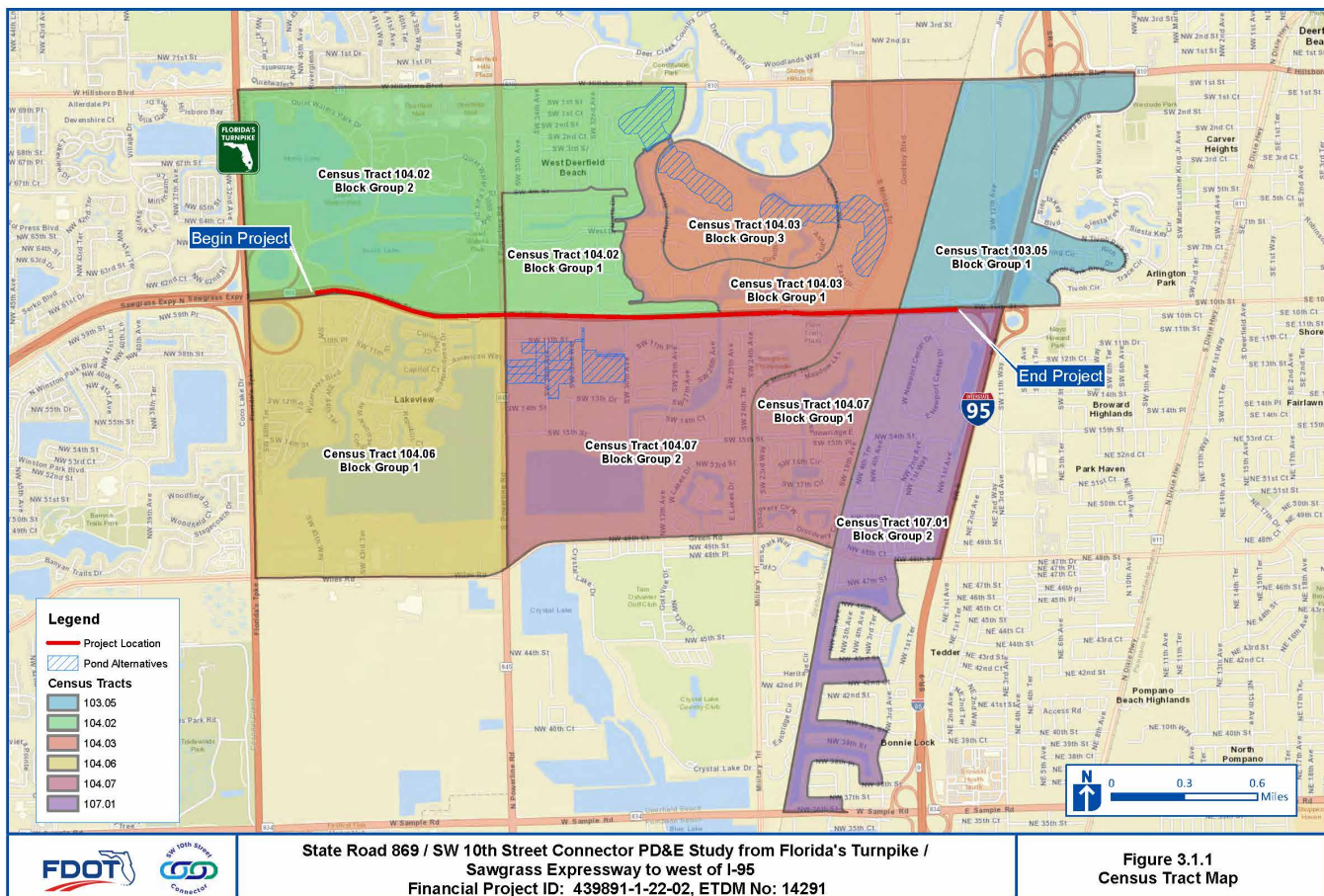


Figure 3.1.1: Census Tract Map

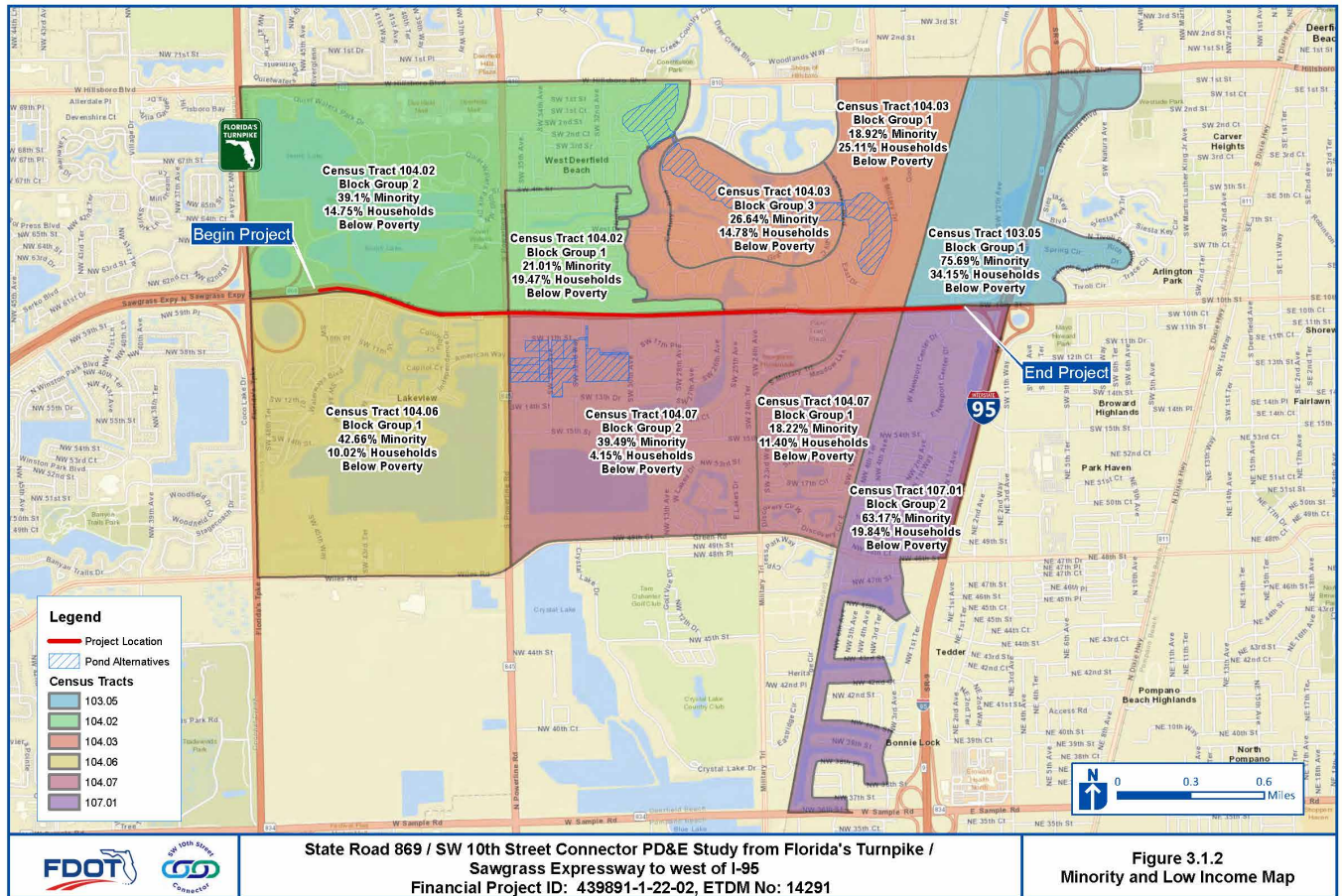


Figure 3.1.2: Minority and Low Income Map

In addition to ethnicity and household income, the ACS five-year estimates were reviewed to evaluate the percentage of households with one or more persons 65 years or older and the percentage of persons with Limited English Proficiency. The percentage of elderly households within the study area is 51% and ranges from 0% to 92% within each of the census block groups in the study area. The highest percentage of elderly population occurs north of the study area in Census Tract 104.03, Block Group 1 (92%). This Census Tract encompasses all of the Century Village retirement community. The least percentage of elderly population occurs near I-95, north of SW 10th Street in Census Tract 103.05, Block Group 1 (0%). In Broward County the percentage of elderly households is 15.7%.

Limited English Proficiency is defined as people who speak English less than "very well" or "not at all." These people have a limited ability to read, write, speak, or understand English. The percentage of persons with Limited English Proficiency for the entire study area is 9.5% and ranges from 3% to 22.6% within each of the block groups in the study area. The lowest percentage of persons with Limited English Proficiency is in Census Tract 104.07, Block Group 1 (3%), which is south of SW 10th Street. The highest percentage of persons with Limited English Proficiency is in Census Tract 103.05, Block Group 1 (22.6%), which is east of I-95 and north of SW 10th Street. The percent of the population with Limited English Proficiency in Broward County is 15.9%. Presidential Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency, ensures people with Limited English Proficiency will have meaningful access to programs and activities of agencies receiving federal financial assistance. Due to the higher percentage of persons with Limited English Proficiency, all public meetings and the Public Hearing were advertised in both English and Spanish for the public notifications and newspaper advertisements. In addition, the handouts in Spanish were available at each meeting/hearing. Numerous members of the public involvement team were available for Spanish translation services at



the public meetings/hearing.

**Community Focal Points**

Community focal points located within a quarter mile of the project corridor are shown on Figure 3.1.3 and described below.

Health Care Facilities

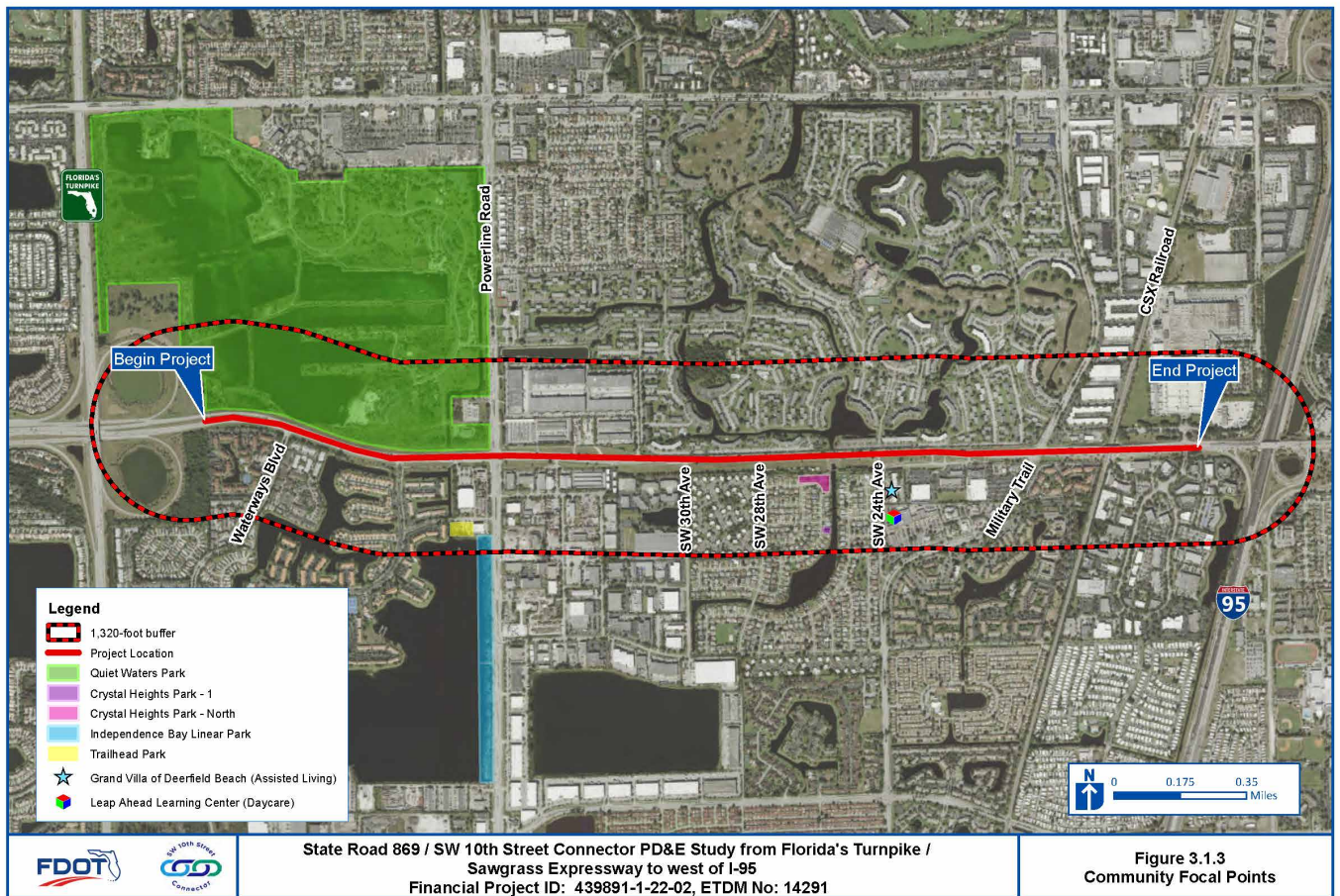
- Grand Villa of Deerfield Assisted Living Facility

Daycare Facilities

- Leap Ahead Learning Center

Parks

- Quiet Waters Park
- Crystal Heights Park - North
- Crystal Heights Park - 1
- Trailhead Park
- Independence Bay Linear Park



**Figure 3.1.3: Community Focal Points**

Some of the adjacent gated residential neighborhoods have community centers or club houses, but these are not open to or accessible by the public. There are no direct or indirect impacts to any of the identified community focal points.

The project will not result in the division of neighborhoods or substantial impacts to community cohesion. The Deerfield Beach Complete Streets Implementation Plan includes a map that shows a pedestrian path along SW 10th Street and Military Trail to improve pedestrian connectivity and unify the community. The Preferred Alternative provides a shared use path along the south side of SW 10th Street and sidewalk along Military Trail from East Drive to SW 10th Street to enhance bicycle and pedestrian accommodations and community cohesion.

No changes to the population or demographic characteristics of the study area are anticipated to result from the project as it remains mostly within an existing roadway corridor. Based on the analysis, the project will not cause a disproportionately high and adverse effects on any minority or low-income population in accordance with the provisions of the President's Executive Order on Environmental Justice (EO 12898).

### **3.2 Economic**

The University of Florida BEBR high-end estimate predicts Broward County's population will grow to 2.5 million by 2040, an increase of 29 percent from the year 2020. This regional population growth will increase travel demands on the SW 10th Street corridor. Due to the built-out nature of the local area surrounding the SW 10th Street corridor, the growth will occur in the region as a whole, necessitating connections between the limited access facilities. The SW 10th Street Connector will improve regional linkage and delay.

Numerous commercial businesses are located along SW 10th Street including: Quiet Waters Business Park, Deerfield Storage, Colonnade Business Park, the Publix Distribution Center, and several other commercial businesses. Some of the businesses and the Publix Distribution Center are freight distributors and therefore need suitable connections to and from the Sawgrass Expressway, I-95, Florida's Turnpike, as well as the local roadway network. Meetings were held with several business owners along the corridor whose access may be affected by the project, and modifications have been discussed and implemented to better meet the business's needs, where appropriate. The project was designed to minimize business disruptions. Additional meetings with businesses will be conducted during the final design phase.

The SW 10th Street Connector proposed improvements will result in the closure of one full median opening and one directional median opening, and the relocation of a second directional median opening on SW 10th Street. The median opening modifications are shown in the Preferred Alternative Concept Plans contained in Appendix D of the PER. The full median opening closure, Quiet Waters Business Park Access Road, will be mitigated with a new signalized median opening on Powerline Road, just south of West Drive. The directional median opening that requires closure currently provides access to the south side frontage road that serves businesses between SW 24th Avenue and Military Trail. Under the proposed conditions, westbound traffic on SW 10th Street can access the business park by performing a U-turn at SW 24th Avenue. Just east of this location, the existing directional median opening serving the Walmart is proposed to be shifted approximately 70 feet west, providing similar access to Walmart, and other businesses while shifting that median opening further from the Military Trail signalized intersection. A number of crashes were reported at these two directional median openings, and the proposed modifications will improve safety for motorists.

Residences and businesses that currently have access to SW 10th Street will retain access to SW 10th Street, during and after construction. The exact configuration of driveways and access points will be determined during the final design phase. Changes to median openings and entrances will improve safety and traffic flow and are expected to have negligible economic impacts. The local economy would benefit from the proposed project due to improved access to I-95, Florida's Turnpike, and the Sawgrass Expressway.

### **3.3 Land Use Changes**

The project lies within the City of Deerfield Beach, in Broward County, Florida. The primary land uses in the project corridor include: residential (multi-family and single family), recreational, industrial, and commercial.

The Broward County Future Land Use Maps are consistent with the existing land use in the study area. The SW 10th Street corridor is built-out with little undeveloped land in the project corridor; thus, the project will not result in induced development. Therefore, land use changes are not anticipated due to the addition of limited access facility in the SW 10th Street corridor. Furthermore, the existing right-of-way was acquired to accommodate an expressway connection and is sufficiently wide to facilitate this improvement with only minor right-of-way acquisitions required.

### **3.4 Mobility**

The existing SW 10th Street corridor accommodates the following mobility options: transit (buses), pedestrian and bicycle accommodations, and vehicles. Sidewalks are located along the south side of SW 10th Street between Waterways Boulevard and Military Trail. Five-foot designated bike lanes are located along SW 10th Street in both directions in the study area.

The proposed project includes a 12-foot wide shared use path on the south side of SW 10th Street to accommodate pedestrians and bicyclists. Military Trail will have sidewalk and bicycle lanes on both sides of the road from its limits south of SW 10th Street to East Drive, where vehicles access Century Village. The sidewalk extension along Military Trail will connect Century Village, a retirement community, to SW 10th Street. This connection will allow pedestrians or cyclists from Century Village to use the proposed shared use path along SW 10th Street to connect to community focal points like Quiet Waters Park, or businesses in the area. The intersections at Military Trail and Powerline Road will be enhanced to provide safer crosswalks for pedestrians and cyclists. High-visibility crosswalks will be included at all signalized intersections. The shared use path, pedestrian and bicycle facilities along Military Trail, and improved signalized intersections will help improve mobility within the study area particularly for non-driving populations (i.e., elderly, disabled, and low-income individuals) of which there is a relatively high percentage within the corridor.

The proposed project will not change the connectivity between residential and non-residential areas along the corridor. Currently, SW 10th Street has only one access point, Quiet Waters Business Park, on the north side of the road between Powerline Road and Military Trail. As described in Section 3.2, this access point is proposed to be replaced with a signalized intersection on Powerline Road. Therefore, the addition of the Connector Road on the north side of the corridor, will not affect the connectivity between the existing communities and / or businesses.

The existing traffic congestion along SW 10th Street results in user delays. The proposed project will enhance mobility, alleviate congestion, and promote regional connectivity by separating traffic into two corridors: limited access (longer / regional trips) and local lanes (shorter trips). Regional traffic traveling along either the Sawgrass Expressway, Florida's Turnpike, or I-95 will be able to seamlessly transition to other SIS systems, without having to travel through local "stop and go" traffic. This results in an enhancement of the overall SIS system in South Florida and improves the connectivity for regional traffic movement. Furthermore, the capacity improvements will also enhance emergency evacuation, first responder response time, and safety.

### 3.5 Aesthetic Effects

The majority of the project study area consists of residential houses, two- and three-story apartment buildings/condominiums, and some single-story commercial buildings. Views within the area consist of the existing four-lane SW 10th Street which has well landscaped medians that provide an aesthetic feature for the corridor.

The proposed project includes overpasses at the following locations:

- East of Florida's Turnpike - Bridge carries westbound SW 10th Street lanes over Connector Road;
- Powerline Road - Bridge carries Connector Road over Powerline Road intersection;
- Military Trail - Bridge carries Connector Road over Military Trail intersection; and
- Railroad - Bridges carry local SW 10th Street and Connector Road over the railroad.

The overpasses will alter the existing viewshed of the local community; however, the overpasses are located in mostly non-residential areas along the corridor to minimize aesthetic impacts.

Concepts shown at the Alternatives Public Workshop #2 included an overpass at Waterways Boulevard as shown in Figure 3.5.1. Concerns were expressed by the Waterways community regarding the location of the proposed overpass bridge at the Waterways entrance and their viewshed. Post-workshop, the overpass was shifted to the west (just east of Florida's Turnpike) to minimize impacts on the viewshed within the vicinity of the Waterways community as shown in Figure 3.5.2.



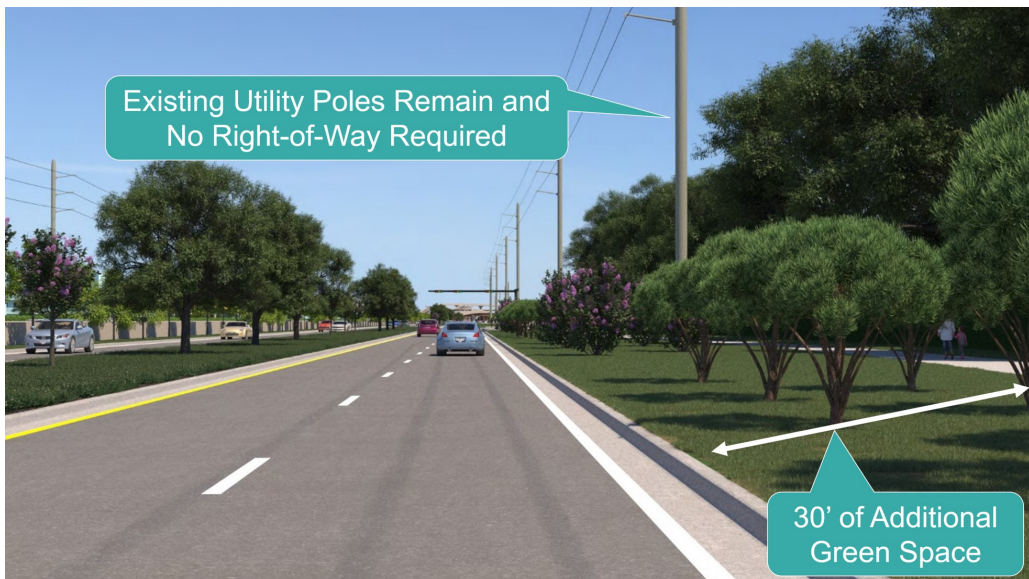
**Figure 3.5.1: Waterways Viewshed (APW #2)**



**Figure 3.5.2: Waterways Viewshed (post APW #2)**

The FDOT commits to minimizing the length of elevated roadways adjacent to residential areas. Specifically, the grade-separated roadways at Military Trail and Powerline Road will be as short as possible and will transition to an at-grade section on both the east and west approaches at Powerline Road and the western approach of the Military Trail intersection as quickly as possible while following FDOT design standards. The proposed overpass in the vicinity of Waterways Boulevard will not be located directly in front of Waterways Boulevard and will instead be located west of this intersection.

The Preferred Alternative maximizes green space, and landscaping will be optimized in the space available as shown in Figure 3.5.3.



**Figure 3.5.3: Rendering (SW 10th Street near SW 30th Avenue looking East)**

A separate contract for landscaping will be implemented at the completion of the construction project. FDOT commits that landscaping and aesthetic treatments will be coordinated with the local communities and the City of Deerfield Beach during the final design phase. Aesthetic treatments and landscaping schemes will be in conformance with the City of

Deerfield Beach guidelines.

### 3.6 Relocation Potential

The project may require 21 business relocations but is not anticipated to require any residential relocations. A Conceptual Stage Relocation Plan (CSRP) was prepared for this project, but since its completion one parcel identified as a relocation, Med-Care Pharmacy, has since been avoided, and two additional parcels were identified as relocations, Denholtz Deerfield LLC and Deerfield Beach 998, LLC, due to utility relocations. Table 3.6.1 lists the businesses that may require relocation and the number of employees potentially affected. There is a sufficient number of available commercial replacement properties in case any business needs to be relocated.

Folio Number	Business	Number of Employees	Comments
484203090030	Deerfield Storage	10 to 20	A portion of the frontage and one building may be affected. Adequate onsite space appears to be available for continued operation.
484211100020 (Palm Trails Plaza, LLC)	UPS Store	10 to 20	Five businesses operate at this location, and one storefront is currently vacant. There are no direct impacts to parking or structures, however, there is a potential for these businesses to be relocated if the City of Deerfield Beach were to enforce set-back requirements on the property owner that could impact parking.
	Metro PCS	10 to 20	
	Jimmy John's	10 to 20	
	Sal's Restaurant & Pizzeria	30 to 40	
	Family Wellness Physicians	5 to 10	
	Vacant	N/A	
484202290030 (Denholtz Deerfield LLC)	J Raymond Construction	10 to 20	A maximum of 11 potential business relocations are possible due to the loss of 71 parking spaces as a result of utility relocations.
	R & R Richard and Rice Construction Company, Inc.	10 to 20	
	Terminix	40 to 50	
	ABC roofing	10 to 20	
	Ocean LED	40 to 50	
	SDR Construction	10 to 20	
	US Info C.O.M.M., Inc	5 to 10	
	CPC Carnahan Proctor and Cross	5 to 10	
	Complete Home Care	5 to 10	
	Acruva	10 to 20	
Cell Science Systems	30 to 40		
484202000237 (Deerfield Beach 998, LLC)	Nanaks Landscaping	20 to 30	Three potential business relocations due to the acquisition of more than half of the three buildings and loss of parking as a result of utility relocations.
	Nanaks Landscaping, Inc.	10 to 20	
	Unique Transportation and Tours LLC	10 to 20	
Note: The CSRP also included a relocation at Med-Care Pharmacy, but since the report was completed, the Preferred Alternative now avoids right-of-way from this parcel. However, two additional parcels (Denholtz Deerfield LLC and Deerfield Beach 998, LLC) were added since the CSRP was completed as a result of utility relocations.			

**Table 3.6.1: Potential Businesses to be Displaced**

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 Miami 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 these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 10/02/2018. Therefore, FDOT, in consultation with SHPO, has determined that the proposed project will result in No Historic Properties Affected.

No newly or previously recorded archaeological sites were identified within the archaeological area of potential effect (APE). Seven 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, drainage ditches, and buried utilities.

The historic resources survey resulted in the identification of one newly identified historic structure. This structure, located at 3165-3175 SW 10th Street, Deerfield Beach, Florida (8BD6685) is of Masonry Vernacular style construction. The structure lacks historical associations and physical integrity and is considered National Register-ineligible.

While the segment of Military Trail within the current project APE is not historic, portions of Military Trail located outside of the current APE, to the north, have been determined ineligible for listing in the National Register by SHPO in 2016 and in 2017. An analysis of historic aerials revealed no evidence of the original trail within the APE and no physical evidence was identified during the survey. Therefore, Military Trail was not documented as part of the current study.

The SHPO concurred with the findings in the CRAS in a letter dated October 2, 2018, in project file. For more information on the historic or archeological survey refer to the CRAS, available in the project file.

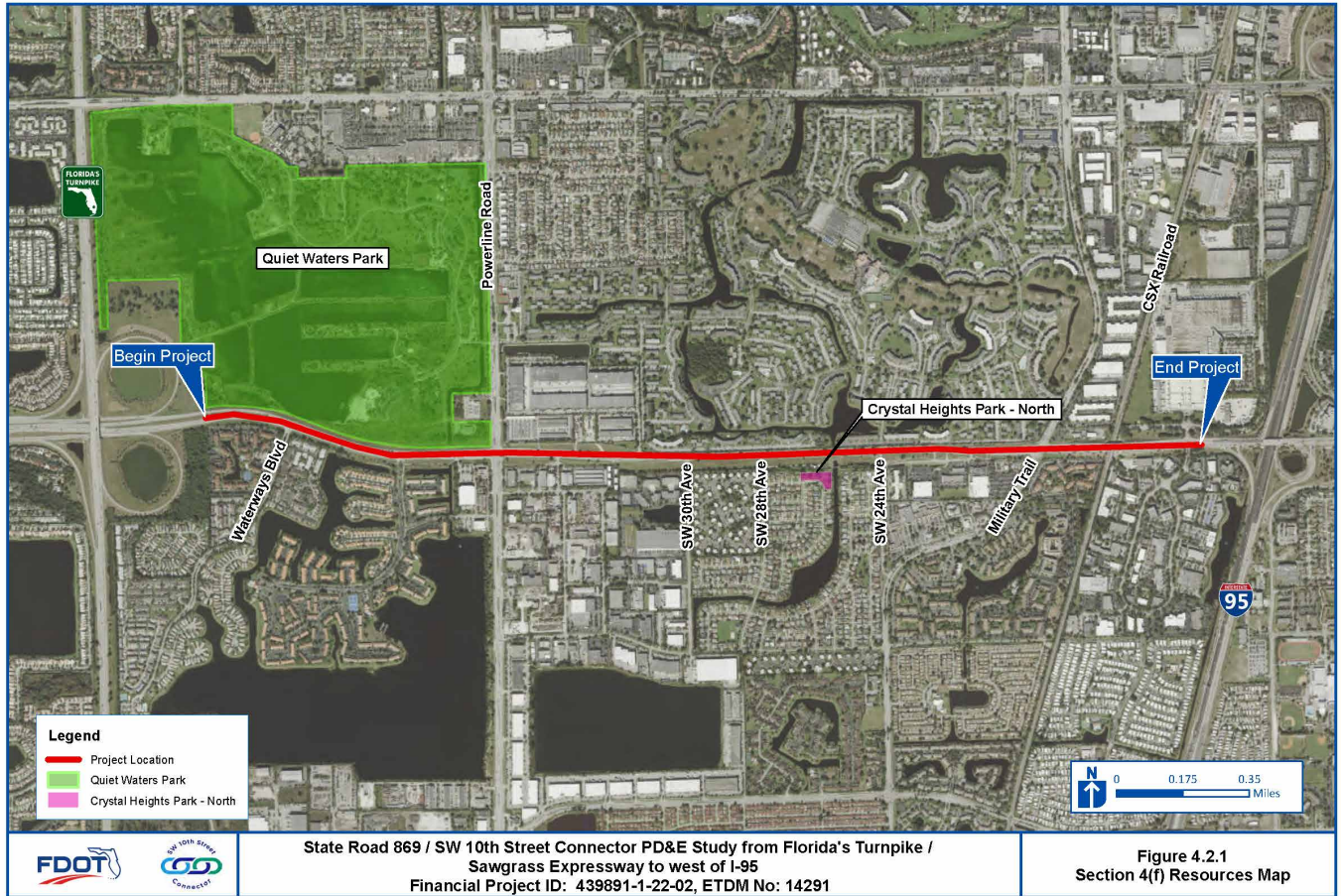
There are no federally recognized Native American lands within the study area. The federally recognized Native American Tribes were sent notice of each public meeting, the decision on the Preferred Alternative, as well as a copy of the CRAS for review. The Native American Tribe correspondence is contained 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.

