

**SW 10th STREET VIRTUAL PUBLIC MEETING
QUESTIONS AND ANSWERS
(DECEMBER 7, 2022, PROJECT UPDATE MEETING)**

QUESTIONS	ANSWERS
How will the SW 10th Street Connector Project benefit the residents of all the municipalities in the region?	One of the primary purposes of the project is to accommodate all current and future users of the SW 10th Street corridor and to provide an improved local SW 10th Street to those who live and work directly along the existing facility. The corridor today is forced to serve both the local and regional traffic. The benefit of the project is to separate local traffic that needs to travel within its local community from the motorists using the corridor for regional trips between the Sawgrass Expressway and I-95.
Will Waterford Courtyards be getting a noise barrier wall?	The Waterford Courtyards and Waterford Homes communities have been identified as communities that warrant a noise barrier wall. The owners of properties that have been identified as benefiting from a potential noise barrier wall will receive a survey to confirm that the adjacent property owners support the construction of the noise barrier wall as part of the SW 10 th St Connector Project. This survey will be going out in early 2023 to the benefited property owners. Noise barrier walls will be installed if the surveyed property owners choose to install them.
Will there be any encroachment on Waterford Courtyards property lines and if so what type of compensation if any will be available?	No Right of Way acquisition or encroachment of any property within the Waterford Courtyard community will be necessary for the SW 10th Street Connector Project.
When is the start date of construction?	<p>Construction is expected to begin on the eastern portion of the SW 10th Street Connector Project (east of SW 24th Avenue) in 2024 for utility relocations and in 2025 for roadway/bridge construction.</p> <p>Construction for the western portion of the SW 10th Street Connector Project (west of SW 24th Avenue) will begin in 2025 for utility relocations and approximately 2026 for roadway/bridge construction.</p>

<p>Have any noise studies been conducted?</p>	<p>Noise studies were performed as part of the Project Development Study in 2019-2021. The results of the noise studies are available on the project website, at www.sw10street.com.</p>
<p>When is the estimated completion date for the total project?</p>	<p>FDOT is prioritizing completion of work on local SW 10th Street, by using innovative contractor incentives to minimize the construction time. SW 10th Street construction work is being prioritized to finish before the construction work on I-95. The construction work begins between 2024 and 2025 and is expected to be complete between 2028 to 2029, for SW 10th Street. Although the work on I-95 will follow the work on SW 10th Street, the final opening of all the lanes must be done together and is expected to be completed by 2030.</p>
<p>What is the expected total cost of the project? Is it fully funded as of current date?</p>	<p>Project estimates were performed during the Project Development study phase. These estimates are being revised and refined now as part of an ongoing cycle of estimate updates as the project gets ready to secure a contractor. The range of the project total cost is over \$500 million, for the SW 10th St Connector at I-95 interchange. Both projects are currently fully funded based on preliminary estimates. The I-95 interchange at SW 10th Street project is funded to go to construction first. The project west of 24th Avenue is fully funded for construction in 2025.</p>
<p>Will local SW 10th Street have additional lanes added?</p>	<p>Currently local SW 10th Street goes from a six-lane roadway (three eastbound and three lanes westbound) to four lanes between Powerline Road and Military Trail. Local SW 10th Street will have four lanes (two eastbound and two westbound). The SW 10th Street Connector Lanes will also have four lanes (two eastbound and two westbound). However, since local SW 10th Street currently handles all traffic, local and regional, there will be significant relief of congestion once the SW 10th Street connector lanes are open as the regional highway traffic will stay on the connector lanes, significantly reducing the volume of traffic on the local lanes. Overall, the corridor is going from 4 to 6 lanes of traffic (2 to 3 lanes in each direction) to 8-10 lanes of traffic (2 to 3 lanes each direction on local SW 10th Street and 2 lanes in each direction on the SW 10th Street connector lanes), which will greatly improve the flow of traffic for both local and regional users.</p>