Two Section 4(f) resources are located within the project corridor: Crystal Heights Park - North and Quiet Waters Park. The location of these Section 4(f) resources are shown in Figure 4.2.1.





**Figure 4.2.1: Section 4(f) Resource Map**

Crystal Heights Park - North is a 1.37-acre community park in the Crystal Heights (also known as Waterford Homes) neighborhood. The park is located adjacent to the C-2 Canal and the City of Deerfield Beach parcel. The project requires no temporary or permanent right-of-way acquisition from Crystal Heights Park - North and there are no proximity impacts that rise to the level of substantial impairment. Access to Crystal Heights Park - North will not be impacted by construction; there is no direct access from SW 10th Street, the access is from SW 10th Drive within the Crystal Heights (Waterford Homes) neighborhood. As part of the Determination of Applicability (DOA) documentation, a determination of Section 4(f) No Use was approved by the Office of Environmental Management (OEM) on December 17, 2018.

Quiet Waters Park is a 431.4-acre regional park owned and managed by Broward County Parks and Recreation. The park is adjacent to SW 10th Street between Florida's Turnpike and Powerline Road. The project requires no temporary or permanent right-of-way acquisition from Quiet Waters Park, which is not sensitive to proximity impacts such as noise. Access to Quiet Waters Park will not be impacted during construction; the entrance to the park is located on Powerline Road, just north of SW 10th Street. The DOA for Quiet Waters Park was prepared in 2018 when a Full Depressed Alternative was still under evaluation. The Full Depressed Alternative would have required construction easements and temporary impacts to the park, as documented in the DOA. However, since then, the Full Depressed Alternative has been eliminated, and the project will no longer have any direct or indirect impacts, thereby avoiding use of this resource within the meaning of Section 4(f). A Section 4(f) No Use Form was prepared to document this change and approved by OEM on September 2, 2020.

### **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.

A Protected Species and Habitat Assessment was conducted, and the results were summarized in the Natural Resource Evaluation (NRE). Table 5.1.1 summarizes the likelihood of occurrence for state and federally listed species based on the assessment of potential habitat and/or actual observance of the species.

Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
<b>Mammals</b>				
Florida bonneted bat	<i>Eumops floridanus</i>	E	FE	Low
West Indian manatee	<i>Trichechus manatus</i>	T	FT	Low
<b>Birds</b>				
Everglade snail kite	<i>Rostrhamus sociabilis plumbeus</i>	E	FE	Low
Wood stork	<i>Mycteria americana</i>	T	FT	Medium
Florida burrowing owl	<i>Athene cunicularia floridana</i>	NL	ST	Low
Tricolored heron	<i>Egretta tricolor</i>	NL	ST	Medium
Roseate spoonbill	<i>Platalea ajaja</i>	NL	ST	Medium
Little blue heron	<i>Egretta caerulea</i>	NL	ST	Medium
Bald eagle*	<i>Haliaeetus leucephalus</i>	NL	NL	High
<b>Reptiles</b>				
Eastern indigo snake	<i>Drymarchon corais couperi</i>	T	FT	Low
Gopher tortoise	<i>Gopherus polyphemus</i>	C	ST	Low
<b>Plants</b>				
Florida royal palm	<i>Roystonea elata</i>	NL	SE	Low
Large-flowered rosemary	<i>Conradina grandiflora</i>	NL	ST	Low
Based on <i>Florida's Endangered and Threatened Species</i> updated January 2017 available on <a href="http://myfwc.com/wildlifehabitats/imperiled/">http://myfwc.com/wildlifehabitats/imperiled/</a> . Federal Status: E = Endangered; T = Threatened; SSC = Species of Special Concern; C = Candidate Species; NL = Not Listed State Status: FE- Federally Endangered; FT - Federally Threatened; ST- State Threatened; SE - State Endangered. Note: Coordination is not required with FWC for Federally listed species. * The Bald eagle is still protected under the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act and FWC Management Plan regulations.				

Table 5.1.1: Potential Federal and State Listed Fauna and Flora Species

As of 2008, the bald eagle is no longer listed by US Fish and Wildlife Service (USFWS) or Florida Fish and Wildlife Conservation Commission (FWC) as endangered or threatened. Bald eagles are still protected under the Bald and Golden Eagle Protection Act, and Migratory Bird Treaty Act. One bald eagle nest is documented in the FWC Eagle Nest Locator database just north of SW 10th Street, adjacent to Quiet Waters Park and the northbound off-ramp from Florida's Turnpike, as shown in Figure 5.1.1.



**Figure 5.1.1: Bald Eagle Nest Map**

Per the FWC's online eagle nest locator database, the eagle nest (Nest ID BO003) was last active in 2014. The Florida's Turnpike Enterprise is conducting a separate PD&E Study (FM Number 437153-1) along the Sawgrass Expressway, which is located at the western end of the project study area. As part of the Sawgrass PD&E Study, Florida's Turnpike Enterprise conducted bald eagle monitoring from October 2017 through May 2018 to determine the status of an existing eagle nest (Nest ID BO003). Nest BO003 was no longer present; however, an alternate nest (Alternate Nest 1) was identified and is located approximately 458 feet north of the Sawgrass Expressway / SW 10th Street interchange, as shown in Figure 5.1.1.

Construction for this project would occur within 330 feet of the eagle's nest. A teleconference was conducted with USFWS on September 5, 2018, and USFWS indicated that based on the schedule, providing definitive recommendations or determinations on permitting requirements was considered premature. FDOT commits to conducting eagle nest survey / monitoring during the nesting period prior to construction of the proposed project and coordinating the results with USFWS. Technical assistance and possible permitting would occur following the updated survey when the current condition of the nest is known.

The Protected Species and Habitat Assessment evaluated the effects of the project on five federally listed species and seven state listed species that may occur within the SW 10th Street study area. Surveys for gopher tortoise, Florida burrowing owl, and plants were conducted in September 2017. No adverse effects are anticipated for the state listed species. The project is not located within any USFWS designated critical habitat. Table 5.1.2 shows the effect determinations made for the federally listed species evaluated.

<b>Species</b>	<b>Effect Determination</b>
Florida bonneted bat	No effect
West Indian manatee	No effect
Everglade snail kite	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Eastern indigo snake	May affect, not likely to adversely affect

Table 5.1.2: Federally Listed Species Effect Determinations

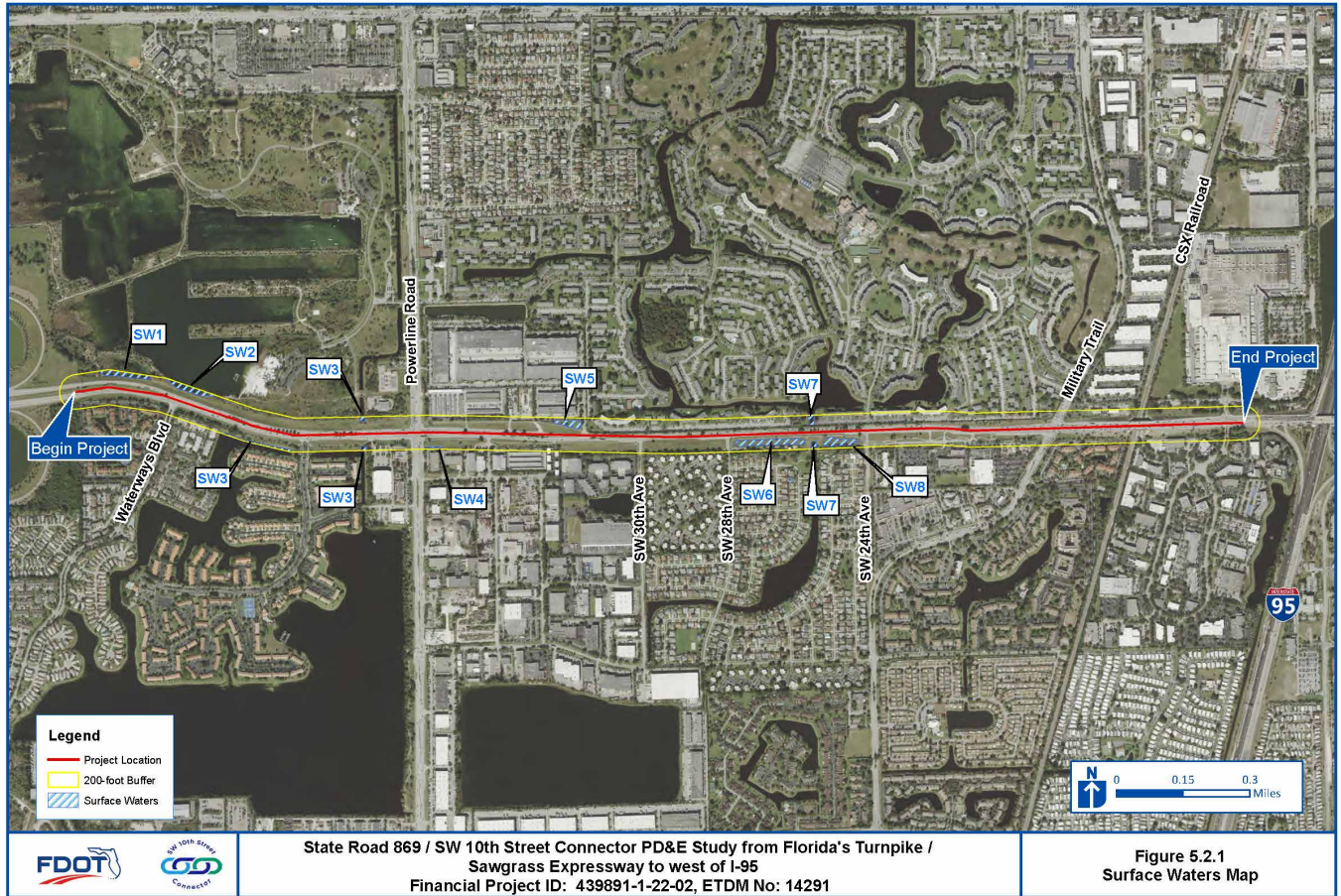
There are no wetland impacts or adverse impacts to listed species. Mitigation is not required for surface water impacts; thus, no mitigation is proposed. FDOT will incorporate the most current versions of the Standard Protection Measures for the Eastern Indigo Snake during construction.

In a letter dated October 30, 2018 (attached and located in the project file), the USFWS concurred with the effect determinations provided above. Avoidance and minimization of listed species impacts will continue to be evaluated during the final design, permitting, and construction phases of this project. For more information on protected species and habitat, reference the NRE, available under separate cover.

## **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.

A wetland evaluation was conducted, and the results are summarized in the NRE. Based on this evaluation, no wetlands and eight surface waters are located in the study area, as shown on Figure 5.2.1. The surface waters consist of man-made drainage swales along the roadside and canals. The proposed project is anticipated to impact four surface waters (SW 4, 6, 7, and 8) for a total of 2.31 acres, and no wetlands. The surface water impacts are to roadside ditches, canals, and ponds. The impacts will not affect listed species and will be replaced by the proposed stormwater pond(s).



**Figure 5.2.1: Surface Waters Map**

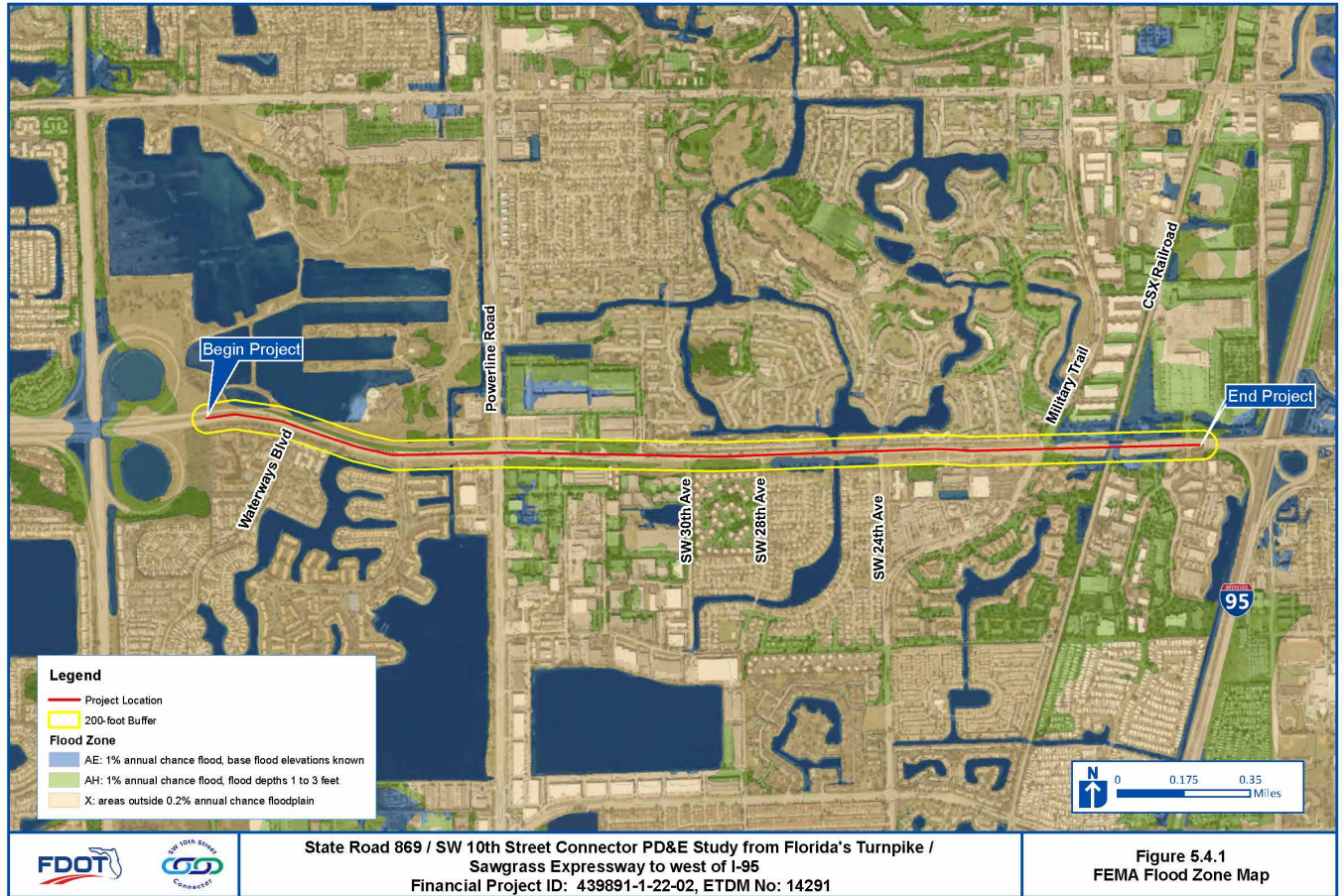
### 5.3 Essential Fish Habitat (EFH)

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.

Based on a review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), the study area is located within FEMA flood zones AE, AH, and X. Flood Zone AE represents areas of 1% annual chance flood where base flood elevations are known, Zone AH represents areas of 1% annual chance flood with flood depths of one to three feet, and Zone X represents areas outside the 0.2% annual chance floodplain. See Figure 5.4.1 for the FEMA Flood Zone Map.



**Figure 5.4.1: FEMA Flood Zone Map**

The project will result in minimal encroachments to floodplains. Encroachments resulting from the construction of the project will be fully compensated within the proposed stormwater management facilities to ensure there will be no increase in flood elevations and/or limits. Based on the proposed improvements in the C-3 Canal Basin, a minimum pond volume of 5,727 cubic yards (CY) are required to offset the 100-year floodplain encroachment volume. The C-3 Canal Basin proposed pond will provide at least 44,835 CY of compensation volume, with a surplus compensation volume of 39,107 CY. In the C-2 Canal Basin, a minimum pond volume of 27,540 CY is required to offset the 100-year floodplain encroachment volume. The C-2 Canal Basin proposed pond will provide at least 100,769 CY of compensation volume, with a surplus compensation volume of 73,229 CY.

The proposed drainage system will perform hydraulically in a manner equal to or greater than the existing system, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

## 5.5 Sole Source Aquifer

### Biscayne Aquifer

The project is located within the limits of the Biscayne Sole Source Aquifer. The proposed stormwater management facilities will be constructed first, treating stormwater as the roadway is constructed. Additionally, Best Management

Practices (BMPs) such as sump inlets, baffles, and/or pollution control will be incorporated into the collection and conveyance design to further facilitate removal of roadway runoff pollutants prior to discharge into the receiving stormwater management facilities.

The project involves the construction of bridge foundations which may encroach into the upper limits of the Biscayne Aquifer. Foundation construction will adhere to BMPs widely utilized throughout South Florida for similar projects with similar encroachments.

In a letter received February 25, 2020 (attached and located in the project file), the US Environmental Protection Agency (USEPA) determined that if the proper BMPs are implemented, the project should have no significant impact to the aquifer system. The USEPA is requiring FDOT adhere to the list of BMPs as related to groundwater protection. Temporary construction elements, such as temporary sheeting, in conjunction with permanent features such as the tremie seal, will be constructed using non-hazardous materials.

## **5.6 Water Resources**

The existing drainage system within the study limits consists primarily of open swales that collect and retain roadway runoff, with overflow discharges to the Broward County Water Control District (BCWCD) #2 C-3 and C-2 canals.

Proposed stormwater management facilities will be constructed first, treating stormwater as the roadway is constructed. Additionally, BMPs such as sump inlets, baffles, and/or pollution control structure(s) will be incorporated into the collection and conveyance design to further facilitate removal of roadway runoff pollutants prior to discharge into the receiving stormwater management facilities or receiving waterbodies. Water quality, attenuation, and floodplain compensation will be accomplished using wet detention/retention pond volumes as required by South Florida Water Management District (SFWMD). To accommodate the contributing runoff within the C-3 Basin, the existing ponds within the Florida's Turnpike / Sawgrass Expressway interchange will be expanded upon. Contributing runoff within the C-2 Basin will be accommodated with new offsite ponds located within existing industrial sites and/or vacated golf course sites in the vicinity of the SW 10th Street corridor. Seven pond site alternatives for the C-2 Basin were evaluated as shown on Figure 5.6.1. Based on the pond siting evaluation performed for this project, portions of Alternatives 4, 5, 6 are recommended for accommodation of drainage within the C-2 Basin, if a shared use agreement can be executed in the future with Century Village to spread and meander the required drainage pond(s) throughout the western three pond site alternatives. Refer to the Conceptual Drainage and Pond Siting Report, available under separate cover and included in the project file, for more information.

After construction is completed, the stormwater management facilities will continue to treat and attenuate stormwater discharges from the newly constructed roadway. The proposed stormwater management facilities will meet all SFWMD and FDOT criteria, therefore, water quality impacts to downstream receiving waters are not anticipated to occur.

A Water Quality Impact Evaluation (WQIE) was conducted for the project to comply with the Clean Water Act and the Safe Drinking Water Act. Four Environmental Look Around (ELA) meetings were held on February 15, 2018, February 21, 2018, October 12, 2018, and October 24, 2018 with regional stakeholders to explore stormwater needs and alternative permitting approaches. More information about the ELA meetings and the water quality and quantity is contained in the WQIE. The results of the WQIE indicate that the project will not result in significant impacts to water quality. Stormwater treatment facilities will be designed in accordance with applicable state and local regulations. The FDOT commits to evaluating additional measures for water quality treatment for retention ponds in the next phase of this project including: baffles and weirs.



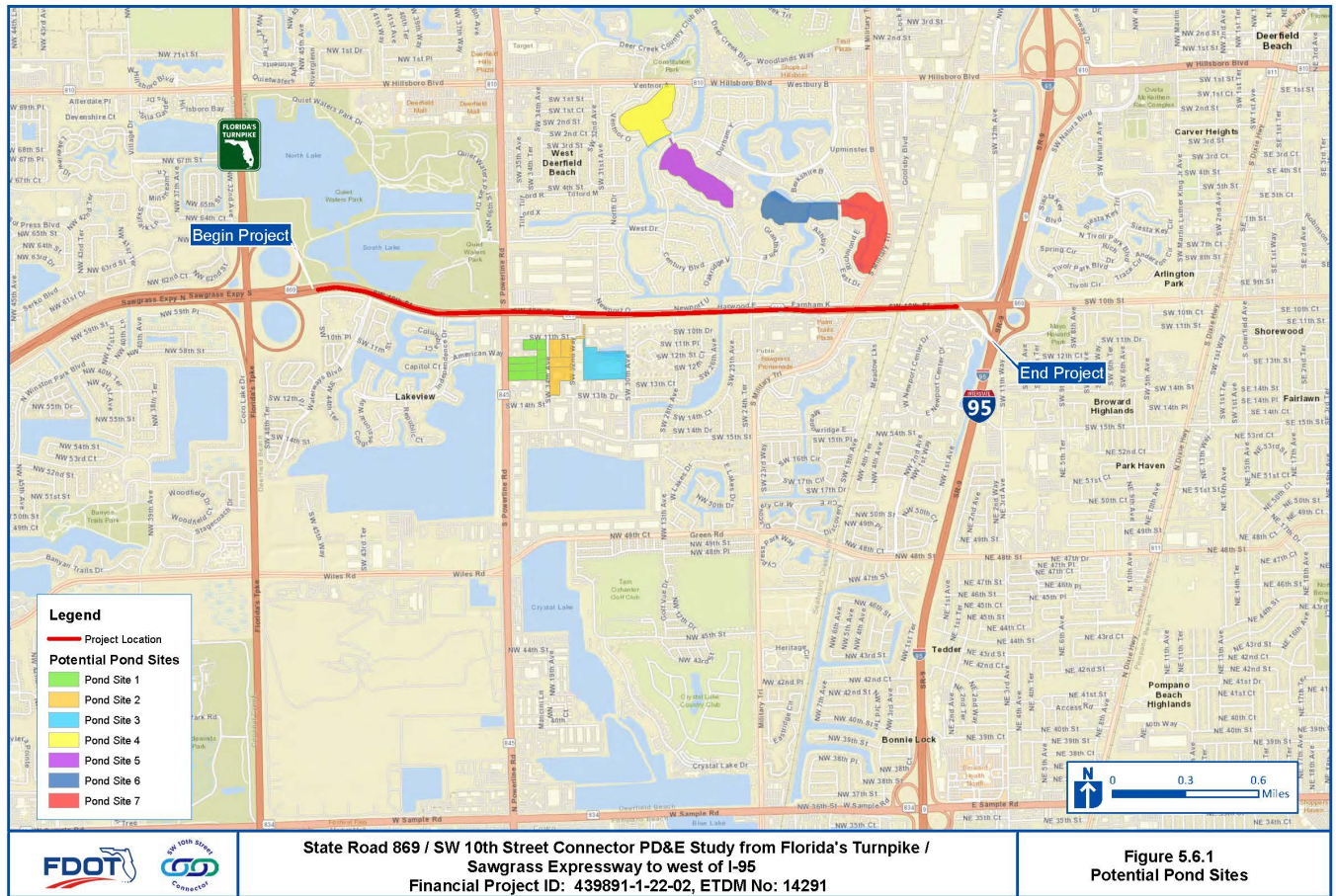


Figure 5.6.1: Potential Pond Sites

### 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.

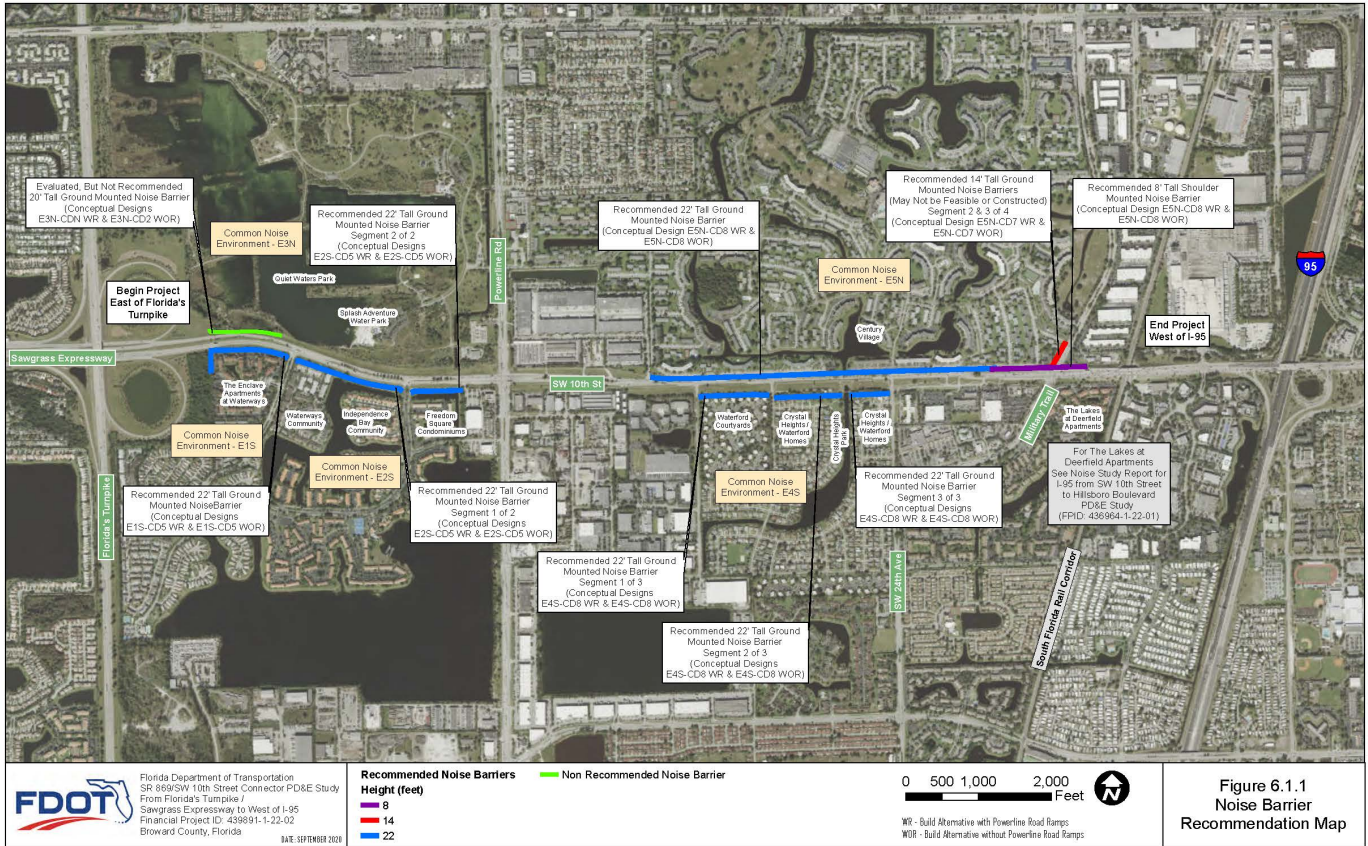
A Noise Study Report, dated March 2021, was performed to evaluate the project impacts, and is available in the project file. Design year traffic (2040) noise levels for the project will approach or exceed the Noise Abatement Criteria (NAC) at noise sensitive sites along the project corridor. The project is anticipated to impact 152 residences and six non-residential receptor sites along the project corridor. Consequently, the feasibility and reasonableness of noise barriers were considered for those noise sensitive sites predicted to be impacted by the project.

Five separate Common Noise Environments (CNEs) were used to assess noise barriers for the noise sensitive sites that approach or exceed the NAC:

- E1S - Represents the impacted residences in the Enclave Apartments at Waterways (i.e., 18 residences);
- E2S - Represents the impacted residences in the Waterways, Independence Bay, and Freedom Square residential developments (i.e., 49 residences);
- E3N - Represents two segments of a recreation trail within Quiet Waters Park;
- E4S - Represents the impacted residences within the Waterford Courtyards and Waterford Homes (also known as Crystal Heights) and one non-residential site (Crystal Heights Park) (i.e., 22 residences and one non-residential site);  
and
- E5N - Represents the impacted residences and two non-residential sites (i.e., park benches) within Century Village (i.e., 63 residences and two non-residential sites).

Noise barriers at four of the CNEs (E1S, E2S, E4S, and E5N) were determined to be feasible and cost reasonable and are recommended for further consideration during the final design phase and for public input. The locations of the recommended noise barriers are depicted on Figure 6.1.1.

The cost per benefited site of the recommended conceptual noise barrier designs are within FDOT's noise barrier cost criteria of equal to or less than \$42,000 per benefited site and they meet FDOT's noise reduction reasonableness criteria of 7 dB(A) at one or more benefited impacted sites. The recommended noise barriers for the project are expected to reduce traffic noise by at least 5 dB(A) at 243 residences including 139 of the 152 impacted residences. Additional noise barrier analysis will be performed during the final design phase to confirm the dimensions of the recommended noise barriers at these locations. Final decisions on barrier dimensions are made during the final design phase of the project and after determining the support for noise barriers from the benefited noise sensitive sites.



**Figure 6.1.1: Noise Barrier Recommendation Map**

For Century Village (CNE E5N), an alternative conceptual noise barrier design was recommended for further consideration in the final design phase. Due to insufficient right-of-way and potential overhead electric lines, the ground mounted noise barrier segments along Military Trail are not considered feasible. However, this conceptual barrier design is recommended for further evaluation in the final design phase since it represents the optimal conceptual noise barrier design at this location. Compared to the recommended noise barrier design for Century Village, this design provides benefit to all the impacted sites in this community.

Noise barriers were not found to be cost reasonable at the Quiet Waters Park recreational trails (CNE-E3N). The usage of this trail was less than required to be cost reasonable; therefore, a noise barrier is not recommended for further consideration or construction at this location. Based on the noise analyses performed to date, there appears to be no feasible solution currently available to mitigate the noise impacts at this recreational area or the 13 impacted residences not benefited with the noise barrier recommendations. Therefore, the traffic noise impacts to these noise sensitive sites associated with the project are an unavoidable consequence of the project.

FDOT is committed to the construction of feasible and reasonable noise abatement measures at the noise impacted locations identified in Figure 6.1.1 of this report and Table 4-1 in the Noise Study Report upon the following conditions:

- Final recommendations on the construction of abatement measures is 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 barrier(s) will not exceed the cost reasonable criterion; Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District 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.

As a result of public comments regarding construction noise, the FDOT commits to constructing ground-mounted noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.

## 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 improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

An Air Quality screening dated July 2020 was conducted for this project. The proposed project is located in Broward County, which is currently designated as being in attainment for the following criteria air pollutants: ozone, nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide, and lead.

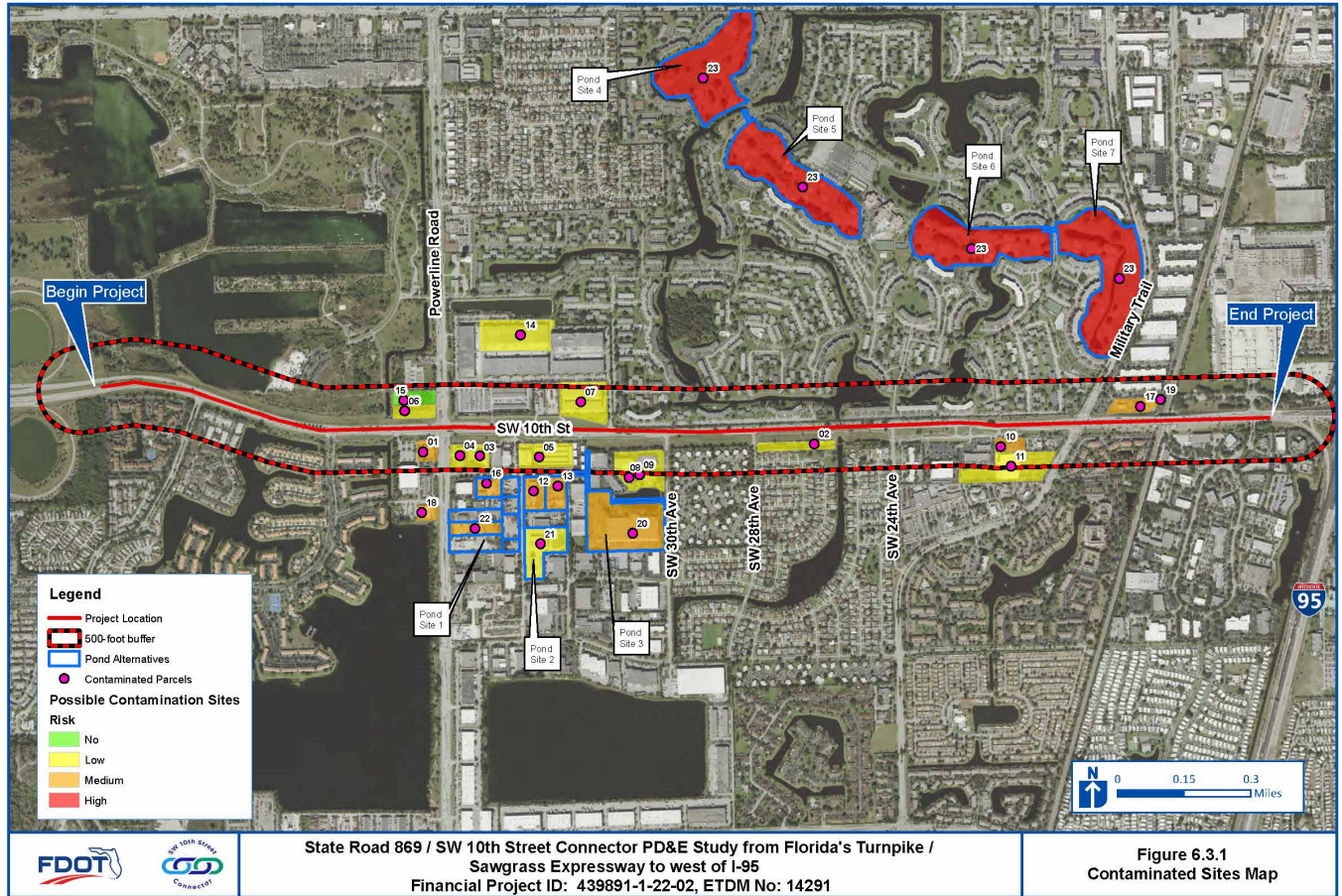
The No-Build and Preferred Alternative were subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology, and traffic. The FDOT's screening model, CO Florida 2012, uses the United States Environmental Protection Agency (USEPA) software [Motor Vehicle Emission Simulator (MOVES) version 2010a and CAL3QHC] to produce estimates of one-hour and eight-hour CO concentrations at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one- and eight-hour NAAQS for CO that are 35 parts per million (ppm) and 9 ppm, respectively.

The highest total traffic volumes for the No-Build and Preferred Alternative are associated with the SW 10th Street and Powerline Road Intersection. Both the No-Build and Preferred Alternative were evaluated for the design year (2040). Estimates of CO were predicted for the default receptors that are located 10 feet to 150 feet from the edge of the roadway. Based on the results from the screening model, the highest project-related CO one- and eight-hour levels are not predicted to meet or exceed the one- or eight-hour NAAQS for this pollutant with either the No-Build or the Preferred Alternative. As such, the project "passes" the screening model.

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

## 6.3 Contamination

A Level I contamination screening evaluation was conducted, and the results are summarized in the Contamination Screening Evaluation Report (CSER) dated December 2018, available in project file. A total of 23 potentially contaminated and/or known to be contaminated sites were identified along the project corridor with risk evaluation ratings ranging from No Risk to High Risk. Twenty-two facilities were identified in the GeoSearch Radius Report. The additional site not identified in the GeoSearch Radius Report is the former Century Village Golf Course. The sites evaluated in the CSER are shown on Figure 6.3.1.



**Figure 6.3.1: Contamination Sites Map**

Ten medium-risk facilities and one high-risk site were identified in the corridor:

- Site 1 - Shell First Coast Energy - Medium Risk;
- Site 10 - Brothers Dry Cleaning Inc. - Medium Risk;
- Site 12 - City of Deerfield Beach - Medium Risk;
- Site 13 - East Coast Asphalt Corporation - Medium Risk;
- Site 16 - Man-Con Inc. / Stan Freitag Equipment Rental, Inc. - Medium Risk;
- Site 17 - Cen-Deer Management, Inc. / Nanaks Landscaping / Trolley Tours - Medium Risk;
- Site 18 - Cache Cleaners - Medium Risk;
- Site 19 - Deerfield Beach City Well #17 - Medium Risk;
- Site 20 - Rexall Sundown, Inc. - Medium Risk;
- Site 22 - Hardrives Asphalt Company - Medium Risk; and
- Site 23 - Century Village Golf Course - High Risk.

The Preferred Alternative was designed to avoid or minimize involvement with known or potential contamination sites, where possible. However, some sites could not be avoided, and minor right-of-way acquisition is required.

The preferred pond site for the project includes a combination of pond sites 4, 5, and 6 which are located within the former Century Village Golf Course. Therefore, the project is anticipated to involve three medium risk sites and one high risk site:

- Site 1 - Shell First Coast Energy - Medium Risk;
- Site 10 - Brothers Dry Cleaning Inc. - Medium Risk;

- Site 17 - Cen-Deer Management, Inc. / Nanaks Landscaping / Trolley Tours - Medium Risk; and
- Site 23 - Century Village Golf Course - High Risk.

Based on these risk ratings, construction activities may encounter soil or groundwater contamination, which can potentially impact worker health, the environment, and construction schedule and costs if these sites are not addressed during subsequent phases of the project. Because contaminated soil and groundwater has the potential to exist at or in close proximity to the project corridor, further site-specific Level II Assessments (including groundwater and soil sampling) at all medium and high risk rated sites will be conducted, if needed, and addressed during future phases.

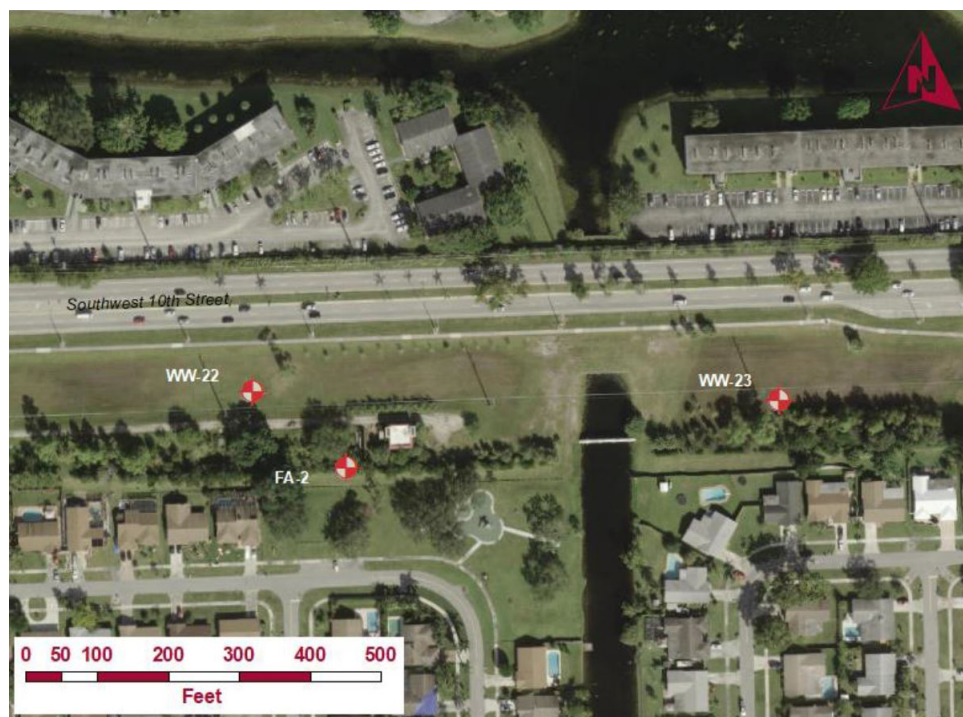
## 6.4 Utilities and Railroads

The existing and proposed utilities located within the study area were identified throughout the project corridor as part of this PD&E Study. A list of the existing Utility Agencies / Owners (UAOs) was obtained by contacting Sunshine 811. A field review was also conducted to further identify any designated existing facilities in the project corridor. All the UAOs identified in the field were also noted on the Sunshine 811 list. Table 6.4.1 provides the list of the utility providers. Utility relocations will be coordinated further during the design phase. The proposed project is expected to have no significant utility impacts.

<b>Utility Agency Owner</b>	<b>Facilities</b>
ATT Corp	Buried Fiber Optic
ATT Florida	Buried Fiber Optic, Buried Telephone, Overhead Fiber Optic, Manhole, and Overhead Telephone
Broward County Water and Sewer	Reclaimed Water, Water Main, and Force Main
City of Deerfield Beach	Water Main, Force Main, Reclaimed Water, and Wells/Pumps
Comcast	Buried Fiber Optic, Overhead Fiber Optic
Fiberlight LLC	Overhead Fiber Optic
Crown Castle Fiber	Buried Fiber Optic
Florida Gas Transmission	Gas Main
FPL Distribution	Overhead Electric, and Buried Electric
FPL Transmission	Overhead Electric
Level 3	Buried Fiber Optic, and Overhead Fiber Optic
Sprint	Buried Fiber Optic
TECO Peoples Gas	Gas Main
Teleport Comm America	No facilities in study area
Verizon / MCI	No facilities in study area

Table 6.4.1: Utility Providers

The City of Deerfield Beach maintains three public water supply wells (WW-22, WW-23, and FA-2) along the southern side of SW 10th Street, as shown in Figure 6.4.1. Wells WW-22 and WW-23 are constructed into the Biscayne Aquifer whereas FA-2 is constructed into the upper Floridan aquifer.



**Table 6.4.1: Deerfield Beach Public Water Supply Well Locations**

None of the alternative stormwater management facilities fall within the limits of a permitted public water supply wellfield cone of depression (Protection Ordinance for Zone 3). Therefore, there will be no negative impacts on the wellfields. FDOT commits to working with the City of Deerfield Beach to avoid impacts to their West Well Field.

The South Florida Rail Corridor / CSX Railroad lies approximately 0.2 miles east of the Military Trail. SW 10th Street currently overpasses the CSX Railroad. The project proposes to have both local SW 10th Street and the Connector Road overpass the CSX Railroad, to match the existing condition. Coordination with the South Florida Rail Corridor has occurred regarding this project. Additional coordination will be required during the next phase of the project to identify temporary impact allowances that will accommodate rail operations. The project will have no permanent impacts on the existing railroad or railroad right-of-way.

## 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 for the proposed improvements will have temporary noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

In addition to dust, temporary air quality impacts will also be in the form of emissions from diesel-powered construction equipment.

During construction of the project, there is the potential for noise impacts to be substantially greater than those resulting from normal traffic operations because heavy equipment is typically used to build roadways. In addition, construction

activities may result in vibration impacts. Therefore, early identification of potential noise/vibration sensitive sites along the project corridor is important in minimizing noise and vibration impacts. The project area does include residential, commercial, and institutional land uses. Construction noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. A reassessment of the project corridor for additional sites particularly sensitive to construction noise and/or vibration will be performed during design to ensure that impacts to such sites are minimized.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's Standard Specifications for Road and Bridge Construction and using BMPs. Stormwater pollution prevention measures will be developed per FDOT standards and in accordance with National Pollutant Discharge Elimination System (NPDES) permit requirements.

A Transportation Management Plan (TMP) will be prepared during the final design phase to minimize traffic delay and crashes during construction. Signs will be used as appropriate to provide notice of lane closures and other pertinent information to the traveling public. The local news media will be notified in advance of lane closings and other construction related activities, which could excessively inconvenience the community so that motorists, residents, and businesspersons can plan travel routes in advance. A sign providing the name, address, and telephone number of a Department contact person will be displayed on site to assist the public in obtaining immediate answers to questions about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time. The contractor will be required to maintain one lane of traffic in each direction at all times and maintain all current traffic movements, as well as comply with the FDOT BMPs.

Construction may consist of visual disturbance to the local community in the form of construction equipment and dust from earthwork. These disturbances will only be temporary and will not pose a long-term impact on the community. To reduce construction related impacts, the Design-Build team will evaluate construction staging options that reduce the effects to local residences and businesses, to the extent practical.

The removal of structures and debris will be in accordance with local and state regulatory agencies permitting this operation. The contractor is responsible for methods of controlling pollution on unpaved roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features, as specified in the FDOT's Standard Specifications for Road and Bridge Construction, Section 104, will consist of temporary grassing, sodding, mulching, sandbagging, hay bales, slope drains, sediment basins, sediment checks, artificial coverings, and berms.



## **7. Engineering Analysis Support**

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

## 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

## 9. Public Involvement

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

### Summary of Activities Other than the Public Hearing

Public involvement activities were completed in accordance with Section 339.155, Florida Statutes; executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act; and Code of Federal Regulations 771.

A public involvement program was developed and implemented for the SW 10th Street PD&E Study, as documented in the Public Involvement Plan (PIP). 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.

Public and Agency Kick-off Meetings, two Public Alternatives Meetings, one Project Update Webinar held on three days, a Public Hearing with multiple session options, and numerous other public involvement meetings have been held for this project. A summary of all public involvement activities is included separately in the Comments and Coordination Report, available under separate cover.

### Kick-off Meeting

An Elected Officials and Agency Kick-off Meeting was held on November 15, 2017 from 2:30 p.m. to 4:30 p.m. followed by a Public Kick-off Meeting from 5:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. The meetings were held to inform elected officials, agency representatives, and the public of the PD&E Study and give them the opportunity to express their views regarding the proposed project. A presentation was given at both meetings that provided information regarding the process of the study, an overview of the project alternatives, the purpose and need for the project, and the project schedule. Following the presentation, FDOT staff and consultants were available to answer questions. A court reporter was present to take notes of those attending who wished to speak and provide comments. A total of 57 elected officials attended the Elected Officials and Agency Kick-off Meeting including 39 FDOT staff. Two hundred and ninety-one persons registered as having attended the Public Kick-off Meeting, including 48 FDOT staff and engineering consultant representatives. Comments and questions from the public were focused on: property value impacts, noise, traffic, and quality of life.

### Public Alternatives Workshops

The first Alternatives Public Workshop was held on April 24, 2018 from 2:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. This workshop began as an open house, followed by a formal presentation with two question and answer (Q&A) sessions. The presentation covered the need for the project, information on the progress of the study, an overview of the project alternatives and the project schedule. The Q&A sessions gave attendees an opportunity to ask questions or voice concerns. Throughout the workshop, FDOT staff and consultants were available to answer questions. A court reporter was present to take notes of those attending who wished to speak and to record the Q&A sessions. Two hundred and sixty people attended the first Alternatives Public Workshop, this included 40 FDOT staff and consultant representatives and 220 interested persons.

Two Build Alternatives were presented at the first Alternatives Public Workshop: the North Alignment and the Center Alignment. These alternatives included a depressed section from just west of Powerline Road to the C-2 Canal. The North Alignment placed the Connector Road on the north side of the corridor and the local lanes on the south side of the corridor. The Center alignment placed the Connector Road in the center with local SW 10th Street on either side, as a

one-way frontage road system. The majority of the comments received included concerns about the depressed section, noise, traffic, and decrease in property values. Based on feedback from this public workshop, and additional community and stakeholder meetings, the North Alignment was favored and carried forward for further study.

The second Alternatives Public Workshop was held on November 29, 2018 from 2:30 p.m. to 7:30 p.m. at the DoubleTree Hotel by Hilton in Deerfield Beach, Florida. This workshop was held as an open house format, and FDOT staff and consultants were available to answer questions and help throughout the workshop. There was also a presentation running concurrently every half hour. The presentation covered the need for the project, information on the progress of the study, an overview of the project alternatives and the project schedule. A court reporter was present to take notes of those attending who wished to speak and provide comments. Two hundred and eighty-five people participated at the second Alternatives Public Workshop. This total included 53 FDOT and Florida's Turnpike Enterprise staff and consultants and 232 interested persons.

Due to the concerns raised about the impacts of the depressed section at the first public workshop, additional alternatives were developed that reduced the limits of the depressed section. Five Build Alternatives with a north alignment were presented: the Full Depressed Alternative, three Partial Depressed Alternatives, and a Non-Depressed / No Managed Lane Access Alternative. Many attendees were in favor of the Non-Depressed Alternative, others favored the No-Build or the Partially Depressed Alternatives. There were various questions about tolling and the desire for trucks to use the Connector Road. Businesses owners wanted to know detailed information regarding access to their property. Questions regarding the Sawgrass Expressway project timing and alternatives, and concerns about pollution, noise, and property values were also raised.

### **MPO and COAT Meetings**

In 2015, the Broward MPO created the COAT. The COAT was tasked with obtaining consensus on a vision for the SW 10th Street corridor. The team was comprised of members from the surrounding community (businesses and homeowner representatives) as well as elected and appointed officials. The composition of the team consisted of:

- Nine members from the City of Deerfield Beach:
  - Four residents from communities adjacent to SW 10th Street;
  - Two business representatives; and
  - Three citywide representatives.
- Eight members from the SW 10th Street surrounding areas:
  - Two from the City of Coconut Creek;
  - Two from the City of Coral Springs;
  - Two from the City of Parkland; and
  - Two representing Broward County interests.

The COAT ultimately provided 18 recommendations and 15 sub-recommendations to the Broward MPO in 2016. The PD&E team has had numerous meetings with the COAT since the start of the PD&E Study, the meeting minutes for those meetings are included in the Comments and Coordination Report.

Subsequent to the second Alternatives Public Workshop, the COAT was re-engaged for a series of three meetings (April to June 2019) along with numerous stakeholder meetings, including meetings with elected officials, neighborhood groups, and businesses in an effort to select a Preferred Alternative and move to a Public Hearing. The Broward MPO was also engaged for several meetings and provided input on modifications to the alternatives presented at the second Alternatives Public Workshop.

As a result of those meetings, the following modifications were made:

- Westward shift of overpass at Waterways Boulevard;
- Provide a new signalized median opening on north leg of Powerline Road for Quiet Waters Business Park;
- Allow trucks on the Connector Road (exception to FDOT policy);
- The Connector Road would not be tolled initially;
- Add a 10-foot shared use path along south side of SW 10th Street between Waterways Boulevard and Powerline Road; and
- Include an 8-foot sidewalk along south side of SW 10th Street between Powerline Road and Military Trail.

As a result of stakeholder coordination and COAT meetings, FDOT made a commitment 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. FDOT also commits that the Connector Road will open without tolling, and a separate public hearing would be conducted to introduce tolling. Also, if the facility is ever tolled, it would be done electronically, and vehicles would not be required to stop.

After considering the various social, cultural, environmental and engineering issues associated with the Build Alternatives, the Westbound Depressed Exit Ramp was selected as the FDOT Preferred Alternative and a Public Hearing was scheduled for October 2019.

At the October 2019 MPO meeting, the City of Deerfield Beach and Broward MPO Board 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. Subsequently, city staff met with the FDOT and identified five concerns regarding the project:

1. Connector Lanes do not connect directly to I-95 General Purpose Lanes;
2. Needs more Complete Street elements on local SW 10th Street;
3. Not enough depressed section elements;
4. Not enough green space; and
5. Will not provide full access to/from Turnpike from Local SW 10th Street (related to the Sawgrass Expressway / Florida's Turnpike project (FM Number 437153-1)).

As a result, the FDOT developed and evaluated solutions that could be incorporated into the Westbound Depressed Exit Ramp Alternative and coordinated with the city to get feedback. As a result, the following improvements were added to the project:

- Direct connections from the Connector Road to the I-95 general purpose and express lanes (improvements included in the I-95 at SW 10th Street interchange project (FM Number 437153-1));
- Addition of a 12-foot wide shared use path, instead of buffered bicycle lanes and sidewalk; and
- Creation of a new alternative (Without Powerline Road Ramps) that provides an additional 30 feet of green space in the corridor for landscaping.

Appendix H of the PER includes a table of the COAT recommendations along with a disposition of how each recommendation is implemented or considered and a reference for where additional information on that topic can be found. A list of the meetings held with the MPO and/or COAT (as of May 13, 2021) is shown below in Table 9.1.1.

Meeting	Date(s)
<b>Broward Metropolitan Planning Organization (MPO)</b>	
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
Alternatives 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, & 5/13/21
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
<b>Community Oversight Advisory Team (COAT)</b>	
Pre-Kick-Off meeting	10/11/17
Pre-Alternatives Public Workshop #1	3/29/18
Project Update	11/19/18
COAT Workshop Meeting	2/28/19
COAT Recommendation Review Meeting #1	4/25/19
COAT Recommendation Review Meeting #2	5/16/19
COAT Recommendation Review Meeting #3	6/6/19

Table 9.1.1: Broward MPO &amp; COAT Meetings

### Project Update Webinars

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 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 stakeholders 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 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. The presentation and Q&A slides were posted onto the website following the webinar. A matrix of the questions and answers was also posted onto the project website.

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 regarding the Newport Center intersection, project cost, drainage, and the traffic analysis.

### Stakeholder Meetings

Throughout the duration of the PD&E Study, meetings were held with stakeholders that had interest in the project. At all these meetings, stakeholders were updated on project developments and were asked to share information that could assist the project team in the development of alternatives. A list of the meetings (as of May 13, 2021) is shown below in Table 9.1.2 and Table 9.1.3.

Meeting	Date(s)
<b>Broward County</b>	
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
<b>City of Deerfield Beach</b>	
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

<b>City of Coconut Creek</b>	
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
City Staff	9/16/20
<b>City of Coral Springs</b>	
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
<b>City of Dania Beach</b>	
Commissioner Bill Harris	7/8/19
<b>City of Hillsboro</b>	
Vice Mayor Irene Kirdahy / City Manager	6/25/19
<b>City of Hollywood</b>	
Commissioner Richard Blattner, District 4	11/2/17 & 4/4/19
<b>City of Parkland</b>	
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
<b>City of Pompano</b>	
Vice Mayor Barry Moss, District 5	4/12/19
<b>City of Sunrise</b>	
Commissioner Lawrence A. Sofield	3/25/19
Sean Dinneen, Assistant City Manager and Christine Pfeffer, Communications Director	9/1/20
<b>City of Tamarac</b>	
Vice Mayor/Commissioner Debra Placko	3/20/19
<b>City of Oakland Park</b>	
Commissioner Michael Carn	7/1/19
<b>City of Lauderhill</b>	
Vice Mayor Margaret Bates	6/25/19
<b>City of Lauderdale By the Sea</b>	
Vice Mayor Elliot Sokolow	6/25/19
<b>City of Lighthouse Point</b>	
Commissioner Sandy Johnson, Seat #5	5/21/19
<b>City of Margate</b>	
Commissioner Joanne Simone, Seat #5	7/9/19
<b>City of Plantation</b>	
Mayor Lynn Stone	7/10/19
<b>City of Pembroke Pines</b>	
Mayor Frank C. Otis	6/4/19
<b>Town of Davie</b>	



Councilman Bryan Caletka	4/5/19
<b>City of Weston</b>	
Commissioner Byron Jaffe	6/3/19
<b>City of Wilton Manors</b>	
Vice Mayor Tom Green	5/22/19

Table 9.1.2: Elected &amp; Appointed Official Meetings

<b>Stakeholder / Agencies</b>	<b>Date(s)</b>
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
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, 11/5/20, & 3/22/21
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
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, & 10/7/20
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

Table 9.1.3: Stakeholder Meetings

**Date of Public Hearing:** 10/12/2020

**Summary of Public Hearing**

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 as shown in Table 9.1.4. 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, the chat questions were read-in verbally 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 as shown in Table 9.1.5.

Session	<b>Open House Sessions</b>	<b>Formal Hearing Sessions</b>
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	<b>Session Begins</b>	<b>Session Ends</b>	<b>Presentation Begins</b>	<b>Comments Start</b>	<b>Comments End (approx.)</b>
A	11:00 a.m.	12:00 noon	12:00 noon	12:45 p.m.	1:30 p.m.
	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.

Note: Virtual sessions occurred on Monday, October 12, 2020, Tuesday, October 13, 2020, and Wednesday, October 14, 2020.

Table 9.1.4: Virtual Public Hearing Session Schedule

<b>Open House Sessions</b>		<b>Formal Hearing Sessions</b>		
<b>Session Begins</b>	<b>Session Ends</b>	<b>Presentation Begins</b>	<b>Comments Start</b>	<b>Comments End (approx.)</b>
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.

Table 9.1.5: In-Person Public Hearing Session Schedule

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 was limited to approximately 40 attendees per session (to facilitate social distancing and capacity requirements at the time of the Public Hearing, less than 50 people were permitted 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.

Sessions were closed on the website when registration reached 70 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. Table 9.1.6 shows the attendance and registration for each of the virtual sessions (Monday, October 12th was Day 1, Tuesday, October 13th was Day 2, and Wednesday, October 14th was Day 3).

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.

Similar to the Project Update Webinars described above, two Build Alternatives were presented during the Public Hearing: 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. The public was informed that a decision on a Preferred Alternative would be reached after considering the various Public Hearing comments and that the decision would be shared via the email mailing list and the project website (everyone who attended the Public Hearing would be notified via email).

<b>Session</b>	<b>Number Registered</b>	<b>Number Attended</b>	<b>Percentage</b>
<b>Monday, October 12, 2020</b>			

1A	72	47	65%
1B	73	44	60%
1C	73	53	73%
<b>Tuesday, October 13, 2020</b>			
2A	45	38	84%
2B	39	33	85%
2C	34	18	53%
<b>Wednesday, October 14, 2020</b>			
3A	42	27	64%
3B	44	37	84%
3C	45	43*	96%
<b>Total</b>	<b>467</b>	<b>340</b>	<b>73%</b>
* Includes 11 attendees at the in-person Deerfield Beach viewing location.			