<p>Will the FPL powerline poles on southside of SW 10th Street have to be moved?</p>	<p>Yes, there will be some modifications to the pole placements, however they will remain in the same basic orientation that they are in today. Some of the current FPL powerline poles are being salvaged and some are being relocated and improved. Any modifications are to be able to accommodate local SW 10th Street shifting to the south and to accommodate the SW 10th Street connector lanes on the north part of the existing Right of Way.</p>
<p>Are there any utility or natural gas lines along the project corridor and will there be any relocations?</p>	<p>The project has existing utilities including gas, power, AT&T communications, and City of Deerfield Beach and Broward County utilities. Utility relocation plans are still in the design/development phase to figure out how to accommodate any utilities that need to be relocated. The project team and the contractor will be required to maintain continuous service for all utilities throughout construction. Any utilities that are affected by the construction will be accommodated and will be relocated within the Right of Way.</p>
<p>Will there be any road closures or detours for the surrounding roadways and communities?</p>	<p>Throughout all phases of construction, all public streets will remain open. There may be periods of overnight short-term closures that will be implemented with appropriate detours, community outreach, notifications, and advanced planning. A prolonged closure is not anticipated. Access will be maintained throughout all phases of construction for properties that have residential or commercial business access to local SW 10th Street.</p>
<p>How will truck traffic on Powerline Road and local roadways access I-95 using the SW 10 Street connector lanes?</p>	<p>There are no connections for traffic on Powerline Road to the SW 10th Street Connector lanes. Motorists, trucks, or any traffic on Powerline Road can continue to access I-95 from the local SW 10th Street, or I-95 interchanges to the north and south depending on where they are coming from on Powerline Road.</p>
<p>Where will the traffic signals be mounted at the intersection of SW 10th Street and Newport Center Drive?</p>	<p>The connector lanes will be elevated over the Newport Center Drive intersection.</p> <p>Traffic signals will be visible and will accommodate local traffic from either south of Newport Drive or to the north on SW 12th Avenue. The signalization view will remain the same in all four quadrants at that intersection as it is today. At that intersection, motorists will be able</p>

	<p>to go northbound or southbound on I-95 and will accept traffic from northbound or southbound on I-95 to go west on local SW 10th Street.</p>
<p>Will the noise barrier walls be built first before the major roadway construction begins? Will the trees presently in place on the Century Village side be removed or will the wall be built on the other side of the greenery?</p>	<p>Most of the proposed noise barrier wall along Century Village is a ground-mounted wall that is approximately 5 feet from the property line. Most of that wall will be constructed prior to highway and bridge construction to help lessen construction noise. The eastern portion of that wall will become an 8- to 14-foot-tall shoulder mounted wall that can only be constructed when the SW 10th Street connector lane improvements are built over Military Trail, after the bridge work and retaining walls are in place. The project team is working closely with Century Village and the City of Deerfield Beach on planning for the construction of the noise barrier wall while still providing a landscape buffer between the noise wall and the residential community of Century Village. Construction of the noise barrier walls is pending confirmation from a survey to the benefitted properties of the Century Village community, confirming that they support the construction of the wall.</p>
<p>How high are the noise barrier walls along Century Village?</p>	<p>The majority of the proposed noise barrier wall along Century Village is a 22-ft tall ground-mounted wall, west of Military Trail. The SW 10th Street connector lanes that will go over Military Trail have a proposed 8 to 14-ft tall shoulder-mounted noise barrier wall coming back down to existing ground. There will be an overlap between the ground-mounted and shoulder-mounted noise barrier wall on the westbound SW 10th Street connector lanes, adjacent to the Century Village community. Construction of the noise barrier wall along Century Village is pending confirmation from a survey to the benefitted properties of the Century Village community, confirming that they support construction of the wall.</p>
<p>How much of this construction will be conducted after 5 pm?</p>	<p>It is a priority of FDOT's to minimize the impact to traffic caused by construction activity. To avoid impacts, FDOT coordinates most construction activities during off-peak hours and, at times, that requires work to be performed at nighttime. FDOT will be sensitive to helping reduce the heavier noise causing impacts at nighttime. Another priority focus of FDOT for construction of the</p>

	<p>project is to minimize the total duration of construction and impact to local/regional traffic, by completing the improvements on SW 10th Street as quickly as possible. Maximizing the available work hours will allow FDOT to finish the overall project as expeditiously as possible.</p>
<p>Will survey letters go out to Century Village residents concerning the noise barrier walls?</p>	<p>Noise barrier wall property owner surveys will be sent to the benefited properties of Century Village in early 2023.</p>
<p>How will improvements planned for Powerline Road affect the Independence Bay community?</p>	<p>All existing movements for local SW 10th Street to and from Powerline Road will be the same once the SW 10th Street Connector Project is built. The connector lanes will be over Powerline Road and traffic on the connector lanes will not have to go through a traffic signal. Local motorists coming out of Independence Bay, Waterford Homes, Century Village, and all other local traffic will continue to have access to Powerline Road just like they have today.</p>
<p>Will the Powerline overpass and traffic be visible from the homes at Independence Bay? Where will the overpass land in relation to entrance at Independence Bay?</p>	<p>The SW 10th Street connector lanes bridge over Powerline Road will be back to grade before the entrance to Independence Bay community. Most of the Independence Bay community, property, and development will not have a view of the SW 10th Street connector bridge at Powerline Road. Landscaping, natural, and physical developments in place today would prevent a view shed of the Powerline Road overpass from Independence Bay.</p>
<p>What access will the Publix Distribution Center have to the SW 10th Street Connector?</p>	<p>Motorists heading eastbound on the connector lanes will be able to exit to local SW 10th Street to enter the Publix Distribution Center, through the Newport Center development. Motorists on local SW 10th Street will be able to directly access the Publix Distribution Center via a left turn movement at SW 12th Avenue. Motorists leaving the Publix Distribution Center and seeking to enter westbound traffic will have a direct ramp to go westbound on the SW 10th Street connector lanes to go to the Sawgrass Expressway or use the local SW 10th Street to Powerline Road and eventually the Sawgrass Expressway as well.</p>
<p>Will the SW 10th Street Connector be a toll road?</p>	<p>The SW 10th Street connector lanes will not introduce any new tolling, either along I-95, or along SW 10th Street between I-95 and the Sawgrass Expressway. The tolling will remain on the Sawgrass west of the Turnpike mainline. 95 Express tolls will remain north and south of the SW 10th Street project limits.</p>