Table 9.1.6: Virtual Public Hearing Attendance

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 eight verbal comments and one chat comment were received during the formal comment period, as shown in Table 9.1.7. No comments were received during the formal comment period during the in-person sessions. Although one individual asked a clarifying question during the last in-person Public Hearing session. No written comments were received at the in-person Public Hearing.

	<b>Virtual Public Hearing Session</b>								
<b>Type</b>	<b>1A</b>	<b>1B</b>	<b>1C</b>	<b>2A</b>	<b>2B</b>	<b>2C</b>	<b>3A</b>	<b>3B</b>	<b>3C</b>
Verbal	1	1	1	0	1	0	0	1	3
Chat	0	0	1	0	0	0	0	0	0

Table 9.1.7: Virtual Public Hearing Comments

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.

The comment period began on October 12, 2020, the day of the first hearing and closed 20 days after the last hearing, November 4, 2020. A total of 94 unique comments were received (total of 96 comments but two comments were duplicates received through two methods). Table 9.1.8 represents a summary of the comment methods that were used to submit comments. The most common comment methods were email and the GoToSurvey.

Of the 27 comments submitted as part of the GoToSurvey, 17 were solely complimentary of the presentation and virtual hearing process, five comments requested a clarification, two attendees indicated they had technical difficulties, and two other comments indicated their opinions of the project.

<b>Comment Method</b>	<b>Number of Comments</b>
Chat	1
Comment Form	1

Email	44
GoToSurvey	27*
Verbal	8
Website	14*
Mail	1
<b>Total</b>	<b>96 (unique = 94)*</b>
*Contains two duplicate comments submitted under different methods.	

Table 9.1.8: Summary of Comment Method

The Public Hearing comments generally fell into nine categories:

- Quality of Life (noise, construction disruption, and aesthetic features);
- Traffic Operations (access, traffic volumes, and median openings);
- Clarification/Additional Information Requested;
- Property Values;
- Costs;
- Economic Competitiveness (primarily better or additional access);
- COAT Recommendations;
- Safety; and
- Water Quality.

Of the 96 comments received, 54 did not state a preference for a Preferred Alternative. The following is a breakdown of the Public Hearing comments pertaining to the Preferred Alternative:

- No-Build Alternative = 28 (six stated a secondary preference for Without Powerline Road Ramps);
- Build Alternative (no preference) = 4;
- With Powerline Road Ramps Alternative = 4; and
- Without Powerline Road Ramps Alternative = 6.

In April 2021, the FDOT sent a flyer to the stakeholder email mailing list with an announcement that the Without Powerline Road Ramps Alternative was selected as the Preferred Alternative. Similarly, an email with the flyer attachment was sent to elected and appointed officials. A brief presentation with a voice-over announcing and explaining the Preferred Alternative was posted to the home page of the project website, [www.sw10street.com](http://www.sw10street.com), for general public viewing.

## 10. Commitments Summary

1. FDOT commits that bicycle and pedestrian features will be provided with the project as well as connectivity through the Powerline Road and Military Trail intersections.
2. 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.
3. FDOT commits to minimizing the length of elevated roadways adjacent to residential areas. Specifically, the grade-separated roadways at Military Trail and Powerline Road will be as short as possible and will transition to an at-grade section on both the east and west approaches at Powerline Road and the western approach of the Military Trail intersection as quickly as possible while following FDOT design standards. The proposed overpass in the vicinity of Waterways Boulevard will not be located directly in front of Waterways Boulevard and will instead be located west of this intersection.
4. FDOT commits that landscaping and aesthetic treatments will be coordinated with the local communities and the City of Deerfield Beach during the final design phase. Aesthetic treatments and landscaping schemes will be in conformance with the City of Deerfield Beach guidelines.
5. FDOT commits that the managed lanes will open without tolling, and a separate public hearing would be conducted if it is determined to introduce tolling on the managed lanes in the future.
6. 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).
7. FDOT commits to conducting an updated bald eagle survey during the nesting season prior to the start of construction and will coordinate the results with USFWS.
8. FDOT commits to work closely with the City of Deerfield Beach to ensure that there are no impacts to their West Well Field.
9. The FDOT commits to evaluating additional measures for water quality treatment for retention ponds in the next phase of this project including: baffles and weirs.
10. FDOT will incorporate the most current versions of the Standard Protection Measures for the Eastern Indigo Snake during construction.
11. FDOT commits to constructing ground-mounted noise walls that are warranted and desired by a majority of the benefited residents as early as possible in the construction phase.
12. FDOT is committed to the construction of feasible noise abatement measures at the noise impacted locations identified in Table 4-1 in the Noise Study Report upon the following conditions:
  - Final recommendations on the construction of abatement measures is 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 barrier(s) will not exceed the cost reasonable criterion;
  - Community input supporting types, heights, and locations of the noise barrier(s) is provided to the District 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.

## 11. Technical Materials

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

Meeting Summary Denholtz Deerfield LLC  
Meeting Summary Deerfield Beach 998 LLC  
Additional Relocations Identified after CSR  
Sociocultural Effects Report  
Conceptual Stage Relocation Plan  
Cultural Resources Assessment Survey  
Florida Bonneted Bat Update Memo  
Natural Resource Evaluation  
Location Hydraulics Memo  
Water Quality Impact Evaluation  
Conceptual Drainage-Pond Siting Report  
Air Quality Technical Memorandum  
Contamination Screening Evaluation  
Contamination Screening Evaluation - Appendices  
Utility Assessment Report  
Railroad Clear Letter  
Noise Study Report  
Geotechnical Report Borehole Permeability Tests  
Geotechnical Report Groundwater Monitoring Data  
Geotechnical Report  
Project Traffic Analysis Report (signed)  
Preliminary Engineering Report  
Comments and Coordination Report - Volume 6  
Comments and Coordination Report - Volume 5  
Public Involvement Plan  
Comments and Coordination Report - Volume 1  
Comments and Coordination Report - Volume 4  
Comments and Coordination Report - Volume 2  
Comments and Coordination Report - Volume 3

## **Attachments**

### **Planning Consistency**

Planning Consistency Documentation

### **Cultural Resources**

SHPO Concurrence Letter

Crystal Heights Park - Signed DOA

No Section 4(f) Use Quiet Waters Park

### **Natural Resources**

Sole Source Aquifer Concurrence Letter

USFWS Concurrence Letter

### **Public Involvement**

Public Hearing Certification In-Person (session 2)

Public Hearing Certification In-Person (session 3)

Public Hearing Certification In-Person (session 4)

Public Hearing Certification Virtual (3C)

Public Hearing Certification Virtual (3A)

Public Hearing Certification Virtual (2A)

Public Hearing Certification In-Person (session 1)

Public Hearing Certification Virtual (1A)

Public Hearing Certification Virtual (1B)

Public Hearing Certification Virtual (1C)

Public Hearing Certification Virtual (2B)

Public Hearing Certification Virtual (2C)

Public Hearing Certification Virtual (3B)

In-Person Public Hearing Transcript

Virtual Public Hearing Transcript (1A)

Virtual Public Hearing Transcript (1B)

Virtual Public Hearing Transcript (1C)

Virtual Public Hearing Transcript (2A)

Virtual Public Hearing Transcript (2B)

Virtual Public Hearing Transcript (2C)

Virtual Public Hearing Transcript (3A)

Virtual Public Hearing Transcript (3B)

Virtual Public Hearing Transcript (3C)



## **Planning Consistency Appendix**

Contents:

Planning Consistency Documentation

Phase	Fund Source	2021	2022	2023	2024	2025	Total
<b>SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL - FM# 4398911</b>					Length: 2.658	*SIS*	
<b>Type of Work: ADD LANES</b>					Lead Agency: FDOT		
2020 MPO HIGHWAY PRIORITY #1					MTP Pg.: 5-5		
ROW	BNIR	7,500,000	0	0	0	0	7,500,000
ROW	DS	1,028,760	0	0	0	0	1,028,760
RRU	ACNP	38,000,000	0	0	0	0	38,000,000
PE	DI	0	2,875,000	0	0	0	2,875,000
DSB	ACNP	0	0	147,863,533	334,000	333,000	148,530,533
DSB	DI	0	0	105,378,615	0	0	105,378,615
DSB	DDR	0	0	951,280	0	0	951,280
DSB	GMR	0	0	9,749,798	0	0	9,749,798
DSB	STED	0	0	13,064,153	0	0	13,064,153
DSB	PKYI	0	0	97,387,387	0	0	97,387,387
<b>Total</b>		<b>46,528,760</b>	<b>2,875,000</b>	<b>374,394,766</b>	<b>334,000</b>	<b>333,000</b>	<b>424,465,526</b>
<i>Prior Years Cost</i>		37,011,801	<i>Future Years Cost</i>		333,000	<i>Total Project Cost</i>	
							461,810,327

<b>SR-870/COMMERCIAL BLVD FR SR-845/POWERLINE RD TO W TRADEWINDS AVE - FM# 4461821</b>					Length: 3.356	*SIS*	
<b>Type of Work: RESURFACING</b>					Lead Agency: FDOT		
G/W: 441944-1;441944-2;446182-1					MTP Pg.: 5-3		
PE	DIH	35,478	35,478	0	0	0	70,956
PE	DDR	667,827	0	0	0	0	667,827
ENV	DDR	0	15,000	0	0	0	15,000
CST	DS	0	0	0	4,637,221	0	4,637,221
CST	DIH	0	0	0	52,169	17,906	70,075
CST	DDR	0	0	0	728,044	0	728,044
<b>Total</b>		<b>703,305</b>	<b>50,478</b>	<b>0</b>	<b>5,417,434</b>	<b>17,906</b>	<b>6,189,123</b>
<i>Prior Years Cost</i>			<i>Future Years Cost</i>			<i>Total Project Cost</i>	
							6,189,123

**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

**Effective Date:**  
**03/17/2021**

**Florida Department of  
Transportation**

**Run: 03/17/2021  
10.57.37**

**Current STIP**

[View Current STIP Phase Grouping](#)

[Crosswalk](#)

**Item Segment: 439891 1**

Fund	<2021	2021	2022	2023	2024	>2024	All Years
<b>HIGHWAYS</b>							
Item Number: 439891 1	Project Description: SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95						*SIS*
District: 04	County: BROWARD	Type of Work: ADD LANES & RECONSTRUCT	Project Length: 2.995				
Extra Description: 2021 MPO HIGHWAY PRIORITY #1							
<b>P D &amp; E / MANAGED BY FDOT</b>							
DDR -DISTRICT DEDICATED REVENUE	275,583	254,871	0	0	0	0	530,454
DI -ST. - S/W INTER/INTRASTATE HWY	8,322,574	0	0	0	0	0	8,322,574
DIH -STATE IN-HOUSE PRODUCT SUPPORT	355,721	72,541	0	0	0	0	428,262
DS -STATE PRIMARY HIGHWAYS & PTO	353,948	0	0	0	0	0	353,948
PKYI -TURNPIKE IMPROVEMENT	6,953	0	0	0	0	0	6,953
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
ACNP -ADVANCE CONSTRUCTION NHPP	0	100,000	0	0	0	0	100,000
DDR -DISTRICT DEDICATED REVENUE	0	26,785	0	0	0	0	26,785
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	2,875,000	0	0	0	2,875,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	6,727	10,390	0	0	0	0	17,117
PKYI -TURNPIKE IMPROVEMENT	1,755	0	0	0	0	0	1,755
<b>RIGHT OF WAY / MANAGED BY FDOT</b>							
ACNP -ADVANCE CONSTRUCTION NHPP	0	5,466,396	0	0	0	0	5,466,396
BNIR -INTRASTATE R/W & BRIDGE BONDS	0	38,408,419	0	0	0	0	38,408,419
DDR -DISTRICT DEDICATED REVENUE	0	2,000,000	1,028,760	0	0	0	3,028,760
	525,600	0	0	0	0	0	525,600

DI -ST. - S/W INTER/INTRASTATE HWY								
DIH -STATE IN-HOUSE PRODUCT SUPPORT	11,637	286,363	0	0	0	0	0	298,000
DS -STATE PRIMARY HIGHWAYS & PTO	28,935	748,846	0	0	0	0	0	777,781
REPE -REPURPOSED FEDERAL EARMARKS	0	81,259	0	0	0	0	0	81,259
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>								
ACNP -ADVANCE CONSTRUCTION NHPP	0	500,000	37,500,000	0	0	0	0	38,000,000
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	81,405	0	0	0	0	0	0	81,405
<b>DESIGN BUILD / MANAGED BY FDOT</b>								
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	144,220,318	334,000	666,000	0	145,220,318
DDR -DISTRICT DEDICATED REVENUE	0	0	0	927,520	0	0	0	927,520
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	102,746,587	0	0	0	102,746,587
GMR -GROWTH MANAGEMENT FOR SIS	0	0	0	9,506,279	0	0	0	9,506,279
PKYI -TURNPIKE IMPROVEMENT	0	0	0	94,954,955	0	0	0	94,954,955
STED -2012 SB1998- STRATEGIC ECON COR	0	0	0	12,737,851	0	0	0	12,737,851
<b>Item 439891 1 Totals:</b>	<b>9,970,838</b>	<b>47,955,870</b>	<b>41,403,760</b>	<b>365,093,510</b>	<b>334,000</b>	<b>666,000</b>	<b>0</b>	<b>465,423,978</b>
Item Number: 439891 2	Project Description: SR-869/ SW 10TH STREET FROM SR-845/ POWERLINE ROAD TO MILITARY TRAIL						*SIS*	
District: 04	County: BROWARD	Type of Work: LANDSCAPING		Project Length: 1.443				
Extra Description:	STANDALONE DEPENDENT PROJECT ON SR-869/SW 10 ST CORRIDOR TO FOLLOW DESIGN BUILD FM# 439891-1 DESIGN WILL BE ADVERTISED W/ FM# 436964-3							
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	450,000	0	450,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	51,000	0	51,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>								
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	4,296,914	0	4,296,914
	0	0	0	0	0	151,431	0	151,431

DIH -STATE IN- HOUSE PRODUCT SUPPORT								
<b>Item 439891 2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,949,345</b>	<b>4,949,345</b>
<b>Totals:</b>								
Item Number: 439891 5	Project Description: SR-869/SW 10TH STREET CONNECTOR TSM&O SMART WORK ZONE						*NON-SIS*	
District: 04	County: BROWARD	Type of Work: ITS COMMUNICATION SYSTEM	Project Length: .000					
Extra Description:	INCLUDES SEVEN (7) CORRIDORS: SR-5/US-1 & SR-811/DIXIE HWY & MILITARY TR & SR-845/ POWERLINE RD FROM SR-810/HILLSBORO BLVD TO SR-834 SAMPLE RD; SR-810/HILLSBORO BLVD FROM SR-845/ POWERLINE RD TO SR-5/US 1; NE 48TH ST FROM SR-845/POWERLINE RD TO SR-811/ DIXIE HWY; SR-834/SAMPLE RD FROM SR-845/POWERLINE RD TO SR-5/US-1							
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>								
DITS -STATEWIDE ITS - STATE 100%.	0	200,000	0	0	0	0	0	200,000
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>								
ACNP -ADVANCE CONSTRUCTION NHPP	0	55,599	0	0	0	0	0	55,599
<b>Item 439891 5</b>	<b>0</b>	<b>255,599</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>255,599</b>
<b>Totals:</b>								
<b>Project Total:</b>	<b>9,970,838</b>	<b>48,211,469</b>	<b>41,403,760</b>	<b>365,093,510</b>	<b>334,000</b>	<b>5,615,345</b>	<b>470,628,922</b>	
<b>District 04 Totals:</b>	<b>9,970,838</b>	<b>48,211,469</b>	<b>41,403,760</b>	<b>365,093,510</b>	<b>334,000</b>	<b>5,615,345</b>	<b>470,628,922</b>	
<b>Grand Total</b>	<b>9,970,838</b>	<b>48,211,469</b>	<b>41,403,760</b>	<b>365,093,510</b>	<b>334,000</b>	<b>5,615,345</b>	<b>470,628,922</b>	

**Effective Date:**  
**07/01/2020**

**Florida Department of Transportation**

**Run: 03/17/2021**  
**10.42.56**

## Approved STIP

[View Approved STIP Phase Grouping](#)

[Crosswalk](#)

**Item Segment: 439891 1**

Fund	<2021	2021	2022	2023	2024	>2024	All Years
<b>HIGHWAYS</b>							
Item Number: 439891 1	Project Description: SR-869/SW 10 ST FROM W OF SR-845/POWERLINE RD TO WEST OF MILITARY TRL						*SIS*
District: 04	County: BROWARD	Type of Work: ADD LANES & RECONSTRUCT	Project Length: 2.500				
Extra Description: 2021 MPO HIGHWAY PRIORITY #1							
<b>P D &amp; E / MANAGED BY FDOT</b>							
DDR -DISTRICT DEDICATED REVENUE	299,003	0	0	0	0	0	299,003
DI -ST. - S/W INTER/INTRASTATE HWY	8,322,574	0	0	0	0	0	8,322,574
DIH -STATE IN-HOUSE PRODUCT SUPPORT	349,305	2,541	0	0	0	0	351,846
DS -STATE PRIMARY HIGHWAYS & PTO	355,570	0	0	0	0	0	355,570
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	2,875,000	0	0	0	2,875,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	6,727	3,273	0	0	0	0	10,000
<b>RIGHT OF WAY / MANAGED BY FDOT</b>							
ACNP -ADVANCE CONSTRUCTION NHPP	0	1,719,904	0	0	0	0	1,719,904
BNIR -INTRASTATE R/W & BRIDGE BONDS	0	29,776,254	0	0	0	0	29,776,254
DDR -DISTRICT DEDICATED REVENUE	0	2,000,000	0	0	0	0	2,000,000
DI -ST. - S/W INTER/INTRASTATE HWY	525,600	0	0	0	0	0	525,600
DIH -STATE IN-HOUSE PRODUCT SUPPORT	11,458	286,363	0	0	0	0	297,821
DS -STATE PRIMARY HIGHWAYS & PTO	28,935	1,777,606	0	0	0	0	1,806,541
<b>RAILROAD &amp; UTILITIES / MANAGED BY FDOT</b>							

ACNP -ADVANCE CONSTRUCTION NHPP	0	38,000,000	0	0	0	0	38,000,000
<b>ENVIRONMENTAL / MANAGED BY FDOT</b>							
DDR -DISTRICT DEDICATED REVENUE	83,448	0	0	0	0	0	83,448
<b>DESIGN BUILD / MANAGED BY FDOT</b>							
ACNP -ADVANCE CONSTRUCTION NHPP	0	0	0	147,863,533	334,000	666,000	148,863,533
DDR -DISTRICT DEDICATED REVENUE	0	0	0	951,280	0	0	951,280
DI -ST. - S/W INTER/INTRASTATE HWY	0	0	0	105,378,615	0	0	105,378,615
GMR -GROWTH MANAGEMENT FOR SIS	0	0	0	9,749,798	0	0	9,749,798
PKYI -TURNPIKE IMPROVEMENT	0	0	0	97,387,387	0	0	97,387,387
STED -2012 SB1998-STRATEGIC ECON COR	0	0	0	13,064,153	0	0	13,064,153
<b>Item 439891 1 Totals:</b>	<b>9,982,620</b>	<b>73,565,941</b>	<b>2,875,000</b>	<b>374,394,766</b>	<b>334,000</b>	<b>666,000</b>	<b>461,818,327</b>
Item Number: 439891 2	Project Description: SR-869/ SW 10TH STREET FROM SR-845/ POWERLINE ROAD TO MILITARY TRAIL						*SIS*
District: 04	County: BROWARD	Type of Work: LANDSCAPING		Project Length: 1.443			
Extra Description:	STANDALONE DEPENDENT PROJECT ON SR-869/SW 10 ST CORRIDOR TO FOLLOW DESIGN BUILD FM# 439891-1 DESIGN WILL BE ADVERTISED W/ FM# 436964-3						
<b>PRELIMINARY ENGINEERING / MANAGED BY FDOT</b>							
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	450,000	450,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	51,000	51,000
<b>CONSTRUCTION / MANAGED BY FDOT</b>							
DDR -DISTRICT DEDICATED REVENUE	0	0	0	0	0	4,409,275	4,409,275
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	0	0	0	155,391	155,391
<b>Item 439891 2 Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,065,666</b>	<b>5,065,666</b>
<b>Project Total:</b>	<b>9,982,620</b>	<b>73,565,941</b>	<b>2,875,000</b>	<b>374,394,766</b>	<b>334,000</b>	<b>5,731,666</b>	<b>466,883,993</b>
<b>District 04 Totals:</b>	<b>9,982,620</b>	<b>73,565,941</b>	<b>2,875,000</b>	<b>374,394,766</b>	<b>334,000</b>	<b>5,731,666</b>	<b>466,883,993</b>
<b>Grand Total</b>	<b>9,982,620</b>	<b>73,565,941</b>	<b>2,875,000</b>	<b>374,394,766</b>	<b>334,000</b>	<b>5,731,666</b>	<b>466,883,993</b>



## **Cultural Resources Appendix**

### **Contents:**

SHPO Concurrence Letter

Crystal Heights Park - Signed DOA

No Section 4(f) Use Quiet Waters Park



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

3400 West Commercial Blvd.  
Fort Lauderdale, FL 33309

**MIKE DEW**  
SECRETARY

September 19, 2018

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 869/SW 10<sup>th</sup> Street Connector  
Financial Management #: 439891-1-22-02  
Broward County, Florida

2018 SEP 11 A 10:46  
HISTORIC PRESERVATION

Attention: Ginny Jones

Dear Ms. Jones;

The Florida Department of Transportation (FDOT), District 4, is currently conducting a Project Development & Environment (PD&E) Study to evaluate alternatives to improve SR 869 (SW 10<sup>th</sup> Street) from the Sawgrass Expressway/Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The alternatives include placing two roadway facilities within the SW 10th Street Corridor. One facility proposed is a four-lane managed lanes roadway to provide a limited access connection from the Florida's Turnpike / Sawgrass Interchange to I-95. The other facility is a four-lane, divided, local roadway with bicycle lanes and sidewalks. Each of the alignments consist of four 12-foot managed lanes, two in each direction separated by a median barrier wall with 8 to 12-foot inside and outside shoulders; four 11-foot local travel lanes separated by a 15.5-foot median; and bicycle lanes and sidewalk. Although the limits of this project extends to west of I-95, this study extends only to Military Trail and the easternmost portion is included within the limits of the CRAS PD&E Study for SR 9/I-95 from south of SW 10th Street to north of Hillsboro Boulevard (FM No. 436964-1-22-01), currently in progress.

No newly or previously recorded archaeological sites were identified within the archaeological Area of Potential Effect (APE). Seven shovel tests were excavated within the project area. No cultural material was recovered during the pedestrian survey or subsurface testing. No subsurface testing could be conducted in most of the project area due to the presence of existing pavement, drainage ditches, and buried utilities.

The historic resources survey resulted in the identification of one newly identified historic structure. This structure, located at 3165-3175 SW 10th Street, Deerfield Beach, Florida (8BD6685) is of Masonry

*Cultural Resources Assessment Survey*  
*SR-869/SW 10<sup>th</sup> Street Connector*  
*FM 439891.1*

Vernacular style construction. The structure lacks historical associations and physical integrity; therefore, it is considered National Register–ineligible.

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. Roy Jackson, FDOT  
file

Cultural Resources Assessment Survey  
SR-869/SW 10<sup>th</sup> Street Connector  
FM 439891.1

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 2018-4768 2016-.3851

SHPO Comments:

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

10/2/18  
Date

FLORIDA DEPARTMENT OF TRANSPORTATION

**SECTION 4(F) DETERMINATION OF APPLICABILITY**

650-050-45  
Environmental  
Management  
06/17

<b>Project Name:</b>	SR 869/SW 10th Street from SR 845/Powerline Road to West of Military Trail		
<b>FM#:</b>	439891-1-22-02	<b>ETDM#:</b>	14291
<b>Project Review</b>	5/4/2018	<b>FAP#:</b>	TBD
<b>Date:</b>			
<b>FDOT District:</b>	4		
<b>County(ies):</b>	Broward County		

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

**Project Description including Section 4(f) Specific Information:**

The Florida Department of Transportation (FDOT) is evaluating alternatives to improve SR 869 (SW 10th Street) from Sawgrass Expressway / Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The project is located in Broward County, Florida and is contained within the municipality of Deerfield Beach. Attachment 1 shows the limits of the SW 10th Street Connector PD&E Study.

SW 10th Street currently consists of six lanes (three in each direction) from Florida's Turnpike to SR 845 (Powerline Road), four lanes (two in each direction) from Powerline Road to east of Military Trail, and five lanes (two westbound and three eastbound) from west of Military Trail to I-95. This segment of SW 10th Street is functionally classified as a Divided Urban Principal Arterial and has posted speed limits of 45 miles per hour from Florida's Turnpike to Military Trail, and 40 miles per hour from Military Trail to I-95. The access management classification from Florida's Turnpike to Powerline Road is Class 1. East of Powerline Road, the access management classification is Class 3.

SW 10th Street is an east-west Principal Arterial that connects three limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. SW 10th Street is part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). SW 10th Street from Florida's Turnpike to I-95 is a missing link in the existing and planned regional express lanes system network. This study is proposing to add additional lanes in the corridor for the purpose of closing this gap and providing a continuous link in the managed lanes network that will be separate from the local SW 10th Street facility. In addition, SW 10th Street is designated as an evacuation route.

The proposed improvements are intended to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the area by utilizing the managed lane facility. The ability to provide relief for local traffic is a component of the improved connectivity between the three limited access facilities by providing dual systems (Local Access and Limited Access) within the SW 10th Street right-of-way. Because SW 10th Street is impacted by three major limited access facilities, local traffic relief is necessary before future improvements to the three limited access facilities are implemented. Improvements are planned for the interchange at the Sawgrass Expressway / Florida's Turnpike to the west and I-95 at SW 10th Street interchange to the east.

There are two parks within the study limits: Quiet Waters Park and Crystal Heights Park. This DOA form addresses Crystal Heights Park. See enclosed map showing each resource in relationship to the proposed project.

**Type of Property**

Check all that apply:

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

**Description of Property:** Crystal Heights Park - North is a 1.37-acre community park associated with the Crystal Heights subdivision within the City of Deerfield Beach, FL. This park is one of seven small community parks scattered throughout this large subdivision. The Crystal Heights Park - North is the only one adjacent to SW 10th Street. The park includes open grassed areas, a children's playground, covered picnic table with grill and an open air picnic table, and approximately 100 feet of grassed parking 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

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

650-050-45  
Environmental  
Management  
06/17

- 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

**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 Parks and Recreation

**Date correspondence sent to the OWJ:** 7/16/2018

**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).**

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

650-050-45  
 Environmental  
 Management  
 08/17

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

Crystal Heights Park - North is an approximately 1.37 acre neighborhood park located north of SW 10<sup>th</sup> Drive in the Crystal Heights Subdivision, Deerfield Beach, FL.

**Who/what organization owns/manages the property?**

Crystal Heights Park - North is owned and maintained by the City of Deerfield Beach.

**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 passive recreational activities to the surrounding Crystal Heights neighborhood. There are seven neighborhood parks located throughout the subdivision.

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

Approximately 100 X 25 foot grassed parking area

Childrens' playgournd area

1 Covered picnic table with a charcoal grill

1 open air picnic table

Open grassed area for play

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

The function of the available activities in this park is to provide recreational opportunities for the Crystal Heights neighborhood. However, the neighborhood is not gated so the general public could access these areas.

**Access and Usage of the property by the Public:**

There is no data available regarding visitation. There is no direct access from SW 10<sup>th</sup> Street. Access to this park is from SW 10<sup>th</sup> Drive within Crystal Heights Subdivision. The park can be accessed by car or by walking/bicycling as there are sidewalks throughout the community.

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

There are seven of these community parks, that vary in size, within the Crystal Heights subdivision that are interconnected by roads and sidewalks.

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

Not applicable.

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

There is no potential use of this property. The proposed project requires approximately 2.1 acres of right-of-way and approximately 8 acres of temporary construction easements. All property for temporary construction occurs on the north side of SW 10<sup>th</sup> Street. There is approximately 1.14 acres of right-of-way acquisition on the south of SW 10<sup>th</sup> Street. However, there will be no acquisition of property from the park nor will there be any temporary construction activities staged in the park. See Figure 7 in Attachment 4 showing Alignment North Alternative in relation to this park.

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

Not Applicable.

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

CH  
650-050-45  
Environmental  
Management  
08/17

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

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

**Reason the selected level is appropriate:**

As described above, there is no right-of-way acquisition from the park and all temporary construction activities occur on the opposite side of SW 10<sup>th</sup> Street from the park. There are no meaningful proximity impacts to the property and no change to the access or functions of the park (See Figure 7, Attachment 4).

**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.

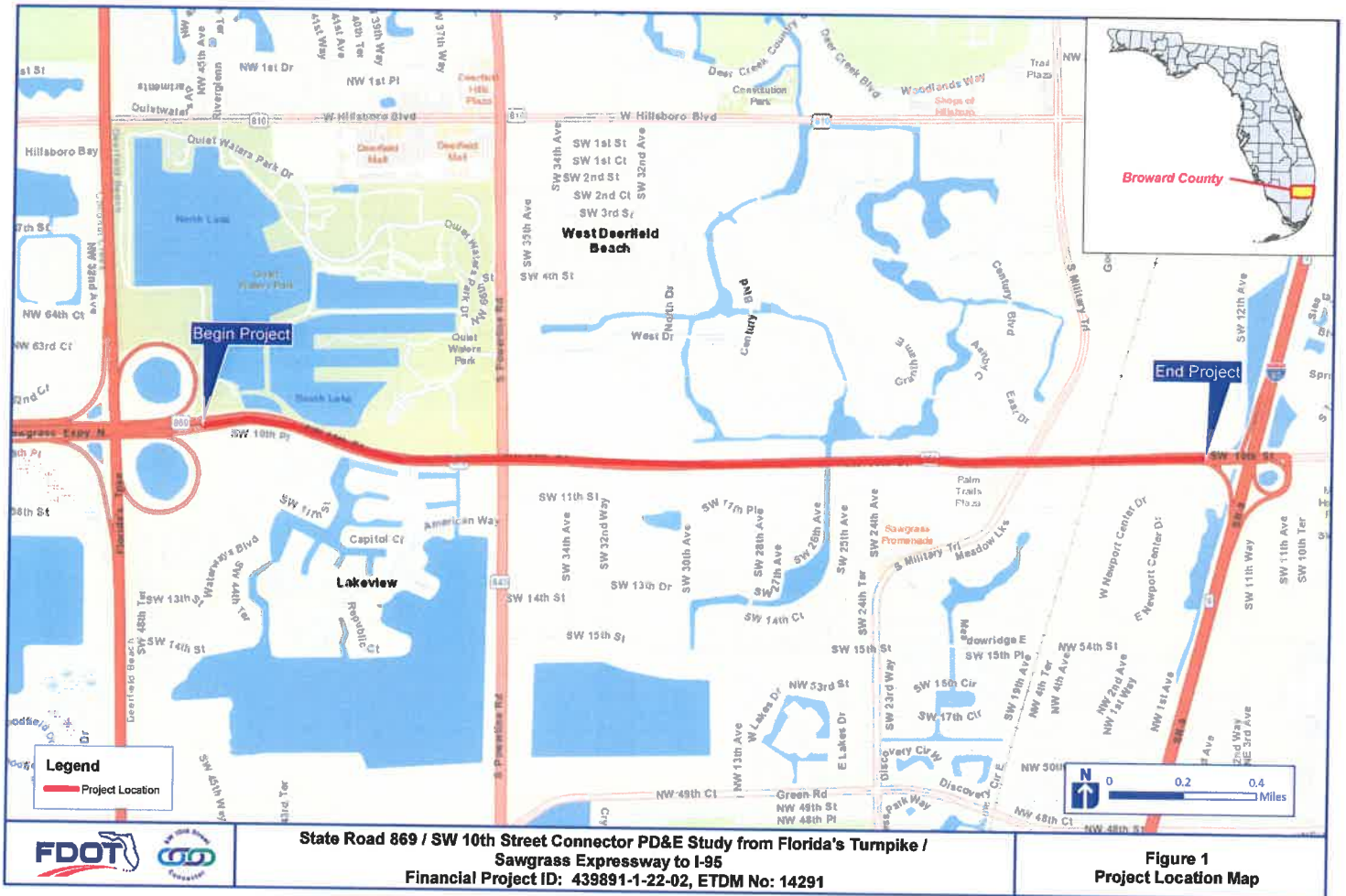
Signature: [Signature] : 12/13/2018  
Preparer Date

Signature: [Signature] : 12/14/2018  
Environmental Manager, or designee Click here to enter a date.  
Date

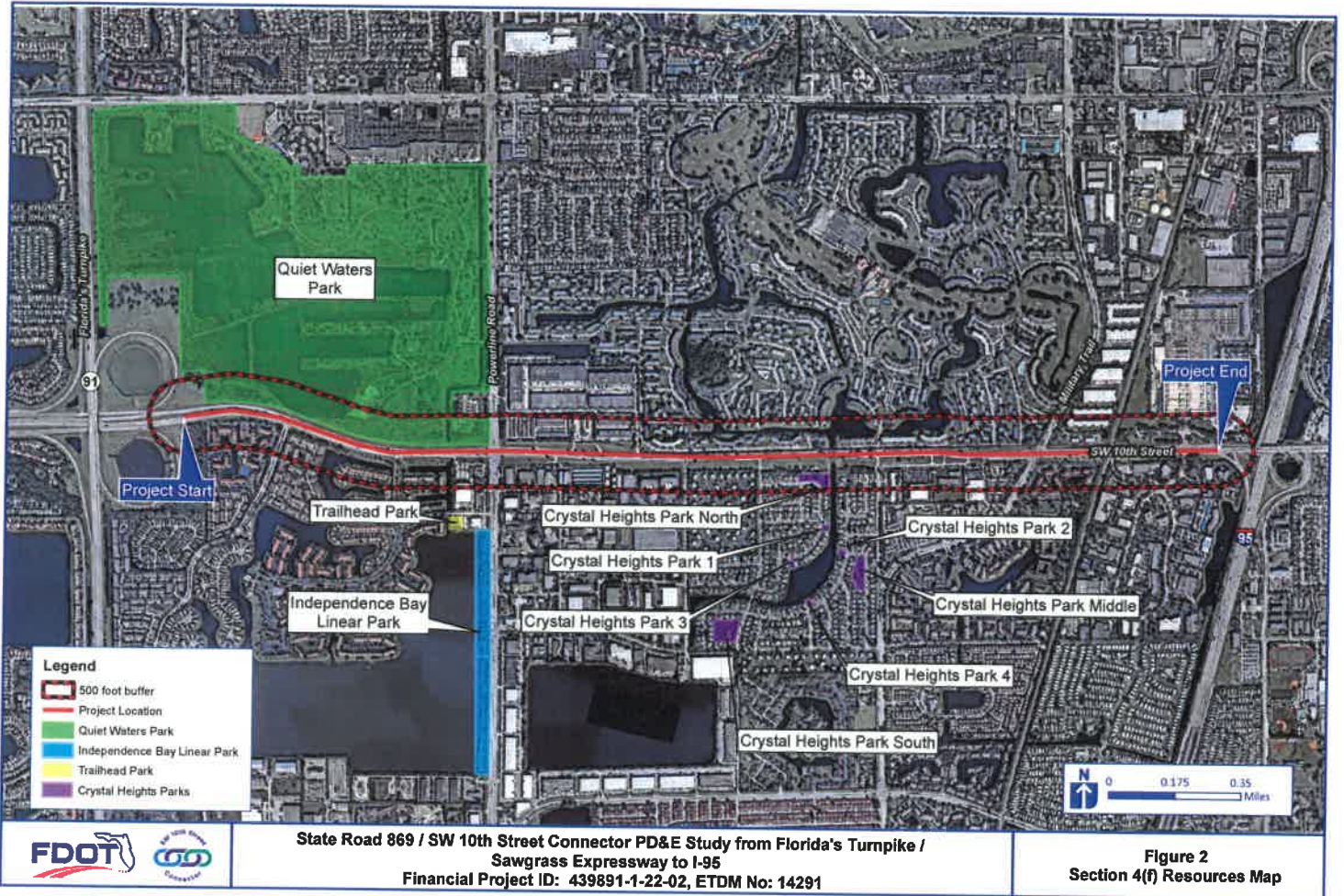
OEM  
Concurrence: [Signature] 12/14/2018  
Signature: [Signature] 12/12/18 : Click here to enter a date.  
Director of OEM, or designee Date



**ATTACHMENT 1 – LOCATION MAP**



**ATTACHMENT 2 – SECTION 4(f) RESOURCES MAP**



**ATTACHMENT 3 – CRYSTAL HEIGHTS NORTH PARK AMENITIES MAP**



State Road 869 / SW 10th Street Connector PD&E Study  
from Florida's Turnpike / Sawgrass Expressway to I-95  
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 3  
Crystal Heights North  
Site and Amenities Map

**ATTACHMENT 4 –NORTH ALIGNMENT ALTERNATIVE**





**ATTACHMENT 5 – Statement of Significance Letter**



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

July 17, 2018

Subject: Section 4(f) Statement of Significance for Parks  
SR 869/SW 10th Street from Florida's Turnpike (Sawgrass Expressway) to I-95  
Project Development & Environment Study  
FM Number: 439891-1-22-02  
ETDM Number: 14291  
County: Broward

Dear Mr. Bostian;

This missive is in regards to your interest in the following City of Deerfield Beach Park, Crystal Heights Park – North (2601 SW 10<sup>th</sup> Drive), 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, Crystal Heights Park – North is a publicly owned park available 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 Office 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 park plays an important role in meeting the park objectives of the surrounding community and appears to meet the requirement of a significant Section 4(f) resource.

If you should have any further questions or comments, please contact me at (954) 480-4263.

Sincerely yours,

A handwritten signature in black ink that reads "Burgess J. Hanson". The signature is written in a cursive style with a large, prominent "B" and "H".

Burgess Hanson  
City Manager

cc: Ms. Ann Broadwell, FDOT District Four  
Ms. Cassie Piche, RS&H  
Ms. Lynn Kiefer, Kimley-Horn & Associates, Inc.

FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) NO USE DETERMINATION**

650-050-49  
 Environmental  
 Management  
 01/19

<b>Name:</b>	State Road 869 / SW 10 <sup>th</sup> Street Connector PD&E Study		
<b>FM#:</b>	439891-1-22-02	<b>ETDM#:</b>	14291
<b>Project Review Date:</b>	7/23/2020	<b>FAP#:</b>	TBD
<b>FDOT District:</b>	4		
<b>County(ies):</b>	Broward		

**Project Description including Section 4(f) Specific Information:**

The Florida Department of Transportation (FDOT) is evaluating alternatives to improve SR 869 (SW 10<sup>th</sup> Street) from Sawgrass Expressway / Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The project is located in Broward County, Florida and is contained within the municipality of Deerfield Beach.

SW 10<sup>th</sup> Street currently consists of six lanes (three in each direction) from Florida's Turnpike to SR 845 (Powerline Road), four lanes (two in each direction) from Powerline Road to east of Military Trail, and five lanes (two westbound and three eastbound) from west of Military Trail to I-95. This segment of SW 10<sup>th</sup> Street is functionally classified as a Divided Urban Principal Arterial and has a posted speed of 45 miles per hour from Florida's Turnpike to Military Trail and 40 miles per hour from Military Trail to I-95. The access management classification from Florida's Turnpike to Powerline Road is Class 1. East of Powerline Road, the access management classification is Class 3.

SW 10<sup>th</sup> Street is an east-west arterial that connects three limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. SW 10<sup>th</sup> Street is part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). SW 10<sup>th</sup> Street from Florida's Turnpike to I-95 is a missing link in the existing and planned regional express lanes system network. The SW 10<sup>th</sup> Street PD&E Connector Study proposes to include a corridor featuring dual facilities: a four-lane, low-speed roadway serving the local community and a four-lane, high-speed limited access facility serving I-95 on the east and Sawgrass Expressway on the west.

There are two parks within the study limits: Quiet Waters Park and Crystal Heights Park. This No Use form addresses Quiet Waters Park.

**Type of Property: Public Parks and Recreation Areas**

**Description of Property:** Quiet Waters Park is a 431.4-acre regional park owned and managed by Broward County Parks and Recreation. Amenities include a marina, mountain bike trails, cable skiing, fishing, campgrounds, nature trails, restrooms and showers, volleyball and basketball courts, food concessions, picnic shelters and open picnic areas, a park and campground office, a maintenance facility, and a butterfly and bird sanctuary building. SkiRixen USA operates a cable water ski business, and Bike America has a facility on-site that includes bike rentals, special bicycle events, bicycle repair and safety checks, and a retail store. Of these amenities, a series of mountain bike trails, a lake used for skiing, and the maintenance building are all adjacent to SW 10<sup>th</sup> Street. In addition to the existing amenities, Broward County has several planned amenities near SW 10<sup>th</sup> Street and Powerline Road, including an expansion of the water park, another playground, another office space, and community gardens.

**Establishing Section 4(f) Use of the Property**

Will the property be "used" as defined in **Section 4(f)** Resources chapter of the FDOT PD&E Manual? Examples of a "use" include but are not limited to acquiring right of way, new easements, and temporary occupancy?

Yes

No

**An explanation of the relationship between the Section 4(f) property and the project:**

The project will not have any direct or indirect use of the resource. The proposed SW 10<sup>th</sup> Street Connector will be located parallel to Quiet Waters Park within the existing right-of-way and without encroaching on the property line. The project will not affect access to Quiet Waters Park, which has entrances on Powerline Road and Hillsboro Boulevard. Quiet Waters Park is not sensitive to proximity impacts, such as noise.

FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) NO USE DETERMINATION**

650-050-49  
Environmental  
Management  
01/19

**Documentation**

The following items **must** be attached to this form to ensure proper documentation of the Section 4(f) No Use:

1. DOA package (if used)
2. Required communications with the OWJ

**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.

Kelsey Lucas  
Preparer

7/23/2020  
Date

Ann Broadwell  
Environmental Manager, or designee

9/1/2020  
Date

**OEM  
Concurrence:**

[Signature]  
OEM Subject Matter Expert

9/2/2020  
Date

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

850-050-45  
 Environmental  
 Management  
 06/17

<b>Project Name:</b>	SR 869/SW 10th Street from SR 845/Powerline Road to West of Military Trail		
<b>FM#:</b>	439891-1-22-02	<b>ETDM#:</b>	14291
<b>Project Review Date:</b>	5/4/2018	<b>FAP#:</b>	TBD
<b>FDOT District:</b>	4		
<b>County(ies):</b>	Broward County		

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

**Project Description including Section 4(f) Specific Information:**

The Florida Department of Transportation (FDOT) is evaluating alternatives to improve SR 869 (SW 10th Street) from Sawgrass Expressway / Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The project is located in Broward County, Florida and is contained within the municipality of Deerfield Beach. Attachment 1 shows the limits of the SW 10th Street Connector PD&E Study.

SW 10th Street currently consists of six lanes (three in each direction) from Florida's Turnpike to SR 845 (Powerline Road), four lanes (two in each direction) from Powerline Road to east of Military Trail, and five lanes (two westbound and three eastbound) from west of Military Trail to I-95. This segment of SW 10th Street is functionally classified as a Divided Urban Principal Arterial and has posted speed limits of 45 miles per hour from Florida's Turnpike to Military Trail, and 40 miles per hour from Military Trail to I-95. The access management classification from Florida's Turnpike to Powerline Road is Class 1. East of Powerline Road, the access management classification is Class 3.

SW 10th Street is an east-west Principal Arterial that connects three limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. SW 10th Street is part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). SW 10th Street from Florida's Turnpike to I-95 is a missing link in the existing and planned regional express lanes system network. This study is proposing to add additional lanes in the corridor for the purpose of closing this gap and providing a continuous link in the managed lanes network that will be separate from the local SW 10th Street facility. In addition, SW 10th Street is designated as an evacuation route.

The proposed improvements are intended to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the area by utilizing the managed lane facility. The ability to provide relief for local traffic is a component of the improved connectivity between the three limited access facilities by providing dual systems (Local Access and Limited Access) within the SW 10th Street right-of-way. Because SW 10th Street is impacted by three major limited access facilities, local traffic relief is necessary before future improvements to the three limited access facilities are implemented. Improvements are planned for the interchange at the Sawgrass Expressway / Florida's Turnpike to the west and I-95 at SW 10th Street interchange to the east.

There are two parks within the study limits: Quiet Waters Park and Crystal Heights Park. This DOA form addresses Quiet Waters Park. See enclosed map (Attachment 2) showing each resource in relationship to the proposed project.

**Type of Property**

Check all that apply:

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

**Description of Property:** Quiet Waters Park is a 431.4-acre regional park owned and managed by Broward County Parks and Recreation. Amenities include a marina, mountain bike trails, cable skiing, fishing, campgrounds, nature trails, restrooms and showers, volleyball and basketball courts, food concessions, picnic shelters and open picnic areas, a park and campground office, a maintenance facility and a butterfly and bird sanctuary building. SkiRixen USA operates a cable water ski business and Bike America has a facility on-site that includes bike rentals, special bicycle events, bicycle repair and safety checks, and a retail store. Of these amenities, a series of mountain bike trails, a lake used for skiing and the maintenance building are adjacent to the SW 10<sup>th</sup> Street corridor.

**Criteria of Selected Property Type(s):**

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

850-050-45  
Environmental  
Management  
06/17

**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

**Wildlife and Waterfowl Refuge**

- 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 but **refuges are able to restrict access for the protection of refuge habitat and species;**
- o The major purpose must be for wildlife and waterfowl refuges;
- o 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.

- o 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
- o 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:** Broward County Parks and Recreation

**Date correspondence sent to the OWJ:** 7/26/2018

**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:**

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

650-050-46  
 Environmental  
 Management  
 08/17

**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)?**

Quiet Waters Park is a 431.4-acre regional park located west of Powerline Road, east of the Florida's Turnpike, south of Hillsboro Boulevard, and north of SW 10th Street, within the City of Deerfield Beach. See Attachment 3.

**Who/what organization owns/manages the property?**

Quiet Waters Park is owned and maintained by Broward County.

**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 active recreation including mountain biking, hiking, skiing, fishing, camping, nature trails, kayaking, canoeing, paddelboating, volleyball, and basketball, much of which is associated with the large lake features throughout the property. There are also large picnic facilities from 12 to 400 person capacity that can be rented for events.

**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:

Marina with boat rentals at the northwestern section of the park.

Two playgrounds and a skatepark are located at the northeast section of the park.

Bike America building at the northeast section of the park.

Bob Harbin Butterfly & Bird Sanctuary at the northeast section of the park.

Ski Rixen USA, which provides cable water skiing, is located in the eastern-central part of the Park.

A campground (with 25 Rent-a-Tents and two tepees) is located just south of the Ski Rixen USA center.

Campground areas include grills, picnic tables, fire rings, garbage cans and electricity.

Facilities with restrooms and hot showers are included in the campground area.

An office building is located just south of the campground.

The Splash Adventure Water Park, a children's interactive water playground, in the southern section of the park.

A swimming beach is located just south of the Splash Adventure Water Park.

The maintenance yard is located in the southeast corner of the Park.

Other amenities found throughout the park include:

Lakes for fishing, canoeing and kayaking.

A 7.6 mile mountain bike trail with beginner, intermediate and advanced segments.

Rental picnic shelters including one interpretative shelter (12 person capacity), three small shelters (36 person capacity), six medium shelter (50 person capacity), one extra-large shelter (162 person capacity) and one corporate (400 person capacity) with volleyball area, horseshoe area and restrooms.

Basketball and volleyball courts

A covered playground

A one-mile nature trail with interpretive signs identifying the flora and fauna.

Seven parking lots.



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

650-050-45  
 Environmental  
 Management  
 06/17

Of these amenities, a series of mountain bike trails, a lake used for skiing and the maintenance building are adjacent to the SW 10th Street corridor. All other amenities are further inside the park and will not be affected by this project.

In addition to the existing amenities, Broward County has several planned amenities near SW 10th Street and Powerline Road including an expansion of the water park, another playground, another office space, and community gardens. Though these planned recreational facilities are near SW 10th Street, the proposed improvements would not impact these future facilities. See Attachment 4.

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

The function of the available activities in this regional park is to provide recreational opportunities for the public.

**Access and Usage of the property by the Public:**

Visitation rate on weekdays is 1,500 people and on weekends is approximately 4,000 people. During the seven weeks of the Renaissance Festival, the visitation rate is approximately 10,000 to 14,000 people per weekend. The public accesses the Park through the main entrance along Powerline Road, just north of SW 10th Street.

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

There are other public parks in the vicinity of Quiet Waters Park, including Trailhead Park, Independence Bay Linear Park, and Crystal Heights Parks (North, South, Middle, 1, 2, 3 and 4); all located south of SW 10th Street. These other parks are more neighborhood parks with playgrounds and walking paths. According to Broward County Parks staff, Quiet Waters does not get a lot of bike or pedestrian traffic from the south and only a small amount of pedestrian traffic from mostly Century Village (east of Powerline Road and north of SW 10th Street). Thus, Quiet Waters is a regional park that is not similar, or related, to other community parks.

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

This Park has the only cable water skiing system offered in Broward County and offers the longest running cable park in Florida. This park also has the only dog water park in Broward County. Also as described above, this park provides a wide variety of recreational opportunities. The mountain bike trails, according to Broward County Parks, are maintained by local volunteers. There are five well sites used by Broward County Water and Wastewater Services as a water supply resource.

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

Two build alternatives are currently being evaluated near Quiet Waters Park along the same alignment. The North Alignment Alternative includes two types of roadway facilities: a managed lane facility and a local facility. The North Alignment Alternative locates the managed lanes on the north side of the right-of-way with the local lanes placed south of the managed lanes. One build alternative includes a depressed managed lane section under Powerline Road and the other an overpass at Powerline Road of the managed lanes. The depressed managed lane section transitions to an at-grade section just east of the Sawgrass Expressway to meet the existing lanes. The managed lanes connect the Turnpike / Sawgrass Expressway to I-95 with a high speed, limited access facility. Local SW 10th Street is planned as a lower speed arterial primarily serving businesses and communities along the corridor. The local SW 10th Street roadway is at-grade in both alternatives.

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

650-050-45  
 Environmental  
 Management  
 06/17

The proposed improvements will not require permanent right-of-way from the Quiet Waters Park. Due to the depressed section under Powerline Road, however, temporary construction easements (TCEs) will be required. A depressed section requires excavation to a depth of 40 feet and a cross section width of approximately 100 feet. Cranes will drive sheet piling deep into the ground to allow for excavation. Due to the depth of the excavation and the lateral forces exerted on the sheet piling, soil anchors are used to hold the sheet piling in place during construction. The soil anchors extend perpendicular from the sheet piling for a length of approximately 75 feet, which extends into Quiet Waters Park and necessitates the need for a TCE. Impacts to Quiet Waters Park are limited to temporary subsurface impacts due to these soil anchors, and no trenching or ground disturbance in the park is required. The maximum TCE area for this subsurface impact is approximately 9,100 square feet. Following construction, the soil anchors are no longer needed and can remain buried in place to avoid additional impacts to the park in an attempt to remove them.

Constructing a depressed section beneath Powerline Road requires the intersection to be temporarily relocated twice to construct the depressed section in halves. The construction phasing of Powerline Road could be completed in four general phases:

- Phase I - Relocate utilities and construct temporary pavement in four quadrants of intersection;
- Phase II – Build depressed section west of Powerline Road and relocate Powerline Road to the east;
- Phase III – Build depressed section east of Powerline Road and relocate Powerline Road to the west; and
- Phase IV – project is complete.

The TCE required for the Powerline Road intersection is in the northwest corner of the intersection and impacts a maximum of approximately 70,000 square feet of Quiet Waters Park. This area of the Park does not contain any of the amenities listed herein. The area of Quiet Waters Park impacted by the temporary relocation of Powerline Road will be returned to its original condition after construction is completed. (See Attachment 5 - North Alternative TCE Impacts). The overpass alternative at Powerline Road is not anticipated to require any TCE's from the Park.

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

Not Applicable.

**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:**

Although the proposed project will require construction easements (sub-surface and surface) from Quiet Waters Park and access to the park may be temporarily impacted, but not closed, due to maintenance of traffic during construction, no recreational facilities will be negatively impacted from the project and no permanent right-of-way acquisition is required. These activities are temporary in nature, result in only minimal impact and do not result in permanent adverse physical impact nor interfere with protected activities, features or attributes of the property.

**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.

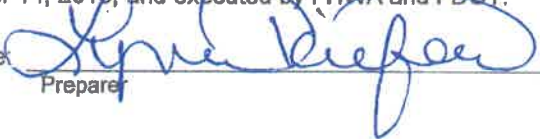


FLORIDA DEPARTMENT OF TRANSPORTATION  
**SECTION 4(F) DETERMINATION OF APPLICABILITY**

- 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.

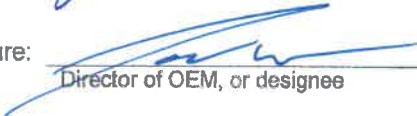
**Signatures**

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, 2018, and executed by FHWA and FDOT.

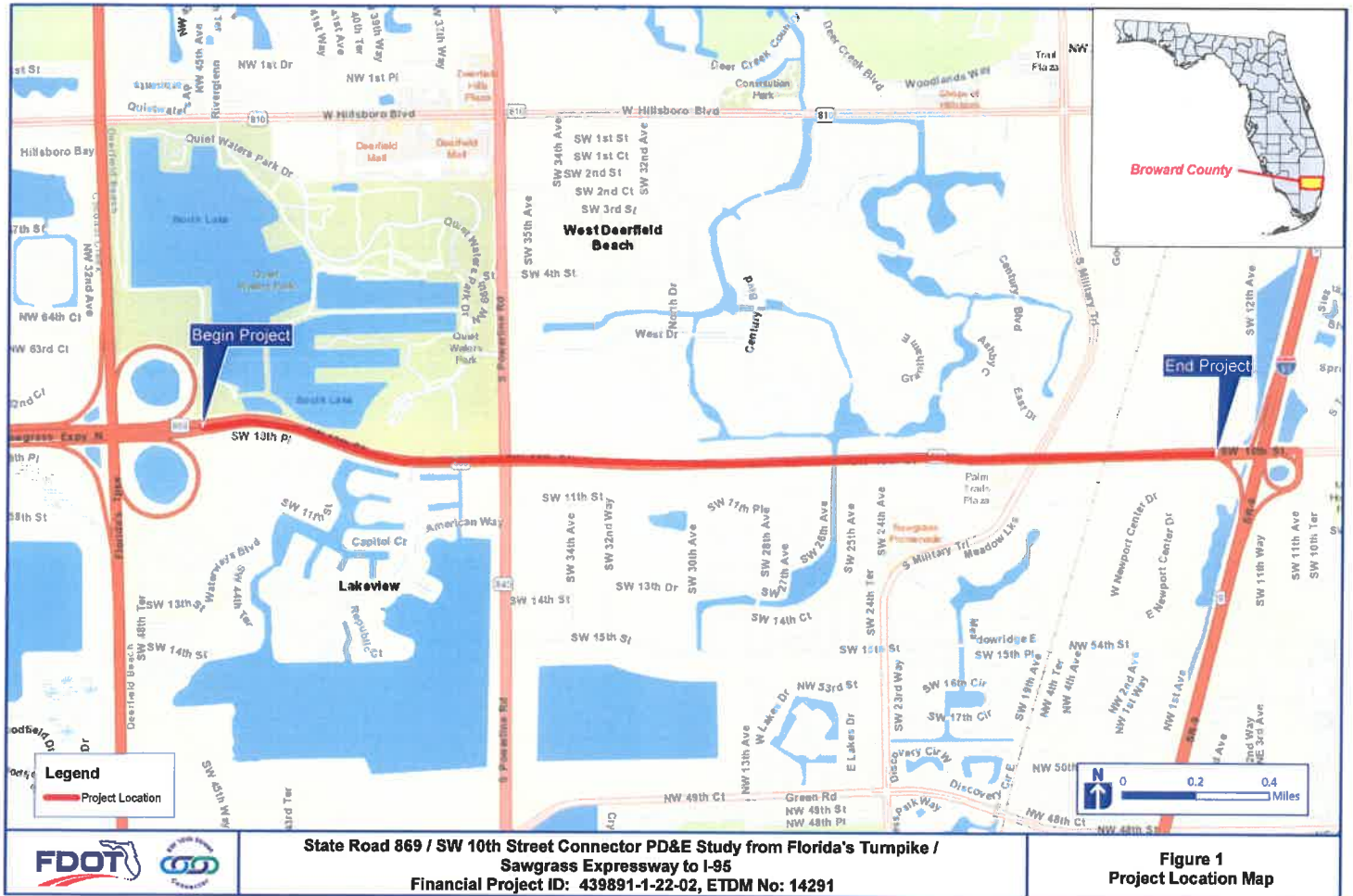
Signature:  : 12/13/2018  
 Preparer Date

Signature:  12/14/2018  
 Environmental Manager, or designee [Click here to enter a date.](#)  
 Date