<p>Are there any plans to place lighting on SW 10th Street? Or any improvements of existing streetlights?</p>	<p>The highway lighting will be improved and completely re-constructed with the SW 10th Street Connector Project. The SW 10th Street connector lanes will have one set of illumination lighting for highway lighting at night. Local SW 10th Street will have its own lighting for local roads. The shared-use path will have pedestrian scale lighting when it is not immediately adjacent to the local SW 10th Street lanes. All the traffic signals will be replaced where they exist today to meet the new configuration of local SW 10th Street.</p>
<p>How can local traffic merge onto the SW 10th Street Connector?</p>	<p>The SW 10th Street connector lanes will be directly accessible for traffic coming from the Sawgrass Expressway to I-95, and vice-versa from I-95 to the Sawgrass Expressway.</p> <p>Traffic on local SW 10th Street will be able to merge onto the westbound connector lanes via ramps at the intersection of Newport Center Drive and SW 12th Avenue.</p> <p>Motorists going eastbound on the SW 10th Street connector lanes will be able to exit before I-95 for local SW 10th Street.</p>
<p>Has there been coordination between the SW 10th Street Connector Project and the Florida's Turnpike Enterprise's Sawgrass/Turnpike Interchange Project Development & Environment Study?</p>	<p>The Sawgrass/Turnpike Project Development and Environment (PD&E) Study is looking at long-term improvements of the Sawgrass Expressway from US-441 to the Florida's Turnpike mainline. As part of the Sawgrass/Turnpike PD&E study, the project team will develop alternatives that will connect with the SW 10th Street connector lanes and local SW 10th Street lanes to and from the Turnpike. The Sawgrass/Turnpike Interchange project will occur after the SW 10th Street Connector Project is constructed. These two projects were too large to build under one project; however, they continue to be coordinated together. A public meeting will be held for the Sawgrass/Turnpike Interchange project in 2023. The FDOT SW 10th Street team will be available to answer questions at the public meeting and the public will be able to speak to representatives of both projects together at that meeting.</p>
<p>If surveyed benefitted property owners elect to not construct noise barrier walls at this time, may noise barrier walls be requested at a later date?</p>	<p>Noise barrier walls must be constructed along with the SW 10th Street Connector project based on state and federal funding requirements. If the surveyed benefitted property owners elect to not</p>

	construct a noise barrier wall, they will not be constructed at a later point in time.
Will the noise barrier walls be built before construction of the SW 10th Street Connector Project?	Ground-mounted noise barrier walls will be constructed before the roadway construction to lessen construction noise impacts. Shoulder-mounted noise barrier walls will need to be built after the construction of the elevated ramps as they will be built on top of those structures.
Will the connector be below, above or at the current level of 10th Street?	The SW 10 th Street connector lanes will be elevated over Military Trail and then they will come back to the same level that they are today with local SW 10 th Street. The connector lanes will also be elevated over Powerline Road and come back down to grade to connect with the Sawgrass Expressway near the vicinity of the Turnpike overpass.
Will there be a pedestrian walkway along the north side of the connector?	A shared-use path, accessible to pedestrians and bicyclists, will be constructed on the south side along the local SW 10 th Street local lanes. There will not be a pedestrian walkway on the north side of the SW 10 th Street connector lanes.
Will the noise barrier walls be removed after the project is completed?	No, the noise barrier walls are a permanent solution if they are elected for construction by the benefitted property owners.
Can you please forward this presentation to the persons on the webinar?	A recording of the presentation is available on the project website at www.sw10street.com under the 'Public Meeting' section.