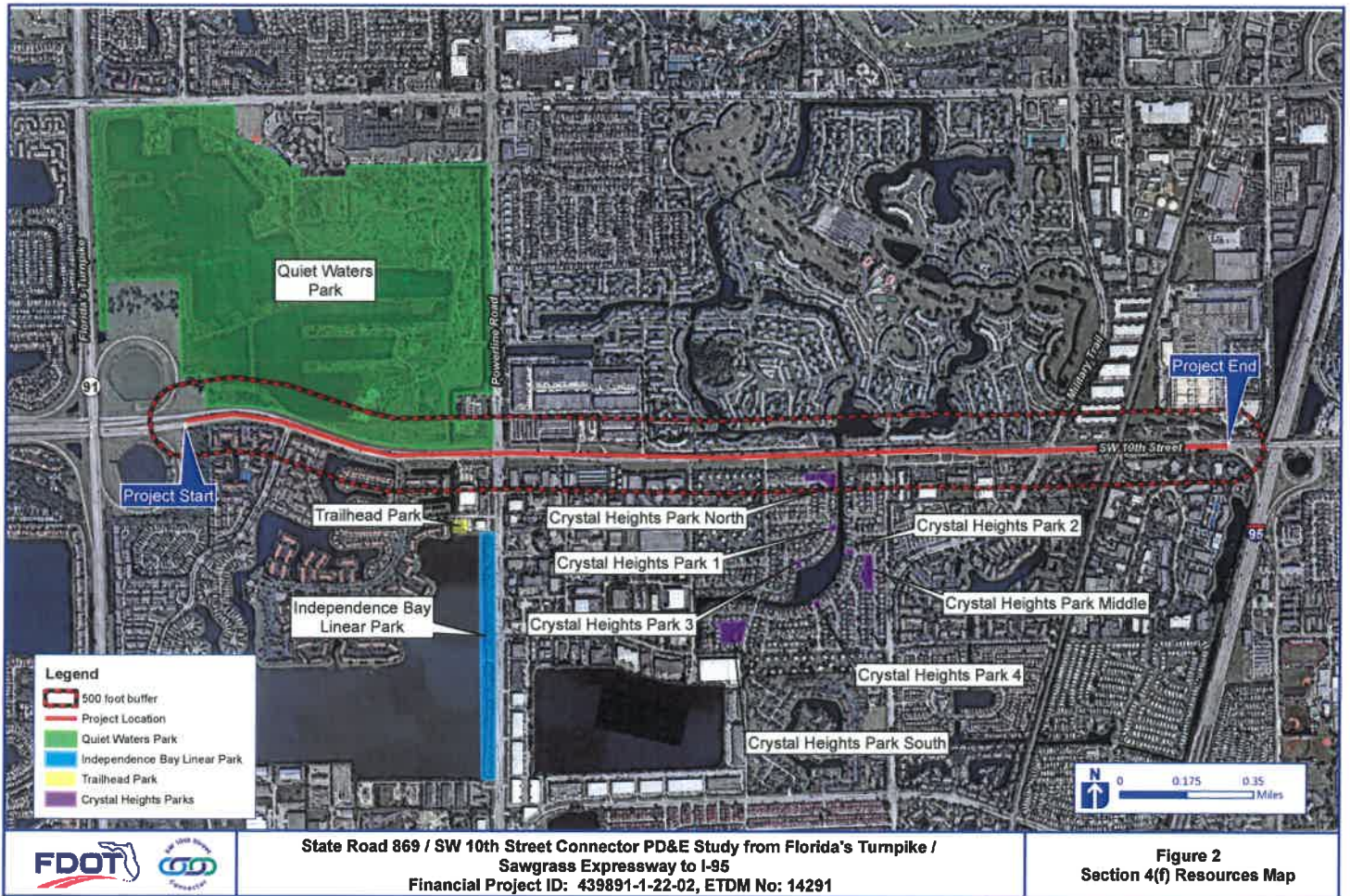
OEM  
 Concurrence:  12/14/2018

Signature:  12/17/18 [Click here to enter a date.](#)  
 Director of OEM, or designee Date

**ATTACHMENT 1 – LOCATION MAP**



**ATTACHMENT 2 – SECTION 4(f) RESOURCES MAP**

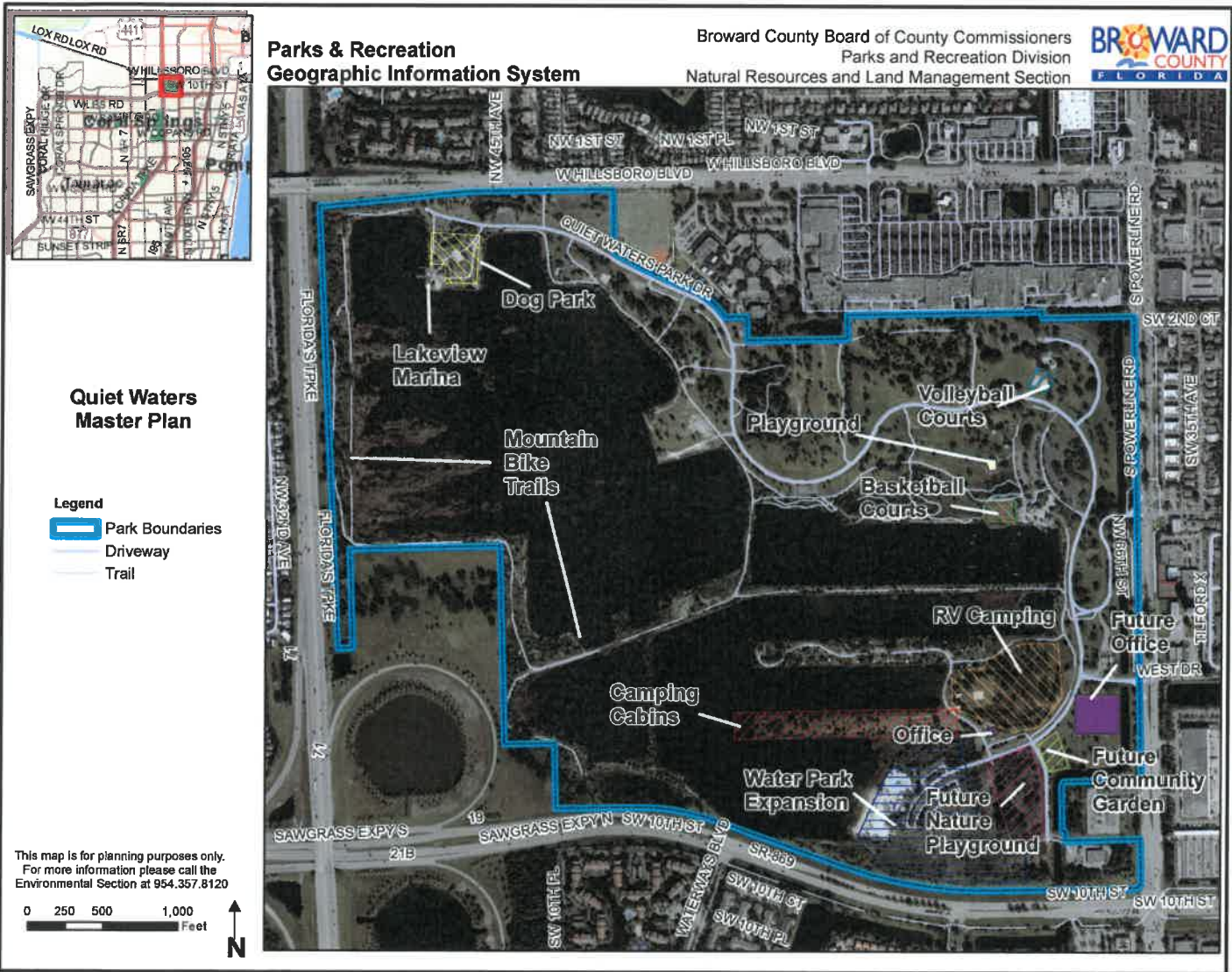


**ATTACHMENT 3 – QUIET WATERS PARK AMENITIES MAP**





**ATTACHMENT 4 – QUIET WATERS MASTER PLAN**



**ATTACHMENT 5 – TCE IMPACT MAPS FOR NORTH ALIGNMENT ALTERNATIVES**



**ATTACHMENT 6 – Statement of Significance (Broward County)**



PARKS AND RECREATION DIVISION • Administrative Offices  
950 N.W. 38<sup>th</sup> St. • Oakland Park, FL 33309-5982 • 954-357-8100 • TTY 954-537-2844 • FAX 954-357-5991

*Winner of the National Gold Medal Award for Excellence in Park and Recreation Management  
Accredited by the Commission for Accreditation of Park and Recreation Agencies (CAPRA)*

August 24, 2018

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

Subject: Section 4(f) State of Significance for Parks  
SR 869/SW 10th Street from Florida's Turnpike (Sawgrass Expressway) to I-95  
Project Development & Environment Study  
FM Number: 439891-1-22-02  
ETDM Number: 14291  
County: Broward

Dear Mr. Bostian:

Regarding your interest in the following Broward County Park, Quiet Waters Park (600 Quiet Waters Park Road) 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, Quiet Waters Park is a County owned park available to the public for recreational use. Some of the unique features at this Broward County regional park are nature trails, campgrounds, water park, cable water-skiing, dog water park, marina, mountain bike trails, and basketball courts. The park is also home to the Renaissance Festival, one of South Florida's most popular annual festivals.

According to the FDOT PD&E Manual, Part 2, Chapter 7, a Statement of Significance is necessary from the Office 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 represent the Office with Jurisdiction and attest that the above referenced park plays an important role in meeting the park objectives of the surrounding community and meets the requirement of a significant Section 4(f) resource.

**Broward County Board of County Commissioners**  
Mark D. Bogen • Beam Furr • Steve Geller • Dale V.C. Hoiness • Chip LaMarca • Nan H. Rich • Tim Ryan • Barbara Sharief • Michael Udine  
[Broward.org/Parks](http://Broward.org/Parks) • [Facebook.com/BrowardCountyParks](https://www.facebook.com/BrowardCountyParks) • [Twitter.com/BrowardParks](https://twitter.com/BrowardParks) • [YouTube.com/BrowardCountyParks](https://www.youtube.com/BrowardCountyParks)

Mr. Robert E. Bostian, Jr., P.E. Project Manager  
Page #2  
August 24, 2018

If you should have any further questions or comments, please contact me at (954) 357-8106.

Sincerely yours,



Dan West  
Director of Parks and Recreation Division  
Broward County

cc: Gayle H. Preston, Broward County Parks and Recreation  
Linda Briggs-Thomas, Broward County Parks and Recreation  
Erik Westberg, Broward County Parks and Recreation  
John Caprio, Broward County Parks and Recreation  
Ann Broadwell, FDOT District Four  
Lynn Kelley, FDOT District Four  
Cassie Piche, RS&H, Inc.  
Lisa Stone, Kimley-Horn & Associates, Inc.



## **Natural Resources Appendix**

### **Contents:**

Sole Source Aquifer Concurrence Letter

USFWS Concurrence Letter



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

REGION 4  
 ATLANTA FEDERAL CENTER  
 61 FORSYTH STREET  
 ATLANTA, GEORGIA 30303-8960

**FEB 25 2020**

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

Subject: Sole Source Aquifer Review/Concurrence for State Road 869 / SW 10th Street Connector.

Dear Ms. Broadwell:

The U.S. Environmental Protection Agency, Region 4 received the Florida Department of Transportation's (FDOT) November 12, 2019 request to review the **State Road 869 / SW 10th Street Connector project** (Project) pursuant to Section 1424(e) of the Safe Drinking Water Act (SDWA), 42 U.S.C. § 300h-3. The objective of the EPA's review is to determine if the Project lies within the boundaries, including 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.

The Project has been determined to lie **inside** the designated boundaries of the Biscayne Sole Source Aquifer and based on the information provided, may cause a significant impact to the aquifer system. However, with proper implementation of best management practices (BMPs), these potential impacts can be adequately reduced or properly mitigated. To that effect, the EPA is requiring that FDOT must adhere to the list of BMPs as related to groundwater protection when required. Temporary construction elements, such as temporary sheeting, in conjunction with the permanent features such as the tremie seal (thick concrete layer poured in the wet) will be constructed using non-hazardous materials. Temporary and permanent construction elements stated above will help establish cells that can be dewatered to allow for the remainder of the permanent features to be constructed. During all construction, the FDOT must adhere to the list of BMPs provided as items 1 and 2 below. The dewatering operation BMPs are listed in item 3 below:

1. FDOT Design Manual Chapter 320 Stormwater Pollution Prevention Plan (SWPPP)
2. FDOT Standard Specification for Road and Bridge Construction,
  - a. Section 6 – Control of Materials
  - b. Section 104 – Prevention, Control, And Abatement of Erosion and Water Pollution
  - c. Section 455 – Structures Foundations
3. U.S. Bureau of Reclamation Engineering Geology Field Manual – Chapter 20 Water Control. <https://www.usbr.gov/tsc/techreferences/mands/geologyfieldmanual-vol2/Chapter20.pdf>

Furthermore, all debris from any demolition of the existing structures must be 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 must 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, and engineering requirements, and any contaminant mitigation recommendations outlined by federal and state agency reviews. All best management practices for erosion and sedimentation control must also be followed and State and local environmental offices must 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. The following website provides information regarding the Florida Department of Environmental Protection's Source Water Assessment and Protection Program.  
<http://www.dep.state.fl.us/swapp/Default.htm>

The EPA finds that, if the conditions outlined above are adhered to, this Project should have no significant impact to the aquifer system. Please note that this "no significant impact" finding has been determined based on compliance with the requirements outlined above and, on the information provided. Further, this finding only relates to Section 1424(e) of the SDWA, 42 U.S.C. § 300h-3. If there are any significant changes to the Project, the EPA Region 4 office should 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. Khurram Rafi at 404-562-9283 or [Rafi.Khurram@epa.gov](mailto:Rafi.Khurram@epa.gov) or Mr. Larry Cole at 404-562-9474 or [Cole.Larry@epa.gov](mailto:Cole.Larry@epa.gov).

Sincerely,



Alanna M. Conley, Chief  
Groundwater, UIC and GIS Section  
Safe Drinking Water Branch  
EPA, Region 4, Atlanta, GA

2016-1-0542



Florida Department of Transportation  
3400 West Colonial  
Fort Lauderdale, FL 33326

RICK SCOTT  
GOVERNOR



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

FWS Log No. 04EF2000-2016-I-0542

October 18, 2016

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.

**Via Electronic Mail**

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

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  
Date 10/30/18

Attn: John Wrublik

Subject: ESA Section 7 Consultation/Concurrence Request Letter  
Project Name: State Road 869 / SW 10th Street Connector from SR 869/Sawgrass Expressway to I-95  
Financial Management No.: 439891-1-22-02  
Federal Aid Project No.: To be Determined  
ETDM No.: 14291  
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 from Florida's Turnpike / Sawgrass Expressway to I-95 (SR 869/Sawgrass Expressway MP 21.077 to MP 21.835 and SW 10th Street MP 0.00 to 1.427). The PD&E Study evaluated managed lane alternatives along SW 10th Street to connect the three limited access facilities (FL Turnpike, Sawgrass Expressway and I-95) and close the gap by providing a continuous link in the managed lanes network. The project from Powerline Road to Military Trail was screened through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) and the programming screen was published December 9, 2016 (ETDM #14291 - <https://etdmpub.flh-estat.org/est/>). The project from West of the Florida's Turnpike to Powerline Road was screened through ETDM EST and the programming screen was published March 25, 2017 (ETDM #14280).

A Natural Resource Evaluation (NRE) has been prepared for the project and is attached. The project results in no wetland impacts and 2.31 acres of fill impacts in man-made surface waters (ditches, canals and stormwater ponds). The project corridor is located within the Core Foraging Areas of three active wood stork nesting colonies (Lox NC-4, Wakodahatchee, and one unnamed colony in Broward County) and the USFWS-designated Consultation Area for the Everglade snail kite. The project is not within any USFWS designated critical habitat.

Seven federally listed species were evaluated to determine if the proposed project will adversely affect these species. Based on review of available data, in conjunction with field reconnaissance and surveys, the following effects determinations have been made:

Species	Effect Determination
Florida bonneted bat	No effect
West Indian manatee	No effect
Everglade snail kite	May affect, not likely to adversely affect
Wood stork	May affect, not likely to adversely affect
Eastern indigo snake	May affect, not likely to adversely affect

There is a bald eagle nest located at the western end of the project (Nest ID BO003). A teleconference was conducted with USFWS – Atlanta Regional Office on September 5, 2018. Updated surveys will be conducted the nesting season prior to construction and additional coordination will occur at that time.

As part of the standard specifications, FDOT incorporates the most current versions of the Standard Protection Measures for the Eastern Indigo Snake during construction.

In addition to the standard specifications the FDOT commits to the following measures to protect the bald eagle nest and minimize effects on the nesting bald eagles:

- Conduct updated survey the nesting season prior to the start of construction and coordinate results with the USFWS.

The purpose of this letter is to request written concurrence on the effects to listed species. Enclosed is the NRE for your review. Please call me at 954-777-4325 if you have any questions.

Sincerely,  


Ann Broadwell  
 Environmental Administrator  
 FDOT – District 4

cc: Robert E. Bostian, Jr. P.E., FDOT  
 Fernando Ascanio, FDOT  
 Scott Clark, FDOT  
 Cassie Piché, P.E. RS&H  
 Lynn Kiefer, Kimley-Horn and Associates, Inc.  
 Lisa Stone, Kimley-Horn

## **Public Involvement Appendix**

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Public Hearing Certification In-Person (session 4)  
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Public Hearing Certification Virtual (3A)  
Public Hearing Certification Virtual (2A)  
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Virtual Public Hearing Transcript (2C)  
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Virtual Public Hearing Transcript (3B)  
Virtual Public Hearing Transcript (3C)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/15/2020, beginning at 12:00 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)

May 10, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 11:27:43 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-In-Person-Public-Hearing-Transcript-2021-0405.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/15/2020, beginning at 03:00 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)

May 10, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 11:30:19 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-In-Person-Public-Hearing-Transcript-2021-0405.pdf](#)



# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/15/2020, 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)

May 10, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 11:37:25 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-In-Person-Public-Hearing-Transcript-2021-0405.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

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)

May 10, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 7:35:41 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(3C\)-2021-0507.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/14/2020, beginning at 11:00 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.

Cesar Martinez

(Name)

May 10, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 7:37:16 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(3A\)-2021-0507.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/13/2020, beginning at 11:00 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.

Cesar Martinez

May 10, 2021

(Name)

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 8:12:50 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(2A\)-2021-0507.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

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.

Cesar Martinez

(Name)

May 10, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 8:38:50 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-In-Person-Public-Hearing-Transcript-2021-0405.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/12/2020, beginning at 11:00 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.

Cesar Martinez

(Name)

May 10, 2021

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 8:46:59 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(1A\)-2021-0507.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/12/2020, 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

May 10, 2021

(Name)

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 8:53:29 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(1B\)-2021-0507.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/12/2020, 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

May 10, 2021

(Name)

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 8:55:01 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(1C\)-2021-0507.pdf](#)



# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/13/2020, 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

May 10, 2021

(Name)

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 9:01:27 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(2B\)-2021-0507.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

I certify that a public hearing was conducted on 10/13/2020, 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

May 10, 2021

(Name)

Date

Project Development Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 9:02:45 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(2C\)-2021-0507.pdf](#)

# PUBLIC HEARING CERTIFICATION

## SR-869/SW 10TH ST FROM FL TURNPIKE/SAWGRASS EXPRESSWAY TO W OF I-95

### Project Development and Environment (PD&E) Study

### from SW 10th Street /SR 869 from Powerline Road to West of Military Trail, Broward County

### Broward County, Florida

### Financial Management No.: 439891-1-22-02

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

May 10, 2021

(Name)

Date

Environmental Manager

(Title of FDOT Representative)



Electronically signed within SWEPT  
on May 10, 2021 9:05:52 AM EDT  
(electronic signature on file)

### Link to Public Hearing Transcript

1 - [43989112202-CE2-D4-Virtual\\_Public\\_Hearing\\_Transcript\\_\(3B\)-2021-0507.pdf](#)

# 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 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 that 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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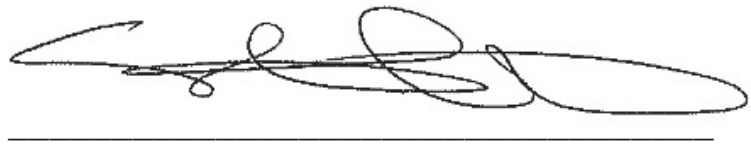
CERTIFICATE OF COURT REPORTER

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

<p><b>1</b></p> <hr/> <p><b>1</b> 13:17,20</p> <p><b>10</b> 33:21</p> <p><b>106</b> 14:17</p> <p><b>10th</b> 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</p> <p><b>116</b> 36:10</p> <p><b>11:13</b> 41:8</p> <p><b>11:22</b> 41:14</p> <p><b>12-foot</b> 12:18 17:17 21:12</p> <p><b>12:00</b> 41:17</p> <p><b>12th</b> 28:2,4 33:3</p>	<p><b>14</b> 2:21 5:21 37:24 42:11 46:1</p> <p><b>146</b> 15:8</p> <p><b>15</b> 38:22</p> <p><b>1970</b> 24:20 37:10</p> <hr/> <p><b>2</b></p> <hr/> <p><b>2</b> 33:13</p> <p><b>20</b> 6:17 36:1 39:3</p> <p><b>2016</b> 2:21 5:21 37:24 42:11 46:2</p> <p><b>2017</b> 38:22</p> <p><b>2018</b> 9:4,21 34:11</p> <p><b>2019</b> 35:10 36:1</p> <p><b>2020</b> 6:17 23:10 33:20 38:15 39:4 40:8 43:25 47:16</p> <p><b>2023</b> 38:16</p> <p><b>2027</b> 38:17</p> <p><b>2028</b> 38:18</p> <p><b>2040</b> 36:6</p> <p><b>21</b> 33:20</p> <p><b>22</b> 35:10</p> <p><b>23</b> 2:18 5:19</p>	<p>42:8 45:24</p> <p><b>25</b> 23:10</p> <p><b>27</b> 9:21</p> <p><b>28th</b> 18:7</p> <p><b>2:16</b> 44:25</p> <p><b>2:29</b> 45:6</p> <hr/> <p><b>3</b></p> <hr/> <p><b>3</b> 8:10 13:18, 21</p> <p><b>30</b> 15:4 19:20</p> <p><b>327</b> 2:18 5:19 42:8 45:24</p> <p><b>339.09</b> 24:18 37:8</p> <p><b>3400</b> 33:23 40:6 43:23 47:14</p> <p><b>35</b> 17:3</p> <p><b>3:00</b> 45:9</p> <hr/> <p><b>4</b></p> <hr/> <p><b>4</b> 2:16 6:17 39:4 40:8 42:6 43:25 45:22 47:16</p> <p><b>4 (f)</b> 34:20,21,23</p> <p><b>436964-1-22-02</b> 2:14 3:25 42:4 45:20</p>	<p><b>439891-1-22-02</b> 2:14 3:25 42:4 45:20</p> <p><b>47</b> 14:17</p> <p><b>48th</b> 30:15</p> <hr/> <p><b>5</b></p> <hr/> <p><b>5.7</b> 35:14</p> <p><b>5:00</b> 48:16</p> <p><b>5:02</b> 48:22</p> <hr/> <p><b>6</b></p> <hr/> <p><b>6-foot</b> 27:20 28:6</p> <p><b>60</b> 16:25</p> <p><b>6:00</b> 48:25</p> <hr/> <p><b>7</b></p> <hr/> <p><b>7-foot</b> 27:19 28:5</p> <hr/> <p><b>9</b></p> <hr/> <p><b>98</b> 15:8</p> <p><b>9:00</b> 2:3</p> <hr/> <p><b>A</b></p> <hr/> <p><b>A.M.</b> 2:3 41:8,15</p> <p><b>abatement</b> 36:10,18</p>
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October 15, 2020

<b>acceptance</b> 6:21 37:25	40:3 43:20 47:11	<b>Agency</b> 23:7	11:13,17,24, 25 13:3
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# Virtual Public Hearing Transcript





# Session 1A Opening

*(10/12 / 11 a.m.)*





8345 NW 66th St. #3030  
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**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 14<sup>th</sup>, 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



SW 10<sup>th</sup> Street Connector PD&E Study &  
I-95 from South of SW 10<sup>th</sup> Street to North of Hillsboro Boulevard  
FM#s: 439891-1-22-02 & 436964-1-22-01



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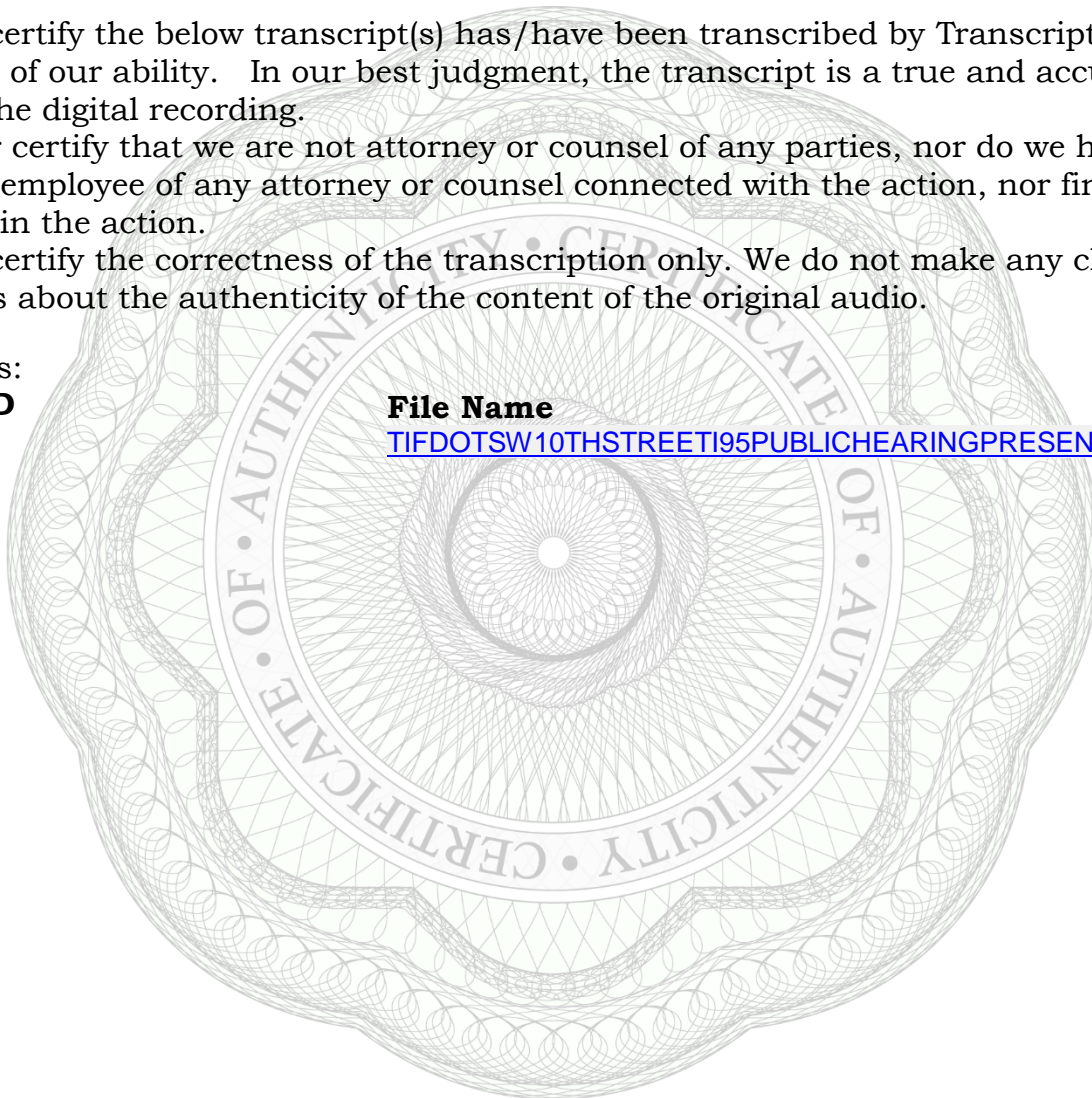
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**Sign by: Jay Teng - Operations Manager**

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.)*





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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**Project ID 28430**

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

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[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.

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)*





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**  
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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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## Certificate of Authenticity

Date: October 13, 2020

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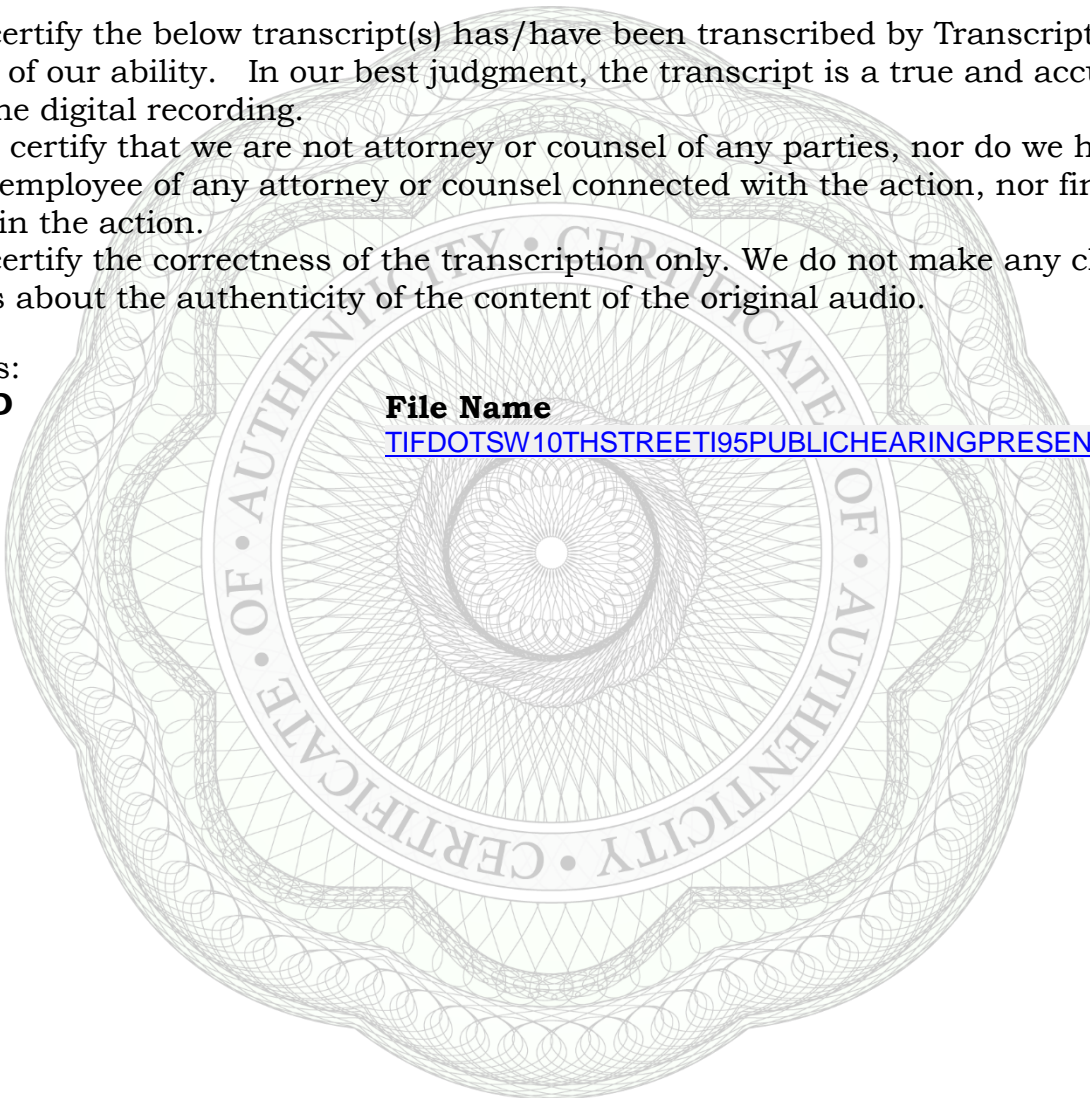
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**Sign by: Jay Teng - Operations Manager**

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)*





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

## Certificate of Authenticity

Date: Oct 15, 2020

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Transcripts:

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

**Project ID 28430**

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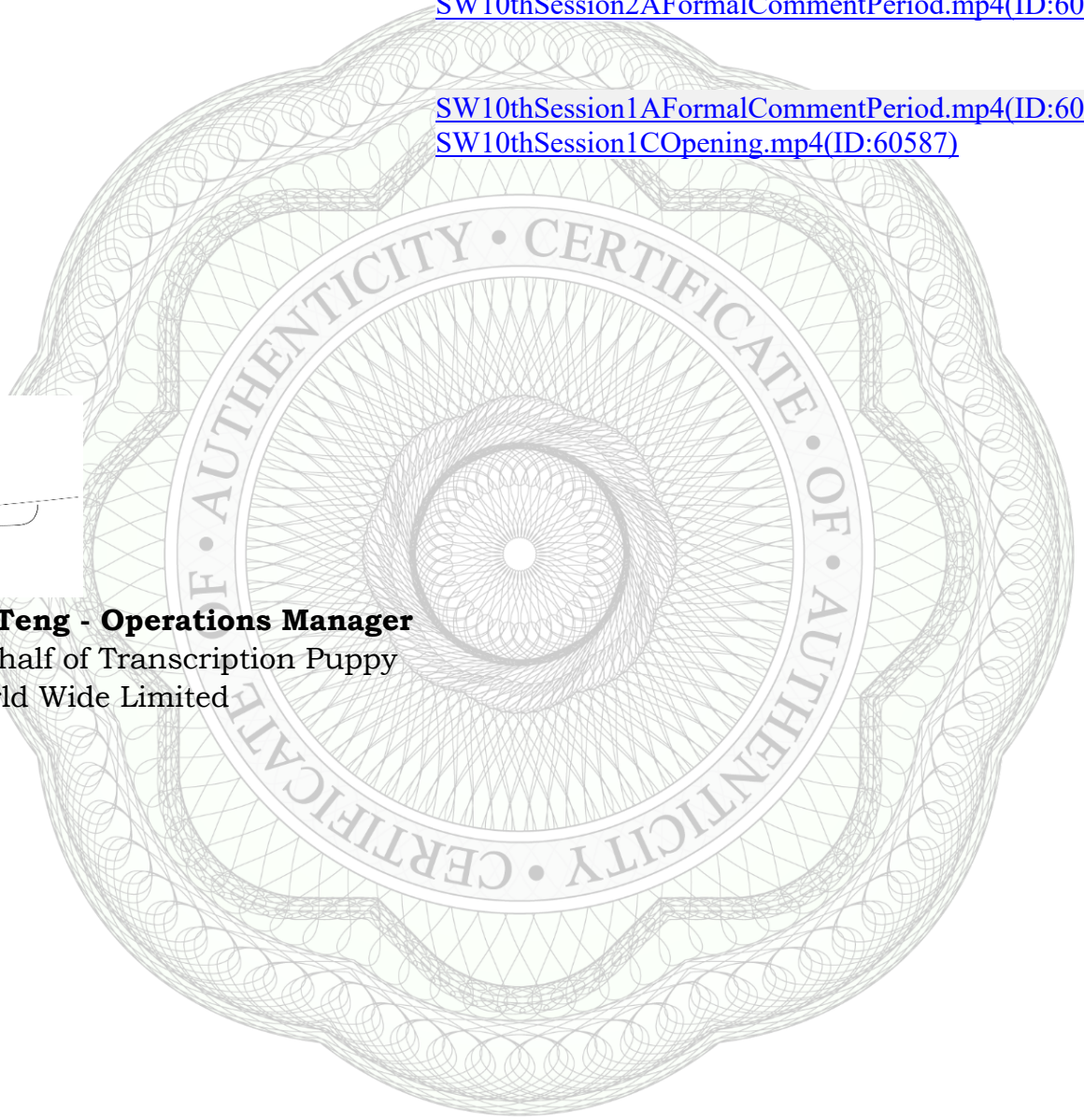
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[SW10thSession1COpening.mp4\(ID:60587\)](#)



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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 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 10<sup>th</sup> Street connector and I-95 from south of Southwest 10<sup>th</sup> 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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Miami, FL 33166  
USA

## Certificate of Authenticity

Date: Oct 15, 2020

To Whom It May Concern,

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

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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



SW 10<sup>th</sup> Street Connector PD&E Study &  
I-95 from South of SW 10<sup>th</sup> Street to North of Hillsboro Boulevard  
FM#s: 439891-1-22-02 & 436964-1-22-01



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Miami, FL 33166  
USA

## Certificate of Authenticity

Date: October 13, 2020

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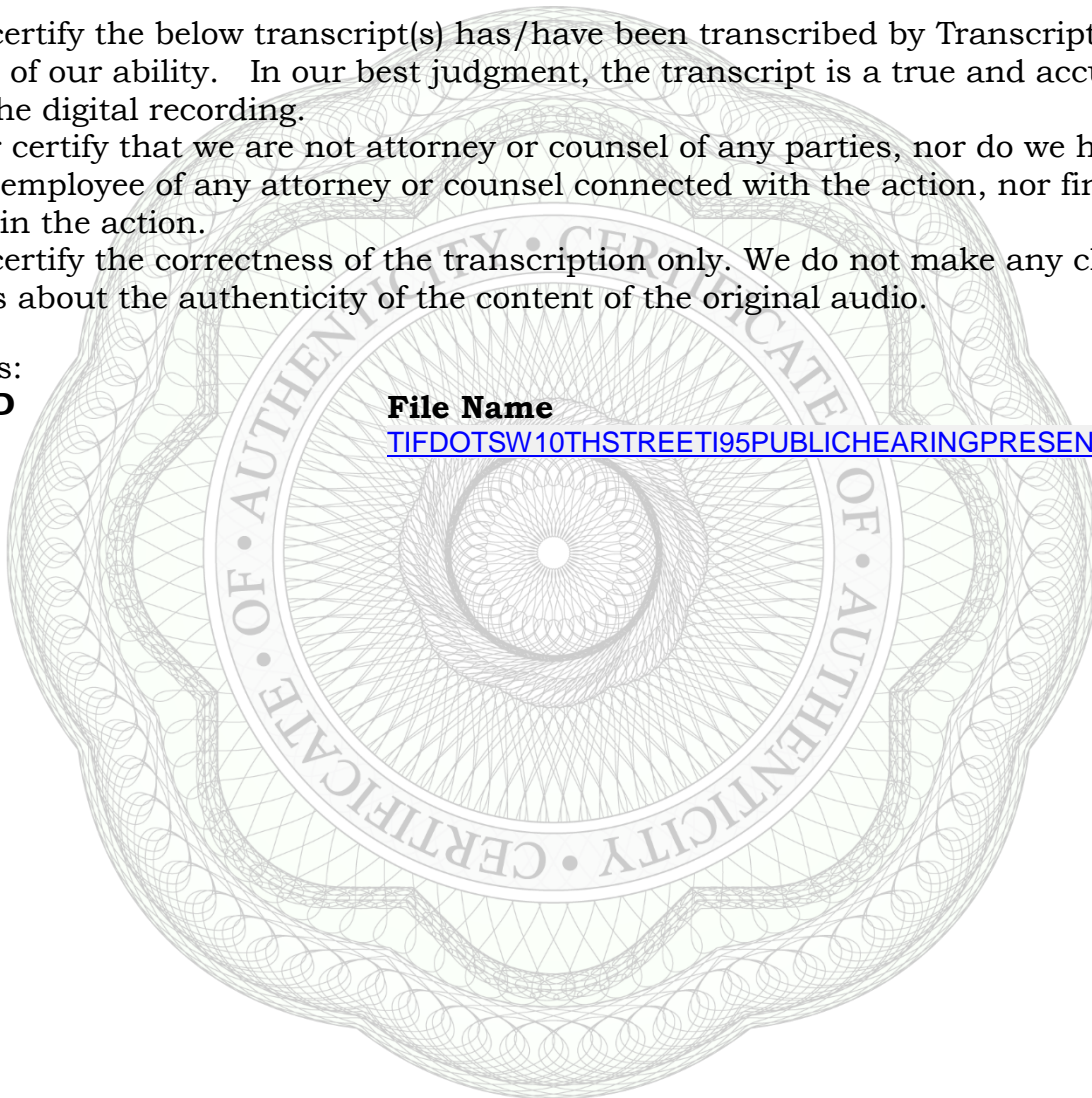
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Transcripts:

**Project ID**  
**60443**

**File Name**

[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.)*





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Miami, FL 33166  
USA

## Certificate of Authenticity

Date: Oct 15, 2020

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

**Project ID 28430**

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

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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.)*





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## Certificate of Authenticity

Date: Oct 15, 2020

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**Sign by: Jay Teng - Operations Manager**  
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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







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Date: October 13, 2020

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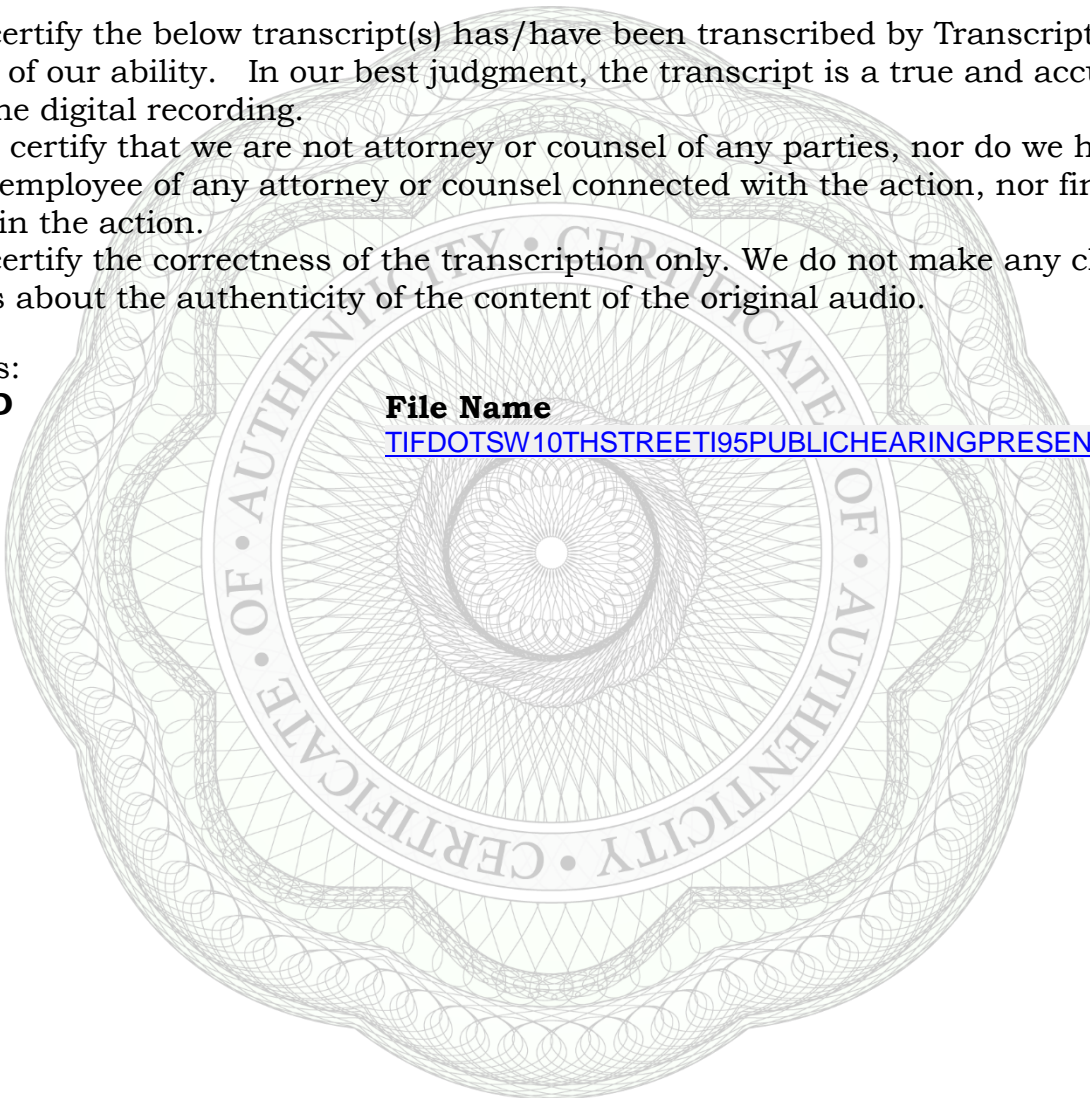
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Speaker: The Florida Department of Transportation would like to welcome you to the public hearing for both the Southwest 10th Street Connector and I-95 from South of Southwest 10th Street to North of Hillsboro Boulevard Project Development and Environmental 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 2A Formal Comment Period

*(10/13 / 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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[SW10thSession1BOpening.mp4\(ID:60581\)](#)

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[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, 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)*





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**  
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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



SW 10<sup>th</sup> Street Connector PD&E Study &  
I-95 from South of SW 10<sup>th</sup> Street to North of Hillsboro Boulevard  
FM#s: 439891-1-22-02 & 436964-1-22-01





8345 NW 66th St. #3030  
Miami, FL 33166  
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## Certificate of Authenticity

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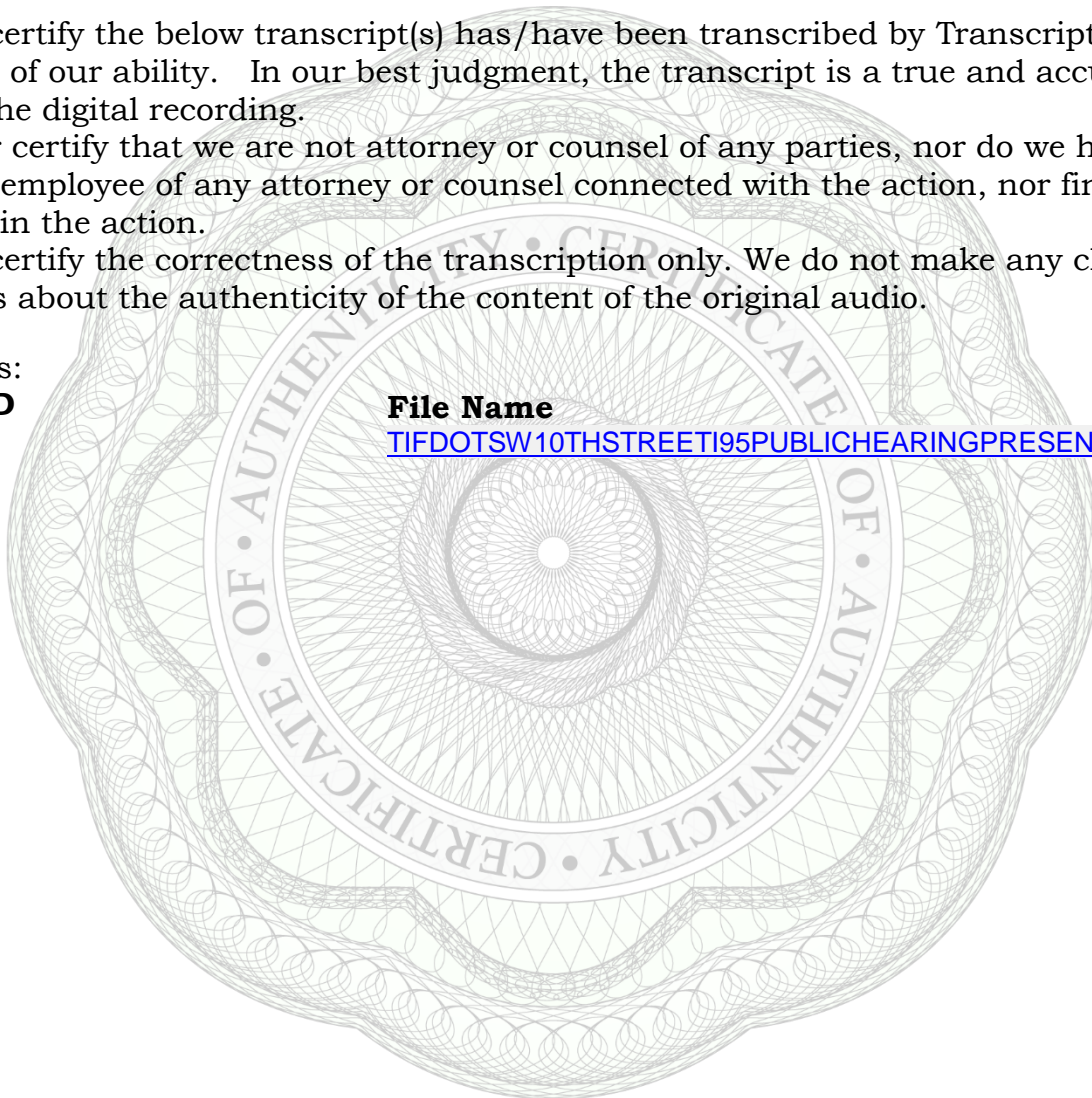
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Transcripts:

**Project ID**  
**60443**

**File Name**

[TIFDOTSW10THSTREETI95PUBLICHEARINGPRESENTATION.mp4](#)



**Sign by: Jay Teng - Operations Manager**

For and on behalf of Transcription Puppy  
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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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Miami, FL 33166  
USA

## Certificate of Authenticity

Date: Oct 15, 2020

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Transcripts:

**File Name**

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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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## Certificate of Authenticity

Date: Oct 15, 2020

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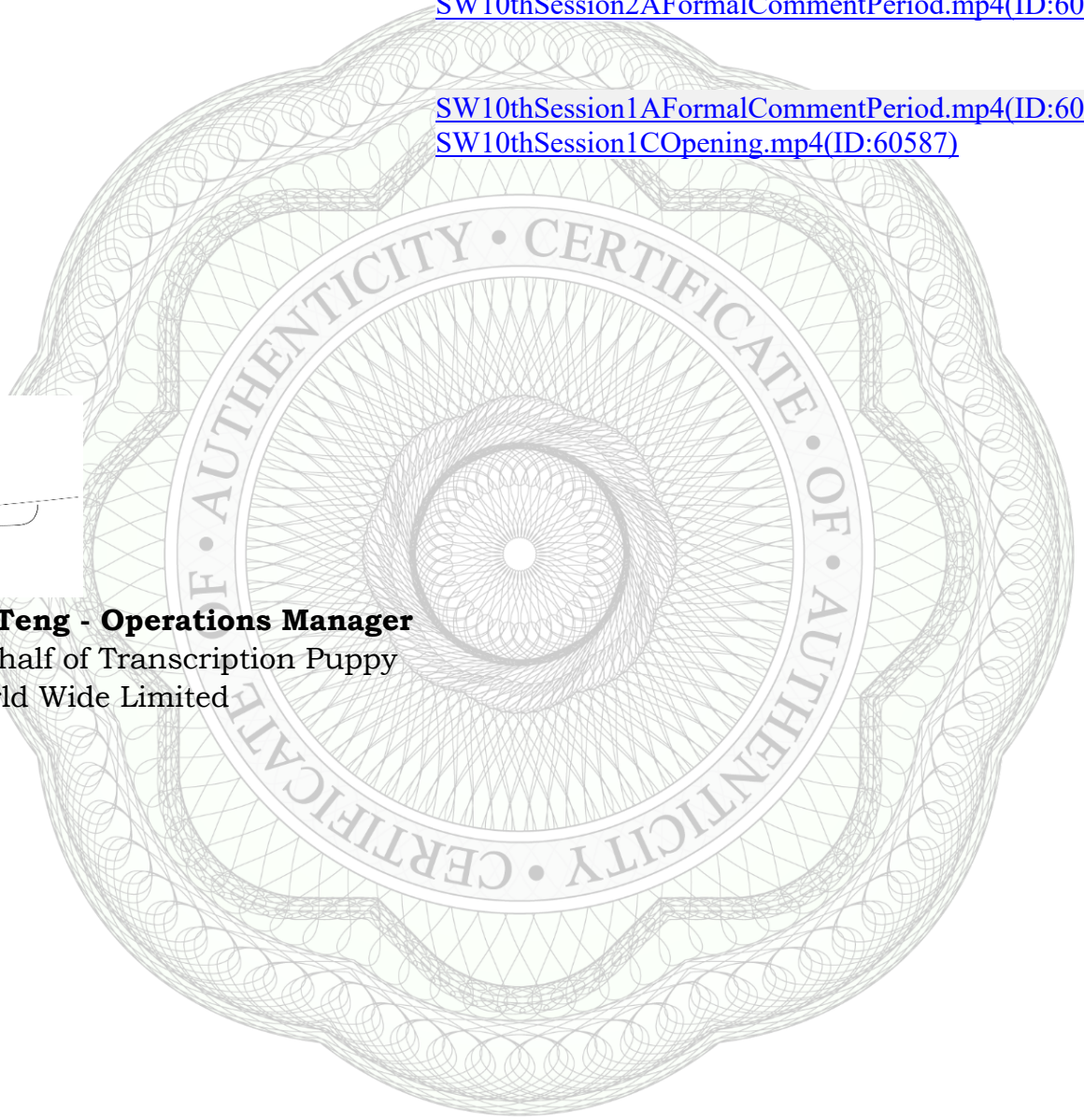
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John Krane: Well, good evening. The Florida Department of Transportation welcomes you to the Public Hearing for the Southwest 10th Street connector and I-95 from south of Southwest 10th Street to north of Hillsboro Boulevard Project Development and 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



SW 10<sup>th</sup> Street Connector PD&E Study &  
I-95 from South of SW 10<sup>th</sup> Street to North of Hillsboro Boulevard  
FM#s: 439891-1-22-02 & 436964-1-22-01



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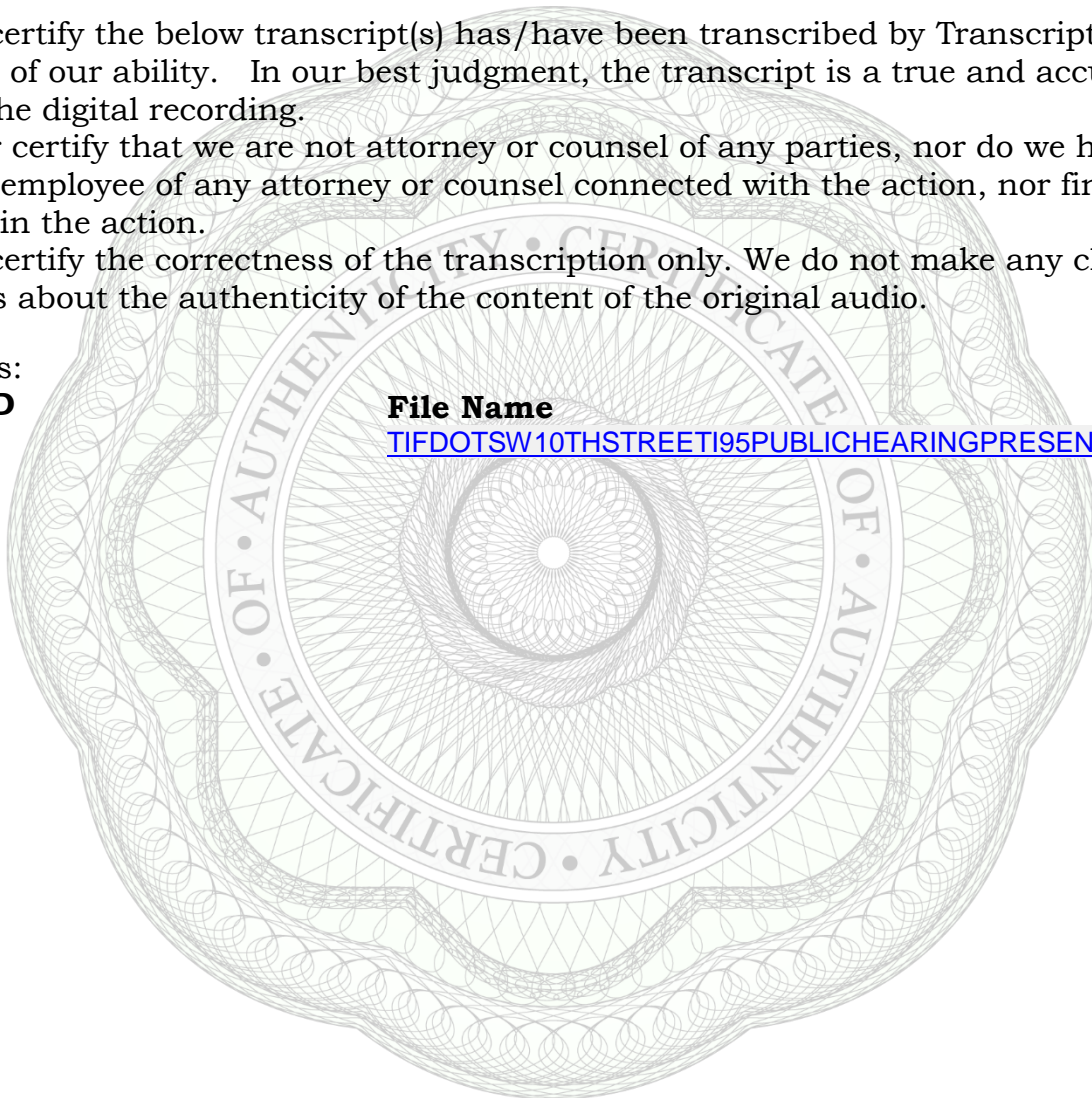
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**Project ID**  
**60443**

**File Name**

[TIFDOTSW10THSTREETI95PUBLICHEARINGPRESENTATION.mp4](#)



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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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Miami, FL 33166  
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## Certificate of Authenticity

Date: Oct 15, 2020

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Transcripts:

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

**Project ID 28430**

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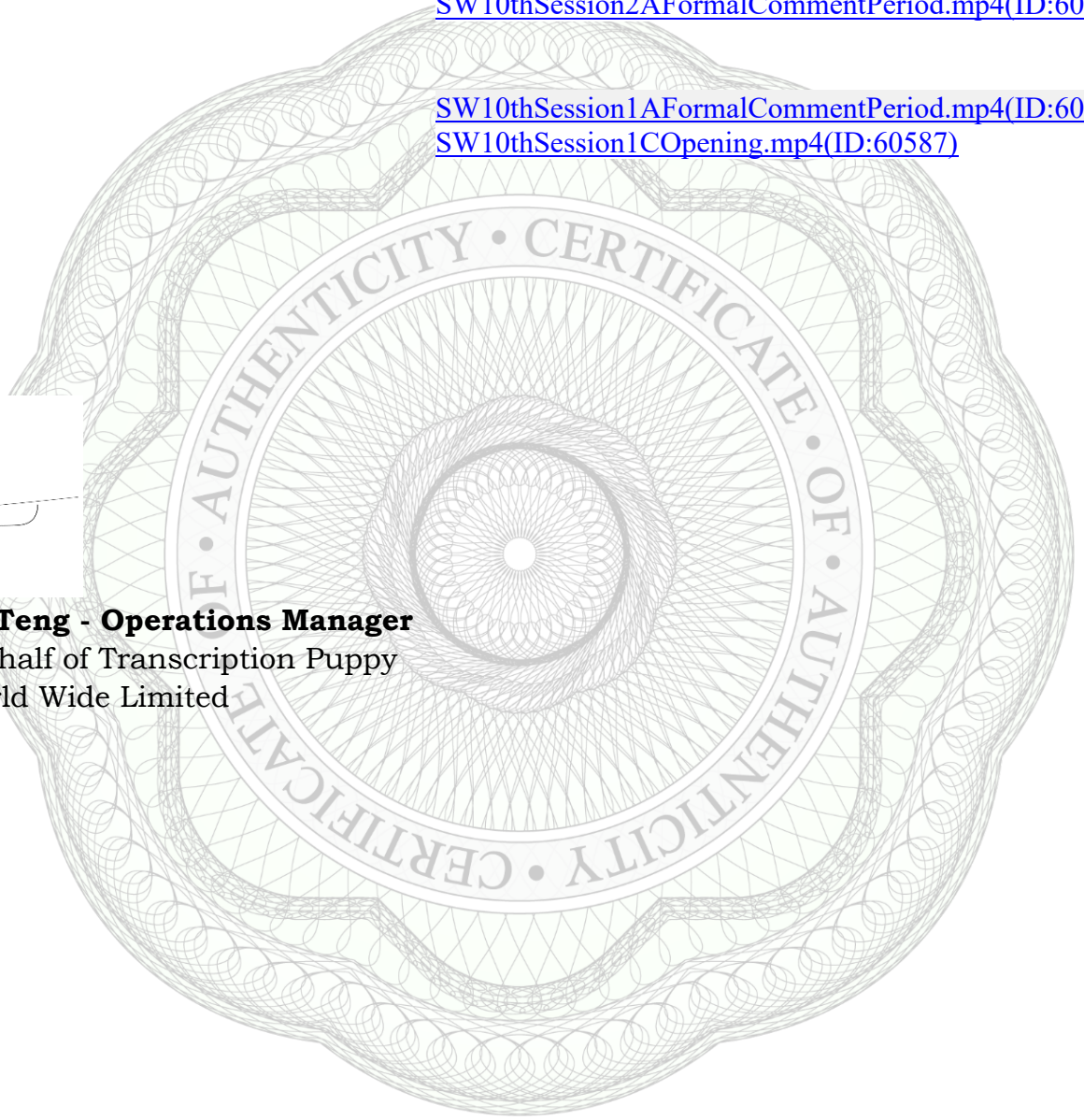
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[SW10thSession1COpening.mp4\(ID:60587\)](#)



**Sign by: Jay Teng - Operations Manager**  
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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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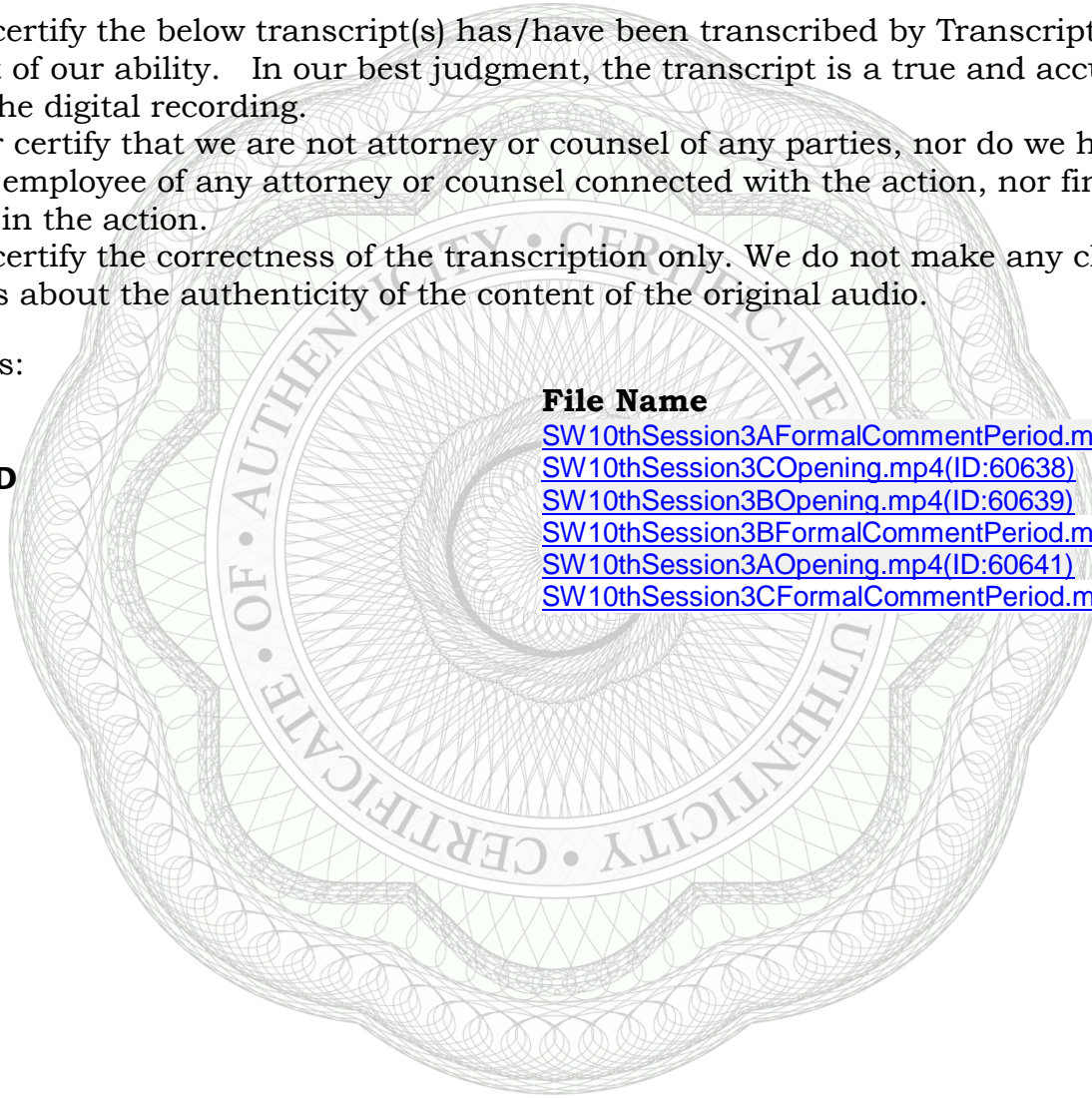
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- [SW10thSession3AOpening.mp4\(ID:60641\)](#)
- [SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)



**Sign by: Jay Teng - Operations Manager**

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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



SW 10<sup>th</sup> Street Connector PD&E Study &  
I-95 from South of SW 10<sup>th</sup> Street to North of Hillsboro Boulevard  
FM#s: 439891-1-22-02 & 436964-1-22-01



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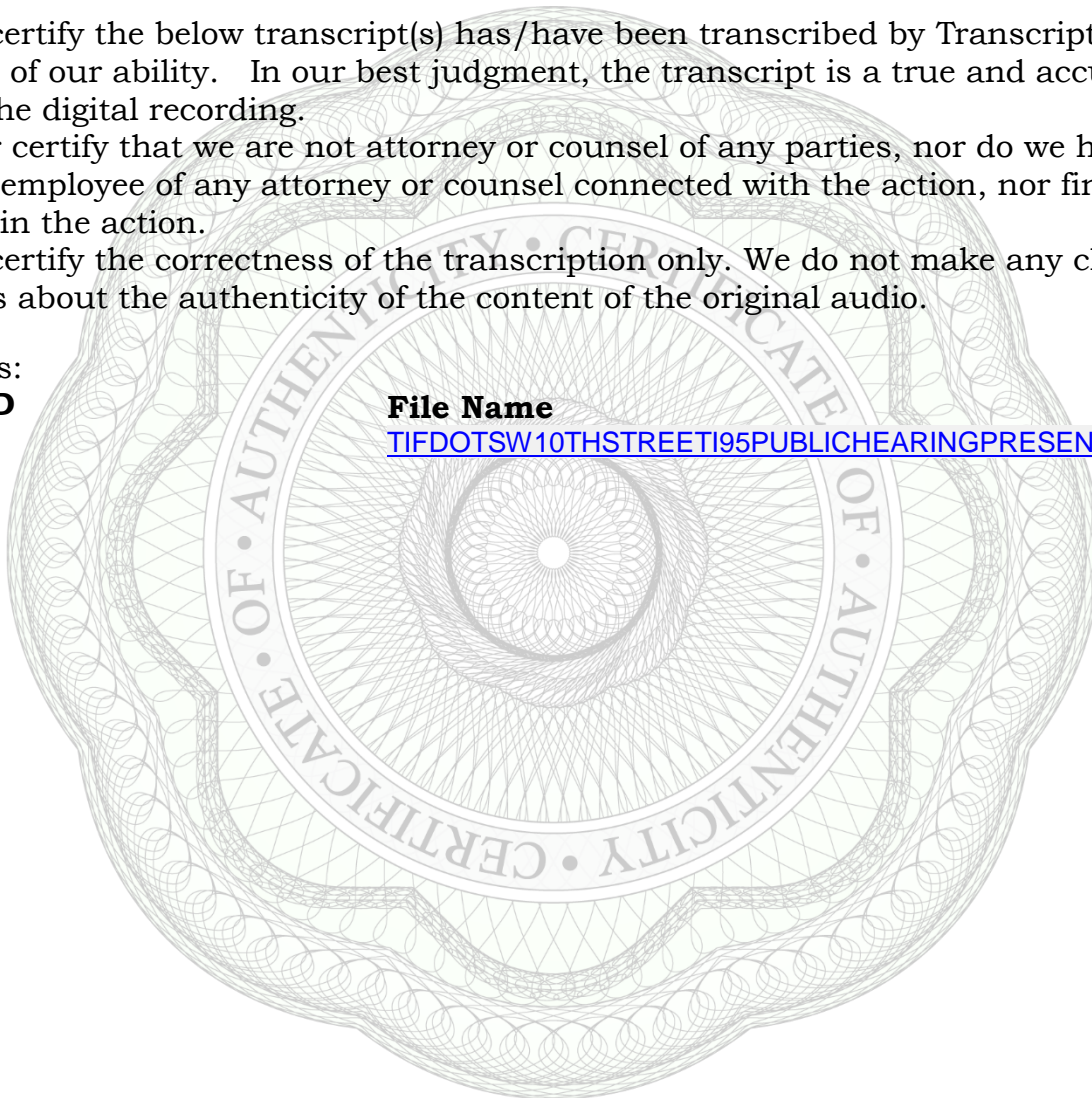
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**Project ID**  
**60443**

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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.)*







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**Project ID**  
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[SW10thSession3BOpening.mp4\(ID:60639\)](#)

[SW10thSession3BFormalCommentPeriod.mp4\(ID:60640\)](#)

[SW10thSession3AOpening.mp4\(ID:60641\)](#)

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**Sign by: Jay Teng - Operations Manager**

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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 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)*





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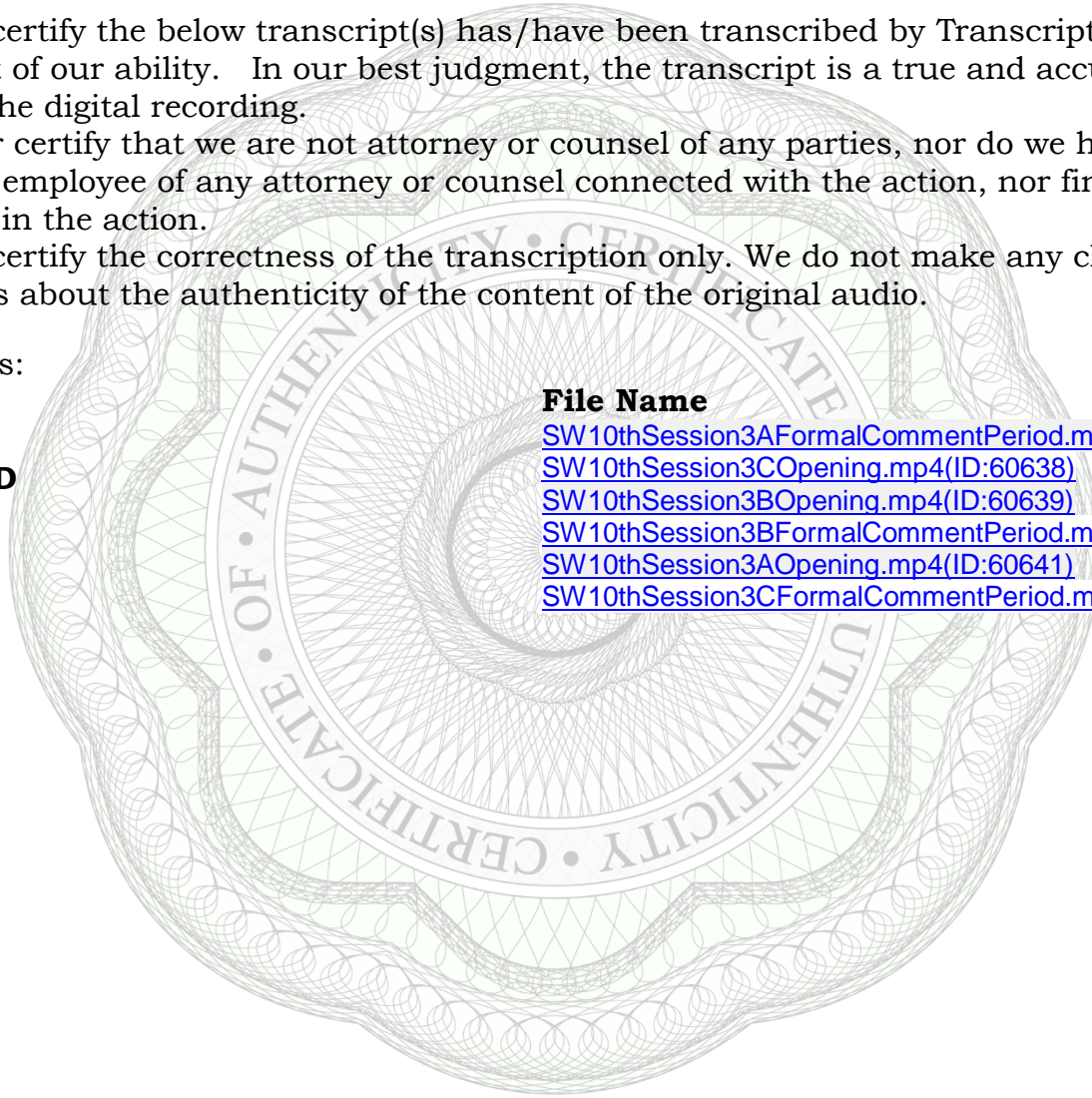
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- [SW10thSession3AOpening.mp4\(ID:60641\)](#)
- [SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)



**Sign by: Jay Teng - Operations Manager**

For and on behalf of Transcription Puppy  
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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



SW 10<sup>th</sup> Street Connector PD&E Study &  
I-95 from South of SW 10<sup>th</sup> Street to North of Hillsboro Boulevard  
FM#s: 439891-1-22-02 & 436964-1-22-01



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Date: October 13, 2020

To Whom It May Concern,

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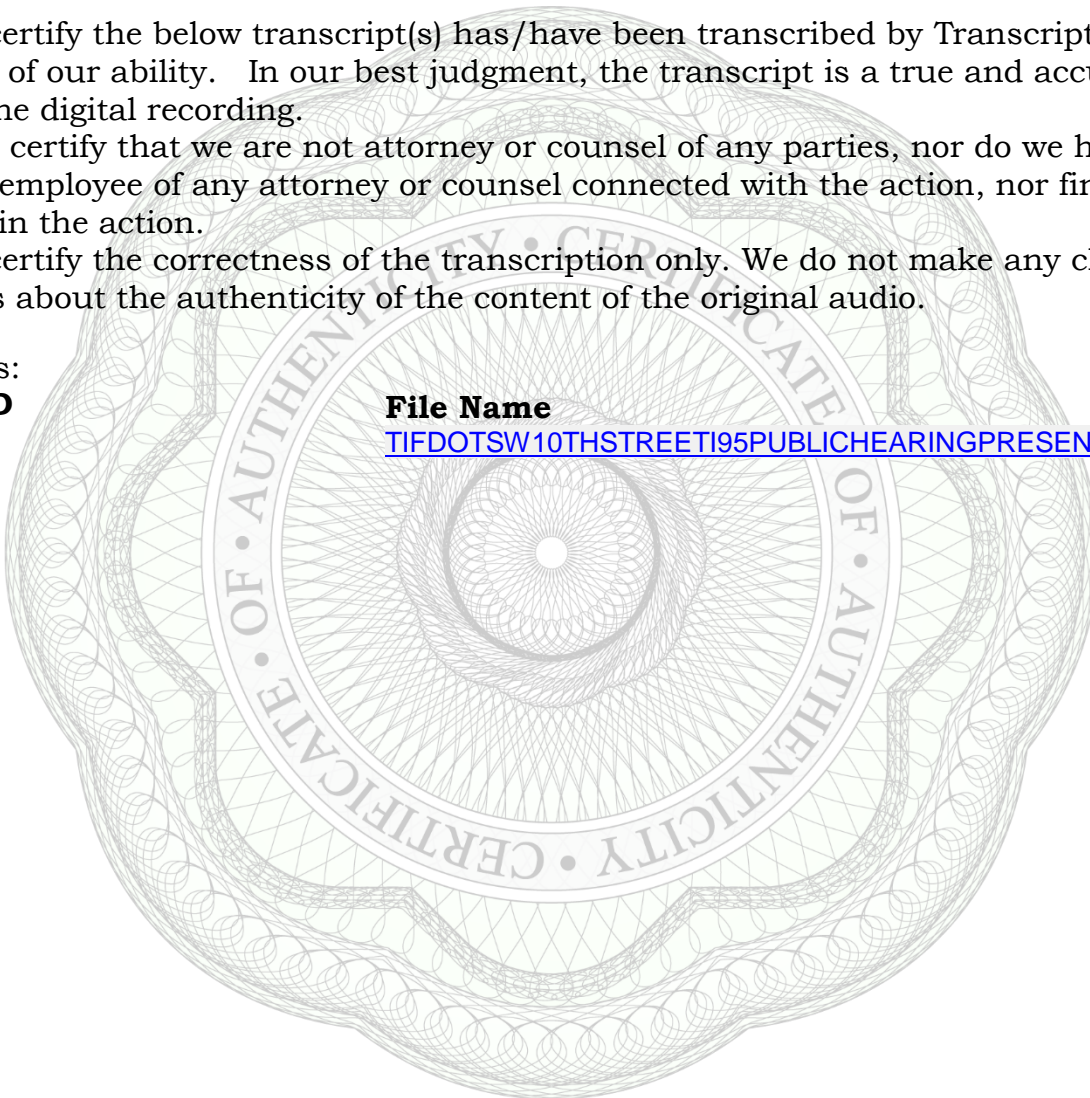
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Transcripts:

**Project ID**  
**60443**

**File Name**

[TIFDOTSW10THSTREETI95PUBLICHEARINGPRESENTATION.mp4](#)



**Sign by: Jay Teng - Operations Manager**

For and on behalf of Transcription Puppy  
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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 3B Formal Comment Period

*(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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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  
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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 4<sup>th</sup>, 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.)*





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

## Certificate of Authenticity

Date:

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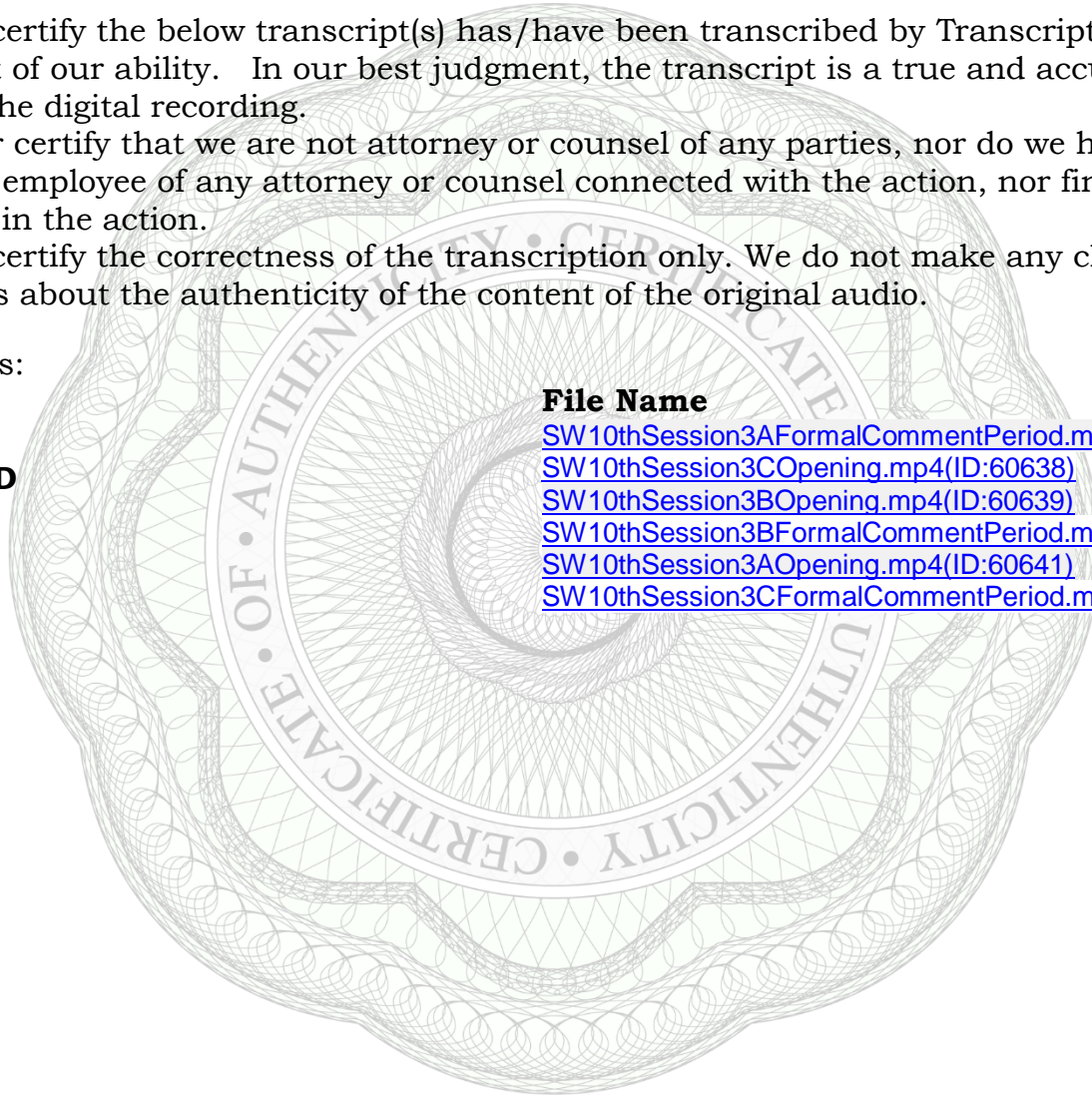
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- [SW10thSession3CFormalCommentPeriod.mp4\(ID:60642\)](#)



**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



SW 10<sup>th</sup> Street Connector PD&E Study &  
I-95 from South of SW 10<sup>th</sup> Street to North of Hillsboro Boulevard  
FM#s: 439891-1-22-02 & 436964-1-22-01



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Date: October 13, 2020

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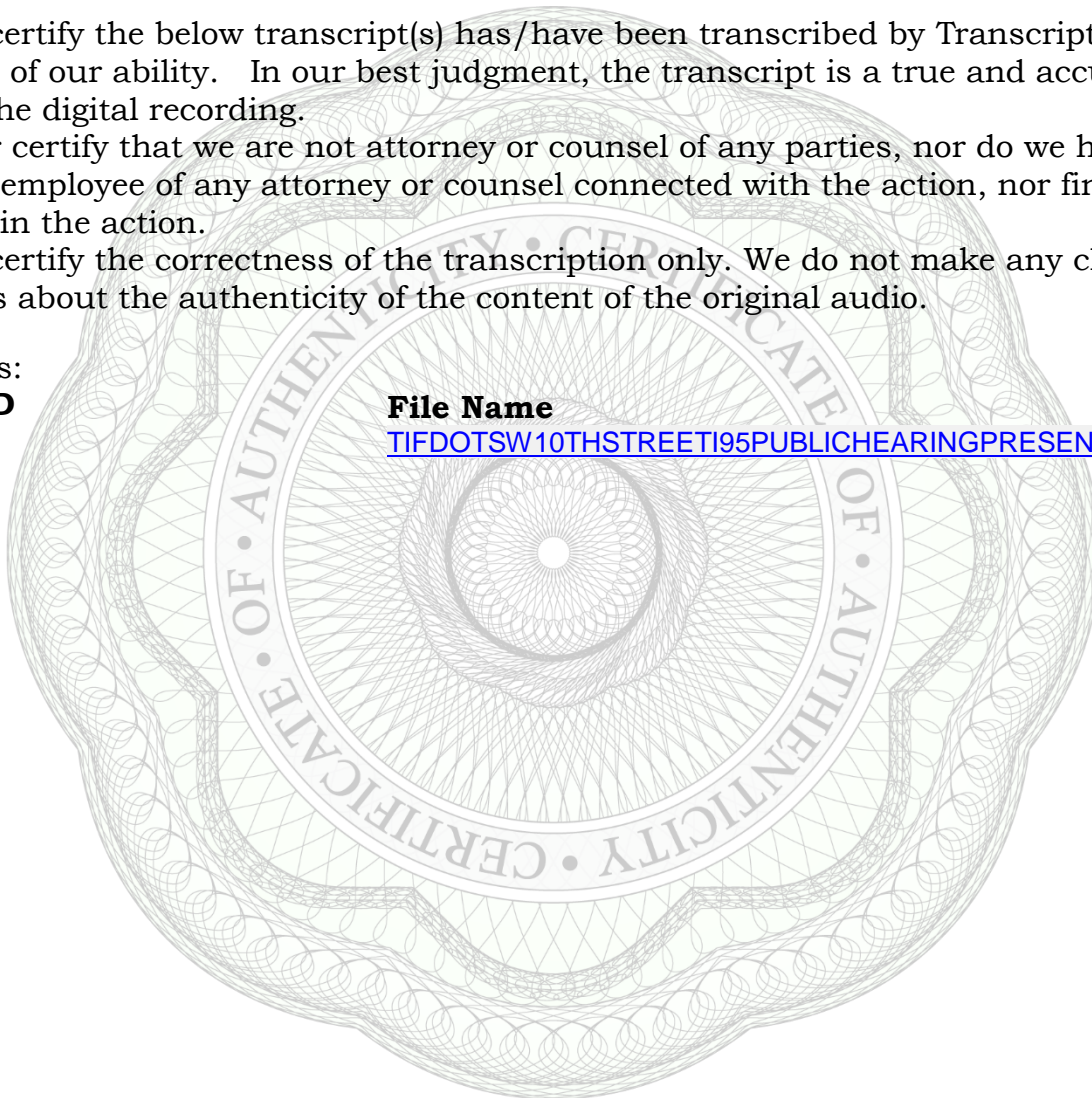
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Transcripts:

**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 3C Formal Comment Period

*(10/14 / 6 p.m.)*





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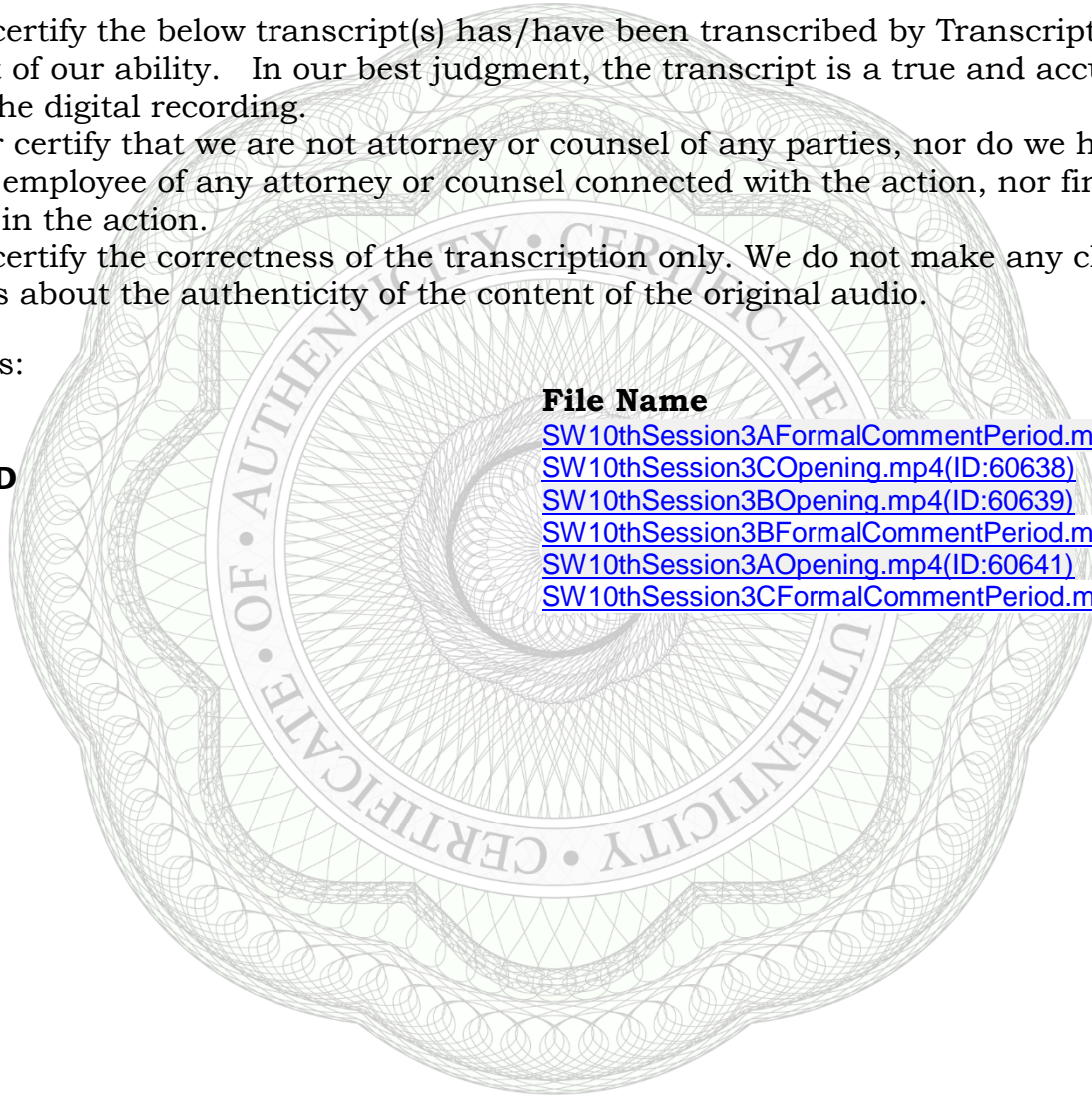
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**Sign by: Jay Teng - Operations Manager**

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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]